

Basic Results Summary

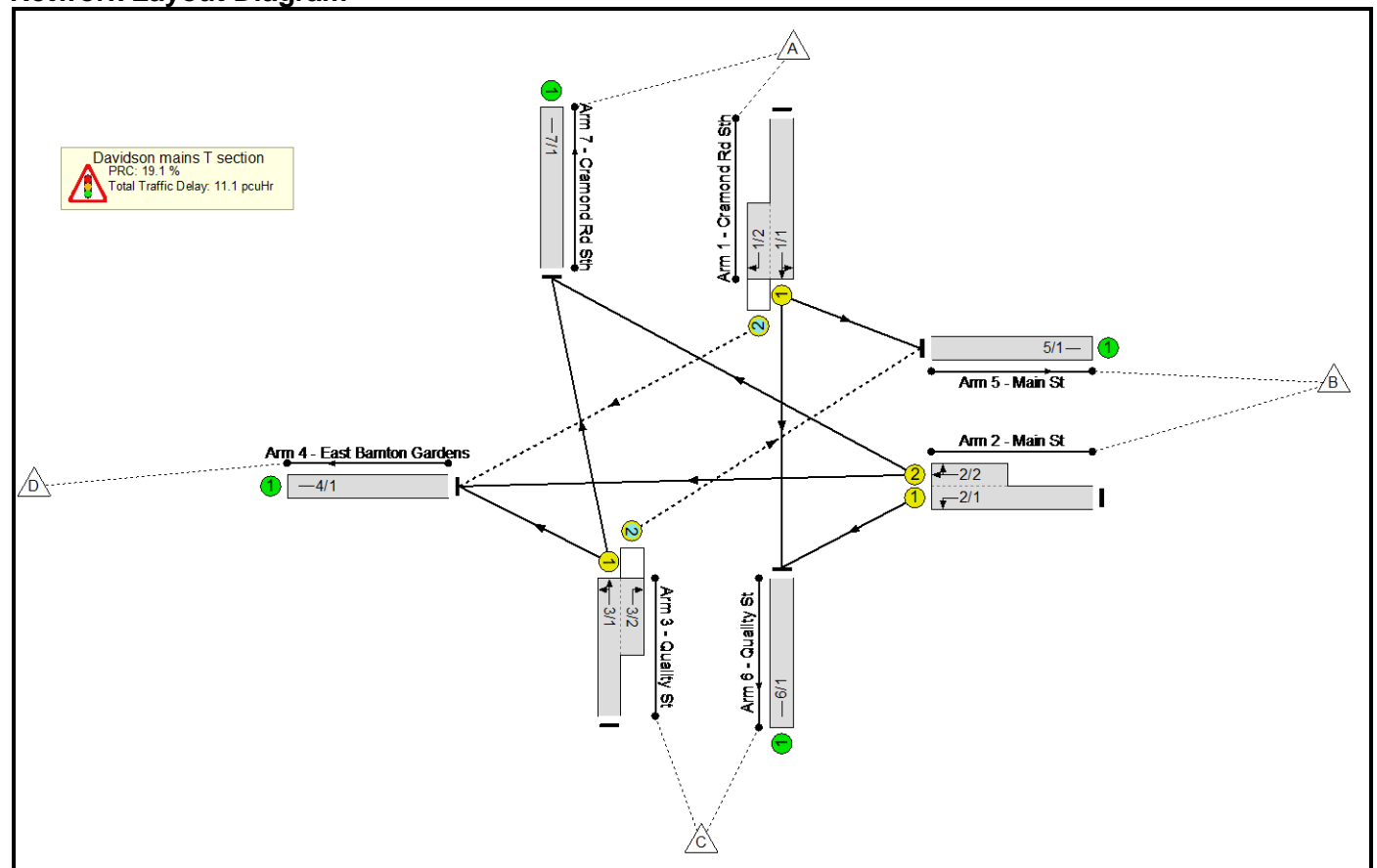
Basic Results Summary

User and Project Details

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

Scenario 1: 'PM no PED' (FG1: 'PM peak', Plan 1: 'No Peds')

Network Layout Diagram



Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	75.5%	261	22	6	11.1	-	-
Davidson mains T section	-	-	-		-	-	-	-	-	-	75.5%	261	22	6	11.1	-	-
1/1+1/2	Cramond Rd Sth Right Left Ahead	U+O	A		1	43	-	419	1800:1800	875+6	47.5 : 47.5%	3	0	0	2.2	19.2	7.3
2/1+2/2	Main St Ahead Left Right	U	C	D	1	40:31	9	613	1800:1800	375+437	75.5 : 75.5%	-	-	-	5.0	29.4	9.9
3/1+3/2	Quality St Left Right Ahead	U+O	B	E	1	52	4	751	1800:1800	731+452	63.4 : 63.4%	258	22	6	3.8	18.4	8.6
<div><div>C1</div><div>PRC for Signalled Lanes (%): 19.1 PRC Over All Lanes (%): 19.1</div><div>Total Delay for Signalled Lanes (pcuHr): 11.07 Total Delay Over All Lanes(pcuHr): 11.07</div><div>Cycle Time (s): 90</div></div>																	

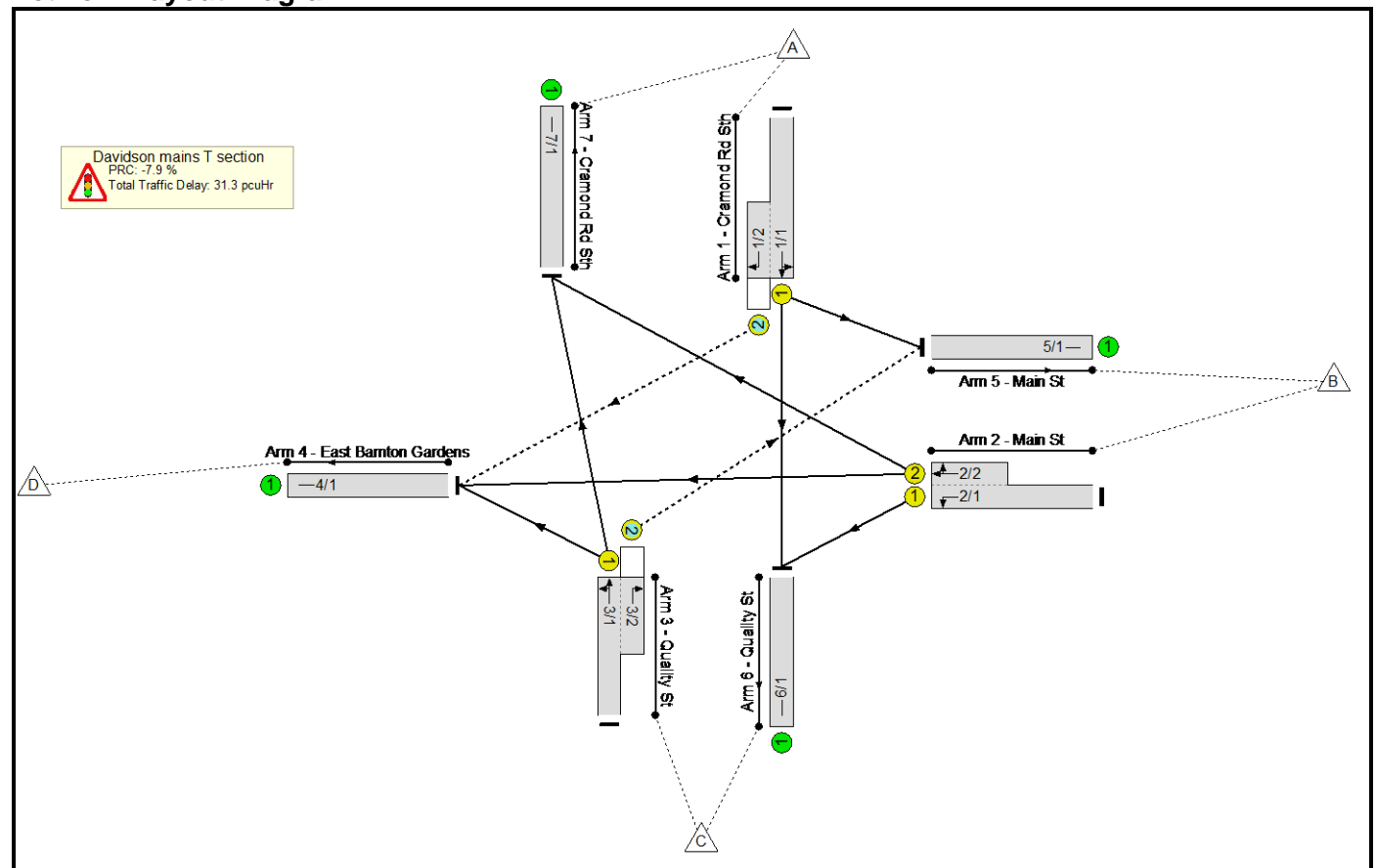
Basic Results Summary

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Cramond Rd Sth Right Left Ahead Cramond Rd Sth	Traffic	43	2	45
B	Quality St Left Right Ahead Quality St	Traffic	52	2	54
C	Main St Ahead Left Right Main St	Traffic	31	59	0
D	Main St Left Filter Main St LT filter	Filter	9	50	59
E	Quality St Right IGA Quality St RT	Ind. Arrow	4	50	54
F	Pedestrians across PEDs	Pedestrian			

Scenario 2: 'PM with PED' (FG1: 'PM peak', Plan 2: 'With Peds')

Network Layout Diagram



Network Results

Network Results																		
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	97.1%	90	140	60	31.3	-	-	
Davidson mains T section	-	-	-		-	-	-	-	-	-	97.1%	90	140	60	31.3	-	-	
1/1+1/2	Cramond Rd Sth Right Left Ahead	U+O	A		1	26	-	419	1800:1800	538+4	77.4 : 77.4%	3	0	0	5.0	43.0	11.2	
2/1+2/2	Main St Ahead Left Right	U	C	D	1	31:22	9	613	1800:1800	292+340	97.1 : 97.1%	-	-	-	13.5	79.1	19.3	
3/1+3/2	Quality St Left Right Ahead	U+O	B	E	1	35	4	751	1800:1800	490+303	94.7 : 94.7%	87	140	60	12.8	61.4	20.8	
		C1		PRC for Signalled Lanes (%):			-7.9	Total Delay for Signalled Lanes (pcuHr):				31.28	Cycle Time (s):		90			
				PRC Over All Lanes (%):			-7.9	Total Delay Over All Lanes(pcuHr):				31.28						

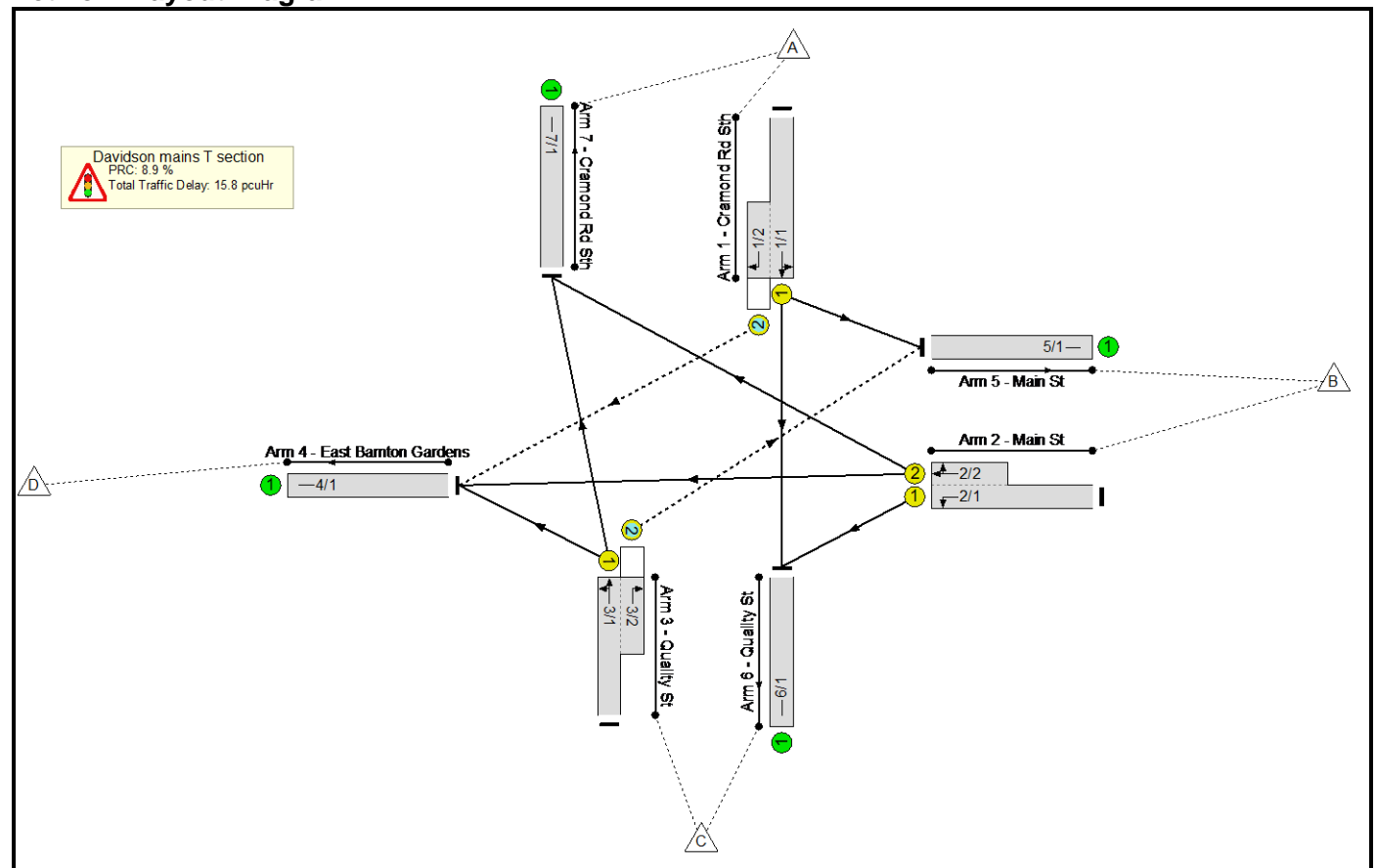
Basic Results Summary

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Cramond Rd Sth Right Left Ahead Cramond Rd Sth	Traffic	26	13	39
B	Quality St Left Right Ahead Quality St	Traffic	35	13	48
C	Main St Ahead Left Right Main St	Traffic	22	53	75
D	Main St Left Filter Main St LT filter	Filter	9	44	53
E	Quality St Right IGA Quality St RT	Ind. Arrow	4	44	48
F	Pedestrians across PEDs	Pedestrian	7	83	0

Scenario 3: 'PM with PED 2nd cycle' (FG1: 'PM peak', Plan 3: 'Peds every 2nd cycle')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.7%	175	81	34	15.8	-	-
Davidson mains T section	-	-	-		-	-	-	-	-	-	82.7%	175	81	34	15.8	-	-
1/1+1/2	Cramond Rd Sth Right Left Ahead	U+O	A		2	67	-	419	1800:1800	686+5	60.6 : 60.6%	3	0	0	3.4	28.9	9.5
2/1+2/2	Main St Ahead Left Right	U	C	D	2	73:55	18	613	1800:1800	342+399	82.7 : 82.7%	-	-	-	6.3	37.0	12.0
3/1+3/2	Quality St Left Right Ahead	U+O	B	E	2	85	8	751	1800:1800	605+374	76.7 : 76.7%	172	81	34	6.2	29.6	13.8
C1				PRC for Signalled Lanes (%):			8.9	Total Delay for Signalled Lanes (pcuHr):				15.84	Cycle Time (s): 180				
				PRC Over All Lanes (%):			8.9	Total Delay Over All Lanes(pcuHr):				15.84					

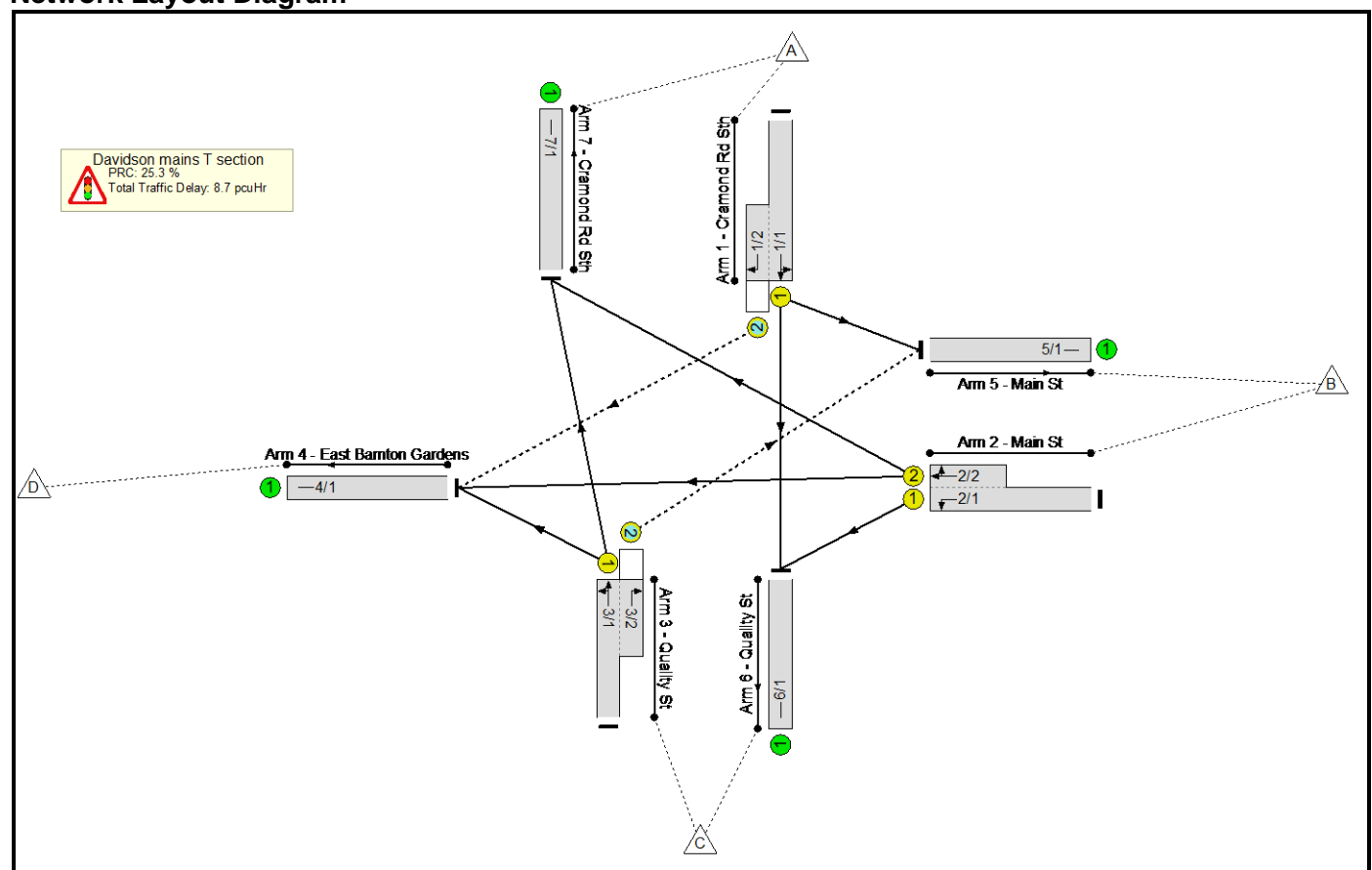
Basic Results Summary

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Cramond Rd Sth Right Left Ahead Cramond Rd Sth	Traffic	22	13	35	45	89	134
B	Quality St Left Right Ahead Quality St	Traffic	31	13	44	54	89	143
C	Main St Ahead Left Right Main St	Traffic	38	49	87	17	148	165
D	Main St Left Filter Main St LT filter	Filter	9	40	49	9	139	148
E	Quality St Right IGA Quality St RT	Ind. Arrow	4	40	44	4	139	143
F	Pedestrians across PEDs	Pedestrian	7	173	0			

Scenario 4: 'AM no PED' (FG2: 'AM peak', Plan 1: 'No Peds')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.8%	265	23	6	8.7	-	-
Davidson mains T section	-	-	-		-	-	-	-	-	-	71.8%	265	23	6	8.7	-	-
1/1+1/2	Cramond Rd Sth Right Left Ahead	U+O	A		1	55	-	522	1800:1800	1113+9	46.5 : 46.5%	4	0	0	1.7	12.0	7.2
2/1+2/2	Main St Ahead Left Right	U	C	D	1	28:19	9	469	1800:1800	365+288	71.8 : 71.8%	-	-	-	4.8	36.7	6.6
3/1+3/2	Quality St Left Right Ahead	U+O	B	E	1	64	4	742	1800:1800	870+558	51.9 : 51.9%	261	23	6	2.1	10.4	4.7
C1				PRC for Signalled Lanes (%):			25.3	Total Delay for Signalled Lanes (pcuHr):				8.67	Cycle Time (s):		90		
				PRC Over All Lanes (%):			25.3	Total Delay Over All Lanes(pcuHr):				8.67					

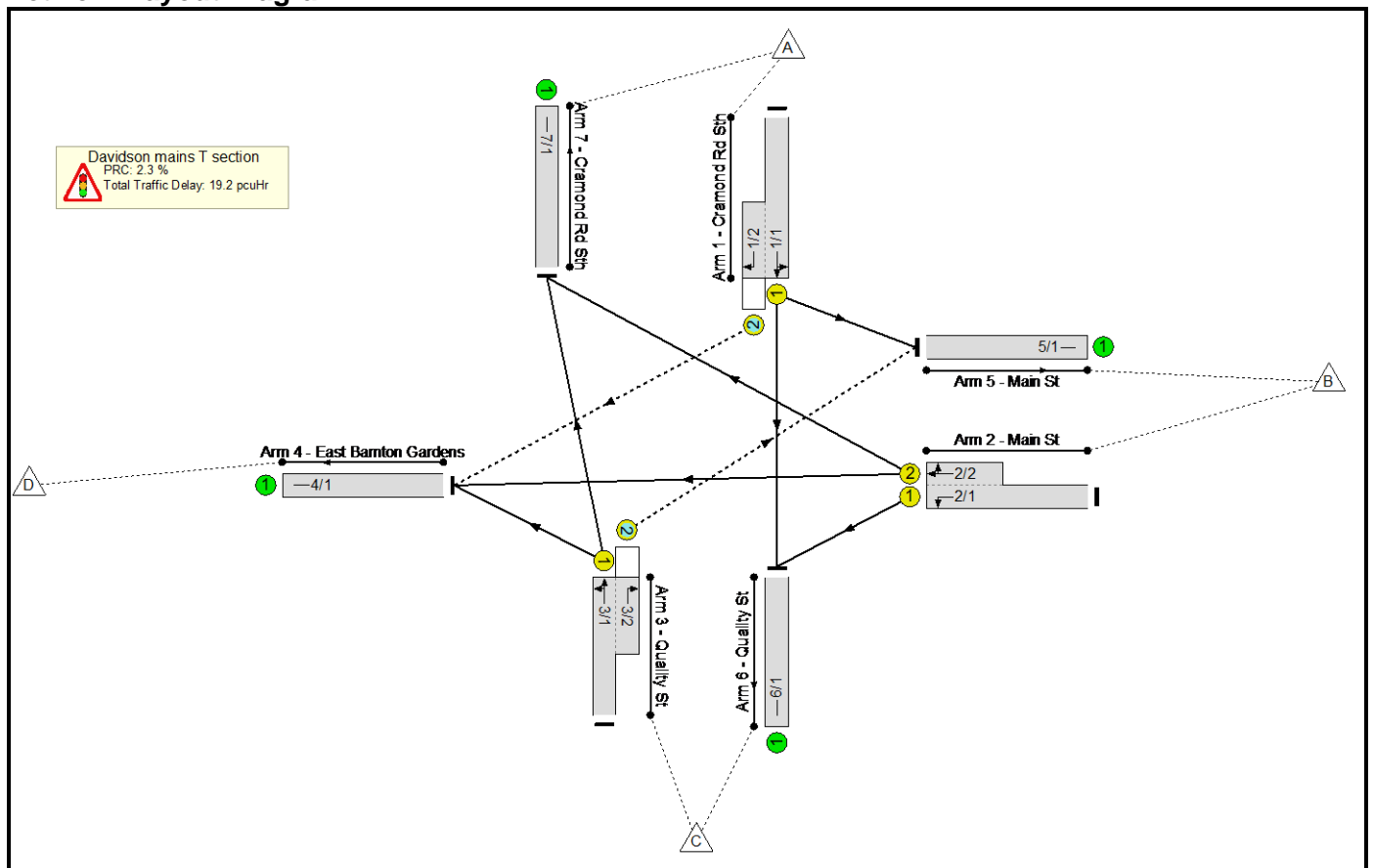
Basic Results Summary

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Cramond Rd Sth Right Left Ahead Cramond Rd Sth	Traffic	55	2	57
B	Quality St Left Right Ahead Quality St	Traffic	64	2	66
C	Main St Ahead Left Right Main St	Traffic	19	71	0
D	Main St Left Filter Main St LT filter	Filter	9	62	71
E	Quality St Right IGA Quality St RT	Ind. Arrow	4	62	66
F	Pedestrians across PEDs	Pedestrian			

Scenario 5: 'AM with PED' (FG2: 'AM peak', Plan 2: 'With Peds')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.0%	140	140	14	19.2	-	-
Davidson mains T section	-	-	-		-	-	-	-	-	-	88.0%	140	140	14	19.2	-	-
1/1+1/2	Cramond Rd Sth Right Left Ahead	U+O	A		1	35	-	522	1800:1800	716+6	72.3 : 72.3%	4	0	0	4.6	31.7	12.1
2/1+2/2	Main St Ahead Left Right	U	C	D	1	22:13	9	469	1800:1800	298+235	88.0 : 88.0%	-	-	-	7.5	57.8	9.7
3/1+3/2	Quality St Left Right Ahead	U+O	B	E	1	44	4	742	1800:1800	546+350	82.8 : 82.8%	136	140	14	7.1	34.3	12.5
C1				PRC for Signalled Lanes (%):			2.3	Total Delay for Signalled Lanes (pcuHr):				19.20	Cycle Time (s): 90				
				PRC Over All Lanes (%):			2.3	Total Delay Over All Lanes(pcuHr):				19.20					

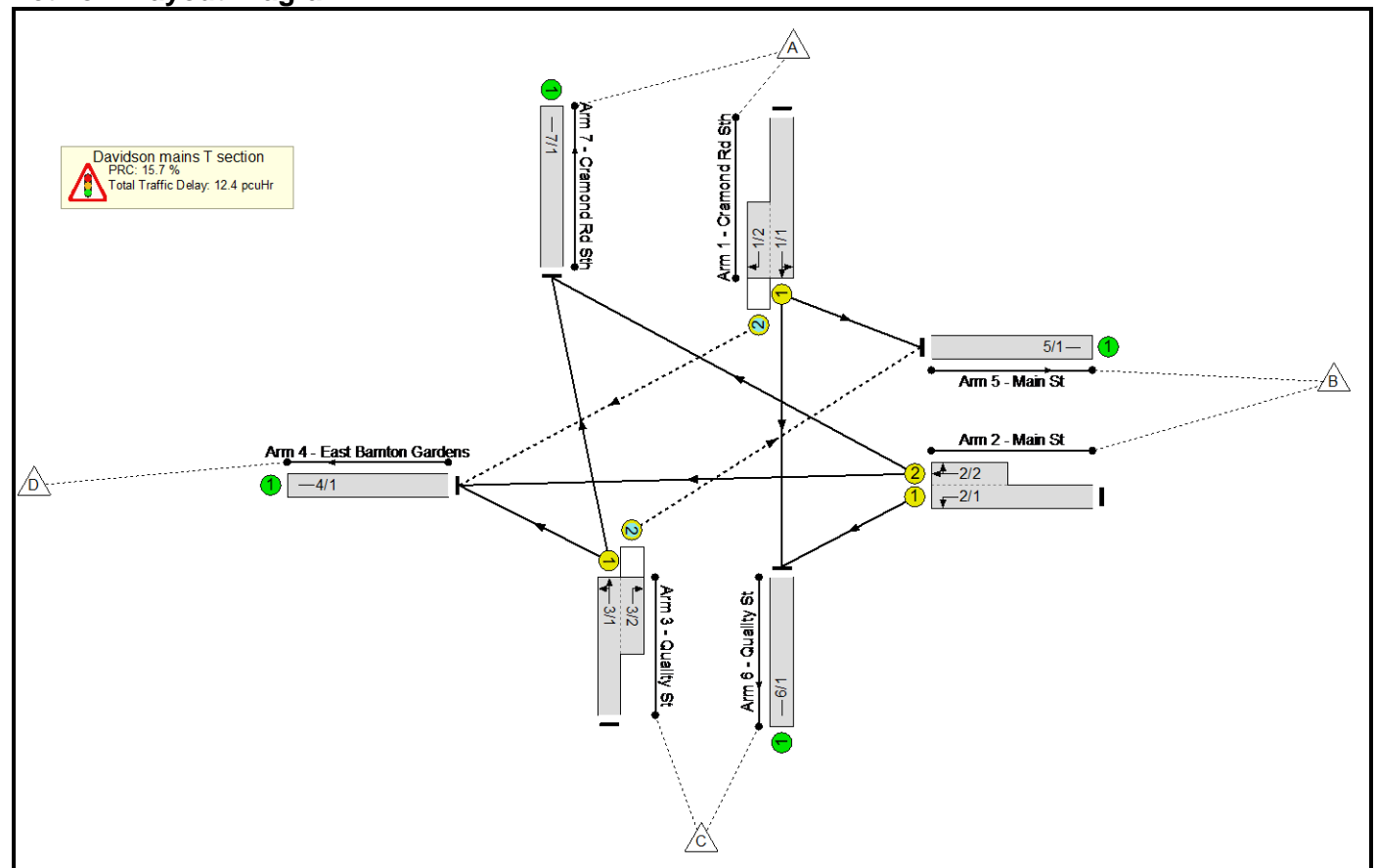
Basic Results Summary

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Cramond Rd Sth Right Left Ahead Cramond Rd Sth	Traffic	35	13	48
B	Quality St Left Right Ahead Quality St	Traffic	44	13	57
C	Main St Ahead Left Right Main St	Traffic	13	62	75
D	Main St Left Filter Main St LT filter	Filter	9	53	62
E	Quality St Right IGA Quality St RT	Ind. Arrow	4	53	57
F	Pedestrians across PEDs	Pedestrian	7	83	0

Scenario 6: 'AM with PED 2nd cycle' (FG2: 'AM peak', Plan 3: 'Peds every 2nd cycle')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	77.8%	194	81	19	12.4	-	-
Davidson mains T section	-	-	-		-	-	-	-	-	-	77.8%	194	81	19	12.4	-	-
1/1+1/2	Cramond Rd Sth Right Left Ahead	U+O	A		2	89	-	522	1800:1800	905+7	57.3 : 57.3%	4	0	0	2.9	20.3	10.8
2/1+2/2	Main St Ahead Left Right	U	C	D	2	51:33	18	469	1800:1800	337+266	77.8 : 77.8%	-	-	-	5.5	42.4	8.0
3/1+3/2	Quality St Left Right Ahead	U+O	B	E	2	107	8	742	1800:1800	704+452	64.2 : 64.2%	190	81	19	4.0	19.2	9.6
C1				PRC for Signalled Lanes (%):			15.7	Total Delay for Signalled Lanes (pcuHr):				12.42	Cycle Time (s): 180				
				PRC Over All Lanes (%):			15.7	Total Delay Over All Lanes(pcuHr):				12.42					

Basic Results Summary

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Cramond Rd Sth Right Left Ahead Cramond Rd Sth	Traffic	28	13	41	61	81	142
B	Quality St Left Right Ahead Quality St	Traffic	37	13	50	70	81	151
C	Main St Ahead Left Right Main St	Traffic	24	55	79	9	156	165
D	Main St Left Filter Main St LT filter	Filter	9	46	55	9	147	156
E	Quality St Right IGA Quality St RT	Ind. Arrow	4	46	50	4	147	151
F	Pedestrians across PEDs	Pedestrian	7	173	0			