TRANSPORT NOTE

To: **Liverpool City Council**

From: **Iceni Projects (Transportation)**

Date: **January 2017**

Title: **Former Rayware Site, Speke, Liverpool (ref. 16O/1043)**

a. Introduction

1. Iceni Projects Ltd has been appointed by TJ Morris Ltd to provide highway advice as part of for the former Rayware site, Speke Boulevard.

2. Following submission of the planning application ref 16O/1043 discussions between Iceni Projects Ltd and Liverpool City Council (LCC) have been ongoing, culminating in a meeting held on 15th December 2016.

3. The purpose of the meeting was to discuss the outstanding highways matters and to agree a way forward with the application to move towards a mutually agreeable solution. This Note provides a response to two elements of the discussion, namely, trip distribution and trip generation as these influence the site access arrangements for the site and off-site mitigation.

4. A subsequent Transport Note was submitted to LCC in December 2016 to agree the revised trip rates for the employment site on the basis that the permitted uses will be B2 and B8 only. The agreed rates have been used to update the traffic flow diagrams.

5. This Note outlines the revised distribution and flow diagrams to reflect the amended access strategy for the site, which provides an in-only priority junction in Evans Road and an all movements signalised junction in place of the Speke Boulevard/Pharmacy Road/Woodend Lane priority crossroads junction located at the south eastern corner of the site. The Note also outlines the results of the revised LINSIG modelling based on the updated access arrangements and traffic flows.

6. Finally, the note considers the potential to increase parking provision within the retail element of the site.

b. Site Access

7. Drawings 4098/AL(1)004-1 and 4098/AL(1)004-2 included at Appendix A1 show the revised access arrangements in both Evans Road and Pharmacy Road.

8. The Evans Road priority junction will only permit vehicles entering the site from the north and south on Evans Road. Yellow box or keep clear markings can be provided to prevent vehicles queuing at the Speke Boulevard junction from blocking the access. In order to reduce the likelihood of this further two lanes will still be provided on the approach to Speke Boulevard.

9. In order to facilitate vehicles entering and exiting the site via the Pharmacy Road junction, a new signalised junction will be provided. A right turn lane will be provided in both directions on Speke Boulevard to accommodate vehicles entering the site and Woodend Lane. Two lanes will also be provided on the site access arm on the approach to the junction to provide additional stacking

within the site for exiting vehicles. Keep clear markings will be provided to accommodate the existing access to the adjacent site and also provide the potential for an amended access to be provided in future if required.

10. The Tracking drawing included at Appendix A2 shows that a 16.5m articulated lorry can turn left at the proposed signalised junction into the adjacent property.

c. Car Parking

11. LCC requested that consideration be given to providing additional parking on the site and, as such, additional parking has been shown within the service yard to be used by staff only and access to the north of the site via the service access. At this stage an occupier has not been confirmed for any of the speculative retail space, however, should this be occupied by a single operator there is the potential to provide additional customer parking in place of the service yard to the north west of the site, which would not be required if a single occupier takes this space. In addition to this, by making the Evans Road access road one-way additional space has been created within the drive thru site meaning that additional parking has been provided here as well as an additional space to the north of the access road. A drawing showing the potential additional parking is included at Appendix A1.

12. On this basis, the following additional parking could be provided:

- Staff parking within the service yard – 18 spaces (24 if single occupier)
- Additional parking within the retail car park – 2 spaces (24 if single occupier)
- Additional drive thru spaces – 6 spaces
- Total – 26 confirmed, 52 if single occupier

13. As outlined, an additional 24 or 54 spaces can be provided, increasing the total parking provision to 257 or 285 spaces, which equate to 84.5% and 93.8% of the maximum 304 spaces permitted respectively. As stated within the TA, there will be trip linkage between the units meaning that this level of parking is considered to be appropriate and will further minimise the risk of overspill parking at peak times.

d. Trip Distribution

14. It has been assumed that vehicles arriving from the north and west of the site would enter via Evans Road, while vehicles from the east and via Woodend Lane would enter via Pharmacy Road. All vehicles will exit the site via the Pharmacy Road junction. The distribution on the remainder of the network has remained the same as per the TA distribution. Traffic flow diagrams are included at Appendix A3.

e. Junction Assessments

15. Within the TA it was demonstrated that a priority access in Evans Road would operate within capacity with all traffic entering and exiting at this point; as such, this has not been reassessed as it follows that the reduced flow can be accommodated.

16. The remainder of the network has been reassessed due to the addition of the Pharmacy Road signal junction and the amended distribution of traffic in and out of the site accesses. The results are summarised in the following Tables and full outputs are included at Appendix A4.

17. In order to provide a robust assessment, the base+proposed flows have been modelled for the following three scenarios:

- Existing timings
- An increased cycle time of 144 seconds

18. The modelling results summarised in Tables 6.10 to 6.13 show the results based on the existing timings.

Table 1.1 LINSIG Results Summary – Speke Boulevard/Western Avenue

Scenario	Observed			Base			Proposed		
	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS
2016 AM	91.6	23.1	85.6%	108.4	24.6	89.4%	103.6	22.2	91.2%
2021 AM	-	-	-	135.6	27.4	95.0%	106.2	25.9	91.7%
2026 AM	-	-	-	-	-	-	139.4	26.8	97.0%
2016 PM	116.1	24.8	91.2%	118.4	26.8	95.6%	109.3	25.8	94.6%
2021 PM	-	-	-	173.2	38.1	102.1%	147.7	30.9	97.5%
2026 PM	-	-	-	-	-	-	182.6	41.2	103.1%
2016 Sat	85.2	12.5	78.5%	75.9	16.9	74.8%	83.2	21.3	80.0%
2021 Sat	-	-	-	81.3	14.5	81.9%	81.0	18.6	80.1%
2026 Sat	-	-	-	-	-	-	78.4	21.3	80.2%

Notes: Delay = Average delay per PCU (seconds) Queue = Highest mean max queue at the junction
DoS = Degree of saturation

19. The Speke Boulevard/Western Avenue junction is predicted to operate within capacity in 2026 in the AM and Saturday peak and will slightly exceed capacity in the 2026 PM peak.

Table 1.2 LINSIG Results Summary – Speke Boulevard/Evans Road

Scenario	Observed			Base			Proposed		
	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS
2016 AM	84.8	32.1	79.4%	124.8	32.8	85.3%	100.6	41.3	87.0%
2021 AM	-	-	-	138.6	32.7	90.0%	138.6	25.7	91.8%
2026 AM	-	-	-	-	-	-	152.7	29.0	95.9%
2016 PM	78.5	25.8	71.3%	80.8	27.1	76.8%	104.6	32.8	78.5%
2021 PM	-	-	-	110.9	26.8	79.7%	110.9	37.8	82.5%
2026 PM	-	-	-	-	-	-	114.0	39.5	85.4%
2016 Sat	80.7	21.2	51.6%	71.9	23.5	57.6%	96.1	20.0	71.4%
2021 Sat	-	-	-	72.6	21.2	60.1%	86.2	24.1	66.1%
2026 Sat	-	-	-	-	-	-	102.2	25.1	75.5%

Notes: Delay = Average delay per PCU (seconds) Queue = Highest mean max queue at the junction
DoS = Degree of saturation

20. Based on the existing layout and timings, the Speke Boulevard/Evans Road junction is predicted to operate within capacity in all scenarios, reaching a maximum degree of saturation of 95.9% in the 2026 AM peak.

Table 1.3 LINSIG Results Summary – Speke Boulevard/Woodend Lane

Scenario	Observed			Base			Proposed		
	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS
2016 AM	5.9	25.0	69.4%	35.5	25.9	72.3%	85.9	35.8	88.6%
2021 AM	-	-	-	41.6	21.4	77.7%	114.4	44.8	93.4%
2026 AM	-	-	-	-	-	-	117.9	53.4	97.9%
2016 PM	9.7	13.2	76.7%	102.7	36.4	81.1%	98.3	28.4	92.6%
2021 PM	-	-	-	262.6	27.4	100.1%	99.5	31.5	92.9%
2026 PM	-	-	-	-	-	-	124.6	34.1	97.2%
2016 Sat	11.7	5.0	50.0%	29.8	5.0	54.1%	79.3	24.4	88.9%
2021 Sat	-	-	-	15.7	23.2	57.9%	82.9	25.4	87.2%
2026 Sat	-	-	-	-	-	-	83.8	27.5	87.6%

Notes: Delay = Average delay per PCU (seconds) Queue = Highest mean max queue at the junction
DoS = Degree of saturation

21. The proposed Speke Boulevard/Woodend Lane/Pharmacy Road junction is predicted to operate within capacity in all scenarios with a maximum degree of saturation of 97.9% occurring in the 2026 AM peak.

Table 1.4 LINSIG Results Summary – Speke Boulevard/Speke Hall Avenue

Scenario	Observed			Base			Proposed		
	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS
2016 AM	73.8	25.9	82.6%	77.8	25.9	84.3%	89.3	24.1	85.7%
2021 AM	-	-	-	81.3	29.2	90.0%	92.7	27.9	89.0%
2026 AM	-	-	-	-	-	-	98.7	28.0	94.0%
2016 PM	97.1	23.3	83.1%	91.2	26.1	88.6%	121.5	31.7	94.6%
2021 PM	-	-	-	103.7	25.0	92.9%	128.2	38.2	98.2%
2026 PM	-	-	-	-	-	-	223.1	52.4	103.7%
2016 Sat	75.6	17.8	78.9%	82.2	17.6	84.7%	106.6	22.0	92.4%
2021 Sat	-	-	-	91.4	22.0	89.4%	118.9	25.4	96.4%
2026 Sat	-	-	-	-	-	-	171.8	32.9	100.3%

Notes: Delay = Average delay per PCU (seconds) Queue = Highest mean max queue at the junction
DoS = Degree of saturation

22. The Speke Boulevard/Speke Hall Avenue junction is predicted to operate within capacity in the AM peak, will exceed capacity in the PM peak and will slightly exceed capacity in the Saturday peak in 2026.

23. Given that the junctions are currently operating close to or over capacity during some periods, consideration has been given to ways in which the capacity could be improved. The Western

Avenue junction is already a very large junction with 18 entry lanes and the Speke Hall Road junction has 21 entry lanes; both junctions also have pedestrian crossings across all arms that require 4 separate movements to cross each road. On this basis, there is very little that can realistically be done, that is in scale with the development impact, to introduce physical improvements to increase the capacity.

24. Consideration has been given, therefore, to amending the method of control at the junctions, however, given the complexity of the Western Avenue junction there is very little that can be amended whilst accommodating the 18 or 21 traffic lanes and 16 pedestrian crossing movements. As such, no modifications are proposed.

25. While during previous discussions LCC expressed concern over increasing the cycle time due to increased pedestrian delay, closer inspection of the timing data has shown that the existing timings already goes up to 144 seconds at some times, meaning that this already occurs within the network assessed. As such, this is considered to be an appropriate amendment to the timings, even if only as a sensitivity test. In practical terms, the increase in cycle time is spread across the whole cycle so each pedestrian will not be delayed by 24 seconds as if we assume an average of five phases at each junction, this only equates to around 5 additional seconds per phase, which is not going to be noticeable to pedestrians, particularly as the delay they encounter depends largely to when in the cycle they arrive at the first crossing.

26. On this basis, consideration has again been given to increasing the cycle time to 144 seconds as mitigation across the network; as the network is predicted to operate within capacity in 2021 only the results for 2026 are summarised in Table 1.5 below, however, full results for 2016 and 2021 are included within the outputs provided.

Table 1.5 LINSIG Results Summary – Proposed Layout with 144 Second Cycle Time

Scenario	Western Avenue			Evans Road			Woodend Lane			Speke Hall Avenue		
	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS
2026 AM	129.5	29.6	92.5%	147.1	33.0	90.5%	157.5	52.1	89.4%	101.0	35.4	89.6%
2026 PM	189.7	41.7	102.6%	103.9	42.8	82.5%	109.7	38.6	93.1%	205.0	60.9	103.9%
2026 Sat	103.8	21.4	85.3%	98.9	21.5	67.9%	77.1	31.3	79.6%	154.8	32.0	98.6%

Notes: Delay = Average delay per PCU (seconds) Queue = Highest mean max queue at the junction
DoS = Degree of saturation

27. Table 1.5 shows that the introduction of a 144 second cycle time will, benefit all junctions with only the Western Avenue and Speke Hall Avenue junctions exceeding capacity in the 2026 PM peak, however, the operation of these will significantly improve compared with the existing layout.

Table 1.6 LINSIG Results Summary – Proposed Layout with 144 Second Cycle Time

Scenario	Western Avenue			Evans Road			Woodend Lane			Speke Hall Avenue		
	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS	Delay	Queue	DoS
120 AM	139.4	26.8	97.0%	152.7	29.0	95.9%	117.9	53.4	97.9%	98.7	28.0	94.0%
144 AM	129.5	29.6	92.5%	147.1	33.0	90.5%	157.5	52.1	89.4%	101.0	35.4	89.6%
120 PM	182.6	41.2	103.1%	114.0	39.5	85.4%	124.6	34.1	97.2%	223.1	52.4	103.7%
144 PM	189.7	41.7	102.6%	103.9	42.8	82.5%	109.7	38.6	93.1%	205.0	60.9	103.9%
120 Sat	78.4	21.3	80.2%	102.2	25.1	75.5%	83.8	27.5	87.6%	171.8	32.9	100.3%
144 Sat	103.8	21.4	85.3%	98.9	21.5	67.9%	77.1	31.3	79.6%	154.8	32.0	98.6%

Notes: Delay = Average delay per PCU (seconds) Queue = Highest mean max queue at the junction
DoS = Degree of saturation

28. Table 1.6 provides a comparison between the 2026 results for the existing 120 cycle time and the proposed 144 second cycle. It can be seen that there are improvements to all scenarios as a result of the increased cycle time, most notably for the Evans Road and proposed new Pharmacy Road junctions. Evans Road will only just exceed the desired 90% DoS in the AM peak, but would be below this at all other times and the proposed new junction will reach 93.1% in the PM peak but will be below 90% in the AM and on Saturdays. While there is limited improvement to the Western Avenue and Speke Hall Avenue junctions in the PM peak, this will be the only period in which the DoS is predicted to exceed 100%.

29. It should also be noted that it has been assumed within this assessment that 40% of traffic will be passby or diverted traffic, which is considered to be a robust assessment for a location such as this. Speke Boulevard is a strategic road carrying predominantly through traffic from the M62 to the airport and the south of Liverpool and in reality, the retail element of the trip generation will likely be made up of relatively few new trips on the network. As such, the actual impact on the highway network will be lower than is shown within this report.

30. It is clear that there is very little that can be done to improve the operation of the two major junctions east and west of the site and any physical mitigation that would have a significant effect on these is out of scale with the proposed development as it will need major infrastructure works to provide any significant improvements. It has been shown that increasing the cycle time will have a noticeable impact on the operation of the two site access junctions and, as such, the proposed layout amendments and signal timing change are considered to be appropriate in terms of demonstrating that the proposed development can be accommodated within the local network.

31. The change in signal timing considered will, however, have a negative effect on pedestrian crossing times and, as such, a more appropriate mitigation, as discussed and agreed with LCC, id for the applicant to make a contribution to enable MOVA to be installed at the junctions considered as this will balance the flows through the junctions better by reacting to the relative flows on each arm of the junctions and adjusting timings accordingly.

Summary

32. In summary, it has been shown that the Speke Boulevard junctions with Evans Road/Longman Road and Woodend Lane/Pharmacy Road will operate within capacity in 2026 with the application site and all committed developments fully occupied.

33. The Speke Boulevard/Speke Hall Road/Speke Hall Avenue and Speke Boulevard/Woodend Avenue/Western Avenue junctions will exceed their capacity in the observed peak periods by 2026 in the PM and Saturday peaks, however, the maximum DoS is predicted to be 103.7% by this time

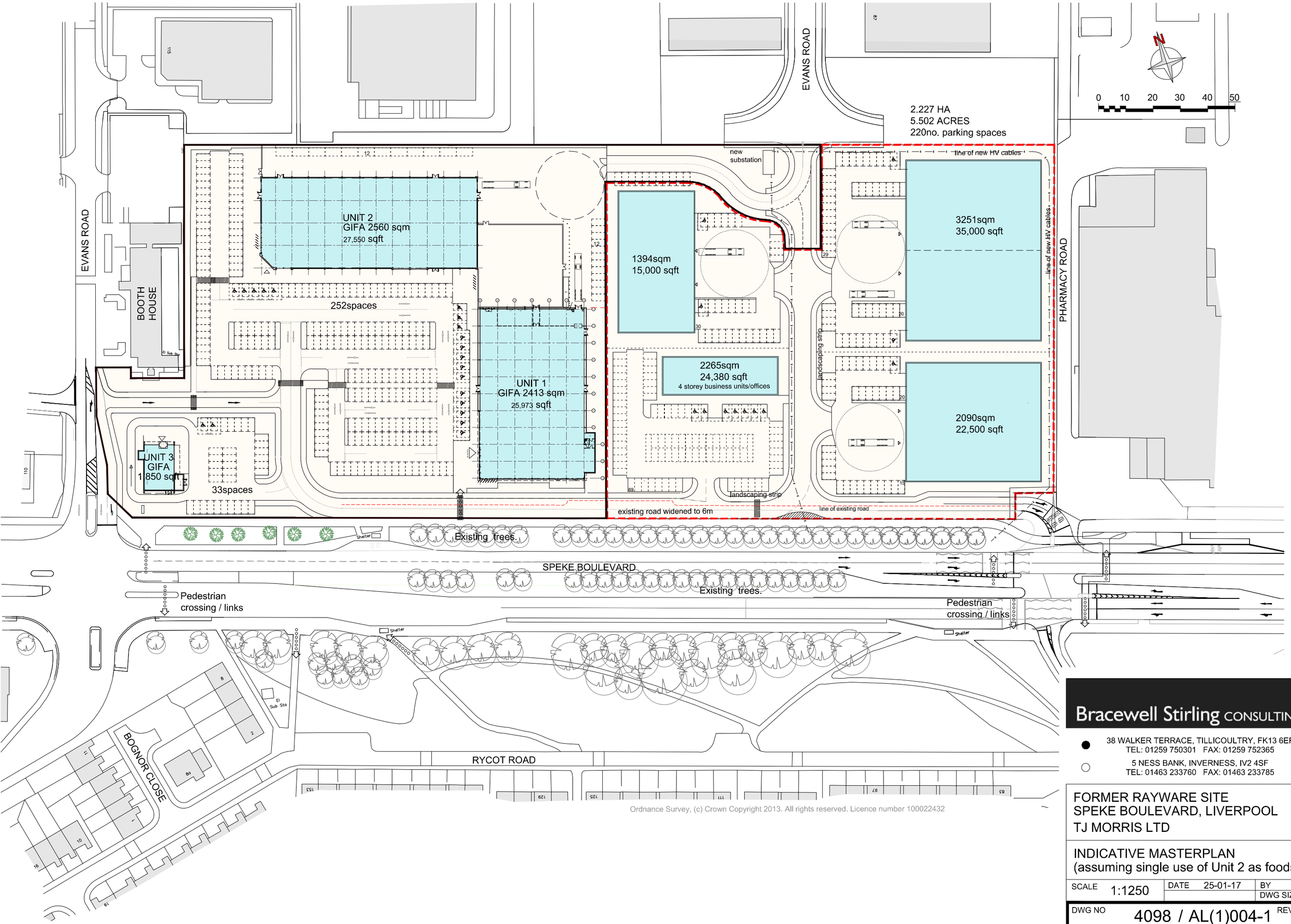
34. Although physical amendments to the junctions are considered to be unachievable or out of scale with the impact of the development, it is proposed to increase the cycle time to 144 seconds. While this does not completely mitigate the impact of the development, it does provide some improvements to all junctions, particularly the Evans Road and proposed new signal junction. The increased cycle time will also mean that the two major junctions are only over capacity in the 2026 PM peak.

35. While the increased cycle time does have some benefit, the installation of MOVA is considered to be a more appropriate way of mitigating the impact.

36. It is also noted that the 40% reduction in trips to account for passby/diverted trips is robust as in reality the proportions are likely to be higher on a strategic route such as Speke Boulevard.

37. Overall, it is considered that the modelling shows that the development will not have a significant impact on the two site access junctions and increasing the cycle time will have some benefit to the major junctions.

A1. SITE LAYOUT PLANS



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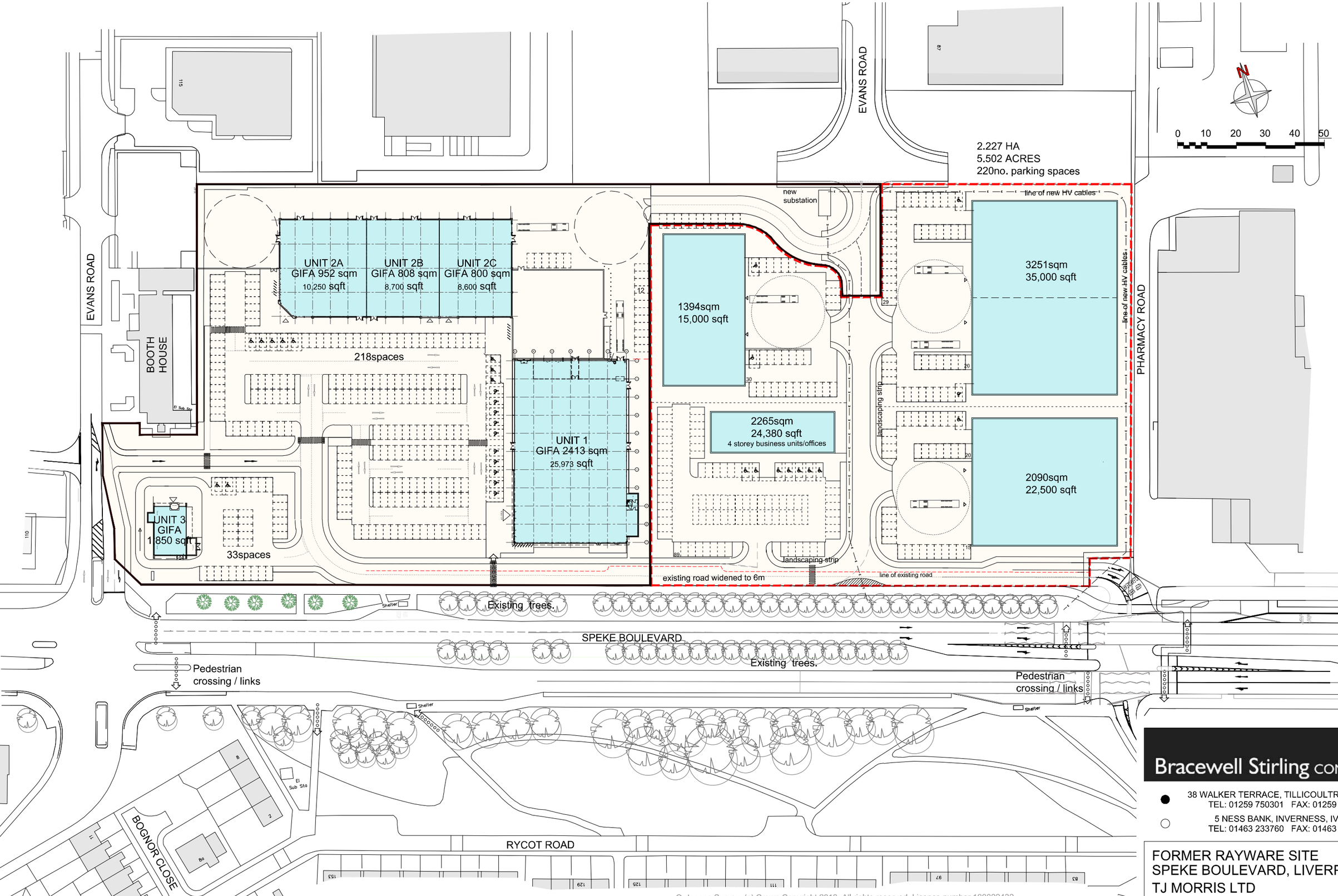
FORMER RAYWARE SITE
SPEKE BOULEVARD, LIVERPOOL
TJ MORRIS LTD

INDICATIVE MASTERPLAN
(assuming single use of Unit 2 as foodstore)

SCALE 1:1250	DATE 25-01-17	BY
		DWG SIZE A3

DWG NO 4098 / AL(1)004-1 REV -



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FORMER RAYWARE SITE
SPEKE BOULEVARD, LIVERPOOL
TJ MORRIS LTD

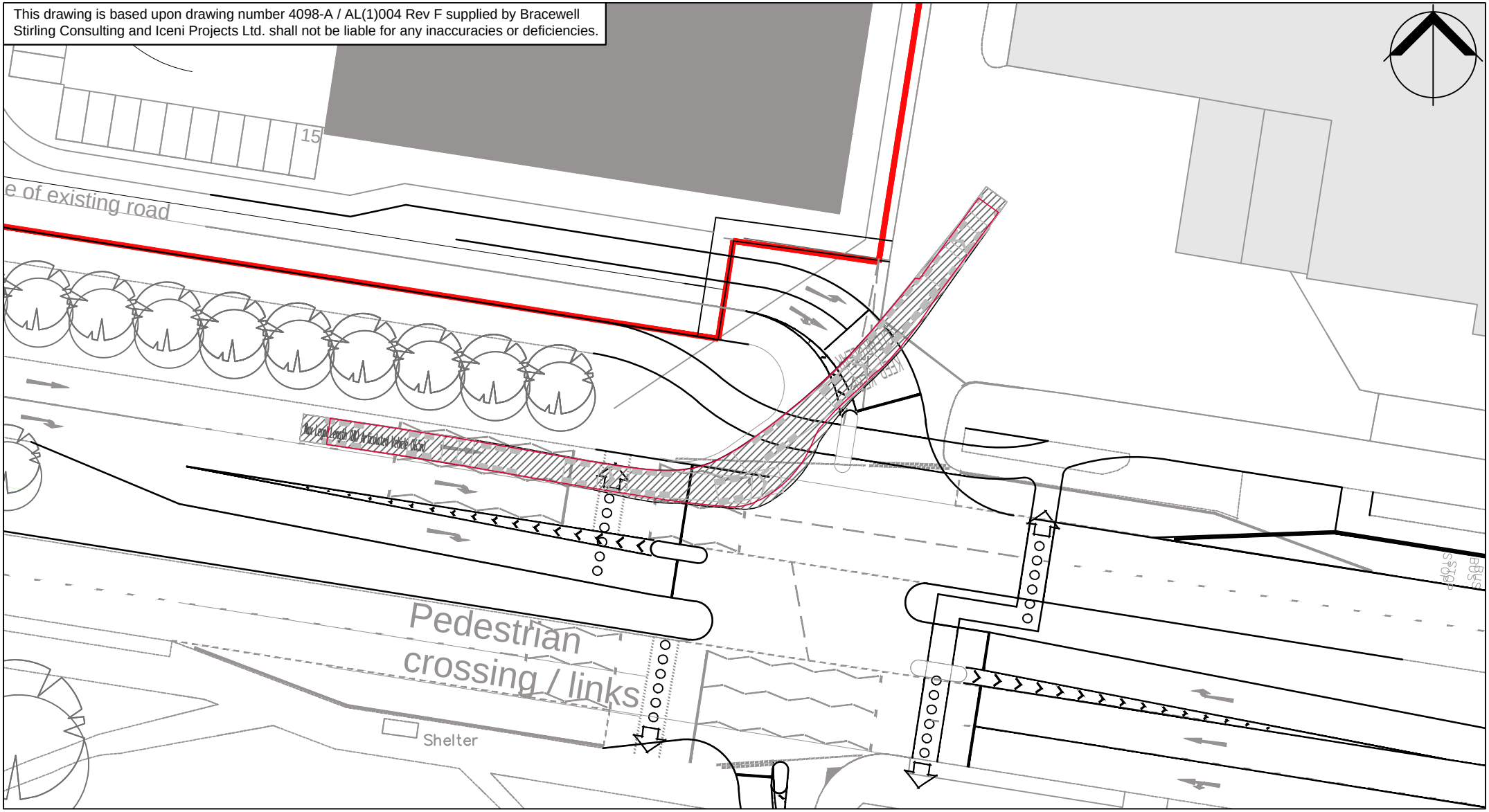
INDICATIVE MASTERPLAN
(assuming mutiple occupiers in Unit 2)

SCALE 1:1250	DATE 25-01-17	BY
		DWG SIZE A3

DWG NO 4098 / AL(1)004-2 REV -

A2. SWEPT PATH ANALYSIS

This drawing is based upon drawing number 4098-A / AL(1)004 Rev F supplied by Bracewell Stirling Consulting and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



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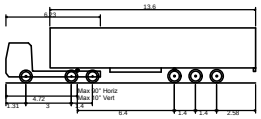
Title	Swept Path Analysis 16.5m Max Length Articulated Vehicle
Client	Home Bargains
Project	Speke Boulevard, Liverpool

Project No.	12-T088	Drawing No.	13
Scale @ A4	1:500	Date	19/01/2017
Drawn By	TG	Checked By	RB 19/01/2017
Approved By	FP 19/01/2017		

Vehicle Profile



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.870m

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing.
Only figured dimensions are to be worked to.

A3. FLOW DIAGRAMS

Speke Boulevard, Liverpool - Traffic Generation

Vehicle Trip Rates - Retail Park

Time Range	Arrivals Trip Rate	Departures Trip Rate	Two-way Trip Rate
Weekday			
0745-0845	0.840	0.640	1.480
1630-1730	1.755	2.075	3.830
Sat			
1345-1445	5.476	5.238	10.714

GFA **2413**

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	18	14	32
1630-1730	38	45	83
Sat			
1345-1445	119	114	233

	Weekday	Saturday
Passby	25%	15%

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	5	3	8
1530-1630	10	11	21
Sat			
1315-1415	18	17	35

	Weekday	Saturday
Diverted	15%	5%

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	3	2	5
1530-1630	6	7	12
Sat			
1315-1415	6	6	12

New Trips

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	11	8	19
1530-1630	23	27	50
Sat			
1315-1415	95	91	186

Vehicle Trip Rates - Food Retail

Time Range	Arrivals Trip Rate	Departures Trip Rate	Two-way Trip Rate
Weekday			
0745-0845	3.626	2.425	6.051
1530-1630	8.501	8.489	16.990
Sat			
1315-1415	6.505	6.429	12.934

GFA **2560**

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	84	56	139
1530-1630	196	196	391
Sat			
1315-1415	150	148	298

	Weekday	Saturday
Linked	25%	25%

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	21	14	35
1530-1630	49	49	98
Sat			
1315-1415	37	37	74

	Weekday	Saturday
Passby/divertec	15%	25%

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	13	8	21
1530-1630	29	29	59
Sat			
1315-1415	37	37	74

New Trips

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	50	34	84
1530-1630	118	117	235
Sat			
1315-1415	75	74	149

Vehicle Trip Rates - Restaurant

Time Range	Arrivals Trip Rate	Departures Trip Rate	Two-way Trip Rate
Weekday			
0745-0845	8.033	7.406	15.439
1530-1630	10.417	10.328	20.745
Sat			
1315-1415	28.140	26.737	54.877

GFA **172** **Reduced by 50% for linked trips**

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	14	13	27
1530-1630	18	18	36
Sat			
1315-1415	48	46	94

	Weekday	Saturday
Linked	25%	25%

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	3	3	7
1530-1630	4	4	9
Sat			
1315-1415	12	11	24

	Weekday	Saturday
Passby/diverted	25%	25%

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	2	2	4
1530-1630	3	3	5
Sat			
1315-1415	12	11	24

New Trips

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	8	8	16
1530-1630	11	11	21
Sat			
1315-1415	24	23	47

Vehicle Trip Rates - B2

Time Range	Arrivals Trip Rate	Departures Trip Rate	Two-way Trip Rate
Weekday			
0745-0845	0.611	0.278	0.889
1530-1630	0.020	0.918	0.938
Sat			
1345-1445	0.296	0.217	0.513

GFA **9000**

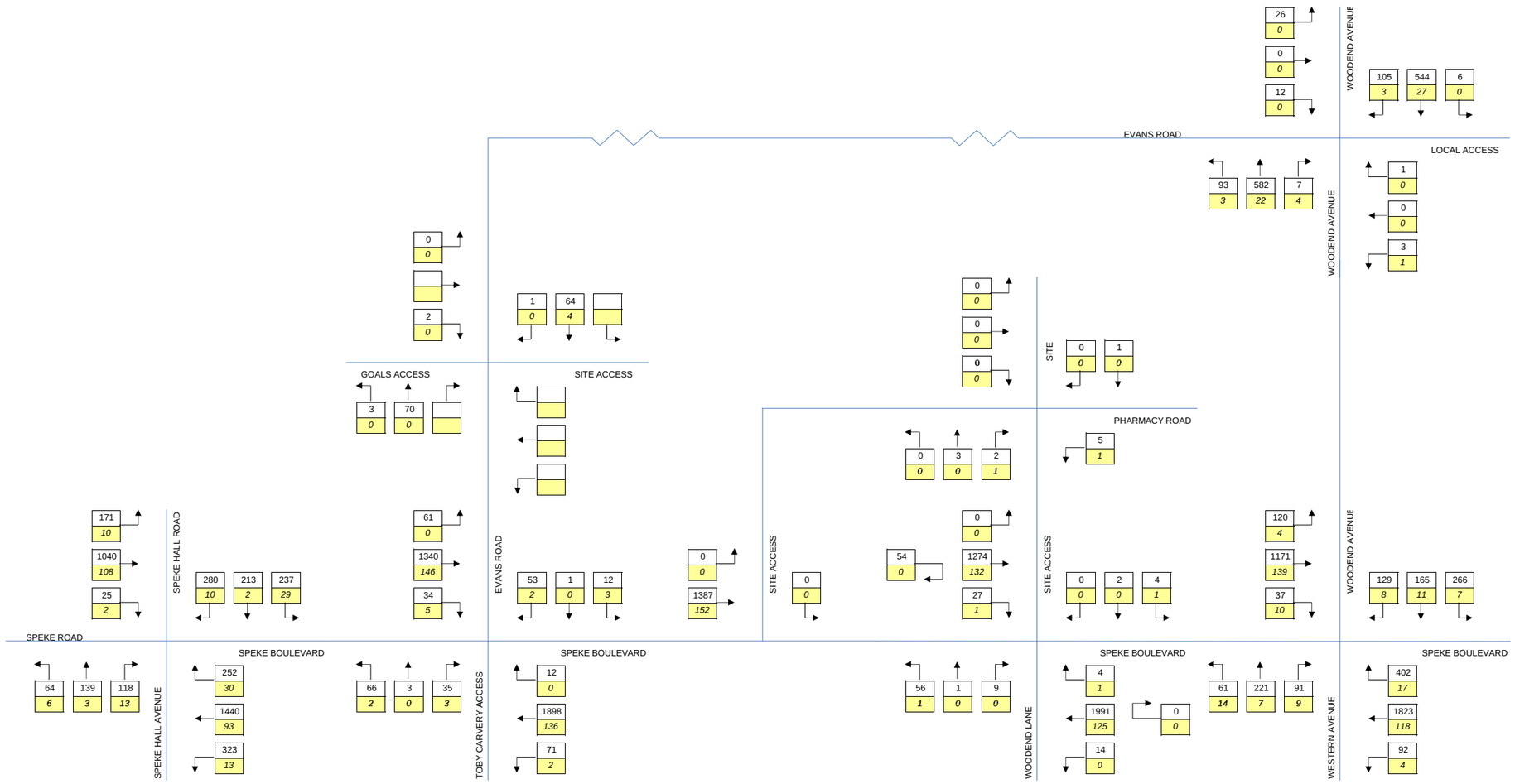
Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	55	25	80
1630-1730	2	83	84
Sat			
1345-1445	27	20	46

Vehicle Trip Rates - B8

Time Range	Arrivals Trip Rate	Departures Trip Rate	Two-way Trip Rate
Weekday			
0745-0845	0.426	0.277	0.703
1530-1630	0.211	0.474	0.685
Sat			
1345-1445	0.425	0.175	0.600

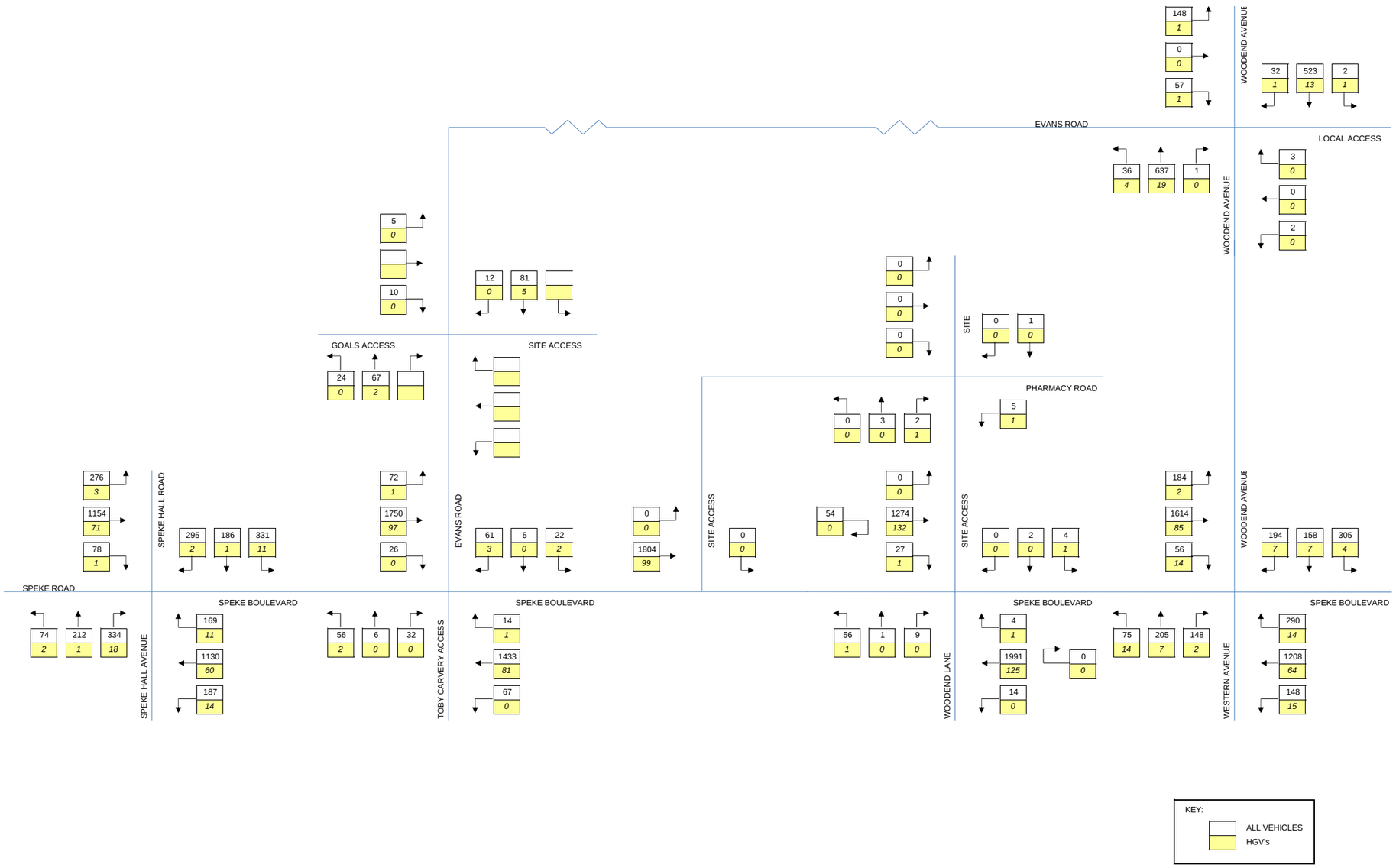
GFA **9000**

Time Range	Arrivals Trips	Departures Trips	Two-way Trips
Weekday			
0745-0845	38	25	63
1630-1730	19	43	62
Sat			
1345-1445	38	16	54



Client	TJ Morris Ltd.	Figure No.	1	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Observed 2016 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]



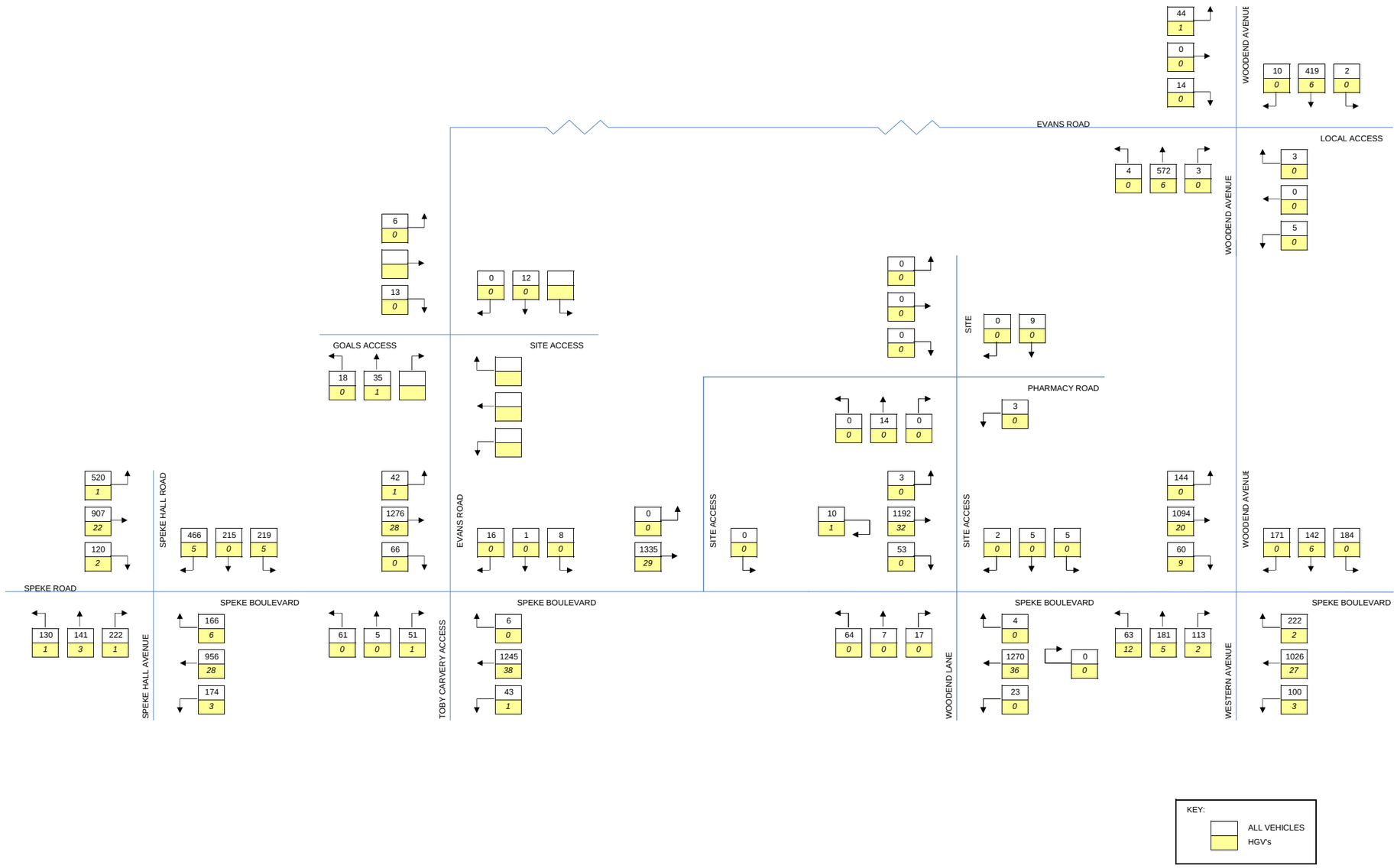
KEY:

ALL VEHICLES

HGV's

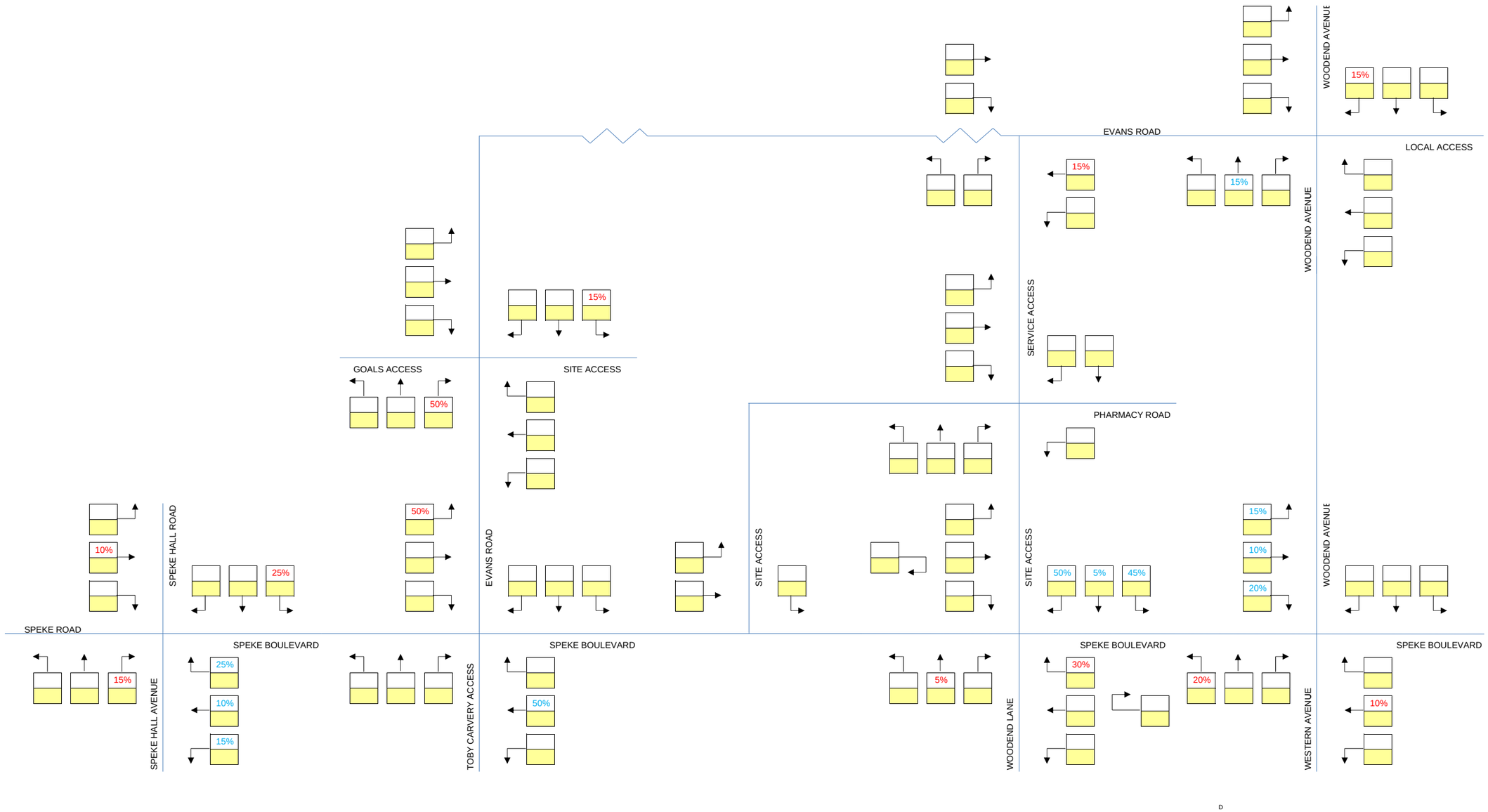
Client	TJ Morris Ltd.	Figure No.	2	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Observed 2016 PM (16:30-17:30)	Rev		Approved	XX

[iceniprojects]



Client	TJ Morris Ltd.	Figure No.	3	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Observed 2016 SAT (13:45-14:45)	Rev		Approved	XX

[iceniprojects]



KEY:

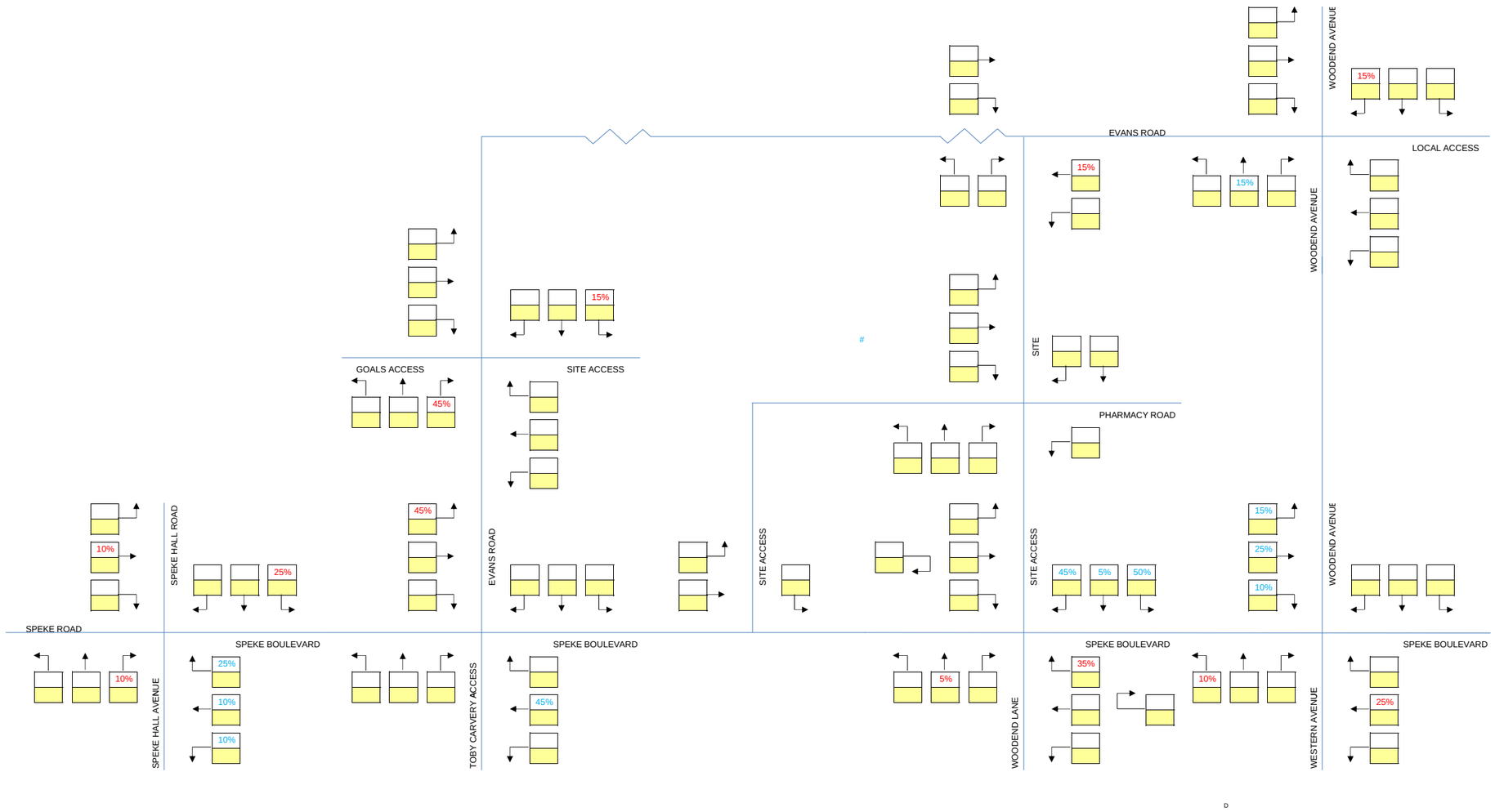
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Retail Distribution

Figure No.	4
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

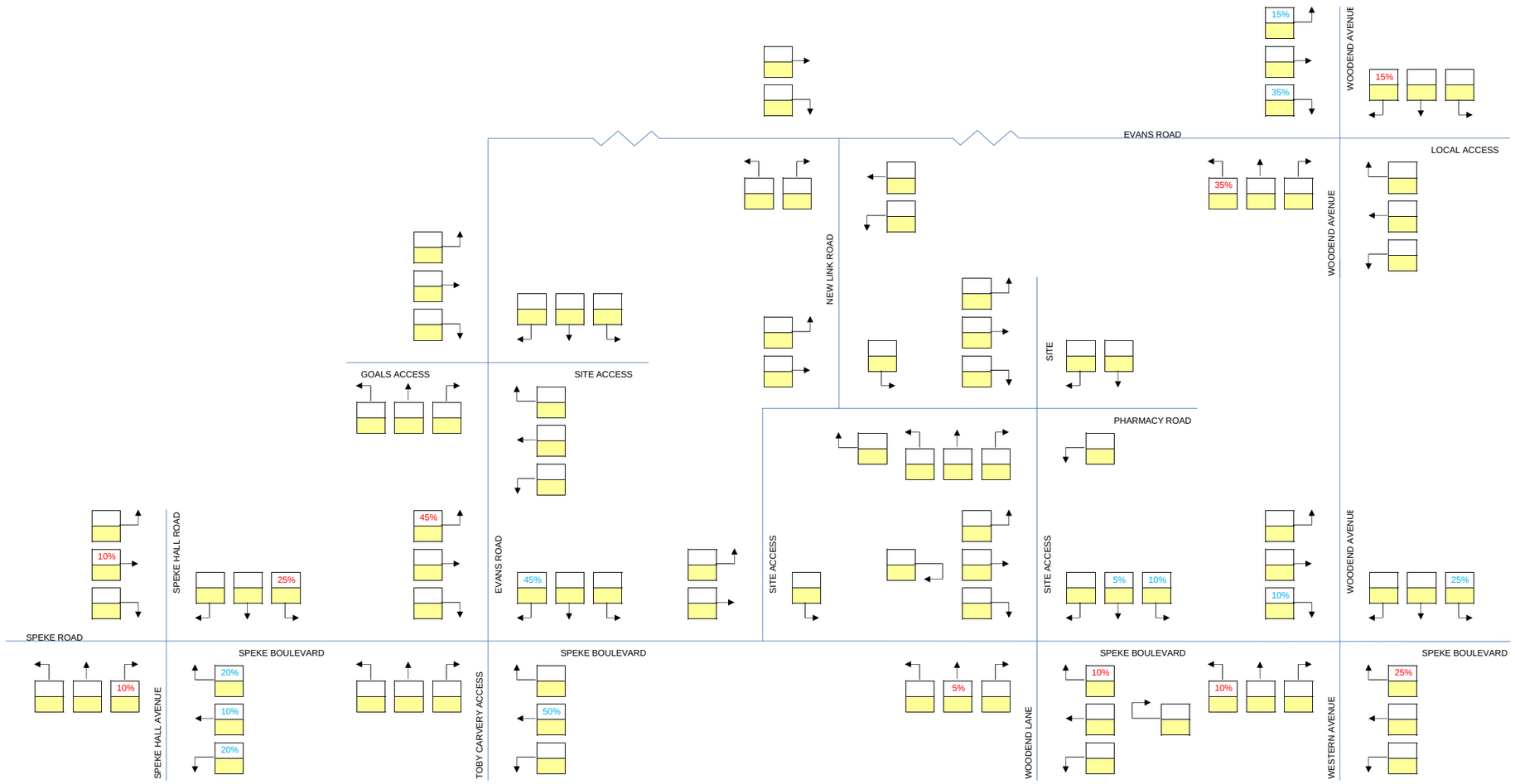
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Employment Distribution

Figure No.	5
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]

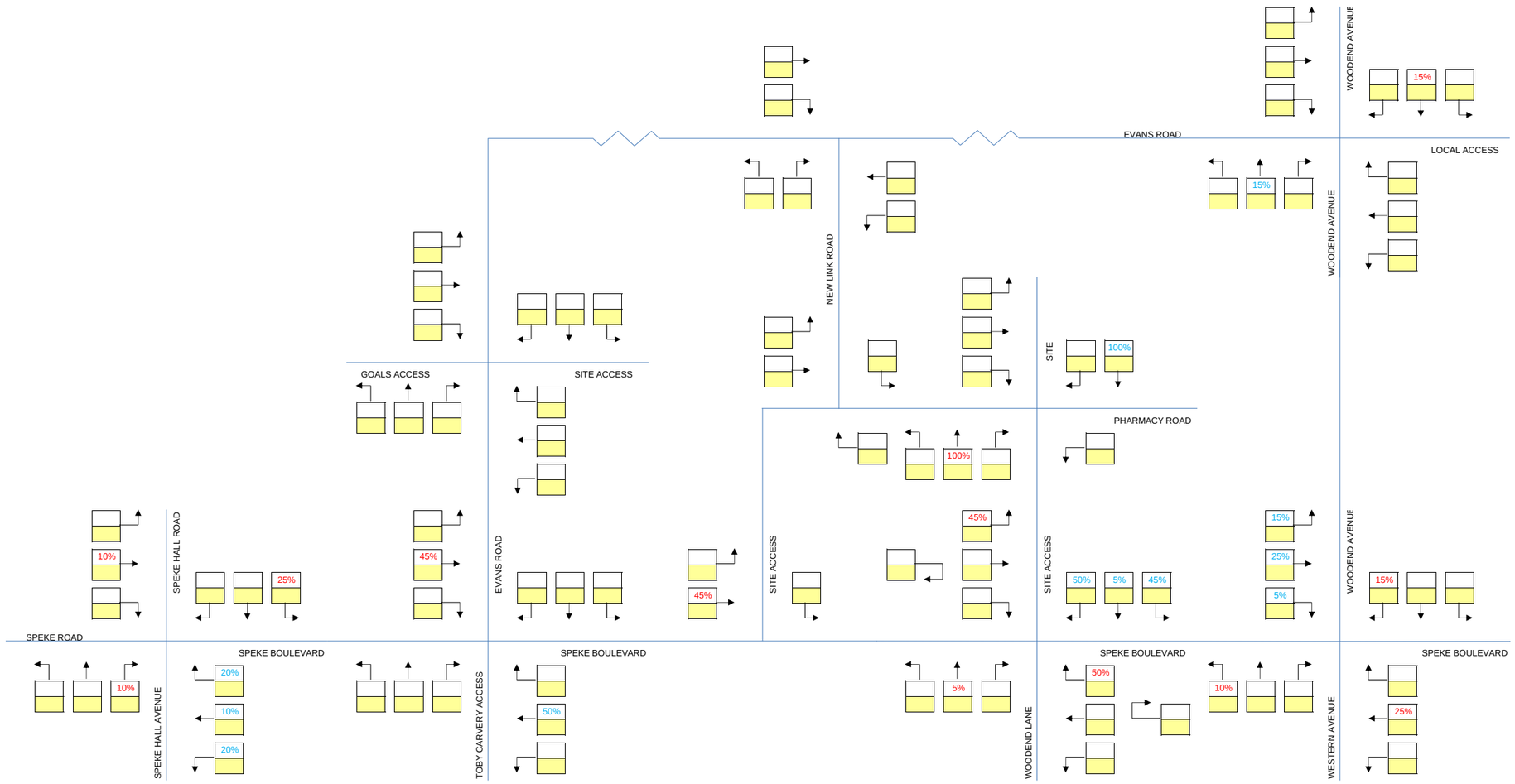


KEY:

xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.	Figure No.	6	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Venture Point Distribution	Rev		Approved	XX

[iceniprojects]



KEY:

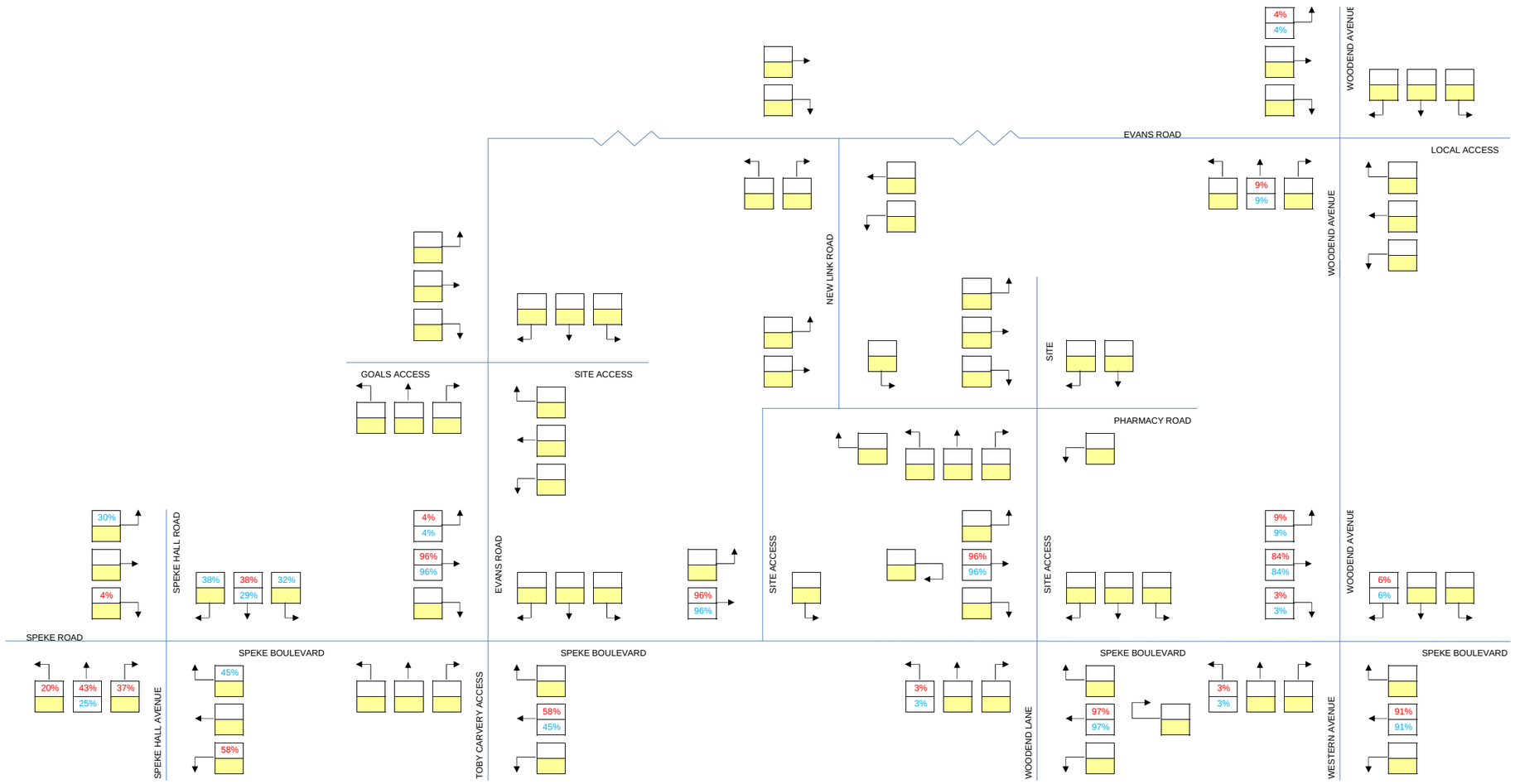
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Extant Distribution

Figure No.	7
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]

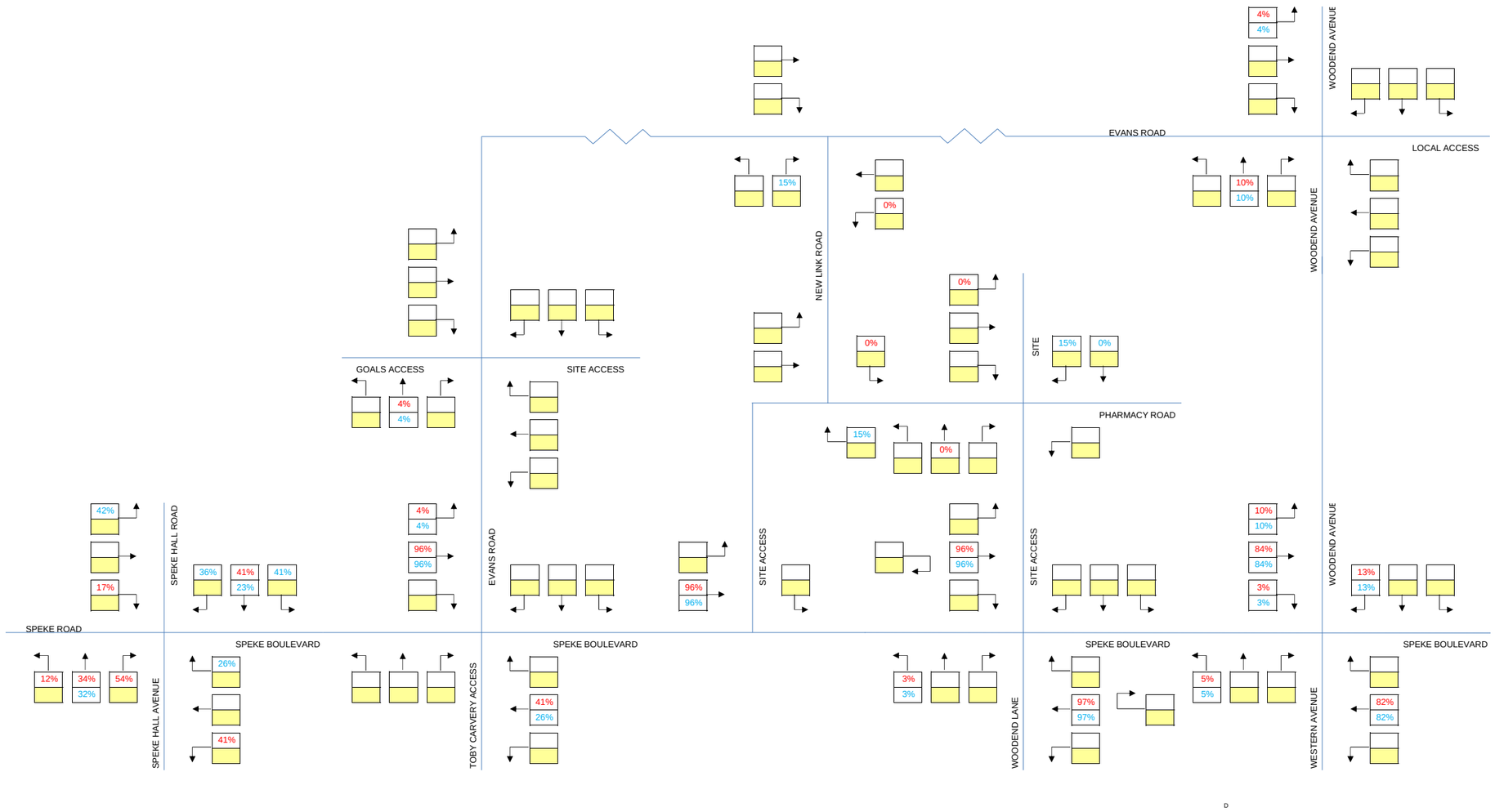


KEY:

xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.	Figure No.	8	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Committed Distribution - AM	Rev		Approved	XX

[iceniprojects]

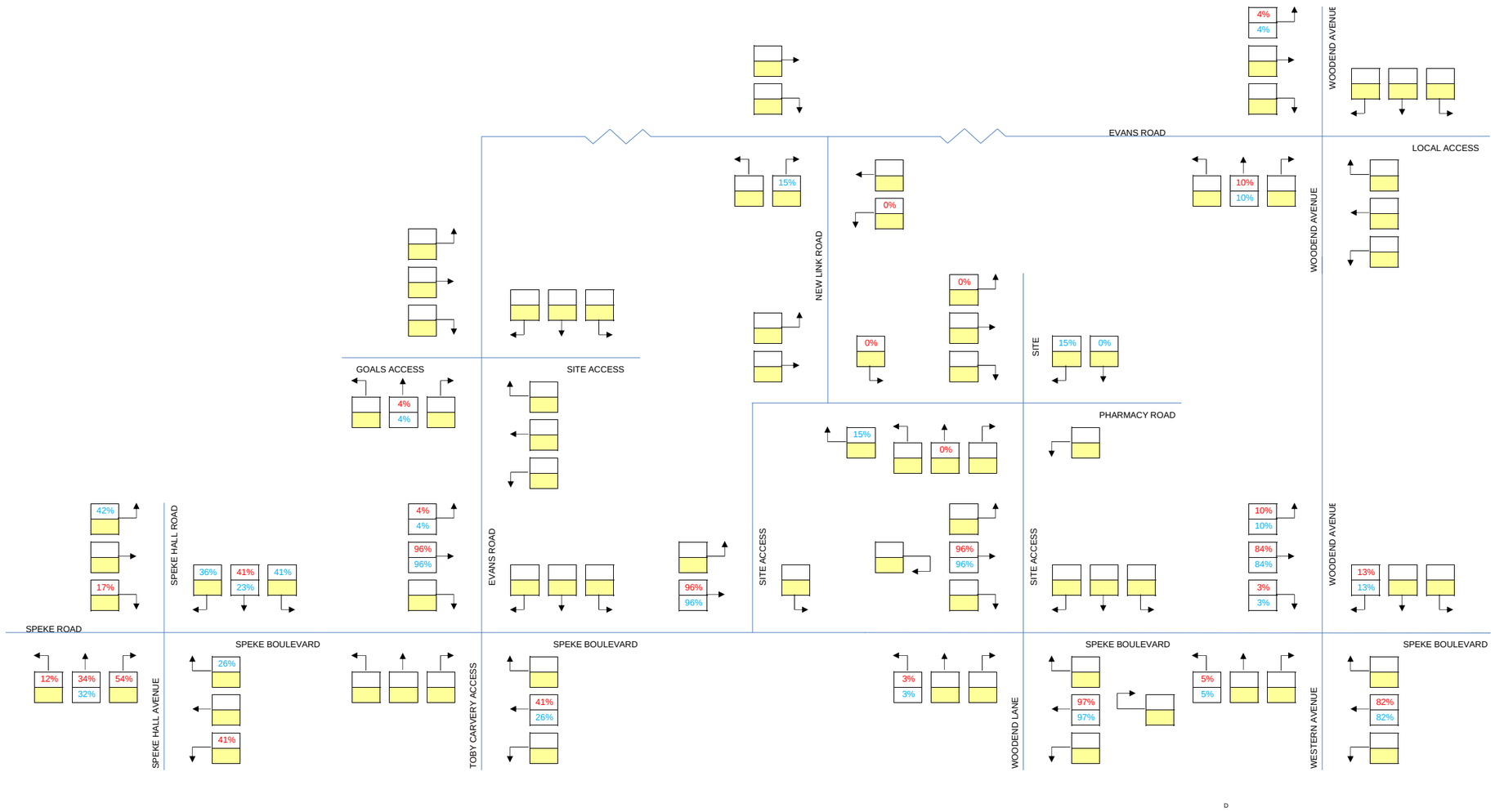


KEY:

xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.	Figure No.	9	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Committed Distribution - PM	Rev		Approved	XX

[iceniprojects]



KEY:

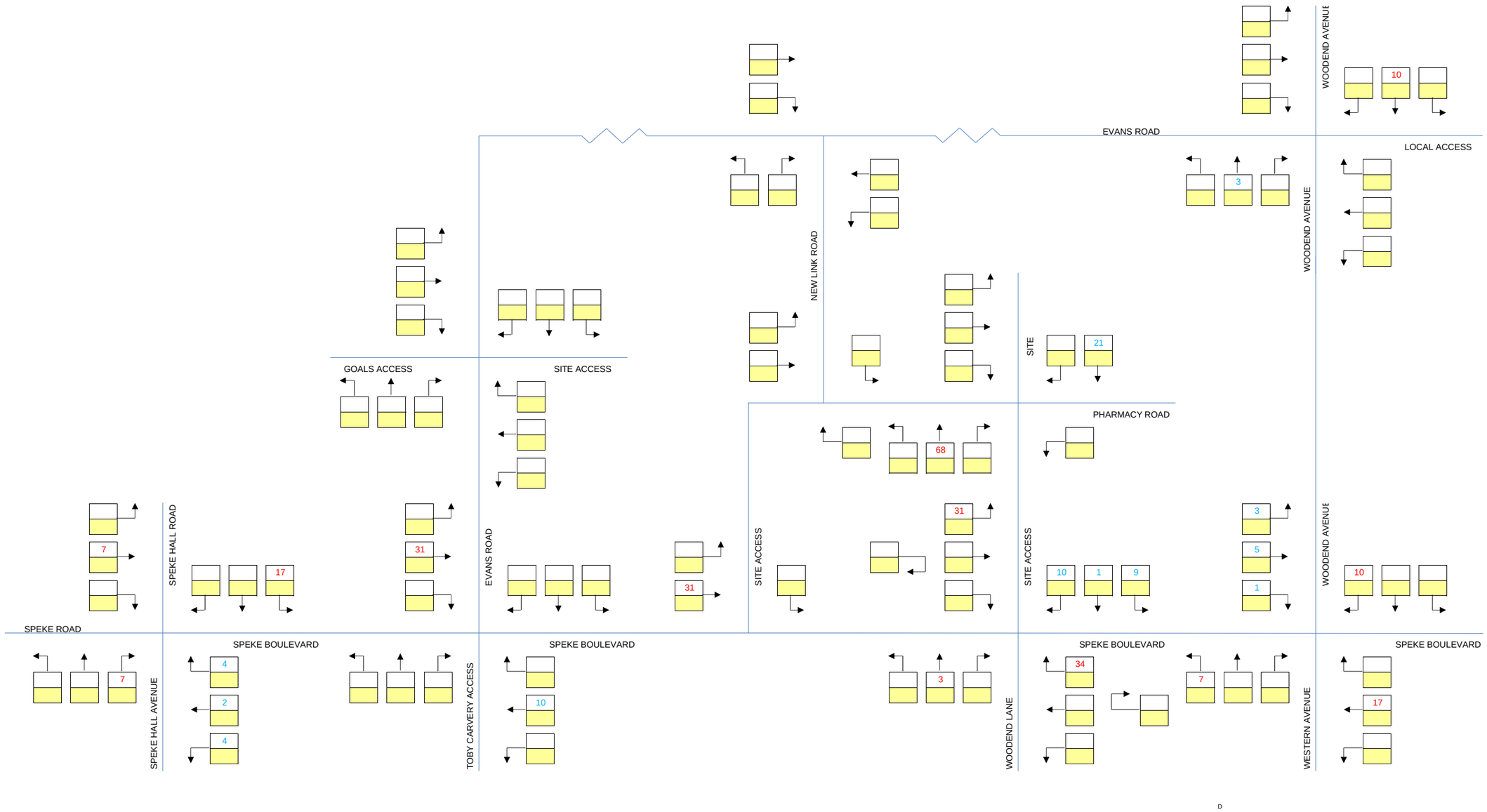
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Committed Distribution - SAT

Figure No.	10
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

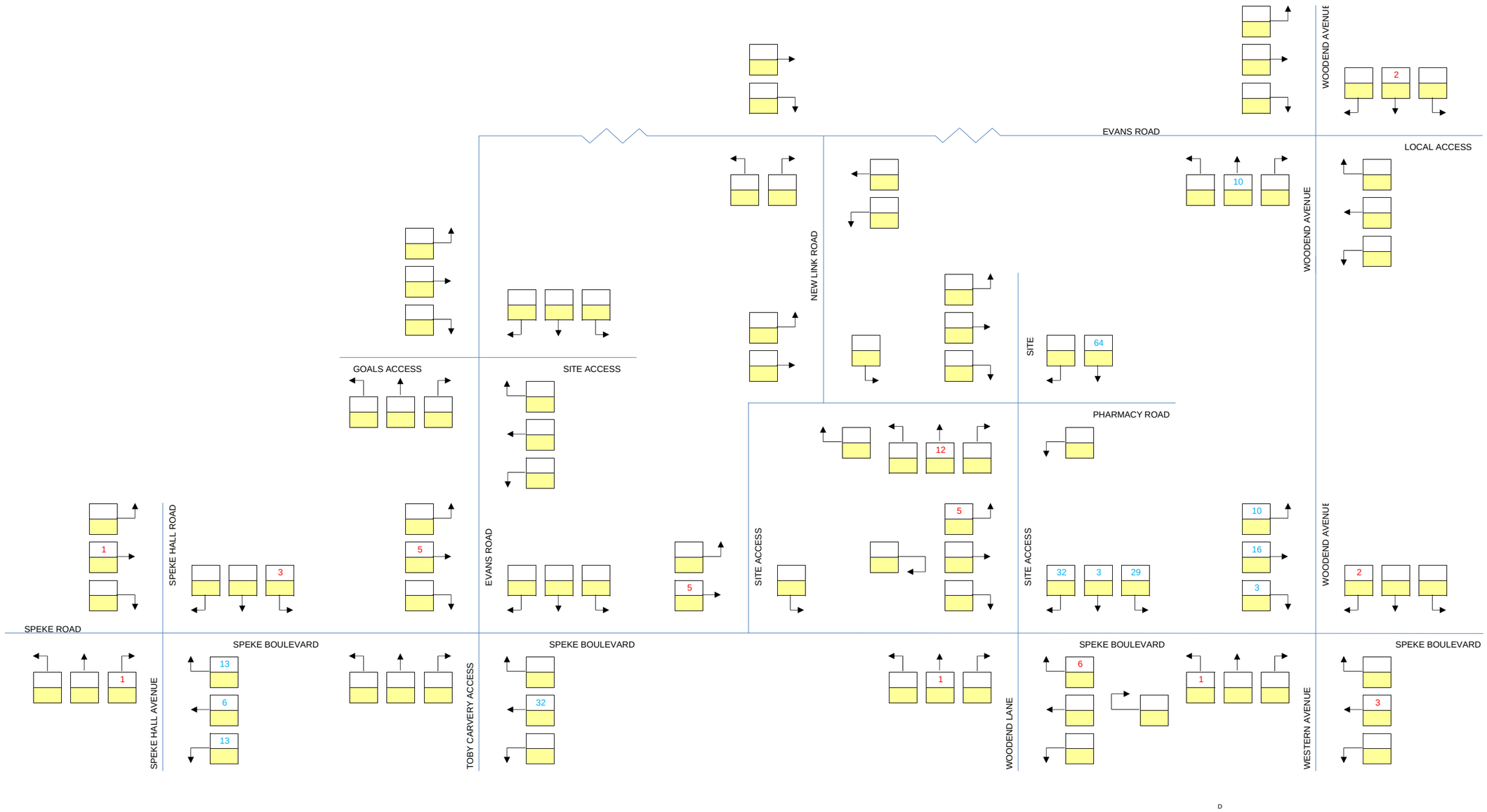
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Extant Trips AM

Figure No.	11
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

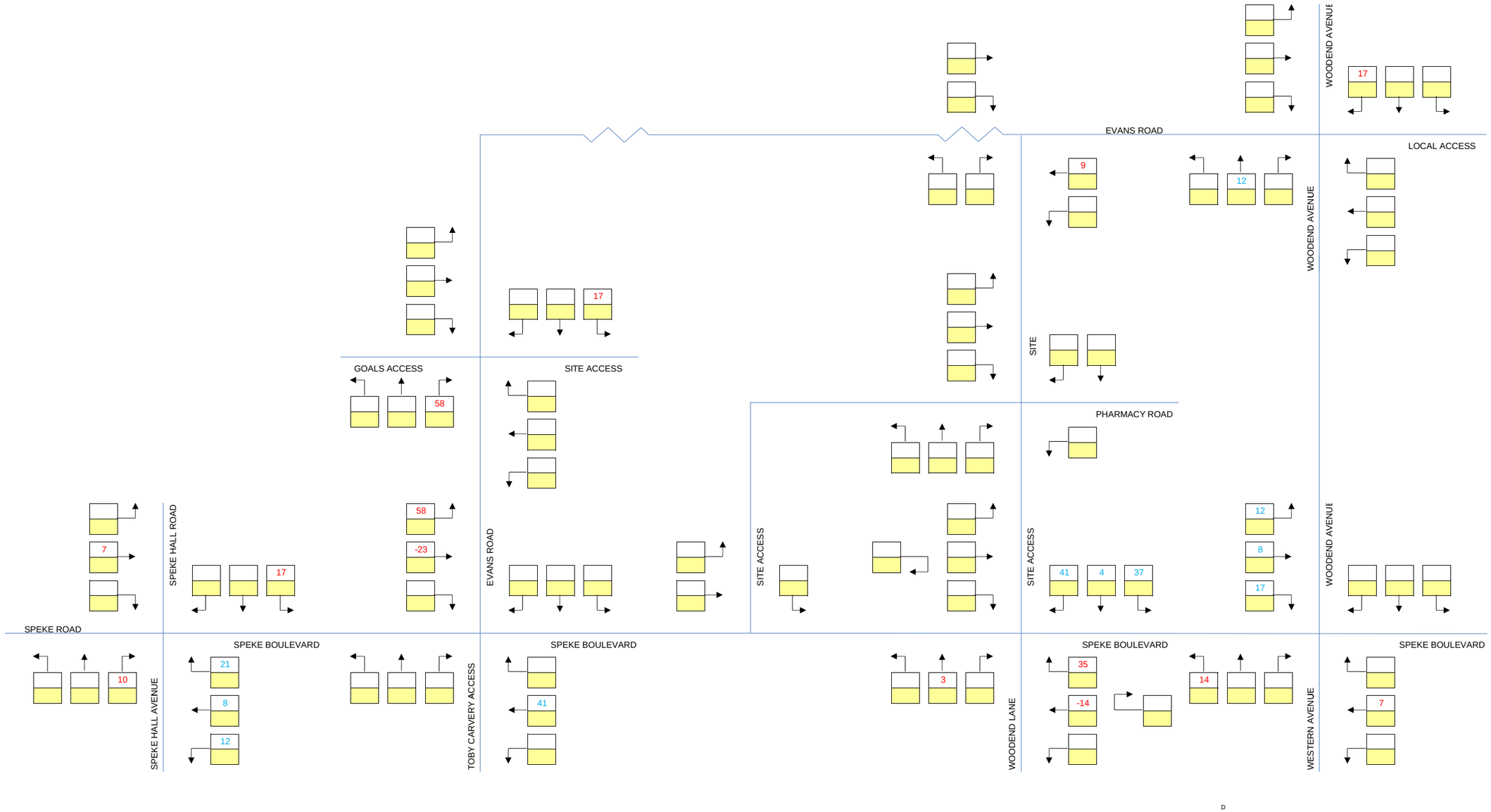
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Extant Trips PM

Figure No.	12
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

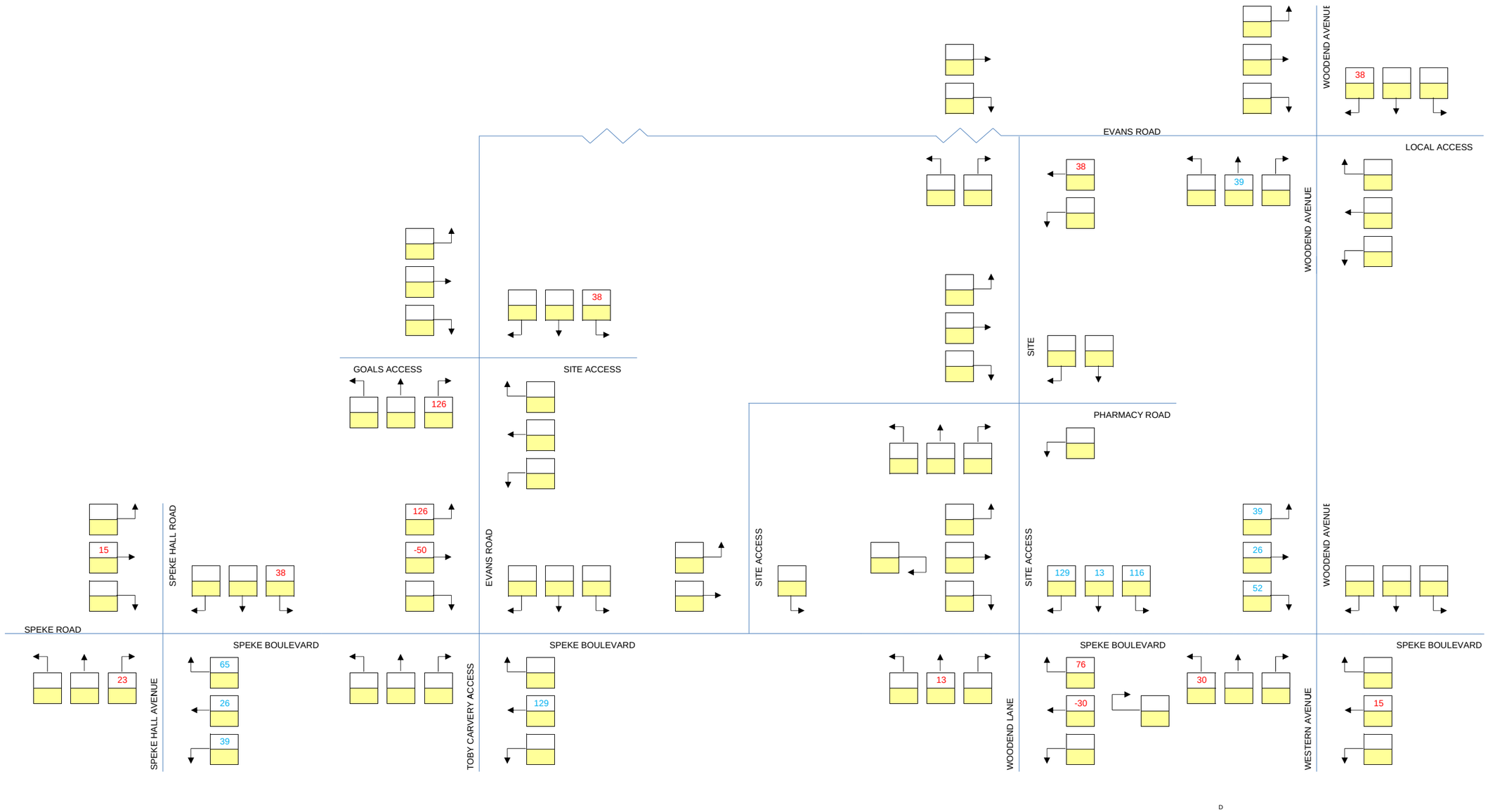
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Retail Trips AM

Figure No.	13
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

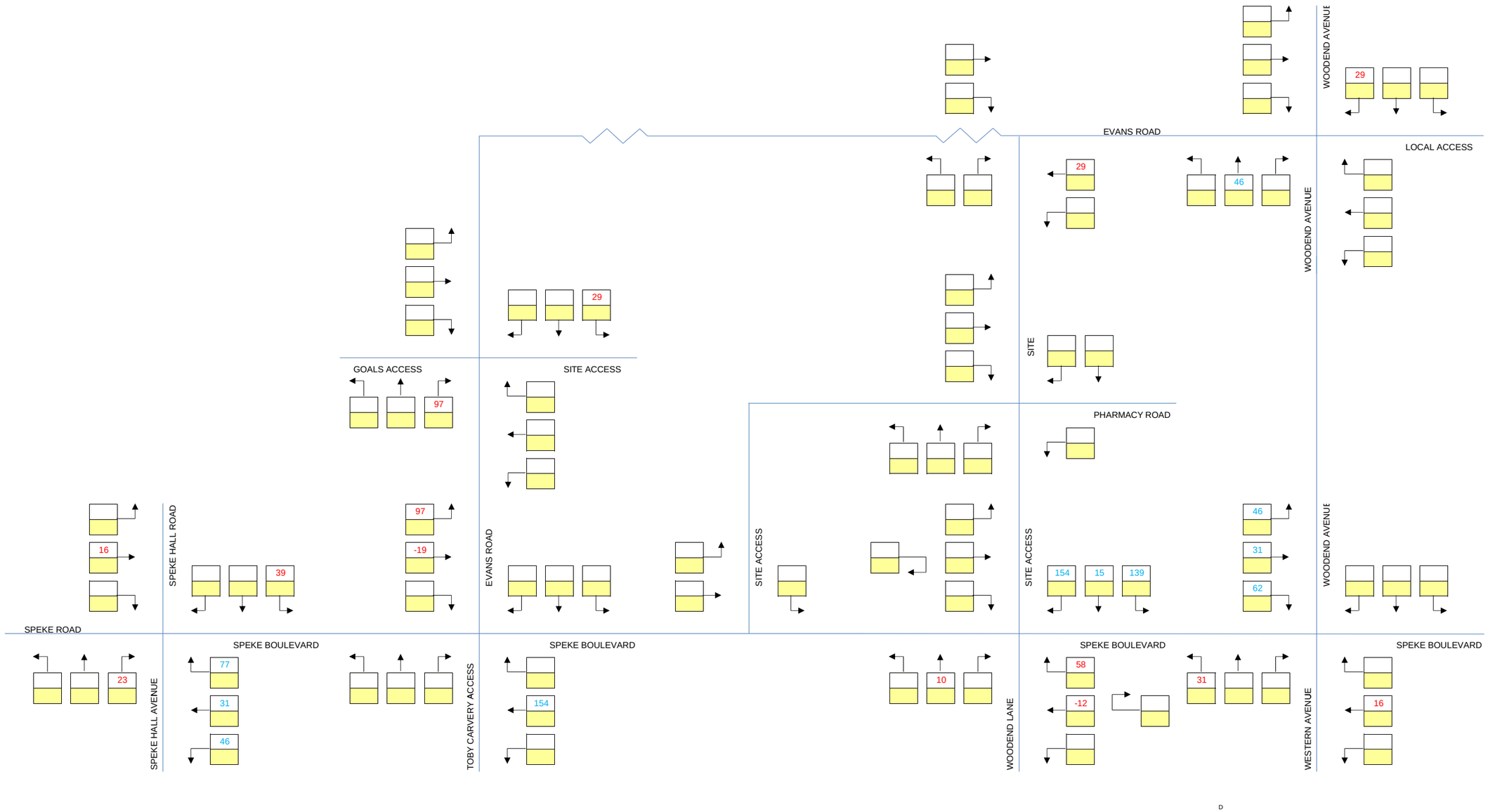
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Retail Trips AM

Figure No.	14
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

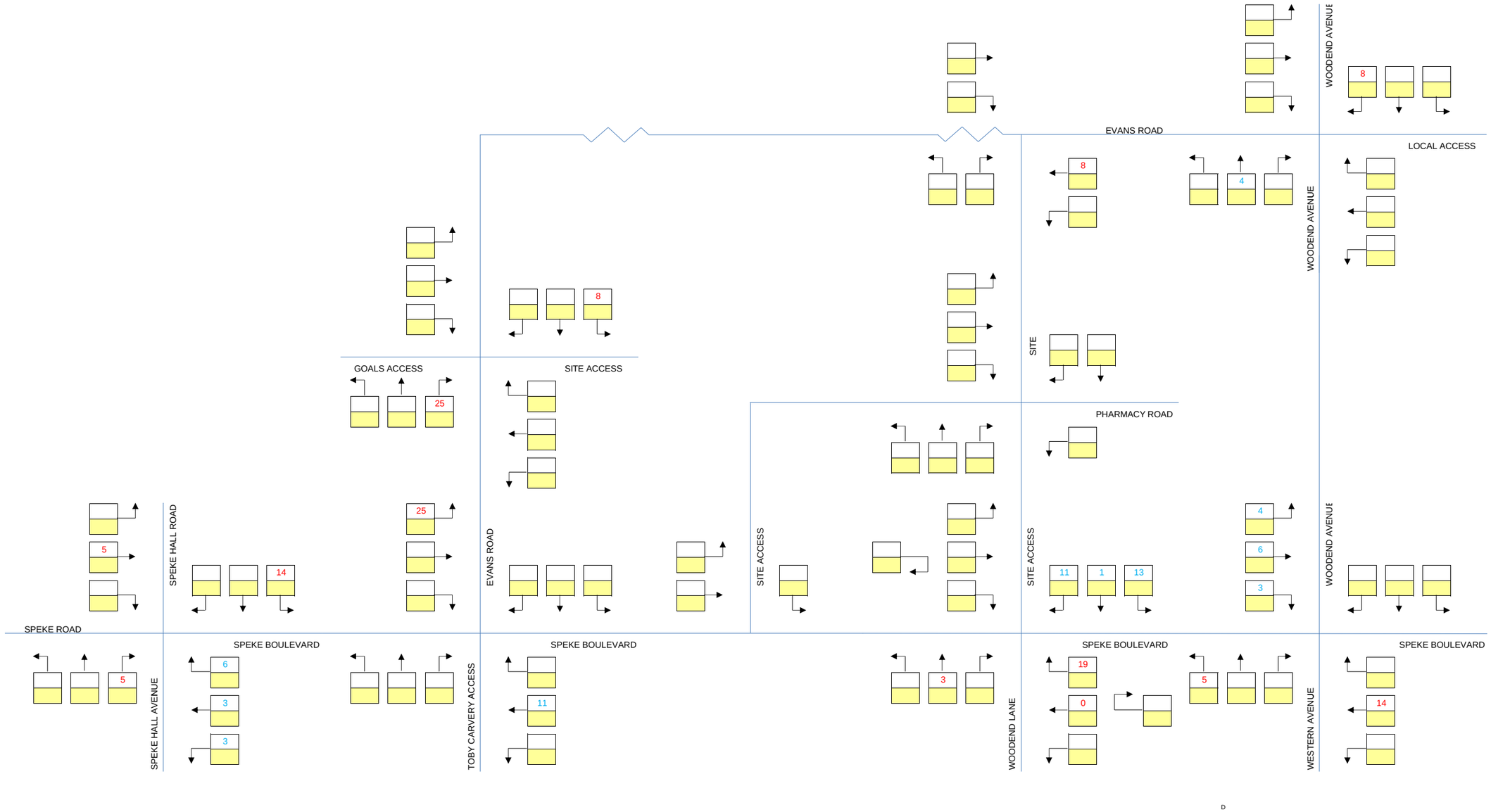
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Retail Trips SAT

Figure No.	15
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

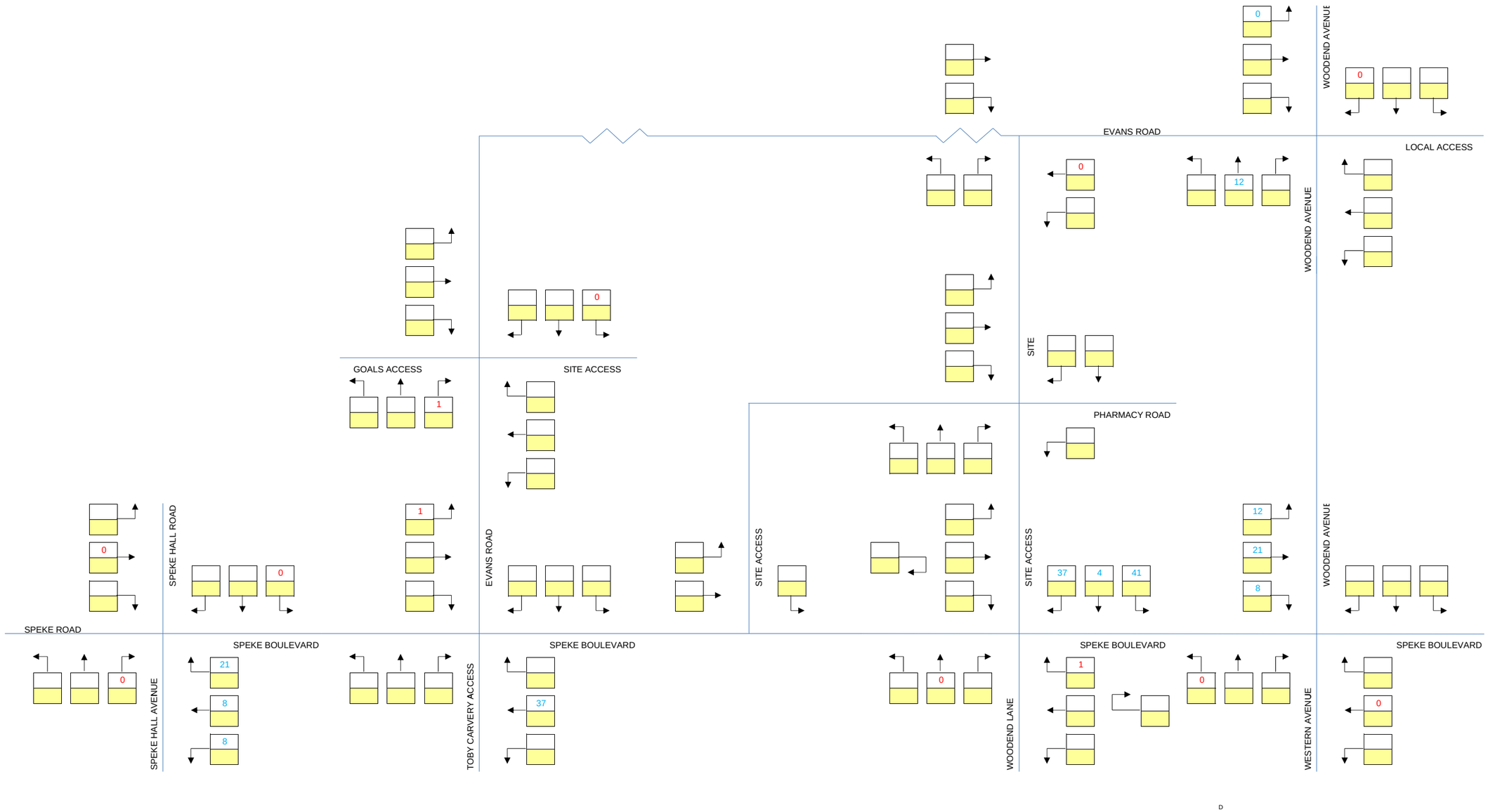
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Employment Trips AM

Figure No.	16
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

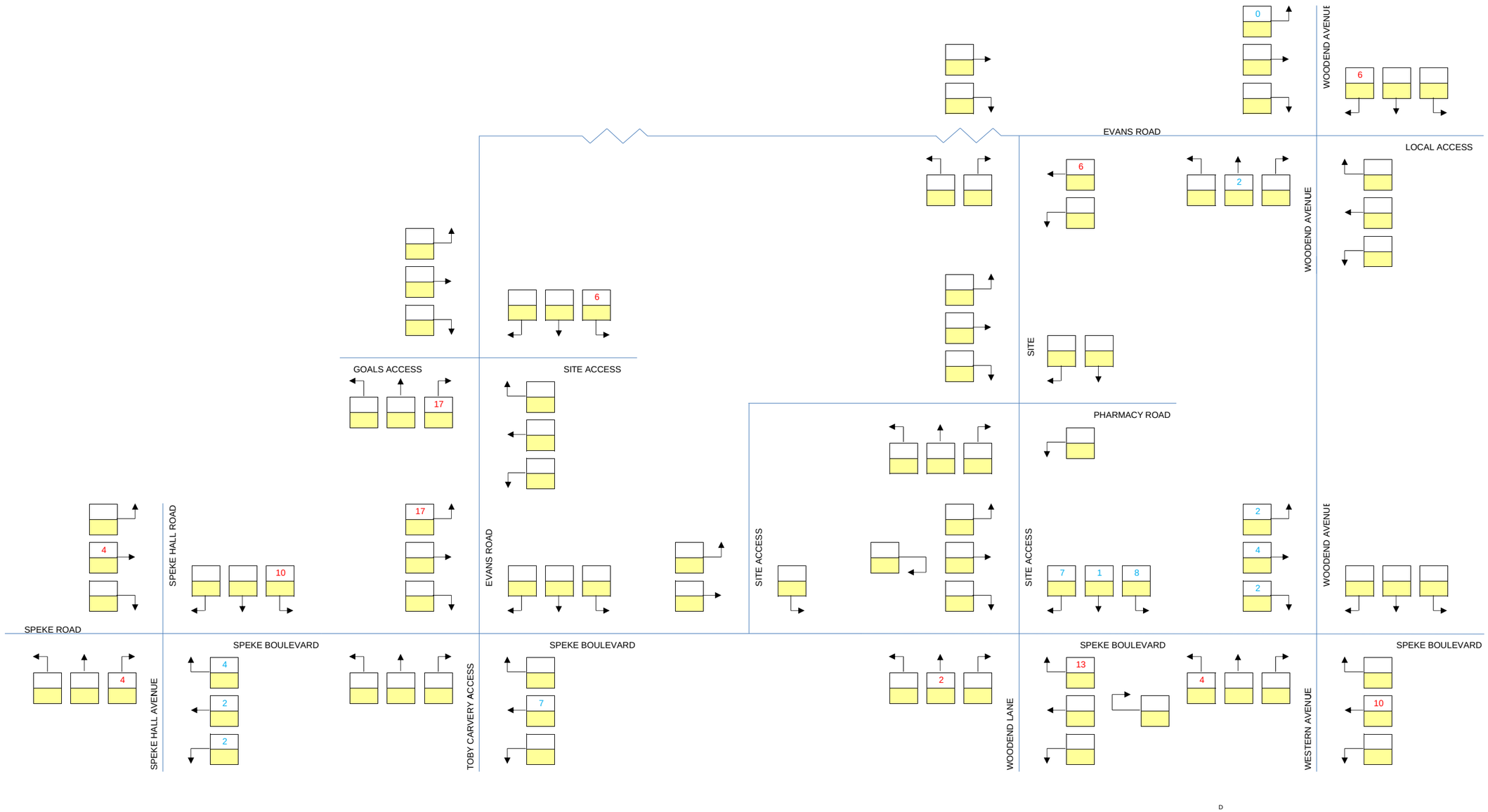
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Employment Trips PM

Figure No.	17
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

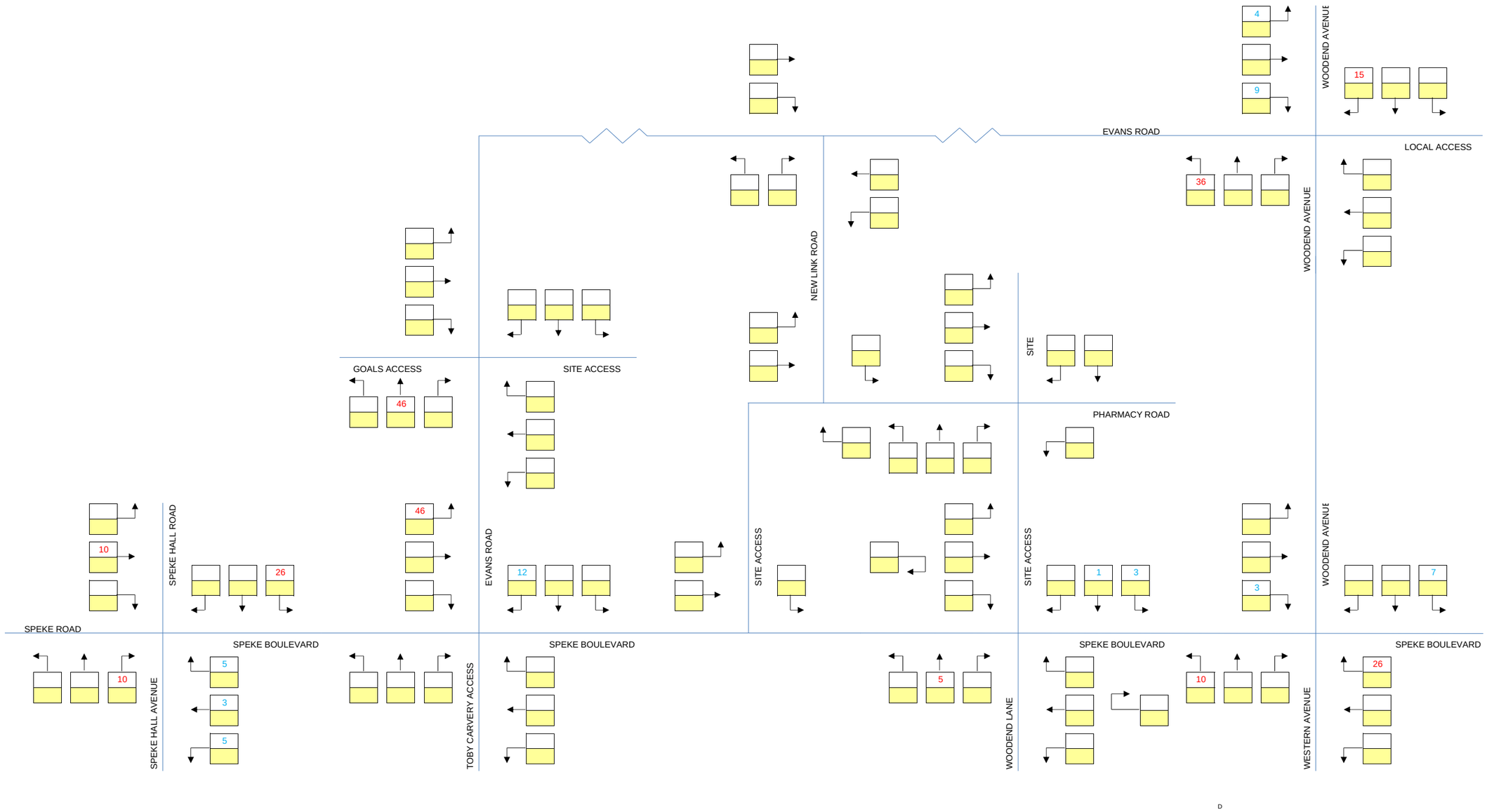
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Employment Trips SAT

Figure No.	18
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

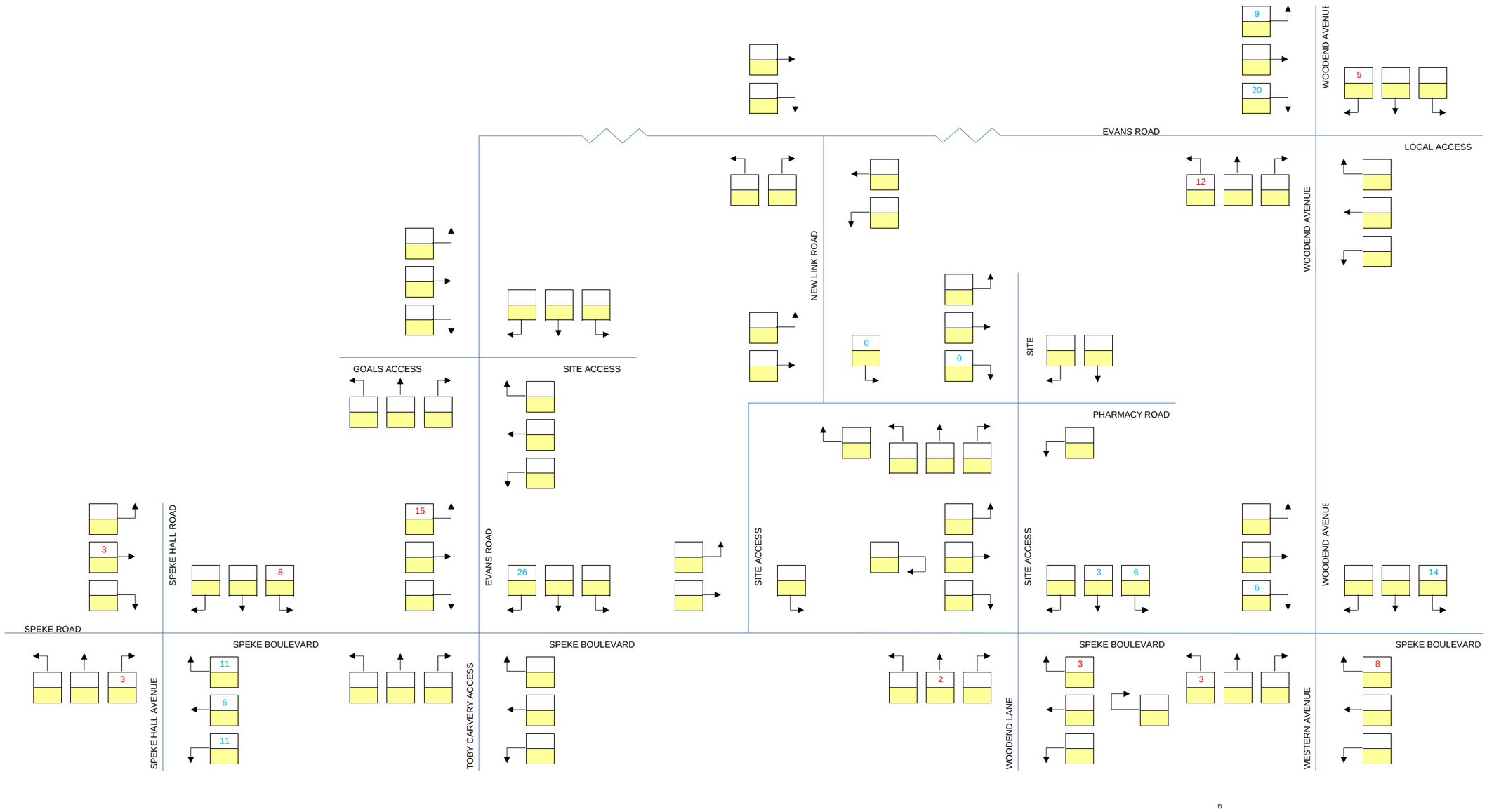
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Venture Point AM

Figure No.	19
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

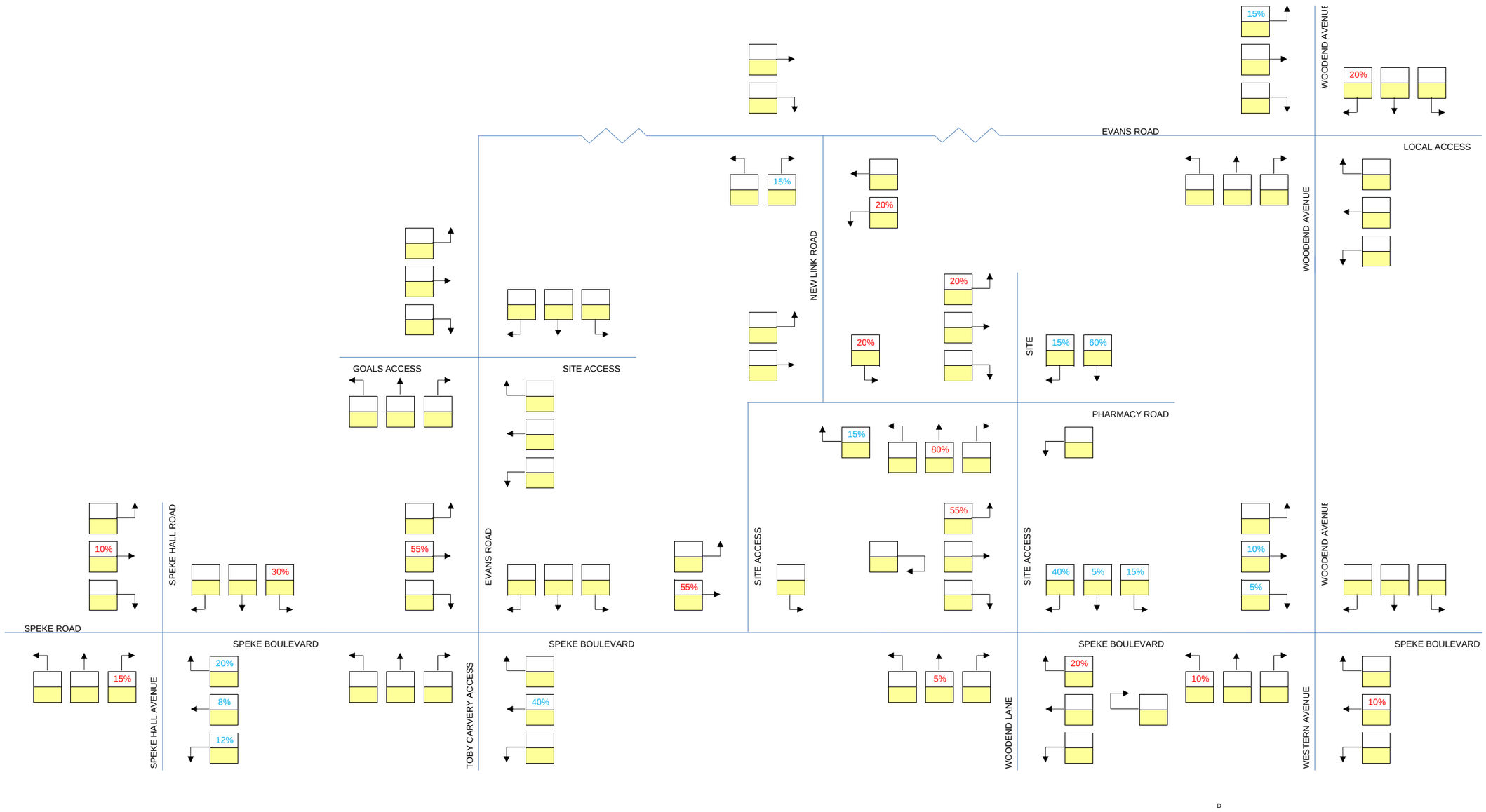
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Venture Point Trips PM

Figure No.	20
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

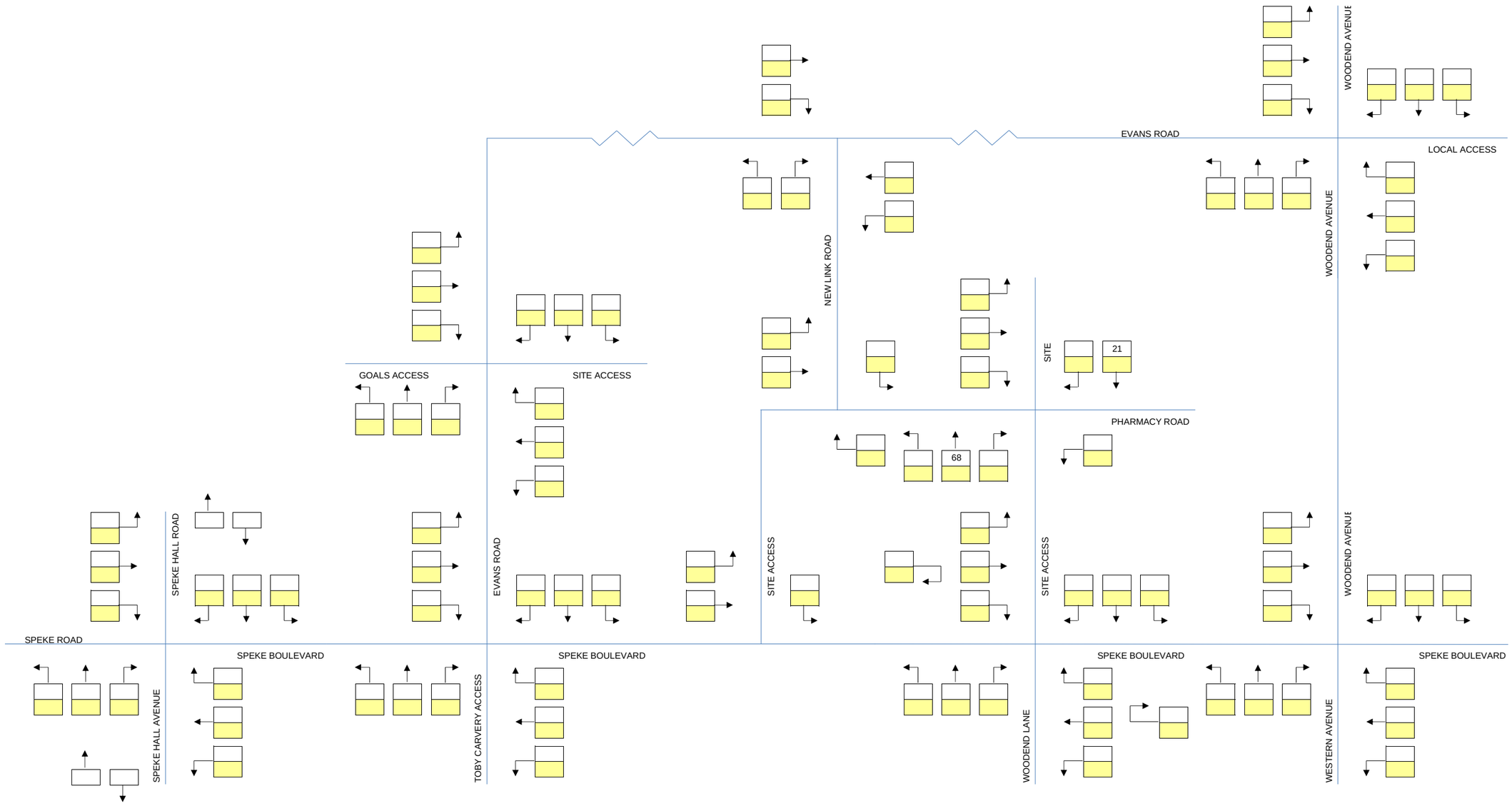
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Retail Distribution

Figure No.	21
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

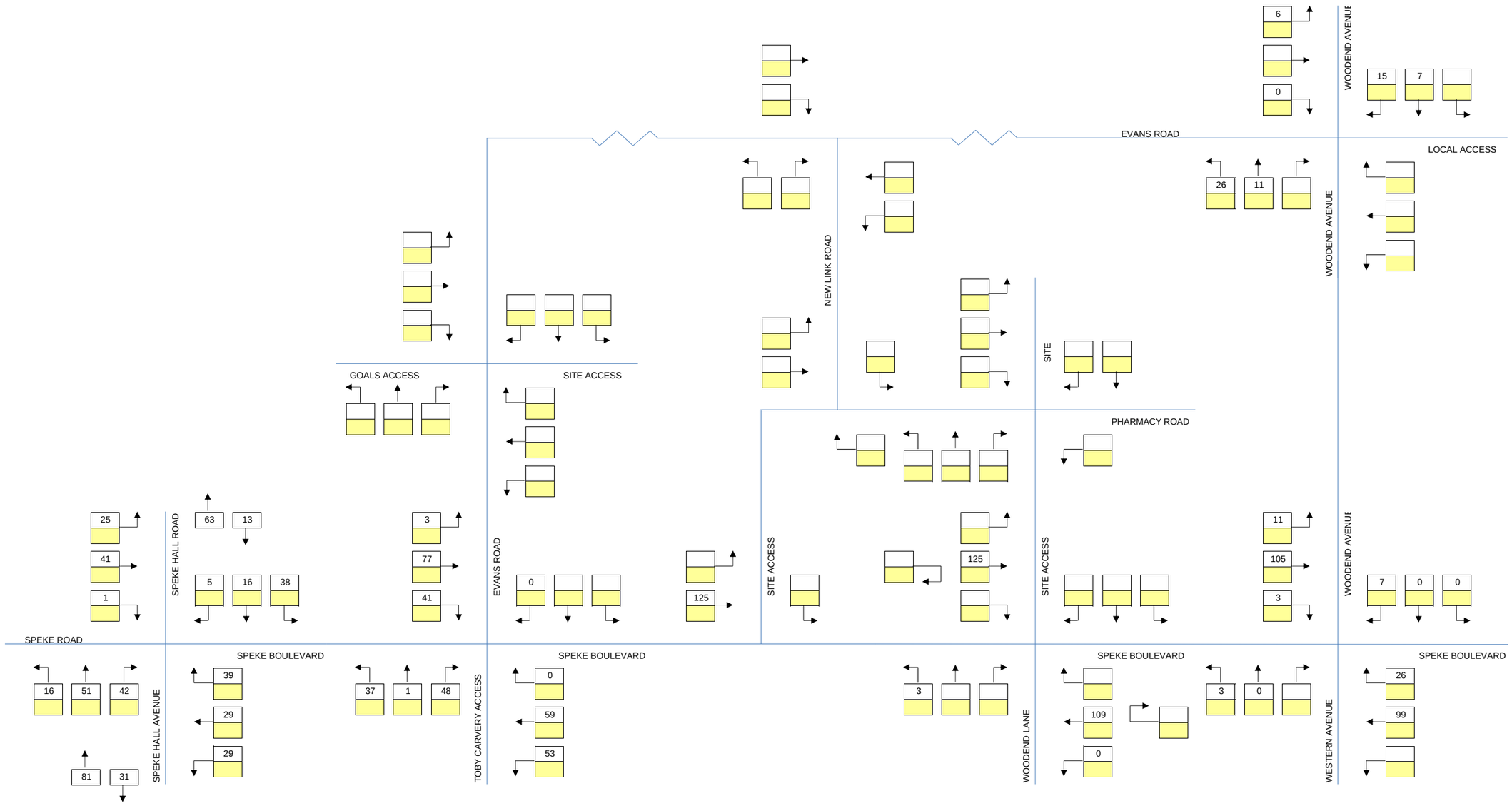
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Extant Development AM

Figure No.	22
Date	Apr-16
Rev	

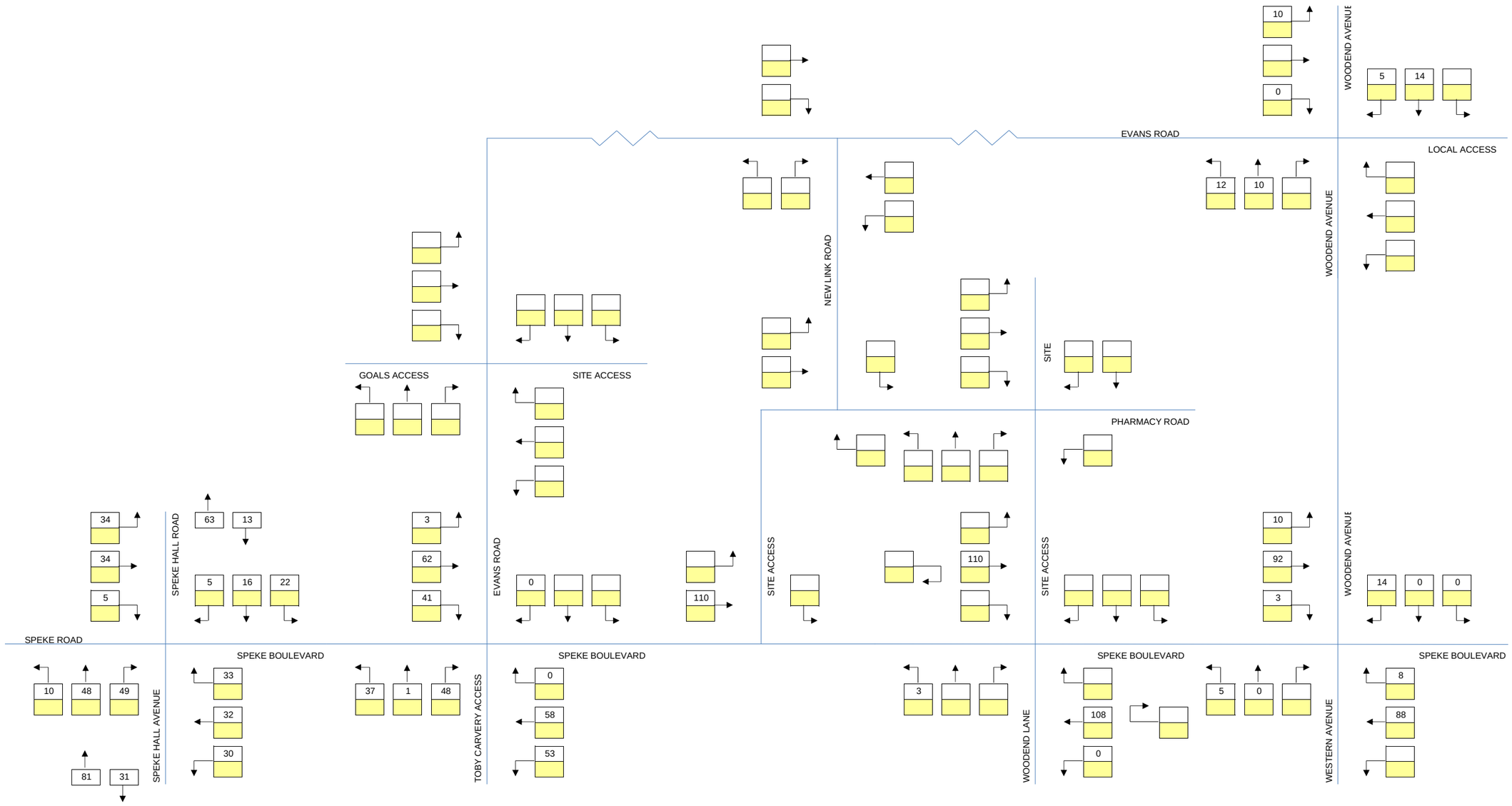
Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



Client	TJ Morris Ltd.	Figure No.	23	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Committed Development AM	Rev		Approved	XX

[iceniprojects]



KEY:

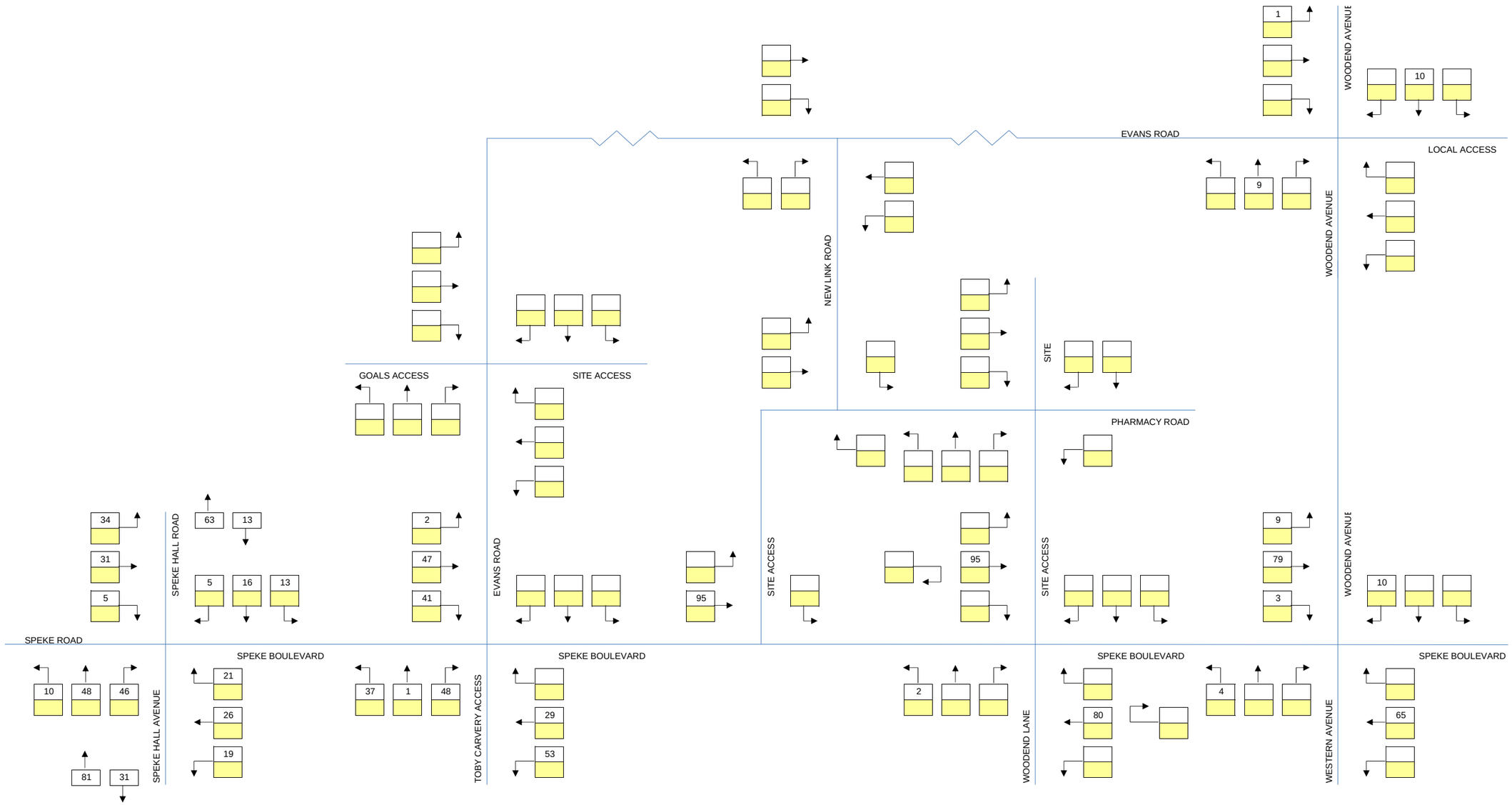
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Committed Development PM

Figure No.	24
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



KEY:

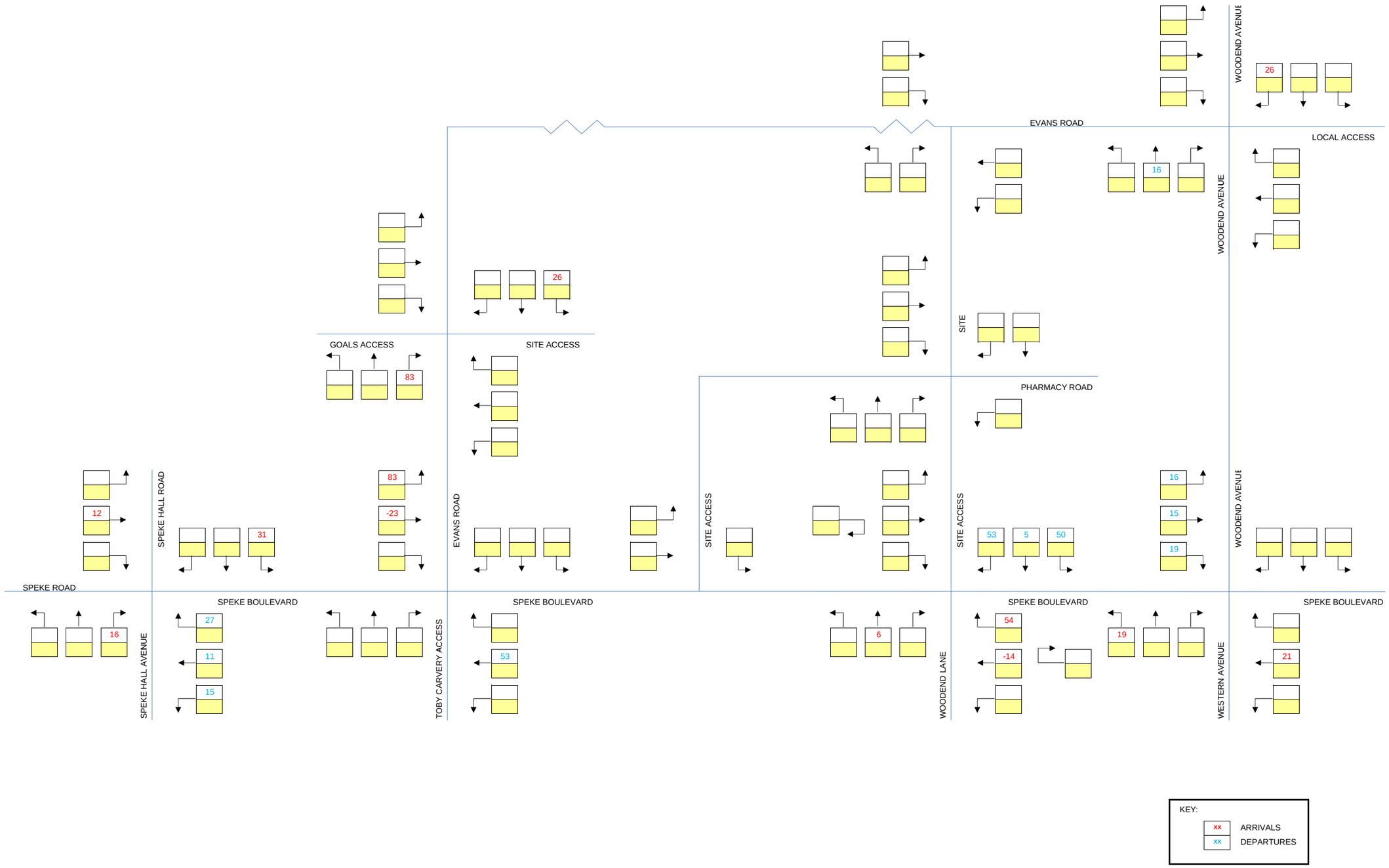
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Committed Development SAT

Figure No.	25
Date	Apr-16
Rev	

Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]

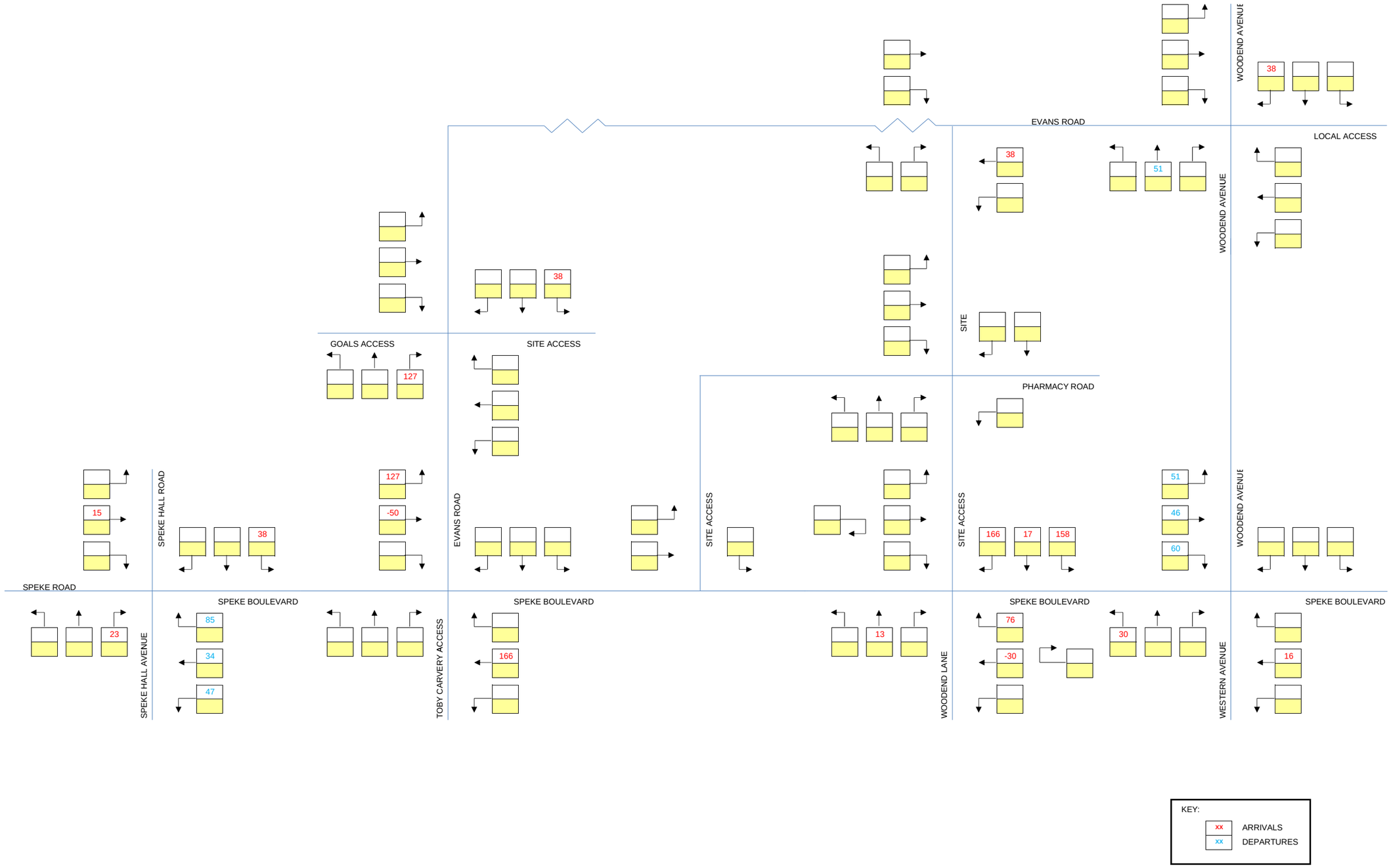


Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Total Proposed Trips AM

Figure No.	26
Date	Apr-16
Rev	

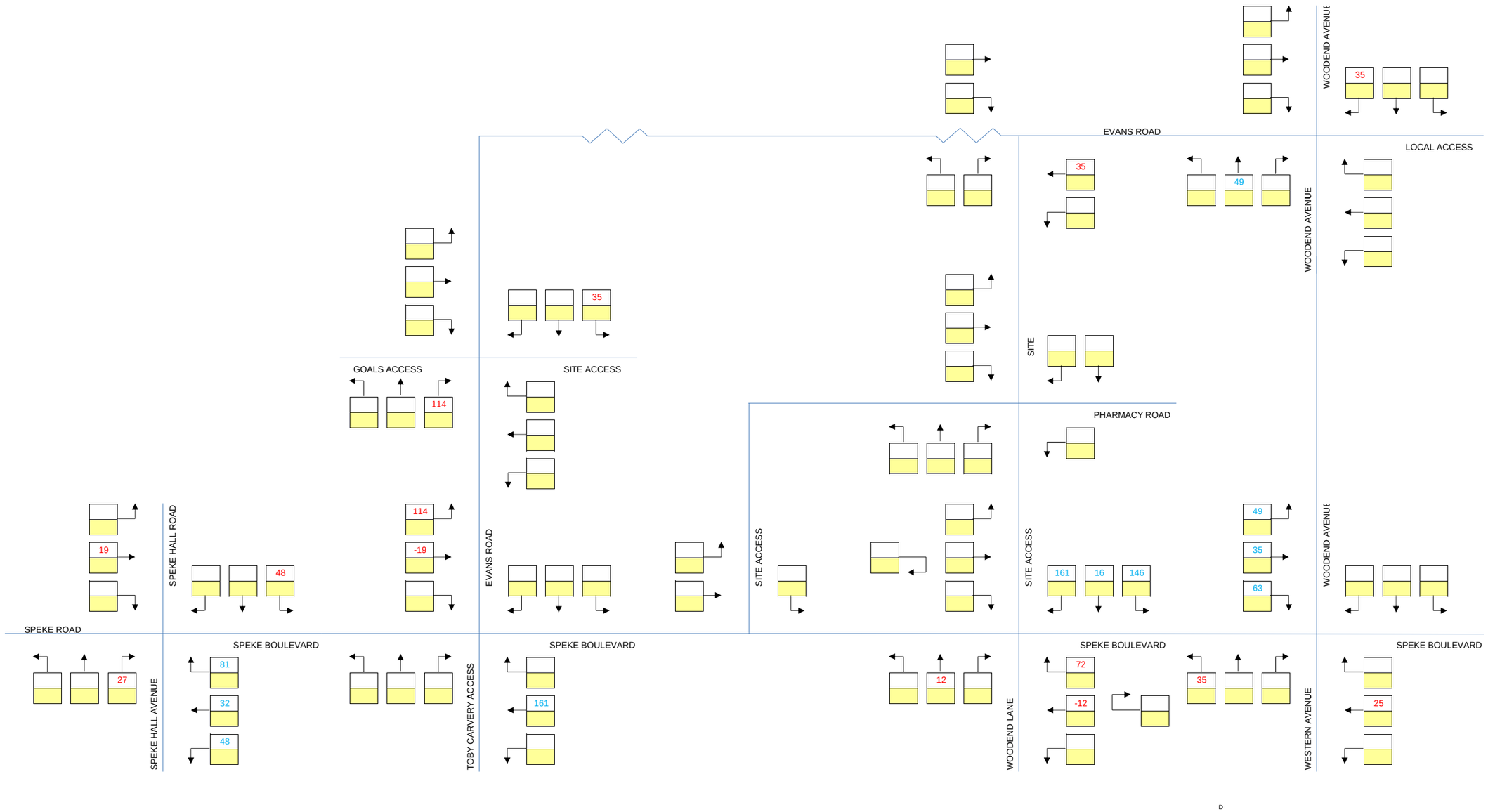
Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



Client	TJ Morris Ltd.	Figure No.	27	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Total ProposedTrips PM	Rev		Approved	XX

[iceniprojects]



KEY:

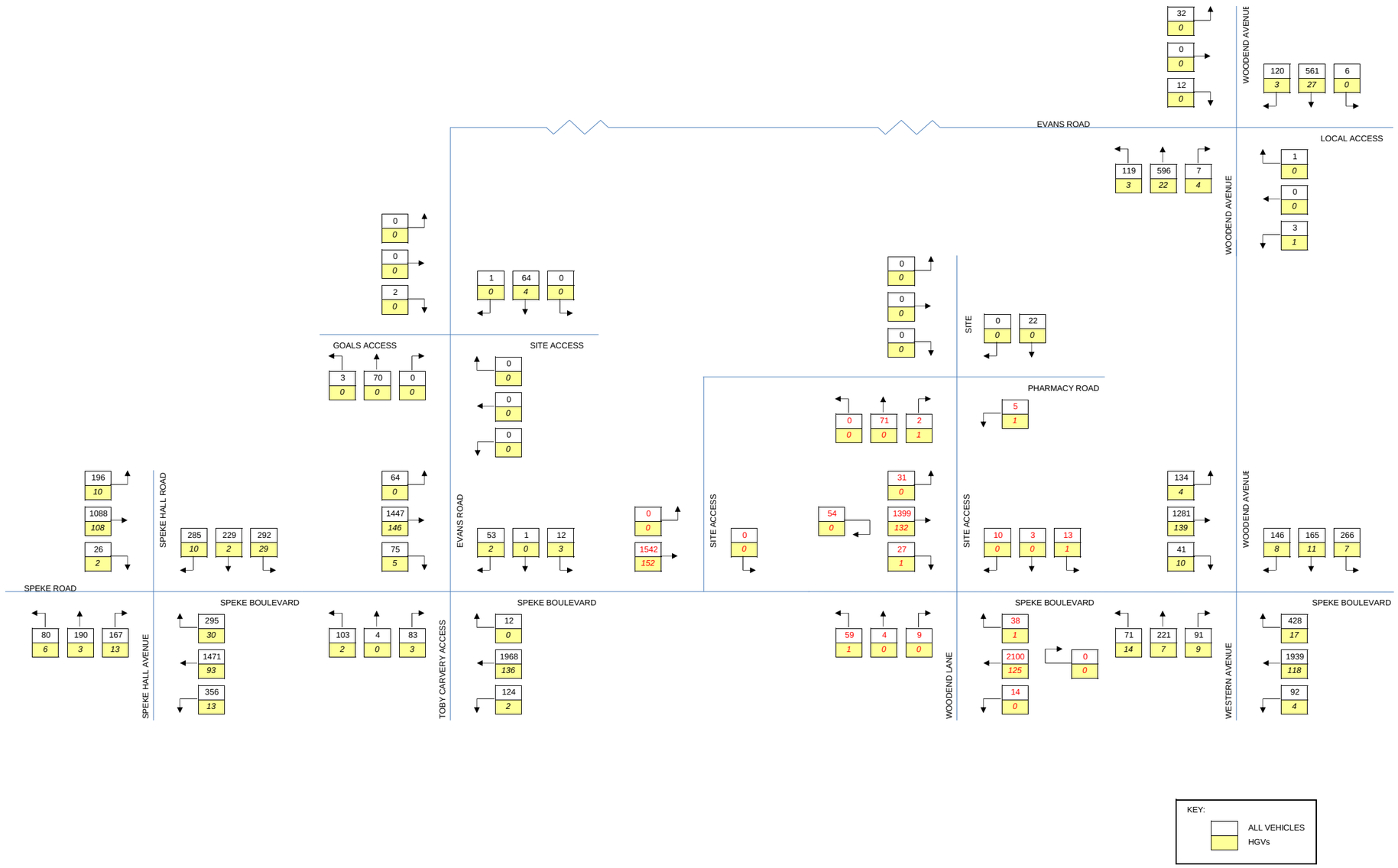
xx	ARRIVALS
xx	DEPARTURES

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Total Proposed Trips SAT

Figure No.	28
Date	Apr-16
Rev	

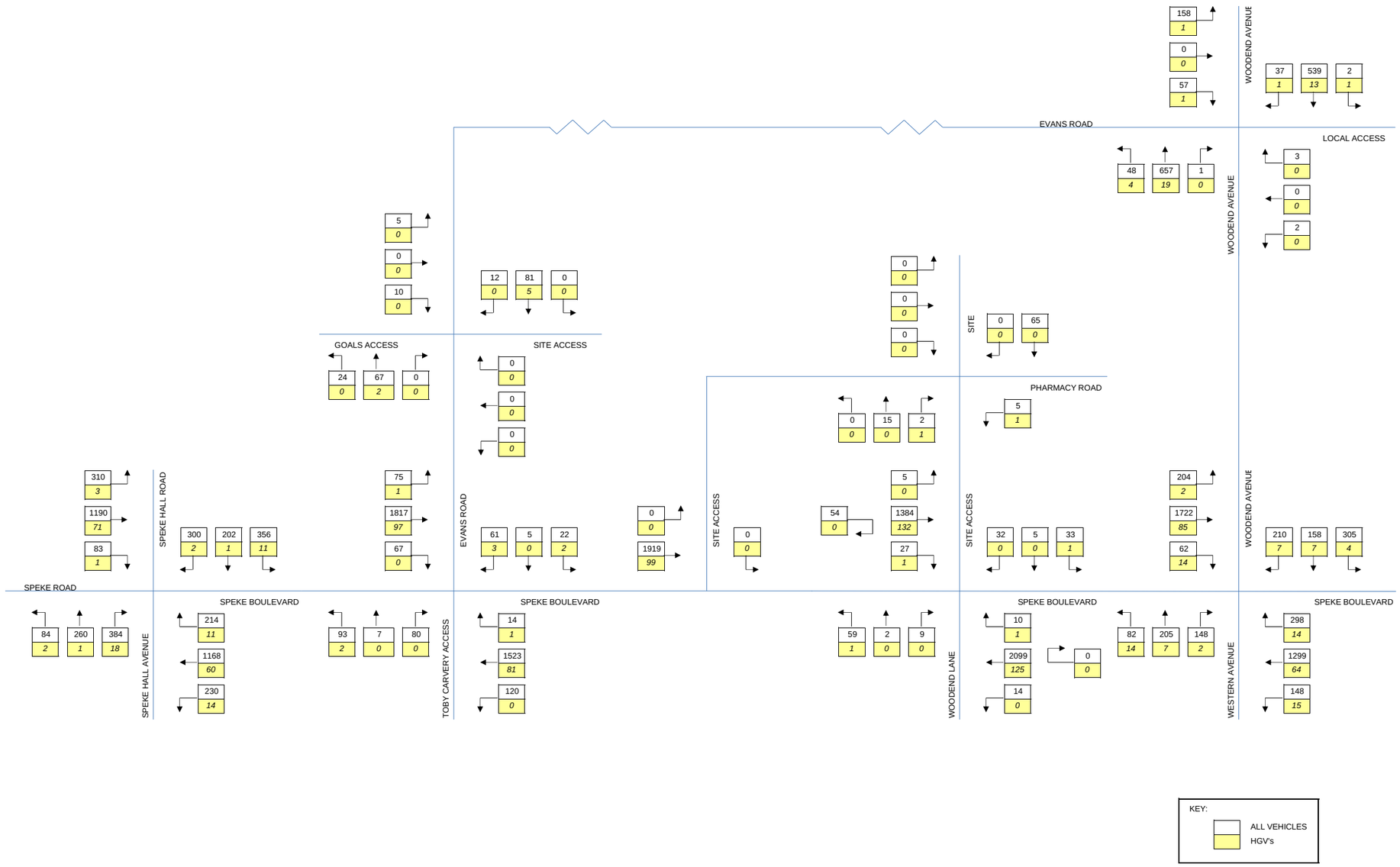
Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]

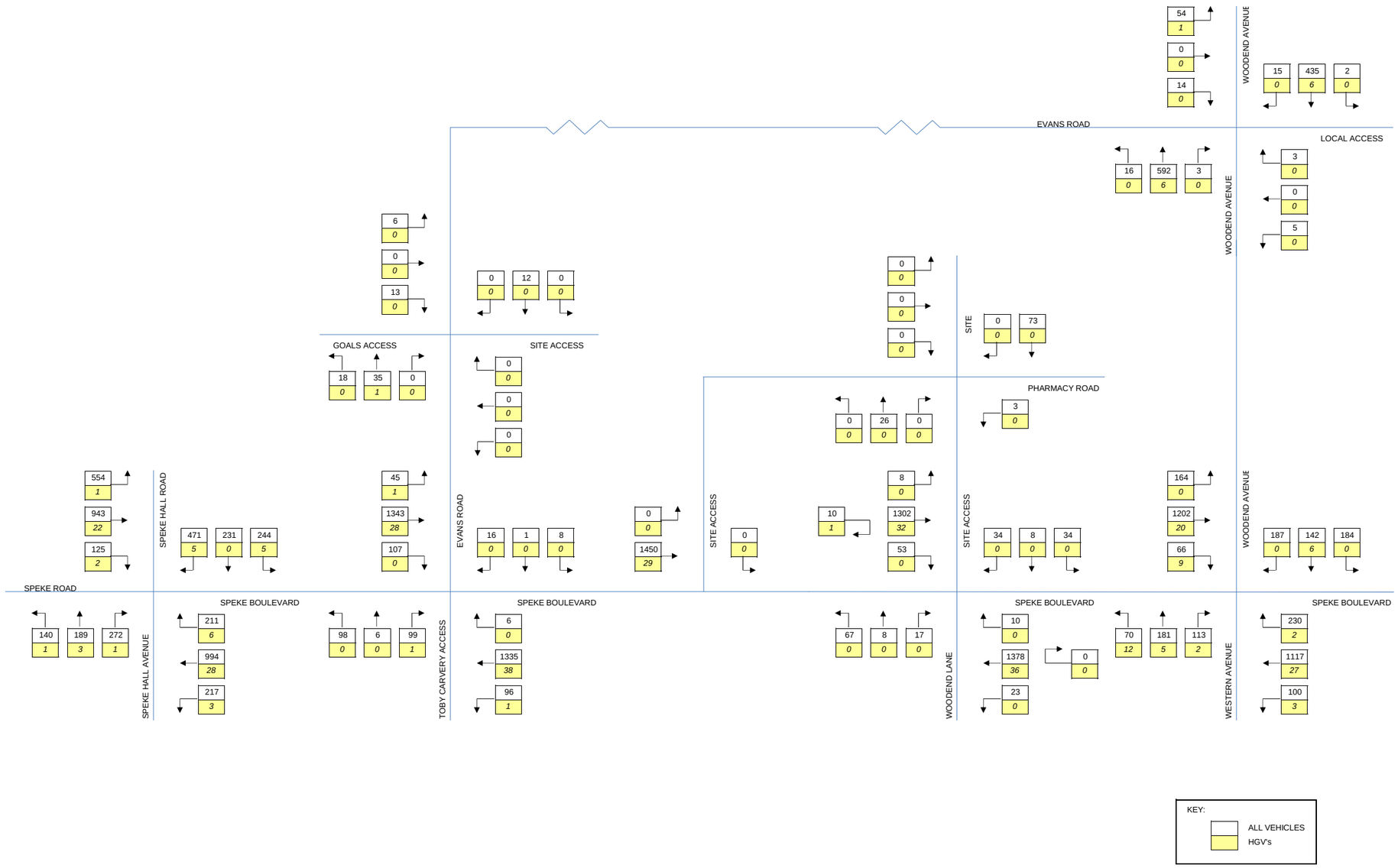


Client	TJ Morris Ltd.	Figure No.	29	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2016 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]

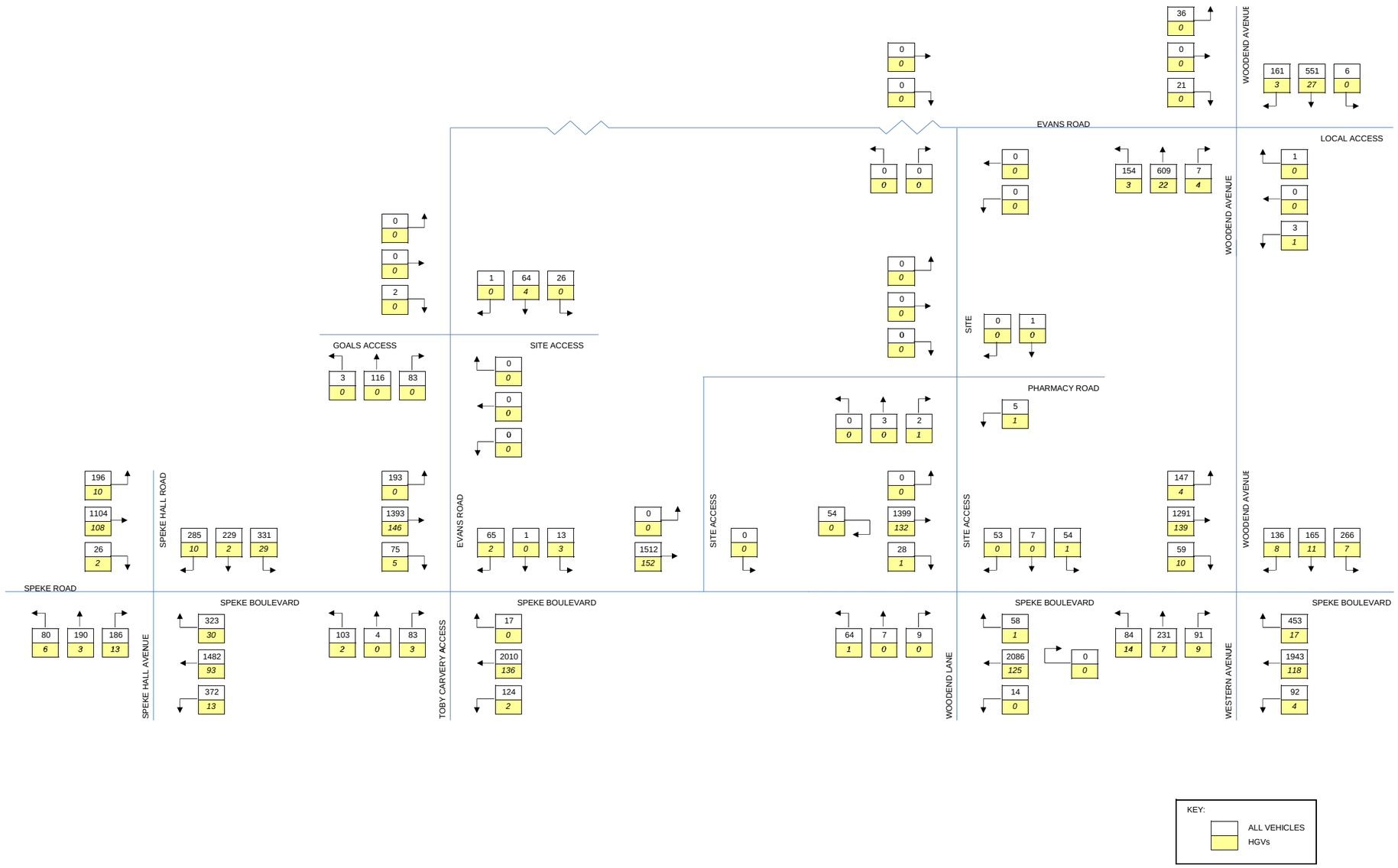


Client	TJ Morris Ltd.	Figure No.	22	Drawn by	XX	[iceniprojects]
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX	
Title	Base 2016 PM (16:30-17:30)	Rev		Approved	XX	



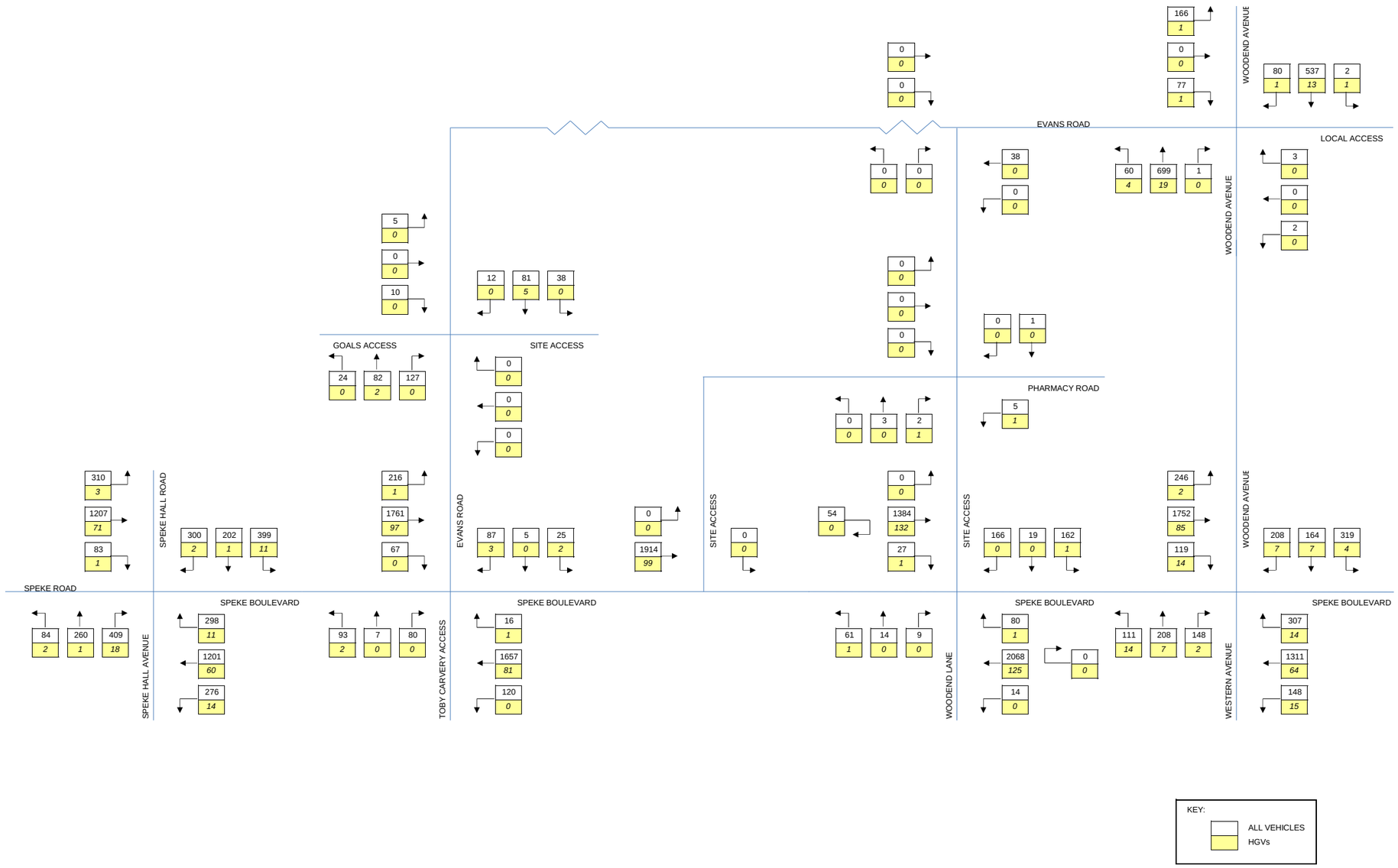
Client	TJ Morris Ltd.	Figure No.	23	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2016 SAT (13:45-14:45)	Rev		Approved	XX

[iceniprojects]



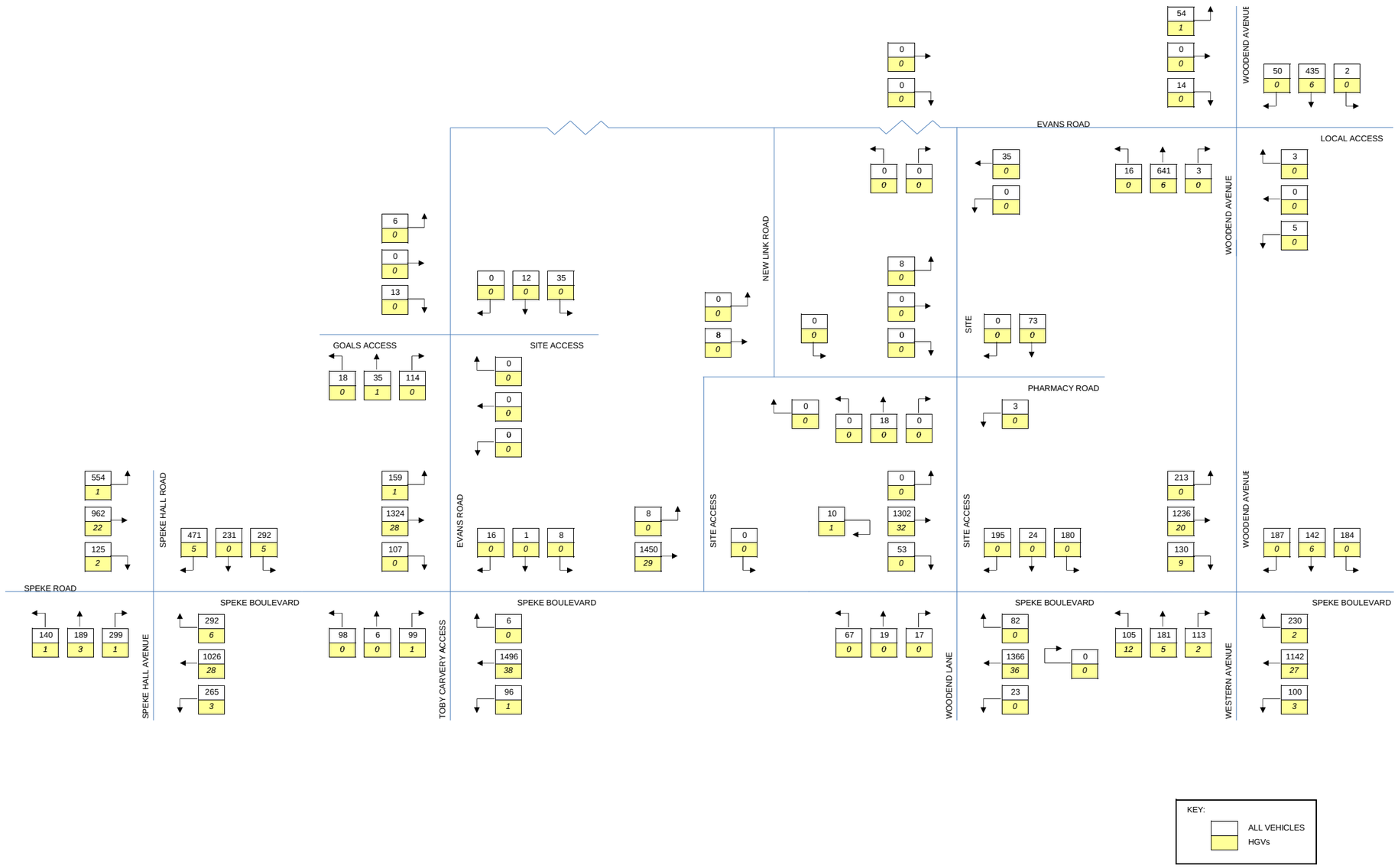
Client	TJ Morris Ltd.	Figure No.	24	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2016 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]



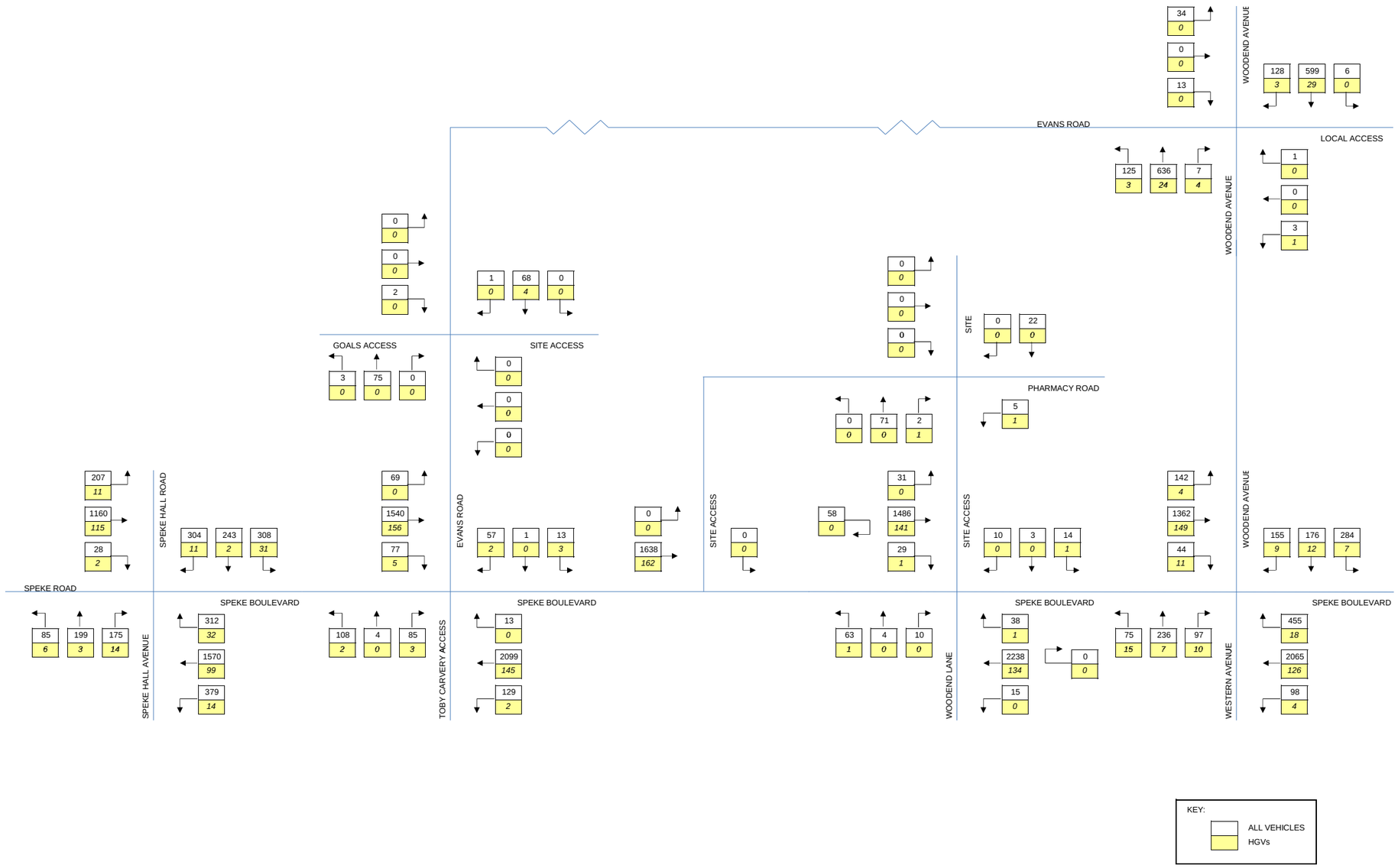
Client	TJ Morris Ltd.	Figure No.	25	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2016 PM (16:30-17:30)	Rev		Approved	XX

[iceniprojects]



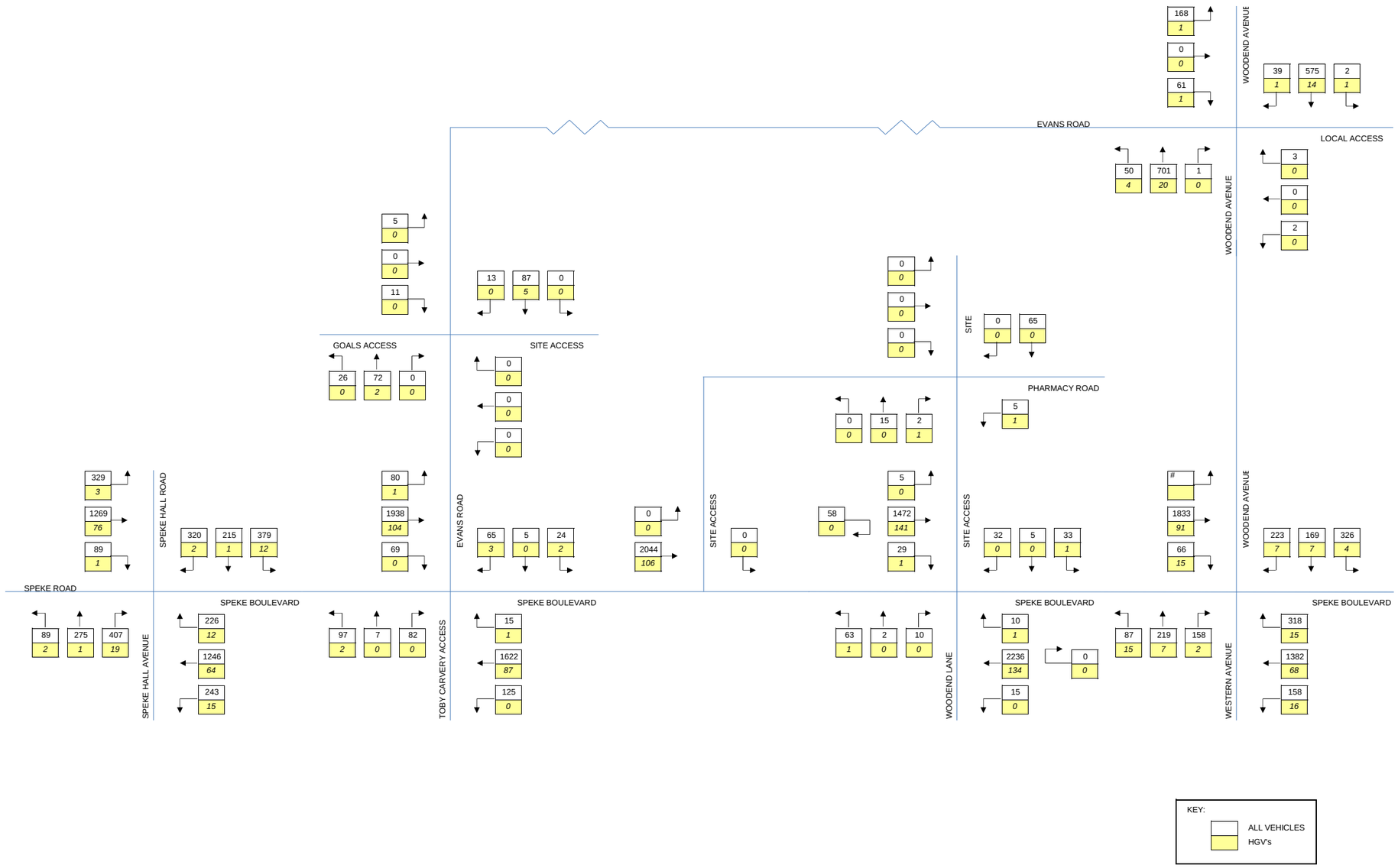
Client	TJ Morris Ltd.	Figure No.	26	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2016 SAT (13:45-14:45)	Rev		Approved	XX

[iceniprojects]



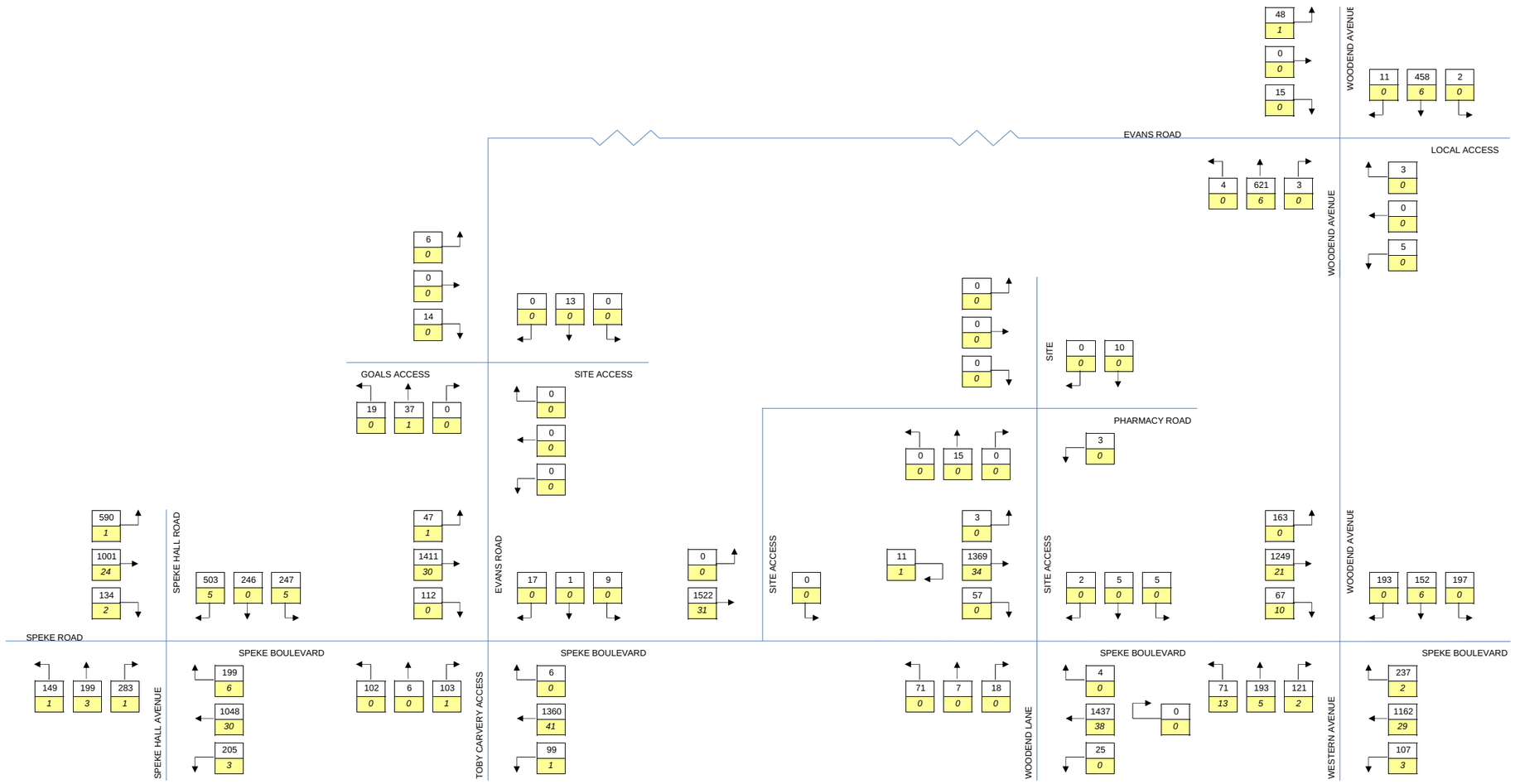
Client	TJ Morris Ltd.	Figure No.	27	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2021 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]



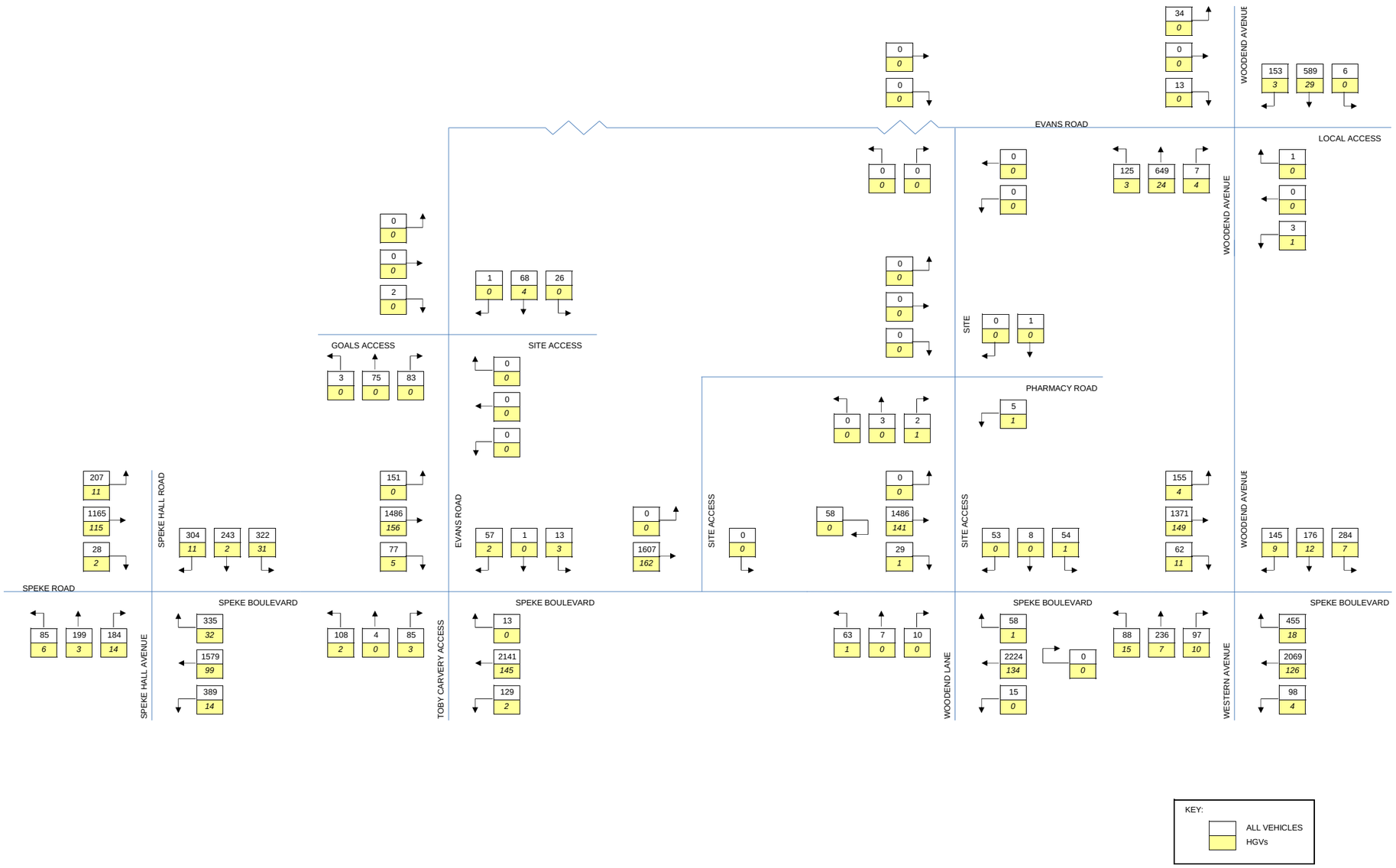
Client	TJ Morris Ltd.	Figure No.	28	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2021 PM (16:30-17:30)	Rev		Approved	XX

[iceniprojects]



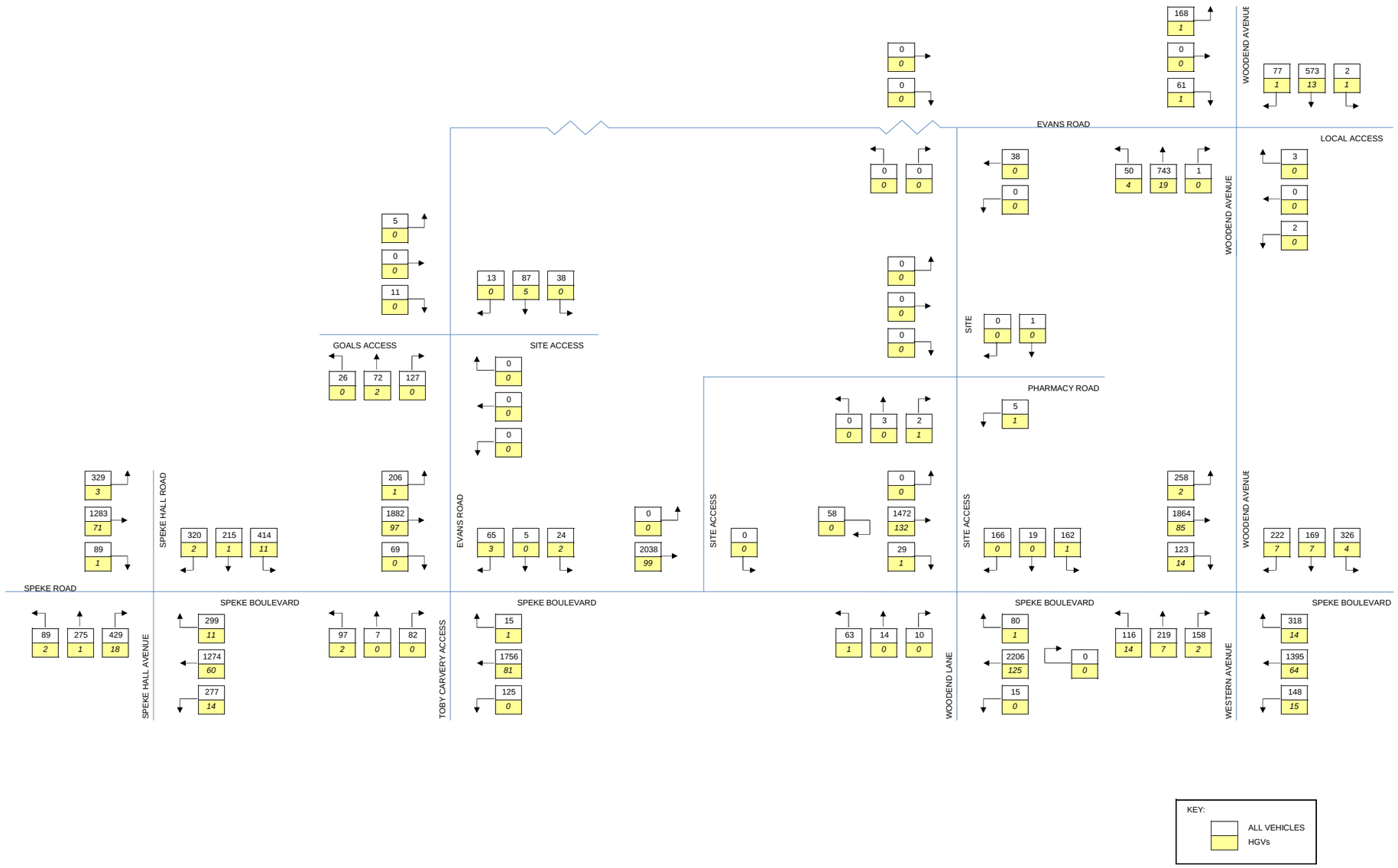
Client	TJ Morris Ltd.	Figure No.	29	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2021 SAT (13:45-14:45)	Rev		Approved	XX

[iceniprojects]



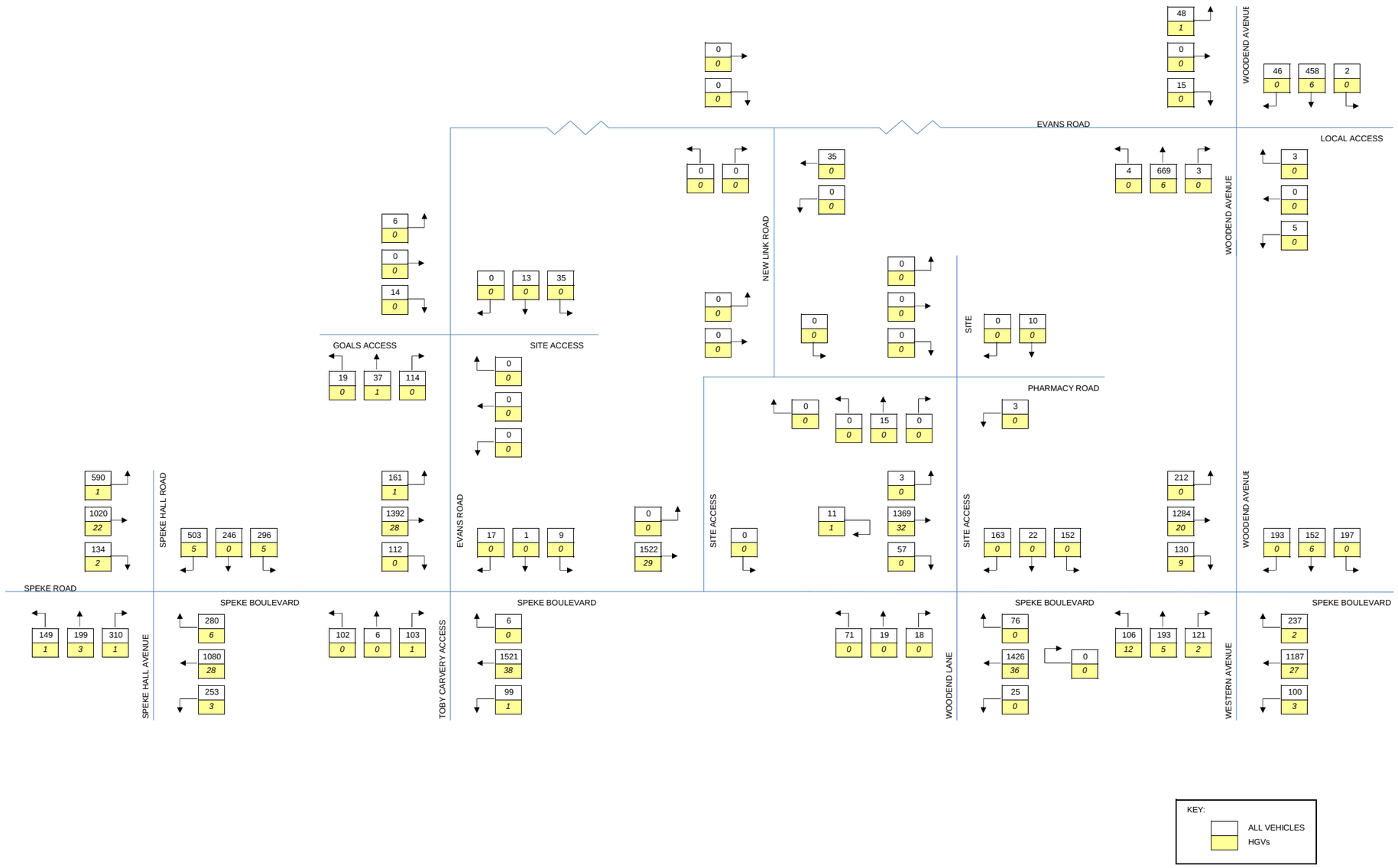
Client	TJ Morris Ltd.	Figure No.	30	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2021 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]



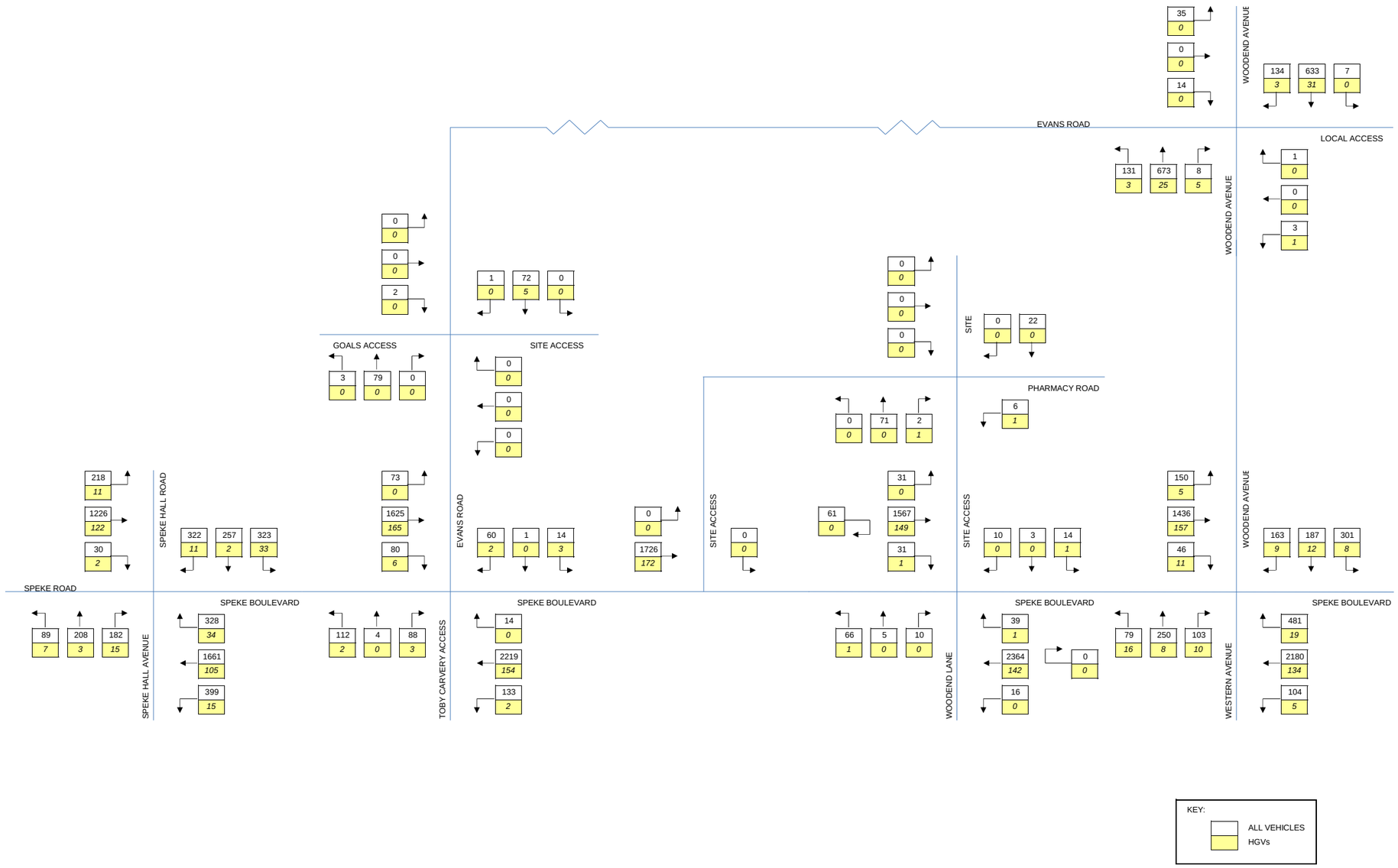
Client	TJ Morris Ltd.	Figure No.	32	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2021 PM (16:30-17:30)	Rev		Approved	XX

[iceniprojects]



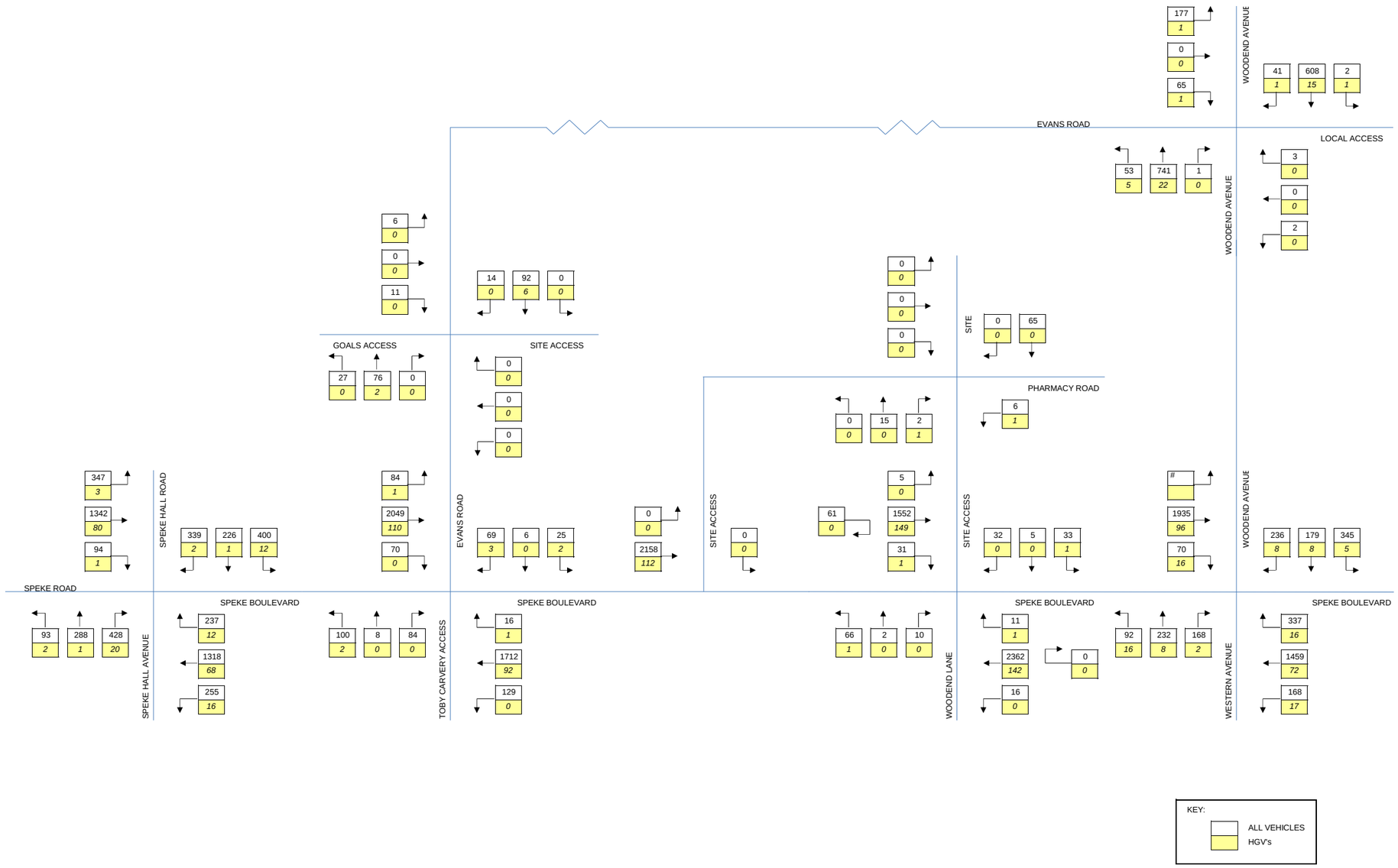
Client	TJ Morris Ltd.	Figure No.	33	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2021 SAT (13:45-14:45)	Rev		Approved	XX

[iceniprojects]



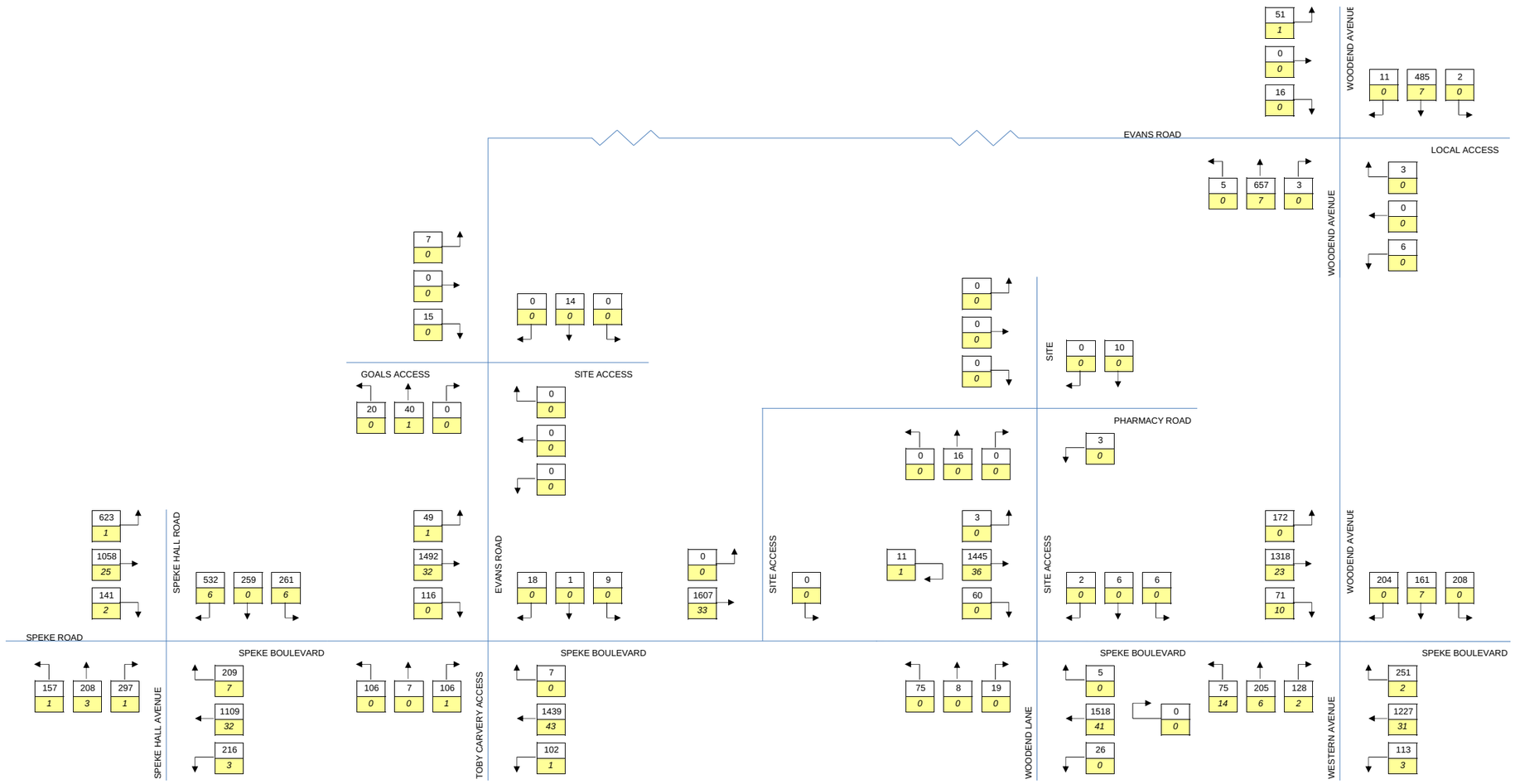
Client	TJ Morris Ltd.	Figure No.	34	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2026 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]



Client	TJ Morris Ltd.	Figure No.	35	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Base 2026 PM (16:30-17:30)	Rev		Approved	XX

[iceniprojects]



KEY:

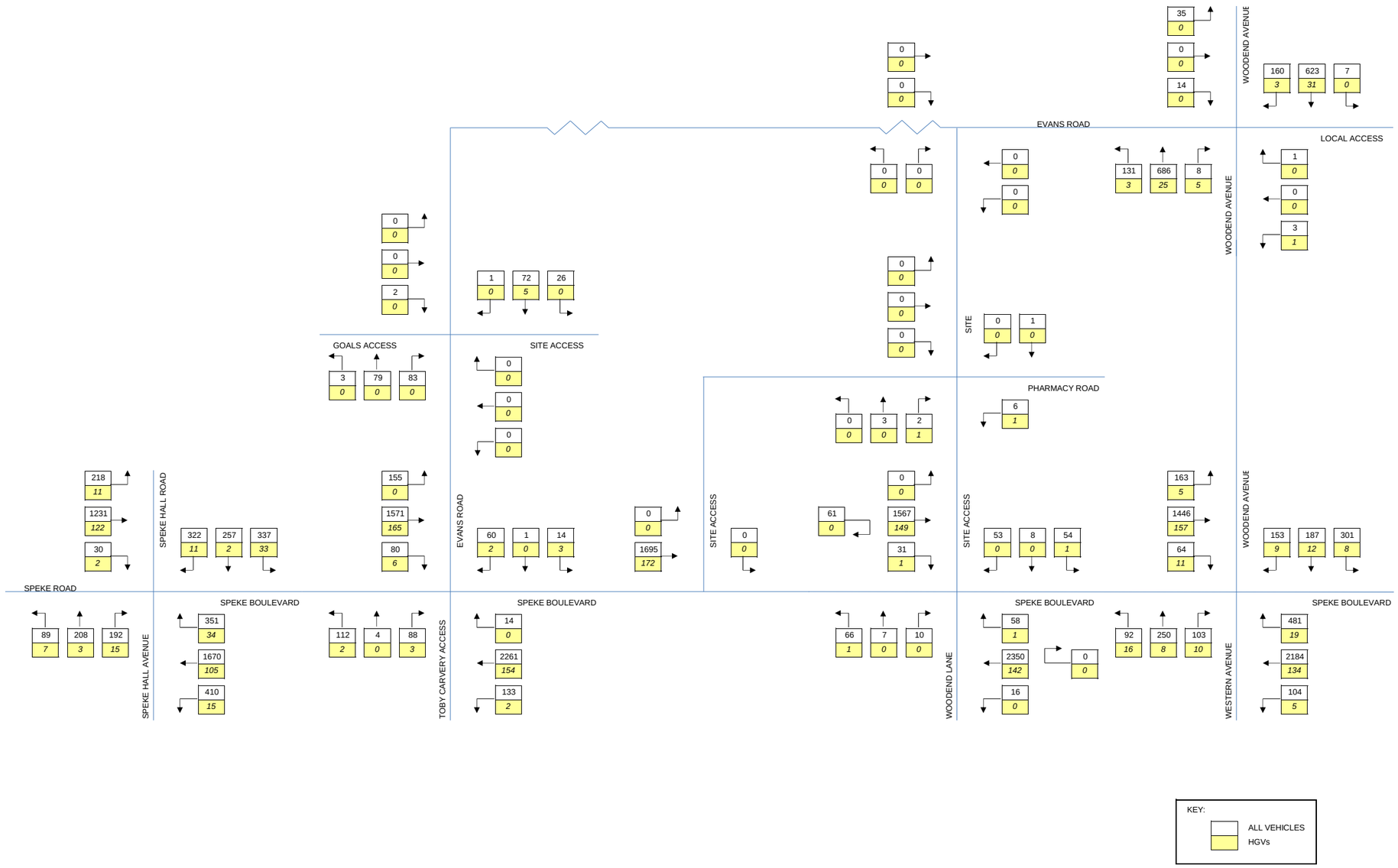
	ALL VEHICLES
	HGV's

Client	TJ Morris Ltd.
Project	Speke Boulevard, Liverpool
Title	Base 2026 SAT (13:45-14:45)

Figure No.	36
Date	Apr-16
Rev	

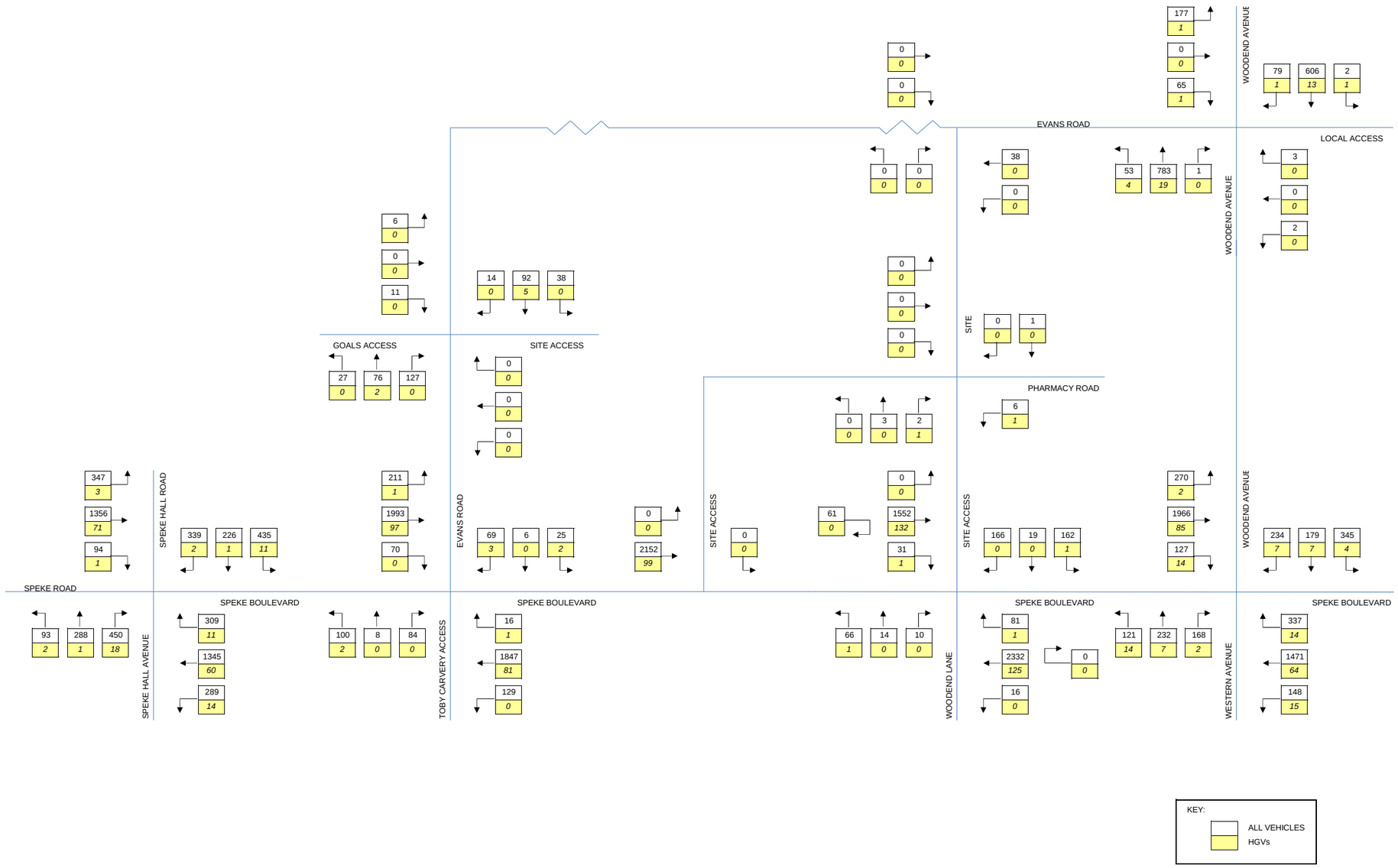
Drawn by	XX
Checked	XX
Approved	XX

[iceniprojects]



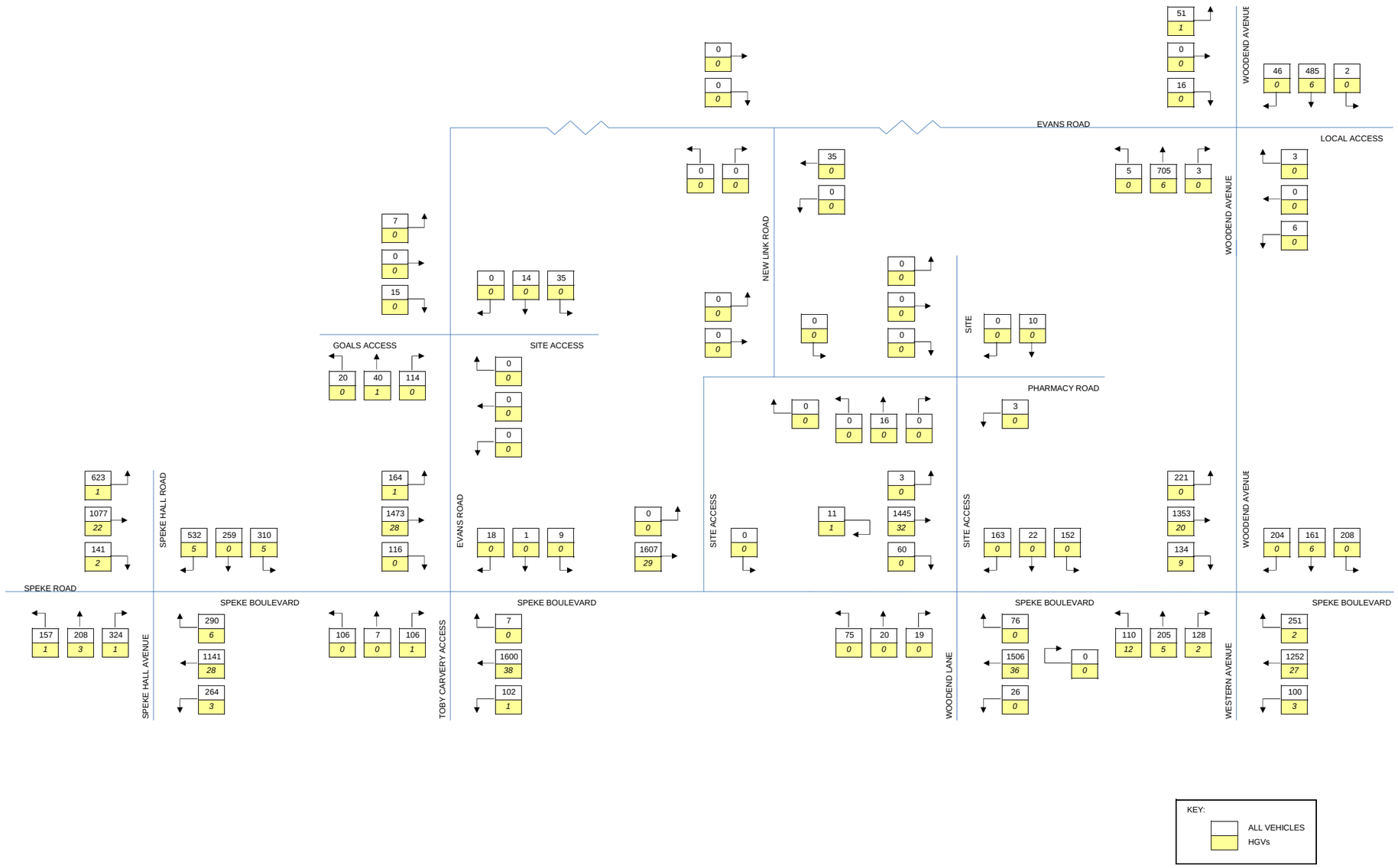
Client	TJ Morris Ltd.	Figure No.	37	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2026 AM (07:45-08:45)	Rev		Approved	XX

[iceniprojects]



Client	TJ Morris Ltd.	Figure No.	38	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2026 PM (16:30-17:30)	Rev		Approved	XX

[iceniprojects]



Client	TJ Morris Ltd.	Figure No.	39	Drawn by	XX
Project	Speke Boulevard, Liverpool	Date	Apr-16	Checked	XX
Title	Proposed 2026 SAT (13:45-14:45)	Rev		Approved	XX

[iceniprojects]

A4. LINSIG OUTPUT

LinSig V1 style report

User and Project Details

Project:	**Speke**
Title:	**Speke Boulevard**
Location:	
File name:	Proposed New Exit Speke.lsg3x
Author:	Fred Peters
Company:	Iceni Projects
Address:	
Notes:	

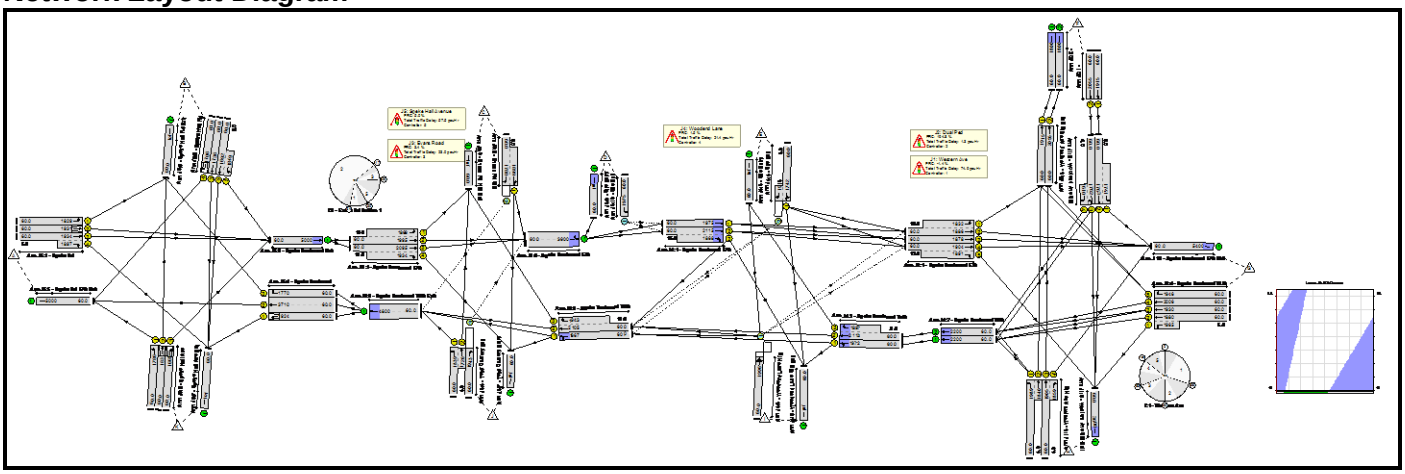
C1 - Western Ave

Phase Input Data

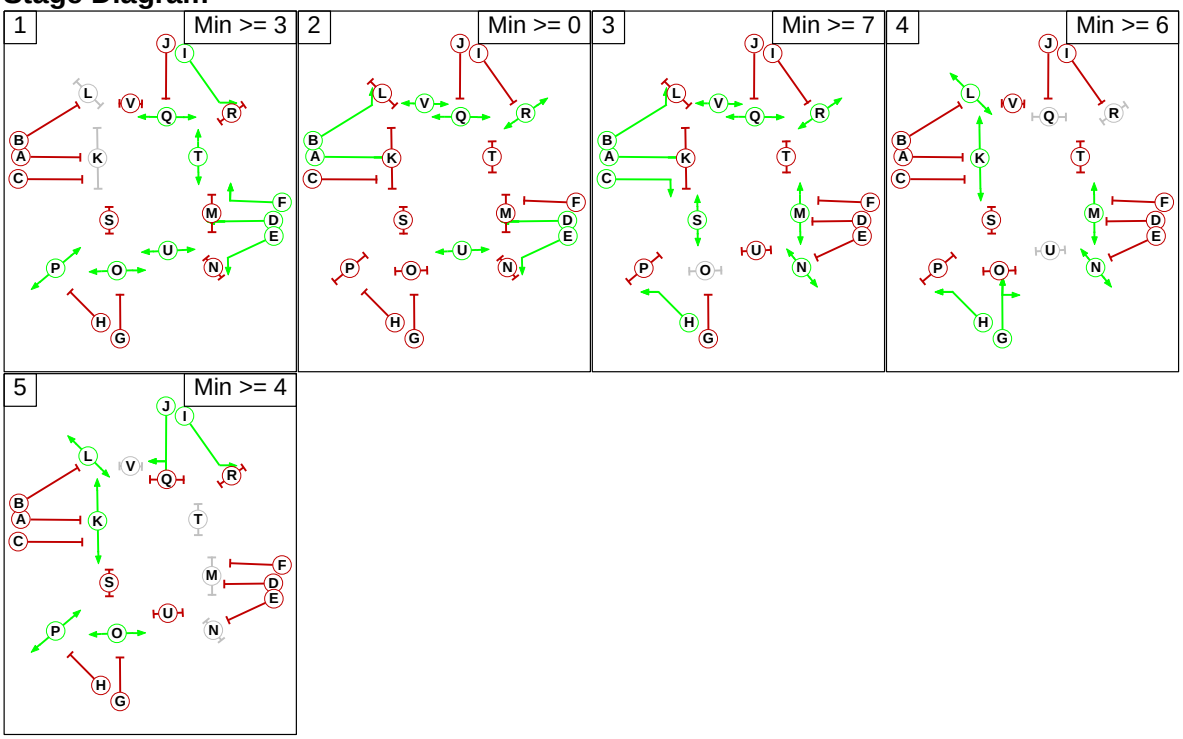
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Traffic		7	7
K	Pedestrian		8	8
L	Pedestrian		6	6
M	Pedestrian		9	9
N	Pedestrian		6	6
O	Pedestrian		8	8
P	Pedestrian		7	7
Q	Pedestrian		7	7
R	Pedestrian		6	6
S	Pedestrian		8	8
T	Pedestrian		8	8
U	Pedestrian		6	6
V	Pedestrian		6	6

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

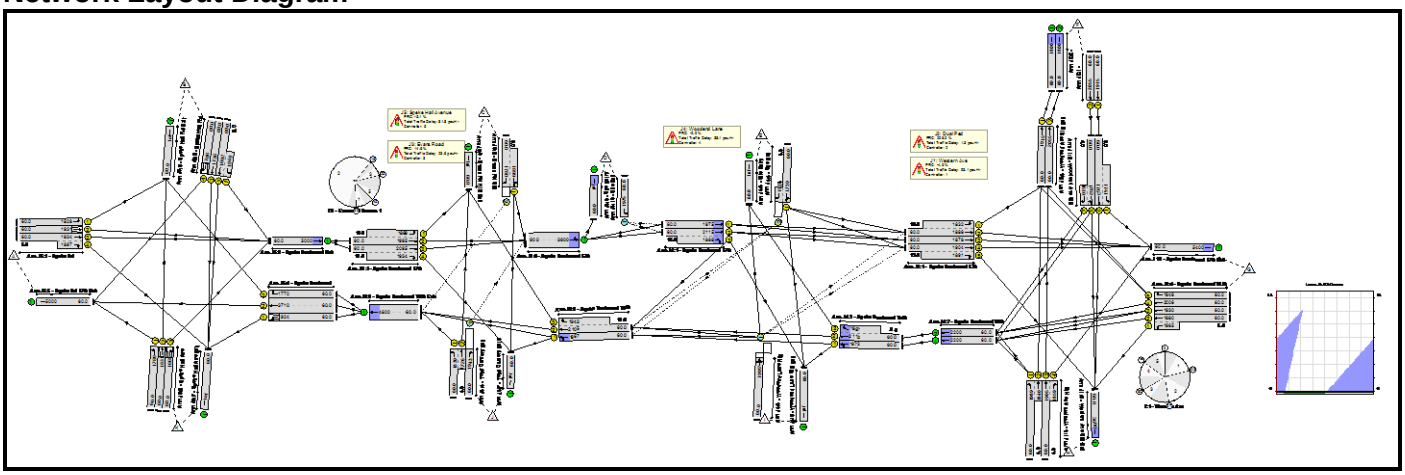


Stage Diagram

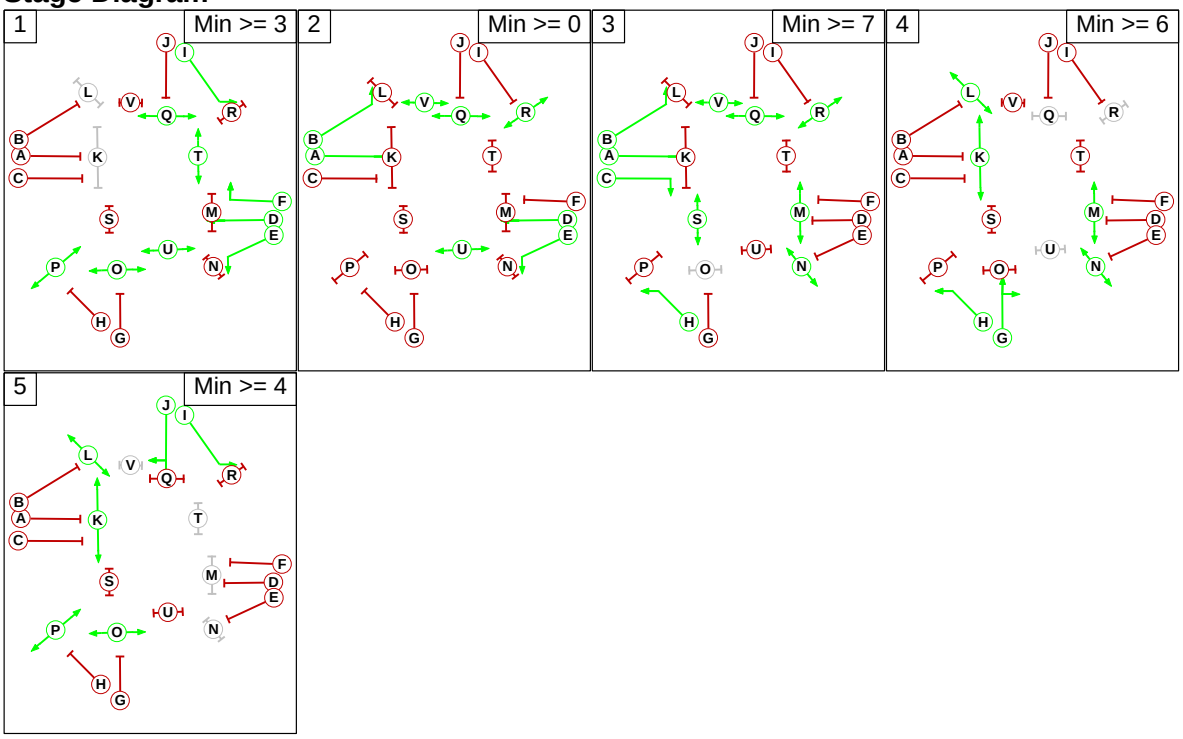


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

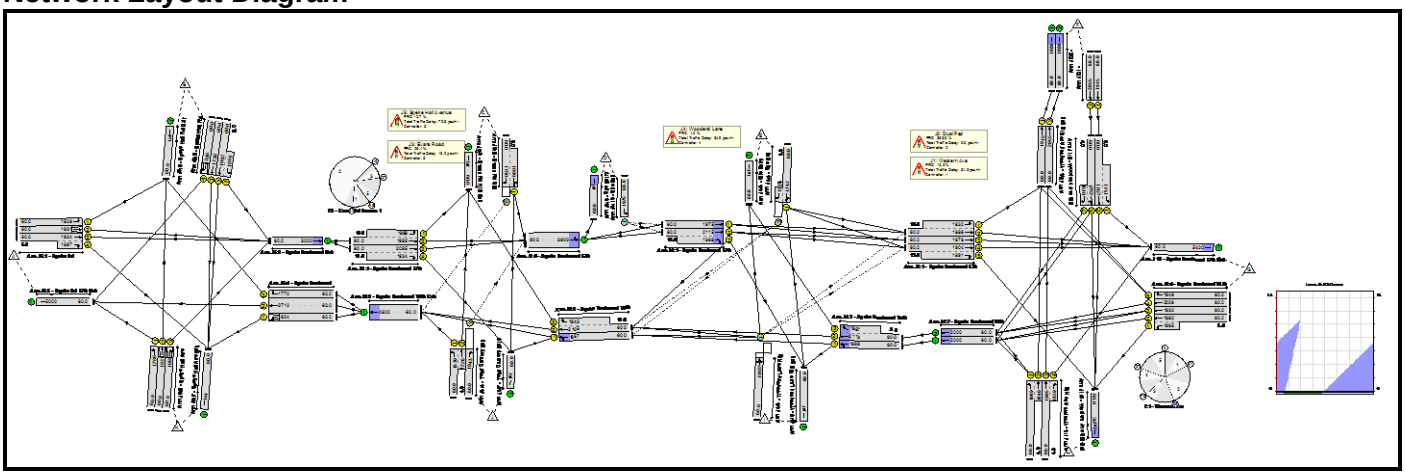


Stage Diagram

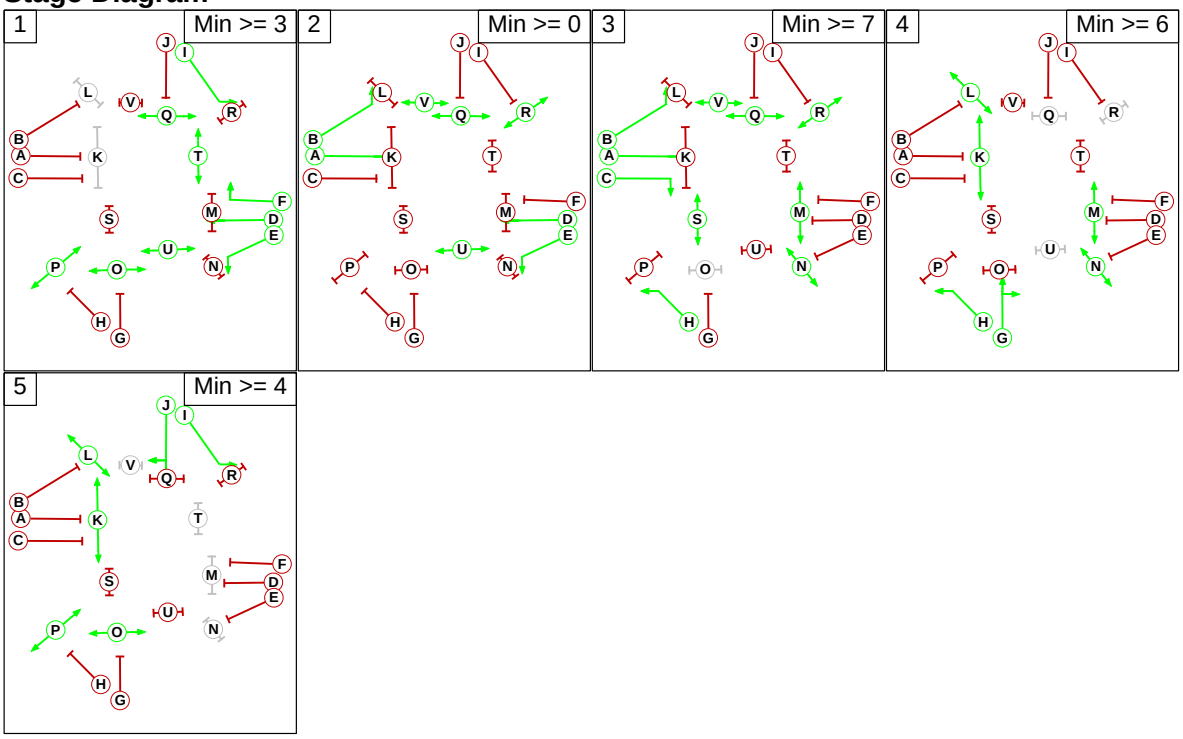


Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

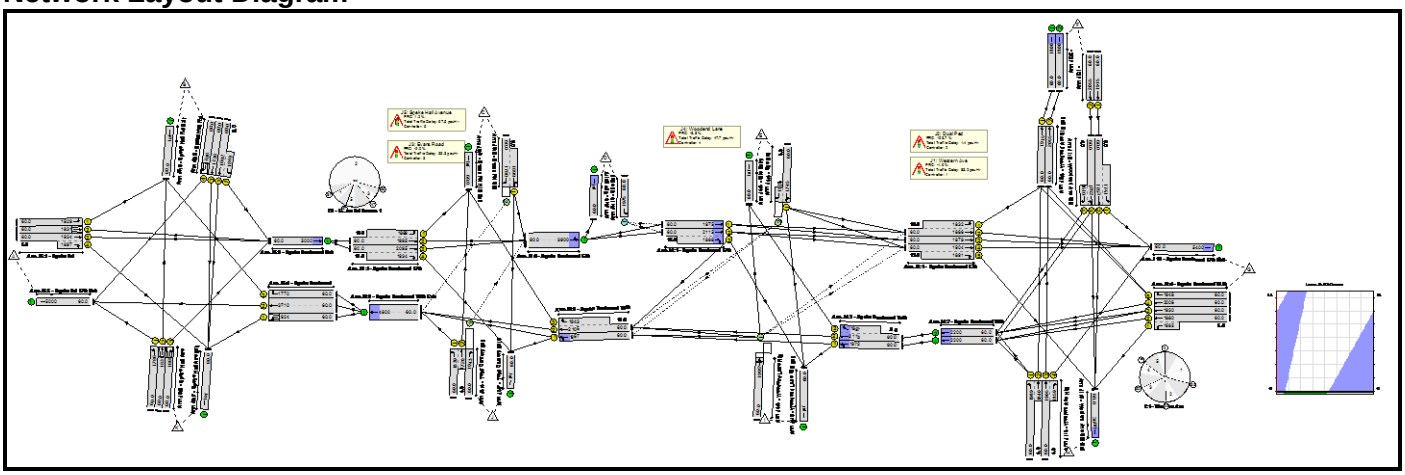


Stage Diagram

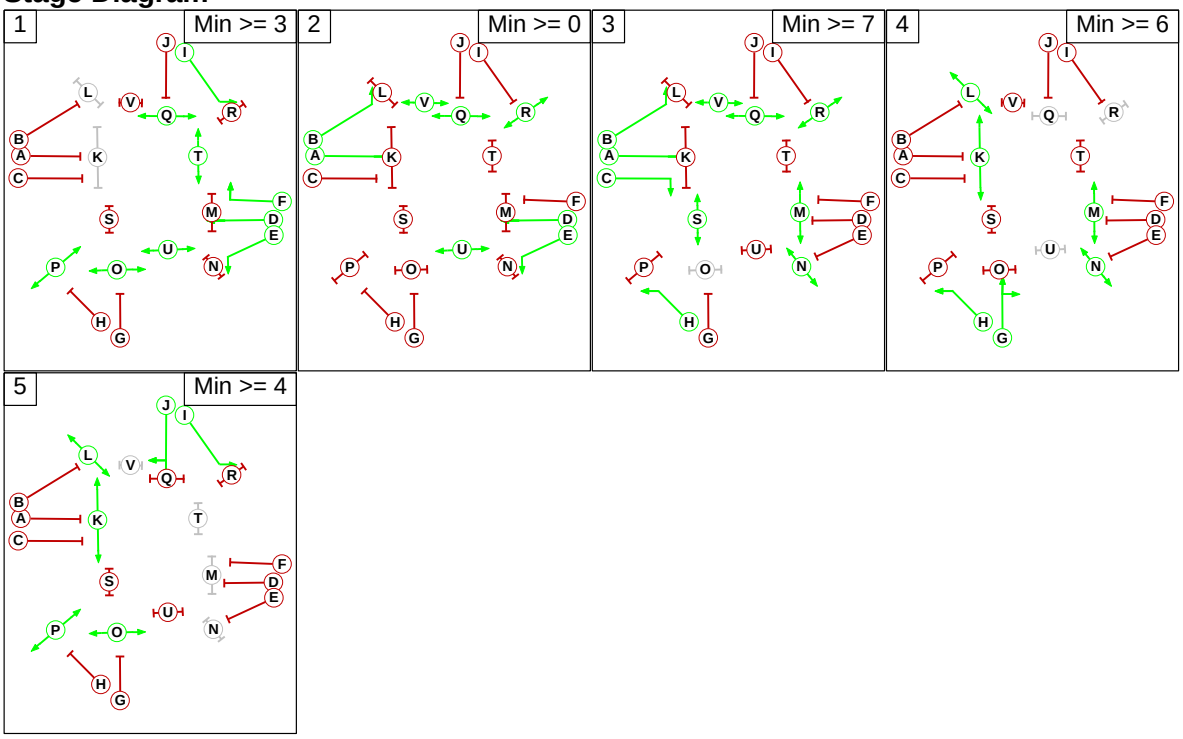


Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

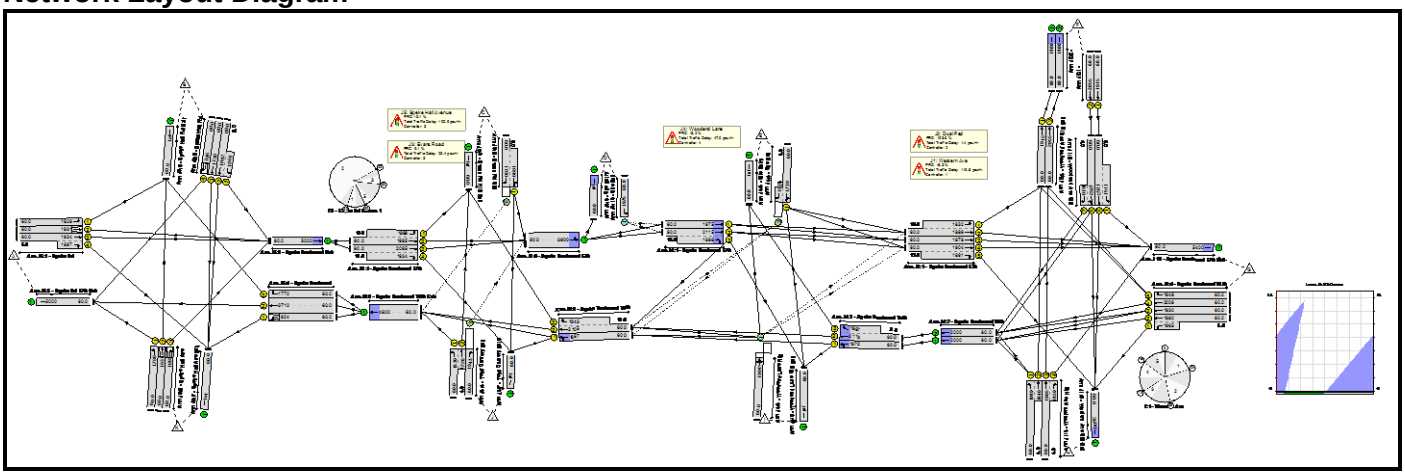


Stage Diagram

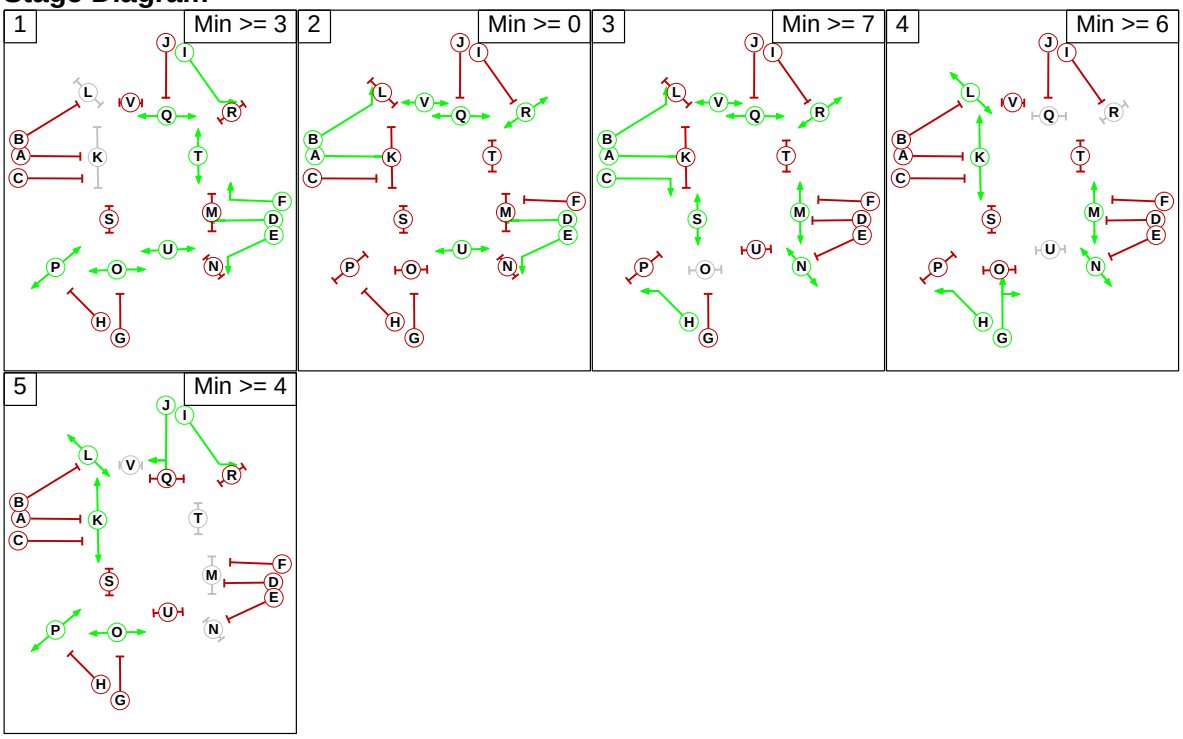


Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

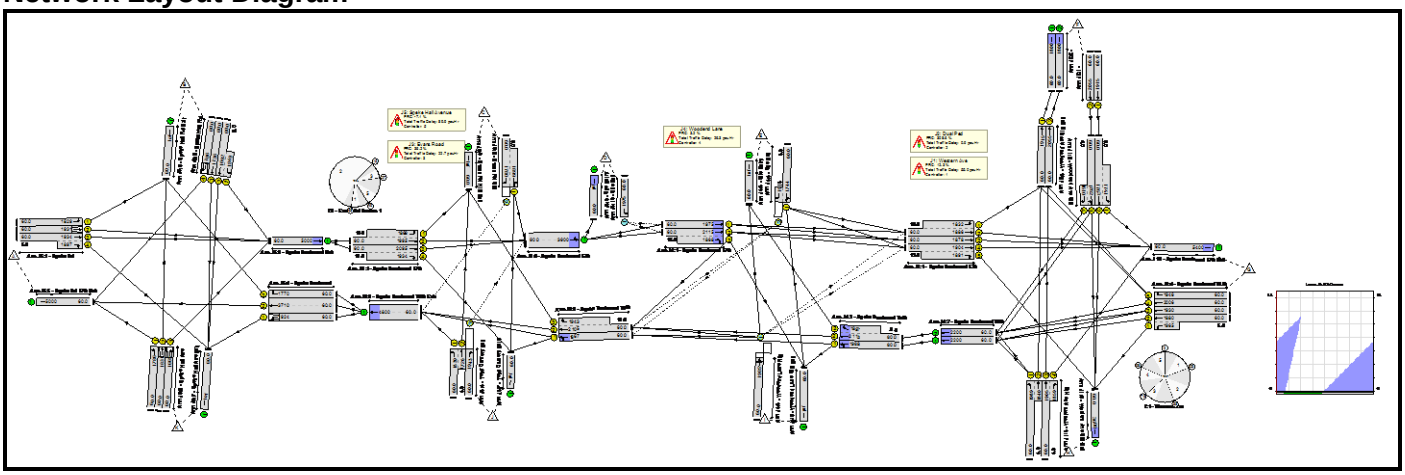


Stage Diagram

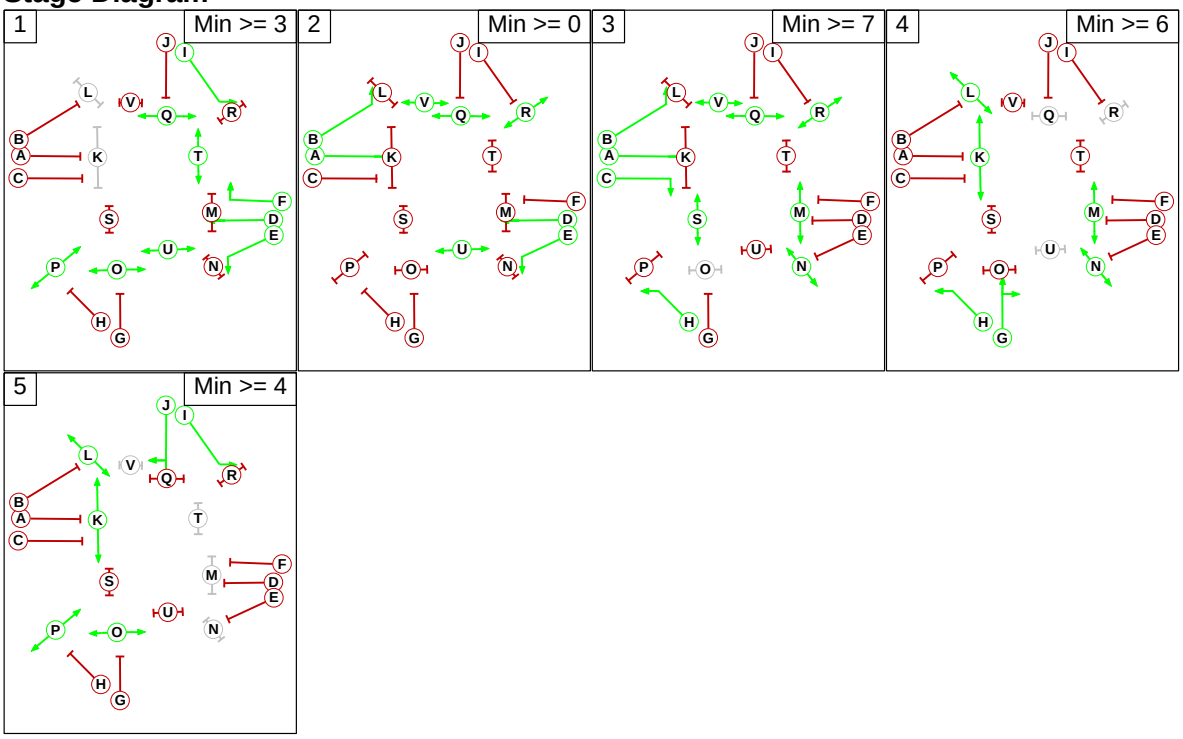


Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

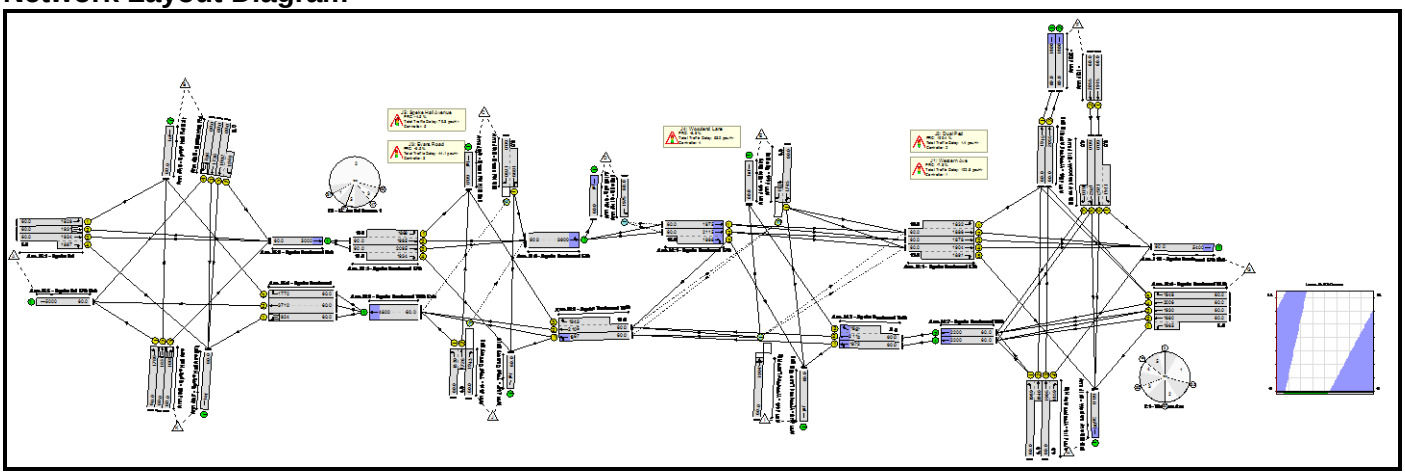


Stage Diagram

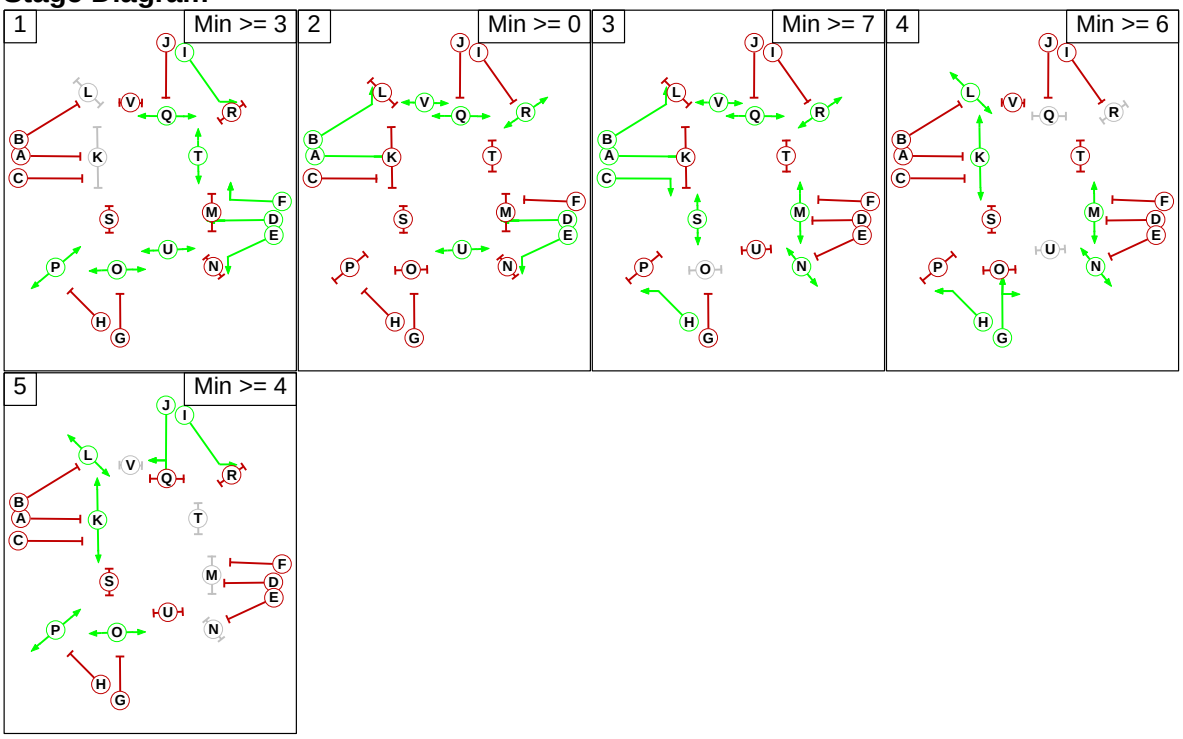


Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

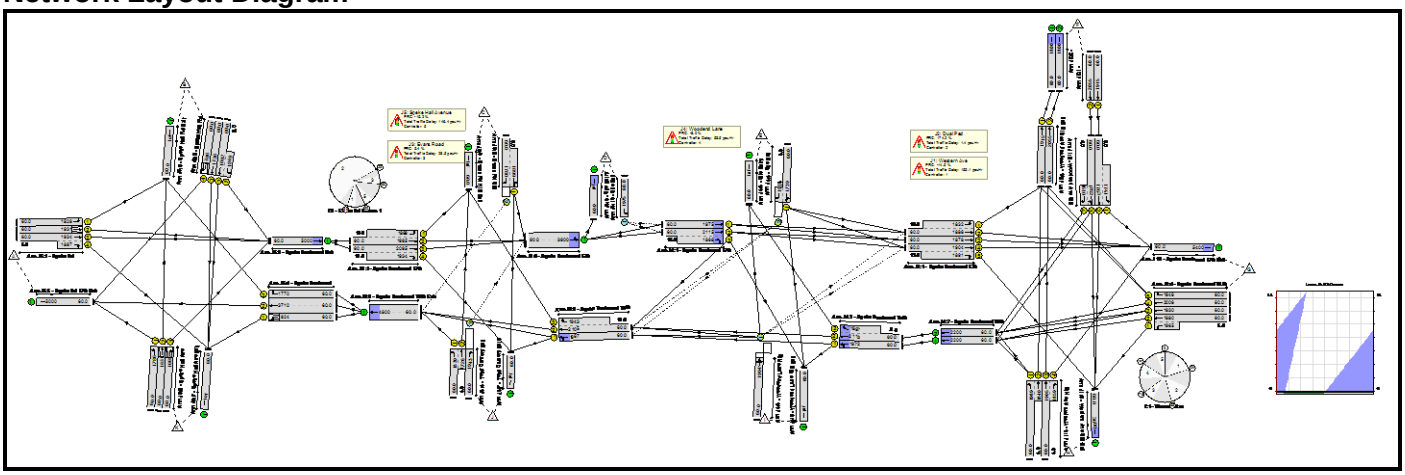


Stage Diagram

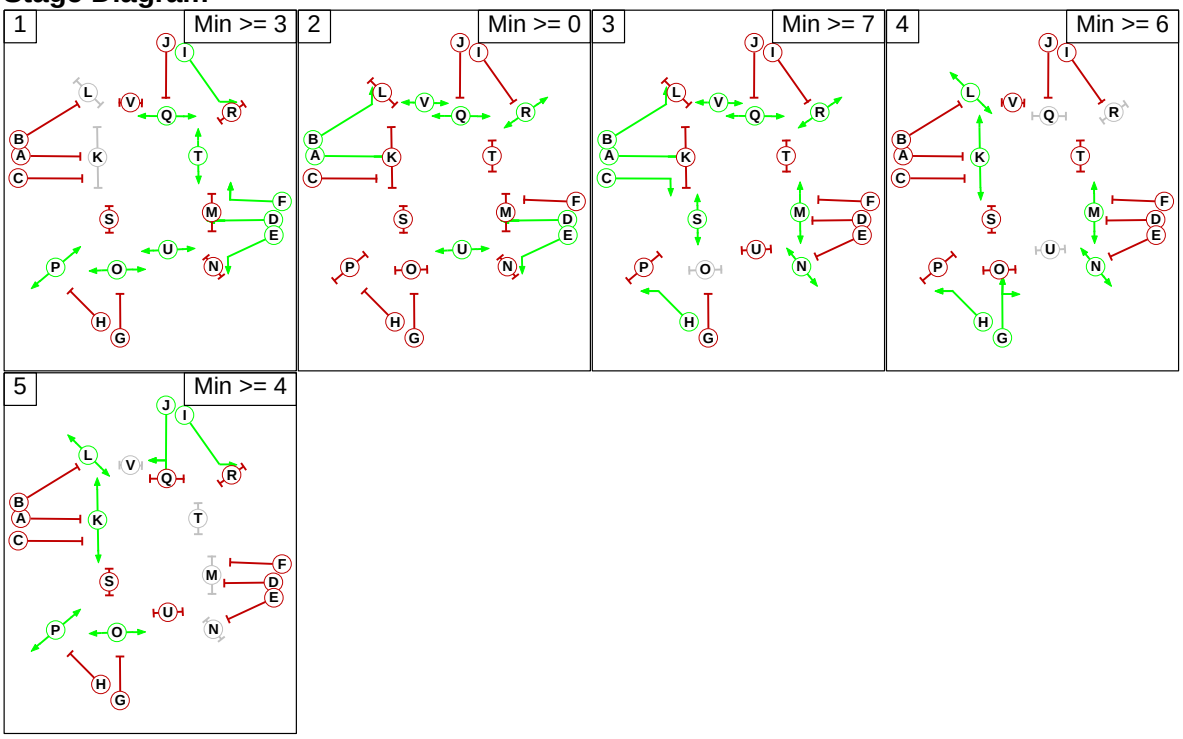


Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

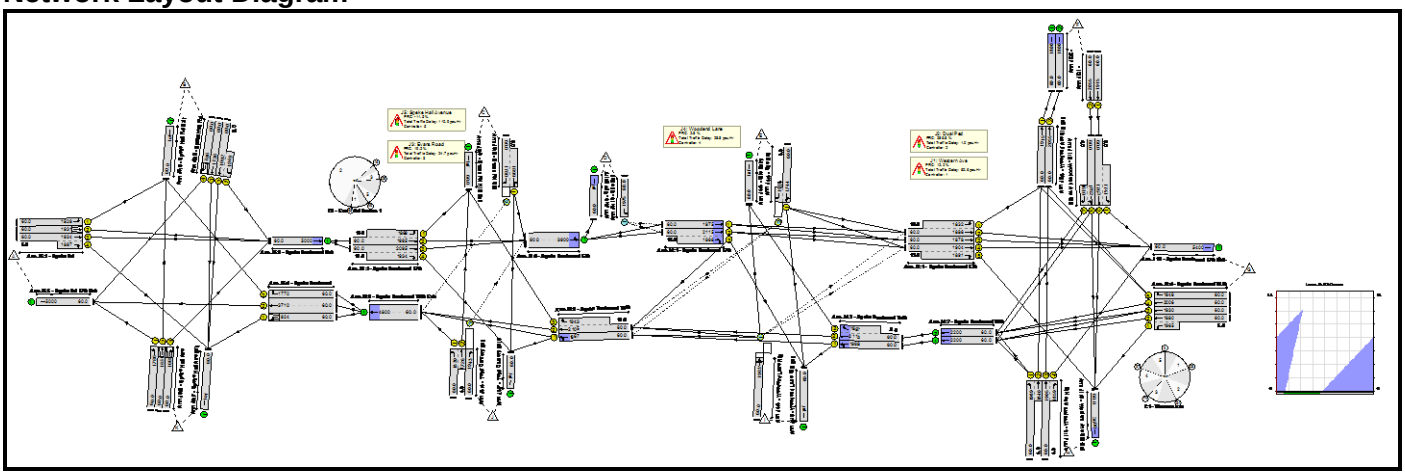


Stage Diagram

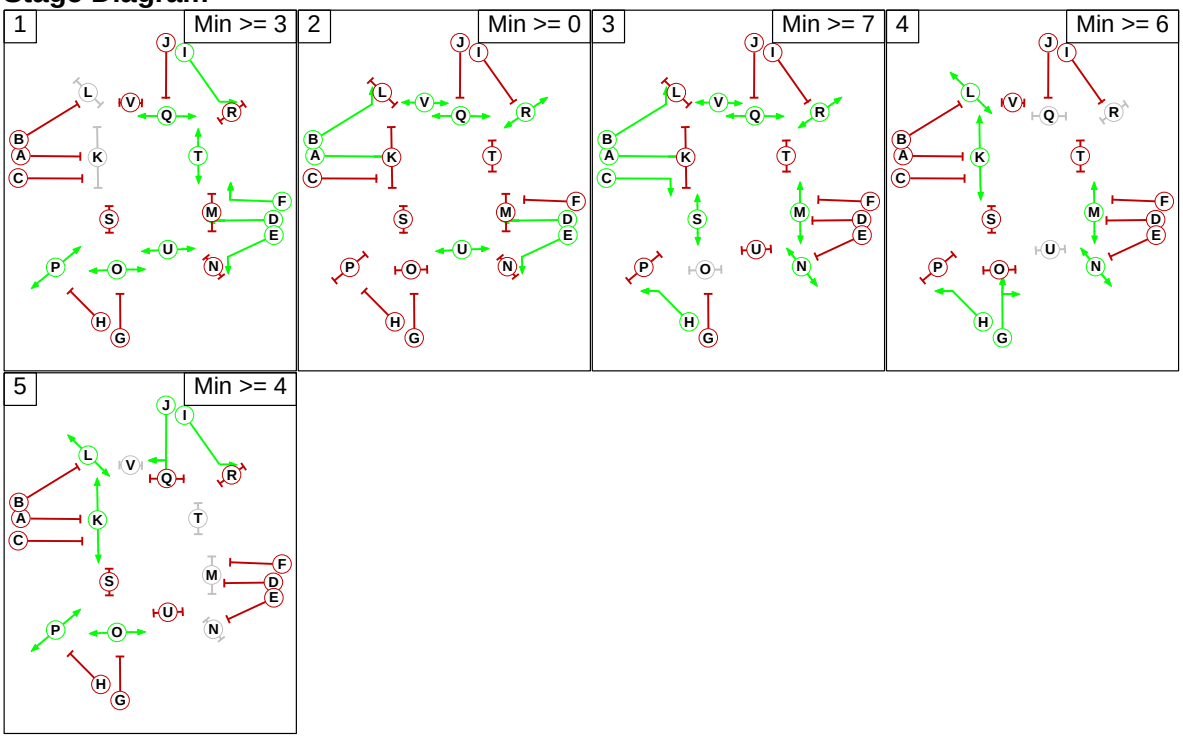


Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
A		-	-	-	-	7	7	-	10	7	7	-	-	-	-	-	-	-	-	10	-	-
B	-		-	-	-	5	5	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-
C	-	-		11	11	-	5	-	-	5	5	-	-	-	-	-	-	-	-	-	11	-
D	-	-	7		-	-	8	10	-	7	-	-	7	-	-	-	-	-	11	-	-	-
E	-	-	5	-		-	-	-	-	5	-	-	-	5	-	-	-	-	-	-	-	-
F	9	12	-	-	-		5	-	-	5	-	-	5	-	-	-	-	-	-	-	-	12
G	8	9	8	5	-	5		-	12	9	-	-	-	-	5	-	-	-	-	12	-	9
H	-	-	-	5	-	-	-		-	5	-	-	-	-	-	5	-	-	-	-	-	-
I	5	-	-	-	-	-	5	-		-	-	-	-	-	-	-	-	5	-	-	-	-
J	5	-	5	10	10	6	9	10	-		-	-	-	-	-	-	5	-	11	-	10	-
K	14	-	14	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-
L	-	8	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-
M	-	-	-	15	-	15	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
N	-	-	-	-	8	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
O	-	-	-	-	-	-	11	-	-	-	-	-	-	-		-	-	-	-	-	-	-
P	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-		-	-	-	-	-	-
Q	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-		-	-	-	-	-
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S	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	-	-	-		-	-	-
T	11	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-		-	-
U	-	-	9	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-		-
V	-	-	-	-	-	9	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Losing	2	2
1	2	O	Losing	11	11
1	2	P	Losing	11	11
2	3	D	Losing	4	4
2	3	E	Losing	4	4
3	4	A	Losing	4	4
3	4	B	Losing	4	4
3	4	C	Losing	4	4
3	4	S	Losing	9	9

Prohibited Stage Change

From Stage	To Stage 1	2	3	4	5
1		14	12	11	11
2	10		15	10	11
3	15	15		11	11
4	15	15	14		12
5	10	14	14	11	

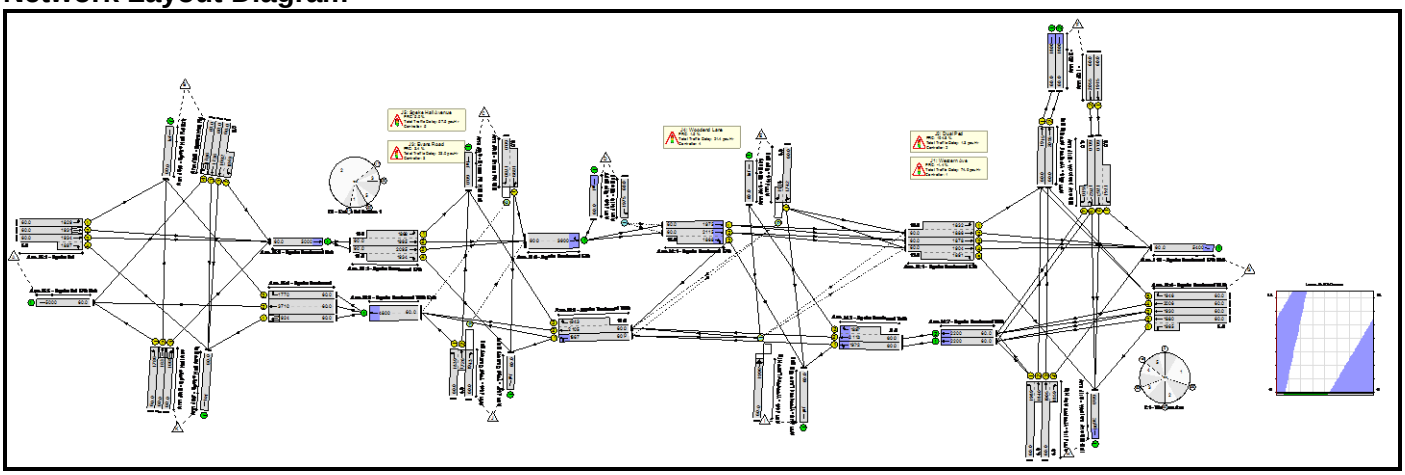
Phases in Stage

Stage No.	Phases in Stage
1	D E F I O P Q T U
2	A B D E Q R U V
3	A B C H M N Q R S V
4	G H K L M N
5	I J K L O P

C2 - Woodend Rd Ped
Phase Input Data

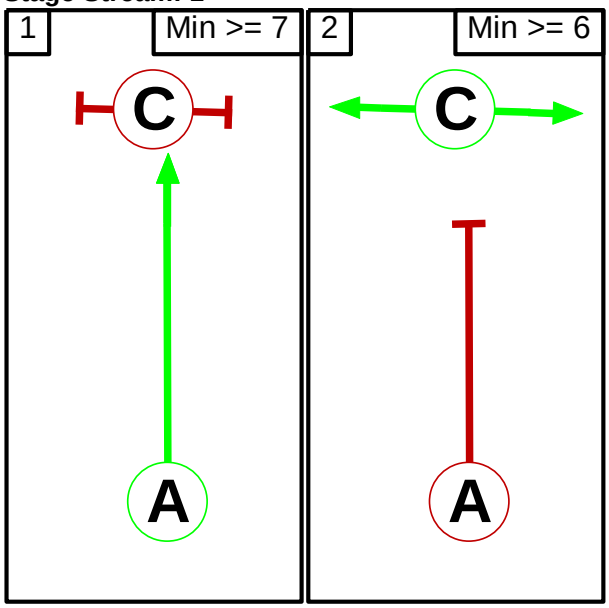
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Pedestrian	1		6	6
D	Pedestrian	2		6	6

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

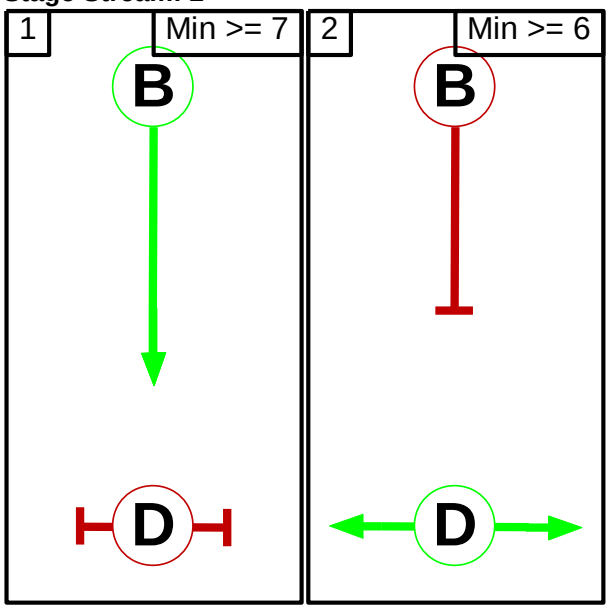


Stage Diagram

Stage Stream: 1

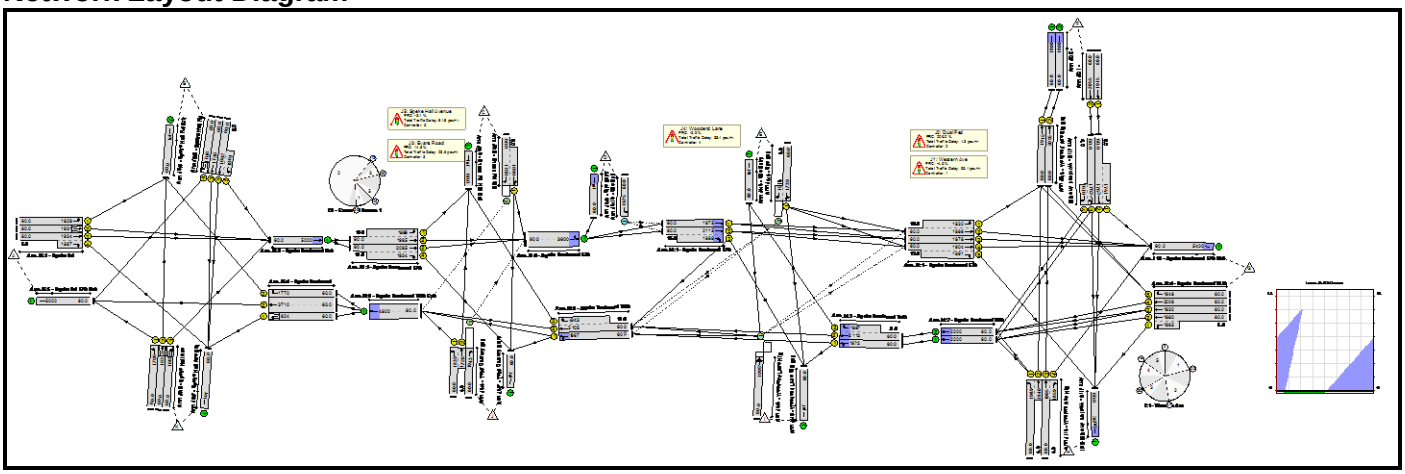


Stage Stream: 2



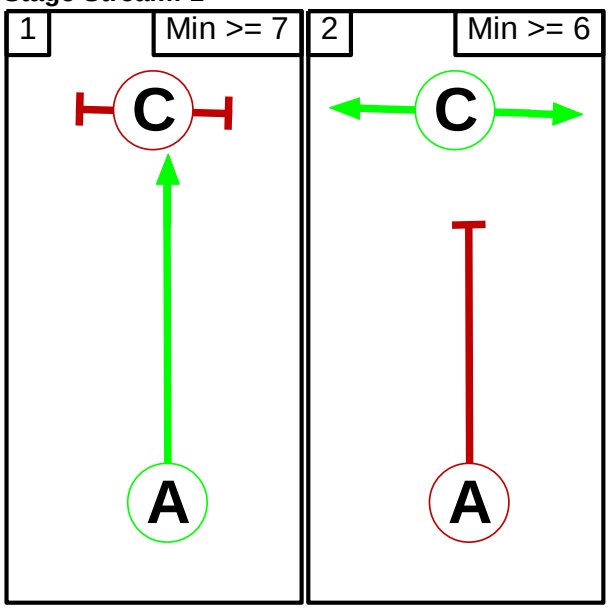
Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

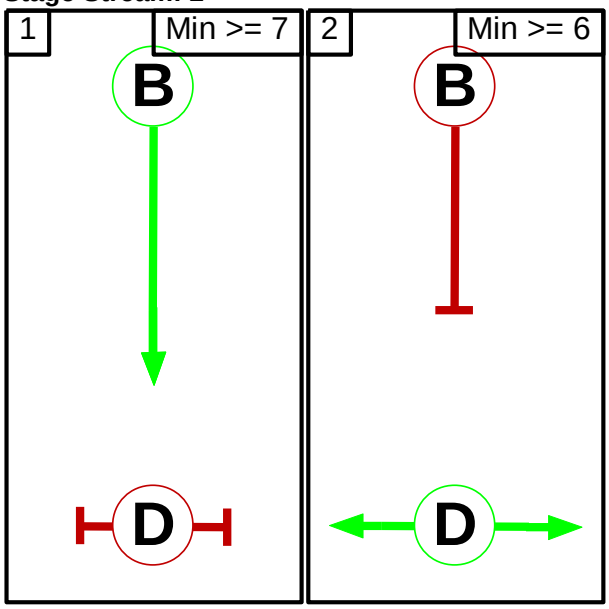


Stage Diagram

Stage Stream: 1

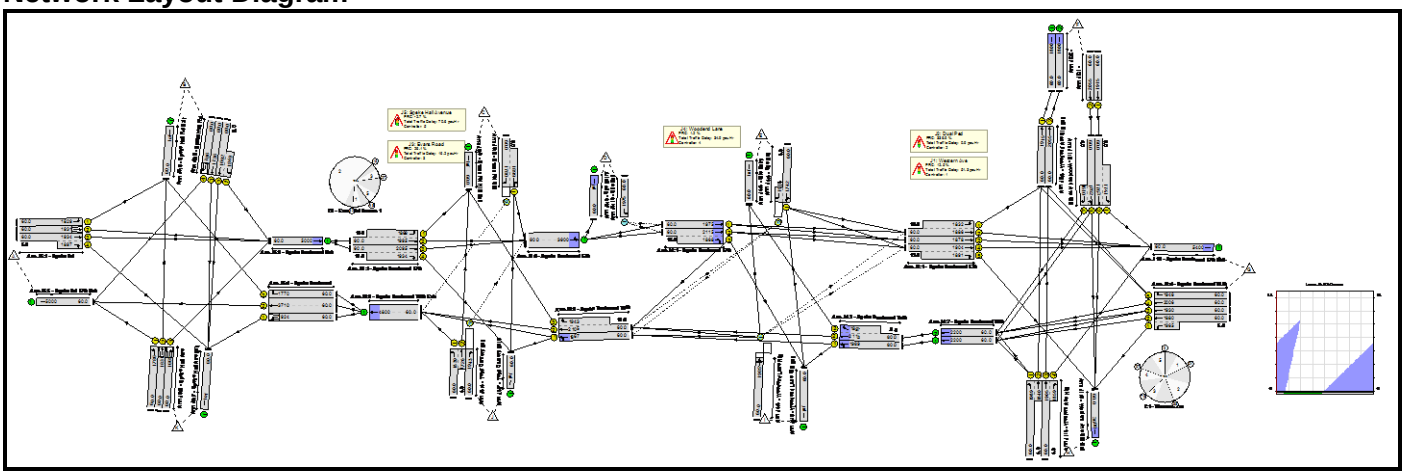


Stage Stream: 2



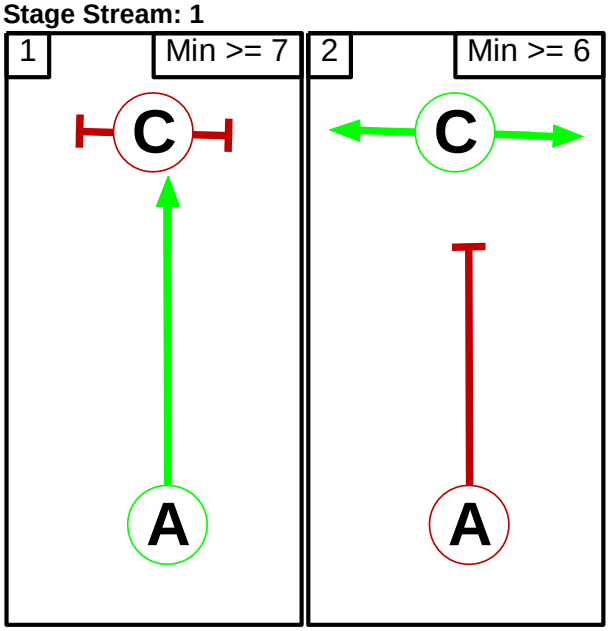
Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

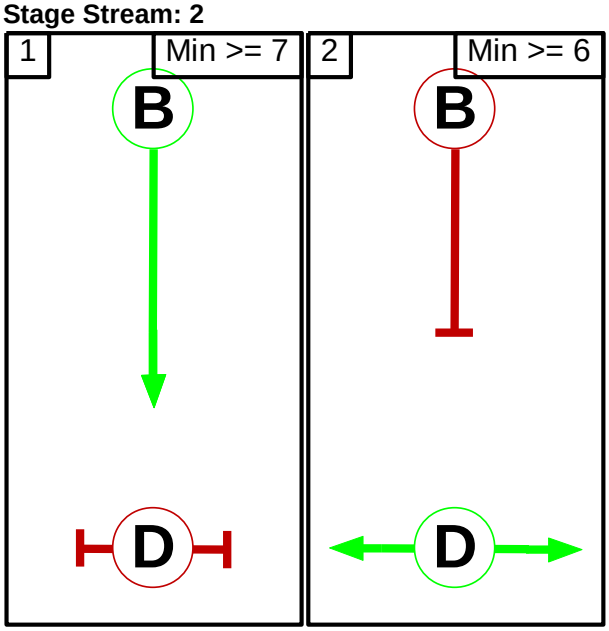


Stage Diagram

Stage Stream: 1

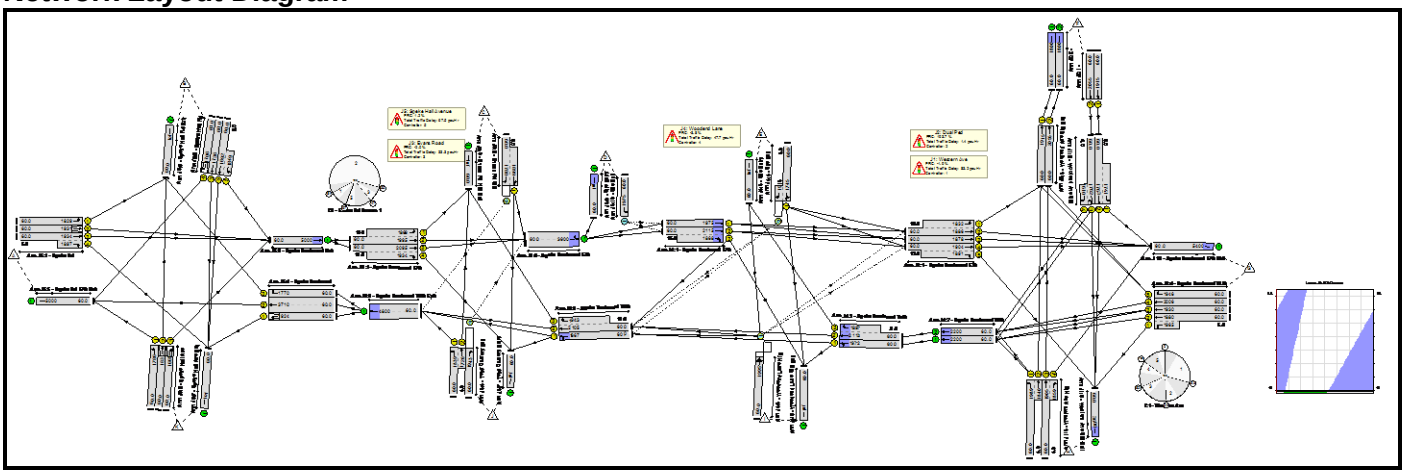


Stage Stream: 2



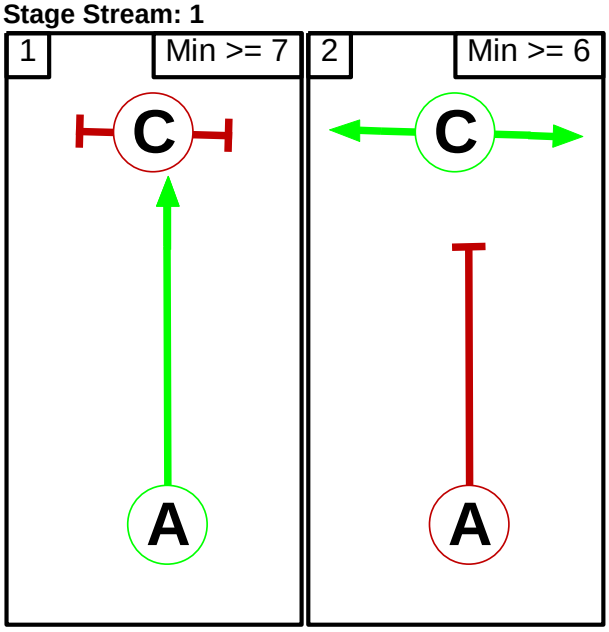
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

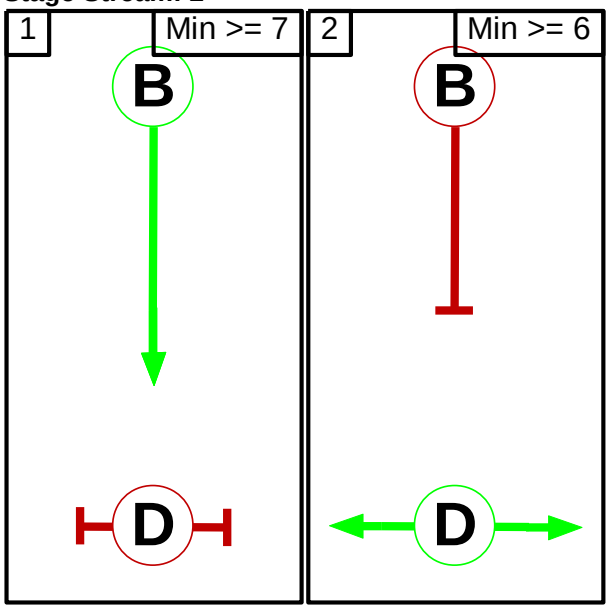


Stage Diagram

Stage Stream: 1

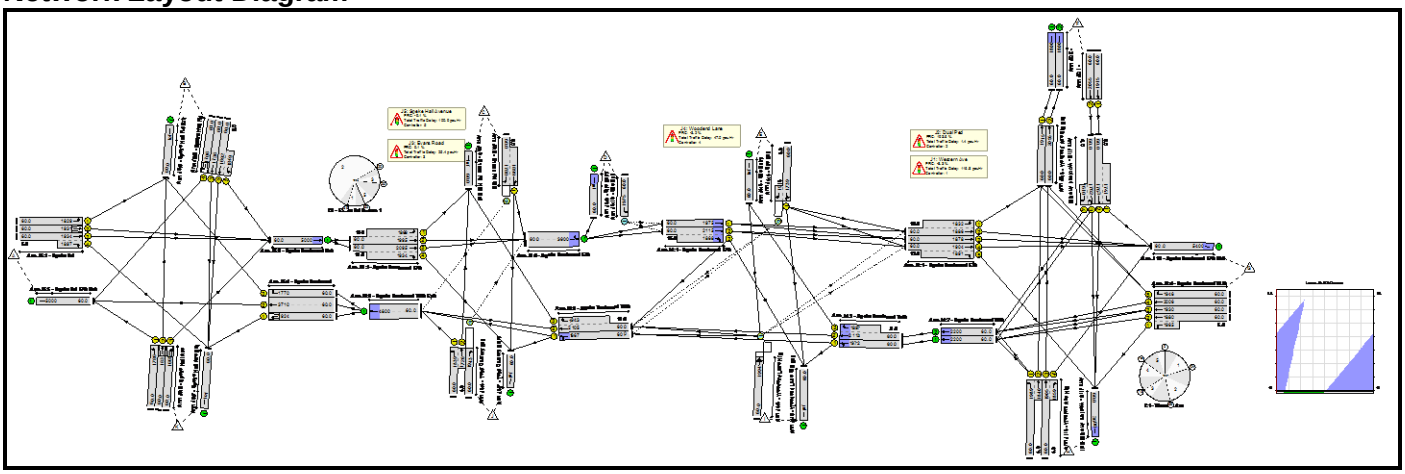


Stage Stream: 2



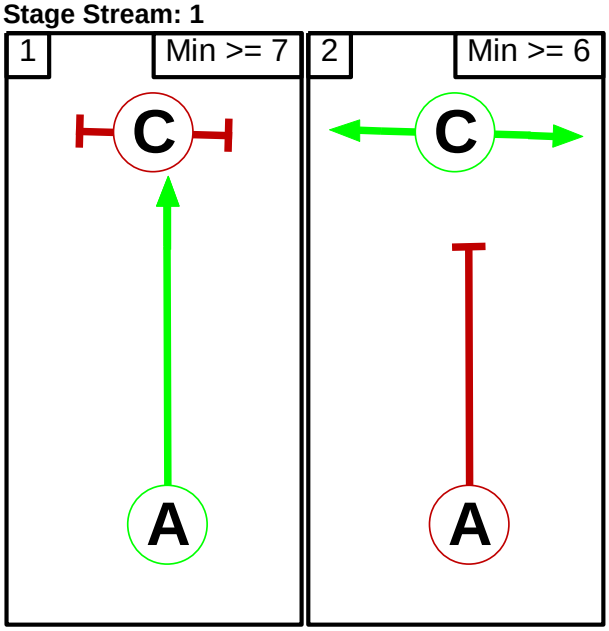
Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

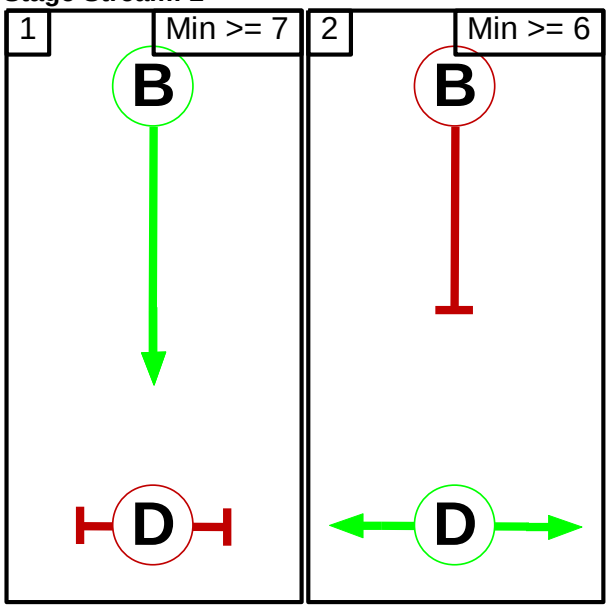


Stage Diagram

Stage Stream: 1

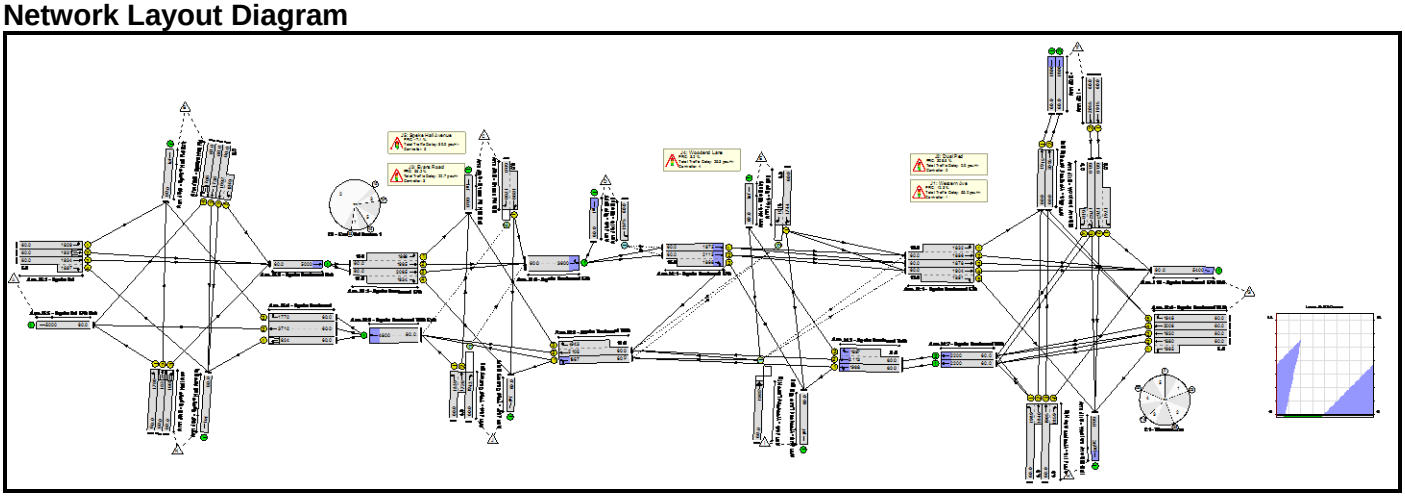


Stage Stream: 2



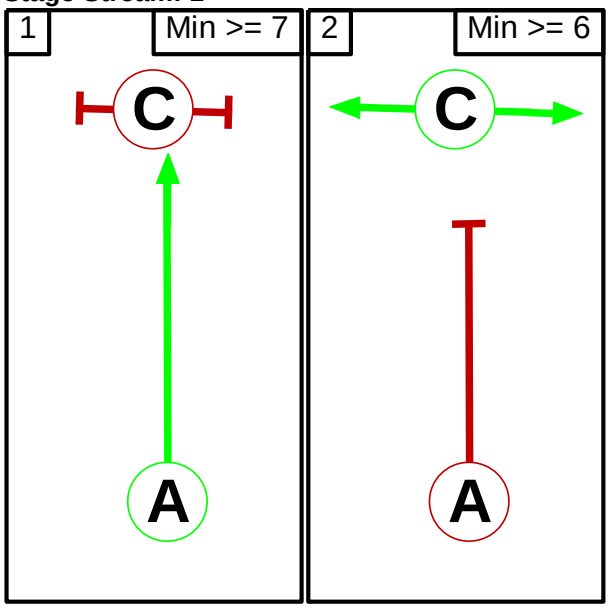
Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

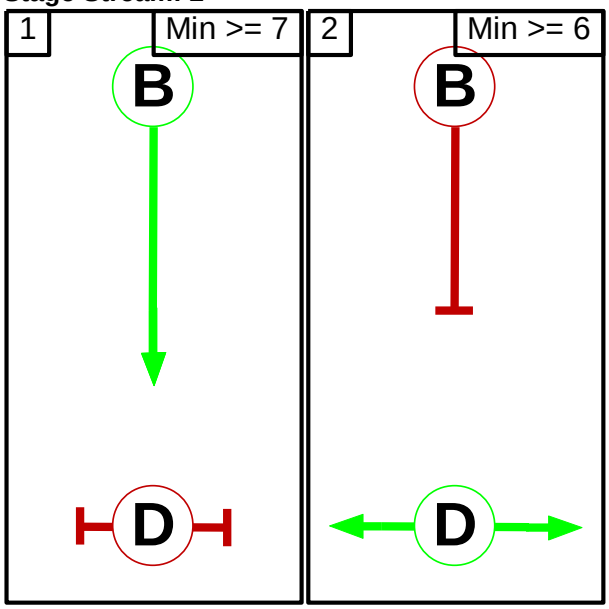


Stage Diagram

Stage Stream: 1

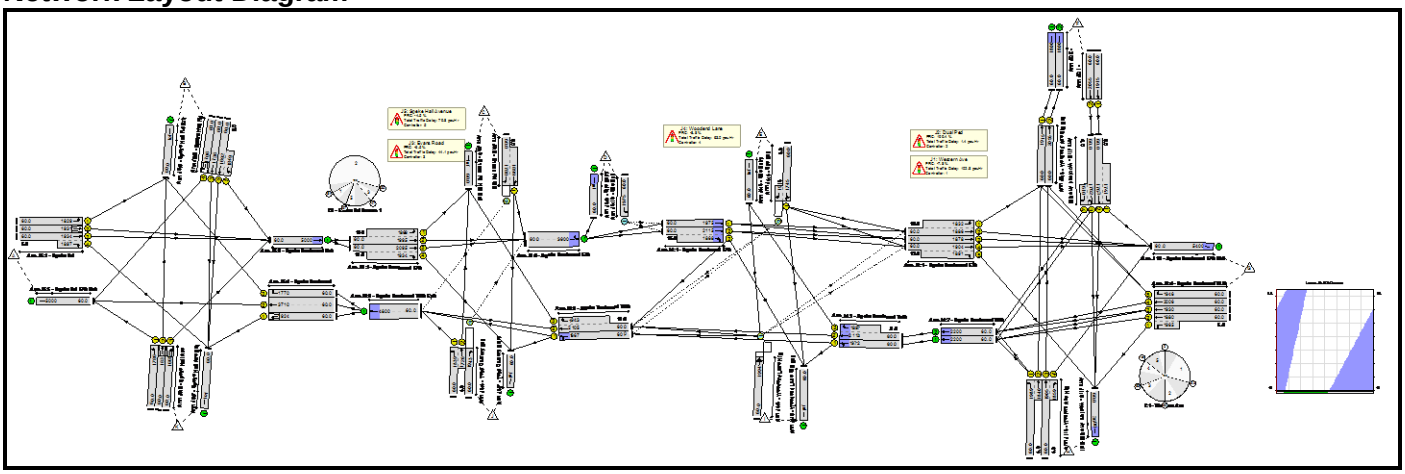


Stage Stream: 2



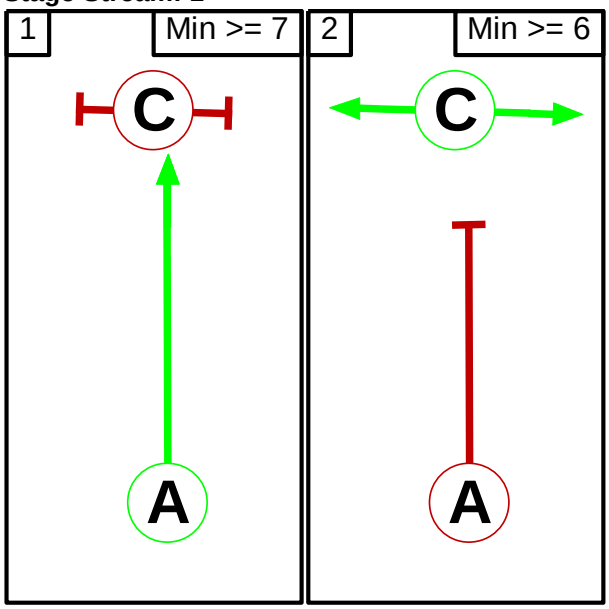
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

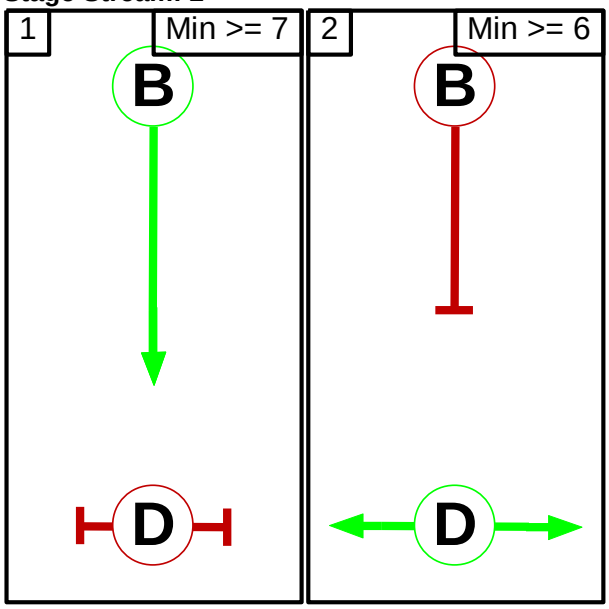


Stage Diagram

Stage Stream: 1

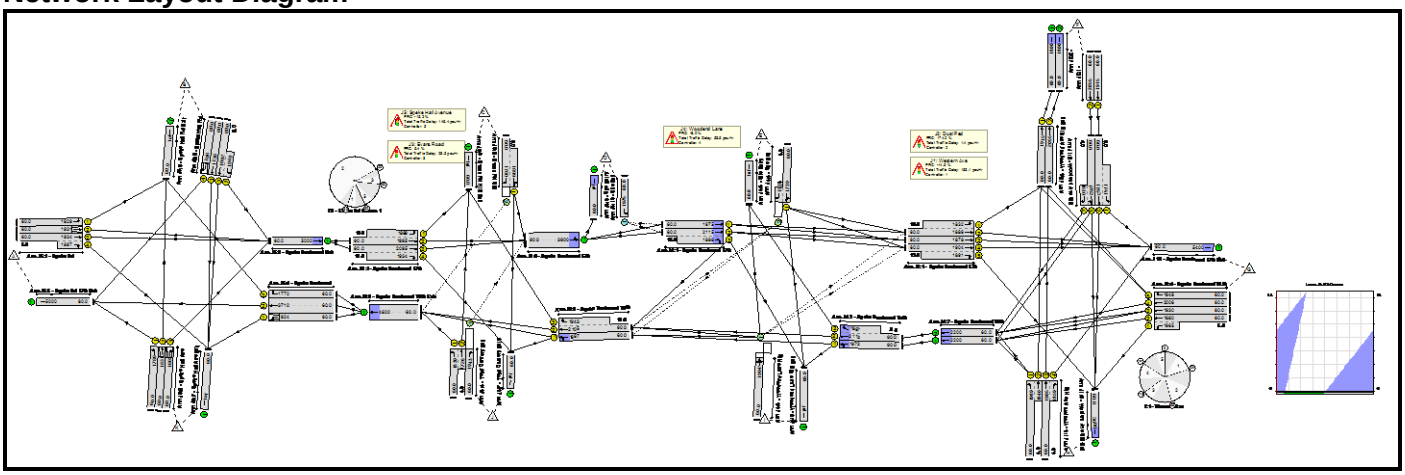


Stage Stream: 2



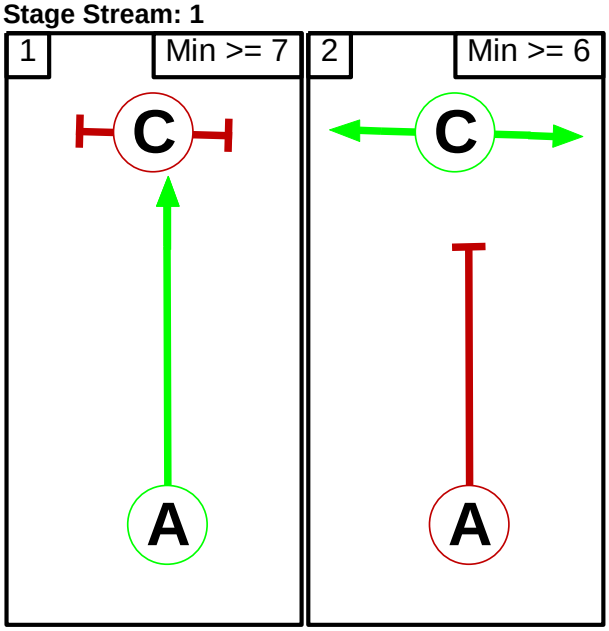
Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

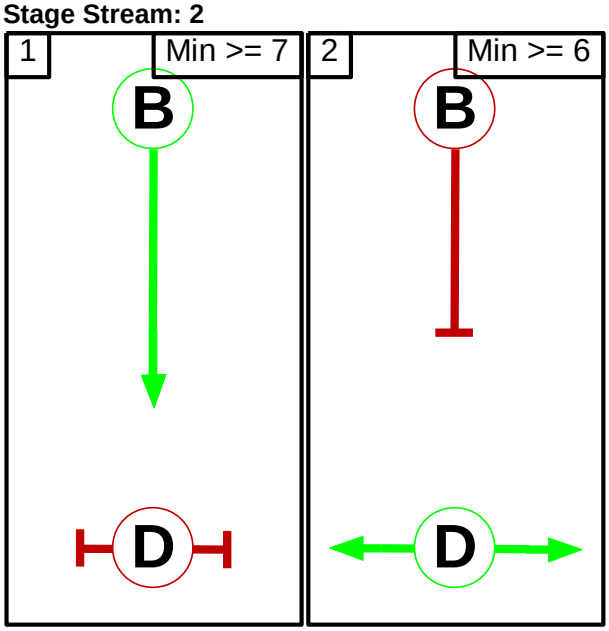


Stage Diagram

Stage Stream: 1

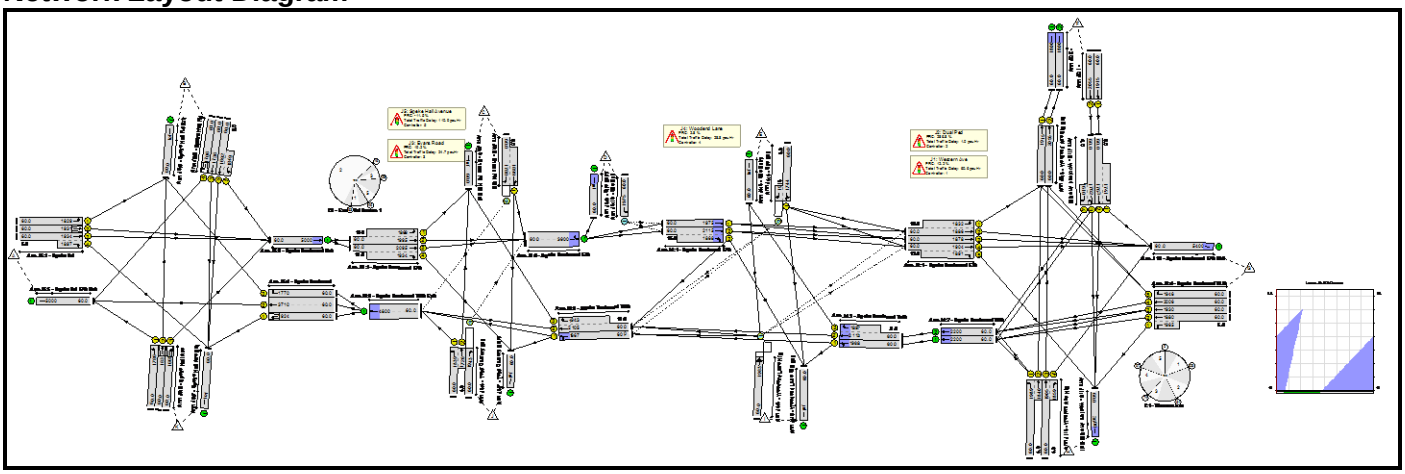


Stage Stream: 2



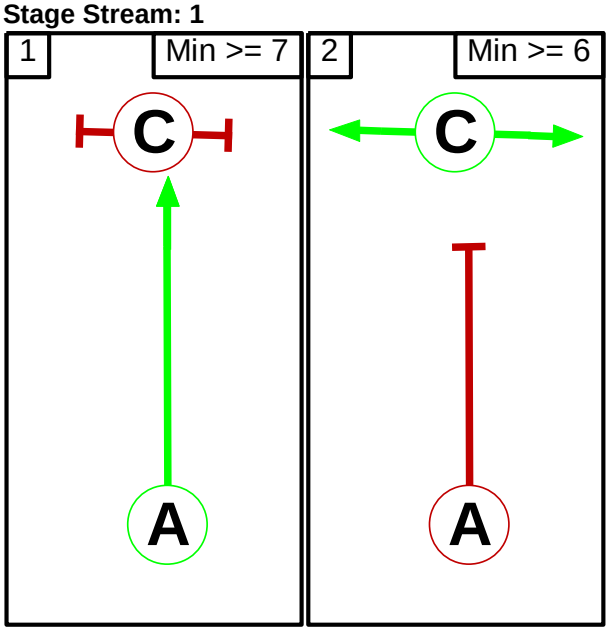
Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

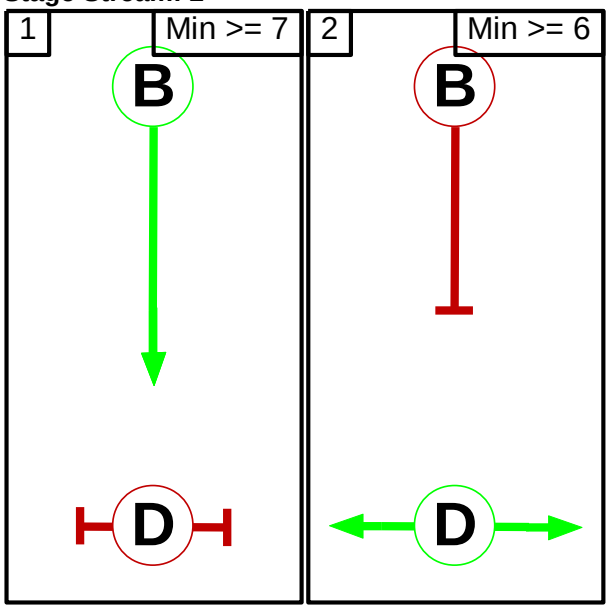


Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	A		-	5	-
	B	-		-	5
	C	9	-		-
	D	-	9	-	

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	9	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	9	

Phases in Stage

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

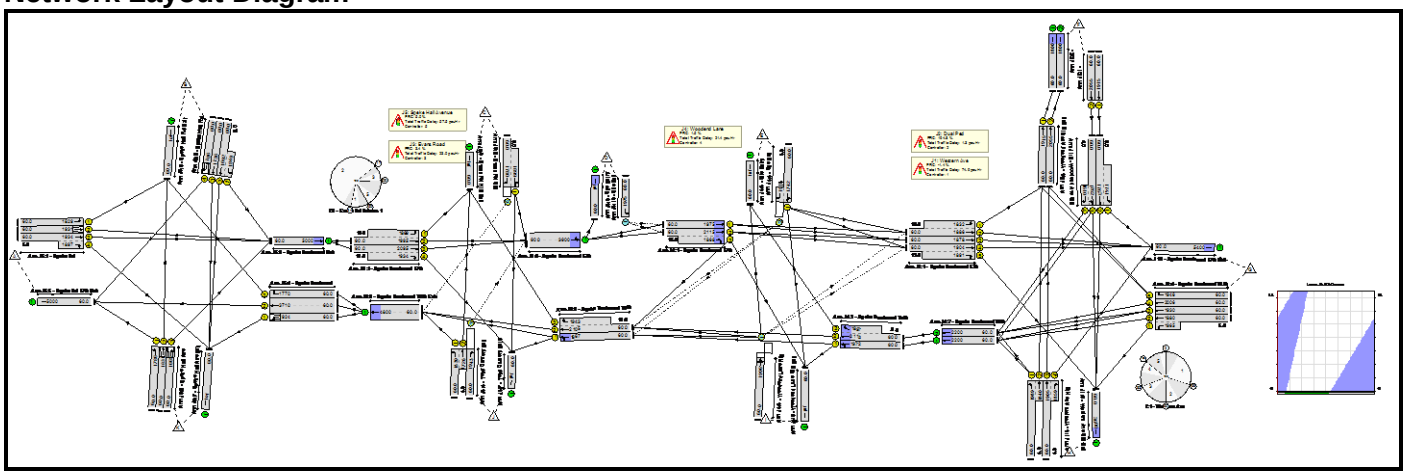
C3 - Evans Rd

Phase Input Data

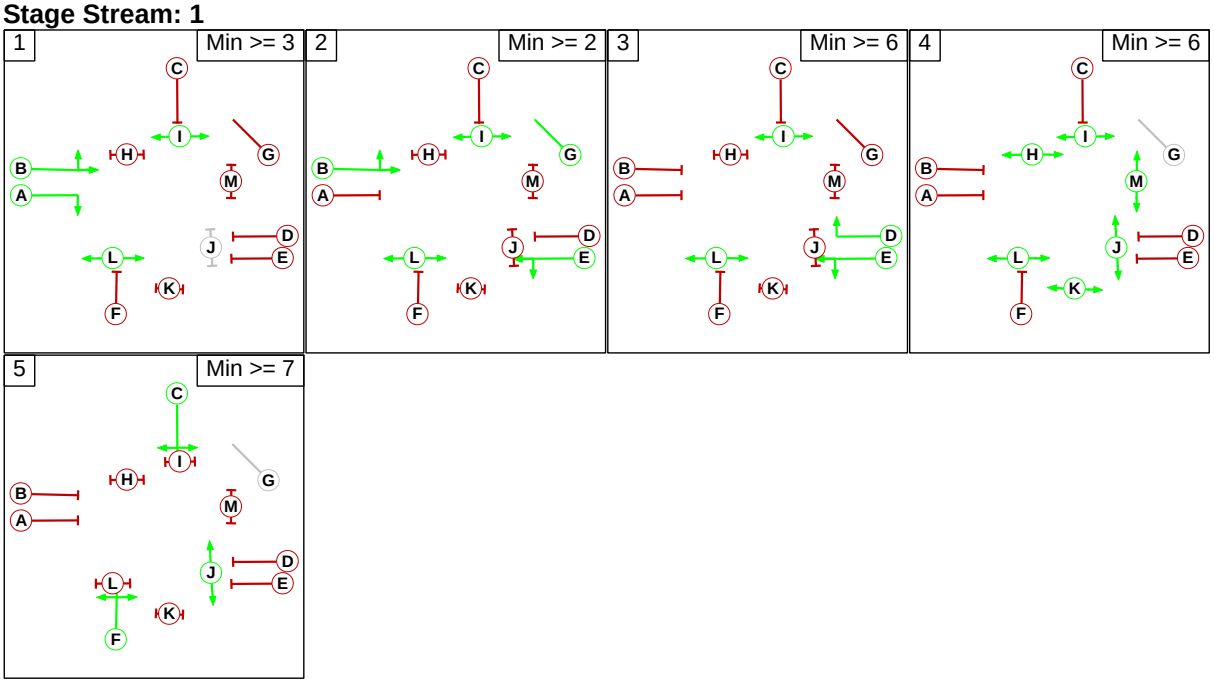
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Dummy	1		7	7
H	Pedestrian	1		6	6
I	Pedestrian	1		5	5
J	Pedestrian	1		10	10
K	Pedestrian	1		6	6
L	Pedestrian	1		6	6
M	Pedestrian	1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

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

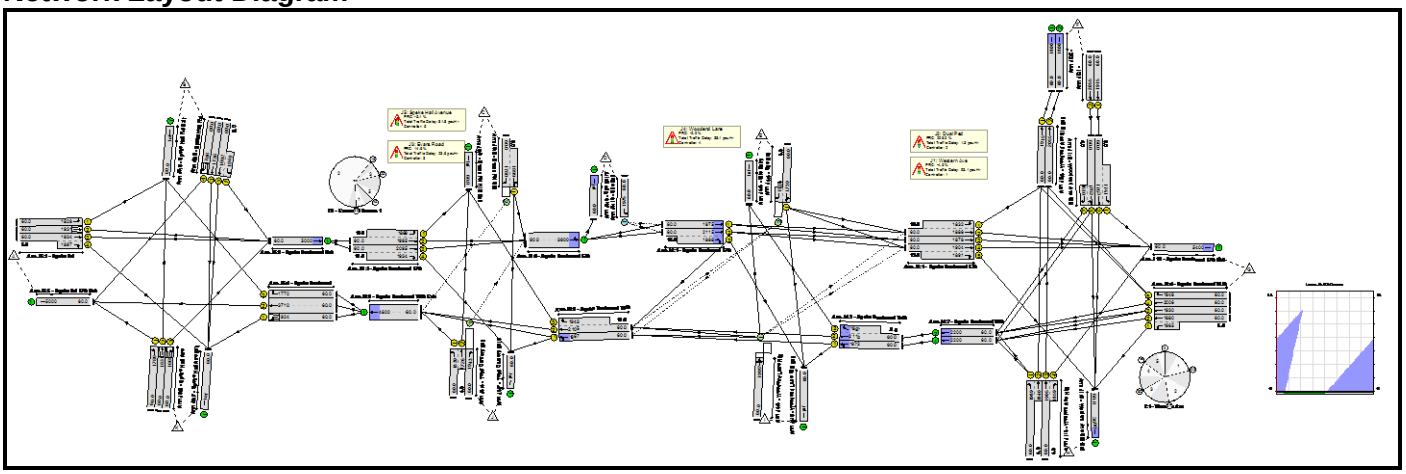


Stage Diagram
Stage Stream: 1

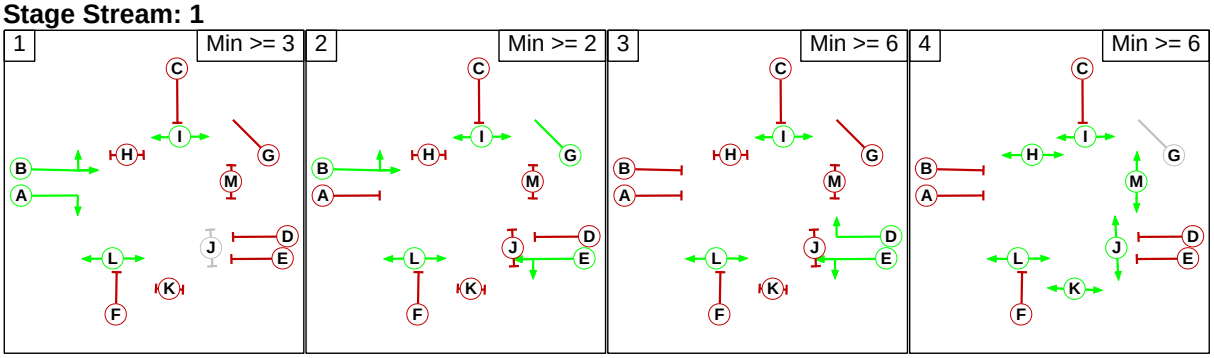


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

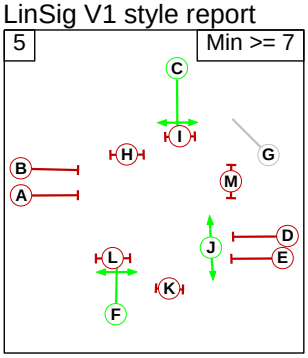
Network Layout Diagram



Stage Diagram
Stage Stream: 1

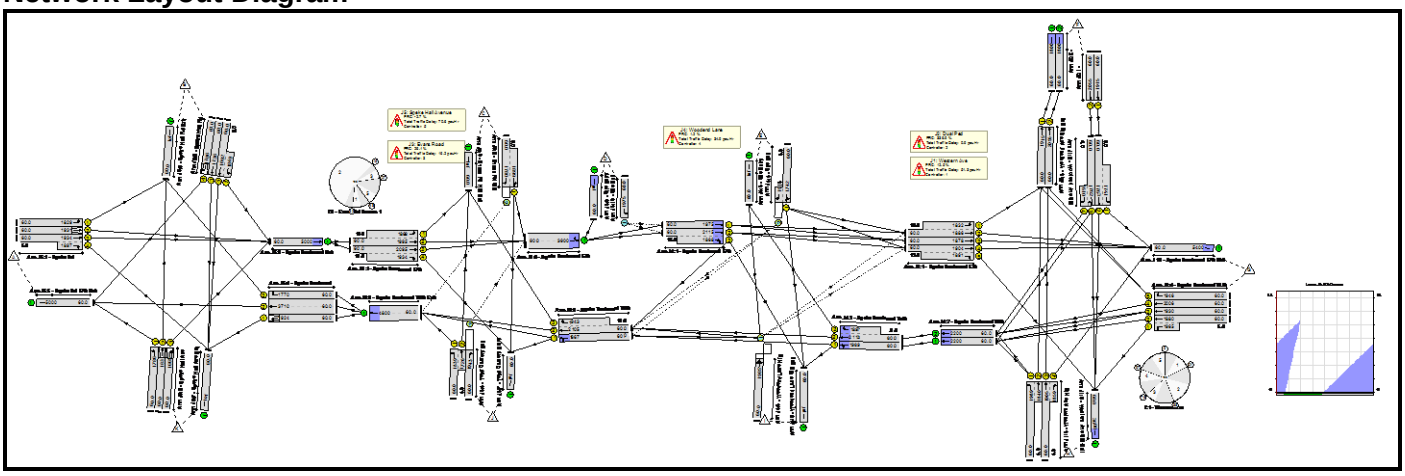


LinSig V1 style report



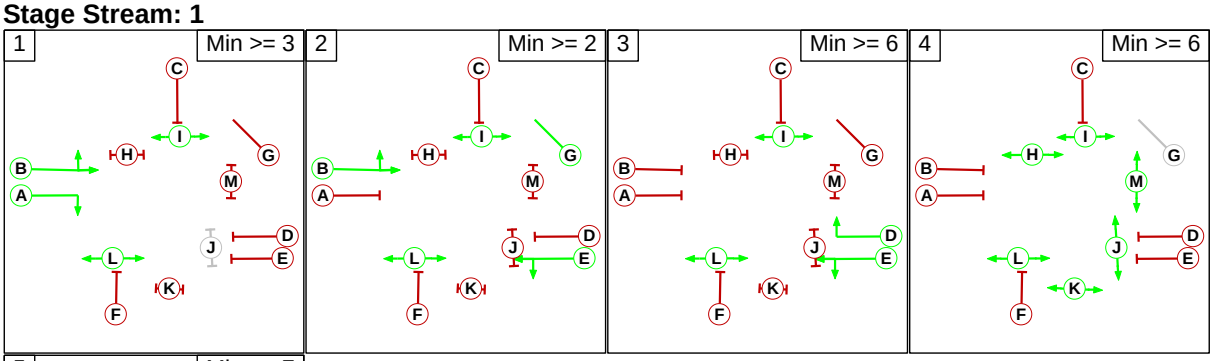
Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

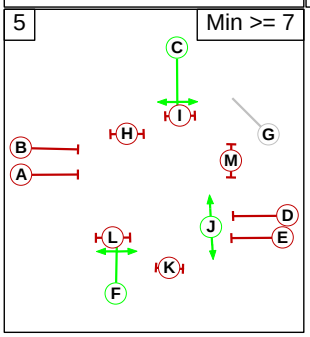
Network Layout Diagram



Stage Diagram

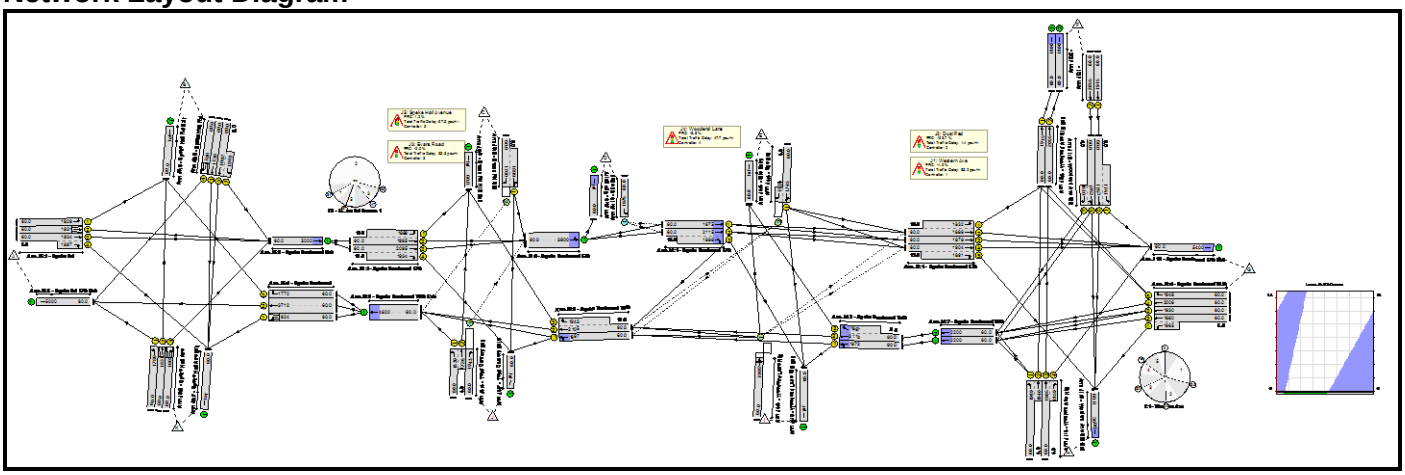
Stage Stream: 1





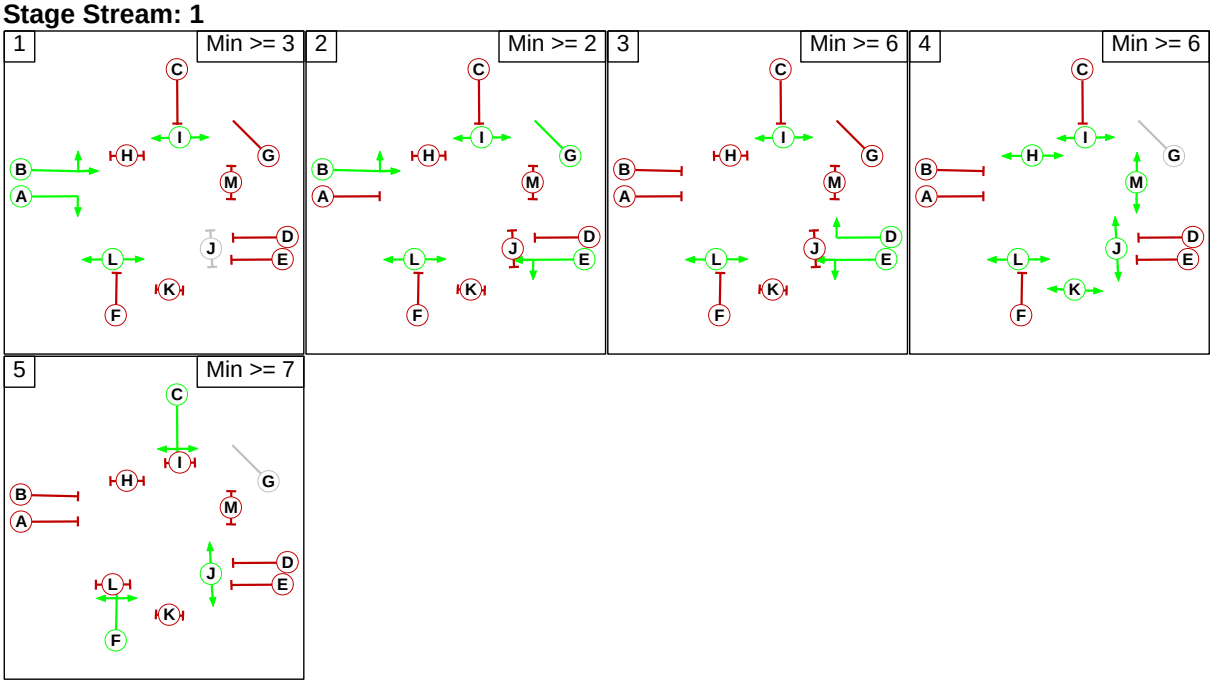
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



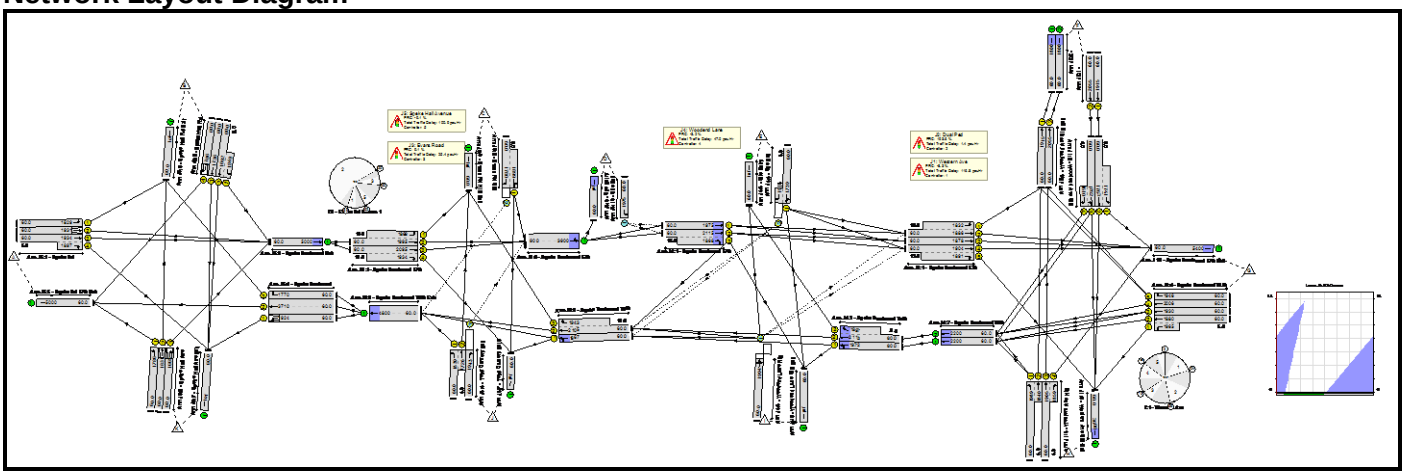
Stage Diagram

Stage Stream: 1

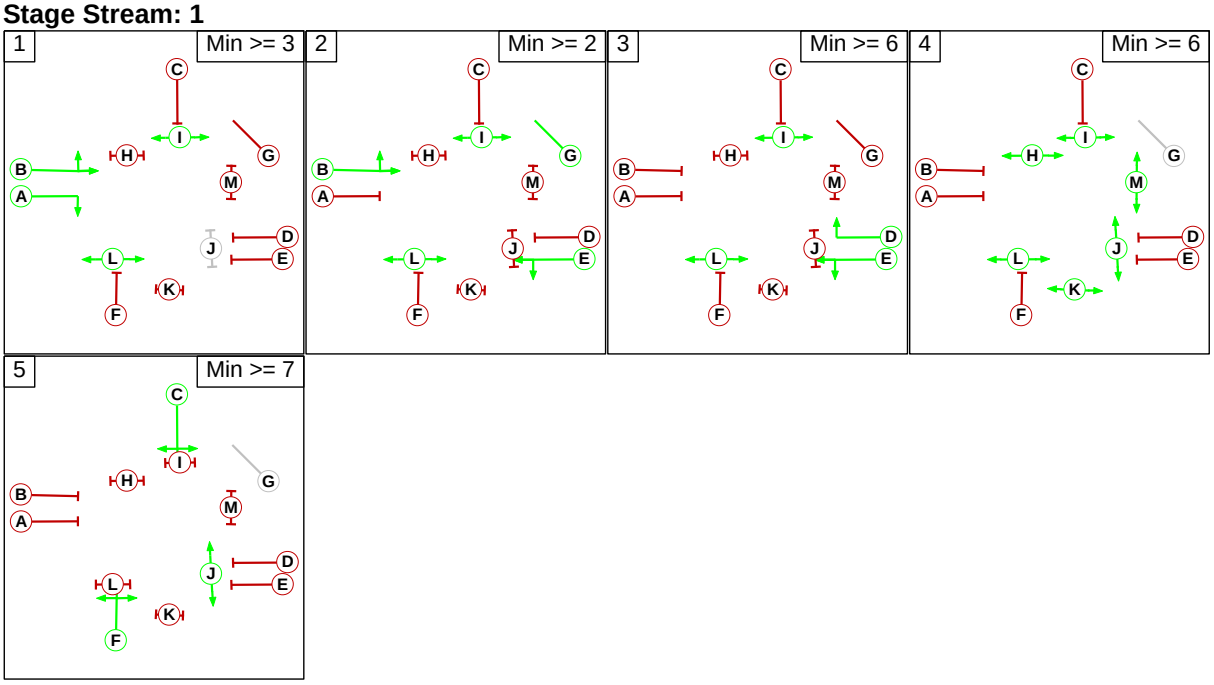


Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

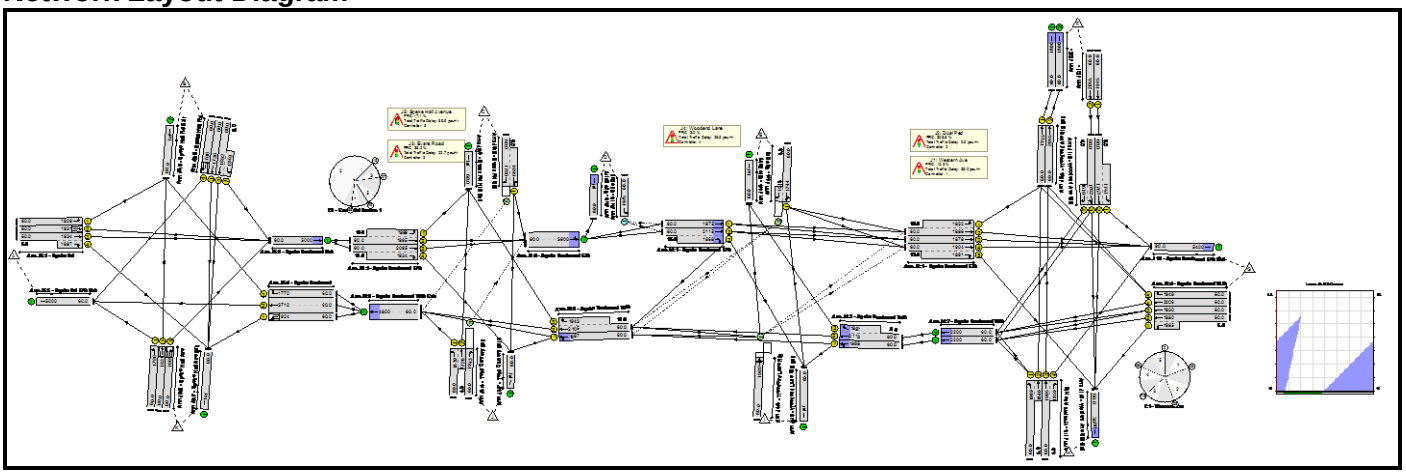


Stage Diagram
Stage Stream: 1

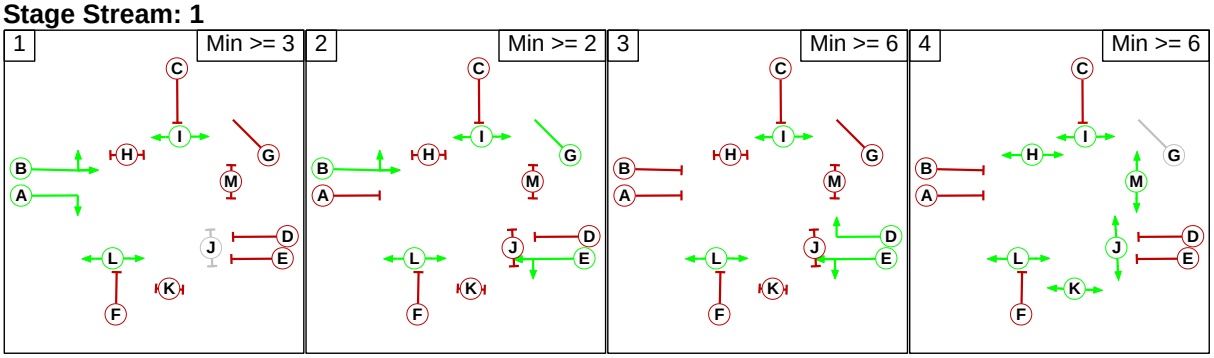


Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

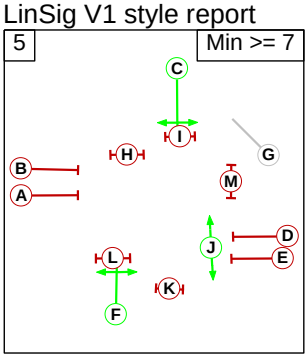
Network Layout Diagram



Stage Diagram
Stage Stream: 1

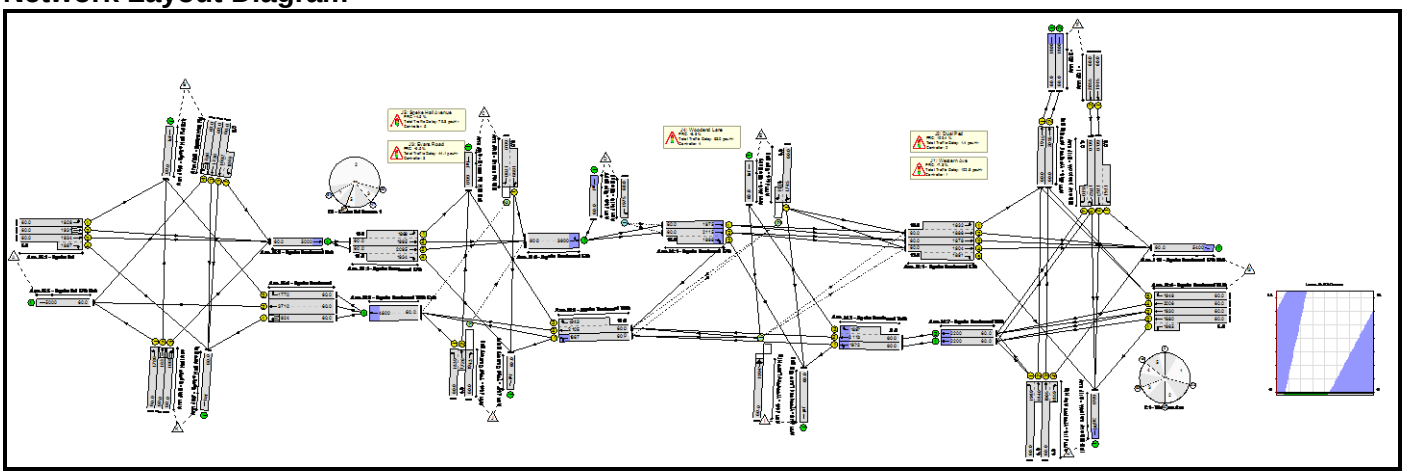


LinSig V1 style report



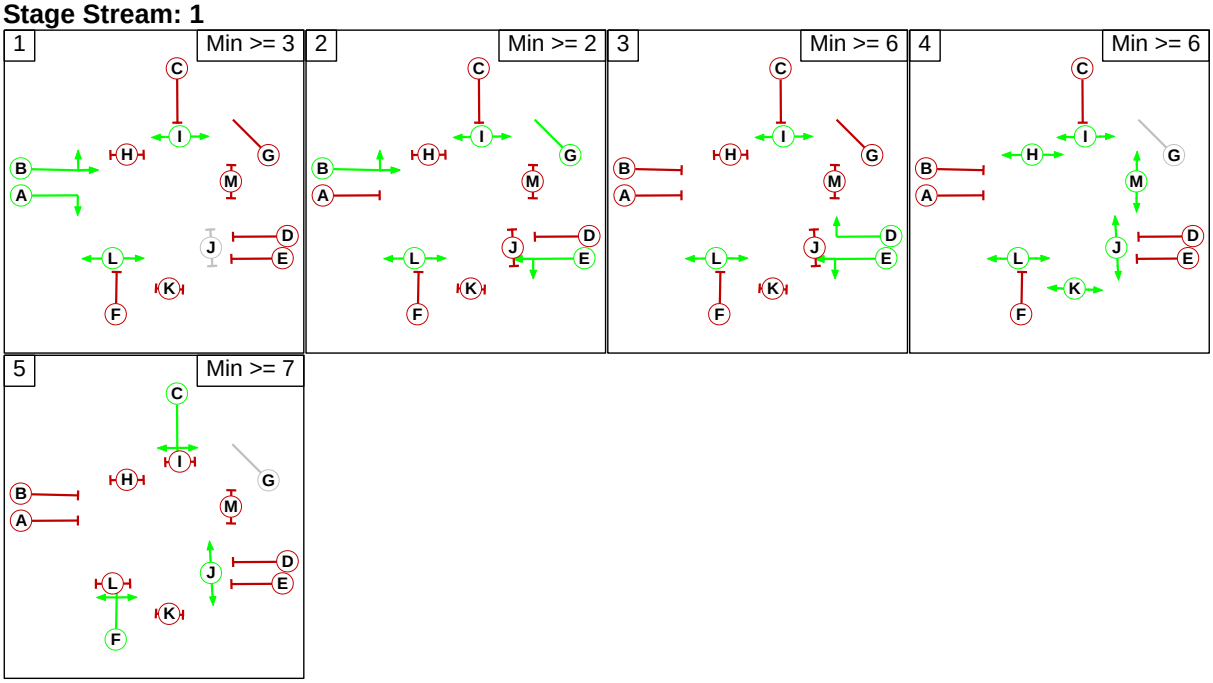
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



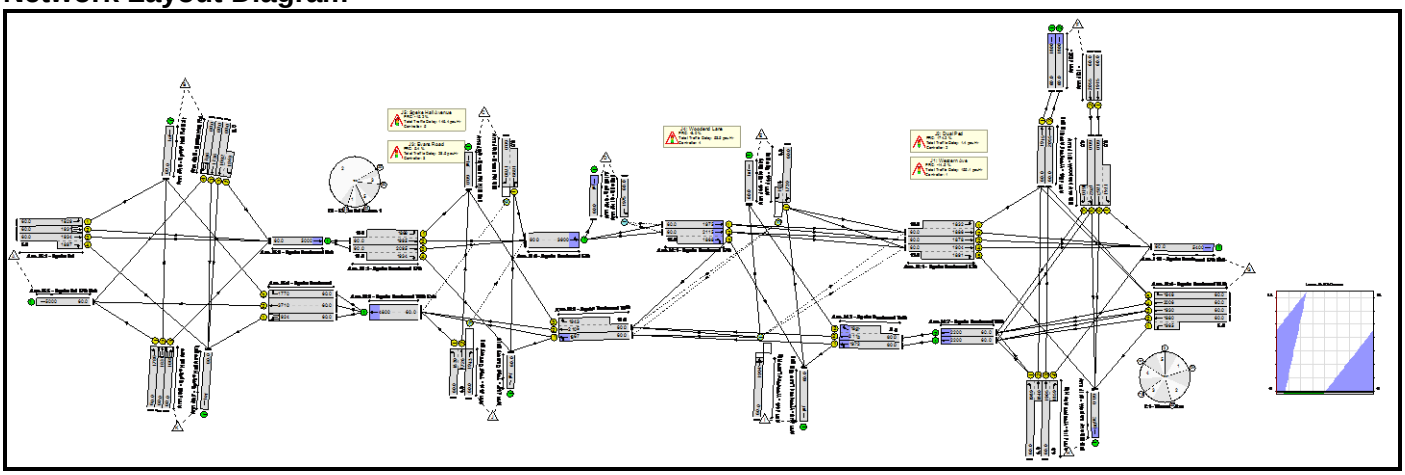
Stage Diagram

Stage Stream: 1



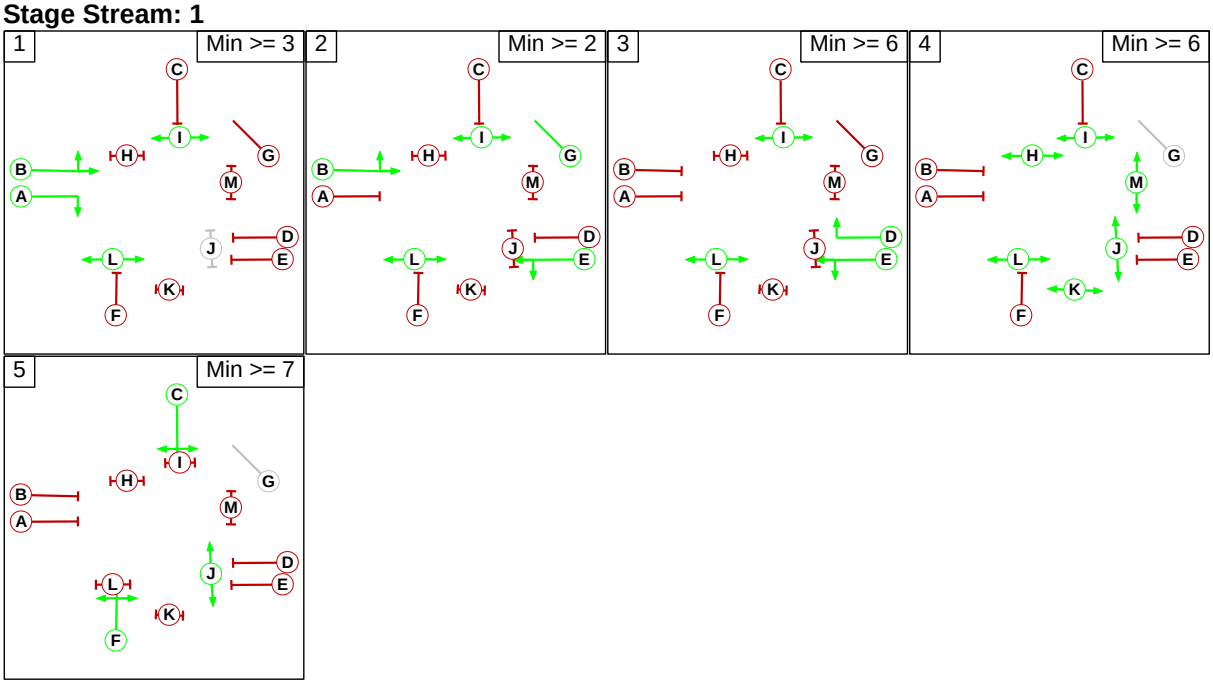
Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



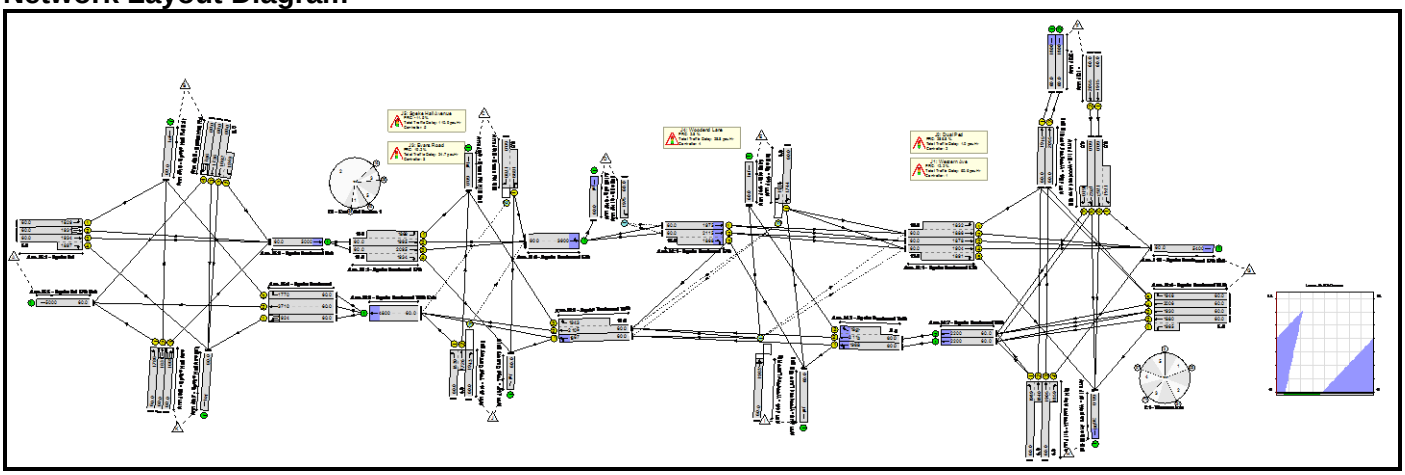
Stage Diagram

Stage Stream: 1



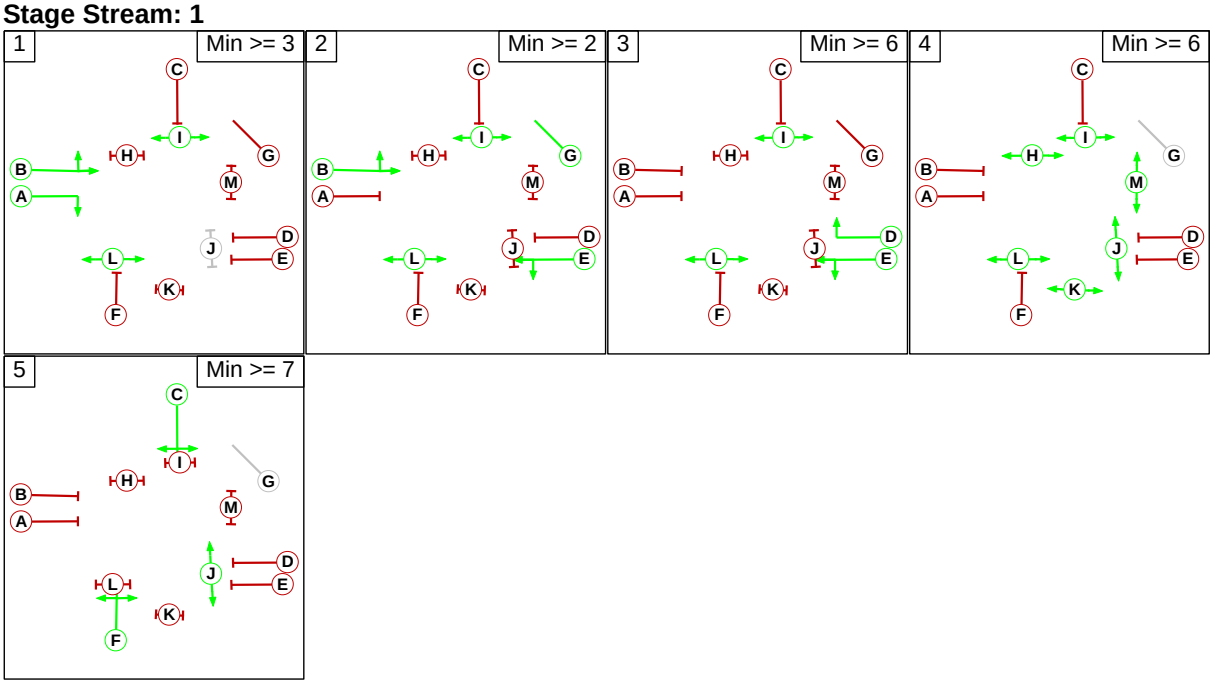
Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram

Stage Stream: 1



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A		-	7	5	6	7	6	-	-	-	10	-	-
B	-		7	5	-	5	-	8	-	-	-	-	9
C	7	7		7	7	-	-	7	5	-	11	-	9
D	5	9	7		-	5	9	13	-	5	-	-	7
E	7	-	7	-		8	-	-	-	5	9	-	-
F	7	7	-	6	5		-	10	-	-	7	5	12
G	5	-	-	5	-	-		-	-	-	-	-	-
H	-	10	5	10	-	8	-		-	-	-	-	-
I	-	-	6	-	-	-	-	-		-	-	-	-
J	-	-	-	12	12	-	-	-	-		-	-	-
K	6	-	6	-	6	6	-	-	-	-		-	-
L	-	-	-	-	-	13	-	-	-	-	-		-
M	-	8	8	8	-	8	-	-	-	-	-	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	1	A	Gaining absolute	6	6
4	1	B	Gaining absolute	6	6
4	5	C	Gaining absolute	11	11
4	5	F	Gaining absolute	11	11

Prohibited Stage Change

Stage Stream: 1

		To Stage				
		1	2	3	4	5
From Stage	1		6	6	10	13
	2	7		5	9	13
	3	9	9		13	13
	4	10	12	12		13
	5	7	12	12	12	

Phases in Stage

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

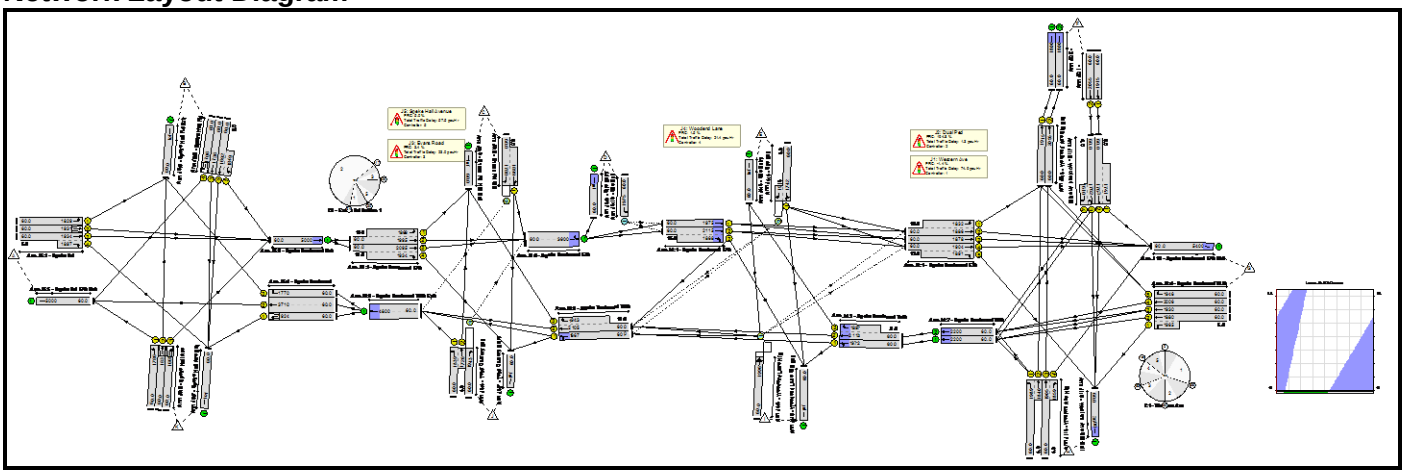
C4 - Woodend Lane new signal Junction

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Pedestrian	1		6	6
H	Pedestrian	1		6	6
I	Pedestrian	1		6	6

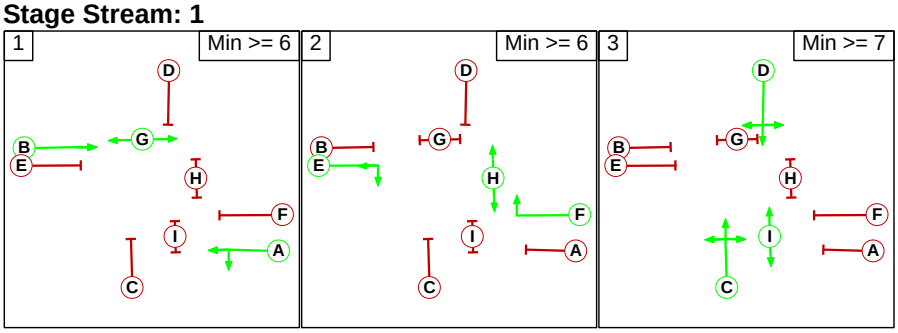
Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



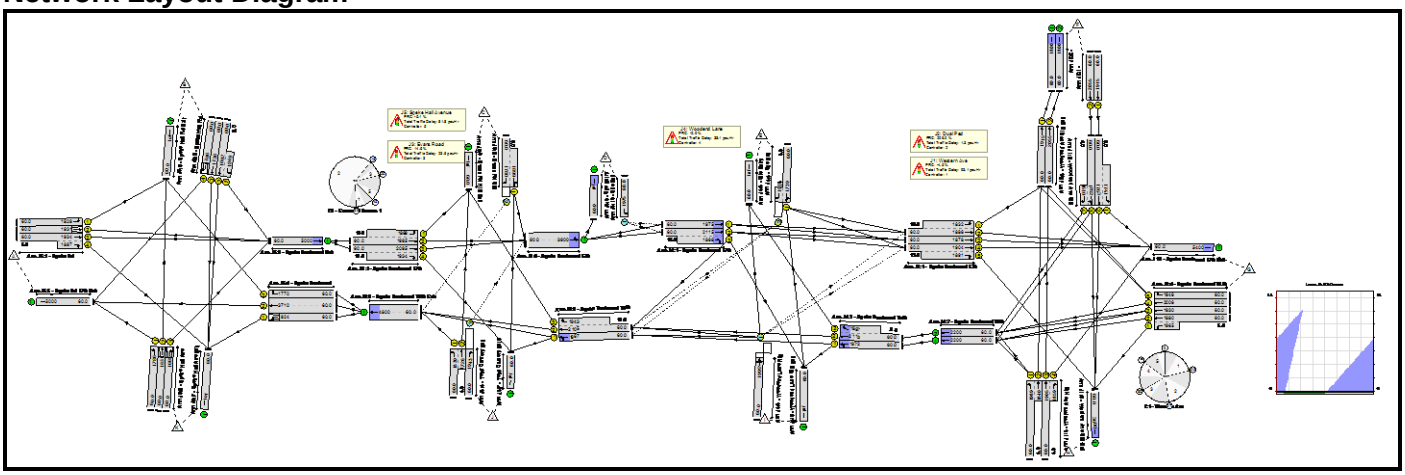
Stage Diagram

Stage Stream: 1

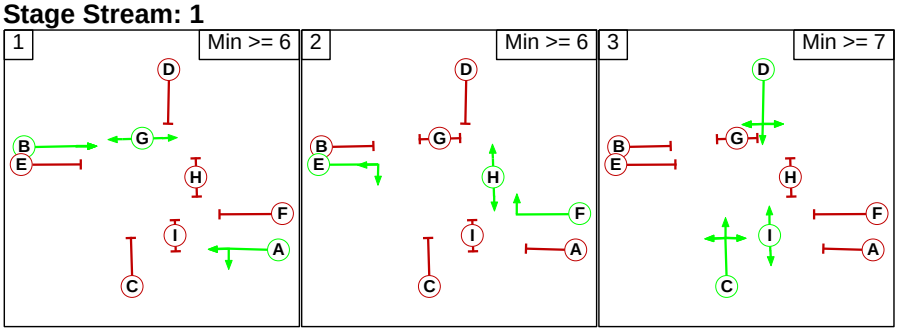


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

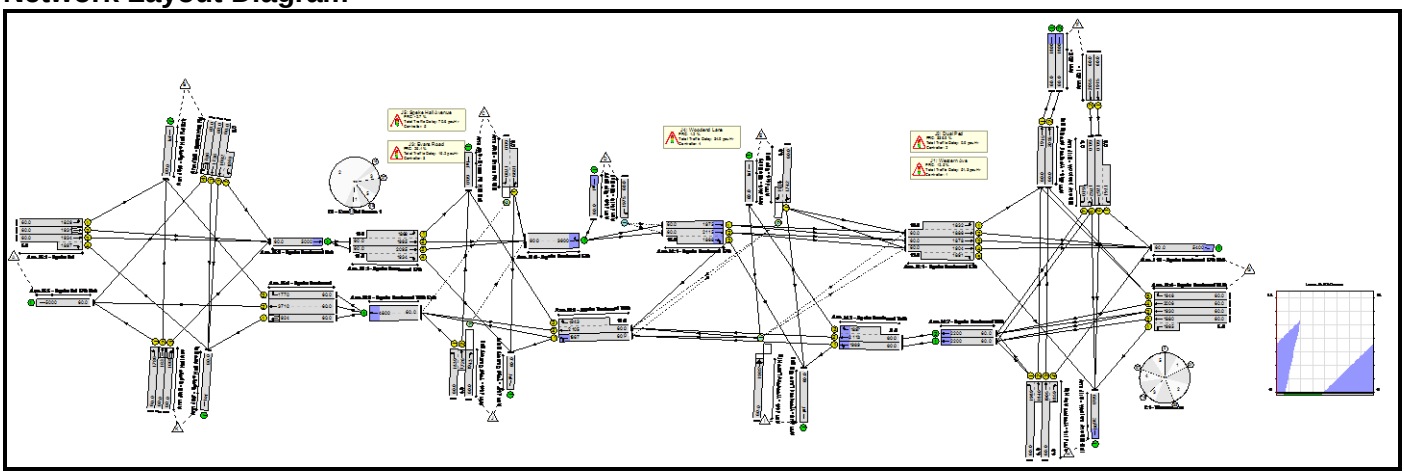


Stage Diagram
Stage Stream: 1

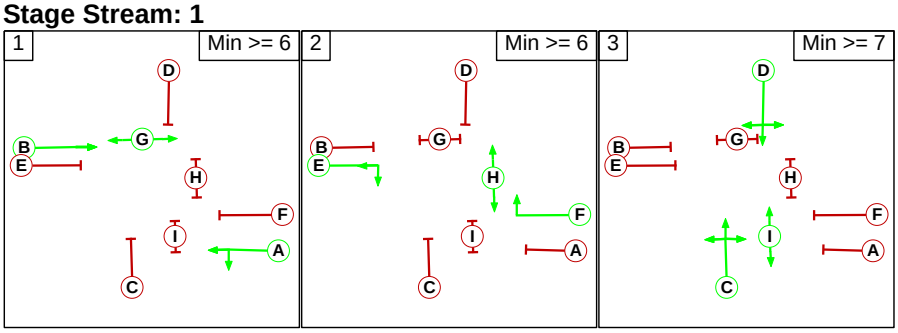


Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

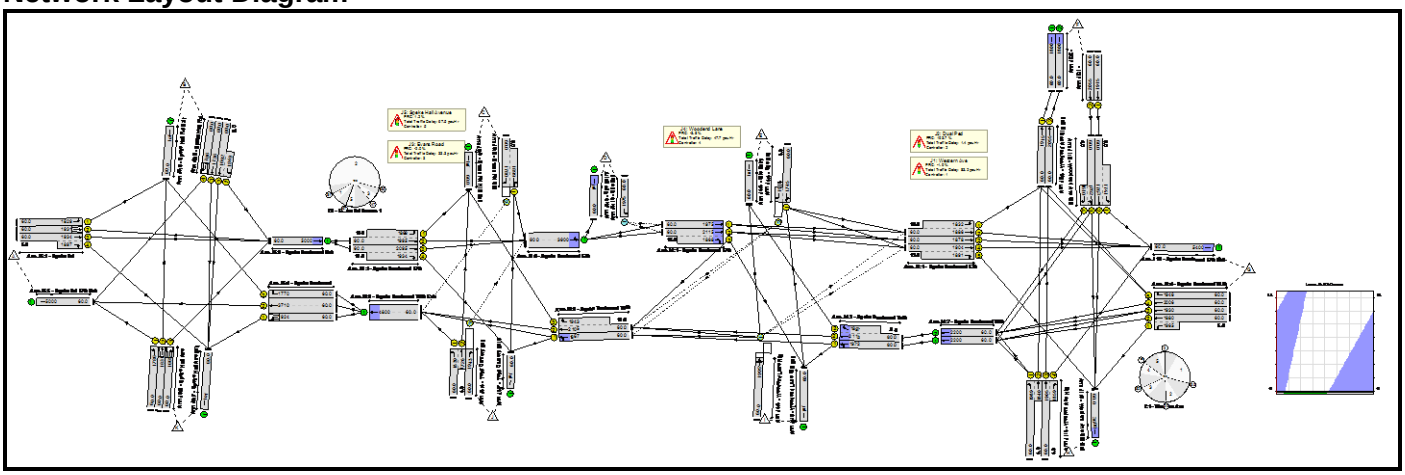


Stage Diagram
Stage Stream: 1



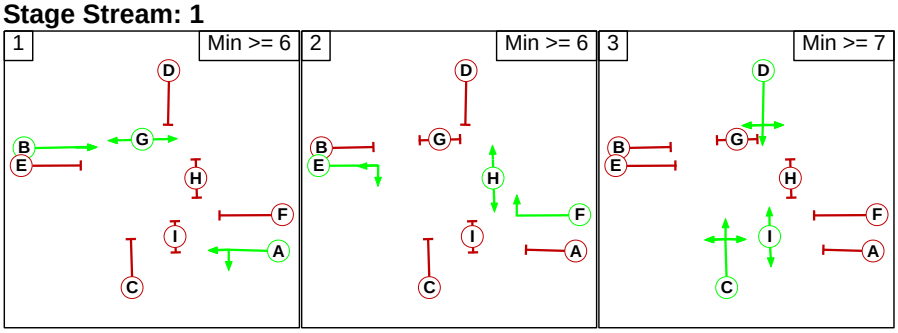
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



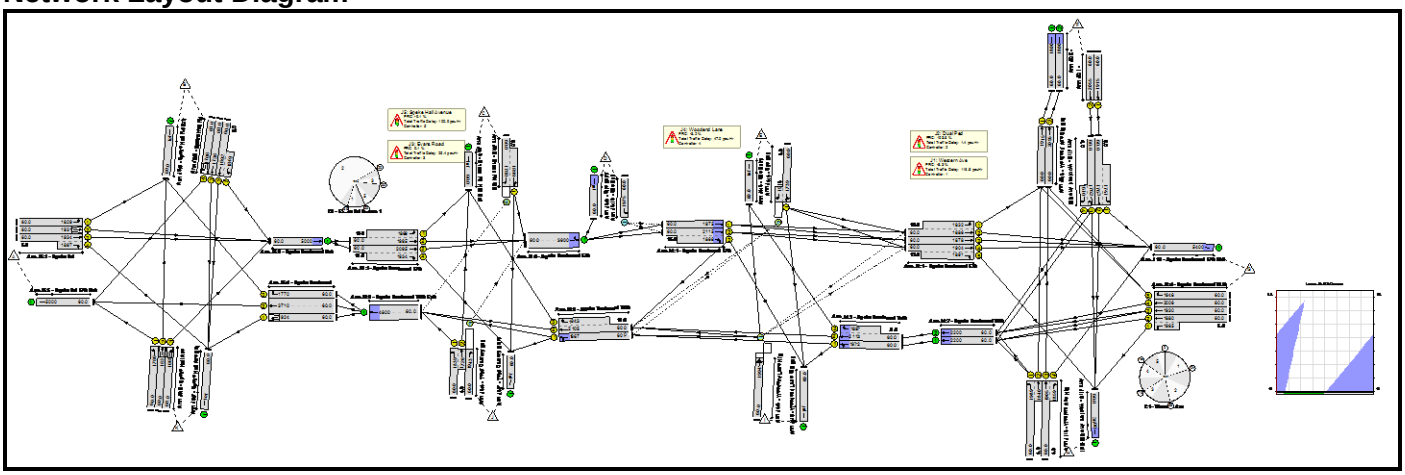
Stage Diagram

Stage Stream: 1

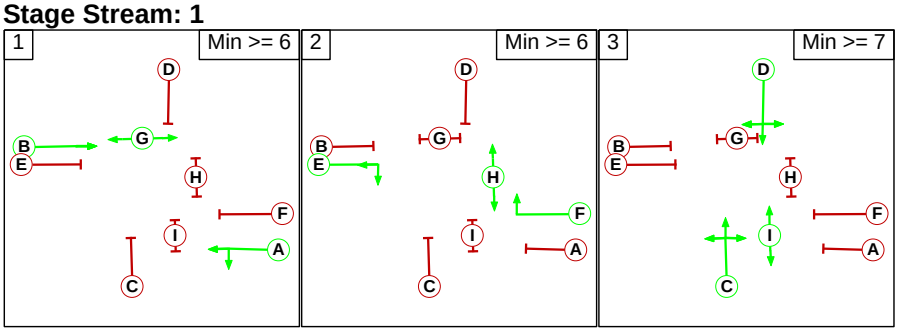


Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

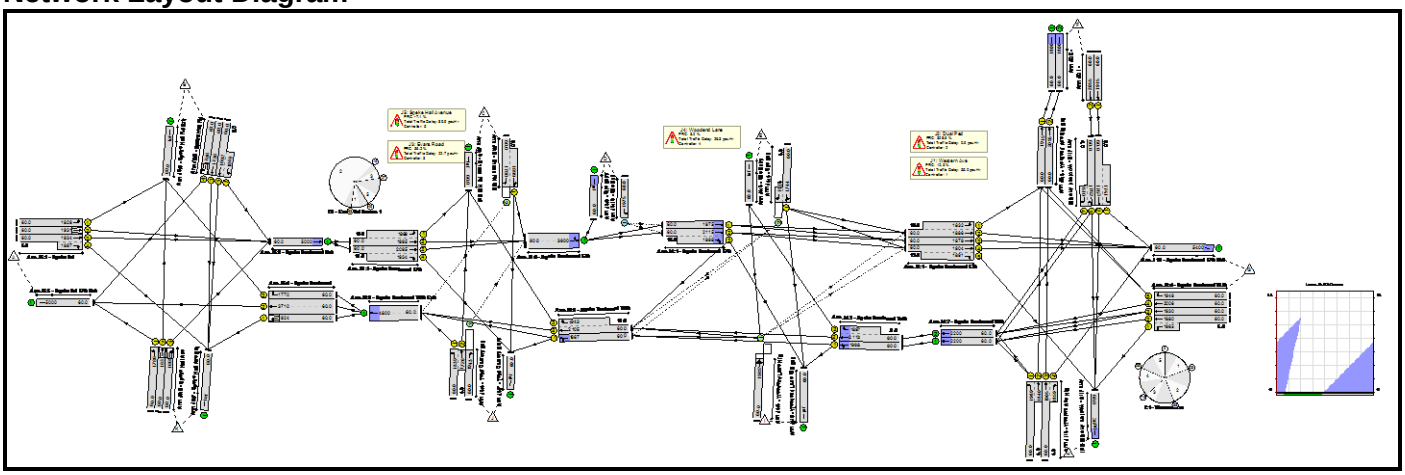


Stage Diagram
Stage Stream: 1

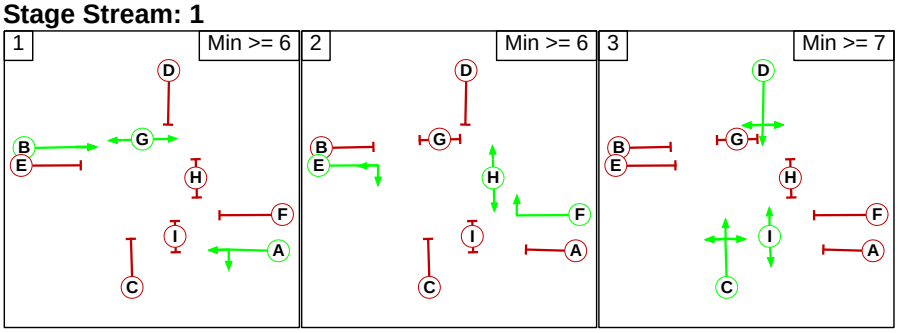


Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

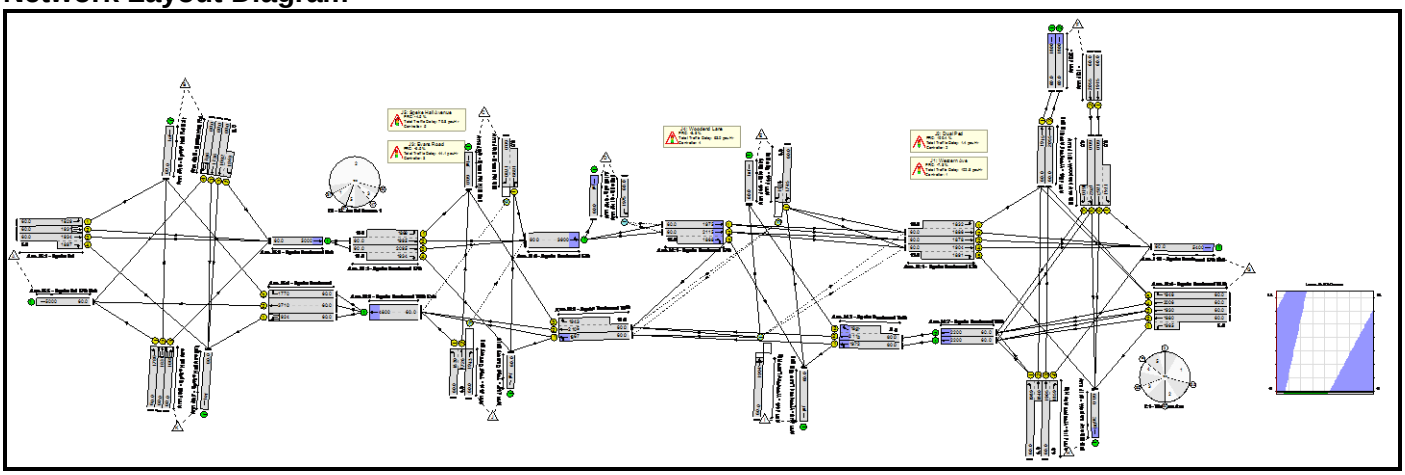


Stage Diagram
Stage Stream: 1



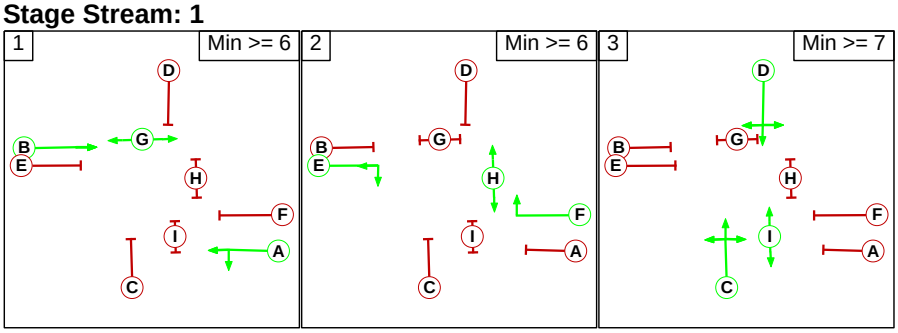
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



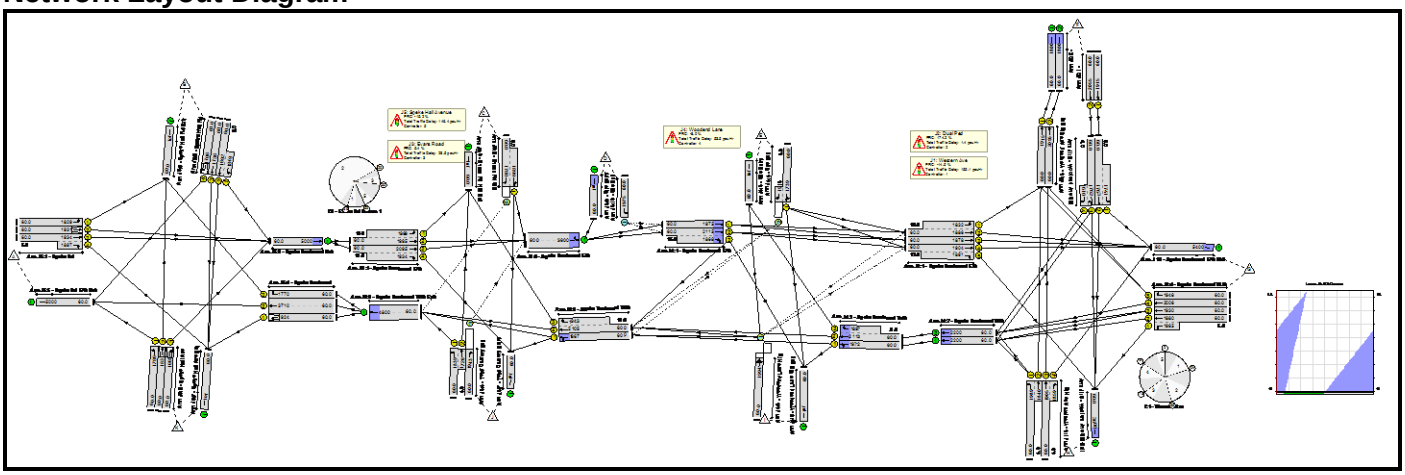
Stage Diagram

Stage Stream: 1

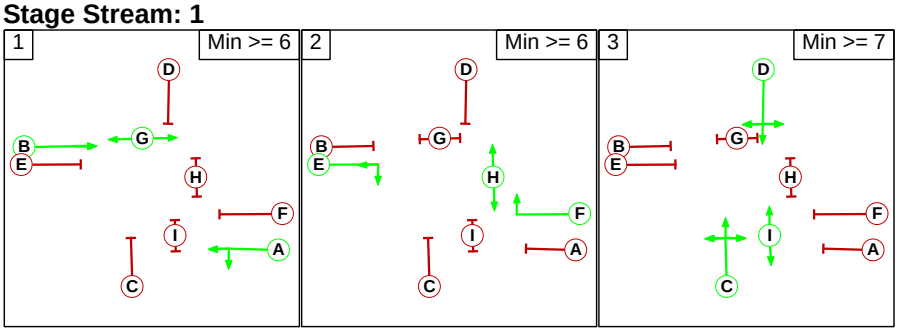


Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

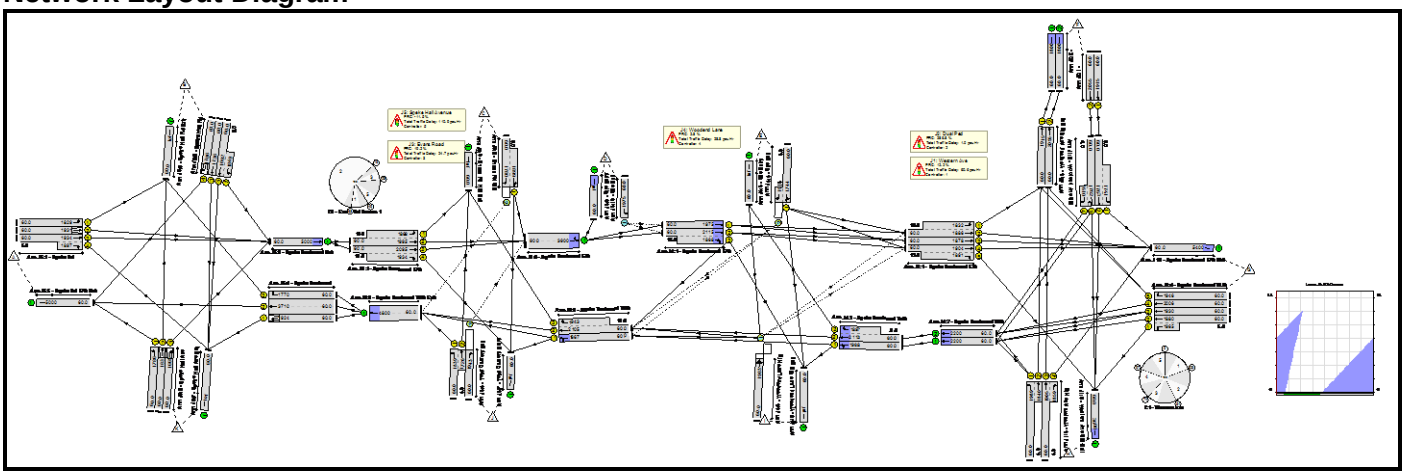


Stage Diagram
Stage Stream: 1

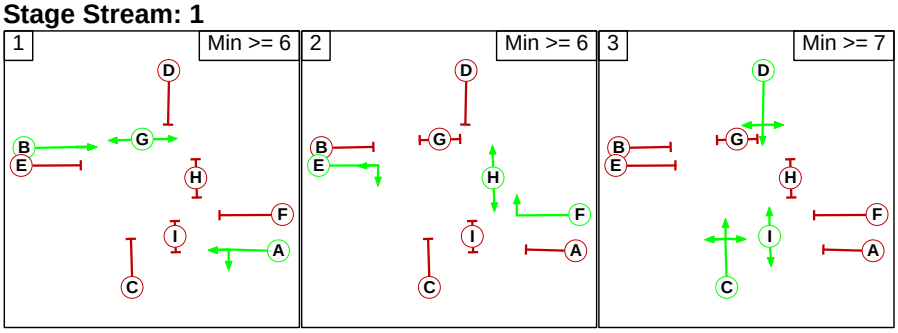


Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram
Stage Stream: 1



Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	6	5	5	-	-	-	5
	B	-		5	5	-	5	-	8	-
	C	5	7		-	6	5	8	11	-
	D	6	5	-		5	6	5	8	-
	E	5	-	6	5		-	-	-	-
	F	-	7	5	5	-		9	-	5
	G	-	-	15	15	-	15		-	-
	H	-	8	8	8	-	-	-		-
	I	11	-	-	-	-	11	-	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
1	2	B	Losing	8	8

Prohibited Stage Change

Stage Stream: 1

	To Stage			
		1	2	3
From Stage	1		16	15
	2	9		8
	3	11	11	

Phases in Stage

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

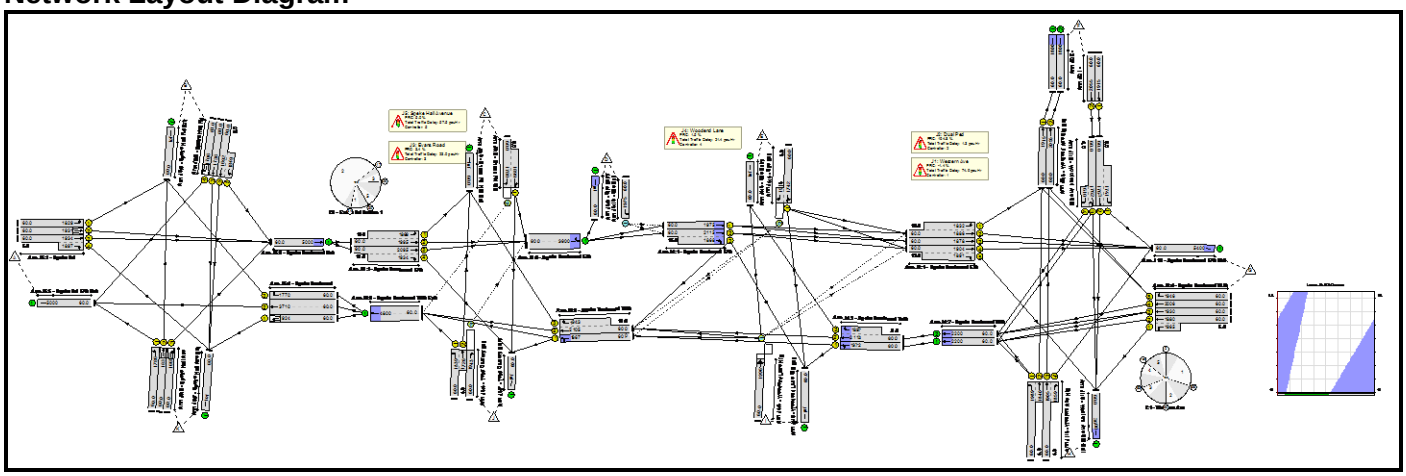
C5 - Speke Hall Ave

Phase Input Data

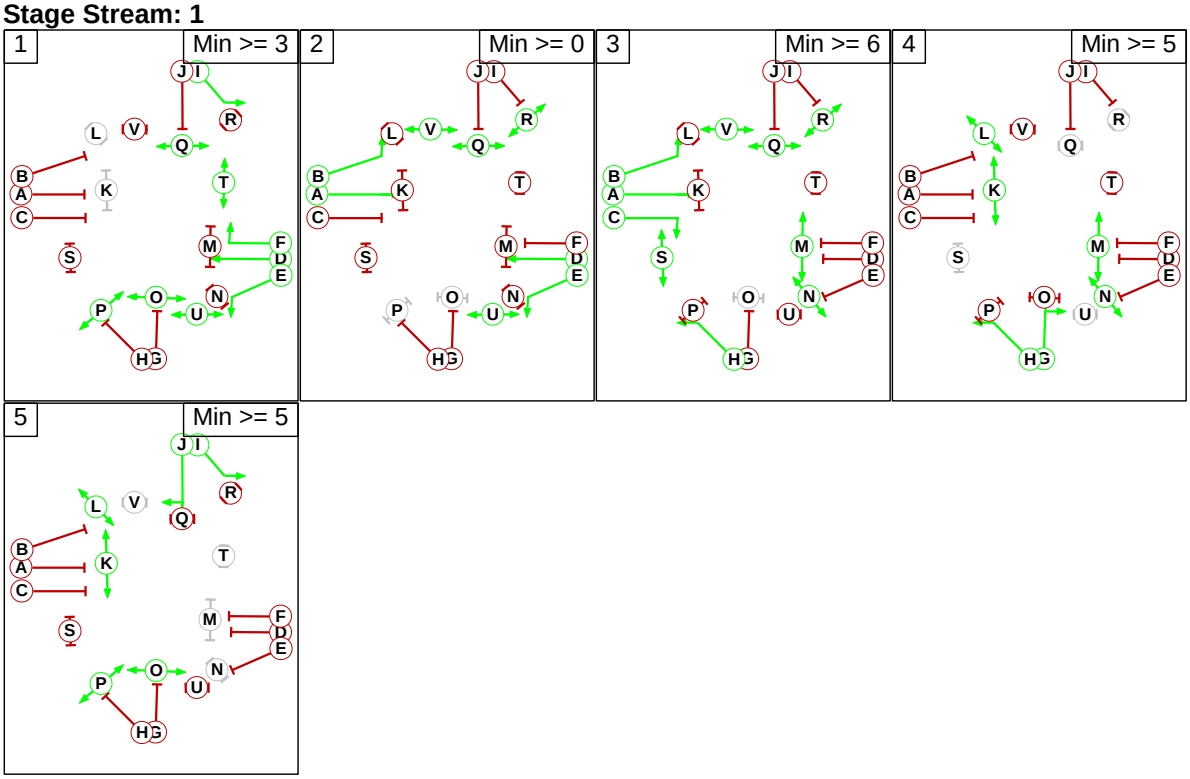
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	1		7	7
K	Pedestrian	1		8	8
L	Pedestrian	1		6	6
M	Pedestrian	1		8	8
N	Pedestrian	1		7	7
O	Pedestrian	1		9	9
P	Pedestrian	1		6	6
Q	Pedestrian	1		9	9
R	Pedestrian	1		6	6
S	Pedestrian	1		8	8
T	Pedestrian	1		8	8
U	Pedestrian	1		6	6
V	Pedestrian	1		6	6

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

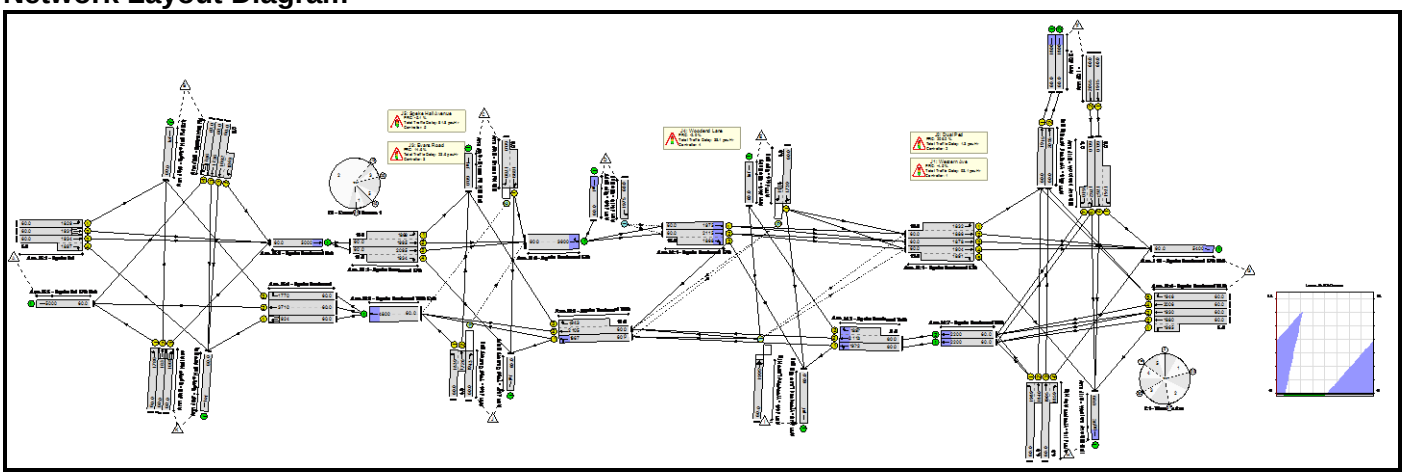


Stage Diagram
Stage Stream: 1

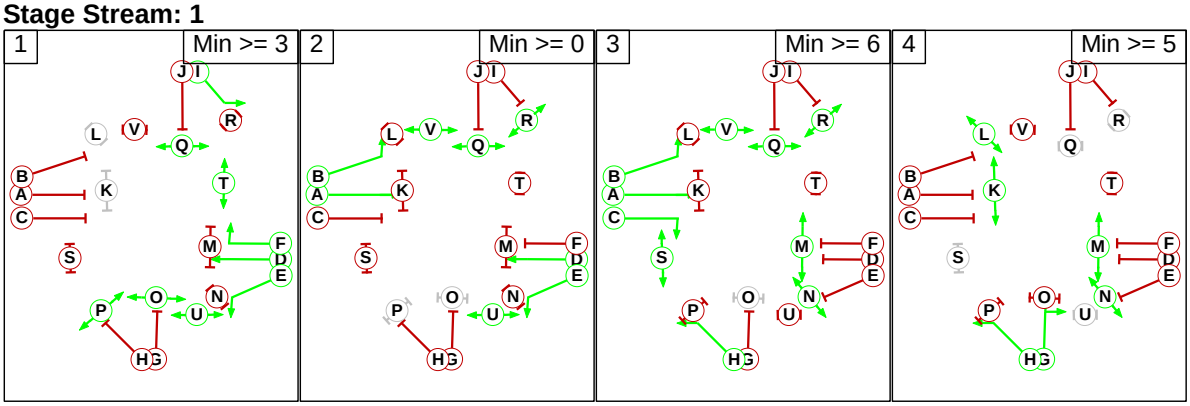


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

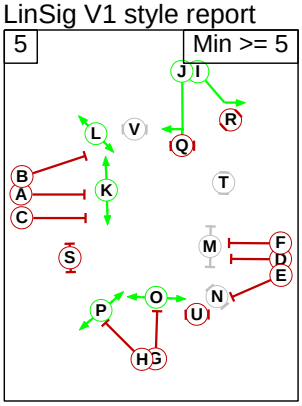
Network Layout Diagram



Stage Diagram
Stage Stream: 1

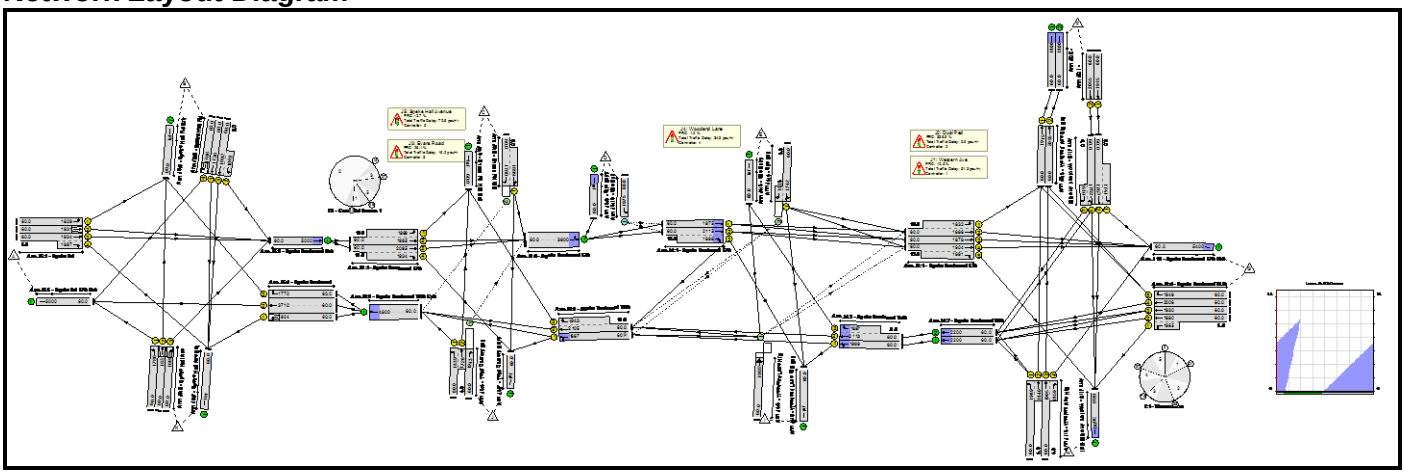


LinSig V1 style report



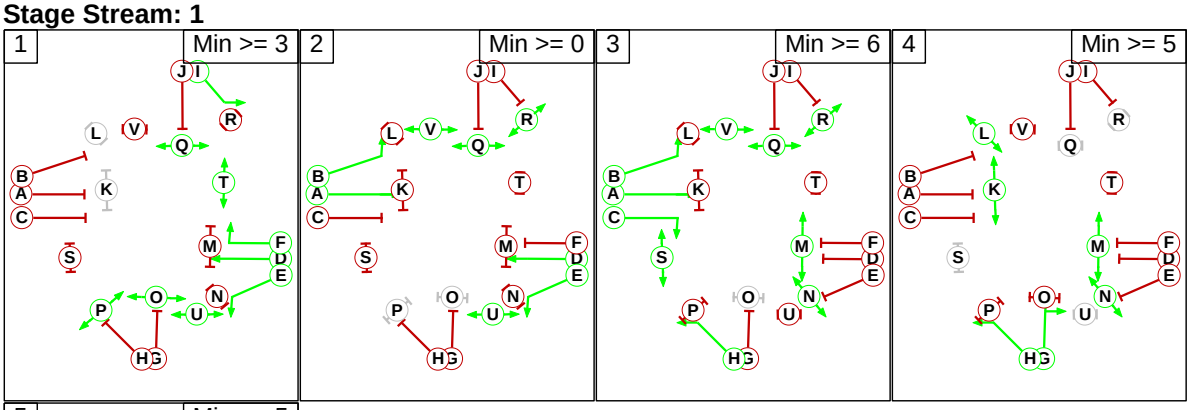
Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

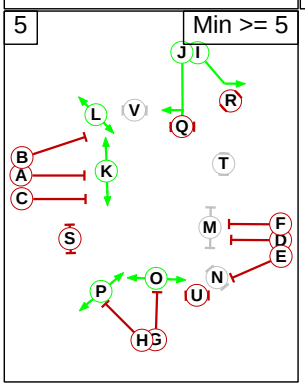
Network Layout Diagram



Stage Diagram

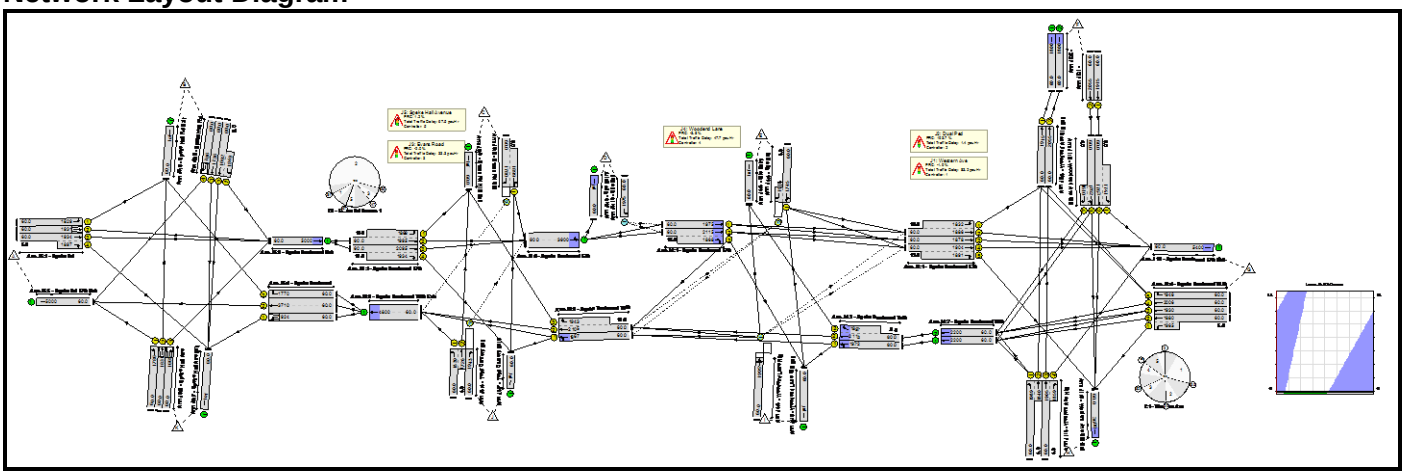
Stage Stream: 1





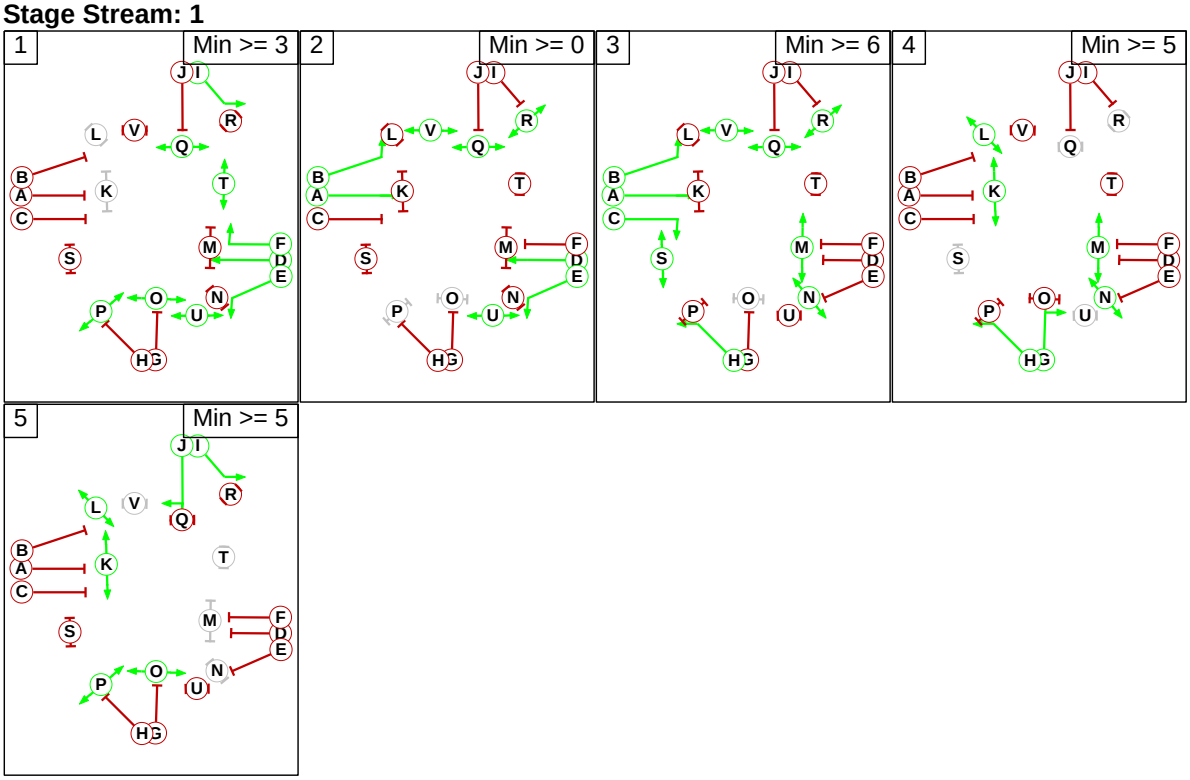
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



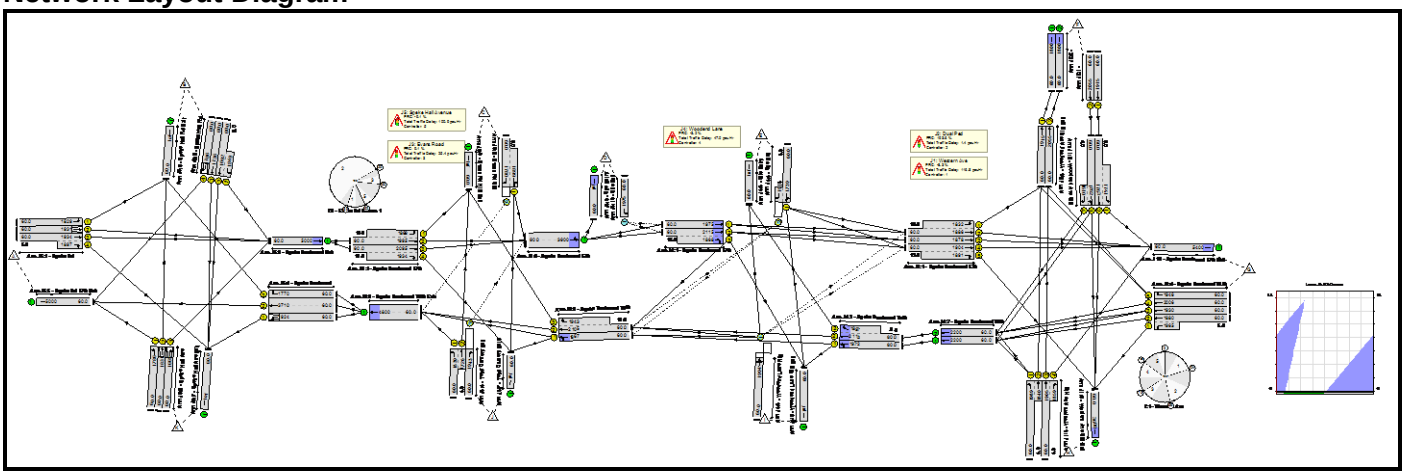
Stage Diagram

Stage Stream: 1



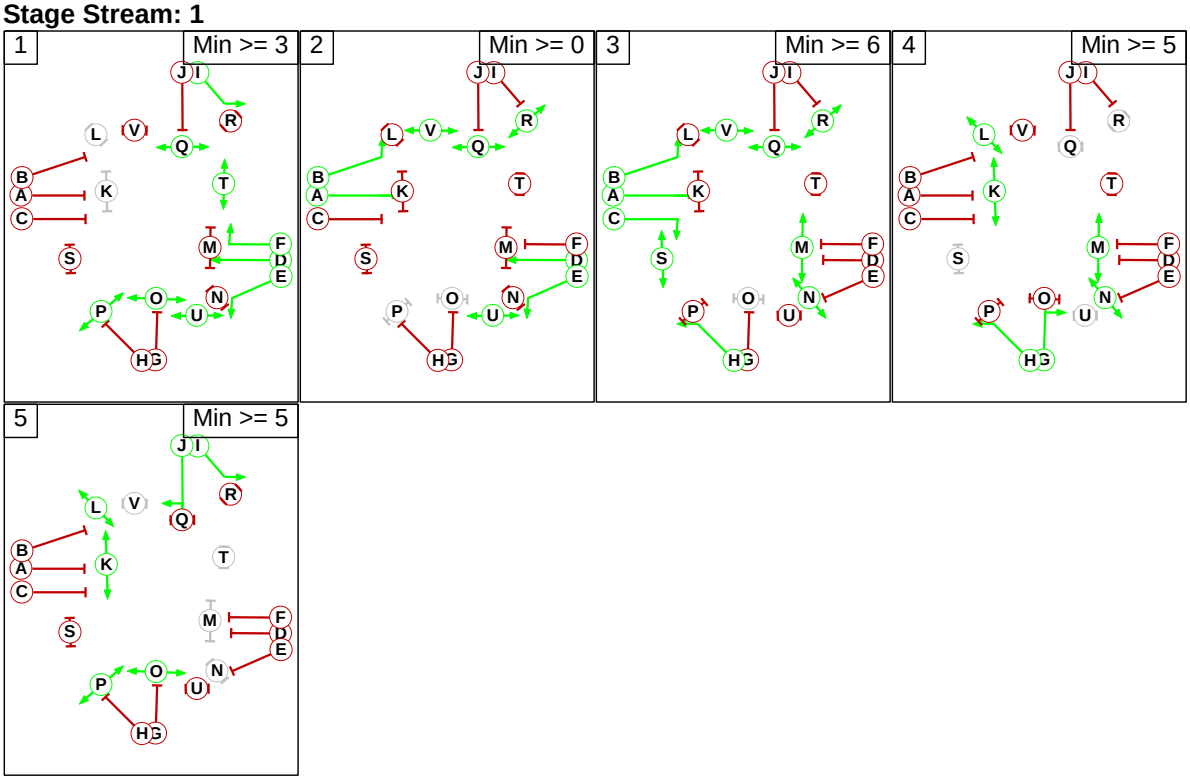
Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



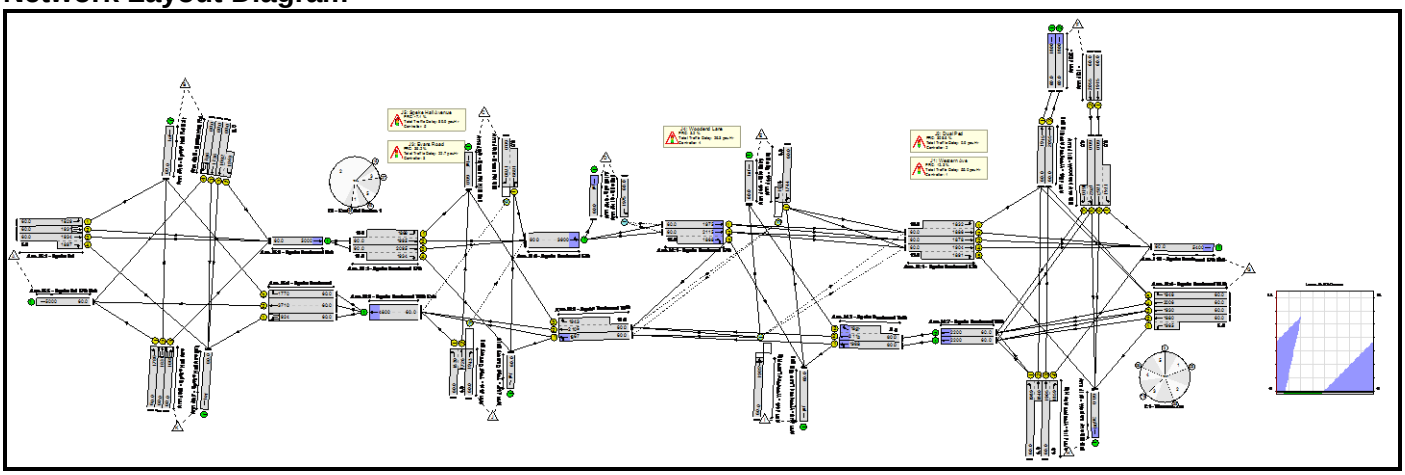
Stage Diagram

Stage Stream: 1



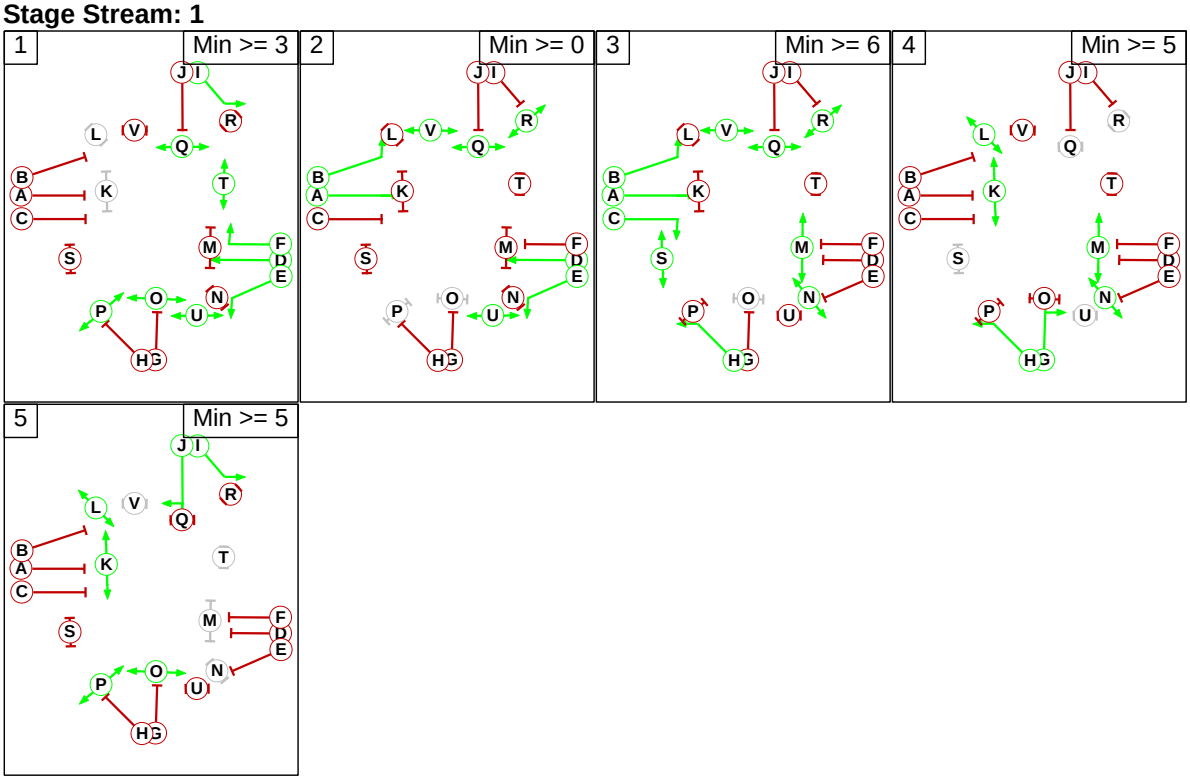
Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



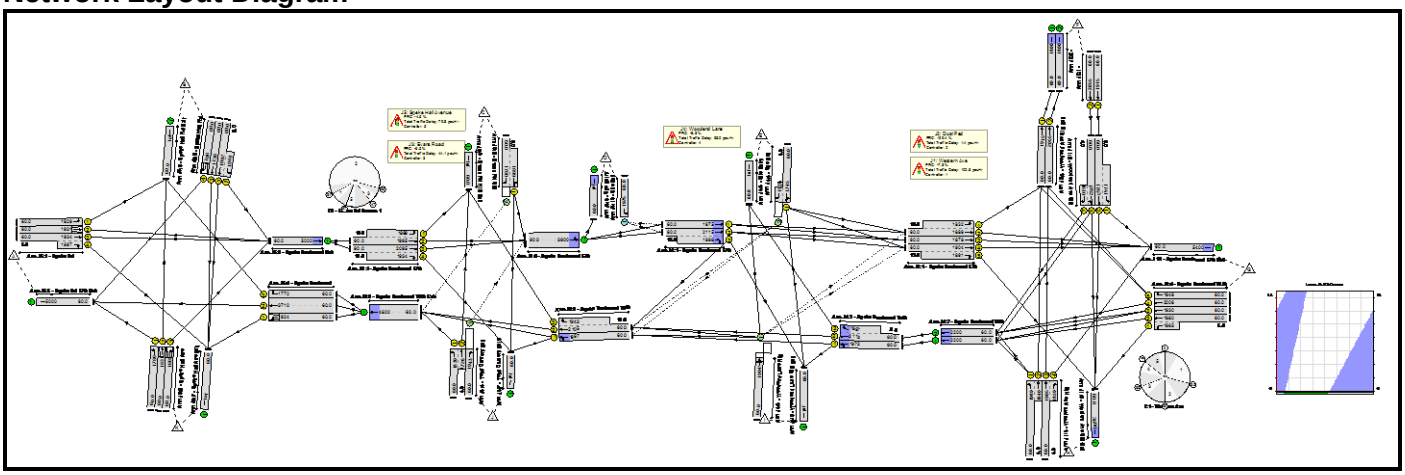
Stage Diagram

Stage Stream: 1



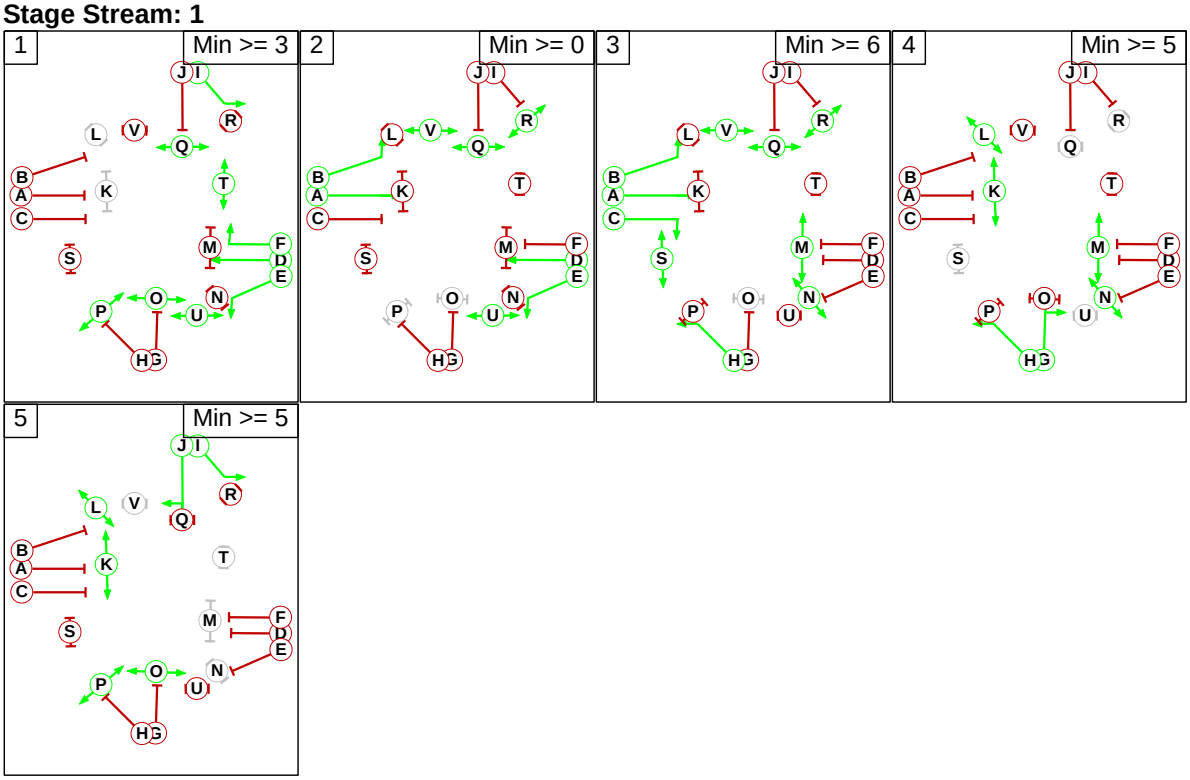
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



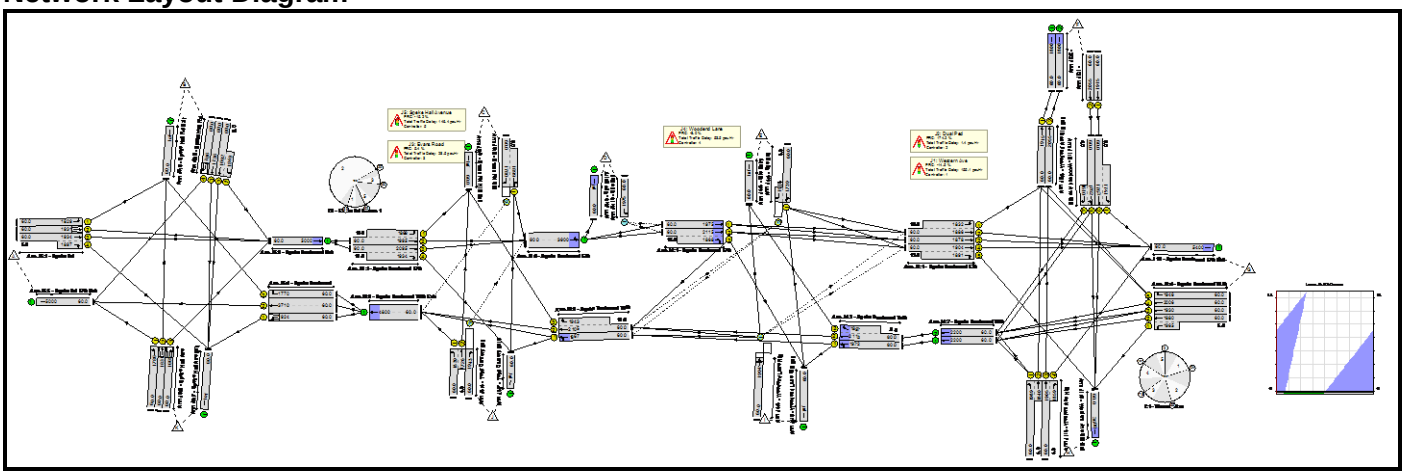
Stage Diagram

Stage Stream: 1



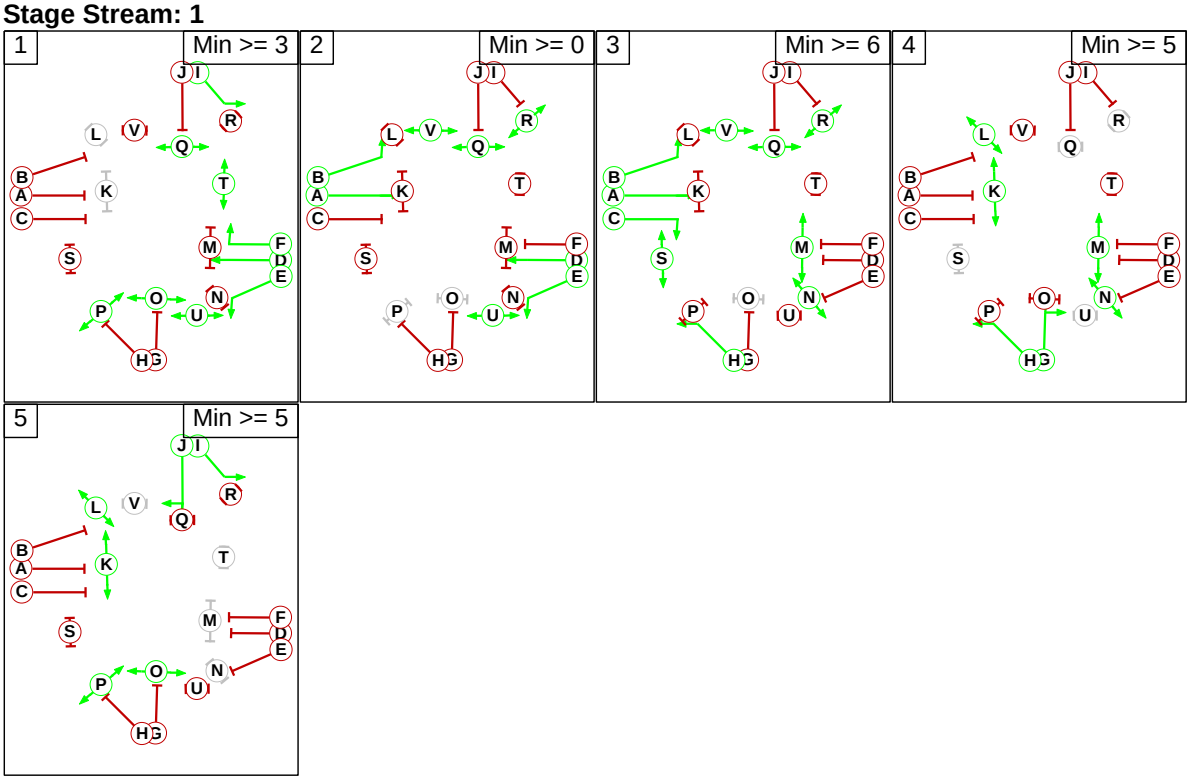
Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



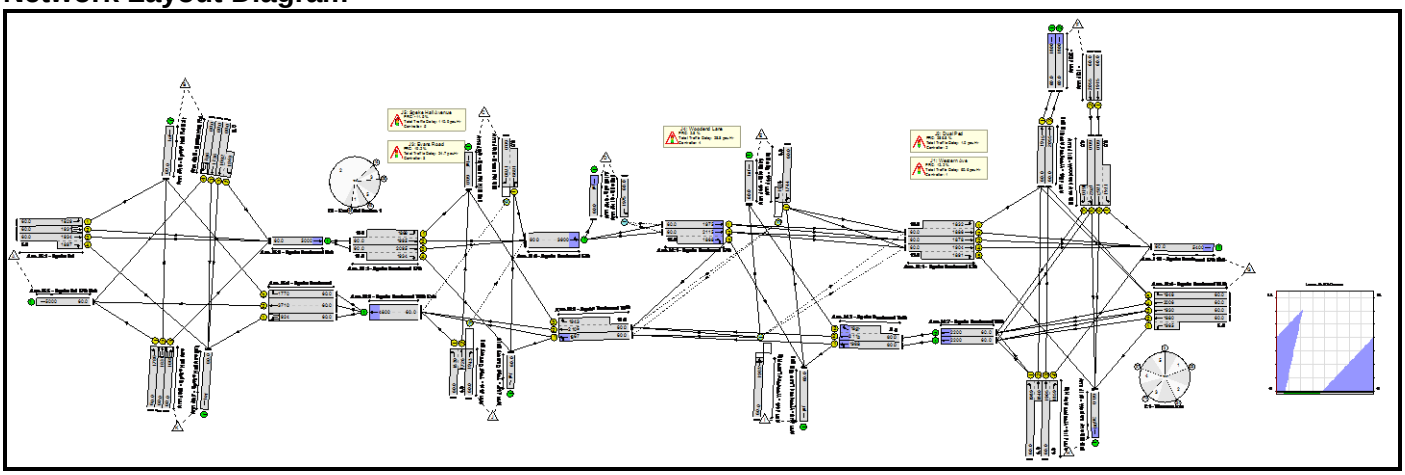
Stage Diagram

Stage Stream: 1



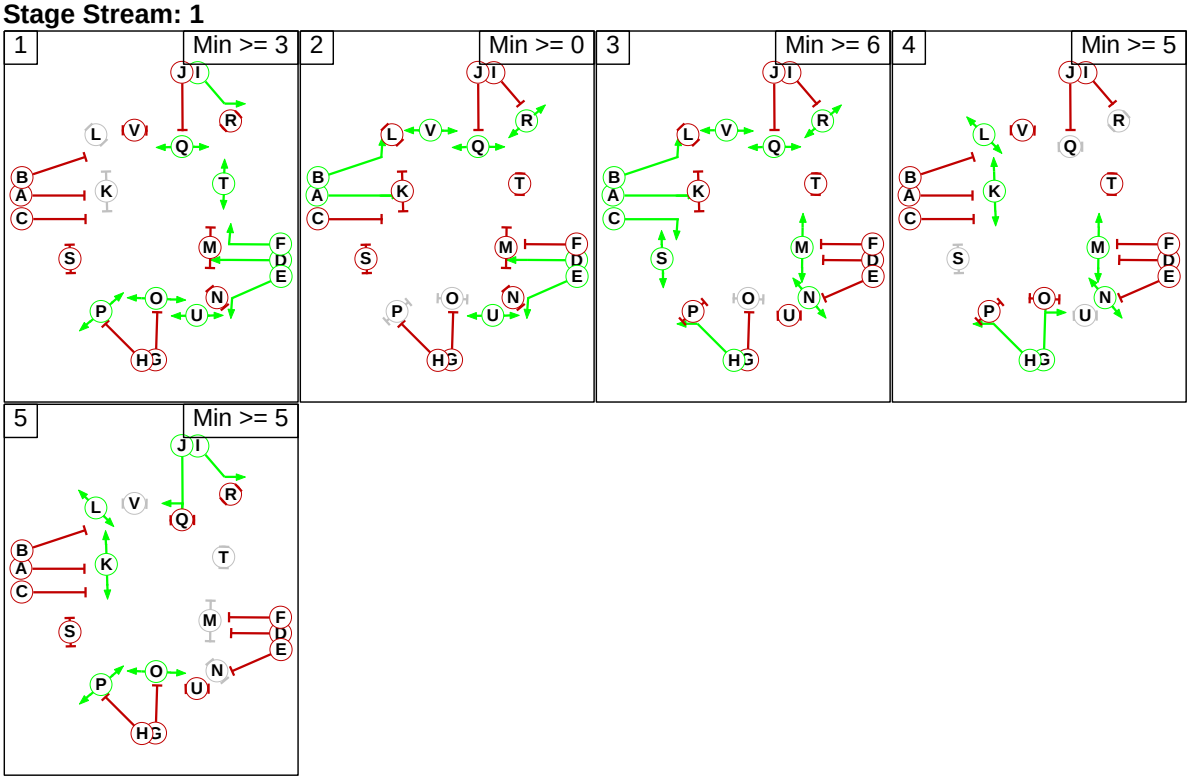
Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram

Stage Stream: 1



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
A		-	-	-	-	5	5	-	9	7	5	-	-	-	-	-	-	-	-	9	-	-
B	-		-	-	-	5	5	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-
C	-	-		8	12	-	5	-	-	5	5	-	-	-	-	-	-	-	-	-	11	-
D	-	-	5		-	-	7	9	-	5	-	-	5	-	-	-	-	-	9	-	-	-
E	-	-	5	-		-	-	-	-	5	-	-	-	5	-	-	-	-	-	-	-	-
F	8	11	-	-	-		5	-	-	5	-	-	5	-	-	-	-	-	-	-	-	11
G	8	9	6	5	-	6		-	11	9	-	-	-	-	5	-	-	-	-	12	-	10
H	-	-	-	5	-	-	-		-	5	-	-	-	-	-	5	-	-	-	-	-	-
I	5	-	-	-	-	-	5	-		-	-	-	-	-	-	-	-	5	-	-	-	-
J	5	-	6	8	9	6	9	11	-		-	-	-	-	-	-	5	-	11	-	10	-
K	13	-	13	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-
L	-	6	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-
M	-	-	-	13	-	13	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
N	-	-	-	-	11	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
O	-	-	-	-	-	-	14	-	-	-	-	-	-	-		-	-	-	-	-	-	-
P	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-		-	-	-	-	-	-
Q	-	-	-	-	-	-	-	-	-	13	-	-	-	-	-	-		-	-	-	-	-
R	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-		-	-	-	-
S	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	-	-	-		-	-	-
T	9	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-		-	-
U	-	-	6	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-		-
V	-	-	-	-	-	7	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	4	4
3	4	A	Losing	1	1
3	4	B	Losing	1	1
3	4	C	Losing	1	1
4	5	H	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

		To Stage				
		1	2	3	4	5
From Stage	1		11	11	14	13
	2	9		9	9	13
	3	13	13		6	13
	4	13	13	13		11
	5	10	13	13	14	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	D E F I O P Q T U
1	2	A B D E Q R U V
1	3	A B C H M N Q R S V
1	4	G H K L M N
1	5	I J K L O P

Give-Way Lane Input Data

Junction: J1: Western Ave
There are no Opposed Lanes in this Junction

Junction: J2: Dual Ped
There are no Opposed Lanes in this Junction

Junction: J3: Evans Road

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)
J3:2/2 (Evans Rd S/B)	J3:8/1 (Right)	1439	0	J3:4/1	1.09	All	2.00	-	0.50	2	2.00
				J3:4/2	1.09	All					
				J3:4/3	1.09	All					
J3:4/3 (Toby Carvery Exit)	J3:6/1 (Right)	1439	0	J3:2/2	1.09	All	4.00	-	0.50	4	2.00
J3:10/1 (Site Exit)	J4:1/1 (Left)	715	0	J3:6/1	0.22	All	-	-	-	-	-
	J4:1/2 (Left)	715	0	J3:6/1	0.22	All					

Junction: J4: Woodend Lane											
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)**
J4:3/1 (Woodend Lane N/B)	J1:1/2 (Right)	1439	0	J4:1/1	1.09	All	3.00	2.00	0.50	3	2.00
				J4:1/2	1.09	All					
				J4:7/1	1.09	All					
				J4:7/2	1.09	All					
	J1:1/4 (Right)	1439	0	J4:7/1	1.09	All					
				J4:1/1	1.09	All					
				J4:1/2	1.09	All					
				J4:7/2	1.09	All					
J4:4/2 (Site Exit)	J3:3/1 (Right)	1439	0	J4:3/1	1.09	All	3.00	-	0.50	3	2.00
	J3:3/2 (Right)	1439	0	J4:3/1	1.09	All					

Junction: J5: Speke Hall Avenue
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: Western Ave												
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)
J1:1/1 (Speke Boulevard E/B)	U	B	2	3	10.0	Geom	-	4.00	0.00	Y	Arm J2:3 Left	15.00
J1:1/2 (Speke Boulevard E/B)	U	A	2	3	60.0	User	1886	-	-	-	-	-
J1:1/3 (Speke Boulevard E/B)	U	A	2	3	60.0	User	1878	-	-	-	-	-
J1:1/4 (Speke Boulevard E/B)	U	A	2	3	60.0	User	1904	-	-	-	-	-
J1:1/5 (Speke Boulevard E/B)	U	C	2	3	12.0	Geom	-	3.25	0.00	N	Arm J1:6 Right	15.00
J1:2/1 (Woodend Ave S/B)	U	I	2	3	8.0	User	1741	-	-	-	-	-
J1:2/2 (Woodend Ave S/B)	U	J	2	3	60.0	User	1763	-	-	-	-	-
J1:2/3 (Woodend Ave S/B)	U	J	2	3	60.0	User	1762	-	-	-	-	-
J1:2/4 (Woodend Ave S/B)	U	J	2	3	4.0	User	1610	-	-	-	-	-
J1:3/1 (Speke Boulevard E/B Exit)	U		2	3	60.0	User	5400	-	-	-	-	-
J1:4/1 (Speke Boulevard W/B)	U	E	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	Inf
J1:4/2 (Speke Boulevard W/B)	U	D	2	3	60.0	User	1880	-	-	-	-	-
J1:4/3 (Speke Boulevard W/B)	U	D	2	3	60.0	User	1930	-	-	-	-	-
J1:4/4 (Speke Boulevard W/B)	U	D	2	3	60.0	User	2006	-	-	-	-	-

J1:4/5 (Speke Boulevard W/B)	U	F	2	3	60.0	User	1946	-	-	-	-	-
J1:5/1 (Western Ave N/B)	U	H	2	3	60.0	Geom	-	4.00	0.00	N	Arm J4:7 Left	18.00
J1:5/2 (Western Ave N/B)	U	G	2	3	4.0	User	1840	-	-	-	-	-
J1:5/3 (Western Ave N/B)	U	G	2	3	60.0	User	1905	-	-	-	-	-
J1:5/4 (Western Ave N/B)	U	G	2	3	4.0	Geom	-	2.90	0.00	N	Arm J1:3 Right	15.00
J1:6/1 (Western Ave S/B Exit)	U		2	3	60.0	User	3600	-	-	-	-	-

Junction: J2: Dual Ped

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)
J2:1/1	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:2 Ahead	Inf
J2:1/2	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:2 Ahead	Inf
J2:2/1	U		2	3	60.0	User	1800	-	-	-	-	-
J2:2/2	U		2	3	60.0	User	1800	-	-	-	-	-
J2:3/1 (Woodend Ave S/B Exit)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:2 Ahead	Inf
J2:3/2 (Woodend Ave S/B Exit)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:2 Ahead	Inf

Junction: J3: Evans Road

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)
J3:1/1 (Speke Boulevard E/B)	U	B	2	3	10.0	User	1869	-	-	-	-	-
J3:1/2 (Speke Boulevard E/B)	U	B	2	3	60.0	User	1995	-	-	-	-	-
J3:1/3 (Speke Boulevard E/B)	U	B	2	3	60.0	User	2095	-	-	-	-	-
J3:1/4 (Speke Boulevard E/B)	U	A	2	3	10.0	User	1934	-	-	-	-	-
J3:2/1 (Evans Rd S/B)	U	C	2	3	8.0	User	1899	-	-	-	-	-
J3:2/2 (Evans Rd S/B)	O	C	2	3	60.0	User	1780	-	-	-	-	-
J3:3/1 (Speke Boulevard W/B)	U	E	2	3	60.0	User	1867	-	-	-	-	-
J3:3/2 (Speke Boulevard W/B)	U	E	2	3	60.0	User	2105	-	-	-	-	-
J3:3/3 (Speke Boulevard W/B)	U	D	2	3	10.0	User	1943	-	-	-	-	-
J3:4/1 (Toby Carvery Exit)	U	F	2	3	60.0	User	1839	-	-	-	-	-
J3:4/2 (Toby Carvery Exit)	U	F	2	3	4.0	User	1726	-	-	-	-	-
J3:4/3 (Toby Carvery Exit)	O	F	2	3	60.0	User	1943	-	-	-	-	-
J3:5/1 (Evans Rd N/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Speke Boulevard E/B)	U		2	3	60.0	User	3600	-	-	-	-	-
J3:7/1 (Toby Carvery Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-

J3:8/1 (Speke Boulevard W/B Exit)	U		2	3	60.0	User	4800	-	-	-	-	-
J3:9/1 (Site Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:10/1 (Site Exit)	O		2	3	60.0	Geom	-	3.60	0.00	Y	Arm J4:1 Left	14.00

Junction: J4: Woodend Lane

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)
J4:1/1 (Speke Boulevard E/B)	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J1:1 Ahead	Inf
J4:1/2 (Speke Boulevard E/B)	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm J1:1 Ahead	Inf
J4:1/3 (Speke Boulevard E/B)	U	E	2	3	15.0	Geom	-	3.00	0.00	N	Arm J3:3 U-Turn	15.00
											Arm J4:6 Right	15.00
J4:2/1 (Speke Boulevard W/B)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J3:3 Ahead	Inf
											Arm J4:6 Left	15.00
J4:2/2 (Speke Boulevard W/B)	U	A	2	3	60.0	Geom	-	3.60	0.00	N	Arm J3:3 Ahead	Inf
J4:2/3 (Speke Boulevard W/B)	U	F	2	3	8.0	Geom	-	3.00	0.00	N	Arm J4:5 Right	18.00
J4:3/1 (Woodend Lane N/B)	O	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:1 Right	18.00
											Arm J3:3 Left	Inf
											Arm J4:5 Ahead	Inf
J4:4/1 (Site Exit)	U	D	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J1:1 Left	12.00
											Arm J4:6 Ahead	Inf
J4:4/2 (Site Exit)	O	D	2	3	3.0	Geom	-	3.20	0.00	N	Arm J3:3 Right	18.00
J4:5/1 (Site Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Woodend Lane S/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:7/1 (Speke Boulevard W/B)	U		2	3	60.0	User	2200	-	-	-	-	-
J4:7/2 (Speke Boulevard W/B)	U		2	3	60.0	User	2200	-	-	-	-	-

Junction: J5: Speke Hall Avenue

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)
J5:1/1 (Speke Rd)	U	B	2	3	60.0	User	1829	-	-	-	-	-
J5:1/2 (Speke Rd)	U	A	2	3	60.0	User + Flared	1931	-	-	-	-	-
J5:1/3 (Speke Rd)	U	A	2	3	60.0	User	1934	-	-	-	-	-
J5:1/4 (Speke Rd)	U	C	2	3	5.0	Geom	-	3.00	0.00	N	Arm J5:7 Right	18.00
J5:2/1 (Speke Hall Ave)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J5:5 Left	15.00
J5:2/2 (Speke Hall Ave)	U	G	2	3	60.0	User + Flared	1831	-	-	-	-	-
J5:2/3 (Speke Hall Ave)	U	G	2	3	60.0	User + Flared	1665	-	-	-	-	-
J5:3/1 (Speke Hall Rd)	U	I	2	3	5.0	User	1849	-	-	-	-	-
J5:3/2 (Speke Hall Rd)	U	J	2	3	60.0	User	1692	-	-	-	-	-
J5:3/3 (Speke Hall Rd)	U	J	2	3	60.0	User	1736	-	-	-	-	-
J5:3/4 (Speke Hall Rd)	U	J	2	3	60.0	User + Flared	1706	-	-	-	-	-
J5:4/1 (Speke Boulevard)	U	E	2	3	60.0	User + Flared	1924	-	-	-	-	-
J5:4/2 (Speke Boulevard)	U	D	2	3	60.0	User	3710	-	-	-	-	-
J5:4/3 (Speke Boulevard)	U	F	2	3	60.0	User	1770	-	-	-	-	-
J5:5/1 (Speke Rd E/B Exit)	U		2	3	60.0	User	5000	-	-	-	-	-
J5:6/1 (Speke Hall Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:7/1 (Speke Hall Ave Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

J5:8/1 (Speke Boulevard Exit)	U		2	3	60.0	User	5000	-	-	-	-	-

Lane Saturation Flows

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.6 %	1972	1972
				Arm J4:6 Left	15.00	1.4 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	11.7 %	1996	1996
				Arm J3:3 Left	Inf	79.2 %		
				Arm J4:5 Ahead	Inf	9.1 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	88.7 %	1742	1742
				Arm J4:6 Ahead	Inf	11.3 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.3 %	1972	1972
				Arm J4:6 Left	15.00	1.7 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.2 %	1995	1995
				Arm J3:3 Left	Inf	70.7 %		
				Arm J4:5 Ahead	Inf	17.1 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	90.1 %	1739	1739
				Arm J4:6 Ahead	Inf	9.9 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	96.8 %	1969	1969
				Arm J4:6 Left	15.00	3.2 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	18.0 %	1985	1985
				Arm J3:3 Left	Inf	63.0 %		
				Arm J4:5 Ahead	Inf	19.0 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	88.6 %	1742	1742
				Arm J4:6 Ahead	Inf	11.4 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.7 %	1972	1972
				Arm J4:6 Left	15.00	1.3 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	11.8 %	1995	1995
				Arm J3:3 Left	Inf	78.9 %		
				Arm J4:5 Ahead	Inf	9.2 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.3 %	1745	1745
				Arm J4:6 Ahead	Inf	12.7 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.3 %	1972	1972
				Arm J4:6 Left	15.00	1.7 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.9 %	1994	1994
				Arm J3:3 Left	Inf	70.6 %		
				Arm J4:5 Ahead	Inf	16.5 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	90.1 %	1739	1739
				Arm J4:6 Ahead	Inf	9.9 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	96.5 %	1968	1968
				Arm J4:6 Left	15.00	3.5 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	18.3 %	1985	1985
				Arm J3:3 Left	Inf	63.5 %		
				Arm J4:5 Ahead	Inf	18.3 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.6 %	1744	1744
				Arm J4:6 Ahead	Inf	12.4 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.7 %	1972	1972
				Arm J4:6 Left	15.00	1.3 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.5 %	1994	1994
				Arm J3:3 Left	Inf	78.8 %		
				Arm J4:5 Ahead	Inf	8.8 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.3 %	1745	1745
				Arm J4:6 Ahead	Inf	12.7 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.2 %	1972	1972
				Arm J4:6 Left	15.00	1.8 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.4 %	1994	1994
				Arm J3:3 Left	Inf	71.9 %		
				Arm J4:5 Ahead	Inf	15.7 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	90.2 %	1739	1739
				Arm J4:6 Ahead	Inf	9.8 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	96.5 %	1968	1968
				Arm J4:6 Left	15.00	3.5 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	19.1 %	1983	1983
				Arm J3:3 Left	Inf	62.7 %		
				Arm J4:5 Ahead	Inf	18.2 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.7 %	1744	1744
				Arm J4:6 Ahead	Inf	12.3 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Proposed AM 2016'	07:45	08:45	01:00	
2: 'Proposed PM 2016'	15:30	16:30	01:00	
3: 'Proposed Sat 2016'	13:15	14:15	01:00	
4: 'Proposed AM 2021'	07:45	08:45	01:00	
5: 'Proposed PM 2021'	15:30	16:30	01:00	
6: 'Proposed Sat 2021'	13:15	14:15	01:00	
7: 'Proposed AM 2026'	07:45	08:45	01:00	
8: 'Proposed PM 2026'	15:30	16:30	01:00	
9: 'Proposed Sat 2026'	13:15	14:15	01:00	

Traffic Flows, Desired

FG1: 'Proposed AM 2016'

Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
Origin	A	0	206	132	0	0	93	880	43	19	55	28	1456
	B	295	0	39	0	0	28	262	13	6	16	231	890
	C	43	10	0	0	0	1	14	1	0	1	11	81
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	32	7	0	0	0	5	48	2	7	3	8	112
	F	87	20	1	0	4	0	273	176	1	7	21	590
	G	1247	279	15	0	53	470	0	96	13	107	305	2585
	H	59	13	1	0	3	238	100	0	1	5	14	434
	I	39	9	0	0	7	1	8	0	0	3	10	77
	J	68	15	4	0	0	8	74	4	2	0	17	192
	K	86	193	22	0	0	15	145	7	3	9	0	480
	Tot.	1956	752	214	0	67	859	1804	342	52	206	645	6897

FG2: 'Proposed PM 2016'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	313	131	0	0	130	962	70	16	40	84	1746
	B	302	0	42	0	0	42	309	22	5	13	203	938
	C	57	14	0	0	0	3	23	2	0	5	13	117
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	98	24	2	0	0	19	143	10	19	11	22	348
Origin	F	127	31	2	0	10	0	323	171	2	13	29	708
	G	810	199	12	0	65	321	0	163	11	84	186	1851
	H	74	18	1	0	6	215	150	0	1	8	17	490
	I	36	9	1	0	14	1	8	1	0	4	8	82
	J	60	15	7	0	0	9	70	5	1	0	14	181
	K	86	261	44	0	0	43	322	23	5	14	0	798
	Tot.	1650	884	242	0	95	783	2310	467	60	192	576	7259

FG3: 'Proposed Sat 2016'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	555	99	5	0	107	631	70	30	67	127	1691
	B	476	0	30	1	0	32	190	21	9	20	231	1010
	C	10	3	0	0	0	1	6	1	0	1	2	24
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	110	31	1	0	0	25	145	16	24	12	28	392
Origin	F	106	30	1	0	10	0	184	148	3	10	27	519
	G	665	188	4	0	65	232	0	103	18	65	169	1509
	H	66	19	0	0	6	186	115	0	2	6	17	417
	I	38	11	0	0	19	2	14	2	0	4	10	100
	J	59	17	6	0	0	13	78	9	4	0	15	201
	K	141	192	30	1	0	33	193	21	9	20	0	640
	Tot.	1671	1046	171	7	100	631	1556	391	99	205	626	6503

FG4: 'Proposed AM 2021'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	218	106	0	0	101	960	46	20	58	30	1539
	B	315	0	29	0	0	28	265	13	5	16	245	916
	C	38	8	0	0	0	1	14	1	0	1	9	72
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	32	7	0	0	0	5	48	2	8	3	8	113
Origin	F	94	21	1	0	4	0	292	188	1	8	23	632
	G	1341	293	11	0	53	473	0	103	13	112	322	2721
	H	63	14	1	0	2	244	107	0	1	5	15	452
	I	39	9	0	0	7	1	8	0	0	3	9	76
	J	71	16	4	0	0	8	76	4	2	0	17	198
	K	91	202	16	0	0	16	148	7	3	9	0	492
	Tot.	2084	788	168	0	66	877	1918	364	53	215	678	7211

FG5: 'Proposed PM 2021'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	332	126	0	0	138	1035	73	17	42	90	1853
	B	322	0	40	0	0	43	325	23	5	13	216	987
	C	44	10	0	0	0	3	22	2	0	5	10	96
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	99	23	1	0	0	19	144	10	19	11	22	348
Origin	F	137	32	2	0	10	0	330	176	2	14	30	733
	G	874	203	11	0	65	332	0	163	12	88	191	1939
	H	78	18	1	0	6	226	160	0	1	8	17	515
	I	38	9	1	0	14	1	9	1	0	4	8	85
	J	64	15	7	0	0	10	72	5	1	0	14	188
	K	91	276	42	0	0	46	342	24	6	14	0	841
	Tot.	1747	918	231	0	95	818	2439	477	63	199	598	7585

FG6: 'Proposed Sat 2021'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	591	102	0	2	110	679	72	33	70	136	1795
	B	508	0	30	0	1	32	196	21	10	20	246	1064
	C	11	3	0	0	0	1	7	1	0	1	2	26
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	95	25	1	0	0	20	123	13	22	10	22	331
Origin	F	114	29	1	0	10	0	197	158	3	11	26	549
	G	714	184	4	0	60	239	0	103	20	68	165	1557
	H	70	18	0	0	6	198	123	0	2	7	16	440
	I	41	11	0	0	19	2	15	2	0	4	10	104
	J	64	16	6	0	0	13	81	9	4	0	15	208
	K	150	202	31	0	1	33	203	22	10	21	0	673
	Tot.	1767	1079	175	0	99	648	1624	401	104	212	638	6747

FG7: 'Proposed AM 2026'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	230	109	0	0	106	1019	48	21	60	32	1625
	B	333	0	30	0	0	29	279	13	6	16	259	965
	C	40	9	0	0	0	2	15	1	0	1	10	78
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	32	7	0	0	0	5	48	2	8	3	8	113
Origin	F	99	22	1	0	4	0	309	199	1	8	24	667
	G	1422	308	12	0	53	500	0	109	14	116	340	2874
	H	66	14	1	0	2	258	113	0	1	5	16	476
	I	41	9	0	0	7	1	9	0	0	3	10	80
	J	74	16	4	0	0	8	78	4	2	0	18	204
	K	95	211	17	0	0	16	155	7	3	9	0	513
	Tot.	2202	826	174	0	66	925	2025	383	56	221	717	7595

FG8: 'Proposed PM 2026'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	350	129	0	0	146	1097	75	18	43	95	1953
	B	341	0	40	0	0	45	343	23	6	13	227	1038
	C	47	11	0	0	0	3	24	2	0	6	10	103
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	100	23	1	0	0	19	145	10	19	10	22	349
Origin	F	145	33	2	0	10	0	349	186	2	14	31	772
	G	926	211	12	0	66	351	0	163	13	92	200	2034
	H	81	19	1	0	6	239	170	0	1	8	18	543
	I	41	9	1	0	14	1	9	1	0	4	9	89
	J	66	15	8	0	0	10	74	5	1	0	14	193
	K	95	289	42	0	0	48	360	25	6	14	0	879
	Tot.	1842	960	236	0	96	862	2571	490	66	204	626	7953

FG9: 'Proposed Sat 2026'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	624	104	0	2	116	722	75	35	73	143	1894
	B	537	0	30	0	1	33	207	22	10	21	259	1120
	C	11	3	0	0	0	1	7	1	0	1	3	27
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	96	24	1	0	0	20	124	13	22	10	22	332
Origin	F	121	31	1	0	10	0	208	167	3	11	28	580
	G	757	192	5	0	61	253	0	103	21	71	173	1636
	H	72	18	0	0	6	210	130	0	2	7	17	462
	I	44	11	0	0	20	3	16	2	0	4	10	110
	J	67	17	7	0	0	13	84	9	4	0	15	216
	K	158	211	31	0	1	34	214	22	10	22	0	703
	Tot.	1863	1131	179	0	101	683	1712	414	107	220	670	7080

Stage Timings

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')
C1 - Western Ave

Stage	1	2	3	4	5
Duration	26	10	8	9	5
Change Point	0	36	60	83	103

C2 - Woodend Rd Ped
Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	70	59

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	48	37

C3 - Evans Rd
Stage Stream: 1

Stage	1	2	3	5
Duration	7	67	7	8
Change Point	50	64	17	29

C4 - Woodend Lane new signal Junction
Stage Stream: 1

Stage	1	2	3
Duration	72	6	7
Change Point	27	110	12

C5 - Speke Hall Ave
Stage Stream: 1

Stage	1	2	3	4	5
Duration	25	21	8	8	11
Change Point	104	19	51	68	82

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.2%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.2%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	40:37	-	615	1886:1832	741	83.0%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	40	-	457	1878	642	71.2%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	40:16	-	580	1904:1891	695	83.5%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	8:41	-	394	1763:1741	432	91.2%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	8	-	196	1762:1610	226	86.7%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1804	5400	5400	33.4%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	54	-	697	1880:1965	883	78.9%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	54	-	692	1930	885	78.2%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	54	-	726	2006	919	79.0%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	32	-	470	1946	535	87.8%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	29:9	-	215	1989:1840	249	86.5%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	9	-	219	1905:1859	252	86.8%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	342	3600	3600	9.5%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.5%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	394	1915	1612	24.4%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	196	2055	1730	11.3%
2/1		U	N/A	N/A	-		-	-	-	331	1800	1800	18.4%
2/2		U	N/A	N/A	-		-	-	-	528	1800	1800	29.3%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	331	1915	1612	20.5%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	528	2055	1730	30.5%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	80	-	895	1995:1869	1415	63.3%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	80:7	-	892	2095:1934	1439	62.0%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	14	-	81	1780:1899	151	53.6%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	79	-	1083	1867	1245	87.0%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	79:7	-	1209	2105:1943	1408	85.9%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	8	-	104	1839:1726	140	74.2%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	8	-	88	1943	146	60.4%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1618	3600	3600	44.9%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2314	4800	4800	48.2%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	405	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	84	-	773	1975	1399	55.3%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	84:14	-	845	2115:1868	1502	56.3%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	75	-	1069	1972	1249	85.6%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	75:7	-	1187	2115:1897	1339	88.6%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	7	-	77	1996	133	57.9%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	7	-	112	1742:1915	193	58.1%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1069	2200	2200	48.6%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1187	2200	2200	54.0%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	39	-	206	1829	610	33.8%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	41	-	708	1931	826	85.7%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	41:12	-	542	1934:1897	689	78.6%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	26	-	86	1786	402	21.4%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	8	-	193	1831	269	71.7%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	8	-	201	1665	249	80.7%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	13:50	-	448	1692:1849	806	55.6%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	13	-	147	1736	203	72.6%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	13	-	295	1706	392	75.3%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	58	-	386	1924	1306	29.6%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	59	-	1575	3710	1855	84.9%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	29	-	353	1770	443	79.8%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1956	5000	5000	39.1%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1787	5000	5000	35.7%

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: Speke Boulevard	**-**	**-**	**115**	**58**	**37**	**110.8**	**67.2**	**0.1**	**178.1**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**47.3**	**27.6**	**0.0**	**74.9**	**-**	**-**	**-**	**-**
1/2+1/1	615	615	-	-	-	4.6	2.4	-	6.9	40.7	14.8	2.4	17.2
1/3	457	457	-	-	-	4.1	1.2	-	5.3	41.9	12.8	1.2	14.0
1/4+1/5	580	580	-	-	-	4.2	2.4	-	6.7	41.3	10.2	2.4	12.6
2/2+2/1	394	394	-	-	-	3.9	4.3	-	8.2	74.7	8.2	4.3	12.5
2/3+2/4	196	196	-	-	-	2.9	2.8	-	5.6	103.6	4.0	2.8	6.8
3/1	1804	1804	-	-	-	0.1	0.3	-	0.3	0.7	16.7	0.3	17.0
4/2+4/1	697	697	-	-	-	5.2	1.8	-	7.0	36.4	18.8	1.8	20.6
4/3	692	692	-	-	-	5.3	1.8	-	7.0	36.6	19.4	1.8	21.2
4/4	726	726	-	-	-	5.6	1.8	-	7.4	36.7	20.4	1.8	22.2
4/5	470	470	-	-	-	5.4	3.3	-	8.7	66.7	14.9	3.3	18.2
5/1+5/2	215	215	-	-	-	2.7	2.8	-	5.5	91.8	3.9	2.8	6.6
5/3+5/4	219	219	-	-	-	3.3	2.8	-	6.1	99.9	3.9	2.8	6.7
6/1	342	342	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.9**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	394	394	-	-	-	0.2	0.2	-	0.4	3.4	2.5	0.2	2.7
1/2	196	196	-	-	-	0.1	0.1	-	0.2	2.8	1.1	0.1	1.2
2/1	331	331	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	528	528	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	331	331	-	-	-	0.1	0.1	-	0.2	2.5	1.7	0.1	1.8
3/2	528	528	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
J3: Evans Road	**-**	**-**	**84**	**58**	**10**	**11.6**	**11.4**	**0.0**	**23.0**	**-**	**-**	**-**	**-**

1/2+1/1	895	895	-	-	-	1.0	0.9	-	1.8	7.4	25.6	0.9	26.4
1/3+1/4	892	892	-	-	-	2.7	0.8	-	3.5	14.2	18.3	0.8	19.2
2/2+2/1	81	81	0	58	6	1.1	0.6	0.0	1.6	73.1	1.9	0.6	2.5
3/1	1083	1083	-	-	-	1.9	3.2	-	5.1	17.1	34.9	3.2	38.1
3/2+3/3	1209	1209	-	-	-	1.7	2.9	-	4.6	13.8	38.3	2.9	41.3
4/1+4/2	104	104	-	-	-	1.6	1.3	-	2.9	100.6	3.3	1.3	4.6
4/3	88	88	84	0	4	1.3	0.7	0.0	2.1	85.1	2.8	0.7	3.6
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1618	1618	-	-	-	0.4	0.4	-	0.8	1.7	15.0	0.2	15.2
7/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2314	2314	-	-	-	0.0	0.5	-	0.5	0.7	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**32**	**0**	**27**	**11.1**	**10.3**	**0.1**	**21.4**	**-**	**-**	**-**	**-**
1/1	773	773	-	-	-	1.9	0.6	-	2.5	11.8	9.1	0.6	9.8
1/2+1/3	845	845	-	-	-	2.4	0.6	-	3.1	13.1	11.5	0.6	12.1
2/1	1069	1069	-	-	-	1.3	2.9	-	4.2	14.0	32.9	2.9	35.8
2/2+2/3	1187	1187	-	-	-	1.6	3.7	-	5.3	16.1	28.1	3.7	31.9
3/1	77	77	9	0	0	1.2	0.7	0.0	1.8	85.9	2.5	0.7	3.2
4/1+4/2	112	112	23	0	27	1.7	0.7	0.1	2.4	78.2	2.0	0.7	2.7
5/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1069	1069	-	-	-	0.2	0.5	-	0.6	2.1	12.4	0.5	12.9
7/2	1187	1187	-	-	-	0.8	0.6	-	1.4	4.3	25.8	0.6	26.4
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**40.5**	**17.0**	**0.0**	**57.5**	**-**	**-**	**-**	**-**
1/1	206	206	-	-	-	1.7	0.3	-	2.0	34.5	5.1	0.3	5.4
1/2	708	708	-	-	-	6.5	2.9	-	9.4	47.7	21.2	2.9	24.1

1/3+1/4	542	542	-	-	-	5.3	1.8	-	7.1	47.3	15.8	1.8	17.6
2/1	86	86	-	-	-	0.9	0.1	-	1.0	43.6	2.3	0.1	2.5
2/2	193	193	-	-	-	2.9	1.2	-	4.1	77.1	6.3	1.2	7.5
2/3	201	201	-	-	-	3.1	1.9	-	5.0	89.3	6.6	1.9	8.5
3/2+3/1	448	448	-	-	-	4.3	0.6	-	4.9	39.6	9.8	0.6	10.4
3/3	147	147	-	-	-	2.1	1.3	-	3.4	82.2	4.7	1.3	6.0
3/4	295	295	-	-	-	4.2	1.5	-	5.7	69.4	9.5	1.5	11.0
4/1	386	386	-	-	-	0.7	0.2	-	0.9	8.5	4.4	0.2	4.6
4/2	1575	1575	-	-	-	4.9	2.8	-	7.7	17.6	22.2	1.4	23.5
4/3	353	353	-	-	-	3.8	1.9	-	5.7	57.7	10.4	1.9	12.2
5/1	1956	1956	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1787	1787	-	-	-	0.1	0.3	-	0.3	0.7	11.2	0.3	11.4

C1 - Western Ave	PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	74.49	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	194.8	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	268.2	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	21.76	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	19.33	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	56.87	Cycle Time (s): 120
	PRC Over All Lanes (%):	-1.4	Total Delay Over All Lanes(pcuHr):	178.08	

Stage Timings

Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	15	18	8	11	6
Change Point	0	25	57	80	102

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	4	113

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	57	46

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	68	7	7
Change Point	45	59	13	25

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	60	6	19
Change Point	41	112	14

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	18	21	8	17	9
Change Point	99	7	39	56	79

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.1%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	48:45	-	828	1886:1832	895	92.5%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	48	-	629	1878	767	82.0%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	48:16	-	760	1904:1891	848	89.6%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	9:31	-	474	1763:1741	536	88.5%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	9	-	234	1762:1610	258	90.6%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2310	5400	5400	42.8%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	51	-	563	1880:1965	877	64.2%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	51	-	478	1930	836	57.2%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	51	-	489	2006	869	56.3%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	21	-	321	1946	357	90.0%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	31:11	-	270	1989:1840	287	94.1%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	11	-	220	1905:1859	238	92.3%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	467	3600	3600	12.9%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**29.4%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	474	1915	1612	29.4%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	234	2055	1730	13.5%
2/1		U	N/A	N/A	-		-	-	-	394	1800	1800	21.9%
2/2		U	N/A	N/A	-		-	-	-	389	1800	1800	21.6%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	394	1915	1612	24.4%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	389	2055	1730	22.5%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	81	-	1117	1995:1869	1423	78.5%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	81:7	-	1116	2095:1934	1448	77.1%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	13	-	117	1780:1899	166	70.4%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	80	-	866	1867	1260	68.7%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	80:7	-	960	2105:1943	1427	67.3%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	7	-	96	1839:1726	129	74.2%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	7	-	85	1943	130	65.6%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	2062	3600	3600	57.3%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1861	4800	4800	38.8%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	297	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.6%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	72	-	992	1975	1201	82.6%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	72:14	-	1070	2115:1868	1287	83.1%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	63	-	813	1972	1052	77.3%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	63:7	-	893	2115:1897	1136	78.6%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	19	-	82	1995	332	24.7%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	19	-	348	1739:1915	376	92.6%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	813	2200	2200	37.0%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	893	2200	2200	40.6%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	39	-	313	1829	610	51.3%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	41	-	781	1931	826	94.6%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	41:12	-	652	1934:1897	703	92.8%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	35	-	86	1786	536	16.1%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	17	-	261	1831	515	50.7%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	17	-	451	1665	490	92.1%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	11:41	-	483	1692:1849	656	73.7%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	11	-	153	1736	174	88.1%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	11	-	302	1706	336	89.9%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	51	-	289	1924	1194	24.2%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	52	-	1262	3710	1639	77.0%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	22	-	310	1770	339	91.4%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1650	5000	5000	33.0%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	2233	5000	5000	44.7%

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: Speke Boulevard	**-**	**-**	**237**	**59**	**39**	**146.5**	**91.0**	**0.3**	**237.8**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**59.0**	**34.1**	**0.0**	**93.1**	**-**	**-**	**-**	**-**
1/2+1/1	828	828	-	-	-	9.8	5.3	-	15.2	65.9	20.5	5.3	25.8
1/3	629	629	-	-	-	8.1	2.2	-	10.3	58.7	18.6	2.2	20.8
1/4+1/5	760	760	-	-	-	10.0	3.9	-	13.9	65.9	20.3	3.9	24.2
2/2+2/1	474	470	-	-	-	6.0	3.4	-	9.5	72.1	10.7	3.4	14.2
2/3+2/4	234	234	-	-	-	3.4	3.7	-	7.1	109.3	4.0	3.7	7.7
3/1	2310	2310	-	-	-	0.1	0.4	-	0.5	0.7	21.2	0.4	21.5
4/2+4/1	563	563	-	-	-	3.9	0.9	-	4.8	30.6	12.2	0.9	13.1
4/3	478	478	-	-	-	3.4	0.7	-	4.1	30.6	12.0	0.7	12.6
4/4	489	489	-	-	-	3.5	0.6	-	4.1	30.2	12.1	0.6	12.7
4/5	321	321	-	-	-	4.3	3.7	-	8.0	89.6	10.4	3.7	14.1
5/1+5/2	270	270	-	-	-	3.4	5.0	-	8.4	111.7	5.4	5.0	10.4
5/3+5/4	220	220	-	-	-	3.2	4.1	-	7.3	119.9	5.3	4.1	9.5
6/1	463	463	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.9**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	474	474	-	-	-	0.3	0.2	-	0.5	3.6	3.3	0.2	3.5
1/2	234	234	-	-	-	0.1	0.1	-	0.2	2.9	1.4	0.1	1.4
2/1	394	394	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	389	389	-	-	-	0.0	0.1	-	0.2	1.4	0.2	0.1	0.4
3/1	394	394	-	-	-	0.0	0.2	-	0.2	1.7	0.2	0.2	0.3
3/2	389	389	-	-	-	0.0	0.1	-	0.2	1.4	0.1	0.1	0.2
J3: Evans Road	**-**	**-**	**72**	**59**	**38**	**13.5**	**10.0**	**0.1**	**23.6**	**-**	**-**	**-**	**-**

1/2+1/1	1117	1117	-	-	-	3.8	1.8	-	5.6	18.0	31.0	1.8	32.8
1/3+1/4	1116	1116	-	-	-	4.0	1.7	-	5.7	18.4	28.5	1.7	30.2
2/2+2/1	117	117	0	59	25	1.6	1.1	0.1	2.8	85.6	2.6	1.1	3.7
3/1	866	866	-	-	-	0.2	1.1	-	1.3	5.3	1.3	1.1	2.4
3/2+3/3	960	960	-	-	-	0.4	1.0	-	1.5	5.5	2.7	1.0	3.7
4/1+4/2	96	96	-	-	-	1.5	1.3	-	2.8	104.6	2.9	1.3	4.2
4/3	85	85	72	0	13	1.3	0.9	0.0	2.2	94.4	2.8	0.9	3.7
5/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	2062	2062	-	-	-	0.8	0.7	-	1.4	2.5	25.6	0.3	25.9
7/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1861	1861	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**165**	**0**	**2**	**24.1**	**13.7**	**0.2**	**38.1**	**-**	**-**	**-**	**-**
1/1	992	992	-	-	-	4.9	2.3	-	7.2	26.2	14.5	2.3	16.8
1/2+1/3	1070	1070	-	-	-	5.5	2.4	-	7.9	26.5	15.7	2.4	18.1
2/1	813	813	-	-	-	3.7	1.7	-	5.3	23.7	25.2	1.7	26.9
2/2+2/3	893	893	-	-	-	4.4	1.8	-	6.2	25.2	26.6	1.8	28.4
3/1	82	82	10	0	0	1.0	0.2	0.0	1.2	51.8	2.4	0.2	2.5
4/1+4/2	348	348	155	0	2	4.6	4.7	0.2	9.5	98.3	8.8	4.7	13.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	813	813	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
7/2	893	893	-	-	-	0.1	0.3	-	0.4	1.6	6.9	0.3	7.3
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**49.5**	**32.4**	**0.0**	**81.8**	**-**	**-**	**-**	**-**
1/1	313	313	-	-	-	2.8	0.5	-	3.3	38.2	8.3	0.5	8.9
1/2	781	781	-	-	-	7.6	6.7	-	14.3	65.8	24.9	6.7	31.7

1/3+1/4	652	652	-	-	-	7.0	5.3	-	12.3	67.9	20.1	5.3	25.4
2/1	86	86	-	-	-	0.7	0.1	-	0.8	34.9	2.1	0.1	2.2
2/2	261	261	-	-	-	3.4	0.5	-	3.9	53.8	7.9	0.5	8.4
2/3	451	451	-	-	-	6.3	4.7	-	11.0	87.6	14.8	4.7	19.5
3/2+3/1	483	483	-	-	-	5.4	1.4	-	6.8	50.3	13.4	1.4	14.8
3/3	153	153	-	-	-	2.3	2.9	-	5.2	121.5	5.0	2.9	7.9
3/4	302	302	-	-	-	4.5	3.7	-	8.1	97.1	9.9	3.7	13.6
4/1	289	289	-	-	-	0.8	0.2	-	0.9	11.7	3.2	0.2	3.3
4/2	1262	1262	-	-	-	4.4	1.7	-	6.0	17.2	13.5	0.8	14.4
4/3	310	310	-	-	-	4.4	4.1	-	8.5	98.9	9.9	4.1	14.0
5/1	1650	1650	-	-	-	0.0	0.2	-	0.2	0.5	0.0	0.2	0.2
6/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2233	2233	-	-	-	0.0	0.4	-	0.5	0.7	9.9	0.4	10.3

C1 - Western Ave	PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	92.56	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	268.2	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	206.0	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	21.80	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	37.36	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	81.14	Cycle Time (s): 120
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	237.85	

Stage Timings

Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	11	18	8	10	11
Change Point	0	21	53	76	97

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	4	113

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	96	85

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	67	7	8
Change Point	48	62	15	27

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	56	6	23
Change Point	73	20	42

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	17	20	9	11	16
Change Point	3	30	61	79	96

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	48:45	-	633	1886:1832	919	68.9%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	48	-	423	1878	767	55.2%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	48:16	-	554	1904:1891	894	62.0%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	14:32	-	332	1763:1741	494	67.2%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	14	-	187	1762:1610	255	73.3%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1556	5400	5400	28.8%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	47	-	456	1880:1965	795	57.4%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	47	-	399	1930	772	51.7%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	47	-	422	2006	802	52.6%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	17	-	232	1946	292	79.5%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	30:10	-	231	1989:1840	289	80.0%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	10	-	186	1905:1859	241	77.2%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	391	3600	3600	10.9%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**20.6%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	332	1915	1612	20.6%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	187	2055	1730	10.8%
2/1		U	N/A	N/A	-		-	-	-	328	1800	1800	18.2%
2/2		U	N/A	N/A	-		-	-	-	303	1800	1800	16.8%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	328	1915	1612	20.4%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	303	2055	1730	17.5%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	80	-	854	1995:1869	1403	60.9%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	80:7	-	765	2095:1934	1379	55.5%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	14	-	24	1780:1899	191	12.6%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	79	-	787	1867	1245	63.2%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	79:7	-	831	2105:1943	1407	59.1%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	8	-	97	1839:1726	143	67.7%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	8	-	104	1943	146	71.4%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1465	3600	3600	40.7%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1621	4800	4800	33.8%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	398	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	68	-	710	1975	1136	62.5%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	68:14	-	748	2115:1868	1235	60.6%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	59	-	725	1969	984	73.6%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	59:7	-	752	2115:1897	1070	70.3%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	23	-	100	1985	326	30.7%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	23	-	392	1742:1915	441	88.9%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	725	2200	2200	33.0%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	752	2200	2200	34.2%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	39	-	555	1829	610	91.0%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	41	-	666	1931	826	80.6%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	41:13	-	470	1934:1897	635	74.0%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	30	-	141	1786	461	30.6%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	11	-	192	1831	359	53.5%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	11	-	307	1665	332	92.4%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	18:47	-	418	1692:1849	665	62.8%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	18	-	116	1736	275	42.2%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	18	-	476	1706	532	89.5%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	49	-	268	1924	1162	23.1%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	50	-	1054	3710	1577	66.8%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	21	-	299	1770	325	92.1%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1671	5000	5000	33.4%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1619	5000	5000	32.4%

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: Speke Boulevard	**-**	**-**	**282**	**14**	**23**	**122.2**	**51.1**	**0.7**	**174.0**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**39.2**	**12.2**	**0.0**	**51.3**	**-**	**-**	**-**	**-**
1/2+1/1	633	633	-	-	-	5.1	1.1	-	6.2	35.5	14.8	1.1	15.9
1/3	423	423	-	-	-	3.4	0.6	-	4.0	34.3	13.5	0.6	14.1
1/4+1/5	554	554	-	-	-	6.0	0.8	-	6.8	44.4	13.4	0.8	14.2
2/2+2/1	332	332	-	-	-	3.7	1.0	-	4.7	51.1	9.6	1.0	10.6
2/3+2/4	187	187	-	-	-	2.5	1.3	-	3.8	73.1	4.8	1.3	6.1
3/1	1556	1556	-	-	-	0.1	0.2	-	0.3	0.7	21.1	0.2	21.3
4/2+4/1	456	456	-	-	-	3.4	0.7	-	4.1	32.0	10.1	0.7	10.7
4/3	399	399	-	-	-	3.0	0.5	-	3.6	32.0	10.0	0.5	10.5
4/4	422	422	-	-	-	3.2	0.6	-	3.8	32.1	10.7	0.6	11.2
4/5	232	232	-	-	-	3.2	1.8	-	5.0	77.5	7.4	1.8	9.2
5/1+5/2	231	231	-	-	-	2.8	1.9	-	4.7	73.1	3.7	1.9	5.6
5/3+5/4	186	186	-	-	-	2.7	1.6	-	4.3	83.2	3.7	1.6	5.3
6/1	391	391	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.6**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	332	332	-	-	-	0.2	0.1	-	0.3	3.2	2.0	0.1	2.2
1/2	187	187	-	-	-	0.1	0.1	-	0.1	2.8	1.0	0.1	1.1
2/1	328	328	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	303	303	-	-	-	0.0	0.1	-	0.1	1.2	0.1	0.1	0.2
3/1	328	328	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
3/2	303	303	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
J3: Evans Road	**-**	**-**	**84**	**14**	**21**	**10.3**	**5.8**	**0.0**	**16.2**	**-**	**-**	**-**	**-**

1/2+1/1	854	854	-	-	-	1.4	0.8	-	2.1	9.0	15.5	0.8	16.3
1/3+1/4	765	765	-	-	-	3.0	0.6	-	3.6	16.8	19.3	0.6	20.0
2/2+2/1	24	24	0	14	1	0.3	0.1	0.0	0.4	57.5	0.4	0.1	0.5
3/1	787	787	-	-	-	1.5	0.9	-	2.4	11.0	5.4	0.9	6.2
3/2+3/3	831	831	-	-	-	1.2	0.7	-	1.9	8.2	4.0	0.7	4.7
4/1+4/2	97	97	-	-	-	1.5	1.0	-	2.5	91.2	2.9	1.0	3.9
4/3	104	104	84	0	20	1.6	1.2	0.0	2.8	96.1	3.4	1.2	4.6
5/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1465	1465	-	-	-	0.0	0.3	-	0.3	0.9	0.1	0.2	0.3
7/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1621	1621	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.1	0.1
9/1	7	7	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**198**	**0**	**2**	**25.9**	**8.4**	**0.7**	**34.9**	**-**	**-**	**-**	**-**
1/1	710	710	-	-	-	1.6	0.8	-	2.4	12.2	8.3	0.8	9.2
1/2+1/3	748	748	-	-	-	1.8	0.8	-	2.6	12.4	7.1	0.8	7.9
2/1	725	725	-	-	-	7.4	1.4	-	8.8	43.5	22.9	1.4	24.3
2/2+2/3	752	752	-	-	-	9.1	1.2	-	10.2	49.0	23.2	1.2	24.4
3/1	100	100	18	0	0	1.1	0.2	0.5	1.8	65.7	2.8	0.2	3.0
4/1+4/2	392	392	180	0	2	4.9	3.5	0.2	8.6	79.3	9.9	3.5	13.4
5/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	725	725	-	-	-	0.0	0.2	-	0.2	1.2	0.1	0.2	0.3
7/2	752	752	-	-	-	0.0	0.3	-	0.3	1.3	0.3	0.3	0.5
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**46.5**	**24.1**	**0.0**	**70.6**	**-**	**-**	**-**	**-**
1/1	555	555	-	-	-	5.9	4.4	-	10.3	66.7	17.6	4.4	22.0
1/2	666	666	-	-	-	6.0	2.0	-	8.0	43.2	19.2	2.0	21.3

1/3+1/4	470	470	-	-	-	4.7	1.4	-	6.1	47.1	10.9	1.4	12.3
2/1	141	141	-	-	-	1.4	0.2	-	1.6	41.5	3.8	0.2	4.0
2/2	192	192	-	-	-	2.7	0.6	-	3.3	62.1	6.1	0.6	6.7
2/3	307	307	-	-	-	4.6	4.5	-	9.1	106.3	10.1	4.5	14.6
3/2+3/1	418	418	-	-	-	3.8	0.8	-	4.6	39.8	8.3	0.8	9.2
3/3	116	116	-	-	-	1.5	0.4	-	1.8	56.8	3.5	0.4	3.8
3/4	476	476	-	-	-	6.5	3.8	-	10.3	77.9	15.5	3.8	19.2
4/1	268	268	-	-	-	0.9	0.1	-	1.0	13.8	3.2	0.1	3.4
4/2	1054	1054	-	-	-	4.0	1.0	-	5.0	17.1	9.0	0.5	9.5
4/3	299	299	-	-	-	4.5	4.4	-	8.9	106.6	9.5	4.4	13.9
5/1	1671	1671	-	-	-	0.0	0.3	-	0.3	0.5	0.0	0.3	0.3
6/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1619	1619	-	-	-	0.0	0.2	-	0.3	0.6	8.6	0.2	8.9

C1 - Western Ave		PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	50.97
C2 - Woodend Rd Ped	Stream: 1	PRC for Signalled Lanes (%):	342.3	Total Delay for Signalled Lanes (pcuHr):	0.24
C2 - Woodend Rd Ped	Stream: 2	PRC for Signalled Lanes (%):	336.9	Total Delay for Signalled Lanes (pcuHr):	0.44
C3 - Evans Rd	Stream: 1	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	15.61
C4 - Woodend Lane new signal Junction	Stream: 1	PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	34.41
C5 - Speke Hall Ave	Stream: 1	PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	70.06
		PRC Over All Lanes (%):	-2.7	Total Delay Over All Lanes(pcuHr):	173.97

Cycle Time (s): 120
Cycle Time (s): 120
Cycle Time (s): 120
Cycle Time (s): 120
Cycle Time (s): 120
Cycle Time (s): 120

Stage Timings

Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	25	10	8	9	6
Change Point	0	35	59	82	102

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	70	59

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	69	58

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	68	7	7
Change Point	67	81	35	47

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	72	6	7
Change Point	83	46	68

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	25	22	8	8	10
Change Point	12	47	80	97	111

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	40:37	-	639	1886:1832	743	85.3%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	40	-	518	1878	642	80.7%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	40:16	-	595	1904:1891	696	84.9%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	9:41	-	427	1763:1741	466	91.7%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	9	-	205	1762:1610	237	86.6%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1918	5400	5400	35.4%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	53	-	737	1880:1965	868	84.9%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	53	-	736	1930	869	84.7%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	53	-	775	2006	903	85.9%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	31	-	473	1946	519	91.1%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	29:9	-	223	1989:1840	251	88.8%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	9	-	229	1905:1859	257	89.2%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	364	3600	3600	10.1%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.6%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	427	1915	1612	26.5%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	205	2055	1730	11.9%
2/1		U	N/A	N/A	-		-	-	-	347	1800	1800	19.2%
2/2		U	N/A	N/A	-		-	-	-	530	1800	1800	29.4%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	347	1915	1612	21.5%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	530	2055	1730	30.6%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.8%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	81	-	898	1995:1869	1413	63.6%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	81:7	-	948	2095:1934	1455	65.1%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	13	-	72	1780:1899	156	46.1%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	80	-	1157	1867	1260	91.8%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	80:7	-	1277	2105:1943	1425	89.6%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	7	-	108	1839:1726	125	86.7%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	7	-	90	1943	130	69.5%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1718	3600	3600	47.7%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2449	4800	4800	51.0%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	376	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	84	-	801	1975	1399	57.3%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	84:14	-	917	2115:1868	1501	61.1%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	75	-	1147	1972	1249	91.8%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	75:7	-	1251	2115:1897	1339	93.4%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	7	-	76	1995	133	57.1%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	7	-	113	1745:1915	192	58.9%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1147	2200	2200	52.1%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1251	2200	2200	56.9%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	40	-	218	1829	625	34.9%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	42	-	732	1931	842	86.9%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	42:12	-	589	1934:1897	705	83.5%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	26	-	91	1786	402	22.6%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	8	-	202	1831	269	75.0%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	8	-	199	1665	249	79.9%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	12:49	-	454	1692:1849	725	62.6%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	12	-	147	1736	188	78.2%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	12	-	315	1706	364	86.6%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	59	-	403	1924	1322	30.5%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	60	-	1678	3710	1886	89.0%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	29	-	368	1770	443	83.2%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	2084	5000	5000	41.7%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1846	5000	5000	36.9%

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: Speke Boulevard	**-**	**-**	**99**	**50**	**45**	**144.2**	**88.2**	**0.7**	**233.1**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**49.0**	**34.2**	**0.0**	**83.2**	**-**	**-**	**-**	**-**
1/2+1/1	634	634	-	-	-	3.9	2.8	-	6.7	37.8	15.8	2.8	18.6
1/3	518	518	-	-	-	3.5	2.0	-	5.6	38.7	16.7	2.0	18.7
1/4+1/5	591	591	-	-	-	4.1	2.7	-	6.8	41.4	17.6	2.7	20.3
2/2+2/1	427	427	-	-	-	4.3	4.5	-	8.8	74.0	8.2	4.5	12.7
2/3+2/4	205	205	-	-	-	3.0	2.8	-	5.7	100.4	4.0	2.8	6.8
3/1	1910	1910	-	-	-	0.1	0.3	-	0.4	0.7	22.8	0.3	23.1
4/2+4/1	737	737	-	-	-	5.9	2.7	-	8.6	41.9	20.9	2.7	23.6
4/3	736	736	-	-	-	6.0	2.7	-	8.7	42.4	21.7	2.7	24.3
4/4	775	775	-	-	-	6.4	2.9	-	9.3	43.1	23.0	2.9	25.9
4/5	473	473	-	-	-	5.6	4.3	-	9.9	75.6	15.2	4.3	19.6
5/1+5/2	223	223	-	-	-	2.8	3.2	-	6.1	97.8	4.0	3.2	7.2
5/3+5/4	229	229	-	-	-	3.4	3.3	-	6.8	106.2	4.0	3.3	7.3
6/1	364	364	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.9**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	427	427	-	-	-	0.2	0.2	-	0.4	3.5	2.8	0.2	3.0
1/2	205	205	-	-	-	0.1	0.1	-	0.2	2.9	1.2	0.1	1.3
2/1	346	346	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	530	530	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	346	346	-	-	-	0.1	0.1	-	0.3	2.6	1.7	0.1	1.9
3/2	530	530	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
J3: Evans Road	**-**	**-**	**72**	**50**	**23**	**17.3**	**16.0**	**0.0**	**33.3**	**-**	**-**	**-**	**-**

1/2+1/1	898	898	-	-	-	1.4	0.9	-	2.3	9.1	24.9	0.9	25.7
1/3+1/4	948	948	-	-	-	2.6	0.9	-	3.5	13.4	23.9	0.9	24.9
2/2+2/1	72	72	0	50	5	1.0	0.4	0.0	1.4	69.6	1.7	0.4	2.1
3/1	1157	1157	-	-	-	4.5	5.1	-	9.6	29.8	14.6	5.1	19.7
3/2+3/3	1277	1277	-	-	-	4.8	4.1	-	8.9	25.0	16.1	4.1	20.2
4/1+4/2	108	108	-	-	-	1.7	2.5	-	4.2	138.6	3.4	2.5	5.9
4/3	90	90	72	0	18	1.4	1.1	0.0	2.5	98.9	2.9	1.1	4.0
5/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1718	1718	-	-	-	0.0	0.5	-	0.5	1.0	0.2	0.2	0.4
7/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2449	2449	-	-	-	0.0	0.5	-	0.5	0.8	0.0	0.3	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**27**	**0**	**23**	**31.6**	**15.4**	**0.7**	**47.7**	**-**	**-**	**-**	**-**
1/1	801	801	-	-	-	0.6	0.7	-	1.2	5.5	2.5	0.7	3.2
1/2+1/3	917	917	-	-	-	0.6	0.8	-	1.4	5.5	15.0	0.8	15.8
2/1	1147	1147	-	-	-	12.3	5.1	-	17.5	54.8	33.6	5.1	38.8
2/2+2/3	1251	1251	-	-	-	14.0	6.2	-	20.2	58.2	38.6	6.2	44.8
3/1	76	76	0	0	0	1.1	0.7	0.6	2.4	114.0	2.4	0.7	3.1
4/1+4/2	113	113	27	0	23	1.7	0.7	0.1	2.5	78.7	2.0	0.7	2.7
5/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1147	1147	-	-	-	0.5	0.5	-	1.0	3.2	21.1	0.5	21.7
7/2	1251	1251	-	-	-	0.8	0.7	-	1.5	4.3	25.9	0.7	26.6
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**45.8**	**21.7**	**0.0**	**67.5**	**-**	**-**	**-**	**-**
1/1	218	218	-	-	-	1.8	0.3	-	2.1	33.9	5.4	0.3	5.7
1/2	732	732	-	-	-	6.7	3.1	-	9.8	48.2	22.0	3.1	25.1

1/3+1/4	589	589	-	-	-	5.8	2.4	-	8.3	50.5	17.6	2.4	20.0
2/1	91	91	-	-	-	1.0	0.1	-	1.1	43.8	2.5	0.1	2.6
2/2	202	202	-	-	-	3.1	1.4	-	4.5	80.1	6.6	1.4	8.0
2/3	199	199	-	-	-	3.0	1.9	-	4.9	88.1	6.5	1.9	8.4
3/2+3/1	454	454	-	-	-	4.7	0.8	-	5.6	44.0	9.8	0.8	10.7
3/3	147	147	-	-	-	2.1	1.7	-	3.8	92.7	4.7	1.7	6.4
3/4	315	315	-	-	-	4.6	2.9	-	7.5	85.6	10.3	2.9	13.2
4/1	403	403	-	-	-	1.1	0.2	-	1.3	11.4	5.8	0.2	6.0
4/2	1678	1678	-	-	-	7.7	3.9	-	11.6	25.0	25.9	1.9	27.9
4/3	368	368	-	-	-	4.2	2.3	-	6.5	63.7	11.1	2.3	13.5
5/1	2084	2084	-	-	-	0.0	0.4	-	0.4	0.6	0.0	0.4	0.4
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1846	1846	-	-	-	0.1	0.3	-	0.3	0.7	11.2	0.3	11.4

C1 - Western Ave	PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	82.78	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	193.7	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	239.7	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	32.30	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	45.16	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	66.85	Cycle Time (s): 120
	PRC Over All Lanes (%):	-3.8	Total Delay Over All Lanes(pcuHr):	233.09	

Stage Timings

Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	14	18	8	12	6
Change Point	0	24	56	79	102

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	4	113

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	75	64

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	68	7	7
Change Point	52	66	20	32

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	60	6	19
Change Point	45	116	18

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	17	22	8	17	9
Change Point	110	17	50	67	90

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.5%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	48:45	-	863	1886:1832	897	96.2%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	48	-	679	1878	767	88.5%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	48:16	-	805	1904:1891	847	95.1%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	9:30	-	494	1763:1741	523	94.4%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	9	-	239	1762:1610	245	97.4%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2439	5400	5400	45.2%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	50	-	579	1880:1965	859	67.4%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	50	-	506	1930	820	61.7%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	50	-	522	2006	853	61.2%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	20	-	332	1946	341	97.5%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	32:12	-	282	1989:1840	301	93.8%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	12	-	233	1905:1859	253	92.2%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	477	3600	3600	12.8%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.6%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	494	1915	1612	30.6%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	239	2055	1730	13.8%
2/1		U	N/A	N/A	-		-	-	-	415	1800	1800	23.1%
2/2		U	N/A	N/A	-		-	-	-	403	1800	1800	22.4%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	415	1915	1612	25.7%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	403	2055	1730	23.3%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	81	-	1168	1995:1869	1416	82.5%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	81:7	-	1186	2095:1934	1448	81.9%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	13	-	96	1780:1899	179	53.6%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	80	-	919	1867	1260	72.9%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	80:7	-	1001	2105:1943	1426	70.2%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	7	-	100	1839:1726	129	77.5%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	7	-	88	1943	130	67.9%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	2192	3600	3600	60.9%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1936	4800	4800	40.3%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	273	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	72	-	1052	1975	1201	87.6%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	72:14	-	1140	2115:1868	1287	88.6%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	63	-	859	1972	1052	81.7%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	63:7	-	941	2115:1897	1135	82.9%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	19	-	85	1994	332	25.6%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	19	-	348	1739:1915	375	92.9%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	859	2200	2200	39.0%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	941	2200	2200	42.8%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	40	-	332	1829	625	53.1%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	42	-	827	1931	842	98.2%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	42:12	-	694	1934:1897	719	96.5%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	35	-	91	1786	536	17.0%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	17	-	276	1831	515	53.6%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	17	-	474	1665	490	96.8%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	11:40	-	509	1692:1849	643	79.2%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	11	-	156	1736	174	89.9%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	11	-	322	1706	336	95.9%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	51	-	292	1924	1194	24.5%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	52	-	1334	3710	1639	81.4%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	21	-	310	1770	325	95.5%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1747	5000	5000	34.9%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	2354	5000	5000	47.1%

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: Speke Boulevard	**-**	**-**	**235**	**59**	**26**	**162.2**	**129.0**	**0.3**	**291.4**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**65.8**	**51.0**	**0.0**	**116.8**	**-**	**-**	**-**	**-**
1/2+1/1	863	863	-	-	-	10.7	8.5	-	19.2	80.0	22.7	8.5	31.2
1/3	679	679	-	-	-	9.6	3.6	-	13.2	69.9	21.5	3.6	25.1
1/4+1/5	805	805	-	-	-	11.6	7.2	-	18.8	84.2	23.7	7.2	30.9
2/2+2/1	494	477	-	-	-	7.0	6.0	-	13.0	94.7	11.5	6.0	17.5
2/3+2/4	239	239	-	-	-	3.5	6.3	-	9.8	147.7	4.2	6.3	10.5
3/1	2439	2439	-	-	-	0.1	0.4	-	0.5	0.8	21.2	0.4	21.6
4/2+4/1	579	579	-	-	-	4.2	1.0	-	5.2	32.5	13.2	1.0	14.2
4/3	506	506	-	-	-	3.8	0.8	-	4.6	32.6	13.1	0.8	13.9
4/4	522	522	-	-	-	3.9	0.8	-	4.7	32.2	13.5	0.8	14.3
4/5	332	332	-	-	-	4.5	7.2	-	11.8	127.5	11.0	7.2	18.2
5/1+5/2	282	282	-	-	-	3.5	5.0	-	8.5	108.0	5.9	5.0	10.8
5/3+5/4	233	233	-	-	-	3.4	4.1	-	7.5	116.0	5.8	4.1	10.0
6/1	460	460	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.9**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	494	494	-	-	-	0.3	0.2	-	0.5	3.6	3.4	0.2	3.7
1/2	239	239	-	-	-	0.1	0.1	-	0.2	2.9	1.4	0.1	1.5
2/1	415	415	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	403	403	-	-	-	0.0	0.1	-	0.2	1.4	0.3	0.1	0.4
3/1	415	415	-	-	-	0.0	0.2	-	0.2	1.7	0.1	0.2	0.3
3/2	403	403	-	-	-	0.0	0.2	-	0.2	1.4	0.1	0.2	0.2
J3: Evans Road	**-**	**-**	**72**	**59**	**21**	**14.0**	**11.3**	**0.0**	**25.4**	**-**	**-**	**-**	**-**

1/2+1/1	1168	1168	-	-	-	3.1	2.3	-	5.4	16.5	31.7	2.3	34.0
1/3+1/4	1186	1186	-	-	-	5.3	2.2	-	7.5	22.8	35.6	2.2	37.8
2/2+2/1	96	96	0	59	5	1.3	0.6	0.0	1.9	70.0	1.9	0.6	2.5
3/1	919	919	-	-	-	0.2	1.3	-	1.6	6.1	1.7	1.3	3.0
3/2+3/3	1001	1001	-	-	-	0.4	1.2	-	1.6	5.7	3.2	1.2	4.3
4/1+4/2	100	100	-	-	-	1.5	1.6	-	3.1	110.9	3.0	1.6	4.6
4/3	88	88	72	0	16	1.3	1.0	0.0	2.4	97.0	2.9	1.0	3.9
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	2192	2192	-	-	-	0.9	0.8	-	1.7	2.8	28.7	0.4	29.1
7/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1936	1936	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**163**	**0**	**4**	**29.5**	**17.3**	**0.2**	**47.0**	**-**	**-**	**-**	**-**
1/1	1052	1052	-	-	-	6.2	3.4	-	9.5	32.6	17.8	3.4	21.2
1/2+1/3	1140	1140	-	-	-	7.2	3.7	-	10.8	34.3	20.9	3.7	24.6
2/1	859	859	-	-	-	4.8	2.2	-	7.0	29.4	27.6	2.2	29.8
2/2+2/3	941	941	-	-	-	5.6	2.4	-	7.9	30.4	29.1	2.4	31.5
3/1	85	85	11	0	0	1.0	0.2	0.0	1.2	52.0	2.5	0.2	2.6
4/1+4/2	348	348	152	0	4	4.6	4.8	0.2	9.6	99.5	8.9	4.8	13.7
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	859	859	-	-	-	0.0	0.3	-	0.3	1.4	0.1	0.3	0.5
7/2	941	941	-	-	-	0.1	0.4	-	0.5	1.8	8.8	0.4	9.2
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**52.3**	**48.5**	**0.0**	**100.9**	**-**	**-**	**-**	**-**
1/1	332	332	-	-	-	2.9	0.6	-	3.5	37.9	8.9	0.6	9.4
1/2	827	827	-	-	-	8.1	11.1	-	19.2	83.6	27.1	11.1	38.2

1/3+1/4	694	694	-	-	-	7.5	8.3	-	15.8	82.1	21.8	8.3	30.1
2/1	91	91	-	-	-	0.8	0.1	-	0.9	35.0	2.2	0.1	2.3
2/2	276	276	-	-	-	3.6	0.6	-	4.2	54.5	8.4	0.6	9.0
2/3	474	474	-	-	-	6.7	7.6	-	14.3	108.6	15.5	7.6	23.2
3/2+3/1	509	509	-	-	-	6.0	1.9	-	7.9	55.7	14.5	1.9	16.3
3/3	156	156	-	-	-	2.3	3.2	-	5.6	128.2	5.1	3.2	8.4
3/4	322	322	-	-	-	4.8	6.1	-	11.0	122.5	10.6	6.1	16.8
4/1	292	292	-	-	-	0.7	0.2	-	0.9	10.5	3.5	0.2	3.7
4/2	1334	1334	-	-	-	4.8	2.2	-	6.9	18.7	18.1	1.1	19.2
4/3	310	310	-	-	-	4.2	5.9	-	10.1	116.8	10.0	5.9	15.9
5/1	1747	1747	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2354	2354	-	-	-	0.0	0.4	-	0.5	0.8	9.9	0.4	10.4

C1 - Western Ave	PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	116.20	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	249.5	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	193.6	Total Delay for Signalled Lanes (pcuHr):	0.69	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	23.33	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	46.20	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-9.1	Total Delay for Signalled Lanes (pcuHr):	100.10	Cycle Time (s): 120
	PRC Over All Lanes (%):	-9.1	Total Delay Over All Lanes(pcuHr):	291.38	

Stage Timings

Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	13	16	8	11	10
Change Point	0	23	53	76	98

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	4	113

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	1	110

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	66	7	9
Change Point	49	63	15	27

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	60	6	19
Change Point	49	0	22

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	16	22	8	11	16
Change Point	73	99	12	29	46

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	46:43	-	623	1886:1832	889	70.1%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	46	-	436	1878	736	59.3%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	46:16	-	596	1904:1891	851	70.1%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	13:33	-	355	1763:1741	462	76.8%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	13	-	194	1762:1610	267	72.7%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1624	5400	5400	30.1%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	47	-	468	1880:1965	793	59.0%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	47	-	414	1930	772	53.6%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	47	-	436	2006	802	54.3%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	19	-	239	1946	324	73.7%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	31:11	-	241	1989:1840	301	80.1%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	11	-	199	1905:1859	257	77.5%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	401	3600	3600	11.1%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.0%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	355	1915	1612	22.0%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	194	2055	1730	11.2%
2/1		U	N/A	N/A	-		-	-	-	333	1800	1800	18.5%
2/2		U	N/A	N/A	-		-	-	-	315	1800	1800	17.5%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	333	1915	1612	20.7%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	315	2055	1730	18.2%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.1%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	79	-	841	1995:1869	1390	60.5%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	79:7	-	854	2095:1934	1376	62.1%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	15	-	26	1780:1899	194	13.4%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	78	-	748	1867	1229	60.9%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	78:7	-	898	2105:1943	1389	64.7%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	9	-	101	1839:1726	158	63.9%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	9	-	107	1943	162	66.1%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1537	3600	3600	42.7%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1651	4800	4800	34.4%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	402	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	72	-	742	1975	1201	61.8%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	72:14	-	795	2115:1868	1305	60.9%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	63	-	707	1968	1050	67.4%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	63:7	-	821	2115:1897	1136	72.2%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	19	-	104	1985	331	31.4%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	19	-	331	1744:1915	380	87.2%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	707	2200	2200	32.1%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	821	2200	2200	37.3%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	40	-	591	1829	625	94.6%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	42	-	712	1931	842	84.6%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	42:12	-	490	1934:1897	605	81.1%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	29	-	150	1786	447	33.6%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	11	-	202	1831	359	56.3%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	11	-	320	1665	332	96.4%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	18:46	-	421	1692:1849	684	61.5%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	18	-	134	1736	275	48.8%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	18	-	508	1706	532	95.5%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	50	-	256	1924	1178	21.7%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	51	-	1109	3710	1608	69.0%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	20	-	286	1770	310	92.3%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1767	5000	5000	35.3%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1695	5000	5000	33.9%

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: Speke Boulevard	**-**	**-**	**256**	**14**	**24**	**134.8**	**59.7**	**0.3**	**194.8**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**42.0**	**13.0**	**0.0**	**55.0**	**-**	**-**	**-**	**-**
1/2+1/1	623	623	-	-	-	5.2	1.2	-	6.4	36.9	11.9	1.2	13.1
1/3	436	436	-	-	-	4.6	0.7	-	5.3	43.9	14.4	0.7	15.1
1/4+1/5	596	596	-	-	-	6.1	1.2	-	7.3	44.0	14.3	1.2	15.5
2/2+2/1	355	355	-	-	-	4.2	1.6	-	5.8	58.6	10.1	1.6	11.7
2/3+2/4	194	194	-	-	-	2.9	1.3	-	4.1	76.8	4.0	1.3	5.3
3/1	1624	1624	-	-	-	0.1	0.2	-	0.3	0.7	18.4	0.2	18.6
4/2+4/1	468	468	-	-	-	3.5	0.7	-	4.2	32.5	10.5	0.7	11.3
4/3	414	414	-	-	-	3.2	0.6	-	3.7	32.5	10.5	0.6	11.0
4/4	436	436	-	-	-	3.3	0.6	-	3.9	32.5	11.0	0.6	11.6
4/5	239	239	-	-	-	3.2	1.4	-	4.5	67.9	7.6	1.4	8.9
5/1+5/2	241	241	-	-	-	2.9	1.9	-	4.8	71.6	3.9	1.9	5.8
5/3+5/4	199	199	-	-	-	2.8	1.6	-	4.5	81.0	3.9	1.6	5.6
6/1	401	401	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.7**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	355	355	-	-	-	0.2	0.1	-	0.3	3.3	2.3	0.1	2.4
1/2	194	194	-	-	-	0.1	0.1	-	0.2	2.8	1.1	0.1	1.1
2/1	333	333	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	315	315	-	-	-	0.0	0.1	-	0.1	1.2	0.1	0.1	0.2
3/1	333	333	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.2
3/2	315	315	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
J3: Evans Road	**-**	**-**	**96**	**14**	**13**	**16.9**	**5.8**	**0.0**	**22.7**	**-**	**-**	**-**	**-**

1/2+1/1	841	841	-	-	-	5.6	0.8	-	6.3	27.1	21.1	0.8	21.9
1/3+1/4	854	854	-	-	-	7.1	0.8	-	7.9	33.5	23.3	0.8	24.1
2/2+2/1	26	26	0	14	2	0.3	0.1	0.0	0.4	56.6	0.5	0.1	0.5
3/1	748	748	-	-	-	0.1	0.8	-	0.9	4.4	1.0	0.8	1.8
3/2+3/3	898	898	-	-	-	0.3	0.9	-	1.2	4.7	1.8	0.9	2.8
4/1+4/2	101	101	-	-	-	1.5	0.9	-	2.3	83.6	3.0	0.9	3.9
4/3	107	107	96	0	11	1.6	0.9	0.0	2.6	86.2	3.4	0.9	4.4
5/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1537	1537	-	-	-	0.4	0.4	-	0.8	1.9	17.2	0.2	17.4
7/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1651	1651	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.1	0.1
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**160**	**0**	**12**	**18.3**	**7.7**	**0.3**	**26.3**	**-**	**-**	**-**	**-**
1/1	742	742	-	-	-	2.0	0.8	-	2.8	13.8	6.3	0.8	7.1
1/2+1/3	795	795	-	-	-	1.0	0.8	-	1.8	8.2	22.3	0.8	23.1
2/1	707	707	-	-	-	4.1	1.0	-	5.2	26.2	22.2	1.0	23.2
2/2+2/3	821	821	-	-	-	5.4	1.3	-	6.7	29.5	24.1	1.3	25.4
3/1	104	104	19	0	0	1.3	0.2	0.1	1.6	53.8	3.0	0.2	3.3
4/1+4/2	331	331	141	0	12	4.3	3.0	0.2	7.6	82.9	8.1	3.0	11.1
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	707	707	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.3
7/2	821	821	-	-	-	0.0	0.3	-	0.3	1.4	0.5	0.3	0.8
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**57.3**	**32.6**	**0.0**	**89.9**	**-**	**-**	**-**	**-**
1/1	591	591	-	-	-	6.3	6.3	-	12.6	77.1	19.0	6.3	25.4
1/2	712	712	-	-	-	6.4	2.6	-	9.0	45.6	21.2	2.6	23.8

1/3+1/4	490	490	-	-	-	5.0	2.1	-	7.0	51.6	11.4	2.1	13.5
2/1	150	150	-	-	-	1.5	0.3	-	1.8	42.9	4.1	0.3	4.3
2/2	202	202	-	-	-	2.9	0.6	-	3.5	62.9	6.4	0.6	7.0
2/3	320	320	-	-	-	4.8	6.4	-	11.2	126.0	10.6	6.4	17.0
3/2+3/1	421	421	-	-	-	3.9	0.8	-	4.7	40.4	8.7	0.8	9.5
3/3	134	134	-	-	-	1.7	0.5	-	2.2	58.8	4.1	0.5	4.5
3/4	508	508	-	-	-	7.1	6.8	-	13.9	98.2	16.7	6.8	23.4
4/1	256	256	-	-	-	2.1	0.1	-	2.2	31.6	5.1	0.1	5.2
4/2	1109	1109	-	-	-	10.6	1.1	-	11.7	37.9	12.1	0.6	12.7
4/3	286	286	-	-	-	5.1	4.4	-	9.4	118.9	9.4	4.4	13.8
5/1	1767	1767	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1695	1695	-	-	-	0.0	0.3	-	0.3	0.6	8.6	0.3	8.9

C1 - Western Ave		PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	54.60	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1	PRC for Signalled Lanes (%):	335.6	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2	PRC for Signalled Lanes (%):	308.6	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1	PRC for Signalled Lanes (%):	36.2	Total Delay for Signalled Lanes (pcuHr):	21.69	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	25.71	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1	PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	89.34	Cycle Time (s): 120
		PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	194.85	

Stage Timings

Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	25	11	8	9	5
Change Point	0	35	60	83	103

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	70	59

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	69	58

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	68	7	7
Change Point	67	81	35	47

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	72	6	7
Change Point	83	46	68

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	24	23	8	8	10
Change Point	12	46	80	97	111

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.9%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.0%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	41:38	-	666	1886:1832	759	86.9%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	41	-	543	1878	657	82.6%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	41:16	-	636	1904:1891	709	89.1%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	8:40	-	445	1763:1741	459	97.0%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	8	-	222	1762:1610	232	95.5%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2025	5400	5400	37.3%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	54	-	787	1880:1965	883	89.1%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	54	-	779	1930	885	88.1%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	54	-	808	2006	919	87.9%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	31	-	500	1946	519	96.4%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	29:9	-	234	1989:1840	249	93.8%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	9	-	242	1905:1859	257	94.3%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	383	3600	3600	10.5%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.1%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	445	1915	1612	27.6%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	222	2055	1730	12.8%
2/1		U	N/A	N/A	-		-	-	-	405	1800	1800	22.4%
2/2		U	N/A	N/A	-		-	-	-	520	1800	1800	28.9%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	405	1915	1612	25.1%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	520	2055	1730	30.1%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.9%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	81	-	960	1995:1869	1411	68.1%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	81:7	-	983	2095:1934	1455	67.6%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	13	-	78	1780:1899	158	49.4%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	80	-	1208	1867	1260	95.9%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	80:7	-	1359	2105:1943	1425	95.3%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	7	-	112	1839:1726	124	90.0%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	7	-	92	1943	130	71.0%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1812	3600	3600	50.3%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2585	4800	4800	53.8%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	356	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.9%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	84	-	818	1975	1399	58.5%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	84:14	-	994	2115:1868	1500	66.2%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	75	-	1218	1972	1249	97.5%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	75:7	-	1311	2115:1897	1338	97.9%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	7	-	80	1994	133	60.2%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	7	-	113	1745:1915	192	58.9%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1218	2200	2200	55.4%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1311	2200	2200	59.6%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.0%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	41	-	230	1829	640	35.9%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	43	-	773	1931	858	90.1%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	43:12	-	622	1934:1897	722	86.2%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	26	-	95	1786	402	23.6%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	8	-	211	1831	269	78.4%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	8	-	207	1665	249	83.1%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	12:48	-	485	1692:1849	680	71.4%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	12	-	147	1736	188	78.2%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	12	-	333	1706	364	91.5%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	59	-	426	1924	1322	32.2%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	60	-	1774	3710	1886	94.0%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	28	-	385	1770	428	90.0%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	2202	5000	5000	44.0%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1943	5000	5000	38.9%

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: Speke Boulevard	**-**	**-**	**96**	**54**	**51**	**155.9**	**134.4**	**0.8**	**291.1**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**52.6**	**50.2**	**0.0**	**102.8**	**-**	**-**	**-**	**-**
1/2+1/1	660	660	-	-	-	4.6	3.1	-	7.7	42.1	18.0	3.1	21.2
1/3	543	543	-	-	-	3.6	2.3	-	5.9	39.3	17.3	2.3	19.6
1/4+1/5	632	632	-	-	-	4.3	3.7	-	8.0	45.5	19.1	3.7	22.8
2/2+2/1	445	441	-	-	-	4.7	7.6	-	12.3	99.8	8.4	7.6	16.0
2/3+2/4	222	221	-	-	-	3.3	5.3	-	8.6	139.4	4.1	5.3	9.4
3/1	2016	2016	-	-	-	0.1	0.3	-	0.4	0.7	22.8	0.3	23.1
4/2+4/1	787	787	-	-	-	6.4	3.8	-	10.1	46.4	23.0	3.8	26.8
4/3	779	779	-	-	-	6.4	3.5	-	9.8	45.5	23.4	3.5	26.8
4/4	808	808	-	-	-	6.6	3.4	-	10.0	44.7	24.2	3.4	27.7
4/5	500	500	-	-	-	6.0	7.4	-	13.4	96.8	16.4	7.4	23.8
5/1+5/2	234	234	-	-	-	3.0	4.7	-	7.7	118.5	4.5	4.7	9.2
5/3+5/4	242	242	-	-	-	3.6	5.0	-	8.6	127.7	4.4	5.0	9.4
6/1	379	379	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**1.0**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	445	445	-	-	-	0.2	0.2	-	0.4	3.5	3.0	0.2	3.2
1/2	222	222	-	-	-	0.1	0.1	-	0.2	2.9	1.3	0.1	1.4
2/1	404	404	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	520	520	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	404	404	-	-	-	0.1	0.2	-	0.3	2.4	1.8	0.2	2.0
3/2	520	520	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
J3: Evans Road	**-**	**-**	**72**	**54**	**25**	**19.4**	**24.7**	**0.0**	**44.1**	**-**	**-**	**-**	**-**

1/2+1/1	960	960	-	-	-	1.4	1.1	-	2.4	9.1	21.6	1.1	22.6
1/3+1/4	983	983	-	-	-	2.8	1.0	-	3.9	14.2	28.0	1.0	29.0
2/2+2/1	78	78	0	54	5	1.0	0.5	0.0	1.5	70.8	1.8	0.5	2.3
3/1	1208	1208	-	-	-	5.4	8.7	-	14.1	42.0	17.2	8.7	25.9
3/2+3/3	1358	1358	-	-	-	5.6	8.2	-	13.7	36.4	20.0	8.2	28.2
4/1+4/2	112	112	-	-	-	1.7	3.0	-	4.8	152.7	3.5	3.0	6.6
4/3	92	92	72	0	20	1.4	1.2	0.0	2.6	101.0	3.0	1.2	4.1
5/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1812	1812	-	-	-	0.0	0.5	-	0.5	1.1	0.2	0.3	0.5
7/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2584	2584	-	-	-	0.0	0.6	-	0.6	0.8	0.0	0.3	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**24**	**0**	**26**	**34.1**	**28.2**	**0.7**	**63.0**	**-**	**-**	**-**	**-**
1/1	818	818	-	-	-	0.6	0.7	-	1.3	5.5	2.8	0.7	3.5
1/2+1/3	994	994	-	-	-	0.7	1.0	-	1.7	6.2	15.4	1.0	16.4
2/1	1218	1218	-	-	-	13.5	11.4	-	24.9	73.5	36.4	11.4	47.8
2/2+2/3	1310	1310	-	-	-	14.7	12.4	-	27.1	74.4	41.0	12.4	53.4
3/1	80	80	0	0	0	1.2	0.7	0.7	2.6	117.9	2.6	0.7	3.3
4/1+4/2	113	113	24	0	26	1.7	0.7	0.1	2.5	78.8	2.0	0.7	2.7
5/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1218	1218	-	-	-	0.7	0.6	-	1.3	3.8	24.4	0.6	25.1
7/2	1310	1310	-	-	-	1.0	0.7	-	1.7	4.7	27.1	0.7	27.9
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**49.4**	**30.3**	**0.0**	**79.8**	**-**	**-**	**-**	**-**
1/1	230	230	-	-	-	1.9	0.3	-	2.1	33.4	5.7	0.3	6.0
1/2	773	773	-	-	-	7.0	4.1	-	11.2	52.1	23.8	4.1	28.0

1/3+1/4	622	622	-	-	-	6.2	2.9	-	9.1	52.7	18.7	2.9	21.7
2/1	95	95	-	-	-	1.0	0.2	-	1.2	43.9	2.6	0.2	2.7
2/2	211	211	-	-	-	3.2	1.7	-	4.9	83.7	6.9	1.7	8.6
2/3	207	207	-	-	-	3.1	2.2	-	5.4	93.5	6.8	2.2	9.0
3/2+3/1	485	485	-	-	-	5.4	1.2	-	6.6	49.2	10.9	1.2	12.1
3/3	147	147	-	-	-	2.1	1.7	-	3.8	92.7	4.7	1.7	6.4
3/4	333	333	-	-	-	4.9	4.2	-	9.1	98.7	10.9	4.2	15.1
4/1	426	426	-	-	-	1.1	0.2	-	1.3	11.4	6.4	0.2	6.6
4/2	1774	1774	-	-	-	9.0	7.0	-	16.0	32.6	29.0	3.5	32.5
4/3	385	385	-	-	-	4.4	3.8	-	8.2	76.8	12.1	3.8	15.9
5/1	2202	2202	-	-	-	0.0	0.4	-	0.4	0.6	0.0	0.4	0.4
6/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1943	1943	-	-	-	0.1	0.3	-	0.4	0.7	11.2	0.3	11.5

C1 - Western Ave	PRC for Signalled Lanes (%):	-7.8	Total Delay for Signalled Lanes (pcuHr):	102.30	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	199.4	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	226.0	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	43.01	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-8.8	Total Delay for Signalled Lanes (pcuHr):	60.02	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	79.00	Cycle Time (s): 120
	PRC Over All Lanes (%):	-8.8	Total Delay Over All Lanes(pcuHr):	291.12	

Stage Timings

Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	14	17	8	12	7
Change Point	0	24	55	78	101

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	4	113

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	75	64

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	68	7	7
Change Point	52	66	20	32

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	61	6	18
Change Point	45	117	19

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	16	22	8	17	10
Change Point	110	16	49	66	89

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.7%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.1%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	47:44	-	902	1886:1832	881	100.6%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	47	-	719	1878	751	94.1%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	47:16	-	844	1904:1891	828	100.5%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	10:31	-	529	1763:1741	546	96.9%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	10	-	243	1762:1610	246	99.0%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2571	5400	5400	46.9%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	49	-	598	1880:1965	840	71.2%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	49	-	533	1930	804	66.3%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	49	-	552	2006	836	66.0%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	20	-	351	1946	341	103.1%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	32:12	-	296	1989:1840	299	99.1%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	12	-	247	1905:1859	252	97.9%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	490	3600	3600	13.0%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.8%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	529	1915	1612	32.8%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	243	2055	1730	14.0%
2/1		U	N/A	N/A	-		-	-	-	440	1800	1800	24.2%
2/2		U	N/A	N/A	-		-	-	-	422	1800	1800	22.9%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	440	1915	1612	27.0%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	422	2055	1730	23.8%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	81	-	1228	1995:1869	1414	85.4%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	81:7	-	1245	2095:1934	1447	84.3%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	13	-	103	1780:1899	181	57.0%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	80	-	957	1867	1260	75.9%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	80:7	-	1056	2105:1943	1426	74.0%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	7	-	103	1839:1726	130	79.2%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	7	-	90	1943	130	69.5%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	2311	3600	3600	63.1%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2031	4800	4800	42.3%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	257	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.2%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	73	-	1112	1975	1218	89.6%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	73:14	-	1199	2115:1868	1305	90.4%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	64	-	906	1972	1068	84.8%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	64:7	-	985	2115:1897	1152	85.5%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	18	-	89	1994	316	28.2%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	18	-	349	1739:1915	359	97.2%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	906	2200	2200	41.2%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	985	2200	2200	44.8%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.7%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	40	-	350	1829	625	56.0%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	42	-	868	1931	842	103.1%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	42:12	-	735	1934:1897	719	102.2%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	35	-	95	1786	536	17.7%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	17	-	289	1831	515	56.2%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	17	-	495	1665	490	101.1%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	12:40	-	502	1692:1849	635	79.0%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	12	-	195	1736	188	103.7%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	12	-	341	1706	364	93.7%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	50	-	304	1924	1178	25.8%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	51	-	1406	3710	1608	87.5%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	20	-	321	1770	310	103.6%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1842	5000	5000	36.8%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	2473	5000	5000	48.6%

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: Speke Boulevard	**-**	**-**	**222**	**59**	**44**	**177.8**	**206.9**	**0.3**	**384.9**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**71.5**	**83.6**	**0.0**	**155.1**	**-**	**-**	**-**	**-**
1/2+1/1	886	886	-	-	-	11.6	16.2	-	27.8	112.8	24.3	16.2	40.5
1/3	707	707	-	-	-	10.4	6.2	-	16.6	84.6	22.8	6.2	29.0
1/4+1/5	832	827	-	-	-	12.3	15.4	-	27.7	119.8	25.8	15.4	41.2
2/2+2/1	529	511	-	-	-	7.7	8.0	-	15.7	107.0	12.6	8.0	20.6
2/3+2/4	243	243	-	-	-	3.5	7.2	-	10.7	158.3	4.8	7.2	12.0
3/1	2534	2534	-	-	-	0.1	0.4	-	0.5	0.8	21.2	0.4	21.6
4/2+4/1	598	598	-	-	-	4.5	1.2	-	5.8	34.7	14.2	1.2	15.5
4/3	533	533	-	-	-	4.2	1.0	-	5.2	34.8	14.2	1.0	15.2
4/4	552	552	-	-	-	4.3	1.0	-	5.3	34.5	14.7	1.0	15.7
4/5	351	341	-	-	-	5.5	12.3	-	17.8	182.6	12.0	12.3	24.4
5/1+5/2	296	296	-	-	-	3.7	8.0	-	11.7	142.5	6.5	8.0	14.4
5/3+5/4	247	247	-	-	-	3.6	6.6	-	10.2	148.9	6.4	6.6	13.0
6/1	468	468	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.5**	**1.0**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	529	529	-	-	-	0.3	0.2	-	0.5	3.7	3.8	0.2	4.1
1/2	243	243	-	-	-	0.1	0.1	-	0.2	2.9	1.4	0.1	1.5
2/1	435	435	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/2	412	412	-	-	-	0.0	0.1	-	0.2	1.4	0.3	0.1	0.4
3/1	435	435	-	-	-	0.0	0.2	-	0.2	1.7	0.1	0.2	0.3
3/2	412	412	-	-	-	0.0	0.2	-	0.2	1.4	0.1	0.2	0.2
J3: Evans Road	**-**	**-**	**72**	**59**	**27**	**15.4**	**13.1**	**0.0**	**28.5**	**-**	**-**	**-**	**-**

1/2+1/1	1208	1208	-	-	-	3.7	2.8	-	6.5	19.5	34.5	2.8	37.3
1/3+1/4	1220	1220	-	-	-	5.7	2.6	-	8.3	24.5	36.9	2.6	39.5
2/2+2/1	103	103	0	59	9	1.4	0.7	0.0	2.1	71.7	2.1	0.7	2.7
3/1	957	957	-	-	-	0.2	1.6	-	1.8	6.8	1.4	1.6	3.0
3/2+3/3	1056	1056	-	-	-	0.4	1.4	-	1.9	6.3	3.3	1.4	4.7
4/1+4/2	103	103	-	-	-	1.6	1.7	-	3.3	114.0	3.1	1.7	4.8
4/3	90	90	72	0	18	1.4	1.1	0.0	2.5	98.9	2.9	1.1	4.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	2271	2271	-	-	-	1.0	0.9	-	1.9	2.9	30.1	0.4	30.5
7/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2031	2031	-	-	-	0.0	0.4	-	0.4	0.6	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**150**	**0**	**17**	**31.1**	**22.1**	**0.2**	**53.5**	**-**	**-**	**-**	**-**
1/1	1091	1091	-	-	-	6.3	4.0	-	10.4	34.2	18.9	4.0	22.9
1/2+1/3	1180	1180	-	-	-	7.4	4.4	-	11.8	35.9	22.2	4.4	26.6
2/1	906	906	-	-	-	5.4	2.7	-	8.1	32.1	29.7	2.7	32.4
2/2+2/3	985	985	-	-	-	6.1	2.8	-	8.9	32.6	31.3	2.8	34.1
3/1	89	89	11	0	0	1.1	0.2	0.0	1.3	53.4	2.6	0.2	2.8
4/1+4/2	349	349	139	0	17	4.7	7.1	0.2	12.1	124.6	9.1	7.1	16.2
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	906	906	-	-	-	0.0	0.3	-	0.4	1.5	0.4	0.3	0.8
7/2	985	985	-	-	-	0.1	0.4	-	0.5	2.0	10.0	0.4	10.4
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**59.3**	**87.1**	**0.0**	**146.4**	**-**	**-**	**-**	**-**
1/1	350	350	-	-	-	3.1	0.6	-	3.8	38.7	9.4	0.6	10.1
1/2	868	842	-	-	-	10.0	22.6	-	32.6	135.3	29.8	22.6	52.4

1/3+1/4	735	719	-	-	-	8.9	18.2	-	27.1	132.8	24.9	18.2	43.1
2/1	95	95	-	-	-	0.8	0.1	-	0.9	35.1	2.3	0.1	2.4
2/2	289	289	-	-	-	3.8	0.6	-	4.4	55.1	8.8	0.6	9.5
2/3	495	490	-	-	-	7.2	12.5	-	19.7	143.5	16.7	12.5	29.2
3/2+3/1	502	502	-	-	-	5.5	1.8	-	7.3	52.6	14.7	1.8	16.6
3/3	195	188	-	-	-	3.2	8.9	-	12.1	223.1	6.7	8.9	15.7
3/4	341	341	-	-	-	5.0	5.1	-	10.2	107.4	11.3	5.1	16.4
4/1	304	304	-	-	-	0.8	0.2	-	1.0	11.4	3.7	0.2	3.9
4/2	1406	1406	-	-	-	5.6	3.4	-	9.0	23.1	20.2	1.7	21.8
4/3	321	310	-	-	-	5.3	12.2	-	17.5	196.0	11.1	12.2	23.3
5/1	1842	1842	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2428	2428	-	-	-	0.0	0.5	-	0.5	0.8	9.9	0.5	10.4

C1 - Western Ave	PRC for Signalled Lanes (%):	-14.5	Total Delay for Signalled Lanes (pcuHr):	154.45	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	233.2	Total Delay for Signalled Lanes (pcuHr):	0.37	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	174.2	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	26.28	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	52.53	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-15.2	Total Delay for Signalled Lanes (pcuHr):	145.62	Cycle Time (s): 120
	PRC Over All Lanes (%):	-15.2	Total Delay Over All Lanes(pcuHr):	384.89	

Stage Timings

Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	13	14	8	12	11
Change Point	0	23	51	74	97

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	100	6
Change Point	4	113

Stage Stream: 2

Stage	1	2
Duration	100	6
Change Point	1	110

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	67	7	8
Change Point	49	63	16	28

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	60	6	19
Change Point	49	0	22

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	15	22	8	11	17
Change Point	73	98	11	28	45

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	44:41	-	631	1886:1832	865	72.9%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	44	-	477	1878	704	67.7%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	44:16	-	630	1904:1891	815	77.3%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	14:34	-	375	1763:1741	495	75.8%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	14	-	205	1762:1610	282	72.8%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1712	5400	5400	31.7%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	45	-	489	1880:1965	759	64.4%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	45	-	437	1930	740	59.1%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	45	-	457	2006	769	59.4%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	19	-	253	1946	324	78.0%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	32:12	-	251	1989:1840	313	80.2%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	12	-	211	1905:1859	273	77.3%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	414	3600	3600	11.5%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**23.3%**
1/1	Ahead	U	2:2	N/A	C2:B		1	100	-	375	1915	1612	23.3%

1/2	Ahead	U	2:2	N/A	C2:B		1	100	-	205	2055	1730	11.9%
2/1		U	N/A	N/A	-		-	-	-	350	1800	1800	19.4%
2/2		U	N/A	N/A	-		-	-	-	333	1800	1800	18.5%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	350	1915	1612	21.7%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	100	-	333	2055	1730	19.3%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.5%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	80	-	874	1995:1869	1404	62.2%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	80:7	-	907	2095:1934	1393	65.1%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	14	-	27	1780:1899	190	14.2%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	79	-	786	1867	1245	63.1%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	79:7	-	940	2105:1943	1407	66.8%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	8	-	106	1839:1726	144	73.7%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	8	-	110	1943	146	75.5%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1619	3600	3600	45.0%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1732	4800	4800	36.1%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	385	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.6%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	72	-	775	1975	1201	64.5%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	72:14	-	844	2115:1868	1305	64.7%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	63	-	753	1968	1050	71.7%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	63:7	-	854	2115:1897	1136	75.2%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	19	-	110	1983	330	33.3%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	19	-	332	1744:1915	379	87.6%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	753	2200	2200	34.2%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	854	2200	2200	38.8%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	40	-	624	1829	625	99.9%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	42	-	744	1931	842	88.4%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	42:12	-	524	1934:1897	614	85.4%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	29	-	158	1786	447	35.4%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	11	-	211	1831	359	58.8%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	11	-	333	1665	332	100.3%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	19:46	-	436	1692:1849	714	61.0%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	19	-	146	1736	289	50.5%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	19	-	537	1706	554	96.9%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	49	-	268	1924	1162	23.1%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	50	-	1168	3710	1577	74.1%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	19	-	296	1770	295	100.3%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1863	5000	5000	37.3%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	1131	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1781	5000	5000	35.6%

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: Speke Boulevard	**-**	**-**	**244**	**15**	**42**	**145.4**	**80.3**	**0.3**	**226.0**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**45.8**	**14.7**	**0.0**	**60.6**	**-**	**-**	**-**	**-**
1/2+1/1	631	631	-	-	-	5.8	1.3	-	7.2	40.9	13.1	1.3	14.5
1/3	477	477	-	-	-	5.4	1.0	-	6.5	48.8	15.8	1.0	16.9
1/4+1/5	630	630	-	-	-	6.5	1.7	-	8.2	46.9	14.8	1.7	16.5
2/2+2/1	375	375	-	-	-	4.4	1.5	-	5.9	56.6	10.5	1.5	12.0
2/3+2/4	205	205	-	-	-	3.0	1.3	-	4.3	74.8	4.2	1.3	5.5
3/1	1711	1711	-	-	-	0.1	0.2	-	0.3	0.7	21.1	0.2	21.3
4/2+4/1	489	489	-	-	-	3.9	0.9	-	4.8	35.7	11.7	0.9	12.6
4/3	437	437	-	-	-	3.6	0.7	-	4.3	35.4	11.5	0.7	12.3
4/4	457	457	-	-	-	3.8	0.7	-	4.5	35.3	12.1	0.7	12.8
4/5	253	253	-	-	-	3.4	1.7	-	5.1	72.0	8.0	1.7	9.7
5/1+5/2	251	251	-	-	-	3.0	1.9	-	4.9	70.1	4.3	1.9	6.2
5/3+5/4	211	211	-	-	-	3.0	1.6	-	4.6	78.4	4.2	1.6	5.9
6/1	414	414	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.7**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
1/1	375	375	-	-	-	0.2	0.2	-	0.3	3.3	2.4	0.2	2.5
1/2	205	205	-	-	-	0.1	0.1	-	0.2	2.9	1.2	0.1	1.3
2/1	350	350	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	333	333	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
3/1	350	350	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.2
3/2	333	333	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
J3: Evans Road	**-**	**-**	**84**	**15**	**28**	**17.6**	**7.1**	**0.0**	**24.7**	**-**	**-**	**-**	**-**

1/2+1/1	874	874	-	-	-	5.7	0.8	-	6.5	26.9	22.1	0.8	23.0
1/3+1/4	906	906	-	-	-	7.4	0.9	-	8.3	33.0	24.2	0.9	25.1
2/2+2/1	27	27	0	15	2	0.3	0.1	0.0	0.4	57.8	0.5	0.1	0.6
3/1	786	786	-	-	-	0.1	0.9	-	1.0	4.6	0.9	0.9	1.7
3/2+3/3	940	940	-	-	-	0.3	1.0	-	1.3	4.9	2.0	1.0	3.0
4/1+4/2	106	106	-	-	-	1.6	1.3	-	2.9	98.7	3.2	1.3	4.5
4/3	110	110	84	0	26	1.7	1.4	0.0	3.1	102.2	3.6	1.4	5.0
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1618	1618	-	-	-	0.5	0.4	-	0.9	1.9	18.2	0.2	18.4
7/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1732	1732	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.1	0.1
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**160**	**0**	**14**	**20.0**	**8.5**	**0.3**	**28.8**	**-**	**-**	**-**	**-**
1/1	774	774	-	-	-	2.4	0.9	-	3.3	15.1	7.2	0.9	8.1
1/2+1/3	844	844	-	-	-	1.4	0.9	-	2.3	9.8	22.9	0.9	23.8
2/1	753	753	-	-	-	4.7	1.3	-	6.0	28.5	24.4	1.3	25.6
2/2+2/3	854	854	-	-	-	5.8	1.5	-	7.3	30.7	26.0	1.5	27.5
3/1	110	110	21	0	0	1.3	0.2	0.1	1.7	54.2	3.2	0.2	3.5
4/1+4/2	332	332	139	0	14	4.4	3.1	0.2	7.7	83.8	8.1	3.1	11.2
5/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	753	753	-	-	-	0.0	0.3	-	0.3	1.3	0.3	0.3	0.5
7/2	854	854	-	-	-	0.0	0.3	-	0.4	1.5	4.0	0.3	4.3
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**61.7**	**49.2**	**0.0**	**110.9**	**-**	**-**	**-**	**-**
1/1	624	624	-	-	-	6.8	12.3	-	19.1	110.2	20.6	12.3	32.9
1/2	744	744	-	-	-	6.8	3.5	-	10.4	50.2	22.7	3.5	26.3

1/3+1/4	524	524	-	-	-	5.4	2.7	-	8.1	55.8	12.7	2.7	15.4
2/1	158	158	-	-	-	1.6	0.3	-	1.9	43.3	4.3	0.3	4.6
2/2	211	211	-	-	-	3.0	0.7	-	3.7	63.7	6.7	0.7	7.4
2/3	333	332	-	-	-	5.0	9.4	-	14.4	155.6	11.1	9.4	20.5
3/2+3/1	436	436	-	-	-	4.1	0.8	-	4.8	40.0	9.3	0.8	10.1
3/3	146	146	-	-	-	1.8	0.5	-	2.4	58.0	4.4	0.5	4.9
3/4	537	537	-	-	-	7.4	8.0	-	15.4	103.5	17.8	8.0	25.8
4/1	268	268	-	-	-	2.3	0.1	-	2.5	33.4	5.6	0.1	5.8
4/2	1168	1168	-	-	-	12.0	1.4	-	13.4	41.3	13.7	0.7	14.4
4/3	296	295	-	-	-	5.3	8.9	-	14.1	171.8	9.9	8.9	18.8
5/1	1863	1863	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1780	1780	-	-	-	0.0	0.3	-	0.3	0.6	8.6	0.3	8.9

C1 - Western Ave		PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	60.16	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 1	PRC for Signalled Lanes (%):	314.6	Total Delay for Signalled Lanes (pcuHr):	0.26	Cycle Time (s): 120
C2 - Woodend Rd Ped	Stream: 2	PRC for Signalled Lanes (%):	286.8	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 120
C3 - Evans Rd	Stream: 1	PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	23.56	Cycle Time (s): 120
C4 - Woodend Lane new signal Junction	Stream: 1	PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	28.19	Cycle Time (s): 120
C5 - Speke Hall Ave	Stream: 1	PRC for Signalled Lanes (%):	-11.5	Total Delay for Signalled Lanes (pcuHr):	110.28	Cycle Time (s): 120
		PRC Over All Lanes (%):	-11.5	Total Delay Over All Lanes(pcuHr):	226.00	

LinSig V1 style report

User and Project Details

Project:	**Speke**
Title:	**Speke Boulevard**
Location:	
File name:	Proposed New Exit Speke 144.lsg3x
Author:	Fred Peters
Company:	Iceni Projects
Address:	
Notes:	

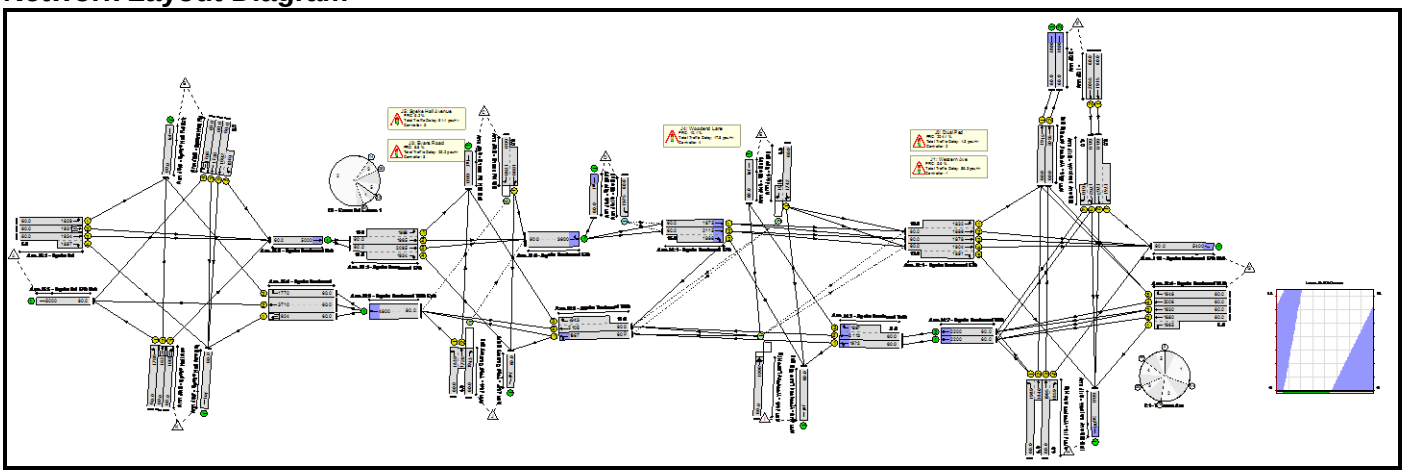
C1 - Western Ave

Phase Input Data

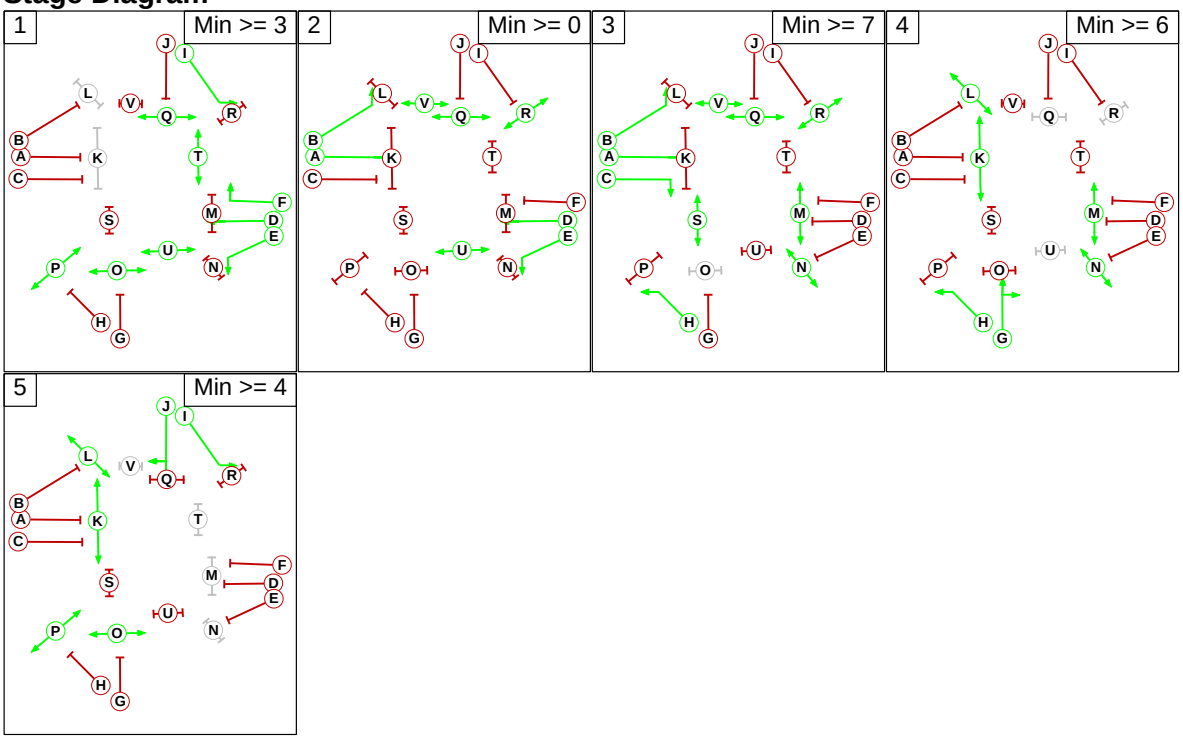
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Traffic		7	7
K	Pedestrian		8	8
L	Pedestrian		6	6
M	Pedestrian		9	9
N	Pedestrian		6	6
O	Pedestrian		8	8
P	Pedestrian		7	7
Q	Pedestrian		7	7
R	Pedestrian		6	6
S	Pedestrian		8	8
T	Pedestrian		8	8
U	Pedestrian		6	6
V	Pedestrian		6	6

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

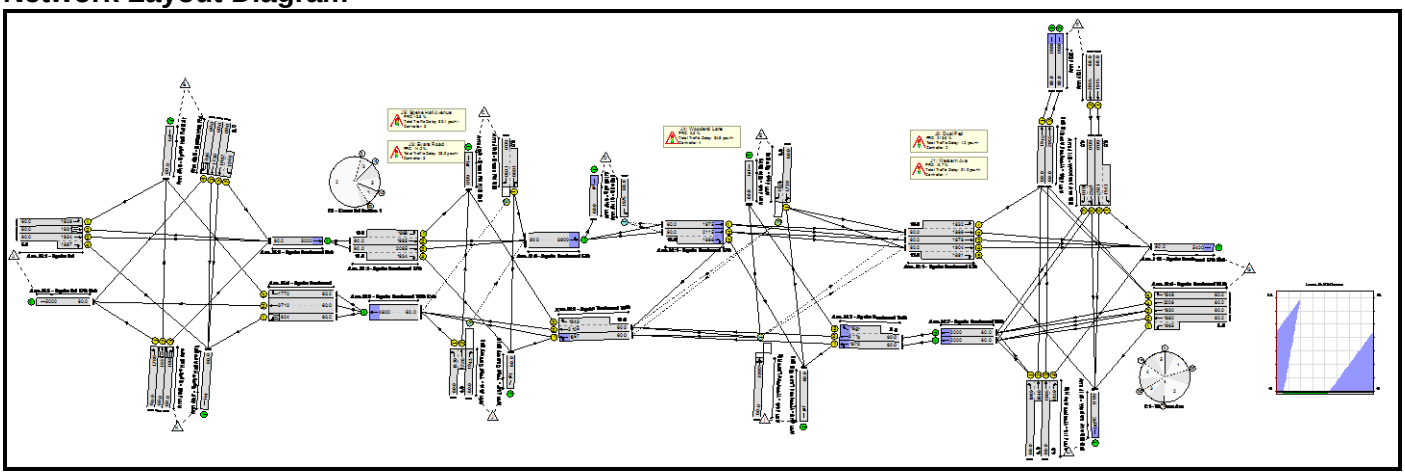


Stage Diagram

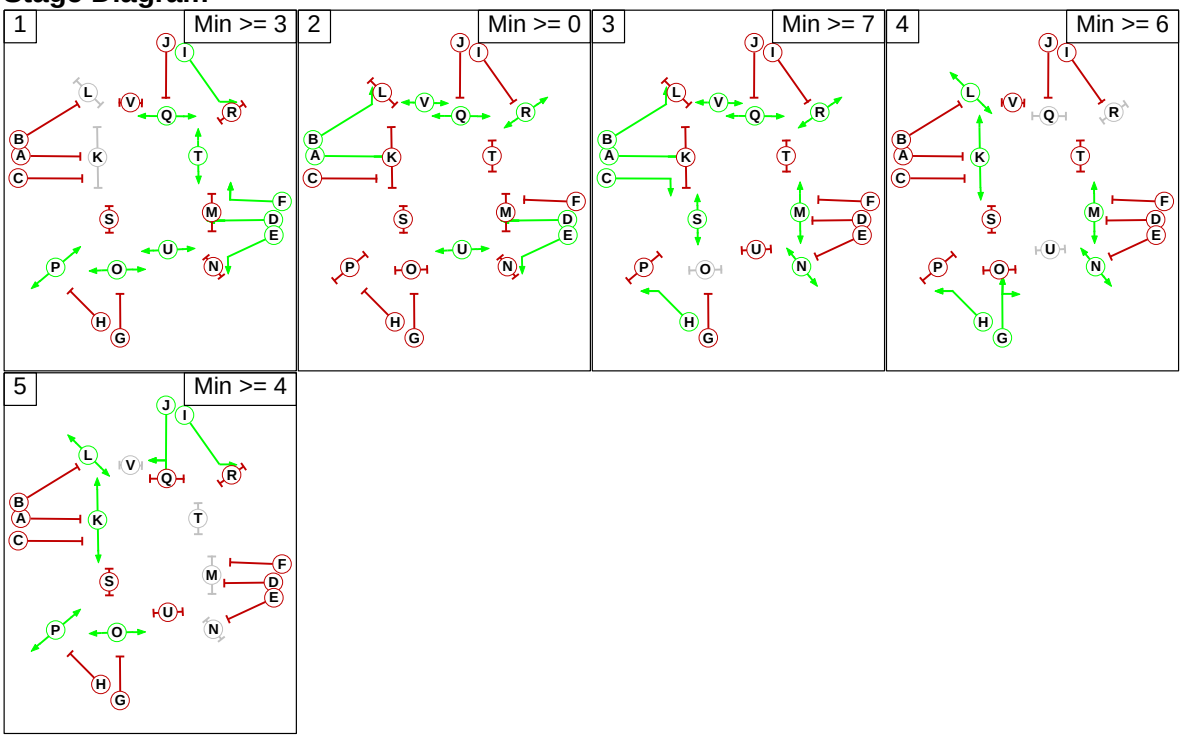


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

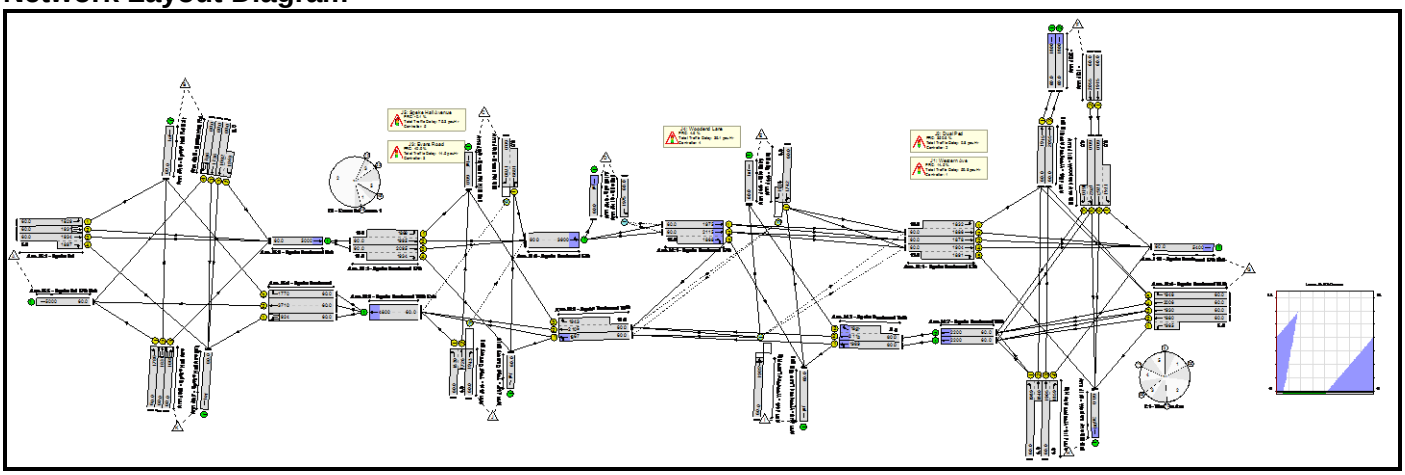


Stage Diagram

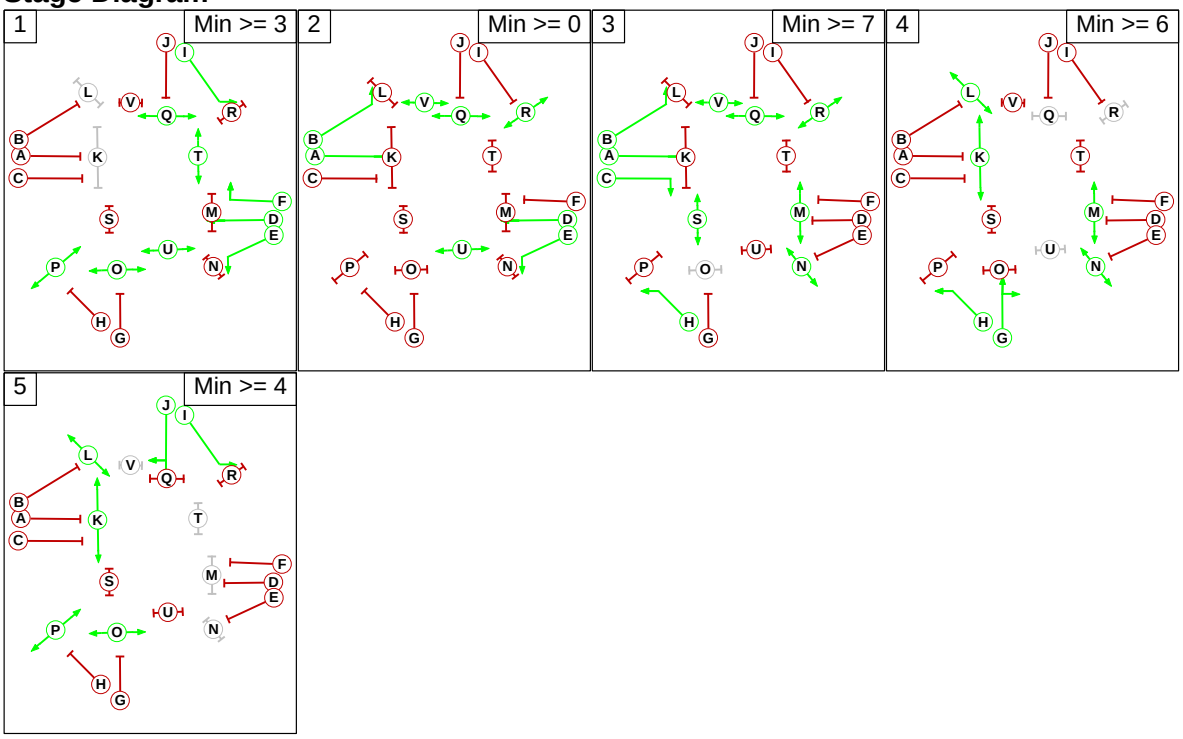


Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

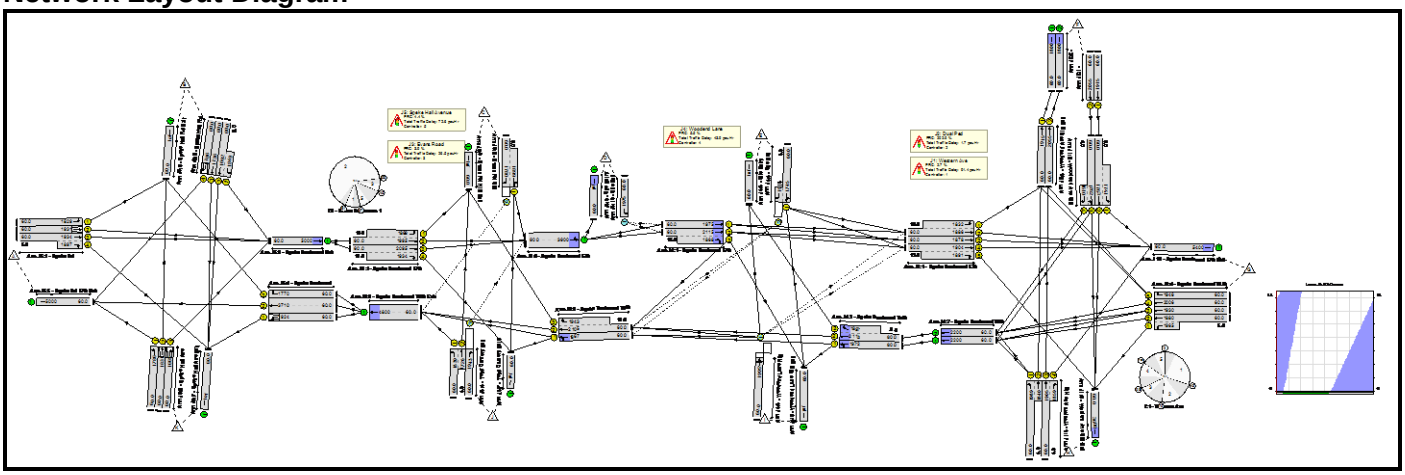


Stage Diagram

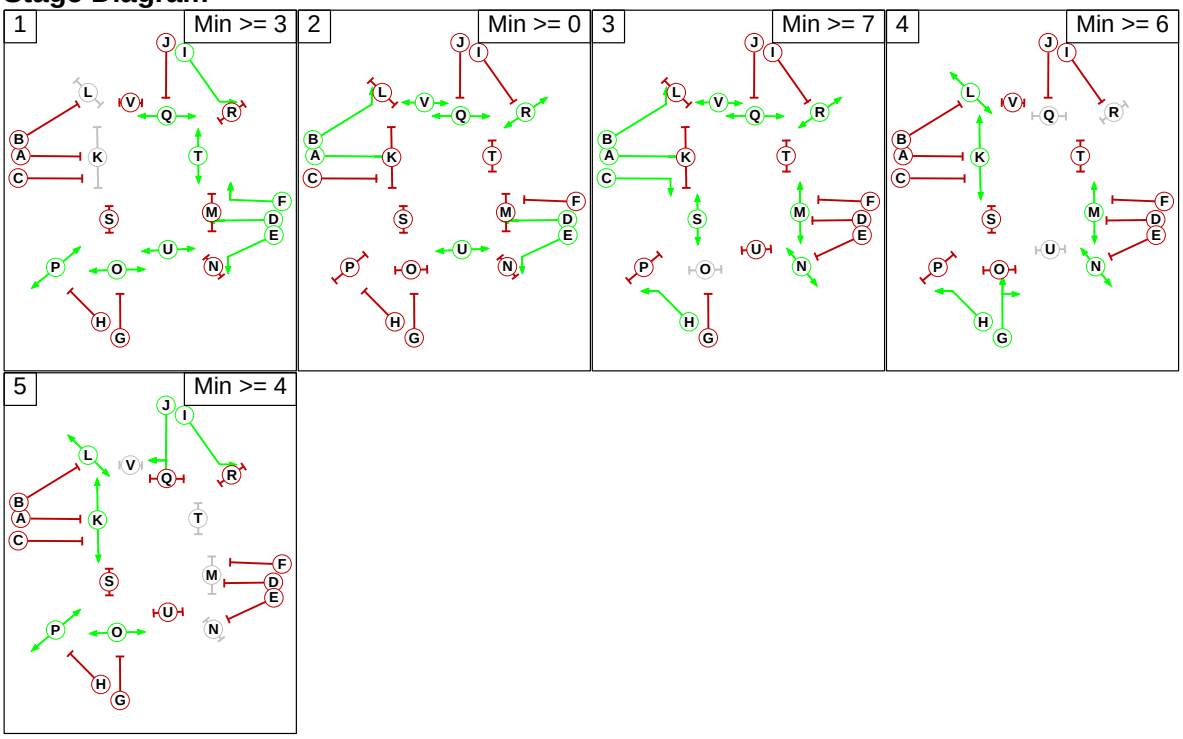


Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

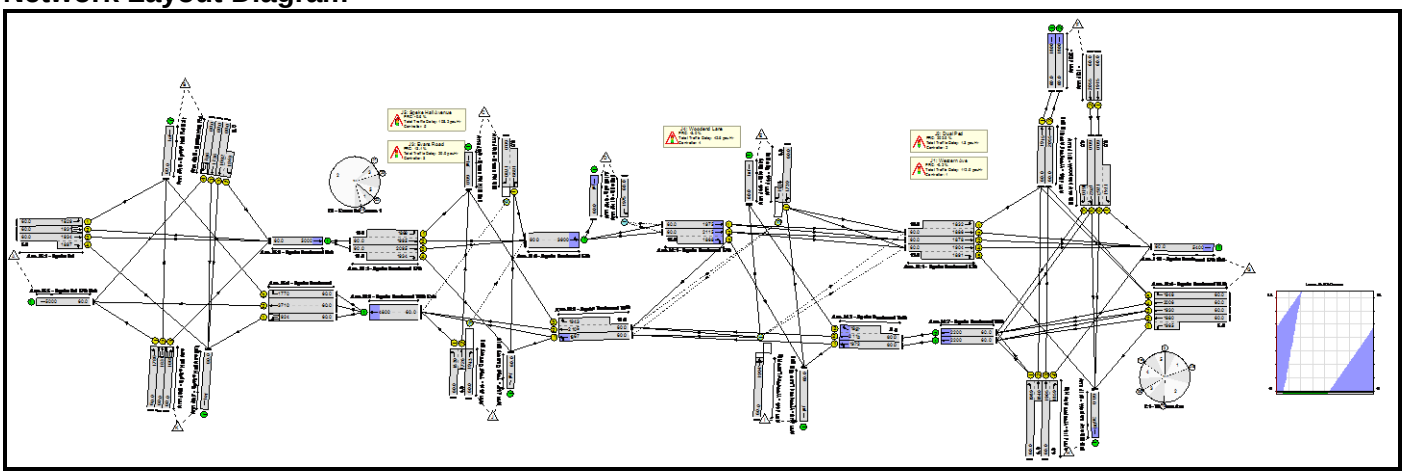


Stage Diagram

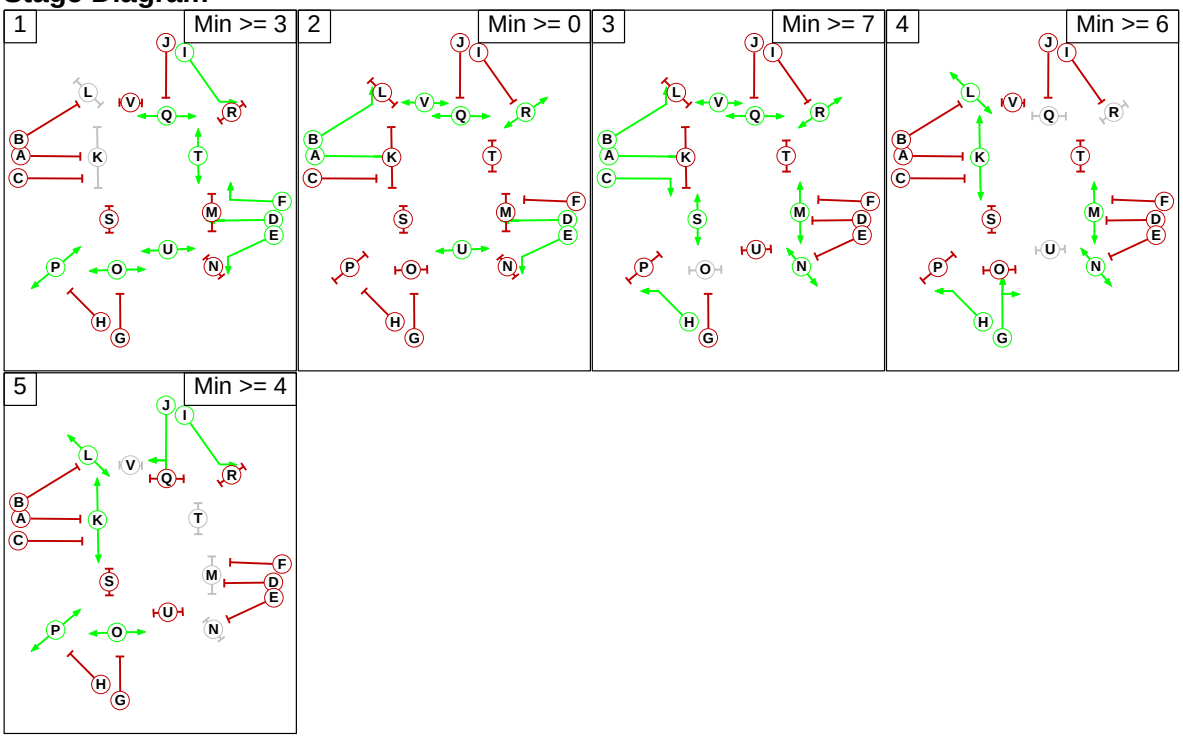


Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

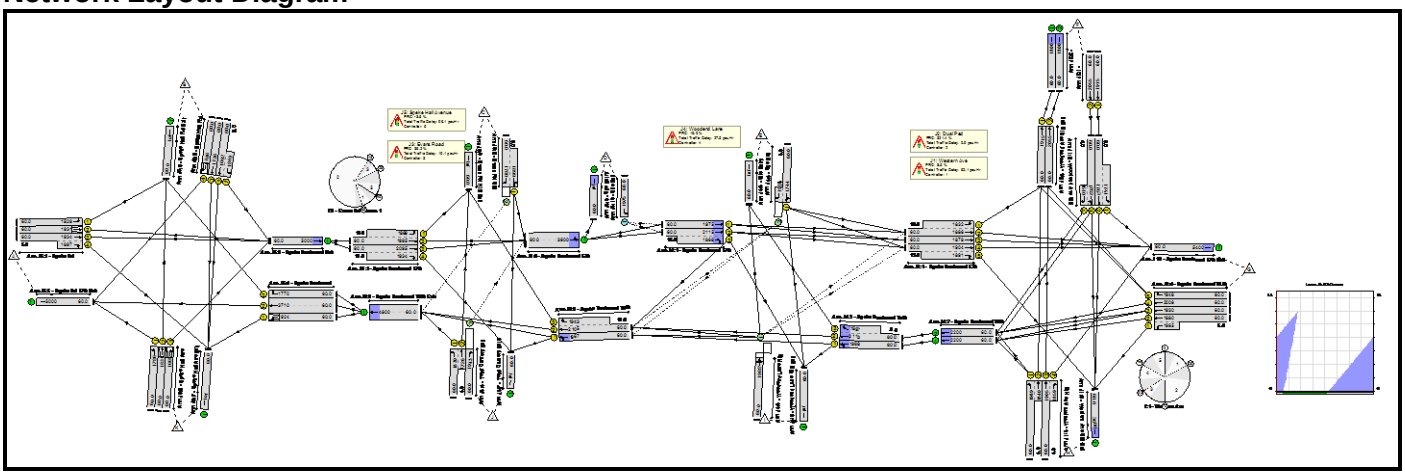


Stage Diagram

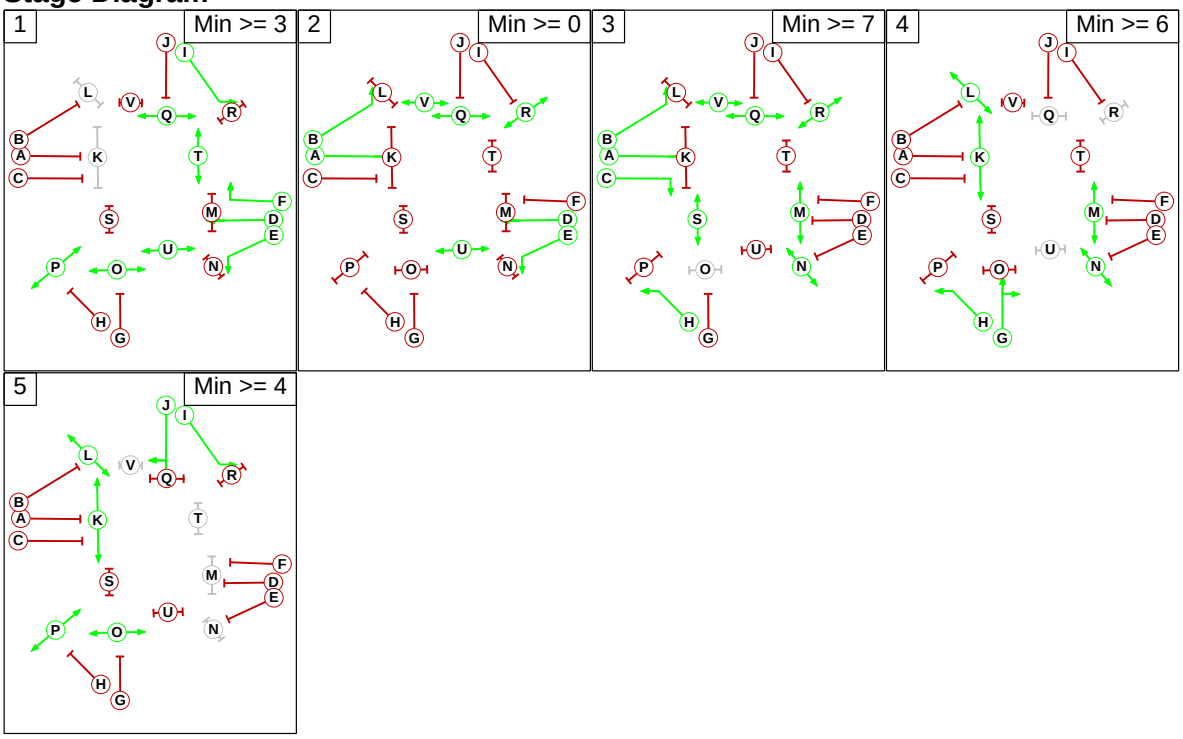


Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

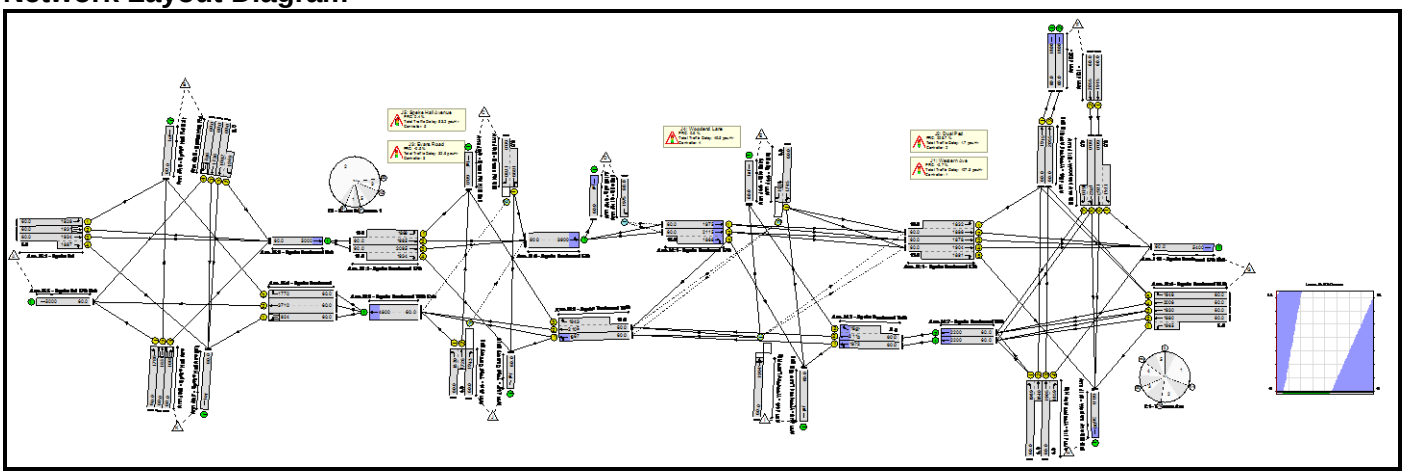


Stage Diagram

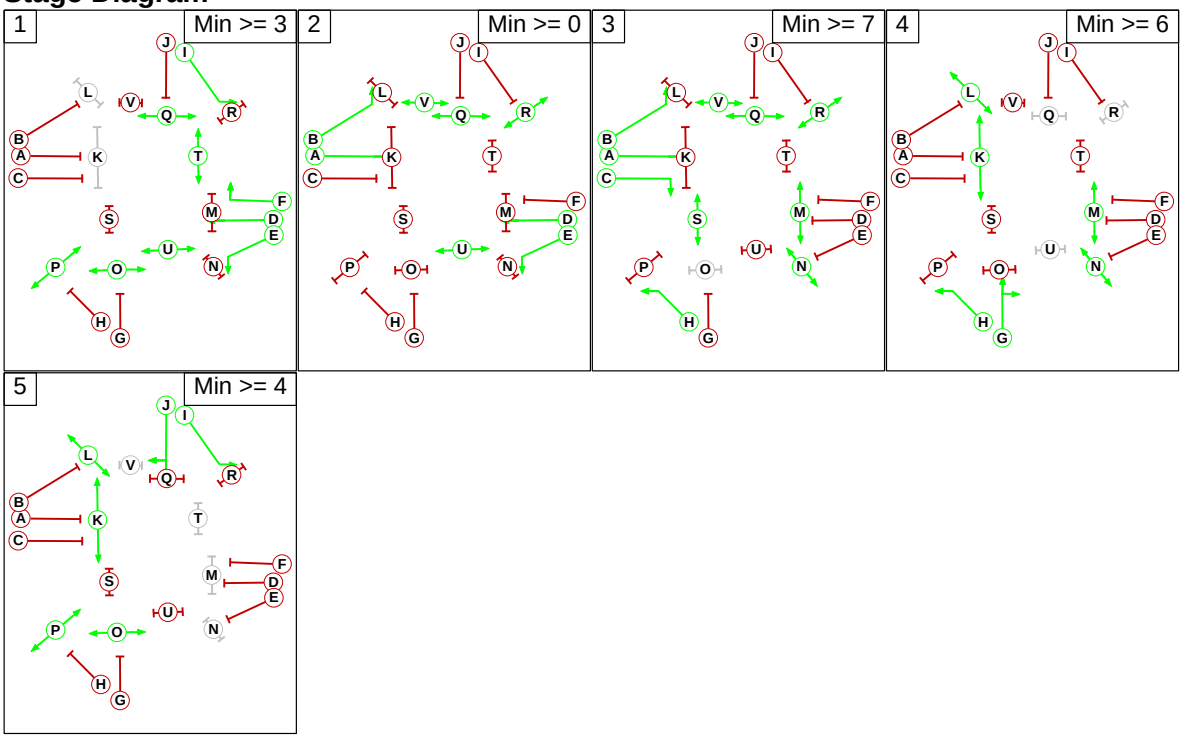


Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

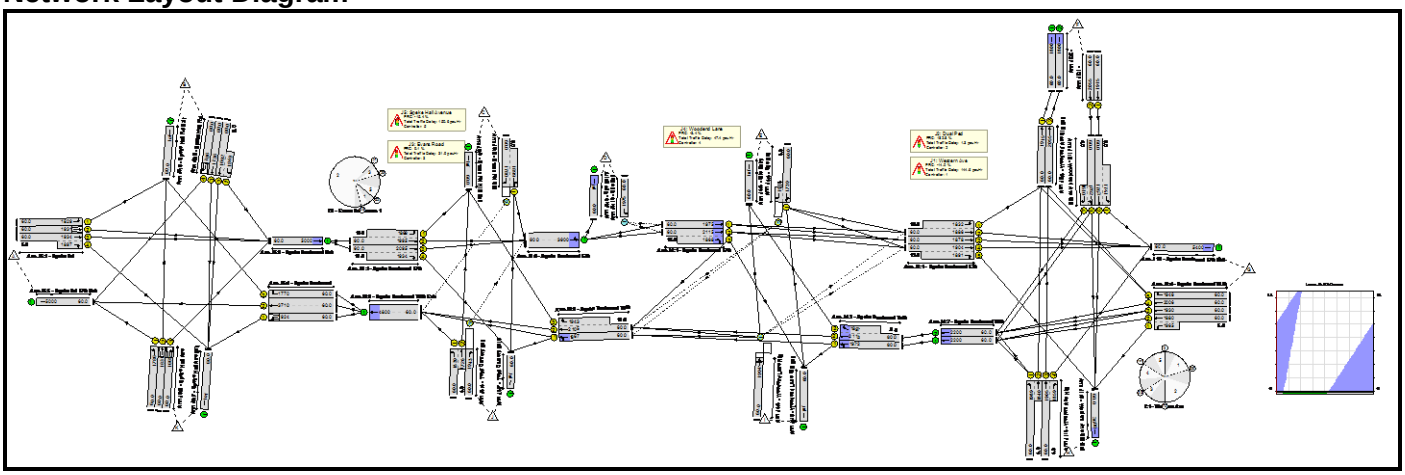


Stage Diagram

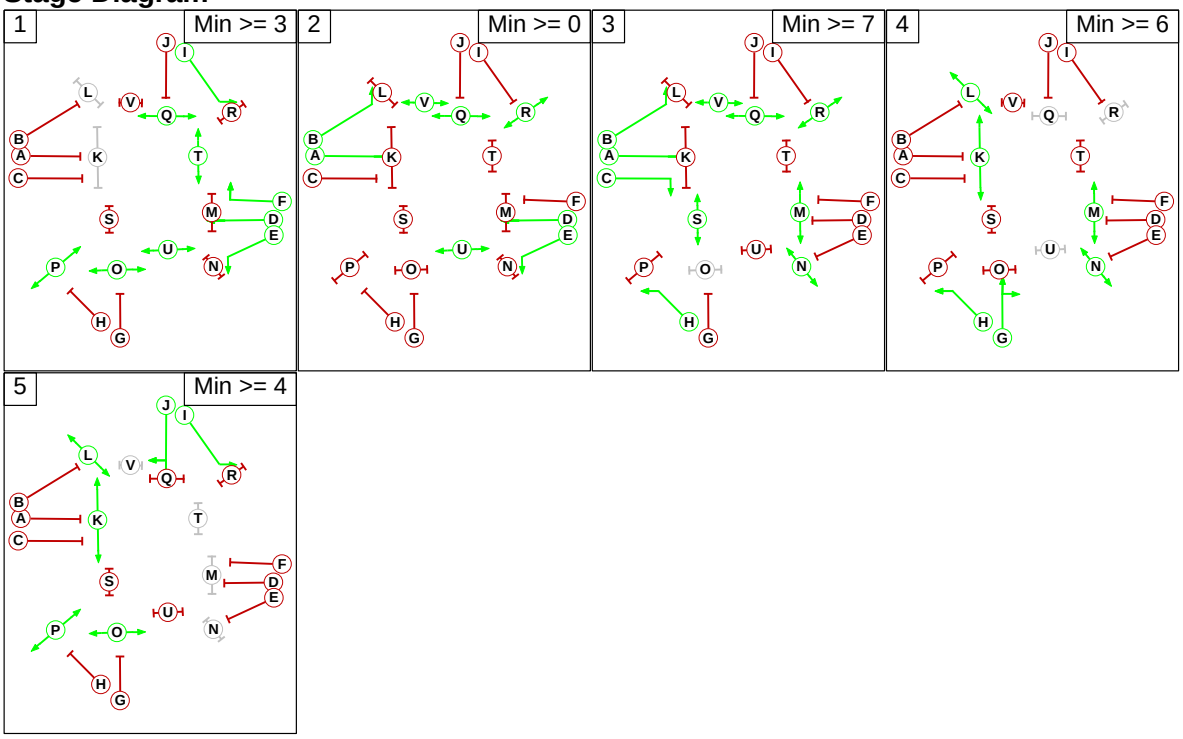


Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

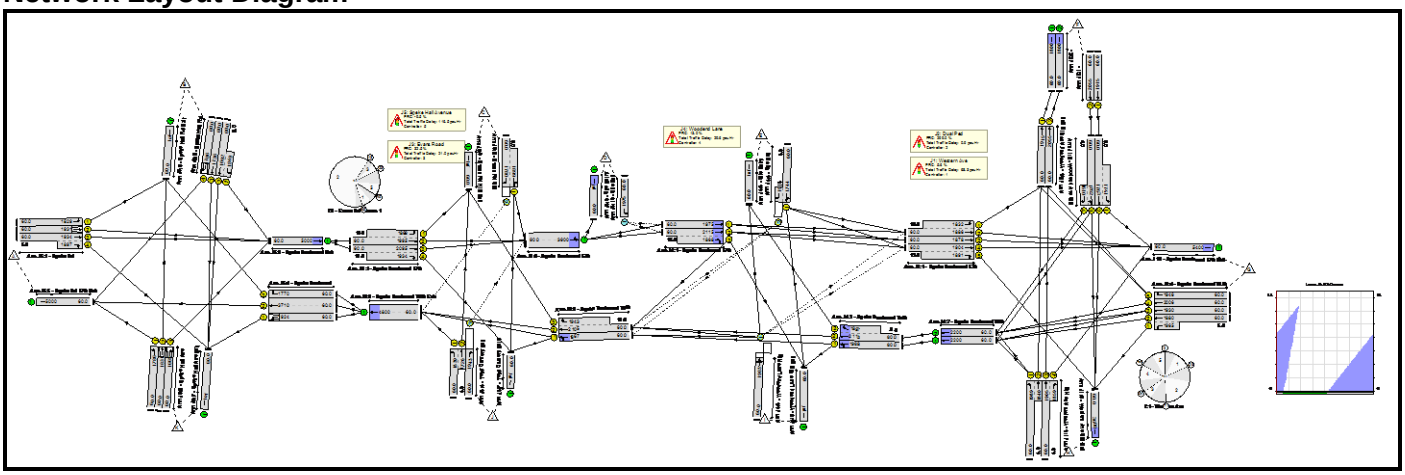


Stage Diagram

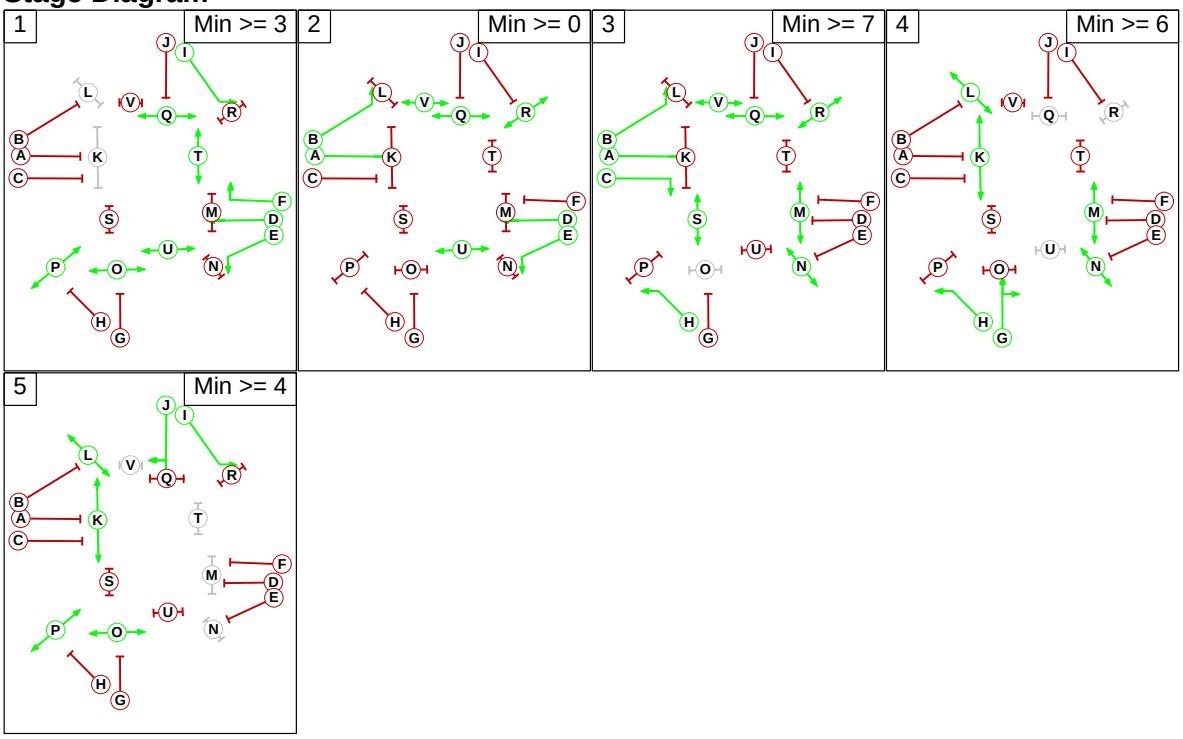


Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram



Phase Intergreens Matrix

Terminating Phase	Starting Phase																					
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
	A		-	-	-	-	7	7	-	10	7	7	-	-	-	-	-	-	-	-	10	-	-
	B	-		-	-	-	5	5	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-
	C	-	-		11	11	-	5	-	-	5	5	-	-	-	-	-	-	-	-	-	11	-
	D	-	-	7		-	-	8	10	-	7	-	-	7	-	-	-	-	-	11	-	-	-
	E	-	-	5	-		-	-	-	-	5	-	-	-	5	-	-	-	-	-	-	-	-
	F	9	12	-	-	-		5	-	-	5	-	-	5	-	-	-	-	-	-	-	-	12
	G	8	9	8	5	-	5		-	12	9	-	-	-	-	5	-	-	-	-	12	-	9
	H	-	-	-	5	-	-	-		-	5	-	-	-	-	-	5	-	-	-	-	-	-
	I	5	-	-	-	-	-	5	-		-	-	-	-	-	-	-	-	5	-	-	-	-
	J	5	-	5	10	10	6	9	10	-		-	-	-	-	-	-	5	-	11	-	10	-
	K	14	-	14	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-
	L	-	8	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-
	M	-	-	-	15	-	15	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
	N	-	-	-	-	8	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	11	-	-	-	-	-	-	-		-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-		-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-		-	-	-	-	-
	R	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-		-	-	-	-
	S	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	-	-	-		-	-	-
	T	11	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-		-	-
	U	-	-	9	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-		-
	V	-	-	-	-	-	9	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Losing	2	2
1	2	O	Losing	11	11
1	2	P	Losing	11	11
2	3	D	Losing	4	4
2	3	E	Losing	4	4
3	4	A	Losing	4	4
3	4	B	Losing	4	4
3	4	C	Losing	4	4
3	4	S	Losing	9	9

Prohibited Stage Change

From Stage	To Stage 1	2	3	4	5
1		14	12	11	11
2	10		15	10	11
3	15	15		11	11
4	15	15	14		12
5	10	14	14	11	

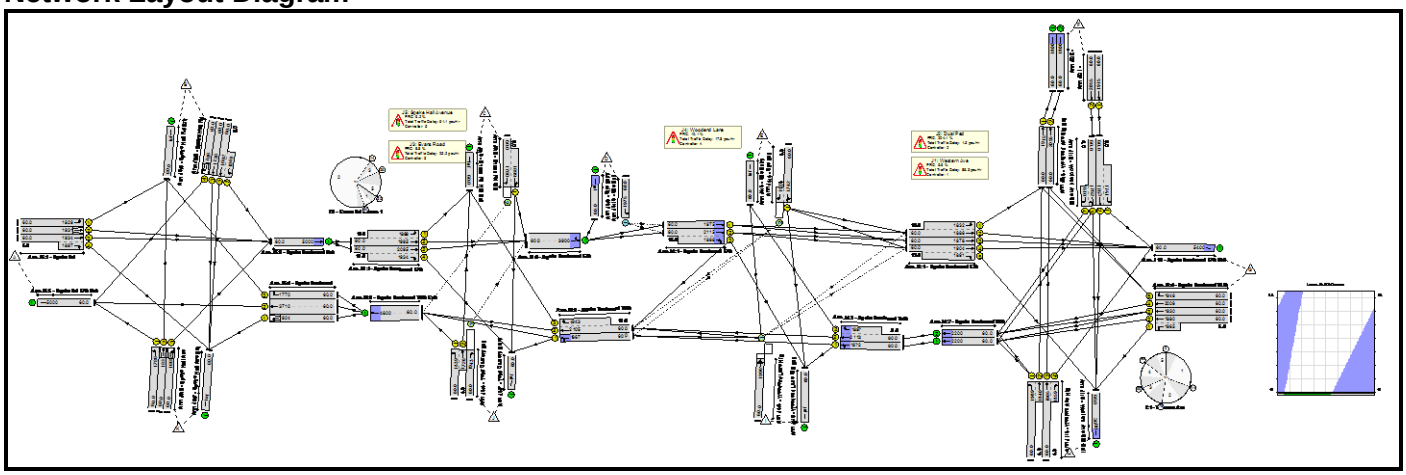
Phases in Stage

Stage No.	Phases in Stage
1	D E F I O P Q T U
2	A B D E Q R U V
3	A B C H M N Q R S V
4	G H K L M N
5	I J K L O P

C2 - Woodend Rd Ped
Phase Input Data

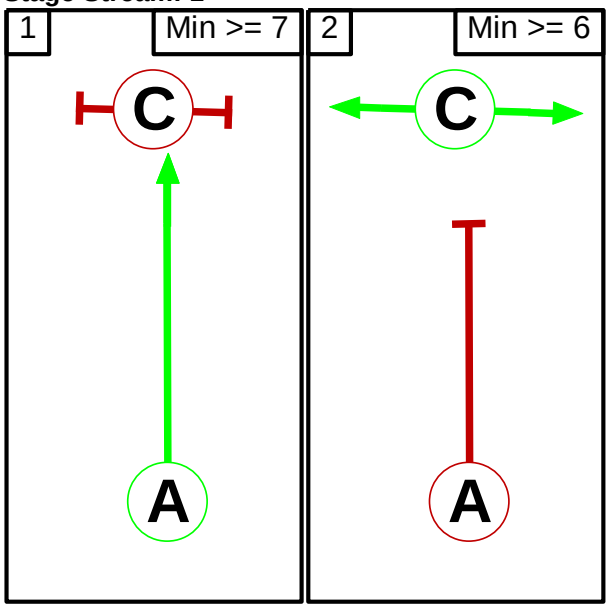
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Pedestrian	1		6	6
D	Pedestrian	2		6	6

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

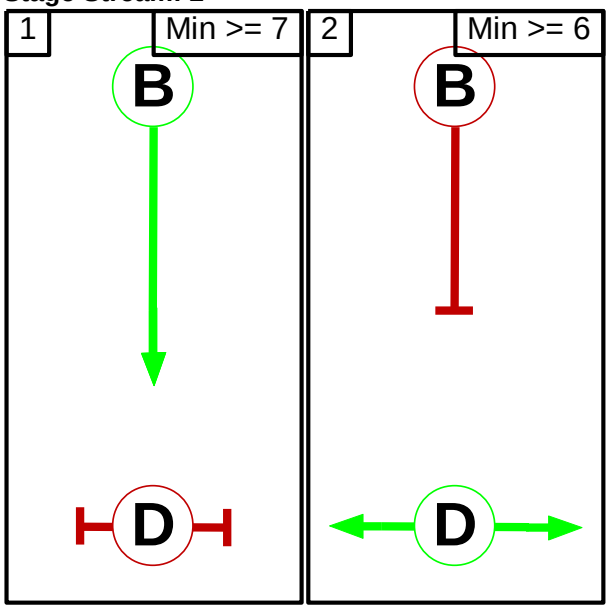


Stage Diagram

Stage Stream: 1

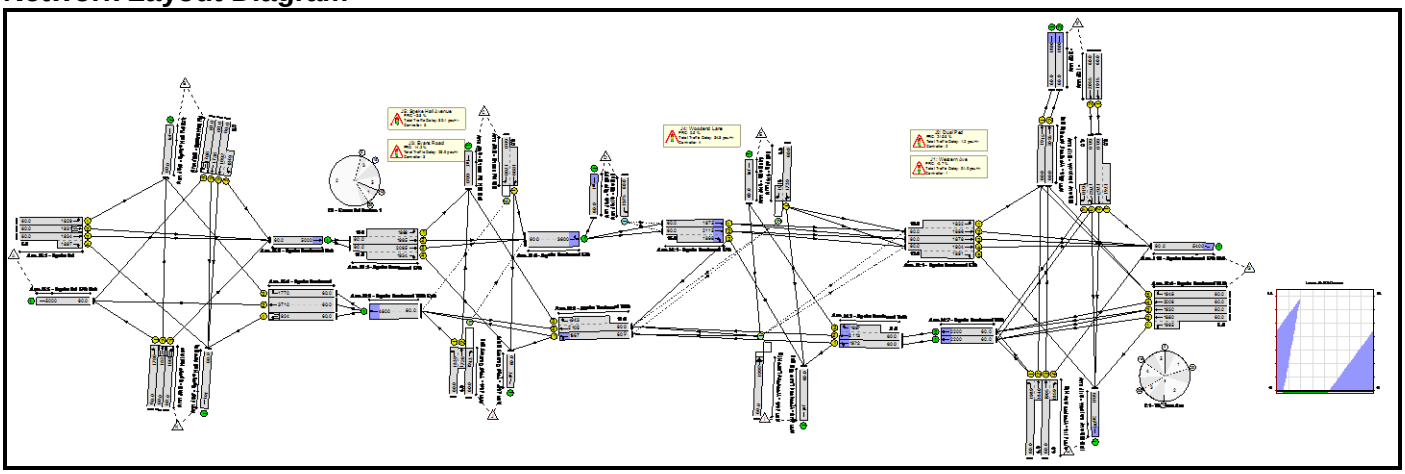


Stage Stream: 2



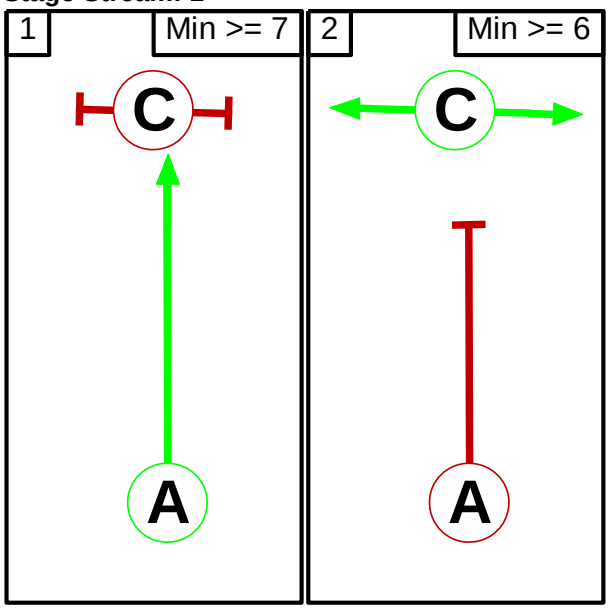
Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

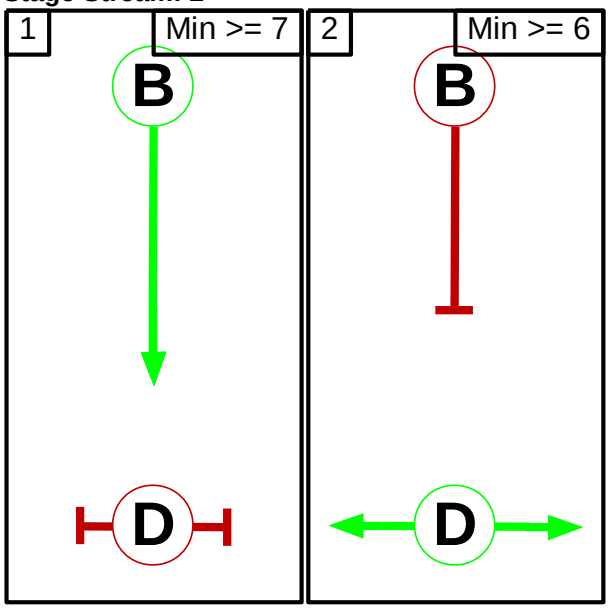


Stage Diagram

Stage Stream: 1

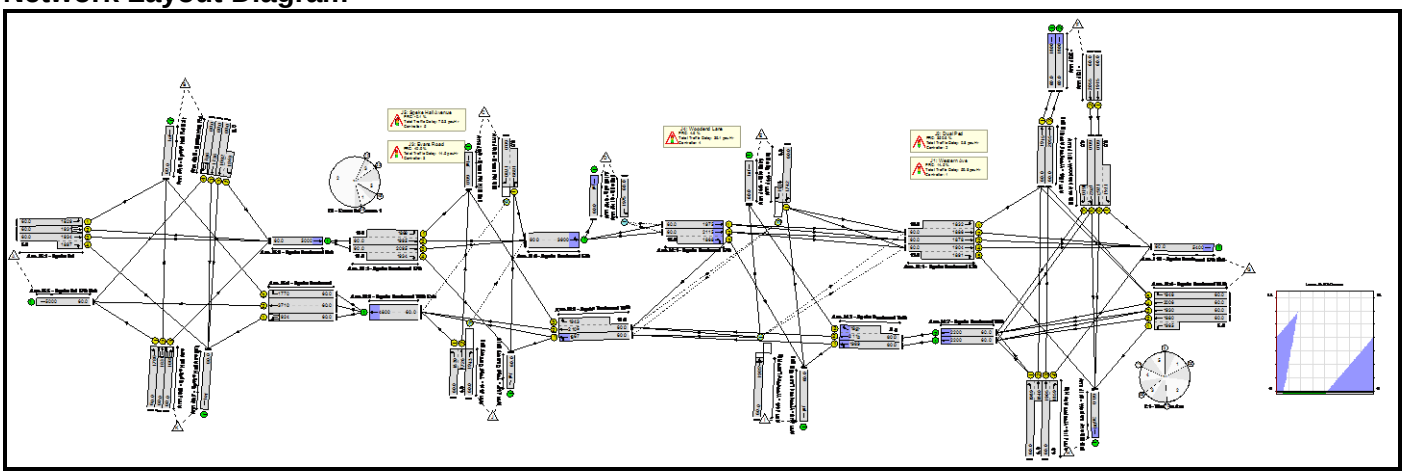


Stage Stream: 2



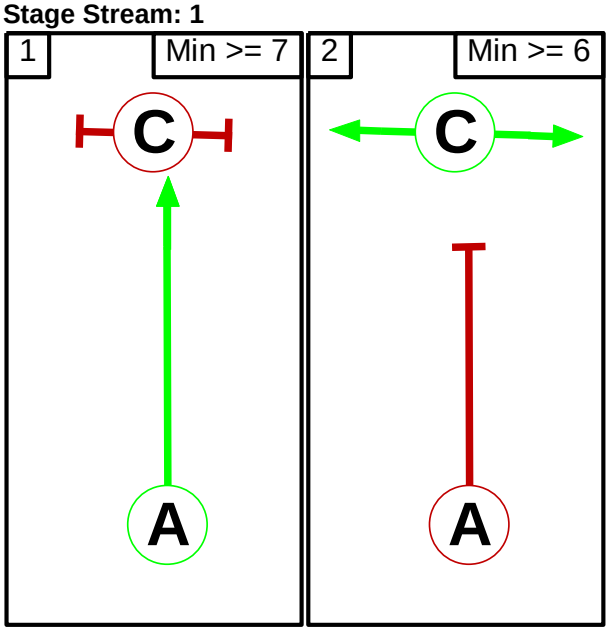
Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

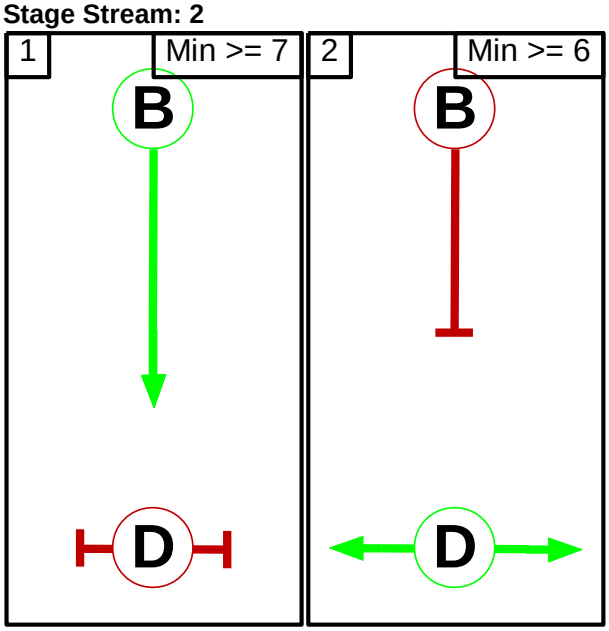


Stage Diagram

Stage Stream: 1

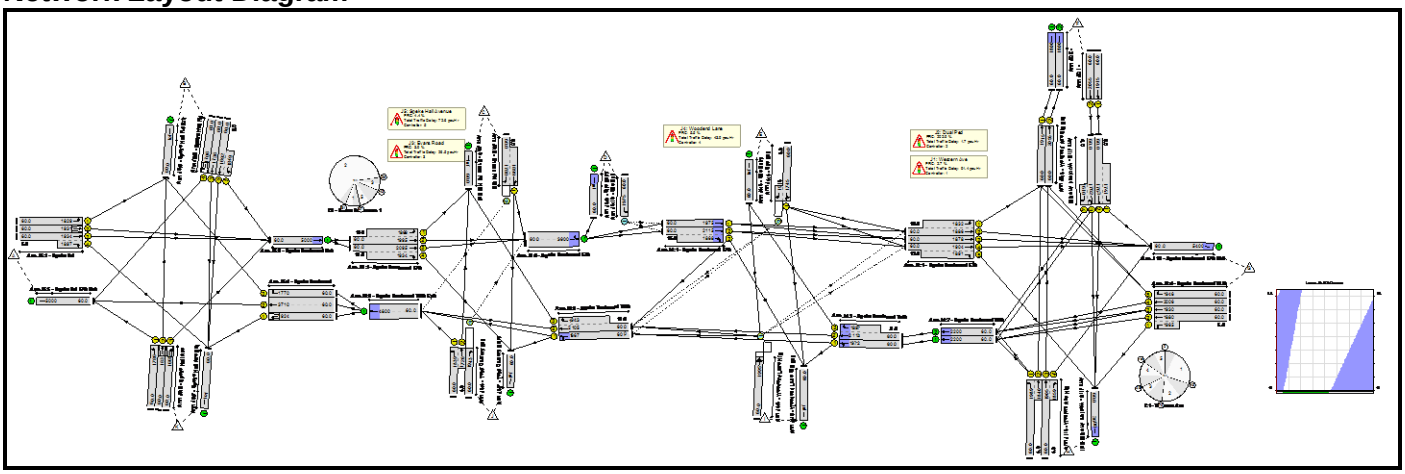


Stage Stream: 2



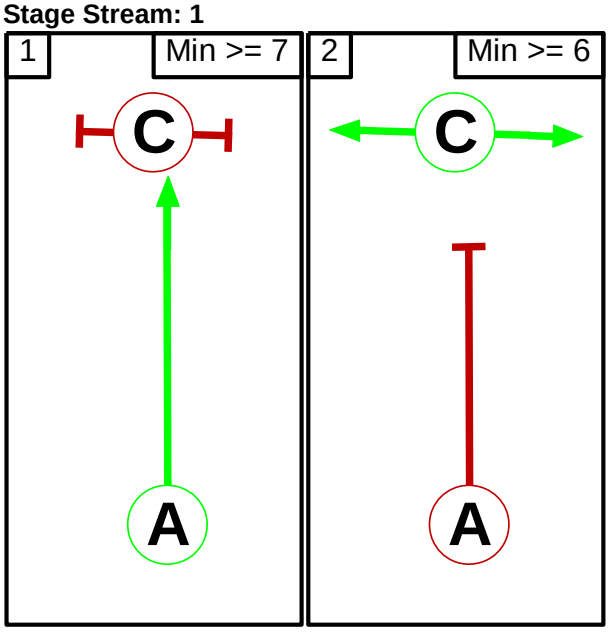
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

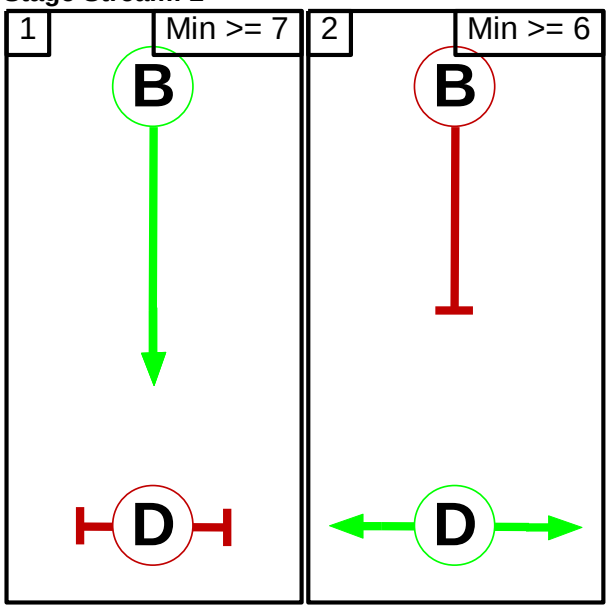


Stage Diagram

Stage Stream: 1

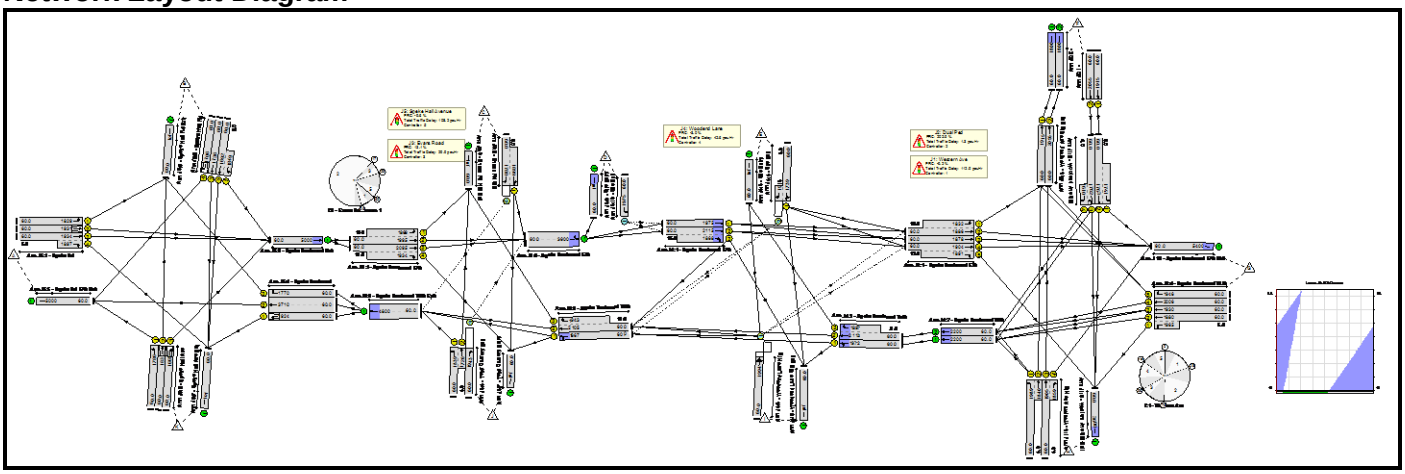


Stage Stream: 2



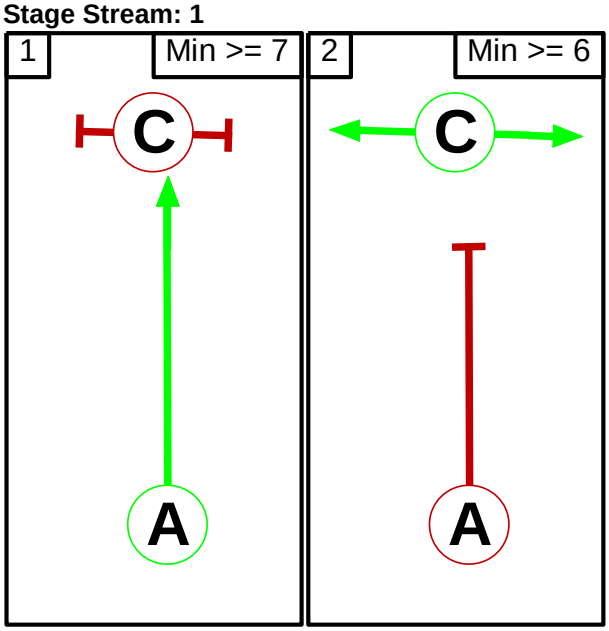
Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

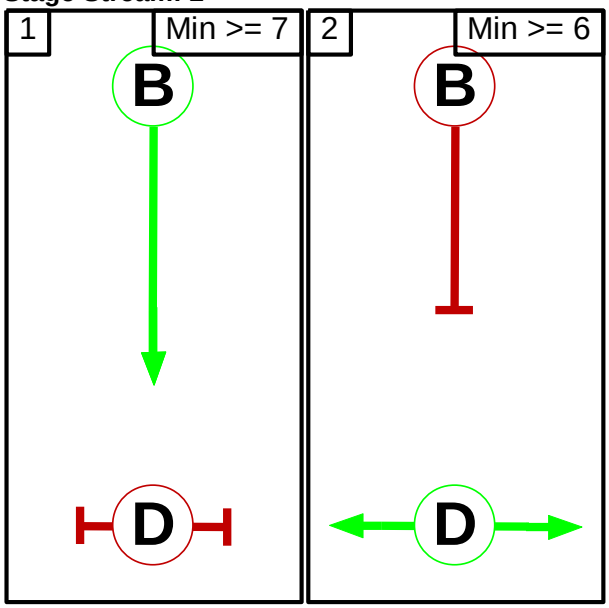


Stage Diagram

Stage Stream: 1

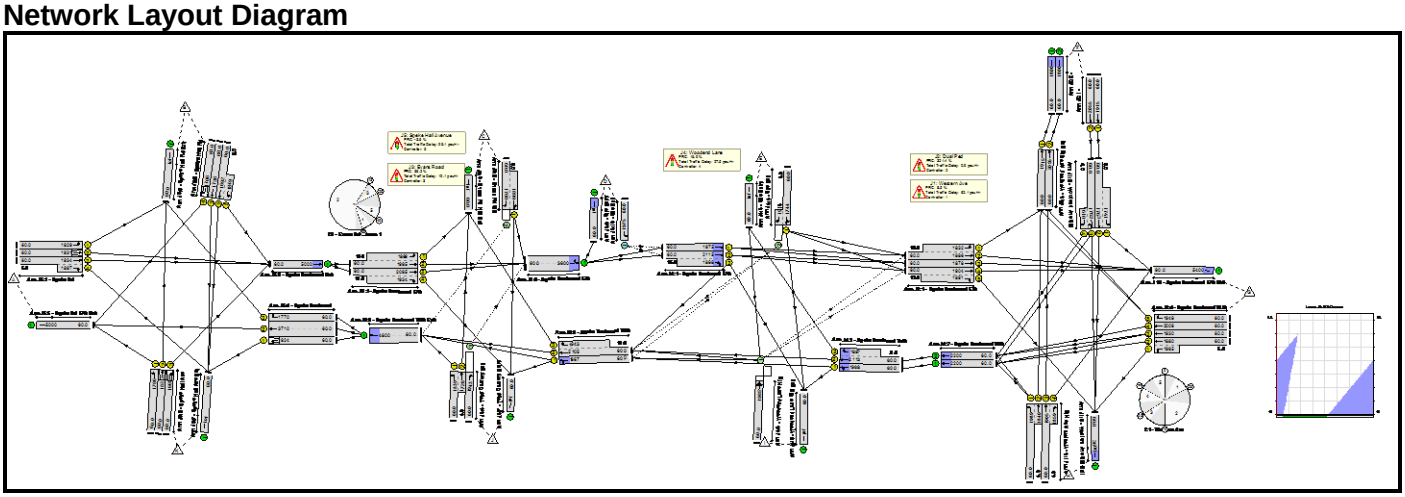


Stage Stream: 2



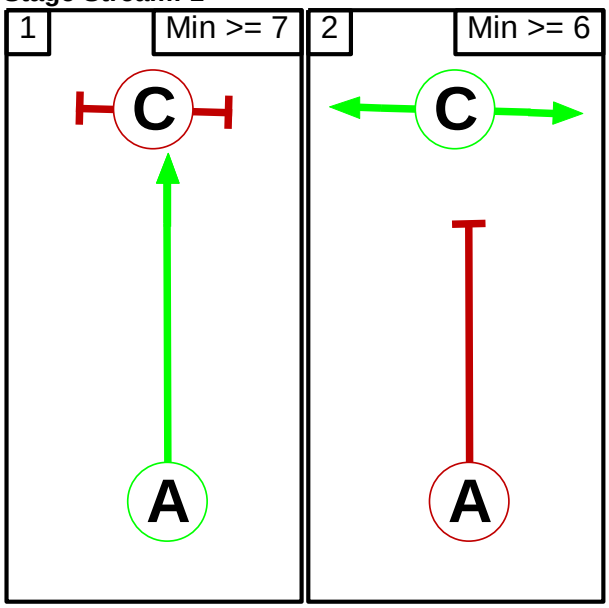
Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

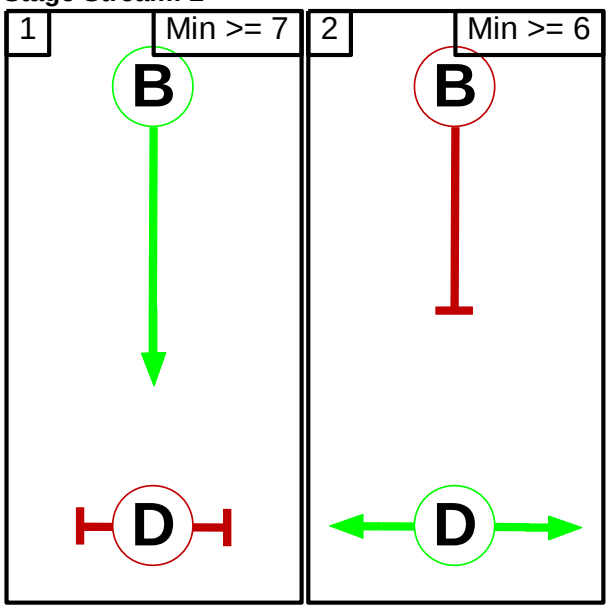


Stage Diagram

Stage Stream: 1

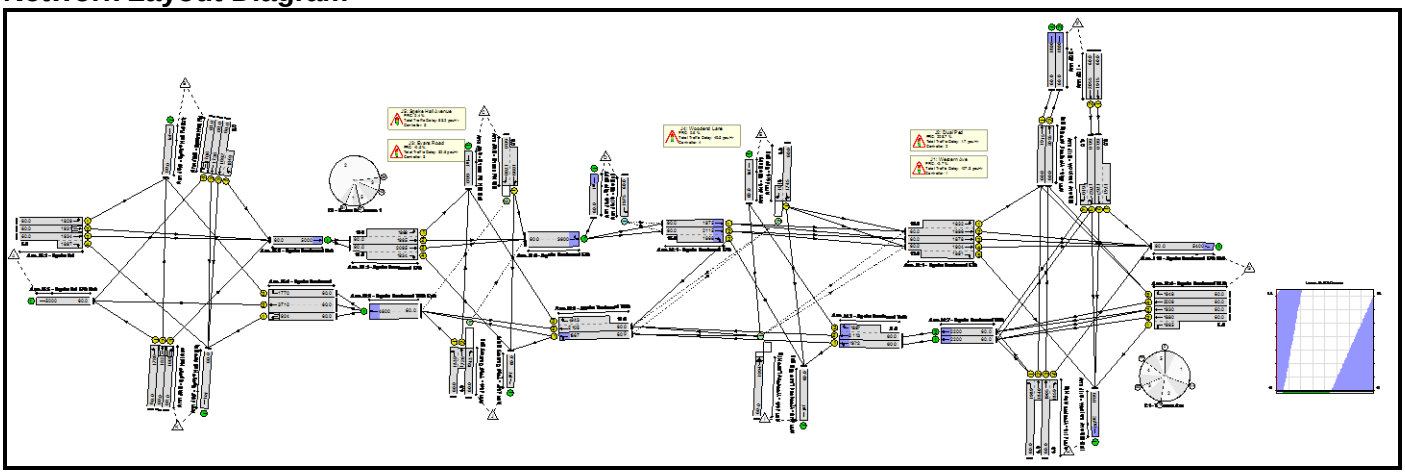


Stage Stream: 2



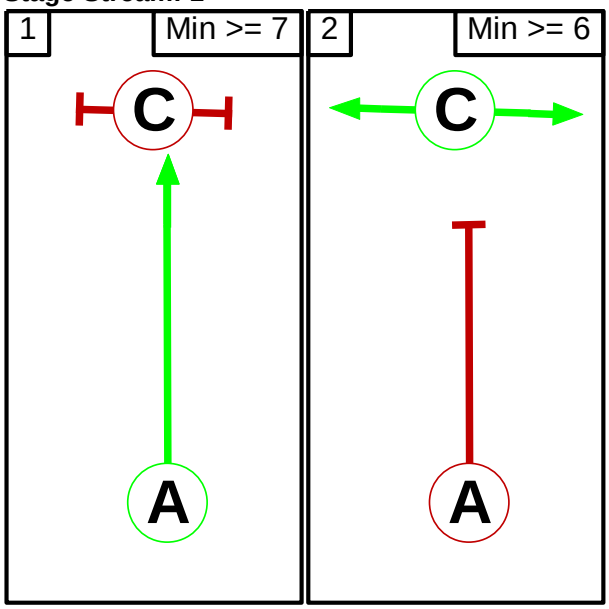
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

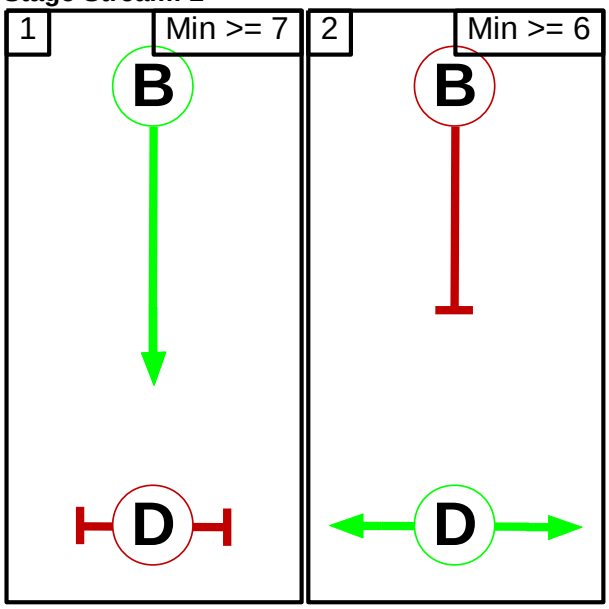


Stage Diagram

Stage Stream: 1

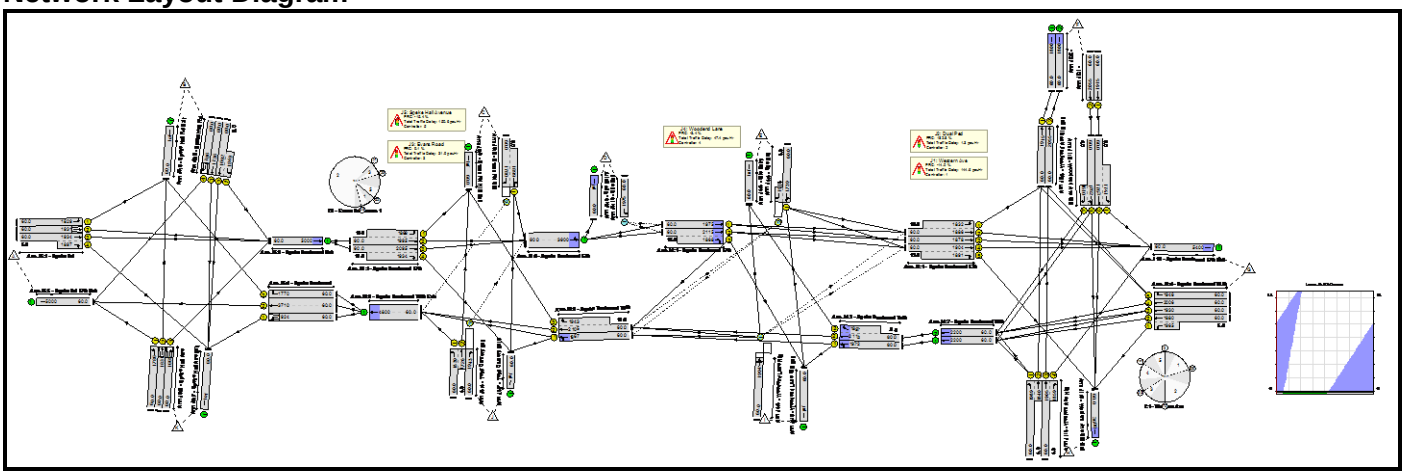


Stage Stream: 2



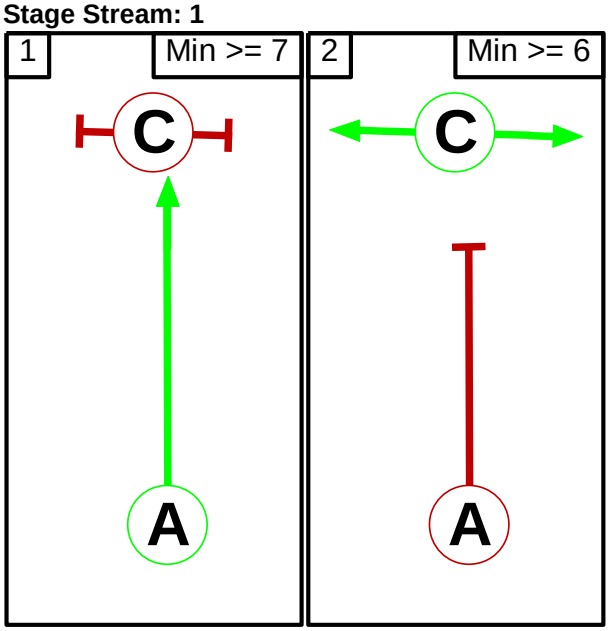
Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

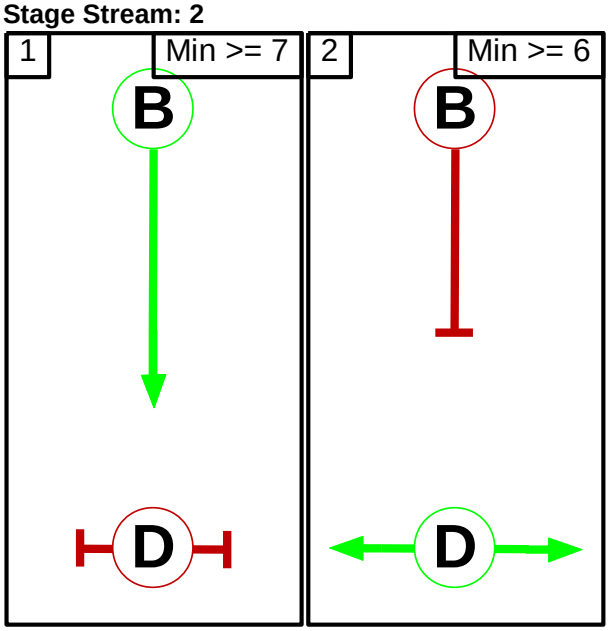


Stage Diagram

Stage Stream: 1

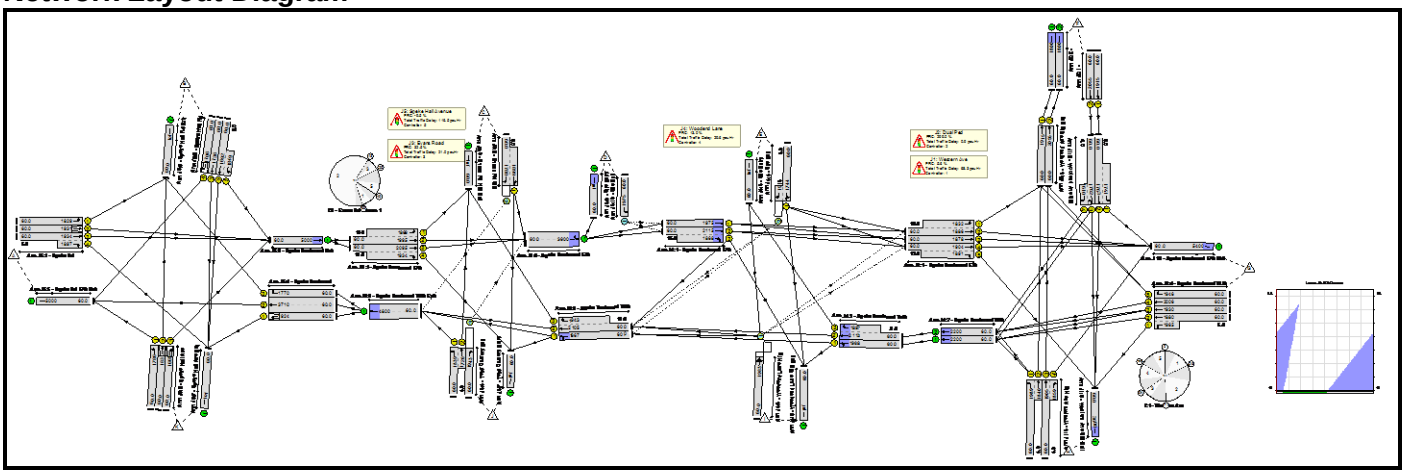


Stage Stream: 2



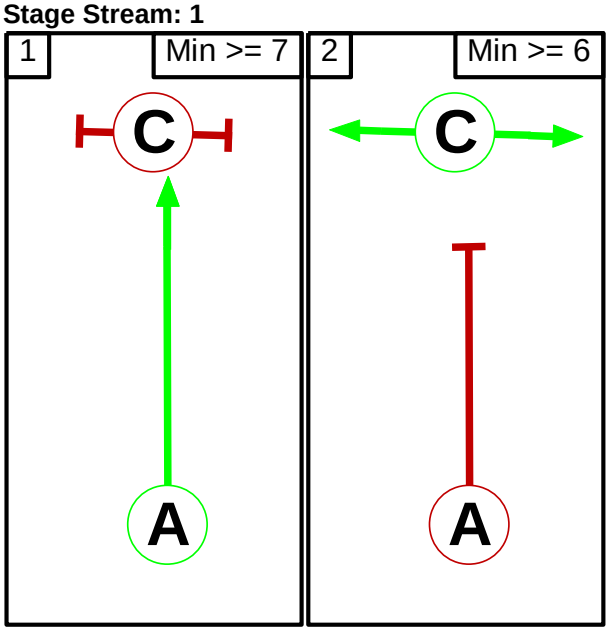
Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

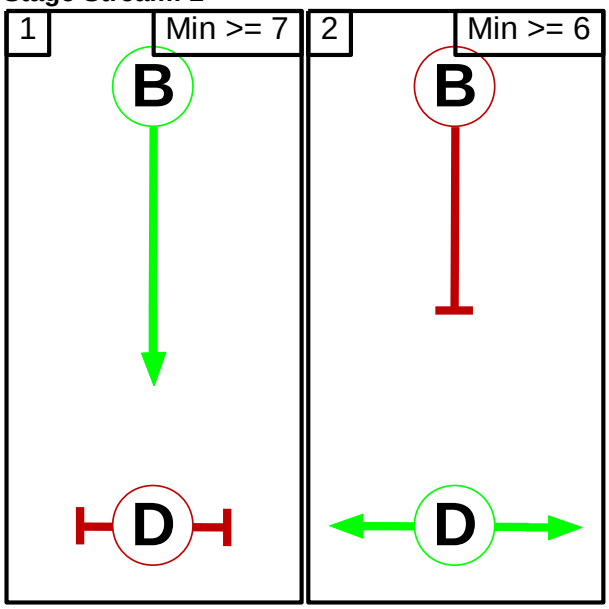


Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Intergreens Matrix

	Starting Phase				
Terminating Phase		A	B	C	D
	A		-	5	-
	B	-		-	5
	C	9	-		-
	D	-	9	-	

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	9	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	9	

Phases in Stage

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

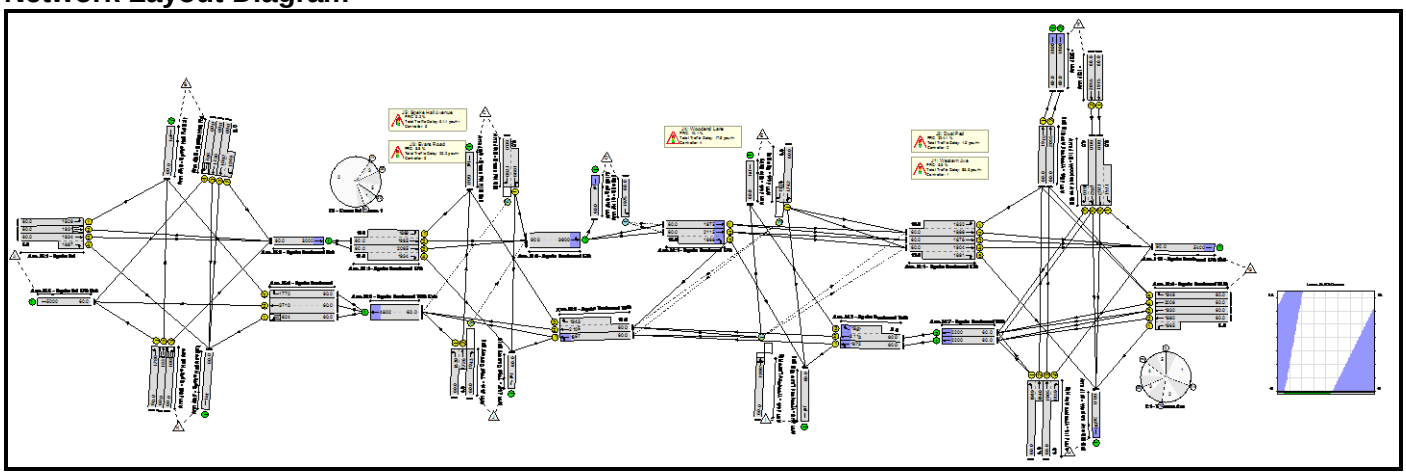
C3 - Evans Rd

Phase Input Data

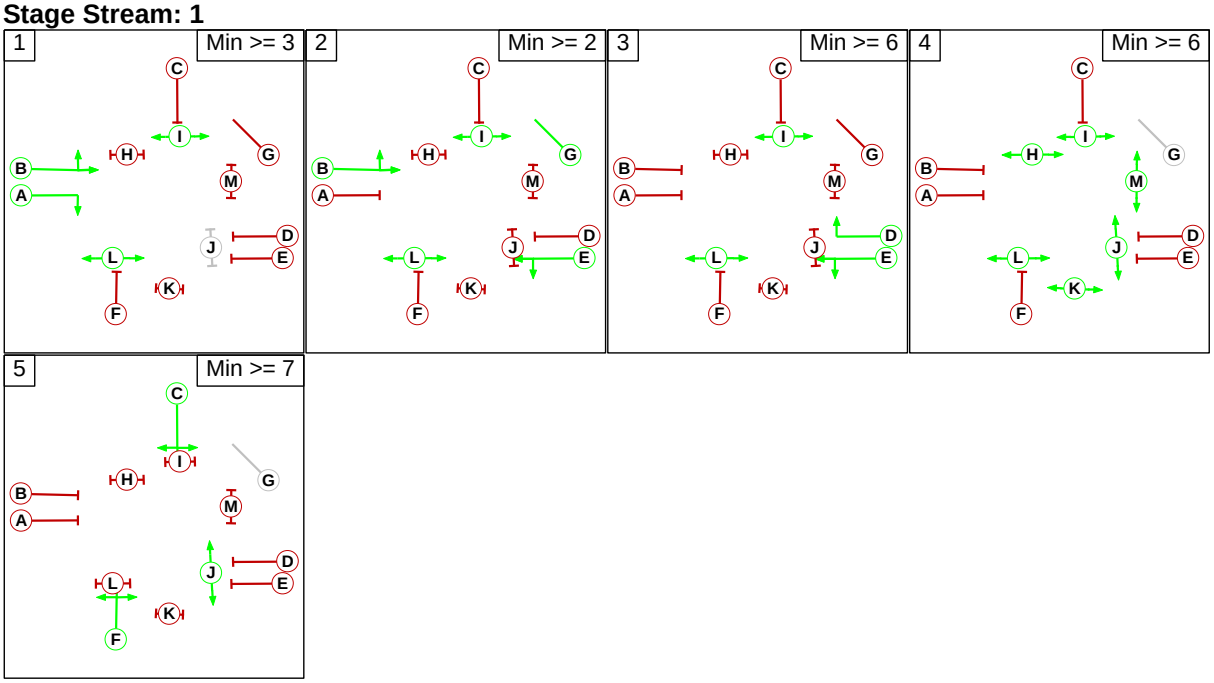
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Dummy	1		7	7
H	Pedestrian	1		6	6
I	Pedestrian	1		5	5
J	Pedestrian	1		10	10
K	Pedestrian	1		6	6
L	Pedestrian	1		6	6
M	Pedestrian	1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

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

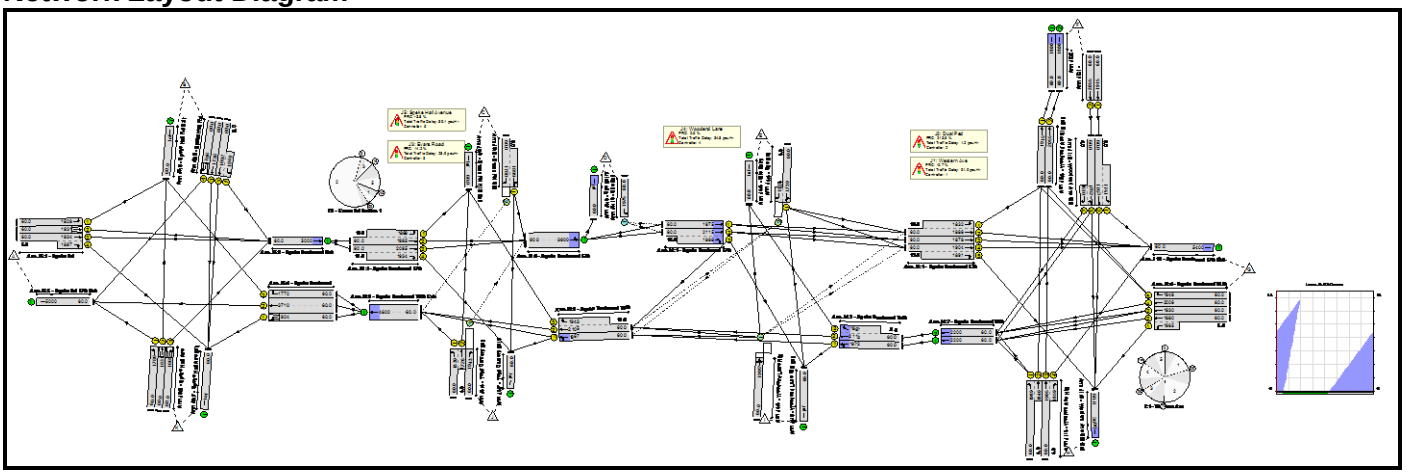


Stage Diagram
Stage Stream: 1

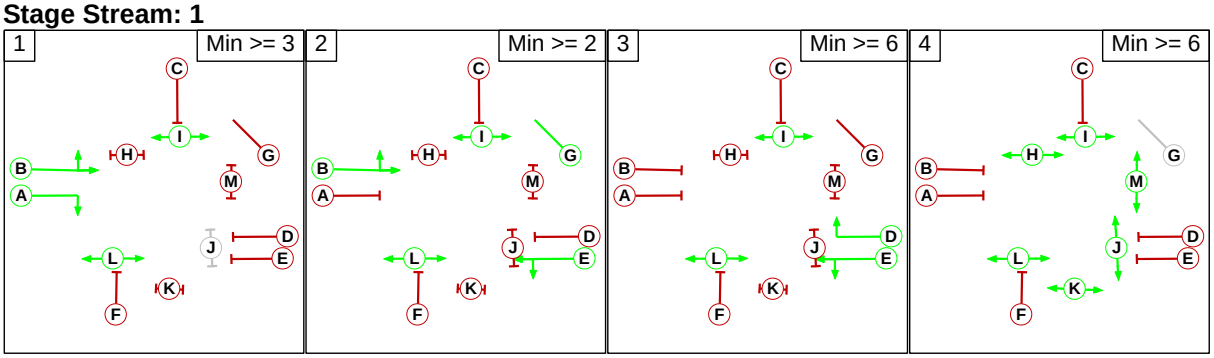


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

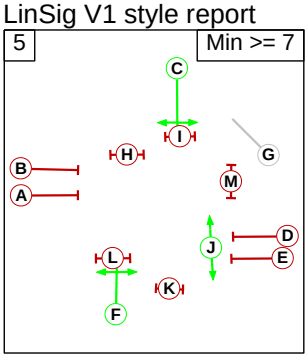
Network Layout Diagram



Stage Diagram
Stage Stream: 1

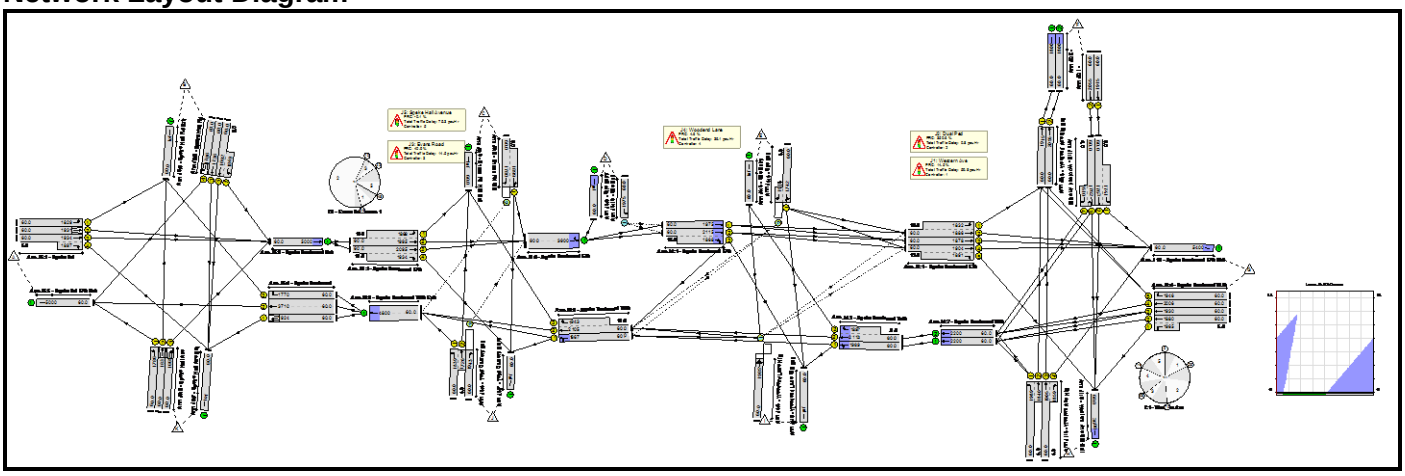


LinSig V1 style report



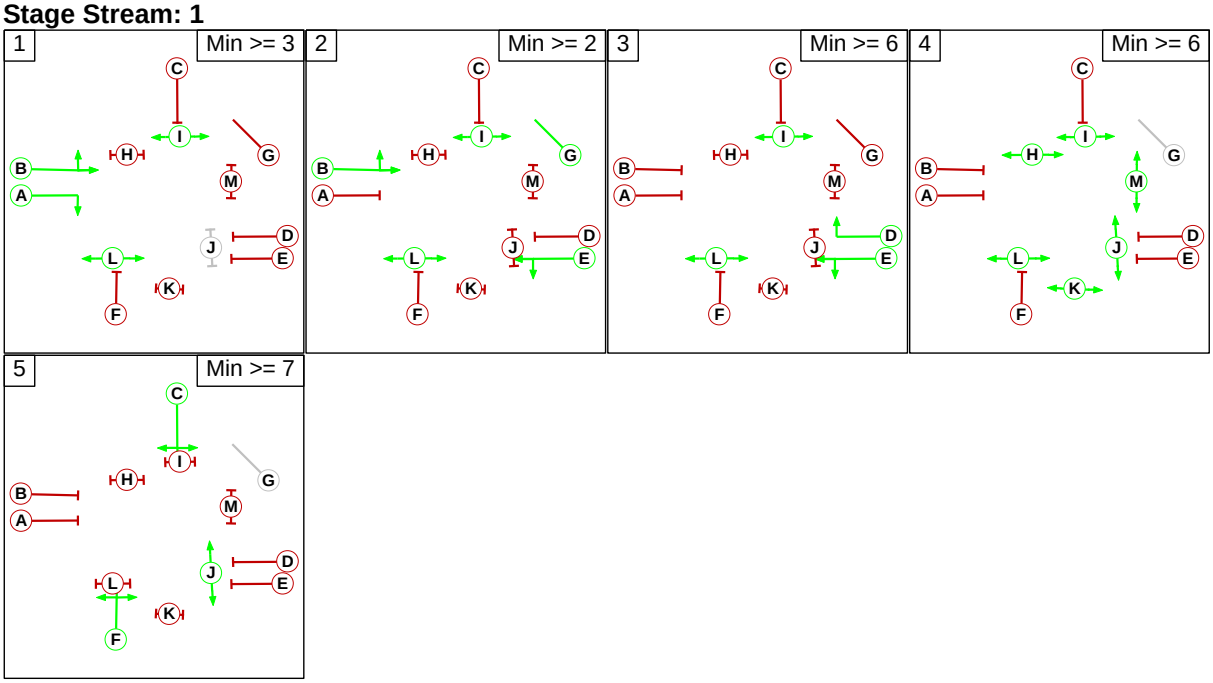
Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



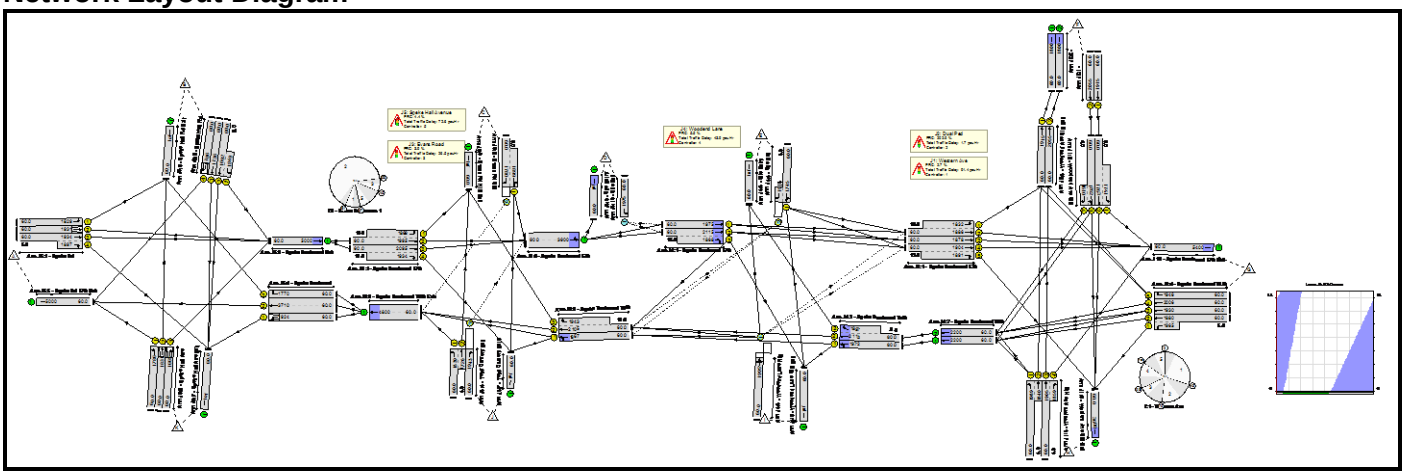
Stage Diagram

Stage Stream: 1



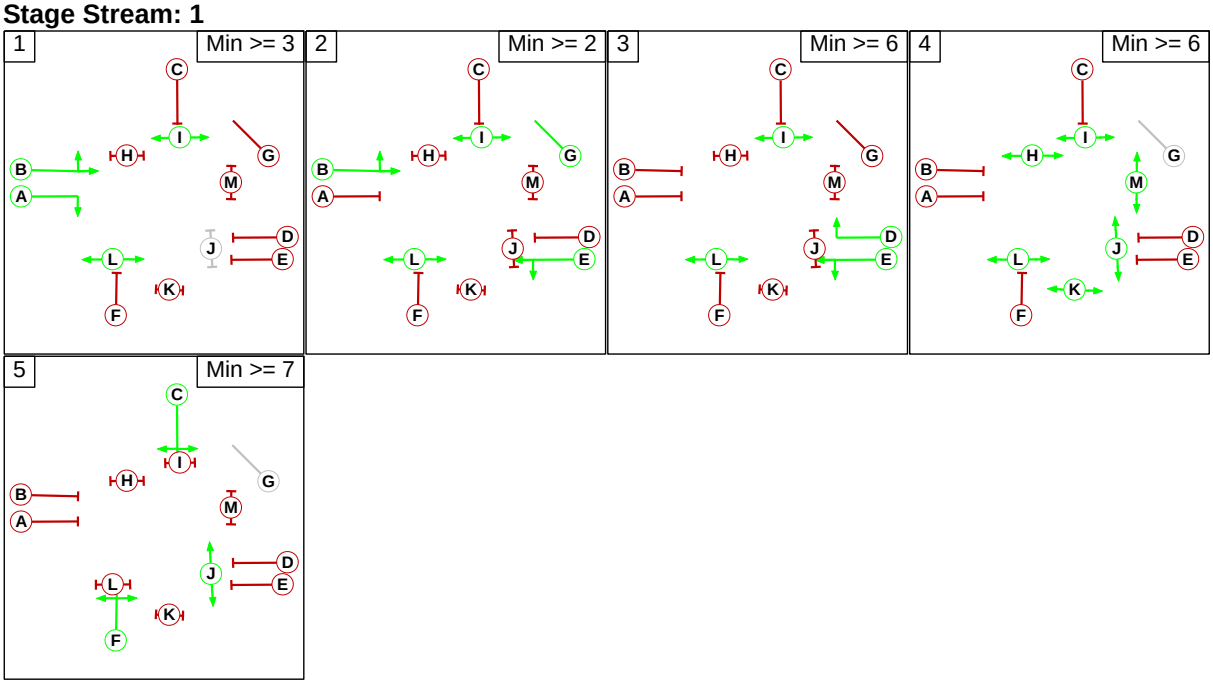
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



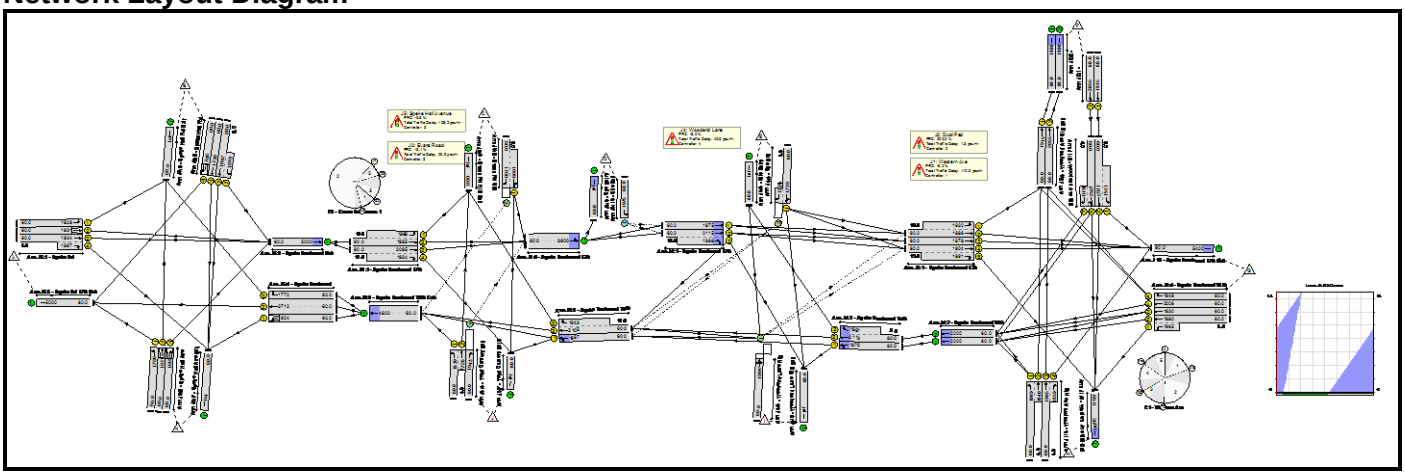
Stage Diagram

Stage Stream: 1

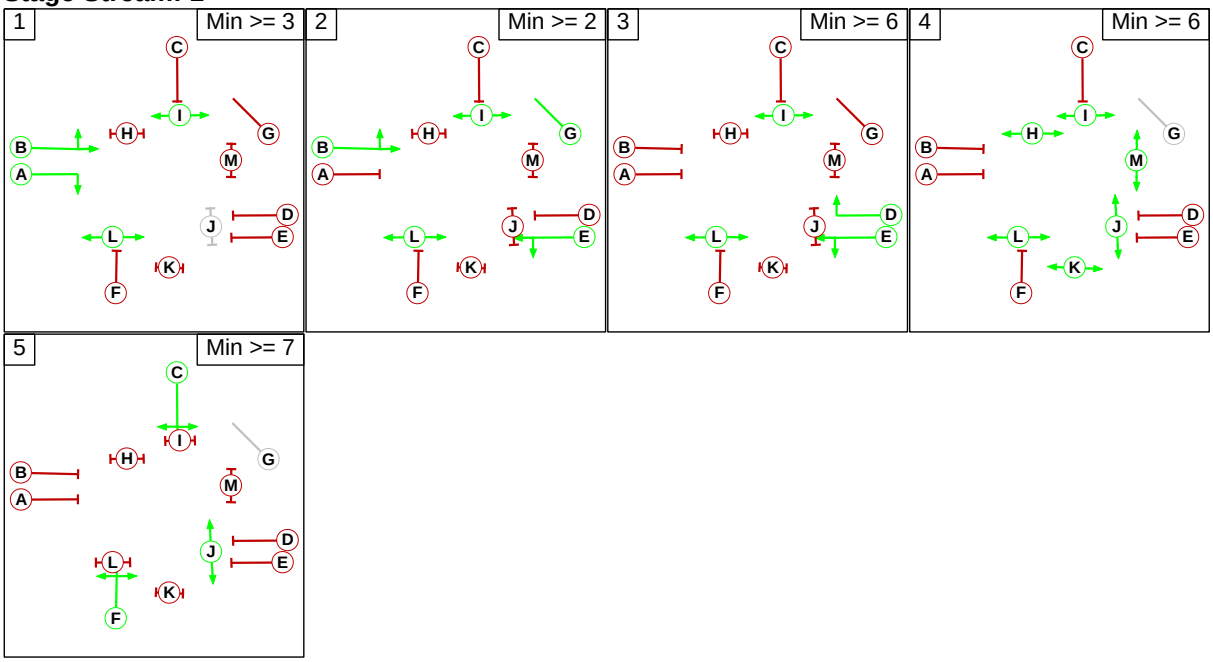


Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

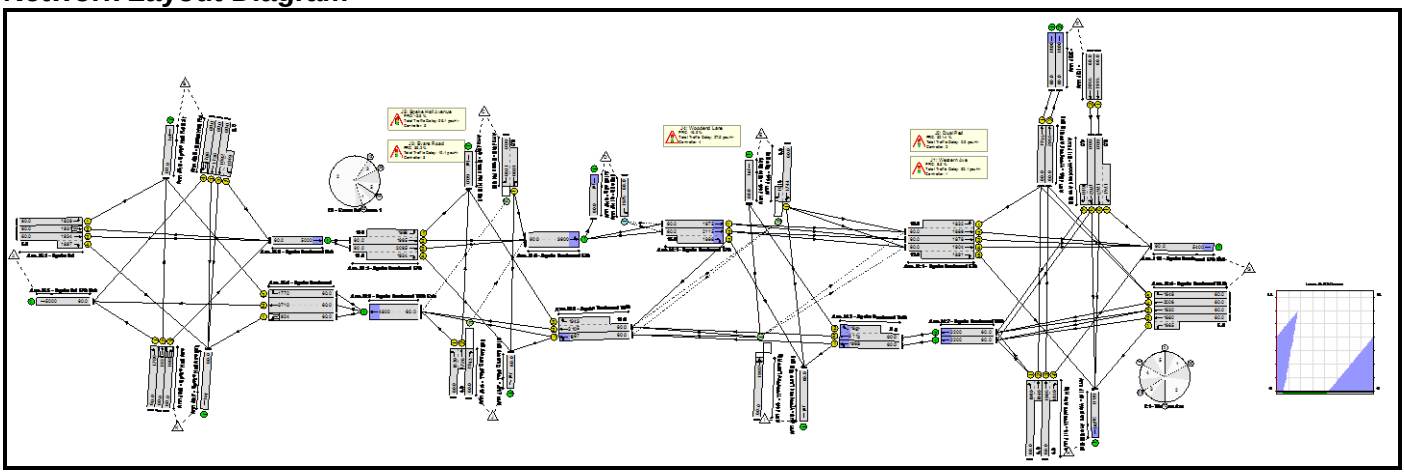


Stage Diagram
Stage Stream: 1

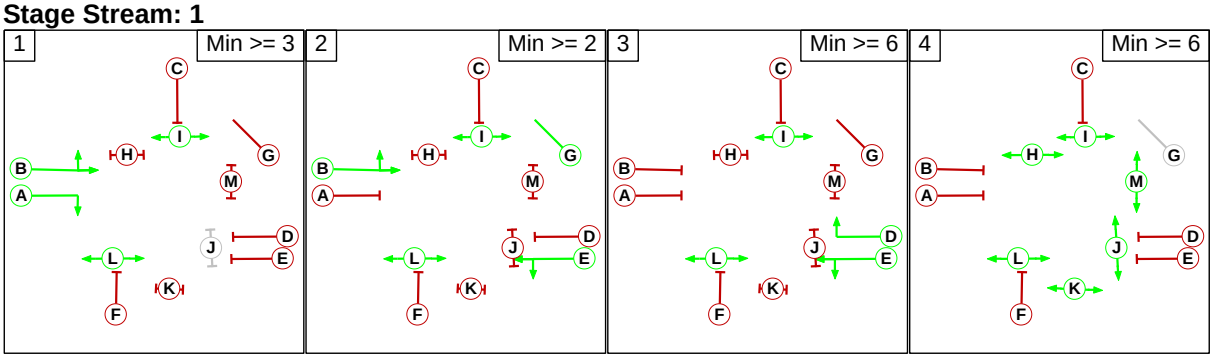


Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

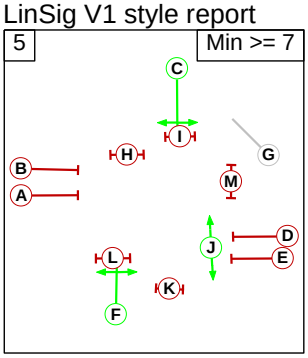
Network Layout Diagram



Stage Diagram
Stage Stream: 1

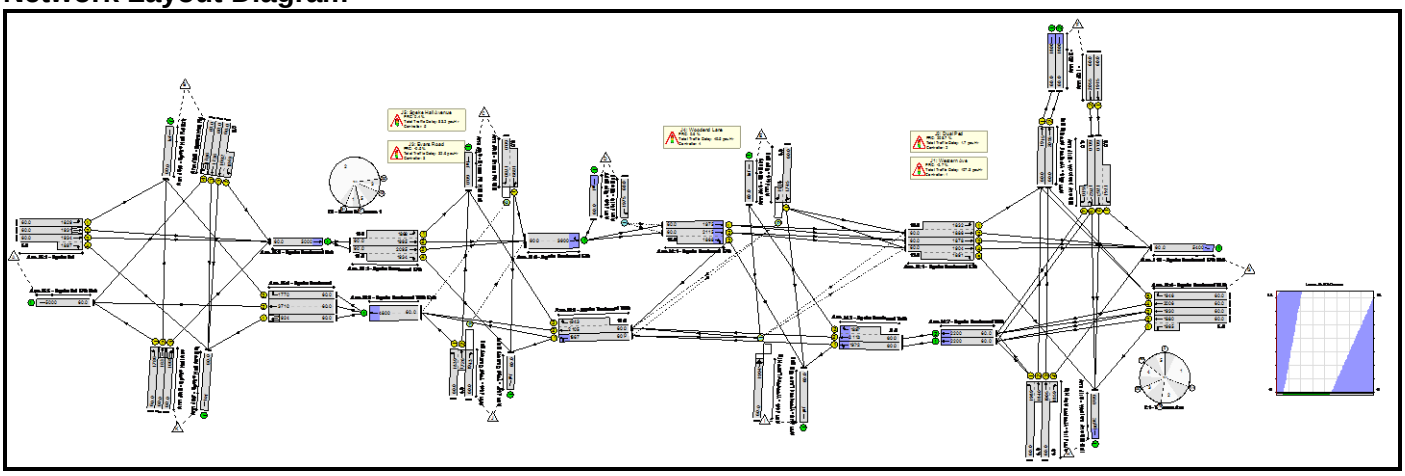


LinSig V1 style report



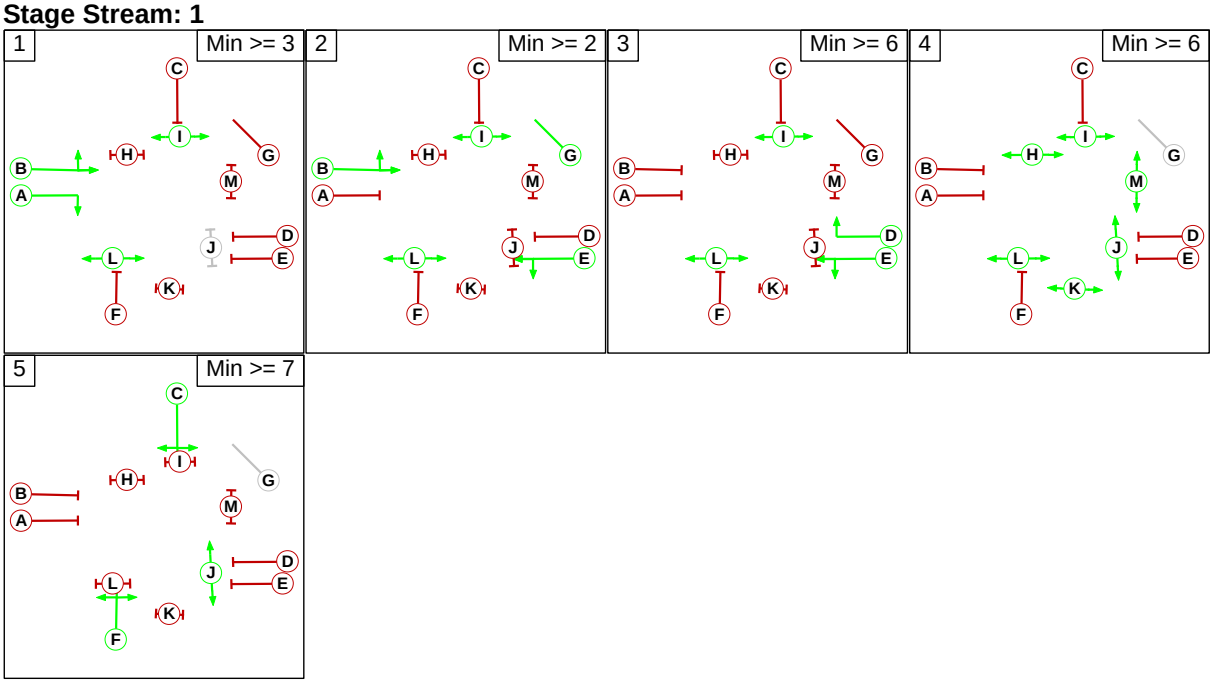
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



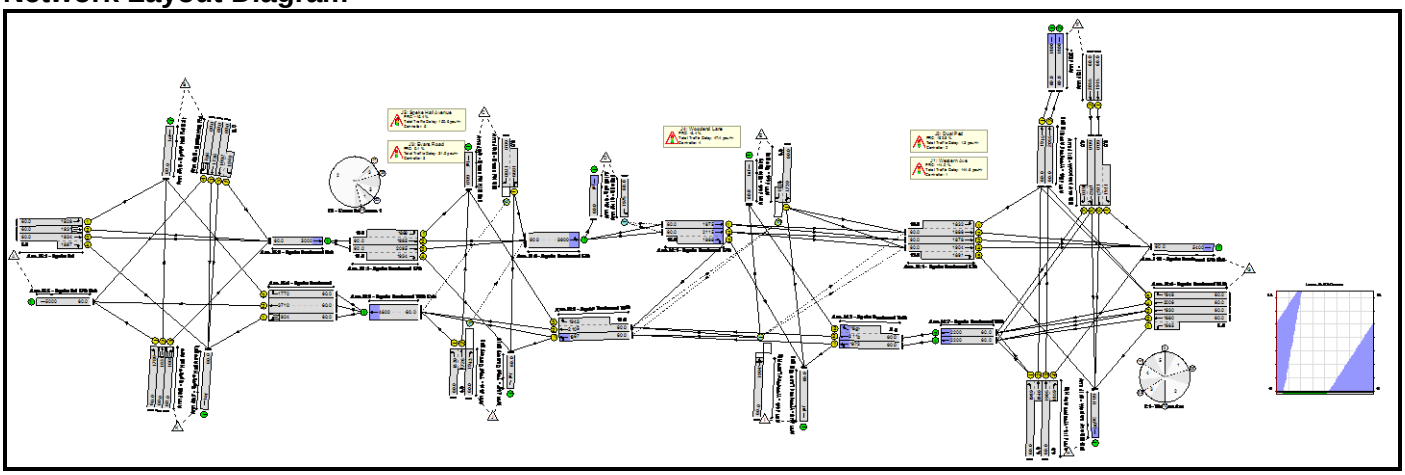
Stage Diagram

Stage Stream: 1



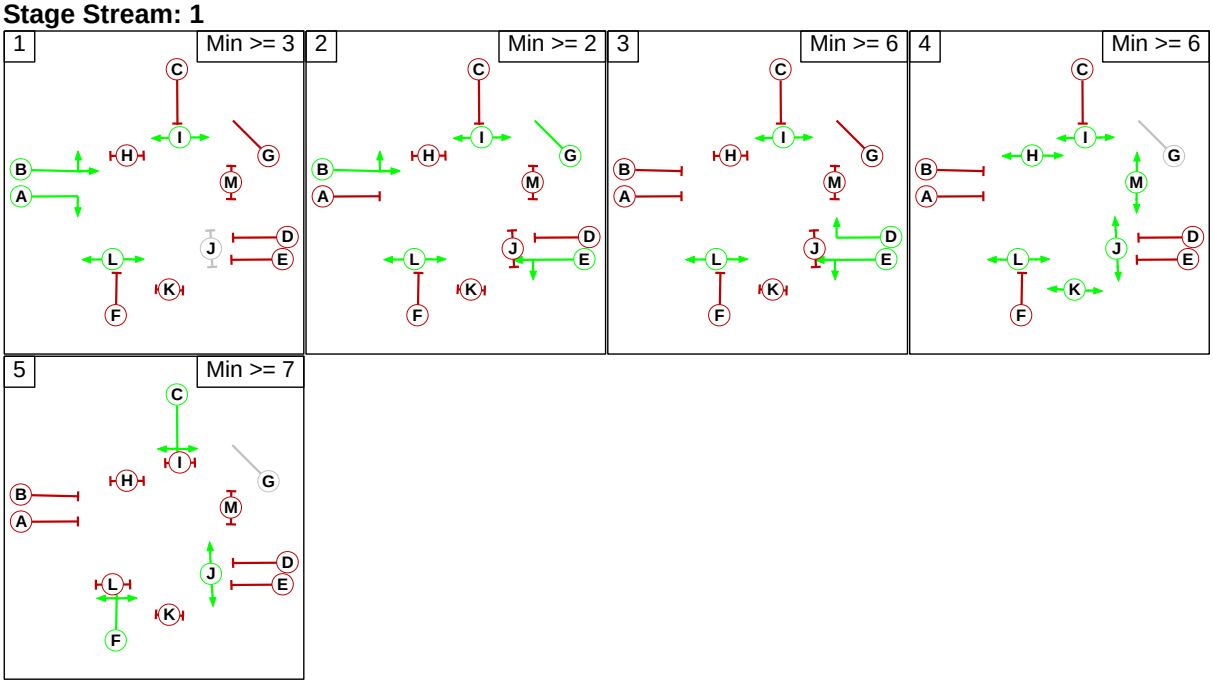
Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



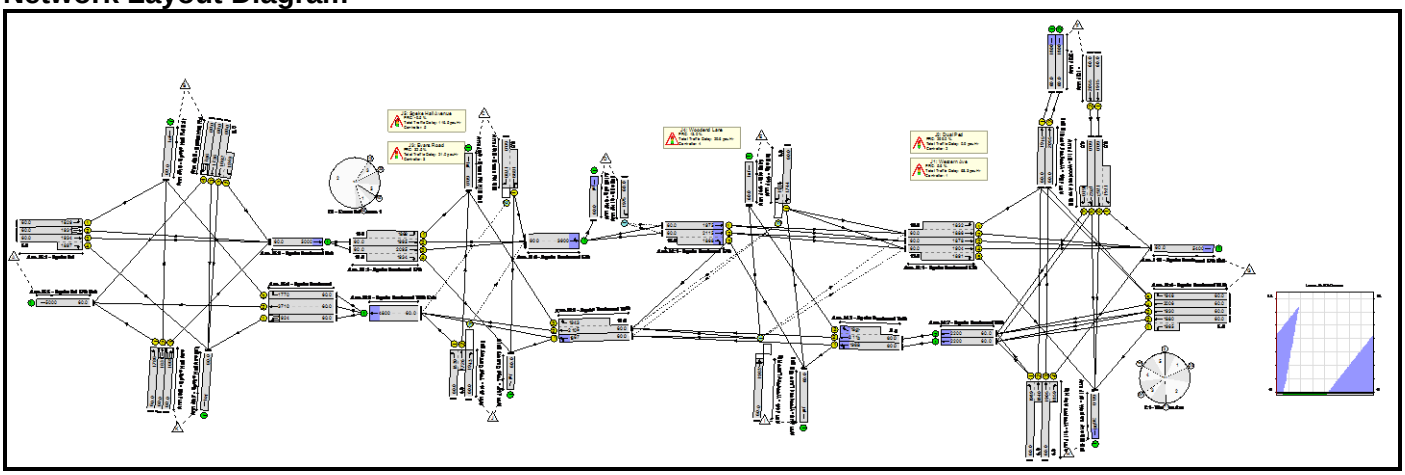
Stage Diagram

Stage Stream: 1



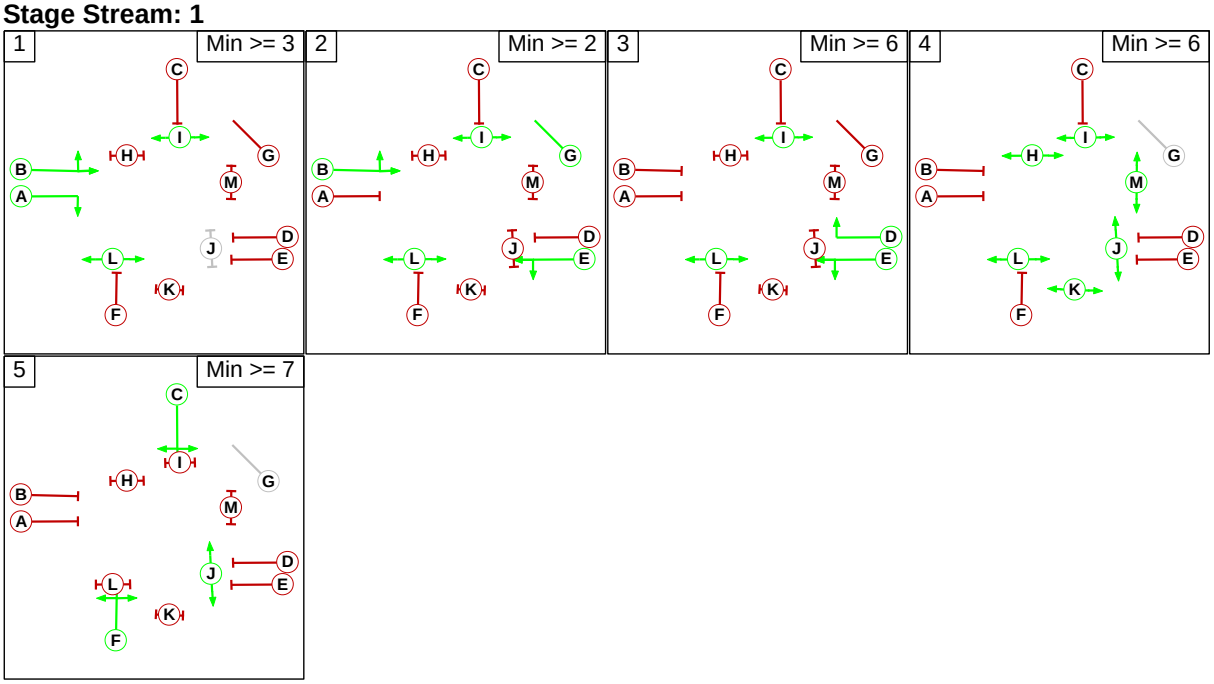
Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram

Stage Stream: 1



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A		-	7	5	6	7	6	-	-	-	10	-	-
B	-		7	5	-	5	-	8	-	-	-	-	9
C	7	7		7	7	-	-	7	5	-	11	-	9
D	5	9	7		-	5	9	13	-	5	-	-	7
E	7	-	7	-		8	-	-	-	5	9	-	-
F	7	7	-	6	5		-	10	-	-	7	5	12
G	5	-	-	5	-	-		-	-	-	-	-	-
H	-	10	5	10	-	8	-		-	-	-	-	-
I	-	-	6	-	-	-	-	-		-	-	-	-
J	-	-	-	12	12	-	-	-	-		-	-	-
K	6	-	6	-	6	6	-	-	-	-		-	-
L	-	-	-	-	-	13	-	-	-	-	-		-
M	-	8	8	8	-	8	-	-	-	-	-	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	1	A	Gaining absolute	6	6
4	1	B	Gaining absolute	6	6
4	5	C	Gaining absolute	11	11
4	5	F	Gaining absolute	11	11

Prohibited Stage Change

Stage Stream: 1

		To Stage				
		1	2	3	4	5
From Stage	1		6	6	10	13
	2	7		5	9	13
	3	9	9		13	13
	4	10	12	12		13
	5	7	12	12	12	

Phases in Stage

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

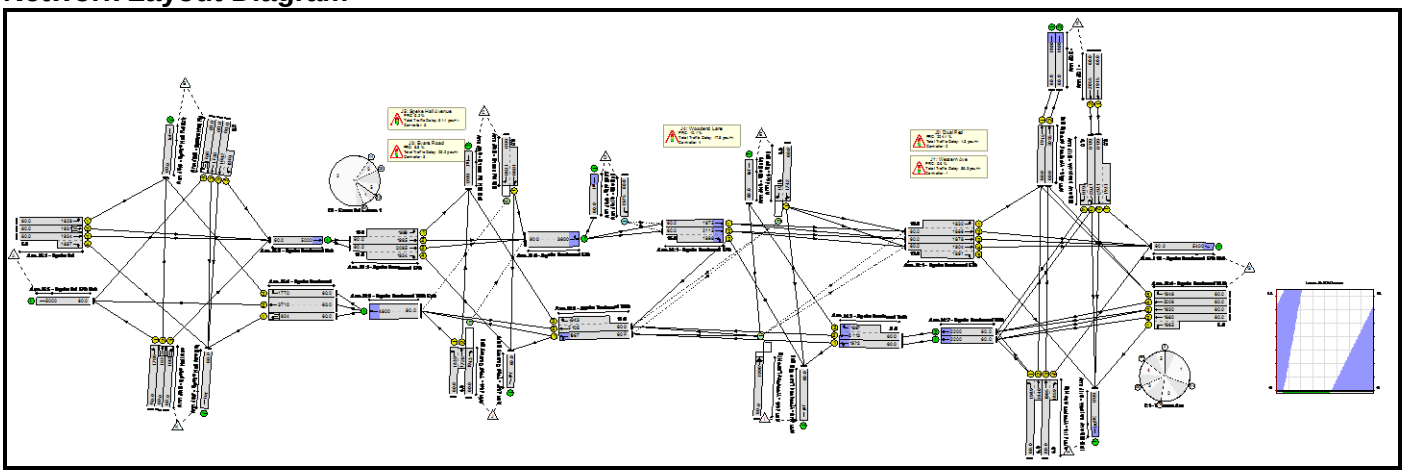
C4 - Woodend Lane new signal Junction

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Pedestrian	1		6	6
H	Pedestrian	1		6	6
I	Pedestrian	1		6	6

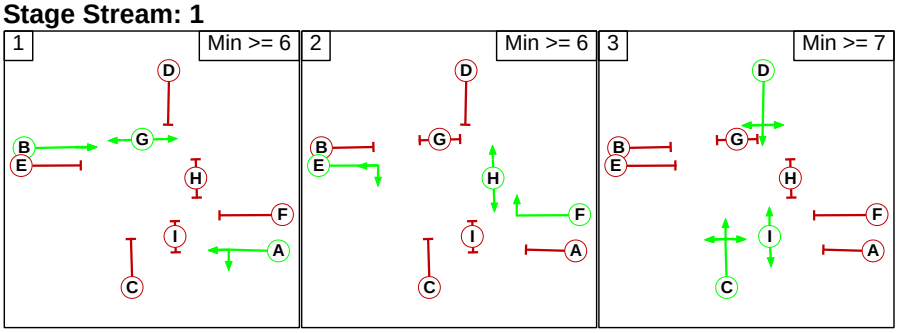
Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



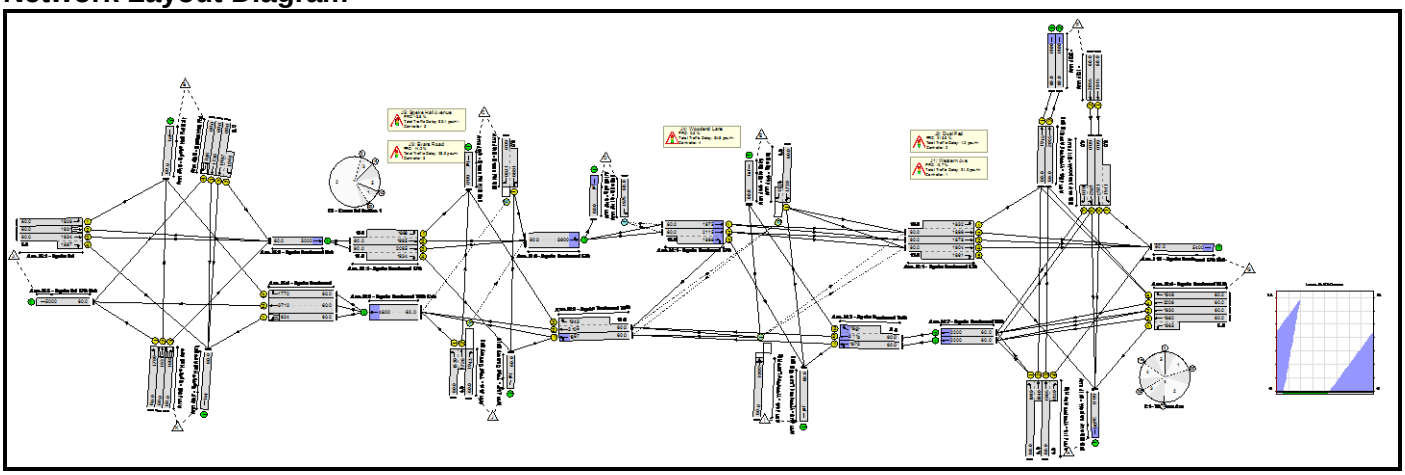
Stage Diagram

Stage Stream: 1

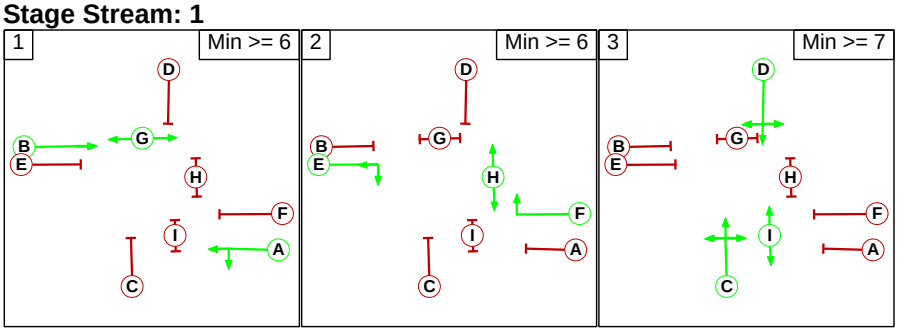


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

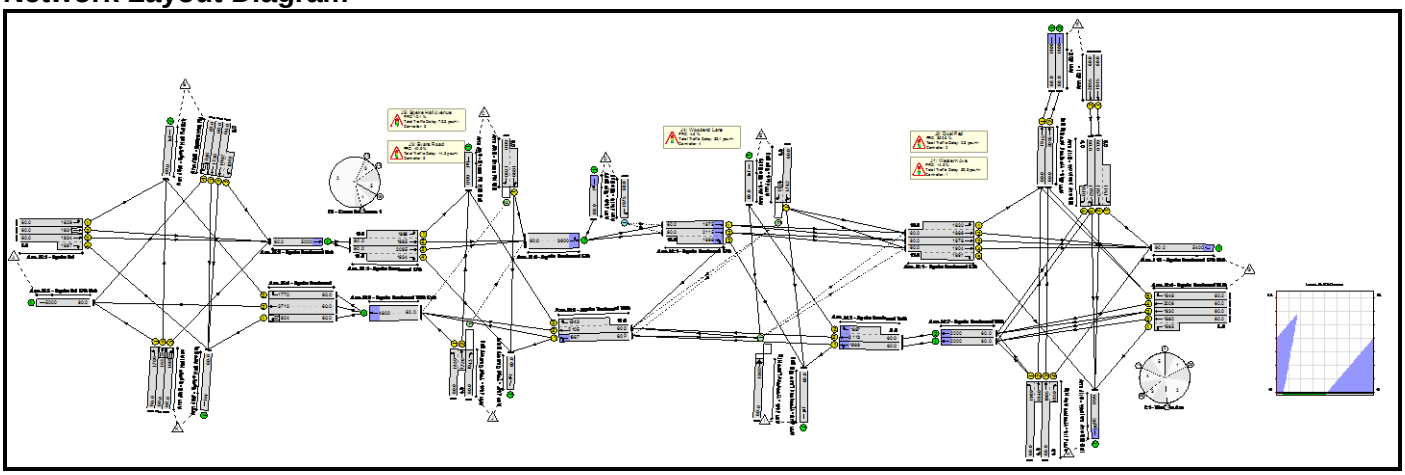


Stage Diagram
Stage Stream: 1

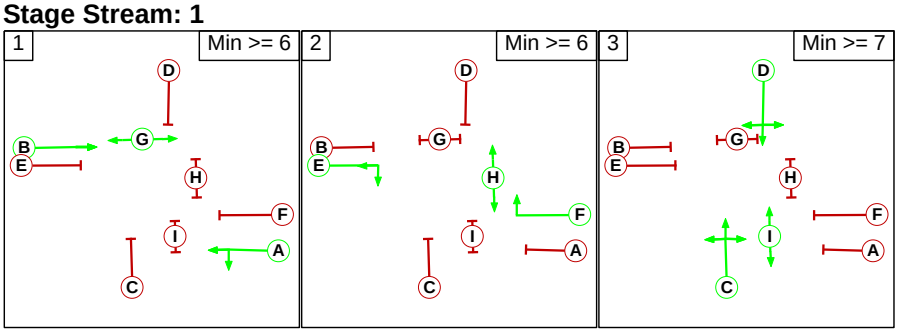


Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

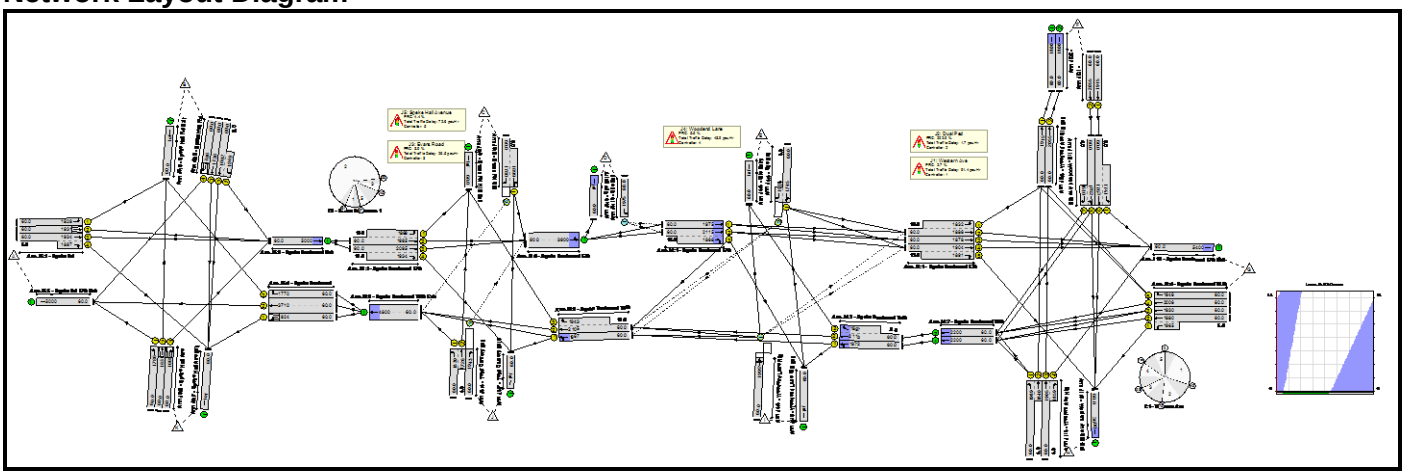


Stage Diagram
Stage Stream: 1



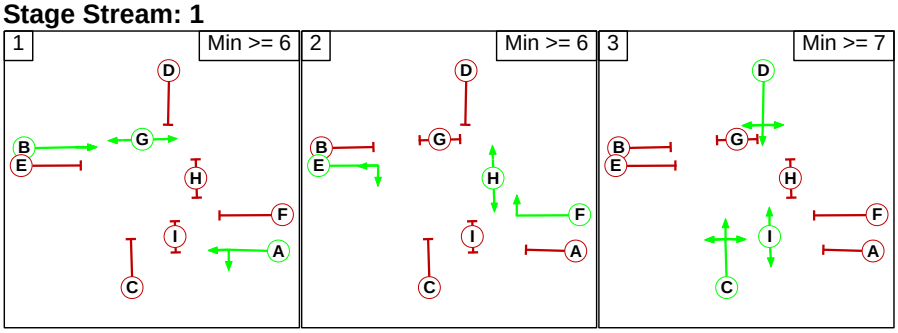
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



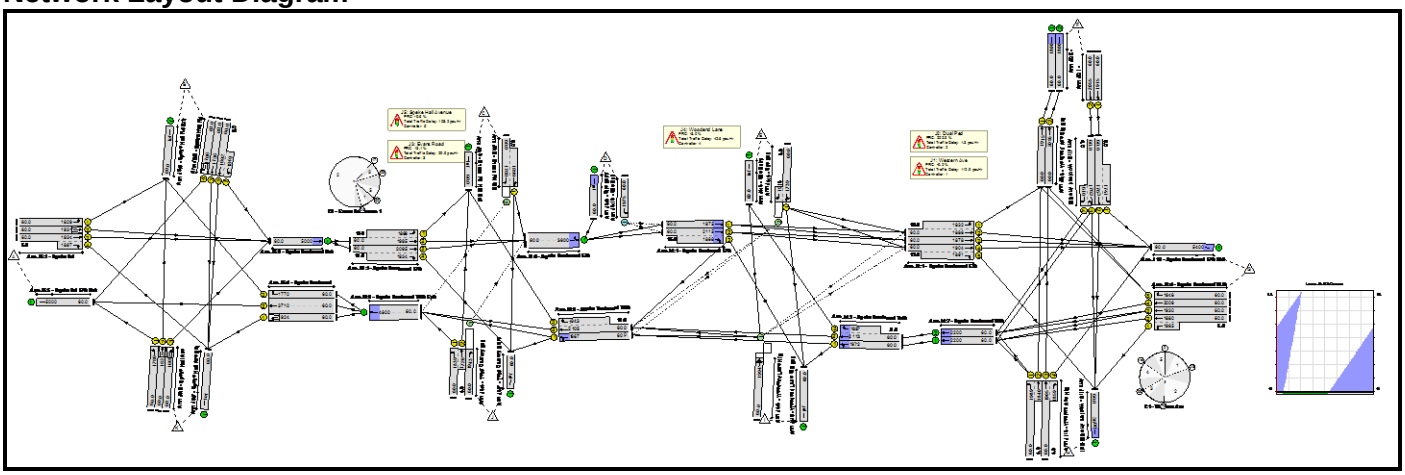
Stage Diagram

Stage Stream: 1

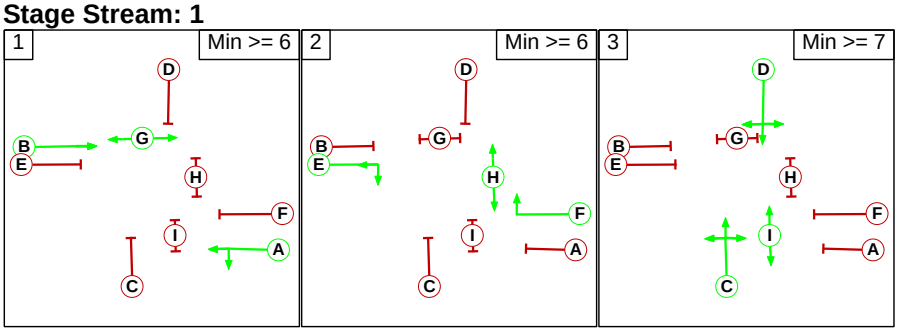


Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

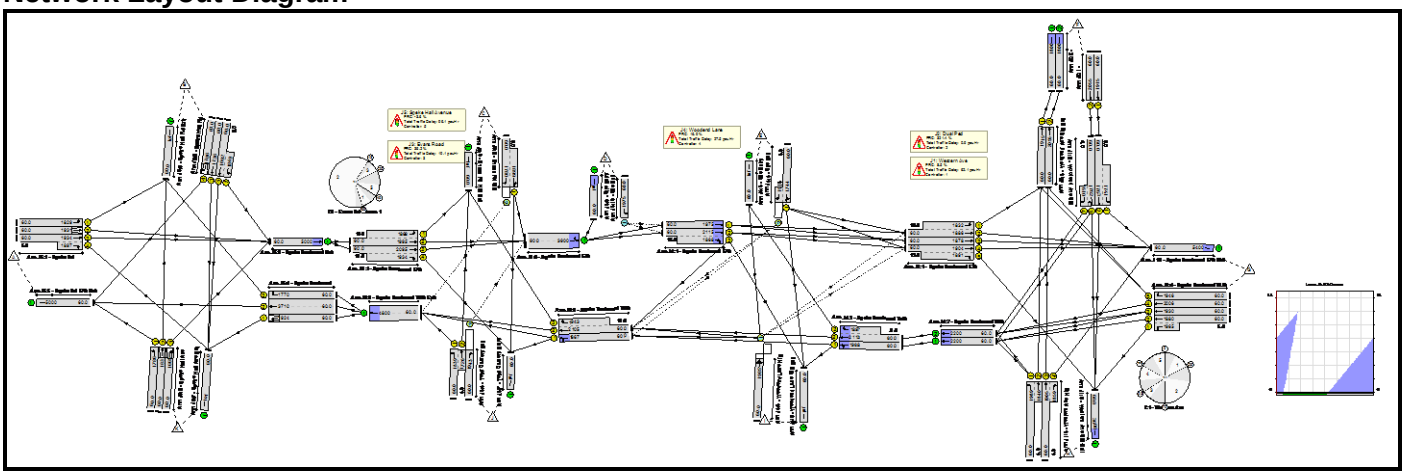
Network Layout Diagram



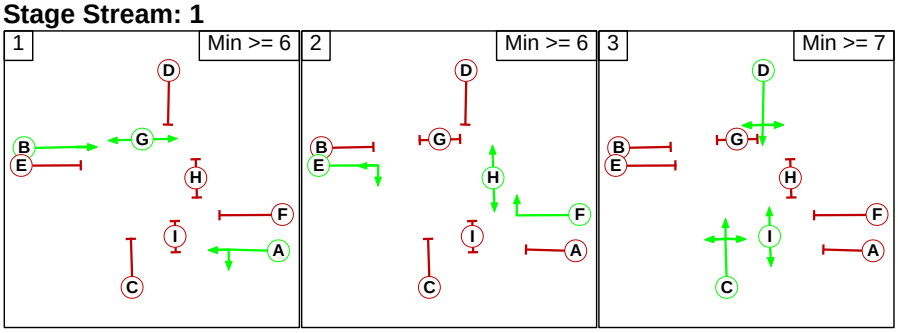
Stage Diagram
Stage Stream: 1



Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

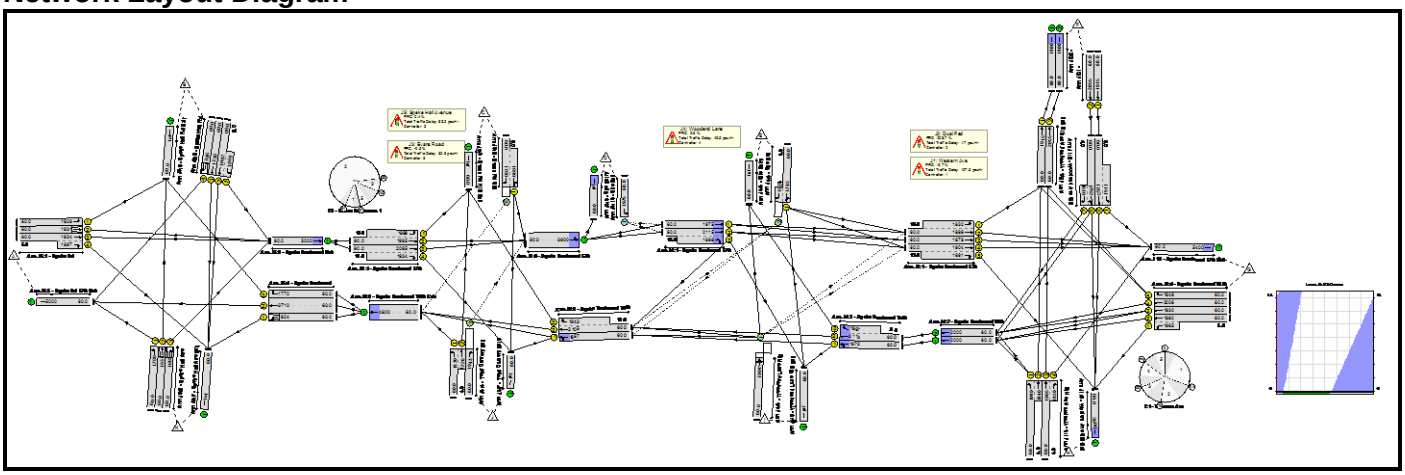


Stage Diagram
Stage Stream: 1



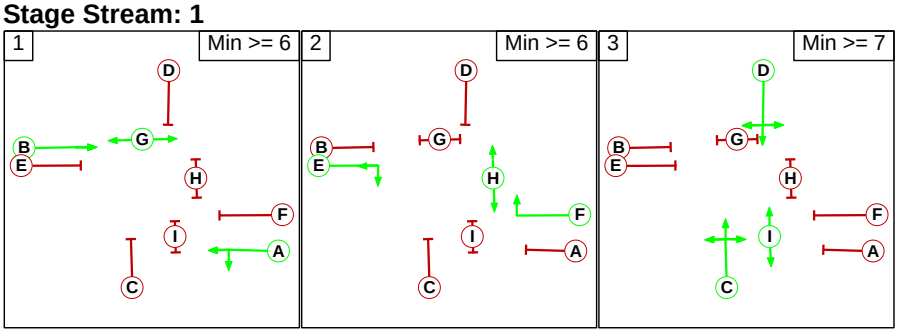
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



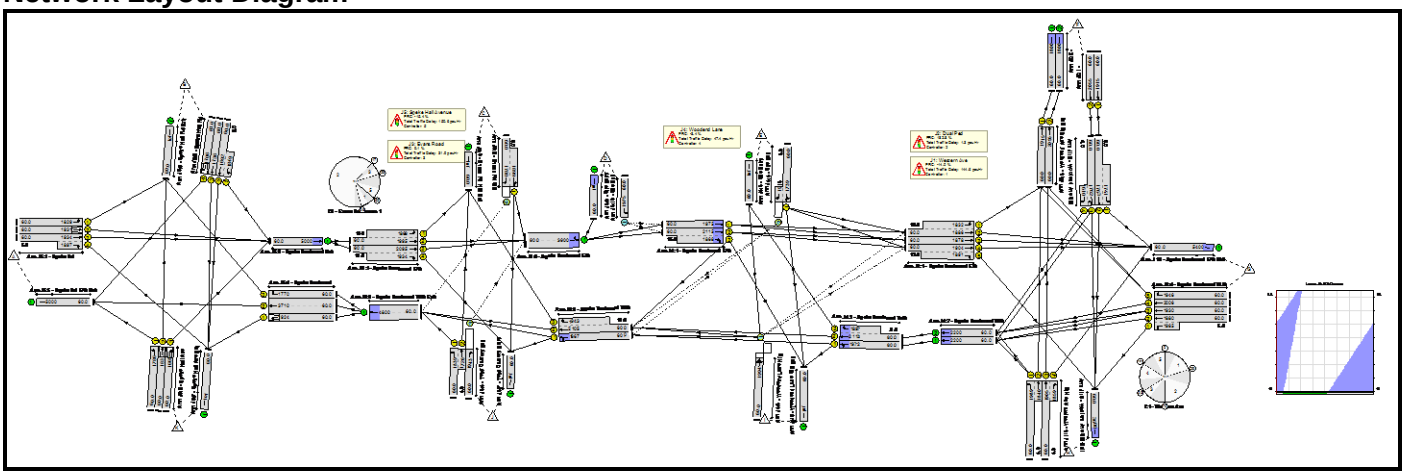
Stage Diagram

Stage Stream: 1

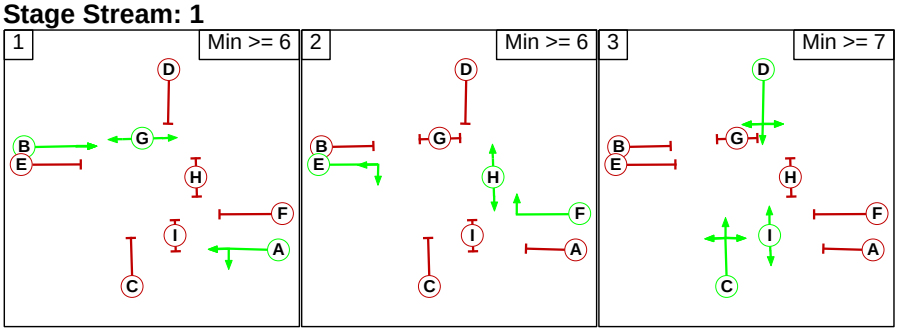


Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

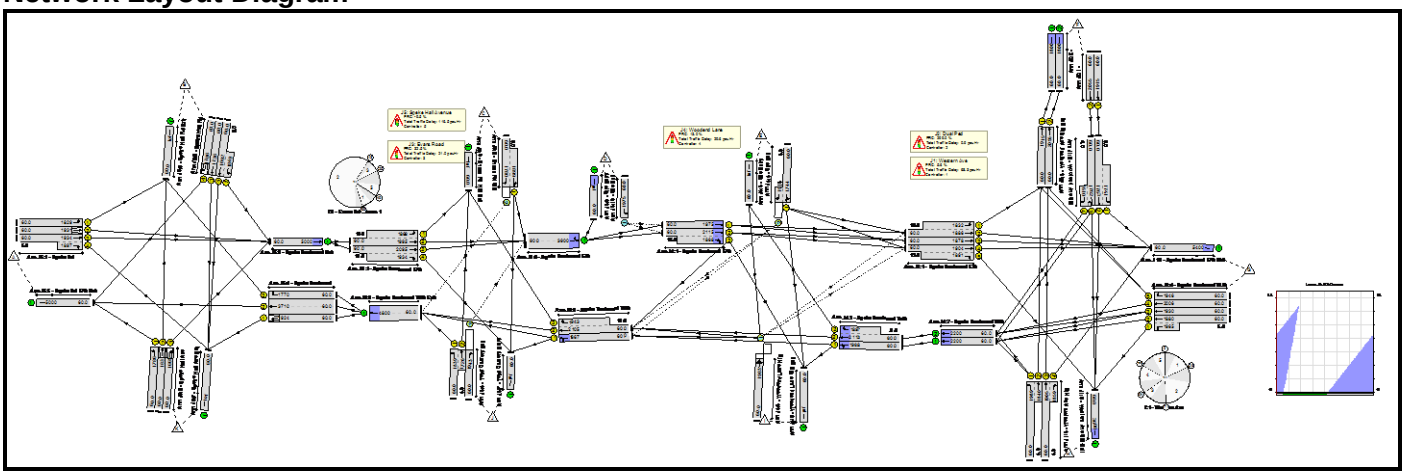


Stage Diagram
Stage Stream: 1

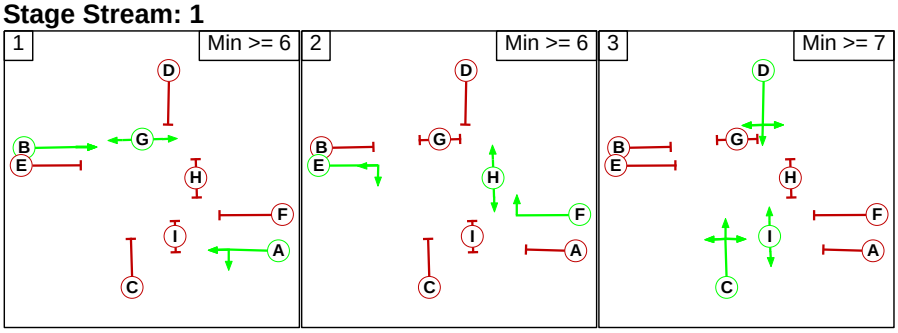


Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram
Stage Stream: 1



Phase Intergreens Matrix

Terminating Phase	Starting Phase								
	A	B	C	D	E	F	G	H	I
A		-	6	5	5	-	-	-	5
B	-		5	5	-	5	-	8	-
C	5	7		-	6	5	8	11	-
D	6	5	-		5	6	5	8	-
E	5	-	6	5		-	-	-	-
F	-	7	5	5	-		9	-	5
G	-	-	15	15	-	15		-	-
H	-	8	8	8	-	-	-		-
I	11	-	-	-	-	11	-	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
1	2	B	Losing	8	8

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
	1	2	3
1		16	15
2	9		8
3	11	11	

Phases in Stage

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

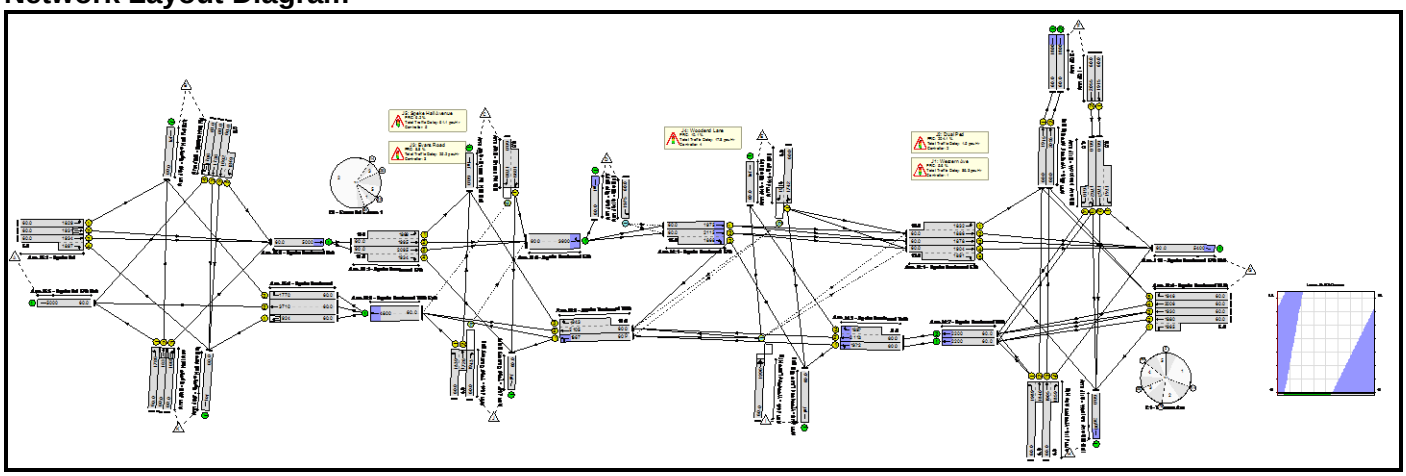
C5 - Speke Hall Ave

Phase Input Data

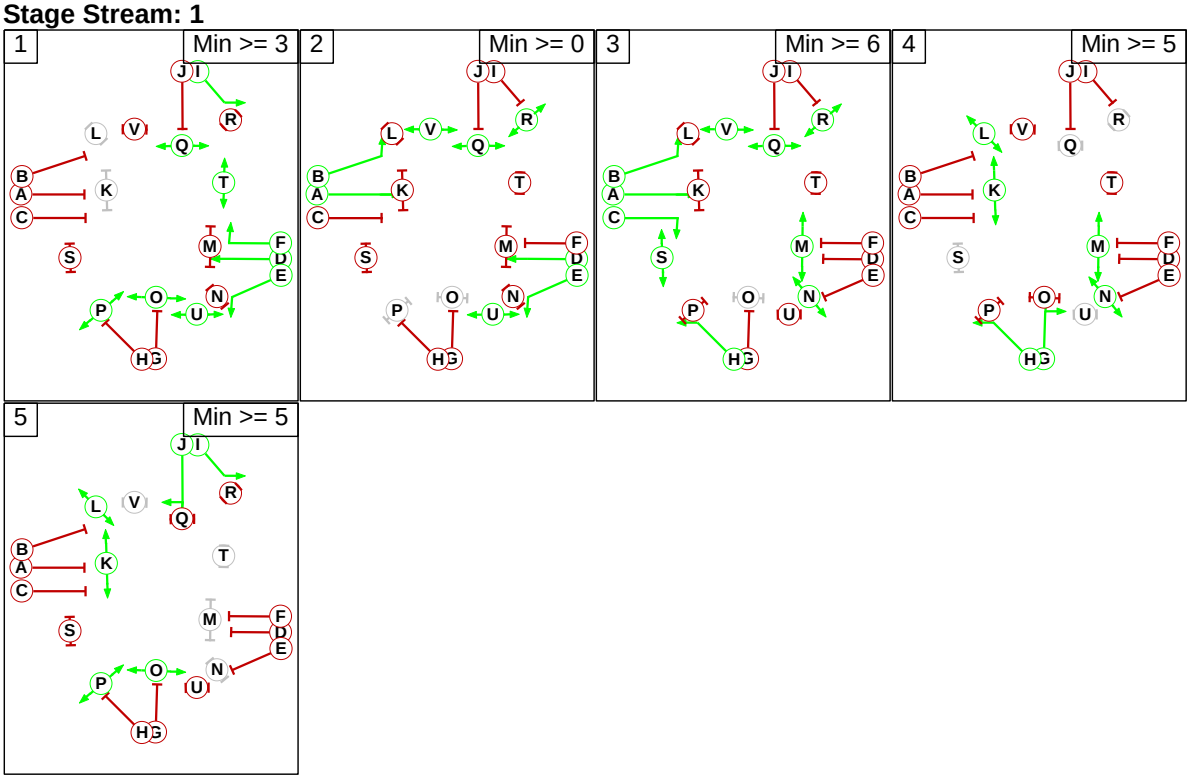
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	1		7	7
K	Pedestrian	1		8	8
L	Pedestrian	1		6	6
M	Pedestrian	1		8	8
N	Pedestrian	1		7	7
O	Pedestrian	1		9	9
P	Pedestrian	1		6	6
Q	Pedestrian	1		9	9
R	Pedestrian	1		6	6
S	Pedestrian	1		8	8
T	Pedestrian	1		8	8
U	Pedestrian	1		6	6
V	Pedestrian	1		6	6

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

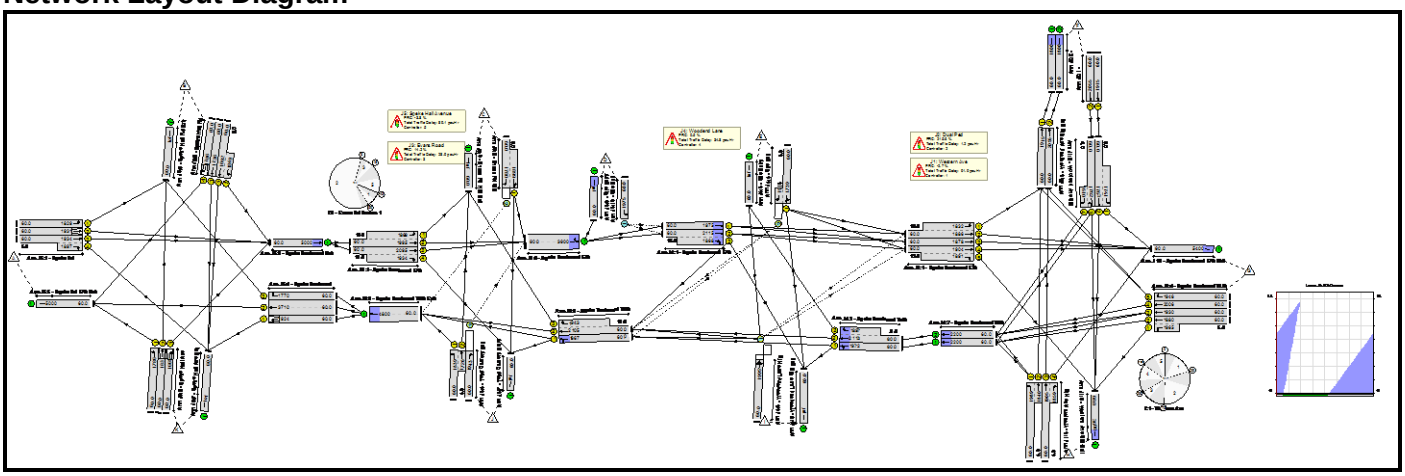


Stage Diagram
Stage Stream: 1

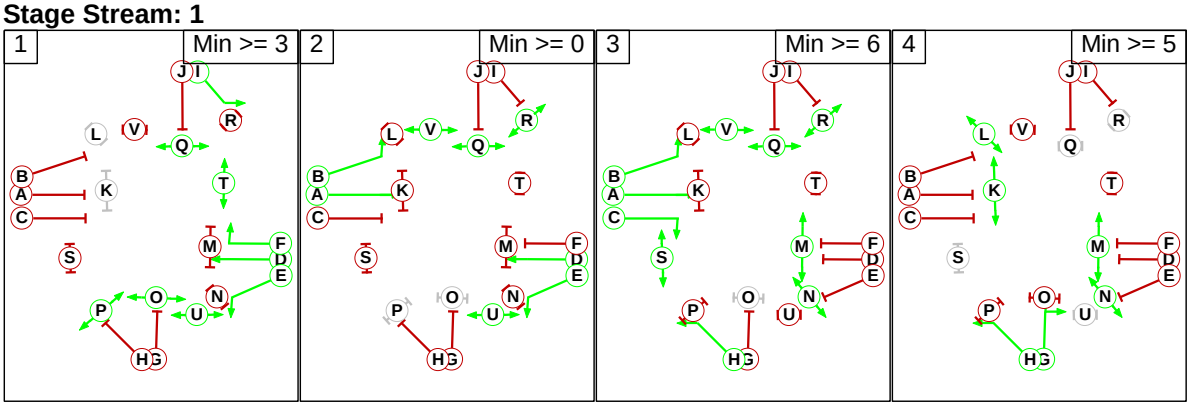


Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

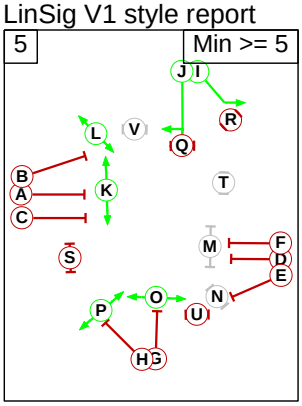
Network Layout Diagram



Stage Diagram
Stage Stream: 1

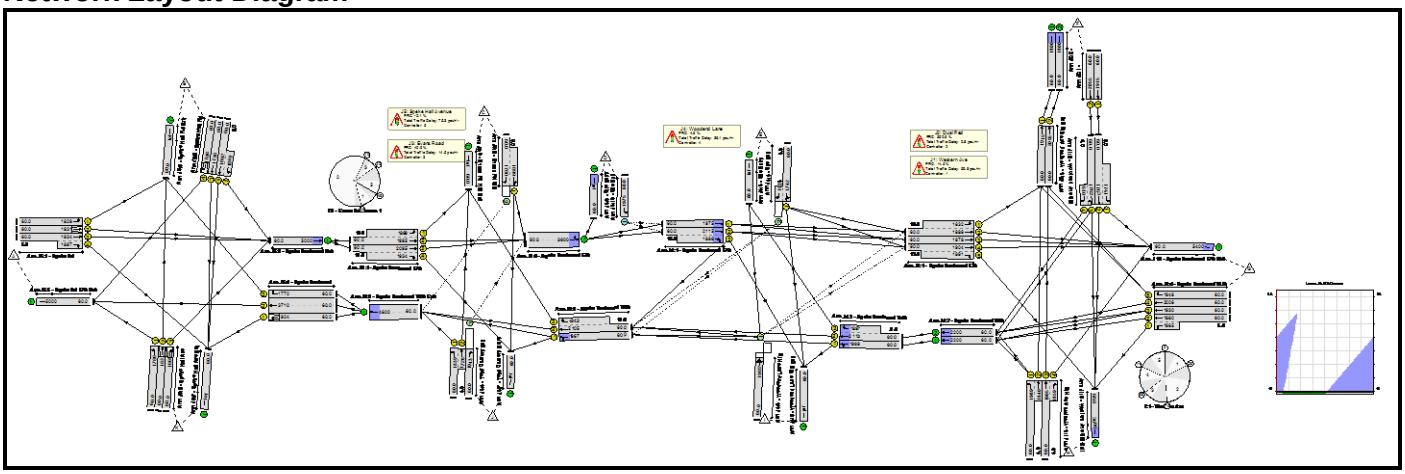


LinSig V1 style report



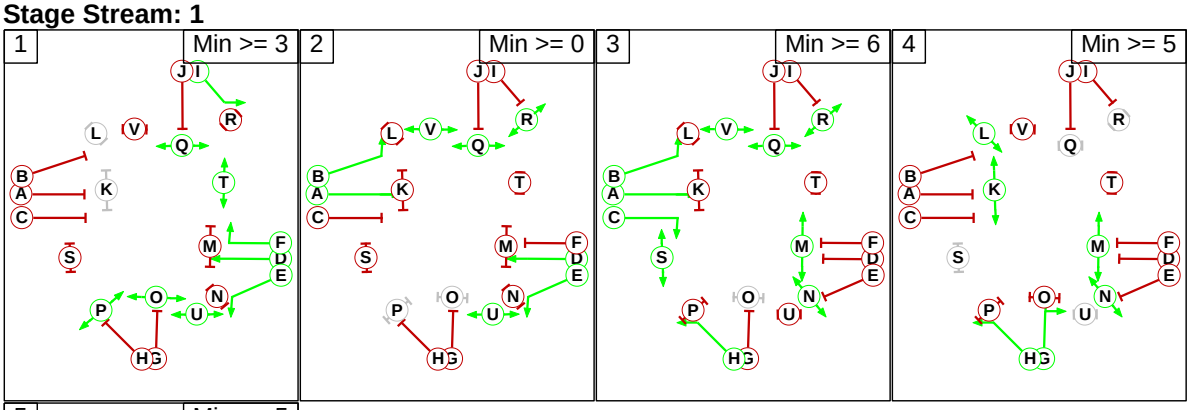
Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

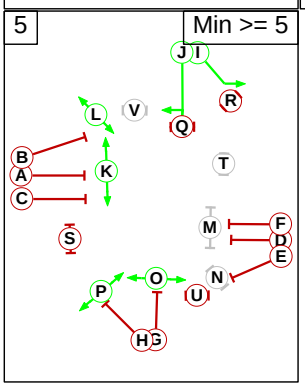
Network Layout Diagram



Stage Diagram

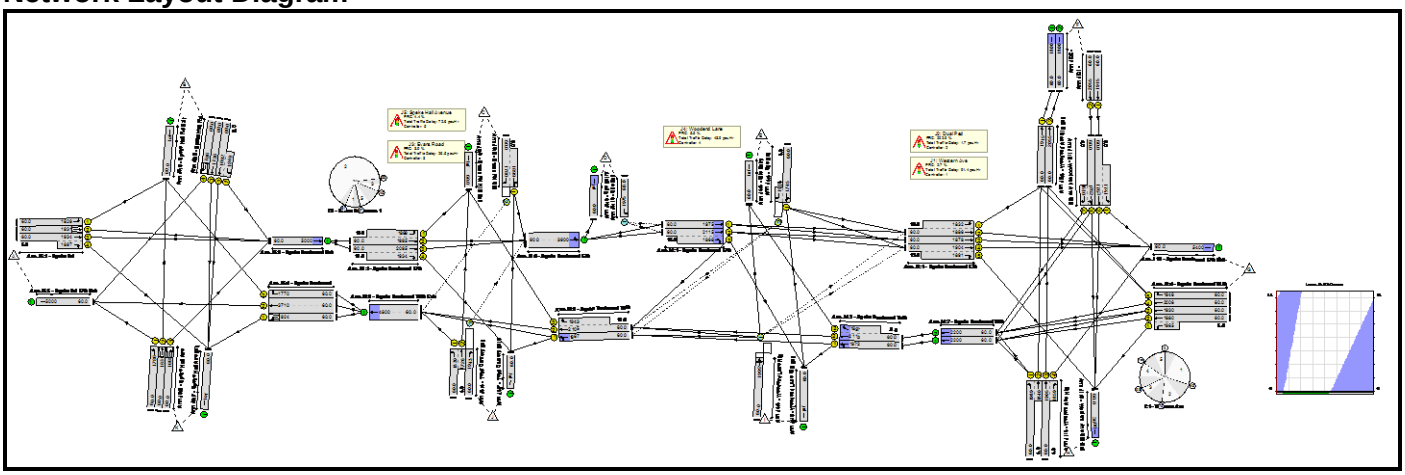
Stage Stream: 1





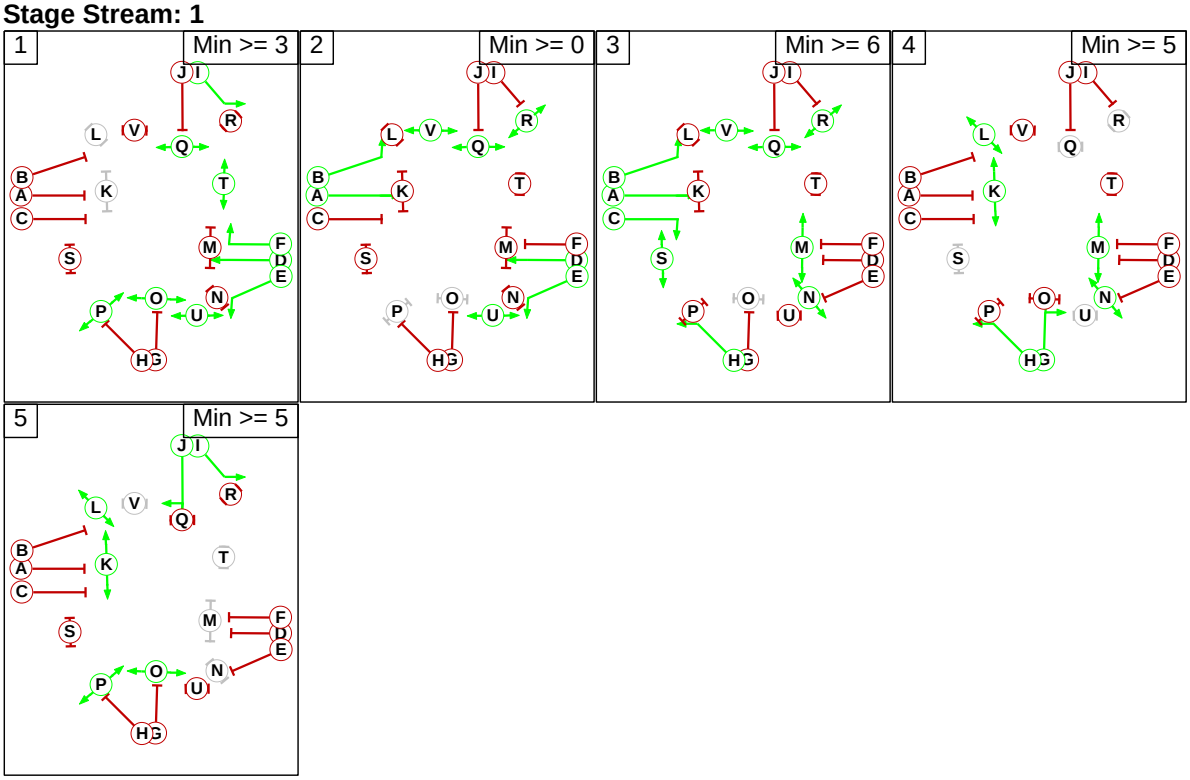
Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



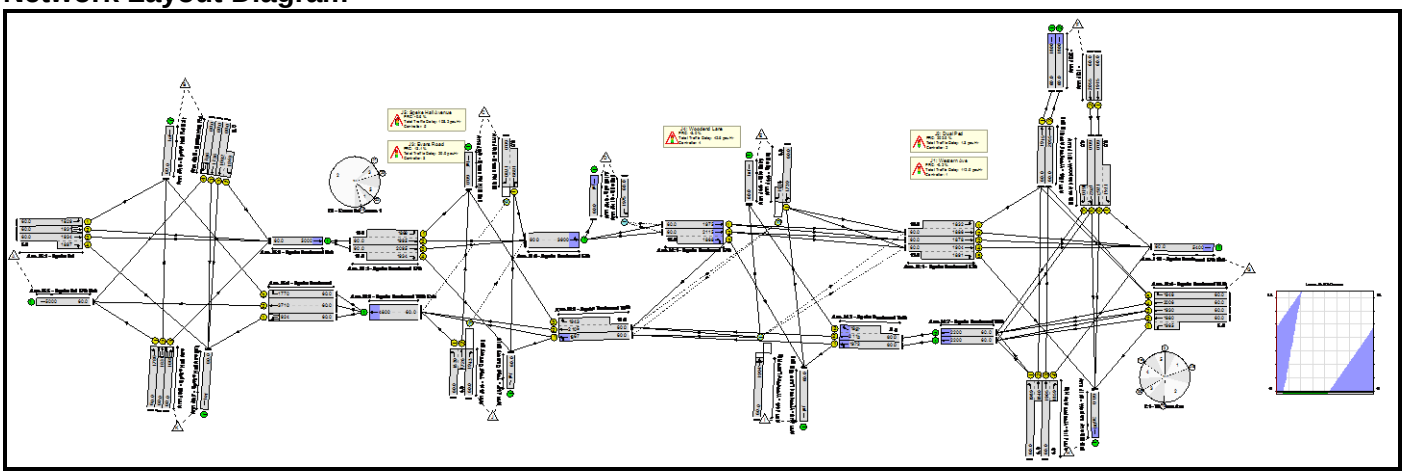
Stage Diagram

Stage Stream: 1



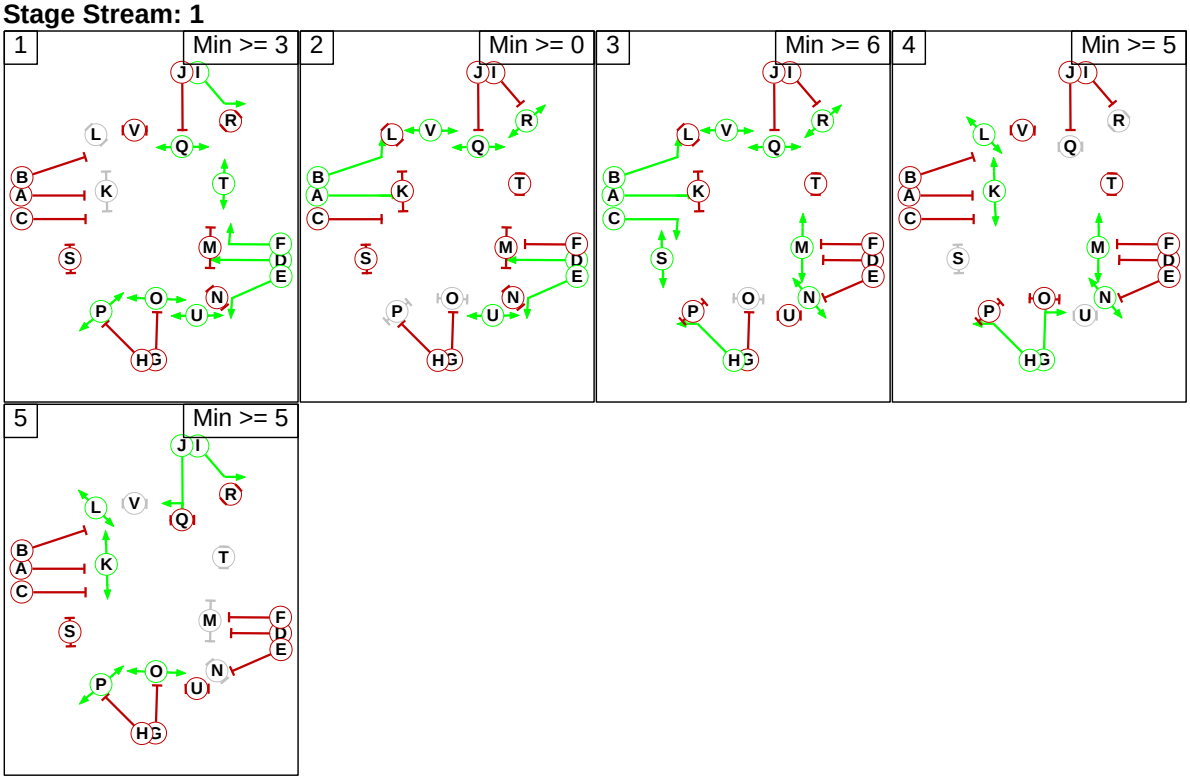
Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



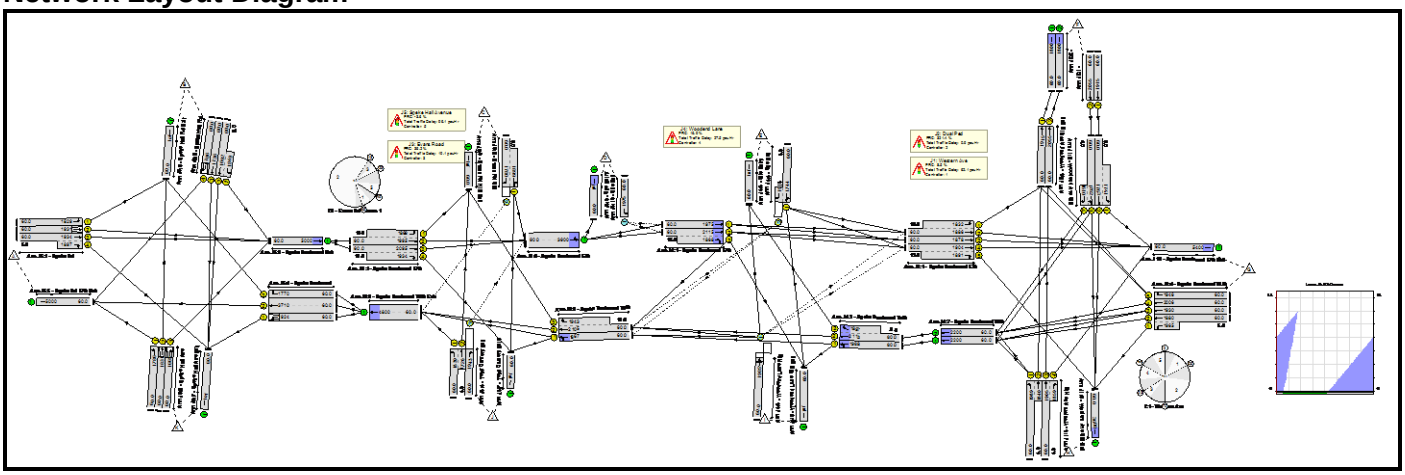
Stage Diagram

Stage Stream: 1



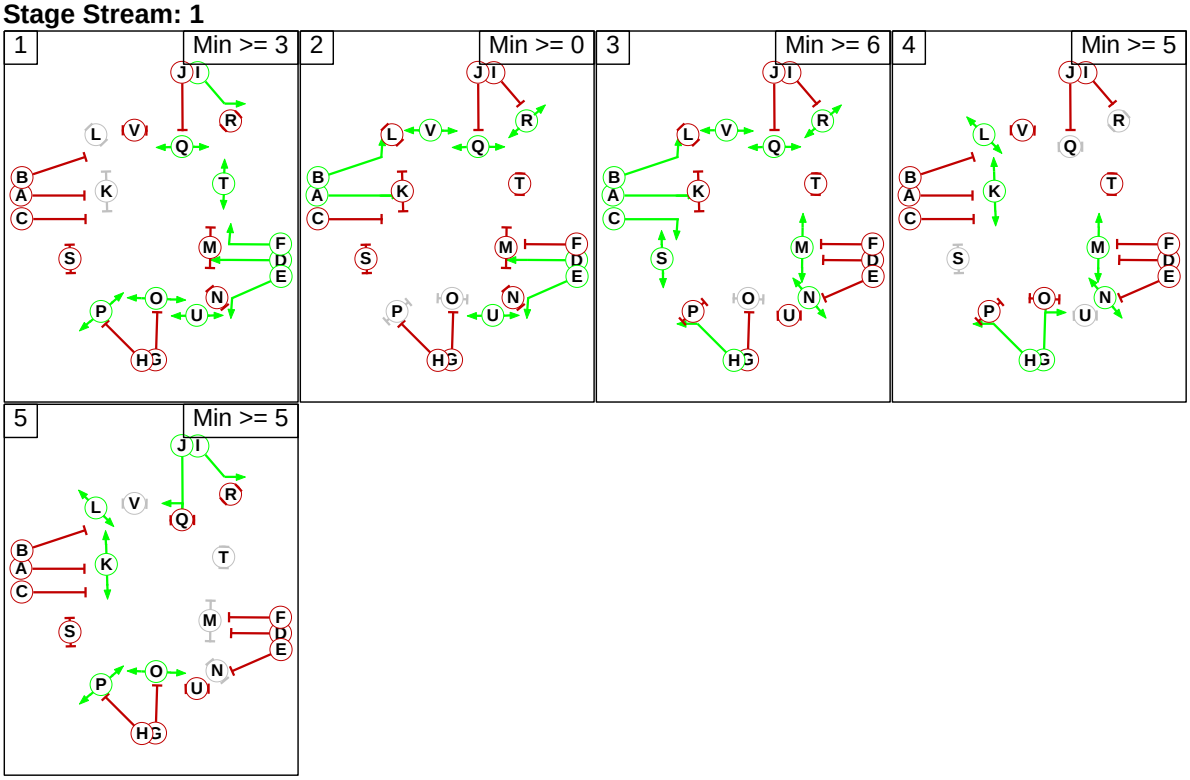
Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



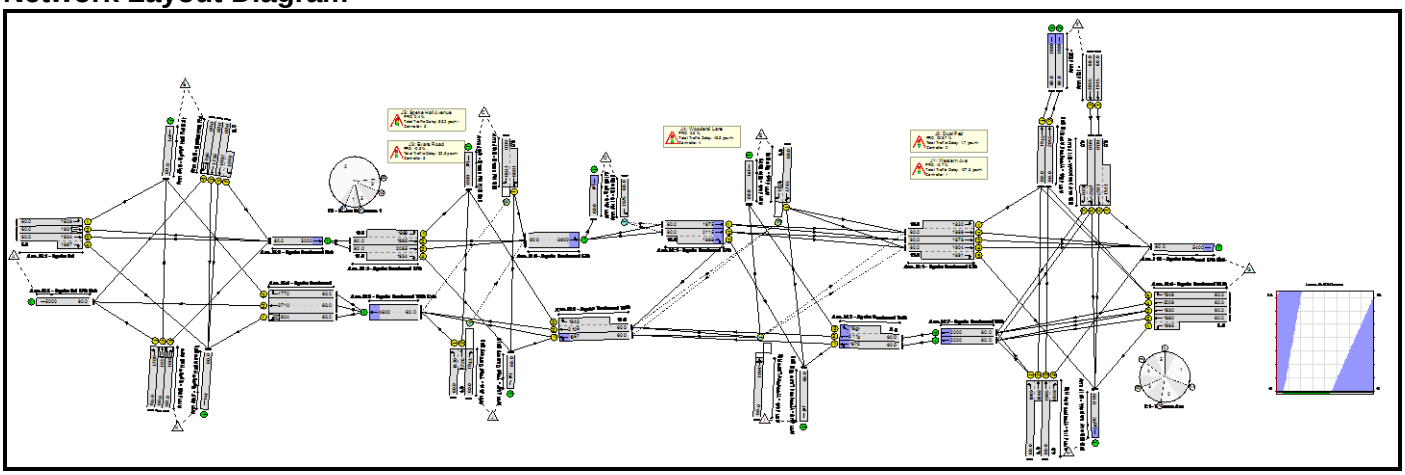
Stage Diagram

Stage Stream: 1



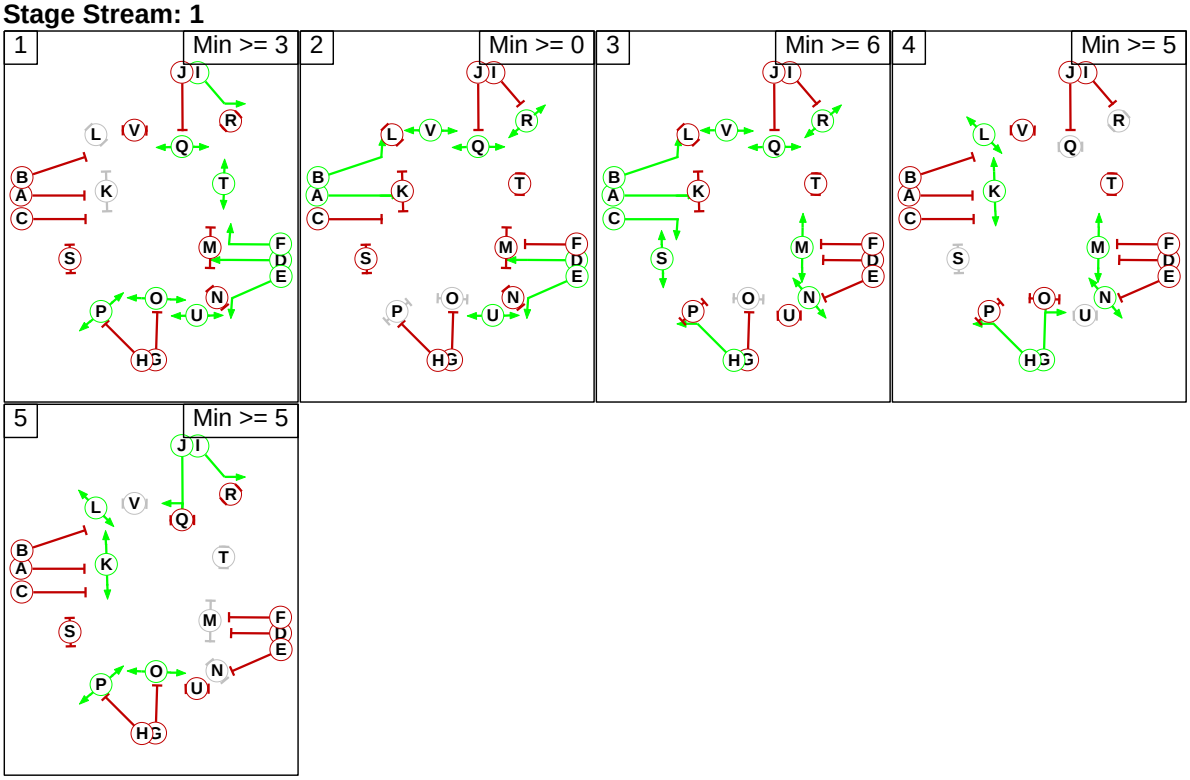
Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



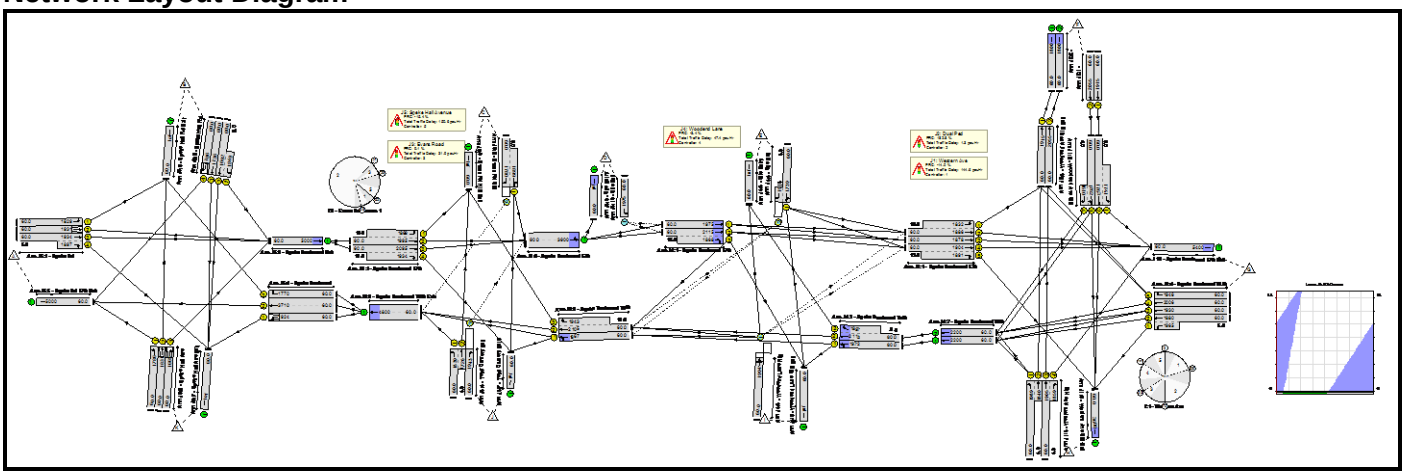
Stage Diagram

Stage Stream: 1



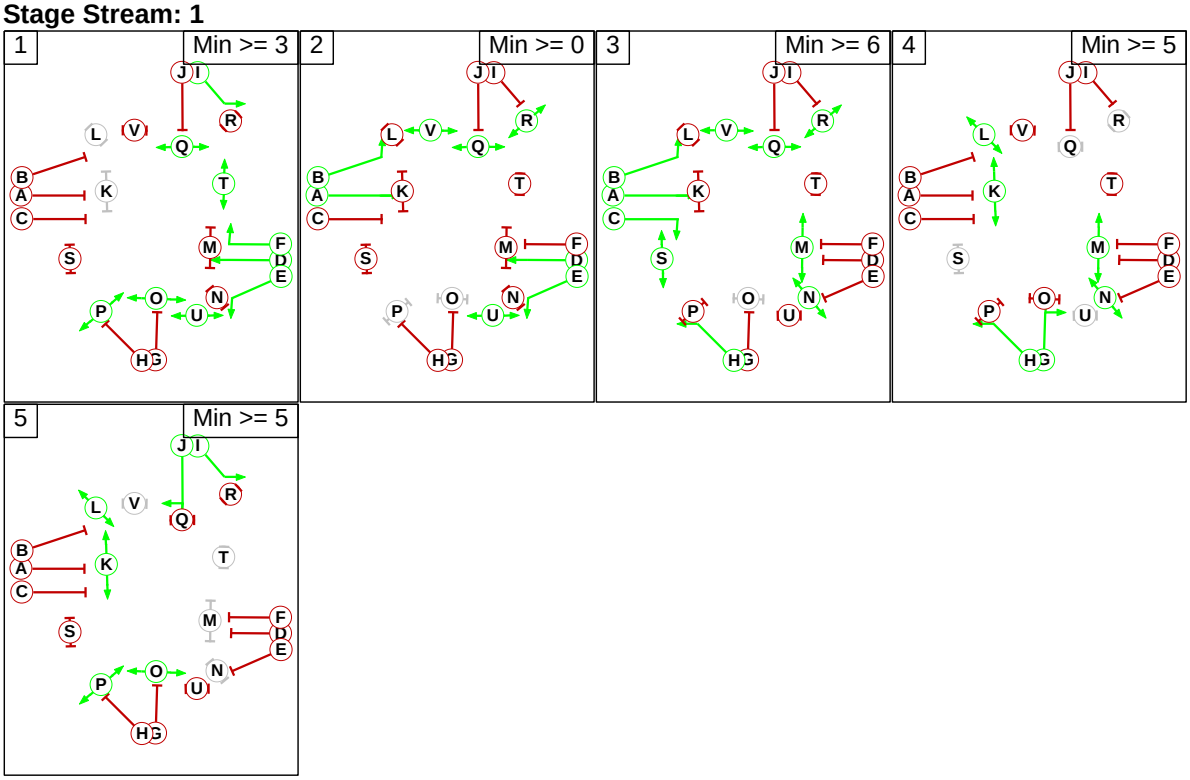
Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



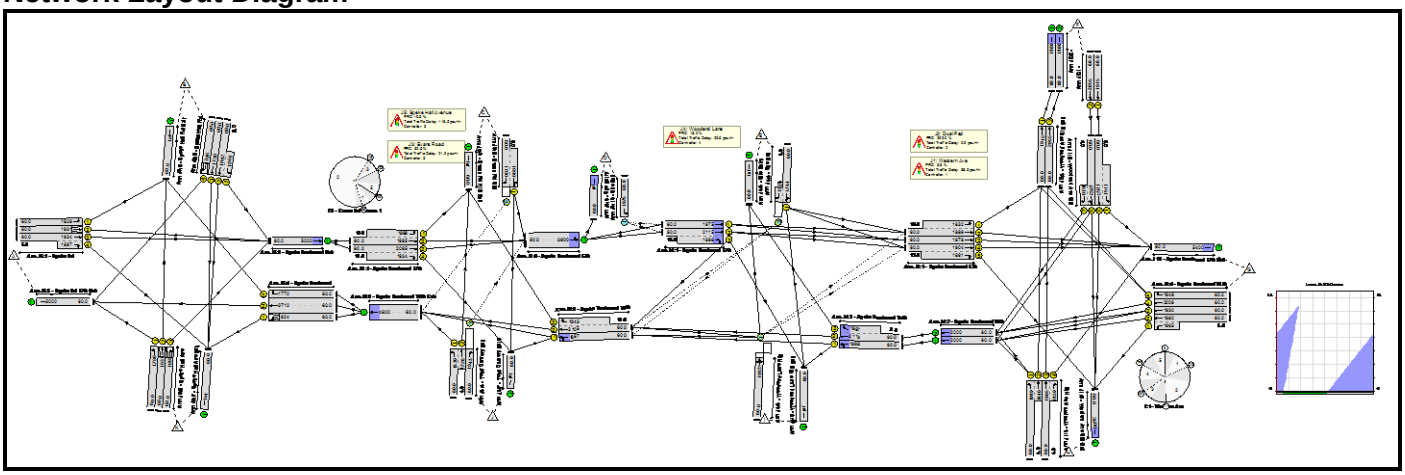
Stage Diagram

Stage Stream: 1



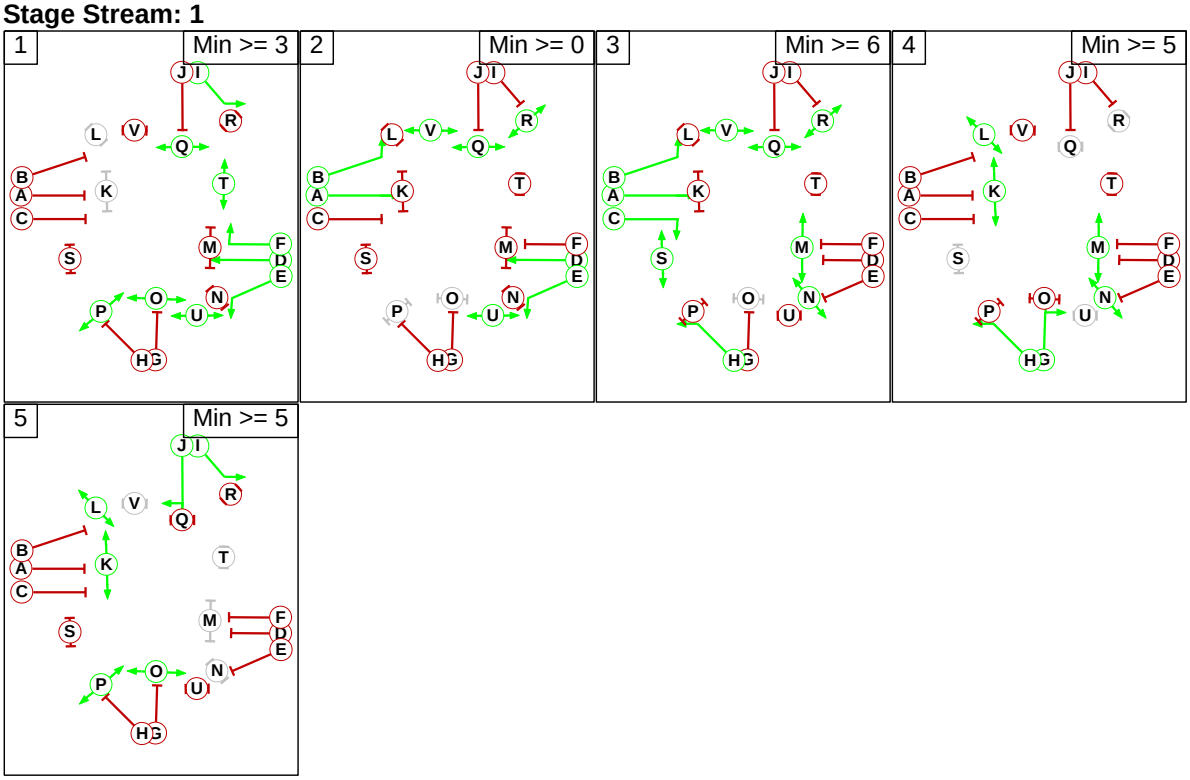
Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Stage Diagram

Stage Stream: 1



Phase Intergreens Matrix

Terminating Phase	Starting Phase																					
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
	A		-	-	-	-	5	5	-	9	7	5	-	-	-	-	-	-	-	-	9	-	-
	B	-		-	-	-	5	5	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-
	C	-	-		8	12	-	5	-	-	5	5	-	-	-	-	-	-	-	-	-	11	-
	D	-	-	5		-	-	7	9	-	5	-	-	5	-	-	-	-	-	9	-	-	-
	E	-	-	5	-		-	-	-	-	5	-	-	-	5	-	-	-	-	-	-	-	-
	F	8	11	-	-	-		5	-	-	5	-	-	5	-	-	-	-	-	-	-	-	11
	G	8	9	6	5	-	6		-	11	9	-	-	-	-	5	-	-	-	-	12	-	10
	H	-	-	-	5	-	-	-		-	5	-	-	-	-	-	5	-	-	-	-	-	-
	I	5	-	-	-	-	-	5	-		-	-	-	-	-	-	-	-	5	-	-	-	-
	J	5	-	6	8	9	6	9	11	-		-	-	-	-	-	-	5	-	11	-	10	-
	K	13	-	13	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-
	L	-	6	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-
	M	-	-	-	13	-	13	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
	N	-	-	-	-	11	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	14	-	-	-	-	-	-	-		-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-		-	-	-	-	-	-
	Q	-	-	-	-	-	-	-	-	-	13	-	-	-	-	-	-		-	-	-	-	-
	R	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-		-	-	-	-
	S	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	-	-	-		-	-	-
	T	9	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-		-	-
	U	-	-	6	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-		-
	V	-	-	-	-	-	7	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	4	4
3	4	A	Losing	1	1
3	4	B	Losing	1	1
3	4	C	Losing	1	1
4	5	H	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

		To Stage				
		1	2	3	4	5
From Stage	1		11	11	14	13
	2	9		9	9	13
	3	13	13		6	13
	4	13	13	13		11
	5	10	13	13	14	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	D E F I O P Q T U
1	2	A B D E Q R U V
1	3	A B C H M N Q R S V
1	4	G H K L M N
1	5	I J K L O P

Give-Way Lane Input Data

Junction: J1: Western Ave
There are no Opposed Lanes in this Junction

Junction: J2: Dual Ped
There are no Opposed Lanes in this Junction

Junction: J3: Evans Road

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)
J3:2/2 (Evans Rd S/B)	J3:8/1 (Right)	1439	0	J3:4/1	1.09	All	2.00	-	0.50	2	2.00
				J3:4/2	1.09	All					
				J3:4/3	1.09	All					
J3:4/3 (Toby Carvery Exit)	J3:6/1 (Right)	1439	0	J3:2/2	1.09	All	4.00	-	0.50	4	2.00
J3:10/1 (Site Exit)	J4:1/1 (Left)	715	0	J3:6/1	0.22	All	-	-	-	-	-
	J4:1/2 (Left)	715	0	J3:6/1	0.22	All					

Junction: J4: Woodend Lane											
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)**
J4:3/1 (Woodend Lane N/B)	J1:1/2 (Right)	1439	0	J4:1/1	1.09	All	3.00	2.00	0.50	3	2.00
				J4:1/2	1.09	All					
				J4:7/1	1.09	All					
				J4:7/2	1.09	All					
	J1:1/4 (Right)	1439	0	J4:7/1	1.09	All					
				J4:1/1	1.09	All					
				J4:1/2	1.09	All					
				J4:7/2	1.09	All					
J4:4/2 (Site Exit)	J3:3/1 (Right)	1439	0	J4:3/1	1.09	All	3.00	-	0.50	3	2.00
	J3:3/2 (Right)	1439	0	J4:3/1	1.09	All					

Junction: J5: Speke Hall Avenue
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: Western Ave												
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)**
J1:1/1 (Speke Boulevard E/B)	U	B	2	3	10.0	Geom	-	4.00	0.00	Y	Arm J2:3 Left	15.00
J1:1/2 (Speke Boulevard E/B)	U	A	2	3	60.0	User	1886	-	-	-	-	-
J1:1/3 (Speke Boulevard E/B)	U	A	2	3	60.0	User	1878	-	-	-	-	-
J1:1/4 (Speke Boulevard E/B)	U	A	2	3	60.0	User	1904	-	-	-	-	-
J1:1/5 (Speke Boulevard E/B)	U	C	2	3	12.0	Geom	-	3.25	0.00	N	Arm J1:6 Right	15.00
J1:2/1 (Woodend Ave S/B)	U	I	2	3	8.0	User	1741	-	-	-	-	-
J1:2/2 (Woodend Ave S/B)	U	J	2	3	60.0	User	1763	-	-	-	-	-
J1:2/3 (Woodend Ave S/B)	U	J	2	3	60.0	User	1762	-	-	-	-	-
J1:2/4 (Woodend Ave S/B)	U	J	2	3	4.0	User	1610	-	-	-	-	-
J1:3/1 (Speke Boulevard E/B Exit)	U		2	3	60.0	User	5400	-	-	-	-	-
J1:4/1 (Speke Boulevard W/B)	U	E	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	Inf
J1:4/2 (Speke Boulevard W/B)	U	D	2	3	60.0	User	1880	-	-	-	-	-
J1:4/3 (Speke Boulevard W/B)	U	D	2	3	60.0	User	1930	-	-	-	-	-
J1:4/4 (Speke Boulevard W/B)	U	D	2	3	60.0	User	2006	-	-	-	-	-

J1:4/5 (Speke Boulevard W/B)	U	F	2	3	60.0	User	1946	-	-	-	-	-
J1:5/1 (Western Ave N/B)	U	H	2	3	60.0	Geom	-	4.00	0.00	N	Arm J4:7 Left	18.00
J1:5/2 (Western Ave N/B)	U	G	2	3	4.0	User	1840	-	-	-	-	-
J1:5/3 (Western Ave N/B)	U	G	2	3	60.0	User	1905	-	-	-	-	-
J1:5/4 (Western Ave N/B)	U	G	2	3	4.0	Geom	-	2.90	0.00	N	Arm J1:3 Right	15.00
J1:6/1 (Western Ave S/B Exit)	U		2	3	60.0	User	3600	-	-	-	-	-

Junction: J2: Dual Ped

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)
J2:1/1	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:2 Ahead	Inf
J2:1/2	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:2 Ahead	Inf
J2:2/1	U		2	3	60.0	User	1800	-	-	-	-	-
J2:2/2	U		2	3	60.0	User	1800	-	-	-	-	-
J2:3/1 (Woodend Ave S/B Exit)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:2 Ahead	Inf
J2:3/2 (Woodend Ave S/B Exit)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:2 Ahead	Inf

Junction: J3: Evans Road

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)
J3:1/1 (Speke Boulevard E/B)	U	B	2	3	10.0	User	1869	-	-	-	-	-
J3:1/2 (Speke Boulevard E/B)	U	B	2	3	60.0	User	1995	-	-	-	-	-
J3:1/3 (Speke Boulevard E/B)	U	B	2	3	60.0	User	2095	-	-	-	-	-
J3:1/4 (Speke Boulevard E/B)	U	A	2	3	10.0	User	1934	-	-	-	-	-
J3:2/1 (Evans Rd S/B)	U	C	2	3	8.0	User	1899	-	-	-	-	-
J3:2/2 (Evans Rd S/B)	O	C	2	3	60.0	User	1780	-	-	-	-	-
J3:3/1 (Speke Boulevard W/B)	U	E	2	3	60.0	User	1867	-	-	-	-	-
J3:3/2 (Speke Boulevard W/B)	U	E	2	3	60.0	User	2105	-	-	-	-	-
J3:3/3 (Speke Boulevard W/B)	U	D	2	3	10.0	User	1943	-	-	-	-	-
J3:4/1 (Toby Carvery Exit)	U	F	2	3	60.0	User	1839	-	-	-	-	-
J3:4/2 (Toby Carvery Exit)	U	F	2	3	4.0	User	1726	-	-	-	-	-
J3:4/3 (Toby Carvery Exit)	O	F	2	3	60.0	User	1943	-	-	-	-	-
J3:5/1 (Evans Rd N/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Speke Boulevard E/B)	U		2	3	60.0	User	3600	-	-	-	-	-
J3:7/1 (Toby Carvery Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-

J3:8/1 (Speke Boulevard W/B Exit)	U		2	3	60.0	User	4800	-	-	-	-	-
J3:9/1 (Site Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:10/1 (Site Exit)	O		2	3	60.0	Geom	-	3.60	0.00	Y	Arm J4:1 Left	14.00

Junction: J4: Woodend Lane

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)
J4:1/1 (Speke Boulevard E/B)	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J1:1 Ahead	Inf
J4:1/2 (Speke Boulevard E/B)	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm J1:1 Ahead	Inf
J4:1/3 (Speke Boulevard E/B)	U	E	2	3	15.0	Geom	-	3.00	0.00	N	Arm J3:3 U-Turn	15.00
											Arm J4:6 Right	15.00
J4:2/1 (Speke Boulevard W/B)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J3:3 Ahead	Inf
											Arm J4:6 Left	15.00
J4:2/2 (Speke Boulevard W/B)	U	A	2	3	60.0	Geom	-	3.60	0.00	N	Arm J3:3 Ahead	Inf
J4:2/3 (Speke Boulevard W/B)	U	F	2	3	8.0	Geom	-	3.00	0.00	N	Arm J4:5 Right	18.00
J4:3/1 (Woodend Lane N/B)	O	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:1 Right	18.00
											Arm J3:3 Left	Inf
											Arm J4:5 Ahead	Inf
J4:4/1 (Site Exit)	U	D	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J1:1 Left	12.00
											Arm J4:6 Ahead	Inf
J4:4/2 (Site Exit)	O	D	2	3	3.0	Geom	-	3.20	0.00	N	Arm J3:3 Right	18.00
J4:5/1 (Site Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Woodend Lane S/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:7/1 (Speke Boulevard W/B)	U		2	3	60.0	User	2200	-	-	-	-	-
J4:7/2 (Speke Boulevard W/B)	U		2	3	60.0	User	2200	-	-	-	-	-

Junction: J5: Speke Hall Avenue

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)
J5:1/1 (Speke Rd)	U	B	2	3	60.0	User	1829	-	-	-	-	-
J5:1/2 (Speke Rd)	U	A	2	3	60.0	User + Flared	1931	-	-	-	-	-
J5:1/3 (Speke Rd)	U	A	2	3	60.0	User	1934	-	-	-	-	-
J5:1/4 (Speke Rd)	U	C	2	3	5.0	Geom	-	3.00	0.00	N	Arm J5:7 Right	18.00
J5:2/1 (Speke Hall Ave)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J5:5 Left	15.00
J5:2/2 (Speke Hall Ave)	U	G	2	3	60.0	User + Flared	1831	-	-	-	-	-
J5:2/3 (Speke Hall Ave)	U	G	2	3	60.0	User + Flared	1665	-	-	-	-	-
J5:3/1 (Speke Hall Rd)	U	I	2	3	5.0	User	1849	-	-	-	-	-
J5:3/2 (Speke Hall Rd)	U	J	2	3	60.0	User	1692	-	-	-	-	-
J5:3/3 (Speke Hall Rd)	U	J	2	3	60.0	User	1736	-	-	-	-	-
J5:3/4 (Speke Hall Rd)	U	J	2	3	60.0	User + Flared	1706	-	-	-	-	-
J5:4/1 (Speke Boulevard)	U	E	2	3	60.0	User + Flared	1924	-	-	-	-	-
J5:4/2 (Speke Boulevard)	U	D	2	3	60.0	User	3710	-	-	-	-	-
J5:4/3 (Speke Boulevard)	U	F	2	3	60.0	User	1770	-	-	-	-	-
J5:5/1 (Speke Rd E/B Exit)	U		2	3	60.0	User	5000	-	-	-	-	-
J5:6/1 (Speke Hall Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:7/1 (Speke Hall Ave Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

J5:8/1 (Speke Boulevard Exit)	U		2	3	60.0	User	5000	-	-	-	-	-

Lane Saturation Flows

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.6 %	1972	1972
				Arm J4:6 Left	15.00	1.4 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	11.7 %	1996	1996
				Arm J3:3 Left	Inf	79.2 %		
				Arm J4:5 Ahead	Inf	9.1 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	88.7 %	1742	1742
				Arm J4:6 Ahead	Inf	11.3 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.3 %	1972	1972
				Arm J4:6 Left	15.00	1.7 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.2 %	1995	1995
				Arm J3:3 Left	Inf	70.7 %		
				Arm J4:5 Ahead	Inf	17.1 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	90.1 %	1739	1739
				Arm J4:6 Ahead	Inf	9.9 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	96.8 %	1969	1969
				Arm J4:6 Left	15.00	3.2 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	18.0 %	1985	1985
				Arm J3:3 Left	Inf	63.0 %		
				Arm J4:5 Ahead	Inf	19.0 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	88.6 %	1742	1742
				Arm J4:6 Ahead	Inf	11.4 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.7 %	1972	1972
				Arm J4:6 Left	15.00	1.3 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	11.8 %	1995	1995
				Arm J3:3 Left	Inf	78.9 %		
				Arm J4:5 Ahead	Inf	9.2 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.3 %	1745	1745
				Arm J4:6 Ahead	Inf	12.7 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.3 %	1972	1972
				Arm J4:6 Left	15.00	1.7 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.9 %	1994	1994
				Arm J3:3 Left	Inf	70.6 %		
				Arm J4:5 Ahead	Inf	16.5 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	90.1 %	1739	1739
				Arm J4:6 Ahead	Inf	9.9 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	96.5 %	1968	1968
				Arm J4:6 Left	15.00	3.5 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	18.3 %	1985	1985
				Arm J3:3 Left	Inf	63.5 %		
				Arm J4:5 Ahead	Inf	18.3 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.6 %	1744	1744
				Arm J4:6 Ahead	Inf	12.4 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.7 %	1972	1972
				Arm J4:6 Left	15.00	1.3 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.5 %	1994	1994
				Arm J3:3 Left	Inf	78.8 %		
				Arm J4:5 Ahead	Inf	8.8 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.3 %	1745	1745
				Arm J4:6 Ahead	Inf	12.7 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	98.2 %	1972	1972
				Arm J4:6 Left	15.00	1.8 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	12.4 %	1994	1994
				Arm J3:3 Left	Inf	71.9 %		
				Arm J4:5 Ahead	Inf	15.7 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	90.2 %	1739	1739
				Arm J4:6 Ahead	Inf	9.8 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

Junction: J1: Western Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Speke Boulevard E/B)	4.00	0.00	Y	Arm J2:3 Left	15.00	100.0 %	1832	1832
J1:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1886	1886
J1:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						1878	1878
J1:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1904	1904
J1:1/5 (Speke Boulevard E/B)	3.25	0.00	N	Arm J1:6 Right	15.00	100.0 %	1891	1891
J1:2/1 (Woodend Ave S/B Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J1:2/2 (Woodend Ave S/B Lane 2)	This lane uses a directly entered Saturation Flow						1763	1763
J1:2/3 (Woodend Ave S/B Lane 3)	This lane uses a directly entered Saturation Flow						1762	1762
J1:2/4 (Woodend Ave S/B Lane 4)	This lane uses a directly entered Saturation Flow						1610	1610
J1:3/1 (Speke Boulevard E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5400	5400
J1:4/1 (Speke Boulevard W/B)	3.50	0.00	Y	Arm J1:6 Left	Inf	100.0 %	1965	1965
J1:4/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J1:4/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1930	1930
J1:4/4 (Speke Boulevard W/B Lane 4)	This lane uses a directly entered Saturation Flow						2006	2006
J1:4/5 (Speke Boulevard W/B Lane 5)	This lane uses a directly entered Saturation Flow						1946	1946
J1:5/1 (Western Ave N/B)	4.00	0.00	N	Arm J4:7 Left	18.00	100.0 %	1989	1989
J1:5/2 (Western Ave N/B Lane 2)	This lane uses a directly entered Saturation Flow						1840	1840
J1:5/3 (Western Ave N/B Lane 3)	This lane uses a directly entered Saturation Flow						1905	1905
J1:5/4 (Western Ave N/B)	2.90	0.00	N	Arm J1:3 Right	15.00	100.0 %	1859	1859
J1:6/1 (Western Ave S/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600

Junction: J2: Dual Ped								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1	3.00	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1915	1915
J2:1/2	3.00	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2055	2055
J2:2/1	This lane uses a directly entered Saturation Flow						1800	1800
J2:2/2	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Woodend Ave S/B Exit)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J2:3/2 (Woodend Ave S/B Exit)	3.00	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2055	2055

Junction: J3: Evans Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						1869	1869
J3:1/2 (Speke Boulevard E/B Lane 2)	This lane uses a directly entered Saturation Flow						1995	1995
J3:1/3 (Speke Boulevard E/B Lane 3)	This lane uses a directly entered Saturation Flow						2095	2095
J3:1/4 (Speke Boulevard E/B Lane 4)	This lane uses a directly entered Saturation Flow						1934	1934
J3:2/1 (Evans Rd S/B Lane 1)	This lane uses a directly entered Saturation Flow						1899	1899
J3:2/2 (Evans Rd S/B Lane 2)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
J3:3/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2105	2105
J3:3/3 (Speke Boulevard W/B Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:4/1 (Toby Carvery Exit Lane 1)	This lane uses a directly entered Saturation Flow						1839	1839
J3:4/2 (Toby Carvery Exit Lane 2)	This lane uses a directly entered Saturation Flow						1726	1726
J3:4/3 (Toby Carvery Exit Lane 3)	This lane uses a directly entered Saturation Flow						1943	1943
J3:5/1 (Evans Rd N/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Speke Boulevard E/B Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J3:7/1 (Toby Carvery Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Speke Boulevard W/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4800	4800
J3:9/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:10/1 (Site Exit)	3.60	0.00	Y	Arm J4:1 Left	14.00	0.0 %	1975	1975

Junction: J4: Woodend Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Speke Boulevard E/B)	3.60	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1975	1975
J4:1/2 (Speke Boulevard E/B)	3.60	0.00	N	Arm J1:1 Ahead	Inf	100.0 %	2115	2115
J4:1/3 (Speke Boulevard E/B)	3.00	0.00	N	Arm J3:3 U-Turn	15.00	0.0 %	1868	1868
				Arm J4:6 Right	15.00	100.0 %		
J4:2/1 (Speke Boulevard W/B)	3.60	0.00	Y	Arm J3:3 Ahead	Inf	96.5 %	1968	1968
				Arm J4:6 Left	15.00	3.5 %		
J4:2/2 (Speke Boulevard W/B)	3.60	0.00	N	Arm J3:3 Ahead	Inf	100.0 %	2115	2115
J4:2/3 (Speke Boulevard W/B)	3.00	0.00	N	Arm J4:5 Right	18.00	100.0 %	1897	1897
J4:3/1 (Woodend Lane N/B)	4.00	0.00	Y	Arm J1:1 Right	18.00	19.1 %	1983	1983
				Arm J3:3 Left	Inf	62.7 %		
				Arm J4:5 Ahead	Inf	18.2 %		
J4:4/1 (Site Exit)	3.20	0.00	Y	Arm J1:1 Left	12.00	87.7 %	1744	1744
				Arm J4:6 Ahead	Inf	12.3 %		
J4:4/2 (Site Exit)	3.20	0.00	N	Arm J3:3 Right	18.00	100.0 %	1915	1915
J4:5/1 (Site Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Woodend Lane S/B Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:7/1 (Speke Boulevard W/B Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J4:7/2 (Speke Boulevard W/B Lane 2)	This lane uses a directly entered Saturation Flow						2200	2200

Junction: J5: Speke Hall Avenue

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Speke Rd Lane 1)	This lane uses a directly entered Saturation Flow						1829	1829
J5:1/2 (Speke Rd Lane 2)	This lane uses a directly entered Saturation Flow						1931	1725, 5.0 PCU
J5:1/3 (Speke Rd Lane 3)	This lane uses a directly entered Saturation Flow						1934	1934
J5:1/4 (Speke Rd)	3.00	0.00	N	Arm J5:7 Right	18.00	100.0 %	1897	1897
J5:2/1 (Speke Hall Ave)	3.50	0.00	Y	Arm J5:5 Left	15.00	100.0 %	1786	1786
J5:2/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1831	1759, 8.0 PCU
J5:2/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1665	1656, 8.0 PCU
J5:3/1 (Speke Hall Rd Lane 1)	This lane uses a directly entered Saturation Flow						1849	1849
J5:3/2 (Speke Hall Rd Lane 2)	This lane uses a directly entered Saturation Flow						1692	1692
J5:3/3 (Speke Hall Rd Lane 3)	This lane uses a directly entered Saturation Flow						1736	1736
J5:3/4 (Speke Hall Rd Lane 4)	This lane uses a directly entered Saturation Flow						1706	1653, 9.0 PCU
J5:4/1 (Speke Boulevard Lane 1)	This lane uses a directly entered Saturation Flow						1924	1725, 12.0 PCU
J5:4/2 (Speke Boulevard Lane 2)	This lane uses a directly entered Saturation Flow						3710	3710
J5:4/3 (Speke Boulevard Lane 3)	This lane uses a directly entered Saturation Flow						1770	1770
J5:5/1 (Speke Rd E/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000
J5:6/1 (Speke Hall Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Speke Hall Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Speke Boulevard Exit Lane 1)	This lane uses a directly entered Saturation Flow						5000	5000

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Proposed AM 2016'	07:45	08:45	01:00	
2: 'Proposed PM 2016'	15:30	16:30	01:00	
3: 'Proposed Sat 2016'	13:15	14:15	01:00	
4: 'Proposed AM 2021'	07:45	08:45	01:00	
5: 'Proposed PM 2021'	15:30	16:30	01:00	
6: 'Proposed Sat 2021'	13:15	14:15	01:00	
7: 'Proposed AM 2026'	07:45	08:45	01:00	
8: 'Proposed PM 2026'	15:30	16:30	01:00	
9: 'Proposed Sat 2026'	13:15	14:15	01:00	

Traffic Flows, Desired

FG1: 'Proposed AM 2016'

Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
Origin	A	0	206	132	0	0	93	880	43	19	55	28	1456
	B	295	0	39	0	0	28	262	13	6	16	231	890
	C	43	10	0	0	0	1	14	1	0	1	11	81
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	32	7	0	0	0	5	48	2	7	3	8	112
	F	87	20	1	0	4	0	273	176	1	7	21	590
	G	1247	279	15	0	53	470	0	96	13	107	305	2585
	H	59	13	1	0	3	238	100	0	1	5	14	434
	I	39	9	0	0	7	1	8	0	0	3	10	77
	J	68	15	4	0	0	8	74	4	2	0	17	192
	K	86	193	22	0	0	15	145	7	3	9	0	480
	Tot.	1956	752	214	0	67	859	1804	342	52	206	645	6897

FG2: 'Proposed PM 2016'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	313	131	0	0	130	962	70	16	40	84	1746
	B	302	0	42	0	0	42	309	22	5	13	203	938
	C	57	14	0	0	0	3	23	2	0	5	13	117
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	98	24	2	0	0	19	143	10	19	11	22	348
Origin	F	127	31	2	0	10	0	323	171	2	13	29	708
	G	810	199	12	0	65	321	0	163	11	84	186	1851
	H	74	18	1	0	6	215	150	0	1	8	17	490
	I	36	9	1	0	14	1	8	1	0	4	8	82
	J	60	15	7	0	0	9	70	5	1	0	14	181
	K	86	261	44	0	0	43	322	23	5	14	0	798
	Tot.	1650	884	242	0	95	783	2310	467	60	192	576	7259

FG3: 'Proposed Sat 2016'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	555	99	5	0	107	631	70	30	67	127	1691
	B	476	0	30	1	0	32	190	21	9	20	231	1010
	C	10	3	0	0	0	1	6	1	0	1	2	24
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	110	31	1	0	0	25	145	16	24	12	28	392
Origin	F	106	30	1	0	10	0	184	148	3	10	27	519
	G	665	188	4	0	65	232	0	103	18	65	169	1509
	H	66	19	0	0	6	186	115	0	2	6	17	417
	I	38	11	0	0	19	2	14	2	0	4	10	100
	J	59	17	6	0	0	13	78	9	4	0	15	201
	K	141	192	30	1	0	33	193	21	9	20	0	640
	Tot.	1671	1046	171	7	100	631	1556	391	99	205	626	6503

FG4: 'Proposed AM 2021'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	218	106	0	0	101	960	46	20	58	30	1539
	B	315	0	29	0	0	28	265	13	5	16	245	916
	C	38	8	0	0	0	1	14	1	0	1	9	72
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	32	7	0	0	0	5	48	2	8	3	8	113
Origin	F	94	21	1	0	4	0	292	188	1	8	23	632
	G	1341	293	11	0	53	473	0	103	13	112	322	2721
	H	63	14	1	0	2	244	107	0	1	5	15	452
	I	39	9	0	0	7	1	8	0	0	3	9	76
	J	71	16	4	0	0	8	76	4	2	0	17	198
	K	91	202	16	0	0	16	148	7	3	9	0	492
	Tot.	2084	788	168	0	66	877	1918	364	53	215	678	7211

FG5: 'Proposed PM 2021'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	332	126	0	0	138	1035	73	17	42	90	1853
	B	322	0	40	0	0	43	325	23	5	13	216	987
	C	44	10	0	0	0	3	22	2	0	5	10	96
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	99	23	1	0	0	19	144	10	19	11	22	348
Origin	F	137	32	2	0	10	0	330	176	2	14	30	733
	G	874	203	11	0	65	332	0	163	12	88	191	1939
	H	78	18	1	0	6	226	160	0	1	8	17	515
	I	38	9	1	0	14	1	9	1	0	4	8	85
	J	64	15	7	0	0	10	72	5	1	0	14	188
	K	91	276	42	0	0	46	342	24	6	14	0	841
	Tot.	1747	918	231	0	95	818	2439	477	63	199	598	7585

FG6: 'Proposed Sat 2021'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	591	102	0	2	110	679	72	33	70	136	1795
	B	508	0	30	0	1	32	196	21	10	20	246	1064
	C	11	3	0	0	0	1	7	1	0	1	2	26
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	95	25	1	0	0	20	123	13	22	10	22	331
Origin	F	114	29	1	0	10	0	197	158	3	11	26	549
	G	714	184	4	0	60	239	0	103	20	68	165	1557
	H	70	18	0	0	6	198	123	0	2	7	16	440
	I	41	11	0	0	19	2	15	2	0	4	10	104
	J	64	16	6	0	0	13	81	9	4	0	15	208
	K	150	202	31	0	1	33	203	22	10	21	0	673
	Tot.	1767	1079	175	0	99	648	1624	401	104	212	638	6747

FG7: 'Proposed AM 2026'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	230	109	0	0	106	1019	48	21	60	32	1625
	B	333	0	30	0	0	29	279	13	6	16	259	965
	C	40	9	0	0	0	2	15	1	0	1	10	78
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	32	7	0	0	0	5	48	2	8	3	8	113
Origin	F	99	22	1	0	4	0	309	199	1	8	24	667
	G	1422	308	12	0	53	500	0	109	14	116	340	2874
	H	66	14	1	0	2	258	113	0	1	5	16	476
	I	41	9	0	0	7	1	9	0	0	3	10	80
	J	74	16	4	0	0	8	78	4	2	0	18	204
	K	95	211	17	0	0	16	155	7	3	9	0	513
	Tot.	2202	826	174	0	66	925	2025	383	56	221	717	7595

FG8: 'Proposed PM 2026'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	350	129	0	0	146	1097	75	18	43	95	1953
	B	341	0	40	0	0	45	343	23	6	13	227	1038
	C	47	11	0	0	0	3	24	2	0	6	10	103
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	100	23	1	0	0	19	145	10	19	10	22	349
Origin	F	145	33	2	0	10	0	349	186	2	14	31	772
	G	926	211	12	0	66	351	0	163	13	92	200	2034
	H	81	19	1	0	6	239	170	0	1	8	18	543
	I	41	9	1	0	14	1	9	1	0	4	9	89
	J	66	15	8	0	0	10	74	5	1	0	14	193
	K	95	289	42	0	0	48	360	25	6	14	0	879
	Tot.	1842	960	236	0	96	862	2571	490	66	204	626	7953

FG9: 'Proposed Sat 2026'
Desired Flow :

		Destination											
		A	B	C	D	E	F	G	H	I	J	K	Tot.
	A	0	624	104	0	2	116	722	75	35	73	143	1894
	B	537	0	30	0	1	33	207	22	10	21	259	1120
	C	11	3	0	0	0	1	7	1	0	1	3	27
	D	0	0	0	0	0	0	0	0	0	0	0	0
	E	96	24	1	0	0	20	124	13	22	10	22	332
Origin	F	121	31	1	0	10	0	208	167	3	11	28	580
	G	757	192	5	0	61	253	0	103	21	71	173	1636
	H	72	18	0	0	6	210	130	0	2	7	17	462
	I	44	11	0	0	20	3	16	2	0	4	10	110
	J	67	17	7	0	0	13	84	9	4	0	15	216
	K	158	211	31	0	1	34	214	22	10	22	0	703
	Tot.	1863	1131	179	0	101	683	1712	414	107	220	670	7080

Stage Timings

Scenario 1: 'AM Proposed 2016' (FG1: 'Proposed AM 2016', Plan 1: 'Network Control Plan 1')
C1 - Western Ave

Stage	1	2	3	4	5
Duration	34	18	8	13	9
Change Point	0	44	76	99	123

C2 - Woodend Rd Ped
Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	70	59

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	48	37

C3 - Evans Rd
Stage Stream: 1

Stage	1	2	3	5
Duration	7	88	7	11
Change Point	50	64	14	26

C4 - Woodend Lane new signal Junction
Stage Stream: 1

Stage	1	2	3
Duration	95	6	8
Change Point	27	133	11

C5 - Speke Hall Ave
Stage Stream: 1

Stage	1	2	3	4	5
Duration	34	32	8	10	13
Change Point	104	4	47	64	80

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	48:45	-	615	1886:1832	721	85.2%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	48	-	457	1878	639	71.5%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	48:16	-	580	1904:1891	685	84.7%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	12:53	-	394	1763:1741	518	76.0%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	12	-	196	1762:1610	235	83.3%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1804	5400	5400	33.4%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	70	-	697	1880:1965	946	73.7%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	70	-	692	1930	952	72.7%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	70	-	726	2006	989	73.4%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	40	-	470	1946	554	84.8%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	33:13	-	215	1989:1840	260	82.7%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	13	-	219	1905:1859	263	83.4%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	342	3600	3600	9.5%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**29.6%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	394	1915	1662	23.7%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	196	2055	1784	11.0%
2/1		U	N/A	N/A	-		-	-	-	331	1800	1800	18.4%
2/2		U	N/A	N/A	-		-	-	-	528	1800	1800	29.3%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	331	1915	1662	19.9%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	528	2055	1784	29.6%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	101	-	895	1995:1869	1466	61.1%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	101:7	-	892	2095:1934	1475	60.5%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	17	-	81	1780:1899	126	64.4%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	100	-	1083	1867	1309	82.7%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	100:7	-	1209	2105:1943	1480	81.7%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	11	-	104	1839:1726	155	67.1%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	11	-	88	1943	162	54.3%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1618	3600	3600	44.9%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2314	4800	4800	48.2%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	404	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	107	-	773	1975	1481	52.2%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	107:14	-	845	2115:1868	1588	53.2%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	98	-	1069	1972	1356	78.8%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	98:7	-	1187	2115:1897	1452	81.8%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	8	-	77	1996	125	61.7%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	8	-	112	1742:1915	171	65.5%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1069	2200	2200	48.6%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1187	2200	2200	54.0%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	50	-	206	1829	648	31.8%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	52	-	708	1931	836	84.7%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	52:12	-	542	1934:1897	722	75.1%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	28	-	86	1786	360	23.9%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	10	-	193	1831	274	70.4%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	10	-	201	1665	254	79.2%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	15:61	-	448	1692:1849	730	61.4%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	15	-	147	1736	193	76.2%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	15	-	295	1706	373	79.0%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	78	-	386	1924	1356	28.5%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	79	-	1575	3710	2061	76.4%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	38	-	353	1770	479	73.6%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1956	5000	5000	39.1%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1787	5000	5000	35.7%

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: Speke Boulevard	**-**	**-**	**113**	**49**	**48**	**136.5**	**55.4**	**0.2**	**192.1**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**64.5**	**21.9**	**0.0**	**86.3**	**-**	**-**	**-**	**-**
1/2+1/1	615	615	-	-	-	9.8	2.7	-	12.6	73.5	21.0	2.7	23.8
1/3	457	457	-	-	-	7.8	1.2	-	9.0	71.2	17.7	1.2	18.9
1/4+1/5	580	580	-	-	-	8.5	2.6	-	11.2	69.4	21.1	2.6	23.7
2/2+2/1	394	394	-	-	-	4.5	1.5	-	6.1	55.3	8.2	1.5	9.8
2/3+2/4	196	196	-	-	-	3.4	2.2	-	5.6	103.1	4.6	2.2	6.8
3/1	1804	1804	-	-	-	0.1	0.3	-	0.4	0.7	24.4	0.3	24.6
4/2+4/1	697	697	-	-	-	5.5	1.4	-	6.9	35.5	21.1	1.4	22.5
4/3	692	692	-	-	-	5.5	1.3	-	6.9	35.7	21.7	1.3	23.0
4/4	726	726	-	-	-	5.8	1.4	-	7.2	35.8	23.0	1.4	24.4
4/5	470	470	-	-	-	6.3	2.6	-	9.0	68.7	17.6	2.6	20.3
5/1+5/2	215	215	-	-	-	3.3	2.2	-	5.5	91.5	5.2	2.2	7.4
5/3+5/4	219	219	-	-	-	3.8	2.3	-	6.1	100.0	5.2	2.3	7.4
6/1	342	342	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.7**	**0.9**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1	394	394	-	-	-	0.2	0.2	-	0.3	3.0	2.5	0.2	2.7
1/2	196	196	-	-	-	0.1	0.1	-	0.1	2.5	1.1	0.1	1.2
2/1	331	331	-	-	-	0.0	0.1	-	0.1	1.2	0.1	0.1	0.2
2/2	528	528	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	331	331	-	-	-	0.4	0.1	-	0.5	5.8	4.3	0.1	4.4
3/2	528	528	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.3
J3: Evans Road	**-**	**-**	**87**	**49**	**16**	**15.8**	**9.4**	**0.1**	**25.2**	**-**	**-**	**-**	**-**

1/2+1/1	895	895	-	-	-	3.1	0.8	-	3.9	15.7	27.6	0.8	28.4
1/3+1/4	892	892	-	-	-	3.8	0.8	-	4.6	18.4	21.8	0.8	22.6
2/2+2/1	81	81	0	49	15	1.3	0.9	0.0	2.2	97.6	2.3	0.9	3.2
3/1	1083	1083	-	-	-	1.9	2.3	-	4.3	14.2	40.5	2.3	42.9
3/2+3/3	1209	1209	-	-	-	1.9	2.2	-	4.1	12.2	45.4	2.2	47.6
4/1+4/2	104	104	-	-	-	1.8	1.0	-	2.8	97.9	3.9	1.0	4.8
4/3	88	88	87	0	1	1.5	0.6	0.0	2.2	88.4	3.4	0.6	4.0
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1618	1618	-	-	-	0.4	0.4	-	0.8	1.7	17.2	0.2	17.4
7/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2314	2314	-	-	-	0.0	0.5	-	0.5	0.7	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**26**	**0**	**33**	**9.8**	**7.9**	**0.1**	**17.8**	**-**	**-**	**-**	**-**
1/1	773	773	-	-	-	0.7	0.5	-	1.3	6.0	5.1	0.5	5.7
1/2+1/3	845	845	-	-	-	1.4	0.6	-	2.0	8.5	7.5	0.6	8.1
2/1	1069	1069	-	-	-	1.2	1.8	-	3.0	10.1	37.4	1.8	39.2
2/2+2/3	1187	1187	-	-	-	1.8	2.2	-	4.0	12.2	34.6	2.2	36.9
3/1	77	77	9	0	0	1.4	0.8	0.0	2.2	102.7	3.0	0.8	3.8
4/1+4/2	112	112	17	0	33	2.0	0.9	0.1	3.0	97.8	2.4	0.9	3.3
5/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1069	1069	-	-	-	0.2	0.5	-	0.7	2.3	16.6	0.5	17.1
7/2	1187	1187	-	-	-	1.0	0.6	-	1.6	4.8	30.8	0.6	31.4
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**45.8**	**15.3**	**0.0**	**61.1**	**-**	**-**	**-**	**-**
1/1	206	206	-	-	-	1.9	0.2	-	2.2	37.9	6.0	0.2	6.2
1/2	708	708	-	-	-	7.5	2.7	-	10.2	51.9	25.2	2.7	27.8

1/3+1/4	542	542	-	-	-	6.1	1.5	-	7.6	50.3	18.5	1.5	20.0
2/1	86	86	-	-	-	1.2	0.2	-	1.3	54.8	2.9	0.2	3.0
2/2	193	193	-	-	-	3.5	1.2	-	4.6	86.5	7.5	1.2	8.7
2/3	201	201	-	-	-	3.7	1.8	-	5.4	97.4	7.9	1.8	9.7
3/2+3/1	448	448	-	-	-	5.2	0.8	-	6.0	48.0	11.9	0.8	12.7
3/3	147	147	-	-	-	2.5	1.5	-	4.0	99.0	5.7	1.5	7.2
3/4	295	295	-	-	-	5.1	1.8	-	6.9	84.4	11.5	1.8	13.3
4/1	386	386	-	-	-	0.6	0.2	-	0.8	7.5	4.4	0.2	4.6
4/2	1575	1575	-	-	-	4.2	1.6	-	5.8	13.4	22.2	0.8	23.0
4/3	353	353	-	-	-	4.2	1.4	-	5.5	56.6	11.6	1.4	13.0
5/1	1956	1956	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1787	1787	-	-	-	0.0	0.3	-	0.3	0.6	11.2	0.3	11.4

C1 - Western Ave	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	85.93	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	204.1	Total Delay for Signalled Lanes (pcuHr):	0.75	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	279.7	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	24.02	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	10.1	Total Delay for Signalled Lanes (pcuHr):	15.54	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	60.45	Cycle Time (s): 144
	PRC Over All Lanes (%):	5.6	Total Delay Over All Lanes(pcuHr):	192.05	

Stage Timings

Scenario 2: 'PM Proposed 2016' (FG2: 'Proposed PM 2016', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	19	30	8	15	10
Change Point	0	29	73	96	122

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	4	137

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	57	46

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	85	7	14
Change Point	45	59	6	18

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	78	6	25
Change Point	41	130	8

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	22	32	8	24	11
Change Point	99	131	30	47	77

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.5%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.4%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	60:57	-	828	1886:1832	902	91.8%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	60	-	629	1878	796	79.1%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	60:16	-	760	1904:1891	865	87.8%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	13:39	-	474	1763:1741	562	84.4%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	13	-	234	1762:1610	262	89.3%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2310	5400	5400	42.8%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	67	-	563	1880:1965	943	59.7%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	67	-	478	1930	911	52.4%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	67	-	489	2006	947	51.6%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	25	-	321	1946	351	91.4%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	35:15	-	270	1989:1840	292	92.4%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	15	-	220	1905:1859	251	87.7%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	467	3600	3600	13.0%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**28.5%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	474	1915	1662	28.5%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	234	2055	1784	13.1%
2/1		U	N/A	N/A	-		-	-	-	394	1800	1800	21.9%
2/2		U	N/A	N/A	-		-	-	-	389	1800	1800	21.6%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	394	1915	1662	23.7%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	389	2055	1784	21.8%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	98	-	1117	1995:1869	1418	78.8%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	98:7	-	1116	2095:1934	1453	76.8%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	20	-	117	1780:1899	165	70.9%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	97	-	866	1867	1271	68.2%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	97:7	-	960	2105:1943	1437	66.8%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	14	-	96	1839:1726	197	48.8%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	14	-	85	1943	199	42.8%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	2062	3600	3600	57.3%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1861	4800	4800	38.8%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	295	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	90	-	992	1975	1248	79.5%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	90:14	-	1070	2115:1868	1336	80.1%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	81	-	813	1972	1123	72.4%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	81:7	-	893	2115:1897	1204	74.2%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	25	-	82	1995	360	22.8%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	25	-	348	1739:1915	389	89.5%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	813	2200	2200	37.0%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	893	2200	2200	40.6%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.5%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	50	-	313	1829	648	48.3%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	52	-	781	1931	836	93.5%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	52:12	-	652	1934:1897	733	89.0%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	42	-	86	1786	533	16.1%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	24	-	261	1831	518	50.4%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	24	-	451	1665	489	92.2%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	13:47	-	483	1692:1849	623	77.6%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	13	-	153	1736	169	90.7%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	13	-	302	1706	327	92.5%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	66	-	289	1924	1195	24.2%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	67	-	1262	3710	1752	72.0%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	26	-	310	1770	332	93.4%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1650	5000	5000	33.0%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	2233	5000	5000	44.7%

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: Speke Boulevard	**-**	**-**	**278**	**49**	**8**	**163.3**	**82.2**	**0.3**	**245.9**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**62.0**	**29.9**	**0.0**	**91.9**	**-**	**-**	**-**	**-**
1/2+1/1	828	828	-	-	-	8.5	5.0	-	13.5	58.6	20.5	5.0	25.5
1/3	629	629	-	-	-	8.2	1.8	-	10.0	57.5	19.6	1.8	21.4
1/4+1/5	760	760	-	-	-	9.0	3.4	-	12.4	58.8	19.5	3.4	22.9
2/2+2/1	474	474	-	-	-	7.8	2.6	-	10.3	78.6	13.6	2.6	16.2
2/3+2/4	234	234	-	-	-	4.0	3.4	-	7.4	113.6	5.5	3.4	8.9
3/1	2310	2310	-	-	-	0.1	0.4	-	0.5	0.7	21.2	0.4	21.6
4/2+4/1	563	563	-	-	-	4.1	0.7	-	4.8	30.9	14.1	0.7	14.8
4/3	478	478	-	-	-	3.5	0.6	-	4.1	30.8	13.4	0.6	14.0
4/4	489	489	-	-	-	3.6	0.5	-	4.1	30.4	13.6	0.5	14.1
4/5	321	321	-	-	-	5.2	4.2	-	9.3	104.5	12.6	4.2	16.7
5/1+5/2	270	270	-	-	-	4.2	4.4	-	8.5	113.8	7.2	4.4	11.6
5/3+5/4	220	220	-	-	-	3.8	3.0	-	6.8	110.8	6.8	3.0	9.7
6/1	467	467	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.8**	**0.0**	**1.2**	**-**	**-**	**-**	**-**
1/1	474	474	-	-	-	0.2	0.2	-	0.4	3.2	3.3	0.2	3.5
1/2	234	234	-	-	-	0.1	0.1	-	0.2	2.6	1.4	0.1	1.4
2/1	394	394	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	389	389	-	-	-	0.0	0.1	-	0.2	1.5	0.4	0.1	0.5
3/1	394	394	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	389	389	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.2
J3: Evans Road	**-**	**-**	**112**	**49**	**7**	**20.3**	**8.5**	**0.1**	**28.9**	**-**	**-**	**-**	**-**

1/2+1/1	1117	1117	-	-	-	7.1	1.8	-	8.9	28.8	36.1	1.8	37.9
1/3+1/4	1116	1116	-	-	-	6.8	1.6	-	8.4	27.1	35.7	1.6	37.3
2/2+2/1	117	117	30	49	5	1.8	1.2	0.1	3.0	93.8	3.0	1.2	4.2
3/1	866	866	-	-	-	0.2	1.1	-	1.3	5.4	1.9	1.1	2.9
3/2+3/3	960	960	-	-	-	0.6	1.0	-	1.6	6.1	4.8	1.0	5.8
4/1+4/2	96	96	-	-	-	1.6	0.5	-	2.1	78.2	3.3	0.5	3.8
4/3	85	85	83	0	2	1.4	0.4	0.0	1.8	77.2	3.2	0.4	3.5
5/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	2062	2062	-	-	-	0.7	0.7	-	1.4	2.4	29.2	0.3	29.5
7/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1861	1861	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**166**	**0**	**1**	**23.6**	**11.0**	**0.2**	**34.8**	**-**	**-**	**-**	**-**
1/1	992	992	-	-	-	3.5	1.9	-	5.4	19.4	11.9	1.9	13.8
1/2+1/3	1070	1070	-	-	-	4.4	2.0	-	6.4	21.6	14.3	2.0	16.3
2/1	813	813	-	-	-	4.0	1.3	-	5.3	23.4	29.4	1.3	30.7
2/2+2/3	893	893	-	-	-	5.1	1.4	-	6.5	26.2	30.8	1.4	32.3
3/1	82	82	10	0	0	1.1	0.1	0.0	1.3	58.5	2.8	0.1	2.9
4/1+4/2	348	348	156	0	1	5.4	3.6	0.2	9.2	95.3	11.1	3.6	14.7
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	813	813	-	-	-	0.0	0.3	-	0.3	1.3	0.1	0.3	0.4
7/2	893	893	-	-	-	0.1	0.3	-	0.4	1.8	9.3	0.3	9.6
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**57.1**	**31.9**	**0.0**	**89.1**	**-**	**-**	**-**	**-**
1/1	313	313	-	-	-	3.2	0.5	-	3.6	41.6	9.7	0.5	10.2
1/2	781	781	-	-	-	8.8	5.9	-	14.7	67.6	29.7	5.9	35.6

1/3+1/4	652	652	-	-	-	8.1	3.7	-	11.8	65.0	23.5	3.7	27.2
2/1	86	86	-	-	-	0.9	0.1	-	1.0	41.2	2.5	0.1	2.6
2/2	261	261	-	-	-	3.8	0.5	-	4.4	60.0	9.3	0.5	9.8
2/3	451	451	-	-	-	7.1	4.7	-	11.9	94.8	17.4	4.7	22.2
3/2+3/1	483	483	-	-	-	6.8	1.7	-	8.5	63.5	16.7	1.7	18.4
3/3	153	153	-	-	-	2.7	3.4	-	6.1	144.1	6.0	3.4	9.4
3/4	302	302	-	-	-	5.4	4.5	-	9.9	118.1	11.9	4.5	16.4
4/1	289	289	-	-	-	0.7	0.2	-	0.9	11.2	3.4	0.2	3.6
4/2	1262	1262	-	-	-	4.2	1.3	-	5.5	15.7	15.0	0.6	15.7
4/3	310	310	-	-	-	5.3	4.9	-	10.2	117.9	11.9	4.9	16.8
5/1	1650	1650	-	-	-	0.0	0.2	-	0.2	0.5	0.0	0.2	0.2
6/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2233	2233	-	-	-	0.0	0.4	-	0.4	0.7	9.9	0.4	10.3

C1 - Western Ave	PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	91.33	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	279.7	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	215.6	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	27.24	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	34.09	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	88.38	Cycle Time (s): 144
	PRC Over All Lanes (%):	-3.8	Total Delay Over All Lanes(pcuHr):	245.89	

Stage Timings

Scenario 3: 'Sat Proposed 2016' (FG3: 'Proposed Sat 2016', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	15	31	8	14	14
Change Point	0	25	70	93	118

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	4	137

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	96	85

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	11	82	7	13
Change Point	48	66	10	22

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	73	6	30
Change Point	73	13	35

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	22	23	15	14	23
Change Point	3	35	69	93	113

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	61:58	-	633	1886:1832	934	67.7%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	61	-	423	1878	809	52.3%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	61:16	-	554	1904:1891	908	61.0%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	17:39	-	332	1763:1741	473	70.2%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	17	-	187	1762:1610	247	75.7%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1556	5400	5400	28.8%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	64	-	456	1880:1965	887	51.4%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	64	-	399	1930	871	45.8%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	64	-	422	2006	905	46.6%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	21	-	232	1946	297	78.0%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	34:14	-	231	1989:1840	294	78.6%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	14	-	186	1905:1859	253	73.5%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	391	3600	3600	10.9%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**20.0%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	332	1915	1662	20.0%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	187	2055	1784	10.5%
2/1		U	N/A	N/A	-		-	-	-	328	1800	1800	18.2%
2/2		U	N/A	N/A	-		-	-	-	303	1800	1800	16.8%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	328	1915	1662	19.7%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	303	2055	1784	17.0%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	99	-	854	1995:1869	1429	59.8%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	99:11	-	765	2095:1934	1413	54.1%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	19	-	24	1780:1899	159	15.1%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	94	-	787	1867	1232	63.9%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	94:7	-	831	2105:1943	1391	59.7%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	13	-	97	1839:1726	183	53.0%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	13	-	104	1943	189	55.1%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1465	3600	3600	40.7%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1621	4800	4800	33.8%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	397	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	85	-	710	1975	1180	60.2%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	85:14	-	748	2115:1868	1276	58.6%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	76	-	725	1969	1053	68.9%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	76:7	-	752	2115:1897	1121	67.1%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	30	-	100	1985	278	36.0%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	30	-	392	1742:1915	456	86.0%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	725	2200	2200	33.0%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	752	2200	2200	34.2%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	48	-	555	1829	622	89.2%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	50	-	666	1931	809	82.3%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	50:19	-	470	1934:1897	610	77.1%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	39	-	141	1786	496	28.4%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	14	-	192	1831	374	51.3%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	14	-	307	1665	346	88.7%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	25:59	-	418	1692:1849	642	65.1%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	25	-	116	1736	313	37.0%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	25	-	476	1706	533	89.3%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	57	-	268	1924	1075	24.9%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	58	-	1054	3710	1520	69.3%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	26	-	299	1770	332	90.1%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1671	5000	5000	33.4%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1619	5000	5000	32.4%

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: Speke Boulevard	**-**	**-**	**301**	**13**	**4**	**139.6**	**46.1**	**0.8**	**186.6**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**48.4**	**11.4**	**0.0**	**59.8**	**-**	**-**	**-**	**-**
1/2+1/1	633	633	-	-	-	7.2	1.0	-	8.3	47.0	16.9	1.0	17.9
1/3	423	423	-	-	-	6.1	0.5	-	6.6	56.3	16.8	0.5	17.4
1/4+1/5	554	554	-	-	-	7.5	0.8	-	8.3	54.1	14.0	0.8	14.8
2/2+2/1	332	332	-	-	-	4.5	1.2	-	5.6	61.2	8.2	1.2	9.3
2/3+2/4	187	187	-	-	-	3.0	1.5	-	4.5	86.7	5.6	1.5	7.1
3/1	1556	1556	-	-	-	0.1	0.2	-	0.3	0.7	21.2	0.2	21.4
4/2+4/1	456	456	-	-	-	3.4	0.5	-	3.9	31.1	11.3	0.5	11.9
4/3	399	399	-	-	-	3.0	0.4	-	3.4	31.1	11.0	0.4	11.4
4/4	422	422	-	-	-	3.2	0.4	-	3.7	31.2	11.7	0.4	12.2
4/5	232	232	-	-	-	3.8	1.7	-	5.5	84.9	8.9	1.7	10.6
5/1+5/2	231	231	-	-	-	3.4	1.7	-	5.1	80.1	4.8	1.7	6.6
5/3+5/4	186	186	-	-	-	3.2	1.3	-	4.5	87.0	4.7	1.3	6.0
6/1	391	391	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.6**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	332	332	-	-	-	0.1	0.1	-	0.3	2.9	2.0	0.1	2.2
1/2	187	187	-	-	-	0.1	0.1	-	0.1	2.5	1.0	0.1	1.1
2/1	328	328	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	303	303	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
3/1	328	328	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
3/2	303	303	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J3: Evans Road	**-**	**-**	**103**	**13**	**3**	**9.6**	**4.8**	**0.0**	**14.5**	**-**	**-**	**-**	**-**

1/2+1/1	854	854	-	-	-	1.4	0.7	-	2.2	9.2	15.5	0.7	16.2
1/3+1/4	765	765	-	-	-	3.4	0.6	-	4.0	18.6	21.6	0.6	22.2
2/2+2/1	24	24	0	13	2	0.4	0.1	0.0	0.5	67.7	0.5	0.1	0.6
3/1	787	787	-	-	-	0.6	0.9	-	1.5	7.0	2.7	0.9	3.5
3/2+3/3	831	831	-	-	-	0.4	0.7	-	1.1	4.8	1.5	0.7	2.2
4/1+4/2	97	97	-	-	-	1.7	0.6	-	2.2	82.3	3.4	0.6	4.0
4/3	104	104	103	0	1	1.8	0.6	0.0	2.4	84.2	4.0	0.6	4.6
5/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1465	1465	-	-	-	0.0	0.3	-	0.3	0.9	0.1	0.2	0.3
7/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1621	1621	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.1	0.1
9/1	7	7	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**199**	**0**	**1**	**28.2**	**7.2**	**0.7**	**36.1**	**-**	**-**	**-**	**-**
1/1	710	710	-	-	-	1.7	0.8	-	2.5	12.5	9.4	0.8	10.1
1/2+1/3	748	748	-	-	-	2.1	0.7	-	2.8	13.6	8.9	0.7	9.6
2/1	725	725	-	-	-	7.5	1.1	-	8.6	42.5	27.5	1.1	28.6
2/2+2/3	752	752	-	-	-	9.9	1.0	-	10.9	52.1	28.7	1.0	29.7
3/1	100	100	18	0	0	1.3	0.3	0.5	2.1	76.4	3.3	0.3	3.6
4/1+4/2	392	392	181	0	1	5.7	2.8	0.2	8.8	80.5	12.3	2.8	15.1
5/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	725	725	-	-	-	0.0	0.2	-	0.3	1.2	0.2	0.2	0.4
7/2	752	752	-	-	-	0.0	0.3	-	0.3	1.4	0.5	0.3	0.7
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**53.2**	**22.1**	**0.0**	**75.3**	**-**	**-**	**-**	**-**
1/1	555	555	-	-	-	6.9	3.7	-	10.6	69.1	21.0	3.7	24.7
1/2	666	666	-	-	-	7.2	2.3	-	9.5	51.2	23.5	2.3	25.8

1/3+1/4	470	470	-	-	-	5.6	1.6	-	7.2	55.3	13.6	1.6	15.2
2/1	141	141	-	-	-	1.6	0.2	-	1.8	45.8	4.4	0.2	4.6
2/2	192	192	-	-	-	3.3	0.5	-	3.8	70.9	7.3	0.5	7.8
2/3	307	307	-	-	-	5.4	3.4	-	8.8	103.1	12.1	3.4	15.5
3/2+3/1	418	418	-	-	-	4.2	0.9	-	5.2	44.5	10.2	0.9	11.1
3/3	116	116	-	-	-	1.7	0.3	-	2.0	60.9	4.1	0.3	4.4
3/4	476	476	-	-	-	7.4	3.7	-	11.1	84.3	18.1	3.7	21.8
4/1	268	268	-	-	-	0.9	0.2	-	1.1	14.4	5.3	0.2	5.5
4/2	1054	1054	-	-	-	5.5	1.1	-	6.6	22.6	19.2	0.6	19.8
4/3	299	299	-	-	-	3.4	3.7	-	7.1	85.3	11.1	3.7	14.8
5/1	1671	1671	-	-	-	0.0	0.3	-	0.3	0.5	0.0	0.3	0.3
6/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1619	1619	-	-	-	0.0	0.2	-	0.3	0.6	8.6	0.2	8.9

C1 - Western Ave	PRC for Signalled Lanes (%):	14.5	Total Delay for Signalled Lanes (pcuHr):	59.49	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	356.1	Total Delay for Signalled Lanes (pcuHr):	0.23	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	350.6	Total Delay for Signalled Lanes (pcuHr):	0.39	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	13.87	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	35.62	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	74.73	Cycle Time (s): 144
	PRC Over All Lanes (%):	-0.1	Total Delay Over All Lanes(pcuHr):	186.56	

Stage Timings

Scenario 4: 'AM Proposed 2021' (FG4: 'Proposed AM 2021', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	33	18	8	13	10
Change Point	0	43	75	98	122

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	70	59

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	69	58

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	90	7	9
Change Point	67	81	33	45

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	96	6	7
Change Point	83	46	68

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	32	33	8	10	14
Change Point	12	54	98	115	131

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.6%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.6%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	48:45	-	639	1886:1832	724	87.6%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	48	-	518	1878	639	81.1%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	48:16	-	595	1904:1891	685	86.2%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	13:53	-	427	1763:1741	542	78.8%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	13	-	205	1762:1610	244	83.9%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1918	5400	5400	35.4%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	69	-	737	1880:1965	933	79.0%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	69	-	736	1930	938	78.4%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	69	-	775	2006	975	79.5%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	39	-	473	1946	541	87.5%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	33:13	-	223	1989:1840	262	85.1%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	13	-	229	1905:1859	266	86.0%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	364	3600	3600	10.1%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**29.7%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	427	1915	1662	25.7%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	205	2055	1784	11.5%
2/1		U	N/A	N/A	-		-	-	-	347	1800	1800	19.2%
2/2		U	N/A	N/A	-		-	-	-	530	1800	1800	29.4%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	347	1915	1662	20.8%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	530	2055	1784	29.7%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	103	-	898	1995:1869	1479	60.7%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	103:7	-	948	2095:1934	1504	63.0%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	15	-	72	1780:1899	130	55.3%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	102	-	1157	1867	1335	86.6%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	102:7	-	1277	2105:1943	1509	84.6%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	9	-	108	1839:1726	129	83.5%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	9	-	90	1943	135	66.7%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1718	3600	3600	47.7%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2449	4800	4800	51.0%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	375	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	108	-	801	1975	1495	53.6%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	108:14	-	917	2115:1868	1601	57.3%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	99	-	1147	1972	1369	83.8%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	99:7	-	1251	2115:1897	1466	85.3%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	7	-	76	1995	111	68.6%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	7	-	113	1745:1915	160	70.7%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1147	2200	2200	52.1%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1251	2200	2200	56.9%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	51	-	218	1829	660	33.0%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	53	-	732	1931	849	86.2%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	53:12	-	589	1934:1897	735	80.1%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	28	-	91	1786	360	25.3%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	10	-	202	1831	274	73.7%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	10	-	199	1665	254	78.4%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	16:60	-	454	1692:1849	655	69.4%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	16	-	147	1736	205	71.7%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	16	-	315	1706	397	79.4%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	77	-	403	1924	1342	30.0%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	78	-	1678	3710	2035	82.4%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	36	-	368	1770	455	80.9%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	2084	5000	5000	41.7%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1846	5000	5000	36.9%

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: Speke Boulevard	**-**	**-**	**94**	**49**	**52**	**167.8**	**67.5**	**0.8**	**236.1**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**64.7**	**26.7**	**0.0**	**91.4**	**-**	**-**	**-**	**-**
1/2+1/1	634	634	-	-	-	7.6	3.3	-	10.9	61.8	21.4	3.3	24.7
1/3	518	518	-	-	-	7.0	2.1	-	9.1	63.3	20.6	2.1	22.7
1/4+1/5	591	591	-	-	-	8.4	2.9	-	11.3	69.1	21.9	2.9	24.9
2/2+2/1	427	427	-	-	-	5.1	1.8	-	6.9	57.8	9.3	1.8	11.1
2/3+2/4	205	205	-	-	-	3.5	2.3	-	5.8	102.2	5.0	2.3	7.4
3/1	1910	1910	-	-	-	0.1	0.3	-	0.4	0.7	22.8	0.3	23.1
4/2+4/1	737	737	-	-	-	6.2	1.8	-	8.0	39.2	23.5	1.8	25.4
4/3	736	736	-	-	-	6.3	1.8	-	8.1	39.5	24.3	1.8	26.1
4/4	775	775	-	-	-	6.7	1.9	-	8.6	39.8	25.8	1.9	27.7
4/5	473	473	-	-	-	6.5	3.2	-	9.7	74.0	18.0	3.2	21.2
5/1+5/2	223	223	-	-	-	3.4	2.5	-	5.9	95.9	5.4	2.5	7.9
5/3+5/4	229	229	-	-	-	4.0	2.7	-	6.7	105.0	5.4	2.7	8.1
6/1	364	364	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.8**	**0.9**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	427	427	-	-	-	0.2	0.2	-	0.4	3.1	2.8	0.2	3.0
1/2	205	205	-	-	-	0.1	0.1	-	0.1	2.5	1.2	0.1	1.3
2/1	346	346	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
2/2	530	530	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	346	346	-	-	-	0.5	0.1	-	0.6	6.7	5.3	0.1	5.5
3/2	530	530	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
J3: Evans Road	**-**	**-**	**80**	**49**	**16**	**14.4**	**12.1**	**0.0**	**26.5**	**-**	**-**	**-**	**-**

1/2+1/1	898	898	-	-	-	1.3	0.8	-	2.1	8.5	25.9	0.8	26.7
1/3+1/4	948	948	-	-	-	2.8	0.8	-	3.7	14.0	27.4	0.8	28.2
2/2+2/1	72	72	0	49	6	1.2	0.6	0.0	1.8	89.3	2.0	0.6	2.6
3/1	1157	1157	-	-	-	2.6	3.1	-	5.7	17.8	11.3	3.1	14.4
3/2+3/3	1277	1277	-	-	-	2.8	2.7	-	5.5	15.5	10.8	2.7	13.5
4/1+4/2	108	108	-	-	-	2.0	2.1	-	4.1	136.4	4.1	2.1	6.2
4/3	90	90	80	0	10	1.6	1.0	0.0	2.6	104.9	3.5	1.0	4.5
5/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1718	1718	-	-	-	0.0	0.5	-	0.5	1.0	0.2	0.2	0.4
7/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2449	2449	-	-	-	0.0	0.5	-	0.5	0.8	0.0	0.3	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**14**	**0**	**36**	**33.1**	**10.0**	**0.8**	**43.9**	**-**	**-**	**-**	**-**
1/1	801	801	-	-	-	0.4	0.6	-	1.0	4.5	2.4	0.6	3.0
1/2+1/3	917	917	-	-	-	0.7	0.7	-	1.4	5.4	15.0	0.7	15.7
2/1	1147	1147	-	-	-	12.6	2.5	-	15.1	47.5	39.8	2.5	42.3
2/2+2/3	1251	1251	-	-	-	14.2	2.8	-	17.1	49.1	45.4	2.8	48.3
3/1	76	76	0	0	0	1.4	1.0	0.7	3.2	150.0	3.0	1.0	4.0
4/1+4/2	113	113	14	0	36	2.1	1.2	0.1	3.3	105.6	2.5	1.2	3.6
5/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1147	1147	-	-	-	0.6	0.5	-	1.1	3.5	26.4	0.5	27.0
7/2	1251	1251	-	-	-	1.0	0.7	-	1.7	4.9	32.0	0.7	32.7
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**54.8**	**17.8**	**0.0**	**72.6**	**-**	**-**	**-**	**-**
1/1	218	218	-	-	-	2.0	0.2	-	2.3	37.4	6.3	0.2	6.5
1/2	732	732	-	-	-	7.7	3.0	-	10.7	52.7	26.2	3.0	29.2

1/3+1/4	589	589	-	-	-	6.7	2.0	-	8.7	52.9	20.7	2.0	22.6
2/1	91	91	-	-	-	1.2	0.2	-	1.4	55.1	3.1	0.2	3.2
2/2	202	202	-	-	-	3.7	1.3	-	5.0	89.1	7.9	1.3	9.2
2/3	199	199	-	-	-	3.6	1.7	-	5.3	96.3	7.8	1.7	9.5
3/2+3/1	454	454	-	-	-	5.5	1.1	-	6.6	52.2	12.1	1.1	13.2
3/3	147	147	-	-	-	2.5	1.2	-	3.7	91.0	5.6	1.2	6.9
3/4	315	315	-	-	-	5.4	1.8	-	7.3	82.9	12.3	1.8	14.1
4/1	403	403	-	-	-	1.3	0.2	-	1.6	13.9	7.4	0.2	7.6
4/2	1678	1678	-	-	-	10.8	2.3	-	13.1	28.2	31.3	1.2	32.4
4/3	368	368	-	-	-	4.3	2.0	-	6.3	61.8	13.1	2.0	15.1
5/1	2084	2084	-	-	-	0.0	0.4	-	0.4	0.6	0.0	0.4	0.4
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1846	1846	-	-	-	0.0	0.3	-	0.3	0.7	11.2	0.3	11.4

C1 - Western Ave	PRC for Signalled Lanes (%):	2.7	Total Delay for Signalled Lanes (pcuHr):	91.01	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	202.9	Total Delay for Signalled Lanes (pcuHr):	0.86	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	250.4	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	25.54	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	41.05	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	71.91	Cycle Time (s): 144
	PRC Over All Lanes (%):	2.7	Total Delay Over All Lanes(pcuHr):	236.12	

Stage Timings

Scenario 5: 'PM Proposed 2021' (FG5: 'Proposed PM 2021', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	18	31	8	15	10
Change Point	0	28	73	96	122

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	4	137

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	75	64

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	89	7	10
Change Point	52	66	17	29

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	79	6	24
Change Point	45	135	13

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	21	33	8	24	11
Change Point	110	141	41	58	88

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.6%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	61:58	-	863	1886:1832	916	94.2%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	61	-	679	1878	809	84.0%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	61:16	-	805	1904:1891	877	91.8%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	13:38	-	494	1763:1741	550	89.8%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	13	-	239	1762:1610	251	95.2%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2439	5400	5400	45.2%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	67	-	579	1880:1965	941	61.6%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	67	-	506	1930	911	55.5%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	67	-	522	2006	947	55.1%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	24	-	332	1946	338	98.3%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	35:15	-	282	1989:1840	290	97.2%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	15	-	233	1905:1859	250	93.3%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	477	3600	3600	13.3%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**29.7%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	494	1915	1662	29.7%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	239	2055	1784	13.4%
2/1		U	N/A	N/A	-		-	-	-	415	1800	1800	23.1%
2/2		U	N/A	N/A	-		-	-	-	403	1800	1800	22.4%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	415	1915	1662	25.0%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	403	2055	1784	22.6%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.6%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	102	-	1168	1995:1869	1468	79.6%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	102:7	-	1186	2095:1934	1511	78.5%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	16	-	96	1780:1899	149	64.4%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	101	-	919	1867	1322	69.5%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	101:7	-	1001	2105:1943	1495	67.0%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	10	-	100	1839:1726	146	68.7%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	10	-	88	1943	148	59.3%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	2192	3600	3600	60.9%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1936	4800	4800	40.3%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	270	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.7%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	91	-	1052	1975	1262	83.4%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	91:14	-	1140	2115:1868	1351	84.4%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	82	-	859	1972	1137	75.6%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	82:7	-	941	2115:1897	1223	77.0%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	24	-	85	1994	346	24.6%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	24	-	348	1739:1915	375	92.7%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	859	2200	2200	39.0%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	941	2200	2200	42.8%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.6%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	51	-	332	1829	660	50.3%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	53	-	827	1931	849	97.4%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	53:12	-	694	1934:1897	746	93.0%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	42	-	91	1786	533	17.1%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	24	-	276	1831	518	53.3%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	24	-	474	1665	489	96.9%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	13:46	-	509	1692:1849	612	83.2%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	13	-	156	1736	169	92.4%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	13	-	322	1706	327	98.6%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	66	-	292	1924	1195	24.4%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	67	-	1334	3710	1752	76.1%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	25	-	310	1770	320	97.0%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1747	5000	5000	34.9%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	2354	5000	5000	47.1%

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: Speke Boulevard	**-**	**-**	**253**	**49**	**17**	**178.0**	**116.5**	**0.3**	**294.8**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**68.4**	**44.5**	**0.0**	**112.9**	**-**	**-**	**-**	**-**
1/2+1/1	863	863	-	-	-	9.7	6.5	-	16.3	67.8	24.1	6.5	30.6
1/3	679	679	-	-	-	9.3	2.5	-	11.8	62.7	21.7	2.5	24.3
1/4+1/5	805	805	-	-	-	10.7	4.9	-	15.6	70.0	23.2	4.9	28.1
2/2+2/1	494	494	-	-	-	8.5	3.9	-	12.4	90.0	14.5	3.9	18.4
2/3+2/4	239	239	-	-	-	4.1	5.3	-	9.4	141.5	5.7	5.3	11.0
3/1	2439	2439	-	-	-	0.1	0.4	-	0.5	0.7	21.2	0.4	21.7
4/2+4/1	579	579	-	-	-	4.3	0.8	-	5.1	31.5	14.8	0.8	15.6
4/3	506	506	-	-	-	3.8	0.6	-	4.4	31.6	14.5	0.6	15.1
4/4	522	522	-	-	-	3.9	0.6	-	4.5	31.3	14.8	0.6	15.4
4/5	332	332	-	-	-	5.5	7.8	-	13.2	143.5	13.2	7.8	21.0
5/1+5/2	282	282	-	-	-	4.4	6.6	-	11.0	140.6	7.8	6.6	14.4
5/3+5/4	233	233	-	-	-	4.0	4.5	-	8.6	132.2	7.4	4.5	11.9
6/1	477	477	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**0.9**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	494	494	-	-	-	0.2	0.2	-	0.4	3.2	3.4	0.2	3.6
1/2	239	239	-	-	-	0.1	0.1	-	0.2	2.6	1.4	0.1	1.5
2/1	415	415	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	403	403	-	-	-	0.0	0.1	-	0.2	1.5	0.4	0.1	0.6
3/1	415	415	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
3/2	403	403	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.2
J3: Evans Road	**-**	**-**	**87**	**49**	**16**	**20.2**	**9.6**	**0.1**	**29.9**	**-**	**-**	**-**	**-**

1/2+1/1	1168	1168	-	-	-	5.3	1.9	-	7.3	22.4	36.6	1.9	38.6
1/3+1/4	1186	1186	-	-	-	8.3	1.8	-	10.1	30.6	39.7	1.8	41.6
2/2+2/1	96	96	0	49	15	1.5	0.9	0.0	2.5	92.1	2.3	0.9	3.2
3/1	919	919	-	-	-	0.2	1.1	-	1.4	5.4	3.0	1.1	4.1
3/2+3/3	1001	1001	-	-	-	0.6	1.0	-	1.6	5.7	4.5	1.0	5.5
4/1+4/2	100	100	-	-	-	1.8	1.0	-	2.8	102.2	3.6	1.0	4.7
4/3	88	88	87	0	1	1.6	0.7	0.0	2.3	94.5	3.4	0.7	4.1
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	2192	2192	-	-	-	0.8	0.8	-	1.6	2.7	32.1	0.4	32.5
7/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1936	1936	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**166**	**0**	**1**	**28.5**	**13.9**	**0.2**	**42.6**	**-**	**-**	**-**	**-**
1/1	1052	1052	-	-	-	4.4	2.4	-	6.9	23.5	15.0	2.4	17.4
1/2+1/3	1140	1140	-	-	-	5.7	2.6	-	8.4	26.5	18.3	2.6	20.9
2/1	859	859	-	-	-	5.2	1.5	-	6.7	28.2	32.1	1.5	33.7
2/2+2/3	941	941	-	-	-	6.3	1.7	-	7.9	30.4	34.4	1.7	36.1
3/1	85	85	11	0	0	1.2	0.2	0.0	1.4	59.9	2.9	0.2	3.1
4/1+4/2	348	348	155	0	1	5.5	4.7	0.2	10.4	108.0	11.2	4.7	15.9
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	859	859	-	-	-	0.0	0.3	-	0.3	1.4	0.2	0.3	0.6
7/2	941	941	-	-	-	0.1	0.4	-	0.5	2.0	11.6	0.4	12.0
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**60.6**	**47.6**	**0.0**	**108.2**	**-**	**-**	**-**	**-**
1/1	332	332	-	-	-	3.3	0.5	-	3.8	41.4	10.3	0.5	10.8
1/2	827	827	-	-	-	9.4	9.9	-	19.3	84.0	32.4	9.9	42.3

1/3+1/4	694	694	-	-	-	8.7	5.5	-	14.2	73.5	25.7	5.5	31.1
2/1	91	91	-	-	-	0.9	0.1	-	1.0	41.4	2.7	0.1	2.8
2/2	276	276	-	-	-	4.1	0.6	-	4.7	60.7	9.8	0.6	10.4
2/3	474	474	-	-	-	7.6	7.8	-	15.3	116.4	18.7	7.8	26.4
3/2+3/1	509	509	-	-	-	7.6	2.4	-	10.0	70.6	18.0	2.4	20.4
3/3	156	156	-	-	-	2.8	3.8	-	6.6	152.6	6.2	3.8	10.0
3/4	322	322	-	-	-	5.8	7.9	-	13.7	153.3	12.8	7.9	20.7
4/1	292	292	-	-	-	0.7	0.2	-	0.8	10.1	3.8	0.2	4.0
4/2	1334	1334	-	-	-	4.6	1.6	-	6.2	16.8	20.1	0.8	20.9
4/3	310	310	-	-	-	5.0	6.7	-	11.8	136.6	12.1	6.7	18.8
5/1	1747	1747	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2354	2354	-	-	-	0.0	0.4	-	0.5	0.7	9.9	0.4	10.4

C1 - Western Ave	PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	112.33	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	260.5	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	202.9	Total Delay for Signalled Lanes (pcuHr):	0.62	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):	27.91	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	41.78	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	107.42	Cycle Time (s): 144
	PRC Over All Lanes (%):	-9.6	Total Delay Over All Lanes(pcuHr):	294.82	

Stage Timings

Scenario 6: 'SAT Proposed 2021' (FG6: 'Proposed Sat 2021', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	15	33	8	14	12
Change Point	0	25	72	95	120

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	4	137

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	1	134

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	9	86	7	11
Change Point	49	65	13	25

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	75	6	28
Change Point	49	135	13

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	20	27	12	14	24
Change Point	73	103	141	18	38

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	63:60	-	623	1886:1832	962	64.8%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	63	-	436	1878	835	52.2%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	63:16	-	596	1904:1891	933	63.9%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	15:37	-	355	1763:1741	440	80.7%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	15	-	194	1762:1610	245	79.1%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1624	5400	5400	30.1%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	66	-	468	1880:1965	912	51.3%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	66	-	414	1930	898	46.1%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	66	-	436	2006	933	46.7%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	21	-	239	1946	297	80.4%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	34:14	-	241	1989:1840	290	83.0%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	14	-	199	1905:1859	253	78.7%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	401	3600	3600	11.1%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.4%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	355	1915	1662	21.4%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	194	2055	1784	10.9%
2/1		U	N/A	N/A	-		-	-	-	333	1800	1800	18.5%
2/2		U	N/A	N/A	-		-	-	-	315	1800	1800	17.5%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	333	1915	1662	20.0%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	315	2055	1784	17.7%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.1%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	101	-	841	1995:1869	1459	57.6%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	101:9	-	854	2095:1934	1390	61.5%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	17	-	26	1780:1899	162	16.1%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	98	-	748	1867	1284	58.3%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	98:7	-	898	2105:1943	1450	61.9%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	11	-	101	1839:1726	157	64.2%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	11	-	107	1943	162	66.1%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1537	3600	3600	42.7%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1651	4800	4800	34.4%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	395	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	87	-	742	1975	1207	61.5%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	87:14	-	795	2115:1868	1306	60.9%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	78	-	707	1968	1080	65.5%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	78:7	-	821	2115:1897	1163	70.6%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	28	-	104	1985	400	26.0%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	28	-	331	1744:1915	430	77.0%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	707	2200	2200	32.1%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	821	2200	2200	37.3%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	49	-	591	1829	635	93.1%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	51	-	712	1931	822	86.6%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	51:16	-	490	1934:1897	557	87.9%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	36	-	150	1786	459	32.7%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	14	-	202	1831	374	54.0%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	14	-	320	1665	346	92.5%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	26:58	-	421	1692:1849	670	62.8%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	26	-	134	1736	326	41.2%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	26	-	508	1706	545	93.2%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	59	-	256	1924	1102	23.2%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	60	-	1109	3710	1572	70.6%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	24	-	286	1770	307	93.1%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1767	5000	5000	35.3%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1695	5000	5000	33.9%

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: Speke Boulevard	**-**	**-**	**271**	**14**	**10**	**149.3**	**56.1**	**0.4**	**205.7**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**48.5**	**13.7**	**0.0**	**62.1**	**-**	**-**	**-**	**-**
1/2+1/1	623	623	-	-	-	6.0	0.9	-	6.9	39.9	12.7	0.9	13.6
1/3	436	436	-	-	-	5.1	0.5	-	5.7	46.9	13.4	0.5	13.9
1/4+1/5	596	596	-	-	-	8.2	0.9	-	9.1	54.7	13.4	0.9	14.2
2/2+2/1	355	355	-	-	-	5.2	2.0	-	7.2	72.6	10.1	2.0	12.1
2/3+2/4	194	194	-	-	-	3.5	1.8	-	5.2	97.0	5.2	1.8	6.9
3/1	1624	1624	-	-	-	0.1	0.2	-	0.3	0.7	20.0	0.2	20.2
4/2+4/1	468	468	-	-	-	3.4	0.5	-	3.9	29.9	11.5	0.5	12.0
4/3	414	414	-	-	-	3.0	0.4	-	3.4	29.9	11.3	0.4	11.7
4/4	436	436	-	-	-	3.2	0.4	-	3.6	29.9	11.9	0.4	12.3
4/5	239	239	-	-	-	3.9	1.9	-	5.8	87.9	9.2	1.9	11.2
5/1+5/2	241	241	-	-	-	3.6	2.2	-	5.8	87.2	5.5	2.2	7.7
5/3+5/4	199	199	-	-	-	3.4	1.7	-	5.1	92.8	5.2	1.7	6.9
6/1	401	401	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.2**	**0.6**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	355	355	-	-	-	0.2	0.1	-	0.3	2.9	2.3	0.1	2.4
1/2	194	194	-	-	-	0.1	0.1	-	0.1	2.5	1.1	0.1	1.1
2/1	333	333	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	315	315	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
3/1	333	333	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
3/2	315	315	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J3: Evans Road	**-**	**-**	**100**	**14**	**9**	**13.5**	**5.5**	**0.0**	**19.1**	**-**	**-**	**-**	**-**

1/2+1/1	841	841	-	-	-	3.5	0.7	-	4.2	17.9	17.7	0.7	18.4
1/3+1/4	854	854	-	-	-	5.1	0.8	-	5.9	25.0	18.6	0.8	19.4
2/2+2/1	26	26	0	14	2	0.4	0.1	0.0	0.5	69.3	0.6	0.1	0.7
3/1	748	748	-	-	-	0.2	0.7	-	0.9	4.1	1.7	0.7	2.4
3/2+3/3	898	898	-	-	-	0.4	0.8	-	1.2	4.9	4.7	0.8	5.5
4/1+4/2	101	101	-	-	-	1.8	0.9	-	2.7	94.7	3.7	0.9	4.5
4/3	107	107	100	0	7	1.9	0.9	0.0	2.9	97.1	4.1	0.9	5.1
5/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1537	1537	-	-	-	0.3	0.4	-	0.6	1.5	13.1	0.2	13.3
7/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1651	1651	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.1	0.1
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**171**	**0**	**1**	**21.1**	**6.0**	**0.3**	**27.5**	**-**	**-**	**-**	**-**
1/1	742	742	-	-	-	1.7	0.8	-	2.5	12.2	7.9	0.8	8.7
1/2+1/3	795	795	-	-	-	3.0	0.8	-	3.8	17.2	15.2	0.8	16.0
2/1	707	707	-	-	-	4.2	0.9	-	5.1	26.1	25.8	0.9	26.7
2/2+2/3	821	821	-	-	-	5.9	1.2	-	7.1	31.3	28.4	1.2	29.6
3/1	104	104	19	0	0	1.4	0.2	0.1	1.6	56.6	3.5	0.2	3.7
4/1+4/2	331	331	152	0	1	4.8	1.6	0.3	6.7	73.2	9.7	1.6	11.4
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	707	707	-	-	-	0.0	0.2	-	0.2	1.2	0.1	0.2	0.3
7/2	821	821	-	-	-	0.0	0.3	-	0.3	1.5	4.6	0.3	4.9
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**65.9**	**30.2**	**0.0**	**96.1**	**-**	**-**	**-**	**-**
1/1	591	591	-	-	-	7.4	5.4	-	12.8	78.1	22.7	5.4	28.0
1/2	712	712	-	-	-	7.8	3.1	-	10.8	54.8	25.7	3.1	28.8

1/3+1/4	490	490	-	-	-	5.9	3.3	-	9.2	67.8	14.1	3.3	17.5
2/1	150	150	-	-	-	1.8	0.2	-	2.1	49.2	4.8	0.2	5.1
2/2	202	202	-	-	-	3.4	0.6	-	4.0	71.6	7.6	0.6	8.2
2/3	320	320	-	-	-	5.7	4.6	-	10.2	115.3	12.6	4.6	17.2
3/2+3/1	421	421	-	-	-	4.3	0.8	-	5.1	44.0	10.6	0.8	11.4
3/3	134	134	-	-	-	1.9	0.3	-	2.3	60.9	4.7	0.3	5.0
3/4	508	508	-	-	-	7.9	5.3	-	13.2	93.9	19.6	5.3	25.0
4/1	256	256	-	-	-	2.3	0.2	-	2.4	34.0	5.3	0.2	5.5
4/2	1109	1109	-	-	-	11.1	1.2	-	12.3	39.9	13.2	0.6	13.8
4/3	286	286	-	-	-	6.3	4.7	-	10.9	137.8	11.2	4.7	15.9
5/1	1767	1767	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1695	1695	-	-	-	0.0	0.3	-	0.3	0.6	8.6	0.3	8.9

C1 - Western Ave	PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	61.77	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	349.3	Total Delay for Signalled Lanes (pcuHr):	0.23	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	321.4	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	36.2	Total Delay for Signalled Lanes (pcuHr):	18.22	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	26.93	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	95.53	Cycle Time (s): 144
	PRC Over All Lanes (%):	-3.6	Total Delay Over All Lanes(pcuHr):	205.73	

Stage Timings

Scenario 7: 'AM Proposed 2026' (FG7: 'Proposed AM 2026', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	34	18	8	13	9
Change Point	0	44	76	99	123

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	70	59

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	69	58

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	90	7	9
Change Point	67	81	33	45

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	96	6	7
Change Point	83	46	68

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	31	34	8	10	14
Change Point	12	53	98	115	131

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.5%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.5%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	48:45	-	666	1886:1832	724	91.2%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	48	-	543	1878	639	85.0%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	48:16	-	636	1904:1891	684	92.5%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	12:53	-	445	1763:1741	521	85.4%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	12	-	222	1762:1610	241	92.2%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2025	5400	5400	37.3%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	70	-	787	1880:1965	946	83.2%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	70	-	779	1930	952	81.9%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	70	-	808	2006	989	81.7%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	40	-	500	1946	554	90.2%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	33:13	-	234	1989:1840	261	89.7%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	13	-	242	1905:1859	266	91.0%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	383	3600	3600	10.6%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**29.2%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	445	1915	1662	26.8%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	222	2055	1784	12.4%
2/1		U	N/A	N/A	-		-	-	-	405	1800	1800	22.4%
2/2		U	N/A	N/A	-		-	-	-	520	1800	1800	28.9%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	405	1915	1662	24.3%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	520	2055	1784	29.2%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.5%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	103	-	960	1995:1869	1477	65.0%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	103:7	-	983	2095:1934	1505	65.3%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	15	-	78	1780:1899	131	59.3%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	102	-	1208	1867	1335	90.5%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	102:7	-	1359	2105:1943	1509	90.1%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	9	-	112	1839:1726	129	86.7%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	9	-	92	1943	135	68.2%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1812	3600	3600	50.3%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2585	4800	4800	53.9%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	351	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	108	-	818	1975	1495	54.7%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	108:14	-	994	2115:1868	1601	62.1%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	99	-	1218	1972	1369	88.9%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	99:7	-	1311	2115:1897	1466	89.4%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	7	-	80	1994	111	72.2%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	7	-	113	1745:1915	160	70.7%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1218	2200	2200	55.4%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	1311	2200	2200	59.6%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	52	-	230	1829	673	34.2%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	54	-	773	1931	863	89.6%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	54:12	-	622	1934:1897	749	83.0%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	28	-	95	1786	360	26.4%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	10	-	211	1831	274	76.9%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	10	-	207	1665	254	81.6%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	16:59	-	485	1692:1849	617	78.6%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	16	-	147	1736	205	71.7%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	16	-	333	1706	397	84.0%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	77	-	426	1924	1342	31.7%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	78	-	1774	3710	2035	87.2%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	35	-	385	1770	443	87.0%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	2202	5000	5000	44.0%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1943	5000	5000	38.9%

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: Speke Boulevard	**-**	**-**	**90**	**49**	**61**	**182.7**	**90.6**	**0.9**	**274.3**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**69.6**	**37.6**	**0.0**	**107.3**	**-**	**-**	**-**	**-**
1/2+1/1	660	660	-	-	-	9.2	4.5	-	13.7	74.7	23.0	4.5	27.5
1/3	543	543	-	-	-	7.2	2.7	-	9.8	65.2	21.6	2.7	24.3
1/4+1/5	632	632	-	-	-	8.7	5.1	-	13.8	78.8	23.5	5.1	28.6
2/2+2/1	445	445	-	-	-	5.5	2.7	-	8.2	66.5	10.2	2.7	12.9
2/3+2/4	222	222	-	-	-	3.9	4.1	-	8.0	129.5	5.5	4.1	9.6
3/1	2016	2016	-	-	-	0.1	0.3	-	0.4	0.7	22.8	0.3	23.1
4/2+4/1	787	787	-	-	-	6.7	2.4	-	9.1	41.7	26.1	2.4	28.5
4/3	779	779	-	-	-	6.7	2.2	-	8.9	41.2	26.4	2.2	28.6
4/4	808	808	-	-	-	7.0	2.2	-	9.1	40.7	27.4	2.2	29.6
4/5	500	500	-	-	-	6.9	4.0	-	10.9	78.6	19.2	4.0	23.2
5/1+5/2	234	234	-	-	-	3.6	3.5	-	7.1	109.4	5.9	3.5	9.4
5/3+5/4	242	242	-	-	-	4.2	3.8	-	8.1	119.9	6.0	3.8	9.8
6/1	383	383	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.7**	**1.0**	**0.0**	**1.7**	**-**	**-**	**-**	**-**
1/1	445	445	-	-	-	0.2	0.2	-	0.4	3.1	3.0	0.2	3.1
1/2	222	222	-	-	-	0.1	0.1	-	0.2	2.6	1.3	0.1	1.4
2/1	404	404	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
2/2	520	520	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	404	404	-	-	-	0.4	0.2	-	0.6	5.1	4.4	0.2	4.5
3/2	520	520	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.3
J3: Evans Road	**-**	**-**	**80**	**49**	**22**	**16.6**	**15.9**	**0.1**	**32.6**	**-**	**-**	**-**	**-**

1/2+1/1	960	960	-	-	-	1.3	0.9	-	2.2	8.4	21.6	0.9	22.5
1/3+1/4	983	983	-	-	-	3.1	0.9	-	4.0	14.8	32.0	0.9	33.0
2/2+2/1	78	78	0	49	10	1.3	0.7	0.0	2.0	92.5	2.2	0.7	2.9
3/1	1208	1208	-	-	-	3.6	4.4	-	8.0	24.0	13.2	4.4	17.6
3/2+3/3	1359	1359	-	-	-	3.6	4.3	-	7.9	20.9	14.4	4.3	18.7
4/1+4/2	112	112	-	-	-	2.1	2.5	-	4.6	147.1	4.3	2.5	6.8
4/3	92	92	80	0	12	1.7	1.0	0.0	2.7	106.6	3.6	1.0	4.6
5/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1812	1812	-	-	-	0.0	0.5	-	0.5	1.0	1.5	0.3	1.8
7/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2585	2585	-	-	-	0.0	0.6	-	0.6	0.8	0.0	0.3	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**10**	**0**	**40**	**35.6**	**13.0**	**0.9**	**49.5**	**-**	**-**	**-**	**-**
1/1	818	818	-	-	-	0.5	0.6	-	1.1	4.6	2.9	0.6	3.5
1/2+1/3	994	994	-	-	-	0.8	0.8	-	1.6	5.8	15.3	0.8	16.1
2/1	1218	1218	-	-	-	13.8	3.8	-	17.6	52.2	43.6	3.8	47.4
2/2+2/3	1311	1311	-	-	-	14.9	4.0	-	19.0	52.1	48.1	4.0	52.1
3/1	80	80	0	0	0	1.5	1.2	0.8	3.5	157.5	3.1	1.2	4.3
4/1+4/2	113	113	10	0	40	2.1	1.2	0.1	3.3	105.7	2.5	1.2	3.6
5/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1218	1218	-	-	-	0.9	0.6	-	1.5	4.4	31.3	0.6	31.9
7/2	1311	1311	-	-	-	1.2	0.7	-	1.9	5.3	34.4	0.7	35.2
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**60.1**	**23.1**	**0.0**	**83.2**	**-**	**-**	**-**	**-**
1/1	230	230	-	-	-	2.1	0.3	-	2.4	36.9	6.6	0.3	6.9
1/2	773	773	-	-	-	8.2	4.0	-	12.2	56.8	28.3	4.0	32.3

1/3+1/4	622	622	-	-	-	7.1	2.4	-	9.4	54.7	22.2	2.4	24.6
2/1	95	95	-	-	-	1.3	0.2	-	1.5	55.3	3.2	0.2	3.4
2/2	211	211	-	-	-	3.8	1.6	-	5.4	92.4	8.3	1.6	9.9
2/3	207	207	-	-	-	3.8	2.0	-	5.8	101.0	8.1	2.0	10.1
3/2+3/1	485	485	-	-	-	6.2	1.8	-	8.0	59.6	13.3	1.8	15.1
3/3	147	147	-	-	-	2.5	1.2	-	3.7	91.0	5.6	1.2	6.9
3/4	333	333	-	-	-	5.8	2.4	-	8.2	88.5	12.9	2.4	15.4
4/1	426	426	-	-	-	1.6	0.2	-	1.8	15.1	8.4	0.2	8.6
4/2	1774	1774	-	-	-	13.0	3.3	-	16.4	33.2	33.8	1.7	35.4
4/3	385	385	-	-	-	4.7	3.0	-	7.7	72.1	14.3	3.0	17.4
5/1	2202	2202	-	-	-	0.0	0.4	-	0.4	0.6	0.0	0.4	0.4
6/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1943	1943	-	-	-	0.0	0.3	-	0.4	0.7	11.2	0.3	11.5

C1 - Western Ave	PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	106.81	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	208.7	Total Delay for Signalled Lanes (pcuHr):	0.78	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	236.2	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	31.51	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	46.07	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	82.47	Cycle Time (s): 144
	PRC Over All Lanes (%):	-2.7	Total Delay Over All Lanes(pcuHr):	274.27	

Stage Timings

Scenario 8: 'PM Proposed 2026' (FG8: 'Proposed PM 2026', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	19	29	8	15	11
Change Point	0	29	72	95	121

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	4	137

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	75	64

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	7	89	7	10
Change Point	52	66	17	29

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	79	6	24
Change Point	45	135	13

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	21	32	8	23	13
Change Point	110	141	40	57	86

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	59:56	-	902	1886:1832	890	99.1%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	59	-	719	1878	782	90.3%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	59:16	-	844	1904:1891	849	98.0%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	14:40	-	529	1763:1741	567	93.3%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	14	-	243	1762:1610	251	96.8%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	2571	5400	5400	46.9%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	66	-	598	1880:1965	925	64.7%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	66	-	533	1930	898	59.4%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	66	-	552	2006	933	59.1%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	25	-	351	1946	351	99.9%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	35:15	-	296	1989:1840	289	102.6%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	15	-	247	1905:1859	249	99.1%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	490	3600	3600	13.5%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**31.8%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	529	1915	1662	31.8%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	243	2055	1784	13.6%
2/1		U	N/A	N/A	-		-	-	-	440	1800	1800	23.9%
2/2		U	N/A	N/A	-		-	-	-	422	1800	1800	23.4%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	440	1915	1662	25.9%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	422	2055	1784	23.7%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	102	-	1228	1995:1869	1466	82.5%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	102:7	-	1245	2095:1934	1510	80.2%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	16	-	103	1780:1899	151	68.4%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	101	-	957	1867	1322	72.3%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	101:7	-	1056	2105:1943	1495	70.6%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	10	-	103	1839:1726	147	70.3%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	10	-	90	1943	148	60.6%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	2311	3600	3600	62.9%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	2031	4800	4800	42.3%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	255	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	91	-	1112	1975	1262	86.0%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	91:14	-	1199	2115:1868	1351	87.3%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	82	-	906	1972	1137	79.6%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	82:7	-	985	2115:1897	1226	80.3%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	24	-	89	1994	346	25.7%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	24	-	349	1739:1915	375	93.1%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	906	2200	2200	41.1%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	985	2200	2200	44.7%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	50	-	350	1829	648	54.0%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	52	-	868	1931	836	103.9%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	52:12	-	735	1934:1897	733	100.3%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	41	-	95	1786	521	18.2%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	23	-	289	1831	505	57.2%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	23	-	495	1665	478	103.7%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	15:48	-	502	1692:1849	631	79.5%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	15	-	195	1736	193	101.1%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	15	-	341	1706	373	91.4%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	65	-	304	1924	1182	25.7%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	66	-	1406	3710	1726	81.4%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	25	-	321	1770	320	100.4%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1842	5000	5000	36.8%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	2473	5000	5000	48.4%

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: Speke Boulevard	**-**	**-**	**255**	**49**	**21**	**195.6**	**180.0**	**0.3**	**375.9**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**75.2**	**69.5**	**0.0**	**144.6**	**-**	**-**	**-**	**-**
1/2+1/1	882	882	-	-	-	11.1	13.0	-	24.0	98.1	28.7	13.0	41.7
1/3	706	706	-	-	-	10.6	4.2	-	14.8	75.4	24.1	4.2	28.3
1/4+1/5	832	832	-	-	-	11.9	10.8	-	22.7	98.1	28.9	10.8	39.7
2/2+2/1	529	529	-	-	-	9.2	5.4	-	14.6	99.3	15.9	5.4	21.2
2/3+2/4	243	243	-	-	-	4.1	6.0	-	10.2	150.6	6.4	6.0	12.4
3/1	2534	2534	-	-	-	0.1	0.4	-	0.5	0.8	21.3	0.4	21.7
4/2+4/1	598	598	-	-	-	4.6	0.9	-	5.5	33.3	15.9	0.9	16.8
4/3	533	533	-	-	-	4.2	0.7	-	4.9	33.4	15.7	0.7	16.4
4/4	552	552	-	-	-	4.4	0.7	-	5.1	33.1	16.3	0.7	17.0
4/5	351	351	-	-	-	5.8	9.3	-	15.0	154.1	13.9	9.3	23.2
5/1+5/2	296	290	-	-	-	4.9	10.7	-	15.6	189.7	8.9	10.7	19.6
5/3+5/4	247	247	-	-	-	4.3	7.3	-	11.6	169.1	8.0	7.3	15.3
6/1	487	487	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.4**	**1.0**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	529	529	-	-	-	0.3	0.2	-	0.5	3.3	3.8	0.2	4.1
1/2	243	243	-	-	-	0.1	0.1	-	0.2	2.6	1.4	0.1	1.5
2/1	431	431	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/2	422	422	-	-	-	0.0	0.2	-	0.2	1.5	0.4	0.2	0.6
3/1	431	431	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
3/2	422	422	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J3: Evans Road	**-**	**-**	**89**	**49**	**20**	**20.9**	**10.9**	**0.1**	**31.9**	**-**	**-**	**-**	**-**

1/2+1/1	1210	1210	-	-	-	5.7	2.3	-	8.0	23.8	38.2	2.3	40.5
1/3+1/4	1212	1212	-	-	-	8.3	2.0	-	10.3	30.6	40.8	2.0	42.8
2/2+2/1	103	103	0	49	19	1.7	1.0	0.1	2.7	96.1	2.5	1.0	3.5
3/1	956	956	-	-	-	0.2	1.3	-	1.5	5.8	5.6	1.3	6.9
3/2+3/3	1055	1055	-	-	-	0.6	1.2	-	1.8	6.2	5.0	1.2	6.2
4/1+4/2	103	103	-	-	-	1.8	1.1	-	3.0	103.9	3.7	1.1	4.8
4/3	90	90	89	0	1	1.6	0.8	0.0	2.4	95.6	3.5	0.8	4.2
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	2265	2265	-	-	-	0.9	0.8	-	1.8	2.8	33.7	0.4	34.1
7/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2029	2029	-	-	-	0.0	0.4	-	0.4	0.6	0.0	0.2	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**166**	**0**	**1**	**31.1**	**16.0**	**0.3**	**47.4**	**-**	**-**	**-**	**-**
1/1	1086	1086	-	-	-	5.0	3.0	-	7.9	26.3	16.6	3.0	19.6
1/2+1/3	1180	1180	-	-	-	6.4	3.3	-	9.7	29.7	20.4	3.3	23.8
2/1	905	905	-	-	-	5.8	1.9	-	7.7	30.7	34.7	1.9	36.7
2/2+2/3	984	984	-	-	-	6.9	2.0	-	8.9	32.6	36.6	2.0	38.6
3/1	89	89	11	0	0	1.3	0.2	0.0	1.5	60.1	3.1	0.2	3.2
4/1+4/2	349	349	155	0	1	5.5	4.9	0.2	10.6	109.7	11.2	4.9	16.1
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	905	905	-	-	-	0.0	0.3	-	0.4	1.5	4.6	0.3	4.9
7/2	984	984	-	-	-	0.2	0.4	-	0.6	2.1	12.9	0.4	13.3
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**68.0**	**82.6**	**0.0**	**150.6**	**-**	**-**	**-**	**-**
1/1	350	350	-	-	-	3.6	0.6	-	4.2	43.2	11.2	0.6	11.8
1/2	868	836	-	-	-	12.5	24.9	-	37.4	155.0	36.0	24.9	60.9

1/3+1/4	735	733	-	-	-	9.8	14.1	-	23.8	116.7	28.7	14.1	42.8
2/1	95	95	-	-	-	1.0	0.1	-	1.1	42.4	2.8	0.1	2.9
2/2	289	289	-	-	-	4.4	0.7	-	5.0	62.7	10.4	0.7	11.1
2/3	495	478	-	-	-	9.1	16.3	-	25.4	184.9	20.5	16.3	36.8
3/2+3/1	502	502	-	-	-	6.6	1.9	-	8.5	61.0	17.8	1.9	19.7
3/3	195	193	-	-	-	3.6	7.5	-	11.1	205.0	7.9	7.5	15.4
3/4	341	341	-	-	-	6.0	4.2	-	10.2	107.6	13.5	4.2	17.6
4/1	304	304	-	-	-	0.7	0.2	-	0.9	10.6	4.1	0.2	4.2
4/2	1405	1405	-	-	-	5.2	2.2	-	7.4	19.0	21.7	1.1	22.7
4/3	321	320	-	-	-	5.5	9.3	-	14.7	165.2	12.9	9.3	22.2
5/1	1841	1841	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	2421	2421	-	-	-	0.0	0.5	-	0.5	0.8	9.9	0.5	10.4

C1 - Western Ave	PRC for Signalled Lanes (%):	-14.0	Total Delay for Signalled Lanes (pcuHr):	144.03	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	247.4	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	182.8	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	29.78	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	46.42	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-15.4	Total Delay for Signalled Lanes (pcuHr):	149.80	Cycle Time (s): 144
	PRC Over All Lanes (%):	-15.4	Total Delay Over All Lanes(pcuHr):	375.88	

Stage Timings

Scenario 9: 'SAT Proposed 2026' (FG9: 'Proposed Sat 2026', Plan 1: 'Network Control Plan 1')

C1 - Western Ave

Stage	1	2	3	4	5
Duration	16	31	8	15	12
Change Point	0	26	71	94	120

C2 - Woodend Rd Ped

Stage Stream: 1

Stage	1	2
Duration	124	6
Change Point	4	137

Stage Stream: 2

Stage	1	2
Duration	124	6
Change Point	1	134

C3 - Evans Rd

Stage Stream: 1

Stage	1	2	3	5
Duration	9	86	7	11
Change Point	49	65	13	25

C4 - Woodend Lane new signal Junction

Stage Stream: 1

Stage	1	2	3
Duration	76	6	27
Change Point	49	136	14

C5 - Speke Hall Ave

Stage Stream: 1

Stage	1	2	3	4	5
Duration	20	25	14	14	24
Change Point	73	103	139	18	38

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: Speke Boulevard	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.6%**
J1: Western Ave	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**
1/2+1/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	C1:A C1:B		1	61:58	-	631	1886:1832	941	67.0%
1/3	Speke Boulevard E/B Ahead	U	N/A	N/A	C1:A		1	61	-	477	1878	809	59.0%
1/4+1/5	Speke Boulevard E/B Ahead Right	U	N/A	N/A	C1:A C1:C		1	61:16	-	630	1904:1891	904	69.7%
2/2+2/1	Woodend Ave S/B Left Ahead	U	N/A	N/A	C1:J C1:I		1	15:38	-	375	1763:1741	440	85.3%
2/3+2/4	Woodend Ave S/B Ahead Right	U	N/A	N/A	C1:J		1	15	-	205	1762:1610	246	83.2%
3/1	Speke Boulevard E/B Exit	U	N/A	N/A	-		-	-	-	1712	5400	5400	31.7%
4/2+4/1	Speke Boulevard W/B Left Ahead	U	N/A	N/A	C1:D C1:E		1	65	-	489	1880:1965	896	54.6%
4/3	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	65	-	437	1930	885	49.4%
4/4	Speke Boulevard W/B Ahead	U	N/A	N/A	C1:D		1	65	-	457	2006	919	49.7%
4/5	Speke Boulevard W/B Right	U	N/A	N/A	C1:F		1	22	-	253	1946	311	81.4%
5/1+5/2	Western Ave N/B Ahead Left	U	N/A	N/A	C1:H C1:G		1	35:15	-	251	1989:1840	301	83.5%
5/3+5/4	Western Ave N/B Right Ahead	U	N/A	N/A	C1:G		1	15	-	211	1905:1859	267	79.2%
6/1	Western Ave S/B Exit	U	N/A	N/A	-		-	-	-	414	3600	3600	11.5%
J2: Dual Ped	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.6%**
1/1	Ahead	U	2:2	N/A	C2:B		1	124	-	375	1915	1662	22.6%

1/2	Ahead	U	2:2	N/A	C2:B		1	124	-	205	2055	1784	11.5%
2/1		U	N/A	N/A	-		-	-	-	350	1800	1800	19.4%
2/2		U	N/A	N/A	-		-	-	-	333	1800	1800	18.5%
3/1	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	350	1915	1662	21.1%
3/2	Woodend Ave S/B Exit Ahead	U	2:1	N/A	C2:A		1	124	-	333	2055	1784	18.7%
J3: Evans Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
1/2+1/1	Speke Boulevard E/B Left Ahead	U	3:1	N/A	C3:B		1	101	-	874	1995:1869	1457	60.0%
1/3+1/4	Speke Boulevard E/B Ahead Right	U	3:1	N/A	C3:B C3:A		1	101:9	-	907	2095:1934	1437	63.1%
2/2+2/1	Evans Rd S/B Left Ahead Right	O+U	3:1	N/A	C3:C		1	17	-	27	1780:1899	158	17.1%
3/1	Speke Boulevard W/B Left Ahead	U	3:1	N/A	C3:E		1	98	-	786	1867	1284	61.2%
3/2+3/3	Speke Boulevard W/B Right Ahead	U	3:1	N/A	C3:E C3:D		1	98:7	-	940	2105:1943	1450	64.8%
4/1+4/2	Toby Carvery Exit Ahead Left	U	3:1	N/A	C3:F		1	11	-	106	1839:1726	158	67.1%
4/3	Toby Carvery Exit Right	O	3:1	N/A	C3:F		1	11	-	110	1943	162	67.9%
5/1	Evans Rd N/B Exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
6/1	Speke Boulevard E/B Ahead Left	U	N/A	N/A	-		-	-	-	1619	3600	3600	45.0%
7/1	Toby Carvery Entry	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
8/1	Speke Boulevard W/B Exit Ahead	U	N/A	N/A	-		-	-	-	1732	4800	4800	36.1%
9/1	Site Entry	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Site Exit Left	O	N/A	N/A	-		-	-	-	0	1975	380	0.0%
J4: Woodend Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.6%**

1/1	Speke Boulevard E/B Ahead	U	4:1	N/A	C4:B		1	88	-	775	1975	1221	63.5%
1/2+1/3	Speke Boulevard E/B Ahead U-Turn Right	U	4:1	N/A	C4:B C4:E		1	88:14	-	844	2115:1868	1320	63.9%
2/1	Speke Boulevard W/B Ahead Left	U	4:1	N/A	C4:A		1	79	-	753	1968	1093	68.9%
2/2+2/3	Speke Boulevard W/B Ahead Right	U	4:1	N/A	C4:A C4:F		1	79:7	-	854	2115:1897	1178	72.5%
3/1	Woodend Lane N/B Right Left Ahead	O	4:1	N/A	C4:C		1	27	-	110	1983	386	28.5%
4/1+4/2	Site Exit Left Right Ahead	U+O	4:1	N/A	C4:D		1	27	-	332	1744:1915	417	79.6%
5/1	Site Entry	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
6/1	Woodend Lane S/B Exit	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
7/1	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	753	2200	2200	34.2%
7/2	Speke Boulevard W/B Ahead	U	N/A	N/A	-		-	-	-	854	2200	2200	38.8%
J5: Speke Hall Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.6%**
1/1	Speke Rd Left	U	5:1	N/A	C5:B		1	49	-	624	1829	635	98.3%
1/2	Speke Rd Ahead	U	5:1	N/A	C5:A		1	51	-	744	1931	822	90.5%
1/3+1/4	Speke Rd Right Ahead	U	5:1	N/A	C5:A C5:C		1	51:18	-	524	1934:1897	592	88.6%
2/1	Speke Hall Ave Left	U	5:1	N/A	C5:H		1	38	-	158	1786	484	32.7%
2/2	Speke Hall Ave Ahead	U	5:1	N/A	C5:G		1	14	-	211	1831	374	56.4%
2/3	Speke Hall Ave Right	U	5:1	N/A	C5:G		1	14	-	333	1665	346	96.3%
3/2+3/1	Speke Hall Rd Ahead Left	U	5:1	N/A	C5:J C5:I		1	26:58	-	436	1692:1849	683	63.8%
3/3	Speke Hall Rd Ahead	U	5:1	N/A	C5:J		1	26	-	146	1736	326	44.9%

3/4	Speke Hall Rd Right	U	5:1	N/A	C5:J		1	26	-	537	1706	545	98.6%
4/1	Speke Boulevard Left	U	5:1	N/A	C5:E		1	57	-	268	1924	1075	24.9%
4/2	Speke Boulevard Ahead	U	5:1	N/A	C5:D		1	58	-	1168	3710	1520	76.8%
4/3	Speke Boulevard Right	U	5:1	N/A	C5:F		1	24	-	296	1770	307	96.3%
5/1	Speke Rd E/B Exit	U	N/A	N/A	-		-	-	-	1863	5000	5000	37.3%
6/1	Speke Hall Rd Exit	U	N/A	N/A	-		-	-	-	1131	Inf	Inf	0.0%
7/1	Speke Hall Ave Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/1	Speke Boulevard Exit Ahead	U	N/A	N/A	-		-	-	-	1781	5000	5000	35.6%

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: Speke Boulevard	**-**	**-**	**273**	**15**	**13**	**161.7**	**74.2**	**0.4**	**236.3**	**-**	**-**	**-**	**-**
J1: Western Ave	**-**	**-**	**0**	**0**	**0**	**52.5**	**15.8**	**0.0**	**68.3**	**-**	**-**	**-**	**-**
1/2+1/1	631	631	-	-	-	6.7	1.0	-	7.7	43.9	14.2	1.0	15.2
1/3	477	477	-	-	-	6.2	0.7	-	6.9	52.0	15.0	0.7	15.7
1/4+1/5	630	630	-	-	-	8.5	1.1	-	9.7	55.3	15.4	1.1	16.6
2/2+2/1	375	375	-	-	-	5.4	2.7	-	8.1	77.9	10.5	2.7	13.2
2/3+2/4	205	205	-	-	-	3.7	2.2	-	5.9	103.8	5.6	2.2	7.8
3/1	1712	1712	-	-	-	0.1	0.2	-	0.3	0.7	21.2	0.2	21.4
4/2+4/1	489	489	-	-	-	3.7	0.6	-	4.3	31.4	12.5	0.6	13.1
4/3	437	437	-	-	-	3.3	0.5	-	3.8	31.3	12.1	0.5	12.6
4/4	457	457	-	-	-	3.5	0.5	-	4.0	31.2	12.8	0.5	13.3
4/5	253	253	-	-	-	4.1	2.0	-	6.2	87.5	9.8	2.0	11.8
5/1+5/2	251	251	-	-	-	3.7	2.3	-	6.1	86.8	5.9	2.3	8.2
5/3+5/4	211	211	-	-	-	3.6	1.8	-	5.4	91.3	5.7	1.8	7.4
6/1	414	414	-	-	-	0.0	0.1	-	0.1	0.6	0.0	0.1	0.1
J2: Dual Ped	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.7**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	375	375	-	-	-	0.2	0.1	-	0.3	3.0	2.4	0.1	2.5
1/2	205	205	-	-	-	0.1	0.1	-	0.1	2.5	1.2	0.1	1.3
2/1	350	350	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	333	333	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
3/1	350	350	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
3/2	333	333	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J3: Evans Road	**-**	**-**	**100**	**15**	**12**	**14.9**	**6.1**	**0.0**	**21.0**	**-**	**-**	**-**	**-**

1/2+1/1	874	874	-	-	-	3.9	0.7	-	4.7	19.3	18.4	0.7	19.2
1/3+1/4	907	907	-	-	-	5.8	0.9	-	6.7	26.4	20.6	0.9	21.5
2/2+2/1	27	27	0	15	2	0.4	0.1	0.0	0.5	69.8	0.6	0.1	0.7
3/1	786	786	-	-	-	0.1	0.8	-	0.9	4.2	1.3	0.8	2.1
3/2+3/3	940	940	-	-	-	0.4	0.9	-	1.3	5.1	4.8	0.9	5.7
4/1+4/2	106	106	-	-	-	1.9	1.0	-	2.9	97.2	3.8	1.0	4.8
4/3	110	110	100	0	10	2.0	1.0	0.0	3.0	98.9	4.2	1.0	5.3
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1619	1619	-	-	-	0.3	0.4	-	0.7	1.6	15.1	0.2	15.3
7/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1732	1732	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.1	0.1
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Woodend Lane	**-**	**-**	**173**	**0**	**1**	**22.5**	**6.8**	**0.3**	**29.6**	**-**	**-**	**-**	**-**
1/1	775	775	-	-	-	1.7	0.9	-	2.6	12.0	7.9	0.9	8.7
1/2+1/3	844	844	-	-	-	3.1	0.9	-	4.0	17.1	15.2	0.9	16.0
2/1	753	753	-	-	-	4.7	1.1	-	5.8	27.9	28.3	1.1	29.4
2/2+2/3	854	854	-	-	-	6.4	1.3	-	7.7	32.3	29.9	1.3	31.3
3/1	110	110	21	0	0	1.5	0.2	0.1	1.8	58.1	3.7	0.2	3.9
4/1+4/2	332	332	152	0	1	5.0	1.9	0.3	7.1	77.1	9.9	1.9	11.8
5/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	753	753	-	-	-	0.0	0.3	-	0.3	1.3	0.3	0.3	0.6
7/2	854	854	-	-	-	0.0	0.3	-	0.4	1.5	5.7	0.3	6.0
J5: Speke Hall Avenue	**-**	**-**	**0**	**0**	**0**	**71.7**	**44.8**	**0.0**	**116.5**	**-**	**-**	**-**	**-**
1/1	624	624	-	-	-	8.1	10.0	-	18.1	104.4	24.6	10.0	34.6
1/2	744	744	-	-	-	8.3	4.3	-	12.6	61.0	27.7	4.3	32.0

1/3+1/4	524	524	-	-	-	6.4	3.5	-	9.9	67.8	15.7	3.5	19.2
2/1	158	158	-	-	-	1.8	0.2	-	2.1	47.5	5.0	0.2	5.3
2/2	211	211	-	-	-	3.6	0.6	-	4.2	72.4	8.0	0.6	8.7
2/3	333	333	-	-	-	5.9	6.4	-	12.4	133.9	13.2	6.4	19.7
3/2+3/1	436	436	-	-	-	4.5	0.9	-	5.4	44.3	11.2	0.9	12.1
3/3	146	146	-	-	-	2.1	0.4	-	2.5	61.9	5.2	0.4	5.6
3/4	537	537	-	-	-	8.5	9.8	-	18.3	122.4	21.3	9.8	31.1
4/1	268	268	-	-	-	2.6	0.2	-	2.8	37.7	6.1	0.2	6.3
4/2	1168	1168	-	-	-	13.3	1.6	-	15.0	46.1	15.5	0.8	16.4
4/3	296	296	-	-	-	6.5	6.2	-	12.7	154.8	11.7	6.2	17.9
5/1	1863	1863	-	-	-	0.0	0.3	-	0.3	0.6	0.0	0.3	0.3
6/1	1131	1131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1781	1781	-	-	-	0.0	0.3	-	0.3	0.6	8.6	0.3	8.9

C1 - Western Ave	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	67.88	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 1 PRC for Signalled Lanes (%):	327.5	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s): 144
C2 - Woodend Rd Ped	Stream: 2 PRC for Signalled Lanes (%):	299.0	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s): 144
C3 - Evans Rd	Stream: 1 PRC for Signalled Lanes (%):	32.5	Total Delay for Signalled Lanes (pcuHr):	20.02	Cycle Time (s): 144
C4 - Woodend Lane new signal Junction	Stream: 1 PRC for Signalled Lanes (%):	13.0	Total Delay for Signalled Lanes (pcuHr):	28.98	Cycle Time (s): 144
C5 - Speke Hall Ave	Stream: 1 PRC for Signalled Lanes (%):	-9.5	Total Delay for Signalled Lanes (pcuHr):	115.90	Cycle Time (s): 144
	PRC Over All Lanes (%):	-9.5	Total Delay Over All Lanes(pcuHr):	236.35	