Appendix I – Junction 2: M62 J28

Full Input Data And Results

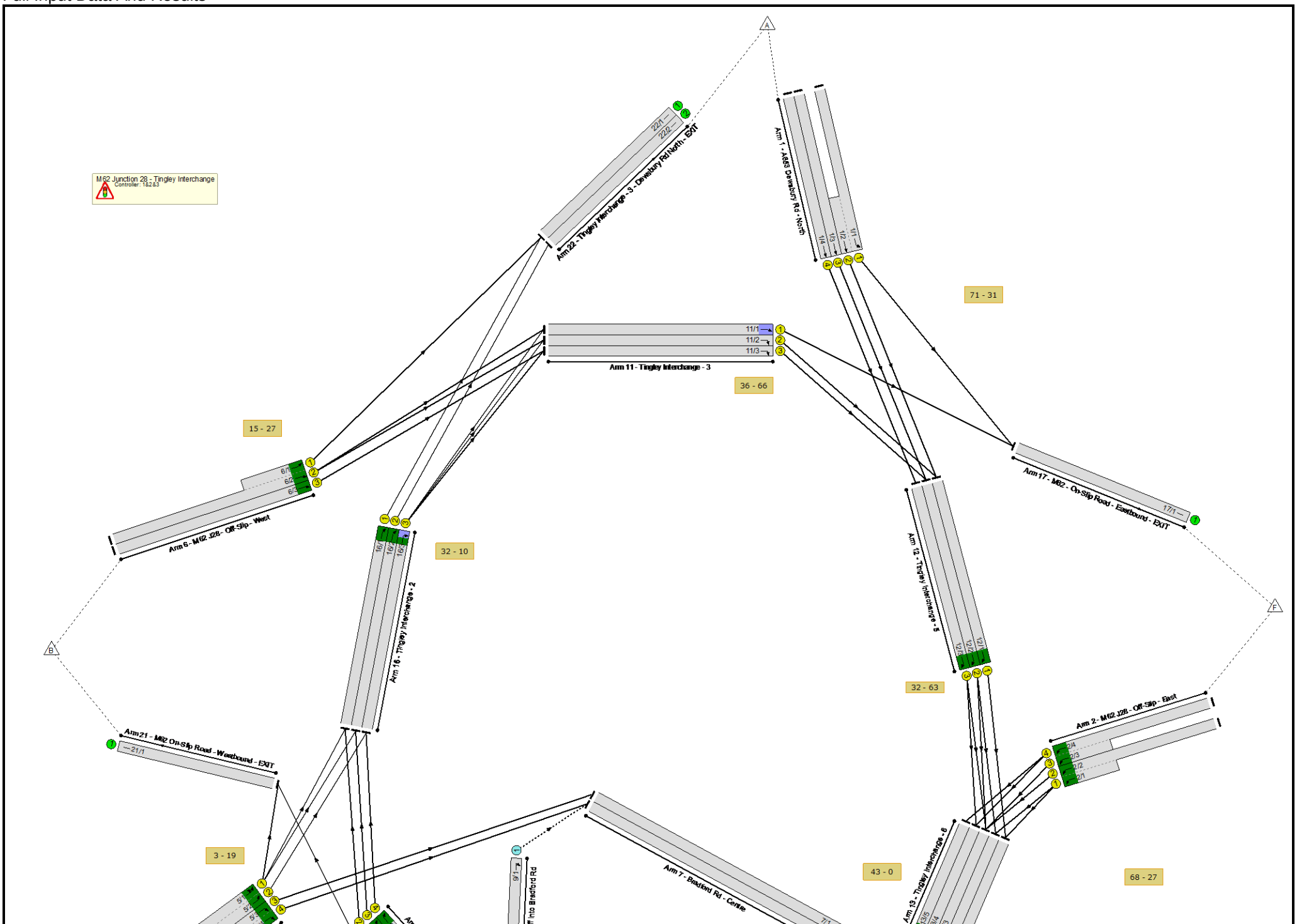
User and Project Details

Project:	**Land at Chidswell**
Title:	**M62 Junction 28 - Tingley Interchange**
Location:	M62 Junction 28
Additional detail:	
File name:	Junc 2 M62 Junction 28 - Tingley Interchange - 2019_RevB - 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

Full Input Data And Results

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2019 Base AM	2019 Base AM	Network Control Plan 1	07:30 - 08:30	60	-0.2	100.83
2	2019 Base PM	2019 Base PM	Network Control Plan 1	16:30 - 17:30	60	-3.4	93.62
3	2024 DN AM	2024 DN AM	Network Control Plan 1	07:30 - 08:30	60	-2.1	92.80
4	2024 DN PM	2024 DN PM	Network Control Plan 1	16:30 - 17:30	60	-8.7	85.50
5	2030 DN AM	2030 DN AM	Network Control Plan 1	07:30 - 08:30	60	4.5	92.66
6	2030 DN PM	2030 DN PM	Network Control Plan 1	16:30 - 17:30	60	3.8	80.35
7	2024 DS(A) AM	2024 DS(A) AM	Network Control Plan 1	07:30 - 08:30	90	13.7	88.88
8	2024 DS(A) PM	2024 DS(A) PM	Network Control Plan 1	16:30 - 17:30	90	12.9	93.66
9	2024 DS(A+B) AM	2024 DS(A+B) AM	Network Control Plan 1	07:30 - 08:30	90	18.5	95.00
10	2024 DS(A+B) PM	2024 DS(A+B) PM	Network Control Plan 1	16:30 - 17:30	90	14.1	93.53
11	2030 DS(A) AM	2030 DS(A) AM	Network Control Plan 1	07:30 - 08:30	90	10.4	96.18
12	2030 DS(A) PM	2030 DS(A) PM	Network Control Plan 1	16:30 - 17:30	90	13.1	88.74
13	2030 DS(A+B) AM	2030 DS(A+B) AM	Network Control Plan 1	07:30 - 08:30	90	-11.6	130.67
14	2030 DS(A+B) PM	2030 DS(A+B) PM	Network Control Plan 1	16:30 - 17:30	90	1.1	114.76

Full Input Data And Results

Network Results

Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**90.2%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**90.2%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	22	40	555	2039:2037	2039	651+384	53.6 : 53.6%	555	555	4.9
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	22	40	256	1949	1949	715	35.8%	256	256	3.3
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	22	40	197	2064	2064	757	26.0%	197	197	2.5
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	9	30	648	1805:1805	1805	657+349	64.4 : 64.4%	648	648	6.2
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	9	30	618	1854:1940	1854	758+0	81.5 : 0.0%	618	618	11.3
3/1	Bradford Rd - East Left	U	1:2	C1:G	13	29	618	2089	2089	696	88.8%	618	618	13.2
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	13	29	801	2172:2180	2172	724+225	84.4 : 84.4%	801	801	11.9
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	13	33	927	1981:2183	1981	654+374	90.2 : 90.2%	927	927	13.8
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	13	33	728	2191	2191	840	86.7%	728	728	14.2
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	17	33	768	2184:2169	2184	356+687	73.7 : 73.7%	768	768	8.8
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	15	31	425	2033:2033	2033	621+414	41.0 : 41.0%	425	425	3.5
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	33	41	509	2167:2167	2167	433+433	60.0 : 57.5%	509	509	4.6
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	33	41	212	2181	2181	436	48.6%	212	212	3.6
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	12	27	255	1900	1900	507	50.3%	255	255	4.8

Full Input Data And Results

7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	12	27	197	1900	1900	507	38.9%	197	197	3.6
8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	35	18	392	1900	1900	1393	28.1%	392	392	1.3
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	35	18	387	1900	1900	1393	27.8%	387	387	0.8
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	27	Inf	Inf	568	4.8%	27	27	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	37	13	923	1900	1900	1172	78.8%	923	923	4.3
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	37	13	404	1900	1900	1172	34.5%	404	404	0.5
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	45	17	884	1900	1900	1140	77.5%	884	884	5.0
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	45	17	260	1900	1900	1140	22.8%	260	260	4.1
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	45	17	255	1900	1900	1140	22.4%	255	255	3.3
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	4	466	1900	1900	1045	44.6%	466	466	2.7
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	4	511	1900	1900	1045	48.9%	511	511	3.2
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	4	197	1900	1900	1045	18.9%	197	197	2.4
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	35	7	507	1900	1900	1045	48.5%	507	507	5.4
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	575	1900	1900	1172	49.1%	575	575	5.4
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	637	1900	1900	1172	54.4%	637	637	9.7
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	133	1900	1900	1172	11.4%	133	133	0.5
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	588	1900	1900	1172	50.2%	588	588	10.3
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	38	8	776	1900	1900	1077	72.1%	776	776	13.6
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	38	8	725	1900	1900	1077	67.3%	725	725	11.6

Full Input Data And Results

14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	38	8	562	1900	1900	1077	52.2%	562	562	6.4
14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	38	8	510	1900	1900	1077	47.4%	510	510	3.4
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	37	10	511	1900	1900	1172	43.6%	511	511	3.4
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	37	10	971	1900	1900	1172	82.9%	971	971	15.7
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	37	10	971	1900	1900	1172	82.9%	971	971	14.5
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	37	10	421	1900	1900	1172	35.9%	421	421	6.5
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	46	28	1067	1900	1900	1457	73.2%	1067	1067	3.3
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	46	28	1077	1900	1900	1457	73.9%	1077	1077	3.6
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	46	28	927	1900	1900	1457	63.6%	927	927	16.3

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	9.56	Cycle Time (s):	60
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	29.13	Cycle Time (s):	60
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	22.00	Cycle Time (s):	60
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	219.9	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s):	60
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	16.89	Cycle Time (s):	60
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	2.62	Cycle Time (s):	60
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	11.69	Cycle Time (s):	60
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	16.1	Total Delay for Signalled Lanes (pcuHr):	8.29	Cycle Time (s):	60
	PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	100.83		

Full Input Data And Results

Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**93.1%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**93.1%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	17	45	1124	2039:2037	2039	866+507	81.9 : 81.9%	1124	1124	11.2
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	17	45	706	1949	1949	1039	67.9%	706	706	9.5
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	17	45	389	2064	2064	1101	35.3%	389	389	3.9
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	16	28	419	1805:1805	1805	391+247	65.7 : 65.7%	419	419	4.8
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	16	28	374	1854:1940	1854	402+0	93.1 : 0.0%	374	374	11.0
3/1	Bradford Rd - East Left	U	1:2	C1:G	17	33	571	2089	2089	731	78.1%	571	571	10.2
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	17	33	442	2172:2180	2172	760+181	47.0 : 47.0%	442	442	5.0
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	21	33	545	1981:2183	1981	480+294	70.4 : 70.4%	545	545	6.2
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	21	33	386	2191	2191	548	70.5%	386	386	7.0
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	13	39	743	2184:2169	2184	428+891	56.3 : 56.3%	743	743	6.5
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	11	37	425	2033:2033	2033	737+655	30.5 : 30.5%	425	425	2.5
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	36	46	442	2167:2167	2167	470+157	70.5 : 70.5%	442	442	6.2
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	36	46	399	2181	2181	473	84.4%	399	399	8.9
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	16	31	225	1900	1900	507	44.4%	225	225	2.7
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	16	31	243	1900	1900	507	48.0%	243	243	2.5

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	40	21	720	1900	1900	1330	54.1%	720	720	4.0
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	40	21	789	1900	1900	1330	59.3%	789	789	4.4
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	43	Inf	Inf	562	7.7%	43	43	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	43	18	633	1900	1900	1140	55.5%	633	633	2.1
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	43	18	402	1900	1900	1140	35.3%	402	402	0.6
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	50	12	676	1900	1900	823	82.1%	676	676	7.7
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	50	12	313	1900	1900	823	38.0%	313	313	5.3
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	50	12	480	1900	1900	823	58.3%	480	480	7.6
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	11	728	1900	1900	1330	54.7%	728	728	4.6
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	11	1186	1900	1900	1330	89.2%	1186	1186	17.4
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	11	389	1900	1900	1330	29.2%	389	389	4.0
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	39	11	752	1900	1900	1045	72.0%	752	752	12.4
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	887	1900	1900	1172	75.7%	887	887	10.5
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	791	1900	1900	1172	67.5%	791	791	11.9
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	369	1900	1900	1172	31.5%	369	369	1.5
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	297	1900	1900	1172	25.3%	297	297	5.1
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	38	16	539	1900	1900	1235	43.6%	539	539	4.2
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	38	16	820	1900	1900	1235	66.4%	820	820	13.3
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	38	16	259	1900	1900	1235	21.0%	259	259	1.6

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	38	16	230	1900	1900	1235	18.6%	230	230	1.2
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	43	6	530	1900	1900	760	69.7%	530	530	6.3
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	43	6	469	1900	1900	760	61.7%	469	469	6.4
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	43	6	465	1900	1900	760	61.2%	465	465	6.6
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	43	6	237	1900	1900	760	31.2%	237	237	3.9
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	51	31	545	1900	1900	1393	39.1%	545	545	1.0
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	51	31	544	1900	1900	1393	39.0%	544	544	1.1
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	51	31	739	1900	1900	1393	53.0%	739	739	11.8

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	17.37	Cycle Time (s):	60
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	22.02	Cycle Time (s):	60
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	11.02	Cycle Time (s):	60
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	51.7	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s):	60
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	29.1	Total Delay for Signalled Lanes (pcuHr):	11.70	Cycle Time (s):	60
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	62.1	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s):	60
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	12.25	Cycle Time (s):	60
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	15.85	Cycle Time (s):	60
	PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes(pcuHr):	93.62		

Full Input Data And Results

Scenario 3: '2024 DN AM' (FG3: '2024 DN AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**91.9%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**91.9%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	22	40	468	2039:2037	2039	624+554	39.7 : 39.7%	468	468	3.3
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	22	40	219	1949	1949	715	30.6%	219	219	2.8
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	22	40	274	2064	2064	757	36.2%	274	274	3.6
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	9	30	711	1805:1805	1805	645+416	67.0 : 67.0%	711	711	6.5
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	9	30	594	1854:1940	1854	758+0	78.4 : 0.0%	594	594	10.4
3/1	Bradford Rd - East Left	U	1:2	C1:G	13	29	640	2089	2089	696	91.9%	640	640	15.0
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	13	29	781	2172:2180	2172	724+150	89.4 : 89.4%	781	781	13.9
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	13	33	906	1981:2183	1981	629+532	78.0 : 78.0%	906	906	8.4
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	13	33	492	2191	2191	840	58.6%	492	492	7.1
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	17	33	661	2184:2169	2184	622+687	50.5 : 50.5%	661	661	5.1
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	15	31	541	2033:2033	2033	610+565	46.0 : 46.0%	541	541	4.0
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	33	41	390	2167:2167	2167	433+371	48.5 : 48.5%	390	390	3.6
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	33	41	252	2181	2181	436	57.8%	252	252	4.5
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	12	27	281	1900	1900	507	55.5%	281	281	5.3
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	12	27	288	1900	1900	507	56.8%	288	288	5.5

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	35	18	451	1900	1900	1393	32.4%	451	451	2.1
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	35	18	455	1900	1900	1393	32.7%	455	455	1.1
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	28	Inf	Inf	551	5.1%	28	28	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	37	13	954	1900	1900	1172	81.4%	954	954	4.7
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	37	13	477	1900	1900	1172	40.7%	477	477	1.1
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	45	17	316	1900	1900	1140	27.7%	316	316	0.2
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	45	17	210	1900	1900	1140	18.4%	210	210	3.1
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	45	17	295	1900	1900	1140	25.9%	295	295	4.0
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	4	430	1900	1900	1045	41.1%	430	430	2.6
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	4	514	1900	1900	1045	49.2%	514	514	2.6
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	4	274	1900	1900	1045	26.2%	274	274	3.5
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	35	7	474	1900	1900	1045	45.4%	474	474	4.4
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	641	1900	1900	1172	54.7%	641	641	7.6
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	654	1900	1900	1172	55.8%	654	654	10.2
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	199	1900	1900	1172	17.0%	199	199	0.7
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	33	6	555	1900	1900	1172	47.4%	555	555	9.7
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	38	8	782	1900	1900	1077	72.6%	782	782	14.3
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	38	8	787	1900	1900	1077	73.1%	787	787	12.2
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	38	8	543	1900	1900	1077	50.4%	543	543	6.5

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	38	8	452	1900	1900	1077	42.0%	452	452	2.4
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	37	10	553	1900	1900	1172	47.2%	553	553	4.5
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	37	10	964	1900	1900	1172	82.3%	964	964	15.7
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	37	10	974	1900	1900	1172	83.1%	974	974	14.5
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	37	10	12	1900	1900	1172	1.0%	12	12	0.2
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	46	28	1075	1900	1900	1457	73.8%	1075	1075	3.4
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	46	28	1087	1900	1900	1457	74.6%	1087	1087	3.6
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	46	28	359	1900	1900	1457	24.6%	359	359	5.9

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s):	60
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	33.91	Cycle Time (s):	60
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	15.66	Cycle Time (s):	60
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	175.6	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s):	60
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	15.50	Cycle Time (s):	60
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	3.14	Cycle Time (s):	60
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	20.6	Total Delay for Signalled Lanes (pcuHr):	9.41	Cycle Time (s):	60
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	126.5	Total Delay for Signalled Lanes (pcuHr):	5.01	Cycle Time (s):	60
	PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	92.80		

Full Input Data And Results

Scenario 4: '2024 DN PM' (FG4: '2024 DN PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**97.8%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**97.8%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	17	45	989	2039:2037	2039	820+655	67.1 : 67.1%	989	989	6.8
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	17	45	399	1949	1949	1039	38.4%	399	399	4.2
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	17	45	729	2064	2064	1101	66.2%	729	729	9.7
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	16	28	438	1805:1805	1805	391+214	72.4 : 72.4%	438	438	5.6
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	16	28	393	1854:1940	1854	402+0	97.8 : 0.0%	393	393	14.4
3/1	Bradford Rd - East Left	U	1:2	C1:G	17	33	565	2089	2089	731	77.3%	565	565	10.0
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	17	33	353	2172:2180	2172	760+335	32.2 : 32.2%	353	353	3.2
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	21	33	558	1981:2183	1981	480+370	65.6 : 65.6%	558	558	5.6
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	21	33	277	2191	2191	548	50.6%	277	277	4.4
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	23	39	688	2184:2169	2184	484+615	62.6 : 62.6%	688	688	6.4
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	21	37	461	2033:2033	2033	557+531	42.3 : 42.3%	461	461	3.5
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	30	46	418	2167:2167	2167	645+239	47.3 : 47.3%	418	418	4.4
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	30	46	419	2181	2181	691	60.7%	419	419	6.6
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	16	31	236	1900	1900	507	46.6%	236	236	4.4
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	16	31	241	1900	1900	507	47.6%	241	241	4.5

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	40	21	752	1900	1900	1330	56.5%	752	752	6.5
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	40	21	728	1900	1900	1330	54.7%	728	728	3.8
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	16	Inf	Inf	557	2.9%	16	16	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	43	18	744	1900	1900	1140	65.3%	744	744	2.5
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	43	18	305	1900	1900	1140	26.8%	305	305	0.7
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	50	12	414	1900	1900	823	50.3%	414	414	1.9
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	50	12	287	1900	1900	823	34.9%	287	287	4.8
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	50	12	503	1900	1900	823	61.1%	503	503	7.8
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	11	726	1900	1900	1330	54.6%	726	726	5.0
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	11	902	1900	1900	1330	67.8%	902	902	9.3
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	11	729	1900	1900	1330	54.8%	729	729	9.7
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	39	11	752	1900	1900	1045	72.0%	752	752	12.2
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	841	1900	1900	1172	71.8%	841	841	14.0
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	876	1900	1900	1172	74.8%	876	876	14.4
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	402	1900	1900	1172	34.3%	402	402	1.5
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	37	10	317	1900	1900	1172	27.1%	317	317	5.5
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	38	16	645	1900	1900	1235	52.2%	645	645	6.4
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	38	16	737	1900	1900	1235	59.7%	737	737	8.4
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	38	16	236	1900	1900	1235	19.1%	236	236	1.0

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	38	16	256	1900	1900	1235	20.7%	256	256	1.6
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	43	16	576	1900	1900	1077	53.5%	576	576	4.4
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	43	16	486	1900	1900	1077	45.1%	486	486	5.5
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	43	16	487	1900	1900	1077	45.2%	487	487	5.8
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	43	16	95	1900	1900	1077	8.8%	95	95	1.6
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	51	25	576	1900	1900	1203	47.9%	576	576	2.1
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	51	25	581	1900	1900	1203	48.3%	581	581	2.1
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	51	25	480	1900	1900	1203	39.9%	480	480	7.3

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	-8.7	Total Delay for Signalled Lanes (pcuHr):	18.24	Cycle Time (s):	60
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	24.92	Cycle Time (s):	60
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	9.13	Cycle Time (s):	60
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	59.2	Total Delay for Signalled Lanes (pcuHr):	1.91	Cycle Time (s):	60
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	43.7	Total Delay for Signalled Lanes (pcuHr):	10.68	Cycle Time (s):	60
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	60
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	48.3	Total Delay for Signalled Lanes (pcuHr):	7.70	Cycle Time (s):	60
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):	11.41	Cycle Time (s):	60
	PRC Over All Lanes (%):	-8.7	Total Delay Over All Lanes(pcuHr):	85.50		

Full Input Data And Results

Scenario 5: '2030 DN AM' (FG5: '2030 DN AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**86.2%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**86.2%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	20	40	408	2039:2037	2039	552+666	33.5 : 33.5%	408	408	2.7
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	20	40	212	1949	1949	780	27.2%	212	212	2.5
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	20	40	316	2064	2064	826	38.3%	316	316	4.0
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	7	30	742	1805:1805	1805	668+507	63.2 : 63.2%	742	742	5.9
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	7	30	572	1854:1940	1854	820+0	69.8 : 0.0%	572	572	8.6
3/1	Bradford Rd - East Left	U	1:2	C1:G	11	29	650	2089	2089	766	84.9%	650	650	12.6
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	11	29	806	2172:2180	2172	796+172	83.2 : 83.2%	806	806	12.4
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	11	33	990	1981:2183	1981	652+660	75.4 : 75.4%	990	990	7.8
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	11	33	496	2191	2191	913	54.3%	496	496	6.8
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	15	33	571	2184:2169	2184	744+395	50.2 : 50.2%	571	571	5.4
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	13	31	630	2033:2033	2033	645+605	50.4 : 50.4%	630	630	4.6
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	34	41	281	2167:2167	2167	397+397	37.3 : 33.5%	281	281	2.4
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	34	41	289	2181	2181	400	72.3%	289	289	5.8
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	10	27	325	1900	1900	570	57.0%	325	325	6.1
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	10	27	329	1900	1900	570	57.7%	329	329	6.2

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	35	18	505	1900	1900	1393	36.2%	505	505	2.5
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	35	18	526	1900	1900	1393	37.8%	526	526	1.1
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	24	Inf	Inf	542	4.4%	24	24	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	37	13	983	1900	1900	1172	83.9%	983	983	5.6
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	37	13	527	1900	1900	1172	45.0%	527	527	0.9
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	45	15	155	1900	1900	1077	14.4%	155	155	0.1
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	45	15	148	1900	1900	1077	13.7%	148	148	2.3
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	45	15	332	1900	1900	1077	30.8%	332	332	4.8
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	2	371	1900	1900	982	37.8%	371	371	2.6
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	2	544	1900	1900	982	55.4%	544	544	6.7
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	35	2	316	1900	1900	982	32.2%	316	316	4.0
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	35	5	415	1900	1900	982	42.3%	415	415	3.4
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	33	4	691	1900	1900	1108	62.3%	691	691	7.9
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	33	4	700	1900	1900	1108	63.2%	700	700	11.7
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	33	4	234	1900	1900	1108	21.1%	234	234	1.1
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	33	4	505	1900	1900	1108	45.6%	505	505	8.8
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	38	6	782	1900	1900	1013	77.2%	782	782	14.5
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	38	6	831	1900	1900	1013	82.0%	831	831	15.5
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	38	6	521	1900	1900	1013	51.4%	521	521	6.4

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	38	6	421	1900	1900	1013	41.5%	421	421	2.5
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	37	8	601	1900	1900	1108	54.2%	601	601	5.9
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	37	8	951	1900	1900	1108	85.8%	951	951	16.6
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	37	8	955	1900	1900	1108	86.2%	955	955	15.7
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	37	8	0	1900	1900	1108	0.0%	0	0	0.0
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	46	29	1067	1900	1900	1488	71.7%	1067	1067	3.0
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	46	29	1089	1900	1900	1488	73.2%	1089	1089	3.3
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	46	29	198	1900	1900	1488	13.3%	198	198	3.1

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	29.0	Total Delay for Signalled Lanes (pcuHr):	9.57	Cycle Time (s):	60
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	30.81	Cycle Time (s):	60
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	17.24	Cycle Time (s):	60
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	138.4	Total Delay for Signalled Lanes (pcuHr):	0.83	Cycle Time (s):	60
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	17.40	Cycle Time (s):	60
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	3.64	Cycle Time (s):	60
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):	8.76	Cycle Time (s):	60
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	135.1	Total Delay for Signalled Lanes (pcuHr):	4.38	Cycle Time (s):	60
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	92.66		

Full Input Data And Results

Scenario 6: '2030 DN PM' (FG6: '2030 DN PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**86.7%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**86.7%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	12	45	842	2039:2037	2039	791+895	50.0 : 50.0%	842	842	4.1
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	12	45	415	1949	1949	1202	34.5%	415	415	3.6
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	12	45	744	2064	2064	1273	58.5%	744	744	7.9
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	11	28	441	1805:1805	1805	519+290	54.6 : 54.6%	441	441	4.5
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	11	28	401	1854:1940	1854	542+0	74.0 : 0.0%	401	401	7.3
3/1	Bradford Rd - East Left	U	1:2	C1:G	12	33	565	2089	2089	905	62.4%	565	565	8.0
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	12	33	338	2172:2180	2172	941+418	24.9 : 24.9%	338	338	2.6
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	16	33	568	1981:2183	1981	569+538	51.3 : 51.3%	568	568	4.3
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	16	33	213	2191	2191	730	29.2%	213	213	2.8
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	23	39	615	2184:2169	2184	619+396	60.6 : 60.6%	615	615	6.1
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	21	37	487	2033:2033	2033	557+555	43.8 : 43.8%	487	487	3.6
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	30	46	414	2167:2167	2167	642+265	45.6 : 45.6%	414	414	4.2
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	30	46	421	2181	2181	691	61.0%	421	421	6.6
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	11	31	244	1900	1900	665	36.7%	244	244	4.4
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	11	31	243	1900	1900	665	36.5%	243	243	4.3

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	40	21	747	1900	1900	1330	56.2%	747	747	6.2
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	40	21	739	1900	1900	1330	55.6%	739	739	4.3
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	0	Inf	Inf	554	0.0%	0	0	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	43	18	742	1900	1900	1140	65.1%	742	742	2.6
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	43	18	300	1900	1900	1140	26.3%	300	300	0.5
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	50	7	177	1900	1900	665	26.6%	177	177	0.5
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	50	7	275	1900	1900	665	41.4%	275	275	4.7
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	50	7	502	1900	1900	665	75.5%	502	502	8.6
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	6	722	1900	1900	1172	61.6%	722	722	8.4
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	6	917	1900	1900	1172	78.3%	917	917	13.7
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	33	6	744	1900	1900	1172	63.5%	744	744	10.0
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	39	6	749	1900	1900	887	84.5%	749	749	14.4
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	37	5	829	1900	1900	1013	81.8%	829	829	11.7
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	37	5	879	1900	1900	1013	86.7%	879	879	17.0
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	37	5	443	1900	1900	1013	43.7%	443	443	2.2
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	37	5	325	1900	1900	1013	32.1%	325	325	5.7
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	38	11	639	1900	1900	1077	59.3%	639	639	6.4
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	38	11	750	1900	1900	1077	69.7%	750	750	6.8
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	38	11	247	1900	1900	1077	22.9%	247	247	1.1

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	38	11	257	1900	1900	1077	23.9%	257	257	1.5
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	43	16	623	1900	1900	1077	57.9%	623	623	5.1
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	43	16	510	1900	1900	1077	47.4%	510	510	5.9
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	43	16	499	1900	1900	1077	46.3%	499	499	5.9
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	43	16	0	1900	1900	1077	0.0%	0	0	0.0
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	51	25	612	1900	1900	1203	50.9%	612	612	2.4
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	51	25	613	1900	1900	1203	50.9%	613	613	2.5
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	51	25	240	1900	1900	1203	19.9%	240	240	4.0

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s):	60
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	26.05	Cycle Time (s):	60
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	8.75	Cycle Time (s):	60
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	60.2	Total Delay for Signalled Lanes (pcuHr):	1.69	Cycle Time (s):	60
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	60
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	38.3	Total Delay for Signalled Lanes (pcuHr):	1.54	Cycle Time (s):	60
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	47.6	Total Delay for Signalled Lanes (pcuHr):	7.24	Cycle Time (s):	60
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s):	60
	PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	80.35		

Full Input Data And Results

Scenario 7: '2024 DS(A) AM' (FG7: '2024 DS(A) AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**79.1%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**79.1%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	75	34	468	2039:2037	2039	752+667	33.0 : 33.0%	468	468	3.3
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	75	34	175	1949	1949	1083	16.2%	175	175	2.2
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	75	34	320	2064	2064	1147	27.9%	320	320	4.4
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	68	31	642	1805:1805	1805	789+595	46.4 : 46.4%	642	642	4.6
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	68	31	664	1854:1940	1854	1157+11	56.9 : 56.9%	664	664	10.1
3/1	Bradford Rd - East Left	U	1:2	C1:G	5	37	647	2089	2089	836	77.4%	647	647	15.7
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	5	37	774	2172:2180	2172	869+532	55.2 : 55.2%	774	774	9.8
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	66	9	873	1981:2183	1981	570+533	79.1 : 79.1%	873	873	12.0
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	66	9	543	2191	2191	876	62.0%	543	543	11.5
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	8	30	661	2184:2169	2184	492+543	63.8 : 63.8%	661	661	8.3
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	6	28	541	2033:2033	2033	476+447	58.6 : 58.6%	541	541	6.4
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	26	37	390	2167:2167	2167	360+309	58.3 : 58.3%	390	390	5.5
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	26	37	254	2181	2181	363	69.9%	254	254	7.1
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	4	35	279	1900	1900	676	41.3%	279	279	6.2
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	4	35	290	1900	1900	676	42.9%	290	290	5.8

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	57	40	455	1900	1900	1562	29.1%	455	455	0.5
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	57	40	456	1900	1900	1562	29.2%	456	456	0.5
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	28	Inf	Inf	550	5.1%	28	28	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	23	5	908	1900	1900	1541	58.9%	908	908	11.3
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	23	5	523	1900	1900	1541	33.9%	523	523	0.3
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	39	70	319	1900	1900	676	47.2%	319	319	0.7
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	39	70	210	1900	1900	676	31.1%	210	210	5.2
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	39	70	297	1900	1900	676	44.0%	297	297	6.5
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	36	63	430	1900	1900	654	65.7%	430	430	6.1
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	36	63	472	1900	1900	654	72.1%	472	472	6.6
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	36	63	320	1900	1900	654	48.9%	320	320	8.3
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	43	89	474	1900	1900	992	47.8%	474	474	1.0
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	41	88	628	1900	1900	1077	58.3%	628	628	8.6
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	41	88	614	1900	1900	1077	57.0%	614	614	8.1
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	41	88	270	1900	1900	1077	25.1%	270	270	1.7
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	41	88	542	1900	1900	1077	50.3%	542	542	7.5
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	14	61	736	1900	1900	1077	68.4%	736	736	11.7
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	14	61	846	1900	1900	1077	78.6%	846	846	17.2
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	14	61	492	1900	1900	1077	45.7%	492	492	5.9

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	14	61	490	1900	1900	1077	45.5%	490	490	5.6
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	34	1	560	1900	1900	1288	43.5%	560	560	4.8
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	34	1	942	1900	1900	1288	73.1%	942	942	11.8
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	34	1	1004	1900	1900	1288	78.0%	1004	1004	15.0
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	34	1	15	1900	1900	1288	1.2%	15	15	0.1
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	42	21	1063	1900	1900	1541	69.0%	1063	1063	3.9
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	42	21	1107	1900	1900	1541	71.8%	1107	1107	3.6
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	42	21	362	1900	1900	1541	23.5%	362	362	8.9

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	24.8	Total Delay for Signalled Lanes (pcuHr):	12.68	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	19.71	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	18.64	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	208.3	Total Delay for Signalled Lanes (pcuHr):	0.49	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	19.18	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	52.8	Total Delay for Signalled Lanes (pcuHr):	1.06	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	12.55	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	90.6	Total Delay for Signalled Lanes (pcuHr):	4.56	Cycle Time (s):	90
	PRC Over All Lanes (%):	13.7	Total Delay Over All Lanes(pcuHr):	88.88		

Full Input Data And Results

Scenario 8: '2024 DS(A) PM' (FG8: '2024 DS(A) PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**79.7%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**79.7%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	63	21	989	2039:2037	2039	761+607	72.3 : 72.3%	989	989	10.7
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	63	21	501	1949	1949	1061	47.2%	501	501	8.1
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	63	21	634	2064	2064	1124	56.4%	634	634	11.0
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	66	0	441	1805:1805	1805	429+280	62.2 : 62.2%	441	441	6.5
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	66	0	393	1854:1940	1854	505+0	77.8 : 0.0%	393	393	10.8
3/1	Bradford Rd - East Left	U	1:2	C1:G	86	18	489	2089	2089	627	78.0%	489	489	12.9
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	86	18	429	2172:2180	2172	652+203	50.2 : 50.2%	429	429	7.2
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	71	9	525	1981:2183	1981	516+455	54.1 : 54.1%	525	525	5.9
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	71	9	319	2191	2191	755	42.3%	319	319	6.5
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	70	8	688	2184:2169	2184	474+602	64.0 : 64.0%	688	688	8.8
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	68	6	461	2033:2033	2033	511+483	46.4 : 46.4%	461	461	5.0
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	75	19	418	2167:2167	2167	747+277	40.9 : 40.9%	418	418	5.5
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	75	19	425	2181	2181	897	47.4%	425	425	8.1
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	85	16	237	1900	1900	464	51.0%	237	237	5.6
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	85	16	240	1900	1900	464	51.7%	240	240	5.4

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	39	22	747	1900	1900	1562	47.8%	747	747	0.7
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	39	22	749	1900	1900	1562	47.9%	749	749	0.7
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	16	Inf	Inf	557	2.9%	16	16	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	18	0	814	1900	1900	1541	52.8%	814	814	1.0
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	18	0	235	1900	1900	1541	15.2%	235	235	0.1
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	26	58	416	1900	1900	697	59.7%	416	416	1.1
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	26	58	287	1900	1900	697	41.2%	287	287	7.5
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	26	58	509	1900	1900	697	73.1%	509	509	13.3
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	726	1900	1900	1267	57.3%	726	726	9.4
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	1010	1900	1900	1267	79.7%	1010	1010	13.3
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	634	1900	1900	1267	50.1%	634	634	15.3
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	24	80	752	1900	1900	1203	62.5%	752	752	11.6
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	22	79	889	1900	1900	1288	69.0%	889	889	11.3
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	22	79	851	1900	1900	1288	66.1%	851	851	13.9
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	22	79	395	1900	1900	1288	30.7%	395	395	6.8
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	22	79	317	1900	1900	1288	24.6%	317	317	4.3
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	14	66	715	1900	1900	1119	63.9%	715	715	18.6
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	14	66	667	1900	1900	1119	59.6%	667	667	7.8
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	14	66	247	1900	1900	1119	22.1%	247	247	3.5

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	14	66	245	1900	1900	1119	21.9%	245	245	3.9
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	12	63	579	1900	1900	1098	52.7%	579	579	4.4
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	12	63	475	1900	1900	1098	43.3%	475	475	6.0
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	12	63	502	1900	1900	1098	45.7%	502	502	6.8
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	12	63	97	1900	1900	1098	8.8%	97	97	2.3
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	24	70	596	1900	1900	1056	56.5%	596	596	3.7
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	24	70	565	1900	1900	1056	53.5%	565	565	2.1
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	24	70	482	1900	1900	1056	45.7%	482	482	12.5

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	17.58	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	20.12	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	40.8	Total Delay for Signalled Lanes (pcuHr):	12.16	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	87.7	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	13.72	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	70.4	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	59.4	Total Delay for Signalled Lanes (pcuHr):	10.55	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	23.2	Total Delay for Signalled Lanes (pcuHr):	17.85	Cycle Time (s):	90
	PRC Over All Lanes (%):	12.9	Total Delay Over All Lanes(pcuHr):	93.66		

Full Input Data And Results

Scenario 9: '2024 DS(A+B) AM' (FG9: '2024 DS(A+B) AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**75.9%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**75.9%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	71	31	468	2039:2037	2039	764+678	32.5 : 32.5%	468	468	3.3
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	71	31	222	1949	1949	1104	20.1%	222	222	2.8
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	71	31	283	2064	2064	1170	24.2%	283	283	3.7
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	68	27	720	1805:1805	1805	756+531	56.0 : 56.0%	720	720	6.3
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	68	27	603	1854:1940	1854	1077+7	55.6 : 55.6%	603	603	9.8
3/1	Bradford Rd - East Left	U	1:2	C1:G	7	39	545	2089	2089	836	65.2%	545	545	12.0
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	7	39	879	2172:2180	2172	869+806	52.5 : 52.5%	879	879	9.2
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	48	82	863	1981:2183	1981	578+558	75.9 : 75.9%	863	863	10.5
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	48	82	560	2191	2191	901	62.2%	560	560	11.9
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	3	19	661	2184:2169	2184	414+458	75.8 : 75.8%	661	661	9.6
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	1	17	541	2033:2033	2033	407+377	69.1 : 69.1%	541	541	7.4
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	15	27	390	2167:2167	2167	373+320	56.3 : 56.3%	390	390	5.4
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	15	27	271	2181	2181	388	69.9%	271	271	7.5
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	6	37	281	1900	1900	676	41.6%	281	281	6.8
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	6	37	288	1900	1900	676	42.6%	288	288	6.2

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	60	43	480	1900	1900	1562	30.7%	480	480	0.4
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	60	43	478	1900	1900	1562	30.6%	478	478	0.4
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	28	Inf	Inf	551	5.1%	28	28	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	2	74	951	1900	1900	1541	61.7%	951	951	10.3
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	2	74	480	1900	1900	1541	31.1%	480	480	0.2
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	36	66	322	1900	1900	654	49.2%	322	322	0.9
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	36	66	210	1900	1900	654	32.1%	210	210	5.5
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	36	66	314	1900	1900	654	48.0%	314	314	7.6
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	32	63	430	1900	1900	739	58.2%	430	430	5.7
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	32	63	536	1900	1900	739	72.5%	536	536	7.0
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	32	63	283	1900	1900	739	38.3%	283	283	7.0
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	45	1	474	1900	1900	992	47.8%	474	474	6.3
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	43	0	657	1900	1900	1077	61.0%	657	657	7.5
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	43	0	757	1900	1900	1077	70.3%	757	757	12.6
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	43	0	129	1900	1900	1077	12.0%	129	129	1.3
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	43	0	555	1900	1900	1077	51.5%	555	555	6.0
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	87	43	779	1900	1900	1056	73.8%	779	779	17.4
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	87	43	790	1900	1900	1056	74.8%	790	790	16.2
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	87	43	485	1900	1900	1056	45.9%	485	485	12.2

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	87	43	510	1900	1900	1056	48.3%	510	510	8.6
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	23	86	562	1900	1900	1414	39.7%	562	562	3.6
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	23	86	876	1900	1900	1414	61.9%	876	876	13.6
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	23	86	1072	1900	1900	1414	75.8%	1072	1072	13.3
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	23	86	18	1900	1900	1414	1.3%	18	18	0.0
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	32	10	1081	1900	1900	1520	71.1%	1081	1081	7.0
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	32	10	1091	1900	1900	1520	71.8%	1091	1091	2.6
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	32	10	365	1900	1900	1520	24.0%	365	365	8.9

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	24.1	Total Delay for Signalled Lanes (pcuHr):	12.70	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	18.81	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	23.77	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	192.9	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):	19.98	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	45.8	Total Delay for Signalled Lanes (pcuHr):	1.11	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	12.41	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	82.9	Total Delay for Signalled Lanes (pcuHr):	5.69	Cycle Time (s):	90
	PRC Over All Lanes (%):	18.5	Total Delay Over All Lanes(pcuHr):	95.00		

Full Input Data And Results

Scenario 10: '2024 DS(A+B) PM' (FG10: '2024 DS(A+B) PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**78.9%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**78.9%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	61	20	989	2039:2037	2039	773+617	71.1 : 71.1%	989	989	10.0
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	61	20	489	1949	1949	1083	45.2%	489	489	7.6
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	61	20	647	2064	2064	1147	56.4%	647	647	11.1
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	66	0	443	1805:1805	1805	429+283	62.3 : 62.3%	443	443	6.5
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	66	0	393	1854:1940	1854	505+0	77.8 : 0.0%	393	393	10.8
3/1	Bradford Rd - East Left	U	1:2	C1:G	86	17	442	2089	2089	603	73.2%	442	442	11.3
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	86	17	476	2172:2180	2172	627+321	50.2 : 50.2%	476	476	7.0
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	64	3	541	1981:2183	1981	523+487	53.6 : 53.6%	541	541	5.8
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	64	3	342	2191	2191	779	43.9%	342	342	6.9
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	66	2	688	2184:2169	2184	452+575	67.0 : 67.0%	688	688	9.1
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	64	0	461	2033:2033	2033	488+458	48.7 : 48.7%	461	461	5.2
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	73	15	418	2167:2167	2167	711+264	42.9 : 42.9%	418	418	5.8
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	73	15	426	2181	2181	848	50.2%	426	426	8.6
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	85	15	238	1900	1900	443	53.7%	238	238	5.7
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	85	15	241	1900	1900	443	54.4%	241	241	5.7

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	38	21	749	1900	1900	1562	47.9%	749	749	0.7
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	38	21	751	1900	1900	1562	48.1%	751	751	0.7
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	18	Inf	Inf	558	3.2%	18	18	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	18	0	766	1900	1900	1541	49.7%	766	766	1.0
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	18	0	283	1900	1900	1541	18.4%	283	283	0.1
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	25	56	430	1900	1900	676	63.7%	430	430	1.3
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	25	56	287	1900	1900	676	42.5%	287	287	7.5
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	25	56	510	1900	1900	676	75.5%	510	510	14.0
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	726	1900	1900	1267	57.3%	726	726	9.7
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	999	1900	1900	1267	78.9%	999	999	12.4
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	647	1900	1900	1267	51.1%	647	647	16.0
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	23	80	752	1900	1900	1224	61.4%	752	752	11.5
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	21	79	931	1900	1900	1309	71.1%	931	931	10.8
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	21	79	809	1900	1900	1309	61.8%	809	809	13.7
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	21	79	399	1900	1900	1309	30.5%	399	399	6.2
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	21	79	317	1900	1900	1309	24.2%	317	317	4.3
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	8	59	667	1900	1900	1098	60.8%	667	667	17.4
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	8	59	715	1900	1900	1098	65.1%	715	715	7.5
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	8	59	206	1900	1900	1098	18.8%	206	206	2.4

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	8	59	286	1900	1900	1098	26.1%	286	286	4.8
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	6	59	594	1900	1900	1140	52.1%	594	594	5.6
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	6	59	427	1900	1900	1140	37.5%	427	427	5.7
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	6	59	558	1900	1900	1140	48.9%	558	558	7.3
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	6	59	111	1900	1900	1140	9.7%	111	111	2.6
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	20	68	542	1900	1900	1098	49.4%	542	542	3.4
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	20	68	627	1900	1900	1098	57.1%	627	627	2.4
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	20	68	496	1900	1900	1098	45.2%	496	496	12.8

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	17.96	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	19.21	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	87.2	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	15.20	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	81.1	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	57.6	Total Delay for Signalled Lanes (pcuHr):	11.06	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	18.09	Cycle Time (s):	90
	PRC Over All Lanes (%):	14.1	Total Delay Over All Lanes(pcuHr):	93.53		

Full Input Data And Results

Scenario 11: '2030 DS(A) AM' (FG11: '2030 DS(A) AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**81.5%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**81.5%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	34	86	408	2039:2037	2039	666+803	27.8 : 27.8%	408	408	2.7
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	34	86	172	1949	1949	1148	15.0%	172	172	2.0
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	34	86	360	2064	2064	1215	29.6%	360	360	4.6
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	37	0	718	1805:1805	1805	763+653	50.7 : 50.7%	718	718	5.0
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	37	0	598	1854:1940	1854	1144+29	50.9 : 50.9%	598	598	8.3
3/1	Bradford Rd - East Left	U	1:2	C1:G	63	7	655	2089	2089	882	74.3%	655	655	15.1
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	63	7	801	2172:2180	2172	912+479	57.6 : 57.6%	801	801	10.6
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	46	82	971	1981:2183	1981	573+637	80.3 : 80.3%	971	971	13.8
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	46	82	551	2191	2191	949	58.0%	551	551	11.1
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	47	66	571	2184:2169	2184	512+272	72.9 : 72.9%	571	571	9.8
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	45	64	630	2033:2033	2033	441+417	73.4 : 73.4%	630	630	8.5
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	62	75	281	2167:2167	2167	385+346	38.4 : 38.4%	281	281	3.5
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	62	75	292	2181	2181	412	70.9%	292	292	8.0
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	62	5	324	1900	1900	718	45.1%	324	324	7.6
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	62	5	330	1900	1900	718	46.0%	330	330	7.4

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	28	11	520	1900	1900	1562	33.3%	520	520	0.5
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	28	11	520	1900	1900	1562	33.3%	520	520	0.5
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	24	Inf	Inf	542	4.4%	24	24	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	6	78	988	1900	1900	1541	64.1%	988	988	14.1
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	6	78	522	1900	1900	1541	33.9%	522	522	0.3
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	1	29	162	1900	1900	612	26.5%	162	162	0.2
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	1	29	148	1900	1900	612	24.2%	148	148	3.9
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	1	29	335	1900	1900	612	54.7%	335	335	9.0
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	32	371	1900	1900	654	56.7%	371	371	6.2
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	32	507	1900	1900	654	77.5%	507	507	5.9
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	32	360	1900	1900	654	55.0%	360	360	9.6
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	13	57	415	1900	1900	950	43.7%	415	415	6.5
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	11	56	683	1900	1900	1034	66.0%	683	683	7.9
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	11	56	717	1900	1900	1034	69.3%	717	717	12.5
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	11	56	234	1900	1900	1034	22.6%	234	234	1.1
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	11	56	505	1900	1900	1034	48.8%	505	505	6.4
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	87	41	787	1900	1900	1013	77.7%	787	787	15.2
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	87	41	826	1900	1900	1013	81.5%	826	826	20.3
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	87	41	499	1900	1900	1013	49.2%	499	499	8.4

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	87	41	443	1900	1900	1013	43.7%	443	443	8.5
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	70	40	614	1900	1900	1351	45.4%	614	614	7.5
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	70	40	949	1900	1900	1351	70.2%	949	949	12.0
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	70	40	973	1900	1900	1351	72.0%	973	973	14.3
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	70	40	7	1900	1900	1351	0.5%	7	7	0.1
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	80	57	1022	1900	1900	1499	68.2%	1022	1022	3.9
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	80	57	1150	1900	1900	1499	76.7%	1150	1150	6.6
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	80	57	205	1900	1900	1499	13.7%	205	205	5.0

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	14.01	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	19.08	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	24.53	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	170.4	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	19.57	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	40.4	Total Delay for Signalled Lanes (pcuHr):	1.25	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	17.3	Total Delay for Signalled Lanes (pcuHr):	11.22	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	64.5	Total Delay for Signalled Lanes (pcuHr):	5.96	Cycle Time (s):	90
	PRC Over All Lanes (%):	10.4	Total Delay Over All Lanes(pcuHr):	96.18		

Full Input Data And Results

Scenario 12: '2030 DS(A) PM' (FG12: '2030 DS(A) PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**79.6%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**79.6%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	25	73	842	2039:2037	2039	655+741	60.3 : 60.3%	842	842	7.2
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	25	73	497	1949	1949	1061	46.8%	497	497	8.0
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	25	73	674	2064	2064	1124	60.0%	674	674	12.0
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	66	0	446	1805:1805	1805	428+289	62.2 : 62.2%	446	446	6.4
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	66	0	401	1854:1940	1854	505+0	79.3 : 0.0%	401	401	11.1
3/1	Bradford Rd - East Left	U	1:2	C1:G	89	23	502	2089	2089	673	74.6%	502	502	12.6
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	89	23	401	2172:2180	2172	700+205	44.3 : 44.3%	401	401	6.5
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	11	30	550	1981:2183	1981	399+420	67.2 : 67.2%	550	550	7.1
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	11	30	248	2191	2191	536	46.3%	248	248	5.7
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	73	18	615	2184:2169	2184	716+458	52.4 : 52.4%	615	615	7.3
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	71	16	487	2033:2033	2033	586+584	41.6 : 41.6%	487	487	4.5
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	77	15	414	2167:2167	2167	633+261	46.3 : 46.3%	414	414	6.0
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	77	15	430	2181	2181	751	57.2%	430	430	9.4
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	88	21	244	1900	1900	507	48.2%	244	244	5.5
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	88	21	243	1900	1900	507	48.0%	243	243	5.5

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	44	27	756	1900	1900	1562	48.4%	756	756	0.7
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	44	27	756	1900	1900	1562	48.4%	756	756	0.7
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	0	Inf	Inf	554	0.0%	0	0	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	7	79	744	1900	1900	1541	48.3%	744	744	0.5
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	7	79	298	1900	1900	1541	19.3%	298	298	1.7
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	78	20	180	1900	1900	697	25.8%	180	180	4.3
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	78	20	275	1900	1900	697	39.5%	275	275	5.4
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	78	20	511	1900	1900	697	73.3%	511	511	10.4
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	722	1900	1900	1267	57.0%	722	722	7.2
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	1008	1900	1900	1267	79.6%	1008	1008	18.0
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	5	61	674	1900	1900	1267	53.2%	674	674	12.4
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	29	83	749	1900	1900	1161	64.5%	749	749	11.1
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	27	82	912	1900	1900	1246	73.2%	912	912	16.2
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	27	82	824	1900	1900	1246	66.2%	824	824	7.5
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	27	82	441	1900	1900	1246	35.4%	441	441	3.6
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	27	82	325	1900	1900	1246	26.1%	325	325	3.3
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	35	6	641	1900	1900	1309	49.0%	641	641	11.1
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	35	6	748	1900	1900	1309	57.1%	748	748	11.8
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	35	6	288	1900	1900	1309	22.0%	288	288	2.9

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	35	6	216	1900	1900	1309	16.5%	216	216	2.5
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	22	66	629	1900	1900	950	66.2%	629	629	10.5
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	22	66	507	1900	1900	950	53.4%	507	507	8.3
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	22	66	510	1900	1900	950	53.7%	510	510	9.1
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	22	66	3	1900	1900	950	0.3%	3	3	0.0
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	20	72	614	1900	1900	1182	51.9%	614	614	2.8
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	20	72	619	1900	1900	1182	52.4%	619	619	2.8
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	20	72	243	1900	1900	1182	20.6%	243	243	5.5

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):	15.97	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	20.08	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	33.9	Total Delay for Signalled Lanes (pcuHr):	14.74	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	86.0	Total Delay for Signalled Lanes (pcuHr):	1.00	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	11.92	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	86.4	Total Delay for Signalled Lanes (pcuHr):	0.77	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	57.2	Total Delay for Signalled Lanes (pcuHr):	9.23	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	22.7	Total Delay for Signalled Lanes (pcuHr):	15.03	Cycle Time (s):	90
	PRC Over All Lanes (%):	13.1	Total Delay Over All Lanes(pcuHr):	88.74		

Full Input Data And Results

Scenario 13: '2030 DS(A+B) AM' (FG13: '2030 DS(A+B) AM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.4%**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**N/A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100.4%**	**-**	**-**	**-**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	18	64	408	2039:2037	2039	635+766	29.1 : 29.1%	408	408	2.9
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	18	64	146	1949	1949	1083	13.5%	146	146	1.8
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	18	64	448	2064	2064	1147	39.1%	448	448	6.7
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	7	50	786	1805:1805	1805	651+571	64.3 : 64.3%	786	786	7.3
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	7	50	564	1854:1940	1854	955+5	58.7 : 58.7%	564	564	10.4
3/1	Bradford Rd - East Left	U	1:2	C1:G	29	60	586	2089	2089	812	72.1%	586	586	13.7
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	29	60	874	2172:2180	2172	845+386	71.0 : 71.0%	874	874	13.7
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	1	45	1072	1981:2183	1981	521+800	81.1 : 81.1%	1072	1072	17.1
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	1	45	863	2191	2191	1144	75.4%	863	863	18.3
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	54	70	571	2184:2169	2184	461+245	80.9 : 80.9%	571	571	10.9
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	52	68	630	2033:2033	2033	407+379	80.1 : 80.1%	630	630	9.5
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	57	72	281	2167:2167	2167	411+369	36.0 : 36.0%	281	281	3.4
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	57	72	345	2181	2181	460	74.9%	345	345	9.5
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	28	58	326	1900	1900	654	49.8%	326	326	8.6
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	28	58	336	1900	1900	654	51.3%	336	336	8.6

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	81	64	596	1900	1900	1562	38.2%	596	596	0.6
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	81	64	597	1900	1900	1562	38.2%	597	597	0.6
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	32	Inf	Inf	542	5.9%	32	32	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	59	41	971	1900	1900	1541	63.0%	971	971	14.0
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	59	41	539	1900	1900	1541	34.8%	536	536	0.3
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	69	13	242	1900	1900	802	30.2%	242	242	1.6
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	69	13	148	1900	1900	802	18.4%	148	148	3.1
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	69	13	388	1900	1900	802	48.4%	388	388	8.7
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	55	2	371	1900	1900	866	42.9%	371	371	4.9
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	55	2	534	1900	1900	866	61.7%	534	534	7.6
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	55	2	448	1900	1900	866	51.8%	448	448	10.2
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	66	23	415	1900	1900	1013	41.0%	415	415	5.8
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	64	22	792	1900	1900	1098	72.1%	792	792	11.1
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	64	22	768	1900	1900	1098	70.0%	768	768	13.2
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	64	22	223	1900	1900	1098	20.3%	223	223	1.7
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	64	22	505	1900	1900	1098	46.0%	505	505	8.0
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	50	86	770	1900	1900	844	91.2%	770	770	18.1
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	50	86	848	1900	1900	844	100.4%	848	844	36.8
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	50	86	564	1900	1900	844	66.8%	564	564	8.5

Full Input Data And Results

14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	50	86	373	1900	1900	844	44.2%	373	373	7.1
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	74	47	752	1900	1900	1414	53.1%	751	751	6.1
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	74	47	965	1900	1900	1414	68.2%	965	965	16.3
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	74	47	1144	1900	1900	1414	80.9%	1144	1144	17.5
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	74	47	87	1900	1900	1414	6.2%	87	87	0.3
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	77	52	1209	1900	1900	1457	83.0%	1209	1209	10.5
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	77	52	1150	1900	1900	1457	78.9%	1150	1150	7.2
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	77	52	285	1900	1900	1457	19.6%	285	285	5.2

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	39.9	Total Delay for Signalled Lanes (pcuHr):	14.06	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	31.42	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	41.83	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	135.5	Total Delay for Signalled Lanes (pcuHr):	0.67	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	22.94	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	42.8	Total Delay for Signalled Lanes (pcuHr):	1.22	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	13.85	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	86.1	Total Delay for Signalled Lanes (pcuHr):	4.64	Cycle Time (s):	90
	PRC Over All Lanes (%):	-11.6	Total Delay Over All Lanes(pcuHr):	130.67		

Full Input Data And Results

Scenario 14: '2030 DS(A+B) PM' (FG14: '2030 DS(A+B) PM', Plan 1: 'Network Control 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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**89.0%**	-	-	-
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-	-	-	-	-	-	**89.0%**	-	-	-
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	C3:E	24	69	842	2039:2037	2039	655+741	60.3 : 60.3%	842	842	7.2
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	24	69	486	1949	1949	1061	45.8%	486	486	7.7
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	C3:E	24	69	861	2064	2064	1124	76.6%	861	861	18.4
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	73	5	560	1805:1805	1805	392+375	73.0 : 73.0%	560	560	7.6
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	C1:B	73	5	401	1854:1940	1854	464+0	86.4 : 0.0%	401	401	12.5
3/1	Bradford Rd - East Left	U	1:2	C1:G	6	25	414	2089	2089	557	74.3%	414	414	10.8
3/2+3/3	Bradford Rd - East Left	U	1:2	C1:G	6	25	505	2172:2180	2172	579+152	69.1 : 69.1%	505	505	10.0
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	C2:B	89	26	744	1981:2183	1981	421+542	77.3 : 77.3%	744	744	11.1
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	C2:B	89	26	435	2191	2191	730	59.6%	435	435	9.7
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	C2:G	76	7	615	2184:2169	2184	510+326	73.6 : 73.6%	615	615	9.9
5/3+5/4	Bradford Rd - West Right	U	2:3	C2:H	74	5	487	2033:2033	2033	430+407	58.2 : 58.2%	487	487	6.0
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	C3:B	78	20	414	2167:2167	2167	701+289	41.8 : 41.8%	414	414	5.5
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	C3:B	78	20	598	2181	2181	848	70.5%	598	598	13.6
7/1	Bradford Rd - Centre Ahead	U	1:2	C1:F	5	23	250	1900	1900	401	62.3%	250	250	6.5
7/2	Bradford Rd - Centre Ahead	U	1:2	C1:F	5	23	252	1900	1900	401	62.8%	252	252	6.7

Full Input Data And Results

8/1	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	45	28	992	1900	1900	1562	63.5%	992	992	1.3
8/2	OUT to Dewsbury Rd Ahead	U	2:2	C2:D	45	28	994	1900	1900	1562	63.6%	994	994	1.4
9/1	Slip off into Bradford Rd Right	O	N/A	-	-	-	15	Inf	Inf	555	2.7%	15	15	0.0
10/1	OUT to Bradford Rd West Ahead	U	2:4	C2:L	14	86	669	1900	1900	1541	43.4%	669	669	1.0
10/2	OUT to Bradford Rd West Ahead	U	2:4	C2:L	14	86	373	1900	1900	1541	24.2%	373	373	0.9
11/1	Tingley Interchange - 3 Ahead	U	3:2	C3:D	74	19	278	1900	1900	823	33.8%	278	278	6.8
11/2	Tingley Interchange - 3 Right	U	3:2	C3:D	74	19	275	1900	1900	823	33.4%	275	275	5.1
11/3	Tingley Interchange - 3 Right	U	3:2	C3:D	74	19	679	1900	1900	823	82.5%	679	679	15.2
12/1	Tingley Interchange - 5 Ahead	U	1:1	C1:A	10	68	722	1900	1900	1309	55.2%	722	722	7.2
12/2	Tingley Interchange - 5 Ahead	U	1:1	C1:A	10	68	1165	1900	1900	1309	89.0%	1165	1165	31.6
12/3	Tingley Interchange - 5 Ahead	U	1:1	C1:A	10	68	861	1900	1900	1309	65.8%	861	861	18.2
13/1	Tingley Interchange - 6 Left	U	1:2	C1:E	31	0	749	1900	1900	1267	59.1%	749	749	10.0
13/2	Tingley Interchange - 6 Right	U	1:2	C1:D	29	89	1106	1900	1900	1351	81.9%	1106	1106	18.6
13/3	Tingley Interchange - 6 Right	U	1:2	C1:D	29	89	1086	1900	1900	1351	80.4%	1086	1086	10.5
13/4	Tingley Interchange - 6 Right	U	1:2	C1:D	29	89	443	1900	1900	1351	32.8%	443	443	3.2
13/5	Tingley Interchange - 6 Right	U	1:2	C1:D	29	89	325	1900	1900	1351	24.1%	325	325	3.3
14/2	Tingley Interchange - 7 Ahead	U	2:1	C2:A	31	84	566	1900	1900	1140	49.6%	566	566	14.5
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	C2:A	31	84	823	1900	1900	1140	72.2%	823	823	16.5
14/4	Tingley Interchange - 7 Right	U	2:1	C2:A	31	84	250	1900	1900	1140	21.9%	250	250	4.6

Full Input Data And Results

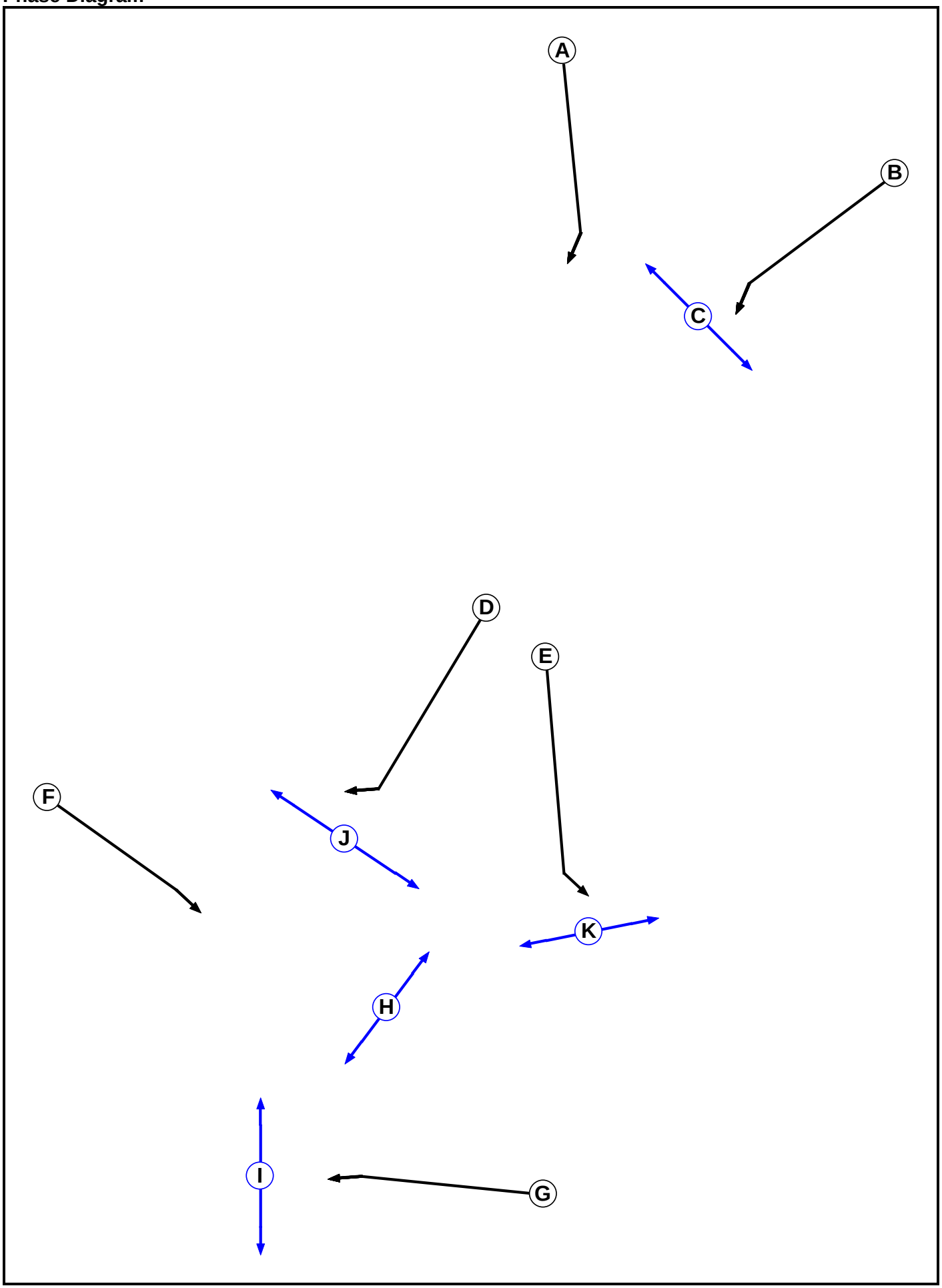
14/5	Tingley Interchange - 7 Right Right2	U	2:1	C2:A	31	84	254	1900	1900	1140	22.3%	254	254	4.9
15/1	Tingley Interchange - 1 Ahead	U	2:3	C2:F	11	69	766	1900	1900	1246	61.5%	766	766	11.6
15/2	Tingley Interchange - 1 Right	U	2:3	C2:F	11	69	558	1900	1900	1246	44.8%	558	558	0.4
15/3	Tingley Interchange - 1 Right	U	2:3	C2:F	11	69	590	1900	1900	1246	47.4%	590	590	0.4
15/4	Tingley Interchange - 1 Right	U	2:3	C2:F	11	69	101	1900	1900	1246	8.1%	101	101	0.0
16/1	Tingley Interchange - 2 Ahead	U	3:1	C3:A	25	73	672	1900	1900	1098	61.2%	672	672	3.9
16/2	Tingley Interchange - 2 Ahead	U	3:1	C3:A	25	73	692	1900	1900	1098	63.0%	692	692	3.6
16/3	Tingley Interchange - 2 Right	U	3:1	C3:A	25	73	341	1900	1900	1098	31.1%	341	341	7.2

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	23.13	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	22.77	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	20.95	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	41.4	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	14.23	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	107.3	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	11.76	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	19.39	Cycle Time (s):	90
	PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	114.76		

Full Input Data And Results

C1 - 769L

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	3
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Traffic	2		7	3
E	Traffic	2		7	2
F	Traffic	2		4	0
G	Traffic	2		4	0
H	Pedestrian	2		5	1
I	Pedestrian	2		7	5
J	Pedestrian	2		10	10
K	Pedestrian	2		5	0

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		5	-	-	-	-	-	-	-	-	-
B	5		5	-	-	-	-	-	-	-	-
C	-	9		-	-	-	-	-	-	-	-
D	-	-	-		-	5	7	-	-	5	-
E	-	-	-	-		5	-	-	-	-	5
F	-	-	-	6	8		-	8	-	-	-
G	-	-	-	4	-	-		-	5	-	-
H	-	-	-	-	-	5	-		-	-	-
I	-	-	-	-	-	-	9	-		-	-
J	-	-	-	12	-	-	-	-	-		-
K	-	-	-	-	7	-	-	-	-	-	

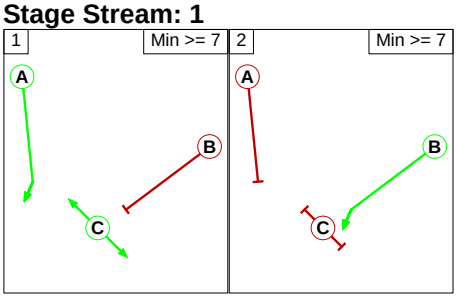
Phases in Stage

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

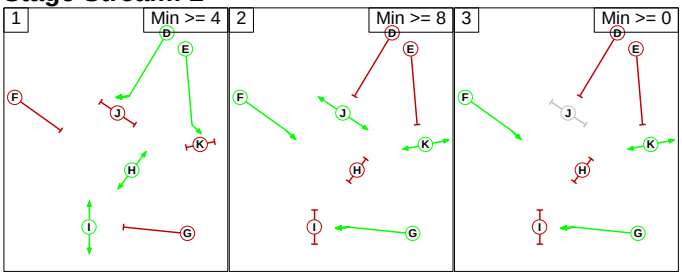
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	4	4

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	4	4
1	2	E	Losing	5	5
1	2	H	Losing	4	4
1	2	I	Losing	2	2
1	3	D	Losing	6	6
1	3	E	Losing	7	7
1	3	H	Losing	6	6
1	3	I	Losing	4	4
2	1	F	Losing	6	6
2	1	G	Losing	8	8
2	1	K	Losing	7	7
3	1	F	Losing	6	6
3	1	G	Losing	8	8
3	1	K	Losing	7	7

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		9
	2	5	

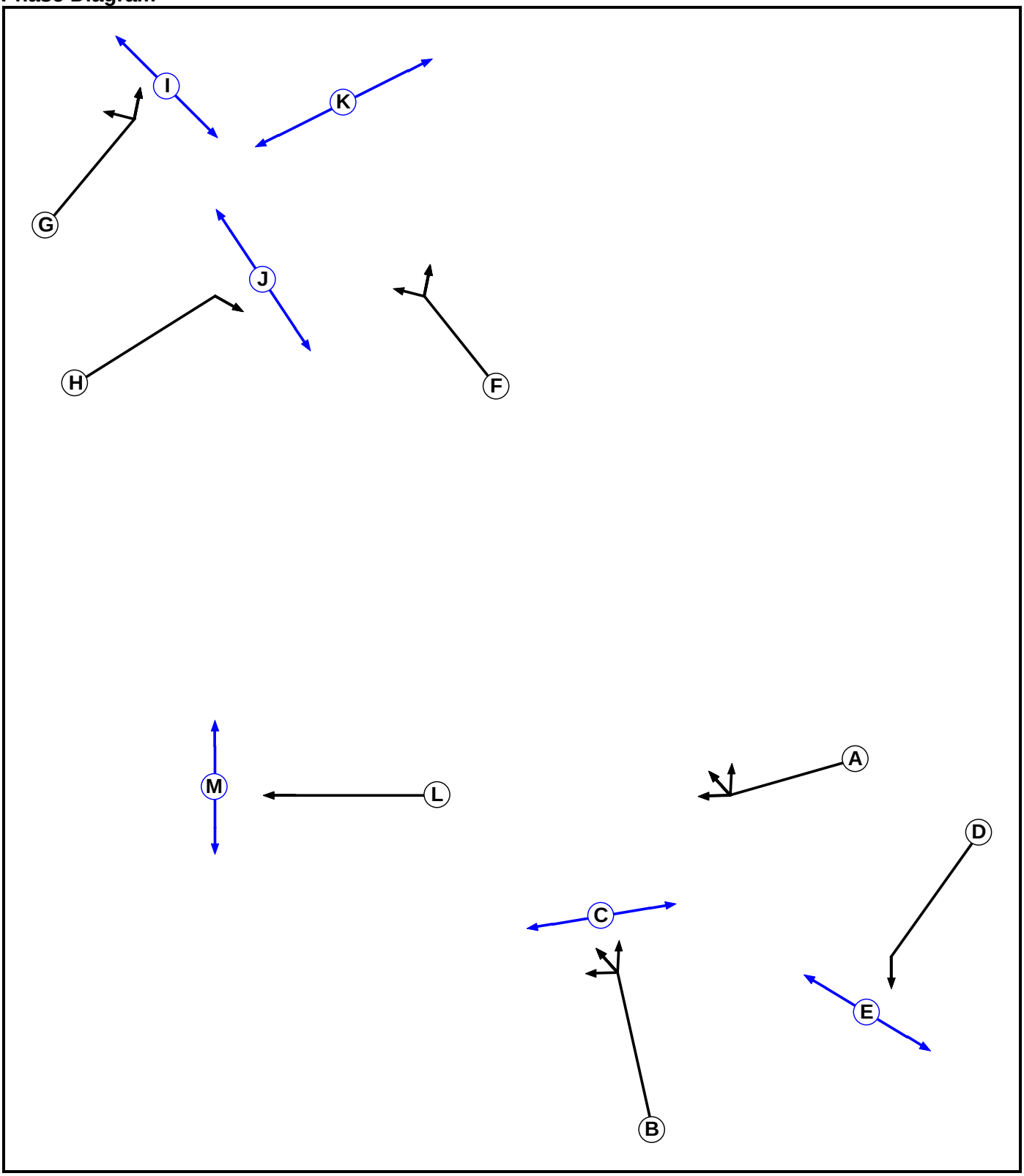
Stage Stream: 2

	To Stage			
		1	2	3
From Stage	1		11	13
	2	14		0
	3	14	0	

Full Input Data And Results

C2 - 770L

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	5
B	Traffic	1		7	7
C	Pedestrian	1		5	5
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Traffic	3		7	5
G	Traffic	3		4	0
H	Traffic	3		4	0
I	Pedestrian	3		5	3
J	Pedestrian	3		5	5
K	Pedestrian	3		10	10
L	Traffic	4		7	7
M	Pedestrian	4		6	6

Full Input Data And Results

Phase Intergreens Matrix

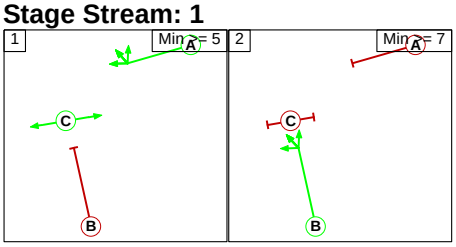
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A		5	-	-	-	-	-	-	-	-	-	-	-
B	5		5	-	-	-	-	-	-	-	-	-	-
C	-	7		-	-	-	-	-	-	-	-	-	-
D	-	-	-		5	-	-	-	-	-	-	-	-
E	-	-	-	7		-	-	-	-	-	-	-	-
F	-	-	-	-	-		7	5	-	-	6	-	-
G	-	-	-	-	-	4		-	5	-	-	-	-
H	-	-	-	-	-	6	-		-	5	-	-	-
I	-	-	-	-	-	-	7	-		-	-	-	-
J	-	-	-	-	-	-	-	7	-		-	-	-
K	-	-	-	-	-	11	-	-	-	-		-	-
L	-	-	-	-	-	-	-	-	-	-	-		5
M	-	-	-	-	-	-	-	-	-	-	-	7	

Phases in Stage

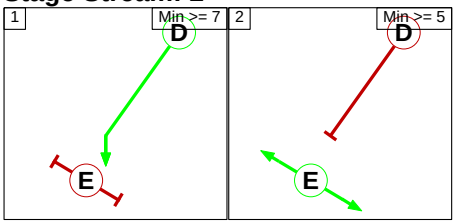
Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B
2	1	D
2	2	E
3	1	F I J
3	2	G H K
3	3	G H
4	1	L
4	2	M

Stage Diagram

Stage Stream: 1

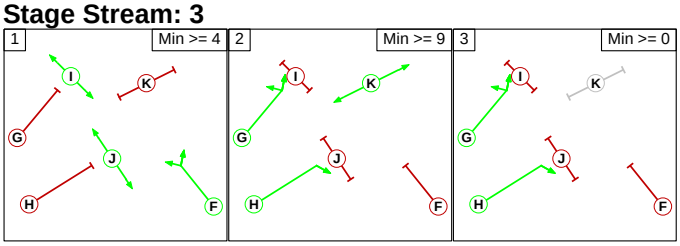


Stage Stream: 2

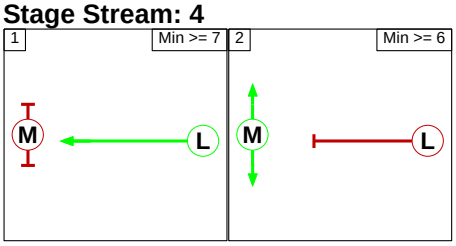


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	2	2

Stage Stream: 2

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

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Losing	2	2
1	2	I	Losing	2	2
1	3	F	Losing	4	4
1	3	I	Losing	4	4
1	3	J	Losing	2	2
2	1	G	Losing	7	7
2	1	H	Losing	5	5
3	1	G	Losing	7	7
3	1	H	Losing	5	5

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Full Input Data And Results

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	7	

Stage Stream: 3

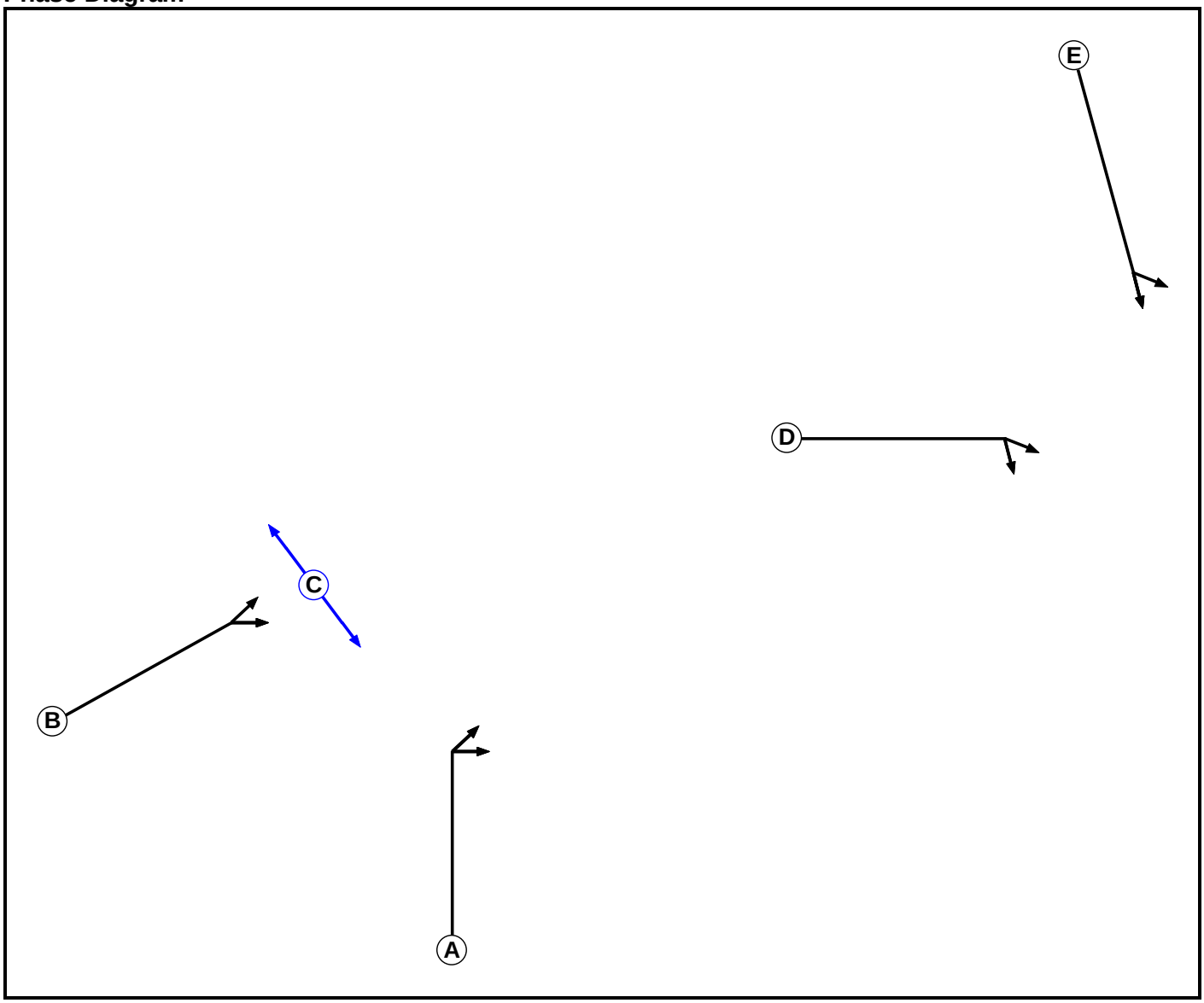
	To Stage			
		1	2	3
From Stage	1		9	11
	2	12		0
	3	12	0	

Stage Stream: 4

	To Stage		
		1	2
From Stage	1		5
	2	7	

C3 - 771L

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		9	9
D	Traffic	2		7	7
E	Traffic	2		7	7

Full Input Data And Results

Phase Intergreens Matrix

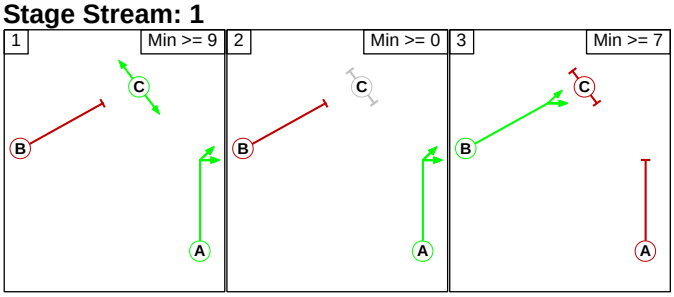
Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		5	-	-	-
	B	5		5	-	-
	C	-	11		-	-
	D	-	-	-		5
	E	-	-	-	5	

Phases in Stage

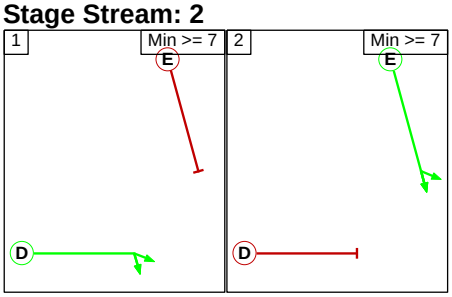
Stream	Stage No.	Phases in Stage
1	1	A C
1	2	A
1	3	B
2	1	D
2	2	E

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	6	6

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		0	11
	2	0		5
	3	5	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M62 Junction 28 - Tingley Interchange											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
9/1 (Slip off into Bradford Rd)	7/2 (Right)	600	0	5/4	0.19	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: M62 Junction 28 - Tingley Interchange												
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 (A653 Dewsbury Rd - North)	U	E	2	3	60.0	User	2039	-	-	-	-	-
1/2 (A653 Dewsbury Rd - North)	U	E	2	3	8.0	User	2037	-	-	-	-	-
1/3 (A653 Dewsbury Rd - North)	U	E	2	3	60.0	User	1949	-	-	-	-	-
1/4 (A653 Dewsbury Rd - North)	U	E	2	3	60.0	User	2064	-	-	-	-	-
2/1 (M62 J28 - Off-Slip - East)	U	B	2	3	8.0	User	1805	-	-	-	-	-
2/2 (M62 J28 - Off-Slip - East)	U	B	2	3	60.0	User	1805	-	-	-	-	-
2/3 (M62 J28 - Off-Slip - East)	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm 13 Left	Inf
2/4 (M62 J28 - Off-Slip - East)	U	B	2	3	60.0	User	1854	-	-	-	-	-
3/1 (Bradford Rd - East)	U	G	2	3	60.0	User	2089	-	-	-	-	-
3/2 (Bradford Rd - East)	U	G	2	3	60.0	User	2172	-	-	-	-	-
3/3 (Bradford Rd - East)	U	G	2	3	22.0	User	2180	-	-	-	-	-
4/1 (A653 Dewsbury Rd - South)	U	B	2	3	8.0	User	2183	-	-	-	-	-
4/2 (A653 Dewsbury Rd - South)	U	B	2	3	60.0	User	1981	-	-	-	-	-
4/3 (A653 Dewsbury Rd - South)	U	B	2	3	60.0	User	2191	-	-	-	-	-
5/1 (Bradford Rd - West)	U	G	2	3	60.0	User	2184	-	-	-	-	-

5/2 (Bradford Rd - West)	U	G	2	3	12.0	User	2169	-	-	-	-	-
5/3 (Bradford Rd - West)	U	H	2	3	60.0	User	2033	-	-	-	-	-
5/4 (Bradford Rd - West)	U	H	2	3	9.0	User	2033	-	-	-	-	-
6/1 (M62 J28 - Off-Slip - West)	U	B	2	3	9.0	User	2167	-	-	-	-	-
6/2 (M62 J28 - Off-Slip - West)	U	B	2	3	60.0	User	2167	-	-	-	-	-
6/3 (M62 J28 - Off-Slip - West)	U	B	2	3	60.0	User	2181	-	-	-	-	-
7/1 (Bradford Rd - Centre)	U	F	2	3	28.9	User	1900	-	-	-	-	-
7/2 (Bradford Rd - Centre)	U	F	2	3	28.9	User	1900	-	-	-	-	-
8/1 (OUT to Dewsbury Rd)	U	D	2	3	6.1	User	1900	-	-	-	-	-
8/2 (OUT to Dewsbury Rd)	U	D	2	3	6.1	User	1900	-	-	-	-	-
9/1 (Slip off into Bradford Rd)	O		2	3	5.2	Inf	-	-	-	-	-	-
10/1 (OUT to Bradford Rd West)	U	L	2	3	60.0	User	1900	-	-	-	-	-
10/2 (OUT to Bradford Rd West)	U	L	2	3	60.0	User	1900	-	-	-	-	-
11/1 (Tingley Interchange - 3)	U	D	2	3	16.5	User	1900	-	-	-	-	-
11/2 (Tingley Interchange - 3)	U	D	2	3	22.6	User	1900	-	-	-	-	-
11/3 (Tingley Interchange - 3)	U	D	2	3	22.6	User	1900	-	-	-	-	-
12/1 (Tingley Interchange - 5)	U	A	2	3	26.1	User	1900	-	-	-	-	-
12/2 (Tingley Interchange - 5)	U	A	2	3	26.1	User	1900	-	-	-	-	-
12/3 (Tingley Interchange - 5)	U	A	2	3	26.1	User	1900	-	-	-	-	-

Full Input Data And Results

13/1 (Tingley Interchange - 6)	U	E	2	3	7.8	User	1900	-	-	-	-	-
13/2 (Tingley Interchange - 6)	U	D	2	3	8.7	User	1900	-	-	-	-	-
13/3 (Tingley Interchange - 6)	U	D	2	3	8.7	User	1900	-	-	-	-	-
13/4 (Tingley Interchange - 6)	U	D	2	3	8.7	User	1900	-	-	-	-	-
13/5 (Tingley Interchange - 6)	U	D	2	3	8.7	User	1900	-	-	-	-	-
14/1 (Tingley Interchange - 7)	U		2	3	7.5	Inf	-	-	-	-	-	-
14/2 (Tingley Interchange - 7)	U	A	2	3	7.5	User	1900	-	-	-	-	-
14/3 (Tingley Interchange - 7)	U	A	2	3	11.5	User	1900	-	-	-	-	-
14/4 (Tingley Interchange - 7)	U	A	2	3	11.5	User	1900	-	-	-	-	-
14/5 (Tingley Interchange - 7)	U	A	2	3	11.7	User	1900	-	-	-	-	-
15/1 (Tingley Interchange - 1)	U	F	2	3	7.0	User	1900	-	-	-	-	-
15/2 (Tingley Interchange - 1)	U	F	2	3	8.7	User	1900	-	-	-	-	-
15/3 (Tingley Interchange - 1)	U	F	2	3	8.7	User	1900	-	-	-	-	-
15/4 (Tingley Interchange - 1)	U	F	2	3	8.7	User	1900	-	-	-	-	-
16/1 (Tingley Interchange - 2)	U	A	2	3	24.0	User	1900	-	-	-	-	-
16/2 (Tingley Interchange - 2)	U	A	2	3	24.0	User	1900	-	-	-	-	-
16/3 (Tingley Interchange - 2)	U	A	2	3	24.0	User	1900	-	-	-	-	-
17/1 (M62 - On-Slip Road - Eastbound - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1 (Bradford Rd - East - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

19/1 (A653 Dewsbury Rd - South - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1 (Bradford Rd - West - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
21/1 (M62 On-Slip Road - Westbound - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	9	38	115	300	206	349	1017
	B	249	3	51	161	260	0	724
	C	202	60	4	43	425	463	1197
	D	919	190	147	2	27	372	1657
	E	435	253	591	91	0	49	1419
	F	588	30	423	184	41	5	1271
	Tot.	2402	574	1331	781	959	1238	7285

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	555(In) 349(Out)
1/2 (short)	206
1/3	256
1/4	197
2/1 (short)	225
2/2 (with short)	648(In) 423(Out)
2/3 (short)	0
2/4 (with short)	618(In) 618(Out)
3/1	618
3/2 (with short)	801(In) 611(Out)
3/3 (short)	190
4/1 (short)	337
4/2 (with short)	927(In) 590(Out)
4/3	728
5/1 (with short)	768(In) 262(Out)
5/2 (short)	506
5/3 (with short)	425(In) 255(Out)
5/4 (short)	170
6/1 (short)	249
6/2 (with short)	509(In) 260(Out)
6/3	212
7/1	255
7/2	197
8/1	392
8/2	387
9/1	27
10/1	923
10/2	404
11/1	884
11/2	260
11/3	255

Full Input Data And Results

12/1	466
12/2	511
12/3	197
13/1	507
13/2	575
13/3	637
13/4	133
13/5	588
14/1	779
14/2	776
14/3	725
14/4	562
14/5	510
15/1	511
15/2	971
15/3	971
15/4	421
16/1	1067
16/2	1077
16/3	927
17/1	1233
18/1	959
19/1	779
20/1	1327
21/1	571
22/1	1316
22/2	1077

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	8	180	112	803	415	709	2227
	B	111	2	14	385	313	18	843
	C	155	86	0	81	425	421	1168
	D	466	113	94	2	43	215	933
	E	170	161	559	101	0	22	1013
	F	298	76	256	139	24	3	796
	Tot.	1208	618	1035	1511	1220	1388	6980

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	1124(In) 709(Out)
1/2 (short)	415
1/3	706
1/4	389
2/1 (short)	162
2/2 (with short)	419(In) 257(Out)
2/3 (short)	0
2/4 (with short)	374(In) 374(Out)
3/1	571
3/2 (with short)	442(In) 357(Out)
3/3 (short)	85
4/1 (short)	207
4/2 (with short)	545(In) 338(Out)
4/3	386
5/1 (with short)	743(In) 241(Out)
5/2 (short)	502
5/3 (with short)	425(In) 225(Out)
5/4 (short)	200
6/1 (short)	111
6/2 (with short)	442(In) 331(Out)
6/3	399
7/1	225
7/2	243
8/1	720
8/2	789
9/1	43
10/1	633
10/2	402
11/1	676
11/2	313
11/3	480

Full Input Data And Results

12/1	728
12/2	1186
12/3	389
13/1	752
13/2	887
13/3	791
13/4	369
13/5	297
14/1	1509
14/2	539
14/3	820
14/4	259
14/5	230
15/1	530
15/2	469
15/3	465
15/4	237
16/1	545
16/2	544
16/3	739
17/1	1385
18/1	1220
19/1	1509
20/1	1035
21/1	616
22/1	656
22/2	544

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	41	119	333	220	248	971
	B	180	3	58	194	210	0	645
	C	224	90	4	43	541	304	1206
	D	943	243	172	2	28	12	1400
	E	440	239	641	101	0	0	1421
	F	555	30	441	235	44	5	1310
	Tot.	2352	646	1435	908	1043	569	6953

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2024 DN AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	468(In) 248(Out)
1/2 (short)	220
1/3	219
1/4	274
2/1 (short)	279
2/2 (with short)	711(In) 432(Out)
2/3 (short)	0
2/4 (with short)	594(In) 594(Out)
3/1	640
3/2 (with short)	781(In) 647(Out)
3/3 (short)	134
4/1 (short)	415
4/2 (with short)	906(In) 491(Out)
4/3	492
5/1 (with short)	661(In) 314(Out)
5/2 (short)	347
5/3 (with short)	541(In) 281(Out)
5/4 (short)	260
6/1 (short)	180
6/2 (with short)	390(In) 210(Out)
6/3	252
7/1	281
7/2	288
8/1	451
8/2	455
9/1	28
10/1	954
10/2	477
11/1	316
11/2	210
11/3	295

Full Input Data And Results

12/1	430
12/2	514
12/3	274
13/1	474
13/2	641
13/3	654
13/4	199
13/5	555
14/1	906
14/2	782
14/3	787
14/4	543
14/5	452
15/1	553
15/2	964
15/3	974
15/4	12
16/1	1075
16/2	1087
16/3	359
17/1	564
18/1	1043
19/1	906
20/1	1431
21/1	643
22/1	1255
22/2	1087

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	9	203	123	802	439	550	2126
	B	113	2	15	404	287	18	839
	C	184	119	0	84	461	301	1149
	D	481	144	99	2	16	95	837
	E	175	153	549	41	0	0	918
	F	317	76	263	149	26	3	834
	Tot.	1279	697	1049	1482	1229	967	6703

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2024 DN PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	989(In) 550(Out)
1/2 (short)	439
1/3	399
1/4	729
2/1 (short)	155
2/2 (with short)	438(In) 283(Out)
2/3 (short)	0
2/4 (with short)	393(In) 393(Out)
3/1	565
3/2 (with short)	353(In) 245(Out)
3/3 (short)	108
4/1 (short)	243
4/2 (with short)	558(In) 315(Out)
4/3	277
5/1 (with short)	688(In) 303(Out)
5/2 (short)	385
5/3 (with short)	461(In) 236(Out)
5/4 (short)	225
6/1 (short)	113
6/2 (with short)	418(In) 305(Out)
6/3	419
7/1	236
7/2	241
8/1	752
8/2	728
9/1	16
10/1	744
10/2	305
11/1	414
11/2	287
11/3	503

Full Input Data And Results

12/1	726
12/2	902
12/3	729
13/1	752
13/2	841
13/3	876
13/4	402
13/5	317
14/1	1480
14/2	645
14/3	737
14/4	236
14/5	256
15/1	576
15/2	486
15/3	487
15/4	95
16/1	576
16/2	581
16/3	480
17/1	964
18/1	1229
19/1	1480
20/1	1049
21/1	695
22/1	689
22/2	581

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	43	124	361	223	185	946
	B	133	3	65	224	148	0	573
	C	250	123	4	43	630	155	1205
	D	964	297	201	2	24	0	1488
	E	437	231	672	116	0	0	1456
	F	505	30	448	287	44	5	1319
	Tot.	2299	727	1514	1033	1069	345	6987

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 DN AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	408(In) 185(Out)
1/2 (short)	223
1/3	212
1/4	316
2/1 (short)	320
2/2 (with short)	742(In) 422(Out)
2/3 (short)	0
2/4 (with short)	572(In) 572(Out)
3/1	650
3/2 (with short)	806(In) 663(Out)
3/3 (short)	143
4/1 (short)	498
4/2 (with short)	990(In) 492(Out)
4/3	496
5/1 (with short)	571(In) 373(Out)
5/2 (short)	198
5/3 (with short)	630(In) 325(Out)
5/4 (short)	305
6/1 (short)	133
6/2 (with short)	281(In) 148(Out)
6/3	289
7/1	325
7/2	329
8/1	505
8/2	526
9/1	24
10/1	983
10/2	527
11/1	155
11/2	148
11/3	332

Full Input Data And Results

12/1	371
12/2	544
12/3	316
13/1	415
13/2	691
13/3	700
13/4	234
13/5	505
14/1	1031
14/2	782
14/3	831
14/4	521
14/5	421
15/1	601
15/2	951
15/3	955
15/4	0
16/1	1067
16/2	1089
16/3	198
17/1	340
18/1	1069
19/1	1031
20/1	1510
21/1	724
22/1	1200
22/2	1089

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	238	129	792	447	395	2011
	B	121	2	16	405	275	18	837
	C	216	159	0	81	487	159	1102
	D	505	173	103	2	0	0	783
	E	179	136	534	54	0	0	903
	F	325	76	260	154	27	3	845
	Tot.	1356	784	1042	1488	1236	575	6481

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 DN PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	842(In) 395(Out)
1/2 (short)	447
1/3	415
1/4	744
2/1 (short)	158
2/2 (with short)	441(In) 283(Out)
2/3 (short)	0
2/4 (with short)	401(In) 401(Out)
3/1	565
3/2 (with short)	338(In) 234(Out)
3/3 (short)	104
4/1 (short)	276
4/2 (with short)	568(In) 292(Out)
4/3	213
5/1 (with short)	615(In) 375(Out)
5/2 (short)	240
5/3 (with short)	487(In) 244(Out)
5/4 (short)	243
6/1 (short)	121
6/2 (with short)	414(In) 293(Out)
6/3	421
7/1	244
7/2	243
8/1	747
8/2	739
9/1	0
10/1	742
10/2	300
11/1	177
11/2	275
11/3	502

Full Input Data And Results

12/1	722
12/2	917
12/3	744
13/1	749
13/2	829
13/3	879
13/4	443
13/5	325
14/1	1486
14/2	639
14/3	750
14/4	247
14/5	257
15/1	623
15/2	510
15/3	499
15/4	0
16/1	612
16/2	613
16/3	240
17/1	572
18/1	1236
19/1	1486
20/1	1042
21/1	782
22/1	733
22/2	613

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	41	119	335	220	248	973
	B	180	3	58	196	210	0	647
	C	224	90	4	43	541	304	1206
	D	951	250	172	2	28	15	1418
	E	440	239	641	101	0	0	1421
	F	555	30	441	236	44	5	1311
	Tot.	2360	653	1435	913	1043	572	6976

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2024 DS(A) AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	468(In) 248(Out)
1/2 (short)	220
1/3	175
1/4	320
2/1 (short)	276
2/2 (with short)	642(In) 366(Out)
2/3 (short)	6
2/4 (with short)	664(In) 658(Out)
3/1	647
3/2 (with short)	774(In) 480(Out)
3/3 (short)	294
4/1 (short)	422
4/2 (with short)	873(In) 451(Out)
4/3	543
5/1 (with short)	661(In) 314(Out)
5/2 (short)	347
5/3 (with short)	541(In) 279(Out)
5/4 (short)	262
6/1 (short)	180
6/2 (with short)	390(In) 210(Out)
6/3	254
7/1	279
7/2	290
8/1	455
8/2	456
9/1	28
10/1	908
10/2	523
11/1	319
11/2	210
11/3	297

Full Input Data And Results

12/1	430
12/2	472
12/3	320
13/1	474
13/2	628
13/3	614
13/4	270
13/5	542
14/1	911
14/2	736
14/3	846
14/4	492
14/5	490
15/1	560
15/2	942
15/3	1004
15/4	15
16/1	1063
16/2	1107
16/3	362
17/1	567
18/1	1043
19/1	911
20/1	1431
21/1	650
22/1	1243
22/2	1107

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	100.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	9	203	123	809	439	550	2133
	B	113	2	15	410	287	18	845
	C	184	119	0	84	461	301	1149
	D	485	147	99	2	16	97	846
	E	175	153	549	41	0	0	918
	F	317	76	263	152	26	3	837
	Tot.	1283	700	1049	1498	1229	969	6728

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2024 DS(A) PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	989(In) 550(Out)
1/2 (short)	439
1/3	501
1/4	634
2/1 (short)	174
2/2 (with short)	441(In) 267(Out)
2/3 (short)	0
2/4 (with short)	393(In) 393(Out)
3/1	489
3/2 (with short)	429(In) 327(Out)
3/3 (short)	102
4/1 (short)	246
4/2 (with short)	525(In) 279(Out)
4/3	319
5/1 (with short)	688(In) 303(Out)
5/2 (short)	385
5/3 (with short)	461(In) 237(Out)
5/4 (short)	224
6/1 (short)	113
6/2 (with short)	418(In) 305(Out)
6/3	425
7/1	237
7/2	240
8/1	747
8/2	749
9/1	16
10/1	814
10/2	235
11/1	416
11/2	287
11/3	509

Full Input Data And Results

12/1	726
12/2	1010
12/3	634
13/1	752
13/2	889
13/3	851
13/4	395
13/5	317
14/1	1496
14/2	715
14/3	667
14/4	247
14/5	245
15/1	579
15/2	475
15/3	502
15/4	97
16/1	596
16/2	565
16/3	482
17/1	966
18/1	1229
19/1	1496
20/1	1049
21/1	698
22/1	709
22/2	565

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	41	119	345	220	248	983
	B	180	3	58	213	210	0	664
	C	224	90	4	43	541	304	1206
	D	953	252	172	2	28	18	1425
	E	440	239	641	104	0	0	1424
	F	555	30	441	253	44	5	1328
	Tot.	2362	655	1435	960	1043	575	7030

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2024 DS(A+B) AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	468(In) 248(Out)
1/2 (short)	220
1/3	222
1/4	283
2/1 (short)	297
2/2 (with short)	720(In) 423(Out)
2/3 (short)	4
2/4 (with short)	603(In) 599(Out)
3/1	545
3/2 (with short)	879(In) 456(Out)
3/3 (short)	423
4/1 (short)	424
4/2 (with short)	863(In) 439(Out)
4/3	560
5/1 (with short)	661(In) 314(Out)
5/2 (short)	347
5/3 (with short)	541(In) 281(Out)
5/4 (short)	260
6/1 (short)	180
6/2 (with short)	390(In) 210(Out)
6/3	271
7/1	281
7/2	288
8/1	480
8/2	478
9/1	28
10/1	951
10/2	480
11/1	322
11/2	210
11/3	314

Full Input Data And Results

12/1	430
12/2	536
12/3	283
13/1	474
13/2	657
13/3	757
13/4	129
13/5	555
14/1	958
14/2	779
14/3	790
14/4	485
14/5	510
15/1	562
15/2	876
15/3	1072
15/4	18
16/1	1081
16/2	1091
16/3	365
17/1	570
18/1	1043
19/1	958
20/1	1431
21/1	652
22/1	1261
22/2	1091

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	100.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	9	203	123	810	439	550	2134
	B	113	2	15	411	287	18	846
	C	184	119	0	84	461	301	1149
	D	493	162	99	2	18	111	885
	E	175	153	549	41	0	0	918
	F	317	76	263	154	26	3	839
	Tot.	1291	715	1049	1502	1231	983	6771

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2024 DS(A+B) PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	989(In) 550(Out)
1/2 (short)	439
1/3	489
1/4	647
2/1 (short)	176
2/2 (with short)	443(In) 267(Out)
2/3 (short)	0
2/4 (with short)	393(In) 393(Out)
3/1	442
3/2 (with short)	476(In) 315(Out)
3/3 (short)	161
4/1 (short)	261
4/2 (with short)	541(In) 280(Out)
4/3	342
5/1 (with short)	688(In) 303(Out)
5/2 (short)	385
5/3 (with short)	461(In) 238(Out)
5/4 (short)	223
6/1 (short)	113
6/2 (with short)	418(In) 305(Out)
6/3	426
7/1	238
7/2	241
8/1	749
8/2	751
9/1	18
10/1	766
10/2	283
11/1	430
11/2	287
11/3	510

Full Input Data And Results

12/1	726
12/2	999
12/3	647
13/1	752
13/2	931
13/3	809
13/4	399
13/5	317
14/1	1500
14/2	667
14/3	715
14/4	206
14/5	286
15/1	594
15/2	427
15/3	558
15/4	111
16/1	542
16/2	627
16/3	496
17/1	980
18/1	1231
19/1	1500
20/1	1049
21/1	713
22/1	655
22/2	627

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	43	124	365	223	185	950
	B	133	3	65	227	148	0	576
	C	250	123	4	43	630	155	1205
	D	980	310	201	2	24	7	1524
	E	437	231	672	116	0	0	1456
	F	505	30	448	289	44	5	1321
	Tot.	2315	740	1514	1042	1069	352	7032

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2030 DS(A) AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	408(In) 185(Out)
1/2 (short)	223
1/3	172
1/4	360
2/1 (short)	331
2/2 (with short)	718(In) 387(Out)
2/3 (short)	15
2/4 (with short)	598(In) 583(Out)
3/1	655
3/2 (with short)	801(In) 525(Out)
3/3 (short)	276
4/1 (short)	511
4/2 (with short)	971(In) 460(Out)
4/3	551
5/1 (with short)	571(In) 373(Out)
5/2 (short)	198
5/3 (with short)	630(In) 324(Out)
5/4 (short)	306
6/1 (short)	133
6/2 (with short)	281(In) 148(Out)
6/3	292
7/1	324
7/2	330
8/1	520
8/2	520
9/1	24
10/1	988
10/2	522
11/1	162
11/2	148
11/3	335

Full Input Data And Results

12/1	371
12/2	507
12/3	360
13/1	415
13/2	683
13/3	717
13/4	234
13/5	505
14/1	1040
14/2	787
14/3	826
14/4	499
14/5	443
15/1	614
15/2	949
15/3	973
15/4	7
16/1	1022
16/2	1150
16/3	205
17/1	347
18/1	1069
19/1	1040
20/1	1510
21/1	737
22/1	1155
22/2	1150

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	100.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	238	129	804	447	395	2023
	B	121	2	16	414	275	18	846
	C	216	159	0	81	487	159	1102
	D	513	179	103	2	0	3	800
	E	179	136	534	54	0	0	903
	F	325	76	260	159	27	3	850
	Tot.	1364	790	1042	1514	1236	578	6524

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2030 DS(A) PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	842(In) 395(Out)
1/2 (short)	447
1/3	497
1/4	674
2/1 (short)	180
2/2 (with short)	446(In) 266(Out)
2/3 (short)	0
2/4 (with short)	401(In) 401(Out)
3/1	502
3/2 (with short)	401(In) 310(Out)
3/3 (short)	91
4/1 (short)	282
4/2 (with short)	550(In) 268(Out)
4/3	248
5/1 (with short)	615(In) 375(Out)
5/2 (short)	240
5/3 (with short)	487(In) 244(Out)
5/4 (short)	243
6/1 (short)	121
6/2 (with short)	414(In) 293(Out)
6/3	430
7/1	244
7/2	243
8/1	756
8/2	756
9/1	0
10/1	744
10/2	298
11/1	180
11/2	275
11/3	511

Full Input Data And Results

12/1	722
12/2	1008
12/3	674
13/1	749
13/2	912
13/3	824
13/4	441
13/5	325
14/1	1512
14/2	641
14/3	748
14/4	288
14/5	216
15/1	629
15/2	507
15/3	510
15/4	3
16/1	614
16/2	619
16/3	243
17/1	575
18/1	1236
19/1	1512
20/1	1042
21/1	788
22/1	735
22/2	619

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	43	124	427	223	185	1012
	B	133	3	65	280	148	0	629
	C	250	123	4	43	630	155	1205
	D	1167	448	201	2	32	87	1937
	E	437	231	672	120	0	0	1460
	F	505	30	448	323	44	5	1355
	Tot.	2502	878	1514	1195	1077	432	7598

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2030 DS(A+B) AM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	408(In) 185(Out)
1/2 (short)	223
1/3	146
1/4	448
2/1 (short)	367
2/2 (with short)	786(In) 419(Out)
2/3 (short)	3
2/4 (with short)	564(In) 561(Out)
3/1	586
3/2 (with short)	874(In) 600(Out)
3/3 (short)	274
4/1 (short)	649
4/2 (with short)	1072(In) 423(Out)
4/3	863
5/1 (with short)	571(In) 373(Out)
5/2 (short)	198
5/3 (with short)	630(In) 326(Out)
5/4 (short)	304
6/1 (short)	133
6/2 (with short)	281(In) 148(Out)
6/3	345
7/1	326
7/2	336
8/1	596
8/2	597
9/1	32
10/1	971
10/2	539
11/1	242
11/2	148
11/3	388

Full Input Data And Results

12/1	371
12/2	534
12/3	448
13/1	415
13/2	792
13/3	768
13/4	223
13/5	505
14/1	1193
14/2	770
14/3	848
14/4	564
14/5	373
15/1	752
15/2	965
15/3	1144
15/4	87
16/1	1209
16/2	1150
16/3	285
17/1	427
18/1	1077
19/1	1193
20/1	1510
21/1	875
22/1	1342
22/2	1150

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	100.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd 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: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	10	238	129	980	447	395	2199
	B	121	2	16	582	275	18	1014
	C	216	159	0	81	487	159	1102
	D	644	316	103	2	15	101	1181
	E	179	136	534	70	0	0	919
	F	325	76	260	273	27	3	964
	Tot.	1495	927	1042	1988	1251	676	7379

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2030 DS(A+B) PM
Junction: M62 Junction 28 - Tingley Interchange	
1/1 (with short)	842(In) 395(Out)
1/2 (short)	447
1/3	486
1/4	861
2/1 (short)	274
2/2 (with short)	560(In) 286(Out)
2/3 (short)	0
2/4 (with short)	401(In) 401(Out)
3/1	414
3/2 (with short)	505(In) 400(Out)
3/3 (short)	105
4/1 (short)	419
4/2 (with short)	744(In) 325(Out)
4/3	435
5/1 (with short)	615(In) 375(Out)
5/2 (short)	240
5/3 (with short)	487(In) 250(Out)
5/4 (short)	237
6/1 (short)	121
6/2 (with short)	414(In) 293(Out)
6/3	598
7/1	250
7/2	252
8/1	992
8/2	994
9/1	15
10/1	669
10/2	373
11/1	278
11/2	275
11/3	679

Full Input Data And Results

12/1	722
12/2	1165
12/3	861
13/1	749
13/2	1106
13/3	1086
13/4	443
13/5	325
14/1	1986
14/2	566
14/3	823
14/4	250
14/5	254
15/1	766
15/2	558
15/3	590
15/4	101
16/1	672
16/2	692
16/3	341
17/1	673
18/1	1251
19/1	1986
20/1	1042
21/1	925
22/1	793
22/2	692

Full Input Data And Results

Lane Saturation Flows

Junction: M62 Junction 28 - Tingley Interchange								
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 (A653 Dewsbury Rd - North Lane 1)	This lane uses a directly entered Saturation Flow						2039	2039
1/2 (A653 Dewsbury Rd - North Lane 2)	This lane uses a directly entered Saturation Flow						2037	2037
1/3 (A653 Dewsbury Rd - North Lane 3)	This lane uses a directly entered Saturation Flow						1949	1949
1/4 (A653 Dewsbury Rd - North Lane 4)	This lane uses a directly entered Saturation Flow						2064	2064
2/1 (M62 J28 - Off-Slip - East Lane 1)	This lane uses a directly entered Saturation Flow						1805	1805
2/2 (M62 J28 - Off-Slip - East Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
2/3 (M62 J28 - Off-Slip - East)	3.25	0.00	Y	Arm 13 Left	Inf	0.0 %	1940	1940
2/4 (M62 J28 - Off-Slip - East Lane 4)	This lane uses a directly entered Saturation Flow						1854	1854
3/1 (Bradford Rd - East Lane 1)	This lane uses a directly entered Saturation Flow						2089	2089
3/2 (Bradford Rd - East Lane 2)	This lane uses a directly entered Saturation Flow						2172	2172
3/3 (Bradford Rd - East Lane 3)	This lane uses a directly entered Saturation Flow						2180	2180
4/1 (A653 Dewsbury Rd - South Lane 1)	This lane uses a directly entered Saturation Flow						2183	2183
4/2 (A653 Dewsbury Rd - South Lane 2)	This lane uses a directly entered Saturation Flow						1981	1981
4/3 (A653 Dewsbury Rd - South Lane 3)	This lane uses a directly entered Saturation Flow						2191	2191
5/1 (Bradford Rd - West Lane 1)	This lane uses a directly entered Saturation Flow						2184	2184
5/2 (Bradford Rd - West Lane 2)	This lane uses a directly entered Saturation Flow						2169	2169
5/3 (Bradford Rd - West Lane 3)	This lane uses a directly entered Saturation Flow						2033	2033
5/4 (Bradford Rd - West Lane 4)	This lane uses a directly entered Saturation Flow						2033	2033
6/1 (M62 J28 - Off-Slip - West Lane 1)	This lane uses a directly entered Saturation Flow						2167	2167
6/2 (M62 J28 - Off-Slip - West Lane 2)	This lane uses a directly entered Saturation Flow						2167	2167
6/3 (M62 J28 - Off-Slip - West Lane 3)	This lane uses a directly entered Saturation Flow						2181	2181
7/1 (Bradford Rd - Centre Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Bradford Rd - Centre Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

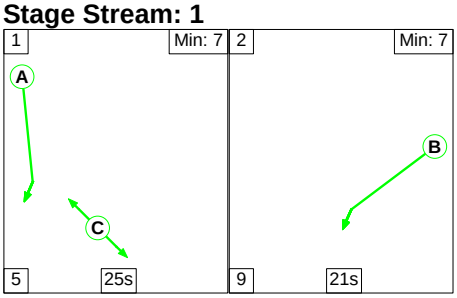
8/1 (OUT to Dewsbury Rd Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (OUT to Dewsbury Rd Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Slip off into Bradford Rd Lane 1)	Infinite Saturation Flow	Inf	Inf
10/1 (OUT to Bradford Rd West Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (OUT to Bradford Rd West Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (Tingley Interchange - 3 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Tingley Interchange - 3 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Tingley Interchange - 3 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (Tingley Interchange - 5 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (Tingley Interchange - 5 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (Tingley Interchange - 5 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (Tingley Interchange - 6 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (Tingley Interchange - 6 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (Tingley Interchange - 6 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/4 (Tingley Interchange - 6 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
13/5 (Tingley Interchange - 6 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (Tingley Interchange - 7 Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (Tingley Interchange - 7 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Tingley Interchange - 7 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
14/4 (Tingley Interchange - 7 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
14/5 (Tingley Interchange - 7 Lane 5)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Tingley Interchange - 1 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
15/2 (Tingley Interchange - 1 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
15/3 (Tingley Interchange - 1 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/4 (Tingley Interchange - 1 Lane 4)	This lane uses a directly entered Saturation Flow	1900	1900
16/1 (Tingley Interchange - 2 Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900

16/2 (Tingley Interchange - 2 Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
16/3 (Tingley Interchange - 2 Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
17/1 (M62 - On-Slip Road - Eastbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
18/1 (Bradford Rd - East - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
19/1 (A653 Dewsbury Rd - South - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
20/1 (Bradford Rd - West - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
21/1 (M62 On-Slip Road - Westbound - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/1 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 1)	Infinite Saturation Flow	Inf	Inf
22/2 (Tingley Interchange - 3 - Dewsbury Rd North - EXIT Lane 2)	Infinite Saturation Flow	Inf	Inf

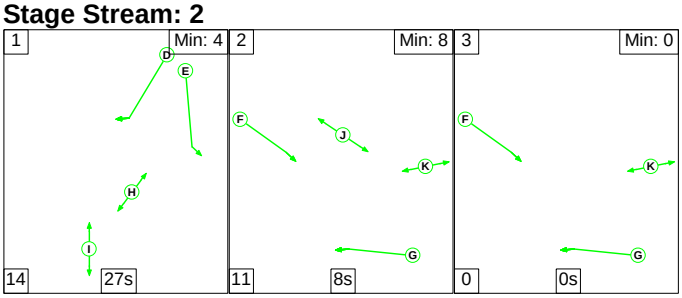
Full Input Data And Results
Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

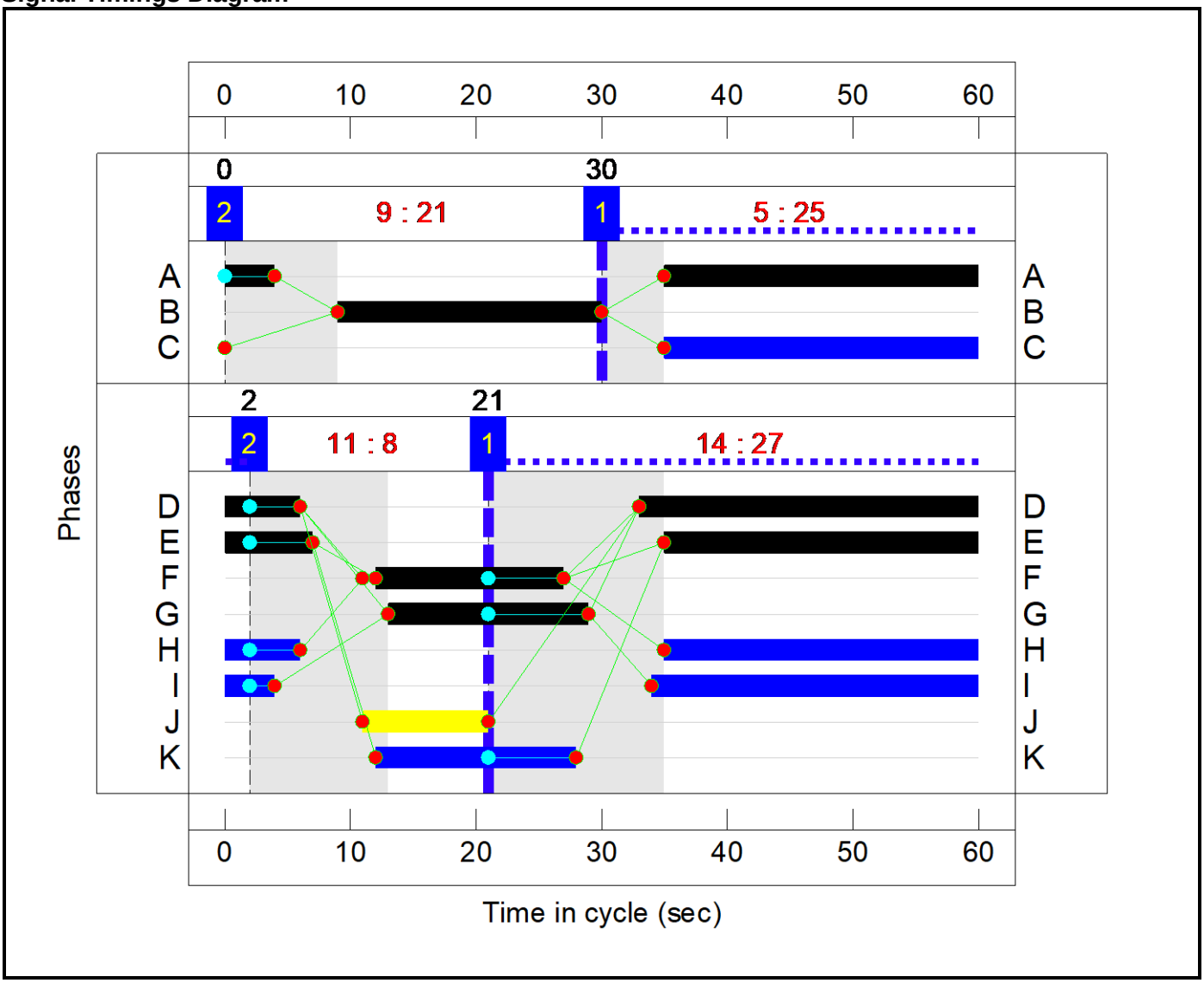
Stage	1	2
Duration	25	21
Change Point	30	0

Stage Stream: 2

Stage	1	2	3
Duration	27	8	0
Change Point	21	2	21

Full Input Data And Results

Signal Timings Diagram

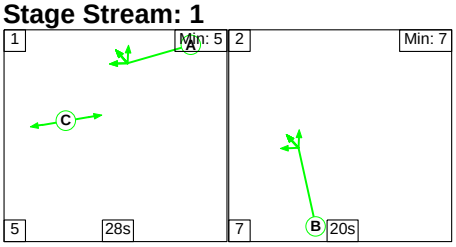


Full Input Data And Results

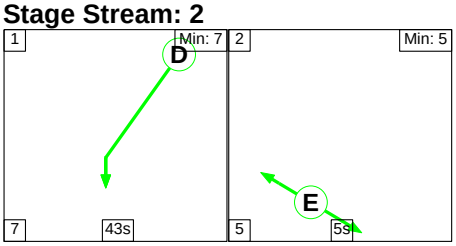
C2 - 770L

Stage Sequence Diagram

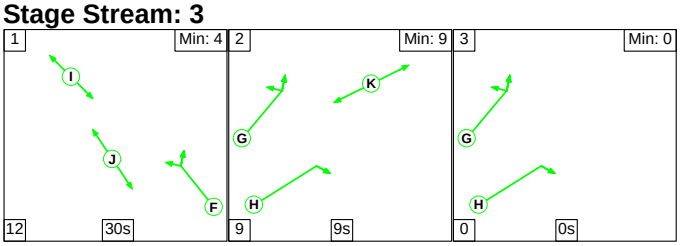
Stage Stream: 1



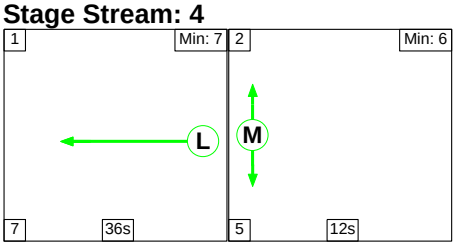
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	33	6

Stage Stream: 2

Stage	1	2
Duration	43	5
Change Point	28	18

Stage Stream: 3

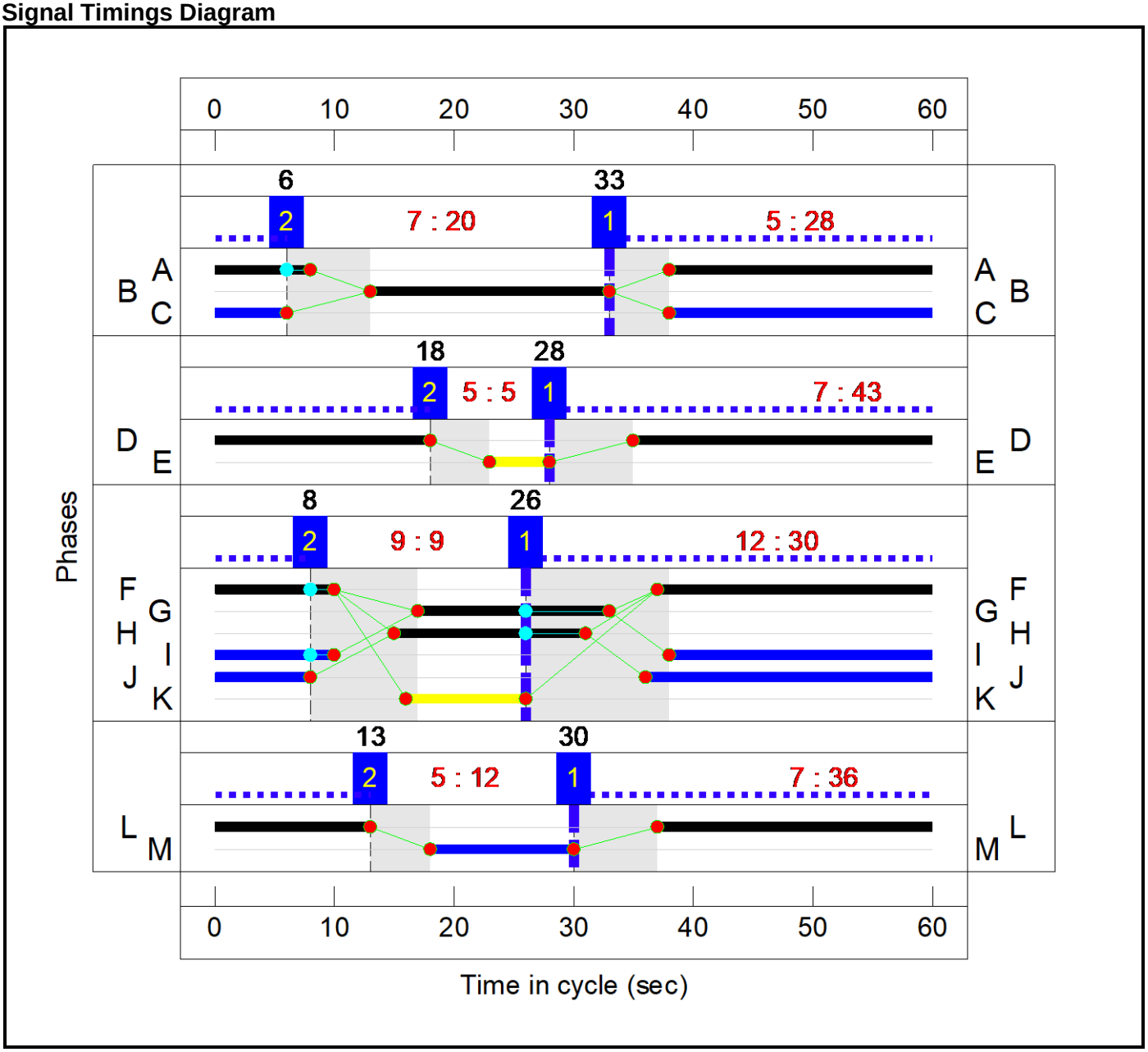
Stage	1	2	3
Duration	30	9	0
Change Point	26	8	26

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	30	13

Signal Timings Diagram

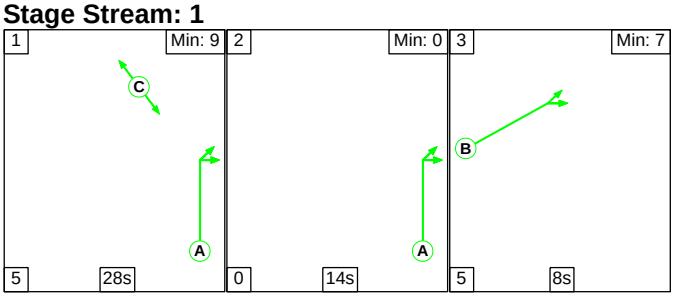


Full Input Data And Results

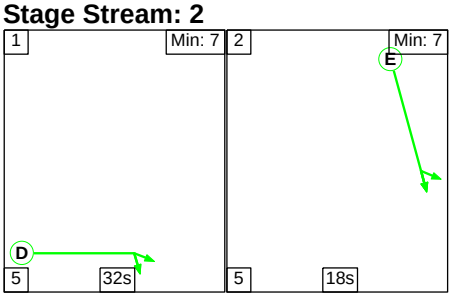
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

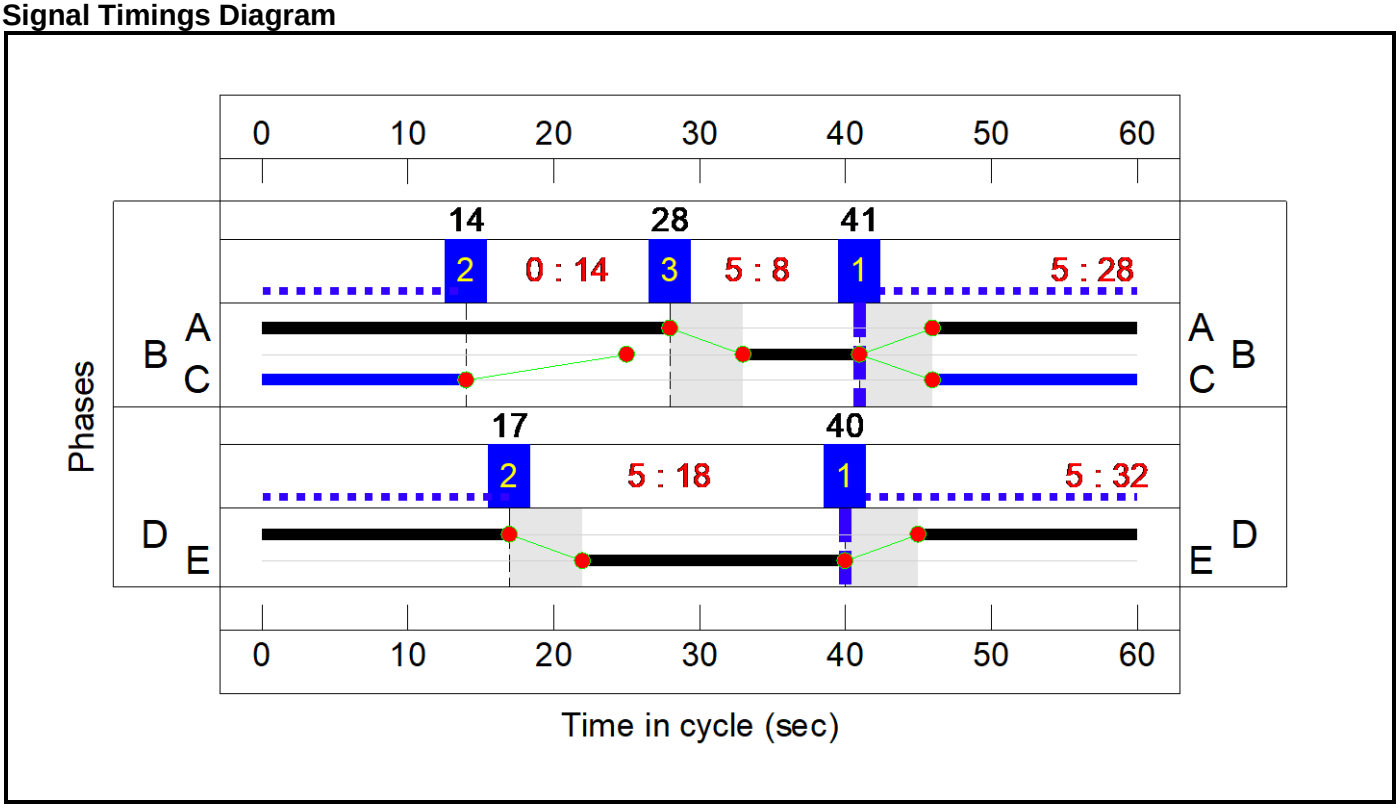
Stage Stream: 1

Stage	1	2	3
Duration	28	14	8
Change Point	41	14	28

Stage Stream: 2

Stage	1	2
Duration	32	18
Change Point	40	17

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	18	-	555	2039:2037	651+384	53.6 : 53.6%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	18	-	256	1949	715	35.8%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	18	-	197	2064	757	26.0%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	21	-	648	1805:1805	657+349	64.4 : 64.4%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	21	-	618	1854:1940	758+0	81.5 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	618	2089	696	88.8%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	801	2172:2180	724+225	84.4 : 84.4%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	20	-	927	1981:2183	654+374	90.2 : 90.2%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	20	-	728	2191	840	86.7%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	16	-	768	2184:2169	356+687	73.7 : 73.7%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	16	-	425	2033:2033	621+414	41.0 : 41.0%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	8	-	509	2167:2167	433+433	60.0 : 57.5%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	8	-	212	2181	436	48.6%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	255	1900	507	50.3%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	197	1900	507	38.9%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	43	-	392	1900	1393	28.1%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	43	-	387	1900	1393	27.8%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	27	Inf	568	4.8%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	36	-	923	1900	1172	78.8%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	36	-	404	1900	1172	34.5%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	32	-	884	1900	1140	77.5%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	260	1900	1140	22.8%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	255	1900	1140	22.4%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	29	-	466	1900	1045	44.6%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	29	-	511	1900	1045	48.9%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	29	-	197	1900	1045	18.9%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	32	-	507	1900	1045	48.5%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	575	1900	1172	49.1%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	637	1900	1172	54.4%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	133	1900	1172	11.4%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	588	1900	1172	50.2%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	30	-	776	1900	1077	72.1%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	30	-	725	1900	1077	67.3%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	30	-	562	1900	1077	52.2%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	30	-	510	1900	1077	47.4%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	33	-	511	1900	1172	43.6%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	971	1900	1172	82.9%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	971	1900	1172	82.9%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	421	1900	1172	35.9%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	42	-	1067	1900	1457	73.2%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	42	-	1077	1900	1457	73.9%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	42	-	927	1900	1457	63.6%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	1233	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1327	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1316	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1077	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**16**	**11**	**0**	**59.5**	**41.3**	**0.0**	**100.8**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**16**	**11**	**0**	**59.5**	**41.3**	**0.0**	**100.8**	**-**	**-**	**-**	**-**
1/1+1/2	555	555	-	-	-	2.2	0.6	-	2.8	17.8	4.4	0.6	4.9
1/3	256	256	-	-	-	1.0	0.3	-	1.3	17.8	3.1	0.3	3.3
1/4	197	197	-	-	-	0.7	0.2	-	0.9	16.5	2.3	0.2	2.5
2/2+2/1	648	648	-	-	-	2.3	0.9	-	3.2	17.8	5.3	0.9	6.2
2/4+2/3	618	618	-	-	-	2.6	2.1	-	4.8	27.8	9.2	2.1	11.3
3/1	618	618	-	-	-	3.3	3.6	-	6.9	40.0	9.6	3.6	13.2
3/2+3/3	801	801	-	-	-	3.9	2.6	-	6.5	29.4	9.3	2.6	11.9
4/2+4/1	927	927	-	-	-	4.0	4.3	-	8.2	31.9	9.5	4.3	13.8
4/3	728	728	-	-	-	3.5	3.1	-	6.5	32.3	11.1	3.1	14.2
5/1+5/2	768	768	-	-	-	3.7	1.4	-	5.1	24.0	7.4	1.4	8.8
5/3+5/4	425	425	-	-	-	1.8	0.3	-	2.1	17.9	3.2	0.3	3.5
6/2+6/1	509	509	-	-	-	3.1	0.7	-	3.8	26.8	3.9	0.7	4.6
6/3	212	212	-	-	-	1.3	0.5	-	1.7	29.3	3.1	0.5	3.6
7/1	255	255	-	-	-	2.7	0.5	-	3.3	45.9	4.2	0.5	4.8
7/2	197	197	-	-	-	2.0	0.3	-	2.3	42.6	3.3	0.3	3.6
8/1	392	392	-	-	-	0.1	0.2	-	0.3	2.9	1.1	0.2	1.3
8/2	387	387	-	-	-	0.1	0.2	-	0.3	2.9	0.7	0.2	0.8
9/1	27	27	16	11	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
10/1	923	923	-	-	-	0.5	1.8	-	2.3	8.9	2.5	1.8	4.3
10/2	404	404	-	-	-	0.1	0.3	-	0.3	3.0	0.2	0.3	0.5
11/1	884	884	-	-	-	1.3	1.7	-	3.0	12.3	3.3	1.7	5.0
11/2	260	260	-	-	-	0.0	0.1	-	0.2	2.5	4.0	0.1	4.1

Full Input Data And Results

11/3	255	255	-	-	-	0.0	0.1	-	0.2	2.3	3.2	0.1	3.3
12/1	466	466	-	-	-	0.3	0.4	-	0.7	5.3	2.3	0.4	2.7
12/2	511	511	-	-	-	0.3	0.5	-	0.8	5.4	2.7	0.5	3.2
12/3	197	197	-	-	-	0.0	0.1	-	0.1	2.3	2.3	0.1	2.4
13/1	507	507	-	-	-	1.9	0.5	-	2.3	16.5	5.0	0.5	5.4
13/2	575	575	-	-	-	1.5	0.5	-	2.0	12.4	4.9	0.5	5.4
13/3	637	637	-	-	-	2.2	0.6	-	2.8	15.7	9.1	0.6	9.7
13/4	133	133	-	-	-	0.1	0.1	-	0.1	3.3	0.4	0.1	0.5
13/5	588	588	-	-	-	2.4	0.5	-	2.9	18.0	9.8	0.5	10.3
14/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	776	776	-	-	-	0.7	1.3	-	2.0	9.1	12.4	1.3	13.6
14/3	725	725	-	-	-	2.2	1.0	-	3.2	15.9	10.6	1.0	11.6
14/4	562	562	-	-	-	0.6	0.5	-	1.1	7.3	5.9	0.5	6.4
14/5	510	510	-	-	-	0.5	0.4	-	0.9	6.7	3.0	0.4	3.4
15/1	511	511	-	-	-	0.5	0.4	-	0.9	6.3	3.0	0.4	3.4
15/2	971	971	-	-	-	1.2	2.4	-	3.6	13.4	13.3	2.4	15.7
15/3	971	971	-	-	-	1.7	2.4	-	4.1	15.1	12.2	2.4	14.5
15/4	421	421	-	-	-	0.8	0.3	-	1.1	9.3	6.2	0.3	6.5
16/1	1067	1067	-	-	-	0.3	1.4	-	1.7	5.6	1.9	1.4	3.3
16/2	1077	1077	-	-	-	0.3	1.4	-	1.7	5.8	2.2	1.4	3.6
16/3	927	927	-	-	-	1.9	0.9	-	2.8	10.8	15.4	0.9	16.3
17/1	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1327	1327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1316	1316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

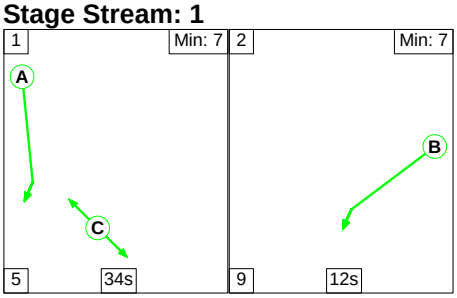
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	9.56	Cycle Time (s):	60
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	29.13	Cycle Time (s):	60
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	22.00	Cycle Time (s):	60
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	219.9	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s):	60
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	16.89	Cycle Time (s):	60
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	2.62	Cycle Time (s):	60
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	11.69	Cycle Time (s):	60
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	16.1	Total Delay for Signalled Lanes (pcuHr):	8.29	Cycle Time (s):	60
		PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	100.83		

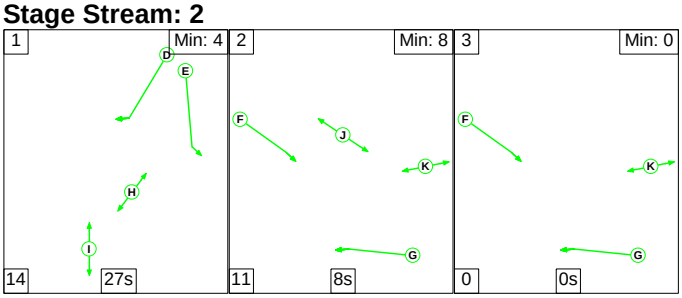
Full Input Data And Results
Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

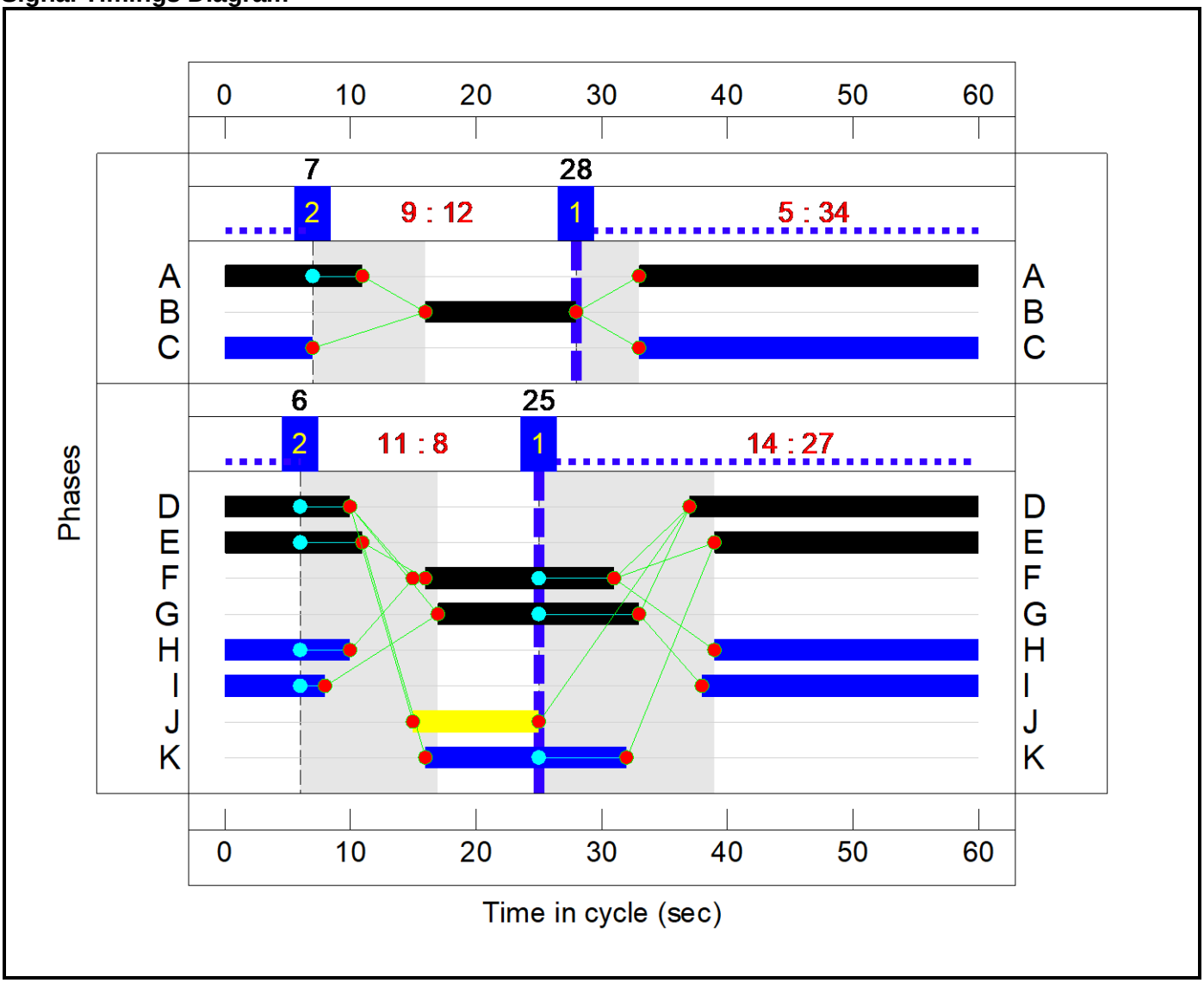
Stage	1	2
Duration	34	12
Change Point	28	7

Stage Stream: 2

Stage	1	2	3
Duration	27	8	0
Change Point	25	6	25

Full Input Data And Results

Signal Timings Diagram

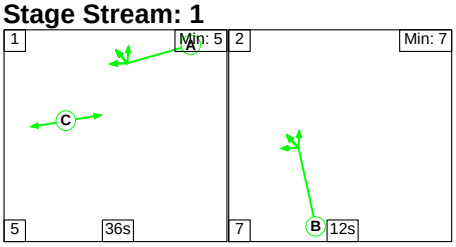


Full Input Data And Results

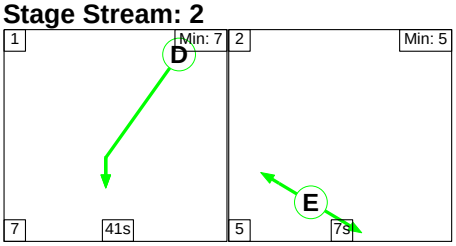
C2 - 770L

Stage Sequence Diagram

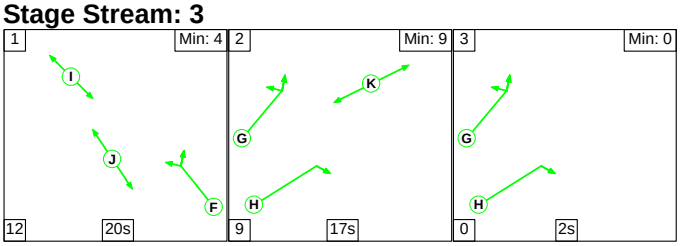
Stage Stream: 1



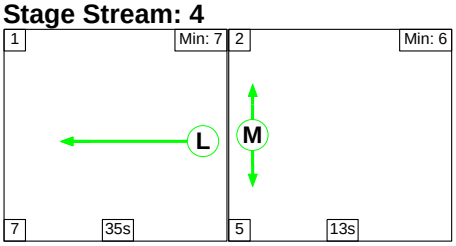
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	12
Change Point	33	14

Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	33	21

Stage Stream: 3

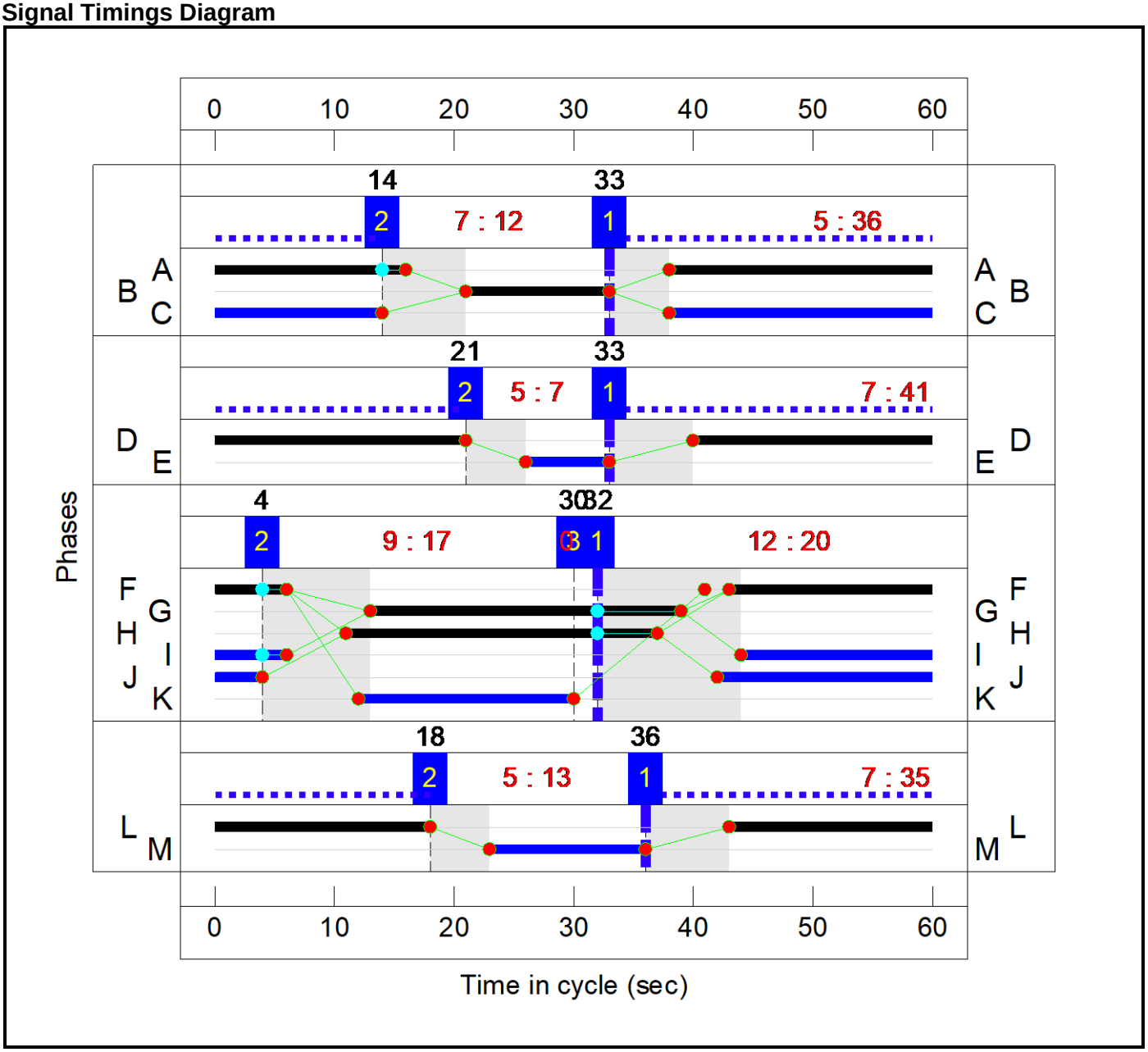
Stage	1	2	3
Duration	20	17	2
Change Point	32	4	30

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	36	18

Signal Timings Diagram

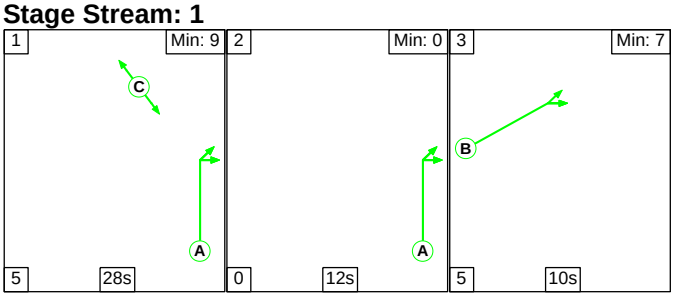


Full Input Data And Results

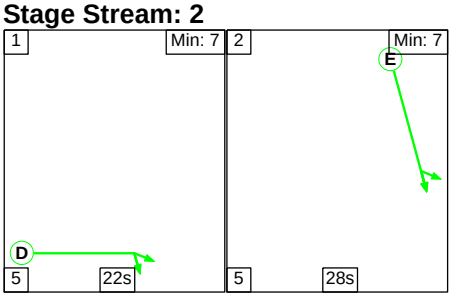
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

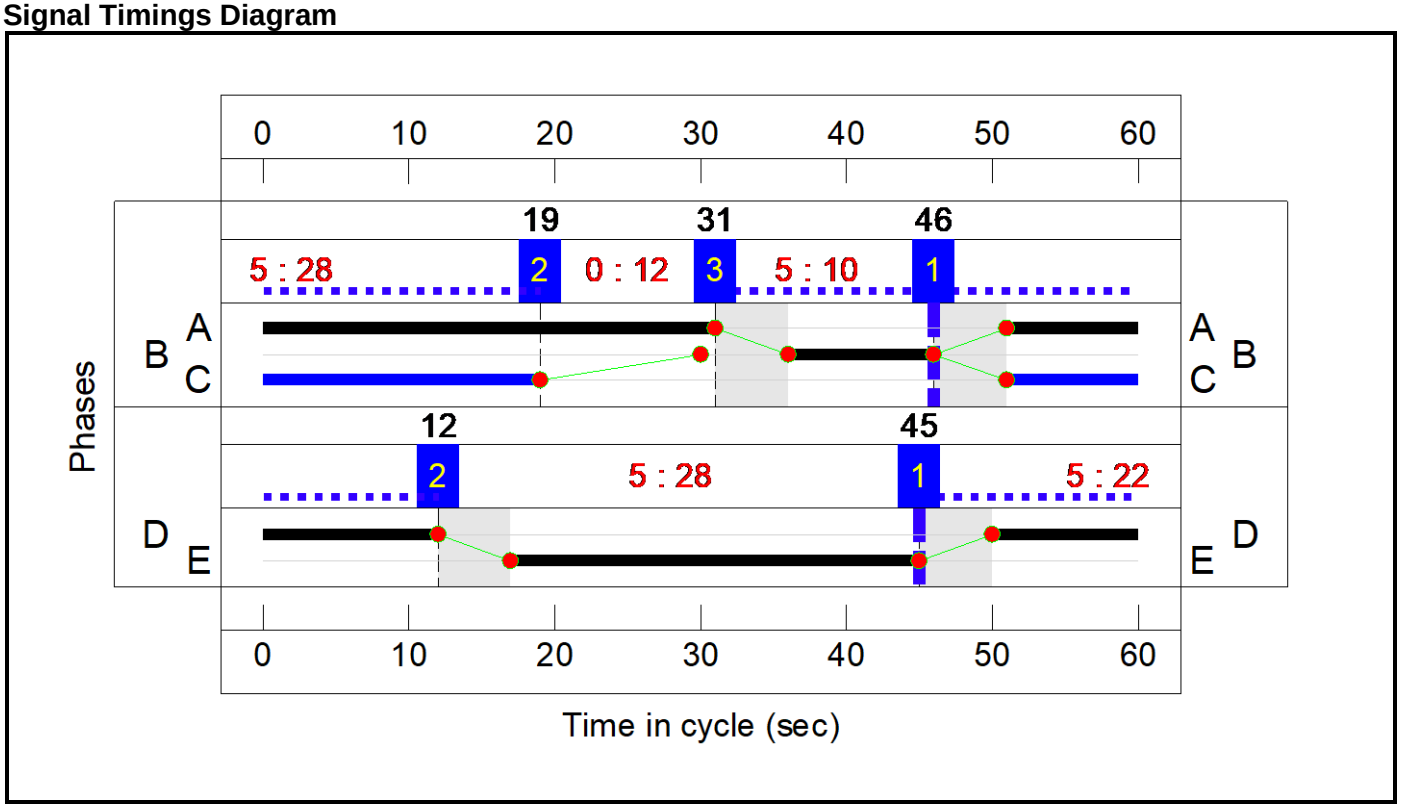
Stage Stream: 1

Stage	1	2	3
Duration	28	12	10
Change Point	46	19	31

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	45	12

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	28	-	1124	2039:2037	866+507	81.9 : 81.9%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	28	-	706	1949	1039	67.9%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	28	-	389	2064	1101	35.3%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	12	-	419	1805:1805	391+247	65.7 : 65.7%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	12	-	374	1854:1940	402+0	93.1 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	571	2089	731	78.1%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	442	2172:2180	760+181	47.0 : 47.0%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	12	-	545	1981:2183	480+294	70.4 : 70.4%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	12	-	386	2191	548	70.5%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	26	-	743	2184:2169	428+891	56.3 : 56.3%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	26	-	425	2033:2033	737+655	30.5 : 30.5%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	10	-	442	2167:2167	470+157	70.5 : 70.5%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	10	-	399	2181	473	84.4%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	225	1900	507	44.4%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	243	1900	507	48.0%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	41	-	720	1900	1330	54.1%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	41	-	789	1900	1330	59.3%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	43	Inf	562	7.7%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	35	-	633	1900	1140	55.5%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	35	-	402	1900	1140	35.3%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	22	-	676	1900	823	82.1%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	22	-	313	1900	823	38.0%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	22	-	480	1900	823	58.3%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	38	-	728	1900	1330	54.7%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	38	-	1186	1900	1330	89.2%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	38	-	389	1900	1330	29.2%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	32	-	752	1900	1045	72.0%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	887	1900	1172	75.7%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	791	1900	1172	67.5%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	369	1900	1172	31.5%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	297	1900	1172	25.3%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1509	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	38	-	539	1900	1235	43.6%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	38	-	820	1900	1235	66.4%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	38	-	259	1900	1235	21.0%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	38	-	230	1900	1235	18.6%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	23	-	530	1900	760	69.7%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	23	-	469	1900	760	61.7%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	23	-	465	1900	760	61.2%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	23	-	237	1900	760	31.2%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	40	-	545	1900	1393	39.1%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	40	-	544	1900	1393	39.0%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	40	-	739	1900	1393	53.0%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	1385	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1220	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1509	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	544	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**28**	**15**	**0**	**54.0**	**39.7**	**0.0**	**93.6**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**28**	**15**	**0**	**54.0**	**39.7**	**0.0**	**93.6**	**-**	**-**	**-**	**-**
1/1+1/2	1124	1124	-	-	-	2.9	2.2	-	5.1	16.5	8.9	2.2	11.2
1/3	706	706	-	-	-	2.0	1.1	-	3.1	15.6	8.4	1.1	9.5
1/4	389	389	-	-	-	0.9	0.3	-	1.1	10.6	3.7	0.3	3.9
2/2+2/1	419	419	-	-	-	2.4	1.0	-	3.4	29.2	3.9	1.0	4.8
2/4+2/3	374	374	-	-	-	2.4	5.0	-	7.4	70.9	6.0	5.0	11.0
3/1	571	571	-	-	-	2.8	1.7	-	4.5	28.4	8.4	1.7	10.2
3/2+3/3	442	442	-	-	-	1.8	0.4	-	2.3	18.4	4.6	0.4	5.0
4/2+4/1	545	545	-	-	-	3.0	1.2	-	4.2	27.5	5.1	1.2	6.2
4/3	386	386	-	-	-	2.2	1.2	-	3.4	31.5	5.8	1.2	7.0
5/1+5/2	743	743	-	-	-	2.3	0.6	-	3.0	14.4	5.9	0.6	6.5
5/3+5/4	425	425	-	-	-	1.2	0.2	-	1.4	12.0	2.3	0.2	2.5
6/2+6/1	442	442	-	-	-	2.6	1.2	-	3.8	30.8	5.1	1.2	6.2
6/3	399	399	-	-	-	2.5	2.5	-	5.0	45.4	6.3	2.5	8.9
7/1	225	225	-	-	-	1.0	0.4	-	1.4	22.0	2.3	0.4	2.7
7/2	243	243	-	-	-	1.0	0.5	-	1.5	22.2	2.0	0.5	2.5
8/1	720	720	-	-	-	0.3	0.6	-	0.9	4.7	3.4	0.6	4.0
8/2	789	789	-	-	-	0.5	0.7	-	1.2	5.6	3.7	0.7	4.4
9/1	43	43	28	15	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
10/1	633	633	-	-	-	0.2	0.6	-	0.8	4.7	1.5	0.6	2.1
10/2	402	402	-	-	-	0.1	0.3	-	0.4	3.3	0.3	0.3	0.6
11/1	676	676	-	-	-	2.7	2.2	-	4.9	26.1	5.5	2.2	7.7
11/2	313	313	-	-	-	0.2	0.3	-	0.5	5.7	5.0	0.3	5.3

Full Input Data And Results

11/3	480	480	-	-	-	0.4	0.7	-	1.1	8.3	6.9	0.7	7.6
12/1	728	728	-	-	-	0.2	0.6	-	0.8	3.8	4.0	0.6	4.6
12/2	1186	1186	-	-	-	1.7	3.9	-	5.6	17.1	13.4	3.9	17.4
12/3	389	389	-	-	-	0.0	0.2	-	0.2	2.1	3.8	0.2	4.0
13/1	752	752	-	-	-	3.0	1.3	-	4.2	20.2	11.1	1.3	12.4
13/2	887	887	-	-	-	1.6	1.5	-	3.1	12.6	9.0	1.5	10.5
13/3	791	791	-	-	-	2.5	1.0	-	3.5	16.0	10.8	1.0	11.9
13/4	369	369	-	-	-	0.2	0.2	-	0.4	4.0	1.3	0.2	1.5
13/5	297	297	-	-	-	1.0	0.2	-	1.1	13.7	5.0	0.2	5.1
14/1	1509	1509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	539	539	-	-	-	0.2	0.4	-	0.6	4.1	3.8	0.4	4.2
14/3	820	820	-	-	-	1.4	1.0	-	2.4	10.5	12.3	1.0	13.3
14/4	259	259	-	-	-	0.1	0.1	-	0.2	3.3	1.4	0.1	1.6
14/5	230	230	-	-	-	0.1	0.1	-	0.2	3.7	1.1	0.1	1.2
15/1	530	530	-	-	-	1.8	1.1	-	3.0	20.1	5.1	1.1	6.3
15/2	469	469	-	-	-	1.0	0.8	-	1.8	13.5	5.6	0.8	6.4
15/3	465	465	-	-	-	1.1	0.8	-	1.9	14.6	5.8	0.8	6.6
15/4	237	237	-	-	-	0.5	0.2	-	0.7	10.6	3.7	0.2	3.9
16/1	545	545	-	-	-	0.1	0.3	-	0.5	3.1	0.7	0.3	1.0
16/2	544	544	-	-	-	0.1	0.3	-	0.5	3.1	0.7	0.3	1.1
16/3	739	739	-	-	-	1.9	0.6	-	2.5	12.2	11.2	0.6	11.8
17/1	1385	1385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1220	1220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1509	1509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

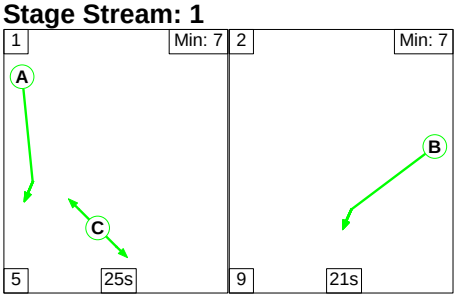
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	17.37	Cycle Time (s):	60
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	22.02	Cycle Time (s):	60
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	11.02	Cycle Time (s):	60
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	51.7	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s):	60
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	29.1	Total Delay for Signalled Lanes (pcuHr):	11.70	Cycle Time (s):	60
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	62.1	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s):	60
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	12.25	Cycle Time (s):	60
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	15.85	Cycle Time (s):	60
		PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes(pcuHr):	93.62		

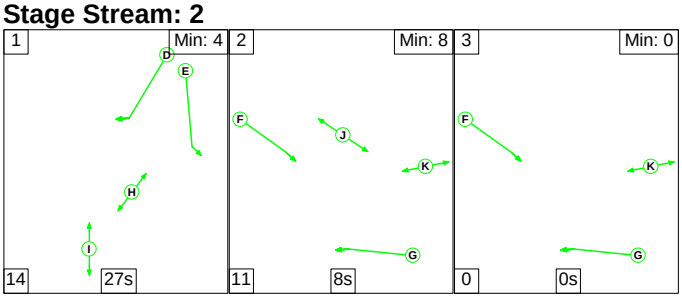
Full Input Data And Results
Scenario 3: '2024 DN AM' (FG3: '2024 DN AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

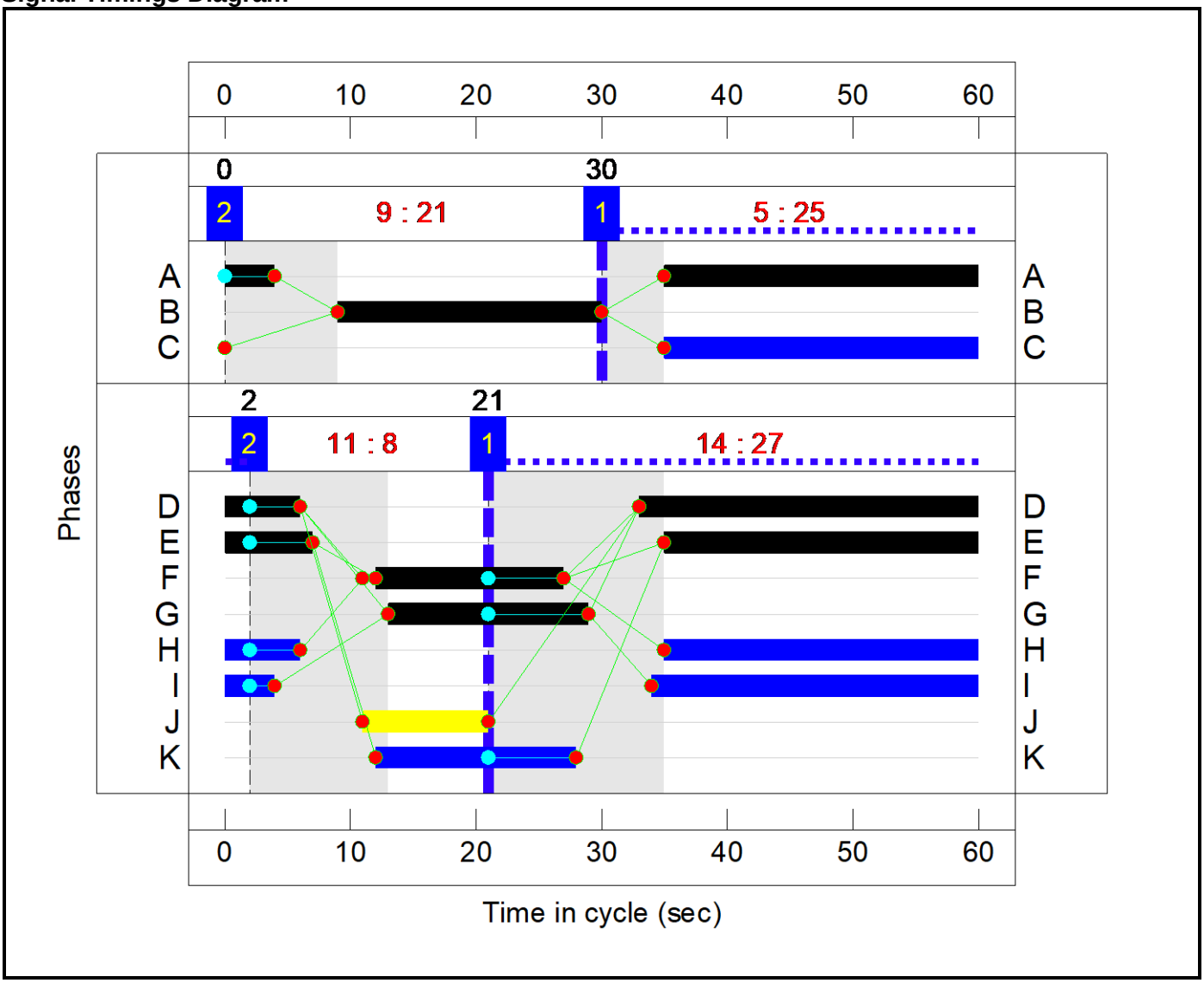
Stage	1	2
Duration	25	21
Change Point	30	0

Stage Stream: 2

Stage	1	2	3
Duration	27	8	0
Change Point	21	2	21

Full Input Data And Results

Signal Timings Diagram

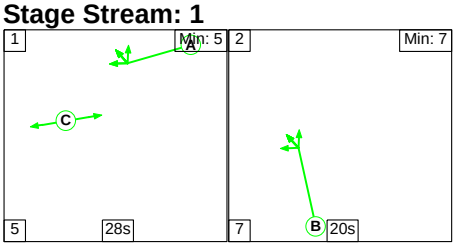


Full Input Data And Results

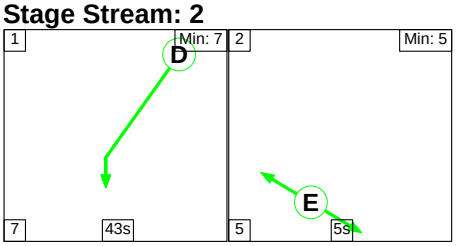
C2 - 770L

Stage Sequence Diagram

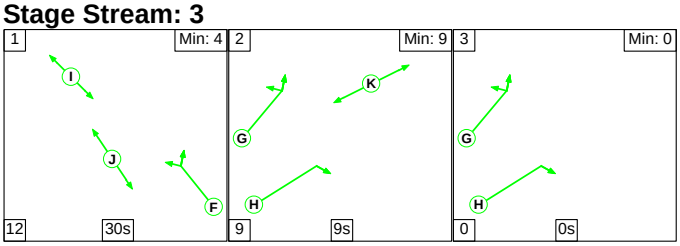
Stage Stream: 1



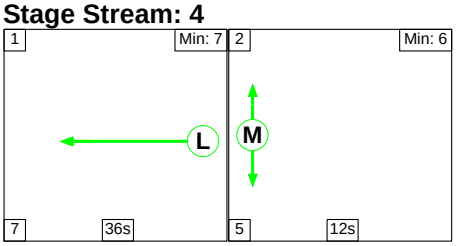
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	33	6

Stage Stream: 2

Stage	1	2
Duration	43	5
Change Point	28	18

Stage Stream: 3

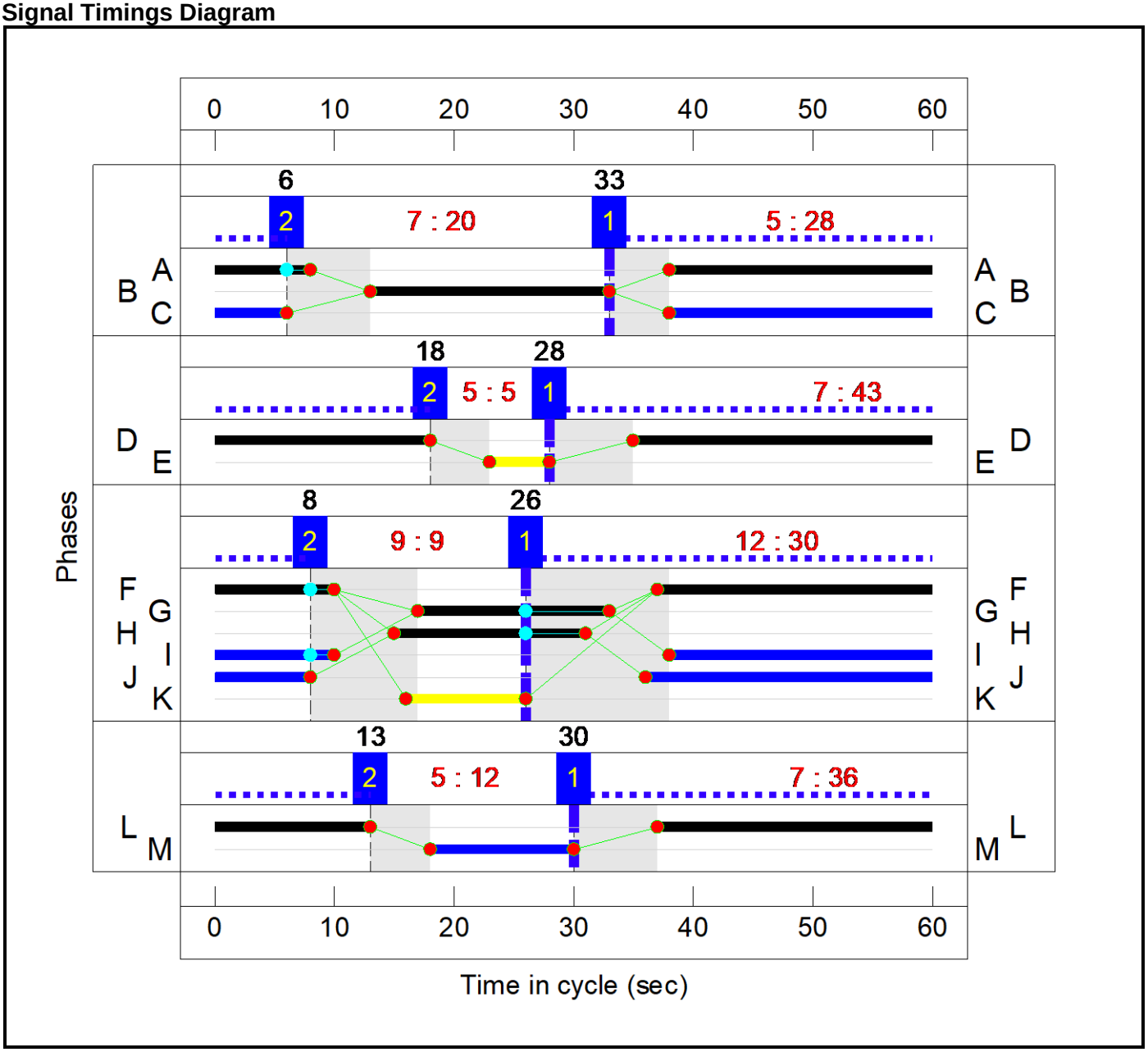
Stage	1	2	3
Duration	30	9	0
Change Point	26	8	26

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	30	13

Signal Timings Diagram

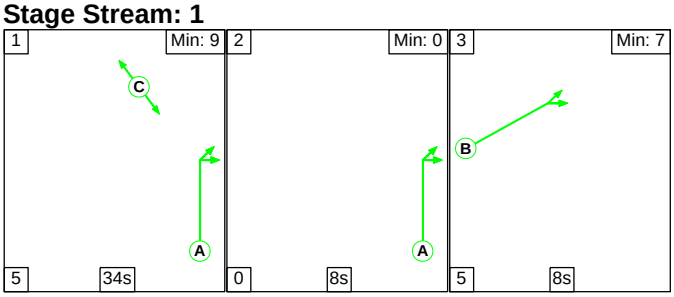


Full Input Data And Results

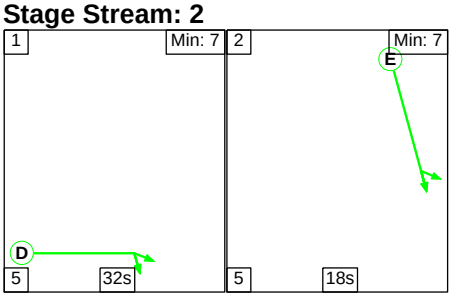
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

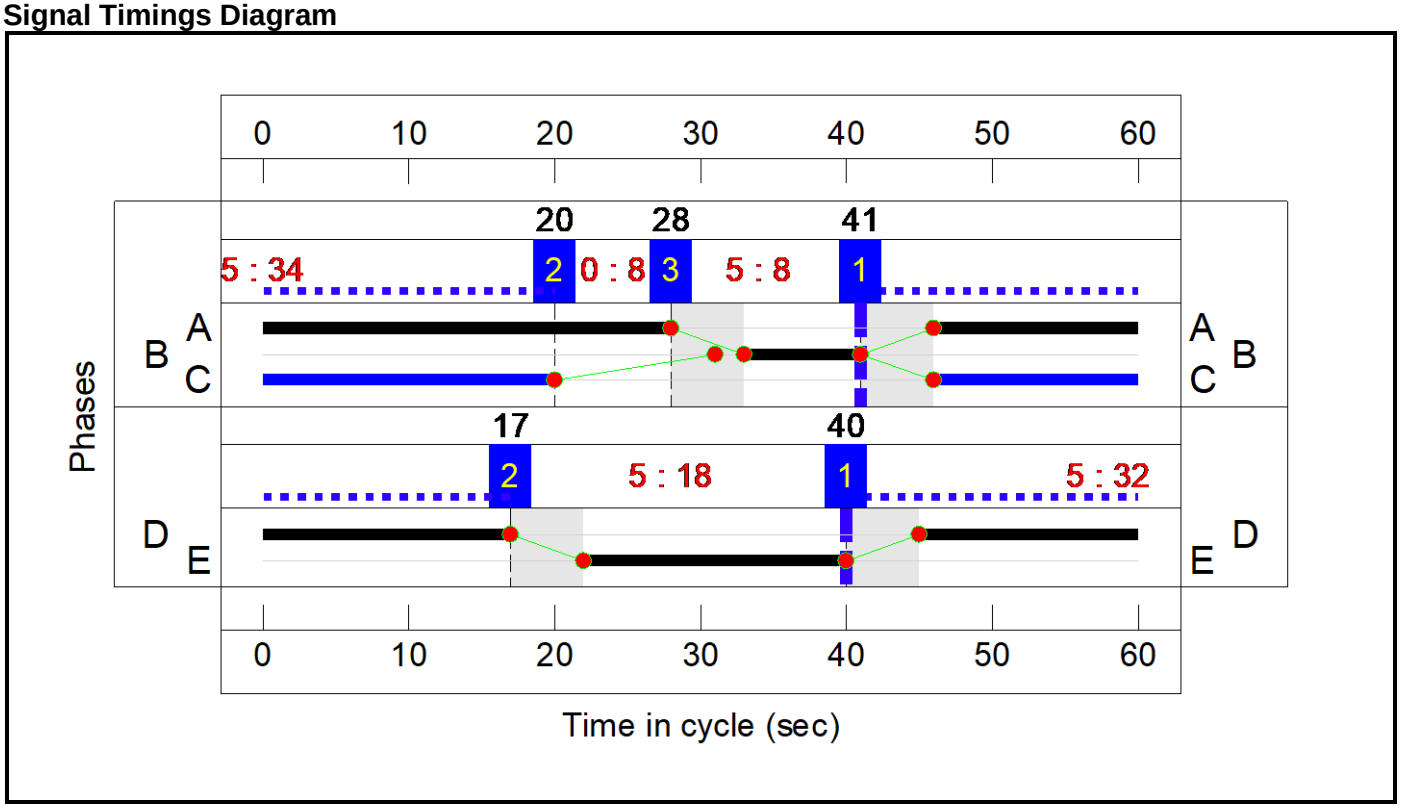
Stage Stream: 1

Stage	1	2	3
Duration	34	8	8
Change Point	41	20	28

Stage Stream: 2

Stage	1	2
Duration	32	18
Change Point	40	17

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.9%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.9%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	18	-	468	2039:2037	624+554	39.7 : 39.7%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	18	-	219	1949	715	30.6%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	18	-	274	2064	757	36.2%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	21	-	711	1805:1805	645+416	67.0 : 67.0%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	21	-	594	1854:1940	758+0	78.4 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	640	2089	696	91.9%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	781	2172:2180	724+150	89.4 : 89.4%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	20	-	906	1981:2183	629+532	78.0 : 78.0%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	20	-	492	2191	840	58.6%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	16	-	661	2184:2169	622+687	50.5 : 50.5%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	16	-	541	2033:2033	610+565	46.0 : 46.0%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	8	-	390	2167:2167	433+371	48.5 : 48.5%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	8	-	252	2181	436	57.8%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	281	1900	507	55.5%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	288	1900	507	56.8%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	43	-	451	1900	1393	32.4%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	43	-	455	1900	1393	32.7%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	28	Inf	551	5.1%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	36	-	954	1900	1172	81.4%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	36	-	477	1900	1172	40.7%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	32	-	316	1900	1140	27.7%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	210	1900	1140	18.4%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	295	1900	1140	25.9%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	29	-	430	1900	1045	41.1%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	29	-	514	1900	1045	49.2%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	29	-	274	1900	1045	26.2%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	32	-	474	1900	1045	45.4%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	641	1900	1172	54.7%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	654	1900	1172	55.8%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	199	1900	1172	17.0%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	555	1900	1172	47.4%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	30	-	782	1900	1077	72.6%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	30	-	787	1900	1077	73.1%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	30	-	543	1900	1077	50.4%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	30	-	452	1900	1077	42.0%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	33	-	553	1900	1172	47.2%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	964	1900	1172	82.3%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	974	1900	1172	83.1%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	12	1900	1172	1.0%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	42	-	1075	1900	1457	73.8%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	42	-	1087	1900	1457	74.6%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	42	-	359	1900	1457	24.6%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1087	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**23**	**5**	**0**	**56.3**	**36.5**	**0.0**	**92.8**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**23**	**5**	**0**	**56.3**	**36.5**	**0.0**	**92.8**	**-**	**-**	**-**	**-**
1/1+1/2	468	468	-	-	-	1.8	0.3	-	2.1	16.1	3.0	0.3	3.3
1/3	219	219	-	-	-	0.8	0.2	-	1.0	17.2	2.6	0.2	2.8
1/4	274	274	-	-	-	1.1	0.3	-	1.3	17.6	3.3	0.3	3.6
2/2+2/1	711	711	-	-	-	2.5	1.0	-	3.6	18.0	5.5	1.0	6.5
2/4+2/3	594	594	-	-	-	2.5	1.8	-	4.3	25.8	8.7	1.8	10.4
3/1	640	640	-	-	-	3.4	4.8	-	8.3	46.5	10.1	4.8	15.0
3/2+3/3	781	781	-	-	-	3.9	3.9	-	7.8	36.0	10.1	3.9	13.9
4/2+4/1	906	906	-	-	-	3.7	1.7	-	5.4	21.6	6.7	1.7	8.4
4/3	492	492	-	-	-	2.0	0.7	-	2.7	19.9	6.4	0.7	7.1
5/1+5/2	661	661	-	-	-	3.0	0.5	-	3.5	19.3	4.6	0.5	5.1
5/3+5/4	541	541	-	-	-	2.3	0.4	-	2.7	18.2	3.6	0.4	4.0
6/2+6/1	390	390	-	-	-	2.3	0.5	-	2.8	25.5	3.1	0.5	3.6
6/3	252	252	-	-	-	1.5	0.7	-	2.2	31.4	3.8	0.7	4.5
7/1	281	281	-	-	-	3.0	0.6	-	3.7	46.9	4.7	0.6	5.3
7/2	288	288	-	-	-	3.1	0.7	-	3.7	46.5	4.8	0.7	5.5
8/1	451	451	-	-	-	0.2	0.2	-	0.4	3.2	1.9	0.2	2.1
8/2	455	455	-	-	-	0.1	0.2	-	0.3	2.8	0.9	0.2	1.1
9/1	28	28	23	5	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
10/1	954	954	-	-	-	0.4	2.1	-	2.5	9.5	2.5	2.1	4.7
10/2	477	477	-	-	-	0.3	0.3	-	0.6	4.6	0.8	0.3	1.1
11/1	316	316	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
11/2	210	210	-	-	-	0.0	0.1	-	0.1	2.3	3.0	0.1	3.1

Full Input Data And Results

11/3	295	295	-	-	-	0.0	0.2	-	0.2	2.5	3.9	0.2	4.0
12/1	430	430	-	-	-	0.1	0.3	-	0.5	4.0	2.3	0.3	2.6
12/2	514	514	-	-	-	0.4	0.5	-	0.9	6.4	2.2	0.5	2.6
12/3	274	274	-	-	-	0.0	0.2	-	0.2	2.5	3.3	0.2	3.5
13/1	474	474	-	-	-	1.6	0.4	-	2.1	15.6	4.0	0.4	4.4
13/2	641	641	-	-	-	1.8	0.6	-	2.4	13.7	7.0	0.6	7.6
13/3	654	654	-	-	-	2.4	0.6	-	3.1	16.8	9.6	0.6	10.2
13/4	199	199	-	-	-	0.1	0.1	-	0.2	3.2	0.6	0.1	0.7
13/5	555	555	-	-	-	2.3	0.4	-	2.7	17.6	9.3	0.4	9.7
14/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	782	782	-	-	-	0.8	1.3	-	2.1	9.7	13.0	1.3	14.3
14/3	787	787	-	-	-	2.2	1.3	-	3.6	16.3	10.8	1.3	12.2
14/4	543	543	-	-	-	0.6	0.5	-	1.1	7.4	6.0	0.5	6.5
14/5	452	452	-	-	-	0.3	0.4	-	0.7	5.6	2.0	0.4	2.4
15/1	553	553	-	-	-	0.7	0.4	-	1.2	7.6	4.0	0.4	4.5
15/2	964	964	-	-	-	1.4	2.3	-	3.6	13.6	13.5	2.3	15.7
15/3	974	974	-	-	-	2.0	2.4	-	4.4	16.2	12.1	2.4	14.5
15/4	12	12	-	-	-	0.0	0.0	-	0.0	7.3	0.2	0.0	0.2
16/1	1075	1075	-	-	-	0.3	1.4	-	1.7	5.6	2.0	1.4	3.4
16/2	1087	1087	-	-	-	0.3	1.5	-	1.8	5.9	2.2	1.5	3.6
16/3	359	359	-	-	-	0.8	0.2	-	1.0	10.1	5.8	0.2	5.9
17/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1431	1431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

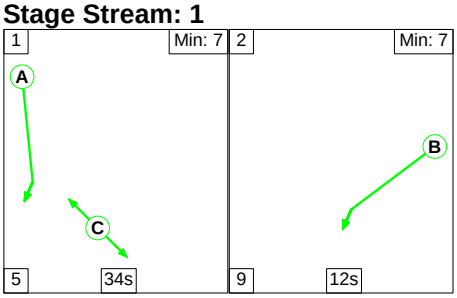
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s):	60
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	-2.1	Total Delay for Signalled Lanes (pcuHr):	33.91	Cycle Time (s):	60
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	15.66	Cycle Time (s):	60
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	175.6	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s):	60
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	15.50	Cycle Time (s):	60
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	3.14	Cycle Time (s):	60
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	20.6	Total Delay for Signalled Lanes (pcuHr):	9.41	Cycle Time (s):	60
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	126.5	Total Delay for Signalled Lanes (pcuHr):	5.01	Cycle Time (s):	60
		PRC Over All Lanes (%):	-2.1	Total Delay Over All Lanes(pcuHr):	92.80		

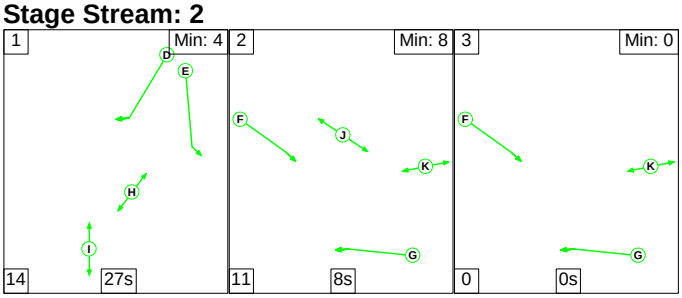
Full Input Data And Results
Scenario 4: '2024 DN PM' (FG4: '2024 DN PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

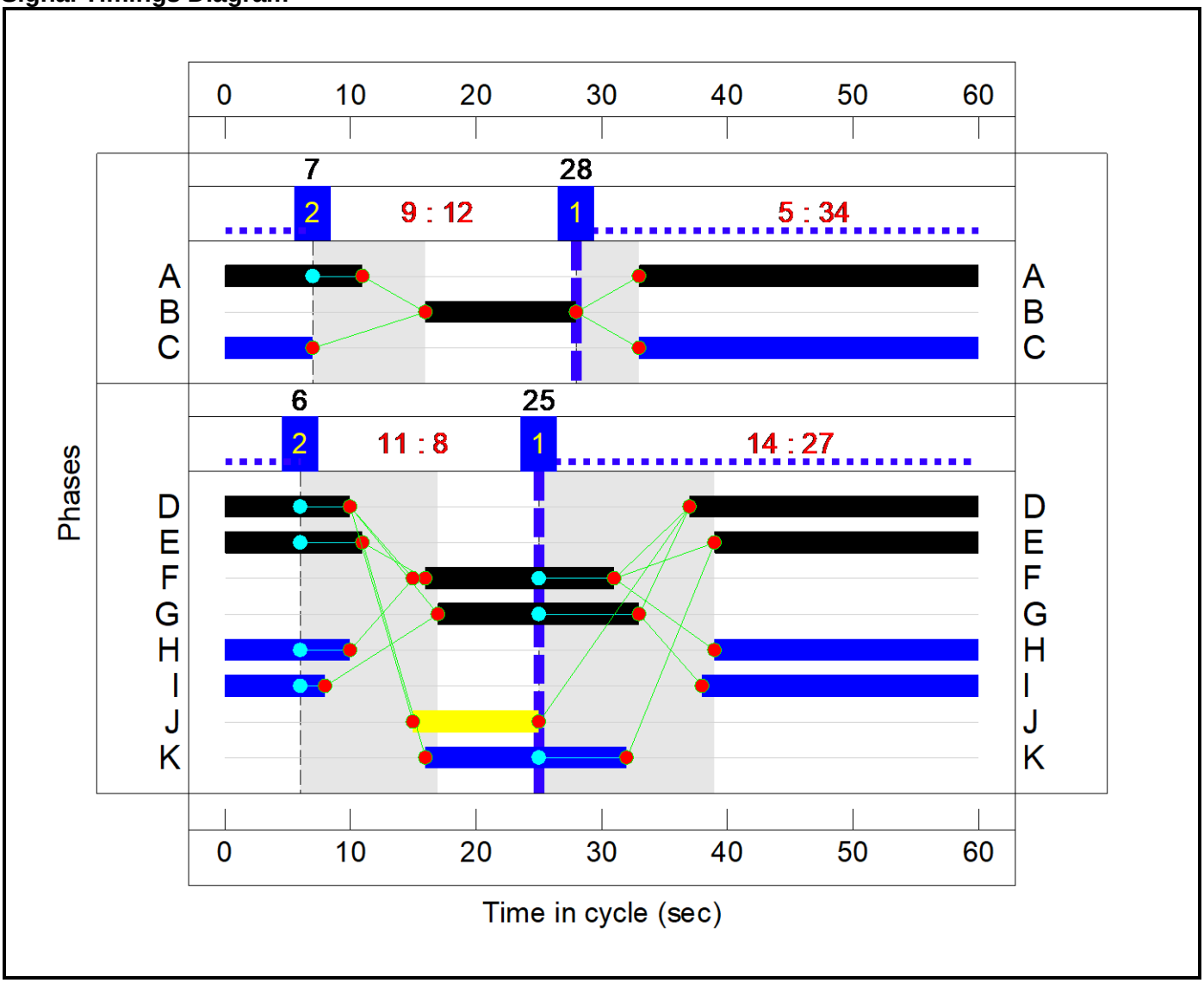
Stage	1	2
Duration	34	12
Change Point	28	7

Stage Stream: 2

Stage	1	2	3
Duration	27	8	0
Change Point	25	6	25

Full Input Data And Results

Signal Timings Diagram

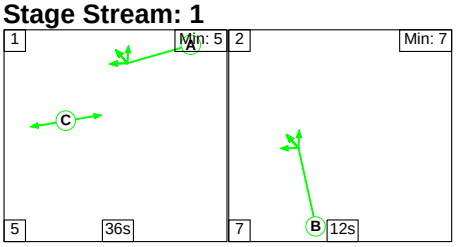


Full Input Data And Results

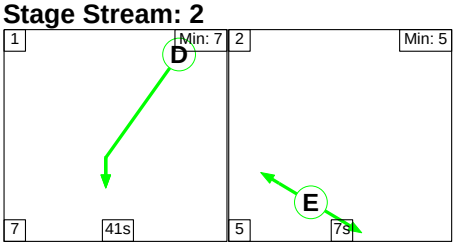
C2 - 770L

Stage Sequence Diagram

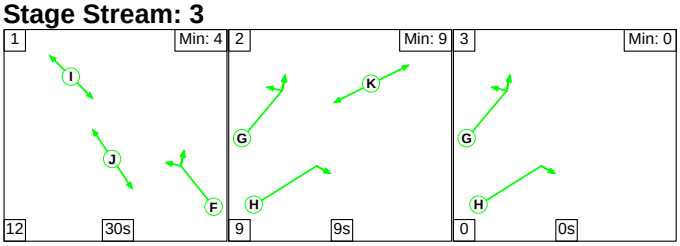
Stage Stream: 1



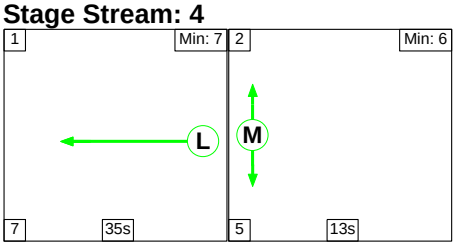
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	12
Change Point	33	14

Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	33	21

Stage Stream: 3

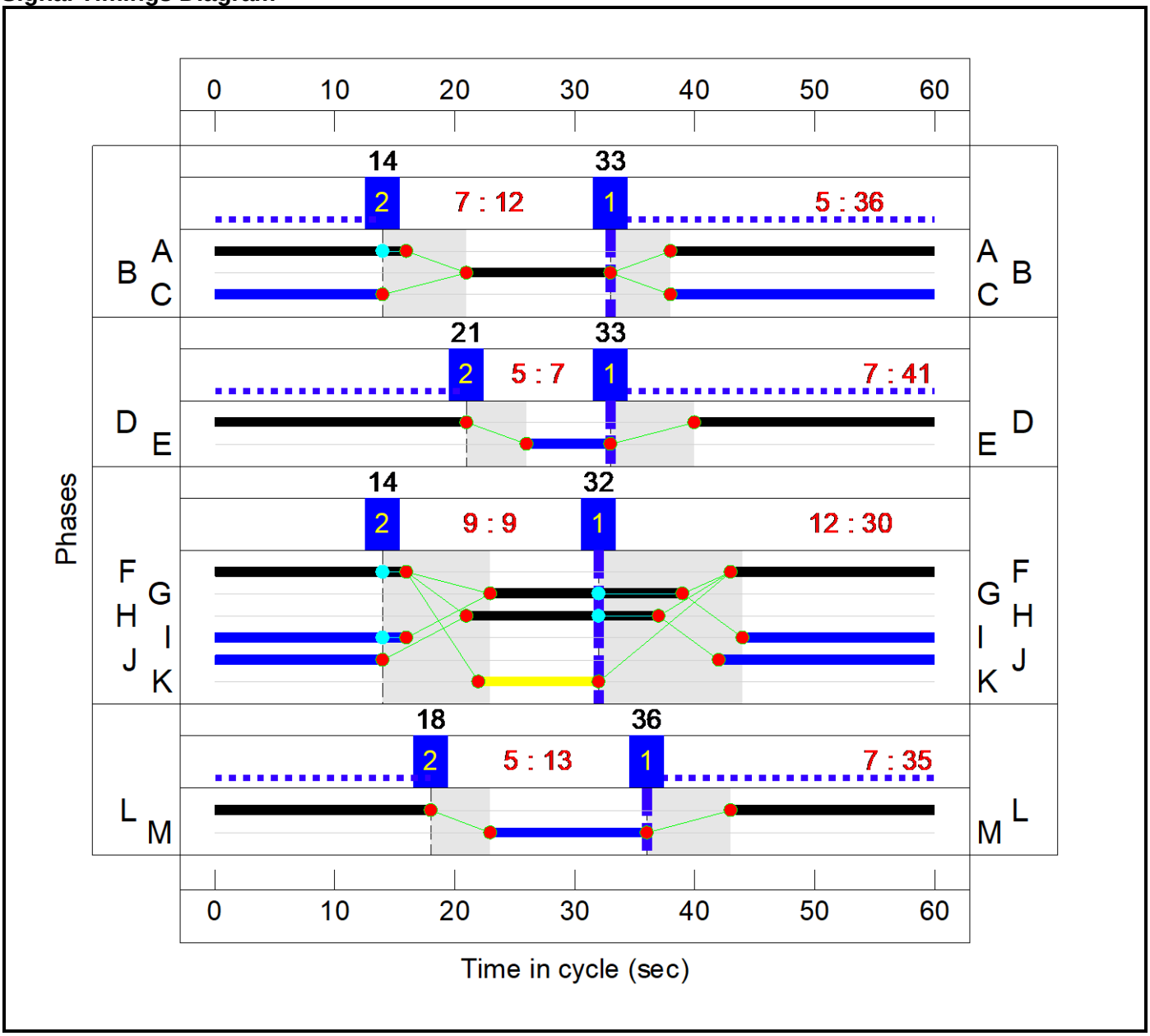
Stage	1	2	3
Duration	30	9	0
Change Point	32	14	32

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	36	18

Signal Timings Diagram

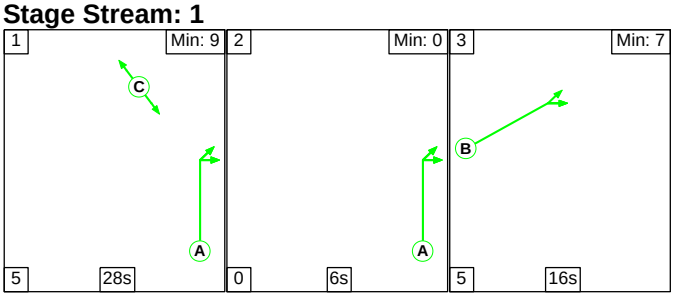


Full Input Data And Results

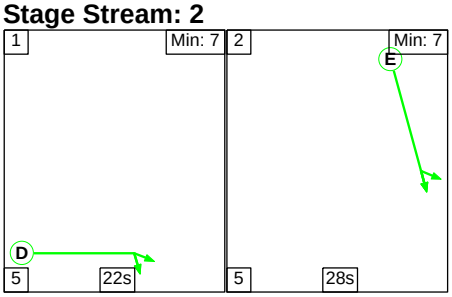
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

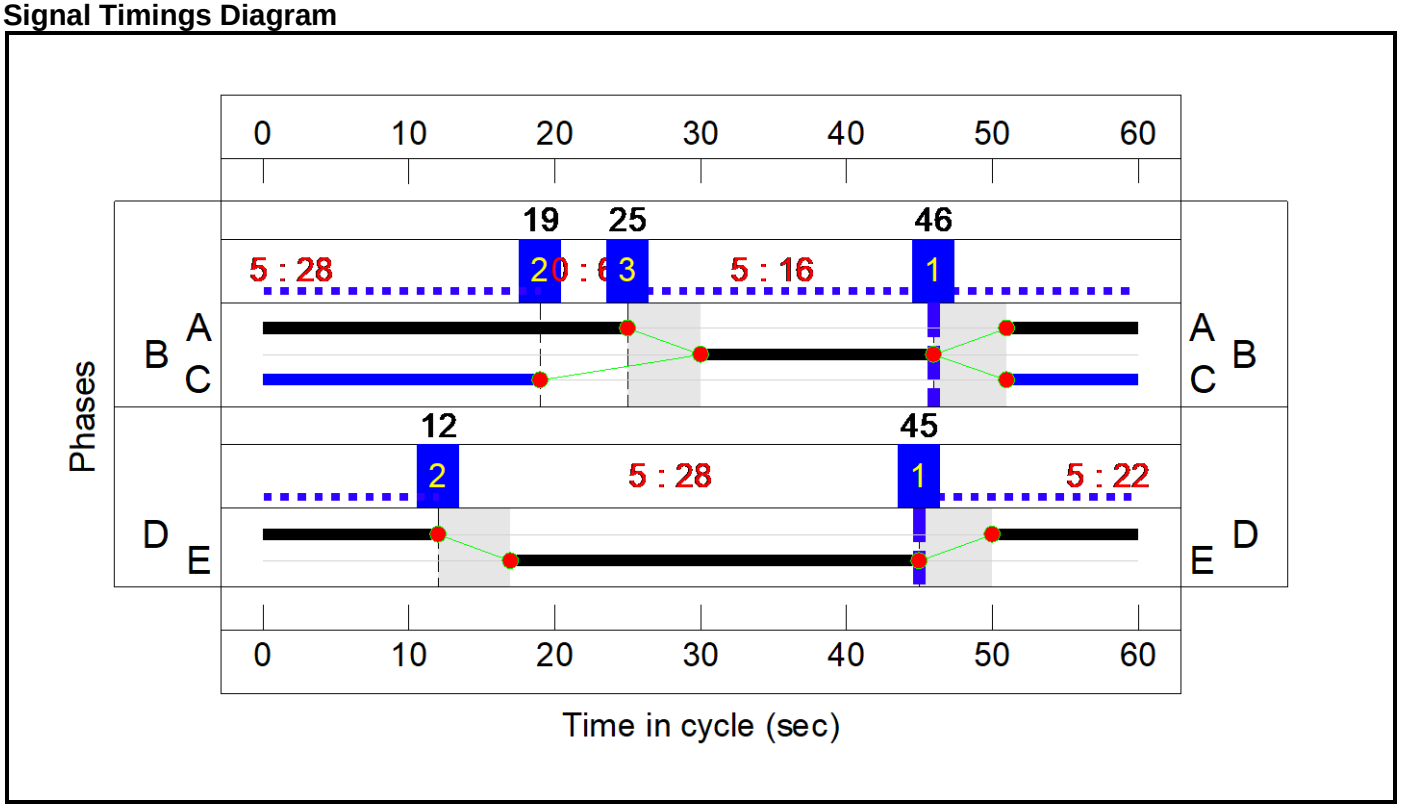
Stage Stream: 1

Stage	1	2	3
Duration	28	6	16
Change Point	46	19	25

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	45	12

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.8%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.8%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	28	-	989	2039:2037	820+655	67.1 : 67.1%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	28	-	399	1949	1039	38.4%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	28	-	729	2064	1101	66.2%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	12	-	438	1805:1805	391+214	72.4 : 72.4%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	12	-	393	1854:1940	402+0	97.8 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	565	2089	731	77.3%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	16	-	353	2172:2180	760+335	32.2 : 32.2%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	12	-	558	1981:2183	480+370	65.6 : 65.6%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	12	-	277	2191	548	50.6%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	16	-	688	2184:2169	484+615	62.6 : 62.6%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	16	-	461	2033:2033	557+531	42.3 : 42.3%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	16	-	418	2167:2167	645+239	47.3 : 47.3%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	16	-	419	2181	691	60.7%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	236	1900	507	46.6%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	15	-	241	1900	507	47.6%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	41	-	752	1900	1330	56.5%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	41	-	728	1900	1330	54.7%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	16	Inf	557	2.9%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	35	-	744	1900	1140	65.3%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	35	-	305	1900	1140	26.8%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	22	-	414	1900	823	50.3%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	22	-	287	1900	823	34.9%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	22	-	503	1900	823	61.1%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	38	-	726	1900	1330	54.6%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	38	-	902	1900	1330	67.8%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	38	-	729	1900	1330	54.8%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	32	-	752	1900	1045	72.0%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	841	1900	1172	71.8%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	876	1900	1172	74.8%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	402	1900	1172	34.3%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	33	-	317	1900	1172	27.1%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1480	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	38	-	645	1900	1235	52.2%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	38	-	737	1900	1235	59.7%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	38	-	236	1900	1235	19.1%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	38	-	256	1900	1235	20.7%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	33	-	576	1900	1077	53.5%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	486	1900	1077	45.1%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	487	1900	1077	45.2%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	95	1900	1077	8.8%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	34	-	576	1900	1203	47.9%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	34	-	581	1900	1203	48.3%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	34	-	480	1900	1203	39.9%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1229	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1480	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	581	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**14**	**2**	**0**	**52.4**	**33.1**	**0.0**	**85.5**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**14**	**2**	**0**	**52.4**	**33.1**	**0.0**	**85.5**	**-**	**-**	**-**	**-**
1/1+1/2	989	989	-	-	-	2.4	1.0	-	3.4	12.4	5.8	1.0	6.8
1/3	399	399	-	-	-	0.9	0.3	-	1.2	11.0	3.9	0.3	4.2
1/4	729	729	-	-	-	2.0	1.0	-	3.0	14.9	8.7	1.0	9.7
2/2+2/1	438	438	-	-	-	2.6	1.3	-	3.9	31.8	4.3	1.3	5.6
2/4+2/3	393	393	-	-	-	2.6	8.0	-	10.5	96.4	6.4	8.0	14.4
3/1	565	565	-	-	-	2.7	1.7	-	4.4	28.0	8.3	1.7	10.0
3/2+3/3	353	353	-	-	-	1.4	0.2	-	1.6	16.4	2.9	0.2	3.2
4/2+4/1	558	558	-	-	-	3.0	0.9	-	4.0	25.7	4.6	0.9	5.6
4/3	277	277	-	-	-	1.5	0.5	-	2.0	26.0	3.9	0.5	4.4
5/1+5/2	688	688	-	-	-	3.5	0.8	-	4.3	22.7	5.6	0.8	6.4
5/3+5/4	461	461	-	-	-	2.2	0.4	-	2.6	20.3	3.1	0.4	3.5
6/2+6/1	418	418	-	-	-	1.8	0.4	-	2.3	19.8	4.0	0.4	4.4
6/3	419	419	-	-	-	2.0	0.8	-	2.8	23.9	5.8	0.8	6.6
7/1	236	236	-	-	-	2.4	0.4	-	2.9	43.9	3.9	0.4	4.4
7/2	241	241	-	-	-	2.5	0.5	-	2.9	43.6	4.0	0.5	4.5
8/1	752	752	-	-	-	0.4	0.6	-	1.1	5.0	5.9	0.6	6.5
8/2	728	728	-	-	-	0.3	0.6	-	0.9	4.3	3.2	0.6	3.8
9/1	16	16	14	2	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
10/1	744	744	-	-	-	0.2	0.9	-	1.1	5.5	1.6	0.9	2.5
10/2	305	305	-	-	-	0.2	0.2	-	0.4	4.2	0.5	0.2	0.7
11/1	414	414	-	-	-	0.7	0.5	-	1.2	10.2	1.4	0.5	1.9
11/2	287	287	-	-	-	0.6	0.3	-	0.8	10.6	4.5	0.3	4.8

Full Input Data And Results

11/3	503	503	-	-	-	1.0	0.8	-	1.7	12.5	7.0	0.8	7.8
12/1	726	726	-	-	-	0.1	0.6	-	0.7	3.3	4.4	0.6	5.0
12/2	902	902	-	-	-	1.4	1.0	-	2.5	9.8	8.3	1.0	9.3
12/3	729	729	-	-	-	0.1	0.6	-	0.7	3.5	9.1	0.6	9.7
13/1	752	752	-	-	-	2.9	1.3	-	4.1	19.8	10.9	1.3	12.2
13/2	841	841	-	-	-	2.4	1.3	-	3.6	15.5	12.8	1.3	14.0
13/3	876	876	-	-	-	2.3	1.5	-	3.7	15.3	13.0	1.5	14.4
13/4	402	402	-	-	-	0.2	0.3	-	0.4	3.8	1.3	0.3	1.5
13/5	317	317	-	-	-	1.0	0.2	-	1.2	13.7	5.3	0.2	5.5
14/1	1480	1480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	645	645	-	-	-	0.5	0.5	-	1.0	5.6	5.8	0.5	6.4
14/3	737	737	-	-	-	0.9	0.7	-	1.7	8.1	7.7	0.7	8.4
14/4	236	236	-	-	-	0.1	0.1	-	0.2	2.9	0.9	0.1	1.0
14/5	256	256	-	-	-	0.2	0.1	-	0.3	4.1	1.4	0.1	1.6
15/1	576	576	-	-	-	0.8	0.6	-	1.4	8.8	3.8	0.6	4.4
15/2	486	486	-	-	-	0.6	0.4	-	1.1	7.8	5.1	0.4	5.5
15/3	487	487	-	-	-	0.6	0.4	-	1.0	7.6	5.3	0.4	5.8
15/4	95	95	-	-	-	0.2	0.0	-	0.2	9.1	1.5	0.0	1.6
16/1	576	576	-	-	-	0.2	0.5	-	0.7	4.3	1.6	0.5	2.1
16/2	581	581	-	-	-	0.2	0.5	-	0.7	4.3	1.7	0.5	2.1
16/3	480	480	-	-	-	0.9	0.3	-	1.2	9.2	6.9	0.3	7.3
17/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1480	1480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

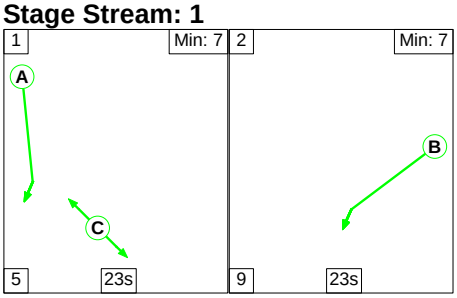
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	-8.7	Total Delay for Signalled Lanes (pcuHr):	18.24	Cycle Time (s):	60
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	24.92	Cycle Time (s):	60
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	9.13	Cycle Time (s):	60
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	59.2	Total Delay for Signalled Lanes (pcuHr):	1.91	Cycle Time (s):	60
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	43.7	Total Delay for Signalled Lanes (pcuHr):	10.68	Cycle Time (s):	60
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	60
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	48.3	Total Delay for Signalled Lanes (pcuHr):	7.70	Cycle Time (s):	60
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):	11.41	Cycle Time (s):	60
		PRC Over All Lanes (%):	-8.7	Total Delay Over All Lanes(pcuHr):	85.50		

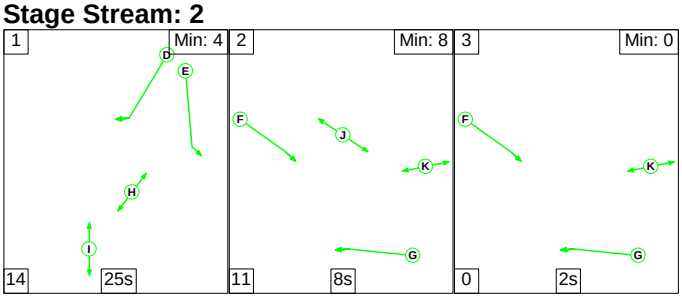
Full Input Data And Results
Scenario 5: '2030 DN AM' (FG5: '2030 DN AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

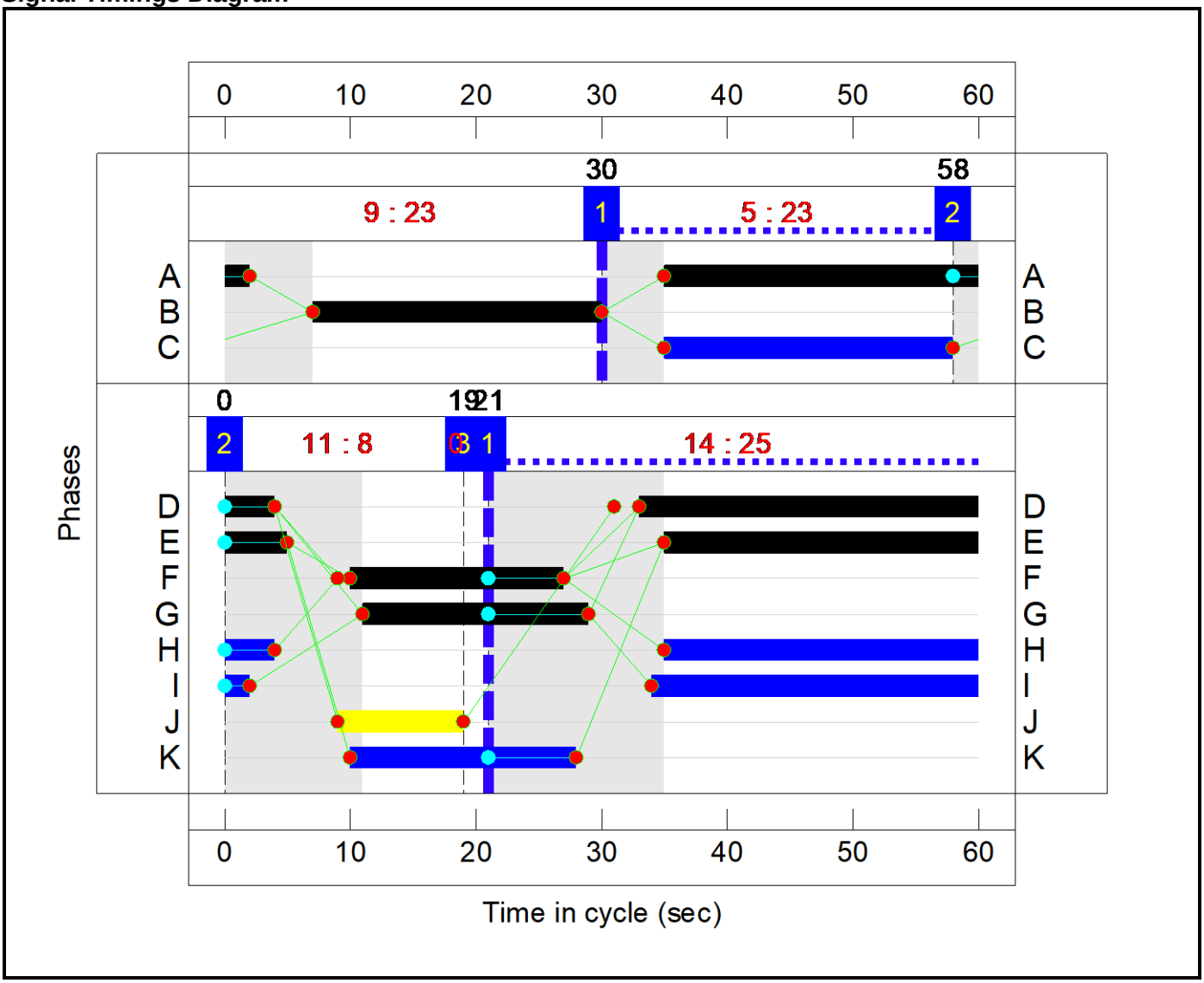
Stage	1	2
Duration	23	23
Change Point	30	58

Stage Stream: 2

Stage	1	2	3
Duration	25	8	2
Change Point	21	0	19

Full Input Data And Results

Signal Timings Diagram

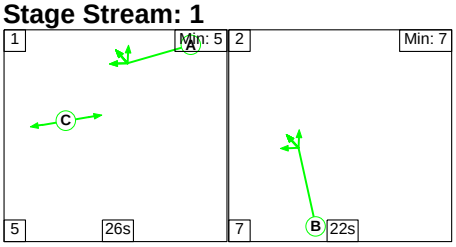


Full Input Data And Results

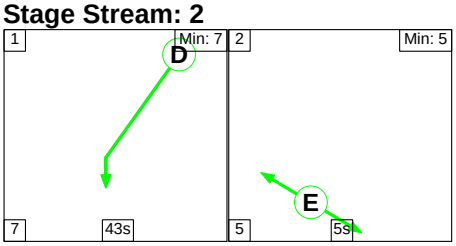
C2 - 770L

Stage Sequence Diagram

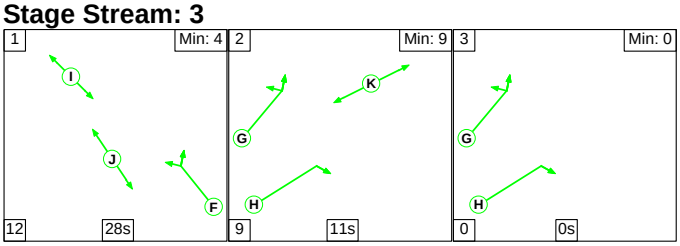
Stage Stream: 1



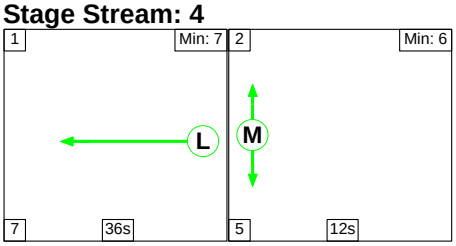
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	22
Change Point	33	4

Stage Stream: 2

Stage	1	2
Duration	43	5
Change Point	28	18

Stage Stream: 3

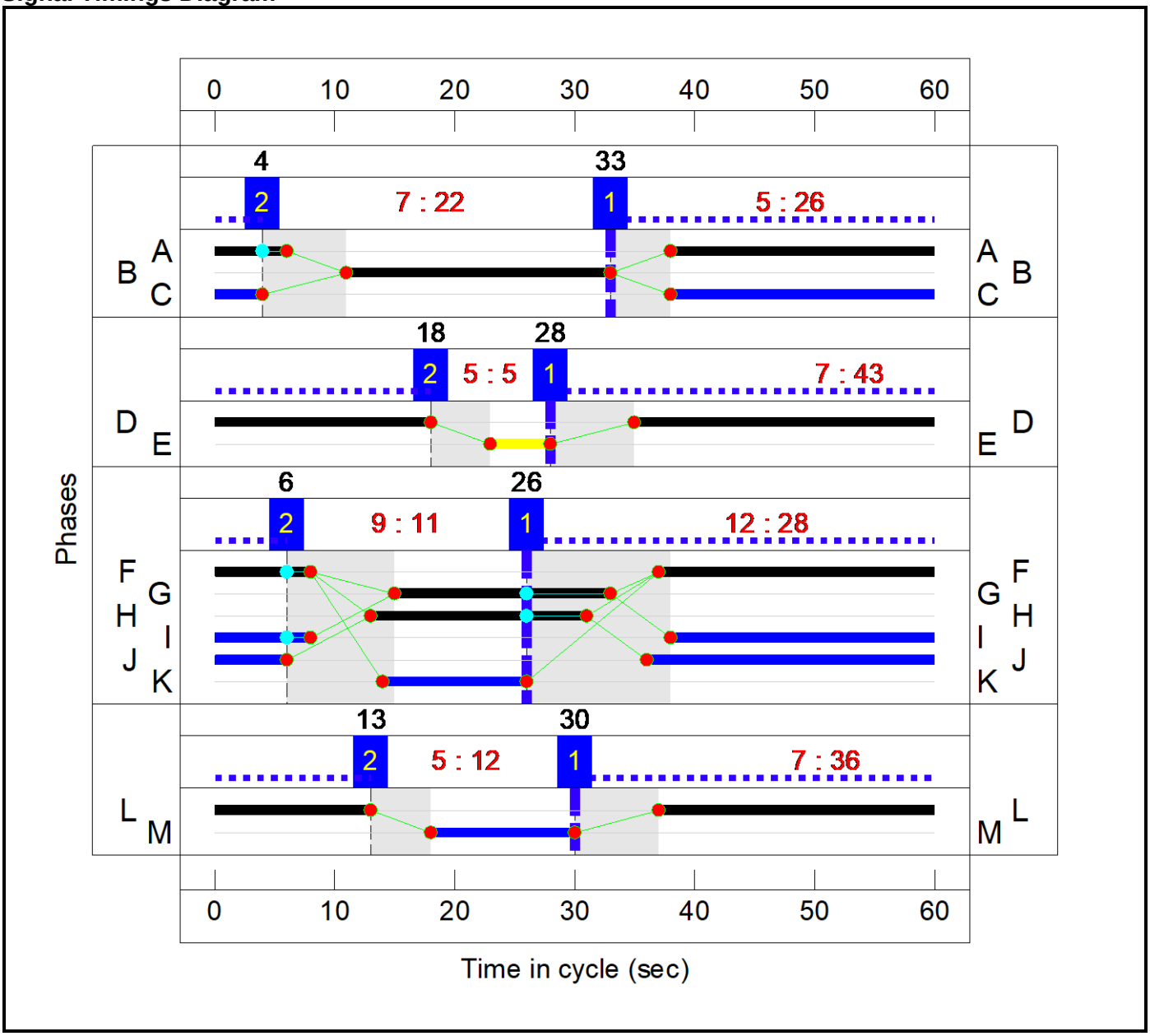
Stage	1	2	3
Duration	28	11	0
Change Point	26	6	26

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	36	12
Change Point	30	13

Signal Timings Diagram

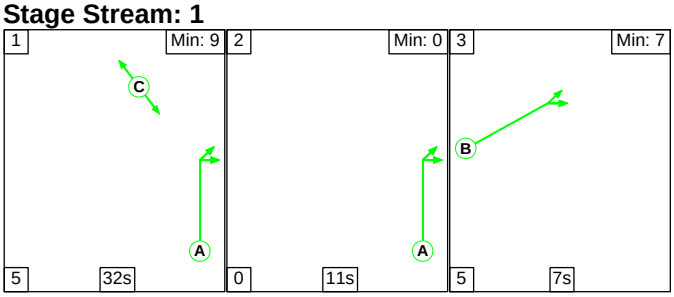


Full Input Data And Results

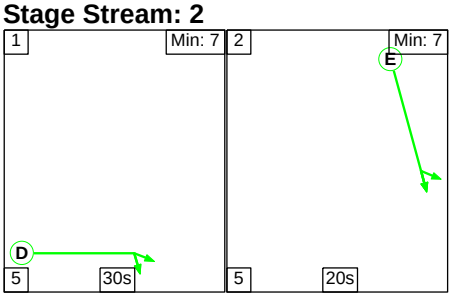
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

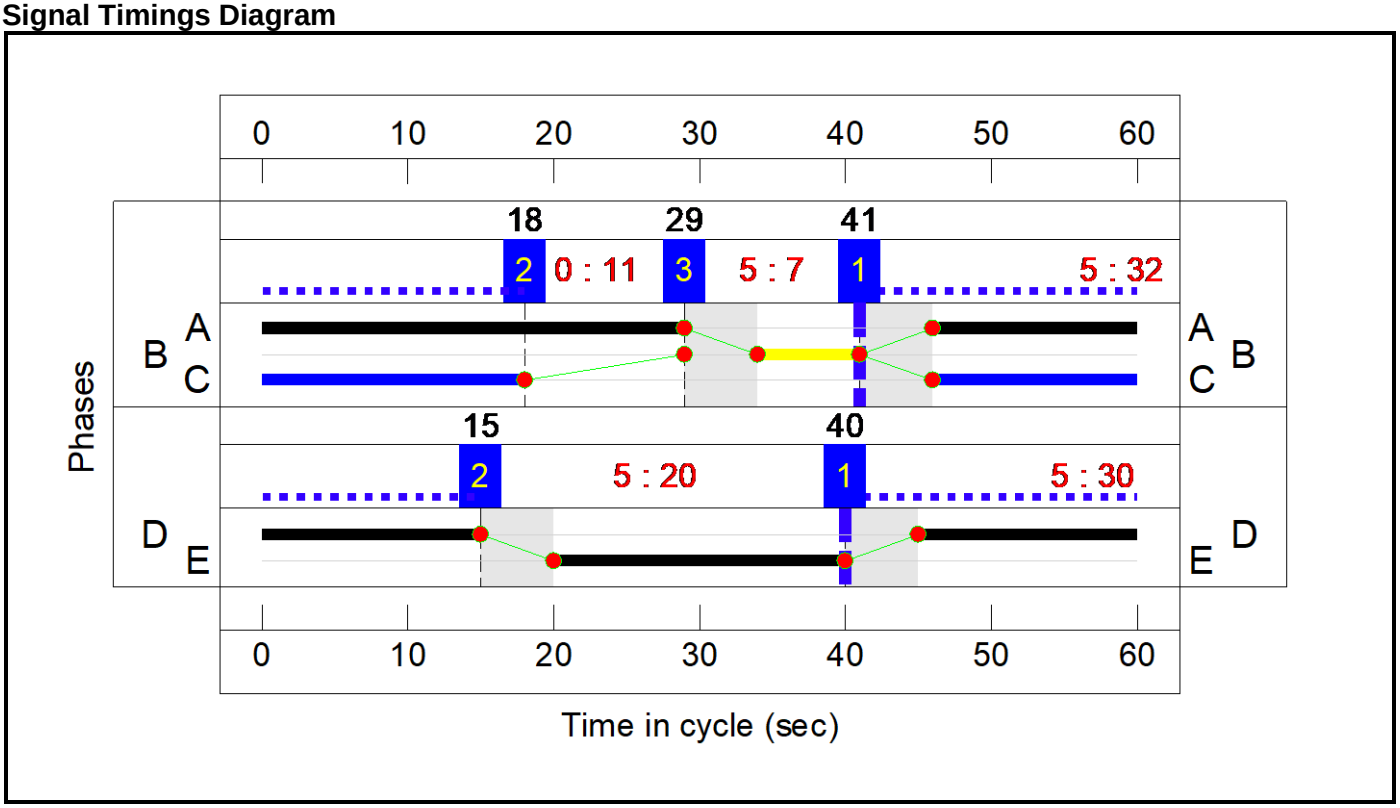
Stage Stream: 1

Stage	1	2	3
Duration	32	11	7
Change Point	41	18	29

Stage Stream: 2

Stage	1	2
Duration	30	20
Change Point	40	15

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	20	-	408	2039:2037	552+666	33.5 : 33.5%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	20	-	212	1949	780	27.2%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	20	-	316	2064	826	38.3%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	23	-	742	1805:1805	668+507	63.2 : 63.2%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	23	-	572	1854:1940	820+0	69.8 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	18	-	650	2089	766	84.9%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	18	-	806	2172:2180	796+172	83.2 : 83.2%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	22	-	990	1981:2183	652+660	75.4 : 75.4%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	22	-	496	2191	913	54.3%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	18	-	571	2184:2169	744+395	50.2 : 50.2%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	18	-	630	2033:2033	645+605	50.4 : 50.4%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	7	-	281	2167:2167	397+397	37.3 : 33.5%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	7	-	289	2181	400	72.3%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	17	-	325	1900	570	57.0%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	17	-	329	1900	570	57.7%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	43	-	505	1900	1393	36.2%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	43	-	526	1900	1393	37.8%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	24	Inf	542	4.4%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	36	-	983	1900	1172	83.9%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	36	-	527	1900	1172	45.0%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	30	-	155	1900	1077	14.4%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	30	-	148	1900	1077	13.7%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	30	-	332	1900	1077	30.8%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	371	1900	982	37.8%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	544	1900	982	55.4%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	316	1900	982	32.2%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	30	-	415	1900	982	42.3%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	31	-	691	1900	1108	62.3%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	31	-	700	1900	1108	63.2%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	31	-	234	1900	1108	21.1%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	31	-	505	1900	1108	45.6%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	28	-	782	1900	1013	77.2%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	28	-	831	1900	1013	82.0%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	28	-	521	1900	1013	51.4%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	28	-	421	1900	1013	41.5%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	31	-	601	1900	1108	54.2%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	31	-	951	1900	1108	85.8%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	31	-	955	1900	1108	86.2%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	31	-	0	1900	1108	0.0%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	43	-	1067	1900	1488	71.7%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	43	-	1089	1900	1488	73.2%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	43	-	198	1900	1488	13.3%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1510	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1200	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1089	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**20**	**4**	**0**	**57.2**	**35.5**	**0.0**	**92.7**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**20**	**4**	**0**	**57.2**	**35.5**	**0.0**	**92.7**	**-**	**-**	**-**	**-**
1/1+1/2	408	408	-	-	-	1.4	0.3	-	1.6	14.3	2.5	0.3	2.7
1/3	212	212	-	-	-	0.7	0.2	-	0.9	15.3	2.4	0.2	2.5
1/4	316	316	-	-	-	1.1	0.3	-	1.4	16.3	3.7	0.3	4.0
2/2+2/1	742	742	-	-	-	2.4	0.9	-	3.2	15.6	5.0	0.9	5.9
2/4+2/3	572	572	-	-	-	2.1	1.1	-	3.2	20.3	7.5	1.1	8.6
3/1	650	650	-	-	-	3.2	2.7	-	5.8	32.3	9.9	2.7	12.6
3/2+3/3	806	806	-	-	-	3.7	2.4	-	6.1	27.3	9.9	2.4	12.4
4/2+4/1	990	990	-	-	-	3.7	1.5	-	5.2	18.9	6.3	1.5	7.8
4/3	496	496	-	-	-	1.8	0.6	-	2.4	17.5	6.2	0.6	6.8
5/1+5/2	571	571	-	-	-	2.4	0.5	-	2.9	18.0	4.9	0.5	5.4
5/3+5/4	630	630	-	-	-	2.5	0.5	-	3.0	17.1	4.1	0.5	4.6
6/2+6/1	281	281	-	-	-	1.7	0.3	-	1.9	24.9	2.1	0.3	2.4
6/3	289	289	-	-	-	1.9	1.3	-	3.1	39.0	4.5	1.3	5.8
7/1	325	325	-	-	-	3.5	0.7	-	4.2	46.1	5.4	0.7	6.1
7/2	329	329	-	-	-	3.5	0.7	-	4.2	45.8	5.5	0.7	6.2
8/1	505	505	-	-	-	0.1	0.3	-	0.4	3.1	2.2	0.3	2.5
8/2	526	526	-	-	-	0.1	0.3	-	0.4	2.7	0.8	0.3	1.1
9/1	24	24	20	4	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
10/1	983	983	-	-	-	0.5	2.5	-	3.1	11.2	3.0	2.5	5.6
10/2	527	527	-	-	-	0.2	0.4	-	0.6	4.0	0.5	0.4	0.9
11/1	155	155	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/2	148	148	-	-	-	0.0	0.1	-	0.1	2.1	2.2	0.1	2.3

Full Input Data And Results

11/3	332	332	-	-	-	0.0	0.2	-	0.3	2.9	4.6	0.2	4.8
12/1	371	371	-	-	-	0.2	0.3	-	0.5	4.5	2.3	0.3	2.6
12/2	544	544	-	-	-	1.8	0.6	-	2.4	15.9	6.1	0.6	6.7
12/3	316	316	-	-	-	0.0	0.2	-	0.3	2.9	3.8	0.2	4.0
13/1	415	415	-	-	-	1.2	0.4	-	1.6	13.5	3.0	0.4	3.4
13/2	691	691	-	-	-	1.9	0.8	-	2.7	13.9	7.0	0.8	7.9
13/3	700	700	-	-	-	2.5	0.9	-	3.3	17.1	10.9	0.9	11.7
13/4	234	234	-	-	-	0.2	0.1	-	0.3	5.0	1.0	0.1	1.1
13/5	505	505	-	-	-	2.2	0.4	-	2.6	18.8	8.4	0.4	8.8
14/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	782	782	-	-	-	1.0	1.7	-	2.6	12.1	12.9	1.7	14.5
14/3	831	831	-	-	-	2.8	2.2	-	5.0	21.6	13.3	2.2	15.5
14/4	521	521	-	-	-	0.7	0.5	-	1.2	8.5	5.8	0.5	6.4
14/5	421	421	-	-	-	0.4	0.4	-	0.8	6.6	2.2	0.4	2.5
15/1	601	601	-	-	-	1.1	0.6	-	1.7	10.1	5.3	0.6	5.9
15/2	951	951	-	-	-	1.6	2.9	-	4.5	17.2	13.7	2.9	16.6
15/3	955	955	-	-	-	2.3	3.0	-	5.3	20.0	12.7	3.0	15.7
15/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	1067	1067	-	-	-	0.2	1.3	-	1.5	5.0	1.7	1.3	3.0
16/2	1089	1089	-	-	-	0.3	1.4	-	1.6	5.4	2.0	1.4	3.3
16/3	198	198	-	-	-	0.5	0.1	-	0.6	10.7	3.0	0.1	3.1
17/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1510	1510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

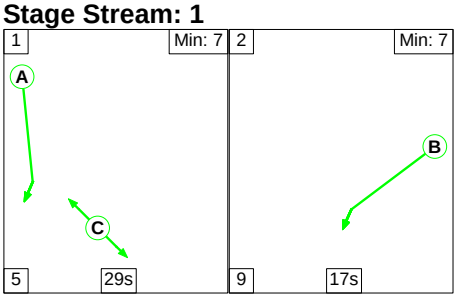
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	29.0	Total Delay for Signalled Lanes (pcuHr):	9.57	Cycle Time (s):	60
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	30.81	Cycle Time (s):	60
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	17.24	Cycle Time (s):	60
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	138.4	Total Delay for Signalled Lanes (pcuHr):	0.83	Cycle Time (s):	60
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	17.40	Cycle Time (s):	60
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	3.64	Cycle Time (s):	60
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):	8.76	Cycle Time (s):	60
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	135.1	Total Delay for Signalled Lanes (pcuHr):	4.38	Cycle Time (s):	60
		PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	92.66		

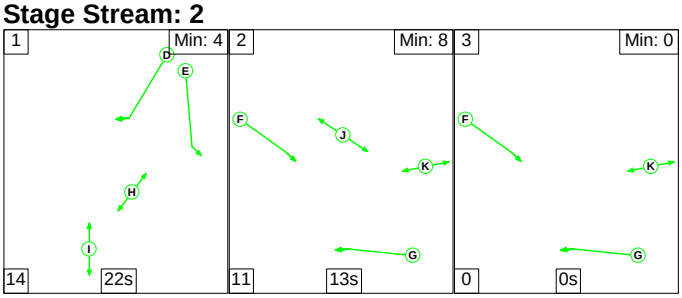
Full Input Data And Results
Scenario 6: '2030 DN PM' (FG6: '2030 DN PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

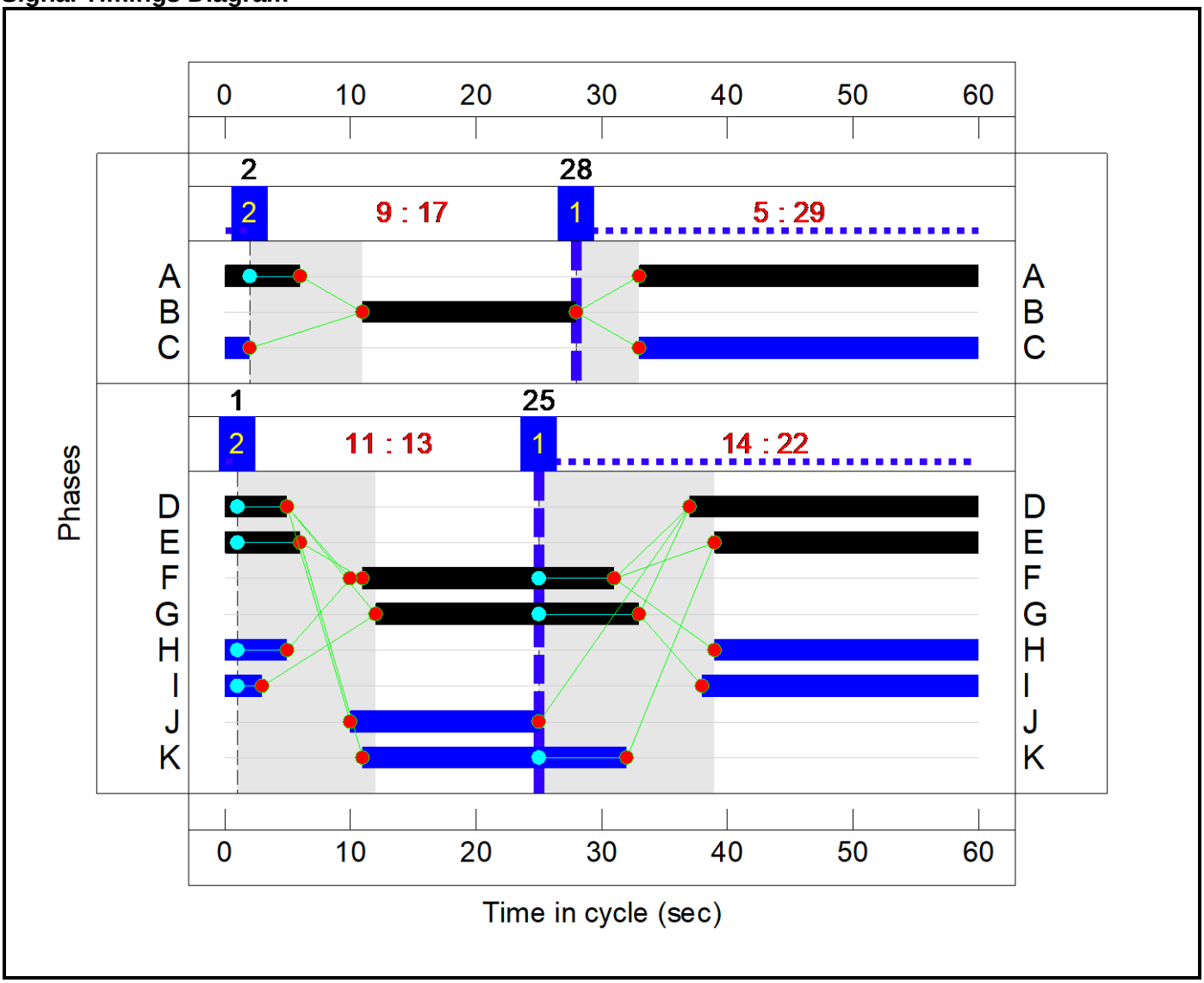
Stage	1	2
Duration	29	17
Change Point	28	2

Stage Stream: 2

Stage	1	2	3
Duration	22	13	0
Change Point	25	1	25

Full Input Data And Results

Signal Timings Diagram

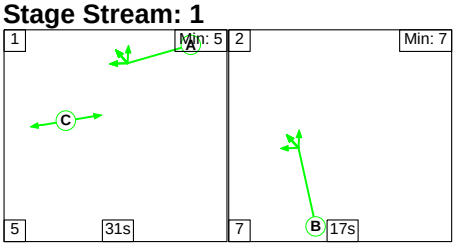


Full Input Data And Results

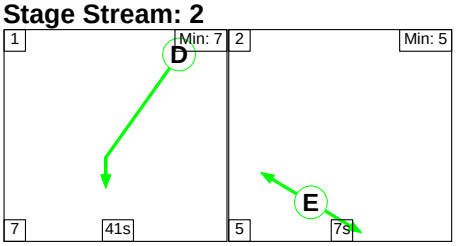
C2 - 770L

Stage Sequence Diagram

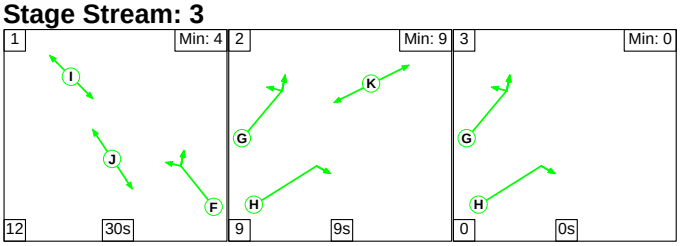
Stage Stream: 1



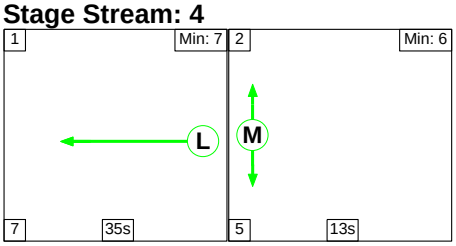
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	17
Change Point	33	9

Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	33	21

Stage Stream: 3

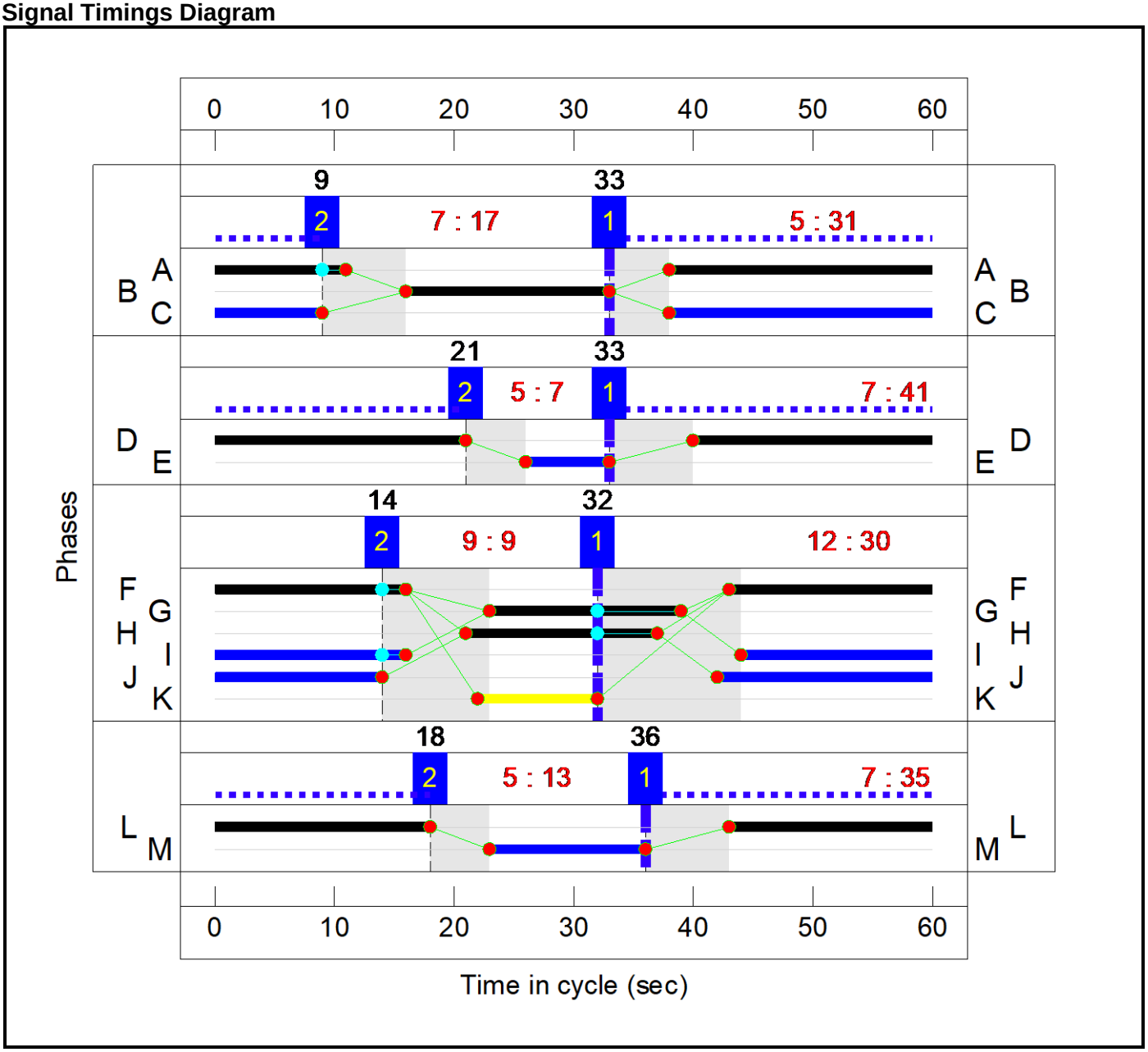
Stage	1	2	3
Duration	30	9	0
Change Point	32	14	32

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	35	13
Change Point	36	18

Signal Timings Diagram

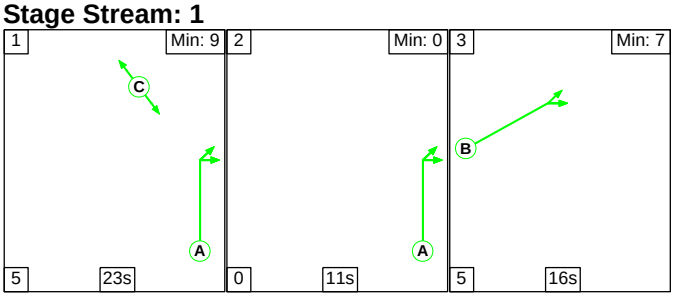


Full Input Data And Results

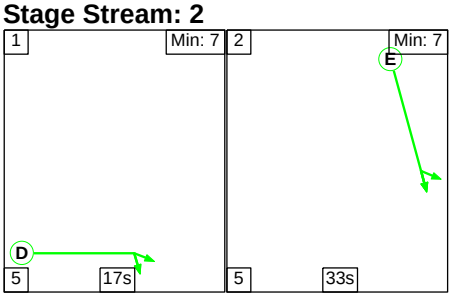
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

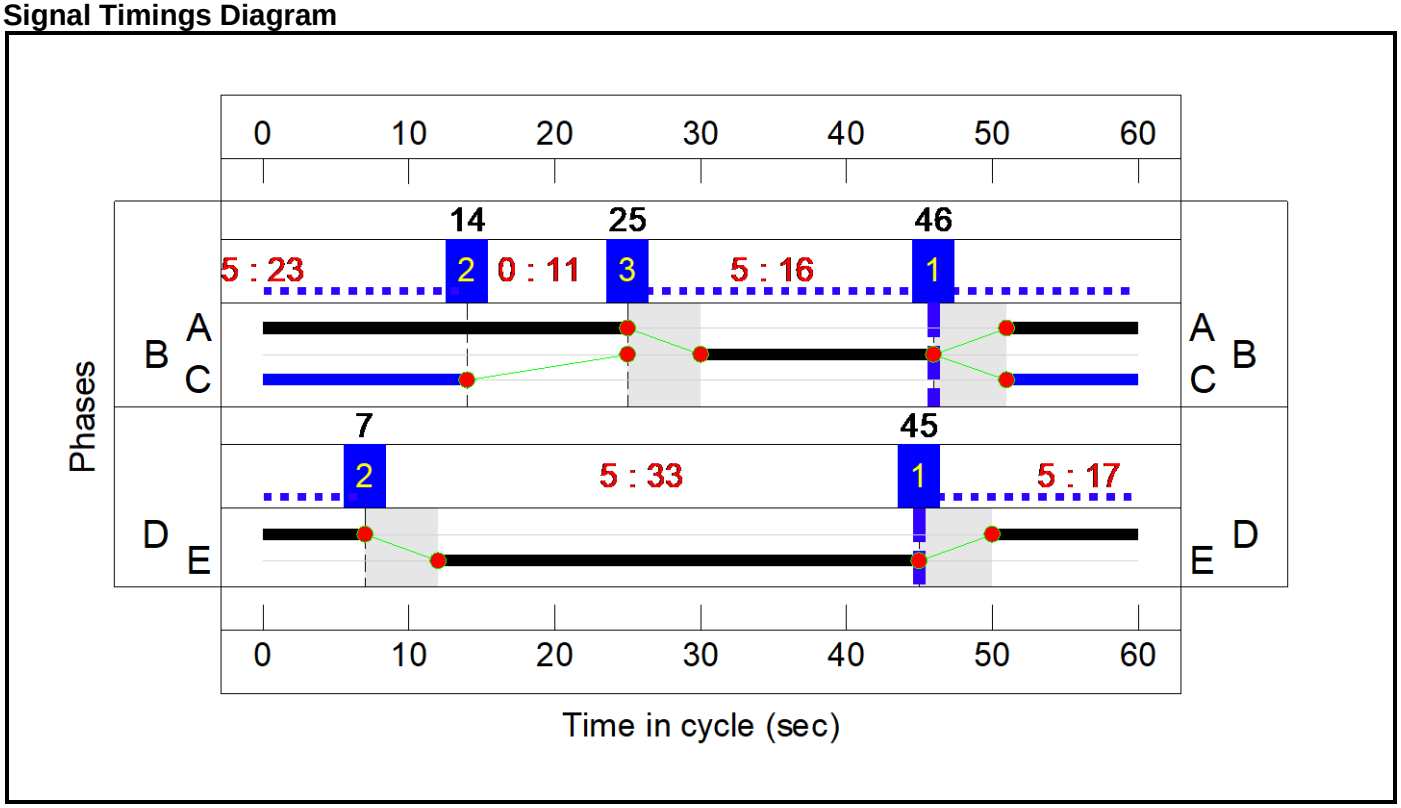
Stage Stream: 1

Stage	1	2	3
Duration	23	11	16
Change Point	46	14	25

Stage Stream: 2

Stage	1	2
Duration	17	33
Change Point	45	7

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.7%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.7%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	33	-	842	2039:2037	791+895	50.0 : 50.0%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	33	-	415	1949	1202	34.5%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	33	-	744	2064	1273	58.5%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	17	-	441	1805:1805	519+290	54.6 : 54.6%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	17	-	401	1854:1940	542+0	74.0 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	21	-	565	2089	905	62.4%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	21	-	338	2172:2180	941+418	24.9 : 24.9%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	17	-	568	1981:2183	569+538	51.3 : 51.3%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	17	-	213	2191	730	29.2%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	16	-	615	2184:2169	619+396	60.6 : 60.6%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	16	-	487	2033:2033	557+555	43.8 : 43.8%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	16	-	414	2167:2167	642+265	45.6 : 45.6%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	16	-	421	2181	691	61.0%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	20	-	244	1900	665	36.7%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	20	-	243	1900	665	36.5%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	41	-	747	1900	1330	56.2%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	41	-	739	1900	1330	55.6%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	0	Inf	554	0.0%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	35	-	742	1900	1140	65.1%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	35	-	300	1900	1140	26.3%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	17	-	177	1900	665	26.6%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	17	-	275	1900	665	41.4%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	17	-	502	1900	665	75.5%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	33	-	722	1900	1172	61.6%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	33	-	917	1900	1172	78.3%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	33	-	744	1900	1172	63.5%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	27	-	749	1900	887	84.5%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	28	-	829	1900	1013	81.8%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	28	-	879	1900	1013	86.7%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	28	-	443	1900	1013	43.7%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	28	-	325	1900	1013	32.1%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1486	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	33	-	639	1900	1077	59.3%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	33	-	750	1900	1077	69.7%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	33	-	247	1900	1077	22.9%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	33	-	257	1900	1077	23.9%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	33	-	623	1900	1077	57.9%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	510	1900	1077	47.4%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	499	1900	1077	46.3%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	33	-	0	1900	1077	0.0%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	34	-	612	1900	1203	50.9%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	34	-	613	1900	1203	50.9%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	34	-	240	1900	1203	19.9%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1236	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1486	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	613	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**0**	**0**	**0**	**50.9**	**29.4**	**0.0**	**80.4**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**0**	**0**	**0**	**50.9**	**29.4**	**0.0**	**80.4**	**-**	**-**	**-**	**-**
1/1+1/2	842	842	-	-	-	1.3	0.5	-	1.8	7.7	3.6	0.5	4.1
1/3	415	415	-	-	-	0.6	0.3	-	0.9	7.9	3.3	0.3	3.6
1/4	744	744	-	-	-	1.4	0.7	-	2.1	10.3	7.2	0.7	7.9
2/2+2/1	441	441	-	-	-	2.1	0.6	-	2.7	21.9	3.9	0.6	4.5
2/4+2/3	401	401	-	-	-	2.1	1.4	-	3.5	31.3	5.9	1.4	7.3
3/1	565	565	-	-	-	2.1	0.8	-	2.9	18.5	7.2	0.8	8.0
3/2+3/3	338	338	-	-	-	1.0	0.2	-	1.2	12.4	2.5	0.2	2.6
4/2+4/1	568	568	-	-	-	2.4	0.5	-	3.0	18.8	3.7	0.5	4.3
4/3	213	213	-	-	-	0.9	0.2	-	1.1	18.3	2.6	0.2	2.8
5/1+5/2	615	615	-	-	-	3.1	0.8	-	3.9	22.6	5.3	0.8	6.1
5/3+5/4	487	487	-	-	-	2.4	0.4	-	2.8	20.4	3.3	0.4	3.6
6/2+6/1	414	414	-	-	-	1.8	0.4	-	2.2	19.5	3.8	0.4	4.2
6/3	421	421	-	-	-	2.0	0.8	-	2.8	24.0	5.8	0.8	6.6
7/1	244	244	-	-	-	2.2	0.3	-	2.5	36.6	4.1	0.3	4.4
7/2	243	243	-	-	-	2.2	0.3	-	2.5	36.6	4.0	0.3	4.3
8/1	747	747	-	-	-	0.2	0.6	-	0.9	4.2	5.6	0.6	6.2
8/2	739	739	-	-	-	0.2	0.6	-	0.8	4.0	3.7	0.6	4.3
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	742	742	-	-	-	0.3	0.9	-	1.3	6.1	1.7	0.9	2.6
10/2	300	300	-	-	-	0.1	0.2	-	0.3	3.4	0.3	0.2	0.5
11/1	177	177	-	-	-	0.0	0.2	-	0.2	4.7	0.3	0.2	0.5
11/2	275	275	-	-	-	0.5	0.4	-	0.9	11.8	4.4	0.4	4.7

Full Input Data And Results

11/3	502	502	-	-	-	1.0	1.5	-	2.5	17.9	7.0	1.5	8.6
12/1	722	722	-	-	-	1.6	0.8	-	2.4	12.0	7.6	0.8	8.4
12/2	917	917	-	-	-	3.6	1.8	-	5.3	20.9	11.9	1.8	13.7
12/3	744	744	-	-	-	0.6	0.9	-	1.5	7.3	9.1	0.9	10.0
13/1	749	749	-	-	-	2.1	2.6	-	4.7	22.8	11.7	2.6	14.4
13/2	829	829	-	-	-	1.6	2.2	-	3.8	16.6	9.6	2.2	11.7
13/3	879	879	-	-	-	2.7	3.1	-	5.9	24.0	13.8	3.1	17.0
13/4	443	443	-	-	-	0.5	0.4	-	0.9	7.3	1.8	0.4	2.2
13/5	325	325	-	-	-	1.5	0.2	-	1.7	19.0	5.4	0.2	5.7
14/1	1486	1486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	639	639	-	-	-	0.9	0.7	-	1.6	9.0	5.6	0.7	6.4
14/3	750	750	-	-	-	1.3	1.1	-	2.4	11.5	5.7	1.1	6.8
14/4	247	247	-	-	-	0.2	0.1	-	0.3	4.5	1.0	0.1	1.1
14/5	257	257	-	-	-	0.2	0.2	-	0.4	5.6	1.4	0.2	1.5
15/1	623	623	-	-	-	1.0	0.7	-	1.7	9.9	4.4	0.7	5.1
15/2	510	510	-	-	-	1.0	0.4	-	1.5	10.4	5.4	0.4	5.9
15/3	499	499	-	-	-	1.0	0.4	-	1.4	10.2	5.5	0.4	5.9
15/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	612	612	-	-	-	0.3	0.5	-	0.8	4.6	1.9	0.5	2.4
16/2	613	613	-	-	-	0.3	0.5	-	0.8	4.6	2.0	0.5	2.5
16/3	240	240	-	-	-	0.5	0.1	-	0.6	9.3	3.9	0.1	4.0
17/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1236	1236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1486	1486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

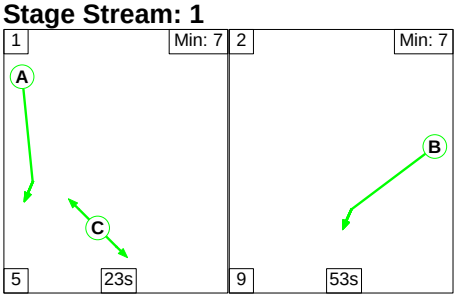
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s):	60
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	26.05	Cycle Time (s):	60
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	8.75	Cycle Time (s):	60
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	60.2	Total Delay for Signalled Lanes (pcuHr):	1.69	Cycle Time (s):	60
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	11.21	Cycle Time (s):	60
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	38.3	Total Delay for Signalled Lanes (pcuHr):	1.54	Cycle Time (s):	60
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	47.6	Total Delay for Signalled Lanes (pcuHr):	7.24	Cycle Time (s):	60
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s):	60
		PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	80.35		

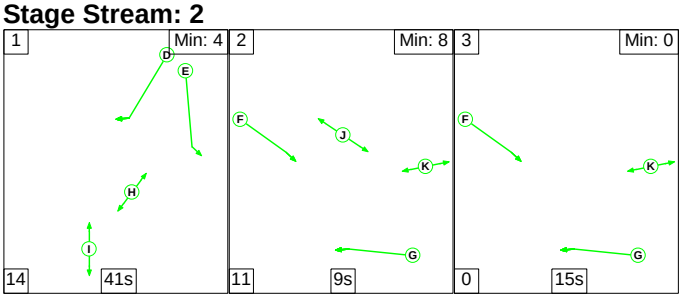
Full Input Data And Results
Scenario 7: '2024 DS(A) AM' (FG7: '2024 DS(A) AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

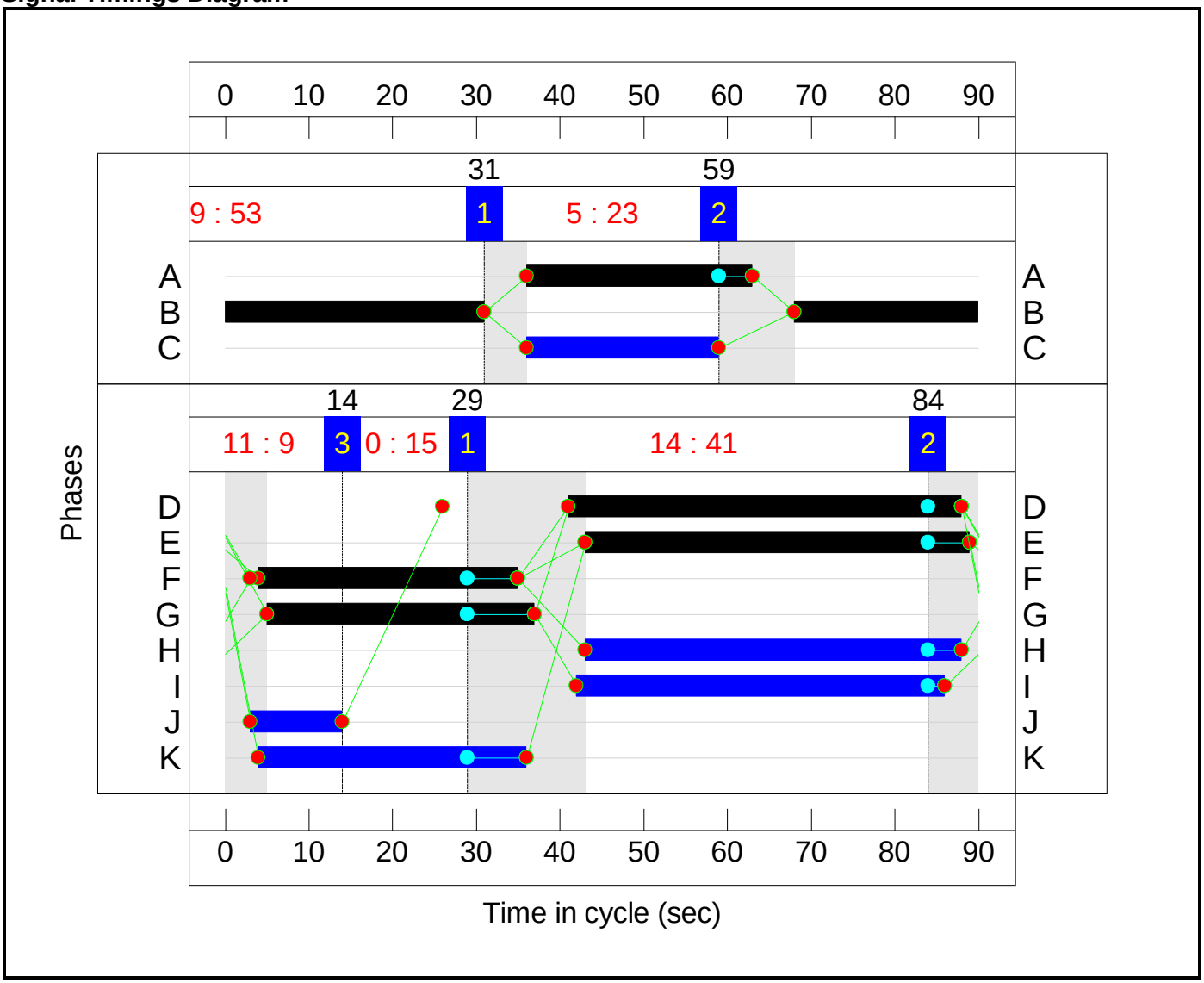
Stage	1	2
Duration	23	53
Change Point	31	59

Stage Stream: 2

Stage	1	2	3
Duration	41	9	15
Change Point	29	84	14

Full Input Data And Results

Signal Timings Diagram

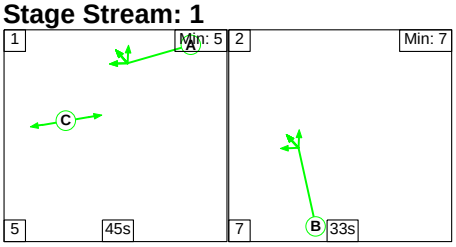


Full Input Data And Results

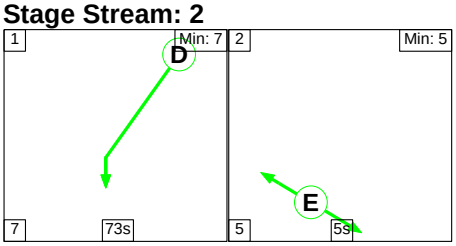
C2 - 770L

Stage Sequence Diagram

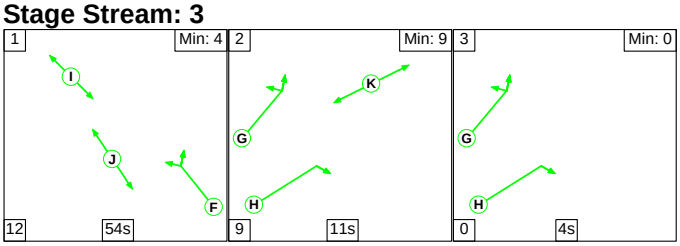
Stage Stream: 1



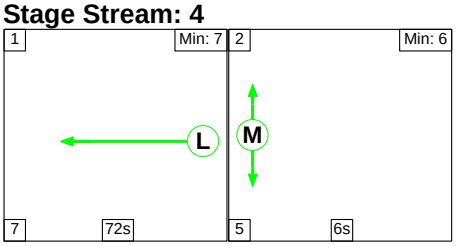
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	45	33
Change Point	9	59

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	50	40

Stage Stream: 3

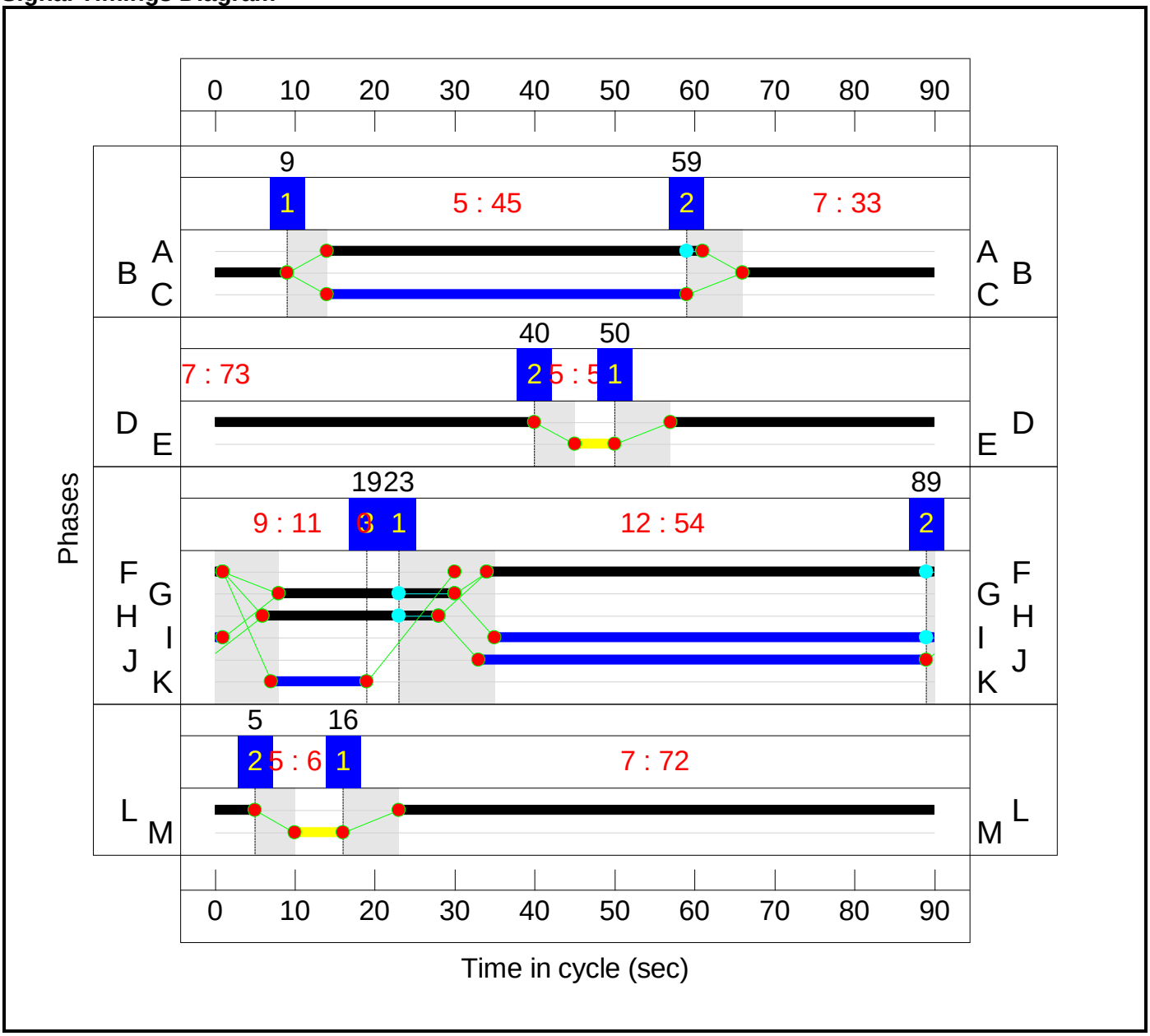
Stage	1	2	3
Duration	54	11	4
Change Point	23	89	19

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	16	5

Signal Timings Diagram

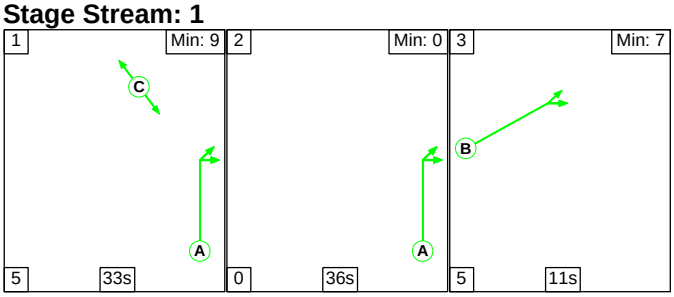


Full Input Data And Results

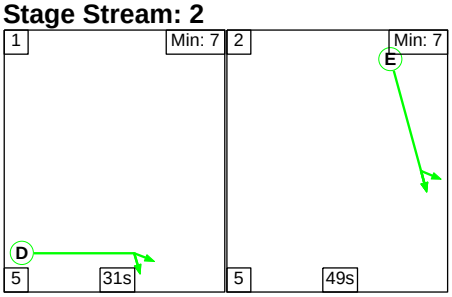
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

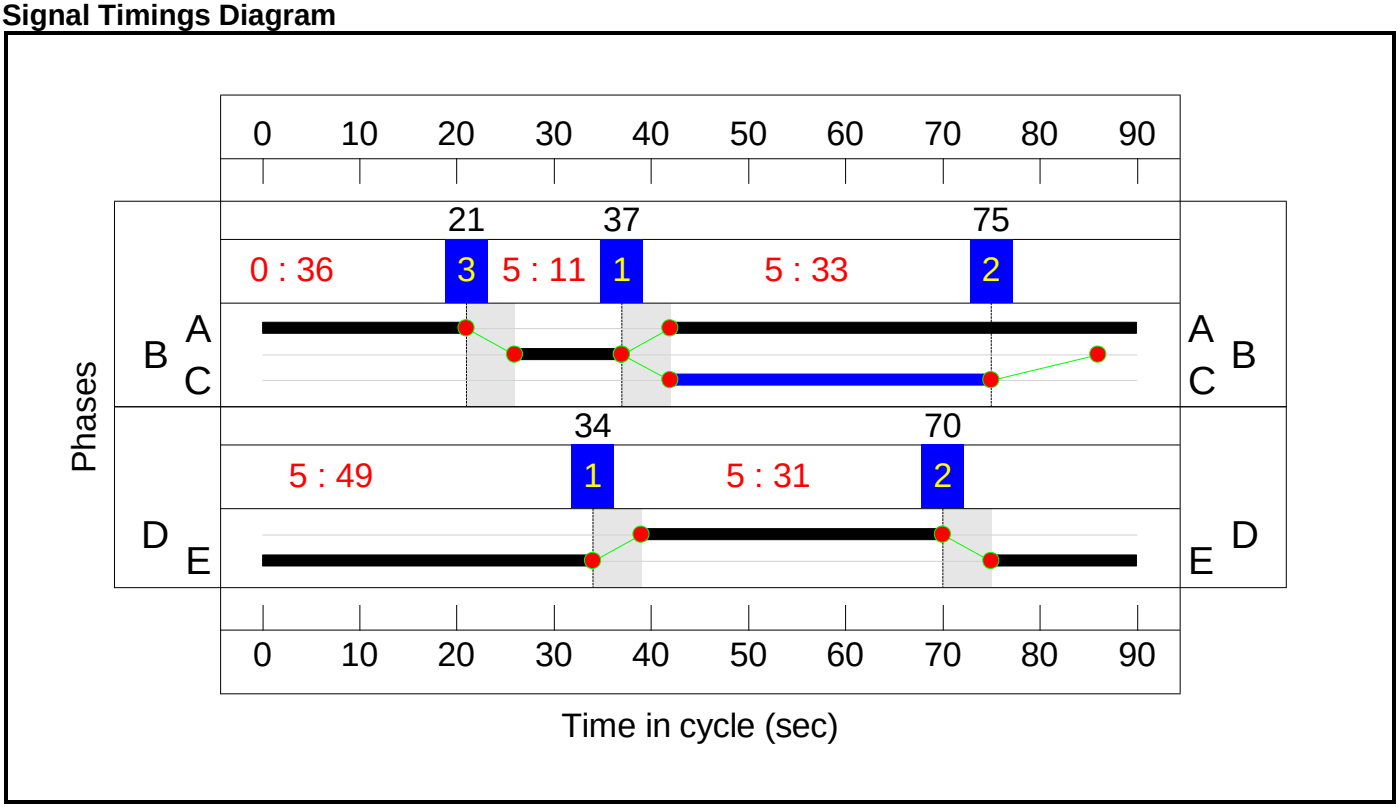
Stage Stream: 1

Stage	1	2	3
Duration	33	36	11
Change Point	37	75	21

Stage Stream: 2

Stage	1	2
Duration	31	49
Change Point	34	70

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	49	-	468	2039:2037	752+667	33.0 : 33.0%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	49	-	175	1949	1083	16.2%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	49	-	320	2064	1147	27.9%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	53	-	642	1805:1805	789+595	46.4 : 46.4%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	53	-	664	1854:1940	1157+11	56.9 : 56.9%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	32	-	647	2089	836	77.4%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	32	-	774	2172:2180	869+532	55.2 : 55.2%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	33	-	873	1981:2183	570+533	79.1 : 79.1%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	33	-	543	2191	876	62.0%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	22	-	661	2184:2169	492+543	63.8 : 63.8%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	22	-	541	2033:2033	476+447	58.6 : 58.6%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	11	-	390	2167:2167	360+309	58.3 : 58.3%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	11	-	254	2181	363	69.9%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	31	-	279	1900	676	41.3%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	31	-	290	1900	676	42.9%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	455	1900	1562	29.1%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	456	1900	1562	29.2%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	28	Inf	550	5.1%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	908	1900	1541	58.9%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	523	1900	1541	33.9%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	31	-	319	1900	676	47.2%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	31	-	210	1900	676	31.1%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	31	-	297	1900	676	44.0%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	430	1900	654	65.7%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	472	1900	654	72.1%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	320	1900	654	48.9%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	46	-	474	1900	992	47.8%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	628	1900	1077	58.3%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	614	1900	1077	57.0%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	270	1900	1077	25.1%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	542	1900	1077	50.3%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	47	-	736	1900	1077	68.4%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	47	-	846	1900	1077	78.6%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	47	-	492	1900	1077	45.7%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	47	-	490	1900	1077	45.5%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	57	-	560	1900	1288	43.5%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	57	-	942	1900	1288	73.1%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	57	-	1004	1900	1288	78.0%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	57	-	15	1900	1288	1.2%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	69	-	1063	1900	1541	69.0%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	69	-	1107	1900	1541	71.8%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	69	-	362	1900	1541	23.5%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1107	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**5**	**23**	**0**	**60.7**	**28.1**	**0.0**	**88.9**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**5**	**23**	**0**	**60.7**	**28.1**	**0.0**	**88.9**	**-**	**-**	**-**	**-**
1/1+1/2	468	468	-	-	-	1.3	0.2	-	1.6	11.9	3.1	0.2	3.3
1/3	175	175	-	-	-	0.5	0.1	-	0.6	11.8	2.1	0.1	2.2
1/4	320	320	-	-	-	0.9	0.2	-	1.1	12.7	4.2	0.2	4.4
2/2+2/1	642	642	-	-	-	1.3	0.4	-	1.8	9.8	4.2	0.4	4.6
2/4+2/3	664	664	-	-	-	1.7	0.7	-	2.4	13.0	9.5	0.7	10.1
3/1	647	647	-	-	-	4.2	1.7	-	5.9	32.8	14.0	1.7	15.7
3/2+3/3	774	774	-	-	-	4.3	0.6	-	4.9	22.9	9.2	0.6	9.8
4/2+4/1	873	873	-	-	-	5.0	1.9	-	6.9	28.4	10.2	1.9	12.0
4/3	543	543	-	-	-	3.2	0.8	-	4.1	26.9	10.7	0.8	11.5
5/1+5/2	661	661	-	-	-	5.1	0.9	-	6.0	32.5	7.4	0.9	8.3
5/3+5/4	541	541	-	-	-	3.9	0.7	-	4.7	30.9	5.7	0.7	6.4
6/2+6/1	390	390	-	-	-	3.7	0.7	-	4.4	40.8	4.8	0.7	5.5
6/3	254	254	-	-	-	2.5	1.1	-	3.6	51.5	5.9	1.1	7.1
7/1	279	279	-	-	-	0.6	0.4	-	1.0	12.4	5.8	0.4	6.2
7/2	290	290	-	-	-	0.6	0.4	-	1.0	12.0	5.5	0.4	5.8
8/1	455	455	-	-	-	0.0	0.2	-	0.2	1.9	0.3	0.2	0.5
8/2	456	456	-	-	-	0.0	0.2	-	0.2	1.9	0.3	0.2	0.5
9/1	28	28	5	23	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
10/1	908	908	-	-	-	0.1	0.7	-	0.8	3.2	10.6	0.7	11.3
10/2	523	523	-	-	-	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
11/1	319	319	-	-	-	0.0	0.4	-	0.5	5.4	0.3	0.4	0.7
11/2	210	210	-	-	-	0.1	0.2	-	0.3	5.3	5.0	0.2	5.2

Full Input Data And Results

11/3	297	297	-	-	-	0.1	0.4	-	0.5	6.2	6.1	0.4	6.5
12/1	430	430	-	-	-	1.6	0.9	-	2.5	21.2	5.2	0.9	6.1
12/2	472	472	-	-	-	1.9	1.3	-	3.2	24.5	5.3	1.3	6.6
12/3	320	320	-	-	-	2.3	0.5	-	2.8	31.4	7.8	0.5	8.3
13/1	474	474	-	-	-	0.1	0.5	-	0.6	4.4	0.5	0.5	1.0
13/2	628	628	-	-	-	0.7	0.7	-	1.4	8.1	7.9	0.7	8.6
13/3	614	614	-	-	-	1.2	0.7	-	1.8	10.6	7.4	0.7	8.1
13/4	270	270	-	-	-	0.4	0.2	-	0.5	7.1	1.5	0.2	1.7
13/5	542	542	-	-	-	2.1	0.5	-	2.6	17.4	7.0	0.5	7.5
14/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	736	736	-	-	-	1.6	1.1	-	2.7	13.1	10.6	1.1	11.7
14/3	846	846	-	-	-	1.2	1.8	-	3.0	12.6	15.4	1.8	17.2
14/4	492	492	-	-	-	0.8	0.4	-	1.2	8.9	5.5	0.4	5.9
14/5	490	490	-	-	-	0.4	0.4	-	0.8	6.2	5.1	0.4	5.6
15/1	560	560	-	-	-	0.5	0.4	-	0.9	5.6	4.5	0.4	4.8
15/2	942	942	-	-	-	1.8	1.4	-	3.2	12.1	10.5	1.4	11.8
15/3	1004	1004	-	-	-	2.8	1.7	-	4.5	16.2	13.3	1.7	15.0
15/4	15	15	-	-	-	0.0	0.0	-	0.0	6.4	0.1	0.0	0.1
16/1	1063	1063	-	-	-	0.3	1.1	-	1.4	4.8	2.8	1.1	3.9
16/2	1107	1107	-	-	-	0.3	1.3	-	1.5	5.0	2.4	1.3	3.6
16/3	362	362	-	-	-	1.4	0.2	-	1.5	15.3	8.8	0.2	8.9
17/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1431	1431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

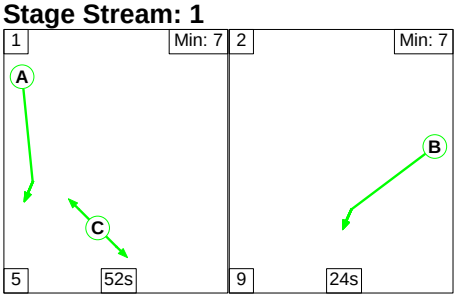
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	24.8	Total Delay for Signalled Lanes (pcuHr):	12.68	Cycle Time (s):	90
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	19.71	Cycle Time (s):	90
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	18.64	Cycle Time (s):	90
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	208.3	Total Delay for Signalled Lanes (pcuHr):	0.49	Cycle Time (s):	90
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	19.18	Cycle Time (s):	90
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	52.8	Total Delay for Signalled Lanes (pcuHr):	1.06	Cycle Time (s):	90
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	12.55	Cycle Time (s):	90
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	90.6	Total Delay for Signalled Lanes (pcuHr):	4.56	Cycle Time (s):	90
		PRC Over All Lanes (%):	13.7	Total Delay Over All Lanes(pcuHr):	88.88		

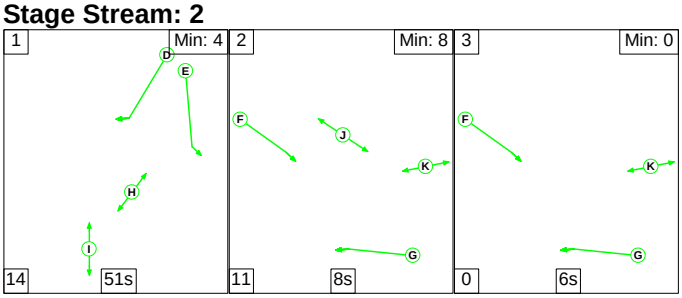
Full Input Data And Results
Scenario 8: '2024 DS(A) PM' (FG8: '2024 DS(A) PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

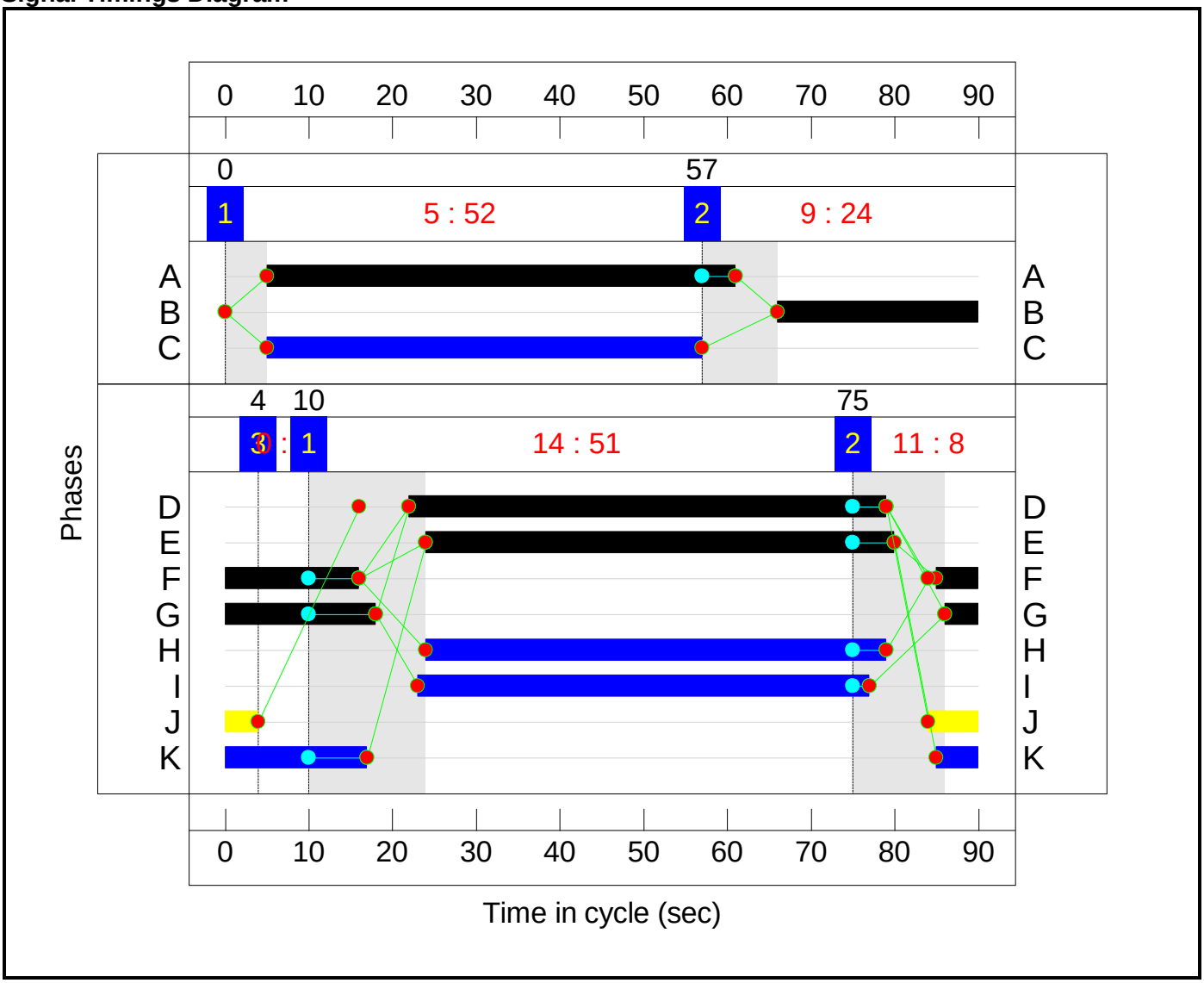
Stage	1	2
Duration	52	24
Change Point	0	57

Stage Stream: 2

Stage	1	2	3
Duration	51	8	6
Change Point	10	75	4

Full Input Data And Results

Signal Timings Diagram

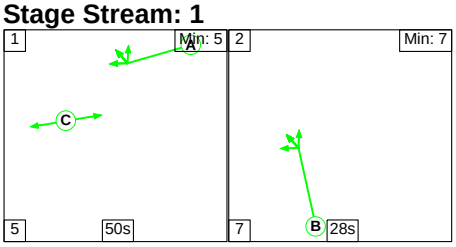


Full Input Data And Results

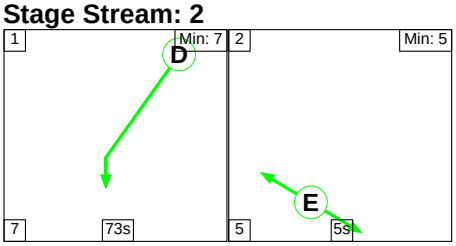
C2 - 770L

Stage Sequence Diagram

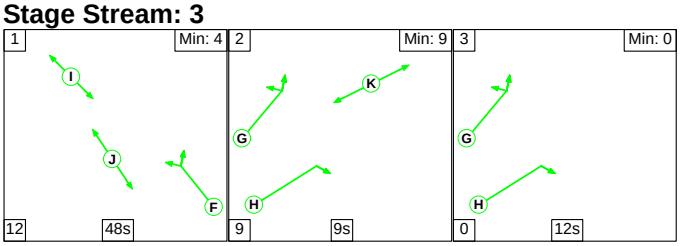
Stage Stream: 1



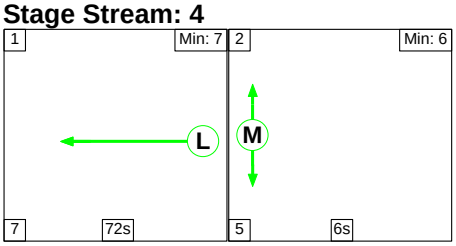
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	50	28
Change Point	9	64

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	32	22

Stage Stream: 3

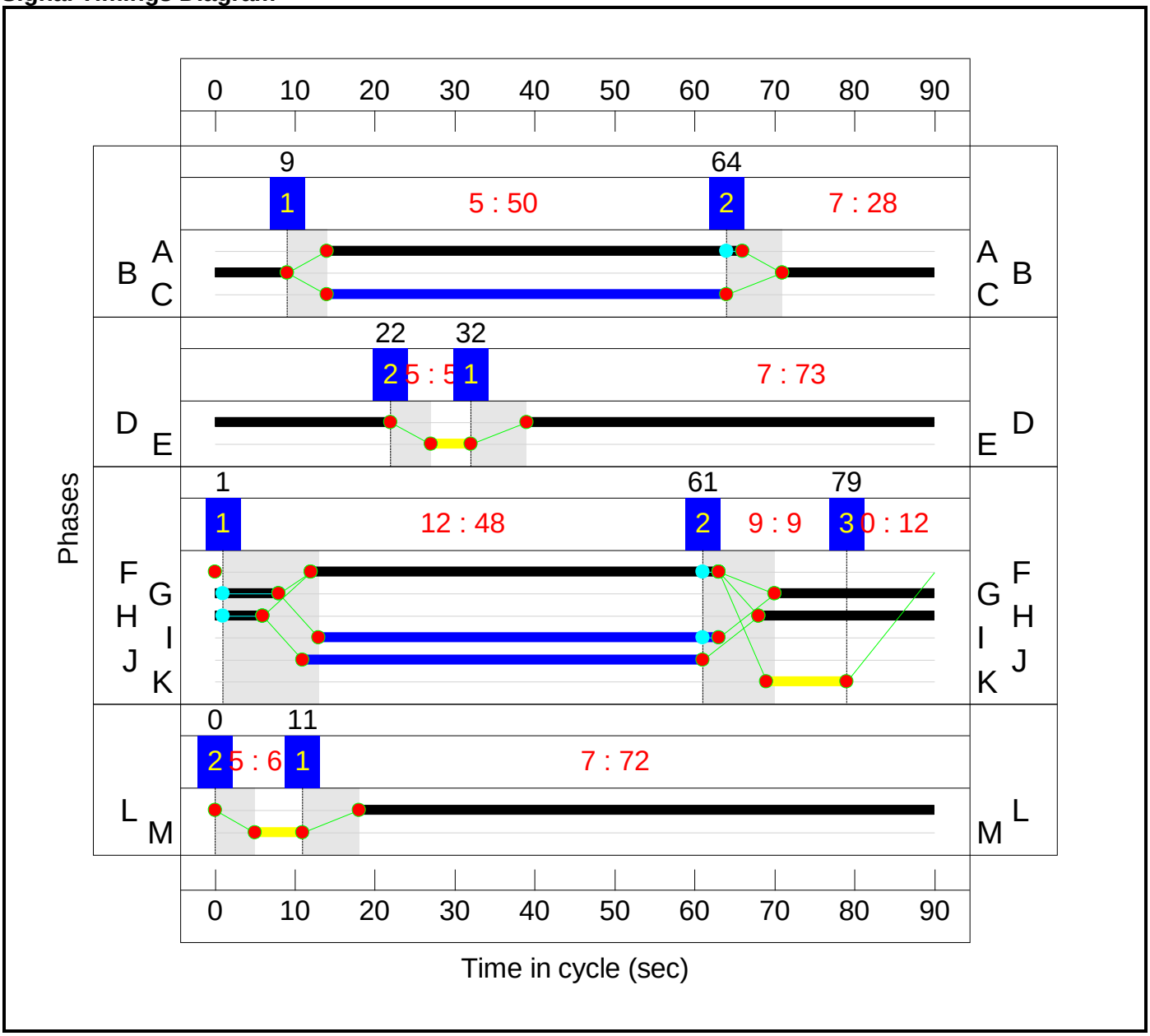
Stage	1	2	3
Duration	48	9	12
Change Point	1	61	79

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	11	0

Signal Timings Diagram

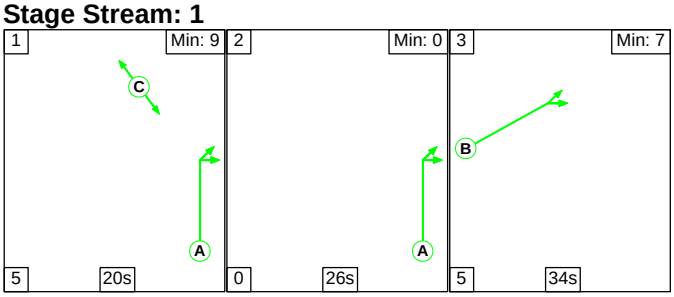


Full Input Data And Results

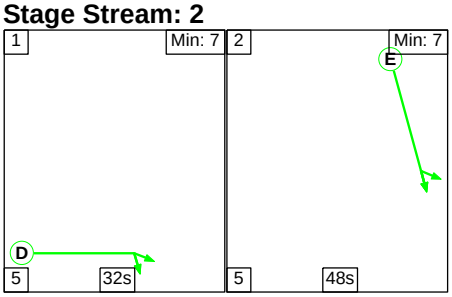
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

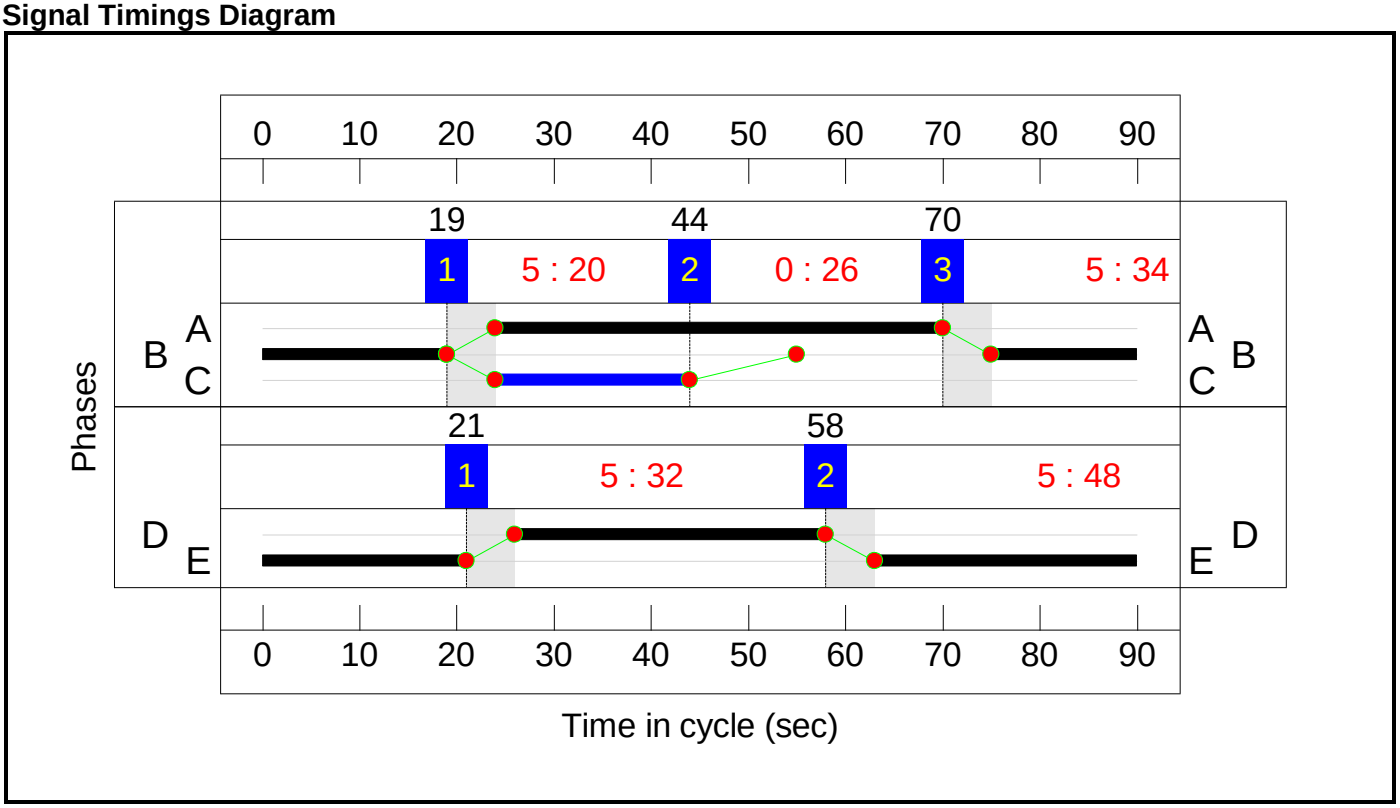
Stage Stream: 1

Stage	1	2	3
Duration	20	26	34
Change Point	19	44	70

Stage Stream: 2

Stage	1	2
Duration	32	48
Change Point	21	58

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	48	-	989	2039:2037	761+607	72.3 : 72.3%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	48	-	501	1949	1061	47.2%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	48	-	634	2064	1124	56.4%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	24	-	441	1805:1805	429+280	62.2 : 62.2%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	24	-	393	1854:1940	505+0	77.8 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	22	-	489	2089	627	78.0%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	22	-	429	2172:2180	652+203	50.2 : 50.2%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	28	-	525	1981:2183	516+455	54.1 : 54.1%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	28	-	319	2191	755	42.3%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	28	-	688	2184:2169	474+602	64.0 : 64.0%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	28	-	461	2033:2033	511+483	46.4 : 46.4%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	34	-	418	2167:2167	747+277	40.9 : 40.9%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	34	-	425	2181	897	47.4%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	21	-	237	1900	464	51.0%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	21	-	240	1900	464	51.7%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	747	1900	1562	47.8%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	749	1900	1562	47.9%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	16	Inf	557	2.9%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	814	1900	1541	52.8%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	235	1900	1541	15.2%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	32	-	416	1900	697	59.7%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	287	1900	697	41.2%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	509	1900	697	73.1%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	726	1900	1267	57.3%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	1010	1900	1267	79.7%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	634	1900	1267	50.1%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	56	-	752	1900	1203	62.5%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	57	-	889	1900	1288	69.0%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	57	-	851	1900	1288	66.1%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	57	-	395	1900	1288	30.7%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	57	-	317	1900	1288	24.6%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1496	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	52	-	715	1900	1119	63.9%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	52	-	667	1900	1119	59.6%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	52	-	247	1900	1119	22.1%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	52	-	245	1900	1119	21.9%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	51	-	579	1900	1098	52.7%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	51	-	475	1900	1098	43.3%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	51	-	502	1900	1098	45.7%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	51	-	97	1900	1098	8.8%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	46	-	596	1900	1056	56.5%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	46	-	565	1900	1056	53.5%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	46	-	482	1900	1056	45.7%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1229	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1496	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	565	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**13**	**3**	**0**	**67.1**	**26.6**	**0.0**	**93.7**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**13**	**3**	**0**	**67.1**	**26.6**	**0.0**	**93.7**	**-**	**-**	**-**	**-**
1/1+1/2	989	989	-	-	-	3.4	1.3	-	4.7	17.2	9.4	1.3	10.7
1/3	501	501	-	-	-	1.7	0.4	-	2.2	15.8	7.7	0.4	8.1
1/4	634	634	-	-	-	2.4	0.6	-	3.0	17.1	10.4	0.6	11.0
2/2+2/1	441	441	-	-	-	3.3	0.8	-	4.1	33.6	5.6	0.8	6.5
2/4+2/3	393	393	-	-	-	3.3	1.7	-	5.0	45.4	9.1	1.7	10.8
3/1	489	489	-	-	-	3.9	1.7	-	5.6	41.5	11.1	1.7	12.9
3/2+3/3	429	429	-	-	-	3.0	0.5	-	3.5	29.5	6.7	0.5	7.2
4/2+4/1	525	525	-	-	-	3.2	0.6	-	3.8	26.2	5.3	0.6	5.9
4/3	319	319	-	-	-	2.0	0.4	-	2.4	26.8	6.1	0.4	6.5
5/1+5/2	688	688	-	-	-	4.7	0.9	-	5.6	29.3	7.9	0.9	8.8
5/3+5/4	461	461	-	-	-	3.0	0.4	-	3.4	26.7	4.5	0.4	5.0
6/2+6/1	418	418	-	-	-	2.1	0.3	-	2.4	20.7	5.2	0.3	5.5
6/3	425	425	-	-	-	2.3	0.4	-	2.7	23.2	7.7	0.4	8.1
7/1	237	237	-	-	-	0.4	0.5	-	0.9	13.8	5.1	0.5	5.6
7/2	240	240	-	-	-	0.4	0.5	-	1.0	14.5	4.9	0.5	5.4
8/1	747	747	-	-	-	0.0	0.5	-	0.5	2.3	0.2	0.5	0.7
8/2	749	749	-	-	-	0.0	0.5	-	0.5	2.3	0.2	0.5	0.7
9/1	16	16	13	3	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
10/1	814	814	-	-	-	0.0	0.6	-	0.6	2.7	0.5	0.6	1.0
10/2	235	235	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
11/1	416	416	-	-	-	0.1	0.7	-	0.8	7.2	0.4	0.7	1.1
11/2	287	287	-	-	-	2.0	0.3	-	2.4	30.0	7.2	0.3	7.5

Full Input Data And Results

11/3	509	509	-	-	-	3.4	1.3	-	4.7	33.2	12.0	1.3	13.3
12/1	726	726	-	-	-	1.3	0.7	-	2.0	9.8	8.8	0.7	9.4
12/2	1010	1010	-	-	-	1.9	1.9	-	3.8	13.6	11.3	1.9	13.3
12/3	634	634	-	-	-	2.2	0.5	-	2.7	15.5	14.8	0.5	15.3
13/1	752	752	-	-	-	1.3	0.8	-	2.1	10.0	10.7	0.8	11.6
13/2	889	889	-	-	-	0.9	1.1	-	2.0	8.3	10.2	1.1	11.3
13/3	851	851	-	-	-	1.7	1.0	-	2.7	11.3	12.9	1.0	13.9
13/4	395	395	-	-	-	0.6	0.2	-	0.8	7.7	6.6	0.2	6.8
13/5	317	317	-	-	-	1.3	0.2	-	1.4	16.3	4.2	0.2	4.3
14/1	1496	1496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	715	715	-	-	-	2.7	0.9	-	3.6	18.0	17.7	0.9	18.6
14/3	667	667	-	-	-	0.5	0.7	-	1.2	6.7	7.1	0.7	7.8
14/4	247	247	-	-	-	0.4	0.1	-	0.6	8.1	3.4	0.1	3.5
14/5	245	245	-	-	-	0.4	0.1	-	0.6	8.6	3.8	0.1	3.9
15/1	579	579	-	-	-	0.8	0.6	-	1.3	8.2	3.8	0.6	4.4
15/2	475	475	-	-	-	1.0	0.4	-	1.4	10.5	5.6	0.4	6.0
15/3	502	502	-	-	-	1.2	0.4	-	1.6	11.5	6.4	0.4	6.8
15/4	97	97	-	-	-	0.4	0.0	-	0.4	14.8	2.2	0.0	2.3
16/1	596	596	-	-	-	0.6	0.6	-	1.3	7.7	3.0	0.6	3.7
16/2	565	565	-	-	-	0.3	0.6	-	0.9	5.6	1.5	0.6	2.1
16/3	482	482	-	-	-	2.8	0.4	-	3.3	24.3	12.0	0.4	12.5
17/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1496	1496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

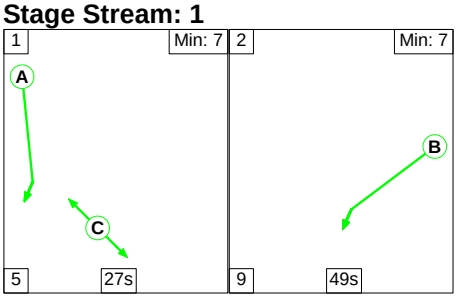
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	17.58	Cycle Time (s):	90
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	20.12	Cycle Time (s):	90
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	40.8	Total Delay for Signalled Lanes (pcuHr):	12.16	Cycle Time (s):	90
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	87.7	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	90
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	13.72	Cycle Time (s):	90
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	70.4	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s):	90
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	59.4	Total Delay for Signalled Lanes (pcuHr):	10.55	Cycle Time (s):	90
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	23.2	Total Delay for Signalled Lanes (pcuHr):	17.85	Cycle Time (s):	90
		PRC Over All Lanes (%):	12.9	Total Delay Over All Lanes(pcuHr):	93.66		

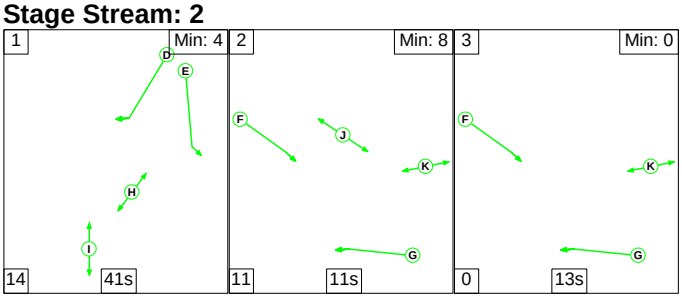
Full Input Data And Results
Scenario 9: '2024 DS(A+B) AM' (FG9: '2024 DS(A+B) AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

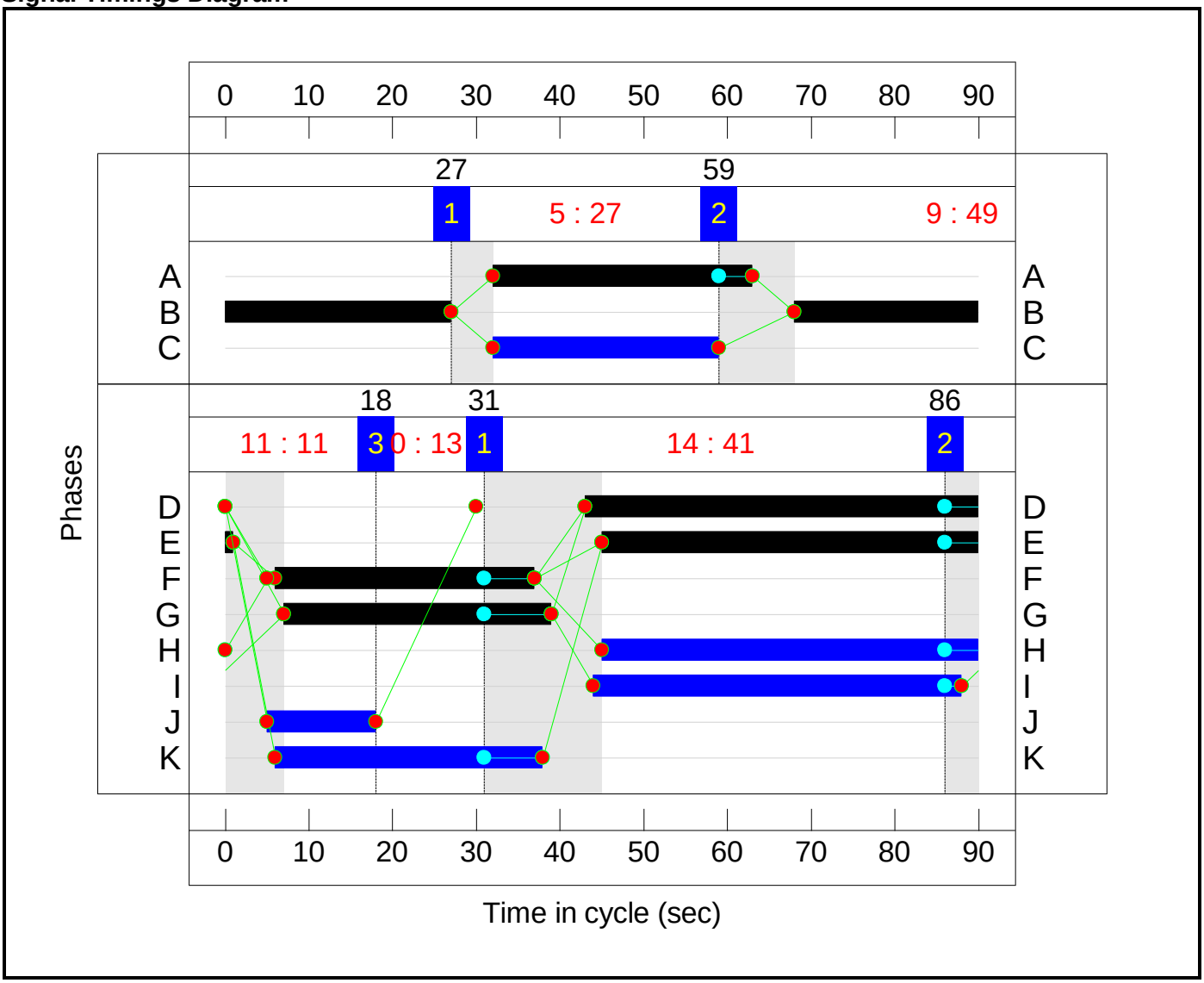
Stage	1	2
Duration	27	49
Change Point	27	59

Stage Stream: 2

Stage	1	2	3
Duration	41	11	13
Change Point	31	86	18

Full Input Data And Results

Signal Timings Diagram

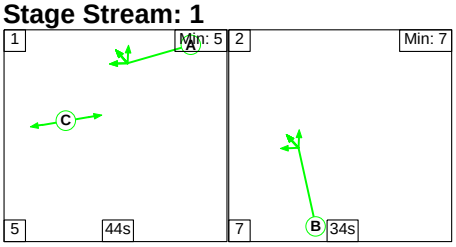


Full Input Data And Results

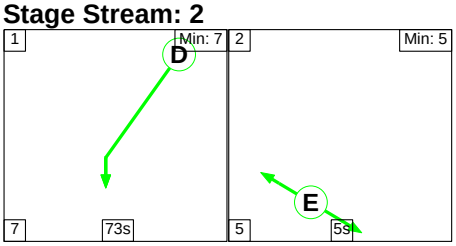
C2 - 770L

Stage Sequence Diagram

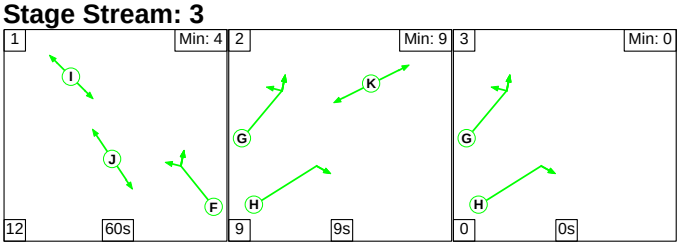
Stage Stream: 1



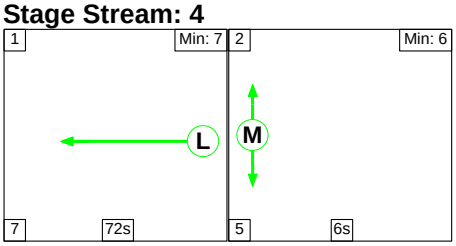
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	34
Change Point	82	41

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	53	43

Stage Stream: 3

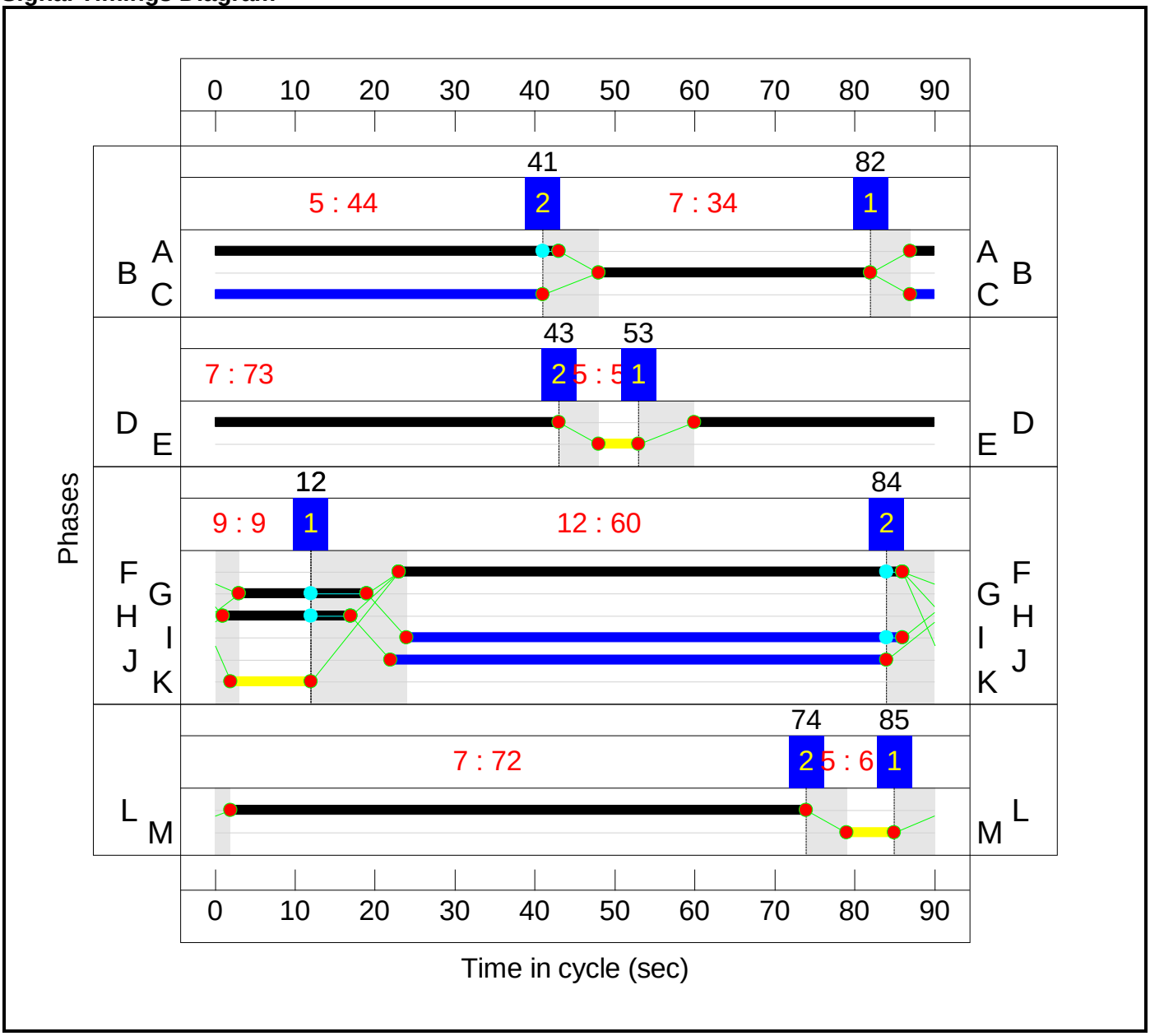
Stage	1	2	3
Duration	60	9	0
Change Point	12	84	12

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	85	74

Signal Timings Diagram

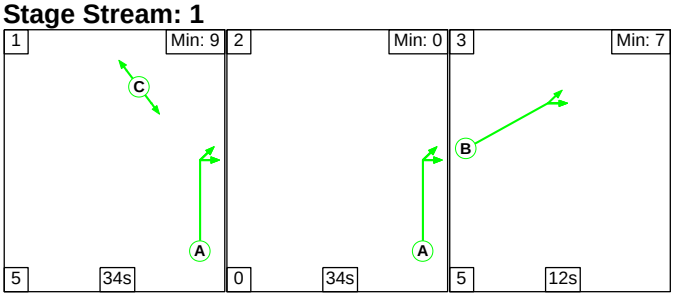


Full Input Data And Results

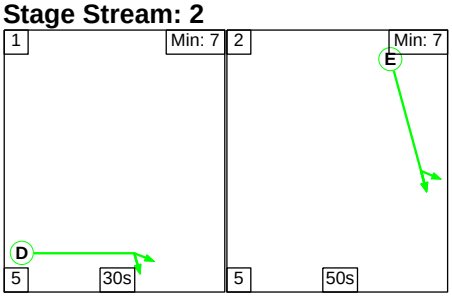
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

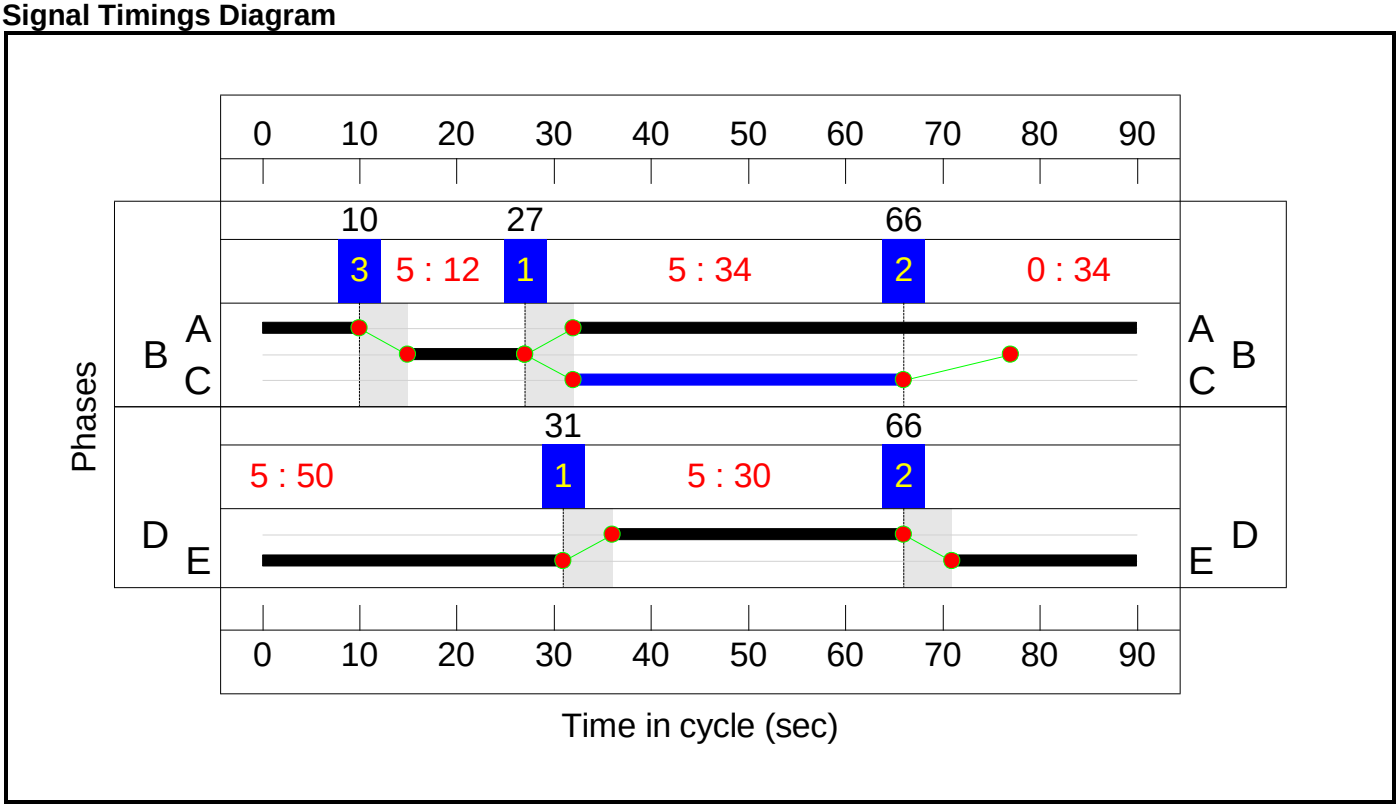
Stage Stream: 1

Stage	1	2	3
Duration	34	34	12
Change Point	27	66	10

Stage Stream: 2

Stage	1	2
Duration	30	50
Change Point	31	66

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	50	-	468	2039:2037	764+678	32.5 : 32.5%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	50	-	222	1949	1104	20.1%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	50	-	283	2064	1170	24.2%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	49	-	720	1805:1805	756+531	56.0 : 56.0%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	49	-	603	1854:1940	1077+7	55.6 : 55.6%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	32	-	545	2089	836	65.2%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	32	-	879	2172:2180	869+806	52.5 : 52.5%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	34	-	863	1981:2183	578+558	75.9 : 75.9%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	34	-	560	2191	901	62.2%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	16	-	661	2184:2169	414+458	75.8 : 75.8%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	16	-	541	2033:2033	407+377	69.1 : 69.1%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	12	-	390	2167:2167	373+320	56.3 : 56.3%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	12	-	271	2181	388	69.9%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	31	-	281	1900	676	41.6%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	31	-	288	1900	676	42.6%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	480	1900	1562	30.7%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	478	1900	1562	30.6%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	28	Inf	551	5.1%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	951	1900	1541	61.7%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	480	1900	1541	31.1%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	30	-	322	1900	654	49.2%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	30	-	210	1900	654	32.1%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	30	-	314	1900	654	48.0%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	31	-	430	1900	739	58.2%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	31	-	536	1900	739	72.5%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	31	-	283	1900	739	38.3%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	46	-	474	1900	992	47.8%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	657	1900	1077	61.0%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	757	1900	1077	70.3%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	129	1900	1077	12.0%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	47	-	555	1900	1077	51.5%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	46	-	779	1900	1056	73.8%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	46	-	790	1900	1056	74.8%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	46	-	485	1900	1056	45.9%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	46	-	510	1900	1056	48.3%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	63	-	562	1900	1414	39.7%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	63	-	876	1900	1414	61.9%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	63	-	1072	1900	1414	75.8%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	63	-	18	1900	1414	1.3%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	68	-	1081	1900	1520	71.1%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	68	-	1091	1900	1520	71.8%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	68	-	365	1900	1520	24.0%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1091	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**1**	**27**	**0**	**67.1**	**27.9**	**0.0**	**95.0**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**1**	**27**	**0**	**67.1**	**27.9**	**0.0**	**95.0**	**-**	**-**	**-**	**-**
1/1+1/2	468	468	-	-	-	1.2	0.2	-	1.5	11.4	3.0	0.2	3.3
1/3	222	222	-	-	-	0.6	0.1	-	0.7	11.6	2.7	0.1	2.8
1/4	283	283	-	-	-	0.8	0.2	-	0.9	11.8	3.5	0.2	3.7
2/2+2/1	720	720	-	-	-	1.9	0.6	-	2.6	12.8	5.6	0.6	6.3
2/4+2/3	603	603	-	-	-	1.9	0.6	-	2.5	15.0	9.2	0.6	9.8
3/1	545	545	-	-	-	3.3	0.9	-	4.3	28.1	11.1	0.9	12.0
3/2+3/3	879	879	-	-	-	5.0	0.6	-	5.5	22.6	8.6	0.6	9.2
4/2+4/1	863	863	-	-	-	4.7	1.6	-	6.3	26.3	9.0	1.6	10.5
4/3	560	560	-	-	-	3.3	0.8	-	4.1	26.2	11.0	0.8	11.9
5/1+5/2	661	661	-	-	-	6.1	1.5	-	7.6	41.4	8.1	1.5	9.6
5/3+5/4	541	541	-	-	-	4.7	1.1	-	5.8	38.8	6.3	1.1	7.4
6/2+6/1	390	390	-	-	-	3.6	0.6	-	4.3	39.4	4.7	0.6	5.4
6/3	271	271	-	-	-	2.6	1.1	-	3.8	49.9	6.3	1.1	7.5
7/1	281	281	-	-	-	0.0	0.4	-	0.4	4.9	6.4	0.4	6.8
7/2	288	288	-	-	-	0.1	0.4	-	0.5	6.0	5.9	0.4	6.2
8/1	480	480	-	-	-	0.0	0.2	-	0.2	1.8	0.2	0.2	0.4
8/2	478	478	-	-	-	0.0	0.2	-	0.2	1.8	0.2	0.2	0.4
9/1	28	28	1	27	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
10/1	951	951	-	-	-	0.1	0.8	-	0.9	3.4	9.5	0.8	10.3
10/2	480	480	-	-	-	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
11/1	322	322	-	-	-	0.1	0.5	-	0.6	6.6	0.4	0.5	0.9
11/2	210	210	-	-	-	0.5	0.2	-	0.8	13.3	5.2	0.2	5.5

Full Input Data And Results

11/3	314	314	-	-	-	0.7	0.5	-	1.2	13.7	7.1	0.5	7.6
12/1	430	430	-	-	-	1.5	0.7	-	2.2	18.1	5.0	0.7	5.7
12/2	536	536	-	-	-	1.9	1.3	-	3.2	21.5	5.7	1.3	7.0
12/3	283	283	-	-	-	2.0	0.3	-	2.3	28.9	6.7	0.3	7.0
13/1	474	474	-	-	-	0.5	0.5	-	0.9	7.0	5.9	0.5	6.3
13/2	657	657	-	-	-	0.9	0.8	-	1.7	9.4	6.7	0.8	7.5
13/3	757	757	-	-	-	2.0	1.2	-	3.2	15.0	11.4	1.2	12.6
13/4	129	129	-	-	-	0.1	0.1	-	0.2	5.4	1.2	0.1	1.3
13/5	555	555	-	-	-	1.7	0.5	-	2.2	14.2	5.5	0.5	6.0
14/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	779	779	-	-	-	3.7	1.4	-	5.1	23.8	16.0	1.4	17.4
14/3	790	790	-	-	-	3.0	1.5	-	4.4	20.2	14.7	1.5	16.2
14/4	485	485	-	-	-	2.1	0.4	-	2.5	18.6	11.7	0.4	12.2
14/5	510	510	-	-	-	0.8	0.5	-	1.3	9.3	8.1	0.5	8.6
15/1	562	562	-	-	-	0.5	0.3	-	0.8	5.2	3.3	0.3	3.6
15/2	876	876	-	-	-	2.3	0.8	-	3.2	13.0	12.8	0.8	13.6
15/3	1072	1072	-	-	-	1.0	1.6	-	2.6	8.6	11.7	1.6	13.3
15/4	18	18	-	-	-	0.0	0.0	-	0.0	2.8	0.0	0.0	0.0
16/1	1081	1081	-	-	-	0.6	1.2	-	1.8	6.0	5.8	1.2	7.0
16/2	1091	1091	-	-	-	0.2	1.3	-	1.5	4.8	1.3	1.3	2.6
16/3	365	365	-	-	-	1.0	0.2	-	1.1	11.1	8.7	0.2	8.9
17/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1431	1431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

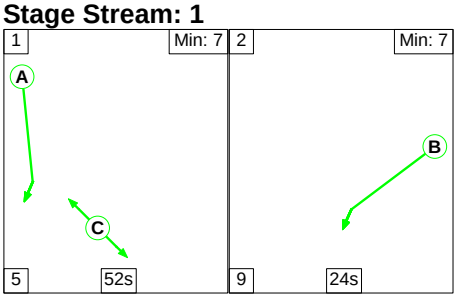
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	24.1	Total Delay for Signalled Lanes (pcuHr):	12.70	Cycle Time (s):	90
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	18.81	Cycle Time (s):	90
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	23.77	Cycle Time (s):	90
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	192.9	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	90
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):	19.98	Cycle Time (s):	90
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	45.8	Total Delay for Signalled Lanes (pcuHr):	1.11	Cycle Time (s):	90
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	12.41	Cycle Time (s):	90
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	82.9	Total Delay for Signalled Lanes (pcuHr):	5.69	Cycle Time (s):	90
		PRC Over All Lanes (%):	18.5	Total Delay Over All Lanes(pcuHr):	95.00		

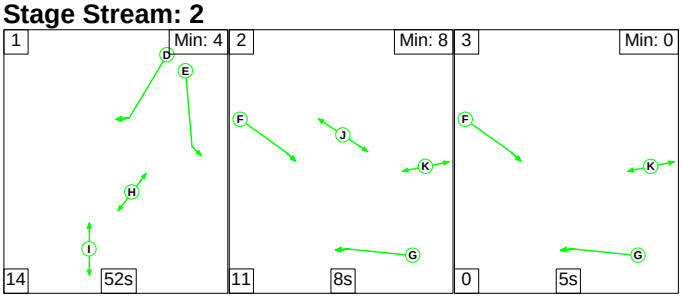
Full Input Data And Results
Scenario 10: '2024 DS(A+B) PM' (FG10: '2024 DS(A+B) PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

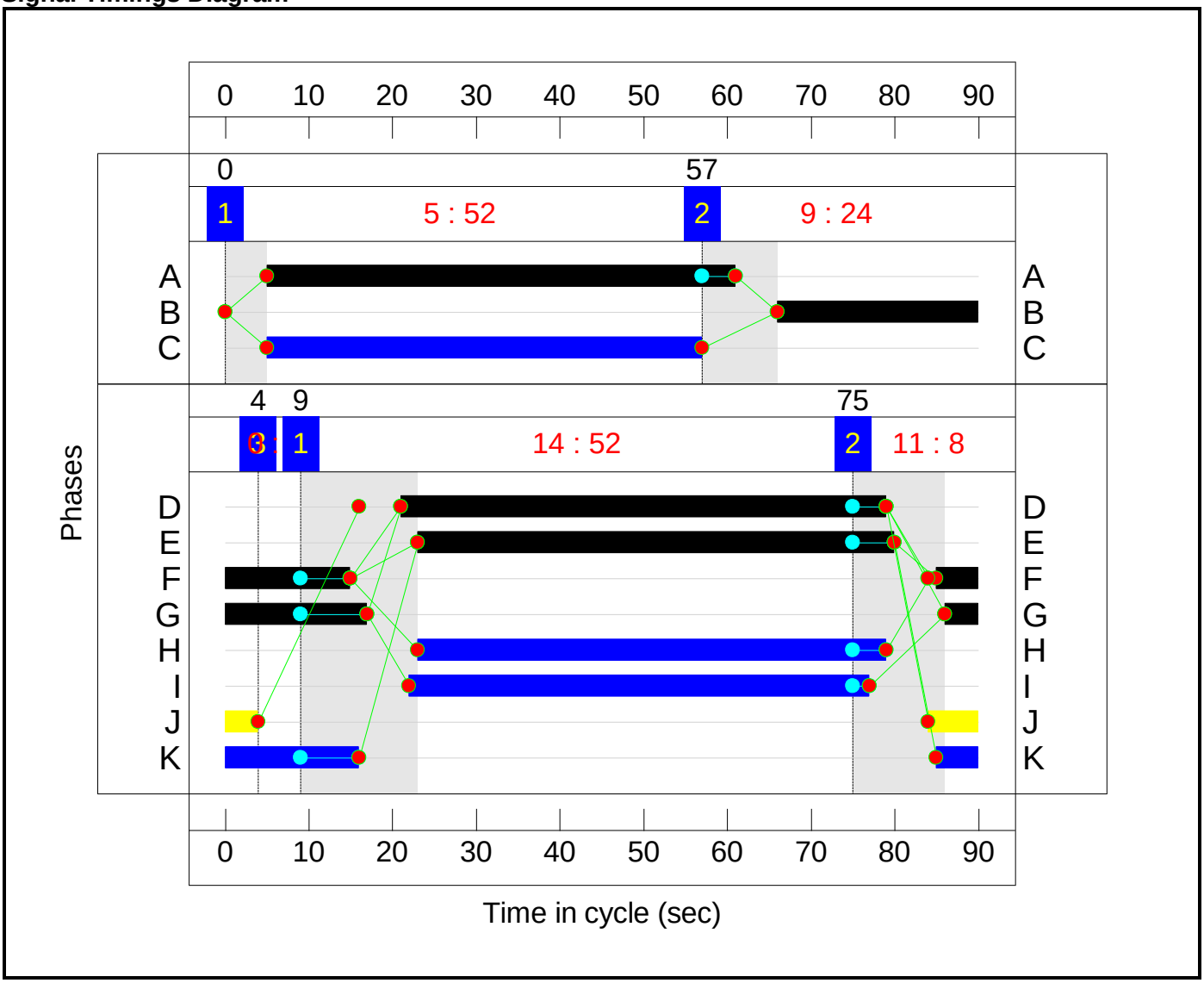
Stage	1	2
Duration	52	24
Change Point	0	57

Stage Stream: 2

Stage	1	2	3
Duration	52	8	5
Change Point	9	75	4

Full Input Data And Results

Signal Timings Diagram

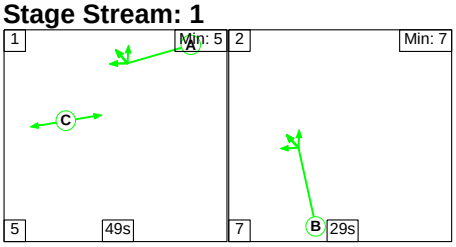


Full Input Data And Results

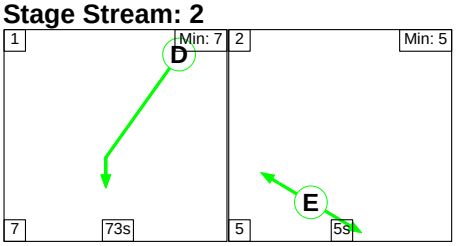
C2 - 770L

Stage Sequence Diagram

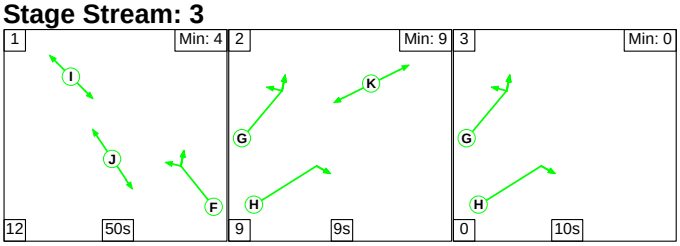
Stage Stream: 1



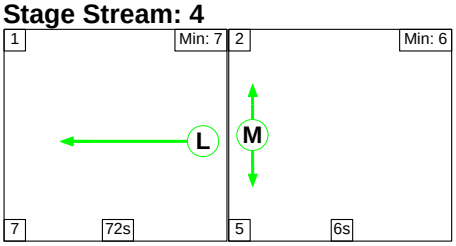
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	29
Change Point	3	57

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	31	21

Stage Stream: 3

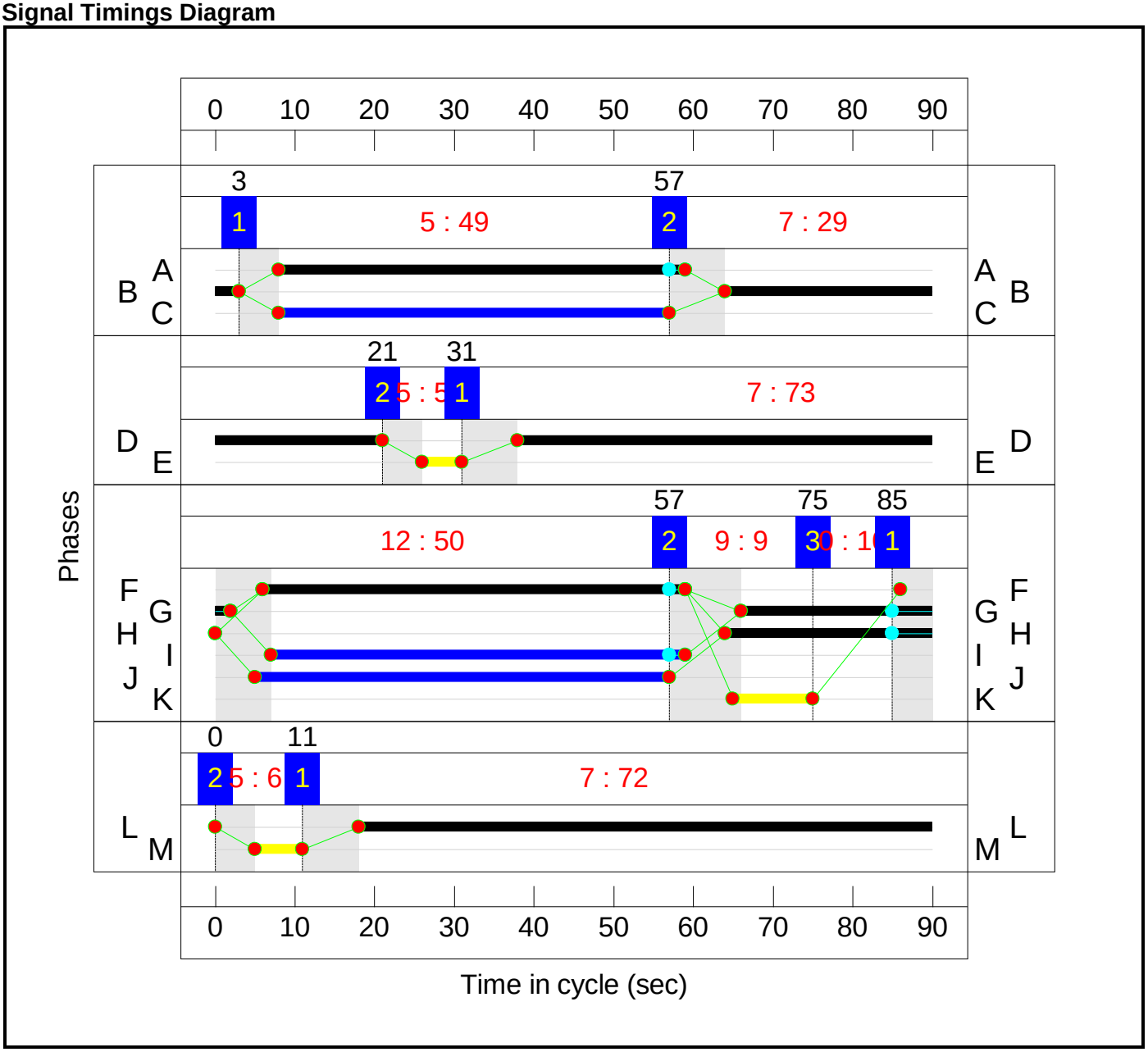
Stage	1	2	3
Duration	50	9	10
Change Point	85	57	75

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	11	0

Signal Timings Diagram

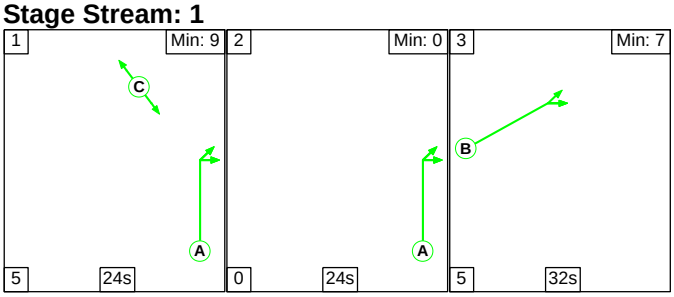


Full Input Data And Results

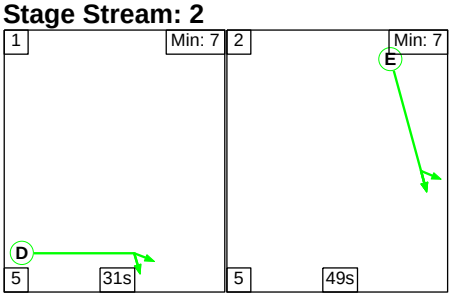
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

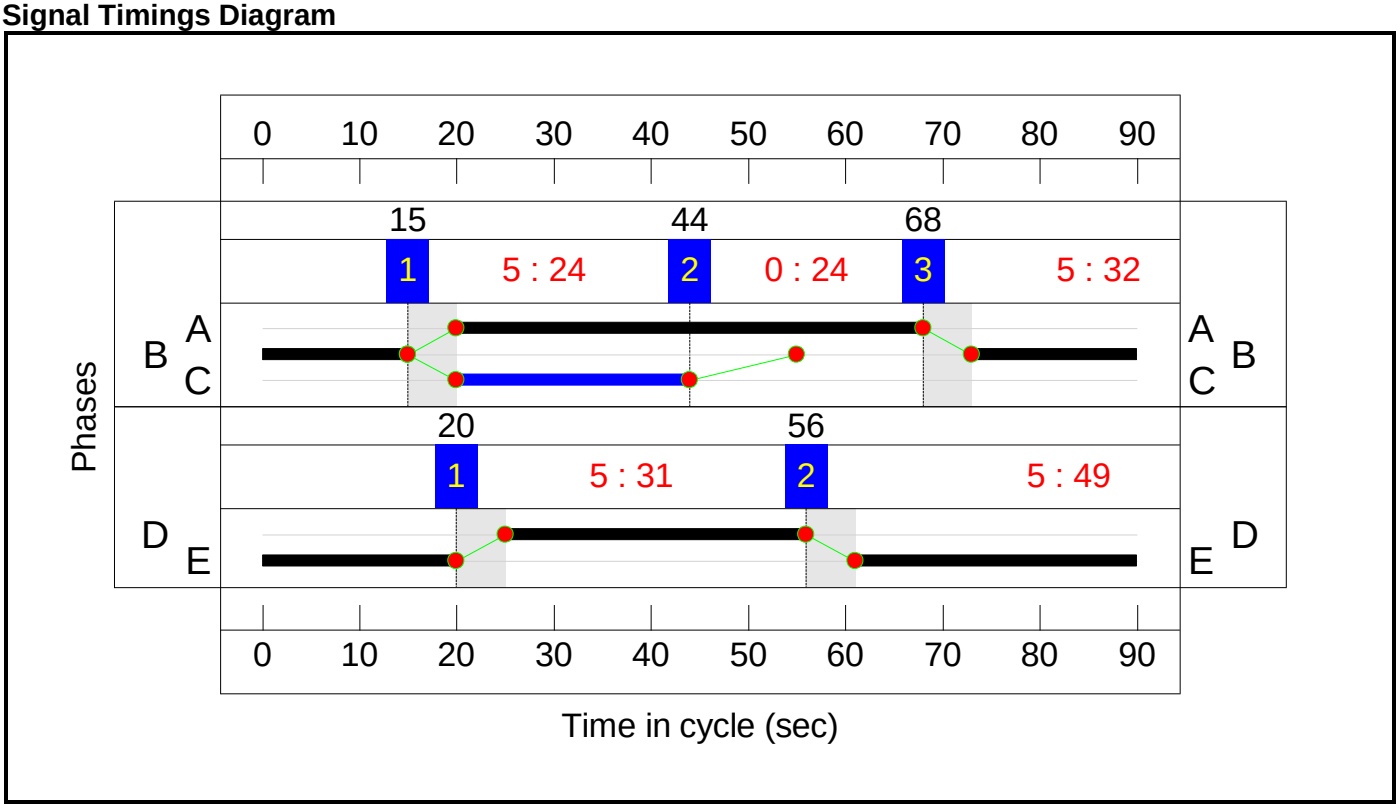
Stage Stream: 1

Stage	1	2	3
Duration	24	24	32
Change Point	15	44	68

Stage Stream: 2

Stage	1	2
Duration	31	49
Change Point	20	56

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	49	-	989	2039:2037	773+617	71.1 : 71.1%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	49	-	489	1949	1083	45.2%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	49	-	647	2064	1147	56.4%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	24	-	443	1805:1805	429+283	62.3 : 62.3%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	24	-	393	1854:1940	505+0	77.8 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	21	-	442	2089	603	73.2%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	21	-	476	2172:2180	627+321	50.2 : 50.2%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	29	-	541	1981:2183	523+487	53.6 : 53.6%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	29	-	342	2191	779	43.9%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	26	-	688	2184:2169	452+575	67.0 : 67.0%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	26	-	461	2033:2033	488+458	48.7 : 48.7%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	32	-	418	2167:2167	711+264	42.9 : 42.9%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	32	-	426	2181	848	50.2%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	20	-	238	1900	443	53.7%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	20	-	241	1900	443	54.4%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	749	1900	1562	47.9%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	751	1900	1562	48.1%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	18	Inf	558	3.2%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	766	1900	1541	49.7%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	283	1900	1541	18.4%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	31	-	430	1900	676	63.7%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	31	-	287	1900	676	42.5%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	31	-	510	1900	676	75.5%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	726	1900	1267	57.3%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	999	1900	1267	78.9%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	647	1900	1267	51.1%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	57	-	752	1900	1224	61.4%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	58	-	931	1900	1309	71.1%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	58	-	809	1900	1309	61.8%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	58	-	399	1900	1309	30.5%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	58	-	317	1900	1309	24.2%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1500	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	51	-	667	1900	1098	60.8%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	51	-	715	1900	1098	65.1%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	51	-	206	1900	1098	18.8%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	51	-	286	1900	1098	26.1%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	53	-	594	1900	1140	52.1%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	53	-	427	1900	1140	37.5%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	53	-	558	1900	1140	48.9%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	53	-	111	1900	1140	9.7%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	48	-	542	1900	1098	49.4%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	48	-	627	1900	1098	57.1%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	48	-	496	1900	1098	45.2%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1500	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	627	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**15**	**3**	**0**	**66.9**	**26.6**	**0.0**	**93.5**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**15**	**3**	**0**	**66.9**	**26.6**	**0.0**	**93.5**	**-**	**-**	**-**	**-**
1/1+1/2	989	989	-	-	-	3.2	1.2	-	4.5	16.3	8.8	1.2	10.0
1/3	489	489	-	-	-	1.6	0.4	-	2.0	14.9	7.2	0.4	7.6
1/4	647	647	-	-	-	2.3	0.6	-	3.0	16.5	10.4	0.6	11.1
2/2+2/1	443	443	-	-	-	3.3	0.8	-	4.1	33.6	5.6	0.8	6.5
2/4+2/3	393	393	-	-	-	3.3	1.7	-	5.0	45.4	9.1	1.7	10.8
3/1	442	442	-	-	-	3.5	1.3	-	4.9	39.8	9.9	1.3	11.3
3/2+3/3	476	476	-	-	-	3.4	0.5	-	3.9	29.7	6.5	0.5	7.0
4/2+4/1	541	541	-	-	-	3.2	0.6	-	3.8	25.3	5.2	0.6	5.8
4/3	342	342	-	-	-	2.1	0.4	-	2.5	26.3	6.5	0.4	6.9
5/1+5/2	688	688	-	-	-	5.0	1.0	-	6.0	31.6	8.1	1.0	9.1
5/3+5/4	461	461	-	-	-	3.2	0.5	-	3.7	28.6	4.7	0.5	5.2
6/2+6/1	418	418	-	-	-	2.2	0.4	-	2.6	22.3	5.4	0.4	5.8
6/3	426	426	-	-	-	2.5	0.5	-	3.0	25.1	8.0	0.5	8.6
7/1	238	238	-	-	-	0.3	0.6	-	0.9	14.0	5.2	0.6	5.7
7/2	241	241	-	-	-	0.4	0.6	-	1.0	14.6	5.1	0.6	5.7
8/1	749	749	-	-	-	0.0	0.5	-	0.5	2.3	0.2	0.5	0.7
8/2	751	751	-	-	-	0.0	0.5	-	0.5	2.4	0.2	0.5	0.7
9/1	18	18	15	3	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
10/1	766	766	-	-	-	0.0	0.5	-	0.5	2.5	0.5	0.5	1.0
10/2	283	283	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
11/1	430	430	-	-	-	0.1	0.9	-	1.0	8.2	0.4	0.9	1.3
11/2	287	287	-	-	-	2.2	0.4	-	2.5	31.9	7.2	0.4	7.5

Full Input Data And Results

11/3	510	510	-	-	-	3.6	1.5	-	5.1	36.1	12.5	1.5	14.0
12/1	726	726	-	-	-	1.5	0.7	-	2.1	10.6	9.0	0.7	9.7
12/2	999	999	-	-	-	1.8	1.8	-	3.6	13.0	10.6	1.8	12.4
12/3	647	647	-	-	-	2.6	0.5	-	3.1	17.3	15.5	0.5	16.0
13/1	752	752	-	-	-	1.2	0.8	-	1.9	9.3	10.7	0.8	11.5
13/2	931	931	-	-	-	0.8	1.2	-	2.0	7.9	9.6	1.2	10.8
13/3	809	809	-	-	-	1.5	0.8	-	2.3	10.4	12.9	0.8	13.7
13/4	399	399	-	-	-	0.5	0.2	-	0.8	6.9	6.0	0.2	6.2
13/5	317	317	-	-	-	1.2	0.2	-	1.4	15.7	4.2	0.2	4.3
14/1	1500	1500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	667	667	-	-	-	1.5	0.8	-	2.2	12.1	16.6	0.8	17.4
14/3	715	715	-	-	-	0.2	0.9	-	1.1	5.5	6.6	0.9	7.5
14/4	206	206	-	-	-	0.2	0.1	-	0.4	6.3	2.3	0.1	2.4
14/5	286	286	-	-	-	0.2	0.2	-	0.4	4.6	4.6	0.2	4.8
15/1	594	594	-	-	-	1.2	0.5	-	1.8	10.6	5.0	0.5	5.6
15/2	427	427	-	-	-	1.0	0.3	-	1.3	11.1	5.4	0.3	5.7
15/3	558	558	-	-	-	1.4	0.5	-	1.9	12.3	6.8	0.5	7.3
15/4	111	111	-	-	-	0.5	0.1	-	0.5	17.4	2.6	0.1	2.6
16/1	542	542	-	-	-	0.6	0.5	-	1.1	7.3	2.9	0.5	3.4
16/2	627	627	-	-	-	0.3	0.7	-	1.0	5.8	1.7	0.7	2.4
16/3	496	496	-	-	-	3.0	0.4	-	3.4	24.6	12.4	0.4	12.8
17/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1500	1500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

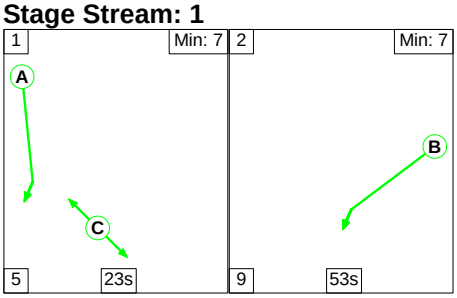
Full Input Data And Results

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	14.1	Total Delay for Signalled Lanes (pcuHr):	17.96	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	19.21	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	87.2	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	15.20	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	81.1	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	57.6	Total Delay for Signalled Lanes (pcuHr):	11.06	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	18.09	Cycle Time (s):	90
	PRC Over All Lanes (%):	14.1	Total Delay Over All Lanes(pcuHr):	93.53		

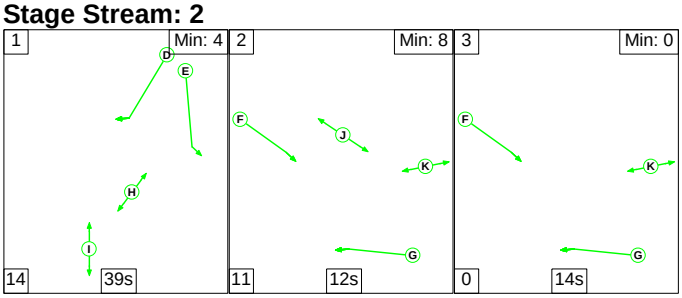
Full Input Data And Results
Scenario 11: '2030 DS(A) AM' (FG11: '2030 DS(A) AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

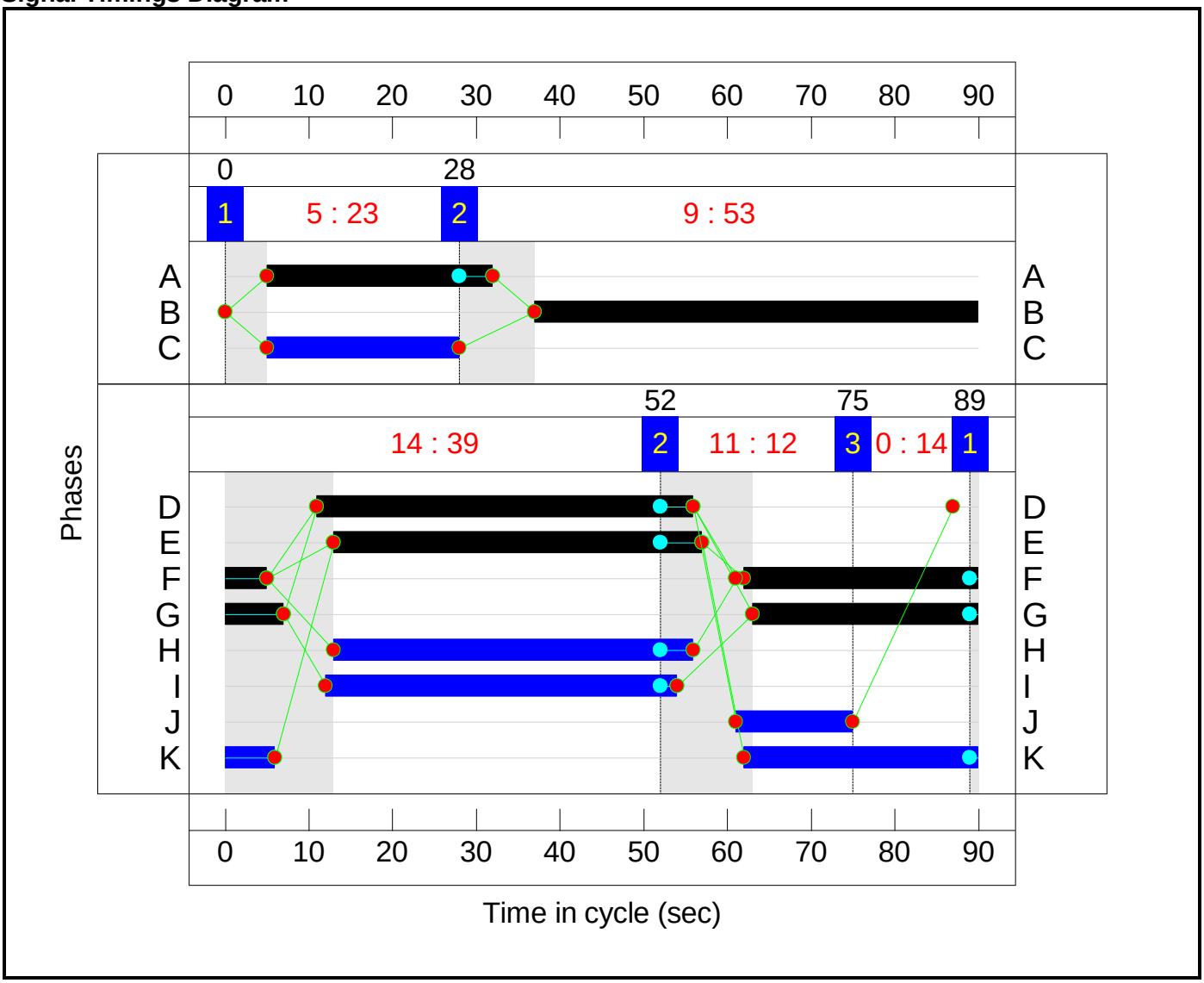
Stage	1	2
Duration	23	53
Change Point	0	28

Stage Stream: 2

Stage	1	2	3
Duration	39	12	14
Change Point	89	52	75

Full Input Data And Results

Signal Timings Diagram

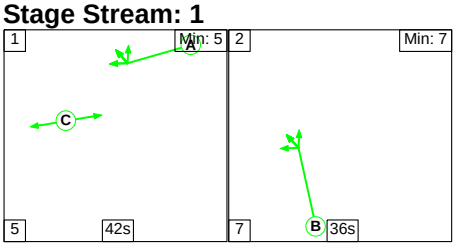


Full Input Data And Results

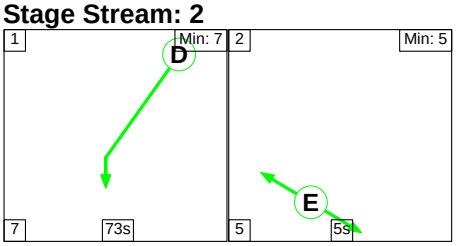
C2 - 770L

Stage Sequence Diagram

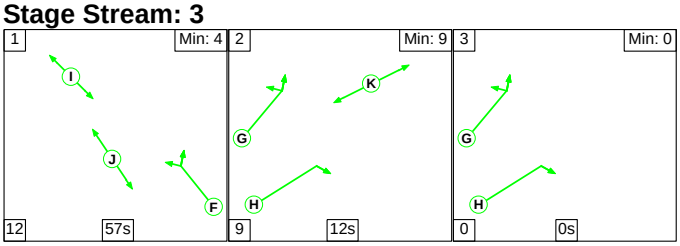
Stage Stream: 1



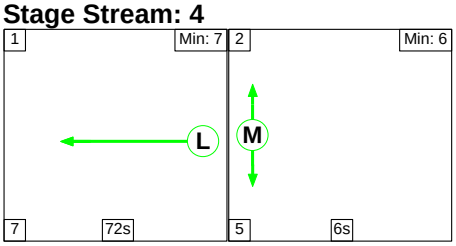
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	36
Change Point	82	39

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	21	11

Stage Stream: 3

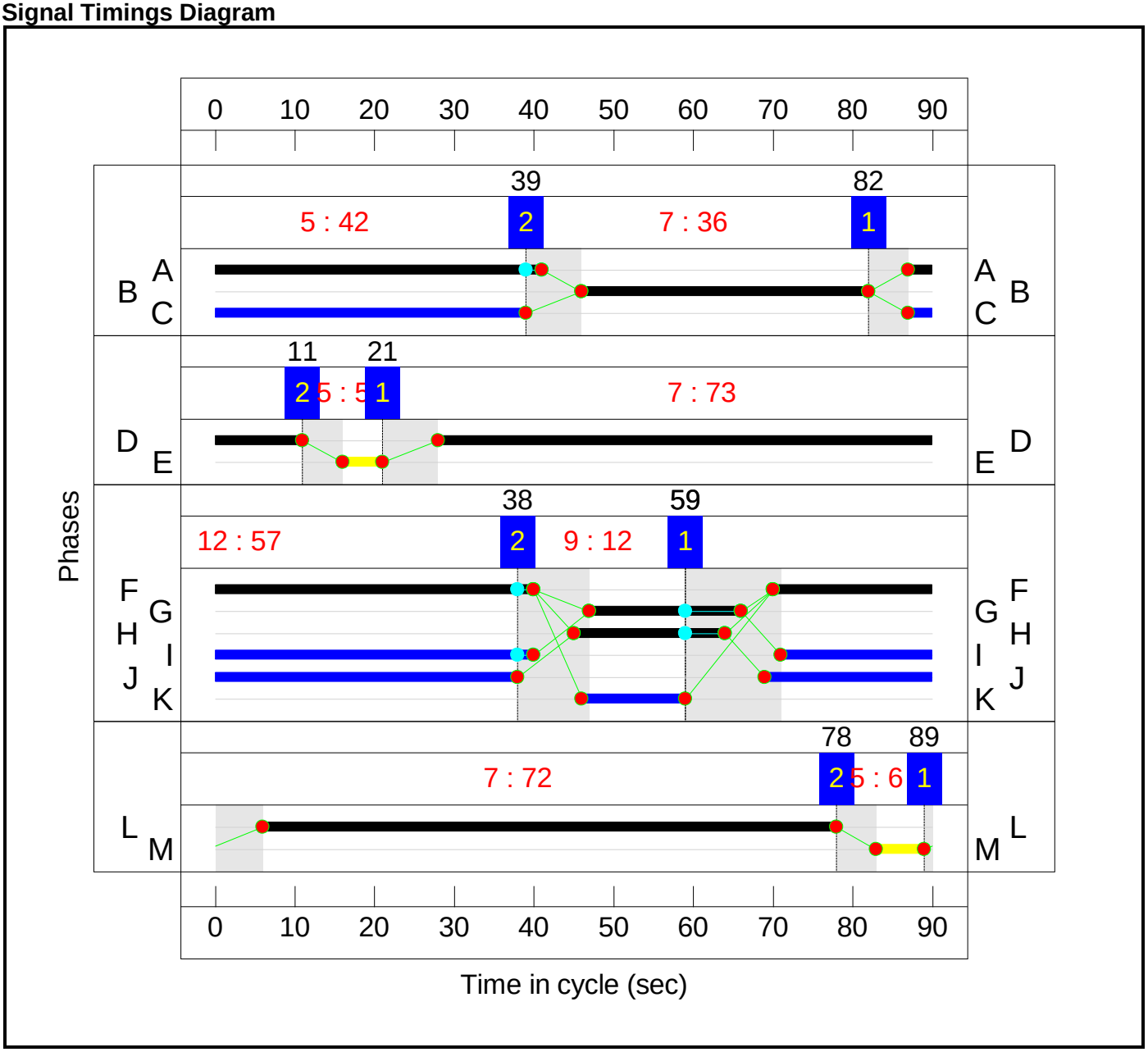
Stage	1	2	3
Duration	57	12	0
Change Point	59	38	59

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	89	78

Signal Timings Diagram

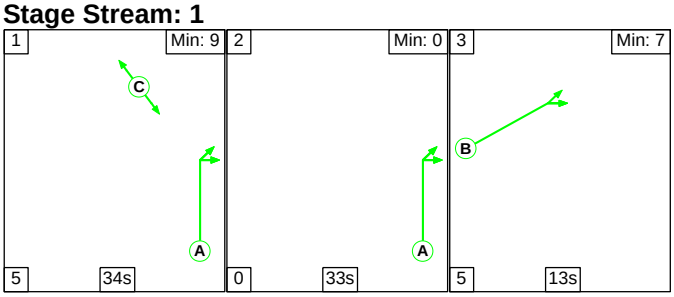


Full Input Data And Results

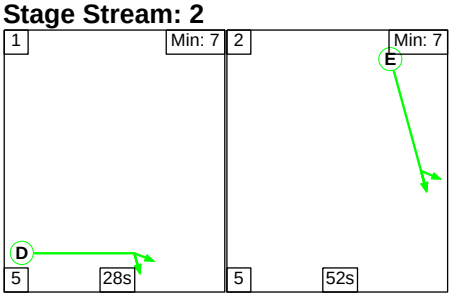
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

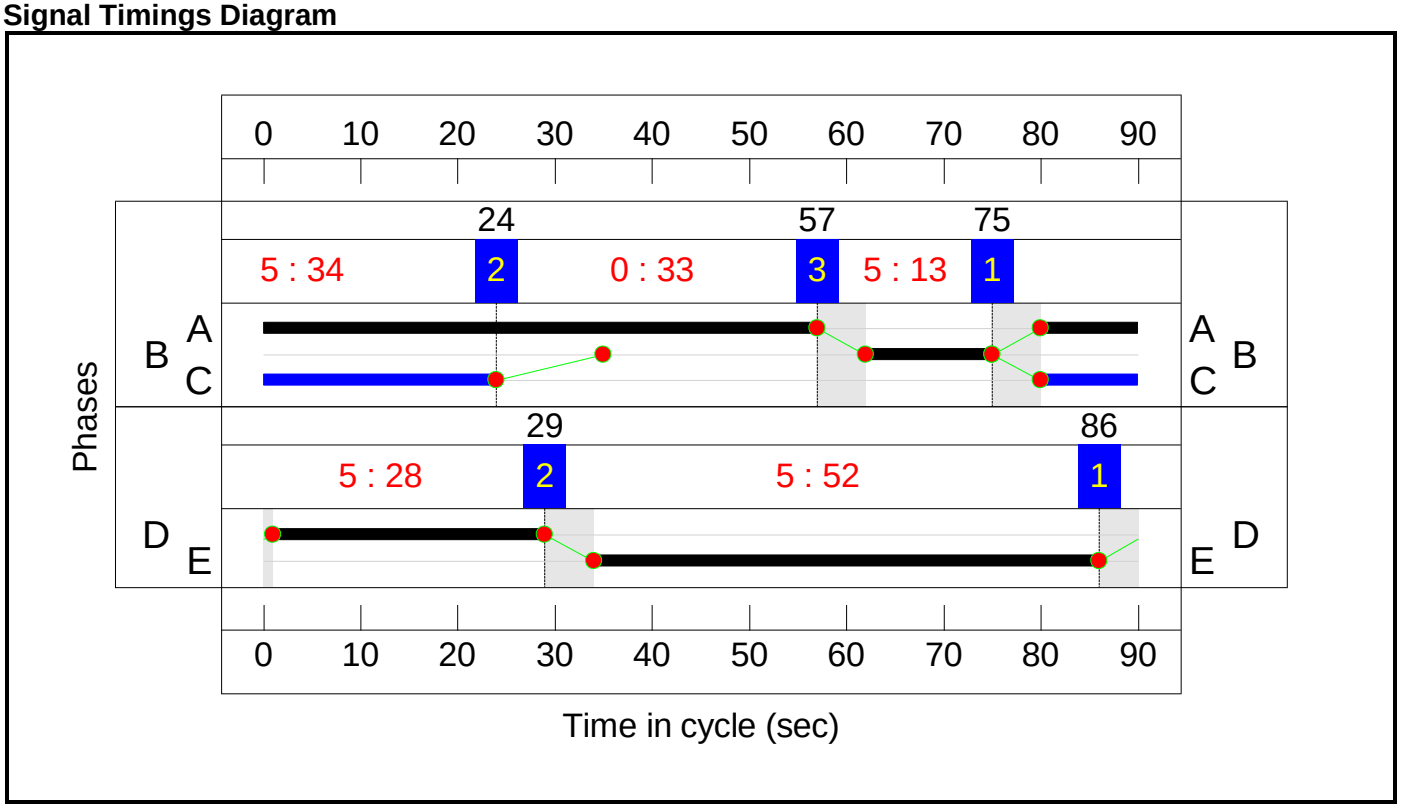
Stage Stream: 1

Stage	1	2	3
Duration	34	33	13
Change Point	75	24	57

Stage Stream: 2

Stage	1	2
Duration	28	52
Change Point	86	29

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.5%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.5%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	52	-	408	2039:2037	666+803	27.8 : 27.8%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	52	-	172	1949	1148	15.0%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	52	-	360	2064	1215	29.6%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	53	-	718	1805:1805	763+653	50.7 : 50.7%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	53	-	598	1854:1940	1144+29	50.9 : 50.9%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	34	-	655	2089	882	74.3%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	34	-	801	2172:2180	912+479	57.6 : 57.6%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	36	-	971	1981:2183	573+637	80.3 : 80.3%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	36	-	551	2191	949	58.0%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	19	-	571	2184:2169	512+272	72.9 : 72.9%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	19	-	630	2033:2033	441+417	73.4 : 73.4%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	13	-	281	2167:2167	385+346	38.4 : 38.4%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	13	-	292	2181	412	70.9%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	33	-	324	1900	718	45.1%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	33	-	330	1900	718	46.0%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	520	1900	1562	33.3%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	520	1900	1562	33.3%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	24	Inf	542	4.4%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	988	1900	1541	64.1%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	522	1900	1541	33.9%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	28	-	162	1900	612	26.5%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	28	-	148	1900	612	24.2%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	28	-	335	1900	612	54.7%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	371	1900	654	56.7%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	507	1900	654	77.5%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	27	-	360	1900	654	55.0%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	44	-	415	1900	950	43.7%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	45	-	683	1900	1034	66.0%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	45	-	717	1900	1034	69.3%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	45	-	234	1900	1034	22.6%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	45	-	505	1900	1034	48.8%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	44	-	787	1900	1013	77.7%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	44	-	826	1900	1013	81.5%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	44	-	499	1900	1013	49.2%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	44	-	443	1900	1013	43.7%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	60	-	614	1900	1351	45.4%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	60	-	949	1900	1351	70.2%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	60	-	973	1900	1351	72.0%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	60	-	7	1900	1351	0.5%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	67	-	1022	1900	1499	68.2%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	67	-	1150	1900	1499	76.7%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	67	-	205	1900	1499	13.7%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1510	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1155	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1150	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**13**	**11**	**0**	**65.8**	**30.4**	**0.0**	**96.2**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**13**	**11**	**0**	**65.8**	**30.4**	**0.0**	**96.2**	**-**	**-**	**-**	**-**
1/1+1/2	408	408	-	-	-	1.0	0.2	-	1.2	10.2	2.5	0.2	2.7
1/3	172	172	-	-	-	0.4	0.1	-	0.5	10.2	1.9	0.1	2.0
1/4	360	360	-	-	-	0.9	0.2	-	1.1	11.3	4.4	0.2	4.6
2/2+2/1	718	718	-	-	-	1.5	0.5	-	2.0	10.1	4.5	0.5	5.0
2/4+2/3	598	598	-	-	-	1.5	0.5	-	2.0	11.9	7.8	0.5	8.3
3/1	655	655	-	-	-	4.0	1.4	-	5.4	29.7	13.6	1.4	15.1
3/2+3/3	801	801	-	-	-	4.2	0.7	-	4.9	22.0	9.9	0.7	10.6
4/2+4/1	971	971	-	-	-	5.1	2.0	-	7.2	26.5	11.8	2.0	13.8
4/3	551	551	-	-	-	3.0	0.7	-	3.6	23.8	10.4	0.7	11.1
5/1+5/2	571	571	-	-	-	4.8	1.3	-	6.1	38.4	8.5	1.3	9.8
5/3+5/4	630	630	-	-	-	5.2	1.4	-	6.5	37.3	7.1	1.4	8.5
6/2+6/1	281	281	-	-	-	2.5	0.3	-	2.8	35.7	3.2	0.3	3.5
6/3	292	292	-	-	-	2.8	1.2	-	4.0	48.9	6.8	1.2	8.0
7/1	324	324	-	-	-	0.0	0.4	-	0.4	5.0	7.2	0.4	7.6
7/2	330	330	-	-	-	0.1	0.4	-	0.5	5.7	7.0	0.4	7.4
8/1	520	520	-	-	-	0.0	0.2	-	0.3	1.9	0.2	0.2	0.5
8/2	520	520	-	-	-	0.0	0.2	-	0.3	1.9	0.2	0.2	0.5
9/1	24	24	13	11	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
10/1	988	988	-	-	-	0.1	0.9	-	1.0	3.6	13.2	0.9	14.1
10/2	522	522	-	-	-	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
11/1	162	162	-	-	-	0.0	0.2	-	0.2	4.2	0.0	0.2	0.2
11/2	148	148	-	-	-	0.7	0.2	-	0.8	20.6	3.7	0.2	3.9

Full Input Data And Results

11/3	335	335	-	-	-	1.5	0.6	-	2.1	23.1	8.4	0.6	9.0
12/1	371	371	-	-	-	2.0	0.7	-	2.7	26.0	5.6	0.7	6.2
12/2	507	507	-	-	-	1.5	1.7	-	3.2	22.7	4.3	1.7	5.9
12/3	360	360	-	-	-	3.5	0.6	-	4.1	41.4	9.0	0.6	9.6
13/1	415	415	-	-	-	0.2	0.4	-	0.6	5.1	6.1	0.4	6.5
13/2	683	683	-	-	-	1.0	1.0	-	2.0	10.4	6.9	1.0	7.9
13/3	717	717	-	-	-	1.6	1.1	-	2.7	13.6	11.4	1.1	12.5
13/4	234	234	-	-	-	0.2	0.1	-	0.4	5.5	0.9	0.1	1.1
13/5	505	505	-	-	-	1.7	0.5	-	2.2	15.5	5.9	0.5	6.4
14/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	787	787	-	-	-	3.4	1.7	-	5.1	23.2	13.5	1.7	15.2
14/3	826	826	-	-	-	2.4	2.2	-	4.5	19.7	18.1	2.2	20.3
14/4	499	499	-	-	-	1.8	0.5	-	2.3	16.4	7.9	0.5	8.4
14/5	443	443	-	-	-	1.5	0.4	-	1.9	15.1	8.1	0.4	8.5
15/1	614	614	-	-	-	0.8	0.4	-	1.3	7.4	7.1	0.4	7.5
15/2	949	949	-	-	-	1.4	1.2	-	2.6	9.9	10.8	1.2	12.0
15/3	973	973	-	-	-	1.8	1.3	-	3.1	11.3	13.0	1.3	14.3
15/4	7	7	-	-	-	0.0	0.0	-	0.0	4.8	0.1	0.0	0.1
16/1	1022	1022	-	-	-	0.4	1.1	-	1.5	5.2	2.8	1.1	3.9
16/2	1150	1150	-	-	-	0.6	1.6	-	2.2	7.0	4.9	1.6	6.6
16/3	205	205	-	-	-	0.7	0.1	-	0.8	13.4	5.0	0.1	5.0
17/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1510	1510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

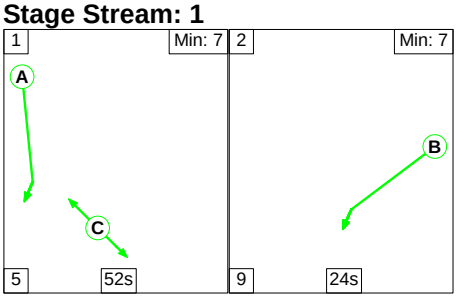
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	14.01	Cycle Time (s):	90
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	19.08	Cycle Time (s):	90
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	24.53	Cycle Time (s):	90
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	170.4	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s):	90
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	19.57	Cycle Time (s):	90
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	40.4	Total Delay for Signalled Lanes (pcuHr):	1.25	Cycle Time (s):	90
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	17.3	Total Delay for Signalled Lanes (pcuHr):	11.22	Cycle Time (s):	90
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	64.5	Total Delay for Signalled Lanes (pcuHr):	5.96	Cycle Time (s):	90
		PRC Over All Lanes (%):	10.4	Total Delay Over All Lanes(pcuHr):	96.18		

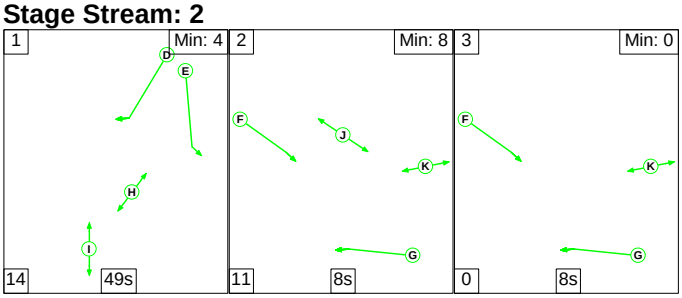
Full Input Data And Results
Scenario 12: '2030 DS(A) PM' (FG12: '2030 DS(A) PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

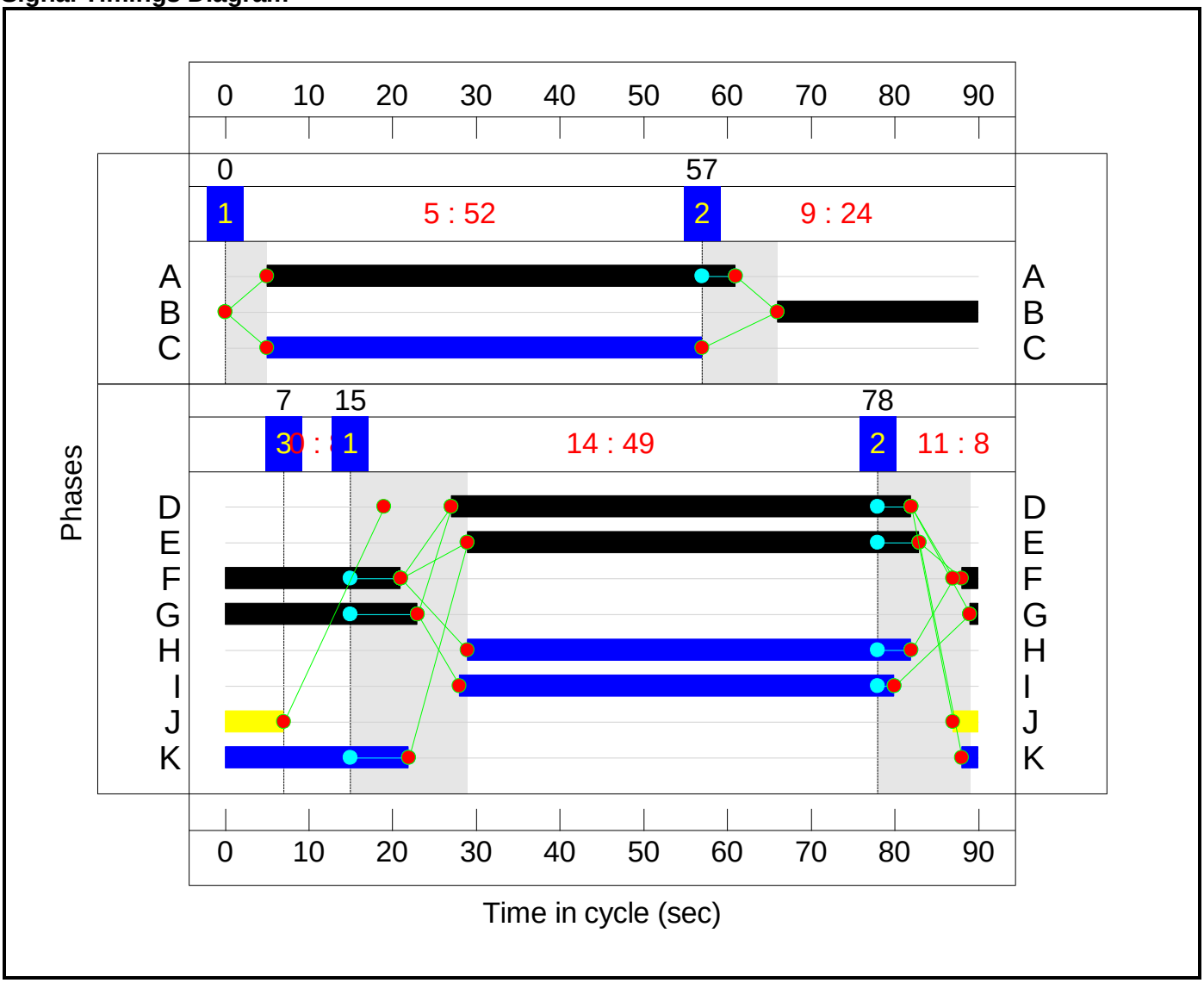
Stage	1	2
Duration	52	24
Change Point	0	57

Stage Stream: 2

Stage	1	2	3
Duration	49	8	8
Change Point	15	78	7

Full Input Data And Results

Signal Timings Diagram

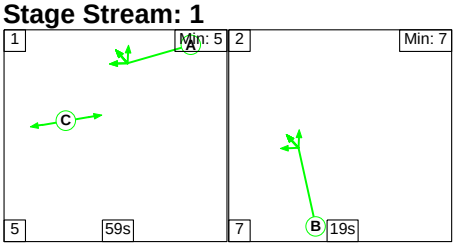


Full Input Data And Results

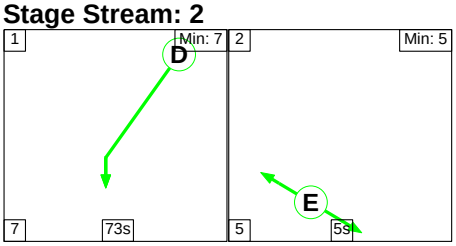
C2 - 770L

Stage Sequence Diagram

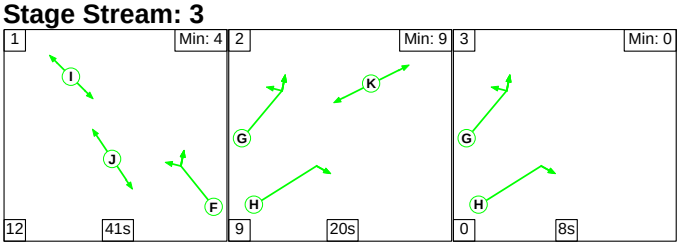
Stage Stream: 1



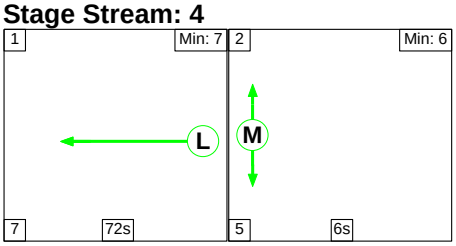
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	59	19
Change Point	30	4

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	37	27

Stage Stream: 3

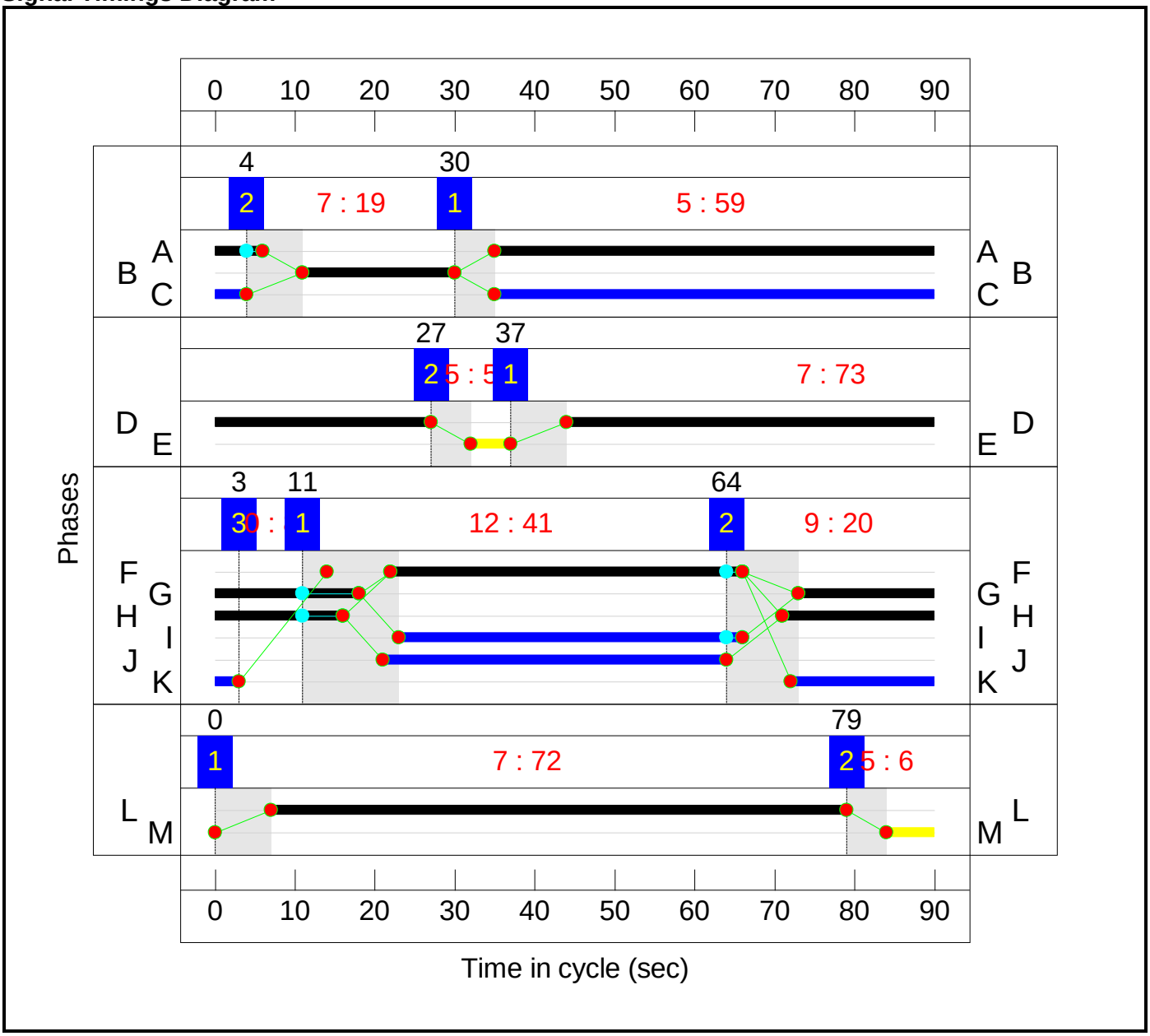
Stage	1	2	3
Duration	41	20	8
Change Point	11	64	3

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	0	79

Signal Timings Diagram

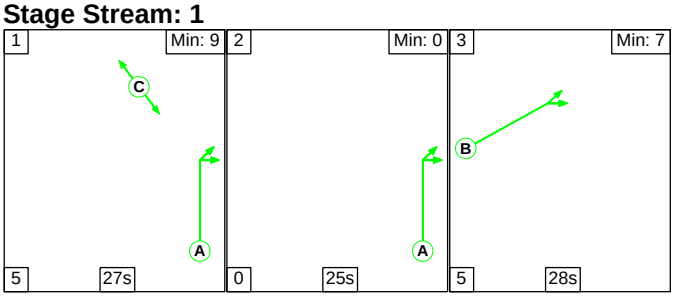


Full Input Data And Results

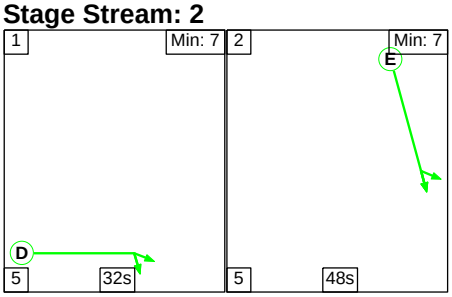
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

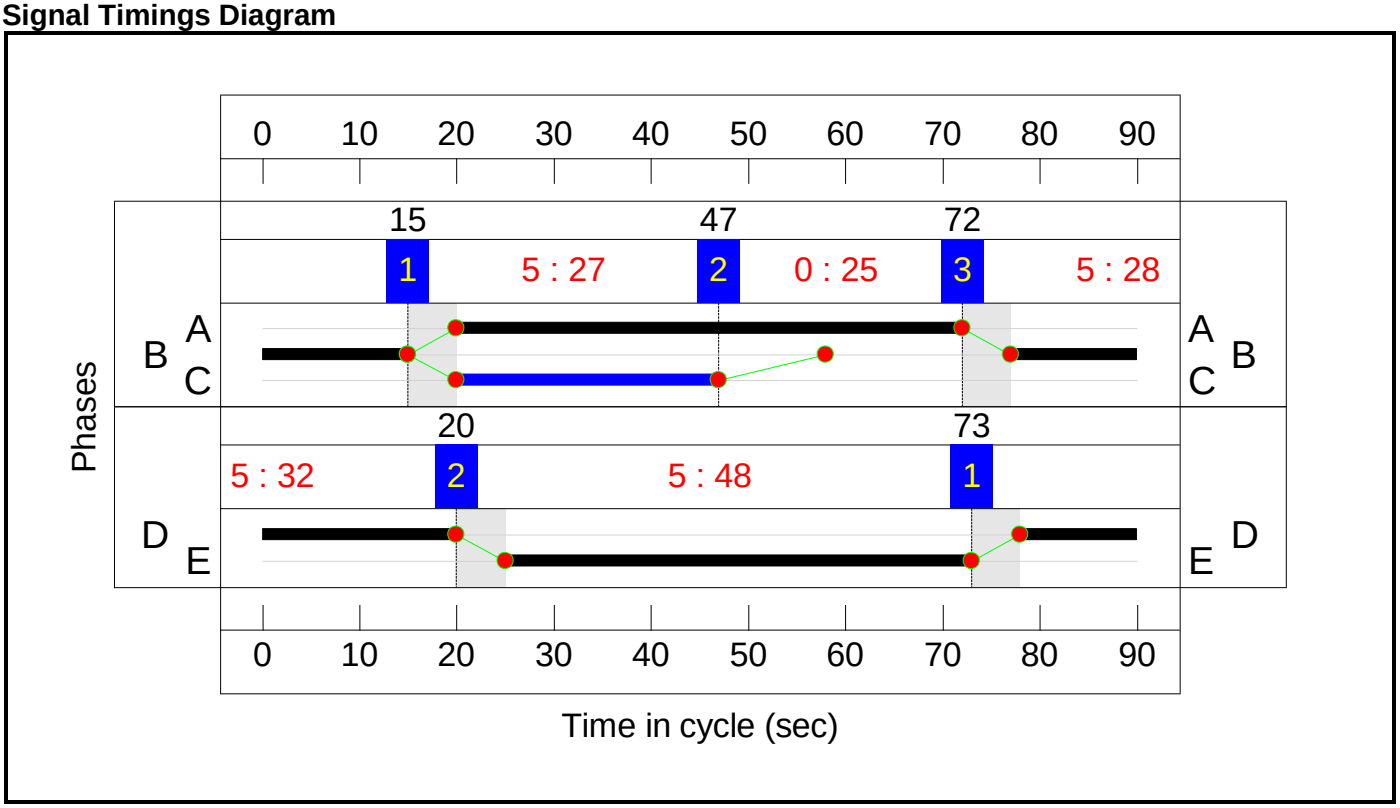
Stage Stream: 1

Stage	1	2	3
Duration	27	25	28
Change Point	15	47	72

Stage Stream: 2

Stage	1	2
Duration	32	48
Change Point	73	20

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.6%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.6%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	48	-	842	2039:2037	655+741	60.3 : 60.3%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	48	-	497	1949	1061	46.8%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	48	-	674	2064	1124	60.0%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	24	-	446	1805:1805	428+289	62.2 : 62.2%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	24	-	401	1854:1940	505+0	79.3 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	24	-	502	2089	673	74.6%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	24	-	401	2172:2180	700+205	44.3 : 44.3%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	19	-	550	1981:2183	399+420	67.2 : 67.2%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	19	-	248	2191	536	46.3%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	35	-	615	2184:2169	716+458	52.4 : 52.4%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	35	-	487	2033:2033	586+584	41.6 : 41.6%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	28	-	414	2167:2167	633+261	46.3 : 46.3%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	28	-	430	2181	751	57.2%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	23	-	244	1900	507	48.2%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	23	-	243	1900	507	48.0%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	756	1900	1562	48.4%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	756	1900	1562	48.4%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	0	Inf	554	0.0%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	744	1900	1541	48.3%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	298	1900	1541	19.3%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	32	-	180	1900	697	25.8%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	275	1900	697	39.5%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	32	-	511	1900	697	73.3%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	722	1900	1267	57.0%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	1008	1900	1267	79.6%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	56	-	674	1900	1267	53.2%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	54	-	749	1900	1161	64.5%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	55	-	912	1900	1246	73.2%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	55	-	824	1900	1246	66.2%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	55	-	441	1900	1246	35.4%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	55	-	325	1900	1246	26.1%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1512	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	61	-	641	1900	1309	49.0%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	61	-	748	1900	1309	57.1%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	61	-	288	1900	1309	22.0%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	61	-	216	1900	1309	16.5%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	44	-	629	1900	950	66.2%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	44	-	507	1900	950	53.4%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	44	-	510	1900	950	53.7%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	44	-	3	1900	950	0.3%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	52	-	614	1900	1182	51.9%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	52	-	619	1900	1182	52.4%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	52	-	243	1900	1182	20.6%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1236	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1512	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	619	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**0**	**0**	**0**	**63.0**	**25.8**	**0.0**	**88.7**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**0**	**0**	**0**	**63.0**	**25.8**	**0.0**	**88.7**	**-**	**-**	**-**	**-**
1/1+1/2	842	842	-	-	-	2.8	0.8	-	3.5	15.0	6.5	0.8	7.2
1/3	497	497	-	-	-	1.7	0.4	-	2.2	15.7	7.6	0.4	8.0
1/4	674	674	-	-	-	2.6	0.7	-	3.3	17.9	11.2	0.7	12.0
2/2+2/1	446	446	-	-	-	3.3	0.8	-	4.2	33.5	5.6	0.8	6.4
2/4+2/3	401	401	-	-	-	3.3	1.9	-	5.2	46.7	9.2	1.9	11.1
3/1	502	502	-	-	-	3.8	1.4	-	5.2	37.6	11.2	1.4	12.6
3/2+3/3	401	401	-	-	-	2.6	0.4	-	3.0	27.1	6.1	0.4	6.5
4/2+4/1	550	550	-	-	-	4.5	1.0	-	5.5	36.3	6.1	1.0	7.1
4/3	248	248	-	-	-	2.0	0.4	-	2.4	35.2	5.2	0.4	5.7
5/1+5/2	615	615	-	-	-	3.3	0.5	-	3.8	22.3	6.8	0.5	7.3
5/3+5/4	487	487	-	-	-	2.5	0.4	-	2.8	21.0	4.1	0.4	4.5
6/2+6/1	414	414	-	-	-	2.5	0.4	-	2.9	25.6	5.5	0.4	6.0
6/3	430	430	-	-	-	2.9	0.7	-	3.5	29.7	8.7	0.7	9.4
7/1	244	244	-	-	-	0.6	0.5	-	1.1	16.2	5.1	0.5	5.5
7/2	243	243	-	-	-	0.6	0.5	-	1.1	16.2	5.1	0.5	5.5
8/1	756	756	-	-	-	0.0	0.5	-	0.5	2.4	0.2	0.5	0.7
8/2	756	756	-	-	-	0.0	0.5	-	0.5	2.4	0.2	0.5	0.7
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	744	744	-	-	-	0.0	0.5	-	0.5	2.3	0.0	0.5	0.5
10/2	298	298	-	-	-	0.2	0.1	-	0.3	3.7	1.6	0.1	1.7
11/1	180	180	-	-	-	2.0	0.2	-	2.2	43.1	4.1	0.2	4.3
11/2	275	275	-	-	-	0.4	0.3	-	0.8	9.8	5.1	0.3	5.4

Full Input Data And Results

11/3	511	511	-	-	-	1.7	1.4	-	3.1	21.8	9.1	1.4	10.4
12/1	722	722	-	-	-	0.8	0.7	-	1.5	7.3	6.6	0.7	7.2
12/2	1008	1008	-	-	-	1.4	1.9	-	3.3	11.8	16.1	1.9	18.0
12/3	674	674	-	-	-	1.3	0.6	-	1.9	9.9	11.8	0.6	12.4
13/1	749	749	-	-	-	1.6	0.9	-	2.5	12.2	10.2	0.9	11.1
13/2	912	912	-	-	-	1.7	1.4	-	3.1	12.2	14.9	1.4	16.2
13/3	824	824	-	-	-	1.0	1.0	-	1.9	8.4	6.5	1.0	7.5
13/4	441	441	-	-	-	0.6	0.3	-	0.9	7.2	3.4	0.3	3.6
13/5	325	325	-	-	-	1.0	0.2	-	1.2	13.3	3.1	0.2	3.3
14/1	1512	1512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	641	641	-	-	-	2.2	0.5	-	2.7	15.1	10.6	0.5	11.1
14/3	748	748	-	-	-	2.2	0.7	-	2.8	13.7	11.1	0.7	11.8
14/4	288	288	-	-	-	0.5	0.1	-	0.6	7.8	2.7	0.1	2.9
14/5	216	216	-	-	-	0.5	0.1	-	0.6	10.4	2.4	0.1	2.5
15/1	629	629	-	-	-	2.1	1.0	-	3.1	17.5	9.6	1.0	10.5
15/2	507	507	-	-	-	0.6	0.6	-	1.1	8.1	7.8	0.6	8.3
15/3	510	510	-	-	-	0.5	0.6	-	1.1	7.6	8.5	0.6	9.1
15/4	3	3	-	-	-	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
16/1	614	614	-	-	-	0.3	0.5	-	0.8	4.9	2.2	0.5	2.8
16/2	619	619	-	-	-	0.3	0.5	-	0.9	5.0	2.3	0.5	2.8
16/3	243	243	-	-	-	0.9	0.1	-	1.1	15.6	5.4	0.1	5.5
17/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1236	1236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1512	1512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

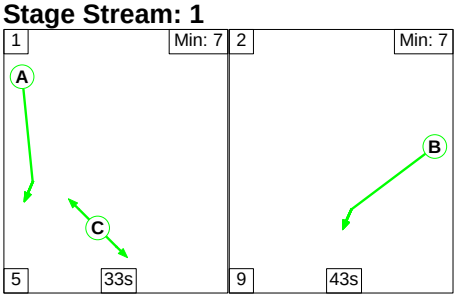
Full Input Data And Results

C1 - 769L	Stream: 1 PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):	15.97	Cycle Time (s):	90
C1 - 769L	Stream: 2 PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	20.08	Cycle Time (s):	90
C2 - 770L	Stream: 1 PRC for Signalled Lanes (%):	33.9	Total Delay for Signalled Lanes (pcuHr):	14.74	Cycle Time (s):	90
C2 - 770L	Stream: 2 PRC for Signalled Lanes (%):	86.0	Total Delay for Signalled Lanes (pcuHr):	1.00	Cycle Time (s):	90
C2 - 770L	Stream: 3 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	11.92	Cycle Time (s):	90
C2 - 770L	Stream: 4 PRC for Signalled Lanes (%):	86.4	Total Delay for Signalled Lanes (pcuHr):	0.77	Cycle Time (s):	90
C3 - 771L	Stream: 1 PRC for Signalled Lanes (%):	57.2	Total Delay for Signalled Lanes (pcuHr):	9.23	Cycle Time (s):	90
C3 - 771L	Stream: 2 PRC for Signalled Lanes (%):	22.7	Total Delay for Signalled Lanes (pcuHr):	15.03	Cycle Time (s):	90
	PRC Over All Lanes (%):	13.1	Total Delay Over All Lanes(pcuHr):	88.74		

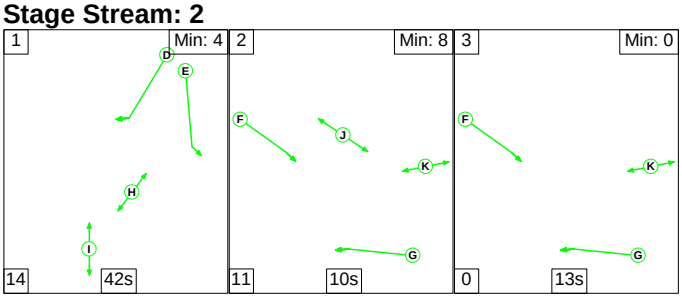
Full Input Data And Results
Scenario 13: '2030 DS(A+B) AM' (FG13: '2030 DS(A+B) AM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

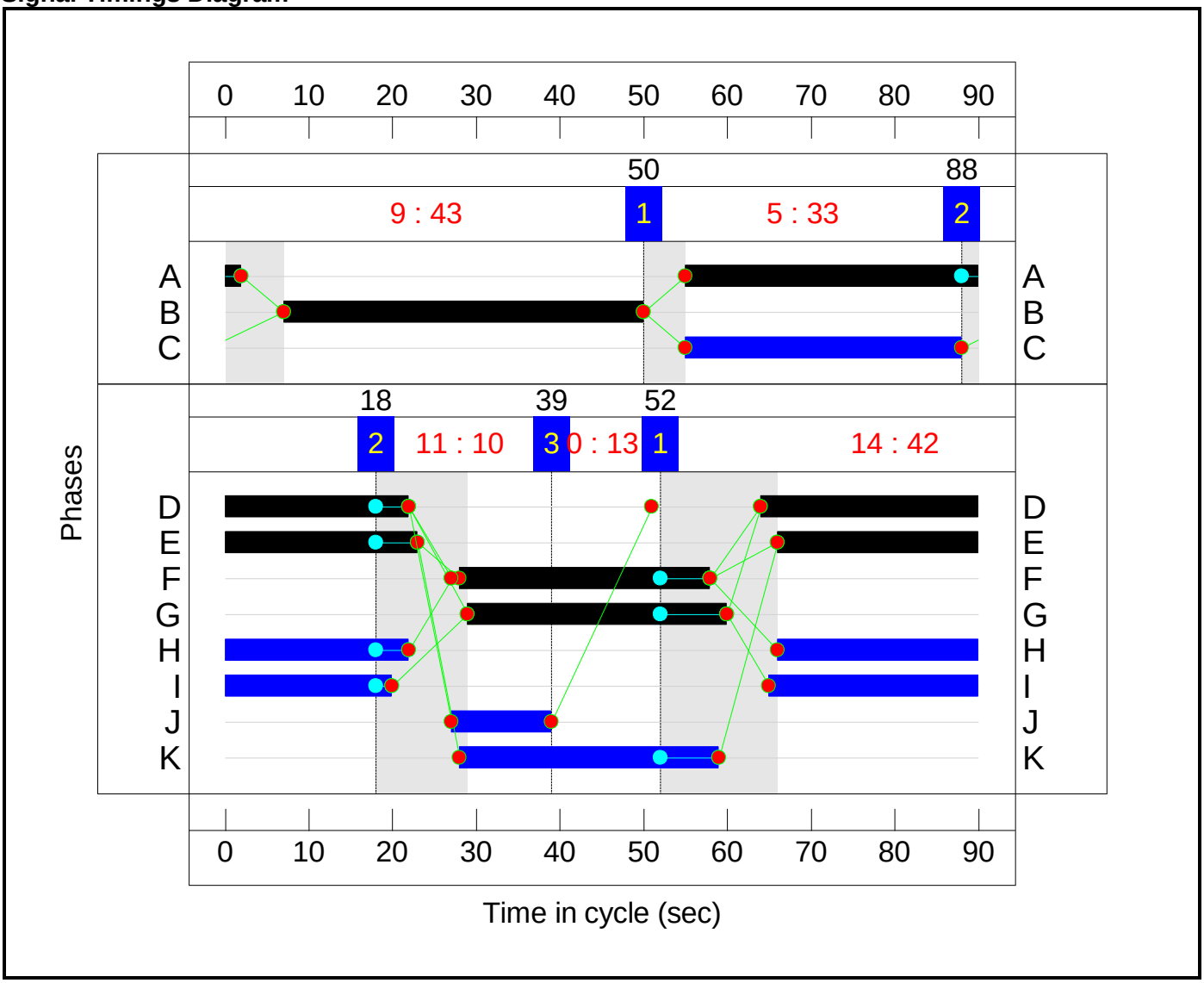
Stage	1	2
Duration	33	43
Change Point	50	88

Stage Stream: 2

Stage	1	2	3
Duration	42	10	13
Change Point	52	18	39

Full Input Data And Results

Signal Timings Diagram

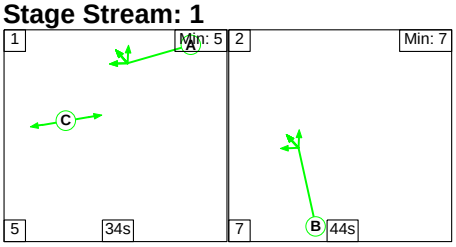


Full Input Data And Results

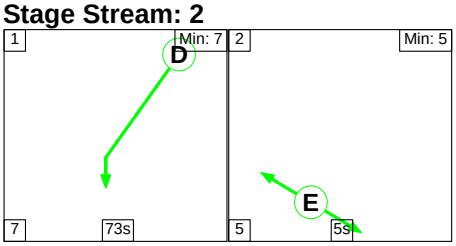
C2 - 770L

Stage Sequence Diagram

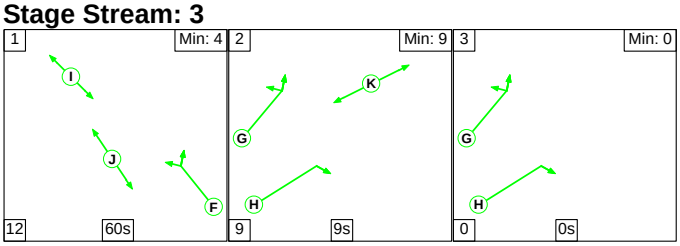
Stage Stream: 1



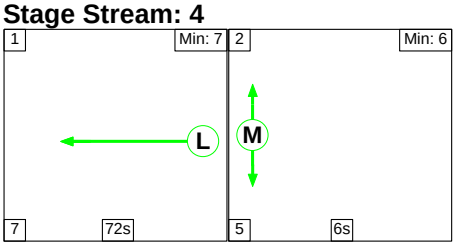
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	44
Change Point	45	84

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	74	64

Stage Stream: 3

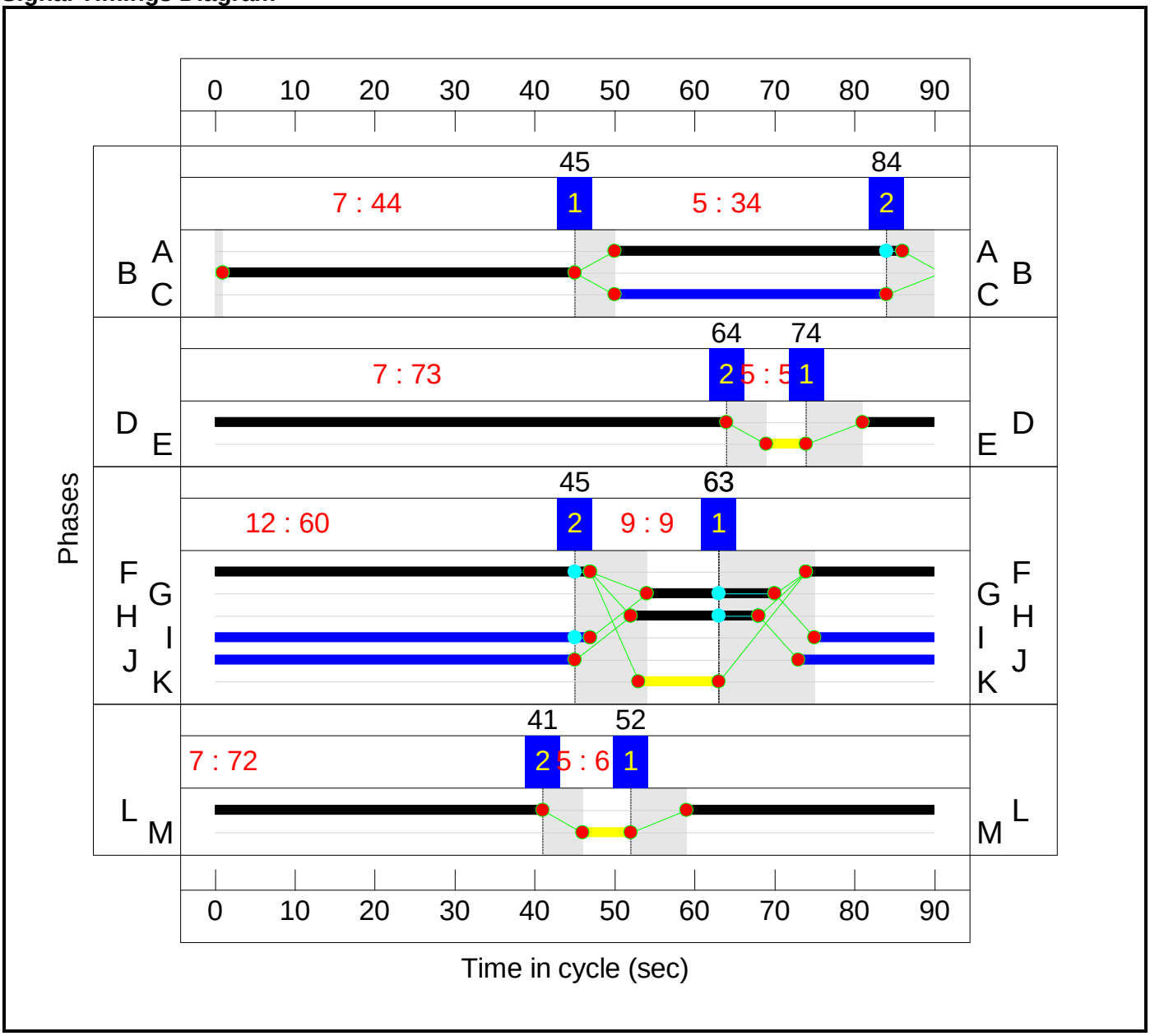
Stage	1	2	3
Duration	60	9	0
Change Point	63	45	63

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	52	41

Signal Timings Diagram

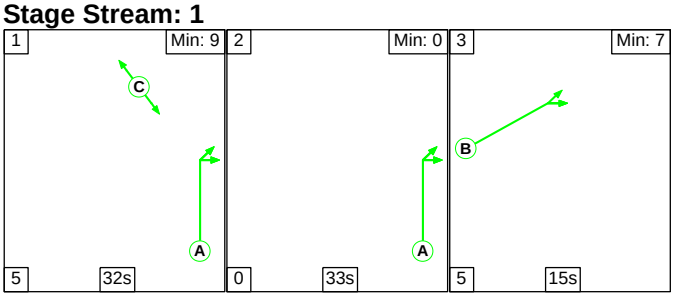


Full Input Data And Results

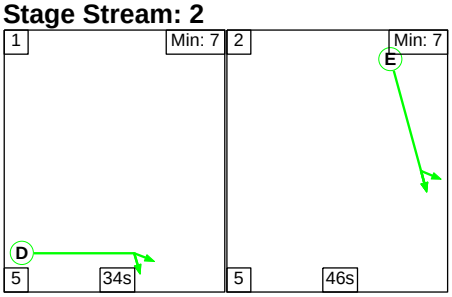
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

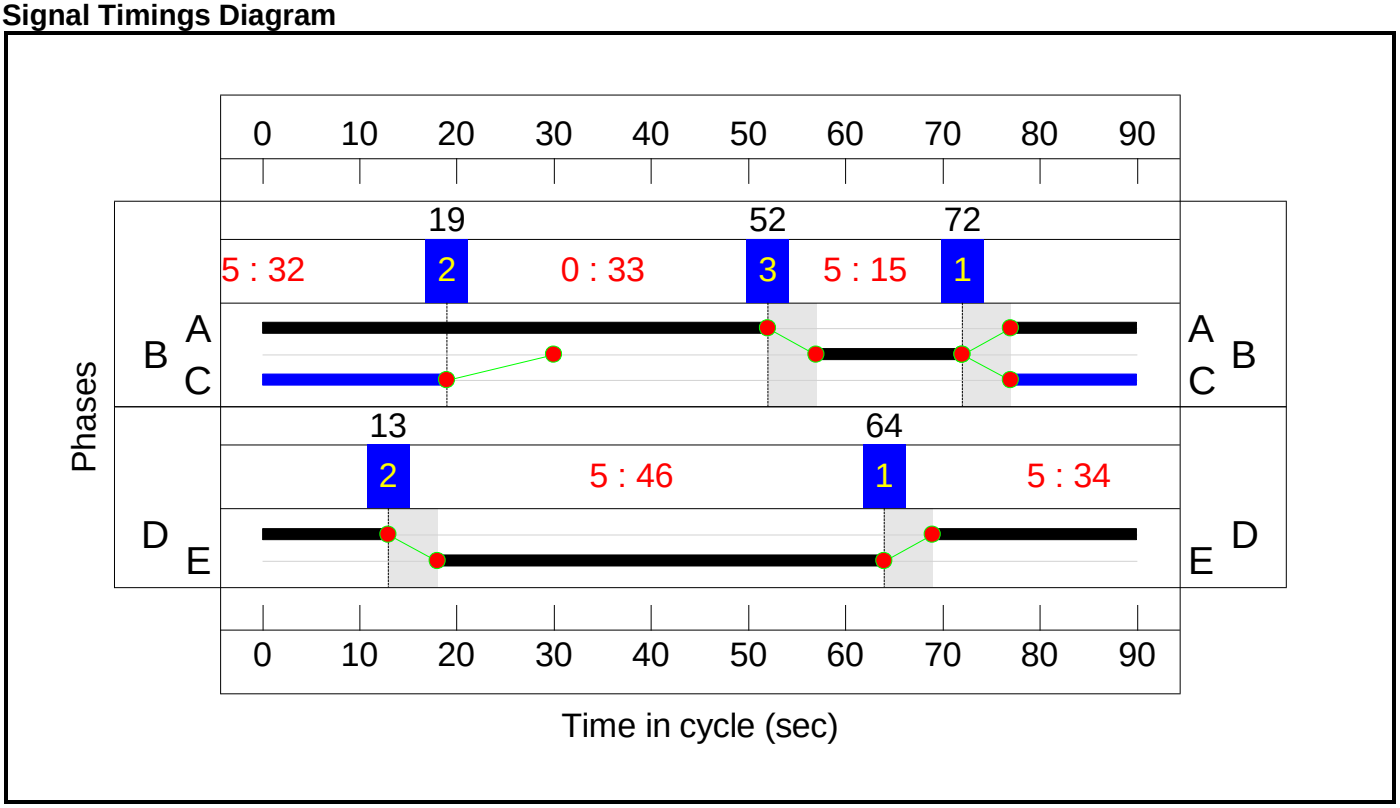
Stage Stream: 1

Stage	1	2	3
Duration	32	33	15
Change Point	72	19	52

Stage Stream: 2

Stage	1	2
Duration	34	46
Change Point	64	13

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.4%**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.4%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	46	-	408	2039:2037	635+766	29.1 : 29.1%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	46	-	146	1949	1083	13.5%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	46	-	448	2064	1147	39.1%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	43	-	786	1805:1805	651+571	64.3 : 64.3%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	43	-	564	1854:1940	955+5	58.7 : 58.7%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	31	-	586	2089	812	72.1%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	31	-	874	2172:2180	845+386	71.0 : 71.0%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	44	-	1072	1981:2183	521+800	81.1 : 81.1%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	44	-	863	2191	1144	75.4%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	16	-	571	2184:2169	461+245	80.9 : 80.9%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	16	-	630	2033:2033	407+379	80.1 : 80.1%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	15	-	281	2167:2167	411+369	36.0 : 36.0%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	15	-	345	2181	460	74.9%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	30	-	326	1900	654	49.8%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	30	-	336	1900	654	51.3%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	596	1900	1562	38.2%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	597	1900	1562	38.2%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	32	Inf	542	5.9%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	971	1900	1541	63.0%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	539	1900	1541	34.8%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	34	-	242	1900	802	30.2%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	34	-	148	1900	802	18.4%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	34	-	388	1900	802	48.4%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	37	-	371	1900	866	42.9%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	37	-	534	1900	866	61.7%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	37	-	448	1900	866	51.8%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	47	-	415	1900	1013	41.0%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	48	-	792	1900	1098	72.1%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	48	-	768	1900	1098	70.0%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	48	-	223	1900	1098	20.3%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	48	-	505	1900	1098	46.0%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	36	-	770	1900	844	91.2%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	36	-	848	1900	844	100.4%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	36	-	564	1900	844	66.8%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	36	-	373	1900	844	44.2%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	63	-	752	1900	1414	53.1%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	63	-	965	1900	1414	68.2%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	63	-	1144	1900	1414	80.9%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	63	-	87	1900	1414	6.2%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	65	-	1209	1900	1457	83.0%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	65	-	1150	1900	1457	78.9%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	65	-	285	1900	1457	19.6%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1510	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1342	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	1150	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**2**	**30**	**0**	**78.3**	**52.3**	**0.0**	**130.7**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**2**	**30**	**0**	**78.3**	**52.3**	**0.0**	**130.7**	**-**	**-**	**-**	**-**
1/1+1/2	408	408	-	-	-	1.1	0.2	-	1.3	11.7	2.7	0.2	2.9
1/3	146	146	-	-	-	0.4	0.1	-	0.5	11.5	1.7	0.1	1.8
1/4	448	448	-	-	-	1.4	0.3	-	1.7	13.9	6.3	0.3	6.7
2/2+2/1	786	786	-	-	-	2.9	0.9	-	3.8	17.3	6.4	0.9	7.3
2/4+2/3	564	564	-	-	-	2.3	0.7	-	3.0	19.3	9.7	0.7	10.4
3/1	586	586	-	-	-	3.8	1.3	-	5.1	31.2	12.4	1.3	13.7
3/2+3/3	874	874	-	-	-	5.3	1.2	-	6.6	27.0	12.5	1.2	13.7
4/2+4/1	1072	1072	-	-	-	4.4	2.1	-	6.5	21.9	15.0	2.1	17.1
4/3	863	863	-	-	-	4.1	1.5	-	5.6	23.3	16.8	1.5	18.3
5/1+5/2	571	571	-	-	-	5.2	2.1	-	7.3	45.7	8.8	2.1	10.9
5/3+5/4	630	630	-	-	-	5.6	2.0	-	7.6	43.5	7.5	2.0	9.5
6/2+6/1	281	281	-	-	-	2.3	0.3	-	2.6	33.6	3.1	0.3	3.4
6/3	345	345	-	-	-	3.2	1.5	-	4.6	48.5	8.0	1.5	9.5
7/1	326	326	-	-	-	4.5	0.5	-	5.0	54.8	8.2	0.5	8.6
7/2	336	336	-	-	-	4.3	0.5	-	4.8	51.5	8.1	0.5	8.6
8/1	596	596	-	-	-	0.0	0.3	-	0.3	2.0	0.3	0.3	0.6
8/2	597	597	-	-	-	0.0	0.3	-	0.3	2.0	0.3	0.3	0.6
9/1	32	32	2	30	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
10/1	971	971	-	-	-	0.1	0.8	-	0.9	3.5	13.2	0.8	14.0
10/2	536	536	-	-	-	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
11/1	242	242	-	-	-	0.2	0.2	-	0.4	6.4	1.4	0.2	1.6
11/2	148	148	-	-	-	0.0	0.1	-	0.1	3.1	3.0	0.1	3.1

Full Input Data And Results

11/3	388	388	-	-	-	0.1	0.5	-	0.6	5.2	8.2	0.5	8.7
12/1	371	371	-	-	-	1.0	0.4	-	1.4	13.1	4.5	0.4	4.9
12/2	534	534	-	-	-	2.7	0.8	-	3.5	23.8	6.8	0.8	7.6
12/3	448	448	-	-	-	1.8	0.5	-	2.4	19.1	9.7	0.5	10.2
13/1	415	415	-	-	-	0.4	0.3	-	0.7	6.3	5.4	0.3	5.8
13/2	792	792	-	-	-	1.3	1.3	-	2.6	11.7	9.8	1.3	11.1
13/3	768	768	-	-	-	2.1	1.2	-	3.3	15.4	12.0	1.2	13.2
13/4	223	223	-	-	-	0.2	0.1	-	0.4	6.0	1.6	0.1	1.7
13/5	505	505	-	-	-	2.6	0.4	-	3.1	21.9	7.5	0.4	8.0
14/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	770	770	-	-	-	3.0	4.6	-	7.6	35.3	13.5	4.6	18.1
14/3	848	844	-	-	-	3.2	15.5	-	18.7	79.4	21.3	15.5	36.8
14/4	564	564	-	-	-	1.3	1.0	-	2.3	14.8	7.5	1.0	8.5
14/5	373	373	-	-	-	0.8	0.4	-	1.2	11.3	6.7	0.4	7.1
15/1	751	751	-	-	-	0.6	0.6	-	1.2	5.7	5.5	0.6	6.1
15/2	965	965	-	-	-	1.7	1.1	-	2.8	10.5	15.2	1.1	16.3
15/3	1144	1144	-	-	-	1.9	2.1	-	4.0	12.6	15.4	2.1	17.5
15/4	87	87	-	-	-	0.0	0.0	-	0.1	3.3	0.2	0.0	0.3
16/1	1209	1209	-	-	-	0.7	2.4	-	3.1	9.3	8.1	2.4	10.5
16/2	1150	1150	-	-	-	1.2	1.9	-	3.0	9.5	5.3	1.9	7.2
16/3	285	285	-	-	-	0.3	0.1	-	0.4	5.6	5.1	0.1	5.2
17/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1507	1507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	1342	1342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

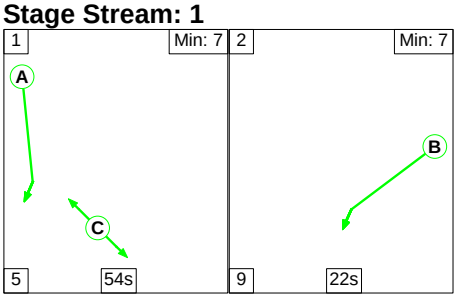
Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	39.9	Total Delay for Signalled Lanes (pcuHr):	14.06	Cycle Time (s):	90
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	31.42	Cycle Time (s):	90
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	41.83	Cycle Time (s):	90
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	135.5	Total Delay for Signalled Lanes (pcuHr):	0.67	Cycle Time (s):	90
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	22.94	Cycle Time (s):	90
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	42.8	Total Delay for Signalled Lanes (pcuHr):	1.22	Cycle Time (s):	90
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	13.85	Cycle Time (s):	90
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	86.1	Total Delay for Signalled Lanes (pcuHr):	4.64	Cycle Time (s):	90
		PRC Over All Lanes (%):	-11.6	Total Delay Over All Lanes(pcuHr):	130.67		

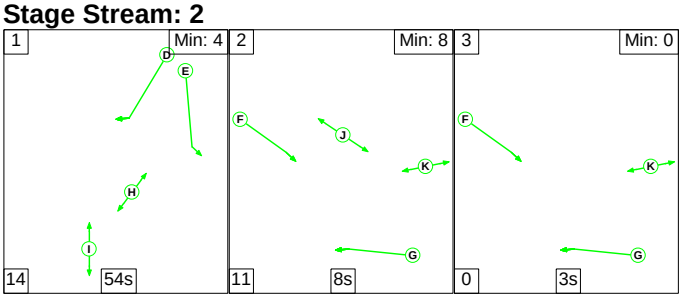
Full Input Data And Results
Scenario 14: '2030 DS(A+B) PM' (FG14: '2030 DS(A+B) PM', Plan 1: 'Network Control Plan 1')
C1 - 769L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

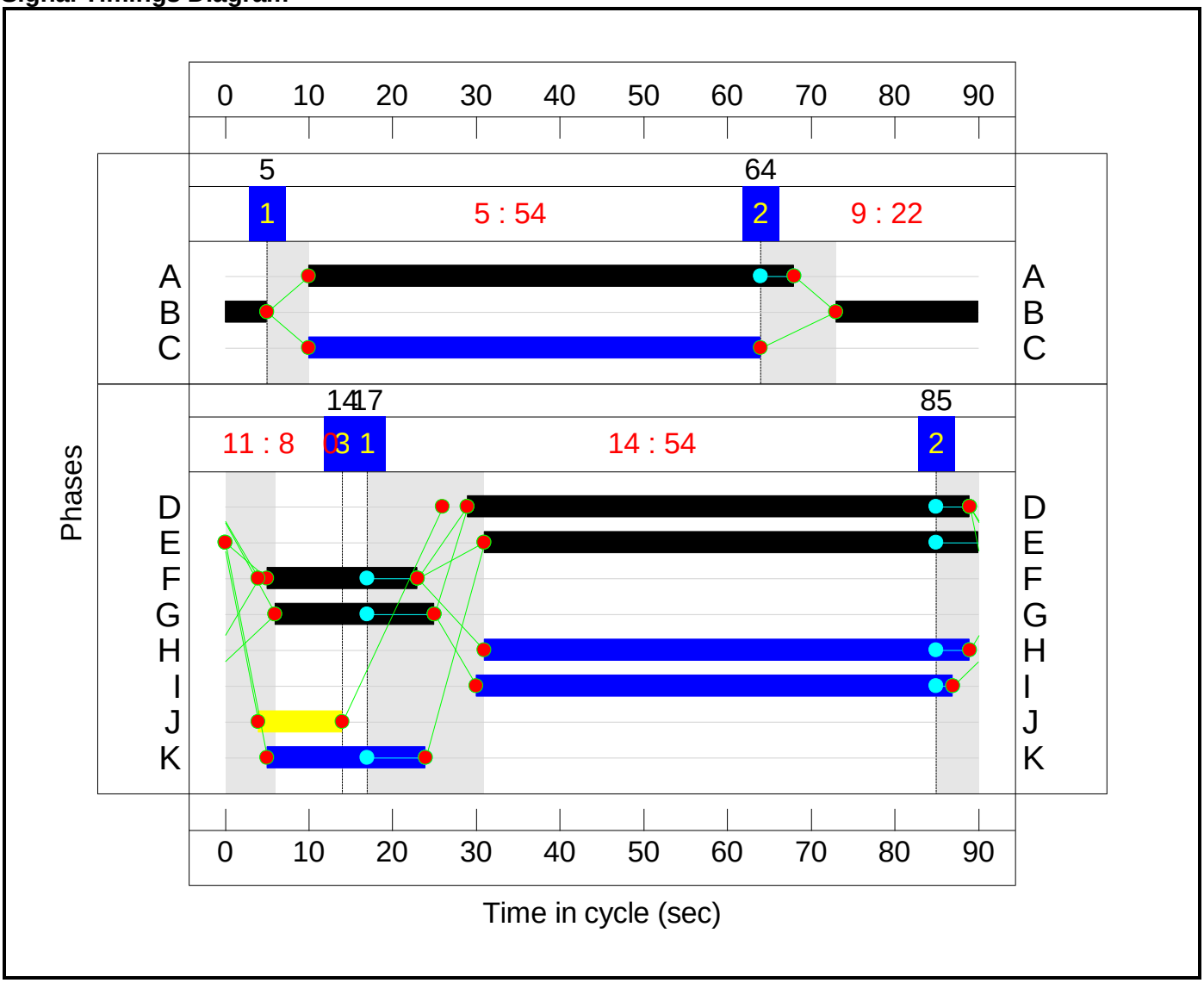
Stage	1	2
Duration	54	22
Change Point	5	64

Stage Stream: 2

Stage	1	2	3
Duration	54	8	3
Change Point	17	85	14

Full Input Data And Results

Signal Timings Diagram

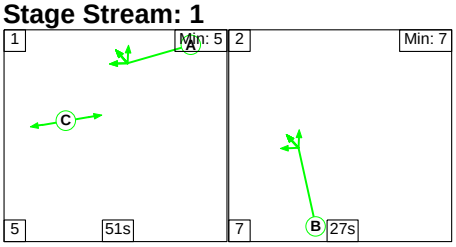


Full Input Data And Results

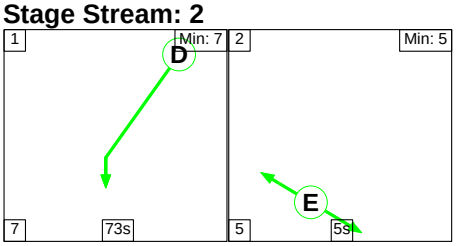
C2 - 770L

Stage Sequence Diagram

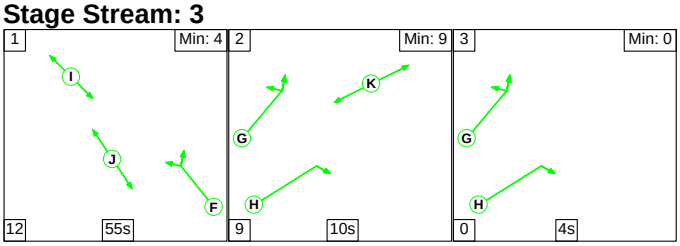
Stage Stream: 1



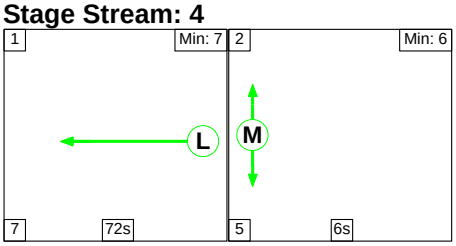
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	51	27
Change Point	26	82

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	38	28

Stage Stream: 3

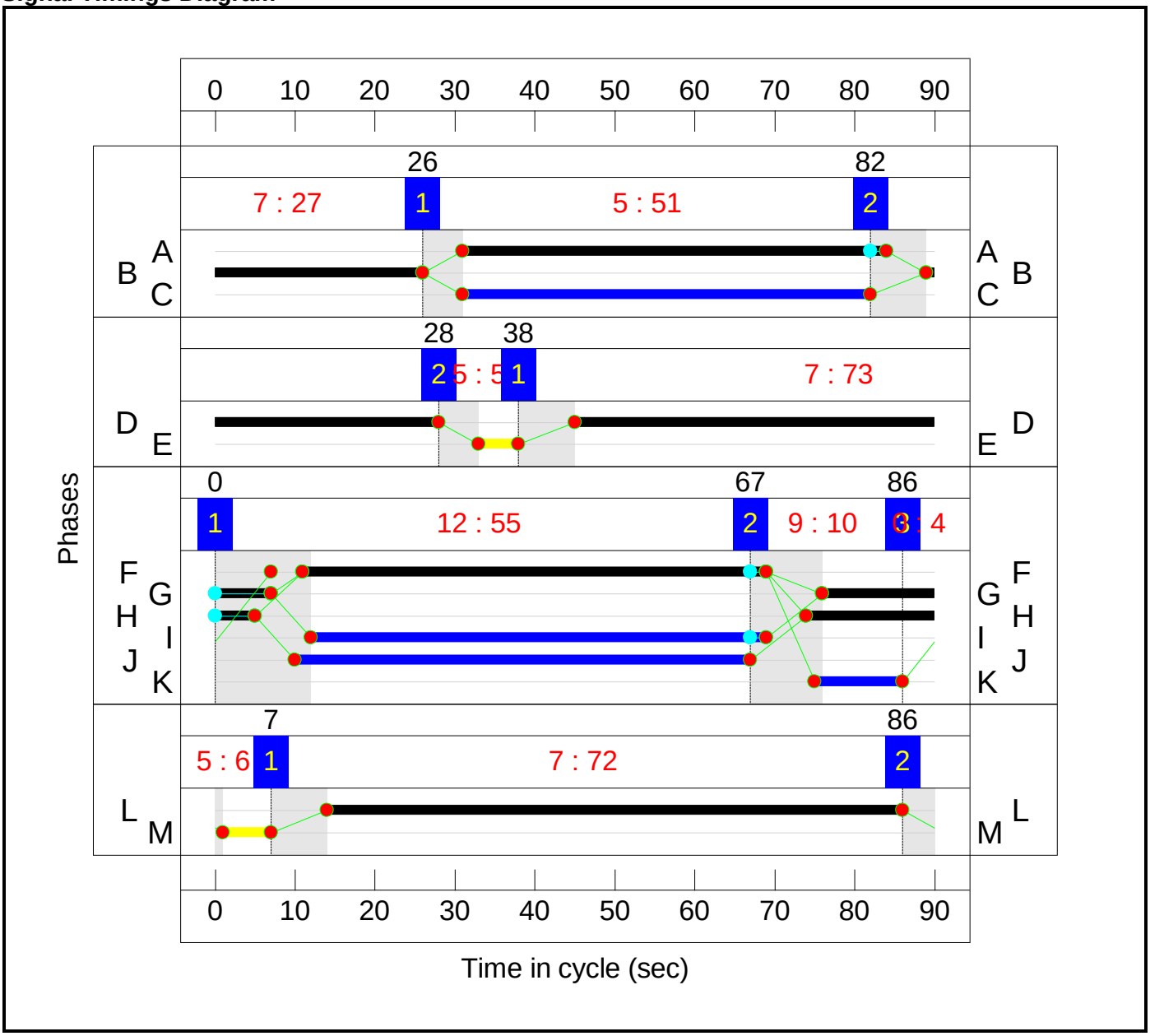
Stage	1	2	3
Duration	55	10	4
Change Point	0	67	86

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	72	6
Change Point	7	86

Signal Timings Diagram

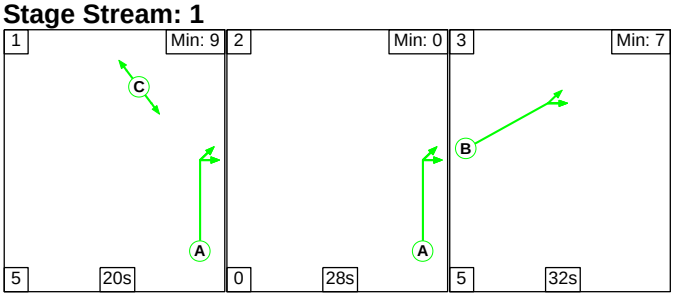


Full Input Data And Results

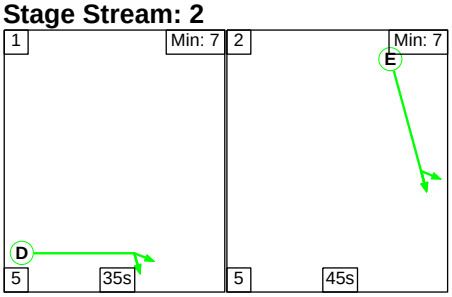
C3 - 771L

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

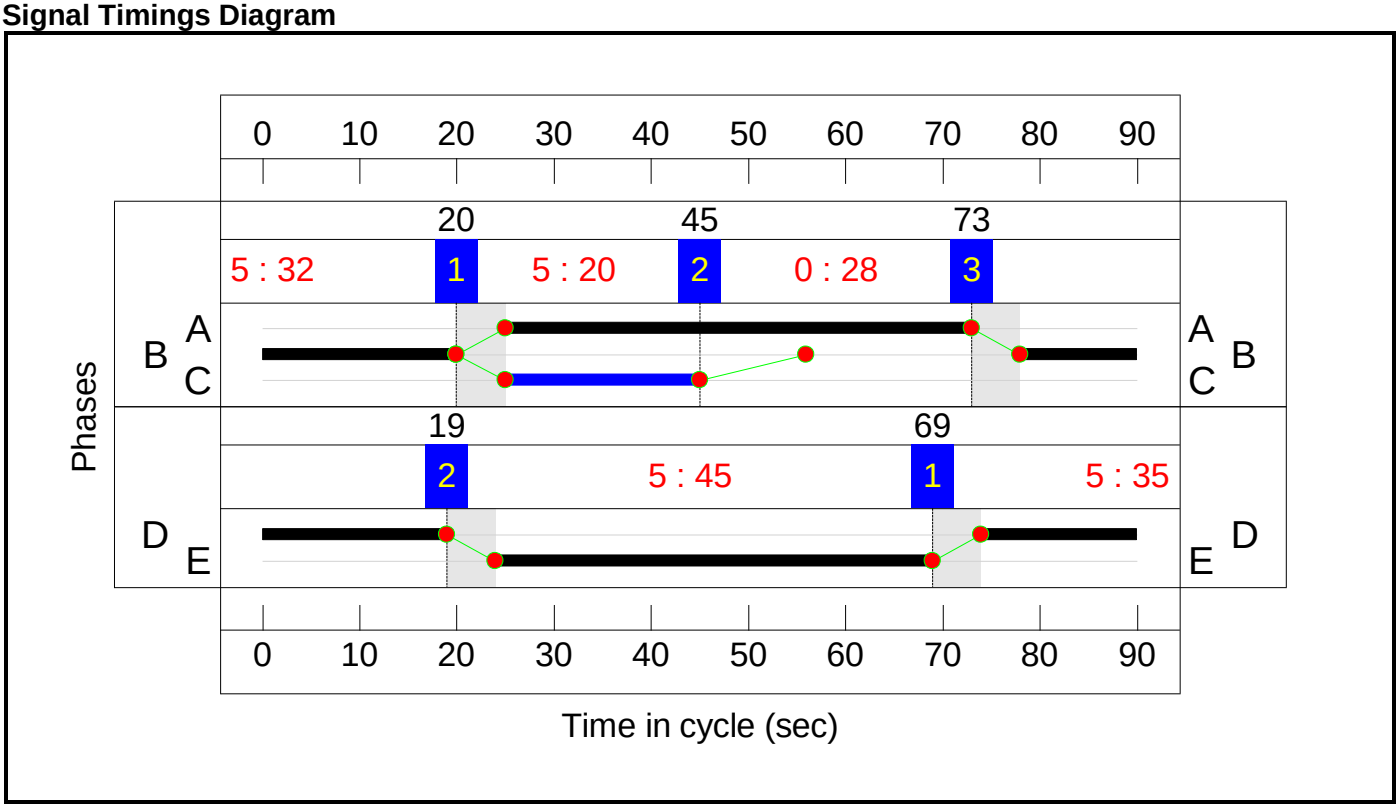
Stage Stream: 1

Stage	1	2	3
Duration	20	28	32
Change Point	20	45	73

Stage Stream: 2

Stage	1	2
Duration	35	45
Change Point	69	19

Signal Timings Diagram



Full Input Data And Results

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: M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.0%**
M62 Junction 28 - Tingley Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.0%**
1/1+1/2	A653 Dewsbury Rd - North Ahead Left	U	3:2	N/A	C3:E		1	45	-	842	2039:2037	655+741	60.3 : 60.3%
1/3	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	45	-	486	1949	1061	45.8%
1/4	A653 Dewsbury Rd - North Ahead	U	3:2	N/A	C3:E		1	45	-	861	2064	1124	76.6%
2/2+2/1	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	22	-	560	1805:1805	392+375	73.0 : 73.0%
2/4+2/3	M62 J28 - Off-Slip - East Left	U	1:1	N/A	C1:B		1	22	-	401	1854:1940	464+0	86.4 : 0.0%
3/1	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	19	-	414	2089	557	74.3%
3/2+3/3	Bradford Rd - East Left	U	1:2	N/A	C1:G		1	19	-	505	2172:2180	579+152	69.1 : 69.1%
4/2+4/1	A653 Dewsbury Rd - South Left Ahead	U	2:1	N/A	C2:B		1	27	-	744	1981:2183	421+542	77.3 : 77.3%
4/3	A653 Dewsbury Rd - South Ahead Ahead2	U	2:1	N/A	C2:B		1	27	-	435	2191	730	59.6%
5/1+5/2	Bradford Rd - West Ahead Left	U	2:3	N/A	C2:G		1	21	-	615	2184:2169	510+326	73.6 : 73.6%
5/3+5/4	Bradford Rd - West Right	U	2:3	N/A	C2:H		1	21	-	487	2033:2033	430+407	58.2 : 58.2%
6/2+6/1	M62 J28 - Off-Slip - West Ahead Ahead2	U	3:1	N/A	C3:B		1	32	-	414	2167:2167	701+289	41.8 : 41.8%
6/3	M62 J28 - Off-Slip - West Ahead	U	3:1	N/A	C3:B		1	32	-	598	2181	848	70.5%

Full Input Data And Results

7/1	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	18	-	250	1900	401	62.3%
7/2	Bradford Rd - Centre Ahead	U	1:2	N/A	C1:F		1	18	-	252	1900	401	62.8%
8/1	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	992	1900	1562	63.5%
8/2	OUT to Dewsbury Rd Ahead	U	2:2	N/A	C2:D		1	73	-	994	1900	1562	63.6%
9/1	Slip off into Bradford Rd Right	O	N/A	N/A	-		-	-	-	15	Inf	555	2.7%
10/1	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	669	1900	1541	43.4%
10/2	OUT to Bradford Rd West Ahead	U	2:4	N/A	C2:L		1	72	-	373	1900	1541	24.2%
11/1	Tingley Interchange - 3 Ahead	U	3:2	N/A	C3:D		1	35	-	278	1900	823	33.8%
11/2	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	35	-	275	1900	823	33.4%
11/3	Tingley Interchange - 3 Right	U	3:2	N/A	C3:D		1	35	-	679	1900	823	82.5%
12/1	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	58	-	722	1900	1309	55.2%
12/2	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	58	-	1165	1900	1309	89.0%
12/3	Tingley Interchange - 5 Ahead	U	1:1	N/A	C1:A		1	58	-	861	1900	1309	65.8%
13/1	Tingley Interchange - 6 Left	U	1:2	N/A	C1:E		1	59	-	749	1900	1267	59.1%
13/2	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	60	-	1106	1900	1351	81.9%
13/3	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	60	-	1086	1900	1351	80.4%

Full Input Data And Results

13/4	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	60	-	443	1900	1351	32.8%
13/5	Tingley Interchange - 6 Right	U	1:2	N/A	C1:D		1	60	-	325	1900	1351	24.1%
14/1	Tingley Interchange - 7 Left	U	N/A	N/A	-		-	-	-	1986	Inf	Inf	0.0%
14/2	Tingley Interchange - 7 Ahead	U	2:1	N/A	C2:A		1	53	-	566	1900	1140	49.6%
14/3	Tingley Interchange - 7 Ahead Right	U	2:1	N/A	C2:A		1	53	-	823	1900	1140	72.2%
14/4	Tingley Interchange - 7 Right	U	2:1	N/A	C2:A		1	53	-	250	1900	1140	21.9%
14/5	Tingley Interchange - 7 Right Right2	U	2:1	N/A	C2:A		1	53	-	254	1900	1140	22.3%
15/1	Tingley Interchange - 1 Ahead	U	2:3	N/A	C2:F		1	58	-	766	1900	1246	61.5%
15/2	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	58	-	558	1900	1246	44.8%
15/3	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	58	-	590	1900	1246	47.4%
15/4	Tingley Interchange - 1 Right	U	2:3	N/A	C2:F		1	58	-	101	1900	1246	8.1%
16/1	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	48	-	672	1900	1098	61.2%
16/2	Tingley Interchange - 2 Ahead	U	3:1	N/A	C3:A		1	48	-	692	1900	1098	63.0%
16/3	Tingley Interchange - 2 Right	U	3:1	N/A	C3:A		1	48	-	341	1900	1098	31.1%

Full Input Data And Results

17/1	M62 - On-Slip Road - Eastbound - EXIT	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
18/1	Bradford Rd - East - EXIT	U	N/A	N/A	-		-	-	-	1251	Inf	Inf	0.0%
19/1	A653 Dewsbury Rd - South - EXIT	U	N/A	N/A	-		-	-	-	1986	Inf	Inf	0.0%
20/1	Bradford Rd - West - EXIT	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
21/1	M62 On-Slip Road - Westbound - EXIT	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
22/1	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
22/2	Tingley Interchange - 3 - Dewsbury Rd North - EXIT	U	N/A	N/A	-		-	-	-	692	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: M62 Junction 28 - Tingley Interchange	**-**	**-**	**0**	**15**	**0**	**76.0**	**38.7**	**0.0**	**114.8**	**-**	**-**	**-**	**-**
M62 Junction 28 - Tingley Interchange	**-**	**-**	**0**	**15**	**0**	**76.0**	**38.7**	**0.0**	**114.8**	**-**	**-**	**-**	**-**
1/1+1/2	842	842	-	-	-	2.8	0.8	-	3.5	15.0	6.5	0.8	7.2
1/3	486	486	-	-	-	1.7	0.4	-	2.1	15.6	7.3	0.4	7.7
1/4	861	861	-	-	-	3.8	1.6	-	5.5	22.8	16.7	1.6	18.4
2/2+2/1	560	560	-	-	-	4.6	1.3	-	5.9	38.1	6.3	1.3	7.6
2/4+2/3	401	401	-	-	-	3.6	2.9	-	6.5	58.0	9.6	2.9	12.5
3/1	414	414	-	-	-	3.5	1.4	-	4.9	42.5	9.4	1.4	10.8
3/2+3/3	505	505	-	-	-	4.0	1.1	-	5.1	36.7	8.9	1.1	10.0
4/2+4/1	744	744	-	-	-	5.1	1.7	-	6.7	32.6	9.4	1.7	11.1
4/3	435	435	-	-	-	3.0	0.7	-	3.7	31.0	8.9	0.7	9.7
5/1+5/2	615	615	-	-	-	5.2	1.4	-	6.5	38.2	8.5	1.4	9.9
5/3+5/4	487	487	-	-	-	3.9	0.7	-	4.6	34.3	5.3	0.7	6.0
6/2+6/1	414	414	-	-	-	2.2	0.4	-	2.5	22.1	5.1	0.4	5.5
6/3	598	598	-	-	-	3.8	1.2	-	5.0	30.3	12.5	1.2	13.6
7/1	250	250	-	-	-	0.3	0.8	-	1.1	15.7	5.7	0.8	6.5
7/2	252	252	-	-	-	0.5	0.8	-	1.4	19.7	5.8	0.8	6.7
8/1	992	992	-	-	-	0.1	0.9	-	0.9	3.4	0.5	0.9	1.3
8/2	994	994	-	-	-	0.1	0.9	-	0.9	3.4	0.5	0.9	1.4
9/1	15	15	0	15	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
10/1	669	669	-	-	-	0.0	0.4	-	0.4	2.1	0.6	0.4	1.0
10/2	373	373	-	-	-	0.1	0.2	-	0.3	2.6	0.7	0.2	0.9
11/1	278	278	-	-	-	2.4	0.3	-	2.7	34.7	6.6	0.3	6.8
11/2	275	275	-	-	-	0.5	0.3	-	0.7	9.6	4.9	0.3	5.1

Full Input Data And Results

11/3	679	679	-	-	-	2.6	2.3	-	4.9	26.0	13.0	2.3	15.2
12/1	722	722	-	-	-	0.7	0.6	-	1.3	6.5	6.6	0.6	7.2
12/2	1165	1165	-	-	-	2.9	3.8	-	6.8	20.9	27.8	3.8	31.6
12/3	861	861	-	-	-	1.7	1.0	-	2.7	11.1	17.2	1.0	18.2
13/1	749	749	-	-	-	1.3	0.7	-	2.1	9.9	9.3	0.7	10.0
13/2	1106	1106	-	-	-	1.3	2.2	-	3.5	11.3	16.4	2.2	18.6
13/3	1086	1086	-	-	-	1.0	2.0	-	3.1	10.2	8.4	2.0	10.5
13/4	443	443	-	-	-	0.4	0.2	-	0.7	5.4	2.9	0.2	3.2
13/5	325	325	-	-	-	0.9	0.2	-	1.0	11.3	3.1	0.2	3.3
14/1	1986	1986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	566	566	-	-	-	3.4	0.5	-	3.9	24.5	14.0	0.5	14.5
14/3	823	823	-	-	-	3.1	1.3	-	4.4	19.2	15.2	1.3	16.5
14/4	250	250	-	-	-	0.9	0.1	-	1.1	15.5	4.5	0.1	4.6
14/5	254	254	-	-	-	1.0	0.1	-	1.2	16.3	4.8	0.1	4.9
15/1	766	766	-	-	-	1.4	0.8	-	2.2	10.1	10.8	0.8	11.6
15/2	558	558	-	-	-	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4
15/3	590	590	-	-	-	0.0	0.4	-	0.4	2.7	0.0	0.4	0.4
15/4	101	101	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
16/1	672	672	-	-	-	0.6	0.8	-	1.3	7.2	3.1	0.8	3.9
16/2	692	692	-	-	-	0.5	0.8	-	1.3	6.9	2.8	0.8	3.6
16/3	341	341	-	-	-	1.3	0.2	-	1.5	15.9	7.0	0.2	7.2
17/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	1986	1986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/2	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - 769L	Stream: 1	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	23.13	Cycle Time (s):	90
C1 - 769L	Stream: 2	PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	22.77	Cycle Time (s):	90
C2 - 770L	Stream: 1	PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	20.95	Cycle Time (s):	90
C2 - 770L	Stream: 2	PRC for Signalled Lanes (%):	41.4	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s):	90
C2 - 770L	Stream: 3	PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	14.23	Cycle Time (s):	90
C2 - 770L	Stream: 4	PRC for Signalled Lanes (%):	107.3	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	90
C3 - 771L	Stream: 1	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	11.76	Cycle Time (s):	90
C3 - 771L	Stream: 2	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	19.39	Cycle Time (s):	90
		PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	114.76		