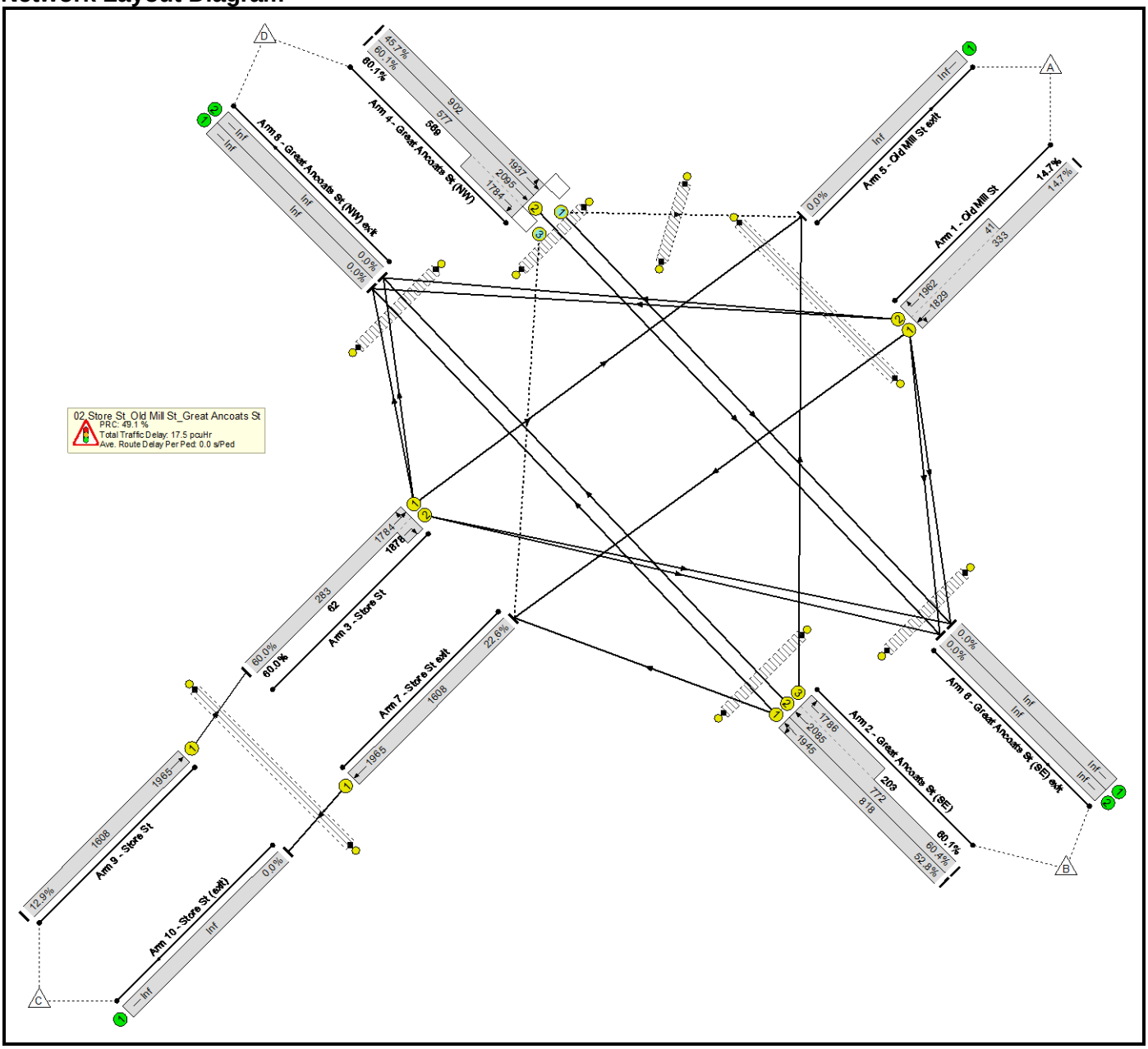
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	02.Store St_Old Mill St_Great Ancoats St.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**60.4%**	**94**	**330**	**10**	**17.5**	-	-
02.Store St_Old Mill St_Great Ancoats St	-	-	-		-	-	-	-	-	-	**60.4%**	**94**	**330**	**10**	**17.5**	-	-
1/1+1/2	Old Mill St Left Ahead Right	U	F		1	15	-	55	1829:1962	333+41	14.7 : 14.7%	-	-	-	0.5	35.9	1.1
2/1	Great Ancoats St (SE) Left Ahead	U	A		1	36	-	432	1945	818	52.8%	-	-	-	2.8	23.7	8.4
2/2+2/3	Great Ancoats St (SE) Right Ahead	U	A B		1	36:9	-	588	2085:1786	772+203	60.4 : 60.1%	-	-	-	4.5	27.4	9.2
3/1+3/2	Store St Ahead Right Left	U	G		1	15	-	207	1784:1878	283+62	60.0 : 60.0%	-	-	-	2.5	43.8	4.9
4/1	Great Ancoats St (NW) Left Ahead	O	D		1	40	-	412	1937	902	45.7%	0	90	2	2.2	19.6	7.2
4/2+4/3	Great Ancoats St (NW) Ahead Right	U+O	C	E	1	39	17	689	2095:1784	577+569	60.1 : 60.1%	94	240	8	4.6	24.1	7.7
7/1	Store St exit Ahead	U	O		1	71	-	364	1965	1608	22.6%	-	-	-	0.1	1.4	0.1
9/1	Store St Ahead	U	N		1	71	-	207	1965	1608	12.9%	-	-	-	0.2	2.9	1.1
Ped Link: P1	Unnamed Ped Link	-	L		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	M		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

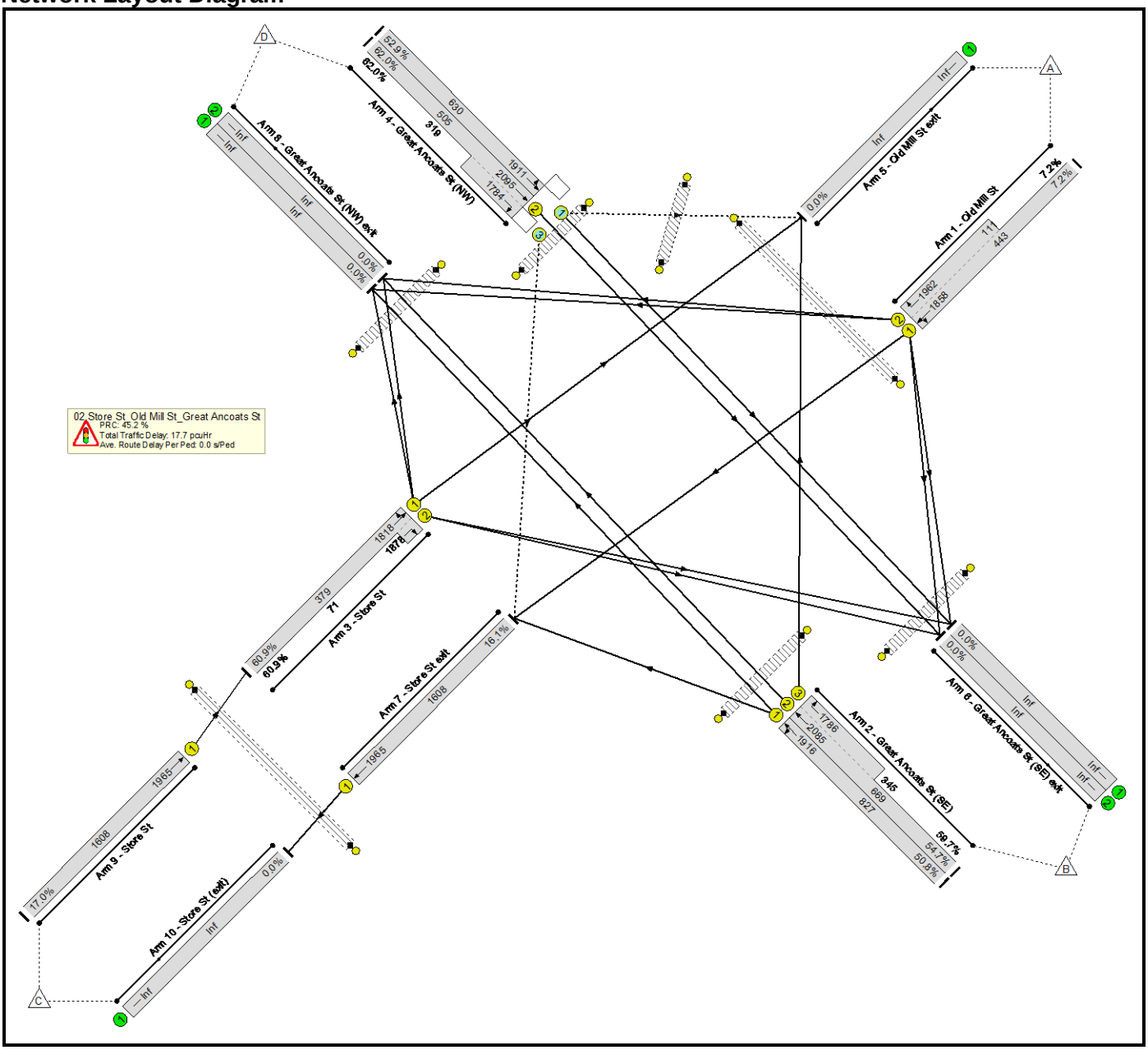
Ped Link: P5	Unnamed Ped Link	-	J		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	K		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	P		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	49.1	Total Delay for Signalled Lanes (pcuHr):	17.23	Cycle Time (s):	88		
C1	Stream: 2 PRC for Signalled Lanes (%):	297.5	Total Delay for Signalled Lanes (pcuHr):	0.31	Cycle Time (s):	88		
	PRC Over All Lanes (%):	49.1	Total Delay Over All Lanes(pcuHr):	17.55				

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**	**79**	**254**	**8**	**17.7**	**-**	**-**
02.Store St_Old Mill St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**	**79**	**254**	**8**	**17.7**	**-**	**-**
1/1+1/2	Old Mill St Left Ahead Right	U	F		1	20	-	40	1858:1962	443+111	7.2 : 7.2%	-	-	-	0.3	29.5	0.6
2/1	Great Ancoats St (SE) Left Ahead	U	A		1	37	-	420	1916	827	50.8%	-	-	-	2.6	22.6	8.0
2/2+2/3	Great Ancoats St (SE) Right Ahead	U	A B		1	37:16	-	572	2085:1786	669+345	54.7 : 59.7%	-	-	-	4.3	26.8	6.7
3/1+3/2	Store St Ahead Right Left	U	G		1	20	-	274	1818:1878	379+71	60.9 : 60.9%	-	-	-	2.9	37.9	6.3
4/1	Great Ancoats St (NW) Left Ahead	O	D		1	28	-	333	1911	630	52.9%	0	140	3	2.8	30.3	7.1
4/2+4/3	Great Ancoats St (NW) Ahead Right	U+O	C	E	1	27	11	511	2095:1784	505+319	62.0 : 62.0%	79	114	5	4.4	31.3	6.9
7/1	Store St exit Ahead	U	O		1	71	-	259	1965	1608	16.1%	-	-	-	0.1	1.8	0.5
9/1	Store St Ahead	U	N		1	71	-	274	1965	1608	17.0%	-	-	-	0.2	3.0	1.5
Ped Link: P1	Unnamed Ped Link	-	L		1	22	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	M		1	9	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

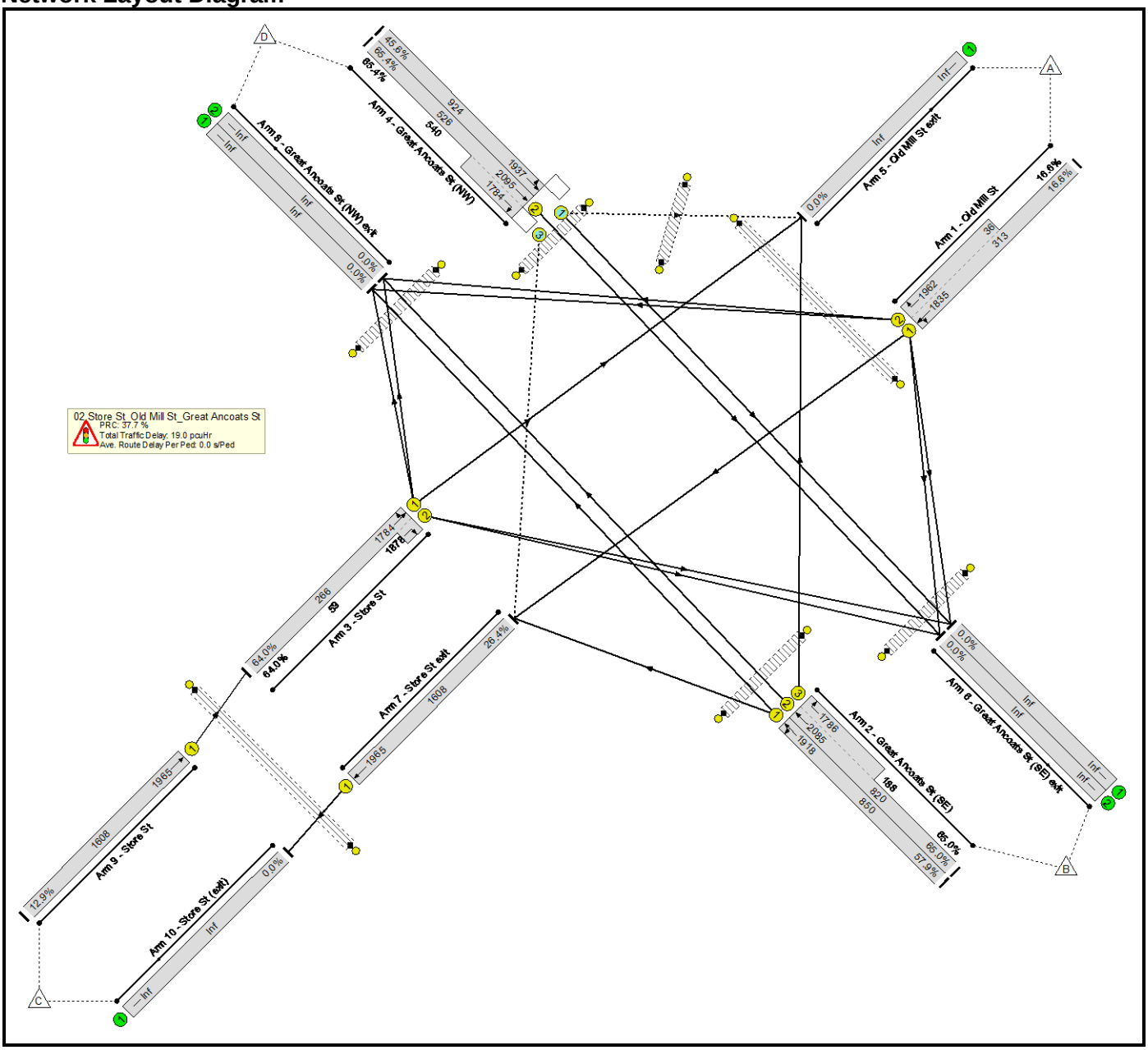
Ped Link: P5	Unnamed Ped Link	-	J		1	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	K		1	50	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	P		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	17.35	Cycle Time (s):	88		
C1	Stream: 2 PRC for Signalled Lanes (%):	428.1	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	88		
	PRC Over All Lanes (%):	45.2	Total Delay Over All Lanes(pcuHr):	17.71				

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.4%**	**73**	**362**	**10**	**19.0**	**-**	**-**
02.Store St_Old Mill St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.4%**	**73**	**362**	**10**	**19.0**	**-**	**-**
1/1+1/2	Old Mill St Left Ahead Right	U	F		1	14	-	58	1835:1962	313+36	16.6 : 16.6%	-	-	-	0.6	37.3	1.2
2/1	Great Ancoats St (SE) Left Ahead	U	A		1	38	-	492	1918	850	57.9%	-	-	-	3.2	23.4	9.6
2/2+2/3	Great Ancoats St (SE) Right Ahead	U	A B		1	38:9	-	655	2085:1786	820+188	65.0 : 65.0%	-	-	-	4.9	26.9	10.5
3/1+3/2	Store St Ahead Right Left	U	G		1	14	-	208	1784:1878	266+59	64.0 : 64.0%	-	-	-	2.7	47.0	5.1
4/1	Great Ancoats St (NW) Left Ahead	O	D		1	41	-	422	1937	924	45.6%	0	90	2	2.2	19.0	7.2
4/2+4/3	Great Ancoats St (NW) Ahead Right	U+O	C	E	1	40	16	697	2095:1784	526+540	65.4 : 65.4%	73	272	8	5.0	25.8	8.4
7/1	Store St exit Ahead	U	O		1	71	-	424	1965	1608	26.4%	-	-	-	0.2	1.6	0.4
9/1	Store St Ahead	U	N		1	71	-	208	1965	1608	12.9%	-	-	-	0.2	2.9	1.1
Ped Link: P1	Unnamed Ped Link	-	L		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	39	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	M		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

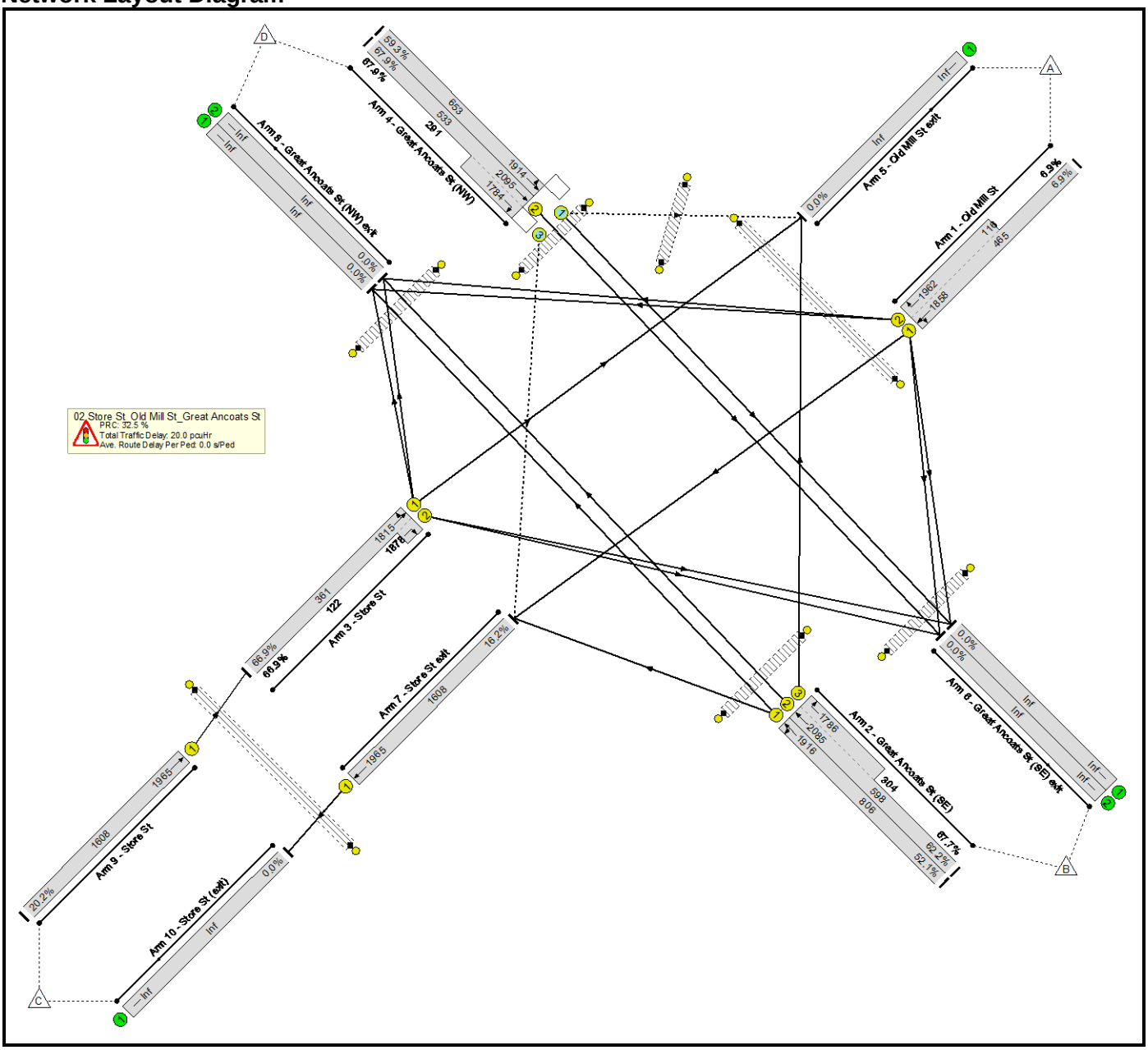
Ped Link: P5	Unnamed Ped Link	-	J		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	K		1	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	P		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	37.7	Total Delay for Signalled Lanes (pcuHr):	18.62	Cycle Time (s):	88		
C1	Stream: 2 PRC for Signalled Lanes (%):	241.3	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s):	88		
	PRC Over All Lanes (%):	37.7	Total Delay Over All Lanes(pcuHr):	18.98				

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**67.9%**	**85**	**263**	**8**	**20.0**	-	-
02.Store St_Old Mill St_Great Ancoats St	-	-	-		-	-	-	-	-	-	**67.9%**	**85**	**263**	**8**	**20.0**	-	-
1/1+1/2	Old Mill St Left Ahead Right	U	F		1	21	-	40	1858:1962	465+116	6.9 : 6.9%	-	-	-	0.3	28.5	0.6
2/1	Great Ancoats St (SE) Left Ahead	U	A		1	36	-	420	1916	806	52.1%	-	-	-	2.8	23.6	8.1
2/2+2/3	Great Ancoats St (SE) Right Ahead	U	A B		1	36:14	-	578	2085:1786	598+304	62.2 : 67.7%	-	-	-	4.7	29.3	7.3
3/1+3/2	Store St Ahead Right Left	U	G		1	21	-	324	1815:1878	361+122	66.9 : 66.9%	-	-	-	3.5	38.4	7.3
4/1	Great Ancoats St (NW) Left Ahead	O	D		1	29	-	387	1914	653	59.3%	0	154	4	3.3	30.9	8.5
4/2+4/3	Great Ancoats St (NW) Ahead Right	U+O	C	E	1	28	11	560	2095:1784	533+291	67.9 : 67.9%	85	108	5	5.0	31.9	8.4
7/1	Store St exit Ahead	U	O		1	71	-	260	1965	1608	16.2%	-	-	-	0.2	2.1	0.5
9/1	Store St Ahead	U	N		1	71	-	324	1965	1608	20.2%	-	-	-	0.3	3.1	1.8
Ped Link: P1	Unnamed Ped Link	-	L		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	M		1	9	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P5	Unnamed Ped Link	-	J		1	45	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	K		1	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	P		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	32.5	Total Delay for Signalled Lanes (pcuHr):	19.52	Cycle Time (s):	88	
C1	Stream: 2 PRC for Signalled Lanes (%):	346.6	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	88	
	PRC Over All Lanes (%):	32.5	Total Delay Over All Lanes(pcuHr):	19.96			

Basic Results Summary

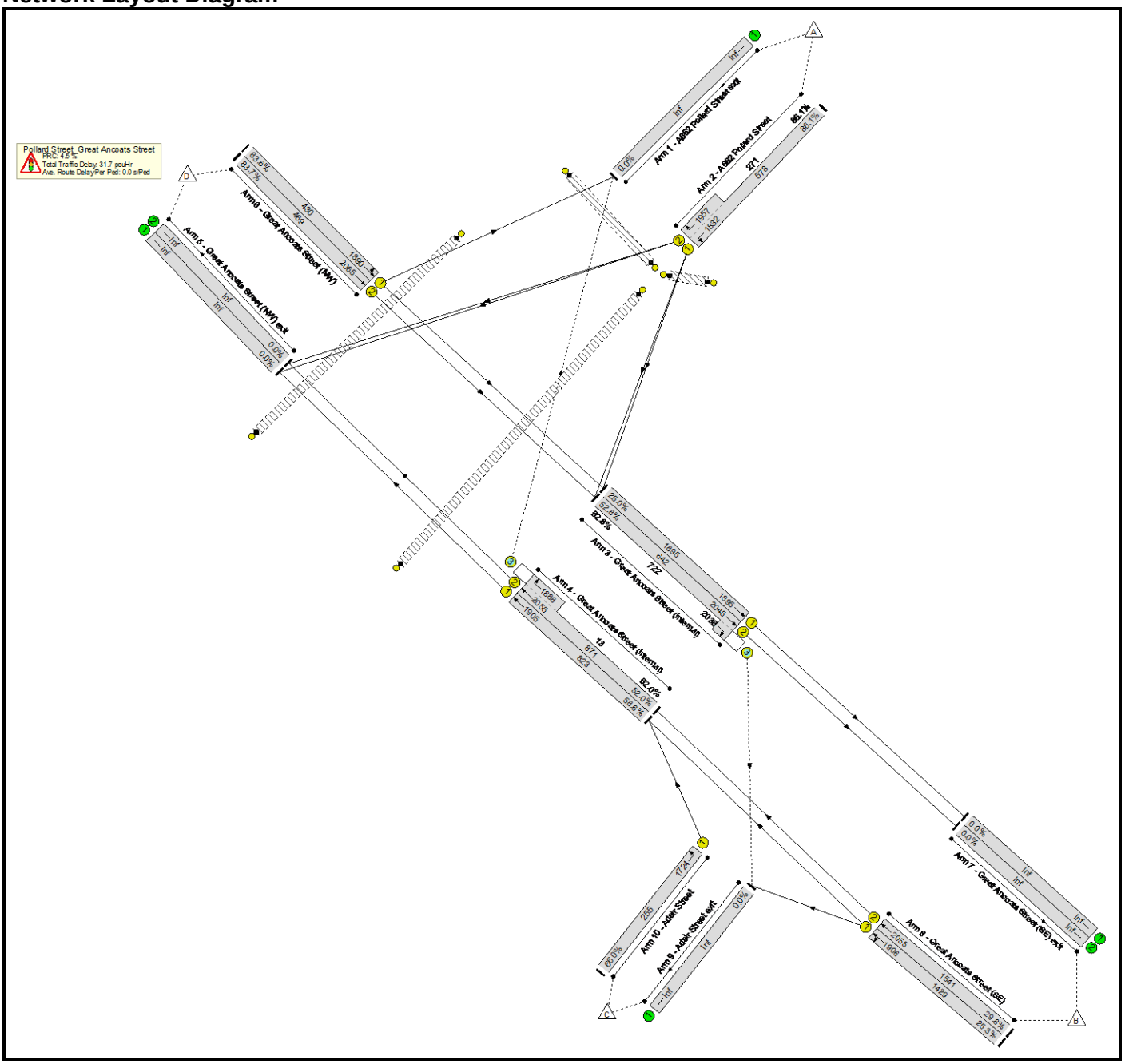
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	03.Pollard St_Great Ancoats St_Adair St.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**	**203**	**185**	**0**	**31.7**	**-**	**-**
Pollard Street_Great Ancoats Street	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**	**203**	**185**	**0**	**31.7**	**-**	**-**
2/1+2/2	A662 Pollard Street Left Right	U	C D		1	34:16	-	731	1832:1957	578+271	86.1 : 86.1%	-	-	-	8.2	40.4	16.0
3/1	Great Ancoats Street (internal) Ahead	U	M		1	88	-	473	1895	1895	25.0%	-	-	-	0.2	1.3	0.2
3/2+3/3	Great Ancoats Street (internal) Ahead Right	U+O	M	O	1	88	13	720	2045:2035	642+722	52.8 : 52.8%	196	185	0	1.0	5.2	9.4
4/1	Great Ancoats Street (internal) Ahead	U	B		1	37	-	482	1905	823	58.6%	-	-	-	3.2	23.7	7.9
4/2+4/3	Great Ancoats Street (internal) Right Ahead	U+O	B	E	1	37	13	460	2055:1888	871+13	52.0 : 52.0%	7	0	0	3.8	29.6	10.8
6/1	Great Ancoats Street (NW) Left Ahead	U	A		1	19	-	359	1890	430	83.6%	-	-	-	5.6	56.3	10.7
6/2	Great Ancoats Street (NW) Ahead	U	A		1	19	-	393	2065	469	83.7%	-	-	-	6.0	54.6	11.5
8/1	Great Ancoats Street (SE) Ahead Left	U	N		1	65	-	362	1906	1429	25.3%	-	-	-	0.5	5.1	2.9
8/2	Great Ancoats Street (SE) Ahead	U	N		1	65	-	460	2055	1541	29.8%	-	-	-	0.7	5.2	3.8
10/1	Adair Street Left	U	P		1	12	-	168	1724	255	66.0%	-	-	-	2.6	55.7	4.8
Ped Link: P1	Pollard Street Entry and RT	-	L		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

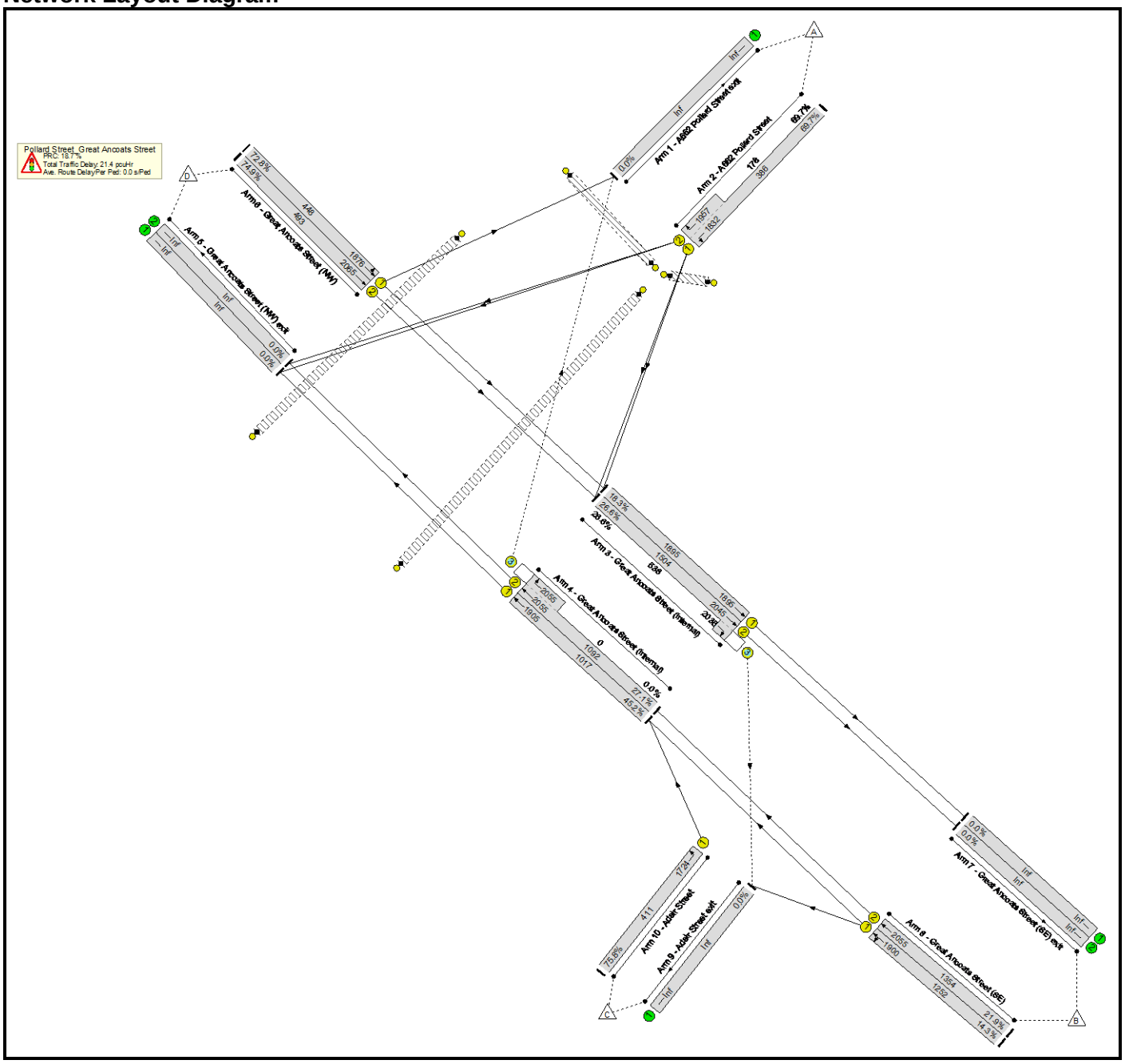
Ped Link: P2	Pollard Street LT	-	I		1	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Great Ancoats Street (SE) Entry	-	J		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Great Ancoats Street (NW) Entry	-	K		1	11	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 31.70 Cycle Time (s): 88
PRC Over All Lanes (%): 4.5 Total Delay Over All Lanes(pcuHr): 31.70

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**	**102**	**41**	**0**	**21.4**	**-**	**-**
Pollard Street_Great Ancoats Street	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**	**102**	**41**	**0**	**21.4**	**-**	**-**
2/1+2/2	A662 Pollard Street Left Right	U	C D		1	33:7	-	393	1832:1957	386+178	69.7 : 69.7%	-	-	-	3.9	36.0	5.8
3/1	Great Ancoats Street (internal) Ahead	U	M		1	88	-	347	1895	1895	18.3%	-	-	-	0.1	1.2	0.1
3/2+3/3	Great Ancoats Street (internal) Ahead Right	U+O	M	O	1	88	21	543	2045:2035	1504+538	26.6 : 26.6%	102	41	0	0.2	1.2	7.3
4/1	Great Ancoats Street (internal) Ahead	U	B		1	46	-	460	1905	1017	45.2%	-	-	-	1.5	11.4	3.8
4/2+4/3	Great Ancoats Street (internal) Right Ahead	U+O	B	E	1	46	21	296	2055:2055	1092+0	27.1 : 0.0%	0	0	0	1.8	21.6	6.1
6/1	Great Ancoats Street (NW) Left Ahead	U	A		1	20	-	326	1876	448	72.8%	-	-	-	4.1	45.4	8.6
6/2	Great Ancoats Street (NW) Ahead	U	A		1	20	-	369	2065	493	74.9%	-	-	-	4.6	45.3	9.8
8/1	Great Ancoats Street (SE) Ahead Left	U	N		1	57	-	179	1900	1252	14.3%	-	-	-	0.4	7.3	1.7
8/2	Great Ancoats Street (SE) Ahead	U	N		1	57	-	296	2055	1354	21.9%	-	-	-	0.6	7.7	3.0
10/1	Adair Street Left	U	P		1	20	-	312	1724	411	75.8%	-	-	-	4.2	48.7	8.5
Ped Link: P1	Pollard Street Entry and RT	-	L		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

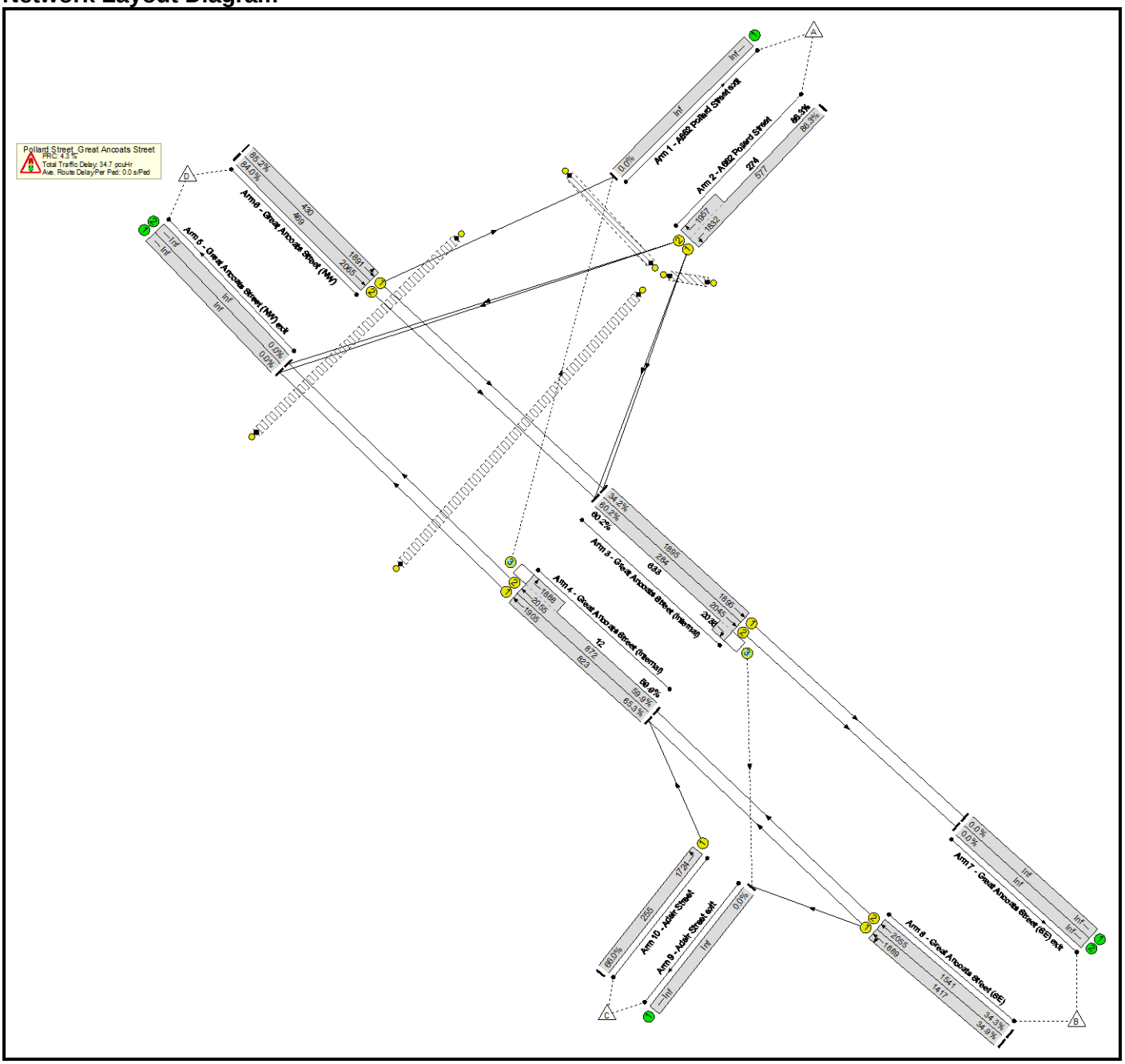
Ped Link: P2	Pollard Street LT	-	I		1	45	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Great Ancoats Street (SE) Entry	-	J		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Great Ancoats Street (NW) Entry	-	K		1	11	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 18.7 Total Delay for Signalled Lanes (pcuHr): 21.42 Cycle Time (s): 88
PRC Over All Lanes (%): 18.7 Total Delay Over All Lanes(pcuHr): 21.42

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**161**	**227**	**0**	**34.7**	**-**	**-**
Pollard Street_Great Ancoats Street	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**161**	**227**	**0**	**34.7**	**-**	**-**
2/1+2/2	A662 Pollard Street Left Right	U	C D		1	34:16	-	734	1832:1957	577+274	86.3 : 86.3%	-	-	-	8.3	40.6	16.1
3/1	Great Ancoats Street (internal) Ahead	U	M		1	88	-	649	1895	1895	34.2%	-	-	-	0.3	1.4	0.3
3/2+3/3	Great Ancoats Street (internal) Ahead Right	U+O	M	O	1	88	13	552	2045:2035	284+633	60.2 : 60.2%	155	226	0	1.6	10.2	10.1
4/1	Great Ancoats Street (internal) Ahead	U	B		1	37	-	537	1905	823	65.3%	-	-	-	3.8	25.7	9.6
4/2+4/3	Great Ancoats Street (internal) Right Ahead	U+O	B	E	1	37	13	529	2055:1888	872+12	59.9 : 59.9%	6	1	0	4.6	31.5	13.0
6/1	Great Ancoats Street (NW) Left Ahead	U	A		1	19	-	366	1891	430	85.2%	-	-	-	6.0	58.6	11.2
6/2	Great Ancoats Street (NW) Ahead	U	A		1	19	-	394	2065	469	84.0%	-	-	-	6.0	54.9	11.6
8/1	Great Ancoats Street (SE) Ahead Left	U	N		1	65	-	494	1889	1417	34.9%	-	-	-	0.8	5.7	4.2
8/2	Great Ancoats Street (SE) Ahead	U	N		1	65	-	529	2055	1541	34.3%	-	-	-	0.8	5.5	4.5
10/1	Adair Street Left	U	P		1	12	-	168	1724	255	66.0%	-	-	-	2.6	55.7	4.8
Ped Link: P1	Pollard Street Entry and RT	-	L		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

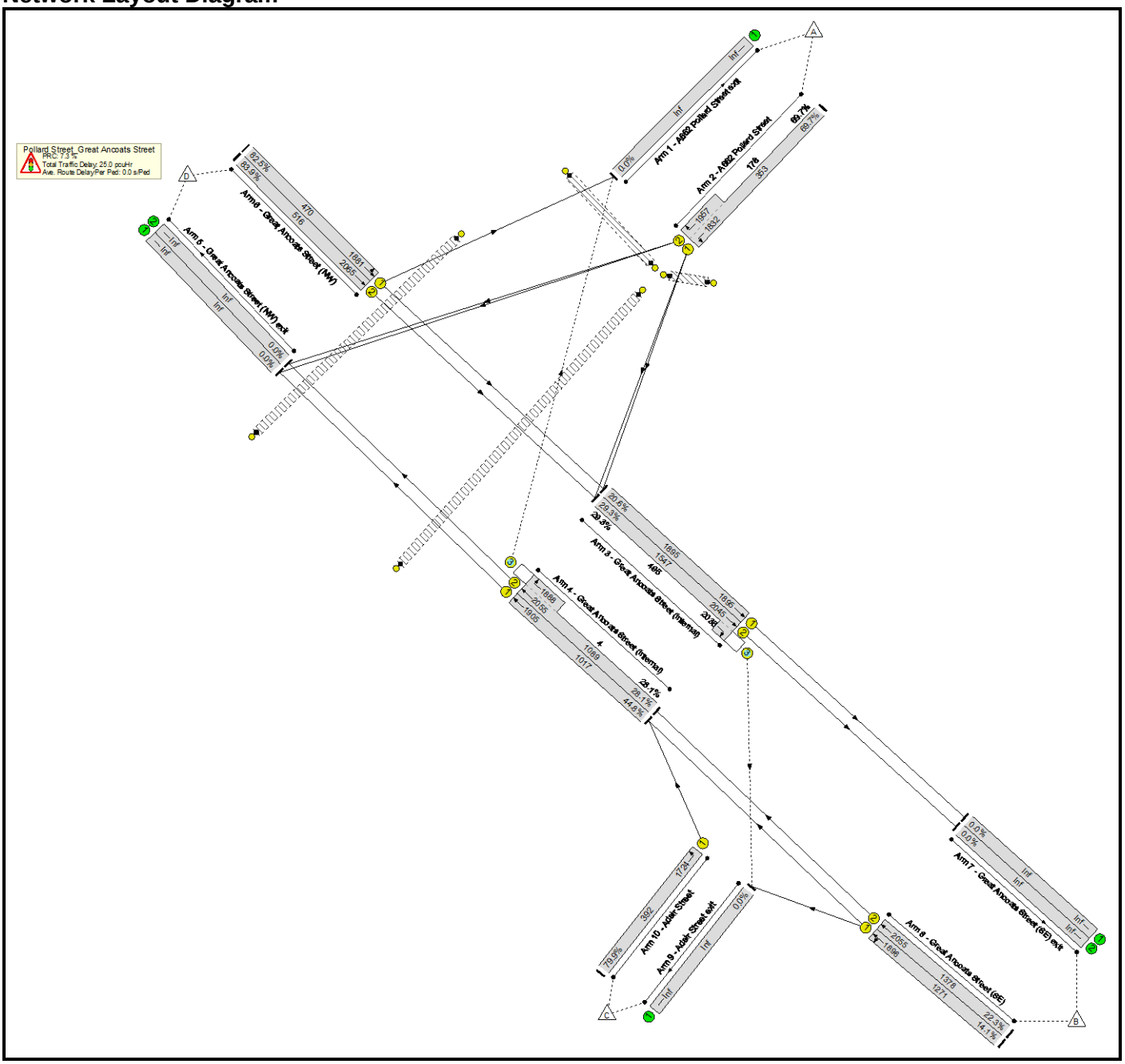
Ped Link: P2	Pollard Street LT	-	I		1	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Great Ancoats Street (SE) Entry	-	J		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Great Ancoats Street (NW) Entry	-	K		1	11	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 34.71 Cycle Time (s): 88
PRC Over All Lanes (%): 4.3 Total Delay Over All Lanes(pcuHr): 34.71

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**	**109**	**37**	**0**	**25.0**	**-**	**-**
Pollard Street_Great Ancoats Street	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**	**109**	**37**	**0**	**25.0**	**-**	**-**
2/1+2/2	A662 Pollard Street Left Right	U	C D		1	32:7	-	370	1832:1957	353+178	69.7 : 69.7%	-	-	-	3.8	37.3	5.4
3/1	Great Ancoats Street (internal) Ahead	U	M		1	88	-	391	1895	1895	20.6%	-	-	-	0.1	1.2	0.1
3/2+3/3	Great Ancoats Street (internal) Ahead Right	U+O	M	O	1	88	20	598	2045:2035	1547+495	29.3 : 29.3%	108	37	0	0.2	1.3	9.1
4/1	Great Ancoats Street (internal) Ahead	U	B		1	46	-	456	1905	1017	44.8%	-	-	-	1.5	11.8	3.9
4/2+4/3	Great Ancoats Street (internal) Right Ahead	U+O	B	E	1	46	20	307	2055:1888	1089+4	28.1 : 28.1%	1	0	0	1.8	21.3	6.2
6/1	Great Ancoats Street (NW) Left Ahead	U	A		1	21	-	388	1881	470	82.5%	-	-	-	5.6	51.9	11.2
6/2	Great Ancoats Street (NW) Ahead	U	A		1	21	-	433	2065	516	83.9%	-	-	-	6.2	51.7	12.4
8/1	Great Ancoats Street (SE) Ahead Left	U	N		1	58	-	179	1896	1271	14.1%	-	-	-	0.3	6.9	1.7
8/2	Great Ancoats Street (SE) Ahead	U	N		1	58	-	307	2055	1378	22.3%	-	-	-	0.6	7.3	3.0
10/1	Adair Street Left	U	P		1	19	-	313	1724	392	79.9%	-	-	-	4.7	53.9	9.1
Ped Link: P1	Pollard Street Entry and RT	-	L		1	15	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Pollard Street LT	-	I		1	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Great Ancoats Street (SE) Entry	-	J		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Great Ancoats Street (NW) Entry	-	K		1	11	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 24.97 Cycle Time (s): 88
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 24.97

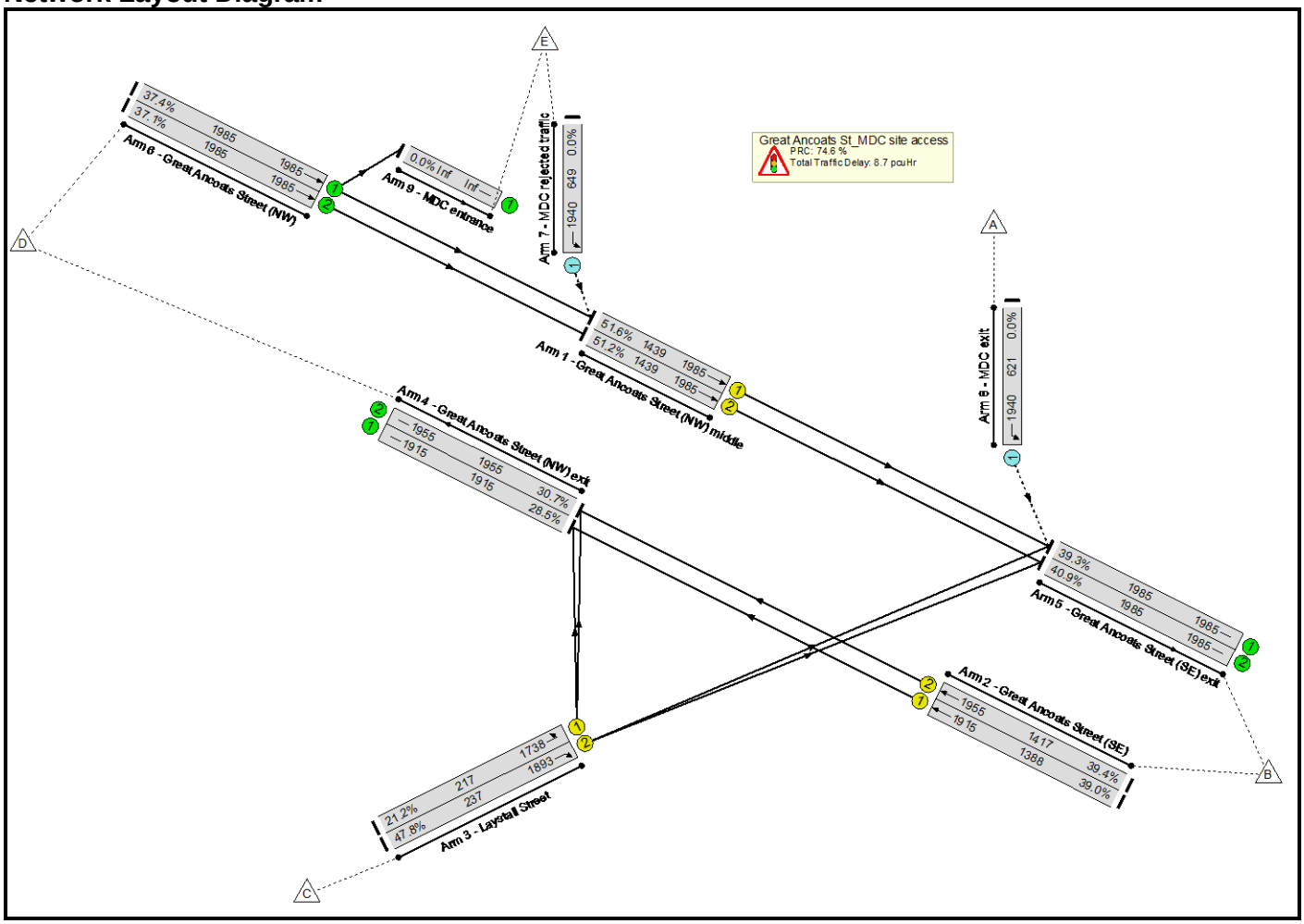
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	04.Laystall St_Great Ancoats St.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**51.6%**	**0**	**0**	**0**	**8.7**	-	-
Great Ancoats St_MDC site access	-	-	-		-	-	-	-	-	-	**51.6%**	**0**	**0**	**0**	**8.7**	-	-
1/1	Great Ancoats Street (NW) middle Ahead	U	B		1	57	-	742	1985	1439	51.6%	-	-	-	1.5	7.4	7.7
1/2	Great Ancoats Street (NW) middle Ahead	U	B		1	57	-	737	1985	1439	51.2%	-	-	-	1.5	7.4	7.5
2/1	Great Ancoats Street (SE) Ahead	U	A		1	57	-	541	1915	1388	39.0%	-	-	-	1.0	6.3	4.8
2/2	Great Ancoats Street (SE) Ahead	U	A		1	57	-	559	1955	1417	39.4%	-	-	-	1.0	6.3	5.0
3/1	Laystall Street Left	U	C		1	9	-	46	1738	217	21.2%	-	-	-	0.5	42.0	1.0
3/2	Laystall Street Right	U	C		1	9	-	113	1893	237	47.8%	-	-	-	1.5	47.0	2.8
4/1	Great Ancoats Street (NW) exit	U	-		-	-	-	546	1915	1915	28.5%	-	-	-	0.2	1.3	0.2
4/2	Great Ancoats Street (NW) exit	U	-		-	-	-	600	1955	1955	30.7%	-	-	-	0.2	1.3	0.2
5/1	Great Ancoats Street (SE) exit	U	-		-	-	-	780	1985	1985	39.3%	-	-	-	0.3	1.5	0.3
5/2	Great Ancoats Street (SE) exit	U	-		-	-	-	812	1985	1985	40.9%	-	-	-	0.3	1.5	0.3
6/1	Great Ancoats Street (NW) Ahead Ahead2	U	-		-	-	-	742	1985	1985	37.4%	-	-	-	0.3	1.4	0.3

Basic Results Summary

6/2	Great Ancoats Street (NW) Ahead	U	-		-	-	-	737	1985	1985	37.1%	-	-	-	0.3	1.4	0.3
7/1	MDC rejected traffic Left	O	-		-	-	-	0	1940	649	0.0%	0	0	0	0.0	0.0	0.0
8/1	MDC exit Left	O	-		-	-	-	0	1940	621	0.0%	0	0	0	0.0	0.0	0.0

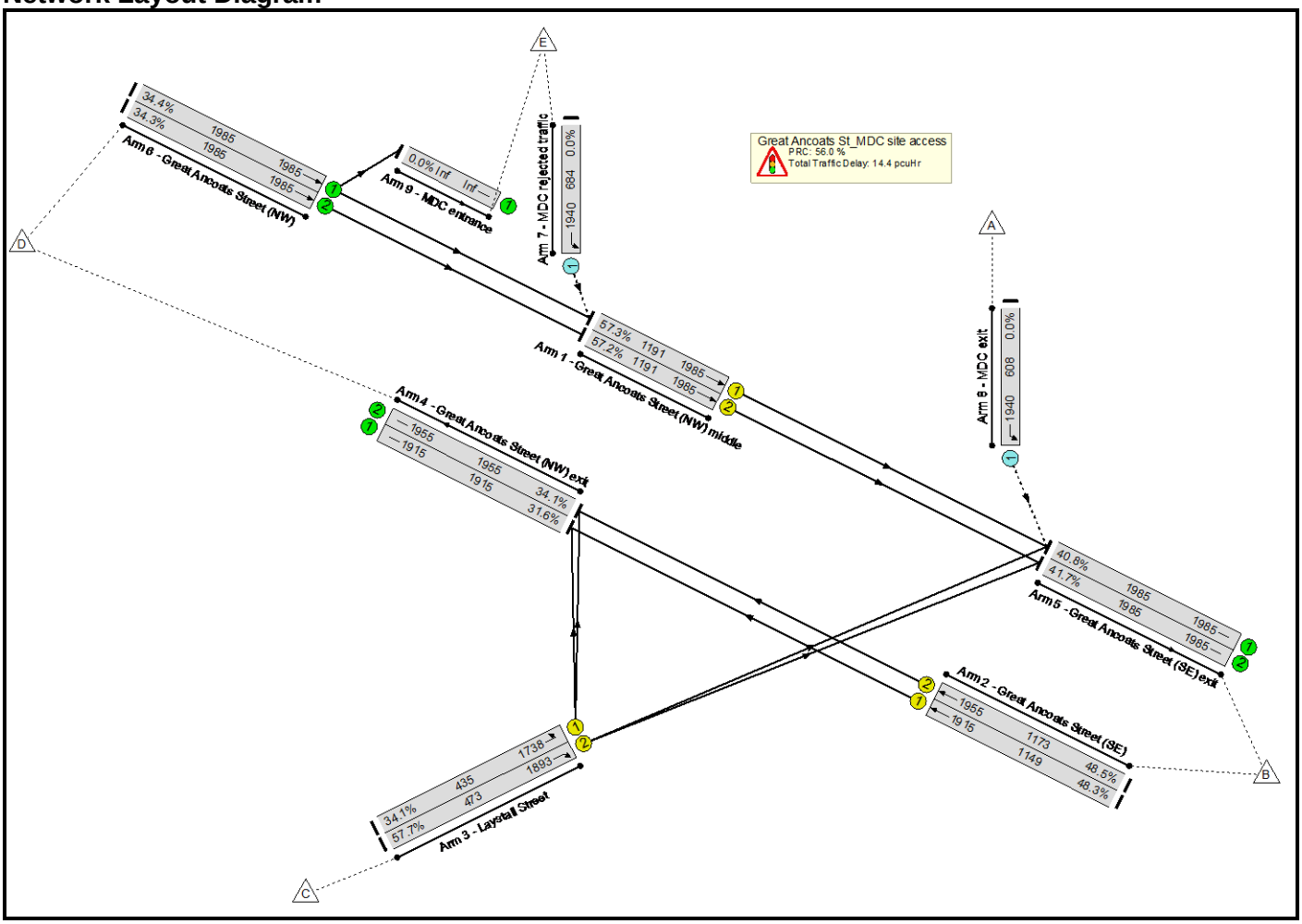
C1 PRC for Signalled Lanes (%): 74.6 Total Delay for Signalled Lanes (pcuHr): 6.99 Cycle Time (s): 80

PRC Over All Lanes (%): 74.6 Total Delay Over All Lanes(pcuHr): 8.67

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**57.7%**	**0**	**0**	**0**	**14.4**	-	-
Great Ancoats St_MDC site access	-	-	-		-	-	-	-	-	-	**57.7%**	**0**	**0**	**0**	**14.4**	-	-
1/1	Great Ancoats Street (NW) middle Ahead	U	B		1	47	-	682	1985	1191	57.3%	-	-	-	2.5	13.3	9.8
1/2	Great Ancoats Street (NW) middle Ahead	U	B		1	47	-	681	1985	1191	57.2%	-	-	-	2.5	13.3	9.7
2/1	Great Ancoats Street (SE) Ahead	U	A		1	47	-	555	1915	1149	48.3%	-	-	-	1.9	12.0	7.4
2/2	Great Ancoats Street (SE) Ahead	U	A		1	47	-	569	1955	1173	48.5%	-	-	-	1.9	12.0	7.6
3/1	Laystall Street Left	U	C		1	19	-	148	1738	435	34.1%	-	-	-	1.3	30.9	2.9
3/2	Laystall Street Right	U	C		1	19	-	273	1893	473	57.7%	-	-	-	2.7	35.2	6.0
4/1	Great Ancoats Street (NW) exit	U	-		-	-	-	606	1915	1915	31.6%	-	-	-	0.2	1.4	0.2
4/2	Great Ancoats Street (NW) exit	U	-		-	-	-	666	1955	1955	34.1%	-	-	-	0.3	1.4	0.3
5/1	Great Ancoats Street (SE) exit	U	-		-	-	-	809	1985	1985	40.8%	-	-	-	0.3	1.5	0.3
5/2	Great Ancoats Street (SE) exit	U	-		-	-	-	827	1985	1985	41.7%	-	-	-	0.4	1.6	0.4
6/1	Great Ancoats Street (NW) Ahead Ahead2	U	-		-	-	-	682	1985	1985	34.4%	-	-	-	0.3	1.4	0.3

Basic Results Summary

6/2	Great Ancoats Street (NW) Ahead	U	-		-	-	-	681	1985	1985	34.3%	-	-	-	0.3	1.4	0.3
7/1	MDC rejected traffic Left	O	-		-	-	-	0	1940	684	0.0%	0	0	0	0.0	0.0	0.0
8/1	MDC exit Left	O	-		-	-	-	0	1940	608	0.0%	0	0	0	0.0	0.0	0.0

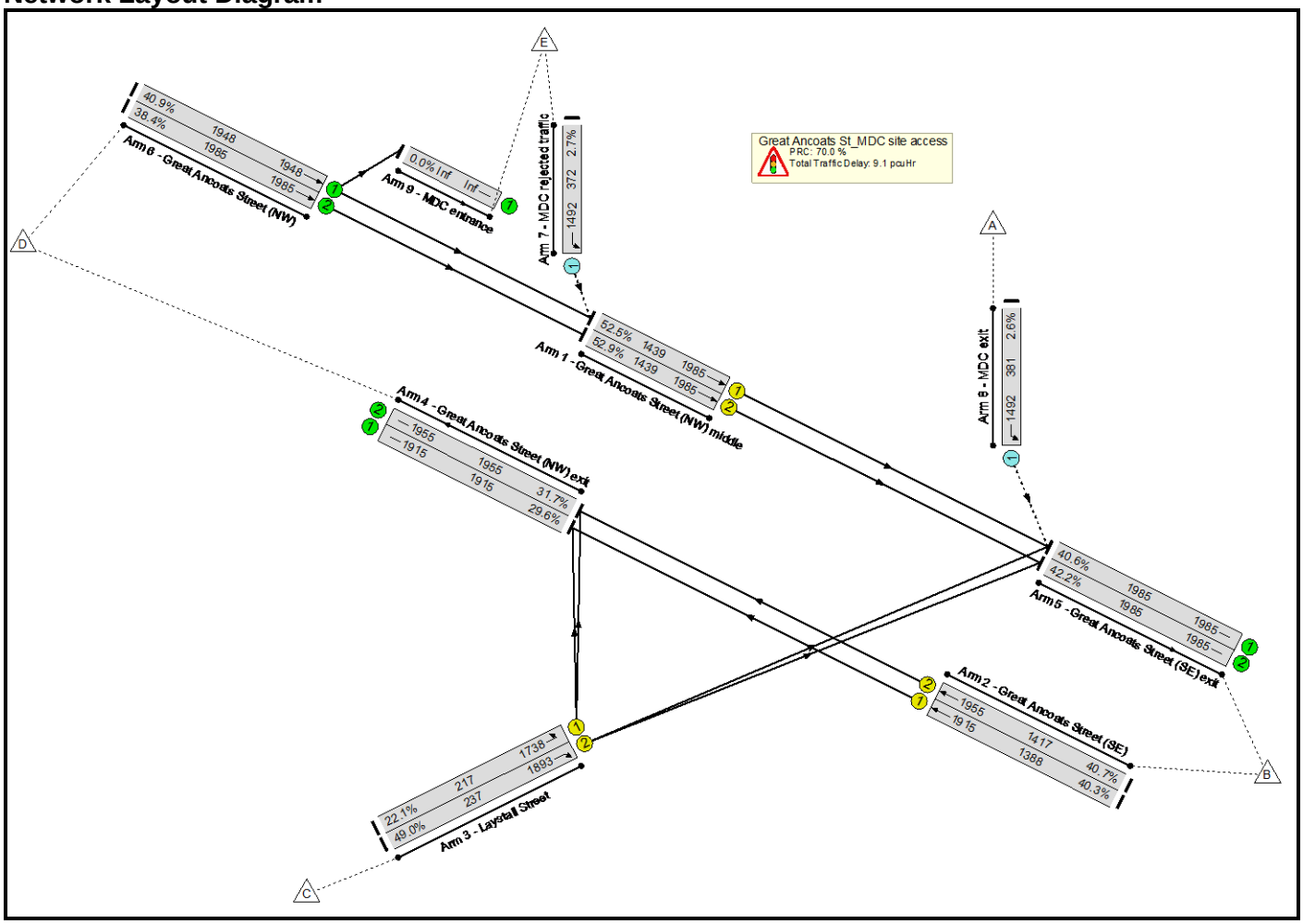
C1 PRC for Signalled Lanes (%): 56.0 Total Delay for Signalled Lanes (pcuHr): 12.72 Cycle Time (s): 80

PRC Over All Lanes (%): 56.0 Total Delay Over All Lanes(pcuHr): 14.43

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**52.9%**	**19**	**2**	**0**	**9.1**	-	-
Great Ancoats St_MDC site access	-	-	-		-	-	-	-	-	-	**52.9%**	**19**	**2**	**0**	**9.1**	-	-
1/1	Great Ancoats Street (NW) middle Ahead	U	B		1	57	-	756	1985	1439	52.5%	-	-	-	1.6	7.5	7.9
1/2	Great Ancoats Street (NW) middle Ahead	U	B		1	57	-	762	1985	1439	52.9%	-	-	-	1.6	7.6	8.0
2/1	Great Ancoats Street (SE) Ahead	U	A		1	57	-	560	1915	1388	40.3%	-	-	-	1.0	6.4	5.2
2/2	Great Ancoats Street (SE) Ahead	U	A		1	57	-	577	1955	1417	40.7%	-	-	-	1.0	6.4	5.3
3/1	Laystall Street Left	U	C		1	9	-	48	1738	217	22.1%	-	-	-	0.6	42.1	1.1
3/2	Laystall Street Right	U	C		1	9	-	116	1893	237	49.0%	-	-	-	1.5	47.5	2.9
4/1	Great Ancoats Street (NW) exit	U	-		-	-	-	566	1915	1915	29.6%	-	-	-	0.2	1.3	0.2
4/2	Great Ancoats Street (NW) exit	U	-		-	-	-	619	1955	1955	31.7%	-	-	-	0.2	1.3	0.2
5/1	Great Ancoats Street (SE) exit	U	-		-	-	-	806	1985	1985	40.6%	-	-	-	0.3	1.5	0.3
5/2	Great Ancoats Street (SE) exit	U	-		-	-	-	838	1985	1985	42.2%	-	-	-	0.4	1.6	0.4
6/1	Great Ancoats Street (NW) Ahead Ahead2	U	-		-	-	-	796	1948	1948	40.9%	-	-	-	0.3	1.6	0.3

Basic Results Summary

6/2	Great Ancoats Street (NW) Ahead	U	-		-	-	-	762	1985	1985	38.4%	-	-	-	0.3	1.5	0.3
7/1	MDC rejected traffic Left	O	-		-	-	-	10	1492	372	2.7%	10	0	0	0.0	5.0	0.0
8/1	MDC exit Left	O	-		-	-	-	10	1492	381	2.6%	9	2	0	0.0	6.1	0.1

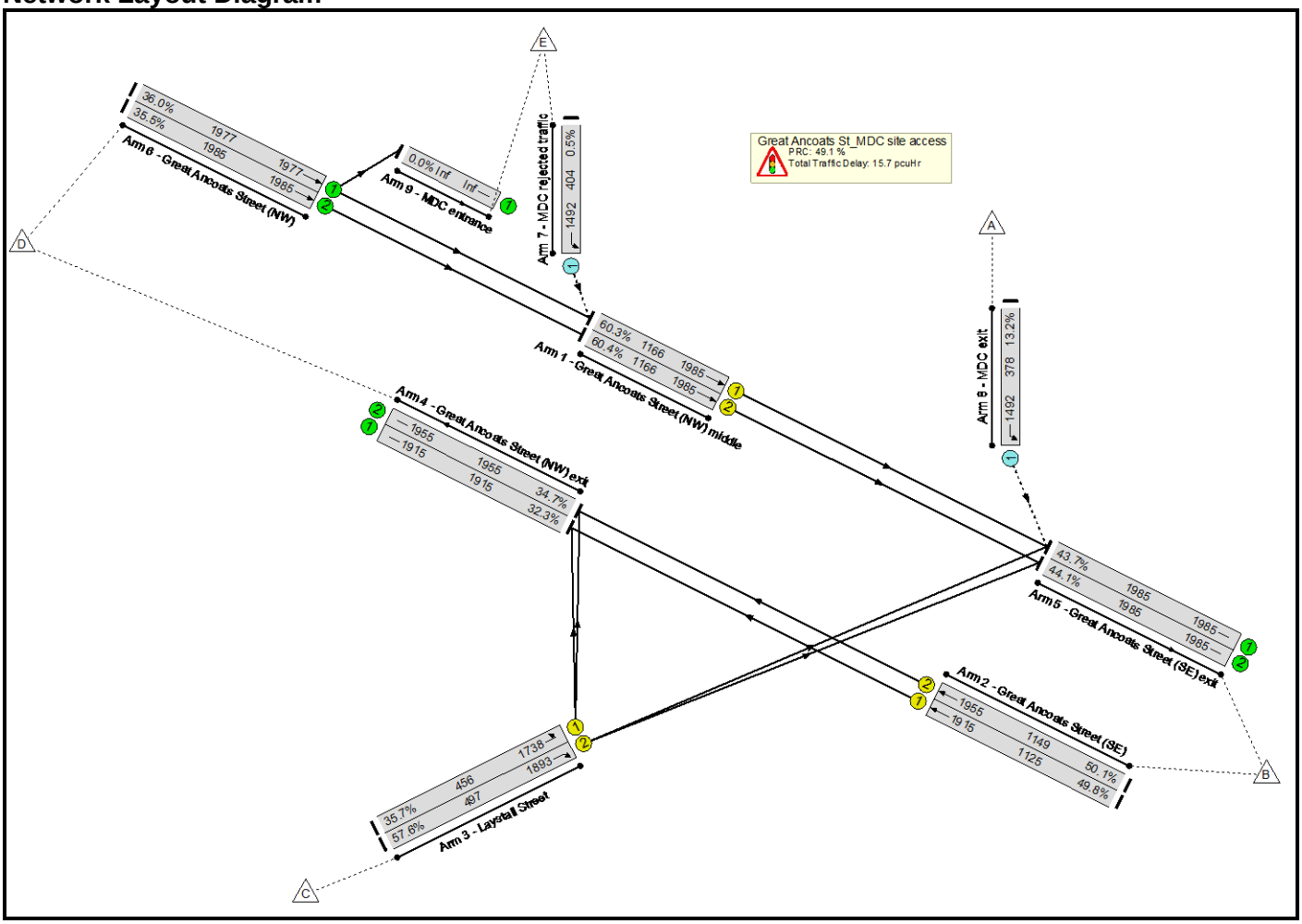
C1 PRC for Signalled Lanes (%): 70.0 Total Delay for Signalled Lanes (pcuHr): 7.31 Cycle Time (s): 80

PRC Over All Lanes (%): 70.0 Total Delay Over All Lanes(pcuHr): 9.14

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**60.4%**	**45**	**8**	**0**	**15.7**	-	-
Great Ancoats St_MDC site access	-	-	-		-	-	-	-	-	-	**60.4%**	**45**	**8**	**0**	**15.7**	-	-
1/1	Great Ancoats Street (NW) middle Ahead	U	B		1	46	-	703	1985	1166	60.3%	-	-	-	2.8	14.4	10.7
1/2	Great Ancoats Street (NW) middle Ahead	U	B		1	46	-	704	1985	1166	60.4%	-	-	-	2.8	14.4	10.7
2/1	Great Ancoats Street (SE) Ahead	U	A		1	46	-	560	1915	1125	49.8%	-	-	-	2.0	12.8	7.7
2/2	Great Ancoats Street (SE) Ahead	U	A		1	46	-	575	1955	1149	50.1%	-	-	-	2.0	12.8	7.8
3/1	Laystall Street Left	U	C		1	20	-	163	1738	456	35.7%	-	-	-	1.4	30.1	3.2
3/2	Laystall Street Right	U	C		1	20	-	286	1893	497	57.6%	-	-	-	2.7	34.1	6.2
4/1	Great Ancoats Street (NW) exit	U	-		-	-	-	619	1915	1915	32.3%	-	-	-	0.2	1.4	0.2
4/2	Great Ancoats Street (NW) exit	U	-		-	-	-	679	1955	1955	34.7%	-	-	-	0.3	1.4	0.3
5/1	Great Ancoats Street (SE) exit	U	-		-	-	-	868	1985	1985	43.7%	-	-	-	0.4	1.6	0.4
5/2	Great Ancoats Street (SE) exit	U	-		-	-	-	875	1985	1985	44.1%	-	-	-	0.4	1.6	0.4
6/1	Great Ancoats Street (NW) Ahead Ahead2	U	-		-	-	-	711	1977	1977	36.0%	-	-	-	0.3	1.4	0.3

Basic Results Summary

6/2	Great Ancoats Street (NW) Ahead	U	-		-	-	-	704	1985	1985	35.5%	-	-	-	0.3	1.4	0.3
7/1	MDC rejected traffic Left	O	-		-	-	-	2	1492	404	0.5%	2	0	0	0.0	4.5	0.0
8/1	MDC exit Left	O	-		-	-	-	50	1492	378	13.2%	43	8	0	0.1	7.8	0.4

C1

PRC for Signalled Lanes (%): 49.1
PRC Over All Lanes (%): 49.1

Total Delay for Signalled Lanes (pcuHr): 13.74
Total Delay Over All Lanes(pcuHr): 15.70

Cycle Time (s): 80

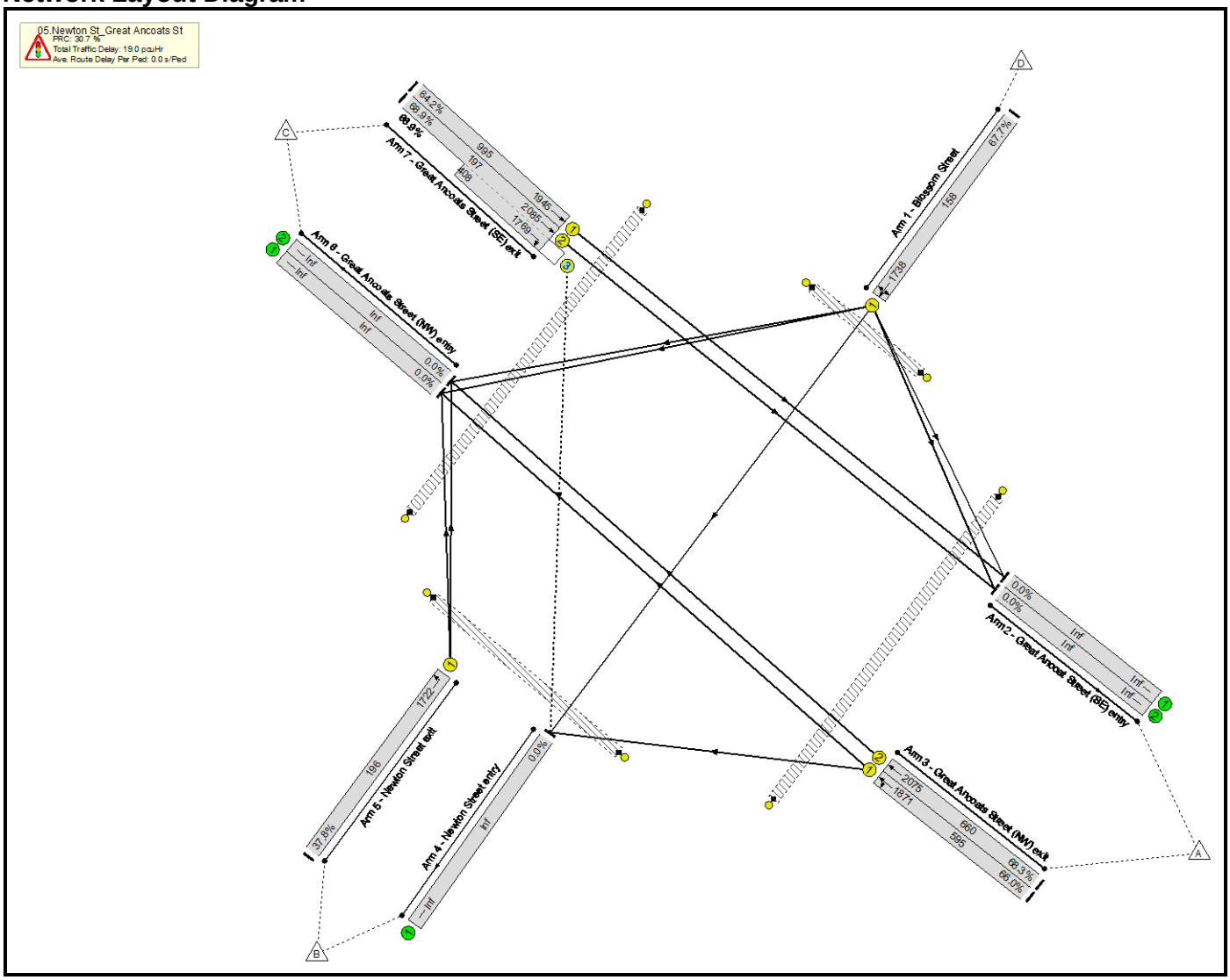
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	05.Newton St_Great Ancoats St.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**	**65**	**210**	**6**	**19.0**	**-**	**-**
05.Newton St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**	**65**	**210**	**6**	**19.0**	**-**	**-**
1/1	Blossom Street Left Ahead Right	U	E		1	7	-	107	1738	158	67.7%	-	-	-	2.2	72.7	3.5
3/1	Great Ancoats Street (NW) exit Left Ahead	U	A		1	27	-	393	1871	595	66.0%	-	-	-	3.8	34.7	9.1
3/2	Great Ancoats Street (NW) exit Ahead	U	A		1	27	-	451	2075	660	68.3%	-	-	-	4.3	34.7	10.6
5/1	Newton Street exit Left	U	D		1	9	-	74	1722	196	37.8%	-	-	-	1.0	50.9	2.0
7/1	Great Ancoats Street (SE) exit Ahead	U	B		1	44	-	639	1945	995	64.2%	-	-	-	3.7	20.7	12.3
7/2+7/3	Great Ancoats Street (SE) exit Ahead Right	U+O	B	C	1	44	10	417	2085:1769	197+408	68.9 : 68.9%	65	210	6	4.0	34.7	7.3
Ped Link: P1	Unnamed Ped Link	-	F		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	69	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 30.7
PRC Over All Lanes (%): 30.7

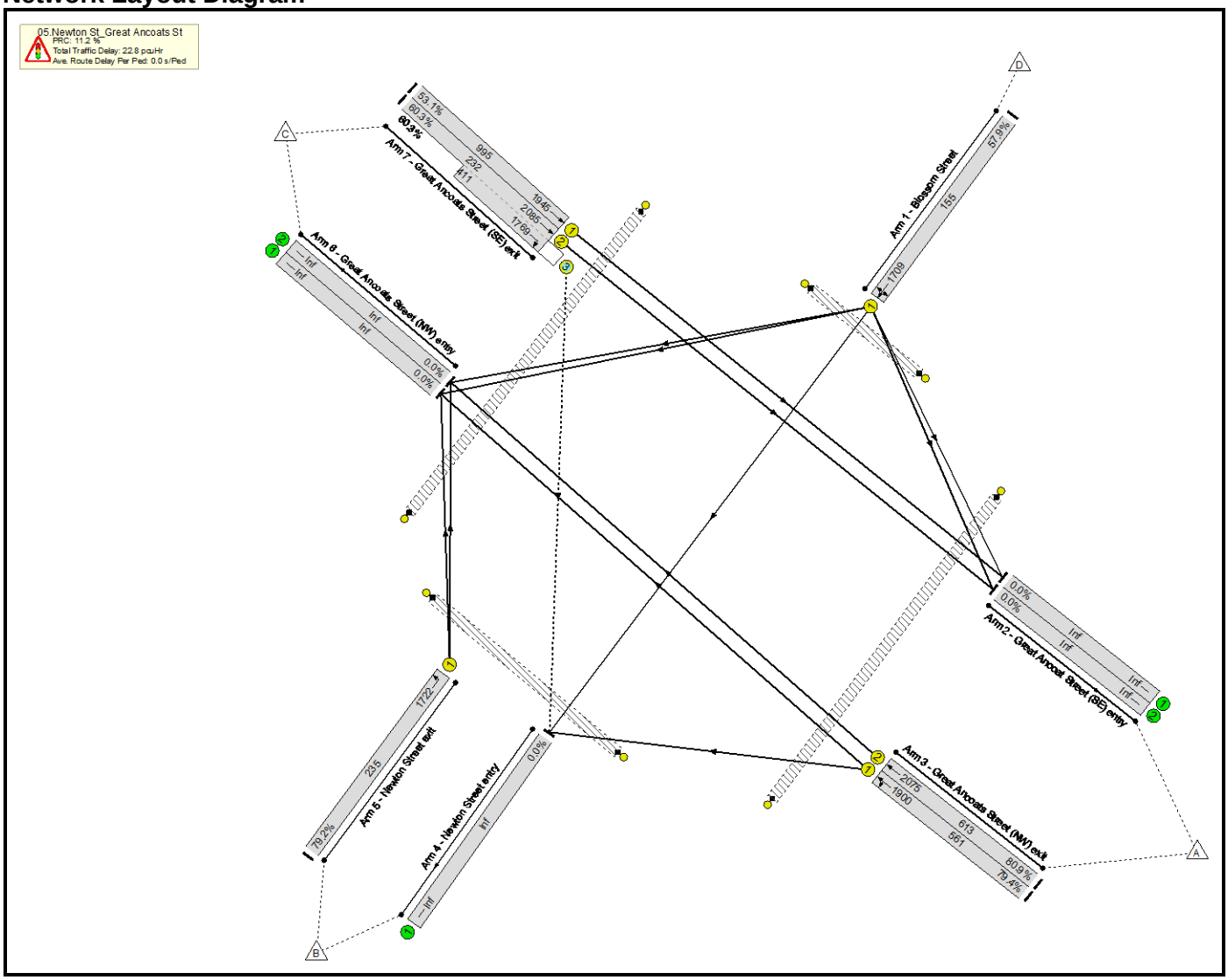
Total Delay for Signalled Lanes (pcuHr): 19.02
Total Delay Over All Lanes(pcuHr): 19.02

Cycle Time (s): 88

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**28**	**214**	**6**	**22.8**	**-**	**-**
05.Newton St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**28**	**214**	**6**	**22.8**	**-**	**-**
1/1	Blossom Street Left Ahead Right	U	E		1	7	-	90	1709	155	57.9%	-	-	-	1.6	65.4	2.8
3/1	Great Ancoats Street (NW) exit Left Ahead	U	A		1	25	-	446	1900	561	79.4%	-	-	-	5.4	43.7	11.9
3/2	Great Ancoats Street (NW) exit Ahead	U	A		1	25	-	496	2075	613	80.9%	-	-	-	6.0	43.6	13.2
5/1	Newton Street exit Left	U	D		1	11	-	186	1722	235	79.2%	-	-	-	3.7	71.2	6.2
7/1	Great Ancoats Street (SE) exit Ahead	U	B		1	44	-	528	1945	995	53.1%	-	-	-	2.7	18.3	9.2
7/2+7/3	Great Ancoats Street (SE) exit Ahead Right	U+O	B	C	1	44	12	388	2085:1769	232+411	60.3 : 60.3%	28	214	6	3.4	31.4	6.1
Ped Link: P1	Unnamed Ped Link	-	F		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	69	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 11.2
PRC Over All Lanes (%): 11.2

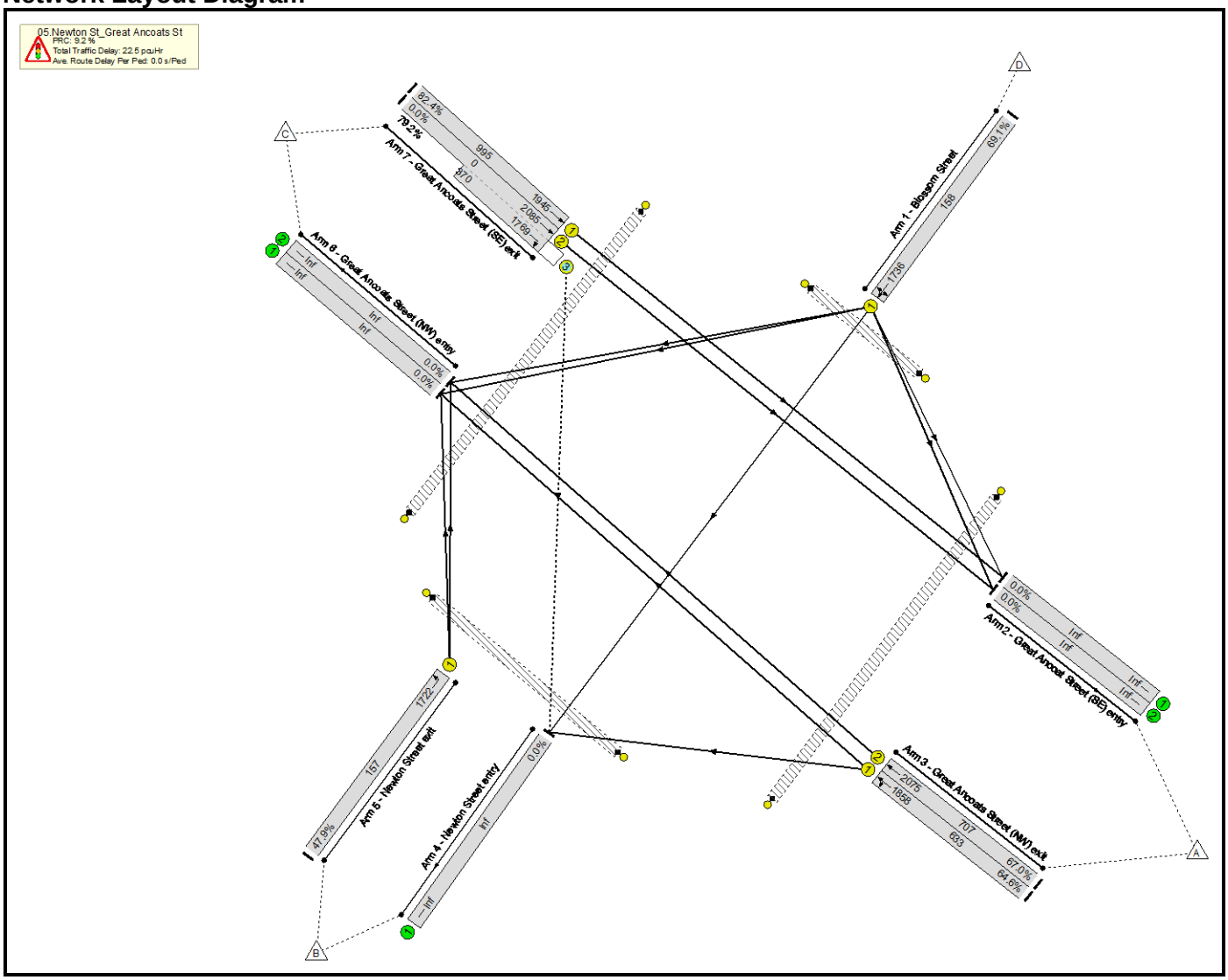
Total Delay for Signalled Lanes (pcuHr): 22.78
Total Delay Over All Lanes(pcuHr): 22.78

Cycle Time (s): 88

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**	**67**	**219**	**7**	**22.5**	**-**	**-**
05.Newton St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**	**67**	**219**	**7**	**22.5**	**-**	**-**
1/1	Blossom Street Left Ahead Right	U	E		1	7	-	109	1736	158	69.1%	-	-	-	2.2	74.1	3.6
3/1	Great Ancoats Street (NW) exit Left Ahead	U	A		1	29	-	409	1858	633	64.6%	-	-	-	3.7	32.5	9.3
3/2	Great Ancoats Street (NW) exit Ahead	U	A		1	29	-	474	2075	707	67.0%	-	-	-	4.3	32.4	10.9
5/1	Newton Street exit Left	U	D		1	7	-	75	1722	157	47.9%	-	-	-	1.2	59.9	2.2
7/1	Great Ancoats Street (SE) exit Ahead	U	B		1	44	-	820	1945	995	82.4%	-	-	-	6.4	28.2	19.1
7/2+7/3	Great Ancoats Street (SE) exit Ahead Right	U+O	B	C	1	44	8	293	2085:1769	0+370	0.0 : 79.2%	67	219	7	4.6	56.3	8.6
Ped Link: P1	Unnamed Ped Link	-	F		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	69	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 9.2
PRC Over All Lanes (%): 9.2

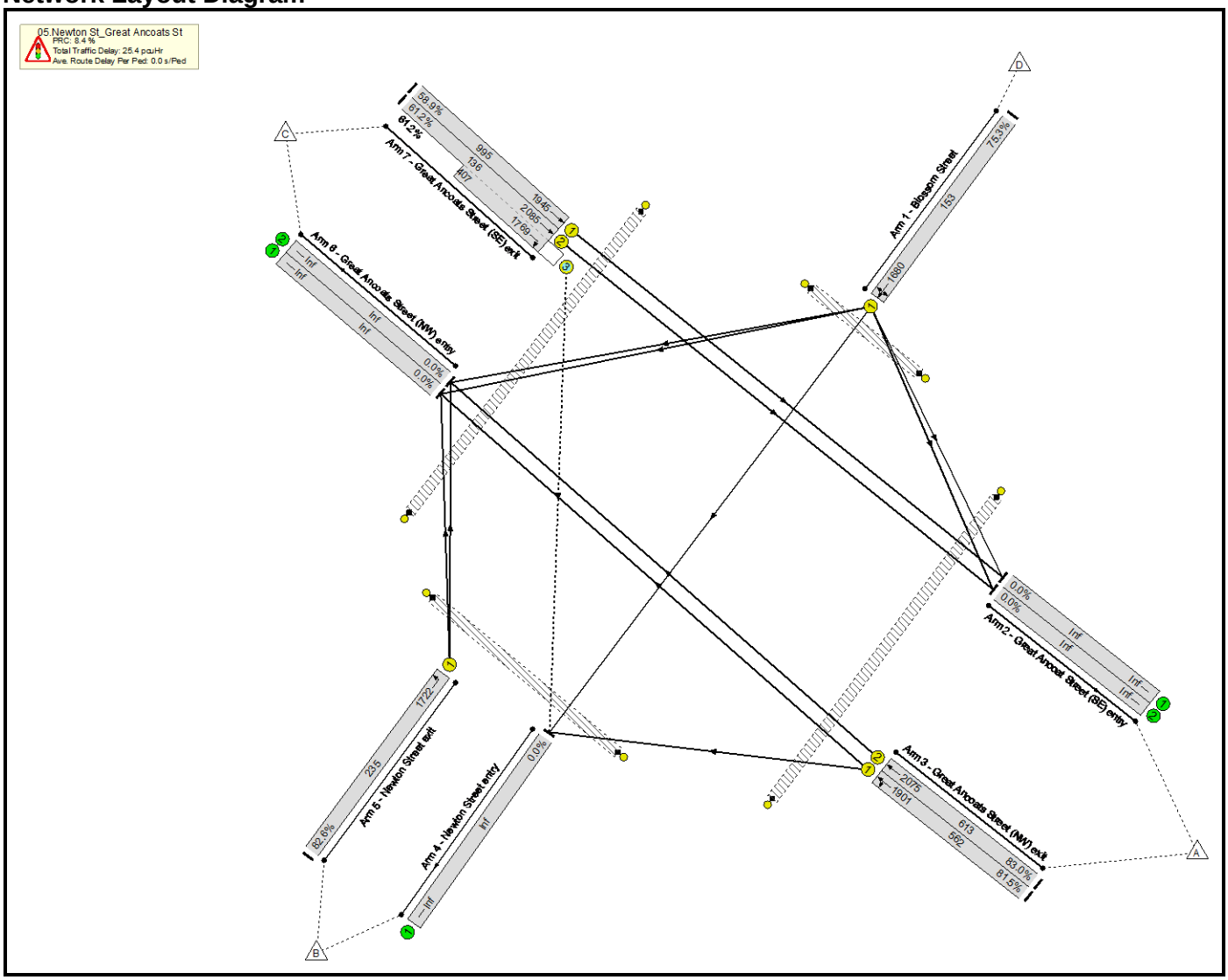
Total Delay for Signalled Lanes (pcuHr): 22.46
Total Delay Over All Lanes(pcuHr): 22.46

Cycle Time (s): 88

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**	**23**	**220**	**6**	**25.4**	**-**	**-**
05.Newton St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**	**23**	**220**	**6**	**25.4**	**-**	**-**
1/1	Blossom Street Left Ahead Right	U	E		1	7	-	115	1680	153	75.3%	-	-	-	2.7	83.4	4.1
3/1	Great Ancoats Street (NW) exit Left Ahead	U	A		1	25	-	458	1901	562	81.5%	-	-	-	5.8	45.5	12.4
3/2	Great Ancoats Street (NW) exit Ahead	U	A		1	25	-	509	2075	613	83.0%	-	-	-	6.4	45.5	13.9
5/1	Newton Street exit Left	U	D		1	11	-	194	1722	235	82.6%	-	-	-	4.1	76.9	6.7
7/1	Great Ancoats Street (SE) exit Ahead	U	B		1	44	-	586	1945	995	58.9%	-	-	-	3.2	19.4	10.6
7/2+7/3	Great Ancoats Street (SE) exit Ahead Right	U+O	B	C	1	44	12	332	2085:1769	136+407	61.2 : 61.2%	23	220	6	3.3	35.3	6.2
Ped Link: P1	Unnamed Ped Link	-	F		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	69	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 8.4
PRC Over All Lanes (%): 8.4

Total Delay for Signalled Lanes (pcuHr): 25.44
Total Delay Over All Lanes(pcuHr): 25.44

Cycle Time (s): 88

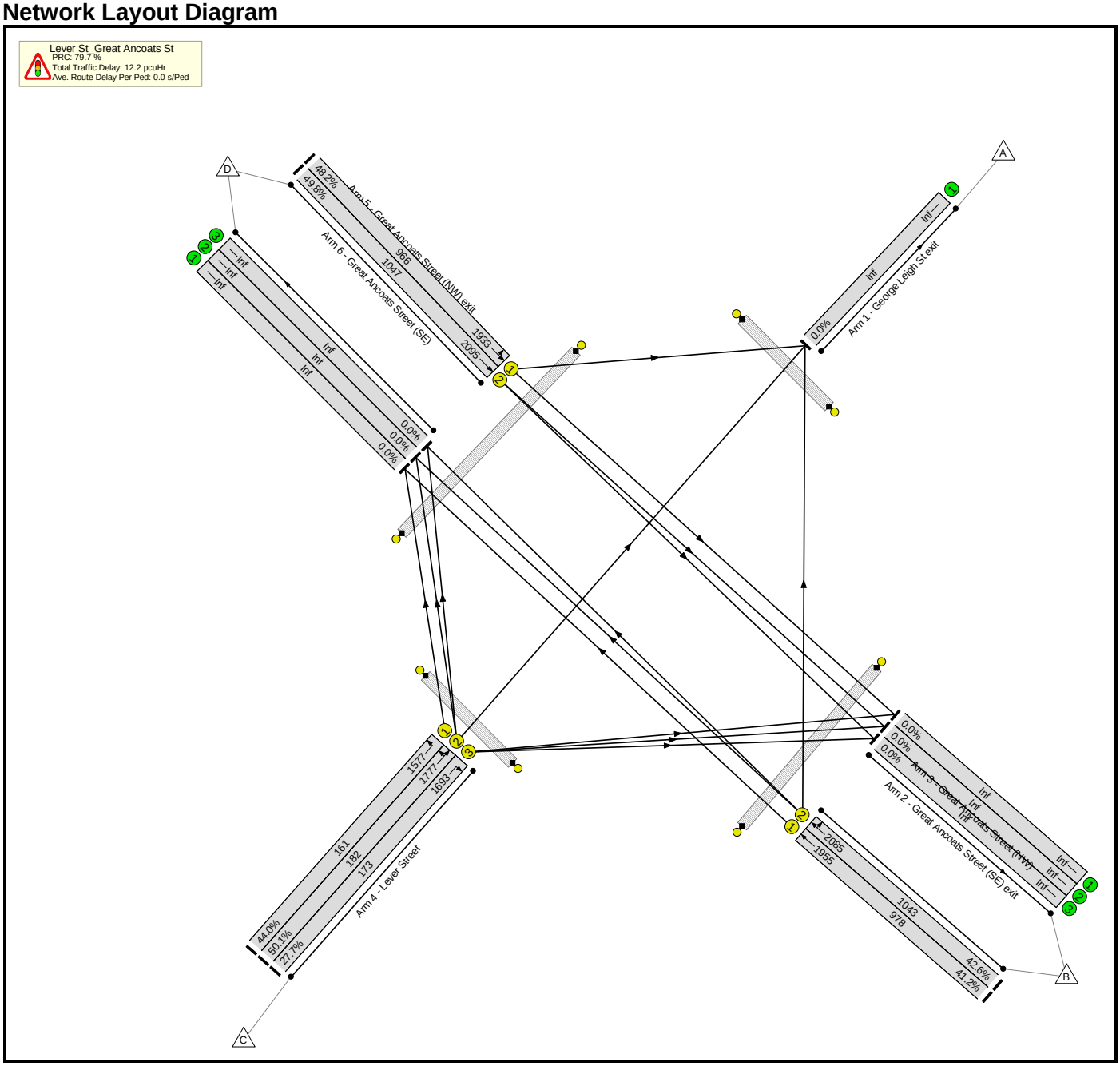
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	06.Lever St_ Great Ancoats St v2.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

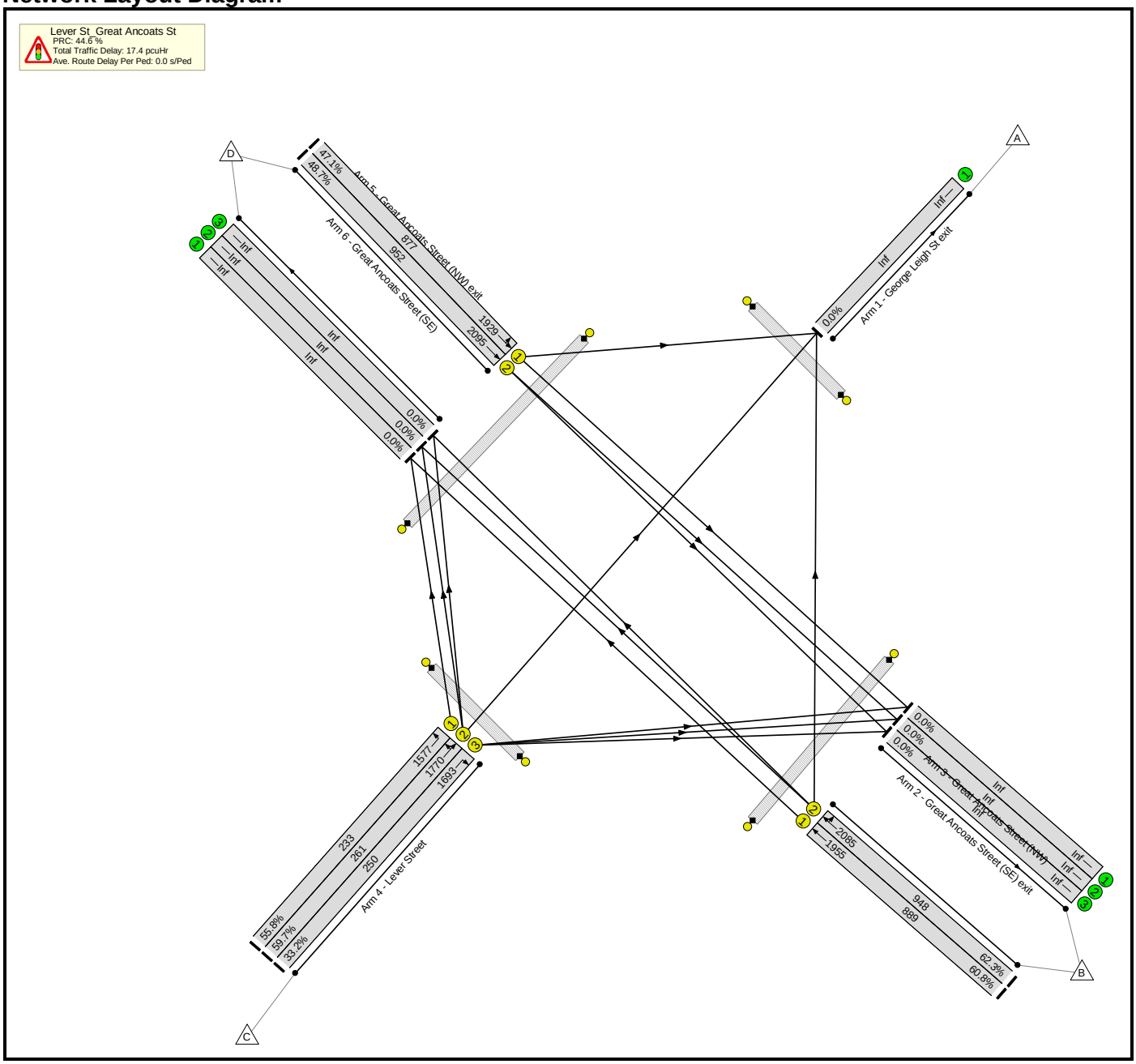
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**0**	**0**	**0**	**12.2**	**-**	**-**
Lever St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**0**	**0**	**0**	**12.2**	**-**	**-**
3/1	Great Ancoats Street (NW) Ahead	U	A		1	43	-	403	1955	978	41.2%	-	-	-	1.9	17.0	6.5
3/2	Great Ancoats Street (NW) Right Ahead	U	A		1	43	-	444	2085	1043	42.6%	-	-	-	2.1	17.0	7.2
4/1	Lever Street Left	U	C		1	8	-	71	1577	161	44.0%	-	-	-	1.1	56.9	2.0
4/2	Lever Street Ahead Left	U	C		1	8	-	91	1777	182	50.1%	-	-	-	1.4	57.0	2.6
4/3	Lever Street Right	U	C		1	8	-	48	1693	173	27.7%	-	-	-	0.7	50.9	1.3
6/1	Great Ancoats Street (SE) Left Ahead	U	B		1	43	-	466	1933	966	48.2%	-	-	-	2.3	18.1	7.8
6/2	Great Ancoats Street (SE) Ahead	U	B		1	43	-	522	2095	1047	49.8%	-	-	-	2.6	18.1	8.9
Ped Link: P1	Unnamed Ped Link	-	F		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		1	65	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 79.7 Total Delay for Signalled Lanes (pcuHr): 12.20 Cycle Time (s): 88
PRC Over All Lanes (%): 79.7 Total Delay Over All Lanes(pcuHr): 12.20

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

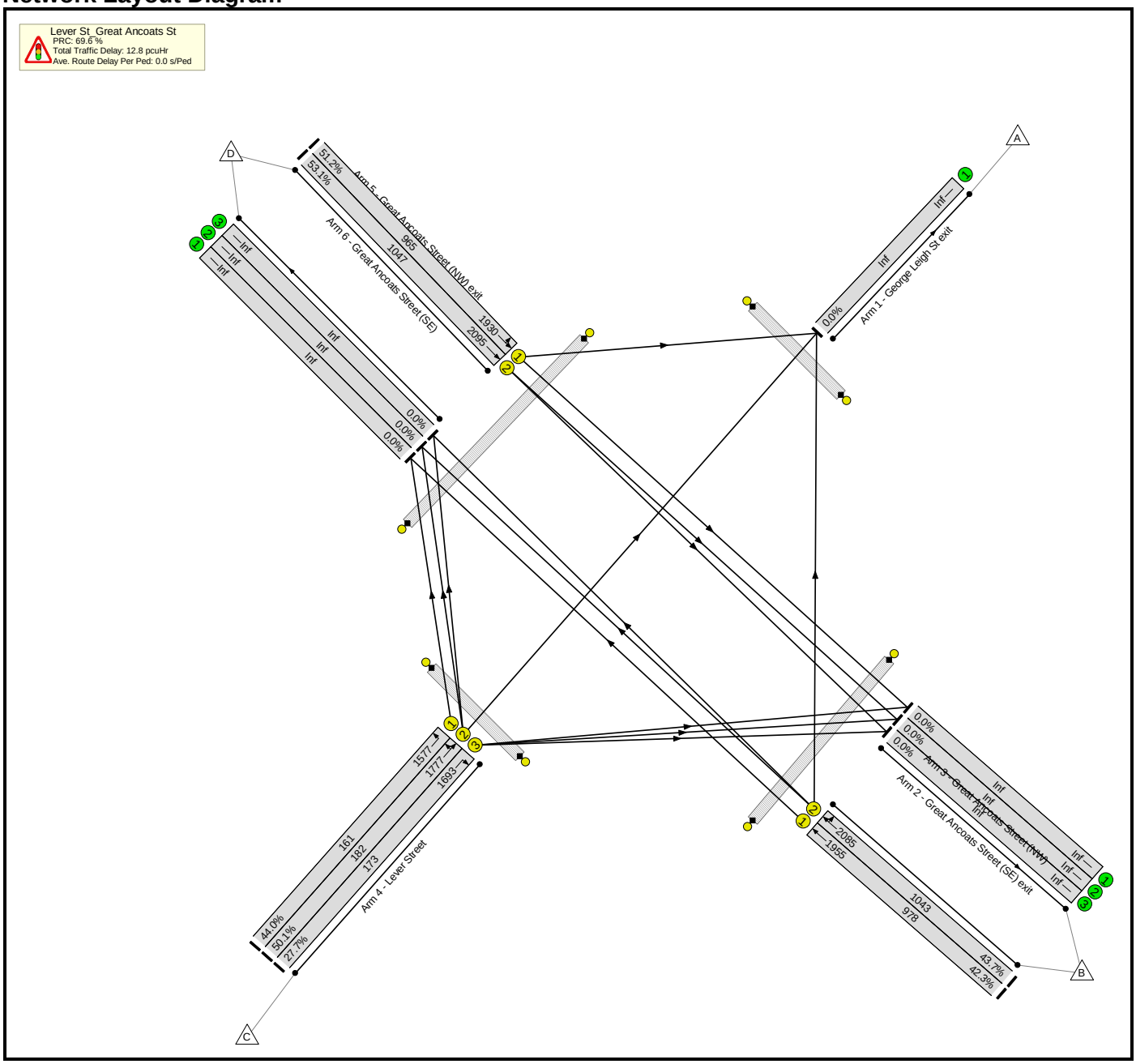
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.3%**	**0**	**0**	**0**	**17.4**	**-**	**-**
Lever St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.3%**	**0**	**0**	**0**	**17.4**	**-**	**-**
3/1	Great Ancoats Street (NW) Ahead	U	A		1	39	-	540	1955	889	60.8%	-	-	-	3.5	23.2	10.7
3/2	Great Ancoats Street (NW) Right Ahead	U	A		1	39	-	590	2085	948	62.3%	-	-	-	3.8	23.3	11.6
4/1	Lever Street Left	U	C		1	12	-	130	1577	233	55.8%	-	-	-	1.9	52.1	3.5
4/2	Lever Street Ahead Left	U	C		1	12	-	156	1770	261	59.7%	-	-	-	2.2	51.9	4.3
4/3	Lever Street Right	U	C		1	12	-	83	1693	250	33.2%	-	-	-	1.0	44.4	2.0
6/1	Great Ancoats Street (SE) Left Ahead	U	B		1	39	-	413	1929	877	47.1%	-	-	-	2.4	20.5	7.4
6/2	Great Ancoats Street (SE) Ahead	U	B		1	39	-	464	2095	952	48.7%	-	-	-	2.6	20.5	8.3
Ped Link: P1	Unnamed Ped Link	-	F		1	61	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		1	61	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 44.6 Total Delay for Signalled Lanes (pcuHr): 17.45 Cycle Time (s): 88
PRC Over All Lanes (%): 44.6 Total Delay Over All Lanes(pcuHr): 17.45

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.1%**	**0**	**0**	**0**	**12.8**	**-**	**-**
Lever St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.1%**	**0**	**0**	**0**	**12.8**	**-**	**-**
3/1	Great Ancoats Street (NW) Ahead	U	A		1	43	-	413	1955	978	42.3%	-	-	-	2.0	17.1	6.7
3/2	Great Ancoats Street (NW) Right Ahead	U	A		1	43	-	456	2085	1043	43.7%	-	-	-	2.2	17.1	7.5
4/1	Lever Street Left	U	C		1	8	-	71	1577	161	44.0%	-	-	-	1.1	56.9	2.0
4/2	Lever Street Ahead Left	U	C		1	8	-	91	1777	182	50.1%	-	-	-	1.4	57.0	2.6
4/3	Lever Street Right	U	C		1	8	-	48	1693	173	27.7%	-	-	-	0.7	50.9	1.3
6/1	Great Ancoats Street (SE) Left Ahead	U	B		1	43	-	494	1930	965	51.2%	-	-	-	2.6	18.6	8.6
6/2	Great Ancoats Street (SE) Ahead	U	B		1	43	-	556	2095	1047	53.1%	-	-	-	2.9	18.6	9.7
Ped Link: P1	Unnamed Ped Link	-	F		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		1	65	-	0	-	0	0.0%	-	-	-	-	-	-

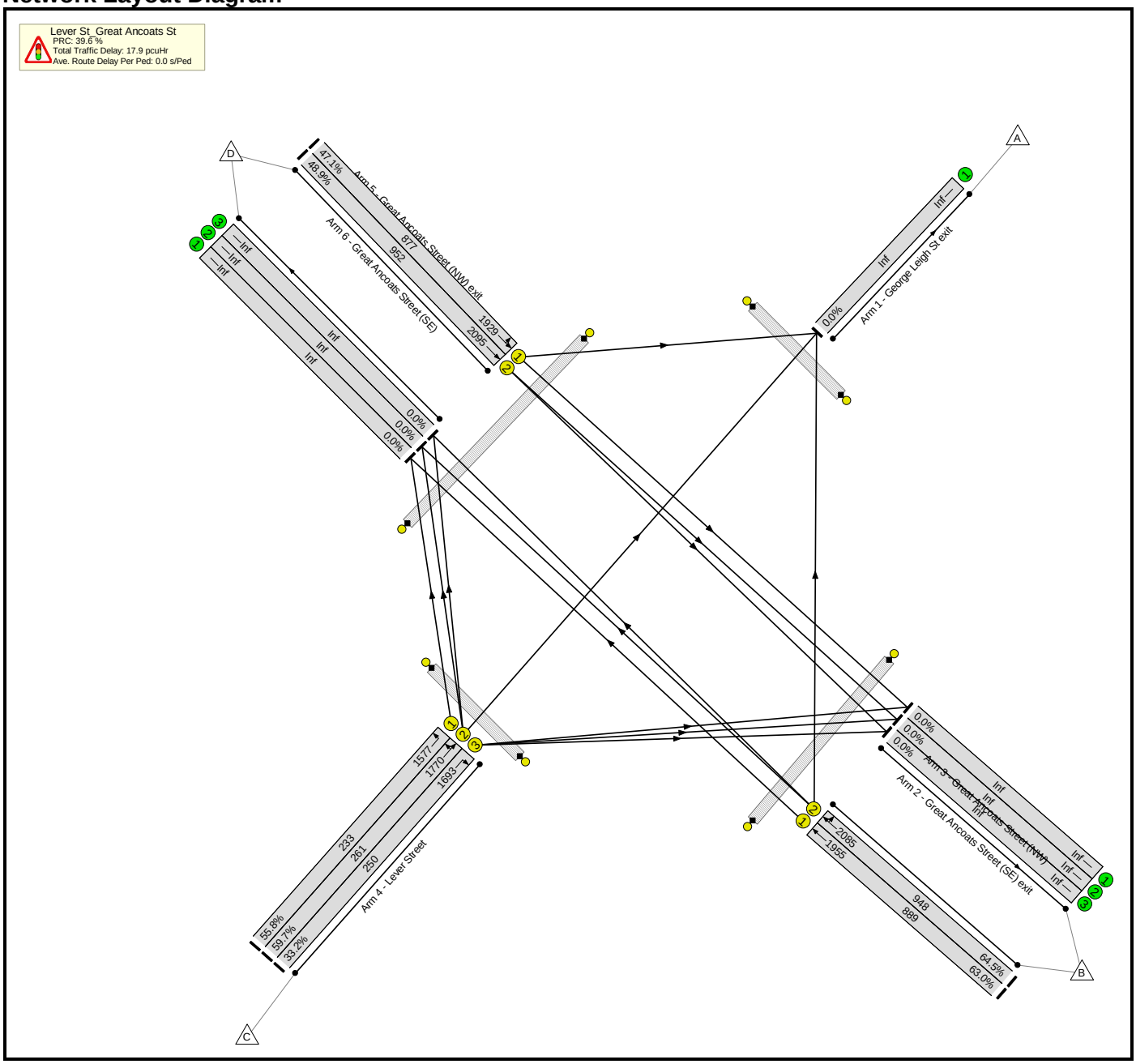
C1 PRC for Signalled Lanes (%): 69.6 Total Delay for Signalled Lanes (pcuHr): 12.81 Cycle Time (s): 88

PRC Over All Lanes (%): 69.6 Total Delay Over All Lanes(pcuHr): 12.81

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**	**0**	**0**	**0**	**17.9**	**-**	**-**
Lever St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**	**0**	**0**	**0**	**17.9**	**-**	**-**
3/1	Great Ancoats Street (NW) Ahead	U	A		1	39	-	560	1955	889	63.0%	-	-	-	3.7	23.8	11.3
3/2	Great Ancoats Street (NW) Right Ahead	U	A		1	39	-	611	2085	948	64.5%	-	-	-	4.0	23.8	12.3
4/1	Lever Street Left	U	C		1	12	-	130	1577	233	55.8%	-	-	-	1.9	52.1	3.5
4/2	Lever Street Ahead Left	U	C		1	12	-	156	1770	261	59.7%	-	-	-	2.2	51.9	4.3
4/3	Lever Street Right	U	C		1	12	-	83	1693	250	33.2%	-	-	-	1.0	44.4	2.0
6/1	Great Ancoats Street (SE) Left Ahead	U	B		1	39	-	413	1929	877	47.1%	-	-	-	2.4	20.5	7.4
6/2	Great Ancoats Street (SE) Ahead	U	B		1	39	-	466	2095	952	48.9%	-	-	-	2.7	20.5	8.4
Ped Link: P1	Unnamed Ped Link	-	F		1	61	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		1	61	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 39.6 Total Delay for Signalled Lanes (pcuHr): 17.91 Cycle Time (s): 88
PRC Over All Lanes (%): 39.6 Total Delay Over All Lanes(pcuHr): 17.91

Basic Results Summary

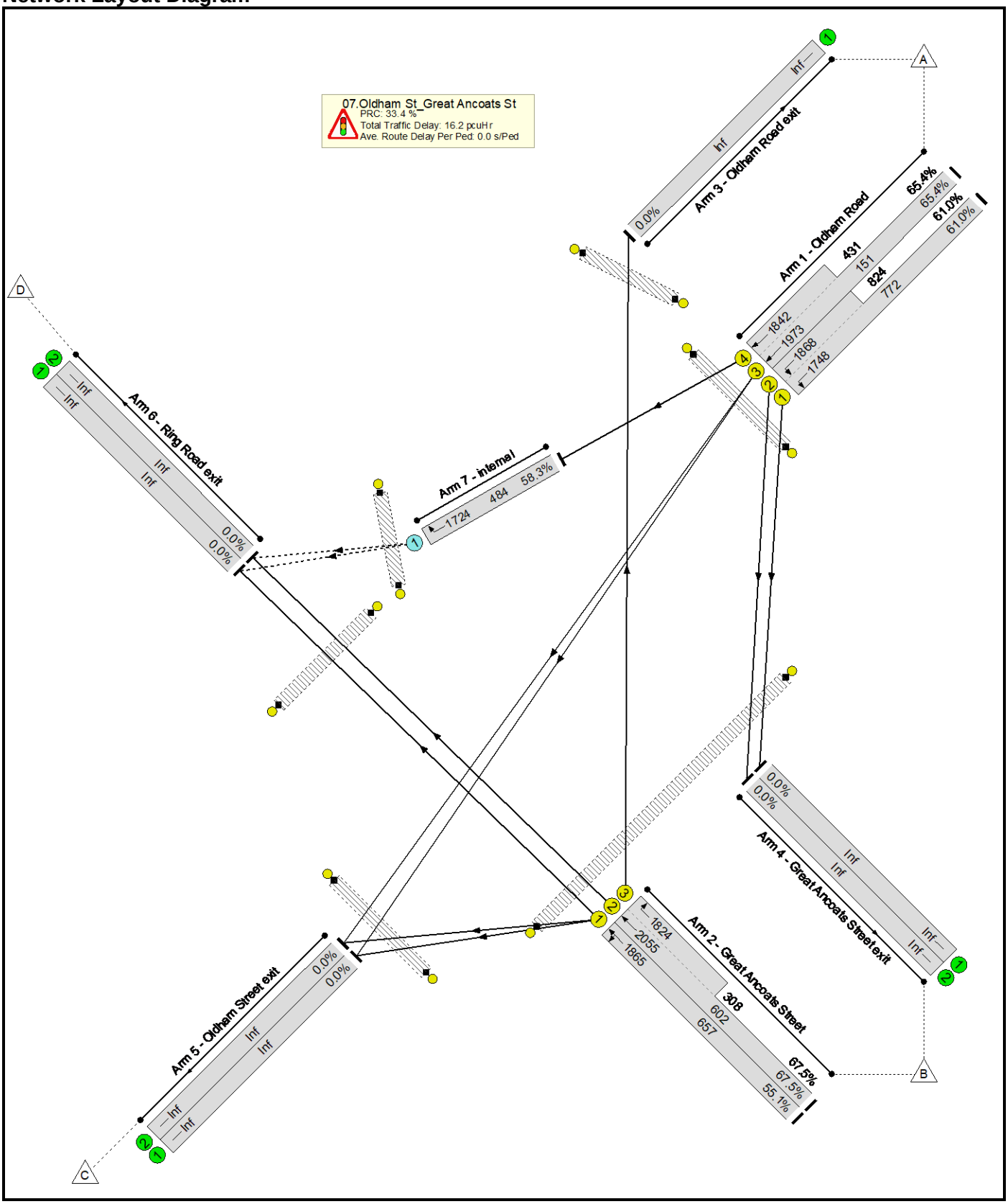
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	07.Oldham St_Great Ancoats St.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

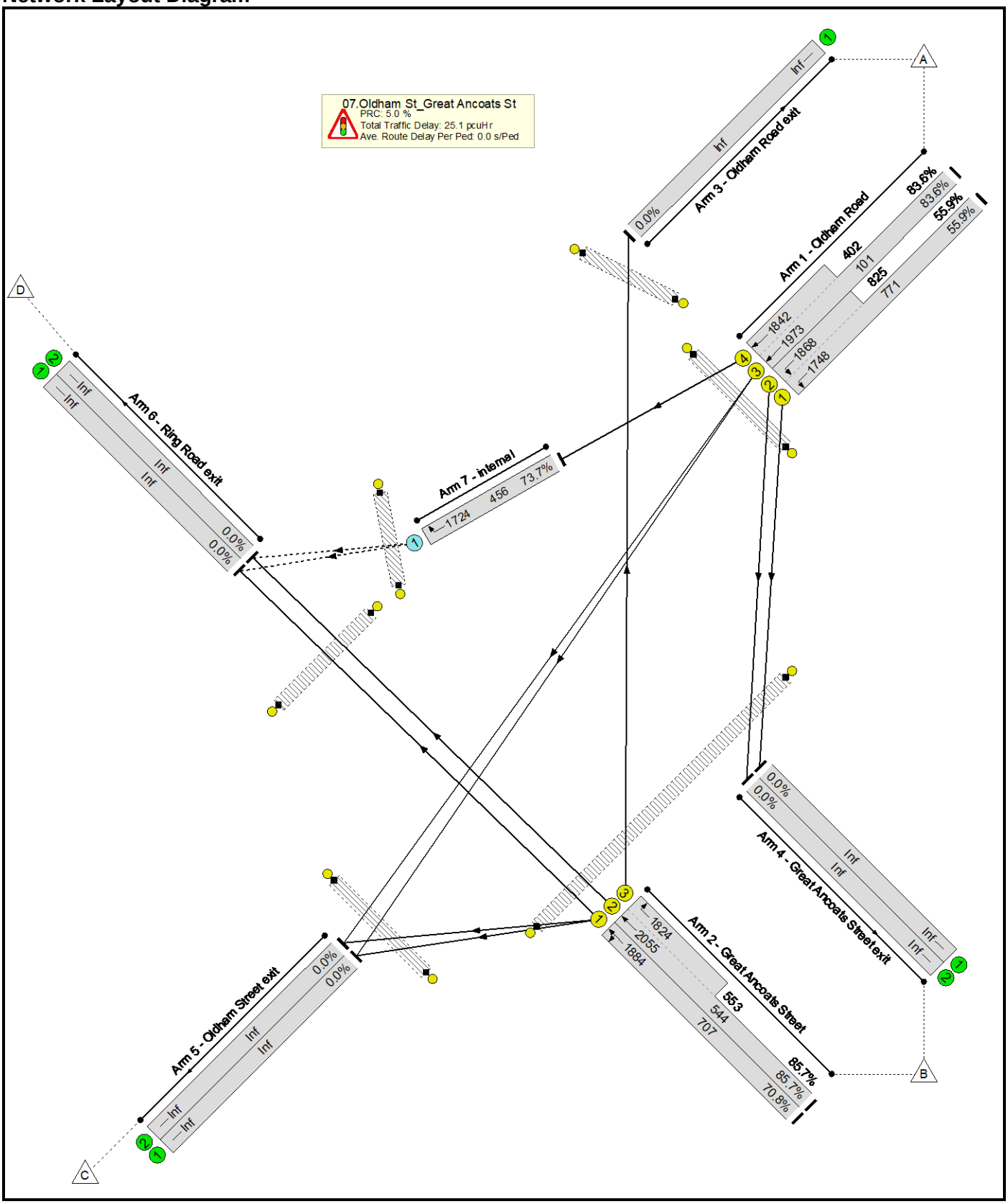
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**91**	**191**	**0**	**16.2**	**-**	**-**
07.Oldham St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**91**	**191**	**0**	**16.2**	**-**	**-**
1/1+1/2	Oldham Road Left	U	C		1	59	-	974	1748:1868	772+824	61.0 : 61.0%	-	-	-	2.4	9.0	6.1
1/3+1/4	Oldham Road Ahead Ahead2	U	B		1	21	-	381	1973:1842	151+431	65.4 : 65.4%	-	-	-	3.9	37.3	7.0
2/1	Great Ancoats Street Left Ahead	U	A		1	30	-	362	1865	657	55.1%	-	-	-	2.9	29.0	7.6
2/2+2/3	Great Ancoats Street Right Ahead	U	A		1	30	-	614	2055:1824	602+308	67.5 : 67.5%	-	-	-	4.8	28.3	9.0
7/1	internal Right	O	-		-	-	-	282	1724	484	58.3%	91	191	0	2.1	26.3	7.6
Ped Link: P1	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	F		1	54	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 33.4 Total Delay for Signalled Lanes (pcuHr): 14.12 Cycle Time (s): 88
PRC Over All Lanes (%): 33.4 Total Delay Over All Lanes(pcuHr): 16.18

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**	**81**	**255**	**0**	**25.1**	**-**	**-**
07.Oldham St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**	**81**	**255**	**0**	**25.1**	**-**	**-**
1/1+1/2	Oldham Road Left	U	C		1	59	-	892	1748:1868	771+825	55.9 : 55.9%	-	-	-	2.1	8.5	5.4
1/3+1/4	Oldham Road Ahead Ahead2	U	B		1	19	-	420	1973:1842	101+402	83.6 : 83.6%	-	-	-	6.0	51.8	10.1
2/1	Great Ancoats Street Left Ahead	U	A		1	32	-	500	1884	707	70.8%	-	-	-	4.4	32.0	11.5
2/2+2/3	Great Ancoats Street Right Ahead	U	A		1	32	-	940	2055:1824	544+553	85.7 : 85.7%	-	-	-	8.8	33.8	12.6
7/1	internal Right	O	-		-	-	-	336	1724	456	73.7%	81	255	0	3.7	39.7	9.6
Ped Link: P1	Unnamed Ped Link	-	H		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	F		1	56	-	0	-	0	0.0%	-	-	-	-	-	-

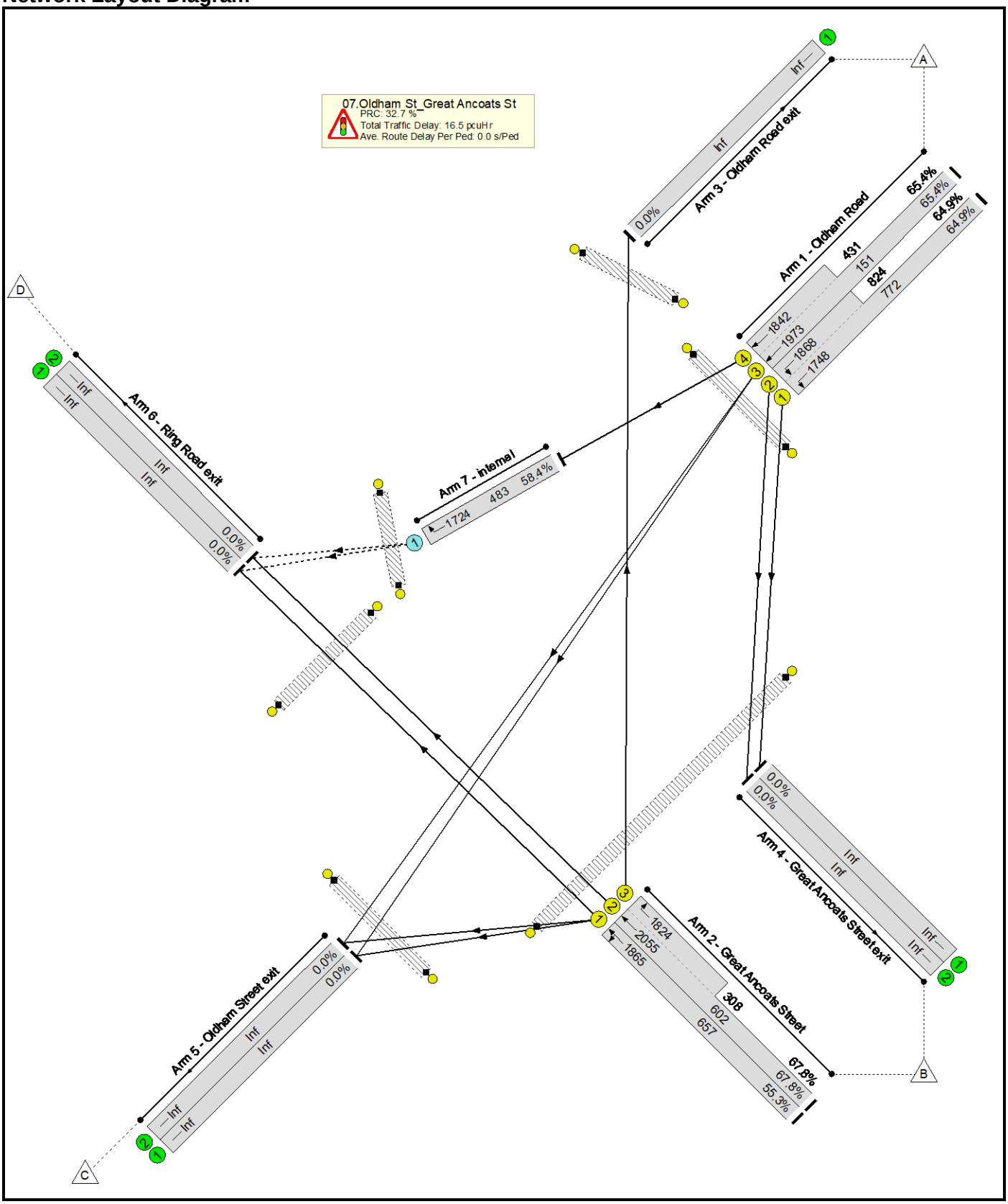
C1 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 21.42 Cycle Time (s): 88

PRC Over All Lanes (%): 5.0 Total Delay Over All Lanes(pcuHr): 25.12

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.8%**	**91**	**191**	**0**	**16.5**	**-**	**-**
07.Oldham St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.8%**	**91**	**191**	**0**	**16.5**	**-**	**-**
1/1+1/2	Oldham Road Left	U	C		1	59	-	1036	1748:1868	772+824	64.9 : 64.9%	-	-	-	2.7	9.4	6.7
1/3+1/4	Oldham Road Ahead Ahead2	U	B		1	21	-	381	1973:1842	151+431	65.4 : 65.4%	-	-	-	3.9	37.3	7.0
2/1	Great Ancoats Street Left Ahead	U	A		1	30	-	363	1865	657	55.3%	-	-	-	2.9	29.0	7.7
2/2+2/3	Great Ancoats Street Right Ahead	U	A		1	30	-	617	2055:1824	602+308	67.8 : 67.8%	-	-	-	4.9	28.4	9.1
7/1	internal Right	O	-		-	-	-	282	1724	483	58.4%	91	191	0	2.1	26.3	7.6
Ped Link: P1	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	F		1	54	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 32.7
PRC Over All Lanes (%): 32.7

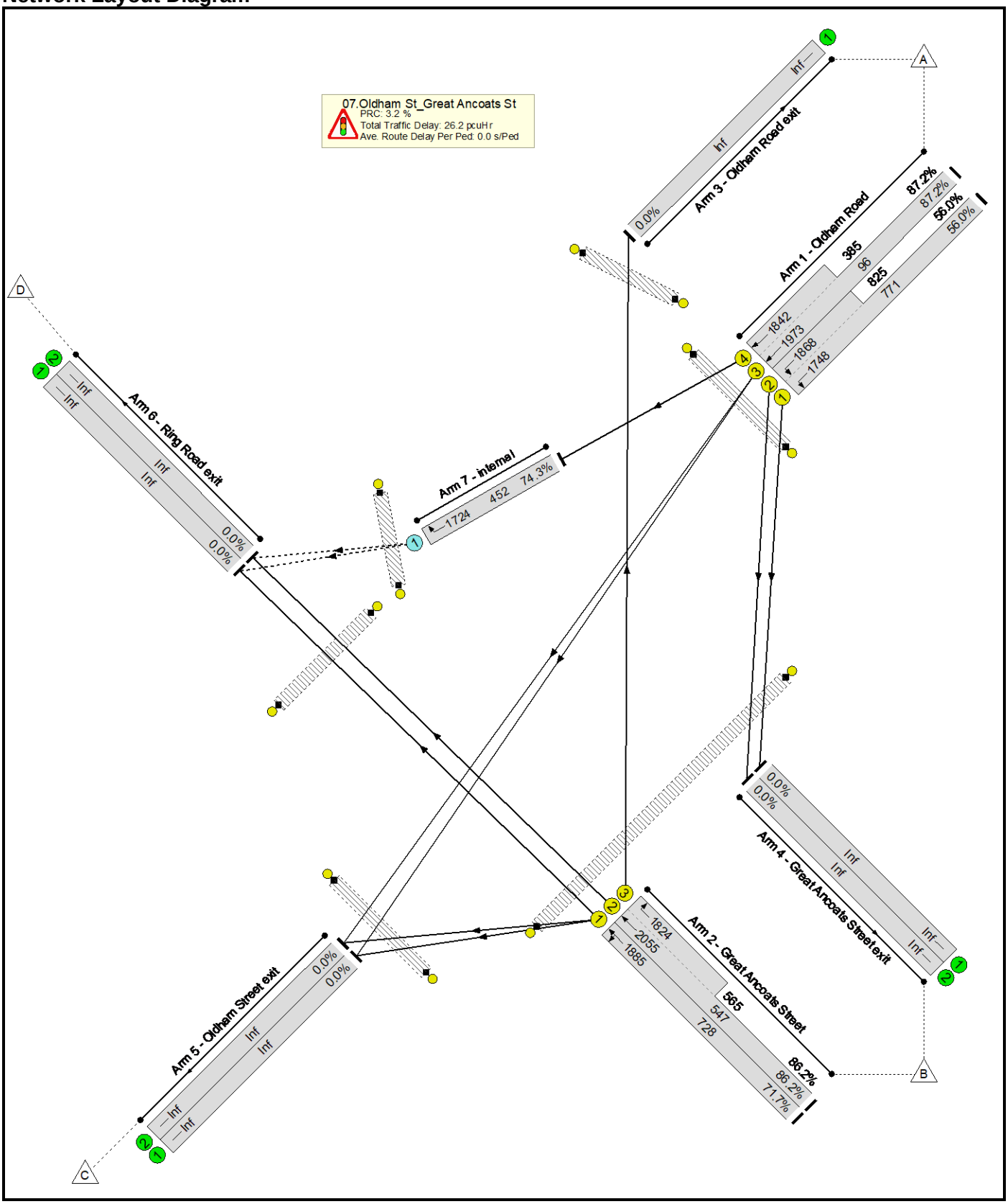
Total Delay for Signalled Lanes (pcuHr): 14.46
Total Delay Over All Lanes(pcuHr): 16.52

Cycle Time (s): 88

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**84**	**252**	**0**	**26.2**	**-**	**-**
07.Oldham St_Great Ancoats St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**84**	**252**	**0**	**26.2**	**-**	**-**
1/1+1/2	Oldham Road Left	U	C		1	59	-	894	1748:1868	771+825	56.0 : 56.0%	-	-	-	2.1	8.5	5.4
1/3+1/4	Oldham Road Ahead Ahead2	U	B		1	18	-	420	1973:1842	96+385	87.2 : 87.2%	-	-	-	6.9	58.7	10.9
2/1	Great Ancoats Street Left Ahead	U	A		1	33	-	522	1885	728	71.7%	-	-	-	4.6	31.5	12.0
2/2+2/3	Great Ancoats Street Right Ahead	U	A		1	33	-	958	2055:1824	547+565	86.2 : 86.2%	-	-	-	8.9	33.3	12.9
7/1	internal Right	O	-		-	-	-	336	1724	452	74.3%	84	252	0	3.8	40.8	9.6
Ped Link: P1	Unnamed Ped Link	-	H		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	I		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	E		1	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	F		1	57	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 22.40 Cycle Time (s): 88
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 26.20

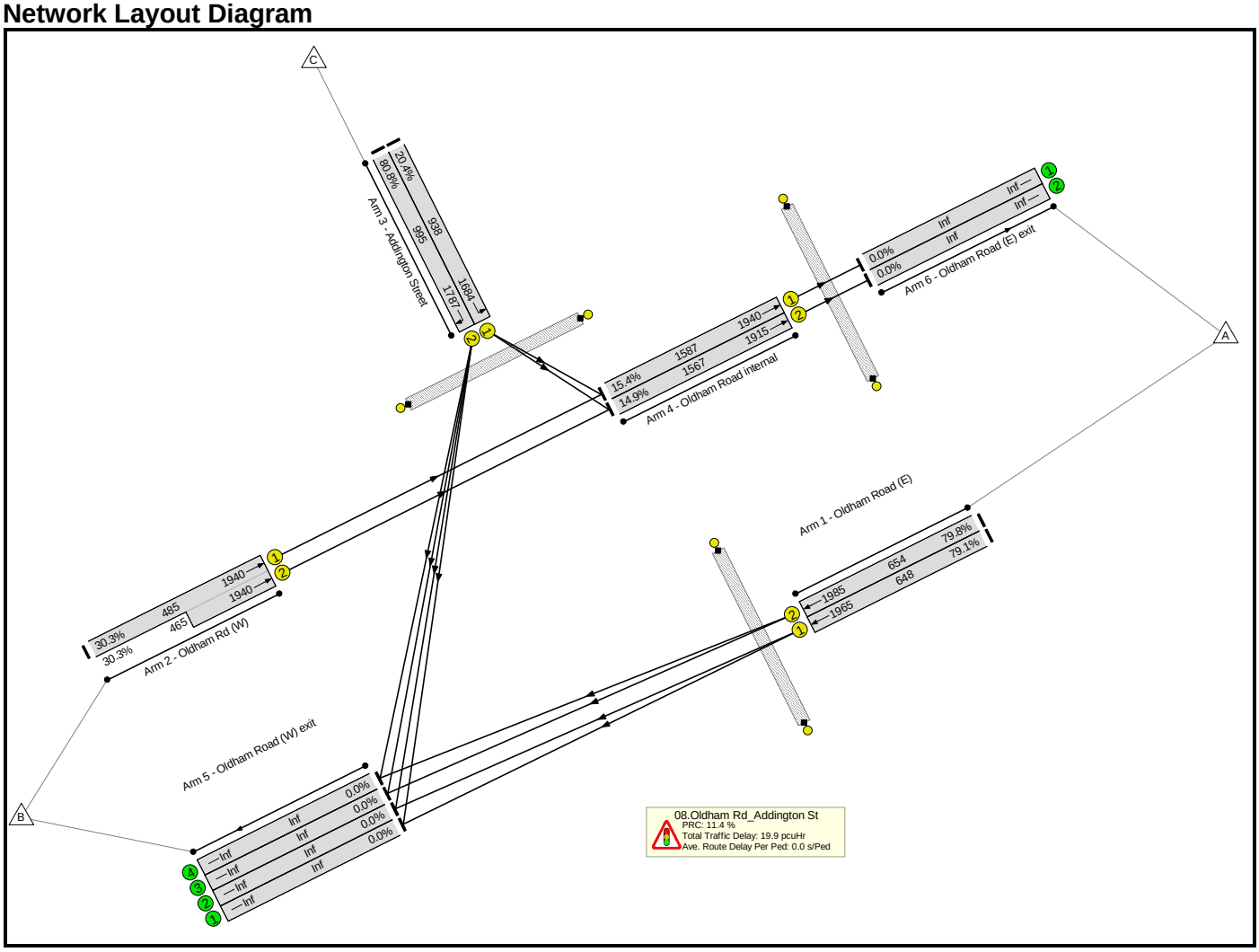
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	08.Oldham St_Addington St.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

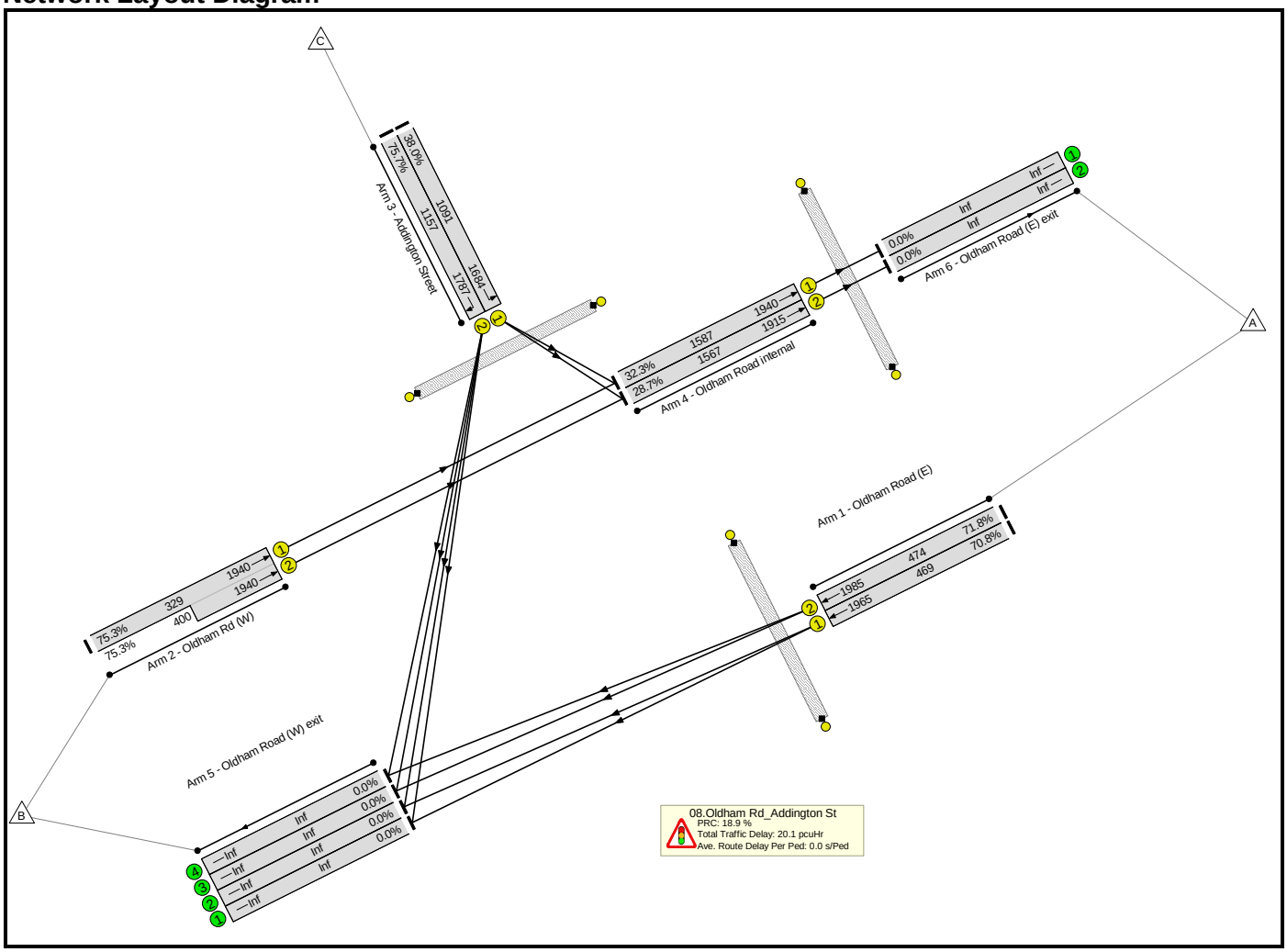
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**	**0**	**0**	**0**	**19.9**	**-**	**-**
08.Oldham Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**	**0**	**0**	**0**	**19.9**	**-**	**-**
1/1	Oldham Road (E) Ahead	U	A		1	28	-	512	1965	648	79.1%	-	-	-	5.6	39.7	13.1
1/2	Oldham Road (E) Ahead	U	A		1	28	-	522	1985	654	79.8%	-	-	-	5.8	40.1	13.5
2/1+2/2	Oldham Rd (W) Ahead	U	B		1	28	-	288	1940:1940	485+465	30.3 : 30.3%	-	-	-	1.9	24.1	2.8
3/1	Addington Street Left	U	C		1	48	-	191	1684	938	20.4%	-	-	-	0.6	12.2	2.4
3/2	Addington Street Right	U	C		1	48	-	804	1787	995	80.8%	-	-	-	5.6	24.9	17.7
4/1	Oldham Road internal Ahead	U	F		1	71	-	245	1940	1587	15.4%	-	-	-	0.1	1.9	0.5
4/2	Oldham Road internal Ahead	U	F		1	71	-	234	1915	1567	14.9%	-	-	-	0.1	1.9	0.4
Ped Link: P1	Unnamed Ped Link	-	D		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 19.60 Cycle Time (s): 88
C1 Stream: 2 PRC for Signalled Lanes (%): 483.1 Total Delay for Signalled Lanes (pcuHr): 0.26 Cycle Time (s): 88
PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 19.85

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

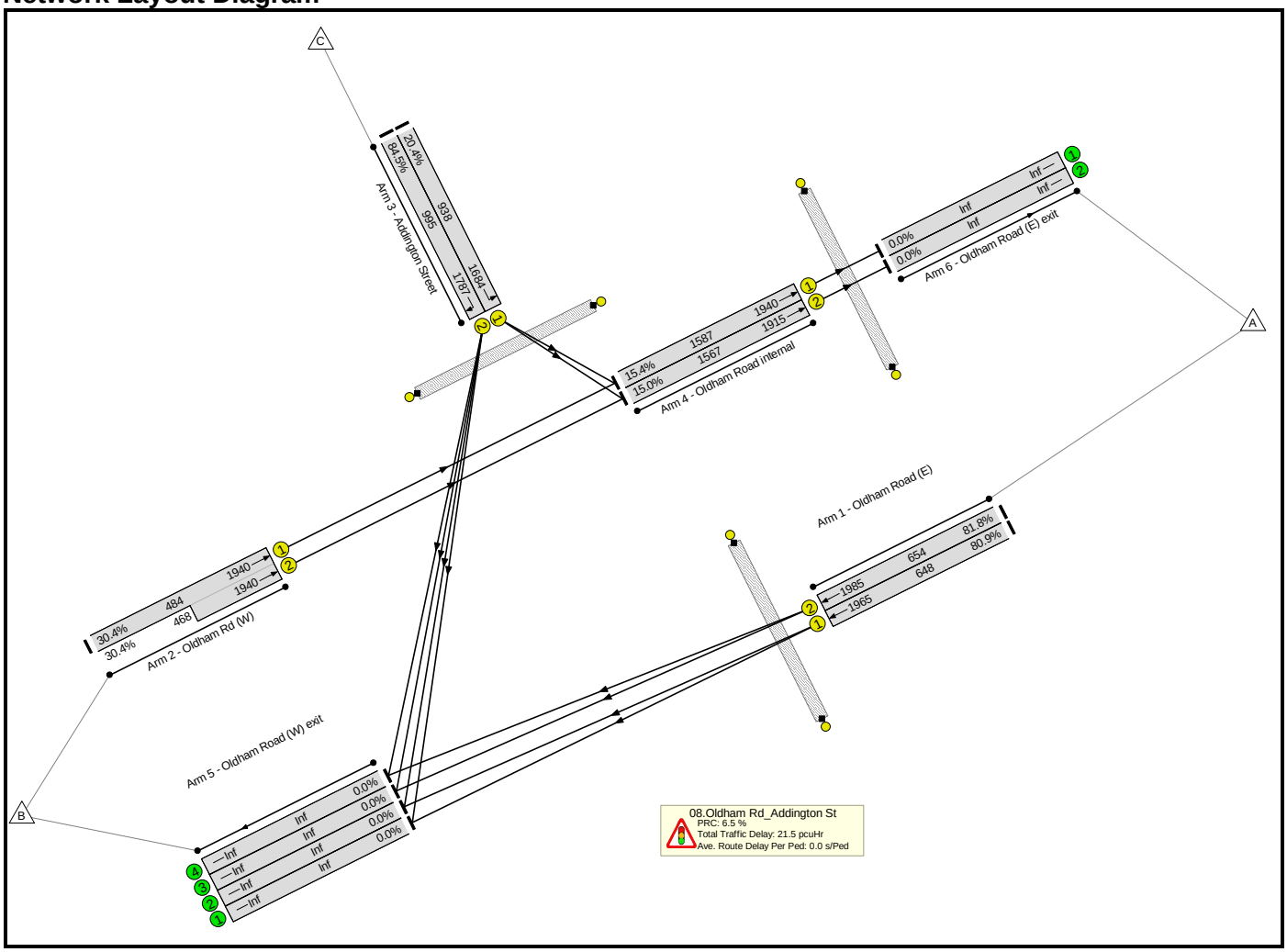
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**	**0**	**0**	**0**	**20.1**	**-**	**-**
08.Oldham Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.7%**	**0**	**0**	**0**	**20.1**	**-**	**-**
1/1	Oldham Road (E) Ahead	U	A		1	20	-	332	1965	469	70.8%	-	-	-	4.0	43.6	8.6
1/2	Oldham Road (E) Ahead	U	A		1	20	-	340	1985	474	71.8%	-	-	-	4.2	44.0	8.8
2/1+2/2	Oldham Rd (W) Ahead	U	B		1	20	-	549	1940:1940	329+400	75.3 : 75.3%	-	-	-	6.0	39.6	8.1
3/1	Addington Street Left	U	C		1	56	-	414	1684	1091	38.0%	-	-	-	1.1	9.9	5.0
3/2	Addington Street Right	U	C		1	56	-	876	1787	1157	75.7%	-	-	-	4.1	17.0	16.1
4/1	Oldham Road internal Ahead	U	F		1	71	-	513	1940	1587	32.3%	-	-	-	0.4	2.5	1.3
4/2	Oldham Road internal Ahead	U	F		1	71	-	450	1915	1567	28.7%	-	-	-	0.3	2.1	2.3
Ped Link: P1	Unnamed Ped Link	-	D		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 18.9 Total Delay for Signalled Lanes (pcuHr): 19.50 Cycle Time (s): 88
C1 Stream: 2 PRC for Signalled Lanes (%): 178.5 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 88
PRC Over All Lanes (%): 18.9 Total Delay Over All Lanes(pcuHr): 20.12

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

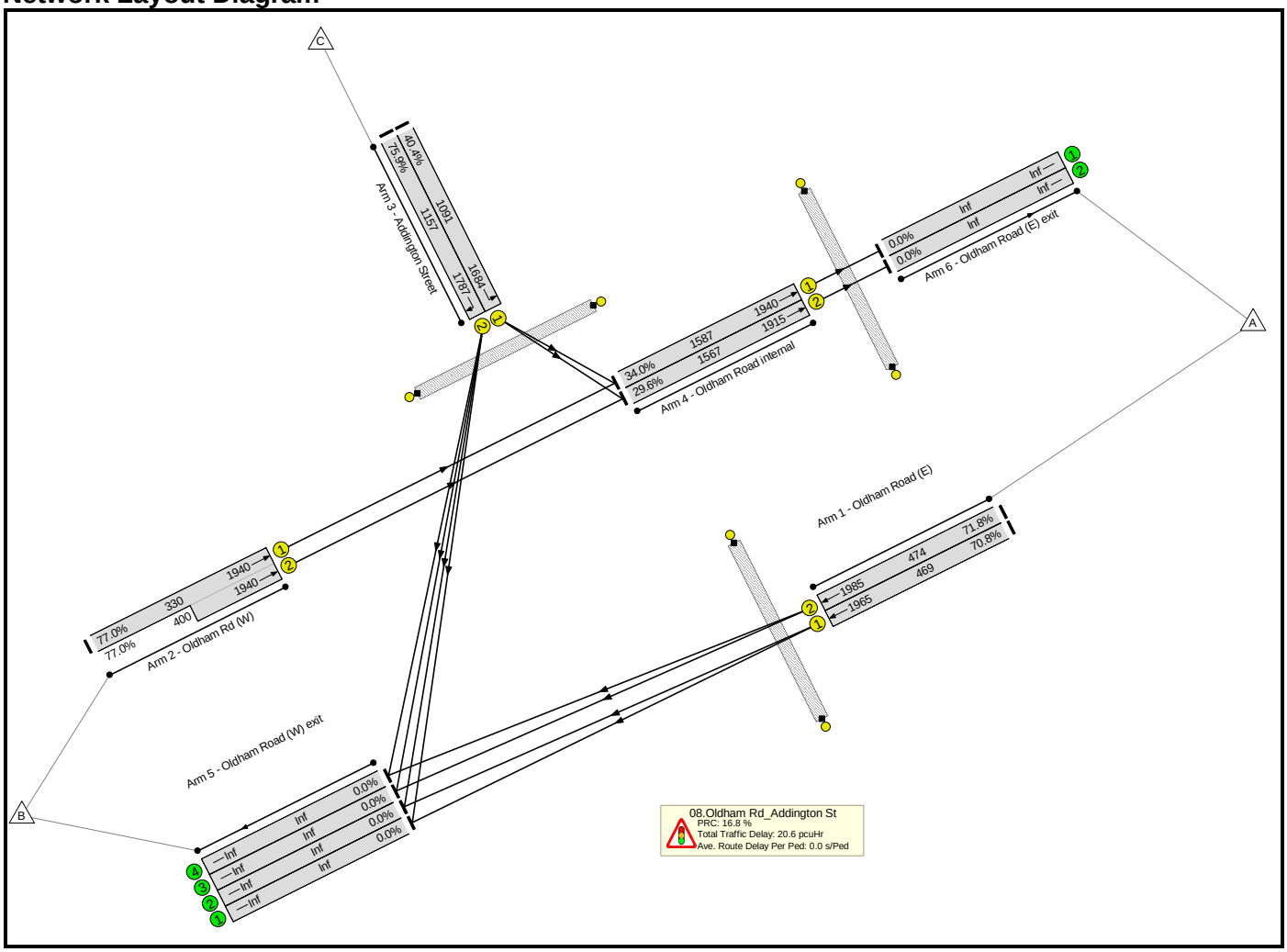
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**0**	**0**	**0**	**21.5**	**-**	**-**
08.Oldham Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**0**	**0**	**0**	**21.5**	**-**	**-**
1/1	Oldham Road (E) Ahead	U	A		1	28	-	524	1965	648	80.9%	-	-	-	6.0	41.1	13.7
1/2	Oldham Road (E) Ahead	U	A		1	28	-	535	1985	654	81.8%	-	-	-	6.2	41.7	14.1
2/1+2/2	Oldham Rd (W) Ahead	U	B		1	28	-	289	1940:1940	484+468	30.4 : 30.4%	-	-	-	1.9	24.1	2.8
3/1	Addington Street Left	U	C		1	48	-	191	1684	938	20.4%	-	-	-	0.6	12.2	2.4
3/2	Addington Street Right	U	C		1	48	-	841	1787	995	84.5%	-	-	-	6.5	27.6	19.7
4/1	Oldham Road internal Ahead	U	F		1	71	-	245	1940	1587	15.4%	-	-	-	0.1	1.9	0.5
4/2	Oldham Road internal Ahead	U	F		1	71	-	235	1915	1567	15.0%	-	-	-	0.1	1.9	0.4
Ped Link: P1	Unnamed Ped Link	-	D		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 6.5 Total Delay for Signalled Lanes (pcuHr): 21.20 Cycle Time (s): 88
C1 Stream: 2 PRC for Signalled Lanes (%): 483.1 Total Delay for Signalled Lanes (pcuHr): 0.26 Cycle Time (s): 88
PRC Over All Lanes (%): 6.5 Total Delay Over All Lanes(pcuHr): 21.46

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**	**0**	**0**	**0**	**20.6**	**-**	**-**
08.Oldham Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**	**0**	**0**	**0**	**20.6**	**-**	**-**
1/1	Oldham Road (E) Ahead	U	A		1	20	-	332	1965	469	70.8%	-	-	-	4.0	43.6	8.6
1/2	Oldham Road (E) Ahead	U	A		1	20	-	340	1985	474	71.8%	-	-	-	4.2	44.0	8.8
2/1+2/2	Oldham Rd (W) Ahead	U	B		1	20	-	562	1940:1940	330+400	77.0 : 77.0%	-	-	-	6.3	40.4	8.4
3/1	Addington Street Left	U	C		1	56	-	441	1684	1091	40.4%	-	-	-	1.2	10.2	5.4
3/2	Addington Street Right	U	C		1	56	-	878	1787	1157	75.9%	-	-	-	4.2	17.1	16.2
4/1	Oldham Road internal Ahead	U	F		1	71	-	540	1940	1587	34.0%	-	-	-	0.4	2.6	1.4
4/2	Oldham Road internal Ahead	U	F		1	71	-	463	1915	1567	29.6%	-	-	-	0.3	2.1	2.4
Ped Link: P1	Unnamed Ped Link	-	D		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 16.8 Total Delay for Signalled Lanes (pcuHr): 19.91 Cycle Time (s): 88
C1 Stream: 2 PRC for Signalled Lanes (%): 164.5 Total Delay for Signalled Lanes (pcuHr): 0.66 Cycle Time (s): 88
PRC Over All Lanes (%): 16.8 Total Delay Over All Lanes(pcuHr): 20.57

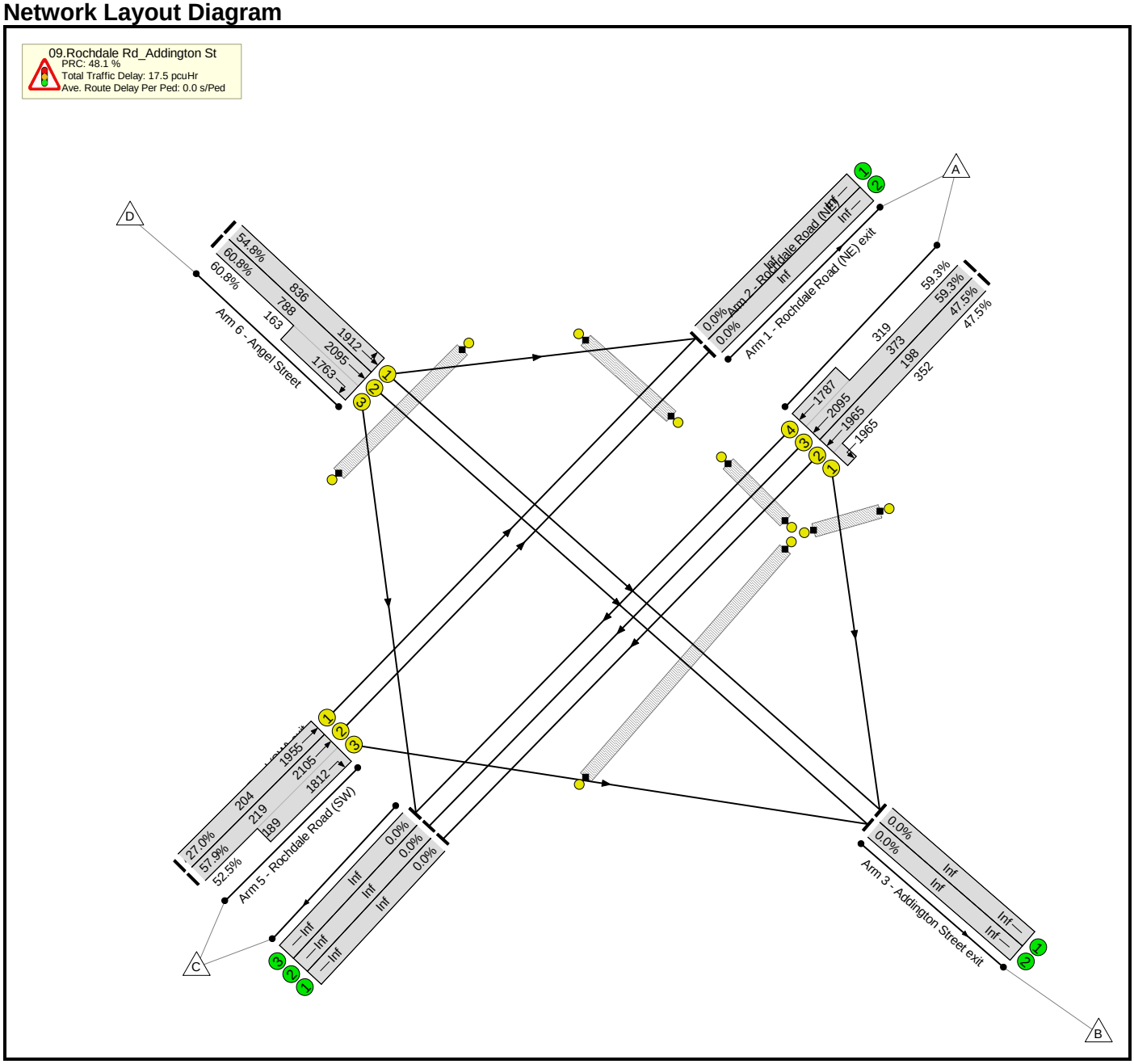
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	09.Rochdale Rd_Addington St.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**	**0**	**0**	**0**	**17.5**	**-**	**-**
09.Rochdale Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**	**0**	**0**	**0**	**17.5**	**-**	**-**
2/2+2/1	Rochdale Road (NE) Left Ahead	U	B C		1	25	-	261	1965:1965	198+352	47.5 : 47.5%	-	-	-	2.5	35.0	5.6
2/3+2/4	Rochdale Road (NE) Ahead	U	B		1	25	-	410	2095:1787	373+319	59.3 : 59.3%	-	-	-	4.0	34.9	5.5
5/1	Rochdale Road (SW) Ahead	U	A		1	9	-	55	1955	204	27.0%	-	-	-	0.8	51.8	1.5
5/2+5/3	Rochdale Road (SW) Ahead Right	U	A		1	9	-	226	2105:1812	219+189	57.9 : 52.5%	-	-	-	3.2	50.7	3.8
6/1	Angel Street Left Ahead	U	D		1	41	-	458	1912	836	54.8%	-	-	-	3.1	24.7	9.6
6/2+6/3	Angel Street Ahead Right	U	D		1	41	-	578	2095:1763	788+163	60.8 : 60.8%	-	-	-	3.9	24.2	10.7
Ped Link: P1	Rochdale Road (SE) exit ped	-	F		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Rochdale Road (NW) ped	-	G		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	61	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Addington Street Ped	-	I		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Angel Street ped	-	E		1	40	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 48.1 Total Delay for Signalled Lanes (pcuHr): 17.51 Cycle Time (s): 96

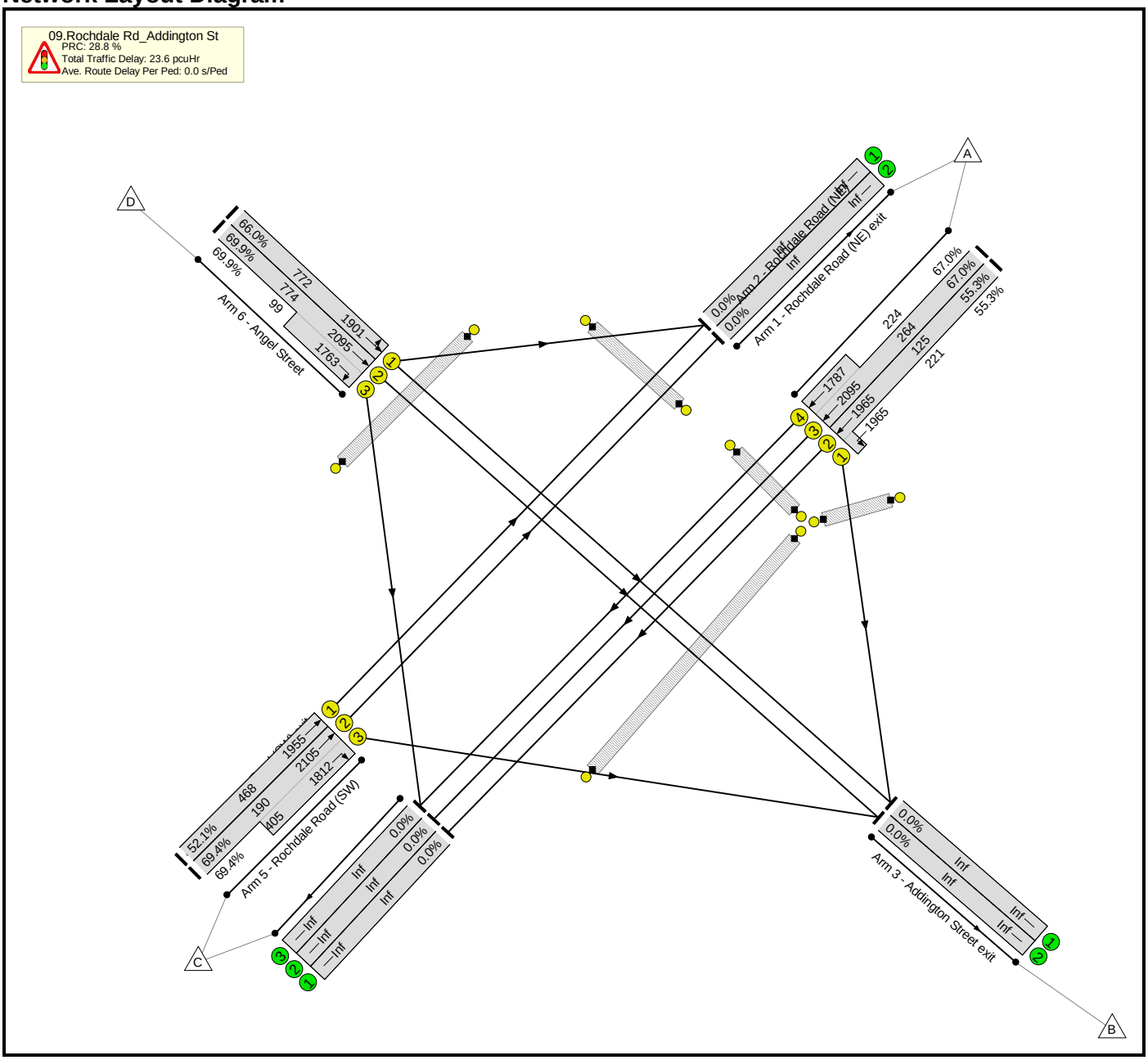
PRC Over All Lanes (%): 48.1 Total Delay Over All Lanes(pcuHr): 17.51

Basic Results Summary

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**	**0**	**0**	**0**	**23.6**	**-**	**-**
09.Rochdale Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**	**0**	**0**	**0**	**23.6**	**-**	**-**
2/2+2/1	Rochdale Road (NE) Left Ahead	U	B C		1	15	-	191	1965:1965	125+221	55.3 : 55.3%	-	-	-	2.5	47.8	4.7
2/3+2/4	Rochdale Road (NE) Ahead	U	B		1	15	-	327	2095:1787	264+224	67.0 : 67.0%	-	-	-	4.3	47.5	5.3
5/1	Rochdale Road (SW) Ahead	U	A		1	22	-	244	1955	468	52.1%	-	-	-	2.7	39.7	6.2
5/2+5/3	Rochdale Road (SW) Ahead Right	U	A		1	22	-	413	2105:1812	190+405	69.4 : 69.4%	-	-	-	4.8	41.6	7.8
6/1	Angel Street Left Ahead	U	D		1	38	-	510	1901	772	66.0%	-	-	-	4.2	29.9	11.9
6/2+6/3	Angel Street Ahead Right	U	D		1	38	-	610	2095:1763	774+99	69.9 : 69.9%	-	-	-	5.0	29.5	13.5
Ped Link: P1	Rochdale Road (SE) exit ped	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Rochdale Road (NW) ped	-	G		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	71	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Addington Street Ped	-	I		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Angel Street ped	-	E		1	43	-	0	-	0	0.0%	-	-	-	-	-	-

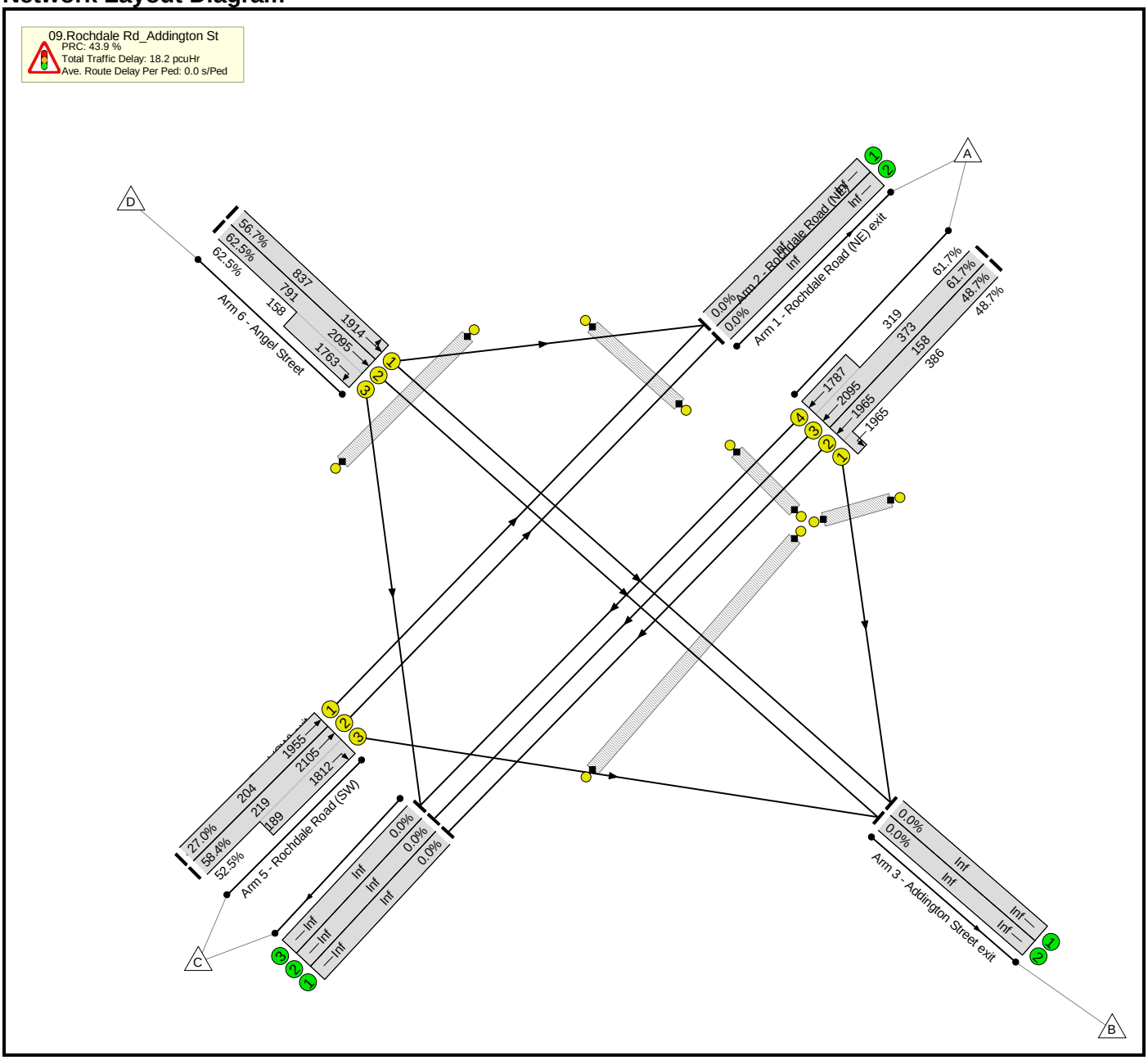
C1 PRC for Signalled Lanes (%): 28.8 Total Delay for Signalled Lanes (pcuHr): 23.56 Cycle Time (s): 96
PRC Over All Lanes (%): 28.8 Total Delay Over All Lanes(pcuHr): 23.56

Basic Results Summary

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**	**0**	**0**	**0**	**18.2**	**-**	**-**
09.Rochdale Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**	**0**	**0**	**0**	**18.2**	**-**	**-**
2/2+2/1	Rochdale Road (NE) Left Ahead	U	B C		1	25	-	265	1965:1965	158+386	48.7 : 48.7%	-	-	-	2.6	35.5	6.0
2/3+2/4	Rochdale Road (NE) Ahead	U	B		1	25	-	427	2095:1787	373+319	61.7 : 61.7%	-	-	-	4.2	35.4	5.9
5/1	Rochdale Road (SW) Ahead	U	A		1	9	-	55	1955	204	27.0%	-	-	-	0.8	51.8	1.5
5/2+5/3	Rochdale Road (SW) Ahead Right	U	A		1	9	-	227	2105:1812	219+189	58.4 : 52.5%	-	-	-	3.2	50.8	3.9
6/1	Angel Street Left Ahead	U	D		1	41	-	475	1914	837	56.7%	-	-	-	3.3	25.2	10.0
6/2+6/3	Angel Street Ahead Right	U	D		1	41	-	594	2095:1763	791+158	62.5 : 62.5%	-	-	-	4.1	24.7	11.3
Ped Link: P1	Rochdale Road (SE) exit ped	-	F		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Rochdale Road (NW) ped	-	G		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	61	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Addington Street Ped	-	I		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Angel Street ped	-	E		1	40	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 43.9 Total Delay for Signalled Lanes (pcuHr): 18.20 Cycle Time (s): 96

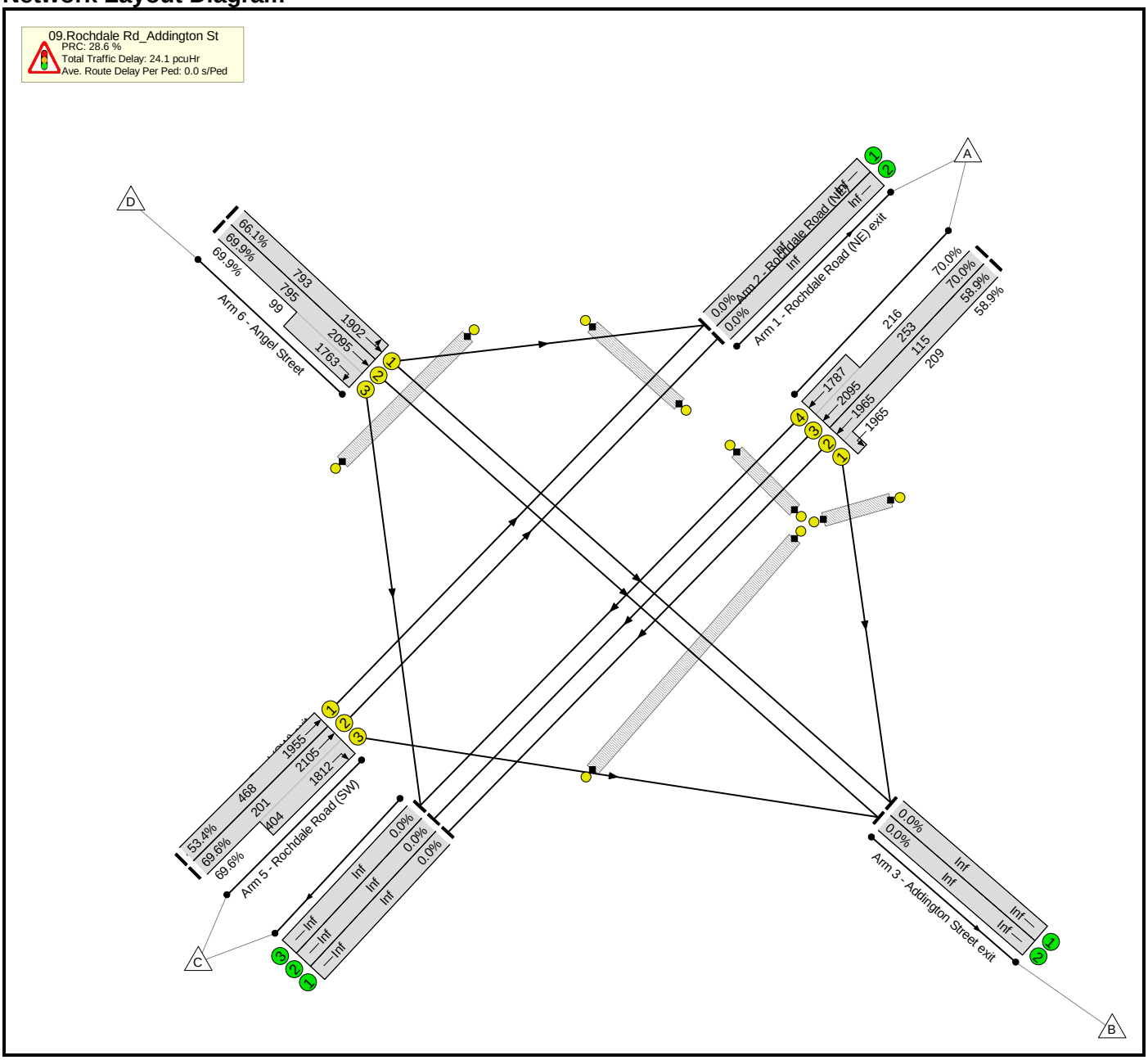
PRC Over All Lanes (%): 43.9 Total Delay Over All Lanes(pcuHr): 18.20

Basic Results Summary

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**	**0**	**0**	**0**	**24.1**	**-**	**-**
09.Rochdale Rd_Addington St	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**	**0**	**0**	**0**	**24.1**	**-**	**-**
2/2+2/1	Rochdale Road (NE) Left Ahead	U	B C		1	14	-	191	1965:1965	115+209	58.9 : 58.9%	-	-	-	2.7	50.5	4.8
2/3+2/4	Rochdale Road (NE) Ahead	U	B		1	14	-	328	2095:1787	253+216	70.0 : 70.0%	-	-	-	4.5	49.9	5.5
5/1	Rochdale Road (SW) Ahead	U	A		1	22	-	250	1955	468	53.4%	-	-	-	2.8	40.0	6.3
5/2+5/3	Rochdale Road (SW) Ahead Right	U	A		1	22	-	421	2105:1812	201+404	69.6 : 69.6%	-	-	-	4.9	41.5	7.8
6/1	Angel Street Left Ahead	U	D		1	39	-	524	1902	793	66.1%	-	-	-	4.3	29.2	12.2
6/2+6/3	Angel Street Ahead Right	U	D		1	39	-	625	2095:1763	795+99	69.9 : 69.9%	-	-	-	5.0	28.8	13.7
Ped Link: P1	Rochdale Road (SE) exit ped	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Rochdale Road (NW) ped	-	G		1	68	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	H		1	72	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Addington Street Ped	-	I		1	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Angel Street ped	-	E		1	42	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 28.6 Total Delay for Signalled Lanes (pcuHr): 24.12 Cycle Time (s): 96

PRC Over All Lanes (%): 28.6 Total Delay Over All Lanes(pcuHr): 24.12

Basic Results Summary

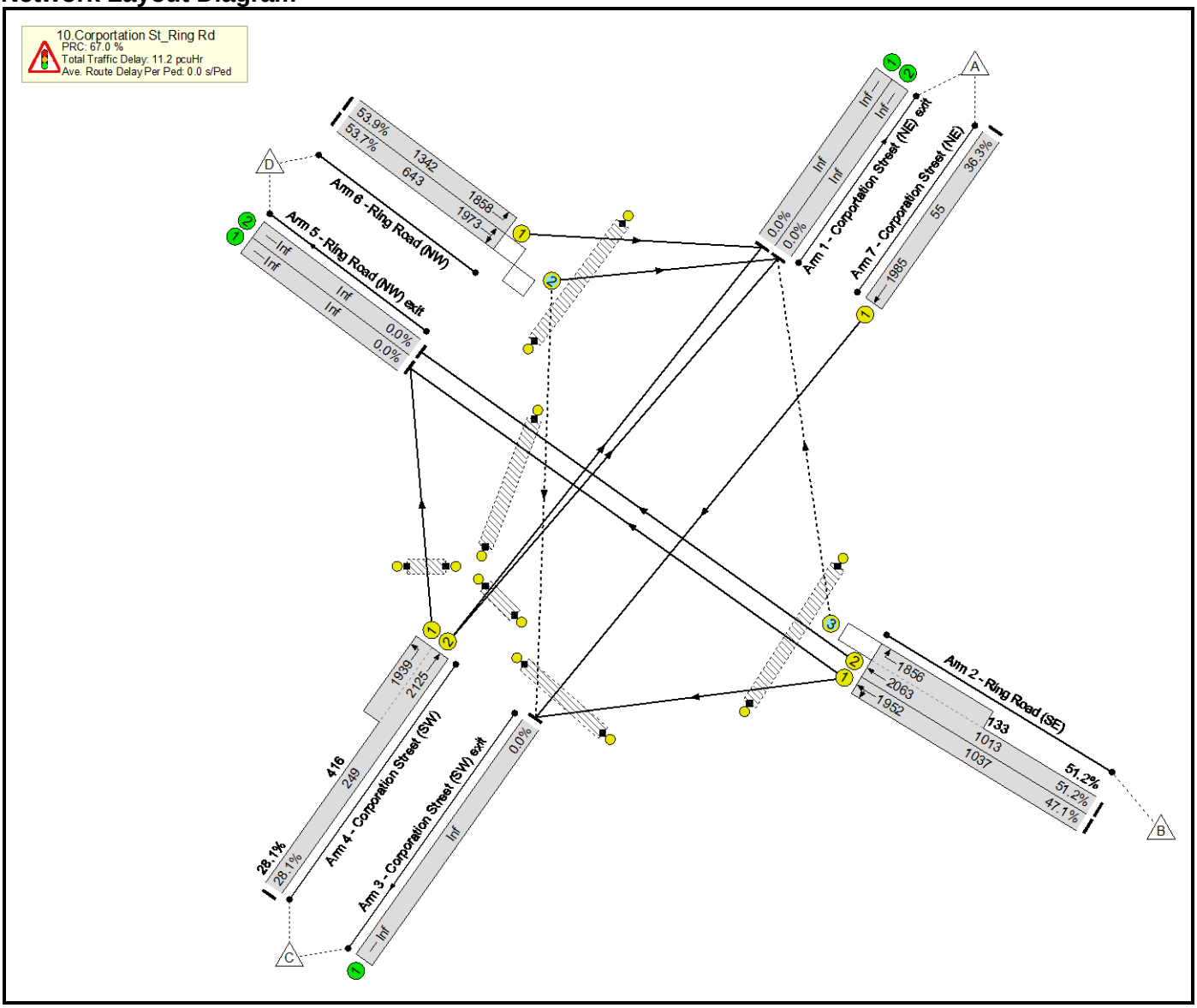
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	10.Corporation St_Ring Rd.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**53.9%**	**187**	**102**	**17**	**11.2**	-	-
10.Corportation St_Ring Rd	-	-	-		-	-	-	-	-	-	**53.9%**	**187**	**102**	**17**	**11.2**	-	-
2/1	Ring Road (SE) Left Ahead	U	B		3	150	-	488	1952	1037	47.1%	-	-	-	2.4	17.4	8.8
2/2+2/3	Ring Road (SE) Right Ahead	U+O	B		3	150	-	587	2063:1856	1013+133	51.2 : 51.2%	67	0	1	2.8	17.3	9.5
4/2+4/1	Corporation Street (SW) Ahead Left	U	D E		3	31:87	-	187	2125:1939	249+416	28.1 : 28.1%	-	-	-	1.8	34.0	2.8
6/1	Ring Road (NW) Left	U	A		3	205	-	723	1858	1342	53.9%	-	-	-	1.8	9.2	11.6
6/2	Ring Road (NW) Left Right	O	A	F	3	205	31	345	1973	643	53.7%	120	102	17	1.3	13.8	4.5
7/1	Corporation Street (NE) Ahead	U	C		1	7	-	20	1985	55	36.3%	-	-	-	1.0	187.9	1.8
Ped Link: P1	Pedestrians across Cheetham Hill Road	-	G		3	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Pedestrians across Miller Street	-	H		3	62	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Pedestrians across Corporation Street Southbound Exit	-	I		3	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Pedestrians across Corporation Street Northbound Ahead	-	J		3	190	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

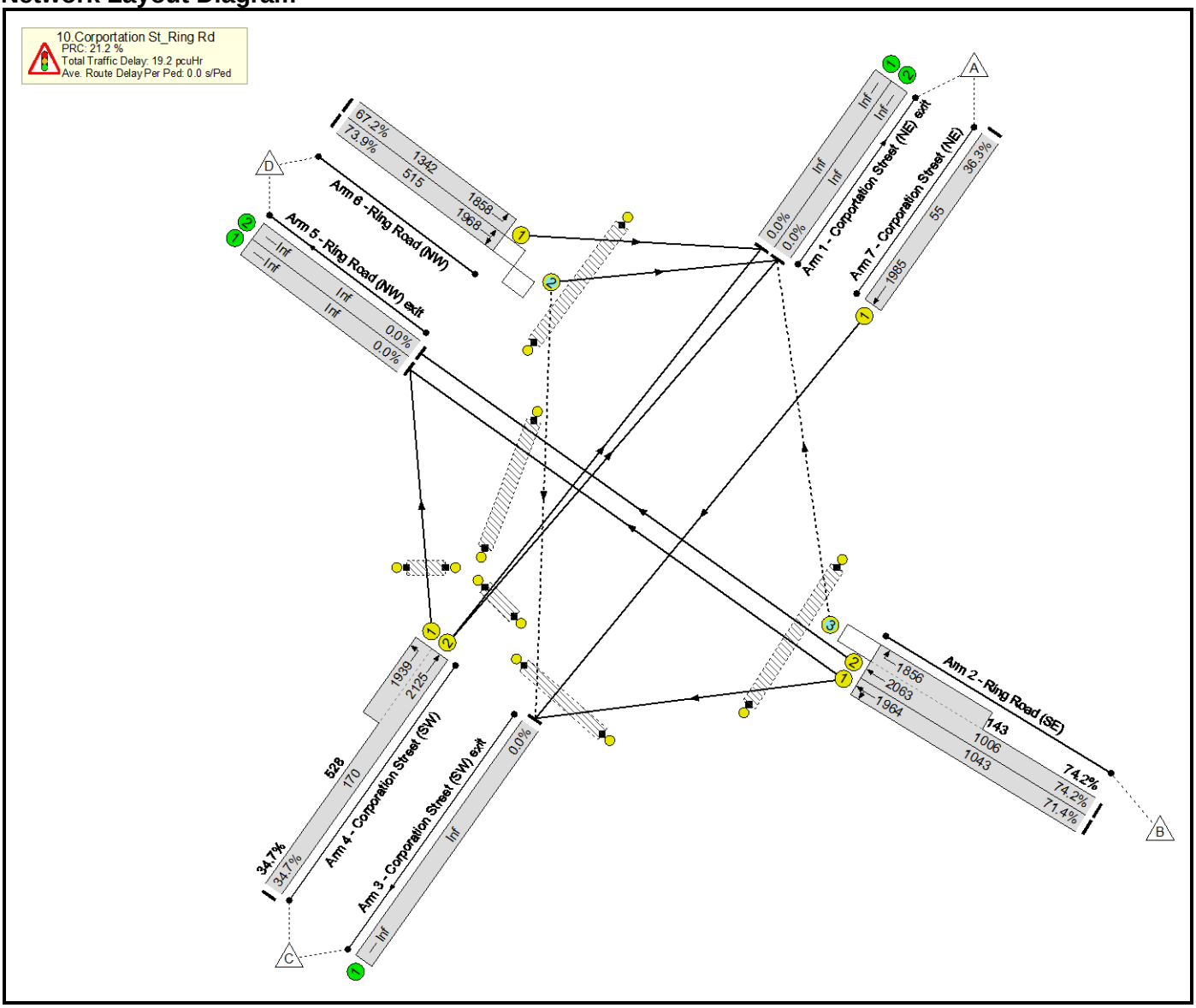
Ped Link: P5	Pedestrians across Corporation Street Northbound Left Turn	-	K		3	165	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Pedestrians across Cheetham Hill Road Exit	-	L		3	71	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 67.0 Total Delay for Signalled Lanes (pcuHr): 11.17 Cycle Time (s): 288
PRC Over All Lanes (%): 67.0 Total Delay Over All Lanes(pcuHr): 11.17

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**	**105**	**84**	**113**	**19.2**	**-**	**-**
10.Corportation St_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**	**105**	**84**	**113**	**19.2**	**-**	**-**
2/1	Ring Road (SE) Left Ahead	U	B		3	150	-	745	1964	1043	71.4%	-	-	-	4.8	23.0	16.8
2/2+2/3	Ring Road (SE) Right Ahead	U+O	B		3	150	-	853	2063:1856	1006+143	74.2 : 74.2%	105	0	1	5.6	23.4	17.8
4/2+4/1	Corporation Street (SW) Ahead Left	U	D E		3	31:87	-	242	2125:1939	170+528	34.7 : 34.7%	-	-	-	2.2	32.6	4.4
6/1	Ring Road (NW) Left	U	A		3	205	-	902	1858	1342	67.2%	-	-	-	2.9	11.5	17.6
6/2	Ring Road (NW) Left Right	O	A	F	3	205	31	381	1968	515	73.9%	0	84	111	2.8	26.2	5.9
7/1	Corporation Street (NE) Ahead	U	C		1	7	-	20	1985	55	36.3%	-	-	-	1.0	187.9	1.8
Ped Link: P1	Pedestrians across Cheetham Hill Road	-	G		3	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Pedestrians across Miller Street	-	H		3	62	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Pedestrians across Corporation Street Southbound Exit	-	I		3	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Pedestrians across Corporation Street Northbound Ahead	-	J		3	190	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

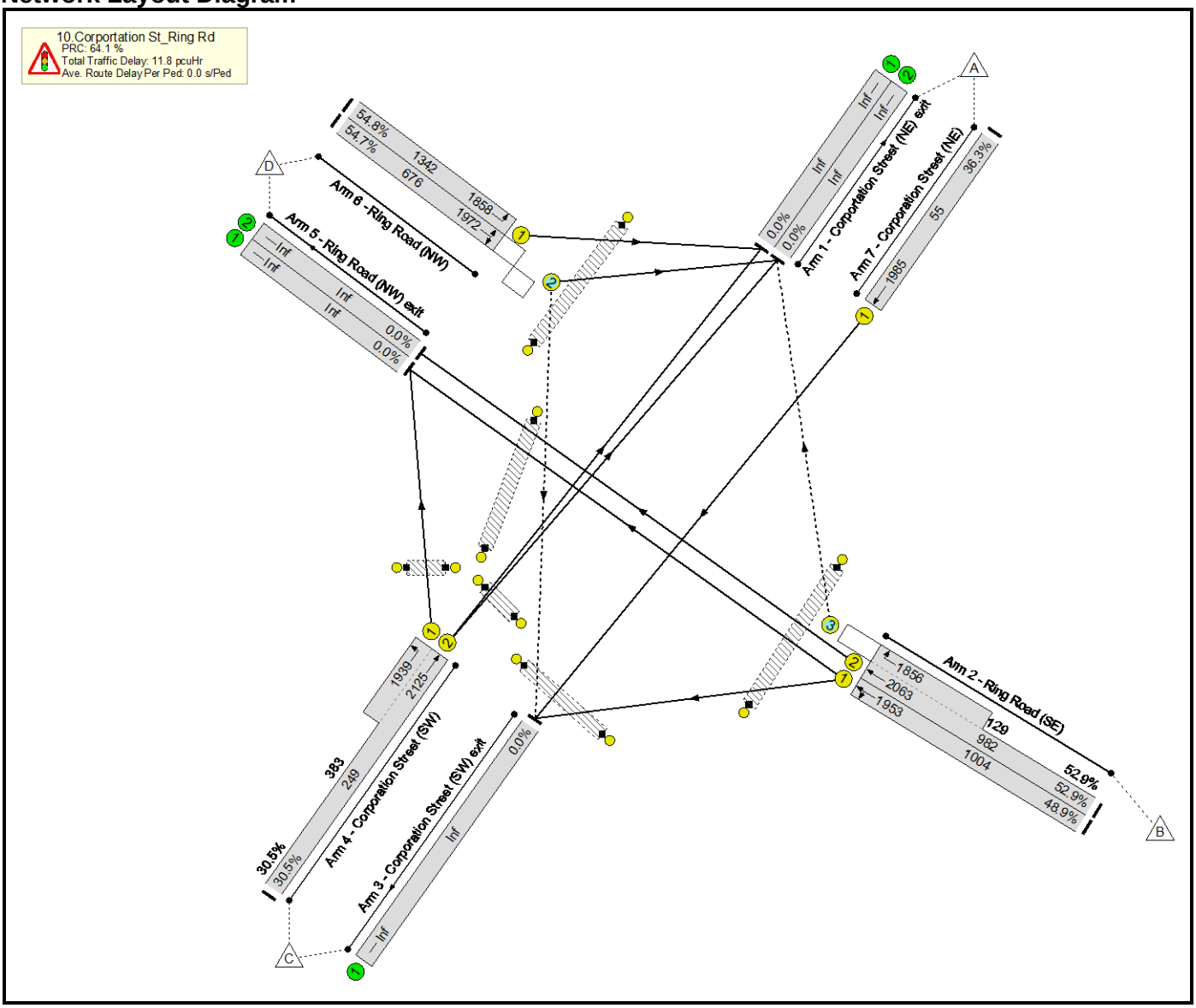
Ped Link: P5	Pedestrians across Corporation Street Northbound Left Turn	-	K		3	165	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Pedestrians across Cheetham Hill Road Exit	-	L		3	71	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 21.2 Total Delay for Signalled Lanes (pcuHr): 19.21 Cycle Time (s): 288
PRC Over All Lanes (%): 21.2 Total Delay Over All Lanes(pcuHr): 19.21

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.8%**	**184**	**108**	**20**	**11.8**	**-**	**-**
10.Corportation St_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.8%**	**184**	**108**	**20**	**11.8**	**-**	**-**
2/1	Ring Road (SE) Left Ahead	U	B		3	145	-	491	1953	1004	48.9%	-	-	-	2.5	18.7	8.9
2/2+2/3	Ring Road (SE) Right Ahead	U+O	B		3	145	-	587	2063:1856	982+129	52.9 : 52.9%	67	0	1	3.0	18.6	9.5
4/2+4/1	Corporation Street (SW) Ahead Left	U	D E		3	31:92	-	193	2125:1939	249+383	30.5 : 30.5%	-	-	-	1.8	33.5	2.8
6/1	Ring Road (NW) Left	U	A		3	205	-	736	1858	1342	54.8%	-	-	-	1.9	9.3	12.1
6/2	Ring Road (NW) Left Right	O	A	F	3	205	36	370	1972	676	54.7%	117	108	19	1.5	14.2	4.8
7/1	Corporation Street (NE) Ahead	U	C		1	7	-	20	1985	55	36.3%	-	-	-	1.0	187.9	1.8
Ped Link: P1	Pedestrians across Cheetham Hill Road	-	G		3	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Pedestrians across Miller Street	-	H		3	62	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Pedestrians across Corporation Street Southbound Exit	-	I		3	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Pedestrians across Corporation Street Northbound Ahead	-	J		3	185	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

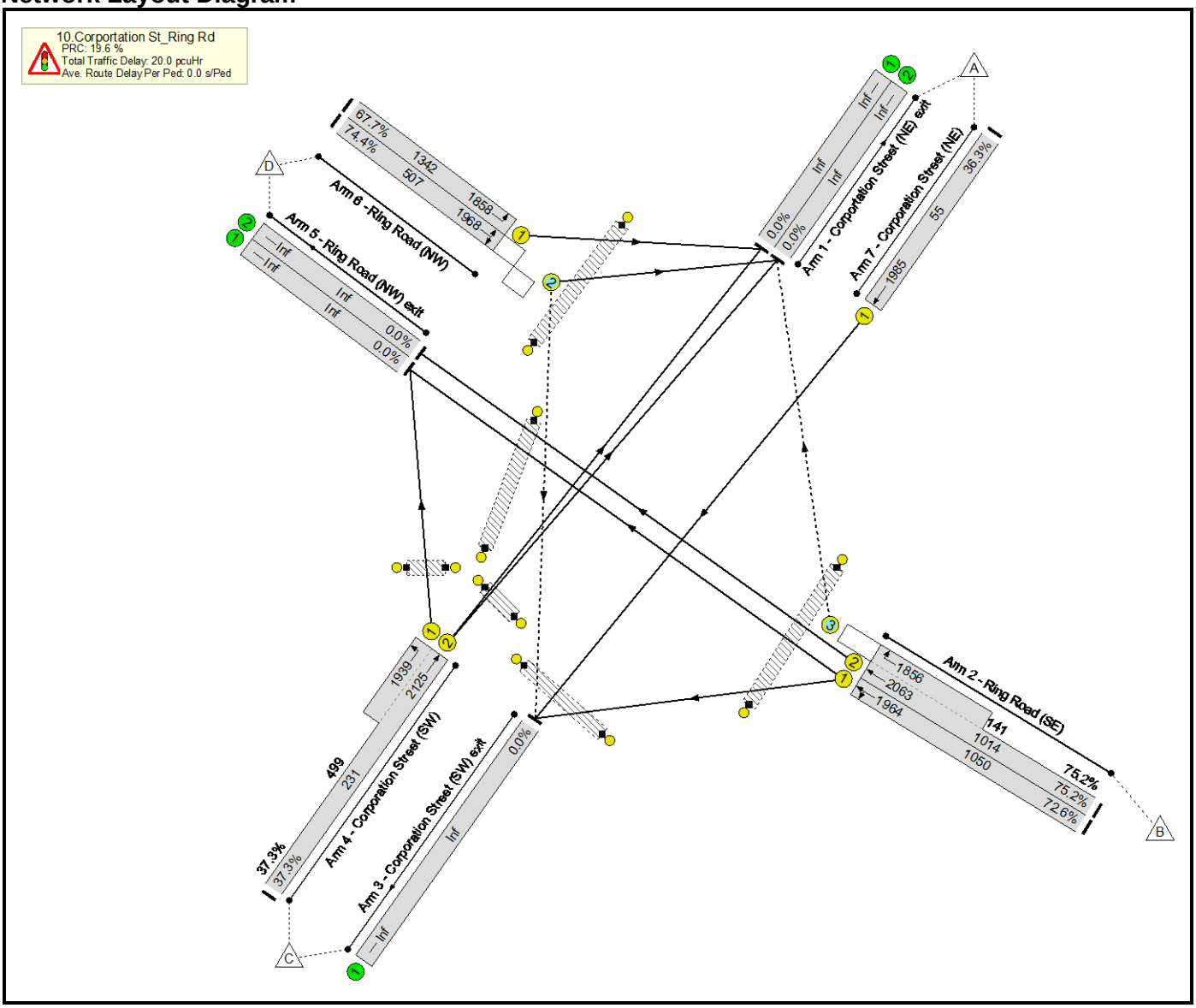
Ped Link: P5	Pedestrians across Corporation Street Northbound Left Turn	-	K		3	160	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Pedestrians across Cheetham Hill Road Exit	-	L		3	76	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 64.1 Total Delay for Signalled Lanes (pcuHr): 11.79 Cycle Time (s): 288
PRC Over All Lanes (%): 64.1 Total Delay Over All Lanes(pcuHr): 11.79

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**	**105**	**84**	**112**	**20.0**	**-**	**-**
10.Corportation St_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**	**105**	**84**	**112**	**20.0**	**-**	**-**
2/1	Ring Road (SE) Left Ahead	U	B		3	151	-	762	1964	1050	72.6%	-	-	-	4.9	23.2	17.4
2/2+2/3	Ring Road (SE) Right Ahead	U+O	B		3	151	-	869	2063:1856	1014+141	75.2 : 75.2%	105	0	1	5.7	23.6	18.5
4/2+4/1	Corporation Street (SW) Ahead Left	U	D E		3	31:86	-	272	2125:1939	231+499	37.3 : 37.3%	-	-	-	2.6	33.9	4.6
6/1	Ring Road (NW) Left	U	A		3	205	-	908	1858	1342	67.7%	-	-	-	2.9	11.6	17.7
6/2	Ring Road (NW) Left Right	O	A	F	3	205	30	377	1968	507	74.4%	0	84	111	2.8	27.0	5.9
7/1	Corporation Street (NE) Ahead	U	C		1	7	-	20	1985	55	36.3%	-	-	-	1.0	187.9	1.8
Ped Link: P1	Pedestrians across Cheetham Hill Road	-	G		3	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Pedestrians across Miller Street	-	H		3	62	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Pedestrians across Corporation Street Southbound Exit	-	I		3	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Pedestrians across Corporation Street Northbound Ahead	-	J		3	191	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P5	Pedestrians across Corporation Street Northbound Left Turn	-	K		3	166	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Pedestrians across Cheetham Hill Road Exit	-	L		3	70	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 19.6 Total Delay for Signalled Lanes (pcuHr): 19.99 Cycle Time (s): 288
PRC Over All Lanes (%): 19.6 Total Delay Over All Lanes(pcuHr): 19.99

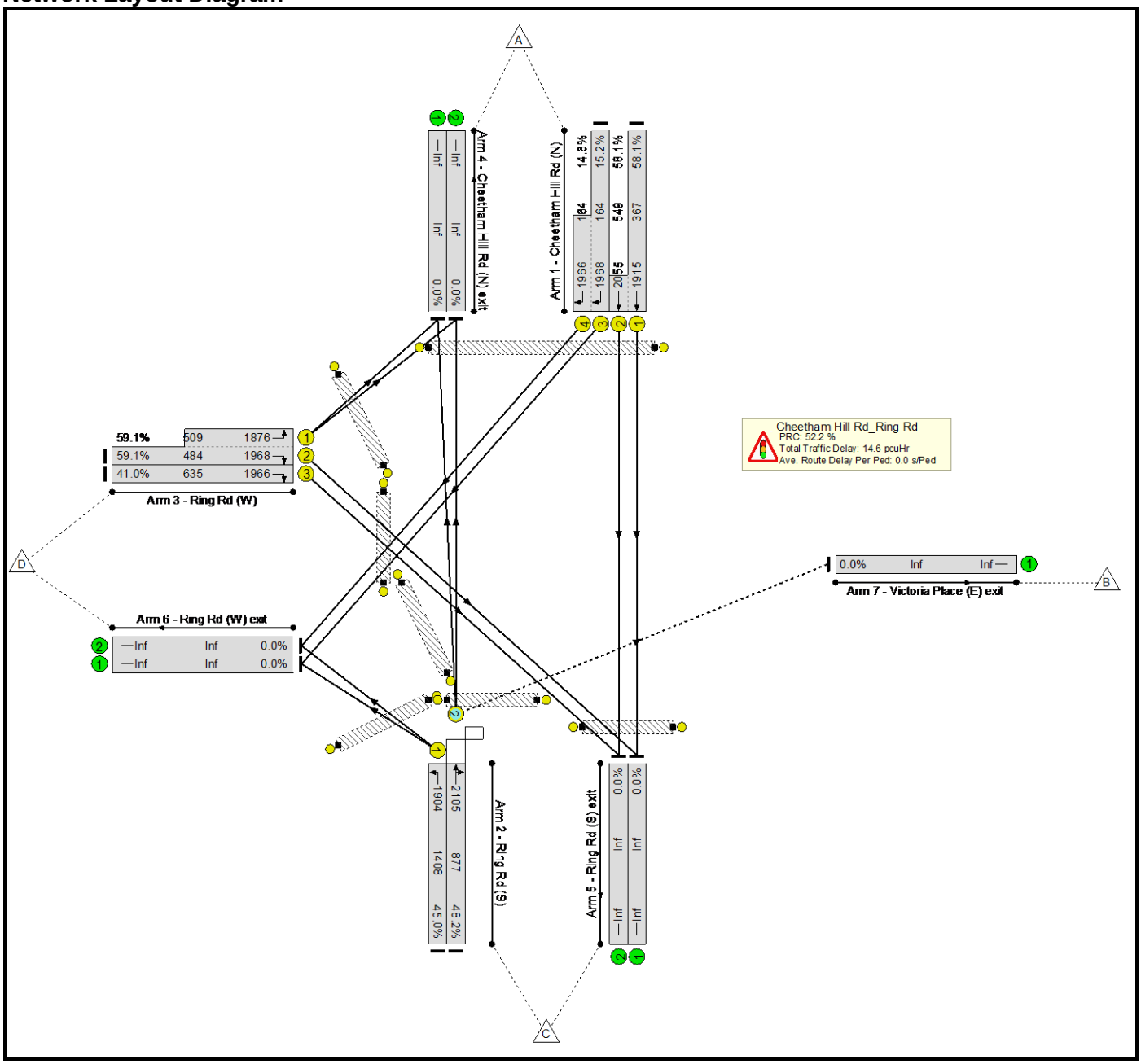
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	11.Cheetham Hill Rd_Ring Rd.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.1%**	**0**	**0**	**0**	**14.6**	**-**	**-**
Cheetham Hill Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.1%**	**0**	**0**	**0**	**14.6**	**-**	**-**
1/1+1/2	Cheetham Hill Rd (N) Ahead	U	B		1	39	-	532	1915:2055	367+549	58.1 : 58.1%	-	-	-	3.6	24.6	9.0
1/3+1/4	Cheetham Hill Rd (N) Right	U	A		1	7	-	49	1968:1966	164+164	15.2 : 14.6%	-	-	-	0.6	47.3	0.7
2/1	Ring Rd (S) Left	U	D		1	70	-	634	1904	1408	45.0%	-	-	-	1.3	7.2	6.9
2/2	Ring Rd (S) Ahead Right	O	C	G	1	39	9	423	2105	877	48.2%	0	0	0	2.9	24.4	8.7
3/2+3/1	Ring Rd (W) Left Right	U	F E		1	30:46	-	587	1968:1876	484+509	59.1 : 59.1%	-	-	-	4.0	24.6	6.8
3/3	Ring Rd (W) Right	U	F		1	30	-	260	1966	635	41.0%	-	-	-	2.2	30.2	5.7
Ped Link: P1	Unnamed Ped Link	-	N		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		1	39	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	K		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	L		2	42	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	M		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 52.2 Total Delay for Signalled Lanes (pcuHr): 14.61 Cycle Time (s): 96

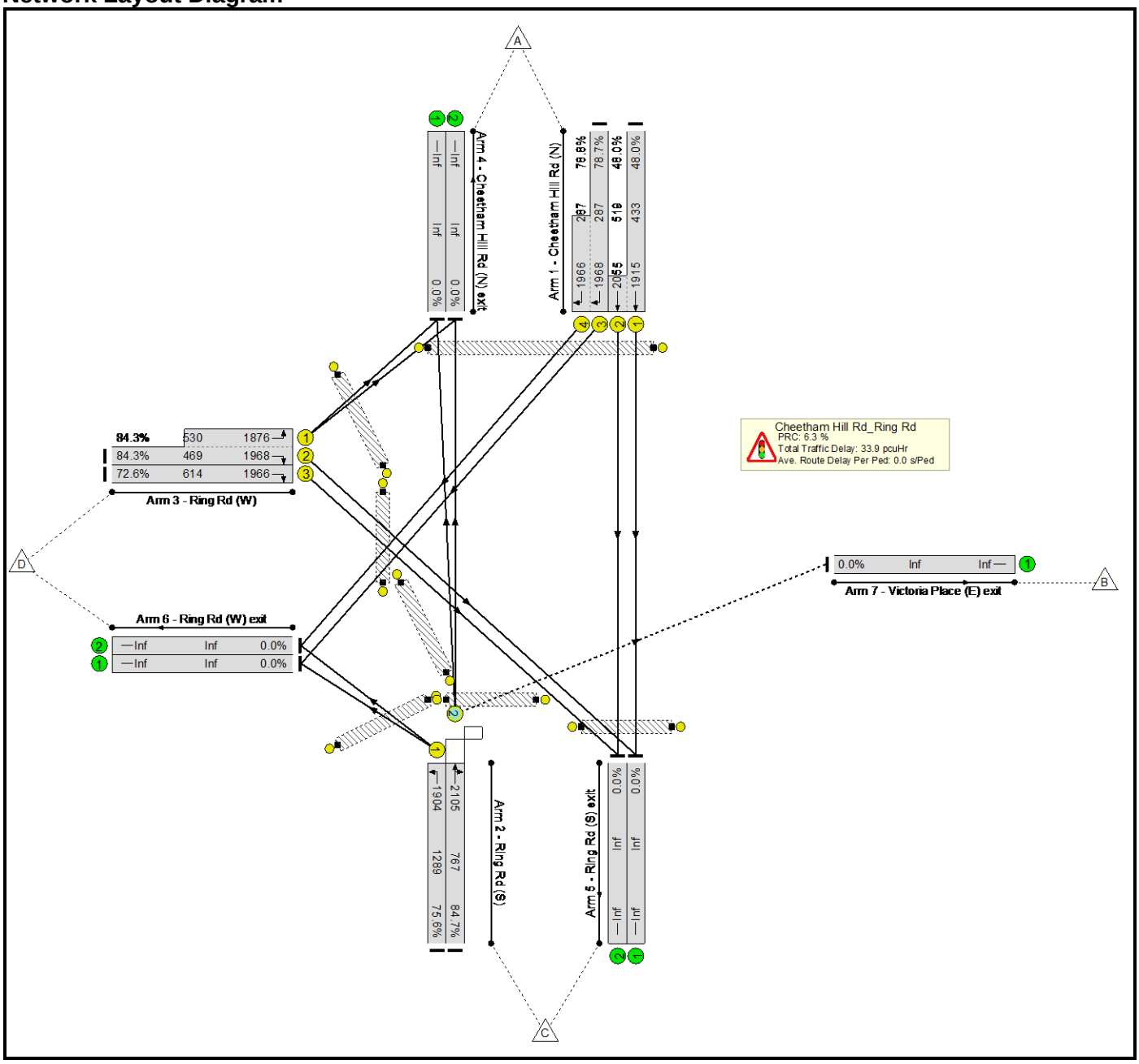
PRC Over All Lanes (%): 52.2 Total Delay Over All Lanes(pcuHr): 14.61

Basic Results Summary

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**0**	**0**	**0**	**33.9**	**-**	**-**
Cheetham Hill Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**0**	**0**	**0**	**33.9**	**-**	**-**
1/1+1/2	Cheetham Hill Rd (N) Ahead	U	B		1	40	-	457	1915:2055	433+519	48.0 : 48.0%	-	-	-	2.8	21.8	6.1
1/3+1/4	Cheetham Hill Rd (N) Right	U	A		1	13	-	452	1968:1966	287+287	78.7 : 78.8%	-	-	-	6.8	53.9	7.6
2/1	Ring Rd (S) Left	U	D		1	64	-	975	1904	1289	75.6%	-	-	-	4.3	15.9	18.6
2/2	Ring Rd (S) Ahead Right	O	C	G	1	34	9	650	2105	767	84.7%	0	0	0	7.7	42.7	18.5
3/2+3/1	Ring Rd (W) Left Right	U	F E		1	29:51	-	842	1968:1876	469+530	84.3 : 84.3%	-	-	-	7.4	31.4	11.6
3/3	Ring Rd (W) Right	U	F		1	29	-	446	1966	614	72.6%	-	-	-	4.9	39.9	11.8
Ped Link: P1	Unnamed Ped Link	-	N		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	61	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	K		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	L		2	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	M		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 6.3 Total Delay for Signalled Lanes (pcuHr): 33.85 Cycle Time (s): 96

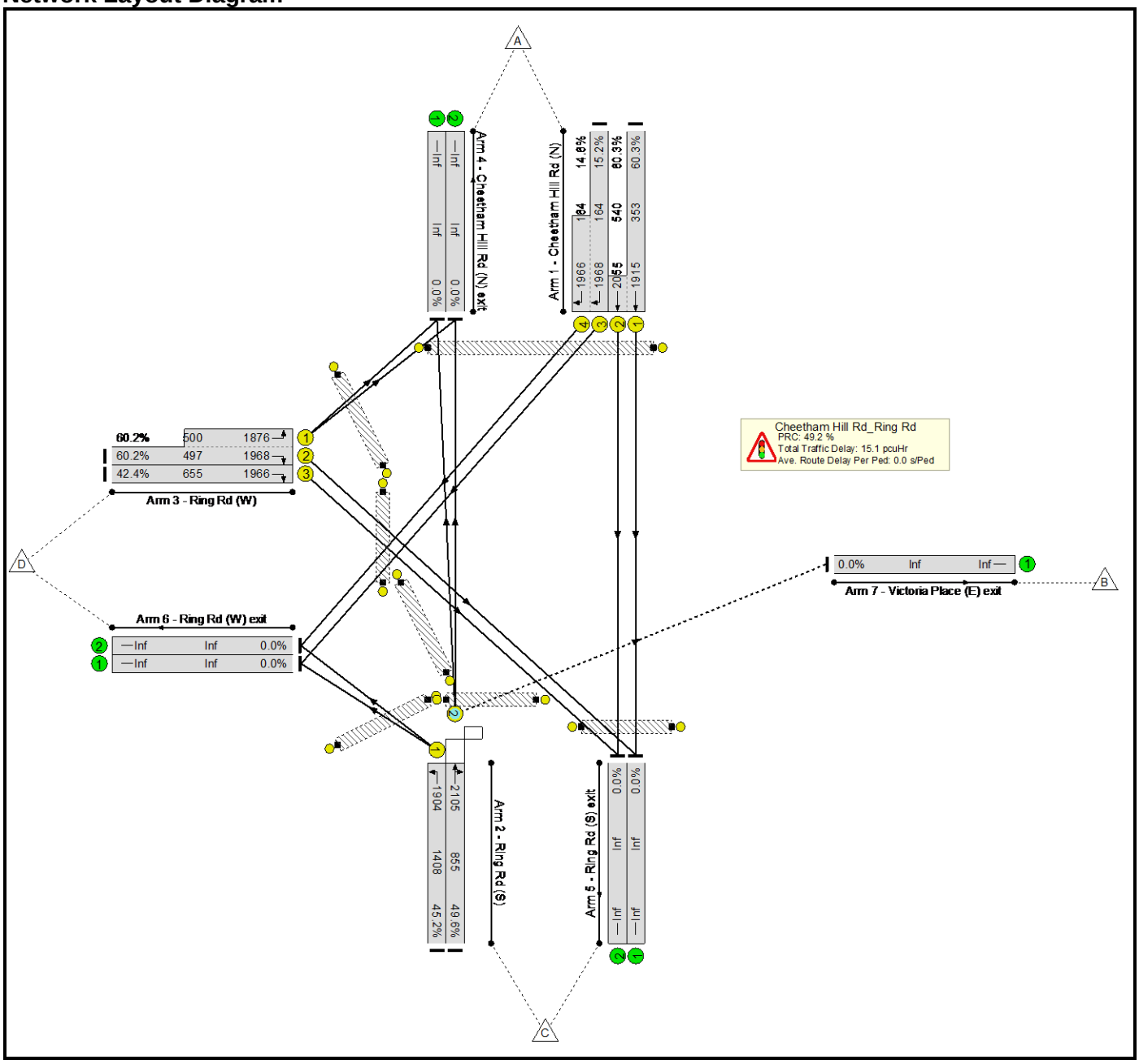
PRC Over All Lanes (%): 6.3 Total Delay Over All Lanes(pcuHr): 33.85

Basic Results Summary

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.3%**	**0**	**0**	**0**	**15.1**	**-**	**-**
Cheetham Hill Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.3%**	**0**	**0**	**0**	**15.1**	**-**	**-**
1/1+1/2	Cheetham Hill Rd (N) Ahead	U	B		1	38	-	539	1915:2055	353+540	60.3 : 60.3%	-	-	-	3.9	25.9	9.6
1/3+1/4	Cheetham Hill Rd (N) Right	U	A		1	7	-	49	1968:1966	164+164	15.2 : 14.6%	-	-	-	0.6	47.3	0.7
2/1	Ring Rd (S) Left	U	D		1	70	-	636	1904	1408	45.2%	-	-	-	1.3	7.2	6.9
2/2	Ring Rd (S) Ahead Right	O	C	G	1	38	9	424	2105	855	49.6%	0	0	0	3.0	25.4	8.9
3/2+3/1	Ring Rd (W) Left Right	U	F E		1	31:47	-	600	1968:1876	497+500	60.2 : 60.2%	-	-	-	4.0	24.2	7.0
3/3	Ring Rd (W) Right	U	F		1	31	-	278	1966	655	42.4%	-	-	-	2.3	29.6	6.1
Ped Link: P1	Unnamed Ped Link	-	N		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	54	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	67	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	K		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	L		2	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	M		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

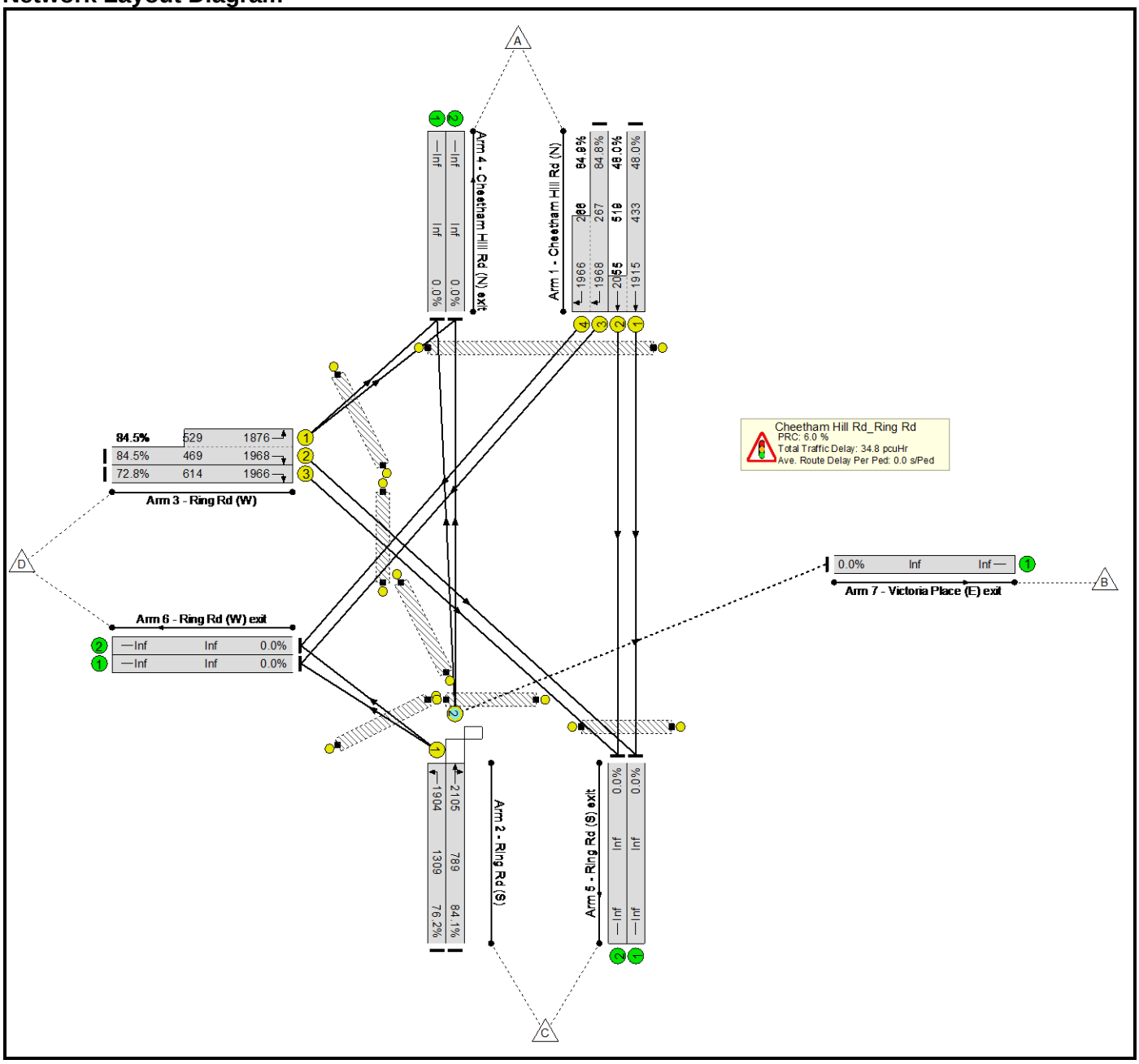
C1 PRC for Signalled Lanes (%): 49.2 Total Delay for Signalled Lanes (pcuHr): 15.11 Cycle Time (s): 96
PRC Over All Lanes (%): 49.2 Total Delay Over All Lanes(pcuHr): 15.11

Basic Results Summary

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**	**0**	**0**	**0**	**34.8**	**-**	**-**
Cheetham Hill Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**	**0**	**0**	**0**	**34.8**	**-**	**-**
1/1+1/2	Cheetham Hill Rd (N) Ahead	U	B		1	40	-	457	1915:2055	433+519	48.0 : 48.0%	-	-	-	2.8	21.8	6.1
1/3+1/4	Cheetham Hill Rd (N) Right	U	A		1	12	-	452	1968:1966	267+266	84.8 : 84.9%	-	-	-	7.7	61.5	8.5
2/1	Ring Rd (S) Left	U	D		1	65	-	997	1904	1309	76.2%	-	-	-	4.3	15.6	18.8
2/2	Ring Rd (S) Ahead Right	O	C	G	1	35	9	664	2105	789	84.1%	0	0	0	7.6	41.2	18.6
3/2+3/1	Ring Rd (W) Left Right	U	F E		1	29:50	-	843	1968:1876	469+529	84.5 : 84.5%	-	-	-	7.5	31.9	11.9
3/3	Ring Rd (W) Right	U	F		1	29	-	447	1966	614	72.8%	-	-	-	5.0	40.0	11.9
Ped Link: P1	Unnamed Ped Link	-	N		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	H		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	62	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	K		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	L		2	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	M		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 6.0 Total Delay for Signalled Lanes (pcuHr): 34.82 Cycle Time (s): 96

PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 34.82

Basic Results Summary

Basic Results Summary

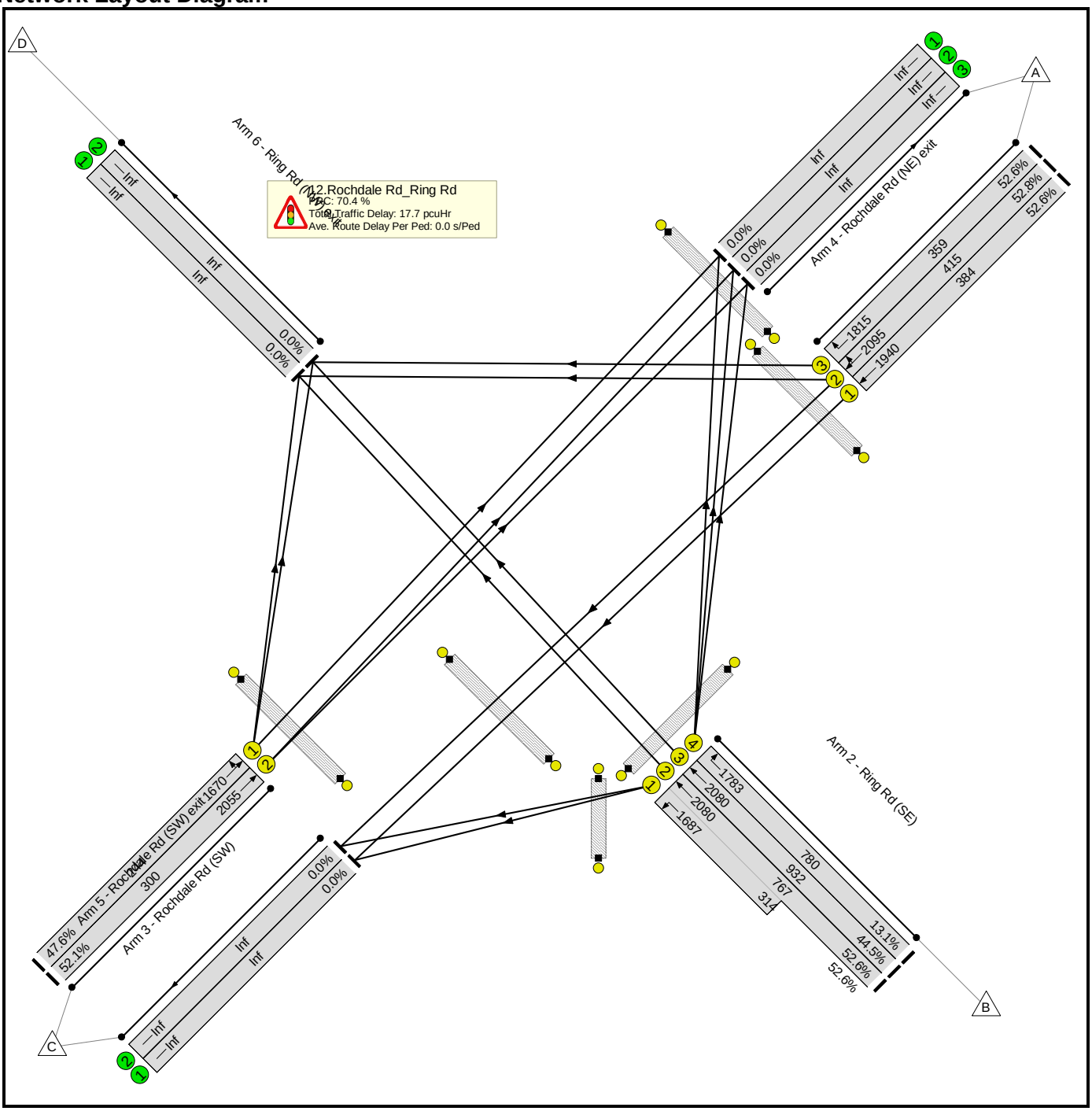
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	12.Rochdale Rd_Ring Rd.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**	**0**	**0**	**0**	**17.7**	**-**	**-**
12.Rochdale Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**	**0**	**0**	**0**	**17.7**	**-**	**-**
1/1	Rochdale Rd (NE) Ahead	U	D		1	18	-	202	1940	384	52.6%	-	-	-	2.5	44.3	5.3
1/2	Rochdale Rd (NE) Ahead Right	U	D		1	18	-	219	2095	415	52.8%	-	-	-	2.7	43.6	5.7
1/3	Rochdale Rd (NE) Right	U	D		1	18	-	189	1815	359	52.6%	-	-	-	2.4	45.0	5.0
2/2+2/1	Ring Rd (SE) Left Ahead	U	B A		1	42	-	568	2080:1687	767+314	52.6 : 52.6%	-	-	-	3.3	21.1	7.8
2/3	Ring Rd (SE) Ahead	U	B		1	42	-	415	2080	932	44.5%	-	-	-	2.5	21.8	8.0
2/4	Ring Rd (SE) Right	U	C		1	41	-	102	1783	780	13.1%	-	-	-	0.5	18.8	1.7
3/1	Rochdale Rd (SW) Ahead Left	U	E		1	13	-	116	1670	244	47.6%	-	-	-	1.7	51.7	3.3
3/2	Rochdale Rd (SW) Ahead	U	E		1	13	-	156	2055	300	52.1%	-	-	-	2.2	50.3	4.4
Ped Link: P1	Unnamed Ped Link	-	F		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	63	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	K		1	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		1	63	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

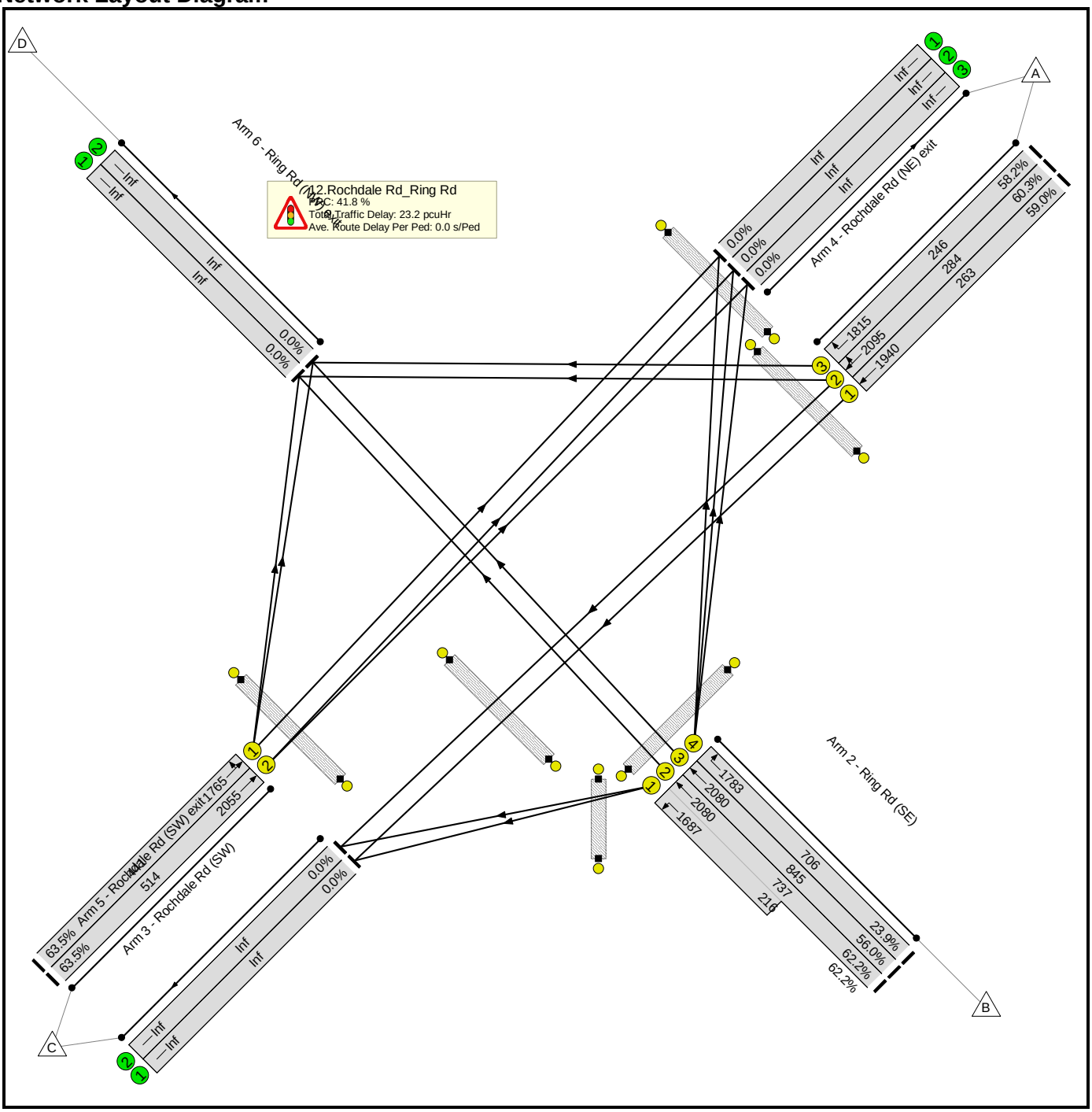
Ped Link: P6	Unnamed Ped Link	-	H		1	72	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	70.4	Total Delay for Signalled Lanes (pcuHr):	17.72	Cycle Time (s): 96
	PRC Over All Lanes (%):	70.4	Total Delay Over All Lanes(pcuHr):	17.72	

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**0**	**0**	**0**	**23.2**	**-**	**-**
12.Rochdale Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.5%**	**0**	**0**	**0**	**23.2**	**-**	**-**
1/1	Rochdale Rd (NE) Ahead	U	D		1	12	-	155	1940	263	59.0%	-	-	-	2.4	55.5	4.6
1/2	Rochdale Rd (NE) Ahead Right	U	D		1	12	-	171	2095	284	60.3%	-	-	-	2.6	54.8	5.0
1/3	Rochdale Rd (NE) Right	U	D		1	12	-	143	1815	246	58.2%	-	-	-	2.2	56.2	4.3
2/2+2/1	Ring Rd (SE) Left Ahead	U	B A		1	38	-	592	2080:1687	737+216	62.2 : 62.2%	-	-	-	4.3	25.9	10.1
2/3	Ring Rd (SE) Ahead	U	B		1	38	-	473	2080	845	56.0%	-	-	-	3.5	26.7	10.2
2/4	Ring Rd (SE) Right	U	C		1	37	-	169	1783	706	23.9%	-	-	-	1.1	22.7	3.2
3/1	Rochdale Rd (SW) Ahead Left	U	E		1	23	-	280	1765	441	63.5%	-	-	-	3.4	43.1	7.5
3/2	Rochdale Rd (SW) Ahead	U	E		1	23	-	326	2055	514	63.5%	-	-	-	3.8	41.6	8.6
Ped Link: P1	Unnamed Ped Link	-	F		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	69	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	K		1	45	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		1	69	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

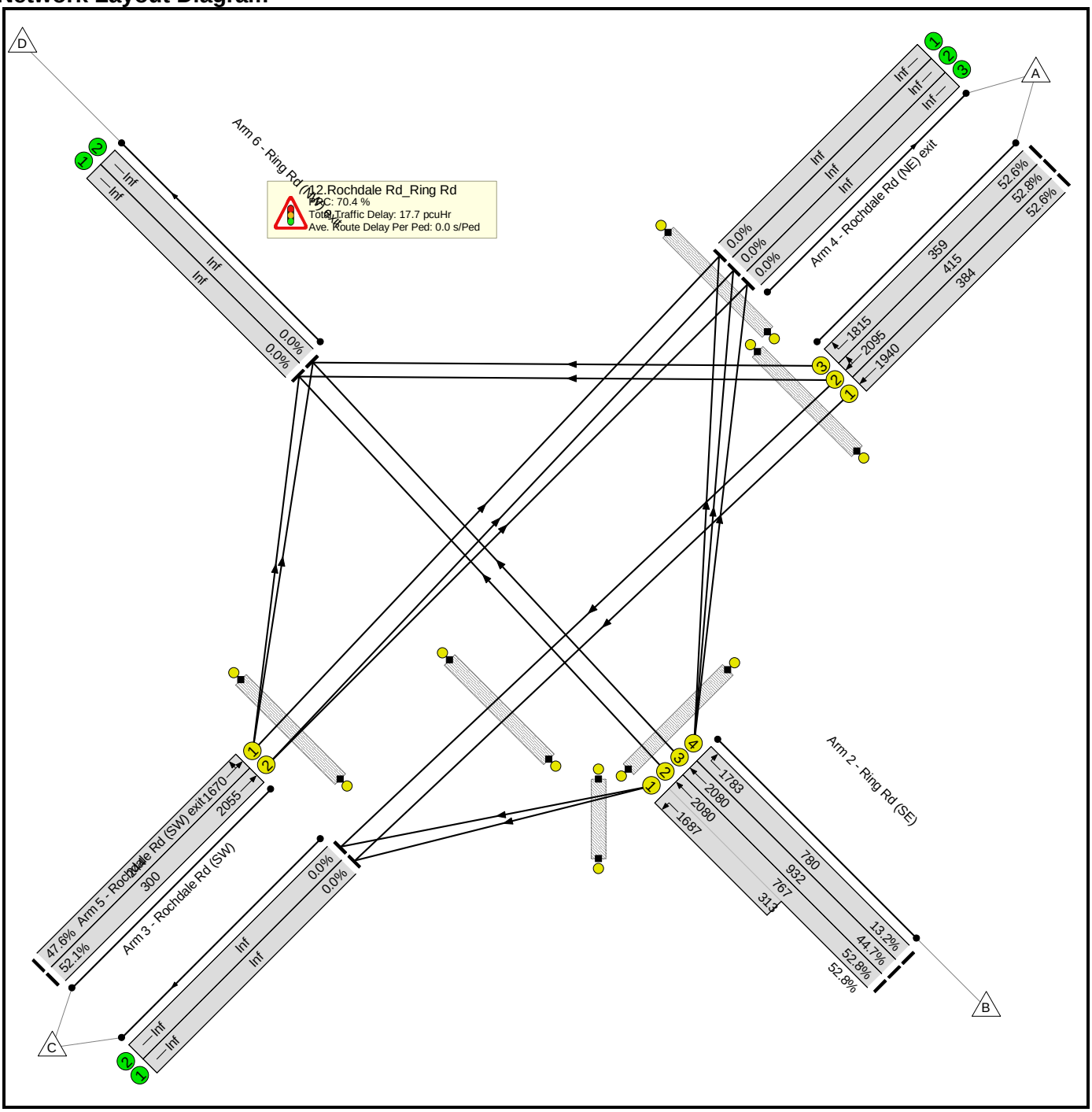
Ped Link: P6	Unnamed Ped Link	-	H		1	62	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	41.8	Total Delay for Signalled Lanes (pcuHr):	23.19	Cycle Time (s): 96
	PRC Over All Lanes (%):	41.8	Total Delay Over All Lanes(pcuHr):	23.19	

Basic Results Summary

Scenario 3: 'AM Proposed' (FG3: 'AM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**	**0**	**0**	**0**	**17.7**	**-**	**-**
12.Rochdale Rd_Ring Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.8%**	**0**	**0**	**0**	**17.7**	**-**	**-**
1/1	Rochdale Rd (NE) Ahead	U	D		1	18	-	202	1940	384	52.6%	-	-	-	2.5	44.3	5.3
1/2	Rochdale Rd (NE) Ahead Right	U	D		1	18	-	219	2095	415	52.8%	-	-	-	2.7	43.6	5.7
1/3	Rochdale Rd (NE) Right	U	D		1	18	-	189	1815	359	52.6%	-	-	-	2.4	45.0	5.0
2/2+2/1	Ring Rd (SE) Left Ahead	U	B A		1	42	-	570	2080:1687	767+313	52.8 : 52.8%	-	-	-	3.3	21.1	7.9
2/3	Ring Rd (SE) Ahead	U	B		1	42	-	416	2080	932	44.7%	-	-	-	2.5	21.8	8.0
2/4	Ring Rd (SE) Right	U	C		1	41	-	103	1783	780	13.2%	-	-	-	0.5	18.8	1.7
3/1	Rochdale Rd (SW) Ahead Left	U	E		1	13	-	116	1670	244	47.6%	-	-	-	1.7	51.7	3.3
3/2	Rochdale Rd (SW) Ahead	U	E		1	13	-	156	2055	300	52.1%	-	-	-	2.2	50.3	4.4
Ped Link: P1	Unnamed Ped Link	-	F		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	63	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	K		1	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		1	63	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

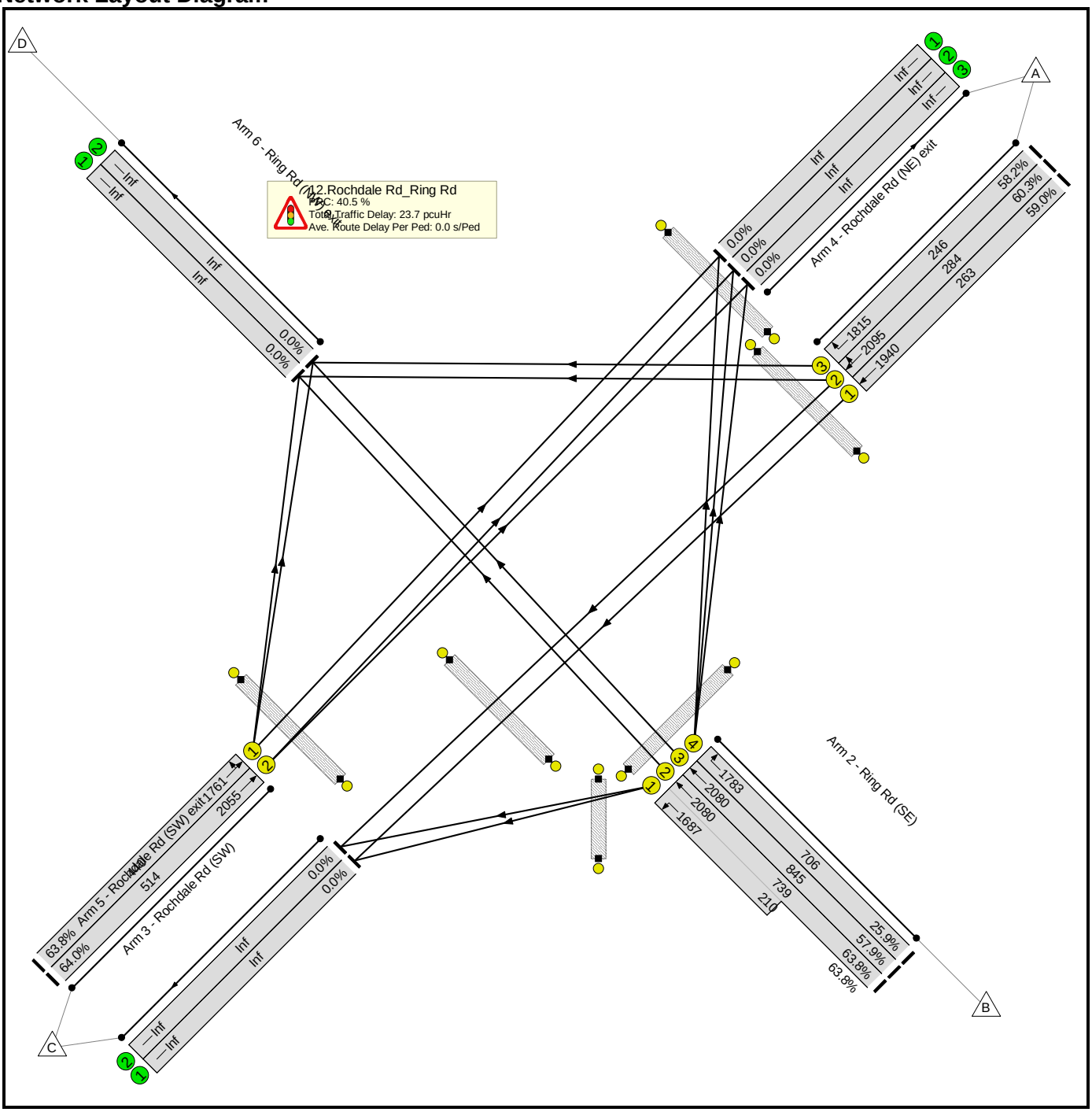
Ped Link: P6	Unnamed Ped Link	-	H		1	72	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	70.4	Total Delay for Signalled Lanes (pcuHr):	17.75	Cycle Time (s): 96
	PRC Over All Lanes (%):	70.4	Total Delay Over All Lanes(pcuHr):	17.75	

Basic Results Summary

Scenario 4: 'PM Proposed' (FG4: 'PM Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**64.0%**	**0**	**0**	**0**	**23.7**	-	-
12.Rochdale Rd_Ring Rd	-	-	-		-	-	-	-	-	-	**64.0%**	**0**	**0**	**0**	**23.7**	-	-
1/1	Rochdale Rd (NE) Ahead	U	D		1	12	-	155	1940	263	59.0%	-	-	-	2.4	55.5	4.6
1/2	Rochdale Rd (NE) Ahead Right	U	D		1	12	-	171	2095	284	60.3%	-	-	-	2.6	54.8	5.0
1/3	Rochdale Rd (NE) Right	U	D		1	12	-	143	1815	246	58.2%	-	-	-	2.2	56.2	4.3
2/2+2/1	Ring Rd (SE) Left Ahead	U	B A		1	38	-	605	2080:1687	739+210	63.8 : 63.8%	-	-	-	4.4	26.3	10.4
2/3	Ring Rd (SE) Ahead	U	B		1	38	-	489	2080	845	57.9%	-	-	-	3.7	27.2	10.7
2/4	Ring Rd (SE) Right	U	C		1	37	-	183	1783	706	25.9%	-	-	-	1.2	23.0	3.4
3/1	Rochdale Rd (SW) Ahead Left	U	E		1	23	-	281	1761	440	63.8%	-	-	-	3.4	43.3	7.5
3/2	Rochdale Rd (SW) Ahead	U	E		1	23	-	329	2055	514	64.0%	-	-	-	3.8	41.8	8.7
Ped Link: P1	Unnamed Ped Link	-	F		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	69	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	K		1	45	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		1	69	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P6	Unnamed Ped Link	-	H		1	62	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	40.5	Total Delay for Signalled Lanes (pcuHr):	23.71	Cycle Time (s): 96
	PRC Over All Lanes (%):	40.5	Total Delay Over All Lanes(pcuHr):	23.71	