



Appendix D Bromyard Road Junction LinSig Outputs

BROMYARD ROAD JUNCTION RESULTS SUMMARY (2017 DATA)

Data Year	2017					
Cycle Time	90					
Call Frequency	1 in 3					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	82%	11	38	85%	10	49
Bromyard Road	82%	17	37	84%	21	39
The Homend	65%	13	27	67%	16	22
PRC	9.3%			5.5%		
Total Delay (PCUhr)	16.85			18.38		

Data Year	2017					
Cycle Time	90					
Call Frequency	1 in 2					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	86%	12	43	89%	11	55
Bromyard Road	85%	17	41	91%	22	52
The Homend	66%	12	28	70%	15	24
PRC	4.1%			-1.4%		
Total Delay (PCUhr)	18.51			21.9		

Data Year	2017					
Cycle Time	110					
Call Frequency	1 in 3					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	81%	13	43	82%	11	52
Bromyard Road	81%	20	40	83%	21	39
The Homend	60%	15	27	62%	16	21
PRC	10.6%			8.9%		
Total Delay (PCUhr)	18.21			18.76		

Data Year	2017					
Cycle Time	110					
Call Frequency	1 in 2					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	84%	14	45	86%	11	56
Bromyard Road	84%	20	44	86%	22	44
The Homend	61%	14	28	64%	16	23
PRC	7.2%			5.0%		
Total Delay (PCUhr)	19.36			20.53		

Data Year	2017					
Cycle Time	110					
Call Frequency	1 in 1					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	94%	17	67	101%	22	121
Bromyard Road	92%	21	61	98%	28	87
The Homend	65%	14	31	69%	16	27
PRC	-4.8%			-12.0%		
Total Delay (PCUhr)	26.67			38.84		

Data Year	2017					
Cycle Time	120					
Call Frequency	1 in 3					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	82%	14	45	81.7 : 81.7%	12	56
Bromyard Road	83%	27	47	82%	23	40
The Homend	59%	18	30	60%	18	21
PRC	9.0%			9.9%		
Total Delay (PCUhr)	20.15			19.45		

Data Year	2017					
Cycle Time	120					
Call Frequency	1 in 2					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	85%	15	48	85%	12	59
Bromyard Road	84%	21	47	85%	22	45
The Homend	60%	15	29	62%	17	23
PRC	6.3%			5.9%		
Total Delay (PCUhr)	20.51			20.93		

Data Year	2017
Cycle Time	120
Call Frequency	1 in 1

Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	93%	17	65	96%	16	86
Bromyard Road	92%	22	63	96%	28	80
The Homend	63%	14	32	67%	17	27
PRC	-3.2%			-6.7%		
Total Delay (PCUhr)	26.47			31.94		

BROMYARD ROAD JUNCTION RESULTS SUMMARY (2018 DATA)

Data Year	2018					
Cycle Time	90					
Call Frequency	1 in 3					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	81%	11	38	82%	10	44
Bromyard Road	80%	16	35	82%	18	36
The Homend	63%	12	26	64%	14	23
PRC	11.5%			10.1%		
Total Delay (PCUhr)	15.87			16.15		

Data Year	2018					
Cycle Time	90					
Call Frequency	1 in 2					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	83%	11	40	86%	11	48
Bromyard Road	85%	17	41	87%	19	44
The Homend	66%	13	28	67%	14	25
PRC	6.5%			3.7%		
Total Delay (PCUhr)	17.54			18.38		

Data Year	2018					
Cycle Time	110					
Call Frequency	1 in 3					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	80%	12	42	79%	12	48
Bromyard Road	80%	19	39	79%	19	37
The Homend	59%	14	27	59%	15	23
PRC	12.9%			14.6%		
Total Delay (PCUhr)	17.37			16.83		

Data Year	2018					
Cycle Time	110					
Call Frequency	1 in 2					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	82%	13	44	81%	12	50
Bromyard Road	82%	20	43	83%	20	42
The Homend	61%	15	28	61%	15	24
PRC	9.6%			9.1%		
Total Delay (PCUhr)	18.53			18.23		

Data Year	2018					
Cycle Time	110					
Call Frequency	1 in 1					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	93%	16	63	96%	16	82
Bromyard Road	91%	20	59	93%	22	65
The Homend	65%	13	31	66%	15	28
PRC	-3.1%			-6.1%		
Total Delay (PCUhr)	24.75			27.37		

Data Year	2018					
Cycle Time	120					
Call Frequency	1 in 3					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	81%	13	45	78.3 : 78.3%	12	50
Bromyard Road	81%	22	43	78%	21	39
The Homend	58%	15	28	58%	16	23
PRC	11.2%			15.0%		
Total Delay (PCUhr)	18.58			17.63		

Data Year	2018					
Cycle Time	120					
Call Frequency	1 in 2					
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	83%	13	47	80%	12	51
Bromyard Road	82%	19	45	80%	21	42
The Homend	60%	14	29	59%	16	25
PRC	8.6%			12.1%		
Total Delay (PCUhr)	19.41			18.54		

Data Year	2018
Cycle Time	120
Call Frequency	1 in 1

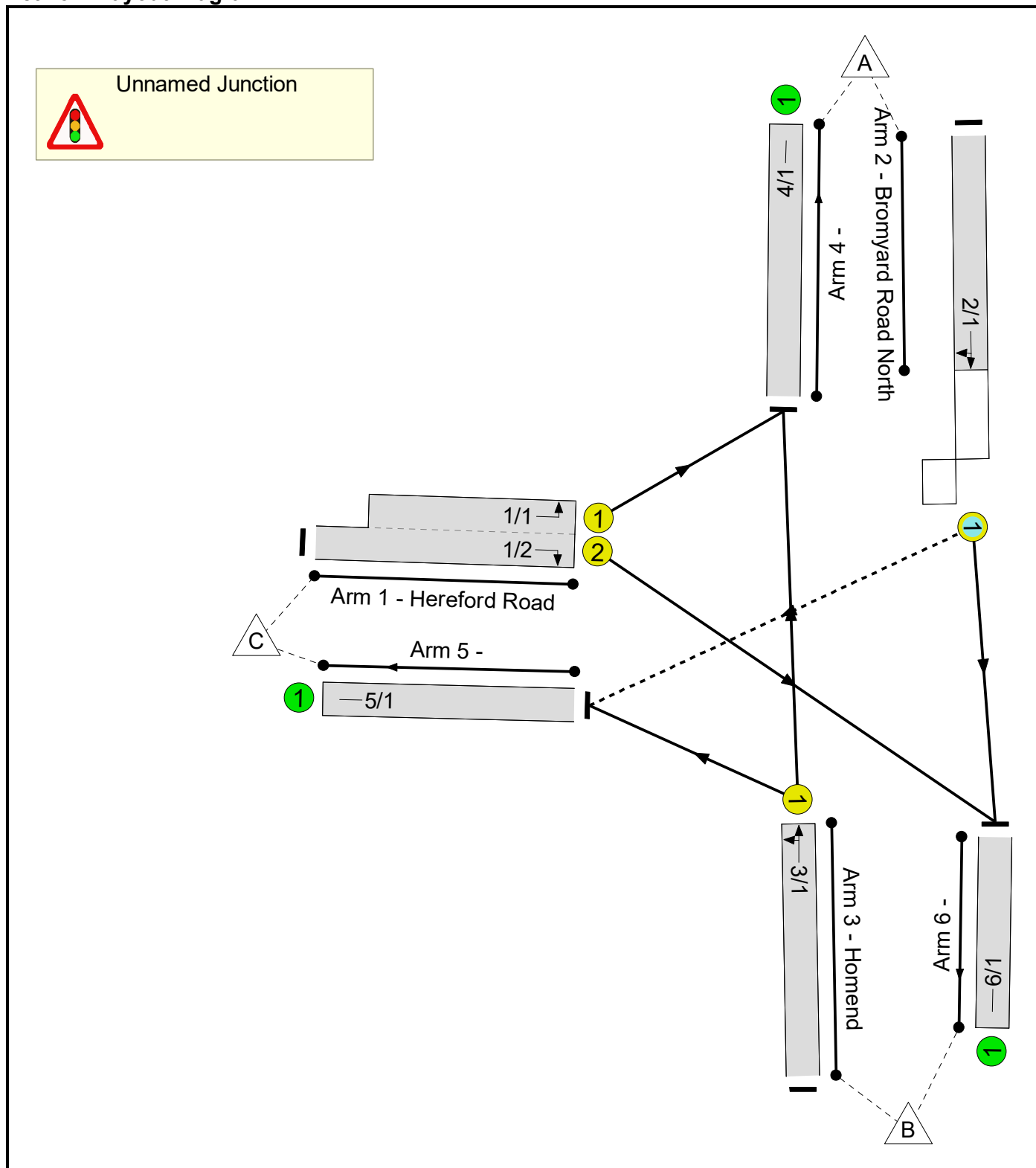
Arm	AM			PM		
	DoS	MMQ (PCU)	Delay per PCU (s)	DoS	MMQ (PCU)	Delay per PCU (s)
Hereford Road	91%	16	61	92%	15	71
Bromyard Road	89%	21	57	91%	23	61
The Homend	62%	14	32	63%	15	28
PRC	-1.3%			-2.4%		
Total Delay (PCUhr)	23.98			25.15		

Full Input Data And Results

User and Project Details

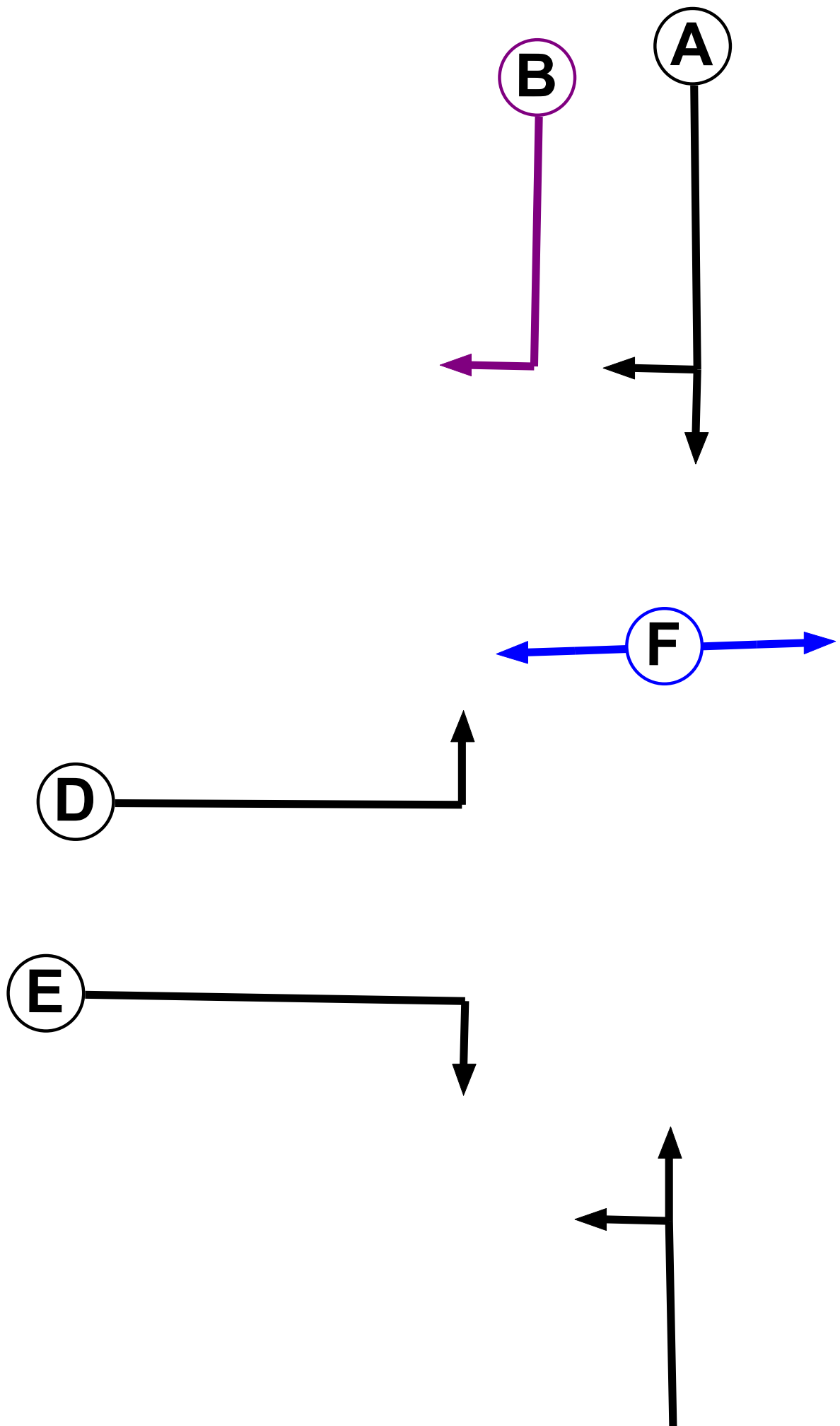
Project:	Ledbury, Herefordshire
Title:	PJA Signal Mitigation Scheme
Location:	
Client:	Bloor Homes
Additional detail:	
File name:	Bromyard Road Junction Appeal Final 90s Cycle.lsg3x
Author:	
Company:	Phil Jones Associates
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

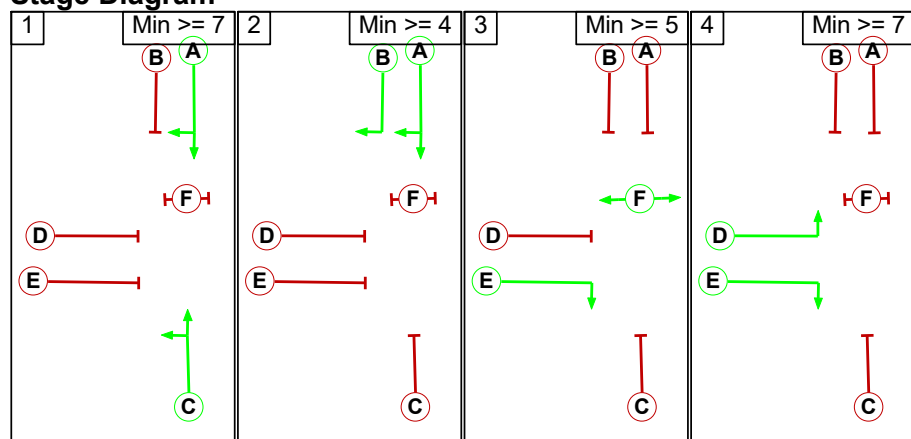
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic	A	7	7
B	Ind. Arrow		4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	-	6	7	7
	B	-		7	6	7	7
	C	-	5		6	5	7
	D	5	5	5		-	6
	E	5	5	5	-		-
	F	11	11	11	11	-	

Phases in Stage

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

Stage Diagram

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	D	Gaining relative	1	7
2	4	D	Gaining relative	1	7
3	1	E	Losing	6	6
3	2	E	Losing	6	6

Prohibited Stage Change

	To Stage				
From Stage		1	2	3	4
	1		5	7	7
	2	7		7	7
	3	11	11		11
	4	5	5	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bromyard Road North)	5/1 (Right)	1439	0	3/1	1.09	All	6.00	2.00	0.50	6	3.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Hereford Road)	U	D	2	3	11.8	Geom	-	3.30	4.90	Y	Arm 4 Left	10.00
1/2 (Hereford Road)	U	E	2	3	60.0	Geom	-	3.30	4.90	Y	Arm 6 Right	12.00
2/1 (Bromyard Road North)	O	A B	2	3	60.0	Geom	-	3.57	3.10	Y	Arm 5 Right	5.00
											Arm 6 Ahead	Inf
3/1 (Homend)	U	C	2	3	60.0	Geom	-	3.45	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	21.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 + Dev (2017 Data) AM'	07:45	08:45	01:00	
2: '2031 + Dev (2017 Data) PM'	16:45	17:45	01:00	
3: '2031 + Dev (2018 Data) AM'	08:00	09:00	01:00	
4: '2031 + Dev (2018 Data) PM'	17:00	18:00	01:00	

Scenario 1: 'Ped X 1in3 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Ped X 1in3 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Ped X 1in3 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Ped X 1in3 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Ped X 1in2 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Ped X 1in2 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Ped X 1in2 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Ped X 1in2 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Ped X 1in3 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Ped X 1in3 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Ped X 1in3 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Ped X 1in3 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Ped X 1in2 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Ped X 1in2 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Ped X 1in2 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

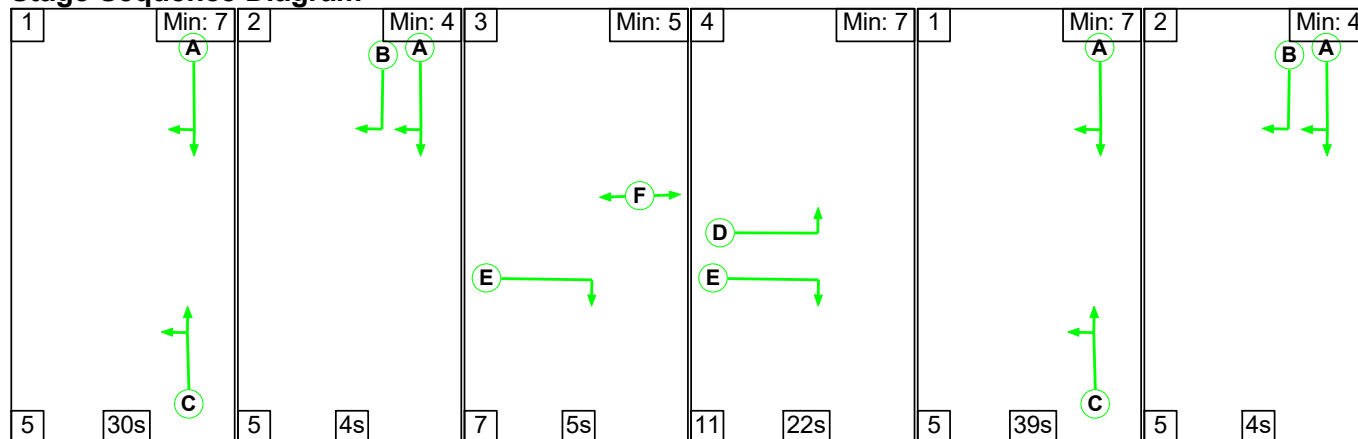
Traffic Lane Flows

Lane	Scenario 8: Ped X 1in2 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

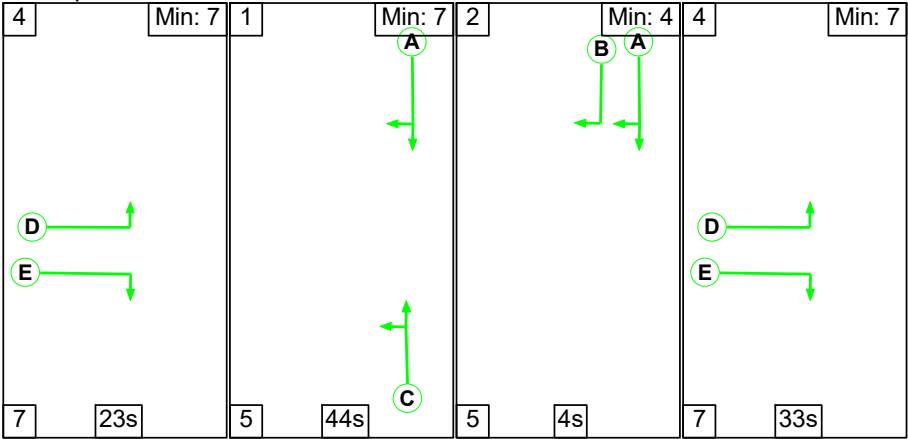
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Ped X 1in3 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 3: 'Peds Every 3')

Stage Sequence Diagram

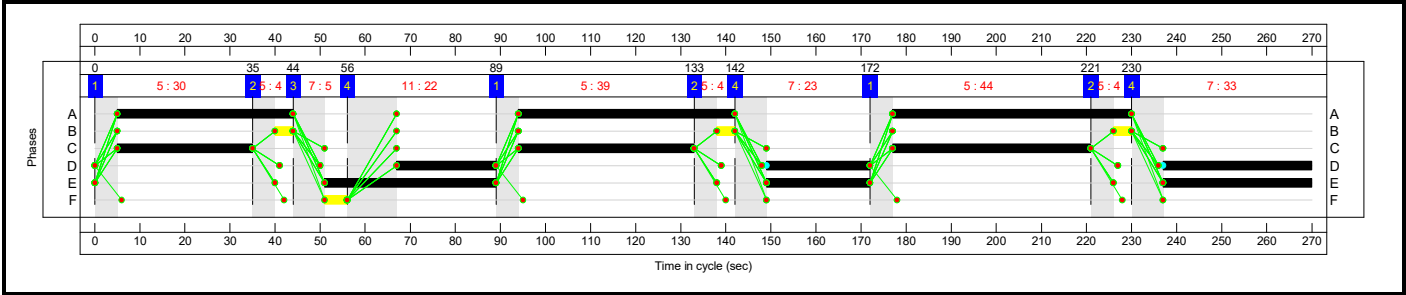
Full Input Data And Results



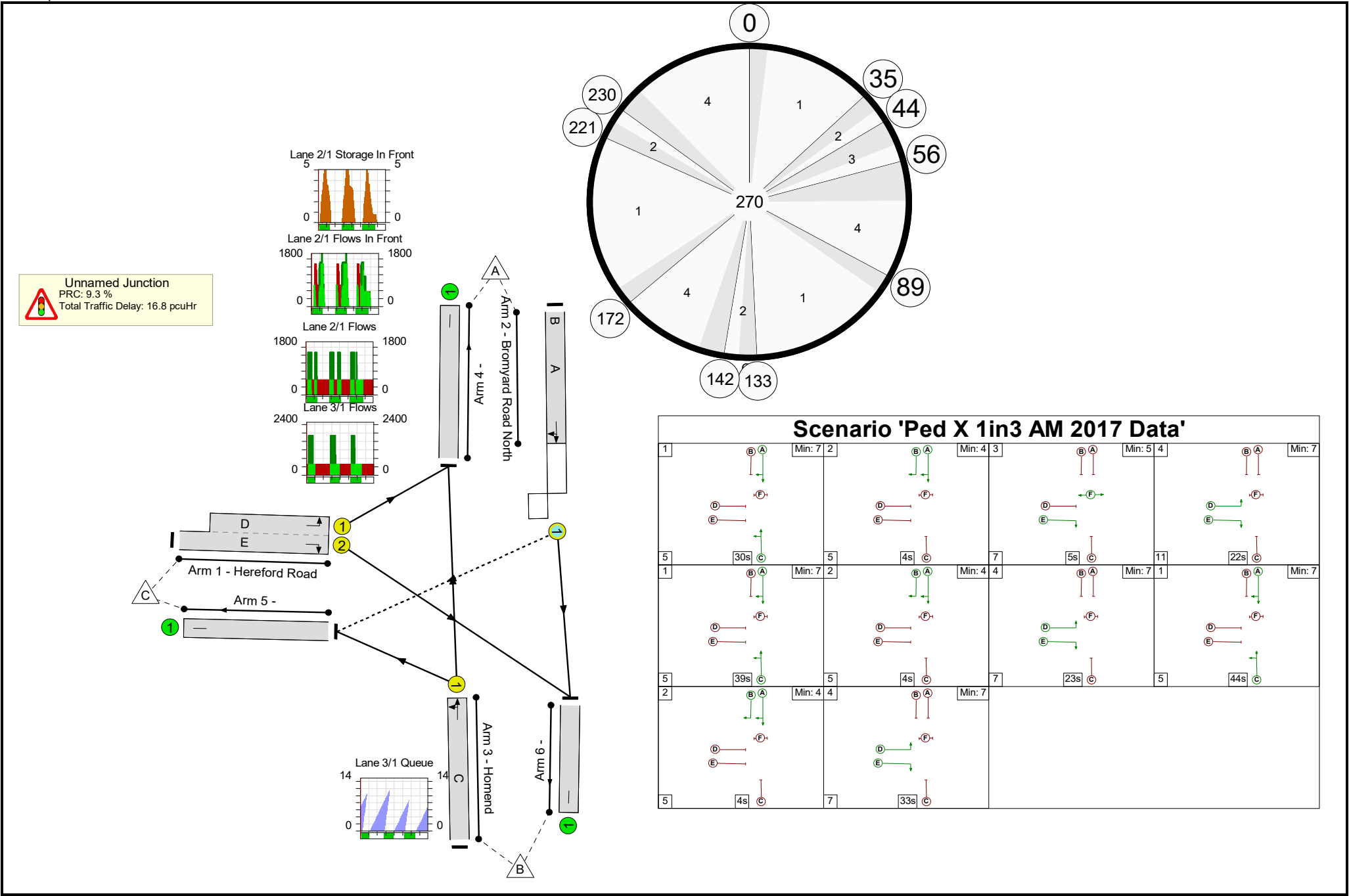
Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	30	4	5	22	39	4	23	44	4	33
Change Point	0	35	44	56	89	133	142	172	221	230

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	94:78	-	670	1546:1512	375+443	82.0 : 82.0%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	140	12	565	1606	686	82.4%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	113	-	525	1889	812	64.7%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	166	78	33	10.8	5.4	0.7	16.8	-	-	-	-
Unnamed Junction	-	-	166	78	33	10.8	5.4	0.7	16.8	-	-	-	-
1/2+1/1	670	670	-	-	-	4.9	2.2	-	7.1	38.3	8.7	2.2	10.9
2/1	565	565	166	78	33	2.9	2.3	0.7	5.8	37.0	14.6	2.3	16.8
3/1	525	525	-	-	-	3.0	0.9	-	3.9	26.8	11.7	0.9	12.6
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

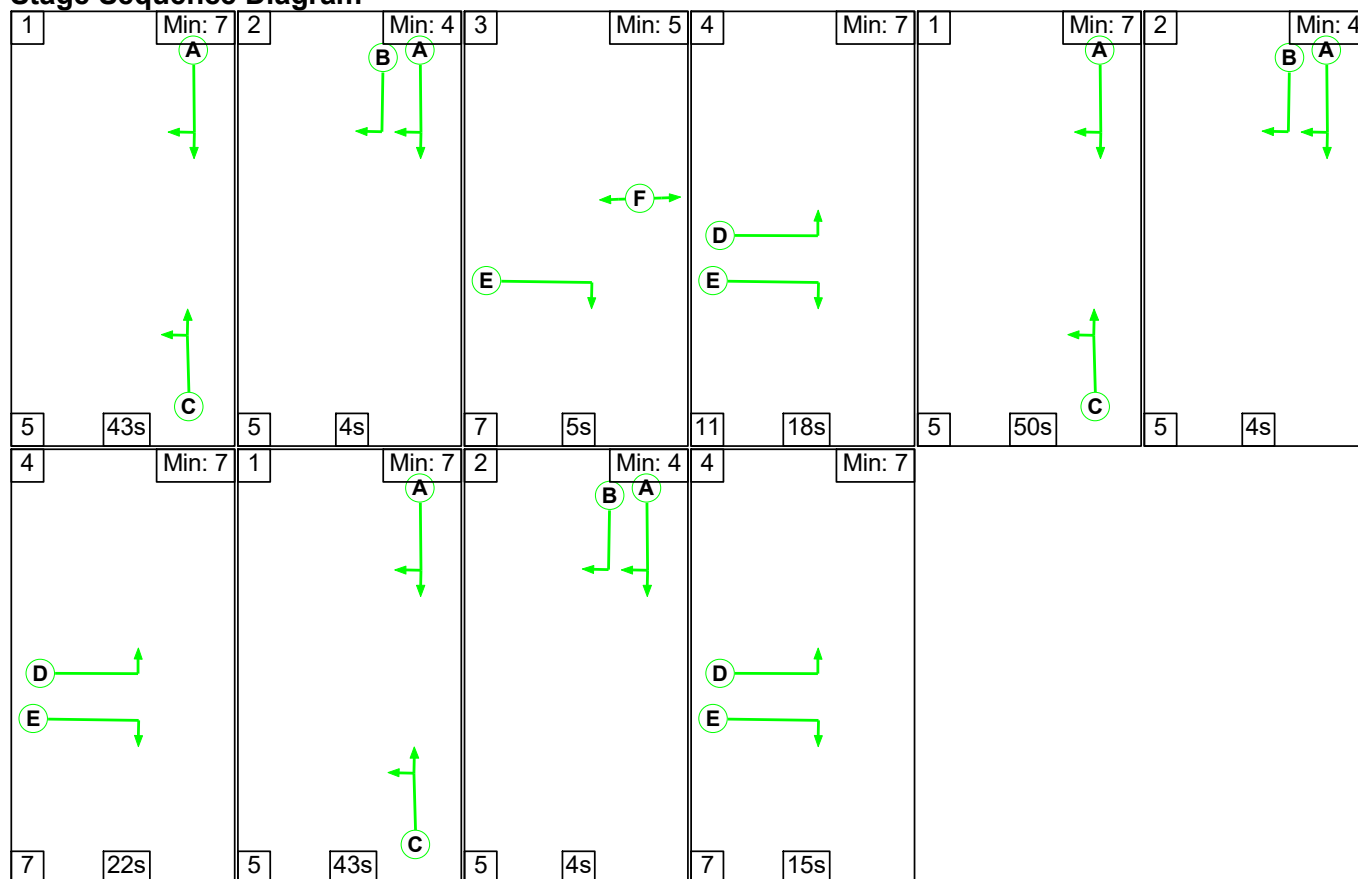
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.3	Total Delay for Signalled Lanes (pcuHr):	16.85	Cycle Time (s):	270
	PRC Over All Lanes (%):	9.3	Total Delay Over All Lanes(pcuHr):	16.85		

Full Input Data And Results

Scenario 2: 'Ped X 1in3 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 3: 'Peds Every 3')

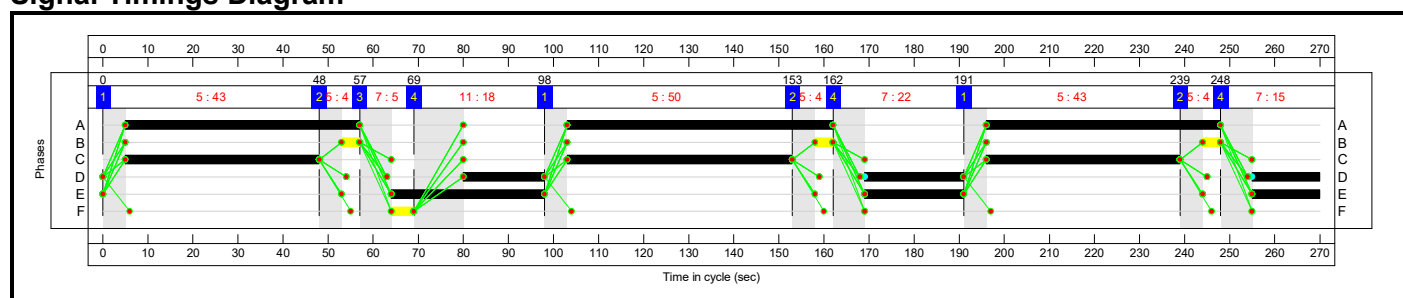
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	43	4	5	18	50	4	22	43	4	15
Change Point	0	48	57	69	98	153	162	191	239	248

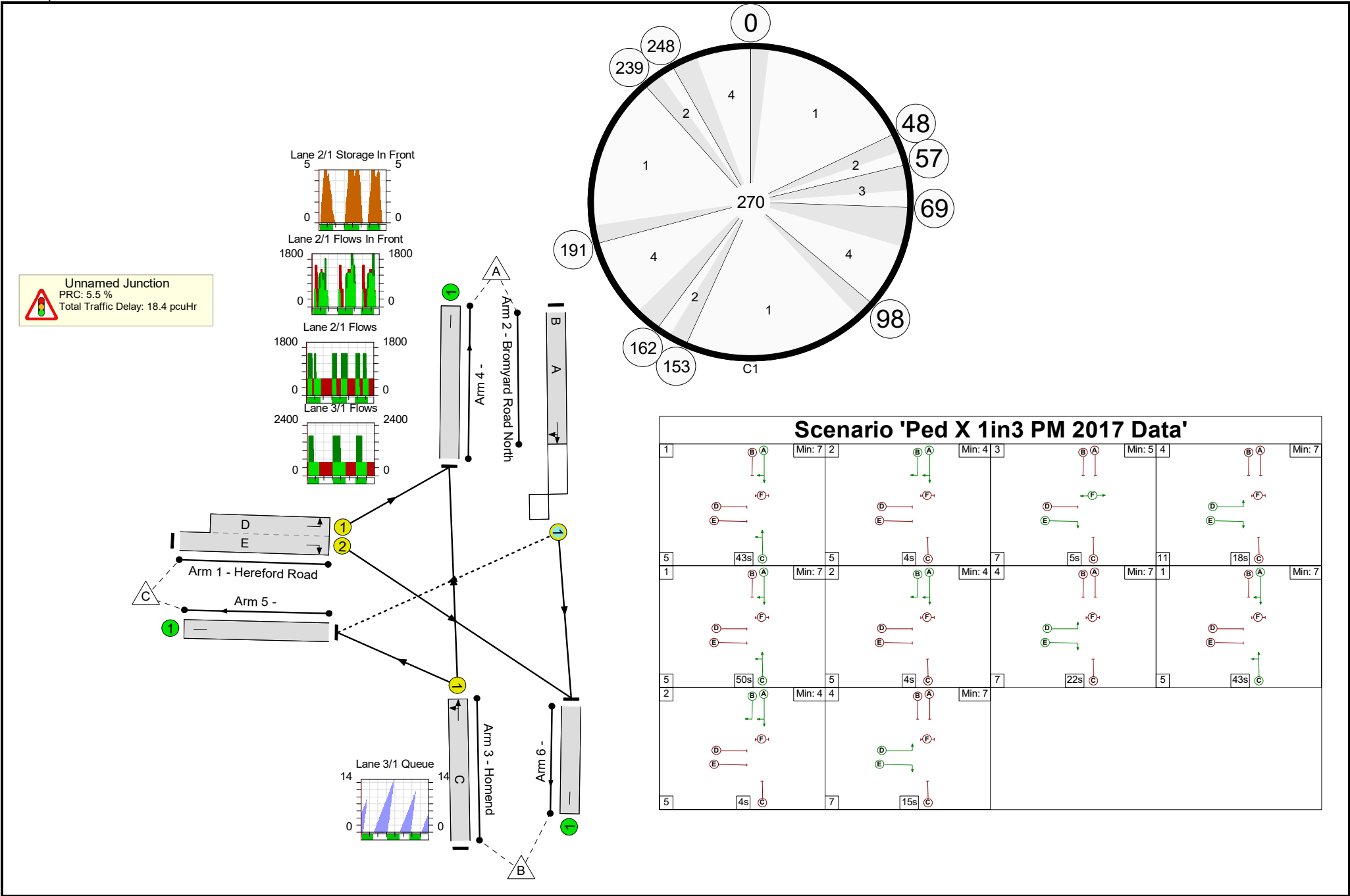
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	71:55	-	564	1546:1512	337+325	85.3 : 85.3%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	163	12	618	1574	732	84.4%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	136	-	651	1883	969	67.2%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	186	109	57	10.7	6.3	1.3	18.4	-	-	-	-
Unnamed Junction	-	-	186	109	57	10.7	6.3	1.3	18.4	-	-	-	-
1/2+1/1	564	564	-	-	-	5.0	2.7	-	7.7	49.2	7.4	2.7	10.1
2/1	618	618	186	109	57	2.7	2.6	1.3	6.6	38.7	18.0	2.6	20.6
3/1	651	651	-	-	-	3.0	1.0	-	4.0	22.3	14.8	1.0	15.8
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

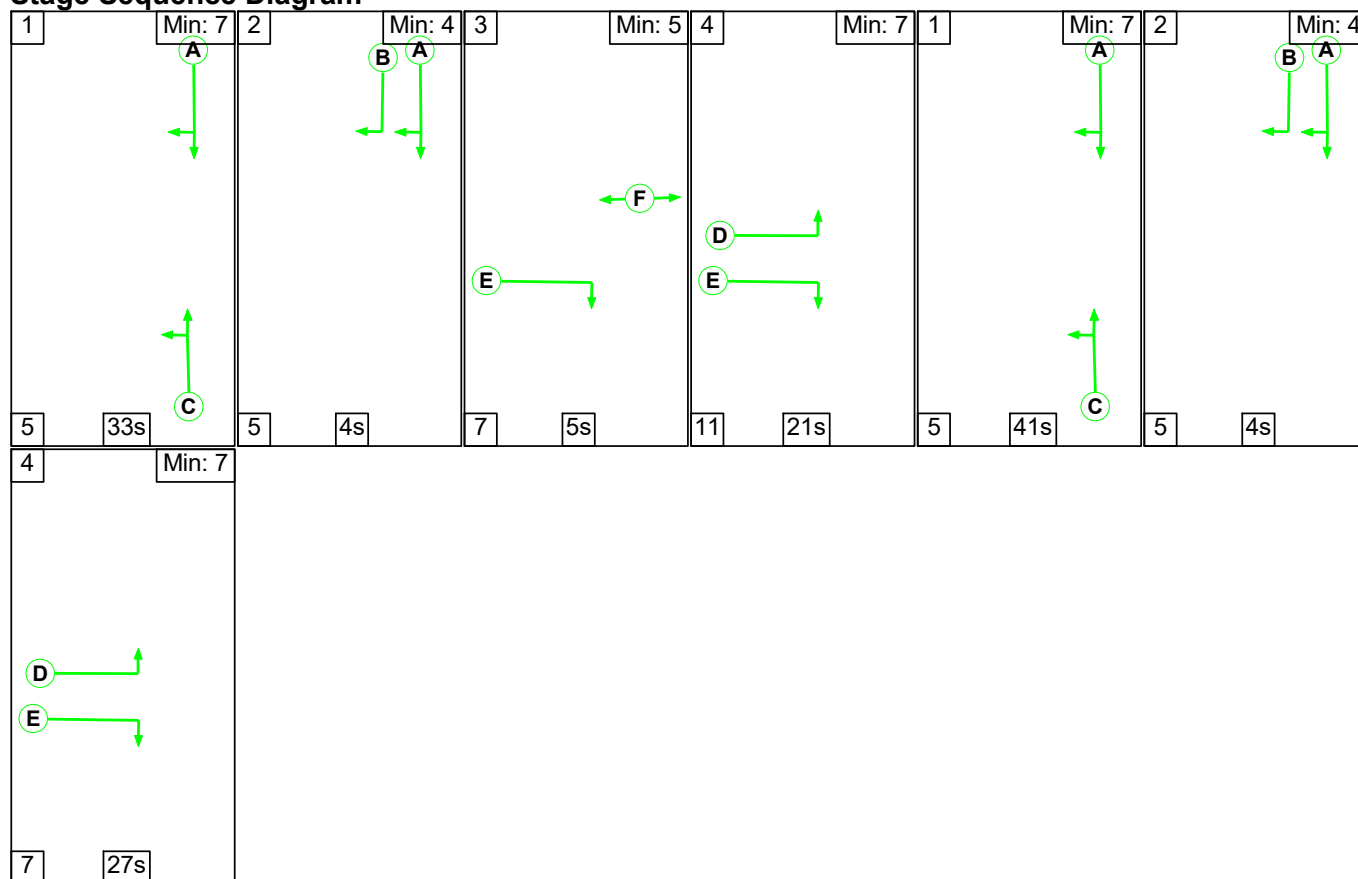
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	18.38	Cycle Time (s):	270
	PRC Over All Lanes (%):	5.5	Total Delay Over All Lanes(pcuHr):	18.38		

Full Input Data And Results

Scenario 3: 'Ped X 1in2 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 2: 'Peds Every 2')

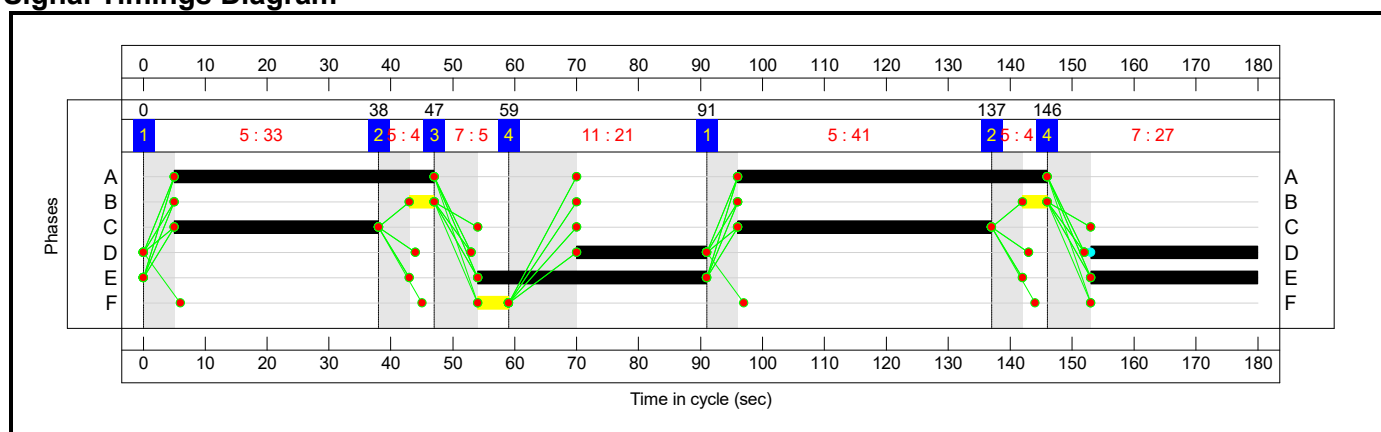
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	33	4	5	21	41	4	27
Change Point	0	38	47	59	91	137	146

Signal Timings Diagram



Full Input Data And Results

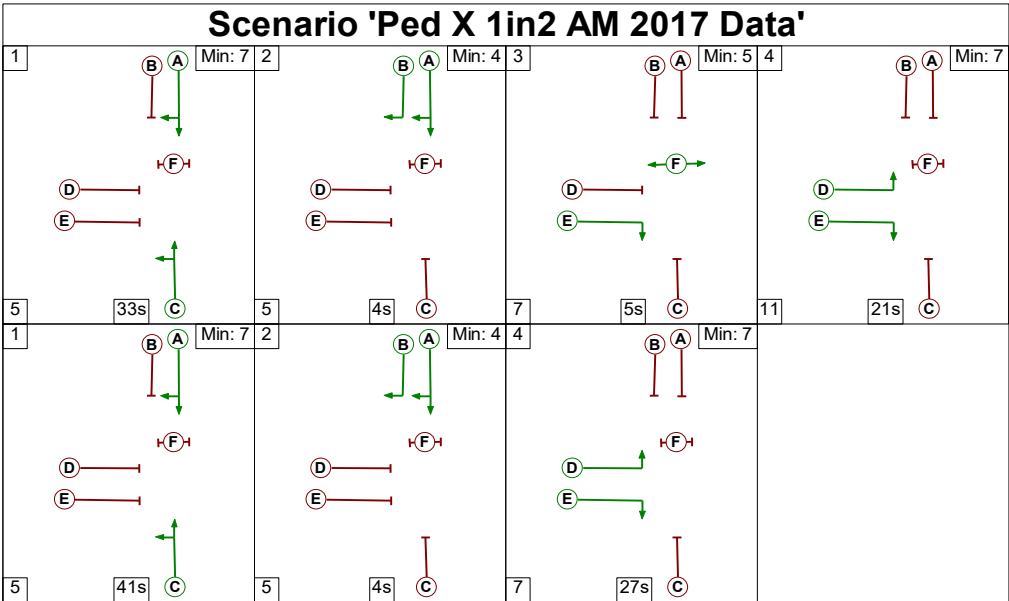
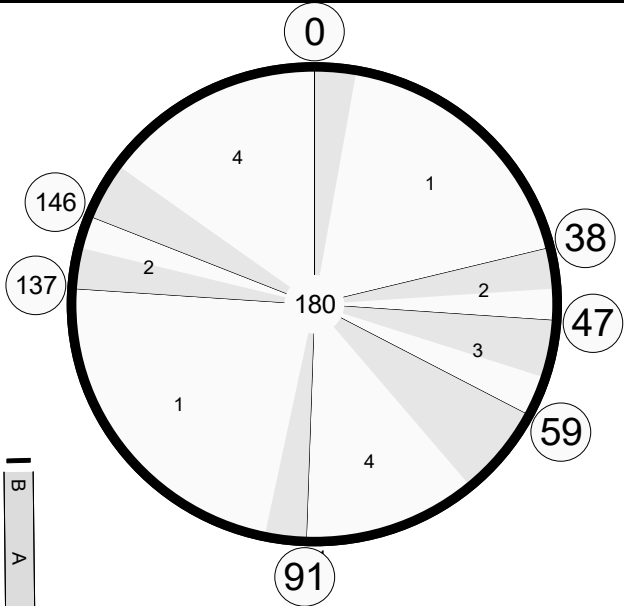
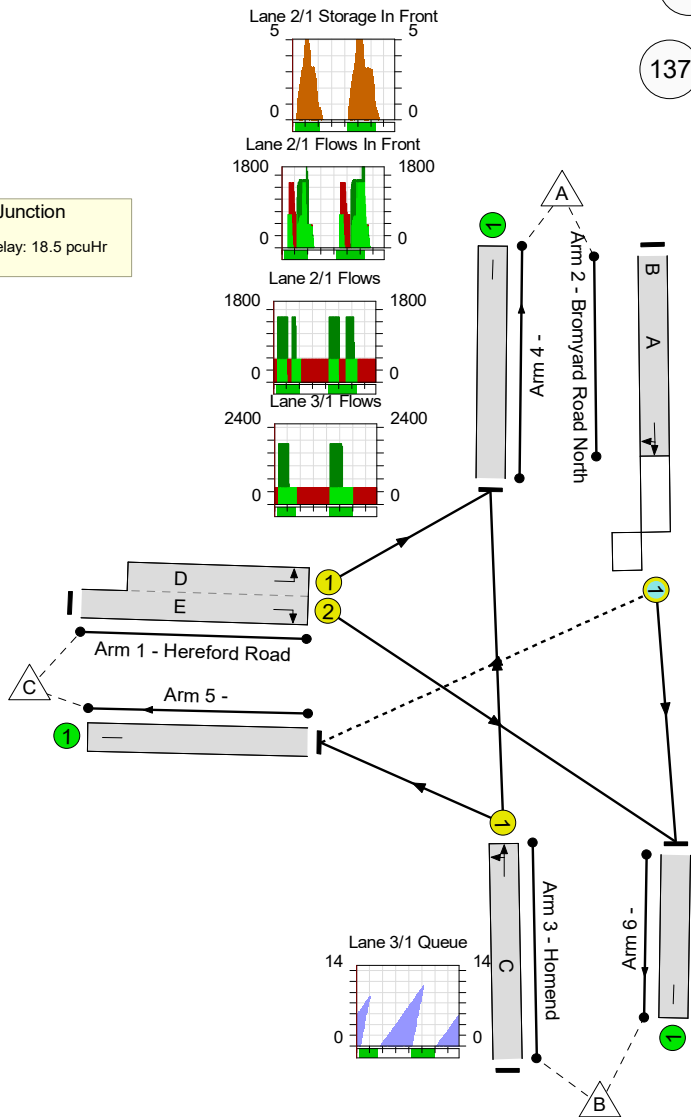
Network Layout Diagram

Full Input Data And Results

Unnamed Junction

PRC: 4.1 %

Total Traffic Delay: 18.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	64:48	-	670	1546:1512	355+420	86.4 : 86.4%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	92	8	565	1606	662	85.3%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	74	-	525	1889	798	65.8%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	173	86	18	11.1	6.7	0.7	18.5	-	-	-	-
Unnamed Junction	-	-	173	86	18	11.1	6.7	0.7	18.5	-	-	-	-
1/2+1/1	670	670	-	-	-	5.1	3.0	-	8.1	43.4	9.1	3.0	12.1
2/1	565	565	173	86	18	2.9	2.8	0.7	6.4	40.9	14.4	2.8	17.2
3/1	525	525	-	-	-	3.1	1.0	-	4.0	27.6	11.4	1.0	12.3
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

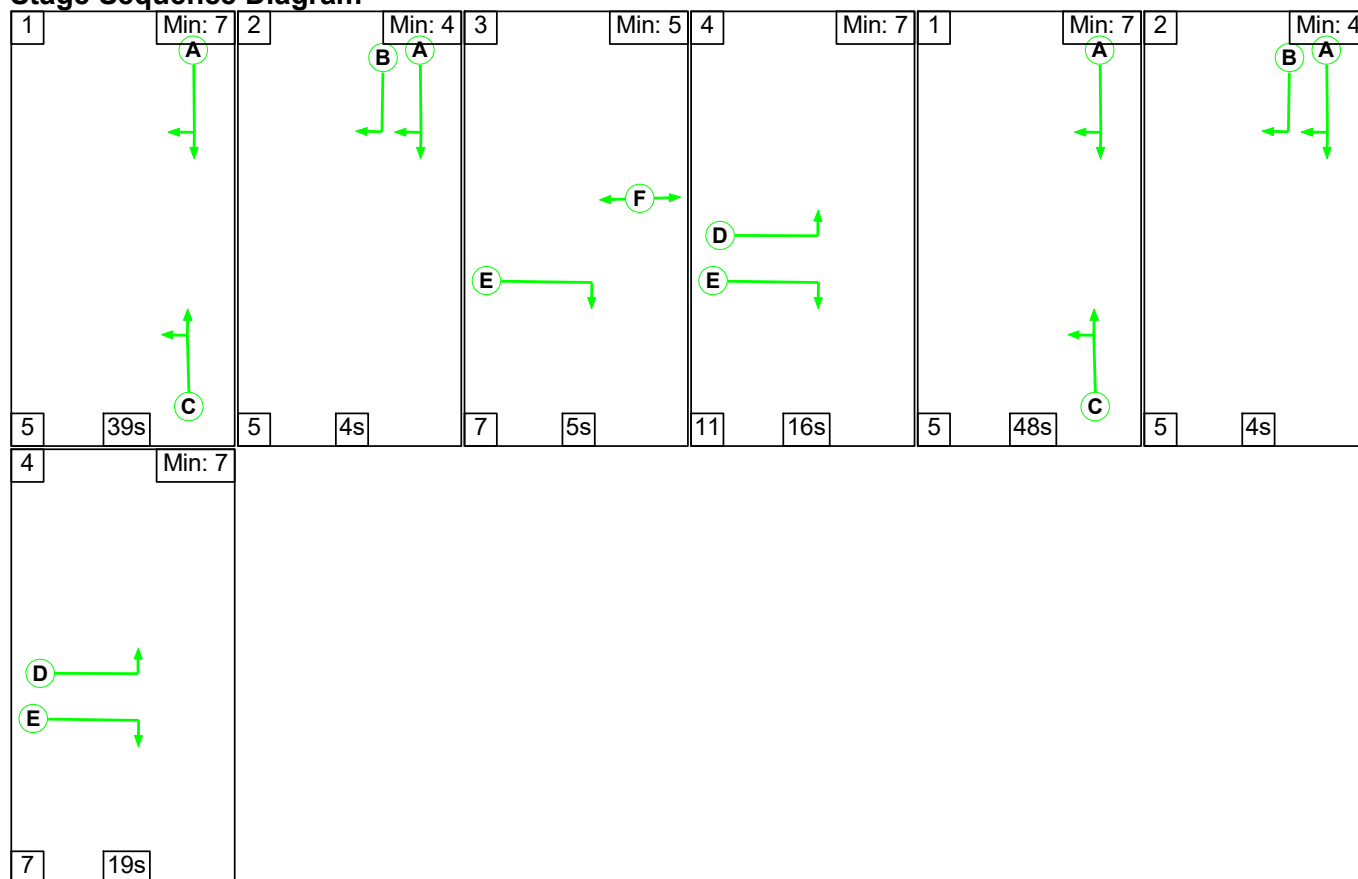
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	180
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):	18.51		

Full Input Data And Results

Scenario 4: 'Ped X 1in2 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 2: 'Peds Every 2')

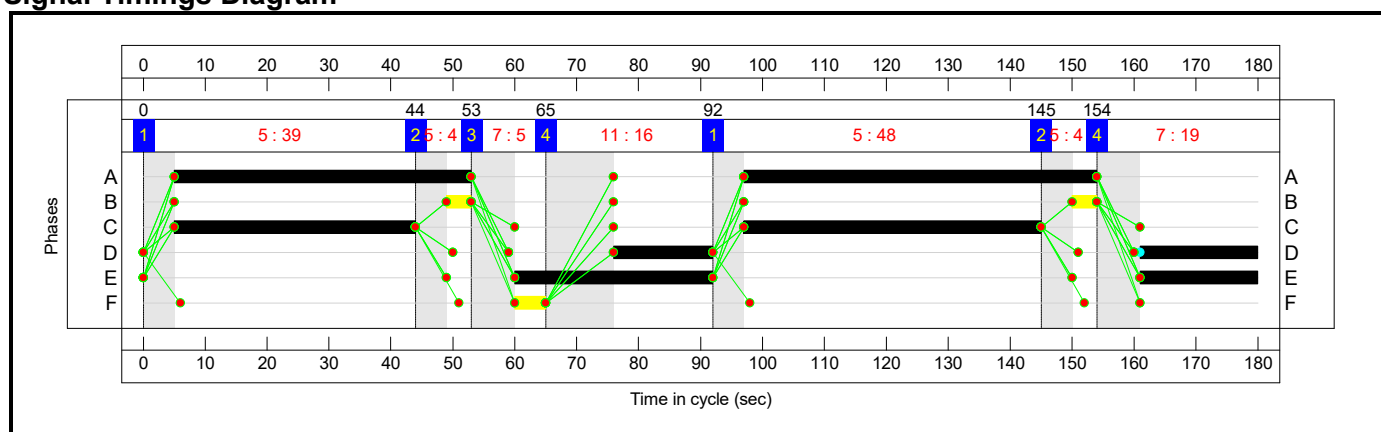
Stage Sequence Diagram



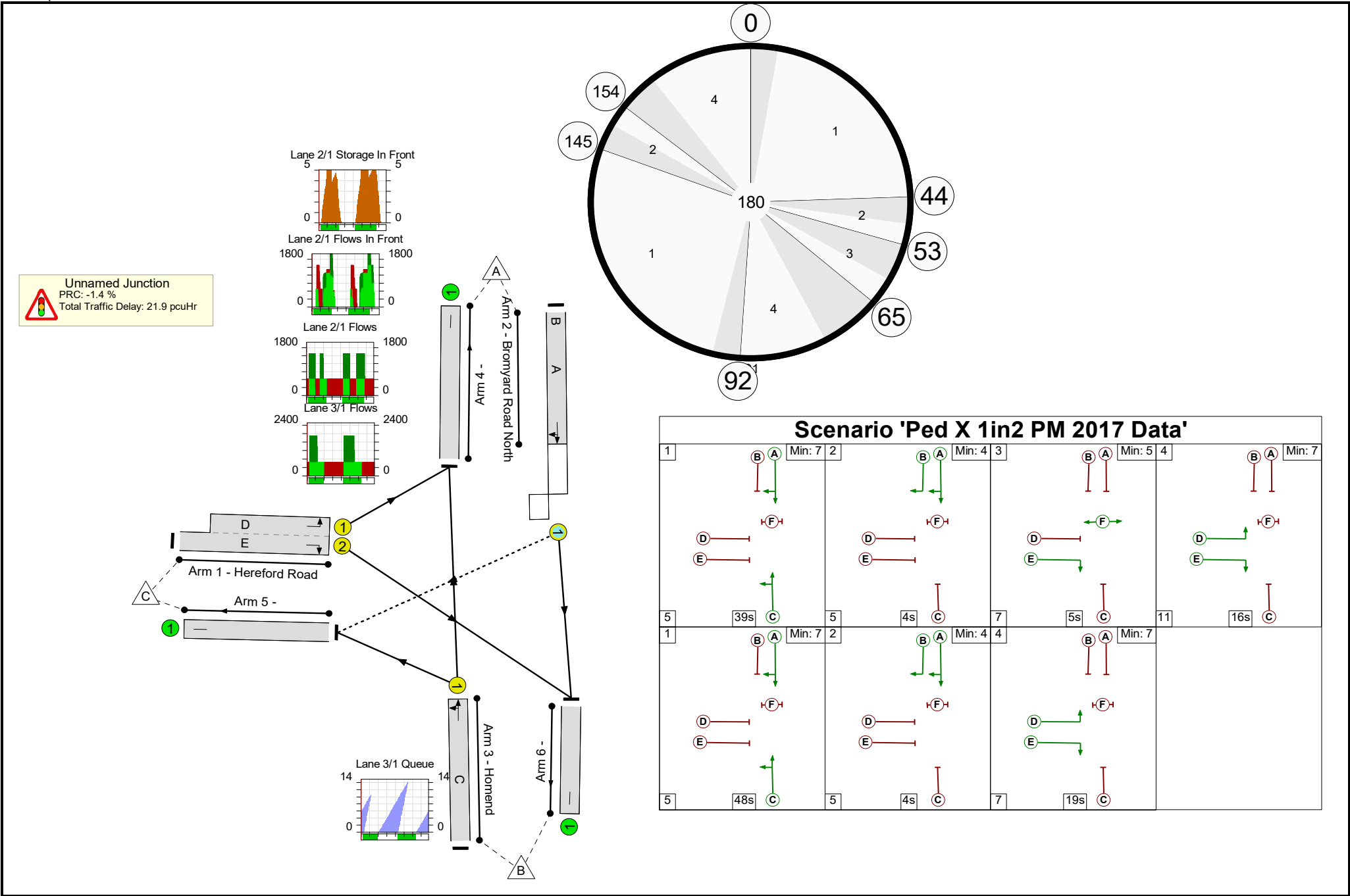
Stage Timings

Stage	1	2	3	4	1	2	4
Duration	39	4	5	16	48	4	19
Change Point	0	44	53	65	92	145	154

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	51:35	-	564	1546:1512	322+311	89.1 : 89.1%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	105	8	618	1574	677	91.3%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	87	-	651	1883	931	69.9%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	163	122	66	11.2	9.4	1.3	21.9	-	-	-	-
Unnamed Junction	-	-	163	122	66	11.2	9.4	1.3	21.9	-	-	-	-
1/2+1/1	564	564	-	-	-	4.9	3.7	-	8.6	54.8	7.0	3.7	10.7
2/1	618	618	163	122	66	3.0	4.5	1.3	8.9	51.9	17.2	4.5	21.7
3/1	651	651	-	-	-	3.2	1.2	-	4.4	24.3	14.3	1.2	15.4
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

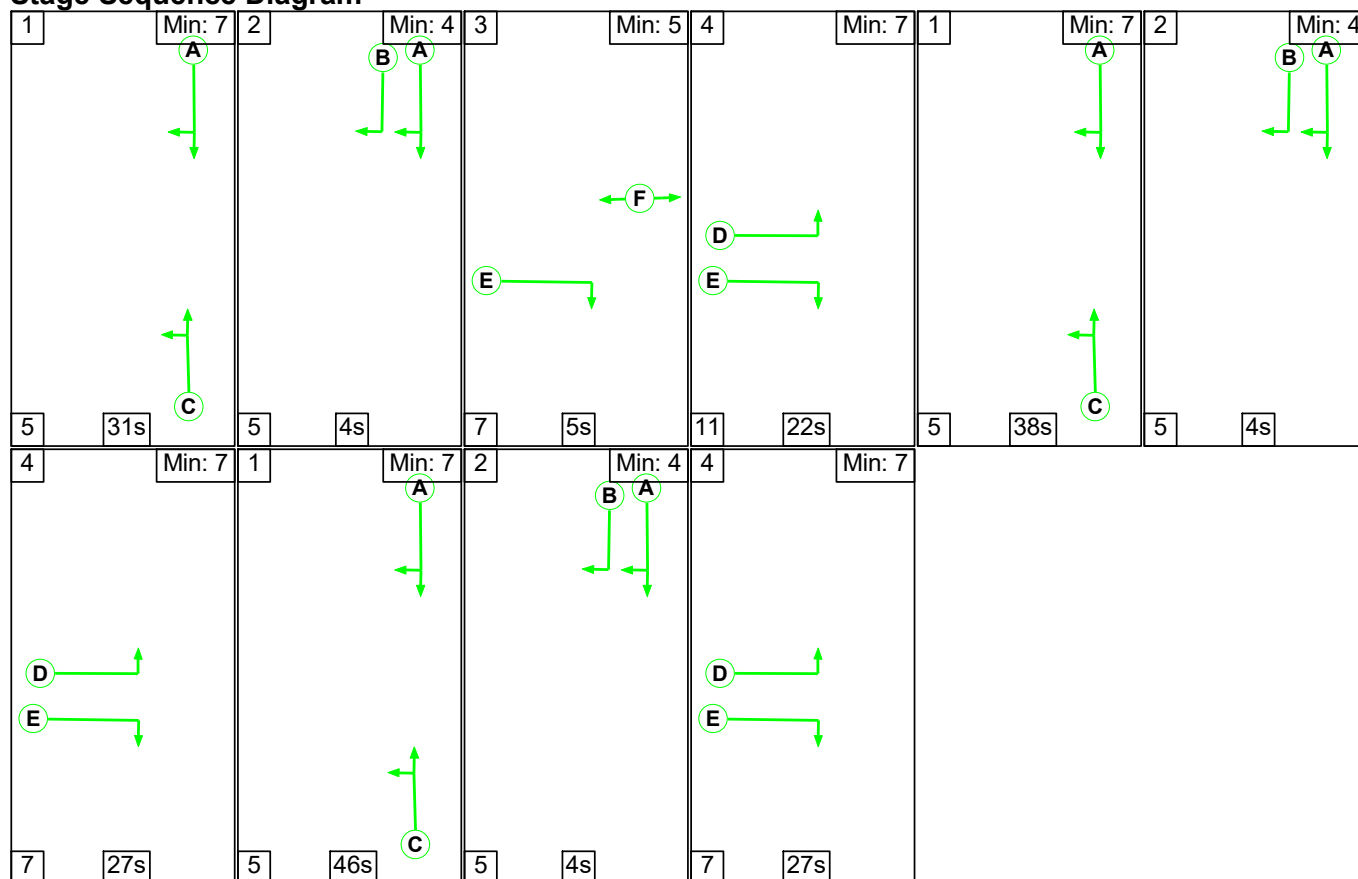
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	21.90	Cycle Time (s):	180
	PRC Over All Lanes (%):	-1.4	Total Delay Over All Lanes(pcuHr):	21.90		

Full Input Data And Results

Scenario 5: 'Ped X 1in3 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 3: 'Peds Every 3')

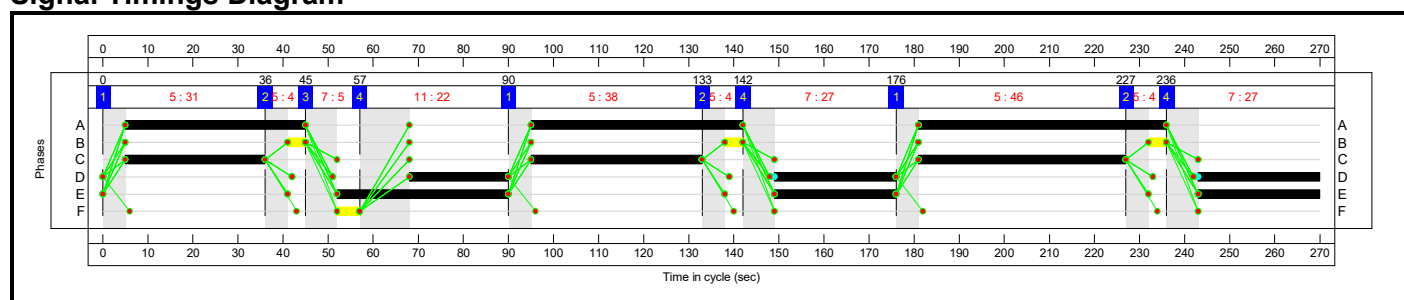
Stage Sequence Diagram



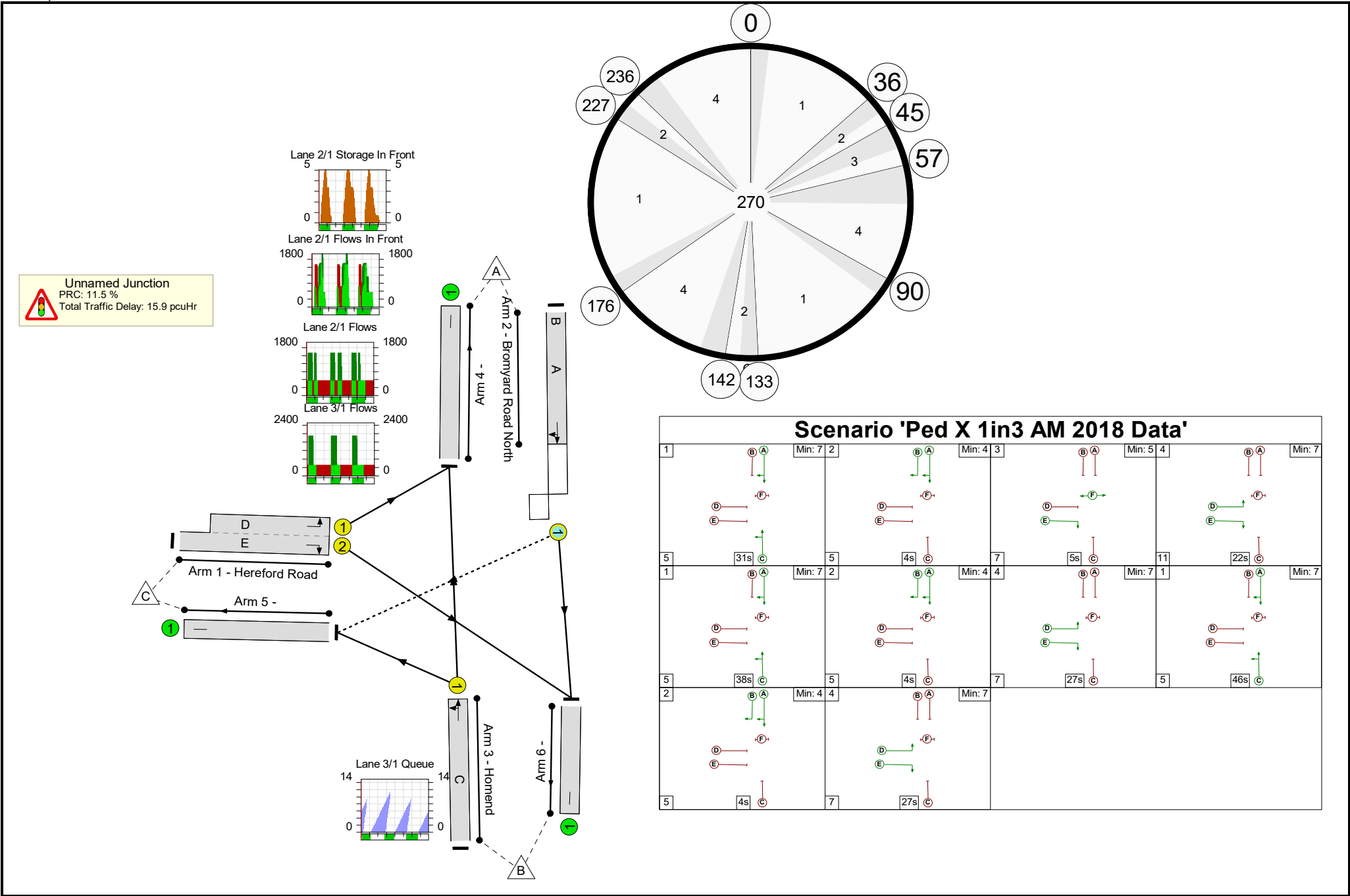
Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	31	4	5	22	38	4	27	46	4	27
Change Point	0	36	45	57	90	133	142	176	227	236

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	92:76	-	641	1546:1512	352+442	80.7 : 80.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	142	12	551	1595	687	80.2%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	115	-	520	1887	825	63.1%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	185	75	24	10.3	4.8	0.7	15.9	-	-	-	-
Unnamed Junction	-	-	185	75	24	10.3	4.8	0.7	15.9	-	-	-	-
1/2+1/1	641	641	-	-	-	4.8	2.0	-	6.8	38.3	8.6	2.0	10.7
2/1	551	551	185	75	24	2.6	2.0	0.7	5.3	34.8	14.2	2.0	16.2
3/1	520	520	-	-	-	2.9	0.8	-	3.7	25.8	11.6	0.8	12.4
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

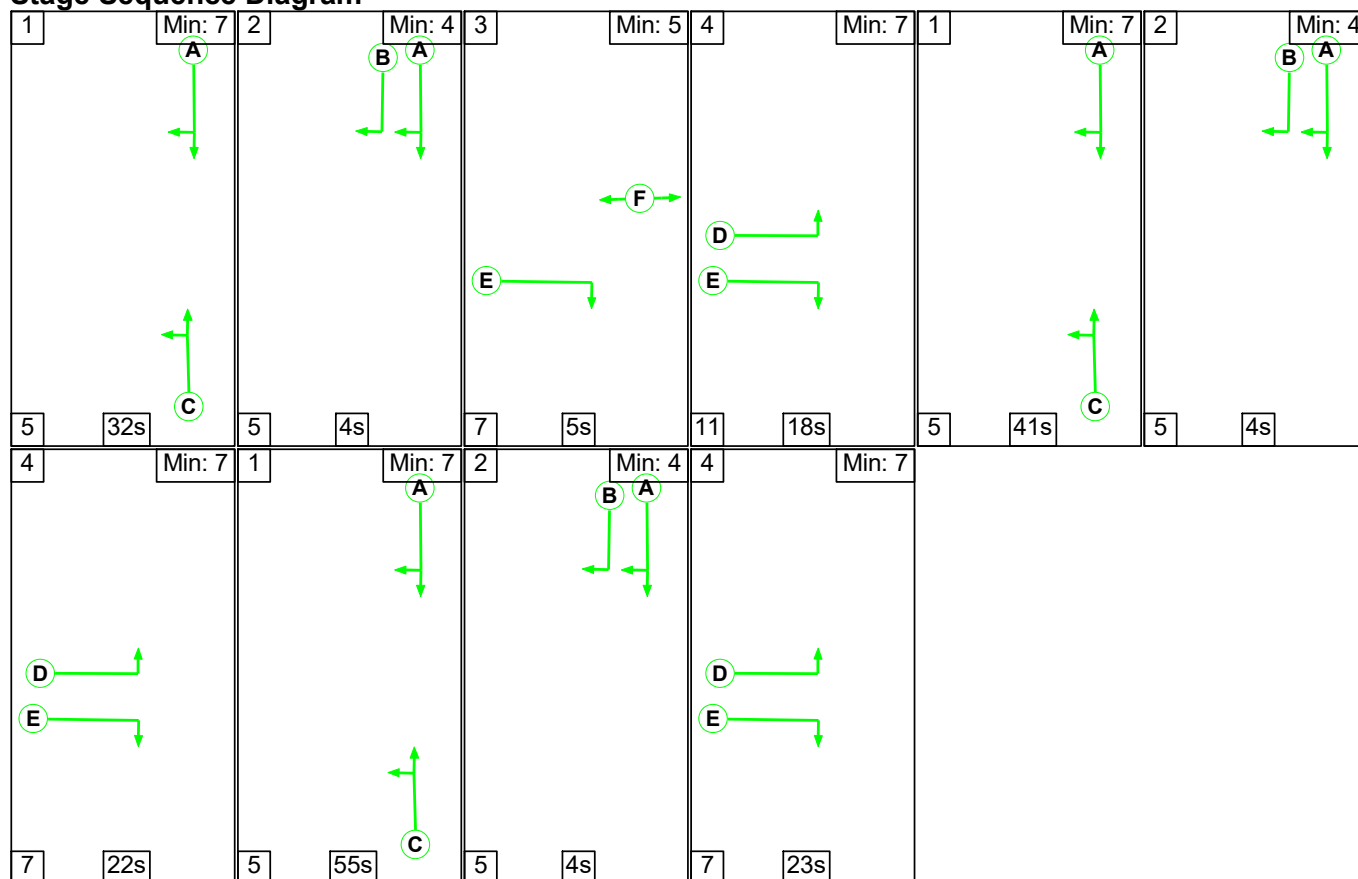
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	15.87	Cycle Time (s):	270
	PRC Over All Lanes (%):	11.5	Total Delay Over All Lanes(pcuHr):	15.87		

Full Input Data And Results

Scenario 6: 'Ped X 1in3 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 3: 'Peds Every 3')

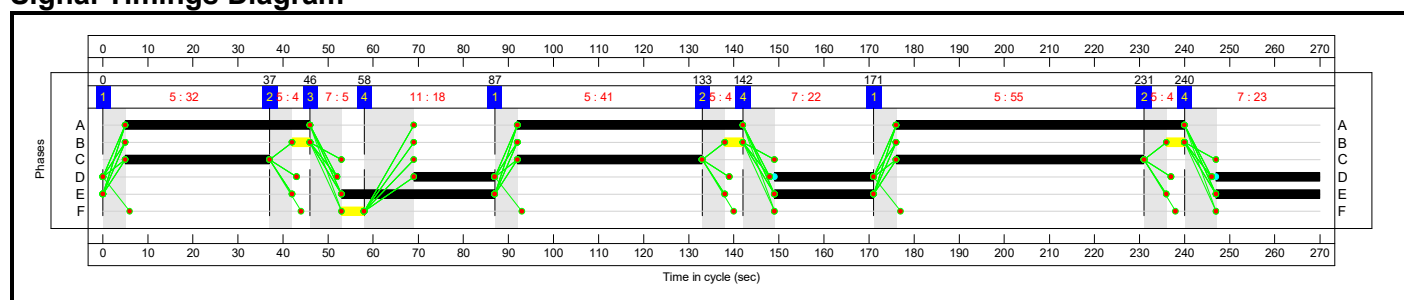
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	32	4	5	18	41	4	22	55	4	23
Change Point	0	37	46	58	87	133	142	171	231	240

Signal Timings Diagram



Full Input Data And Results

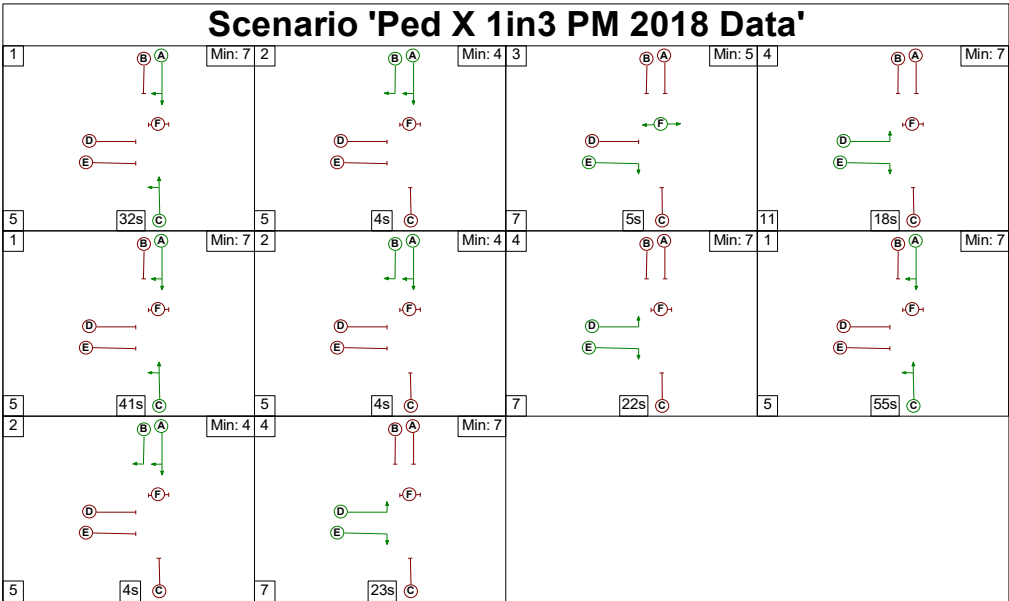
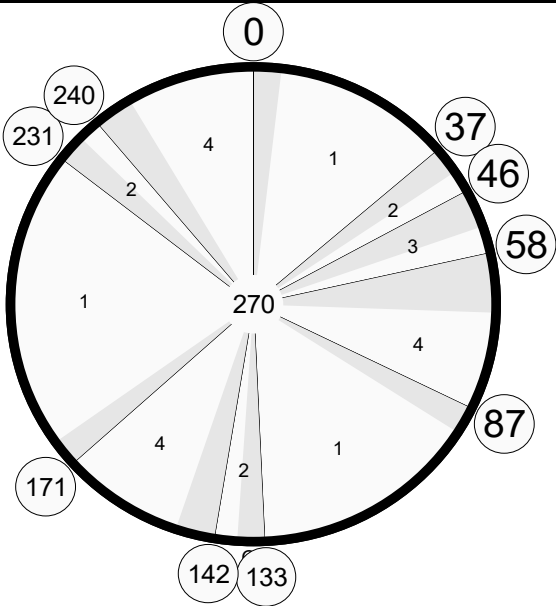
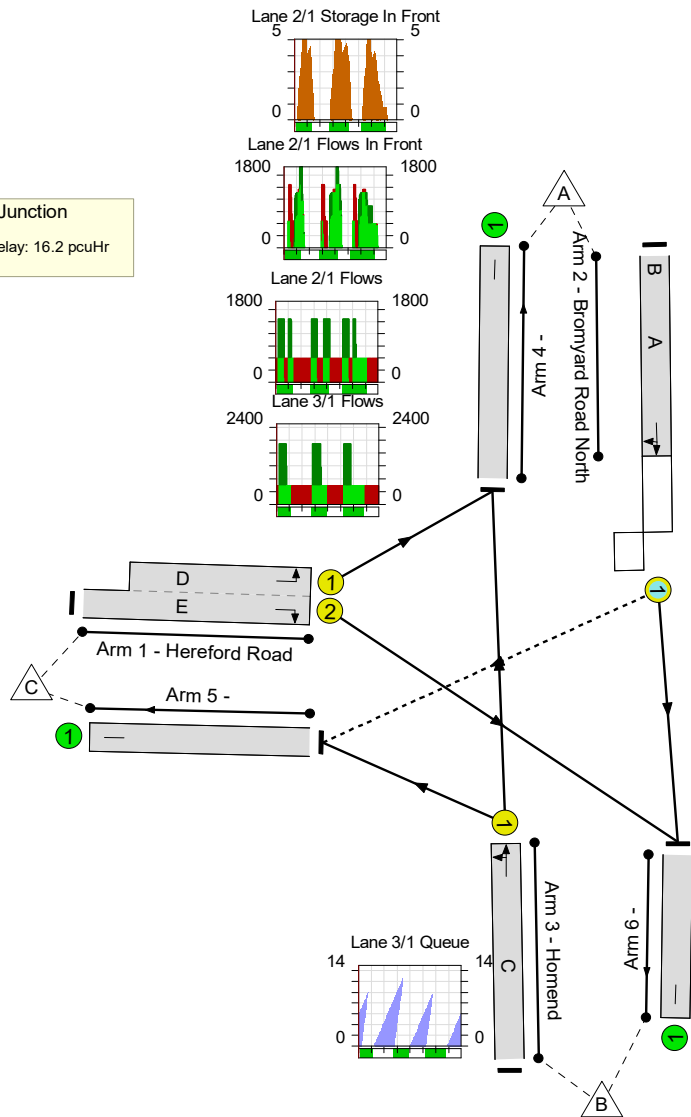
Network Layout Diagram

Full Input Data And Results

Unnamed Junction

PRC: 10.1 %

Total Traffic Delay: 16.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	79:63	-	542	1546:1512	294+370	81.7 : 81.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	155	12	583	1568	715	81.5%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	128	-	588	1887	916	64.2%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	197	90	53	9.9	5.2	1.1	16.2	-	-	-	-
Unnamed Junction	-	-	197	90	53	9.9	5.2	1.1	16.2	-	-	-	-
1/2+1/1	542	542	-	-	-	4.5	2.2	-	6.6	44.0	7.8	2.2	10.0
2/1	583	583	197	90	53	2.6	2.1	1.1	5.8	35.6	15.4	2.1	17.5
3/1	588	588	-	-	-	2.9	0.9	-	3.8	23.0	12.7	0.9	13.6
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

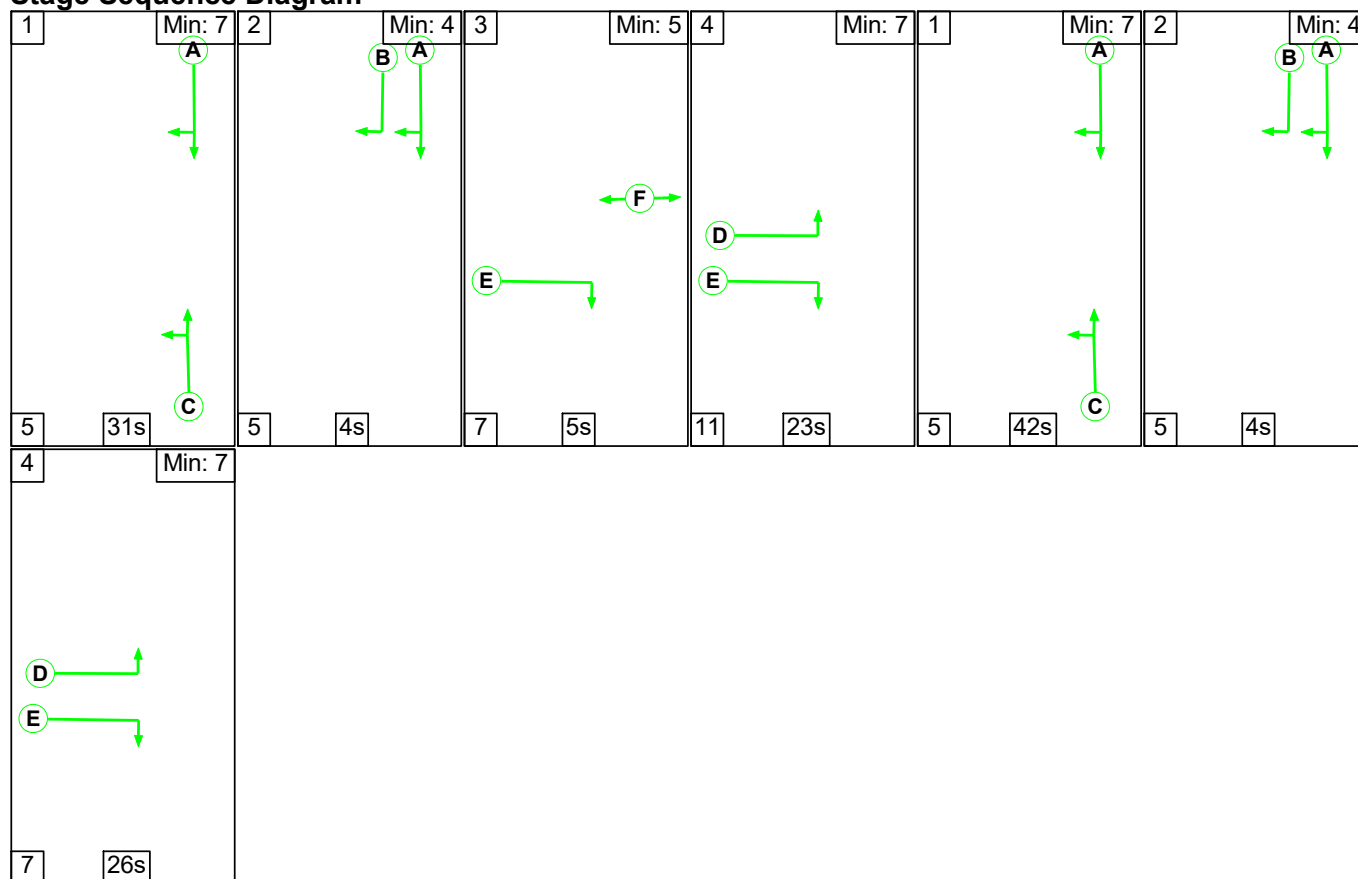
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	10.1	Total Delay for Signalled Lanes (pcuHr):	16.15	Cycle Time (s):	270
	PRC Over All Lanes (%):	10.1	Total Delay Over All Lanes(pcuHr):	16.15		

Full Input Data And Results

Scenario 7: 'Ped X 1in2 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 2: 'Peds Every 2')

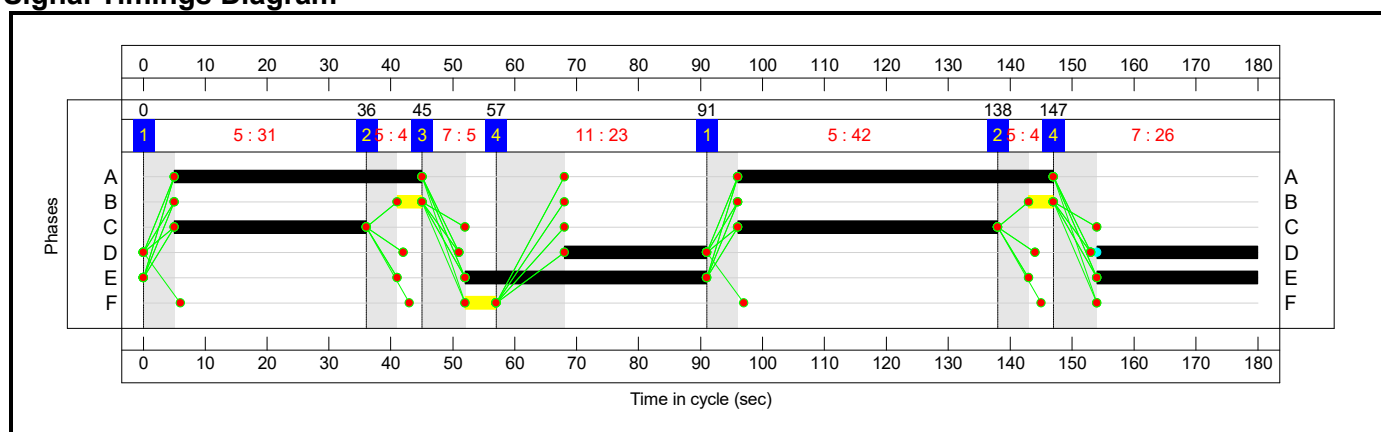
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	31	4	5	23	42	4	26
Change Point	0	36	45	57	91	138	147

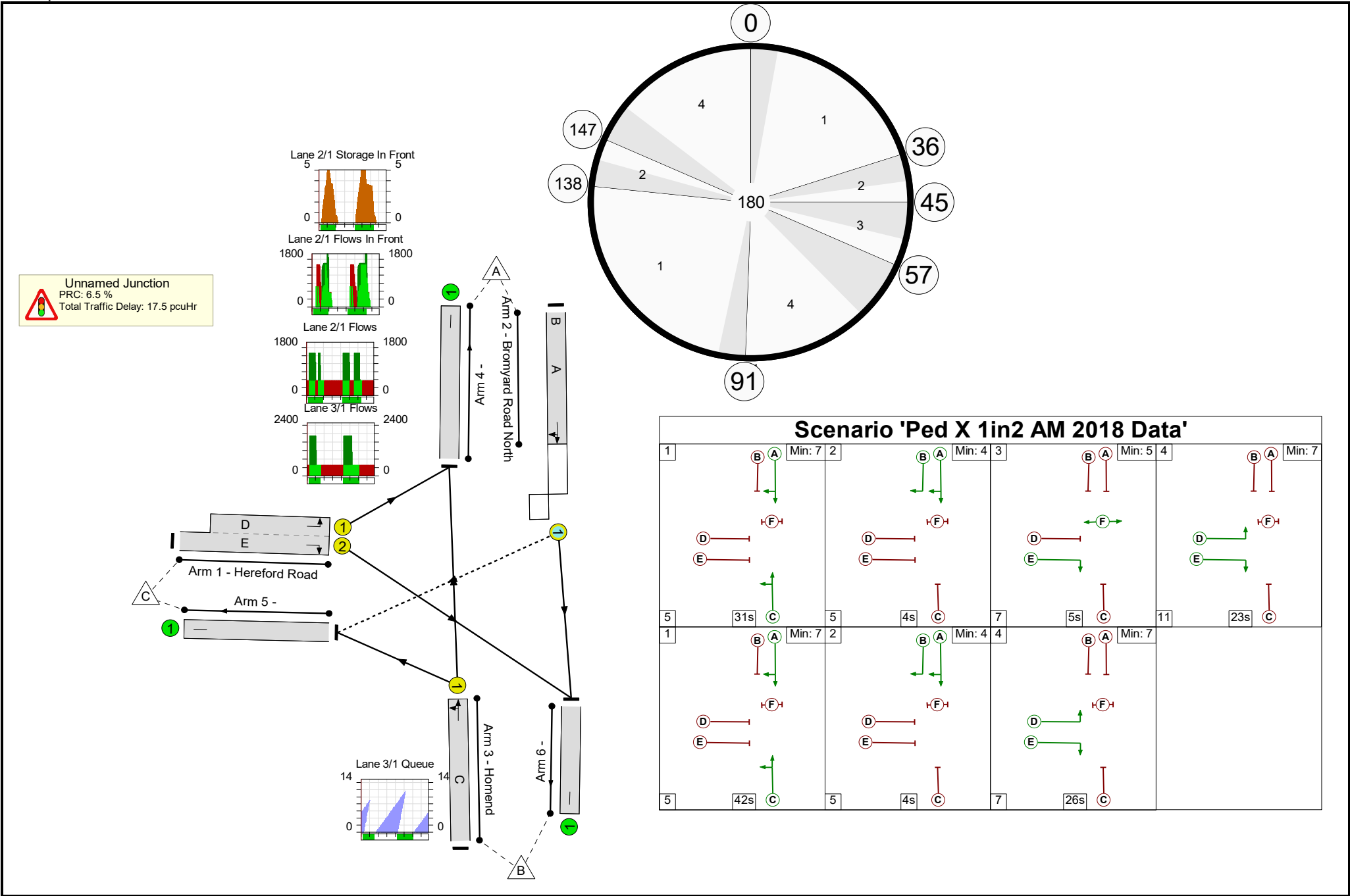
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	65:49	-	641	1546:1512	341+428	83.3 : 83.3%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	91	8	551	1595	652	84.5%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	73	-	520	1887	786	66.1%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	167	98	19	10.8	6.0	0.8	17.5	-	-	-	-
Unnamed Junction	-	-	167	98	19	10.8	6.0	0.8	17.5	-	-	-	-
1/2+1/1	641	641	-	-	-	4.7	2.4	-	7.1	40.1	8.6	2.4	11.0
2/1	551	551	167	98	19	2.9	2.6	0.8	6.3	41.3	14.5	2.6	17.1
3/1	520	520	-	-	-	3.1	1.0	-	4.1	28.2	11.7	1.0	12.7
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

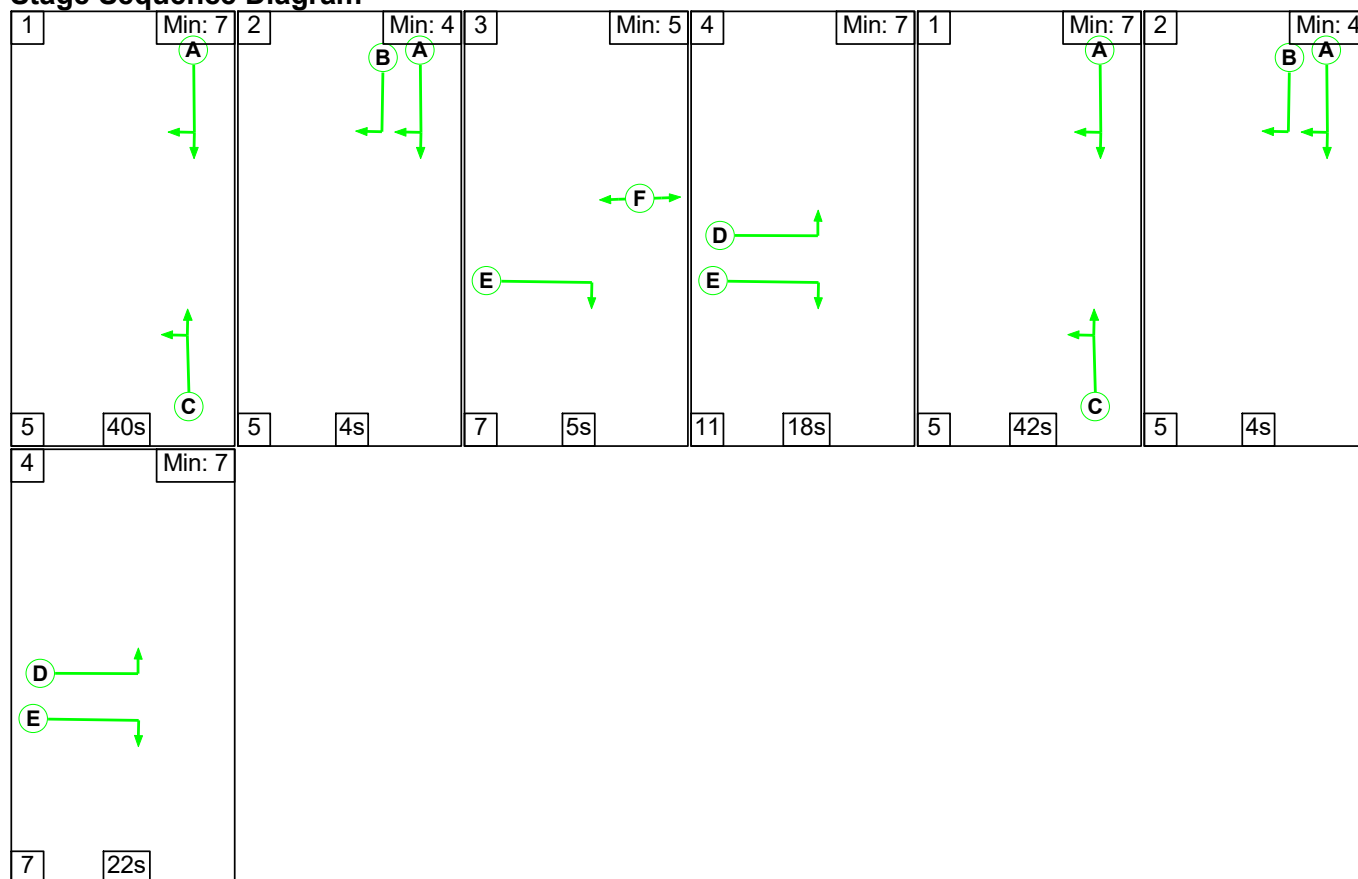
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	17.54	Cycle Time (s):	180
	PRC Over All Lanes (%):	6.5	Total Delay Over All Lanes(pcuHr):	17.54		

Full Input Data And Results

Scenario 8: 'Ped X 1in2 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 2: 'Peds Every 2')

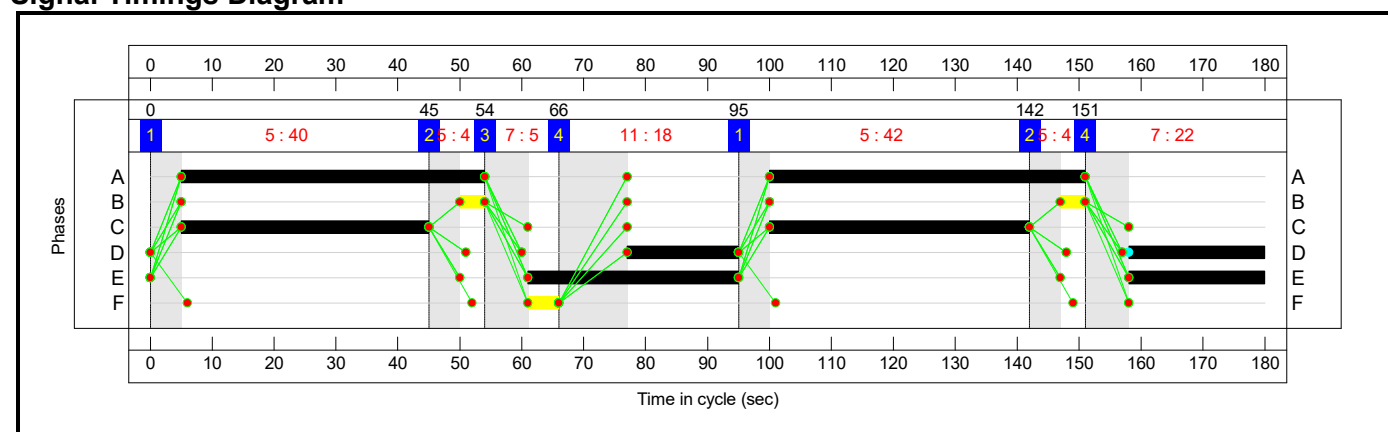
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	40	4	5	18	42	4	22
Change Point	0	45	54	66	95	142	151

Signal Timings Diagram

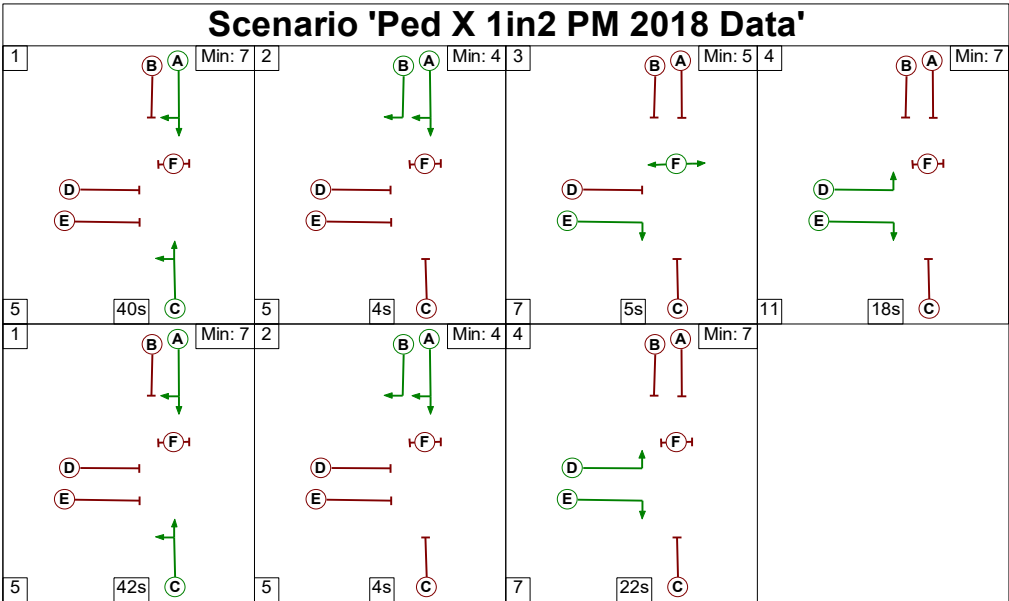
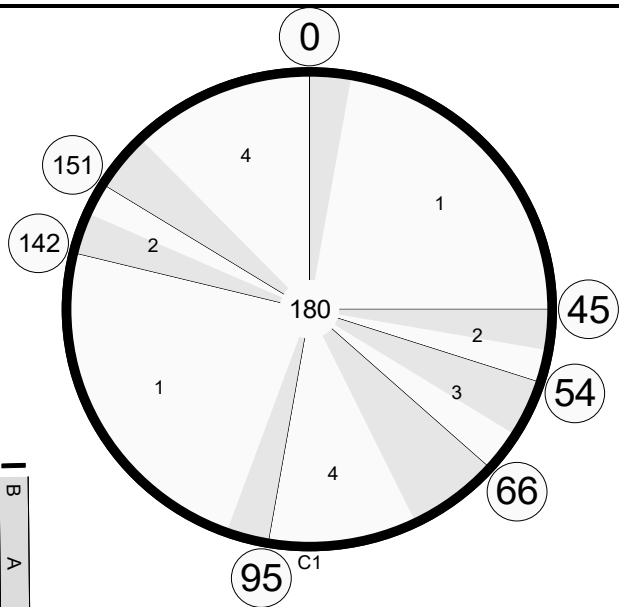
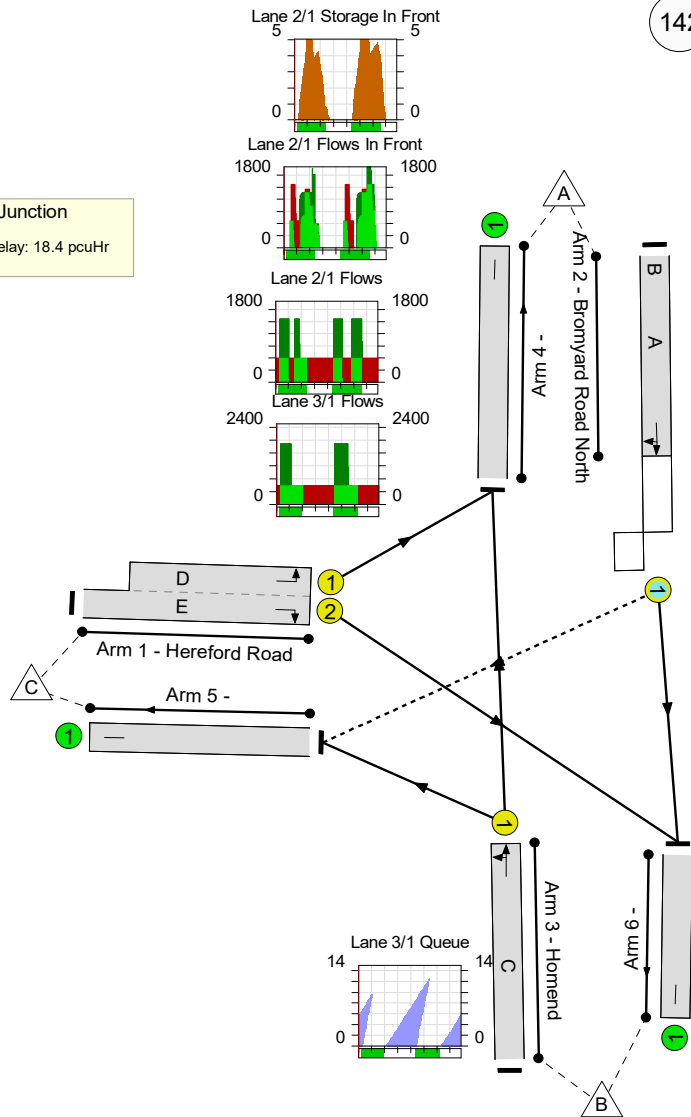


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 3.7 %
Total Traffic Delay: 18.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	56:40	-	542	1546:1512	280+353	85.6 : 85.6%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	100	8	583	1568	672	86.8%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	82	-	588	1887	881	66.8%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	178	109	53	10.4	6.9	1.1	18.4	-	-	-	-
Unnamed Junction	-	-	178	109	53	10.4	6.9	1.1	18.4	-	-	-	-
1/2+1/1	542	542	-	-	-	4.4	2.8	-	7.2	48.0	7.9	2.8	10.7
2/1	583	583	178	109	53	2.9	3.1	1.1	7.1	43.6	15.4	3.1	18.5
3/1	588	588	-	-	-	3.1	1.0	-	4.1	25.0	12.7	1.0	13.7
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

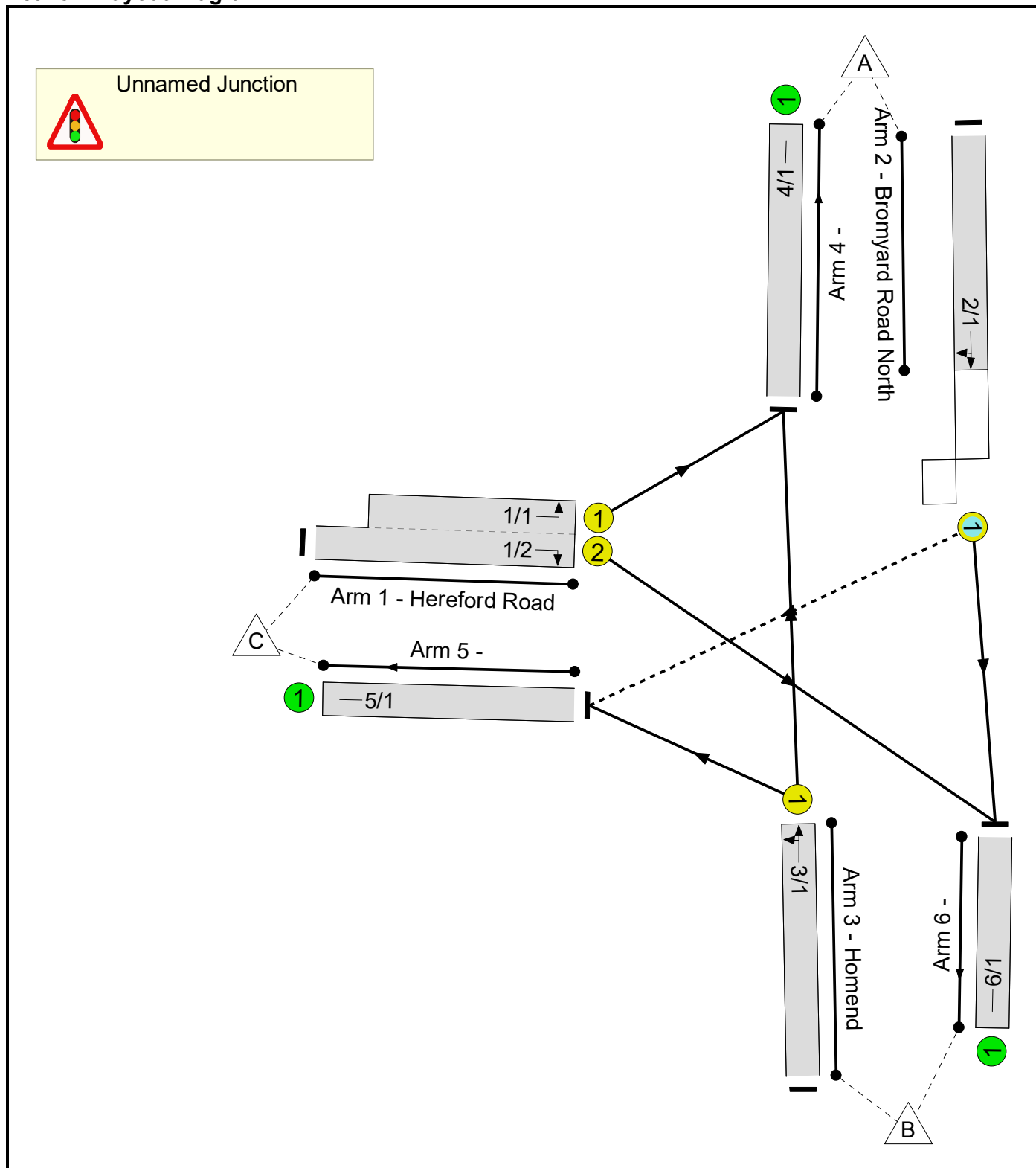
C1	PRC for Signalled Lanes (%):	3.7	Total Delay for Signalled Lanes (pcuHr):	18.38	Cycle Time (s):	180
	PRC Over All Lanes (%):	3.7	Total Delay Over All Lanes(pcuHr):	18.38		

Full Input Data And Results

User and Project Details

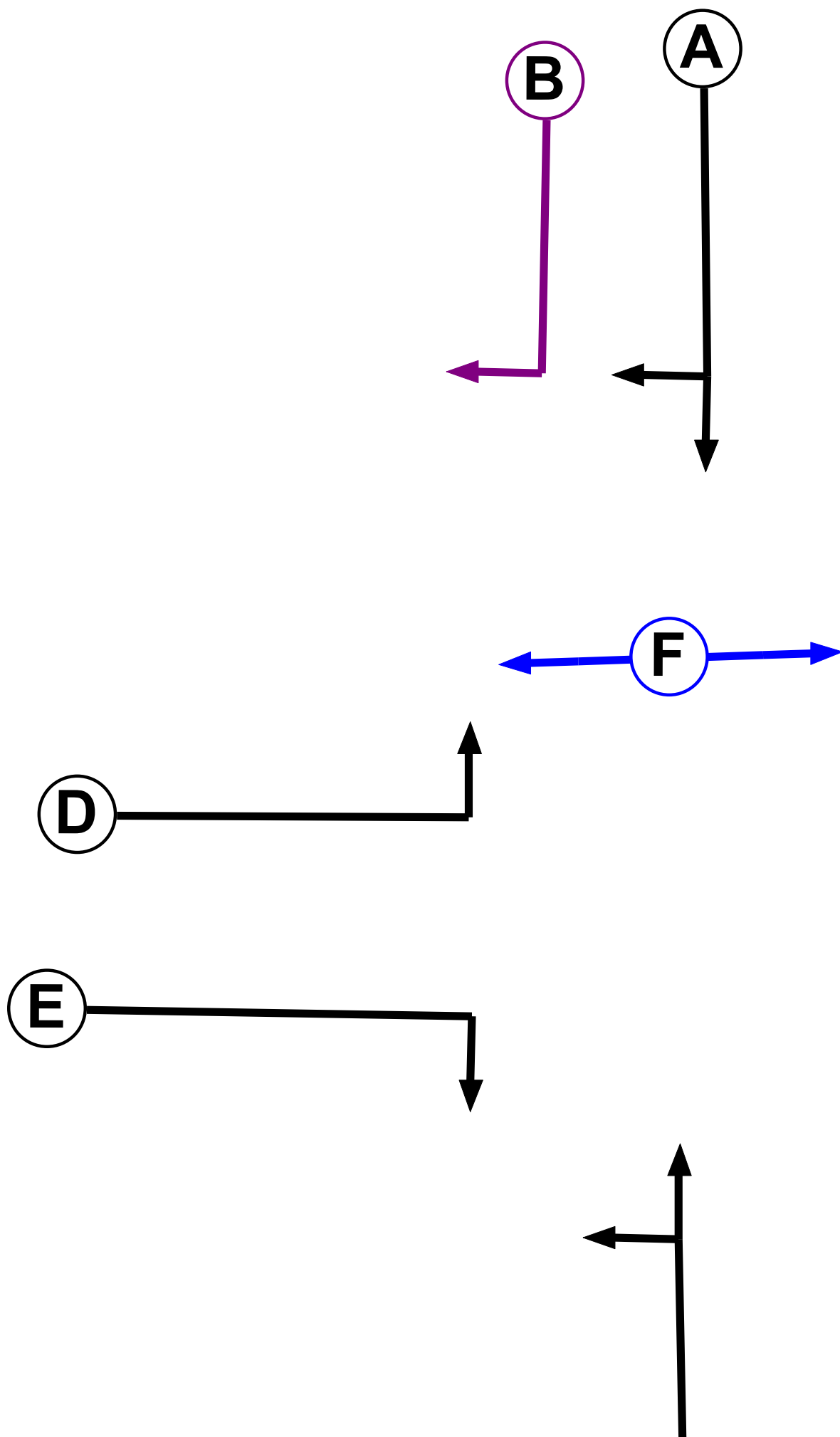
Project:	Ledbury, Herefordshire
Title:	PJA Signal Mitigation Scheme
Location:	
Client:	Bloor Homes
Additional detail:	
File name:	Bromyard Road Junction Appeal Final 110s cycle.lsg3x
Author:	
Company:	Phil Jones Associates
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

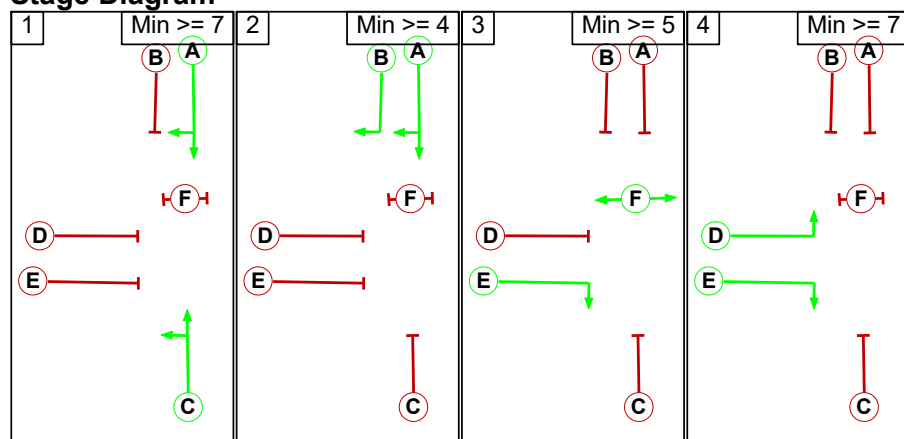
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic	A	7	7
B	Ind. Arrow		4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	-	6	7	7
	B	-		7	6	7	7
	C	-	5		6	5	7
	D	5	5	5		-	6
	E	5	5	5	-		-
	F	11	11	11	11	-	

Phases in Stage

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

Stage Diagram

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	D	Gaining relative	1	7
2	4	D	Gaining relative	1	7
3	1	E	Losing	6	6
3	2	E	Losing	6	6

Prohibited Stage Change

	To Stage				
From Stage		1	2	3	4
	1		5	7	7
	2	7		7	7
	3	11	11		11
	4	5	5	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bromyard Road North)	5/1 (Right)	1439	0	3/1	1.09	All	6.00	2.00	0.50	6	3.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Hereford Road)	U	D	2	3	11.8	Geom	-	3.30	4.90	Y	Arm 4 Left	10.00
1/2 (Hereford Road)	U	E	2	3	60.0	Geom	-	3.30	4.90	Y	Arm 6 Right	12.00
2/1 (Bromyard Road North)	O	A B	2	3	60.0	Geom	-	3.57	3.10	Y	Arm 5 Right	5.00
											Arm 6 Ahead	Inf
3/1 (Homend)	U	C	2	3	60.0	Geom	-	3.45	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 5 Left	21.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 + Dev (2017 Data) AM'	07:45	08:45	01:00	
2: '2031 + Dev (2017 Data) PM'	16:45	17:45	01:00	
3: '2031 + Dev (2018 Data) AM'	08:00	09:00	01:00	
4: '2031 + Dev (2018 Data) PM'	17:00	18:00	01:00	

Scenario 1: 'Ped X 1in3 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Ped X 1in3 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Ped X 1in3 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Ped X 1in3 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Ped X 1in2 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Ped X 1in2 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Ped X 1in2 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Ped X 1in2 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Ped X 1in1 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Ped X 1in1 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Ped X 1in1 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Ped X 1in1 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Ped X 1in3 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Ped X 1in3 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Ped X 1in3 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Ped X 1in3 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Ped X 1in2 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Ped X 1in2 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Ped X 1in2 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Ped X 1in2 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Ped X 1in1 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Ped X 1in1 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Ped X 1in1 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

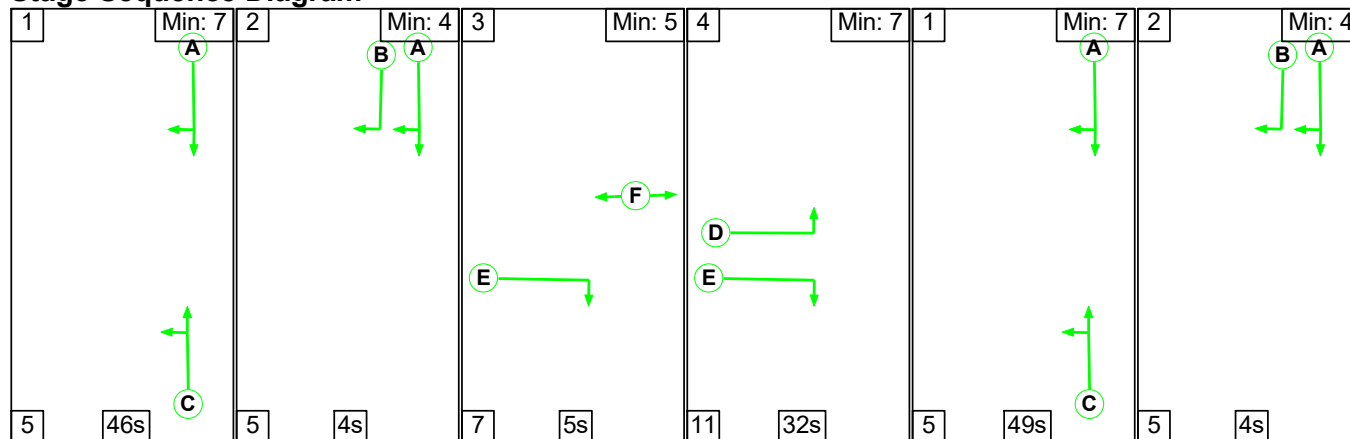
Traffic Lane Flows

Lane	Scenario 12: Ped X 1in1 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

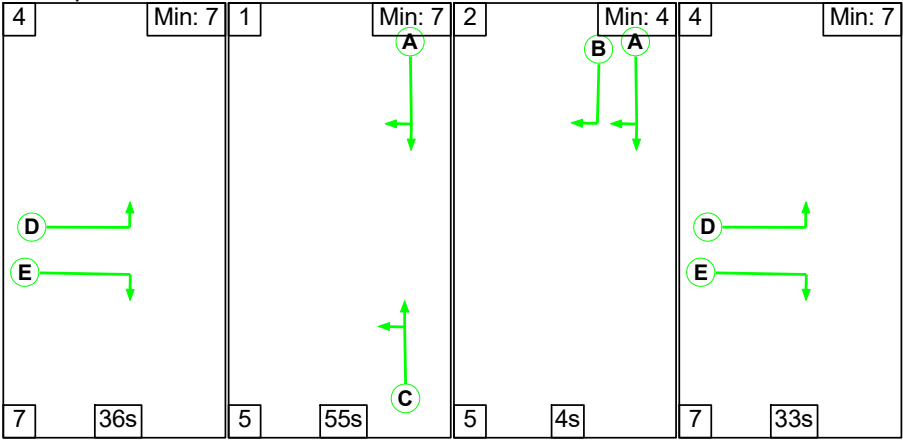
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Ped X 1in3 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 3: 'Peds Every 3')

Stage Sequence Diagram

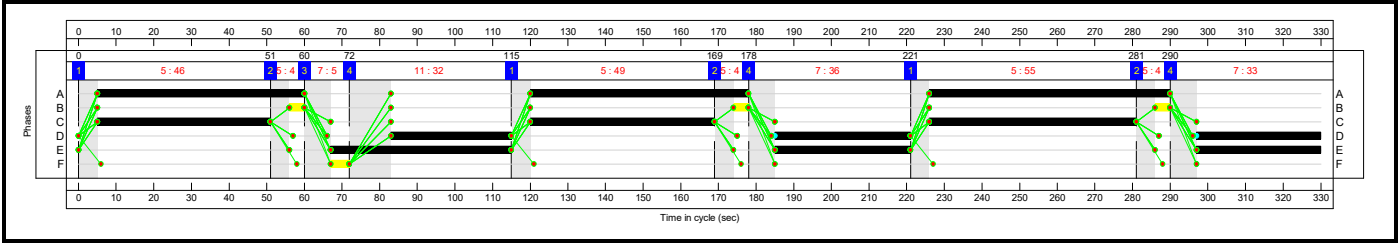
Full Input Data And Results



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	46	4	5	32	49	4	36	55	4	33
Change Point	0	51	60	72	115	169	178	221	281	290

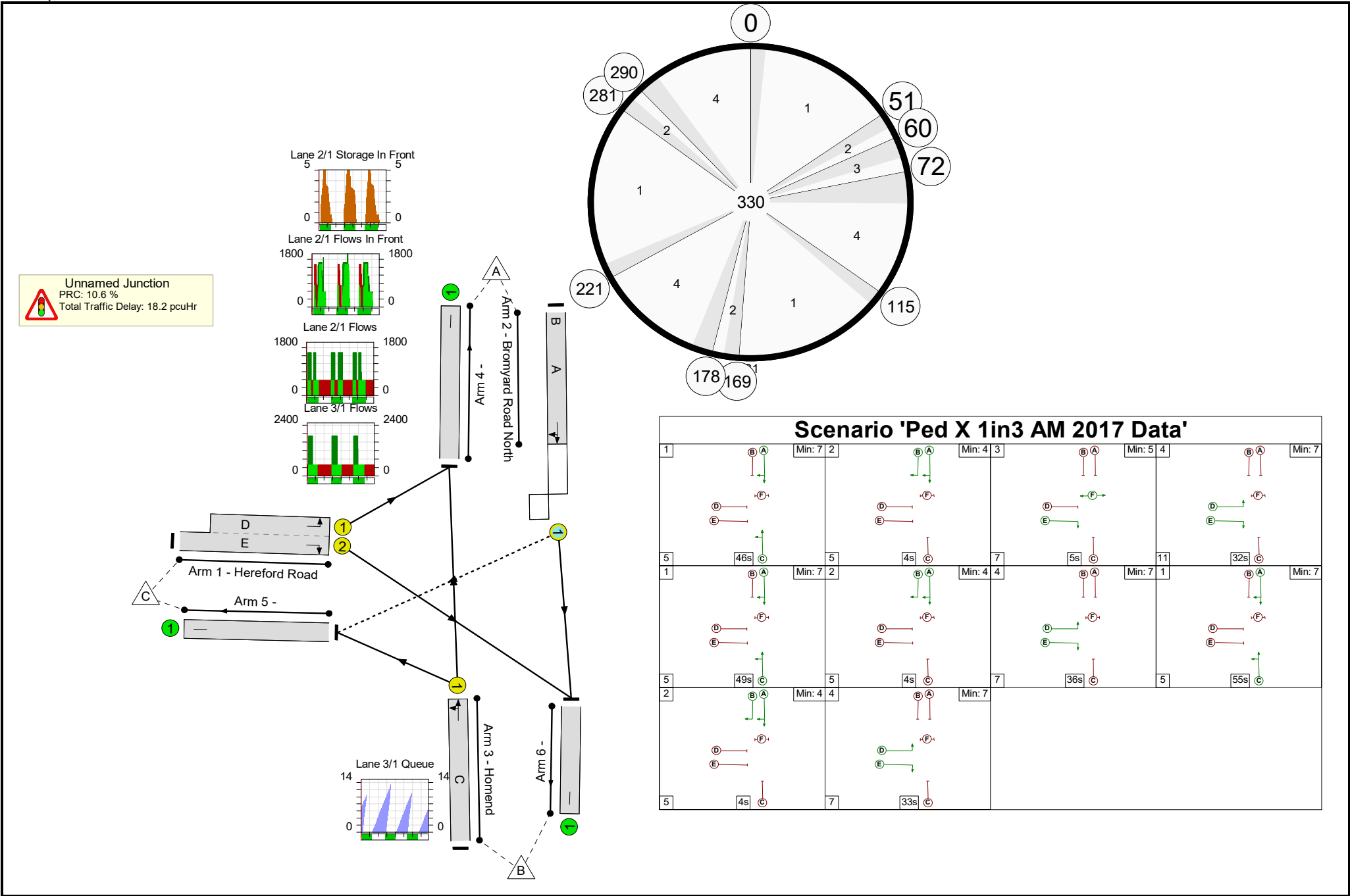
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	117:101	-	670	1546:1512	377+446	81.4 : 81.4%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	177	12	565	1606	698	81.0%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	150	-	525	1889	876	59.9%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	214	42	21	12.5	4.9	0.8	18.2	-	-	-	-
Unnamed Junction	-	-	214	42	21	12.5	4.9	0.8	18.2	-	-	-	-
1/2+1/1	670	670	-	-	-	5.8	2.1	-	7.9	42.7	10.8	2.1	12.9
2/1	565	565	214	42	21	3.5	2.1	0.8	6.3	40.1	18.0	2.1	20.1
3/1	525	525	-	-	-	3.2	0.7	-	4.0	27.3	13.7	0.7	14.5
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

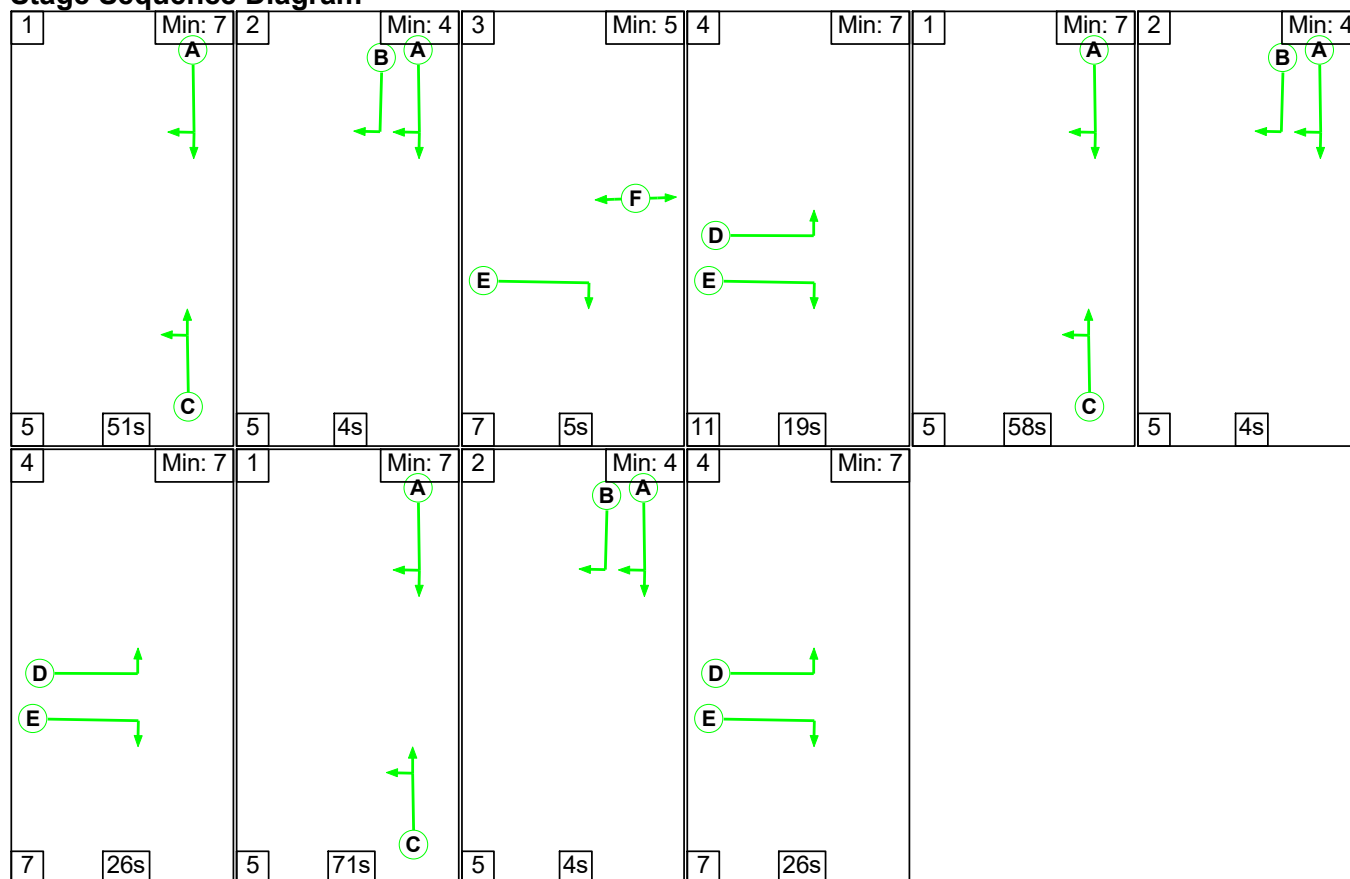
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	18.21	Cycle Time (s):	330
	PRC Over All Lanes (%):	10.6	Total Delay Over All Lanes(pcuHr):	18.21		

Full Input Data And Results

Scenario 2: 'Ped X 1in3 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 3: 'Peds Every 3')

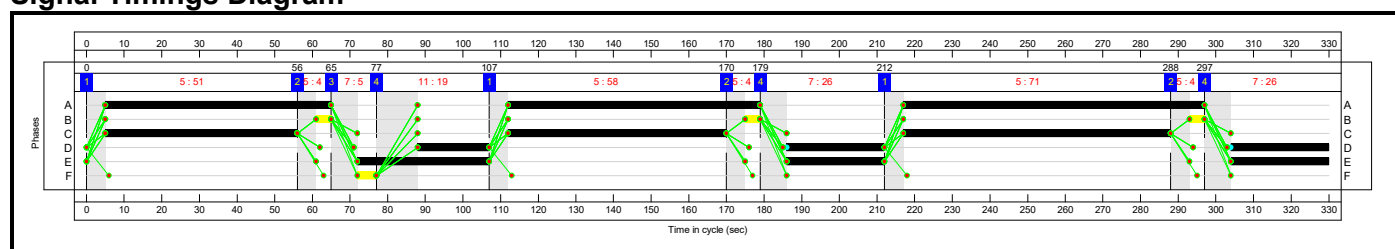
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	51	4	5	19	58	4	26	71	4	26
Change Point	0	56	65	77	107	170	179	212	288	297

Signal Timings Diagram



Full Input Data And Results

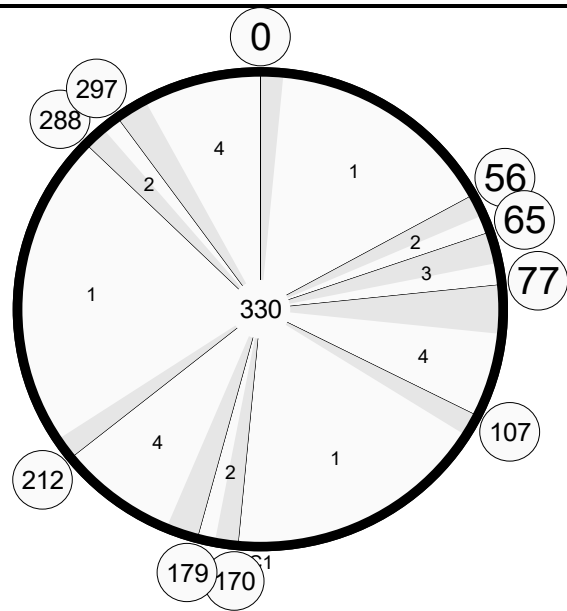
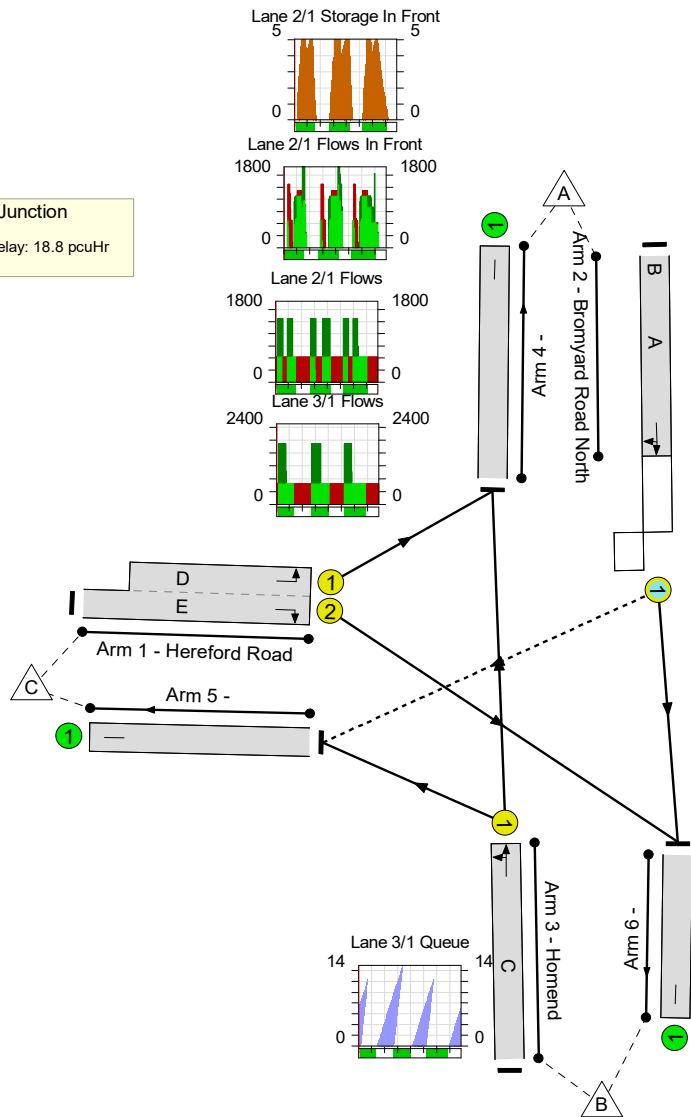
Network Layout Diagram

Full Input Data And Results

Unnamed Junction

PRC: 8.9 %

Total Traffic Delay: 18.8 pcuHr



Scenario 'Ped X 1in3 PM 2017 Data'											
1		Min: 7	2		Min: 4	3		Min: 5	4		Min: 7
5		Min: 7	2		Min: 4	4		Min: 7	1		Min: 7
5		Min: 4	4		Min: 7	7		Min: 7	5		Min: 7

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	87:71	-	564	1546:1512	351+339	81.7 : 81.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	207	12	618	1574	748	82.7%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	180	-	651	1883	1044	62.3%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	232	81	38	12.1	5.3	1.4	18.8	-	-	-	-
Unnamed Junction	-	-	232	81	38	12.1	5.3	1.4	18.8	-	-	-	-
1/2+1/1	564	564	-	-	-	6.0	2.2	-	8.2	52.1	8.8	2.2	11.0
2/1	618	618	232	81	38	3.0	2.3	1.4	6.7	39.2	18.5	2.3	20.8
3/1	651	651	-	-	-	3.0	0.8	-	3.9	21.4	15.2	0.8	16.0
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

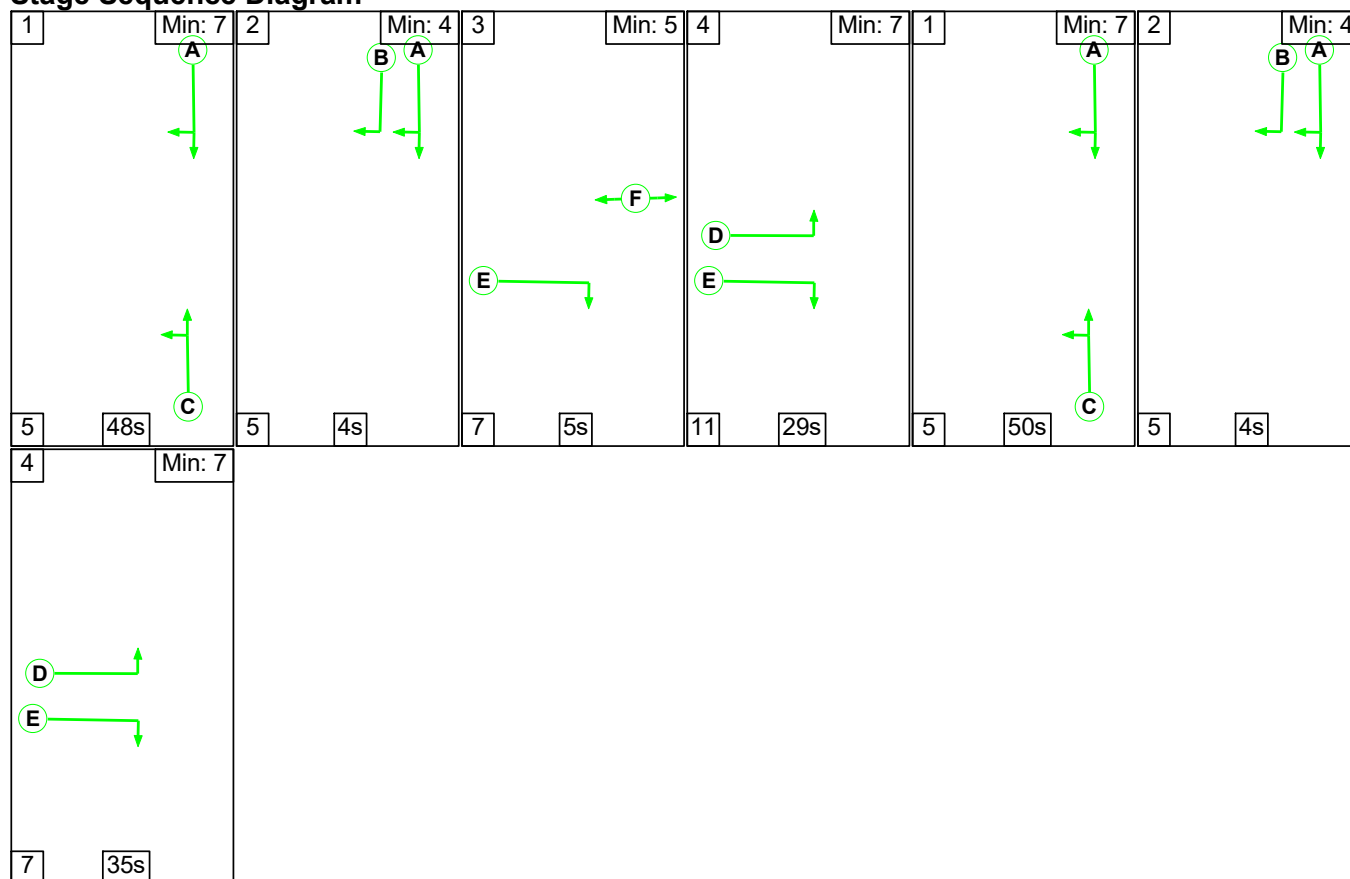
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	330
	PRC Over All Lanes (%):	8.9	Total Delay Over All Lanes(pcuHr):	18.76		

Full Input Data And Results

Scenario 3: 'Ped X 1in2 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 2: 'Peds Every 2')

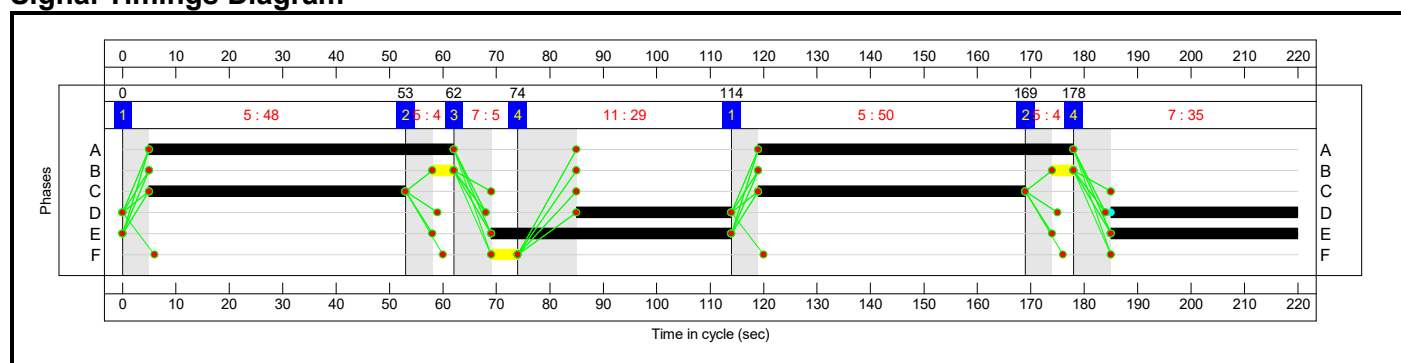
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	48	4	5	29	50	4	35
Change Point	0	53	62	74	114	169	178

Signal Timings Diagram

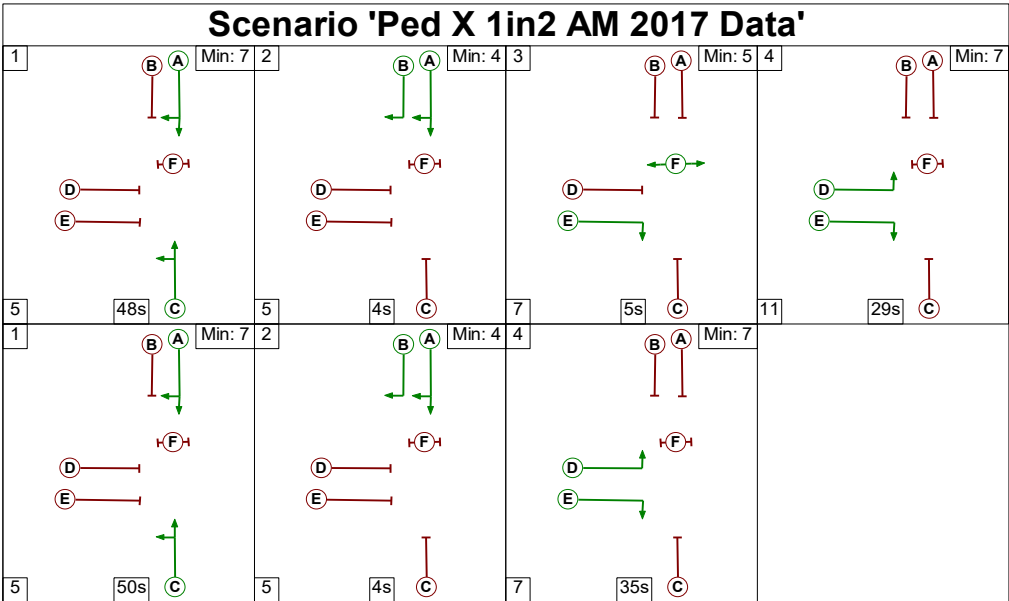
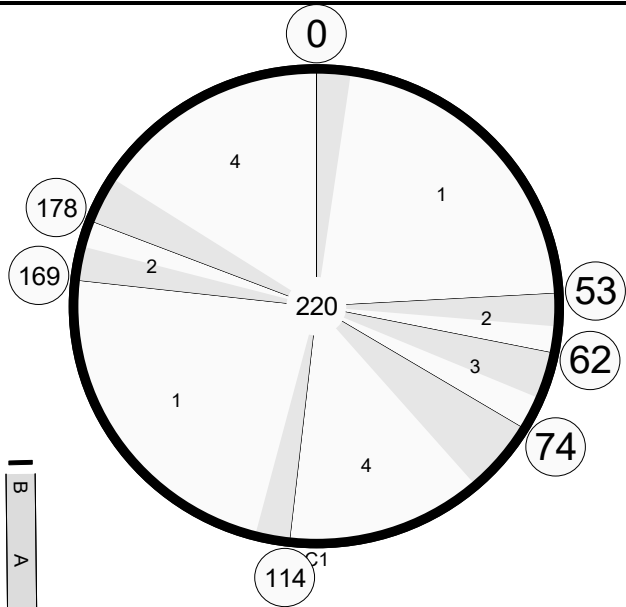
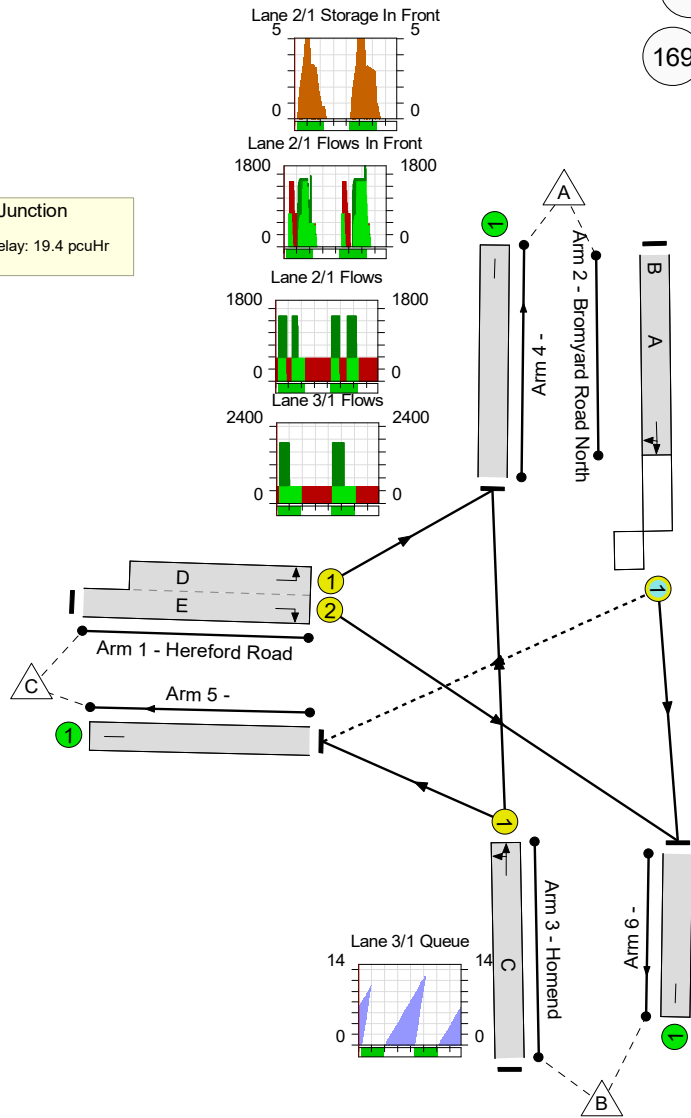


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 7.2 %
Total Traffic Delay: 19.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	80:64	-	670	1546:1512	367+434	83.7 : 83.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	116	8	565	1606	673	83.9%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	98	-	525	1889	859	61.1%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	211	50	15	12.8	5.8	0.8	19.4	-	-	-	-
Unnamed Junction	-	-	211	50	15	12.8	5.8	0.8	19.4	-	-	-	-
1/2+1/1	670	670	-	-	-	5.9	2.5	-	8.4	45.0	11.1	2.5	13.6
2/1	565	565	211	50	15	3.6	2.5	0.8	6.9	43.7	17.1	2.5	19.6
3/1	525	525	-	-	-	3.3	0.8	-	4.1	28.2	13.1	0.8	13.9
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

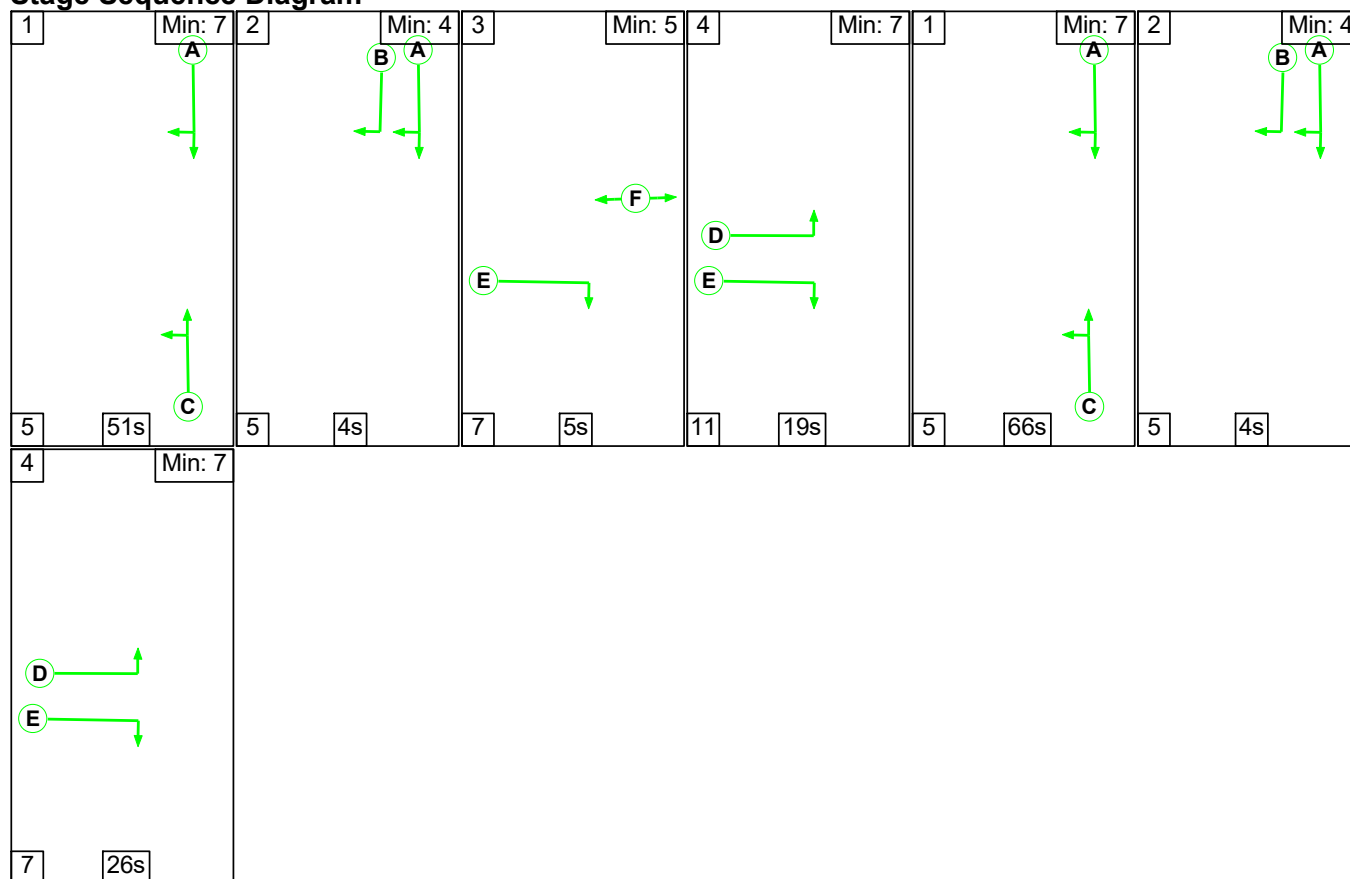
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	19.36	Cycle Time (s):	220
	PRC Over All Lanes (%):	7.2	Total Delay Over All Lanes(pcuHr):	19.36		

Full Input Data And Results

Scenario 4: 'Ped X 1in2 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 2: 'Peds Every 2')

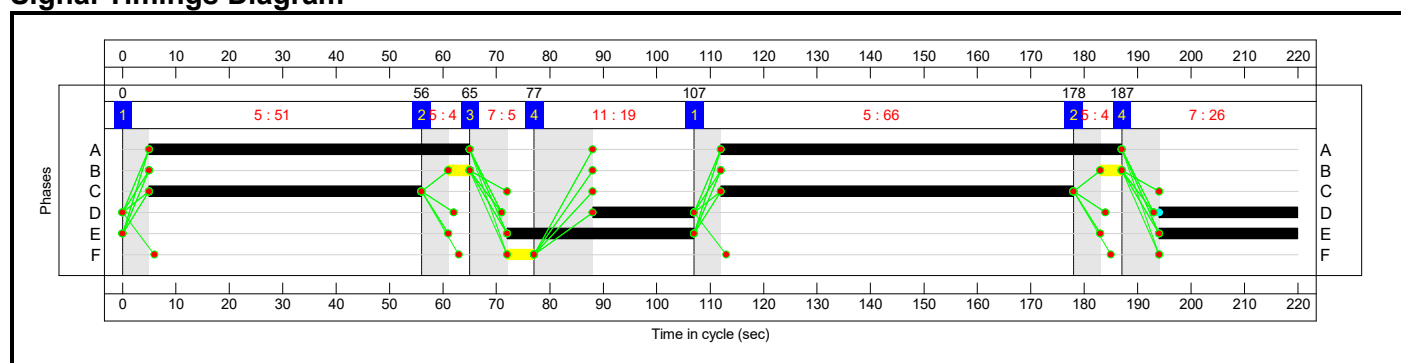
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	51	4	5	19	66	4	26
Change Point	0	56	65	77	107	178	187

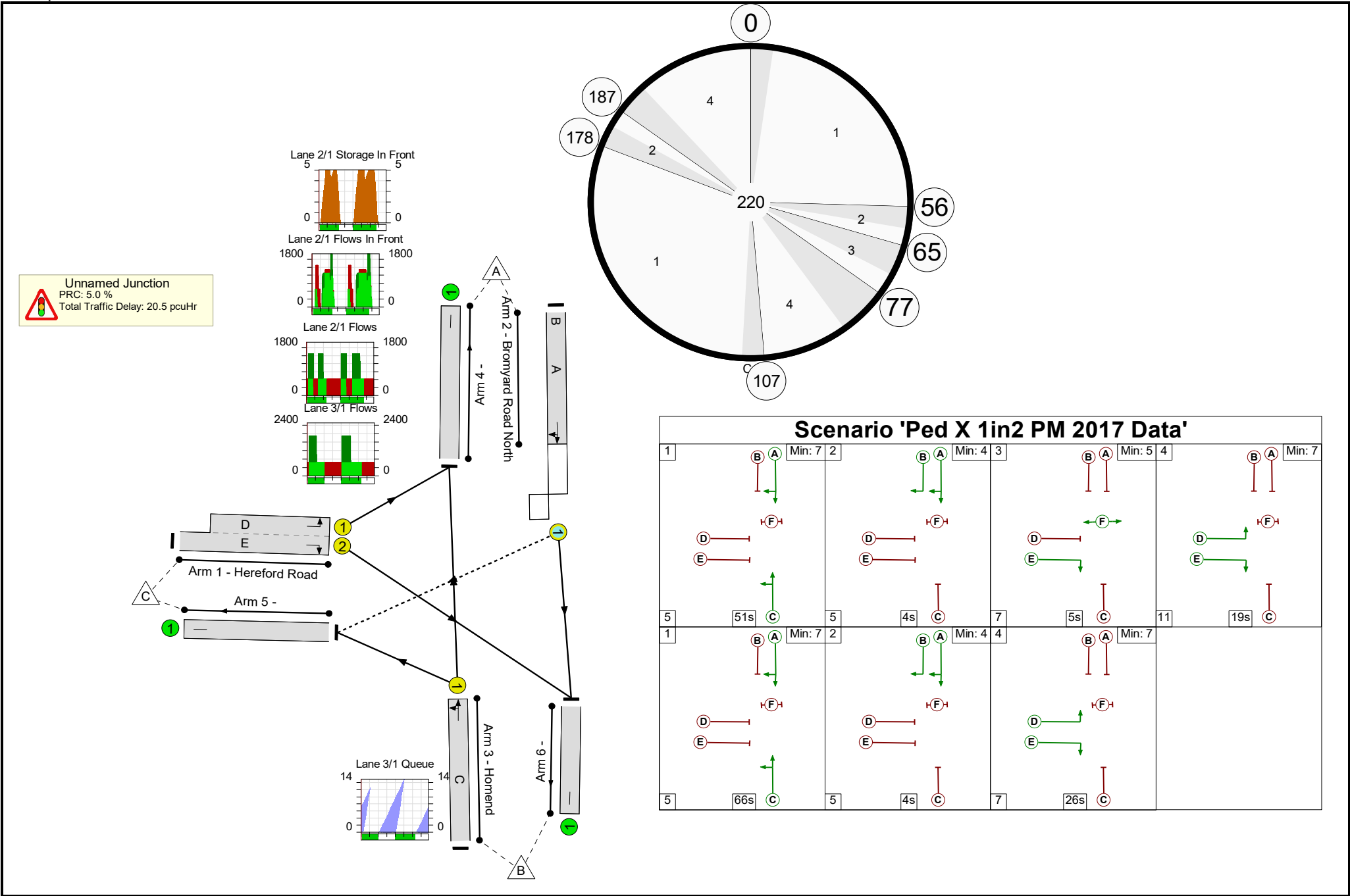
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	61:45	-	564	1546:1512	335+323	85.8 : 85.8%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	135	8	618	1574	721	85.7%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	117	-	651	1883	1019	63.9%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	217	100	34	12.5	6.6	1.4	20.5	-	-	-	-
Unnamed Junction	-	-	217	100	34	12.5	6.6	1.4	20.5	-	-	-	-
1/2+1/1	564	564	-	-	-	6.0	2.8	-	8.8	56.2	8.4	2.8	11.2
2/1	618	618	217	100	34	3.3	2.8	1.4	7.6	44.3	18.7	2.8	21.5
3/1	651	651	-	-	-	3.2	0.9	-	4.1	22.7	15.2	0.9	16.1
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

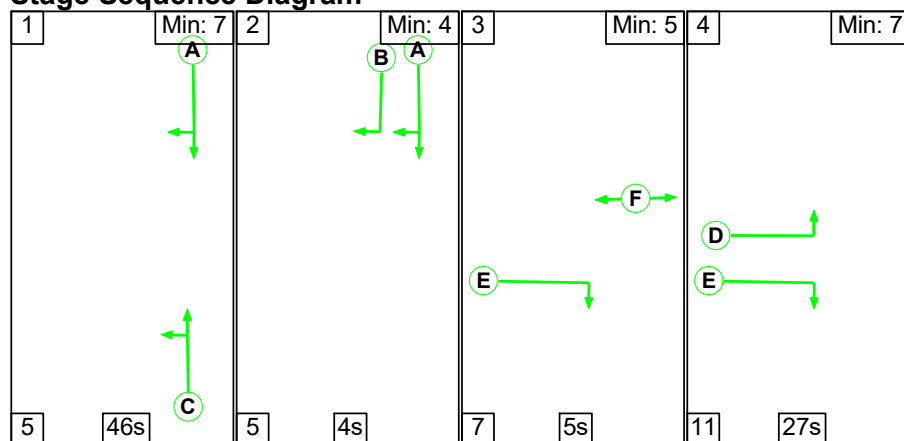
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	20.53	Cycle Time (s):	220
	PRC Over All Lanes (%):	5.0	Total Delay Over All Lanes(pcuHr):	20.53		

Full Input Data And Results

Scenario 5: 'Ped X 1in1 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 1: 'Peds Every Cycle')

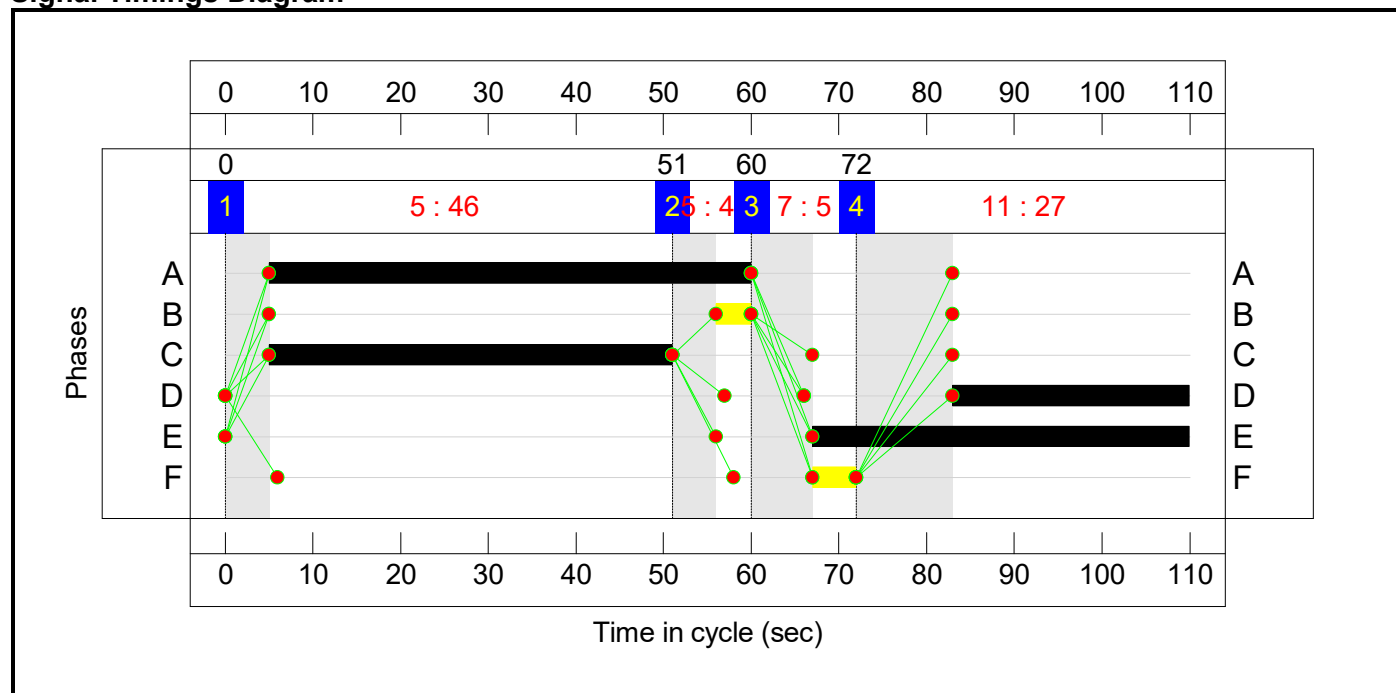
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	46	4	5	27
Change Point	0	51	60	72

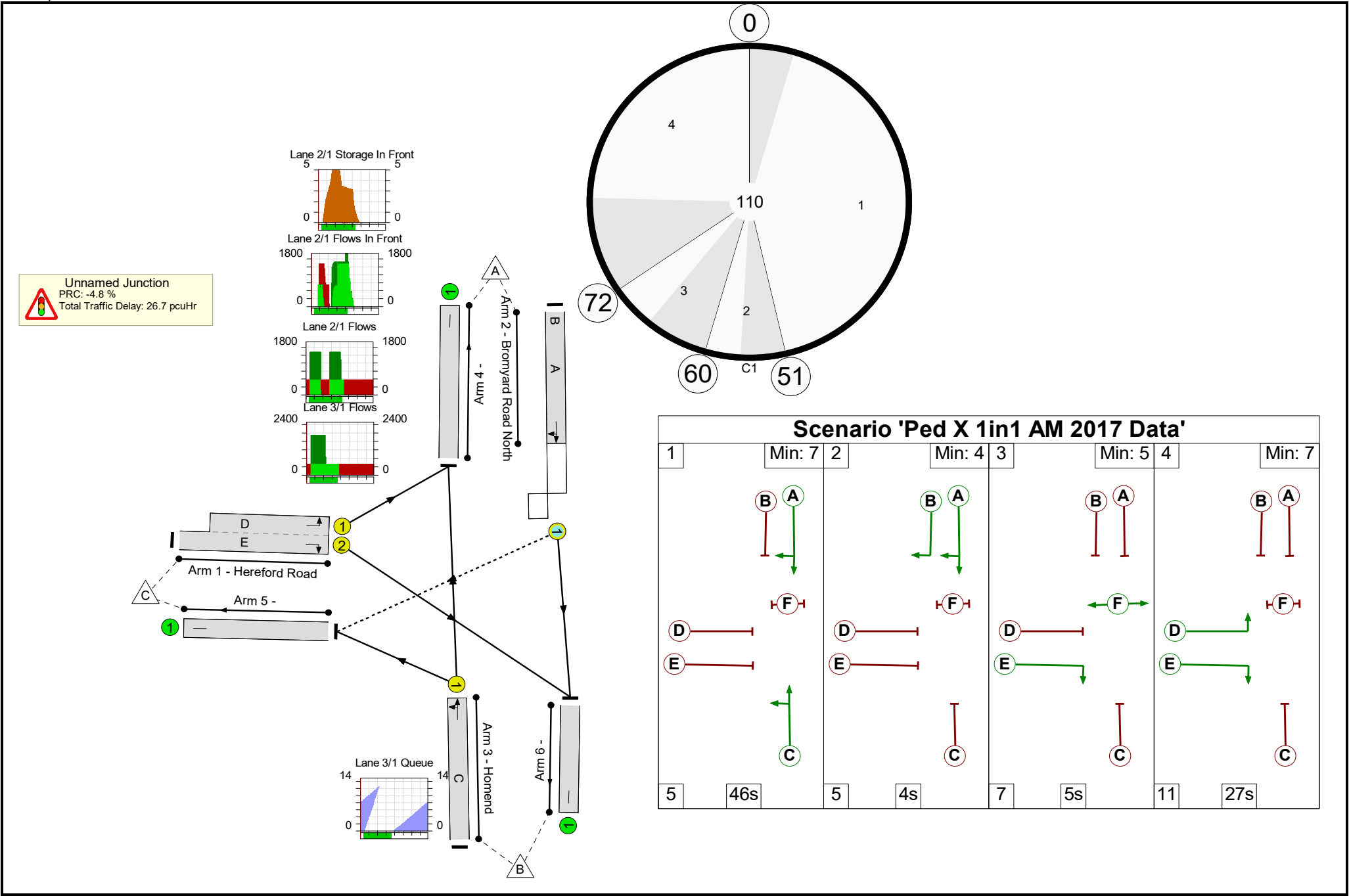
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	43:27	-	670	1546:1512	325+385	94.3 : 94.3%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	55	4	565	1606	615	91.9%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	46	-	525	1889	807	65.0%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	178	81	19	13.9	12.0	0.8	26.7	-	-	-	-
Unnamed Junction	-	-	178	81	19	13.9	12.0	0.8	26.7	-	-	-	-
1/2+1/1	670	670	-	-	-	6.2	6.3	-	12.5	67.1	10.8	6.3	17.1
2/1	565	565	178	81	19	4.1	4.8	0.8	9.6	61.3	16.3	4.8	21.1
3/1	525	525	-	-	-	3.6	0.9	-	4.6	31.3	12.7	0.9	13.6
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

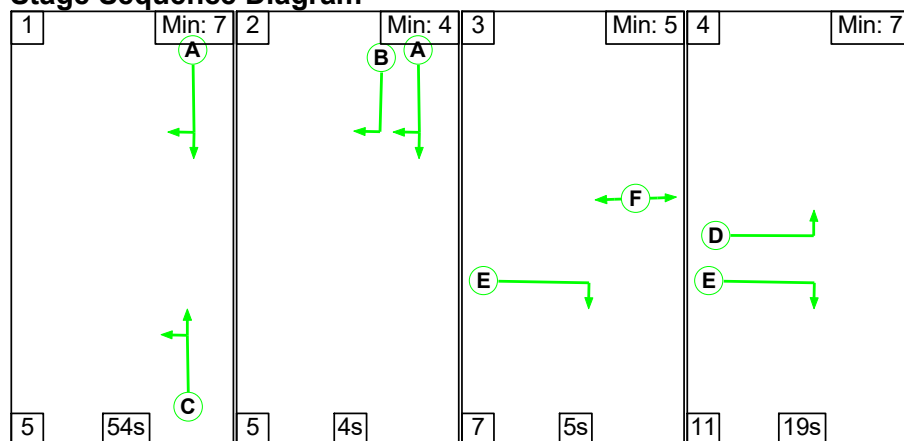
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	26.67	Cycle Time (s):	110
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	26.67		

Full Input Data And Results

Scenario 6: 'Ped X 1in1 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 1: 'Peds Every Cycle')

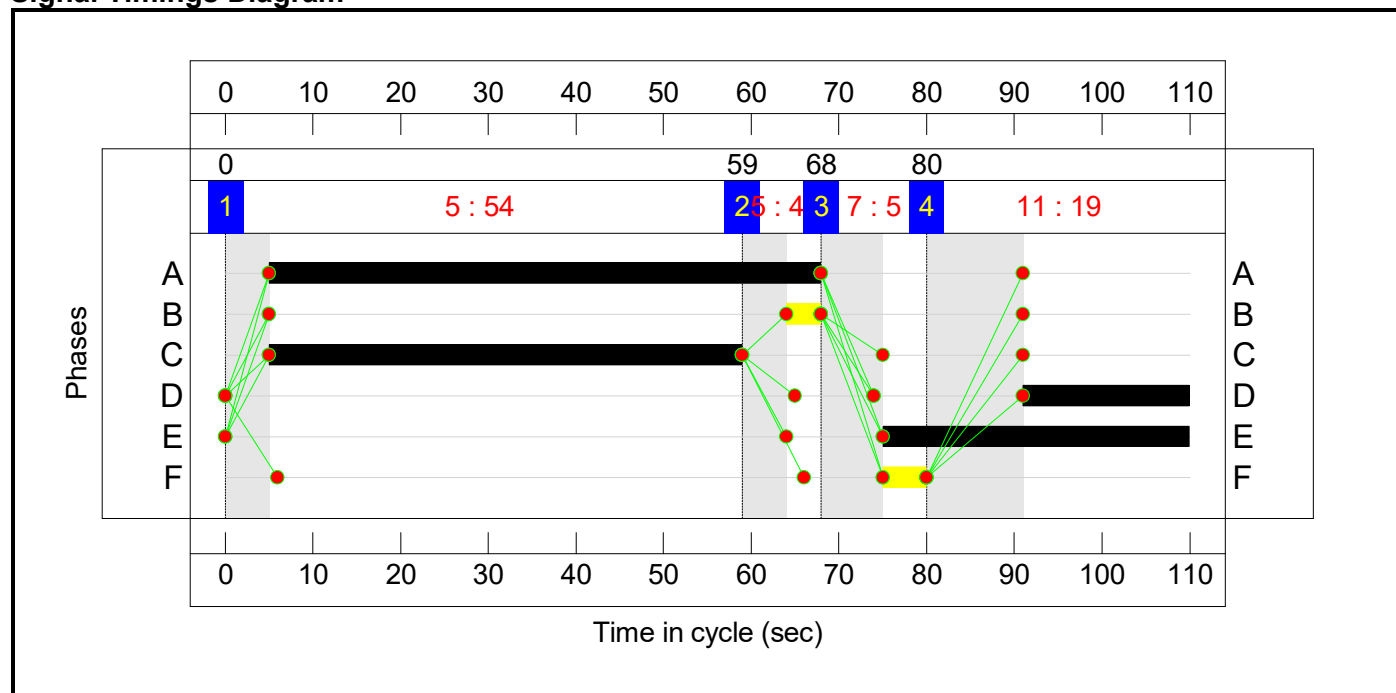
Stage Sequence Diagram



Stage Timings

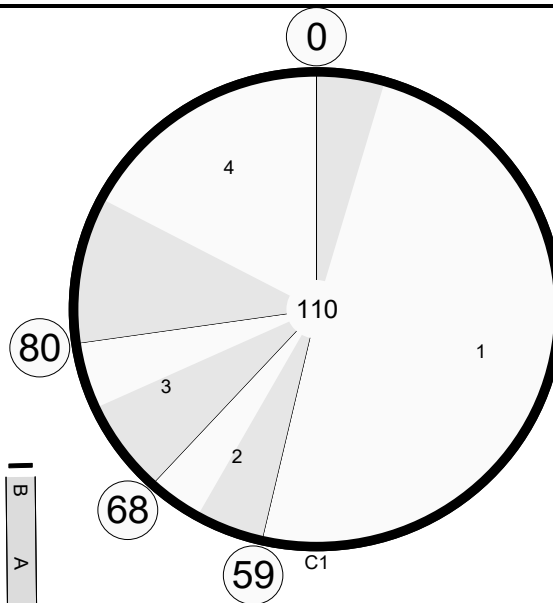
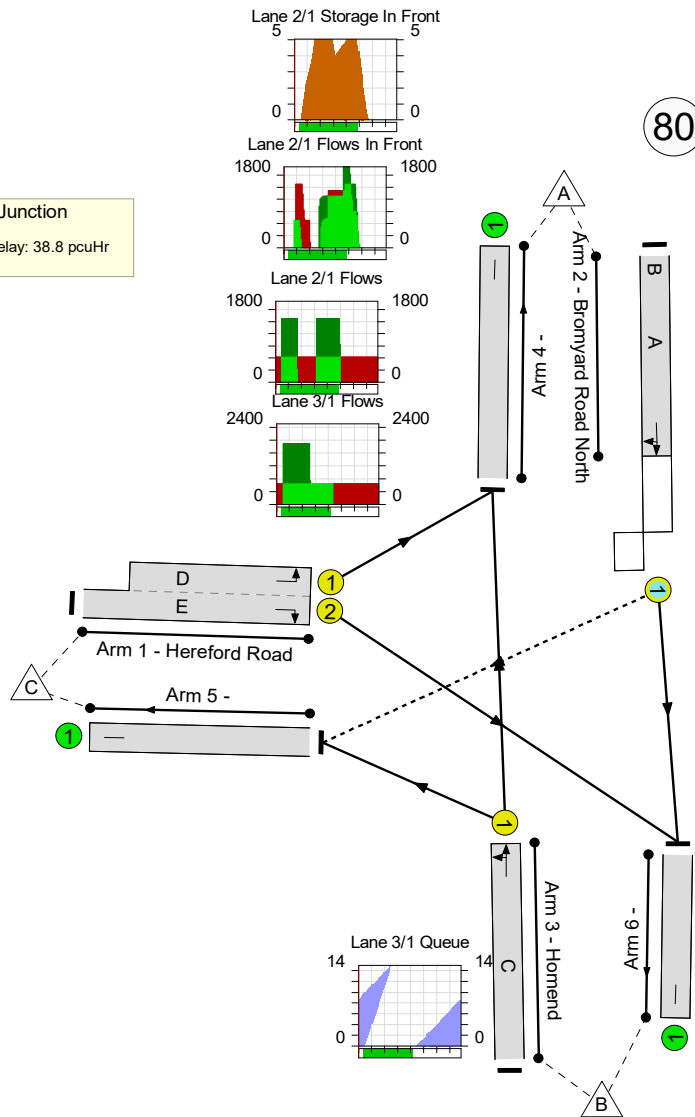
Stage	1	2	3	4
Duration	54	4	5	19
Change Point	0	59	68	80

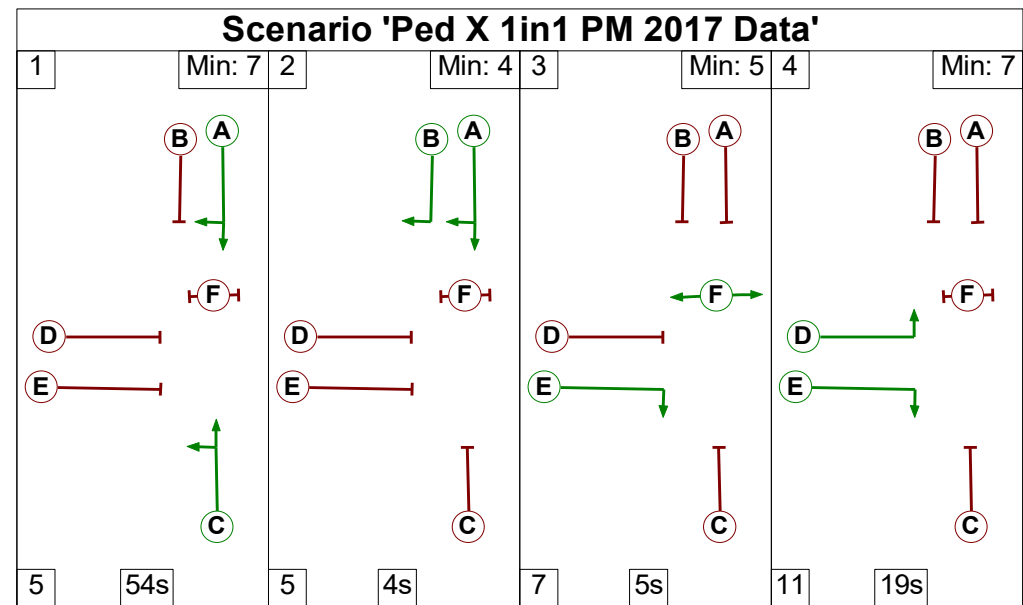
Signal Timings Diagram



Full Input Data And Results

Unnamed Junction
PRC: -12.0 %
Total Traffic Delay: 38.8 pcuHr



Scenario 'Ped X 1in1 PM 2017 Data'									
1	Min: 7	2	Min: 4	3	Min: 5	4	Min: 7	5	Min: 7
									
5	54s	5	4s	7	5s	11	19s		

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	35:19	-	564	1546:1512	285+275	100.8 : 100.8%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	63	4	618	1574	632	97.7%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	54	-	651	1883	942	69.1%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	172	100	79	14.0	23.4	1.4	38.8	-	-	-	-
Unnamed Junction	-	-	172	100	79	14.0	23.4	1.4	38.8	-	-	-	-
1/2+1/1	564	562	-	-	-	6.0	13.0	-	19.0	121.0	8.5	13.0	21.5
2/1	618	618	172	100	79	4.2	9.3	1.4	15.0	87.2	18.5	9.3	27.9
3/1	651	651	-	-	-	3.8	1.1	-	4.9	27.2	15.2	1.1	16.3
4/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

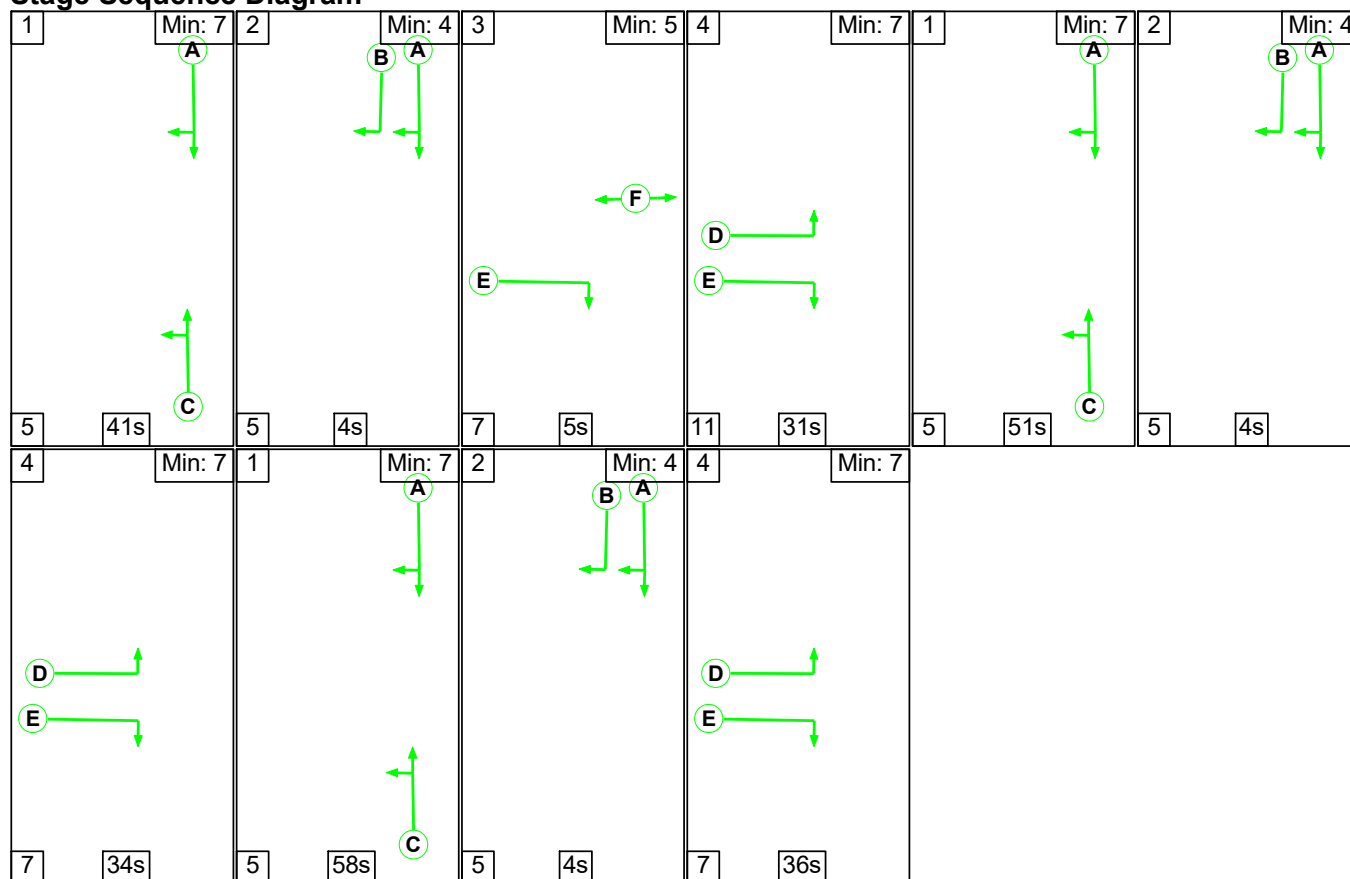
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-12.0	Total Delay for Signalled Lanes (pcuHr):	38.84	Cycle Time (s):	110
	PRC Over All Lanes (%):	-12.0	Total Delay Over All Lanes(pcuHr):	38.84		

Full Input Data And Results

Scenario 7: 'Ped X 1in3 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 3: 'Peds Every 3')

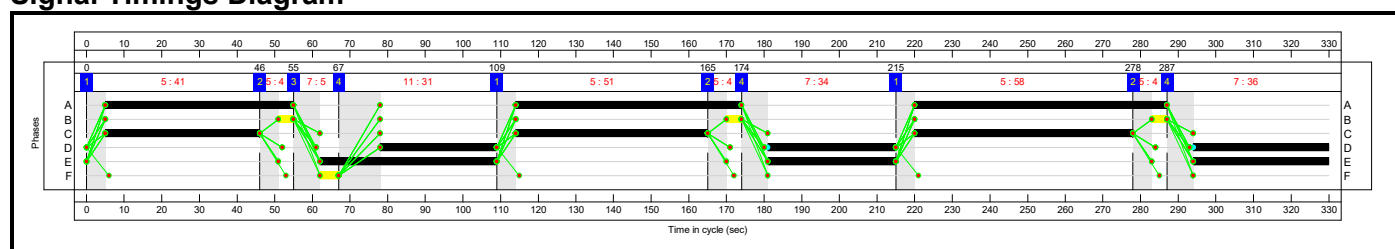
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	41	4	5	31	51	4	34	58	4	36
Change Point	0	46	55	67	109	165	174	215	278	287

Signal Timings Diagram

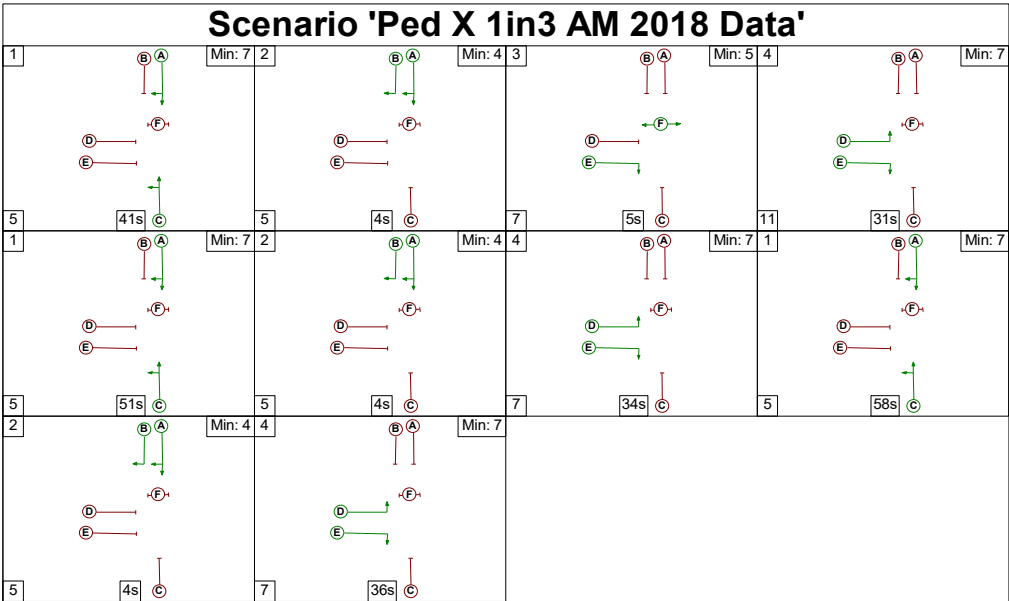
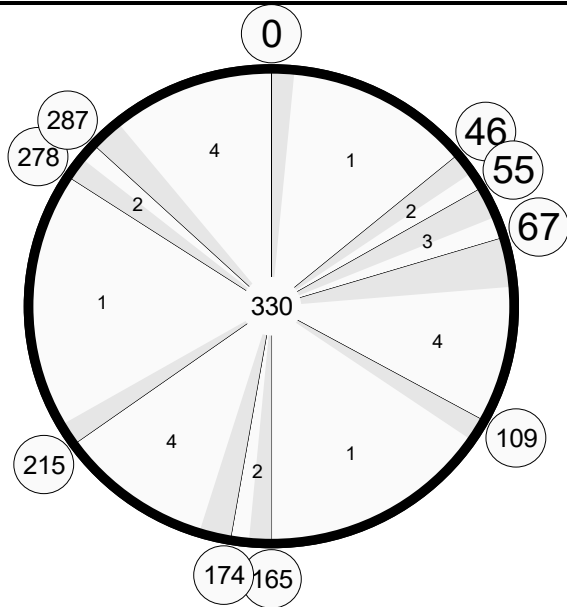
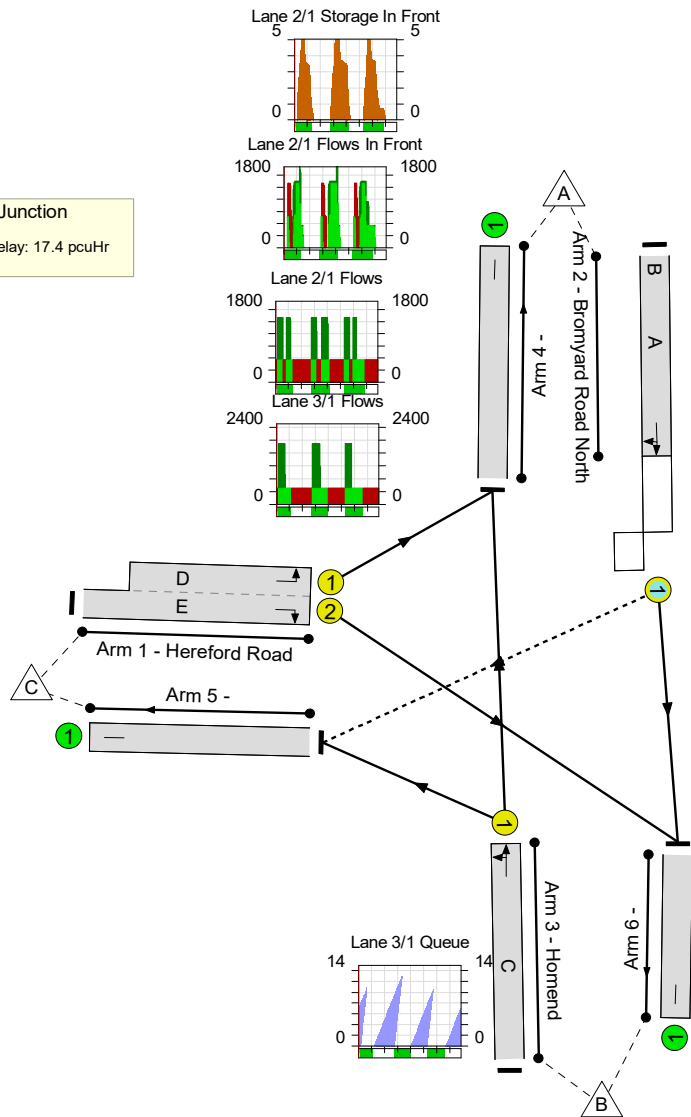


Full Input Data And Results

Unnamed Junction

PRC: 12.9 %

Total Traffic Delay: 17.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	117:101	-	641	1546:1512	356+448	79.7 : 79.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	177	12	551	1595	693	79.5%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	150	-	520	1887	875	59.4%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	209	59	15	12.0	4.5	0.8	17.4	-	-	-	-
Unnamed Junction	-	-	209	59	15	12.0	4.5	0.8	17.4	-	-	-	-
1/2+1/1	641	641	-	-	-	5.5	1.9	-	7.4	41.8	10.1	1.9	12.0
2/1	551	551	209	59	15	3.3	1.9	0.8	6.0	39.2	17.0	1.9	18.9
3/1	520	520	-	-	-	3.2	0.7	-	3.9	27.1	13.3	0.7	14.0
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

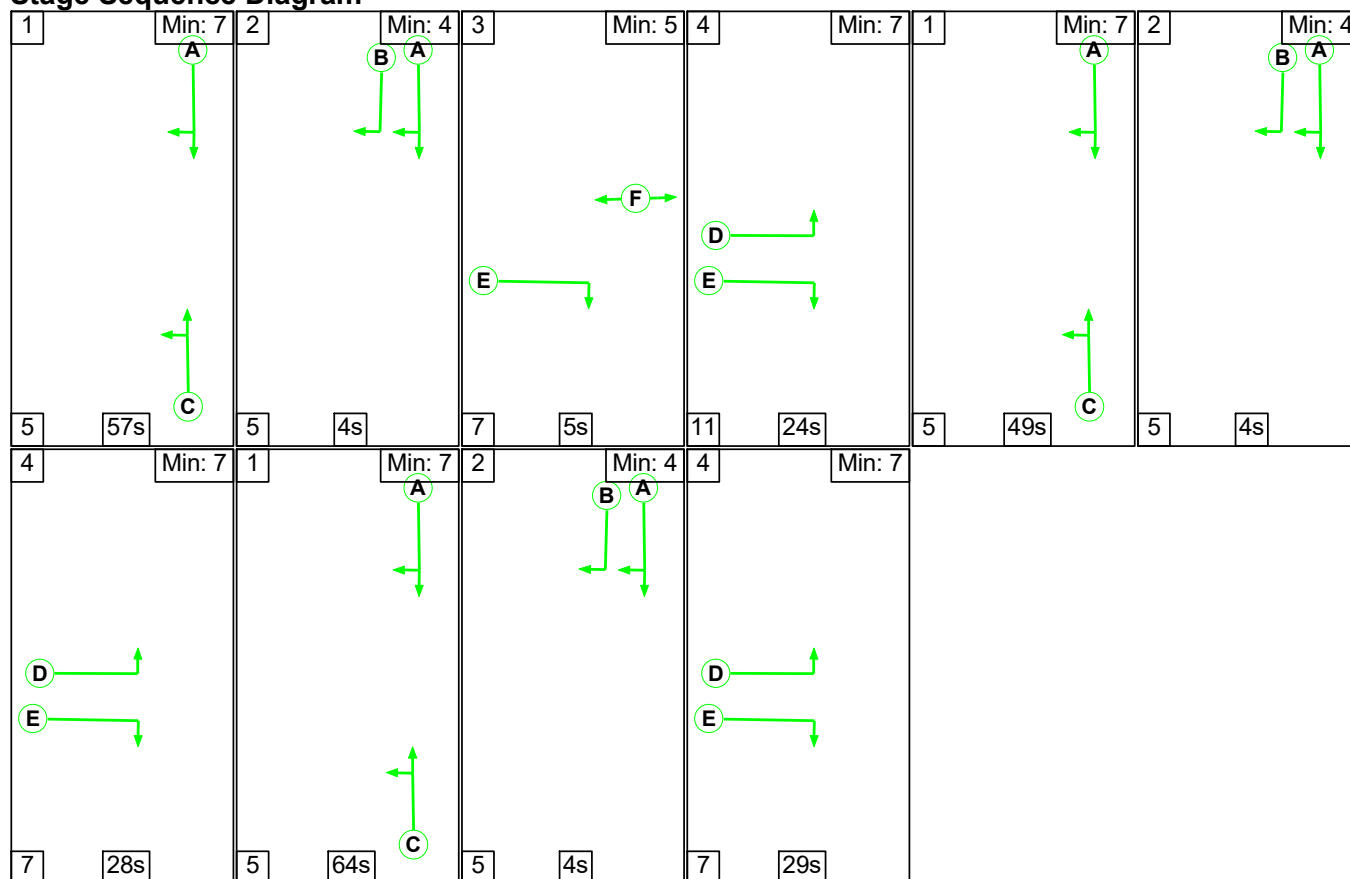
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	17.37	Cycle Time (s):	330
	PRC Over All Lanes (%):	12.9	Total Delay Over All Lanes(pcuHr):	17.37		

Full Input Data And Results

Scenario 8: 'Ped X 1in3 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 3: 'Peds Every 3')

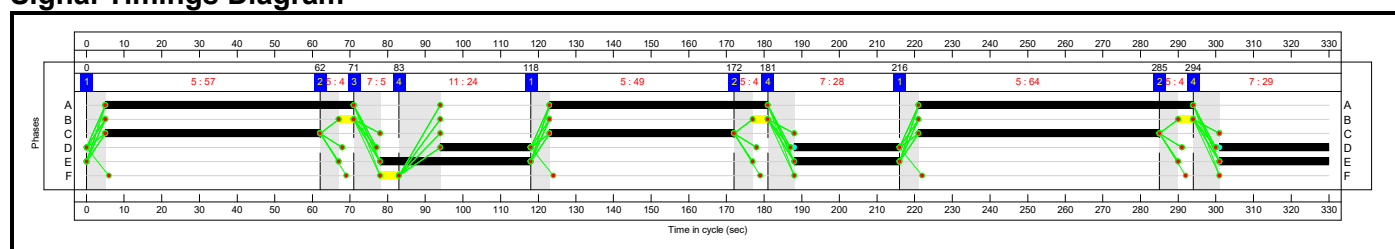
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	57	4	5	24	49	4	28	64	4	29
Change Point	0	62	71	83	118	172	181	216	285	294

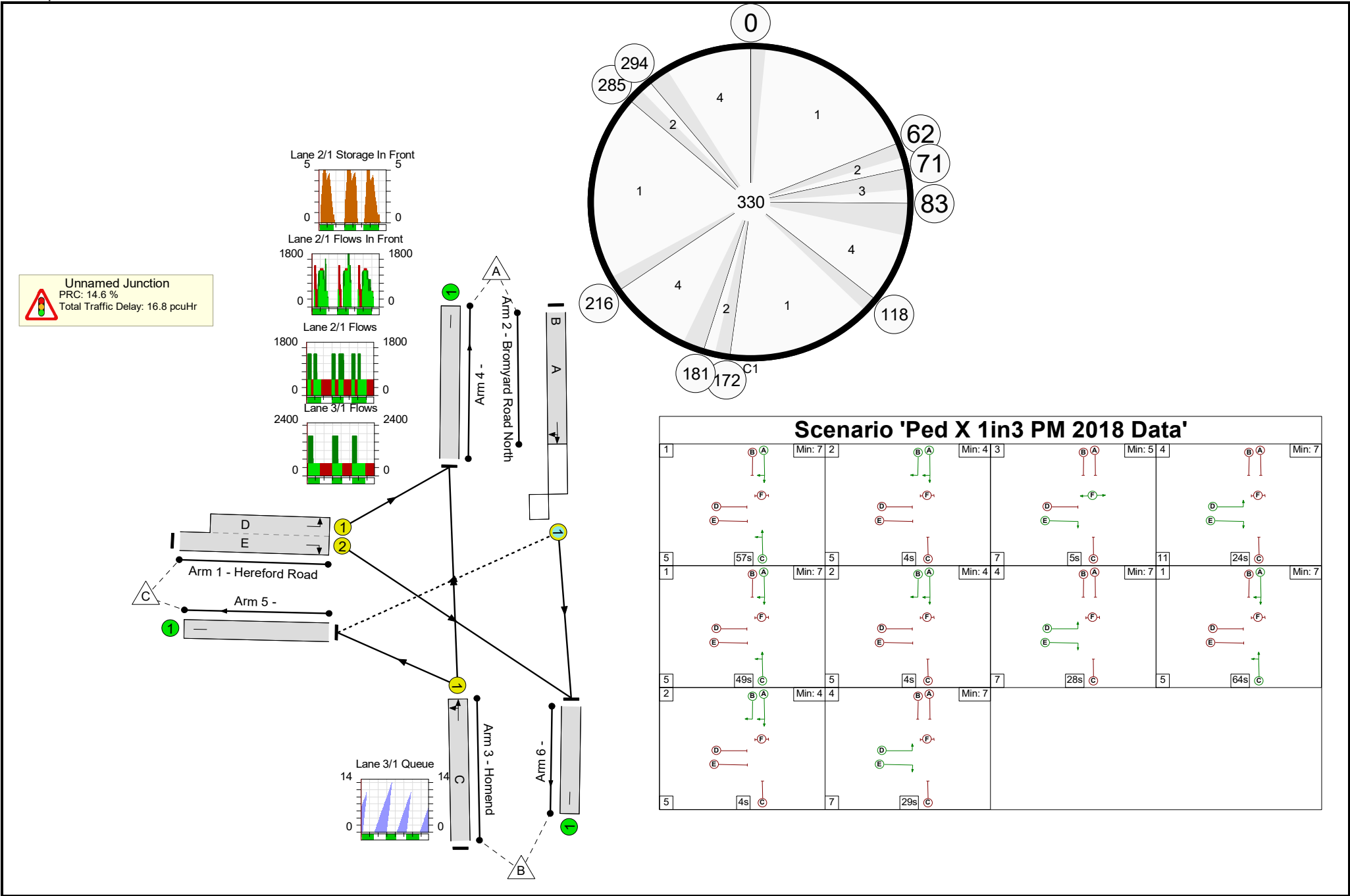
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	97:81	-	542	1546:1512	306+385	78.5 : 78.5%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	197	12	583	1568	742	78.6%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	170	-	588	1887	989	59.4%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	244	58	38	11.4	4.3	1.2	16.8	-	-	-	-
Unnamed Junction	-	-	244	58	38	11.4	4.3	1.2	16.8	-	-	-	-
1/2+1/1	542	542	-	-	-	5.4	1.8	-	7.2	47.5	9.7	1.8	11.5
2/1	583	583	244	58	38	3.0	1.8	1.2	6.0	36.8	17.7	1.8	19.4
3/1	588	588	-	-	-	3.0	0.7	-	3.7	22.8	14.2	0.7	14.9
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

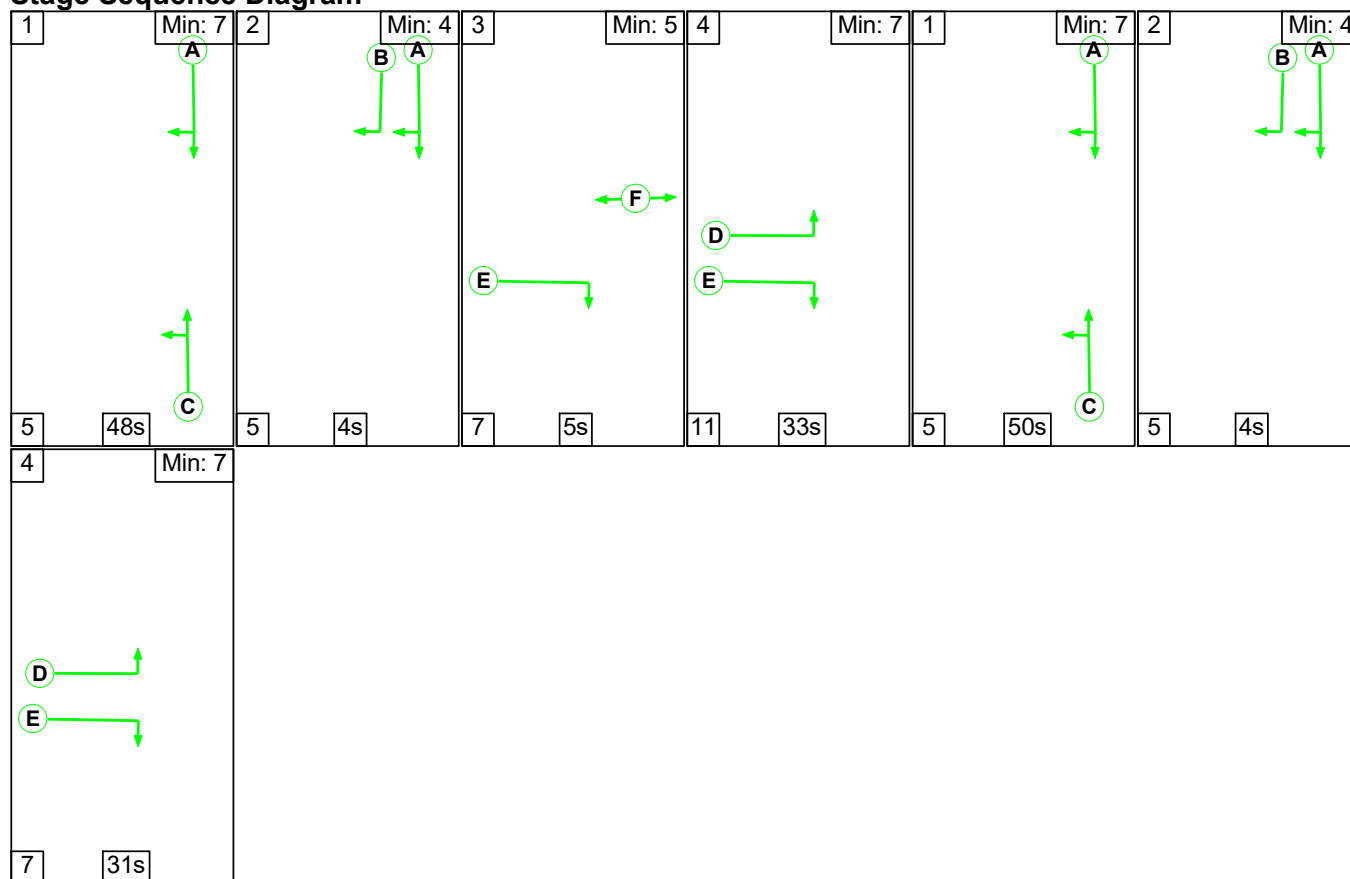
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	16.83	Cycle Time (s):	330
	PRC Over All Lanes (%):	14.6	Total Delay Over All Lanes(pcuHr):	16.83		

Full Input Data And Results

Scenario 9: 'Ped X 1in2 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 2: 'Peds Every 2')

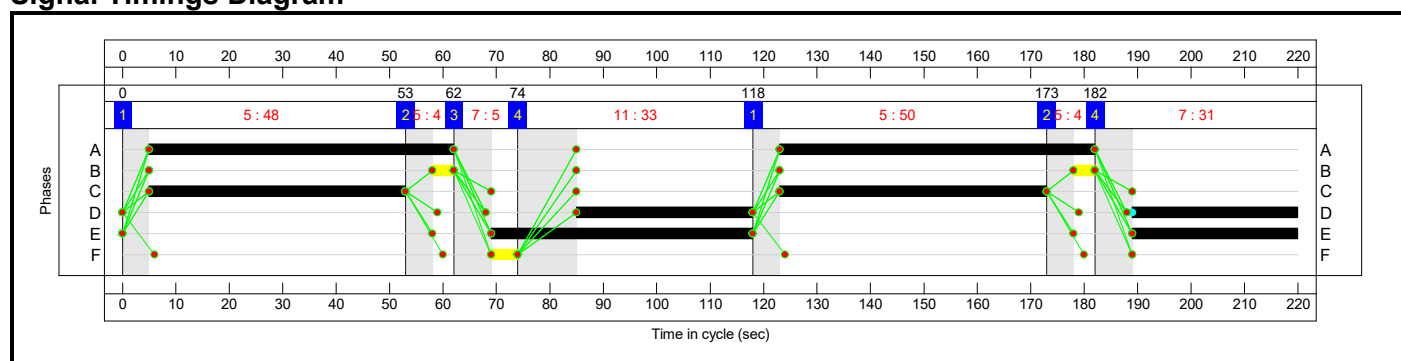
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	48	4	5	33	50	4	31
Change Point	0	53	62	74	118	173	182

Signal Timings Diagram



Unnamed Junction
PRC: 9.6 %
Total Traffic Delay: 18.5 pcuHr

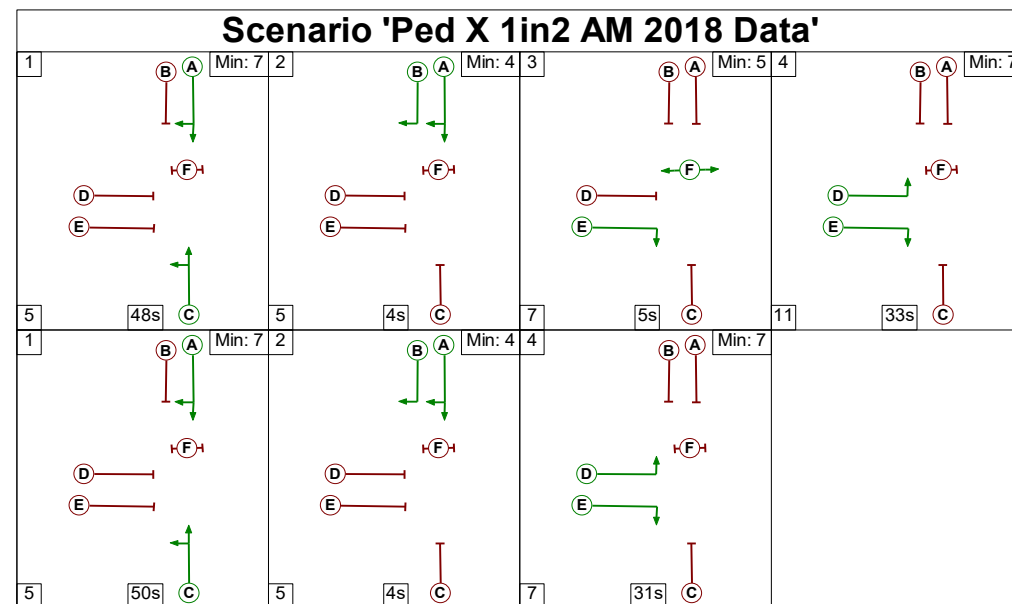
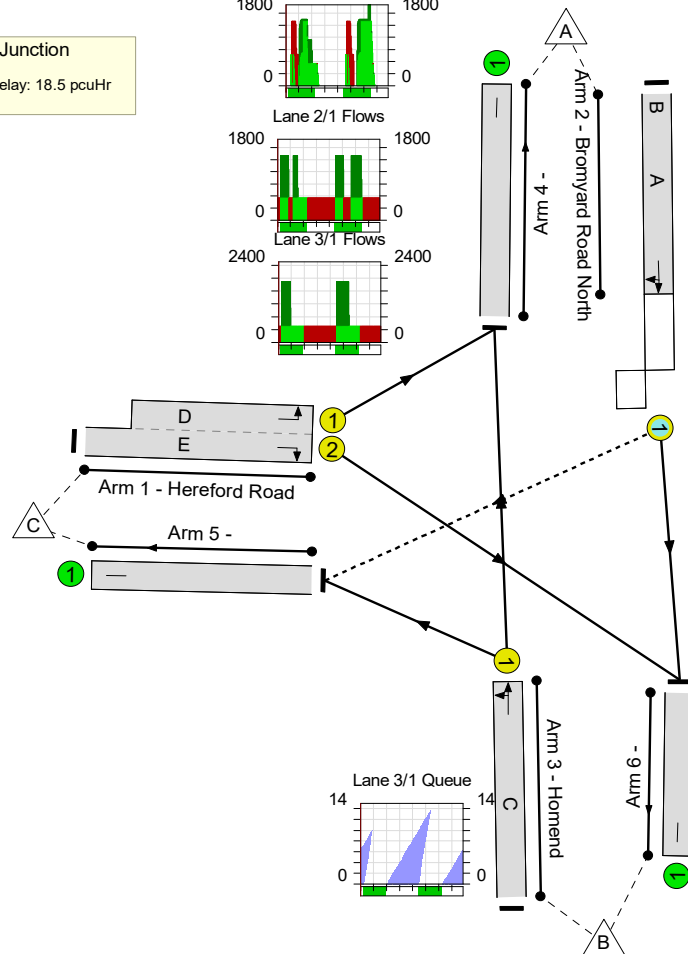
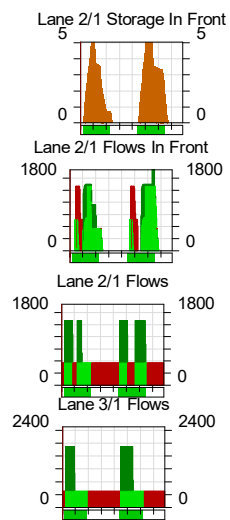
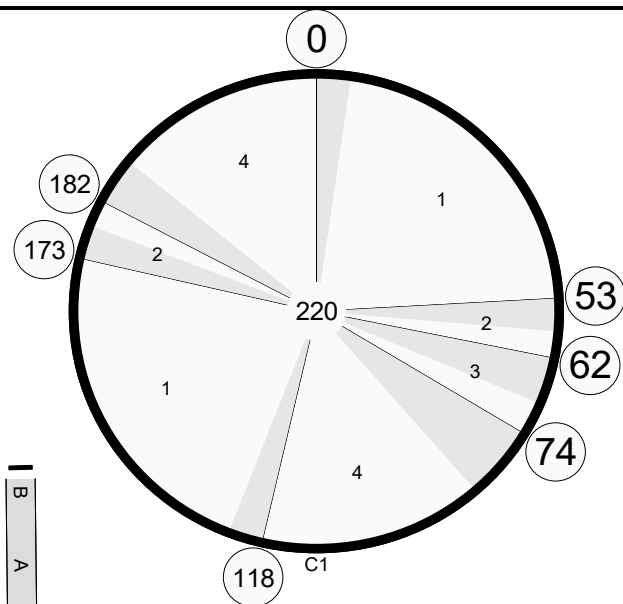
Flow Diagrams:

- Lane 2/1 Storage In Front: 5
- Lane 2/1 Flows In Front: 1800
- Lane 2/1 Flows: 1800
- Lane 3/1 Flows: 2400

Queue Diagram: Lane 3/1 Queue: 14

Scenario 'Ped X 1in2 AM 2018 Data'

1	2	3	4	5	6	7	8
Min: 7	Min: 4	Min: 5	Min: 7	Min: 7	Min: 4	Min: 7	Min: 7
48s	4s	5s	11s	50s	4s	31s	



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	82.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.1%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	80:64	-	641	1546:1512	346+435	82.1 : 82.1%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	116	8	551	1595	671	82.1%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	98	-	520	1887	858	60.6%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	210	53	22	12.5	5.2	0.8	18.5	-	-	-	-
Unnamed Junction	-	-	210	53	22	12.5	5.2	0.8	18.5	-	-	-	-
1/2+1/1	641	641	-	-	-	5.6	2.2	-	7.8	44.0	10.8	2.2	13.0
2/1	551	551	210	53	22	3.6	2.2	0.8	6.6	43.1	17.8	2.2	20.0
3/1	520	520	-	-	-	3.3	0.8	-	4.1	28.4	13.7	0.8	14.5
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

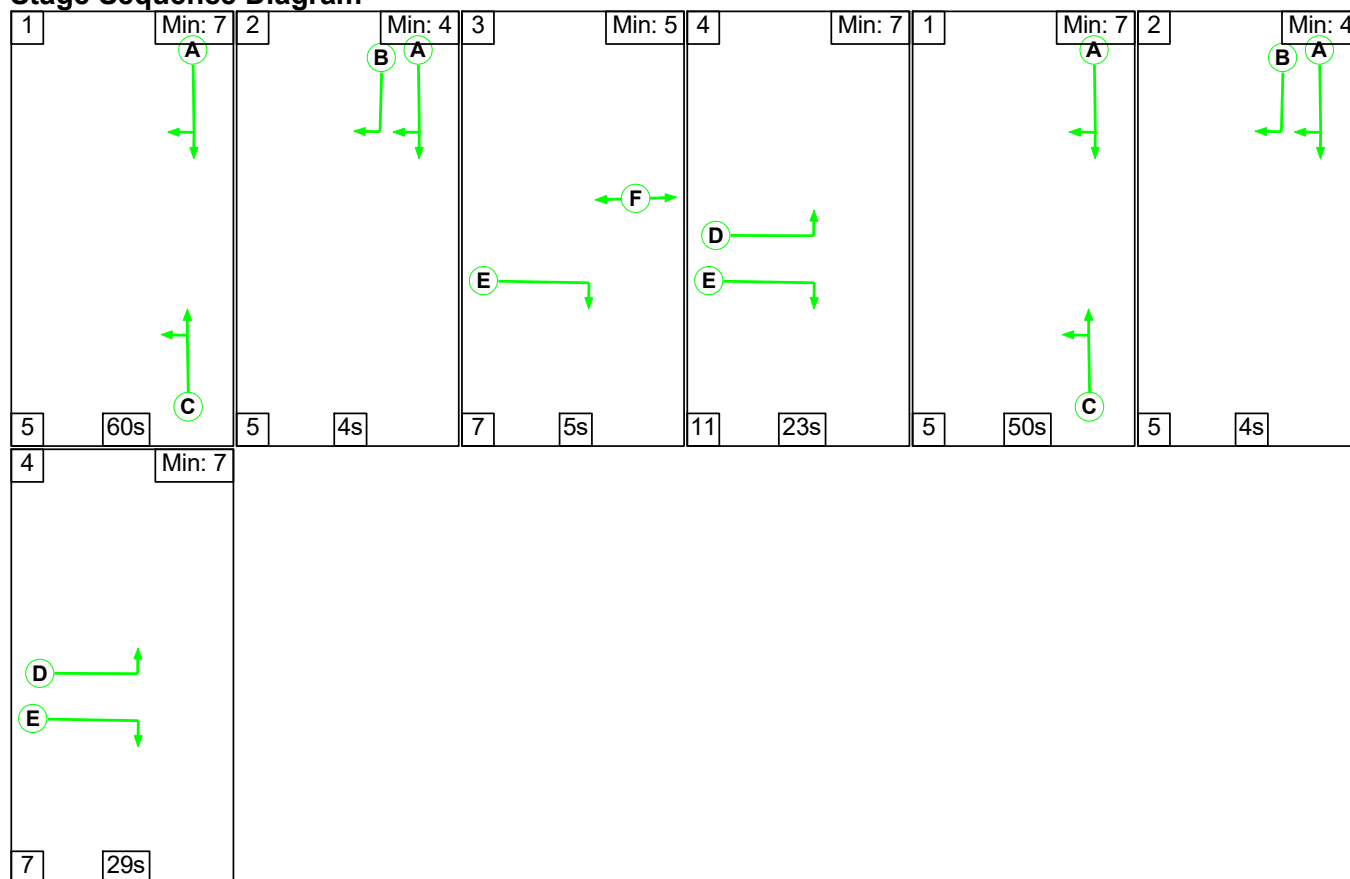
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	18.53	Cycle Time (s):	220
	PRC Over All Lanes (%):	9.6	Total Delay Over All Lanes(pcuHr):	18.53		

Full Input Data And Results

Scenario 10: 'Ped X 1in2 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 2: 'Peds Every 2')

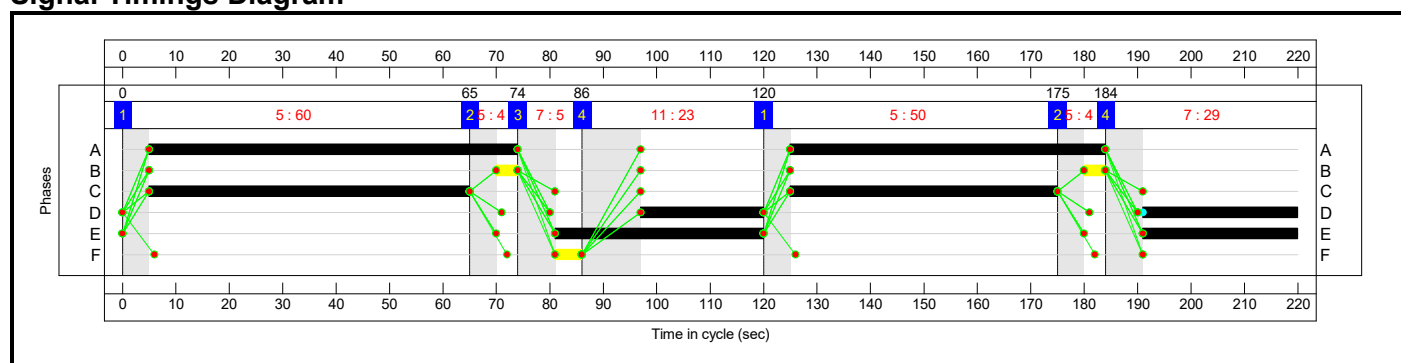
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	60	4	5	23	50	4	29
Change Point	0	65	74	86	120	175	184

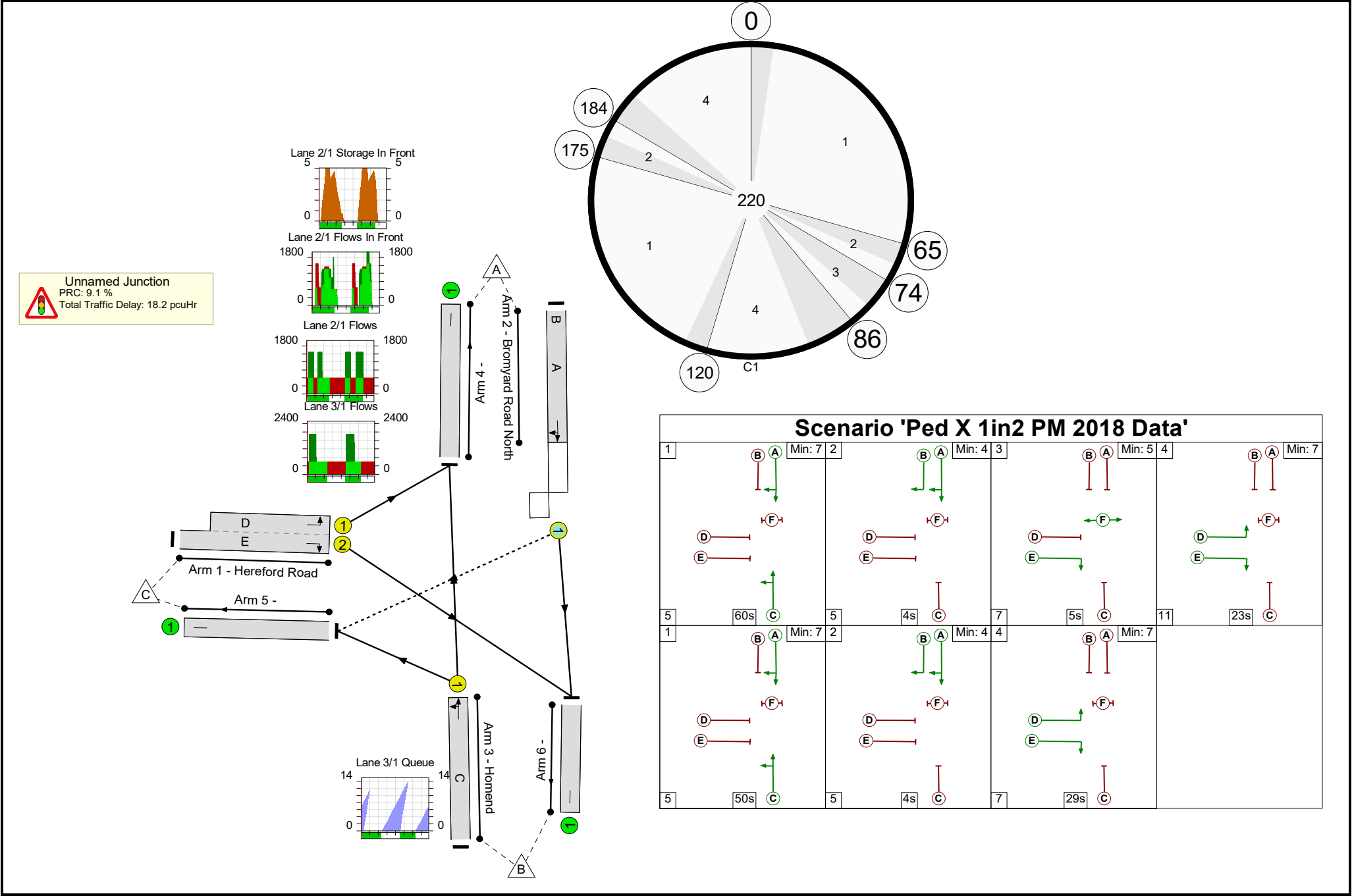
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.5%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	68:52	-	542	1546:1512	295+371	81.4 : 81.4%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	128	8	583	1568	706	82.5%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	110	-	588	1887	961	61.2%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	227	70	42	11.9	5.2	1.2	18.2	-	-	-	-
Unnamed Junction	-	-	227	70	42	11.9	5.2	1.2	18.2	-	-	-	-
1/2+1/1	542	542	-	-	-	5.4	2.1	-	7.5	49.9	10.0	2.1	12.1
2/1	583	583	227	70	42	3.3	2.3	1.2	6.8	41.8	17.5	2.3	19.8
3/1	588	588	-	-	-	3.2	0.8	-	4.0	24.2	13.9	0.8	14.7
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

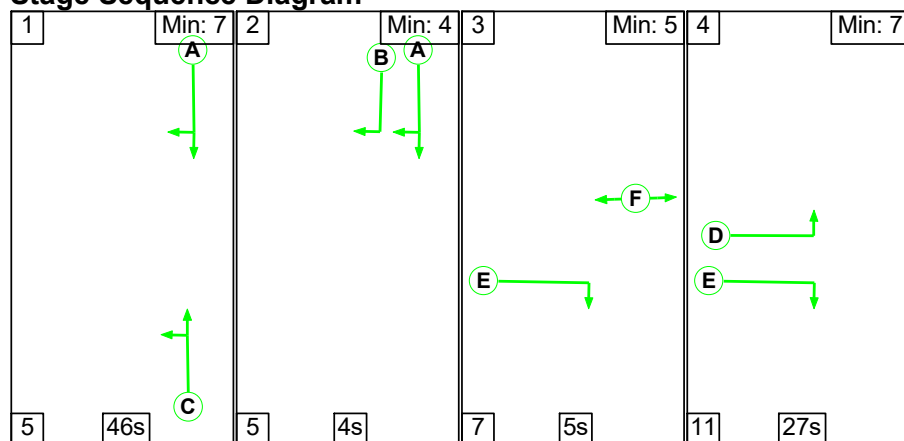
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	18.23	Cycle Time (s):	220
	PRC Over All Lanes (%):	9.1	Total Delay Over All Lanes(pcuHr):	18.23		

Full Input Data And Results

Scenario 11: 'Ped X 1in1 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 1: 'Peds Every Cycle')

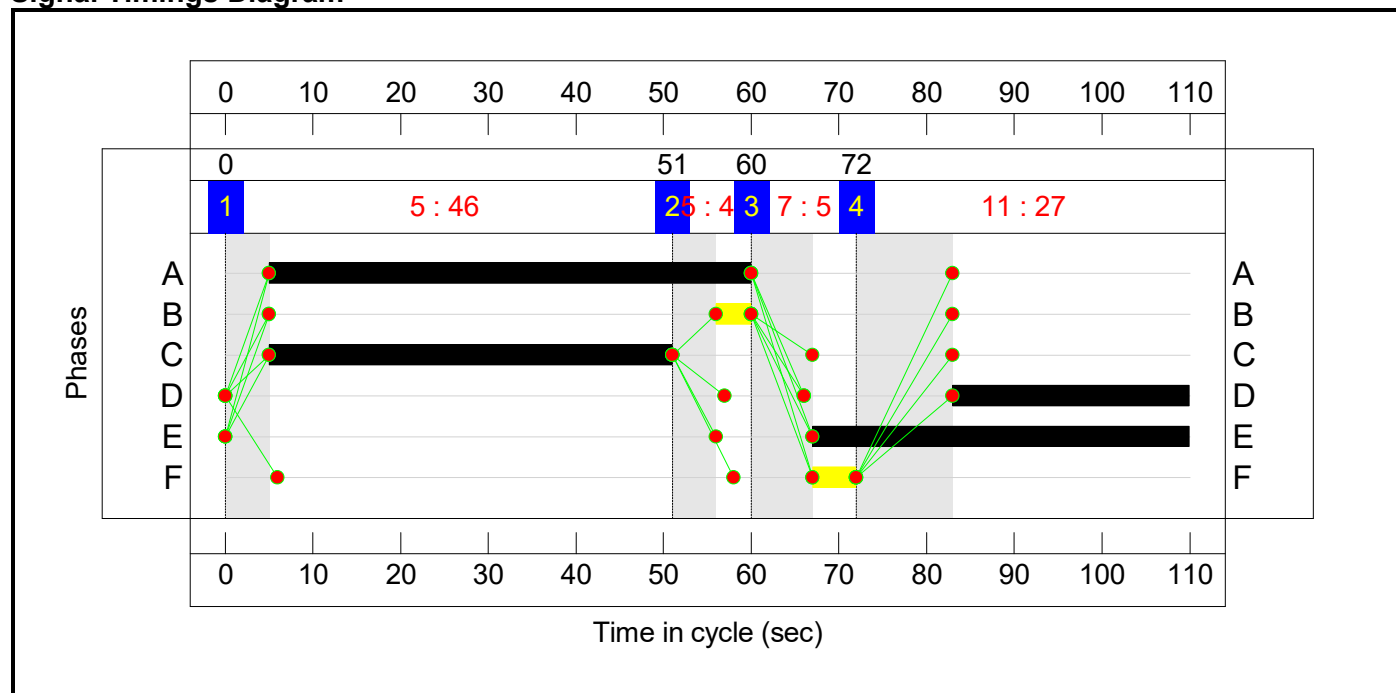
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	46	4	5	27
Change Point	0	51	60	72

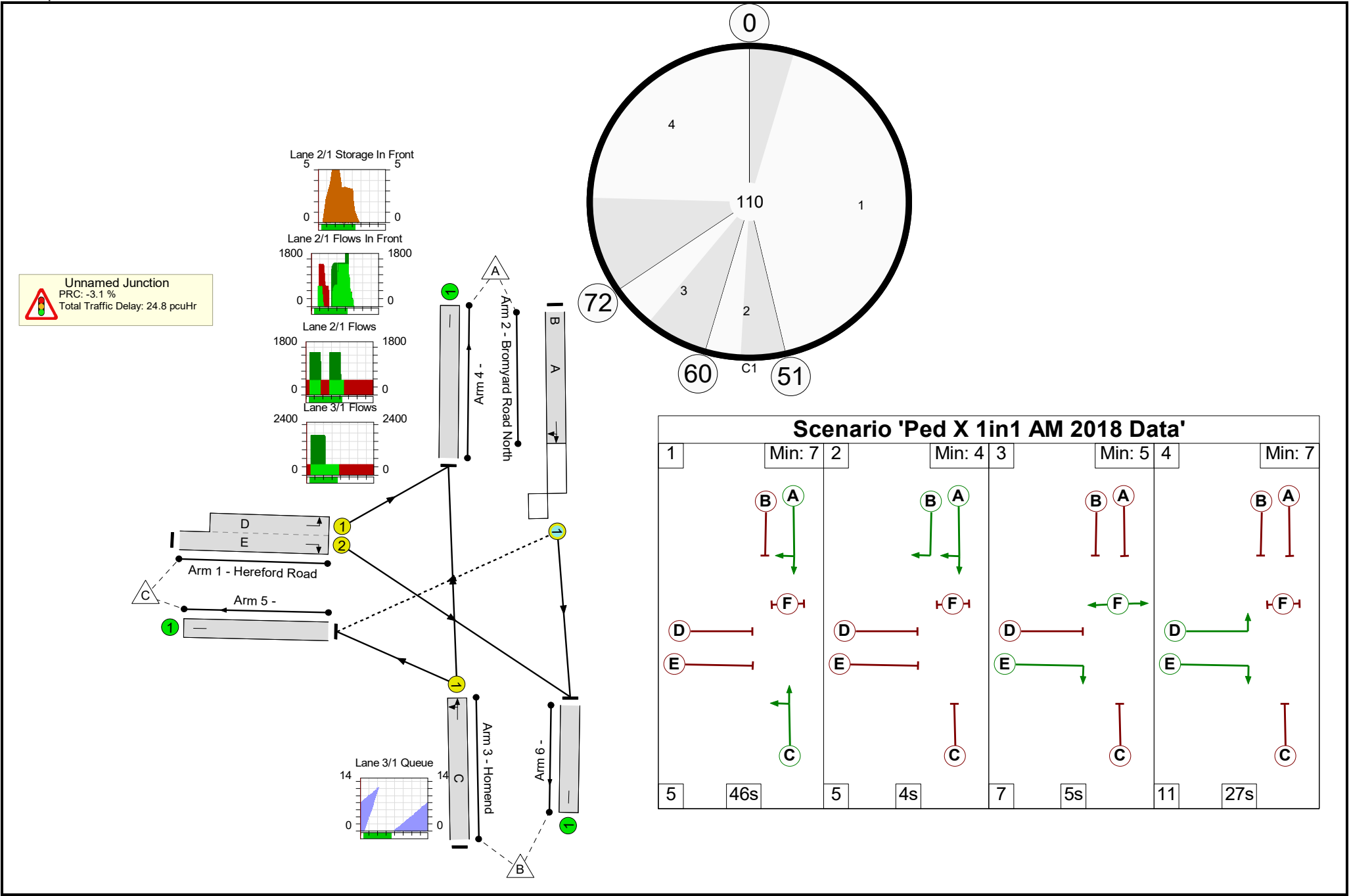
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	43:27	-	641	1546:1512	306+385	92.8 : 92.8%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	55	4	551	1595	606	90.9%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	46	-	520	1887	806	64.5%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	182	85	17	13.4	10.5	0.8	24.8	-	-	-	-
Unnamed Junction	-	-	182	85	17	13.4	10.5	0.8	24.8	-	-	-	-
1/2+1/1	641	641	-	-	-	5.9	5.3	-	11.2	62.7	10.6	5.3	15.9
2/1	551	551	182	85	17	3.9	4.3	0.8	9.1	59.4	15.9	4.3	20.3
3/1	520	520	-	-	-	3.6	0.9	-	4.5	31.2	12.4	0.9	13.3
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

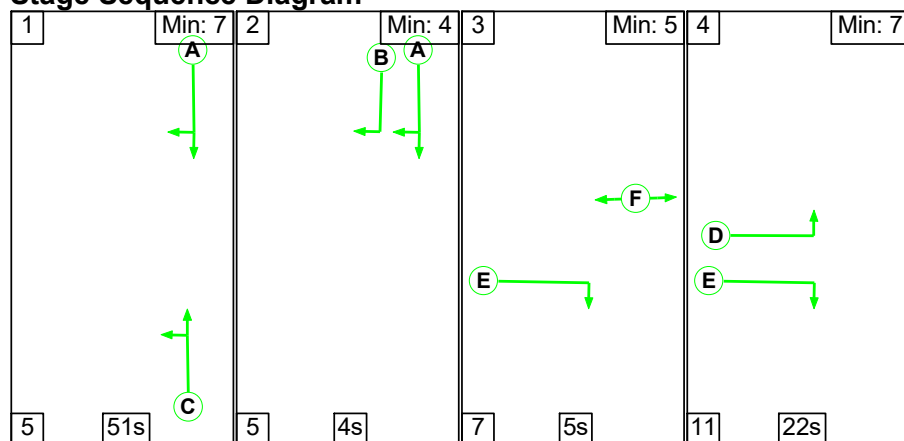
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	24.75	Cycle Time (s):	110
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	24.75		

Full Input Data And Results

Scenario 12: 'Ped X 1in1 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 1: 'Peds Every Cycle')

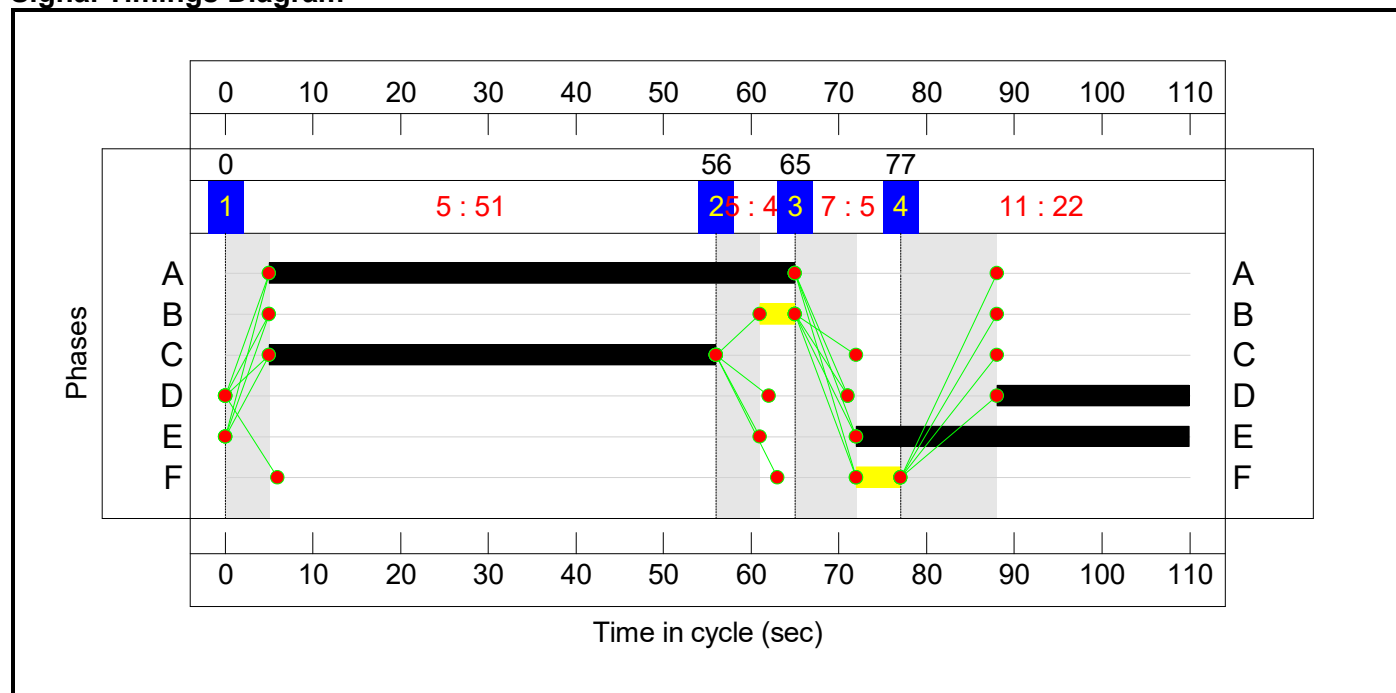
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	51	4	5	22
Change Point	0	56	65	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Unnamed Junction
PRC: -6.1 %
Total Traffic Delay: 27.4 pcuHr

Lane 2/1 Storage In Front

Lane 2/1 Flows In Front

Lane 2/1 Flows

Lane 3/1 Flows

Lane 3/1 Queue

Arm 2 - Brimyard Road North

Arm 4 -

Arm 1 - Hereford Road

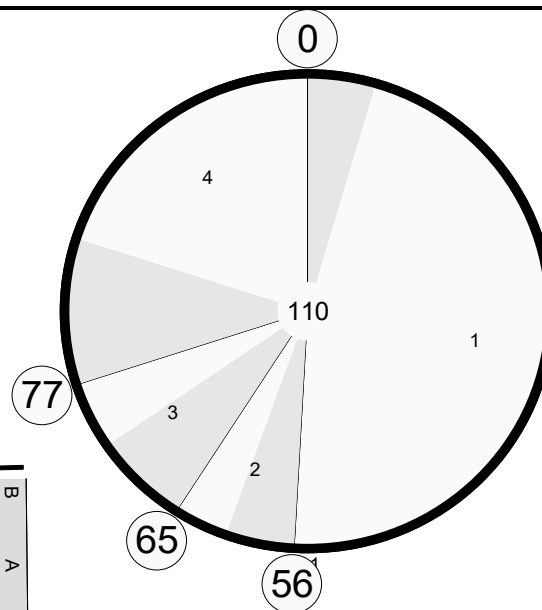
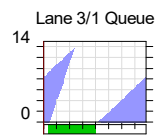
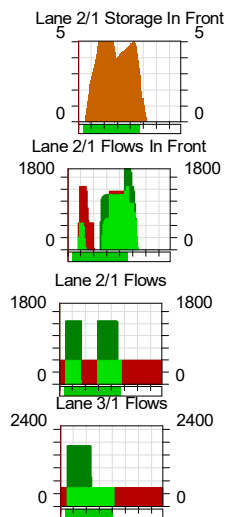
Arm 5 -

Arm 3 - Homend

Arm 6 -

Scenario 'Ped X 1in1 PM 2018 Data'

1	Min: 7	2	Min: 4	3	Min: 5	4	Min: 7
	B A	B A	B A	B A	B A	B A	B A
	F	F	F	F	F	F	F
D	D	D	D	D	D	D	D
E	E	E	E	E	E	E	E
	C	C	C	C	C	C	C
5	51s	5	4s	7	5s	11	22s



Scenario 'Ped X 1in1 PM 2018 Data'

1	Min: 7	2	Min: 4	3	Min: 5	4	Min: 7
	51s		4s		5s		22s

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	38:22	-	542	1546:1512	251+316	95.5 : 95.5%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	60	4	583	1568	628	92.8%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	51	-	588	1887	892	65.9%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	185	100	55	13.0	13.1	1.3	27.4	-	-	-	-
Unnamed Junction	-	-	185	100	55	13.0	13.1	1.3	27.4	-	-	-	-
1/2+1/1	542	542	-	-	-	5.4	6.9	-	12.3	81.9	9.1	6.9	16.0
2/1	583	583	185	100	55	4.0	5.3	1.3	10.5	64.6	16.8	5.3	22.1
3/1	588	588	-	-	-	3.6	1.0	-	4.6	28.1	13.7	1.0	14.7
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

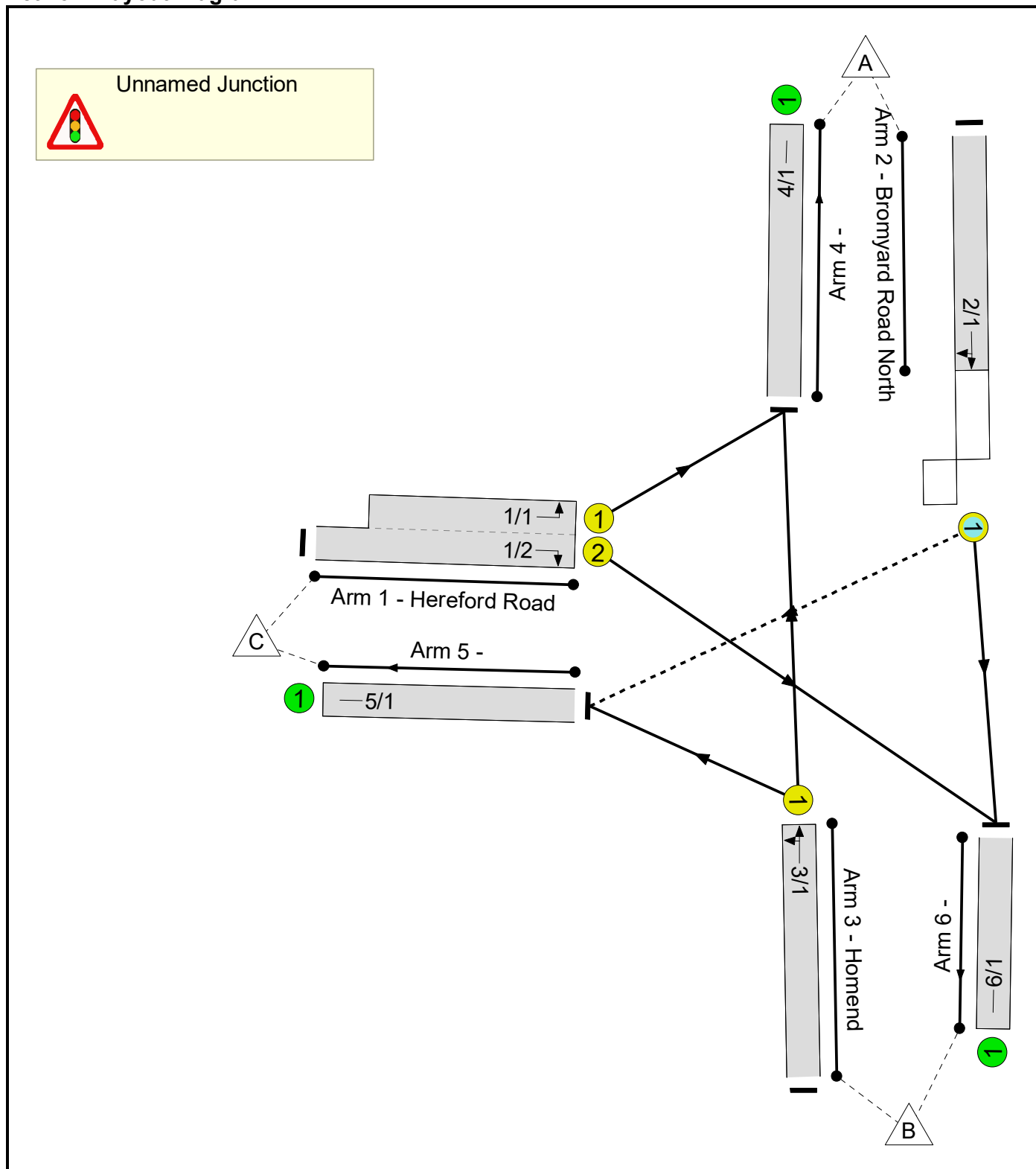
C1	PRC for Signalled Lanes (%):	-6.1	Total Delay for Signalled Lanes (pcuHr):	27.37	Cycle Time (s):	110
	PRC Over All Lanes (%):	-6.1	Total Delay Over All Lanes(pcuHr):	27.37		

Full Input Data And Results

User and Project Details

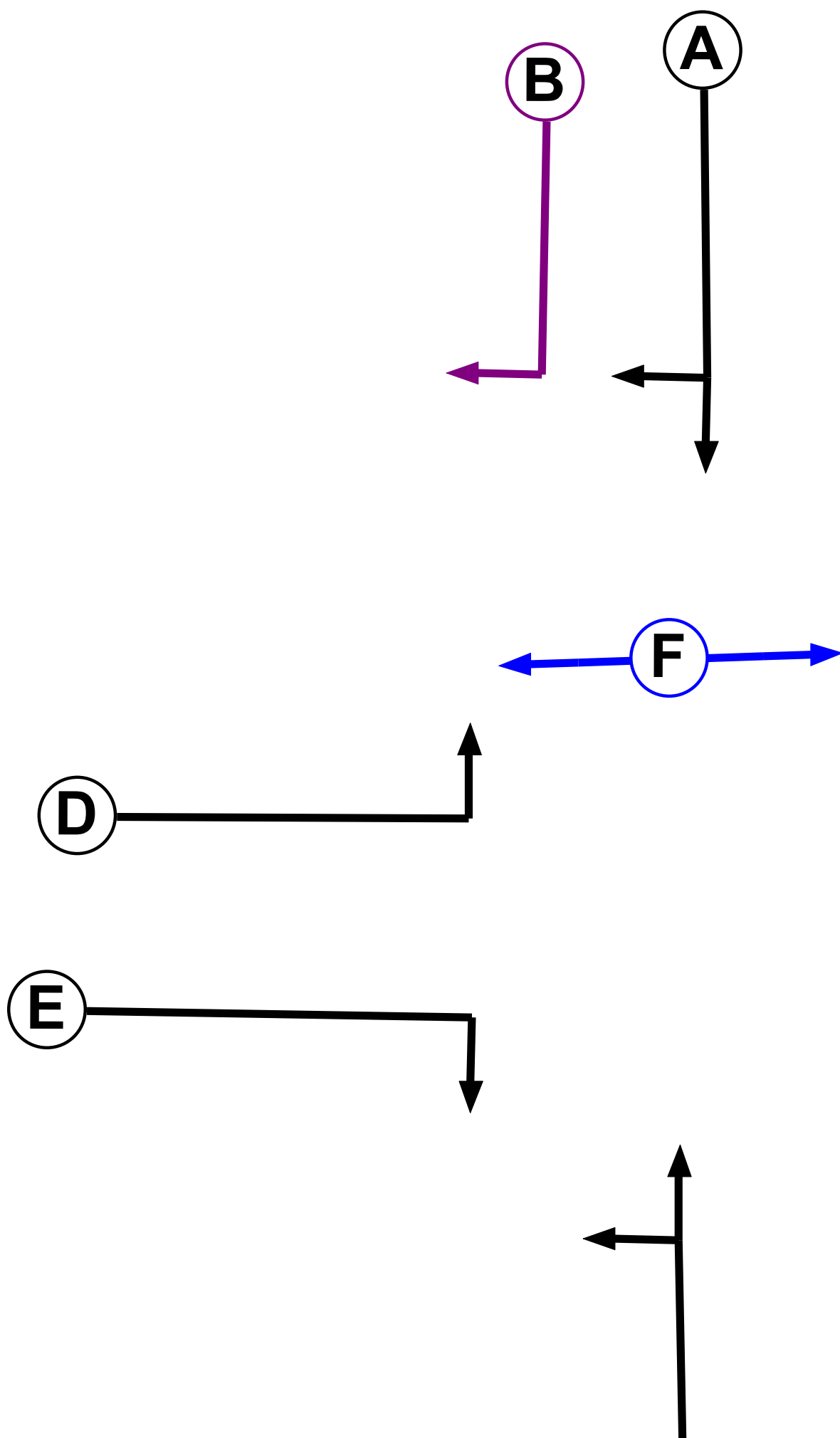
Project:	Ledbury, Herefordshire
Title:	PJA Signal Mitigation Scheme
Location:	
Client:	Bloor Homes
Additional detail:	
File name:	Bromyard Road Junction Appeal Final 120s Cycle.lsg3x
Author:	
Company:	Phil Jones Associates
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

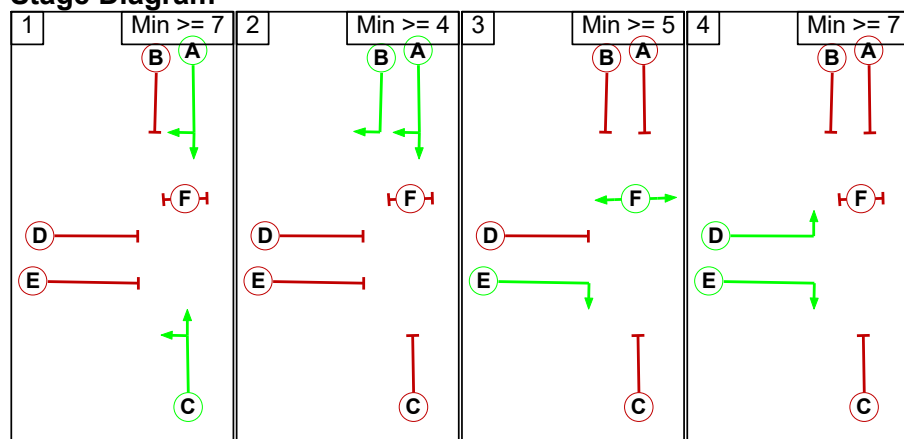
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic	A	7	7
B	Ind. Arrow		4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5

Phase Intergreens Matrix

	Starting Phase						
		A	B	C	D	E	F
Terminating Phase	A		-	-	6	7	7
	B	-		7	6	7	7
	C	-	5		6	5	7
	D	5	5	5		-	6
	E	5	5	5	-		-
	F	11	11	11	11	-	

Phases in Stage

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

Stage Diagram

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	D	Gaining relative	1	7
2	4	D	Gaining relative	1	7
3	1	E	Losing	6	6
3	2	E	Losing	6	6

Prohibited Stage Change

	To Stage				
From Stage		1	2	3	4
	1		5	7	7
	2	7		7	7
	3	11	11		11
	4	5	5	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bromyard Road North)	5/1 (Right)	1439	0	3/1	1.09	All	6.00	2.00	0.50	6	3.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Hereford Road)	U	D	2	3	11.8	Geom	-	3.30	4.90	Y	Arm 4 Left	10.00
1/2 (Hereford Road)	U	E	2	3	60.0	Geom	-	3.30	4.90	Y	Arm 6 Right	12.00
2/1 (Bromyard Road North)	O	A B	2	3	60.0	Geom	-	3.57	3.10	Y	Arm 5 Right	5.00
											Arm 6 Ahead	Inf
3/1 (Homend)	U	C	2	3	60.0	Geom	-	3.45	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 5 Left	21.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 + Dev (2017 Data) AM'	07:45	08:45	01:00	
2: '2031 + Dev (2017 Data) PM'	16:45	17:45	01:00	
3: '2031 + Dev (2018 Data) AM'	08:00	09:00	01:00	
4: '2031 + Dev (2018 Data) PM'	17:00	18:00	01:00	

Scenario 1: 'Ped X 1in3 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Ped X 1in3 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Ped X 1in3 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Ped X 1in3 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Ped X 1in2 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Ped X 1in2 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Ped X 1in2 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Ped X 1in2 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Ped X 1in1 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	288	277	565
	B	249	0	276	525
	C	363	307	0	670
	Tot.	612	595	553	1760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Ped X 1in1 AM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	363
1/2 (with short)	670(In) 307(Out)
2/1	565
3/1	525
4/1	612
5/1	553
6/1	595

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	49.0 %	1606	1606
				Arm 6 Ahead	Inf	51.0 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	47.4 %	1889	1889
				Arm 5 Left	21.00	52.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Ped X 1in1 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	351	618
	B	279	0	372	651
	C	277	287	0	564
	Tot.	556	554	723	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Ped X 1in1 PM 2017 Data
Junction: Unnamed Junction	
1/1 (short)	277
1/2 (with short)	564(In) 287(Out)
2/1	618
3/1	651
4/1	556
5/1	723
6/1	554

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	56.8 %	1574	1574
				Arm 6 Ahead	Inf	43.2 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1883	1883
				Arm 5 Left	21.00	57.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Ped X 1in3 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Ped X 1in3 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Ped X 1in3 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 3: 'Peds Every 3')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Ped X 1in3 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Ped X 1in2 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Ped X 1in2 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Ped X 1in2 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 2: 'Peds Every 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Ped X 1in2 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Ped X 1in1 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	267	284	551
	B	240	0	280	520
	C	357	284	0	641
	Tot.	597	551	564	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Ped X 1in1 AM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	641(In) 284(Out)
2/1	551
3/1	520
4/1	597
5/1	564
6/1	551

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	51.5 %	1595	1595
				Arm 6 Ahead	Inf	48.5 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	46.2 %	1887	1887
				Arm 5 Left	21.00	53.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Ped X 1in1 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 1: 'Peds Every Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	243	340	583
	B	269	0	319	588
	C	302	240	0	542
	Tot.	571	483	659	1713

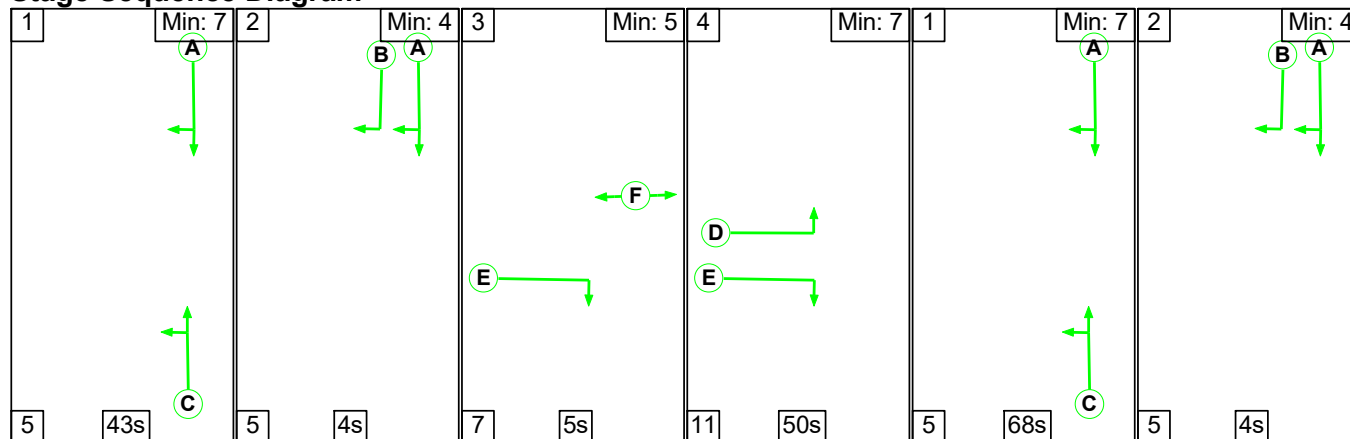
Traffic Lane Flows

Lane	Scenario 12: Ped X 1in1 PM 2018 Data
Junction: Unnamed Junction	
1/1 (short)	302
1/2 (with short)	542(In) 240(Out)
2/1	583
3/1	588
4/1	571
5/1	659
6/1	483

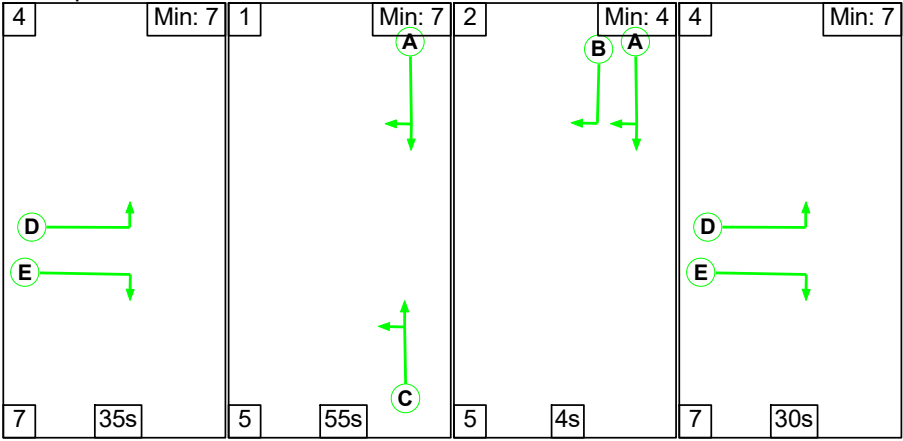
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hereford Road)	3.30	4.90	Y	Arm 4 Left	10.00	100.0 %	1512	1512
1/2 (Hereford Road)	3.30	4.90	Y	Arm 6 Right	12.00	100.0 %	1546	1546
2/1 (Bromyard Road North)	3.57	3.10	Y	Arm 5 Right	5.00	58.3 %	1568	1568
				Arm 6 Ahead	Inf	41.7 %		
3/1 (Homend)	3.45	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1887	1887
				Arm 5 Left	21.00	54.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Ped X 1in3 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 3: 'Peds Every 3')

Stage Sequence Diagram

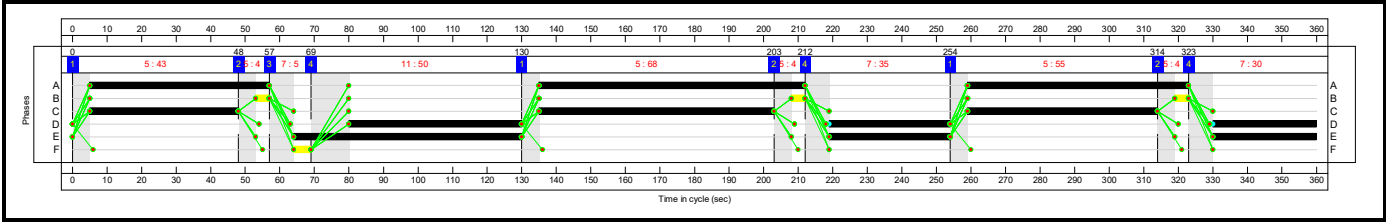
Full Input Data And Results



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	43	4	5	50	68	4	35	55	4	30
Change Point	0	48	57	69	130	203	212	254	314	323

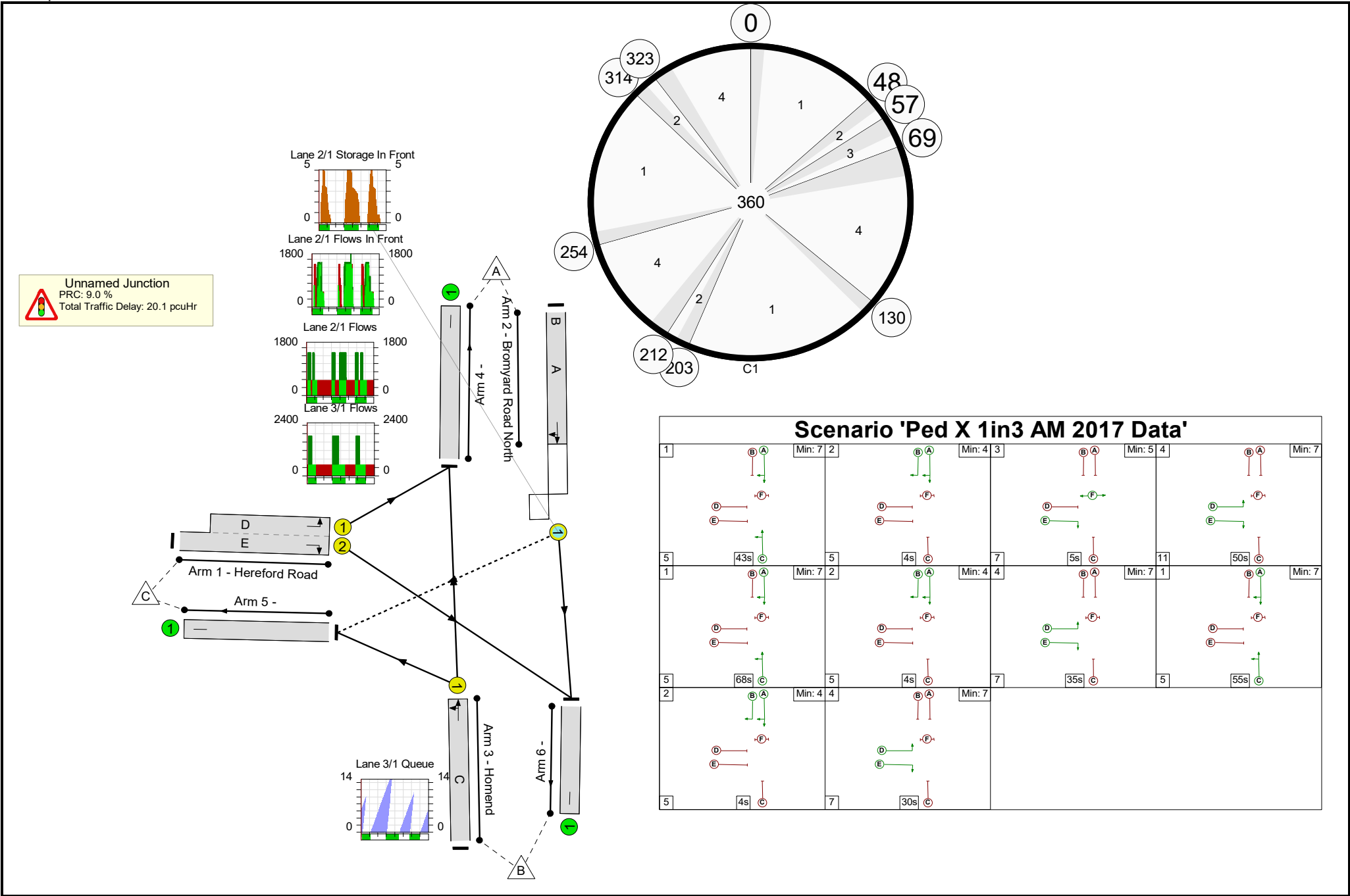
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	131:115	-	670	1546:1512	373+441	82.3 : 82.3%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	193	12	565	1606	684	82.6%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	166	-	525	1889	887	59.2%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	221	35	21	14.1	5.3	0.8	20.1	-	-	-	-
Unnamed Junction	-	-	221	35	21	14.1	5.3	0.8	20.1	-	-	-	-
1/2+1/1	670	670	-	-	-	6.2	2.3	-	8.4	45.3	11.6	2.3	13.8
2/1	565	565	221	35	21	4.3	2.3	0.8	7.4	47.0	24.2	2.3	26.5
3/1	525	525	-	-	-	3.6	0.7	-	4.3	29.8	17.4	0.7	18.1
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

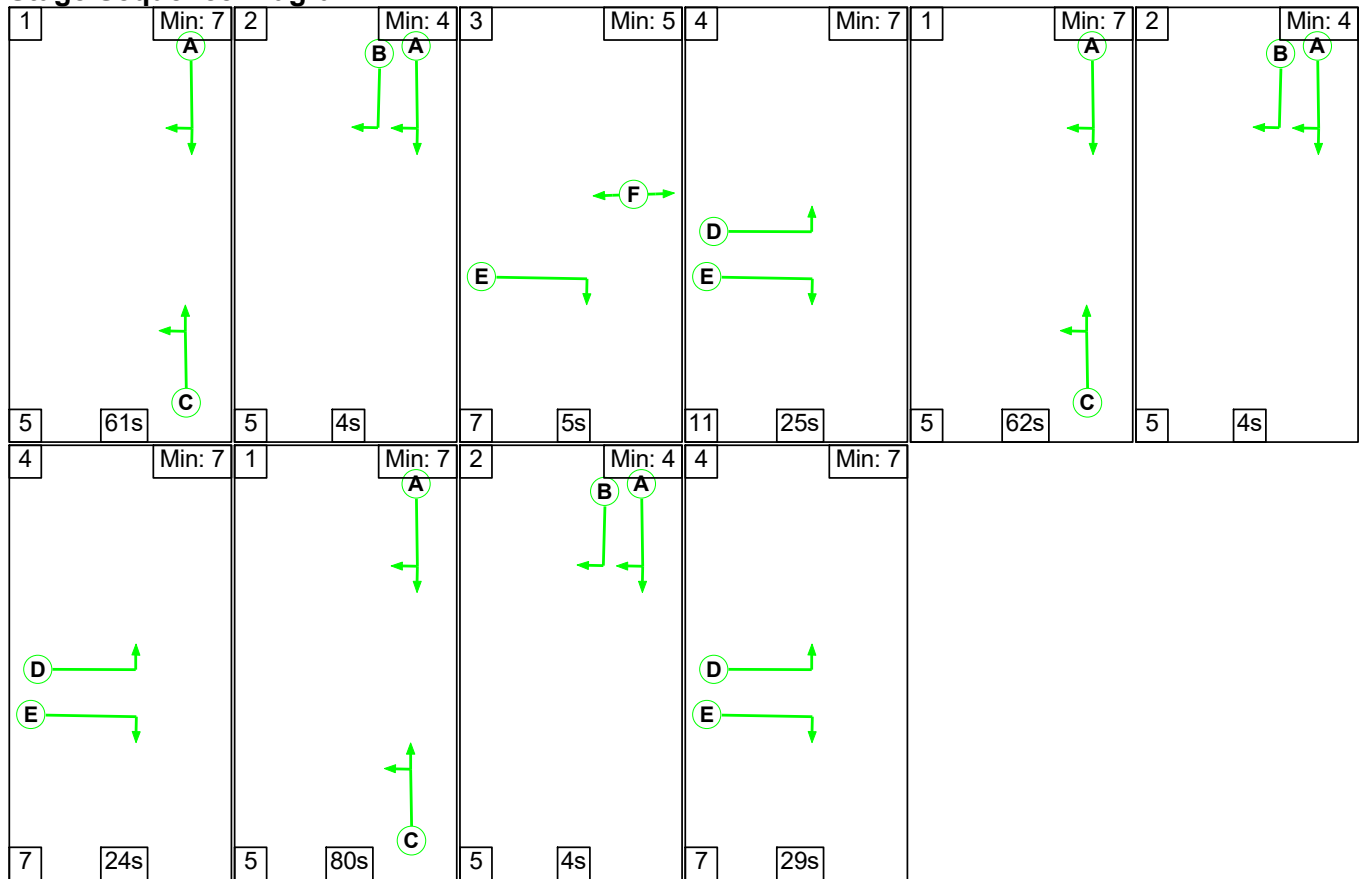
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	20.15	Cycle Time (s):	360
	PRC Over All Lanes (%):	9.0	Total Delay Over All Lanes(pcuHr):	20.15		

Full Input Data And Results

Scenario 2: 'Ped X 1in3 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 3: 'Peds Every 3')

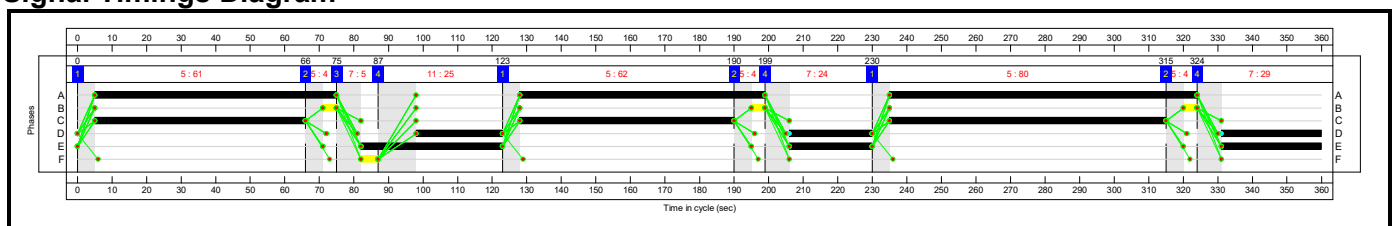
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	61	4	5	25	62	4	24	80	4	29
Change Point	0	66	75	87	123	190	199	230	315	324

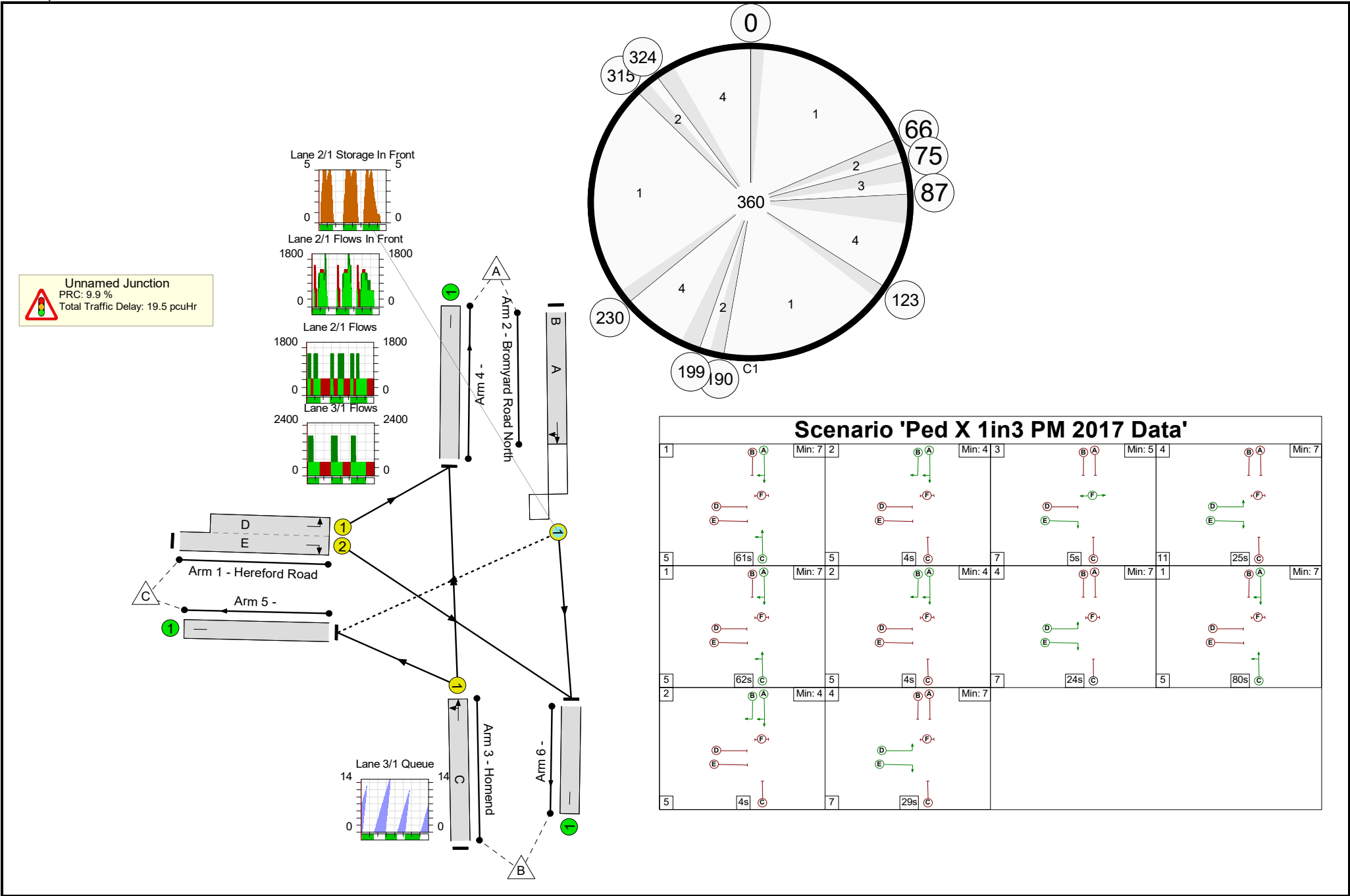
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	94:78	-	564	1546:1512	351+339	81.7 : 81.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	230	12	618	1574	754	81.9%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	203	-	651	1883	1077	60.4%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	244	67	40	13.0	5.1	1.4	19.5	-	-	-	-
Unnamed Junction	-	-	244	67	40	13.0	5.1	1.4	19.5	-	-	-	-
1/2+1/1	564	564	-	-	-	6.6	2.2	-	8.7	55.8	9.7	2.2	11.9
2/1	618	618	244	67	40	3.3	2.2	1.4	6.9	39.9	21.1	2.2	23.3
3/1	651	651	-	-	-	3.1	0.8	-	3.9	21.3	16.8	0.8	17.6
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

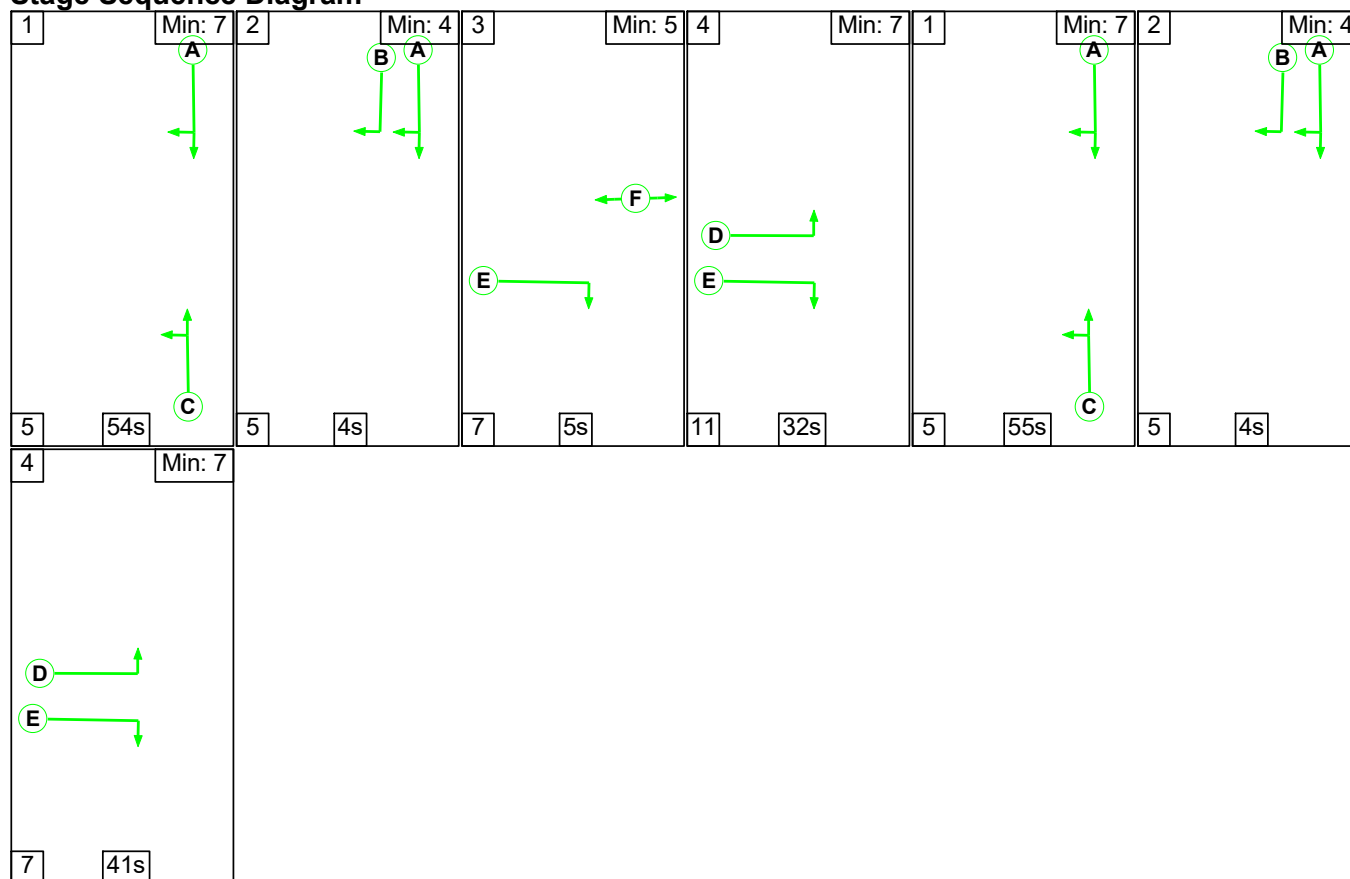
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	19.45	Cycle Time (s):	360
	PRC Over All Lanes (%):	9.9	Total Delay Over All Lanes(pcuHr):	19.45		

Full Input Data And Results

Scenario 3: 'Ped X 1in2 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 2: 'Peds Every 2')

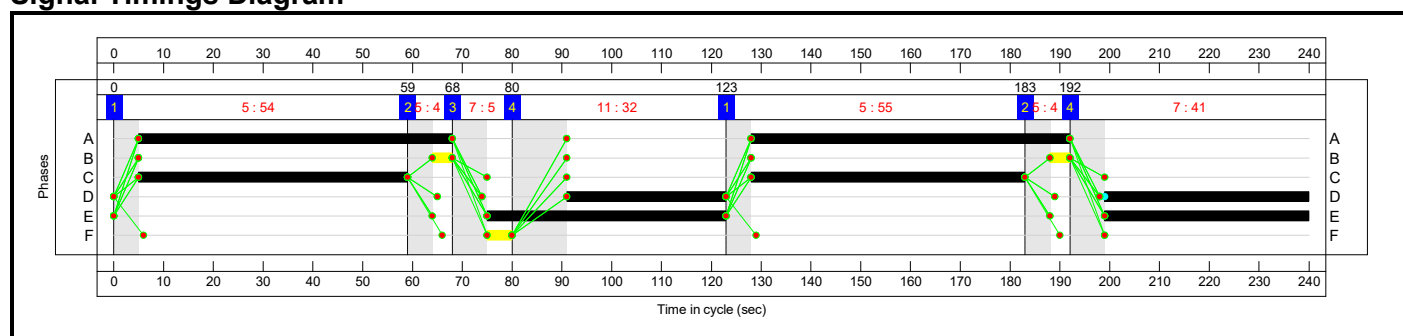
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	54	4	5	32	55	4	41
Change Point	0	59	68	80	123	183	192

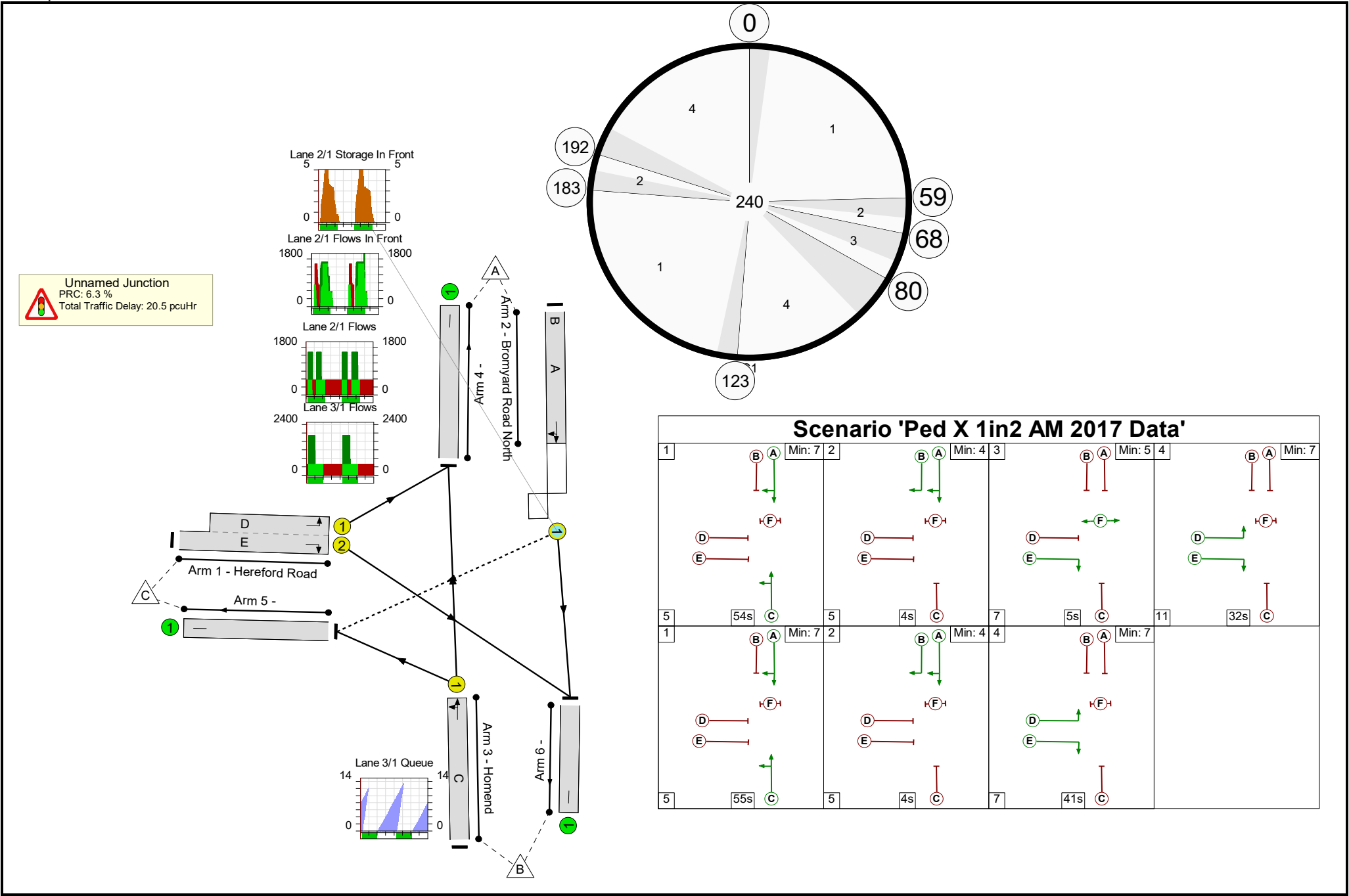
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	89:73	-	670	1546:1512	362+429	84.7 : 84.7%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	127	8	565	1606	671	84.2%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	109	-	525	1889	874	60.1%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	220	43	14	13.8	6.0	0.8	20.5	-	-	-	-
Unnamed Junction	-	-	220	43	14	13.8	6.0	0.8	20.5	-	-	-	-
1/2+1/1	670	670	-	-	-	6.3	2.7	-	8.9	47.9	11.9	2.7	14.6
2/1	565	565	220	43	14	4.0	2.6	0.8	7.3	46.8	18.0	2.6	20.6
3/1	525	525	-	-	-	3.5	0.7	-	4.3	29.2	13.7	0.7	14.5
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

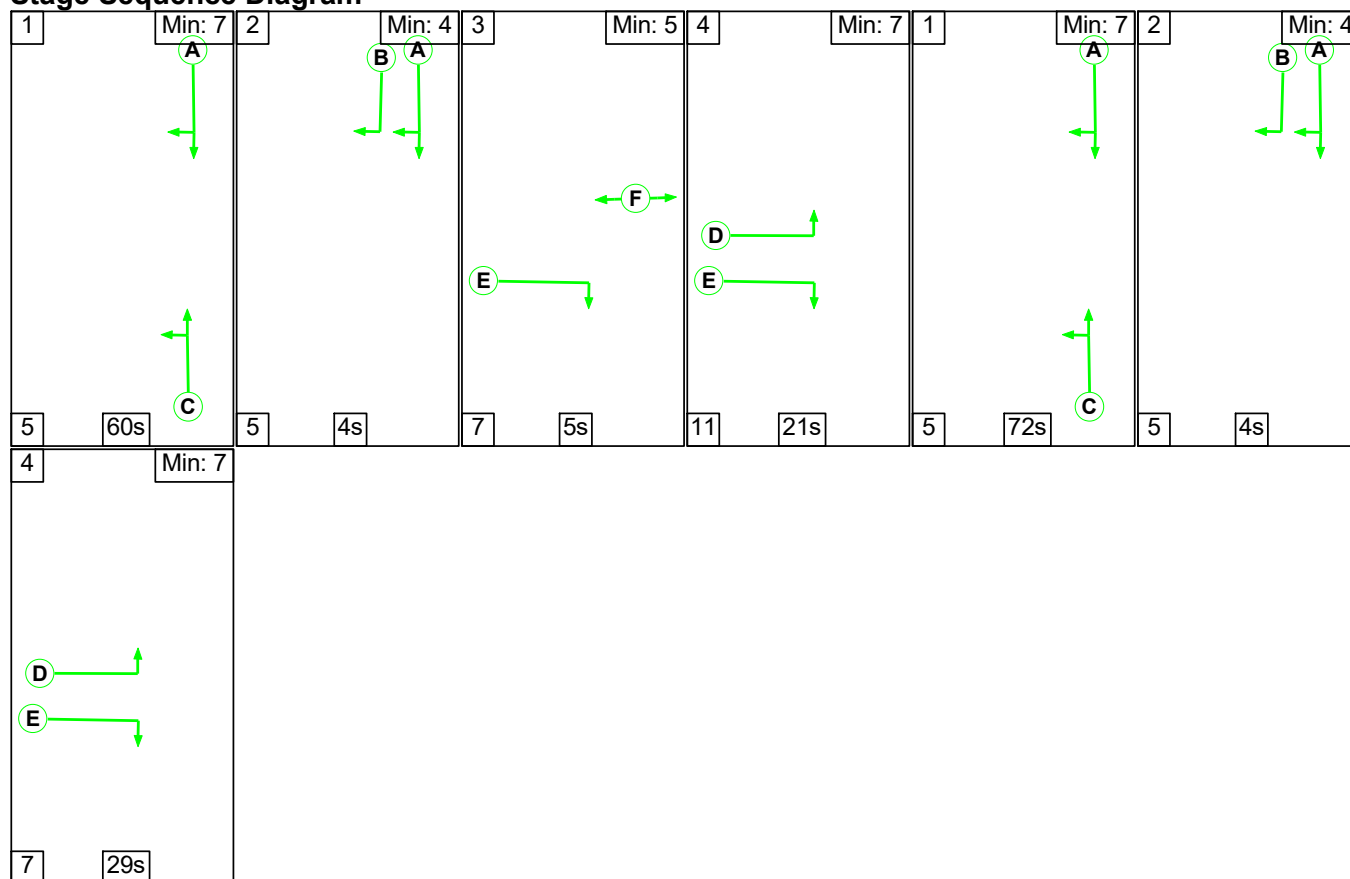
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	20.51	Cycle Time (s):	240
	PRC Over All Lanes (%):	6.3	Total Delay Over All Lanes(pcuHr):	20.51		

Full Input Data And Results

Scenario 4: 'Ped X 1in2 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 2: 'Peds Every 2')

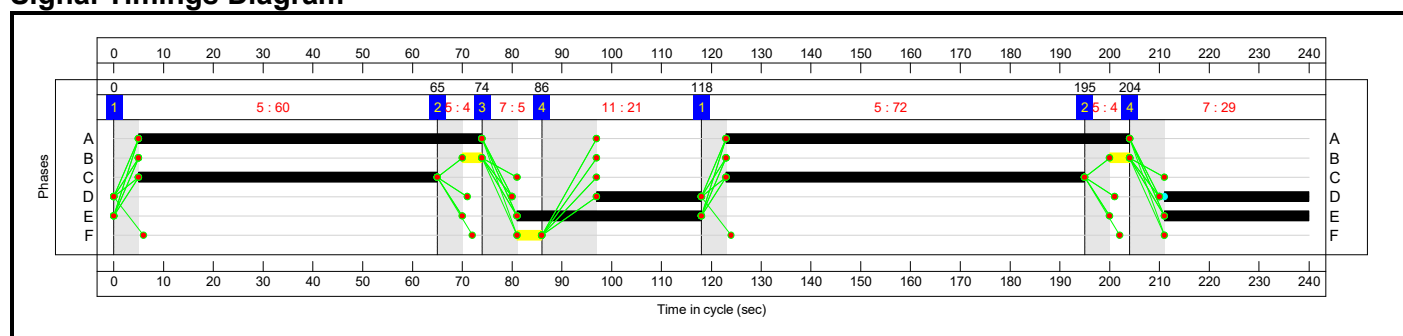
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	60	4	5	21	72	4	29
Change Point	0	65	74	86	118	195	204

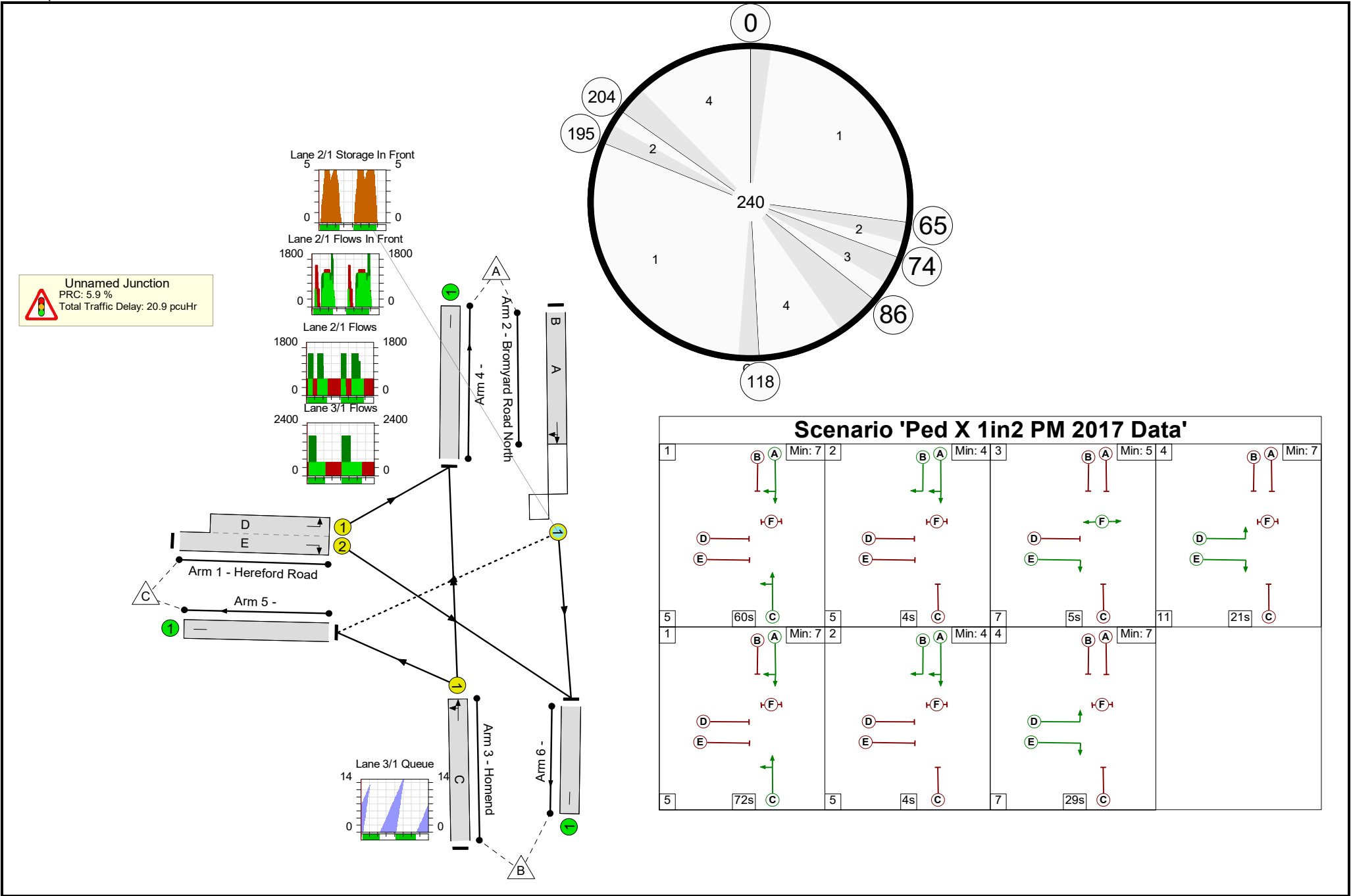
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	66:50	-	564	1546:1512	338+326	85.0 : 85.0%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	150	8	618	1574	728	84.9%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	132	-	651	1883	1051	61.9%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	236	92	23	13.3	6.2	1.5	20.9	-	-	-	-
Unnamed Junction	-	-	236	92	23	13.3	6.2	1.5	20.9	-	-	-	-
1/2+1/1	564	564	-	-	-	6.5	2.7	-	9.2	58.6	9.0	2.7	11.7
2/1	618	618	236	92	23	3.5	2.7	1.5	7.7	44.8	19.7	2.7	22.4
3/1	651	651	-	-	-	3.3	0.8	-	4.1	22.5	15.7	0.8	16.5
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

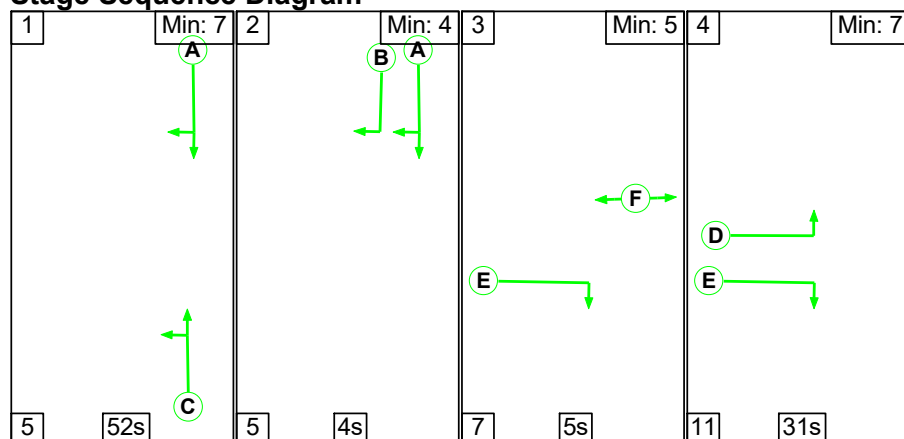
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):	20.93	Cycle Time (s):	240
	PRC Over All Lanes (%):	5.9	Total Delay Over All Lanes(pcuHr):	20.93		

Full Input Data And Results

Scenario 5: 'Ped X 1in1 AM 2017 Data' (FG1: '2031 + Dev (2017 Data) AM', Plan 1: 'Peds Every Cycle')

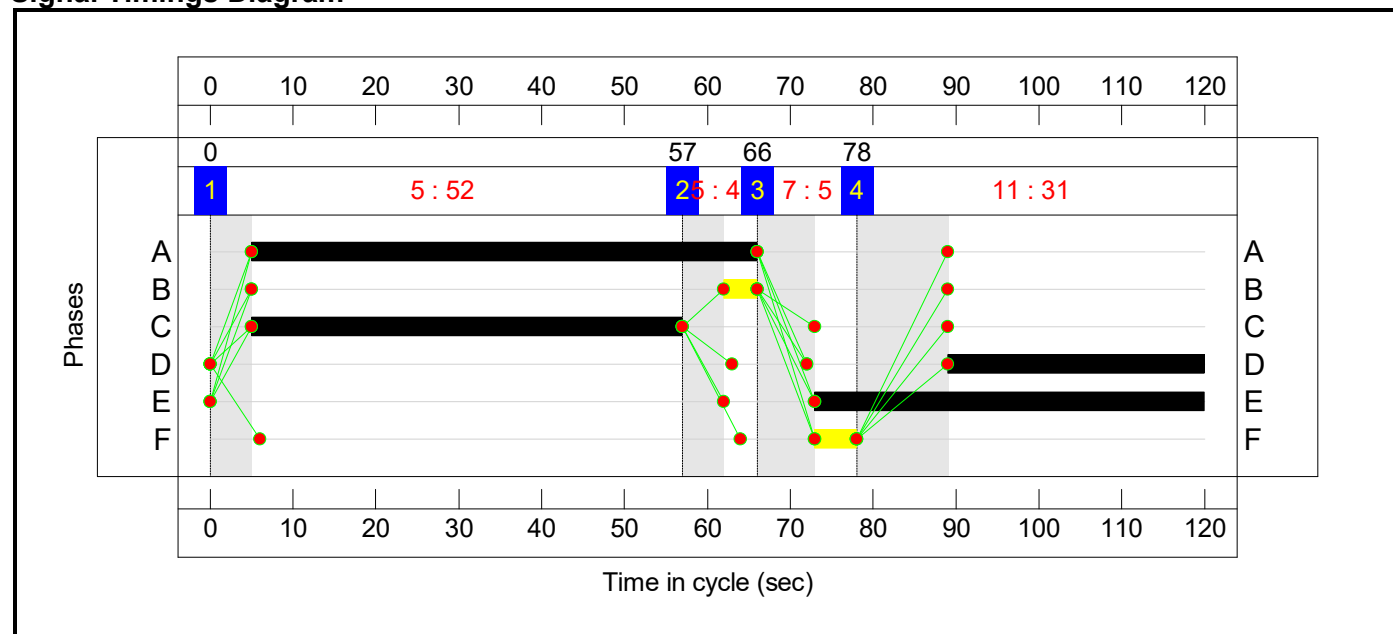
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	52	4	5	31
Change Point	0	57	66	78

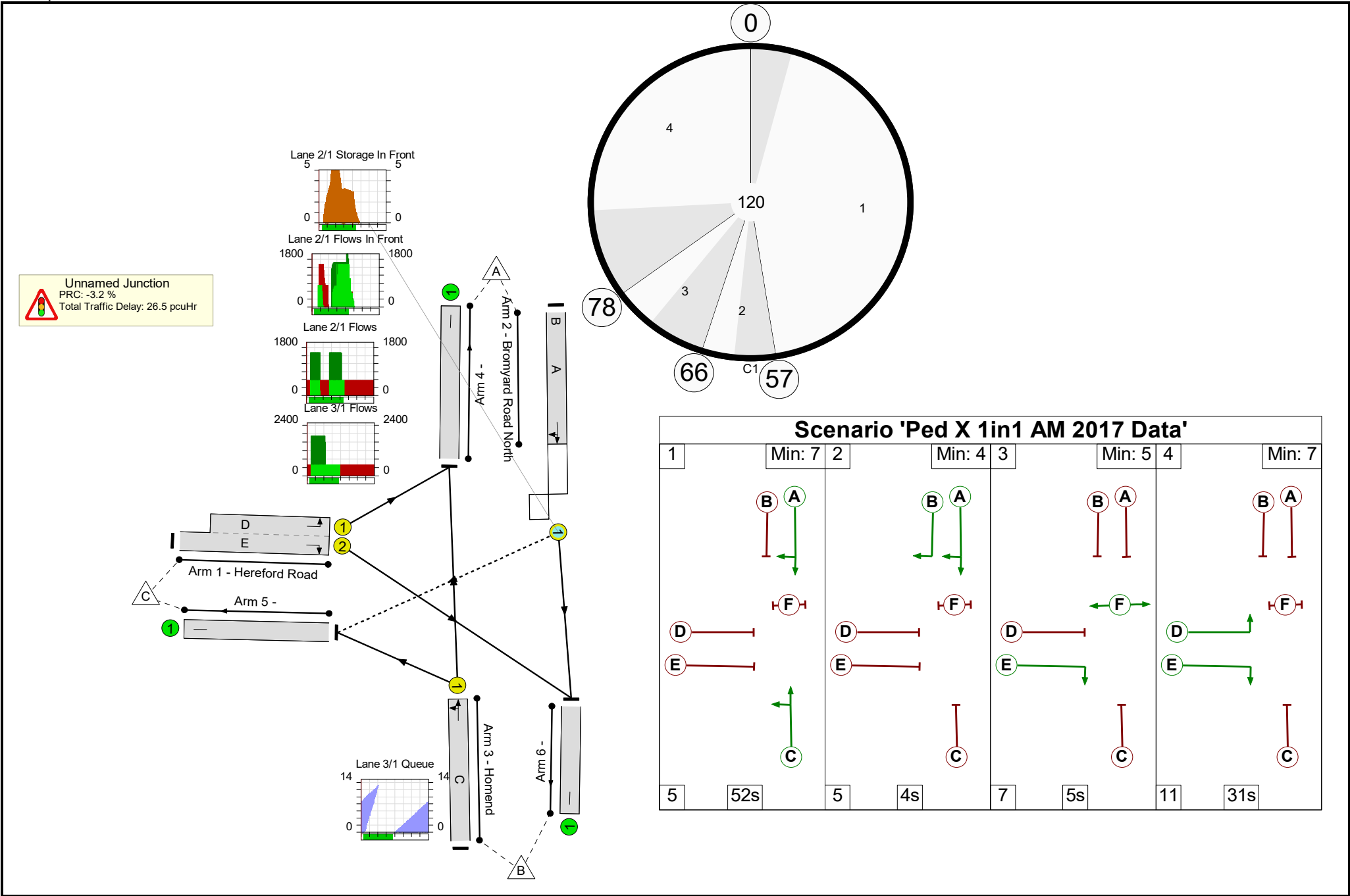
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	92.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.9%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	47:31	-	670	1546:1512	330+391	92.9 : 92.9%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	61	4	565	1606	617	91.6%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	52	-	525	1889	834	62.9%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	195	68	14	14.8	10.9	0.8	26.5	-	-	-	-
Unnamed Junction	-	-	195	68	14	14.8	10.9	0.8	26.5	-	-	-	-
1/2+1/1	670	670	-	-	-	6.6	5.4	-	12.0	64.5	11.6	5.4	17.0
2/1	565	565	195	68	14	4.4	4.6	0.8	9.8	62.7	17.7	4.6	22.3
3/1	525	525	-	-	-	3.8	0.8	-	4.6	31.7	13.4	0.8	14.3
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

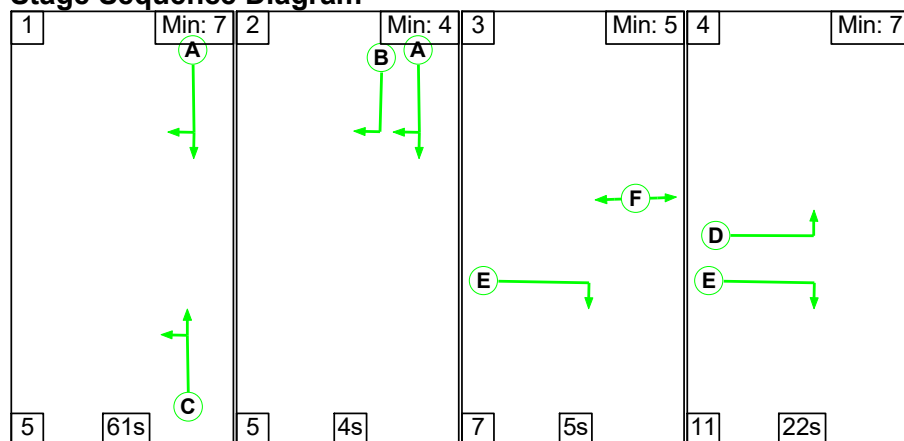
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	26.47	Cycle Time (s):	120
	PRC Over All Lanes (%):	-3.2	Total Delay Over All Lanes(pcuHr):	26.47		

Full Input Data And Results

Scenario 6: 'Ped X 1in1 PM 2017 Data' (FG2: '2031 + Dev (2017 Data) PM', Plan 1: 'Peds Every Cycle')

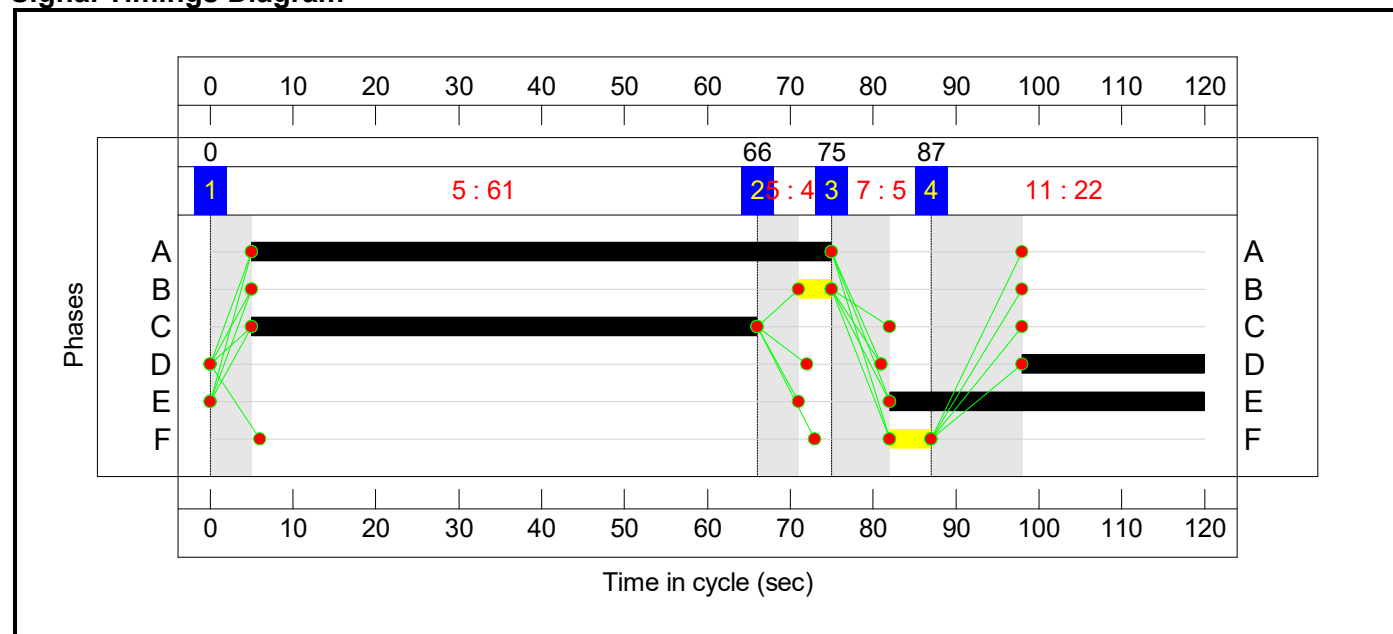
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	4	5	22
Change Point	0	66	75	87

Signal Timings Diagram

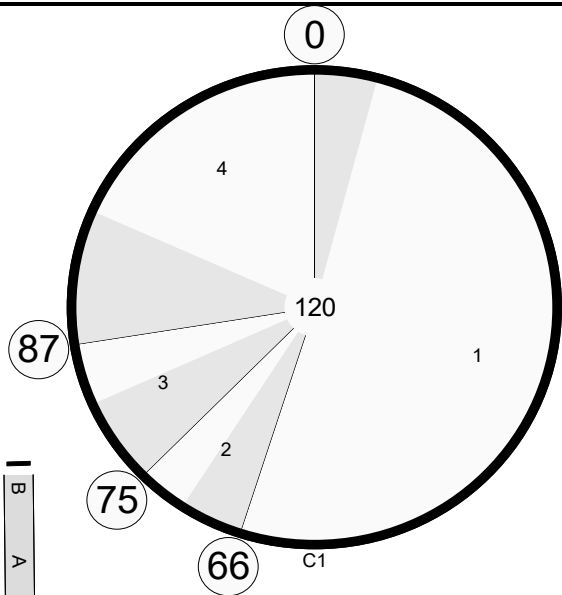
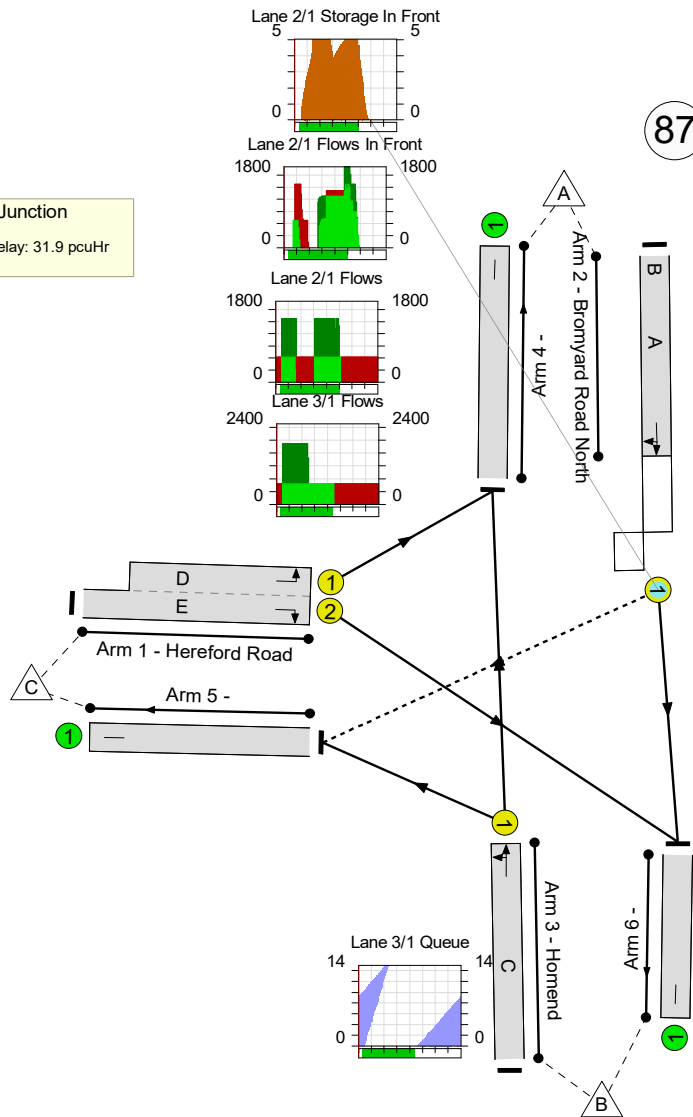


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: -6.7 %
Total Traffic Delay: 31.9 pcuHr



Scenario 'Ped X 1in1 PM 2017 Data'							
1	Min: 7	2	Min: 4	3	Min: 5	4	Min: 7
5	61s	5	4s	7	5s	11	22s

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	38:22	-	564	1546:1512	300+290	95.6 : 95.6%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	70	4	618	1574	643	96.1%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	61	-	651	1883	973	66.9%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	188	92	71	14.8	15.6	1.5	31.9	-	-	-	-
Unnamed Junction	-	-	188	92	71	14.8	15.6	1.5	31.9	-	-	-	-
1/2+1/1	564	564	-	-	-	6.4	7.0	-	13.4	85.5	9.1	7.0	16.1
2/1	618	618	188	92	71	4.5	7.6	1.5	13.7	79.6	19.9	7.6	27.5
3/1	651	651	-	-	-	3.9	1.0	-	4.9	27.0	15.9	1.0	16.9
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

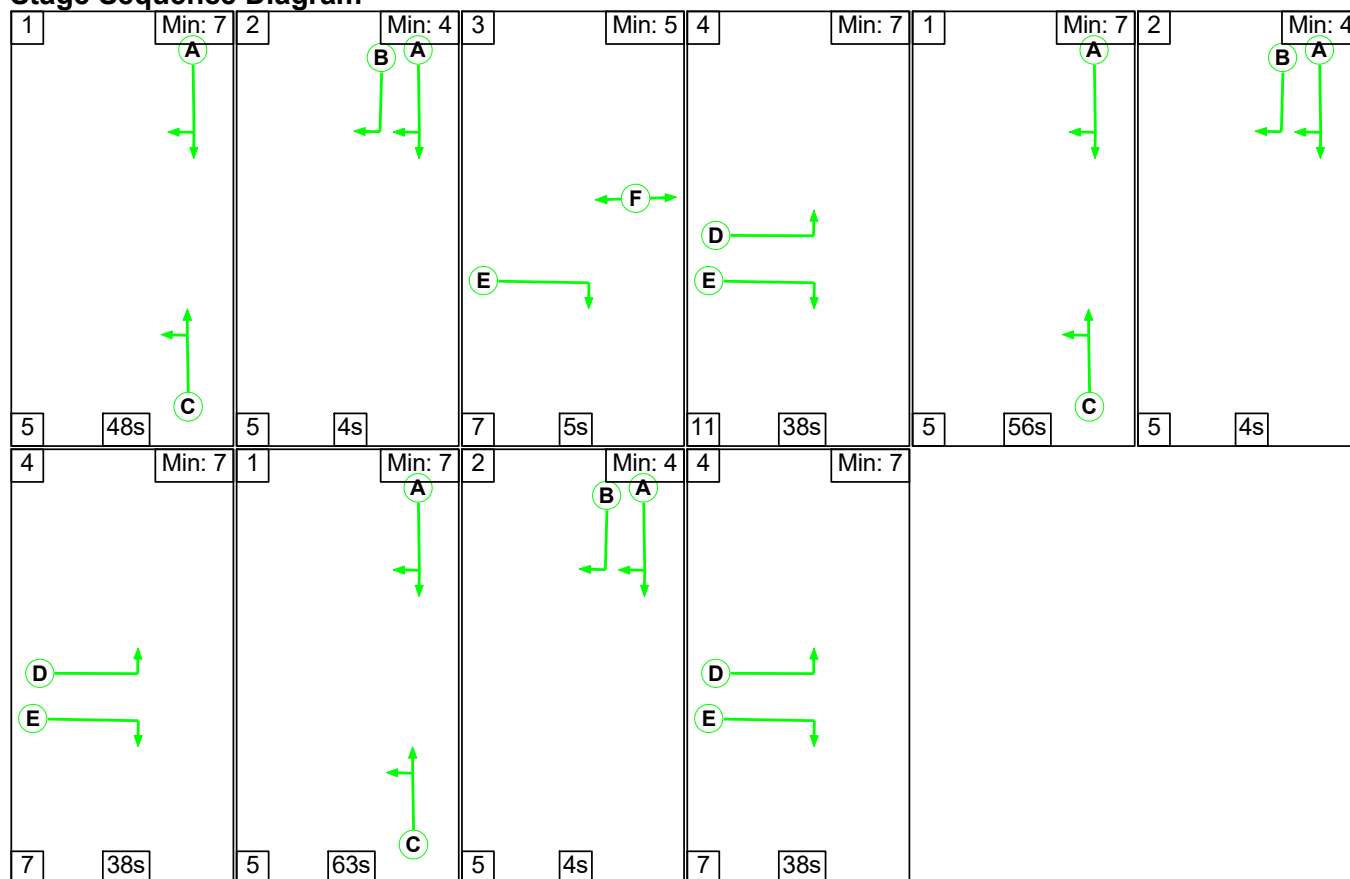
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	31.94	Cycle Time (s):	120
	PRC Over All Lanes (%):	-6.7	Total Delay Over All Lanes(pcuHr):	31.94		

Full Input Data And Results

Scenario 7: 'Ped X 1in3 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 3: 'Peds Every 3')

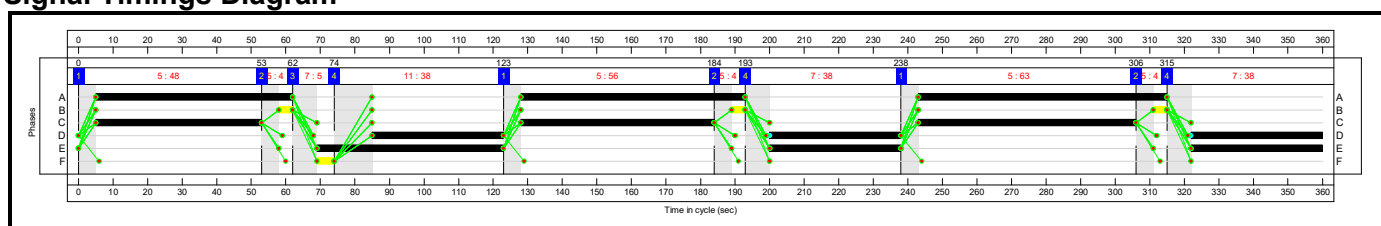
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	48	4	5	38	56	4	38	63	4	38
Change Point	0	53	62	74	123	184	193	238	306	315

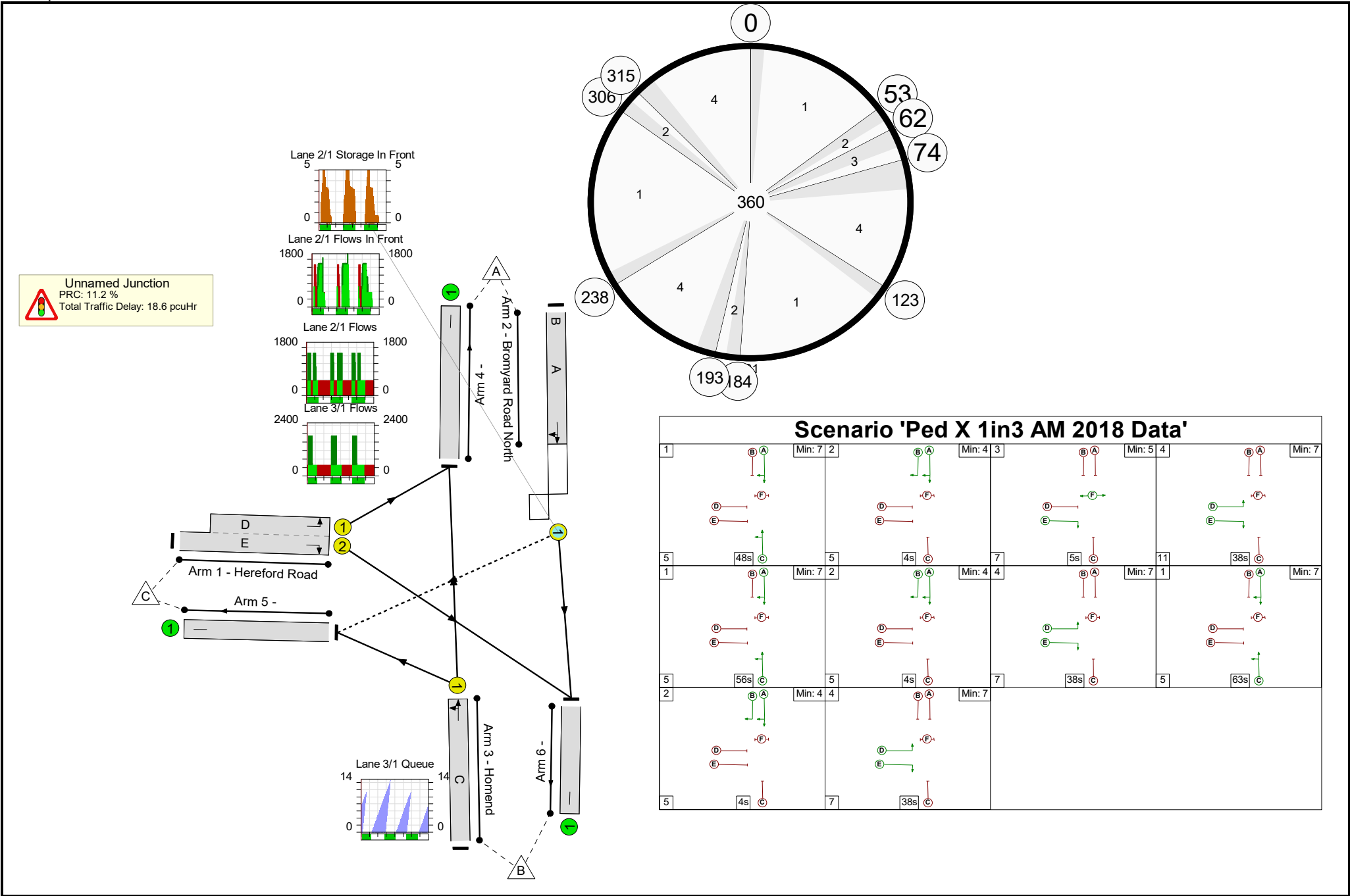
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	130:114	-	641	1546:1512	351+441	80.9 : 80.9%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	194	12	551	1595	684	80.6%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	167	-	520	1887	891	58.4%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	221	46	17	13.0	4.8	0.8	18.6	-	-	-	-
Unnamed Junction	-	-	221	46	17	13.0	4.8	0.8	18.6	-	-	-	-
1/2+1/1	641	641	-	-	-	5.9	2.1	-	7.9	44.6	10.8	2.1	12.9
2/1	551	551	221	46	17	3.7	2.0	0.8	6.6	42.9	19.4	2.0	21.5
3/1	520	520	-	-	-	3.4	0.7	-	4.1	28.2	14.7	0.7	15.4
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

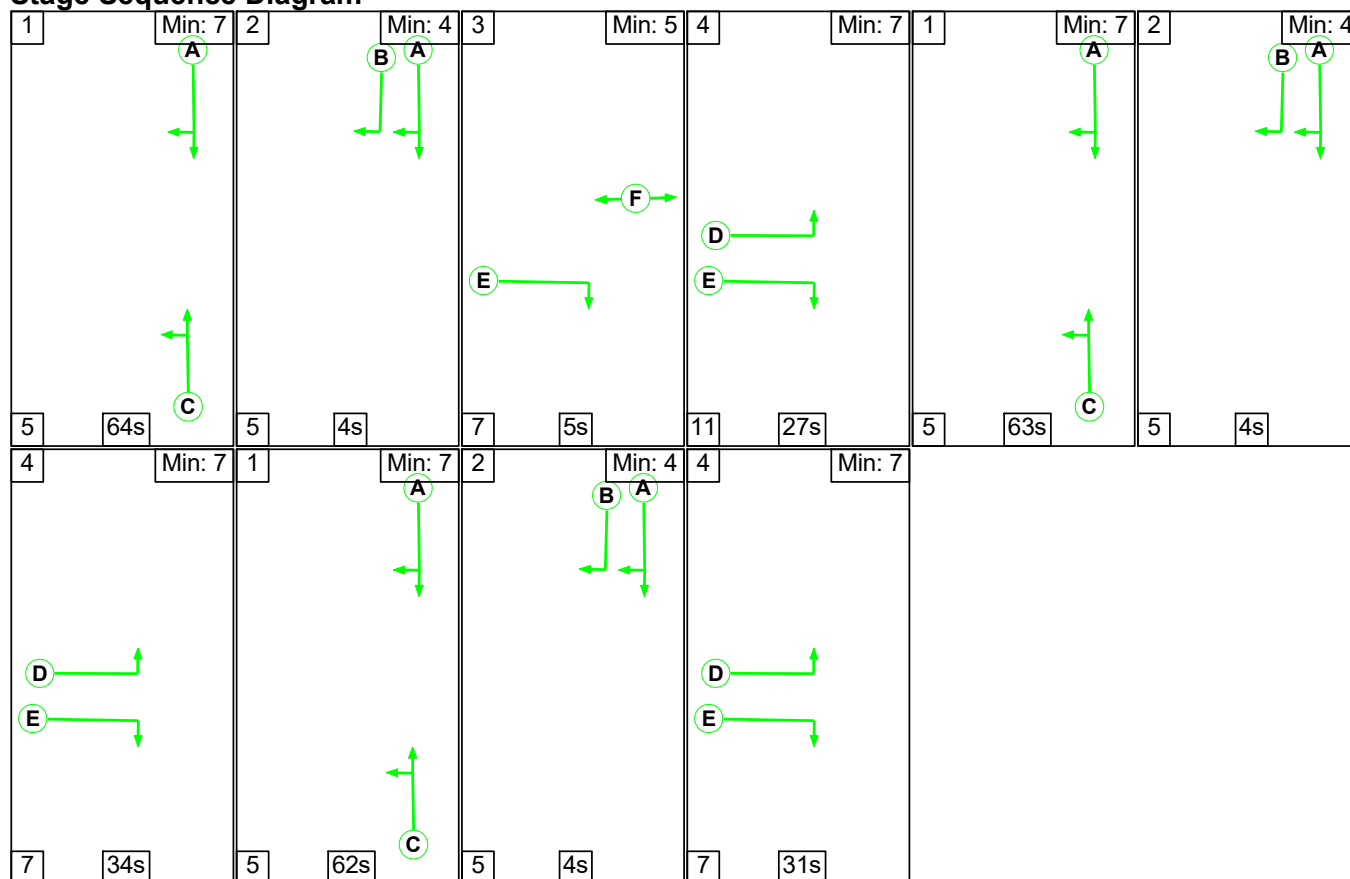
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	18.58	Cycle Time (s):	360
	PRC Over All Lanes (%):	11.2	Total Delay Over All Lanes(pcuHr):	18.58		

Full Input Data And Results

Scenario 8: 'Ped X 1in3 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 3: 'Peds Every 3')

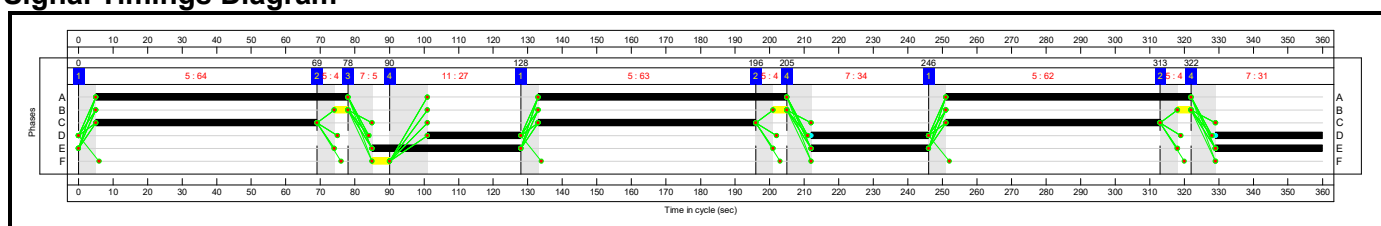
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4	1	2	4
Duration	64	4	5	27	63	4	34	62	4	31
Change Point	0	69	78	90	128	196	205	246	313	322

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Unnamed Junction
PRC: 15.0 %
Total Traffic Delay: 17.6 pcuHr

Lane 2/1 Storage In Front

Lane 2/1 Flows In Front

Lane 2/1 Flows

Lane 3/1 Flows

Arm 1 - Hereford Road

Arm 2 - Bronyard Road North

Arm 3 - Homend

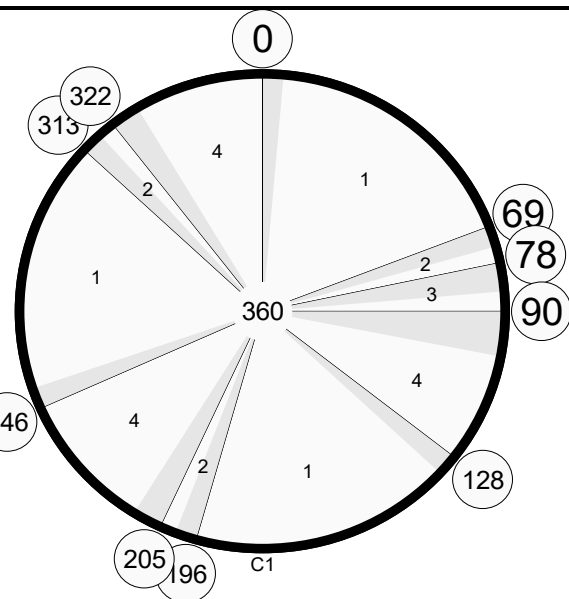
Arm 4 -

Arm 5 -

Arm 6 -

Scenario 'Ped X 1in3 PM 2018 Data'

1	2	3	4	5	6	7	8	9	10	11	12
Min: 7	Min: 4	Min: 5	Min: 7	Min: 7	Min: 4	Min: 7	Min: 4	Min: 7	Min: 4	Min: 7	Min: 4
64s	4s	5s	27s	63s	4s	34s	62s	4s	31s	4s	31s



Scenario 'Ped X 1in3 PM 2018 Data'

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		3	108:92	-	542	1546:1512	307+386	78.3 : 78.3%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	3	216	12	583	1568	745	78.3%
3/1	Homend Ahead Left	U	N/A	N/A	C		3	189	-	588	1887	1006	58.4%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	255	62	23	12.2	4.2	1.3	17.6	-	-	-	-
Unnamed Junction	-	-	255	62	23	12.2	4.2	1.3	17.6	-	-	-	-
1/2+1/1	542	542	-	-	-	5.7	1.8	-	7.5	49.6	10.4	1.8	12.2
2/1	583	583	255	62	23	3.3	1.8	1.3	6.3	39.2	18.8	1.8	20.5
3/1	588	588	-	-	-	3.1	0.7	-	3.8	23.4	14.9	0.7	15.6
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

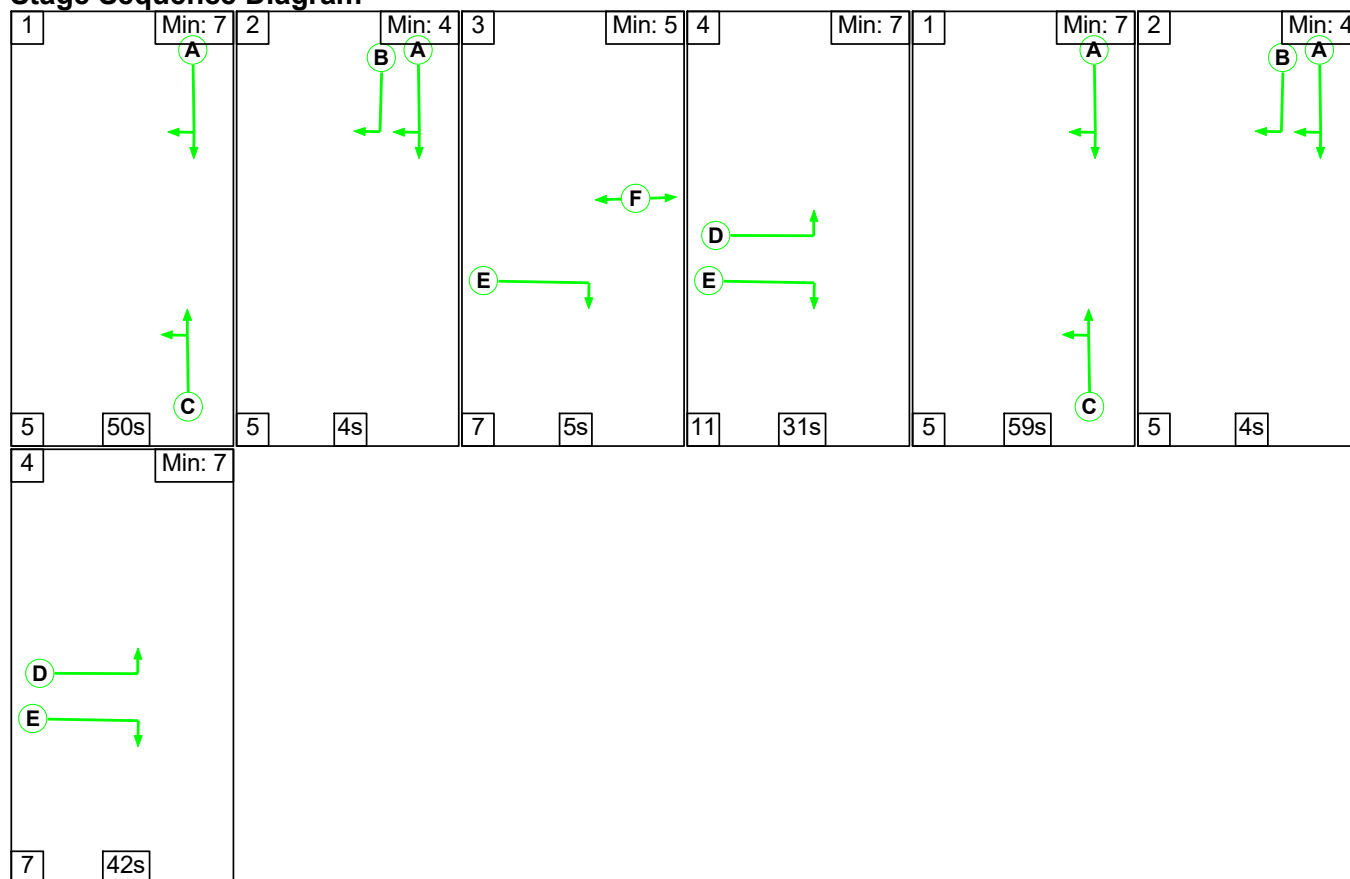
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	17.63	Cycle Time (s):	360
	PRC Over All Lanes (%):	15.0	Total Delay Over All Lanes(pcuHr):	17.63		

Full Input Data And Results

Scenario 9: 'Ped X 1in2 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 2: 'Peds Every 2')

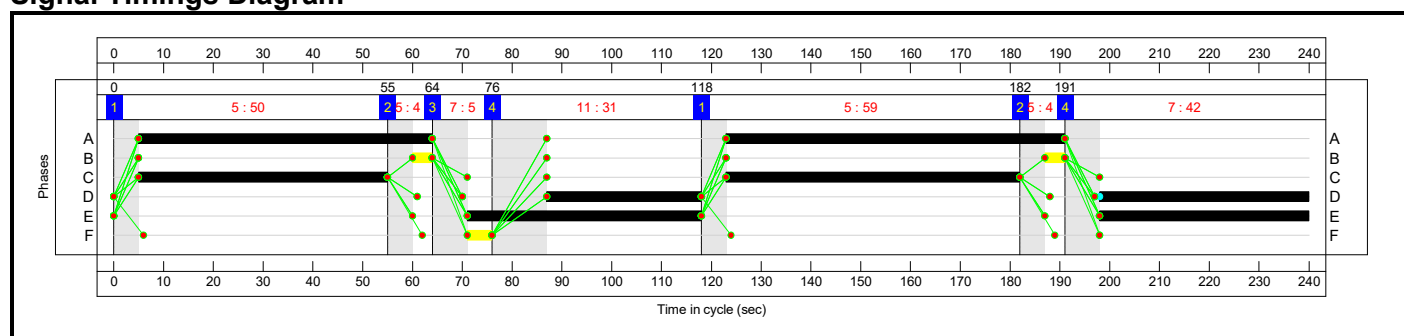
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	50	4	5	31	59	4	42
Change Point	0	55	64	76	118	182	191

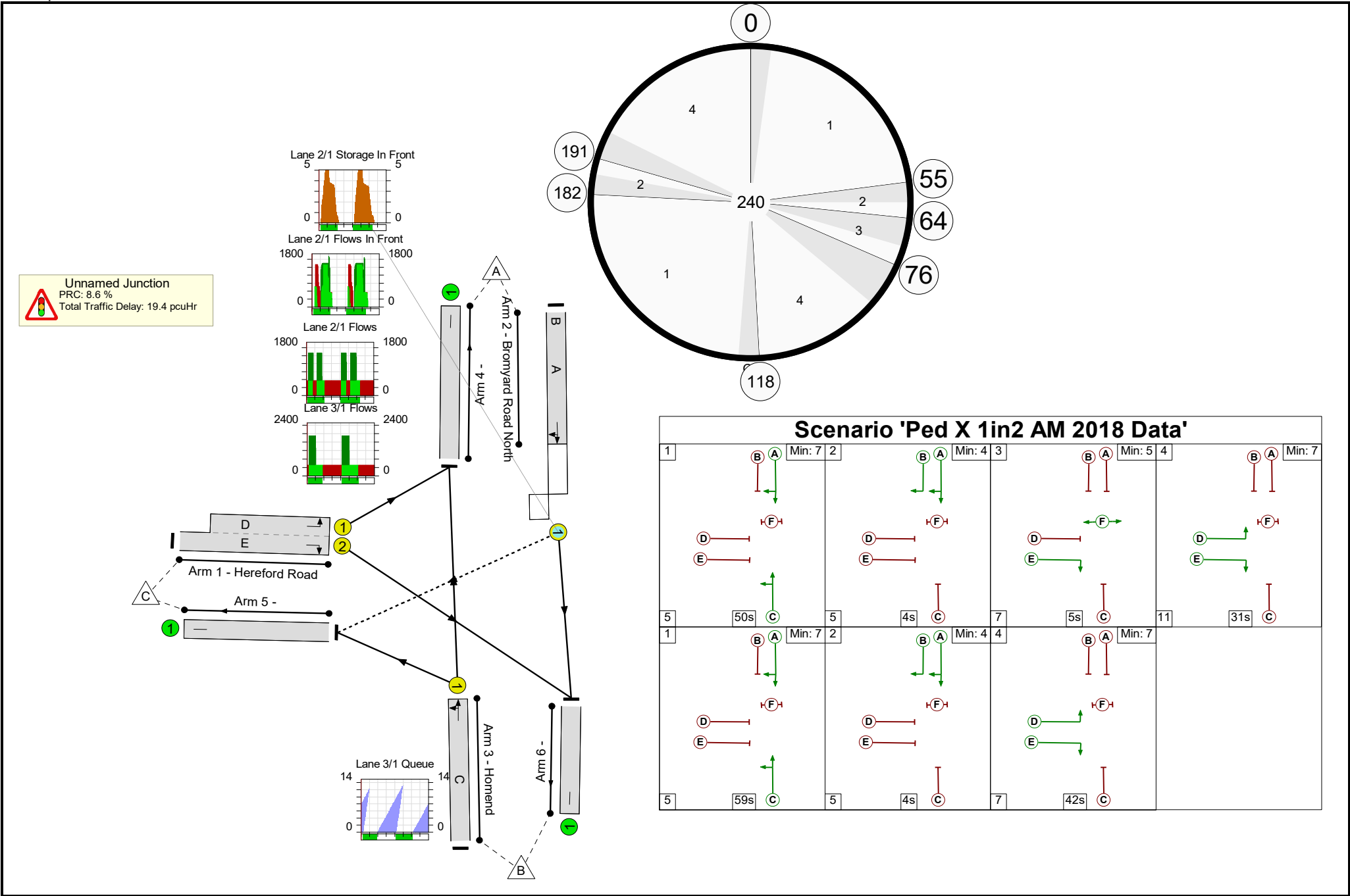
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	89:73	-	641	1546:1512	343+431	82.9 : 82.9%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	127	8	551	1595	668	82.4%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	109	-	520	1887	873	59.6%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	222	48	14	13.2	5.3	0.9	19.4	-	-	-	-
Unnamed Junction	-	-	222	48	14	13.2	5.3	0.9	19.4	-	-	-	-
1/2+1/1	641	641	-	-	-	5.9	2.3	-	8.3	46.5	11.1	2.3	13.4
2/1	551	551	222	48	14	3.8	2.3	0.9	6.9	45.4	17.0	2.3	19.2
3/1	520	520	-	-	-	3.5	0.7	-	4.2	29.0	13.3	0.7	14.0
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

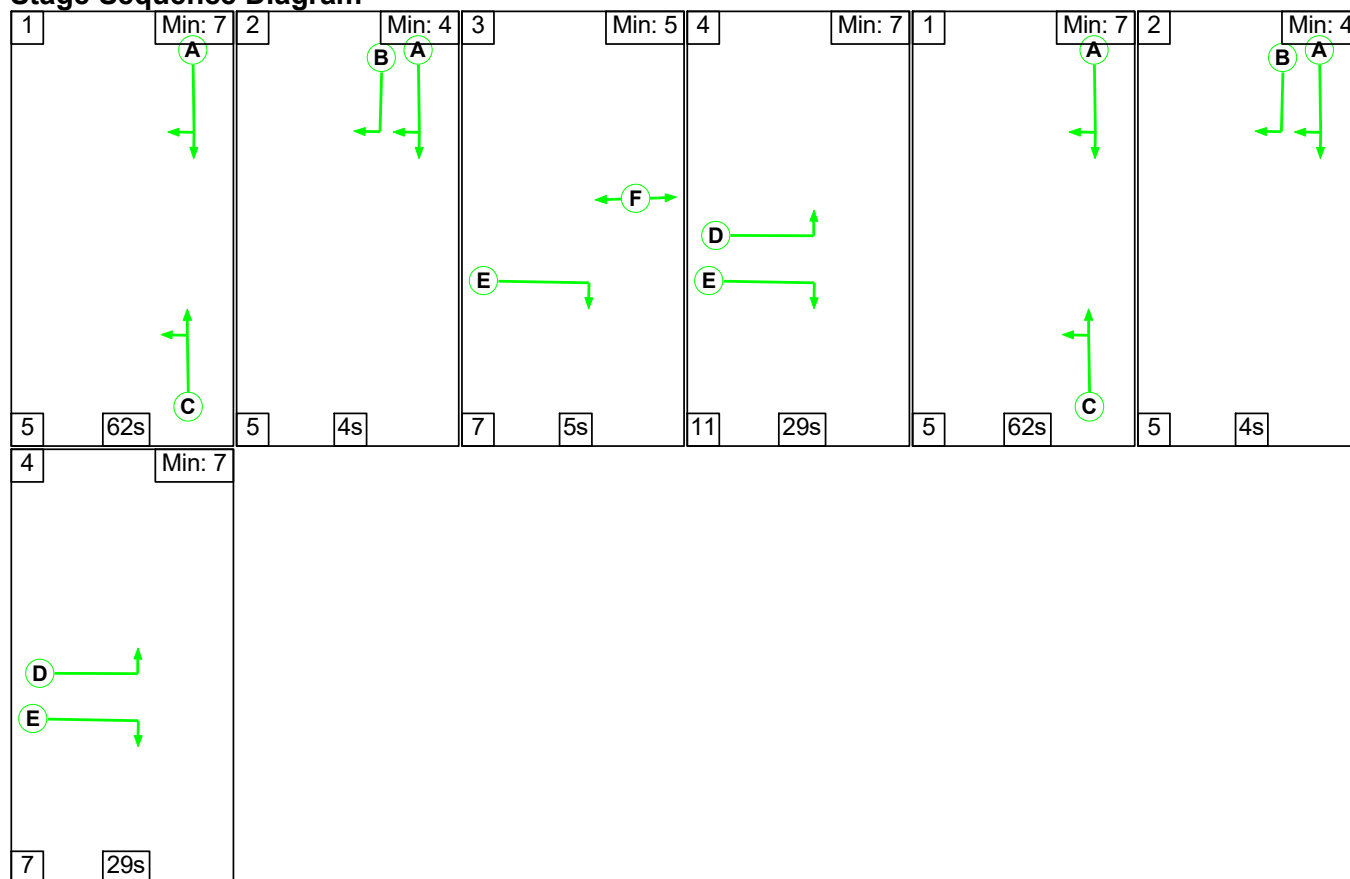
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	19.41	Cycle Time (s):	240
	PRC Over All Lanes (%):	8.6	Total Delay Over All Lanes(pcuHr):	19.41		

Full Input Data And Results

Scenario 10: 'Ped X 1in2 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 2: 'Peds Every 2')

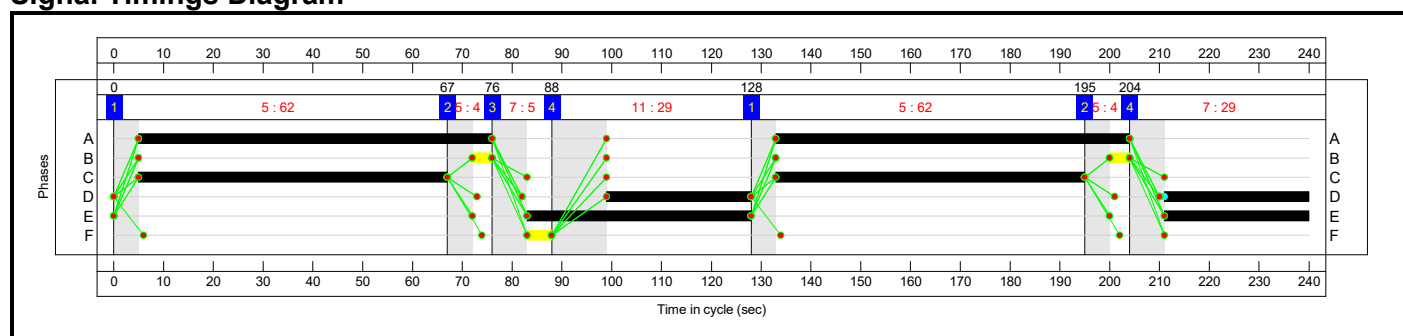
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	4
Duration	62	4	5	29	62	4	29
Change Point	0	67	76	88	128	195	204

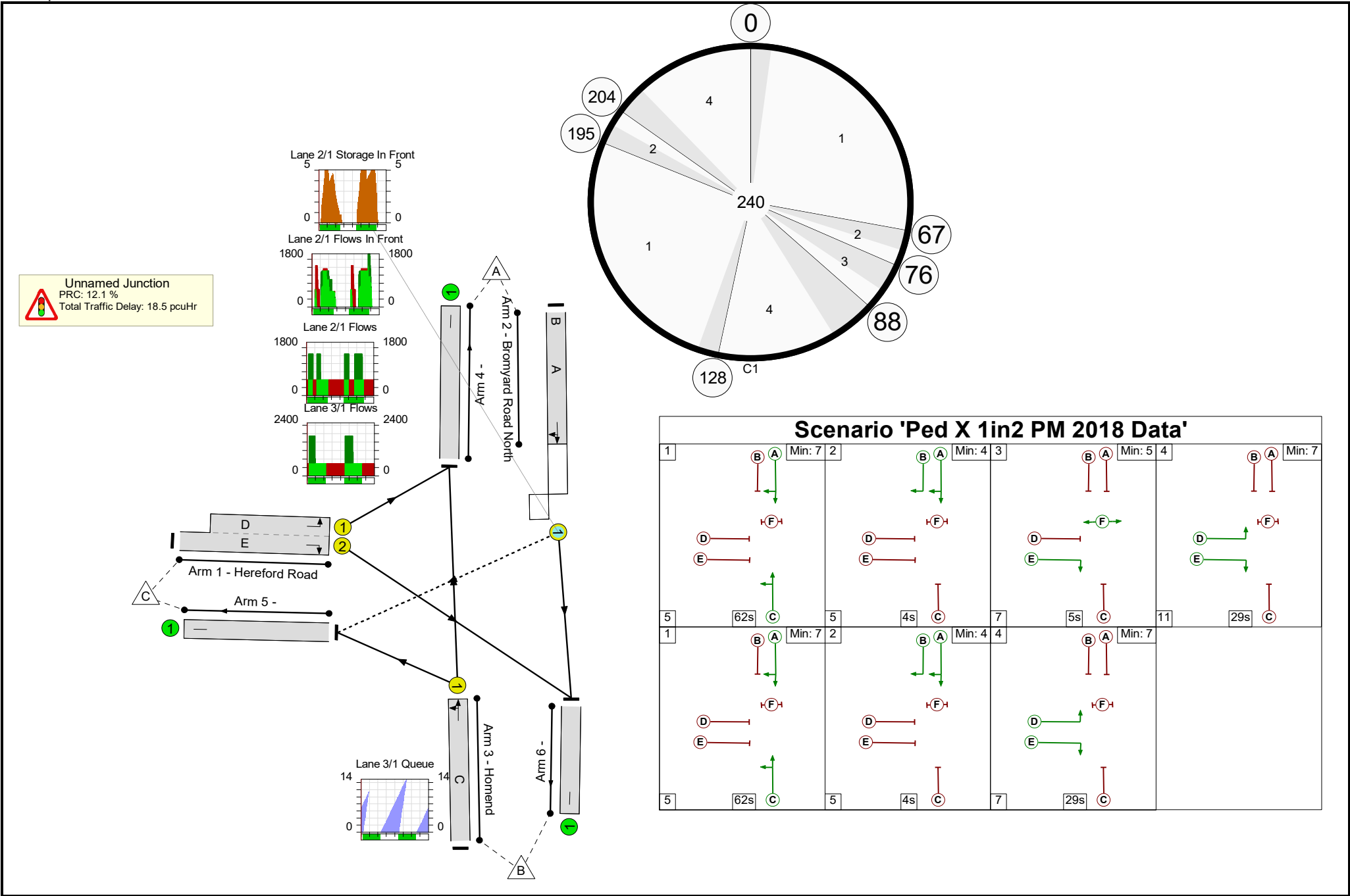
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		2	74:58	-	542	1546:1512	300+377	80.0 : 80.0%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	2	142	8	583	1568	726	80.3%
3/1	Homend Ahead Left	U	N/A	N/A	C		2	124	-	588	1887	991	59.4%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	246	61	34	12.6	4.7	1.2	18.5	-	-	-	-
Unnamed Junction	-	-	246	61	34	12.6	4.7	1.2	18.5	-	-	-	-
1/2+1/1	542	542	-	-	-	5.8	1.9	-	7.7	51.3	10.2	1.9	12.2
2/1	583	583	246	61	34	3.6	2.0	1.2	6.8	42.1	19.4	2.0	21.4
3/1	588	588	-	-	-	3.3	0.7	-	4.0	24.5	15.4	0.7	16.1
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

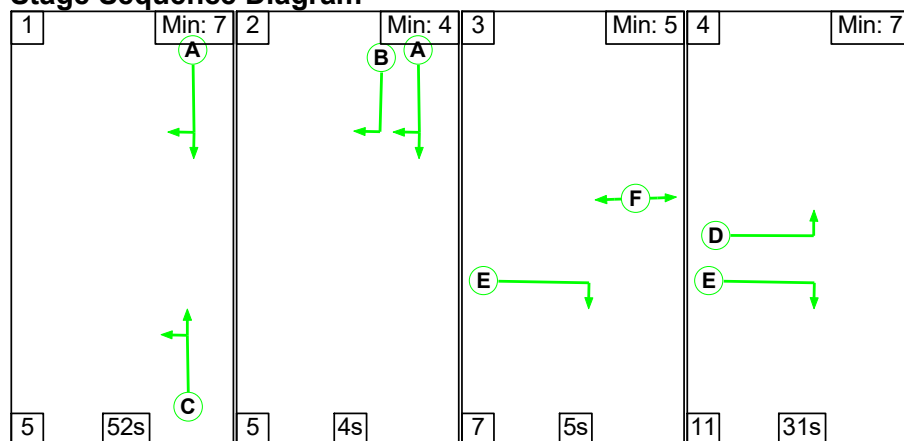
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	18.54	Cycle Time (s):	240
	PRC Over All Lanes (%):	12.1	Total Delay Over All Lanes(pcuHr):	18.54		

Full Input Data And Results

Scenario 11: 'Ped X 1in1 AM 2018 Data' (FG3: '2031 + Dev (2018 Data) AM', Plan 1: 'Peds Every Cycle')

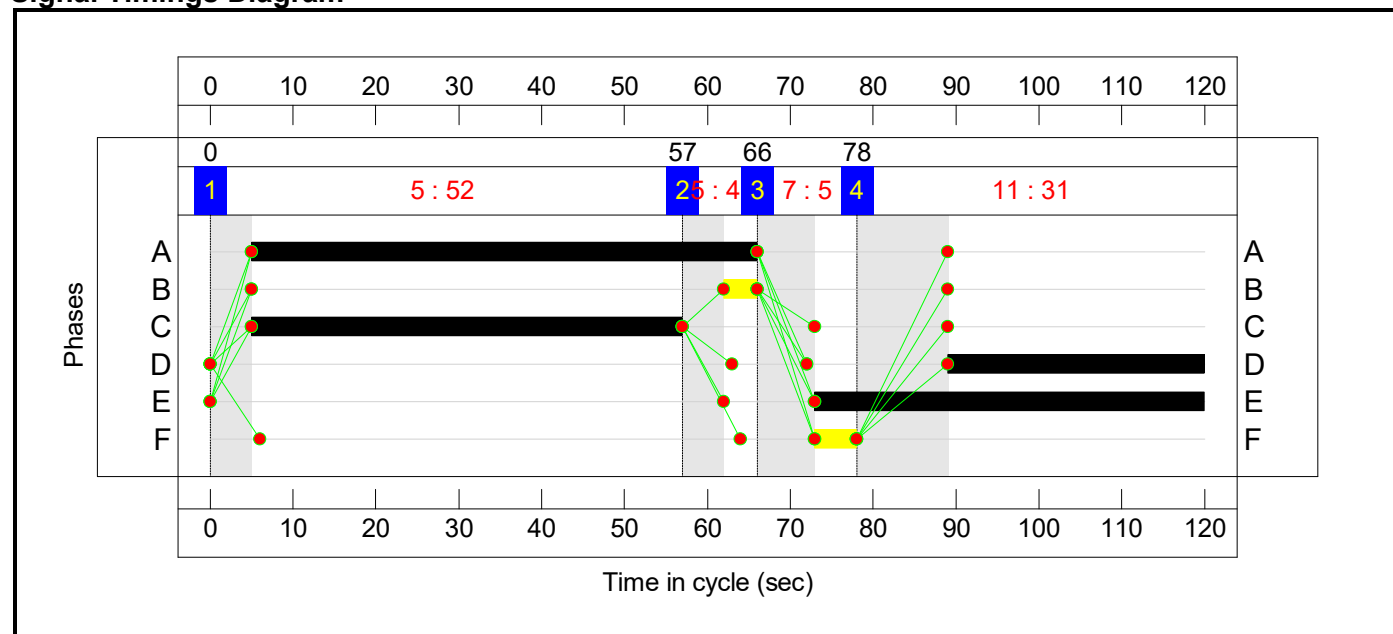
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	52	4	5	31
Change Point	0	57	66	78

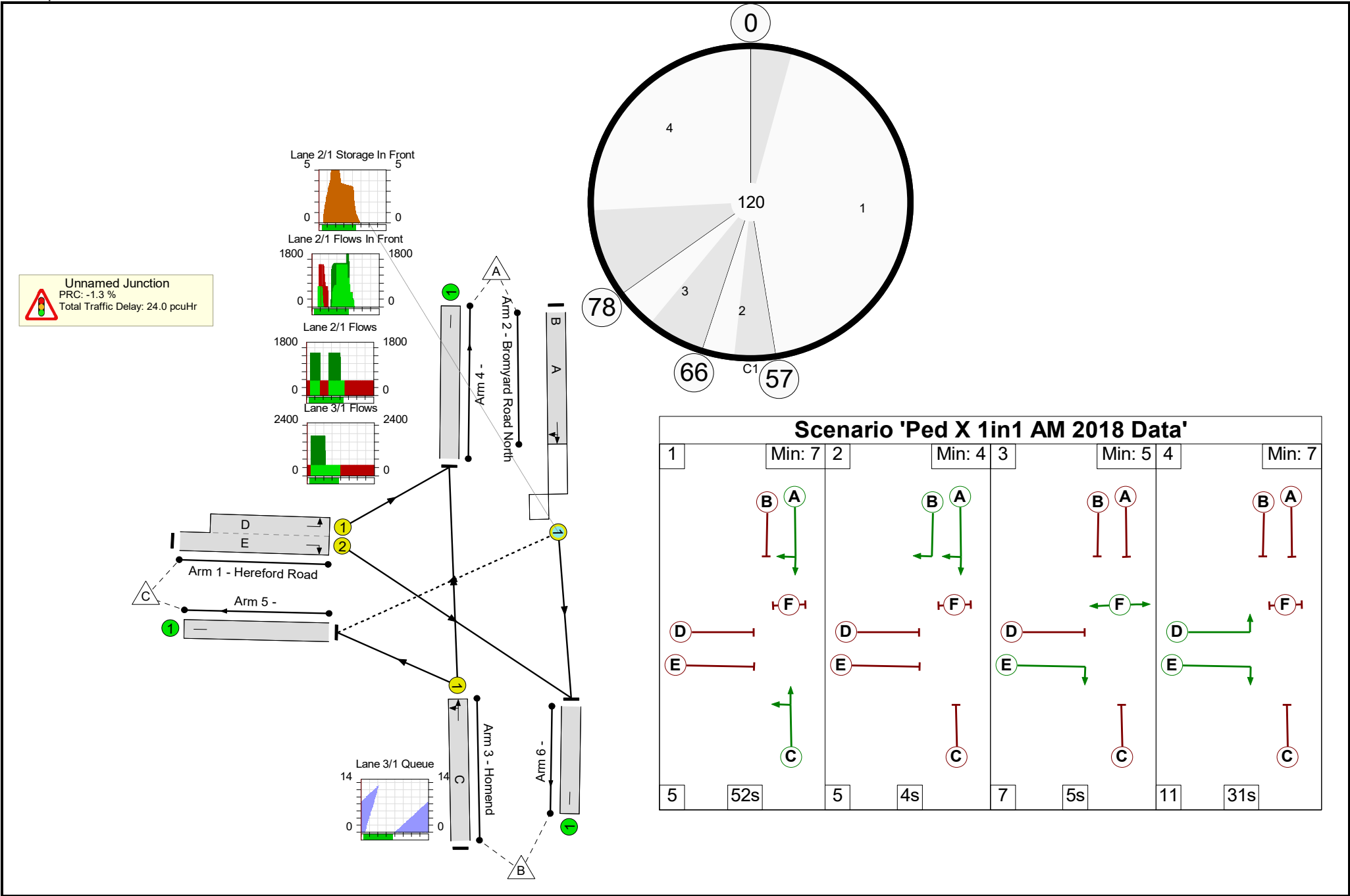
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	47:31	-	641	1546:1512	312+392	91.2 : 91.2%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	61	4	551	1595	622	88.6%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	52	-	520	1887	833	62.4%
4/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	197	72	14	14.2	8.9	0.9	24.0	-	-	-	-
Unnamed Junction	-	-	197	72	14	14.2	8.9	0.9	24.0	-	-	-	-
1/2+1/1	641	641	-	-	-	6.3	4.5	-	10.8	60.5	11.4	4.5	15.9
2/1	551	551	197	72	14	4.2	3.5	0.9	8.6	56.5	17.0	3.5	20.5
3/1	520	520	-	-	-	3.7	0.8	-	4.6	31.5	13.3	0.8	14.1
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

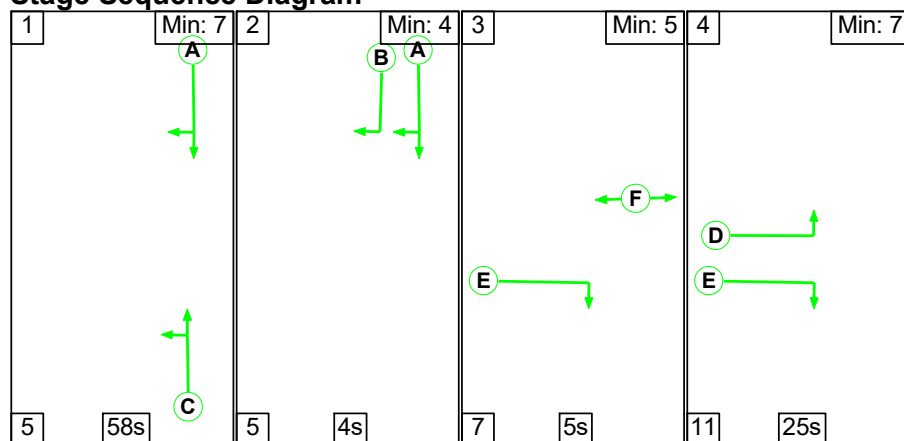
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	23.98	Cycle Time (s):	120
	PRC Over All Lanes (%):	-1.3	Total Delay Over All Lanes(pcuHr):	23.98		

Full Input Data And Results

Scenario 12: 'Ped X 1in1 PM 2018 Data' (FG4: '2031 + Dev (2018 Data) PM', Plan 1: 'Peds Every Cycle')

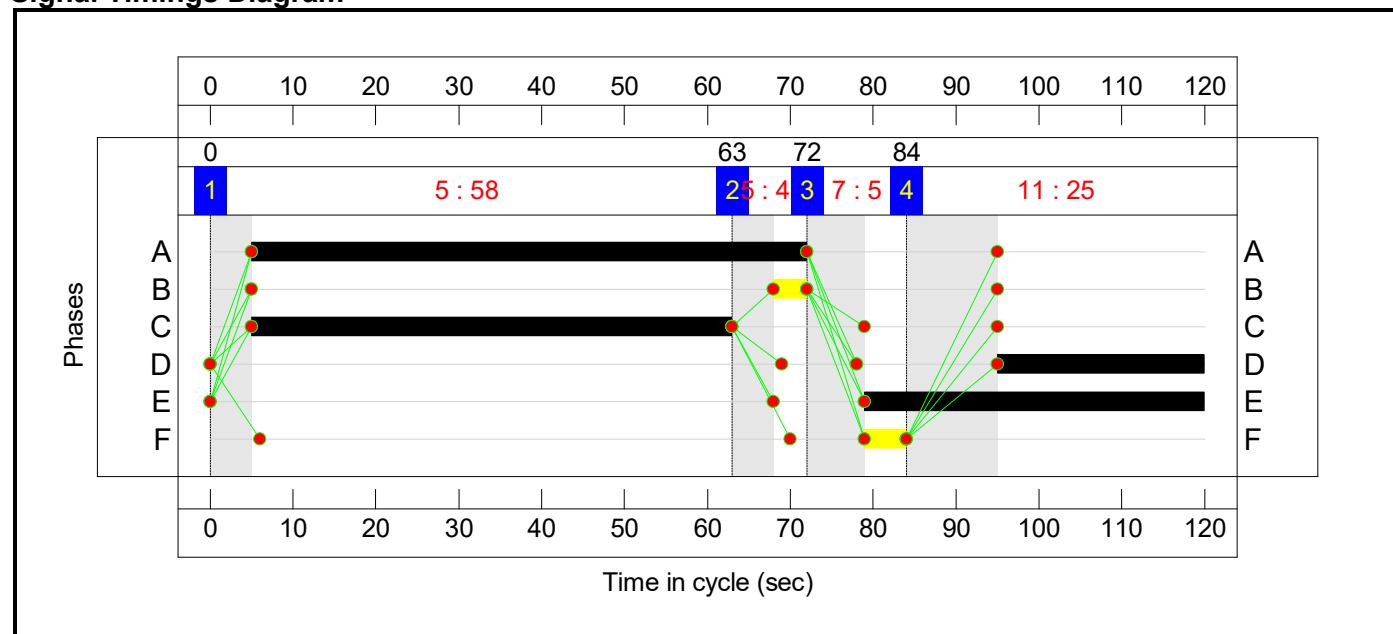
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	58	4	5	25
Change Point	0	63	72	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Unnamed Junction
PRC: -2.4 %
Total Traffic Delay: 25.2 pcuHr

Lane 2/1 Storage In Front

Lane 2/1 Flows In Front

Lane 2/1 Flows

Lane 3/1 Flows

Lane 3/1 Queue

Arm 1 - Hereford Road

Arm 2 - Briony Road North

Arm 3 - Homend

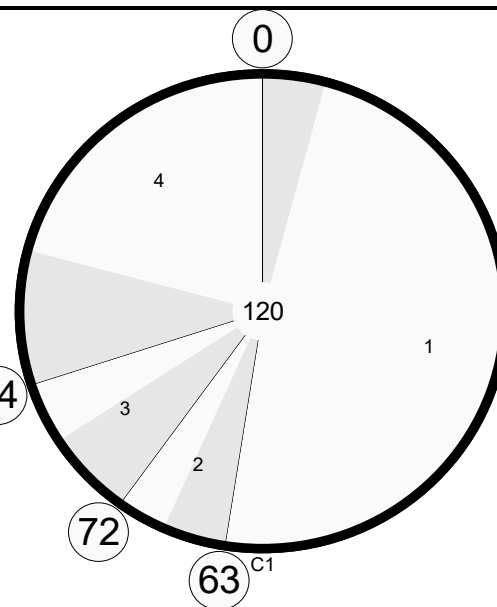
Arm 4

Arm 5

Arm 6

Scenario 'Ped X 1in1 PM 2018 Data'

1	Min: 7	2	Min: 4	3	Min: 5	4	Min: 7
5	58s	5	4s	7	5s	11	25s

[illegible]

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: PJA Signal Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/2+1/1	Hereford Road Left Right	U	N/A	N/A	E D		1	41:25	-	542	1546:1512	260+328	92.2 : 92.2%
2/1	Bromyard Road North Right Ahead	O	N/A	N/A	A	B	1	67	4	583	1568	641	90.9%
3/1	Homend Ahead Left	U	N/A	N/A	C		1	58	-	588	1887	928	63.4%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
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: PJA Signal Mitigation Scheme	-	-	206	91	42	13.8	10.1	1.3	25.2	-	-	-	-
Unnamed Junction	-	-	206	91	42	13.8	10.1	1.3	25.2	-	-	-	-
1/2+1/1	542	542	-	-	-	5.9	4.9	-	10.7	71.3	9.8	4.9	14.7
2/1	583	583	206	91	42	4.2	4.4	1.3	9.9	61.0	18.1	4.4	22.5
3/1	588	588	-	-	-	3.7	0.9	-	4.5	27.8	14.4	0.9	15.2
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	25.15	Cycle Time (s):	120
	PRC Over All Lanes (%):	-2.4	Total Delay Over All Lanes(pcuHr):	25.15		