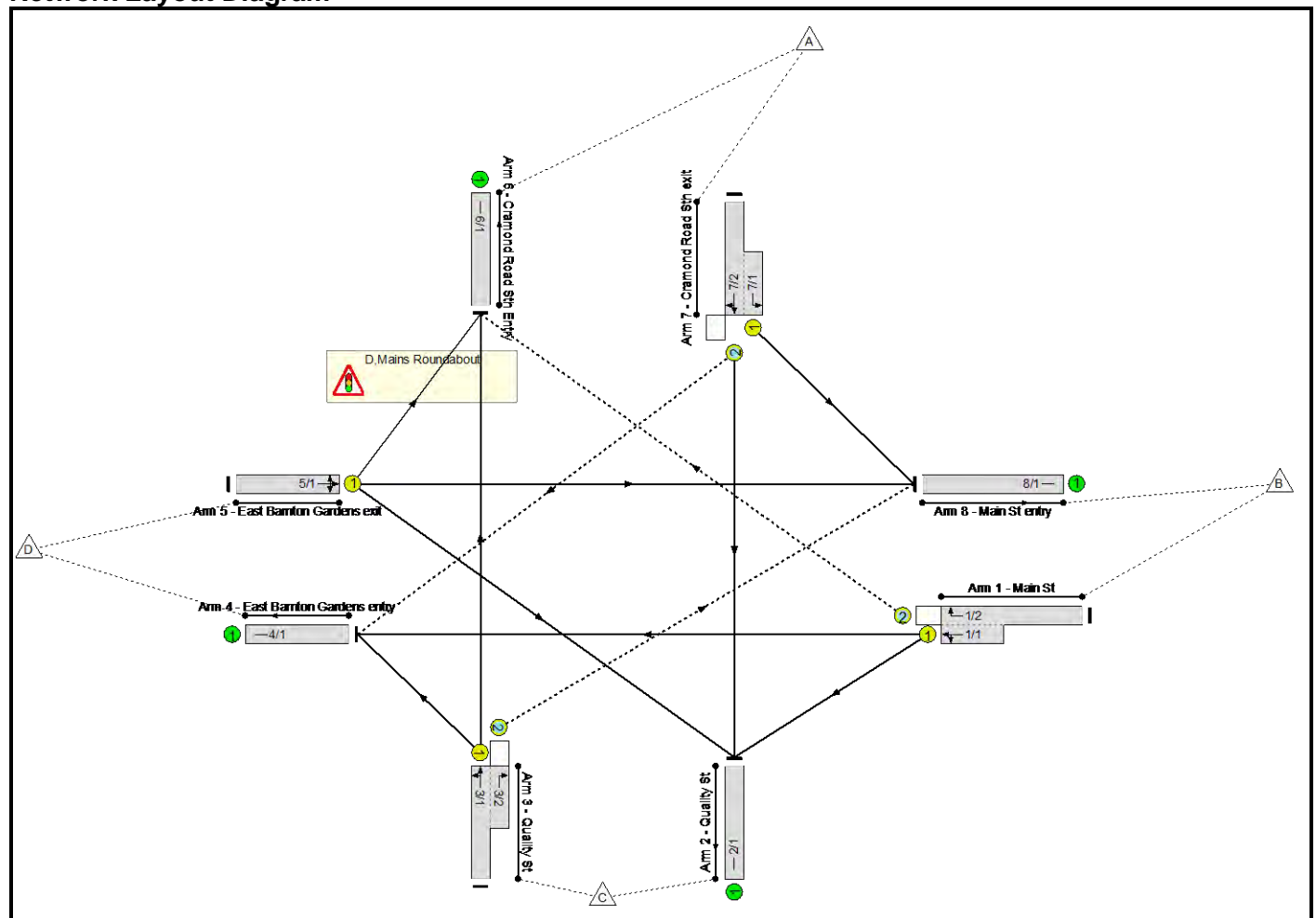


Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	New LinSig Model 1 d,mains.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram





Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4
J	Filter	C	4	0

Full Input Data And Results

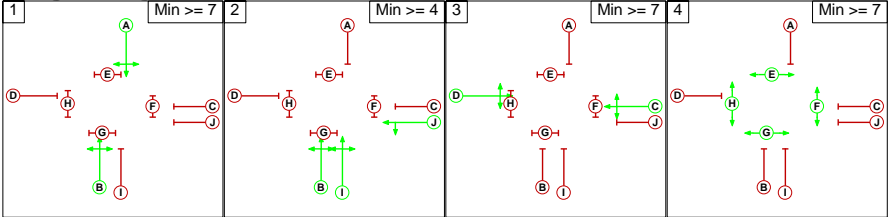
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	5	5	8	8	8	8	5	5
	B	-		5	5	8	8	8	8	-	-
	C	5	5		-	8	8	8	8	5	-
	D	5	5	-		8	8	8	8	5	5
	E	13	13	13	13		-	-	-	13	13
	F	13	13	13	13	-		-	-	13	13
	G	13	13	13	13	-	-		-	13	13
	H	13	13	13	13	-	-	-		13	13
	I	5	-	5	5	8	8	8	8		-
	J	5	-	-	5	8	8	8	8	-	

Phases in Stage

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

Stage Diagram



Phase Delays

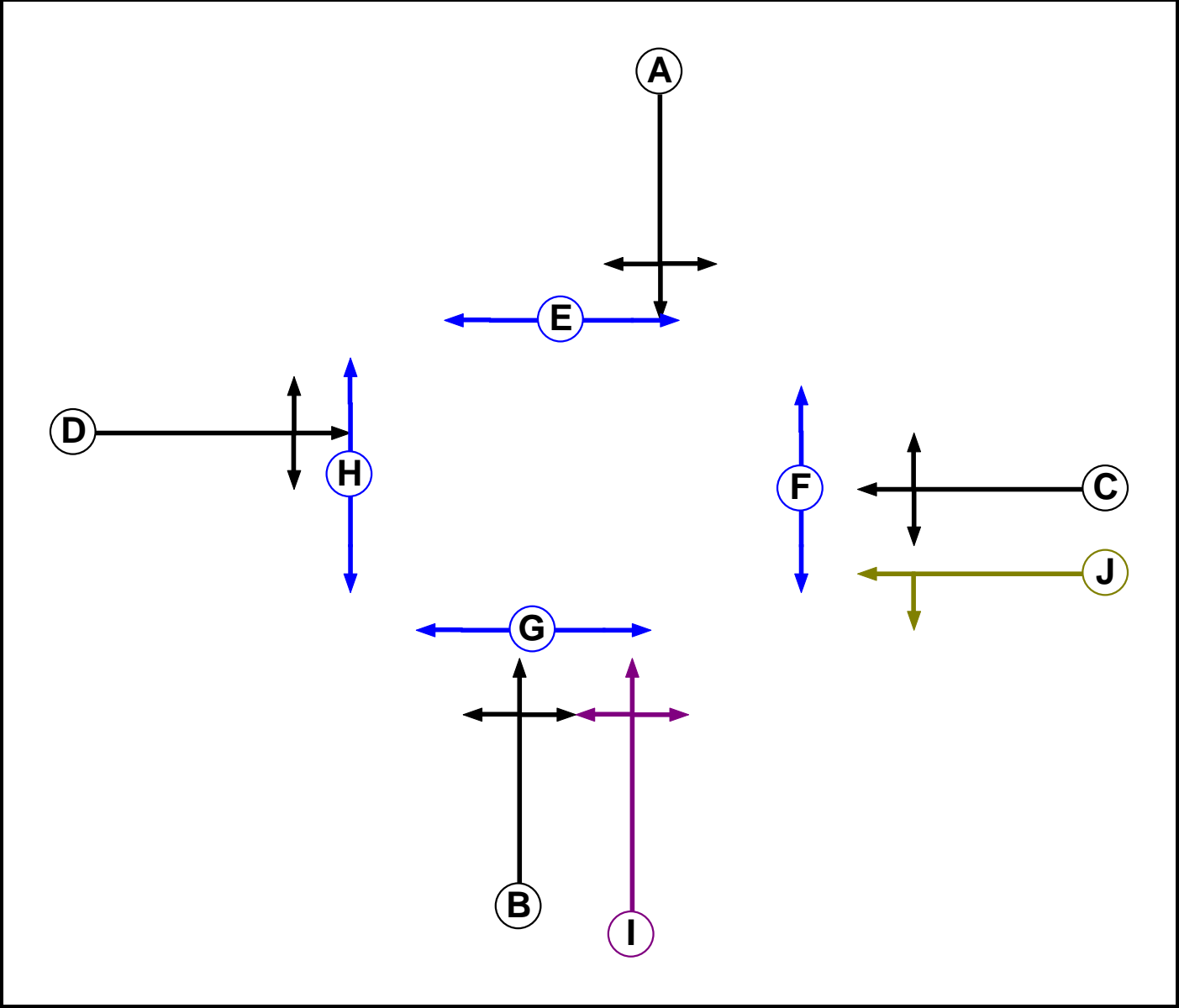
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	8
	2	X		10	X
	3	5	5		8
	4	13	13	13	

Scenario 2: 'PM no PEDs' (FG2: 'Flow Group 2 PM', Plan 1: 'Network Control Plan 1')

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4
J	Filter	C	4	0

Full Input Data And Results

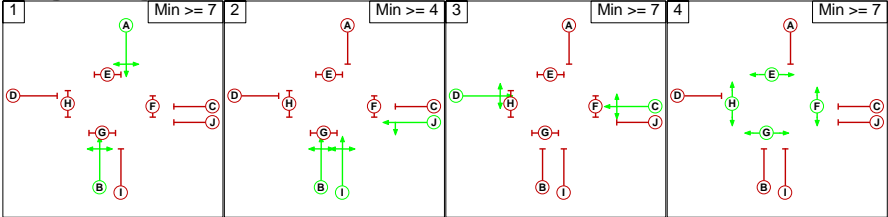
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	5	5	8	8	8	8	5	5
	B	-		5	5	8	8	8	8	-	-
	C	5	5		-	8	8	8	8	5	-
	D	5	5	-		8	8	8	8	5	5
	E	13	13	13	13		-	-	-	13	13
	F	13	13	13	13	-		-	-	13	13
	G	13	13	13	13	-	-		-	13	13
	H	13	13	13	13	-	-	-		13	13
	I	5	-	5	5	8	8	8	8		-
	J	5	-	-	5	8	8	8	8	-	

Phases in Stage

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

Stage Diagram



Phase Delays

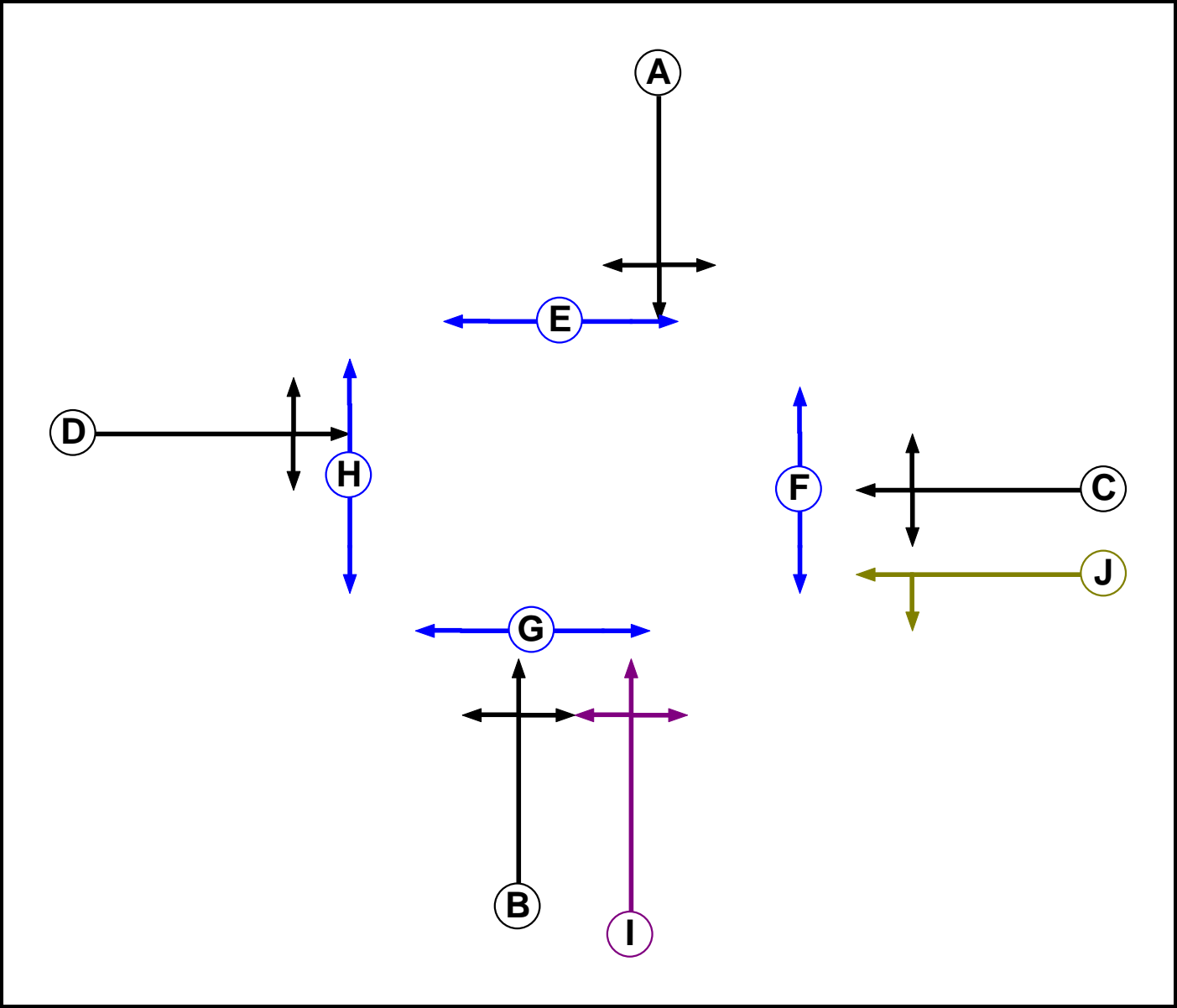
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	8
	2	X		10	X
	3	5	5		8
	4	13	13	13	

Scenario 3: 'AM PEDs 2nd cycle' (FG1: 'Flow Group 1 AM', Plan 3: 'Network Control Plan 3')

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4
J	Filter	C	4	0

Full Input Data And Results

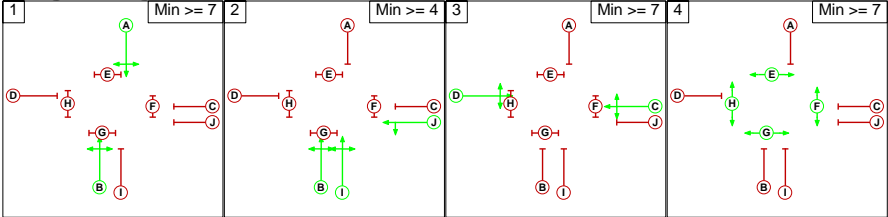
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	5	5	8	8	8	8	5	5
	B	-		5	5	8	8	8	8	-	-
	C	5	5		-	8	8	8	8	5	-
	D	5	5	-		8	8	8	8	5	5
	E	13	13	13	13		-	-	-	13	13
	F	13	13	13	13	-		-	-	13	13
	G	13	13	13	13	-	-		-	13	13
	H	13	13	13	13	-	-	-		13	13
	I	5	-	5	5	8	8	8	8		-
	J	5	-	-	5	8	8	8	8	-	

Phases in Stage

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

Stage Diagram



Phase Delays

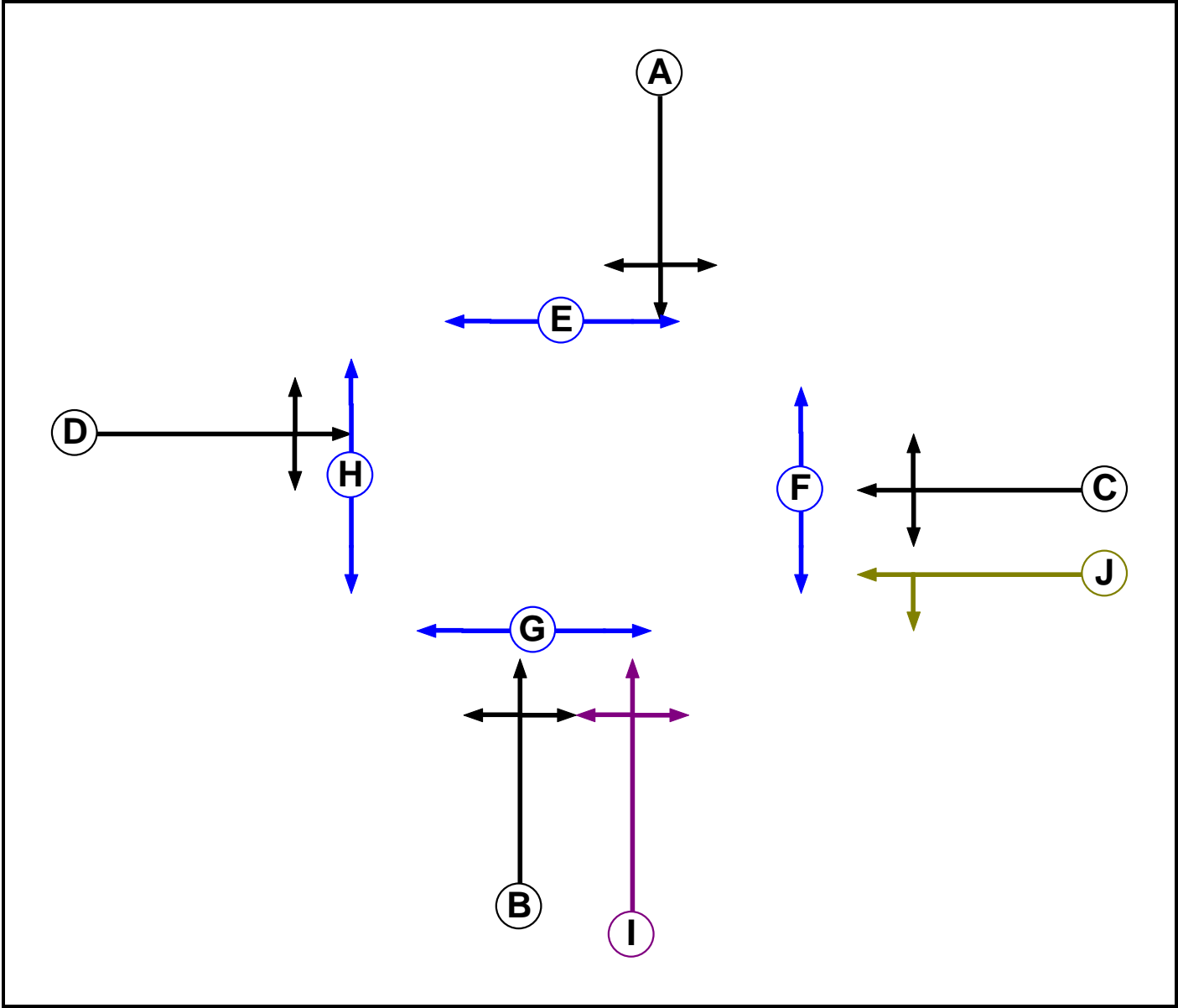
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	8
	2	X		10	X
	3	5	5		8
	4	13	13	13	

Scenario 4: 'AM with PEDs' (FG1: 'Flow Group 1 AM', Plan 2: 'Network Control Plan 2')

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4
J	Filter	C	4	0

Full Input Data And Results

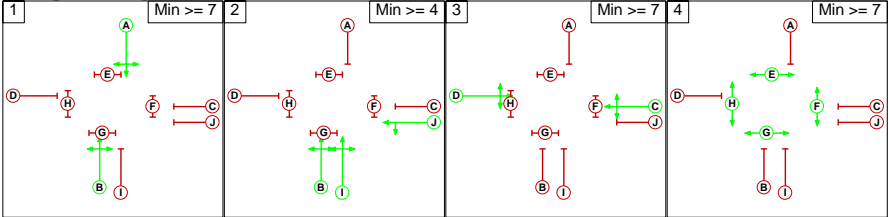
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	5	5	8	8	8	8	5	5
	B	-		5	5	8	8	8	8	-	-
	C	5	5		-	8	8	8	8	5	-
	D	5	5	-		8	8	8	8	5	5
	E	13	13	13	13		-	-	-	13	13
	F	13	13	13	13	-		-	-	13	13
	G	13	13	13	13	-	-		-	13	13
	H	13	13	13	13	-	-	-		13	13
	I	5	-	5	5	8	8	8	8		-
	J	5	-	-	5	8	8	8	8	-	

Phases in Stage

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

Stage Diagram

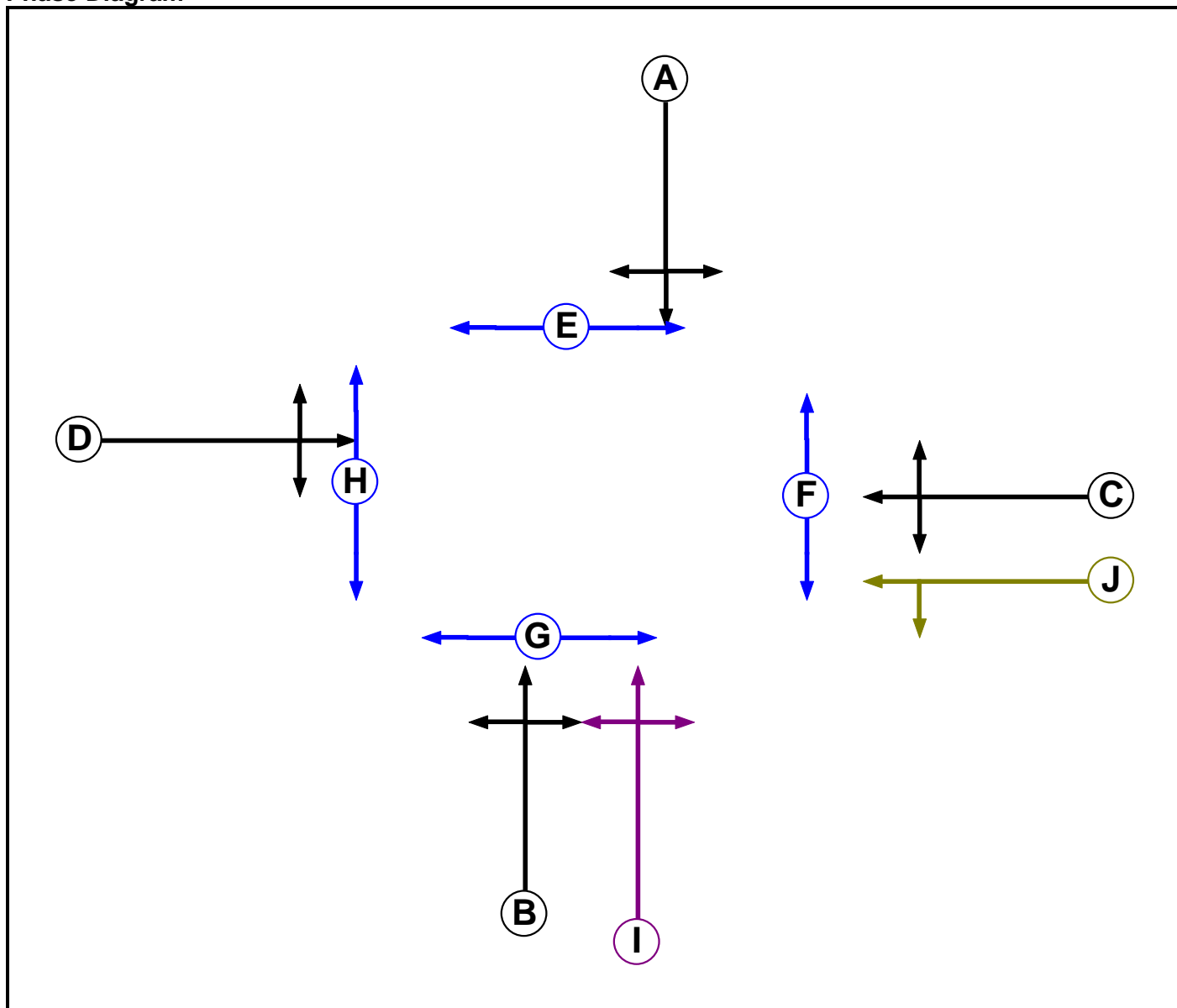


Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	8
	2	X		10	X
	3	5	5		8
	4	13	13	13	

Scenario 5: 'PM with PEDs' (FG2: 'Flow Group 2 PM', Plan 2: 'Network Control Plan 2')**Phase Diagram****Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4
J	Filter	C	4	0

Full Input Data And Results

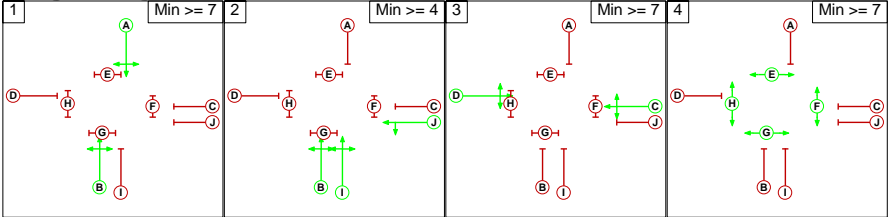
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	5	5	8	8	8	8	5	5
	B	-		5	5	8	8	8	8	-	-
	C	5	5		-	8	8	8	8	5	-
	D	5	5	-		8	8	8	8	5	5
	E	13	13	13	13		-	-	-	13	13
	F	13	13	13	13	-		-	-	13	13
	G	13	13	13	13	-	-		-	13	13
	H	13	13	13	13	-	-	-		13	13
	I	5	-	5	5	8	8	8	8		-
	J	5	-	-	5	8	8	8	8	-	

Phases in Stage

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

Stage Diagram



Phase Delays

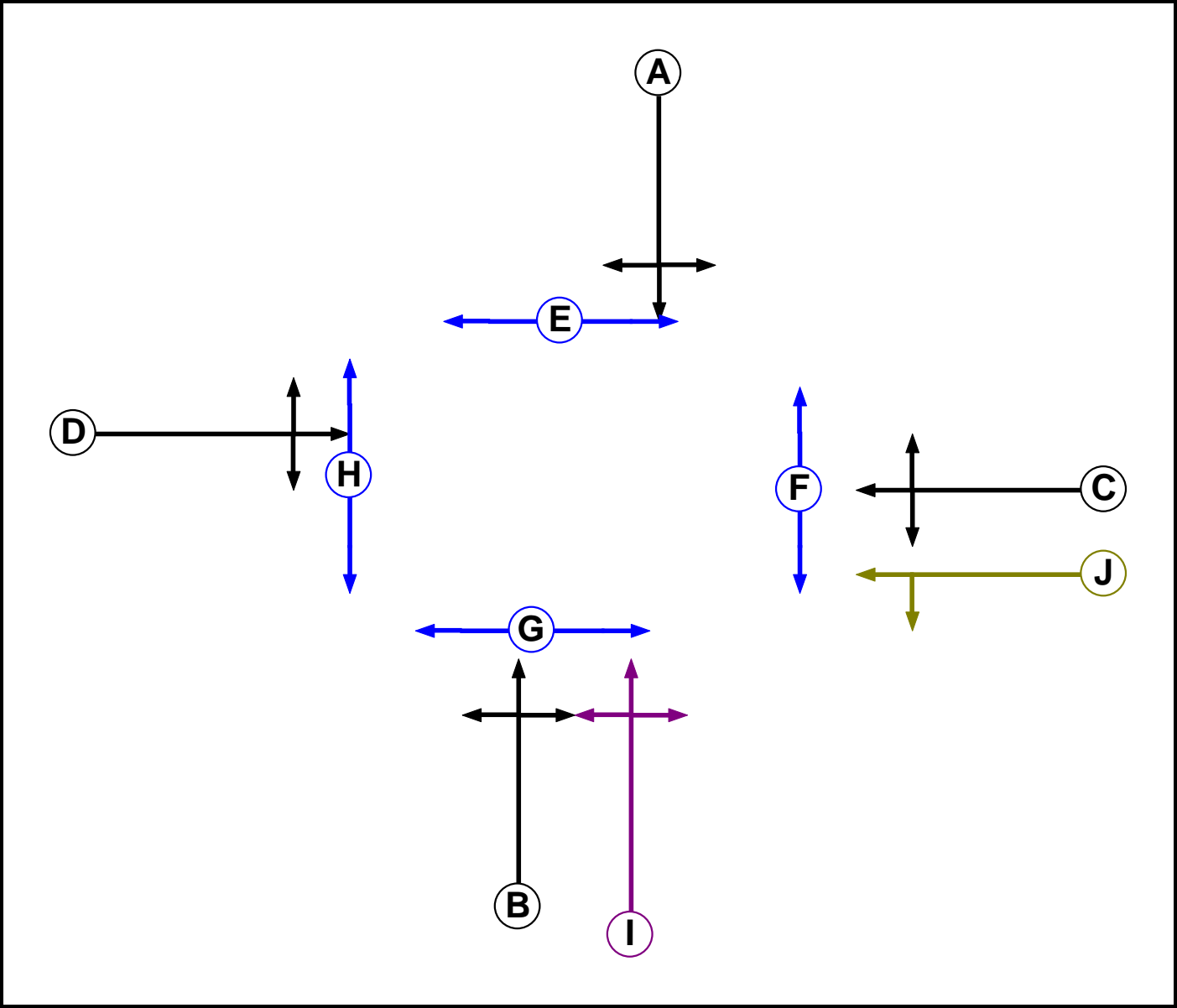
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	8
	2	X		10	X
	3	5	5		8
	4	13	13	13	

Scenario 6: 'PM PEDs 2nd cycle' (FG2: 'Flow Group 2 PM', Plan 3: 'Network Control Plan 3')

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4
J	Filter	C	4	0

Full Input Data And Results

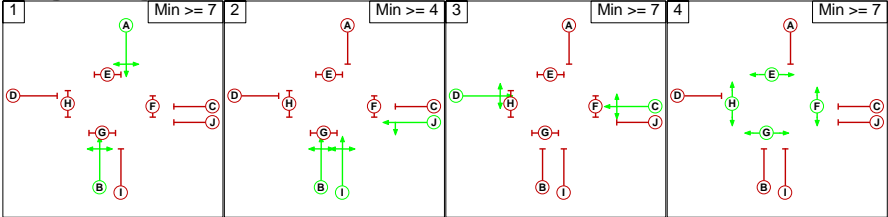
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	5	5	8	8	8	8	5	5
	B	-		5	5	8	8	8	8	-	-
	C	5	5		-	8	8	8	8	5	-
	D	5	5	-		8	8	8	8	5	5
	E	13	13	13	13		-	-	-	13	13
	F	13	13	13	13	-		-	-	13	13
	G	13	13	13	13	-	-		-	13	13
	H	13	13	13	13	-	-	-		13	13
	I	5	-	5	5	8	8	8	8		-
	J	5	-	-	5	8	8	8	8	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	5	8
	2	X		10	X
	3	5	5		8
	4	13	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: D,Mains Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Main St)	6/1 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (Quality St)	8/1 (Right)	1439	0	7/2	1.09	All	2.00	-	0.50	2	2.00
7/2 (Cramond Road Sth exit)	4/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: D,Mains Roundabout												
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 (Main St)	U	C J	2	3	5.0	User	1800	-	-	-	-	-
1/2 (Main St)	O	C	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Quality St)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Quality St)	U	B I	2	3	60.0	User	1800	-	-	-	-	-
3/2 (Quality St)	O	B I	2	3	5.0	User	1439	-	-	-	-	-
4/1 (East Barnton Gardens entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (East Barnton Gardens exit)	U	D	2	3	60.0	User	1800	-	-	-	-	-
6/1 (Cramond Road Sth Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Cramond Road Sth exit)	U	A	2	3	5.0	User	1800	-	-	-	-	-
7/2 (Cramond Road Sth exit)	O	A	2	3	60.0	User	1800	-	-	-	-	-
8/1 (Main St entry)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Flow Group 1 AM'	08:00	09:00	01:00	
2: 'Flow Group 2 PM'	17:00	18:00	01:00	

Scenario 1: 'AM no PEDs' (FG1: 'Flow Group 1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	234	284	4	522
	B	203	0	262	4	469
	C	451	290	0	1	742
	D	7	3	0	0	10
	Tot.	661	527	546	9	1743

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM no PEDs
Junction: D,Mains Roundabout	
1/1 (short)	266
1/2 (with short)	469(In) 203(Out)
2/1	546
3/1 (with short)	742(In) 452(Out)
3/2 (short)	290
4/1	9
5/1	10
6/1	661
7/1 (short)	234
7/2 (with short)	522(In) 288(Out)
8/1	527

Lane Saturation Flows

Junction: D, Mains Roundabout								
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 (Main St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Main St Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Quality St Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Quality St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Quality St Lane 2)	This lane uses a directly entered Saturation Flow						1439	1439
4/1 (East Barnton Gardens entry Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (East Barnton Gardens exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Cramond Road Sth Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cramond Road Sth exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cramond Road Sth exit Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Main St entry Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM no PEDs' (FG2: 'Flow Group 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	216	200	3	419
	B	324	0	283	6	613
	C	457	287	0	7	751
	D	12	6	4	0	22
	Tot.	793	509	487	16	1805

Traffic Lane Flows

Lane	Scenario 2: PM no PEDs
Junction: D,Mains Roundabout	
1/1 (short)	289
1/2 (with short)	613(In) 324(Out)
2/1	487
3/1 (with short)	751(In) 464(Out)
3/2 (short)	287
4/1	16
5/1	22
6/1	793
7/1 (short)	216
7/2 (with short)	419(In) 203(Out)
8/1	509

Lane Saturation Flows

Junction: D,Mains Roundabout								
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 (Main St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Main St Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Quality St Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Quality St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Quality St Lane 2)	This lane uses a directly entered Saturation Flow						1439	1439
4/1 (East Barnton Gardens entry Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (East Barnton Gardens exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Cramond Road Sth Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cramond Road Sth exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cramond Road Sth exit Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Main St entry Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM PEDs 2nd cycle' (FG1: 'Flow Group 1 AM', Plan 3: 'Network Control Plan 3')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	234	284	4	522
	B	203	0	262	4	469
	C	451	290	0	1	742
	D	7	3	0	0	10
	Tot.	661	527	546	9	1743

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM PEDs 2nd cycle
Junction: D,Mains Roundabout	
1/1 (short)	266
1/2 (with short)	469(In) 203(Out)
2/1	546
3/1 (with short)	742(In) 452(Out)
3/2 (short)	290
4/1	9
5/1	10
6/1	661
7/1 (short)	234
7/2 (with short)	522(In) 288(Out)
8/1	527

Lane Saturation Flows

Junction: D,Mains Roundabout								
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 (Main St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Main St Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Quality St Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Quality St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Quality St Lane 2)	This lane uses a directly entered Saturation Flow						1439	1439
4/1 (East Barnton Gardens entry Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (East Barnton Gardens exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Cramond Road Sth Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cramond Road Sth exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cramond Road Sth exit Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Main St entry Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'AM with PEDs' (FG1: 'Flow Group 1 AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	234	284	4	522
	B	203	0	262	4	469
	C	451	290	0	1	742
	D	7	3	0	0	10
	Tot.	661	527	546	9	1743

Traffic Lane Flows

Lane	Scenario 4: AM with PEDs
Junction: D,Mains Roundabout	
1/1 (short)	266
1/2 (with short)	469(In) 203(Out)
2/1	546
3/1 (with short)	742(In) 452(Out)
3/2 (short)	290
4/1	9
5/1	10
6/1	661
7/1 (short)	234
7/2 (with short)	522(In) 288(Out)
8/1	527

Lane Saturation Flows

Junction: D,Mains Roundabout								
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 (Main St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Main St Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Quality St Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Quality St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Quality St Lane 2)	This lane uses a directly entered Saturation Flow						1439	1439
4/1 (East Barnton Gardens entry Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (East Barnton Gardens exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Cramond Road Sth Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cramond Road Sth exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cramond Road Sth exit Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Main St entry Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'PM with PEDs' (FG2: 'Flow Group 2 PM', Plan 2: 'Network Control Plan 2')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	216	200	3	419
	B	324	0	283	6	613
	C	457	287	0	7	751
	D	12	6	4	0	22
	Tot.	793	509	487	16	1805

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: PM with PEDs
Junction: D,Mains Roundabout	
1/1 (short)	289
1/2 (with short)	613(In) 324(Out)
2/1	487
3/1 (with short)	751(In) 464(Out)
3/2 (short)	287
4/1	16
5/1	22
6/1	793
7/1 (short)	216
7/2 (with short)	419(In) 203(Out)
8/1	509

Lane Saturation Flows

Junction: D,Mains Roundabout								
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 (Main St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Main St Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Quality St Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Quality St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Quality St Lane 2)	This lane uses a directly entered Saturation Flow						1439	1439
4/1 (East Barnton Gardens entry Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (East Barnton Gardens exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Cramond Road Sth Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cramond Road Sth exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cramond Road Sth exit Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Main St entry Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'PM PEDs 2nd cycle' (FG2: 'Flow Group 2 PM', Plan 3: 'Network Control Plan 3')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	216	200	3	419
	B	324	0	283	6	613
	C	457	287	0	7	751
	D	12	6	4	0	22
	Tot.	793	509	487	16	1805

Traffic Lane Flows

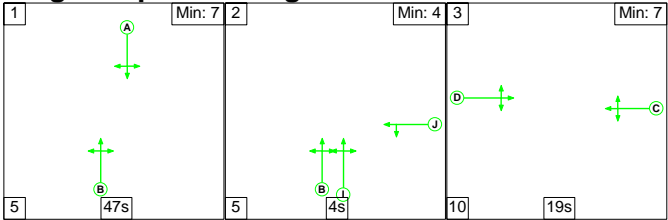
Lane	Scenario 6: PM PEDs 2nd cycle
Junction: D,Mains Roundabout	
1/1 (short)	289
1/2 (with short)	613(In) 324(Out)
2/1	487
3/1 (with short)	751(In) 464(Out)
3/2 (short)	287
4/1	16
5/1	22
6/1	793
7/1 (short)	216
7/2 (with short)	419(In) 203(Out)
8/1	509

Lane Saturation Flows

Junction: D,Mains Roundabout								
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 (Main St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Main St Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Quality St Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Quality St Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Quality St Lane 2)	This lane uses a directly entered Saturation Flow						1439	1439
4/1 (East Barnton Gardens entry Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (East Barnton Gardens exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Cramond Road Sth Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cramond Road Sth exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cramond Road Sth exit Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Main St entry Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM no PEDs' (FG1: 'Flow Group 1 AM', Plan 1: 'Network Control Plan 1')

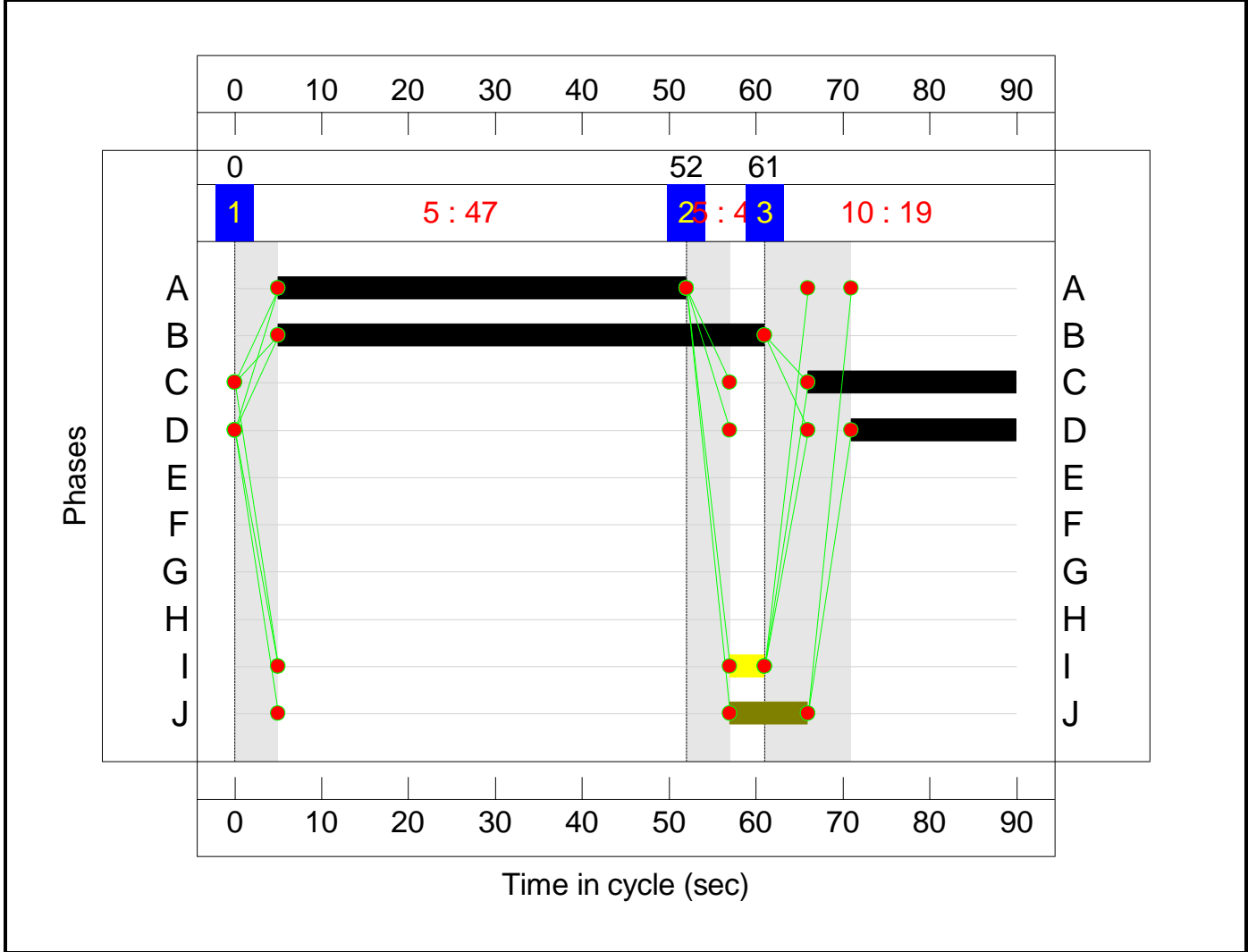
Stage Sequence Diagram



Stage Timings

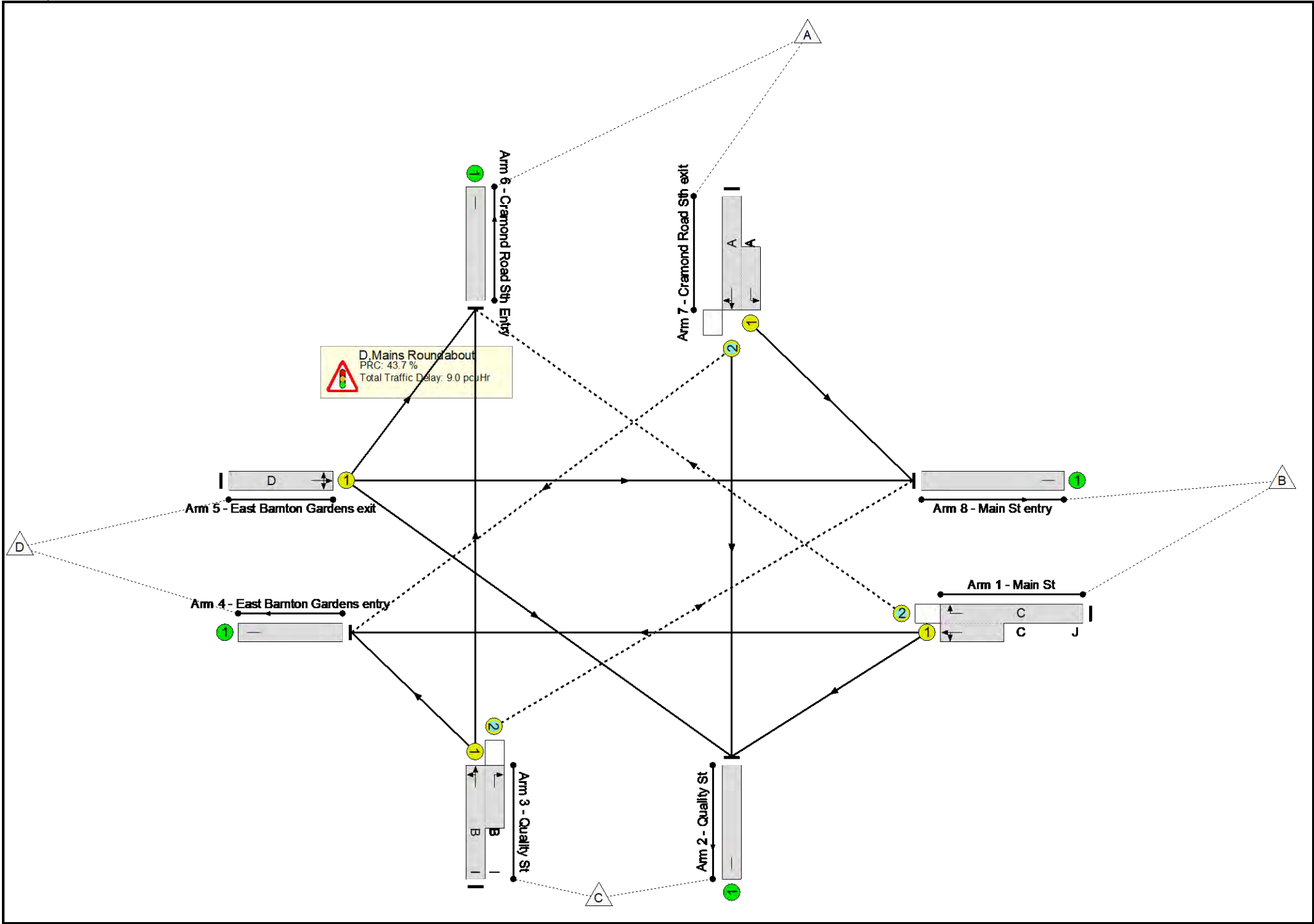
Stage	1	2	3
Duration	47	4	19
Change Point	0	52	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.6%
D,Mains Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	62.6%
1/2+1/1	Main St Left Ahead Right	O+U	N/A	N/A	C	J	1	24:33	9	469	1800:1800	330+432	61.5 : 61.5%
2/1	Quality St	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
3/1+3/2	Quality St Left Ahead Right	U+O	N/A	N/A	B	I	1	56	4:4	742	1800:1439	721+463	62.6 : 62.6%
4/1	East Barnton Gardens entry	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
5/1	East Barnton Gardens exit Right Left Ahead	U	N/A	N/A	D		1	19	-	10	1800	400	2.5%
6/1	Cramond Road Sth Entry	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/2+7/1	Cramond Road Sth exit Ahead Right Left	O+U	N/A	N/A	A		1	47	-	522	1800:1800	619+503	46.5 : 46.5%
8/1	Main St entry	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%

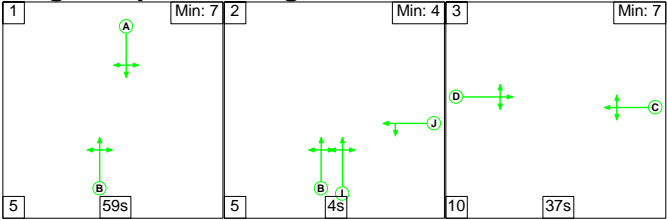
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	408	83	6	6.5	2.1	0.4	9.0	-	-	-	-
D,Mains Roundabout	-	-	408	83	6	6.5	2.1	0.4	9.0	-	-	-	-
1/2+1/1	469	469	143	60	0	3.0	0.8	0.1	3.9	29.9	4.8	0.8	5.6
2/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	742	742	261	23	6	1.8	0.8	0.3	2.9	13.9	6.2	0.8	7.1
4/1	9	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	10	10	-	-	-	0.1	0.0	-	0.1	32.2	0.2	0.0	0.2
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	522	522	4	0	0	1.7	0.4	0.0	2.1	14.5	3.9	0.4	4.4
8/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 43.7 Total Delay for Signalled Lanes (pcuHr): 8.97 Cycle Time (s): 90 PRC Over All Lanes (%): 43.7 Total Delay Over All Lanes(pcuHr): 8.97													

Full Input Data And Results

Scenario 2: 'PM no PEDs' (FG2: 'Flow Group 2 PM', Plan 1: 'Network Control Plan 1')

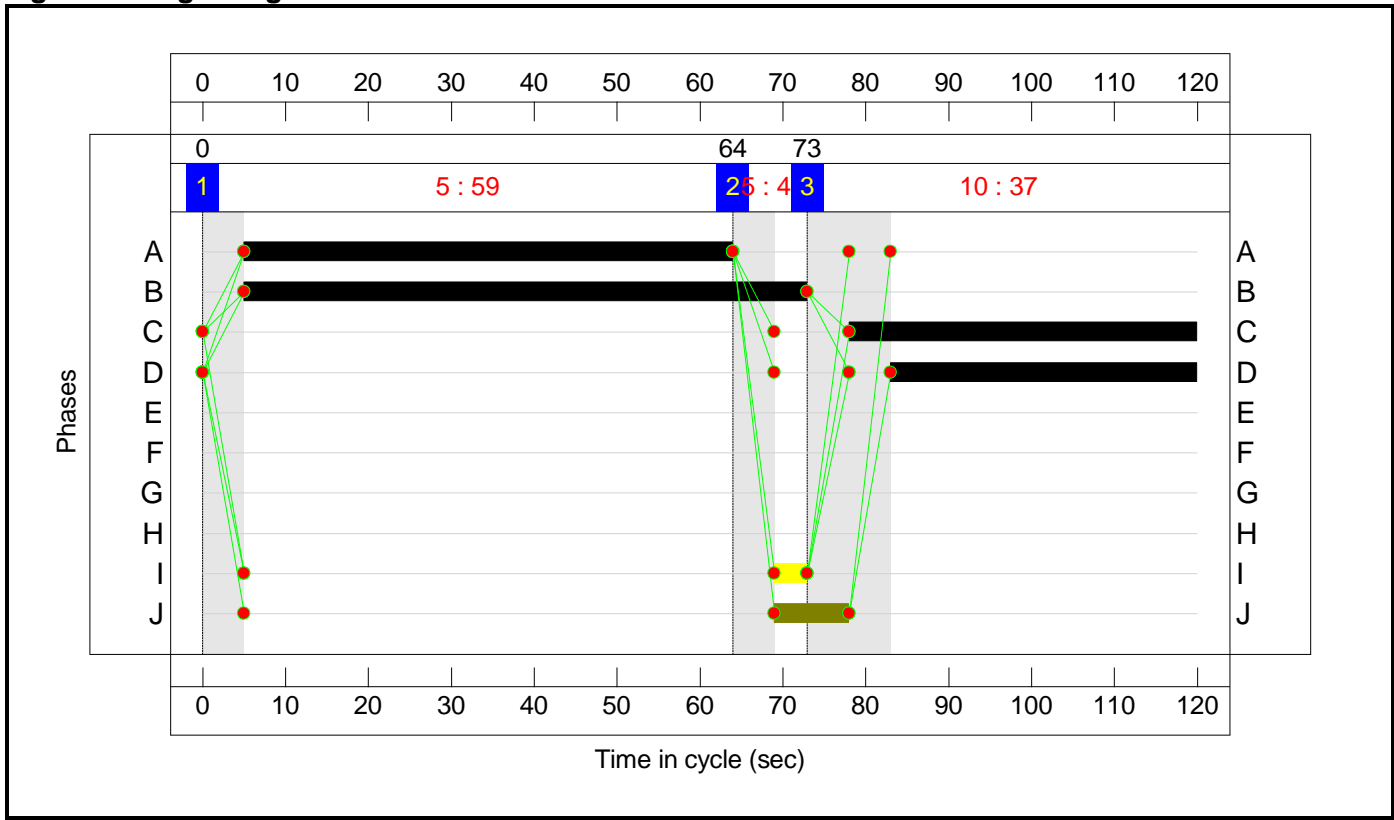
Stage Sequence Diagram



Stage Timings

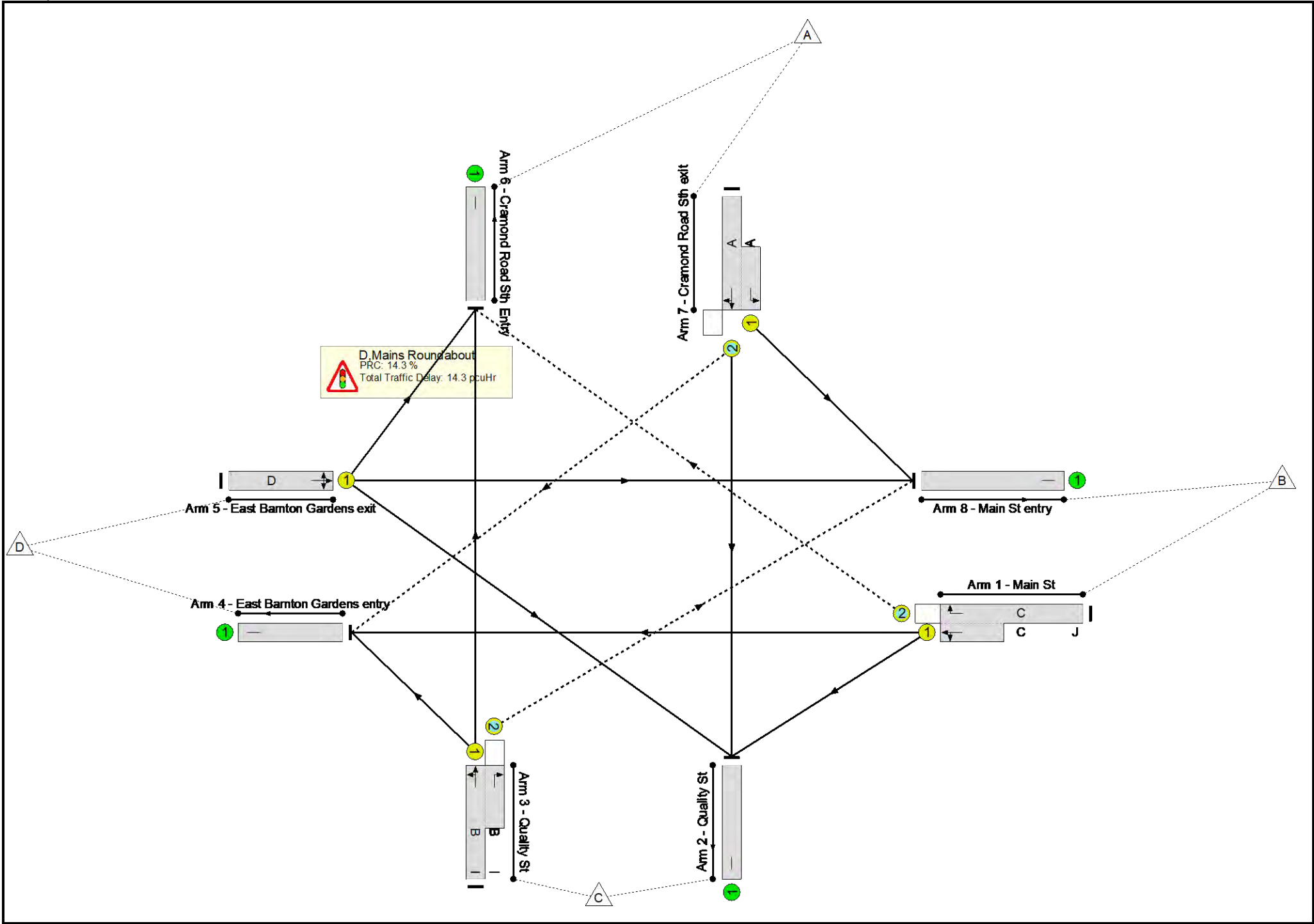
Stage	1	2	3
Duration	59	4	37
Change Point	0	64	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

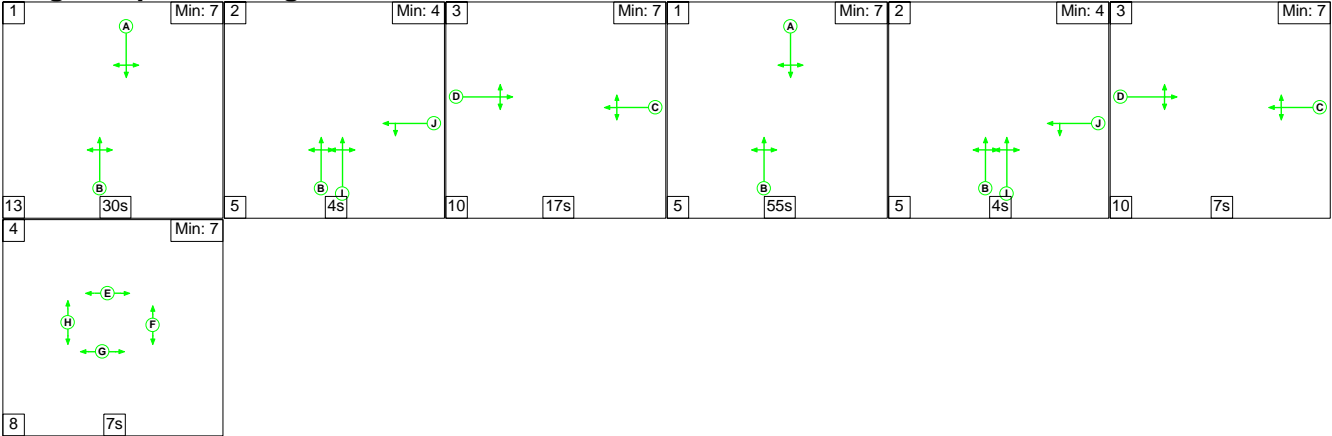
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
D,Mains Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/2+1/1	Main St Left Ahead Right	O+U	N/A	N/A	C	J	1	42:51	9	613	1800:1800	412+367	78.7 : 78.7%
2/1	Quality St	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
3/1+3/2	Quality St Left Ahead Right	U+O	N/A	N/A	B	I	1	68	4:4	751	1800:1439	649+401	71.5 : 71.5%
4/1	East Barnton Gardens entry	U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
5/1	East Barnton Gardens exit Right Left Ahead	U	N/A	N/A	D		1	37	-	22	1800	570	3.9%
6/1	Cramond Road Sth Entry	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
7/2+7/1	Cramond Road Sth exit Ahead Right Left	O+U	N/A	N/A	A		1	59	-	419	1800:1800	504+537	40.3 : 40.3%
8/1	Main St entry	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	547	62	5	10.5	3.4	0.4	14.3	-	-	-	-
D,Mains Roundabout	-	-	547	62	5	10.5	3.4	0.4	14.3	-	-	-	-
1/2+1/1	613	613	279	45	0	5.0	1.8	0.2	7.0	41.1	13.1	1.8	14.9
2/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	751	751	265	17	5	3.3	1.2	0.2	4.8	23.0	13.4	1.2	14.6
4/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	22	22	-	-	-	0.2	0.0	-	0.2	31.7	0.5	0.0	0.5
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	419	419	3	0	0	2.0	0.3	0.0	2.3	19.9	4.1	0.3	4.4
8/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 14.29 Cycle Time (s): 120 PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 14.29													

Full Input Data And Results
Scenario 3: 'AM PEDs 2nd cycle' (FG1: 'Flow Group 1 AM', Plan 3: 'Network Control Plan 3')

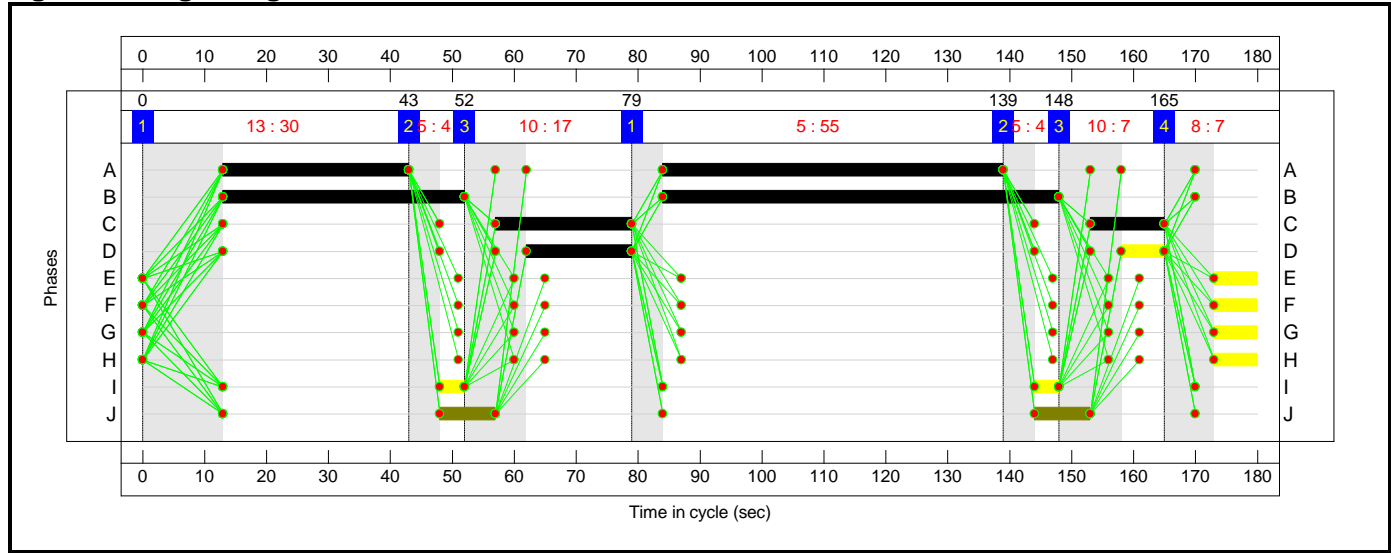
Stage Sequence Diagram

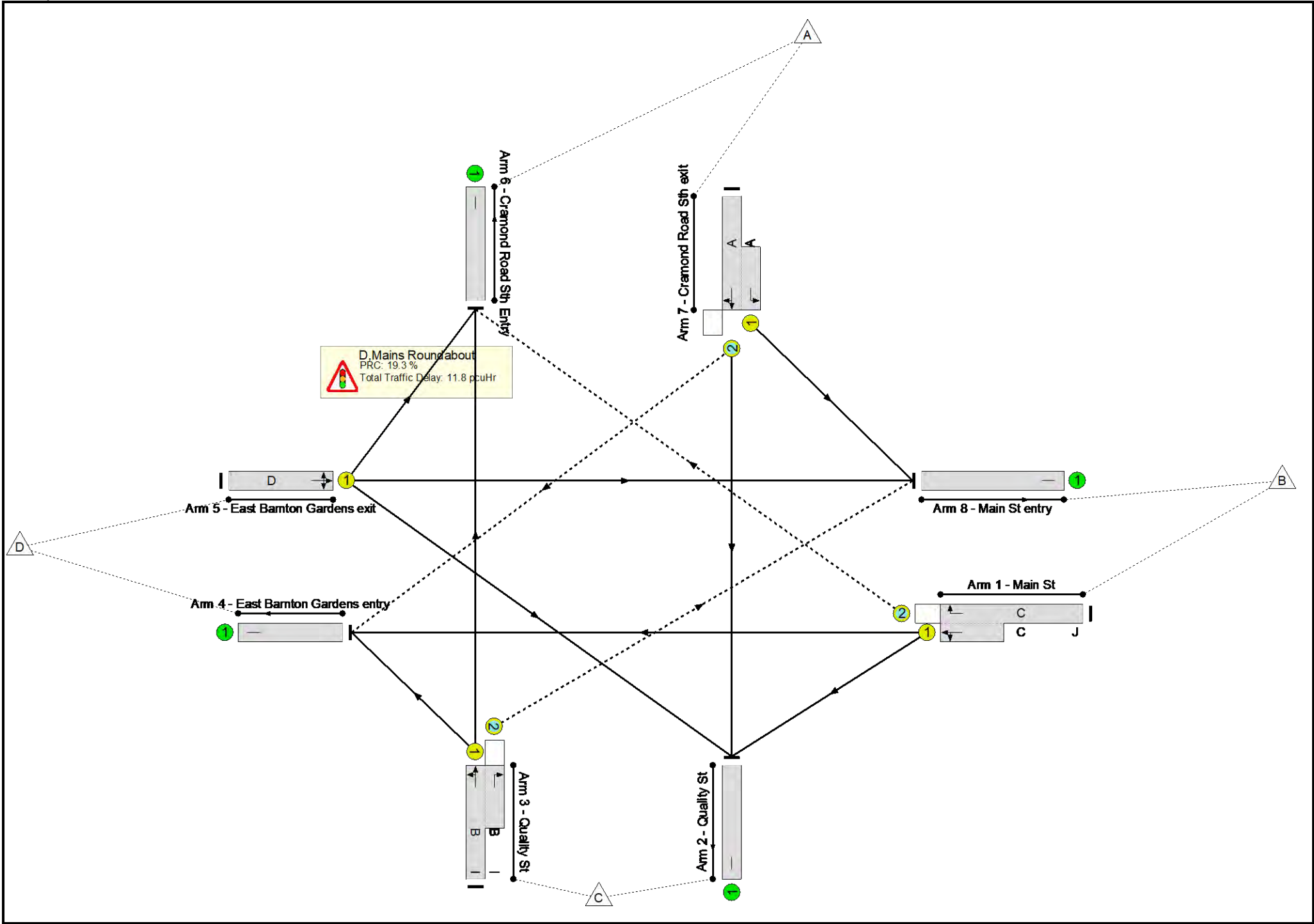


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	30	4	17	55	4	7	7
Change Point	0	43	52	79	139	148	165

Signal Timings Diagram





Full Input Data And Results

Network Results

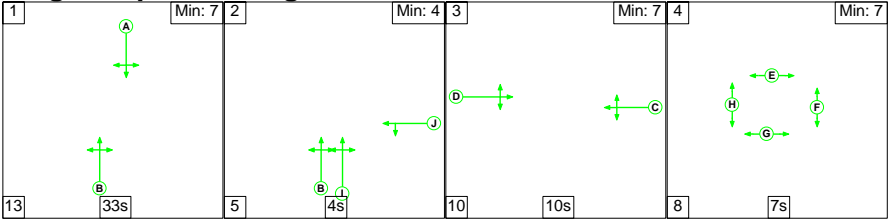
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
D,Mains Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
1/2+1/1	Main St Left Ahead Right	O+U	N/A	N/A	C	J	2	34:52	18	469	1800:1800	269+353	75.4 : 75.4%
2/1	Quality St	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
3/1+3/2	Quality St Left Ahead Right	U+O	N/A	N/A	B	I	2	103	8:8	742	1800:1439	672+431	67.3 : 67.3%
4/1	East Barnton Gardens entry	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
5/1	East Barnton Gardens exit Right Left Ahead	U	N/A	N/A	D		2	24	-	10	1800	260	3.8%
6/1	Cramond Road Sth Entry	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/2+7/1	Cramond Road Sth exit Ahead Right Left	O+U	N/A	N/A	A		2	85	-	522	1800:1800	570+463	50.6 : 50.6%
8/1	Main St entry	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 4: 'AM with PEDs' (FG1: 'Flow Group 1 AM', Plan 2: 'Network Control Plan 2')

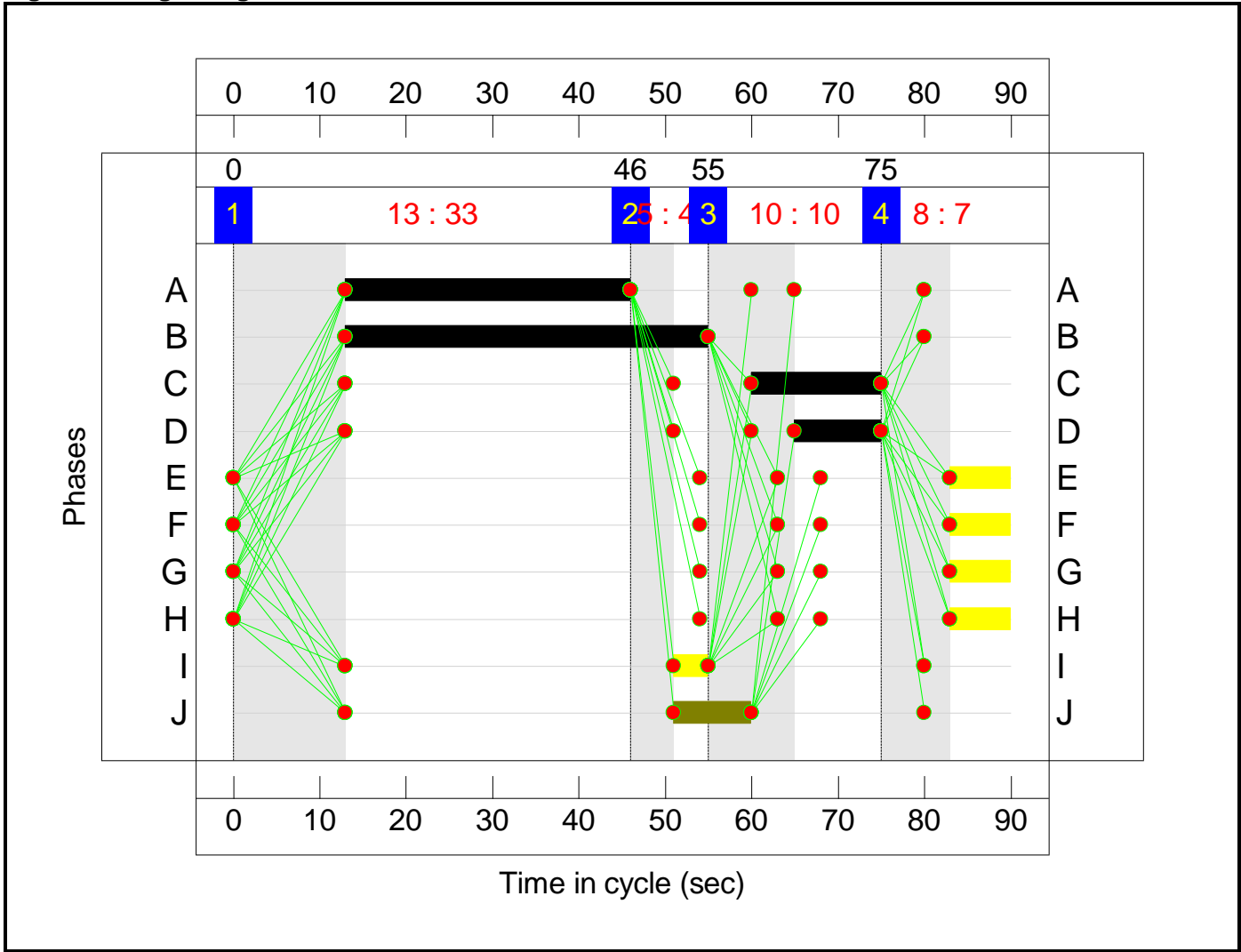
Stage Sequence Diagram



Stage Timings

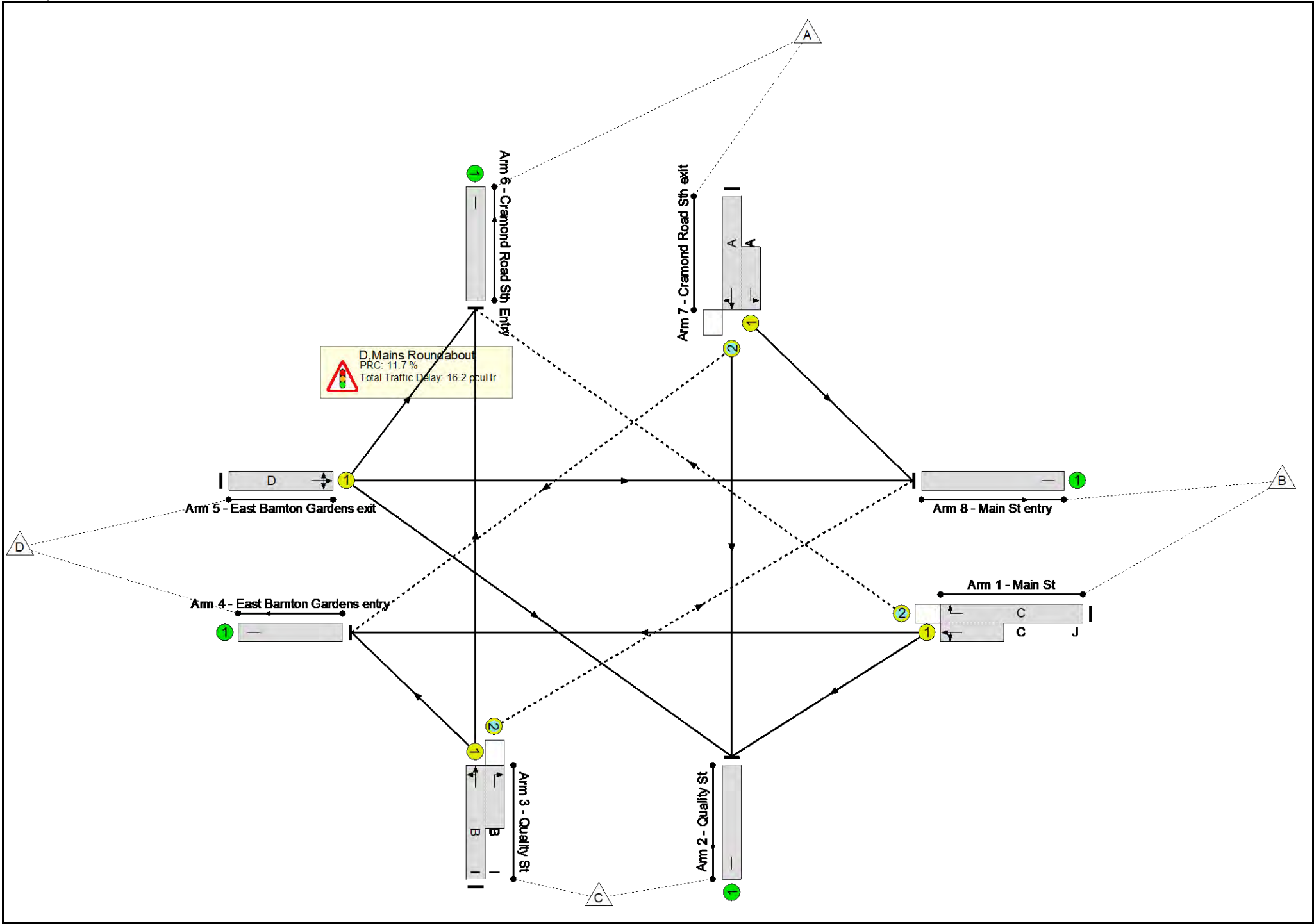
Stage	1	2	3	4
Duration	33	4	10	7
Change Point	0	46	55	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.6%
D,Mains Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	80.6%
1/2+1/1	Main St Left Ahead Right	O+U	N/A	N/A	C	J	1	15:24	9	469	1800:1800	252+330	80.6 : 80.6%
2/1	Quality St	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
3/1+3/2	Quality St Left Ahead Right	U+O	N/A	N/A	B	I	1	42	4:4	742	1800:1439	566+363	79.8 : 79.8%
4/1	East Barnton Gardens entry	U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
5/1	East Barnton Gardens exit Right Left Ahead	U	N/A	N/A	D		1	10	-	10	1800	220	4.5%
6/1	Cramond Road Sth Entry	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/2+7/1	Cramond Road Sth exit Ahead Right Left	O+U	N/A	N/A	A		1	33	-	522	1800:1800	465+378	62.0 : 62.0%
8/1	Main St entry	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%

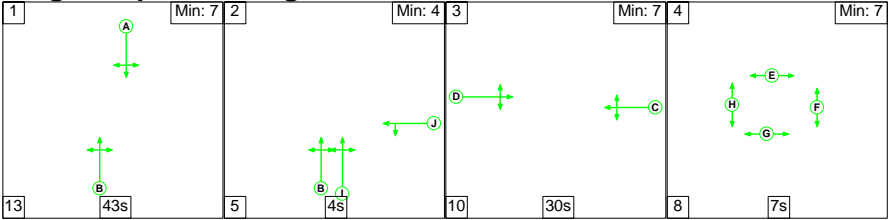
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	408	83	6	10.8	4.8	0.6	16.2	-	-	-	-
D,Mains Roundabout	-	-	408	83	6	10.8	4.8	0.6	16.2	-	-	-	-
1/2+1/1	469	469	143	60	0	4.0	2.0	0.1	6.1	46.9	6.2	2.0	8.2
2/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	742	742	261	23	6	3.7	1.9	0.5	6.1	29.8	11.4	1.9	13.4
4/1	9	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	10	10	-	-	-	0.1	0.0	-	0.1	43.7	0.2	0.0	0.2
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	522	522	4	0	0	3.0	0.8	0.0	3.8	26.1	5.7	0.8	6.5
8/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.7 Total Delay for Signalled Lanes (pcuHr): 16.15 Cycle Time (s): 90 PRC Over All Lanes (%): 11.7 Total Delay Over All Lanes(pcuHr): 16.15													

Full Input Data And Results

Scenario 5: 'PM with PEDs' (FG2: 'Flow Group 2 PM', Plan 2: 'Network Control Plan 2')

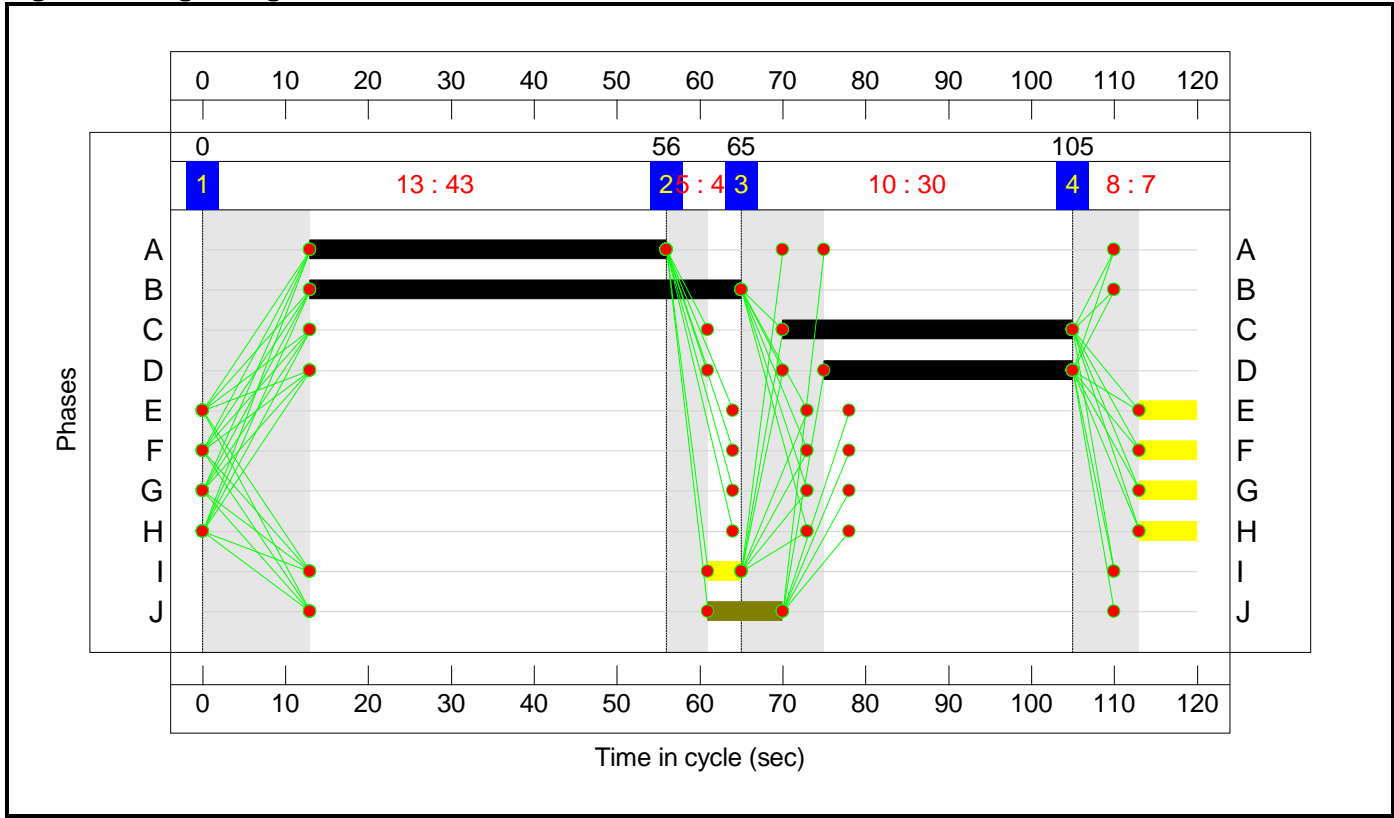
Stage Sequence Diagram



Stage Timings

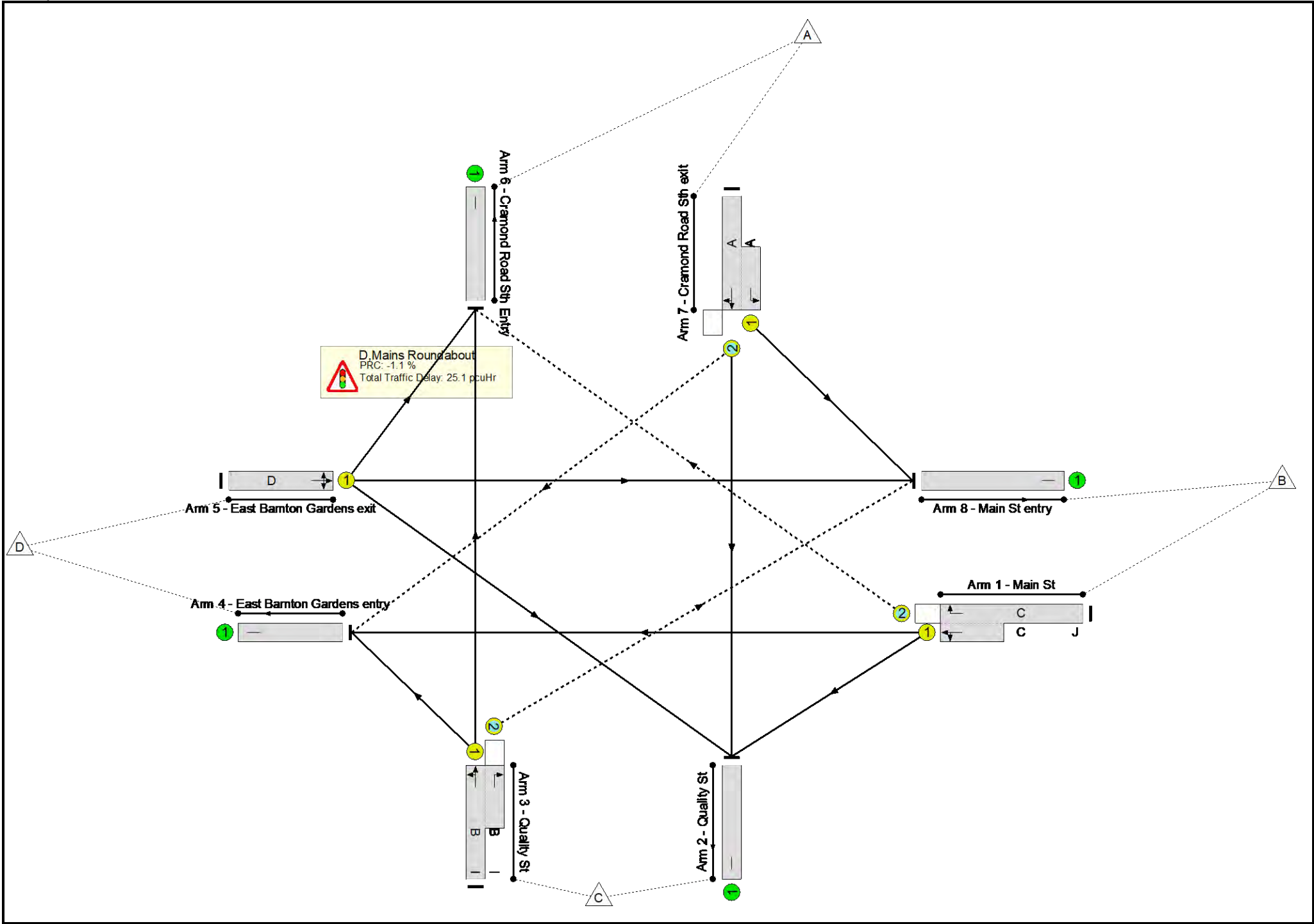
Stage	1	2	3	4
Duration	43	4	30	7
Change Point	0	56	65	105

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
D,Mains Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
1/2+1/1	Main St Left Ahead Right	O+U	N/A	N/A	C	J	1	35:44	9	613	1800:1800	356+318	91.0 : 91.0%
2/1	Quality St	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
3/1+3/2	Quality St Left Ahead Right	U+O	N/A	N/A	B	I	1	52	4:4	751	1800:1439	514+318	90.3 : 90.3%
4/1	East Barnton Gardens entry	U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
5/1	East Barnton Gardens exit Right Left Ahead	U	N/A	N/A	D		1	30	-	22	1800	465	4.7%
6/1	Cramond Road Sth Entry	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
7/2+7/1	Cramond Road Sth exit Ahead Right Left	O+U	N/A	N/A	A		1	43	-	419	1800:1800	388+413	52.3 : 52.3%
8/1	Main St entry	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%

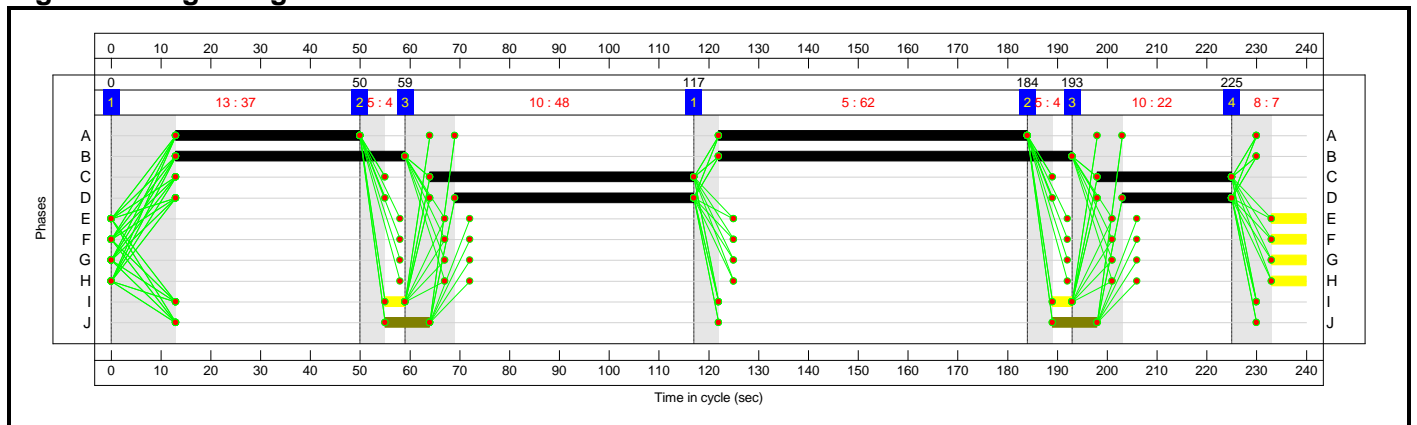
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	544	65	5	15.5	9.2	0.4	25.1	-	-	-	-
D,Mains Roundabout	-	-	544	65	5	15.5	9.2	0.4	25.1	-	-	-	-
1/2+1/1	613	613	279	45	0	6.1	4.4	0.2	10.7	62.7	14.8	4.4	19.2
2/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	751	751	262	20	5	6.0	4.2	0.3	10.5	50.5	19.6	4.2	23.9
4/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	22	22	-	-	-	0.2	0.0	-	0.2	37.5	0.5	0.0	0.6
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	419	419	3	0	0	3.2	0.5	0.0	3.7	32.0	5.3	0.5	5.9
8/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 25.15 Cycle Time (s): 120 PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 25.15													

Stage Sequence Diagram

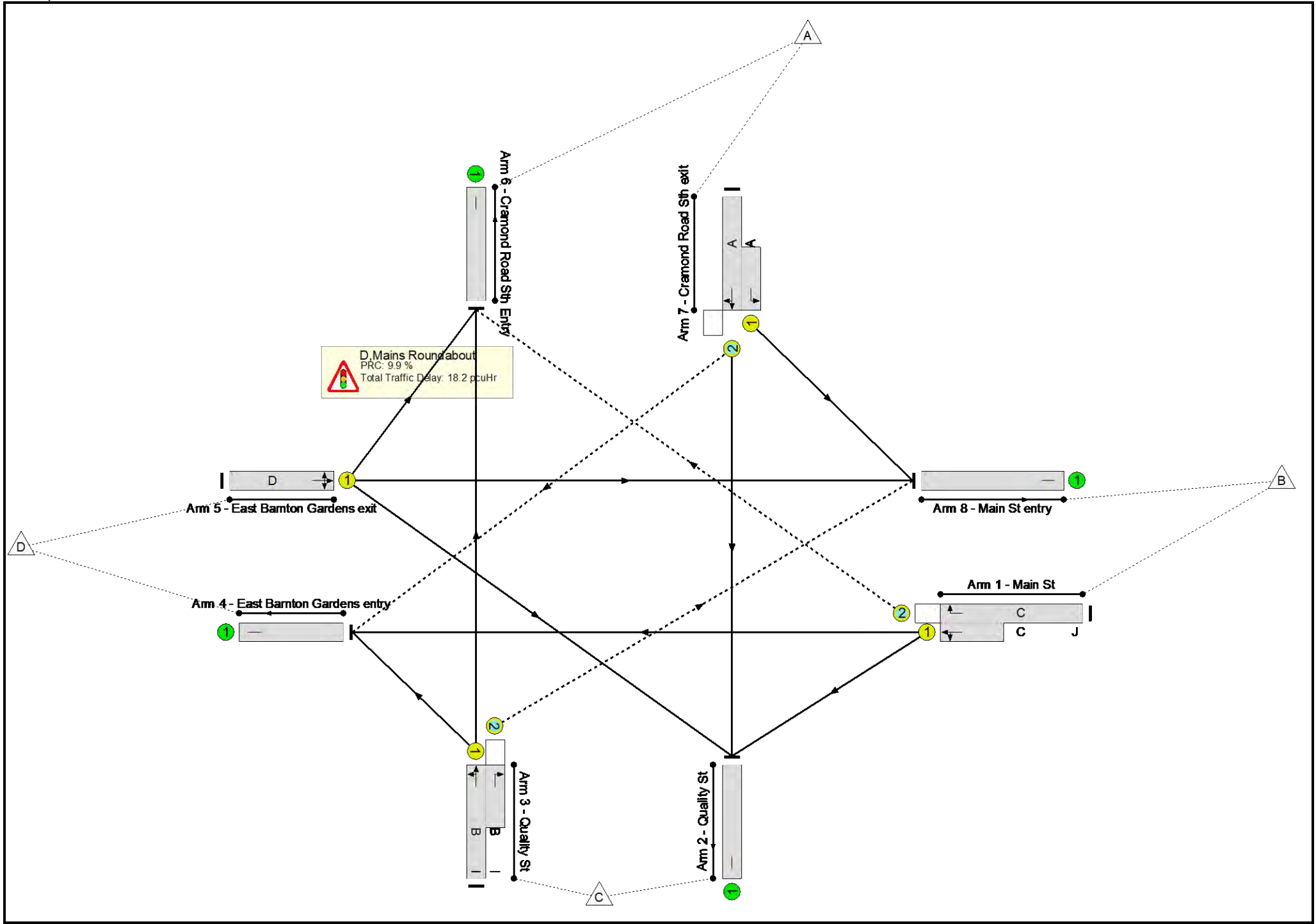


Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
D,Mains Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/2+1/1	Main St Left Ahead Right	O+U	N/A	N/A	C	J	2	80:98	18	613	1800:1800	396+353	81.9 : 81.9%
2/1	Quality St	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
3/1+3/2	Quality St Left Ahead Right	U+O	N/A	N/A	B	I	2	117	8:8	751	1800:1439	569+352	81.6 : 81.6%
4/1	East Barnton Gardens entry	U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
5/1	East Barnton Gardens exit Right Left Ahead	U	N/A	N/A	D		2	70	-	22	1800	540	4.1%
6/1	Cramond Road Sth Entry	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
7/2+7/1	Cramond Road Sth exit Ahead Right Left	O+U	N/A	N/A	A		2	99	-	419	1800:1800	435+463	46.6 : 46.6%
8/1	Main St entry	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	547	62	5	13.0	4.8	0.4	18.2	-	-	-	-
D,Mains Roundabout	-	-	547	62	5	13.0	4.8	0.4	18.2	-	-	-	-
1/2+1/1	613	613	279	45	0	5.3	2.2	0.2	7.7	45.0	13.8	2.2	15.9
2/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	751	751	265	17	5	4.8	2.2	0.2	7.2	34.7	17.6	2.2	19.7
4/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	22	22	-	-	-	0.2	0.0	-	0.2	33.3	0.5	0.0	0.5
6/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	419	419	3	0	0	2.7	0.4	0.0	3.1	26.6	4.8	0.4	5.2
8/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 9.9 Total Delay for Signalled Lanes (pcuHr): 18.21 Cycle Time (s): 240 PRC Over All Lanes (%): 9.9 Total Delay Over All Lanes(pcuHr): 18.21													