

Appendix H – Junction 1: M1 J40

Full Input Data And Results

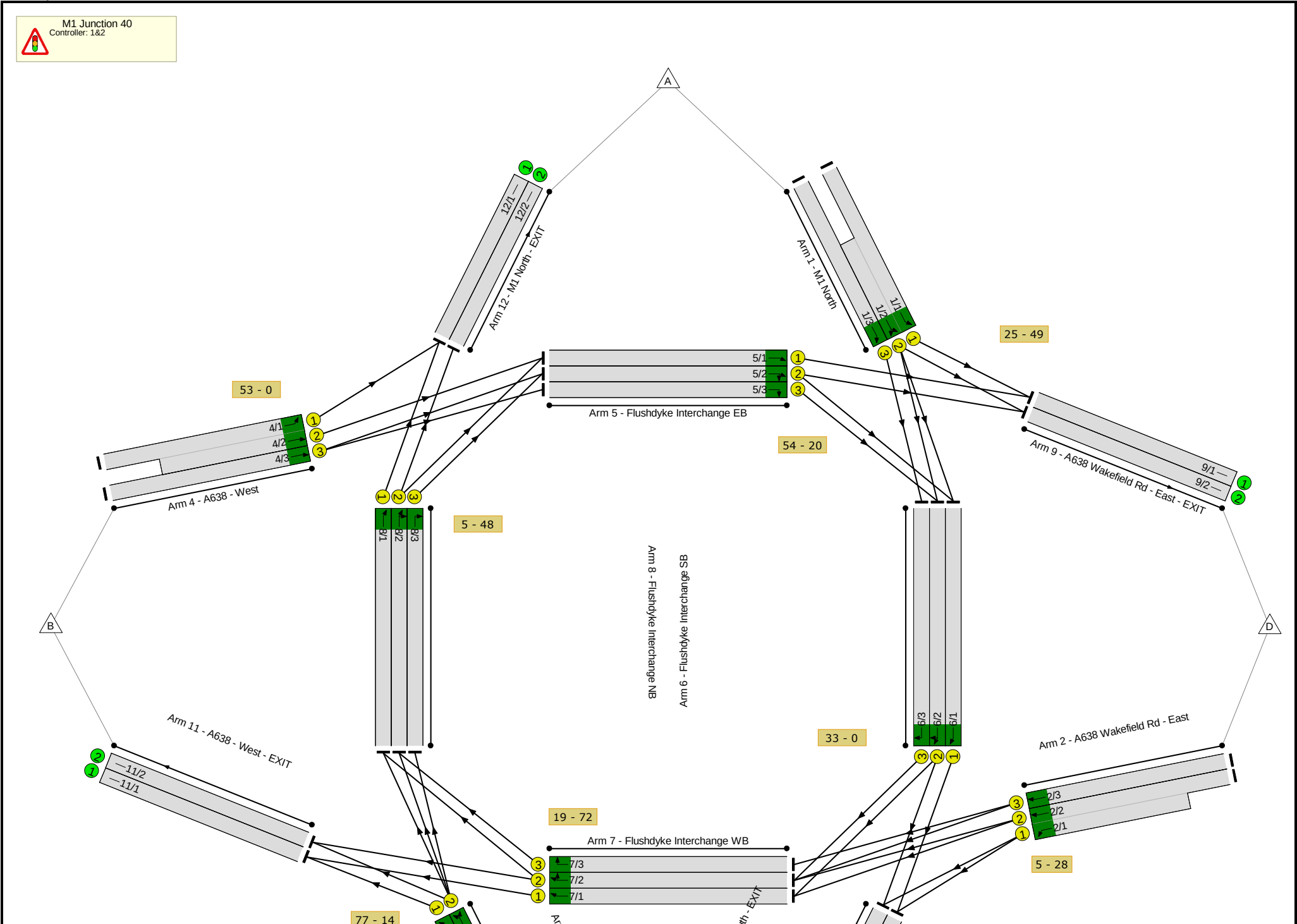
User and Project Details

Project:	Land at Chidswell
Title:	M1 Junction 40
Location:	M1 Junction 40
Additional detail:	
File name:	Junc 1 M1 Junction 40 - 2019_RevA - Nov 2019.lsg3x
Company:	Pell Frischmann
Address:	London
Linsig Version:	3, 2, 40, 0

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base 2019 AM	2019 Base AM	Plan 1	07:30 - 08:30	90	-11.8	109.68
2	Base 2019 PM	2019 Base PM	Plan 1	16:30 - 17:30	80	1.1	68.83
3	2024 DN AM	2024 DN AM	Plan 1	07:30 - 08:30	90	-23.3	261.95
4	2024 DN PM	2024 DN PM	Plan 1	16:30 - 17:30	80	-14.1	139.64
5	2030 DN AM	2030 DN AM	Plan 1	07:30 - 08:30	90	-28.1	260.24
6	2030 DN PM	2030 DN PM	Plan 1	16:30 - 17:30	80	-19.7	134.49
7	2024 DS(A) AM	2024 DS(A) AM	Plan 1	07:30 - 08:30	90	6.7	67.93
8	2024 DS(A) PM	2024 DS(A) PM	Plan 1	16:30 - 17:30	80	15.1	64.82
9	2024 DS(A+B) AM	2024 DS(A+B) AM	Plan 1	07:30 - 08:30	90	10.0	69.35
10	2024 DS(A+B) PM	2024 DS(A+B) PM	Plan 1	16:30 - 17:30	80	15.0	65.28
11	2030 DS(A) AM	2030 DS(A) AM	Plan 1	07:30 - 08:30	90	10.0	69.39
12	2030 DS(A) PM	2030 DS(A) PM	Plan 1	16:30 - 17:30	80	15.7	63.44
13	2030 DS(A+B) AM	2030 DS(A+B) AM	Plan 1	07:30 - 08:30	90	-1.3	79.81
14	2030 DS(A+B) PM	2030 DS(A+B) PM	Plan 1	16:30 - 17:30	80	8.4	74.55

Full Input Data And Results

Network Results**Scenario 1: 'Base 2019 AM'** (FG1: '2019 Base AM', Plan 1: 'Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	100.6%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	100.6%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	63	0	895	1934:1785	1934	529+489	87.9 : 87.9%	895	895	13.7
1/3	M1 North Ahead	U	N/A	C2:B	63	0	479	1909	1909	658	72.8%	479	479	11.7
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	35	71	987	1937:2083	1937	767+450	81.1 : 81.1%	987	987	14.7
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	35	71	845	2081	2081	925	91.4%	845	845	24.4
3/1	M1 South Ahead	U	N/A	C1:B	3	26	493	1943	1943	583	84.6%	493	493	14.1
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	3	26	368	1778	1778	533	69.0%	368	368	9.2
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	60	7	1014	2094:2041	2094	826+182	100.6 : 100.6%	1014	1008	40.3
4/3	A638 - West Ahead	U	N/A	C1:D	60	7	907	1998	1998	910	99.6%	907	907	36.7
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	5	58	183	1900	1900	1203	15.1%	182	182	3.0
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	5	58	693	1900	1900	1203	57.6%	693	693	10.9
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	5	58	439	1900	1900	1203	36.5%	439	439	8.9
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	76	30	157	1900	1900	1013	15.5%	157	157	1.1
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	76	30	661	1900	1900	1013	65.2%	661	661	5.9
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	76	30	479	1900	1900	1013	47.3%	479	479	10.1

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	89.1%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	89.1%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	16	49	1056	1934:1785	1934	680+628	80.8 : 80.8%	1056	1056	10.9
1/3	M1 North Ahead	U	N/A	C2:B	16	49	764	1909	1909	907	84.3%	764	764	17.4
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	5	33	1158	1937:2083	1937	747+554	89.1 : 89.1%	1158	1158	17.0
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	5	33	676	2081	2081	858	78.8%	676	676	14.8
3/1	M1 South Ahead	U	N/A	C1:B	74	14	445	1943	1943	583	76.3%	445	445	10.5
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	74	14	236	1778	1778	533	44.2%	236	236	4.6
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	38	0	1185	2094:2041	2094	956+787	68.0 : 68.0%	1185	1185	9.5
4/3	A638 - West Ahead	U	N/A	C1:D	38	0	770	1998	1998	1174	65.6%	770	770	12.3
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	54	11	536	1900	1900	974	55.0%	536	536	7.1
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	54	11	492	1900	1900	974	50.5%	492	492	8.7
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	54	11	513	1900	1900	974	52.7%	513	513	2.8
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	38	0	258	1900	1900	1092	23.6%	258	258	2.6
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	38	0	647	1900	1900	1092	59.2%	647	647	7.7
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	38	0	764	1900	1900	1092	69.9%	764	764	18.0
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	19	69	799	1900	1900	1283	62.3%	799	799	2.4
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	19	69	935	1900	1900	1283	72.9%	935	935	12.0

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	111.0%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	111.0%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	63	0	942	1934:1785	1934	529+486	92.8 : 92.8%	942	942	18.2
1/3	M1 North Ahead	U	N/A	C2:B	63	0	531	1909	1909	658	80.8%	531	531	14.0
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	46	69	1009	1937:2083	1937	600+353	105.8 : 105.8%	1009	954	55.9
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	46	69	687	2081	2081	647	106.1%	687	647	44.5
3/1	M1 South Ahead	U	N/A	C1:B	3	23	485	1943	1943	518	93.6%	485	485	17.2
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	3	23	423	1778	1778	474	89.2%	423	423	13.7
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	63	6	1116	2094:2041	2094	826+179	111.0 : 111.0%	1116	1006	90.5
4/3	A638 - West Ahead	U	N/A	C1:D	63	6	932	1998	1998	844	110.5%	932	844	74.5
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	5	58	199	1900	1900	1203	14.9%	179	179	3.2
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	5	58	700	1900	1900	1203	54.5%	656	656	8.5
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	5	58	472	1900	1900	1203	35.5%	427	427	7.9
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	74	41	178	1900	1900	1288	12.5%	162	162	0.2
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	74	41	677	1900	1900	1288	49.1%	632	632	1.2
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	74	41	531	1900	1900	1288	41.2%	531	531	1.9

Full Input Data And Results

7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	28	88	696	1900	1900	1351	49.5%	669	669	6.2
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	28	88	914	1900	1900	1351	66.0%	892	892	14.3
7/3	Flushdyke Interchange WB Right	U	N/A	C1:A	28	88	448	1900	1900	1351	31.2%	422	422	1.1
8/1	Flushdyke Interchange NB Ahead	U	N/A	C1:C	11	58	350	1900	1900	1077	30.7%	331	331	7.7
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	C1:C	11	58	448	1900	1900	1077	39.2%	422	422	10.0
8/3	Flushdyke Interchange NB Right	U	N/A	C1:C	11	58	240	1900	1900	1077	22.3%	240	240	0.1
C1 - 226w C2 - 216W		PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			-23.3 -17.9 -23.3	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			161.51 100.44 261.95	Cycle Time (s): Cycle Time (s):		90 90		

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	102.7%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	102.7%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	25	49	1074	1934:1785	1934	577+482	101.4 : 101.4%	1074	1059	37.4
1/3	M1 North Ahead	U	N/A	C2:B	25	49	694	1909	1909	692	100.3%	694	692	29.1
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	5	28	1152	1937:2083	1937	675+531	95.6 : 95.6%	1152	1152	22.0
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	5	28	682	2081	2081	728	93.6%	682	682	20.5
3/1	M1 South Ahead	U	N/A	C1:B	77	14	437	1943	1943	510	85.7%	437	437	12.0
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	77	14	340	1778	1778	467	72.8%	340	340	8.1
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	53	0	1235	2094:2041	2094	748+566	94.0 : 94.0%	1235	1235	21.0
4/3	A638 - West Ahead	U	N/A	C1:D	53	0	821	1998	1998	799	102.7%	821	799	39.5
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	54	20	606	1900	1900	1187	51.0%	606	606	2.5
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	54	20	615	1900	1900	1187	50.9%	604	604	5.5
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	54	20	415	1900	1900	1187	34.0%	404	404	0.8
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	33	0	407	1900	1900	1211	32.7%	396	396	7.8
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	33	0	613	1900	1900	1211	49.5%	599	599	11.3
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	33	0	694	1900	1900	1211	57.1%	692	692	6.0

Full Input Data And Results

7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	19	72	827	1900	1900	1354	60.9%	824	824	2.4
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	19	72	874	1900	1900	1354	64.4%	872	872	6.5
7/3	Flushdyke Interchange WB Right	U	N/A	C1:A	19	72	518	1900	1900	1354	38.3%	518	518	0.3
8/1	Flushdyke Interchange NB Ahead	U	N/A	C1:C	5	48	133	1900	1900	1116	11.9%	133	133	1.2
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	C1:C	5	48	592	1900	1900	1116	53.0%	592	592	5.6
8/3	Flushdyke Interchange NB Right	U	N/A	C1:C	5	48	209	1900	1900	1116	18.7%	209	209	0.1
C1 - 226w C2 - 216W		PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			-14.1 -12.7 -14.1	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			57.47 82.17 139.64	Cycle Time (s): Cycle Time (s):		80 80		

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	115.3%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	115.3%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	63	0	965	1934:1785	1934	530+484	95.2 : 95.2%	965	965	21.3
1/3	M1 North Ahead	U	N/A	C2:B	63	0	568	1909	1909	658	86.4%	568	568	16.1
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	46	69	902	1937:2083	1937	600+388	91.3 : 91.3%	902	902	17.8
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	46	69	603	2081	2081	647	93.1%	603	603	20.0
3/1	M1 South Ahead	U	N/A	C1:B	3	23	512	1943	1943	518	98.8%	512	512	22.5
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	3	23	459	1778	1778	474	96.8%	459	459	18.8
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	63	6	1141	2094:2041	2094	833+156	115.3 : 115.3%	1141	989	112.3
4/3	A638 - West Ahead	U	N/A	C1:D	63	6	970	1998	1998	844	115.0%	970	844	94.2
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	5	58	180	1900	1900	1203	13.0%	156	156	2.7
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	5	58	729	1900	1900	1203	55.5%	668	668	8.2
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	5	58	500	1900	1900	1203	36.1%	435	435	8.3
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	74	41	200	1900	1900	1288	13.6%	175	175	0.3
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	74	41	677	1900	1900	1288	47.5%	612	612	1.1
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	74	41	568	1900	1900	1288	44.1%	568	568	3.6

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	107.7%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	107.7%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	25	49	1003	1934:1785	1934	571+526	91.4 : 91.4%	1003	1003	15.4
1/3	M1 North Ahead	U	N/A	C2:B	25	49	610	1909	1909	692	88.1%	610	610	16.0
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	5	28	1124	1937:2083	1937	675+525	93.6 : 93.6%	1124	1124	19.8
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	5	28	649	2081	2081	728	89.1%	649	649	17.3
3/1	M1 South Ahead	U	N/A	C1:B	77	14	461	1943	1943	510	90.4%	461	461	13.9
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	77	14	390	1778	1778	467	83.6%	390	390	10.5
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	53	0	1264	2094:2041	2094	751+532	98.5 : 98.5%	1264	1264	31.1
4/3	A638 - West Ahead	U	N/A	C1:D	53	0	861	1998	1998	799	107.7%	861	799	57.3
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	54	20	630	1900	1900	1187	53.1%	630	630	3.3
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	54	20	647	1900	1900	1187	51.9%	616	616	5.8
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	54	20	434	1900	1900	1187	33.9%	403	403	0.8
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	33	0	428	1900	1900	1211	32.8%	397	397	7.9
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	33	0	650	1900	1900	1211	51.1%	619	619	11.9
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	33	0	610	1900	1900	1211	50.4%	610	610	3.1
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	19	72	848	1900	1900	1354	62.6%	848	848	3.0
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	19	72	825	1900	1900	1354	60.9%	825	825	4.6

7/3	Flushdyke Interchange WB Right	U	N/A	C1:A	19	72	434	1900	1900	1354	32.1%	434	434	0.2
8/1	Flushdyke Interchange NB Ahead	U	N/A	C1:C	5	48	201	1900	1900	1116	18.0%	201	201	1.7
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	C1:C	5	48	540	1900	1900	1116	48.4%	540	540	4.3
8/3	Flushdyke Interchange NB Right	U	N/A	C1:C	5	48	220	1900	1900	1116	19.7%	220	220	0.1
C1 - 226w C2 - 216W PRC for Signalled Lanes (%): -19.7 PRC for Signalled Lanes (%): -4.0 PRC Over All Lanes (%): -19.7 Total Delay for Signalled Lanes (pcuHr): 84.97 Total Delay for Signalled Lanes (pcuHr): 49.53 Total Delay Over All Lanes(pcuHr): 134.49 Cycle Time (s): 80 Cycle Time (s): 80														

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	84.4%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	84.4%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	32	76	887	1934:1785	1934	711+657	64.8 : 64.8%	887	887	8.0
1/3	M1 North Ahead	U	N/A	C2:B	32	76	586	1909	1909	1018	57.6%	586	586	10.4
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	23	68	905	1937:2083	1937	873+615	60.8 : 60.8%	905	905	9.0
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	23	68	791	2081	2081	1133	69.8%	791	791	15.7
3/1	M1 South Ahead	U	N/A	C1:B	65	3	538	1943	1943	691	77.9%	538	538	13.7
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	65	3	371	1778	1778	632	58.7%	371	371	8.2
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	30	85	1286	2094:2041	2094	1087+437	84.4 : 84.4%	1286	1286	19.5
4/3	A638 - West Ahead	U	N/A	C1:D	30	85	765	1998	1998	1310	58.4%	765	765	11.3
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	81	27	369	1900	1900	844	43.7%	369	369	8.4
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	81	27	537	1900	1900	844	63.6%	537	537	8.2
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	81	27	468	1900	1900	844	55.4%	468	468	11.4
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	73	18	185	1900	1900	823	22.5%	185	185	0.7
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	73	18	618	1900	1900	823	75.1%	618	618	6.7
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	73	18	586	1900	1900	823	71.2%	586	586	15.8
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	8	60	681	1900	1900	1182	57.6%	681	681	8.4
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	8	60	865	1900	1900	1182	73.2%	865	865	18.6

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	78.2%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	78.2%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	4	41	1082	1934:1785	1934	728+671	77.3 : 77.3%	1082	1082	10.0
1/3	M1 North Ahead	U	N/A	C2:B	4	41	686	1909	1909	1002	68.4%	686	686	12.3
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	67	19	1125	1937:2083	1937	799+655	77.4 : 77.4%	1125	1125	12.5
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	67	19	709	2081	2081	962	73.7%	709	709	14.2
3/1	M1 South Ahead	U	N/A	C1:B	69	12	496	1943	1943	656	75.6%	496	496	11.3
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	69	12	283	1778	1778	600	47.2%	283	283	5.4
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	44	7	1236	2094:2041	2094	983+746	71.5 : 71.5%	1236	1236	10.6
4/3	A638 - West Ahead	U	N/A	C1:D	44	7	822	1998	1998	1199	68.6%	822	822	13.4
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	46	79	574	1900	1900	879	65.3%	574	574	6.1
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	46	79	618	1900	1900	879	70.3%	618	618	10.4
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	46	79	446	1900	1900	879	50.8%	446	446	4.5
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	24	62	377	1900	1900	997	37.8%	377	377	5.8
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	24	62	652	1900	1900	997	65.4%	652	652	11.2
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	24	62	686	1900	1900	997	68.8%	686	686	14.6
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	17	64	824	1900	1900	1211	68.0%	824	824	15.2
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	17	64	947	1900	1900	1211	78.2%	947	947	8.9

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	81.8%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	81.8%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	35	70	952	1934:1785	1934	615+568	80.5 : 80.5%	952	952	11.4
1/3	M1 North Ahead	U	N/A	C2:B	35	70	521	1909	1909	827	63.0%	521	521	11.0
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	10	59	910	1937:2083	1937	926+646	57.9 : 57.9%	910	910	8.3
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	10	59	791	2081	2081	1225	64.5%	791	791	13.9
3/1	M1 South Ahead	U	N/A	C1:B	47	77	586	1943	1943	734	79.8%	586	586	15.0
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	47	77	336	1778	1778	672	50.0%	336	336	6.9
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	13	70	1284	2094:2041	2094	1121+449	81.8 : 81.8%	1284	1284	17.3
4/3	A638 - West Ahead	U	N/A	C1:D	13	70	769	1998	1998	1354	56.8%	769	769	10.7
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	75	30	367	1900	1900	1034	35.5%	367	367	7.0
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	75	30	650	1900	1900	1034	62.8%	650	650	11.0
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	75	30	359	1900	1900	1034	34.7%	359	359	7.9
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	64	5	295	1900	1900	739	39.9%	295	295	3.3
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	64	5	574	1900	1900	739	77.7%	574	574	9.3
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	64	5	521	1900	1900	739	70.5%	521	521	14.1
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	82	42	751	1900	1900	1140	65.9%	751	751	11.5
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	82	42	851	1900	1900	1140	74.6%	851	851	18.2

Full Input Data And Results

7/3	Flushdyke Interchange WB Right	U	N/A	C1:A	82	42	461	1900	1900	1140	40.4%	461	461	6.0
8/1	Flushdyke Interchange NB Ahead	U	N/A	C1:C	75	8	337	1900	1900	507	66.5%	337	337	6.7
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	C1:C	75	8	461	1900	1900	570	80.9%	461	461	9.4
8/3	Flushdyke Interchange NB Right	U	N/A	C1:C	75	8	240	1900	1900	570	42.1%	240	240	5.8
C1 - 226w C2 - 216W PRC for Signalled Lanes (%): 10.0 PRC for Signalled Lanes (%): 11.8 PRC Over All Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 34.47 Total Delay for Signalled Lanes (pcuHr): 34.88 Total Delay Over All Lanes(pcuHr): 69.35 Cycle Time (s): 90 Cycle Time (s): 90														

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	78.3%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	78.3%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	4	40	1069	1934:1785	1934	716+661	77.7 : 77.7%	1069	1069	10.1
1/3	M1 North Ahead	U	N/A	C2:B	4	40	699	1909	1909	978	71.4%	699	699	13.1
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	65	18	1129	1937:2083	1937	813+662	76.5 : 76.5%	1129	1129	12.2
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	65	18	706	2081	2081	988	71.4%	706	706	13.6
3/1	M1 South Ahead	U	N/A	C1:B	68	11	497	1943	1943	656	75.8%	497	497	11.3
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	68	11	283	1778	1778	600	47.2%	283	283	5.4
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	43	6	1240	2094:2041	2094	982+750	71.6 : 71.6%	1240	1240	10.6
4/3	A638 - West Ahead	U	N/A	C1:D	43	6	833	1998	1998	1199	69.5%	833	833	13.6
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	45	79	577	1900	1900	903	63.9%	577	577	5.9
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	45	79	625	1900	1900	903	69.3%	625	625	10.3
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	45	79	451	1900	1900	903	50.0%	451	451	4.3
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	23	60	383	1900	1900	974	39.3%	383	383	6.2
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	23	60	644	1900	1900	974	66.1%	644	644	11.3
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	23	60	699	1900	1900	974	71.8%	699	699	15.2
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	16	63	815	1900	1900	1211	67.3%	815	815	15.2
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	16	63	948	1900	1900	1211	78.3%	948	948	8.9

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	81.8%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	81.8%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	63	13	1041	1934:1785	1934	668+618	80.9 : 80.9%	1041	1041	11.6
1/3	M1 North Ahead	U	N/A	C2:B	63	13	492	1909	1909	933	52.7%	492	492	8.9
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	44	81	817	1937:2083	1937	764+584	60.6 : 60.6%	817	817	9.0
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	44	81	688	2081	2081	948	72.6%	688	688	15.3
3/1	M1 South Ahead	U	N/A	C1:B	88	30	610	1943	1943	777	78.5%	610	610	15.0
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	88	30	363	1778	1778	711	51.0%	363	363	7.3
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	54	24	1336	2094:2041	2094	1175+458	81.8 : 81.8%	1336	1336	16.6
4/3	A638 - West Ahead	U	N/A	C1:D	54	24	781	1998	1998	1421	55.0%	781	781	9.7
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	18	58	375	1900	1900	929	40.4%	375	375	8.3
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	18	58	628	1900	1900	929	67.6%	628	628	9.7
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	18	58	412	1900	1900	929	44.4%	412	412	9.2
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	86	39	293	1900	1900	992	29.5%	293	293	2.8
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	86	39	665	1900	1900	992	67.0%	665	665	9.6
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	86	39	492	1900	1900	992	49.6%	492	492	10.8
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	35	83	716	1900	1900	1098	65.2%	716	716	9.5
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	35	83	776	1900	1900	1098	70.7%	776	776	15.5

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	77.8%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	77.8%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	49	2	960	1934:1785	1934	680+628	73.4 : 73.4%	960	960	9.1
1/3	M1 North Ahead	U	N/A	C2:B	49	2	653	1909	1909	907	72.0%	653	653	12.7
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	29	62	1090	1937:2083	1937	812+666	73.7 : 73.7%	1090	1090	11.4
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	29	62	682	2081	2081	988	69.0%	682	682	12.9
3/1	M1 South Ahead	U	N/A	C1:B	33	57	528	1943	1943	680	77.6%	528	528	12.1
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	33	57	326	1778	1778	622	52.4%	326	326	6.3
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	8	52	1264	2094:2041	2094	1009+714	73.3 : 73.3%	1264	1264	11.0
4/3	A638 - West Ahead	U	N/A	C1:D	8	52	864	1998	1998	1224	70.6%	864	864	14.2
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	7	44	600	1900	1900	974	61.6%	600	600	6.6
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	7	44	656	1900	1900	974	67.4%	656	656	10.3
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	7	44	458	1900	1900	974	47.0%	458	458	4.5
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	67	24	407	1900	1900	974	41.8%	407	407	6.3
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	67	24	631	1900	1900	974	64.8%	631	631	10.6
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	67	24	653	1900	1900	974	67.1%	653	653	14.2
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	62	28	772	1900	1900	1187	65.0%	772	772	14.4
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	62	28	924	1900	1900	1187	77.8%	924	924	8.4

Full Input Data And Results

[illegible]

Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	91.2%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	91.2%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	78	26	850	1934:1785	1934	647+597	68.3 : 68.3%	850	850	8.7
1/3	M1 North Ahead	U	N/A	C2:B	78	26	698	1909	1909	891	78.4%	698	698	16.3
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	59	1	846	1937:2083	1937	703+506	70.0 : 70.0%	846	846	11.0
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	59	1	688	2081	2081	832	82.7%	688	688	17.6
3/1	M1 South Ahead	U	N/A	C1:B	43	74	607	1943	1943	756	80.3%	607	607	15.3
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	43	74	398	1778	1778	691	57.6%	398	398	8.4
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	13	68	1367	2094:2041	2094	1105+394	91.2 : 91.2%	1367	1367	27.9
4/3	A638 - West Ahead	U	N/A	C1:D	13	68	958	1998	1998	1310	73.1%	958	958	17.1
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	31	73	359	1900	1900	971	37.0%	359	359	5.2
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	31	73	542	1900	1900	971	55.8%	542	542	11.3
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	31	73	675	1900	1900	971	69.5%	675	675	9.7
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	6	54	106	1900	1900	1098	9.7%	106	106	1.9
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	6	54	737	1900	1900	1098	67.1%	737	737	11.3
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	6	54	698	1900	1900	1098	63.6%	698	698	17.3
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	79	38	554	1900	1900	1119	49.5%	554	554	11.2
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	79	38	836	1900	1900	1119	74.7%	836	836	12.3

Full Input Data And Results

7/3	Flushdyke Interchange WB Right	U	N/A	C1:A	79	38	550	1900	1900	1119	49.2%	550	550	5.3
8/1	Flushdyke Interchange NB Ahead	U	N/A	C1:C	73	8	145	1900	1900	549	26.4%	145	145	3.8
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	C1:C	73	8	550	1900	1900	612	89.8%	550	550	12.1
8/3	Flushdyke Interchange NB Right	U	N/A	C1:C	73	8	259	1900	1900	612	42.3%	259	259	6.4
C1 - 226w C2 - 216W PRC for Signalled Lanes (%): -1.3 PRC for Signalled Lanes (%): 8.9 PRC Over All Lanes (%): -1.3 Total Delay for Signalled Lanes (pcuHr): 41.95 Total Delay for Signalled Lanes (pcuHr): 37.87 Total Delay Over All Lanes(pcuHr): 79.81 Cycle Time (s): 90 Cycle Time (s): 90														

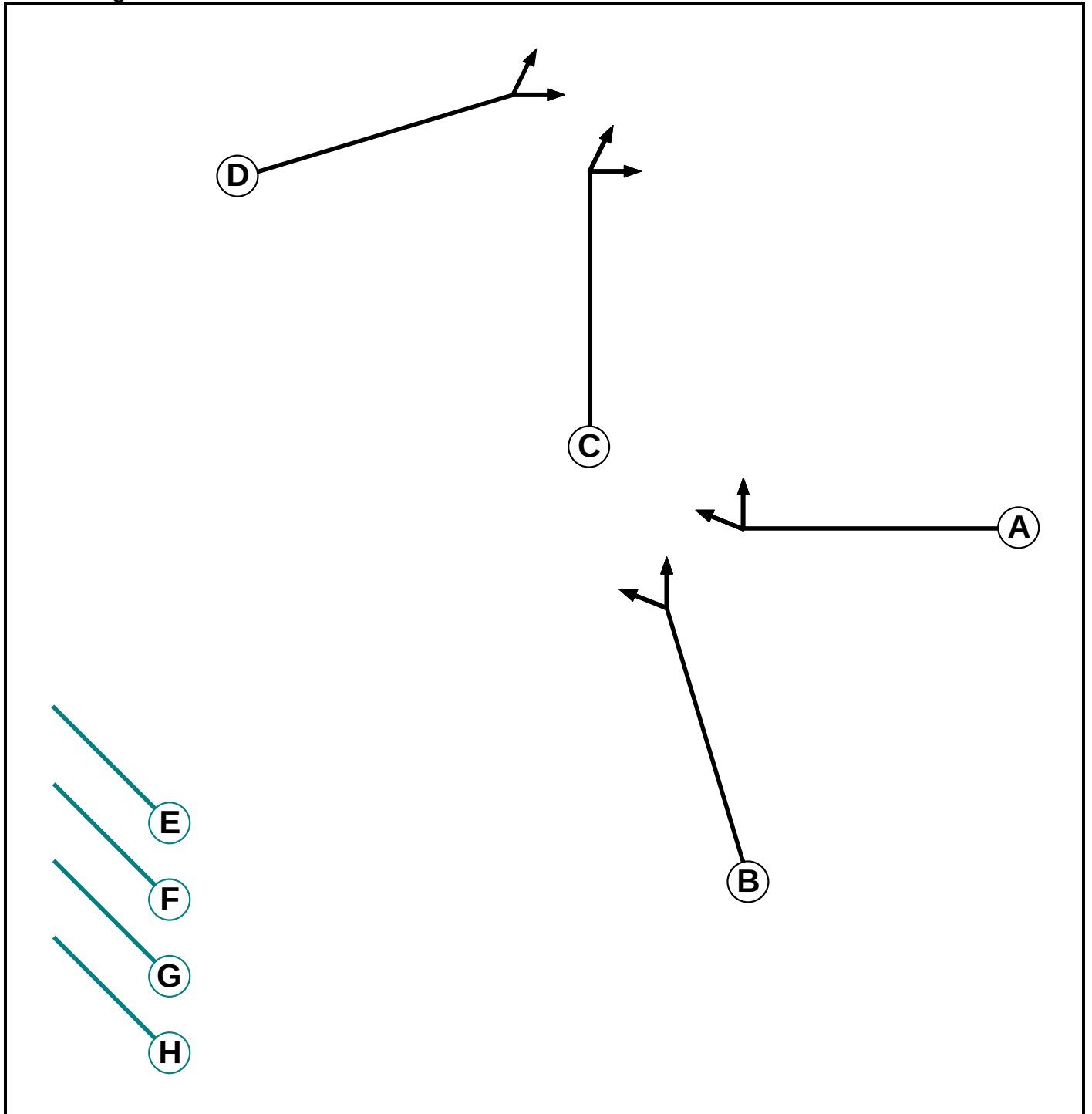
Full Input Data And Results

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

Item	Lane Description	Lane Type	Controller Stream	Full Phase	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)	Leaving (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	83.0%	-	-	-
M1 Junction 40	-	-	N/A	-	-	-	-	-	-	-	83.0%	-	-	-
1/1+1/2	M1 North Ahead Ahead2	U	N/A	C2:B	77	28	989	1934:1785	1934	655+606	78.4 : 78.4%	989	989	10.2
1/3	M1 North Ahead	U	N/A	C2:B	77	28	668	1909	1909	859	77.8%	668	668	14.1
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	C2:D	55	8	1124	1937:2083	1937	816+633	77.6 : 77.6%	1124	1124	12.6
2/3	A638 Wakefield Rd - East Ahead	U	N/A	C2:D	55	8	733	2081	2081	988	74.2%	733	733	14.4
3/1	M1 South Ahead	U	N/A	C1:B	59	4	582	1943	1943	704	82.6%	582	582	13.9
3/2	M1 South Ahead Ahead2	U	N/A	C1:B	59	4	379	1778	1778	645	58.8%	379	379	7.4
4/1+4/2	A638 - West Ahead Left	U	N/A	C1:D	32	76	1362	2094:2041	2094	997+760	77.5 : 77.5%	1362	1362	12.2
4/3	A638 - West Ahead	U	N/A	C1:D	32	76	955	1998	1998	1224	78.0%	955	955	17.4
5/1	Flushdyke Interchange EB Ahead	U	N/A	C2:A	33	72	646	1900	1900	1021	63.3%	646	646	6.0
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	C2:A	33	72	731	1900	1900	1021	71.6%	731	731	11.5
5/3	Flushdyke Interchange EB Right	U	N/A	C2:A	33	72	493	1900	1900	1021	48.3%	493	493	4.3
6/1	Flushdyke Interchange SB Ahead	U	N/A	C2:C	13	50	463	1900	1900	974	47.5%	463	463	7.6
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	C2:C	13	50	695	1900	1900	974	71.4%	695	695	12.6
6/3	Flushdyke Interchange SB Right	U	N/A	C2:C	13	50	668	1900	1900	974	68.6%	668	668	14.5
7/1	Flushdyke Interchange WB Ahead	U	N/A	C1:A	9	54	835	1900	1900	1164	71.8%	835	835	15.8
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	C1:A	9	54	966	1900	1900	1164	83.0%	966	966	10.0

Full Input Data And Results

[illegible]



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		10	10
C	Traffic		7	7
D	Traffic		7	7
E	Dummy		2	2
F	Dummy		2	2
G	Dummy		2	2
H	Dummy		2	2

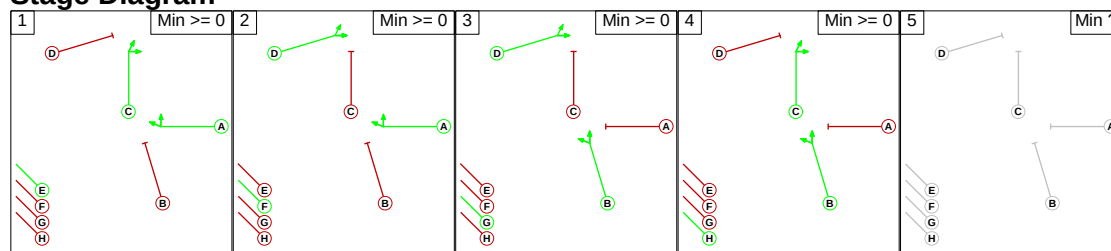
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-
	C	-	-		5	-	-	-	-
	D	-	-	5		-	-	-	-
	E	-	-	-	-		3	3	3
	F	-	-	-	-	3		3	3
	G	-	-	-	-	3	3		3
	H	-	-	-	-	3	3	3	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	A D F
3	B D G
4	B C H
5	

Stage Diagram



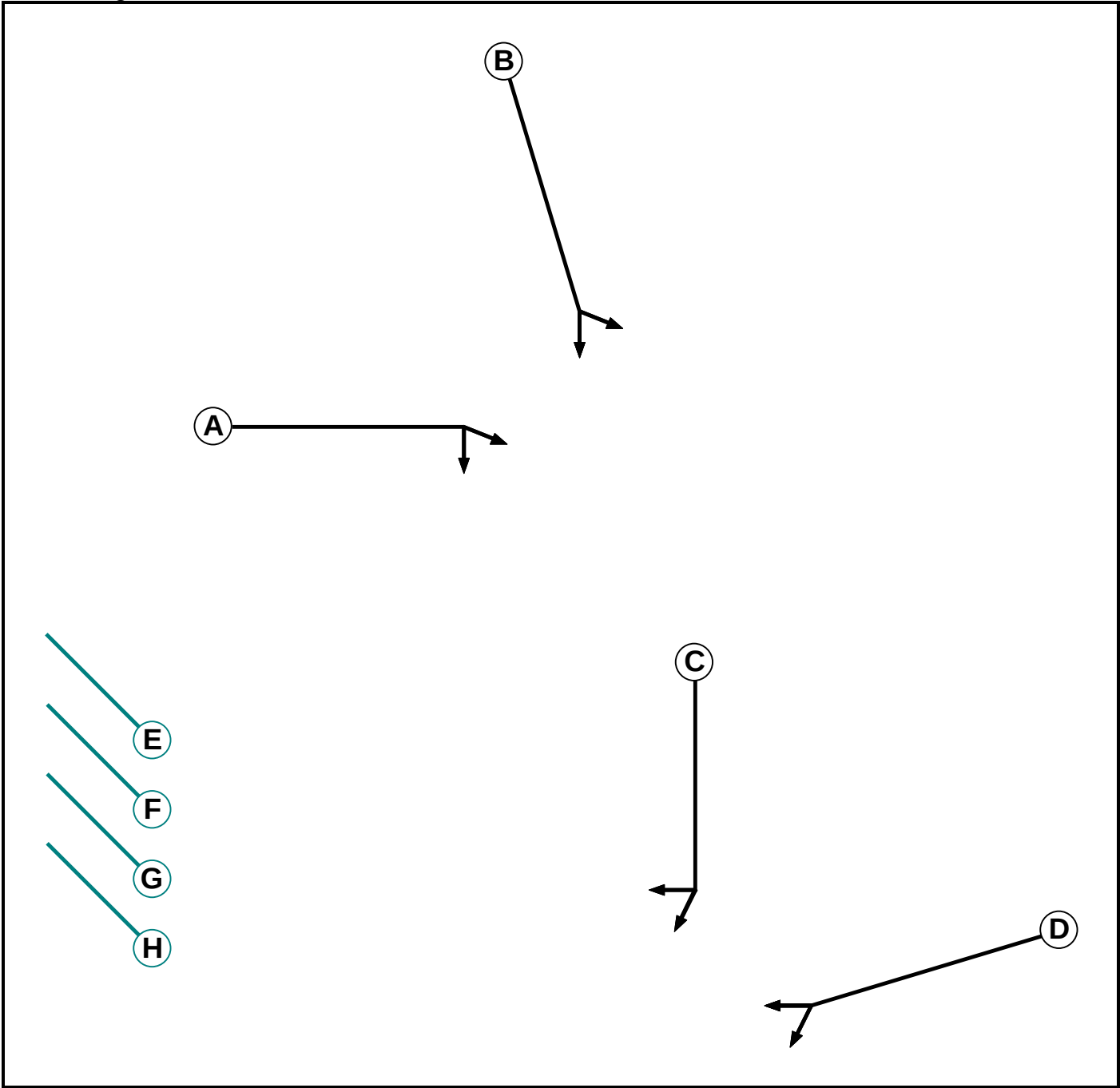
Phase Delays

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	5
	1		5	X	5	X
	2	5		5	5	X
	3	X	X		5	X
	4	5	5	X		X
	5	X	X	X	X	

C2 - 216W
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		10	10
C	Traffic		7	7
D	Traffic		7	7
E	Dummy		2	2
F	Dummy		2	2
G	Dummy		2	2
H	Dummy		2	2

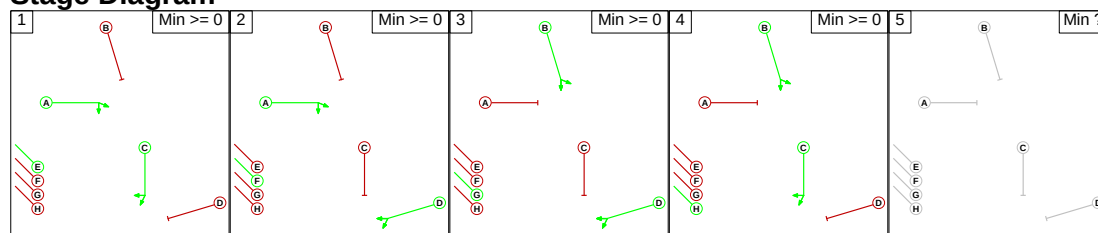
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-
	C	-	-		5	-	-	-	-
	D	-	-	5		-	-	-	-
	E	-	-	-	-		3	3	3
	F	-	-	-	-	3		3	3
	G	-	-	-	-	3	3		3
	H	-	-	-	-	3	3	3	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	A D F
3	B D G
4	B C H
5	

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	5
	1		5	X	5	X
	2	5		5	5	X
	3	X	X		5	X
	4	5	5	X		X
	5	X	X	X	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M1 Junction 40
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: M1 Junction 40												
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 (M1 North)	U	B	2	3	60.0	User	1934	-	-	-	-	-
1/2 (M1 North)	U	B	2	3	10.0	User	1785	-	-	-	-	-
1/3 (M1 North)	U	B	2	3	60.0	User	1909	-	-	-	-	-
2/1 (A638 Wakefield Rd - East)	U	D	2	3	15.0	User	2083	-	-	-	-	-
2/2 (A638 Wakefield Rd - East)	U	D	2	3	60.0	User	1937	-	-	-	-	-
2/3 (A638 Wakefield Rd - East)	U	D	2	3	60.0	User	2081	-	-	-	-	-
3/1 (M1 South)	U	B	2	3	60.0	User	1943	-	-	-	-	-
3/2 (M1 South)	U	B	2	3	60.0	User	1778	-	-	-	-	-
4/1 (A638 - West)	U	D	2	3	60.0	User	2094	-	-	-	-	-
4/2 (A638 - West)	U	D	2	3	14.0	User	2041	-	-	-	-	-
4/3 (A638 - West)	U	D	2	3	60.0	User	1998	-	-	-	-	-
5/1 (Flushdyke Interchange EB)	U	A	2	3	20.0	User	1900	-	-	-	-	-
5/2 (Flushdyke Interchange EB)	U	A	2	3	21.7	User	1900	-	-	-	-	-
5/3 (Flushdyke Interchange EB)	U	A	2	3	21.7	User	1900	-	-	-	-	-
6/1 (Flushdyke Interchange SB)	U	C	2	3	8.7	User	1900	-	-	-	-	-
6/2 (Flushdyke Interchange SB)	U	C	2	3	9.6	User	1900	-	-	-	-	-
6/3 (Flushdyke Interchange SB)	U	C	2	3	10.4	User	1900	-	-	-	-	-
7/1 (Flushdyke Interchange WB)	U	A	2	3	20.0	User	1900	-	-	-	-	-
7/2 (Flushdyke Interchange WB)	U	A	2	3	22.6	User	1900	-	-	-	-	-

Full Input Data And Results

7/3 (Flushdyke Interchange WB)	U	A	2	3	22.6	User	1900	-	-	-	-	-
8/1 (Flushdyke Interchange NB)	U	C	2	3	8.7	User	1900	-	-	-	-	-
8/2 (Flushdyke Interchange NB)	U	C	2	3	10.4	User	1900	-	-	-	-	-
8/3 (Flushdyke Interchange NB)	U	C	2	3	7.0	User	1900	-	-	-	-	-
9/1 (A638 Wakefield Rd - East - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A638 Wakefield Rd - East - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 South - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (M1 South - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A638 - West - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A638 - West - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (M1 North - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (M1 North - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

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	

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	701	5	668	1379
	B	831	13	591	499	1934
	C	7	629	2	225	863
	D	910	557	365	9	1841
	Tot.	1753	1900	963	1401	6017

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Base 2019 AM
Junction: M1 Junction 40	
1/1 (with short)	895(In) 465(Out)
1/2 (short)	430
1/3	479
2/1 (short)	365
2/2 (with short)	987(In) 622(Out)
2/3	845
3/1	493
3/2	368
4/1 (with short)	1014(In) 831(Out)
4/2 (short)	183
4/3	907
5/1	183
5/2	693
5/3	439
6/1	157
6/2	661
6/3	479
7/1	779
7/2	877
7/3	512
8/1	405
8/2	512
8/3	225
9/1	648
9/2	744
10/1	340
10/2	621
11/1	1272
11/2	615
12/1	1236
12/2	512

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	2	898	1	921	1822
	B	650	4	770	535	1959
	C	0	445	2	236	683
	D	666	675	493	4	1838
	Tot.	1318	2022	1266	1696	6302

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base 2019 PM
Junction: M1 Junction 40	
1/1 (with short)	1056(In) 549(Out)
1/2 (short)	507
1/3	764
2/1 (short)	493
2/2 (with short)	1158(In) 665(Out)
2/3	676
3/1	445
3/2	236
4/1 (with short)	1185(In) 650(Out)
4/2 (short)	535
4/3	770
5/1	536
5/2	492
5/3	513
6/1	258
6/2	647
6/3	764
7/1	799
7/2	935
7/3	505
8/1	161
8/2	506
8/3	235
9/1	1085
9/2	607
10/1	505
10/2	759
11/1	1244
11/2	774
12/1	811
12/2	505

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 3: '2024 DN AM' (FG3: '2024 DN AM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	736	5	732	1478
	B	917	13	645	486	2061
	C	7	661	2	240	910
	D	791	531	374	9	1705
	Tot.	1720	1941	1026	1467	6154

Traffic Lane Flows

Lane	Scenario 3: 2024 DN AM
Junction: M1 Junction 40	
1/1 (with short)	942(In) 491(Out)
1/2 (short)	451
1/3	531
2/1 (short)	374
2/2 (with short)	1009(In) 635(Out)
2/3	687
3/1	485
3/2	423
4/1 (with short)	1116(In) 917(Out)
4/2 (short)	199
4/3	932
5/1	199
5/2	700
5/3	472
6/1	178
6/2	677
6/3	531
7/1	696
7/2	914
7/3	448
8/1	350
8/2	448
8/3	240
9/1	690
9/2	768
10/1	365
10/2	659
11/1	1181
11/2	747
12/1	1267
12/2	448

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 4: '2024 DN PM' (FG4: '2024 DN PM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	2	892	1	875	1770
	B	703	7	821	532	2063
	C	0	494	2	283	779
	D	651	676	507	4	1838
	Tot.	1356	2069	1331	1694	6450

Traffic Lane Flows

Lane	Scenario 4: 2024 DN PM
Junction: M1 Junction 40	
1/1 (with short)	1074(In) 585(Out)
1/2 (short)	489
1/3	694
2/1 (short)	507
2/2 (with short)	1152(In) 645(Out)
2/3	682
3/1	437
3/2	340
4/1 (with short)	1235(In) 703(Out)
4/2 (short)	532
4/3	821
5/1	606
5/2	615
5/3	415
6/1	407
6/2	613
6/3	694
7/1	827
7/2	874
7/3	518
8/1	133
8/2	592
8/3	209
9/1	1191
9/2	499
10/1	661
10/2	668
11/1	1264
11/2	798
12/1	836
12/2	518

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 5: '2030 DN AM' (FG5: '2030 DN AM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	745	5	783	1538
	B	961	11	695	455	2122
	C	7	705	2	259	973
	D	688	463	354	9	1514
	Tot.	1661	1924	1056	1506	6147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 DN AM
Junction: M1 Junction 40	
1/1 (with short)	965(In) 504(Out)
1/2 (short)	461
1/3	568
2/1 (short)	354
2/2 (with short)	902(In) 548(Out)
2/3	603
3/1	512
3/2	459
4/1 (with short)	1141(In) 961(Out)
4/2 (short)	180
4/3	970
5/1	180
5/2	729
5/3	500
6/1	200
6/2	677
6/3	568
7/1	640
7/2	867
7/3	389
8/1	306
8/2	389
8/3	259
9/1	684
9/2	813
10/1	377
10/2	677
11/1	1152
11/2	761
12/1	1267
12/2	389

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 6: '2030 DN PM' (FG6: '2030 DN PM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	2	826	1	786	1615
	B	740	11	861	524	2136
	C	0	525	2	326	853
	D	635	646	492	4	1777
	Tot.	1377	2008	1356	1640	6381

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 DN PM
Junction: M1 Junction 40	
1/1 (with short)	1003(In) 522(Out)
1/2 (short)	481
1/3	610
2/1 (short)	492
2/2 (with short)	1124(In) 632(Out)
2/3	649
3/1	461
3/2	390
4/1 (with short)	1264(In) 740(Out)
4/2 (short)	524
4/3	861
5/1	630
5/2	647
5/3	434
6/1	428
6/2	650
6/3	610
7/1	848
7/2	825
7/3	434
8/1	201
8/2	540
8/3	220
9/1	1152
9/2	484
10/1	674
10/2	680
11/1	1309
11/2	688
12/1	941
12/2	434

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 7: '2024 DS(A) AM' (FG7: '2024 DS(A) AM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	736	5	732	1478
	B	917	13	648	486	2064
	C	7	662	2	240	911
	D	791	531	374	9	1705
	Tot.	1720	1942	1029	1467	6158

Traffic Lane Flows

Lane	Scenario 7: 2024 DS(A) AM
Junction: M1 Junction 40	
1/1 (with short)	887(In) 461(Out)
1/2 (short)	426
1/3	586
2/1 (short)	374
2/2 (with short)	905(In) 531(Out)
2/3	791
3/1	538
3/2	371
4/1 (with short)	1286(In) 917(Out)
4/2 (short)	369
4/3	765
5/1	369
5/2	537
5/3	468
6/1	185
6/2	618
6/3	586
7/1	681
7/2	865
7/3	512
8/1	286
8/2	512
8/3	240
9/1	830
9/2	628
10/1	372
10/2	655
11/1	1219
11/2	710
12/1	1203
12/2	512

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 8: '2024 DS(A) PM' (FG8: '2024 DS(A) PM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	2	892	1	875	1770
	B	703	7	822	533	2065
	C	0	496	2	283	781
	D	651	676	507	4	1838
	Tot.	1356	2071	1332	1695	6454

Traffic Lane Flows

Lane	Scenario 8: 2024 DS(A) PM
Junction: M1 Junction 40	
1/1 (with short)	1082(In) 563(Out)
1/2 (short)	519
1/3	686
2/1 (short)	507
2/2 (with short)	1125(In) 618(Out)
2/3	709
3/1	496
3/2	283
4/1 (with short)	1236(In) 703(Out)
4/2 (short)	533
4/3	822
5/1	574
5/2	618
5/3	446
6/1	377
6/2	652
6/3	686
7/1	824
7/2	947
7/3	448
8/1	203
8/2	489
8/3	242
9/1	1137
9/2	554
10/1	631
10/2	699
11/1	1320
11/2	744
12/1	906
12/2	448

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 9: '2024 DS(A+B) AM' (FG9: '2024 DS(A+B) AM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	736	5	732	1478
	B	917	13	649	487	2066
	C	7	675	2	240	924
	D	791	536	374	9	1710
	Tot.	1720	1960	1030	1468	6178

Traffic Lane Flows

Lane	Scenario 9: 2024 DS(A+B) AM
Junction: M1 Junction 40	
1/1 (with short)	952(In) 495(Out)
1/2 (short)	457
1/3	521
2/1 (short)	374
2/2 (with short)	910(In) 536(Out)
2/3	791
3/1	586
3/2	336
4/1 (with short)	1284(In) 917(Out)
4/2 (short)	367
4/3	769
5/1	367
5/2	650
5/3	359
6/1	295
6/2	574
6/3	521
7/1	751
7/2	851
7/3	461
8/1	337
8/2	461
8/3	240
9/1	862
9/2	597
10/1	482
10/2	546
11/1	1337
11/2	610
12/1	1254
12/2	461

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 10: '2024 DS(A+B) PM' (FG10: '2024 DS(A+B) PM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	2	892	1	875	1770
	B	703	7	833	537	2080
	C	0	497	2	283	782
	D	651	677	507	4	1839
	Tot.	1356	2073	1343	1699	6471

Traffic Lane Flows

Lane	Scenario 10: 2024 DS(A+B) PM
Junction: M1 Junction 40	
1/1 (with short)	1069(In) 556(Out)
1/2 (short)	513
1/3	699
2/1 (short)	507
2/2 (with short)	1129(In) 622(Out)
2/3	706
3/1	497
3/2	283
4/1 (with short)	1240(In) 703(Out)
4/2 (short)	537
4/3	833
5/1	577
5/2	625
5/3	451
6/1	383
6/2	644
6/3	699
7/1	815
7/2	948
7/3	457
8/1	194
8/2	497
8/3	243
9/1	1133
9/2	562
10/1	637
10/2	704
11/1	1312
11/2	754
12/1	897
12/2	457

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 11: '2030 DS(A) AM' (FG11: '2030 DS(A) AM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	745	5	783	1538
	B	961	11	700	456	2128
	C	7	707	2	259	975
	D	688	463	354	9	1514
	Tot.	1661	1926	1061	1507	6155

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2030 DS(A) AM
Junction: M1 Junction 40	
1/1 (with short)	1041(In) 541(Out)
1/2 (short)	500
1/3	492
2/1 (short)	354
2/2 (with short)	817(In) 463(Out)
2/3	688
3/1	610
3/2	363
4/1 (with short)	1336(In) 961(Out)
4/2 (short)	375
4/3	781
5/1	375
5/2	628
5/3	412
6/1	293
6/2	665
6/3	492
7/1	716
7/2	776
7/3	404
8/1	291
8/2	404
8/3	259
9/1	916
9/2	582
10/1	470
10/2	589
11/1	1326
11/2	589
12/1	1252
12/2	404

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	2	826	1	786	1615
	B	740	11	864	524	2139
	C	0	528	2	326	856
	D	635	646	491	4	1776
	Tot.	1377	2011	1358	1640	6386

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2030 DS(A) PM
Junction: M1 Junction 40	
1/1 (with short)	960(In) 499(Out)
1/2 (short)	461
1/3	653
2/1 (short)	491
2/2 (with short)	1090(In) 599(Out)
2/3	682
3/1	528
3/2	326
4/1 (with short)	1264(In) 740(Out)
4/2 (short)	524
4/3	864
5/1	600
5/2	656
5/3	458
6/1	407
6/2	631
6/3	653
7/1	772
7/2	924
7/3	411
8/1	224
8/2	487
8/3	250
9/1	1099
9/2	537
10/1	653
10/2	703
11/1	1300
11/2	700
12/1	964
12/2	411

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results
Scenario 13: '2030 DS(A+B) AM' (FG13: '2030 DS(A+B) AM', Plan 1: 'Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	5	760	5	783	1553
	B	1008	11	776	541	2336
	C	7	739	2	259	1007
	D	688	492	354	9	1543
	Tot.	1708	2002	1137	1592	6439

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2030 DS(A+B) AM
Junction: M1 Junction 40	
1/1 (with short)	850(In) 442(Out)
1/2 (short)	408
1/3	698
2/1 (short)	354
2/2 (with short)	846(In) 492(Out)
2/3	688
3/1	607
3/2	398
4/1 (with short)	1367(In) 1008(Out)
4/2 (short)	359
4/3	958
5/1	359
5/2	542
5/3	675
6/1	106
6/2	737
6/3	698
7/1	554
7/2	836
7/3	550
8/1	145
8/2	550
8/3	259
9/1	801
9/2	782
10/1	283
10/2	852
11/1	1161
11/2	830
12/1	1153
12/2	550

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	2	870	1	786	1659
	B	773	11	955	589	2328
	C	0	635	2	326	963
	D	635	731	491	4	1861
	Tot.	1410	2247	1449	1705	6811

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2030 DS(A+B) PM
Junction: M1 Junction 40	
1/1 (with short)	989(In) 514(Out)
1/2 (short)	475
1/3	668
2/1 (short)	491
2/2 (with short)	1124(In) 633(Out)
2/3	733
3/1	582
3/2	379
4/1 (with short)	1362(In) 773(Out)
4/2 (short)	589
4/3	955
5/1	646
5/2	731
5/3	493
6/1	463
6/2	695
6/3	668
7/1	835
7/2	966
7/3	435
8/1	200
8/2	492
8/3	269
9/1	1160
9/2	541
10/1	709
10/2	738
11/1	1417
11/2	819
12/1	973
12/2	435

Full Input Data And Results

Lane Saturation Flows

Junction: M1 Junction 40								
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 (M1 North Lane 1)	This lane uses a directly entered Saturation Flow						1934	1934
1/2 (M1 North Lane 2)	This lane uses a directly entered Saturation Flow						1785	1785
1/3 (M1 North Lane 3)	This lane uses a directly entered Saturation Flow						1909	1909
2/1 (A638 Wakefield Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A638 Wakefield Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						1937	1937
2/3 (A638 Wakefield Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2081	2081
3/1 (M1 South Lane 1)	This lane uses a directly entered Saturation Flow						1943	1943
3/2 (M1 South Lane 2)	This lane uses a directly entered Saturation Flow						1778	1778
4/1 (A638 - West Lane 1)	This lane uses a directly entered Saturation Flow						2094	2094
4/2 (A638 - West Lane 2)	This lane uses a directly entered Saturation Flow						2041	2041
4/3 (A638 - West Lane 3)	This lane uses a directly entered Saturation Flow						1998	1998
5/1 (Flushdyke Interchange EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Flushdyke Interchange EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Flushdyke Interchange EB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Flushdyke Interchange SB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Flushdyke Interchange SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (Flushdyke Interchange SB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Flushdyke Interchange WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Flushdyke Interchange WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (Flushdyke Interchange WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Flushdyke Interchange NB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Flushdyke Interchange NB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/3 (Flushdyke Interchange NB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

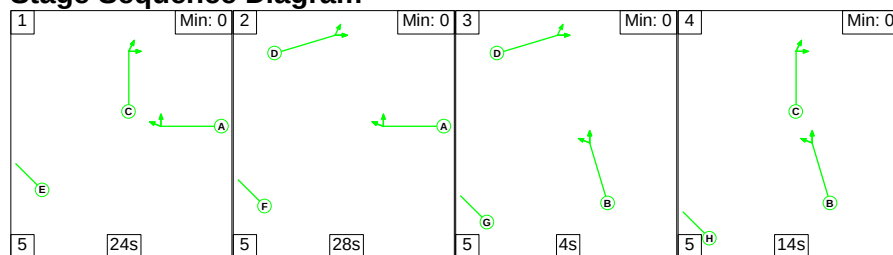
9/1 (A638 Wakefield Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A638 Wakefield Rd - East - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (M1 South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (M1 South - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A638 - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A638 - West - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (M1 North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (M1 North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

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

C1 - 226w

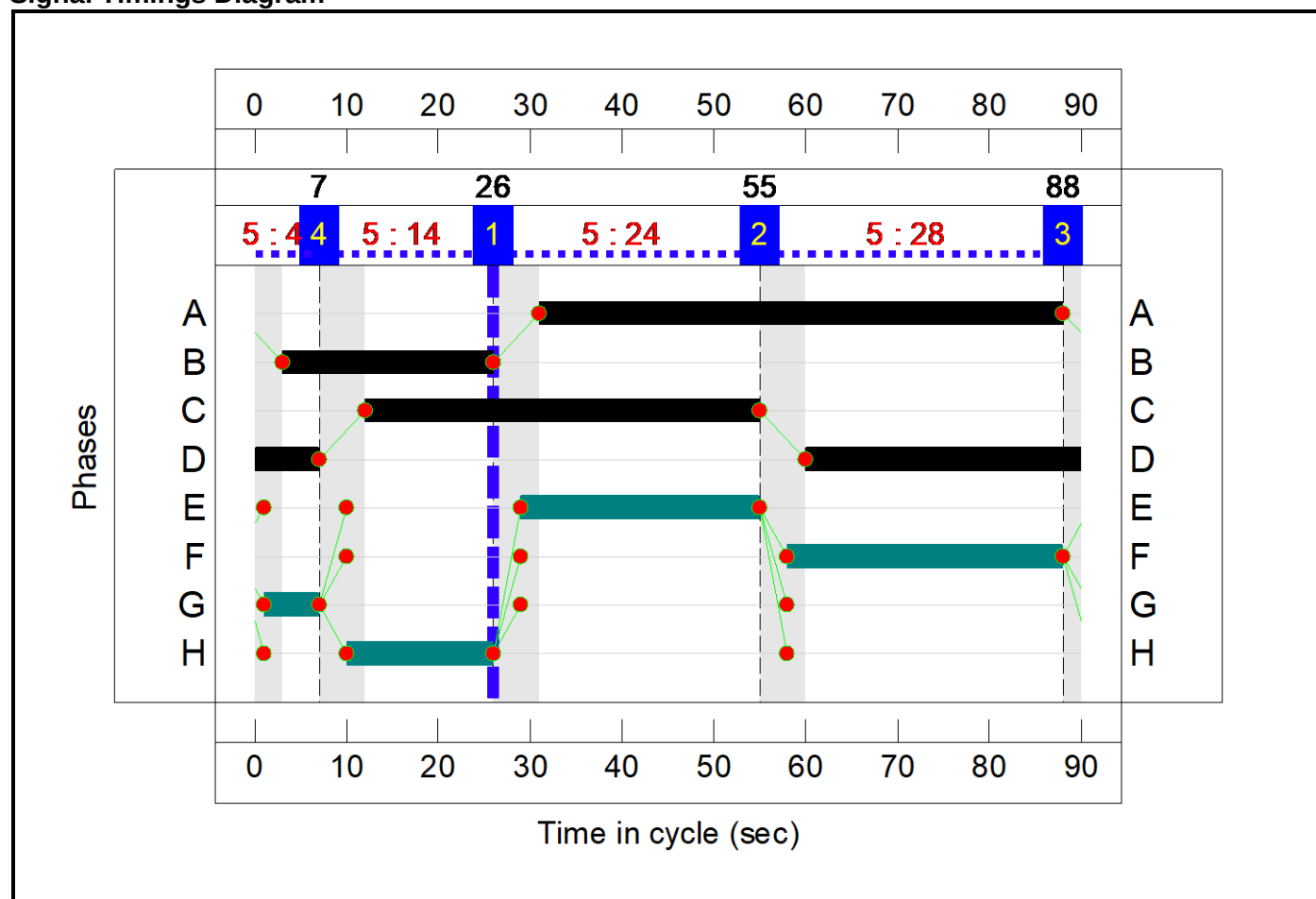
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	28	4	14
Change Point	26	55	88	7

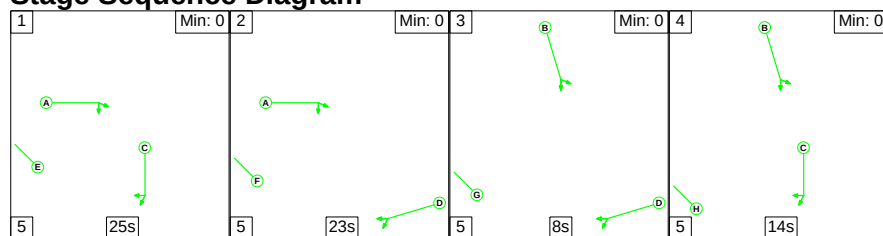
Signal Timings Diagram



Full Input Data And Results

C2 - 216W

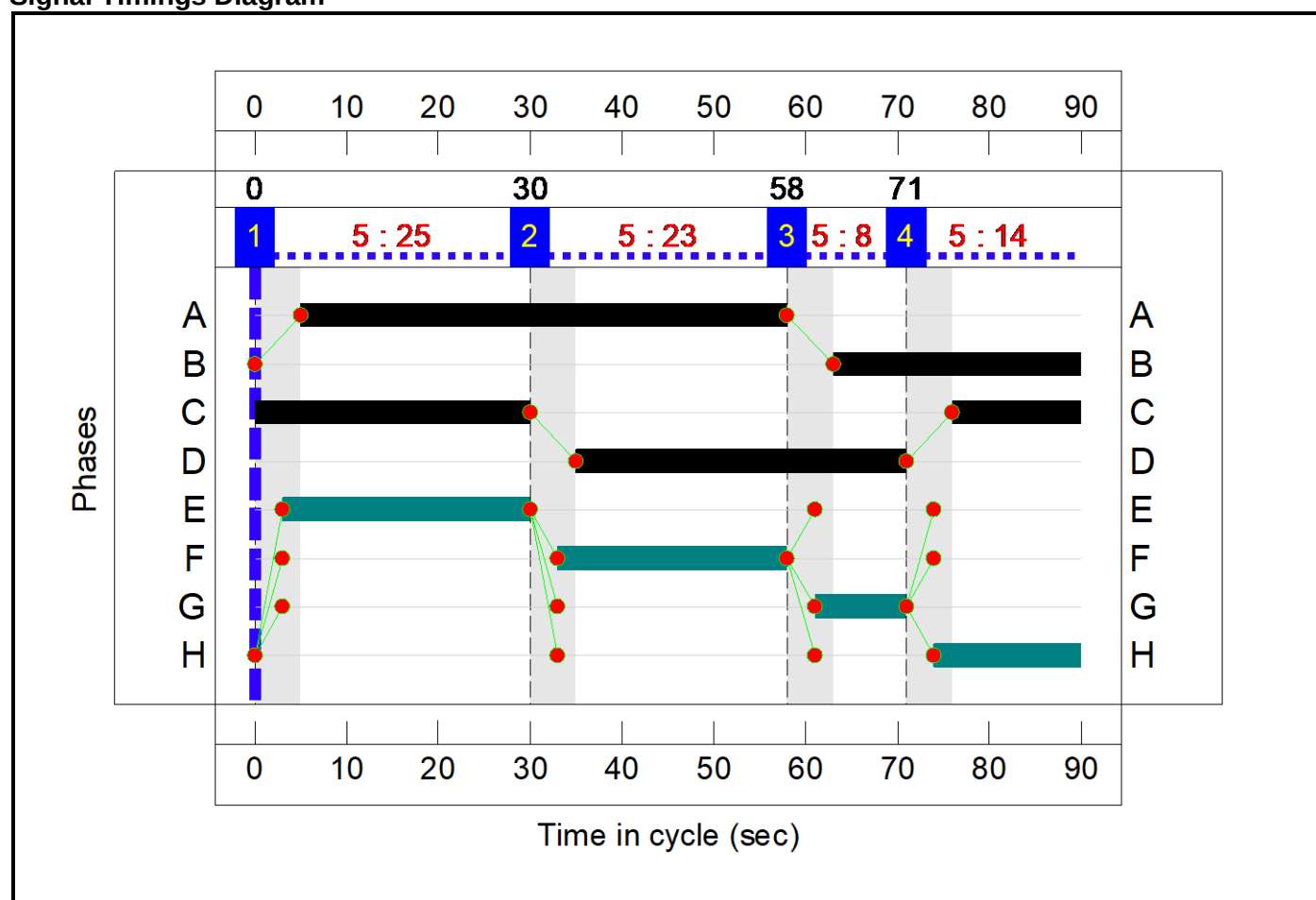
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	25	23	8	14
Change Point	0	30	58	71

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	27	-	895	1934:1785	529+489	87.9 : 87.9%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	27	-	479	1909	658	72.8%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	36	-	987	1937:2083	767+450	81.1 : 81.1%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	36	-	845	2081	925	91.4%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	23	-	493	1943	583	84.6%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	23	-	368	1778	533	69.0%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	37	-	1014	2094:2041	826+182	100.6 : 100.6%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	37	-	907	1998	910	99.6%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	53	-	183	1900	1203	15.1%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	53	-	693	1900	1203	57.6%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	53	-	439	1900	1203	36.5%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	44	-	157	1900	1013	15.5%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	44	-	661	1900	1013	65.2%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	44	-	479	1900	1013	47.3%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	57	-	779	1900	1288	60.5%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	57	-	877	1900	1288	68.1%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	57	-	512	1900	1288	39.8%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	43	-	405	1900	929	43.6%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	43	-	512	1900	992	51.6%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	43	-	225	1900	992	22.7%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1272	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1236	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	512	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: M1 Junction 40	-	-	0	0	0	56.7	52.9	0.0	109.7	-	-	-	-
M1 Junction 40	-	-	0	0	0	56.7	52.9	0.0	109.7	-	-	-	-
1/1+1/2	895	895	-	-	-	6.3	3.4	-	9.8	39.4	10.2	3.4	13.7
1/3	479	479	-	-	-	3.4	1.3	-	4.8	35.8	10.4	1.3	11.7
2/2+2/1	987	987	-	-	-	5.2	2.1	-	7.3	26.8	12.6	2.1	14.7
2/3	845	845	-	-	-	5.5	4.7	-	10.2	43.5	19.7	4.7	24.4
3/1	493	493	-	-	-	4.0	2.6	-	6.6	48.5	11.5	2.6	14.1
3/2	368	368	-	-	-	2.8	1.1	-	3.9	38.6	8.1	1.1	9.2
4/1+4/2	1014	1008	-	-	-	7.0	17.6	-	24.6	87.3	22.7	17.6	40.3
4/3	907	907	-	-	-	6.2	14.3	-	20.4	81.1	22.4	14.3	36.7
5/1	182	182	-	-	-	0.5	0.1	-	0.6	12.2	2.9	0.1	3.0
5/2	693	693	-	-	-	1.1	0.7	-	1.7	9.0	10.3	0.7	10.9
5/3	439	439	-	-	-	0.8	0.3	-	1.1	9.2	8.6	0.3	8.9
6/1	157	157	-	-	-	0.4	0.1	-	0.5	11.4	1.0	0.1	1.1
6/2	661	661	-	-	-	1.1	0.9	-	2.1	11.3	5.0	0.9	5.9
6/3	479	479	-	-	-	0.1	0.4	-	0.6	4.4	9.7	0.4	10.1
7/1	779	779	-	-	-	1.4	0.8	-	2.1	9.8	6.0	0.8	6.7
7/2	877	877	-	-	-	3.5	1.1	-	4.6	18.7	12.9	1.1	14.0
7/3	512	512	-	-	-	0.2	0.3	-	0.5	3.4	0.6	0.3	0.9
8/1	405	405	-	-	-	3.0	0.4	-	3.4	30.1	9.7	0.4	10.1
8/2	512	512	-	-	-	4.1	0.5	-	4.6	32.6	12.2	0.5	12.7
8/3	225	225	-	-	-	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

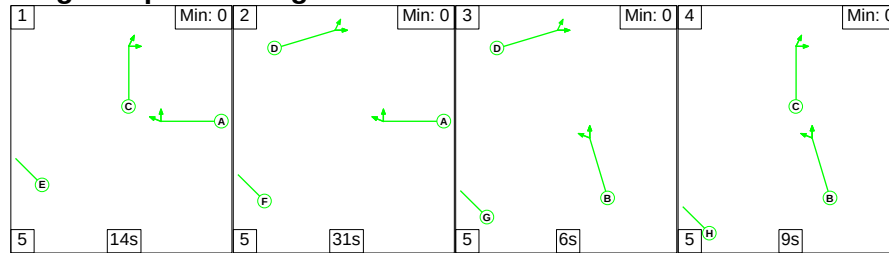
10/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - 226w			PRC for Signalled Lanes (%):			-11.8		Total Delay for Signalled Lanes (pcuHr):		70.96		Cycle Time (s): 90	
C2 - 216W			PRC for Signalled Lanes (%):			-1.5		Total Delay for Signalled Lanes (pcuHr):		38.72		Cycle Time (s): 90	
			PRC Over All Lanes (%):			-11.8		Total Delay Over All Lanes(pcuHr):		109.68			

Full Input Data And Results

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

C1 - 226w

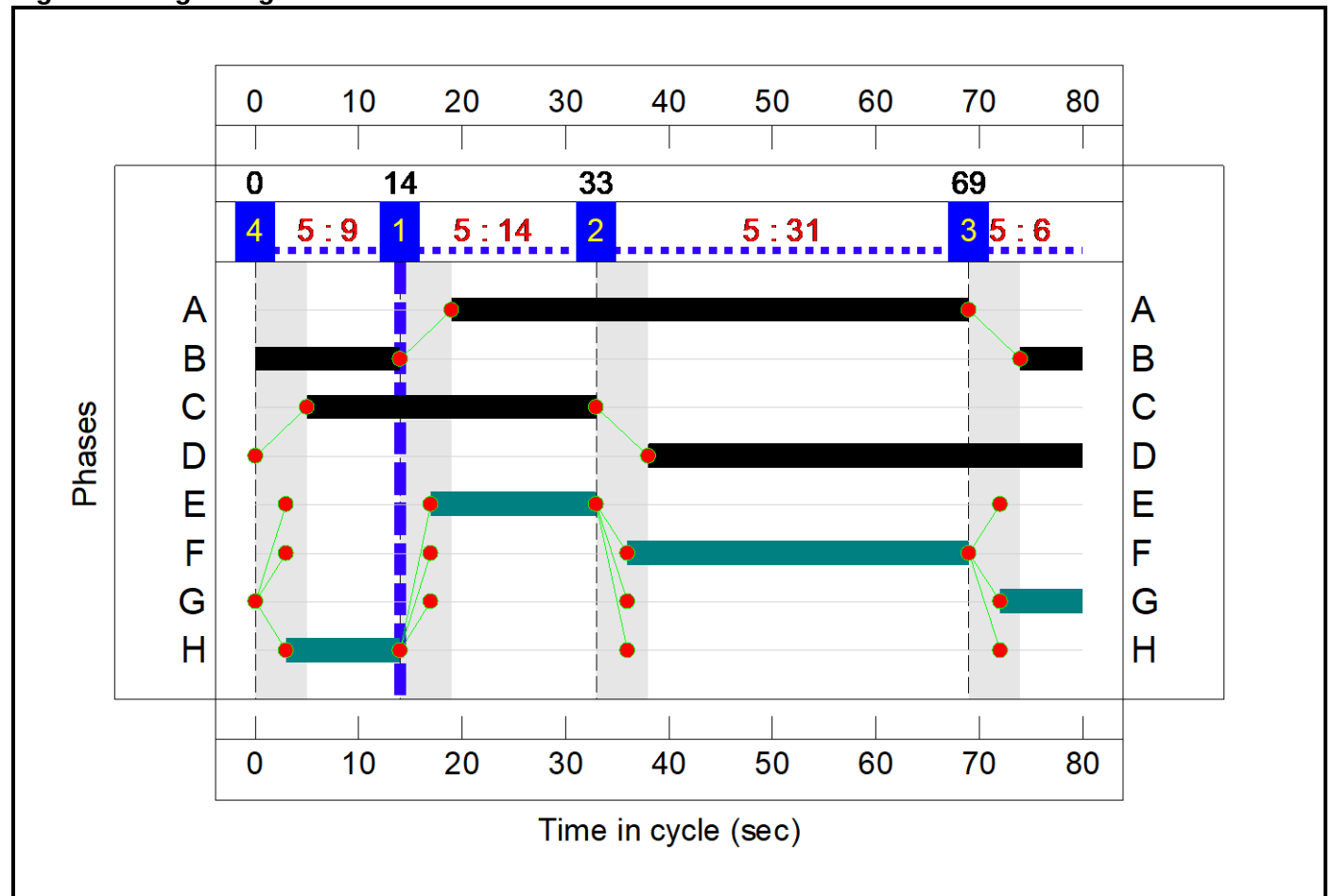
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	14	31	6	9
Change Point	14	33	69	0

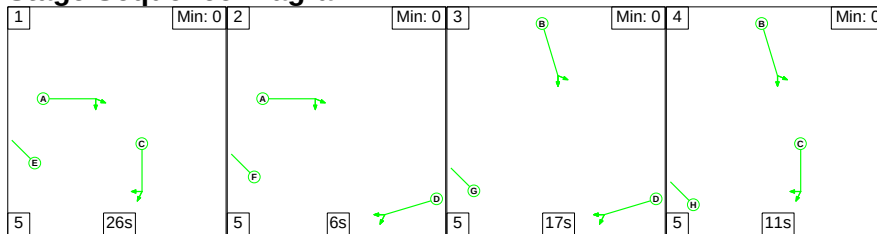
Signal Timings Diagram



Full Input Data And Results

C2 - 216W

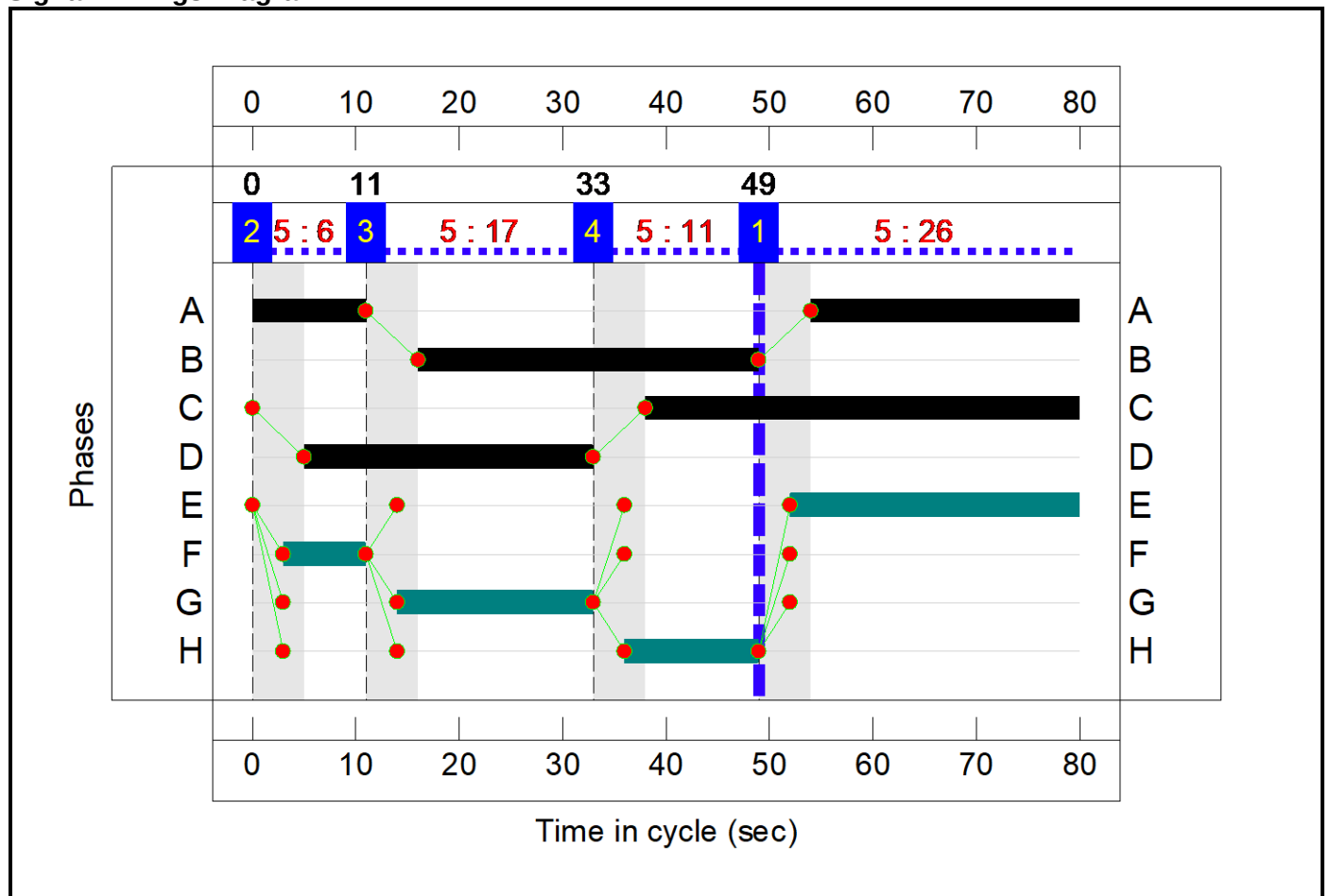
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	26	6	17	11
Change Point	49	0	11	33

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	33	-	1056	1934:1785	680+628	80.8 : 80.8%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	33	-	764	1909	907	84.3%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	28	-	1158	1937:2083	747+554	89.1 : 89.1%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	28	-	676	2081	858	78.8%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	20	-	445	1943	583	76.3%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	20	-	236	1778	533	44.2%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	42	-	1185	2094:2041	956+787	68.0 : 68.0%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	42	-	770	1998	1174	65.6%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	37	-	536	1900	974	55.0%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	37	-	492	1900	974	50.5%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	37	-	513	1900	974	52.7%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	42	-	258	1900	1092	23.6%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	42	-	647	1900	1092	59.2%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	42	-	764	1900	1092	69.9%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	50	-	799	1900	1283	62.3%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	50	-	935	1900	1283	72.9%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	50	-	505	1900	1283	39.4%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	28	-	161	1900	760	21.2%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	28	-	506	1900	760	66.6%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	28	-	235	1900	760	30.9%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1244	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	505	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: M1 Junction 40	-	-	0	0	0	47.0	21.8	0.0	68.8	-	-	-	-
M1 Junction 40	-	-	0	0	0	47.0	21.8	0.0	68.8	-	-	-	-
1/1+1/2	1056	1056	-	-	-	4.5	2.1	-	6.6	22.5	8.8	2.1	10.9
1/3	764	764	-	-	-	3.9	2.6	-	6.5	30.5	14.9	2.6	17.4
2/2+2/1	1158	1158	-	-	-	6.4	3.9	-	10.2	31.8	13.1	3.9	17.0
2/3	676	676	-	-	-	3.8	1.8	-	5.7	30.1	13.0	1.8	14.8
3/1	445	445	-	-	-	3.1	1.6	-	4.7	38.2	8.9	1.6	10.5
3/2	236	236	-	-	-	1.5	0.4	-	1.9	28.6	4.2	0.4	4.6
4/1+4/2	1185	1185	-	-	-	3.2	1.1	-	4.2	12.8	8.5	1.1	9.5
4/3	770	770	-	-	-	2.4	0.9	-	3.3	15.5	11.3	0.9	12.3
5/1	536	536	-	-	-	0.7	0.6	-	1.3	8.5	6.5	0.6	7.1
5/2	492	492	-	-	-	2.3	0.5	-	2.8	20.4	8.1	0.5	8.7
5/3	513	513	-	-	-	0.6	0.6	-	1.1	7.9	2.3	0.6	2.8
6/1	258	258	-	-	-	0.8	0.2	-	1.0	13.5	2.5	0.2	2.6
6/2	647	647	-	-	-	2.0	0.7	-	2.7	14.9	7.0	0.7	7.7
6/3	764	764	-	-	-	2.0	1.2	-	3.2	15.0	16.8	1.2	18.0
7/1	799	799	-	-	-	0.2	0.8	-	1.0	4.6	1.6	0.8	2.4
7/2	935	935	-	-	-	2.8	1.3	-	4.2	16.0	10.7	1.3	12.0
7/3	505	505	-	-	-	0.0	0.3	-	0.3	2.3	0.0	0.3	0.3
8/1	161	161	-	-	-	1.6	0.1	-	1.7	38.2	3.6	0.1	3.7
8/2	506	506	-	-	-	5.3	1.0	-	6.3	44.8	9.9	1.0	10.9
8/3	235	235	-	-	-	0.0	0.2	-	0.2	3.6	0.6	0.2	0.8
9/1	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

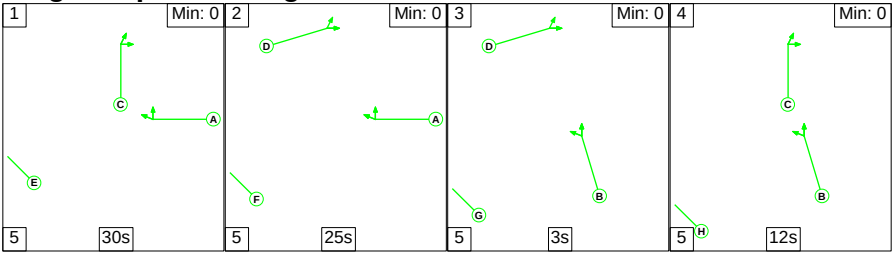
Full Input Data And Results

10/2	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 226w	PRC for Signalised Lanes (%):	17.9	Total Delay for Signalised Lanes (pcuHr):	27.87	Cycle Time (s):	80
C2 - 216W	PRC for Signalised Lanes (%):	1.1	Total Delay for Signalised Lanes (pcuHr):	40.97	Cycle Time (s):	80
	PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes (pcuHr):	68.83		

Full Input Data And Results
Scenario 3: '2024 DN AM' (FG3: '2024 DN AM', Plan 1: 'Plan 1')
C1 - 226w

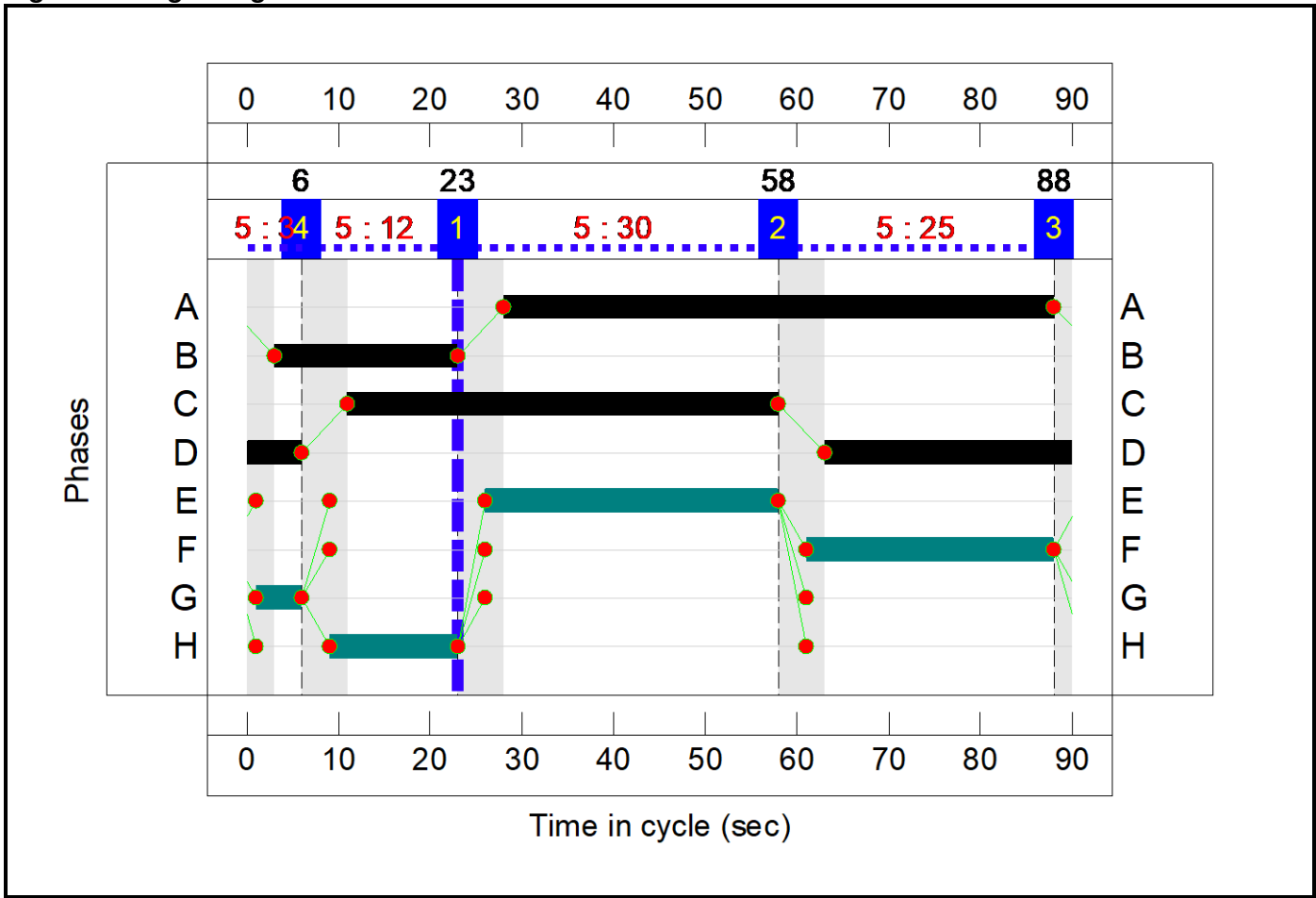
Stage Sequence Diagram



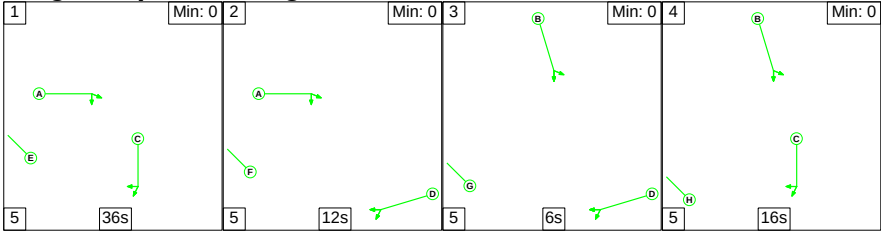
Stage Timings

Stage	1	2	3	4
Duration	30	25	3	12
Change Point	23	58	88	6

Signal Timings Diagram



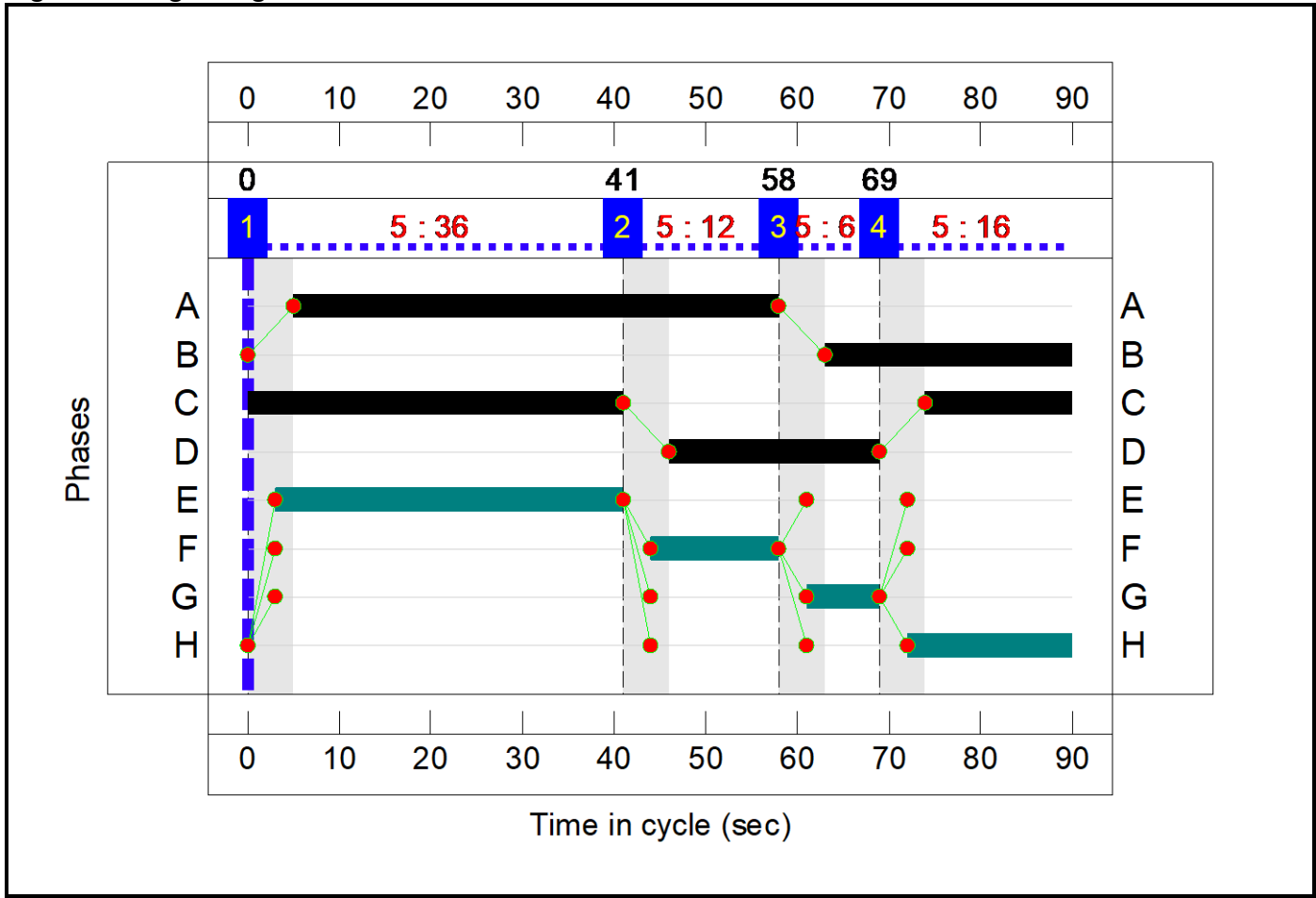
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	12	6	16
Change Point	0	41	58	69

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	27	-	942	1934:1785	529+486	92.8 : 92.8%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	27	-	531	1909	658	80.8%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	23	-	1009	1937:2083	600+353	105.8 : 105.8%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	23	-	687	2081	647	106.1%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	20	-	485	1943	518	93.6%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	20	-	423	1778	474	89.2%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	33	-	1116	2094:2041	826+179	111.0 : 111.0%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	33	-	932	1998	844	110.5%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	53	-	199	1900	1203	14.9%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	53	-	700	1900	1203	54.5%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	53	-	472	1900	1203	35.5%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	57	-	178	1900	1288	12.5%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	57	-	677	1900	1288	49.1%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	57	-	531	1900	1288	41.2%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	60	-	696	1900	1351	49.5%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	60	-	914	1900	1351	66.0%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	60	-	448	1900	1351	31.2%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	47	-	350	1900	1077	30.7%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	47	-	448	1900	1077	39.2%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	47	-	240	1900	1077	22.3%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1181	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1267	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%

Full Input Data And Results

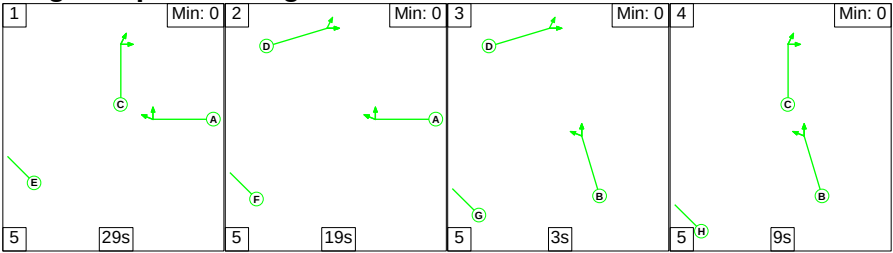
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	0	0	0	70.9	191.0	0.0	262.0	-	-	-	-
M1 Junction 40	-	-	0	0	0	70.9	191.0	0.0	262.0	-	-	-	-
1/1+1/2	942	942	-	-	-	6.8	5.6	-	12.4	47.3	12.6	5.6	18.2
1/3	531	531	-	-	-	4.0	2.0	-	6.0	40.6	11.9	2.0	14.0
2/2+2/1	1009	954	-	-	-	9.7	35.0	-	44.7	159.6	20.9	35.0	55.9
2/3	687	647	-	-	-	7.2	26.3	-	33.5	175.7	18.2	26.3	44.5
3/1	485	485	-	-	-	4.3	5.5	-	9.8	73.0	11.7	5.5	17.2
3/2	423	423	-	-	-	3.7	3.6	-	7.4	62.6	10.1	3.6	13.7
4/1+4/2	1116	1006	-	-	-	13.2	59.8	-	73.0	235.6	30.7	59.8	90.5
4/3	932	844	-	-	-	11.3	49.0	-	60.3	232.8	25.5	49.0	74.5
5/1	179	179	-	-	-	0.5	0.1	-	0.6	11.1	3.1	0.1	3.2
5/2	656	656	-	-	-	0.7	0.6	-	1.3	7.1	7.9	0.6	8.5
5/3	427	427	-	-	-	0.6	0.3	-	0.9	7.5	7.6	0.3	7.9
6/1	162	162	-	-	-	0.0	0.1	-	0.1	2.5	0.2	0.1	0.2
6/2	632	632	-	-	-	0.1	0.5	-	0.6	3.4	0.7	0.5	1.2
6/3	531	531	-	-	-	0.0	0.4	-	0.4	2.4	1.6	0.4	1.9
7/1	669	669	-	-	-	1.2	0.5	-	1.7	8.9	5.7	0.5	6.2
7/2	892	892	-	-	-	3.5	1.0	-	4.4	17.9	13.3	1.0	14.3
7/3	422	422	-	-	-	0.2	0.2	-	0.4	3.7	0.9	0.2	1.1
8/1	331	331	-	-	-	1.6	0.2	-	1.8	19.3	7.5	0.2	7.7
8/2	422	422	-	-	-	2.2	0.3	-	2.6	21.8	9.7	0.3	10.0
8/3	240	240	-	-	-	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - 226w			PRC for Signalled Lanes (%):			-23.3		Total Delay for Signalled Lanes (pcuHr):		161.51		Cycle Time (s): 90	
C2 - 216W			PRC for Signalled Lanes (%):			-17.9		Total Delay for Signalled Lanes (pcuHr):		100.44		Cycle Time (s): 90	
			PRC Over All Lanes (%):			-23.3		Total Delay Over All Lanes(pcuHr):		261.95			

Full Input Data And Results
Scenario 4: '2024 DN PM' (FG4: '2024 DN PM', Plan 1: 'Plan 1')
C1 - 226w

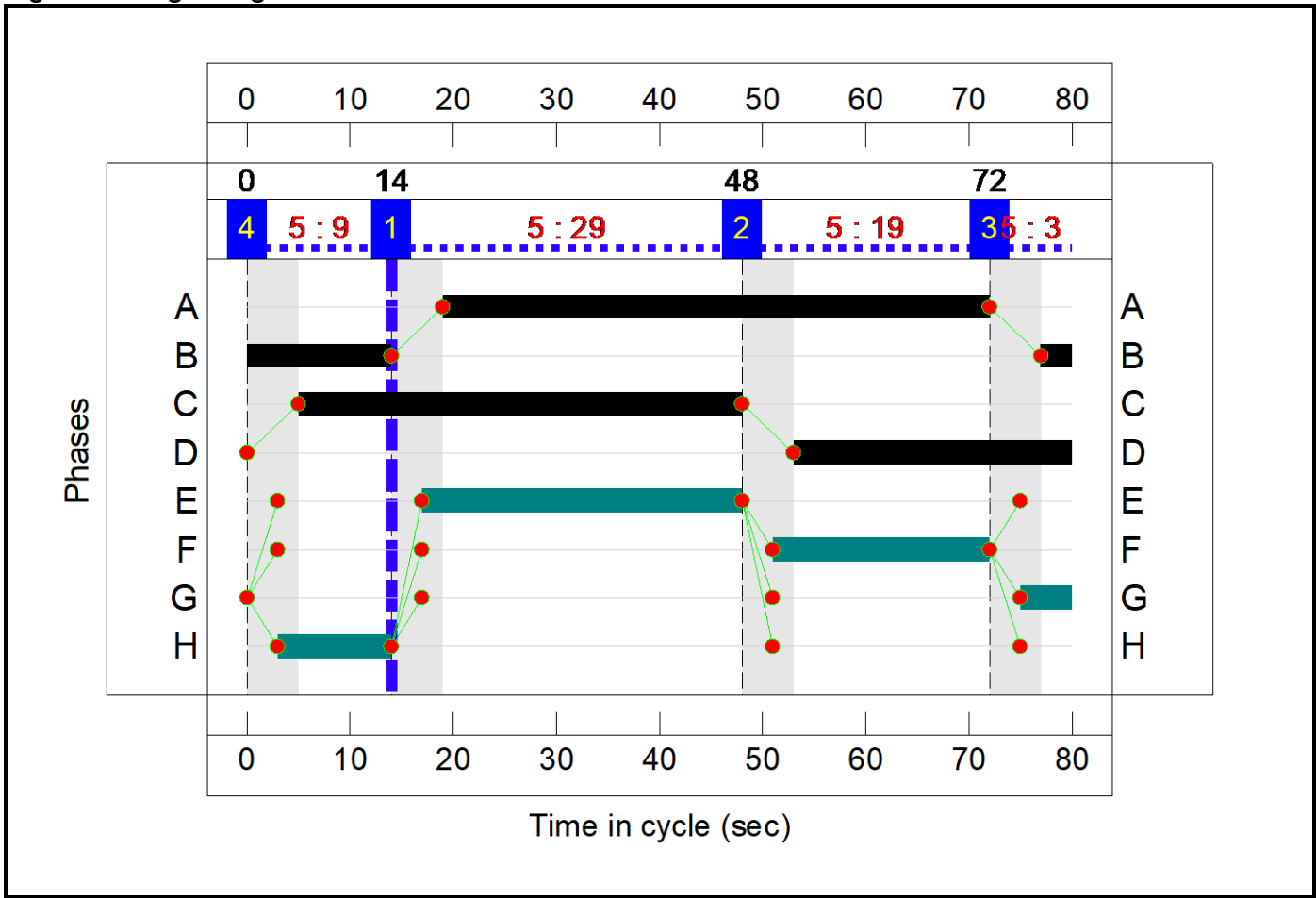
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	19	3	9
Change Point	14	48	72	0

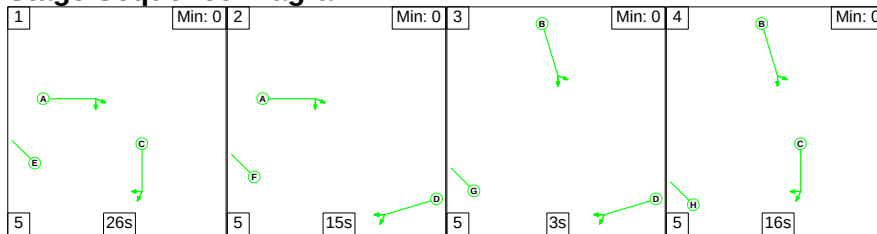
Signal Timings Diagram



Full Input Data And Results

C2 - 216W

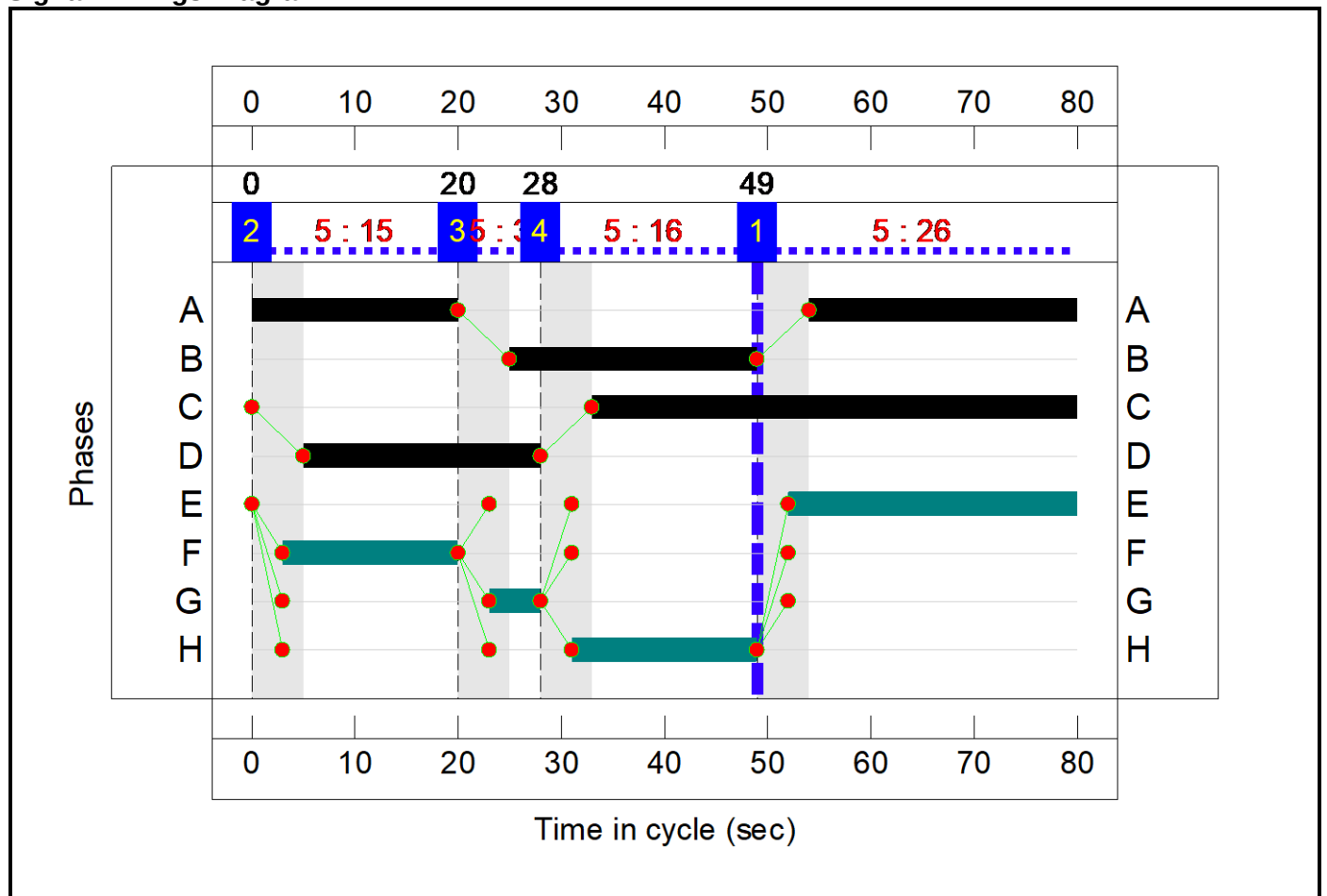
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	26	15	3	16
Change Point	49	0	20	28

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	102.7%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	24	-	1074	1934:1785	577+482	101.4 : 101.4%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	24	-	694	1909	692	100.3%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	23	-	1152	1937:2083	675+531	95.6 : 95.6%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	23	-	682	2081	728	93.6%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	17	-	437	1943	510	85.7%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	340	1778	467	72.8%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	27	-	1235	2094:2041	748+566	94.0 : 94.0%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	27	-	821	1998	799	102.7%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	46	-	606	1900	1187	51.0%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	46	-	615	1900	1187	50.9%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	46	-	415	1900	1187	34.0%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	47	-	407	1900	1211	32.7%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	47	-	613	1900	1211	49.5%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	47	-	694	1900	1211	57.1%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	53	-	827	1900	1354	60.9%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	53	-	874	1900	1354	64.4%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	53	-	518	1900	1354	38.3%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	43	-	133	1900	1116	11.9%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	43	-	592	1900	1116	53.0%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	43	-	209	1900	1116	18.7%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1264	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	518	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: M1 Junction 40	-	-	0	0	0	54.3	85.3	0.0	139.6	-	-	-	-
M1 Junction 40	-	-	0	0	0	54.3	85.3	0.0	139.6	-	-	-	-
1/1+1/2	1074	1059	-	-	-	7.5	20.5	-	28.1	94.1	16.9	20.5	37.4
1/3	694	692	-	-	-	5.0	13.7	-	18.7	96.8	15.5	13.7	29.1
2/2+2/1	1152	1152	-	-	-	7.7	8.2	-	15.9	49.7	13.8	8.2	22.0
2/3	682	682	-	-	-	4.8	5.9	-	10.6	56.1	14.6	5.9	20.5
3/1	437	437	-	-	-	3.4	2.8	-	6.2	51.0	9.2	2.8	12.0
3/2	340	340	-	-	-	2.5	1.3	-	3.9	40.8	6.8	1.3	8.1
4/1+4/2	1235	1235	-	-	-	7.1	6.7	-	13.8	40.2	14.3	6.7	21.0
4/3	821	799	-	-	-	6.5	20.8	-	27.3	119.6	18.7	20.8	39.5
5/1	606	606	-	-	-	0.5	0.5	-	1.0	6.1	1.9	0.5	2.5
5/2	604	604	-	-	-	1.4	0.5	-	2.0	11.6	5.0	0.5	5.5
5/3	404	404	-	-	-	0.2	0.3	-	0.4	3.8	0.5	0.3	0.8
6/1	396	396	-	-	-	1.9	0.2	-	2.1	19.5	7.6	0.2	7.8
6/2	599	599	-	-	-	2.2	0.5	-	2.7	16.1	10.8	0.5	11.3
6/3	692	692	-	-	-	0.0	0.7	-	0.7	3.5	5.3	0.7	6.0
7/1	824	824	-	-	-	0.3	0.8	-	1.0	4.5	1.6	0.8	2.4
7/2	872	872	-	-	-	1.3	0.9	-	2.2	9.0	5.6	0.9	6.5
7/3	518	518	-	-	-	0.0	0.3	-	0.3	2.2	0.0	0.3	0.3
8/1	133	133	-	-	-	0.4	0.1	-	0.5	12.3	1.1	0.1	1.2
8/2	592	592	-	-	-	1.7	0.6	-	2.2	13.7	5.0	0.6	5.6
8/3	209	209	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
9/1	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

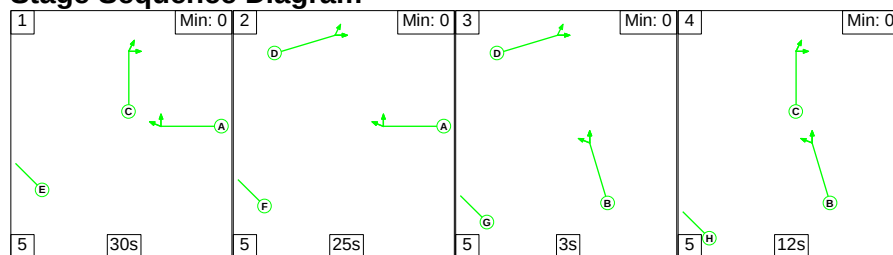
C1 - 226w	PRC for Signalised Lanes (%):	-14.1	Total Delay for Signalised Lanes (pcuHr):	57.47	Cycle Time (s):	80
C2 - 216W	PRC for Signalised Lanes (%):	-12.7	Total Delay for Signalised Lanes (pcuHr):	82.17	Cycle Time (s):	80
	PRC Over All Lanes (%):	-14.1	Total Delay Over All Lanes (pcuHr):	139.64		

Full Input Data And Results

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

C1 - 226w

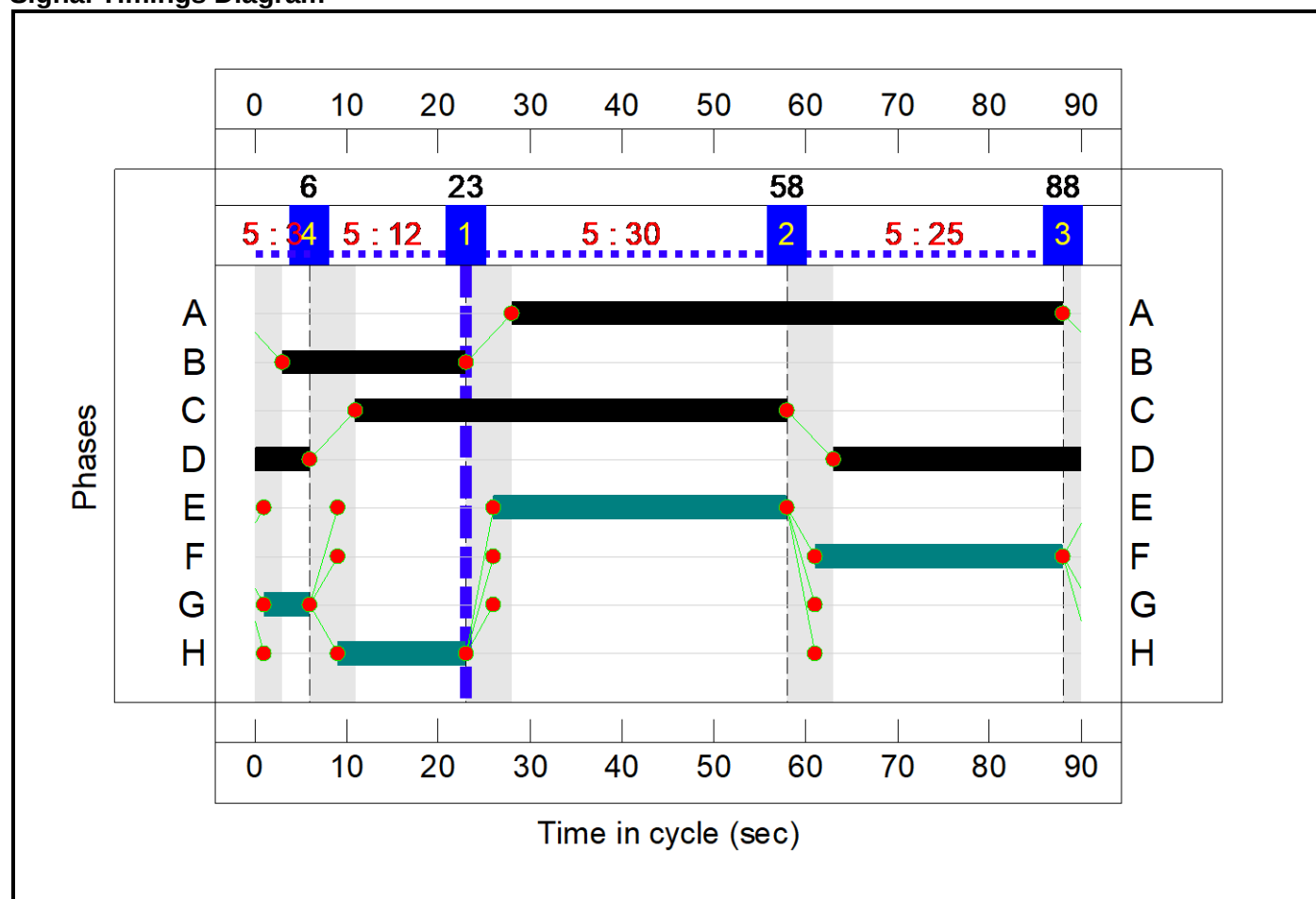
Stage Sequence Diagram



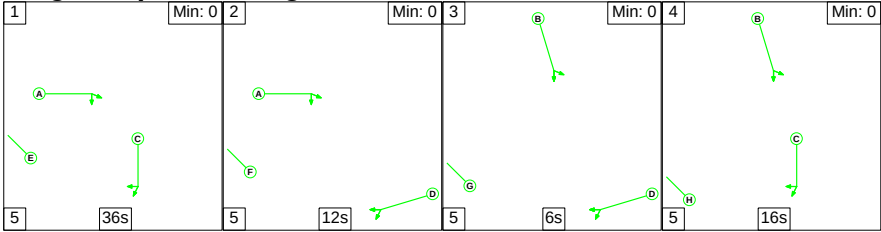
Stage Timings

Stage	1	2	3	4
Duration	30	25	3	12
Change Point	23	58	88	6

Signal Timings Diagram



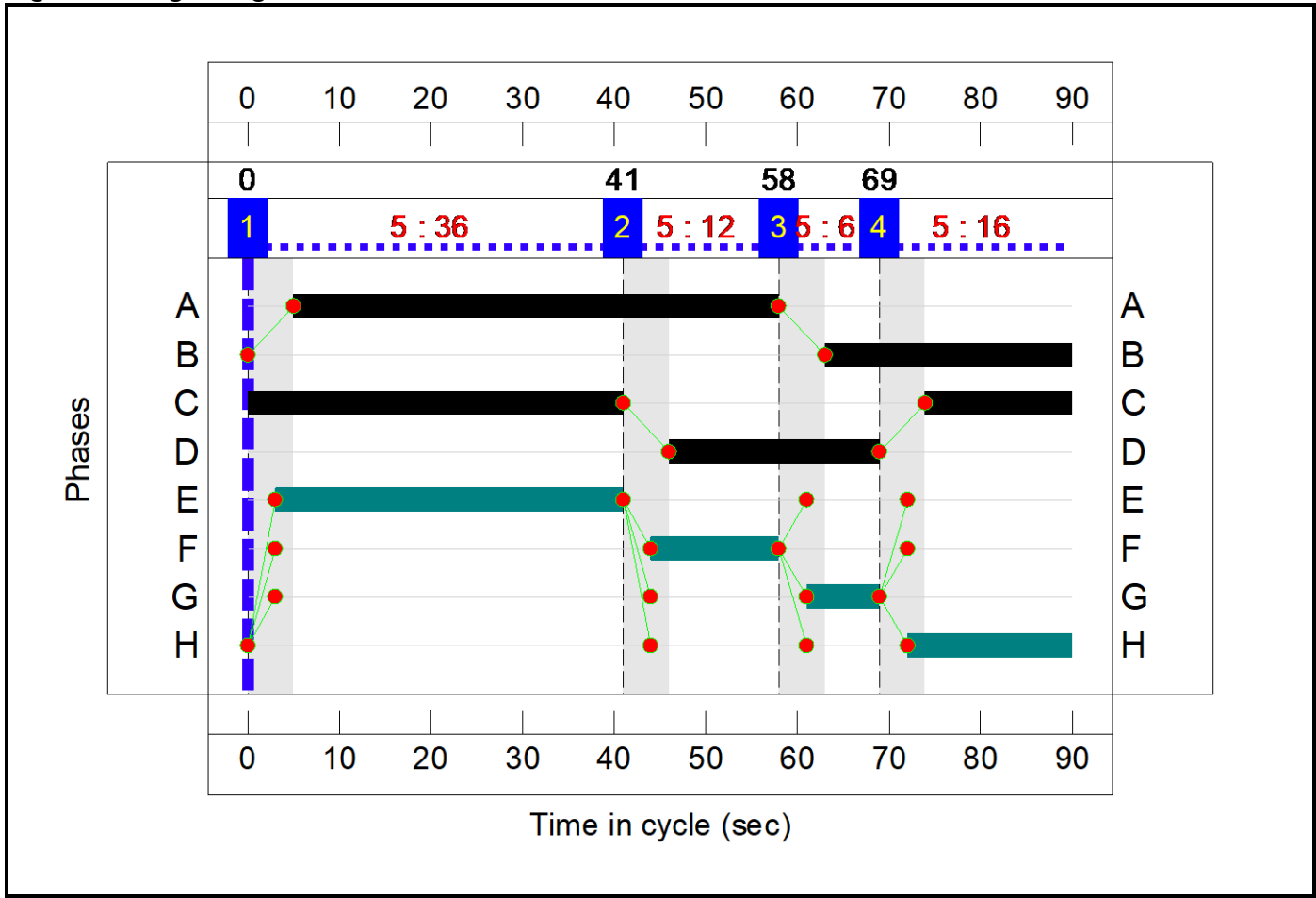
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	12	6	16
Change Point	0	41	58	69

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	115.3%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	115.3%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	27	-	965	1934:1785	530+484	95.2 : 95.2%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	27	-	568	1909	658	86.4%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	23	-	902	1937:2083	600+388	91.3 : 91.3%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	23	-	603	2081	647	93.1%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	20	-	512	1943	518	98.8%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	20	-	459	1778	474	96.8%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	33	-	1141	2094:2041	833+156	115.3 : 115.3%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	33	-	970	1998	844	115.0%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	53	-	180	1900	1203	13.0%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	53	-	729	1900	1203	55.5%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	53	-	500	1900	1203	36.1%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	57	-	200	1900	1288	13.6%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	57	-	677	1900	1288	47.5%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	57	-	568	1900	1288	44.1%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	60	-	640	1900	1351	47.4%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	60	-	867	1900	1351	64.2%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	60	-	389	1900	1351	28.8%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	47	-	306	1900	1077	28.4%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	47	-	389	1900	1077	36.1%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	47	-	259	1900	1077	24.1%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1152	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1267	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	389	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: M1 Junction 40	-	-	0	0	0	71.7	188.5	0.0	260.2	-	-	-	-
M1 Junction 40	-	-	0	0	0	71.7	188.5	0.0	260.2	-	-	-	-
1/1+1/2	965	965	-	-	-	7.1	7.5	-	14.6	54.5	13.8	7.5	21.3
1/3	568	568	-	-	-	4.3	3.0	-	7.3	46.4	13.1	3.0	16.1
2/2+2/1	902	902	-	-	-	7.1	4.7	-	11.8	47.1	13.1	4.7	17.8
2/3	603	603	-	-	-	5.0	5.4	-	10.5	62.6	14.6	5.4	20.0
3/1	512	512	-	-	-	4.7	9.9	-	14.6	102.4	12.7	9.9	22.5
3/2	459	459	-	-	-	4.2	7.6	-	11.7	92.1	11.2	7.6	18.8
4/1+4/2	1141	989	-	-	-	15.6	79.4	-	95.1	300.0	32.9	79.4	112.3
4/3	970	844	-	-	-	13.6	66.8	-	80.4	298.3	27.4	66.8	94.2
5/1	156	156	-	-	-	0.4	0.1	-	0.5	11.0	2.7	0.1	2.7
5/2	668	668	-	-	-	0.7	0.6	-	1.3	7.2	7.6	0.6	8.2
5/3	435	435	-	-	-	0.6	0.3	-	0.9	7.7	8.0	0.3	8.3
6/1	175	175	-	-	-	0.0	0.1	-	0.1	2.6	0.2	0.1	0.3
6/2	612	612	-	-	-	0.1	0.5	-	0.6	3.4	0.7	0.5	1.1
6/3	568	568	-	-	-	0.0	0.4	-	0.4	2.5	3.2	0.4	3.6
7/1	640	640	-	-	-	0.9	0.4	-	1.4	7.7	4.7	0.4	5.2
7/2	867	867	-	-	-	3.6	0.9	-	4.5	18.7	14.0	0.9	14.9
7/3	389	389	-	-	-	0.1	0.2	-	0.3	3.2	0.6	0.2	0.8
8/1	306	306	-	-	-	1.5	0.2	-	1.7	19.8	7.1	0.2	7.3
8/2	389	389	-	-	-	2.1	0.3	-	2.4	22.1	9.1	0.3	9.4
8/3	259	259	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1152	1152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

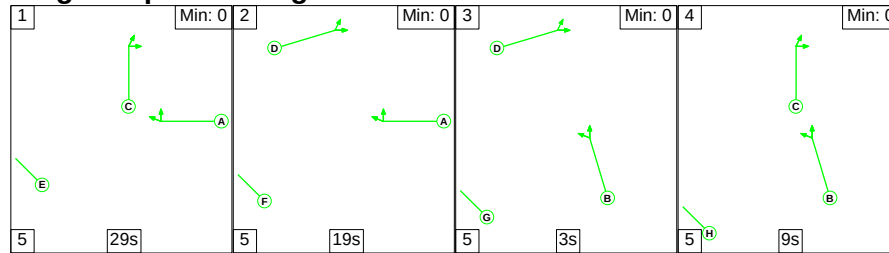
PRC for Signalised Lanes (%):	28.1	Total Delay for Signalised Lanes (pcuHr):	212.18	Cycle Time (s):	90
PRC for Signalised Lanes (%):	-5.8	Total Delay for Signalised Lanes (pcuHr):	48.06	Cycle Time (s):	90
PRC Over All Lanes (%):	-28.1	Total Delay Over All Lanes (pcuHr):	260.24		

Full Input Data And Results

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

C1 - 226w

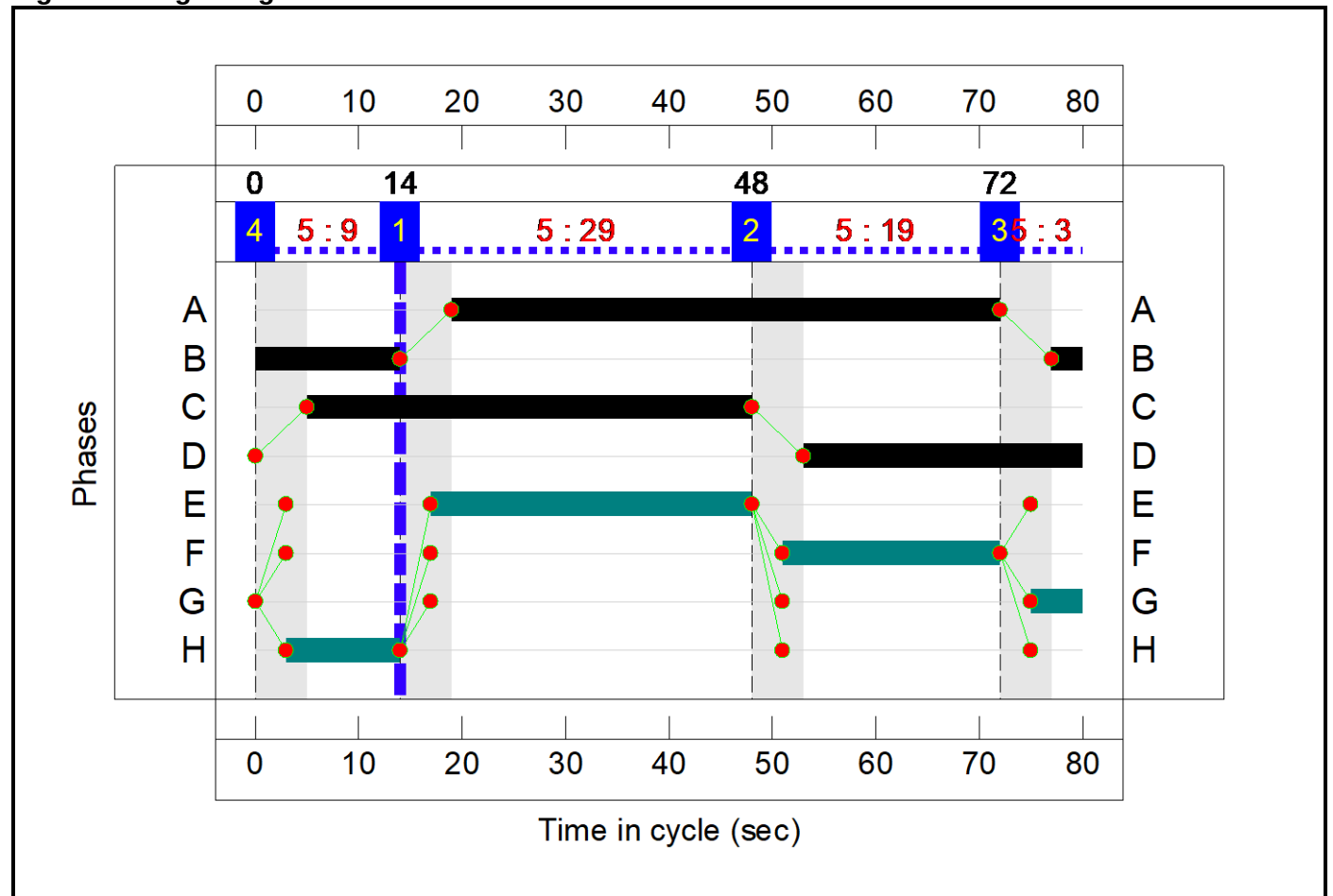
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	19	3	9
Change Point	14	48	72	0

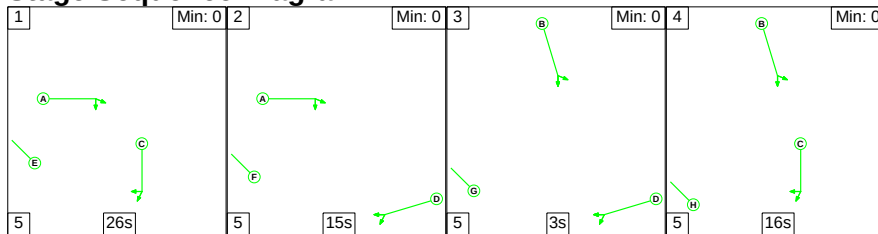
Signal Timings Diagram



Full Input Data And Results

C2 - 216W

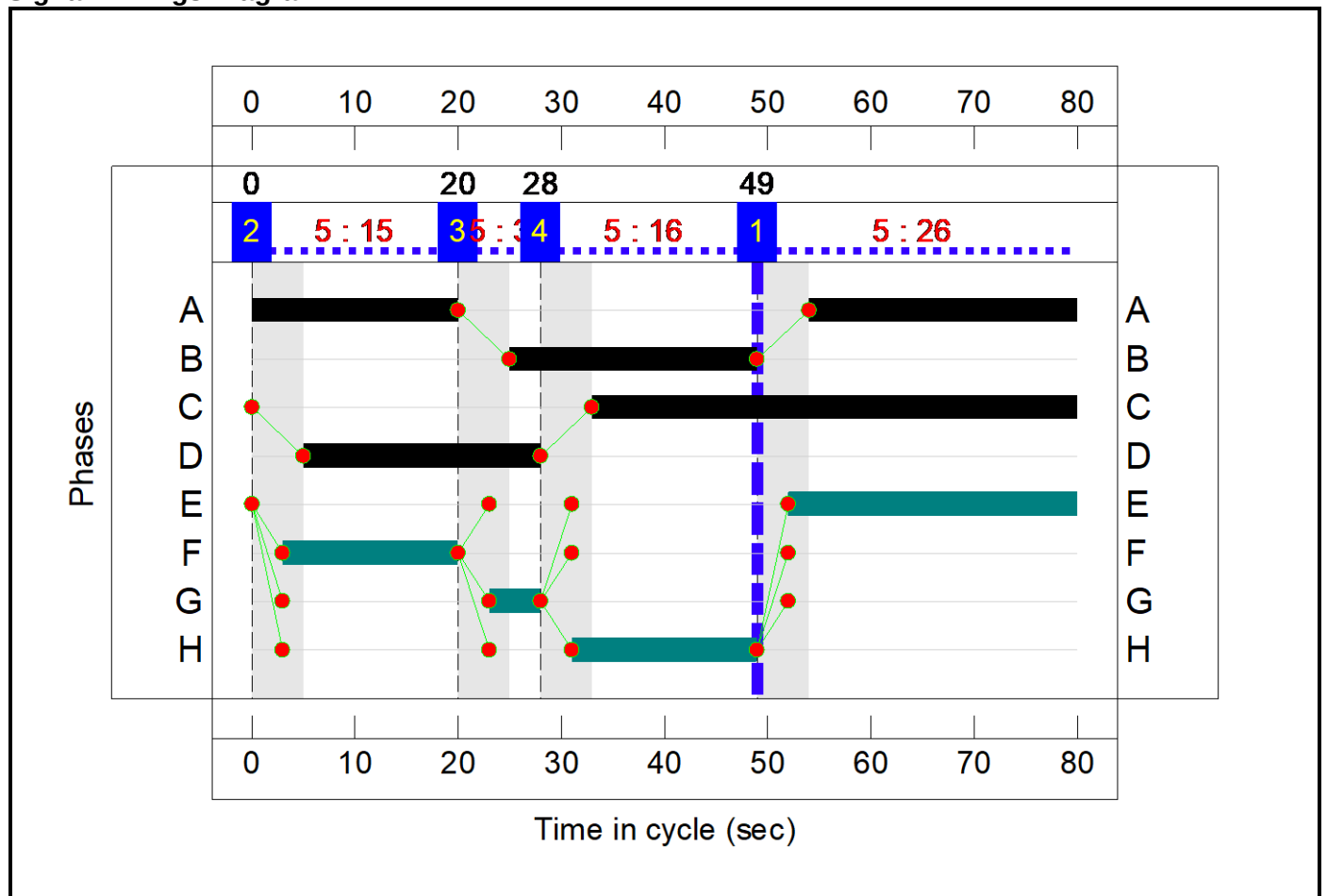
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	26	15	3	16
Change Point	49	0	20	28

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	24	-	1003	1934:1785	571+526	91.4 : 91.4%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	24	-	610	1909	692	88.1%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	23	-	1124	1937:2083	675+525	93.6 : 93.6%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	23	-	649	2081	728	89.1%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	17	-	461	1943	510	90.4%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	390	1778	467	83.6%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	27	-	1264	2094:2041	751+532	98.5 : 98.5%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	27	-	861	1998	799	107.7%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	46	-	630	1900	1187	53.1%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	46	-	647	1900	1187	51.9%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	46	-	434	1900	1187	33.9%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	47	-	428	1900	1211	32.8%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	47	-	650	1900	1211	51.1%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	47	-	610	1900	1211	50.4%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	53	-	848	1900	1354	62.6%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	53	-	825	1900	1354	60.9%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	53	-	434	1900	1354	32.1%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	43	-	201	1900	1116	18.0%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	43	-	540	1900	1116	48.4%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	43	-	220	1900	1116	19.7%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1152	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1309	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%

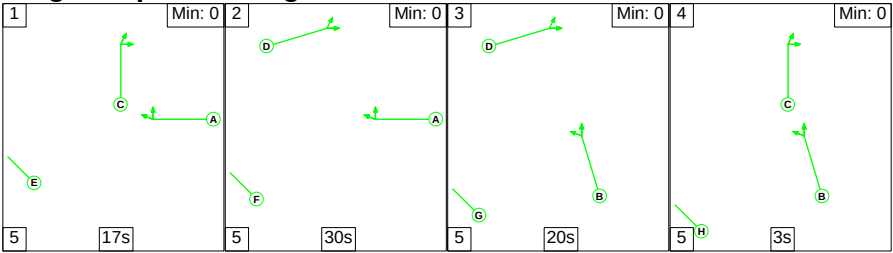
Full Input Data And Results

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: M1 Junction 40	-	-	0	0	0	54.2	80.3	0.0	134.5	-	-	-	-
M1 Junction 40	-	-	0	0	0	54.2	80.3	0.0	134.5	-	-	-	-
1/1+1/2	1003	1003	-	-	-	6.2	4.8	-	11.0	39.6	10.6	4.8	15.4
1/3	610	610	-	-	-	4.0	3.4	-	7.5	44.1	12.5	3.4	16.0
2/2+2/1	1124	1124	-	-	-	7.4	6.3	-	13.7	44.0	13.5	6.3	19.8
2/3	649	649	-	-	-	4.4	3.7	-	8.2	45.3	13.5	3.7	17.3
3/1	461	461	-	-	-	3.7	4.0	-	7.7	60.0	9.9	4.0	13.9
3/2	390	390	-	-	-	3.0	2.4	-	5.4	50.0	8.1	2.4	10.5
4/1+4/2	1264	1264	-	-	-	7.5	13.6	-	21.0	59.9	17.5	13.6	31.1
4/3	861	799	-	-	-	8.6	36.8	-	45.4	189.9	20.5	36.8	57.3
5/1	630	630	-	-	-	0.7	0.6	-	1.3	7.2	2.7	0.6	3.3
5/2	616	616	-	-	-	1.5	0.5	-	2.0	11.7	5.2	0.5	5.8
5/3	403	403	-	-	-	0.2	0.3	-	0.4	3.8	0.5	0.3	0.8
6/1	397	397	-	-	-	1.9	0.2	-	2.2	19.5	7.6	0.2	7.9
6/2	619	619	-	-	-	2.2	0.5	-	2.8	16.0	11.4	0.5	11.9
6/3	610	610	-	-	-	0.0	0.5	-	0.5	3.0	2.6	0.5	3.1
7/1	848	848	-	-	-	0.3	0.8	-	1.1	4.6	2.1	0.8	3.0
7/2	825	825	-	-	-	0.8	0.8	-	1.6	6.9	3.8	0.8	4.6
7/3	434	434	-	-	-	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2
8/1	201	201	-	-	-	0.5	0.1	-	0.7	11.7	1.6	0.1	1.7
8/2	540	540	-	-	-	1.3	0.5	-	1.7	11.5	3.9	0.5	4.3
8/3	220	220	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
9/1	1152	1152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1309	1309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - 226w C2 - 216W													
PRC for Signalled Lanes (%):					-19.7	Total Delay for Signalled Lanes (pcuHr):			84.97	Cycle Time (s): 80			
PRC for Signalled Lanes (%):					-4.0	Total Delay for Signalled Lanes (pcuHr):			49.53	Cycle Time (s): 80			
PRC Over All Lanes (%):					-19.7	Total Delay Over All Lanes(pcuHr):			134.49				

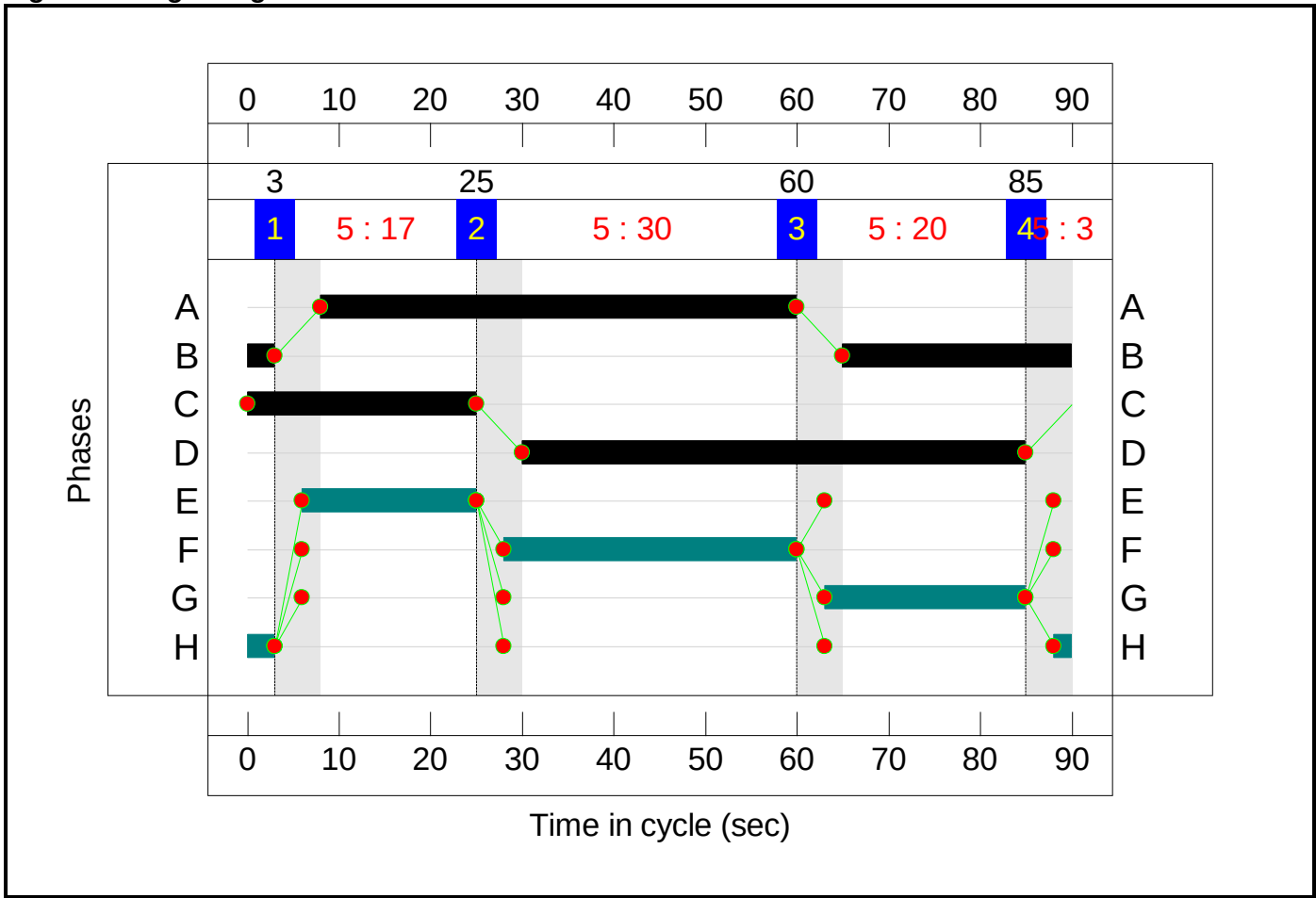
Stage Sequence Diagram



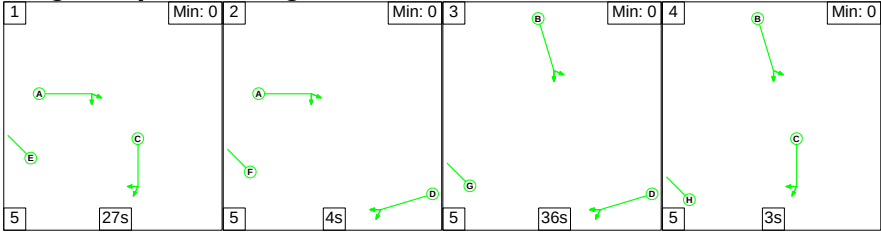
Stage Timings

Stage	1	2	3	4
Duration	17	30	20	3
Change Point	3	25	60	85

Signal Timings Diagram



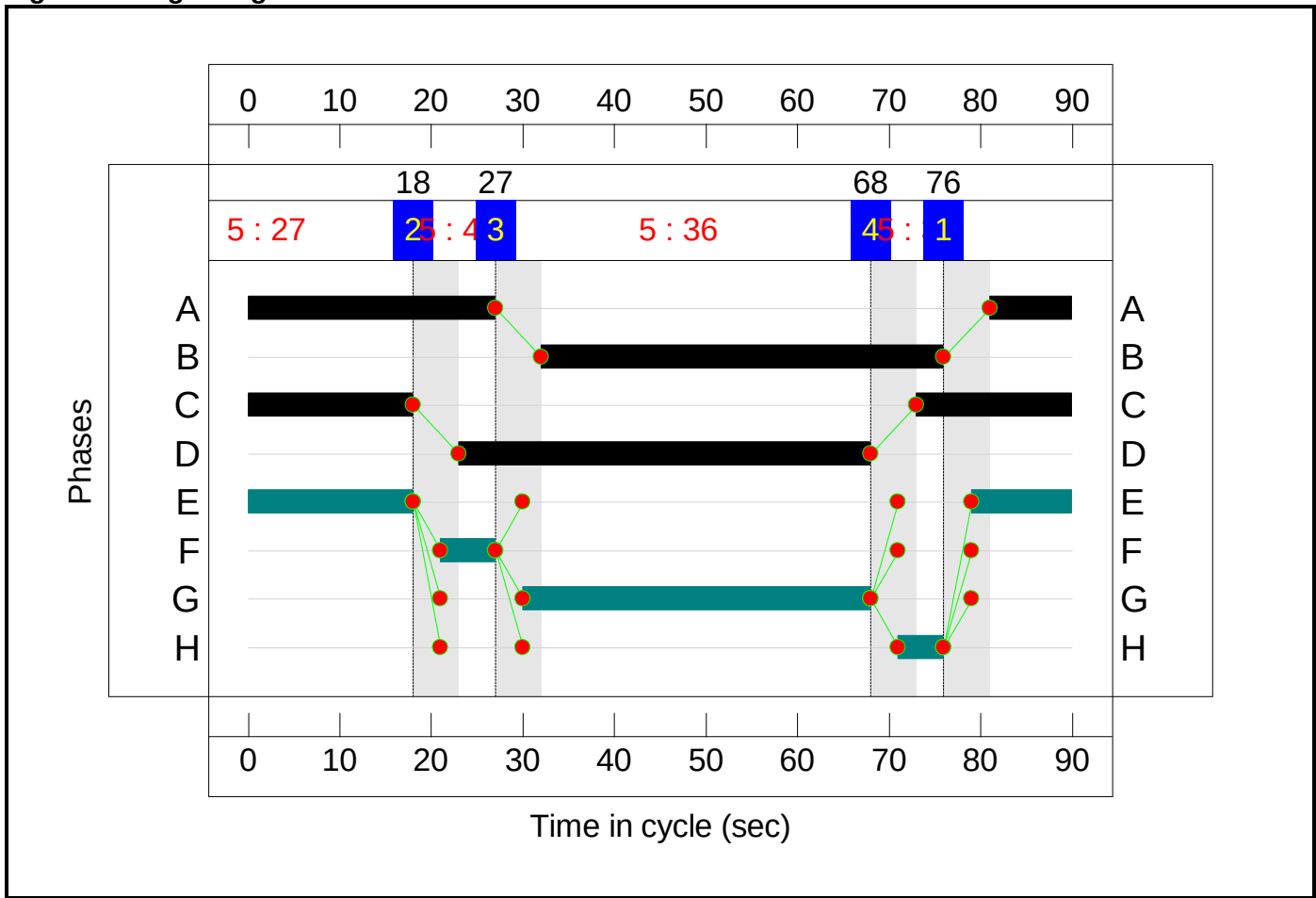
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	27	4	36	3
Change Point	76	18	27	68

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	44	-	887	1934:1785	711+657	64.8 : 64.8%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	44	-	586	1909	1018	57.6%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	45	-	905	1937:2083	873+615	60.8 : 60.8%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	45	-	791	2081	1133	69.8%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	28	-	538	1943	691	77.9%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	28	-	371	1778	632	58.7%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	55	-	1286	2094:2041	1087+437	84.4 : 84.4%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	55	-	765	1998	1310	58.4%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	36	-	369	1900	844	43.7%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	36	-	537	1900	844	63.6%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	36	-	468	1900	844	55.4%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	35	-	185	1900	823	22.5%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	35	-	618	1900	823	75.1%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	35	-	586	1900	823	71.2%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	52	-	681	1900	1182	57.6%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	52	-	865	1900	1182	73.2%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	52	-	512	1900	1182	43.3%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	25	-	286	1900	549	52.1%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	25	-	512	1900	612	83.6%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	25	-	240	1900	612	39.2%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	512	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: M1 Junction 40	-	-	0	0	0	48.2	19.7	0.0	67.9	-	-	-	-
M1 Junction 40	-	-	0	0	0	48.2	19.7	0.0	67.9	-	-	-	-
1/1+1/2	887	887	-	-	-	3.2	0.9	-	4.1	16.6	7.0	0.9	8.0
1/3	586	586	-	-	-	2.3	0.7	-	3.0	18.3	9.8	0.7	10.4
2/2+2/1	905	905	-	-	-	3.1	0.8	-	3.9	15.3	8.3	0.8	9.0
2/3	791	791	-	-	-	3.3	1.1	-	4.5	20.3	14.5	1.1	15.7
3/1	538	538	-	-	-	3.9	1.7	-	5.6	37.4	12.0	1.7	13.7
3/2	371	371	-	-	-	2.4	0.7	-	3.1	30.5	7.5	0.7	8.2
4/1+4/2	1286	1286	-	-	-	3.6	2.6	-	6.2	17.5	16.9	2.6	19.5
4/3	765	765	-	-	-	1.8	0.7	-	2.5	11.9	10.6	0.7	11.3
5/1	369	369	-	-	-	2.2	0.4	-	2.5	24.9	8.0	0.4	8.4
5/2	537	537	-	-	-	2.1	0.9	-	3.0	20.0	7.3	0.9	8.2
5/3	468	468	-	-	-	2.7	0.6	-	3.3	25.8	10.8	0.6	11.4
6/1	185	185	-	-	-	0.3	0.1	-	0.4	8.0	0.6	0.1	0.7
6/2	618	618	-	-	-	1.9	1.5	-	3.4	19.5	5.2	1.5	6.7
6/3	586	586	-	-	-	4.2	1.2	-	5.4	33.1	14.6	1.2	15.8
7/1	681	681	-	-	-	1.6	0.7	-	2.2	11.8	7.7	0.7	8.4
7/2	865	865	-	-	-	2.4	1.4	-	3.8	15.8	17.2	1.4	18.6
7/3	512	512	-	-	-	1.3	0.4	-	1.7	12.0	4.6	0.4	5.0
8/1	286	286	-	-	-	1.9	0.5	-	2.4	30.2	5.1	0.5	5.6
8/2	512	512	-	-	-	3.6	2.4	-	6.0	42.1	8.8	2.4	11.2
8/3	240	240	-	-	-	0.6	0.3	-	0.9	13.3	5.4	0.3	5.7
9/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

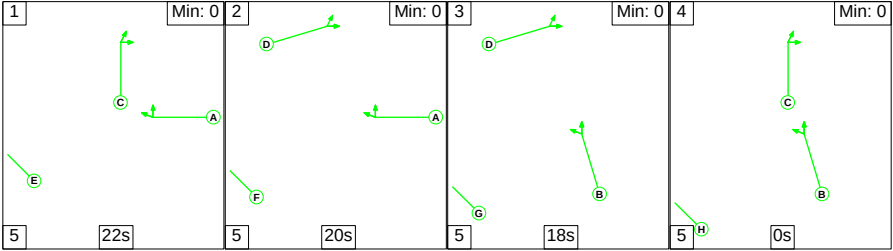
Full Input Data And Results

10/2	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 226w	PRC for Signalised Lanes (%):	6.7	Total Delay for Signalised Lanes (pcuHr):	34.52	Cycle Time (s):	90
C2 - 216W	PRC for Signalised Lanes (%):	19.9	Total Delay for Signalised Lanes (pcuHr):	33.41	Cycle Time (s):	90
	PRC Over All Lanes (%):	6.7	Total Delay Over All Lanes (pcuHr):	67.93		

Full Input Data And Results
Scenario 8: '2024 DS(A) PM' (FG8: '2024 DS(A) PM', Plan 1: 'Plan 1')
C1 - 226w

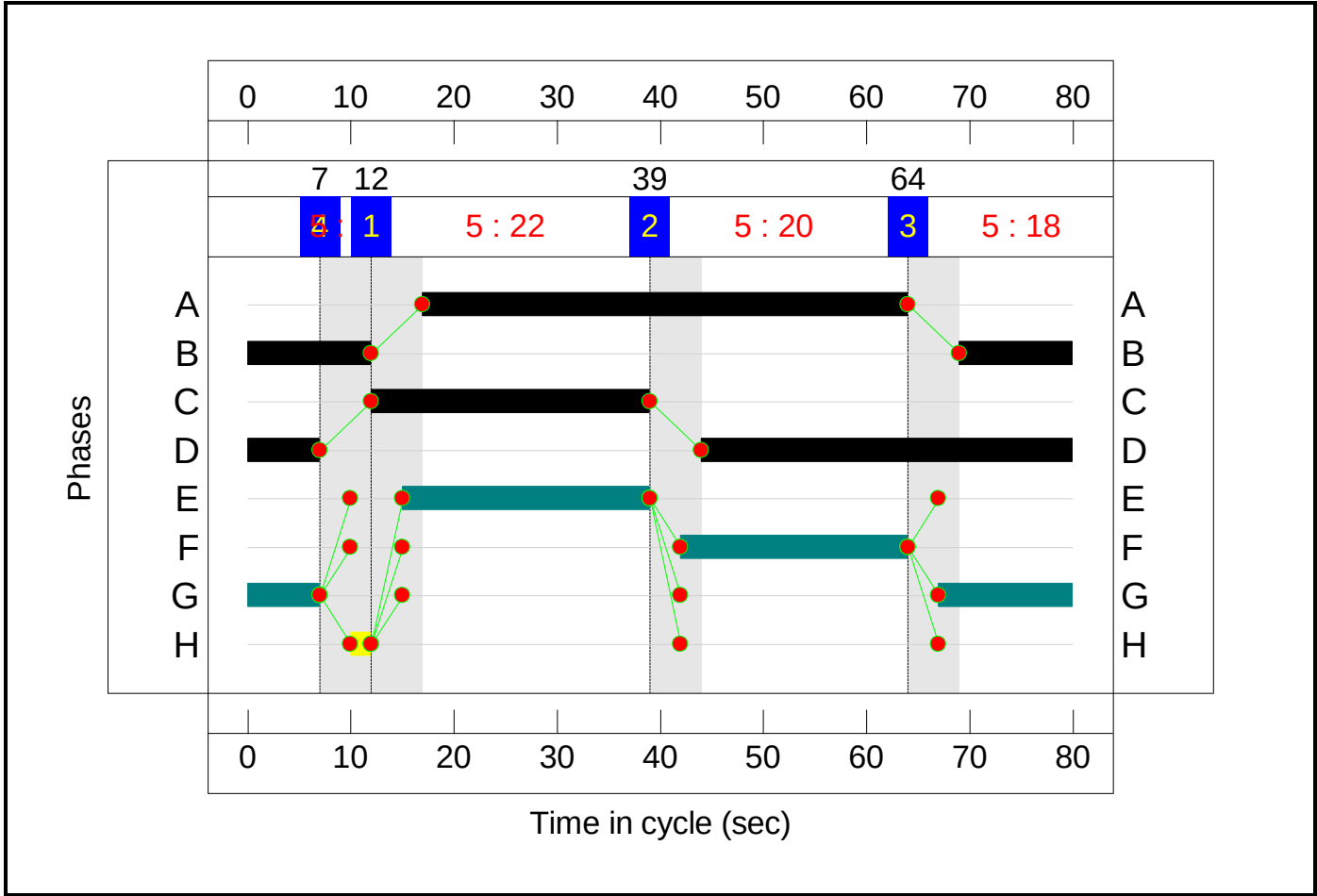
Stage Sequence Diagram



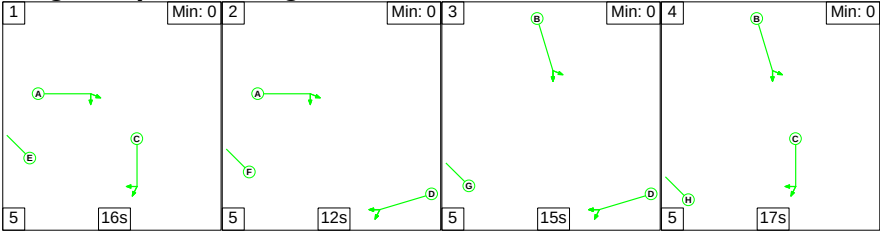
Stage Timings

Stage	1	2	3	4
Duration	22	20	18	0
Change Point	12	39	64	7

Signal Timings Diagram



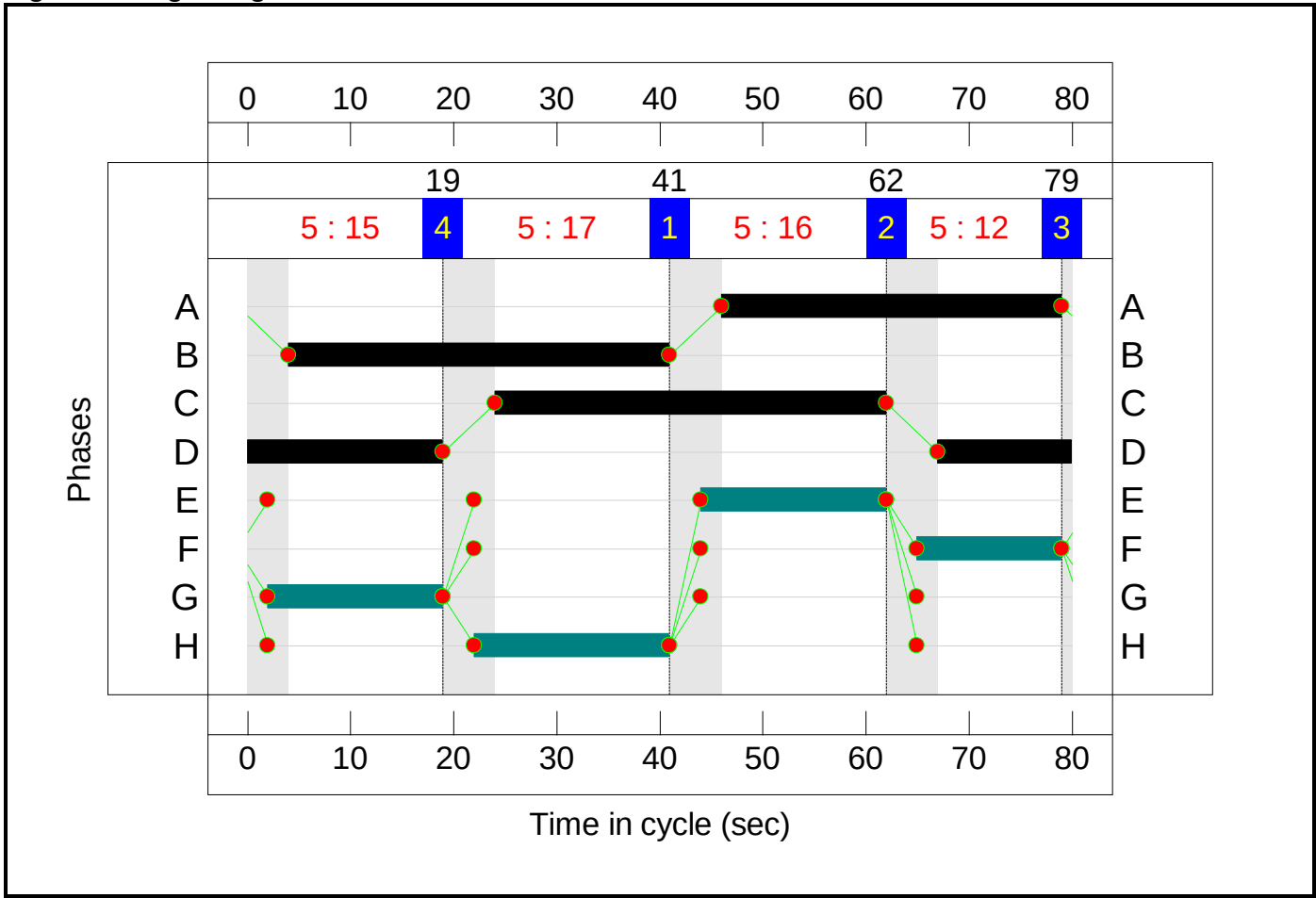
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	12	15	17
Change Point	41	62	79	19

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	37	-	1082	1934:1785	728+671	77.3 : 77.3%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	37	-	686	1909	1002	68.4%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	32	-	1125	1937:2083	799+655	77.4 : 77.4%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	32	-	709	2081	962	73.7%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	23	-	496	1943	656	75.6%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	23	-	283	1778	600	47.2%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	43	-	1236	2094:2041	983+746	71.5 : 71.5%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	43	-	822	1998	1199	68.6%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	33	-	574	1900	879	65.3%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	33	-	618	1900	879	70.3%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	33	-	446	1900	879	50.8%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	38	-	377	1900	997	37.8%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	38	-	652	1900	997	65.4%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	38	-	686	1900	997	68.8%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	47	-	824	1900	1211	68.0%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	47	-	947	1900	1211	78.2%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	47	-	448	1900	1211	37.0%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	27	-	203	1900	736	27.6%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	27	-	489	1900	736	66.4%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	27	-	242	1900	736	32.9%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%

Full Input Data And Results

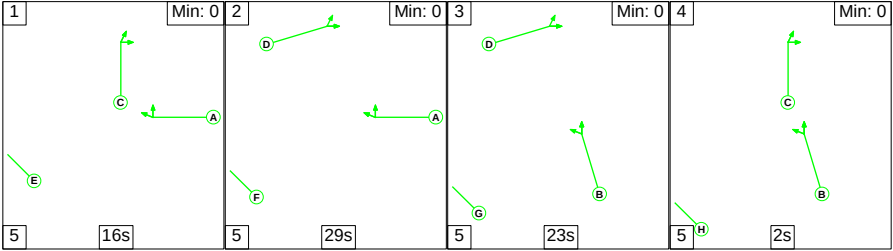
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	0	0	0	45.2	19.6	0.0	64.8	-	-	-	-
M1 Junction 40	-	-	0	0	0	45.2	19.6	0.0	64.8	-	-	-	-
1/1+1/2	1082	1082	-	-	-	3.8	1.7	-	5.5	18.3	8.3	1.7	10.0
1/3	686	686	-	-	-	2.7	1.1	-	3.8	19.7	11.2	1.1	12.3
2/2+2/1	1125	1125	-	-	-	5.1	1.7	-	6.8	21.6	10.8	1.7	12.5
2/3	709	709	-	-	-	3.5	1.4	-	4.8	24.6	12.8	1.4	14.2
3/1	496	496	-	-	-	3.2	1.5	-	4.8	34.6	9.8	1.5	11.3
3/2	283	283	-	-	-	1.6	0.4	-	2.1	26.5	5.0	0.4	5.4
4/1+4/2	1236	1236	-	-	-	3.2	1.2	-	4.4	12.9	9.4	1.2	10.6
4/3	822	822	-	-	-	2.5	1.1	-	3.6	15.6	12.3	1.1	13.4
5/1	574	574	-	-	-	2.0	0.9	-	2.9	18.1	5.2	0.9	6.1
5/2	618	618	-	-	-	2.8	1.2	-	4.0	23.2	9.2	1.2	10.4
5/3	446	446	-	-	-	1.7	0.5	-	2.2	17.6	4.0	0.5	4.5
6/1	377	377	-	-	-	1.8	0.3	-	2.1	20.1	5.5	0.3	5.8
6/2	652	652	-	-	-	2.9	0.9	-	3.8	20.9	10.2	0.9	11.2
6/3	686	686	-	-	-	1.3	1.1	-	2.4	12.4	13.5	1.1	14.6
7/1	824	824	-	-	-	2.2	1.1	-	3.3	14.3	14.1	1.1	15.2
7/2	947	947	-	-	-	1.3	1.8	-	3.1	11.8	7.1	1.8	8.9
7/3	448	448	-	-	-	0.8	0.3	-	1.1	9.1	8.5	0.3	8.8
8/1	203	203	-	-	-	0.7	0.2	-	0.8	14.9	1.2	0.2	1.4
8/2	489	489	-	-	-	1.6	1.0	-	2.6	19.3	3.5	1.0	4.5
8/3	242	242	-	-	-	0.6	0.2	-	0.8	12.1	4.9	0.2	5.1
9/1	1137	1137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1320	1320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - 226w C2 - 216W			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		15.1 16.3 15.1	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		26.63 38.19 64.82	Cycle Time (s): Cycle Time (s):		80 80		

Full Input Data And Results
Scenario 9: '2024 DS(A+B) AM' (FG9: '2024 DS(A+B) AM', Plan 1: 'Plan 1')
C1 - 226w

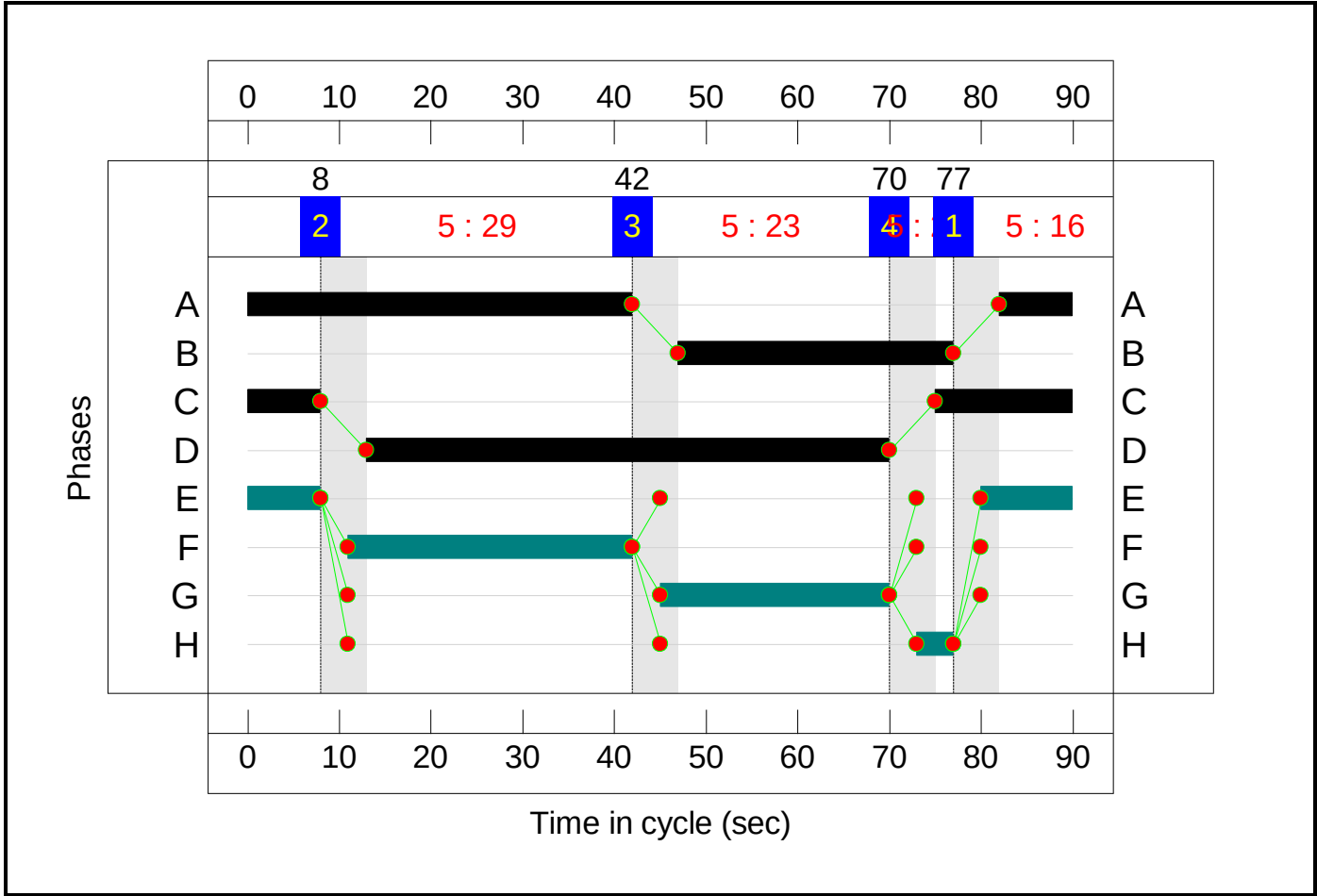
Stage Sequence Diagram



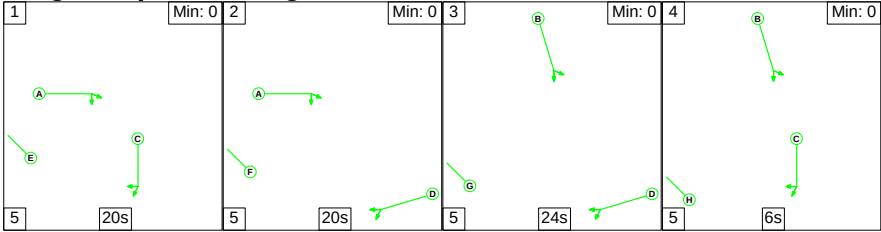
Stage Timings

Stage	1	2	3	4
Duration	16	29	23	2
Change Point	77	8	42	70

Signal Timings Diagram



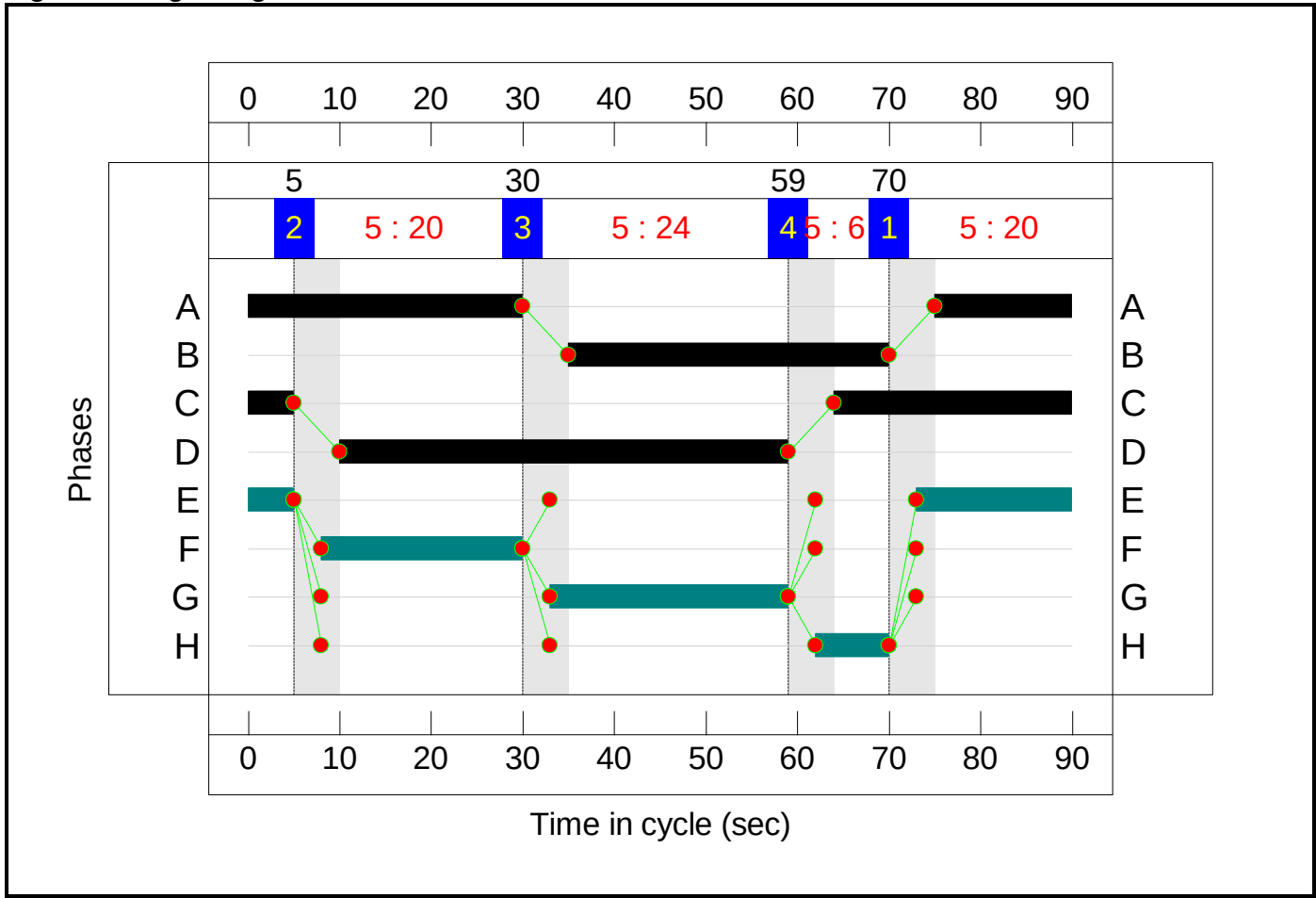
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	20	20	24	6
Change Point	70	5	30	59

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	35	-	952	1934:1785	615+568	80.5 : 80.5%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	35	-	521	1909	827	63.0%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	49	-	910	1937:2083	926+646	57.9 : 57.9%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	49	-	791	2081	1225	64.5%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	30	-	586	1943	734	79.8%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	30	-	336	1778	672	50.0%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	57	-	1284	2094:2041	1121+449	81.8 : 81.8%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	57	-	769	1998	1354	56.8%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	45	-	367	1900	1034	35.5%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	45	-	650	1900	1034	62.8%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	45	-	359	1900	1034	34.7%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	31	-	295	1900	739	39.9%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	31	-	574	1900	739	77.7%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	31	-	521	1900	739	70.5%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	50	-	751	1900	1140	65.9%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	50	-	851	1900	1140	74.6%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	50	-	461	1900	1140	40.4%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	23	-	337	1900	507	66.5%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	23	-	461	1900	570	80.9%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	23	-	240	1900	570	42.1%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1337	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1254	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%

Full Input Data And Results

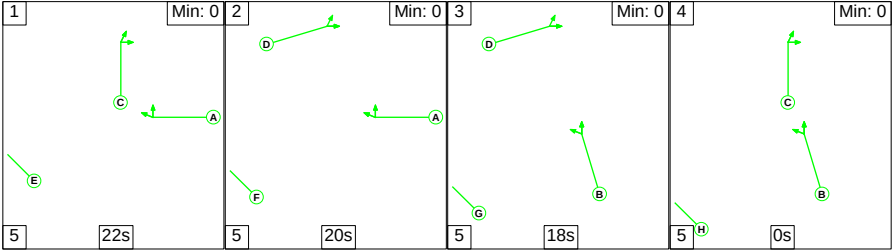
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 40	-	-	0	0	0	48.8	20.5	0.0	69.4	-	-	-	-
M1 Junction 40	-	-	0	0	0	48.8	20.5	0.0	69.4	-	-	-	-
1/1+1/2	952	952	-	-	-	5.1	2.0	-	7.2	27.1	9.4	2.0	11.4
1/3	521	521	-	-	-	2.9	0.8	-	3.7	25.7	10.1	0.8	11.0
2/2+2/1	910	910	-	-	-	2.5	0.7	-	3.2	12.7	7.6	0.7	8.3
2/3	791	791	-	-	-	2.7	0.9	-	3.6	16.4	13.0	0.9	13.9
3/1	586	586	-	-	-	4.1	1.9	-	6.0	36.8	13.0	1.9	15.0
3/2	336	336	-	-	-	2.0	0.5	-	2.5	26.8	6.4	0.5	6.9
4/1+4/2	1284	1284	-	-	-	3.2	2.2	-	5.4	15.1	15.1	2.2	17.3
4/3	769	769	-	-	-	1.6	0.7	-	2.3	10.7	10.0	0.7	10.7
5/1	367	367	-	-	-	1.8	0.3	-	2.1	20.8	6.7	0.3	7.0
5/2	650	650	-	-	-	2.7	0.8	-	3.5	19.5	10.2	0.8	11.0
5/3	359	359	-	-	-	2.2	0.3	-	2.5	24.9	7.7	0.3	7.9
6/1	295	295	-	-	-	1.5	0.3	-	1.8	21.8	2.9	0.3	3.3
6/2	574	574	-	-	-	2.2	1.7	-	3.9	24.2	7.6	1.7	9.3
6/3	521	521	-	-	-	2.2	1.2	-	3.4	23.6	12.9	1.2	14.1
7/1	751	751	-	-	-	1.8	1.0	-	2.8	13.4	10.6	1.0	11.5
7/2	851	851	-	-	-	2.1	1.5	-	3.6	15.1	16.7	1.5	18.2
7/3	461	461	-	-	-	1.6	0.3	-	2.0	15.4	5.7	0.3	6.0
8/1	337	337	-	-	-	2.6	1.0	-	3.5	37.9	5.8	1.0	6.7
8/2	461	461	-	-	-	3.3	2.0	-	5.3	41.4	7.3	2.0	9.4
8/3	240	240	-	-	-	0.8	0.4	-	1.1	17.0	5.5	0.4	5.8
9/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1337	1337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - 226w			PRC for Signalled Lanes (%):		10.0	Total Delay for Signalled Lanes (pcuHr):			34.47	Cycle Time (s):		90	
C2 - 216W			PRC for Signalled Lanes (%):		11.8	Total Delay for Signalled Lanes (pcuHr):			34.88	Cycle Time (s):		90	
			PRC Over All Lanes (%):		10.0	Total Delay Over All Lanes(pcuHr):			69.35				

Full Input Data And Results
Scenario 10: '2024 DS(A+B) PM' (FG10: '2024 DS(A+B) PM', Plan 1: 'Plan 1')
C1 - 226w

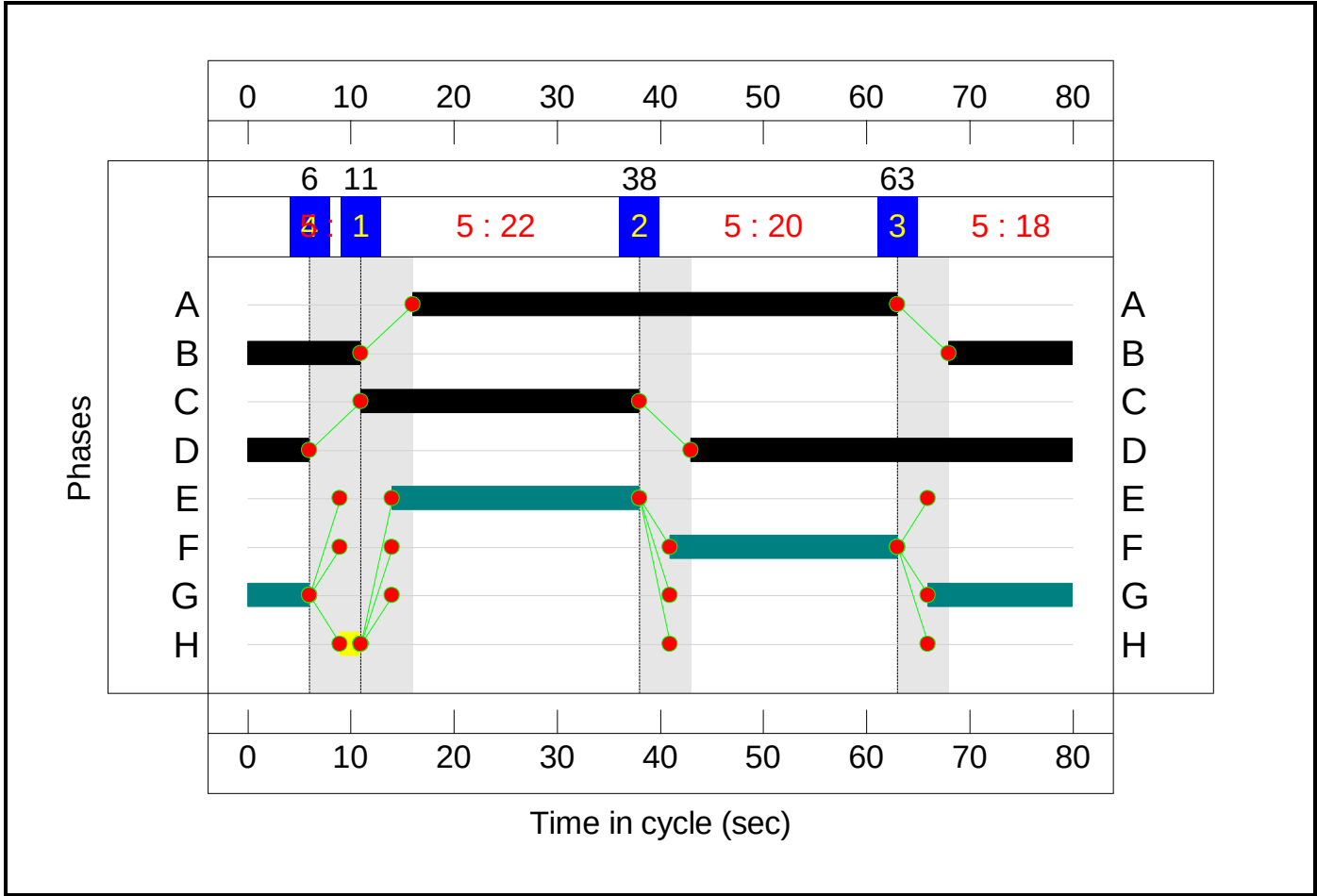
Stage Sequence Diagram



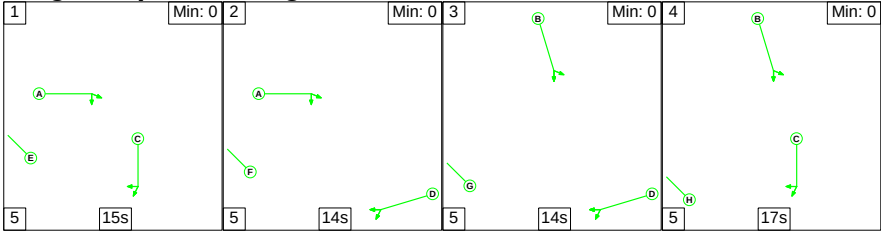
Stage Timings

Stage	1	2	3	4
Duration	22	20	18	0
Change Point	11	38	63	6

Signal Timings Diagram



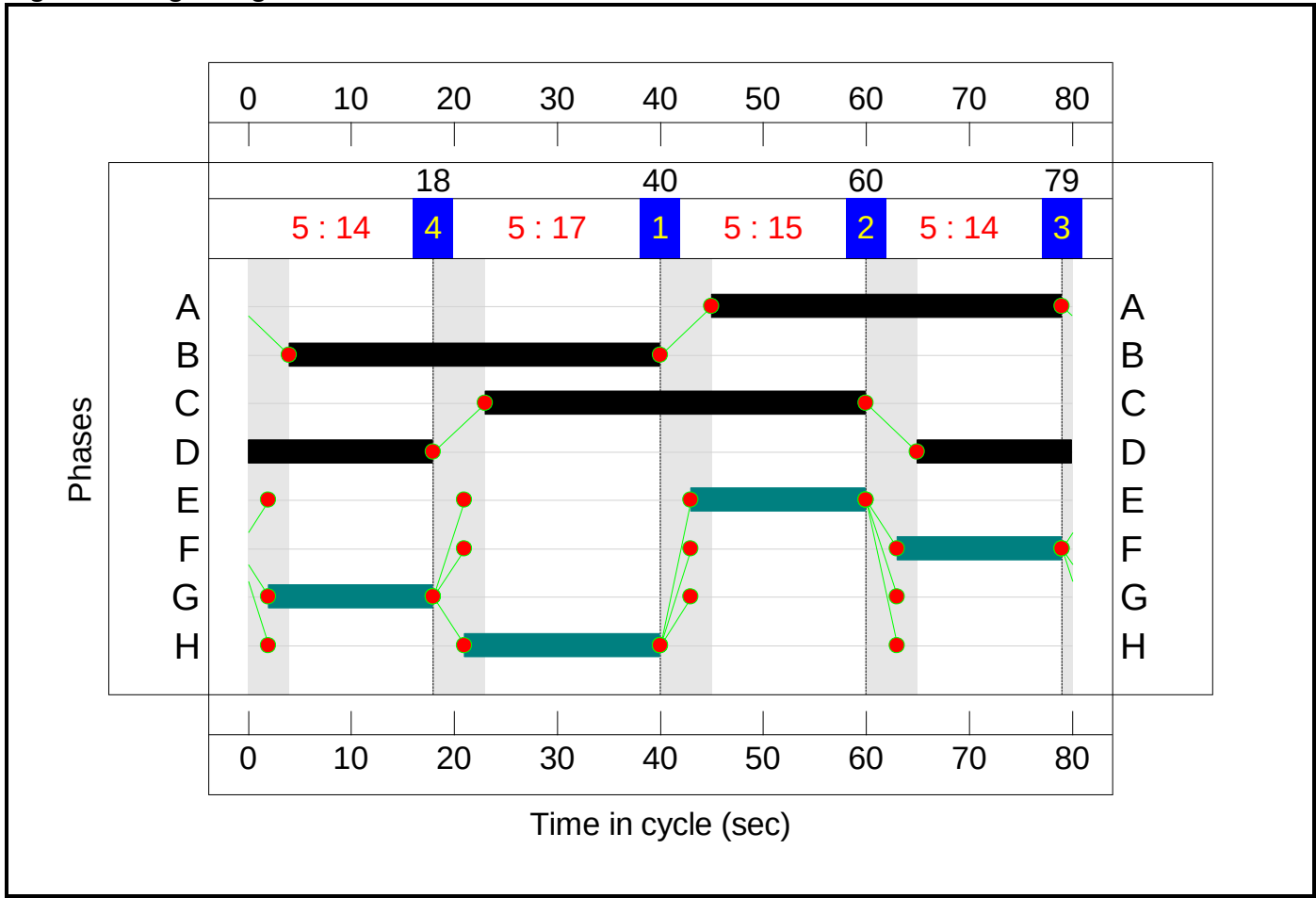
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	15	14	14	17
Change Point	40	60	79	18

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	36	-	1069	1934:1785	716+661	77.7 : 77.7%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	36	-	699	1909	978	71.4%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	33	-	1129	1937:2083	813+662	76.5 : 76.5%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	33	-	706	2081	988	71.4%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	23	-	497	1943	656	75.8%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	23	-	283	1778	600	47.2%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	43	-	1240	2094:2041	982+750	71.6 : 71.6%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	43	-	833	1998	1199	69.5%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	34	-	577	1900	903	63.9%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	34	-	625	1900	903	69.3%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	34	-	451	1900	903	50.0%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	37	-	383	1900	974	39.3%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	37	-	644	1900	974	66.1%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	37	-	699	1900	974	71.8%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	47	-	815	1900	1211	67.3%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	47	-	948	1900	1211	78.3%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	47	-	457	1900	1211	37.7%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	27	-	194	1900	736	26.3%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	27	-	497	1900	736	67.5%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	27	-	243	1900	736	33.0%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1133	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1312	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	457	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: M1 Junction 40	-	-	0	0	0	45.5	19.8	0.0	65.3	-	-	-	-
M1 Junction 40	-	-	0	0	0	45.5	19.8	0.0	65.3	-	-	-	-
1/1+1/2	1069	1069	-	-	-	4.0	1.7	-	5.7	19.1	8.3	1.7	10.1
1/3	699	699	-	-	-	2.9	1.2	-	4.2	21.4	11.8	1.2	13.1
2/2+2/1	1129	1129	-	-	-	4.9	1.6	-	6.5	20.6	10.5	1.6	12.2
2/3	706	706	-	-	-	3.3	1.2	-	4.5	23.0	12.4	1.2	13.6
3/1	497	497	-	-	-	3.3	1.5	-	4.8	34.7	9.8	1.5	11.3
3/2	283	283	-	-	-	1.6	0.4	-	2.1	26.5	5.0	0.4	5.4
4/1+4/2	1240	1240	-	-	-	3.2	1.3	-	4.4	12.9	9.4	1.3	10.6
4/3	833	833	-	-	-	2.5	1.1	-	3.7	15.9	12.5	1.1	13.6
5/1	577	577	-	-	-	1.8	0.9	-	2.7	17.0	5.0	0.9	5.9
5/2	625	625	-	-	-	2.7	1.1	-	3.8	22.2	9.2	1.1	10.3
5/3	451	451	-	-	-	1.6	0.5	-	2.1	16.5	3.8	0.5	4.3
6/1	383	383	-	-	-	1.9	0.3	-	2.3	21.1	5.9	0.3	6.2
6/2	644	644	-	-	-	2.9	1.0	-	3.9	21.9	10.3	1.0	11.3
6/3	699	699	-	-	-	1.2	1.3	-	2.4	12.5	14.0	1.3	15.2
7/1	815	815	-	-	-	2.4	1.0	-	3.4	14.9	14.2	1.0	15.2
7/2	948	948	-	-	-	1.4	1.8	-	3.2	12.2	7.1	1.8	8.9
7/3	457	457	-	-	-	1.0	0.3	-	1.3	10.0	8.8	0.3	9.1
8/1	194	194	-	-	-	0.6	0.2	-	0.8	14.7	1.1	0.2	1.3
8/2	497	497	-	-	-	1.7	1.0	-	2.8	20.0	3.6	1.0	4.6
8/3	243	243	-	-	-	0.6	0.2	-	0.8	12.1	4.9	0.2	5.1
9/1	1133	1133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

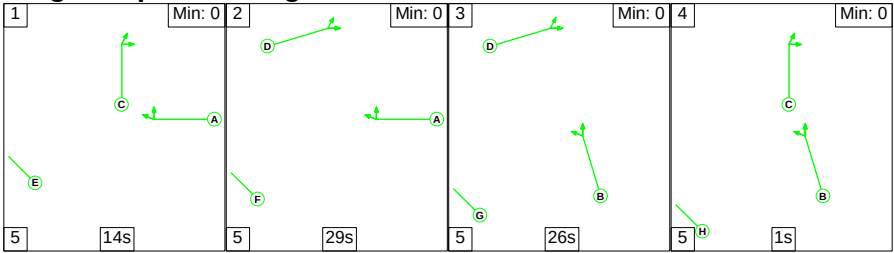
Full Input Data And Results

10/2	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1312	1312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 226w	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	27.21	Cycle Time (s):	80
C2 - 216W	PRC for Signalled Lanes (%):	15.9	Total Delay for Signalled Lanes (pcuHr):	38.07	Cycle Time (s):	80
	PRC Over All Lanes (%):	15.0	Total Delay Over All Lanes(pcuHr):	65.28		

Full Input Data And Results
Scenario 11: '2030 DS(A) AM' (FG11: '2030 DS(A) AM', Plan 1: 'Plan 1')
C1 - 226w

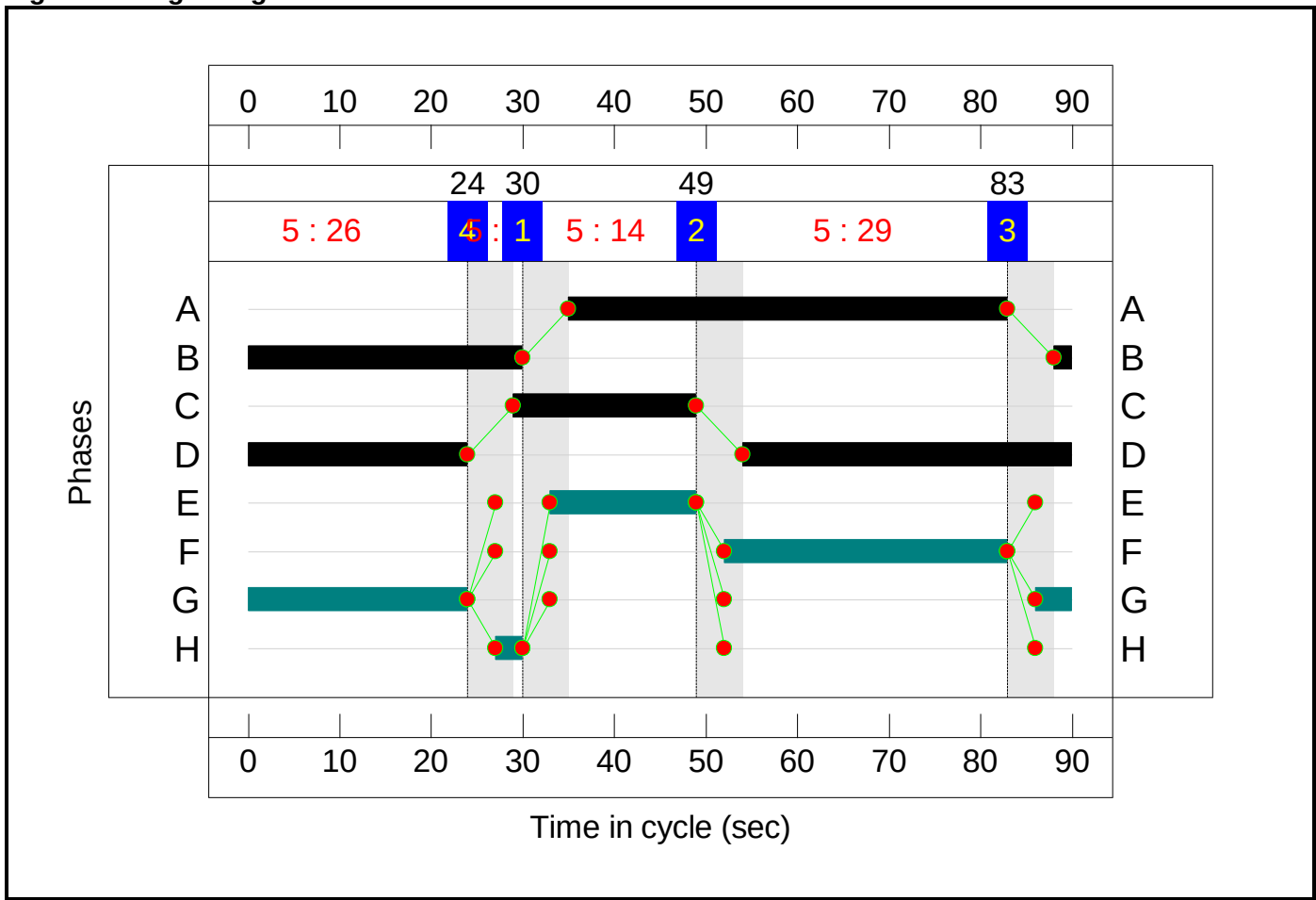
Stage Sequence Diagram



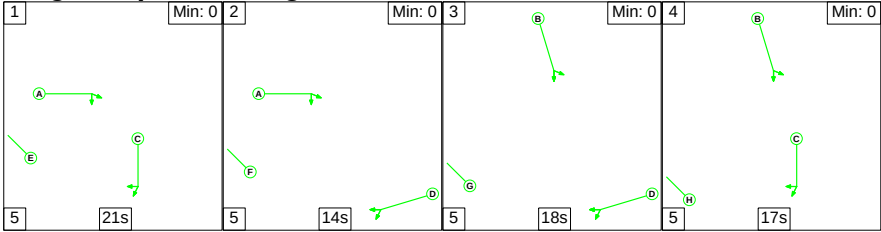
Stage Timings

Stage	1	2	3	4
Duration	14	29	26	1
Change Point	30	49	83	24

Signal Timings Diagram



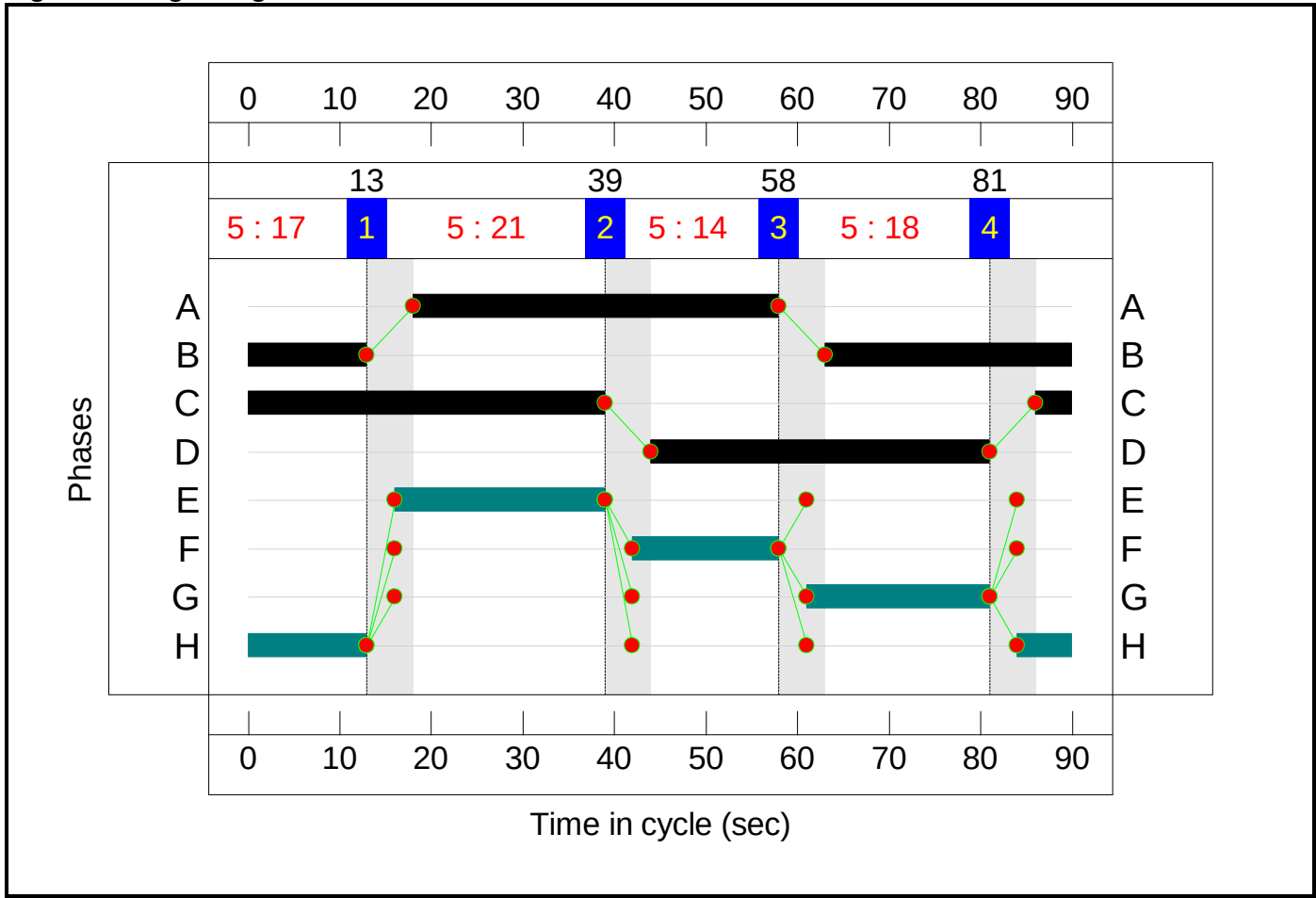
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	21	14	18	17
Change Point	13	39	58	81

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	40	-	1041	1934:1785	668+618	80.9 : 80.9%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	40	-	492	1909	933	52.7%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	37	-	817	1937:2083	764+584	60.6 : 60.6%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	37	-	688	2081	948	72.6%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	32	-	610	1943	777	78.5%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	32	-	363	1778	711	51.0%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	60	-	1336	2094:2041	1175+458	81.8 : 81.8%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	60	-	781	1998	1421	55.0%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	40	-	375	1900	929	40.4%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	40	-	628	1900	929	67.6%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	40	-	412	1900	929	44.4%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	43	-	293	1900	992	29.5%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	43	-	665	1900	992	67.0%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	43	-	492	1900	992	49.6%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	48	-	716	1900	1098	65.2%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	48	-	776	1900	1098	70.7%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	48	-	404	1900	1098	36.8%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	20	-	291	1900	443	65.6%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	20	-	404	1900	507	79.7%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	20	-	259	1900	507	51.1%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1326	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	404	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: M1 Junction 40	-	-	0	0	0	50.3	19.1	0.0	69.4	-	-	-	-
M1 Junction 40	-	-	0	0	0	50.3	19.1	0.0	69.4	-	-	-	-
1/1+1/2	1041	1041	-	-	-	4.7	2.1	-	6.8	23.5	9.5	2.1	11.6
1/3	492	492	-	-	-	2.2	0.6	-	2.7	19.9	8.3	0.6	8.9
2/2+2/1	817	817	-	-	-	3.8	0.8	-	4.6	20.3	8.2	0.8	9.0
2/3	688	688	-	-	-	3.8	1.3	-	5.1	26.8	14.0	1.3	15.3
3/1	610	610	-	-	-	4.0	1.8	-	5.8	34.2	13.2	1.8	15.0
3/2	363	363	-	-	-	2.1	0.5	-	2.6	25.5	6.8	0.5	7.3
4/1+4/2	1336	1336	-	-	-	2.8	2.2	-	5.0	13.5	14.4	2.2	16.6
4/3	781	781	-	-	-	1.3	0.6	-	1.9	9.0	9.1	0.6	9.7
5/1	375	375	-	-	-	2.2	0.3	-	2.6	24.7	7.9	0.3	8.3
5/2	628	628	-	-	-	2.5	1.0	-	3.5	20.3	8.7	1.0	9.7
5/3	412	412	-	-	-	2.4	0.4	-	2.8	24.0	8.8	0.4	9.2
6/1	293	293	-	-	-	1.1	0.2	-	1.3	15.8	2.5	0.2	2.8
6/2	665	665	-	-	-	2.2	1.0	-	3.2	17.5	8.6	1.0	9.6
6/3	492	492	-	-	-	1.2	0.5	-	1.7	12.1	10.4	0.5	10.8
7/1	716	716	-	-	-	2.0	0.9	-	2.9	14.6	8.5	0.9	9.5
7/2	776	776	-	-	-	3.6	1.2	-	4.8	22.4	14.3	1.2	15.5
7/3	404	404	-	-	-	0.8	0.3	-	1.1	10.0	2.3	0.3	2.6
8/1	291	291	-	-	-	2.8	0.9	-	3.7	46.3	6.1	0.9	7.1
8/2	404	404	-	-	-	3.8	1.9	-	5.7	50.6	8.1	1.9	10.0
8/3	259	259	-	-	-	1.0	0.5	-	1.5	21.3	6.0	0.5	6.6
9/1	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

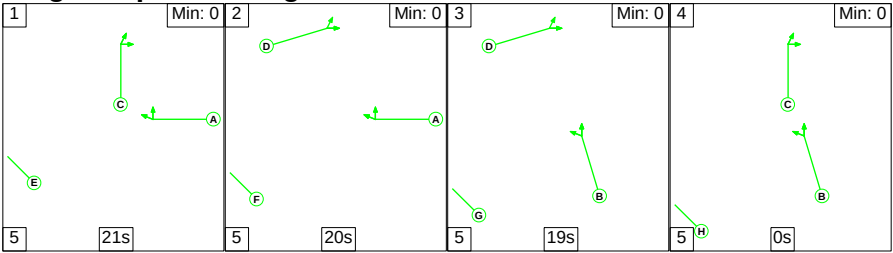
Full Input Data And Results

10/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1326	1326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 226w	PRC for Signalised Lanes (%):	10.0	Total Delay for Signalised Lanes (pcuHr):	35.11	Cycle Time (s):	90
C2 - 216W	PRC for Signalised Lanes (%):	11.2	Total Delay for Signalised Lanes (pcuHr):	34.28	Cycle Time (s):	90
	PRC Over All Lanes (%):	10.0	Total Delay Over All Lanes (pcuHr):	69.39		

Full Input Data And Results
Scenario 12: '2030 DS(A) PM' (FG12: '2030 DS(A) PM', Plan 1: 'Plan 1')
C1 - 226w

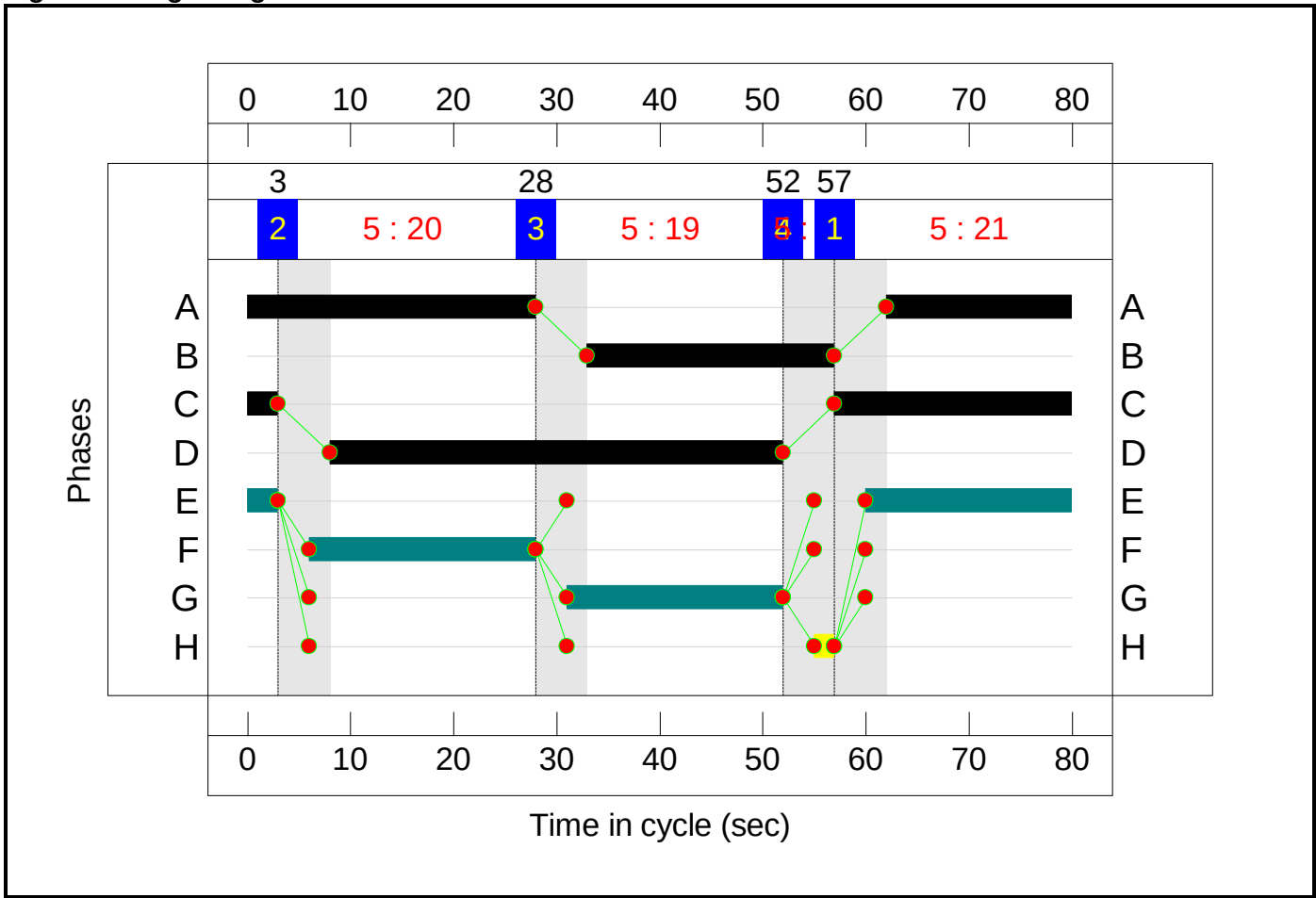
Stage Sequence Diagram



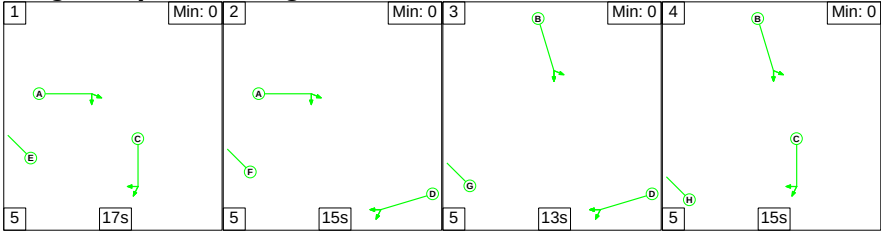
Stage Timings

Stage	1	2	3	4
Duration	21	20	19	0
Change Point	57	3	28	52

Signal Timings Diagram



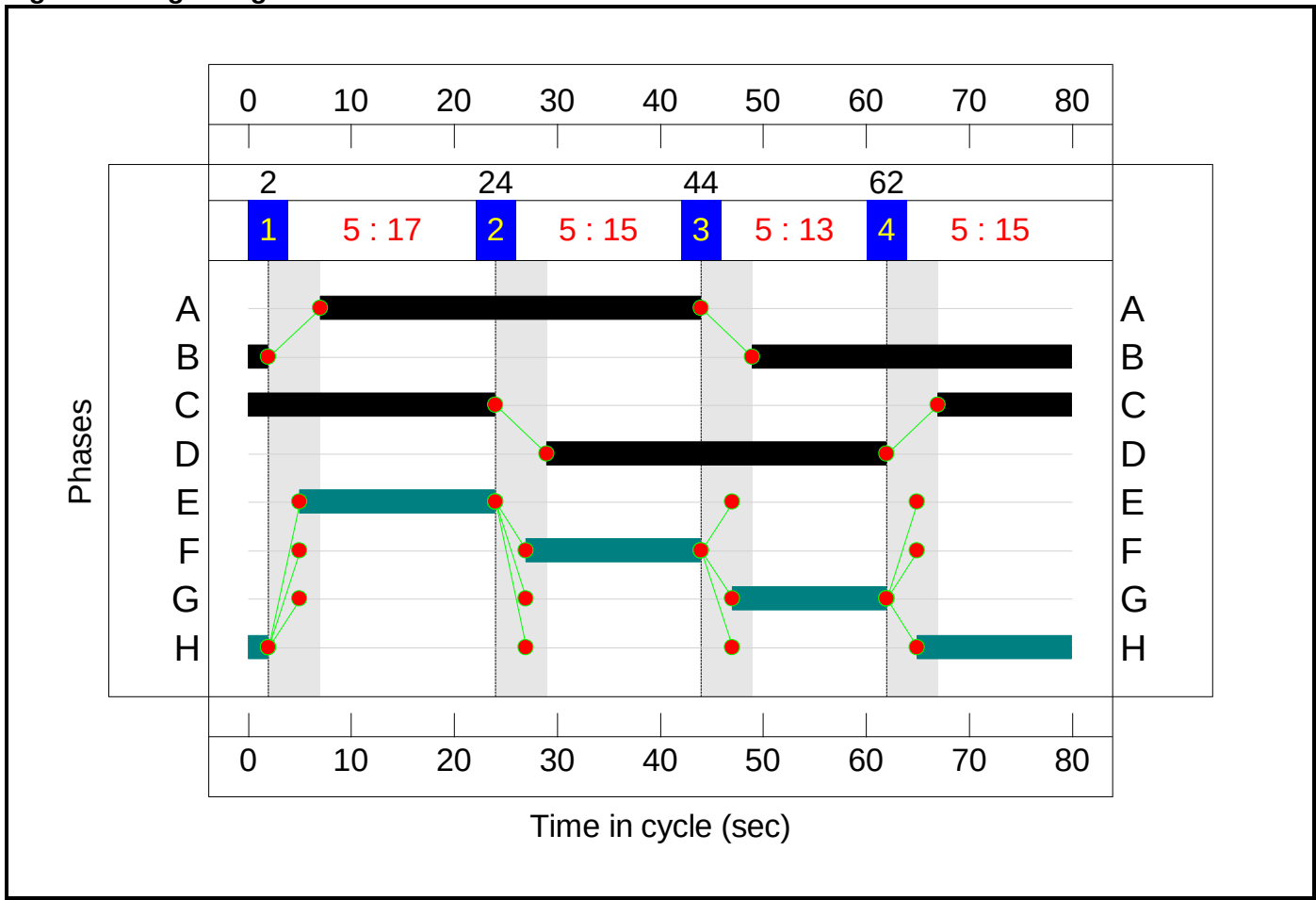
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	17	15	13	15
Change Point	2	24	44	62

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	33	-	960	1934:1785	680+628	73.4 : 73.4%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	33	-	653	1909	907	72.0%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	33	-	1090	1937:2083	812+666	73.7 : 73.7%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	33	-	682	2081	988	69.0%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	24	-	528	1943	680	77.6%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	24	-	326	1778	622	52.4%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	44	-	1264	2094:2041	1009+714	73.3 : 73.3%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	44	-	864	1998	1224	70.6%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	37	-	600	1900	974	61.6%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	37	-	656	1900	974	67.4%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	37	-	458	1900	974	47.0%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	37	-	407	1900	974	41.8%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	37	-	631	1900	974	64.8%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	37	-	653	1900	974	67.1%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	46	-	772	1900	1187	65.0%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	46	-	924	1900	1187	77.8%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	46	-	411	1900	1187	34.6%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	26	-	224	1900	713	31.4%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	26	-	487	1900	713	68.4%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	26	-	250	1900	713	35.1%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1300	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	411	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: M1 Junction 40	-	-	0	0	0	44.4	19.0	0.0	63.4	-	-	-	-
M1 Junction 40	-	-	0	0	0	44.4	19.0	0.0	63.4	-	-	-	-
1/1+1/2	960	960	-	-	-	4.0	1.4	-	5.3	20.0	7.8	1.4	9.1
1/3	653	653	-	-	-	3.0	1.3	-	4.3	23.8	11.4	1.3	12.7
2/2+2/1	1090	1090	-	-	-	4.6	1.4	-	6.0	19.9	10.0	1.4	11.4
2/3	682	682	-	-	-	3.1	1.1	-	4.2	22.2	11.7	1.1	12.9
3/1	528	528	-	-	-	3.4	1.7	-	5.1	34.8	10.4	1.7	12.1
3/2	326	326	-	-	-	1.9	0.5	-	2.4	26.8	5.7	0.5	6.3
4/1+4/2	1264	1264	-	-	-	3.1	1.4	-	4.5	12.7	9.7	1.4	11.0
4/3	864	864	-	-	-	2.5	1.2	-	3.7	15.6	13.0	1.2	14.2
5/1	600	600	-	-	-	1.8	0.8	-	2.6	15.5	5.8	0.8	6.6
5/2	656	656	-	-	-	2.5	1.0	-	3.6	19.6	9.2	1.0	10.3
5/3	458	458	-	-	-	1.5	0.4	-	1.9	15.3	4.1	0.4	4.5
6/1	407	407	-	-	-	1.9	0.4	-	2.2	19.5	5.9	0.4	6.3
6/2	631	631	-	-	-	2.6	0.9	-	3.5	20.1	9.7	0.9	10.6
6/3	653	653	-	-	-	0.9	1.0	-	2.0	10.8	13.2	1.0	14.2
7/1	772	772	-	-	-	2.4	0.9	-	3.3	15.6	13.5	0.9	14.4
7/2	924	924	-	-	-	1.3	1.7	-	3.0	11.6	6.7	1.7	8.4
7/3	411	411	-	-	-	1.0	0.3	-	1.3	11.3	8.0	0.3	8.3
8/1	224	224	-	-	-	0.7	0.2	-	0.9	14.6	1.2	0.2	1.4
8/2	487	487	-	-	-	1.6	1.1	-	2.7	19.8	3.9	1.1	4.9
8/3	250	250	-	-	-	0.6	0.3	-	0.9	12.7	5.0	0.3	5.3
9/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1300	1300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

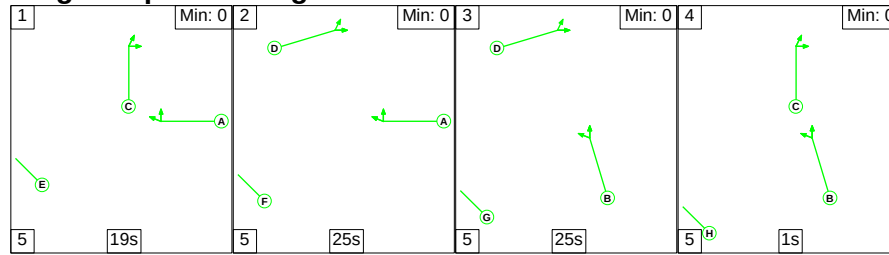
C1 - 226w	PRC for Signalised Lanes (%):	15.7	Total Delay for Signalised Lanes (pcuHr):	27.78	Cycle Time (s):	80
C2 - 216W	PRC for Signalised Lanes (%):	22.1	Total Delay for Signalised Lanes (pcuHr):	35.66	Cycle Time (s):	80
	PRC Over All Lanes (%):	15.7	Total Delay Over All Lanes (pcuHr):	63.44		

Full Input Data And Results

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

C1 - 226w

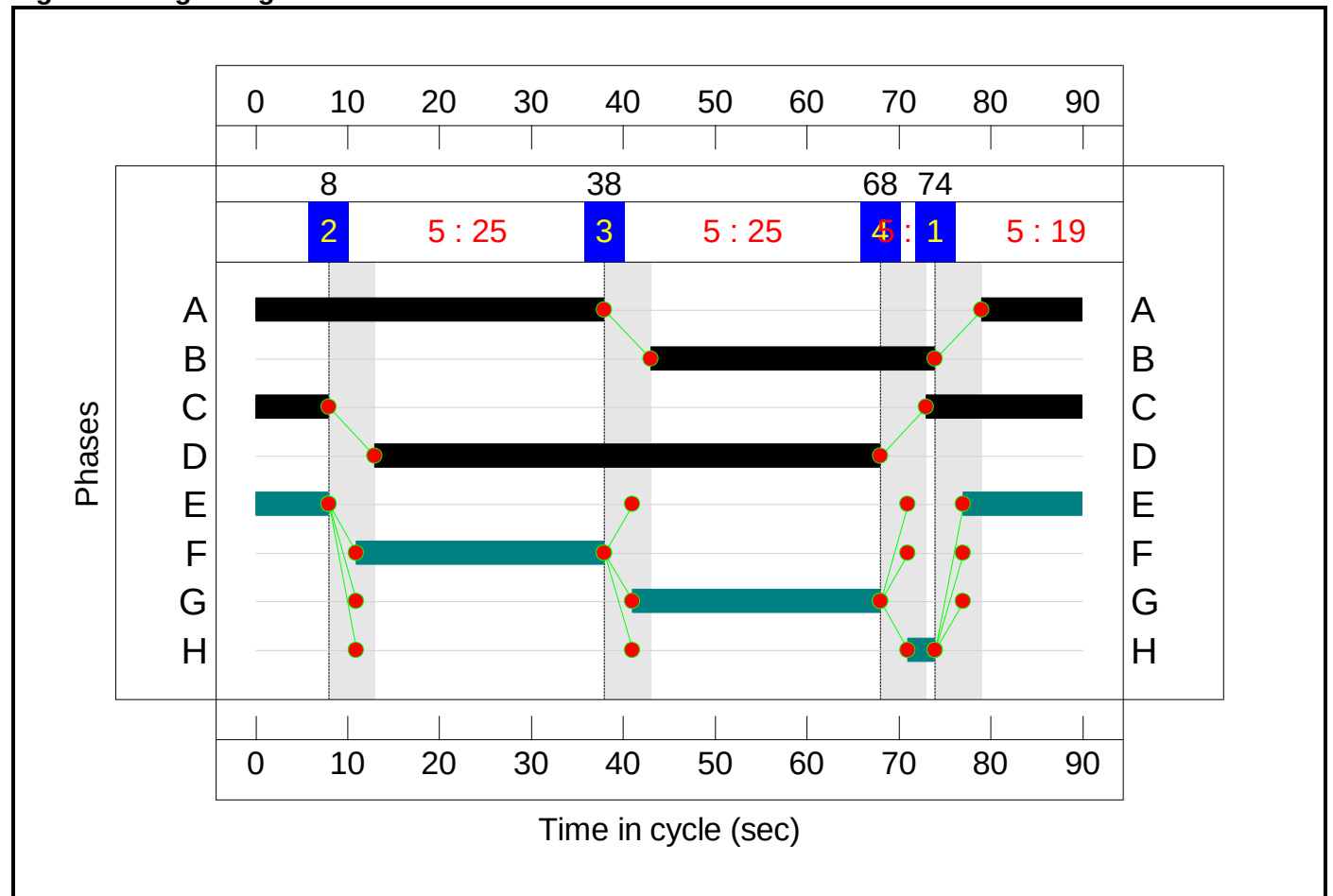
Stage Sequence Diagram



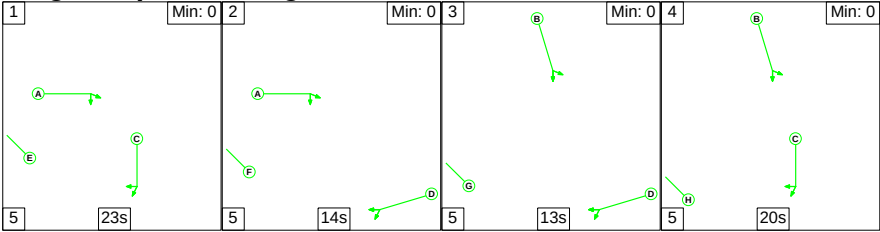
Stage Timings

Stage	1	2	3	4
Duration	19	25	25	1
Change Point	74	8	38	68

Signal Timings Diagram



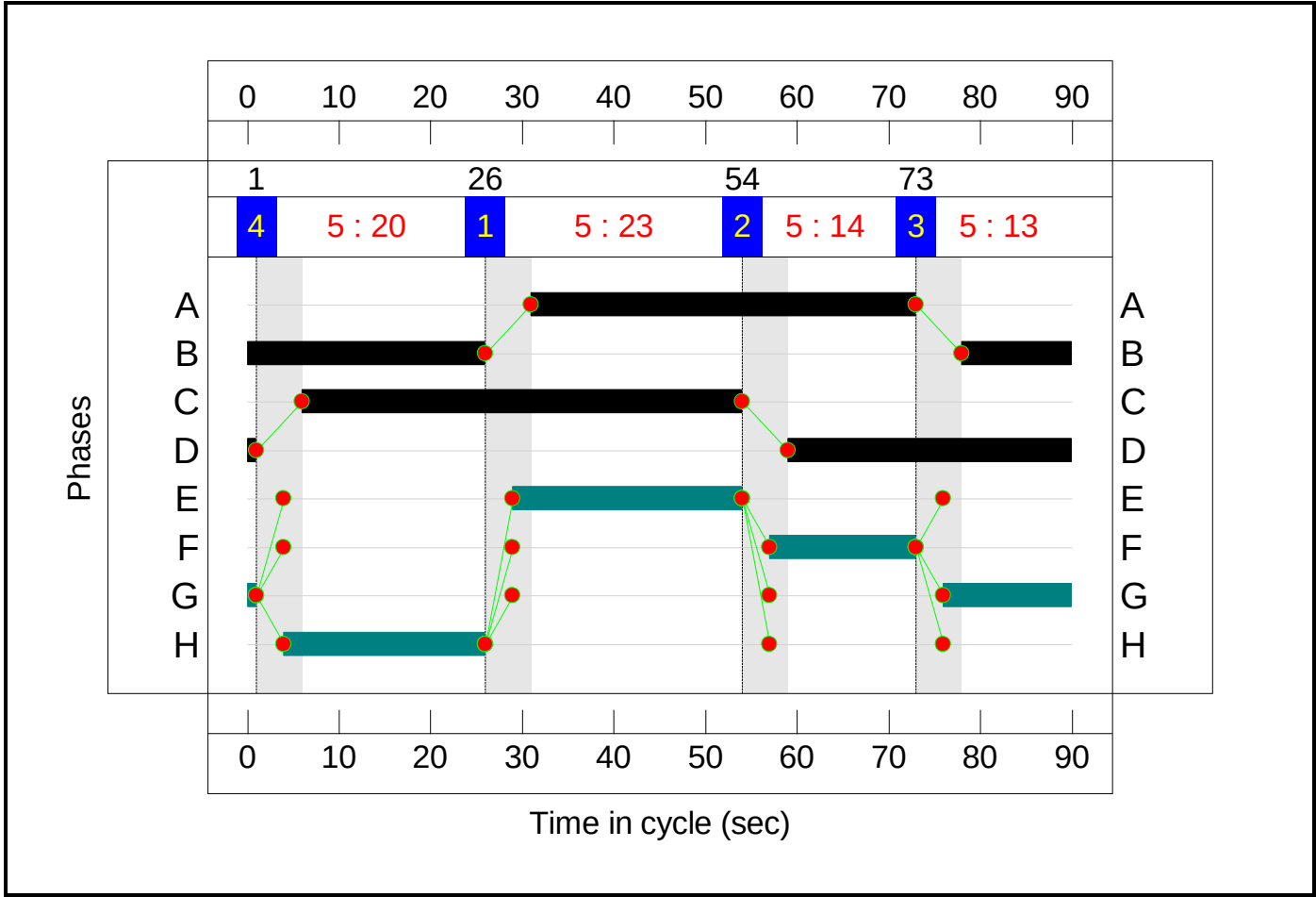
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	23	14	13	20
Change Point	26	54	73	1

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	38	-	850	1934:1785	647+597	68.3 : 68.3%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	38	-	698	1909	891	78.4%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	32	-	846	1937:2083	703+506	70.0 : 70.0%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	32	-	688	2081	832	82.7%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	31	-	607	1943	756	80.3%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	31	-	398	1778	691	57.6%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	55	-	1367	2094:2041	1105+394	91.2 : 91.2%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	55	-	958	1998	1310	73.1%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	42	-	359	1900	971	37.0%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	42	-	542	1900	971	55.8%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	42	-	675	1900	971	69.5%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	48	-	106	1900	1098	9.7%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	48	-	737	1900	1098	67.1%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	48	-	698	1900	1098	63.6%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	49	-	554	1900	1119	49.5%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	49	-	836	1900	1119	74.7%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	49	-	550	1900	1119	49.2%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	25	-	145	1900	549	26.4%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	25	-	550	1900	612	89.8%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	25	-	259	1900	612	42.3%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	1153	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	550	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: M1 Junction 40	-	-	0	0	0	53.8	26.1	0.0	79.8	-	-	-	-
M1 Junction 40	-	-	0	0	0	53.8	26.1	0.0	79.8	-	-	-	-
1/1+1/2	850	850	-	-	-	3.9	1.1	-	5.0	21.1	7.6	1.1	8.7
1/3	698	698	-	-	-	3.9	1.8	-	5.7	29.3	14.5	1.8	16.3
2/2+2/1	846	846	-	-	-	4.9	1.2	-	6.0	25.7	9.8	1.2	11.0
2/3	688	688	-	-	-	4.6	2.3	-	6.9	36.3	15.3	2.3	17.6
3/1	607	607	-	-	-	4.1	2.0	-	6.1	36.2	13.3	2.0	15.3
3/2	398	398	-	-	-	2.4	0.7	-	3.1	27.8	7.7	0.7	8.4
4/1+4/2	1367	1367	-	-	-	4.3	4.8	-	9.1	24.1	23.1	4.8	27.9
4/3	958	958	-	-	-	2.7	1.4	-	4.1	15.3	15.7	1.4	17.1
5/1	359	359	-	-	-	0.7	0.3	-	1.0	10.2	4.9	0.3	5.2
5/2	542	542	-	-	-	2.9	0.6	-	3.6	23.8	10.7	0.6	11.3
5/3	675	675	-	-	-	1.3	1.1	-	2.5	13.1	8.6	1.1	9.7
6/1	106	106	-	-	-	0.6	0.1	-	0.6	21.9	1.9	0.1	1.9
6/2	737	737	-	-	-	3.6	1.0	-	4.6	22.5	10.3	1.0	11.3
6/3	698	698	-	-	-	1.0	0.9	-	1.9	9.9	16.4	0.9	17.3
7/1	554	554	-	-	-	0.7	0.5	-	1.2	7.5	10.7	0.5	11.2
7/2	836	836	-	-	-	3.6	1.5	-	5.0	21.7	10.8	1.5	12.3
7/3	550	550	-	-	-	0.1	0.5	-	0.6	3.8	4.8	0.5	5.3
8/1	145	145	-	-	-	2.1	0.2	-	2.3	56.8	3.6	0.2	3.8
8/2	550	550	-	-	-	5.3	3.9	-	9.2	60.2	8.2	3.9	12.1
8/3	259	259	-	-	-	0.9	0.4	-	1.3	17.7	6.0	0.4	6.4
9/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

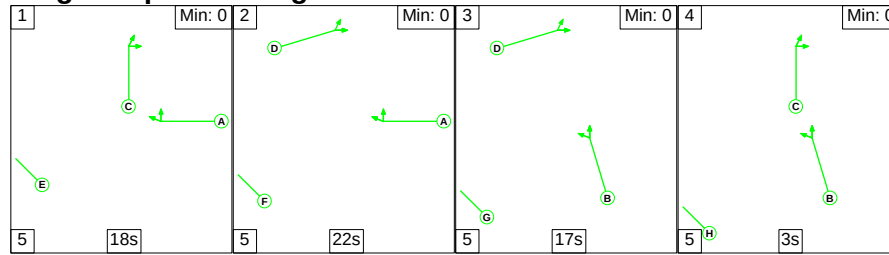
C1 - 226w	PRC for Signalised Lanes (%):	-1.3	Total Delay for Signalised Lanes (pcuHr):	41.95	Cycle Time (s):	90
C2 - 216W	PRC for Signalised Lanes (%):	8.9	Total Delay for Signalised Lanes (pcuHr):	37.87	Cycle Time (s):	90
	PRC Over All Lanes (%):	-1.3	Total Delay Over All Lanes(pcuHr):	79.81		

Full Input Data And Results

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

C1 - 226w

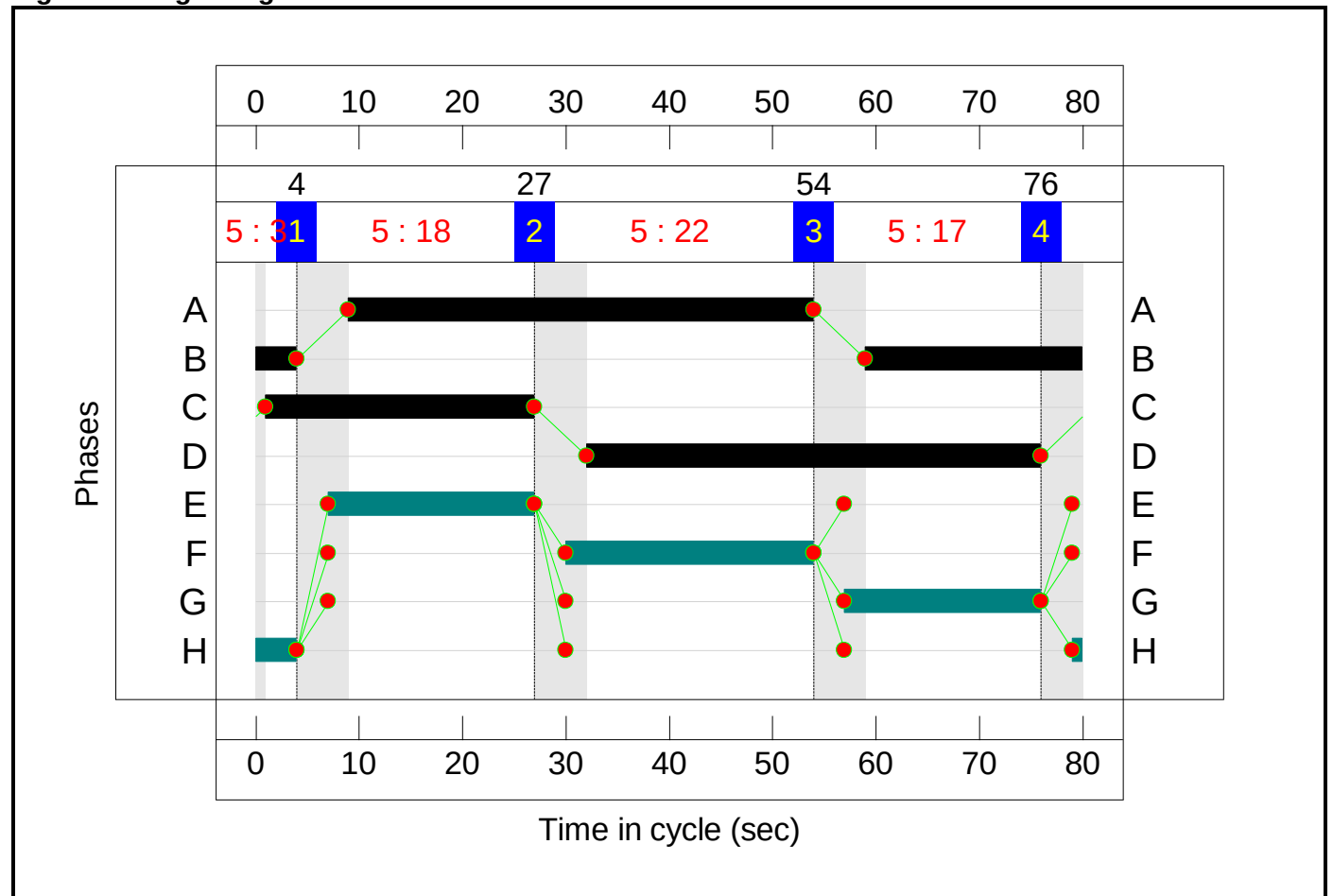
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	18	22	17	3
Change Point	4	27	54	76

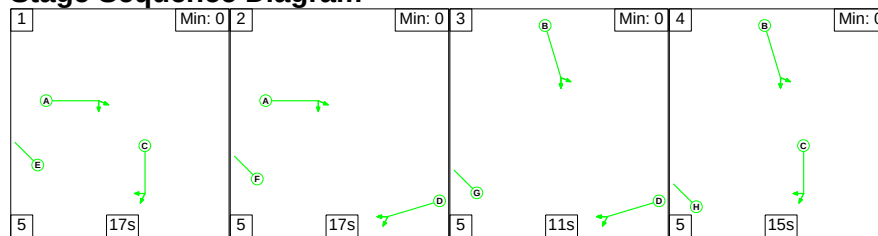
Signal Timings Diagram



Full Input Data And Results

C2 - 216W

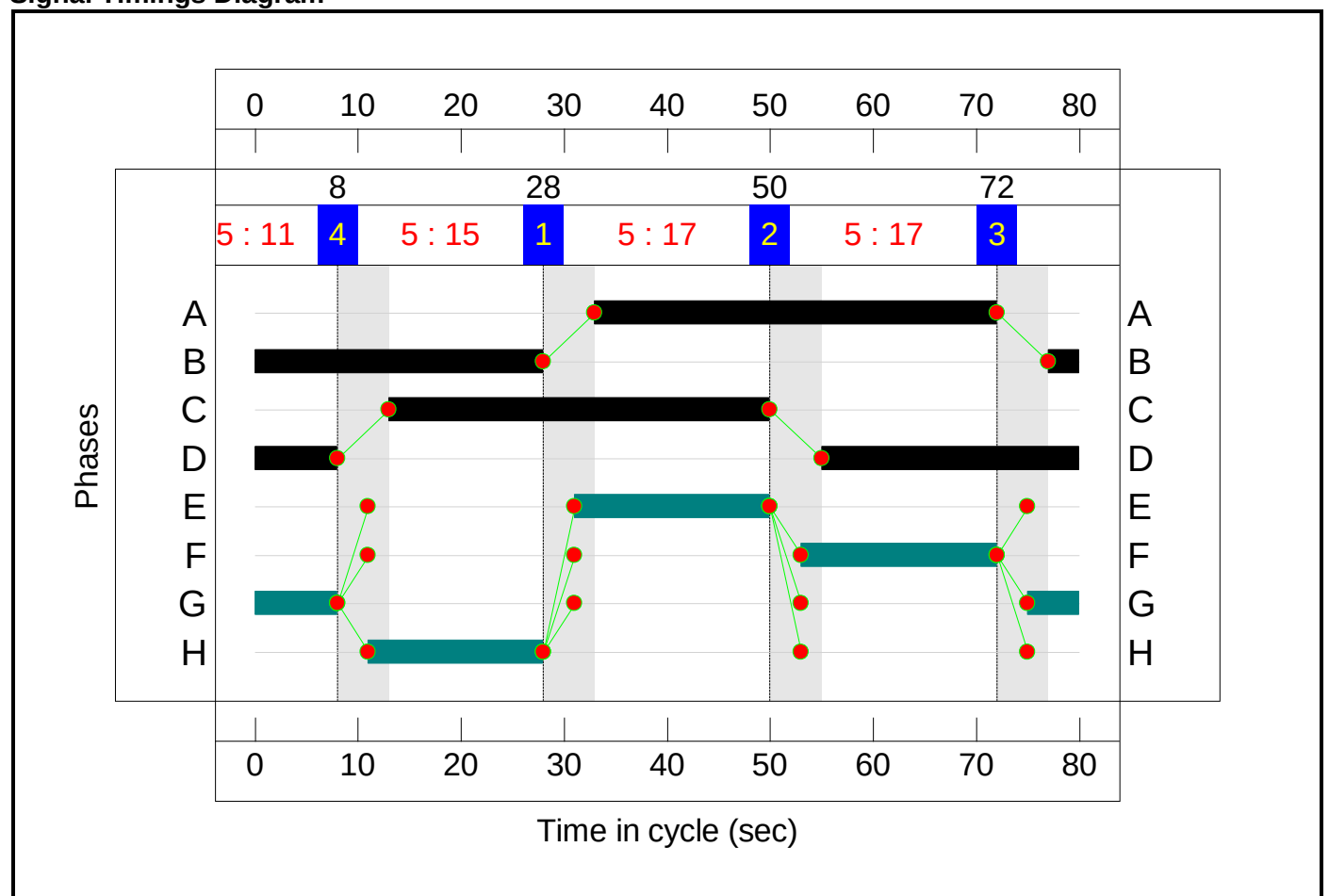
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	17	17	11	15
Change Point	28	50	72	8

Signal Timings 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: M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
M1 Junction 40	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/1+1/2	M1 North Ahead Ahead2	U	N/A	N/A	C2:B		1	31	-	989	1934:1785	655+606	78.4 : 78.4%
1/3	M1 North Ahead	U	N/A	N/A	C2:B		1	31	-	668	1909	859	77.8%
2/2+2/1	A638 Wakefield Rd - East Ahead Left	U	N/A	N/A	C2:D		1	33	-	1124	1937:2083	816+633	77.6 : 77.6%
2/3	A638 Wakefield Rd - East Ahead	U	N/A	N/A	C2:D		1	33	-	733	2081	988	74.2%
3/1	M1 South Ahead	U	N/A	N/A	C1:B		1	25	-	582	1943	704	82.6%
3/2	M1 South Ahead Ahead2	U	N/A	N/A	C1:B		1	25	-	379	1778	645	58.8%
4/1+4/2	A638 - West Ahead Left	U	N/A	N/A	C1:D		1	44	-	1362	2094:2041	997+760	77.5 : 77.5%
4/3	A638 - West Ahead	U	N/A	N/A	C1:D		1	44	-	955	1998	1224	78.0%
5/1	Flushdyke Interchange EB Ahead	U	N/A	N/A	C2:A		1	39	-	646	1900	1021	63.3%
5/2	Flushdyke Interchange EB Right Ahead	U	N/A	N/A	C2:A		1	39	-	731	1900	1021	71.6%
5/3	Flushdyke Interchange EB Right	U	N/A	N/A	C2:A		1	39	-	493	1900	1021	48.3%
6/1	Flushdyke Interchange SB Ahead	U	N/A	N/A	C2:C		1	37	-	463	1900	974	47.5%
6/2	Flushdyke Interchange SB Right Ahead	U	N/A	N/A	C2:C		1	37	-	695	1900	974	71.4%

Full Input Data And Results

6/3	Flushdyke Interchange SB Right	U	N/A	N/A	C2:C		1	37	-	668	1900	974	68.6%
7/1	Flushdyke Interchange WB Ahead	U	N/A	N/A	C1:A		1	45	-	835	1900	1164	71.8%
7/2	Flushdyke Interchange WB Right Ahead	U	N/A	N/A	C1:A		1	45	-	966	1900	1164	83.0%
7/3	Flushdyke Interchange WB Right	U	N/A	N/A	C1:A		1	45	-	435	1900	1164	37.4%
8/1	Flushdyke Interchange NB Ahead	U	N/A	N/A	C1:C		1	26	-	200	1900	713	28.1%
8/2	Flushdyke Interchange NB Right Ahead	U	N/A	N/A	C1:C		1	26	-	492	1900	713	69.1%
8/3	Flushdyke Interchange NB Right	U	N/A	N/A	C1:C		1	26	-	269	1900	713	37.8%
9/1	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1160	Inf	Inf	0.0%
9/2	A638 Wakefield Rd - East - EXIT	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
10/1	M1 South - EXIT	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
10/2	M1 South - EXIT	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
11/1	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
11/2	A638 - West - EXIT	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
12/1	M1 North - EXIT	U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%
12/2	M1 North - EXIT	U	N/A	N/A	-		-	-	-	435	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: M1 Junction 40	-	-	0	0	0	50.6	24.0	0.0	74.6	-	-	-	-
M1 Junction 40	-	-	0	0	0	50.6	24.0	0.0	74.6	-	-	-	-
1/1+1/2	989	989	-	-	-	4.5	1.8	-	6.3	23.0	8.4	1.8	10.2
1/3	668	668	-	-	-	3.5	1.7	-	5.2	27.9	12.4	1.7	14.1
2/2+2/1	1124	1124	-	-	-	4.8	1.7	-	6.6	21.0	10.9	1.7	12.6
2/3	733	733	-	-	-	3.5	1.4	-	4.9	24.0	13.0	1.4	14.4
3/1	582	582	-	-	-	3.8	2.3	-	6.0	37.4	11.6	2.3	13.9
3/2	379	379	-	-	-	2.2	0.7	-	2.9	27.4	6.7	0.7	7.4
4/1+4/2	1362	1362	-	-	-	3.4	1.7	-	5.1	13.6	10.5	1.7	12.2
4/3	955	955	-	-	-	3.1	1.8	-	4.8	18.1	15.7	1.8	17.4
5/1	646	646	-	-	-	1.6	0.9	-	2.5	13.7	5.2	0.9	6.0
5/2	731	731	-	-	-	2.8	1.2	-	4.0	19.7	10.2	1.2	11.5
5/3	493	493	-	-	-	1.4	0.5	-	1.9	13.5	3.8	0.5	4.3
6/1	463	463	-	-	-	2.3	0.5	-	2.8	21.5	7.2	0.5	7.6
6/2	695	695	-	-	-	3.1	1.2	-	4.3	22.2	11.4	1.2	12.6
6/3	668	668	-	-	-	0.7	1.1	-	1.8	9.5	13.4	1.1	14.5
7/1	835	835	-	-	-	2.9	1.3	-	4.2	17.9	14.5	1.3	15.8
7/2	966	966	-	-	-	1.5	2.4	-	3.9	14.4	7.6	2.4	10.0
7/3	435	435	-	-	-	1.2	0.3	-	1.5	12.1	8.7	0.3	9.0
8/1	200	200	-	-	-	1.2	0.2	-	1.4	25.3	2.1	0.2	2.3
8/2	492	492	-	-	-	2.8	1.1	-	3.9	28.8	5.5	1.1	6.6
8/3	269	269	-	-	-	0.5	0.3	-	0.8	10.5	5.1	0.3	5.4
9/1	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/2	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1417	1417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 226w	PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	34.48	Cycle Time (s):	80
C2 - 216W	PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	40.07	Cycle Time (s):	80
	PRC Over All Lanes (%):	8.4	Total Delay Over All Lanes(pcuHr):	74.55		