

Appendix S – Junction 11: Dewsbury Road / Rein Road / Syke Road

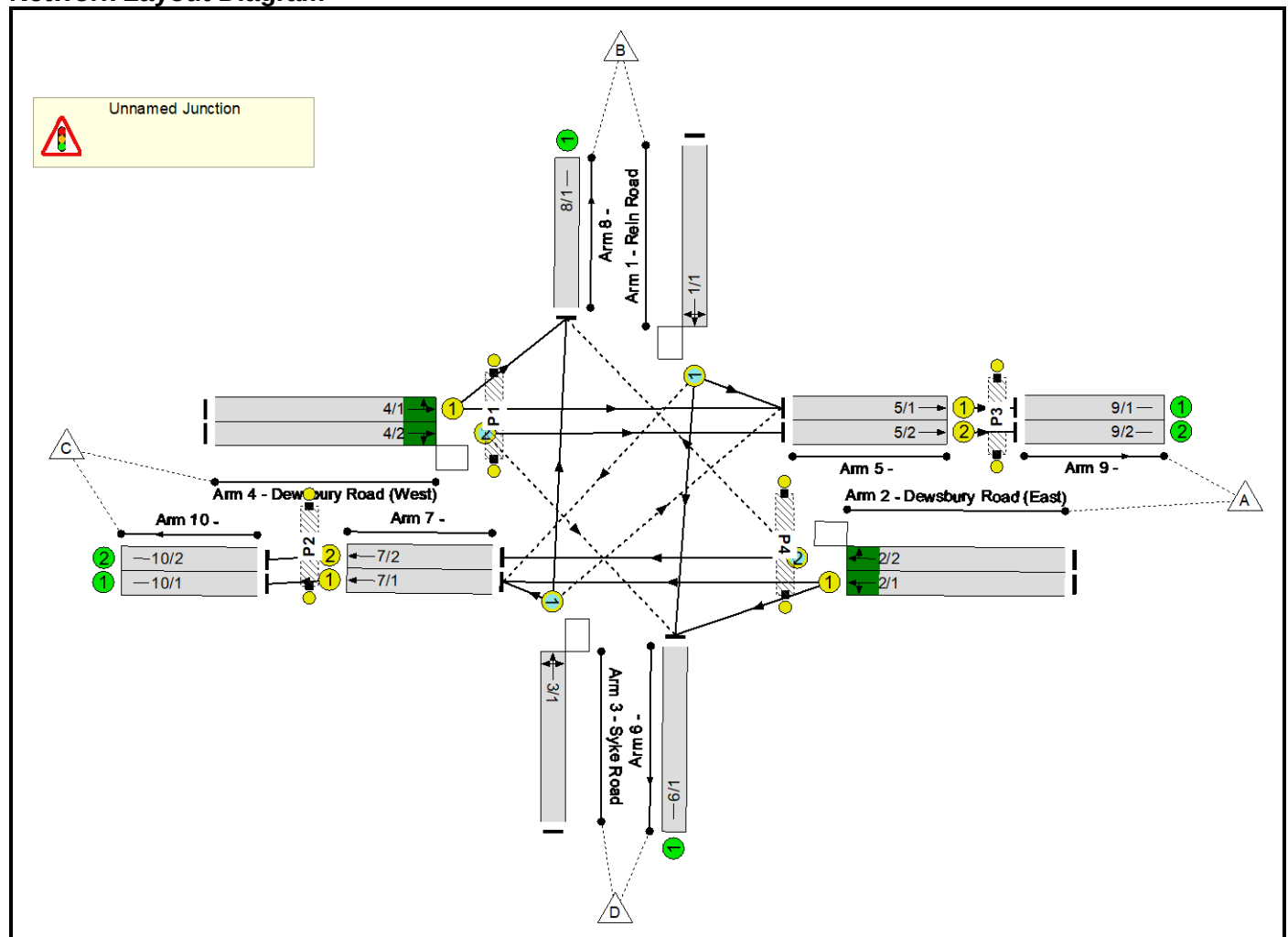
Full Input Data And Results

Full Input Data And Results

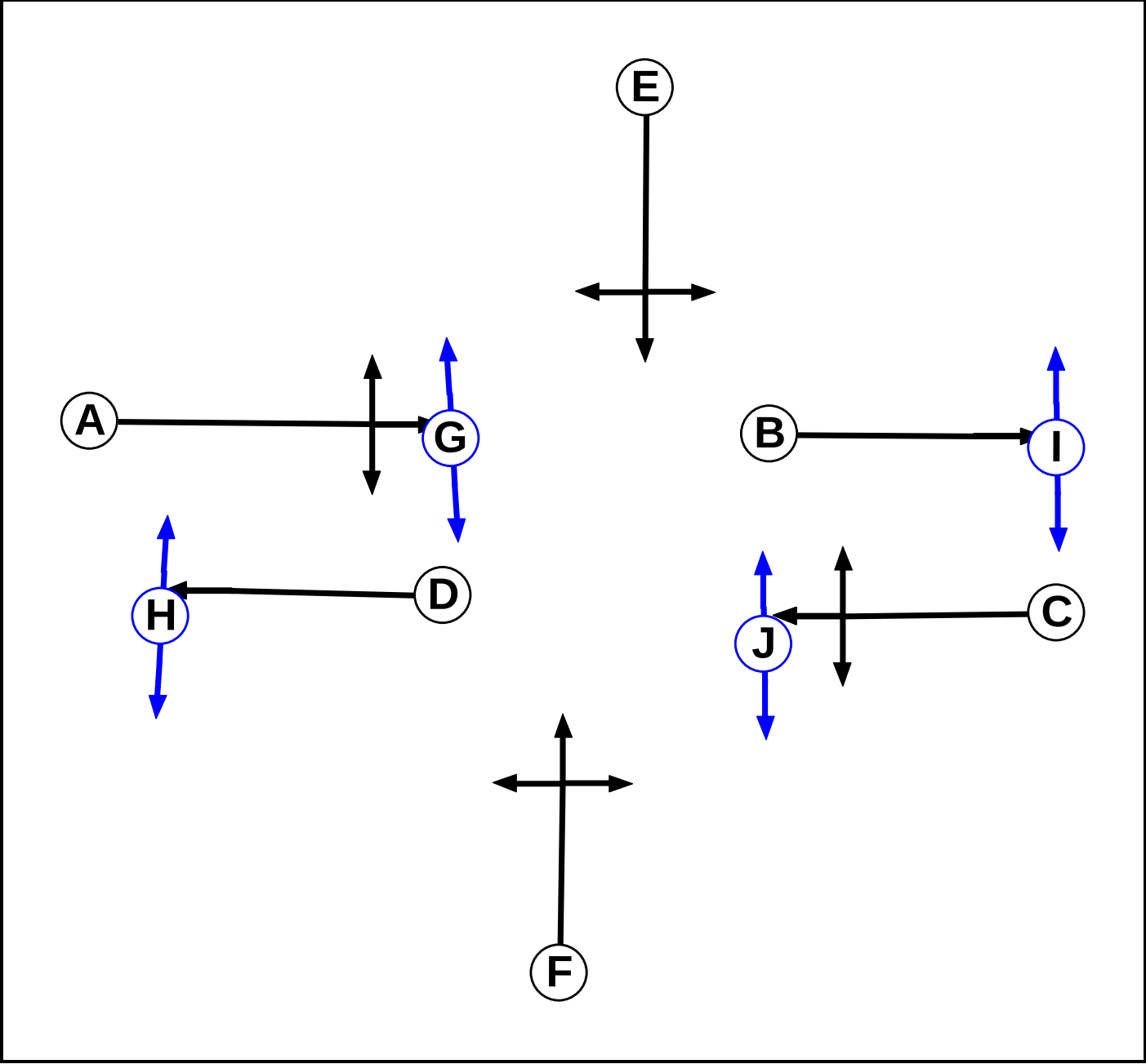
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Junc 11 Dewsbury Rd - Rein Rd - Syke Rd - Nov 2019.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

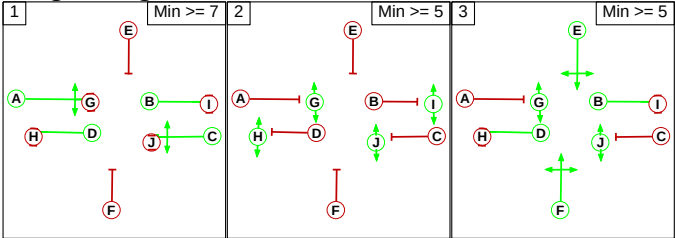
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	-	-	6	6	5	-	-	-
	B	-		-	-	-	-	-	-	5	-
	C	-	-		-	6	6	-	-	-	5
	D	-	-	-		-	-	-	5	-	-
	E	5	-	6	-		-	-	-	-	-
	F	5	-	5	-	-		-	-	-	-
	G	8	-	-	-	-	-		-	-	-
	H	-	-	-	8	-	-	-		-	-
	I	-	8	-	-	-	-	-	-		-
	J	-	-	8	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	4	4
1	2	D	Losing	4	4
2	3	E	Gaining absolute	6	4
2	3	F	Gaining absolute	6	4
3	1	E	Losing	2	2
3	1	F	Losing	2	2

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		9	6
	2	8		8
	3	8	5	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
1/1 (Rein Road)	7/1 (Right)	1439	0	3/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00
2/2 (Dewsbury Road (East))	8/1 (Right)	1439	0	4/1	1.09	All	2.00	2.00	0.50	2	2.00
				4/2	1.09	To 5/2 (Ahead)					
3/1 (Syke Road)	5/1 (Right)	1439	0	1/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00
4/2 (Dewsbury Road (West))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00
				2/2	1.09	To 7/2 (Ahead)					

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Rein Road)	O	E	2	3	60.0	User	1699	-	-	-	-	-
2/1 (Dewsbury Road (East))	U	C	2	3	60.0	User	2135	-	-	-	-	-
2/2 (Dewsbury Road (East))	O	C	2	3	60.0	User	1697	-	-	-	-	-
3/1 (Syke Road)	O	F	2	3	60.0	User	1709	-	-	-	-	-
4/1 (Dewsbury Road (West))	U	A	2	3	60.0	User	2002	-	-	-	-	-
4/2 (Dewsbury Road (West))	O	A	2	3	60.0	User	1993	-	-	-	-	-
5/1	U	B	2	3	60.0	User	1800	-	-	-	-	-
5/2	U	B	2	3	60.0	User	1800	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U	D	2	3	60.0	User	1800	-	-	-	-	-
7/2	U	D	2	3	60.0	User	1800	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base AM'	07:30	08:30	01:00	
2: '2019 Base PM'	16:30	17:30	01:00	
3: '2024 DN AM'	07:30	08:30	01:00	
4: '2024 DN PM'	16:30	17:30	01:00	
5: '2030 DN AM'	07:30	08:30	01:00	
6: '2030 DN PM'	16:30	17:30	01:00	
7: '2024 DS(A) AM'	07:30	08:30	01:00	
8: '2024 DS(A) PM'	16:30	17:30	01:00	
9: '2024 DS(A+B) AM'	07:30	08:30	01:00	
10: '2024 DS(A+B) PM'	16:30	17:30	01:00	
11: '2030 DS(A) AM'	07:30	08:30	01:00	
12: '2030 DS(A) PM'	16:30	17:30	01:00	
13: '2030 DS(A+B) AM'	07:30	08:30	01:00	
14: '2030 DS(A+B) PM'	16:30	17:30	01:00	

Scenario 1: '2019 AM Base' (FG1: '2019 Base AM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	59	634	77	770
	B	75	0	156	163	394
	C	1163	265	0	21	1449
	D	113	201	47	0	361
	Tot.	1351	525	837	261	2974

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 AM Base
Junction: Unnamed Junction	
1/1	394
2/1	679
2/2	91
3/1	361
4/1	824
4/2	625
5/1	747
5/2	604
6/1	261
7/1	805
7/2	32
8/1	525
9/1	747
9/2	604
10/1	805
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 PM Base' (FG2: '2019 Base PM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	57	996	136	1189
	B	65	0	201	184	450
	C	770	221	0	30	1021
	D	62	160	41	0	263
	Tot.	897	438	1238	350	2923

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 PM Base
Junction: Unnamed Junction	
1/1	450
2/1	792
2/2	397
3/1	263
4/1	612
4/2	409
5/1	518
5/2	379
6/1	350
7/1	898
7/2	340
8/1	438
9/1	518
9/2	379
10/1	898
10/2	340

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2024 DN AM' (FG3: '2024 DN AM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	737	90	893
	B	77	0	205	147	429
	C	1205	266	0	58	1529
	D	118	217	43	0	378
	Tot.	1400	549	985	295	3229

Traffic Lane Flows

Lane	Scenario 3: 2024 DN AM
Junction: Unnamed Junction	
1/1	429
2/1	795
2/2	98
3/1	378
4/1	774
4/2	755
5/1	703
5/2	697
6/1	295
7/1	953
7/2	32
8/1	549
9/1	703
9/2	697
10/1	953
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 DN PM' (FG4: '2024 DN PM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	58	1029	59	1146
	B	83	0	205	187	475
	C	813	226	0	41	1080
	D	53	166	182	0	401
	Tot.	949	450	1416	287	3102

Traffic Lane Flows

Lane	Scenario 4: 2024 DN PM
Junction: Unnamed Junction	
1/1	475
2/1	666
2/2	480
3/1	401
4/1	574
4/2	506
5/1	484
5/2	465
6/1	287
7/1	994
7/2	422
8/1	450
9/1	484
9/2	465
10/1	994
10/2	422

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 DN AM' (FG5: '2030 DN AM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	74	845	98	1017
	B	74	0	261	131	466
	C	1259	283	0	109	1651
	D	120	224	30	0	374
	Tot.	1453	581	1136	338	3508

Traffic Lane Flows

Lane	Scenario 5: 2030 DN AM
Junction: Unnamed Junction	
1/1	466
2/1	911
2/2	106
3/1	374
4/1	1060
4/2	591
5/1	971
5/2	482
6/1	338
7/1	1104
7/2	32
8/1	581
9/1	971
9/2	482
10/1	1104
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 DN PM' (FG6: '2030 DN PM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	60	1064	0	1124
	B	153	0	206	185	544
	C	859	238	0	47	1144
	D	46	149	380	0	575
	Tot.	1058	447	1650	232	3387

Traffic Lane Flows

Lane	Scenario 6: 2030 DN PM
Junction: Unnamed Junction	
1/1	544
2/1	678
2/2	446
3/1	575
4/1	601
4/2	543
5/1	562
5/2	496
6/1	232
7/1	1264
7/2	386
8/1	447
9/1	562
9/2	496
10/1	1264
10/2	386

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2024 DS(A) AM' (FG7: '2024 DS(A) AM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	742	90	898
	B	77	0	206	147	430
	C	1225	268	0	58	1551
	D	118	217	43	0	378
	Tot.	1420	551	991	295	3257

Traffic Lane Flows

Lane	Scenario 7: 2024 DS(A) AM
Junction: Unnamed Junction	
1/1	430
2/1	800
2/2	98
3/1	378
4/1	786
4/2	765
5/1	713
5/2	707
6/1	295
7/1	959
7/2	32
8/1	551
9/1	713
9/2	707
10/1	959
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2024 DS(A) PM' (FG8: '2024 DS(A) PM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	58	1044	59	1161
	B	83	0	206	187	476
	C	822	227	0	41	1090
	D	53	166	182	0	401
	Tot.	958	451	1432	287	3128

Traffic Lane Flows

Lane	Scenario 8: 2024 DS(A) PM
Junction: Unnamed Junction	
1/1	476
2/1	673
2/2	488
3/1	401
4/1	579
4/2	511
5/1	488
5/2	470
6/1	287
7/1	1002
7/2	430
8/1	451
9/1	488
9/2	470
10/1	1002
10/2	430

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2024 DS(A+B) AM' (FG9: '2024 DS(A+B) AM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	1228	90	1384
	B	77	0	205	147	429
	C	1762	266	0	58	2086
	D	118	217	43	0	378
	Tot.	1957	549	1476	295	4277

Traffic Lane Flows

Lane	Scenario 9: 2024 DS(A+B) AM
Junction: Unnamed Junction	
1/1	429
2/1	1286
2/2	98
3/1	378
4/1	1046
4/2	1040
5/1	975
5/2	982
6/1	295
7/1	1444
7/2	32
8/1	549
9/1	975
9/2	982
10/1	1444
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2024 DS(A+B) PM' (FG10: '2024 DS(A+B) PM', Plan 1: 'AM&PM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	58	1049	59	1166
	B	83	0	207	187	477
	C	860	229	0	41	1130
	D	53	166	182	0	401
	Tot.	996	453	1438	287	3174

Traffic Lane Flows

Lane	Scenario 10: 2024 DS(A+B) PM
Junction: Unnamed Junction	
1/1	477
2/1	677
2/2	489
3/1	401
4/1	598
4/2	532
5/1	505
5/2	491
6/1	287
7/1	1007
7/2	431
8/1	453
9/1	505
9/2	491
10/1	1007
10/2	431

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2030 DS(A) AM' (FG11: '2030 DS(A) AM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	74	856	98	1028
	B	74	0	262	131	467
	C	1294	287	0	109	1690
	D	120	224	30	0	374
	Tot.	1488	585	1148	338	3559

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2030 DS(A) AM
Junction: Unnamed Junction	
1/1	467
2/1	922
2/2	106
3/1	374
4/1	1101
4/2	589
5/1	1008
5/2	480
6/1	338
7/1	1116
7/2	32
8/1	585
9/1	1008
9/2	480
10/1	1116
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2030 DS(A) PM' (FG12: '2030 DS(A) PM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	60	1090	0	1150
	B	153	0	209	185	547
	C	876	240	0	47	1163
	D	46	149	380	0	575
	Tot.	1075	449	1679	232	3435

Traffic Lane Flows

Lane	Scenario 12: 2030 DS(A) PM
Junction: Unnamed Junction	
1/1	547
2/1	695
2/2	455
3/1	575
4/1	612
4/2	551
5/1	571
5/2	504
6/1	232
7/1	1284
7/2	395
8/1	449
9/1	571
9/2	504
10/1	1284
10/2	395

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2030 DS(A+B) AM' (FG13: '2030 DS(A+B) AM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	74	1008	98	1180
	B	74	0	279	131	484
	C	1076	338	0	109	1523
	D	120	224	29	0	373
	Tot.	1270	636	1316	338	3560

Traffic Lane Flows

Lane	Scenario 13: 2030 DS(A+B) AM
Junction: Unnamed Junction	
1/1	484
2/1	1074
2/2	106
3/1	373
4/1	1413
4/2	110
5/1	1269
5/2	1
6/1	338
7/1	1284
7/2	32
8/1	636
9/1	1269
9/2	1
10/1	1284
10/2	32

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2030 DS(A+B) PM' (FG14: '2030 DS(A+B) PM', Plan 1: 'AM&PM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	60	1563	0	1623
	B	46	149	380	0	575
	C	1256	278	0	47	1581
	D	153	0	260	185	598
	Tot.	1455	487	2203	232	4377

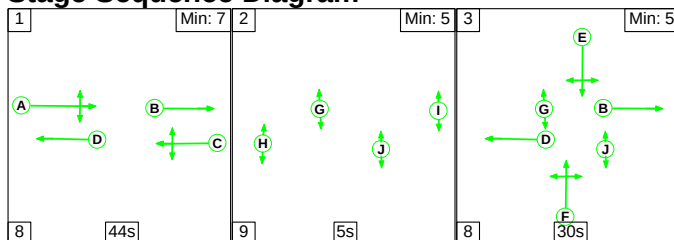
Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2030 DS(A+B) PM
Junction: Unnamed Junction	
1/1	426
2/1	905
2/2	718
3/1	413
4/1	816
4/2	765
5/1	737
5/2	718
6/1	47
7/1	1545
7/2	658
8/1	338
9/1	737
9/2	718
10/1	1545
10/2	658

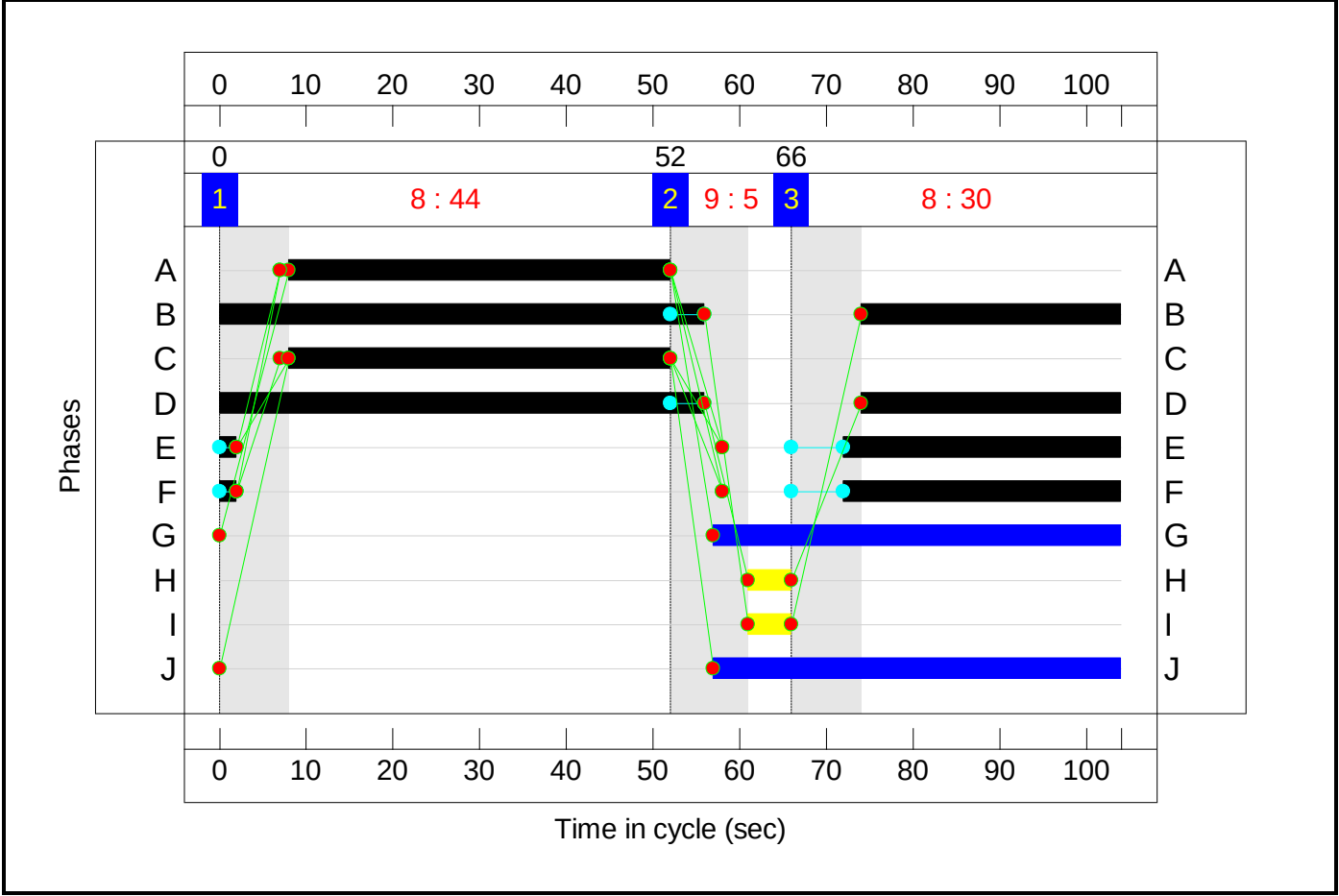
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rein Road Lane 1)	This lane uses a directly entered Saturation Flow						1699	1699
2/1 (Dewsbury Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2135	2135
2/2 (Dewsbury Road (East) Lane 2)	This lane uses a directly entered Saturation Flow						1697	1697
3/1 (Syke Road Lane 1)	This lane uses a directly entered Saturation Flow						1709	1709
4/1 (Dewsbury Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2002	2002
4/2 (Dewsbury Road (West) Lane 2)	This lane uses a directly entered Saturation Flow						1993	1993
5/1	This lane uses a directly entered Saturation Flow						1800	1800
5/2	This lane uses a directly entered Saturation Flow						1800	1800
6/1	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2019 AM Base' (FG1: '2019 Base AM', Plan 1: 'AM&PM')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3
Duration	44	5	30
Change Point	0	52	66

Signal Timings Diagram

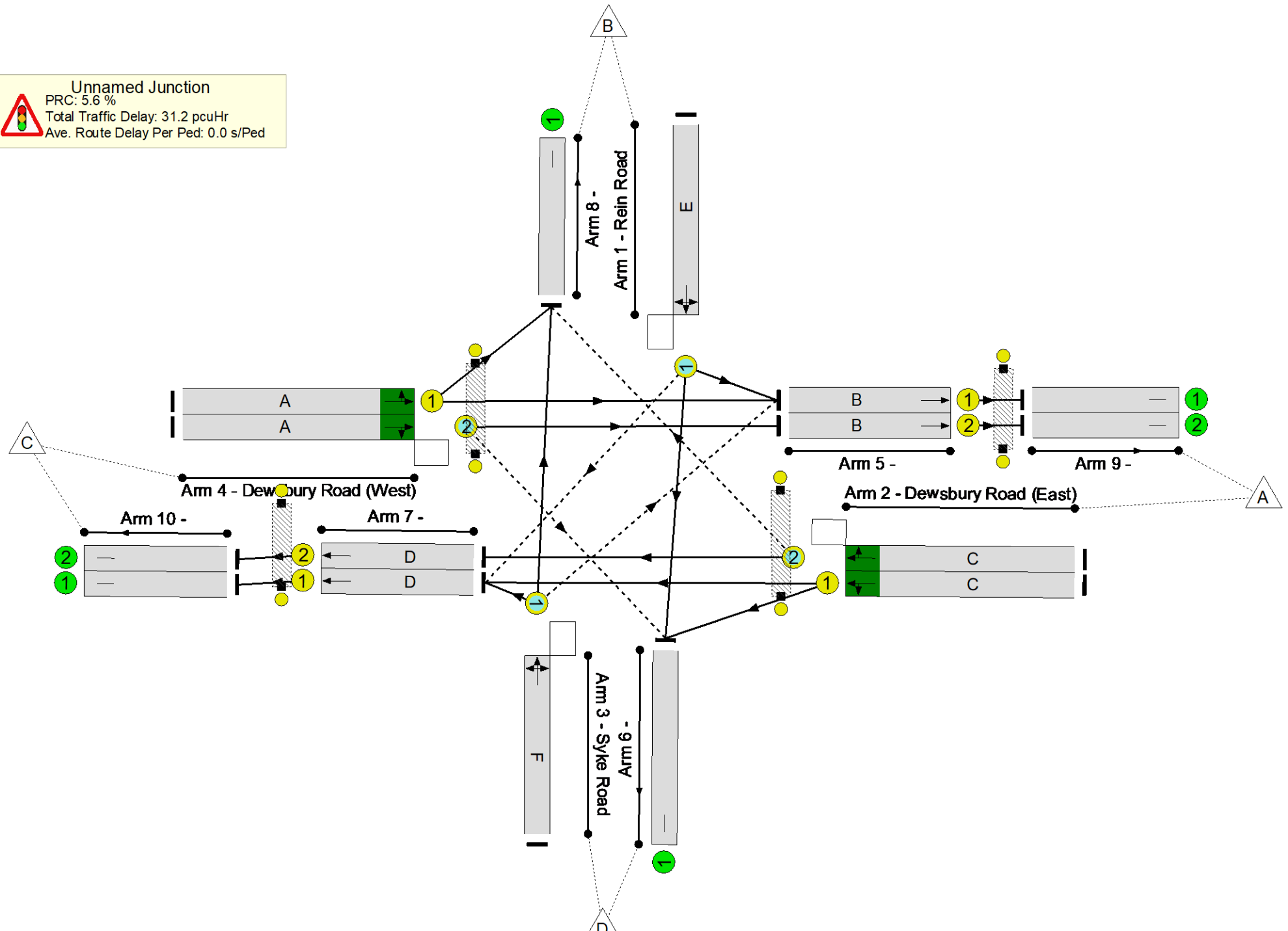


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: 5.6 %
 Total Traffic Delay: 31.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	85.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	34	-	394	1699	482	81.7%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	44	-	679	2135	1068	63.6%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	44	-	91	1697	107	85.2%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	34	-	361	1709	575	62.8%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	44	-	824	2002	1001	82.3%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	44	-	625	1993	997	62.7%
5/1	Ahead	U	N/A	N/A	B		1	86	-	747	1800	1506	49.6%
5/2	Ahead	U	N/A	N/A	B		1	86	-	604	1800	1506	40.1%
6/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	86	-	805	1800	1506	53.5%
7/2	Ahead	U	N/A	N/A	D		1	86	-	32	1800	1506	2.1%
8/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	47	-	0	-	0	0.0%

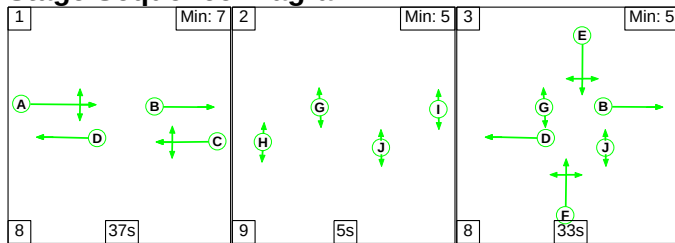
Full Input Data And Results

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	-	-	290	0	59	19.5	10.6	1.2	31.2	-	-	-	-
Unnamed Junction	-	-	290	0	59	19.5	10.6	1.2	31.2	-	-	-	-
1/1	394	394	156	0	0	3.5	2.1	0.3	5.9	53.8	10.5	2.1	12.6
2/1	679	679	-	-	-	3.6	0.9	-	4.5	23.7	14.3	0.9	15.2
2/2	91	91	0	0	59	0.5	2.2	0.7	3.5	137.3	1.6	2.2	3.9
3/1	361	361	113	0	0	2.9	0.8	0.1	3.8	38.0	8.7	0.8	9.6
4/1	824	824	-	-	-	5.1	2.3	-	7.3	32.0	20.1	2.3	22.4
4/2	625	625	21	0	0	3.3	0.8	0.1	4.2	24.1	13.0	0.8	13.9
5/1	747	747	-	-	-	0.2	0.5	-	0.7	3.2	1.3	0.5	1.8
5/2	604	604	-	-	-	0.3	0.3	-	0.6	3.5	10.7	0.3	11.1
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	805	805	-	-	-	0.2	0.6	-	0.8	3.6	10.7	0.6	11.2
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 5.6 Total Delay for Signalled Lanes (pcuHr): 31.22 Cycle Time (s): 104 PRC Over All Lanes (%): 5.6 Total Delay Over All Lanes(pcuHr): 31.22													

Full Input Data And Results

Scenario 2: '2019 PM Base' (FG2: '2019 Base PM', Plan 1: 'AM&PM')

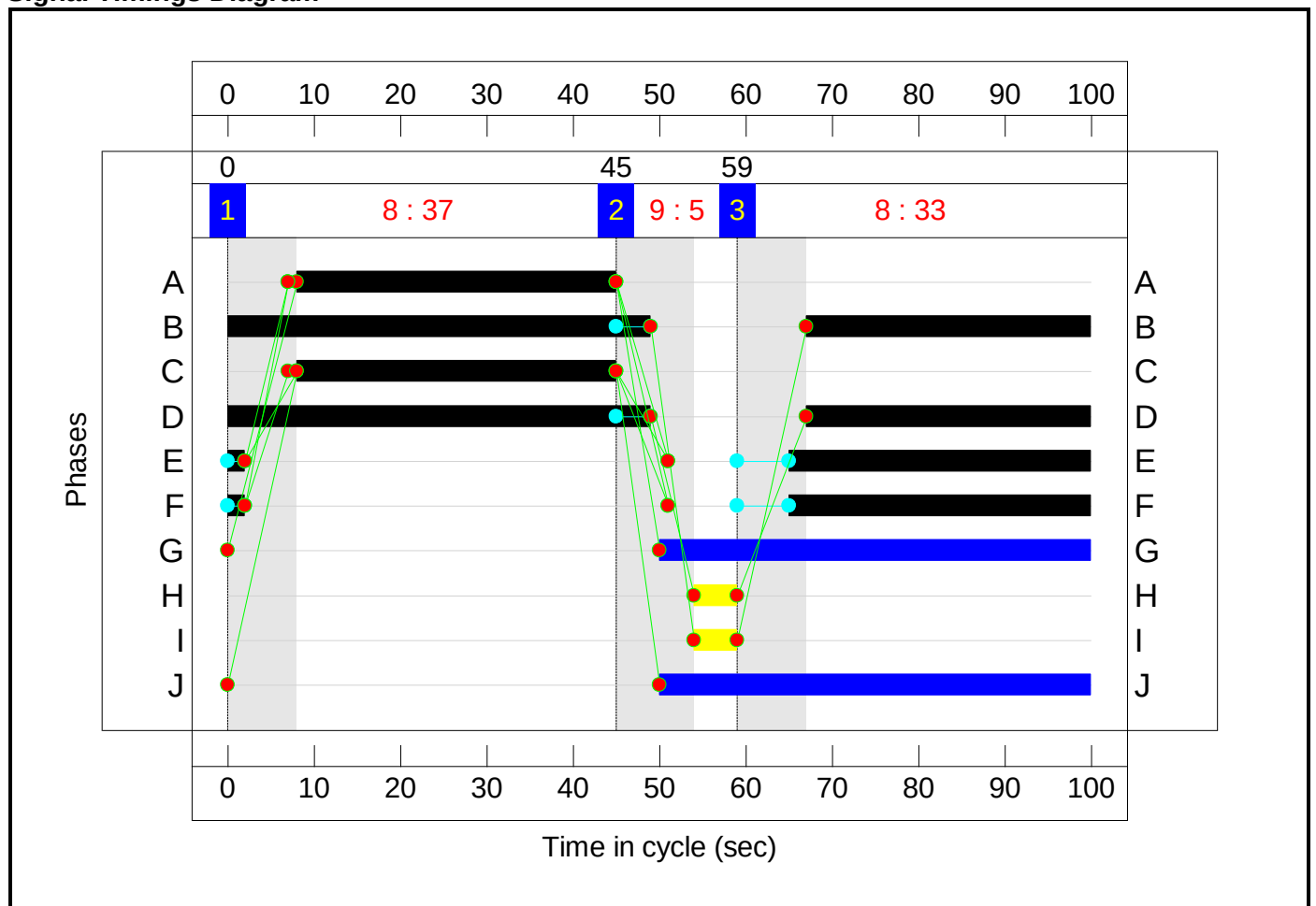
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	37	5	33
Change Point	0	45	59

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

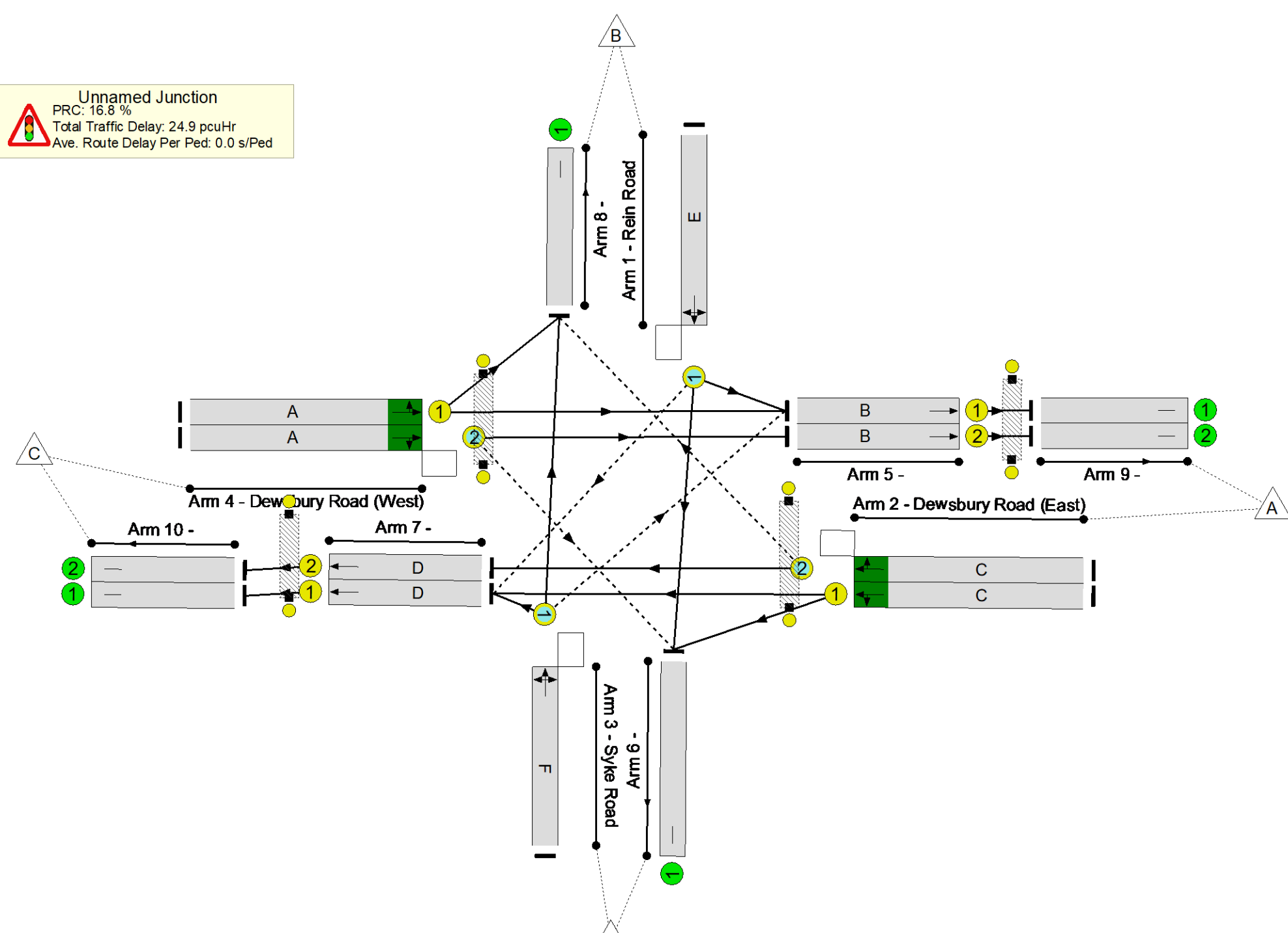


Unnamed Junction

PRC: 16.8 %

Total Traffic Delay: 24.9 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	77.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	37	-	450	1699	584	77.0%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	37	-	792	2135	1046	75.7%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	37	-	397	1697	774	51.3%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	37	-	263	1709	649	40.5%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	37	-	612	2002	981	62.4%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	37	-	409	1993	925	44.2%
5/1	Ahead	U	N/A	N/A	B		1	82	-	518	1800	1494	34.7%
5/2	Ahead	U	N/A	N/A	B		1	82	-	379	1800	1494	25.4%
6/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	82	-	898	1800	1494	60.1%
7/2	Ahead	U	N/A	N/A	D		1	82	-	340	1800	1494	22.8%
8/1		U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	50	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

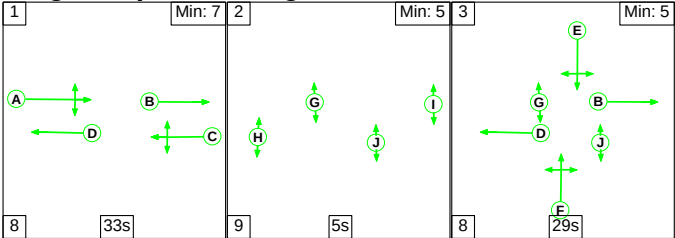
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	50	-	0	-	0	0.0%

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	-	-	350	0	0	17.6	6.6	0.7	24.9	-	-	-	-
Unnamed Junction	-	-	350	0	0	17.6	6.6	0.7	24.9	-	-	-	-
1/1	450	450	201	0	0	3.5	1.6	0.2	5.4	42.9	11.1	1.6	12.8
2/1	792	792	-	-	-	4.5	1.5	-	6.1	27.7	17.8	1.5	19.4
2/2	397	397	57	0	0	2.0	0.5	0.3	2.8	25.4	7.6	0.5	8.1
3/1	263	263	62	0	0	1.7	0.3	0.0	2.0	27.4	5.3	0.3	5.7
4/1	612	612	-	-	-	3.2	0.8	-	4.0	23.6	12.4	0.8	13.2
4/2	409	409	30	0	0	2.0	0.4	0.2	2.6	22.9	7.5	0.4	7.9
5/1	518	518	-	-	-	0.2	0.3	-	0.4	3.0	1.3	0.3	1.6
5/2	379	379	-	-	-	0.1	0.2	-	0.3	3.0	4.0	0.2	4.2
6/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	898	898	-	-	-	0.3	0.8	-	1.0	4.2	2.3	0.8	3.1
7/2	340	340	-	-	-	0.1	0.1	-	0.3	2.9	1.0	0.1	1.1
8/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		16.8	Total Delay for Signalled Lanes (pcuHr):			24.92	Cycle Time (s): 100			
			PRC Over All Lanes (%):		16.8	Total Delay Over All Lanes(pcuHr):			24.92				

Full Input Data And Results
Scenario 3: '2024 DN AM' (FG3: '2024 DN AM', Plan 1: 'AM&PM')

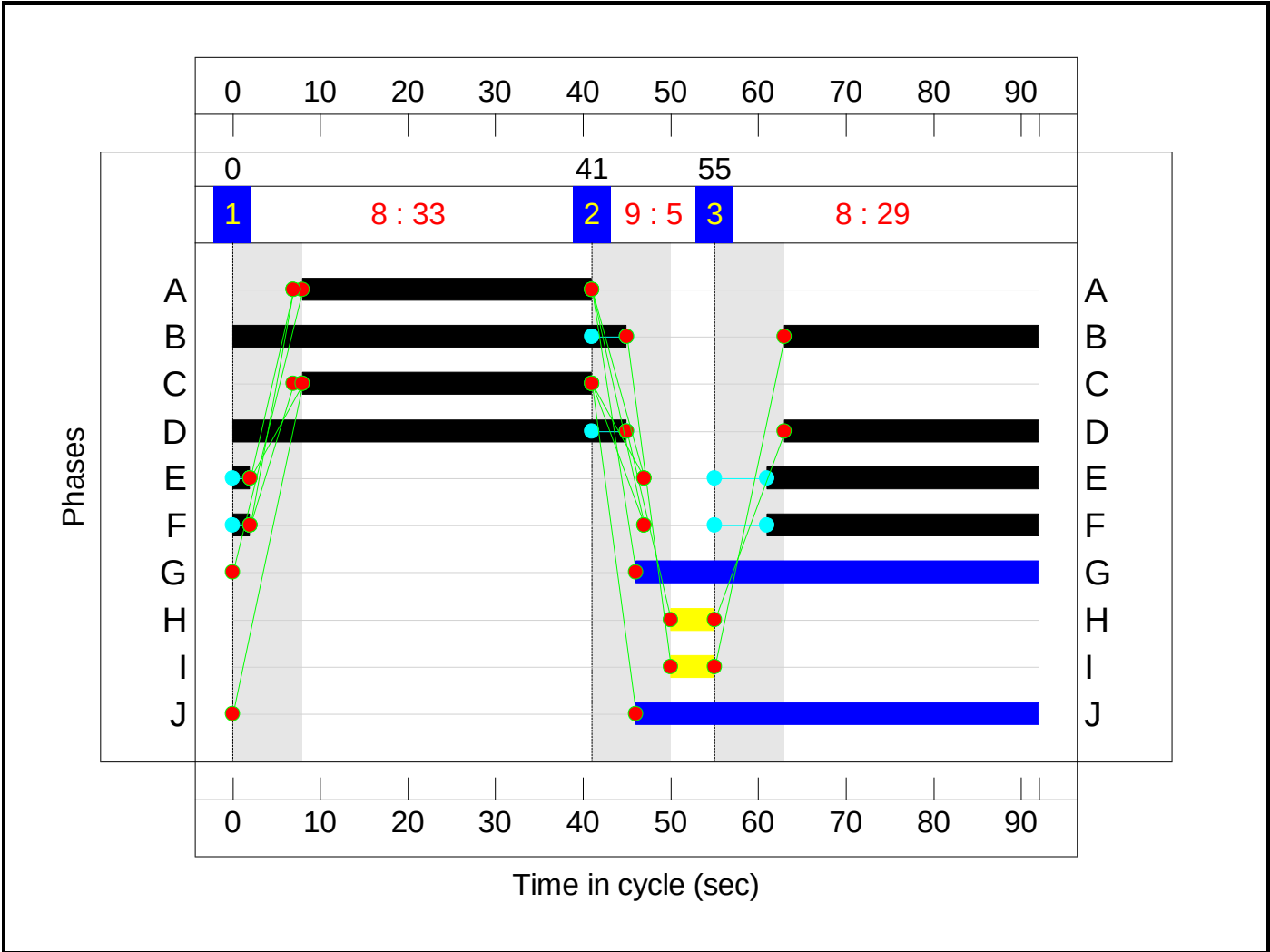
Stage Sequence Diagram



Stage Timings

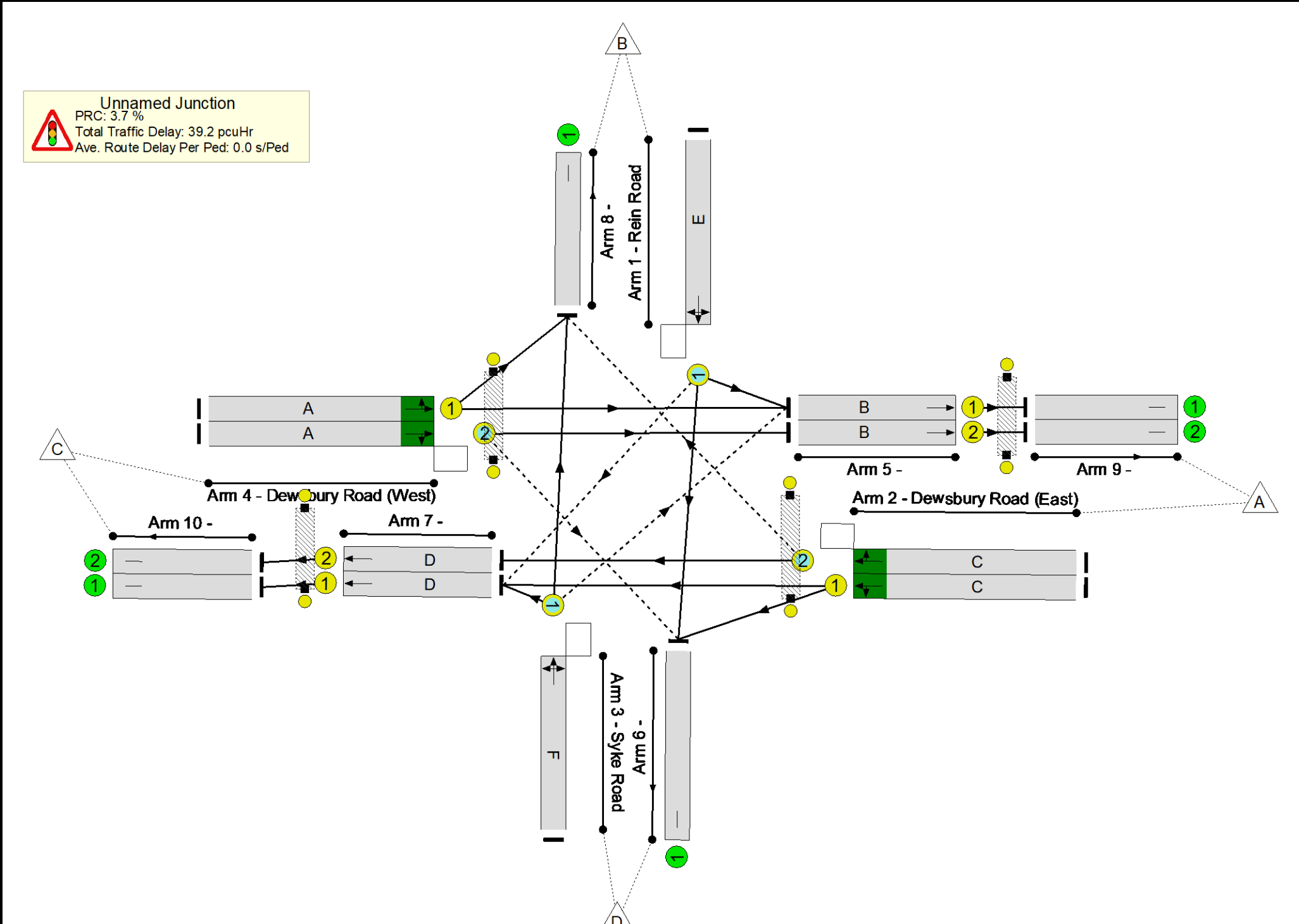
Stage	1	2	3
Duration	33	5	29
Change Point	0	41	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	33	-	429	1699	507	84.6%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	33	-	795	2135	951	83.6%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	33	-	98	1697	116	84.3%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	33	-	378	1709	632	59.8%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	33	-	774	2002	892	86.8%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	33	-	755	1993	872	86.6%
5/1	Ahead	U	N/A	N/A	B		1	74	-	703	1800	1467	47.9%
5/2	Ahead	U	N/A	N/A	B		1	74	-	697	1800	1467	47.5%
6/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	74	-	953	1800	1467	64.9%
7/2	Ahead	U	N/A	N/A	D		1	74	-	32	1800	1467	2.2%
8/1		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

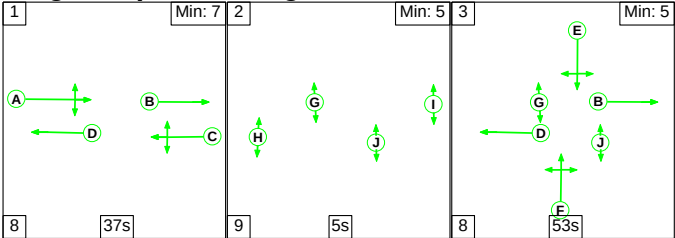
Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	46	-	0	-	0	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	-	-	381	0	66	21.8	16.0	1.3	39.2	-	-	-	-
Unnamed Junction	-	-	381	0	66	21.8	16.0	1.3	39.2	-	-	-	-
1/1	429	429	205	0	0	3.2	2.6	0.4	6.2	51.8	10.2	2.6	12.8
2/1	795	795	-	-	-	5.0	2.5	-	7.4	33.7	17.9	2.5	20.4
2/2	98	98	0	0	66	0.6	2.2	0.7	3.4	126.0	1.7	2.2	3.9
3/1	378	378	118	0	0	2.5	0.7	0.0	3.2	30.6	7.8	0.7	8.5
4/1	774	774	-	-	-	5.0	3.1	-	8.1	37.5	17.8	3.1	21.0
4/2	755	755	58	0	0	4.8	3.1	0.3	8.1	38.8	17.2	3.1	20.3
5/1	703	703	-	-	-	0.2	0.5	-	0.7	3.4	1.3	0.5	1.8
5/2	697	697	-	-	-	0.3	0.5	-	0.8	3.9	12.6	0.5	13.1
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	953	953	-	-	-	0.4	0.9	-	1.3	4.8	14.1	0.9	15.0
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 39.17 Cycle Time (s): 92 PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 39.17													

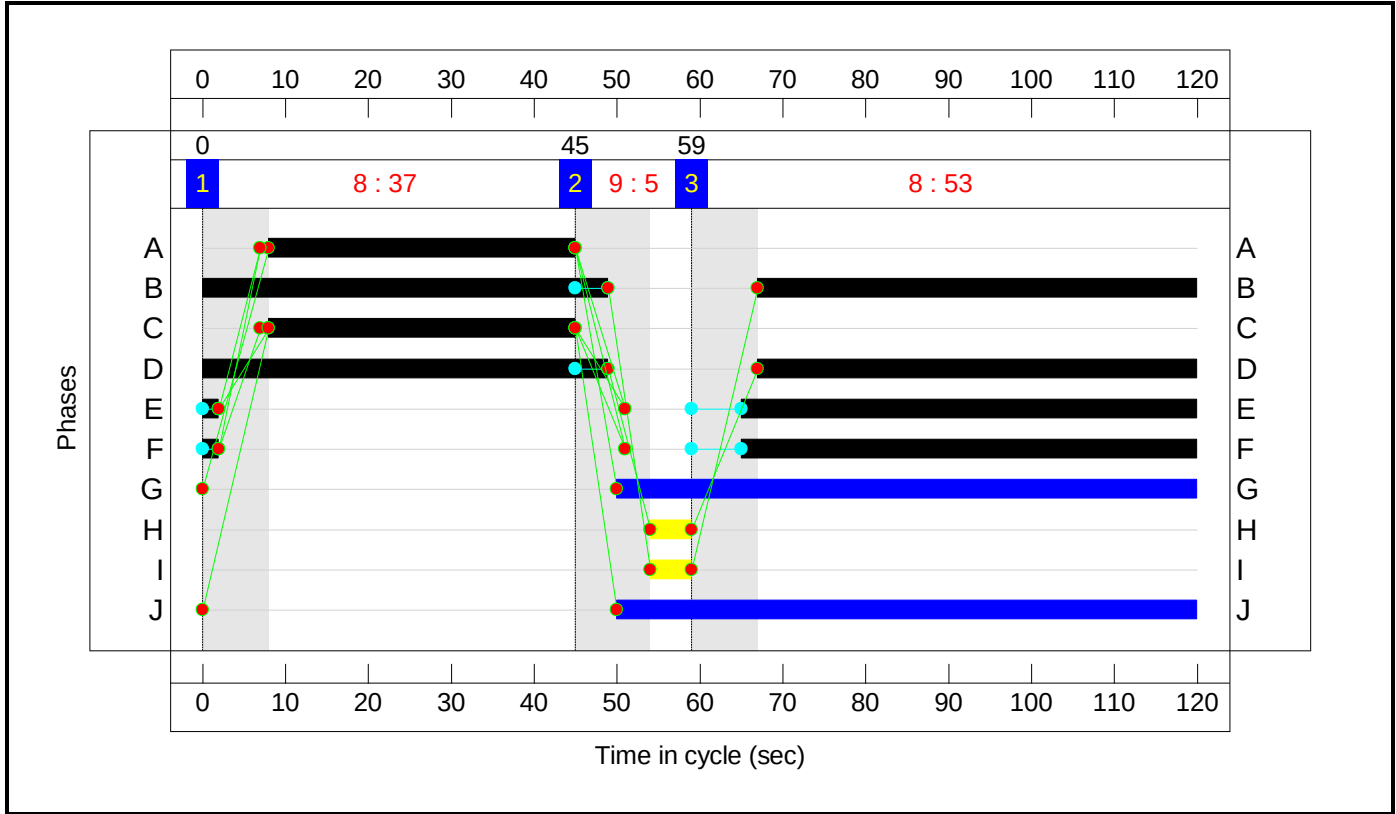
Stage Sequence Diagram



Stage Timings

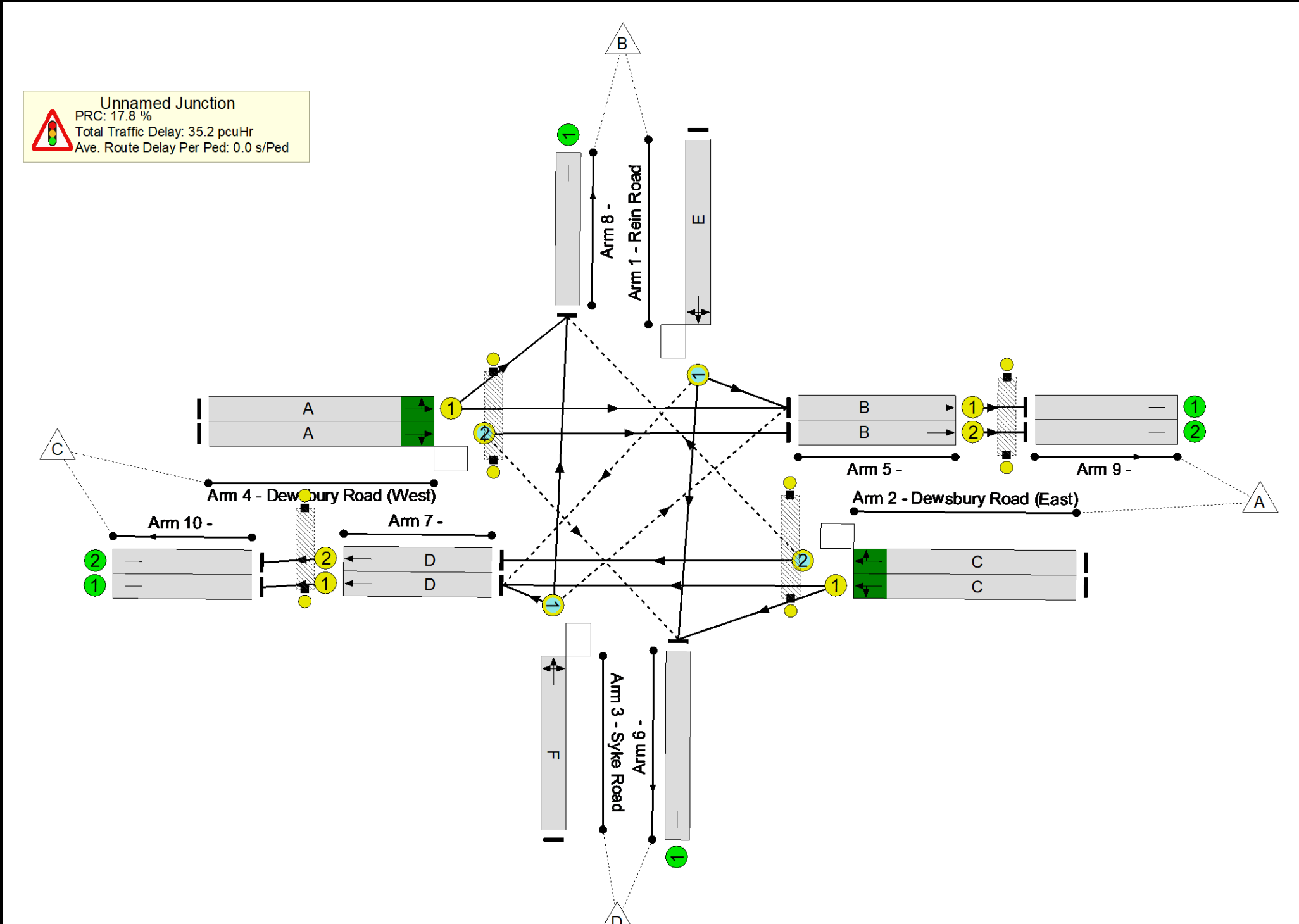
Stage	1	2	3
Duration	37	5	53
Change Point	0	45	59

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	57	-	475	1699	635	74.9%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	37	-	666	2135	872	76.4%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	37	-	480	1697	642	74.8%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	57	-	401	1709	826	48.5%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	37	-	574	2002	817	70.2%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	37	-	506	1993	760	66.6%
5/1	Ahead	U	N/A	N/A	B		1	102	-	484	1800	1545	31.3%
5/2	Ahead	U	N/A	N/A	B		1	102	-	465	1800	1545	30.1%
6/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	102	-	994	1800	1545	64.3%
7/2	Ahead	U	N/A	N/A	D		1	102	-	422	1800	1545	27.3%
8/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	70	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	70	-	0	-	0	0.0%

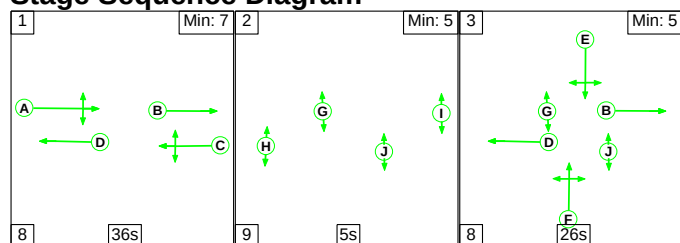
Full Input Data And Results

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	-	-	357	0	0	25.6	8.7	1.0	35.2	-	-	-	-
Unnamed Junction	-	-	357	0	0	25.6	8.7	1.0	35.2	-	-	-	-
1/1	475	475	205	0	0	3.8	1.5	0.3	5.6	42.3	13.7	1.5	15.2
2/1	666	666	-	-	-	5.6	1.6	-	7.2	39.1	19.1	1.6	20.6
2/2	480	480	58	0	0	4.1	1.5	0.4	5.9	44.6	13.5	1.5	14.9
3/1	401	401	53	0	0	2.3	0.5	0.0	2.8	25.2	9.0	0.5	9.5
4/1	574	574	-	-	-	4.7	1.2	-	5.9	36.8	15.8	1.2	17.0
4/2	506	506	41	0	0	4.2	1.0	0.3	5.5	38.9	13.6	1.0	14.6
5/1	484	484	-	-	-	0.1	0.2	-	0.3	2.6	1.2	0.2	1.4
5/2	465	465	-	-	-	0.2	0.2	-	0.4	2.9	9.1	0.2	9.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	994	994	-	-	-	0.4	0.9	-	1.3	4.6	16.2	0.9	17.1
7/2	422	422	-	-	-	0.1	0.2	-	0.3	2.7	1.2	0.2	1.4
8/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		17.8	Total Delay for Signalled Lanes (pcuHr):		35.20	Cycle Time (s): 120				
			PRC Over All Lanes (%):		17.8	Total Delay Over All Lanes(pcuHr):		35.20					

Full Input Data And Results

Scenario 5: '2030 DN AM' (FG5: '2030 DN AM', Plan 1: 'AM&PM')

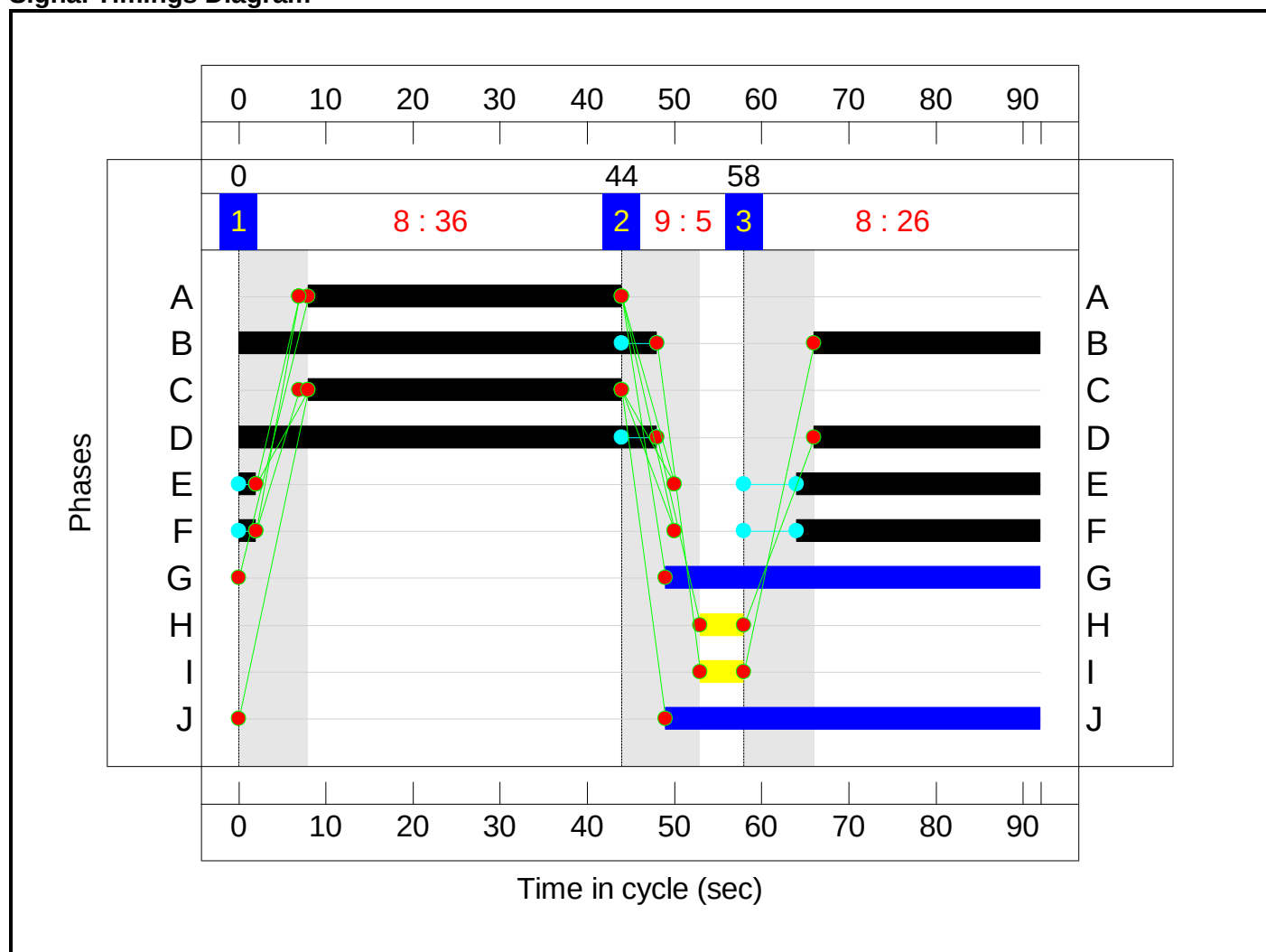
Stage Sequence Diagram



Stage Timings

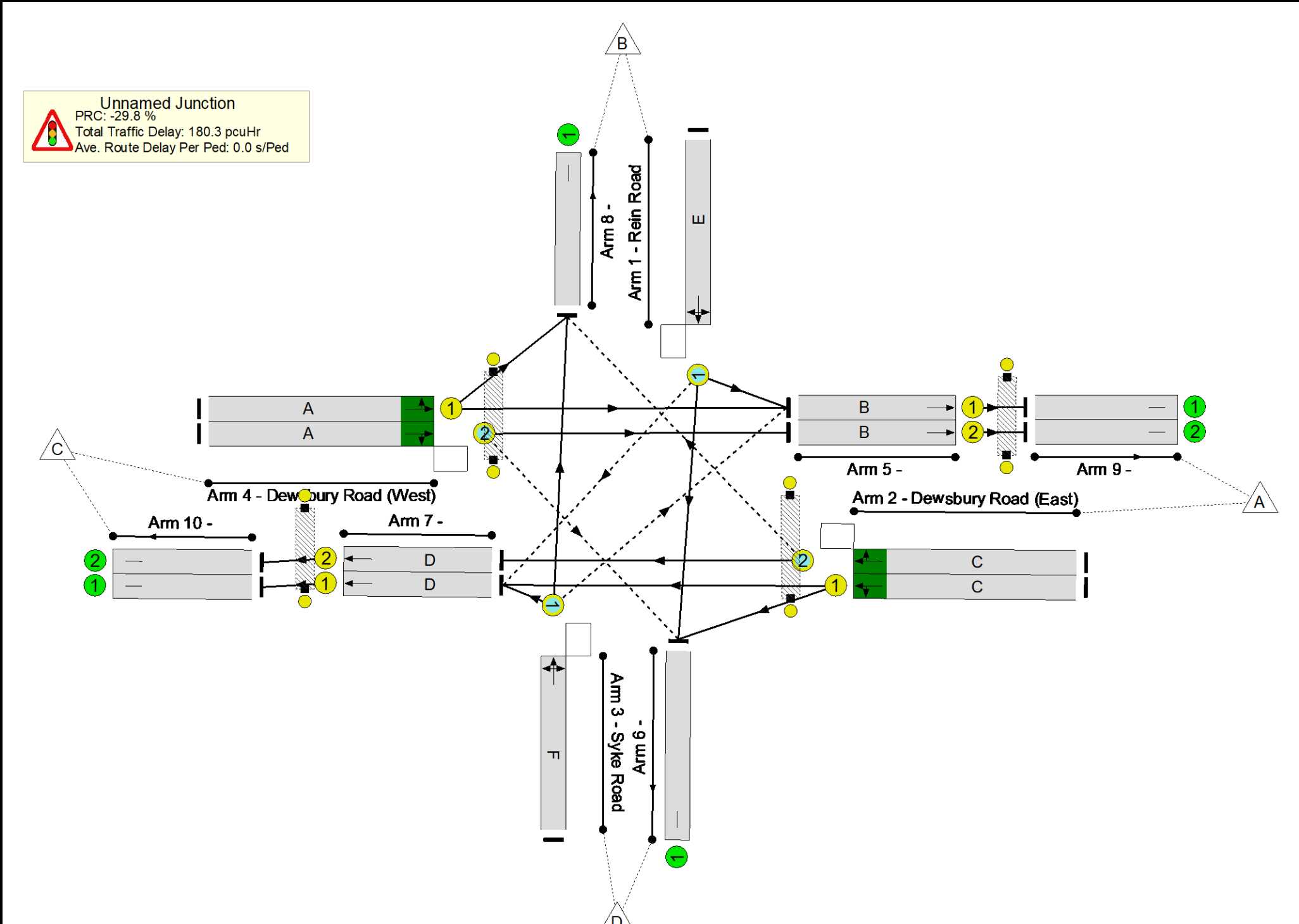
Stage	1	2	3
Duration	36	5	26
Change Point	0	44	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	116.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	116.8%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	30	-	466	1699	413	112.9%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	36	-	911	2135	1021	89.2%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	36	-	106	1697	112	94.6%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	30	-	374	1709	576	64.9%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	36	-	1060	2002	957	110.7%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	36	-	591	1993	506	116.8%
5/1	Ahead	U	N/A	N/A	B		1	74	-	971	1800	1467	60.5%
5/2	Ahead	U	N/A	N/A	B		1	74	-	482	1800	1467	28.1%
6/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	74	-	1104	1800	1467	73.2%
7/2	Ahead	U	N/A	N/A	D		1	74	-	32	1800	1467	2.2%
8/1		U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	43	-	0	-	0	0.0%

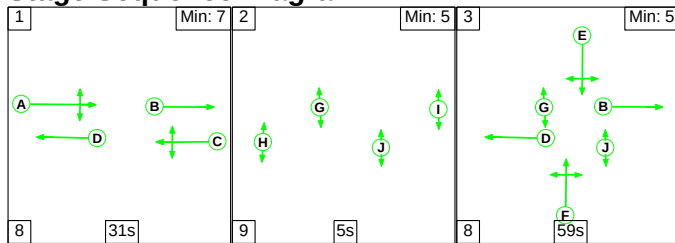
Full Input Data And Results

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	-	-	367	0	152	35.2	143.1	2.0	180.3	-	-	-	-
Unnamed Junction	-	-	367	0	152	35.2	143.1	2.0	180.3	-	-	-	-
1/1	466	413	208	0	23	6.9	30.4	0.4	37.7	291.3	14.0	30.4	44.4
2/1	911	911	-	-	-	5.5	3.9	-	9.4	37.1	21.0	3.9	24.9
2/2	106	106	0	0	74	0.6	3.8	0.8	5.2	177.2	1.8	3.8	5.6
3/1	374	374	120	0	0	2.7	0.9	0.0	3.6	34.7	8.1	0.9	9.0
4/1	1060	957	-	-	-	11.4	56.0	-	67.4	228.9	29.7	56.0	85.7
4/2	591	506	39	0	55	6.6	45.8	0.7	53.1	323.4	17.3	45.8	63.1
5/1	887	887	-	-	-	0.6	0.8	-	1.4	5.6	4.2	0.8	5.0
5/2	413	413	-	-	-	0.2	0.2	-	0.4	3.7	1.7	0.2	1.9
6/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1074	1074	-	-	-	0.7	1.4	-	2.0	6.8	17.2	1.4	18.6
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -29.8 Total Delay for Signalled Lanes (pcuHr): 180.26 Cycle Time (s): 92 PRC Over All Lanes (%): -29.8 Total Delay Over All Lanes(pcuHr): 180.26													

Full Input Data And Results

Scenario 6: '2030 DN PM' (FG6: '2030 DN PM', Plan 1: 'AM&PM')

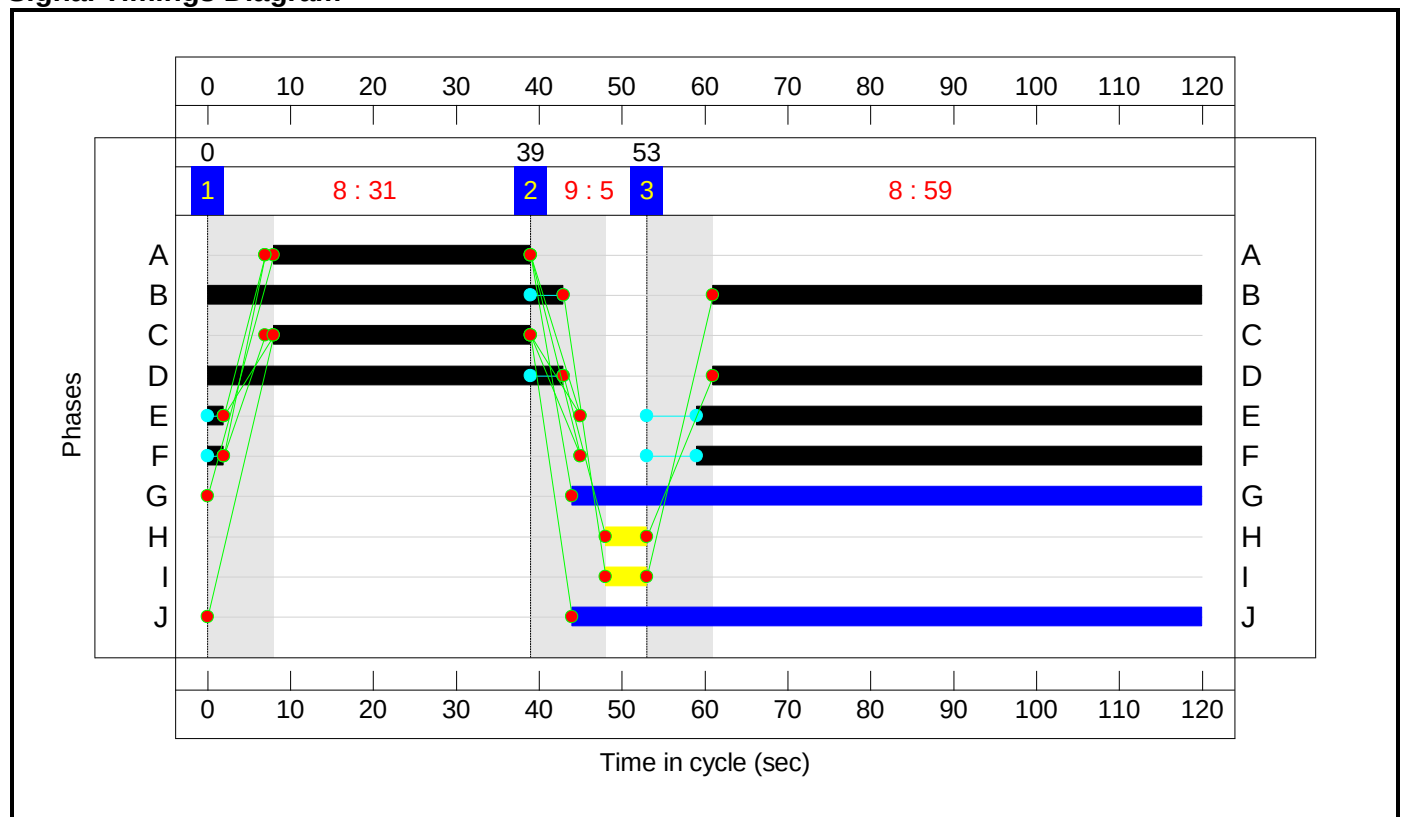
Stage Sequence Diagram



Stage Timings

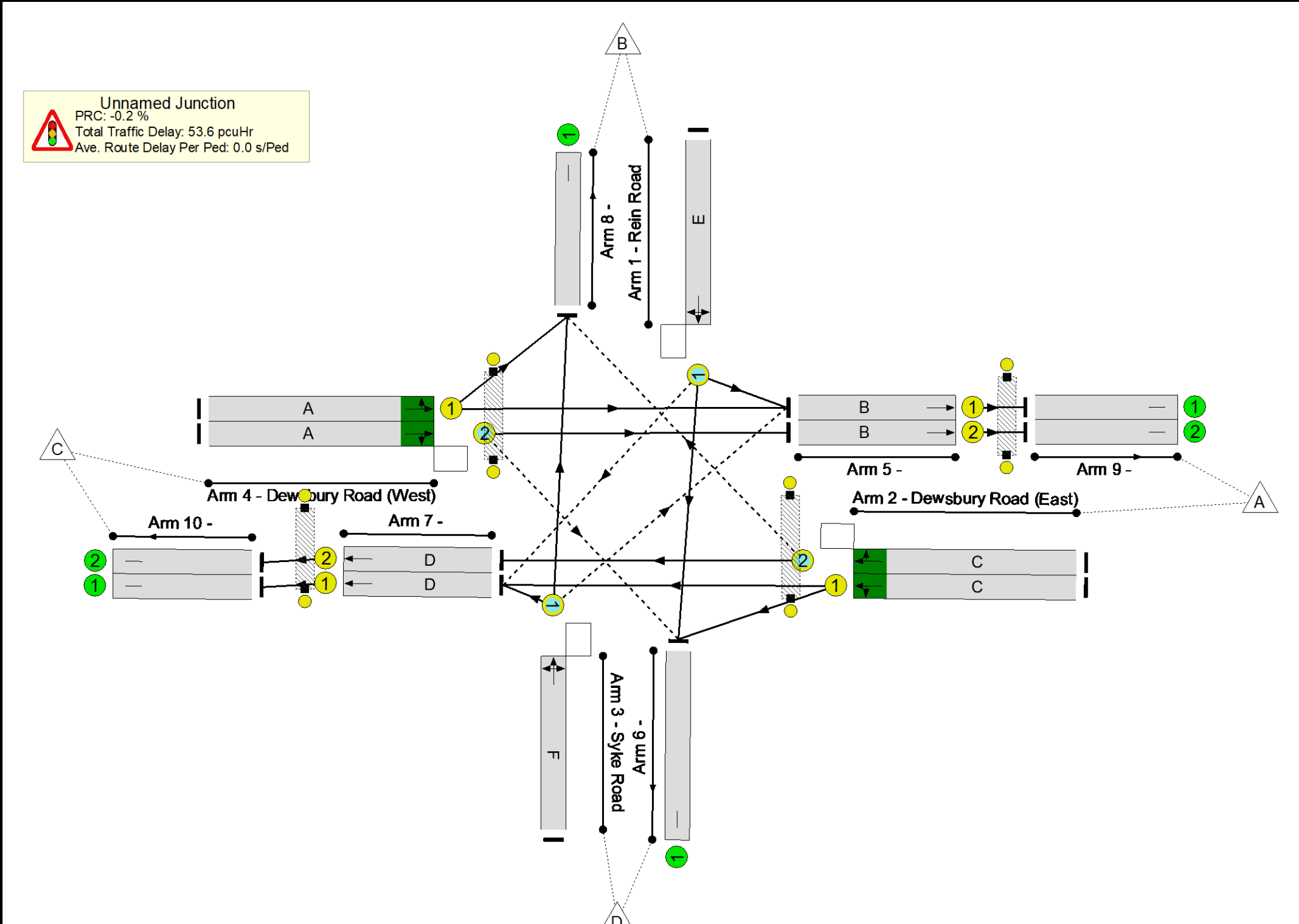
Stage	1	2	3
Duration	31	5	59
Change Point	0	39	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	63	-	544	1699	612	89.0%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	31	-	678	2135	765	88.6%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	31	-	446	1697	494	90.2%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	63	-	575	1709	911	63.1%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	31	-	601	2002	717	83.8%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	31	-	543	1993	657	82.6%
5/1	Ahead	U	N/A	N/A	B		1	102	-	562	1800	1545	36.4%
5/2	Ahead	U	N/A	N/A	B		1	102	-	496	1800	1545	32.1%
6/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	102	-	1264	1800	1545	81.8%
7/2	Ahead	U	N/A	N/A	D		1	102	-	386	1800	1545	25.0%
8/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1264	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	76	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	76	-	0	-	0	0.0%

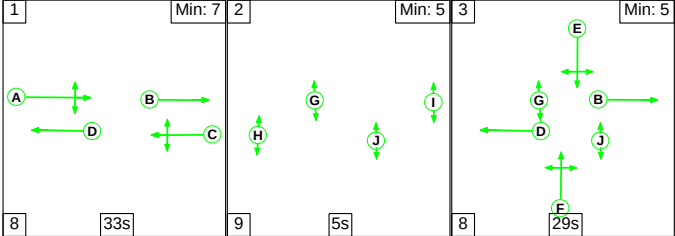
Full Input Data And Results

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	-	-	305	0	54	32.6	19.7	1.3	53.6	-	-	-	-
Unnamed Junction	-	-	305	0	54	32.6	19.7	1.3	53.6	-	-	-	-
1/1	544	544	206	0	0	4.6	3.6	0.5	8.7	57.6	16.9	3.6	20.6
2/1	678	678	-	-	-	6.8	3.6	-	10.4	55.3	21.1	3.6	24.7
2/2	446	446	29	0	31	4.4	4.0	0.4	8.8	70.7	13.3	4.0	17.2
3/1	575	575	46	0	0	3.1	0.9	0.0	4.0	25.0	13.4	0.9	14.3
4/1	601	601	-	-	-	5.9	2.5	-	8.4	50.1	18.4	2.5	20.8
4/2	543	543	24	0	23	5.4	2.3	0.3	8.0	53.1	16.3	2.3	18.6
5/1	562	562	-	-	-	0.2	0.3	-	0.5	3.2	1.9	0.3	2.2
5/2	496	496	-	-	-	0.2	0.2	-	0.4	3.1	11.1	0.2	11.3
6/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1264	1264	-	-	-	1.9	2.2	-	4.1	11.7	17.0	2.2	19.3
7/2	386	386	-	-	-	0.1	0.2	-	0.3	2.7	1.2	0.2	1.3
8/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1													
PRC for Signalled Lanes (%):					-0.2	Total Delay for Signalled Lanes (pcuHr):			53.59	Cycle Time (s): 120			
PRC Over All Lanes (%):					-0.2	Total Delay Over All Lanes(pcuHr):			53.59				

Full Input Data And Results

Scenario 7: '2024 DS(A) AM' (FG7: '2024 DS(A) AM', Plan 1: 'AM&PM')

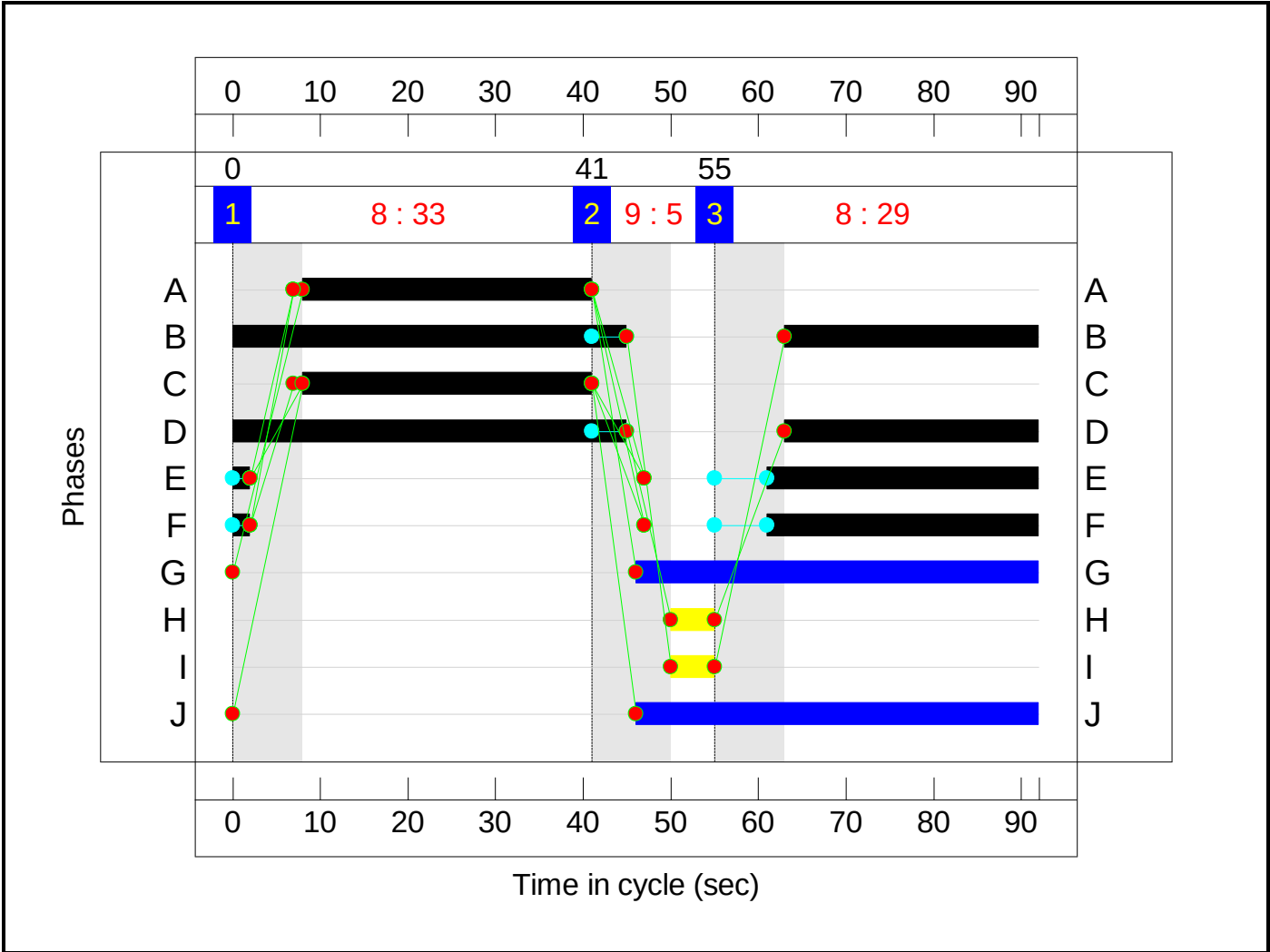
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	5	29
Change Point	0	41	55

Signal Timings Diagram

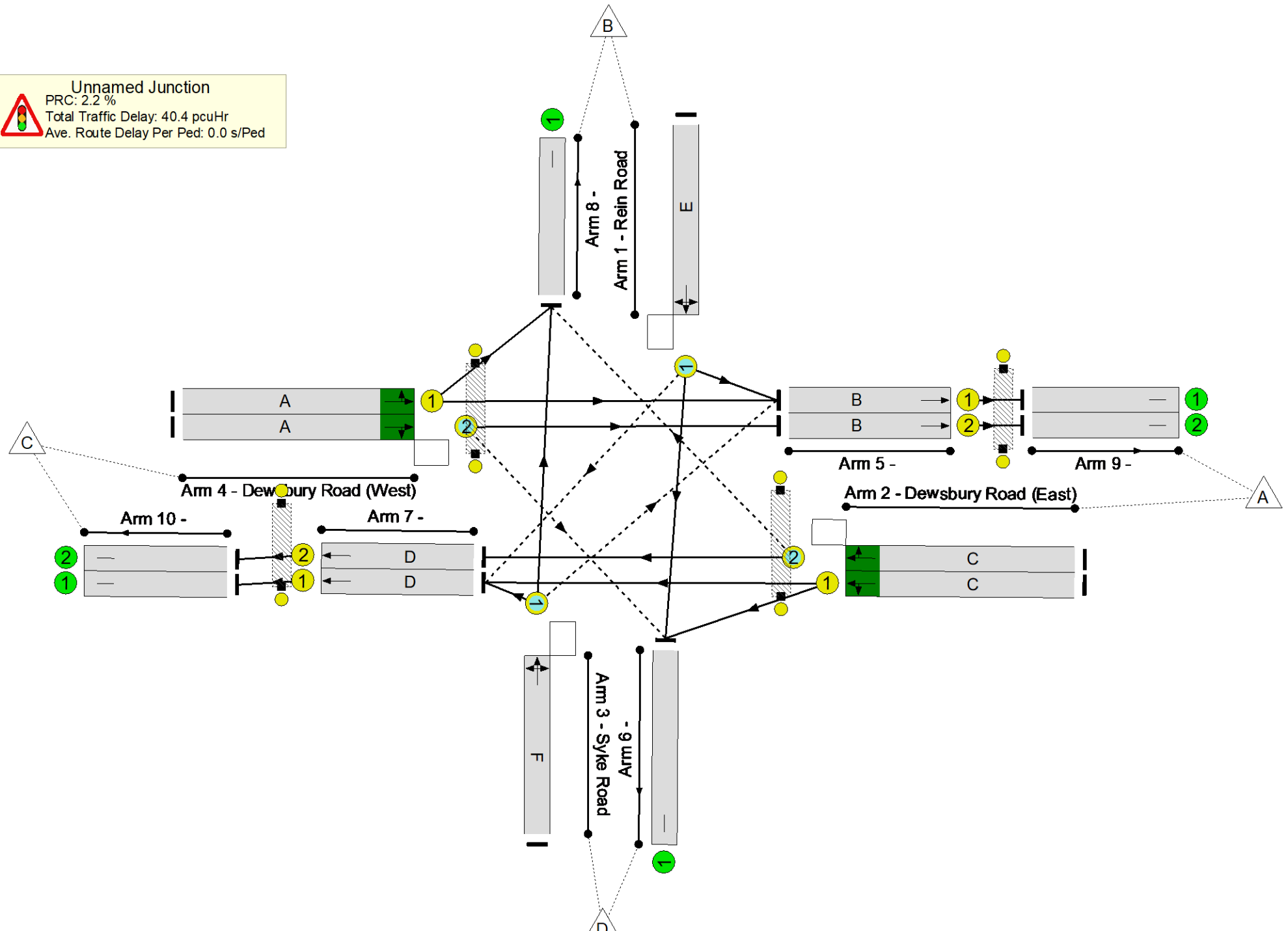


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: 2.2 %
 Total Traffic Delay: 40.4 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	88.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	33	-	430	1699	506	84.9%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	33	-	800	2135	951	84.1%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	33	-	98	1697	116	84.3%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	33	-	378	1709	632	59.8%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	33	-	786	2002	892	88.1%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	33	-	765	1993	870	87.9%
5/1	Ahead	U	N/A	N/A	B		1	74	-	713	1800	1467	48.6%
5/2	Ahead	U	N/A	N/A	B		1	74	-	707	1800	1467	48.2%
6/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	74	-	959	1800	1467	65.4%
7/2	Ahead	U	N/A	N/A	D		1	74	-	32	1800	1467	2.2%
8/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	46	-	0	-	0	0.0%

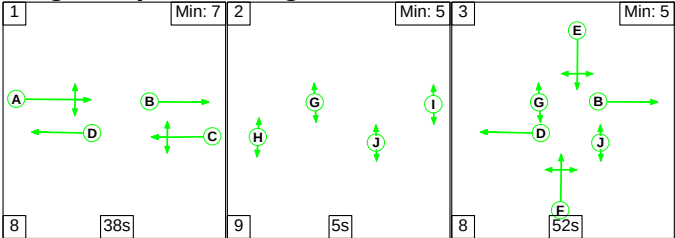
Full Input Data And Results

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	-	-	382	0	66	22.2	16.9	1.3	40.4	-	-	-	-
Unnamed Junction	-	-	382	0	66	22.2	16.9	1.3	40.4	-	-	-	-
1/1	430	430	206	0	0	3.2	2.6	0.4	6.2	52.3	10.3	2.6	12.9
2/1	800	800	-	-	-	5.0	2.6	-	7.6	34.1	18.0	2.6	20.6
2/2	98	98	0	0	66	0.6	2.2	0.7	3.4	126.0	1.7	2.2	3.9
3/1	378	378	118	0	0	2.5	0.7	0.0	3.2	30.6	7.8	0.7	8.5
4/1	786	786	-	-	-	5.1	3.5	-	8.6	39.2	18.1	3.5	21.6
4/2	765	765	58	0	0	4.9	3.4	0.3	8.6	40.4	17.4	3.4	20.8
5/1	713	713	-	-	-	0.2	0.5	-	0.7	3.5	1.4	0.5	1.9
5/2	707	707	-	-	-	0.3	0.5	-	0.8	4.0	13.1	0.5	13.6
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	959	959	-	-	-	0.4	0.9	-	1.3	4.9	14.2	0.9	15.2
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 40.39 Cycle Time (s): 92 PRC Over All Lanes (%): 2.2 Total Delay Over All Lanes(pcuHr): 40.39													

Full Input Data And Results

Scenario 8: '2024 DS(A) PM' (FG8: '2024 DS(A) PM', Plan 1: 'AM&PM')

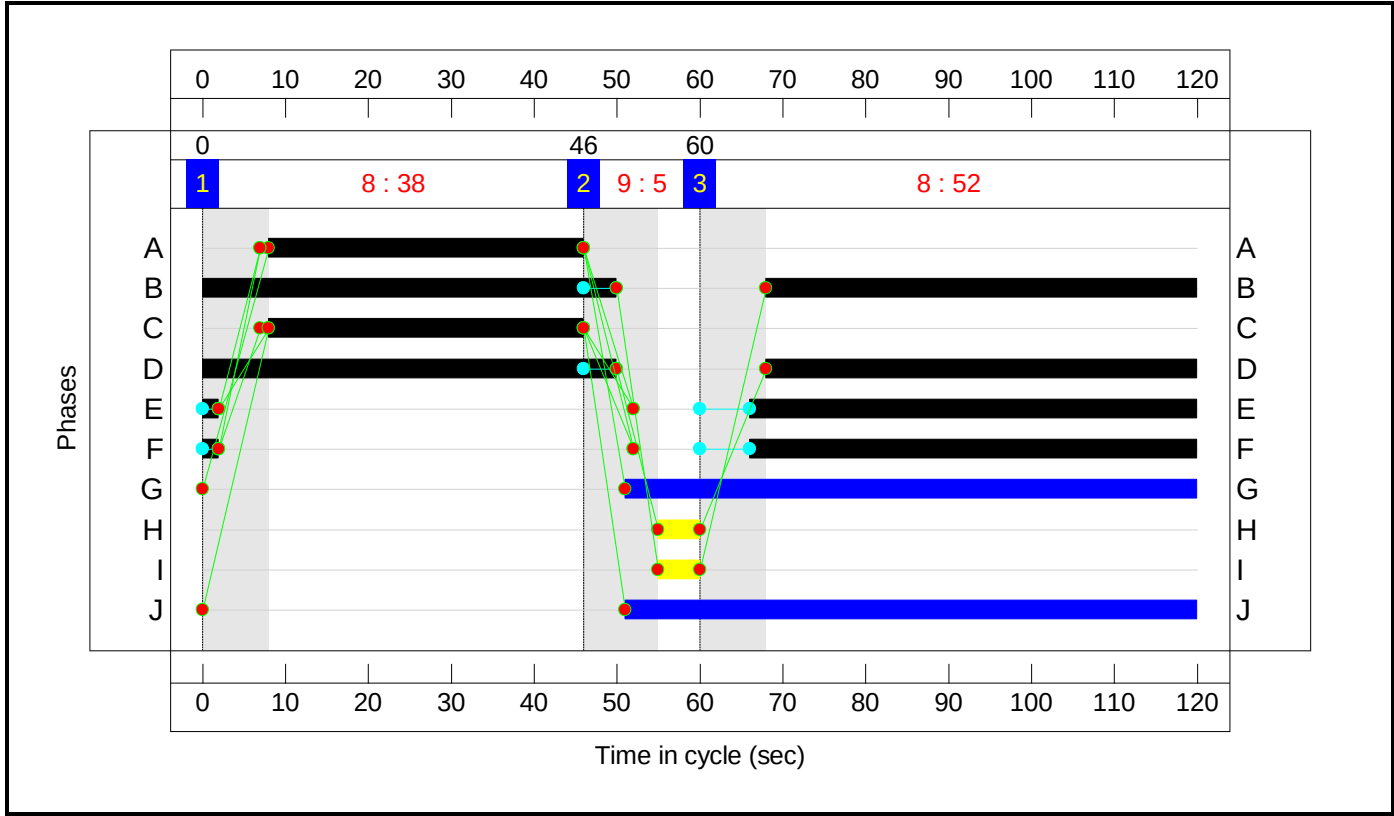
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	5	52
Change Point	0	46	60

Signal Timings Diagram

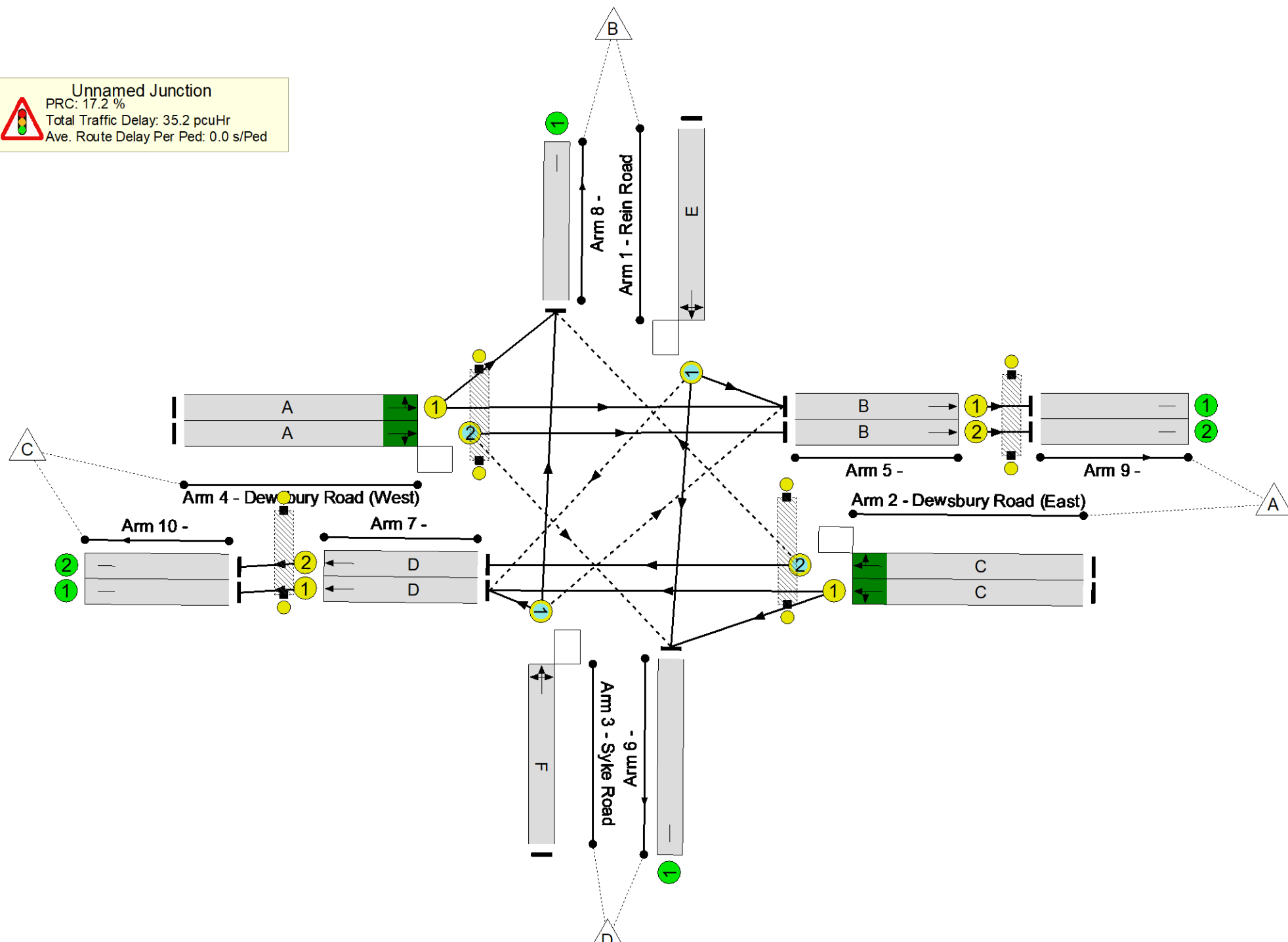


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: 17.2 %
 Total Traffic Delay: 35.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	76.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	56	-	476	1699	620	76.8%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	38	-	673	2135	890	75.7%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	38	-	488	1697	657	74.2%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	56	-	401	1709	812	49.4%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	38	-	579	2002	834	69.4%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	38	-	511	1993	777	65.8%
5/1	Ahead	U	N/A	N/A	B		1	102	-	488	1800	1545	31.6%
5/2	Ahead	U	N/A	N/A	B		1	102	-	470	1800	1545	30.4%
6/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	102	-	1002	1800	1545	64.9%
7/2	Ahead	U	N/A	N/A	D		1	102	-	430	1800	1545	27.8%
8/1		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

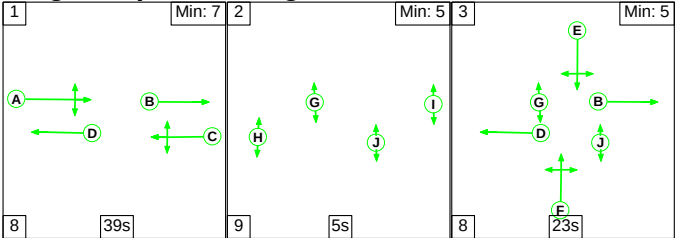
Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	69	-	0	-	0	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	-	-	358	0	0	25.6	8.7	1.0	35.2	-	-	-	-
Unnamed Junction	-	-	358	0	0	25.6	8.7	1.0	35.2	-	-	-	-
1/1	476	476	206	0	0	3.9	1.6	0.3	5.9	44.5	13.9	1.6	15.5
2/1	673	673	-	-	-	5.6	1.5	-	7.1	38.0	19.1	1.5	20.6
2/2	488	488	58	0	0	4.1	1.4	0.4	5.9	43.4	13.7	1.4	15.1
3/1	401	401	53	0	0	2.4	0.5	0.0	2.9	26.0	9.1	0.5	9.6
4/1	579	579	-	-	-	4.6	1.1	-	5.7	35.7	15.8	1.1	16.9
4/2	511	511	41	0	0	4.1	1.0	0.3	5.4	37.8	13.6	1.0	14.6
5/1	488	488	-	-	-	0.1	0.2	-	0.4	2.6	1.2	0.2	1.4
5/2	470	470	-	-	-	0.2	0.2	-	0.4	2.9	9.1	0.2	9.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1002	1002	-	-	-	0.4	0.9	-	1.3	4.6	16.3	0.9	17.2
7/2	430	430	-	-	-	0.1	0.2	-	0.3	2.7	1.2	0.2	1.4
8/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		17.2	Total Delay for Signalled Lanes (pcuHr):			35.23	Cycle Time (s): 120			
			PRC Over All Lanes (%):		17.2	Total Delay Over All Lanes(pcuHr):			35.23				

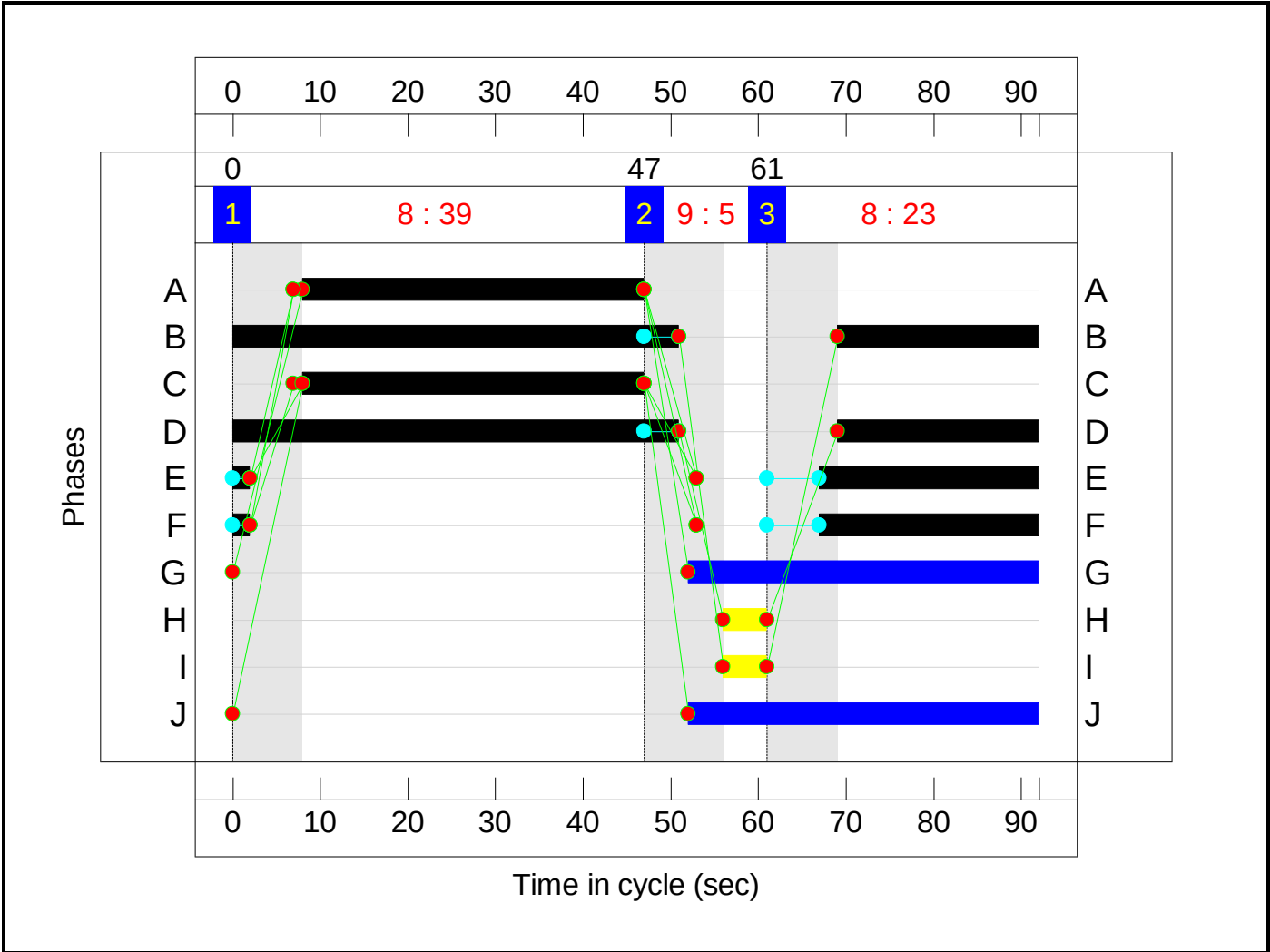
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	5	23
Change Point	0	47	61

Signal Timings Diagram

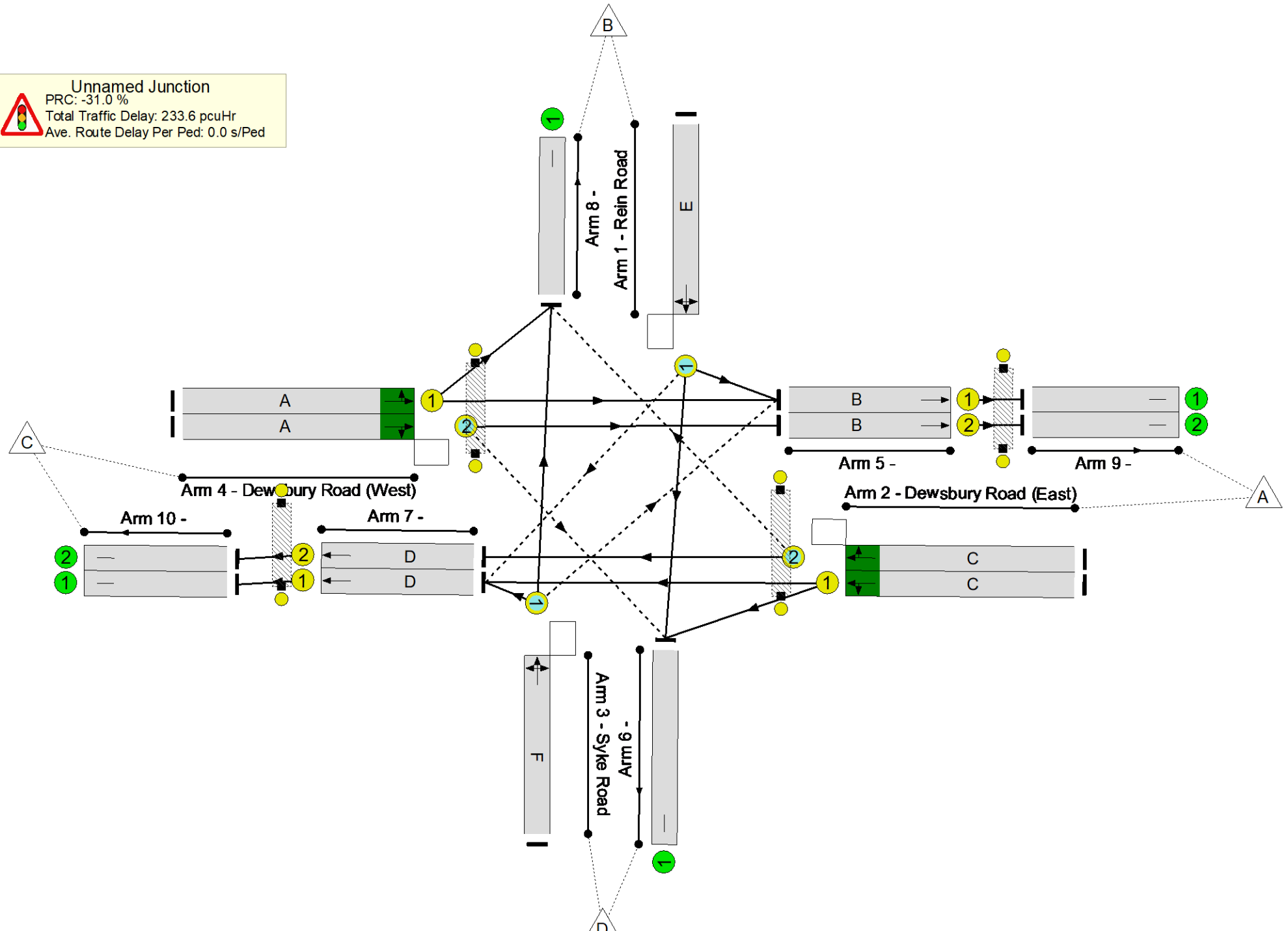


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: -31.0 %
 Total Traffic Delay: 233.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	117.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	117.9%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	27	-	429	1699	370	115.9%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	39	-	1286	2135	1091	117.9%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	39	-	98	1697	116	84.3%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	27	-	378	1709	520	72.7%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	39	-	1046	2002	1023	102.3%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	39	-	1040	1993	1018	102.1%
5/1	Ahead	U	N/A	N/A	B		1	74	-	975	1800	1467	64.5%
5/2	Ahead	U	N/A	N/A	B		1	74	-	982	1800	1467	65.5%
6/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	74	-	1444	1800	1467	84.1%
7/2	Ahead	U	N/A	N/A	D		1	74	-	32	1800	1467	2.2%
8/1		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1444	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	40	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	40	-	0	-	0	0.0%

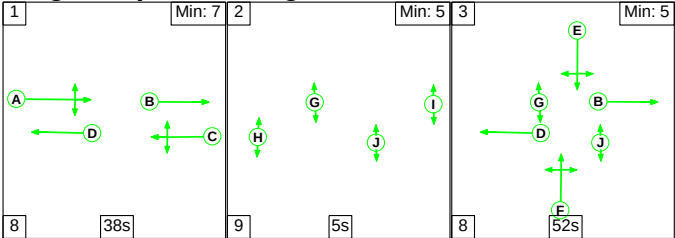
Full Input Data And Results

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	-	-	273	0	145	45.1	186.9	1.5	233.6	-	-	-	-
Unnamed Junction	-	-	273	0	145	45.1	186.9	1.5	233.6	-	-	-	-
1/1	429	370	155	0	22	6.9	32.7	0.4	40.0	335.7	13.4	32.7	46.1
2/1	1286	1091	-	-	-	16.2	100.8	-	117.1	327.7	37.9	100.8	138.7
2/2	98	98	0	0	66	0.5	2.2	0.7	3.4	124.7	1.6	2.2	3.8
3/1	378	378	118	0	0	3.0	1.3	0.0	4.3	41.1	8.6	1.3	9.9
4/1	1046	1023	-	-	-	7.5	23.0	-	30.5	105.0	27.3	23.0	50.3
4/2	1040	1018	0	0	57	7.4	22.5	0.4	30.3	104.9	27.1	22.5	49.6
5/1	947	947	-	-	-	0.6	0.9	-	1.5	5.8	4.2	0.9	5.1
5/2	961	961	-	-	-	1.2	0.9	-	2.1	7.9	18.2	0.9	19.2
6/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1234	1234	-	-	-	1.8	2.6	-	4.4	12.8	20.3	2.6	22.9
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1234	1234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -31.0 Total Delay for Signalled Lanes (pcuHr): 233.63 Cycle Time (s): 92 PRC Over All Lanes (%): -31.0 Total Delay Over All Lanes(pcuHr): 233.63													

Full Input Data And Results

Scenario 10: '2024 DS(A+B) PM' (FG10: '2024 DS(A+B) PM', Plan 1: 'AM&PM')

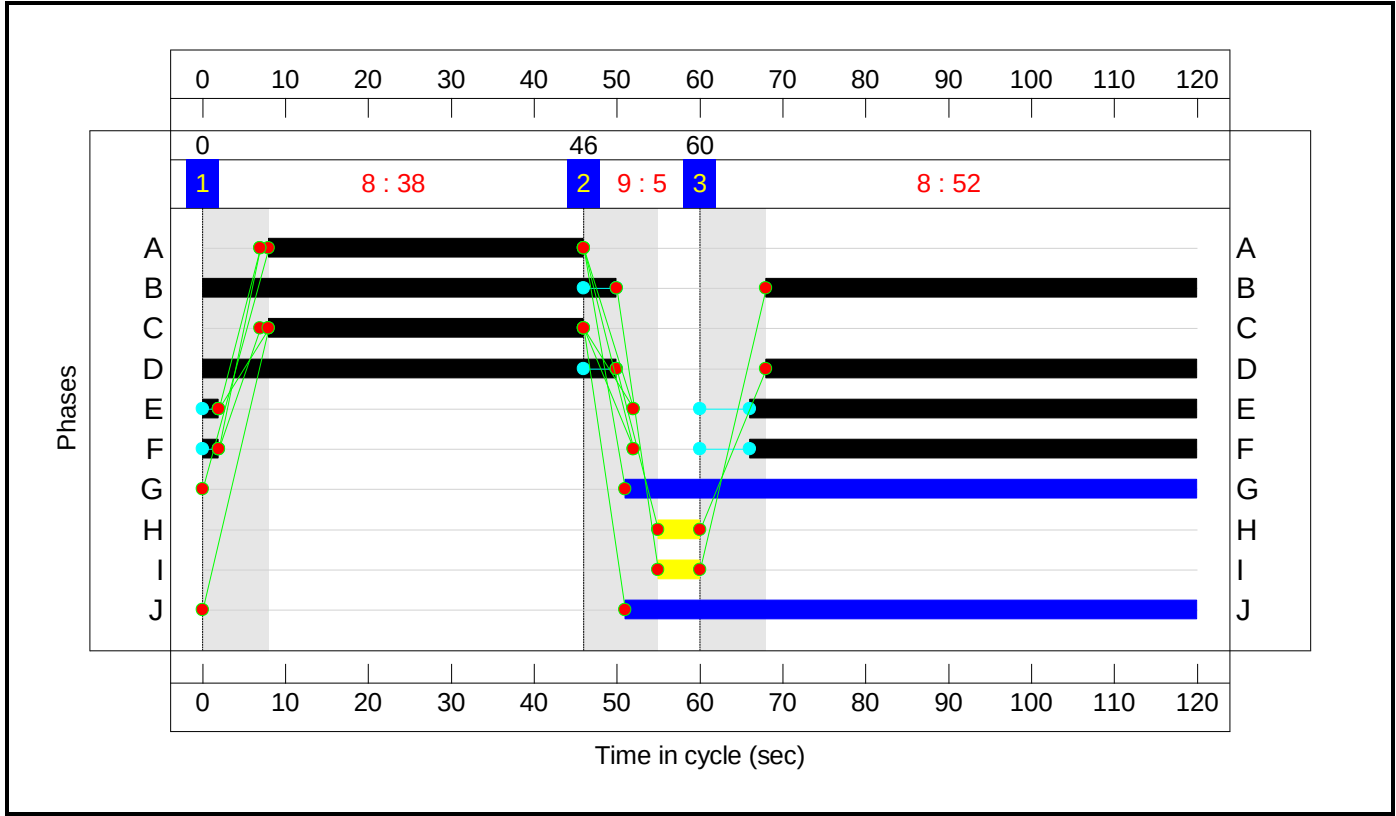
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	5	52
Change Point	0	46	60

Signal Timings Diagram

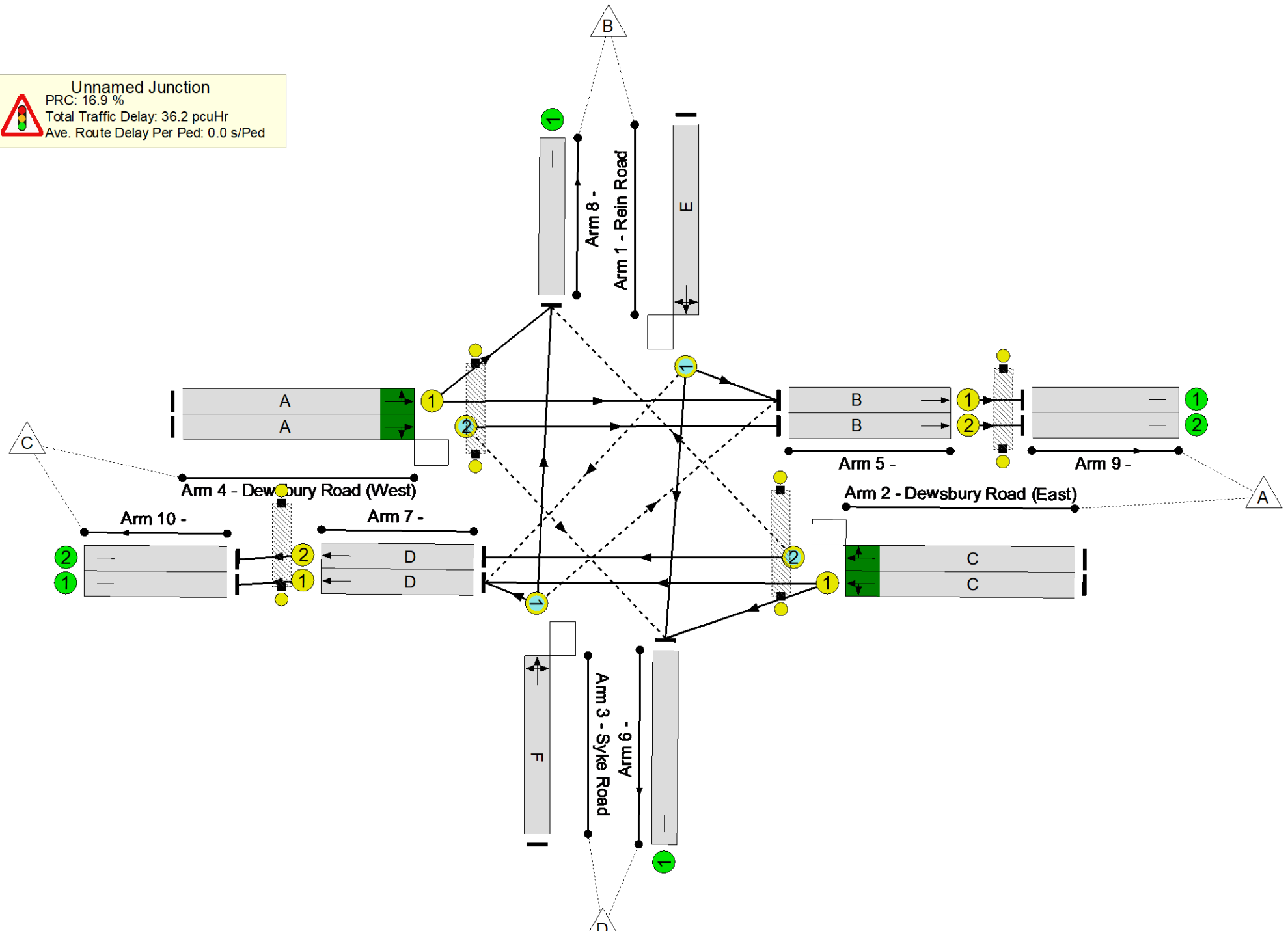


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: 16.9 %
 Total Traffic Delay: 36.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	77.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	56	-	477	1699	620	77.0%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	38	-	677	2135	890	76.1%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	38	-	489	1697	654	74.8%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	56	-	401	1709	812	49.4%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	38	-	598	2002	834	71.7%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	38	-	532	1993	779	68.3%
5/1	Ahead	U	N/A	N/A	B		1	102	-	505	1800	1545	32.7%
5/2	Ahead	U	N/A	N/A	B		1	102	-	491	1800	1545	31.8%
6/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	102	-	1007	1800	1545	65.2%
7/2	Ahead	U	N/A	N/A	D		1	102	-	431	1800	1545	27.9%
8/1		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	69	-	0	-	0	0.0%

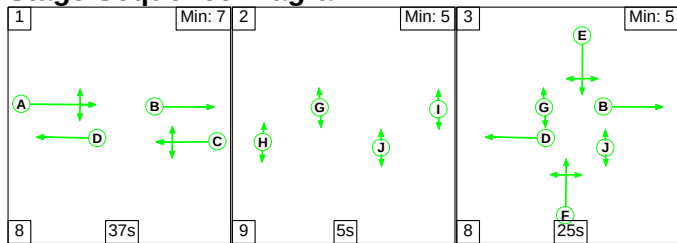
Full Input Data And Results

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	-	-	351	0	8	26.1	9.1	1.0	36.2	-	-	-	-
Unnamed Junction	-	-	351	0	8	26.1	9.1	1.0	36.2	-	-	-	-
1/1	477	477	207	0	0	4.0	1.6	0.3	5.9	44.6	13.9	1.6	15.5
2/1	677	677	-	-	-	5.6	1.6	-	7.2	38.2	19.2	1.6	20.8
2/2	489	489	51	0	7	4.1	1.5	0.4	6.0	44.0	13.7	1.5	15.2
3/1	401	401	53	0	0	2.4	0.5	0.0	2.9	26.0	9.1	0.5	9.6
4/1	598	598	-	-	-	4.8	1.3	-	6.1	36.7	16.4	1.3	17.7
4/2	532	532	41	0	0	4.4	1.1	0.3	5.7	38.7	14.5	1.1	15.5
5/1	505	505	-	-	-	0.1	0.2	-	0.4	2.6	1.3	0.2	1.5
5/2	491	491	-	-	-	0.2	0.2	-	0.4	3.0	10.1	0.2	10.3
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1007	1007	-	-	-	0.4	0.9	-	1.3	4.7	16.6	0.9	17.5
7/2	431	431	-	-	-	0.1	0.2	-	0.3	2.7	1.2	0.2	1.4
8/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		16.9	Total Delay for Signalled Lanes (pcuHr):			36.18	Cycle Time (s): 120			
			PRC Over All Lanes (%):		16.9	Total Delay Over All Lanes(pcuHr):			36.18				

Full Input Data And Results

Scenario 11: '2030 DS(A) AM' (FG11: '2030 DS(A) AM', Plan 1: 'AM&PM')

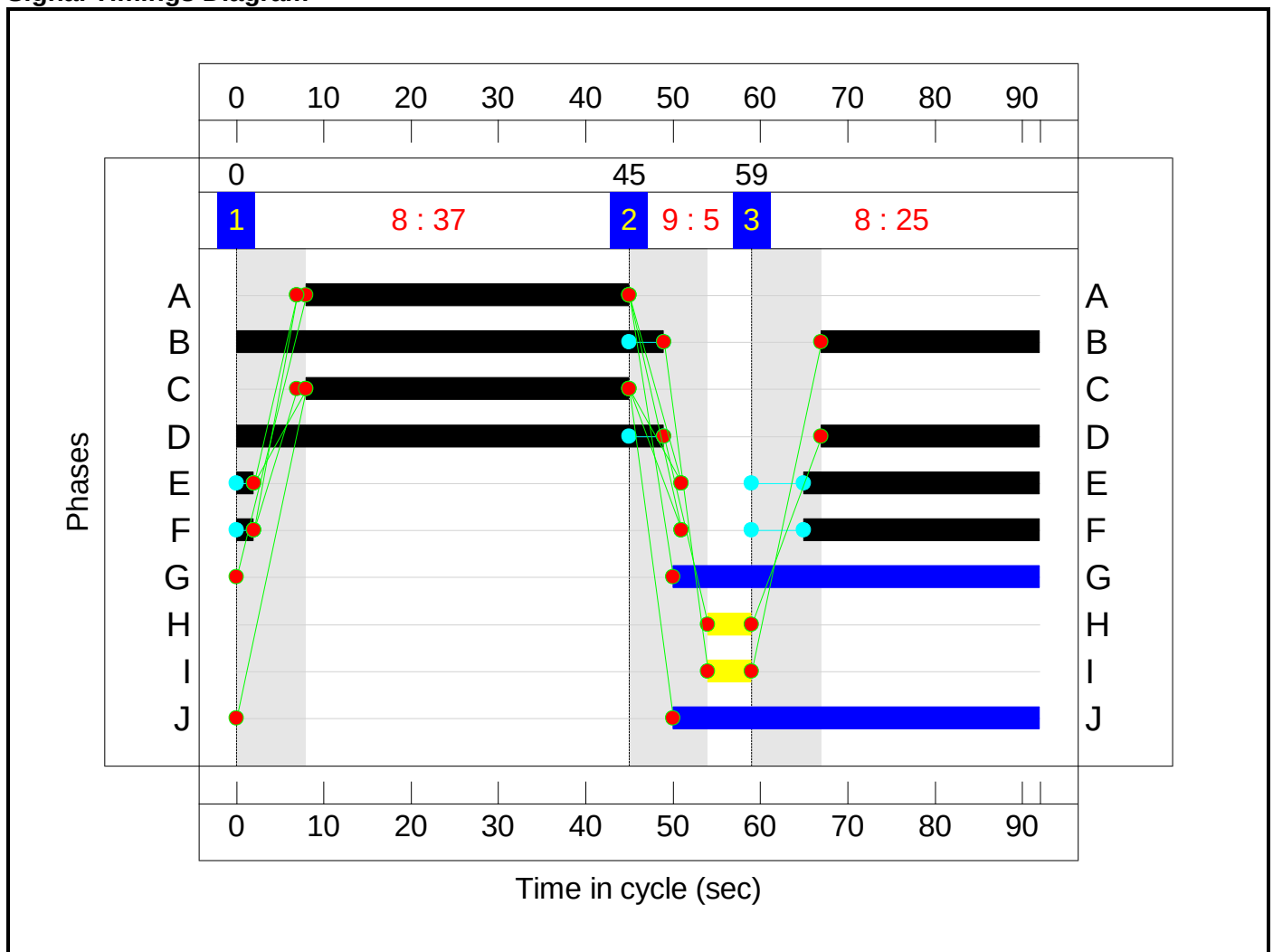
Stage Sequence Diagram



Stage Timings

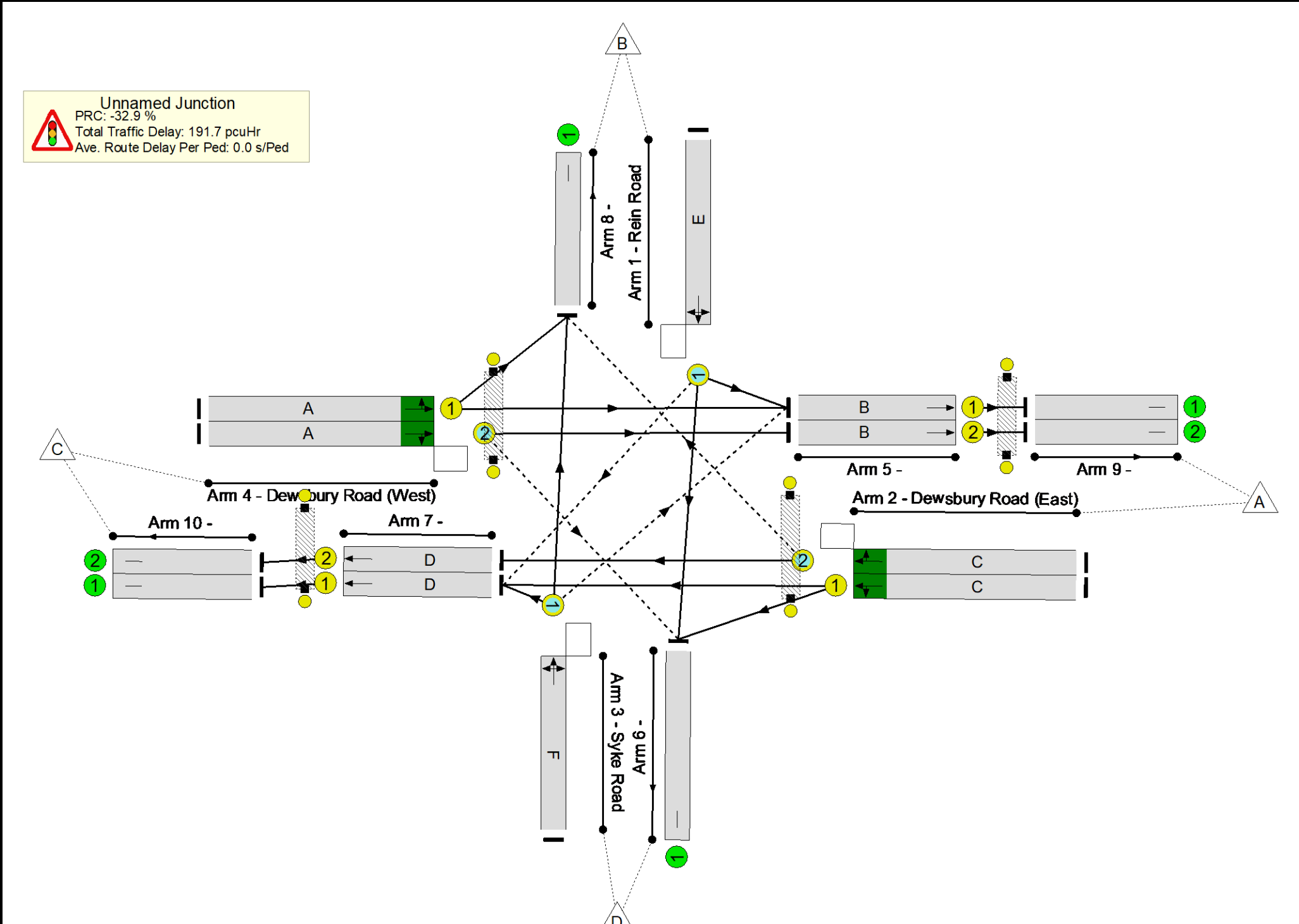
Stage	1	2	3
Duration	37	5	25
Change Point	0	45	59

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	119.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	119.6%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	29	-	467	1699	390	119.6%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	37	-	922	2135	1044	88.3%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	37	-	106	1697	112	94.6%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	29	-	374	1709	557	67.1%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	37	-	1101	2002	979	112.4%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	37	-	589	1993	525	112.3%
5/1	Ahead	U	N/A	N/A	B		1	74	-	1008	1800	1467	61.7%
5/2	Ahead	U	N/A	N/A	B		1	74	-	480	1800	1467	29.1%
6/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	74	-	1116	1800	1467	73.1%
7/2	Ahead	U	N/A	N/A	D		1	74	-	32	1800	1467	2.2%
8/1		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	42	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	42	-	0	-	0	0.0%

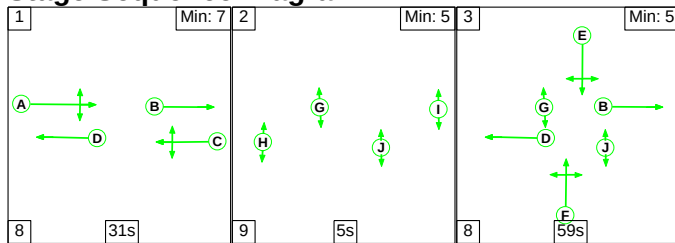
Full Input Data And Results

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	-	-	355	0	155	36.5	153.2	2.0	191.7	-	-	-	-
Unnamed Junction	-	-	355	0	155	36.5	153.2	2.0	191.7	-	-	-	-
1/1	467	390	192	0	27	8.2	41.1	0.4	49.7	383.3	15.2	41.1	56.3
2/1	922	922	-	-	-	5.4	3.6	-	9.0	35.0	21.0	3.6	24.6
2/2	106	106	0	0	74	0.6	3.8	0.8	5.2	177.0	1.8	3.8	5.6
3/1	374	374	120	0	0	2.8	1.0	0.0	3.8	36.5	8.2	1.0	9.2
4/1	1101	979	-	-	-	12.3	65.1	-	77.4	253.2	31.2	65.1	96.4
4/2	589	525	42	0	55	5.6	36.2	0.8	42.6	260.6	16.7	36.2	52.9
5/1	906	906	-	-	-	0.6	0.8	-	1.4	5.7	4.2	0.8	5.0
5/2	428	428	-	-	-	0.3	0.2	-	0.5	4.3	2.1	0.2	2.3
6/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1073	1073	-	-	-	0.6	1.4	-	2.0	6.7	17.6	1.4	18.9
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -32.9 Total Delay for Signalled Lanes (pcuHr): 191.69 Cycle Time (s): 92 PRC Over All Lanes (%): -32.9 Total Delay Over All Lanes(pcuHr): 191.69													

Full Input Data And Results

Scenario 12: '2030 DS(A) PM' (FG12: '2030 DS(A) PM', Plan 1: 'AM&PM')

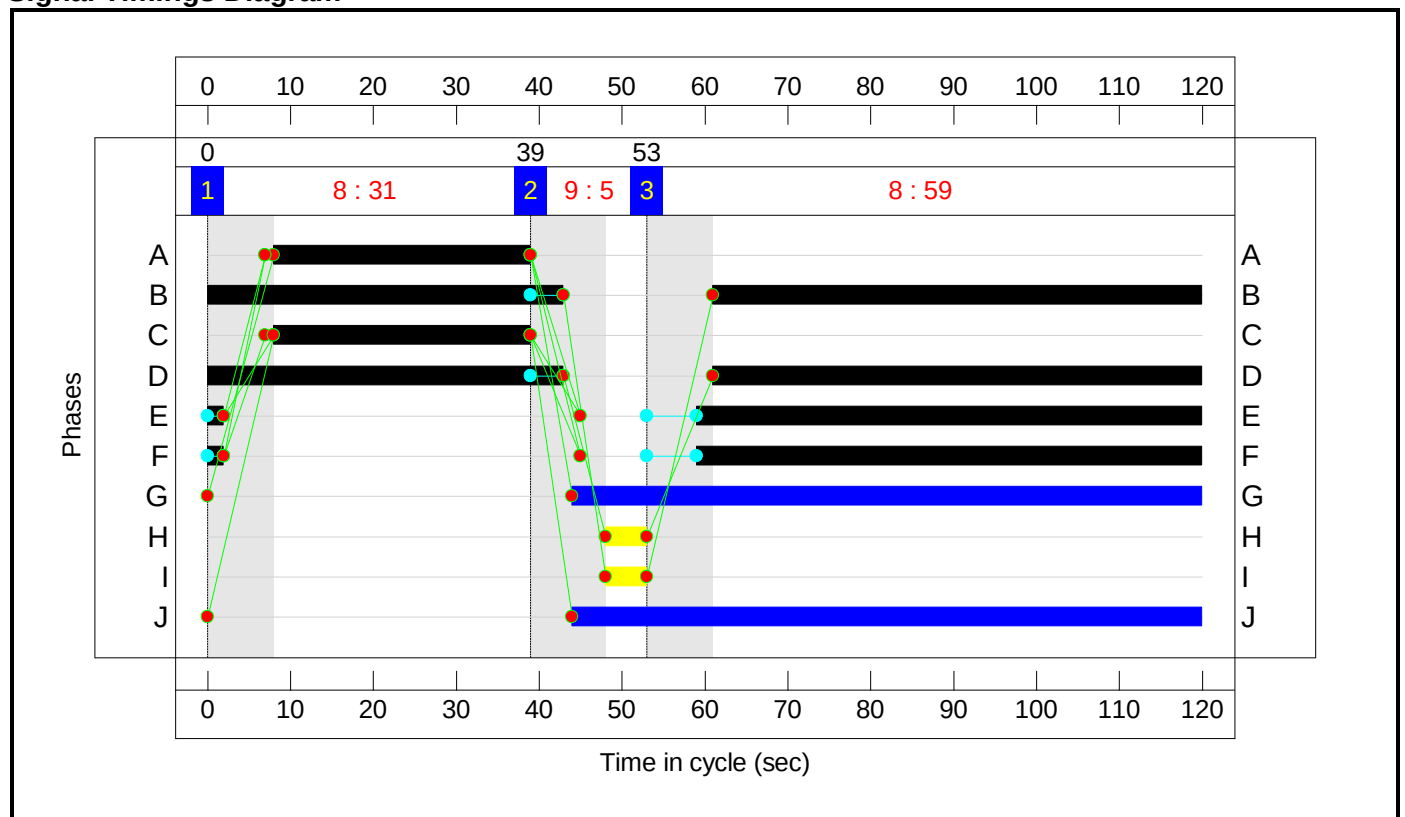
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	5	59
Change Point	0	39	53

Signal Timings Diagram

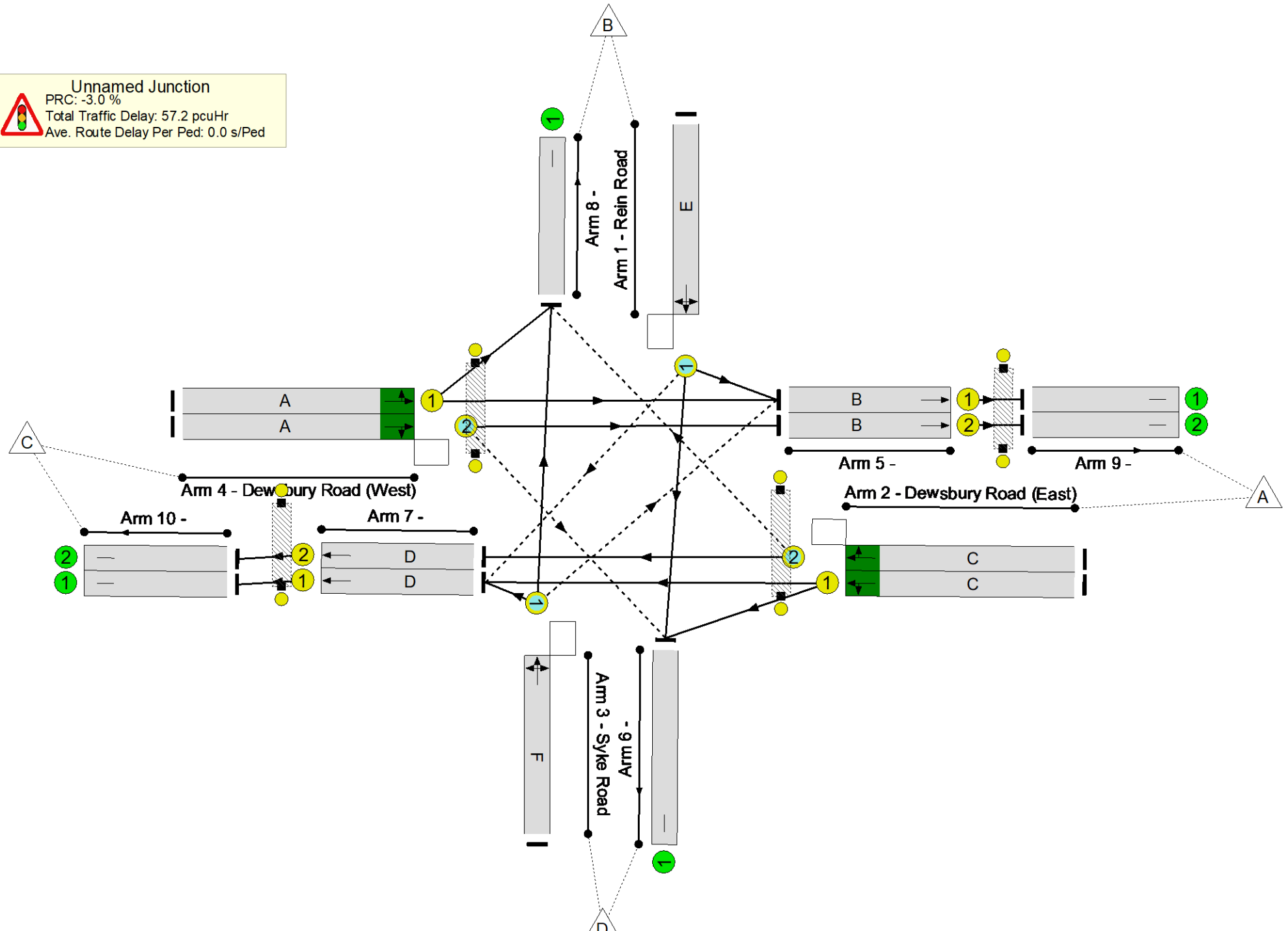


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: -3.0 %
 Total Traffic Delay: 57.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	92.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	63	-	547	1699	610	89.7%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	31	-	695	2135	765	90.8%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	31	-	455	1697	491	92.7%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	63	-	575	1709	911	63.1%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	31	-	612	2002	717	85.3%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	31	-	551	1993	662	83.2%
5/1	Ahead	U	N/A	N/A	B		1	102	-	571	1800	1545	37.0%
5/2	Ahead	U	N/A	N/A	B		1	102	-	504	1800	1545	32.6%
6/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	102	-	1284	1800	1545	83.1%
7/2	Ahead	U	N/A	N/A	D		1	102	-	395	1800	1545	25.6%
8/1		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1284	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	76	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	76	-	0	-	0	0.0%

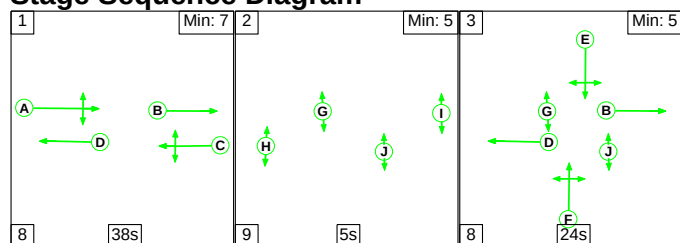
Full Input Data And Results

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	-	-	300	0	62	33.6	22.4	1.3	57.2	-	-	-	-
Unnamed Junction	-	-	300	0	62	33.6	22.4	1.3	57.2	-	-	-	-
1/1	547	547	209	0	0	4.6	3.9	0.5	9.0	59.2	17.2	3.9	21.0
2/1	695	695	-	-	-	7.1	4.4	-	11.5	59.5	22.0	4.4	26.4
2/2	455	455	26	0	34	4.5	5.0	0.4	9.9	78.4	13.7	5.0	18.6
3/1	575	575	46	0	0	3.1	0.9	0.0	4.0	25.0	13.4	0.9	14.3
4/1	612	612	-	-	-	6.0	2.8	-	8.8	51.8	18.7	2.8	21.5
4/2	551	551	19	0	28	5.5	2.4	0.3	8.2	53.7	16.7	2.4	19.1
5/1	571	571	-	-	-	0.2	0.3	-	0.5	3.4	2.2	0.3	2.5
5/2	504	504	-	-	-	0.2	0.2	-	0.4	3.2	11.5	0.2	11.8
6/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1284	1284	-	-	-	2.1	2.4	-	4.5	12.7	17.0	2.4	19.5
7/2	395	395	-	-	-	0.1	0.2	-	0.3	2.8	1.2	0.2	1.4
8/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1284	1284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -3.0 Total Delay for Signalled Lanes (pcuHr): 57.22 Cycle Time (s): 120 PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 57.22													

Full Input Data And Results

Scenario 13: '2030 DS(A+B) AM' (FG13: '2030 DS(A+B) AM', Plan 1: 'AM&PM')

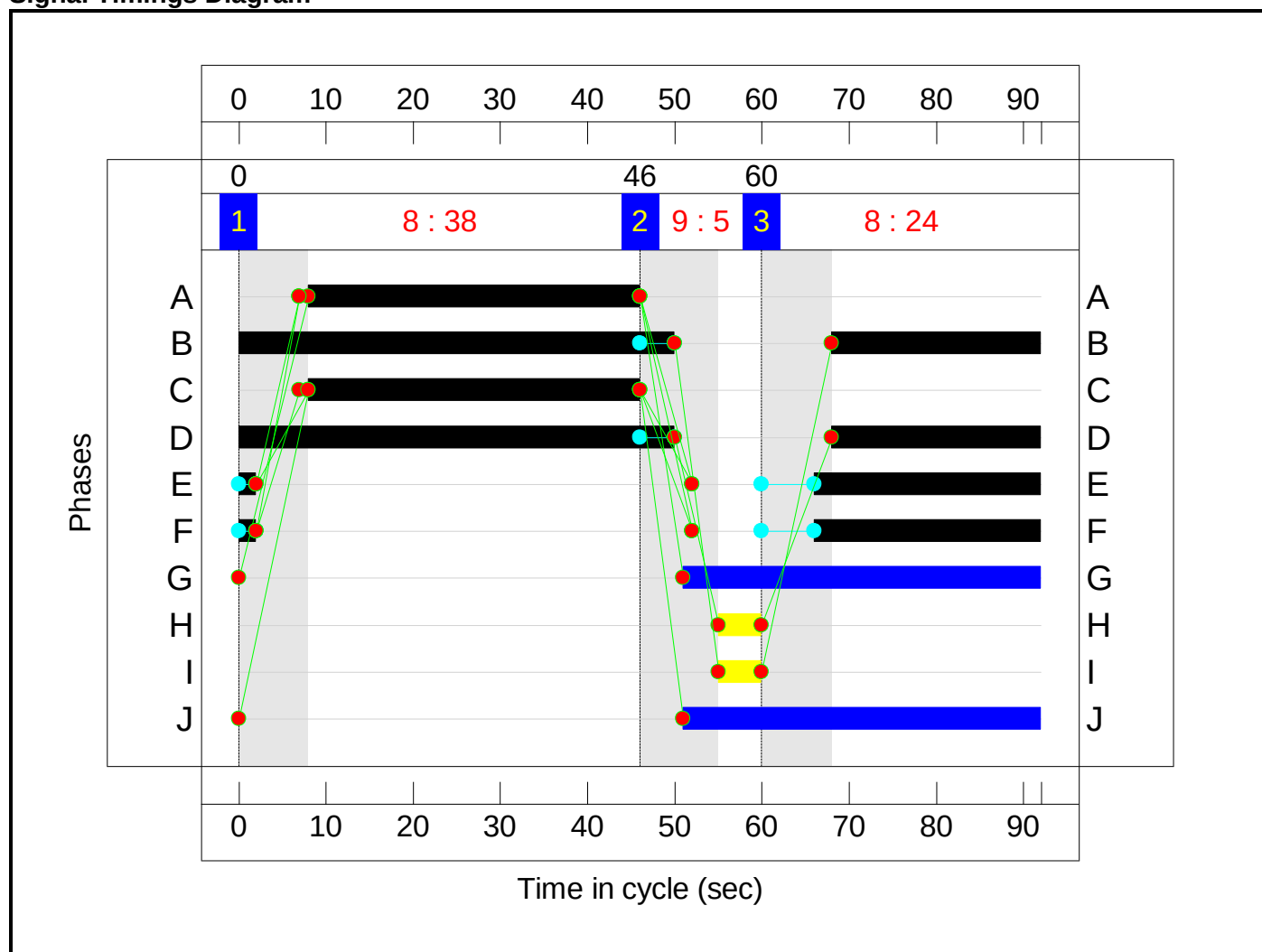
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	5	24
Change Point	0	46	60

Signal Timings Diagram

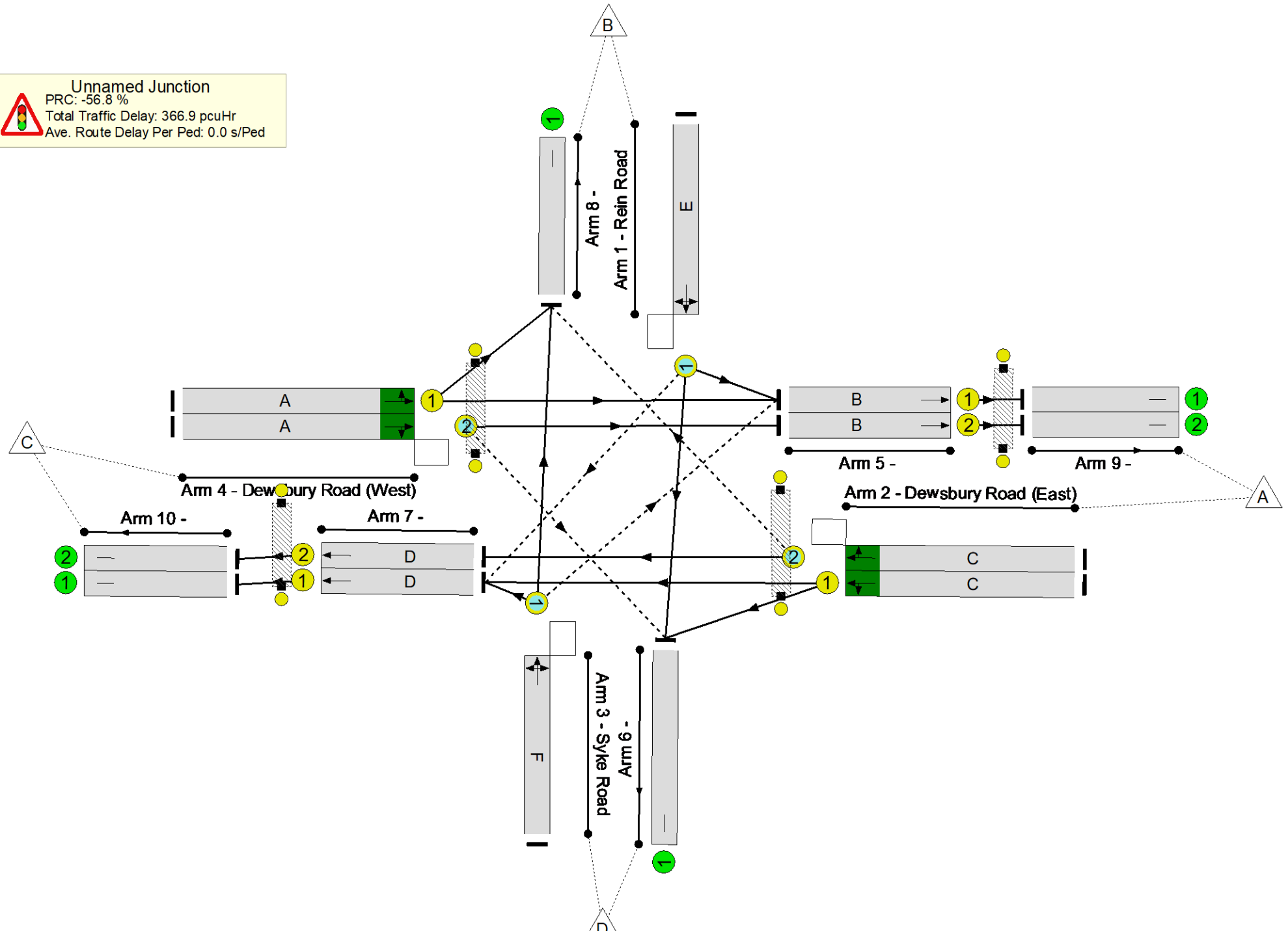


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: -56.8 %
 Total Traffic Delay: 366.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	141.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	141.2%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	28	-	484	1699	363	133.2%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	38	-	1074	2135	1068	100.6%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	38	-	106	1697	112	94.6%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	28	-	373	1709	539	69.2%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	38	-	1413	2002	1001	141.2%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	38	-	110	1993	79	139.3%
5/1	Ahead	U	N/A	N/A	B		1	74	-	1269	1800	1467	63.9%
5/2	Ahead	U	N/A	N/A	B		1	74	-	1	1800	1467	0.0%
6/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	74	-	1284	1800	1467	82.4%
7/2	Ahead	U	N/A	N/A	D		1	74	-	32	1800	1467	2.2%
8/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	1269	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1284	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	41	-	0	-	0	0.0%

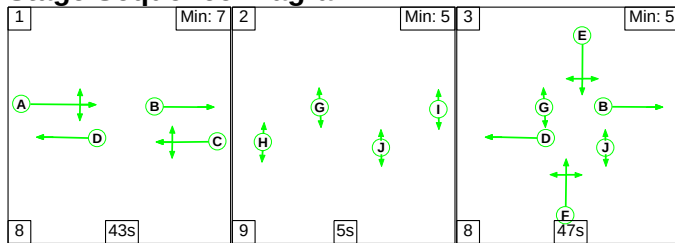
Full Input Data And Results

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	-	-	298	0	184	51.3	313.3	2.3	366.9	-	-	-	-
Unnamed Junction	-	-	298	0	184	51.3	313.3	2.3	366.9	-	-	-	-
1/1	484	363	178	0	32	10.7	62.2	0.4	73.4	545.8	17.9	62.2	80.1
2/1	1074	1068	-	-	-	7.1	18.1	-	25.2	84.6	27.6	18.1	45.7
2/2	106	106	0	0	74	0.5	3.8	0.8	5.2	176.8	1.7	3.8	5.6
3/1	373	373	120	0	0	2.9	1.1	0.0	4.0	38.3	8.3	1.1	9.4
4/1	1413	1001	-	-	-	26.4	207.7	-	234.1	596.3	46.6	207.7	254.3
4/2	110	79	0	0	78	1.5	17.1	1.0	19.7	643.9	3.6	17.1	20.7
5/1	937	937	-	-	-	0.6	0.9	-	1.5	5.8	4.5	0.9	5.4
5/2	1	1	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
6/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1209	1209	-	-	-	1.5	2.3	-	3.8	11.3	19.3	2.3	21.6
7/2	32	32	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
8/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1209	1209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -56.8 Total Delay for Signalled Lanes (pcuHr): 366.86 Cycle Time (s): 92 PRC Over All Lanes (%): -56.8 Total Delay Over All Lanes(pcuHr): 366.86													

Full Input Data And Results

Scenario 14: '2030 DS(A+B) PM' (FG14: '2030 DS(A+B) PM', Plan 1: 'AM&PM')

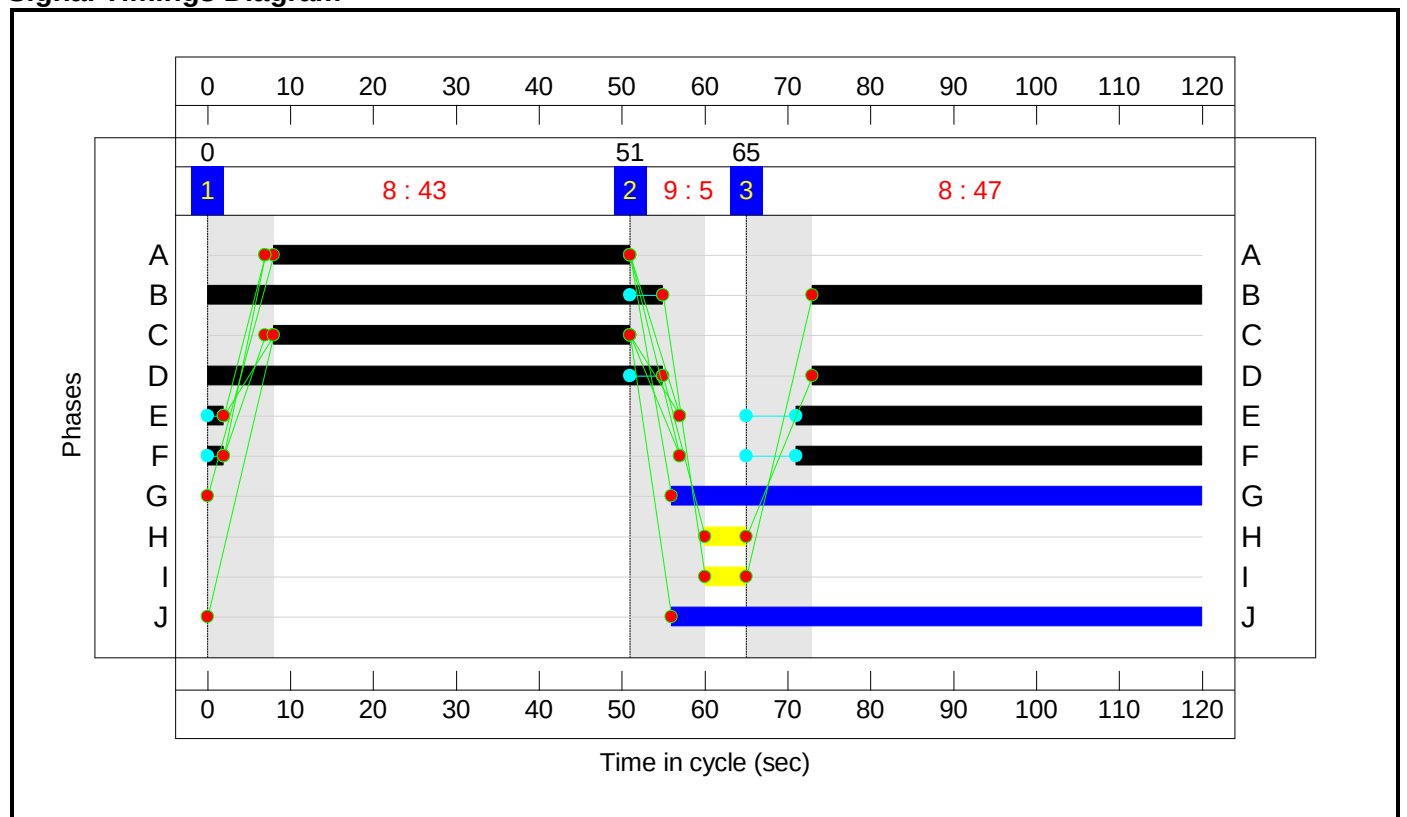
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	43	5	47
Change Point	0	51	65

Signal Timings Diagram

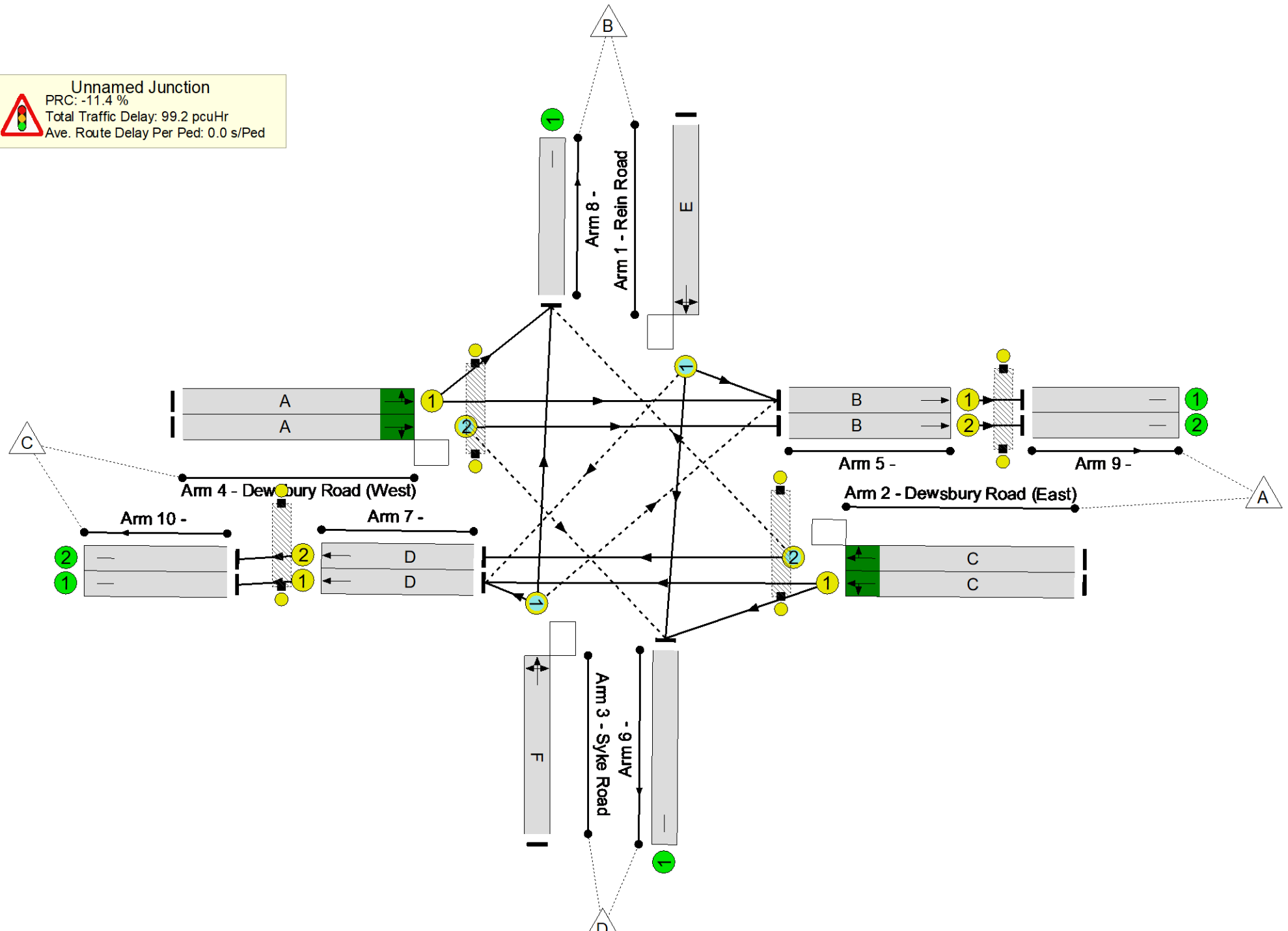


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
 PRC: -11.4 %
 Total Traffic Delay: 99.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	100.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
1/1	Rein Road Left Ahead Right	O	N/A	N/A	E		1	51	-	426	1699	426	100.0%
2/1	Dewsbury Road (East) Left Ahead	U	N/A	N/A	C		1	43	-	905	2135	979	92.5%
2/2	Dewsbury Road (East) Ahead Right	O	N/A	N/A	C		1	43	-	718	1697	716	100.3%
3/1	Syke Road Right Left Ahead	O	N/A	N/A	F		1	51	-	413	1709	741	55.8%
4/1	Dewsbury Road (West) Ahead Left	U	N/A	N/A	A		1	43	-	816	2002	918	88.9%
4/2	Dewsbury Road (West) Ahead Right	O	N/A	N/A	A		1	43	-	765	1993	875	87.4%
5/1	Ahead	U	N/A	N/A	B		1	102	-	737	1800	1545	47.7%
5/2	Ahead	U	N/A	N/A	B		1	102	-	718	1800	1545	46.5%
6/1		U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	D		1	102	-	1545	1800	1545	100.0%
7/2	Ahead	U	N/A	N/A	D		1	102	-	658	1800	1545	42.5%
8/1		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	1545	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	64	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	64	-	0	-	0	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	-	-	510	0	130	39.4	58.2	1.6	99.2	-	-	-	-
Unnamed Junction	-	-	510	0	130	39.4	58.2	1.6	99.2	-	-	-	-
1/1	426	426	340	0	40	4.4	10.3	0.7	15.4	129.8	14.1	10.3	24.4
2/1	905	905	-	-	-	7.7	5.4	-	13.1	51.9	28.2	5.4	33.5
2/2	718	716	9	0	51	6.6	13.9	0.5	21.1	105.6	24.0	13.9	38.0
3/1	413	413	153	0	0	2.9	0.6	0.0	3.5	30.9	10.2	0.6	10.8
4/1	816	816	-	-	-	6.7	3.7	-	10.5	46.2	24.7	3.7	28.4
4/2	765	765	8	0	39	6.5	3.3	0.4	10.2	47.8	23.0	3.3	26.2
5/1	737	737	-	-	-	0.3	0.5	-	0.7	3.5	2.4	0.5	2.8
5/2	718	718	-	-	-	0.4	0.4	-	0.9	4.3	19.3	0.4	19.7
6/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1545	1545	-	-	-	3.5	19.7	-	23.2	54.0	29.1	19.7	48.8
7/2	656	656	-	-	-	0.5	0.4	-	0.8	4.5	3.5	0.4	3.9
8/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1545	1545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -11.4 Total Delay for Signalled Lanes (pcuHr): 99.24 Cycle Time (s): 120 PRC Over All Lanes (%): -11.4 Total Delay Over All Lanes(pcuHr): 99.24													