

TRANSPORT ASSESSMENT

Proposed Office Extension, Bretton Park Way, Dewsbury

Job No: 25009

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Quality Management

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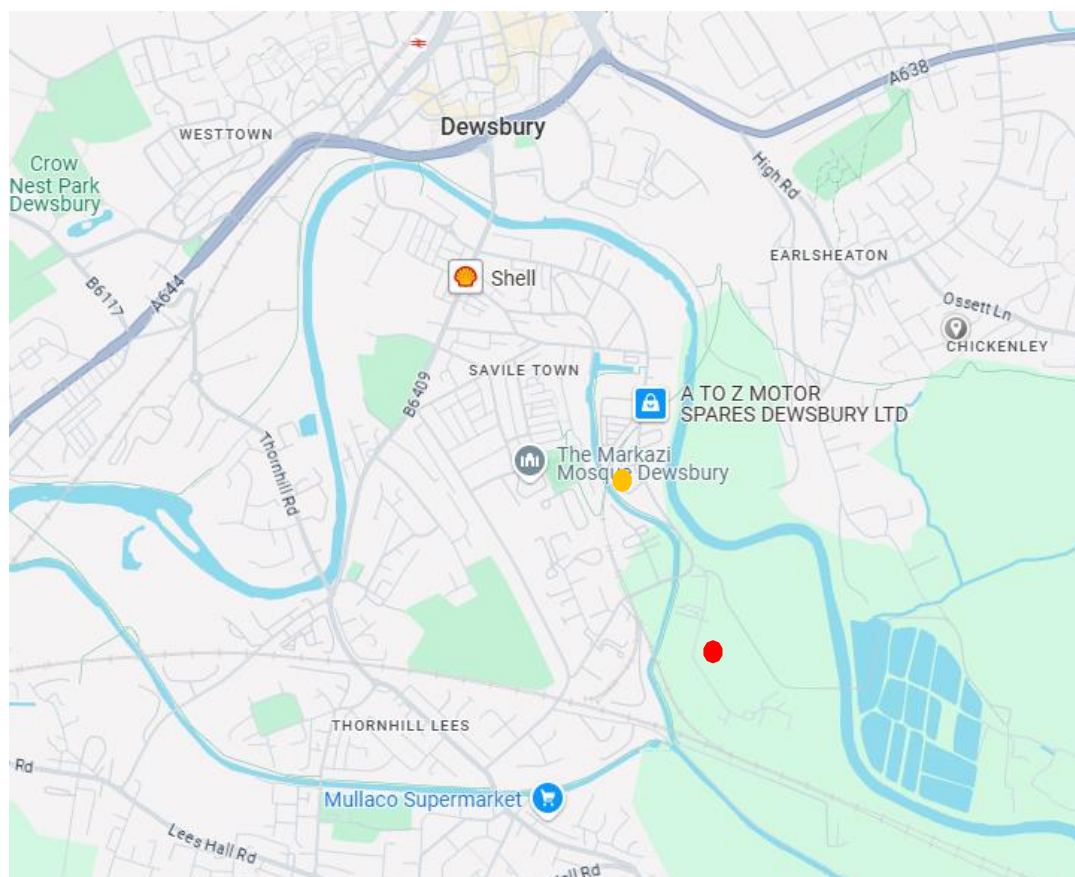
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1. Introduction

1.1. OVERVIEW

- 1.1.1. Via Solutions has been appointed to prepare this Transport Assessment (TA) to accompany a planning application for a proposed office extension to an existing industrial unit off Bretton Park Way in Dewsbury (the Site).
- 1.1.2. The extension will accommodate existing staff relocating from a second building, operated by the applicant, on Mill Street East at the junction with Warren Street. This existing Mill Street site is around 1km to the north of the Site, Figure 1 below shows the location of both sites in relation to the local area.

FIGURE 1. SITE LOCATION



● Application Site Location (Bretton Park Way)

● Mill Street Site Location

- 1.1.3. This TA considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.4. The development proposals have been explained and the impact on the highway network considered. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report.

2. Transport Policy

2.1. OVERVIEW

- 2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024.
- 2.2.2. Paragraph 109 indicates that transport should be considered at the early stages of development;
- ◆ Ensuring that transport considerations form an early part of public engagement;
 - ◆ Ensuring that streets, parking and other transport considerations are integral to the design;
 - ◆ Understanding the potential impacts associated with transport;
 - ◆ Identifying and pursuing opportunities to walk, cycle and use public transport; and
 - ◆ Considering the environmental impacts of transport including mitigation of adverse effects.
- 2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.

- 2.2.4. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development. These include, but are not limited to, supporting an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure and well-designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.
- 2.2.5. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking, which are not considered relevant in the context of this development
- 2.2.6. Paragraph 113 states that “maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport”.
- 2.2.7. Paragraph 114 states that “planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use and other”.

2.2.8. When considering sites for allocation or applications for development, consideration should be given to

- ◆ Prioritising sustainable transport modes, taking account of the vision for the Site, the type of development and its location;
- ◆ Achieving safe and suitable access to the Site for all users;
- ◆ the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and
- ◆ Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.2.9. Paragraph 116 states that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

2.2.10. Overall, the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure, and designed for low emissions.

2.2.11. Finally, paragraph 118 states that all developments creating “significant amounts” of movement should be supported by a Travel Plan and a Transport Statement or Transport Assessment addressing the likely impacts of the development.

2.3. LOCAL TRANSPORT POLICY

WEST YORKSHIRE LOCAL TRANSPORT PLAN

2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- ♦ *To improve access to jobs, education and other key services for everyone;*
- ♦ *To reduce delays to the movement of people and goods;*
- ♦ *To improve safety for all highway users;*
- ♦ *To limit transport emissions of air pollutants, greenhouse gases and noise; and*
- ♦ *To improve the condition of the highway infrastructure.*

2.3.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to '*ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards*'. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

KIRKLEES LOCAL PLAN

2.3.3. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees.

2.3.4. Policy LP21 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users, recognising the role of a TA in reducing the impact of developments on the environment by encouraging modal shift.

2.3.5. Policy LP21 states that new development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. In addition, proposals should demonstrate adequate mitigation measures as necessary to avoid a detrimental impact on the local highway network. Policy LP21 states that all proposals shall;

- ♦ *ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- ♦ *where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- ♦ *be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- ♦ *take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- ♦ *take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- ♦ *take into account access for emergency, service and refuse collection vehicles; and*
- ♦ *provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.'*

2.3.6. Policy LP24 d(vi) states that all proposals shall incorporate 'adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste'.

- 2.3.7. The Highway Design Guide (HDG) was adopted in November 2019 and specifies highway scheme design principles that reflect nationally recognised best practice. The SPD promotes a high standard of highway design that facilitates the delivery of high quality residential, employment and mixed-use development in Kirklees.
- 2.3.8. Various highway scheme design principles are included in the document including pedestrian movement, inclusive design, parking standards, emergency access, cycle infrastructure, the hierarchy and setting out of streets, how to accommodate the safe operation and manoeuvring of service vehicles and incorporating waste storage facilities in the context of highway impact.

3. Existing Conditions

3.1. SITE DESCRIPTION

- 3.1.1. The Site is located within Bretton Business Park, to the east of Bretton Park Way, approximately 2km south-east of Dewsbury town centre. **Error! Reference source not found.** in Section 1 of this report shows the location of the site.
- 3.1.2. The site is currently occupied by UK Greetings Ltd. The gross internal floor area for the existing building is 205,000 sq. ft (19,045 sqm) which includes for 15,000 sqft (1,394 sqm) office space.
- 3.1.3. The site is bounded to the north and east by open agricultural land and a private road to a sewage treatment works. It is bounded to the south and west by Bretton Park Way and further industrial units within the industrial estate.
- 3.1.4. The site takes access directly from Bretton Park Way in two locations. The first access, 'Gate A' is on the western boundary of the site and is used by staff and visitors to access the car park only. The second access 'Gate B' is located to the northern boundary of the site, from where deliveries and outgoing goods movements are undertaken.
- 3.1.5. The existing site layout is provided in Appendix A.

3.2. EXISTING OPERATION

- 3.2.1. The nature of the operation is such that the Bretton Park Way site is a seasonal distribution centre that runs at peak in September through to January. Thus the number of staff on site changes throughout the year.
- 3.2.2. To ensure a robust assessment of the traffic impact of the proposals, the maximum number of staff on site at any one time will be considered.

- 3.2.3. At present staff are split between two sites; Bretton Park Way (the subject of this proposed development) and the Mill Street East building, an 1km walk to the north of the Site.
- 3.2.4. At present there are a maximum of 124 staff employed at the Bretton Park Way Site and 264 at the Mill Street East site, both in part and full-time working patterns. This can be summarised as per the table below.

TABLE 1. CURRENT STAFF NUMBERS AND SHIFT PATTERNS

Shift Type	Number of Staff	
	Bretton Park Way	Mill Street
Day Shift • 0600-1400hrs • 1400hrs to 2200hrs	9 9	
5-day office staff: • Two-day hybrid (work 5 days but only Tues and Weds at Site) • 5-day ((staff on site 5 days per week)	53 50	264
Night shift (2200 to 0600 hrs)	3	
Total	124	264

- 3.2.5. The following should also be noted:
- ◆ Both sites are open on weekdays only;
 - ◆ The company operates two-day shifts between 0600 to 1400 and 1400 to 2200, and night shifts for a smaller number of employees.
 - ◆ 7 no. existing staff are remote sales staff and are not on site at any time and therefore not included in Table 1 as they do not influence this assessment; and
 - ◆ All staff are expected to be on site on Tuesday and Wednesdays (except night shift and remote sales staff);
 - ◆ The remaining staff are on site between 2 and 5 days every week and are office-based. These staff work an 8-hour shift of their choosing between the hours of 0600 and 1800.

- 3.2.6. It is estimated from Table 1 that the maximum number of staff members on the Bretton Park Way site will occur at the shift change period at 1400 hours on a Tuesday and Wednesday. There will be 121 staff members on site at Bretton Park Way.
- 3.2.7. There will be a maximum of 264 staff at Mill Street on a Tuesday and Wednesday. This is a maximum of 385 staff across the two sites at any time.

3.3. EXISTING ACCESS

- 3.3.1. The existing staff and visitor access to the Site at Gate A forms a simple priority T-junction with Bretton Park Way. The access is 7.3m wide and has 9m radii to either kerblines. The access is gated at the back of the highway at a point 9m back from the edge of carriageway. This access is only used by staff and visitors' vehicles plus office deliveries.
- 3.3.2. This access point at Gate B forms a simple priority T-junction with Bretton Park Way. The access is 7.3m wide and has 9m radii to either kerblines. The access is gated at the back of the highway at a point 15.5m back from the edge of carriageway.

3.4. LOCAL HIGHWAY NETWORK

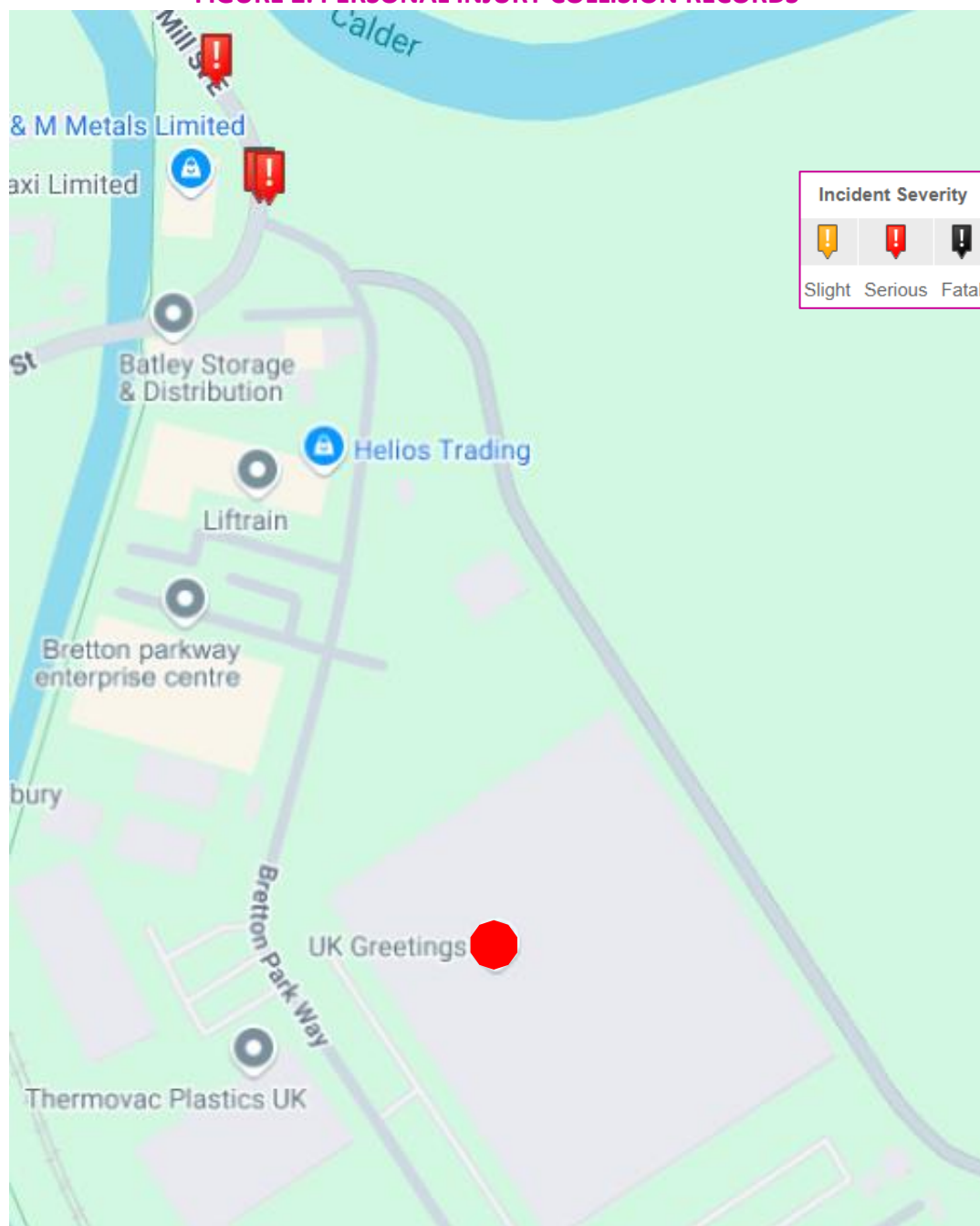
- 3.4.1. Bretton Park Way is a two way single carriageway road, approximately 7.3 metres in width. There are traffic calming speed tables on Bretton Park Way at regular intervals. In the vicinity of both Gate A and Gate B there are pedestrian footways provided to each kerblines. Bretton Park Way is lit and is subject to a 30mph speed limit.
- 3.4.2. Bretton Park Way meets Bretton Street/Mill Street at a simple priority T-junction 175m to the north of Gate B. Bretton Street is a two-way single carriageway road which is lit and subject to a 30mph speed limit.

- 3.4.3. Mill Street links the site to A644 Rishworth Road dual carriageway approximately 1.8km to the north of the site. The A644 links the site with the strategic road network at M1 Junction 40 some 7.5km to the east of the site.
- 3.4.4. The Site is well located for vehicular access on to the local, regional and strategic road network.

3.5. PERSONAL INJURY COLLISION RECORDS

- 3.5.1. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the Site. Data for the last five years (2019 to end 2023) has been obtained for the local highway network in the vicinity of the Site to include the Site access, Bretton Park Way and also the junction of Bretton Street / Bretton Park Way.
- 3.5.2. Figure 2 overleaf shows an extract from the map on the CrashMap Website. This shows the collisions recorded in the search area.

FIGURE 2. PERSONAL INJURY COLLISION RECORDS



Source: <https://crashmap.co.uk/Search> Site Location ●

- 3.5.3. The data has been further interrogated to understand the nature of the collisions and is provided in Appendix B.
- 3.5.4. There have been four collisions over the study period; 3 were serious in severity and 1 slight. All of these occurred within 100m of the junction of Bretton Street with Bretton Park Way.

- 3.5.5. 1 serious incident occurred some 100m to the north of the junction and involved 4 vehicles, 3 of which were stationary.
- 3.5.6. Of the three incidents at the junction, two involved vehicles which were turning into or from Bretton Park Way and with vehicles heading southbound on Mill Street. The third incident occurred when a lone vehicle left the carriageway of Mill Street.
- 3.5.7. None of the incidents involved pedestrians or cyclists.
- 3.5.8. It is considered that the accident record does not indicate a safety concern, nor any safety trends on the local highway network in the vicinity of the proposed development.

3.6. PARKING

- 3.6.1. The existing Bretton Park Way Site layout is provided in Appendix A. The existing staff and visitor car parking is accessed from Gate A and provides the following:
- ♦ 236 no. car parking spaces; including
 - 4 Electric Vehicle Charging Points;
 - 7 accessible parking spaces; and
 - ♦ 8 cycle spaces.
- 3.6.2. The parking is split into two areas; to the southwest of the building and to the south-eastern elevation. The latter is gated off and is currently not utilised.
- 3.6.3. The current parking capacity is more than adequate to satisfy parking demands of existing 124 staff at the Bretton Park Way site.
- 3.6.4. At the Mill Street East Site, there are 21 car parking spaces, including 5 visitor spaces and a further 2 accessible spaces. Staff at Mill Street are therefore likely to be parking on the local streets.

3.7. EXISTING TRAFFIC DATA

TRAFFIC COUNT SURVEYS

- 3.7.1. A fully classified traffic count and queue length survey was undertaken on Tuesday 18th March 2025 at the following junctions:
- ◆ Junction 1: Bretton Park Way / Bretton Street / Mill Street East; and
 - ◆ Junction 2: B6409 Savile Road / Mill Street East.
- 3.7.2. A summary of the survey data is provided in Appendix C. The morning and evening peak hour periods for the junction are shown to be 0800 to 0900 hours and 1630 to 1730 hours, respectively.
- 3.7.3. The 2025 base traffic count data for the peak hours is shown on Figures 2 and 3 contained in Appendix D.

3.8. STAFF SURVEY

- 3.8.1. The applicant operates the Bretton Park Way and Mill Street East sites. Across the 2 sites, there are a total of 388 existing members of staff as detailed in Table 1 in Section 3.2 of this report.
- 3.8.2. The applicant has provided the results of a travel survey which was distributed to the existing employees at both sites to understand to understand their current travel patterns. This has been used to inform both this TA and the accompanying TP.
- 3.8.3. Responses to the questionnaires were received from 49 staff members in total; 22 staff members located at Bretton Park Way and 27 staff members at Mill Street.

MODE SHARE

- 3.8.4. The modal split identified from the survey responses is presented in Table 2 below. The response may include for more than one mode of transport.

TABLE 2. STAFF MODE OF TRANSPORT

Mode of Transport	Bretton Park Way		Mill Street East	
	Number of staff	%age	Number of staff	%age
Walk / Run	7	32%	6	22%
Cycle	1	5%	0	0%
Bus	5	23%	5	19%
Train	0	0%	7	26%
Car	15	68%	19	70%
Taxi	6	27%	1	4%

- 3.8.5. An average of 69% of staff drive themselves to work from the staff travel survey. It is unclear from the survey how many staff attend work as a passenger in a car, on a motorcycle, or in a taxi.
- 3.8.6. The results of the Travel Survey are presented in Appendix E.
- 3.8.7. The response rate to the staff travel survey was quite low. Census travel to work data has been interrogated as a comparison for the findings of the travel survey.
- 3.8.8. National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data from Kirklees 024 Mid Layer Super Output Area (MSOA).

TABLE 3. METHOD OF TRAVEL TO WORK KIRKLEES 024 MSOA

Method of Travel to Work	Total	Percentage
Taxi	57	1.2%
Motorcycle	23	0.5%
Driving a car or van	3,208	67.7%
Passenger in a car or van	399	8.4%
Train, metro, light rail	77	1.6%
Bus, minibus, coach	370	7.8%
Bicycle	50	1.1%
On foot	542	11.4%
Other	14	0.3%
TOTAL	4,740	100%

3.8.9. Census data suggests 67.7% of those travelling to work in the MSOA do so by car. This is reflective of the results of the Staff Travel Survey presented in Table 2.

STAFF ARRIVAL / DEPARTURES TIMES

3.8.10. The travel survey also identifies the staff arrival and departure times. For those working day times (i.e. in Table 1, those working up to 5 days per week not including day or night shift workers) the following can be determined:

- ♦ 88% arrive during the 0800-0900 peak hours, with 12% arriving before 0800 hours;
- ♦ 50% staff leave before 1630 hours, 33% between 1630 and 1700, 11% between 1700 and 1730, and 6% leave after 1730 hours;

3.8.11. As noted in Section 3.2, the existing operation at both Bretton Park Way and Mill Street requires that all office-based staff in Table 1 are on site on Tuesday and Wednesday every week.

4. PEDESTRIANS AND CYCLISTS

4.1. WALKING

- 4.1.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally considered that an acceptable maximum walking distance from home to a place of work is 2km.
- 4.1.2. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) recommends various thresholds for desirable, acceptable and preferred maximum walking distances depending on journey purpose/location as shown in Table 4.

TABLE 4. SUGGESTED ACCEPTABLE WALKING DISTANCE

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (CIHT, 2000)

- 4.1.3. The range of destinations within the desirable, acceptable and preferred maximum walking distances for Commuting / Education / Leisure trips from the Site are summarised in Table 5 below.
- 4.1.4. This assessment demonstrates that the Site is ideally located to encourage walking trips to a wide range of destinations for the key journey purposes associated with residential development; access to employment, access to education and leisure trips including shopping.

TABLE 5. DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations/ Facilities
500m	Leisure walking routes, Mill Street and Bretton Park Way industrial estates.
1000m	Bus stops, leisure facilities, non-food retail and services, residential areas
2000m	Supermarkets, other food and non-food retail, residential areas

- 4.1.5. With respect to the local environment for walking, Bretton Park Way has footways on both sides, of varying widths, leading from the Site access. There are dropped kerbs with tactile paving to facilitate pedestrian crossing at most of the side roads and accesses to premises joining it in the vicinity of the site.
- 4.1.6. The footways continue to the north on Bretton Park Way on Bretton Street and Mill Street East.
- 4.1.7. The site is well connected for journeys on foot to a range of destinations using good quality infrastructure.

4.2. CYCLING

- 4.2.1. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments.
- 4.2.2. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km.

- 4.2.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.
- 4.2.4. With respect to the local environment for cycling, Bretton Park Way, Bretton Street and Mill Street East are all subject to 30mph speed limits and as such should be adequate for use by cyclists.
- 4.2.5. 120 metres to the north of the junction with Bretton Park Way, there is a signed off-road cycle route leading from Mill Street East alongside the Calder and Hebble Navigation. This is a link route to the National Cycle Network Routes NCN 69 and 699 to the north allowing cyclists to access Dewsbury and Ossett town centres, and further west to Huddersfield and Bradford.
- 4.2.6. The Site is well connected to existing cycle infrastructure which gives access to the surrounding area networks and will encourage sustainable travel by this mode.
- 4.2.7. It is considered that there are practical and convenient links available to and from the Site offering the potential for residents and visitors to walk or cycle rather than relying on the use of a private car.

4.3. PUBLIC TRANSPORT

BUSES

- 4.3.1. The closest bus stops are located on Headfield Road, immediately north of its junction with Bretton Street, around a 10-minute walk to the site. The Headfield Road stops have a post flag and timetable information..
- 4.3.2. The bus services that operate at the above bus stops are summarised within Table 6 overleaf.

TABLE 6. SUMMARY OF BUS ROUTES

Route no	Route Summary	Frequency (minutes)					
		Monday-Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
230/ 230A	Dewsbury - Thornhill Lees – Thornhill – Whitley – Grange Moor -	60	NS	60	NS	NS	NS

*NS – No Service

RAIL

- 4.3.3. The Site is some 3.0km cycling distance from Dewsbury Station (via the off-road national cycle network route 69 or on road) and is also accessible using the bus services in Table 5 above. Dewsbury Station offers parking for 70 bicycles in both racks and secure cycle hubs. Therefore, there is a reasonable prospect of walking and cycling trips being made to and from the station as part of a longer journey by rail.
- 4.3.4. Dewsbury Station is served by Northern Rail and Transpennine Express services, offering local and regional rail services with high frequency services to a wide range of destinations either directly or by changing at other stations such as Leeds.

5. Development Proposals

5.1. PROPOSED DEVELOPMENT

- 5.1.1. The development comprises an extension to the Bretton Park Way building of 30,000 sq ft (c2,800 sqm) office space. All staff currently based at the Mill Street East building will be relocated to the Bretton Park Way site. This is a total of 388 staff members to be located at the Bretton Park Way Site.
- 5.1.2. Car parking is provided in the existing ground level surface car park areas to the south of the building, accessed via Gate A. Further parking will be provided within the delivery and servicing yard accessed from Gate B.
- 5.1.3. Secure long and short stay cycle parking will be located to the south of the building within cycle shelters. This will be discussed in more detail in section 5.3 of this report.
- 5.1.4. The proposed site layout is indicated on the drawing contained within Appendix F.

5.2. DEVELOPMENT ACCESS

- 5.2.1. There are two existing access points serving the site from Bretton Park Way as described in Section 3.3 of this report. Both accesses will be utilised in their current form to access the proposed development.
- 5.2.2. No improvement to the access points is considered necessary.

5.3. PARKING PROVISION

- 5.3.1. The existing floor plans and layout plans for the Site (including parking) are shown on the drawings in Appendix A. The existing parking provision is detailed in Section 3.6 of this report; 240 parking spaces are provided in total.
- 5.3.2. At present, only half of the available parking spaces are open for staff to use, with the southern area of car parking gated off.
- 5.3.3. The travel survey issued to the existing staff members at both Sites confirmed that an average of 69% of employees drive a private vehicle to work (and therefore require parking on site). This modal share is also supported by the Census travel to work data for the Kirklees 024 MSOA and as such is considered suitable to apply to the site.
- 5.3.4. If 69% of staff are travelling by car, the maximum of 121 staff members at the Bretton Park Way would require 84 parking spaces and so the current parking provision satisfies the requirements of the existing staff with a significant number of additional spaces that are unused.
- 5.3.5. The development proposals will result in all 264 staff from Mill Street East site relocating to the Bretton Park Way site. This will give a maximum of 385 staff at the Bretton Park Way at any time.
- 5.3.6. Assuming that staff mode share for car-use remains at 69%, the 385 staff members will require 266 parking spaces.
- 5.3.7. Electric Vehicle and Accessible Parking will be provided in addition to the proposed 266 spaces, to ensure parking is available for visitors to the site.
- 5.3.8. The number of EVCP will be increased on Site to account for the increase in staff and will be provided as at least 5% of the total number of spaces provided. 12 EVCP spaces are provided.

- 5.3.9. The number of accessible parking spaces will be increased on Site to account for the increase in staff and will be provided as at least 5% of the total number of spaces provided. 12 disabled spaces are provided.
- 5.3.10. The EVCP and accessible spaces will be provided in addition to the general parking spaces. This will ensure that there is adequate.
- 5.3.11. The table below summarises the existing and proposed parking to be provided at the Bretton Park Way site, broken down into type.

TABLE 7. EXISTING AND PROPOSED PARKING PROVISION

Type	Parking Spaces at Bretton Park Way Site	
	Existing Provision	Proposed Provision
Car Parking	228	266
Electric	5	12
Disabled	7	12
Total Parking Spaces	240	290
Cycle	8	18

- 5.3.12. The proposed parking for the Site is shown on the proposed layout plans in Appendix F. The additional 50 parking spaces are provided in a new area of parking accessed via the Gate B access. The parking area will be located to the north of the Gate B access and protected from the movement of goods vehicles to the delivery bays within this area. Pedestrian walkways and crossings will be provided to ensure safe passage of pedestrians to the main building.
- 5.3.13. This proposed parking area will only be required at times where the maximum number of staff are on site i.e. Tuesday and Wednesdays and during the peak season of production. At other times this car park can be shut off and not used.

- 5.3.14. The proposed parking for the site is considered appropriate for the operation of the combined site and will ensure that all staff requiring a car parking space, can park on site and not on the highway, as per the current situation at Mill Street.

CYCLE

- 5.3.15. The adopted standards set out the cycle storage requirements for the office extension, as follows
- ◆ 1 long stay cycle space per 300 sqm.
- 5.3.16. This would equate to a total of 9 additional cycle spaces as shown in table 7. The proposed layout indicates that the existing cycle storage provision will be expanded to accommodate 18 cycle spaces (secure and covered).
- 5.3.17. The demand for cycle parking will be monitored through the Travel Plan process and should the need for more cycle parking become apparent, then the level of provision will be increased to suit.

5.4. SERVICING

- 5.4.1. Refuse / servicing collection will be from the existing Gate B access and will utilise the available turning space within the development curtilage.
- 5.4.2. The allocation of staff parking within the deliveries and servicing area will not impede the movement of rigid and articulated HGV within that area. Pedestrian walkways will be clearly marked within this area of the site to provide safe access to the building. There will also be barriers to ensure that larger vehicles are guided away from the parking area.
- 5.4.3. The swept path analysis of an articulated vehicle has been undertaken and is shown on drawing 2500901 within Appendix G. This demonstrates that vehicles can exit the site in forward gear without the need to reverse onto the public highway.

6. Development Assessment

6.1. TRAFFIC GENERATION

- 6.1.1. The 264 members of staff currently at the Mill Street East site will relocate to the Bretton Park Way Site. Any trips generated by these members of staff will be trips that are already on the network.
- 6.1.2. However, the vacant Mill Street East Site could be re-opened with the same land use and a similar trip generation following the relocation to Bretton Park Way.
- 6.1.3. To ensure a robust assessment, no 'netting off' or reduction of the trip generation has been applied to the trip generation of the relocated staff members i.e. all trips from the staff at Mill Street East Site will be considered as new trips on the network.

FIRST PRINCIPLES ASSESSMENT - STAFF TRIP GENERATION

- 6.1.4. To accurately assess the impact of the development proposals, it is necessary to identify the number of staff that will be travelling to and from the Bretton Park Way site currently and following the implementation of the development proposals.
- 6.1.5. The existing operation of the Site was presented in Section 3.2 of this report, with existing and proposed staff numbers presented in Table 1 alongside the results of the Staff Travel Survey in Table 2 and the results in Appendix E. The travel survey findings were presented in Section 3.8 of this report.
- 6.1.6. The current and future staff numbers can be summarised as per the table overleaf which repeats Table 1.

TABLE 8. CURRENT AND PROPOSED STAFF NUMBERS AND SHIFT PATTERNS

Shift Type	Current Numbers of Staff		Future Numbers of Staff
	Bretton Park Way	Mill Street	Bretton Park Way
Day Shift 0600-1400hrs 1400hrs to 2200hrs	9 9		9 9
5-day office staff: - Two-day hybrid (work 5 days but only Tues and Weds at Site) 5-day ((staff on site 5 days per week)	53 50	264	317 50
Night shift (2200 to 0600 hrs)	3		3
Total	124	264	388

6.1.7. The largest numbers of staff are those working the office shift, between 2 and 5 days at the site and during office hours. These are those staff highlighted in yellow in Table 8. This is 103 current staff and an additional 264 future staff giving a total of 367 future staff.

6.1.8. These staff are mostly likely to arrive and depart the site during the highway peak periods earlier identified as 0800-0900 hrs (AM peak period) and 1630-1730 hrs (PM peak period). Day and night shift works will arrive and depart outwith those times.

6.1.9. From the above information in Sections 3.7 to 3.9 of this report, the following can be determined about the current and future trip generation of the site:

- ♦ Currently **103 staff** at the Bretton Park Way site will potentially arrive and depart during the peak hours;
- ♦ In future, **367 staff** will potentially arrive and depart during peak hours;
- ♦ The travel survey shows 88% staff arrive during the 0800-0900 peak hours, with 12% arriving before 0800 hours;
- ♦ The travel survey shows 50% staff leave site before 1630 hours, 33% between 1630 and 1700, 11% between 1700 and 1730, and 6% leave after 1730 hours;
- ♦ 69% of staff used a private vehicle to travel to work.

- 6.1.10. The travel survey did not identify those staff that arrive as a passenger in a private car nor those arriving by taxi. The number of staff vehicle-based trips to the site will be higher than 69%.
- 6.1.11. Census data presented in section 3.9 and Table 3 suggests 77.8% of those travelling to work to the Kirklees 024 MSOA do so by car as a driver or passenger, by motorcycle or in a taxi. This figure has been used alongside the information in paragraph 6.1.9 to estimate the peak hour trip generation for the site.
- 6.1.12. The calculation of peak hour trip generation to Bretton Park Way Site for the current and future staff is shown in the table below.

TABLE 9. STAFF TRIP GENERATION – CURRENT AND FUTURE STAFFING LEVELS

	AM Peak Period (0800-0900)			PM peak Period (1630-1730)		
	Arr	Dep	Total	Arr	Dep	Total
Current 124 staff:						
• 103 person trips in peak periods	103	103	103	103	103	103
• 78% arrive by car / taxi	80	0	80	0	80	80
• 88% arriving in AM peak 0800-0900	71	0	71	0	0	0
• 44% departing in PM peak 1630-1730	0	0	0	0	35	35
Peak Hour Trip Generation – Current 124 staff	71	0	71	0	35	35
Future 367 staff:						
• 367 person trips	367	367	367	367	367	367
• 78% arrive by car / taxi	285	285	285	285	285	285
• 88% arriving in AM peak 0800-0900	251	0	251	0	0	0
• 44% departing in PM peak 1630-1730	0	0	0	0	126	126
Peak Hour Trip Generation – Future 388 staff	251	0	251	0	126	126
Total Additional Trips	181	0	181	0	90	90

- 6.1.13. The additional trips in the final row are those additional trips on the network as a result of the relocation of staff to the Bretton Park Way site.
- 6.1.14. The morning peak hour based on the derived traffic generation is 0800 to 0900 hours. The morning peak traffic generation is 181 vehicles arrivals and 0 vehicles departures, a total of 181 vehicles.
- 6.1.15. The evening peak hour based on the derived traffic generation is 1630-1730 hours. The evening peak traffic generation is 0 vehicles arrivals and 90 vehicles departures, a total of 90 vehicles.
- 6.1.16. The additional network trips identified in Table 9 are the maximum number of trips that the site will generate, during times of peak production and only on two weekdays out of five.
- 6.1.17. The extension of the building will be to provide office accommodation. There will not be an increase in manufacturing output from the site as a result of the co-locating of staff. Therefore there is not expected to be an increase in larger goods vehicles to and from the site.
- 6.1.18. There will be an increase in the servicing/deliveries trip generation for the office extension however this is not expected to increase in the peak hour periods. These trips will take place during office hours.

6.2. TRAFFIC GROWTH

- 6.2.1. TEMPro 8.1 was used to determine the National Traffic Model (NTM) factors between 2025 (traffic survey collection date) and an assessment year of 2030. The following weekday peak hour factors are shown in the table overleaf.

TABLE 9 – TRAFFIC GROWTH FACTORS

	AM Peak	PM Peak
2025 to 2030	1.0530	1.0570

- 6.2.2. These base traffic growth factors were applied to the 2025 base traffic flows. The traffic flow diagrams for the 2030 AM and PM peak hours are provided on Figures 4 and 5 in Appendix D.

6.3. TRAFFIC DISTRIBUTION

- 6.3.1. The additional trip generation for each of the site was presented in Section 6.1. These additional trips have been assigned to the local highway network splitting the vehicles to the two site accesses in proportion to the staff car parking accessible from Gate A and Gate B.
- 6.3.2. Trips on the local highway network have been assigned to the network based on the percentage directional splits observed in the traffic surveys.
- 6.3.3. The development trip generation flow diagrams for the AM (0800-0900) and PM (1630-1730) peak hours, are shown in Figure 6 in Appendix D.
- 6.3.4. The combined 2025 and 2030 base plus development flow diagrams for the AM (0800-0900) and PM (1630-1730) peak hours, are shown in Figures 7 to 10 in Appendix D.

6.4. TRAFFIC IMPACT ASSESSMENT

- 6.4.1. The proposed development traffic generation between 0800 and 0900 hours in the morning is 181 vehicles arriving and 0 vehicles departing which is a total of 181 vehicles and in the evening between 1630 and 1730 hours it is 0 vehicles arriving and 90 vehicles departing which is a total of 90 vehicles.

6.4.2. It is considered that operational assessment is required of the following junctions to identify the impact of the development:

- ❖ Junction 1 – Bretton Street / Mill Street East / Bretton Park Way; and
- ❖ Junction 2 – B6409 Savile Road / Mill Street East / Mill Street West.

6.4.3. Junction 1 has been modelled using the PICADY function within the Junctions 9 software. Junction 2 (traffic signalled) has been modelled using LINSIG.

JUNCTION 1: BRETTON STREET / MILL STREET EAST WITH BRETTON PARK WAY

6.4.4. Junction 1 has been modelled by VIA using the PICADY function within the Junctions 9 software. The results of the modelling are shown in the following section, and the full results are provided within Appendix H.

TABLE 10: MILL STREET EAST / BRETTON STREET / BRETTON PARK WAY JUNCTION ANALYSIS

Approach	2025 Opening Year				2030 Future Year			
	0800-0900		1630-1730		0800-0900		1630-1730	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Base Traffic								
Bretton Park Way	0.17	0.4	0.13	0.3	0.19	0.4	0.14	0.3
Bretton Street Right Turn	0.21	0.4	0.02	0.0	0.23	0.4	0.02	0.0
Base plus Development Traffic								
Bretton Park Way	0.19	0.4	0.26	0.6	0.20	0.4	0.27	0.7
Bretton Street Right Turn	0.38	0.8	0.02	0.0	0.42	0.9	0.02	0.0

6.4.5. Within PICADY, a Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction or arm operates within its predicted capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues

will develop, and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity.

- 6.4.6. Table 10 demonstrates that the junction operates within capacity in the 2030 design scenario with a maximum RFC of 0.29 and therefore can accommodate the proposed development.

JUNCTION 2: B6409 SAVILE ROAD / MILL STREET EAST JUNCTION ANALYSIS

- 6.4.7. Junction 2 has been modelled by VIA using the signalled junction modelling software, LINSIG. The results of the modelling are shown in the following section, and the full results are provided within Appendix J.
- 6.4.8. Some stages within the signal cycle are called only if specific pedestrian stages are called during the signal cycle. The LINSig model has been run assuming no pedestrian stages and also when the pedestrian stages are called every other cycle. The latter scenario will present the worst case in terms of junction operation and the results for this are shown in the Table overleaf. All scenario results are presented in Appendix J.

TABLE 11: B6409 SAVILE ROAD / MILL STREET EAST JUNCTION ANALYSIS

Approach	2025 Opening Year				2030 Future Year			
	0800-0900		1630-1730		0800-0900		1630-1730	
	Max DoS	Max Queue	Max DoS	Max Queue	Max DoS	Max Queue	Max DoS	Max Queue
Base Traffic								
B6409 Savile Road north	61.2	13.5	73.2	19.7	64.5	15.3	77.4	21.8
Mill Street East	60.7	7.1	72.5	7.8	64.0	7.6	76.5	9.1
B6409 Savile Road South	61.1	11.3	50.6	10.2	60.3	12.1	53.5	11.1
Mill Street West	60.7	11.1	73.1	14.8	60.3	11.7	77.4	16.4
Base plus Development Traffic								
B6409 Savile Road north	61.2	14.1	74.7	19.8	64.5	15.4	79.0	22.0
Mill Street East	60.7	7.1	74.7	8.8	64.0	7.7	78.4	9.5
B6409 Savile Road South	57.3	11.3	51.3	10.2	60.3	12.3	54.5	11.1
Mill Street West	61.1	11.2	74.6	14.9	64.3	11.9	78.4	15.9

6.4.9. A Degree of Saturation (DoS) on any link below 90% indicates that a junction or arm operates within its predicted capacity. A DoS value between 90 and 100% indicates that there may be occasions during the period modelled when queues will develop, and delays will occur. A DoS value greater than 100% indicates that the junction or arm operates beyond its theoretical capacity.

6.4.10. Table 11 demonstrates that the junction operates within capacity in the 2030 design scenario and therefore can accommodate the proposed development.

6.4.11. The traffic generation of the proposed development is not considered to be significant. The proposed development is located in a sustainable location and will not have a significant traffic impact on the highway network.

6.5. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 6.5.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 6.5.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).
- 6.5.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).
- 6.5.4. This report has also demonstrated that the proposed development accords with the policies within the Kirklees Local Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 6.5.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

7. Summary and Conclusions

7.1. SUMMARY:

- 7.1.1. The proposed development comprises a 30,000 sqft office extension to the existing site on Bretton Park Way. The extension will accommodate existing staff based at Bretton Park and 264 staff members currently based at the nearby Mill Street site; this will allow the Mill Street site to be vacated completely;
- 7.1.2. The nature of the operation is such that the Bretton Park Way site is a seasonal distribution centre that runs at peak in September through to January. Thus the number of staff on site changes throughout the year. To ensure a robust assessment of the traffic impact of the proposed development, the maximum number of staff on site at any one time has been used to undertake the assessment.
- 7.1.3. The key points from this assessment are outlined below.
- ♦ The majority of the staff at both sites, work between 2 and 5 weekdays on site, during office hours, and therefore are likely to generate trips on the network during peak traffic periods;
 - ♦ All office-based staff are on site on Tuesdays and Wednesdays;
 - ♦ Traffic surveys have been undertaken at key junctions in the local highway network and the applicant has provided staff travel survey information that has been used in this report to understand existing staff travel patterns;
 - ♦ The pedestrian, cycle and vehicular access to the site will remain unchanged as a result of the proposals including access for deliveries and servicing;
 - ♦ The site is well served by walking, cycling and public transport;
 - ♦ Continuous pedestrian footways lead directly from the site and north on Bretton Park Way and Bretton Street / Mill Street. These allow access to local bus services and also to longer distance PROW's and cycle routes;
 - ♦ There is no existing road safety issue that might be exacerbated by the traffic generated by the proposed development;

- ♦ The proposed general, accessible and EVCP and cycle parking proposed on the Site will be appropriate for the operational requirements of the site;
- ♦ The additional trips due to the current staff relocating from the Mill Street East site have been assumed to be 'new trips' on the network to ensure a robust assessment of impact;
- ♦ Modelling of the impact of additional trips on the highway network has shown the highway network can accommodate the additional traffic; and
- ♦ There will be no residual cumulative impacts associated with the proposed development.

7.1.4. It is important to note that the Bretton Park Way currently has a significant over-provision of parking and a significant amount of parking is not in use currently. There is a lack of parking at the Mill Street East site with staff assumed to park on the highway close to the site. The development proposals increase the number of parking spaces at the Bretton Park Way in order to accommodate the parking needs of the relocated staff from Mill Street East. This will ensure that no parking needs to take place on the local highway network.

7.1.5. The nature of the applicant's business is that staff numbers change throughout the year to reflect peaks in production, and also throughout the week as many staff work from home a number of days a week. The estimates of parking required on site and the trip generation of the future staff numbers are based on maximum numbers of staff on site and as such the impact of the development on the highway network and the demand for parking, could be significantly lower than that presented in this report for extensive times of the year.

7.2. CONCLUSIONS

7.2.1. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact, and that there are no reasons why planning consent for the proposed development should not be granted.

APPENDIX A

Existing Site Layout

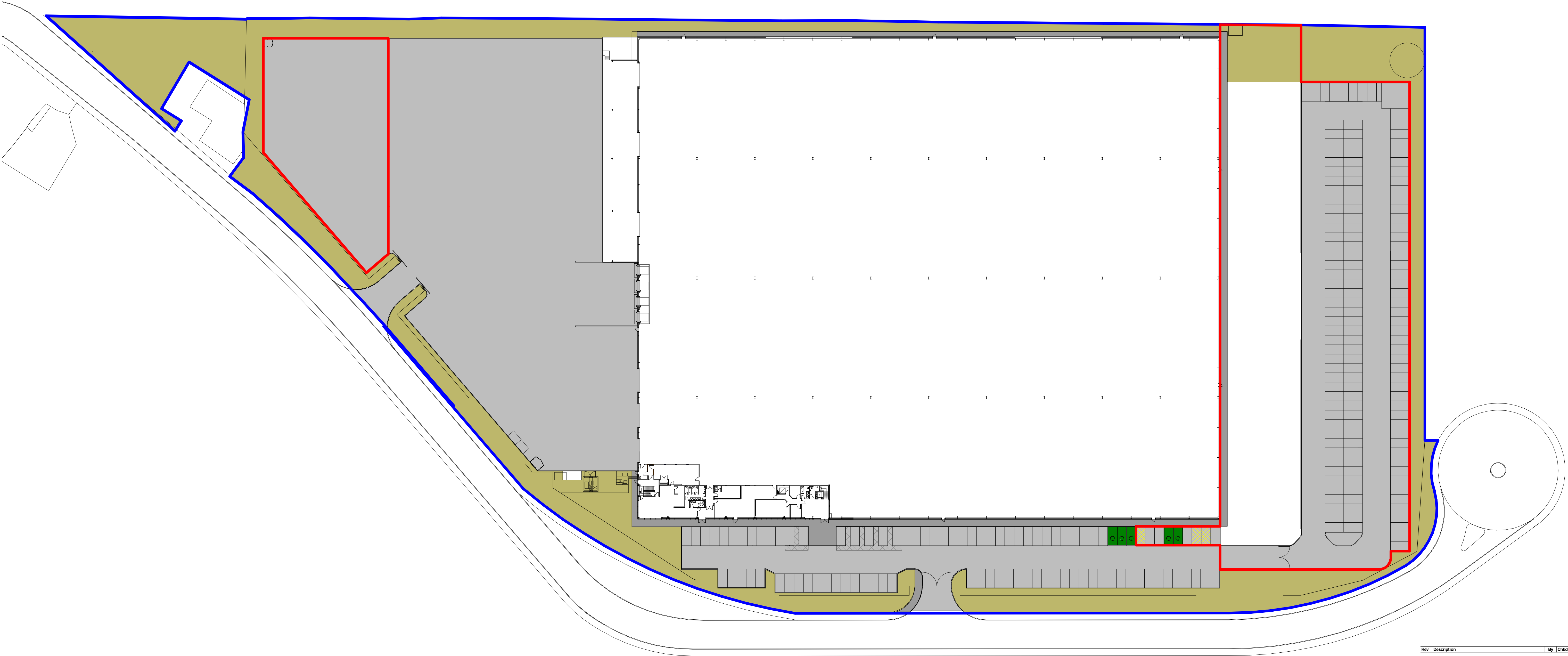


Notes:

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Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.

Work and materials must comply with the current Building Regulations and Codes of Practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



Rev	Description	By	Chkd	Date
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Client

UK GREETINGS

Project Title

BRETTON PARK

Drawing Title

EXISTING SITE PLAN

KPP
ARCHITECTS

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Scale	Size	Date	Drawn	Checked
1 : 500	A1	MAR'25	JB	DR

Status
PLANNING

KPP Job No.	Revision
2467	

Project	Originator	Level	Type	Role	Class	Number
						2001

APPENDIX B

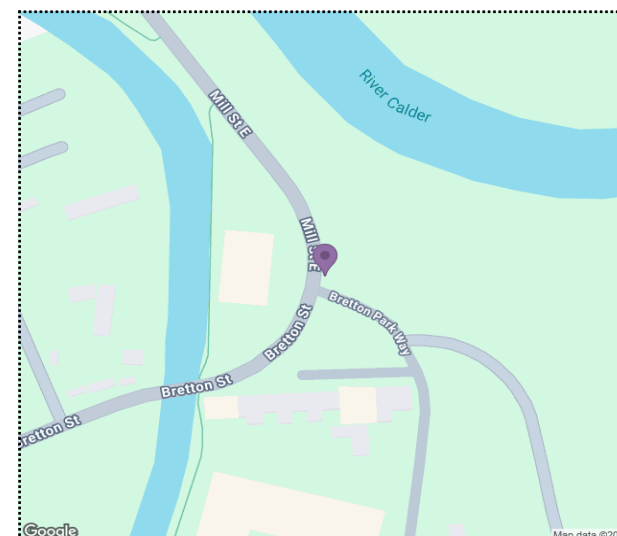
Accident Data





Validated Data

Crash Date:	Saturday, November 14, 2020	Time of Crash:	21:34:00	Crash Reference:	2020137BE1831
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	2
Highway Authority:	Kirklees			Vehicles:	1
Local Authority:	Kirklees			OS Grid Reference:	425120 420352
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Saturday, November 14, 2020

Time of Crash: 21:34:00

Crash Reference: 2020137BE1831

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

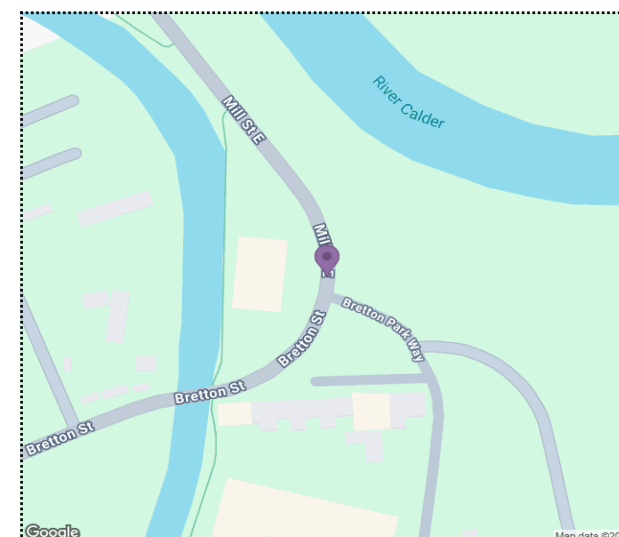
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U

Casualties: 1

Vehicles: 2

OS Grid Reference: 425116 420354



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	14	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

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

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Validated Data

Highest Injury Severity: Serious

Highway Authority: Kirklees

Local Authority: Kirklees

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

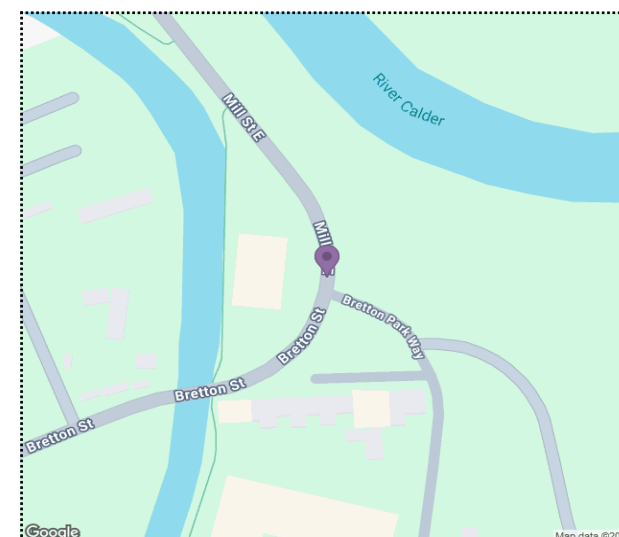
Junction Control: Give way or uncontrolled

Road Number: U

Casualties: 1

Vehicles: 2

OS Grid Reference: 425116 420353



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle A over 50cc and up to 125cc (1999 onwards)	0	Male	21 - 25	Vehicle is in the act of turning left	Offside	Commuting to/from work	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

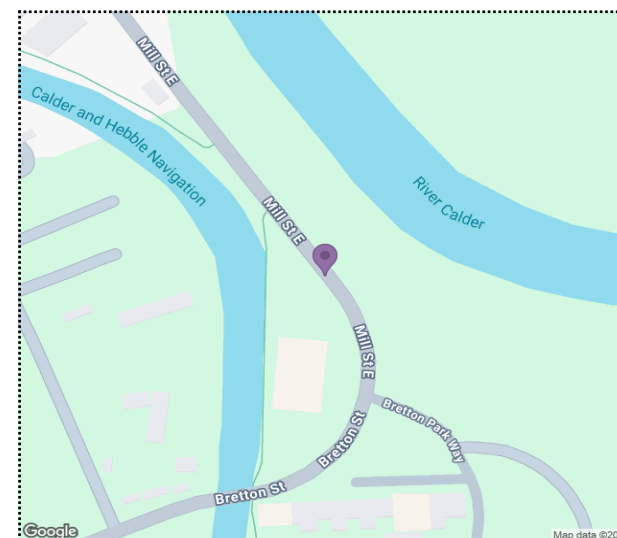
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, May 14, 2022	Time of Crash:	11:22:00	Crash Reference:	2022131177166
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	4
Local Authority:	Kirklees			OS Grid Reference:	425100 420396
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				
Vehicles Involved					



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

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Validated Data

Crash Date:

Saturday, May 14, 2022

Time of Crash: 11:22:00

Crash Reference: 2022131177166

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	14	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	17	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Unknown	None	None
4	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	15	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

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

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Validated Data

Crash Date:

Saturday, May 14, 2022

Time of Crash:

11:22:00

Crash Reference:

2022131177166

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

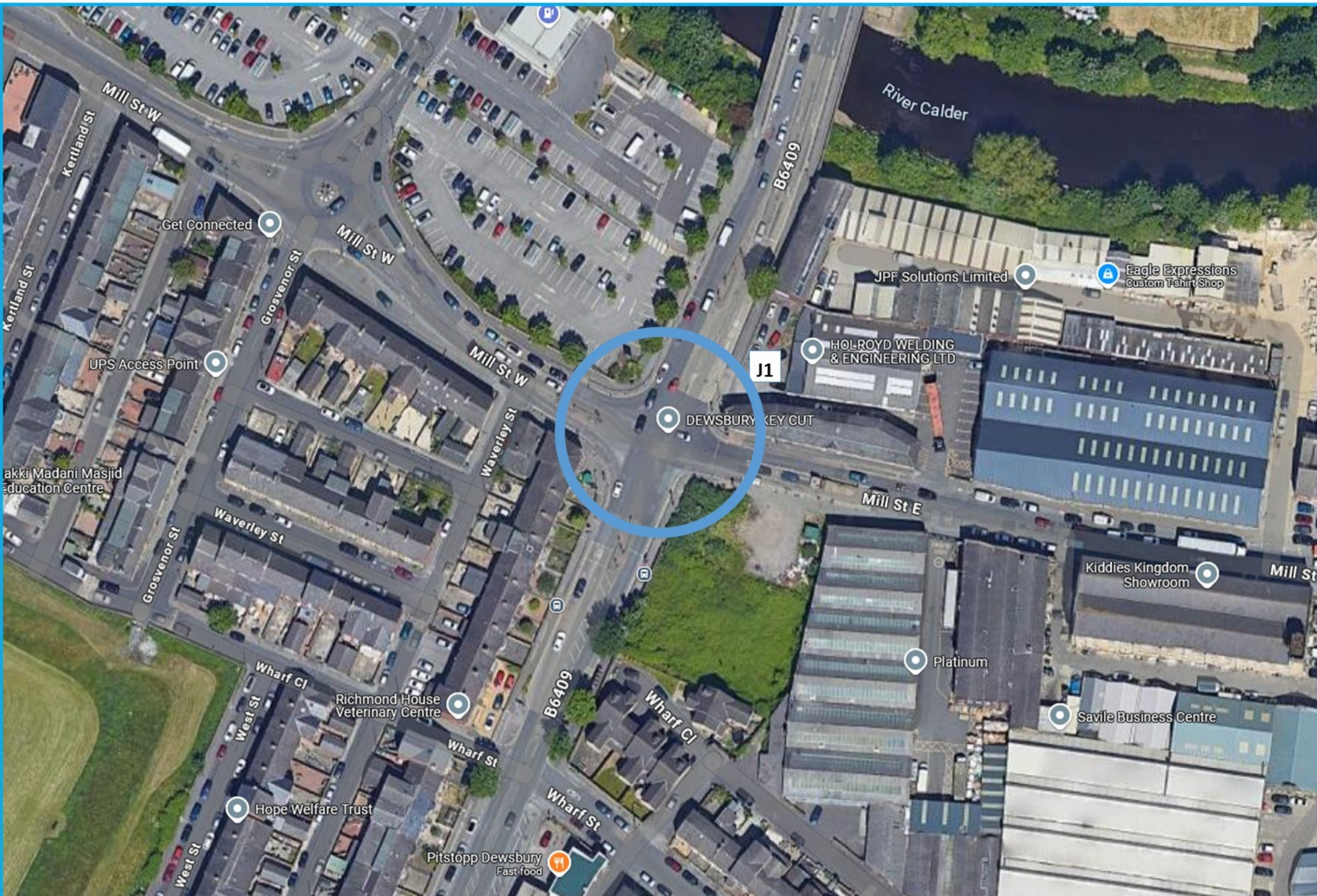
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

APPENDIX C

Traffic Survey Data





Bretton Park Way

Tuesday 18th March 2025

Junction: 2

Approach: Mill Street East

TIME	Left to Bretton Park Way									Ahead to Bretton Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	7	4	0	0	0	11	11.0	0	0	4	2	0	0	0	6	6.0
07:15 - 07:30	0	0	7	5	0	0	0	12	12.0	0	0	17	3	0	1	0	21	22.3
07:30 - 07:45	1	0	2	4	0	0	0	7	6.2	0	0	13	7	1	1	0	22	23.8
07:45 - 08:00	0	0	15	1	0	1	0	17	18.3	0	1	30	2	1	0	0	34	33.9
Hourly Total	1	0	31	14	0	1	0	47	47.5	0	1	64	14	2	2	0	83	86.0
08:00 - 08:15	0	0	13	0	1	0	0	14	14.5	1	0	32	10	2	2	0	47	49.8
08:15 - 08:30	0	0	34	2	0	0	0	36	36.0	0	0	27	3	0	1	0	31	32.3
08:30 - 08:45	0	0	36	2	0	1	0	39	40.3	0	0	34	5	2	1	1	43	46.3
08:45 - 09:00	0	0	12	7	1	2	0	22	25.1	0	1	33	6	1	2	0	43	45.5
Hourly Total	0	0	95	11	2	3	0	111	115.9	1	1	126	24	5	6	1	164	173.9
09:00 - 09:15	0	0	4	6	0	1	0	11	12.3	0	0	19	7	0	1	0	27	28.3
09:15 - 09:30	0	0	4	0	0	1	0	5	6.3	0	0	23	4	1	0	0	28	28.5
09:30 - 09:45	0	0	1	2	1	1	0	5	6.8	0	0	14	3	3	2	1	23	28.1
09:45 - 10:00	0	0	3	0	1	0	0	4	4.5	0	0	14	5	3	0	0	22	23.5
Hourly Total	0	0	12	8	2	3	0	25	29.9	0	0	70	19	7	3	1	100	108.4

TOTAL	1	0	138	33	4	7	0	183	193.3	1	2	260	57	14	11	2	347	368.3
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16:00 - 16:15	0	0	3	2	0	0	0	5	5.0	0	1	68	11	1	1	0	82	83.2
16:15 - 16:30	0	0	0	1	1	0	0	2	2.5	1	0	61	6	0	3	0	71	74.1
16:30 - 16:45	0	0	3	1	0	0	0	4	4.0	0	0	70	5	1	1	0	77	78.8
16:45 - 17:00	0	0	1	0	1	0	0	2	2.5	0	1	62	3	0	1	0	67	67.7
Hourly Total	0	0	7	4	2	0	0	13	14.0	1	2	261	25	2	6	0	297	303.8
17:00 - 17:15	0	0	2	0	0	1	0	3	4.3	0	1	88	4	1	0	0	94	93.9
17:15 - 17:30	0	0	1	0	0	1	0	2	3.3	0	0	67	11	0	0	0	78	78.0
17:30 - 17:45	0	0	1	0	1	0	0	2	2.5	0	1	54	3	1	0	0	59	58.9
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	0	48	5	1	0	0	54	54.5
Hourly Total	0	0	6	0	1	2	0	9	12.1	0	2	257	23	3	0	0	285	285.3
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	1	0	52	4	0	1	0	58	58.5
18:15 - 18:30	0	0	0	0	0	1	0	1	2.3	0	0	36	3	0	0	0	39	39.0
18:30 - 18:45	0	0	0	1	0	0	0	1	1.0	1	0	9	1	0	0	0	11	10.2
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	17	4	0	1	0	22	23.3
Hourly Total	0	0	2	1	0	1	0	4	5.3	2	0	114	12	0	2	0	130	131.0

TOTAL	0	0	15	5	3	3	0	26	31.4	3	4	632	60	5	8	0	712	720.1
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bretton Park Way

Tuesday 18th March 2025

Junction: 2

Approach: Bretton Park Way

TIME	Left to Bretton Street									Right to Mill Street East								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	2	2.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0
07:30 - 07:45	0	0	1	1	0	0	0	2	2.0	0	0	2	2	0	0	0	4	4.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	0	0	1	1	0	0	0	2	2.0	0	0	8	5	0	0	0	13	13.0
08:00 - 08:15	0	0	5	0	0	0	0	5	5.0	0	0	2	1	1	0	0	4	4.5
08:15 - 08:30	0	0	14	0	0	0	0	14	14.0	0	0	12	1	0	0	0	13	13.0
08:30 - 08:45	0	0	33	1	0	0	0	34	34.0	0	0	24	0	0	0	0	24	24.0
08:45 - 09:00	0	0	14	0	0	0	0	14	14.0	0	0	18	1	0	0	0	19	19.0
Hourly Total	0	0	66	1	0	0	0	67	67.0	0	0	56	3	1	0	0	60	60.5
09:00 - 09:15	0	0	3	0	0	1	0	4	5.3	0	0	3	1	1	0	0	5	5.5
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	0	2	7	0	1	0	10	11.3
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	0	4	4	2	1	0	11	13.3
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	1	3	0	0	0	0	4	3.4
Hourly Total	0	0	7	0	0	1	0	8	9.3	0	1	12	12	3	2	0	30	33.5

TOTAL	0	0	74	2	0	1	0	77	78.3	0	1	76	20	4	2	0	103	107.0
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16:00 - 16:15	0	0	6	3	0	0	0	9	9.0	0	0	9	1	0	0	0	10	10.0
16:15 - 16:30	0	0	4	0	0	0	0	4	4.0	0	0	5	1	0	0	0	6	6.0
16:30 - 16:45	0	0	20	3	0	0	1	24	25.0	2	0	19	2	0	0	0	23	21.4
16:45 - 17:00	0	0	4	3	0	0	0	7	7.0	0	0	7	2	1	1	0	11	12.8
Hourly Total	0	0	34	9	0	0	1	44	45.0	2	0	40	6	1	1	0	50	50.2
17:00 - 17:15	0	0	8	5	0	0	0	13	13.0	0	0	7	2	0	0	0	9	9.0
17:15 - 17:30	0	0	5	0	0	0	0	5	5.0	0	0	2	0	0	1	0	3	4.3
17:30 - 17:45	0	0	3	1	0	0	0	4	4.0	0	0	1	0	1	0	0	2	2.5
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	18	6	0	0	0	24	24.0	0	0	11	3	1	1	0	16	17.8
18:00 - 18:15	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	2	0	1	0	0	3	3.5
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	0	4	1	1	0	0	6	6.5

TOTAL	0	0	56	15	0	0	1	72	73.0	2	0	55	10	3	2	0	72	74.5
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bretton Park Way

Tuesday 18th March 2025

Junction: 2

Approach: Bretton Street

TIME	Ahead to Mill Street East									Right to Bretton Park Way								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	12	2	0	0	0	14	14.0	0	1	1	0	0	0	0	2	1.4
07:15 - 07:30	1	0	18	3	0	1	0	23	23.5	0	0	5	0	0	0	0	5	5.0
07:30 - 07:45	0	0	34	1	2	1	0	38	40.3	0	0	10	1	0	0	0	11	11.0
07:45 - 08:00	0	1	61	5	1	0	0	68	67.9	0	0	10	0	0	0	0	10	10.0
Hourly Total	1	1	125	11	3	2	0	143	145.7	0	1	26	1	0	0	0	28	27.4
08:00 - 08:15	0	0	54	4	1	0	0	59	59.5	0	0	13	0	0	0	0	13	13.0
08:15 - 08:30	0	0	83	2	1	2	0	88	91.1	0	0	27	1	0	0	0	28	28.0
08:30 - 08:45	0	0	41	5	0	0	1	47	48.0	0	0	32	0	0	0	0	32	32.0
08:45 - 09:00	0	0	38	7	0	0	0	45	45.0	0	0	14	1	0	0	0	15	15.0
Hourly Total	0	0	216	18	2	2	1	239	243.6	0	0	86	2	0	0	0	88	88.0
09:00 - 09:15	0	0	39	8	3	3	0	53	58.4	0	0	7	4	0	1	0	12	13.3
09:15 - 09:30	0	0	38	5	2	2	0	47	50.6	0	0	0	3	0	0	0	3	3.0
09:30 - 09:45	0	0	26	1	3	0	0	30	31.5	0	0	3	0	1	0	0	4	4.5
09:45 - 10:00	2	0	20	5	0	1	0	28	27.7	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	0	123	19	8	6	0	158	168.2	0	0	10	7	1	1	0	19	20.8

TOTAL	3	1	464	48	13	10	1	540	557.5	0	1	122	10	1	1	0	135	136.2
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16:00 - 16:15	1	0	34	4	4	2	0	45	48.8	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	31	4	1	1	0	37	38.8	0	0	4	1	0	0	0	5	5.0
16:30 - 16:45	0	3	48	5	0	1	0	57	56.5	0	0	4	1	0	0	1	6	7.0
16:45 - 17:00	0	0	41	3	3	0	1	48	50.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	3	154	16	8	4	1	187	194.6	0	0	8	2	0	0	1	11	12.0
17:00 - 17:15	0	1	39	4	0	1	0	45	45.7	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	56	12	1	0	1	70	71.5	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	28	6	3	0	0	37	38.5	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	30	2	1	1	1	35	37.8	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	153	24	5	2	2	187	193.5	0	0	2	0	0	0	0	2	2.0
18:00 - 18:15	0	0	31	8	1	0	0	40	40.5	0	0	2	1	0	0	0	3	3.0
18:15 - 18:30	0	0	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	10	1	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	1	13	1	1	0	0	16	15.9	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	64	10	2	0	0	77	77.4	0	0	3	1	0	0	0	4	4.0

TOTAL	1	5	371	50	15	6	3	451	465.5	0	0	13	3	0	0	1	17	18.0
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PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0



Bretton Park Way
 Tuesday 18th March 2025
 Junction: 1
 Approach: B6409 Savile Road North

TIME	Left to Mill Street East									Ahead to B6409 Savile Road (S)									Right to Mill Street West								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	27	7	0	1	1	36	38.3	0	1	47	11	1	2	2	64	68.5	0	0	9	3	0	0	0	12	12.0
07:15 - 07:30	0	0	18	9	0	1	1	29	31.3	0	0	42	11	1	1	1	56	58.8	0	0	7	1	0	0	0	8	8.0
07:30 - 07:45	0	1	31	7	2	2	1	44	48.0	0	1	50	12	1	1	3	68	72.2	0	0	4	1	0	0	0	5	5.0
07:45 - 08:00	0	0	60	8	1	1	1	71	73.8	0	0	76	9	1	5	2	93	102.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	1	136	31	3	5	4	180	191.4	0	2	215	43	4	9	8	281	301.5	0	0	29	5	0	0	0	34	34.0
08:00 - 08:15	0	0	33	8	2	1	1	45	48.3	0	0	84	14	5	6	2	111	123.3	0	0	9	0	0	0	0	9	9.0
08:15 - 08:30	0	0	54	10	1	2	0	67	70.1	0	0	95	18	4	3	1	121	127.9	0	0	5	1	0	1	0	7	8.3
08:30 - 08:45	0	0	42	8	0	3	2	55	60.9	0	0	83	11	2	6	1	103	112.8	0	0	7	0	0	0	0	7	7.0
08:45 - 09:00	0	0	49	10	1	4	0	64	69.7	0	0	76	15	4	2	0	97	101.6	0	0	14	2	0	0	0	16	16.0
Hourly Total	0	0	178	36	4	10	3	231	249.0	0	0	338	58	15	17	4	432	465.6	0	0	35	3	0	1	0	39	40.3
09:00 - 09:15	0	0	39	6	3	2	2	52	58.1	0	0	68	8	5	2	3	86	94.1	0	0	11	2	0	0	0	13	13.0
09:15 - 09:30	0	0	28	8	4	0	1	41	44.0	0	0	73	19	2	1	2	97	101.3	0	0	11	4	0	0	0	15	15.0
09:30 - 09:45	0	0	16	7	1	2	0	26	29.1	0	0	64	13	3	6	1	87	97.3	0	0	15	2	0	1	0	18	19.3
09:45 - 10:00	0	0	13	6	4	3	0	26	31.9	0	0	48	14	4	4	1	71	79.2	0	0	11	2	0	0	0	13	13.0
Hourly Total	0	0	96	27	12	7	3	145	163.1	0	0	253	54	14	13	7	341	371.9	0	0	48	10	0	1	0	59	60.3
TOTAL	0	1	410	94	19	22	10	556	603.5	0	2	806	155	33	39	19	1054	1139.0	0	0	112	18	0	2	0	132	134.6
16:00 - 16:15	0	0	30	10	2	1	1	44	47.3	0	0	125	15	1	1	1	143	145.8	0	1	14	1	0	0	0	16	15.4
16:15 - 16:30	0	0	35	9	2	3	2	51	57.9	0	0	113	13	2	1	1	130	133.3	0	0	11	2	0	0	0	13	13.0
16:30 - 16:45	0	1	39	9	1	1	0	51	52.2	0	0	132	14	3	2	3	154	161.1	0	0	9	1	0	0	0	10	10.0
16:45 - 17:00	0	1	54	7	2	1	0	65	66.7	2	0	107	15	1	1	0	126	126.2	0	0	8	1	0	0	0	9	9.0
Hourly Total	0	2	158	35	7	6	3	211	224.1	2	0	477	57	7	5	5	553	566.4	0	1	42	5	0	0	0	48	47.4
17:00 - 17:15	0	0	53	2	3	2	1	61	66.1	0	1	125	10	1	1	4	142	147.2	0	0	16	0	0	0	0	16	16.0
17:15 - 17:30	0	0	33	13	6	1	0	53	57.3	0	0	137	12	0	1	1	151	153.3	0	0	6	1	0	0	0	7	7.0
17:30 - 17:45	0	0	24	5	2	0	1	32	34.0	0	0	107	10	1	2	0	120	123.1	0	0	10	0	0	0	0	10	10.0
17:45 - 18:00	1	0	28	10	1	1	0	41	42.0	0	0	130	8	0	0	2	140	142.0	0	0	25	0	0	0	0	25	25.0
Hourly Total	1	0	138	30	12	4	2	187	199.4	0	1	499	40	2	4	7	553	565.6	0	0	57	1	0	0	0	58	58.0
18:00 - 18:15	0	0	31	5	2	0	1	39	41.0	0	0	139	7	0	0	0	146	146.0	0	0	10	1	0	0	0	11	11.0
18:15 - 18:30	0	0	17	2	1	1	4	25	30.8	0	0	123	7	1	1	1	133	135.8	0	0	13	0	0	0	0	13	13.0
18:30 - 18:45	0	0	6	2	1	0	4	13	17.5	0	0	63	5	0	0	0	68	68.0	0	0	9	0	0	0	0	9	9.0
18:45 - 19:00	0	0	6	5	0	0	4	15	19.0	0	0	49	1	0	0	0	50	50.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	60	14	4	1	13	92	108.3	0	0	374	20	1	1	1	397	399.8	0	0	40	1	0	0	0	41	41.0
TOTAL	1	2	356	79	23	11	18	490	531.8	2	1	1350	117	10	10	13	1503	1531.8	0	1	139	7	0	0	0	147	146.4

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

526.9
180.6

Bretton Park Way
Tuesday 18th March 2025
Junction: 1
Approach: Mill Street East

	Left to B6409 Savile Road (S)									Ahead to Mill Street West									Right to B6409 Savile Road (N)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	16	2	0	0	4	22	26.0	0	1	4	1	1	1	1	9	11.2
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	1	0	15	1	1	0	1	19	19.7	0	0	15	3	2	0	12	32	45.0
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	10	4	6	0	0	20	23.0	0	0	18	3	8	3	0	32	39.9
07:45 - 08:00	0	0	3	0	0	0	0	3	3.0	0	0	29	2	6	1	1	39	44.3	0	0	25	8	4	1	1	39	43.3
Hourly Total	0	0	4	0	0	0	0	4	4.0	1	0	70	9	13	1	6	100	113.0	0	1	62	15	15	5	14	112	139.4
08:00 - 08:15	0	0	1	0	1	0	0	2	2.5	0	0	31	2	8	0	0	41	45.0	0	0	31	7	5	1	2	46	51.8
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	43	1	6	0	0	50	53.0	0	0	46	3	4	1	1	55	59.3
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	41	5	3	0	0	49	50.5	0	0	32	4	1	2	1	40	44.1
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	0	0	37	5	1	0	0	43	43.5	0	0	33	9	1	0	0	43	43.5
Hourly Total	0	0	6	0	1	0	0	7	7.5	0	0	152	13	18	0	0	183	192.0	0	0	142	23	11	4	4	184	198.7
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	36	6	1	0	0	43	43.5	0	0	32	9	2	3	0	46	50.9
09:15 - 09:30	0	0	2	0	1	0	0	3	3.5	0	0	16	11	2	0	0	29	30.0	0	0	20	8	2	2	0	32	35.6
09:30 - 09:45	0	0	3	0	0	0	0	3	3.0	0	0	23	6	1	1	0	31	32.8	0	0	12	5	3	3	1	24	30.4
09:45 - 10:00	0	1	0	2	0	0	0	3	2.4	0	0	11	3	1	1	0	16	17.8	0	0	14	10	4	1	2	31	36.3
Hourly Total	0	1	8	2	1	0	0	12	11.9	0	0	86	26	5	2	0	119	124.1	0	0	78	32	11	9	3	133	153.2
TOTAL	0	1	18	2	2	0	0	23	23.4	1	0	308	48	36	3	6	402	429.1	0	1	282	70	37	18	21	429	491.3
16:00 - 16:15	0	0	2	1	0	0	0	3	3.0	0	1	25	6	1	0	0	33	32.9	0	0	35	6	1	1	0	43	44.8
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	1	43	3	0	0	0	47	46.4	0	0	37	3	2	3	1	46	51.9
16:30 - 16:45	0	0	2	0	0	0	0	2	2.0	0	0	28	2	1	0	0	31	31.5	0	2	43	5	1	0	0	51	50.3
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	1	41	3	0	0	0	45	44.4	0	0	46	5	1	0	0	52	52.5
Hourly Total	0	0	5	1	0	0	0	6	6.0	0	3	137	14	2	0	0	156	155.2	0	2	161	19	5	4	1	192	199.5
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	1	1	45	4	1	0	1	53	53.1	0	0	40	4	0	1	0	45	46.3
17:15 - 17:30	0	0	2	0	0	0	1	3	4.0	0	0	30	7	1	0	0	38	38.5	0	0	39	6	2	1	0	48	50.3
17:30 - 17:45	0	0	3	0	0	0	0	3	3.0	0	0	51	5	1	0	0	57	57.5	0	0	42	6	1	0	0	49	49.5
17:45 - 18:00	0	0	2	1	0	0	0	3	3.0	0	0	28	2	0	0	0	30	30.0	0	0	26	1	0	1	0	28	29.3
Hourly Total	0	0	9	2	0	0	1	12	13.0	1	1	154	18	3	0	1	178	179.1	0	0	147	17	3	3	0	170	175.4
18:00 - 18:15	0	0	3	2	0	0	0	5	5.0	0	0	26	5	0	0	0	31	31.0	0	0	29	3	0	0	0	32	32.0
18:15 - 18:30	0	0	3	0	0	0	0	3	3.0	0	0	11	1	0	0	1	13	14.0	0	0	9	3	0	0	1	13	14.0
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	0	15	0	0	0	0	15	15.0	0	0	8	2	0	3	1	14	18.9
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	8	0	0	0	0	8	8.0	0	1	14	1	0	0	0	16	15.4
Hourly Total	0	0	9	2	0	0	0	11	11.0	0	0	60	6	0	0	1	67	68.0	0	1	60	9	0	3	2	75	80.3
TOTAL	0	0	23	5	0	0	1	29	30.0	1	4	351	38	5	0	2	401	402.3	0	3	368	45	8	10	3	437	455.2

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bretton Park Way
 Tuesday 18th March 2025
 Junction: 1
 Approach: B6409 Savile Road South

TIME	Left to Mill Street West									Ahead to B6409 Savile Road (N)									Right to Mill Street East									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	59	5	1	1	1	67	69.8	0	0	53	15	2	1	0	71	73.3	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	76	7	2	0	0	85	86.0	0	0	70	6	0	1	3	80	84.3	0	0	1	0	0	0	0	0	1	1.0
07:30 - 07:45	0	1	112	7	0	0	0	120	119.4	0	0	75	7	1	5	1	89	97.0	0	0	1	0	0	0	0	0	1	1.0
07:45 - 08:00	0	0	87	4	0	0	0	91	91.0	0	0	86	10	1	4	3	104	112.7	0	0	1	0	0	0	0	0	1	1.0
Hourly Total	0	1	334	23	3	1	1	363	366.2	0	0	284	38	4	11	7	344	367.3	0	0	3	0	0	0	0	0	3	3.0
08:00 - 08:15	0	0	103	5	1	0	0	109	109.5	0	0	63	6	2	1	1	73	76.3	0	0	1	0	0	0	0	0	1	1.0
08:15 - 08:30	0	0	87	7	3	0	1	98	100.5	0	0	62	6	2	1	1	72	75.3	0	0	1	0	0	0	0	0	1	1.0
08:30 - 08:45	0	0	91	8	0	2	1	102	105.6	0	0	84	14	2	1	1	102	105.3	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	91	4	2	0	1	98	100.0	0	0	81	10	4	3	2	100	107.9	0	0	2	1	0	0	0	0	3	3.0
Hourly Total	0	0	372	24	6	2	3	407	415.6	0	0	290	36	10	6	5	347	364.8	0	0	4	1	0	0	0	0	5	5.0
09:00 - 09:15	0	1	84	7	1	2	4	99	105.5	0	0	60	12	5	3	1	81	88.4	0	0	5	0	0	0	0	0	5	5.0
09:15 - 09:30	0	0	86	8	4	0	0	98	100.0	0	0	85	7	3	1	1	97	100.8	0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	58	6	2	0	0	66	67.0	0	0	77	12	3	5	2	99	109.0	0	0	2	1	0	0	0	0	3	3.0
09:45 - 10:00	0	0	82	7	3	1	0	93	95.8	0	0	56	18	4	3	2	83	90.9	0	0	1	1	0	0	0	0	2	2.0
Hourly Total	0	1	310	28	10	3	4	356	368.3	0	0	278	49	15	12	6	360	389.1	0	0	8	3	0	0	0	0	11	11.0
TOTAL	0	2	1016	75	19	6	8	1126	1150.1	0	0	852	123	29	29	18	1051	1121.2	0	0	15	4	0	0	0	0	19	19.0
16:00 - 16:15	0	0	80	4	1	0	0	85	85.5	0	0	96	9	2	1	2	110	114.3	0	0	2	0	0	0	0	0	2	2.0
16:15 - 16:30	0	0	76	6	0	0	0	82	82.0	0	0	60	12	1	4	1	78	84.7	0	0	1	1	0	0	0	0	2	2.0
16:30 - 16:45	0	2	90	5	0	0	0	97	95.8	0	0	89	6	0	2	2	99	103.6	0	0	1	0	0	0	0	0	1	1.0
16:45 - 17:00	0	0	92	3	0	0	0	95	95.0	0	1	65	12	1	2	0	81	83.5	0	0	1	0	0	0	0	0	1	1.0
Hourly Total	0	2	338	18	1	0	0	359	358.3	0	1	310	39	4	9	5	368	386.1	0	0	5	1	0	0	0	0	6	6.0
17:00 - 17:15	0	0	82	11	0	0	0	93	93.0	0	0	88	13	1	0	0	102	102.5	0	0	1	0	0	0	0	0	1	1.0
17:15 - 17:30	0	0	97	0	1	0	0	98	98.5	0	0	86	7	1	2	2	98	103.1	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	83	7	1	0	0	91	91.5	0	1	81	6	0	1	1	90	91.7	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	1	96	5	1	0	0	103	102.9	1	0	67	5	0	0	2	75	76.2	0	0	1	0	0	0	0	0	1	1.0
Hourly Total	0	1	358	23	3	0	0	385	385.9	1	1	322	31	2	3	5	365	373.5	0	0	2	0	0	0	0	0	2	2.0
18:00 - 18:15	0	1	78	4	0	0	0	83	82.4	0	0	80	5	2	1	0	88	90.3	0	0	1	0	0	0	0	0	1	1.0
18:15 - 18:30	0	0	57	3	0	0	0	60	60.0	0	0	32	0	3	0	1	36	38.5	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	41	2	0	0	0	43	43.0	0	0	37	4	0	0	1	42	43.0	0	0	1	0	0	0	0	0	1	1.0
18:45 - 19:00	0	0	48	3	0	0	0	51	51.0	0	1	44	4	0	0	0	49	48.4	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	224	12	0	0	0	237	236.4	0	1	193	13	5	1	2	215	220.2	0	0	2	0	0	0	0	0	2	2.0
TOTAL	0	4	920	53	4	0	0	981	980.6	1	3	825	83	11	13	12	948	979.8	0	0	9	1	0	0	0	0	10	10.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bretton Park Way
 Tuesday 18th March 2025
 Junction: 1
 Approach: Mill Street West

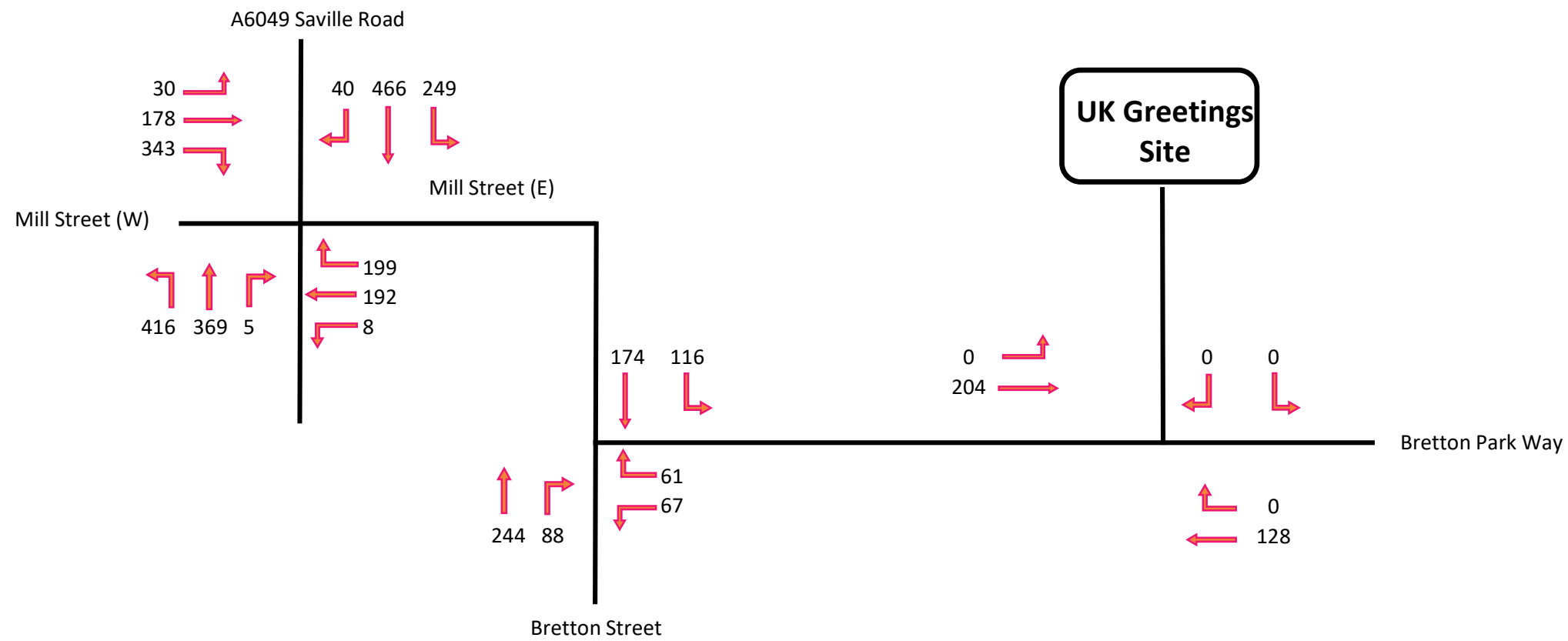
	Left to B6409 Savile Road (N)										Ahead to Mill Street East										Right to B6409 Savile Road (S)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
07:00 - 07:15	0	0	5	0	0	0	0	5	5.0	0	0	18	4	0	0	0	22	22.0	0	0	38	5	0	0	0	43	43.0			
07:15 - 07:30	0	0	10	0	0	0	0	10	10.0	0	0	25	1	0	1	0	27	28.3	0	0	52	4	1	0	0	57	57.5			
07:30 - 07:45	0	0	3	1	0	0	0	4	4.0	0	1	34	1	1	0	0	37	36.9	0	0	76	4	1	0	0	81	81.5			
07:45 - 08:00	0	0	3	1	0	0	0	4	4.0	1	0	55	5	2	0	0	63	63.2	0	0	71	2	1	0	0	74	74.5			
Hourly Total	0	0	21	2	0	0	0	23	23.0	1	1	132	11	3	1	0	149	150.4	0	0	237	15	3	0	0	255	256.5			
08:00 - 08:15	0	0	2	1	0	0	0	3	3.0	0	0	39	1	1	1	0	42	43.8	0	0	77	6	2	0	0	85	86.0			
08:15 - 08:30	0	0	11	0	0	0	0	11	11.0	0	0	53	4	0	0	0	57	57.0	0	0	77	4	4	1	1	87	91.3			
08:30 - 08:45	0	0	8	1	0	0	0	9	9.0	0	0	34	2	0	0	0	36	36.0	0	0	75	4	1	1	1	82	84.8			
08:45 - 09:00	0	0	6	1	0	0	0	7	7.0	0	1	36	3	1	0	0	41	40.9	0	0	69	7	2	0	1	79	81.0			
Hourly Total	0	0	27	3	0	0	0	30	30.0	0	1	162	10	2	1	0	176	177.7	0	0	298	21	9	2	3	333	343.1			
09:00 - 09:15	0	0	12	1	0	0	0	13	13.0	0	0	23	7	0	2	0	32	34.6	0	0	70	6	1	1	1	79	81.8			
09:15 - 09:30	0	0	19	1	0	1	0	21	22.3	0	0	27	3	4	0	0	34	36.0	0	0	57	11	5	1	0	74	77.8			
09:30 - 09:45	0	0	20	4	0	0	0	24	24.0	0	0	19	5	2	0	1	27	29.0	0	0	78	9	3	0	0	90	91.5			
09:45 - 10:00	0	1	30	2	0	0	0	33	32.4	1	0	14	4	4	1	0	24	26.5	0	1	64	3	6	0	0	74	76.4			
Hourly Total	0	1	81	8	0	1	0	91	91.7	1	0	83	19	10	3	1	117	126.1	0	1	269	29	15	2	1	317	327.5			
TOTAL	0	1	129	13	0	1	0	144	144.7	2	2	377	40	15	5	1	442	454.2	0	1	804	65	27	4	4	905	927.1			
16:00 - 16:15	0	0	12	0	0	0	0	12	12.0	0	1	38	6	1	0	0	46	45.9	0	1	86	6	0	0	1	94	94.4			
16:15 - 16:30	0	0	18	1	0	0	0	19	19.0	1	0	33	4	4	0	0	42	43.2	0	0	109	3	1	0	0	113	113.5			
16:30 - 16:45	0	0	14	0	0	0	0	14	14.0	0	0	20	1	4	0	0	25	27.0	0	0	102	5	0	0	0	107	107.0			
16:45 - 17:00	0	0	15	0	0	0	0	15	15.0	0	1	30	2	2	0	0	35	35.4	0	0	114	4	0	0	0	118	118.0			
Hourly Total	0	0	59	1	0	0	0	60	60.0	1	2	121	13	11	0	0	148	151.5	0	1	411	18	1	0	1	432	432.9			
17:00 - 17:15	0	0	24	1	0	0	0	25	25.0	0	1	22	1	1	0	0	25	24.9	0	0	89	6	0	0	0	95	95.0			
17:15 - 17:30	0	0	23	1	0	0	0	24	24.0	0	0	32	2	3	0	0	37	38.5	0	1	103	5	0	0	0	109	108.4			
17:30 - 17:45	0	0	28	0	0	0	0	28	28.0	0	0	32	1	3	0	0	36	37.5	0	0	99	0	0	0	0	99	99.0			
17:45 - 18:00	0	0	11	0	0	0	0	11	11.0	0	0	24	3	3	0	0	30	31.5	0	0	97	3	1	0	0	101	101.5			
Hourly Total	0	0	86	2	0	0	0	88	88.0	0	1	110	7	10	0	0	128	132.4	0	1	388	14	1	0	0	404	403.9			
18:00 - 18:15	0	0	10	1	0	0	0	11	11.0	0	0	21	0	1	0	0	22	22.5	0	0	103	5	0	0	0	108	108.0			
18:15 - 18:30	0	0	9	1	0	0	0	10	10.0	0	0	18	1	2	0	0	21	22.0	0	0	99	5	0	0	0	104	104.0			
18:30 - 18:45	0	0	18	3	0	0	0	21	21.0	0	0	3	3	0	1	0	7	8.3	0	0	53	2	1	0	0	56	56.5			
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	0	8	1	1	0	1	11	12.5	0	0	56	3	1	0	1	61	62.5			
Hourly Total	0	0	44	5	0	0	0	49	49.0	0	0	50	5	4	1	1	61	65.3	0	0	311	15	2	0	1	329	331.0			
TOTAL	0	0	189	8	0	0	0	197	197.0	1	3	281	25	25	1	1	337	349.2	0	2	1110	47	4	0	2	1165	1167.8			

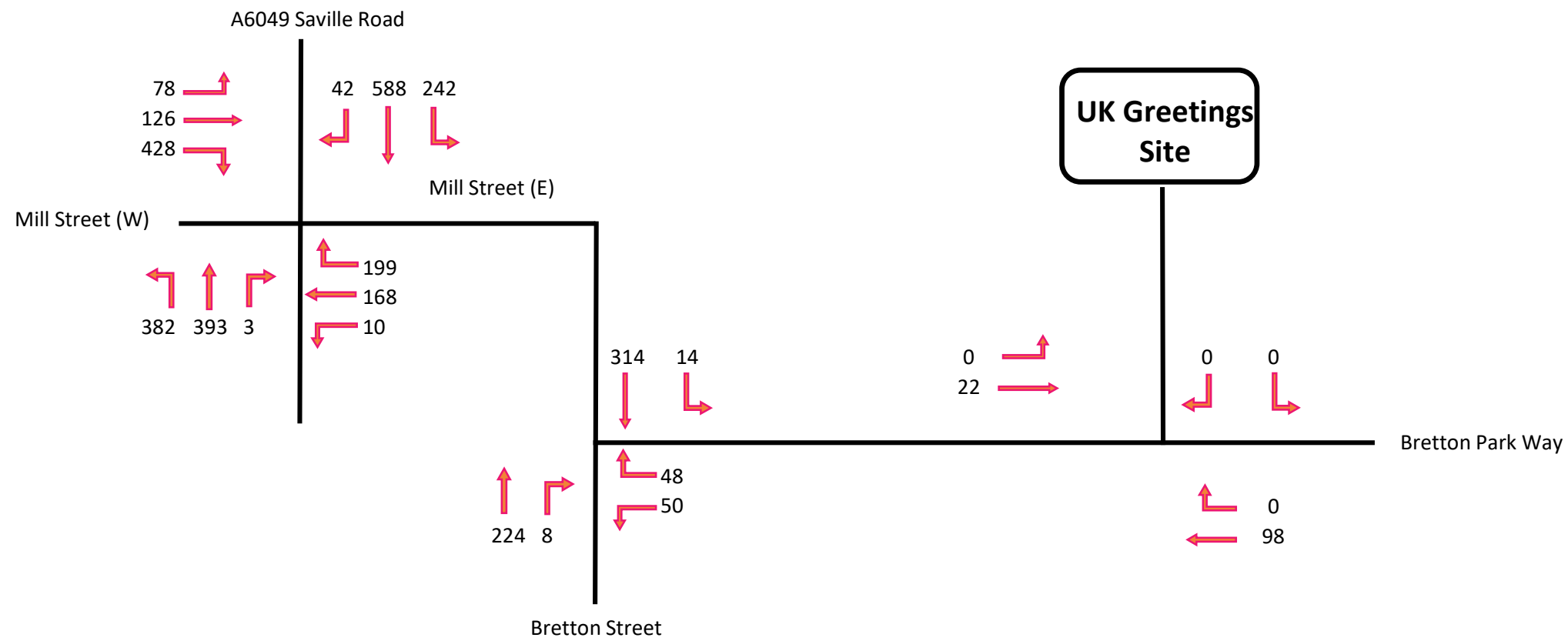
PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

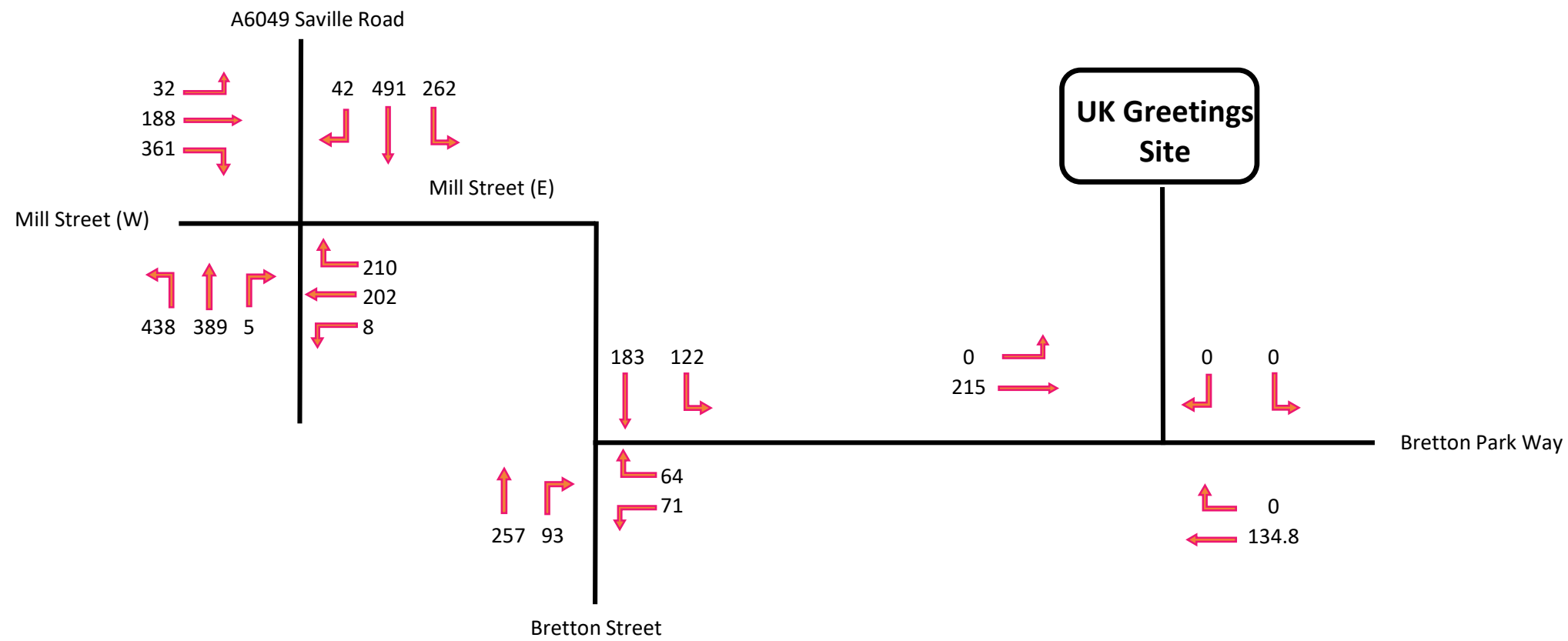
APENDIX D

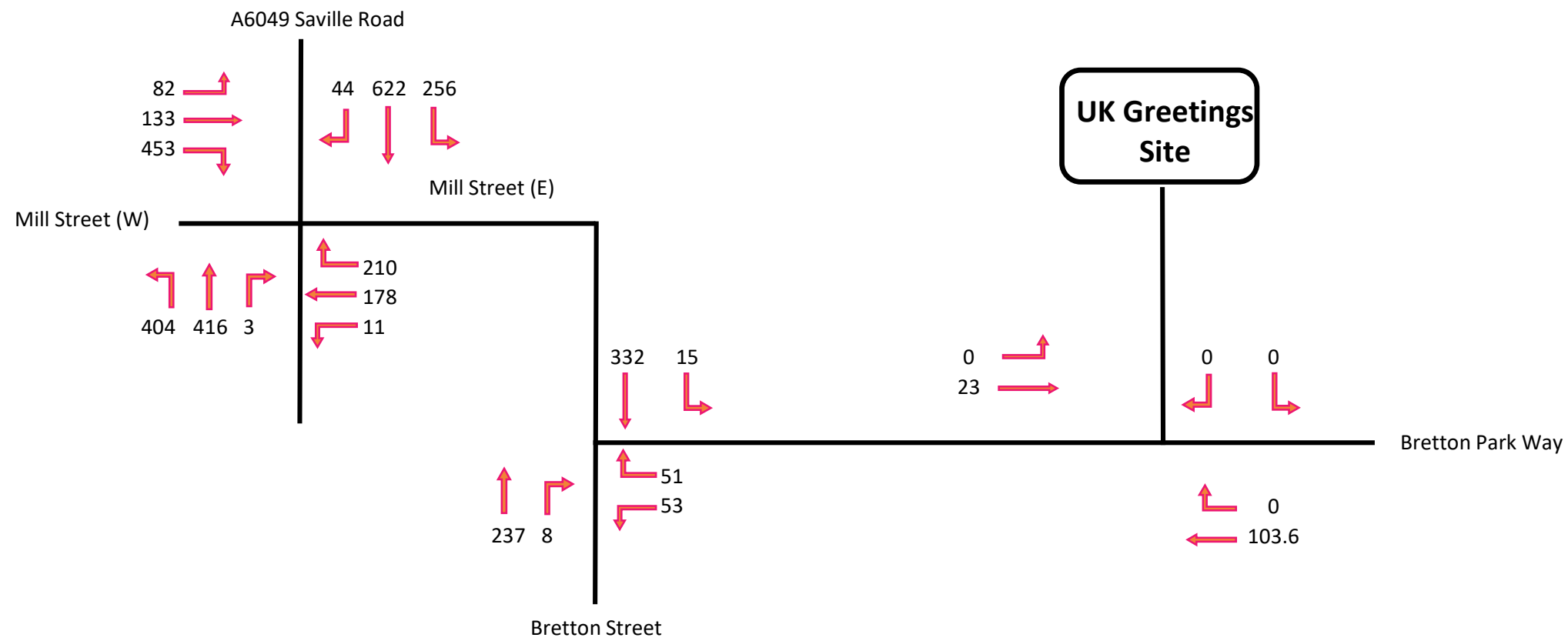
Traffic Flow Diagrams

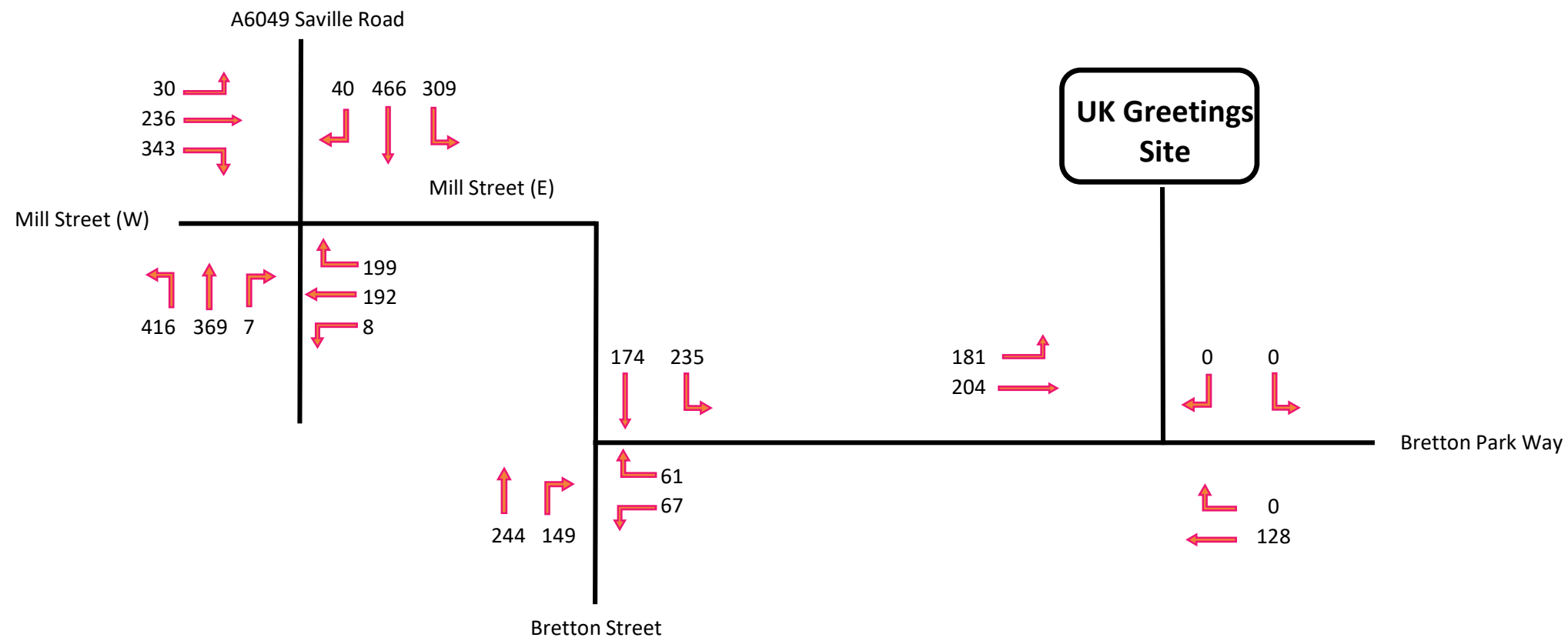


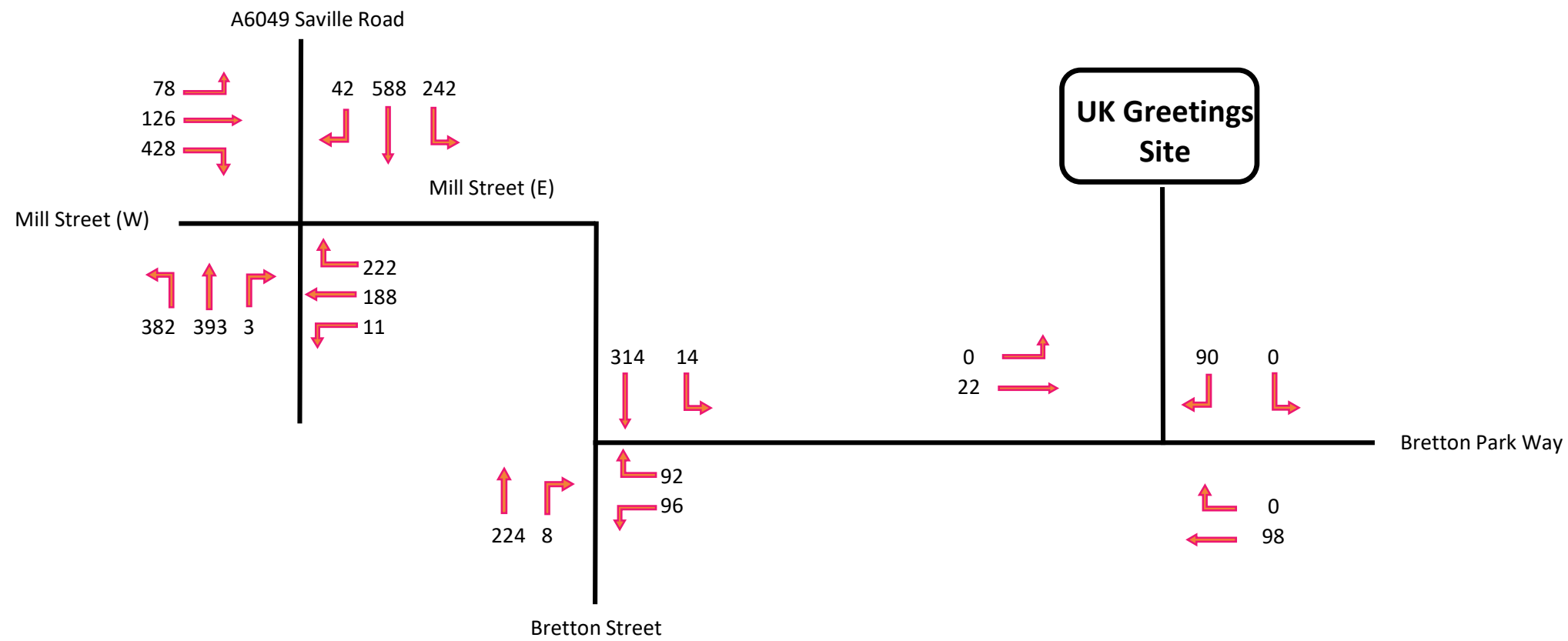


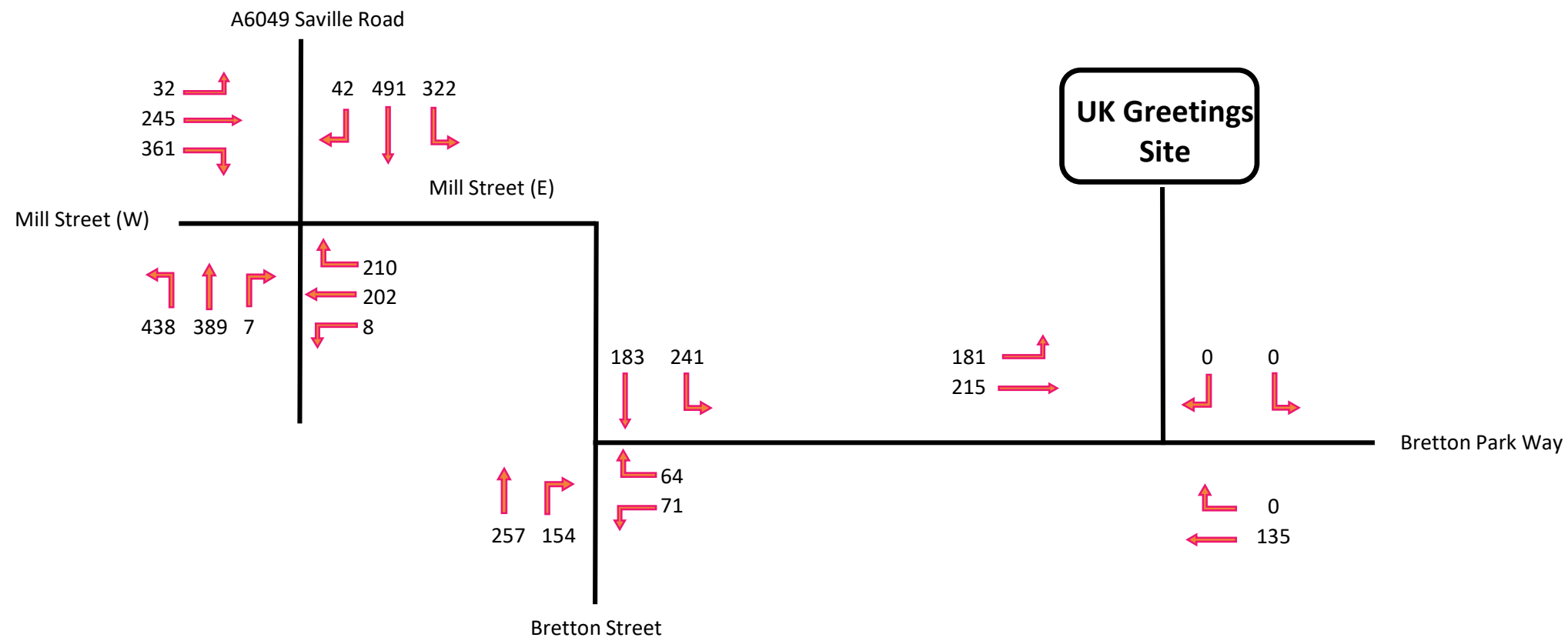


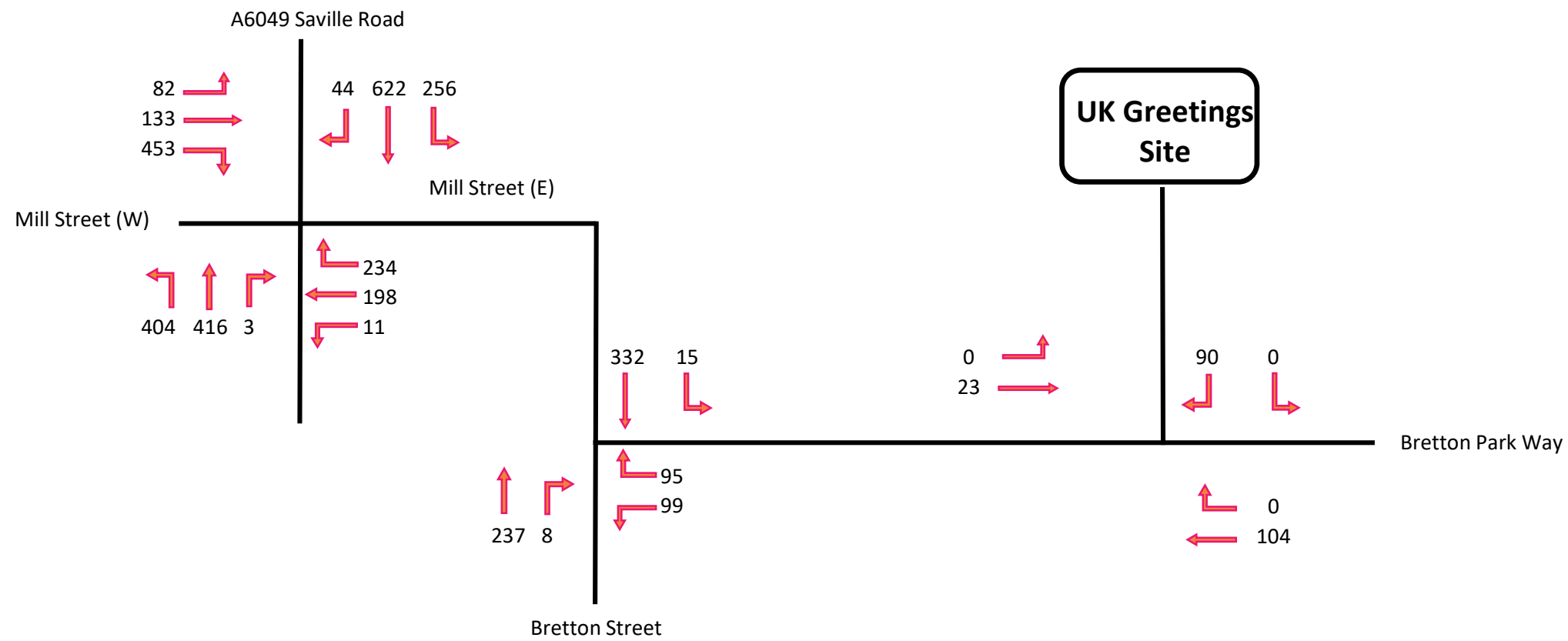












APPENDIX E

Staff Travel Survey Results



First Name	Last Name	How do you currently travel to work in Dewsbury? Please tick all that apply	Bus	Car	Taxi	Train	Walk	Other (please state your usual shift pattern or working hours)	How many days per week do you currently travel to Dewsbury for work?	On which days do you travel to Dewsbury for work? Please tick all that apply	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Which site are you usually based at?
		Bicycle		Car						Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Response
				Car						2	Tuesday	Wednesday					Mill Street East
				Car	Taxi		Walk	Monday - 8.30am - 4.30pm	1	Monday	Tuesday	Wednesday					Bretton Park
						Train	Walk		2	Monday	Tuesday		Thursday				Cannon Way
				Car				8-4	2	Monday	Tuesday	Wednesday					Bretton Park
				Car					2	Monday	Tuesday	Wednesday					Bretton Park
				Car					2		Tuesday	Wednesday					Cannon Way
				Car					2		Tuesday	Wednesday					Mill Street East
				Car					2		Tuesday	Wednesday					Mill Street East
				Car		Train	Walk	Mon- Weds	1		Wednesday						Mill Street East
				Car					2		Tuesday	Wednesday					Cannon Way
				Car					2		Tuesday	Wednesday					Cannon Way
					Taxi		Walk	2:50 o'clock in day time	5	Monday	Tuesday	Wednesday	Thursday	Friday			Bretton Park
			Bus	Car			Walk	8.30 am to 5.00 pm	3		Tuesday	Wednesday	Thursday				Cannon Way
									2		Tuesday	Wednesday					Mill Street East
			Bus	Car		Train		It would take me less time to v	5	Monday	Tuesday	Wednesday	Thursday	Friday			Bretton Park
				Car					2		Tuesday	Wednesday					Mill Street East
			Bus	Car	Taxi			6 to 2:50	5	Monday				Friday			Bretton Park
				Car	Taxi		Walk	6-2.50 earlies 1.10-10 lates	5	Monday	Tuesday	Wednesday	Thursday	Friday			Bretton Park
						Train	Walk		2		Tuesday	Wednesday					Cannon Way
			Bus					Tuesday/ Wednesday office d	2		Tuesday	Wednesday					Mill Street East
						Train	Walk	I work in the studio on Tuesda	2		Tuesday	Wednesday					Mill Street East
				Car					5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car					5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car				6-2 2-10	5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car					2		Tuesday	Wednesday					Mill Street East
				Car					2		Tuesday	Wednesday					Mill Street East
				Car					2		Tuesday	Wednesday					Bretton Park
				Car					5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car	Taxi		Walk	If I was going into Dewsbury I	2		Tuesday	Wednesday					Mill Street East
				Car				Tuesday and Wednesday 8.30	2		Tuesday	Wednesday					Bretton Park
			Bus	Car	Taxi		Walk		5	Monday	Tuesday	Wednesday	Thursday	Friday			Mill Street East
				Car	Taxi				5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
			Bus	Car	Taxi			6-2 2-10	2		Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car					2		Tuesday	Wednesday					Bretton Park
				Car			Walk	6:00-14:00	2		Tuesday	Wednesday	Thursday	Friday			Mill Street East
						Train			2		Tuesday	Wednesday					Bretton Park
				Car					2		Tuesday	Wednesday					Mill Street East
				Car				Morning 6 till 2 buy iam also c	5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car					2		Tuesday	Wednesday					Bretton Park
				Car			Walk		2		Tuesday	Wednesday					Cannon Way
				Car					3		Tuesday	Wednesday	Thursday				Bretton Park
			Bus	Car				9am - 2pm	5	Monday	Tuesday	Wednesday	Thursday	Friday			Mill Street East
				Car		Train		Mon-Fri 9-5	2		Tuesday	Wednesday					Bretton Park
			Bus	Car					5	Monday	Tuesday	Wednesday	Thursday	Friday			Mill Street East
			Bus	Car			Walk		4		Tuesday	Wednesday	Thursday	Friday			Bretton Park
				Car			Walk	8am - 4pm	2		Tuesday	Wednesday	Thursday	Friday			Mill Street East
				Car					2		Tuesday	Wednesday	Thursday	Friday			Mill Street East
			Bus	Car	Taxi	Train	Walk		5	Monday	Tuesday	Wednesday	Thursday	Friday			Mill Street East
						Train			2		Tuesday	Wednesday					Mill Street East
				Car			Walk	I work Tuesdays and Wednesd	5	Monday	Tuesday	Wednesday	Thursday	Friday			Mill Street East
			Bus	Car				6AM-2PM	3		Tuesday	Wednesday	Thursday				Cannon Way
							Walk	07.30 to 17.30	3		Tuesday	Wednesday	Thursday				Mill Street East
				Car				8.30am to 4.30pm	3	Monday	Tuesday	Wednesday					Bretton Park
				Car				8am-4pm	3	Monday	Tuesday	Wednesday					Bretton Park
				Car					2		Tuesday	Wednesday					Mill Street East
				Car					3		Tuesday	Wednesday	Thursday				Mill Street East
				Car				8-4	2		Tuesday	Wednesday					Mill Street East
									5	Monday	Tuesday	Wednesday	Thursday	Friday			Bretton Park
							Walk	6am -2pm	5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car				8.30 - 4.30	2		Tuesday	Wednesday					Cannon Way
			Bus				Walk	Working hours 8am - 4pm	5	Monday	Tuesday	Wednesday	Thursday	Friday			Bretton Park
			Bus					7:30 - 3:30	2		Tuesday	Wednesday					Bretton Park
				Car				No	5	Monday	Tuesday	Wednesday	Thursday	Friday			Cannon Way
				Car					2		Tuesday	Wednesday					Mill Street East

APPENDIX F

Proposed Development Layout

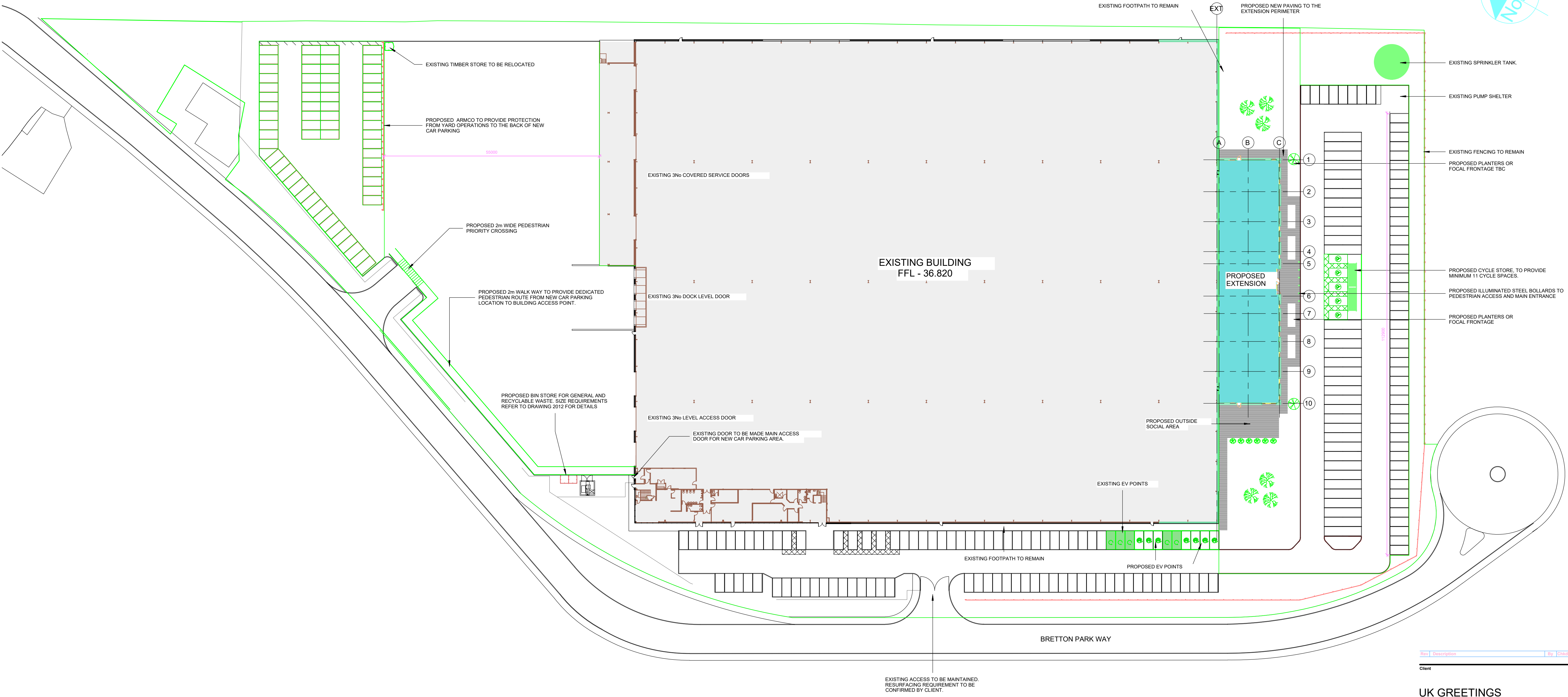
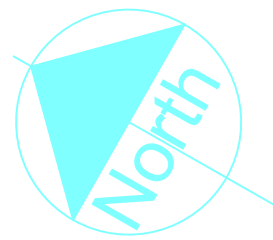


Notes:

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Work and materials must comply with the current Building Regulations and Codes of Practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



Rev	Description	By	Check	Date
-----	-------------	----	-------	------

Client

UK GREETINGS

Project Title

BRETTON PARK

Drawing Title

PROPOSED SITE PLAN

Lodge House
12 Town Street
Horsforth, Leeds LS18 4RJ
T : +44 (0) 113 2390460
E : architects@kpp-leeds.co.uk
W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1 : 500	A1	APR'25	JB	DR

Status
PLANNING

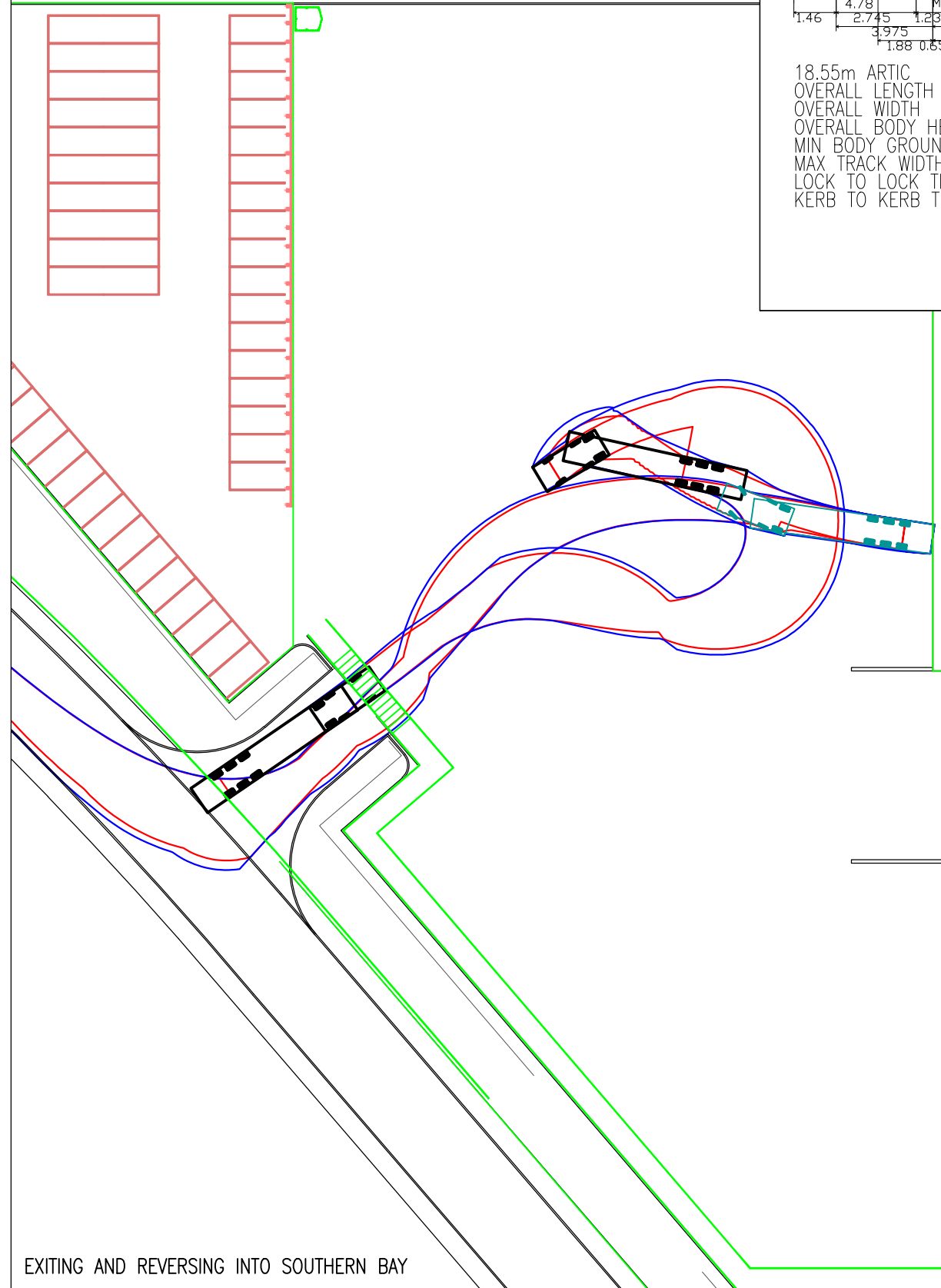
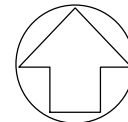
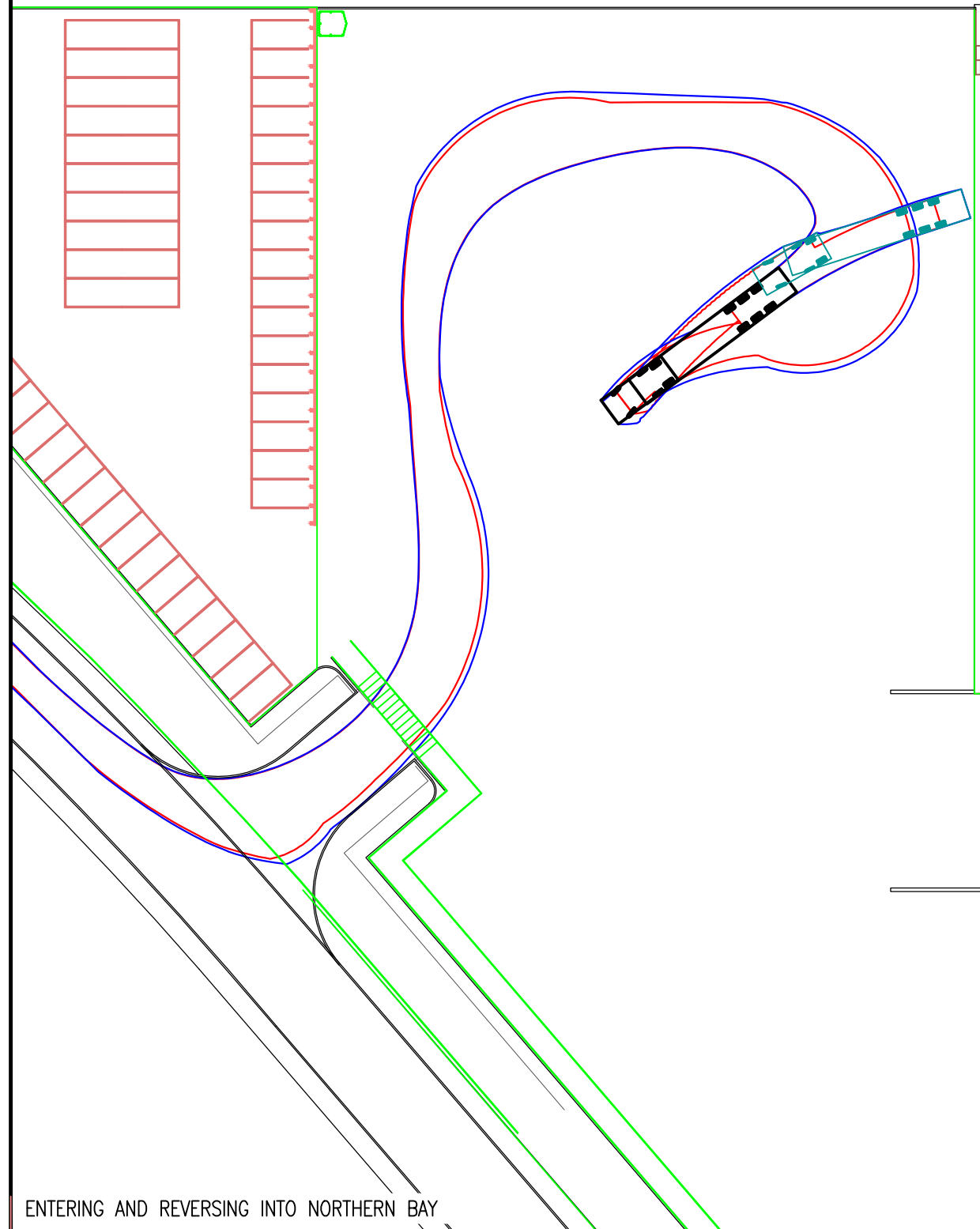
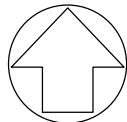
KPP Job No.	Revision
2467	

Project	Originator	Level	Type	Role	Class	Number
2002						

APPENDIX G

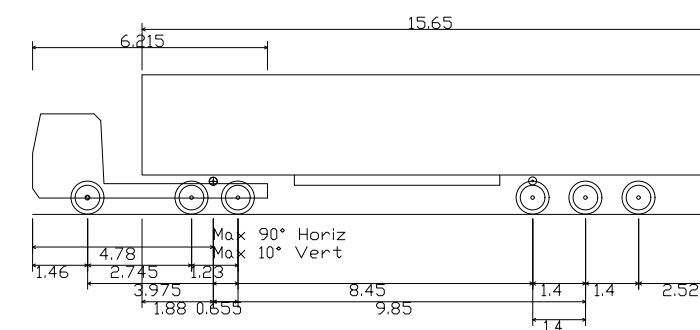
Swept Path Analysis





BRETTON PARK WAY, DEWSBURY

SCALE 1:500 @ A3



18.55m ARTIC	18.550m
OVERALL LENGTH	18.550m
OVERALL WIDTH	2.550m
OVERALL BODY HEIGHT	3.691m
MIN BODY GROUND CLEARANCE	0.426m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.987m



TITLE:

SWEPT PATH ANALYSIS

FIGURE No:

25009-SK-01

ENTERING AND REVERSING INTO NORTHERN BAY

EXITING AND REVERSING INTO SOUTHERN BAY

APPENDIX H

Junction 1: Junctions9 Output



Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: Bretton Way -Bretton Park.j9

Path: C:\Users\AlexSwanston\Via Solutions\CompanyShare - Documents\Via Projects\25000s\25009 Bretton Way Dewsbury\04 Transport Planning\01 Calcs & Analysis\Modelling\PICADY

Report generation date: 10/04/2025 11:16:42

- »Base 2025, AM
- »Base 2025, PM
- »Base 2030, AM
- »Base 2030, PM
- »Base + Dev 2025, AM
- »Base + Dev 2025, PM
- »Base + Dev 2030, AM
- »Base + Dev 2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base 2025									
Stream B-C	D1	0.2	7.37	0.13	A	D2	0.1	7.37	0.10	A
Stream B-A		0.2	11.32	0.17	B		0.2	10.58	0.13	B
Stream C-AB		0.4	6.29	0.21	A		0.0	5.43	0.02	A
	Base 2030									
Stream B-C	D3	0.2	7.50	0.14	A	D4	0.1	7.48	0.11	A
Stream B-A		0.2	11.66	0.19	B		0.2	10.79	0.14	B
Stream C-AB		0.4	6.35	0.23	A		0.0	5.39	0.02	A
	Base + Dev 2025									
Stream B-C	D5	0.2	7.57	0.13	A	D6	0.3	8.58	0.20	A
Stream B-A		0.2	12.43	0.19	B		0.3	12.34	0.26	B
Stream C-AB		0.8	8.21	0.38	A		0.0	5.43	0.02	A
	Base + Dev 2030									
Stream B-C	D7	0.2	7.70	0.14	A	D8	0.3	8.77	0.21	A
Stream B-A		0.2	12.85	0.20	B		0.4	12.73	0.27	B
Stream C-AB		0.9	8.38	0.40	A		0.0	5.40	0.02	A

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

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

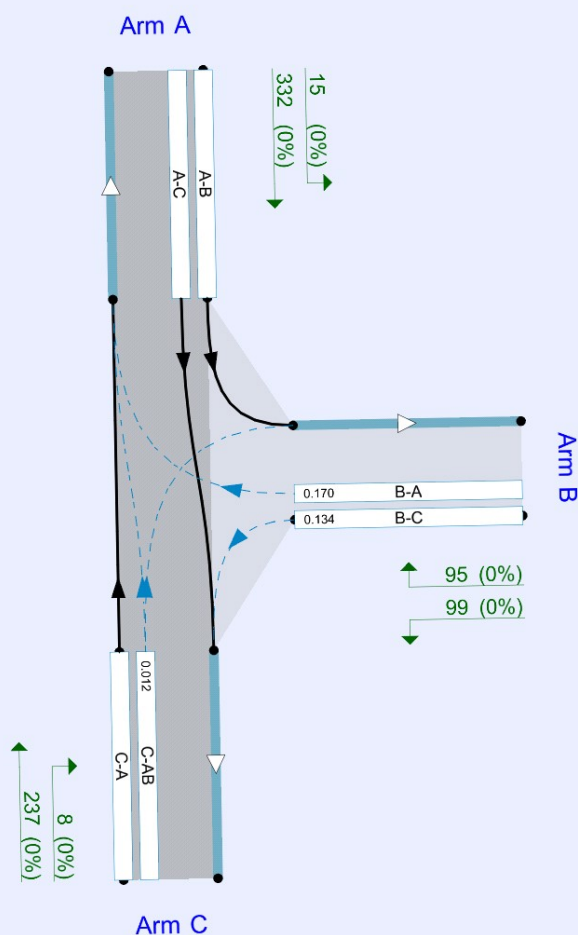
File summary

File Description

Title	
Location	
Site number	
Date	07/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\AlexSwanston
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2025	AM	ONE HOUR	00:00	01:30	15
D2	Base 2025	PM	ONE HOUR	00:00	01:30	15
D3	Base 2030	AM	ONE HOUR	00:00	01:30	15
D4	Base 2030	PM	ONE HOUR	00:00	01:30	15
D5	Base + Dev 2025	AM	ONE HOUR	00:00	01:30	15
D6	Base + Dev 2025	PM	ONE HOUR	00:00	01:30	15
D7	Base + Dev 2030	AM	ONE HOUR	00:00	01:30	15
D8	Base + Dev 2030	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Mill Street East		Major
B	Bretton Park Way		Minor
C	Bretton Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.60			49.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.20	4.50	4.40	4.40	✓	3.00	29	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	490	0.075	0.190	0.120	0.272
B-C	639	0.083	0.209	-	-
C-B	602	0.197	0.197	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2025	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	290	100.000
B		✓	128	100.000
C		✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	116	174
	B	61	0	67
	C	244	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	218	218
	B	96	96
	C	250	250
00:15-00:30	A	261	261
	B	115	115
	C	298	298
00:30-00:45	A	319	319
	B	141	141
	C	366	366
00:45-01:00	A	319	319
	B	141	141
	C	366	366
01:00-01:15	A	261	261
	B	115	115
	C	298	298
01:15-01:30	A	218	218
	B	96	96
	C	250	250

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	7.37	0.2	A
B-A	0.17	11.32	0.2	B
C-AB	0.21	6.29	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	588	0.086	50	0.1	6.693	A
B-A	46	418	0.110	45	0.1	9.640	A
C-AB	90	686	0.132	90	0.2	6.032	A
C-A	159			159			
A-B	87			87			
A-C	131			131			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	577	0.104	60	0.1	6.966	A
B-A	55	404	0.136	55	0.2	10.294	B
C-AB	115	703	0.164	115	0.3	6.123	A
C-A	183			183			
A-B	104			104			
A-C	156			156			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	562	0.131	74	0.1	7.367	A
B-A	67	385	0.174	67	0.2	11.304	B
C-AB	154	728	0.212	154	0.4	6.273	A
C-A	211			211			
A-B	128			128			
A-C	192			192			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	562	0.131	74	0.2	7.372	A
B-A	67	385	0.174	67	0.2	11.321	B
C-AB	154	728	0.212	154	0.4	6.285	A
C-A	211			211			
A-B	128			128			
A-C	192			192			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	577	0.104	60	0.1	6.974	A
B-A	55	404	0.136	55	0.2	10.311	B
C-AB	115	704	0.164	116	0.3	6.138	A
C-A	183			183			
A-B	104			104			
A-C	156			156			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	587	0.086	51	0.1	6.709	A
B-A	46	418	0.110	46	0.1	9.676	A
C-AB	91	686	0.132	91	0.2	6.057	A
C-A	159			159			
A-B	87			87			
A-C	131			131			

Base 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2025	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	328	100.000
B		✓	98	100.000
C		✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	14	314
	B	48	0	50
	C	224	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	247	247
	B	74	74
	C	175	175
00:15-00:30	A	295	295
	B	88	88
	C	209	209
00:30-00:45	A	361	361
	B	108	108
	C	255	255
00:45-01:00	A	361	361
	B	108	108
	C	255	255
01:00-01:15	A	295	295
	B	88	88
	C	209	209
01:15-01:30	A	247	247
	B	74	74
	C	175	175

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.37	0.1	A
B-A	0.13	10.58	0.2	B
C-AB	0.02	5.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	573	0.066	37	0.1	6.716	A
B-A	36	424	0.085	36	0.1	9.255	A
C-AB	8	670	0.012	8	0.0	5.433	A
C-A	167			167			
A-B	11			11			
A-C	236			236			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	561	0.080	45	0.1	6.980	A
B-A	43	411	0.105	43	0.1	9.774	A
C-AB	10	685	0.015	10	0.0	5.336	A
C-A	198			198			
A-B	13			13			
A-C	282			282			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	543	0.101	55	0.1	7.369	A
B-A	53	393	0.134	53	0.2	10.572	B
C-AB	14	705	0.019	14	0.0	5.205	A
C-A	242			242			
A-B	15			15			
A-C	346			346			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	543	0.101	55	0.1	7.373	A
B-A	53	393	0.134	53	0.2	10.580	B
C-AB	14	705	0.019	14	0.0	5.207	A
C-A	242			242			
A-B	15			15			
A-C	346			346			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	560	0.080	45	0.1	6.986	A
B-A	43	411	0.105	43	0.1	9.784	A
C-AB	10	685	0.015	10	0.0	5.338	A
C-A	198			198			
A-B	13			13			
A-C	282			282			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	573	0.066	38	0.1	6.727	A
B-A	36	425	0.085	36	0.1	9.273	A
C-AB	8	671	0.012	8	0.0	5.434	A
C-A	167			167			
A-B	11			11			
A-C	236			236			

Base 2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2030	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	305	100.000
B		✓	135	100.000
C		✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	122	183
	B	64	0	71
	C	257	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	230	230
	B	102	102
	C	263	263
00:15-00:30	A	274	274
	B	121	121
	C	315	315
00:30-00:45	A	336	336
	B	149	149
	C	385	385
00:45-01:00	A	336	336
	B	149	149
	C	385	385
01:00-01:15	A	274	274
	B	121	121
	C	315	315
01:15-01:30	A	230	230
	B	102	102
	C	263	263

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	7.50	0.2	A
B-A	0.19	11.66	0.2	B
C-AB	0.23	6.35	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	585	0.091	53	0.1	6.758	A
B-A	48	414	0.116	48	0.1	9.809	A
C-AB	97	691	0.141	96	0.2	6.053	A
C-A	166			166			
A-B	92			92			
A-C	138			138			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	574	0.111	64	0.1	7.051	A
B-A	58	399	0.144	57	0.2	10.519	B
C-AB	124	709	0.175	124	0.3	6.157	A
C-A	190			190			
A-B	110			110			
A-C	165			165			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	558	0.140	78	0.2	7.492	A
B-A	70	379	0.186	70	0.2	11.651	B
C-AB	167	735	0.227	166	0.4	6.338	A
C-A	218			218			
A-B	134			134			
A-C	201			201			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	558	0.140	78	0.2	7.497	A
B-A	70	379	0.186	70	0.2	11.661	B
C-AB	167	735	0.227	167	0.4	6.347	A
C-A	218			218			
A-B	134			134			
A-C	201			201			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	574	0.111	64	0.1	7.065	A
B-A	58	399	0.144	58	0.2	10.546	B
C-AB	125	709	0.176	125	0.3	6.172	A
C-A	190			190			
A-B	110			110			
A-C	165			165			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	585	0.091	54	0.1	6.778	A
B-A	48	414	0.116	48	0.1	9.846	A
C-AB	98	691	0.141	98	0.2	6.077	A
C-A	166			166			
A-B	92			92			
A-C	138			138			

Base 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2030	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	104	100.000
C		✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	15	322
	B	51	0	53
	C	237	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	254	254
	B	78	78
	C	184	184
00:15-00:30	A	303	303
	B	93	93
	C	220	220
00:30-00:45	A	371	371
	B	115	115
	C	270	270
00:45-01:00	A	371	371
	B	115	115
	C	270	270
01:00-01:15	A	303	303
	B	93	93
	C	220	220
01:15-01:30	A	254	254
	B	78	78
	C	184	184

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	7.48	0.1	A
B-A	0.14	10.79	0.2	B
C-AB	0.02	5.39	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	571	0.070	40	0.1	6.773	A
B-A	38	422	0.091	38	0.1	9.363	A
C-AB	8	676	0.012	8	0.0	5.389	A
C-A	176			176			
A-B	11			11			
A-C	242			242			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	558	0.085	48	0.1	7.054	A
B-A	46	409	0.112	46	0.1	9.919	A
C-AB	10	692	0.015	10	0.0	5.284	A
C-A	210			210			
A-B	13			13			
A-C	289			289			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	540	0.108	58	0.1	7.471	A
B-A	56	390	0.144	56	0.2	10.783	B
C-AB	14	714	0.020	14	0.0	5.145	A
C-A	256			256			
A-B	17			17			
A-C	355			355			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	540	0.108	58	0.1	7.475	A
B-A	56	390	0.144	56	0.2	10.792	B
C-AB	14	714	0.020	14	0.0	5.145	A
C-A	256			256			
A-B	17			17			
A-C	355			355			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	558	0.085	48	0.1	7.063	A
B-A	46	409	0.112	46	0.1	9.932	A
C-AB	10	692	0.015	10	0.0	5.285	A
C-A	210			210			
A-B	13			13			
A-C	289			289			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	571	0.070	40	0.1	6.788	A
B-A	38	422	0.091	39	0.1	9.383	A
C-AB	8	676	0.012	8	0.0	5.392	A
C-A	176			176			
A-B	11			11			
A-C	242			242			

Base + Dev 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base + Dev 2025	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	409	100.000
B		✓	128	100.000
C		✓	393	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	235	174
	B	61	0	67
	C	244	149	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	308	308
	B	96	96
	C	296	296
00:15-00:30	A	368	368
	B	115	115
	C	353	353
00:30-00:45	A	450	450
	B	141	141
	C	433	433
00:45-01:00	A	450	450
	B	141	141
	C	433	433
01:00-01:15	A	368	368
	B	115	115
	C	353	353
01:15-01:30	A	308	308
	B	96	96
	C	296	296

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	7.57	0.2	A
B-A	0.19	12.43	0.2	B
C-AB	0.38	8.21	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	580	0.087	50	0.1	6.794	A
B-A	46	399	0.115	45	0.1	10.163	B
C-AB	155	670	0.231	153	0.4	6.951	A
C-A	141			141			
A-B	177			177			
A-C	131			131			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	567	0.106	60	0.1	7.101	A
B-A	55	381	0.144	55	0.2	11.017	B
C-AB	198	685	0.288	197	0.5	7.385	A
C-A	156			156			
A-B	211			211			
A-C	156			156			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	550	0.134	74	0.2	7.560	A
B-A	67	357	0.188	67	0.2	12.404	B
C-AB	266	706	0.376	265	0.8	8.164	A
C-A	167			167			
A-B	259			259			
A-C	192			192			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	550	0.134	74	0.2	7.566	A
B-A	67	357	0.188	67	0.2	12.433	B
C-AB	266	707	0.377	266	0.8	8.208	A
C-A	166			166			
A-B	259			259			
A-C	192			192			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	567	0.106	60	0.1	7.110	A
B-A	55	381	0.144	55	0.2	11.052	B
C-AB	198	686	0.289	199	0.6	7.437	A
C-A	155			155			
A-B	211			211			
A-C	156			156			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	579	0.087	51	0.1	6.814	A
B-A	46	399	0.115	46	0.1	10.208	B
C-AB	155	671	0.231	156	0.4	7.012	A
C-A	141			141			
A-B	177			177			
A-C	131			131			

Base + Dev 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base + Dev 2025	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	328	100.000
B		✓	188	100.000
C		✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	14	314
	B	92	0	96
	C	224	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	247	247
	B	142	142
	C	175	175
00:15-00:30	A	295	295
	B	169	169
	C	209	209
00:30-00:45	A	361	361
	B	207	207
	C	255	255
00:45-01:00	A	361	361
	B	207	207
	C	255	255
01:00-01:15	A	295	295
	B	169	169
	C	209	209
01:15-01:30	A	247	247
	B	142	142
	C	175	175

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	8.58	0.3	A
B-A	0.26	12.34	0.3	B
C-AB	0.02	5.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	562	0.129	72	0.1	7.336	A
B-A	69	424	0.163	68	0.2	10.097	B
C-AB	8	670	0.012	8	0.0	5.433	A
C-A	167			167			
A-B	11			11			
A-C	236			236			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	547	0.158	86	0.2	7.816	A
B-A	83	411	0.201	82	0.2	10.943	B
C-AB	10	685	0.015	10	0.0	5.336	A
C-A	198			198			
A-B	13			13			
A-C	282			282			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	526	0.201	105	0.2	8.564	A
B-A	101	393	0.258	101	0.3	12.312	B
C-AB	14	705	0.019	14	0.0	5.205	A
C-A	242			242			
A-B	15			15			
A-C	346			346			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	525	0.201	106	0.3	8.578	A
B-A	101	393	0.258	101	0.3	12.342	B
C-AB	14	705	0.019	14	0.0	5.207	A
C-A	242			242			
A-B	15			15			
A-C	346			346			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	546	0.158	87	0.2	7.837	A
B-A	83	411	0.201	83	0.3	10.981	B
C-AB	10	685	0.015	10	0.0	5.338	A
C-A	198			198			
A-B	13			13			
A-C	282			282			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	561	0.129	72	0.1	7.366	A
B-A	69	424	0.163	69	0.2	10.148	B
C-AB	8	671	0.012	8	0.0	5.434	A
C-A	167			167			
A-B	11			11			
A-C	236			236			

Base + Dev 2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Base + Dev 2030	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	424	100.000
B		✓	135	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	241	183
	B	64	0	71
	C	257	154	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	319	319
	B	102	102
	C	309	309
00:15-00:30	A	381	381
	B	121	121
	C	369	369
00:30-00:45	A	467	467
	B	149	149
	C	453	453
00:45-01:00	A	467	467
	B	149	149
	C	453	453
01:00-01:15	A	381	381
	B	121	121
	C	369	369
01:15-01:30	A	319	319
	B	102	102
	C	309	309

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	7.70	0.2	A
B-A	0.20	12.85	0.2	B
C-AB	0.40	8.38	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	577	0.093	53	0.1	6.862	A
B-A	48	395	0.122	48	0.1	10.365	B
C-AB	163	675	0.241	161	0.4	6.990	A
C-A	147			147			
A-B	181			181			
A-C	138			138			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	564	0.113	64	0.1	7.190	A
B-A	58	376	0.153	57	0.2	11.279	B
C-AB	209	691	0.302	208	0.6	7.462	A
C-A	161			161			
A-B	217			217			
A-C	165			165			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	546	0.143	78	0.2	7.692	A
B-A	70	351	0.201	70	0.2	12.811	B
C-AB	282	714	0.395	281	0.9	8.331	A
C-A	170			170			
A-B	265			265			
A-C	201			201			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	546	0.143	78	0.2	7.701	A
B-A	70	351	0.201	70	0.2	12.845	B
C-AB	283	714	0.396	283	0.9	8.378	A
C-A	170			170			
A-B	265			265			
A-C	201			201			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	564	0.113	64	0.1	7.206	A
B-A	58	376	0.153	58	0.2	11.319	B
C-AB	209	692	0.302	210	0.6	7.518	A
C-A	160			160			
A-B	217			217			
A-C	165			165			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	577	0.093	54	0.1	6.883	A
B-A	48	395	0.122	48	0.1	10.400	B
C-AB	163	676	0.242	164	0.4	7.055	A
C-A	146			146			
A-B	181			181			
A-C	138			138			

Base + Dev 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Base + Dev 2030	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	347	100.000
B		✓	194	100.000
C		✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	15	332
	B	95	0	99
	C	237	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	A	261	261
	B	146	146
	C	184	184
00:15-00:30	A	312	312
	B	174	174
	C	220	220
00:30-00:45	A	382	382
	B	214	214
	C	270	270
00:45-01:00	A	382	382
	B	214	214
	C	270	270
01:00-01:15	A	312	312
	B	174	174
	C	220	220
01:15-01:30	A	261	261
	B	146	146
	C	184	184

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	8.77	0.3	A
B-A	0.27	12.73	0.4	B
C-AB	0.02	5.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	558	0.134	74	0.2	7.428	A
B-A	72	421	0.170	71	0.2	10.267	B
C-AB	8	675	0.012	8	0.0	5.400	A
C-A	176			176			
A-B	11			11			
A-C	250			250			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	542	0.164	89	0.2	7.943	A
B-A	85	407	0.210	85	0.3	11.189	B
C-AB	10	690	0.015	10	0.0	5.297	A
C-A	210			210			
A-B	13			13			
A-C	298			298			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	520	0.210	109	0.3	8.754	A
B-A	105	387	0.270	104	0.4	12.693	B
C-AB	14	712	0.020	14	0.0	5.158	A
C-A	256			256			
A-B	17			17			
A-C	366			366			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	519	0.210	109	0.3	8.769	A
B-A	105	387	0.270	105	0.4	12.729	B
C-AB	14	712	0.020	14	0.0	5.159	A
C-A	256			256			
A-B	17			17			
A-C	366			366			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	542	0.164	89	0.2	7.965	A
B-A	85	407	0.210	86	0.3	11.230	B
C-AB	10	690	0.015	10	0.0	5.299	A
C-A	210			210			
A-B	13			13			
A-C	298			298			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	557	0.134	75	0.2	7.460	A
B-A	72	421	0.170	72	0.2	10.326	B
C-AB	8	675	0.012	8	0.0	5.402	A
C-A	176			176			
A-B	11			11			
A-C	250			250			

APPENDIX J

Junction 2: LINSig Output

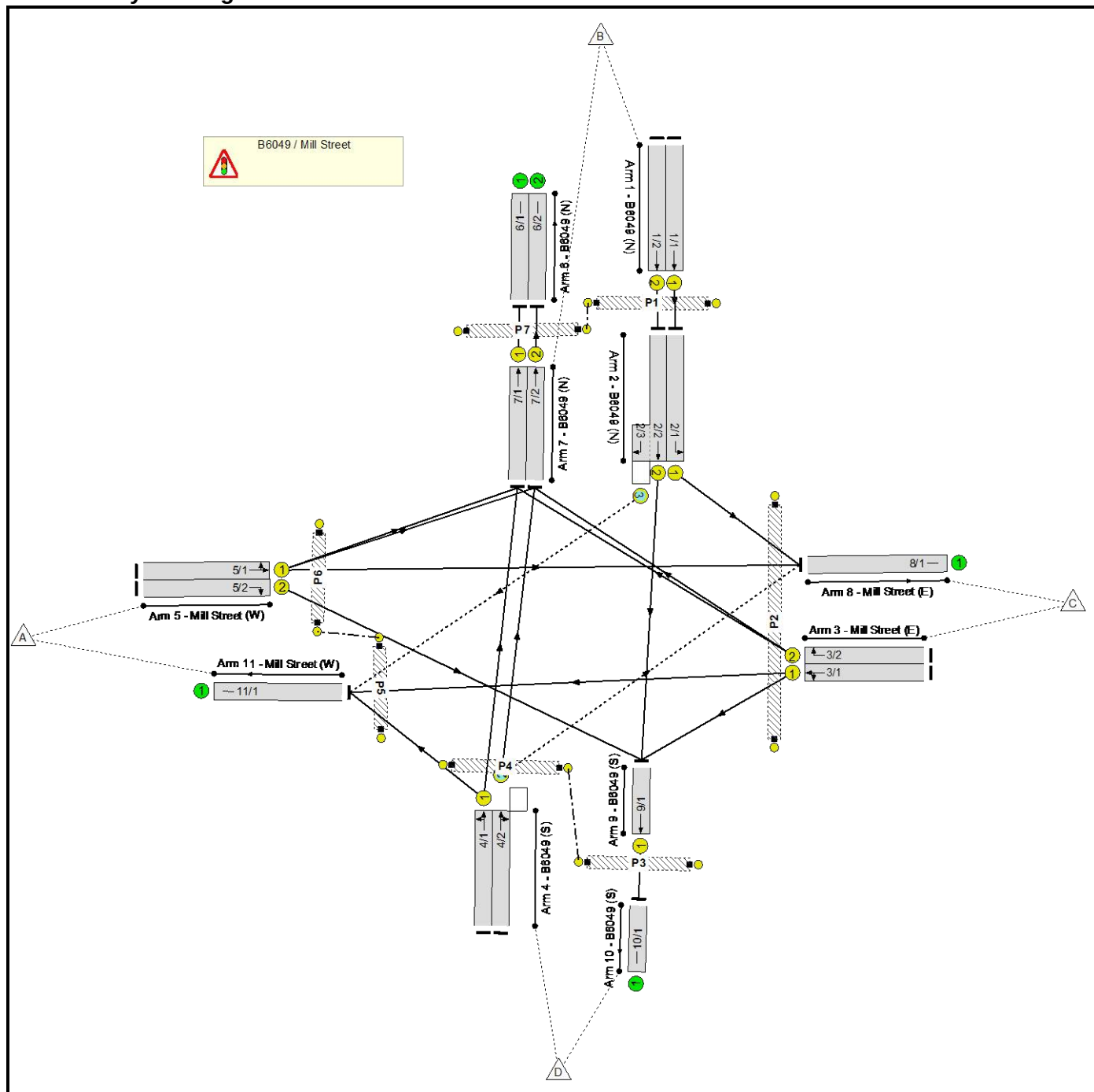


Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B6049_Mill Street.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



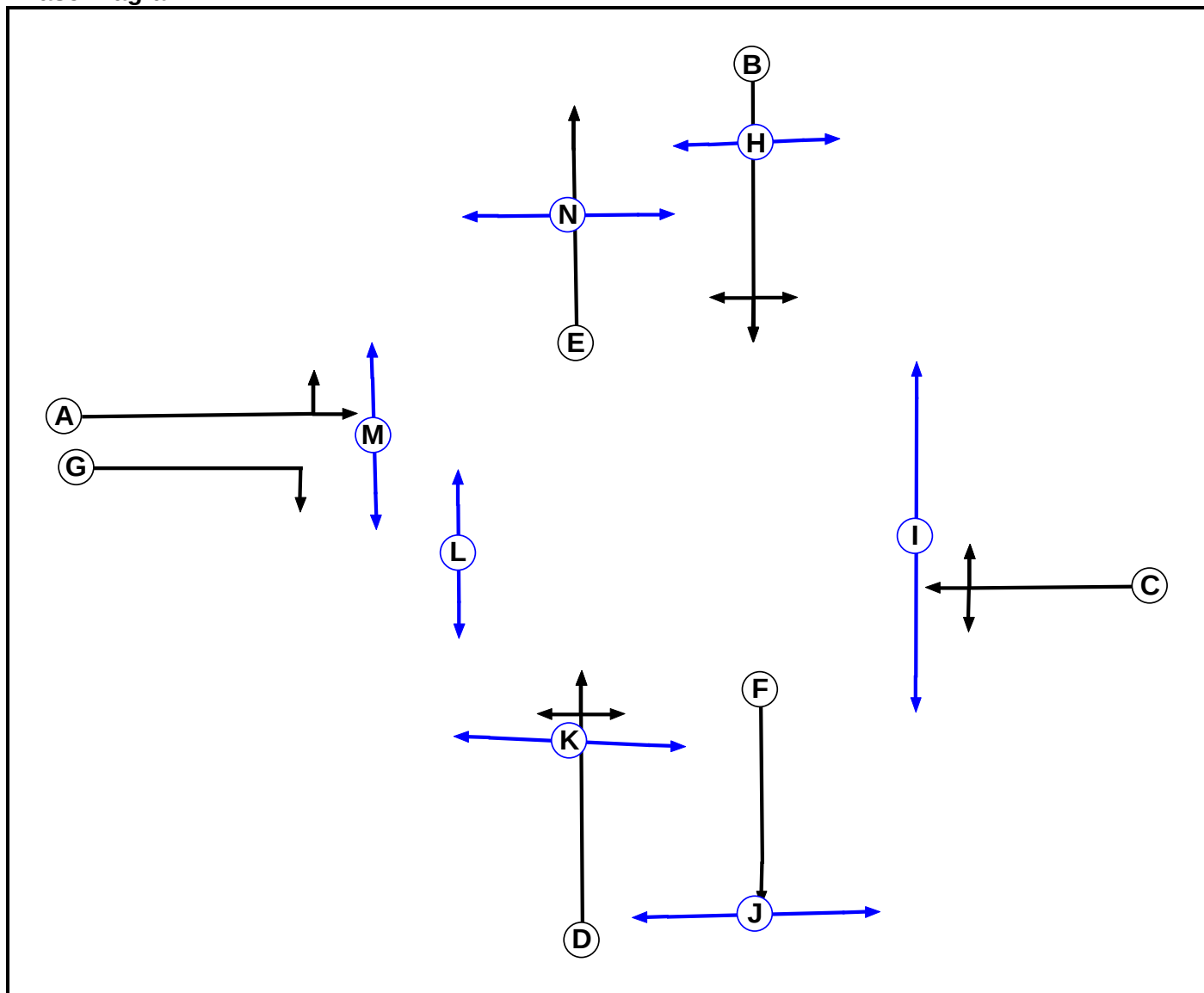
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 AM (no peds)	2025 AM	No Pedestrians	08:00 - 09:00	120	45.5	28.87
2	2025 PM (no peds)	2025 PM	No Pedestrians	16:30 - 17:30	120	21.7	32.65
3	2030 AM (no peds)	2030 AM	No Pedestrians	08:00 - 09:00	120	38.1	31.15
4	2030 PM (no peds)	2030 PM	No Pedestrians	16:30 - 17:30	120	15.1	36.10
5	2025 +Dev AM (no peds)	2025+Dev AM	No Pedestrians	08:00 - 09:00	120	45.5	30.51
6	2025 + Dev PM (no peds)	2025+Dev PM	No Pedestrians	16:30 - 17:30	120	19.3	34.07
7	2030 + Dev AM (no peds)	2030+Dev AM	No Pedestrians	08:00 - 09:00	120	38.1	32.86
8	2030 + Dev PM (no peds)	2030+Dev PM	No Pedestrians	16:30 - 17:30	120	12.8	37.70
9	2025 AM (peds every other cycle)	2025 AM	Pedestrians every other cycle	08:00 - 09:00	480	47.0	29.72
10	2025 PM (peds every other cycle)	2025 PM	Pedestrians every other cycle	16:30 - 17:30	480	22.9	33.64
11	2030 AM (peds every other cycle)	2030 AM	Pedestrians every other cycle	08:00 - 09:00	480	39.6	32.08
12	2030 PM (peds every other cycle)	2030 PM	Pedestrians every other cycle	16:30 - 17:30	480	16.3	37.28
13	2025 +Dev AM (peds every other cycle)	2025+Dev AM	Pedestrians every other cycle	08:00 - 09:00	480	47.0	31.61
14	2025 + Dev PM (peds every other cycle)	2025+Dev PM	Pedestrians every other cycle	16:30 - 17:30	480	20.6	35.05
15	2030 + Dev AM (peds every other cycle)	2030+Dev AM	Pedestrians every other cycle	08:00 - 09:00	480	39.6	34.05
16	2030 + Dev PM (peds every other cycle)	2030+Dev PM	Pedestrians every other cycle	16:30 - 17:30	480	14.0	38.86

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	14	6	B6049 / Mill Street	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Pedestrian		7	7

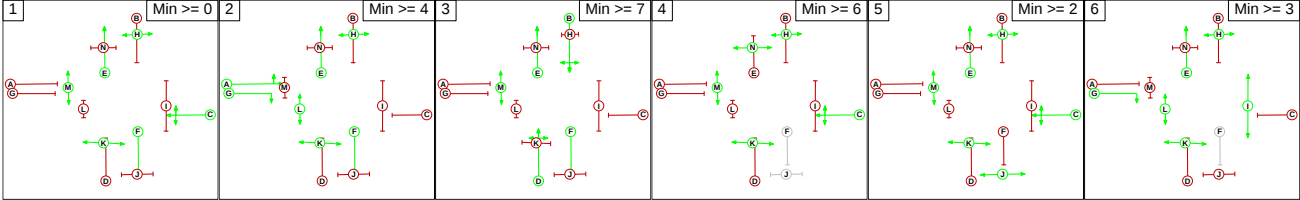
Phase Intergreens Matrix

		Starting Phase													
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N
	A		7	6	5	-	-	-	-	9	-	-	-	5	10
	B	5		5	-	-	-	5	6	6	9	-	8	-	-
	C	5	6		5	-	-	5	-	5	-	-	9	-	-
	D	7	-	5		-	-	5	-	10	-	6	9	-	12
	E	-	-	-	-		-	-	-	-	-	-	-	-	7
	F	-	-	-	-	-		-	-	-	7	-	-	-	-
	G	-	6	5	5	-	-		-	-	11	-	-	5	-
	H	-	6	-	-	-	-	-		-	-	-	-	-	-
	I	8	8	8	8	-	-	-	-		-	-	-	-	-
	J	-	5	-	-	-	5	5	-	-		-	-	-	-
	K	-	-	-	5	-	-	-	-	-	-		-	-	-
	L	-	5	5	5	-	-	-	-	-	-	-		-	-
	M	6	-	-	-	-	-	6	-	-	-	-	-		-
	N	5	-	-	5	5	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Prohibited Stage Change

From Stage	To Stage					
	1	2	3	4	5	6
	1		9	6	7	9
	2	6		7	10	9
	3	6	9		12	9
	4	5	9	6		5
	5	5	9	6	7	
	6	8	8	8	8	11

Lane Input Data

Junction: B6049 / Mill Street												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6049 (N))	U	B	2	3	24.3	Geom	-	2.90	0.00	Y	Arm 2 Ahead	Inf
1/2 (B6049 (N))	U	B	2	3	14.8	Geom	-	2.90	0.00	N	Arm 2 Ahead	Inf
2/1 (B6049 (N))	U	B	2	3	6.4	Geom	-	2.90	0.00	Y	Arm 8 Left	6.80
2/2 (B6049 (N))	U	B	2	3	6.4	Geom	-	3.00	0.00	N	Arm 9 Ahead	Inf
2/3 (B6049 (N))	O	B	2	3	3.1	Geom	-	3.00	0.00	N	Arm 11 Right	16.20
3/1 (Mill Street (E))	U	C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 9 Left Arm 11 Ahead	4.00 Inf
3/2 (Mill Street (E))	U	C	2	3	60.0	Geom	-	2.90	0.00	N	Arm 7 Right	12.80
4/1 (B6049 (S))	U	D	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 7 Ahead	Inf
4/2 (B6049 (S))	O	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 11 Left Arm 7 Ahead Arm 8 Right	14.50 Inf 18.80
5/1 (Mill Street (W))	U	A	2	3	10.4	Geom	-	3.20	0.00	Y	Arm 7 Left Arm 8 Ahead	9.10 Inf
5/2 (Mill Street (W))	U	G	2	3	10.4	Geom	-	3.10	0.00	N	Arm 9 Right	20.70
6/1 (B6049 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (B6049 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6049 (N))	U	E	2	3	10.1	Geom	-	2.85	0.00	Y	Arm 6 Ahead	Inf
7/2 (B6049 (N))	U	E	2	3	10.1	Geom	-	2.85	0.00	N	Arm 6 Ahead	Inf

Detailed Input Data And Results

8/1 (Mill Street (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (B6049 (S))	U	F	2	3	3.5	Geom	-	4.10	0.00	Y	Arm 10 Ahead	Inf
10/1 (B6049 (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Mill Street (W))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM'	08:00	09:00	01:00	
2: '2025 PM'	16:30	17:30	01:00	
3: '2030 AM'	08:00	09:00	01:00	F1 * 1.0534
4: '2030 PM'	16:30	17:30	01:00	F2 * 1.0574
5: 'Dev Flows AM'	08:00	09:00	01:00	
6: 'Dev Flows PM'	16:30	17:30	01:00	
7: '2025+Dev AM'	08:00	09:00	01:00	F1 + F5
8: '2025+Dev PM'	16:30	17:30	01:00	F2 + F6
9: '2030+Dev AM'	08:00	09:00	01:00	F3 + F5
10: '2030+Dev PM'	16:30	17:30	01:00	F4 + F6

Traffic Flows, Desired

FG1: '2025 AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	178	343	551
	B	40	0	249	466	755
	C	192	199	0	8	399
	D	416	369	5	0	790
	Tot.	648	598	432	817	2495

Detailed Input Data And Results

FG2: '2025 PM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	78	126	428	632
	B	42	0	242	588	872
	C	168	199	0	10	377
	D	382	393	3	0	778
	Tot.	592	670	371	1026	2659

FG3: '2030 AM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	32	188	361	581
	B	42	0	262	491	795
	C	202	210	0	8	420
	D	438	389	5	0	832
	Tot.	682	631	455	860	2628

FG4: '2030 PM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	82	133	453	668
	B	44	0	256	622	922
	C	178	210	0	11	399
	D	404	416	3	0	823
	Tot.	626	708	392	1086	2812

FG5: 'Dev Flows AM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	58	0	58
	B	0	0	60	0	60
	C	0	0	0	0	0
	D	0	0	2	0	2
	Tot.	0	0	120	0	120

Detailed Input Data And Results

FG6: 'Dev Flows PM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	20	23	0	1	44
	D	0	0	0	0	0
	Tot.	20	23	0	1	44

FG7: '2025+Dev AM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	30	236	343	609
	B	40	0	309	466	815
	C	192	199	0	8	399
	D	416	369	7	0	792
	Tot.	648	598	552	817	2615

FG8: '2025+Dev PM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	78	126	428	632
	B	42	0	242	588	872
	C	188	222	0	11	421
	D	382	393	3	0	778
	Tot.	612	693	371	1027	2703

FG9: '2030+Dev AM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	32	246	361	639
	B	42	0	322	491	855
	C	202	210	0	8	420
	D	438	389	7	0	834
	Tot.	682	631	575	860	2748

Detailed Input Data And Results

FG10: '2030+Dev PM'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	82	133	453	668
	B	44	0	256	622	922
	C	198	233	0	12	443
	D	404	416	3	0	823
	Tot.	646	731	392	1087	2856

Scenario 1: '2025 AM (no peds)' (FG1: '2025 AM', Plan 1: 'No Pedestrians')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	30	178	343	551
	B	40	0	249	466	755
	C	192	199	0	8	399
	D	416	369	5	0	790
	Tot.	648	598	432	817	2495

Traffic Flows, Difference

Difference :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 2: '2025 PM (no peds)' (FG2: '2025 PM', Plan 1: 'No Pedestrians')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	78	126	428	632
	B	42	0	242	588	872
	C	168	199	0	10	377
	D	382	393	3	0	778
	Tot.	592	670	371	1026	2659

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2030 AM (no peds)' (FG3: '2030 AM', Plan 1: 'No Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	32	188	361	581
	B	42	0	262	491	795
	C	202	210	0	8	420
	D	438	389	5	0	832
	Tot.	682	631	455	860	2628

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 4: '2030 PM (no peds)' (FG4: '2030 PM', Plan 1: 'No Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	82	133	453	668
	B	44	0	256	622	922
	C	178	210	0	11	399
	D	404	416	3	0	823
	Tot.	626	708	392	1086	2812

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '2025 +Dev AM (no peds)' (FG7: '2025+Dev AM', Plan 1: 'No Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	236	343	609
	B	40	0	309	466	815
	C	192	199	0	8	399
	D	416	369	7	0	792
	Tot.	648	598	552	817	2615

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 6: '2025 + Dev PM (no peds)' (FG8: '2025+Dev PM', Plan 1: 'No Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	126	428	632
	B	42	0	242	588	872
	C	188	222	0	11	421
	D	382	393	3	0	778
	Tot.	612	693	371	1027	2703

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 7: '2030 + Dev AM (no peds)' (FG9: '2030+Dev AM', Plan 1: 'No Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	32	246	361	639
	B	42	0	322	491	855
	C	202	210	0	8	420
	D	438	389	7	0	834
	Tot.	682	631	575	860	2748

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 8: '2030 + Dev PM (no peds)' (FG10: '2030+Dev PM', Plan 1: 'No Pedestrians')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	82	133	453	668
	B	44	0	256	622	922
	C	198	233	0	12	443
	D	404	416	3	0	823
	Tot.	646	731	392	1087	2856

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 9: '2025 AM (peds every other cycle)' (FG1: '2025 AM', Plan 2: 'Pedestrians every other cycle')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	178	343	551
	B	40	0	249	466	755
	C	192	199	0	8	399
	D	416	369	5	0	790
	Tot.	648	598	432	817	2495

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 10: '2025 PM (peds every other cycle)' (FG2: '2025 PM', Plan 2: 'Pedestrians every other cycle')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	126	428	632
	B	42	0	242	588	872
	C	168	199	0	10	377
	D	382	393	3	0	778
	Tot.	592	670	371	1026	2659

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 11: '2030 AM (peds every other cycle)' (FG3: '2030 AM', Plan 2: 'Pedestrians every other cycle')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	32	188	361	581
	B	42	0	262	491	795
	C	202	210	0	8	420
	D	438	389	5	0	832
	Tot.	682	631	455	860	2628

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 12: '2030 PM (peds every other cycle)' (FG4: '2030 PM', Plan 2: 'Pedestrians every other cycle')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	82	133	453	668
	B	44	0	256	622	922
	C	178	210	0	11	399
	D	404	416	3	0	823
	Tot.	626	708	392	1086	2812

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 13: '2025 +Dev AM (peds every other cycle)' (FG7: '2025+Dev AM', Plan 2: 'Pedestrians every other cycle')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	236	343	609
	B	40	0	309	466	815
	C	192	199	0	8	399
	D	416	369	7	0	792
	Tot.	648	598	552	817	2615

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 14: '2025 + Dev PM (peds every other cycle)' (FG8: '2025+Dev PM', Plan 2: 'Pedestrians every other cycle')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	126	428	632
	B	42	0	242	588	872
	C	188	222	0	11	421
	D	382	393	3	0	778
	Tot.	612	693	371	1027	2703

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 15: '2030 + Dev AM (peds every other cycle)' (FG9: '2030+Dev AM', Plan 2: 'Pedestrians every other cycle')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	32	246	361	639
	B	42	0	322	491	855
	C	202	210	0	8	420
	D	438	389	7	0	834
	Tot.	682	631	575	860	2748

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 16: '2030 + Dev PM (peds every other cycle)' (FG10: '2030+Dev PM', Plan 2: 'Pedestrians every other cycle')

Traffic Flows, Actual**Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	82	133	453	668
	B	44	0	256	622	922
	C	198	233	0	12	443
	D	404	416	3	0	823
	Tot.	646	731	392	1087	2856

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2025 AM (no peds)	Scenario 2: 2025 PM (no peds)	Scenario 3: 2030 AM (no peds)	Scenario 4: 2030 PM (no peds)	Scenario 5: 2025 +Dev AM (no peds)	Scenario 6: 2025 + Dev PM (no peds)
Junction: B6049 / Mill Street						
1/1	249	242	262	256	309	242
1/2	506	630	533	666	506	630
2/1	249	242	262	256	309	242
2/2 (with short)	506(In) 466(Out)	630(In) 588(Out)	533(In) 491(Out)	666(In) 622(Out)	506(In) 466(Out)	630(In) 588(Out)
2/3 (short)	40	42	42	44	40	42
3/1	200	178	210	189	200	199
3/2	199	199	210	210	199	222
4/1	416	382	438	404	416	382
4/2	374	396	394	419	376	396
5/1	208	204	220	215	266	204
5/2	343	428	361	453	343	428
6/1	0	0	0	0	0	0
6/2	0	0	0	0	0	0
7/1	2	13	2	15	2	15
7/2	596	657	629	693	596	678
8/1	432	371	455	392	552	371
9/1	817	1026	860	1086	817	1027
10/1	817	1026	860	1086	817	1027
11/1	648	592	682	626	648	612

Detailed Input Data And Results

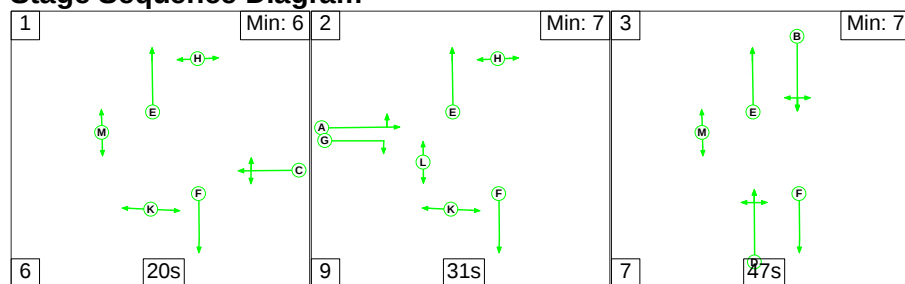
Lane	Scenario 7: 2030 + Dev AM (no peds)	Scenario 8: 2030 + Dev PM (no peds)	Scenario 9: 2025 AM (peds every other cycle)	Scenario 10: 2025 PM (peds every other cycle)	Scenario 11: 2030 AM (peds every other cycle)	Scenario 12: 2030 PM (peds every other cycle)
Junction: B6049 / Mill Street						
1/1	322	256	249	242	262	256
1/2	533	666	506	630	533	666
2/1	322	256	249	242	262	256
2/2 (with short)	533(In) 491(Out)	666(In) 622(Out)	506(In) 466(Out)	630(In) 588(Out)	533(In) 491(Out)	666(In) 622(Out)
2/3 (short)	42	44	40	42	42	44
3/1	210	210	200	178	210	189
3/2	210	233	199	199	210	210
4/1	438	404	416	382	438	404
4/2	396	419	374	396	394	419
5/1	278	215	208	204	220	215
5/2	361	453	343	428	361	453
6/1	0	0	0	0	0	0
6/2	0	0	0	0	0	0
7/1	2	17	2	13	2	15
7/2	629	714	596	657	629	693
8/1	575	392	432	371	455	392
9/1	860	1087	817	1026	860	1086
10/1	860	1087	817	1026	860	1086
11/1	682	646	648	592	682	626

Detailed Input Data And Results

Lane	Scenario 13: 2025 +Dev AM (peds every other cycle)	Scenario 14: 2025 + Dev PM (peds every other cycle)	Scenario 15: 2020 + Dev AM (peds every other cycle)	Scenario 16: 2020 + Dev PM (peds every other cycle)
Junction: B6049 / Mill Street				
1/1	309	242	322	256
1/2	506	630	533	666
2/1	309	242	322	256
2/2 (with short)	506(In) 466(Out)	630(In) 588(Out)	533(In) 491(Out)	666(In) 622(Out)
2/3 (short)	40	42	42	44
3/1	200	199	210	210
3/2	199	222	210	233
4/1	416	382	438	404
4/2	376	396	396	419
5/1	266	204	278	215
5/2	343	428	361	453
6/1	0	0	0	0
6/2	0	0	0	0
7/1	2	15	2	17
7/2	596	678	629	714
8/1	552	371	575	392
9/1	817	1027	860	1087
10/1	817	1027	860	1087
11/1	648	612	682	646

Scenario 1: '2025 AM (no peds)' (FG1: '2025 AM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



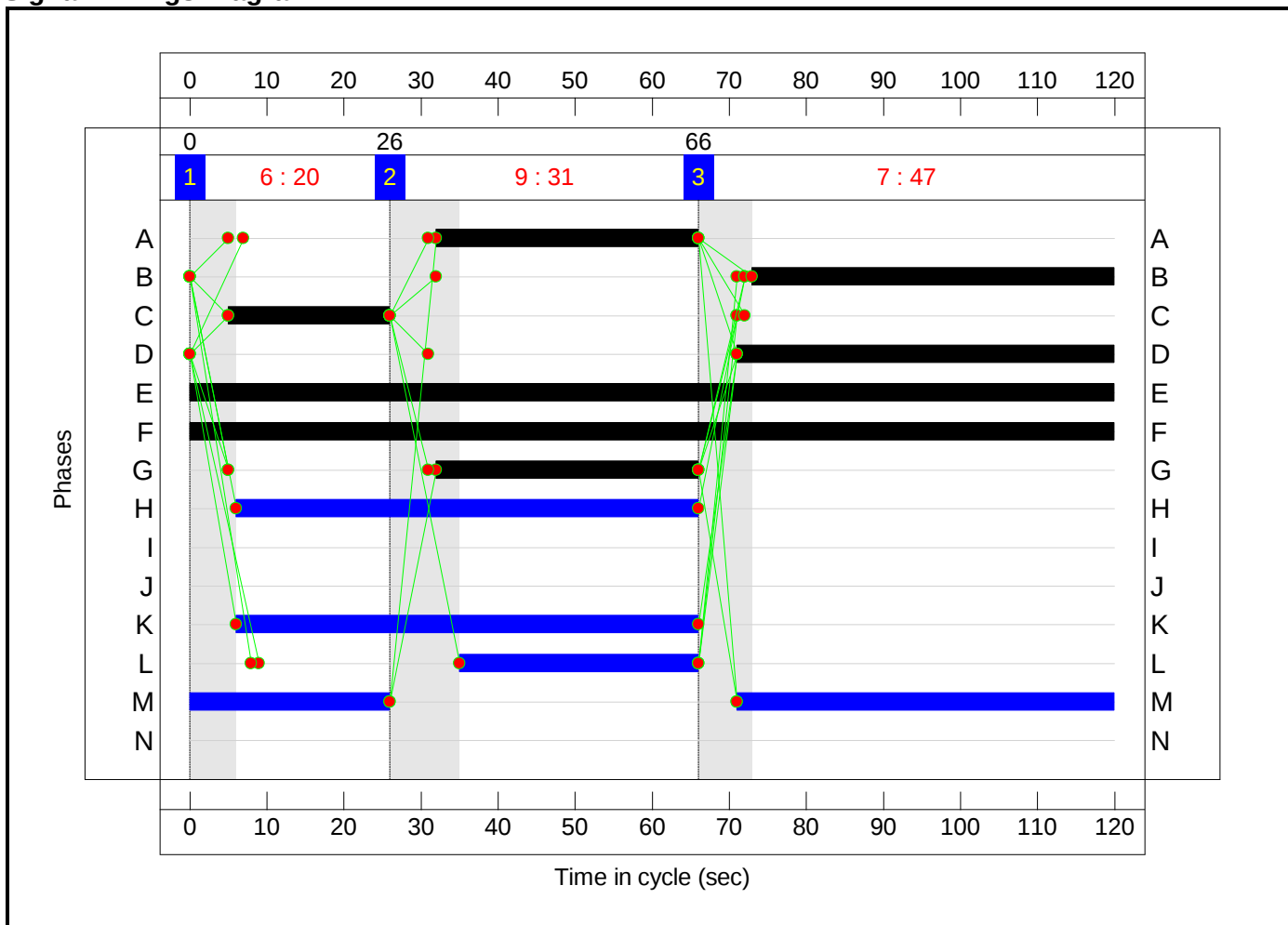
Stage Timings

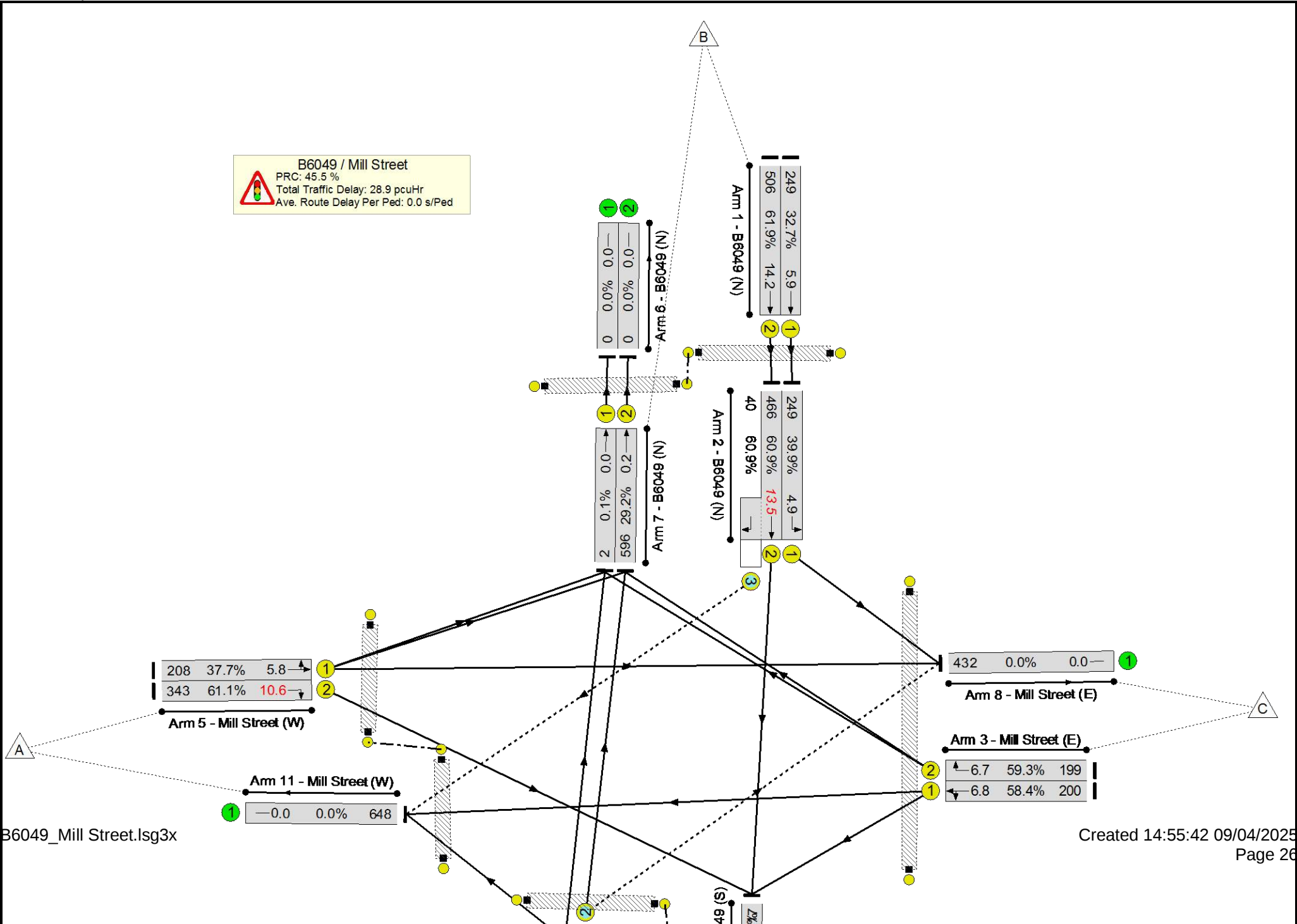
Stage	1	2	3
Duration	20	31	47
Change Point	0	26	66

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	34	32	66
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	47	73	0
C	Mill Street (E) Right Left Ahead	Traffic	21	5	26
D	B6049 (S) Ahead Right Left	Traffic	49	71	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	34	32	66
H	Pedestrians across	Pedestrian	60	6	66
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	60	6	66
L	Pedestrians across	Pedestrian	31	35	66
M	Pedestrians across	Pedestrian	75	71	26
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	61.9%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	61.9%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	249	1905	762	32.7%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	506	2045	818	61.9%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	47	-	-	249	1561	624	39.9%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	47	-	-	506	2055:1881	765+66	60.9 : 60.9%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	21	-	-	200	1867	342	58.4%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	21	-	-	199	1830	335	59.3%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	49	-	-	416	1726	719	57.8%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	49	-	-	374	2053	855	43.7%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	34	-	-	208	1890	551	37.7%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	34	-	-	343	1925	561	61.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	2	1900	1900	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	596	2040	2040	29.2%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	432	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	817	2025	2025	40.3%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	60	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	60	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	75	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	45	0	0	22.5	6.3	0.1	28.9	-	-	-	-	
B6049 / Mill Street	-	-	45	0	0	22.5	6.3	0.1	28.9	-	-	-	-	
1/1	249	249	-	-	-	1.7	0.2	-	2.0	28.4	5.7	0.2	5.9	
1/2	506	506	-	-	-	4.0	0.8	-	4.8	34.4	13.4	0.8	14.2	
2/1	249	249	-	-	-	0.2	0.3	-	0.6	8.3	4.6	0.3	4.9	
2/2+2/3	506	506	40	0	0	0.4	0.8	0.1	1.2	8.8	12.8	0.8	13.5	
3/1	200	200	-	-	-	2.5	0.7	-	3.2	57.4	6.1	0.7	6.8	
3/2	199	199	-	-	-	2.5	0.7	-	3.2	57.9	6.0	0.7	6.7	
4/1	416	416	-	-	-	3.1	0.7	-	3.8	32.8	10.6	0.7	11.3	
4/2	374	374	5	0	0	2.6	0.4	0.0	3.0	28.8	8.8	0.4	9.2	
5/1	208	208	-	-	-	2.0	0.3	-	2.3	39.1	5.5	0.3	5.8	
5/2	343	343	-	-	-	3.5	0.8	-	4.3	44.8	9.8	0.8	10.6	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
7/2	596	596	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
8/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	817	817	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

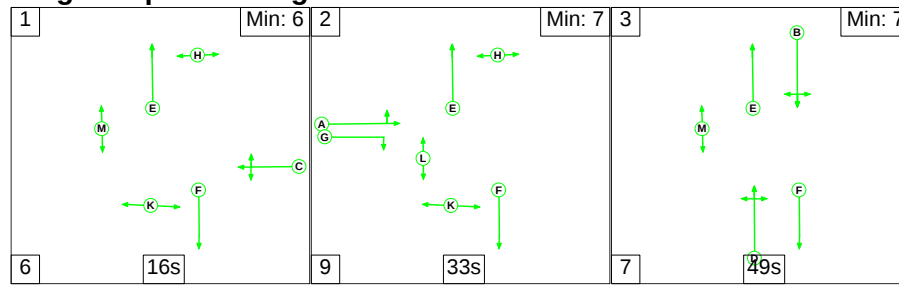
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 45.5 Total Delay for Signalled Lanes (pcuHr): 28.87 Cycle Time (s): 120 PRC Over All Lanes (%): 45.5 Total Delay Over All Lanes(pcuHr): 28.87														

Detailed Input Data And Results

Scenario 2: '2025 PM (no peds)' (FG2: '2025 PM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



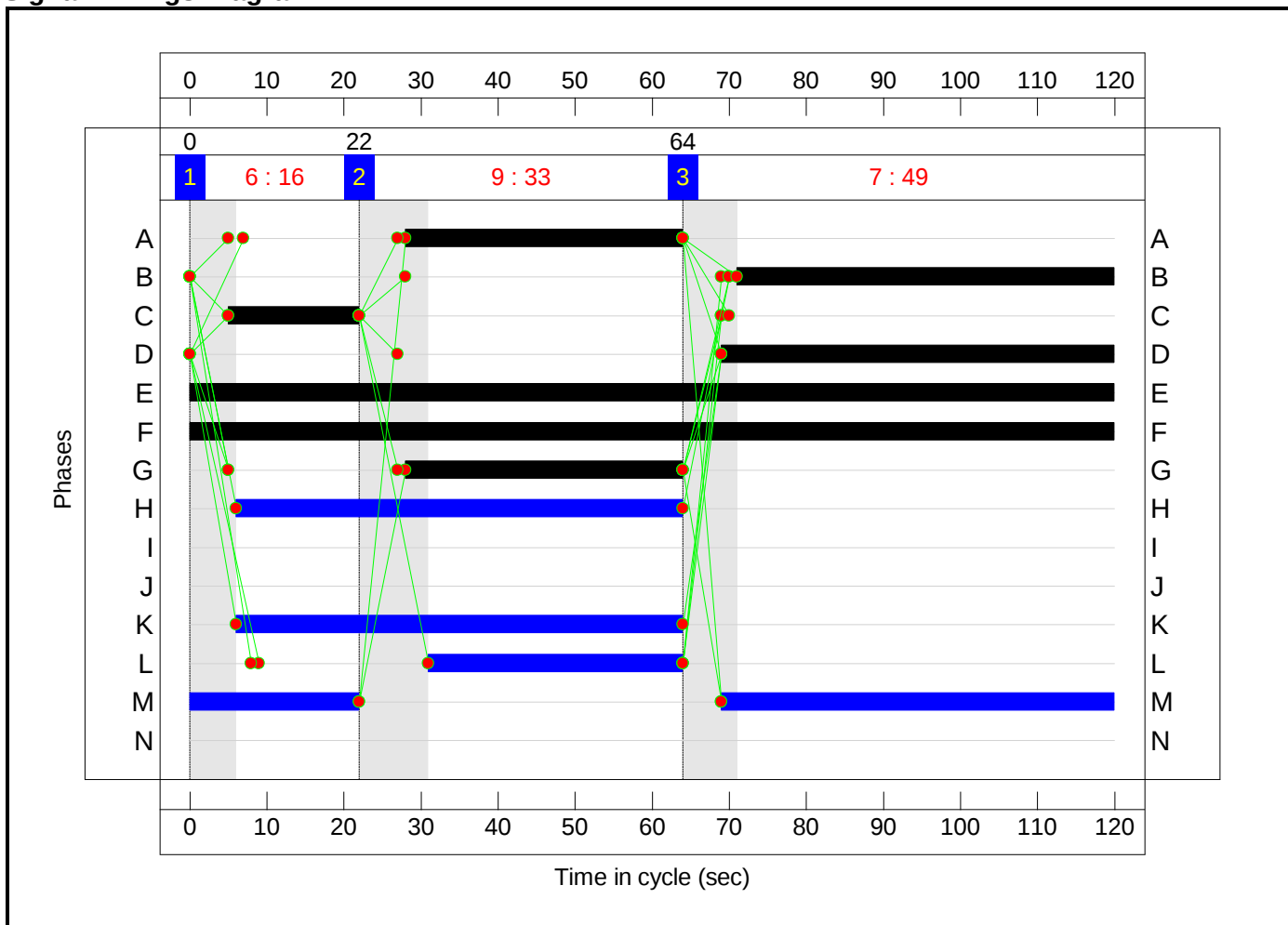
Stage Timings

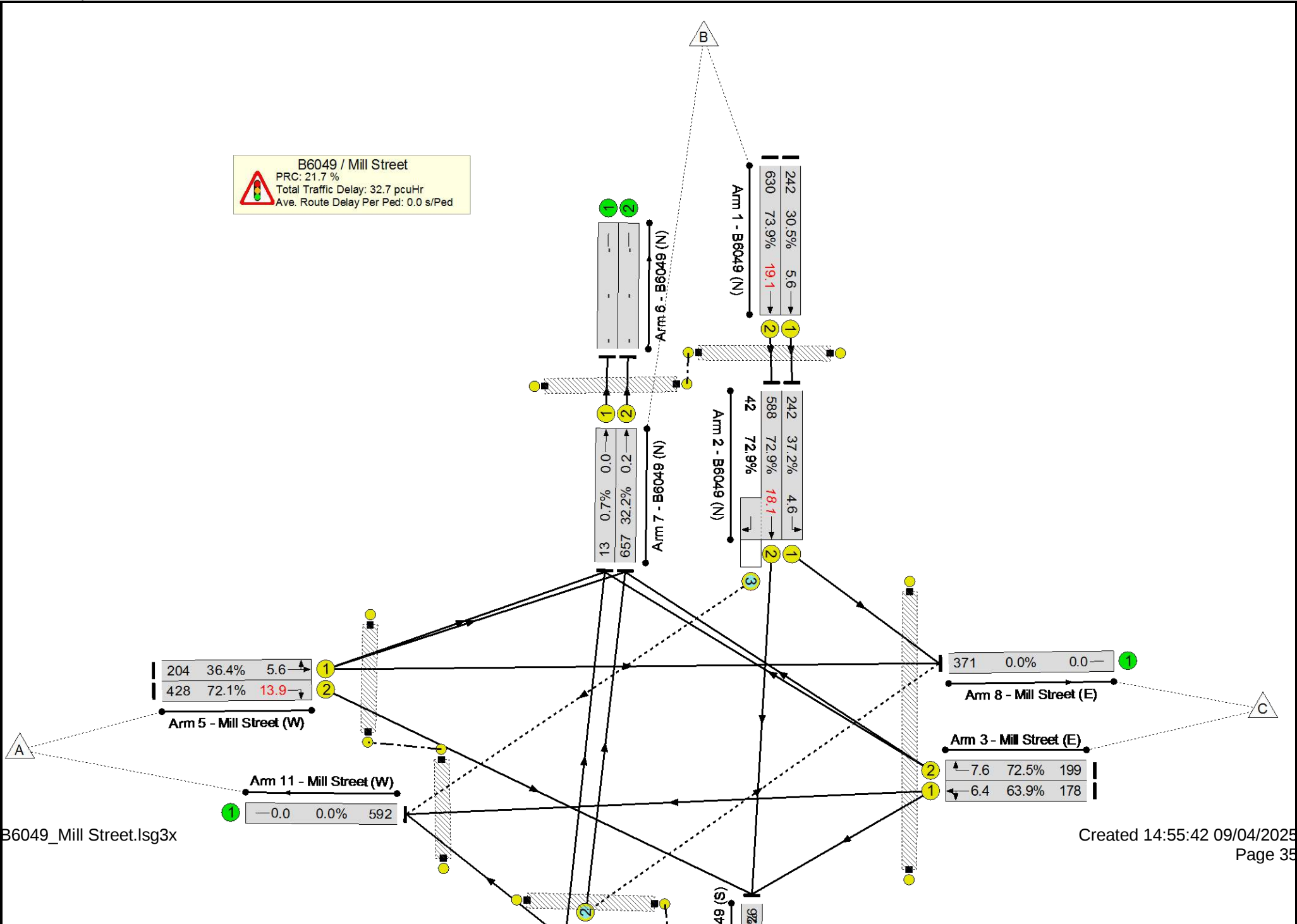
Stage	1	2	3
Duration	16	33	49
Change Point	0	22	64

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	36	28	64
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	49	71	0
C	Mill Street (E) Right Left Ahead	Traffic	17	5	22
D	B6049 (S) Ahead Right Left	Traffic	51	69	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	36	28	64
H	Pedestrians across	Pedestrian	58	6	64
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	58	6	64
L	Pedestrians across	Pedestrian	33	31	64
M	Pedestrians across	Pedestrian	73	69	22
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	73.9%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	73.9%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	49	-	-	242	1905	794	30.5%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	49	-	-	630	2045	852	73.9%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	49	-	-	242	1561	650	37.2%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	49	-	-	630	2055:1881	806+58	72.9 : 72.9%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	17	-	-	178	1856	278	63.9%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	17	-	-	199	1830	275	72.5%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	51	-	-	382	1726	748	51.1%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	51	-	-	396	2054	890	44.5%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	36	-	-	204	1820	561	36.4%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	36	-	-	428	1925	594	72.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	13	1900	1900	0.7%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	657	2040	2040	32.2%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	371	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	1026	2025	2025	50.7%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	58	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	58	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	33	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	73	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	45	0	0	24.0	8.6	0.1	32.7	-	-	-	-	
B6049 / Mill Street	-	-	45	0	0	24.0	8.6	0.1	32.7	-	-	-	-	
1/1	242	242	-	-	-	1.6	0.2	-	1.8	26.7	5.4	0.2	5.6	
1/2	630	630	-	-	-	5.2	1.4	-	6.6	37.5	17.7	1.4	19.1	
2/1	242	242	-	-	-	0.2	0.3	-	0.5	7.8	4.3	0.3	4.6	
2/2+2/3	630	630	42	0	0	0.5	1.3	0.0	1.8	10.6	16.7	1.3	18.1	
3/1	178	178	-	-	-	2.4	0.9	-	3.2	65.6	5.5	0.9	6.4	
3/2	199	199	-	-	-	2.7	1.3	-	4.0	71.7	6.3	1.3	7.6	
4/1	382	382	-	-	-	2.6	0.5	-	3.1	29.7	9.2	0.5	9.8	
4/2	396	396	3	0	0	2.6	0.4	0.0	3.0	27.6	9.2	0.4	9.6	
5/1	204	204	-	-	-	1.8	0.3	-	2.1	37.4	5.3	0.3	5.6	
5/2	428	428	-	-	-	4.4	1.3	-	5.7	47.6	12.6	1.3	13.9	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	13	13	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
7/2	657	657	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1026	1026	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

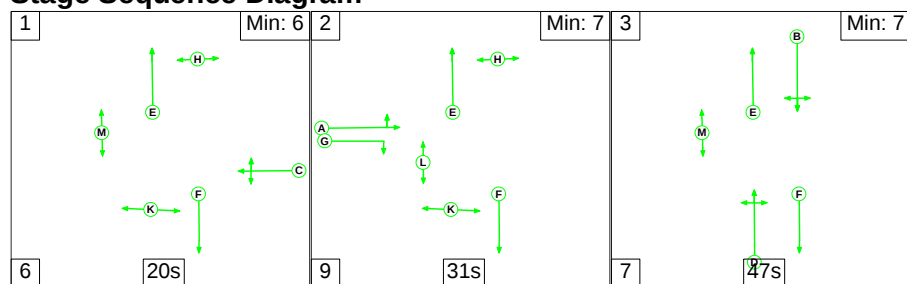
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 21.7 Total Delay for Signalled Lanes (pcuHr): 32.65 Cycle Time (s): 120 PRC Over All Lanes (%): 21.7 Total Delay Over All Lanes(pcuHr): 32.65														

Detailed Input Data And Results

Scenario 3: '2030 AM (no peds)' (FG3: '2030 AM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



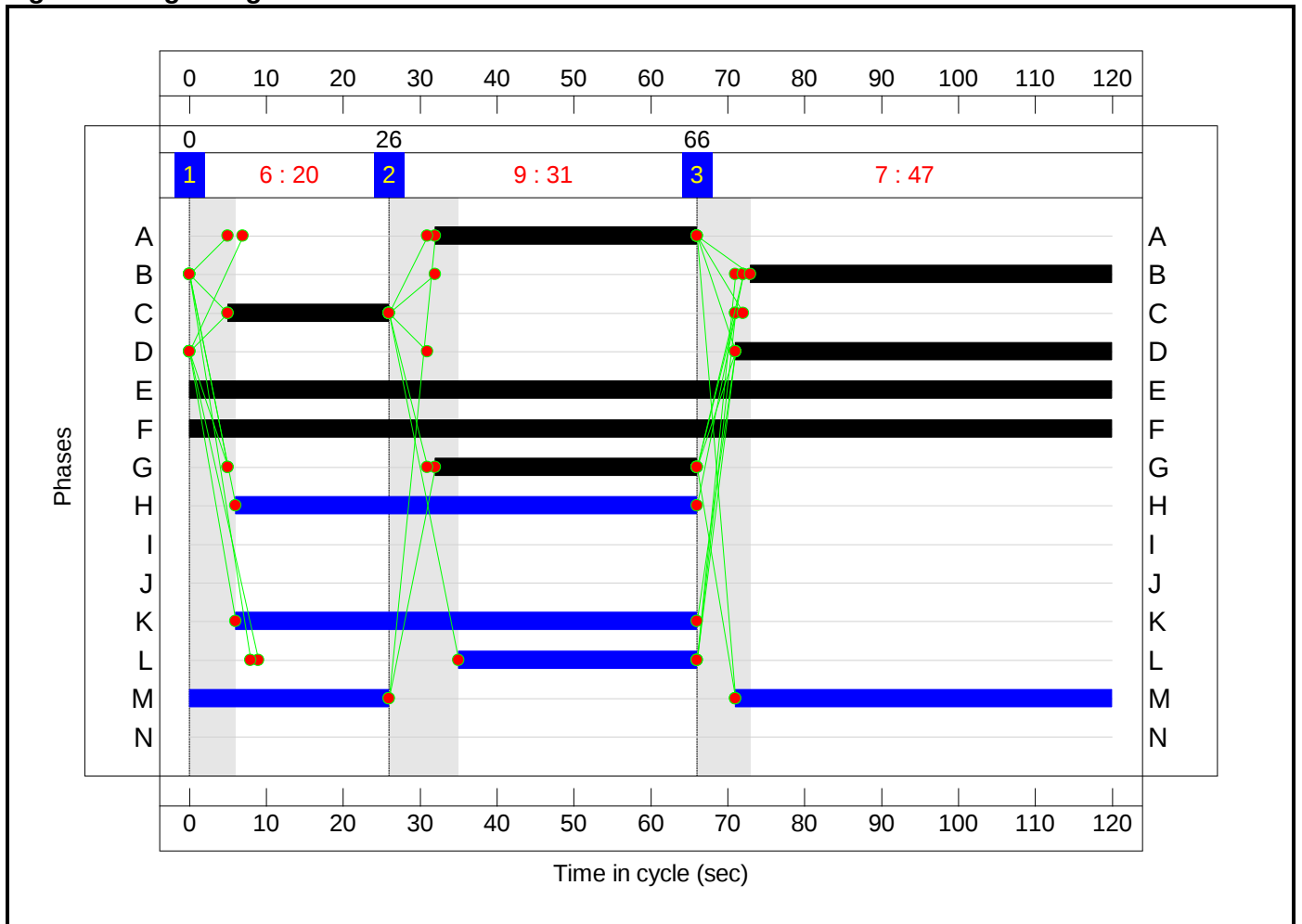
Stage Timings

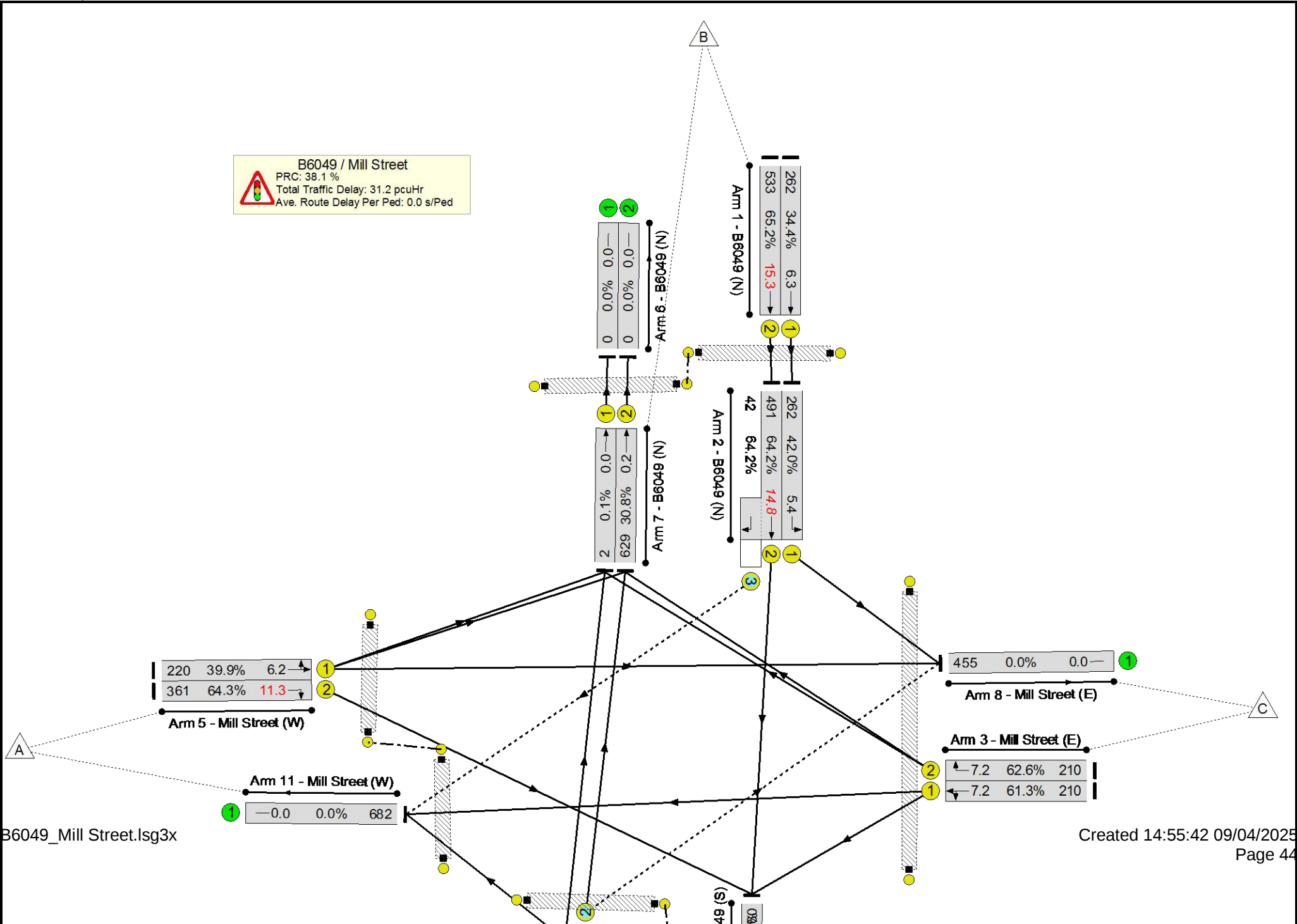
Stage	1	2	3
Duration	20	31	47
Change Point	0	26	66

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	34	32	66
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	47	73	0
C	Mill Street (E) Right Left Ahead	Traffic	21	5	26
D	B6049 (S) Ahead Right Left	Traffic	49	71	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	34	32	66
H	Pedestrians across	Pedestrian	60	6	66
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	60	6	66
L	Pedestrians across	Pedestrian	31	35	66
M	Pedestrians across	Pedestrian	75	71	26
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	65.2%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	65.2%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	262	1905	762	34.4%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	533	2045	818	65.2%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	47	-	-	262	1561	624	42.0%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	47	-	-	533	2055:1881	765+65	64.2 : 64.2%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	21	-	-	210	1868	342	61.3%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	21	-	-	210	1830	335	62.6%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	49	-	-	438	1726	719	60.9%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	49	-	-	394	2053	855	46.1%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	34	-	-	220	1890	551	39.9%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	34	-	-	361	1925	561	64.3%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	2	1900	1900	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	629	2040	2040	30.8%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	860	2025	2025	42.5%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	60	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	60	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	75	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	24.0	7.1	0.1	31.2	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	24.0	7.1	0.1	31.2	-	-	-	-	
1/1	262	262	-	-	-	1.8	0.3	-	2.1	28.6	6.0	0.3	6.3	
1/2	533	533	-	-	-	4.3	0.9	-	5.3	35.5	14.4	0.9	15.3	
2/1	262	262	-	-	-	0.3	0.4	-	0.6	8.5	5.0	0.4	5.4	
2/2+2/3	533	533	42	0	0	0.4	0.9	0.1	1.4	9.4	13.9	0.9	14.8	
3/1	210	210	-	-	-	2.6	0.8	-	3.4	58.5	6.4	0.8	7.2	
3/2	210	210	-	-	-	2.6	0.8	-	3.5	59.4	6.4	0.8	7.2	
4/1	438	438	-	-	-	3.3	0.8	-	4.1	33.7	11.3	0.8	12.1	
4/2	394	394	5	0	0	2.8	0.4	0.0	3.2	29.3	9.4	0.4	9.8	
5/1	220	220	-	-	-	2.1	0.3	-	2.4	39.5	5.9	0.3	6.2	
5/2	361	361	-	-	-	3.7	0.9	-	4.6	46.0	10.4	0.9	11.3	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
7/2	629	629	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	860	860	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4	
10/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

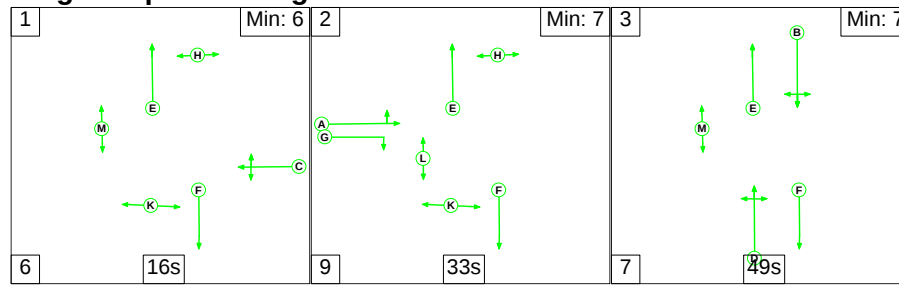
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 38.1 Total Delay for Signalled Lanes (pcuHr): 31.15 Cycle Time (s): 120 PRC Over All Lanes (%): 38.1 Total Delay Over All Lanes(pcuHr): 31.15														

Detailed Input Data And Results

Scenario 4: '2030 PM (no peds)' (FG4: '2030 PM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



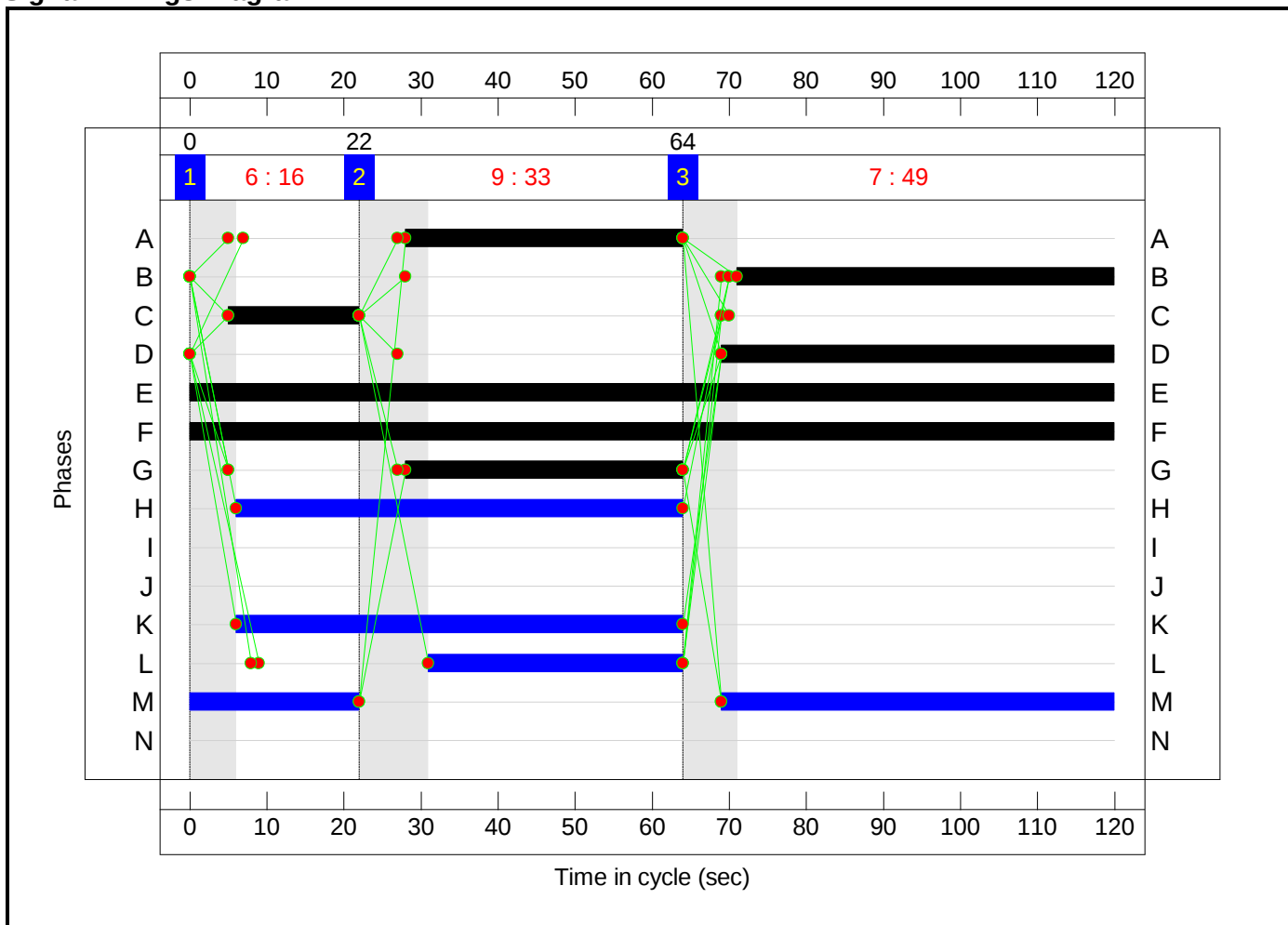
Stage Timings

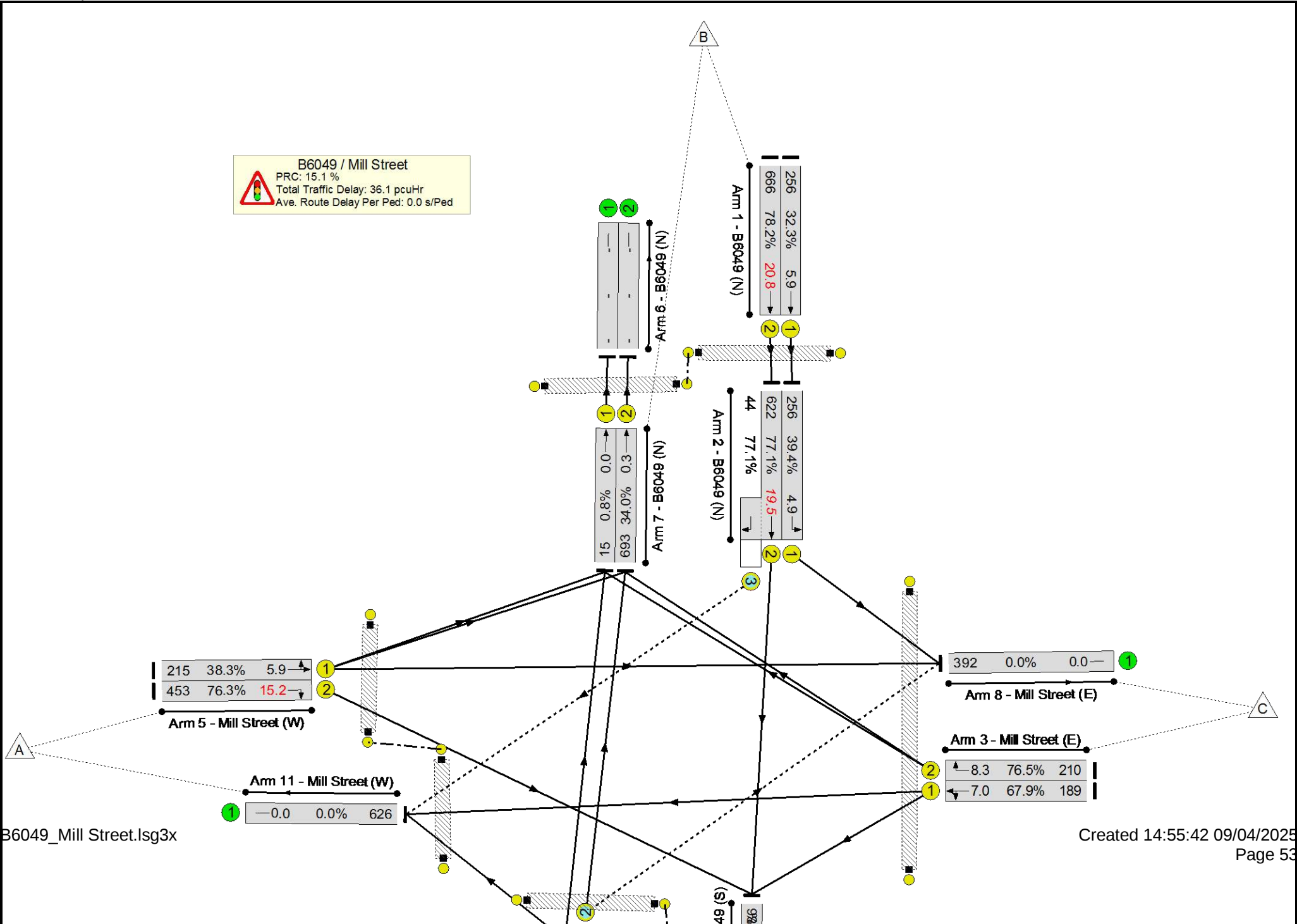
Stage	1	2	3
Duration	16	33	49
Change Point	0	22	64

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	36	28	64
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	49	71	0
C	Mill Street (E) Right Left Ahead	Traffic	17	5	22
D	B6049 (S) Ahead Right Left	Traffic	51	69	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	36	28	64
H	Pedestrians across	Pedestrian	58	6	64
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	58	6	64
L	Pedestrians across	Pedestrian	33	31	64
M	Pedestrians across	Pedestrian	73	69	22
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	78.2%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	78.2%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	49	-	-	256	1905	794	32.3%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	49	-	-	666	2045	852	78.2%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	49	-	-	256	1561	650	39.4%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	49	-	-	666	2055:1881	807+57	77.1 : 77.1%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	17	-	-	189	1855	278	67.9%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	17	-	-	210	1830	275	76.5%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	51	-	-	404	1726	748	54.0%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	51	-	-	419	2054	890	47.1%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	36	-	-	215	1821	561	38.3%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	36	-	-	453	1925	594	76.3%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	15	1900	1900	0.8%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	693	2040	2040	34.0%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	392	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	1086	2025	2025	53.6%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1086	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	626	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	58	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	58	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	33	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	73	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	25.7	10.3	0.1	36.1	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	25.7	10.3	0.1	36.1	-	-	-	-	
1/1	256	256	-	-	-	1.7	0.2	-	1.9	26.9	5.7	0.2	5.9	
1/2	666	666	-	-	-	5.6	1.8	-	7.4	39.8	19.1	1.8	20.8	
2/1	256	256	-	-	-	0.2	0.3	-	0.6	8.0	4.6	0.3	4.9	
2/2+2/3	666	666	44	0	0	0.5	1.7	0.1	2.2	11.9	17.9	1.7	19.5	
3/1	189	189	-	-	-	2.5	1.0	-	3.6	68.0	5.9	1.0	7.0	
3/2	210	210	-	-	-	2.9	1.6	-	4.4	75.6	6.7	1.6	8.3	
4/1	404	404	-	-	-	2.8	0.6	-	3.4	30.4	9.9	0.6	10.5	
4/2	419	419	3	0	0	2.8	0.4	0.0	3.3	28.1	9.9	0.4	10.3	
5/1	215	215	-	-	-	1.9	0.3	-	2.3	37.7	5.6	0.3	5.9	
5/2	453	453	-	-	-	4.7	1.6	-	6.3	50.1	13.6	1.6	15.2	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	15	15	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
7/2	693	693	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3	
8/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1086	1086	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6	
10/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

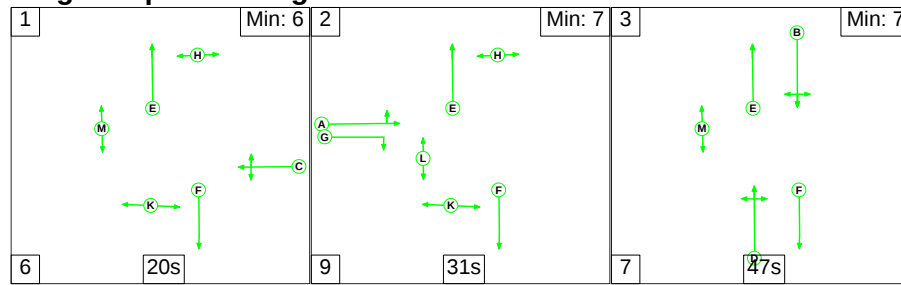
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 36.10 Cycle Time (s): 120 PRC Over All Lanes (%): 15.1 Total Delay Over All Lanes(pcuHr): 36.10														

Detailed Input Data And Results

Scenario 5: '2025 +Dev AM (no peds)' (FG7: '2025+Dev AM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



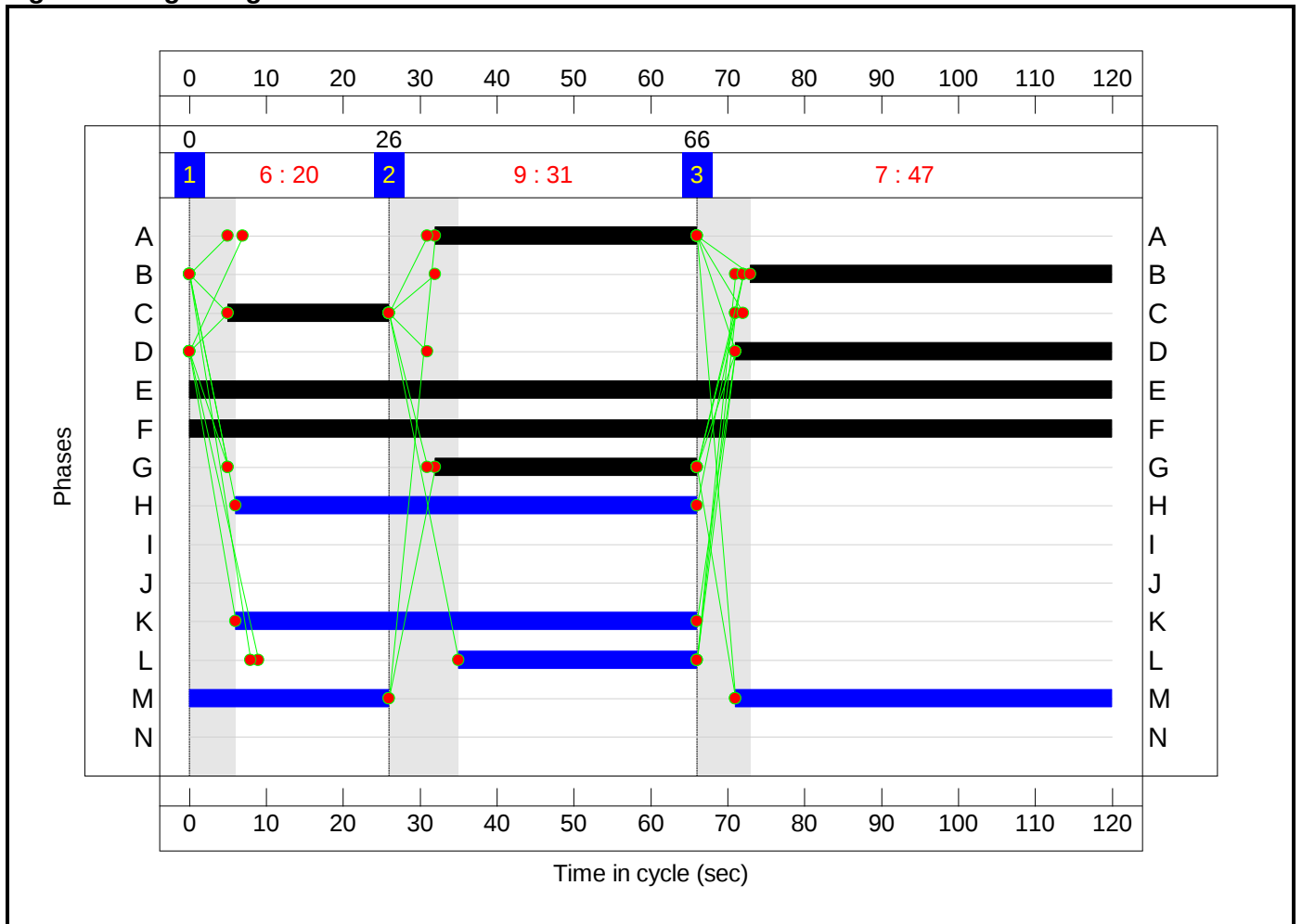
Stage Timings

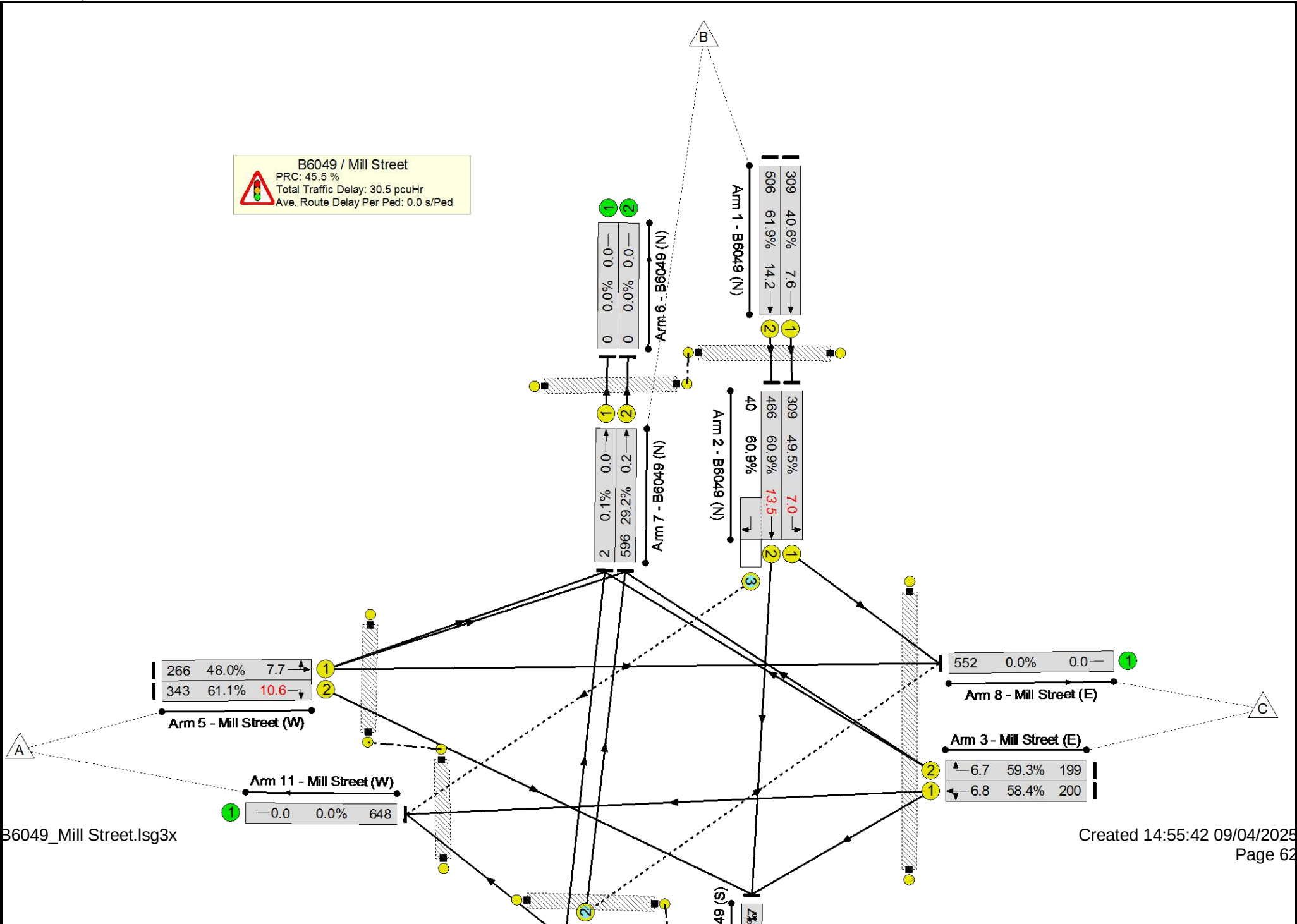
Stage	1	2	3
Duration	20	31	47
Change Point	0	26	66

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	34	32	66
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	47	73	0
C	Mill Street (E) Right Left Ahead	Traffic	21	5	26
D	B6049 (S) Ahead Right Left	Traffic	49	71	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	34	32	66
H	Pedestrians across	Pedestrian	60	6	66
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	60	6	66
L	Pedestrians across	Pedestrian	31	35	66
M	Pedestrians across	Pedestrian	75	71	26
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	61.9%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	61.9%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	309	1905	762	40.6%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	506	2045	818	61.9%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	47	-	-	309	1561	624	49.5%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	47	-	-	506	2055:1881	765+66	60.9 : 60.9%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	21	-	-	200	1867	342	58.4%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	21	-	-	199	1830	335	59.3%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	49	-	-	416	1726	719	57.8%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	49	-	-	376	2052	855	44.0%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	34	-	-	266	1900	554	48.0%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	34	-	-	343	1925	561	61.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	2	1900	1900	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	596	2040	2040	29.2%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	552	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	817	2025	2025	40.3%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	60	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	60	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	75	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	23.7	6.7	0.1	30.5	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	23.7	6.7	0.1	30.5	-	-	-	-	
1/1	309	309	-	-	-	2.2	0.3	-	2.6	29.8	7.3	0.3	7.6	
1/2	506	506	-	-	-	4.0	0.8	-	4.8	34.4	13.4	0.8	14.2	
2/1	309	309	-	-	-	0.3	0.5	-	0.8	9.5	6.5	0.5	7.0	
2/2+2/3	506	506	40	0	0	0.4	0.8	0.1	1.2	8.8	12.8	0.8	13.5	
3/1	200	200	-	-	-	2.5	0.7	-	3.2	57.4	6.1	0.7	6.8	
3/2	199	199	-	-	-	2.5	0.7	-	3.2	57.9	6.0	0.7	6.7	
4/1	416	416	-	-	-	3.1	0.7	-	3.8	32.8	10.6	0.7	11.3	
4/2	376	376	7	0	0	2.6	0.4	0.0	3.0	28.9	8.9	0.4	9.3	
5/1	266	266	-	-	-	2.6	0.5	-	3.0	41.2	7.2	0.5	7.7	
5/2	343	343	-	-	-	3.5	0.8	-	4.3	44.8	9.8	0.8	10.6	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
7/2	596	596	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
8/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	817	817	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

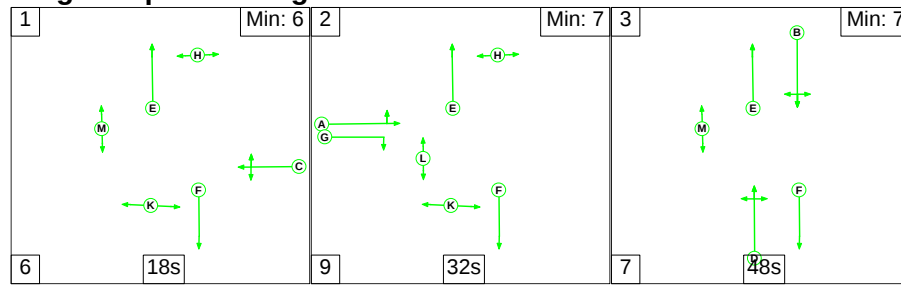
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 45.5 Total Delay for Signalled Lanes (pcuHr): 30.51 Cycle Time (s): 120 PRC Over All Lanes (%): 45.5 Total Delay Over All Lanes(pcuHr): 30.51														

Detailed Input Data And Results

Scenario 6: '2025 + Dev PM (no peds)' (FG8: '2025+Dev PM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



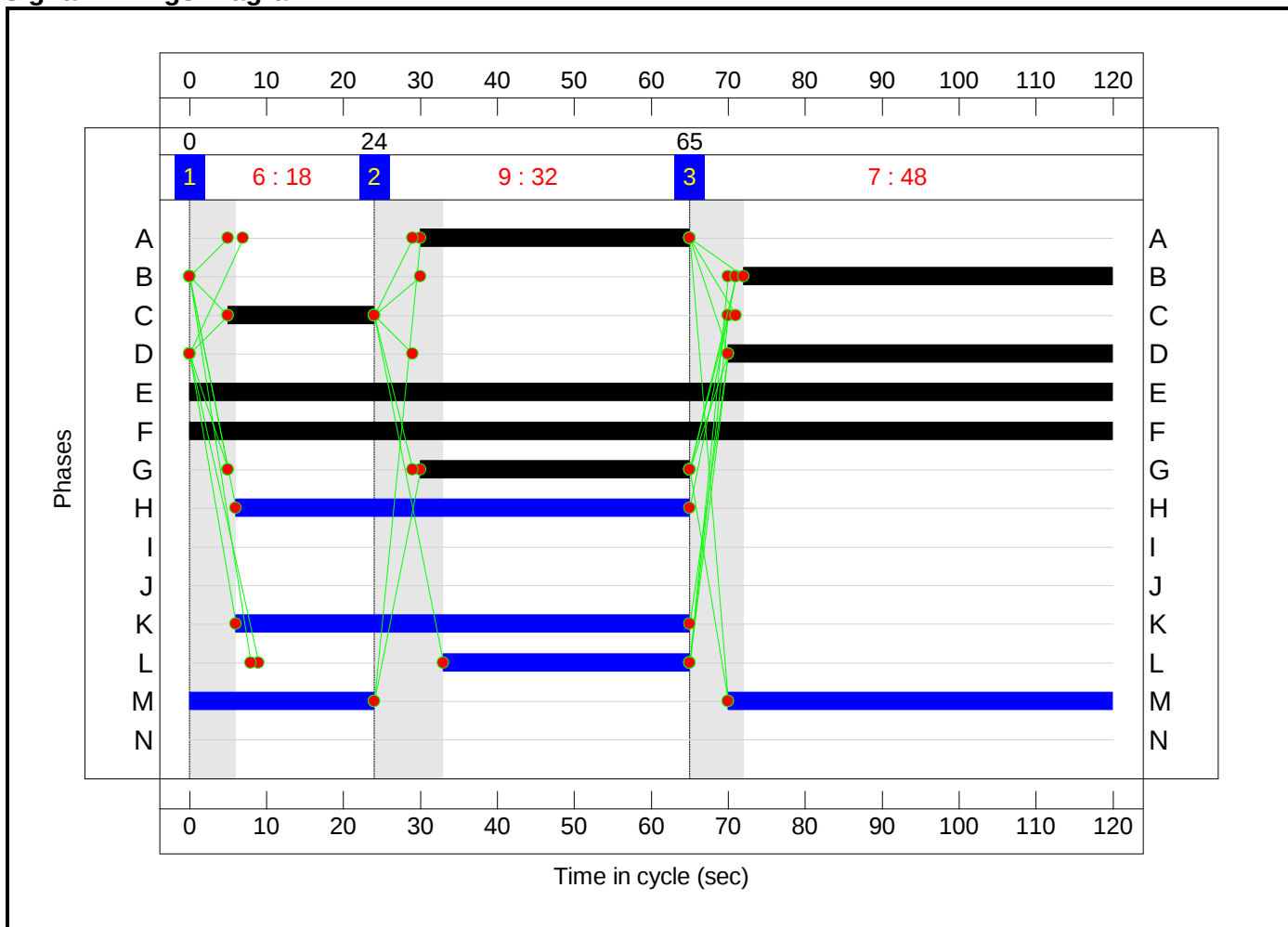
Stage Timings

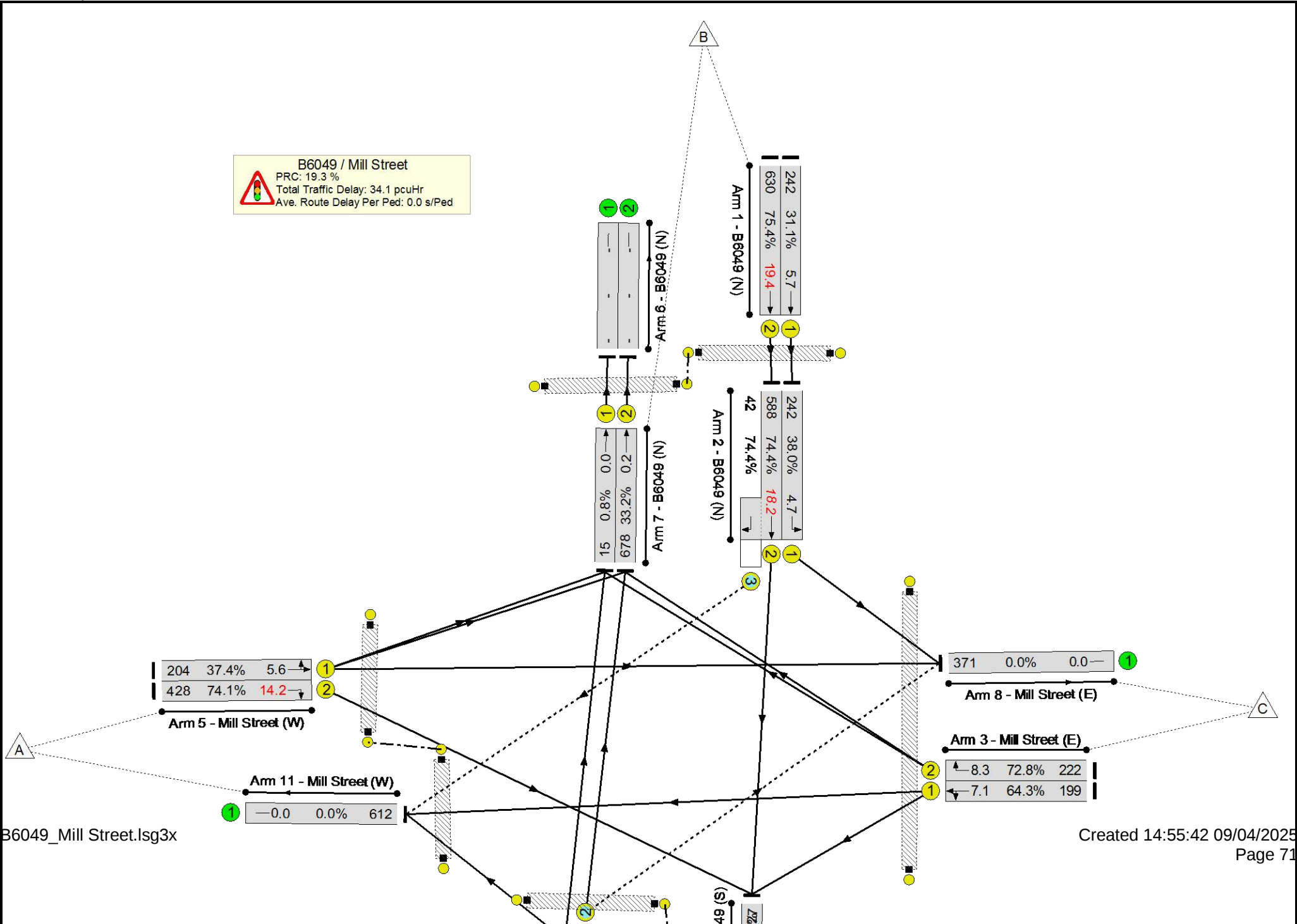
Stage	1	2	3
Duration	18	32	48
Change Point	0	24	65

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	35	30	65
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	48	72	0
C	Mill Street (E) Right Left Ahead	Traffic	19	5	24
D	B6049 (S) Ahead Right Left	Traffic	50	70	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	35	30	65
H	Pedestrians across	Pedestrian	59	6	65
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	59	6	65
L	Pedestrians across	Pedestrian	32	33	65
M	Pedestrians across	Pedestrian	74	70	24
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	75.4%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	75.4%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	48	-	-	242	1905	778	31.1%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	48	-	-	630	2045	835	75.4%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	48	-	-	242	1561	637	38.0%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	48	-	-	630	2055:1881	790+56	74.4 : 74.4%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	19	-	-	199	1857	309	64.3%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	19	-	-	222	1830	305	72.8%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	50	-	-	382	1726	734	52.1%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	50	-	-	396	2054	873	45.4%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	35	-	-	204	1820	546	37.4%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	35	-	-	428	1925	578	74.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	15	1900	1900	0.8%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	678	2040	2040	33.2%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	371	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	1027	2025	2025	50.7%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1027	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	612	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	59	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	59	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	32	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	74	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	45	0	0	24.9	9.1	0.1	34.1	-	-	-	-	
B6049 / Mill Street	-	-	45	0	0	24.9	9.1	0.1	34.1	-	-	-	-	
1/1	242	242	-	-	-	1.6	0.2	-	1.8	27.4	5.4	0.2	5.7	
1/2	630	630	-	-	-	5.3	1.5	-	6.8	39.0	17.8	1.5	19.4	
2/1	242	242	-	-	-	0.2	0.3	-	0.5	8.0	4.4	0.3	4.7	
2/2+2/3	630	630	42	0	0	0.5	1.4	0.0	2.0	11.2	16.7	1.4	18.2	
3/1	199	199	-	-	-	2.6	0.9	-	3.5	62.7	6.2	0.9	7.1	
3/2	222	222	-	-	-	2.9	1.3	-	4.2	68.5	7.0	1.3	8.3	
4/1	382	382	-	-	-	2.7	0.5	-	3.2	30.6	9.3	0.5	9.9	
4/2	396	396	3	0	0	2.7	0.4	0.0	3.1	28.5	9.3	0.4	9.8	
5/1	204	204	-	-	-	1.9	0.3	-	2.2	38.4	5.3	0.3	5.6	
5/2	428	428	-	-	-	4.5	1.4	-	5.9	49.6	12.8	1.4	14.2	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	15	15	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
7/2	678	678	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1027	1027	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

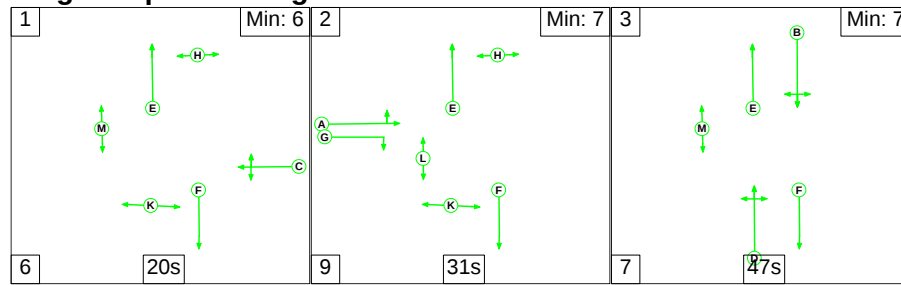
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 19.3 Total Delay for Signalled Lanes (pcuHr): 34.07 Cycle Time (s): 120 PRC Over All Lanes (%): 19.3 Total Delay Over All Lanes(pcuHr): 34.07														

Detailed Input Data And Results

Scenario 7: '2030 + Dev AM (no peds)' (FG9: '2030+Dev AM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



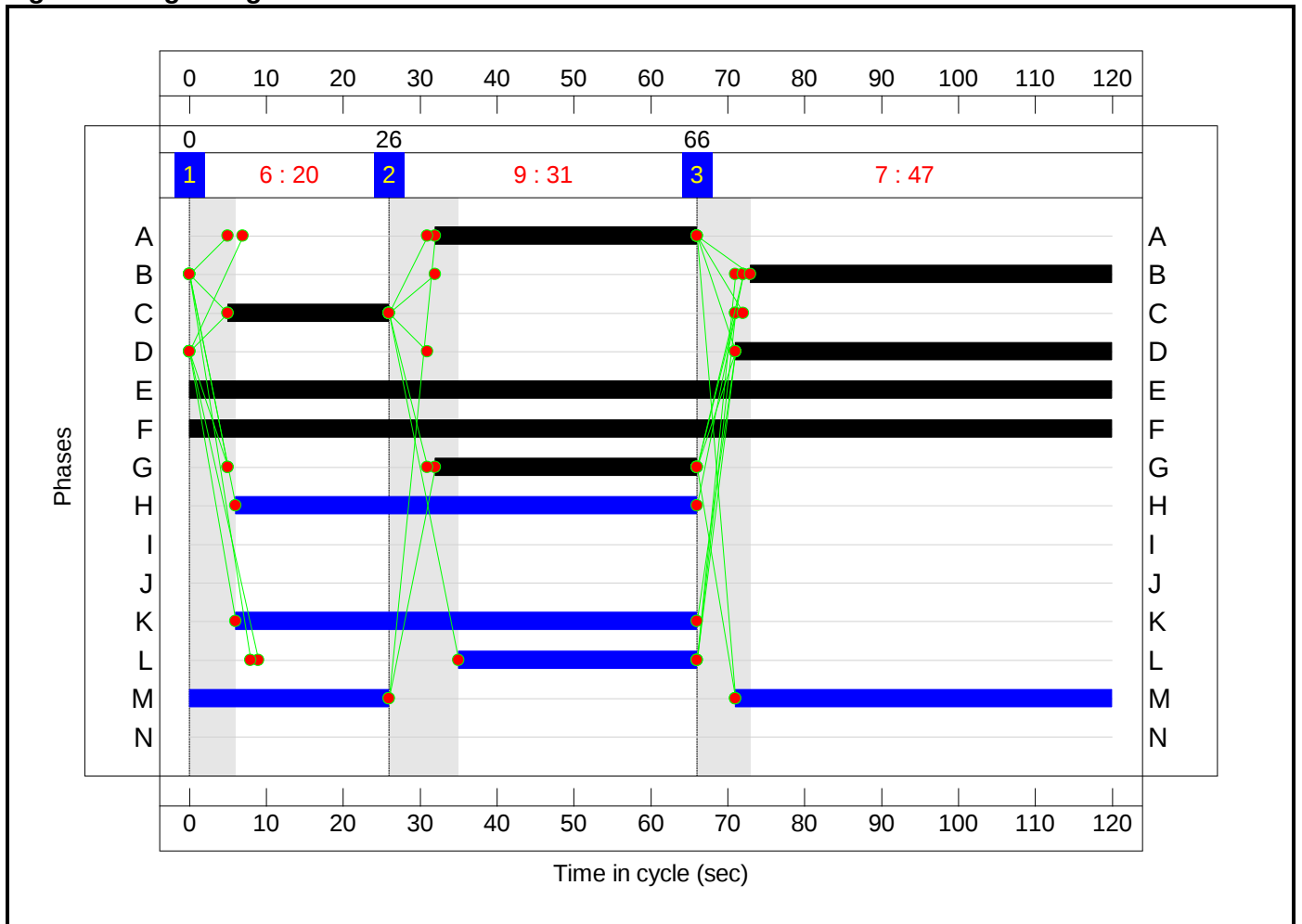
Stage Timings

Stage	1	2	3
Duration	20	31	47
Change Point	0	26	66

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	34	32	66
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	47	73	0
C	Mill Street (E) Right Left Ahead	Traffic	21	5	26
D	B6049 (S) Ahead Right Left	Traffic	49	71	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	34	32	66
H	Pedestrians across	Pedestrian	60	6	66
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	60	6	66
L	Pedestrians across	Pedestrian	31	35	66
M	Pedestrians across	Pedestrian	75	71	26
N	Pedestrians across	Pedestrian			

Signal Timings Diagram



B6049 / Mill Street
 PRC: 38.1 %
 Total Traffic Delay: 32.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

Arm 1 - B6049 (N)

322	42.3%	8.1
533	65.2%	15.3

Arm 2 - B6049 (N)

322	51.6%	7.5
491	64.2%	14.8

Arm 3 - Mill Street (E)

575	0.0%	0.0
-----	------	-----

Arm 4 - Mill Street (E)

7.2	62.6%	210
7.2	61.3%	210

Arm 5 - Mill Street (W)

278	50.2%	8.1
361	64.3%	11.3

Arm 6 - B6049 (N)

0	0.0%	0
0	0.0%	0

Arm 7 - Mill Street (W)

682	0.0%	0
-----	------	---

Arm 8 - Mill Street (E)

575	0.0%	0.0
-----	------	-----

Arm 9 - B6049 (N)

0	0.0%	0
0	0.0%	0

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Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	65.2%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	65.2%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	322	1905	762	42.3%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	47	-	-	533	2045	818	65.2%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	47	-	-	322	1561	624	51.6%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	47	-	-	533	2055:1881	765+65	64.2 : 64.2%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	21	-	-	210	1868	342	61.3%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	21	-	-	210	1830	335	62.6%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	49	-	-	438	1726	719	60.9%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	49	-	-	396	2052	855	46.3%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	34	-	-	278	1899	554	50.2%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	34	-	-	361	1925	561	64.3%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	2	1900	1900	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	629	2040	2040	30.8%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	575	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	860	2025	2025	42.5%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	60	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	60	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	75	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	49	0	0	25.2	7.5	0.1	32.9	-	-	-	-	
B6049 / Mill Street	-	-	49	0	0	25.2	7.5	0.1	32.9	-	-	-	-	
1/1	322	322	-	-	-	2.3	0.4	-	2.7	30.1	7.7	0.4	8.1	
1/2	533	533	-	-	-	4.3	0.9	-	5.3	35.5	14.4	0.9	15.3	
2/1	322	322	-	-	-	0.3	0.5	-	0.9	9.8	7.0	0.5	7.5	
2/2+2/3	533	533	42	0	0	0.4	0.9	0.1	1.4	9.4	13.9	0.9	14.8	
3/1	210	210	-	-	-	2.6	0.8	-	3.4	58.5	6.4	0.8	7.2	
3/2	210	210	-	-	-	2.6	0.8	-	3.5	59.4	6.4	0.8	7.2	
4/1	438	438	-	-	-	3.3	0.8	-	4.1	33.7	11.3	0.8	12.1	
4/2	396	396	7	0	0	2.8	0.4	0.0	3.2	29.4	9.5	0.4	9.9	
5/1	278	278	-	-	-	2.7	0.5	-	3.2	41.8	7.6	0.5	8.1	
5/2	361	361	-	-	-	3.7	0.9	-	4.6	46.0	10.4	0.9	11.3	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
7/2	629	629	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	860	860	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4	
10/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

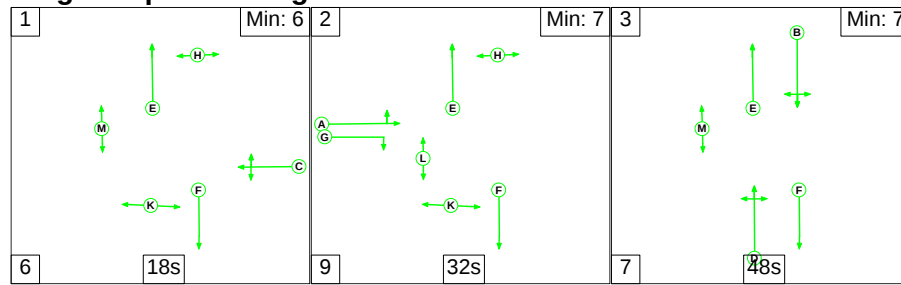
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 38.1 Total Delay for Signalled Lanes (pcuHr): 32.86 Cycle Time (s): 120 PRC Over All Lanes (%): 38.1 Total Delay Over All Lanes(pcuHr): 32.86														

Detailed Input Data And Results

Scenario 8: '2030 + Dev PM (no peds)' (FG10: '2030+Dev PM', Plan 1: 'No Pedestrians')

Stage Sequence Diagram



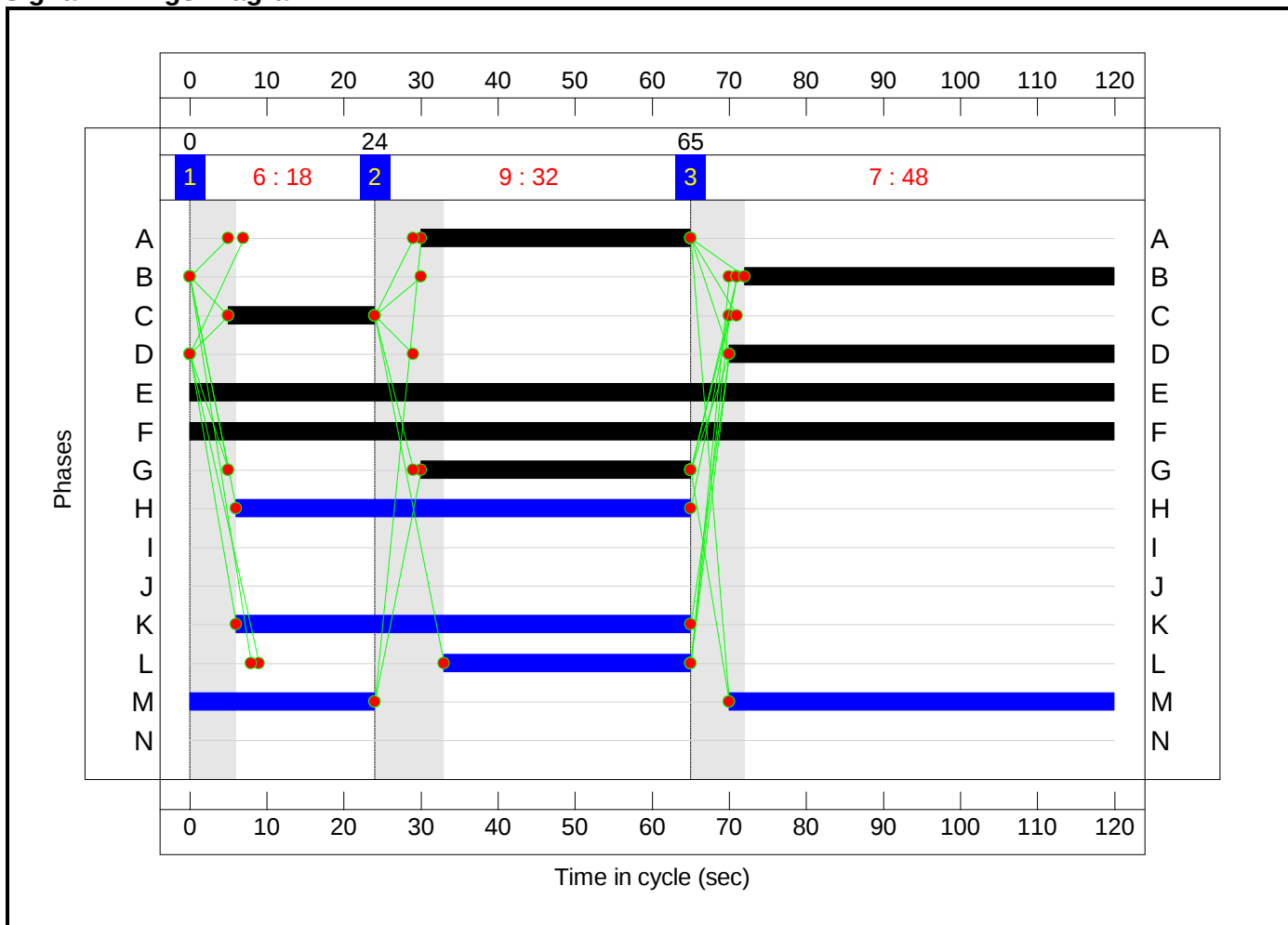
Stage Timings

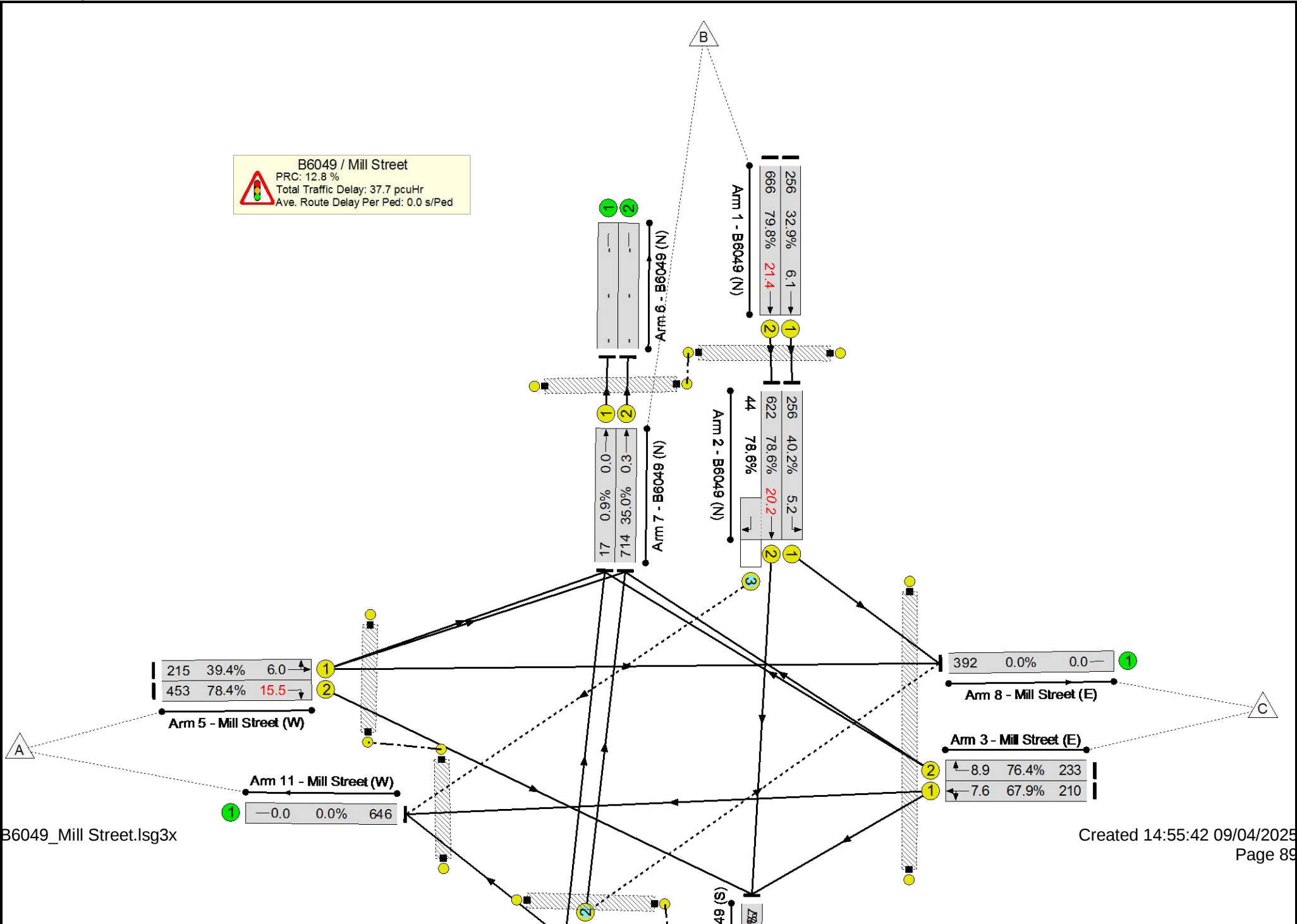
Stage	1	2	3
Duration	18	32	48
Change Point	0	24	65

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	35	30	65
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	48	72	0
C	Mill Street (E) Right Left Ahead	Traffic	19	5	24
D	B6049 (S) Ahead Right Left	Traffic	50	70	0
E	B6049 (N) Ahead	Traffic	120	0	0
F	B6049 (S) Ahead	Traffic	120	0	0
G	Mill Street (W) Right	Traffic	35	30	65
H	Pedestrians across	Pedestrian	59	6	65
I	Pedestrians across	Pedestrian			
J	Pedestrians across	Pedestrian			
K	Pedestrians across	Pedestrian	59	6	65
L	Pedestrians across	Pedestrian	32	33	65
M	Pedestrians across	Pedestrian	74	70	24
N	Pedestrians across	Pedestrian			

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	79.8%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	79.8%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		1	48	-	-	256	1905	778	32.9%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		1	48	-	-	666	2045	835	79.8%
2/1	B6049 (N) Left	U	N/A	N/A	B		1	48	-	-	256	1561	637	40.2%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		1	48	-	-	666	2055:1881	791+56	78.6 : 78.6%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		1	19	-	-	210	1855	309	67.9%
3/2	Mill Street (E) Right	U	N/A	N/A	C		1	19	-	-	233	1830	305	76.4%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		1	50	-	-	404	1726	734	55.1%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		1	50	-	-	419	2054	873	48.0%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		1	35	-	-	215	1821	546	39.4%
5/2	Mill Street (W) Right	U	N/A	N/A	G		1	35	-	-	453	1925	578	78.4%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	17	1900	1900	0.9%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	120	-	-	714	2040	2040	35.0%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	392	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		1	120	-	-	1087	2025	2025	53.7%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1087	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	59	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		0	0	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		0	0	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	59	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		1	32	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		1	74	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		0	0	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	26.7	10.9	0.1	37.7	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	26.7	10.9	0.1	37.7	-	-	-	-	
1/1	256	256	-	-	-	1.7	0.2	-	2.0	27.7	5.8	0.2	6.1	
1/2	666	666	-	-	-	5.8	1.9	-	7.7	41.6	19.4	1.9	21.4	
2/1	256	256	-	-	-	0.2	0.3	-	0.6	8.2	4.8	0.3	5.2	
2/2+2/3	666	666	44	0	0	0.5	1.8	0.1	2.4	12.8	18.4	1.8	20.2	
3/1	210	210	-	-	-	2.7	1.0	-	3.8	64.8	6.5	1.0	7.6	
3/2	233	233	-	-	-	3.1	1.6	-	4.6	71.7	7.4	1.6	8.9	
4/1	404	404	-	-	-	2.9	0.6	-	3.5	31.3	10.1	0.6	10.7	
4/2	419	419	3	0	0	2.9	0.5	0.0	3.4	29.0	10.0	0.5	10.5	
5/1	215	215	-	-	-	2.0	0.3	-	2.3	38.8	5.7	0.3	6.0	
5/2	453	453	-	-	-	4.8	1.8	-	6.6	52.5	13.7	1.8	15.5	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	17	17	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
7/2	714	714	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
8/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1087	1087	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6	
10/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	

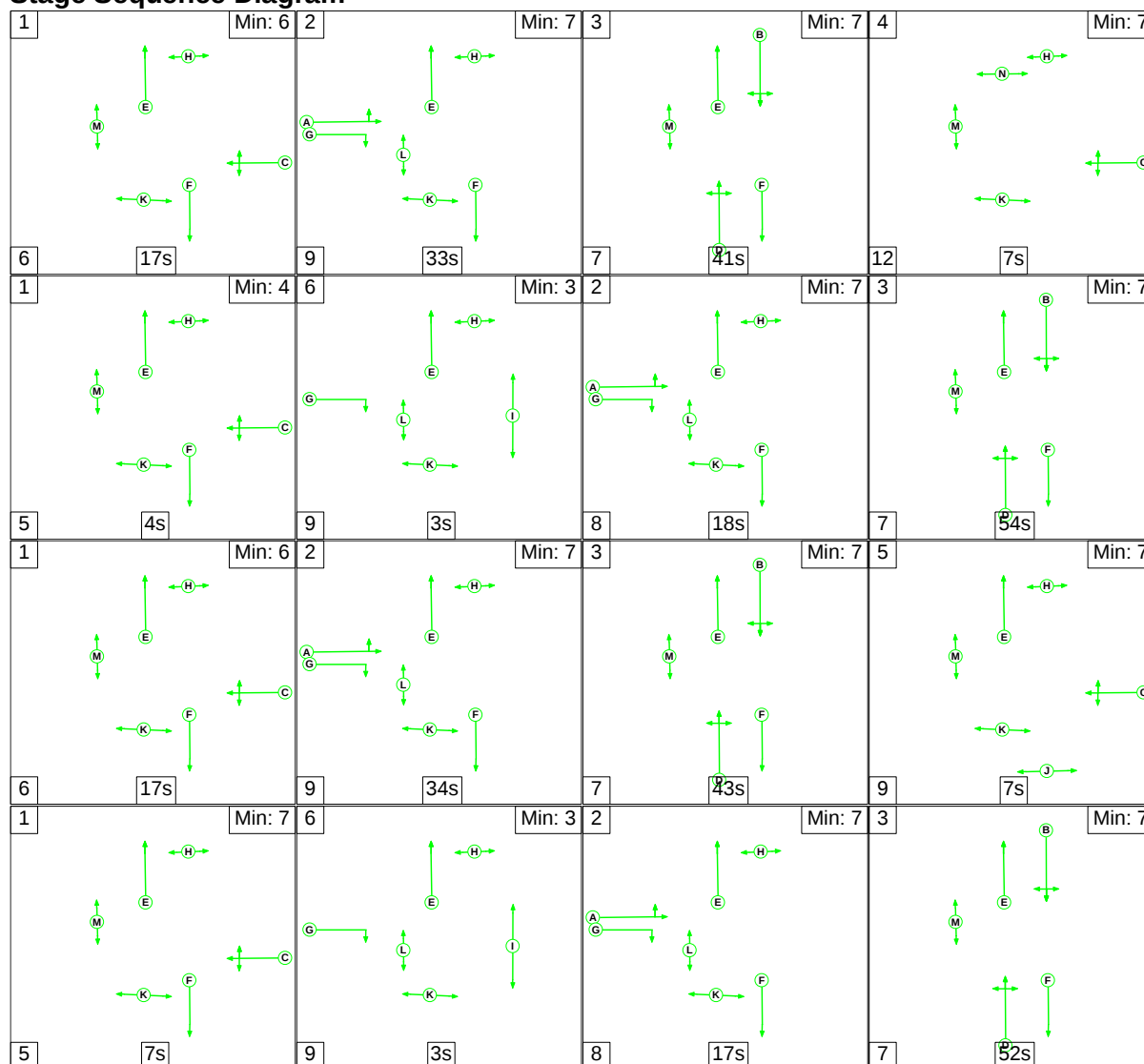
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf	
C1 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 37.70 Cycle Time (s): 120 PRC Over All Lanes (%): 12.8 Total Delay Over All Lanes(pcuHr): 37.70														

Detailed Input Data And Results

Scenario 9: '2025 AM (peds every other cycle)' (FG1: '2025 AM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	17	33	41	7	4	3	18	54	17	34
Change Point	0	23	65	113	132	141	153	179	240	263

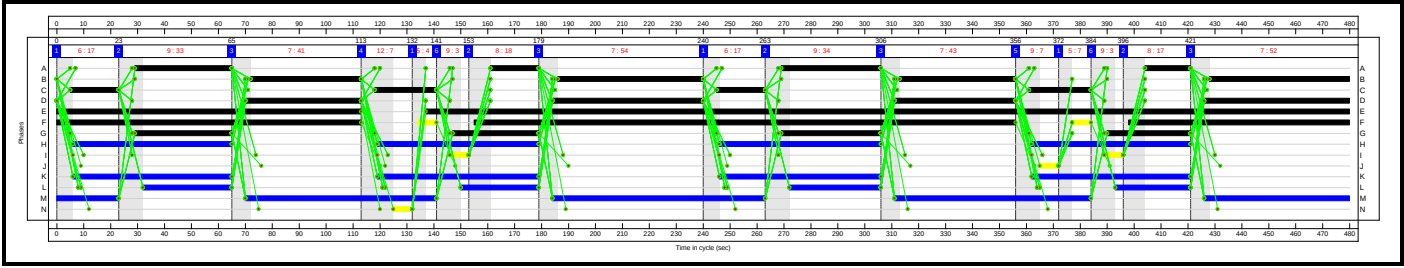
Stage	3	5	1	6	2	3				
Duration	43	7	7	3	17	52				
Change Point	306	356	372	384	396	421				

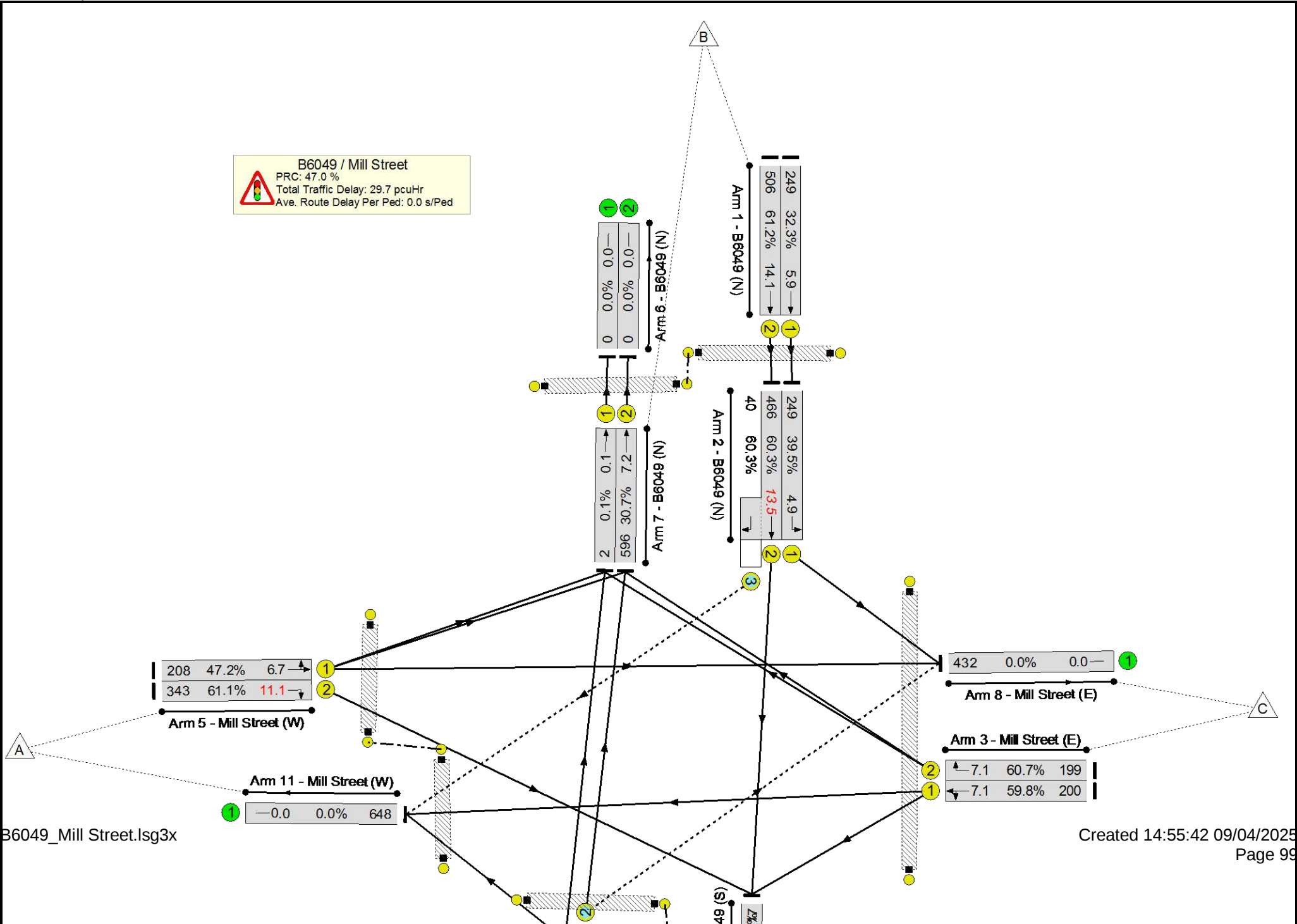
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	36	29	65	18	161	179
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	41	72	113	54	186	240
C	Mill Street (E) Right Left Ahead	Traffic	18	5	23	23	118	141
D	B6049 (S) Ahead Right Left	Traffic	43	70	113	56	184	240
E	B6049 (N) Ahead	Traffic	456	137	113			
F	B6049 (S) Ahead	Traffic	7	134	141	201	155	356
G	Mill Street (W) Right	Traffic	36	29	65	32	147	179
H	Pedestrians across	Pedestrian	59	6	65	60	119	179
I	Pedestrians across	Pedestrian	7	146	153	7	389	396
J	Pedestrians across	Pedestrian	7	365	372			
K	Pedestrians across	Pedestrian	59	6	65	60	119	179
L	Pedestrians across	Pedestrian	33	32	65	29	150	179
M	Pedestrians across	Pedestrian	71	70	141	79	184	263
N	Pedestrians across	Pedestrian	7	125	132			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	37	269	306	17	404	421
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	43	313	356	52	428	0
C	Mill Street (E) Right Left Ahead	Traffic	18	245	263	23	361	384
D	B6049 (S) Ahead Right Left	Traffic	45	311	356	54	426	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	377	384	195	398	113
G	Mill Street (W) Right	Traffic	37	269	306	31	390	421
H	Pedestrians across	Pedestrian	60	246	306	59	362	421
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	60	246	306	59	362	421
L	Pedestrians across	Pedestrian	34	272	306	28	393	421
M	Pedestrians across	Pedestrian	73	311	384	77	426	23
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	61.2%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	61.2%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	249	1905	770	32.3%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	506	2045	827	61.2%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	190	-	-	249	1561	631	39.5%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	190	-	-	506	2055:1881	773+66	60.3 : 60.3%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	82	-	-	200	1867	335	59.8%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	82	-	-	199	1830	328	60.7%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	198	-	-	416	1726	726	57.3%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	198	-	-	374	2053	864	43.3%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	108	-	-	208	1890	441	47.2%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	136	-	-	343	1925	561	61.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	2	1900	1809	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	596	2040	1942	30.7%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	432	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	817	2025	1747	46.8%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	238	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	238	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	124	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	300	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	45	0	0	23.1	6.5	0.1	29.7	-	-	-	-	
B6049 / Mill Street	-	-	45	0	0	23.1	6.5	0.1	29.7	-	-	-	-	
1/1	249	249	-	-	-	1.7	0.2	-	1.9	28.0	5.7	0.2	5.9	
1/2	506	506	-	-	-	4.0	0.8	-	4.8	33.9	13.4	0.8	14.1	
2/1	249	249	-	-	-	0.2	0.3	-	0.6	8.2	4.6	0.3	4.9	
2/2+2/3	506	506	40	0	0	0.4	0.8	0.1	1.2	8.7	12.8	0.8	13.5	
3/1	200	200	-	-	-	2.5	0.7	-	3.3	58.6	6.4	0.7	7.1	
3/2	199	199	-	-	-	2.5	0.8	-	3.3	59.2	6.4	0.8	7.1	
4/1	416	416	-	-	-	3.1	0.7	-	3.7	32.3	10.6	0.7	11.3	
4/2	374	374	5	0	0	2.6	0.4	0.0	3.0	28.4	8.8	0.4	9.2	
5/1	208	208	-	-	-	2.3	0.4	-	2.7	47.4	6.2	0.4	6.7	
5/2	343	343	-	-	-	3.5	0.8	-	4.3	44.9	10.3	0.8	11.1	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	2.9	0.1	0.0	0.1	
7/2	596	596	-	-	-	0.2	0.2	-	0.4	2.6	7.0	0.2	7.2	
8/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	817	817	-	-	-	0.1	0.4	-	0.6	2.6	9.7	0.4	10.1	
10/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

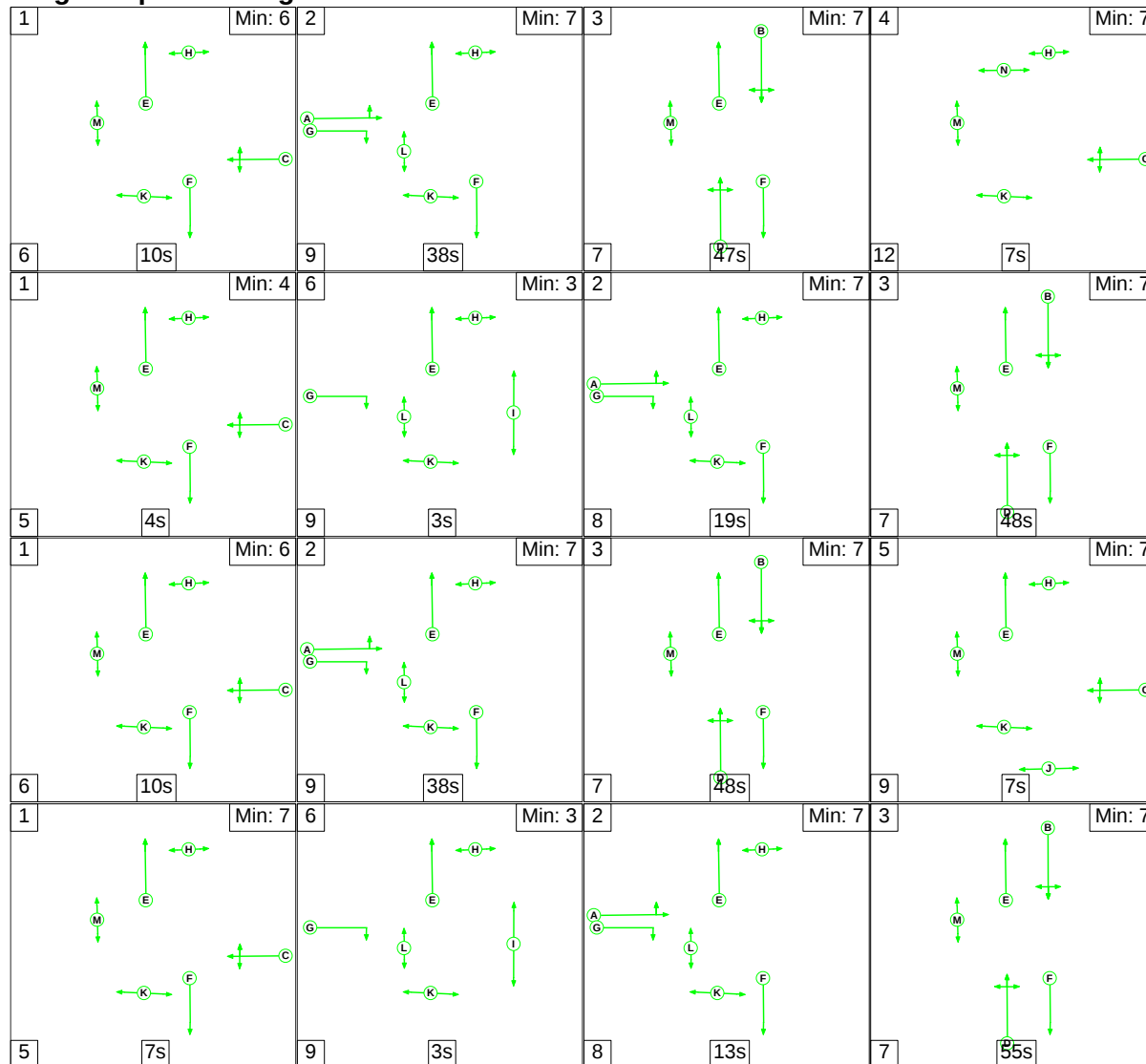
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 47.0 Total Delay for Signalled Lanes (pcuHr): 29.72 Cycle Time (s): 480														
PRC Over All Lanes (%): 47.0 Total Delay Over All Lanes(pcuHr): 29.72														

Detailed Input Data And Results

Scenario 10: '2025 PM (peds every other cycle)' (FG2: '2025 PM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	10	38	47	7	4	3	19	48	10	38
Change Point	0	16	63	117	136	145	157	184	239	255

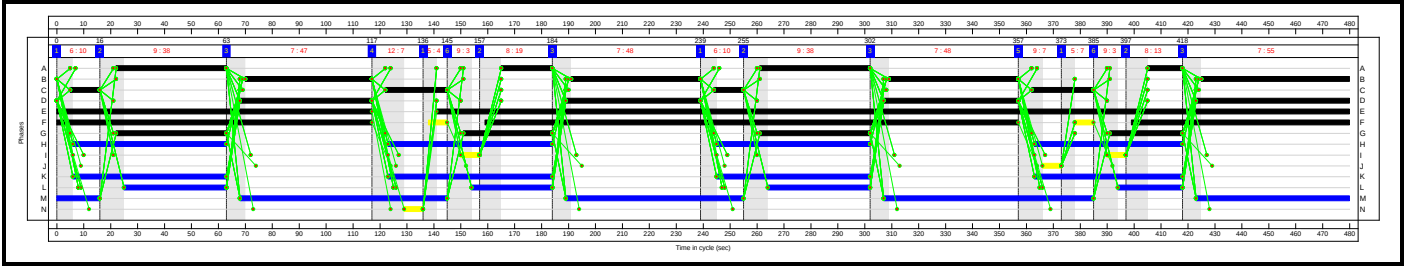
Stage	3	5	1	6	2	3				
Duration	48	7	7	3	13	55				
Change Point	302	357	373	385	397	418				

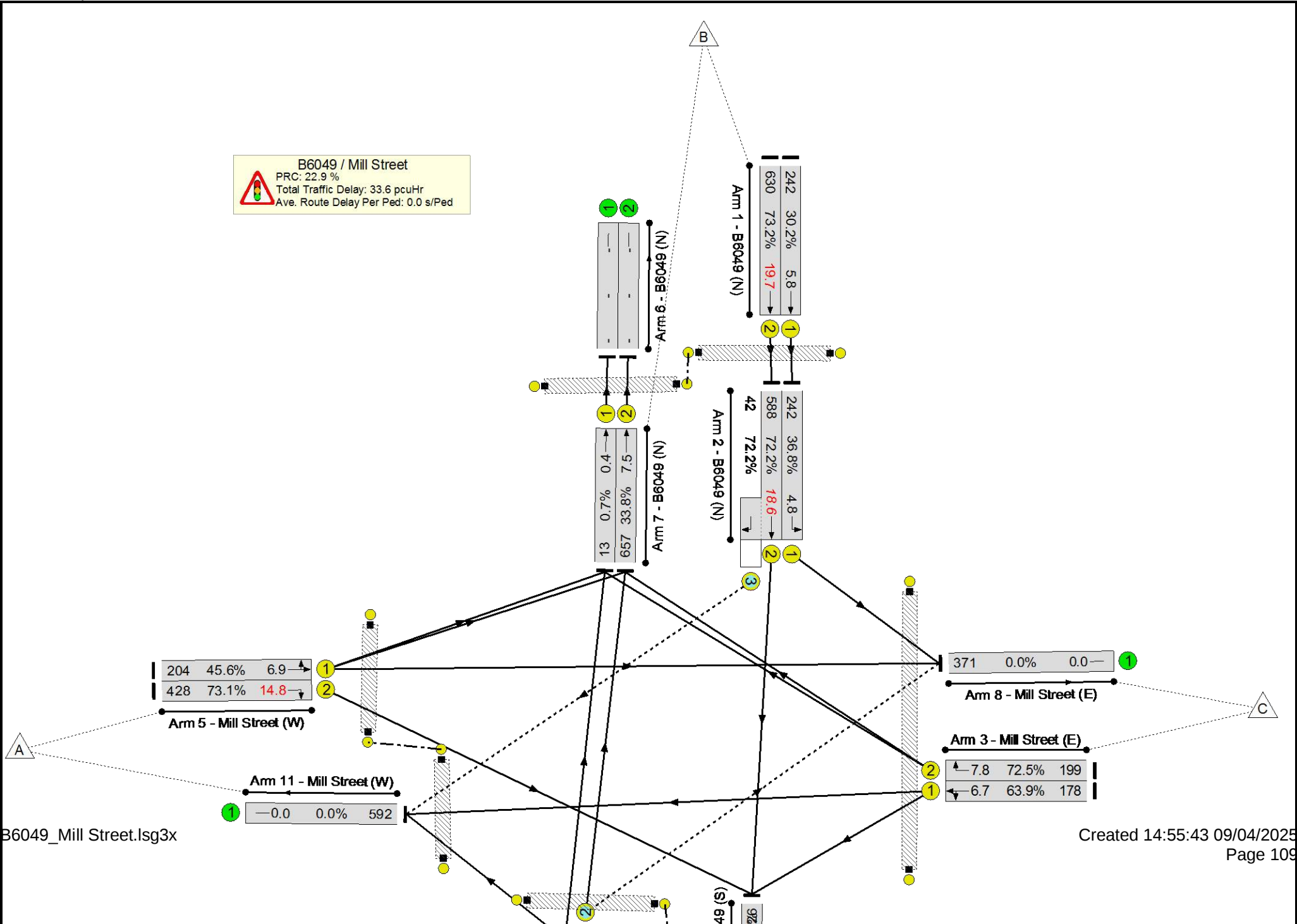
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	41	22	63	19	165	184
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	47	70	117	48	191	239
C	Mill Street (E) Right Left Ahead	Traffic	11	5	16	23	122	145
D	B6049 (S) Ahead Right Left	Traffic	49	68	117	50	189	239
E	B6049 (N) Ahead	Traffic	456	141	117			
F	B6049 (S) Ahead	Traffic	7	138	145	198	159	357
G	Mill Street (W) Right	Traffic	41	22	63	33	151	184
H	Pedestrians across	Pedestrian	57	6	63	61	123	184
I	Pedestrians across	Pedestrian	7	150	157	7	390	397
J	Pedestrians across	Pedestrian	7	366	373			
K	Pedestrians across	Pedestrian	57	6	63	61	123	184
L	Pedestrians across	Pedestrian	38	25	63	30	154	184
M	Pedestrians across	Pedestrian	77	68	145	66	189	255
N	Pedestrians across	Pedestrian	7	129	136			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	41	261	302	13	405	418
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	48	309	357	55	425	0
C	Mill Street (E) Right Left Ahead	Traffic	11	244	255	23	362	385
D	B6049 (S) Ahead Right Left	Traffic	50	307	357	57	423	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	378	385	198	399	117
G	Mill Street (W) Right	Traffic	41	261	302	27	391	418
H	Pedestrians across	Pedestrian	57	245	302	55	363	418
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	57	245	302	55	363	418
L	Pedestrians across	Pedestrian	38	264	302	24	394	418
M	Pedestrians across	Pedestrian	78	307	385	73	423	16
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	73.2%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	73.2%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	198	-	-	242	1905	802	30.2%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	198	-	-	630	2045	861	73.2%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	198	-	-	242	1561	657	36.8%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	198	-	-	630	2055:1881	814+58	72.2 : 72.2%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	68	-	-	178	1856	278	63.9%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	68	-	-	199	1830	275	72.5%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	206	-	-	382	1726	755	50.6%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	206	-	-	396	2054	899	44.1%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	114	-	-	204	1820	447	45.6%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	142	-	-	428	1925	586	73.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	13	1900	1809	0.7%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	657	2040	1942	33.8%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	371	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	1026	2025	1747	58.7%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	230	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	230	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	130	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	294	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	45	0	0	24.7	8.9	0.1	33.6	-	-	-	-	
B6049 / Mill Street	-	-	45	0	0	24.7	8.9	0.1	33.6	-	-	-	-	
1/1	242	242	-	-	-	1.6	0.2	-	1.8	26.3	5.6	0.2	5.8	
1/2	630	630	-	-	-	5.1	1.4	-	6.4	36.8	18.4	1.4	19.7	
2/1	242	242	-	-	-	0.2	0.3	-	0.5	7.7	4.5	0.3	4.8	
2/2+2/3	630	630	42	0	0	0.5	1.3	0.0	1.8	10.3	17.3	1.3	18.6	
3/1	178	178	-	-	-	2.4	0.9	-	3.2	65.6	5.8	0.9	6.7	
3/2	199	199	-	-	-	2.7	1.3	-	4.0	71.9	6.5	1.3	7.8	
4/1	382	382	-	-	-	2.6	0.5	-	3.1	29.2	9.7	0.5	10.2	
4/2	396	396	3	0	0	2.6	0.4	0.0	3.0	27.2	9.6	0.4	10.0	
5/1	204	204	-	-	-	2.2	0.4	-	2.6	46.4	6.5	0.4	6.9	
5/2	428	428	-	-	-	4.5	1.3	-	5.8	48.7	13.4	1.3	14.8	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	13	13	-	-	-	0.0	0.0	-	0.0	2.9	0.4	0.0	0.4	
7/2	657	657	-	-	-	0.2	0.3	-	0.5	2.5	7.3	0.3	7.5	
8/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1026	1026	-	-	-	0.2	0.7	-	0.9	3.2	13.5	0.7	14.2	
10/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

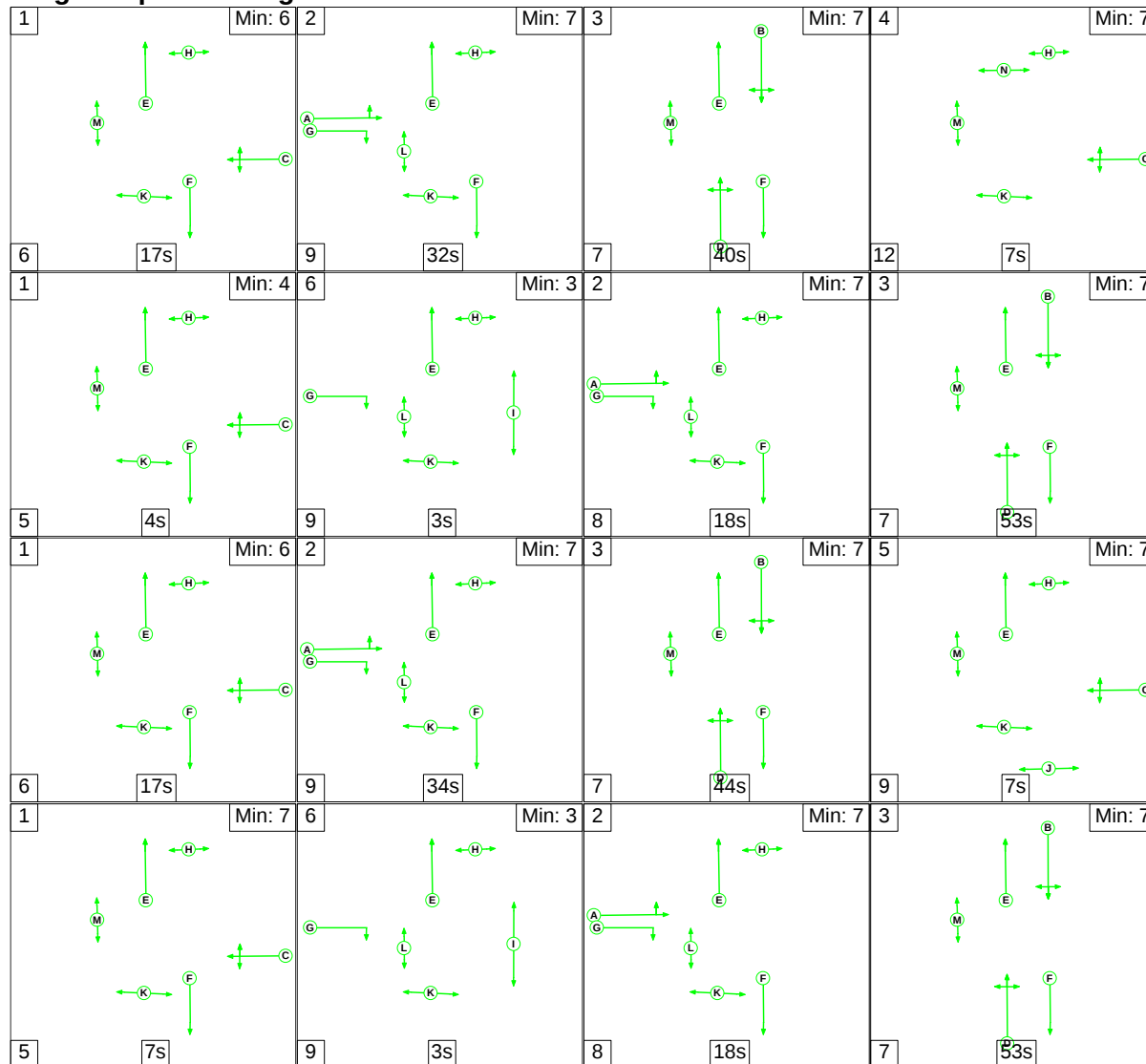
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 22.9 Total Delay for Signalled Lanes (pcuHr): 33.64 Cycle Time (s): 480 PRC Over All Lanes (%): 22.9 Total Delay Over All Lanes(pcuHr): 33.64														

Detailed Input Data And Results

Scenario 11: '2030 AM (peds every other cycle)' (FG3: '2030 AM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	17	32	40	7	4	3	18	53	17	34
Change Point	0	23	64	111	130	139	151	177	237	260

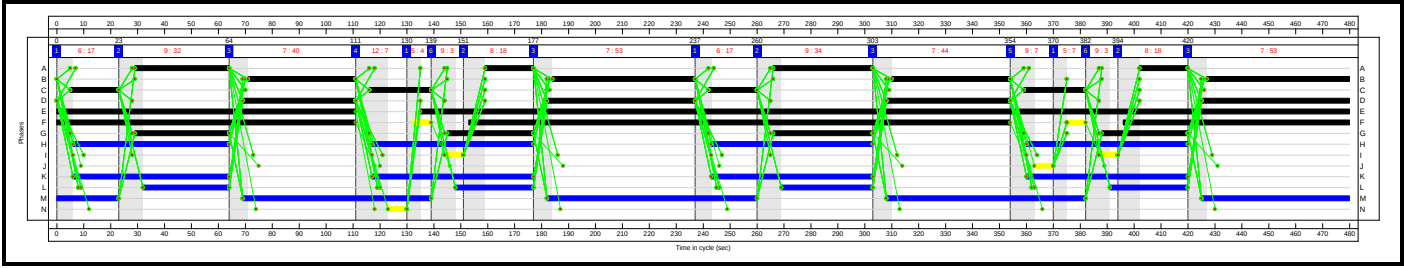
Stage	3	5	1	6	2	3				
Duration	44	7	7	3	18	53				
Change Point	303	354	370	382	394	420				

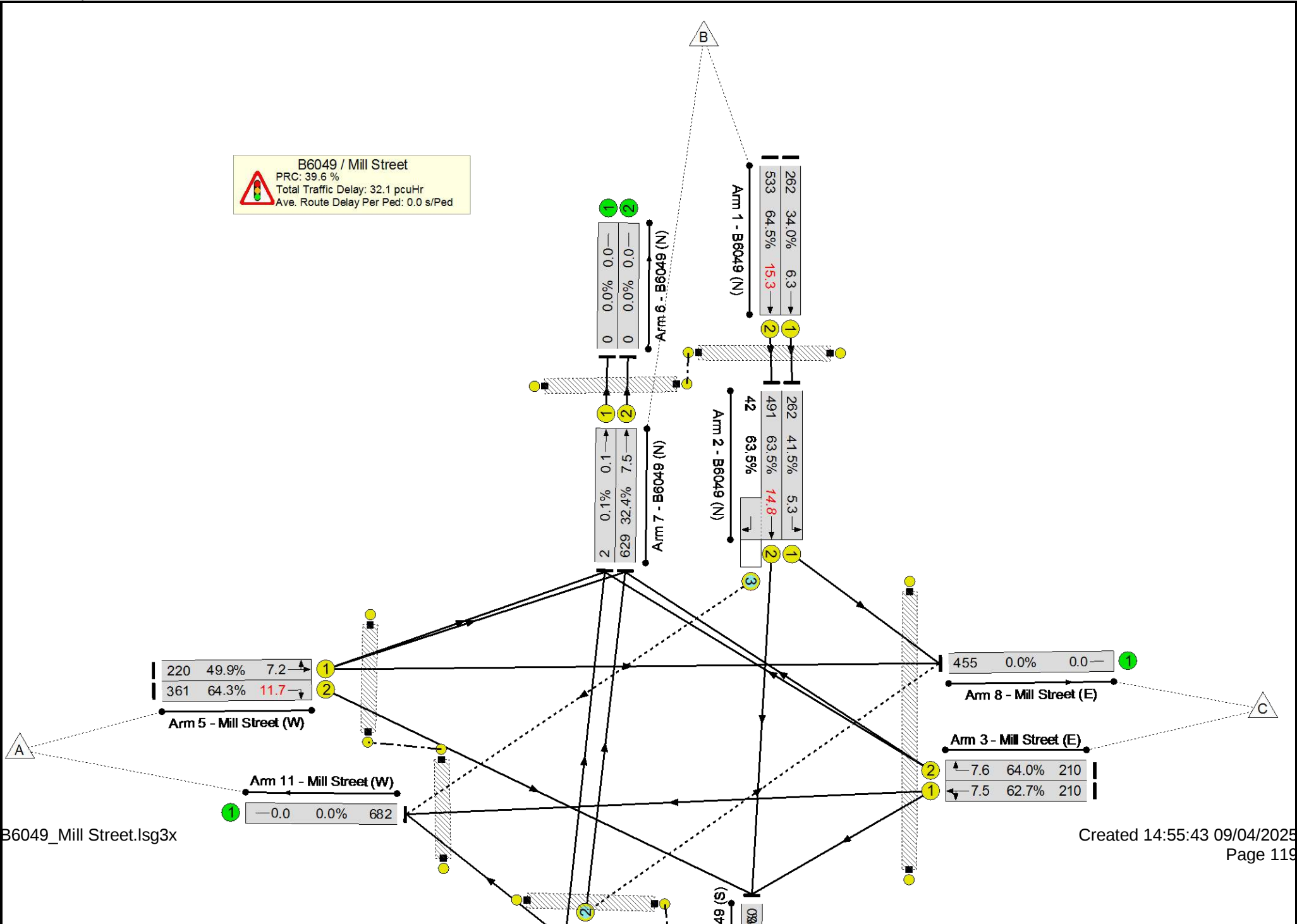
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	35	29	64	18	159	177
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	40	71	111	53	184	237
C	Mill Street (E) Right Left Ahead	Traffic	18	5	23	23	116	139
D	B6049 (S) Ahead Right Left	Traffic	42	69	111	55	182	237
E	B6049 (N) Ahead	Traffic	456	135	111			
F	B6049 (S) Ahead	Traffic	7	132	139	201	153	354
G	Mill Street (W) Right	Traffic	35	29	64	32	145	177
H	Pedestrians across	Pedestrian	58	6	64	60	117	177
I	Pedestrians across	Pedestrian	7	144	151	7	387	394
J	Pedestrians across	Pedestrian	7	363	370			
K	Pedestrians across	Pedestrian	58	6	64	60	117	177
L	Pedestrians across	Pedestrian	32	32	64	29	148	177
M	Pedestrians across	Pedestrian	70	69	139	78	182	260
N	Pedestrians across	Pedestrian	7	123	130			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	37	266	303	18	402	420
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	44	310	354	53	427	0
C	Mill Street (E) Right Left Ahead	Traffic	18	242	260	23	359	382
D	B6049 (S) Ahead Right Left	Traffic	46	308	354	55	425	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	375	382	195	396	111
G	Mill Street (W) Right	Traffic	37	266	303	32	388	420
H	Pedestrians across	Pedestrian	60	243	303	60	360	420
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	60	243	303	60	360	420
L	Pedestrians across	Pedestrian	34	269	303	29	391	420
M	Pedestrians across	Pedestrian	74	308	382	78	425	23
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	262	1905	770	34.0%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	533	2045	827	64.5%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	190	-	-	262	1561	631	41.5%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	190	-	-	533	2055:1881	773+66	63.5 : 63.5%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	82	-	-	210	1868	335	62.7%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	82	-	-	210	1830	328	64.0%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	198	-	-	438	1726	726	60.3%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	198	-	-	394	2053	864	45.6%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	108	-	-	220	1890	441	49.9%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	136	-	-	361	1925	561	64.3%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	2	1900	1809	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	629	2040	1942	32.4%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	860	2025	1747	49.2%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	238	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	238	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	124	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	300	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	24.6	7.4	0.1	32.1	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	24.6	7.4	0.1	32.1	-	-	-	-	
1/1	262	262	-	-	-	1.8	0.3	-	2.1	28.2	6.0	0.3	6.3	
1/2	533	533	-	-	-	4.3	0.9	-	5.2	34.9	14.4	0.9	15.3	
2/1	262	262	-	-	-	0.3	0.4	-	0.6	8.4	5.0	0.4	5.3	
2/2+2/3	533	533	42	0	0	0.4	0.9	0.1	1.4	9.2	13.9	0.9	14.8	
3/1	210	210	-	-	-	2.7	0.8	-	3.5	59.9	6.6	0.8	7.5	
3/2	210	210	-	-	-	2.7	0.9	-	3.5	60.8	6.7	0.9	7.6	
4/1	438	438	-	-	-	3.3	0.8	-	4.0	33.2	11.3	0.8	12.1	
4/2	394	394	5	0	0	2.7	0.4	0.0	3.2	28.9	9.4	0.4	9.8	
5/1	220	220	-	-	-	2.4	0.5	-	2.9	48.1	6.7	0.5	7.2	
5/2	361	361	-	-	-	3.7	0.9	-	4.6	46.0	10.8	0.9	11.7	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	2.8	0.1	0.0	0.1	
7/2	629	629	-	-	-	0.2	0.2	-	0.5	2.6	7.3	0.2	7.5	
8/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	860	860	-	-	-	0.2	0.5	-	0.6	2.7	10.3	0.5	10.8	
10/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

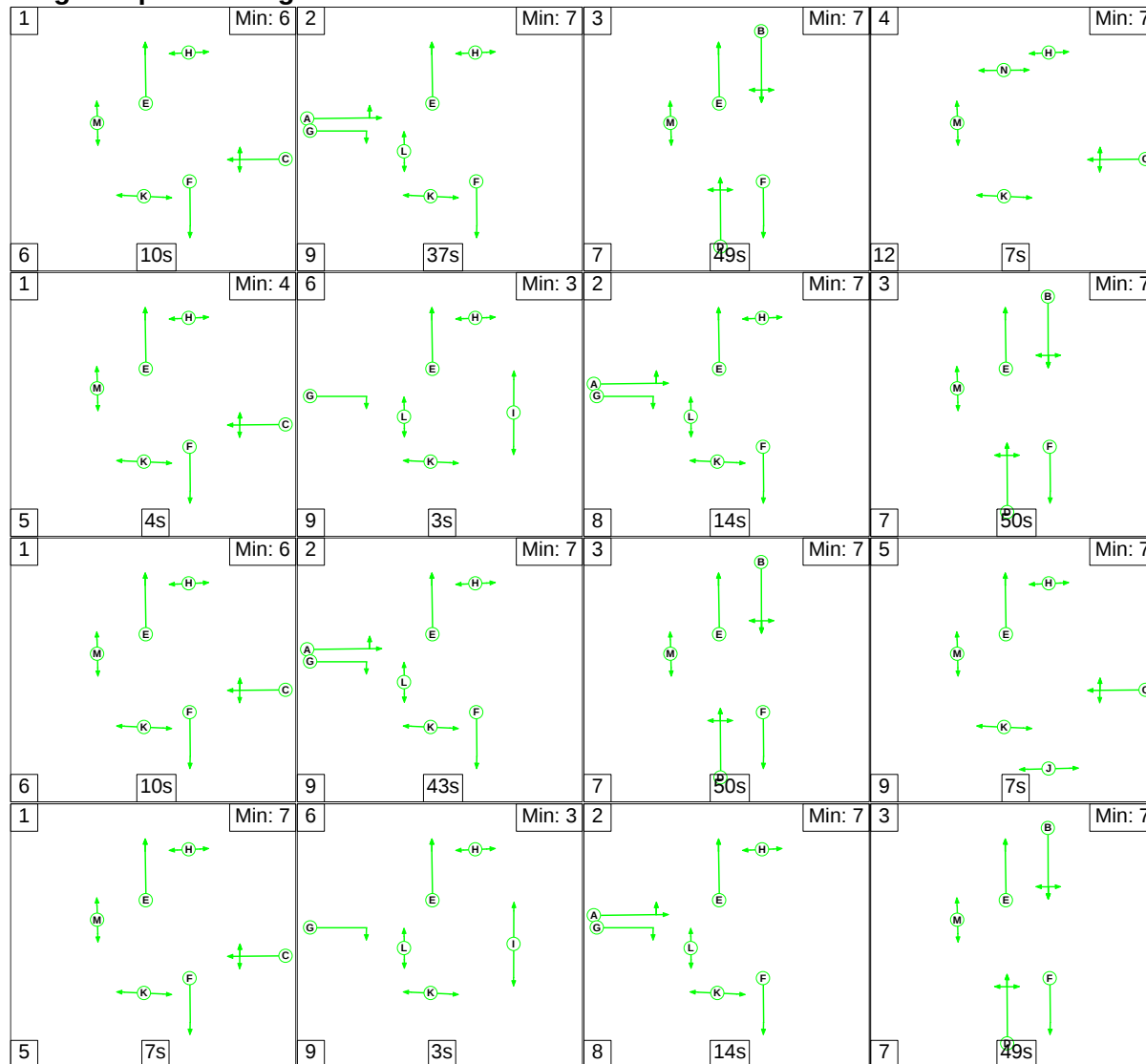
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 39.6 Total Delay for Signalled Lanes (pcuHr): 32.08 Cycle Time (s): 480 PRC Over All Lanes (%): 39.6 Total Delay Over All Lanes(pcuHr): 32.08														

Detailed Input Data And Results

Scenario 12: '2030 PM (peds every other cycle)' (FG4: '2030 PM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	10	37	49	7	4	3	14	50	10	43
Change Point	0	16	62	118	137	146	158	180	237	253

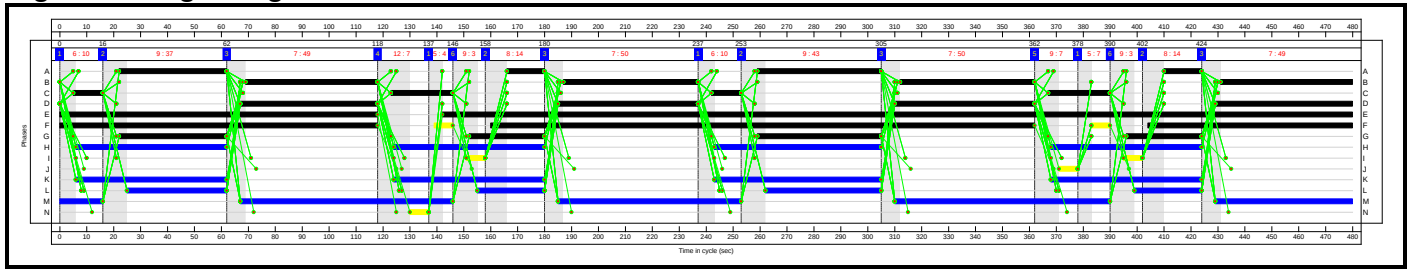
Stage	3	5	1	6	2	3				
Duration	50	7	7	3	14	49				
Change Point	305	362	378	390	402	424				

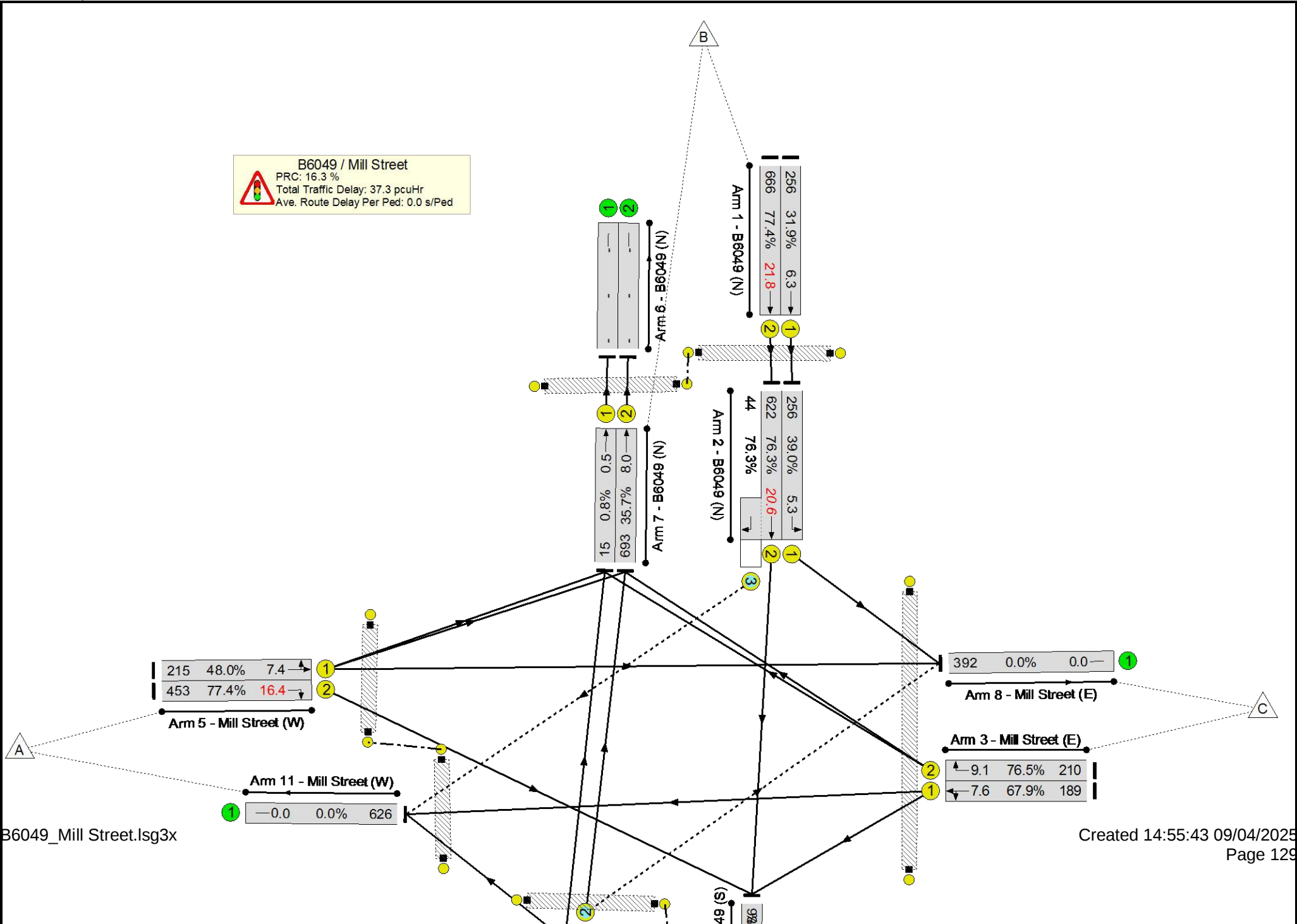
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	40	22	62	14	166	180
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	49	69	118	50	187	237
C	Mill Street (E) Right Left Ahead	Traffic	11	5	16	23	123	146
D	B6049 (S) Ahead Right Left	Traffic	51	67	118	52	185	237
E	B6049 (N) Ahead	Traffic	456	142	118			
F	B6049 (S) Ahead	Traffic	7	139	146	202	160	362
G	Mill Street (W) Right	Traffic	40	22	62	28	152	180
H	Pedestrians across	Pedestrian	56	6	62	56	124	180
I	Pedestrians across	Pedestrian	7	151	158	7	395	402
J	Pedestrians across	Pedestrian	7	371	378			
K	Pedestrians across	Pedestrian	56	6	62	56	124	180
L	Pedestrians across	Pedestrian	37	25	62	25	155	180
M	Pedestrians across	Pedestrian	79	67	146	68	185	253
N	Pedestrians across	Pedestrian	7	130	137			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	46	259	305	14	410	424
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	50	312	362	49	431	0
C	Mill Street (E) Right Left Ahead	Traffic	11	242	253	23	367	390
D	B6049 (S) Ahead Right Left	Traffic	52	310	362	51	429	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	383	390	194	404	118
G	Mill Street (W) Right	Traffic	46	259	305	28	396	424
H	Pedestrians across	Pedestrian	62	243	305	56	368	424
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	62	243	305	56	368	424
L	Pedestrians across	Pedestrian	43	262	305	25	399	424
M	Pedestrians across	Pedestrian	80	310	390	67	429	16
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	77.4%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	77.4%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	198	-	-	256	1905	802	31.9%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	198	-	-	666	2045	861	77.4%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	198	-	-	256	1561	657	39.0%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	198	-	-	666	2055:1881	815+58	76.3 : 76.3%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	68	-	-	189	1855	278	67.9%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	68	-	-	210	1830	275	76.5%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	206	-	-	404	1726	755	53.5%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	206	-	-	419	2054	899	46.6%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	114	-	-	215	1821	448	48.0%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	142	-	-	453	1925	586	77.4%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	15	1900	1809	0.8%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	693	2040	1942	35.7%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	392	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	1086	2025	1747	62.2%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1086	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	626	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	230	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	230	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	130	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	294	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	26.6	10.7	0.1	37.3	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	26.6	10.7	0.1	37.3	-	-	-	-	
1/1	256	256	-	-	-	1.7	0.2	-	1.9	26.6	6.0	0.2	6.3	
1/2	666	666	-	-	-	5.5	1.7	-	7.2	39.0	20.2	1.7	21.8	
2/1	256	256	-	-	-	0.2	0.3	-	0.6	7.9	5.0	0.3	5.3	
2/2+2/3	666	666	44	0	0	0.5	1.6	0.0	2.1	11.6	19.0	1.6	20.6	
3/1	189	189	-	-	-	2.5	1.0	-	3.6	68.3	6.6	1.0	7.6	
3/2	210	210	-	-	-	2.9	1.6	-	4.5	76.9	7.5	1.6	9.1	
4/1	404	404	-	-	-	2.8	0.6	-	3.4	29.9	10.5	0.6	11.1	
4/2	419	419	3	0	0	2.8	0.4	0.0	3.2	27.7	10.5	0.4	10.9	
5/1	215	215	-	-	-	2.4	0.5	-	2.8	47.2	7.0	0.5	7.4	
5/2	453	453	-	-	-	4.8	1.7	-	6.5	51.4	14.7	1.7	16.4	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	15	15	-	-	-	0.0	0.0	-	0.0	2.8	0.5	0.0	0.5	
7/2	693	693	-	-	-	0.2	0.3	-	0.5	2.6	7.7	0.3	8.0	
8/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1086	1086	-	-	-	0.2	0.8	-	1.0	3.4	14.7	0.8	15.5	
10/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

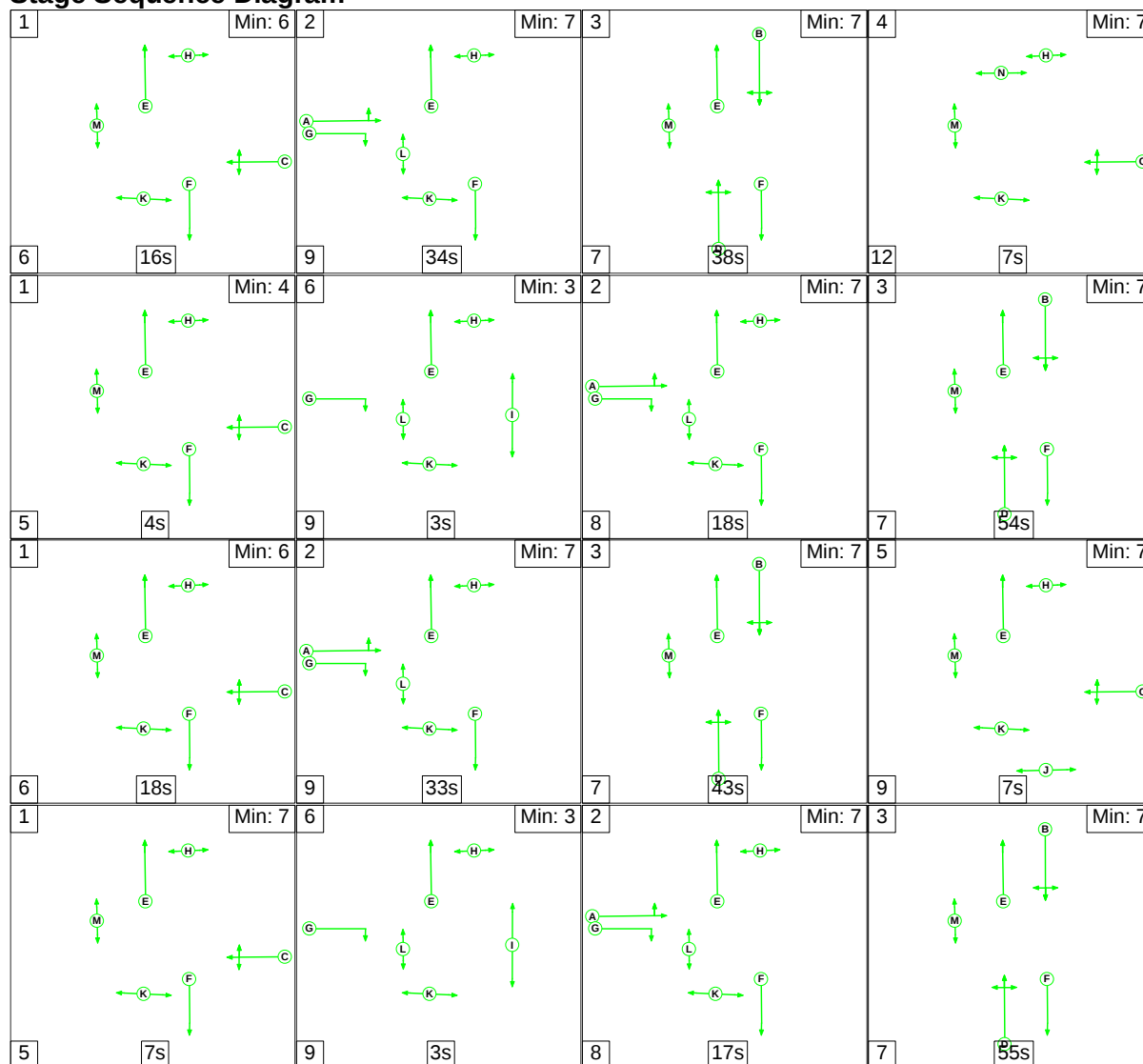
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 16.3 Total Delay for Signalled Lanes (pcuHr): 37.28 Cycle Time (s): 480 PRC Over All Lanes (%): 16.3 Total Delay Over All Lanes(pcuHr): 37.28														

Detailed Input Data And Results

Scenario 13: '2025 +Dev AM (peds every other cycle)' (FG7: '2025+Dev AM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	16	34	38	7	4	3	18	54	18	33
Change Point	0	22	65	110	129	138	150	176	237	261

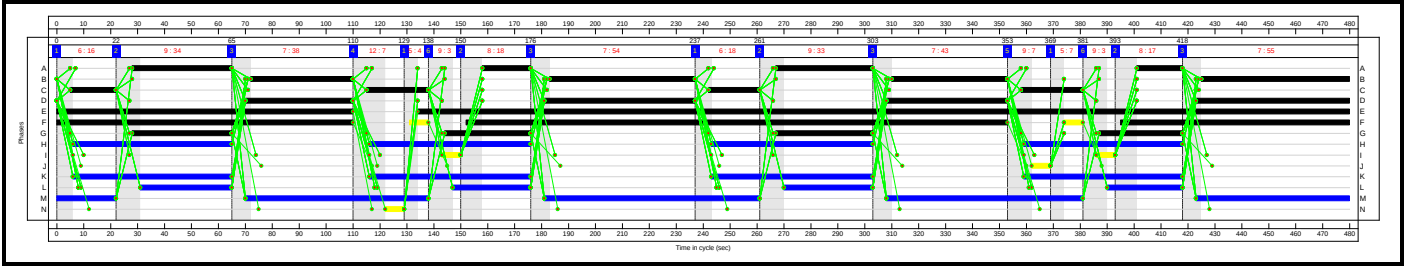
Stage	3	5	1	6	2	3				
Duration	43	7	7	3	17	55				
Change Point	303	353	369	381	393	418				

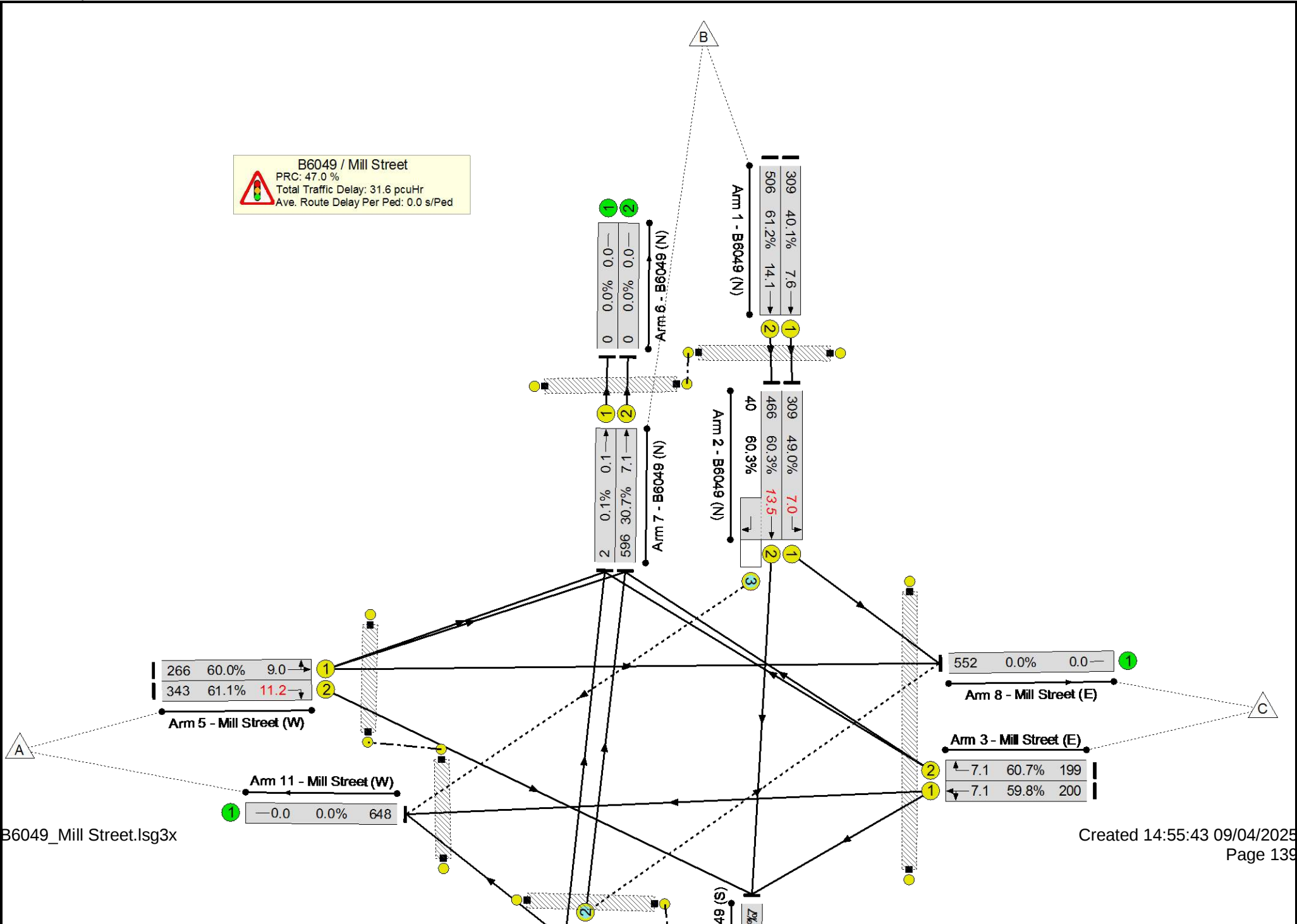
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	37	28	65	18	158	176
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	38	72	110	54	183	237
C	Mill Street (E) Right Left Ahead	Traffic	17	5	22	23	115	138
D	B6049 (S) Ahead Right Left	Traffic	40	70	110	56	181	237
E	B6049 (N) Ahead	Traffic	456	134	110			
F	B6049 (S) Ahead	Traffic	7	131	138	201	152	353
G	Mill Street (W) Right	Traffic	37	28	65	32	144	176
H	Pedestrians across	Pedestrian	59	6	65	60	116	176
I	Pedestrians across	Pedestrian	7	143	150	7	386	393
J	Pedestrians across	Pedestrian	7	362	369			
K	Pedestrians across	Pedestrian	59	6	65	60	116	176
L	Pedestrians across	Pedestrian	34	31	65	29	147	176
M	Pedestrians across	Pedestrian	68	70	138	80	181	261
N	Pedestrians across	Pedestrian	7	122	129			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	36	267	303	17	401	418
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	43	310	353	55	425	0
C	Mill Street (E) Right Left Ahead	Traffic	19	242	261	23	358	381
D	B6049 (S) Ahead Right Left	Traffic	45	308	353	57	423	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	374	381	195	395	110
G	Mill Street (W) Right	Traffic	36	267	303	31	387	418
H	Pedestrians across	Pedestrian	60	243	303	59	359	418
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	60	243	303	59	359	418
L	Pedestrians across	Pedestrian	33	270	303	28	390	418
M	Pedestrians across	Pedestrian	73	308	381	79	423	22
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	61.2%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	61.2%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	309	1905	770	40.1%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	506	2045	827	61.2%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	190	-	-	309	1561	631	49.0%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	190	-	-	506	2055:1881	773+66	60.3 : 60.3%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	82	-	-	200	1867	335	59.8%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	82	-	-	199	1830	328	60.7%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	198	-	-	416	1726	726	57.3%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	198	-	-	376	2052	864	43.5%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	108	-	-	266	1900	443	60.0%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	136	-	-	343	1925	561	61.1%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	2	1900	1809	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	596	2040	1942	30.7%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	552	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	817	2025	1747	46.8%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	238	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	238	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	124	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	300	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	24.4	7.1	0.1	31.6	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	24.4	7.1	0.1	31.6	-	-	-	-	
1/1	309	309	-	-	-	2.2	0.3	-	2.5	29.3	7.3	0.3	7.6	
1/2	506	506	-	-	-	4.0	0.8	-	4.8	33.9	13.4	0.8	14.1	
2/1	309	309	-	-	-	0.3	0.5	-	0.8	9.3	6.5	0.5	7.0	
2/2+2/3	506	506	40	0	0	0.4	0.8	0.1	1.2	8.7	12.8	0.8	13.5	
3/1	200	200	-	-	-	2.5	0.7	-	3.3	58.6	6.4	0.7	7.1	
3/2	199	199	-	-	-	2.5	0.8	-	3.3	59.3	6.4	0.8	7.1	
4/1	416	416	-	-	-	3.1	0.7	-	3.7	32.3	10.6	0.7	11.3	
4/2	376	376	7	0	0	2.6	0.4	0.0	3.0	28.5	8.9	0.4	9.3	
5/1	266	266	-	-	-	3.0	0.7	-	3.8	51.1	8.3	0.7	9.0	
5/2	343	343	-	-	-	3.5	0.8	-	4.3	44.9	10.4	0.8	11.2	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	2.8	0.1	0.0	0.1	
7/2	596	596	-	-	-	0.2	0.2	-	0.4	2.5	6.9	0.2	7.1	
8/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	817	817	-	-	-	0.1	0.4	-	0.6	2.6	9.7	0.4	10.1	
10/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

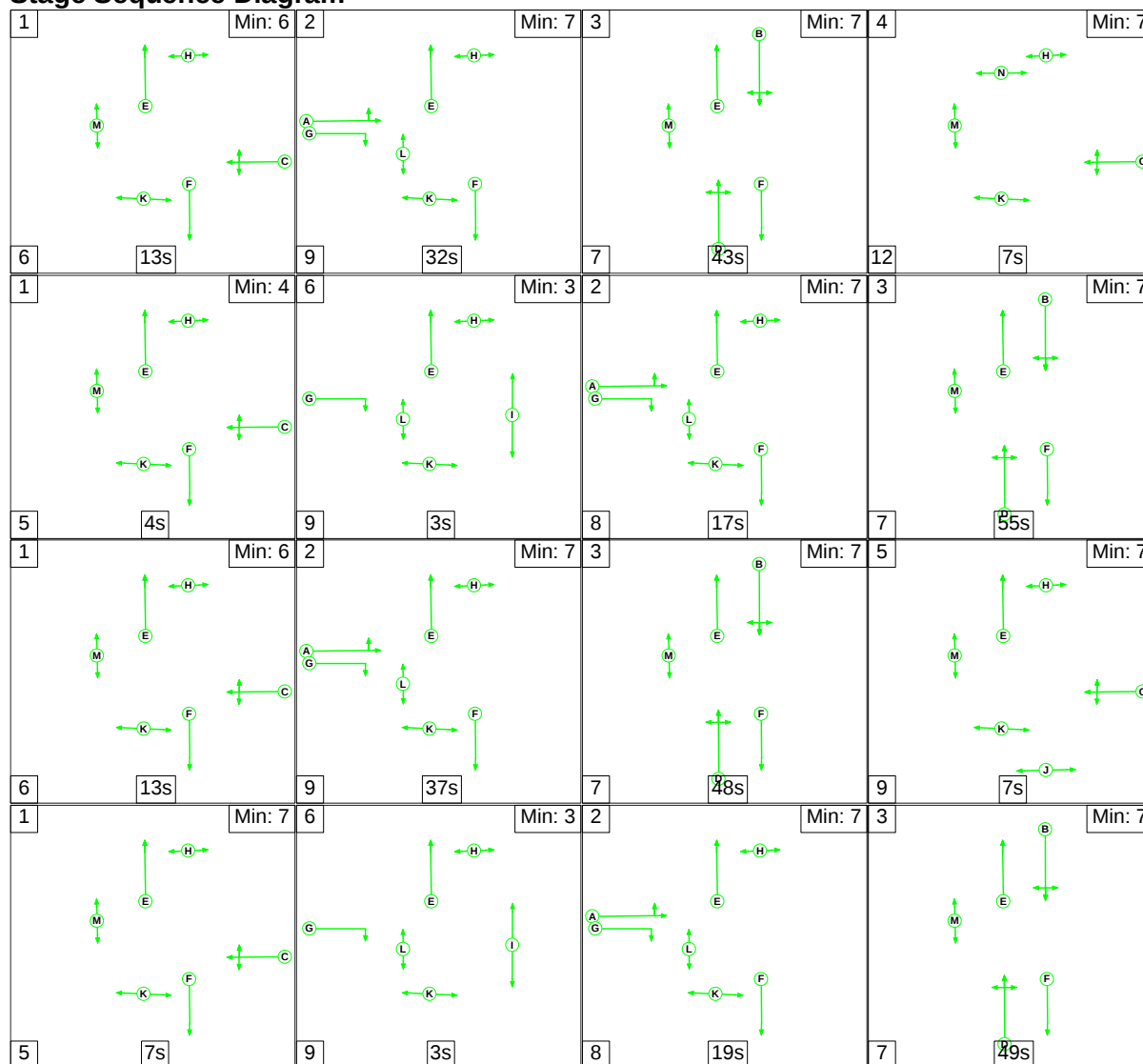
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 47.0 Total Delay for Signalled Lanes (pcuHr): 31.61 Cycle Time (s): 480 PRC Over All Lanes (%): 47.0 Total Delay Over All Lanes(pcuHr): 31.61														

Detailed Input Data And Results

Scenario 14: '2025 + Dev PM (peds every other cycle)' (FG8: '2025+Dev PM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	13	32	43	7	4	3	17	55	13	37
Change Point	0	19	60	110	129	138	150	175	237	256

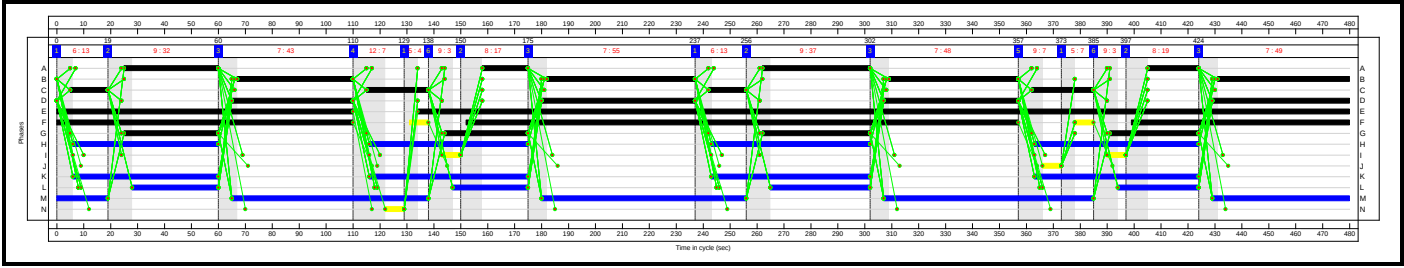
Stage	3	5	1	6	2	3				
Duration	48	7	7	3	19	49				
Change Point	302	357	373	385	397	424				

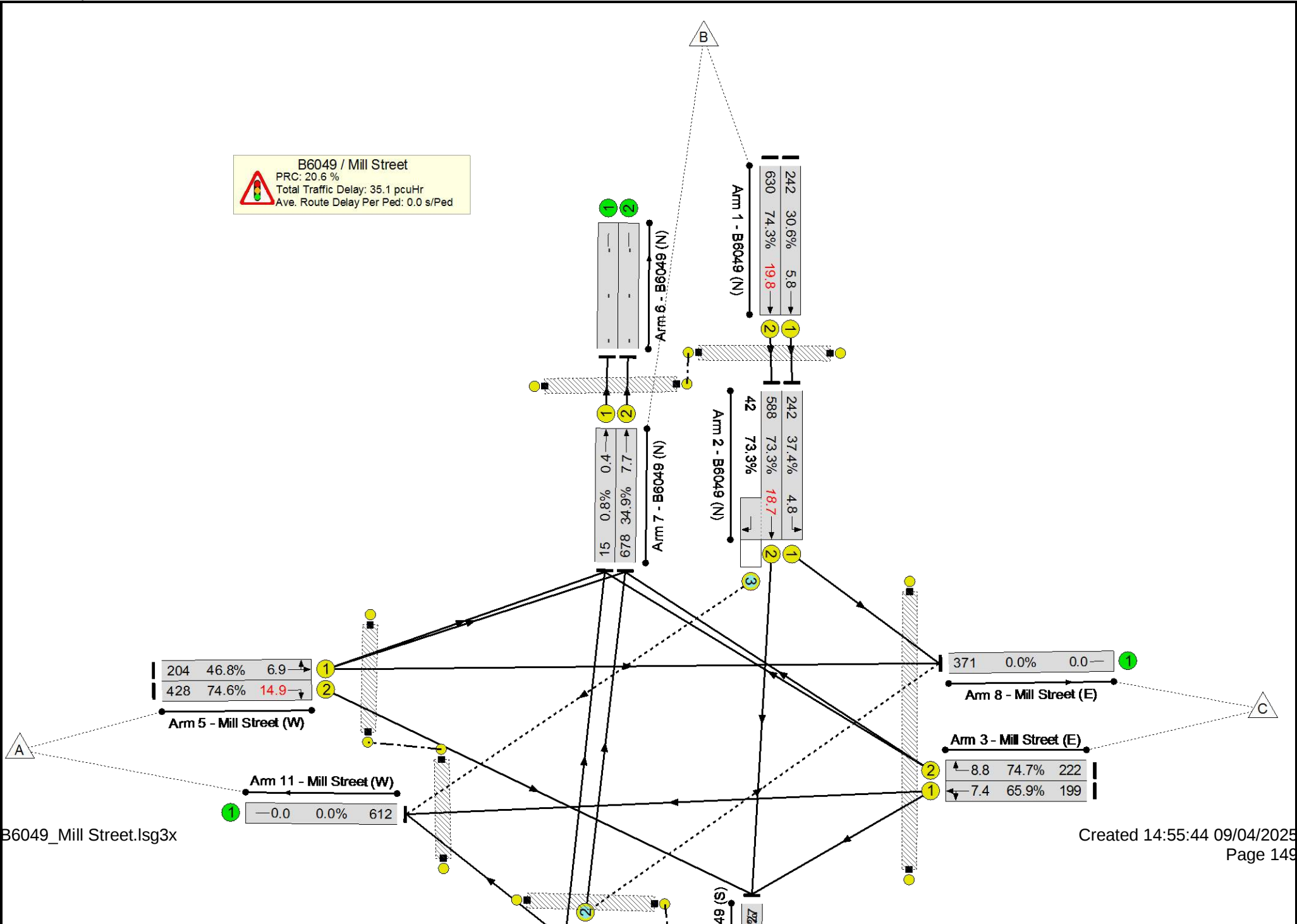
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	35	25	60	17	158	175
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	43	67	110	55	182	237
C	Mill Street (E) Right Left Ahead	Traffic	14	5	19	23	115	138
D	B6049 (S) Ahead Right Left	Traffic	45	65	110	57	180	237
E	B6049 (N) Ahead	Traffic	456	134	110			
F	B6049 (S) Ahead	Traffic	7	131	138	205	152	357
G	Mill Street (W) Right	Traffic	35	25	60	31	144	175
H	Pedestrians across	Pedestrian	54	6	60	59	116	175
I	Pedestrians across	Pedestrian	7	143	150	7	390	397
J	Pedestrians across	Pedestrian	7	366	373			
K	Pedestrians across	Pedestrian	54	6	60	59	116	175
L	Pedestrians across	Pedestrian	32	28	60	28	147	175
M	Pedestrians across	Pedestrian	73	65	138	76	180	256
N	Pedestrians across	Pedestrian	7	122	129			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	40	262	302	19	405	424
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	48	309	357	49	431	0
C	Mill Street (E) Right Left Ahead	Traffic	14	242	256	23	362	385
D	B6049 (S) Ahead Right Left	Traffic	50	307	357	51	429	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	378	385	191	399	110
G	Mill Street (W) Right	Traffic	40	262	302	33	391	424
H	Pedestrians across	Pedestrian	59	243	302	61	363	424
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	59	243	302	61	363	424
L	Pedestrians across	Pedestrian	37	265	302	30	394	424
M	Pedestrians across	Pedestrian	78	307	385	70	429	19
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	74.7%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	74.7%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	195	-	-	242	1905	790	30.6%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	195	-	-	630	2045	848	74.3%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	195	-	-	242	1561	647	37.4%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	195	-	-	630	2055:1881	802+57	73.3 : 73.3%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	74	-	-	199	1857	302	65.9%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	74	-	-	222	1830	297	74.7%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	203	-	-	382	1726	744	51.3%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	203	-	-	396	2054	886	44.7%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	111	-	-	204	1820	436	46.8%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	139	-	-	428	1925	573	74.6%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	15	1900	1809	0.8%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	678	2040	1942	34.9%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	371	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	1027	2025	1747	58.8%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1027	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	612	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	233	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	233	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	127	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	297	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	45	0	0	25.5	9.5	0.1	35.1	-	-	-	-	
B6049 / Mill Street	-	-	45	0	0	25.5	9.5	0.1	35.1	-	-	-	-	
1/1	242	242	-	-	-	1.6	0.2	-	1.8	26.9	5.6	0.2	5.8	
1/2	630	630	-	-	-	5.2	1.4	-	6.6	37.9	18.4	1.4	19.8	
2/1	242	242	-	-	-	0.2	0.3	-	0.5	7.8	4.5	0.3	4.8	
2/2+2/3	630	630	42	0	0	0.5	1.4	0.0	1.9	10.7	17.3	1.4	18.7	
3/1	199	199	-	-	-	2.6	1.0	-	3.6	64.4	6.5	1.0	7.4	
3/2	222	222	-	-	-	3.0	1.4	-	4.4	71.0	7.3	1.4	8.8	
4/1	382	382	-	-	-	2.6	0.5	-	3.2	29.9	9.7	0.5	10.2	
4/2	396	396	3	0	0	2.6	0.4	0.0	3.1	27.9	9.6	0.4	10.0	
5/1	204	204	-	-	-	2.2	0.4	-	2.7	47.2	6.5	0.4	6.9	
5/2	428	428	-	-	-	4.5	1.4	-	6.0	50.2	13.4	1.4	14.9	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	15	15	-	-	-	0.0	0.0	-	0.0	2.7	0.4	0.0	0.4	
7/2	678	678	-	-	-	0.2	0.3	-	0.5	2.5	7.4	0.3	7.7	
8/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1027	1027	-	-	-	0.2	0.7	-	0.9	3.2	13.5	0.7	14.2	
10/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

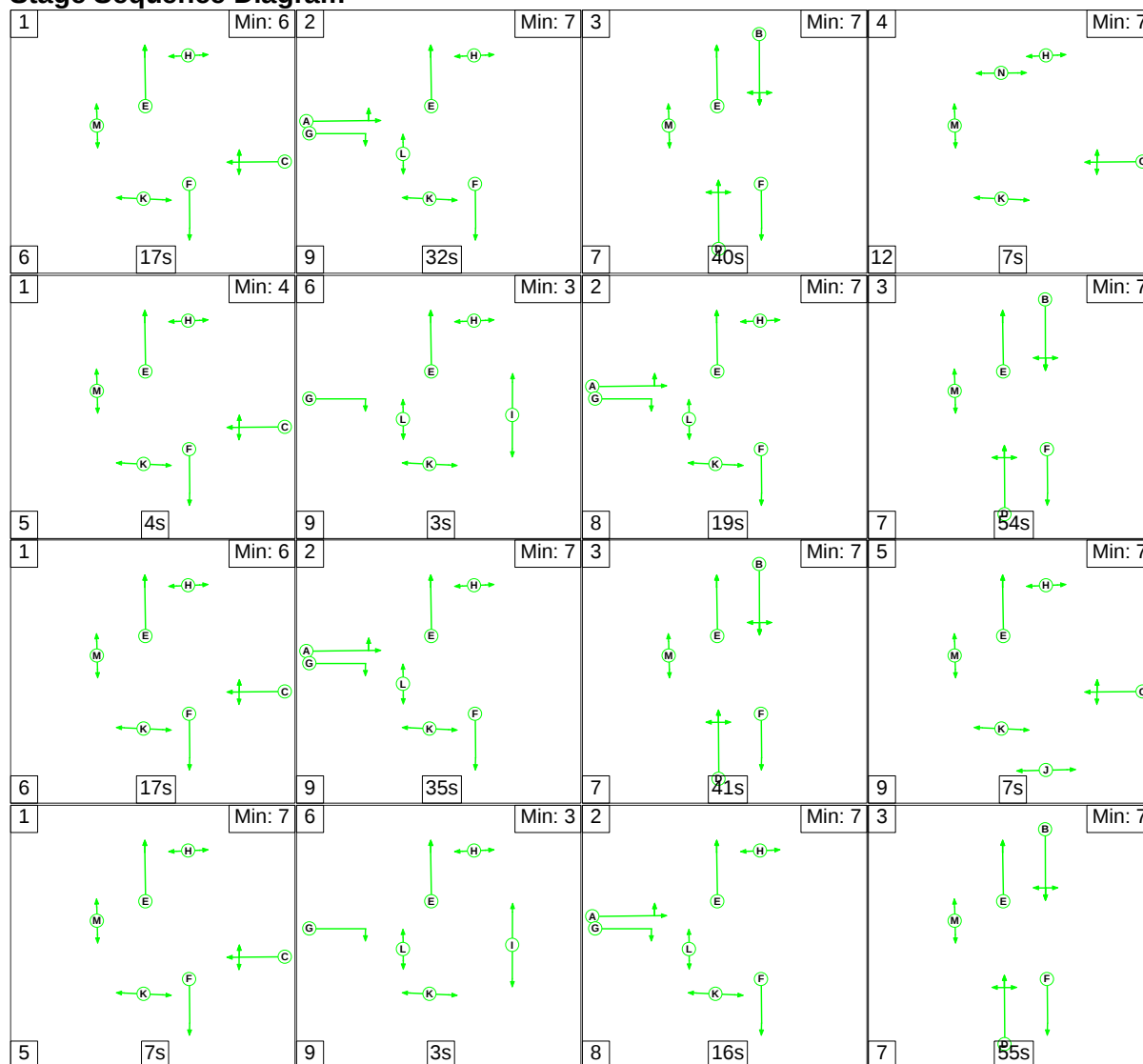
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 20.6 Total Delay for Signalled Lanes (pcuHr): 35.05 Cycle Time (s): 480 PRC Over All Lanes (%): 20.6 Total Delay Over All Lanes(pcuHr): 35.05														

Detailed Input Data And Results

Scenario 15: '2030 + Dev AM (peds every other cycle)' (FG9: '2030+Dev AM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	17	32	40	7	4	3	19	54	17	35
Change Point	0	23	64	111	130	139	151	178	239	262

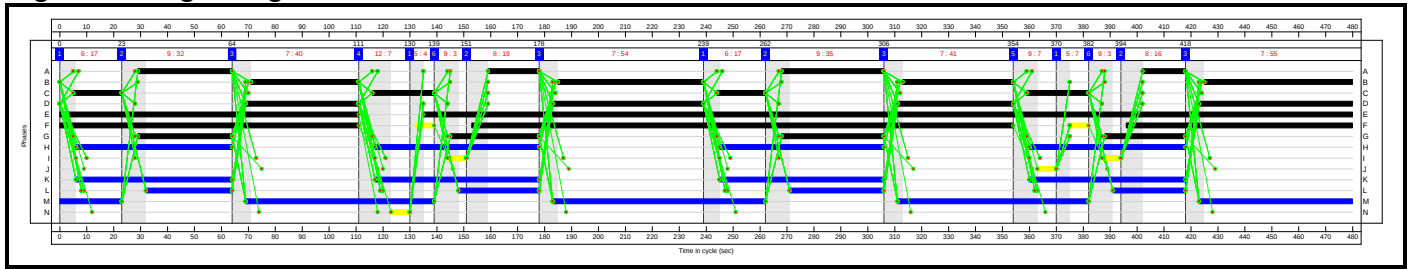
Stage	3	5	1	6	2	3				
Duration	41	7	7	3	16	55				
Change Point	306	354	370	382	394	418				

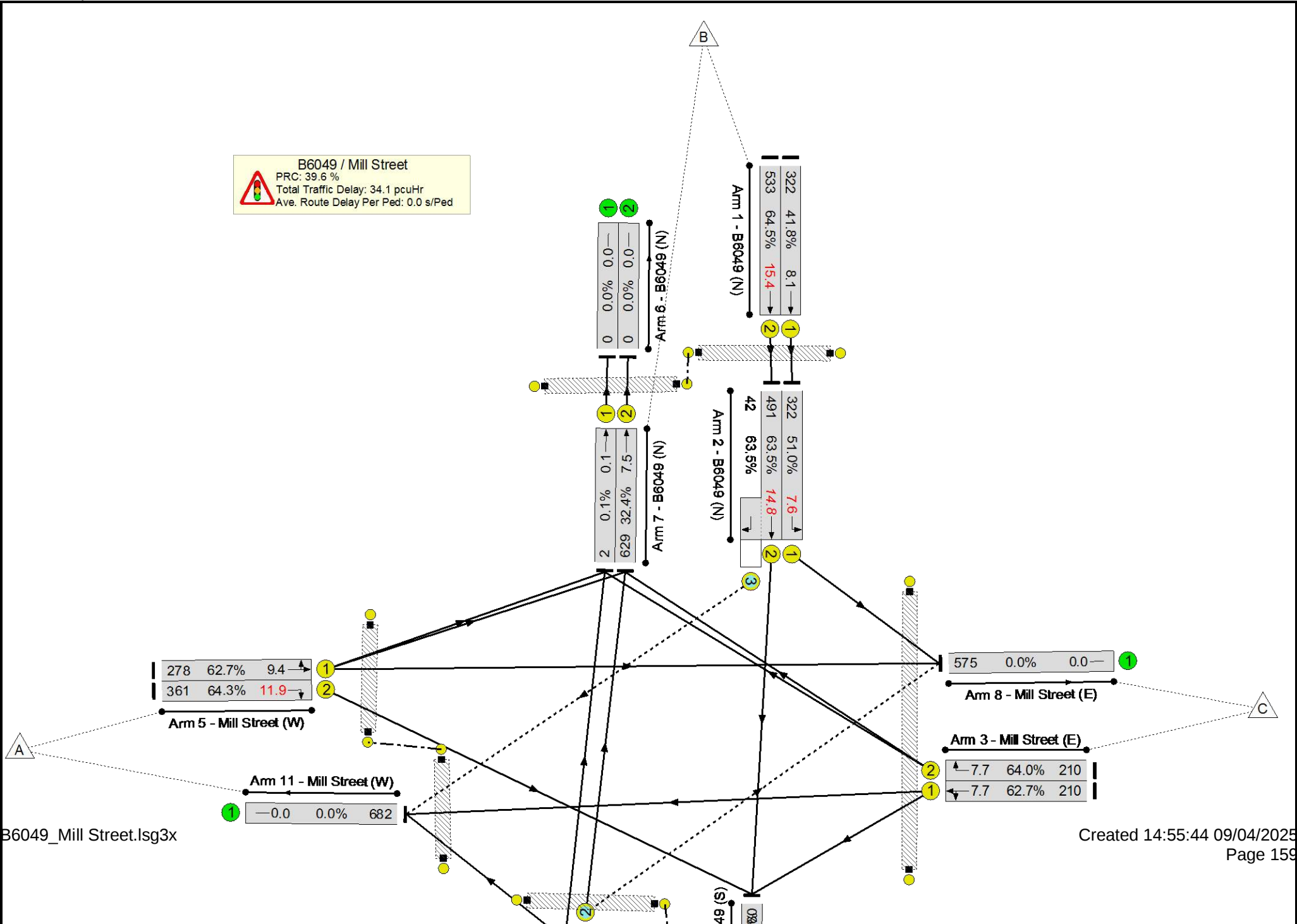
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	35	29	64	19	159	178
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	40	71	111	54	185	239
C	Mill Street (E) Right Left Ahead	Traffic	18	5	23	23	116	139
D	B6049 (S) Ahead Right Left	Traffic	42	69	111	56	183	239
E	B6049 (N) Ahead	Traffic	456	135	111			
F	B6049 (S) Ahead	Traffic	7	132	139	201	153	354
G	Mill Street (W) Right	Traffic	35	29	64	33	145	178
H	Pedestrians across	Pedestrian	58	6	64	61	117	178
I	Pedestrians across	Pedestrian	7	144	151	7	387	394
J	Pedestrians across	Pedestrian	7	363	370			
K	Pedestrians across	Pedestrian	58	6	64	61	117	178
L	Pedestrians across	Pedestrian	32	32	64	30	148	178
M	Pedestrians across	Pedestrian	70	69	139	79	183	262
N	Pedestrians across	Pedestrian	7	123	130			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	38	268	306	16	402	418
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	41	313	354	55	425	0
C	Mill Street (E) Right Left Ahead	Traffic	18	244	262	23	359	382
D	B6049 (S) Ahead Right Left	Traffic	43	311	354	57	423	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	375	382	195	396	111
G	Mill Street (W) Right	Traffic	38	268	306	30	388	418
H	Pedestrians across	Pedestrian	61	245	306	58	360	418
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	61	245	306	58	360	418
L	Pedestrians across	Pedestrian	35	271	306	27	391	418
M	Pedestrians across	Pedestrian	71	311	382	80	423	23
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	322	1905	770	41.8%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	190	-	-	533	2045	827	64.5%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	190	-	-	322	1561	631	51.0%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	190	-	-	533	2055:1881	773+66	63.5 : 63.5%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	82	-	-	210	1868	335	62.7%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	82	-	-	210	1830	328	64.0%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	198	-	-	438	1726	726	60.3%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	198	-	-	396	2052	864	45.9%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	108	-	-	278	1899	443	62.7%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	136	-	-	361	1925	561	64.3%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	2	1900	1809	0.1%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	629	2040	1942	32.4%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	575	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	860	2025	1747	49.2%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	238	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	238	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	124	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	300	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	49	0	0	26.0	8.0	0.1	34.1	-	-	-	-	
B6049 / Mill Street	-	-	49	0	0	26.0	8.0	0.1	34.1	-	-	-	-	
1/1	322	322	-	-	-	2.3	0.4	-	2.7	29.7	7.8	0.4	8.1	
1/2	533	533	-	-	-	4.3	0.9	-	5.2	34.9	14.5	0.9	15.4	
2/1	322	322	-	-	-	0.3	0.5	-	0.9	9.6	7.0	0.5	7.6	
2/2+2/3	533	533	42	0	0	0.4	0.9	0.1	1.4	9.2	13.9	0.9	14.8	
3/1	210	210	-	-	-	2.7	0.8	-	3.5	59.9	6.8	0.8	7.7	
3/2	210	210	-	-	-	2.7	0.9	-	3.5	60.8	6.8	0.9	7.7	
4/1	438	438	-	-	-	3.3	0.8	-	4.0	33.2	11.6	0.8	12.3	
4/2	396	396	7	0	0	2.7	0.4	0.0	3.2	29.0	9.6	0.4	10.0	
5/1	278	278	-	-	-	3.2	0.8	-	4.0	52.1	8.6	0.8	9.4	
5/2	361	361	-	-	-	3.7	0.9	-	4.6	46.1	11.0	0.9	11.9	
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	2	2	-	-	-	0.0	0.0	-	0.0	2.8	0.1	0.0	0.1	
7/2	629	629	-	-	-	0.2	0.2	-	0.5	2.6	7.3	0.2	7.5	
8/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	860	860	-	-	-	0.2	0.5	-	0.6	2.7	9.9	0.5	10.4	
10/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

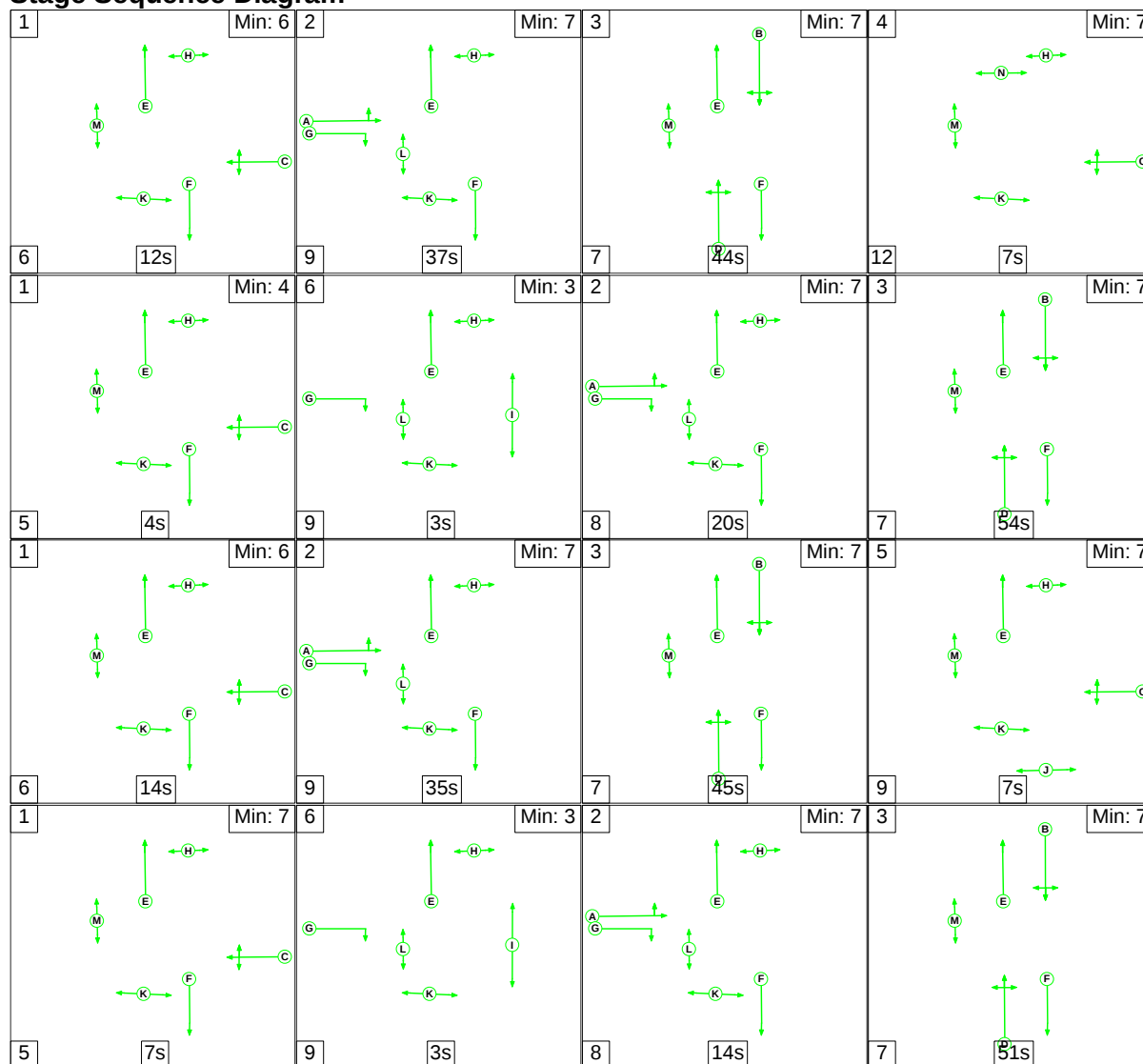
Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 39.6 Total Delay for Signalled Lanes (pcuHr): 34.05 Cycle Time (s): 480 PRC Over All Lanes (%): 39.6 Total Delay Over All Lanes(pcuHr): 34.05														

Detailed Input Data And Results

Scenario 16: '2030 + Dev PM (peds every other cycle)' (FG10: '2030+Dev PM', Plan 2: 'Pedestrians every other cycle')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	6	2	3	1	2
Duration	12	37	44	7	4	3	20	54	14	35
Change Point	0	18	64	115	134	143	155	183	244	264

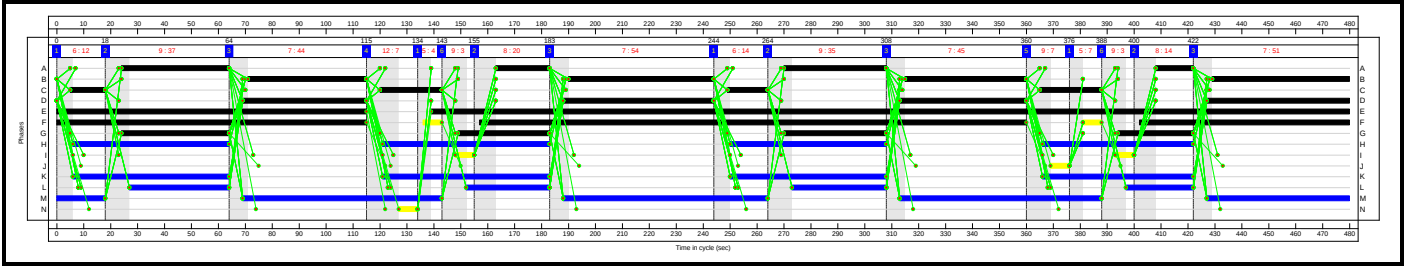
Stage	3	5	1	6	2	3				
Duration	45	7	7	3	14	51				
Change Point	308	360	376	388	400	422				

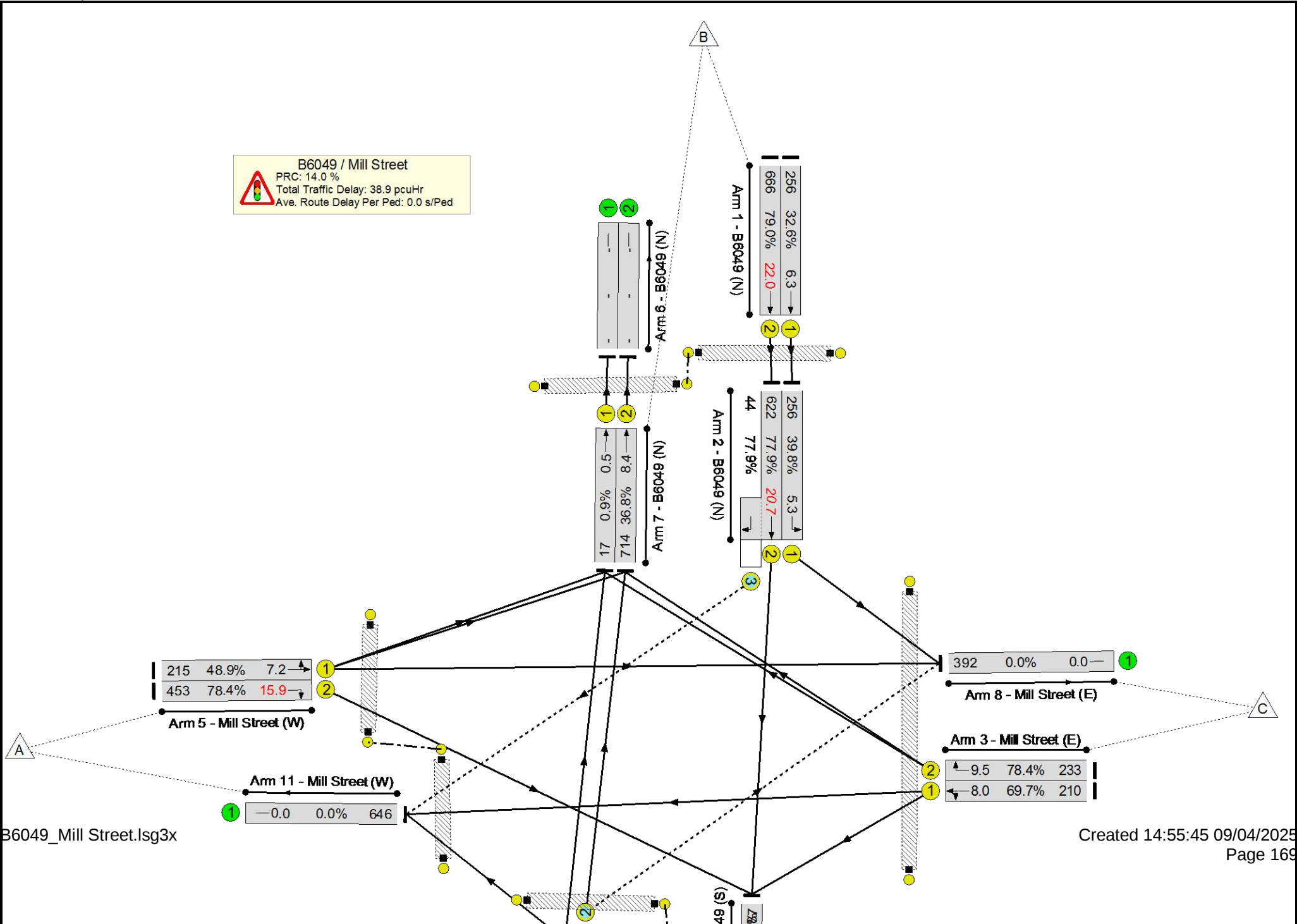
Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	40	24	64	20	163	183
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	44	71	115	54	190	244
C	Mill Street (E) Right Left Ahead	Traffic	13	5	18	23	120	143
D	B6049 (S) Ahead Right Left	Traffic	46	69	115	56	188	244
E	B6049 (N) Ahead	Traffic	456	139	115			
F	B6049 (S) Ahead	Traffic	7	136	143	203	157	360
G	Mill Street (W) Right	Traffic	40	24	64	34	149	183
H	Pedestrians across	Pedestrian	58	6	64	62	121	183
I	Pedestrians across	Pedestrian	7	148	155	7	393	400
J	Pedestrians across	Pedestrian	7	369	376			
K	Pedestrians across	Pedestrian	58	6	64	62	121	183
L	Pedestrians across	Pedestrian	37	27	64	31	152	183
M	Pedestrians across	Pedestrian	74	69	143	76	188	264
N	Pedestrians across	Pedestrian	7	127	134			

Phase Name	Description	Phase	Green Period 3			Green Period 4		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Mill Street (W) Left Ahead	Traffic	38	270	308	14	408	422
B	B6049 (N) Ahead Left Ahead2 Right	Traffic	45	315	360	51	429	0
C	Mill Street (E) Right Left Ahead	Traffic	15	249	264	23	365	388
D	B6049 (S) Ahead Right Left	Traffic	47	313	360	53	427	0
E	B6049 (N) Ahead	Traffic						
F	B6049 (S) Ahead	Traffic	7	381	388	193	402	115
G	Mill Street (W) Right	Traffic	38	270	308	28	394	422
H	Pedestrians across	Pedestrian	58	250	308	56	366	422
I	Pedestrians across	Pedestrian						
J	Pedestrians across	Pedestrian						
K	Pedestrians across	Pedestrian	58	250	308	56	366	422
L	Pedestrians across	Pedestrian	35	273	308	25	397	422
M	Pedestrians across	Pedestrian	75	313	388	71	427	18
N	Pedestrians across	Pedestrian						

Signal Timings Diagram





Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	79.0%
B6049 / Mill Street	-	-	N/A	-	-		-	-	-	-	-	-	-	79.0%
1/1	B6049 (N) Ahead	U	N/A	N/A	B		4	194	-	-	256	1905	786	32.6%
1/2	B6049 (N) Ahead	U	N/A	N/A	B		4	194	-	-	666	2045	844	79.0%
2/1	B6049 (N) Left	U	N/A	N/A	B		4	194	-	-	256	1561	644	39.8%
2/2+2/3	B6049 (N) Ahead Right	U+O	N/A	N/A	B		4	194	-	-	666	2055:1881	799+57	77.9 : 77.9%
3/1	Mill Street (E) Left Ahead	U	N/A	N/A	C		4	74	-	-	210	1855	301	69.7%
3/2	Mill Street (E) Right	U	N/A	N/A	C		4	74	-	-	233	1830	297	78.4%
4/1	B6049 (S) Ahead Left	U	N/A	N/A	D		4	202	-	-	404	1726	741	54.5%
4/2	B6049 (S) Ahead Right	O	N/A	N/A	D		4	202	-	-	419	2054	882	47.5%
5/1	Mill Street (W) Left Ahead	U	N/A	N/A	A		4	112	-	-	215	1821	440	48.9%
5/2	Mill Street (W) Right	U	N/A	N/A	G		4	140	-	-	453	1925	578	78.4%
6/1	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
6/2	B6049 (N)	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/1	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	17	1900	1809	0.9%
7/2	B6049 (N) Ahead	U	N/A	N/A	E		1	456	-	-	714	2040	1942	36.8%
8/1	Mill Street (E)	U	N/A	N/A	-		-	-	-	-	392	Inf	Inf	0.0%

Detailed Input Data And Results

9/1	B6049 (S) Ahead	U	N/A	N/A	F		4	410	-	-	1087	2025	1747	62.2%
10/1	B6049 (S)	U	N/A	N/A	-		-	-	-	-	1087	Inf	Inf	0.0%
11/1	Mill Street (W)	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		4	234	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		2	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		4	234	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	L		4	128	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	M		4	296	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	7	-	-	0	-	0	0.0%

Detailed 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	-	-	47	0	0	27.4	11.4	0.1	38.9	-	-	-	-	
B6049 / Mill Street	-	-	47	0	0	27.4	11.4	0.1	38.9	-	-	-	-	
1/1	256	256	-	-	-	1.7	0.2	-	1.9	27.3	6.0	0.2	6.3	
1/2	666	666	-	-	-	5.7	1.8	-	7.5	40.7	20.2	1.8	22.0	
2/1	256	256	-	-	-	0.2	0.3	-	0.6	8.1	5.0	0.3	5.3	
2/2+2/3	666	666	44	0	0	0.5	1.7	0.1	2.3	12.4	19.0	1.7	20.7	
3/1	210	210	-	-	-	2.8	1.1	-	3.9	66.7	6.9	1.1	8.0	
3/2	233	233	-	-	-	3.1	1.7	-	4.8	74.8	7.8	1.7	9.5	
4/1	404	404	-	-	-	2.9	0.6	-	3.5	30.9	10.5	0.6	11.1	
4/2	419	419	3	0	0	2.9	0.5	0.0	3.3	28.6	10.5	0.5	10.9	
5/1	215	215	-	-	-	2.4	0.5	-	2.8	47.4	6.7	0.5	7.2	
5/2	453	453	-	-	-	4.8	1.8	-	6.6	52.5	14.1	1.8	15.9	
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
6/2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/1	17	17	-	-	-	0.0	0.0	-	0.0	2.7	0.5	0.0	0.5	
7/2	714	714	-	-	-	0.2	0.3	-	0.5	2.6	8.1	0.3	8.4	
8/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1087	1087	-	-	-	0.2	0.8	-	1.0	3.4	13.8	0.8	14.7	
10/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 PRC for Signalled Lanes (%): 14.0 Total Delay for Signalled Lanes (pcuHr): 38.86 Cycle Time (s): 480 PRC Over All Lanes (%): 14.0 Total Delay Over All Lanes(pcuHr): 38.86														

