

Transport Assessment

**Proposed Lidl Food Store
Mauldeth Road West, Chorlton-cum-Hardy**

Lidl Great Britain Limited

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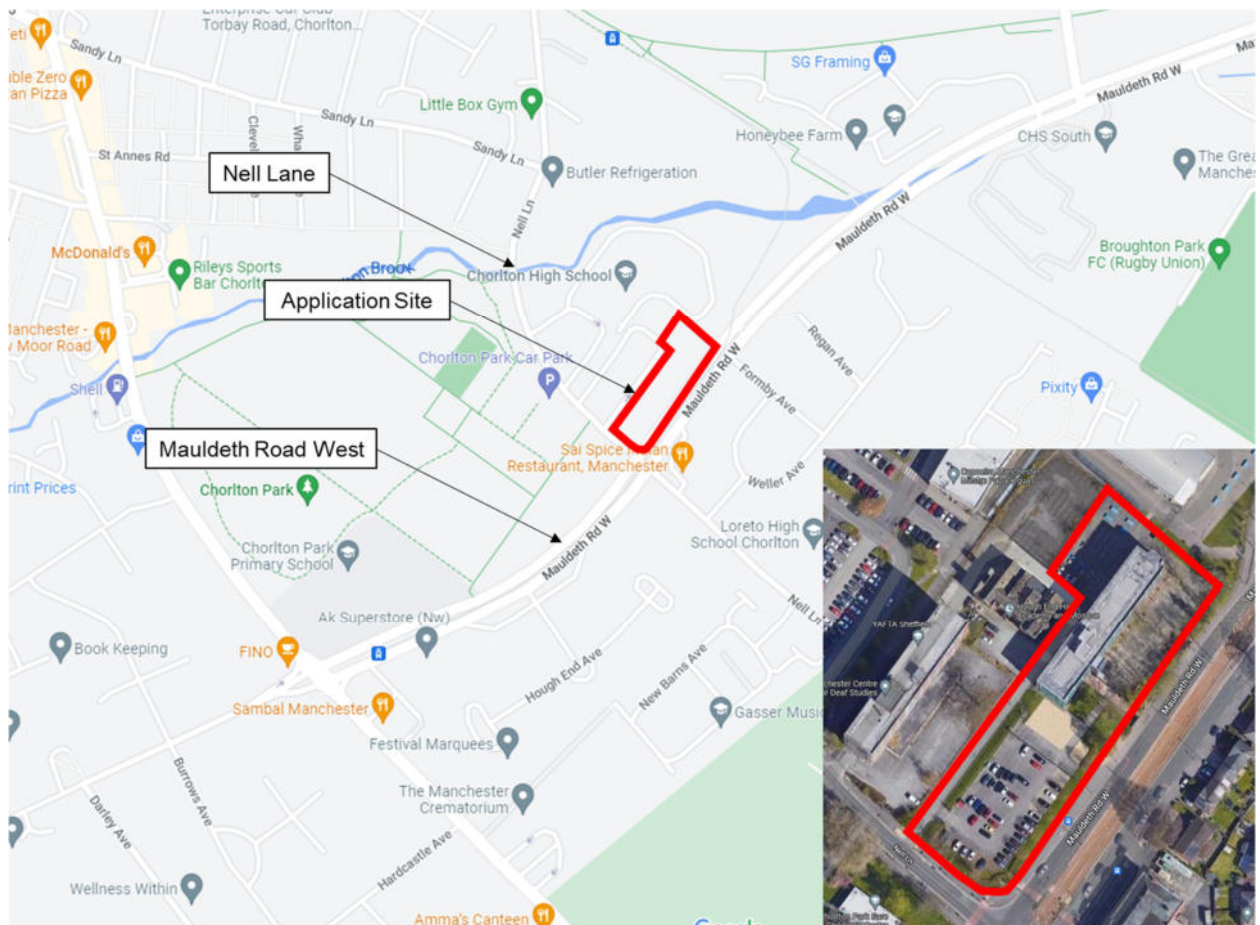
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1.0 INTRODUCTION

- 1.1 This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed development of a new discount food store off Mauldeth Road West in Chorlton-cum-Hardy.
- 1.2 The location of the Application Site and the surrounding highway network is shown below in **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3 The site is located along Mauldeth Road West, within Chorlton-cum-Hardy, Manchester. The existing site comprise 1 No. commercial office building and associated parking.
- 1.4 This TA has been prepared to support a planning application for the replacement of the existing building with a Lidl discount food store and associated car parking. This TA has been developed in accordance with the now superseded, but still best practice, Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document, the National Planning Practice Guidance (NPPG) "Transport Evidence in Plan Making" document, Manual for Streets (MfS) and Manual for Streets 2.

Scope of This Report

- 1.5 This report seeks to demonstrate that the proposed development of the site can be accommodated without detriment to the operational capacity or safety of the local highway network, and that it can be readily accessed on foot, by bicycle and by local public transport services.

2.0 TRANSPORT PLANNING POLICY

2.1 This chapter provides a summary of relevant national and local transport policies and provides a brief analysis of how the proposed development contributes towards the aims and objectives of these policies.

National Transport Policy

National Planning Policy Framework (NPPF)

2.2 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in July 2021.

2.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- *'approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

2.4 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.5 Importantly, NPPF states that:

‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

‘Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

The Chartered Institute of Highways and Transportation: Manual for Streets / Manual for Streets 2 (2007 / 2010);

2.6 Manual for Streets (MfS) presents technical guidance and focuses on lightly-trafficked residential streets although many of its key principles may be applicable to other types of street such as high streets or lightly-trafficked lanes in rural areas. MfS is directed to all stakeholders involved in the planning, design, approval or adoption of new residential streets, and modifications to existing residential streets.

2.7 MfS is used for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.

2.8 MfS sets out detailed recommendations for street design with a focus on residential areas and motor vehicles, whilst MfS2 puts more emphasis on how and where key principles of MfS and MfS2 can be applied to busier streets and non-trunk roads; cycle infrastructure design is covered within MfS2 in detail too.

2.9 MfS and MfS2 state that the streets should:

'Not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority and meet the needs of all users such as pedestrians, cyclists and public transport users so that growth in these modes of travel is encouraged.'

Greater Manchester Transport Strategy 2040

2.10 In terms of local policy, Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP), have developed the **Greater Manchester Transport Strategy 2040**, published in February 2017 and updated in January 2021.

2.11 This vision, consulted on in 2015, set out ambitions for a new approach to planning the regions transport system in support of long-term needs and aspirations with the main vision being to have *'World class connections that support long-term, sustainable economic growth and access to opportunity for all'*.

2.12 It sets out a strong commitment to provide a transport system which:

'...supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation'.

2.13 The Greater Manchester Transport Strategy 2040 is also structured, in part, around 5 spatial themes. These spatial themes are:

- Connected neighbourhoods
- Travel across the wider city-region
- Getting into and around the regional centre
- City-to-city links
- A globally connected city

Greater Manchester's Third Local Transport Plan 2011/12-2026

- 2.14** As part of the Greater Manchester Transport Strategy 2040, emerges the Greater Manchester's Third Local Transport Plan 2011/12-2026. The GM's LTP3 contains local transport policies saved from 2011 and aims to provide both a long term and short-term strategy.

"As required by the Local Transport Act, 2008, this third Local Transport Plan contains the policies of the Integrated Transport Authority (in the case of Greater Manchester this will be Transport for Greater Manchester from 1 April 2011) for the provision of safe, integrated, efficient and economic transport to, from and within their area. Although these policies build on the overall direction of transport strategy set out in the previous Local Transport Plans, LTP3 now replaces and supersedes LTP1 (2001-2006) and LTP2 (2006-2011)."

- 2.15** Page 19 section 2.3 sets out GM's core objectives within the LTP3 document. These are:

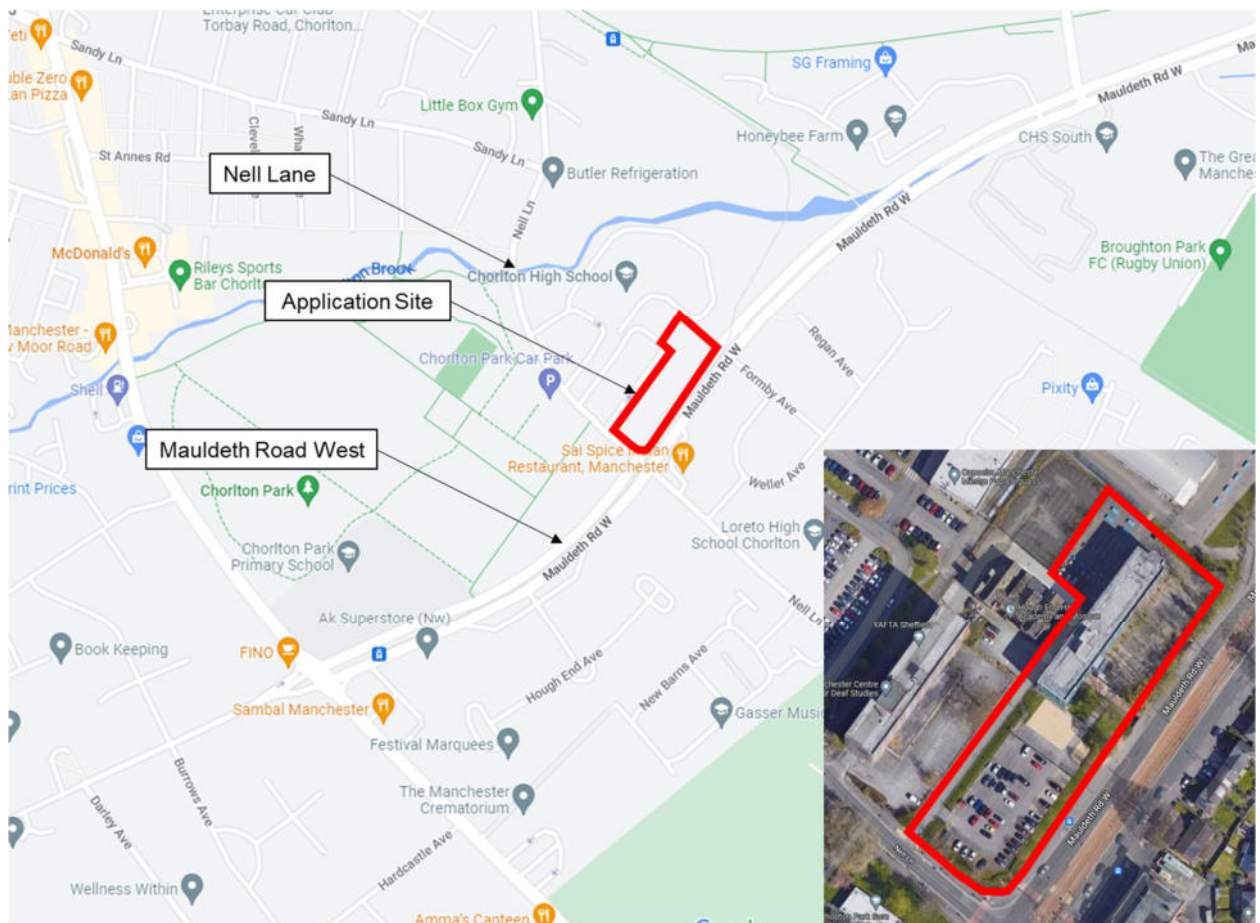
- *"to ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business.*
- *to ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change.*
- *to ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised.*
- *to ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and*
- *to maximise value for money in the provision and maintenance of transport infrastructure and services."*

- 2.16** The GM's 10 planning authorities, Transport for Greater Manchester (TfGM), and Highways England (HE) are also working together to identify the transport implications of developments proposed in LDFs, and to determine how best to mitigate the negative impact.

3.0 EXISTING SITE CONTEXT

- 3.1 The site comprises an irregular shaped piece of land located directly to the northwest of Mauldeth Road West on the corner with Nell Lane. It is approximately 1.6km southeast of Chorlton-cum-Hardy town centre.
- 3.2 The site is bound by the Mauldeth Road West to the south, Nell Lane to the west, industry to the east and to the immediate north of the site lies Chorlton High School.
- 3.3 The site location in the context of the surrounding transport network is shown in **Figure 3.1** below.

Figure 3.1: Existing Site



Surrounding Highway Network

- 3.4 Nell Lane, where the site access will join the road network travels in a southeast direction where it terminates into North Grove at the crossroad junction with Burton Road in West Didsbury. The site access is on Nell Lane, just north of the Mauldeth Road West junction. Mauldeth Road

West runs for approximately 2.1 miles in an east-west direction. Mauldeth Road West provides a connection to A5103 Princess Road, which provides access to the M60 and M56 motorways.

3.5 Nell Lane has a 20mph speed limit enforced with speed bumps. Nell Lane is a single carriageway road with one lane in each direction. Mauldeth Road West has a 30mph speed limit. There are 2 lanes in either direction with 2 tram lines separating the carriageways until the tram line leaves the road network 150 metres east from the site access from the junction with Barlow Moor Road. Following the junction with the A5103 the road narrows to a single carriageway and a 20mph speed limit is in place.

3.6 Footways are provided along both sides of Mauldeth Road West. Dropped kerbs and tactile paving are provided at every junction in the vicinity of the site. There is currently a pedestrian controlled crossing at all arms of the crossroad junction of Nell Lane and Mauldeth Road West.

Traffic Surveys

3.7 Traffic surveys were commissioned to record weekday AM peak and PM peak and Saturday midday peak turning movements at the 4-arm junction of Mauldeth Road West and Nell Lane -, the two Mauldeth House access junctions with Nell Lane, and also the four-arm junction of A5145 Barlow Moor Road, Mauldeth Road West and Hardy Lane. These surveys were conducted on Thursday 9th June and Saturday 11th June 2022.

3.8 The raw traffic data is provided at **Appendix 1** and is summarised at the end of this document in **Traffic Flow Figure 1** at **Appendix 2**.

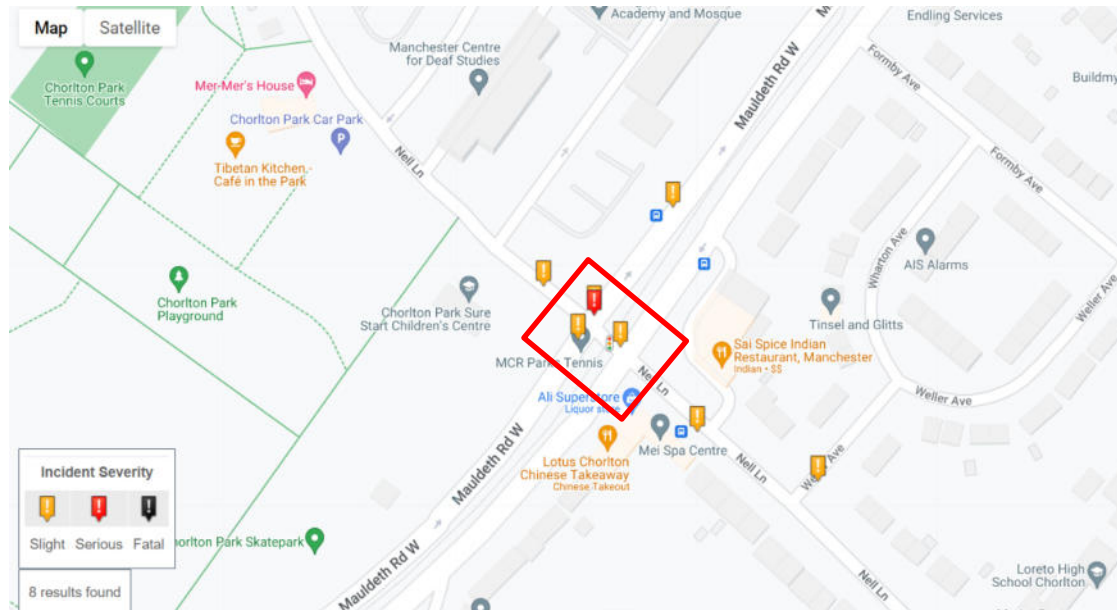
3.8 The raw data has been used to convert the traffic flows into passenger car units (PCUs) for weekday and Saturday highway peak hours. Analysis of this data highlighted the fact that the peak hours occurred during 08:00 to 09:00 for the weekday AM peak, 15:00 to 16:00 for the weekday PM peak, and 13:00 to 14:00 in the Saturday peak.

Road Safety

3.1 Collision data was obtained from the Crashmap website for the 4-arm junction surrounding the Application Site for the period between 01/01/2017 to 31/12/2021. The accident reports provide information on the location and severity of all accidents which took place on the adjoining highway network.

3.2 The study area considered for the accident analysis is outlined below in **Figure 3.3**

Figure 3.3: Accident Study Area



- 3.3 During the 5-year study period, a total of 4 accidents occurred. 3 of these accidents were labelled as slight in severity. One incident was labelled as serious.
- 3.4 All accidents have been investigated and the detailed reports can be found within [Appendix 3](#). The serious accident involved a front-on-front collision between two vehicles. One car then hit a crash barrier; the driver's injuries were classed as serious. The other 3 incidents, all minor, include a moped performing a U-turn and crashing into the front of an oncoming car; a motor vehicle turning right colliding with the rear of a pedal cycle that was also turning right; and a side on collision between two vehicles moving off.
- 3.5 On the basis of the data analysed over a five-year period, there does not appear to be any particular road safety issue that might be exacerbated by the proposals.

4.0 SUSTAINABLE TRANSPORT APPRAISAL

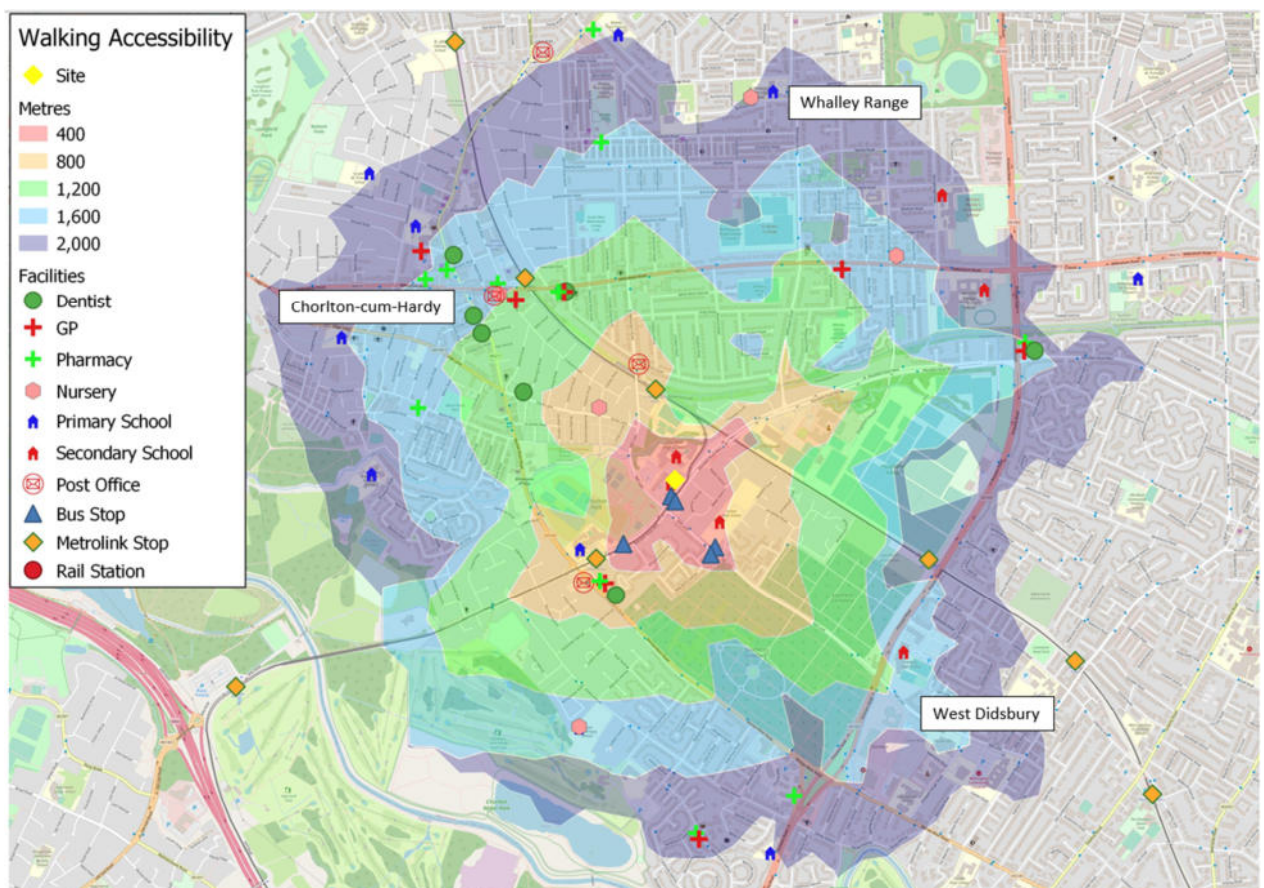
4.1 This section provides a review and description of the existing transport network surrounding the site.

Access by Non-Car Modes: Walking

4.2 Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.

4.3 TRACC software has been used to assess the accessibility of the development by foot as shown on **Figure 4.1** below. The plan shows the areas within a 2km walk of the site.

Figure 4.1: Walk Accessibility within 2km



Source: TRACC

4.4 The figure demonstrates that the residential areas of Chorlton-cum-Hardy, Whalley Range and West Didsbury are within the 2-kilometre walking catchment area. This demonstrates that, as is Lidl policy, employees from the local area will be able to access the site by foot. This also

indicates that a significant proportion of potential customers will be within reasonable walking distance of the site.

- 4.5 A number of local amenities are also within a 2km walk of the site (up to 20 minutes' walk) which will promote linked trips, as shown in **Table 4.1** below:

Table 4.1 - Accessibility to Local Facilities from the Development Site

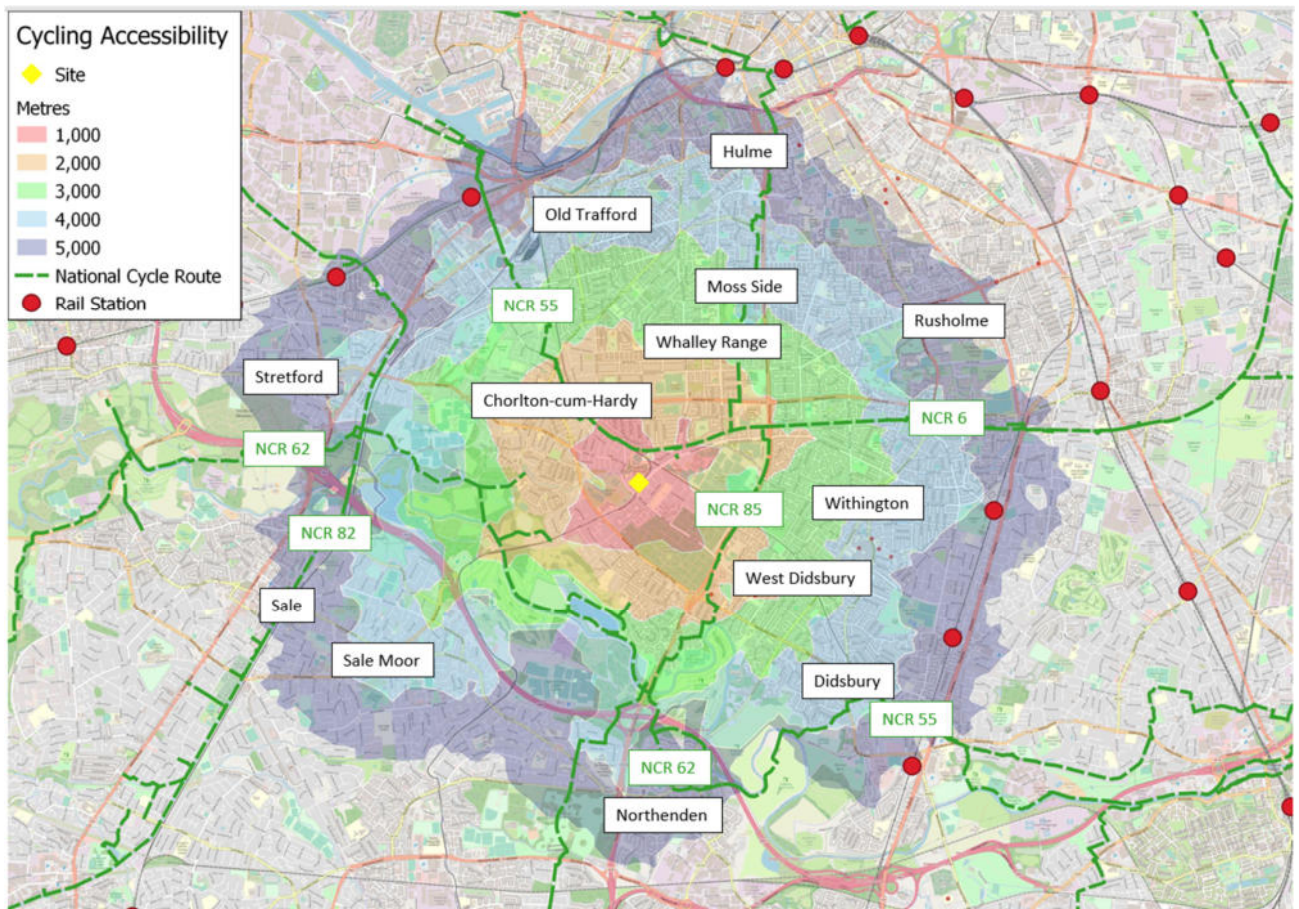
Service	Detail	Distance
Restaurant	Sai Spice Indian Restaurant, Mauldeth Road West	90m
Bus stops	Nell Lane & Mauldeth Road West	100m
Secondary School	Chorlton High School, Nell Lane	190m
Gym	Little Box Gym Ltd., St Werburgh's Road	400m
Primary School	Chorlton Park Primary School, Mauldeth Road West	400m
ATM	Co-op, Barlow Moor Road	450m
Tram stop	Barlow Moor Road Stop, Mauldeth Road West	400m
Coffee shop	Fino, Barlow Moor Road	500m
Nursery	Lighthouse Childcare Centre, Sandy Lane	500m
Pharmacy	Well Chorlton-cum-Hardy, Barlow Moor Road	550m
GP	David Medical Centre, Barlow Moor Road	550m
Dentist	Serenity Dental Spa, Barlow Moor Road	600m

- 4.6 The surrounding area benefits from a good level of pedestrian infrastructure. Street lighting and wide footways are provided on all the local roads. Dropped kerbs and tactile paving are provided at the majority of junctions in the vicinity of the application site. A signalised pedestrian crossing is also situated adjacent to the site, to facilitate the crossing of Nell Lane and Mauldeth Road West. Combined, this infrastructure helps to create a conducive walking environment for pedestrians.

Access by Non-Car Modes: Cycling

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 4.8 The cycle accessibility plan in **Figure 4.2** shows a 5-kilometre cycling catchment area from the site.

Figure 4.2: Cycle Accessibility within 5km



Source: TRACC

4.9 The mapping provided above demonstrates that all of Chorlton and the surrounding residential areas are within a 5km cycle distance from the site, with these areas including Northenden, Didsbury, Withington, Rusholme, Moss Side, Hulme, Old Trafford, Stretford, Sale and Sale Moor, in addition to the areas which are accessible on foot.

4.10 The map also demonstrates the site's accessibility to the National Cycle Route (NCR) network:

- Locally NCR 6 provides an east-west route between Chorlton and Reddish, and a north-south route from the site through Manchester city centre up to Bury;
- NCR 55 provides a route to Salford Quays through Trafford, or by following NCR 6 through the city centre until the Liverpool Road junction; this spur locally runs to Tyldesley;
- NCR 62 runs from Broadheath to Didsbury, before restarting in Burnage and running east-west across the Pennines as part of the Trans Pennine Trail;
- NCR 82 runs from Altrincham to the south-west of the site, to Eccles to the north-west of the site;

- Finally, NCR 85 provides a route south of the site to West Didsbury and south to Woodhouse Park.

4.11 A number of local on-road routes are also available in close proximity to the site, as can be seen in **Figure 4.3**.

Figure 4.3 – Local Cycle Routes



Source: TfGM Interactive Cycle Map

4.12 The existing cycle infrastructure combined with the cycle parking provision and topography of the area will ensure that employees and customers will easily be able to access the proposed development by bike.

Access by Non-Car Modes: Public Transport

Bus

- 4.13** In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.14** The nearest accessible bus stops to the site are located close to the site along Mauldeth Road West (in both directions, approx. 100m from store access point), and on Nell Lane (100m for north-westbound stop and 290m for south-eastbound stop) and are therefore well within the recommended walking distance.
- 4.15** The bus stops all consist of a flag and pole arrangement. There are good pedestrian links directly from the site to the bus stops
- 4.16** **Figure 3.3** presented above illustrates that there are five bus stops within approximately 400m walking distance from the site. The frequency of the different bus services available from these stops is outlined in **Table 4.2**.

Table 4.2: Bus services within 400m of the site

Service No.	Destinations	Bus Stop Location	Average Frequency		
			Weekday	Saturday	Sunday
25	Trafford Centre – Lostock – Stretford – Chorlton – Fallowfield – Burnage – Green End - Stockport	Mauldeth Road West	30 mins 05:55 – 22:44	30 mins 06:33 – 22:44	30 mins 07:59 – 21:44
85A	Arrowfield Estate – Chorlton – Alexandra Park – Chorlton upon Medlock – Piccadilly Gardens	Nell Lane	60 mins 06:43 – 22:28	60 mins 07:38 – 22:28	No service
172	Chorlton – West Didsbury – Burnage – Levenshulme – Ryder Brow – Gorton – Openshaw – Newton Heath	Nell Lane	60 mins 05:44 – 23:08	60 mins 07:04 – 23:08	60 mins 08:23 – 22:05

Source: Traveline

- 4.17** A greater number of services are available from stops on Barlow Moor Road, which is 500m (6-minute walk) from the site access.

4.18 The above table demonstrates that prospective employees and shoppers of the site will have access to several bus services which provide access to a range of destinations across the Manchester area, at a good frequency.

4.19 It is demonstrated that there are a variety of bus services within close proximity to the site which provide a range of opportunities for employees and customers to access the store via bus seven days a week.

Rail

4.20 Burnage Rail Station is the nearest train station to the development site. The railway station is located 4.3km from the proposed store.

4.21 The station provides parking for twelve bicycles, in a combination of lockers and cycle stands. Other facilities include a ramp for train access, accessible ticket machines, and a bus stop outside the station.

4.22 Services from the station run to destinations including Barrow-in-Furness, Crewe, Manchester Airport, Liverpool Lime Street and Windermere, with a number of those services stopping in Manchester city centre.

Manchester Metrolink

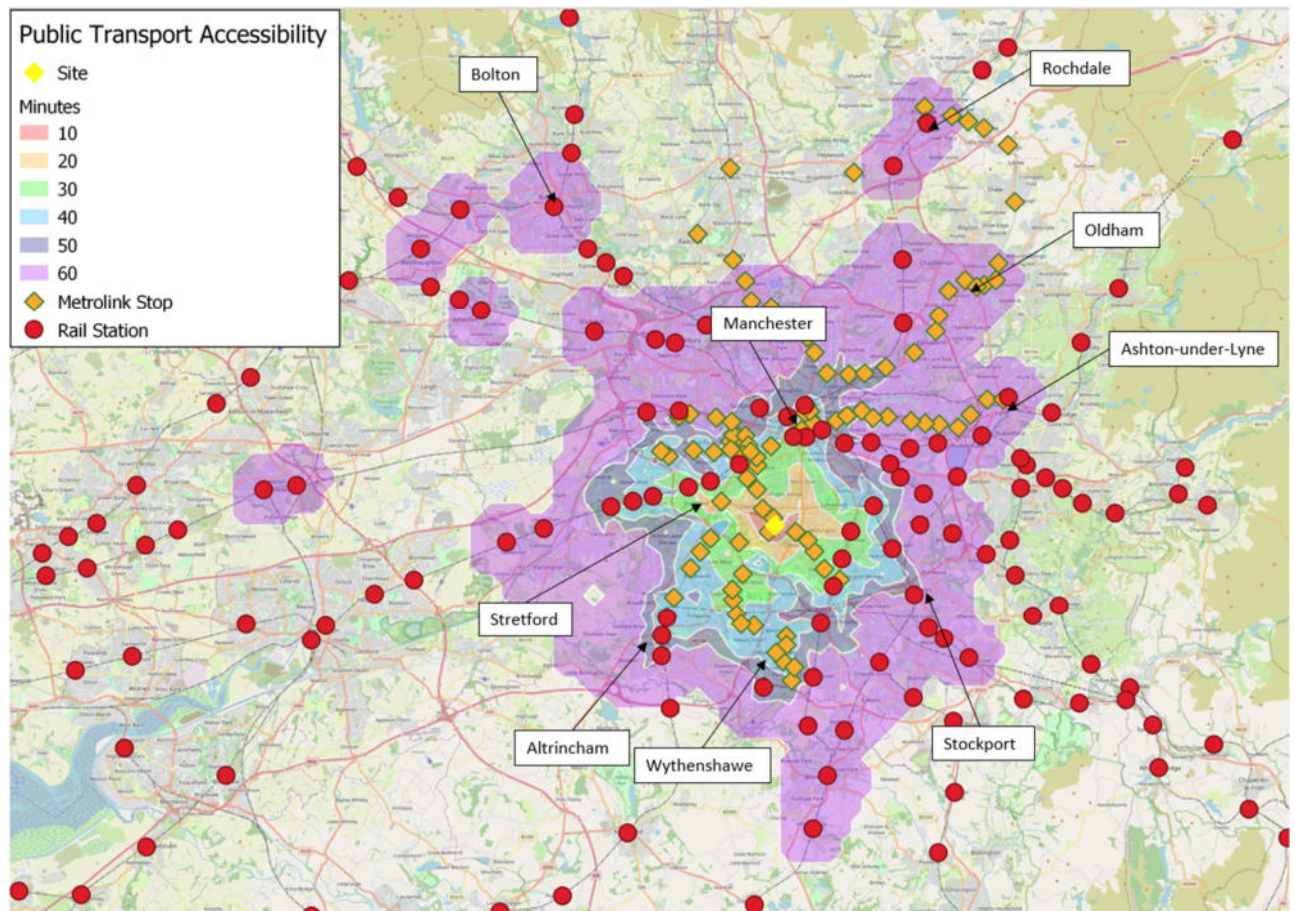
4.23 Greater Manchester also operates a tram system: the Manchester Metrolink. The closest stop is at Barlow Moor Road, an approximate 5-minute walk from the site (400m).

4.24 The service runs between Manchester Airport and Manchester Victoria, calling at a number of locations along the route. There are opportunities for interchange onto the bus, rail or further tram network at a number of stops along the Metrolink network.

4.25 Services run every 12 minutes from Monday to Sunday, with most starting early morning (approx. 6am) and running until late evening (approx. 11pm).

4.26 **Figure 4.4** below illustrates the distance that can be travelled within 60 minutes by public transport to and from the site.

Figure 4.4: Public Transport Accessibility within 60 Minutes



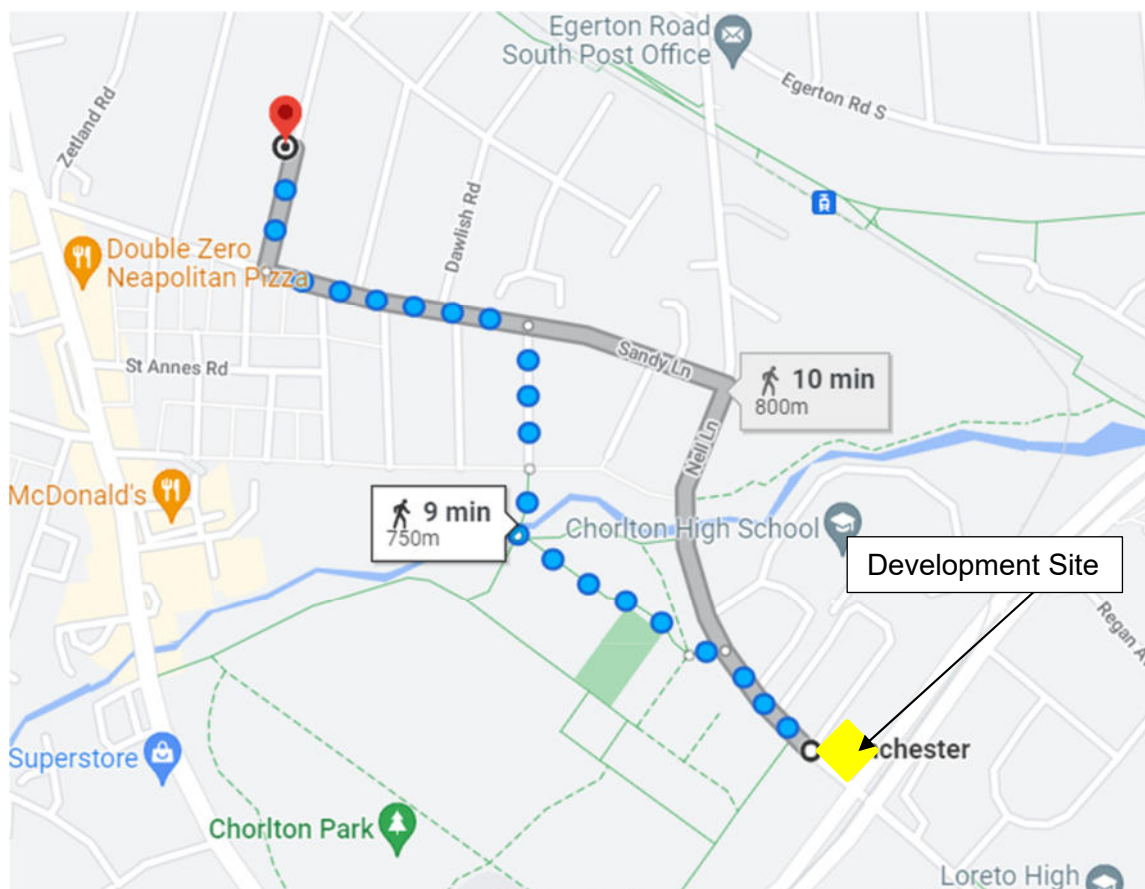
4.27 The time includes the walk to the bus, rail and tram stops and demonstrates that key areas such as Bolton, Oldham, Altrincham and Stockport in addition to the local surrounding areas are within an acceptable 60-minute public transport commute.

Private Vehicle

4.28 The site is well served by the existing highway network, with Mauldeth Road West linking to the A5103 Princess Road and the A6010 Wilbraham Road, providing connection from the development site to the M60 and M56 motorways, as well as the wider road network.

4.29 Car clubs provide an alternative to private car ownership and significant use can tackle congestion and air pollution levels. A car club operated by Enterprise is located on Torbay Road. This car club can be reached in an approximate 10-minute walking time from the development site, with the quickest route shown in **Figure 4.5**.

Figure 4.5: Car club location



Source: Google Maps / Enterprise

Summary

4.30 Having regard to the above, it is considered that the site has good levels of accessibility by the main non-car modes of transport. Access to the site by foot and cycle is of a good standard, and bus, tram and rail connections are also available within close proximity, therefore enabling access to the site from a range of local locations.

5.0 PROPOSED DEVELOPMENT

Background

- 5.1** The proposals for the application site include the redevelopment of land off Mauldeth Road West to a discount food retail unit (Use Class E) with a Gross Internal Area (GIA) of 1,988sqm and a sales area of 1,360sqm. Access to the site will be made via the existing bellmouth along Nell Lane.
- 5.2** A total of 85 car parking spaces will be provided across the site. Of the 85 spaces provided, nine will be designated to parent and child standard and four will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type and five spaces for staff parking.
- 5.3** A loading bay will be provided on site to accommodate delivery vehicles up to the size of a maximum legal articulated HGV. Deliveries to the store will be made by articulated lorry via Nell Lane. It is anticipated that there will be just one dedicated delivery per average day and up to two deliveries during seasonal peak periods, such as Easter and Christmas. The loading bay is accessed from a separate service yard to the rear of the store.
- 5.4** Cycle parking will be provided on site in the form of five Sheffield cycle stands which will provide space for up to 10 bicycles. These cycle stands will serve customers of the food store and will be located under cover of the canopy, and alongside the customer packing area, so in full view of both staff and customers inside the store. Secure staff cycle parking is also provided for employees within the warehouse.
- 5.5** The proposed site layout plan is included at [Appendix 4](#).

6.0 ACCESS STRATEGY

6.1 The existing access into the application site is a 4.5m-wide road aligned perpendicularly to Nell Lane. This access road is not wide enough to adequately accommodate the swept path of an articulated HGV or to cater for the anticipated uplift in two-way demand created by a discount food store. Furthermore, there are no footways along either side of the access road and intervisibility between vehicles and pedestrians waiting to cross the existing bellmouth on the northern kerb line is poor.

6.2 The Google Streetview image below is taken from a point just to the north-west of the access looking towards Mauldeth Road West and it illustrates the intervisibility issue. Nell Lane is approximately 7.3m wide along the frontage of the application site with footways on both sides that are circa 4.5m wide and wide enough for shared cycle and pedestrian use.

6.3 Nell Lane is a 20mph zone from the site access north-westwards and beyond the high school.



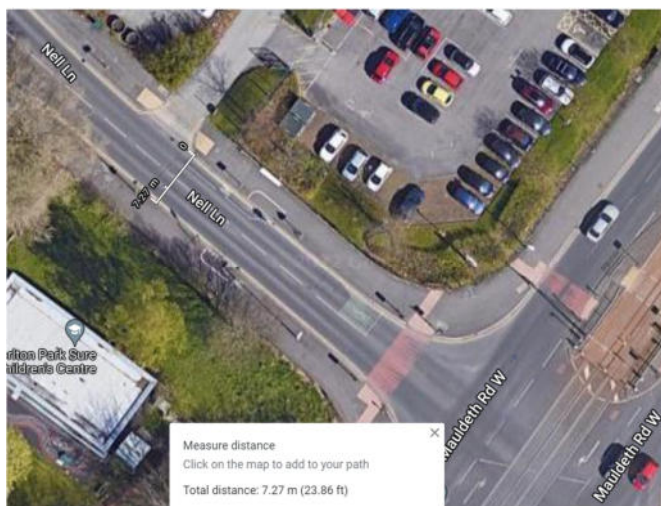
6.4 The Applicant will deliver improvements to Nell Lane and the site access to address the following key issues:-

- Retain 3m-wide shared cycle/footways along both sides of Nell Lane between the site access and Mauldeth Road West;

- Provide 2m-wide footways along the south side of the access road and for a distance along the north side as far as a new raised pedestrian crossing;
- Realign the access road such the northern kerb line is built out to improve vehicle/pedestrian intervisibility;
- Widen Nell Lane to 9m to enable a ghost-island right turn pocket to be created which will ensure that right turners into Lidl do not block the straight-ahead flow north-westwards;
- Provide 'keep clear' markings across the bellmouth along the south-eastbound approach to the junction with Mauldeth Road West to ensure that right turners into the site are not blocked by queueing vehicles when Nell Lane is on red.

6.5 An arrangement consisting of a 3m wide ghost-island, 3m wide through lanes and 3m wide shared footway/cycleways is achievable within the extents of adopted highway and does not compromise the safety of pedestrians and cyclists.

6.6 The full access arrangement proposal is illustrated to scale at drawing number SCP/220102/SK02 Rev B at [Appendix 5](#) and is illustrated in the image below right against an aerial photo of the current arrangement below left:-



7.0 DELIVERY, SERVICING & WASTE MANAGEMENT PLAN

Servicing and Deliveries

- 7.1** Servicing for the new food store will be via an on-site dedicated service yard to the rear of the store. The service yard will be accessed from Nell Lane and the access road will be widened to a minimum of 7m to accommodate the movements of a 16.5m articulated HGV.
- 7.2** Drawings SCP/220102/ATR06 and SCP/220102/ATR07 in **Appendix 6** illustrates the swept path analysis of a 16.5m long articulated lorry entering the service yard from the access road, turning within the dedicated area, reversing onto the loading bay and then exiting the site in a forward gear back onto Nell Lane via the access road. The widening of Nell Lane between the site access Mauldeth Road West allows an exiting HGV to turn left and align itself at the stop line without blocking inbound vehicles.
- 7.3** Lidl routinely schedule deliveries for those periods outside peak-trading hours or when the store is closed to customers completely. Logistically this makes their own operation much more efficient as staff are able to re-stock more easily when there are fewer customers in the store and deliveries arriving over night or during the early hours of the morning are less susceptible to delays on the network.
- 7.4** However, flexibility is key to any retailer's operation and as a result, Lidl's standard DSWMP strategy is designed to inform decision makers about the impact of deliveries if arriving when the store is at its busiest.
- 7.5** The following concerns are typical of those that have been expressed by local planning and highway authorities across the UK over recent years.

- Concern 1

How will the arrival of the HGV be communicated to the site?

- The manager of each Lidl store is aware of the scheduled delivery time for each day and as a result prepares accordingly. In addition, the driver can telephone the site 20-30 minutes before arrival or in case of delay or any other alteration to the delivery schedule.

- Concern 2

What is the length of time deliveries are likely to take?

- Lidl deliveries are completed within a period of about 30 to 60 minutes depending on the size of the store. They are manoeuvring within the car park for only a fraction of this time.

- Concern 3

Can vehicles enter and leave the main site in forwards gear minimising reversing?

- The route for Lidl's delivery vehicles into the site, onto the loading bay and out again has been carefully designed around a maximum legal articulated HGV. The HGV only reverses from the point at which the vehicle completes its u-turn in the service yard. This minimises the extent the vehicle needs to reverse to just that section onto the loading bay ramp itself;

- Concern 4

How will noise from reversing horns / sirens be controlled (as this could disrupt neighbours)?

- Lidl's delivery vehicles will either be fitted with standard reversing beepers or with white-noise reversing beepers. With regards to the former, these can be turned off if the vehicle is delivering overnight as there will be no-one else on the site. The driver has access to the warehouse and does not need a Lidl employee to open up. In terms of the white noise alarms, the white sound is emitted directionally and is therefore instantly locatable. White sound reversing alarms work effectively at lower decibel ratings containing any noise to the area behind and immediately around the rear of the reversing vehicle;

- Concern 5

Is the loading bay at same level as the back of the vehicle (i.e. no need to roll cages up / down slopes rattling around)?

- Lidl's loading bay is ramped allowing the vehicle to reverse down directly onto the warehouse doors at finished floor level. A dock leveller eliminates any differential between the floor of the trailer and the warehouse doors. There is therefore minimal transitioning of cages between the HGV and the warehouse and as soon as the cages leave the lorry they are inside the warehouse;

- Concern 6

Are engines turned off when stationary during deliveries?

- Yes, Lidl's HGV drivers are instructed to turn off their engines during the entire time that the vehicle is stationary against the loading bay doors;

- Concern 7

Are refrigeration motors turned off during deliveries (or plugged into local electricity supply)?

- Yes, Lidl's HGV drivers are instructed to turn off refrigeration units during the entire time that the vehicle is stationary against the loading bay doors;

- Concern 8

Are drivers instructed to keep all other noises to a minimum if delivering overnight?

- Yes, Lidl's HGV drivers are instructed to turn off all stereo equipment and be careful not to slam vehicle doors;

- Concern 9

Are staff aware, particularly during night time hours (23:00 - 07:00), not to shout etc. outside?

- The only staff on site overnight would be the delivery driver. At all other times, Lidl employees are required to be sensitive to their surroundings if working outside.

Monitoring

- 7.6** A Lidl store typically receives one delivery vehicle per store per day with a maximum of two at peak periods such as Easter and Christmas. Waste material is taken away by the same vehicles. HGV vehicle trips are monitored, and efforts made to remove any unnecessary HGV delivery trips to support normal business.

Waste Management

- 7.7** Waste is stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site. There is no external storage of either stock or waste.
- 7.8** Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.
- 7.9** Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity.
- 7.10** Lidl boast an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this.

Summary

- 7.11 Lidl's Delivery, Servicing and Waste-Management Plan for this site will conform to their own stringent standards applied across their UK estate.
- 7.12 The foodstore will be serviced by a 16.5m HGV from access road directly into the servicing area located to the rear of the store. Drivers are given precise instructions about how to access the store and manoeuvre within the car park and onto the loading bay prior to leaving the depot.
- 7.13 Deliveries and waste collection are part of the same operation as Lidl send delivery vehicles back to the depot loaded with recyclable waste. Deliveries and/or any waste collection will typically take place during the quietest time for the operator. Nevertheless, the store manager will manage the delivery slots, with clear instructions about delivery location and timing.
- 7.14 Lidl's Delivery, Servicing and Waste Management Strategy demonstrates that the store can be adequately serviced without detriment to the safety of customers or staff or to the residential amenity of the surrounding area.
- 7.15 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity. Lidl work closely with packaging and waste experts to ensure that their operation is as efficient as possible.
- 7.16 It is anticipated that there will be one dedicated delivery per average day and up to two deliveries during seasonal peak periods, such as Easter and Christmas. Recycling and waste will be taken away by the delivery vehicles, reducing the number of vehicles visiting the store per day.
- 7.17 Lidl would normally schedule delivery and servicing of the proposed store to take place outside of daytime operational hours or at times when the car park is closed to customers, or certainly when the store is less busy. However, Lidl are able to service during the day and these swept path assessments demonstrate that the store can be safely serviced even when the store is trading normally.

8.0 CAR PARKING

- 8.1** A total of 85 car parking spaces will be provided across the site. Of the 85 spaces provided, nine will be designated to parent and child and four will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type and five space dedicated to staff parking.
- 8.2** To assess the suitability of the proposed parking provision in relation to the proposed redevelopment, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. Details on the trip rates and the estimated generated traffic are presented at the following chapter.
- 8.3** Initial iterations were run to identify if in any instances the accumulation dropped below zero (where departure trips exceeded arrival trips) and in any instances where this occurred, the starting point for the accumulation was increased to a point where the minimum accumulation was no less than zero.
- 8.4** Assessments have been carried out for both a weekday and a Saturday and the results are shown in **Figure 8.1** and **Figure 8.2** below.
- 8.5** During a weekday the peak forecast car parking demand is 52 spaces between 11:00 and 12:00. On a typical Saturday, the forecast car parking demand peaks at 67 spaces also between 11:00 and 12:00.
- 8.6** Lidl will manage the use of the car park to prevent long-stay car parking or its use by those with no intention to visit the foodstore. A typical maximum length of stay in a Lidl car park is 90 minutes, but this is more than sufficient to undertake a visit to both the Lidl and the local centre.

Figure 8.1: Estimated car trip generation and parking accumulation, weekday

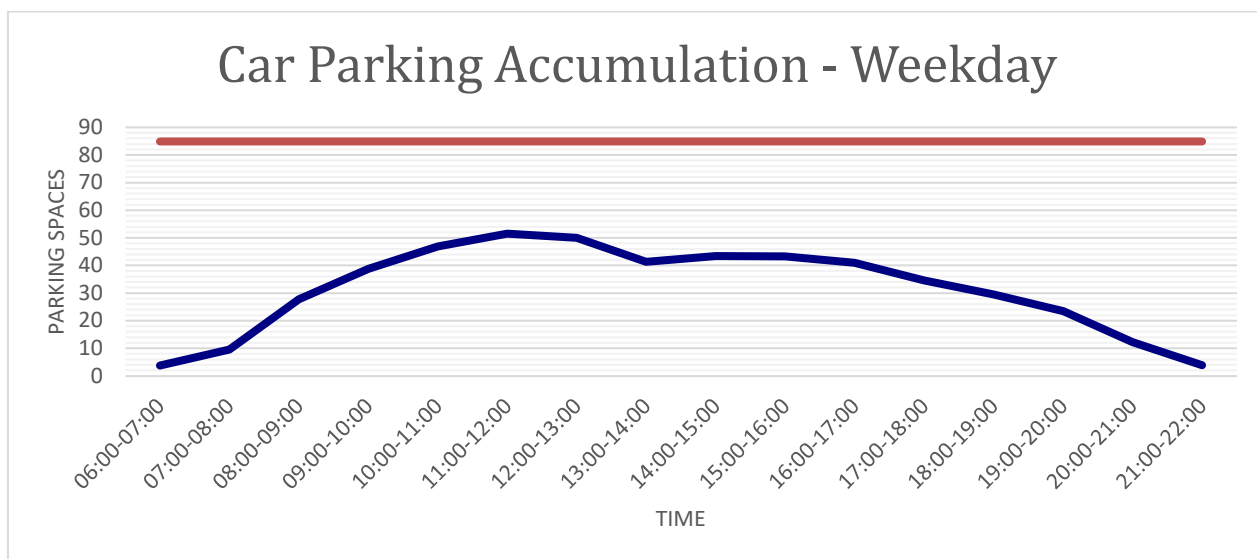
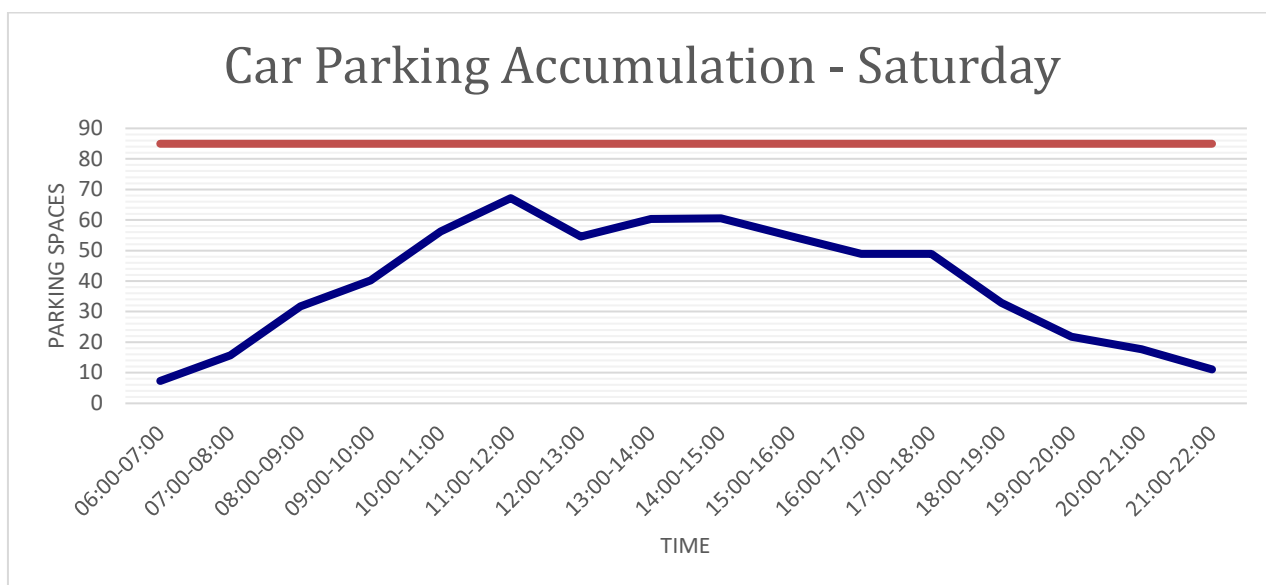


Figure 8.2: Estimated car trip generation and parking accumulation, Saturday



9.0 FUTURE BASELINE TRAFFIC CONDITIIONS

Introduction

9.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

Traffic Growth

9.2 Capacity assessments have been undertaken for a horizon of 5-years post opening. The anticipated future assessment year is therefore 2028.

9.3 In order to quantify the level of background traffic growth that could occur on the local network, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used for the Manchester area dataset.

9.4 The growth factors used are summarised below: -

2022 - 2023

- AM Factor: 1.0128
- PM Factor: 1.0128
- Saturday Factor: 1.0131

2022 - 2028

- AM Factor: 1.0752
- PM Factor: 1.0750
- Saturday Factor: 1.0767

9.5 The above growth factors are applied to the 2022 survey traffic flow data to obtain the 2023 and 2028 baseline traffic flows, as shown in **Traffic Flow Figures 2** and **3**.

Committed Developments

9.6 We are not aware of any committed development proposals that need to be allowed for specifically.

10.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

10.1 This chapter provides an estimation of the likely trip-generating potential of the extant use on site and the proposed development during the weekday AM, PM and Saturday peak hours. The assessment is based on those peak hours when the combination of the development-related traffic and local highway peak traffic are highest, in order to present a robust, worst-case scenario. In this case, the peak hours to be assessed are 08:00 – 09:00 on a weekday AM, 15:00 – 16:00 on a weekday PM and 13:00 – 14:00 on a Saturday.

10.2 The estimated distribution and assignment of the proposed development-related traffic and background traffic growth forecasts (to the assessment year of 2027) are also set out.

Existing Office Trip Generation

10.3 To determine the potential trip generation of the lawful use on site, the TRICS database has been interrogated. The table below provides the peak hour trip rates for the lawful use during the weekday AM and PM hourly peak periods. It also shows the estimated trip generation associated with the existing office building calculated on an assumed GFA of 3,200m².

Table 10.1 – Office-Use Weekday AM and PM and Peak Hour Trip Rates and Trip Generation (per 100m² GFA)

Office						
Estimated Weekday PM and Saturday Peak Hour Trip Rates and Trip Generation						
	Weekday AM Peak (08:30 – 09:30)		Weekday PM Peak (16:30 – 17:30)		Saturday Peak (N/A)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	1.419	0.191	0.146	1.243	-	-
Vehicle Trip Generation	45	6	5	40	-	-

Proposed Food Store Trip Generation

10.4 In order to present a robust set of capacity assessments later in this TA, trip rates based on other existing Lidl stores within the TRICS database with a similar RFA have been used. The average trip rate was calculated from the TRICS outputs for a weekday and Saturday, shown in **Appendix 7**.

10.5 The table below provides the peak hour trip rates for these stores for the weekday PM and Saturday hourly peak periods. It also shows the estimated trip generation associated with the proposed discount food store calculated on an RFA of 1,360m².

10.6 The full TRICS outputs are summarised in **Table 10.2** below.

Table 10.2 – Weekday PM and Saturday Peak Hour Trip Rates and Trip Generation (per 100m² RFA)

Discount Food Retail						
Estimated Weekday PM and Saturday Peak Hour Trip Rates and Trip Generation						
Similar Lidl Stores	Weekday AM Peak (0800 – 09:00)		Weekday PM Peak (15:00 – 16:00)		Saturday Peak (13:00 – 14:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	4.204	2.845	7.158	7.169	9.492	9.060
Vehicle Trip Generation	56	38	96	96	127	121

Trip Types

10.7 The latest research on trip types is set out within the TRICS Research Report 14/1 and supersedes TRICS Research Report 95/2. This has shown that the vast majority of trips associated with new food retail developments are not ‘new’ but are a ‘secondary’ trip as part of an existing journey. The secondary trips can be split into two types; ‘linked’ to other shops and ‘pass-by’ where trips are already on the main road past the site. The research does not specifically mention trips ‘diverted’ from other stores (although this may come under the linked umbrella) or ‘transferred’ from another store (using the new store instead of an existing foodstore). The research relating to linked trips do not differentiate between trips to other stores on the same site or trips to other stores off-site.

10.8 From established research, typical proportions of trip types are summarised in

10.9

10.10 Table 10.2.

Table 10.2 Typical Trip Type Proportions

Typical Trip Type Proportions		
Research Source	Range of Each Trip Type (%)	
	Linked	Pass-By
Somerfield 1996	46%	
Benison et al 2000 for Tesco	40%	
Tesco 2001	49%	
Harrison et al 2012	57-67%	
Ghezani et al 2012		72%
Wrigley 2006	60%	
Alsop Verrill	20%	
MacIver 1999		15-35%

10.11 The general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4000m² GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.

10.12 In light of this research and given the scale of the study area, the following trip type assumptions have been made:

- i) New (primary) trips - It has been assumed that 30% of trips will be entirely new to the local highway network in this location.
- ii) Pass-by/diverted/linked trips - These are trips that are already on the network as part of a primary trip. Given that the site is on a main route along Mauldeth Road West and Nell Lane, the store may act as a convenience store for commuters on their way to/from work. A proportion of 35% Pass-by and 35% Diverted has been assumed for this purpose.

- 10.13 The assessment of flows in this way is considered extremely robust as the pass-by trips are likely to make up a higher proportion of all trips given the site's location along a busy road.

Traffic Distribution and Assignment

- 10.14 The distribution of the primary food-store related trips has been split through reference to the percentage distribution of existing traffic passing the site on Nell Lane and on the turning movements at the junction of Nell Lane with Mauldeth Road West. The distribution can be seen in **Traffic Flow Figure 4**. It results in circa 45% to 49% of all Lidl traffic being routed to and from Mauldeth Road West and Nell Lane south, depending upon the particular peak hour and the remainder via Nell Lane north of the application site.
- 10.15 The 'pass-by' and 'diverted' trip distribution has also been calculated using the same method as above and can be seen in **Traffic Flow Figure 5** and **Traffic Flow Figure 6**.
- 10.16 The combined total of new, diverted and pass-by generated traffic distributed on the local highway network from the site is indicated in **Traffic Flow Figure 10**. Fewer than 30 additional vehicles per hour are forecast to be added to the junction of Nell Lane with Mauldeth Road West in the weekday AM peak period. This rises to around 60vph additional forecast turning movements in the weekday PM peak and circa 80 new vehicles per hour on a Saturday during the midday peak.
- 10.17 Traffic flows for the future year of 2028 with this additional Lidl traffic are contained in **Traffic Flow Figure 12**.

11.0 ANTICIPATED HIGHWAY IMPACTS

Introduction

- 11.1** This Chapter describes the anticipated impact of the additional trips generated by the proposed development on the operation of the local highway network.
- 11.2** This TA includes assessments of the capacity of the proposed Lidl access with Nell Lane. It also includes assessments of the Mauldeth Road West / Barlow Moor Road and Mauldeth Road West / Nell Lane signalised junctions near to the site.

Assessment Methodology

- 11.3** Assessments have been undertaken using Junction 9 (PICADY) and LinSig software.
- 11.4** Assessments have been undertaken in the opening base year of 2023 and future assessment year of 2028 with and without the proposed food store.

Proposed Site Access / Nell Lane

- 11.5** The PICADY output is presented in **Appendix 8** with the results summarised in **Table 11.1** below.

Table 11.1 – Proposed Site Access / Nell Lane

Arm	Weekday AM		Weekday PM		Saturday	
	RFC	MMQ	RFC	MMQ	RFC	MMQ
Base 2028 + Lidl						
LT from Site Access	0.05	0	0.13	0	0.16	0
RT from Site Access	0.04	0	0.09	0	0.11	0
RT into Site Access	0.07	0	0.11	0	0.14	0

- 11.6** It can be seen above that the proposed site access arrangement onto Nell Lane will work well within capacity in all scenarios with no queuing occurring.

Mauldeth Road West / Nell Lane

11.7 Due to proximity of this junction in relation to the application site, an assessment of the proposed development's impact is required. The LinSig model has been built in line with signal plan data provided by TfGM UTC.

11.8 The LinSig output is presented in **Appendix 9** and can be found summarised in **Table 11.2** and **Table 11.3** below.

Table 11.2 – Mauldeth Road West / Nell Lane - Base

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023						
Nell Lane (north) LT, ST, RT	66.8	11	59.8	9	51.5	8
Mauldeth Road West (east) LT, ST	78.4	11	84.4	14	52.4	6
Mauldeth Road West (east) ST, RT	41.5	2	17.0	1	15.0	2
Nell Lane (south) LT, ST, RT	81.2	15	82.0	14	49.4	7
Mauldeth Road West (west) LT, ST	42.9	4	29.4	3	28.3	3
Mauldeth Road West (west) ST, RT	46.2	5	57.4	3	33.7	3
Practical Reserve Capacity (PRC%)	10.8		6.6		71.8	
Total Junction Delay (pcuHR)	19.4		18.9		10.2	
Cycle Time (s)	90		90		90	
Base 2028						
Nell Lane (north) LT, ST, RT	71.0	12	63.5	10	54.8	8
Mauldeth Road West (east) LT, ST	82.9	12	89.7	16	55.6	7
Mauldeth Road West (east) ST, RT	46.9	2	18.7	2	15.9	2
Nell Lane (south) LT, ST, RT	86.3	17	87.4	17	52.7	8
Mauldeth Road West (west) LT, ST	45.8	4	31.3	3	30.6	3
Mauldeth Road West (west) ST, RT	49.5	5	67.2	4	36.0	3
Practical Reserve Capacity (PRC%)	4.3		0.3		61.8	
Total Junction Delay (pcuHR)	22.5		22.8		11.1	
Cycle Time (s)	90		90		90	

Table 11.3 – Mauldeth Road West / Nell Lane - with Lidl

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023 + Lidl						
Nell Lane (north) LT, ST, RT	67.0	11	67.6	10	51.1	7
Mauldeth Road West (east) LT, ST	79.9	11	84.5	14	47.5	6
Mauldeth Road West (east) ST, RT	50.7	2	24.9	2	19.1	2
Nell Lane (south) LT, ST, RT	79.7	15	83.4	15	54.5	8
Mauldeth Road West (west) LT, ST	45.1	4	42.6	4	28.4	3
Mauldeth Road West (west) ST, RT	48.9	5	56.4	2	29.7	3
Practical Reserve Capacity (PRC%)	12.6		6.5		65.3	
Total Junction Delay (pcuHR)	19.8		20.3		10.3	
Cycle Time (s)	90		90		90	
Base 2028 + Lidl						
Nell Lane (north) LT, ST, RT	71.1	12	71.8	11	52.3	8
Mauldeth Road West (east) LT, ST	85.0	13	85.1	15	52.5	6
Mauldeth Road West (east) ST, RT	56.1	3	27.7	2	22.0	2
Nell Lane (south) LT, ST, RT	84.6	17	89.1	17	55.9	9
Mauldeth Road West (west) LT, ST	48.4	5	47.8	5	34.6	3
Mauldeth Road West (west) ST, RT	51.3	5	58.9	2	32.3	3
Practical Reserve Capacity (PRC%)	5.9		1.0		60.9	
Total Junction Delay (pcuHR)	23.0		22.9		11.1	
Cycle Time (s)	90		90		90	

11.9 It can be seen from the above summary tables that as a result of the proposed development, there will be minimal impact at this location. There is a consistent queue of circa eight to twelve pcus per cycle from the Nell Lane northern stop line with Mauldeth Road West regardless of whether Lidl traffic is included or not.

Mauldeth Road West / Barlow Moor Road

11.10 Due to proximity of this junction in relation to the application site, an assessment of the proposed developments impact is required. The LinSig model has been built in line with signal plan data provided by TfGM UTC.

11.11 The LinSig output is presented in **Appendix 9** and can be found summarised in **Table 11.4** and **11.5** below.

Table 11.4 – Mauldeth Road West / Barlow Moor Road - Base

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023						
Barlow Moor Road (north) LT, ST	42.8	6	44.2	6	39.5	6
Barlow Moor Road (north) ST	50.8	7	53.0	7	48.9	7
Barlow Moor Road (north) RT	50.8		53.0		48.9	
Mauldeth Road West (east) LT	87.5	11	86.0	11	67.7	5
Mauldeth Road West (east) ST	87.5		86.0		67.7	
Mauldeth Road West (east) RT	62.4	2	49.2	2	62.6	3
Barlow Moor Road (south) LT, ST	87.7	19	84.8	18	71.1	13
Barlow Moor Road (south) RT	87.7		84.8		71.1	
Mauldeth Road West (west) LT	45.6	4	35.0	3	33.1	3
Mauldeth Road West (west) ST, RT	45.6		35.0		33.1	
Practical Reserve Capacity (PRC%)	2.7		4.7		26.6	
Total Junction Delay (pcuHR)	24.1		21.8		15.7	
Cycle Time (s)	90		90		90	
Base 2028						
Barlow Moor Road (north) LT, ST	45.8	6	47.2	6	42.3	6
Barlow Moor Road (north) ST	53.7	7	56.2	8	51.7	7
Barlow Moor Road (north) RT	53.7		56.2		51.7	
Mauldeth Road West (east) LT	92.7	13	91.5	13	71.9	6
Mauldeth Road West (east) ST	92.7		91.5		71.9	
Mauldeth Road West (east) RT	68.0	3	53.9	2	69.1	4
Barlow Moor Road (south) LT, ST	92.9	24	89.9	21	75.6	15
Barlow Moor Road (south) RT	92.9		89.9		75.6	
Mauldeth Road West (west) LT	48.4	5	37.0	4	35.4	3
Mauldeth Road West (west) ST, RT	48.4		37.0		35.4	
Practical Reserve Capacity (PRC%)	-3.2		-1.7		19.1	
Total Junction Delay (pcuHR)	30.3		26.4		17.7	
Cycle Time (s)	90		90		90	

Table 11.5 – Mauldeth Road West / Barlow Moor Road - with Lidl

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023 + Lidl						
Barlow Moor Road (north) LT, ST	43.5	6	45.0	6	39.1	6
Barlow Moor Road (north) ST	51.1	7	52.3	7	47.8	6
Barlow Moor Road (north) RT	51.1		52.3		47.8	
Mauldeth Road West (east) LT	86.3	10	86.3	11	70.6	5
Mauldeth Road West (east) ST	86.3		86.3		70.6	
Mauldeth Road West (east) RT	63.5	2	50.8	2	67.1	4
Barlow Moor Road (south) LT, ST	87.6	19	84.8	18	70.2	13
Barlow Moor Road (south) RT	87.6		84.8		70.2	
Mauldeth Road West (west) LT	44.5	4	35.3	3	37.0	3
Mauldeth Road West (west) ST, RT	44.5		35.3		37.0	
Practical Reserve Capacity (PRC%)	2.7		4.2		27.4	
Total Junction Delay (pcuHR)	23.8		21.9		15.9	
Cycle Time (s)	90		90		90	
Base 2028 + Lidl						
Barlow Moor Road (north) LT, ST	46.4	6	48.7	6	41.9	6
Barlow Moor Road (north) ST	53.1	7	56.0	8	50.5	7
Barlow Moor Road (north) RT	53.1		56.0		50.5	
Mauldeth Road West (east) LT	91.5	13	87.8	12	75.1	6
Mauldeth Road West (east) ST	91.5		87.8		75.1	
Mauldeth Road West (east) RT	69.2	3	48.6	1	72.9	4
Barlow Moor Road (south) LT, ST	93.0	24	90.2	21	74.5	15
Barlow Moor Road (south) RT	93.0		90.2		74.5	
Mauldeth Road West (west) LT	46.9	4	35.5	3	39.1	3
Mauldeth Road West (west) ST, RT	46.9		35.5		39.1	
Practical Reserve Capacity (PRC%)	-3.3		-0.3		19.8	
Total Junction Delay (pcuHR)	29.8		24.9		17.9	
Cycle Time (s)	90		90		90	

11.12 It can be seen from the above summary tables that as a result of the proposed development, there will be minimal impact at this location with Lidl traffic included to the degree forecast and allowing for growth to five years post development opening.

Summary

- 11.13 In summary the above assessments show that the proposed store access will operate well within capacity with the proposed development in place. The capacity assessments are extremely robust given the trip rates used for the site are based on similar Lidl stores elsewhere and that a high proportion (30%) of trips have been assessed as new to the network in the peak hours.
- 11.14 Similarly, the proposed development will result in a minimal impact on queueing at the nearby signalised junction of Barlow Moor Lane with Mauldeth Road West.

12.0 SUMMARY AND CONCLUSION

- 12.1** This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed development of a new discount food store at the corner of Mauldeth Road West and Nell Lane in Chorlton-cum-Hardy, Manchester.
- 12.2** The proposals for the application site include the redevelopment of land with a lawful office-based employment use to a discount food retail unit (Use Class E) with a Gross Internal Area (GIA) of 1,988sqm and a sales area of 1,360sqm. Access to the site will be made via the existing bellmouth along Nell Lane, suitably improved. These improvements will incorporate the widening of Nell Lane locally to the site access to provide a ghost-island right turn arrangement sufficient to remove the prospect of queuing right turners from blocking the north-westbound ahead flow away from Mauldeth Road West. The footways on either side of Nell Lane will be retained at a width of at least 3m. The site access road will be widened to 7m with a footway along the southern side into the site and a build-out on the northern side to aid vehicle/pedestrian intervisibility. A raised crossing of the access road will be provided for the additional safety of pedestrians.
- 12.3** A total of 85 car parking spaces will be provided across the site. Of the 85 spaces provided, nine will be designated to parent and child standard and four will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type.
- 12.4** Following the review of the accessibility options by different modes of transport, it is considered that the site has very good levels of accessibility. Access to the site on foot and by cycle is of a good standard, there are multiple bus stops nearby providing access to a range of local destinations and the nearby tram stop has potential to transport staff and customers further afield. Moreover, the site is also well connected to the adjacent highway network allowing it to maximise the custom it attracts from existing pass-by traffic.
- 12.5** Servicing for the food store is via a dedicated service yard accessed via Nell Lane. The store will be serviced once a day on average (twice a day at Christmas and Easter) by a maximum legal articulated HGV. Swept path analysis drawings provided demonstrate that a 16.5m articulated HGV can safely enter and exit the site in a forward gear.

- 12.6** To assess the suitability of the proposed parking provision on site, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. The proposed parking provision on site has been demonstrated to be sufficient to meet the forecast demand of the proposed development. Furthermore, it offers some additional headroom to service any peaks in demand over the average forecasts plus cater for multi-visitation to the neighbouring local centre.
- 12.7** The proposed means of access into the application site has been tested using Junctions 9 (PICADY) and the results have confirmed that it provides more than adequate levels of service for the forecast turning movements in and out of Lidl at peak times.
- 12.8** Off-site, the impact of the development has been found to be de minimis.

Conclusion

- 12.9** With all of the above in mind, it is concluded that the proposed development meets local and national transport policy objectives in terms of accessibility and sustainability. There is no evidence of any severe impact to the interests of the free-flow of traffic or to highway safety resulting from the proposals. We therefore consider there to be no highway reasons which could preclude the granting of planning permission.

S|C|P

APPENDIX 1

SURVEY CONTROL

Client: SCP Transport

Client Contact: Reuben Cutts

Survey Location: Chorlton

Date(s) of Survey: Thursday 9th June 2022
Saturday 11th June 2022

Notes:

On Site Supervisor: Neil Harley/David Cheng

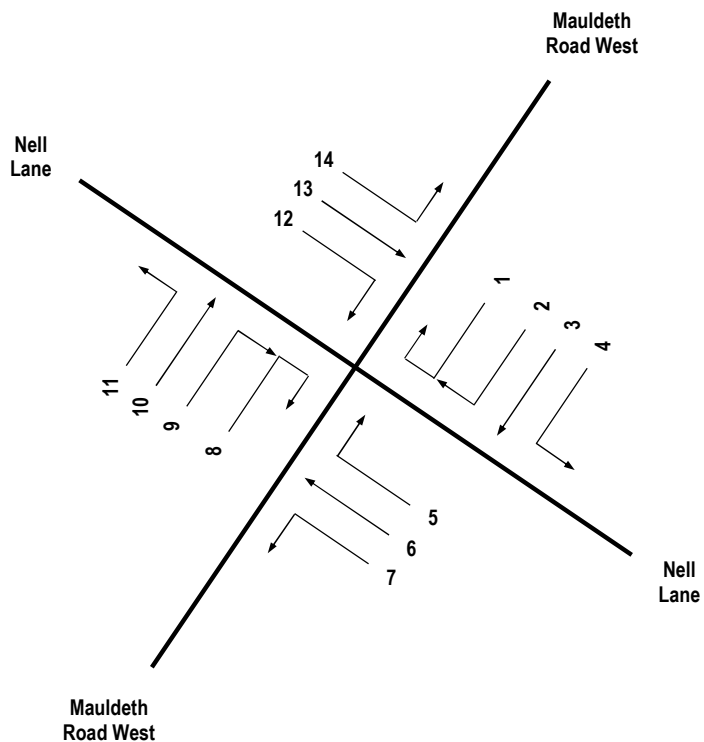
Data Checking: David Cheng

Survey Reference: 22.040 Chorlton

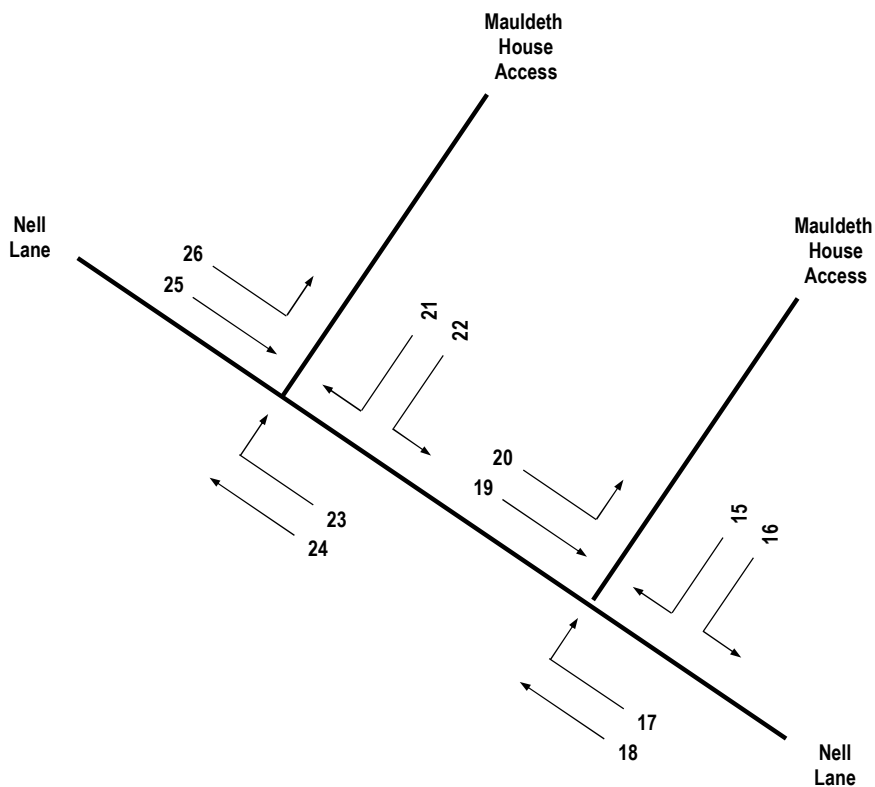
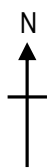
Status: Final

Date of Issue: 20th June 2022

JUNCTION 1



JUNCTION 2



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

22.040 CHORLTON

DRAWN BY

DC

DATE

JUN 2022

SCALE

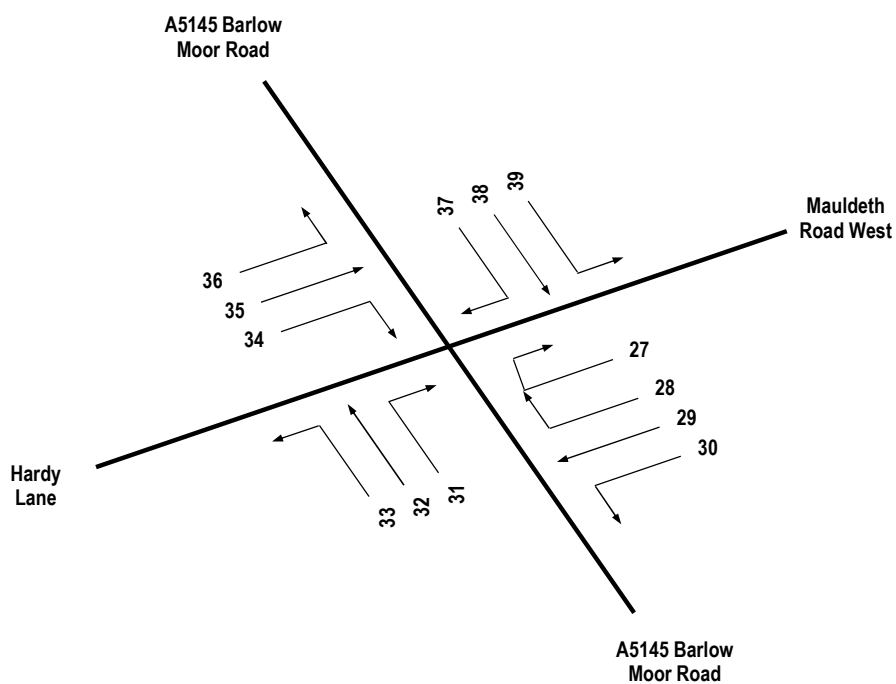
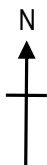
NTS

REF

FIGURE 1

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

22.040 CHORLTON

DRAWN BY

DC

DATE

JUN 2022

SCALE

NTS

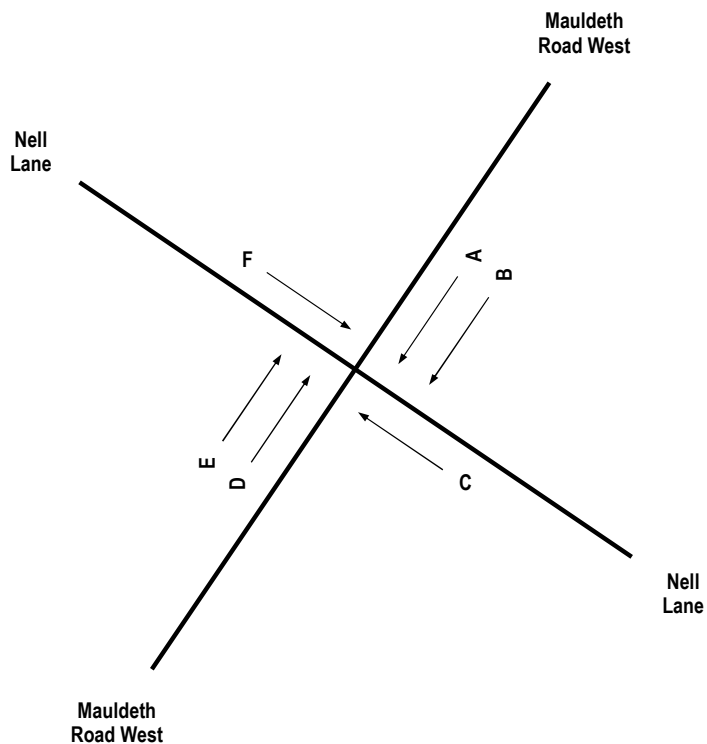
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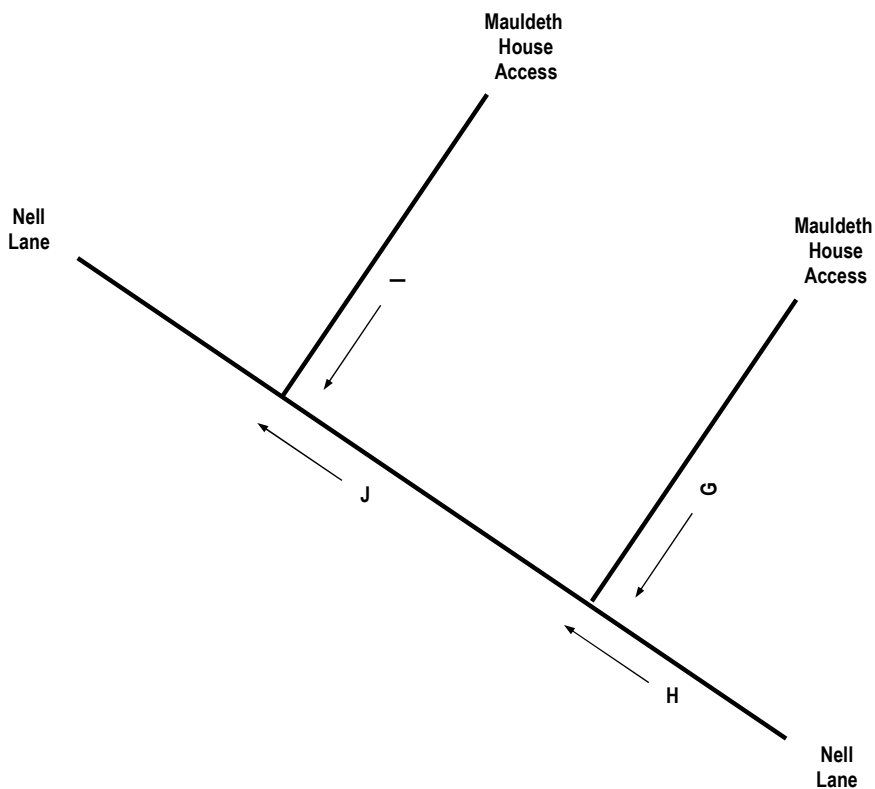
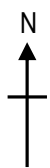
**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

JUNCTION 1



JUNCTION 2



DRAWING TITLE

QUEUE REFERENCE

JOB TITLE

22.040 CHORLTON

DRAWN BY

DC

DATE

JUN 2022

SCALE

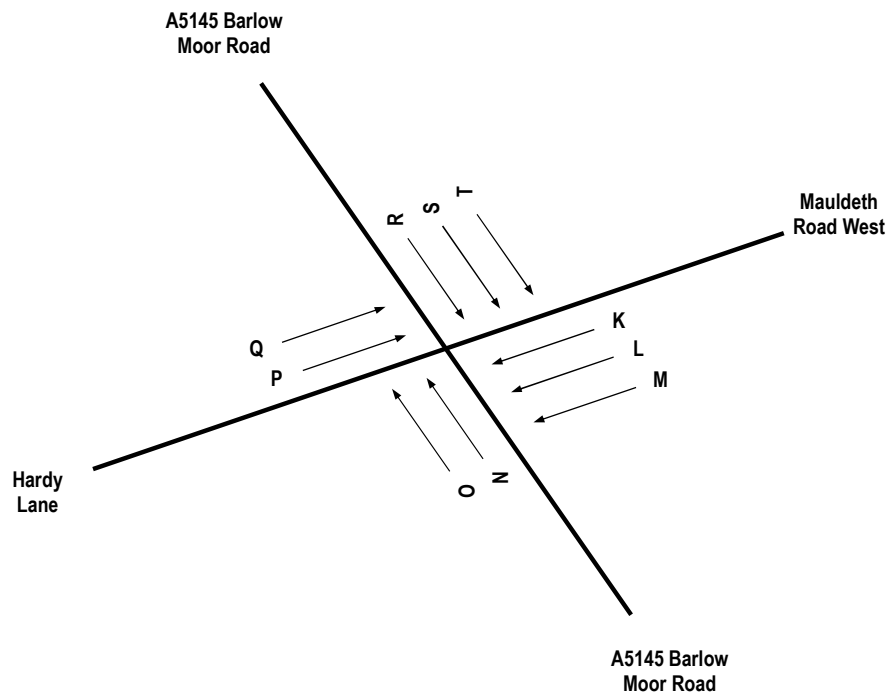
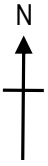
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REF

FIGURE 3

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260



DRAWING TITLE

QUEUE REFERENCE

JOB TITLE

22.040 CHORLTON

DRAWN BY

DC

DATE

JUN 2022

SCALE

NTS

REF

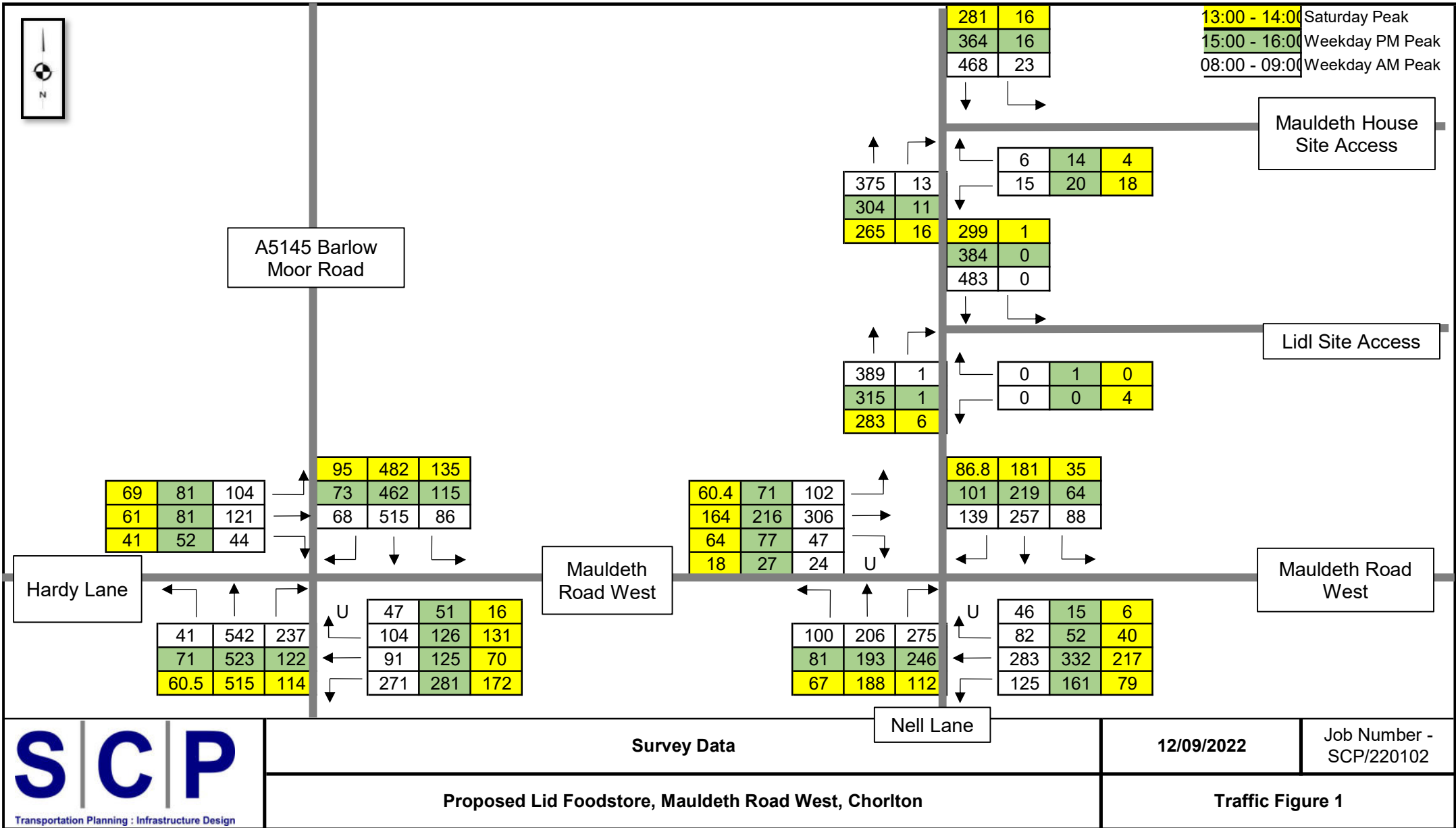
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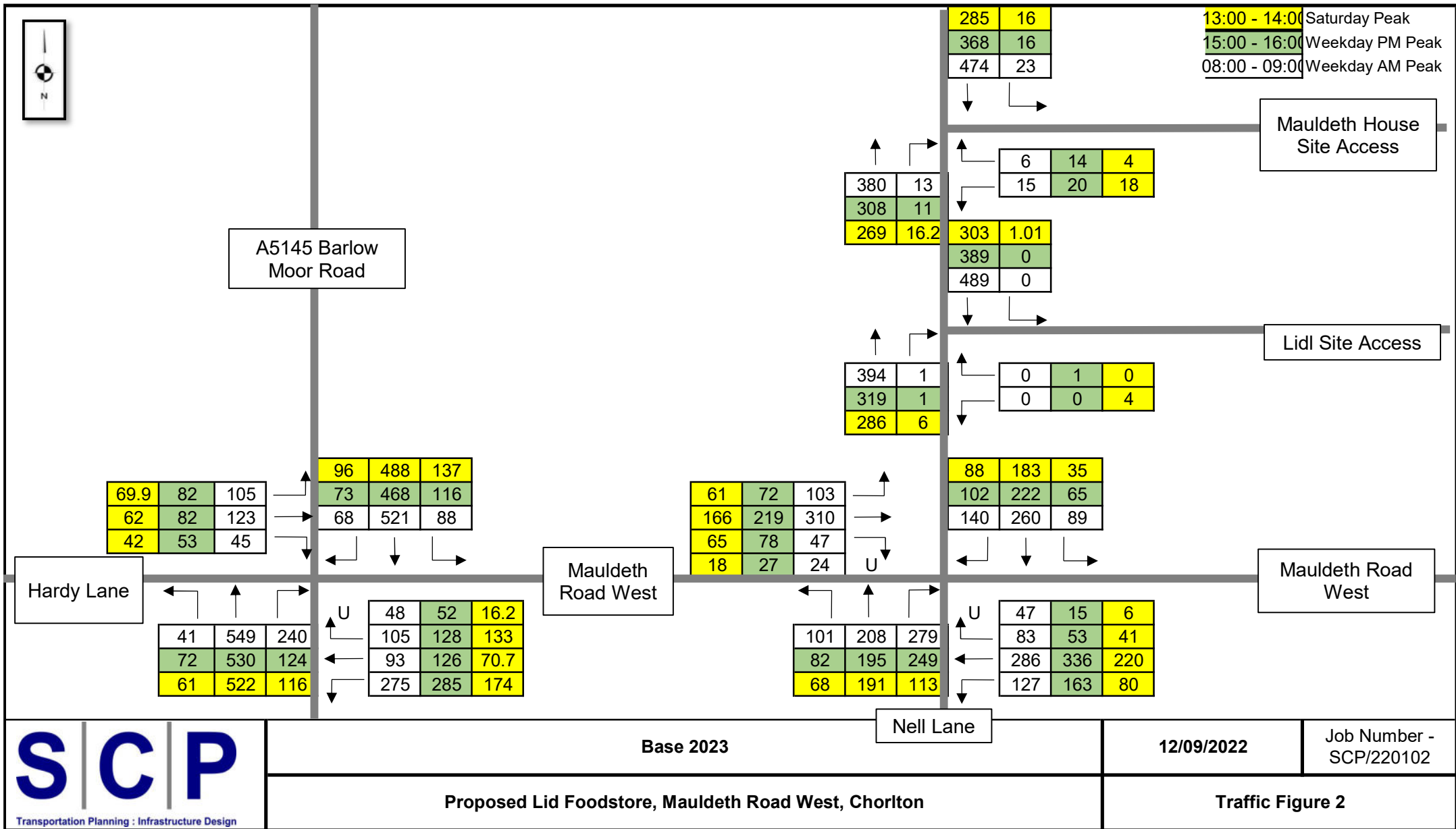
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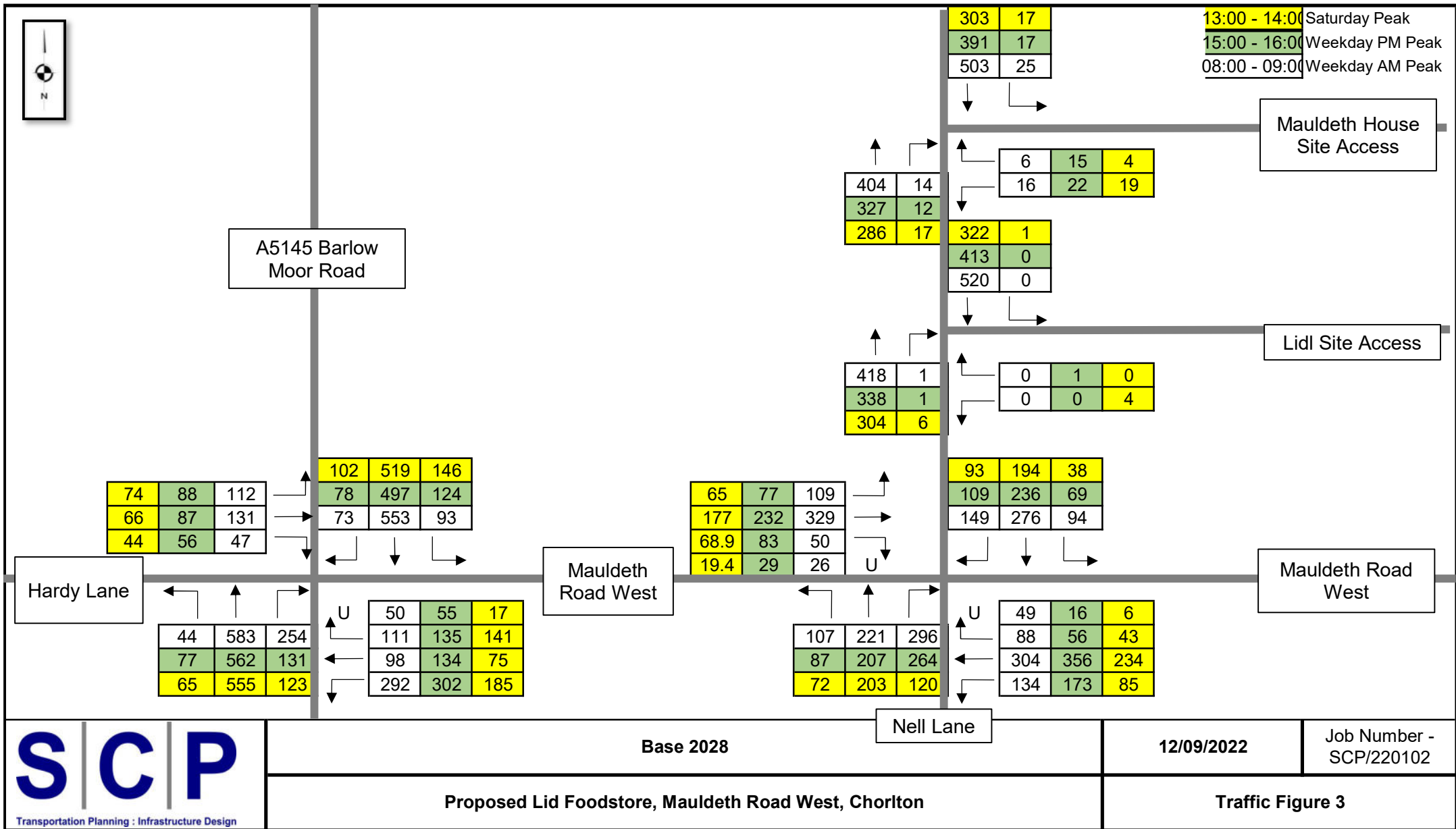
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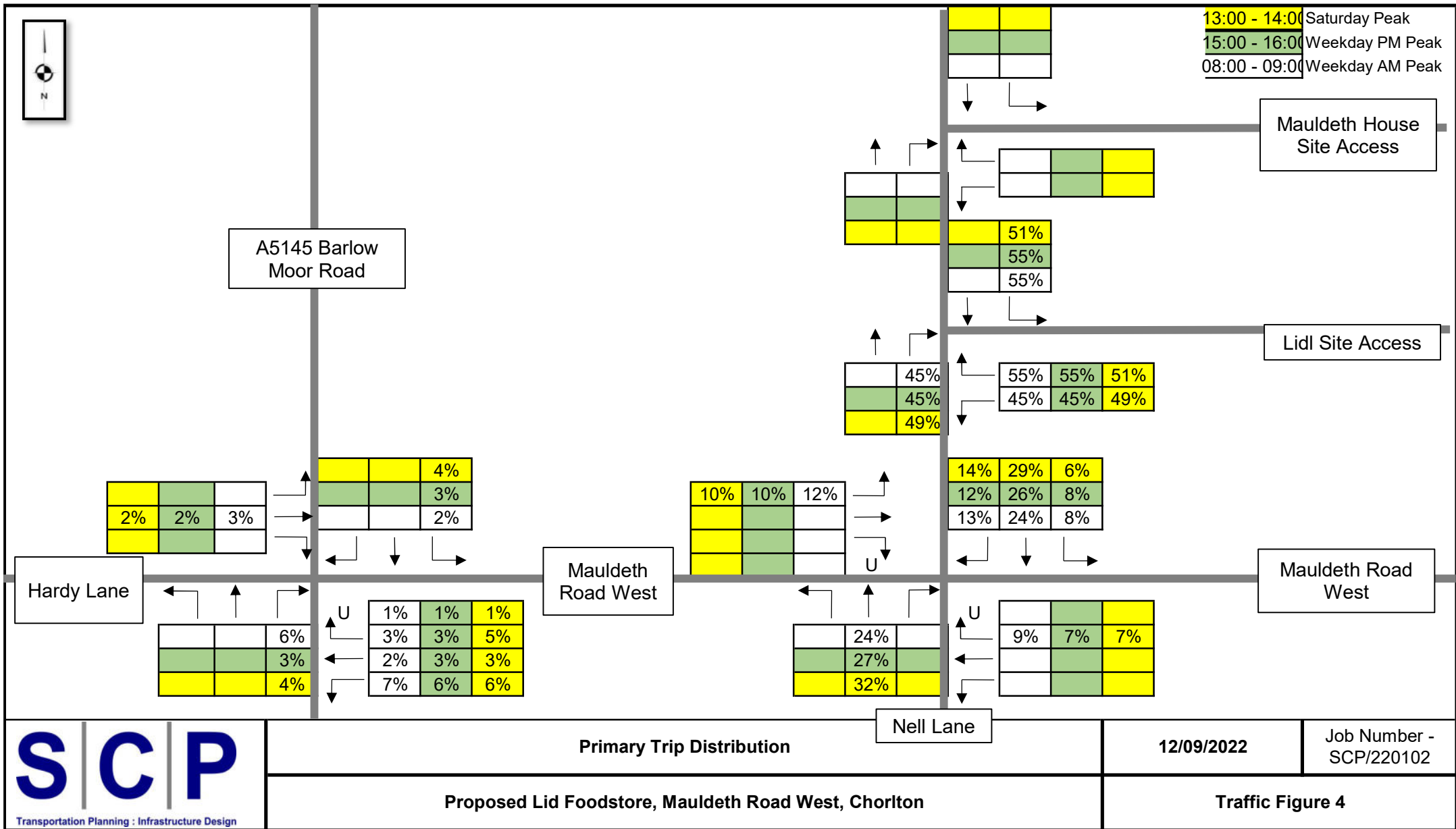
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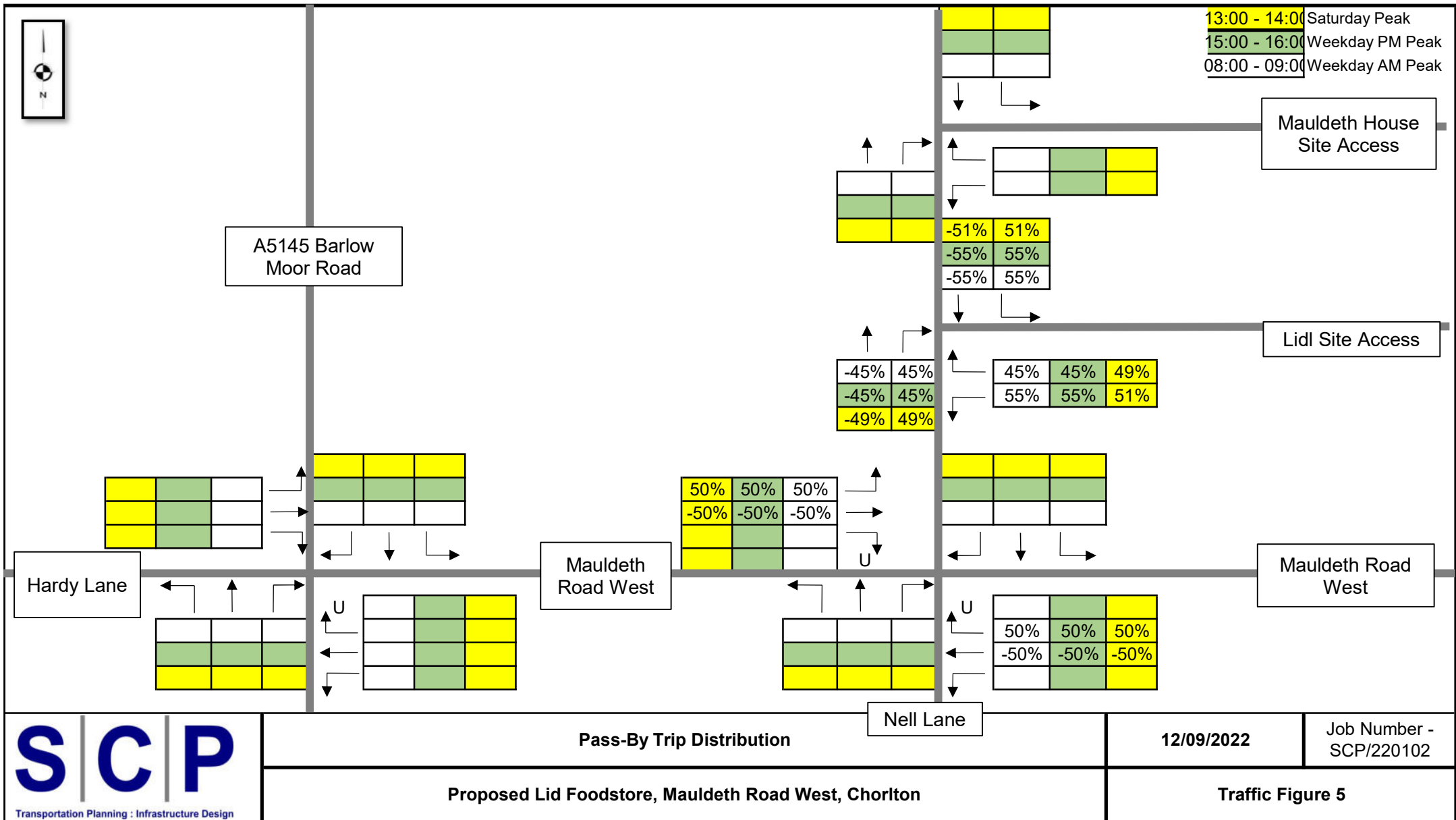
APPENDIX 2

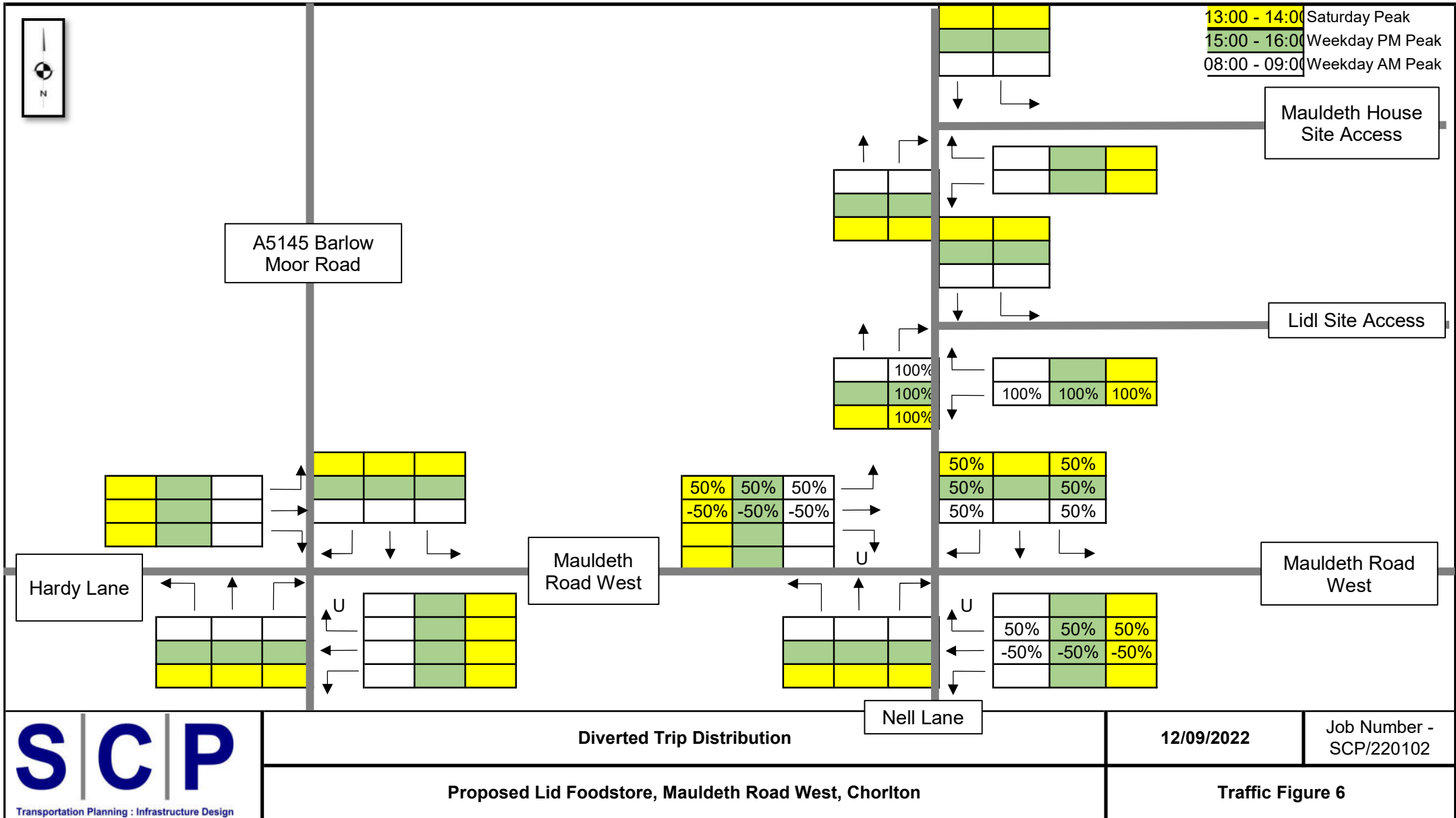


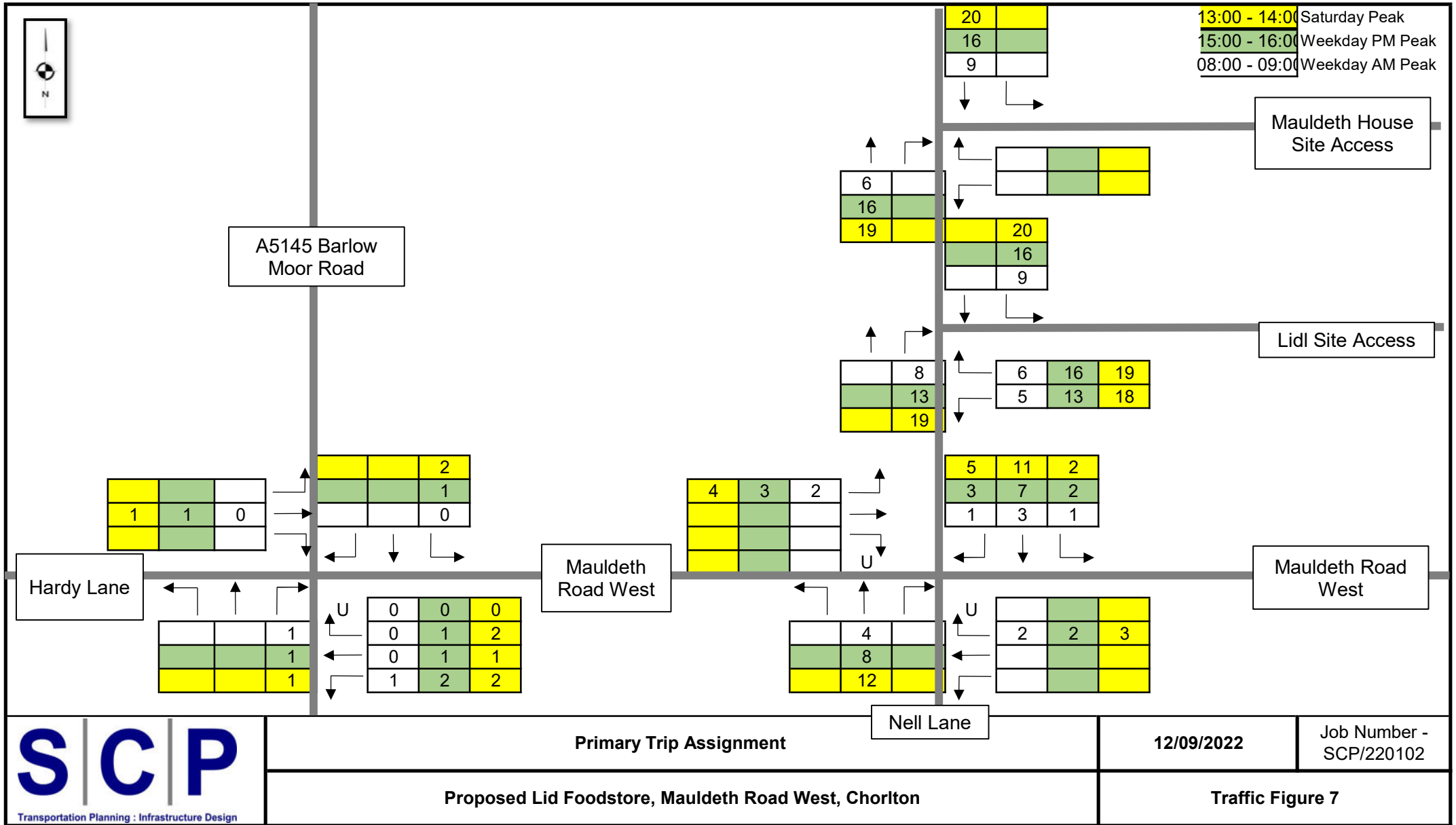


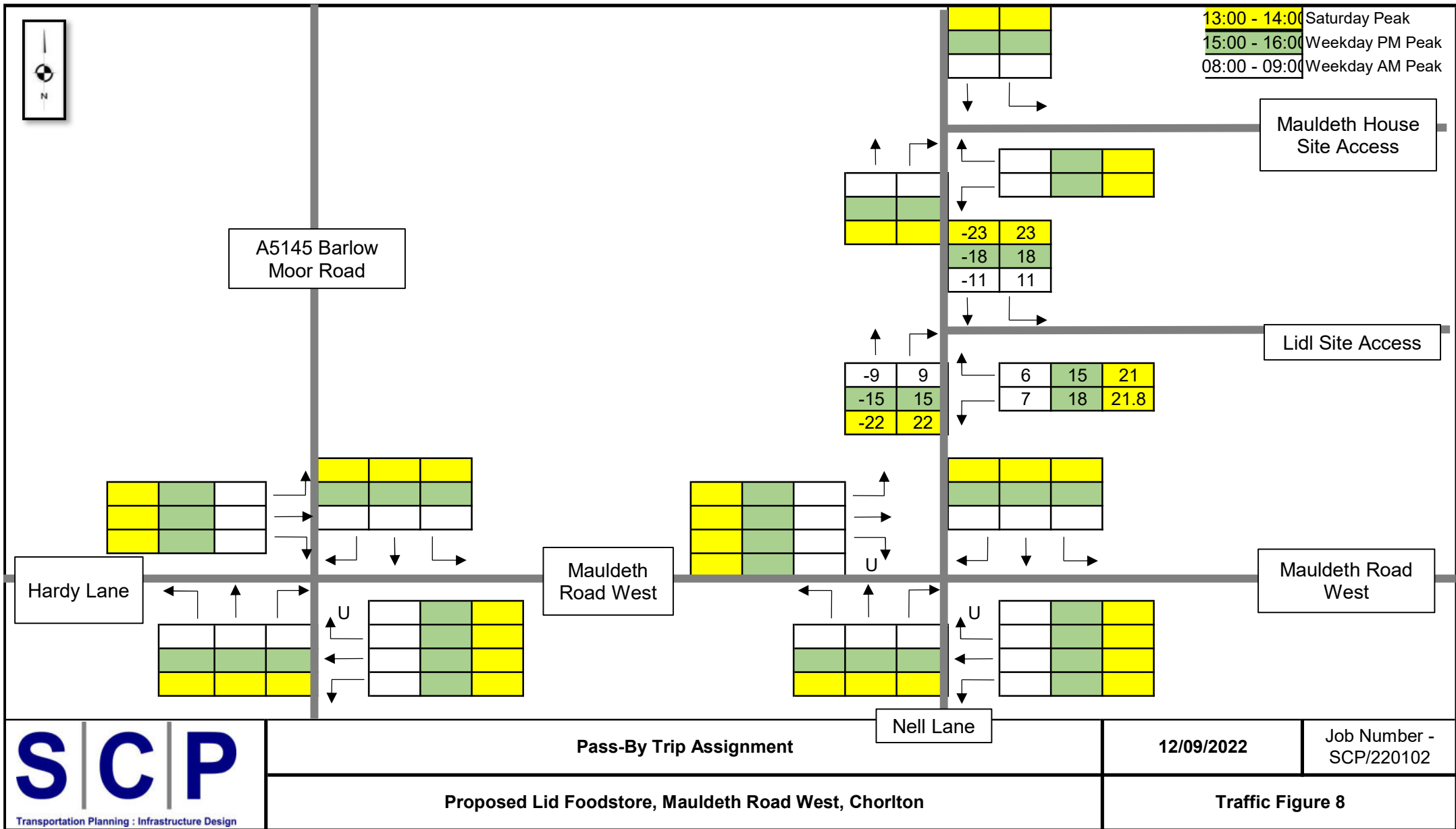


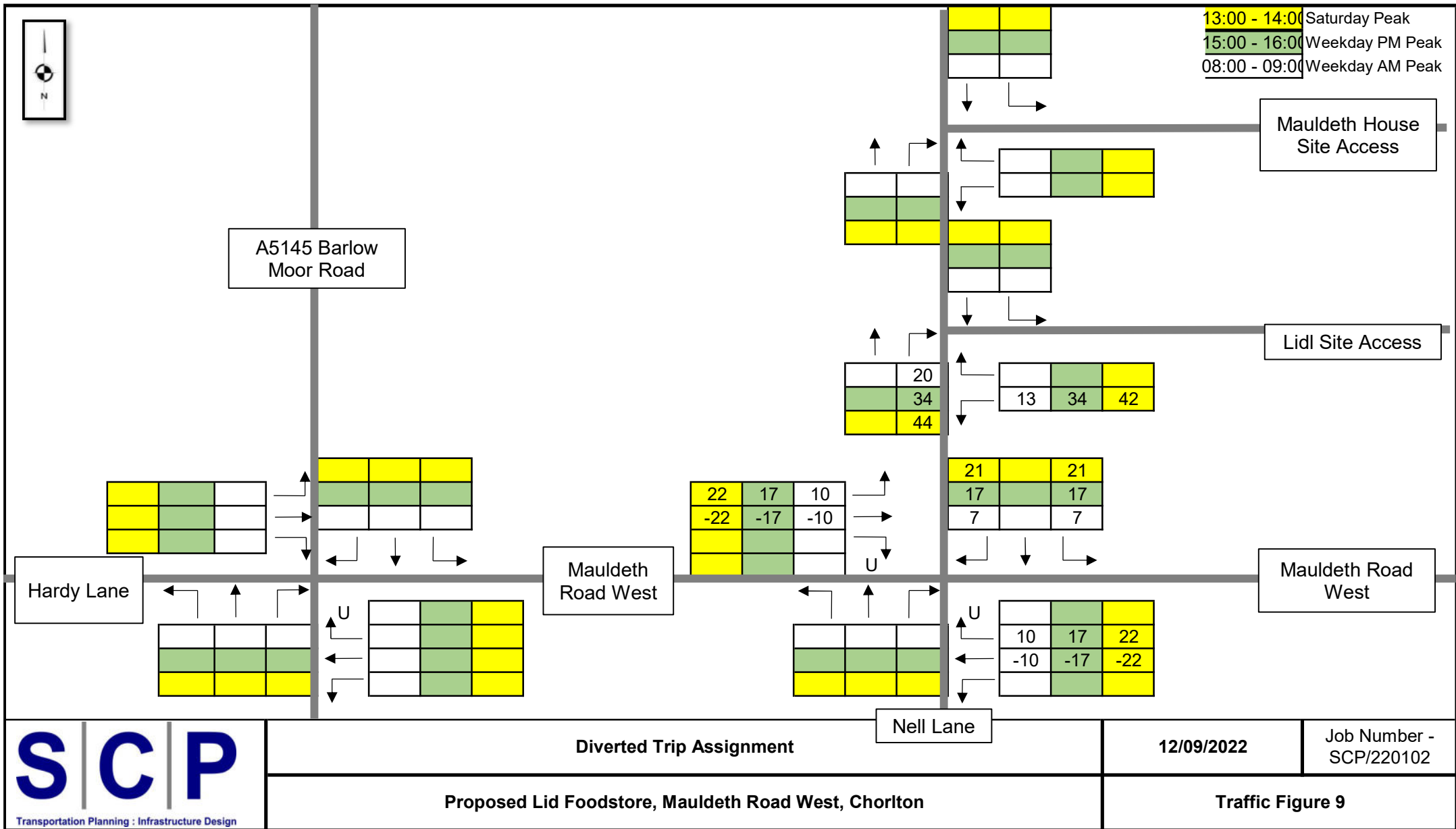


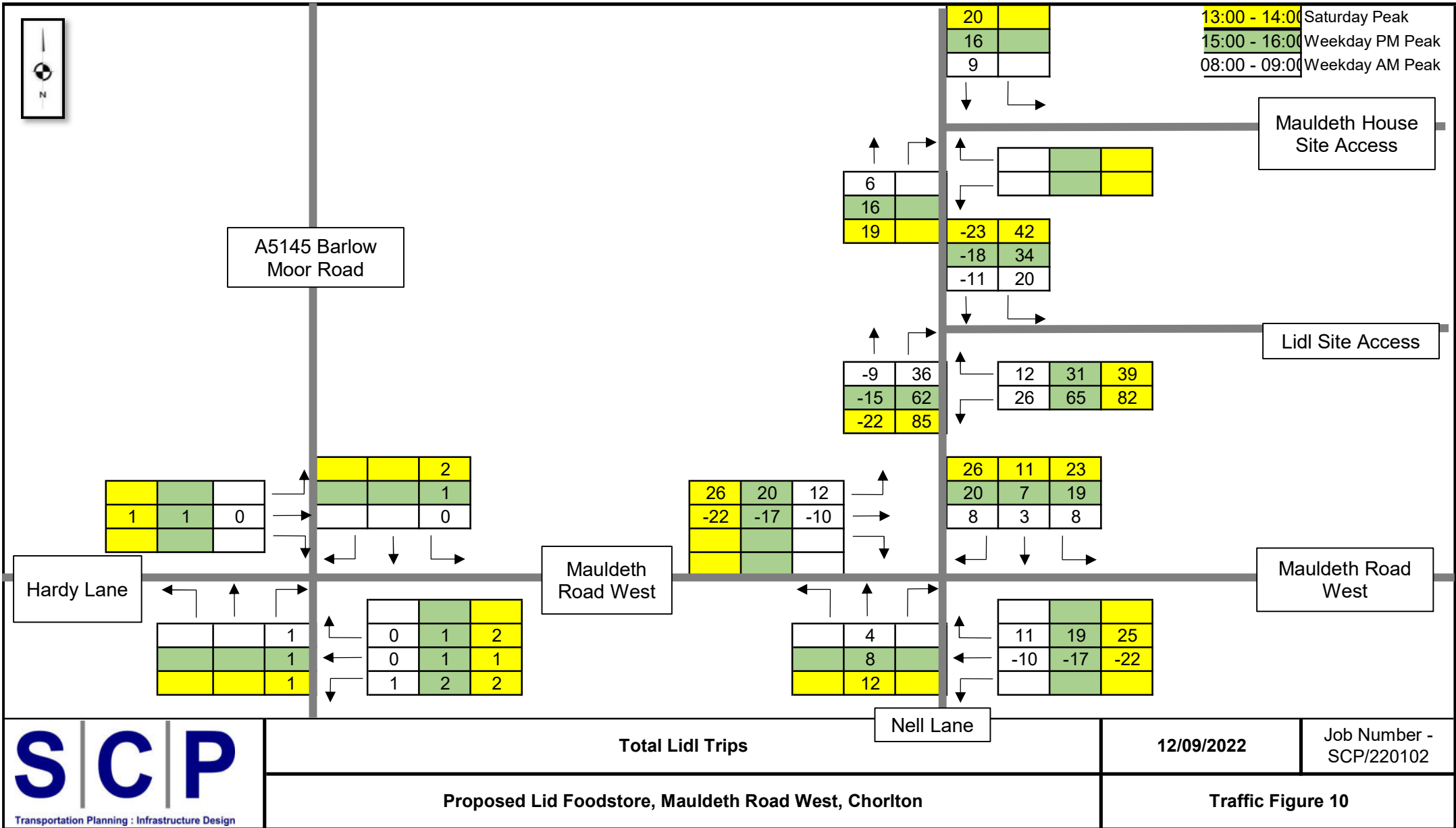


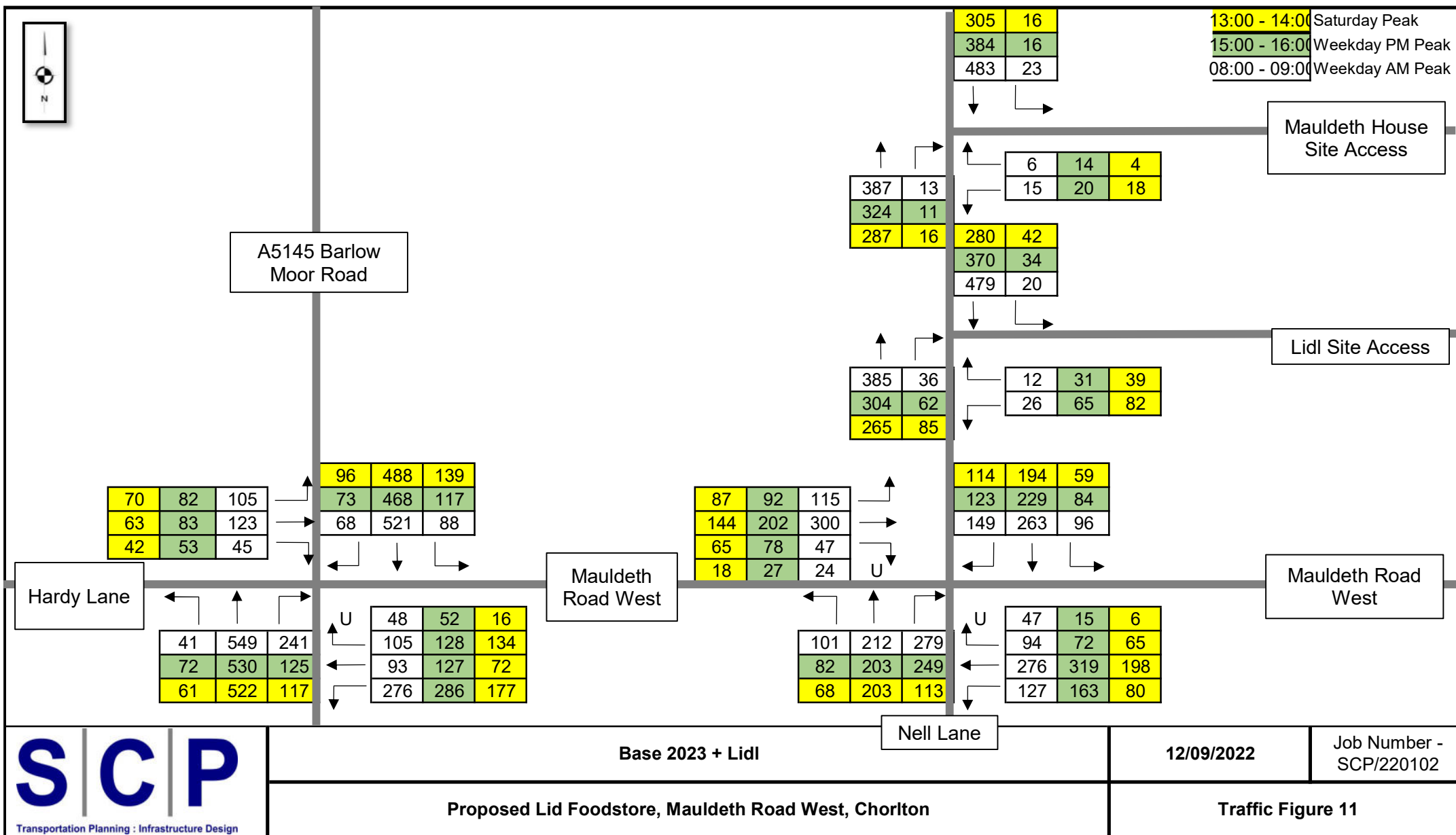


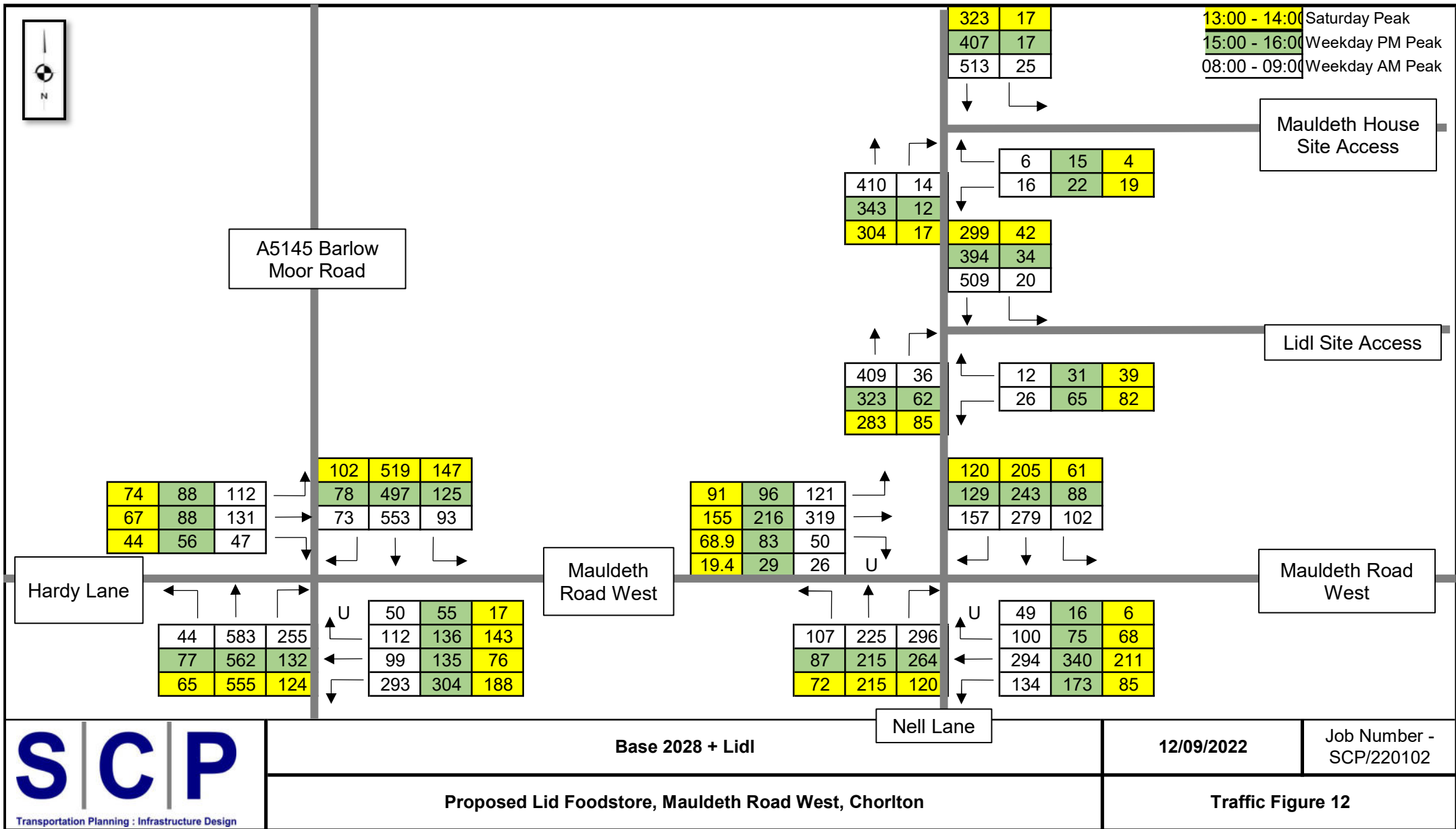












S|C|P

APPENDIX 3

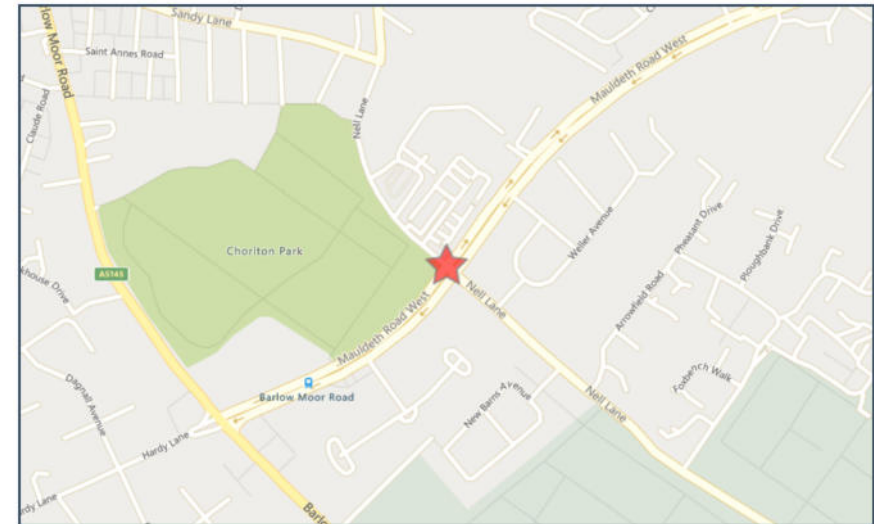


crashmap.co.uk

Validated Data

Crash Date: Tuesday, March 21, 2017 **Time of Crash:** 4:30:00 PM **Crash Reference:** 201706E029480

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	382482 393138
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc		1 Male	26 - 35	Vehicle is performing a U turn	Front	Journey as part of work	None	None
2	Car (excluding private hire)		2 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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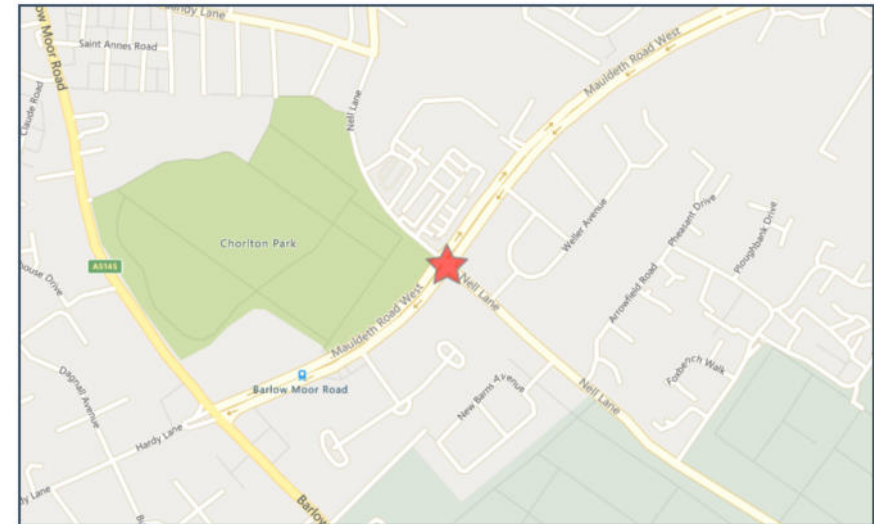


crashmap.co.uk

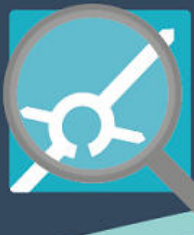
Validated Data

Crash Date: Thursday, October 12, 2017 **Time of Crash:** 5:00:00 PM **Crash Reference:** 201706E037066

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	382492 393124
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Female	26 - 35	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Pedal cycle		-1 Female	46 - 55	Vehicle is in the act of turning right	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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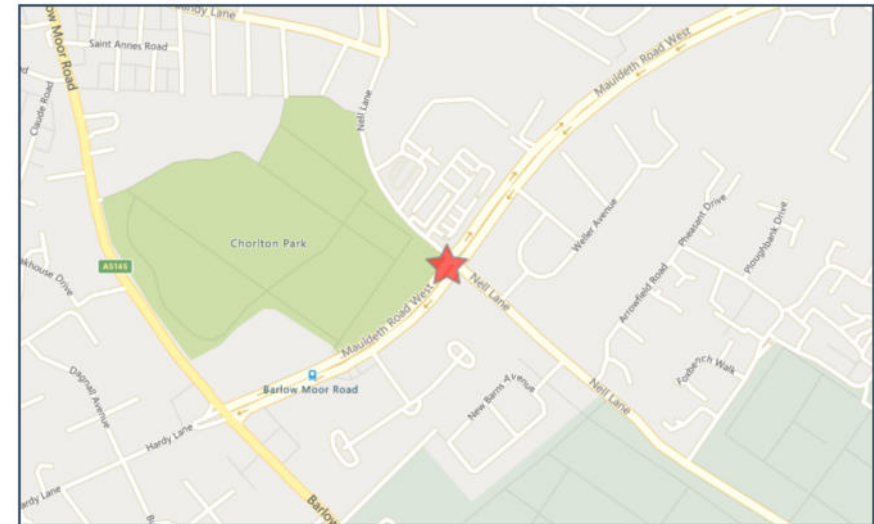


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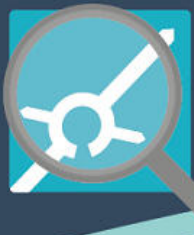
Validated Data

Crash Date: Wednesday, October 10, 2018 **Time of Crash:** 5:30:00 PM **Crash Reference:** 201806E349286

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	382476 393127
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Unknown	Unknown	Vehicle is moving off	Offside	Unknown	None	None
2	Car (excluding private hire)	3	Female	26 - 35	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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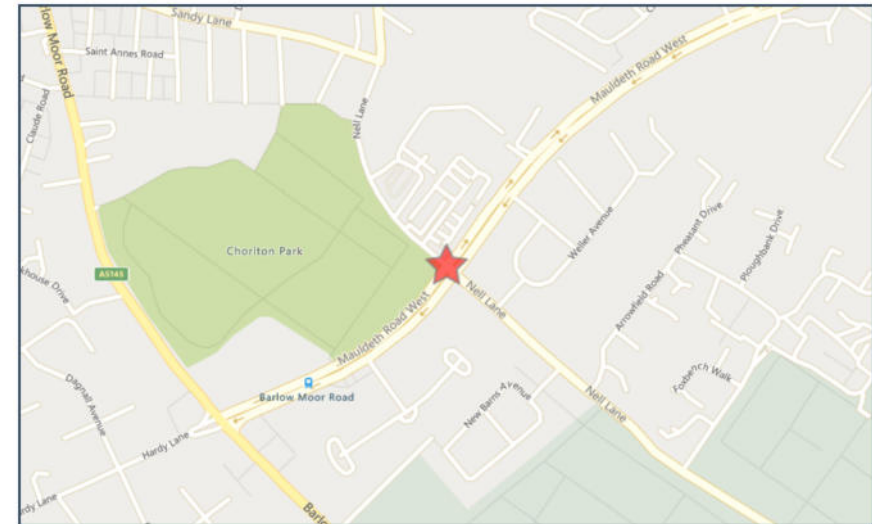


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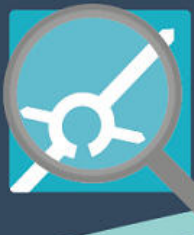
Validated Data

Crash Date: Thursday, September 24, 2020 **Time of Crash:** 6:50:00 PM **Crash Reference:** 202006E375309

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	382482 393136
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX 4

OVERALL

SITE AREA (Approx.):			6866 m ²
BUILDING AREAS			
Level 0	Sales Area		1360 m ²
Level 0	Warehouse Area		377 m ²
Level 0	Ancillary Area		156 m ²
Level 1	Ancillary Area		95 m ²
GROSS INTERNAL AREA (TOTAL)			1988 m ²
PARKING			
Disabled			4
Electric Vehicle Charging			2
Parent & Child			9
Staff			5
Standard			65
TOTAL			85
Short Stay Bicycles			10

Tarmac (Vehicles)	Tarmac (Pedestrians)
Conservation paving	Concrete cast in-situ
Soft landscaping	Tactile paving

- 2.5m high close boarded timber acoustic fence min. mass 12kg/m² in accordance with Noise Assessment
- Existing building to be demolished
- Existing drainage to be diverted, to Engineer's details
- Roof mounted plant above
- Existing electric junction boxes to be retained

Store Specification
Bespoke BBS 2021 Store

Drawing Purpose
FEASIBILITY
This drawing has been prepared for the sole purpose of forming part of a feasibility study, and should not be used for any other purpose.



SPACE

Spaceworks, Benton Park Road, Newcastle upon Tyne, NE7 7LX
T: +44 (0)844 800 6660
www.spacearchitects.co.uk

Project
Lowry House - Mauldeth Road West
Drawing Title
Proposed Site Plan

Project No.	Drawing No.	Status	Rev.	Scale at A2
08474	XX-XX-DR-A-91002	S3	P10	1:500

File Reference: 08474-SPACE-XX-XX-DR-A-91002-S3-P10

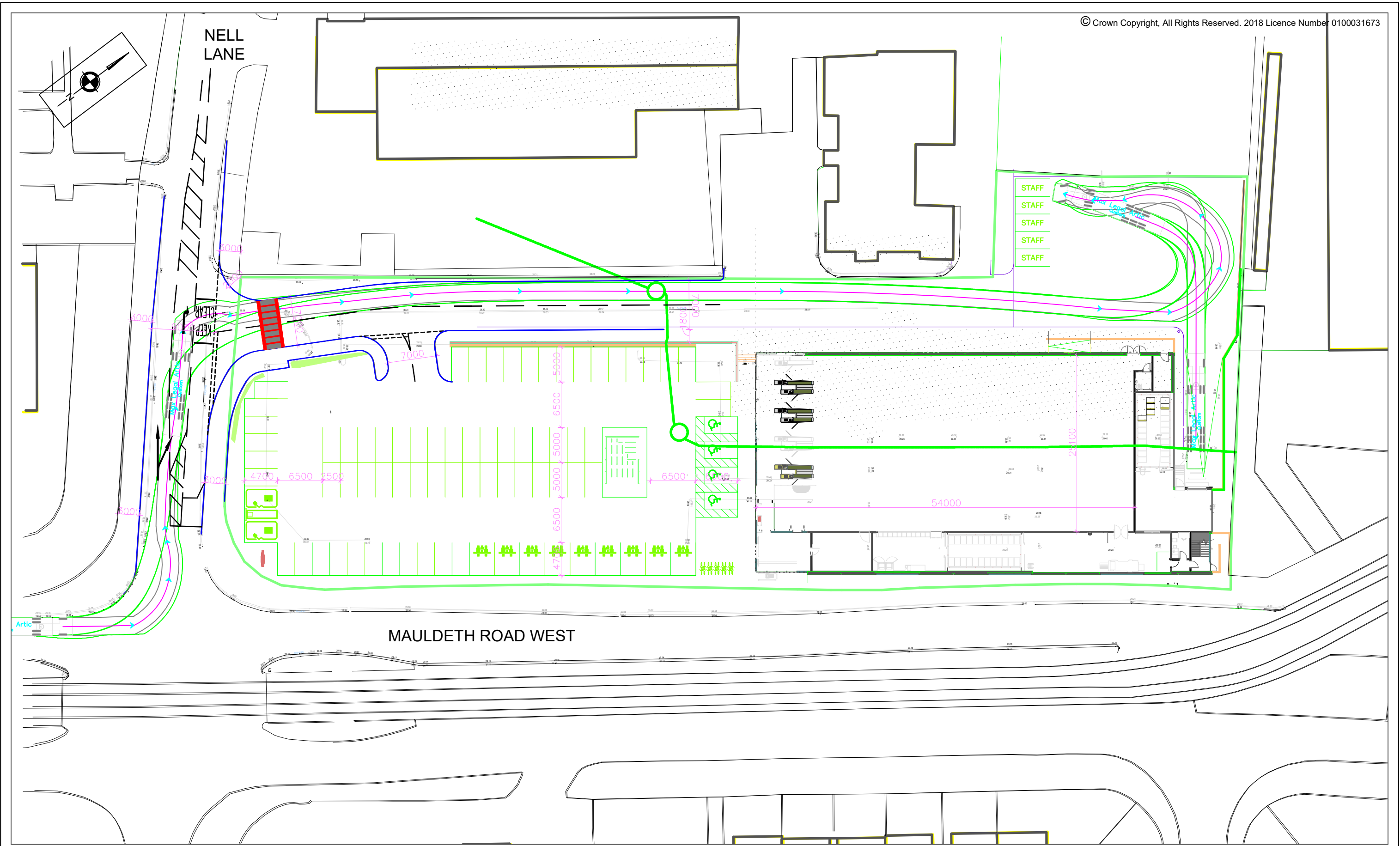
This drawing is Copyright - Check all dimensions on site - Inform originator of any discrepancies - Work to figured dimensions only - Do not scale

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APPENDIX 5

S|C|P

APPENDIX 6



SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client LIDL GREAT BRITAIN LTD	Drawing Title IMPROVED NELL LANE SITE ACCESS SOLUTION WITH SWEEP PATH OF MAX. LEGAL ARTICULATED HGV INBOUND	Scale 1:500 @ A3	By JRB	Rev	Description	Date	By	Drawing No. SCP/220102/ ATR06
	Project Title PROPOSED DISCOUNT FOODSTORE AT LOWRY HOUSE, MAULDETH ROAD WEST		Date 07.10.2022	Checked JRB	A	UPDATED SITE LAYOUT	23.11.22	JH	
			Approved/ Unapproved	Status PLANNING	-	-	-	-	
					-	-	-	-	Revision A

S|C|P

APPENDIX 7

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-211005-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area
 Actual Range: 1235 to 1425 (units: sqm)
 Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/07/16 to 01/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 11 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 11 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 4
 Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3
 Neighbourhood Centre (PPS6 Local Centre) 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 1
 Retail Zone 1
 Built-Up Zone 2
 High Street 1
 No Sub Category 4

SCP York Street Manchester

Licence No: 726001

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a) 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Retail floor area:	1407 sqm		
	Survey date: SATURDAY	01/07/17		Survey Type: MANUAL
2	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
3	LN-01-C-02	LIDL		LINCOLNSHIRE
	DIXON STREET			
	LINCOLN			
	NEW BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Retail floor area:	1235 sqm		
	Survey date: SATURDAY	28/10/17		Survey Type: MANUAL
4	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: SATURDAY	10/06/17		Survey Type: MANUAL
5	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
6	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL

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Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

7	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Retail floor area:	1407 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL
8	SR-01-C-01	LIDL	STIRLING
	PLAYERS ROAD		
	STIRLING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	03/06/17	Survey Type: MANUAL
9	WM-01-C-01	LIDL	WEST MIDLANDS
	MACKADOWN LANE		
	BIRMINGHAM		
	KITT'S GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1341 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
10	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
11	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LN-01-C-03	Wrong store

SCP York Street Manchester

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	11	1389	0.812	11	1389	0.183	11	1389	0.995
08:00 - 09:00	11	1389	4.078	11	1389	2.887	11	1389	6.965
09:00 - 10:00	11	1389	5.662	11	1389	5.021	11	1389	10.683
10:00 - 11:00	11	1389	8.196	11	1389	7.004	11	1389	15.200
11:00 - 12:00	11	1389	10.232	11	1389	9.413	11	1389	19.645
12:00 - 13:00	11	1389	9.531	11	1389	10.474	11	1389	20.005
13:00 - 14:00	11	1389	9.492	11	1389	9.060	11	1389	18.552
14:00 - 15:00	11	1389	8.739	11	1389	8.726	11	1389	17.465
15:00 - 16:00	11	1389	8.648	11	1389	9.086	11	1389	17.734
16:00 - 17:00	11	1389	8.098	11	1389	8.523	11	1389	16.621
17:00 - 18:00	11	1389	6.926	11	1389	6.932	11	1389	13.858
18:00 - 19:00	11	1389	4.628	11	1389	5.826	11	1389	10.454
19:00 - 20:00	11	1389	3.411	11	1389	4.235	11	1389	7.646
20:00 - 21:00	11	1389	1.957	11	1389	2.265	11	1389	4.222
21:00 - 22:00	11	1389	0.975	11	1389	1.466	11	1389	2.441
22:00 - 23:00	11	1389	0.065	11	1389	0.347	11	1389	0.412
23:00 - 24:00									
Total Rates:			91.836				91.588	183.424	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1235 - 1425 (units: sqm)
Survey date range:	01/07/16 - 01/03/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	11
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-726001-211005-1017

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area
 Actual Range: 900 to 1690 (units: sqm)
 Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/07/16 to 01/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a) 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	AD-01-C-01	LIDL	ABERDEEN CITY
	GREENWELL ROAD		
	ABERDEEN		
	EAST TULLOS IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1650 sqm	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	913 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
3	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
4	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
5	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
6	NF-01-C-01	LIDL	NORFOLK
	AYLSHAM ROAD		
	NORWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1690 sqm	
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:	1341 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
14	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-01-C-01	Wrong store
TW-01-C-01	Wrong store

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.281	2	1424	0.070	2	1424	0.351
07:00 - 08:00	14	1371	0.662	14	1371	0.234	14	1371	0.896
08:00 - 09:00	14	1371	4.204	14	1371	2.845	14	1371	7.049
09:00 - 10:00	14	1371	5.580	14	1371	4.757	14	1371	10.337
10:00 - 11:00	14	1371	6.059	14	1371	5.455	14	1371	11.514
11:00 - 12:00	14	1371	6.950	14	1371	6.596	14	1371	13.546
12:00 - 13:00	14	1371	6.950	14	1371	7.065	14	1371	14.015
13:00 - 14:00	14	1371	6.846	14	1371	7.502	14	1371	14.348
14:00 - 15:00	14	1371	7.325	14	1371	7.164	14	1371	14.489
15:00 - 16:00	14	1371	7.158	14	1371	7.169	14	1371	14.327
16:00 - 17:00	14	1371	7.367	14	1371	7.544	14	1371	14.911
17:00 - 18:00	14	1371	6.742	14	1371	7.211	14	1371	13.953
18:00 - 19:00	14	1371	5.882	14	1371	6.268	14	1371	12.150
19:00 - 20:00	14	1371	4.444	14	1371	4.892	14	1371	9.336
20:00 - 21:00	14	1371	2.688	14	1371	3.532	14	1371	6.220
21:00 - 22:00	14	1371	1.209	14	1371	1.829	14	1371	3.038
22:00 - 23:00	13	1407	0.044	13	1407	0.344	13	1407	0.388
23:00 - 24:00									
Total Rates:			80.391				80.477		
							160.868		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date range:	01/07/16 - 01/03/20
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220412-0418

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area
 Actual Range: 1000 to 1690 (units: sqm)
 Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	5 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

SCP York Street Manchester

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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
Residential Zone	1
Retail Zone	3
Built-Up Zone	2
High Street	1
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a)	15 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	15 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	4 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	AD-01-C-02	LIDL	ABERDEEN CITY
	GREENWELL ROAD		
	ABERDEEN		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1650 sqm	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
2	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
3	CH-01-C-03	LIDL	CHESHIRE
	FENNEL STREET		
	WARRINGTON		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: THURSDAY	15/04/21	Survey Type: MANUAL
4	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
5	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
6	NF-01-C-01	LIDL	NORFOLK
	AYLSHAM ROAD		
	NORWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1690 sqm	
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:	1341 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
14	WS-01-C-01	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1325 sqm	
	Survey date: TUESDAY	20/10/20	Survey Type: MANUAL
15	WS-01-C-03	LIDL	WEST SUSSEX
	SHRIPNEY ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1410 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-01-C-01	too small
DH-01-C-01	aldi
HI-01-C-02	too small
PK-01-C-02	aldi
SR-01-C-02	too small
TW-01-C-01	aldi
WO-01-C-02	too small
WO-01-C-03	aldi
WS-01-C-02	too small
WY-01-C-01	aldi

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1391	0.383	3	1391	0.048	3	1391	0.431
07:00 - 08:00	15	1408	0.744	15	1408	0.213	15	1408	0.957
08:00 - 09:00	15	1408	4.300	15	1408	3.102	15	1408	7.402
09:00 - 10:00	15	1408	5.602	15	1408	4.868	15	1408	10.470
10:00 - 11:00	15	1408	6.052	15	1408	5.290	15	1408	11.342
11:00 - 12:00	15	1408	6.772	15	1408	6.478	15	1408	13.250
12:00 - 13:00	15	1408	6.711	15	1408	6.554	15	1408	13.265
13:00 - 14:00	15	1408	6.403	15	1408	6.905	15	1408	13.308
14:00 - 15:00	15	1408	7.004	15	1408	6.815	15	1408	13.819
15:00 - 16:00	15	1408	6.687	15	1408	6.767	15	1408	13.454
16:00 - 17:00	15	1408	6.786	15	1408	7.113	15	1408	13.899
17:00 - 18:00	15	1408	6.156	15	1408	6.725	15	1408	12.881
18:00 - 19:00	15	1408	5.403	15	1408	5.953	15	1408	11.356
19:00 - 20:00	15	1408	3.973	15	1408	4.418	15	1408	8.391
20:00 - 21:00	15	1408	2.463	15	1408	3.187	15	1408	5.650
21:00 - 22:00	15	1408	1.004	15	1408	1.662	15	1408	2.666
22:00 - 23:00	15	1408	0.028	15	1408	0.298	15	1408	0.326
23:00 - 24:00									
Total Rates:			76.471				76.396	152.867	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1000 - 1690 (units: sqm)
Survey date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	10

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

S|C|P

APPENDIX 8

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462 © Copyright TRL Limited, 2019															
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Filename: Proposed Site Access_Nell Lane.j9

Path: Z:\Job Library\2022\220102 - Lidl, Lowry House, Mauldeth Road, Chorlton-cum-Hardy\Traffic Data\PICADY

Report generation date: 13/10/2022 15:29:36

- »Base 2023 + Lidl, AM
- »Base 2023 + Lidl, PM
- »Base 2023 + Lidl, SAT
- »Base 2028 + Lidl, AM
- »Base 2028 + Lidl, PM
- »Base 2028 + Lidl, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base 2023 + Lidl														
Stream B-C	D1	0.1	7.06	0.05	A	D2	0.1	7.36	0.13	A	D3	0.2	7.31	0.15	A
Stream B-A		0.0	10.39	0.04	B		0.1	9.99	0.09	A		0.1	9.62	0.10	A
Stream C-AB		0.1	6.26	0.06	A		0.1	6.22	0.11	A		0.2	6.20	0.14	A
	Base 2028 + Lidl														
Stream B-C	D4	0.1	7.18	0.05	A	D5	0.1	7.47	0.13	A	D6	0.2	7.39	0.16	A
Stream B-A		0.0	10.81	0.04	B		0.1	10.31	0.09	B		0.1	9.86	0.11	A
Stream C-AB		0.1	6.37	0.07	A		0.1	6.31	0.11	A		0.2	6.27	0.14	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

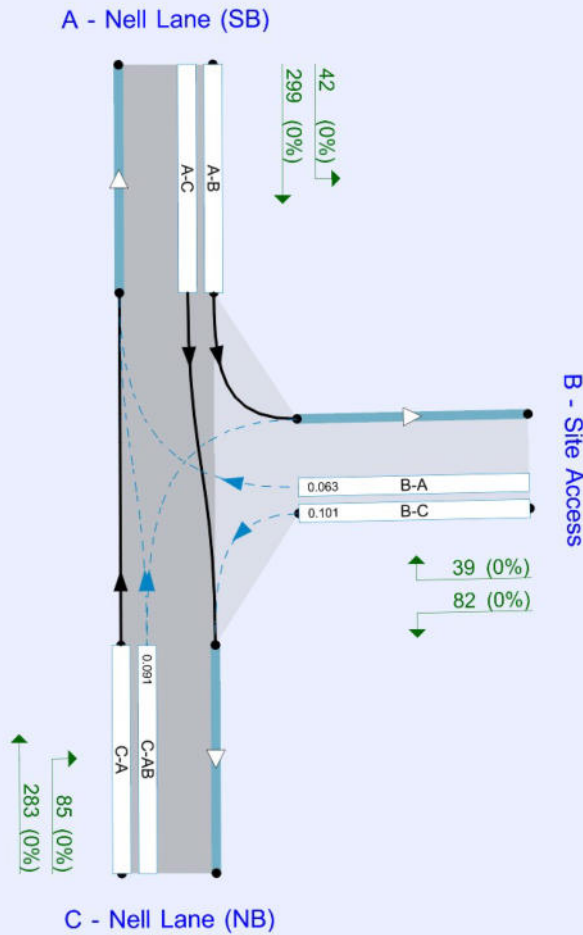
File summary

File Description

Title	
Location	
Site number	
Date	13/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\jack.hulme
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (%)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2023 + Lidl	AM	ONE HOUR	07:45	09:15	15
D2	Base 2023 + Lidl	PM	ONE HOUR	14:45	16:15	15
D3	Base 2023 + Lidl	SAT	ONE HOUR	12:45	14:15	15
D4	Base 2028 + Lidl	AM	ONE HOUR	07:45	09:15	15
D5	Base 2028 + Lidl	PM	ONE HOUR	14:45	16:15	15
D6	Base 2028 + Lidl	SAT	ONE HOUR	12:45	14:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2023 + Lidl, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Nell Lane (SB)		Major
B	Site Access		Minor
C	Nell Lane (NB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Nell Lane (NB)	6.00		✓	3.00	250.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	3.50	3.50	3.50	3.50	✓	1.00	30	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	596	0.108	0.274	0.172	0.392
B-C	686	0.105	0.266	-	-
C-B	781	0.303	0.303	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2023 + Lidl	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nell Lane (SB)		✓	499	100.000
B - Site Access		✓	38	100.000
C - Nell Lane (NB)		✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From				
	A - Nell Lane (SB)	0	20	479
	B - Site Access	12	0	26
	C - Nell Lane (NB)	385	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From				
	A - Nell Lane (SB)	0	0	0
	B - Site Access	0	0	0
	C - Nell Lane (NB)	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Nell Lane (SB)	07:45-08:00	376	376
	08:00-08:15	449	449
	08:15-08:30	549	549
	08:30-08:45	549	549
	08:45-09:00	449	449
	09:00-09:15	376	376
B - Site Access	07:45-08:00	29	29
	08:00-08:15	34	34
	08:15-08:30	42	42
	08:30-08:45	42	42
	08:45-09:00	34	34
	09:00-09:15	29	29
C - Nell Lane (NB)	07:45-08:00	317	317
	08:00-08:15	378	378
	08:15-08:30	464	464
	08:30-08:45	464	464
	08:45-09:00	378	378
	09:00-09:15	317	317

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.06	0.1	A
B-A	0.04	10.39	0.0	B
C-AB	0.06	6.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	586	0.033	19	0.0	6.356	A
B-A	9	434	0.021	9	0.0	8.459	A
C-AB	27	668	0.041	27	0.0	5.617	A
C-A	290			290			
A-B	15			15			
A-C	361			361			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	566	0.041	23	0.0	6.634	A
B-A	11	403	0.027	11	0.0	9.177	A
C-AB	32	646	0.050	32	0.1	5.870	A
C-A	346			346			
A-B	18			18			
A-C	431			431			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	539	0.053	29	0.1	7.058	A
B-A	13	360	0.037	13	0.0	10.385	B
C-AB	40	615	0.064	40	0.1	6.256	A
C-A	424			424			
A-B	22			22			
A-C	527			527			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	539	0.053	29	0.1	7.059	A
B-A	13	360	0.037	13	0.0	10.388	B
C-AB	40	615	0.064	40	0.1	6.256	A
C-A	424			424			
A-B	22			22			
A-C	527			527			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	566	0.041	23	0.0	6.636	A
B-A	11	403	0.027	11	0.0	9.180	A
C-AB	32	646	0.050	32	0.1	5.871	A
C-A	346			346			
A-B	18			18			
A-C	431			431			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	586	0.033	20	0.0	6.362	A
B-A	9	434	0.021	9	0.0	8.466	A
C-AB	27	668	0.041	27	0.0	5.620	A
C-A	290			290			
A-B	15			15			
A-C	361			361			

Base 2023 + Lidl, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2023 + Lidl	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nell Lane (SB)		✓	404	100.000
B - Site Access		✓	96	100.000
C - Nell Lane (NB)		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	34	370
	B - Site Access	31	0	65
	C - Nell Lane (NB)	304	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	0	0
	B - Site Access	0	0	0
	C - Nell Lane (NB)	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Nell Lane (SB)	14:45-15:00	304	304
	15:00-15:15	363	363
	15:15-15:30	445	445
	15:30-15:45	445	445
	15:45-16:00	363	363
	16:00-16:15	304	304
B - Site Access	14:45-15:00	72	72
	15:00-15:15	86	86
	15:15-15:30	106	106
	15:30-15:45	106	106
	15:45-16:00	86	86
	16:00-16:15	72	72
C - Nell Lane (NB)	14:45-15:00	276	276
	15:00-15:15	329	329
	15:15-15:30	403	403
	15:30-15:45	403	403
	15:45-16:00	329	329
	16:00-16:15	276	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	7.36	0.1	A
B-A	0.09	9.99	0.1	A
C-AB	0.11	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	602	0.081	49	0.1	6.506	A
B-A	23	458	0.051	23	0.1	8.268	A
C-AB	47	689	0.068	46	0.1	5.597	A
C-A	229			229			
A-B	26			26			
A-C	279			279			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	585	0.100	58	0.1	6.841	A
B-A	28	432	0.065	28	0.1	8.916	A
C-AB	56	671	0.083	56	0.1	5.846	A
C-A	273			273			
A-B	31			31			
A-C	333			333			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	561	0.128	71	0.1	7.353	A
B-A	34	394	0.087	34	0.1	9.989	A
C-AB	68	647	0.106	68	0.1	6.222	A
C-A	335			335			
A-B	37			37			
A-C	407			407			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	561	0.128	72	0.1	7.356	A
B-A	34	394	0.087	34	0.1	9.994	A
C-AB	68	647	0.106	68	0.1	6.222	A
C-A	335			335			
A-B	37			37			
A-C	407			407			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	585	0.100	59	0.1	6.848	A
B-A	28	431	0.065	28	0.1	8.926	A
C-AB	56	671	0.083	56	0.1	5.851	A
C-A	273			273			
A-B	31			31			
A-C	333			333			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	601	0.081	49	0.1	6.519	A
B-A	23	458	0.051	23	0.1	8.281	A
C-AB	47	689	0.068	47	0.1	5.605	A
C-A	229			229			
A-B	26			26			
A-C	279			279			

Base 2023 + Lidl, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2023 + Lidl	SAT	ONE HOUR	12:45	14:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nell Lane (SB)		✓	322	100.000
B - Site Access		✓	121	100.000
C - Nell Lane (NB)		✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	42	280
	B - Site Access	39	0	82
	C - Nell Lane (NB)	265	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	0	0
	B - Site Access	0	0	0
	C - Nell Lane (NB)	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Nell Lane (SB)	12:45-13:00	242	242
	13:00-13:15	289	289
	13:15-13:30	355	355
	13:30-13:45	355	355
	13:45-14:00	289	289
	14:00-14:15	242	242
B - Site Access	12:45-13:00	91	91
	13:00-13:15	109	109
	13:15-13:30	133	133
	13:30-13:45	133	133
	13:45-14:00	109	109
	14:00-14:15	91	91
C - Nell Lane (NB)	12:45-13:00	263	263
	13:00-13:15	315	315
	13:15-13:30	385	385
	13:30-13:45	385	385
	13:45-14:00	315	315
	14:00-14:15	263	263

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	7.31	0.2	A
B-A	0.10	9.62	0.1	A
C-AB	0.14	6.20	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	617	0.100	61	0.1	6.470	A
B-A	29	474	0.062	29	0.1	8.082	A
C-AB	64	708	0.090	64	0.1	5.583	A
C-A	200			200			
A-B	32			32			
A-C	211			211			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	603	0.122	74	0.1	6.800	A
B-A	35	450	0.078	35	0.1	8.664	A
C-AB	76	694	0.110	76	0.1	5.831	A
C-A	238			238			
A-B	38			38			
A-C	252			252			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	583	0.155	90	0.2	7.303	A
B-A	43	417	0.103	43	0.1	9.610	A
C-AB	94	674	0.139	93	0.2	6.198	A
C-A	292			292			
A-B	46			46			
A-C	308			308			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	583	0.155	90	0.2	7.307	A
B-A	43	417	0.103	43	0.1	9.618	A
C-AB	94	674	0.139	94	0.2	6.200	A
C-A	292			292			
A-B	46			46			
A-C	308			308			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	603	0.122	74	0.1	6.808	A
B-A	35	450	0.078	35	0.1	8.675	A
C-AB	76	694	0.110	77	0.1	5.836	A
C-A	238			238			
A-B	38			38			
A-C	252			252			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	617	0.100	62	0.1	6.490	A
B-A	29	474	0.062	29	0.1	8.097	A
C-AB	64	708	0.090	64	0.1	5.593	A
C-A	200			200			
A-B	32			32			
A-C	211			211			

Base 2028 + Lidl, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2028 + Lidl	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nell Lane (SB)		✓	529	100.000
B - Site Access		✓	38	100.000
C - Nell Lane (NB)		✓	445	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	20	509
	B - Site Access	12	0	26
	C - Nell Lane (NB)	409	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	0	0
	B - Site Access	0	0	0
	C - Nell Lane (NB)	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Nell Lane (SB)	07:45-08:00	398	398
	08:00-08:15	476	476
	08:15-08:30	582	582
	08:30-08:45	582	582
	08:45-09:00	476	476
	09:00-09:15	398	398
B - Site Access	07:45-08:00	29	29
	08:00-08:15	34	34
	08:15-08:30	42	42
	08:30-08:45	42	42
	08:45-09:00	34	34
	09:00-09:15	29	29
C - Nell Lane (NB)	07:45-08:00	335	335
	08:00-08:15	400	400
	08:15-08:30	490	490
	08:30-08:45	490	490
	08:45-09:00	400	400
	09:00-09:15	335	335

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.18	0.1	A
B-A	0.04	10.81	0.0	B
C-AB	0.07	6.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	580	0.034	19	0.0	6.425	A
B-A	9	425	0.021	9	0.0	8.648	A
C-AB	27	661	0.041	27	0.0	5.678	A
C-A	308			308			
A-B	15			15			
A-C	383			383			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	559	0.042	23	0.0	6.724	A
B-A	11	392	0.028	11	0.0	9.445	A
C-AB	32	637	0.051	32	0.1	5.949	A
C-A	368			368			
A-B	18			18			
A-C	458			458			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	530	0.054	29	0.1	7.184	A
B-A	13	346	0.038	13	0.0	10.810	B
C-AB	40	605	0.066	40	0.1	6.366	A
C-A	450			450			
A-B	22			22			
A-C	560			560			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	530	0.054	29	0.1	7.184	A
B-A	13	346	0.038	13	0.0	10.813	B
C-AB	40	605	0.066	40	0.1	6.366	A
C-A	450			450			
A-B	22			22			
A-C	560			560			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	559	0.042	23	0.0	6.728	A
B-A	11	392	0.028	11	0.0	9.450	A
C-AB	32	637	0.051	32	0.1	5.953	A
C-A	368			368			
A-B	18			18			
A-C	458			458			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	580	0.034	20	0.0	6.428	A
B-A	9	425	0.021	9	0.0	8.657	A
C-AB	27	661	0.041	27	0.0	5.683	A
C-A	308			308			
A-B	15			15			
A-C	383			383			

Base 2028 + Lidl, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2028 + Lidl	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nell Lane (SB)		✓	428	100.000
B - Site Access		✓	96	100.000
C - Nell Lane (NB)		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	34	394
	B - Site Access	31	0	65
	C - Nell Lane (NB)	323	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	0	0
	B - Site Access	0	0	0
	C - Nell Lane (NB)	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Nell Lane (SB)	14:45-15:00	322	322
	15:00-15:15	385	385
	15:15-15:30	471	471
	15:30-15:45	471	471
	15:45-16:00	385	385
	16:00-16:15	322	322
B - Site Access	14:45-15:00	72	72
	15:00-15:15	86	86
	15:15-15:30	106	106
	15:30-15:45	106	106
	15:45-16:00	86	86
	16:00-16:15	72	72
C - Nell Lane (NB)	14:45-15:00	290	290
	15:00-15:15	346	346
	15:15-15:30	424	424
	15:30-15:45	424	424
	15:45-16:00	346	346
	16:00-16:15	290	290

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	7.47	0.1	A
B-A	0.09	10.31	0.1	B
C-AB	0.11	6.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	597	0.082	49	0.1	6.564	A
B-A	23	451	0.052	23	0.1	8.410	A
C-AB	47	684	0.068	46	0.1	5.645	A
C-A	243			243			
A-B	26			26			
A-C	297			297			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	579	0.101	58	0.1	6.918	A
B-A	28	423	0.066	28	0.1	9.117	A
C-AB	56	665	0.084	56	0.1	5.909	A
C-A	290			290			
A-B	31			31			
A-C	354			354			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	554	0.129	71	0.1	7.463	A
B-A	34	383	0.089	34	0.1	10.298	B
C-AB	68	639	0.107	68	0.1	6.307	A
C-A	356			356			
A-B	37			37			
A-C	434			434			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	554	0.129	72	0.1	7.467	A
B-A	34	383	0.089	34	0.1	10.305	B
C-AB	68	639	0.107	68	0.1	6.310	A
C-A	356			356			
A-B	37			37			
A-C	434			434			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	579	0.101	59	0.1	6.925	A
B-A	28	423	0.066	28	0.1	9.127	A
C-AB	56	665	0.084	56	0.1	5.911	A
C-A	290			290			
A-B	31			31			
A-C	354			354			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	597	0.082	49	0.1	6.575	A
B-A	23	451	0.052	23	0.1	8.425	A
C-AB	47	684	0.068	47	0.1	5.651	A
C-A	243			243			
A-B	26			26			
A-C	297			297			

Base 2028 + Lidl, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2028 + Lidl	SAT	ONE HOUR	12:45	14:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nell Lane (SB)		✓	341	100.000
B - Site Access		✓	121	100.000
C - Nell Lane (NB)		✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	42	299
	B - Site Access	39	0	82
	C - Nell Lane (NB)	283	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Nell Lane (SB)	B - Site Access	C - Nell Lane (NB)
From	A - Nell Lane (SB)	0	0	0
	B - Site Access	0	0	0
	C - Nell Lane (NB)	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Nell Lane (SB)	12:45-13:00	257	257
	13:00-13:15	307	307
	13:15-13:30	375	375
	13:30-13:45	375	375
	13:45-14:00	307	307
	14:00-14:15	257	257
B - Site Access	12:45-13:00	91	91
	13:00-13:15	109	109
	13:15-13:30	133	133
	13:30-13:45	133	133
	13:45-14:00	109	109
	14:00-14:15	91	91
C - Nell Lane (NB)	12:45-13:00	277	277
	13:00-13:15	331	331
	13:15-13:30	405	405
	13:30-13:45	405	405
	13:45-14:00	331	331
	14:00-14:15	277	277

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	7.39	0.2	A
B-A	0.11	9.86	0.1	A
C-AB	0.14	6.27	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	613	0.101	61	0.1	6.519	A
B-A	29	468	0.063	29	0.1	8.195	A
C-AB	64	704	0.091	64	0.1	5.621	A
C-A	213			213			
A-B	32			32			
A-C	225			225			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	598	0.123	74	0.1	6.861	A
B-A	35	443	0.079	35	0.1	8.824	A
C-AB	76	689	0.111	76	0.1	5.880	A
C-A	254			254			
A-B	38			38			
A-C	269			269			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	577	0.156	90	0.2	7.391	A
B-A	43	408	0.105	43	0.1	9.852	A
C-AB	94	668	0.140	93	0.2	6.266	A
C-A	312			312			
A-B	46			46			
A-C	329			329			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	577	0.156	90	0.2	7.394	A
B-A	43	408	0.105	43	0.1	9.859	A
C-AB	94	668	0.140	94	0.2	6.269	A
C-A	312			312			
A-B	46			46			
A-C	329			329			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	598	0.123	74	0.1	6.869	A
B-A	35	443	0.079	35	0.1	8.834	A
C-AB	76	689	0.111	77	0.1	5.883	A
C-A	254			254			
A-B	38			38			
A-C	269			269			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	613	0.101	62	0.1	6.536	A
B-A	29	468	0.063	29	0.1	8.213	A
C-AB	64	704	0.091	64	0.1	5.629	A
C-A	213			213			
A-B	32			32			
A-C	225			225			

S|C|P

APPENDIX 9

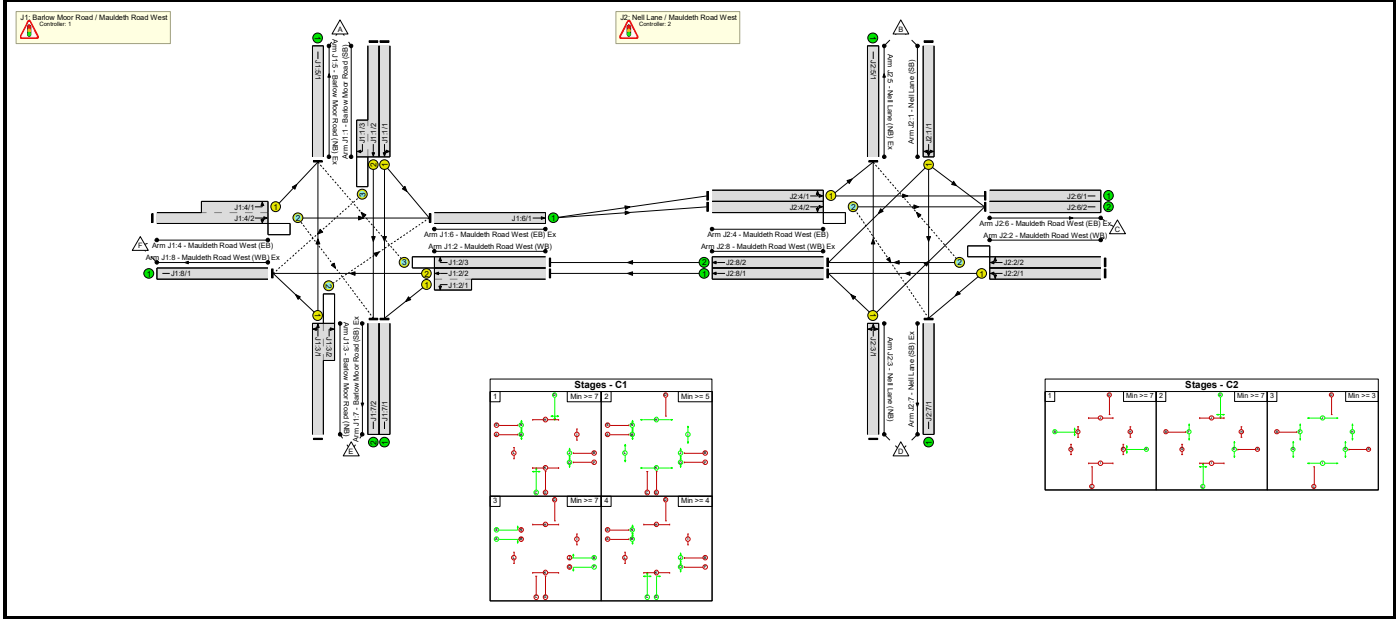
Full Input Data And Results

Full Input Data And Results

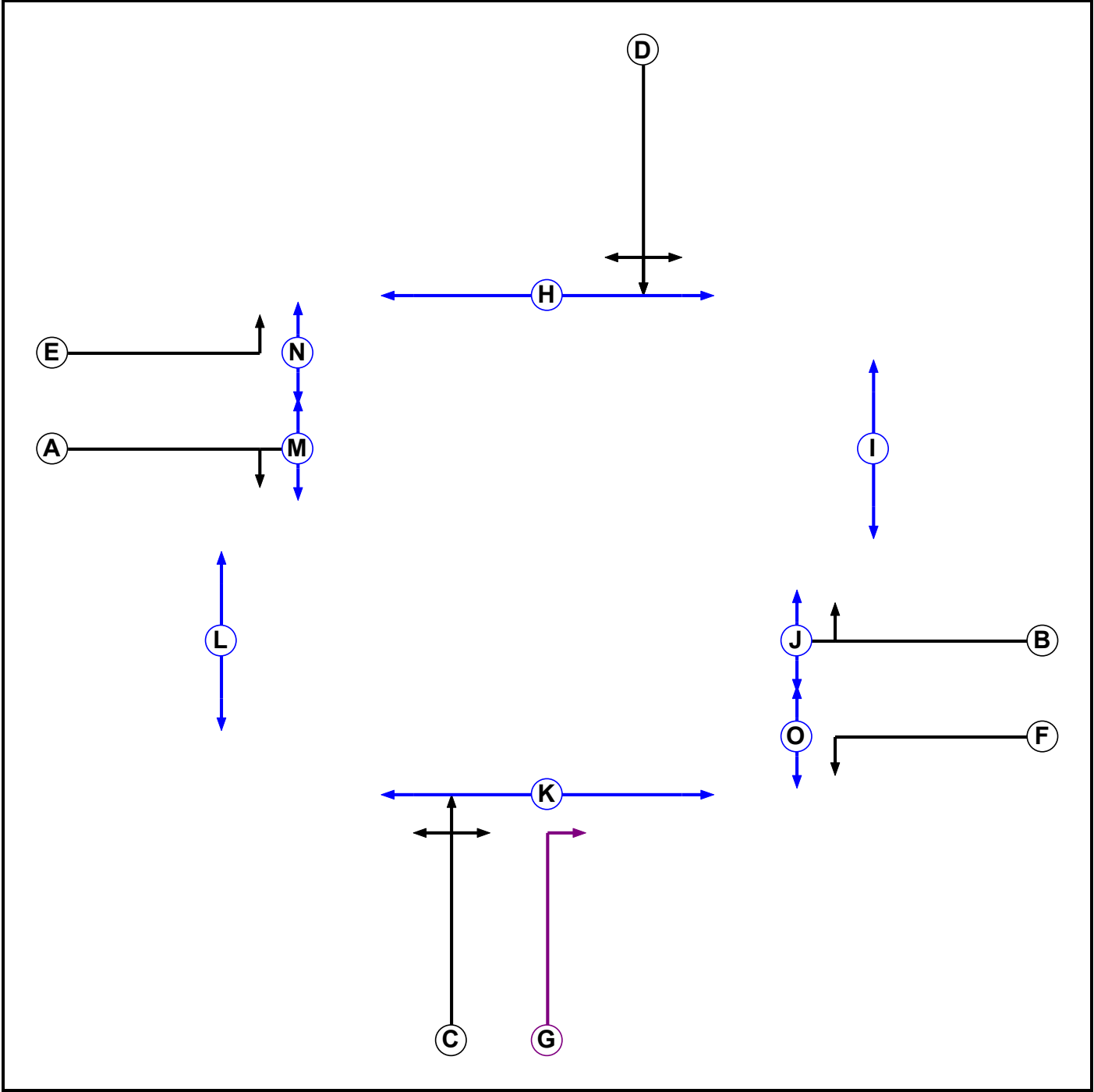
User and Project Details

Project:	
Title:	
Location:	
File name:	Mauldeth_Road_West_2_junction_network_base_model.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Ind. Arrow	C	4	4
H	Pedestrian		9	9
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		9	9
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		5	5

Full Input Data And Results

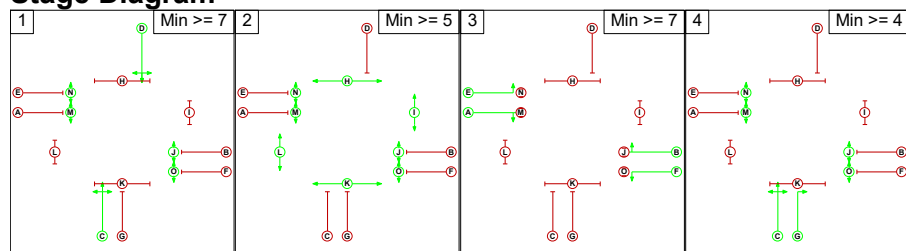
Phase Intergreens Matrix

		Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Terminating Phase	A		-	8	8	-	-	8	-	10	-	15	10	6	-	-
	B	-		8	8	-	-	8	15	11	6	-	10	-	-	-
	C	8	8		-	9	8	-	10	15	-	6	9	-	-	-
	D	8	8	-		9	9	5	6	10	-	10	15	-	-	-
	E	-	-	4	5		-	-	-	-	-	-	-	-	6	-
	F	-	-	5	4	-		5	-	-	-	-	-	-	-	6
	G	8	8	-	4	-	8		10	13	-	6	9	-	-	-
	H	-	5	5	9	-	-	5		-	-	-	-	-	-	-
	I	5	5	5	5	-	-	5	-		-	-	-	-	-	-
	J	-	7	-	-	-	-	-	-	-		-	-	-	-	-
	K	7	-	7	7	-	-	7	-	-	-		-	-	-	-
	L	5	5	5	5	-	-	5	-	-	-	-		-	-	-
	M	6	-	-	-	-	-	-	-	-	-	-	-		-	-
	N	-	-	-	-	5	-	-	-	-	-	-	-	-		-
	O	-	-	-	-	-	6	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C D J M N O
2	H I J K L M N O
3	A B E F
4	C G J M N O

Stage Diagram



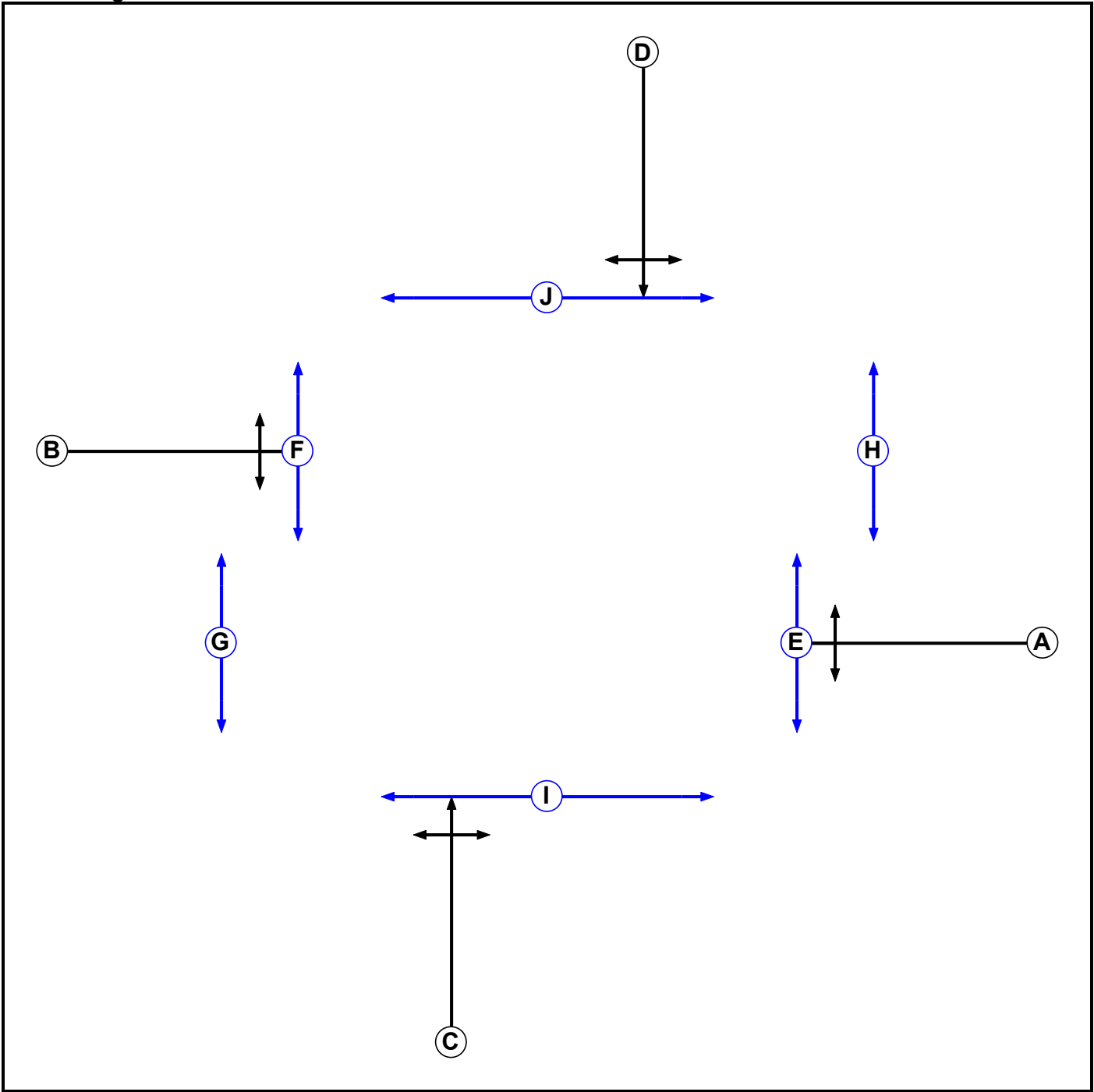
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		15	9	5
	2	9		7	7
	3	8	15		8
	4	4	15	9	

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		3	3
H	Pedestrian		3	3
I	Pedestrian		6	6
J	Pedestrian		6	6

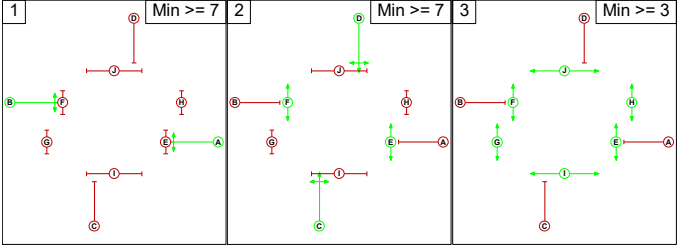
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	7	7	6	-	12	12	10	13
	B	-		7	7	-	6	12	12	13	10
	C	7	7		-	-	-	11	15	6	12
	D	7	7	-		-	-	15	11	12	6
	E	6	-	-	-		-	-	-	-	-
	F	-	6	-	-	-		-	-	-	-
	G	5	5	5	5	-	-		-	-	-
	H	5	5	5	5	-	-	-		-	-
	I	7	7	9	7	-	-	-	-		-
	J	7	7	7	9	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		7	13
	2	7		15
	3	7	9	

Give-Way Lane Input Data

Junction: J1: Barlow Moor Road / Mauldeth Road West											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/3 (Barlow Moor Road (SB))	J1:8/1 (Right)	1439	0	J1:3/1	1.09	All	4.00	-	0.50	4	2.00
				J1:4/1	1.09	All	3.00	-	0.50	3	2.00
J1:2/3 (Mauldeth Road West (WB))	J1:5/1 (Right)	1439	0	J1:4/2	1.09	To J1:6/1 (Ahead)					
J1:3/2 (Barlow Moor Road (NB))	J1:6/1 (Right)	1439	0	J1:1/1	1.09	All	4.00	-	0.50	4	2.00
				J1:1/2	1.09	All	3.00	3.00	0.50	3	2.00
J1:4/2 (Mauldeth Road West (EB))	J1:7/2 (Right)	1439	0	J1:2/2	1.09	All					
				J1:2/3	1.09	All					

Junction: J2: Nell Lane / Mauldeth Road West											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:2/2 (Mauldeth Road West (WB))	J2:5/1 (Right)	1439	0	J2:4/1	1.09	All	3.00	3.00	0.50	3	2.00
				J2:4/2	1.09	To J2:6/2 (Ahead)					
J2:4/2 (Mauldeth Road West (EB))	J2:7/1 (Right)	1439	0	J2:2/2	1.09	To J2:8/2 (Ahead)	3.00	3.00	0.50	3	2.00
				J2:2/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: J1: Barlow Moor Road / Mauldeth Road West												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Barlow Moor Road (SB))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:6 Left	18.00
											Arm J1:7 Ahead	Inf
J1:1/2 (Barlow Moor Road (SB))	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:7 Ahead	Inf
J1:1/3 (Barlow Moor Road (SB))	O	D	2	3	5.0	Geom	-	3.00	0.00	N	Arm J1:8 Right	12.00
J1:2/1 (Mauldeth Road West (WB))	U	F	2	3	5.0	Geom	-	4.00	0.00	Y	Arm J1:7 Left	15.00
J1:2/2 (Mauldeth Road West (WB))	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:8 Ahead	Inf
J1:2/3 (Mauldeth Road West (WB))	O	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:5 Right	20.00
J1:3/1 (Barlow Moor Road (NB))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:8 Left	18.00
J1:3/2 (Barlow Moor Road (NB))	O	C G	2	3	5.0	Geom	-	3.00	0.00	N	Arm J1:6 Right	12.00
J1:4/1 (Mauldeth Road West (EB))	U	E	2	3	9.0	Geom	-	4.00	0.00	Y	Arm J1:5 Left	15.00
J1:4/2 (Mauldeth Road West (EB))	O	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:6 Ahead	Inf
											Arm J1:7 Right	20.00
J1:5/1 (Barlow Moor Road (NB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Mauldeth Road West (EB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

J1:7/1 (Barlow Moor Road (SB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/2 (Barlow Moor Road (SB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Mauldeth Road West (WB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Nell Lane / Mauldeth Road West												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Nell Lane (SB))	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Left	12.00
											Arm J2:7 Ahead	Inf
											Arm J2:8 Right	20.00
J2:2/1 (Mauldeth Road West (WB))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:7 Left	12.00
J2:2/2 (Mauldeth Road West (WB))	O	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:8 Ahead	Inf
											Arm J2:5 Right	20.00
											Arm J2:8 Ahead	Inf
J2:3/1 (Nell Lane (NB))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Ahead	Inf
											Arm J2:6 Right	20.00
											Arm J2:8 Left	12.00
J2:4/1 (Mauldeth Road West (EB))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Left	12.00
J2:4/2 (Mauldeth Road West (EB))	O	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:6 Ahead	Inf
											Arm J2:7 Right	20.00
J2:5/1 (Nell Lane (NB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (Mauldeth Road West (EB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/2 (Mauldeth Road West (EB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

J2:7/1 (Nell Lane (SB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1 (Mauldeth Road West (WB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/2 (Mauldeth Road West (WB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Survey 2022 AM'	08:00	09:00	01:00	
2: 'Survey 2022 PM'	15:00	16:00	01:00	
3: 'Survey 2022 Saturday'	13:00	14:00	01:00	
4: 'Base 2023 AM'	08:00	09:00	01:00	F1 * 1.0128
5: 'Base 2023 PM'	15:00	16:00	01:00	F2 * 1.0128
6: 'Base 2023 Saturday'	13:00	14:00	01:00	F3 * 1.0131
7: 'Base 2028 AM'	08:00	09:00	01:00	F1 * 1.0752
8: 'Base 2028 PM'	15:00	16:00	01:00	F2 * 1.0750
9: 'Base 2028 Saturday'	13:00	14:00	01:00	F3 * 1.0767
10: 'Base 2023 + Lidl AM'	08:00	09:00	01:00	
11: 'Base 2023 + Lidl PM'	15:00	16:00	01:00	
12: 'Base 2023 + Lidl Saturday'	13:00	14:00	01:00	
13: 'Base 2028 + Lidl AM'	08:00	09:00	01:00	
14: 'Base 2028 + Lidl PM'	15:00	16:00	01:00	
15: 'Base 2028 + Lidl Saturday'	13:00	14:00	01:00	

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

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	18	63	7	506	66	660
	B	132	0	88	257	0	0	477
	C	0	82	0	124	206	71	483
	D	0	204	272	0	75	22	573
	E	520	59	160	29	0	41	809
	F	98	27	86	11	51	0	273
	Tot.	750	390	669	428	838	200	3275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Survey 2022 AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	284
J1:1/2 (with short)	376(In) 310(Out)
J1:1/3 (short)	66
J1:2/1 (short)	281
J1:2/2 (with short)	374(In) 93(Out)
J1:2/3	132
J1:3/1 (with short)	809(In) 561(Out)
J1:3/2 (short)	248
J1:4/1 (short)	98
J1:4/2 (with short)	273(In) 175(Out)
J1:5/1	750
J1:6/1	460
J1:7/1	477
J1:7/2	361
J1:8/1	200
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	477
J2:2/1	401
J2:2/2	82
J2:3/1	573
J2:4/1	223
J2:4/2	237
J2:5/1	390
J2:6/1	119
J2:6/2	550
J2:7/1	428
J2:8/1	374
J2:8/2	132

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	31.0 %	1867	1867
				Arm J1:7 Ahead	Inf	69.0 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.7 %	1903	1903
				Arm J1:8 Left	18.00	7.3 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	70.9 %	2109	2109
				Arm J1:7 Right	20.00	29.1 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	18.4 %	1859	1859
				Arm J2:7 Ahead	Inf	53.9 %		
				Arm J2:8 Right	20.00	27.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.9 %	1868	1868
				Arm J2:8 Ahead	Inf	69.1 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
				Arm J2:8 Ahead	Inf	0.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	35.6 %	1836	1836
				Arm J2:6 Right	20.00	47.5 %		
				Arm J2:8 Left	12.00	16.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	46.6 %	1833	1833
				Arm J2:6 Ahead	Inf	53.4 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	80.2 %	2050	2050
				Arm J2:7 Right	20.00	19.8 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Survey 2022 PM' (FG2: 'Survey 2022 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	25	76	27	463	73	664
	B	105	0	65	221	0	0	391
	C	21	52	0	161	220	102	556
	D	0	195	251	0	61	23	530
	E	524	27	80	29	0	71	731
	F	79	16	54	18	51	0	218
	Tot.	729	315	526	456	795	269	3090

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Survey 2022 PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	280
J1:1/2 (with short)	384(In) 311(Out)
J1:1/3 (short)	73
J1:2/1 (short)	281
J1:2/2 (with short)	406(In) 125(Out)
J1:2/3	126
J1:3/1 (with short)	731(In) 595(Out)
J1:3/2 (short)	136
J1:4/1 (short)	79
J1:4/2 (with short)	218(In) 139(Out)
J1:5/1	729
J1:6/1	352
J1:7/1	433
J1:7/2	362
J1:8/1	269
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	391
J2:2/1	483
J2:2/2	73
J2:3/1	530
J2:4/1	159
J2:4/2	193
J2:5/1	315
J2:6/1	91
J2:6/2	435
J2:7/1	456
J2:8/1	406
J2:8/2	126

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	45.7 %	1845	1845
				Arm J1:7 Ahead	Inf	54.3 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.1 %	1896	1896
				Arm J1:8 Left	18.00	11.9 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	63.3 %	2097	2097
				Arm J1:7 Right	20.00	36.7 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1864	1864
				Arm J2:7 Ahead	Inf	56.5 %		
				Arm J2:8 Right	20.00	26.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	33.3 %	1862	1862
				Arm J2:8 Ahead	Inf	66.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	71.2 %	1975	1975
				Arm J2:8 Ahead	Inf	28.8 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.8 %	1838	1838
				Arm J2:6 Right	20.00	47.4 %		
				Arm J2:8 Left	12.00	15.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	42.8 %	1842	1842
				Arm J2:6 Ahead	Inf	57.2 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	61.7 %	2022	2022
				Arm J2:7 Right	20.00	38.3 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1864	1864
				Arm J2:7 Ahead	Inf	56.5 %		
				Arm J2:8 Right	20.00	26.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	33.3 %	1862	1862
				Arm J2:8 Ahead	Inf	66.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	71.2 %	1975	1975
				Arm J2:8 Ahead	Inf	28.8 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.8 %	1838	1838
				Arm J2:6 Right	20.00	47.4 %		
				Arm J2:8 Left	12.00	15.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	42.8 %	1842	1842
				Arm J2:6 Ahead	Inf	57.2 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	61.7 %	2022	2022
				Arm J2:7 Right	20.00	38.3 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Survey 2022 SAT' (FG3: 'Survey 2022 Saturday', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	28	71	29	481	95	704
	B	98	0	63	218	0	0	379
	C	34	40	0	79	125	53	331
	D	0	187	111	0	48	17	363
	E	513	22	61	24	0	61	681
	F	70	11	35	12	41	0	169
	Tot.	715	288	341	362	695	226	2627

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Survey 2022 SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	292
J1:1/2 (with short)	412(In) 317(Out)
J1:1/3 (short)	95
J1:2/1 (short)	173
J1:2/2 (with short)	243(In) 70(Out)
J1:2/3	132
J1:3/1 (with short)	681(In) 574(Out)
J1:3/2 (short)	107
J1:4/1 (short)	70
J1:4/2 (with short)	169(In) 99(Out)
J1:5/1	715
J1:6/1	293
J1:7/1	337
J1:7/2	358
J1:8/1	226
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	379
J2:2/1	257
J2:2/2	74
J2:3/1	363
J2:4/1	115
J2:4/2	178
J2:5/1	288
J2:6/1	54
J2:6/2	287
J2:7/1	362
J2:8/1	243
J2:8/2	132

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	43.8 %	1848	1848
				Arm J1:7 Ahead	Inf	56.2 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.4 %	1898	1898
				Arm J1:8 Left	18.00	10.6 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	58.6 %	2090	2090
				Arm J1:7 Right	20.00	41.4 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1865	1865
				Arm J2:7 Ahead	Inf	57.5 %		
				Arm J2:8 Right	20.00	25.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.7 %	1868	1868
				Arm J2:8 Ahead	Inf	69.3 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	54.1 %	1999	1999
				Arm J2:8 Ahead	Inf	45.9 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	51.5 %	1856	1856
				Arm J2:6 Right	20.00	30.6 %		
				Arm J2:8 Left	12.00	17.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	53.0 %	1819	1819
				Arm J2:6 Ahead	Inf	47.0 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	63.5 %	2025	2025
				Arm J2:7 Right	20.00	36.5 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1865	1865
				Arm J2:7 Ahead	Inf	57.5 %		
				Arm J2:8 Right	20.00	25.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.7 %	1868	1868
				Arm J2:8 Ahead	Inf	69.3 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	54.1 %	1999	1999
				Arm J2:8 Ahead	Inf	45.9 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	51.5 %	1856	1856
				Arm J2:6 Right	20.00	30.6 %		
				Arm J2:8 Left	12.00	17.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	53.0 %	1819	1819
				Arm J2:6 Ahead	Inf	47.0 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	63.5 %	2025	2025
				Arm J2:7 Right	20.00	36.5 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Base 2023 AM' (FG4: 'Base 2023 AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	18	64	7	512	67	668
	B	134	0	89	260	0	0	483
	C	0	83	0	126	209	72	490
	D	0	207	275	0	76	22	580
	E	527	60	162	29	0	42	820
	F	99	27	87	11	52	0	276
	Tot.	760	395	677	433	849	203	3317

Traffic Lane Flows

Lane	Scenario 4: Base 2023 AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	284
J1:1/2 (with short)	384(In) 317(Out)
J1:1/3 (short)	67
J1:2/1 (short)	285
J1:2/2 (with short)	379(In) 94(Out)
J1:2/3	134
J1:3/1 (with short)	820(In) 569(Out)
J1:3/2 (short)	251
J1:4/1 (short)	99
J1:4/2 (with short)	276(In) 177(Out)
J1:5/1	760
J1:6/1	465
J1:7/1	480
J1:7/2	369
J1:8/1	203
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	483
J2:2/1	407
J2:2/2	83
J2:3/1	580
J2:4/1	218
J2:4/2	247
J2:5/1	395
J2:6/1	113
J2:6/2	564
J2:7/1	433
J2:8/1	379
J2:8/2	134

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	31.3 %	1866	1866
				Arm J1:7 Ahead	Inf	68.7 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.6 %	1903	1903
				Arm J1:8 Left	18.00	7.4 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	70.6 %	2109	2109
				Arm J1:7 Right	20.00	29.4 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	18.4 %	1859	1859
				Arm J2:7 Ahead	Inf	53.8 %		
				Arm J2:8 Right	20.00	27.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	31.0 %	1868	1868
				Arm J2:8 Ahead	Inf	69.0 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
				Arm J2:8 Ahead	Inf	0.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	35.7 %	1836	1836
				Arm J2:6 Right	20.00	47.4 %		
				Arm J2:8 Left	12.00	16.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	48.2 %	1830	1830
				Arm J2:6 Ahead	Inf	51.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	81.0 %	2051	2051
				Arm J2:7 Right	20.00	19.0 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Base 2023 PM' (FG5: 'Base 2023 PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	25	77	27	469	74	672
	B	106	0	66	224	0	0	396
	C	21	53	0	163	223	103	563
	D	0	197	254	0	62	23	536
	E	531	27	81	29	0	72	740
	F	80	16	55	18	52	0	221
	Tot.	738	318	533	461	806	272	3128

Traffic Lane Flows

Lane	Scenario 5: Base 2023 PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	281
J1:1/2 (with short)	391(In) 317(Out)
J1:1/3 (short)	74
J1:2/1 (short)	285
J1:2/2 (with short)	411(In) 126(Out)
J1:2/3	127
J1:3/1 (with short)	740(In) 603(Out)
J1:3/2 (short)	137
J1:4/1 (short)	80
J1:4/2 (with short)	221(In) 141(Out)
J1:5/1	738
J1:6/1	355
J1:7/1	437
J1:7/2	369
J1:8/1	272
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	396
J2:2/1	489
J2:2/2	74
J2:3/1	536
J2:4/1	169
J2:4/2	186
J2:5/1	318
J2:6/1	101
J2:6/2	432
J2:7/1	461
J2:8/1	411
J2:8/2	127

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	45.9 %	1844	1844
				Arm J1:7 Ahead	Inf	54.1 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.1 %	1896	1896
				Arm J1:8 Left	18.00	11.9 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	63.1 %	2097	2097
				Arm J1:7 Right	20.00	36.9 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.7 %	1864	1864
				Arm J2:7 Ahead	Inf	56.6 %		
				Arm J2:8 Right	20.00	26.8 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	33.3 %	1862	1862
				Arm J2:8 Ahead	Inf	66.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	71.6 %	1974	1974
				Arm J2:8 Ahead	Inf	28.4 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.8 %	1838	1838
				Arm J2:6 Right	20.00	47.4 %		
				Arm J2:8 Left	12.00	15.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	40.2 %	1847	1847
				Arm J2:6 Ahead	Inf	59.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	60.2 %	2020	2020
				Arm J2:7 Right	20.00	39.8 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Base 2023 SAT' (FG6: 'Base 2023 Saturday', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	28	72	29	487	96	712
	B	99	0	64	221	0	0	384
	C	34	41	0	80	127	54	336
	D	0	189	112	0	49	17	367
	E	520	22	62	24	0	62	690
	F	71	11	35	12	42	0	171
	Tot.	724	291	345	366	705	229	2660

Traffic Lane Flows

Lane	Scenario 6: Base 2023 SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	292
J1:1/2 (with short)	420(In) 324(Out)
J1:1/3 (short)	96
J1:2/1 (short)	176
J1:2/2 (with short)	247(In) 71(Out)
J1:2/3	133
J1:3/1 (with short)	690(In) 582(Out)
J1:3/2 (short)	108
J1:4/1 (short)	71
J1:4/2 (with short)	171(In) 100(Out)
J1:5/1	724
J1:6/1	295
J1:7/1	339
J1:7/2	366
J1:8/1	229
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	384
J2:2/1	261
J2:2/2	75
J2:3/1	367
J2:4/1	139
J2:4/2	156
J2:5/1	291
J2:6/1	78
J2:6/2	267
J2:7/1	366
J2:8/1	247
J2:8/2	133

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	44.2 %	1847	1847
				Arm J1:7 Ahead	Inf	55.8 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.3 %	1898	1898
				Arm J1:8 Left	18.00	10.7 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	58.0 %	2089	2089
				Arm J1:7 Right	20.00	42.0 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.7 %	1865	1865
				Arm J2:7 Ahead	Inf	57.6 %		
				Arm J2:8 Right	20.00	25.8 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.7 %	1868	1868
				Arm J2:8 Ahead	Inf	69.3 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	54.7 %	1998	1998
				Arm J2:8 Ahead	Inf	45.3 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	51.5 %	1856	1856
				Arm J2:6 Right	20.00	30.5 %		
				Arm J2:8 Left	12.00	18.0 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	43.9 %	1839	1839
				Arm J2:6 Ahead	Inf	56.1 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	58.3 %	2017	2017
				Arm J2:7 Right	20.00	41.7 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Base 2028 AM' (FG7: 'Base 2028 AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	19	68	8	544	71	710
	B	142	0	95	276	0	0	513
	C	0	88	0	133	221	76	518
	D	0	219	292	0	81	24	616
	E	559	63	172	31	0	44	869
	F	105	29	92	12	55	0	293
	Tot.	806	418	719	460	901	215	3519

Traffic Lane Flows

Lane	Scenario 7: Base 2028 AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	304
J1:1/2 (with short)	406(In) 335(Out)
J1:1/3 (short)	71
J1:2/1 (short)	302
J1:2/2 (with short)	402(In) 100(Out)
J1:2/3	142
J1:3/1 (with short)	869(In) 603(Out)
J1:3/2 (short)	266
J1:4/1 (short)	105
J1:4/2 (with short)	293(In) 188(Out)
J1:5/1	806
J1:6/1	494
J1:7/1	511
J1:7/2	390
J1:8/1	215
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	513
J2:2/1	430
J2:2/2	88
J2:3/1	616
J2:4/1	233
J2:4/2	261
J2:5/1	418
J2:6/1	122
J2:6/2	597
J2:7/1	460
J2:8/1	402
J2:8/2	142

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	31.3 %	1866	1866
				Arm J1:7 Ahead	Inf	68.8 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.7 %	1903	1903
				Arm J1:8 Left	18.00	7.3 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	70.7 %	2109	2109
				Arm J1:7 Right	20.00	29.3 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	18.5 %	1858	1858
				Arm J2:7 Ahead	Inf	53.8 %		
				Arm J2:8 Right	20.00	27.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.9 %	1868	1868
				Arm J2:8 Ahead	Inf	69.1 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
				Arm J2:8 Ahead	Inf	0.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	35.6 %	1836	1836
				Arm J2:6 Right	20.00	47.4 %		
				Arm J2:8 Left	12.00	17.0 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	47.6 %	1831	1831
				Arm J2:6 Ahead	Inf	52.4 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	80.5 %	2050	2050
				Arm J2:7 Right	20.00	19.5 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Base 2028 PM' (FG8: 'Base 2028 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	27	82	29	498	78	714
	B	113	0	70	238	0	0	421
	C	23	56	0	173	237	110	599
	D	0	210	270	0	66	25	571
	E	563	29	86	31	0	76	785
	F	85	17	58	19	55	0	234
	Tot.	784	339	566	490	856	289	3324

Traffic Lane Flows

Lane	Scenario 8: Base 2028 PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	300
J1:1/2 (with short)	414(In) 336(Out)
J1:1/3 (short)	78
J1:2/1 (short)	303
J1:2/2 (with short)	438(In) 135(Out)
J1:2/3	136
J1:3/1 (with short)	785(In) 639(Out)
J1:3/2 (short)	146
J1:4/1 (short)	85
J1:4/2 (with short)	234(In) 149(Out)
J1:5/1	784
J1:6/1	378
J1:7/1	465
J1:7/2	391
J1:8/1	289
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	421
J2:2/1	520
J2:2/2	79
J2:3/1	571
J2:4/1	180
J2:4/2	198
J2:5/1	339
J2:6/1	107
J2:6/2	459
J2:7/1	490
J2:8/1	438
J2:8/2	136

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	46.0 %	1844	1844
				Arm J1:7 Ahead	Inf	54.0 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.1 %	1896	1896
				Arm J1:8 Left	18.00	11.9 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	63.1 %	2097	2097
				Arm J1:7 Right	20.00	36.9 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1864	1864
				Arm J2:7 Ahead	Inf	56.5 %		
				Arm J2:8 Right	20.00	26.8 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	33.3 %	1863	1863
				Arm J2:8 Ahead	Inf	66.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	70.9 %	1975	1975
				Arm J2:8 Ahead	Inf	29.1 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.8 %	1838	1838
				Arm J2:6 Right	20.00	47.3 %		
				Arm J2:8 Left	12.00	15.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	40.6 %	1846	1846
				Arm J2:6 Ahead	Inf	59.4 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	60.1 %	2020	2020
				Arm J2:7 Right	20.00	39.9 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1864	1864
				Arm J2:7 Ahead	Inf	56.5 %		
				Arm J2:8 Right	20.00	26.8 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	33.3 %	1863	1863
				Arm J2:8 Ahead	Inf	66.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	70.9 %	1975	1975
				Arm J2:8 Ahead	Inf	29.1 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.8 %	1838	1838
				Arm J2:6 Right	20.00	47.3 %		
				Arm J2:8 Left	12.00	15.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	40.6 %	1846	1846
				Arm J2:6 Ahead	Inf	59.4 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	60.1 %	2020	2020
				Arm J2:7 Right	20.00	39.9 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Base 2028 SAT' (FG9: 'Base 2028 Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	30	76	31	518	102	757
	B	106	0	68	235	0	0	409
	C	37	43	0	85	135	57	357
	D	0	201	120	0	52	18	391
	E	552	24	66	26	0	66	734
	F	75	12	38	13	44	0	182
	Tot.	770	310	368	390	749	243	2830

Traffic Lane Flows

Lane	Scenario 9: Base 2028 SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	313
J1:1/2 (with short)	444(In) 342(Out)
J1:1/3 (short)	102
J1:2/1 (short)	187
J1:2/2 (with short)	262(In) 75(Out)
J1:2/3	143
J1:3/1 (with short)	734(In) 618(Out)
J1:3/2 (short)	116
J1:4/1 (short)	75
J1:4/2 (with short)	182(In) 107(Out)
J1:5/1	770
J1:6/1	316
J1:7/1	363
J1:7/2	386
J1:8/1	243
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	409
J2:2/1	277
J2:2/2	80
J2:3/1	391
J2:4/1	150
J2:4/2	166
J2:5/1	310
J2:6/1	84
J2:6/2	284
J2:7/1	390
J2:8/1	262
J2:8/2	143

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	43.8 %	1848	1848
				Arm J1:7 Ahead	Inf	56.2 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.3 %	1898	1898
				Arm J1:8 Left	18.00	10.7 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	58.9 %	2091	2091
				Arm J1:7 Right	20.00	41.1 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1865	1865
				Arm J2:7 Ahead	Inf	57.5 %		
				Arm J2:8 Right	20.00	25.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.7 %	1868	1868
				Arm J2:8 Ahead	Inf	69.3 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	53.8 %	1999	1999
				Arm J2:8 Ahead	Inf	46.3 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	51.4 %	1856	1856
				Arm J2:6 Right	20.00	30.7 %		
				Arm J2:8 Left	12.00	17.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	44.0 %	1839	1839
				Arm J2:6 Ahead	Inf	56.0 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	57.8 %	2016	2016
				Arm J2:7 Right	20.00	42.2 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.6 %	1865	1865
				Arm J2:7 Ahead	Inf	57.5 %		
				Arm J2:8 Right	20.00	25.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.7 %	1868	1868
				Arm J2:8 Ahead	Inf	69.3 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	53.8 %	1999	1999
				Arm J2:8 Ahead	Inf	46.3 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	51.4 %	1856	1856
				Arm J2:6 Right	20.00	30.7 %		
				Arm J2:8 Left	12.00	17.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	44.0 %	1839	1839
				Arm J2:6 Ahead	Inf	56.0 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	57.8 %	2016	2016
				Arm J2:7 Right	20.00	42.2 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Base 2023 + Lidl AM' (FG10: 'Base 2023 + Lidl AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	19	63	7	513	66	668
	B	134	0	91	264	0	0	489
	C	0	85	0	126	208	72	491
	D	0	211	275	0	76	22	584
	E	526	61	163	29	0	41	820
	F	99	27	87	11	45	0	269
	Tot.	759	403	679	437	842	201	3321

Traffic Lane Flows

Lane	Scenario 10: Base 2023 + Lidl AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	288
J1:1/2 (with short)	380(In) 314(Out)
J1:1/3 (short)	66
J1:2/1 (short)	284
J1:2/2 (with short)	378(In) 94(Out)
J1:2/3	134
J1:3/1 (with short)	820(In) 567(Out)
J1:3/2 (short)	253
J1:4/1 (short)	99
J1:4/2 (with short)	269(In) 170(Out)
J1:5/1	759
J1:6/1	467
J1:7/1	483
J1:7/2	359
J1:8/1	201
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	489
J2:2/1	406
J2:2/2	85
J2:3/1	584
J2:4/1	222
J2:4/2	245
J2:5/1	403
J2:6/1	115
J2:6/2	564
J2:7/1	437
J2:8/1	378
J2:8/2	134

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	30.9 %	1867	1867
				Arm J1:7 Ahead	Inf	69.1 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.8 %	1904	1904
				Arm J1:8 Left	18.00	7.2 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	73.5 %	2113	2113
				Arm J1:7 Right	20.00	26.5 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	18.6 %	1859	1859
				Arm J2:7 Ahead	Inf	54.0 %		
				Arm J2:8 Right	20.00	27.4 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	31.0 %	1868	1868
				Arm J2:8 Ahead	Inf	69.0 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
				Arm J2:8 Ahead	Inf	0.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.1 %	1837	1837
				Arm J2:6 Right	20.00	47.1 %		
				Arm J2:8 Left	12.00	16.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	48.2 %	1830	1830
				Arm J2:6 Ahead	Inf	51.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	80.8 %	2050	2050
				Arm J2:7 Right	20.00	19.2 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Base 2023 + Lidl PM' (FG11: 'Base 2023 + Lidl PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	27	76	28	468	73	672
	B	111	0	68	232	0	0	411
	C	18	55	0	163	225	104	565
	D	0	206	254	0	62	23	545
	E	531	28	81	30	0	72	742
	F	80	17	55	18	52	0	222
	Tot.	740	333	534	471	807	272	3157

Traffic Lane Flows

Lane	Scenario 11: Base 2023 + Lidl PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	285
J1:1/2 (with short)	387(In) 314(Out)
J1:1/3 (short)	73
J1:2/1 (short)	287
J1:2/2 (with short)	414(In) 127(Out)
J1:2/3	129
J1:3/1 (with short)	742(In) 603(Out)
J1:3/2 (short)	139
J1:4/1 (short)	80
J1:4/2 (with short)	222(In) 142(Out)
J1:5/1	740
J1:6/1	360
J1:7/1	441
J1:7/2	366
J1:8/1	272
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	411
J2:2/1	492
J2:2/2	73
J2:3/1	545
J2:4/1	269
J2:4/2	91
J2:5/1	333
J2:6/1	197
J2:6/2	337
J2:7/1	471
J2:8/1	414
J2:8/2	129

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	46.0 %	1844	1844
				Arm J1:7 Ahead	Inf	54.0 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.1 %	1896	1896
				Arm J1:8 Left	18.00	11.9 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	63.4 %	2097	2097
				Arm J1:7 Right	20.00	36.6 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.5 %	1864	1864
				Arm J2:7 Ahead	Inf	56.4 %		
				Arm J2:8 Right	20.00	27.0 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	33.1 %	1863	1863
				Arm J2:8 Ahead	Inf	66.9 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	75.3 %	1969	1969
				Arm J2:8 Ahead	Inf	24.7 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	37.8 %	1840	1840
				Arm J2:6 Right	20.00	46.6 %		
				Arm J2:8 Left	12.00	15.6 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	26.8 %	1877	1877
				Arm J2:6 Ahead	Inf	73.2 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	16.5 %	1957	1957
				Arm J2:7 Right	20.00	83.5 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Base 2023 + Lidl SAT' (FG12: 'Base 2023 + Lidl Saturday', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	29	71	29	491	97	717
	B	92	0	38	193	0	0	323
	C	41	43	0	80	124	53	341
	D	0	202	112	0	49	18	381
	E	524	24	61	24	0	61	694
	F	71	12	35	12	43	0	173
	Tot.	728	310	317	338	707	229	2629

Traffic Lane Flows

Lane	Scenario 12: Base 2023 + Lidl SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	296
J1:1/2 (with short)	421(In) 324(Out)
J1:1/3 (short)	97
J1:2/1 (short)	173
J1:2/2 (with short)	244(In) 71(Out)
J1:2/3	133
J1:3/1 (with short)	694(In) 585(Out)
J1:3/2 (short)	109
J1:4/1 (short)	71
J1:4/2 (with short)	173(In) 102(Out)
J1:5/1	728
J1:6/1	297
J1:7/1	340
J1:7/2	367
J1:8/1	229
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	323
J2:2/1	257
J2:2/2	84
J2:3/1	381
J2:4/1	150
J2:4/2	147
J2:5/1	310
J2:6/1	85
J2:6/2	232
J2:7/1	338
J2:8/1	244
J2:8/2	133

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	43.6 %	1848	1848
				Arm J1:7 Ahead	Inf	56.4 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.6 %	1899	1899
				Arm J1:8 Left	18.00	10.4 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	57.8 %	2089	2089
				Arm J1:7 Right	20.00	42.2 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	11.8 %	1872	1872
				Arm J2:7 Ahead	Inf	59.8 %		
				Arm J2:8 Right	20.00	28.5 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	31.1 %	1867	1867
				Arm J2:8 Ahead	Inf	68.9 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	51.2 %	2003	2003
				Arm J2:8 Ahead	Inf	48.8 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	53.0 %	1858	1858
				Arm J2:6 Right	20.00	29.4 %		
				Arm J2:8 Left	12.00	17.6 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	43.3 %	1840	1840
				Arm J2:6 Ahead	Inf	56.7 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	55.8 %	2013	2013
				Arm J2:7 Right	20.00	44.2 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	11.8 %	1872	1872
				Arm J2:7 Ahead	Inf	59.8 %		
				Arm J2:8 Right	20.00	28.5 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	31.1 %	1867	1867
				Arm J2:8 Ahead	Inf	68.9 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	51.2 %	2003	2003
				Arm J2:8 Ahead	Inf	48.8 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	53.0 %	1858	1858
				Arm J2:6 Right	20.00	29.4 %		
				Arm J2:8 Left	12.00	17.6 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	43.3 %	1840	1840
				Arm J2:6 Ahead	Inf	56.7 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	55.8 %	2013	2013
				Arm J2:7 Right	20.00	44.2 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'Base 2028 + Lidl AM' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	20	67	8	544	71	710
	B	142	0	96	280	0	0	518
	C	0	90	0	133	221	77	521
	D	0	223	292	0	81	24	620
	E	559	64	172	31	0	44	870
	F	105	29	93	12	47	0	286
	Tot.	806	426	720	464	893	216	3525

Traffic Lane Flows

Lane	Scenario 13: Base 2028 + Lidl AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	308
J1:1/2 (with short)	402(In) 331(Out)
J1:1/3 (short)	71
J1:2/1 (short)	302
J1:2/2 (with short)	403(In) 101(Out)
J1:2/3	142
J1:3/1 (with short)	870(In) 603(Out)
J1:3/2 (short)	267
J1:4/1 (short)	105
J1:4/2 (with short)	286(In) 181(Out)
J1:5/1	806
J1:6/1	496
J1:7/1	515
J1:7/2	378
J1:8/1	216
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	518
J2:2/1	431
J2:2/2	90
J2:3/1	620
J2:4/1	229
J2:4/2	267
J2:5/1	426
J2:6/1	116
J2:6/2	604
J2:7/1	464
J2:8/1	403
J2:8/2	142

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	30.8 %	1867	1867
				Arm J1:7 Ahead	Inf	69.2 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.7 %	1903	1903
				Arm J1:8 Left	18.00	7.3 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	74.0 %	2114	2114
				Arm J1:7 Right	20.00	26.0 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	18.5 %	1859	1859
				Arm J2:7 Ahead	Inf	54.1 %		
				Arm J2:8 Right	20.00	27.4 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	30.9 %	1868	1868
				Arm J2:8 Ahead	Inf	69.1 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
				Arm J2:8 Ahead	Inf	0.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	36.0 %	1836	1836
				Arm J2:6 Right	20.00	47.1 %		
				Arm J2:8 Left	12.00	16.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	49.3 %	1827	1827
				Arm J2:6 Ahead	Inf	50.7 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	80.9 %	2051	2051
				Arm J2:7 Right	20.00	19.1 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: 'Base 2028 + Lidl PM' (FG14: 'Base 2028 + Lidl PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	29	85	30	480	75	699
	B	113	0	72	242	0	0	427
	C	14	59	0	176	249	88	586
	D	0	215	267	0	66	18	566
	E	551	31	86	32	0	72	772
	F	84	19	59	19	51	0	232
	Tot.	762	353	569	499	846	253	3282

Traffic Lane Flows

Lane	Scenario 14: Base 2028 + Lidl PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	299
J1:1/2 (with short)	400(In) 325(Out)
J1:1/3 (short)	75
J1:2/1 (short)	315
J1:2/2 (with short)	421(In) 106(Out)
J1:2/3	127
J1:3/1 (with short)	772(In) 623(Out)
J1:3/2 (short)	149
J1:4/1 (short)	84
J1:4/2 (with short)	232(In) 148(Out)
J1:5/1	762
J1:6/1	390
J1:7/1	470
J1:7/2	376
J1:8/1	253
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	427
J2:2/1	513
J2:2/2	73
J2:3/1	566
J2:4/1	295
J2:4/2	95
J2:5/1	353
J2:6/1	216
J2:6/2	353
J2:7/1	499
J2:8/1	421
J2:8/2	127

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	48.2 %	1841	1841
				Arm J1:7 Ahead	Inf	51.8 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.4 %	1897	1897
				Arm J1:8 Left	18.00	11.6 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	65.5 %	2101	2101
				Arm J1:7 Right	20.00	34.5 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	16.9 %	1864	1864
				Arm J2:7 Ahead	Inf	56.7 %		
				Arm J2:8 Right	20.00	26.5 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	34.3 %	1860	1860
				Arm J2:8 Ahead	Inf	65.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	80.8 %	1961	1961
				Arm J2:8 Ahead	Inf	19.2 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	38.0 %	1841	1841
				Arm J2:6 Right	20.00	47.2 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:8 Left	12.00	14.8 %	1877	1877
				Arm J2:5 Left	12.00	26.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	14.7 %	1955	1955
				Arm J2:7 Right	20.00	85.3 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'Base 2028 + Lidl SAT' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination							
Origin	A	A	B	C	D	E	F	Tot.
	A	0	31	76	31	521	103	762
	B	98	0	40	205	0	0	343
	C	43	46	0	85	132	56	362
	D	0	214	119	0	53	19	405
	E	556	26	65	26	0	65	738
	F	75	13	38	13	45	0	184
	Tot.	772	330	338	360	751	243	2794

Traffic Lane Flows

Lane	Scenario 15: Base 2028 + Lidl SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	317
J1:1/2 (with short)	445(In) 342(Out)
J1:1/3 (short)	103
J1:2/1 (short)	185
J1:2/2 (with short)	260(In) 75(Out)
J1:2/3	141
J1:3/1 (with short)	738(In) 621(Out)
J1:3/2 (short)	117
J1:4/1 (short)	75
J1:4/2 (with short)	184(In) 109(Out)
J1:5/1	772
J1:6/1	319
J1:7/1	364
J1:7/2	387
J1:8/1	243
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	343
J2:2/1	273
J2:2/2	89
J2:3/1	405
J2:4/1	183
J2:4/2	136
J2:5/1	330
J2:6/1	113
J2:6/2	225
J2:7/1	360
J2:8/1	260
J2:8/2	141

Full Input Data And Results

Lane Saturation Flows

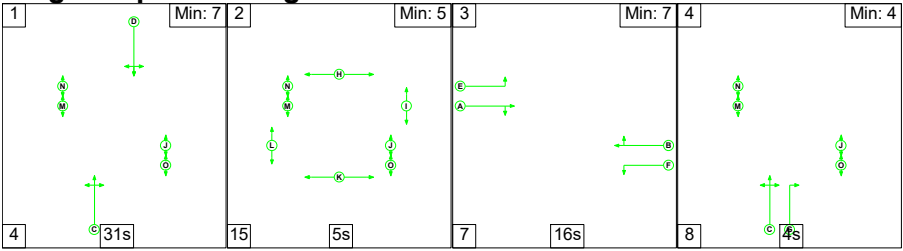
Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	43.5 %	1848	1848
				Arm J1:7 Ahead	Inf	56.5 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.5 %	1898	1898
				Arm J1:8 Left	18.00	10.5 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	58.7 %	2090	2090
				Arm J1:7 Right	20.00	41.3 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	11.7 %	1873	1873
				Arm J2:7 Ahead	Inf	59.8 %		
				Arm J2:8 Right	20.00	28.6 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	31.1 %	1867	1867
				Arm J2:8 Ahead	Inf	68.9 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	51.7 %	2002	2002
				Arm J2:8 Ahead	Inf	48.3 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	52.8 %	1858	1858
				Arm J2:6 Right	20.00	29.4 %		
				Arm J2:8 Left	12.00	17.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	38.3 %	1851	1851
				Arm J2:6 Ahead	Inf	61.7 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	48.5 %	2003	2003
				Arm J2:7 Right	20.00	51.5 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:6 Left	12.00	11.7 %	1873	1873
				Arm J2:7 Ahead	Inf	59.8 %		
				Arm J2:8 Right	20.00	28.6 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:7 Left	12.00	31.1 %	1867	1867
				Arm J2:8 Ahead	Inf	68.9 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:5 Right	20.00	51.7 %	2002	2002
				Arm J2:8 Ahead	Inf	48.3 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Ahead	Inf	52.8 %	1858	1858
				Arm J2:6 Right	20.00	29.4 %		
				Arm J2:8 Left	12.00	17.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J2:5 Left	12.00	38.3 %	1851	1851
				Arm J2:6 Ahead	Inf	61.7 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:6 Ahead	Inf	48.5 %	2003	2003
				Arm J2:7 Right	20.00	51.5 %		
J2:5/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Survey 2022 AM' (FG1: 'Survey 2022 AM', Plan 1: 'Network Control Plan 1')
C1

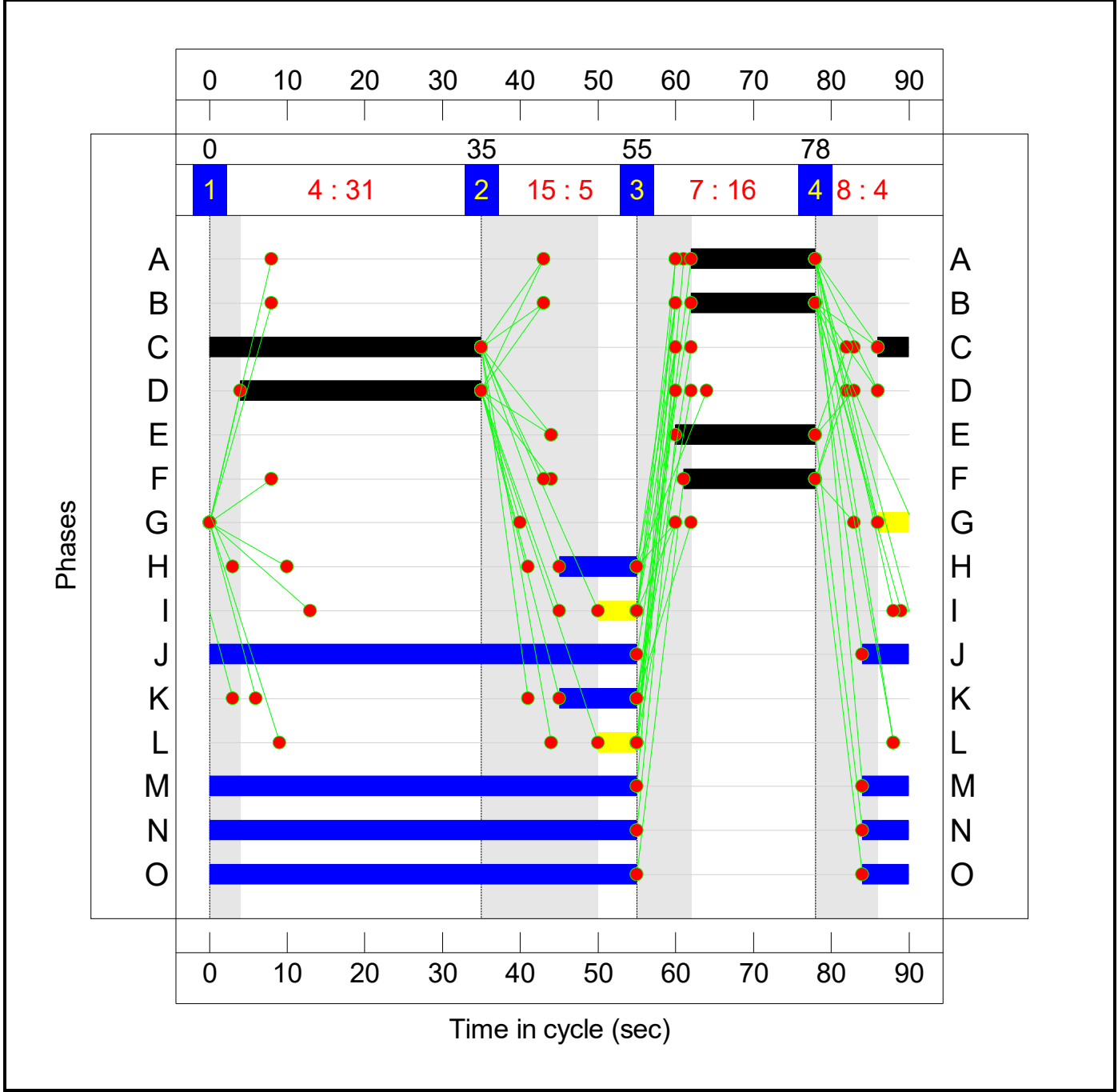
Stage Sequence Diagram



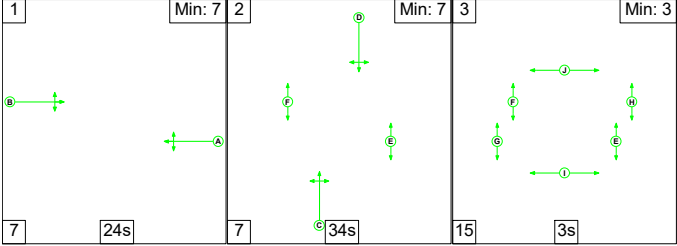
Stage Timings

Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

Signal Timings Diagram



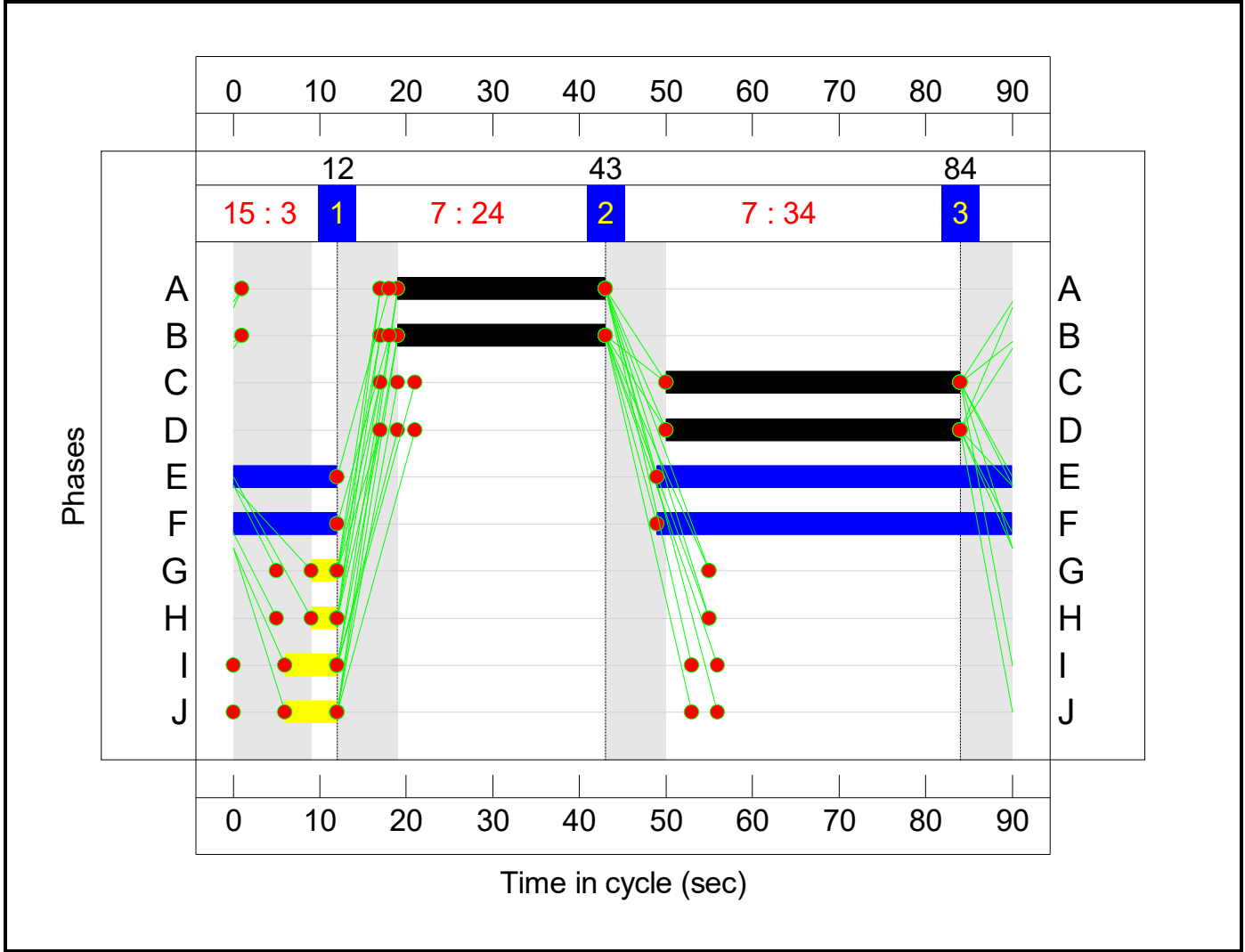
C2
Stage Sequence Diagram



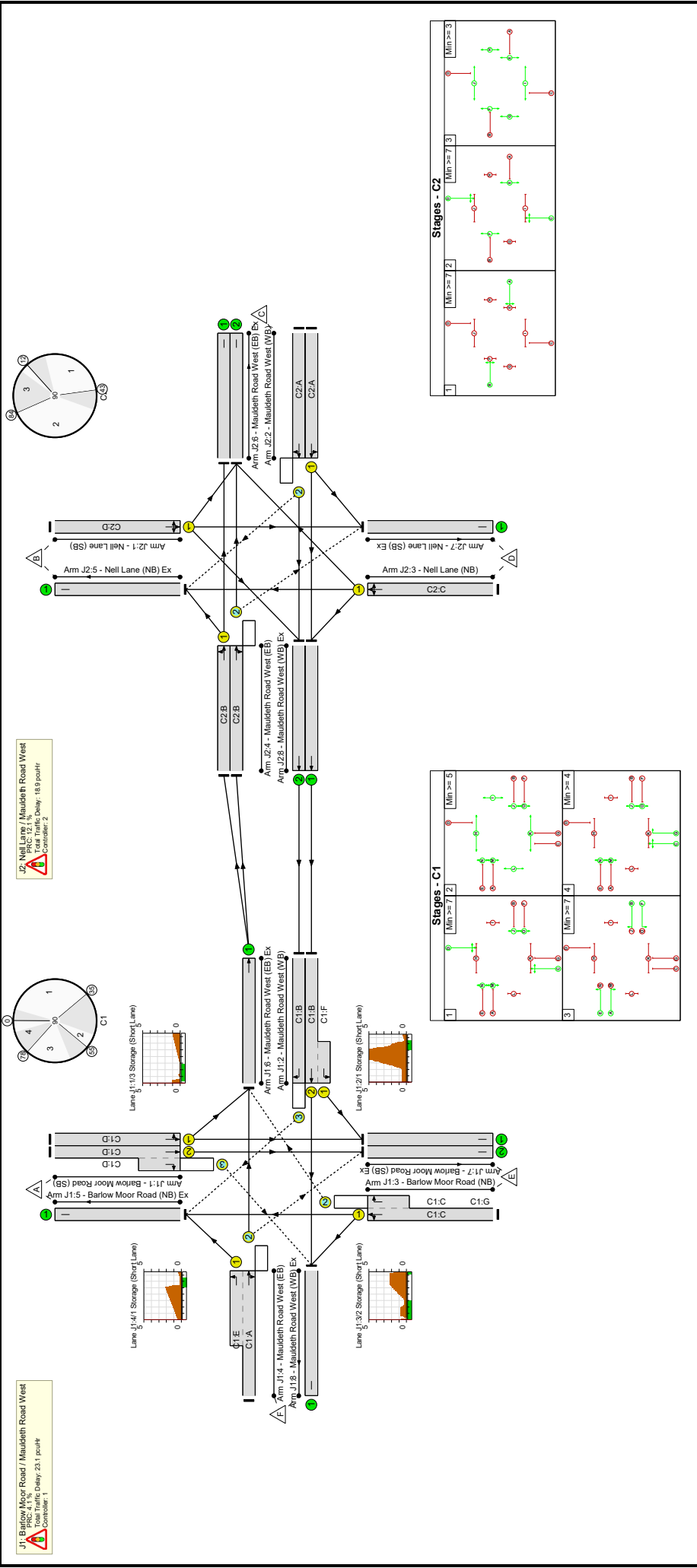
Stage Timings

Stage	1	2	3
Duration	24	34	3
Change Point	12	43	84

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	284	1867	664	42.8%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	376	2055:1827	624+133	49.7 : 49.7%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	374	2055:1832	108+326	86.3 : 86.3%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	132	1912	216	61.0%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	809	1903:1827	649+287	86.5 : 86.5%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	273	2109:1832	388+218	45.0 : 45.0%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	80.3%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	34	-	477	1859	723	66.0%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	24	-	401	1868	519	77.3%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	24	-	82	1935	200	41.0%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	34	-	573	1836	714	80.3%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	24	-	223	1833	509	43.8%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	24	-	237	2050	531	44.7%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	529	81	15	27.2	13.7	1.0	41.9	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	402	81	14	14.4	8.0	0.7	23.1	-	-	-	-
1/1	284	284	-	-	-	1.7	0.4	-	2.1	26.8	5.4	0.4	5.7
1/2+1/3	376	376	65	0	1	2.3	0.5	0.3	3.0	29.1	6.1	0.5	6.6
2/2+2/1	374	374	-	-	-	2.8	2.9	-	5.7	54.7	7.4	2.9	10.3
2/3	132	132	128	0	4	0.6	0.8	0.2	1.5	41.0	1.3	0.8	2.0
3/1+3/2	809	809	161	81	6	4.6	3.0	0.2	7.9	35.3	15.5	3.0	18.6
4/2+4/1	273	273	48	0	3	2.4	0.4	0.0	2.8	36.9	3.8	0.4	4.2
5/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	127	0	2	12.8	5.7	0.3	18.9	-	-	-	-
1/1	477	477	-	-	-	3.0	1.0	-	4.0	29.9	9.7	1.0	10.6
2/1	401	401	-	-	-	3.3	1.7	-	5.0	44.7	9.1	1.7	10.8
2/2	82	82	81	0	1	0.6	0.3	0.2	1.1	46.9	1.5	0.3	1.9
3/1	573	573	-	-	-	3.9	2.0	-	5.9	36.8	12.6	2.0	14.6
4/1	223	223	-	-	-	0.9	0.4	-	1.3	21.2	3.4	0.4	3.8
4/2	237	237	46	0	1	1.1	0.4	0.1	1.7	25.3	4.0	0.4	4.4
5/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

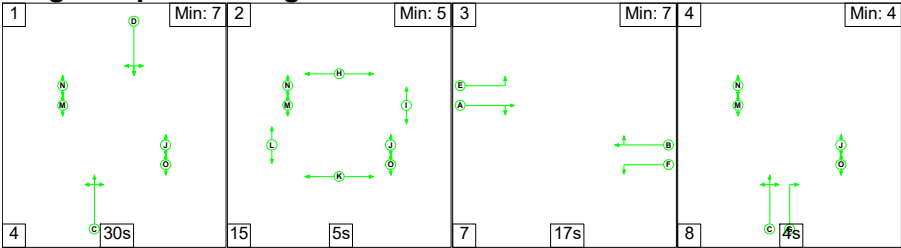
8/1	374	374	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	132	132	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 C2		PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			4.1 12.1 4.1	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):			23.06 18.85 41.91	Cycle Time (s): Cycle Time (s):		90 90		

Full Input Data And Results

Scenario 2: 'Survey 2022 PM' (FG2: 'Survey 2022 PM', Plan 1: 'Network Control Plan 1')

C1

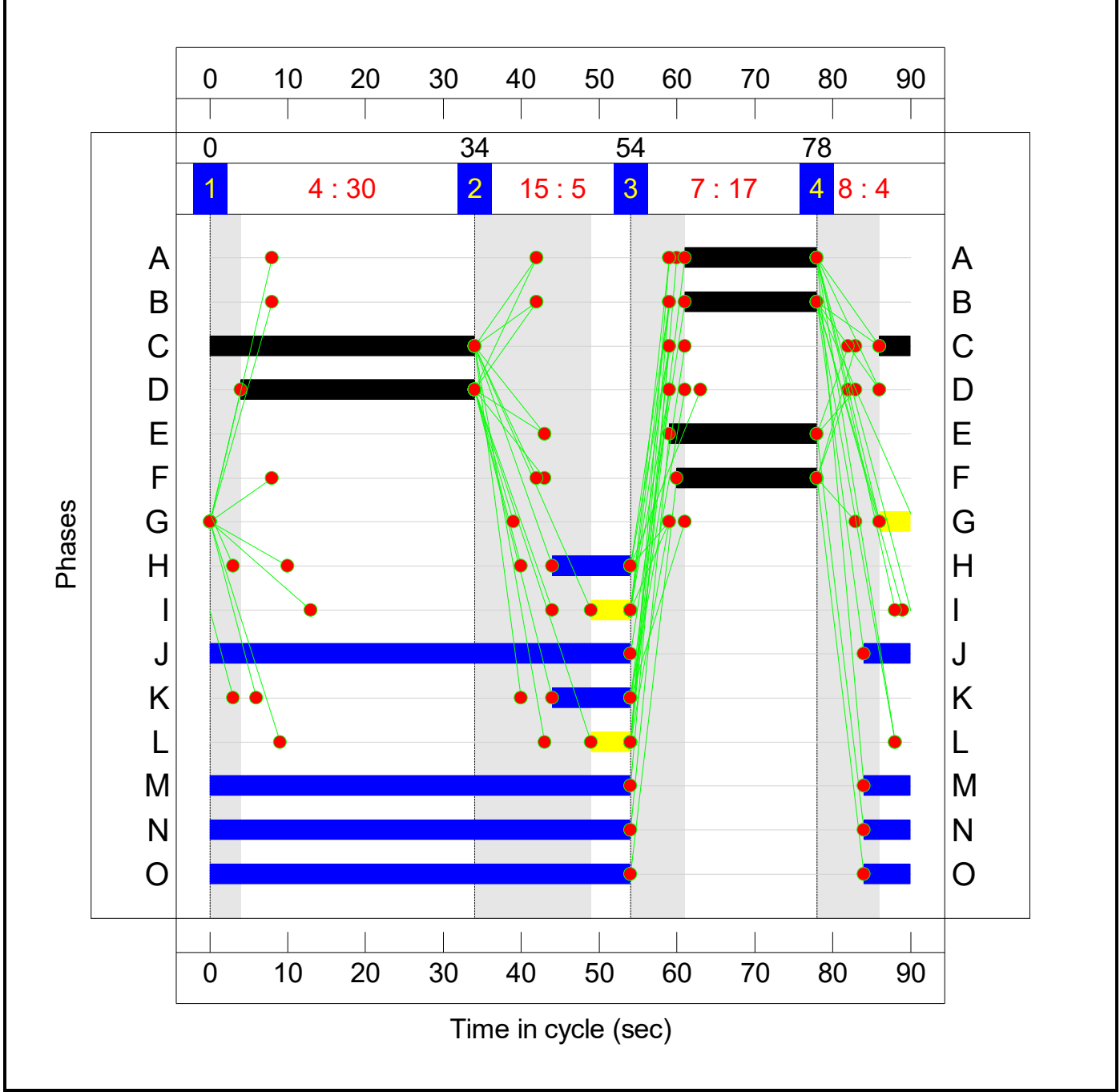
Stage Sequence Diagram



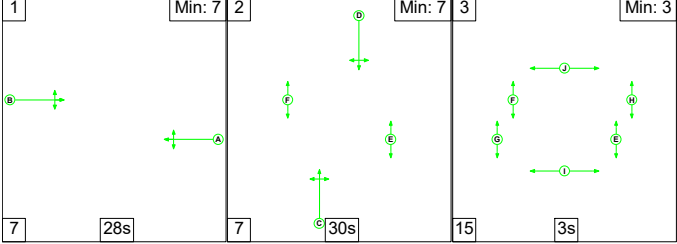
Stage Timings

Stage	1	2	3	4
Duration	30	5	17	4
Change Point	0	34	54	78

Signal Timings Diagram



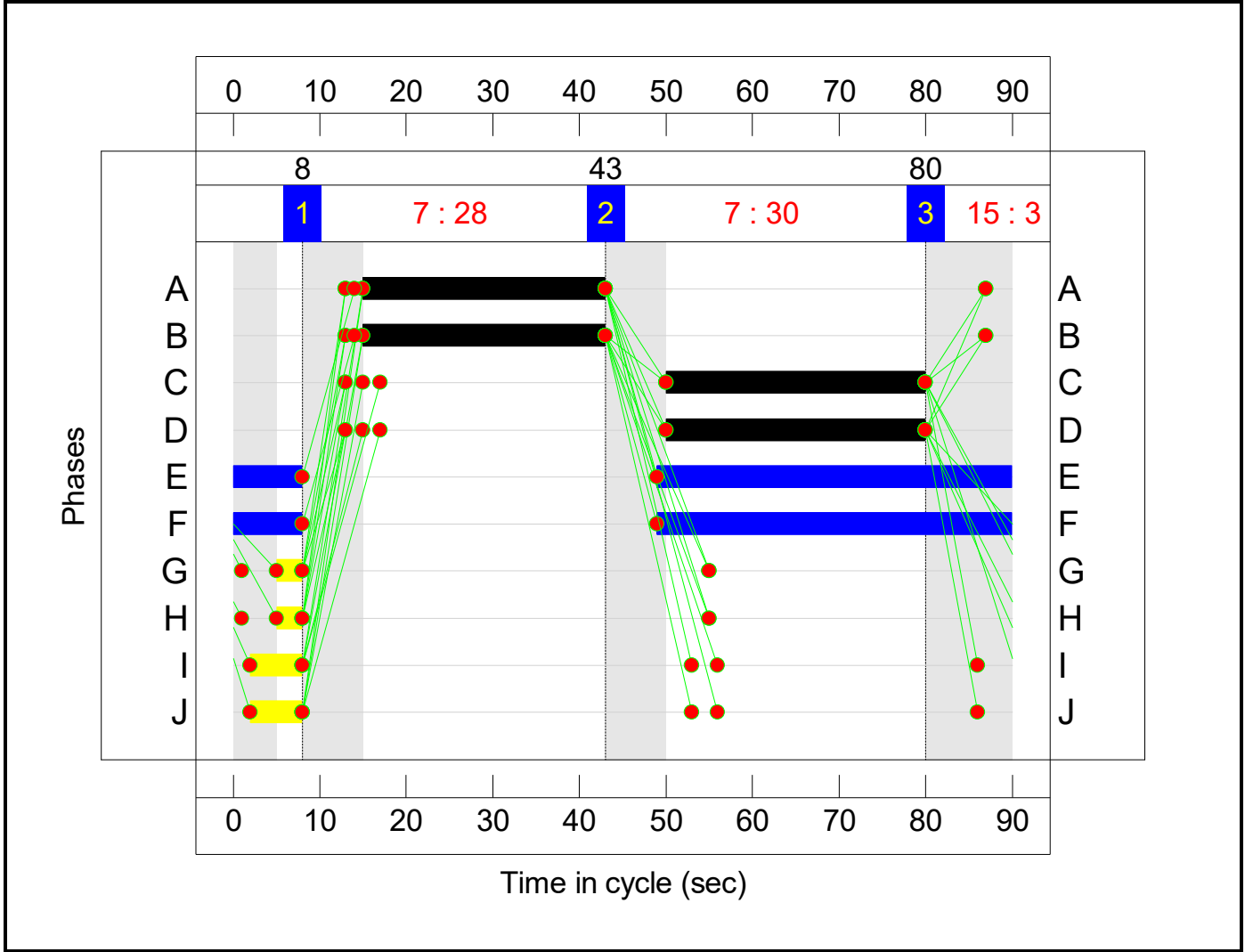
C2
Stage Sequence Diagram



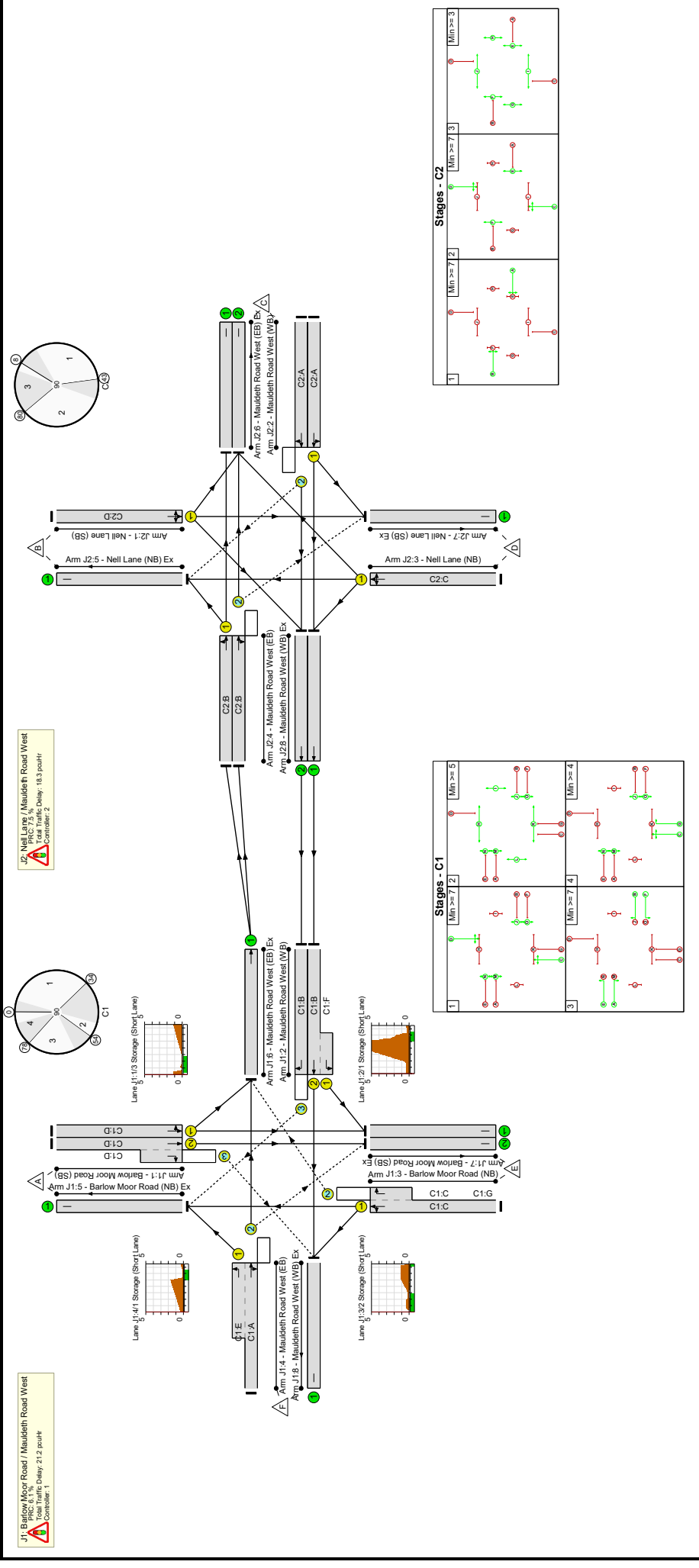
Stage Timings

Stage	1	2	3
Duration	28	30	3
Change Point	8	43	80

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	30	-	280	1845	636	44.1%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	30	-	384	2055:1827	597+140	52.1 : 52.1%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	17:18	-	406	2055:1832	147+331	84.8 : 84.8%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	17	-	126	1912	260	48.5%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	38	4	731	1896:1827	711+162	83.7 : 83.7%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	17:19	-	218	2097:1832	402+229	34.5 : 34.5%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	83.7%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	30	-	391	1864	642	60.9%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	28	-	483	1862	600	80.5%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	28	-	73	1975	456	16.0%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	30	-	530	1838	633	83.7%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	28	-	159	1842	594	26.8%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	28	-	193	2022	380	50.7%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	456	47	9	25.8	12.8	0.9	39.5	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	332	47	7	13.9	6.8	0.5	21.2	-	-	-	-
1/1	280	280	-	-	-	1.8	0.4	-	2.2	27.9	5.4	0.4	5.8
1/2+1/3	384	384	71	0	2	2.4	0.5	0.3	3.3	30.5	6.3	0.5	6.8
2/2+2/1	406	406	-	-	-	3.1	2.6	-	5.7	50.4	7.7	2.6	10.3
2/3	126	126	124	0	2	0.5	0.5	0.1	1.1	30.4	1.3	0.5	1.8
3/1+3/2	731	731	86	47	3	4.4	2.5	0.1	6.9	34.0	14.7	2.5	17.2
4/2+4/1	218	218	50	0	1	1.8	0.3	0.0	2.1	34.8	3.0	0.3	3.2
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	124	0	2	11.9	6.0	0.4	18.3	-	-	-	-
1/1	391	391	-	-	-	2.7	0.8	-	3.4	31.6	8.0	0.8	8.8
2/1	483	483	-	-	-	3.7	2.0	-	5.7	42.8	11.0	2.0	13.0
2/2	73	73	51	0	1	0.4	0.1	0.0	0.6	28.7	1.3	0.1	1.4
3/1	530	530	-	-	-	4.0	2.5	-	6.5	43.8	12.1	2.5	14.5
4/1	159	159	-	-	-	0.5	0.2	-	0.7	15.2	2.1	0.2	2.3
4/2	193	193	73	0	1	0.6	0.5	0.3	1.4	26.2	2.5	0.5	3.1
5/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

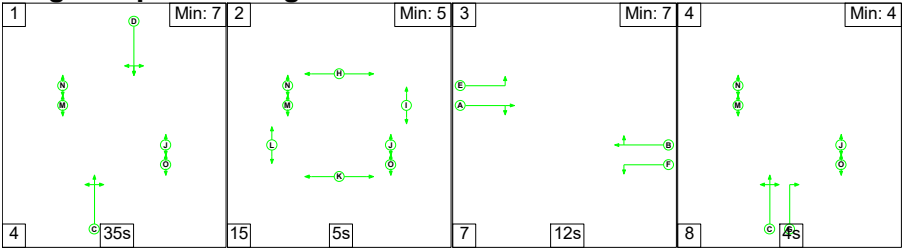
8/1	406	406	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	126	126	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 C2		PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		6.1 7.5 6.1		Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		21.18 18.29 39.47		Cycle Time (s): Cycle Time (s):		90 90				

Full Input Data And Results

Scenario 3: 'Survey 2022 SAT' (FG3: 'Survey 2022 Saturday', Plan 1: 'Network Control Plan 1')

C1

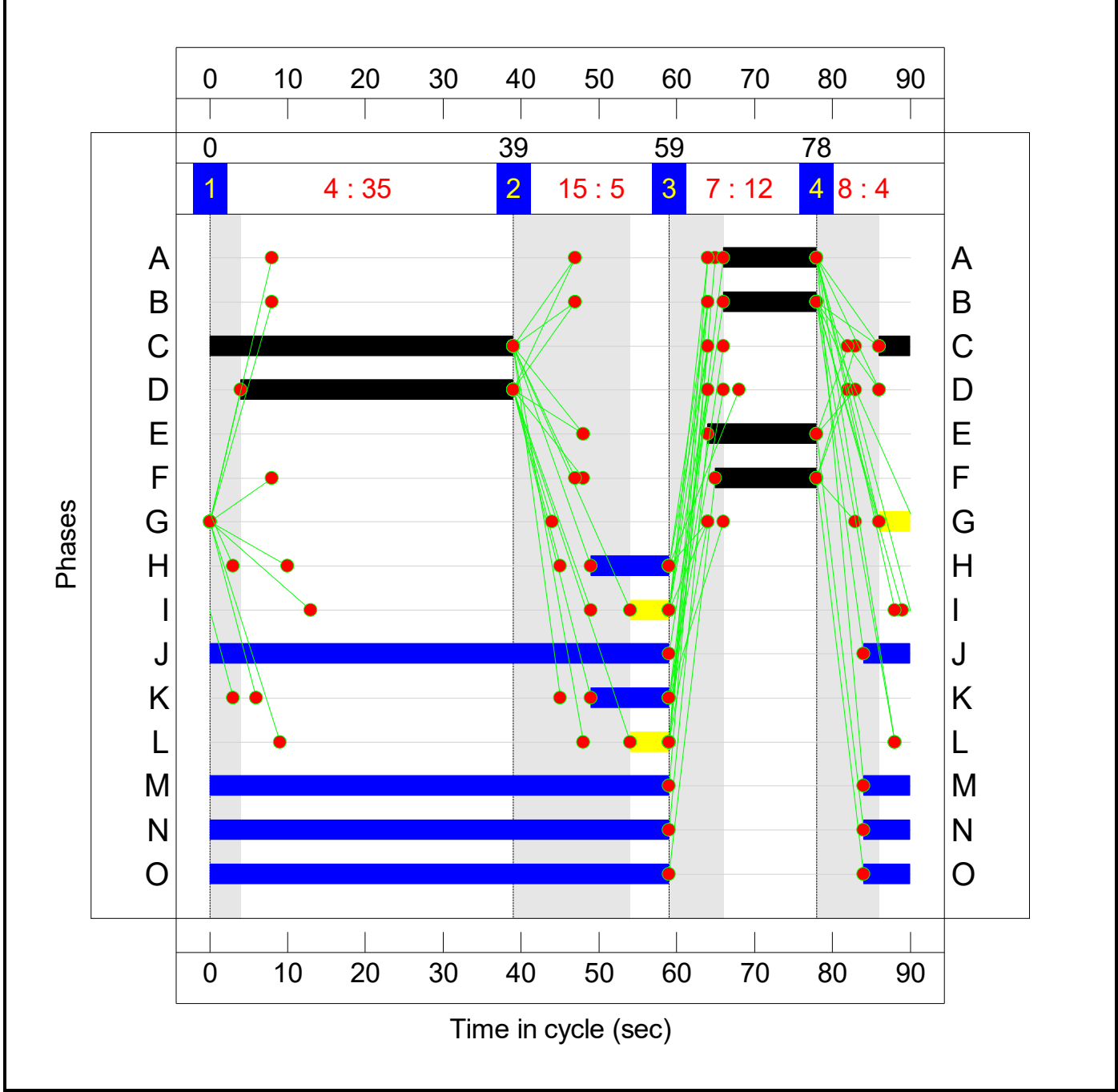
Stage Sequence Diagram



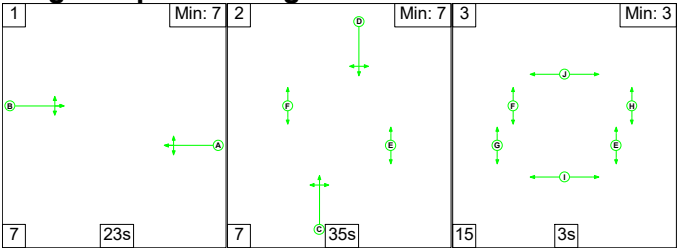
Stage Timings

Stage	1	2	3	4
Duration	35	5	12	4
Change Point	0	39	59	78

Signal Timings Diagram



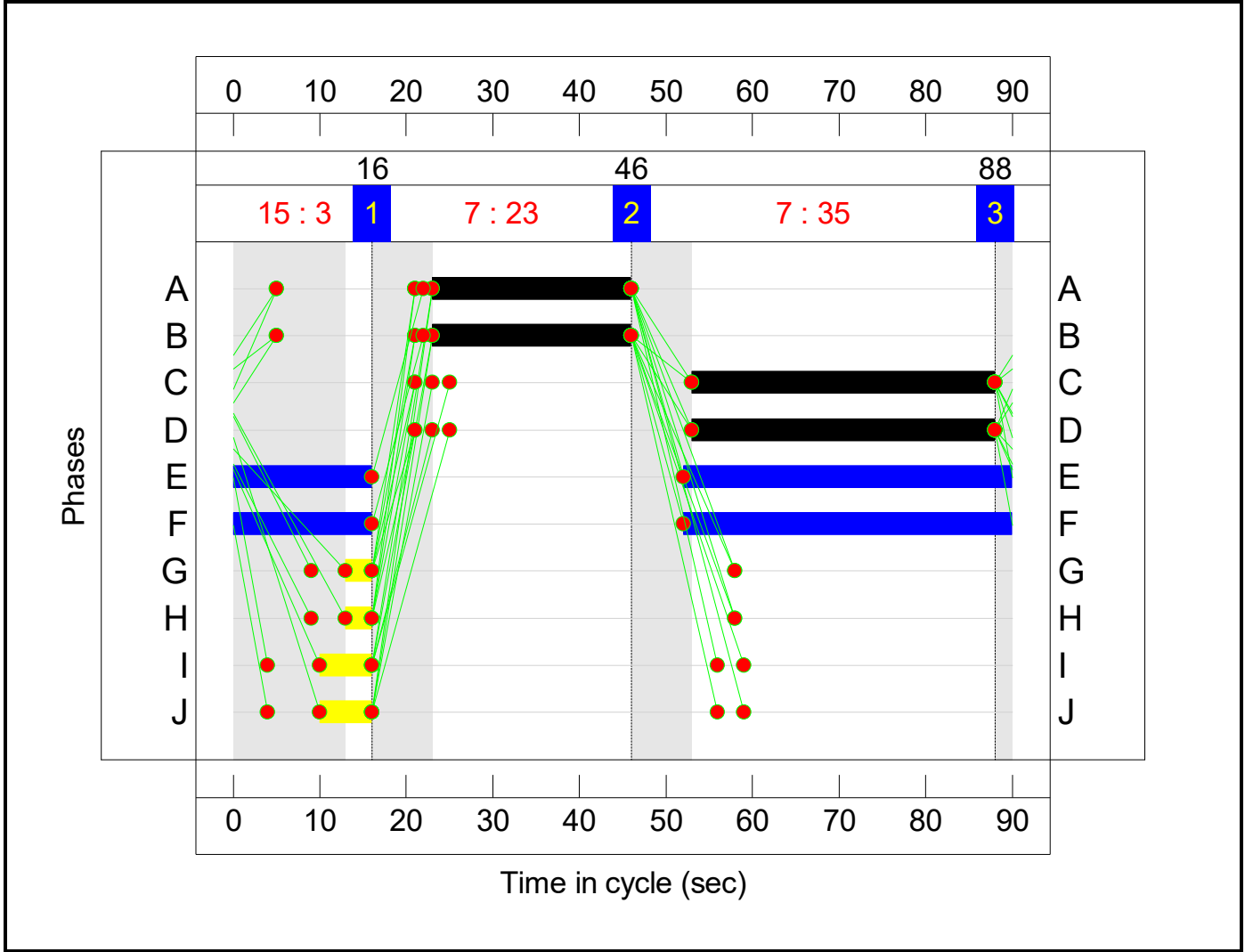
C2
Stage Sequence Diagram



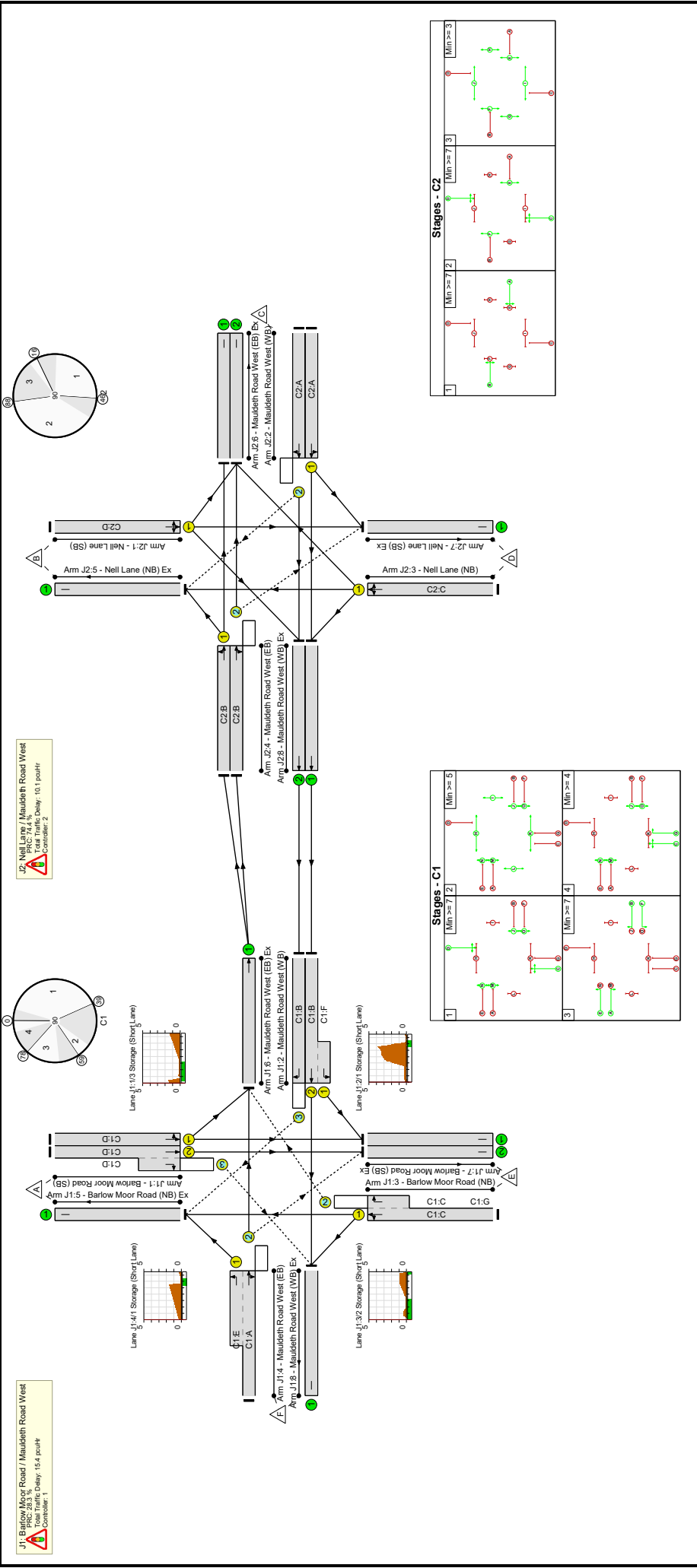
Stage Timings

Stage	1	2	3
Duration	23	35	3
Change Point	16	46	88

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.1%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	70.1%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	35	-	292	1848	739	39.5%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	35	-	412	2055:1827	661+198	48.0 : 48.0%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	12:13	-	243	2055:1832	105+260	66.6 : 66.6%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	12	-	132	1912	213	61.9%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	43	4	681	1898:1827	818+153	70.1 : 70.1%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	12:14	-	169	2090:1832	302+213	32.8 : 32.8%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	51.6%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	35	-	379	1865	746	50.8%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	23	-	257	1868	498	51.6%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	23	-	74	1999	502	14.7%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	35	-	363	1856	742	48.9%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	23	-	115	1819	485	23.7%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	23	-	178	2025	494	36.0%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%

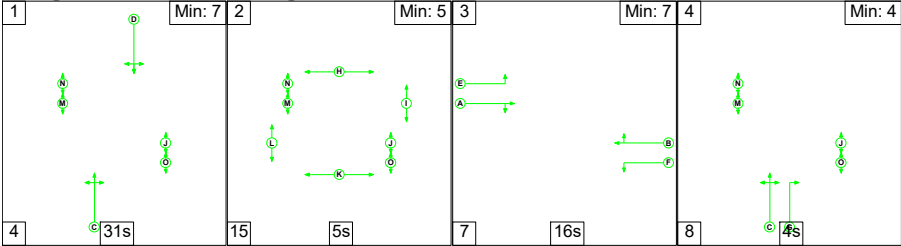
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	430	38	11	18.8	6.0	0.6	25.4	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	326	38	10	11.0	4.0	0.5	15.4	-	-	-	-
1/1	292	292	-	-	-	1.6	0.3	-	1.9	23.3	5.2	0.3	5.5
1/2+1/3	412	412	93	0	2	2.1	0.5	0.3	2.9	25.2	5.8	0.5	6.3
2/2+2/1	243	243	-	-	-	1.7	1.0	-	2.7	39.5	4.0	1.0	5.0
2/3	132	132	130	0	2	0.8	0.8	0.1	1.7	46.5	2.3	0.8	3.1
3/1+3/2	681	681	66	38	2	3.2	1.2	0.0	4.4	23.3	11.9	1.2	13.1
4/2+4/1	169	169	37	0	4	1.6	0.2	0.0	1.8	39.3	2.2	0.2	2.4
5/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	104	0	1	7.8	2.0	0.2	10.1	-	-	-	-
1/1	379	379	-	-	-	2.1	0.5	-	2.7	25.2	7.1	0.5	7.6
2/1	257	257	-	-	-	2.0	0.5	-	2.5	35.5	5.4	0.5	6.0
2/2	74	74	40	0	0	0.5	0.1	0.0	0.6	31.6	1.4	0.1	1.5
3/1	363	363	-	-	-	2.0	0.5	-	2.5	24.9	6.8	0.5	7.2
4/1	115	115	-	-	-	0.4	0.2	-	0.6	18.7	1.9	0.2	2.1
4/2	178	178	64	0	1	0.7	0.3	0.1	1.1	22.5	3.4	0.3	3.7
5/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

8/1	243	243	-	-	-	0.0	0.0	0.0	0.0	0.0
8/2	132	132	-	-	-	0.0	0.0	0.0	0.0	0.0
						Total Delay for Signalled Lanes (pcuHr):		Cycle Time (s):		
C1						28.3		15.39		
C2						74.4		10.06		
						PRC Over All Lanes(%) :		Total Delay Over All Lanes(pcuHr):		
						28.3		25.45		

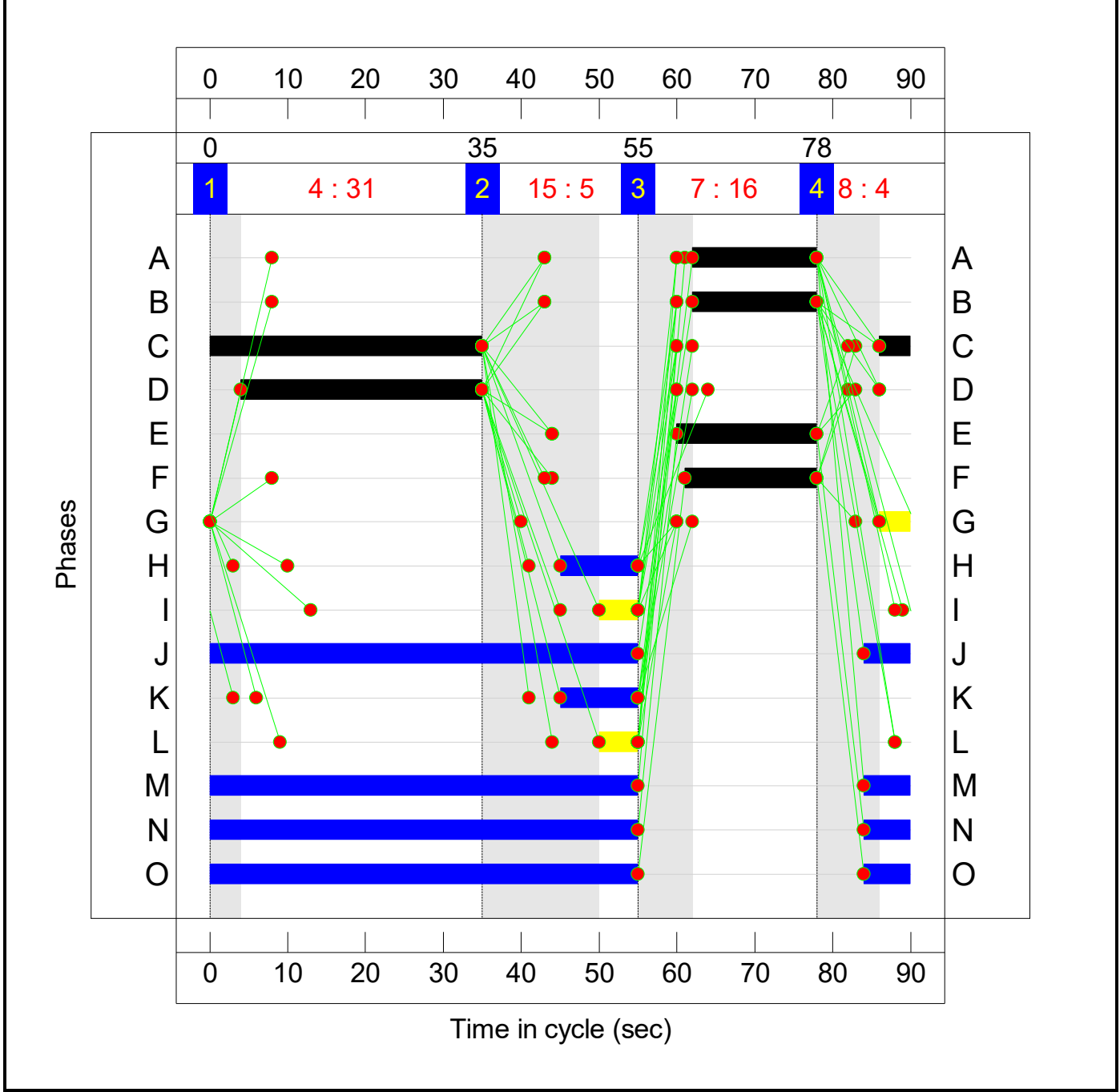
Stage Sequence Diagram



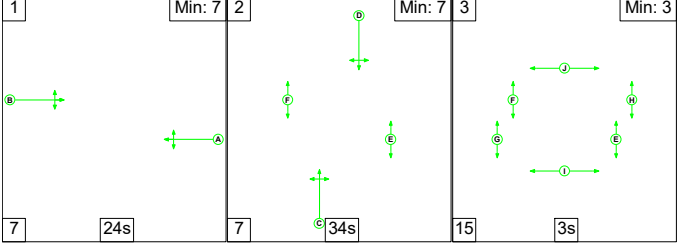
Stage Timings

Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

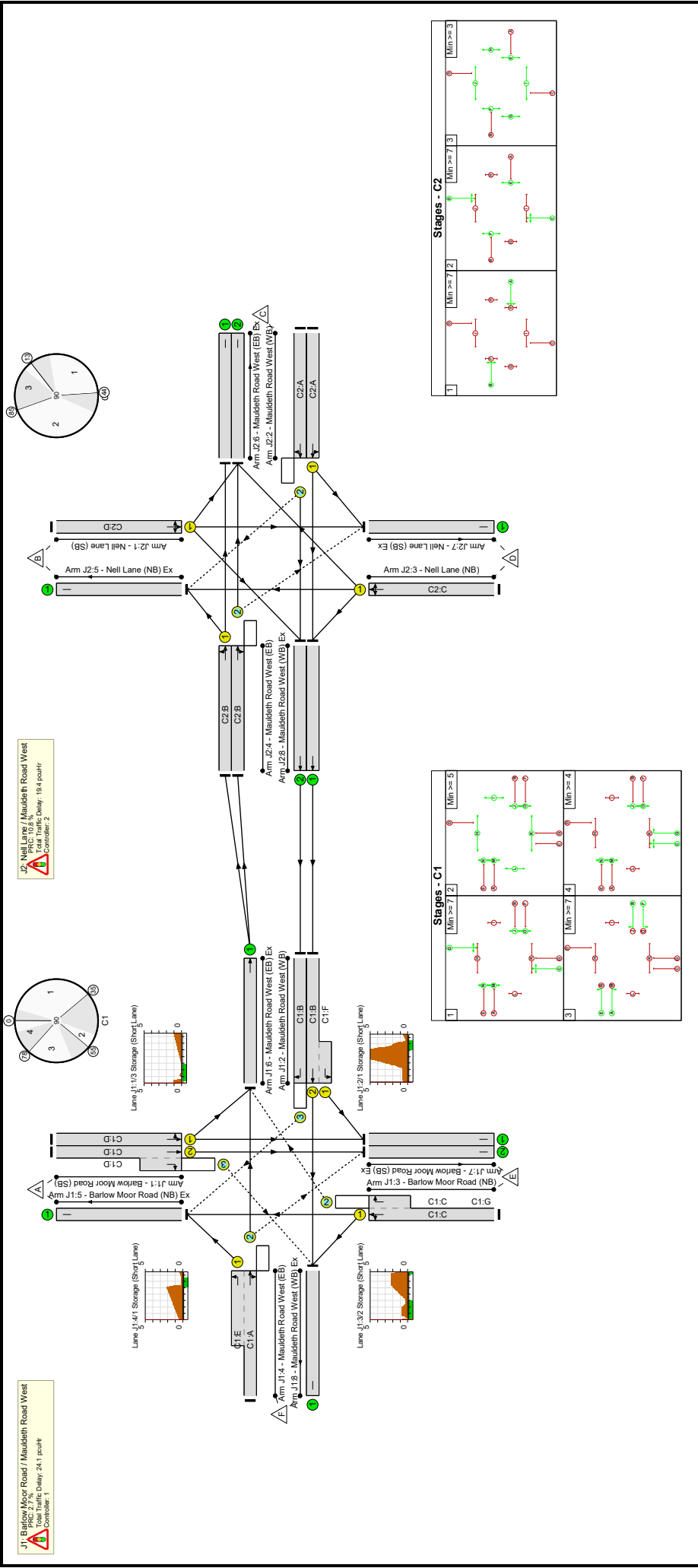
Signal Timings Diagram



C2
Stage Sequence Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	284	1866	663	42.8%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	384	2055:1827	624+132	50.8 : 50.8%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	379	2055:1832	107+326	87.5 : 87.5%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	134	1912	215	62.4%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	820	1903:1827	649+286	87.7 : 87.7%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	276	2109:1832	389+217	45.6 : 45.6%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	81.2%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	34	-	483	1859	723	66.8%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	24	-	407	1868	519	78.4%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	24	-	83	1935	200	41.5%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	34	-	580	1836	714	81.2%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	24	-	218	1830	508	42.9%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	24	-	247	2051	535	46.2%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%

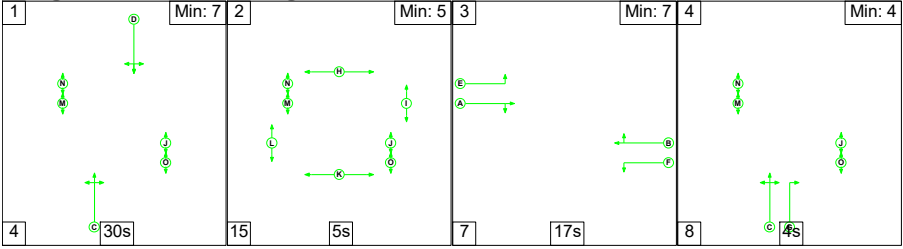
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	536	81	17	27.8	14.6	1.1	43.5	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	408	81	15	14.8	8.6	0.7	24.1	-	-	-	-
1/1	284	284	-	-	-	1.7	0.4	-	2.1	26.8	5.4	0.4	5.7
1/2+1/3	384	384	66	0	1	2.3	0.5	0.3	3.1	29.4	6.3	0.5	6.8
2/2+2/1	379	379	-	-	-	2.9	3.1	-	6.0	56.8	7.6	3.1	10.8
2/3	134	134	129	0	5	0.7	0.8	0.2	1.7	44.4	1.3	0.8	2.1
3/1+3/2	820	820	164	81	6	4.8	3.4	0.3	8.4	36.8	16.0	3.4	19.4
4/2+4/1	276	276	49	0	3	2.4	0.4	0.0	2.8	36.9	3.9	0.4	4.3
5/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	128	0	2	13.1	6.0	0.3	19.4	-	-	-	-
1/1	483	483	-	-	-	3.0	1.0	-	4.0	30.1	9.9	1.0	10.9
2/1	407	407	-	-	-	3.4	1.8	-	5.2	45.6	9.4	1.8	11.1
2/2	83	83	82	0	1	0.6	0.4	0.2	1.1	47.1	1.5	0.4	1.9
3/1	580	580	-	-	-	4.0	2.1	-	6.1	37.6	12.9	2.1	15.0
4/1	218	218	-	-	-	1.0	0.4	-	1.3	22.1	3.5	0.4	3.9
4/2	247	247	46	0	1	1.2	0.4	0.1	1.7	25.2	4.1	0.4	4.5
5/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

	C1	C2	PRC for Signalised Lanes (%)	PRC for Signalised Lanes (%)	PRC Over All Lanes (%)	Total Delay for Signalised Lanes (pcuHr)	Total Delay for Signalised Lanes (pcuHr)	Total Delay Over All Lanes(pcuHr):	Cycle Time (s):	Cycle Time (s):
8/1	379	-	-	-	-	-	0.0	0.0	0.0	0.0
8/2	134	-	-	-	-	-	0.0	0.0	0.0	0.0

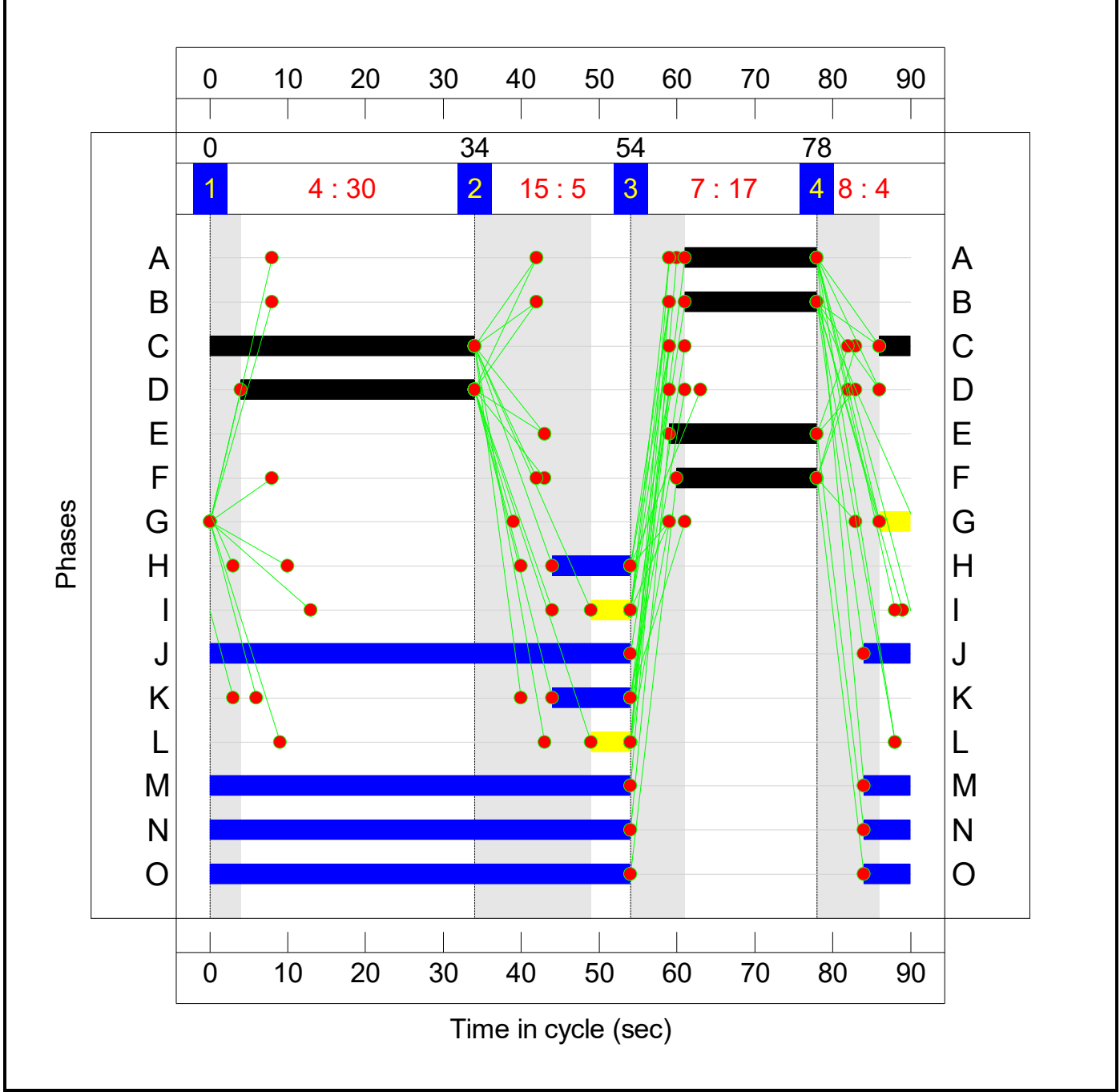
Stage Sequence Diagram



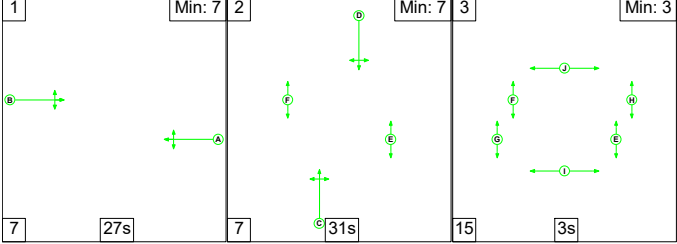
Stage Timings

Stage	1	2	3	4
Duration	30	5	17	4
Change Point	0	34	54	78

Signal Timings Diagram



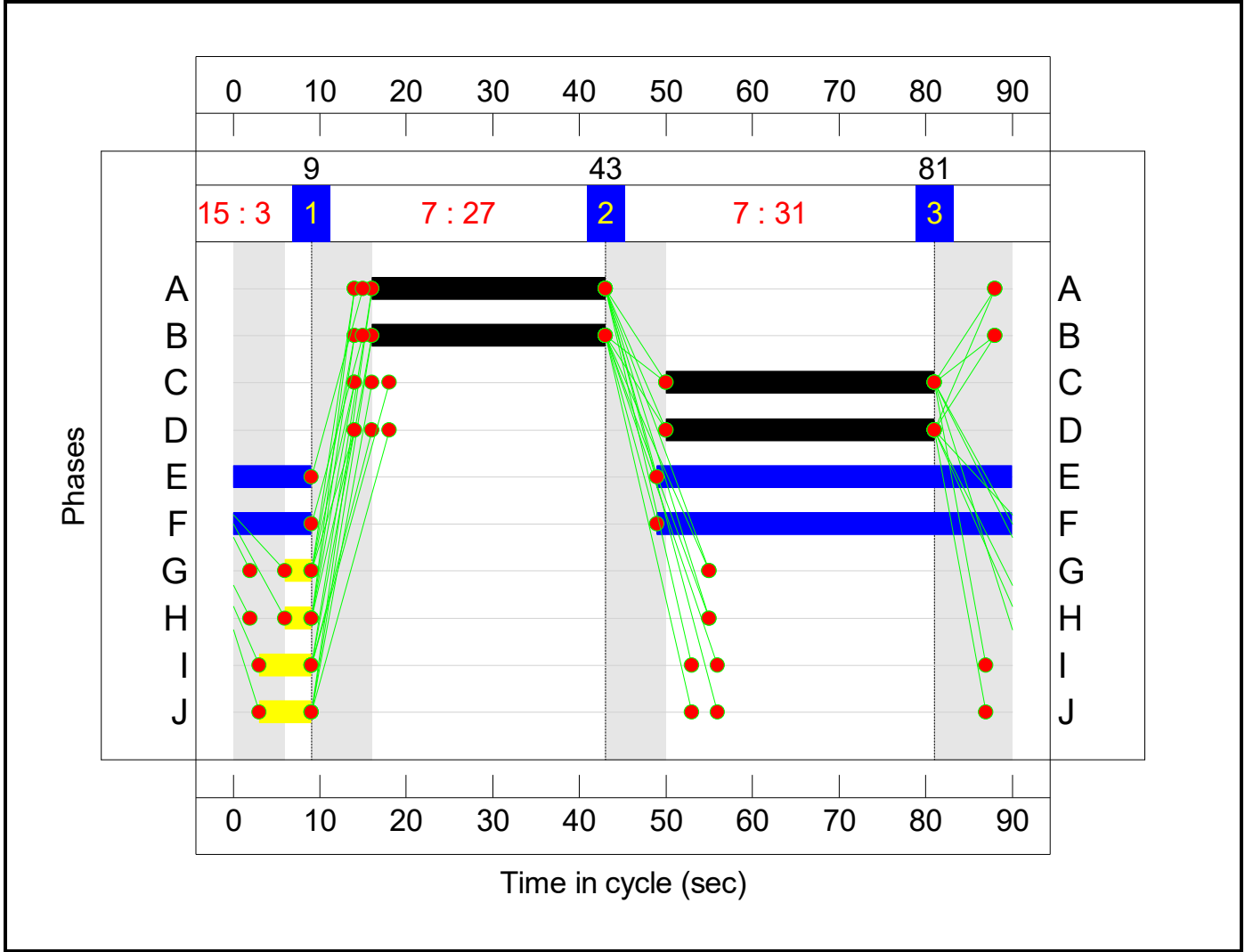
C2
Stage Sequence Diagram



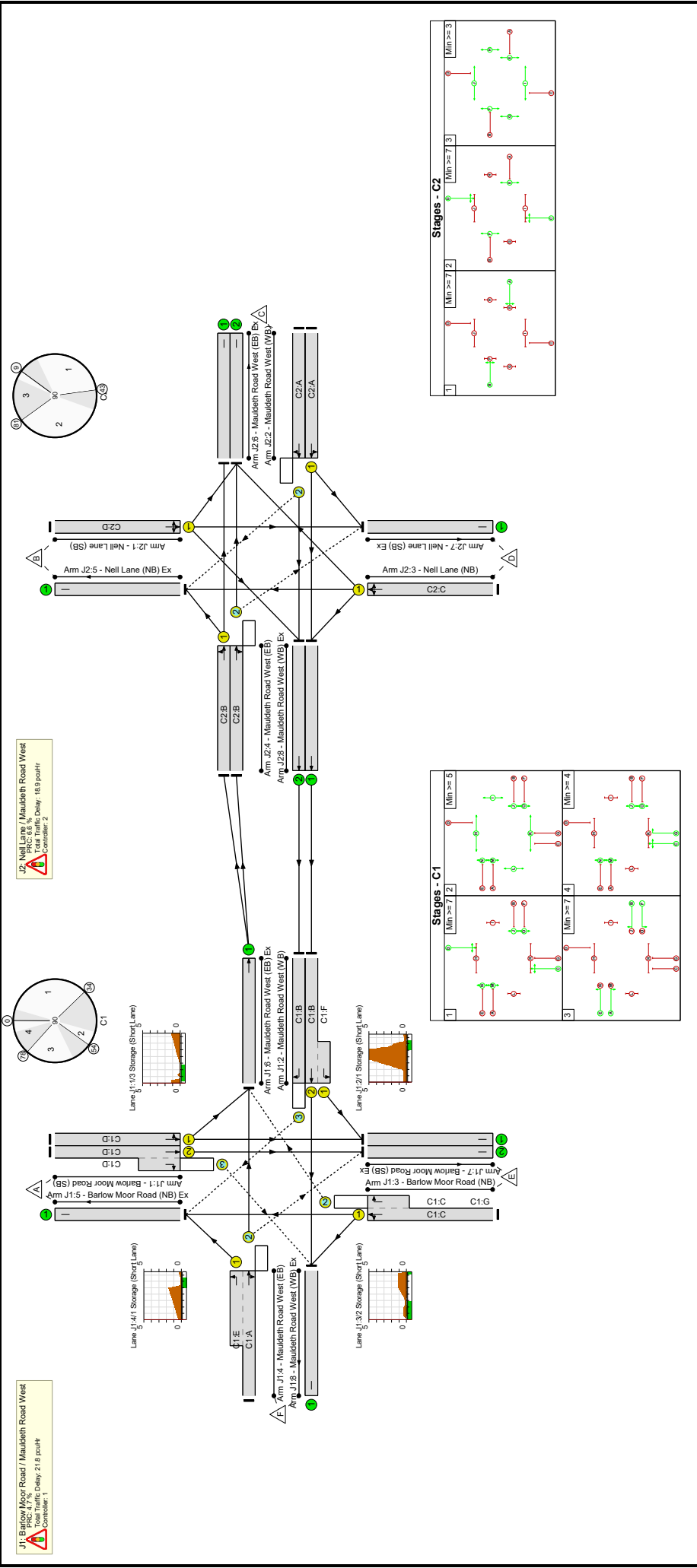
Stage Timings

Stage	1	2	3
Duration	27	31	3
Change Point	9	43	81

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	30	-	281	1844	635	44.2%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	30	-	391	2055:1827	598+140	53.0 : 53.0%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	17:18	-	411	2055:1832	147+331	86.0 : 86.0%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	17	-	127	1912	258	49.2%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	38	4	740	1896:1827	711+162	84.8 : 84.8%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	17:19	-	221	2097:1832	402+228	35.0 : 35.0%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	84.4%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	31	-	396	1864	663	59.8%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	27	-	489	1862	579	84.4%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	27	-	74	1974	436	17.0%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	31	-	536	1838	654	82.0%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	27	-	169	1847	575	29.4%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	27	-	186	2020	324	57.4%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	446	47	24	26.1	13.7	0.9	40.8	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	336	47	7	14.1	7.2	0.5	21.8	-	-	-	-
1/1	281	281	-	-	-	1.8	0.4	-	2.2	27.9	5.4	0.4	5.8
1/2+1/3	391	391	72	0	2	2.5	0.6	0.3	3.3	30.8	6.4	0.6	7.0
2/2+2/1	411	411	-	-	-	3.0	2.8	-	5.9	51.4	7.8	2.8	10.6
2/3	127	127	125	0	2	0.5	0.5	0.1	1.1	31.2	1.3	0.5	1.8
3/1+3/2	740	740	87	47	3	4.5	2.7	0.1	7.2	35.0	15.1	2.7	17.8
4/2+4/1	221	221	51	0	1	1.8	0.3	0.0	2.1	34.8	3.0	0.3	3.3
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	110	0	17	12.0	6.5	0.4	18.9	-	-	-	-
1/1	396	396	-	-	-	2.6	0.7	-	3.3	30.4	8.0	0.7	8.8
2/1	489	489	-	-	-	3.9	2.6	-	6.5	47.8	11.4	2.6	14.0
2/2	74	74	52	0	1	0.5	0.1	0.1	0.6	29.9	1.3	0.1	1.4
3/1	536	536	-	-	-	3.9	2.2	-	6.1	41.1	12.1	2.2	14.3
4/1	169	169	-	-	-	0.5	0.2	-	0.7	15.8	2.3	0.2	2.6
4/2	186	186	58	0	16	0.6	0.7	0.3	1.6	31.0	2.6	0.7	3.3
5/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

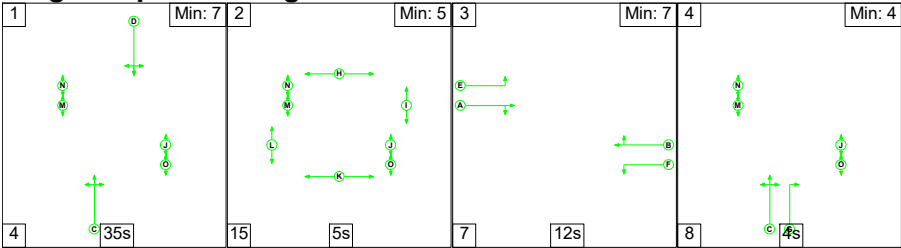
8/1	411	411	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	127	127	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		4.7		Total Delay for Signalled Lanes (pcuHr):		21.83		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		6.6		Total Delay for Signalled Lanes (pcuHr):		18.93		Cycle Time (s):		90			
		PRC Over All Lanes (%):		4.7		Total Delay Over All Lanes (pcuHr):		40.76							

Full Input Data And Results

Scenario 6: 'Base 2023 SAT' (FG6: 'Base 2023 Saturday', Plan 1: 'Network Control Plan 1')

C1

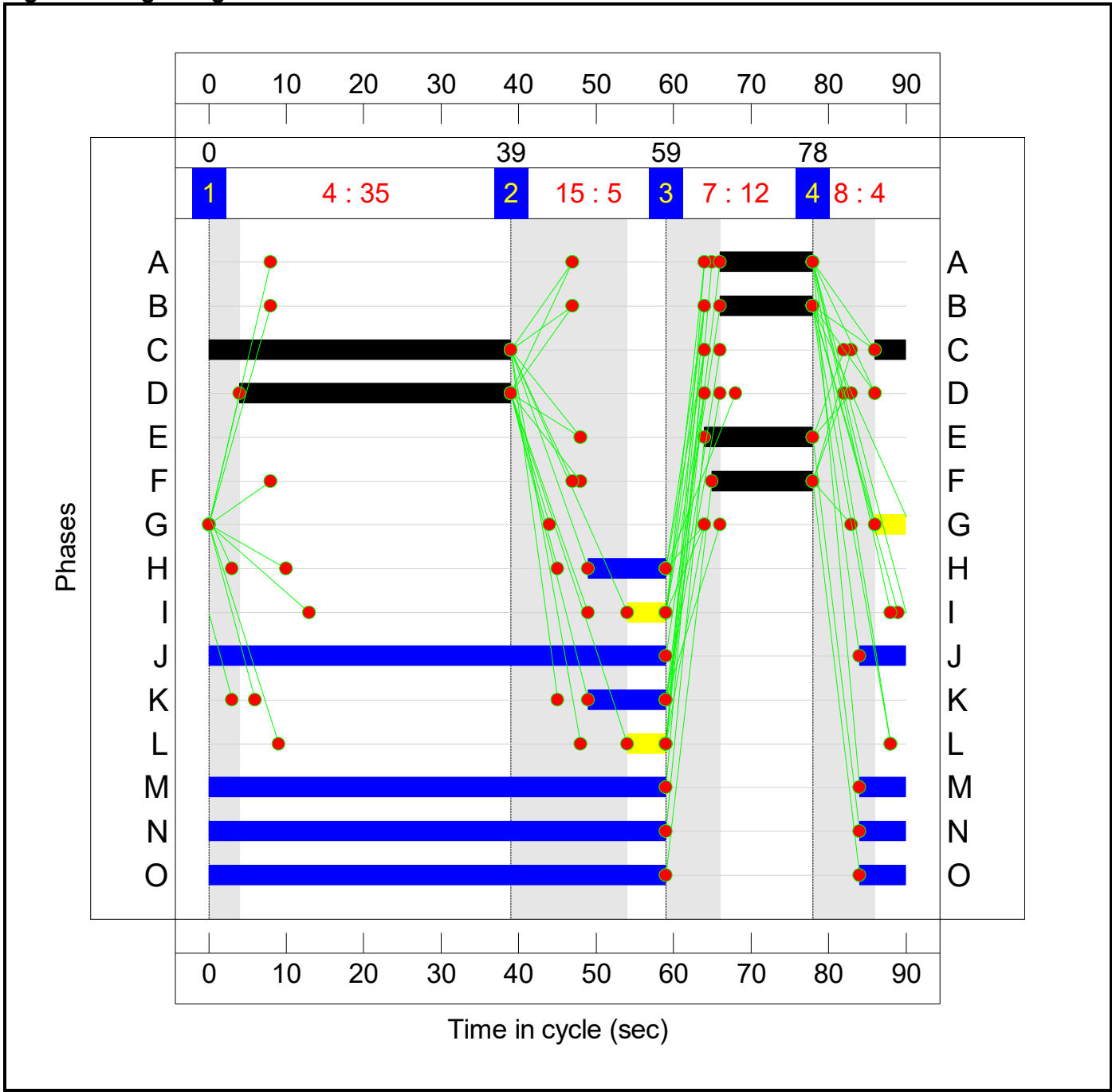
Stage Sequence Diagram



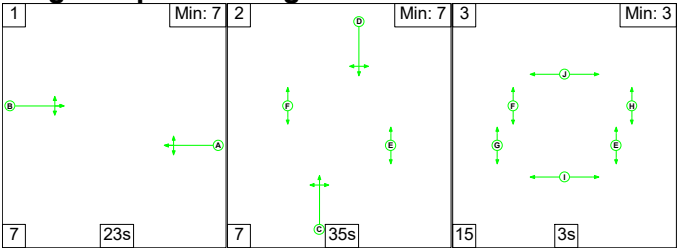
Stage Timings

Stage	1	2	3	4
Duration	35	5	12	4
Change Point	0	39	59	78

Signal Timings Diagram



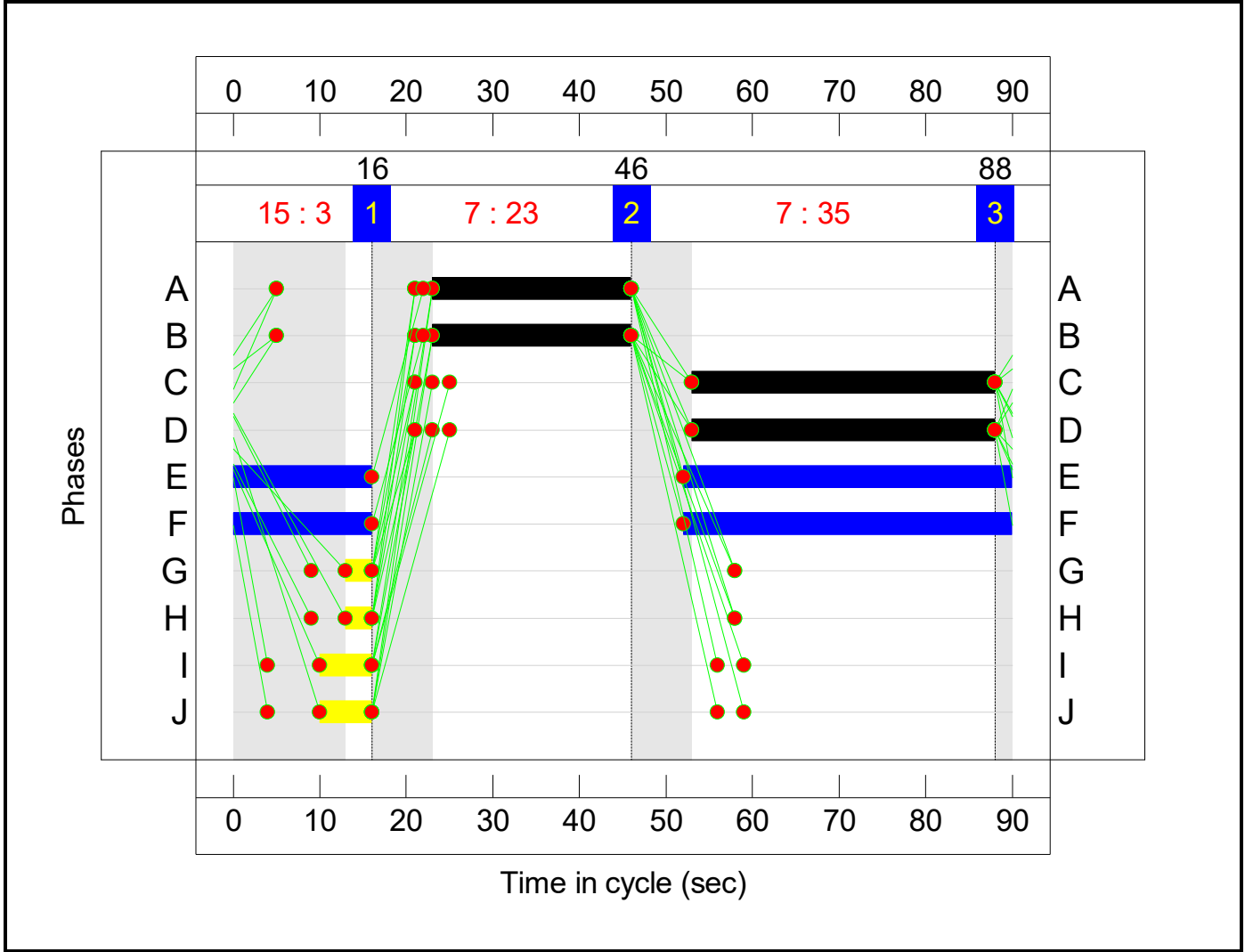
C2
Stage Sequence Diagram



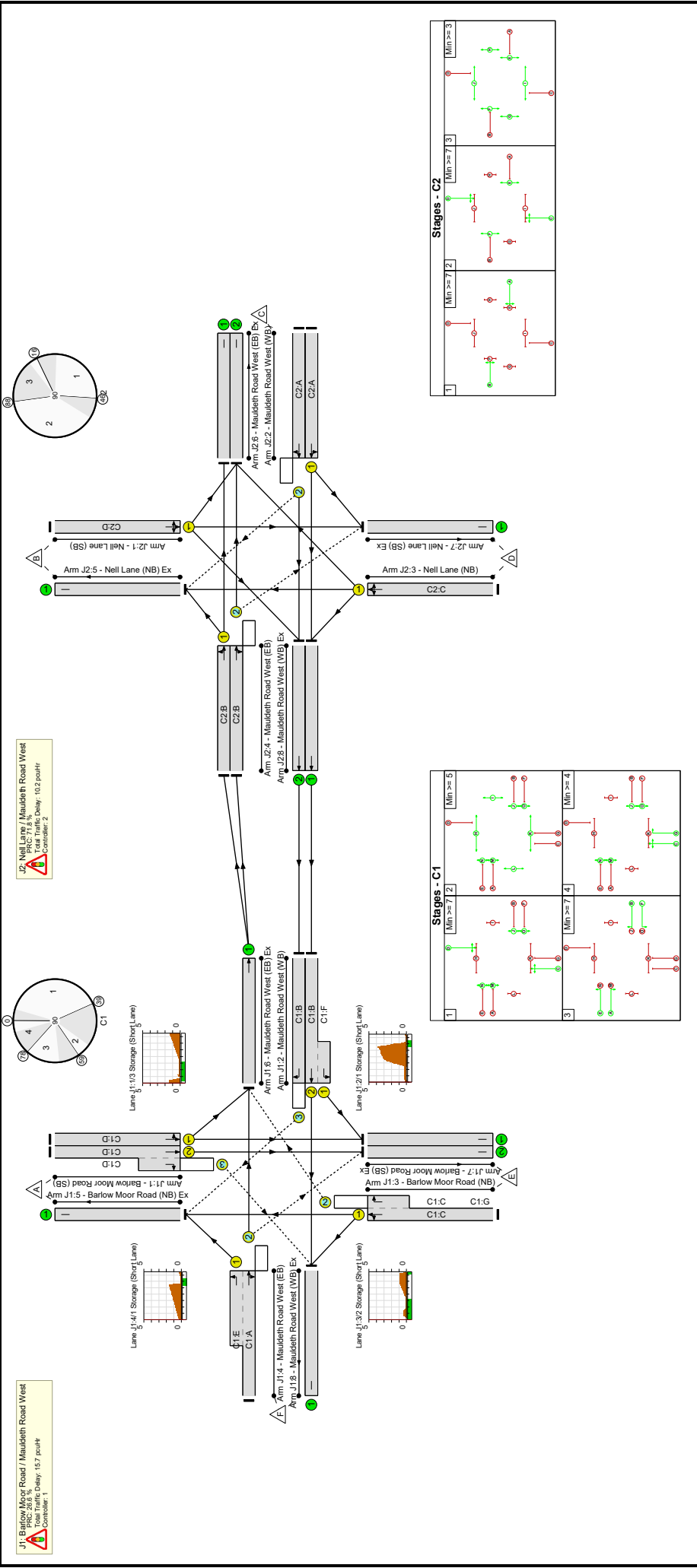
Stage Timings

Stage	1	2	3
Duration	23	35	3
Change Point	16	46	88

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	35	-	292	1847	739	39.5%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	35	-	420	2055:1827	662+196	48.9 : 48.9%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	12:13	-	247	2055:1832	105+260	67.7 : 67.7%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	12	-	133	1912	213	62.6%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	43	4	690	1898:1827	819+152	71.1 : 71.1%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	12:14	-	171	2089:1832	302+214	33.1 : 33.1%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	52.4%

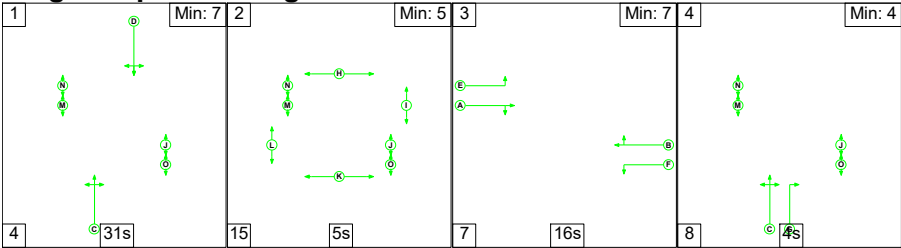
Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	35	-	384	1865	746	51.5%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	23	-	261	1868	498	52.4%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	23	-	75	1998	501	15.0%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	35	-	367	1856	742	49.4%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	23	-	139	1839	490	28.3%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	23	-	156	2017	463	33.7%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	435	38	12	19.1	6.2	0.7	26.0	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	330	38	11	11.1	4.1	0.5	15.7	-	-	-	-
1/1	292	292	-	-	-	1.6	0.3	-	1.9	23.3	5.2	0.3	5.5
1/2+1/3	420	420	94	0	2	2.2	0.5	0.3	3.0	25.4	6.0	0.5	6.5
2/2+2/1	247	247	-	-	-	1.7	1.0	-	2.7	40.0	4.1	1.0	5.2
2/3	133	133	131	0	2	0.8	0.8	0.1	1.7	47.1	2.3	0.8	3.1
3/1+3/2	690	690	67	38	2	3.3	1.2	0.0	4.5	23.6	12.1	1.2	13.3
4/2+4/1	171	171	38	0	4	1.6	0.2	0.0	1.9	39.3	2.2	0.2	2.5
5/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	105	0	1	7.9	2.1	0.2	10.2	-	-	-	-
1/1	384	384	-	-	-	2.2	0.5	-	2.7	25.4	7.3	0.5	7.8
2/1	261	261	-	-	-	2.0	0.5	-	2.6	35.7	5.5	0.5	6.1
2/2	75	75	41	0	0	0.5	0.1	0.0	0.7	31.3	1.4	0.1	1.5
3/1	367	367	-	-	-	2.1	0.5	-	2.5	25.0	6.8	0.5	7.3
4/1	139	139	-	-	-	0.5	0.2	-	0.7	18.7	2.4	0.2	2.6
4/2	156	156	64	0	1	0.6	0.3	0.1	1.0	23.2	2.8	0.3	3.1
5/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

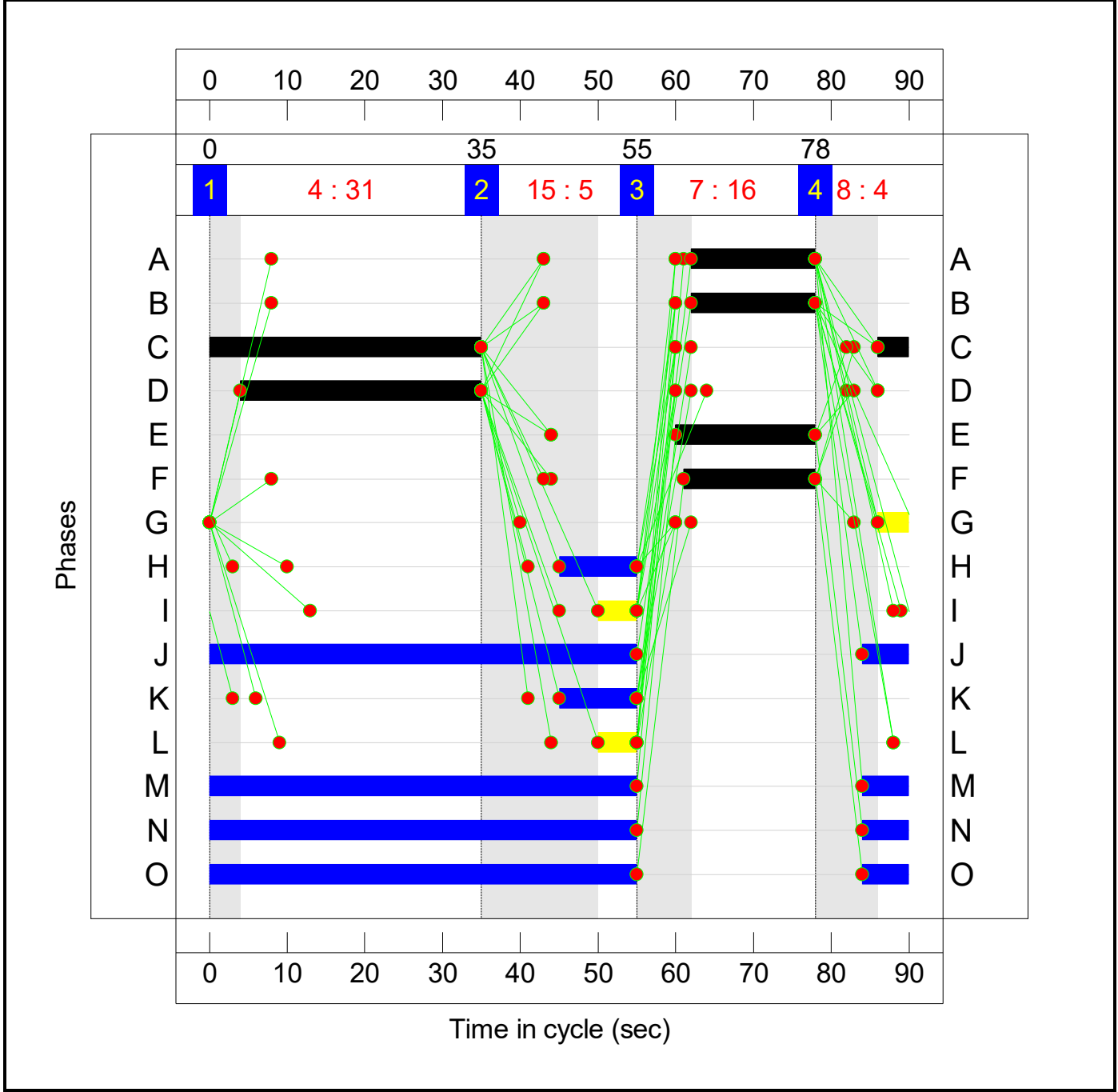
Stage Sequence Diagram



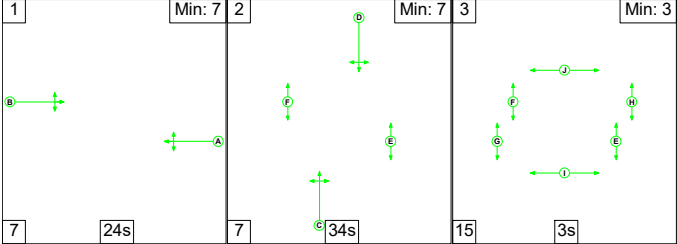
Stage Timings

Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

Signal Timings Diagram



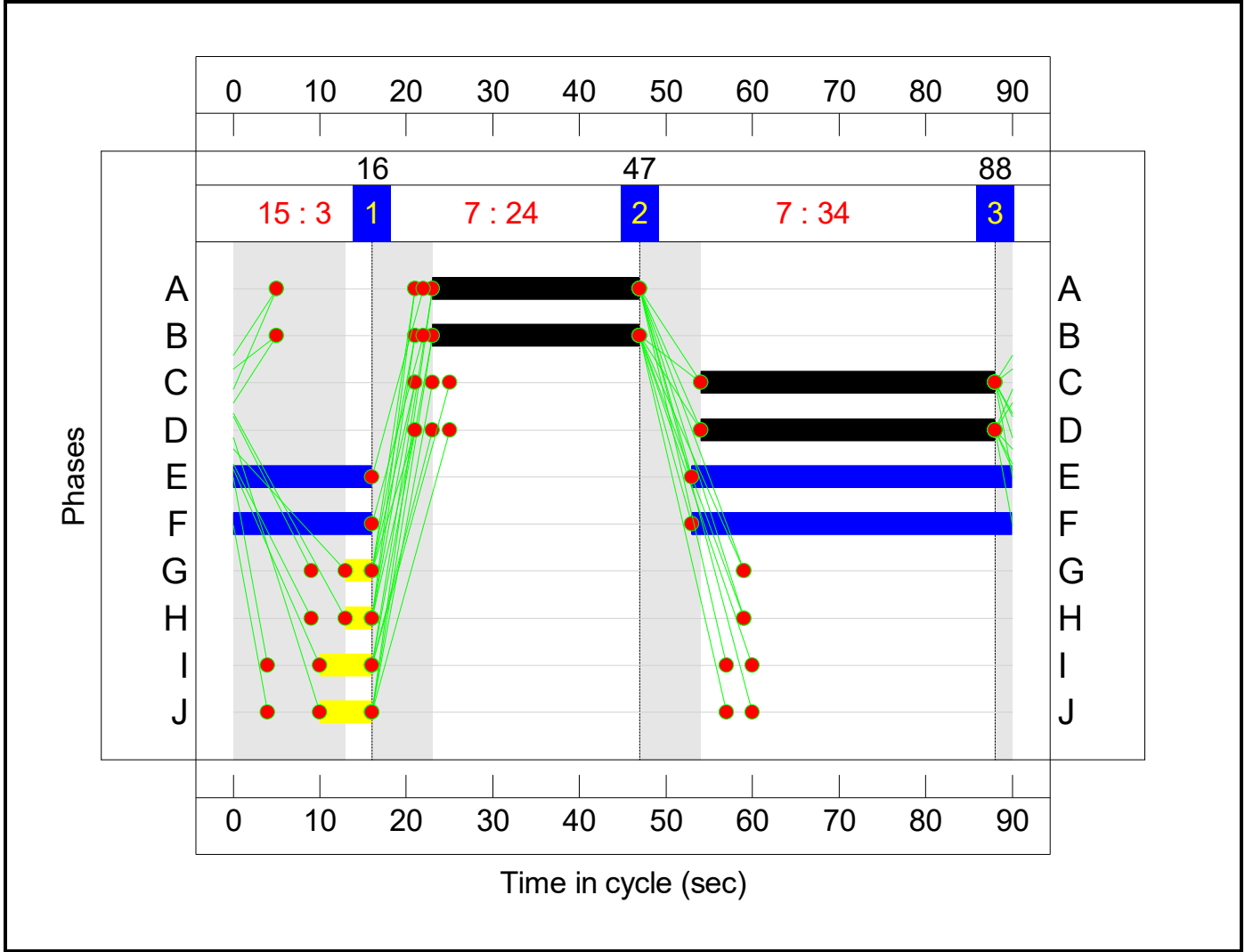
C2
Stage Sequence Diagram



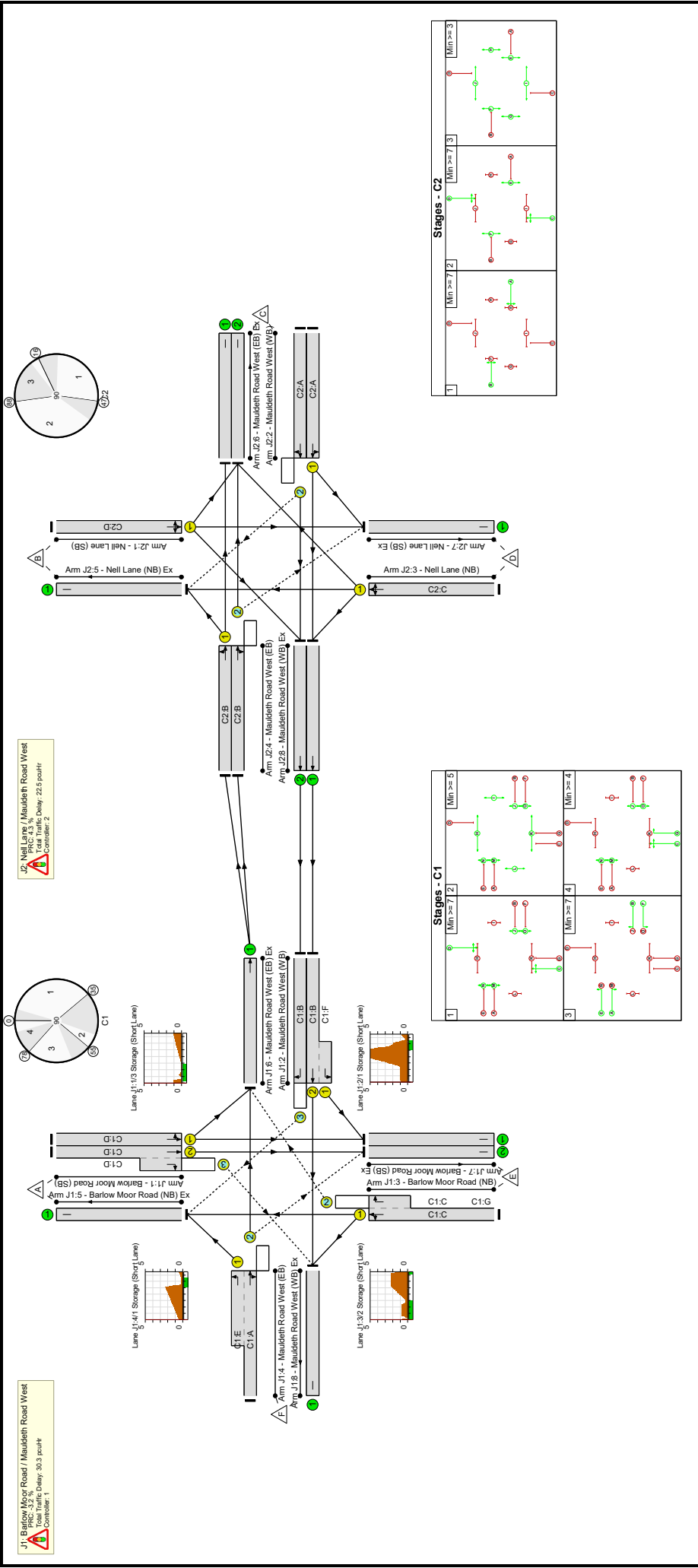
Stage Timings

Stage	1	2	3
Duration	24	34	3
Change Point	16	47	88

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.9%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	92.9%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	304	1866	663	45.8%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	406	2055:1827	624+132	53.7 : 53.7%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	402	2055:1832	108+326	92.7 : 92.7%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	142	1912	209	68.0%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	869	1903:1827	649+286	92.9 : 92.9%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	293	2109:1832	389+217	48.4 : 48.4%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.3%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	34	-	513	1858	723	71.0%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	24	-	430	1868	519	82.9%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	24	-	88	1935	187	46.9%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	34	-	616	1836	714	86.3%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	24	-	233	1831	509	45.8%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	24	-	261	2050	528	49.5%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%

Full Input Data And Results

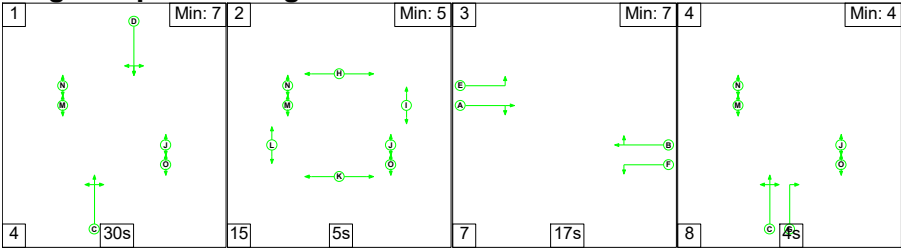
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	532	81	60	30.7	20.8	1.4	52.8	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	395	81	58	16.4	13.0	1.0	30.3	-	-	-	-
1/1	304	304	-	-	-	1.9	0.4	-	2.3	27.3	5.8	0.4	6.2
1/2+1/3	406	406	56	0	15	2.5	0.6	0.4	3.5	30.6	6.8	0.6	7.4
2/2+2/1	402	402	-	-	-	3.0	4.9	-	7.9	70.8	8.3	4.9	13.2
2/3	142	142	129	0	13	1.1	1.0	0.2	2.4	60.3	1.7	1.0	2.7
3/1+3/2	869	869	159	81	26	5.3	5.6	0.4	11.2	46.5	18.1	5.6	23.7
4/2+4/1	293	293	51	0	4	2.6	0.5	0.0	3.0	37.4	4.2	0.5	4.6
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	137	0	2	14.3	7.8	0.4	22.5	-	-	-	-
1/1	513	513	-	-	-	3.3	1.2	-	4.5	31.7	10.7	1.2	11.9
2/1	430	430	-	-	-	3.6	2.3	-	5.9	49.7	10.0	2.3	12.3
2/2	88	88	87	0	1	0.6	0.4	0.2	1.3	51.7	1.7	0.4	2.1
3/1	616	616	-	-	-	4.3	3.0	-	7.3	42.6	14.0	3.0	17.0
4/1	233	233	-	-	-	1.1	0.4	-	1.5	23.6	3.8	0.4	4.3
4/2	261	261	50	0	1	1.3	0.5	0.2	2.0	27.5	4.4	0.5	4.9
5/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

8/1	402	402	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	142	142	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-3.2		Total Delay for Signalled Lanes (pcuHr):		30.31		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		4.3		Total Delay for Signalled Lanes (pcuHr):		22.53		Cycle Time (s):		90			
		PRC Over All Lanes (%):		-3.2		Total Delay Over All Lanes (pcuHr):		52.85							

Scenario 8: 'Base 2028 PM' (FG8: 'Base 2028 PM', Plan 1: 'Network Control Plan 1')
C1

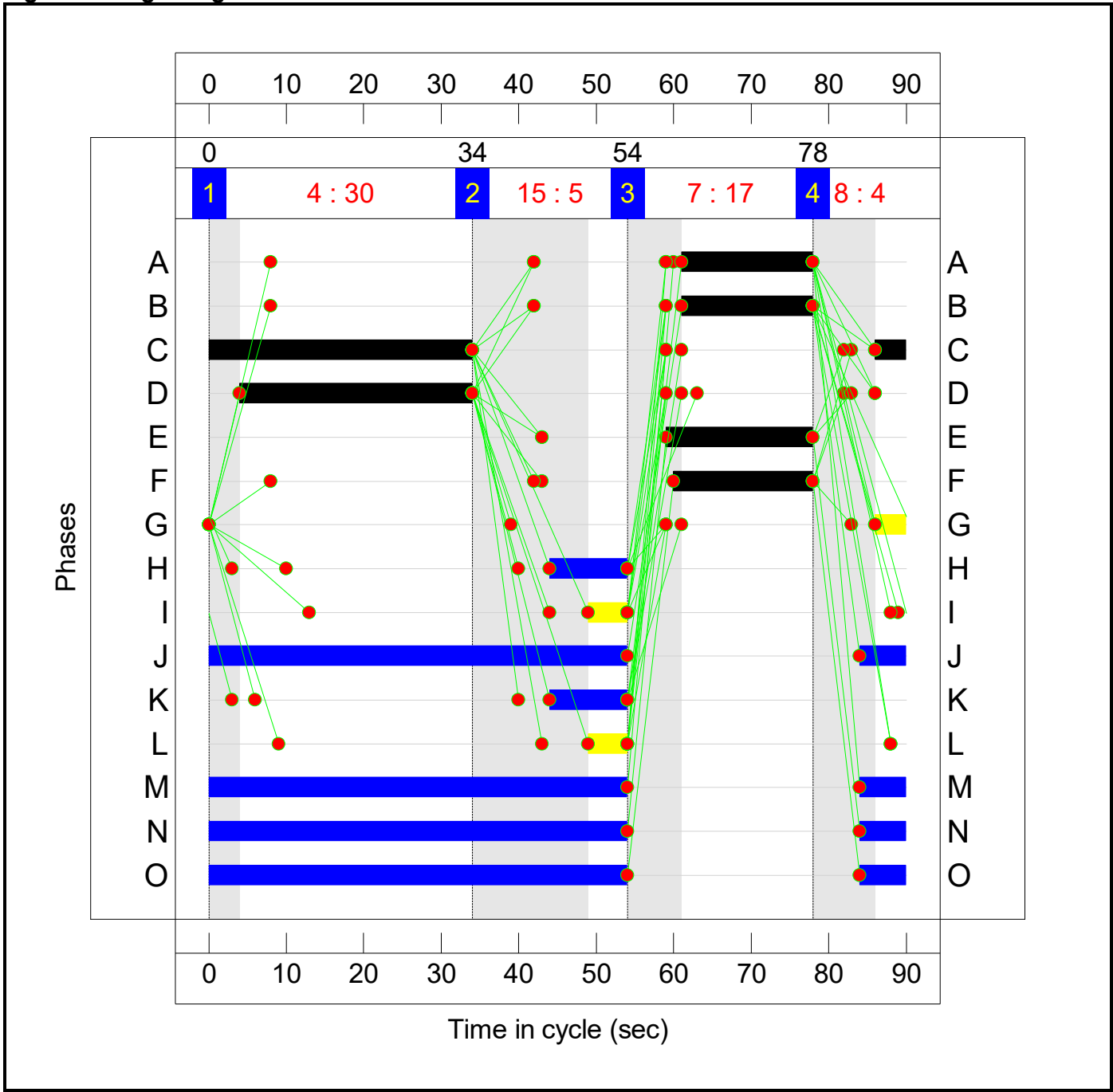
Stage Sequence Diagram



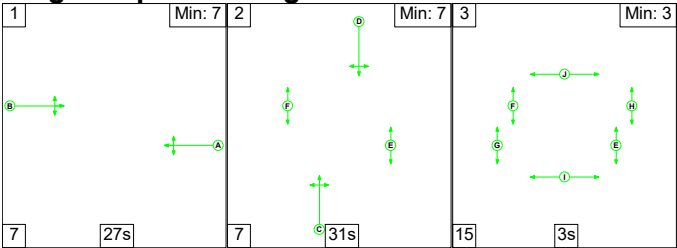
Stage Timings

Stage	1	2	3	4
Duration	30	5	17	4
Change Point	0	34	54	78

Signal Timings Diagram



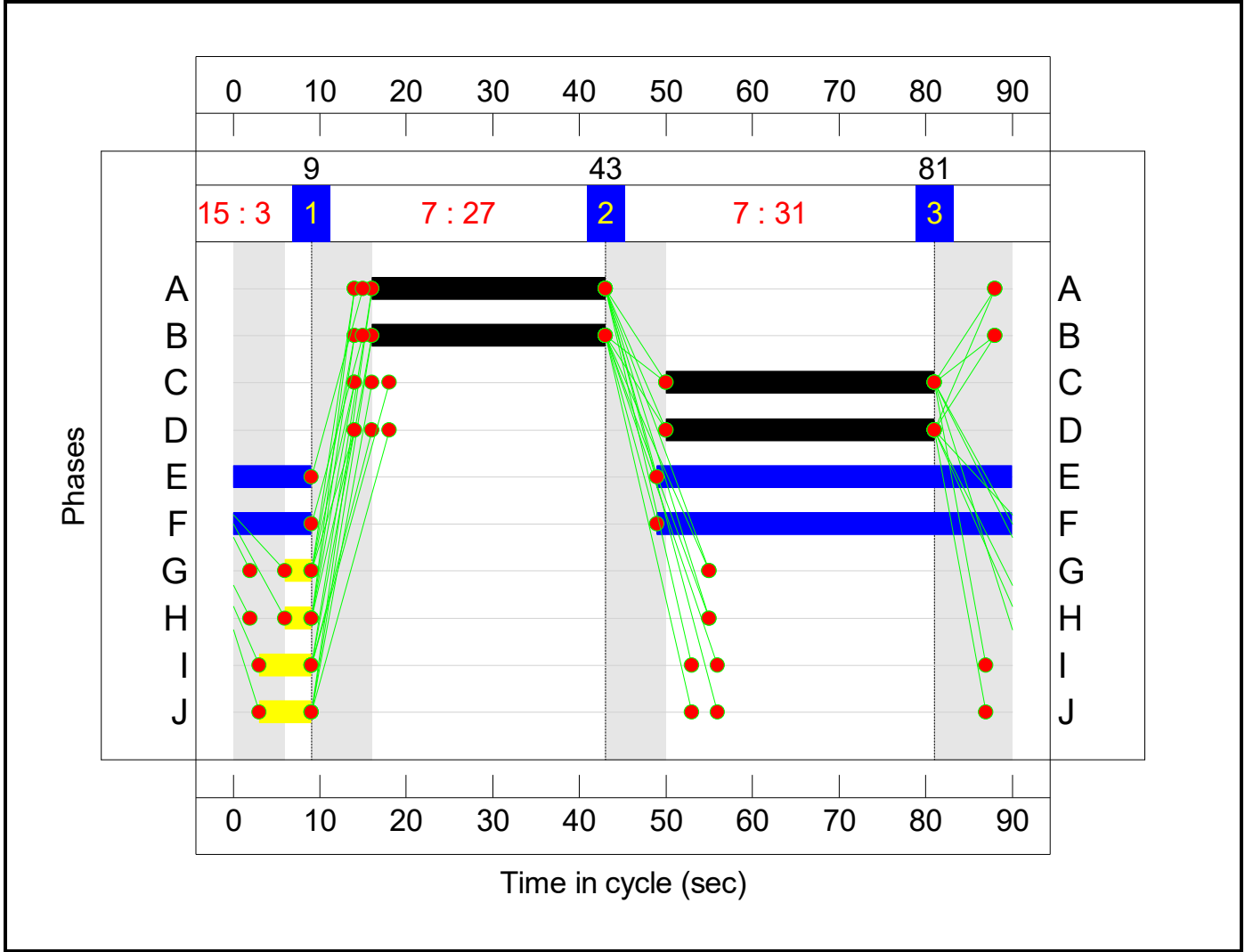
C2
Stage Sequence Diagram



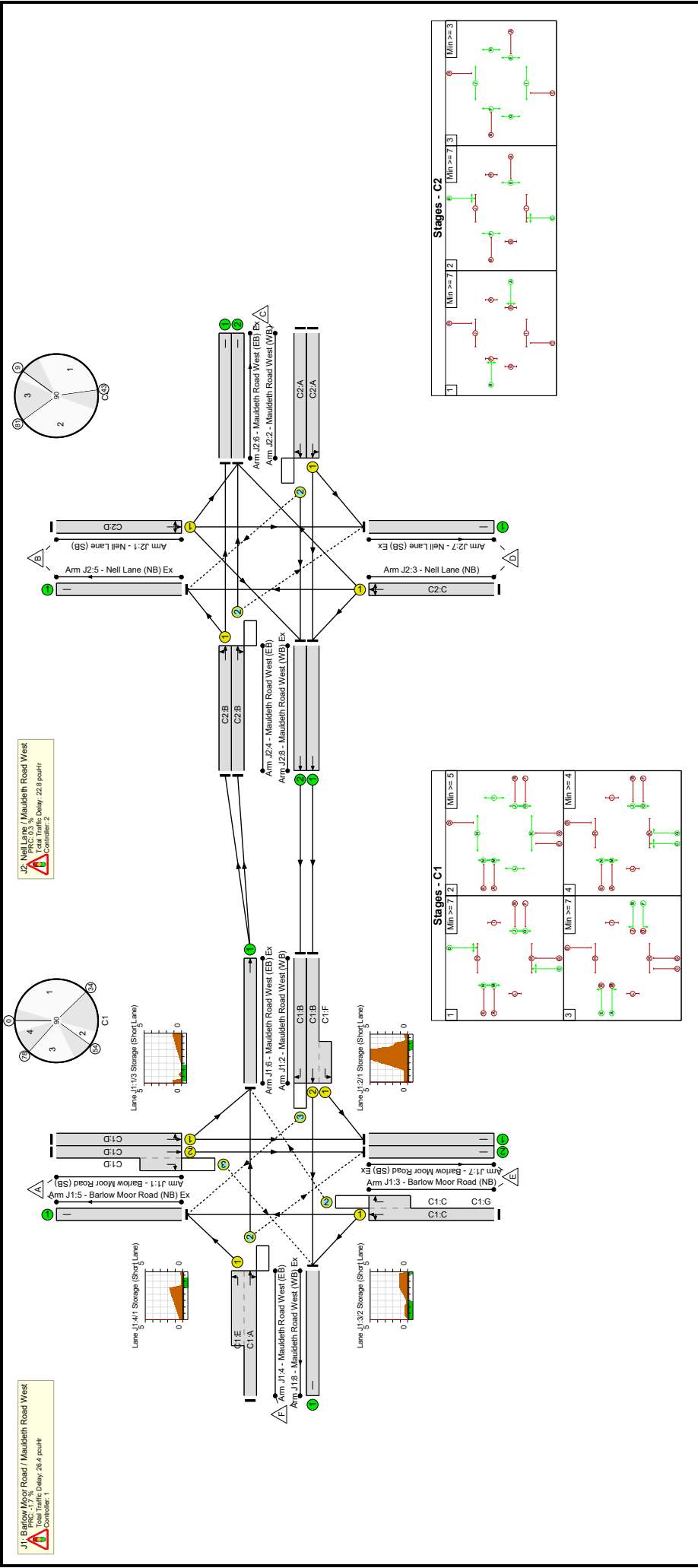
Stage Timings

Stage	1	2	3
Duration	27	31	3
Change Point	9	43	81

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.5%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	91.5%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	30	-	300	1844	635	47.2%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	30	-	414	2055:1827	598+139	56.2 : 56.2%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	17:18	-	438	2055:1832	148+331	91.5 : 91.5%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	17	-	136	1912	252	53.9%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	38	4	785	1896:1827	711+162	89.9 : 89.9%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	17:19	-	234	2097:1832	402+229	37.0 : 37.0%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	89.7%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	31	-	421	1864	663	63.5%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	27	-	520	1863	580	89.7%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	27	-	79	1975	422	18.7%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	31	-	571	1838	654	87.4%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	27	-	180	1846	574	31.3%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	27	-	198	2020	295	67.2%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	434	47	69	28.4	19.7	1.1	49.3	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	341	47	27	15.3	10.5	0.7	26.4	-	-	-	-
1/1	300	300	-	-	-	1.9	0.4	-	2.4	28.5	5.8	0.4	6.3
1/2+1/3	414	414	58	0	20	2.6	0.6	0.4	3.7	32.1	7.0	0.6	7.6
2/2+2/1	438	438	-	-	-	3.3	4.4	-	7.7	63.6	8.5	4.4	13.0
2/3	136	136	133	0	3	0.6	0.6	0.1	1.3	33.9	1.4	0.6	2.0
3/1+3/2	785	785	95	47	3	4.9	4.1	0.1	9.1	41.6	16.7	4.1	20.8
4/2+4/1	234	234	54	0	1	2.0	0.3	0.0	2.3	35.1	3.2	0.3	3.5
5/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	93	0	42	13.1	9.3	0.5	22.8	-	-	-	-
1/1	421	421	-	-	-	2.8	0.9	-	3.7	31.5	8.7	0.9	9.5
2/1	520	520	-	-	-	4.3	3.9	-	8.1	56.4	12.4	3.9	16.3
2/2	79	79	55	0	1	0.5	0.1	0.1	0.7	30.3	1.4	0.1	1.5
3/1	571	571	-	-	-	4.3	3.2	-	7.5	47.4	13.3	3.2	16.5
4/1	180	180	-	-	-	0.6	0.2	-	0.8	16.3	2.6	0.2	2.8
4/2	198	198	38	0	41	0.6	1.0	0.4	2.0	36.7	2.7	1.0	3.7
5/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

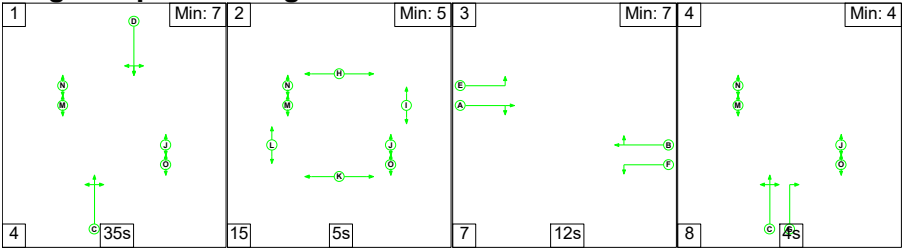
8/1	438	438	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	136	136	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-1.7		Total Delay for Signalled Lanes (pcuHr):		26.43		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		0.3		Total Delay for Signalled Lanes (pcuHr):		22.84		Cycle Time (s):		90			
		PRC Over All Lanes (%):		-1.7		Total Delay Over All Lanes (pcuHr):		49.28							

Full Input Data And Results

Scenario 9: 'Base 2028 SAT' (FG9: 'Base 2028 Saturday', Plan 1: 'Network Control Plan 1')

C1

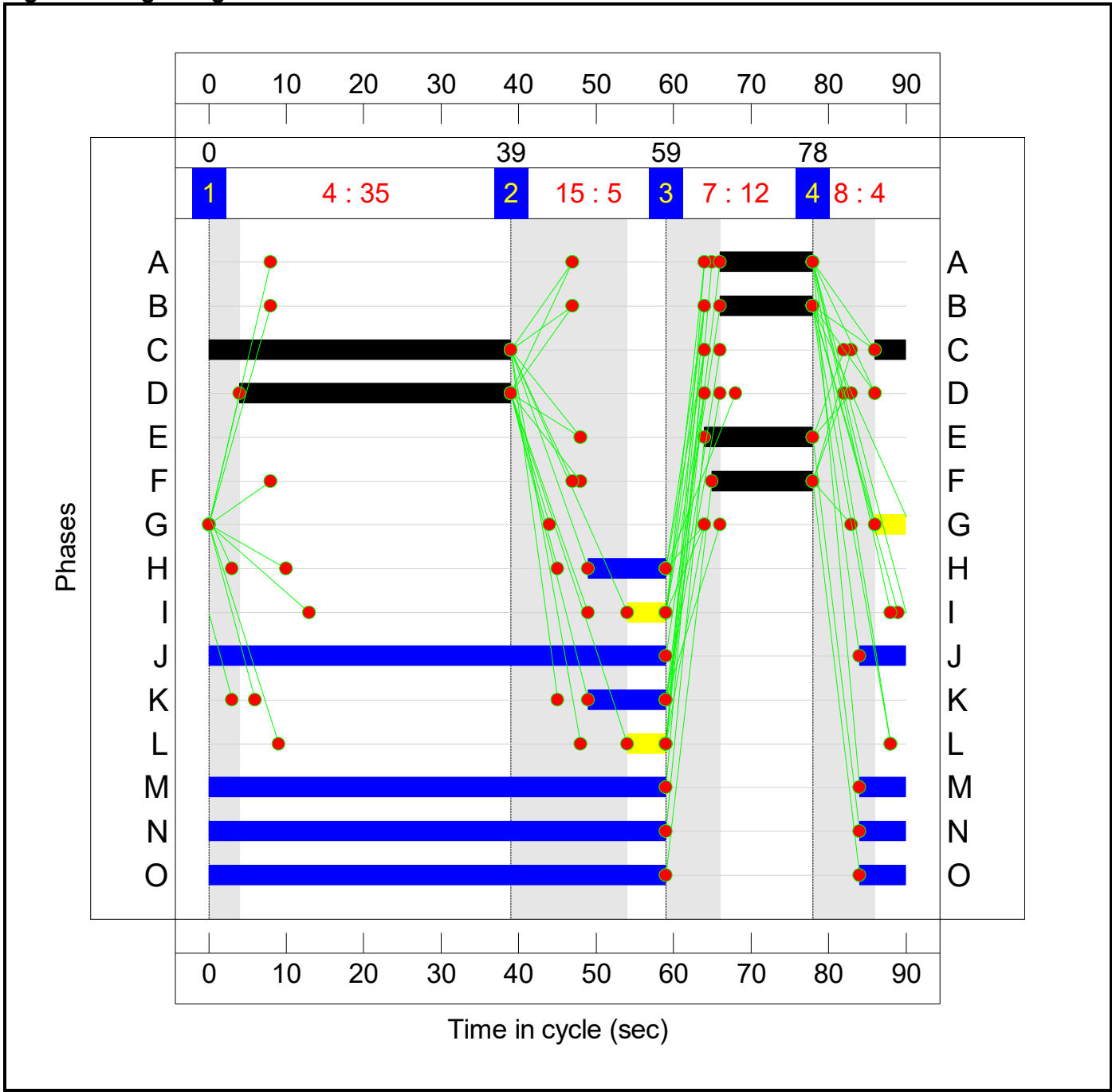
Stage Sequence Diagram



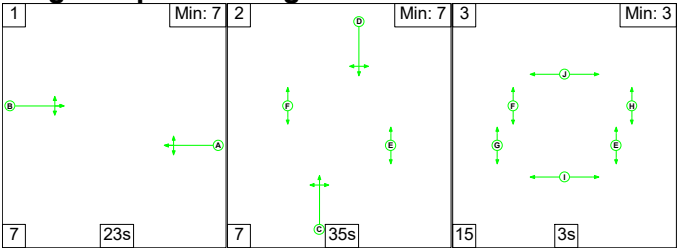
Stage Timings

Stage	1	2	3	4
Duration	35	5	12	4
Change Point	0	39	59	78

Signal Timings Diagram



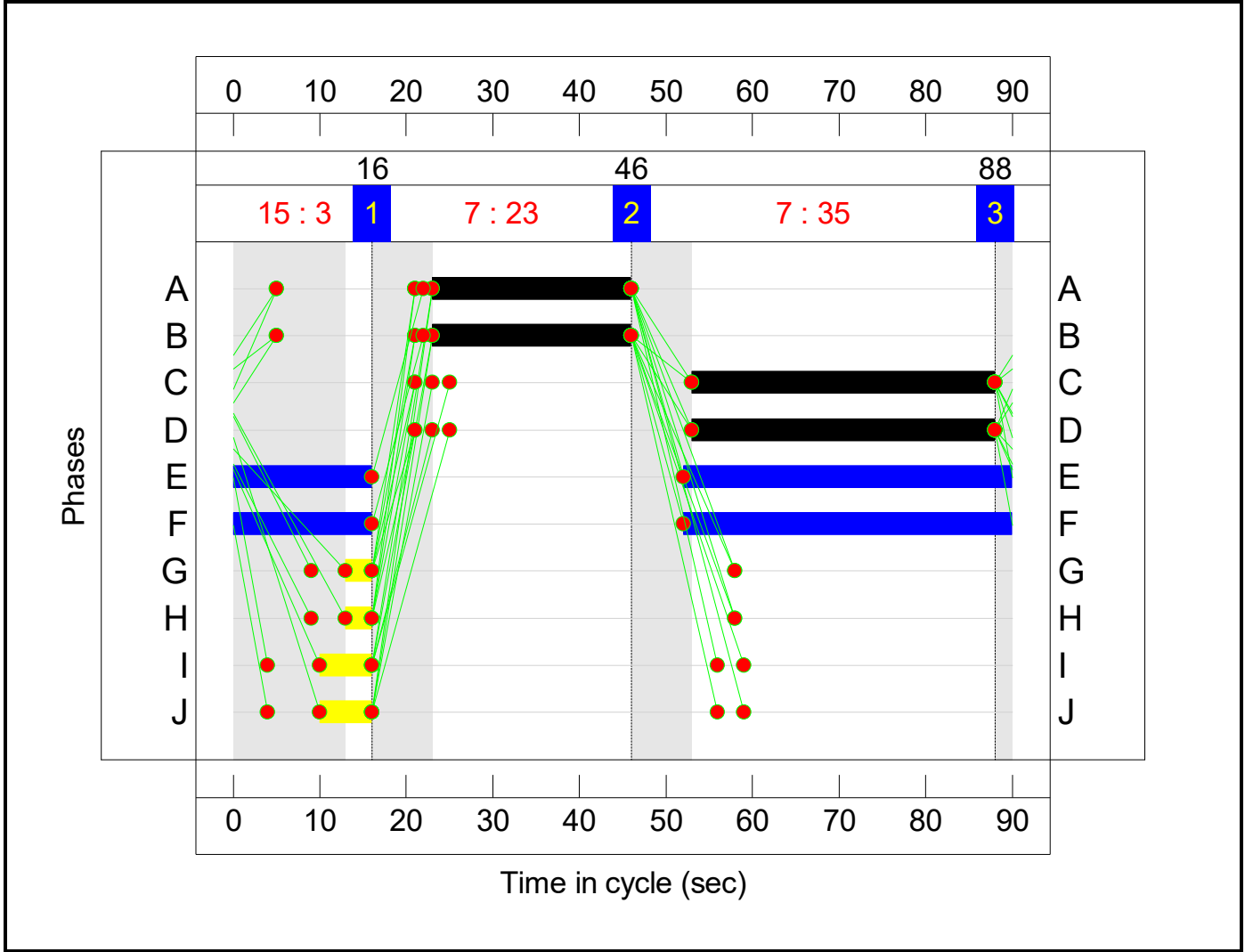
C2
Stage Sequence Diagram



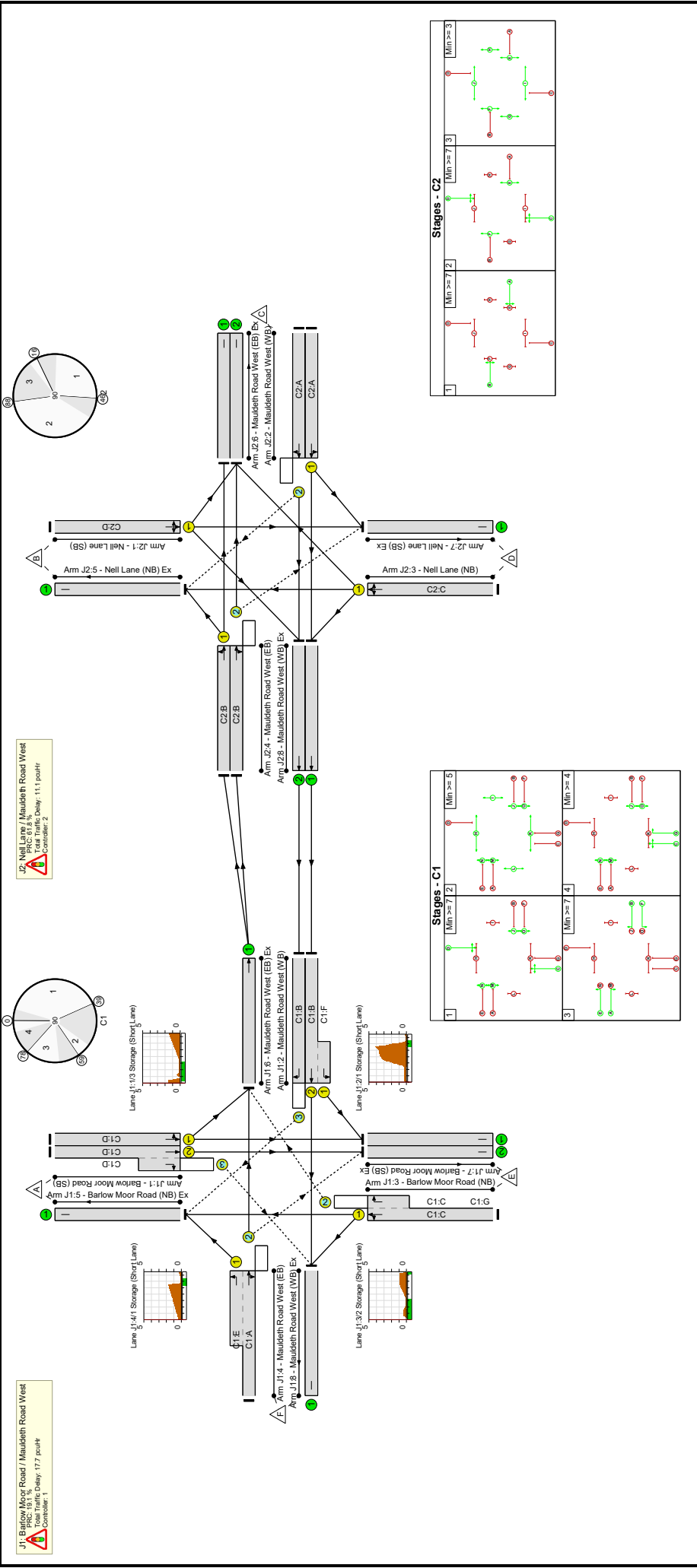
Stage Timings

Stage	1	2	3
Duration	23	35	3
Change Point	16	46	88

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.6%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	75.6%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	35	-	313	1848	739	42.3%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	35	-	444	2055:1827	662+197	51.7 : 51.7%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	12:13	-	262	2055:1832	104+260	71.9 : 71.9%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	12	-	143	1912	207	69.1%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	43	4	734	1898:1827	818+153	75.6 : 75.6%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	12:14	-	182	2091:1832	302+212	35.4 : 35.4%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	55.6%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	35	-	409	1865	746	54.8%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	23	-	277	1868	498	55.6%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	23	-	80	1999	503	15.9%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	35	-	391	1856	742	52.7%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	23	-	150	1839	490	30.6%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	23	-	166	2016	461	36.0%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

Full Input Data And Results

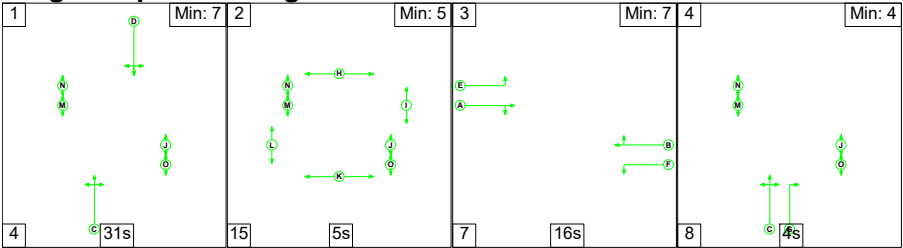
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	454	39	25	20.6	7.4	0.8	28.8	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	342	39	24	12.1	5.0	0.6	17.7	-	-	-	-
1/1	313	313	-	-	-	1.7	0.4	-	2.1	23.7	5.7	0.4	6.0
1/2+1/3	444	444	100	0	2	2.4	0.5	0.4	3.3	26.5	6.5	0.5	7.1
2/2+2/1	262	262	-	-	-	1.8	1.3	-	3.1	42.3	4.3	1.3	5.6
2/3	143	143	127	0	16	0.9	1.1	0.2	2.1	53.5	2.5	1.1	3.6
3/1+3/2	734	734	75	39	3	3.6	1.5	0.1	5.2	25.4	13.5	1.5	15.1
4/2+4/1	182	182	41	0	3	1.7	0.3	0.0	2.0	39.6	2.4	0.3	2.7
5/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	112	0	1	8.5	2.4	0.2	11.1	-	-	-	-
1/1	409	409	-	-	-	2.4	0.6	-	3.0	26.1	7.8	0.6	8.4
2/1	277	277	-	-	-	2.2	0.6	-	2.8	36.5	5.9	0.6	6.5
2/2	80	80	43	0	0	0.6	0.1	0.0	0.7	31.5	1.5	0.1	1.6
3/1	391	391	-	-	-	2.2	0.6	-	2.8	25.6	7.4	0.6	7.9
4/1	150	150	-	-	-	0.6	0.2	-	0.8	18.9	2.6	0.2	2.8
4/2	166	166	69	0	1	0.6	0.3	0.2	1.1	23.6	2.9	0.3	3.2
5/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Scenario 10: 'Base 2023 + Lidl AM' (FG10: 'Base 2023 + Lidl AM', Plan 1: 'Network Control Plan 1')

C1

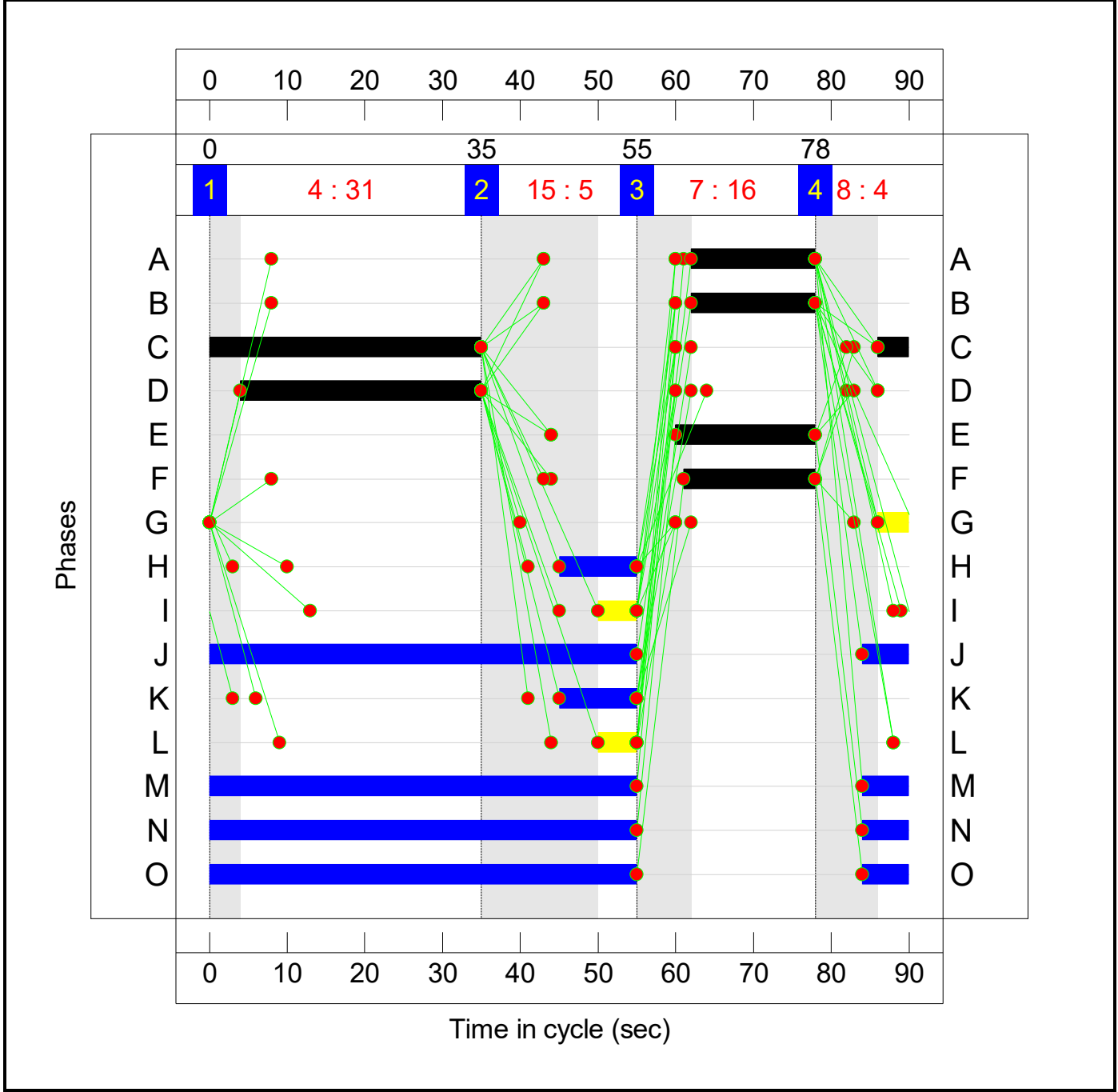
Stage Sequence Diagram



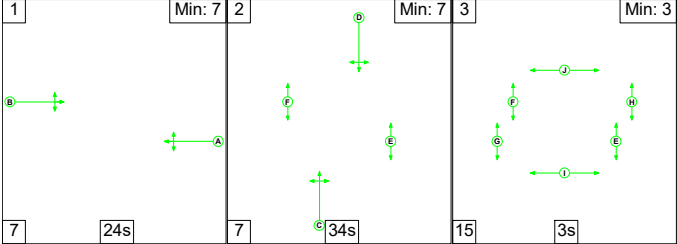
Stage Timings

Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

Signal Timings Diagram



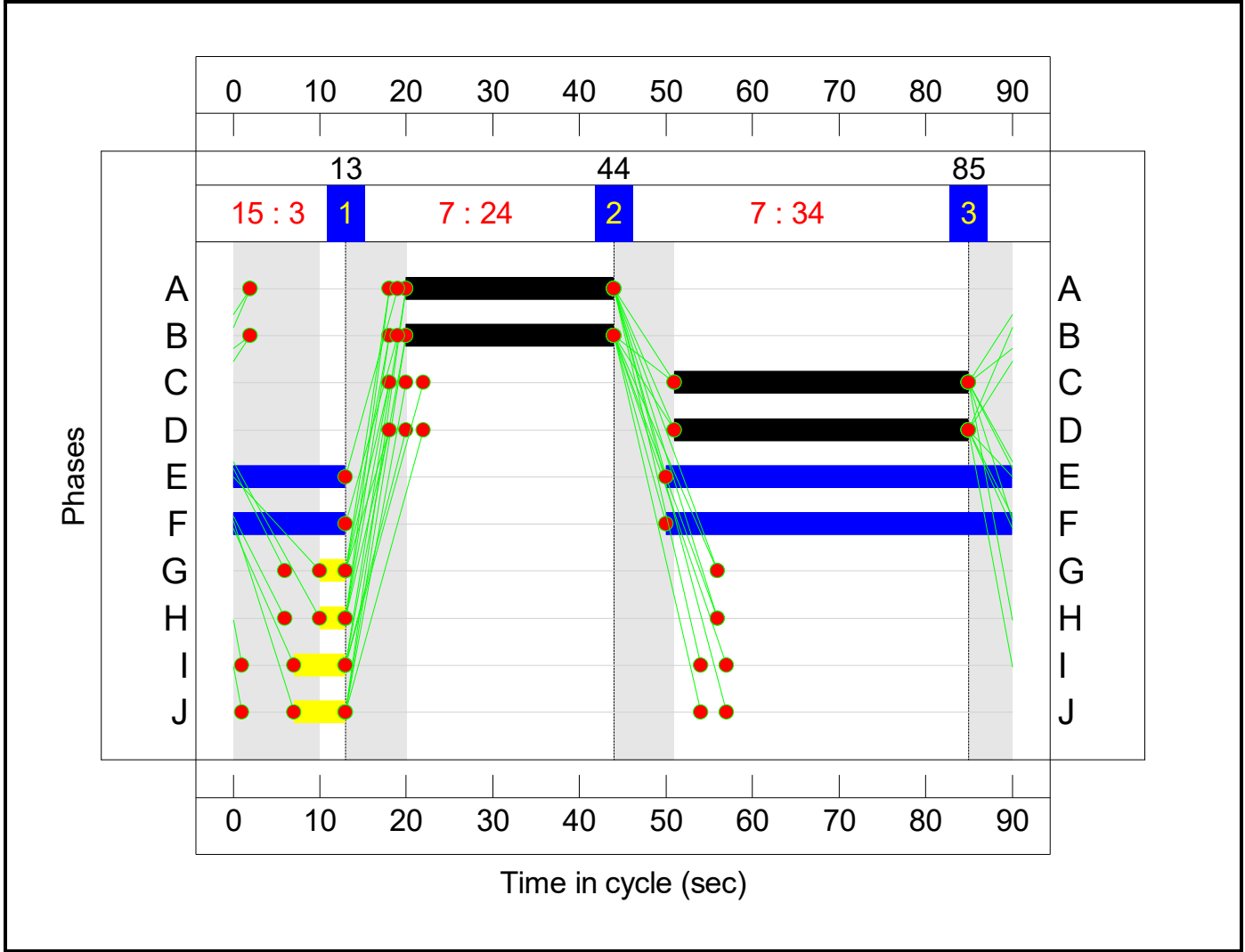
C2
Stage Sequence Diagram



Stage Timings

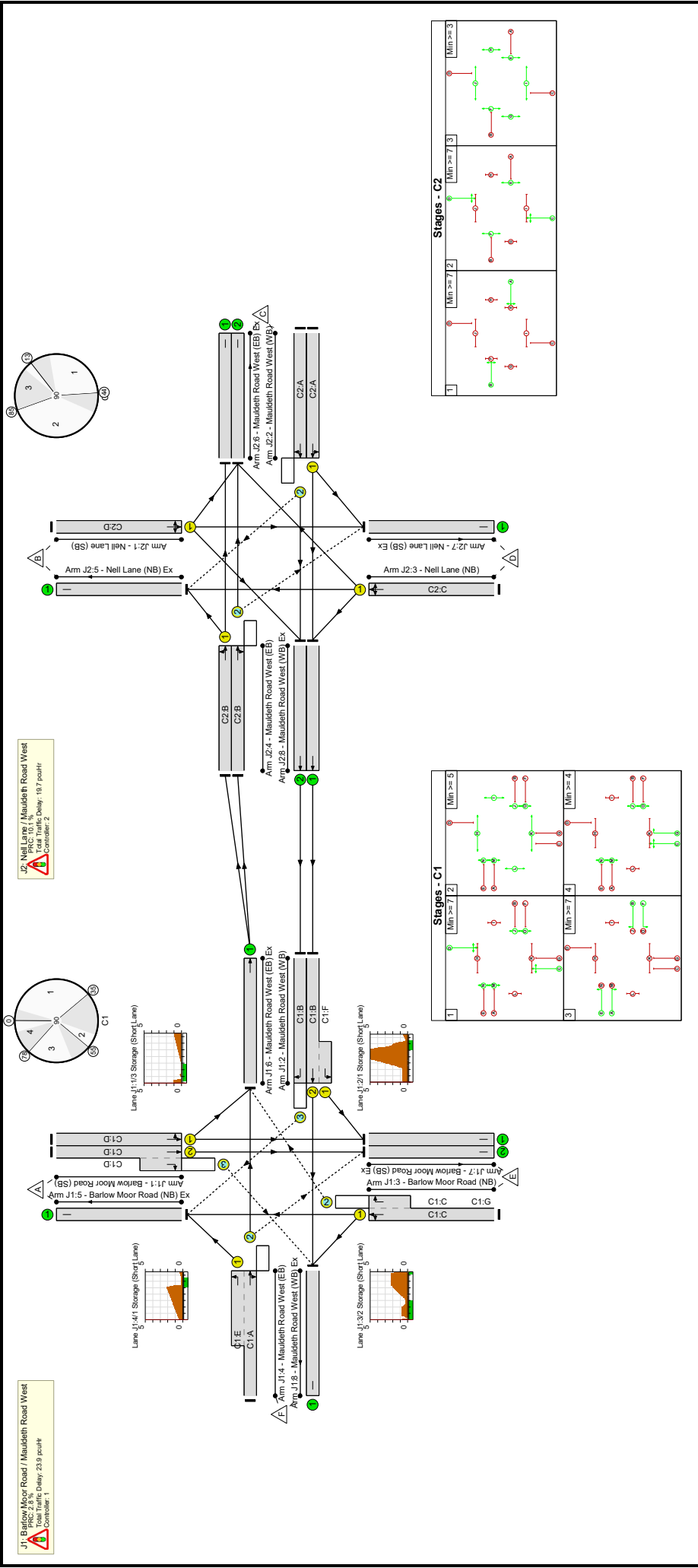
Stage	1	2	3
Duration	24	34	3
Change Point	13	44	85

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	288	1867	664	43.4%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	380	2055:1827	625+131	50.3 : 50.3%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	378	2055:1832	108+326	87.2 : 87.2%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	134	1912	219	61.1%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	820	1904:1827	648+289	87.5 : 87.5%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	269	2113:1832	388+226	43.8 : 43.8%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	81.7%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	34	-	489	1859	723	67.6%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	24	-	406	1868	519	78.2%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	24	-	85	1935	194	43.9%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	34	-	584	1837	714	81.7%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	24	-	222	1830	508	43.7%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	24	-	245	2050	534	45.9%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	533	81	16	27.9	14.6	1.1	43.5	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	403	81	14	14.7	8.4	0.7	23.9	-	-	-	-
1/1	288	288	-	-	-	1.8	0.4	-	2.2	26.9	5.4	0.4	5.8
1/2+1/3	380	380	65	0	1	2.3	0.5	0.3	3.1	29.3	6.2	0.5	6.7
2/2+2/1	378	378	-	-	-	2.9	3.1	-	5.9	56.3	7.5	3.1	10.6
2/3	134	134	129	0	5	0.7	0.8	0.2	1.6	43.5	1.3	0.8	2.1
3/1+3/2	820	820	166	81	6	4.7	3.3	0.3	8.3	36.6	16.0	3.3	19.3
4/2+4/1	269	269	43	0	2	2.3	0.4	0.0	2.7	36.6	3.7	0.4	4.1
5/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	130	0	2	13.2	6.1	0.3	19.7	-	-	-	-
1/1	489	489	-	-	-	3.1	1.0	-	4.1	30.4	10.1	1.0	11.1
2/1	406	406	-	-	-	3.4	1.7	-	5.1	45.5	9.4	1.7	11.1
2/2	85	85	84	0	1	0.6	0.4	0.2	1.2	49.3	1.6	0.4	2.0
3/1	584	584	-	-	-	4.0	2.2	-	6.2	38.0	13.0	2.2	15.1
4/1	222	222	-	-	-	1.0	0.4	-	1.4	22.4	3.7	0.4	4.1
4/2	245	245	46	0	1	1.1	0.4	0.1	1.7	24.8	3.9	0.4	4.3
5/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

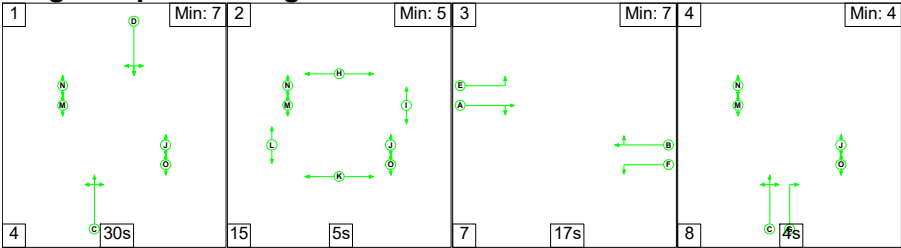
8/1	378	378	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	134	134	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		2.8		Total Delay for Signalled Lanes (pcuHr):		23.85		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		10.1		Total Delay for Signalled Lanes (pcuHr):		19.66		Cycle Time (s):		90			
		PRC Over All Lanes (%):		2.8		Total Delay Over All Lanes (pcuHr):		43.51							

Full Input Data And Results

Scenario 11: 'Base 2023 + Lidl PM' (FG11: 'Base 2023 + Lidl PM', Plan 1: 'Network Control Plan 1')

C1

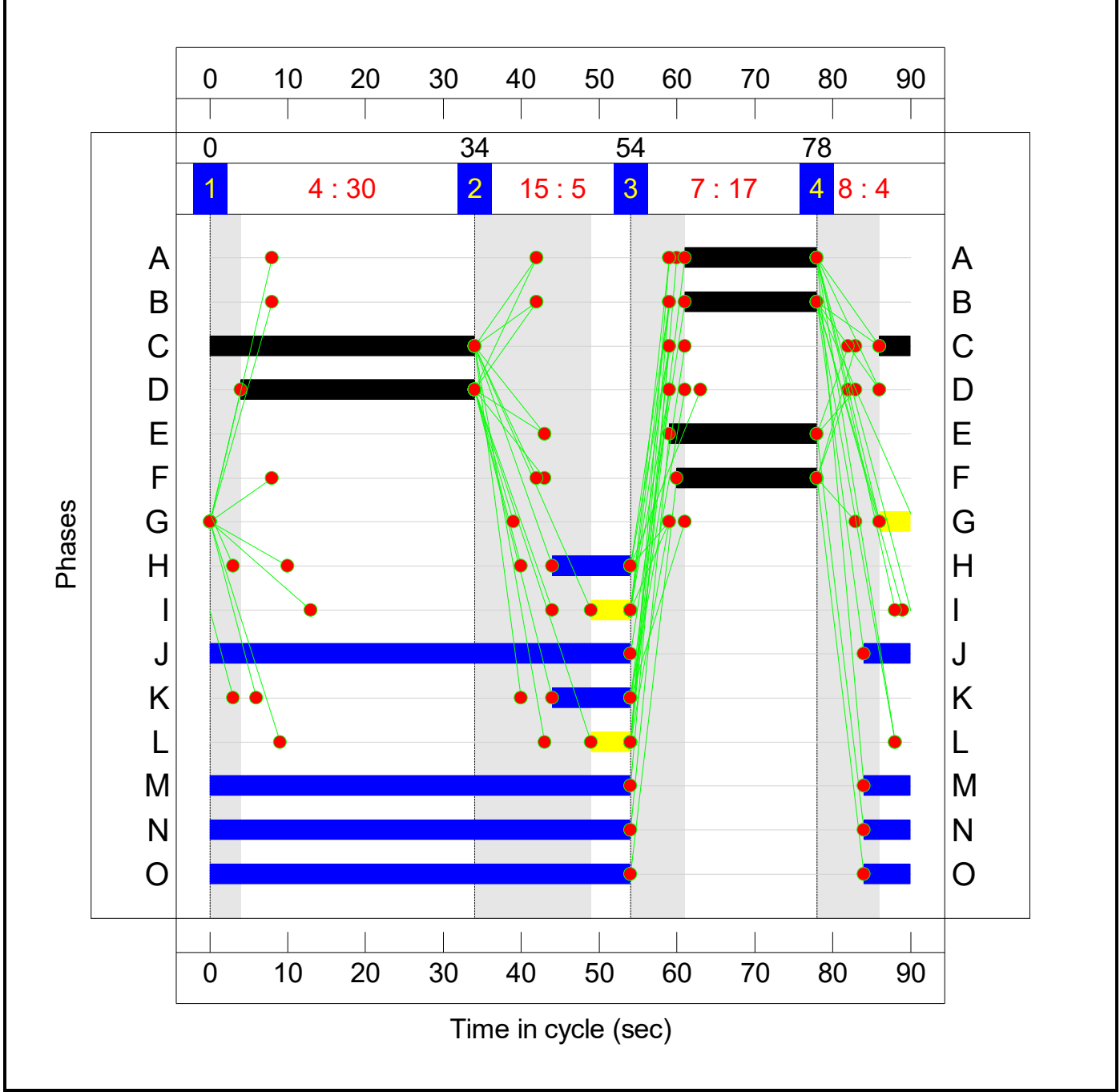
Stage Sequence Diagram



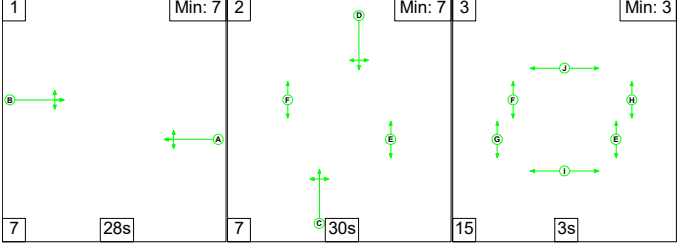
Stage Timings

Stage	1	2	3	4
Duration	30	5	17	4
Change Point	0	34	54	78

Signal Timings Diagram



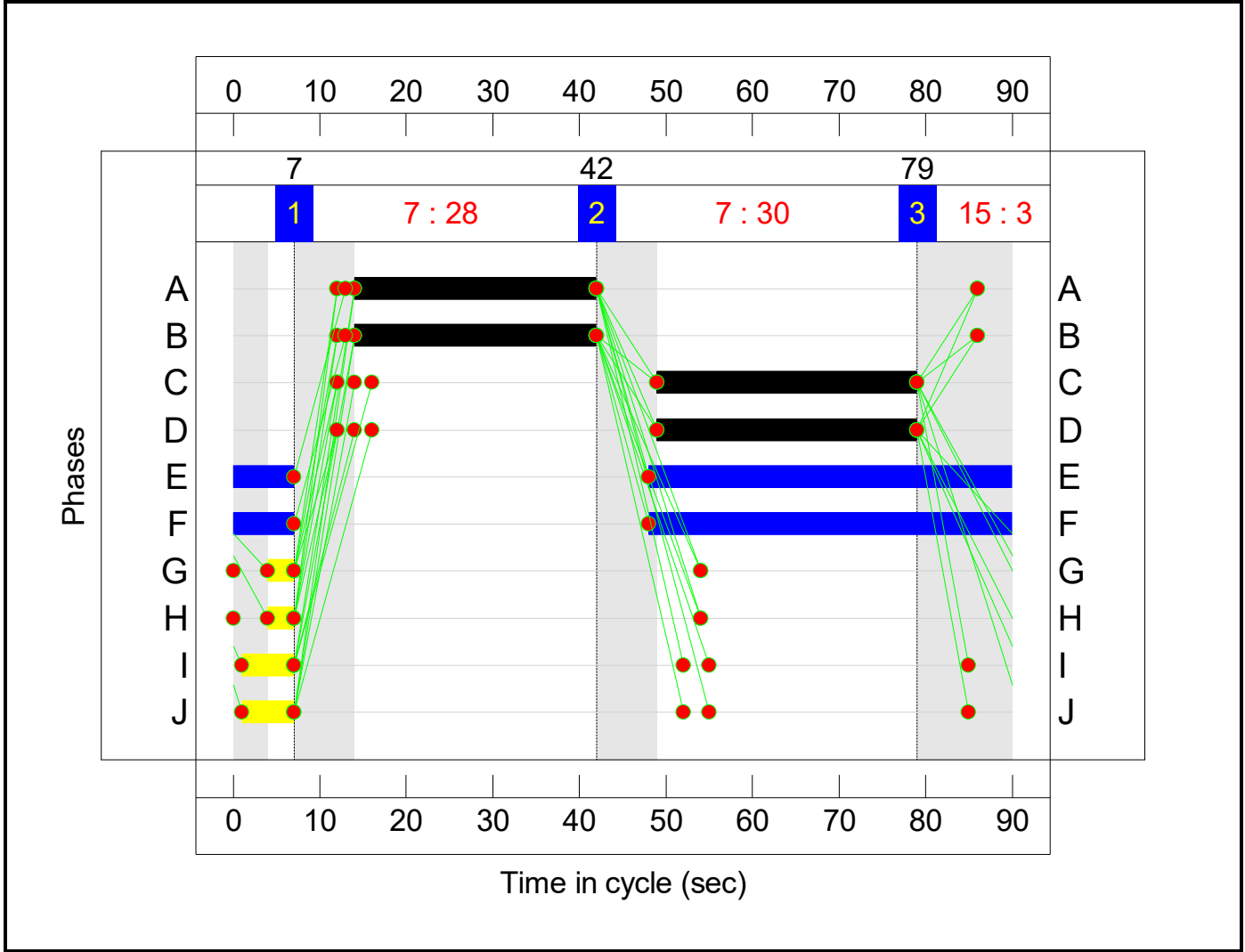
C2
Stage Sequence Diagram



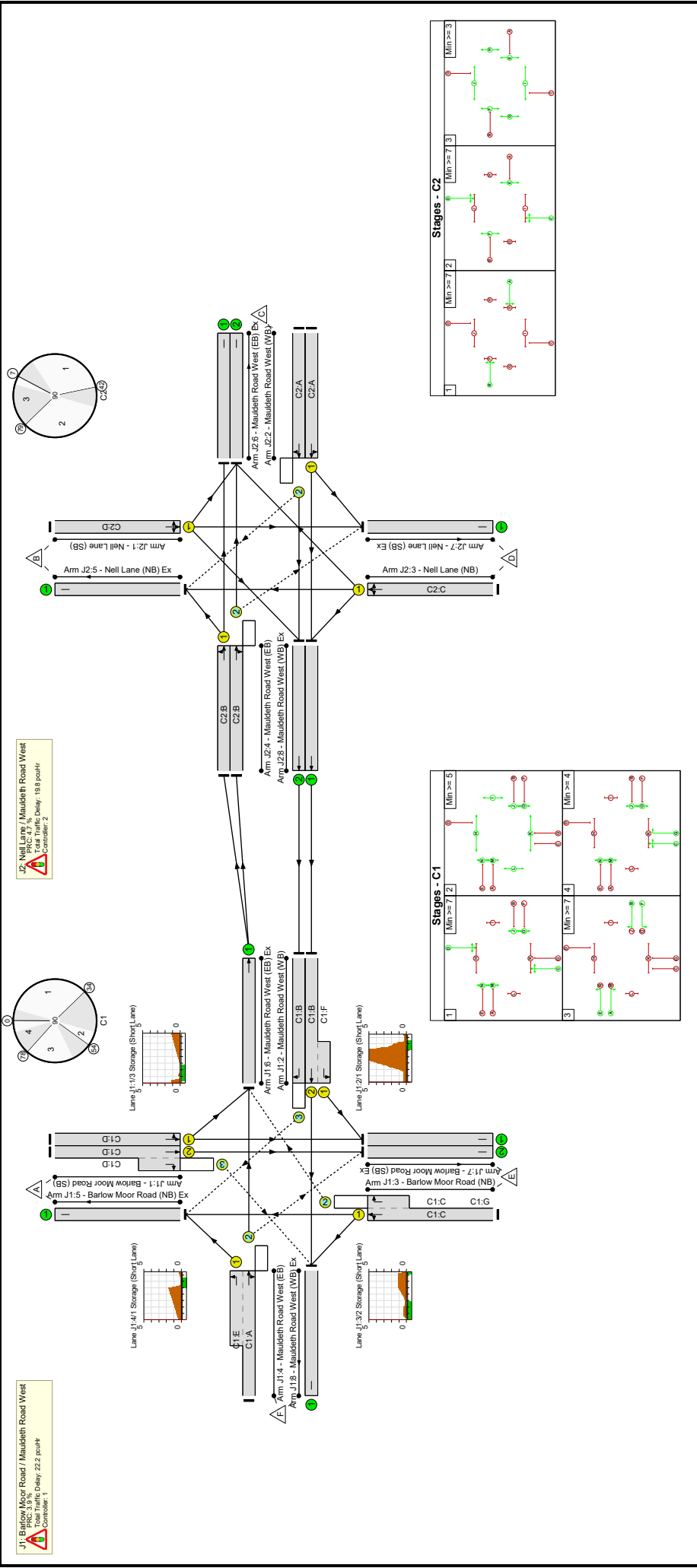
Stage Timings

Stage	1	2	3
Duration	28	30	3
Change Point	7	42	79

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	30	-	285	1844	635	44.9%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	30	-	387	2055:1827	598+139	52.5 : 52.5%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	17:18	-	414	2055:1832	147+331	86.6 : 86.6%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	17	-	129	1912	258	50.1%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	38	4	742	1896:1827	710+164	84.9 : 84.9%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	17:19	-	222	2097:1832	402+227	35.3 : 35.3%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.0%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	30	-	411	1864	642	64.0%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	28	-	492	1863	600	82.0%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	28	-	73	1969	392	18.6%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	30	-	545	1840	634	86.0%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	28	-	269	1877	605	44.5%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	28	-	91	1957	178	51.1%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	461	48	15	26.6	14.4	1.0	42.0	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	338	48	7	14.2	7.4	0.5	22.2	-	-	-	-
1/1	285	285	-	-	-	1.8	0.4	-	2.2	28.0	5.5	0.4	5.9
1/2+1/3	387	387	71	0	2	2.4	0.6	0.3	3.3	30.7	6.4	0.6	6.9
2/2+2/1	414	414	-	-	-	3.2	3.0	-	6.2	53.6	7.9	3.0	10.8
2/3	129	129	127	0	2	0.5	0.5	0.1	1.1	30.2	1.3	0.5	1.8
3/1+3/2	742	742	88	48	3	4.5	2.7	0.1	7.2	35.2	15.1	2.7	17.8
4/2+4/1	222	222	51	0	1	1.9	0.3	0.0	2.2	34.9	3.0	0.3	3.3
5/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	123	0	8	12.4	7.0	0.4	19.8	-	-	-	-
1/1	411	411	-	-	-	2.8	0.9	-	3.7	32.5	8.6	0.9	9.4
2/1	492	492	-	-	-	3.8	2.2	-	6.0	44.1	11.2	2.2	13.4
2/2	73	73	54	0	1	0.4	0.1	0.1	0.6	31.7	1.3	0.1	1.4
3/1	545	545	-	-	-	4.2	2.9	-	7.0	46.5	12.6	2.9	15.4
4/1	269	269	-	-	-	0.8	0.4	-	1.2	16.6	3.9	0.4	4.3
4/2	91	91	69	0	7	0.3	0.5	0.4	1.1	45.4	1.1	0.5	1.6
5/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

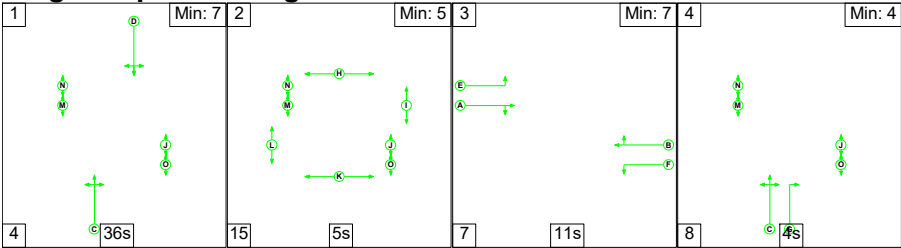
8/1	414	414	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	129	129	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		3.9		Total Delay for Signalled Lanes (pcuHr):		22.16		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		4.7		Total Delay for Signalled Lanes (pcuHr):		19.81		Cycle Time (s):		90			
		PRC Over All Lanes (%):		3.9		Total Delay Over All Lanes (pcuHr):		41.97							

Full Input Data And Results

Scenario 12: 'Base 2023 + Lidl SAT' (FG12: 'Base 2023 + Lidl Saturday', Plan 1: 'Network Control Plan 1')

C1

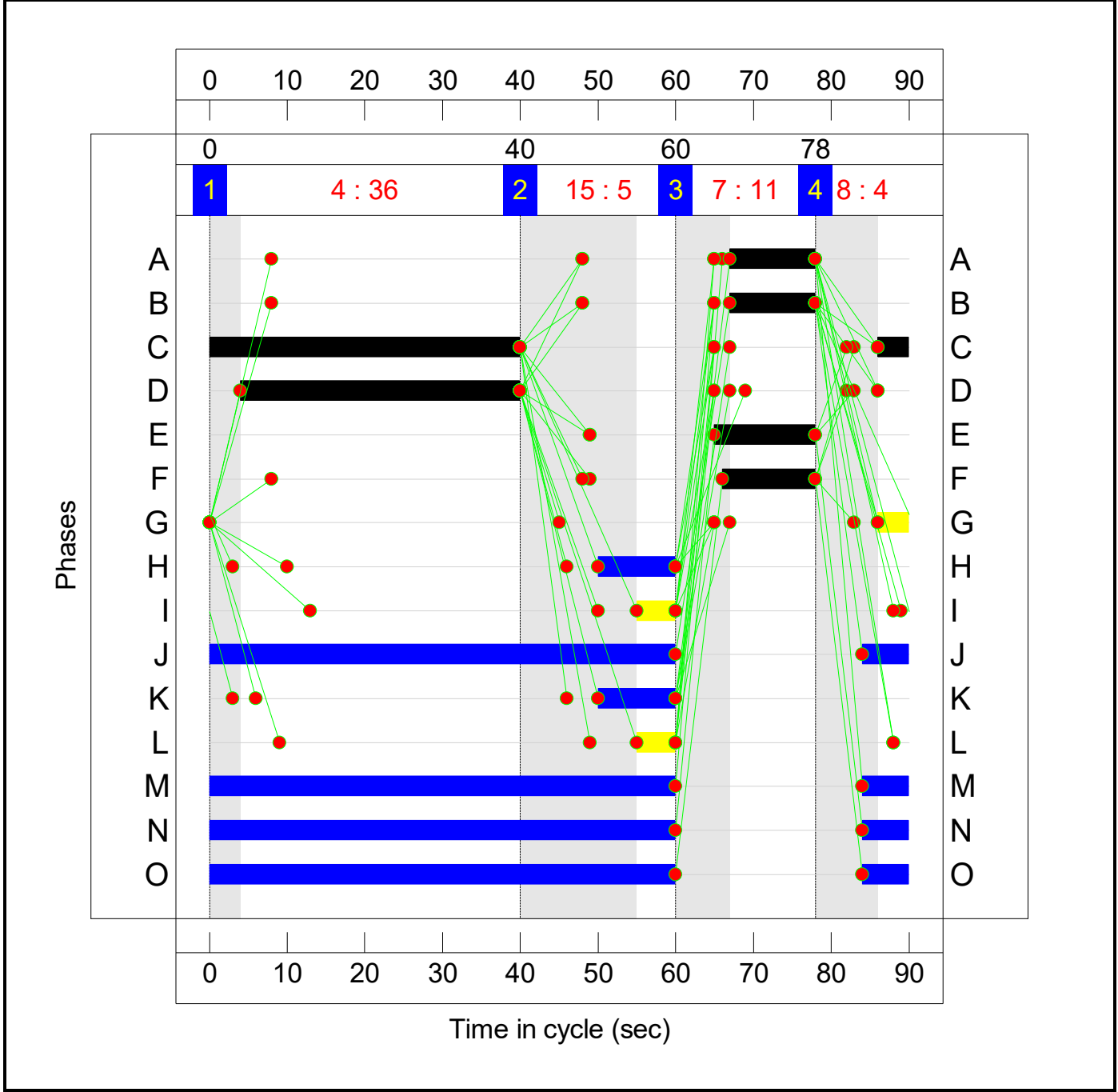
Stage Sequence Diagram



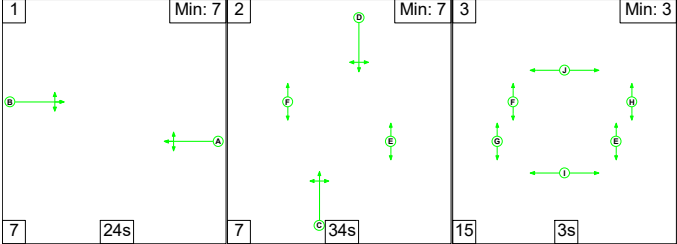
Stage Timings

Stage	1	2	3	4
Duration	36	5	11	4
Change Point	0	40	60	78

Signal Timings Diagram



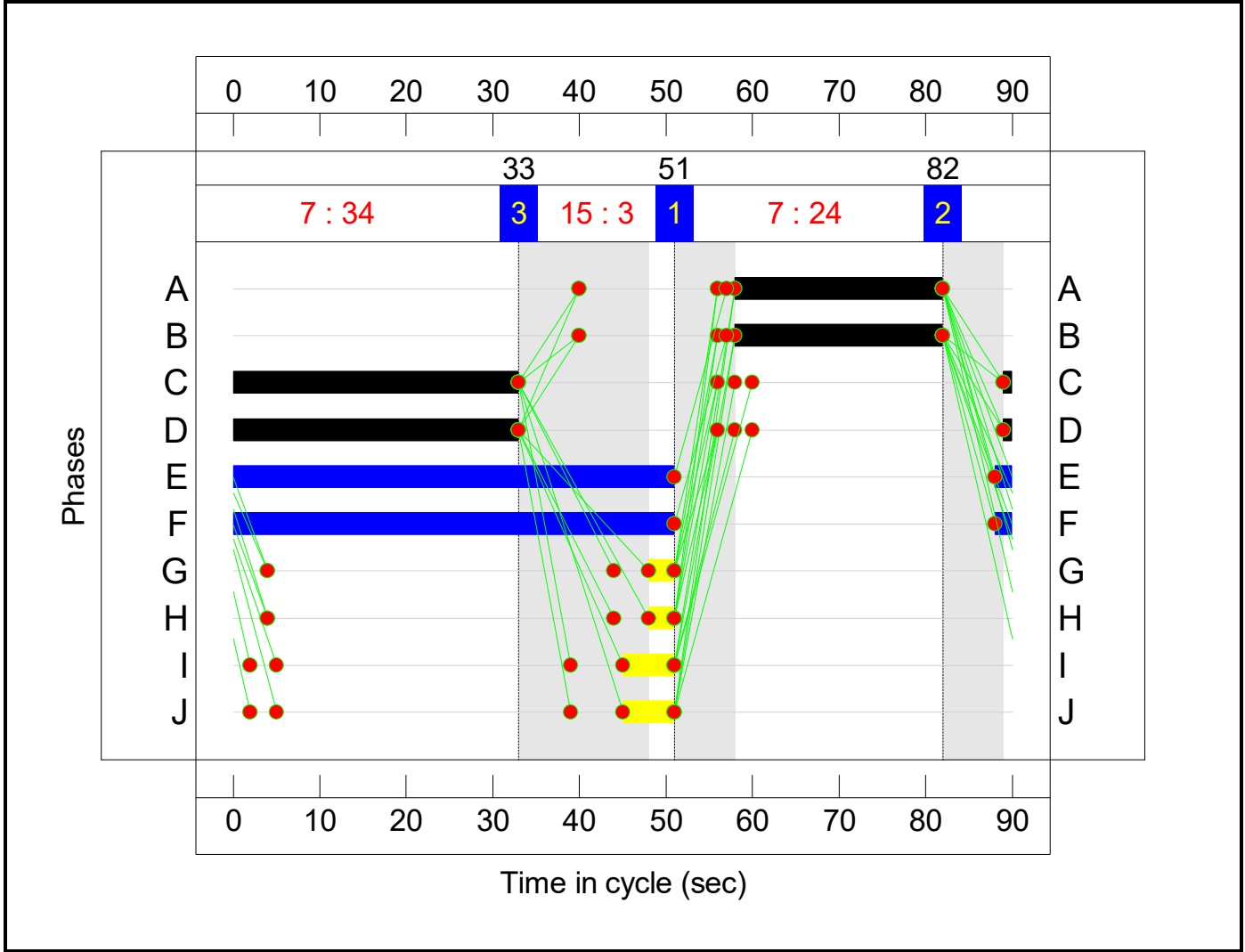
C2
Stage Sequence Diagram



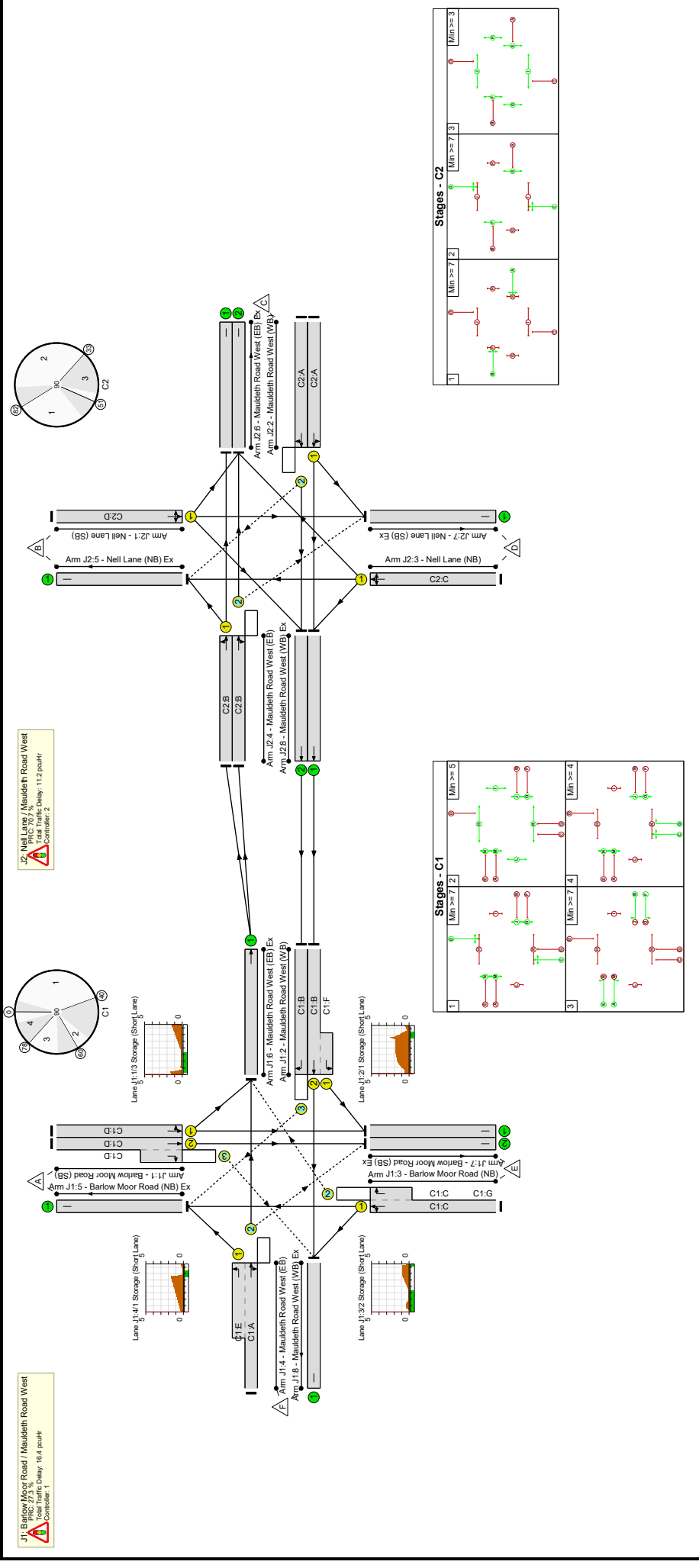
Stage Timings

Stage	1	2	3
Duration	24	34	3
Change Point	51	82	33

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	36	-	296	1848	760	39.0%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	36	-	421	2055:1827	678+203	47.8 : 47.8%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	11:12	-	244	2055:1832	100+245	70.7 : 70.7%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	11	-	133	1912	196	67.8%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	44	4	694	1899:1827	836+156	69.9 : 69.9%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	11:13	-	173	2089:1832	279+194	36.6 : 36.6%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	52.7%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	34	-	323	1872	728	44.4%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	24	-	257	1867	519	49.6%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	24	-	84	2003	518	16.2%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	34	-	381	1858	723	52.7%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	24	-	150	1840	511	29.3%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	24	-	147	2013	489	30.0%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	426	38	26	20.6	6.4	0.7	27.6	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	319	38	25	11.5	4.4	0.5	16.4	-	-	-	-
1/1	296	296	-	-	-	1.5	0.3	-	1.8	22.5	5.2	0.3	5.5
1/2+1/3	421	421	95	0	2	2.1	0.5	0.3	2.9	24.5	5.9	0.5	6.3
2/2+2/1	244	244	-	-	-	1.6	1.2	-	2.8	41.4	2.3	1.2	3.5
2/3	133	133	116	0	17	1.4	1.0	0.2	2.6	70.3	3.2	1.0	4.2
3/1+3/2	694	694	68	38	2	3.1	1.2	0.0	4.3	22.5	12.0	1.2	13.1
4/2+4/1	173	173	40	0	3	1.7	0.3	0.0	2.0	40.8	2.3	0.3	2.6
5/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	107	0	1	9.1	2.0	0.2	11.2	-	-	-	-
1/1	323	323	-	-	-	1.8	0.4	-	2.2	24.8	5.9	0.4	6.3
2/1	257	257	-	-	-	1.9	0.5	-	2.4	34.1	5.4	0.5	5.8
2/2	84	84	43	0	0	0.6	0.1	0.0	0.7	30.7	1.6	0.1	1.7
3/1	381	381	-	-	-	2.2	0.6	-	2.8	26.4	7.3	0.6	7.9
4/1	150	150	-	-	-	1.3	0.2	-	1.5	35.2	3.1	0.2	3.3
4/2	147	147	64	0	1	1.2	0.2	0.1	1.6	38.6	3.1	0.2	3.3
5/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

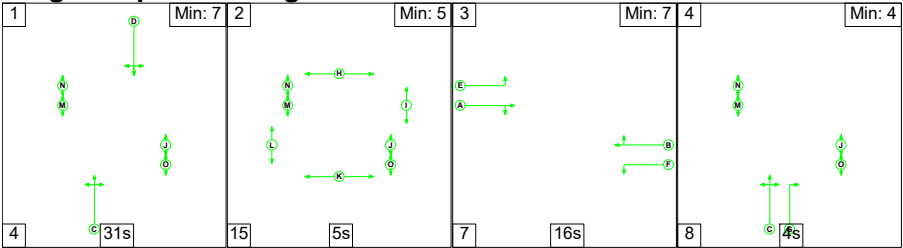
	C1	C2	PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr):	16.41	Cycle Time (s):	90
8/1	244	-	-	-	0.0	-	0.0	0.0
8/2	133	-	-	-	0.0	-	0.0	0.0
			PRC for Signalled Lanes (%):	70.7	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	90
			PRC Over All Lanes (%):	27.3	Total Delay Over All Lanes(pcuHr):	27.62		

Full Input Data And Results

Scenario 13: 'Base 2028 + Lidl AM' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan 1')

C1

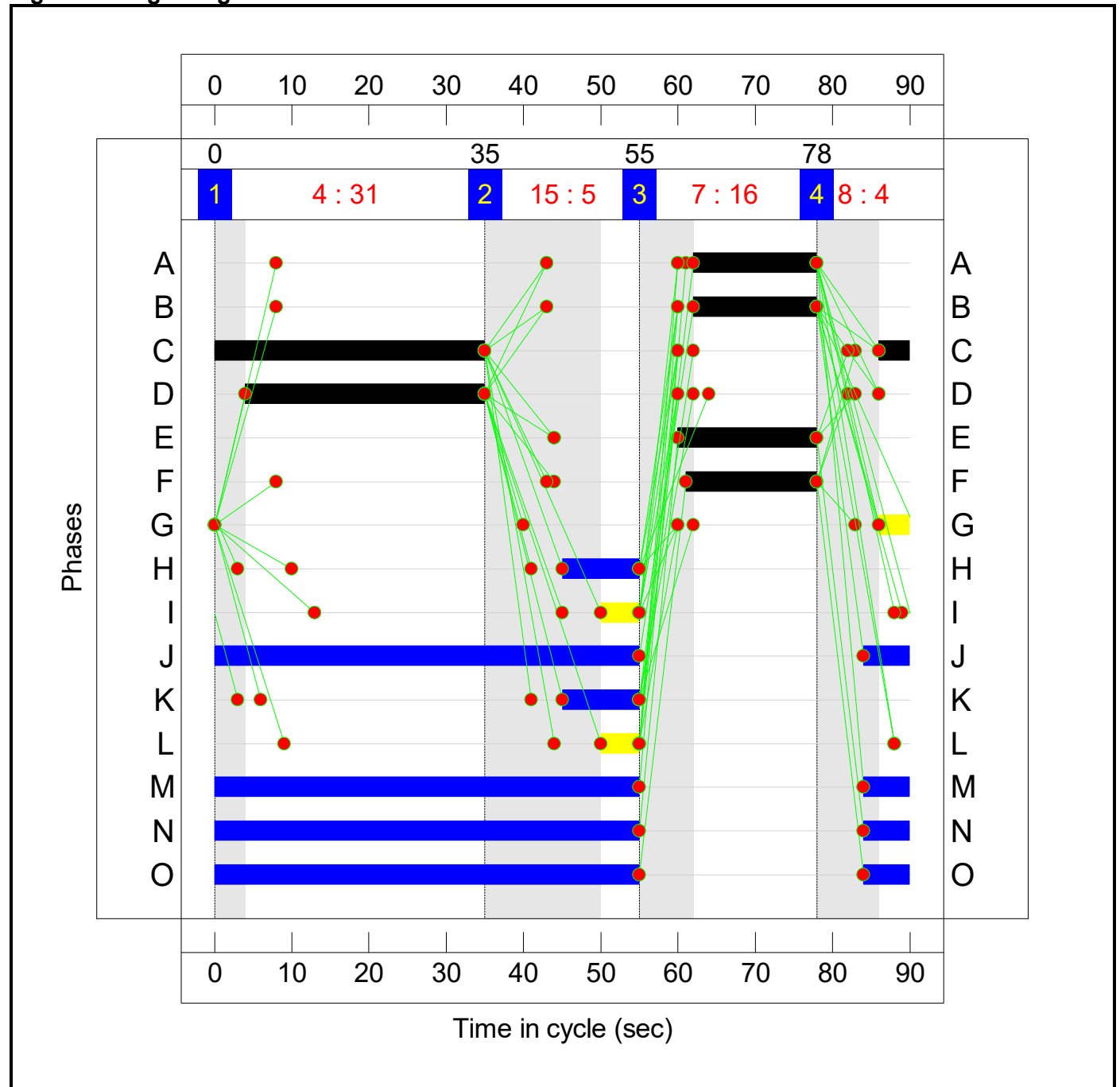
Stage Sequence Diagram



Stage Timings

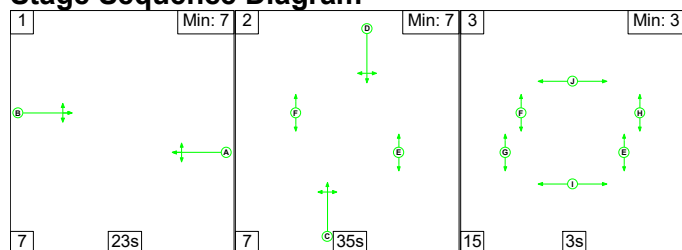
Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

Signal Timings Diagram



C2

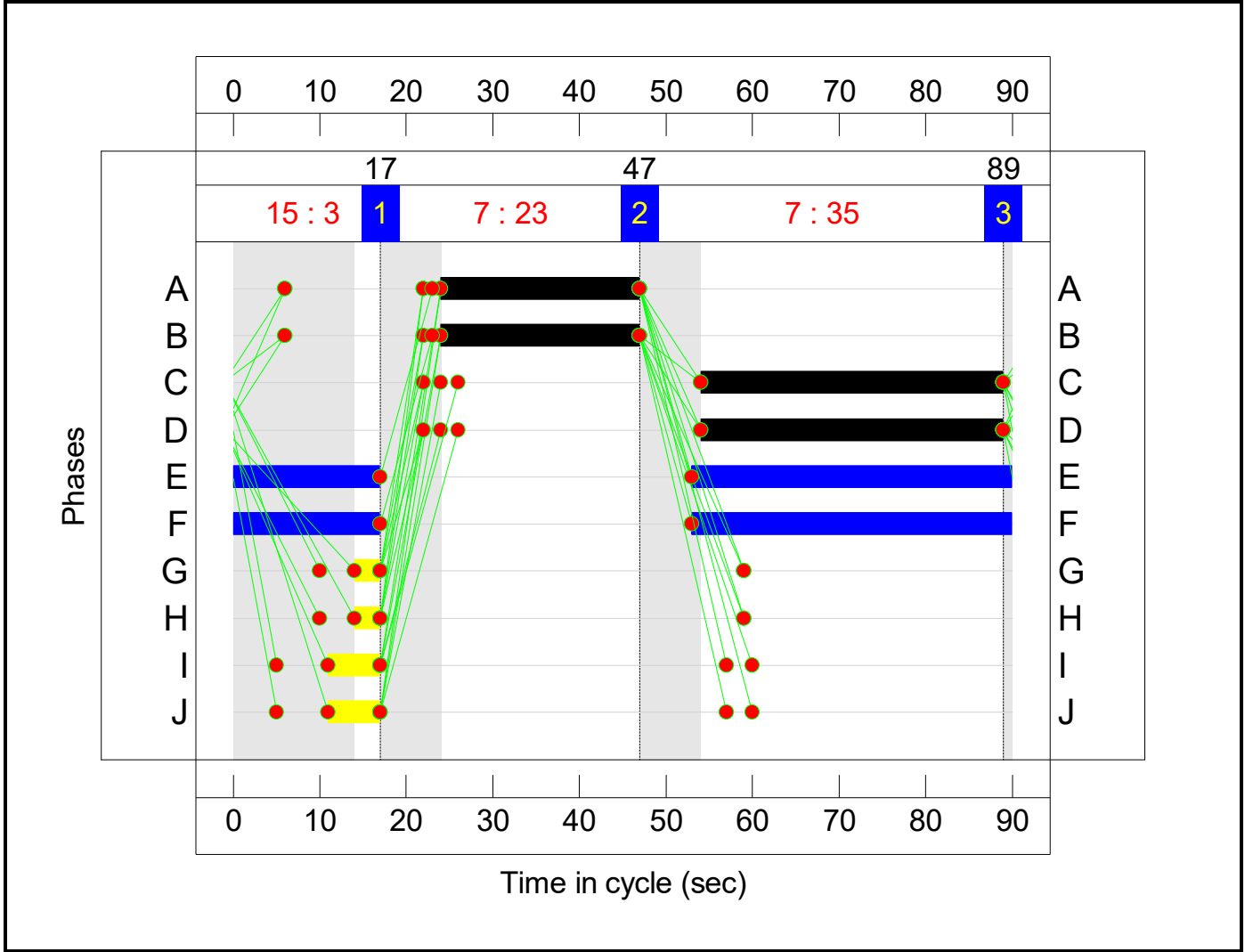
Stage Sequence Diagram



Stage Timings

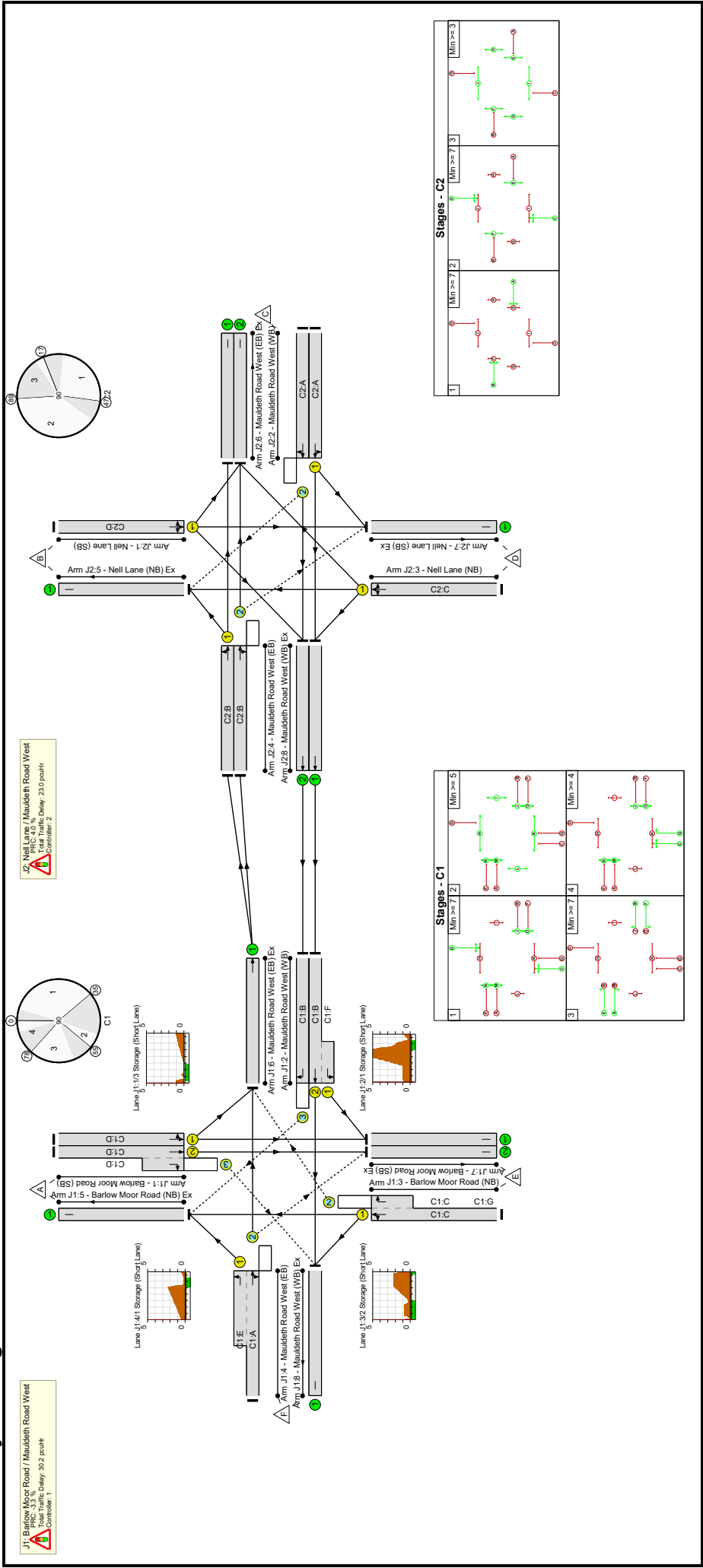
Stage	1	2	3
Duration	23	35	3
Change Point	17	47	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	308	1867	664	46.4%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	402	2055:1827	623+134	53.1 : 53.1%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	403	2055:1832	109+325	92.8 : 92.8%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	142	1912	211	67.3%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	870	1903:1827	649+287	93.0 : 93.0%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	286	2114:1832	388+225	46.6 : 46.6%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.5%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	35	-	518	1859	744	69.7%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	23	-	431	1868	498	86.5%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	23	-	90	1935	176	51.0%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	35	-	620	1836	734	84.4%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	23	-	229	1827	487	47.0%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	23	-	267	2051	526	50.8%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	525	81	61	30.6	21.1	1.4	53.1	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	393	81	52	16.3	13.0	0.9	30.2	-	-	-	-
1/1	308	308	-	-	-	1.9	0.4	-	2.3	27.4	5.9	0.4	6.3
1/2+1/3	402	402	56	0	15	2.5	0.6	0.4	3.4	30.5	6.7	0.6	7.3
2/2+2/1	403	403	-	-	-	3.0	4.9	-	7.9	70.4	8.3	4.9	13.2
2/3	142	142	131	0	11	1.1	1.0	0.2	2.4	59.6	1.7	1.0	2.7
3/1+3/2	870	870	163	81	23	5.3	5.6	0.3	11.3	46.6	18.1	5.6	23.7
4/2+4/1	286	286	44	0	3	2.5	0.4	0.0	2.9	37.0	4.0	0.4	4.4
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	132	0	9	14.4	8.2	0.4	23.0	-	-	-	-
1/1	518	518	-	-	-	3.2	1.1	-	4.4	30.4	10.6	1.1	11.8
2/1	431	431	-	-	-	3.8	3.0	-	6.7	56.1	10.2	3.0	13.1
2/2	90	90	89	0	1	0.6	0.5	0.3	1.4	56.3	1.7	0.5	2.2
3/1	620	620	-	-	-	4.2	2.6	-	6.8	39.5	13.9	2.6	16.5
4/1	229	229	-	-	-	1.2	0.4	-	1.6	25.6	4.2	0.4	4.6
4/2	267	267	43	0	8	1.3	0.5	0.2	2.0	27.3	4.4	0.5	4.9
5/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

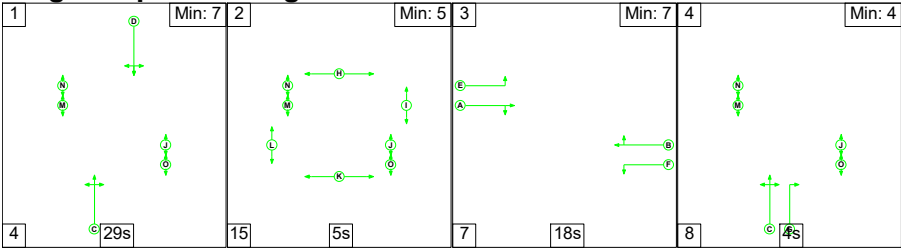
8/1	403	403	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	142	142	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-3.3		Total Delay for Signalled Lanes (pcuHr):		30.19		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		4.0		Total Delay for Signalled Lanes (pcuHr):		22.95		Cycle Time (s):		90			
		PRC Over All Lanes (%):		-3.3		Total Delay Over All Lanes (pcuHr):		53.14							

Full Input Data And Results

Scenario 14: 'Base 2028 + Lidl PM' (FG14: 'Base 2028 + Lidl PM', Plan 1: 'Network Control Plan 1')

C1

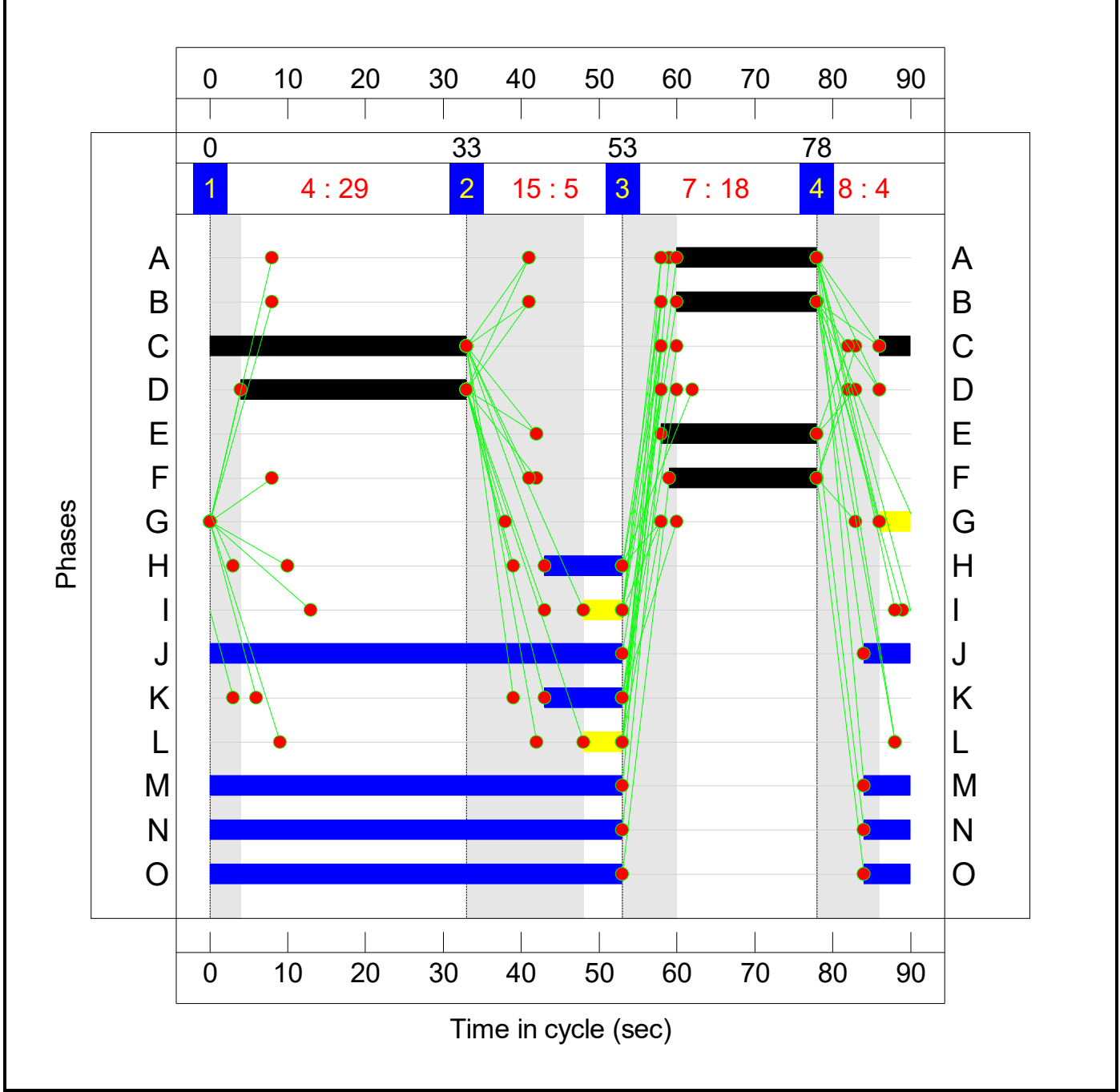
Stage Sequence Diagram



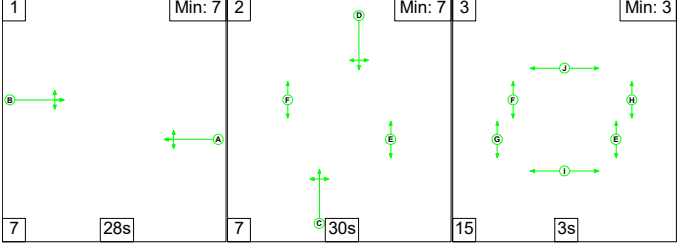
Stage Timings

Stage	1	2	3	4
Duration	29	5	18	4
Change Point	0	33	53	78

Signal Timings Diagram



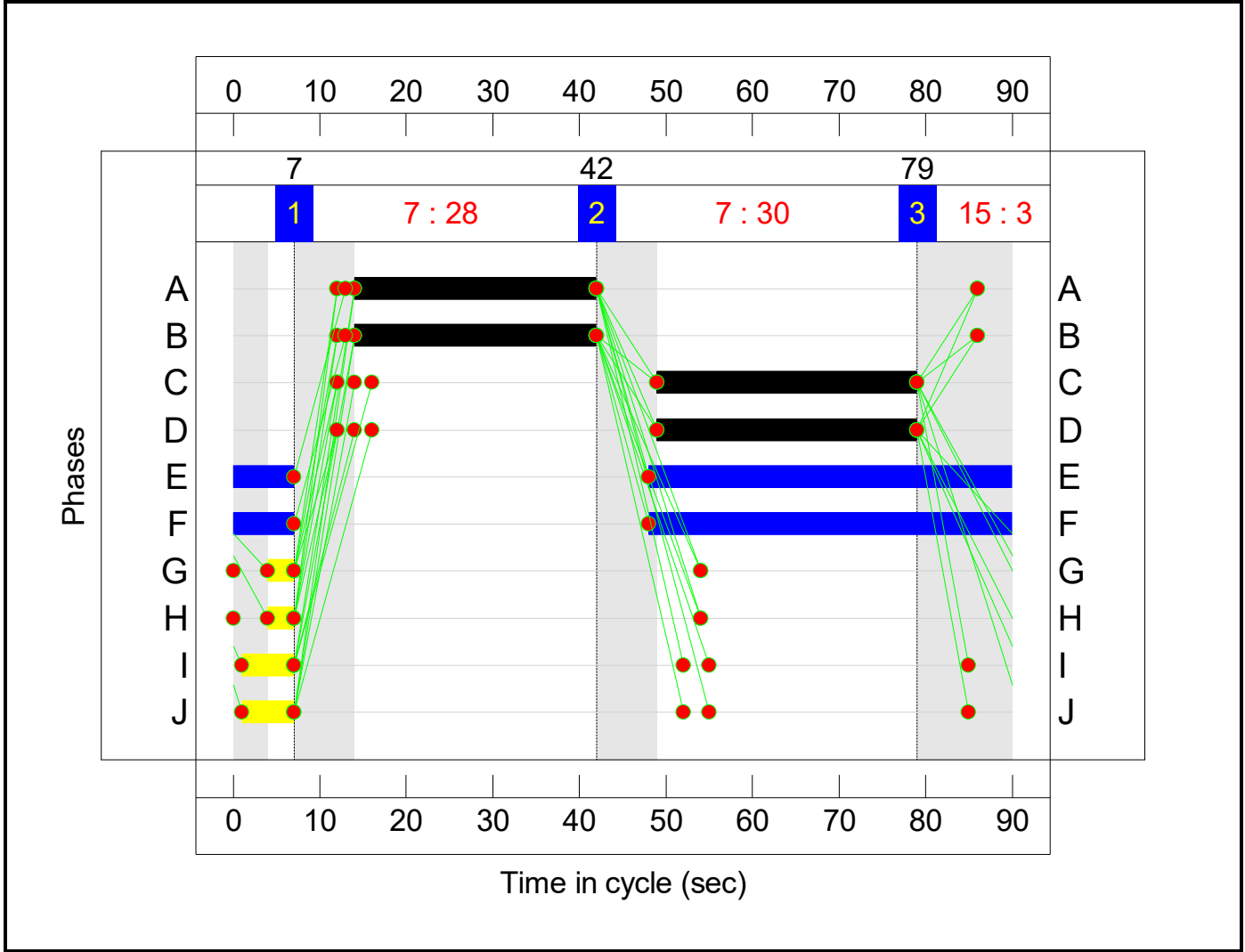
C2
Stage Sequence Diagram



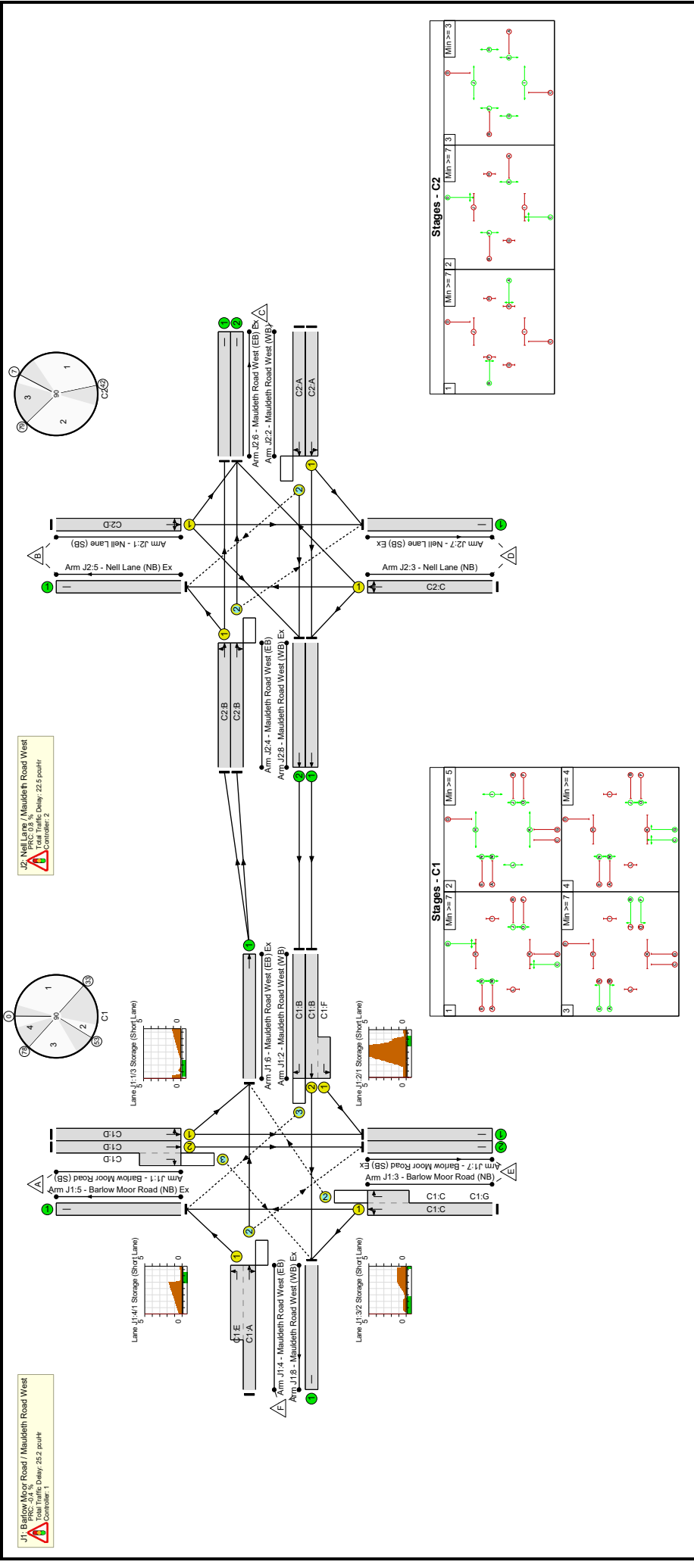
Stage Timings

Stage	1	2	3
Duration	28	30	3
Change Point	7	42	79

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	29	-	299	1841	614	48.7%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	29	-	400	2055:1827	581+134	56.0 : 56.0%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	18:19	-	421	2055:1832	120+357	88.3 : 88.3%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	18	-	127	1912	267	47.5%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	37	4	772	1897:1827	690+165	90.3 : 90.3%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	18:20	-	232	2101:1832	417+236	35.5 : 35.5%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	89.3%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	30	-	427	1864	642	66.5%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	28	-	513	1860	599	85.6%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	28	-	73	1961	337	21.7%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	30	-	566	1841	634	89.3%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	28	-	295	1877	605	48.8%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	28	-	95	1955	157	60.5%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	439	49	53	28.2	18.3	1.1	47.6	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	327	49	25	15.1	9.4	0.6	25.2	-	-	-	-
1/1	299	299	-	-	-	2.0	0.5	-	2.5	29.6	5.9	0.5	6.4
1/2+1/3	400	400	56	0	19	2.6	0.6	0.4	3.6	32.7	6.8	0.6	7.5
2/2+2/1	421	421	-	-	-	3.2	3.4	-	6.6	56.6	8.6	3.4	12.0
2/3	127	127	125	0	2	0.4	0.4	0.1	1.0	27.9	1.1	0.4	1.6
3/1+3/2	772	772	96	49	3	5.0	4.2	0.1	9.3	43.3	16.6	4.2	20.8
4/2+4/1	232	232	50	0	1	1.9	0.3	0.0	2.2	33.7	3.1	0.3	3.4
5/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	112	0	28	13.1	8.9	0.5	22.5	-	-	-	-
1/1	427	427	-	-	-	3.0	1.0	-	4.0	33.4	9.0	1.0	10.0
2/1	513	513	-	-	-	4.1	2.8	-	6.9	48.1	12.0	2.8	14.8
2/2	73	73	58	0	1	0.4	0.1	0.1	0.7	33.9	1.3	0.1	1.4
3/1	566	566	-	-	-	4.4	3.7	-	8.1	51.7	13.4	3.7	17.1
4/1	295	295	-	-	-	0.9	0.5	-	1.4	17.2	4.4	0.5	4.9
4/2	95	95	54	0	27	0.3	0.7	0.4	1.4	54.3	1.1	0.7	1.9
5/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

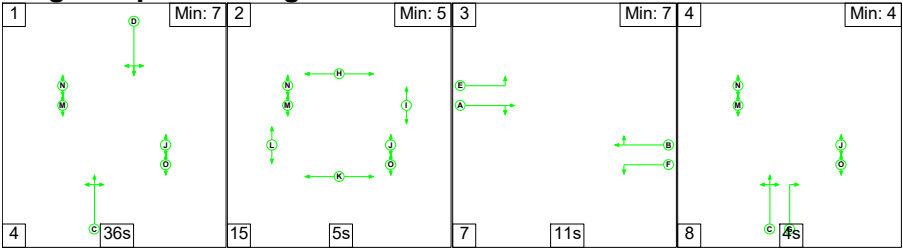
8/1	421	421	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	127	127	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-0.4		Total Delay for Signalled Lanes (pcuHr):		25.15		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		0.8		Total Delay for Signalled Lanes (pcuHr):		22.48		Cycle Time (s):		90			
		PRC Over All Lanes (%):		-0.4		Total Delay Over All Lanes (pcuHr):		47.64							

Full Input Data And Results

Scenario 15: 'Base 2028 + Lidl SAT' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan 1')

C1

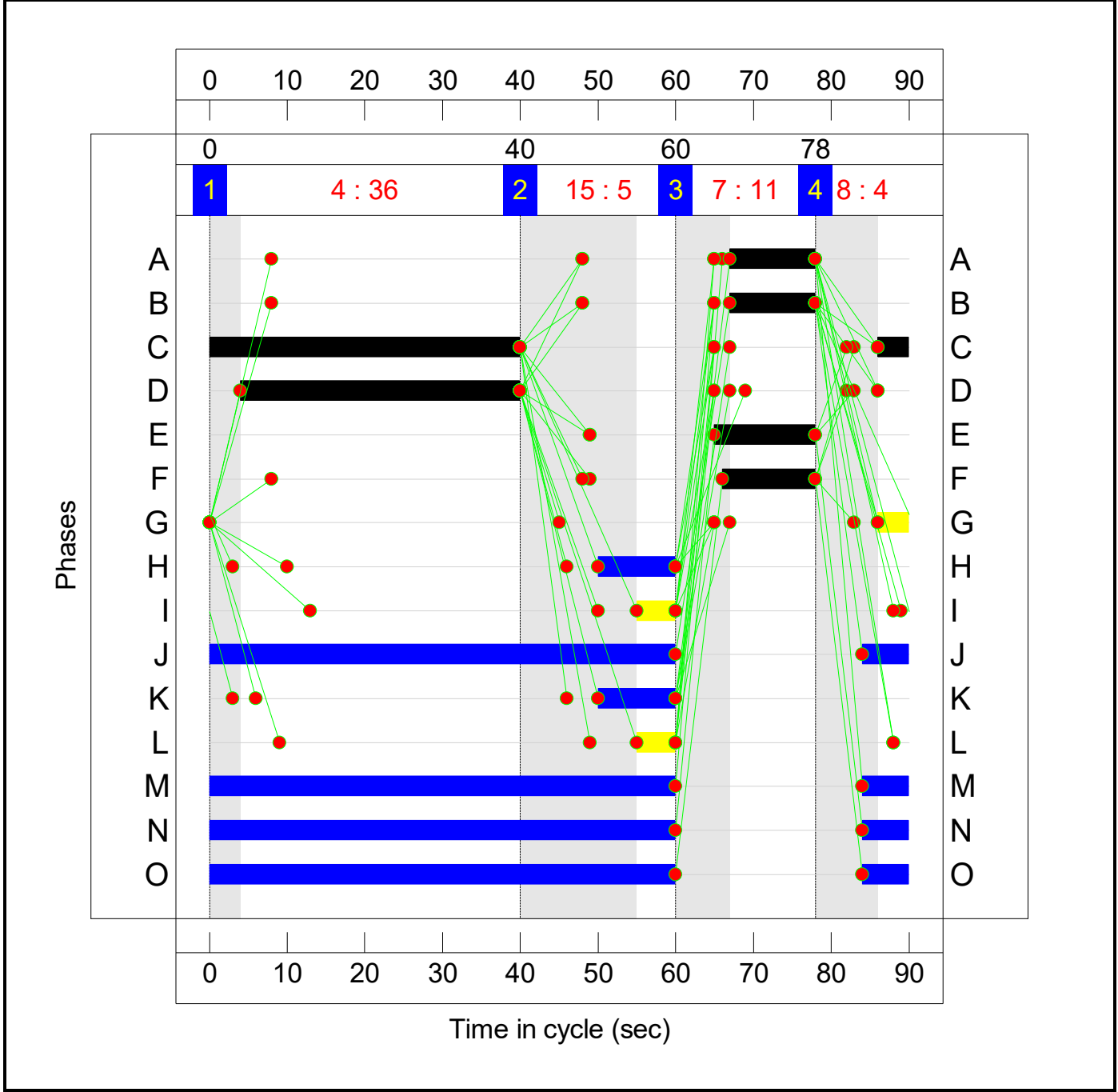
Stage Sequence Diagram



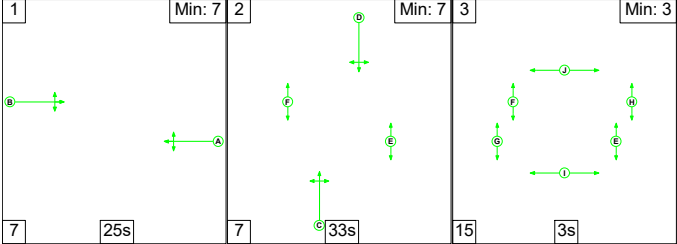
Stage Timings

Stage	1	2	3	4
Duration	36	5	11	4
Change Point	0	40	60	78

Signal Timings Diagram



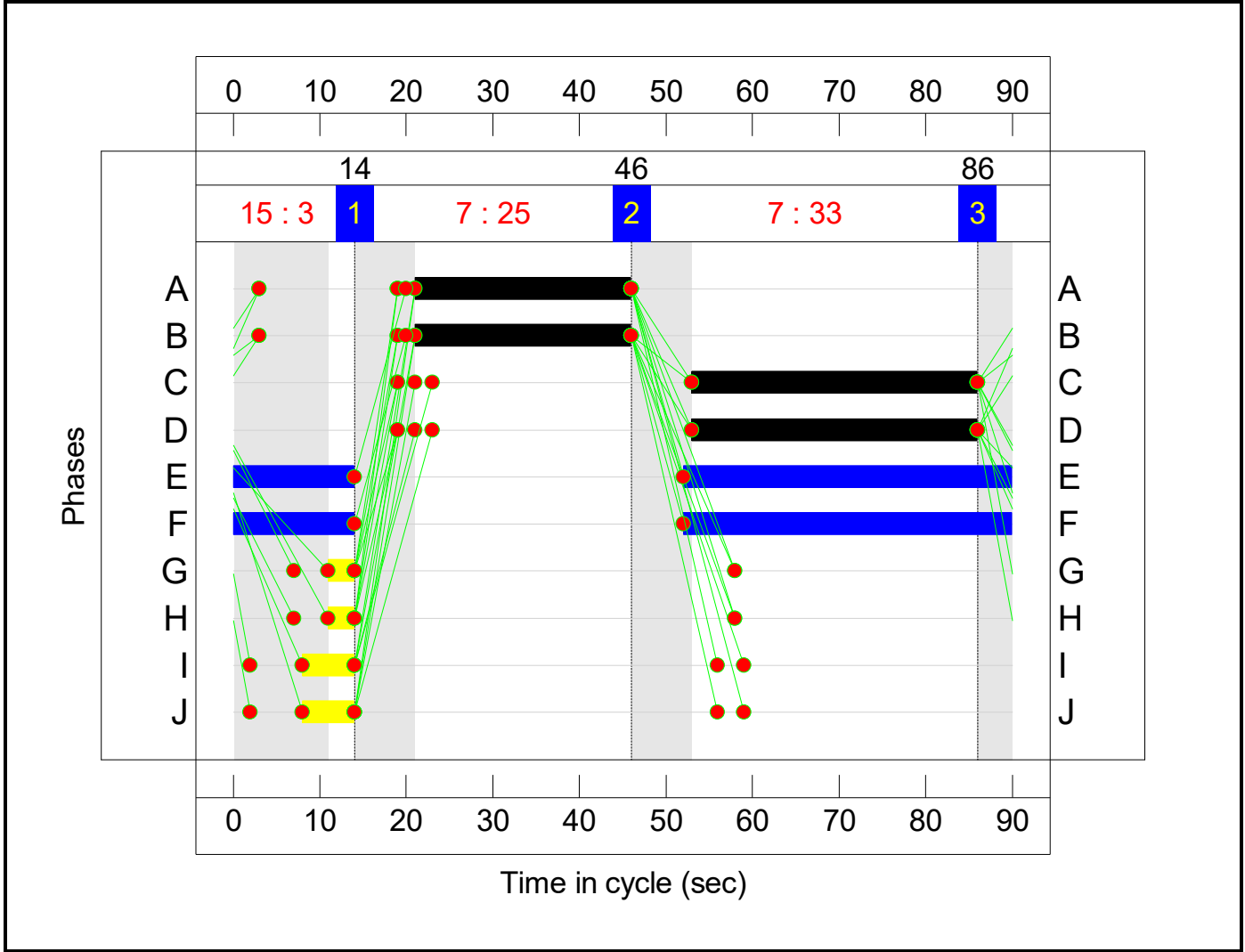
C2
Stage Sequence Diagram



Stage Timings

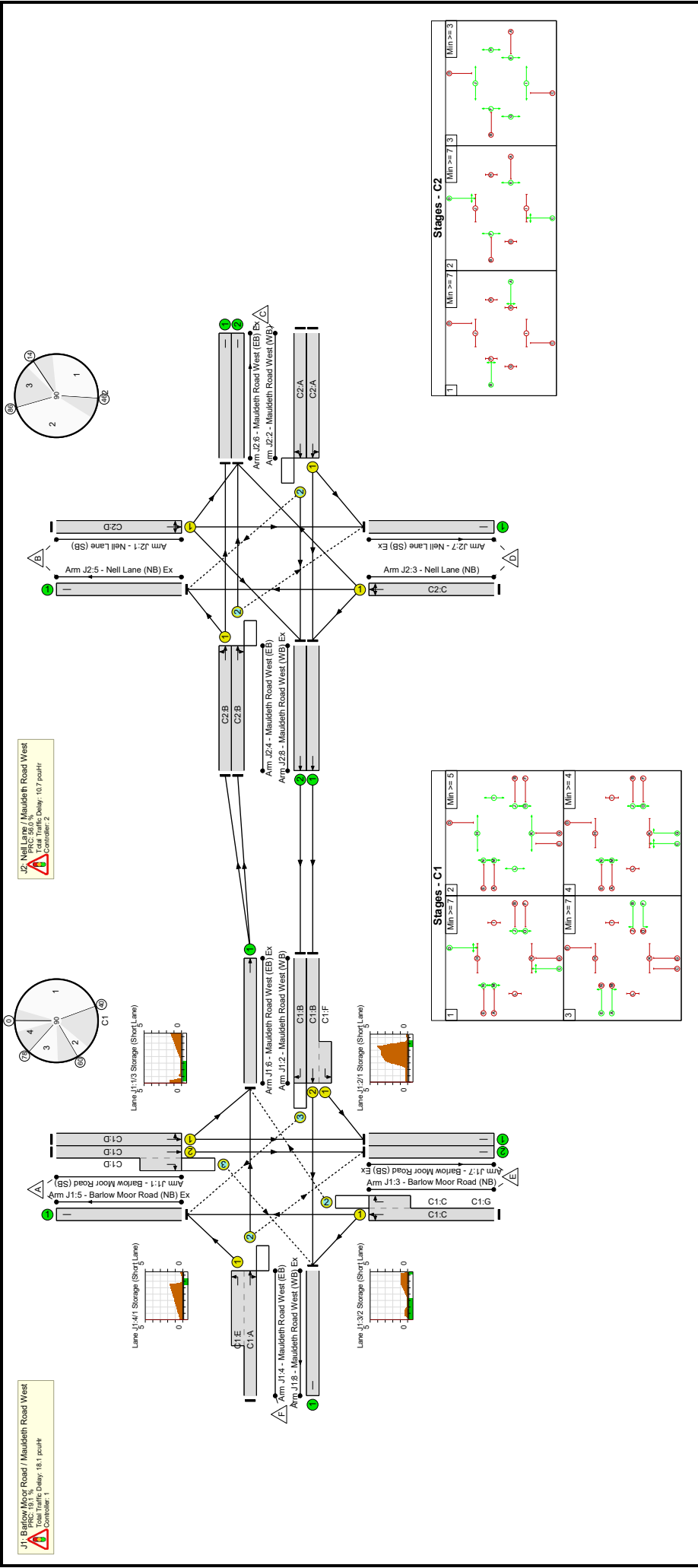
Stage	1	2	3
Duration	25	33	3
Change Point	14	46	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.6%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	75.6%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	36	-	317	1848	760	41.7%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	36	-	445	2055:1827	678+204	50.5 : 50.5%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	11:12	-	260	2055:1832	99+245	75.6 : 75.6%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	11	-	141	1912	191	73.9%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	44	4	738	1898:1827	835+157	74.4 : 74.4%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	11:13	-	184	2090:1832	279+192	39.1 : 39.1%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	57.7%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	33	-	343	1873	708	48.5%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	25	-	273	1867	539	50.6%
2/2	Mauldeth Road West (WB) Right Ahead	O	N/A	N/A	C2:A		1	25	-	89	2002	540	16.5%
3/1	Neil Lane (NB) Ahead Right Left	U	N/A	N/A	C2:C		1	33	-	405	1858	702	57.7%
4/1	Mauldeth Road West (EB) Left Ahead	U	N/A	N/A	C2:B		1	25	-	183	1851	535	34.2%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	25	-	136	2003	456	29.8%
5/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
6/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
7/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
8/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	444	39	39	20.3	7.7	0.8	28.8	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	329	39	38	12.0	5.5	0.6	18.1	-	-	-	-
1/1	317	317	-	-	-	1.7	0.4	-	2.0	22.9	5.5	0.4	5.9
1/2+1/3	445	445	101	0	2	2.3	0.5	0.4	3.1	25.5	6.4	0.5	6.9
2/2+2/1	260	260	-	-	-	2.0	1.5	-	3.4	47.7	4.3	1.5	5.8
2/3	141	141	111	0	30	0.9	1.3	0.2	2.4	60.8	2.8	1.3	4.2
3/1+3/2	738	738	75	39	3	3.5	1.4	0.1	5.0	24.2	13.4	1.4	14.8
4/2+4/1	184	184	42	0	3	1.8	0.3	0.0	2.1	41.4	2.5	0.3	2.8
5/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	115	0	1	8.3	2.2	0.2	10.7	-	-	-	-
1/1	343	343	-	-	-	2.0	0.5	-	2.5	26.3	6.5	0.5	6.9
2/1	273	273	-	-	-	2.0	0.5	-	2.5	33.4	5.6	0.5	6.1
2/2	89	89	45	0	1	0.6	0.1	0.1	0.7	29.9	1.6	0.1	1.7
3/1	405	405	-	-	-	2.5	0.7	-	3.2	28.3	8.0	0.7	8.7
4/1	183	183	-	-	-	0.6	0.3	-	0.9	17.8	3.0	0.3	3.3
4/2	136	136	69	0	1	0.5	0.2	0.1	0.9	22.6	2.3	0.2	2.5
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

8/1	260	260	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8/2	141	141	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C1 C2		PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		19.1 56.0 19.1		Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		18.06 10.72 28.78		Cycle Time (s): Cycle Time (s):		90 90				

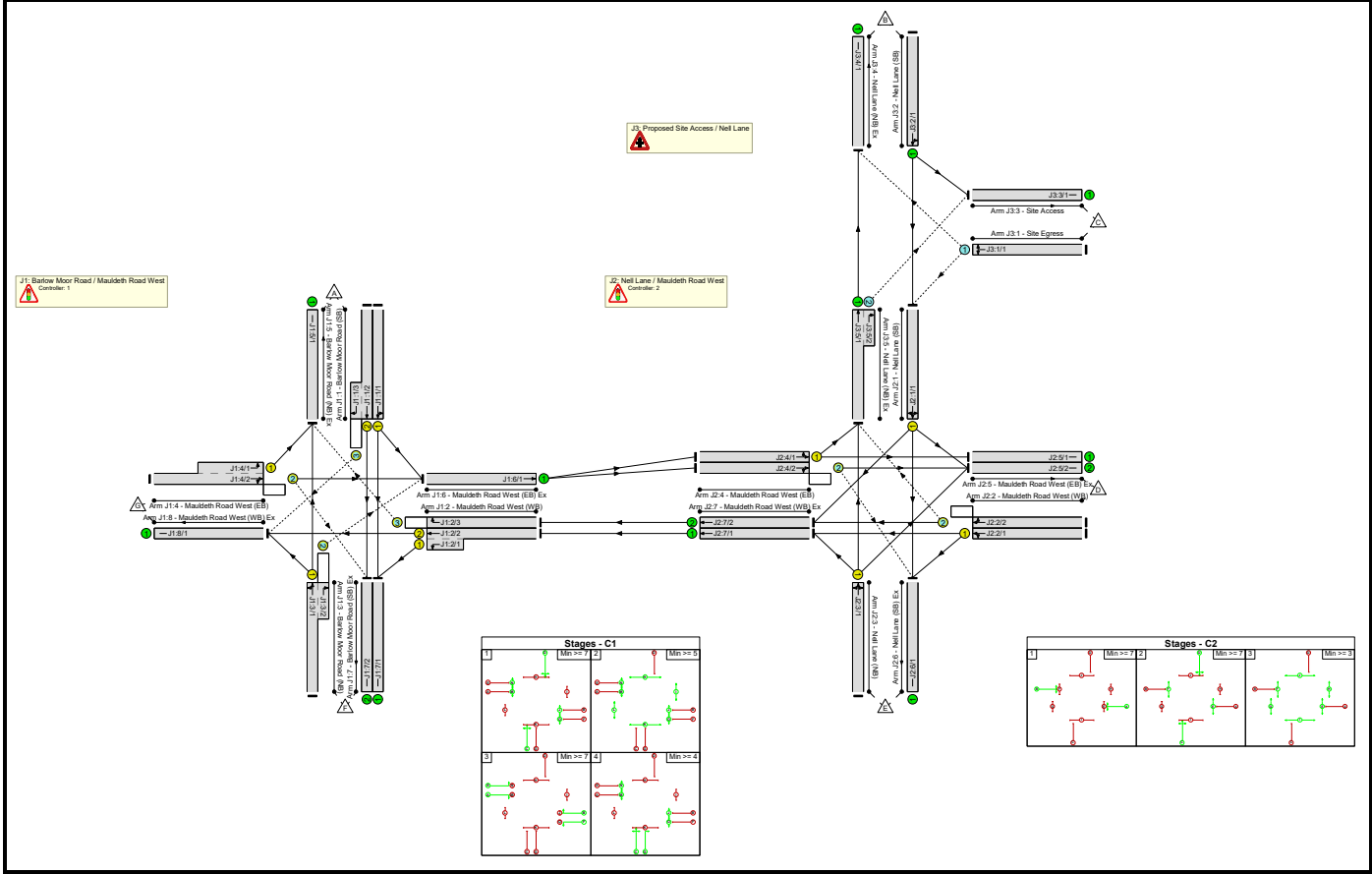
Full Input Data And Results

Full Input Data And Results

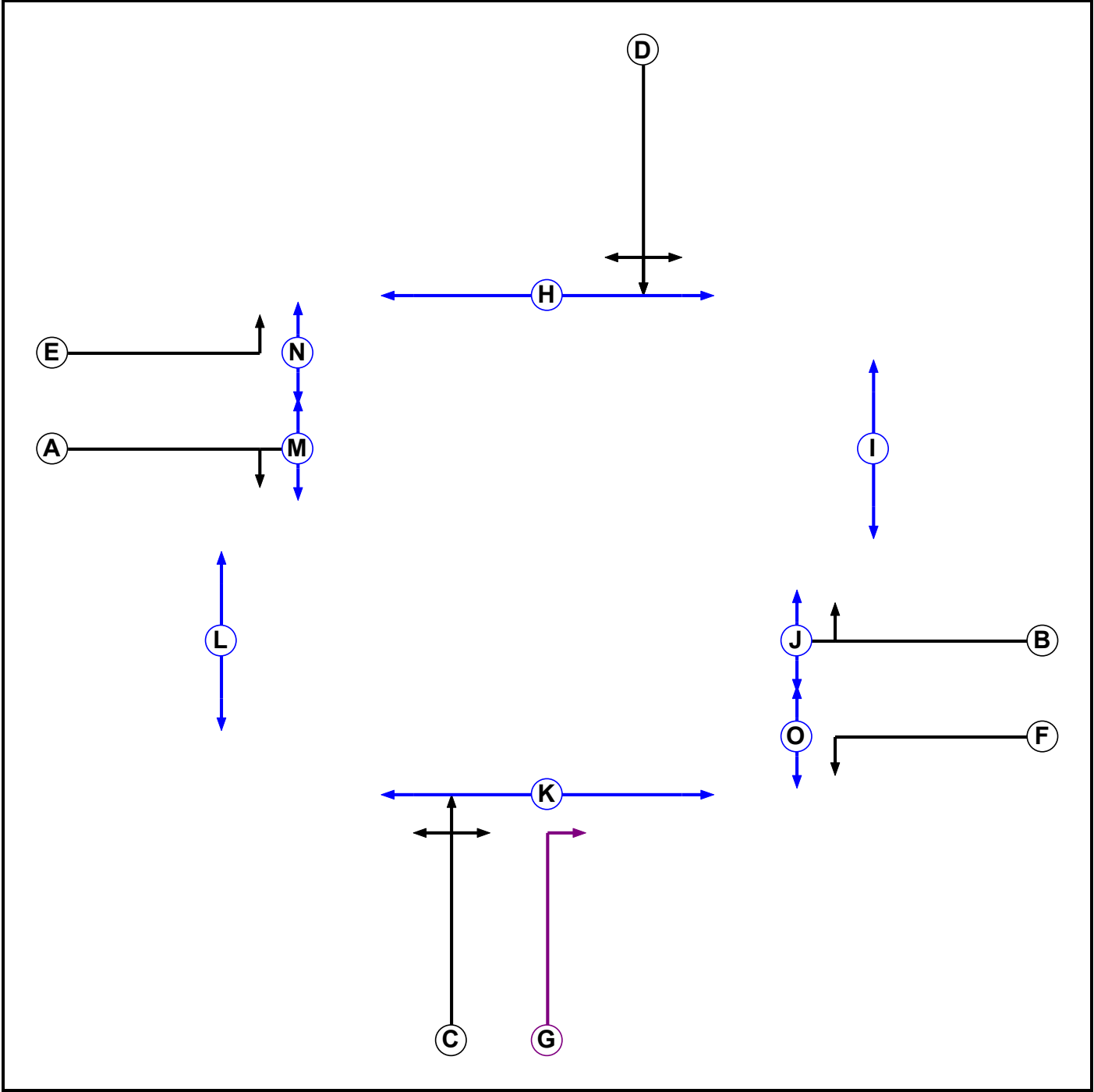
User and Project Details

Project:	
Title:	
Location:	
File name:	Mauldeth_Road_West_2_junction_network_proposed_model.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Ind. Arrow	C	4	4
H	Pedestrian		9	9
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		9	9
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		5	5

Full Input Data And Results

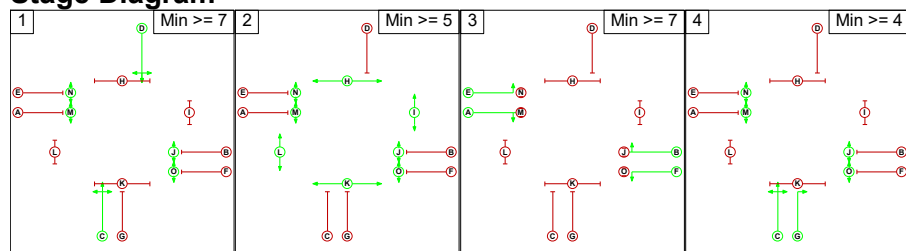
Phase Intergreens Matrix

Terminating Phase	Starting Phase															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	A		-	8	8	-	-	8	-	10	-	15	10	6	-	-
	B	-		8	8	-	-	8	15	11	6	-	10	-	-	-
	C	8	8		-	9	8	-	10	15	-	6	9	-	-	-
	D	8	8	-		9	9	5	6	10	-	10	15	-	-	-
	E	-	-	4	5		-	-	-	-	-	-	-	-	6	-
	F	-	-	5	4	-		5	-	-	-	-	-	-	-	6
	G	8	8	-	4	-	8		10	13	-	6	9	-	-	-
	H	-	5	5	9	-	-	5		-	-	-	-	-	-	-
	I	5	5	5	5	-	-	5	-		-	-	-	-	-	-
	J	-	7	-	-	-	-	-	-	-		-	-	-	-	-
	K	7	-	7	7	-	-	7	-	-	-		-	-	-	-
	L	5	5	5	5	-	-	5	-	-	-	-		-	-	-
	M	6	-	-	-	-	-	-	-	-	-	-	-		-	-
	N	-	-	-	-	5	-	-	-	-	-	-	-	-		-
	O	-	-	-	-	-	6	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C D J M N O
2	H I J K L M N O
3	A B E F
4	C G J M N O

Stage Diagram



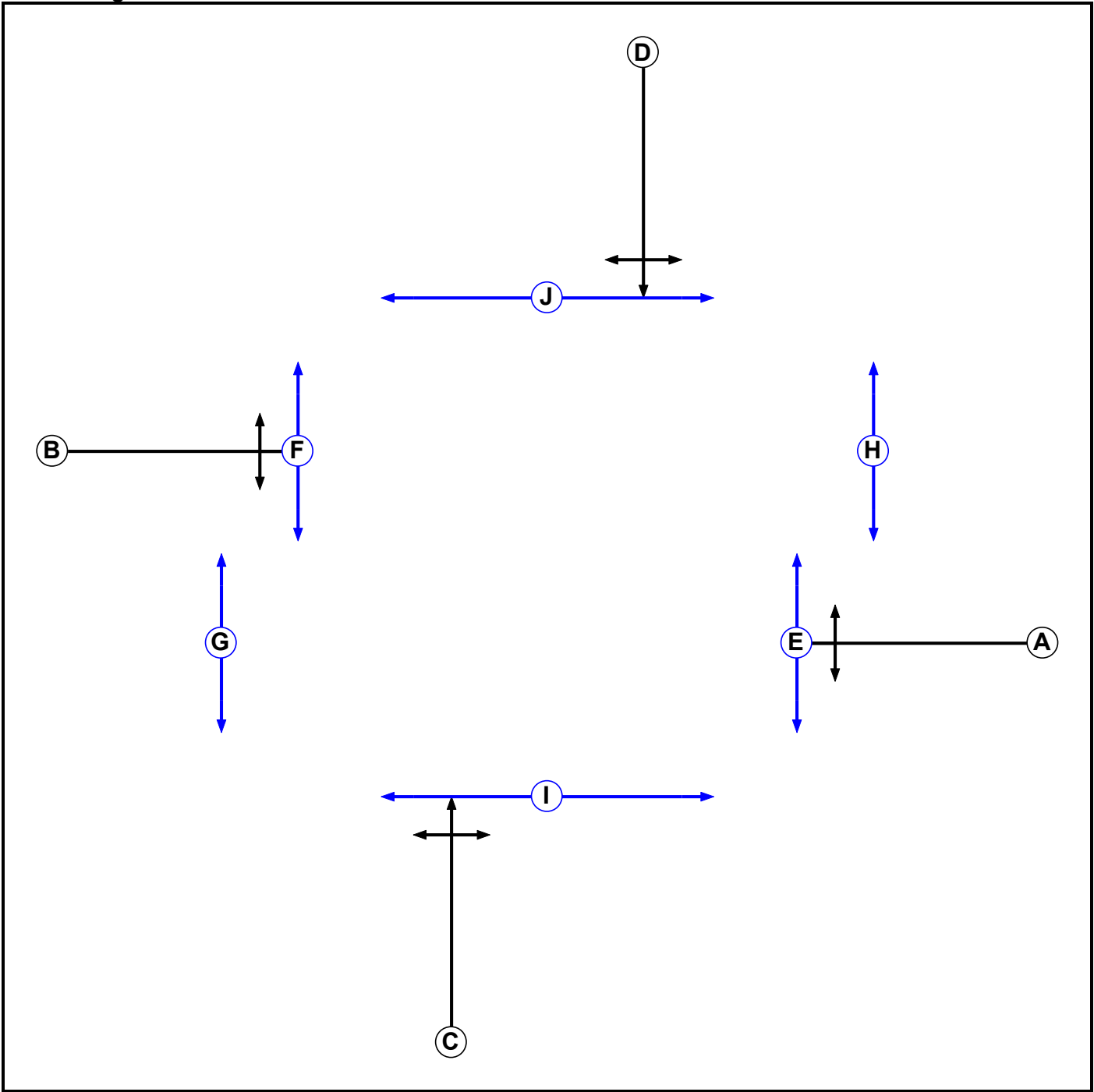
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		15	9	5
	2	9		7	7
	3	8	15		8
	4	4	15	9	

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		3	3
H	Pedestrian		3	3
I	Pedestrian		6	6
J	Pedestrian		6	6

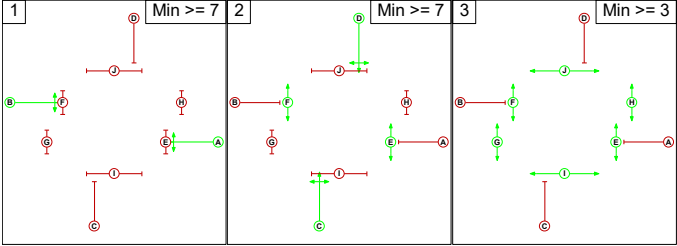
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	7	7	6	-	12	12	10	13
	B	-		7	7	-	6	12	12	13	10
	C	7	7		-	-	-	11	15	6	12
	D	7	7	-		-	-	15	11	12	6
	E	6	-	-	-		-	-	-	-	-
	F	-	6	-	-	-		-	-	-	-
	G	5	5	5	5	-	-		-	-	-
	H	5	5	5	5	-	-	-		-	-
	I	7	7	9	7	-	-	-	-		-
	J	7	7	7	9	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		7	13
	2	7		15
	3	7	9	

Give-Way Lane Input Data

Junction: J1: Barlow Moor Road / Mauldeth Road West											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/3 (Barlow Moor Road (SB))	J1:8/1 (Right)	1439	0	J1:3/1	1.09	All	4.00	-	0.50	4	2.00
				J1:4/1	1.09	All	3.00	-	0.50	3	2.00
J1:2/3 (Mauldeth Road West (WB))	J1:5/1 (Right)	1439	0	J1:4/2	1.09	To J1:6/1 (Ahead)					
J1:3/2 (Barlow Moor Road (NB))	J1:6/1 (Right)	1439	0	J1:1/1	1.09	All	4.00	-	0.50	4	2.00
				J1:1/2	1.09	All					
J1:4/2 (Mauldeth Road West (EB))	J1:7/2 (Right)	1439	0	J1:2/2	1.09	All	3.00	3.00	0.50	3	2.00
				J1:2/3	1.09	All					

Junction: J2: Nell Lane / Mauldeth Road West											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:2/2 (Mauldeth Road West (WB))	J3:5/1 (Right)	1439	0	J2:4/1	1.09	All	3.00	3.00	0.50	3	2.00
				J2:4/2	1.09	To J2:5/2 (Ahead)					
J2:4/2 (Mauldeth Road West (EB))	J2:6/1 (Right)	1439	0	J2:2/2	1.09	To J2:7/2 (Ahead)	3.00	3.00	0.50	3	2.00
				J2:2/1	1.09	All					

Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/1 (Site Egress)	J2:1/1 (Left)	686	0	J3:2/1	0.27	All					
	J3:4/1 (Right)	596	0	J3:2/1	0.27	All	-	-	-	-	-
				J3:5/1	0.17	All					
				J3:5/2	0.39	All					
J3:5/2 (Nell Lane (NB) Ex)	J3:3/1 (Right)	781	0	J3:2/1	0.30	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: J1: Barlow Moor Road / Mauldeth Road West												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Barlow Moor Road (SB))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:6 Left	18.00
											Arm J1:7 Ahead	Inf
J1:1/2 (Barlow Moor Road (SB))	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:7 Ahead	Inf
J1:1/3 (Barlow Moor Road (SB))	O	D	2	3	5.0	Geom	-	3.00	0.00	N	Arm J1:8 Right	12.00
J1:2/1 (Mauldeth Road West (WB))	U	F	2	3	5.0	Geom	-	4.00	0.00	Y	Arm J1:7 Left	15.00
J1:2/2 (Mauldeth Road West (WB))	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:8 Ahead	Inf
J1:2/3 (Mauldeth Road West (WB))	O	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:5 Right	20.00
J1:3/1 (Barlow Moor Road (NB))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:8 Left	18.00
J1:3/2 (Barlow Moor Road (NB))	O	C G	2	3	5.0	Geom	-	3.00	0.00	N	Arm J1:6 Right	12.00
J1:4/1 (Mauldeth Road West (EB))	U	E	2	3	9.0	Geom	-	4.00	0.00	Y	Arm J1:5 Left	15.00
J1:4/2 (Mauldeth Road West (EB))	O	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:6 Ahead	Inf
											Arm J1:7 Right	20.00
J1:5/1 (Barlow Moor Road (NB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Mauldeth Road West (EB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

J1:7/1 (Barlow Moor Road (SB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/2 (Barlow Moor Road (SB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Mauldeth Road West (WB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Nell Lane / Mauldeth Road West												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Nell Lane (SB))	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Left	12.00
											Arm J2:6 Ahead	Inf
											Arm J2:7 Right	20.00
J2:2/1 (Mauldeth Road West (WB))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Left	12.00
J2:2/2 (Mauldeth Road West (WB))	O	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:7 Ahead	Inf
											Arm J2:7 Ahead	Inf
											Arm J3:5 Right	20.00
J2:3/1 (Nell Lane (NB))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Right	20.00
											Arm J2:7 Left	12.00
											Arm J3:5 Ahead	Inf
J2:4/1 (Mauldeth Road West (EB))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Ahead	Inf
J2:4/2 (Mauldeth Road West (EB))	O	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm J3:5 Left	12.00
											Arm J2:5 Ahead	Inf
J2:5/1 (Mauldeth Road West (EB) Ex)	U		2	3	60.0	Inf	-	-	-	-	Arm J2:6 Right	20.00
J2:5/2 (Mauldeth Road West (EB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (Nell Lane (SB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

J2:7/1 (Mauldeth Road West (WB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2 (Mauldeth Road West (WB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: Proposed Site Access / Nell Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Site Egress)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Left	6.00
											Arm J3:4 Right	6.00
J3:2/1 (Nell Lane (SB))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:1 Ahead	Inf
J3:3/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	Arm J3:3 Left	6.00
J3:4/1 (Nell Lane (NB) Ex)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Nell Lane (NB) Ex)	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:4 Ahead	Inf
J3:5/2 (Nell Lane (NB) Ex)	O		2	3	5.0	Geom	-	3.00	0.00	N	Arm J3:3 Right	12.00

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Survey 2022 AM'	08:00	09:00	01:00	
2: 'Survey 2022 PM'	15:00	16:00	01:00	
3: 'Survey 2022 Saturday'	13:00	14:00	01:00	
4: 'Base 2023 AM'	08:00	09:00	01:00	F1 * 1.0128
5: 'Base 2023 PM'	15:00	16:00	01:00	F2 * 1.0128
6: 'Base 2023 Saturday'	13:00	14:00	01:00	F3 * 1.0131
7: 'Base 2028 AM'	08:00	09:00	01:00	F1 * 1.0752
8: 'Base 2028 PM'	15:00	16:00	01:00	F2 * 1.0750
9: 'Base 2028 Saturday'	13:00	14:00	01:00	F3 * 1.0767
10: 'Base 2023 + Lidl AM'	08:00	09:00	01:00	
11: 'Base 2023 + Lidl PM'	15:00	16:00	01:00	
12: 'Base 2023 + Lidl Saturday'	13:00	14:00	01:00	
13: 'Base 2028 + Lidl AM'	08:00	09:00	01:00	
14: 'Base 2028 + Lidl PM'	15:00	16:00	01:00	
15: 'Base 2028 + Lidl Saturday'	13:00	14:00	01:00	

Scenario 1: 'Base 2023 + Lidl AM' (FG10: 'Base 2023 + Lidl AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	21	1	58	7	515	66	668
	B	131	0	20	93	249	0	0	493
	C	7	12	0	3	15	0	0	37
	D	0	86	6	0	125	203	70	490
	E	0	190	20	274	0	78	23	585
	F	524	58	5	162	30	0	42	821
	G	97	30	2	84	11	46	0	270
	Tot.	759	397	54	674	437	842	201	3364

Traffic Lane Flows

Lane	Scenario 1: Base 2023 + Lidl AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	289
J1:1/2 (with short)	379(In) 313(Out)
J1:1/3 (short)	66
J1:2/1 (short)	281
J1:2/2 (with short)	374(In) 93(Out)
J1:2/3	138
J1:3/1 (with short)	821(In) 566(Out)
J1:3/2 (short)	255
J1:4/1 (short)	97
J1:4/2 (with short)	270(In) 173(Out)
J1:5/1	759
J1:6/1	469
J1:7/1	483
J1:7/2	359
J1:8/1	201
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	498
J2:2/1	398
J2:2/2	92
J2:3/1	585
J2:4/1	219
J2:4/2	250
J2:5/1	102
J2:5/2	572
J2:6/1	437
J2:7/1	374
J2:7/2	138
Junction: J3: Proposed Site Access / Nell Lane	
J3:1/1	37
J3:2/1	493
J3:3/1	54
J3:4/1	397
J3:5/1 (with short)	419(In) 385(Out)
J3:5/2 (short)	34

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	30.1 %	1868	1868
				Arm J1:7 Ahead	Inf	69.9 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.6 %	1903	1903
				Arm J1:8 Left	18.00	7.4 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	73.4 %	2113	2113
				Arm J1:7 Right	20.00	26.6 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:5 Left	12.00	19.3 %	1857	1857
				Arm J2:6 Ahead	Inf	53.0 %		
				Arm J2:7 Right	20.00	27.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:6 Left	12.00	31.4 %	1867	1867
				Arm J2:7 Ahead	Inf	68.6 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:7 Ahead	Inf	0.0 %	1935	1935
				Arm J3:5 Right	20.00	100.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Right	20.00	46.8 %	1836	1836
				Arm J2:7 Left	12.00	17.3 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	35.9 %	1819	1819
				Arm J2:5 Ahead	Inf	46.6 %		
				Arm J3:5 Left	12.00	53.4 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:5 Ahead	Inf	80.8 %	2050	2050
				Arm J2:6 Right	20.00	19.2 %		
J2:5/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Site Egress)	3.50	0.00	Y	Arm J2:1 Left	6.00	67.6 %	1572	1572
				Arm J3:4 Right	6.00	32.4 %		
J3:2/1 (Nell Lane (SB))	3.00	0.00	Y	Arm J2:1 Ahead	Inf	95.9 %	1896	1896
				Arm J3:3 Left	6.00	4.1 %		
J3:3/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Nell Lane (NB) Ex)	3.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1915	1915
J3:5/2 (Nell Lane (NB) Ex)	3.00	0.00	N	Arm J3:3 Right	12.00	100.0 %	1827	1827

Scenario 2: 'Base 2023 + Lidl PM' (FG11: 'Base 2023 + Lidl PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	27	5	70	28	469	73	672
	B	108	0	34	76	195	0	0	413
	C	20	31	0	10	37	0	0	98
	D	3	62	10	0	163	224	103	565
	E	0	167	38	254	0	62	24	545
	F	529	29	5	76	30	0	72	741
	G	80	19	3	50	18	52	0	222
	Tot.	740	335	95	536	471	807	272	3256

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base 2023 + Lidl PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	286
J1:1/2 (with short)	386(In) 313(Out)
J1:1/3 (short)	73
J1:2/1 (short)	286
J1:2/2 (with short)	413(In) 127(Out)
J1:2/3	131
J1:3/1 (with short)	741(In) 601(Out)
J1:3/2 (short)	140
J1:4/1 (short)	80
J1:4/2 (with short)	222(In) 142(Out)
J1:5/1	740
J1:6/1	360
J1:7/1	442
J1:7/2	365
J1:8/1	272
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	446
J2:2/1	490
J2:2/2	75
J2:3/1	545
J2:4/1	246
J2:4/2	114
J2:5/1	158
J2:5/2	378
J2:6/1	471
J2:7/1	413
J2:7/2	131
Junction: J3: Proposed Site Access / Nell Lane	
J3:1/1	98
J3:2/1	413
J3:3/1	95
J3:4/1	335
J3:5/1 (with short)	365(In) 304(Out)
J3:5/2 (short)	61

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	45.5 %	1845	1845
				Arm J1:7 Ahead	Inf	54.5 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.0 %	1896	1896
				Arm J1:8 Left	18.00	12.0 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	63.4 %	2097	2097
				Arm J1:7 Right	20.00	36.6 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:5 Left	12.00	19.3 %	1855	1855
				Arm J2:6 Ahead	Inf	52.0 %		
				Arm J2:7 Right	20.00	28.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:6 Left	12.00	33.3 %	1863	1863
				Arm J2:7 Ahead	Inf	66.7 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:7 Ahead	Inf	4.0 %	1940	1940
				Arm J3:5 Right	20.00	96.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Right	20.00	46.6 %	1839	1839
				Arm J2:7 Left	12.00	15.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	37.6 %	1857	1857
				Arm J2:5 Ahead	Inf	64.2 %		
				Arm J3:5 Left	12.00	35.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:5 Ahead	Inf	33.3 %	1981	1981
				Arm J2:6 Right	20.00	66.7 %		
J2:5/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Site Egress)	3.50	0.00	Y	Arm J2:1 Left	6.00	68.4 %	1572	1572
				Arm J3:4 Right	6.00	31.6 %		
J3:2/1 (Nell Lane (SB))	3.00	0.00	Y	Arm J2:1 Ahead	Inf	91.8 %	1876	1876
				Arm J3:3 Left	6.00	8.2 %		
J3:3/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Nell Lane (NB) Ex)	3.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1915	1915
J3:5/2 (Nell Lane (NB) Ex)	3.00	0.00	N	Arm J3:3 Right	12.00	100.0 %	1827	1827

Scenario 3: 'Base 2023 + Lidl SAT' (FG12: 'Base 2023 + Lidl Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow :

	Destination								
Origin		A	B	C	D	E	F	G	Tot.
	A	0	28	9	63	30	491	97	718
	B	84	0	42	47	147	0	0	320
	C	26	39	0	10	45	0	0	120
	D	21	50	13	0	81	123	52	340
	E	0	148	53	113	0	50	18	382
	F	524	25	7	53	25	0	62	696
	G	71	14	4	30	12	43	0	174
	Tot.	726	304	128	316	340	707	229	2750

Traffic Lane Flows

Lane	Scenario 3: Base 2023 + Lidl SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	297
J1:1/2 (with short)	421(In) 324(Out)
J1:1/3 (short)	97
J1:2/1 (short)	173
J1:2/2 (with short)	243(In) 70(Out)
J1:2/3	131
J1:3/1 (with short)	696(In) 586(Out)
J1:3/2 (short)	110
J1:4/1 (short)	71
J1:4/2 (with short)	174(In) 103(Out)
J1:5/1	726
J1:6/1	300
J1:7/1	340
J1:7/2	367
J1:8/1	229
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	359
J2:2/1	256
J2:2/2	84
J2:3/1	382
J2:4/1	148
J2:4/2	152
J2:5/1	61
J2:5/2	255
J2:6/1	340
J2:7/1	243
J2:7/2	131
Junction: J3: Proposed Site Access / Nell Lane	
J3:1/1	120
J3:2/1	320
J3:3/1	128
J3:4/1	304
J3:5/1 (with short)	351(In) 265(Out)
J3:5/2 (short)	86

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	43.8 %	1848	1848
				Arm J1:7 Ahead	Inf	56.2 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.4 %	1898	1898
				Arm J1:8 Left	18.00	10.6 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	58.3 %	2090	2090
				Arm J1:7 Right	20.00	41.7 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:5 Left	12.00	15.9 %	1860	1860
				Arm J2:6 Ahead	Inf	53.5 %		
				Arm J2:7 Right	20.00	30.6 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:6 Left	12.00	31.6 %	1866	1866
				Arm J2:7 Ahead	Inf	68.4 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:7 Ahead	Inf	25.0 %	1969	1969
				Arm J3:5 Right	20.00	75.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Right	20.00	29.6 %	1857	1857
				Arm J2:7 Left	12.00	17.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	52.6 %	1807	1807
				Arm J2:5 Ahead	Inf	41.2 %		
				Arm J3:5 Left	12.00	58.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:5 Ahead	Inf	55.9 %	2013	2013
				Arm J2:6 Right	20.00	44.1 %		
J2:5/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Site Egress)	3.50	0.00	Y	Arm J2:1 Left	6.00	67.5 %	1572	1572
				Arm J3:4 Right	6.00	32.5 %		
J3:2/1 (Nell Lane (SB))	3.00	0.00	Y	Arm J2:1 Ahead	Inf	86.9 %	1854	1854
				Arm J3:3 Left	6.00	13.1 %		
J3:3/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Nell Lane (NB) Ex)	3.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1915	1915
J3:5/2 (Nell Lane (NB) Ex)	3.00	0.00	N	Arm J3:3 Right	12.00	100.0 %	1827	1827

Scenario 4: 'Base 2028 + Lidl AM' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	22	1	62	7	547	71	710
	B	139	0	20	99	265	0	0	523
	C	7	12	0	3	15	0	0	37
	D	0	92	6	0	132	216	75	521
	E	0	203	20	292	0	82	24	621
	F	557	61	5	172	31	0	45	871
	G	104	31	2	89	12	48	0	286
	Tot.	807	421	54	717	462	893	215	3569

Traffic Lane Flows

Lane	Scenario 4: Base 2028 + Lidl AM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	308
J1:1/2 (with short)	402(In) 331(Out)
J1:1/3 (short)	71
J1:2/1 (short)	298
J1:2/2 (with short)	397(In) 99(Out)
J1:2/3	146
J1:3/1 (with short)	871(In) 602(Out)
J1:3/2 (short)	269
J1:4/1 (short)	104
J1:4/2 (with short)	286(In) 182(Out)
J1:5/1	807
J1:6/1	495
J1:7/1	514
J1:7/2	379
J1:8/1	215
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	528
J2:2/1	423
J2:2/2	98
J2:3/1	621
J2:4/1	235
J2:4/2	260
J2:5/1	113
J2:5/2	604
J2:6/1	462
J2:7/1	397
J2:7/2	146
Junction: J3: Proposed Site Access / Nell Lane	
J3:1/1	37
J3:2/1	523
J3:3/1	54
J3:4/1	421
J3:5/1 (with short)	443(In) 409(Out)
J3:5/2 (short)	34

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	29.9 %	1868	1868
				Arm J1:7 Ahead	Inf	70.1 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	92.5 %	1903	1903
				Arm J1:8 Left	18.00	7.5 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	73.6 %	2113	2113
				Arm J1:7 Right	20.00	26.4 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:5 Left	12.00	19.3 %	1857	1857
				Arm J2:6 Ahead	Inf	53.0 %		
				Arm J2:7 Right	20.00	27.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:6 Left	12.00	31.2 %	1867	1867
				Arm J2:7 Ahead	Inf	68.8 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:7 Ahead	Inf	0.0 %	1935	1935
				Arm J3:5 Right	20.00	100.0 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Right	20.00	47.0 %	1836	1836
				Arm J2:7 Left	12.00	17.1 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	35.9 %	1822	1822
				Arm J2:5 Ahead	Inf	48.1 %		
				Arm J3:5 Left	12.00	51.9 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:5 Ahead	Inf	80.8 %	2050	2050
				Arm J2:6 Right	20.00	19.2 %		
J2:5/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Site Egress)	3.50	0.00	Y	Arm J2:1 Left	6.00	67.6 %	1572	1572
				Arm J3:4 Right	6.00	32.4 %		
J3:2/1 (Nell Lane (SB))	3.00	0.00	Y	Arm J2:1 Ahead	Inf	96.2 %	1897	1897
				Arm J3:3 Left	6.00	3.8 %		
J3:3/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Nell Lane (NB) Ex)	3.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1915	1915
J3:5/2 (Nell Lane (NB) Ex)	3.00	0.00	N	Arm J3:3 Right	12.00	100.0 %	1827	1827

Scenario 5: 'Base 2028 + Lidl PM' (FG14: 'Base 2028 + Lidl PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	30	5	78	30	481	75	699
	B	110	0	34	79	205	0	0	428
	C	18	31	0	10	37	0	0	96
	D	2	66	10	0	176	247	87	588
	E	0	176	39	266	0	66	18	565
	F	549	31	5	81	32	0	73	771
	G	84	20	3	54	19	52	0	232
	Tot.	763	354	96	568	499	846	253	3379

Traffic Lane Flows

Lane	Scenario 5: Base 2028 + Lidl PM
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	299
J1:1/2 (with short)	400(In) 325(Out)
J1:1/3 (short)	75
J1:2/1 (short)	313
J1:2/2 (with short)	418(In) 105(Out)
J1:2/3	130
J1:3/1 (with short)	771(In) 622(Out)
J1:3/2 (short)	149
J1:4/1 (short)	84
J1:4/2 (with short)	232(In) 148(Out)
J1:5/1	763
J1:6/1	388
J1:7/1	469
J1:7/2	377
J1:8/1	253
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	459
J2:2/1	510
J2:2/2	78
J2:3/1	565
J2:4/1	287
J2:4/2	101
J2:5/1	193
J2:5/2	375
J2:6/1	499
J2:7/1	418
J2:7/2	130
Junction: J3: Proposed Site Access / Nell Lane	
J3:1/1	96
J3:2/1	428
J3:3/1	96
J3:4/1	354
J3:5/1 (with short)	385(In) 323(Out)
J3:5/2 (short)	62

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	47.8 %	1842	1842
				Arm J1:7 Ahead	Inf	52.2 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	88.3 %	1896	1896
				Arm J1:8 Left	18.00	11.7 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	64.9 %	2100	2100
				Arm J1:7 Right	20.00	35.1 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:5 Left	12.00	19.4 %	1856	1856
				Arm J2:6 Ahead	Inf	52.7 %		
				Arm J2:7 Right	20.00	27.9 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:6 Left	12.00	34.5 %	1860	1860
				Arm J2:7 Ahead	Inf	65.5 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:7 Ahead	Inf	2.6 %	1938	1938
				Arm J3:5 Right	20.00	97.4 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Right	20.00	47.1 %	1841	1841
				Arm J2:7 Left	12.00	14.9 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	38.1 %	1864	1864
				Arm J2:5 Ahead	Inf	67.2 %		
				Arm J3:5 Left	12.00	32.8 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:5 Ahead	Inf	19.8 %	1962	1962
				Arm J2:6 Right	20.00	80.2 %		
J2:5/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Site Egress)	3.50	0.00	Y	Arm J2:1 Left	6.00	67.7 %	1572	1572
				Arm J3:4 Right	6.00	32.3 %		
J3:2/1 (Nell Lane (SB))	3.00	0.00	Y	Arm J2:1 Ahead	Inf	92.1 %	1878	1878
				Arm J3:3 Left	6.00	7.9 %		
J3:3/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Nell Lane (NB) Ex)	3.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1915	1915
J3:5/2 (Nell Lane (NB) Ex)	3.00	0.00	N	Arm J3:3 Right	12.00	100.0 %	1827	1827

Scenario 6: 'Base 2028 + Lidl SAT' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	30	9	67	32	522	103	763
	B	90	0	42	50	157	0	0	339
	C	26	39	0	10	45	0	0	120
	D	23	53	13	0	86	131	55	361
	E	0	159	53	120	0	53	19	404
	F	557	26	7	57	26	0	66	739
	G	75	15	4	32	13	45	0	184
	Tot.	771	322	128	336	359	751	243	2910

Traffic Lane Flows

Lane	Scenario 6: Base 2028 + Lidl SAT
Junction: J1: Barlow Moor Road / Mauldeth Road West	
J1:1/1	318
J1:1/2 (with short)	445(In) 342(Out)
J1:1/3 (short)	103
J1:2/1 (short)	184
J1:2/2 (with short)	258(In) 74(Out)
J1:2/3	139
J1:3/1 (with short)	739(In) 623(Out)
J1:3/2 (short)	116
J1:4/1 (short)	75
J1:4/2 (with short)	184(In) 109(Out)
J1:5/1	771
J1:6/1	318
J1:7/1	364
J1:7/2	387
J1:8/1	243
Junction: J2: Nell Lane / Mauldeth Road West	
J2:1/1	378
J2:2/1	272
J2:2/2	89
J2:3/1	404
J2:4/1	175
J2:4/2	143
J2:5/1	84
J2:5/2	252
J2:6/1	359
J2:7/1	258
J2:7/2	139
Junction: J3: Proposed Site Access / Nell Lane	
J3:1/1	120
J3:2/1	339
J3:3/1	128
J3:4/1	322
J3:5/1 (with short)	369(In) 283(Out)
J3:5/2 (short)	86

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barlow Moor Road / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Barlow Moor Road (SB))	3.00	0.00	Y	Arm J1:6 Left	18.00	43.4 %	1848	1848
				Arm J1:7 Ahead	Inf	56.6 %		
J1:1/2 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:7 Ahead	Inf	100.0 %	2055	2055
J1:1/3 (Barlow Moor Road (SB))	3.00	0.00	N	Arm J1:8 Right	12.00	100.0 %	1827	1827
J1:2/1 (Mauldeth Road West (WB))	4.00	0.00	Y	Arm J1:7 Left	15.00	100.0 %	1832	1832
J1:2/2 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:2/3 (Mauldeth Road West (WB))	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:3/1 (Barlow Moor Road (NB))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	89.4 %	1898	1898
				Arm J1:8 Left	18.00	10.6 %		
J1:3/2 (Barlow Moor Road (NB))	3.00	0.00	N	Arm J1:6 Right	12.00	100.0 %	1827	1827
J1:4/1 (Mauldeth Road West (EB))	4.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1832	1832
J1:4/2 (Mauldeth Road West (EB))	4.00	0.00	N	Arm J1:6 Ahead	Inf	58.7 %	2090	2090
				Arm J1:7 Right	20.00	41.3 %		
J1:5/1 (Barlow Moor Road (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Barlow Moor Road (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (Barlow Moor Road (SB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Nell Lane / Mauldeth Road West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Nell Lane (SB))	3.25	0.00	Y	Arm J2:5 Left	12.00	15.9 %	1860	1860
				Arm J2:6 Ahead	Inf	53.4 %		
				Arm J2:7 Right	20.00	30.7 %		
J2:2/1 (Mauldeth Road West (WB))	3.25	0.00	Y	Arm J2:6 Left	12.00	31.6 %	1866	1866
				Arm J2:7 Ahead	Inf	68.4 %		
J2:2/2 (Mauldeth Road West (WB))	3.25	0.00	N	Arm J2:7 Ahead	Inf	25.8 %	1970	1970
				Arm J3:5 Right	20.00	74.2 %		
J2:3/1 (Nell Lane (NB))	3.25	0.00	Y	Arm J2:5 Right	20.00	29.7 %	1857	1857
				Arm J2:7 Left	12.00	17.8 %		
J2:4/1 (Mauldeth Road West (EB))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	52.5 %	1822	1822
				Arm J2:5 Ahead	Inf	48.0 %		
				Arm J3:5 Left	12.00	52.0 %		
J2:4/2 (Mauldeth Road West (EB))	3.25	0.00	N	Arm J2:5 Ahead	Inf	50.3 %	2005	2005
				Arm J2:6 Right	20.00	49.7 %		
J2:5/1 (Mauldeth Road West (EB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/2 (Mauldeth Road West (EB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Nell Lane (SB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Mauldeth Road West (WB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (Mauldeth Road West (WB) Ex Lane 2)	Infinite Saturation Flow						Inf	Inf

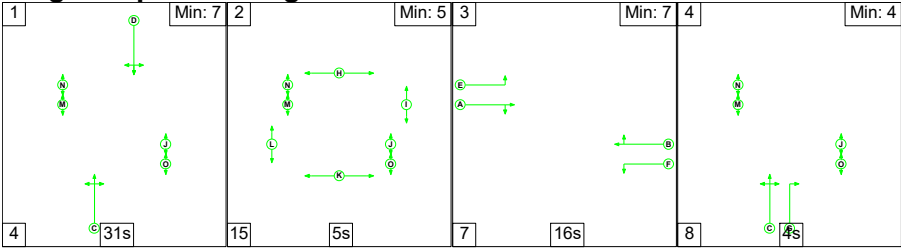
Full Input Data And Results

Junction: J3: Proposed Site Access / Nell Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Site Egress)	3.50	0.00	Y	Arm J2:1 Left	6.00	67.5 %	1572	1572
				Arm J3:4 Right	6.00	32.5 %		
J3:2/1 (Nell Lane (SB))	3.00	0.00	Y	Arm J2:1 Ahead	Inf	87.6 %	1857	1857
				Arm J3:3 Left	6.00	12.4 %		
J3:3/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Nell Lane (NB) Ex Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Nell Lane (NB) Ex)	3.00	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1915	1915
J3:5/2 (Nell Lane (NB) Ex)	3.00	0.00	N	Arm J3:3 Right	12.00	100.0 %	1827	1827

Scenario 1: 'Base 2023 + Lidl AM' (FG10: 'Base 2023 + Lidl AM', Plan 1: 'Network Control Plan 1')

C1

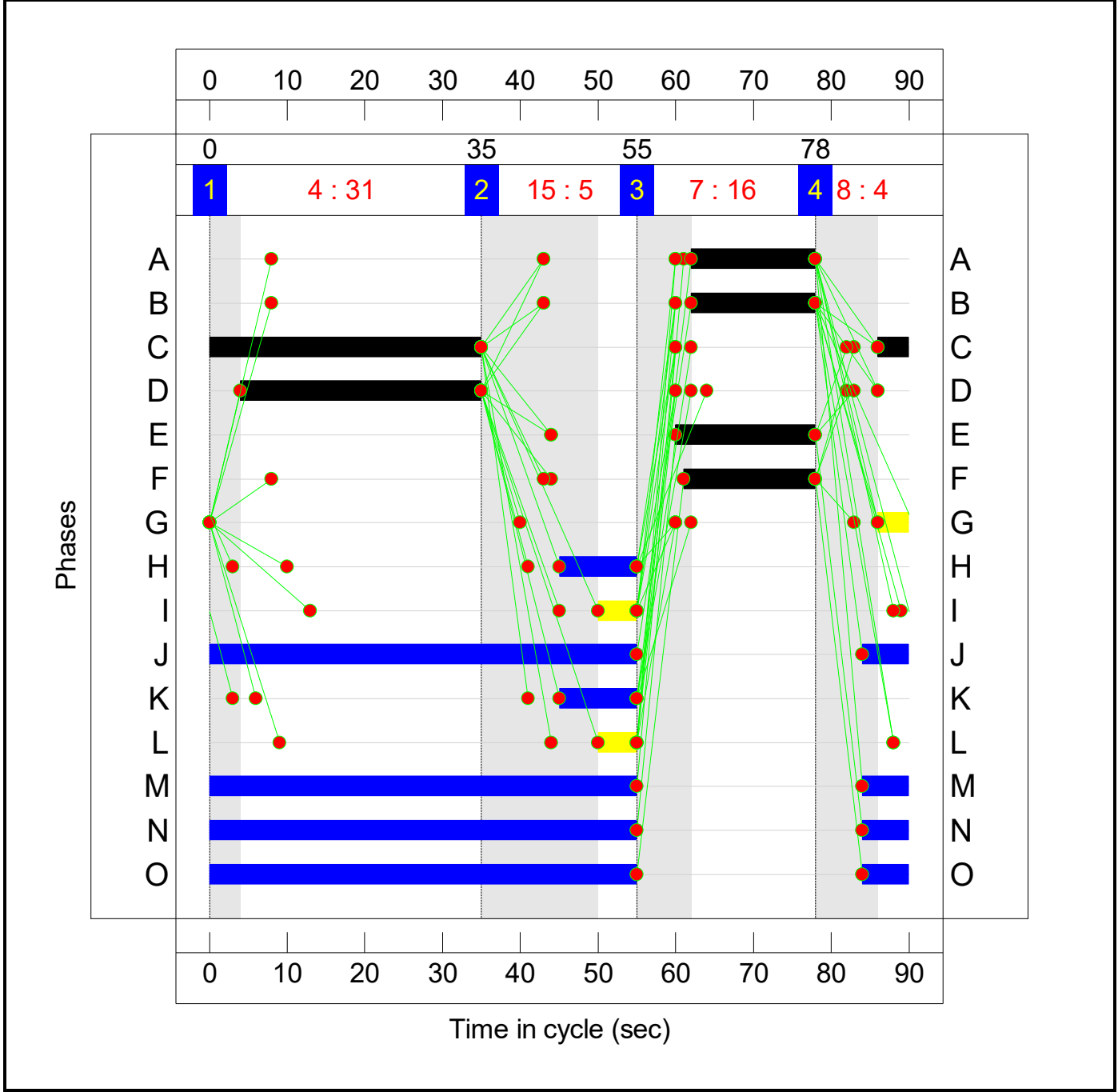
Stage Sequence Diagram



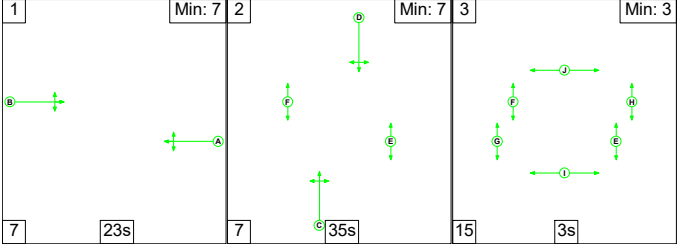
Stage Timings

Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

Signal Timings Diagram



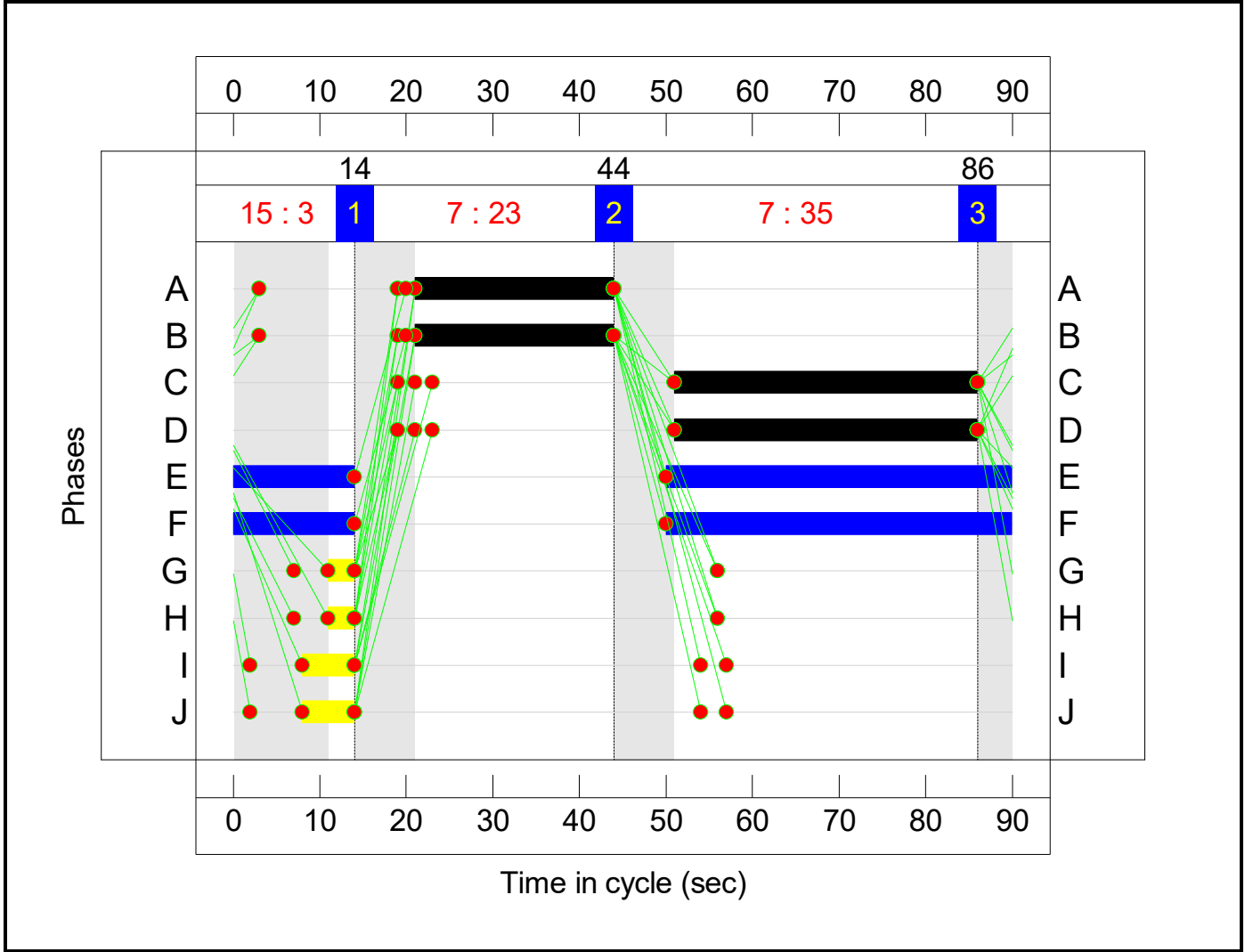
C2
Stage Sequence Diagram



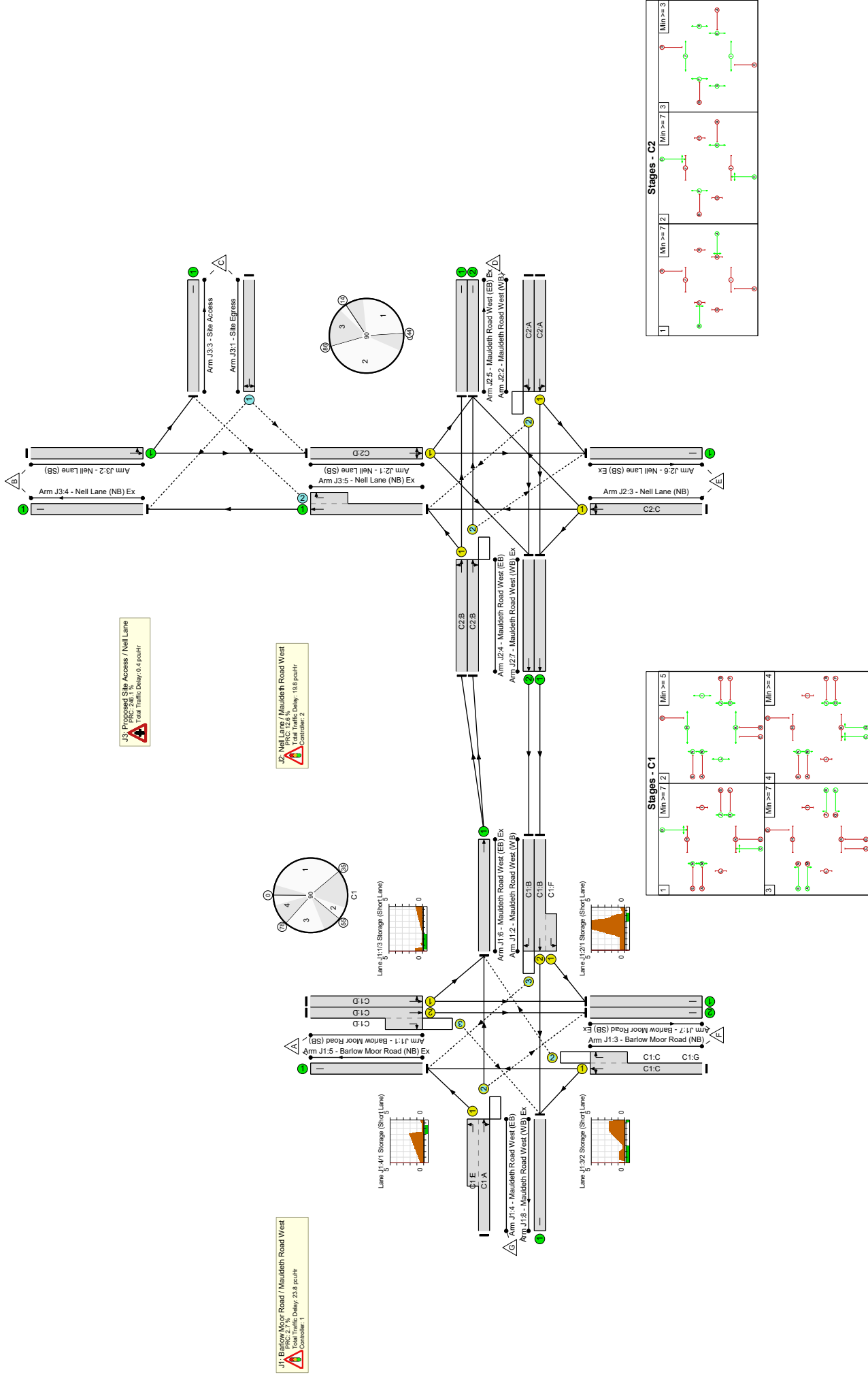
Stage Timings

Stage	1	2	3
Duration	23	35	3
Change Point	14	44	86

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	289	1868	664	43.5%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	379	2055:1827	624+132	50.1 : 50.1%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	374	2055:1832	108+326	86.3 : 86.3%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	138	1912	217	63.5%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	821	1903:1827	646+291	87.6 : 87.6%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	270	2113:1832	389+218	44.5 : 44.5%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	79.9%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	35	-	498	1857	743	67.0%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	23	-	398	1867	498	79.9%
2/2	Mauldeth Road West (WB) Ahead Right	O	N/A	N/A	C2:A		1	23	-	92	1935	181	50.7%
3/1	Neil Lane (NB) Right Left Ahead	U	N/A	N/A	C2:C		1	35	-	585	1836	734	79.7%
4/1	Mauldeth Road West (EB) Ahead Left	U	N/A	N/A	C2:B		1	23	-	219	1819	485	45.1%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	23	-	250	2050	511	48.9%
5/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	102	Inf	Inf	0.0%
5/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
6/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
7/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
7/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
J3: Proposed Site Access / Neil Lane	-	-	N/A	-	-		-	-	-	-	-	-	26.0%
1/1	Site Egress Left Right	O	N/A	N/A	-		-	-	-	37	1572	481	7.7%
2/1	Neil Lane (SB) Ahead Left	U	N/A	N/A	-		-	-	-	493	1896	1896	26.0%
3/1	Site Access	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
4/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
5/1+5/2	Neil Lane (NB) Ex Right Ahead	U+O	N/A	N/A	-		-	-	-	419	1915:1827	1753+155	22.0 : 22.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	618	81	17	27.9	14.9	1.1	43.9	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	409	81	15	14.7	8.3	0.7	23.8	-	-	-	-
1/1	289	289	-	-	-	1.8	0.4	-	2.2	26.9	5.5	0.4	5.8
1/2+1/3	379	379	65	0	1	2.3	0.5	0.3	3.1	29.2	6.2	0.5	6.7
2/2+2/1	374	374	-	-	-	2.8	2.9	-	5.6	54.1	7.4	2.9	10.3
2/3	138	138	132	0	6	0.7	0.9	0.2	1.8	46.1	1.4	0.9	2.2
3/1+3/2	821	821	168	81	6	4.8	3.3	0.3	8.4	36.7	16.0	3.3	19.3
4/2+4/1	270	270	44	0	2	2.3	0.4	0.0	2.8	36.8	3.8	0.4	4.2
5/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	138	0	2	13.2	6.2	0.4	19.8	-	-	-	-
1/1	498	498	-	-	-	3.1	1.0	-	4.1	29.4	10.1	1.0	11.1
2/1	398	398	-	-	-	3.4	1.9	-	5.3	48.1	9.2	1.9	11.1
2/2	92	92	91	0	1	0.6	0.5	0.2	1.4	55.0	1.8	0.5	2.3
3/1	585	585	-	-	-	3.9	1.9	-	5.8	35.5	12.8	1.9	14.7
4/1	219	219	-	-	-	1.0	0.4	-	1.4	23.8	3.7	0.4	4.1
4/2	250	250	47	0	1	1.2	0.5	0.1	1.8	26.3	4.1	0.5	4.6
5/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

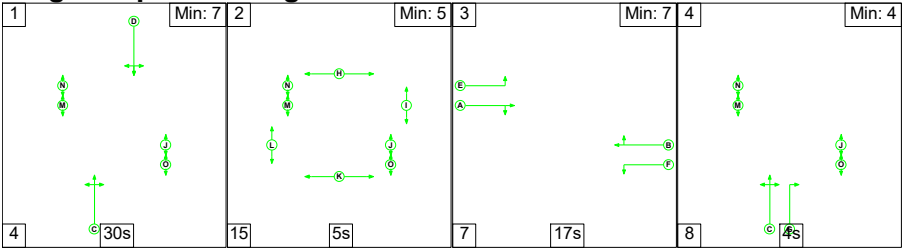
7/2	138	138	-	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Proposed Site Access / Neil Lane	-	-	71	0	0	0	0.4	0.0	0.4	-	0.0	-	-	-	-
1/1	37	37	37	0	0	0	0.0	-	0.0	4.1	0.0	0.0	0.0	0.0	0.0
2/1	493	493	-	-	-	-	0.2	-	0.2	1.3	0.0	0.0	0.2	0.2	0.2
3/1	54	54	-	-	-	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	397	397	-	-	-	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5/1+5/2	419	419	34	0	0	0	0.1	-	0.1	1.2	0.0	0.0	0.1	0.1	0.1
C1		PRC for Signalled Lanes (%):		2.7		Total Delay for Signalled Lanes (pcuHr):		23.75		Cycle Time (s):		90			
C2		PRC for Signalled Lanes (%):		12.6		Total Delay for Signalled Lanes (pcuHr):		19.84		Cycle Time (s):		90			
		PRC Over All Lanes (%):		2.7		Total Delay Over All Lanes (pcuHr):		43.95							

Full Input Data And Results

Scenario 2: 'Base 2023 + Lidl PM' (FG11: 'Base 2023 + Lidl PM', Plan 1: 'Network Control Plan 1')

C1

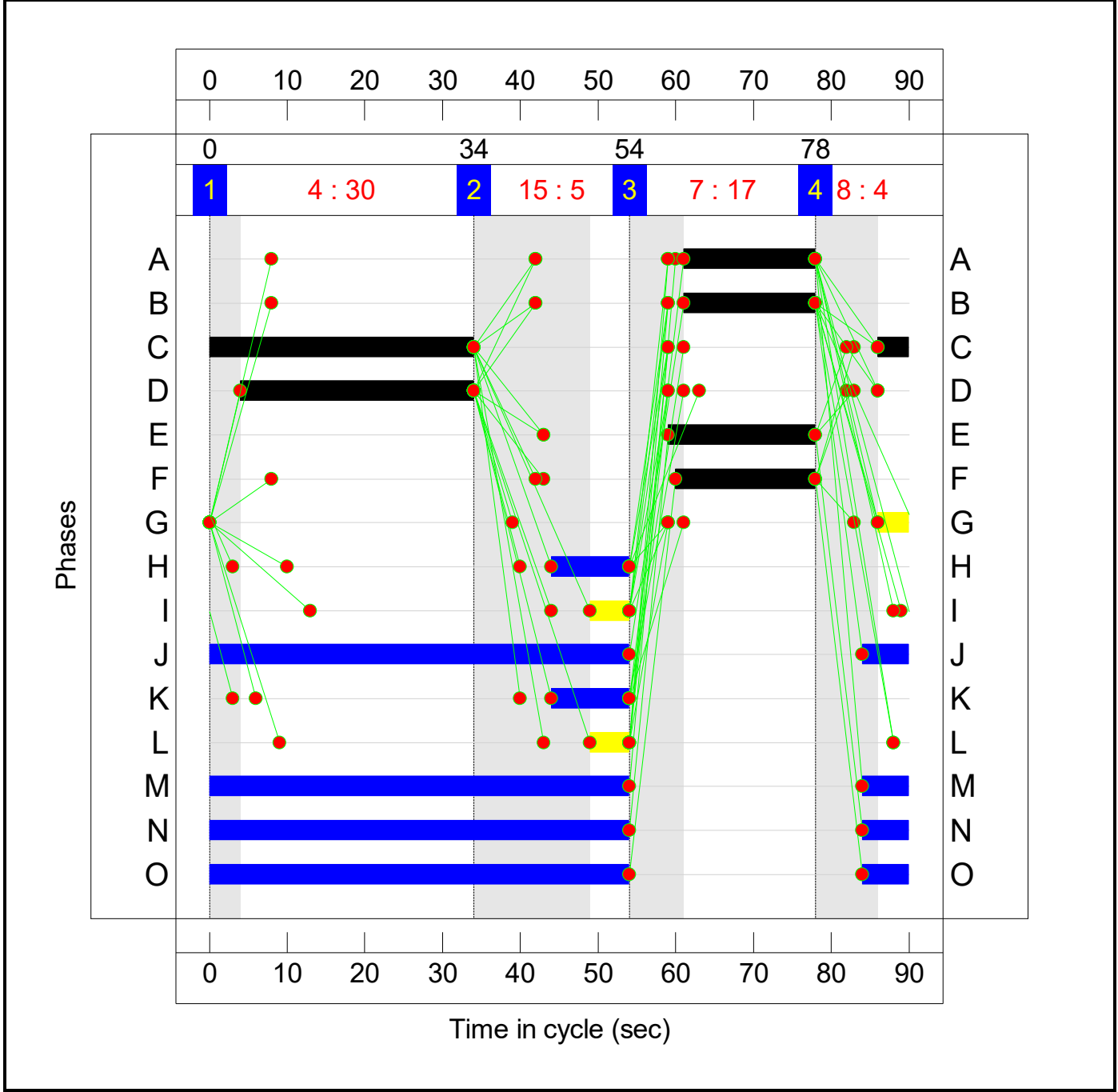
Stage Sequence Diagram



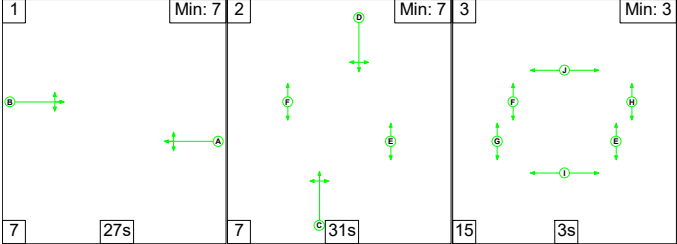
Stage Timings

Stage	1	2	3	4
Duration	30	5	17	4
Change Point	0	34	54	78

Signal Timings Diagram



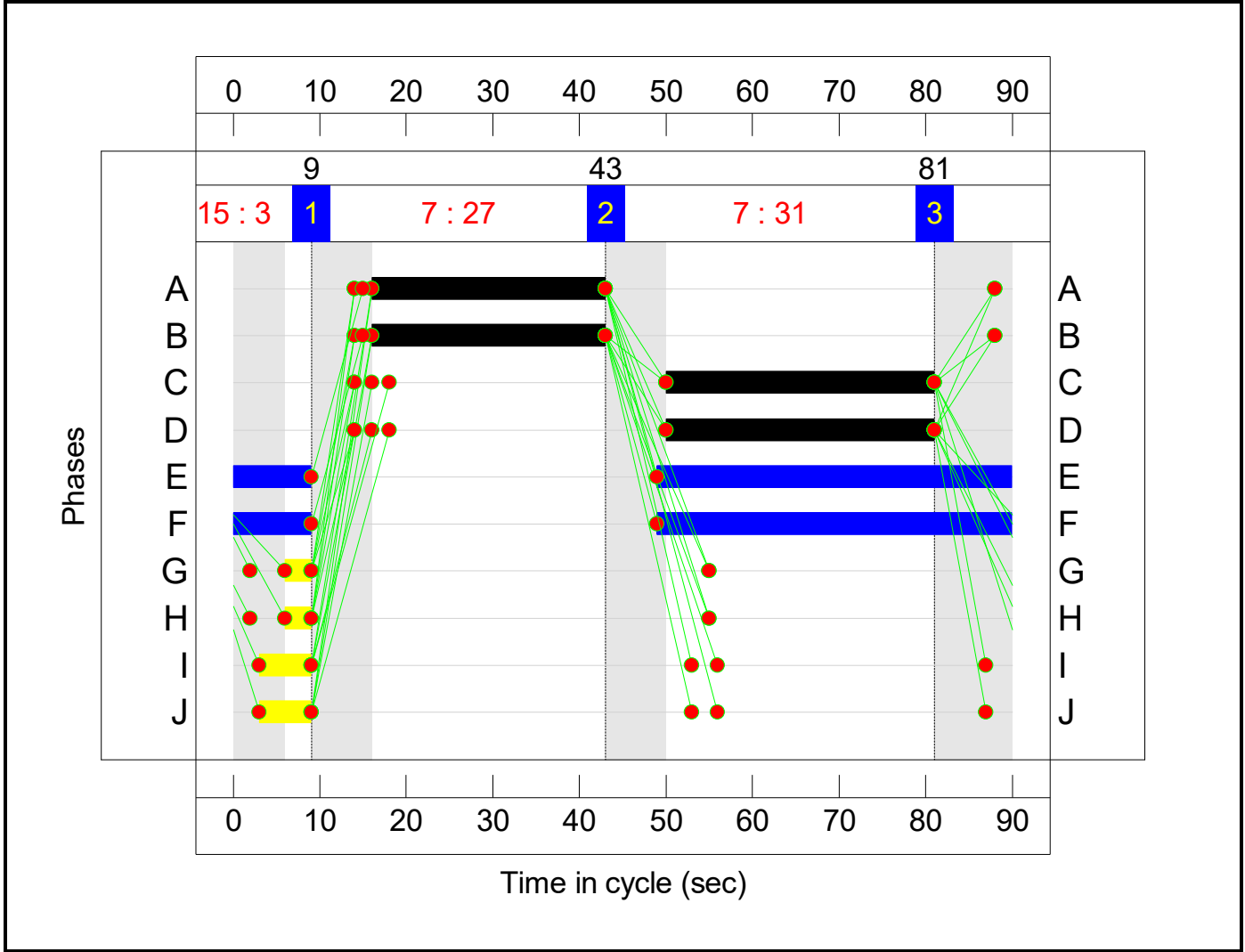
C2
Stage Sequence Diagram



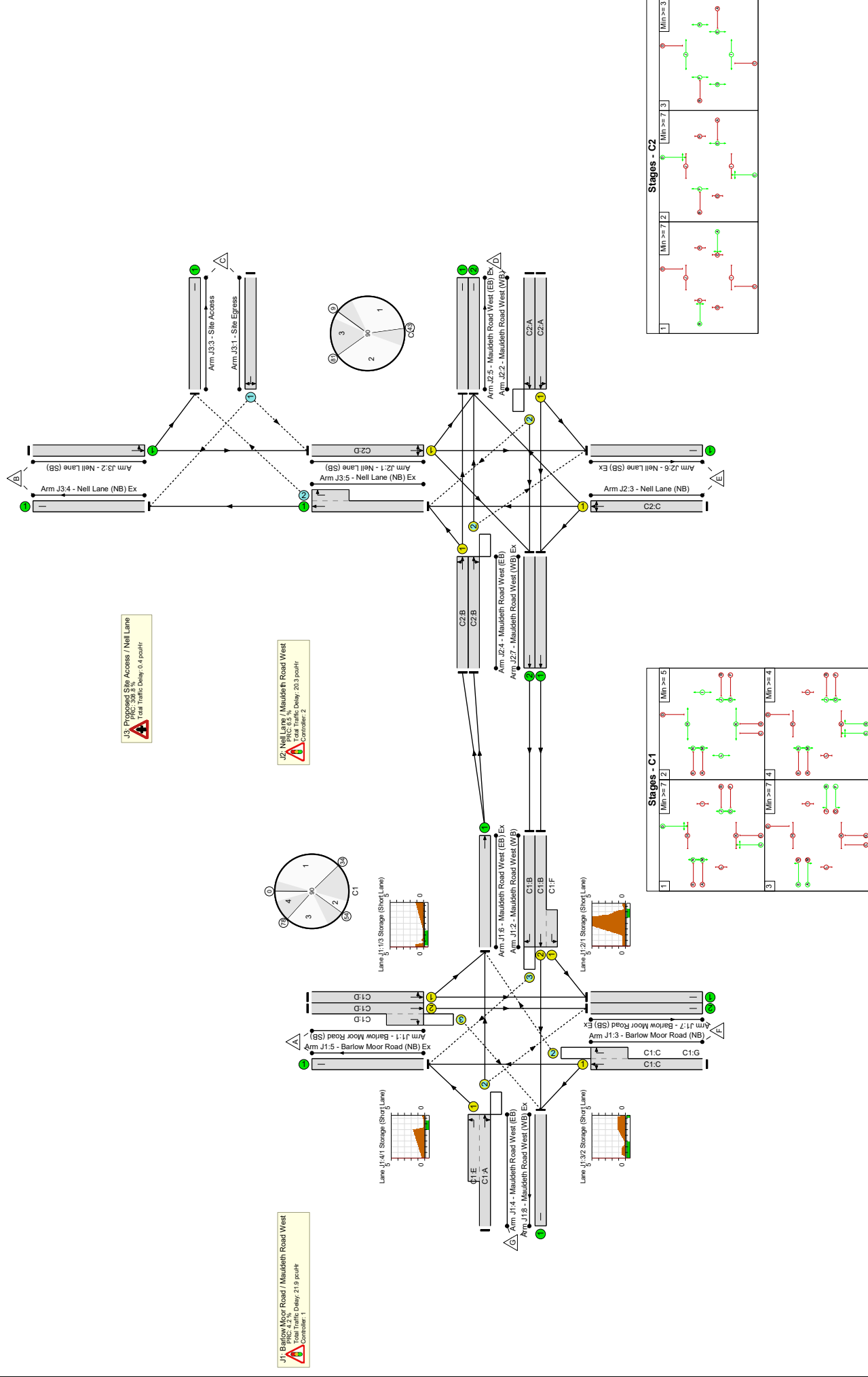
Stage Timings

Stage	1	2	3
Duration	27	31	3
Change Point	9	43	81

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	30	-	286	1845	636	45.0%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	30	-	386	2055:1827	598+139	52.3 : 52.3%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	17:18	-	413	2055:1832	147+331	86.3 : 86.3%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	17	-	131	1912	258	50.8%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	38	4	741	1896:1827	709+165	84.8 : 84.8%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	17:19	-	222	2097:1832	402+227	35.3 : 35.3%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	84.5%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	31	-	446	1855	660	67.6%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	27	-	490	1863	580	84.5%
2/2	Mauldeth Road West (WB) Ahead Right	O	N/A	N/A	C2:A		1	27	-	75	1940	301	24.9%
3/1	Neil Lane (NB) Right Left Ahead	U	N/A	N/A	C2:C		1	31	-	545	1839	654	83.4%
4/1	Mauldeth Road West (EB) Ahead Left	U	N/A	N/A	C2:B		1	27	-	246	1857	578	42.6%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	27	-	114	1981	202	56.4%
5/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
5/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
6/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
7/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
J3: Proposed Site Access / Neil Lane	-	-	N/A	-	-		-	-	-	-	-	-	22.0%
1/1	Site Egress Left Right	O	N/A	N/A	-		-	-	-	98	1572	505	19.4%
2/1	Neil Lane (SB) Ahead Left	U	N/A	N/A	-		-	-	-	413	1876	1876	22.0%
3/1	Site Access	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
4/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
5/1+5/2	Neil Lane (NB) Ex Right Ahead	U+O	N/A	N/A	-		-	-	-	365	1915:1827	1582+317	19.2 : 19.2%

Full Input Data And Results

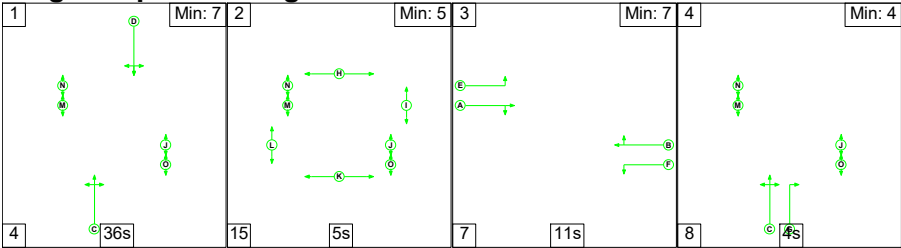
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	627	48	28	26.7	14.9	1.0	42.6	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	339	48	9	14.1	7.3	0.5	21.9	-	-	-	-
1/1	286	286	-	-	-	1.8	0.4	-	2.2	28.0	5.5	0.4	5.9
1/2+1/3	386	386	71	0	2	2.4	0.5	0.3	3.3	30.7	6.3	0.5	6.9
2/2+2/1	413	413	-	-	-	3.1	2.9	-	6.0	52.1	7.9	2.9	10.8
2/3	131	131	127	0	4	0.5	0.5	0.1	1.1	29.9	1.1	0.5	1.6
3/1+3/2	741	741	89	48	3	4.5	2.7	0.1	7.2	35.0	15.1	2.7	17.8
4/2+4/1	222	222	51	0	1	1.9	0.3	0.0	2.1	34.9	3.0	0.3	3.3
5/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Neil Lane / Mauldeth Road West	-	-	129	0	19	12.6	7.2	0.5	20.3	-	-	-	-
1/1	446	446	-	-	-	3.0	1.0	-	4.1	33.0	9.4	1.0	10.4
2/1	490	490	-	-	-	3.9	2.6	-	6.5	48.0	11.4	2.6	14.0
2/2	75	75	71	0	1	0.5	0.2	0.1	0.8	36.3	1.3	0.2	1.5
3/1	545	545	-	-	-	4.0	2.4	-	6.4	42.4	12.4	2.4	14.8
4/1	246	246	-	-	-	0.8	0.4	-	1.2	16.9	3.8	0.4	4.2
4/2	114	114	58	0	18	0.4	0.6	0.4	1.4	43.6	1.5	0.6	2.1
5/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Scenario 3: 'Base 2023 + Lidl SAT' (FG12: 'Base 2023 + Lidl Saturday', Plan 1: 'Network Control Plan 1')

C1

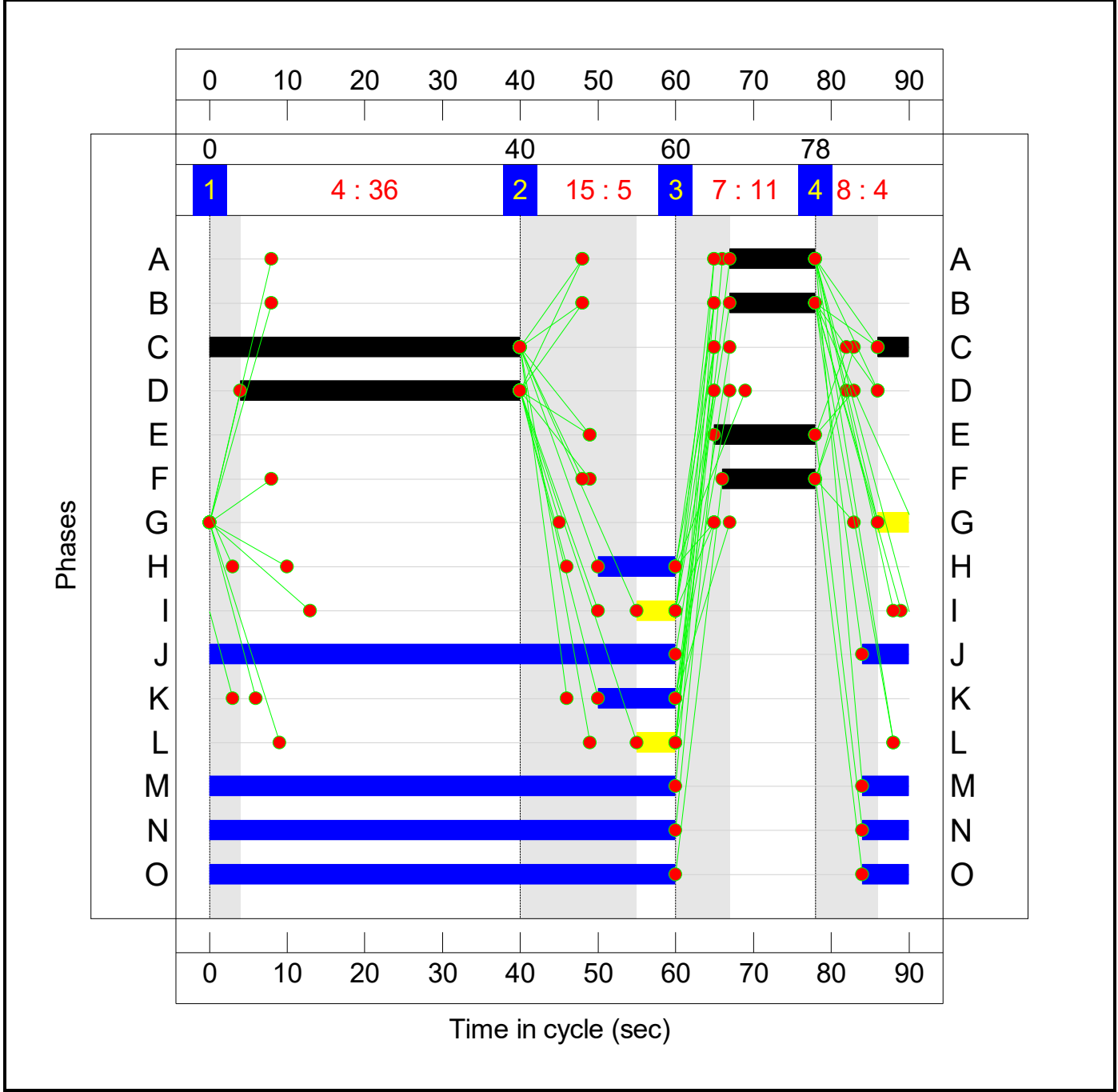
Stage Sequence Diagram



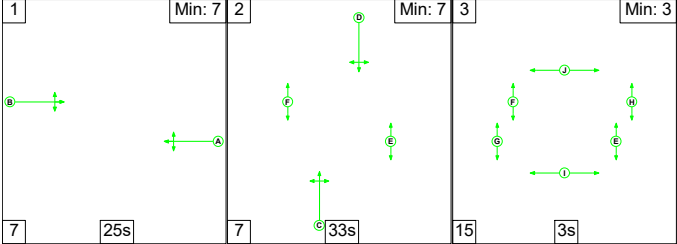
Stage Timings

Stage	1	2	3	4
Duration	36	5	11	4
Change Point	0	40	60	78

Signal Timings Diagram



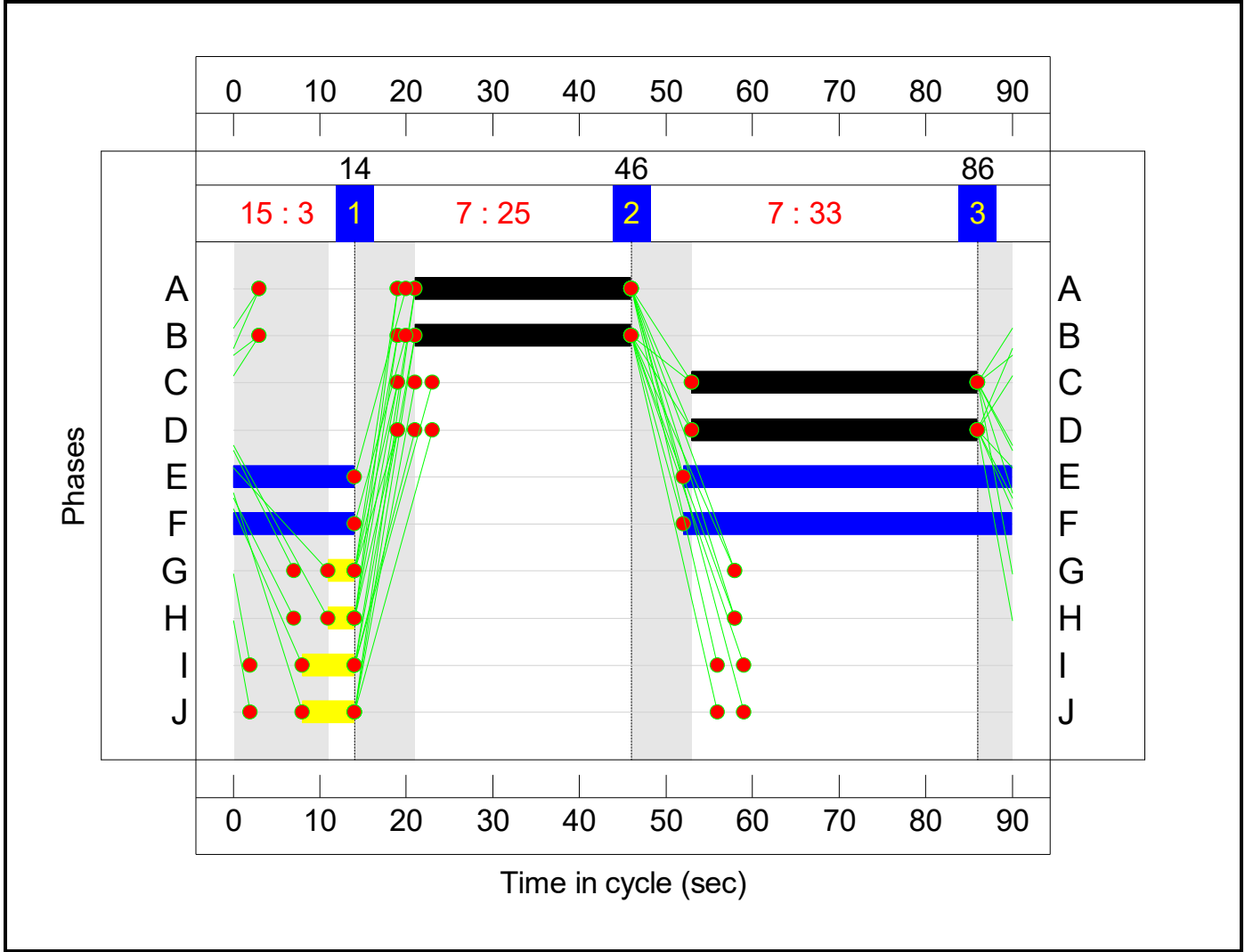
C2
Stage Sequence Diagram



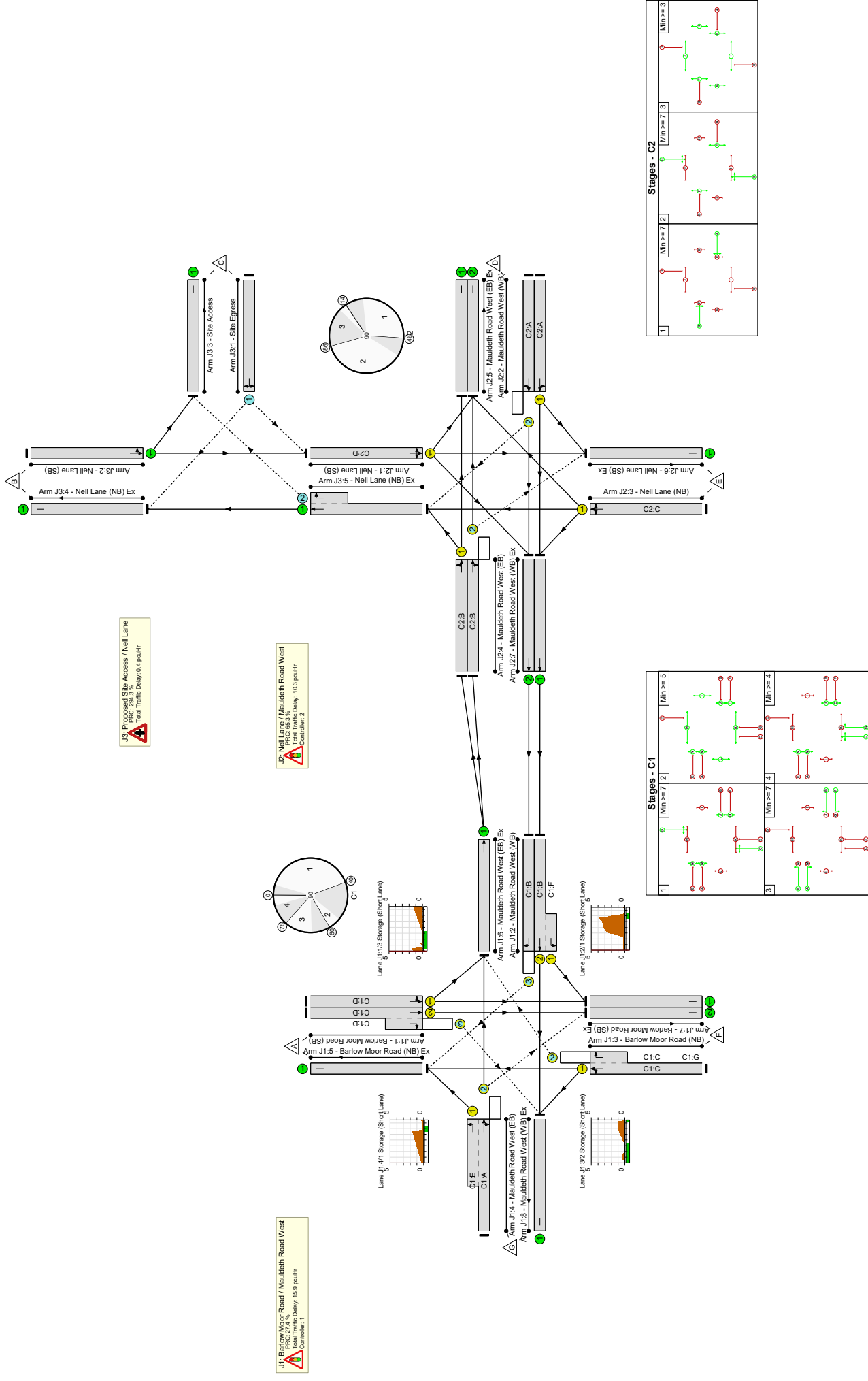
Stage Timings

Stage	1	2	3
Duration	25	33	3
Change Point	14	46	86

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.6%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	70.6%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	36	-	297	1848	760	39.1%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	36	-	421	2055:1827	678+203	47.8 : 47.8%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	11:12	-	243	2055:1832	99+245	70.6 : 70.6%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	11	-	131	1912	195	67.1%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	44	4	696	1898:1827	835+157	70.2 : 70.2%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	11:13	-	174	2090:1832	279+192	37.0 : 37.0%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	54.5%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	33	-	359	1860	703	51.1%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	25	-	256	1866	539	47.5%
2/2	Mauldeth Road West (WB) Ahead Right	O	N/A	N/A	C2:A		1	25	-	84	1969	441	19.1%
3/1	Neil Lane (NB) Right Left Ahead	U	N/A	N/A	C2:C		1	33	-	382	1857	702	54.5%
4/1	Mauldeth Road West (EB) Ahead Left	U	N/A	N/A	C2:B		1	25	-	148	1807	522	28.4%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	25	-	152	2013	512	29.7%
5/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
5/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
6/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
7/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
J3: Proposed Site Access / Neil Lane	-	-	N/A	-	-		-	-	-	-	-	-	22.8%
1/1	Site Egress Left Right	O	N/A	N/A	-		-	-	-	120	1572	526	22.8%
2/1	Neil Lane (SB) Ahead Left	U	N/A	N/A	-		-	-	-	320	1854	1854	17.3%
3/1	Site Access	U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
4/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
5/1+5/2	Neil Lane (NB) Ex Right Ahead	U+O	N/A	N/A	-		-	-	-	351	1915:1827	1429+464	18.5 : 18.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	653	39	25	19.0	6.9	0.7	26.5	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	319	39	24	11.0	4.4	0.5	15.9	-	-	-	-
1/1	297	297	-	-	-	1.5	0.3	-	1.9	22.5	5.2	0.3	5.5
1/2+1/3	421	421	95	0	2	2.1	0.5	0.3	2.9	24.5	5.9	0.5	6.3
2/2+2/1	243	243	-	-	-	1.8	1.2	-	3.0	44.2	4.0	1.2	5.2
2/3	131	131	115	0	16	0.7	1.0	0.1	1.8	50.7	2.3	1.0	3.3
3/1+3/2	696	696	69	39	2	3.2	1.2	0.0	4.4	22.6	12.0	1.2	13.2
4/2+4/1	174	174	40	0	3	1.7	0.3	0.0	2.0	41.1	2.3	0.3	2.6
5/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	129	0	1	8.0	2.1	0.2	10.3	-	-	-	-
1/1	359	359	-	-	-	2.2	0.5	-	2.7	26.8	6.9	0.5	7.4
2/1	256	256	-	-	-	1.9	0.5	-	2.3	32.7	5.3	0.5	5.7
2/2	84	84	62	0	1	0.6	0.1	0.1	0.7	31.9	1.5	0.1	1.7
3/1	382	382	-	-	-	2.3	0.6	-	2.9	27.6	7.4	0.6	8.0
4/1	148	148	-	-	-	0.5	0.2	-	0.7	17.9	2.5	0.2	2.7
4/2	152	152	66	0	1	0.5	0.2	0.1	0.9	20.8	2.5	0.2	2.7
5/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

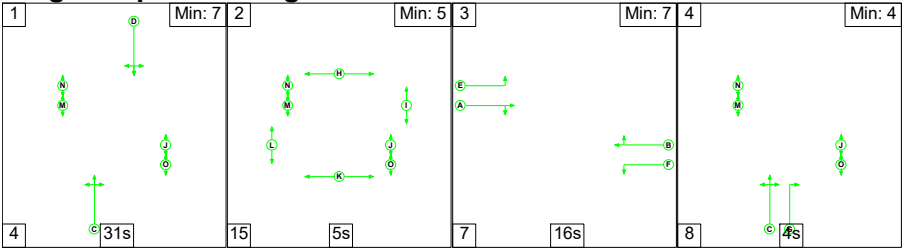
[illegible]

Full Input Data And Results

Scenario 4: 'Base 2028 + Lidl AM' (FG13: 'Base 2028 + Lidl AM', Plan 1: 'Network Control Plan 1')

C1

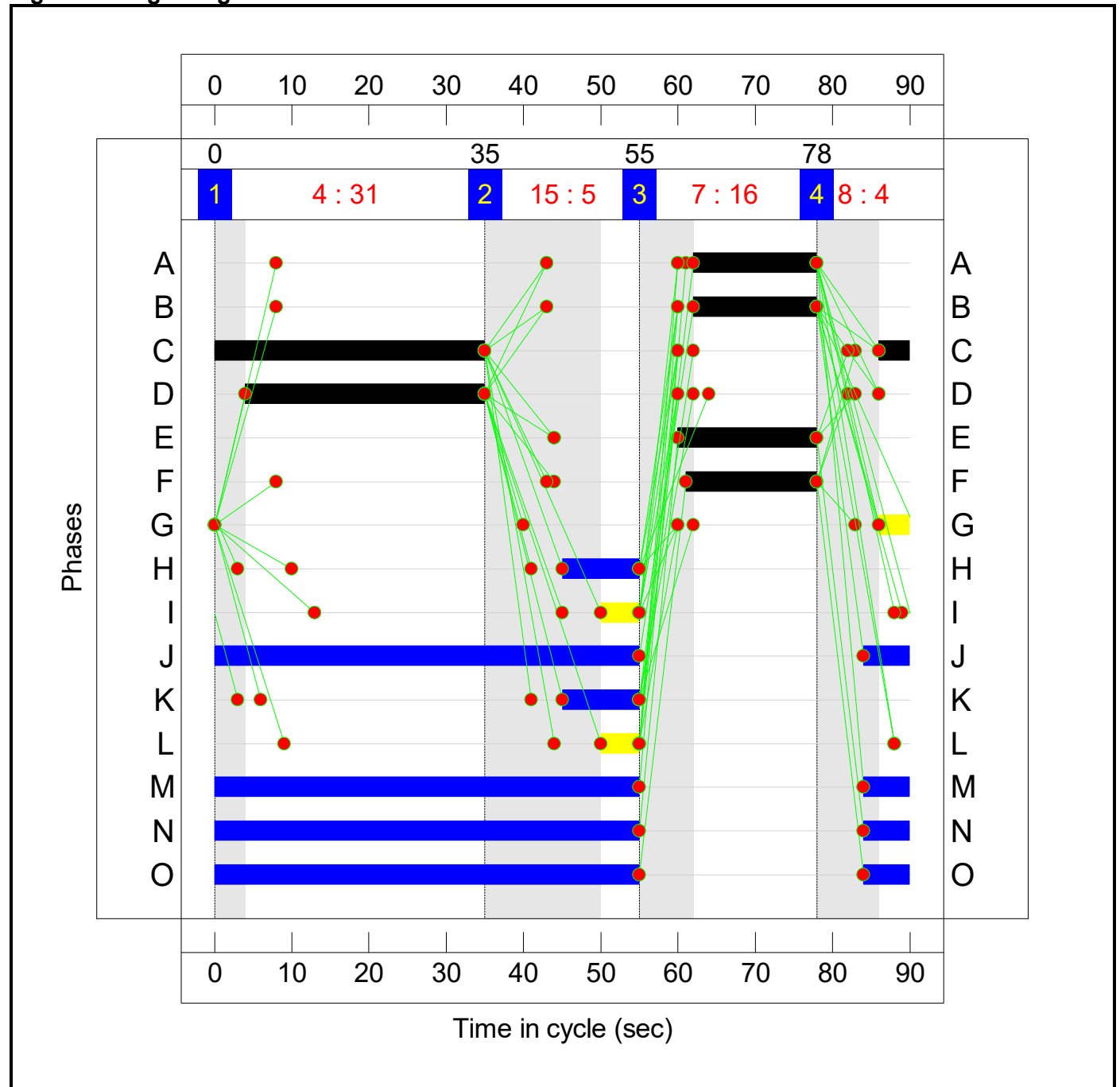
Stage Sequence Diagram



Stage Timings

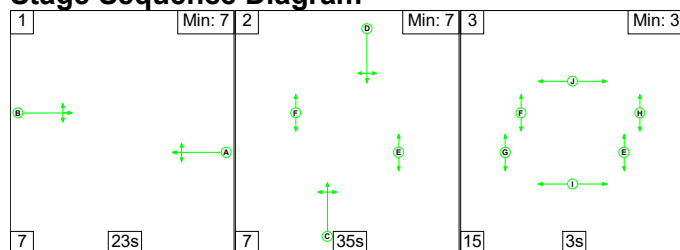
Stage	1	2	3	4
Duration	31	5	16	4
Change Point	0	35	55	78

Signal Timings Diagram



C2

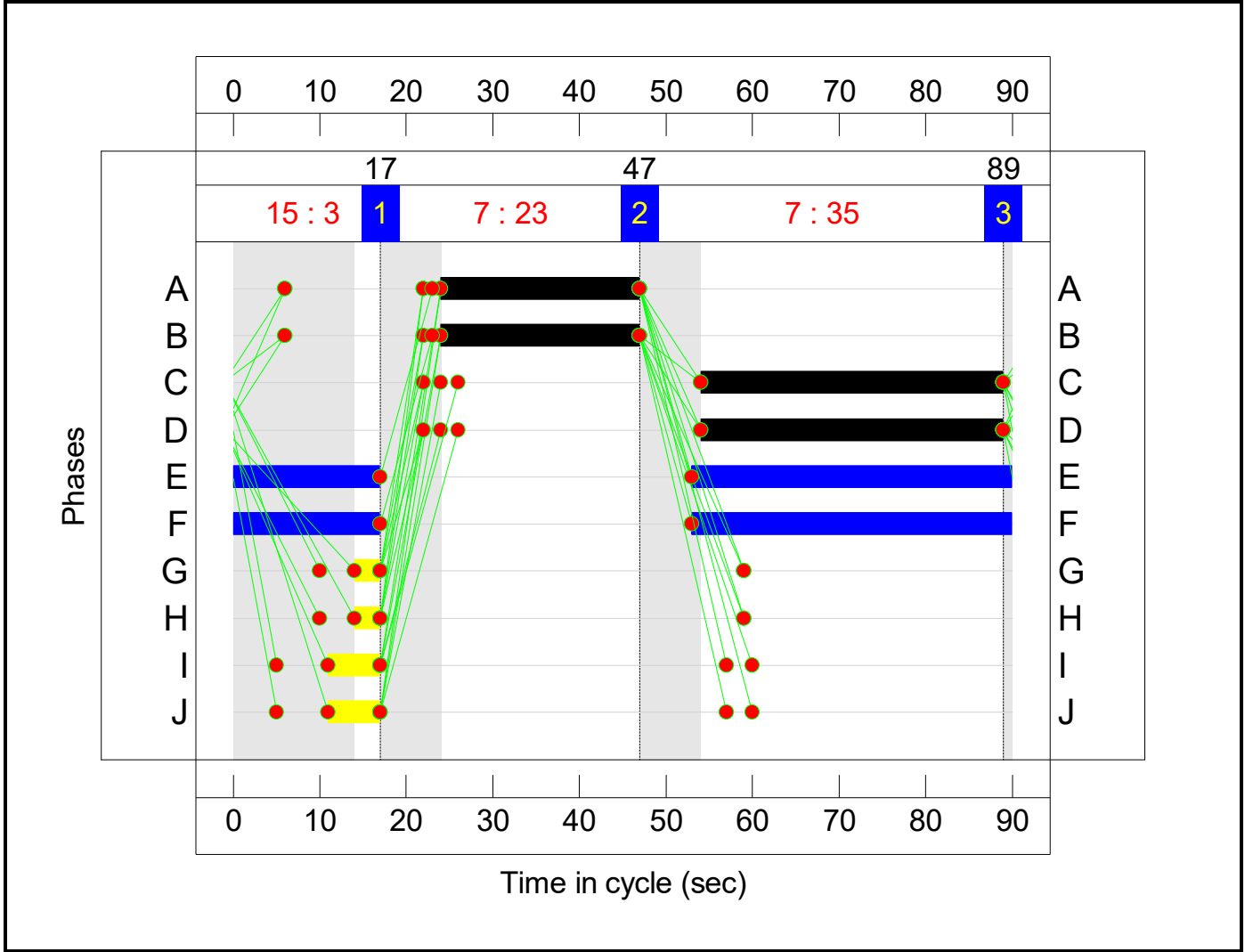
Stage Sequence Diagram



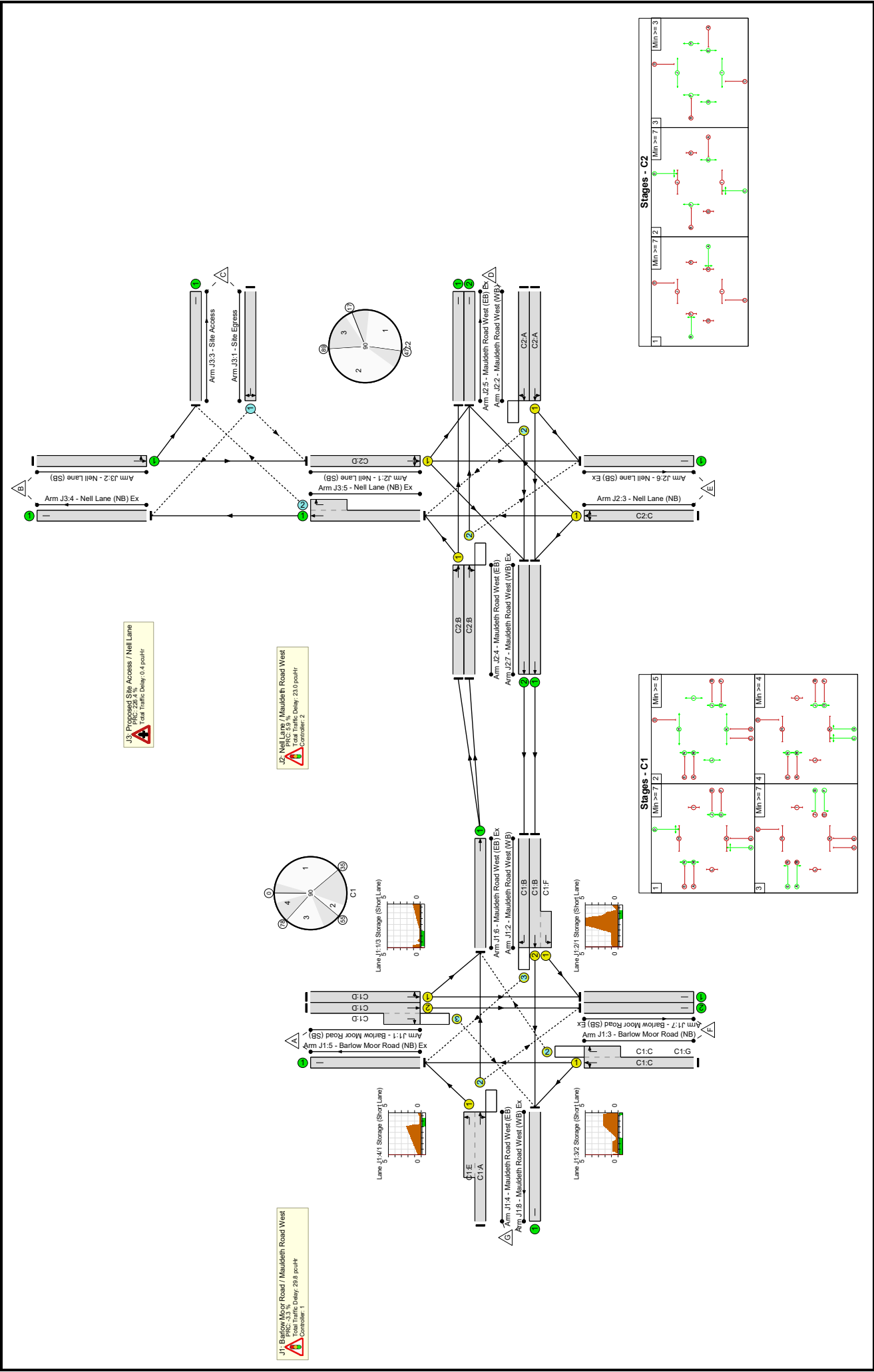
Stage Timings

Stage	1	2	3
Duration	23	35	3
Change Point	17	47	89

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	31	-	308	1868	664	46.4%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	31	-	402	2055:1827	623+134	53.1 : 53.1%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	16:17	-	397	2055:1832	108+326	91.5 : 91.5%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	16	-	146	1912	211	69.2%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	39	4	871	1903:1827	647+289	93.0 : 93.0%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	16:18	-	286	2113:1832	388+222	46.9 : 46.9%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	85.0%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	35	-	528	1857	743	71.1%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	23	-	423	1867	498	85.0%
2/2	Mauldeth Road West (WB) Ahead Right	O	N/A	N/A	C2:A		1	23	-	98	1935	175	56.1%
3/1	Neil Lane (NB) Right Left Ahead	U	N/A	N/A	C2:C		1	35	-	621	1836	734	84.6%
4/1	Mauldeth Road West (EB) Ahead Left	U	N/A	N/A	C2:B		1	23	-	235	1822	486	48.4%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	23	-	260	2050	506	51.3%
5/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
5/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
7/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
J3: Proposed Site Access / Neil Lane	-	-	N/A	-	-		-	-	-	-	-	-	27.6%
1/1	Site Egress Left Right	O	N/A	N/A	-		-	-	-	37	1572	470	7.9%
2/1	Neil Lane (SB) Ahead Left	U	N/A	N/A	-		-	-	-	523	1897	1897	27.6%
3/1	Site Access	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
4/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
5/1+5/2	Neil Lane (NB) Ex Right Ahead	U+O	N/A	N/A	-		-	-	-	443	1915:1827	1762+146	23.2 : 23.2%

Full Input Data And Results

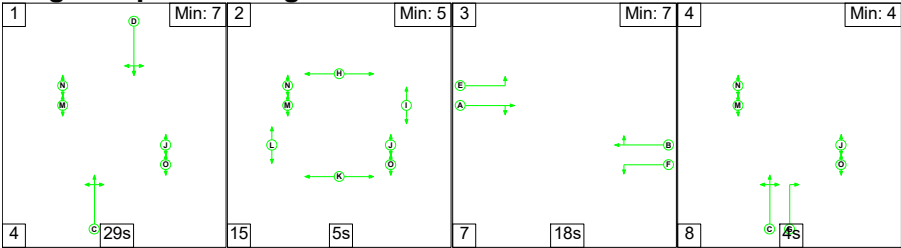
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	610	81	62	30.7	21.0	1.4	53.2	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	396	81	57	16.3	12.5	1.0	29.8	-	-	-	-
1/1	308	308	-	-	-	1.9	0.4	-	2.3	27.4	5.9	0.4	6.3
1/2+1/3	402	402	57	0	14	2.5	0.6	0.4	3.4	30.5	6.7	0.6	7.3
2/2+2/1	397	397	-	-	-	2.9	4.4	-	7.3	66.2	8.2	4.4	12.5
2/3	146	146	131	0	15	1.2	1.1	0.2	2.5	62.0	1.8	1.1	2.9
3/1+3/2	871	871	163	81	25	5.3	5.7	0.4	11.3	46.7	18.1	5.7	23.8
4/2+4/1	286	286	45	0	3	2.5	0.4	0.0	2.9	37.1	4.0	0.4	4.4
5/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	143	0	5	14.4	8.1	0.5	23.0	-	-	-	-
1/1	528	528	-	-	-	3.3	1.2	-	4.5	30.9	11.0	1.2	12.2
2/1	423	423	-	-	-	3.7	2.6	-	6.3	53.8	10.0	2.6	12.6
2/2	98	98	95	0	3	0.7	0.6	0.3	1.6	59.7	1.9	0.6	2.5
3/1	621	621	-	-	-	4.2	2.6	-	6.8	39.7	14.0	2.6	16.6
4/1	235	235	-	-	-	1.2	0.5	-	1.7	26.1	4.3	0.5	4.7
4/2	260	260	48	0	2	1.3	0.5	0.2	2.0	27.7	4.3	0.5	4.8
5/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Scenario 5: 'Base 2028 + Lidl PM' (FG14: 'Base 2028 + Lidl PM', Plan 1: 'Network Control Plan 1')

C1

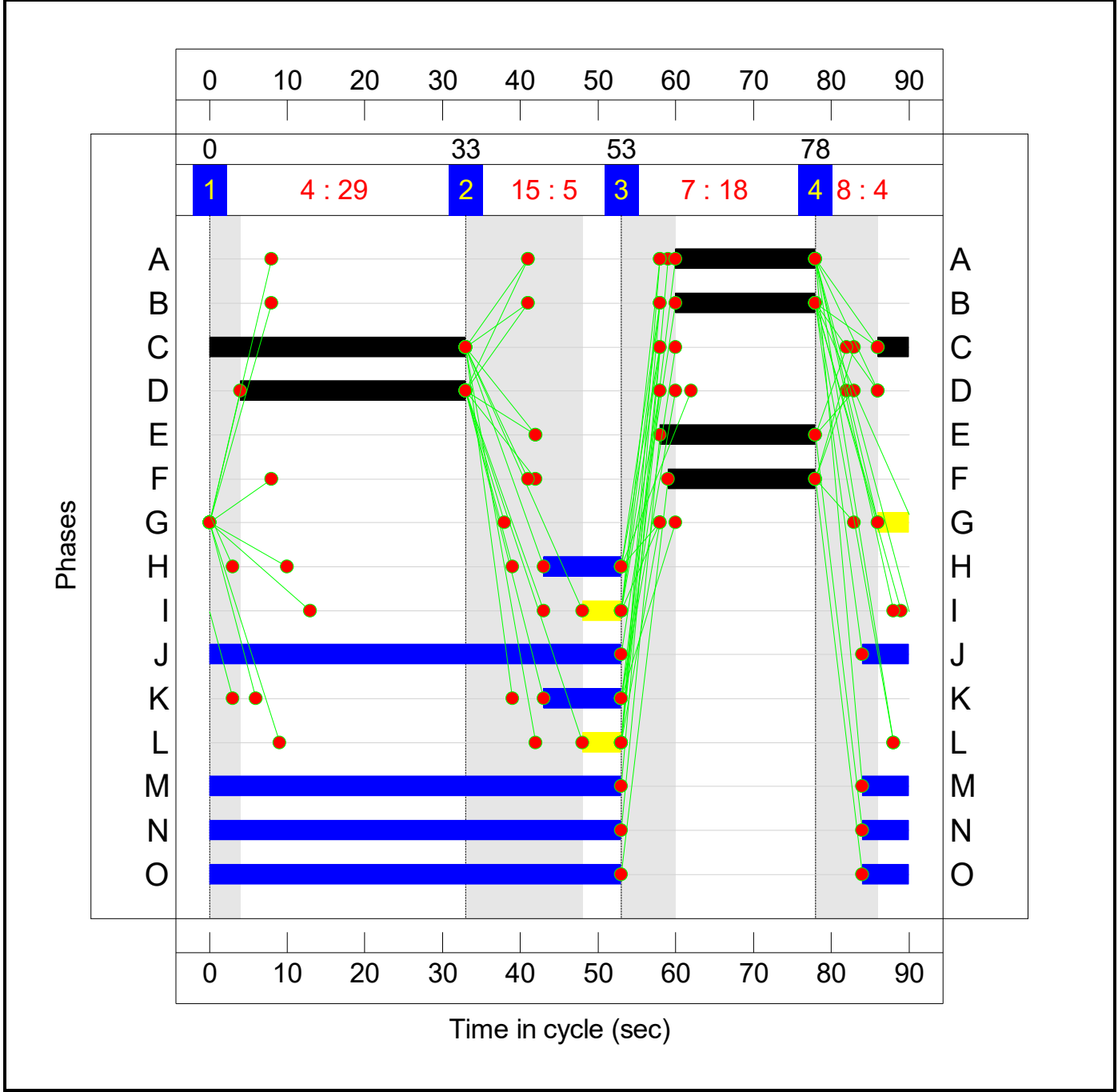
Stage Sequence Diagram



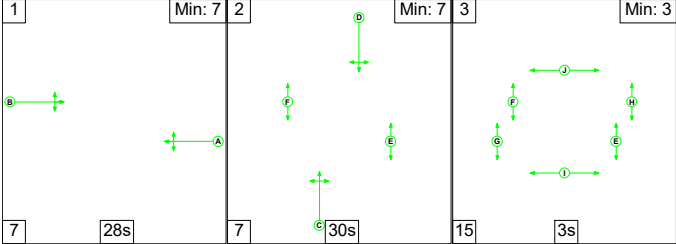
Stage Timings

Stage	1	2	3	4
Duration	29	5	18	4
Change Point	0	33	53	78

Signal Timings Diagram



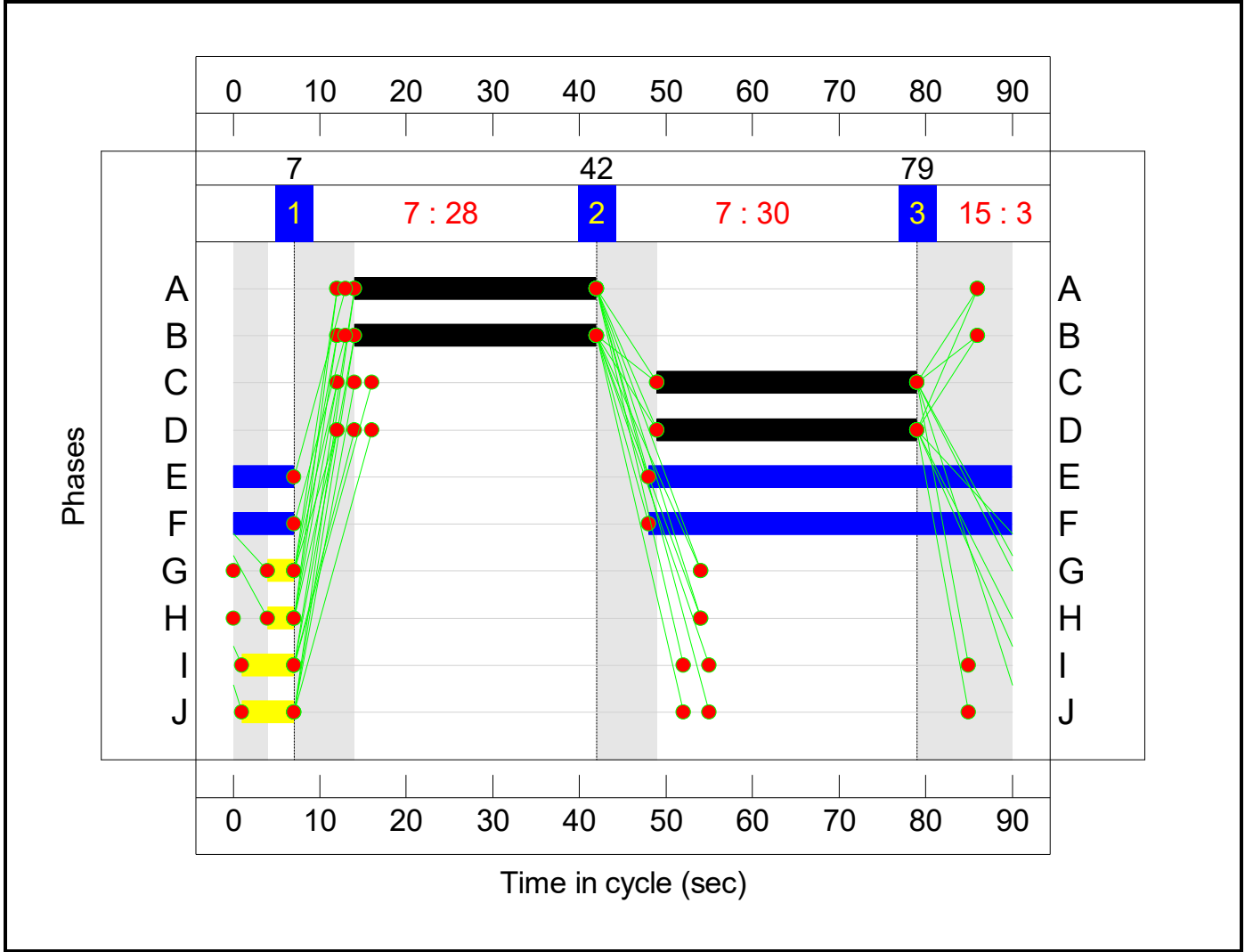
C2
Stage Sequence Diagram



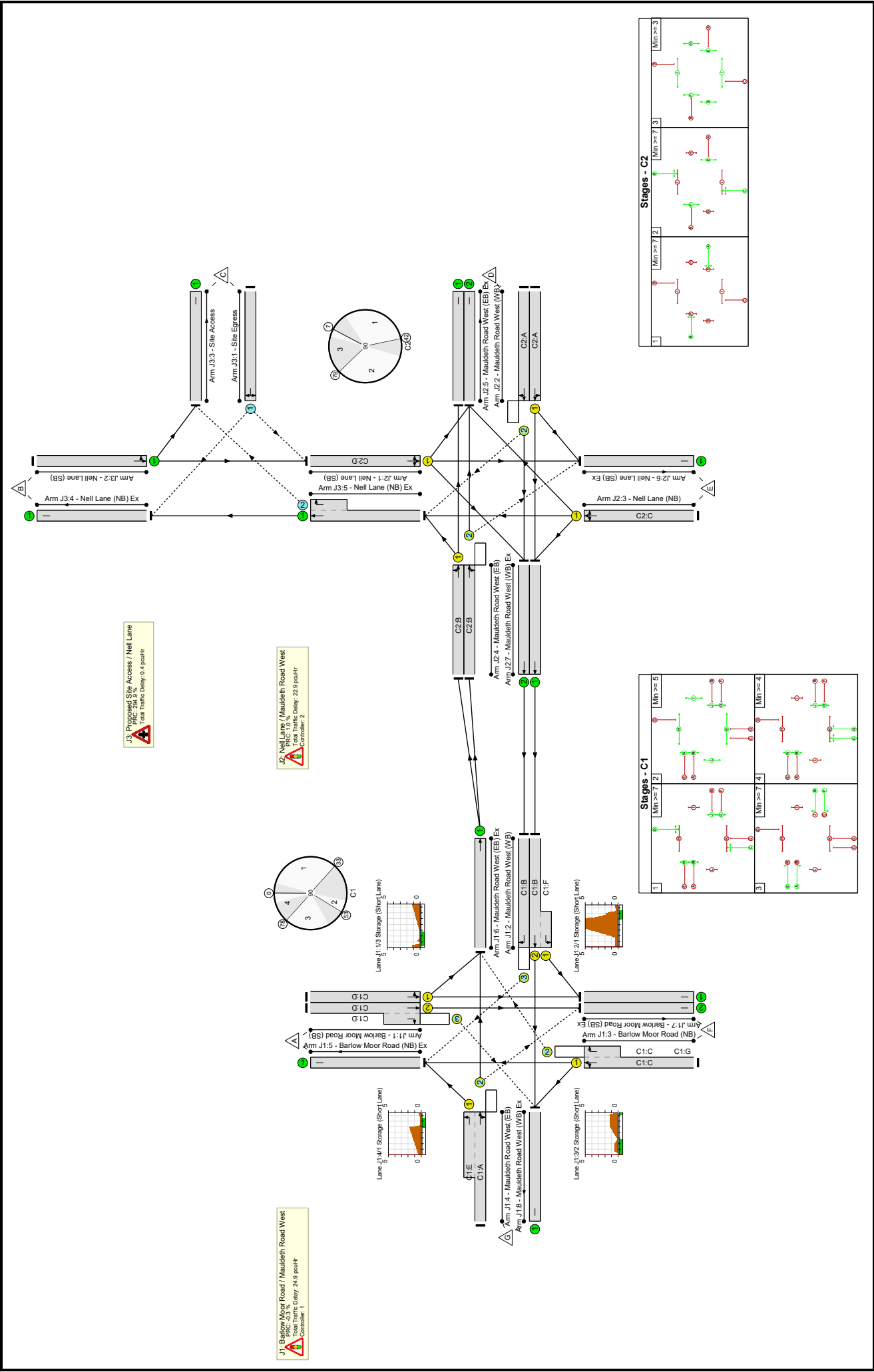
Stage Timings

Stage	1	2	3
Duration	28	30	3
Change Point	7	42	79

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	29	-	299	1842	614	48.7%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	29	-	400	2055:1827	581+134	56.0 : 56.0%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	18:19	-	418	2055:1832	120+357	87.8 : 87.8%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	18	-	130	1912	267	48.6%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	37	4	771	1896:1827	689+165	90.2 : 90.2%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	18:20	-	232	2100:1832	417+236	35.5 : 35.5%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	89.1%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	30	-	459	1856	639	71.8%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	28	-	510	1860	599	85.1%
2/2	Mauldeth Road West (WB) Ahead Right	O	N/A	N/A	C2:A		1	28	-	78	1938	281	27.7%
3/1	Neil Lane (NB) Right Left Ahead	U	N/A	N/A	C2:C		1	30	-	565	1841	634	89.1%
4/1	Mauldeth Road West (EB) Ahead Left	U	N/A	N/A	C2:B		1	28	-	287	1864	601	47.8%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	28	-	101	1962	171	58.9%
5/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
5/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
6/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
7/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
7/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
J3: Proposed Site Access / Neil Lane	-	-	N/A	-	-		-	-	-	-	-	-	22.8%
1/1	Site Egress Left Right	O	N/A	N/A	-		-	-	-	96	1572	498	19.3%
2/1	Neil Lane (SB) Ahead Left	U	N/A	N/A	-		-	-	-	428	1878	1878	22.8%
3/1	Site Access	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
4/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
5/1+5/2	Neil Lane (NB) Ex Right Ahead	U+O	N/A	N/A	-		-	-	-	385	1915:1827	1594+306	20.3 : 20.3%

Full Input Data And Results

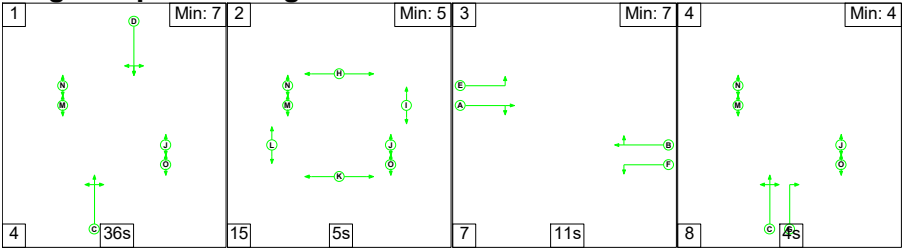
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	622	50	50	28.4	18.7	1.1	48.2	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	330	50	26	15.1	9.3	0.6	24.9	-	-	-	-
1/1	299	299	-	-	-	2.0	0.5	-	2.5	29.6	5.9	0.5	6.4
1/2+1/3	400	400	57	0	18	2.6	0.6	0.4	3.6	32.7	6.8	0.6	7.5
2/2+2/1	418	418	-	-	-	3.2	3.2	-	6.4	55.5	8.5	3.2	11.7
2/3	130	130	126	0	4	0.4	0.5	0.1	1.0	26.9	0.8	0.5	1.3
3/1+3/2	771	771	96	50	3	5.0	4.2	0.1	9.2	43.1	16.6	4.2	20.8
4/2+4/1	232	232	51	0	1	1.9	0.3	0.0	2.2	33.7	3.1	0.3	3.4
5/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	133	0	24	13.4	9.0	0.5	22.9	-	-	-	-
1/1	459	459	-	-	-	3.3	1.3	-	4.5	35.5	9.9	1.3	11.2
2/1	510	510	-	-	-	4.0	2.7	-	6.7	47.5	11.9	2.7	14.6
2/2	78	78	75	0	1	0.5	0.2	0.2	0.8	37.5	1.4	0.2	1.6
3/1	565	565	-	-	-	4.4	3.7	-	8.1	51.4	13.3	3.7	17.0
4/1	287	287	-	-	-	0.9	0.5	-	1.4	17.0	4.3	0.5	4.7
4/2	101	101	58	0	23	0.3	0.7	0.4	1.4	49.9	1.2	0.7	1.9
5/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Scenario 6: 'Base 2028 + Lidl SAT' (FG15: 'Base 2028 + Lidl Saturday', Plan 1: 'Network Control Plan 1')

C1

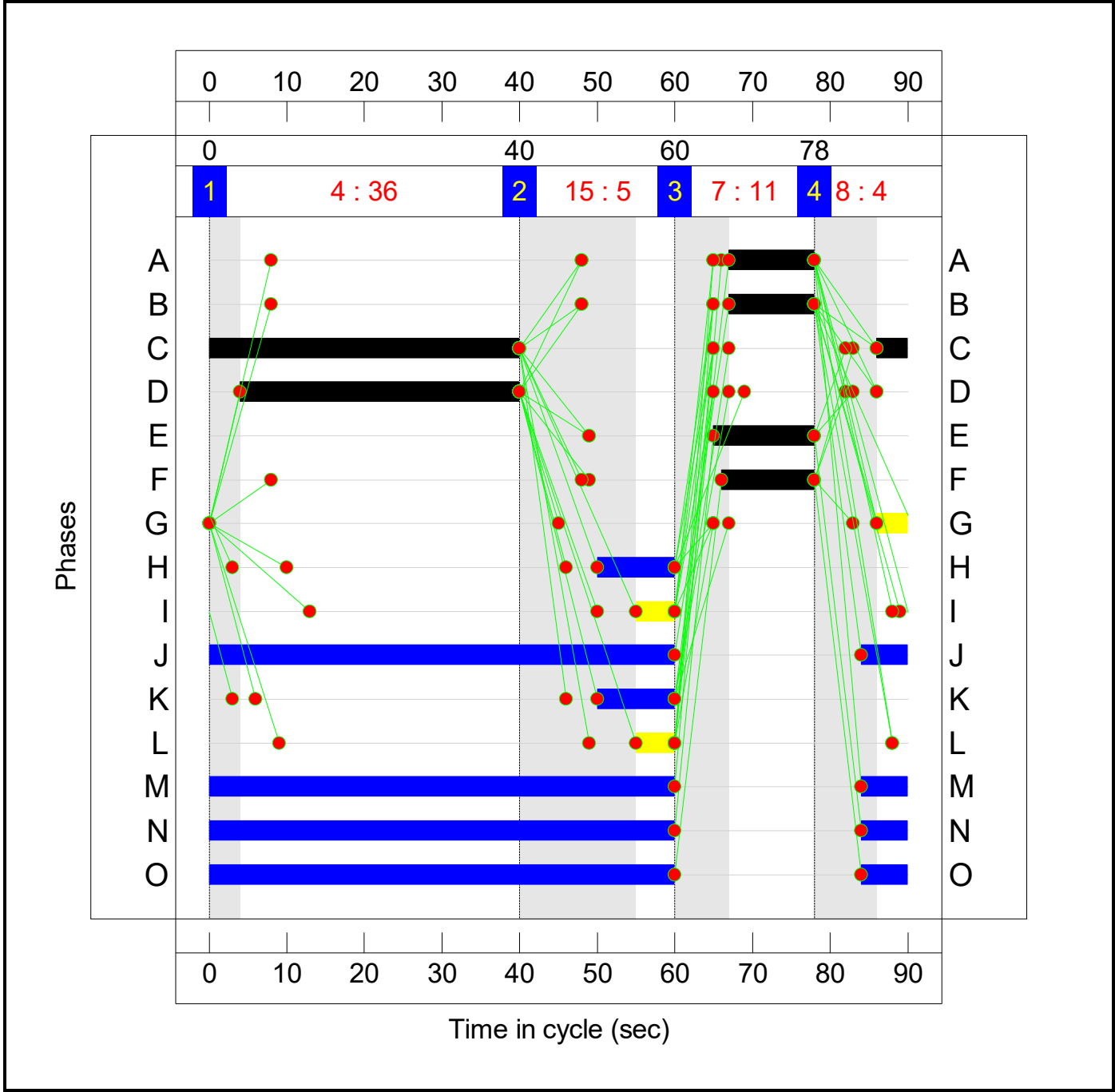
Stage Sequence Diagram



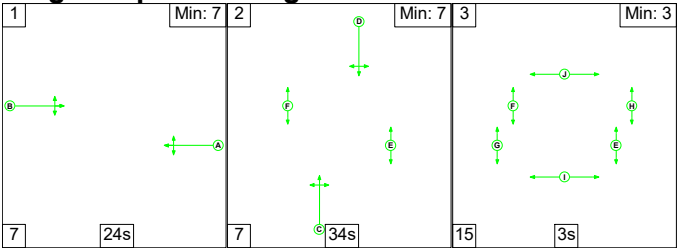
Stage Timings

Stage	1	2	3	4
Duration	36	5	11	4
Change Point	0	40	60	78

Signal Timings Diagram



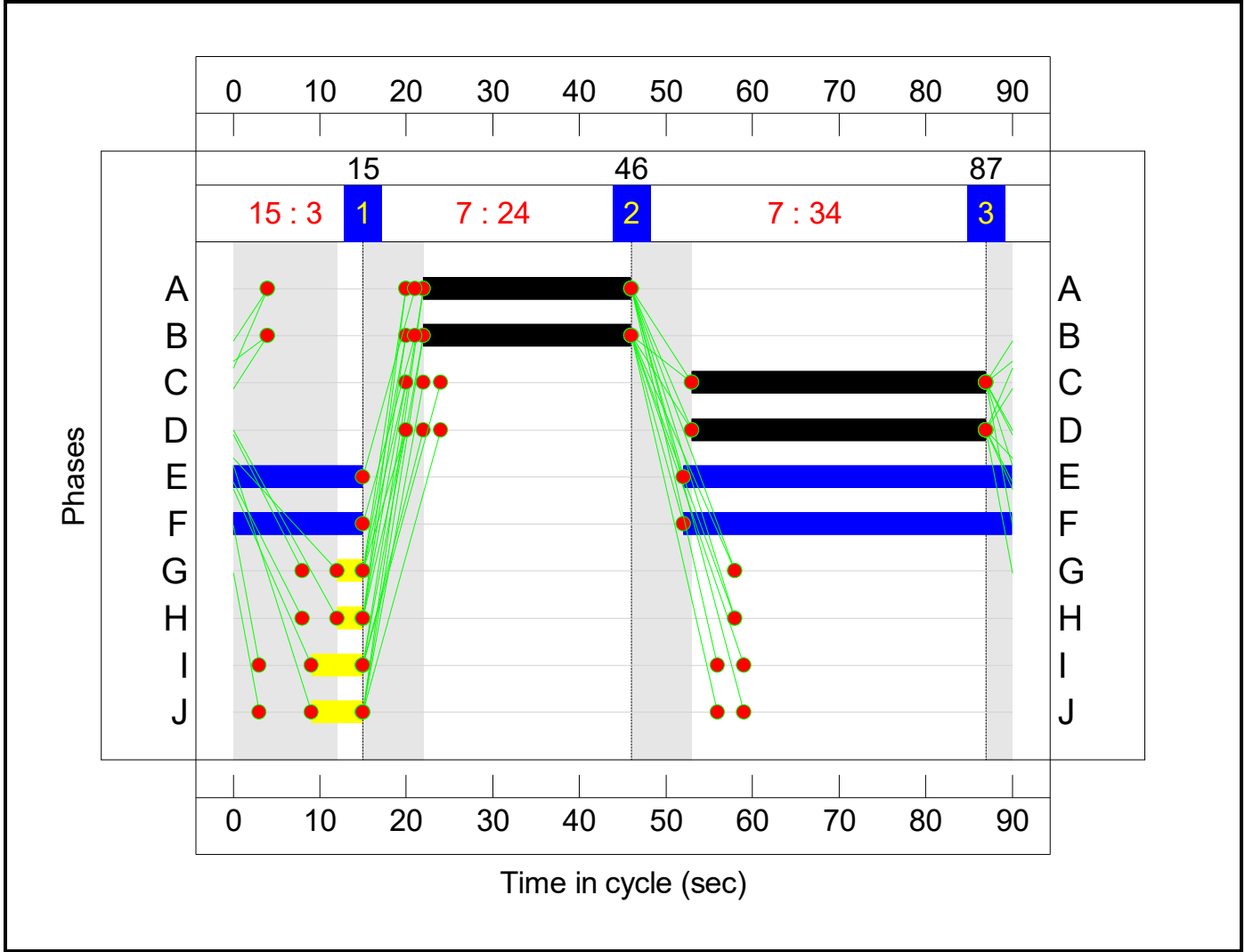
C2
Stage Sequence Diagram



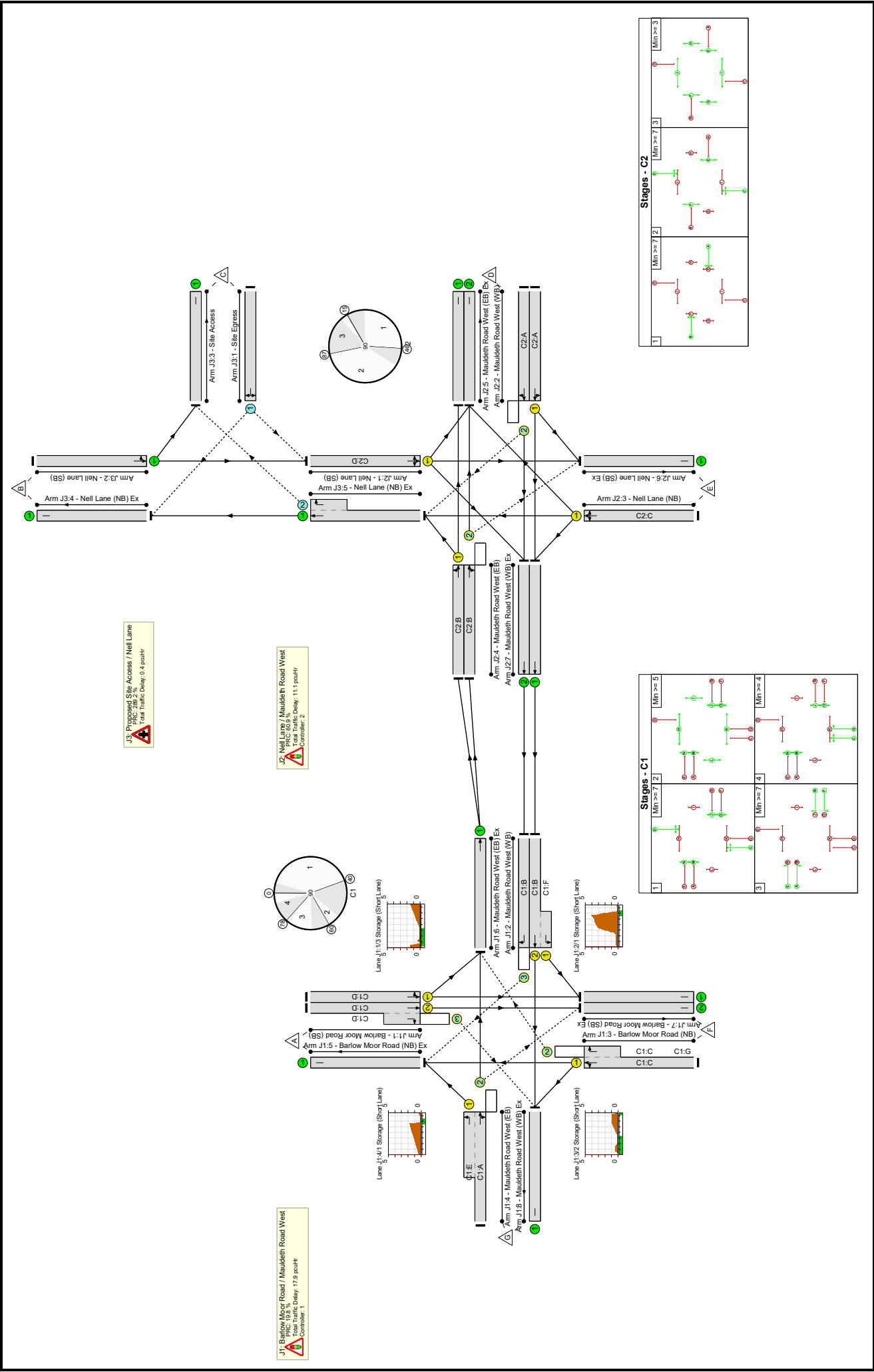
Stage Timings

Stage	1	2	3
Duration	24	34	3
Change Point	15	46	87

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
J1: Barlow Moor Road / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
1/1	Barlow Moor Road (SB) Left Ahead	U	N/A	N/A	C1:D		1	36	-	318	1848	760	41.9%
1/2+1/3	Barlow Moor Road (SB) Ahead Right	U+O	N/A	N/A	C1:D		1	36	-	445	2055:1827	678+204	50.5 : 50.5%
2/2+2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C1:B C1:F		1	11:12	-	258	2055:1832	99+245	75.1 : 75.1%
2/3	Mauldeth Road West (WB) Right	O	N/A	N/A	C1:B		1	11	-	139	1912	191	72.9%
3/1+3/2	Barlow Moor Road (NB) Ahead Right Left	U+O	N/A	N/A	C1:C	C1:G	1	44	4	739	1898:1827	836+156	74.5 : 74.5%
4/2+4/1	Mauldeth Road West (EB) Left Ahead Right	O+U	N/A	N/A	C1:A C1:E		1	11:13	-	184	2090:1832	279+192	39.1 : 39.1%
5/1	Barlow Moor Road (NB) Ex	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
6/1	Mauldeth Road West (EB) Ex Ahead	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
7/1	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
7/2	Barlow Moor Road (SB) Ex	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
8/1	Mauldeth Road West (WB) Ex	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
J2: Nell Lane / Mauldeth Road West	-	-	N/A	-	-		-	-	-	-	-	-	55.9%

Full Input Data And Results

1/1	Neil Lane (SB) Left Ahead Right	U	N/A	N/A	C2:D		1	34	-	378	1860	723	52.3%
2/1	Mauldeth Road West (WB) Left Ahead	U	N/A	N/A	C2:A		1	24	-	272	1866	518	52.5%
2/2	Mauldeth Road West (WB) Ahead Right	O	N/A	N/A	C2:A		1	24	-	89	1970	405	22.0%
3/1	Neil Lane (NB) Right Left Ahead	U	N/A	N/A	C2:C		1	34	-	404	1857	722	55.9%
4/1	Mauldeth Road West (EB) Ahead Left	U	N/A	N/A	C2:B		1	24	-	175	1822	506	34.6%
4/2	Mauldeth Road West (EB) Ahead Right	O	N/A	N/A	C2:B		1	24	-	143	2005	442	32.3%
5/1	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
5/2	Mauldeth Road West (EB) Ex	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
6/1	Neil Lane (SB) Ex	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
7/1	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
7/2	Mauldeth Road West (WB) Ex Ahead	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
J3: Proposed Site Access / Neil Lane	-	-	N/A	-	-		-	-	-	-	-	-	23.1%
1/1	Site Egress Left Right	O	N/A	N/A	-		-	-	-	120	1572	519	23.1%
2/1	Neil Lane (SB) Ahead Left	U	N/A	N/A	-		-	-	-	339	1857	1857	18.3%
3/1	Site Access	U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
4/1	Neil Lane (NB) Ex	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
5/1+5/2	Neil Lane (NB) Ex Right Ahead	U+O	N/A	N/A	-		-	-	-	369	1915:1827	1452+441	19.5 : 19.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	670	39	37	20.4	8.1	0.8	29.4	-	-	-	-
J1: Barlow Moor Road / Mauldeth Road West	-	-	328	39	36	11.9	5.4	0.6	17.9	-	-	-	-
1/1	318	318	-	-	-	1.7	0.4	-	2.0	22.9	5.7	0.4	6.0
1/2+1/3	445	445	101	0	2	2.3	0.5	0.4	3.2	25.5	6.4	0.5	6.9
2/2+2/1	258	258	-	-	-	1.9	1.5	-	3.4	46.9	4.3	1.5	5.8
2/3	139	139	111	0	28	0.8	1.3	0.2	2.2	58.0	2.4	1.3	3.7
3/1+3/2	739	739	75	39	3	3.5	1.4	0.0	5.0	24.2	13.4	1.4	14.9
4/2+4/1	184	184	42	0	3	1.8	0.3	0.0	2.1	41.4	2.5	0.3	2.8
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Nell Lane / Mauldeth Road West	-	-	136	0	1	8.5	2.4	0.2	11.1	-	-	-	-
1/1	378	378	-	-	-	2.2	0.5	-	2.8	26.3	7.2	0.5	7.8
2/1	272	272	-	-	-	2.1	0.5	-	2.6	34.8	5.7	0.5	6.3
2/2	89	89	65	0	1	0.6	0.1	0.1	0.8	34.0	1.7	0.1	1.8
3/1	404	404	-	-	-	2.4	0.6	-	3.0	27.1	7.9	0.6	8.5
4/1	175	175	-	-	-	0.7	0.3	-	0.9	18.9	3.0	0.3	3.3
4/2	143	143	70	0	1	0.5	0.2	0.2	0.9	23.5	2.4	0.2	2.7
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

