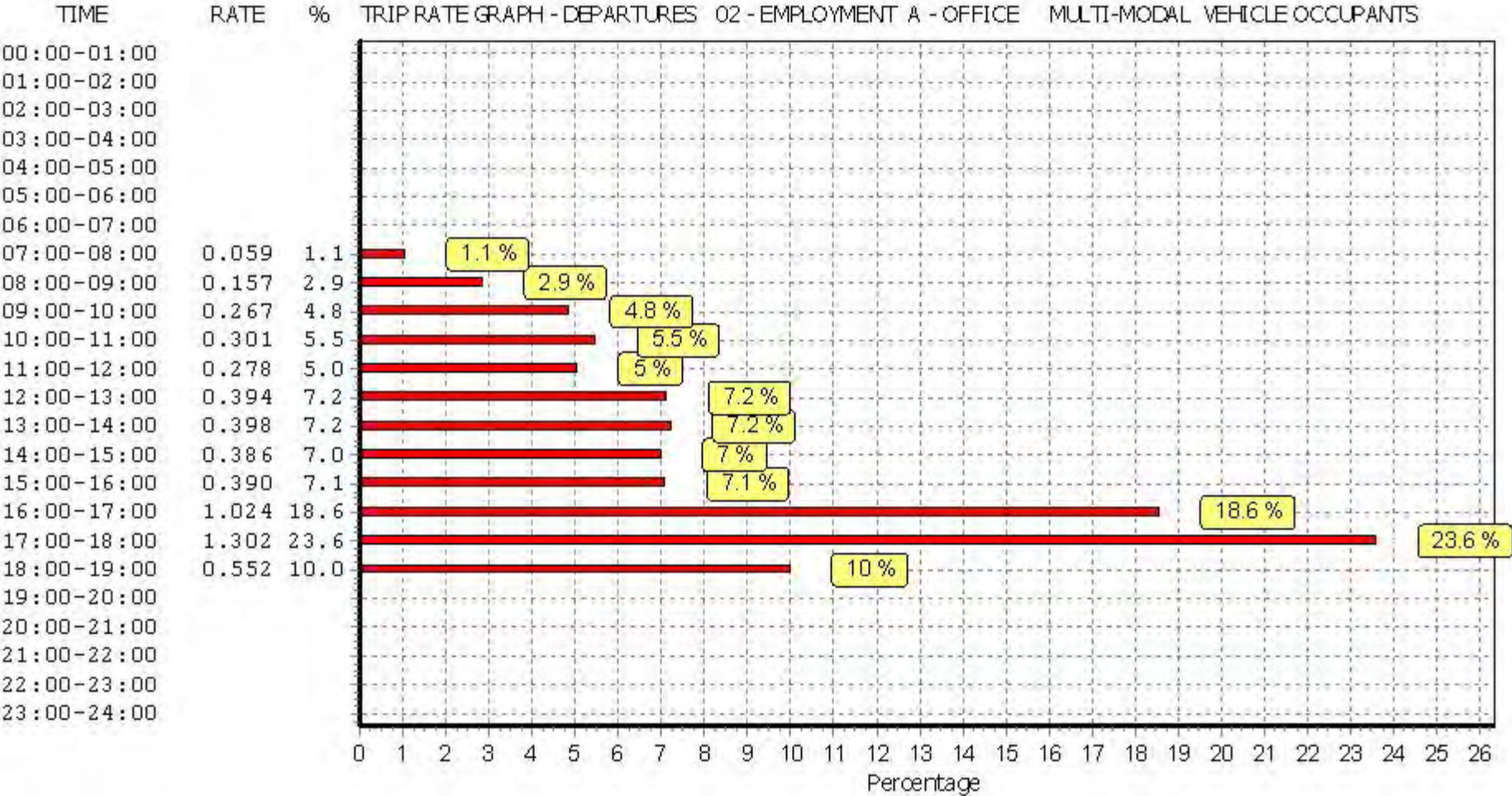
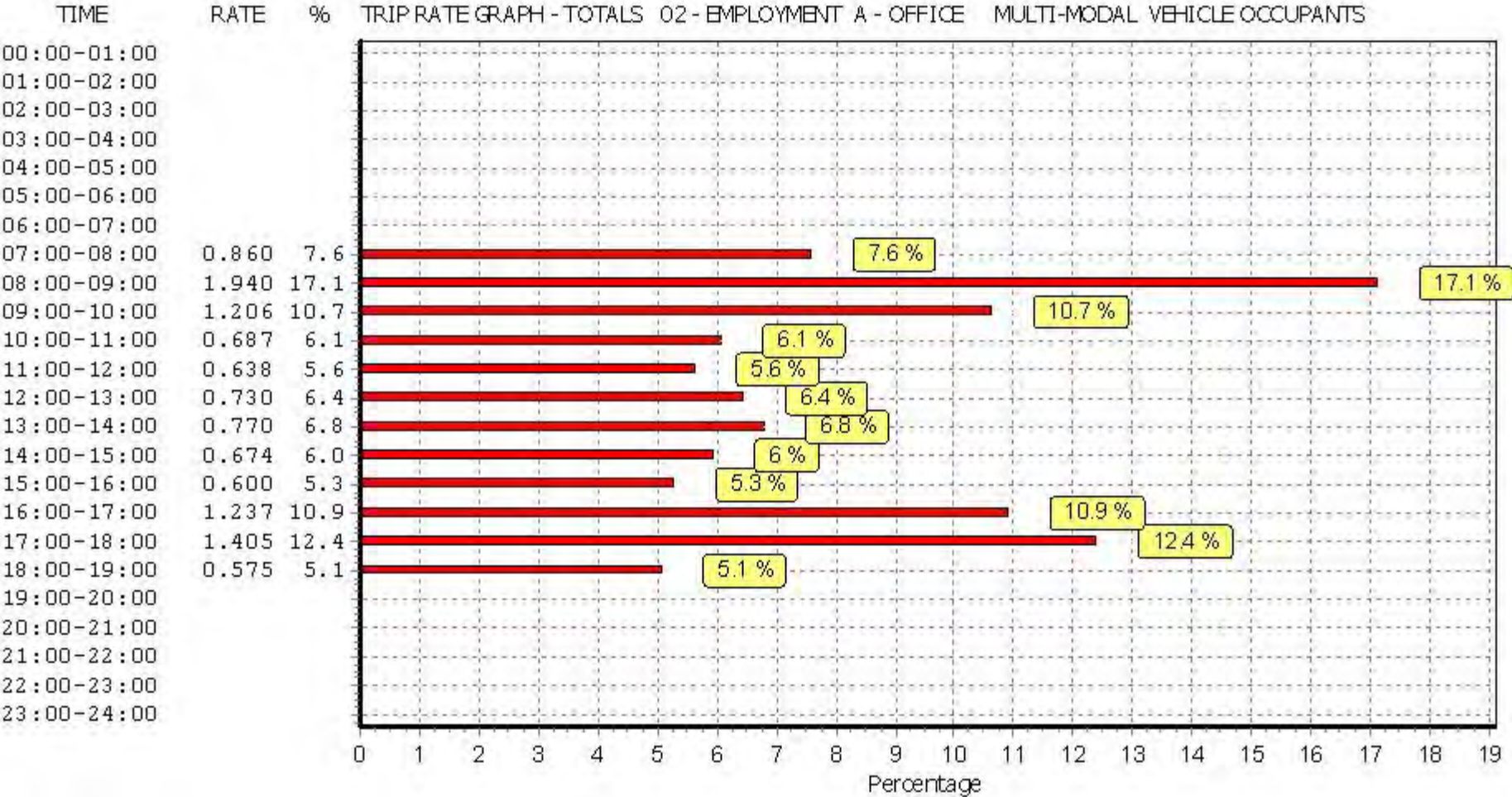


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

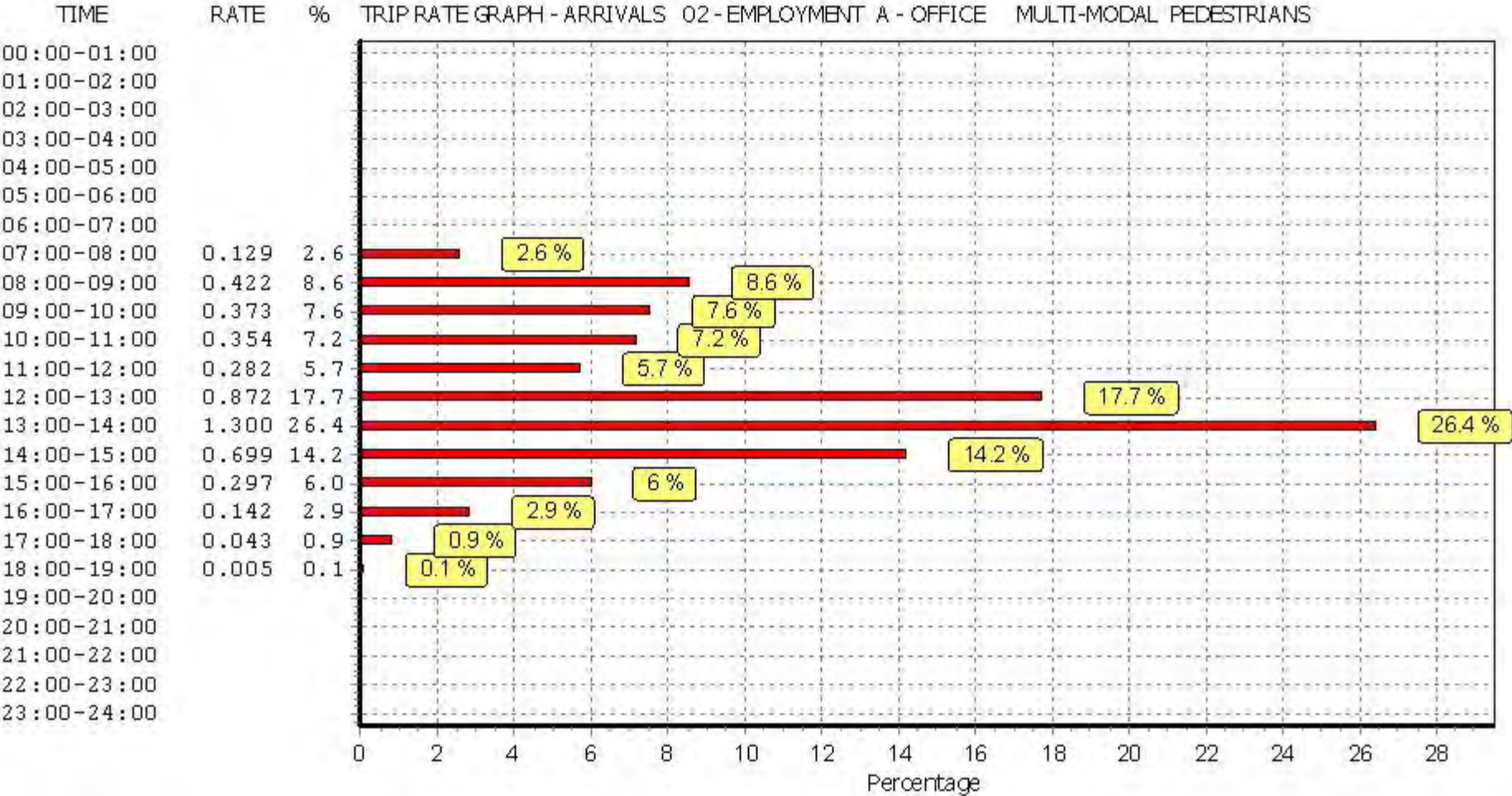
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

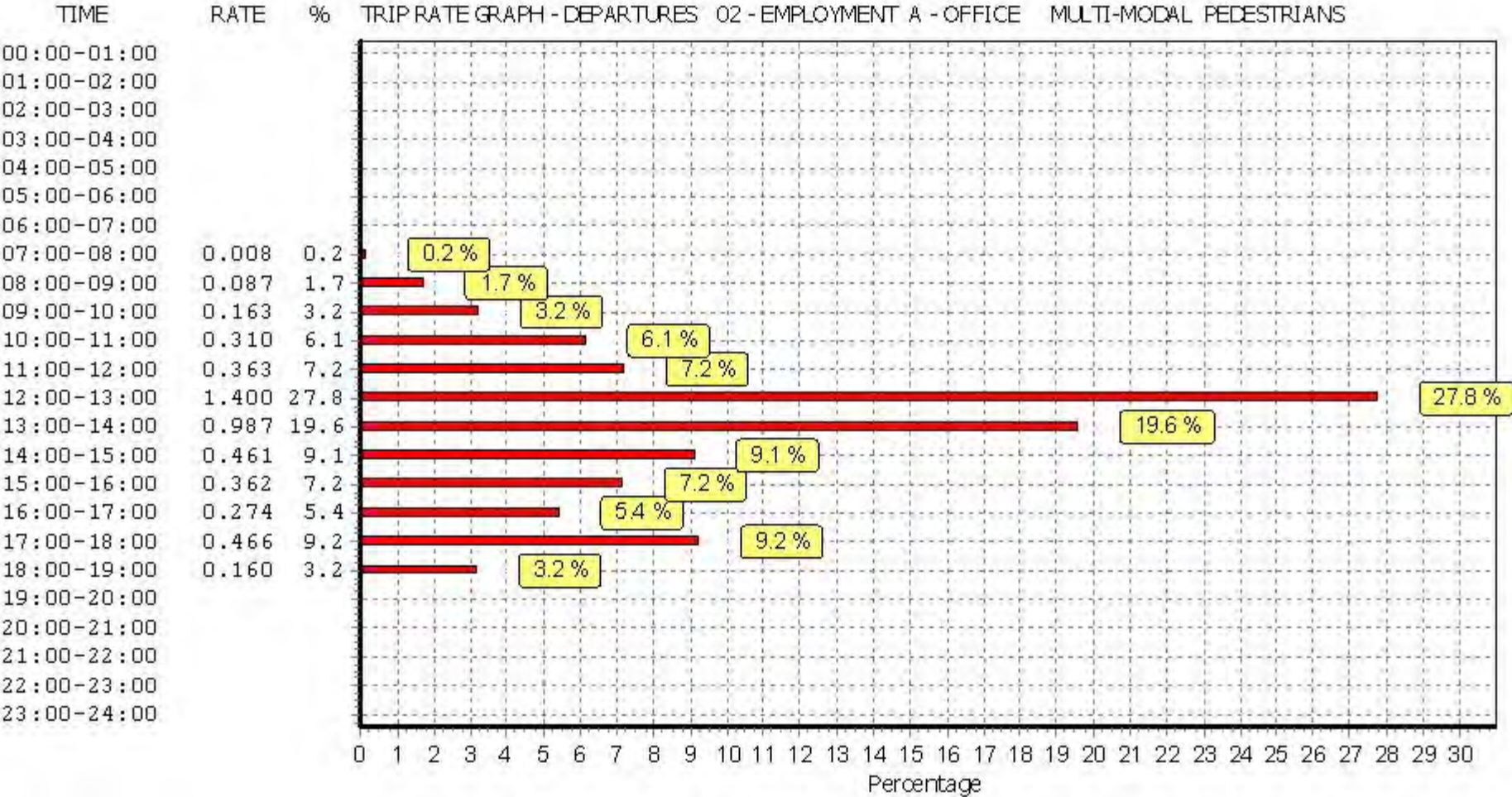
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	17	4464	0.033	17	4464	0.003	17	4464	0.036
07:30 - 08:00	17	4464	0.096	17	4464	0.005	17	4464	0.101
08:00 - 08:30	17	4464	0.174	17	4464	0.020	17	4464	0.194
08:30 - 09:00	17	4464	0.248	17	4464	0.067	17	4464	0.315
09:00 - 09:30	17	4464	0.195	17	4464	0.063	17	4464	0.258
09:30 - 10:00	17	4464	0.178	17	4464	0.100	17	4464	0.278
10:00 - 10:30	17	4464	0.163	17	4464	0.148	17	4464	0.311
10:30 - 11:00	17	4464	0.191	17	4464	0.162	17	4464	0.353
11:00 - 11:30	17	4464	0.148	17	4464	0.169	17	4464	0.317
11:30 - 12:00	17	4464	0.134	17	4464	0.194	17	4464	0.328
12:00 - 12:30	17	4464	0.350	17	4464	0.644	17	4464	0.994
12:30 - 13:00	17	4464	0.522	17	4464	0.756	17	4464	1.278
13:00 - 13:30	17	4464	0.619	17	4464	0.660	17	4464	1.279
13:30 - 14:00	17	4464	0.681	17	4464	0.327	17	4464	1.008
14:00 - 14:30	17	4464	0.474	17	4464	0.249	17	4464	0.723
14:30 - 15:00	17	4464	0.225	17	4464	0.212	17	4464	0.437
15:00 - 15:30	17	4464	0.165	17	4464	0.183	17	4464	0.348
15:30 - 16:00	17	4464	0.132	17	4464	0.179	17	4464	0.311
16:00 - 16:30	17	4464	0.091	17	4464	0.157	17	4464	0.248
16:30 - 17:00	17	4464	0.051	17	4464	0.117	17	4464	0.168
17:00 - 17:30	17	4464	0.025	17	4464	0.264	17	4464	0.289
17:30 - 18:00	17	4464	0.018	17	4464	0.202	17	4464	0.220
18:00 - 18:30	17	4464	0.004	17	4464	0.130	17	4464	0.134
18:30 - 19:00	17	4464	0.001	17	4464	0.030	17	4464	0.031
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.918			5.041			9.959

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

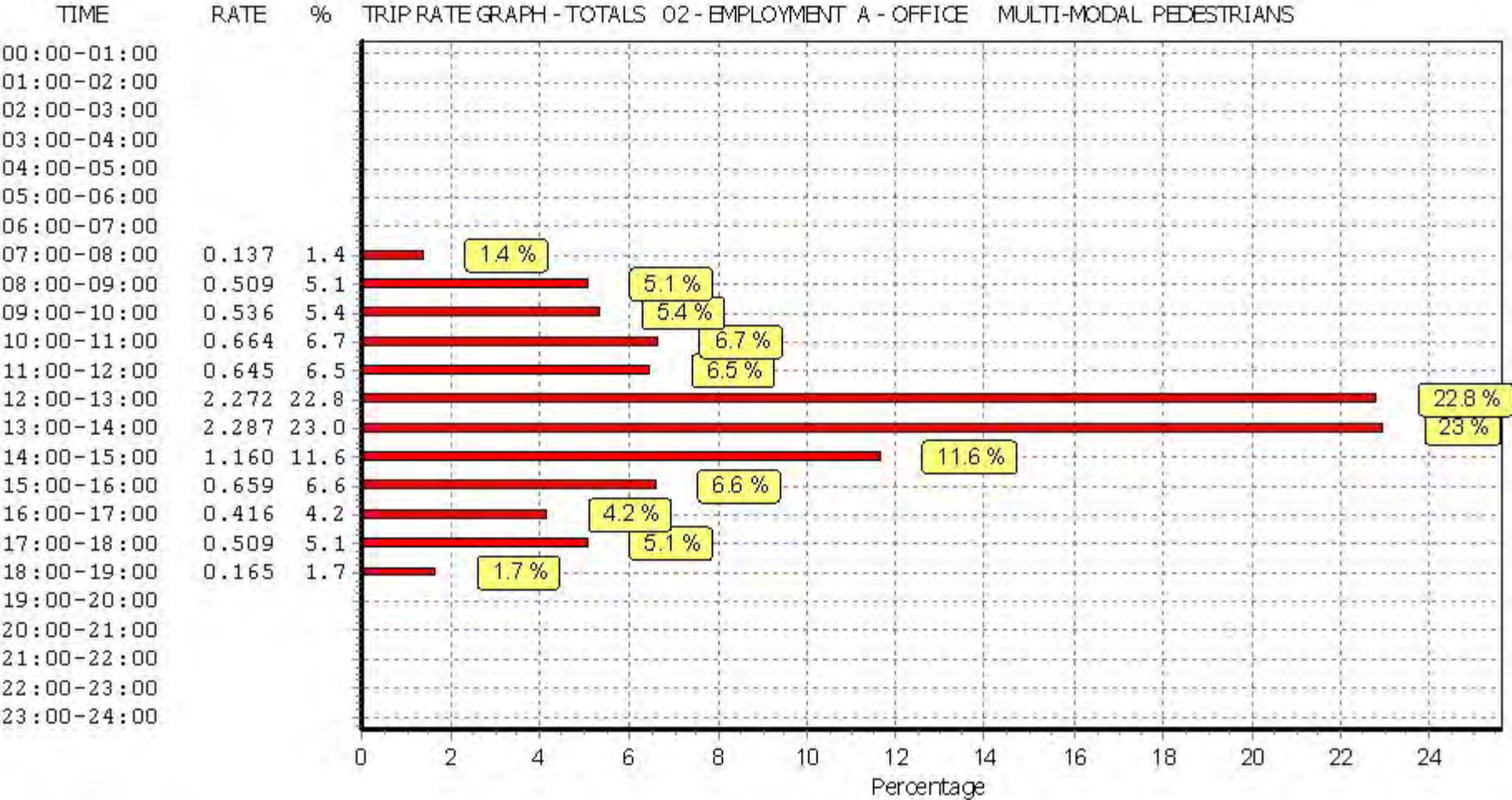
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



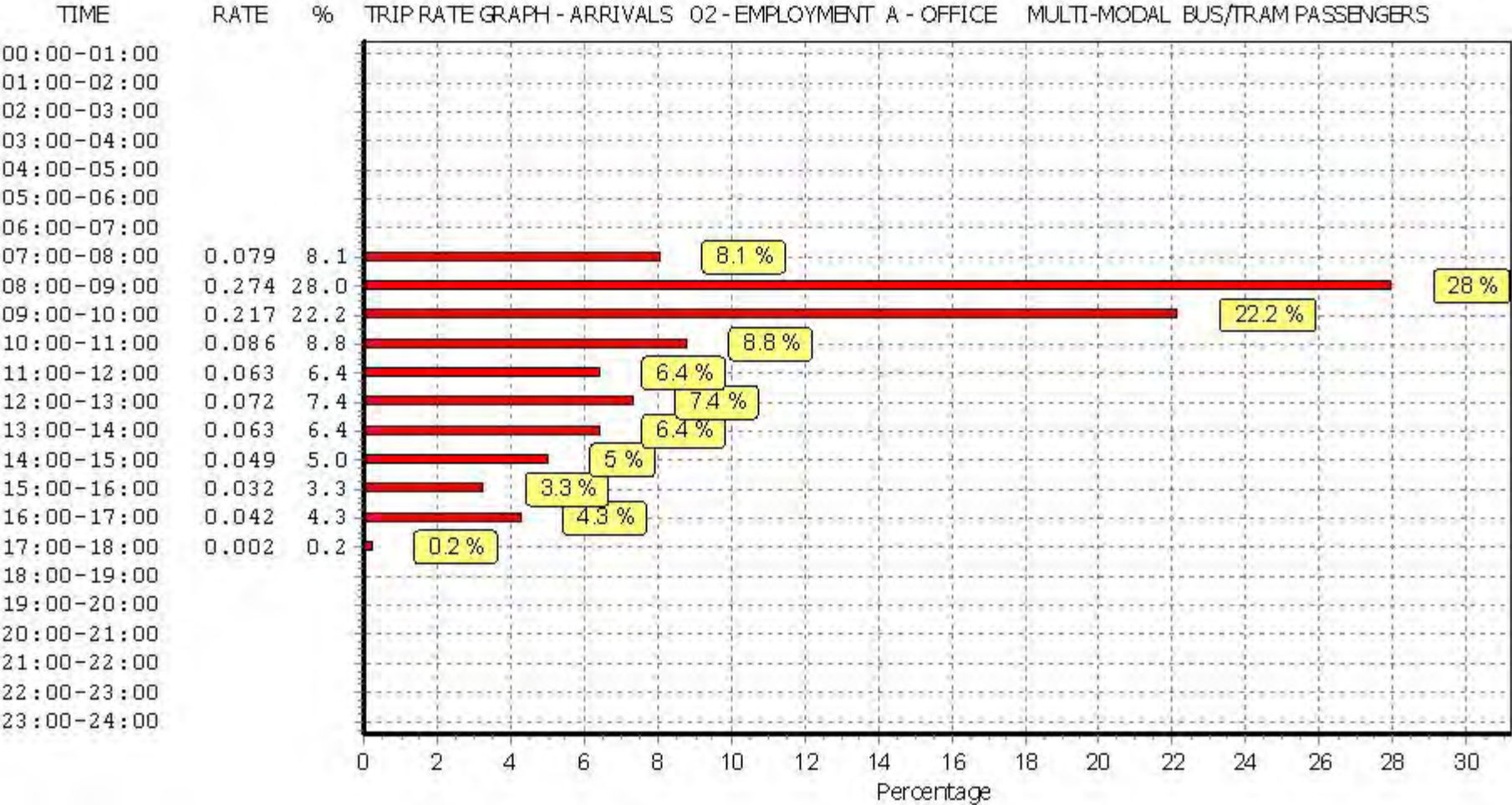
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

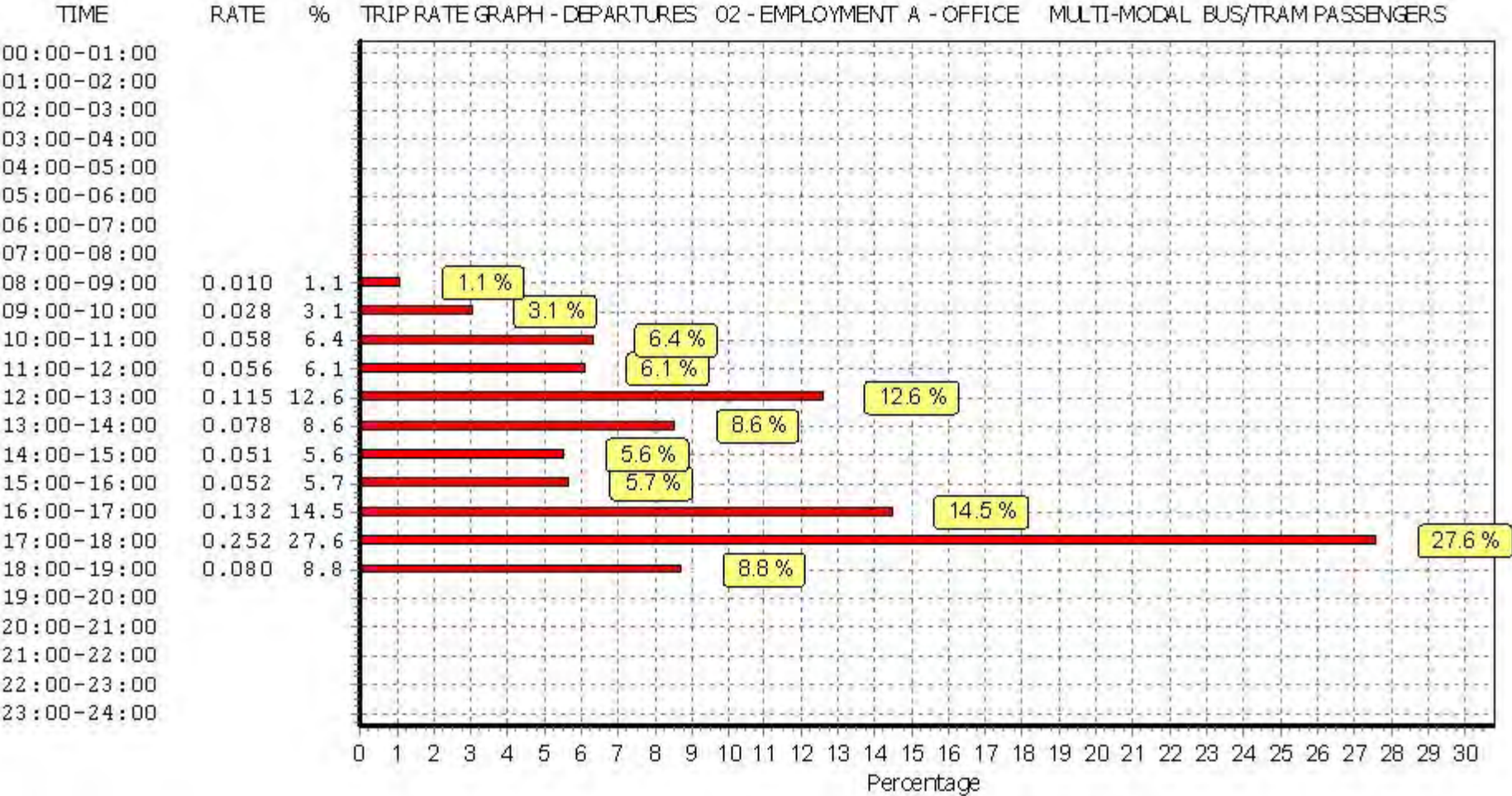
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	17	4464	0.024	17	4464	0.000	17	4464	0.024
07:30 - 08:00	17	4464	0.055	17	4464	0.000	17	4464	0.055
08:00 - 08:30	17	4464	0.104	17	4464	0.001	17	4464	0.105
08:30 - 09:00	17	4464	0.170	17	4464	0.009	17	4464	0.179
09:00 - 09:30	17	4464	0.137	17	4464	0.011	17	4464	0.148
09:30 - 10:00	17	4464	0.080	17	4464	0.017	17	4464	0.097
10:00 - 10:30	17	4464	0.043	17	4464	0.022	17	4464	0.065
10:30 - 11:00	17	4464	0.043	17	4464	0.036	17	4464	0.079
11:00 - 11:30	17	4464	0.033	17	4464	0.030	17	4464	0.063
11:30 - 12:00	17	4464	0.030	17	4464	0.026	17	4464	0.056
12:00 - 12:30	17	4464	0.034	17	4464	0.049	17	4464	0.083
12:30 - 13:00	17	4464	0.038	17	4464	0.066	17	4464	0.104
13:00 - 13:30	17	4464	0.029	17	4464	0.050	17	4464	0.079
13:30 - 14:00	17	4464	0.034	17	4464	0.028	17	4464	0.062
14:00 - 14:30	17	4464	0.016	17	4464	0.021	17	4464	0.037
14:30 - 15:00	17	4464	0.033	17	4464	0.030	17	4464	0.063
15:00 - 15:30	17	4464	0.011	17	4464	0.024	17	4464	0.035
15:30 - 16:00	17	4464	0.021	17	4464	0.028	17	4464	0.049
16:00 - 16:30	17	4464	0.030	17	4464	0.058	17	4464	0.088
16:30 - 17:00	17	4464	0.012	17	4464	0.074	17	4464	0.086
17:00 - 17:30	17	4464	0.001	17	4464	0.158	17	4464	0.159
17:30 - 18:00	17	4464	0.001	17	4464	0.094	17	4464	0.095
18:00 - 18:30	17	4464	0.000	17	4464	0.054	17	4464	0.054
18:30 - 19:00	17	4464	0.000	17	4464	0.026	17	4464	0.026
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.979			0.912			1.891

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

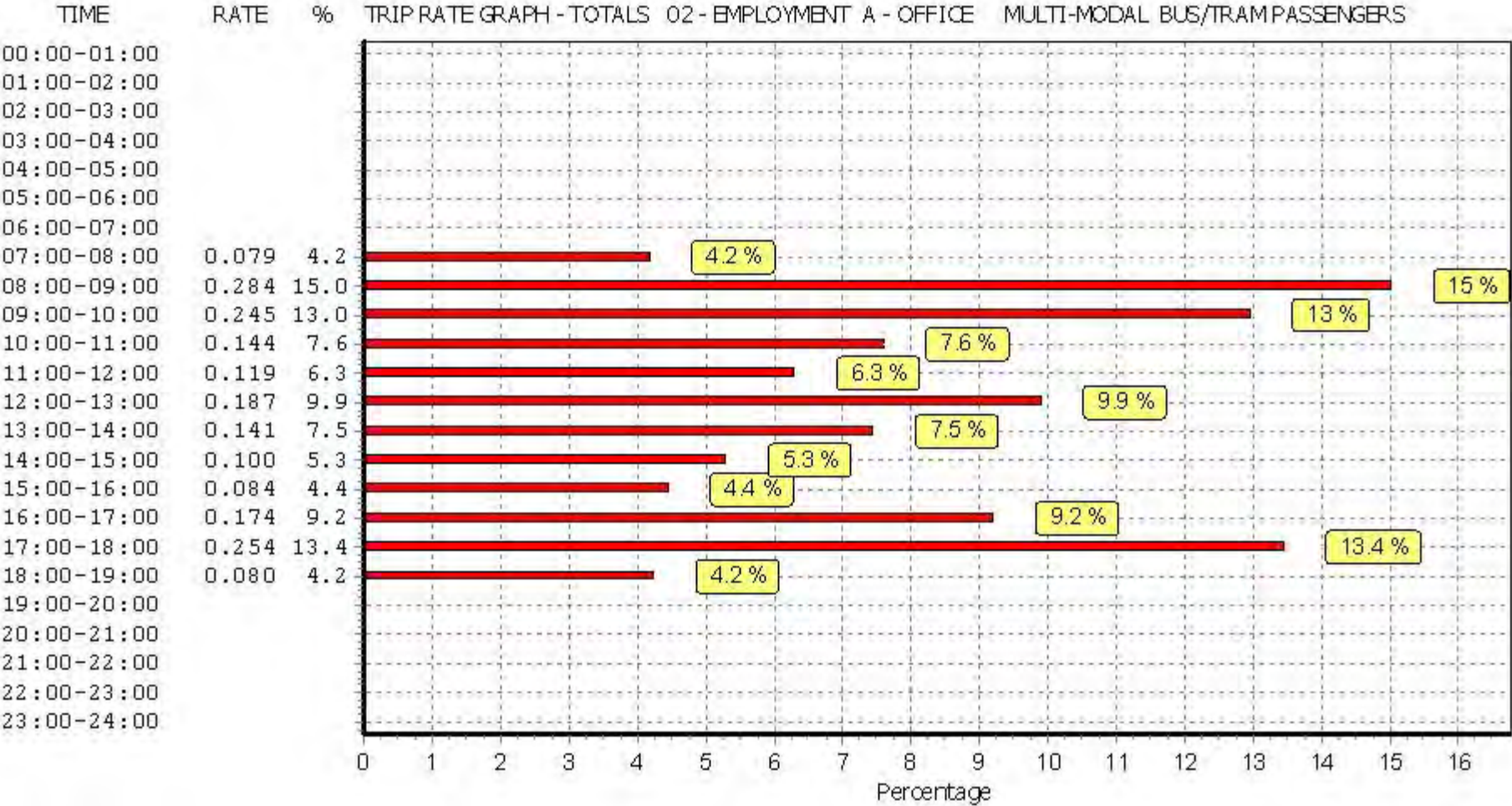
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS

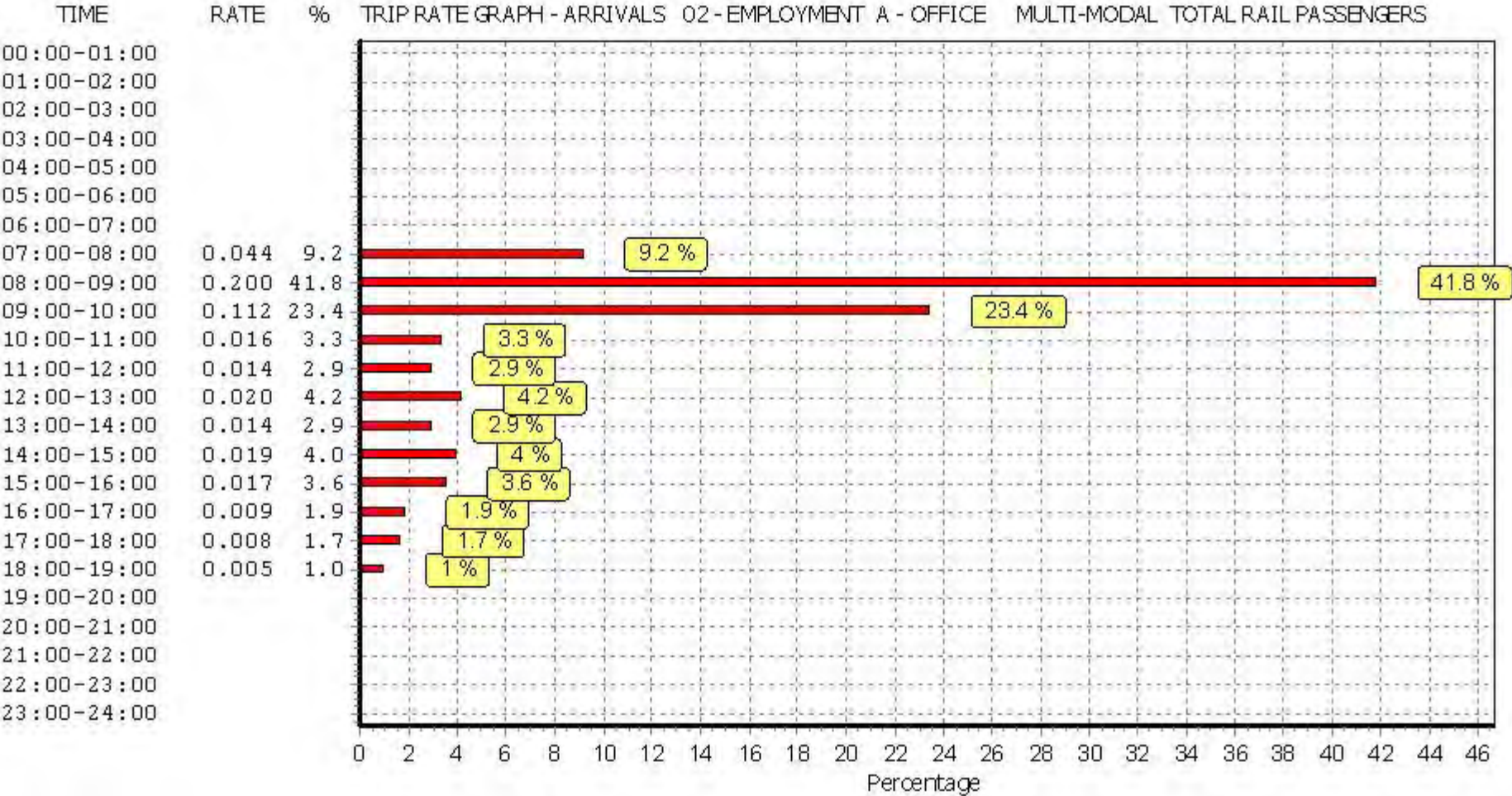
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

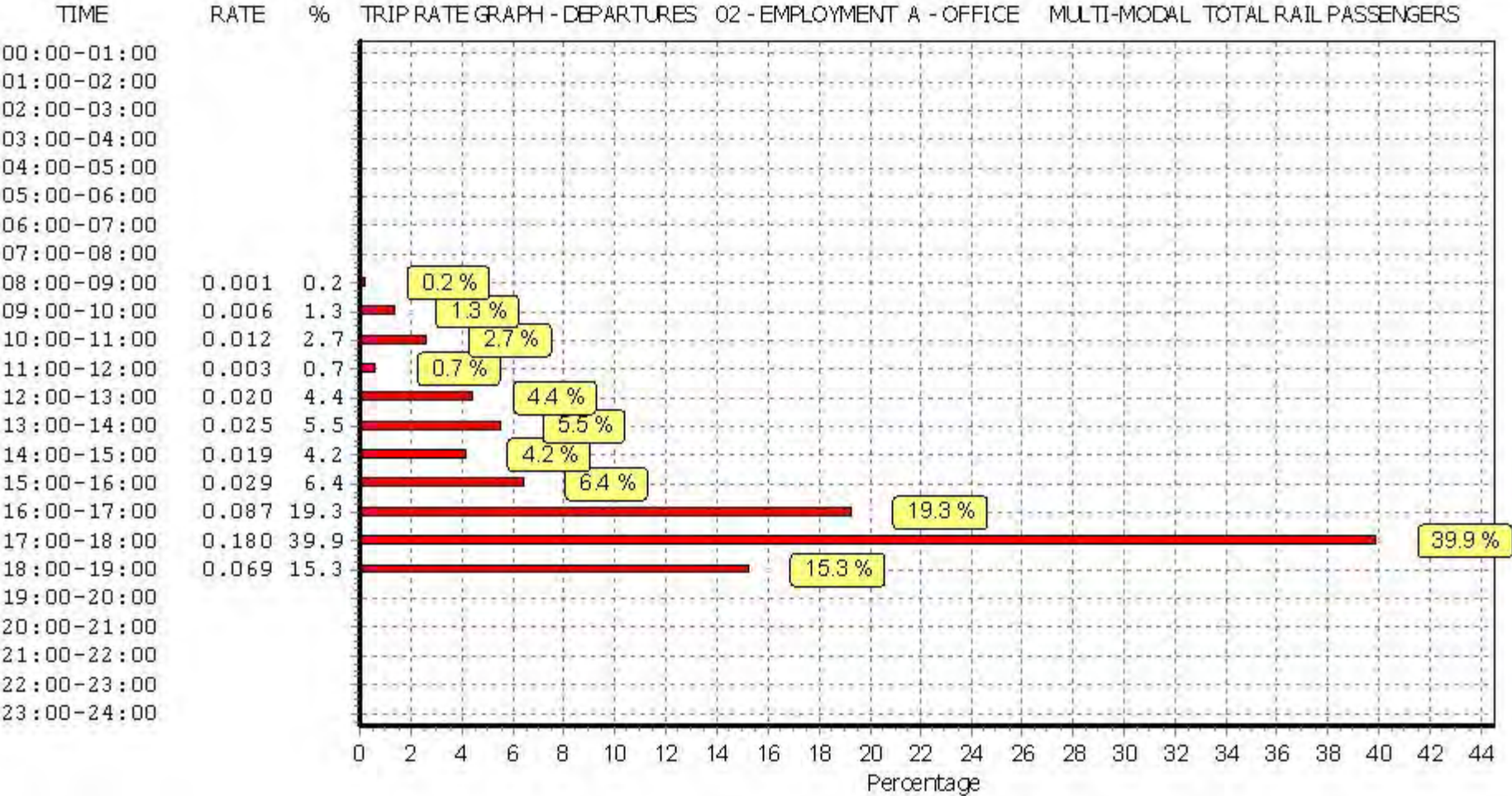
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	17	4464	0.012	17	4464	0.000	17	4464	0.012
07:30 - 08:00	17	4464	0.032	17	4464	0.000	17	4464	0.032
08:00 - 08:30	17	4464	0.076	17	4464	0.001	17	4464	0.077
08:30 - 09:00	17	4464	0.124	17	4464	0.000	17	4464	0.124
09:00 - 09:30	17	4464	0.091	17	4464	0.003	17	4464	0.094
09:30 - 10:00	17	4464	0.021	17	4464	0.003	17	4464	0.024
10:00 - 10:30	17	4464	0.009	17	4464	0.003	17	4464	0.012
10:30 - 11:00	17	4464	0.007	17	4464	0.009	17	4464	0.016
11:00 - 11:30	17	4464	0.009	17	4464	0.000	17	4464	0.009
11:30 - 12:00	17	4464	0.005	17	4464	0.003	17	4464	0.008
12:00 - 12:30	17	4464	0.011	17	4464	0.007	17	4464	0.018
12:30 - 13:00	17	4464	0.009	17	4464	0.013	17	4464	0.022
13:00 - 13:30	17	4464	0.007	17	4464	0.012	17	4464	0.019
13:30 - 14:00	17	4464	0.007	17	4464	0.013	17	4464	0.020
14:00 - 14:30	17	4464	0.008	17	4464	0.003	17	4464	0.011
14:30 - 15:00	17	4464	0.011	17	4464	0.016	17	4464	0.027
15:00 - 15:30	17	4464	0.004	17	4464	0.011	17	4464	0.015
15:30 - 16:00	17	4464	0.013	17	4464	0.018	17	4464	0.031
16:00 - 16:30	17	4464	0.008	17	4464	0.029	17	4464	0.037
16:30 - 17:00	17	4464	0.001	17	4464	0.058	17	4464	0.059
17:00 - 17:30	17	4464	0.008	17	4464	0.117	17	4464	0.125
17:30 - 18:00	17	4464	0.000	17	4464	0.063	17	4464	0.063
18:00 - 18:30	17	4464	0.005	17	4464	0.049	17	4464	0.054
18:30 - 19:00	17	4464	0.000	17	4464	0.020	17	4464	0.020
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.478			0.451			0.929

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

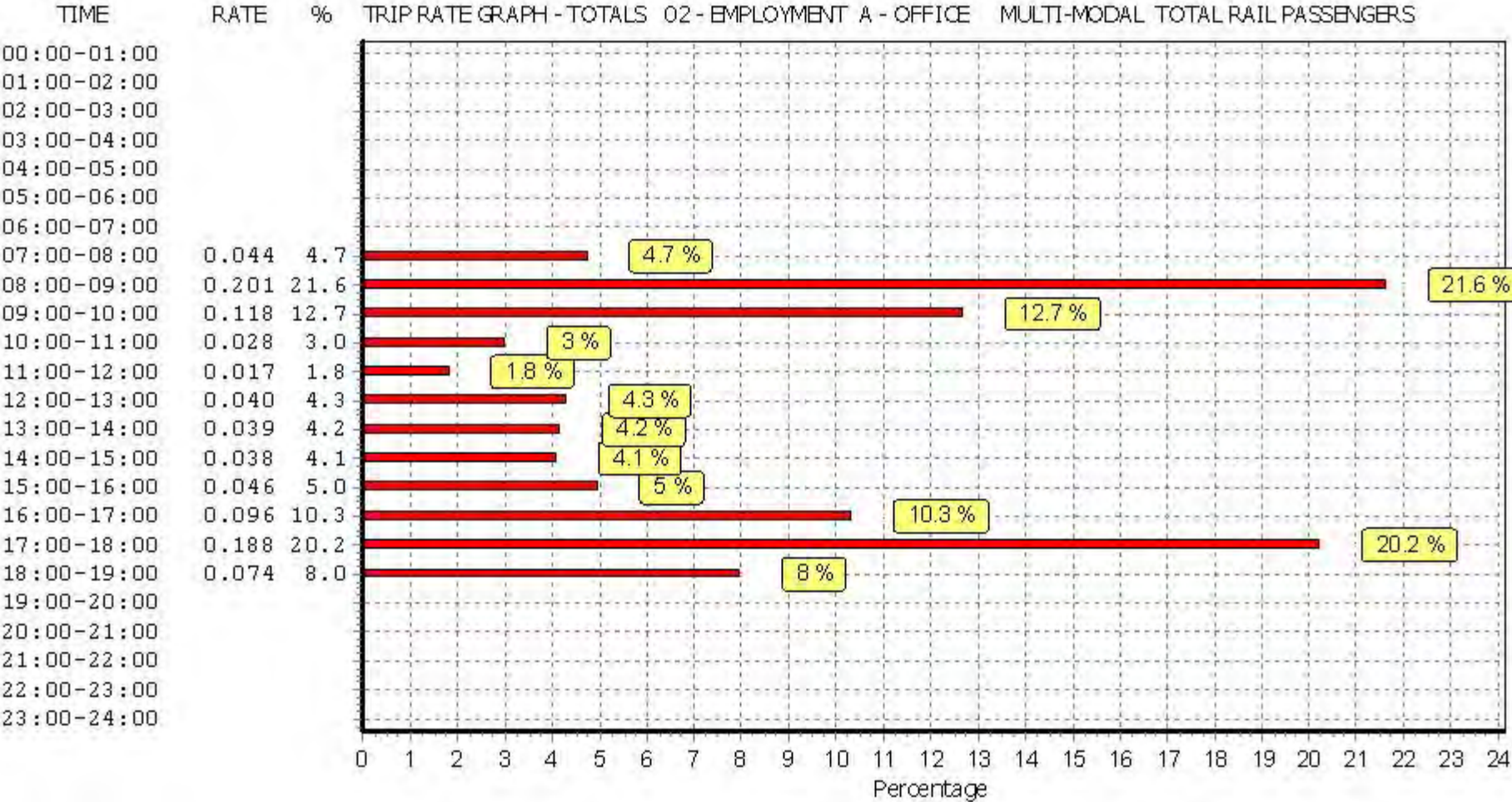
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



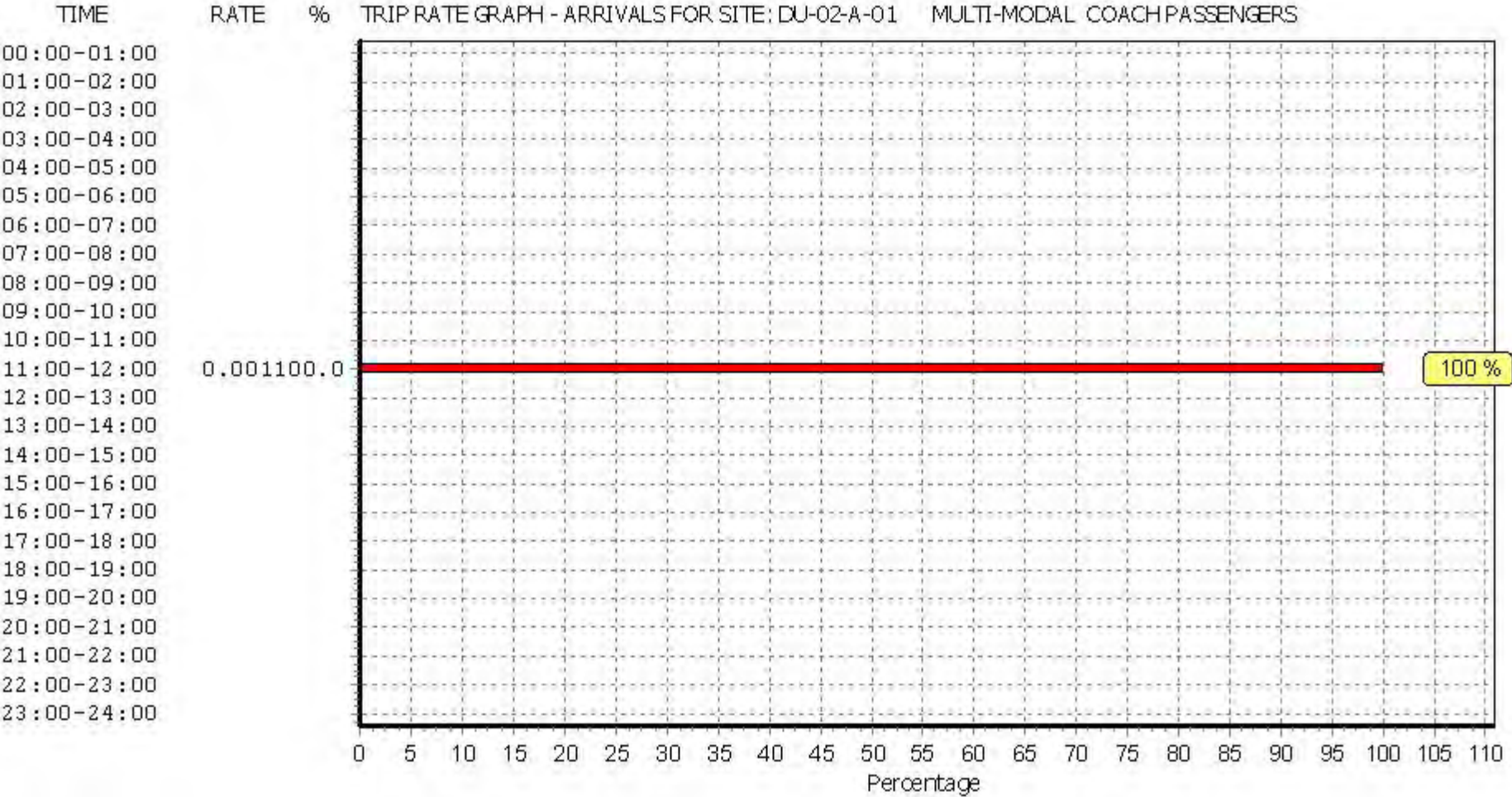
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

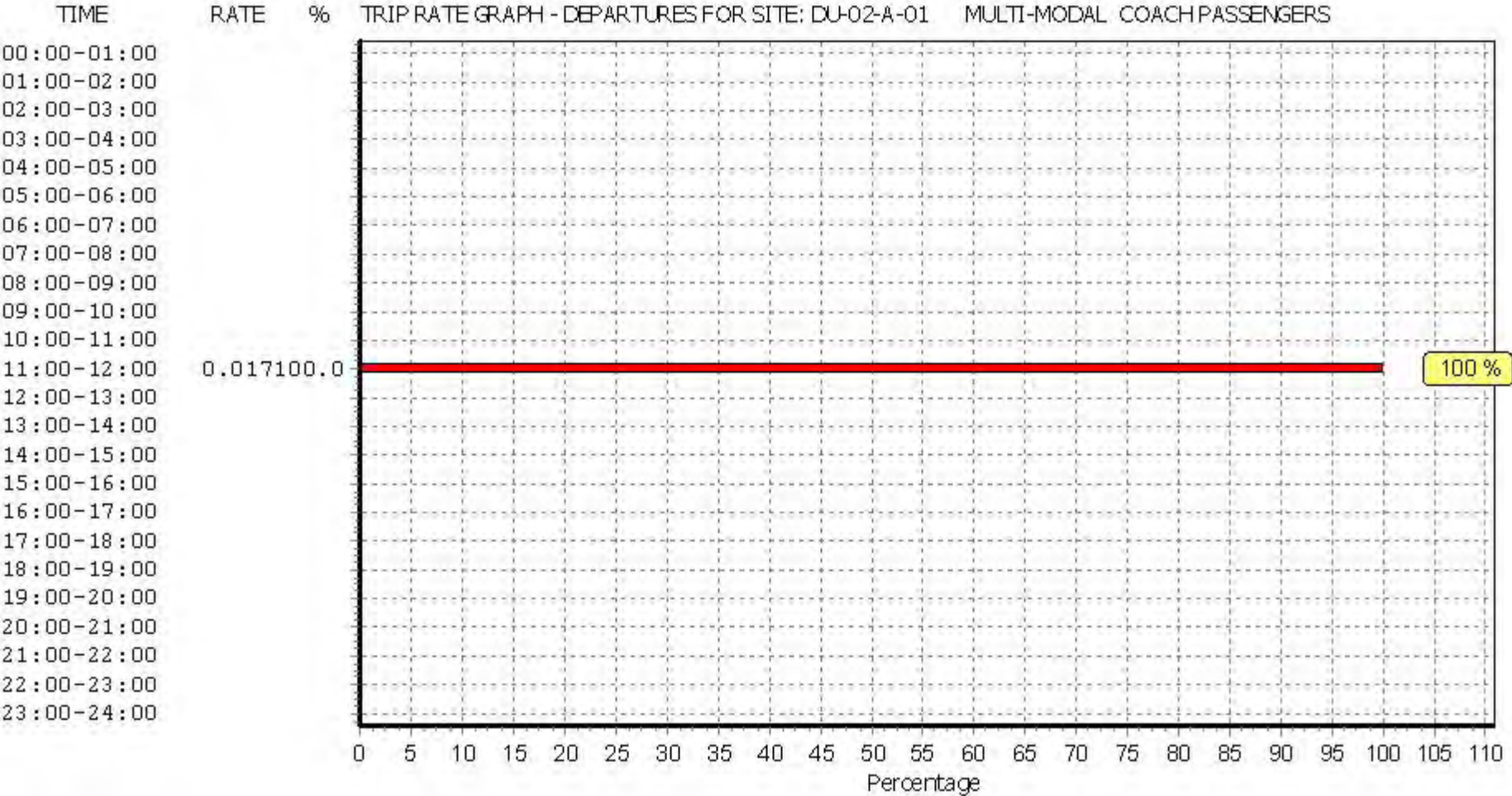
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
07:30 - 08:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
08:00 - 08:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
08:30 - 09:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
09:00 - 09:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
09:30 - 10:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
10:00 - 10:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
10:30 - 11:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
11:00 - 11:30	17	4464	0.001	17	4464	0.017	17	4464	0.018
11:30 - 12:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
12:00 - 12:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
12:30 - 13:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
13:00 - 13:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
13:30 - 14:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
14:00 - 14:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
14:30 - 15:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
15:00 - 15:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
15:30 - 16:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
16:00 - 16:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
16:30 - 17:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
17:00 - 17:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
17:30 - 18:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
18:00 - 18:30	17	4464	0.000	17	4464	0.000	17	4464	0.000
18:30 - 19:00	17	4464	0.000	17	4464	0.000	17	4464	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.017			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

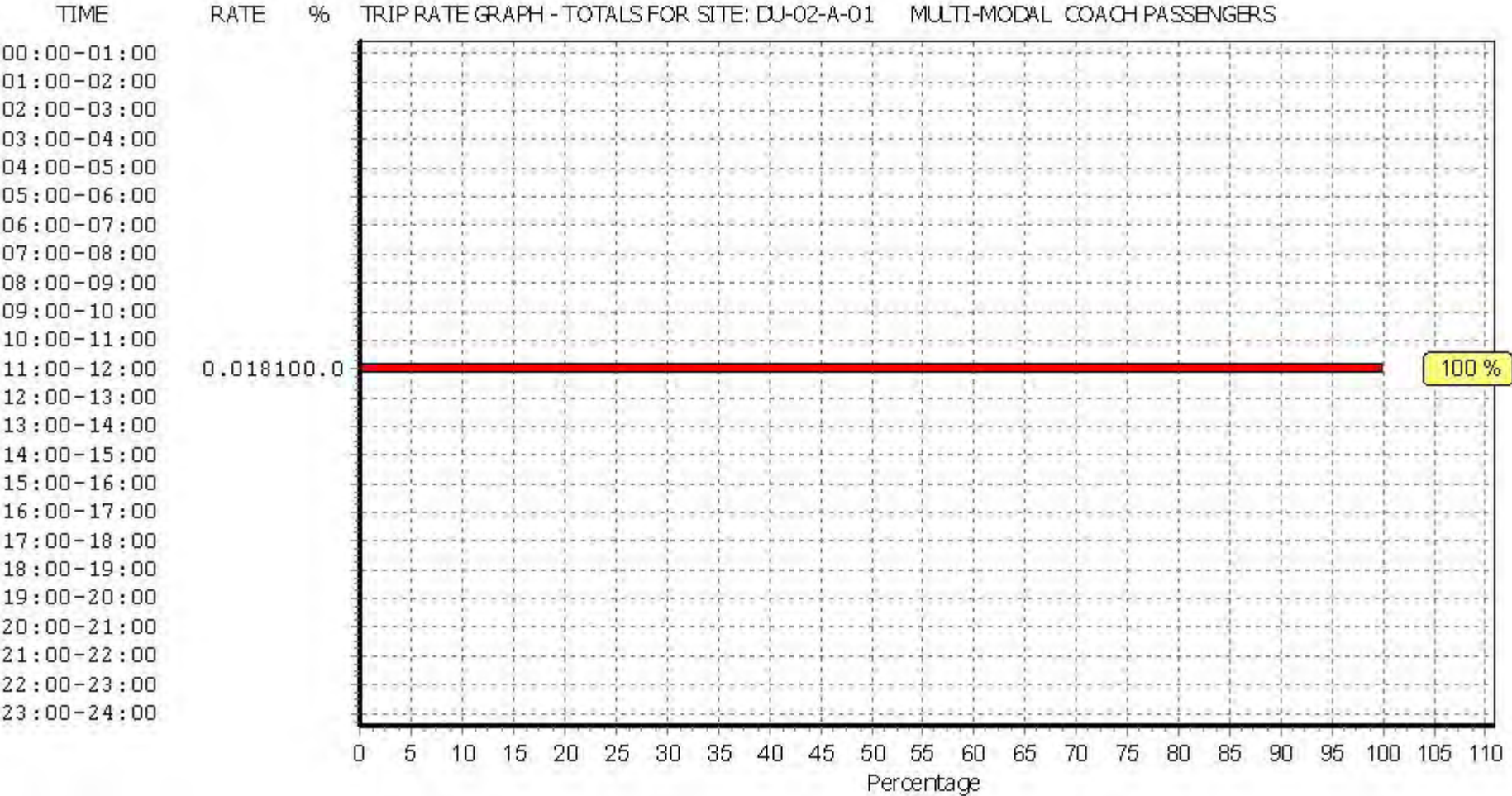
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

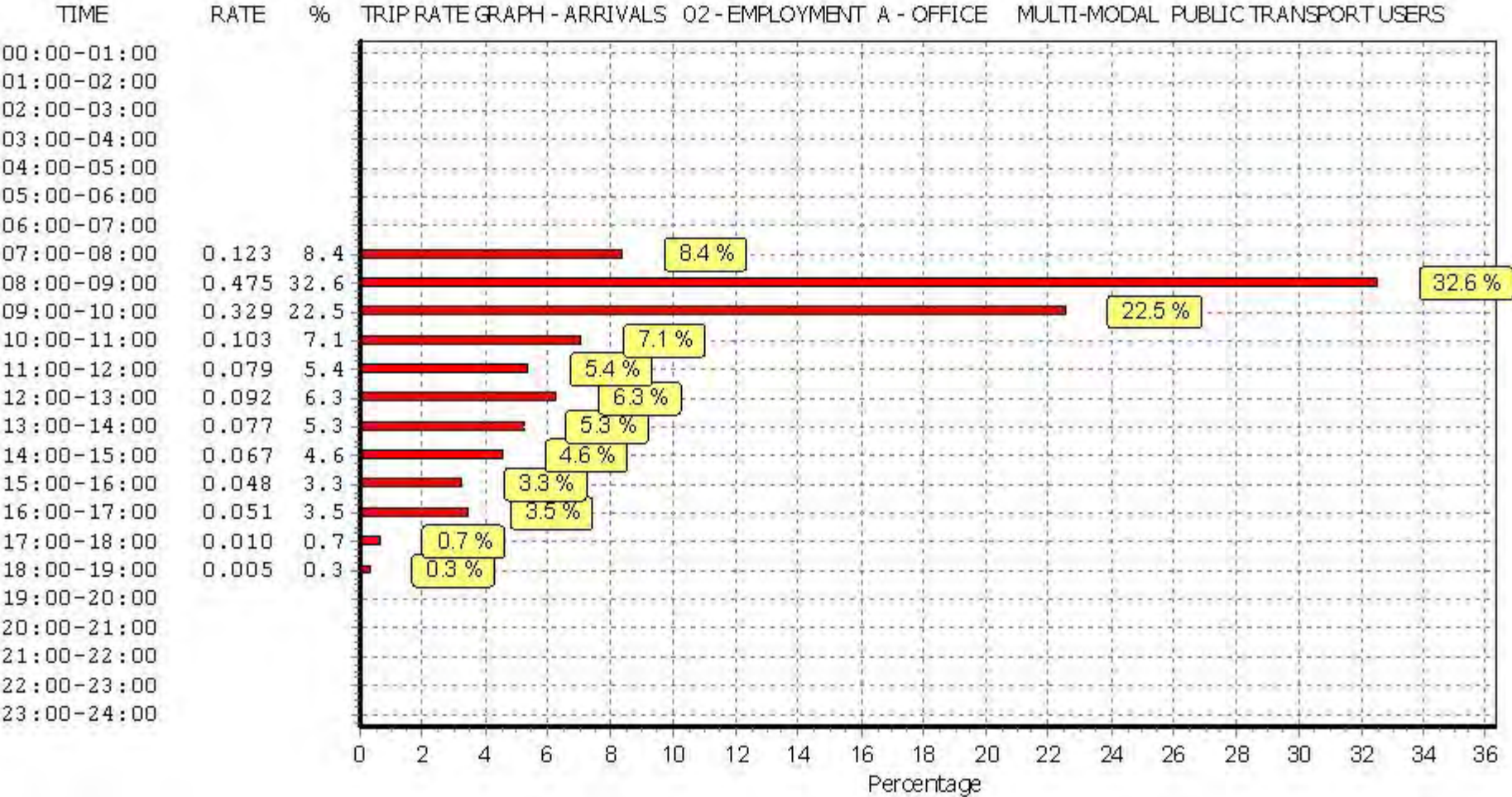
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

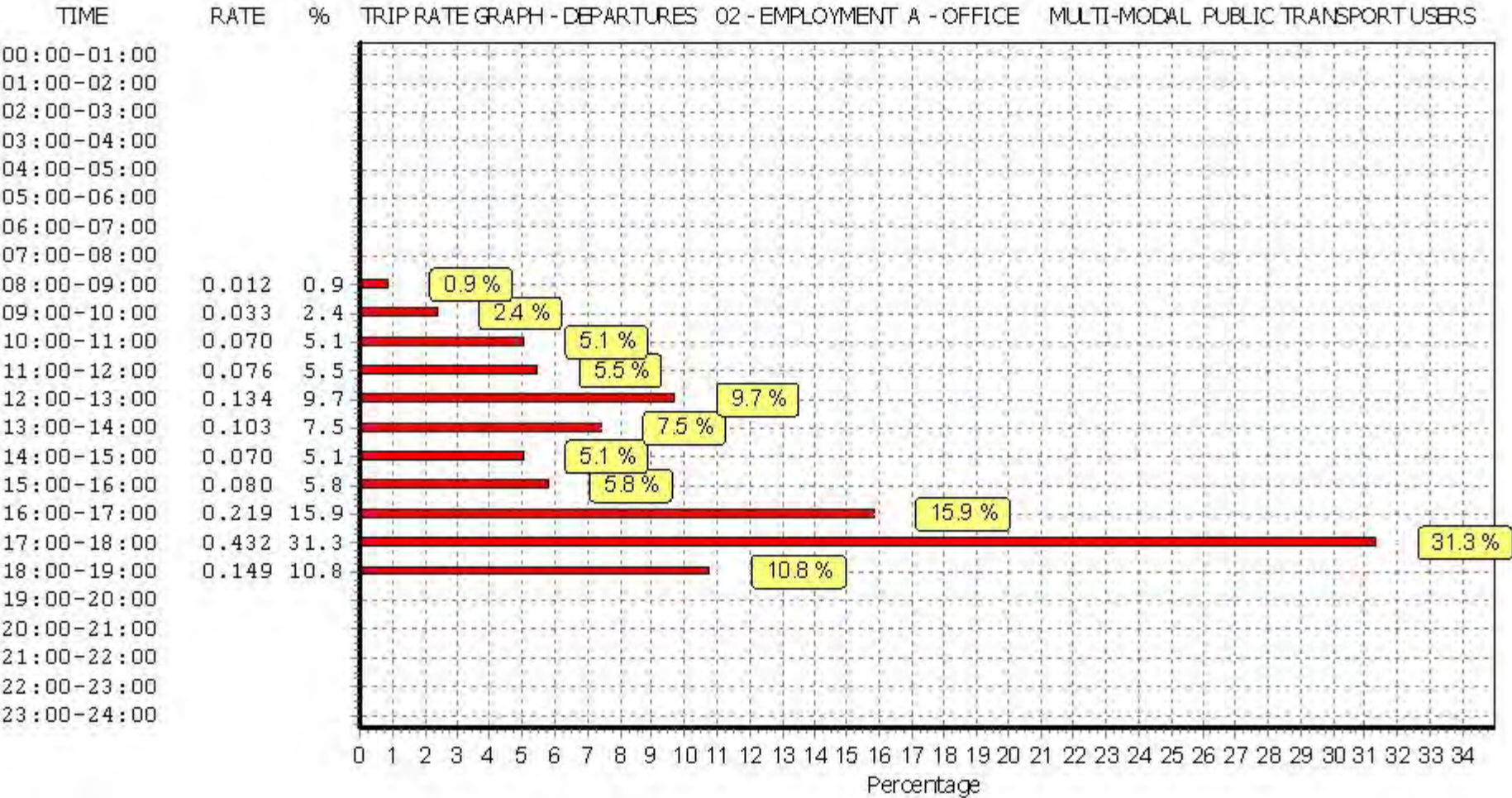
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	17	4464	0.036	17	4464	0.000	17	4464	0.036
07:30 - 08:00	17	4464	0.087	17	4464	0.000	17	4464	0.087
08:00 - 08:30	17	4464	0.181	17	4464	0.003	17	4464	0.184
08:30 - 09:00	17	4464	0.294	17	4464	0.009	17	4464	0.303
09:00 - 09:30	17	4464	0.228	17	4464	0.013	17	4464	0.241
09:30 - 10:00	17	4464	0.101	17	4464	0.020	17	4464	0.121
10:00 - 10:30	17	4464	0.053	17	4464	0.025	17	4464	0.078
10:30 - 11:00	17	4464	0.050	17	4464	0.045	17	4464	0.095
11:00 - 11:30	17	4464	0.043	17	4464	0.047	17	4464	0.090
11:30 - 12:00	17	4464	0.036	17	4464	0.029	17	4464	0.065
12:00 - 12:30	17	4464	0.045	17	4464	0.055	17	4464	0.100
12:30 - 13:00	17	4464	0.047	17	4464	0.079	17	4464	0.126
13:00 - 13:30	17	4464	0.036	17	4464	0.062	17	4464	0.098
13:30 - 14:00	17	4464	0.041	17	4464	0.041	17	4464	0.082
14:00 - 14:30	17	4464	0.024	17	4464	0.024	17	4464	0.048
14:30 - 15:00	17	4464	0.043	17	4464	0.046	17	4464	0.089
15:00 - 15:30	17	4464	0.014	17	4464	0.034	17	4464	0.048
15:30 - 16:00	17	4464	0.034	17	4464	0.046	17	4464	0.080
16:00 - 16:30	17	4464	0.038	17	4464	0.087	17	4464	0.125
16:30 - 17:00	17	4464	0.013	17	4464	0.132	17	4464	0.145
17:00 - 17:30	17	4464	0.009	17	4464	0.275	17	4464	0.284
17:30 - 18:00	17	4464	0.001	17	4464	0.157	17	4464	0.158
18:00 - 18:30	17	4464	0.005	17	4464	0.103	17	4464	0.108
18:30 - 19:00	17	4464	0.000	17	4464	0.046	17	4464	0.046
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.459			1.378			2.837

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

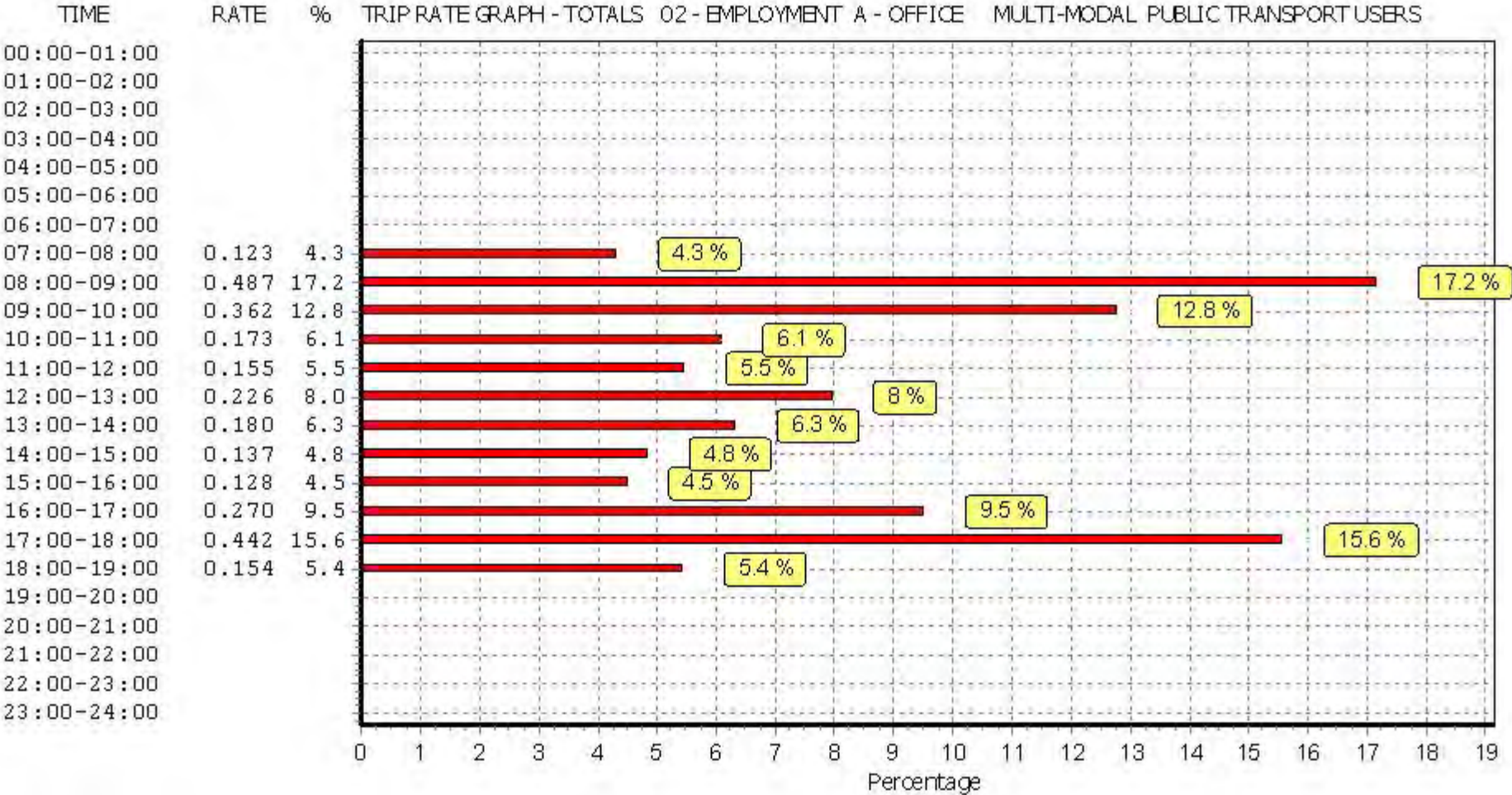
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

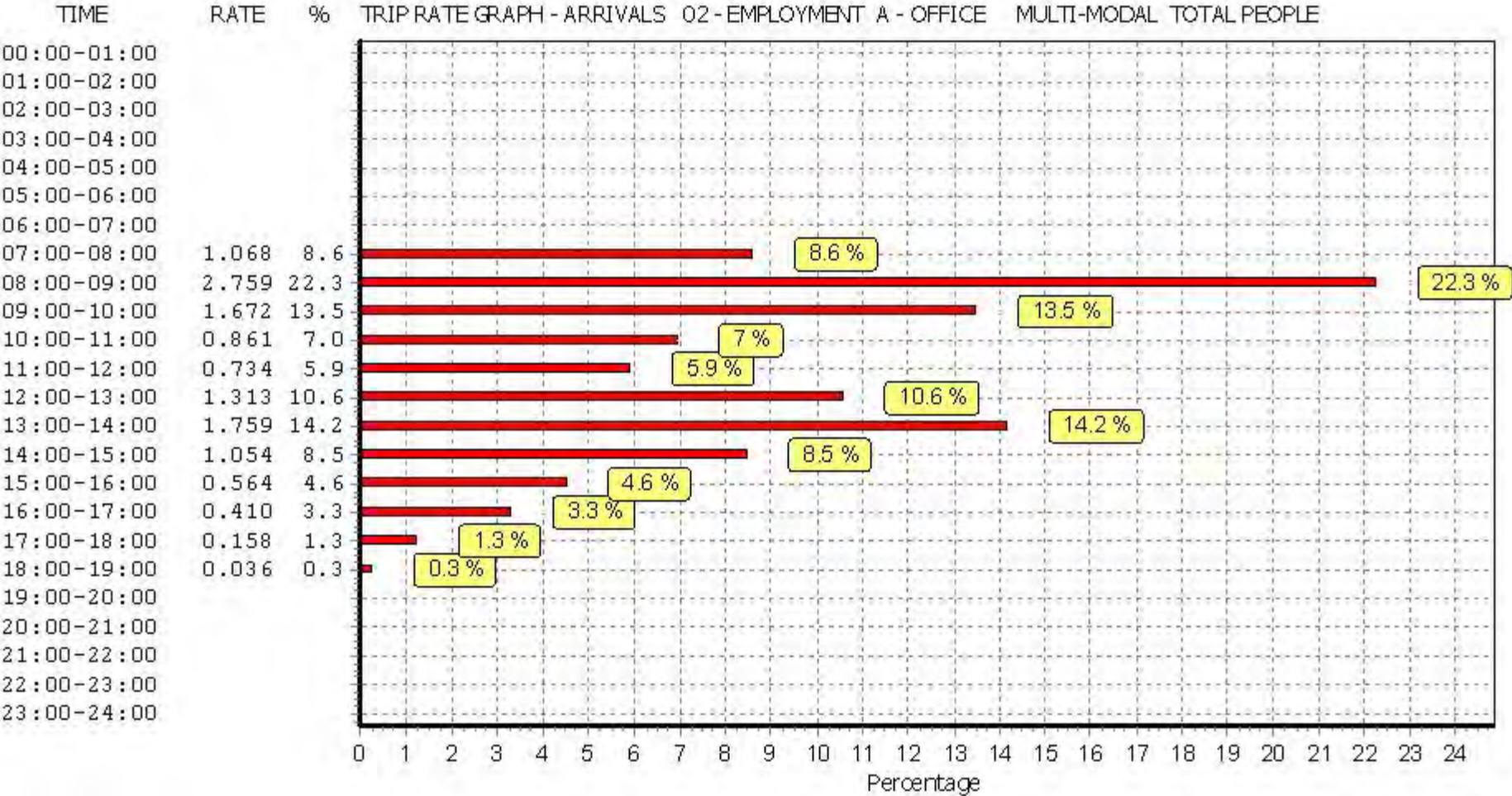
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

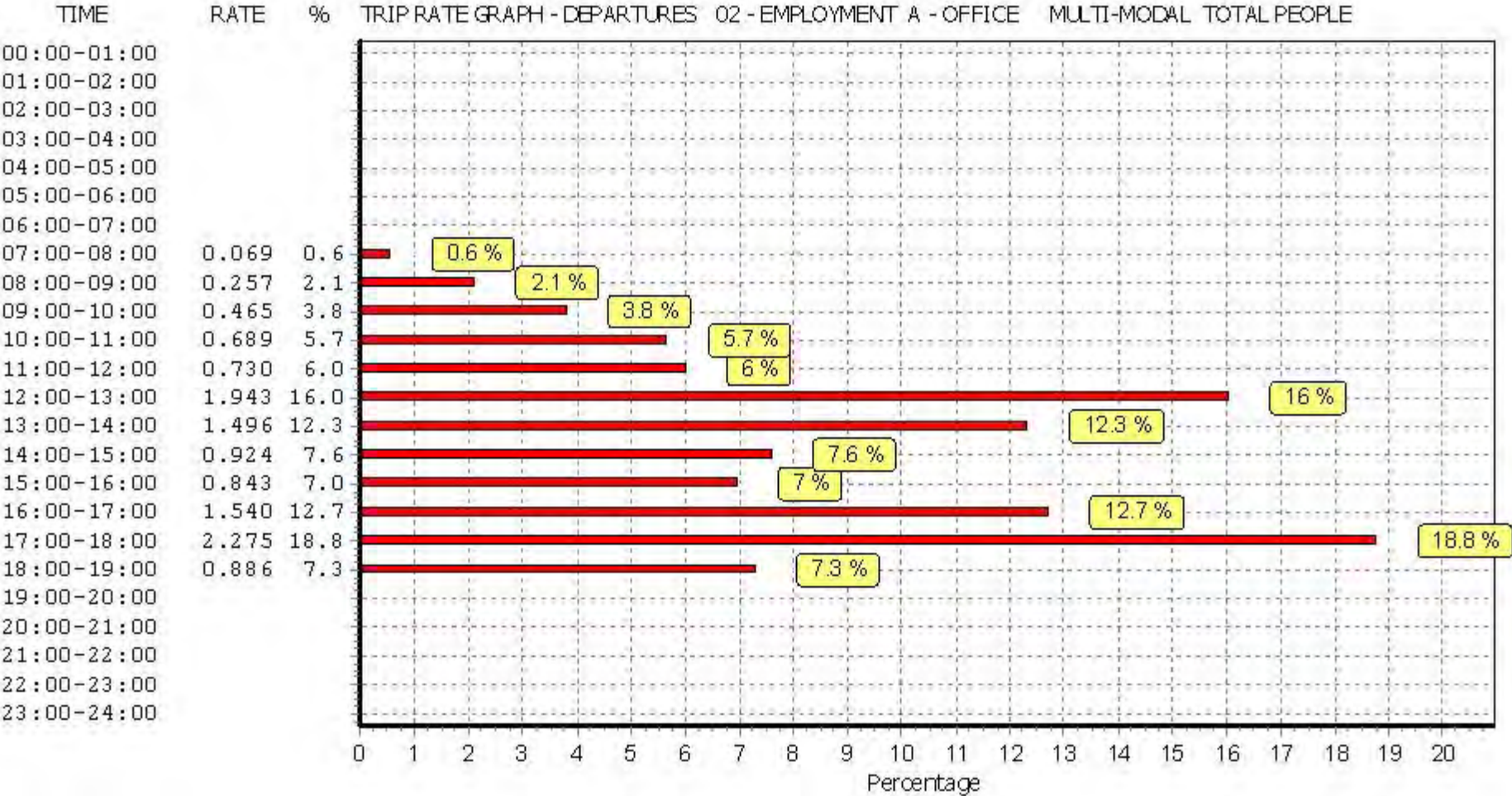
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	17	4464	0.238	17	4464	0.018	17	4464	0.256
07:30 - 08:00	17	4464	0.830	17	4464	0.051	17	4464	0.881
08:00 - 08:30	17	4464	1.224	17	4464	0.088	17	4464	1.312
08:30 - 09:00	17	4464	1.535	17	4464	0.169	17	4464	1.704
09:00 - 09:30	17	4464	1.025	17	4464	0.195	17	4464	1.220
09:30 - 10:00	17	4464	0.647	17	4464	0.270	17	4464	0.917
10:00 - 10:30	17	4464	0.430	17	4464	0.327	17	4464	0.757
10:30 - 11:00	17	4464	0.431	17	4464	0.362	17	4464	0.793
11:00 - 11:30	17	4464	0.349	17	4464	0.372	17	4464	0.721
11:30 - 12:00	17	4464	0.385	17	4464	0.358	17	4464	0.743
12:00 - 12:30	17	4464	0.553	17	4464	0.921	17	4464	1.474
12:30 - 13:00	17	4464	0.760	17	4464	1.022	17	4464	1.782
13:00 - 13:30	17	4464	0.830	17	4464	0.918	17	4464	1.748
13:30 - 14:00	17	4464	0.929	17	4464	0.578	17	4464	1.507
14:00 - 14:30	17	4464	0.675	17	4464	0.444	17	4464	1.119
14:30 - 15:00	17	4464	0.379	17	4464	0.480	17	4464	0.859
15:00 - 15:30	17	4464	0.290	17	4464	0.377	17	4464	0.667
15:30 - 16:00	17	4464	0.274	17	4464	0.466	17	4464	0.740
16:00 - 16:30	17	4464	0.256	17	4464	0.738	17	4464	0.994
16:30 - 17:00	17	4464	0.154	17	4464	0.802	17	4464	0.956
17:00 - 17:30	17	4464	0.109	17	4464	1.451	17	4464	1.560
17:30 - 18:00	17	4464	0.049	17	4464	0.824	17	4464	0.873
18:00 - 18:30	17	4464	0.025	17	4464	0.667	17	4464	0.692
18:30 - 19:00	17	4464	0.011	17	4464	0.219	17	4464	0.230
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		12.388			12.117			24.505	

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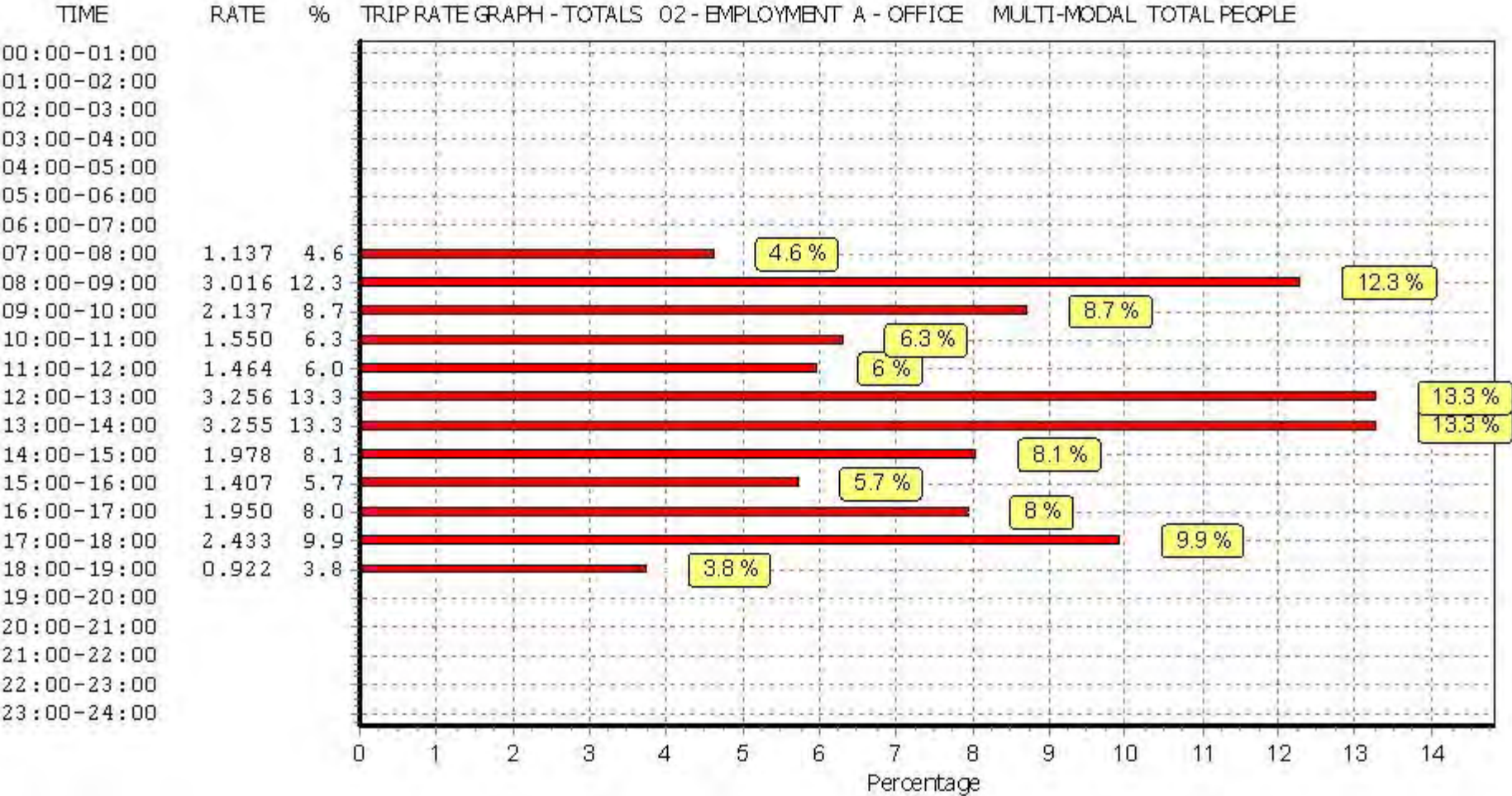
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Calculation Reference: AUDIT-701005-180803-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 610 to 4500 (units: sqm)
 Range Selected by User: 500 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/09/17

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	5 days
Tuesday	1 days
Wednesday	5 days
Thursday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Town Centre	5
Edge of Town Centre	8

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Built-Up Zone	11
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES	BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1469 sqm	
	Survey date: MONDAY	14/10/13	Survey Type: MANUAL
2	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
3	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
4	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
6	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
7	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
8	KC-02-A-09 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES	KENT
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-02-A-10 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2900 sqm	
	Survey date: WEDNESDAY		19/10/11	Survey Type: MANUAL
10	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category Total Gross floor area:		3920 sqm	
	Survey date: TUESDAY		12/05/15	Survey Type: MANUAL
11	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	
	Survey date: MONDAY		13/06/16	Survey Type: MANUAL
12	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone Total Gross floor area:		960 sqm	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL
13	WO-02-A-02 MOOR STREET WORCESTER CITY COUNCIL	OFFICE		WORCESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2000 sqm	
	Survey date: MONDAY		14/11/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Arup Rose Wharf Leeds

Licence No: 701005

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	2613	0.088	13	2613	0.009	13	2613	0.097
07:30 - 08:00	13	2613	0.253	13	2613	0.044	13	2613	0.297
08:00 - 08:30	13	2613	0.545	13	2613	0.050	13	2613	0.595
08:30 - 09:00	13	2613	0.751	13	2613	0.100	13	2613	0.851
09:00 - 09:30	13	2613	0.524	13	2613	0.109	13	2613	0.633
09:30 - 10:00	13	2613	0.306	13	2613	0.127	13	2613	0.433
10:00 - 10:30	13	2613	0.156	13	2613	0.127	13	2613	0.283
10:30 - 11:00	13	2613	0.147	13	2613	0.094	13	2613	0.241
11:00 - 11:30	13	2613	0.112	13	2613	0.109	13	2613	0.221
11:30 - 12:00	13	2613	0.074	13	2613	0.121	13	2613	0.195
12:00 - 12:30	13	2613	0.132	13	2613	0.141	13	2613	0.273
12:30 - 13:00	13	2613	0.132	13	2613	0.153	13	2613	0.285
13:00 - 13:30	13	2613	0.124	13	2613	0.124	13	2613	0.248
13:30 - 14:00	13	2613	0.180	13	2613	0.174	13	2613	0.354
14:00 - 14:30	13	2613	0.127	13	2613	0.124	13	2613	0.251
14:30 - 15:00	13	2613	0.082	13	2613	0.159	13	2613	0.241
15:00 - 15:30	13	2613	0.088	13	2613	0.144	13	2613	0.232
15:30 - 16:00	13	2613	0.077	13	2613	0.182	13	2613	0.259
16:00 - 16:30	13	2613	0.088	13	2613	0.347	13	2613	0.435
16:30 - 17:00	13	2613	0.097	13	2613	0.480	13	2613	0.577
17:00 - 17:30	13	2613	0.068	13	2613	0.574	13	2613	0.642
17:30 - 18:00	13	2613	0.038	13	2613	0.288	13	2613	0.326
18:00 - 18:30	13	2613	0.024	13	2613	0.238	13	2613	0.262
18:30 - 19:00	13	2613	0.015	13	2613	0.097	13	2613	0.112
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	4.228			4.115			8.343		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

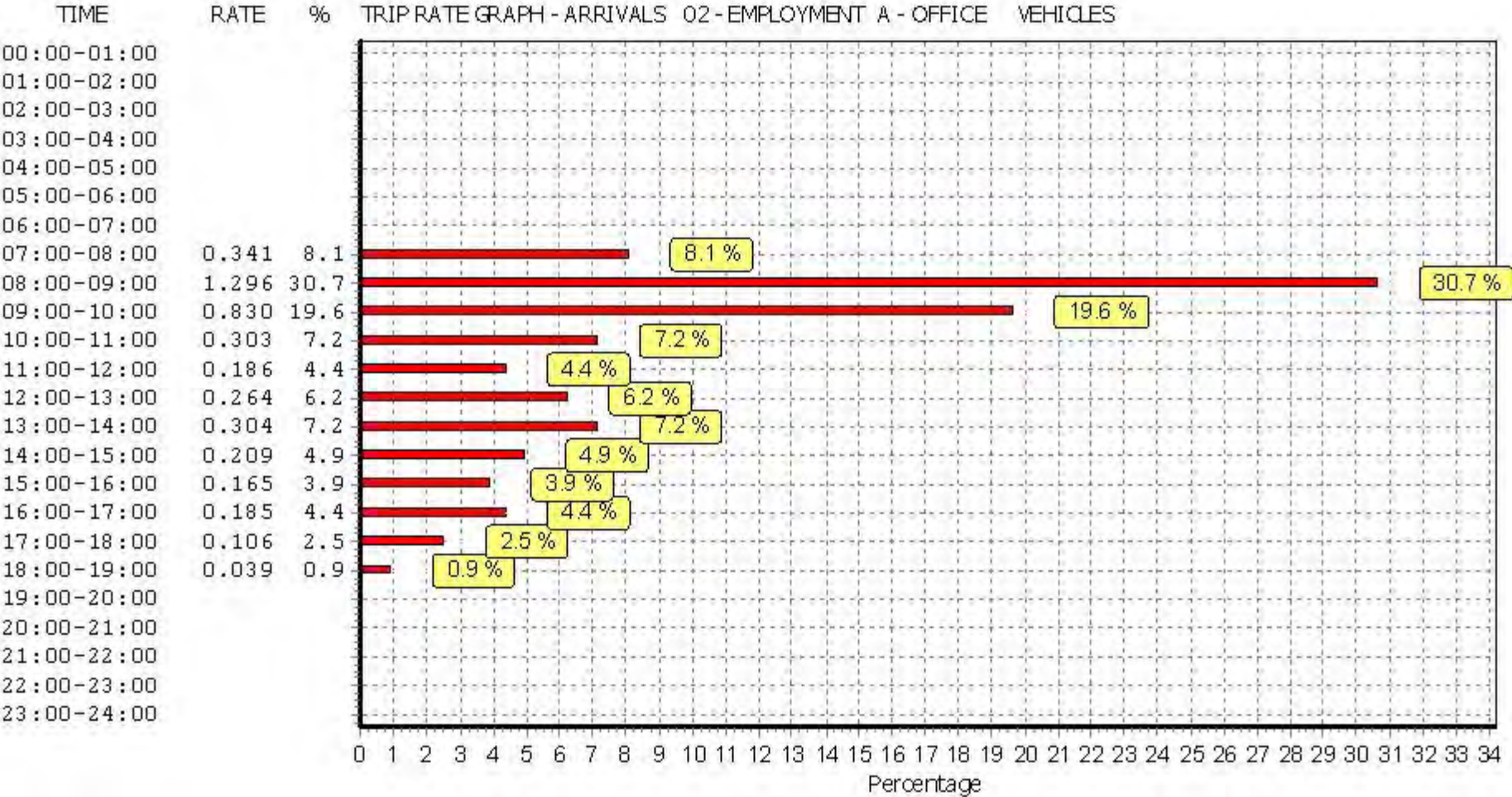
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

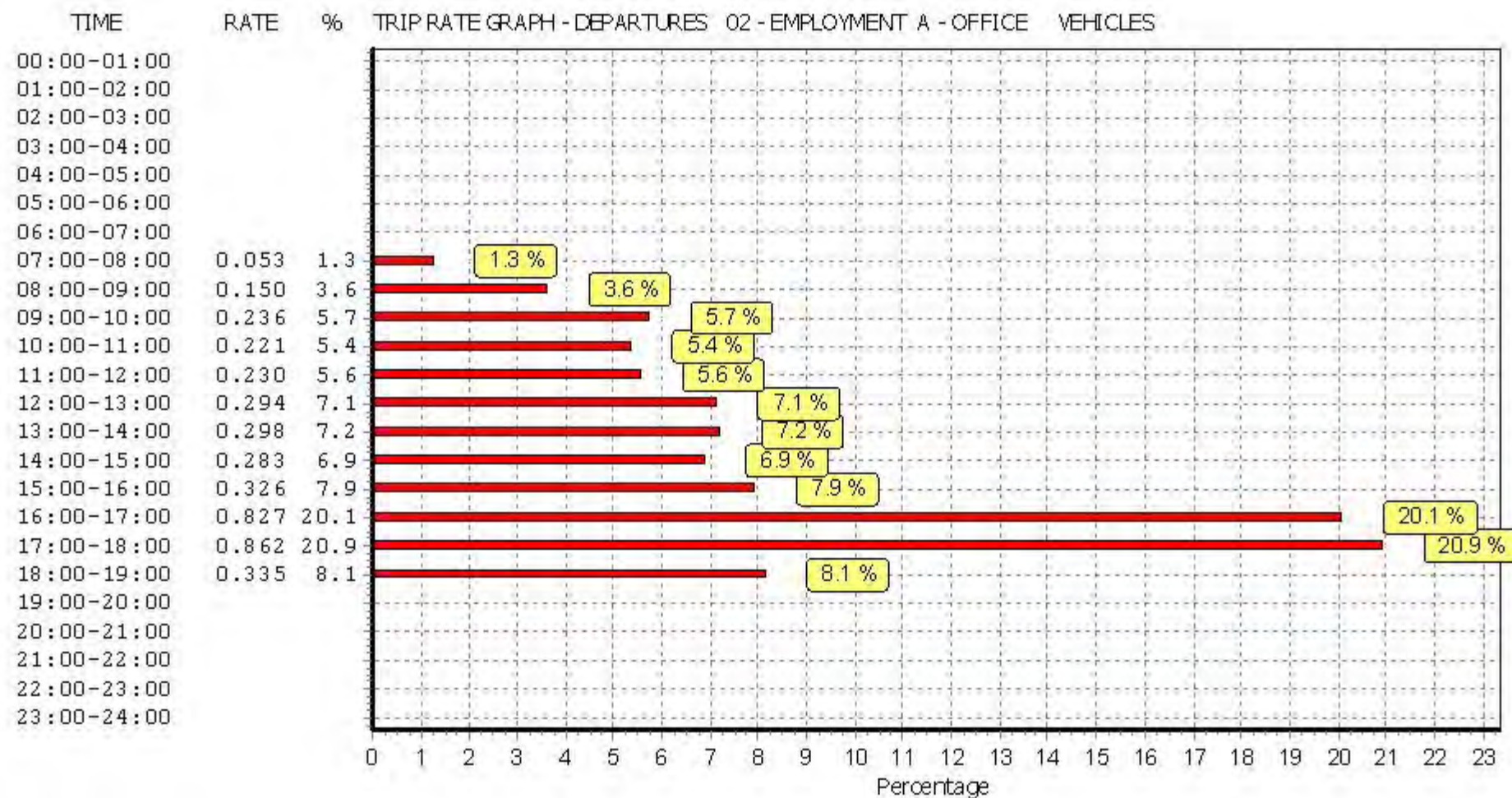
Parameter summary

Trip rate parameter range selected:	610 - 4500 (units: sqm)
Survey date date range:	01/01/10 - 12/09/17
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

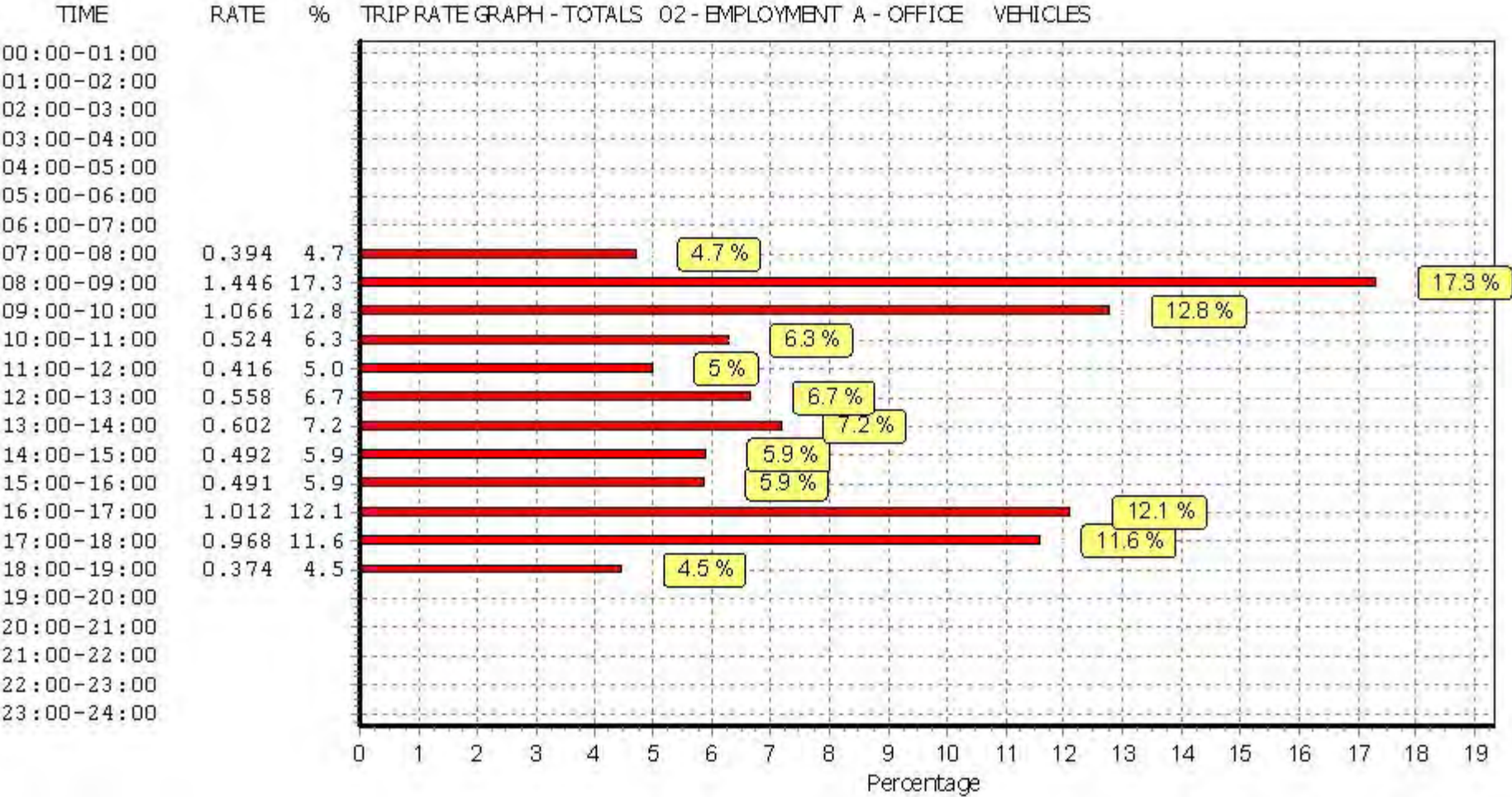
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS

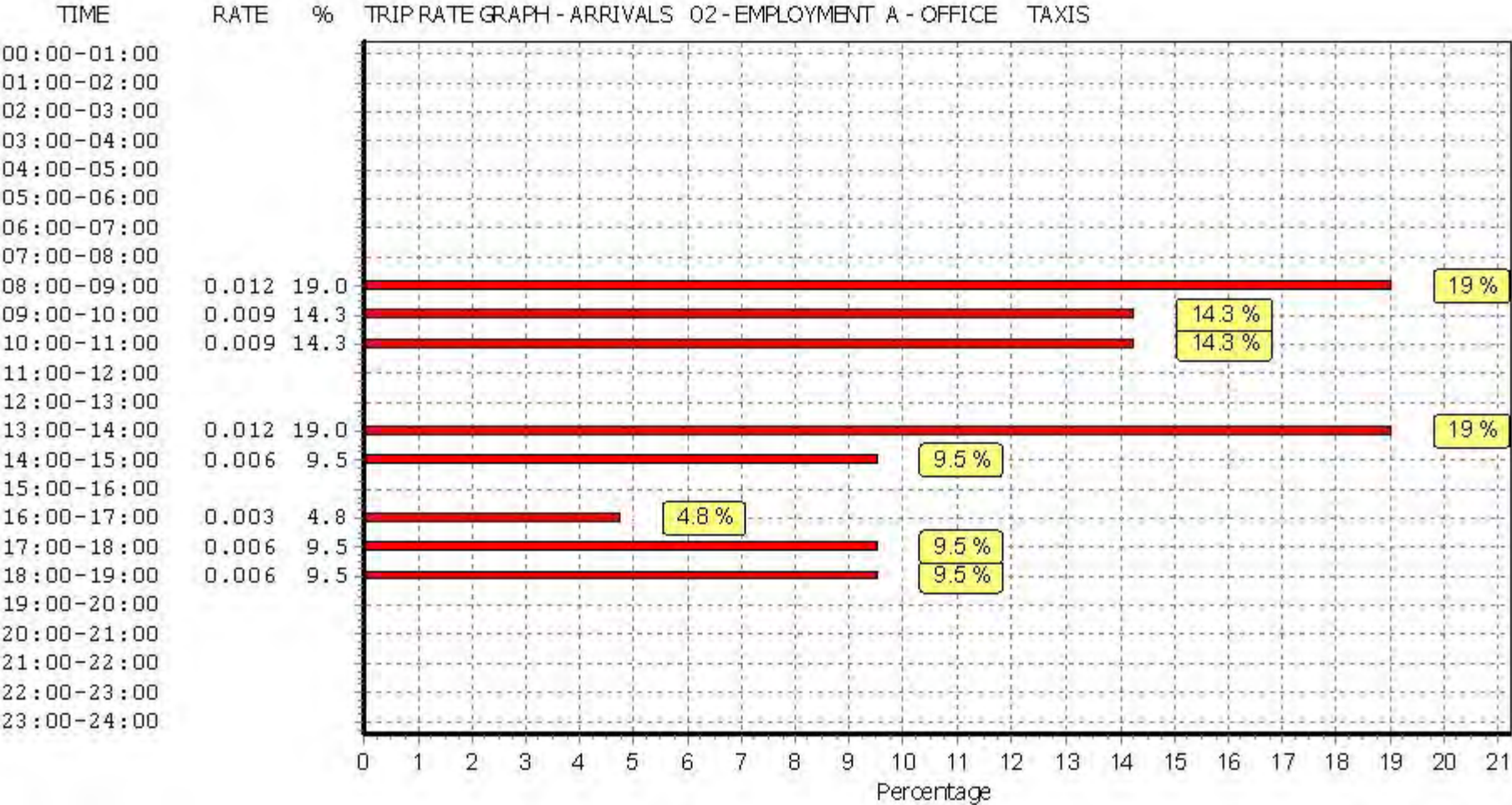
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

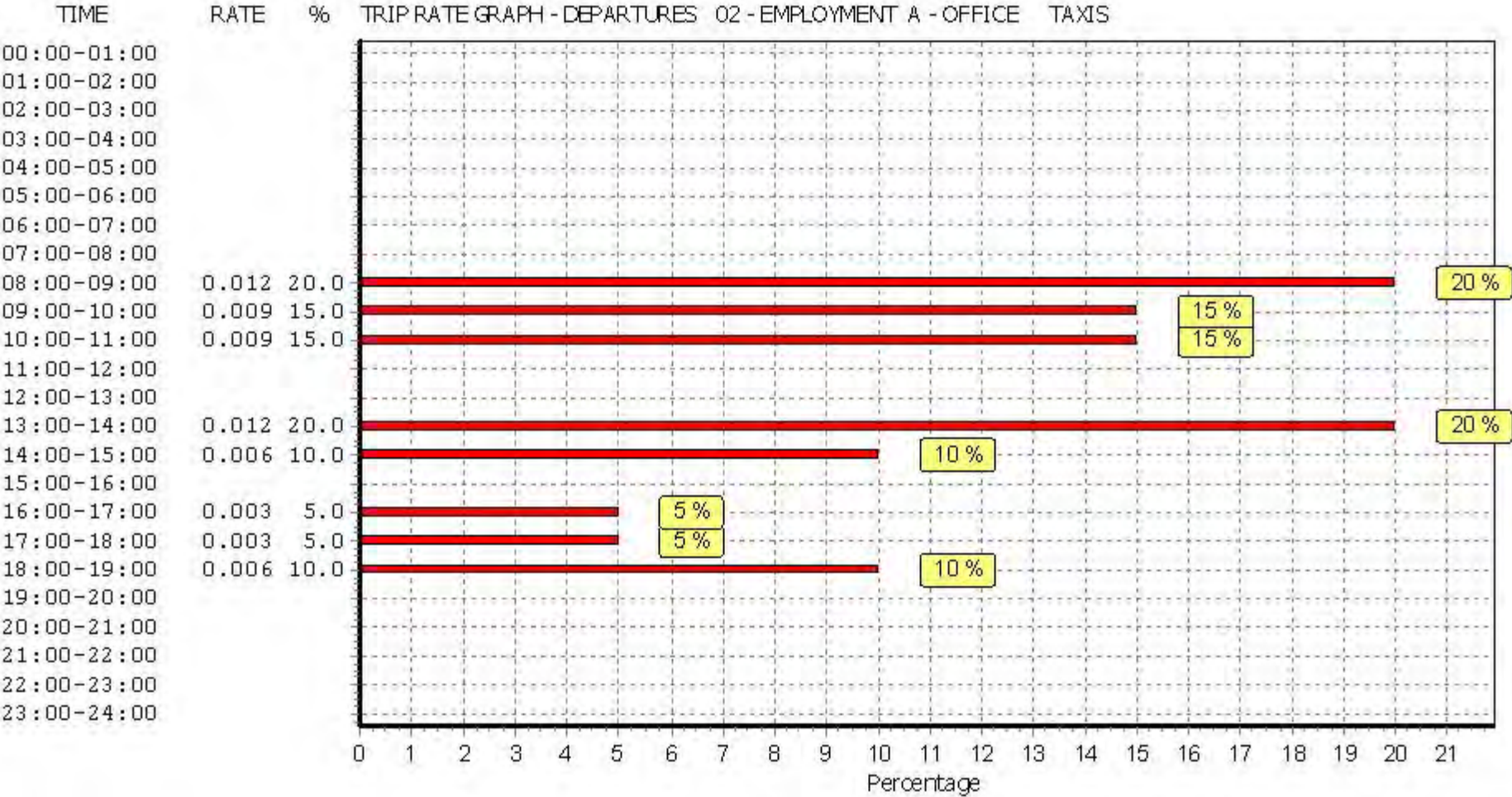
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
07:30 - 08:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
08:00 - 08:30	13	2613	0.006	13	2613	0.006	13	2613	0.012
08:30 - 09:00	13	2613	0.006	13	2613	0.006	13	2613	0.012
09:00 - 09:30	13	2613	0.006	13	2613	0.006	13	2613	0.012
09:30 - 10:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
10:00 - 10:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
10:30 - 11:00	13	2613	0.009	13	2613	0.009	13	2613	0.018
11:00 - 11:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
11:30 - 12:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
12:00 - 12:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
12:30 - 13:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
13:00 - 13:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
13:30 - 14:00	13	2613	0.009	13	2613	0.009	13	2613	0.018
14:00 - 14:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
14:30 - 15:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
15:00 - 15:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
15:30 - 16:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
16:00 - 16:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
16:30 - 17:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
17:00 - 17:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
17:30 - 18:00	13	2613	0.003	13	2613	0.000	13	2613	0.003
18:00 - 18:30	13	2613	0.000	13	2613	0.003	13	2613	0.003
18:30 - 19:00	13	2613	0.006	13	2613	0.003	13	2613	0.009
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.063			0.060			0.123

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

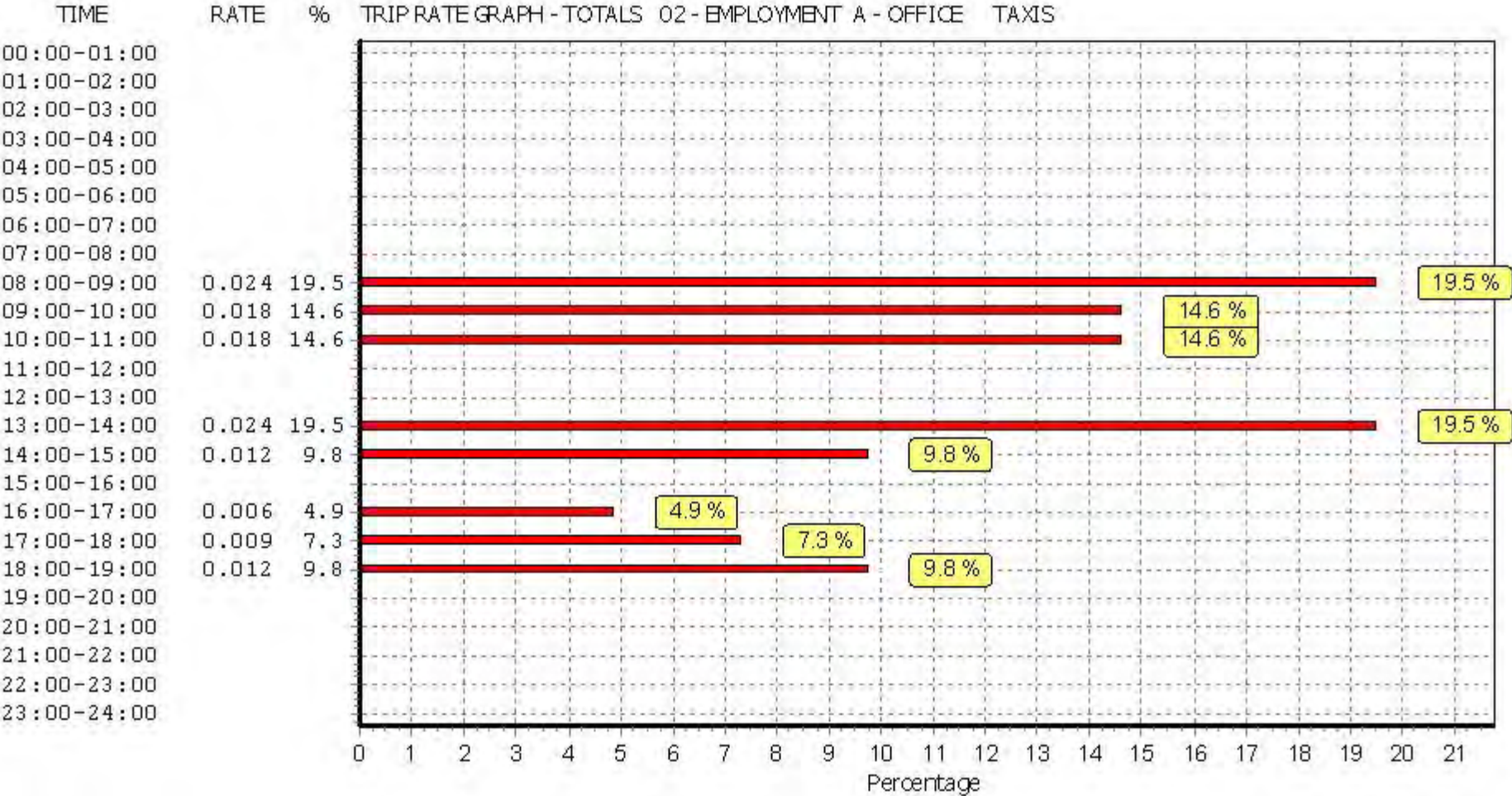
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

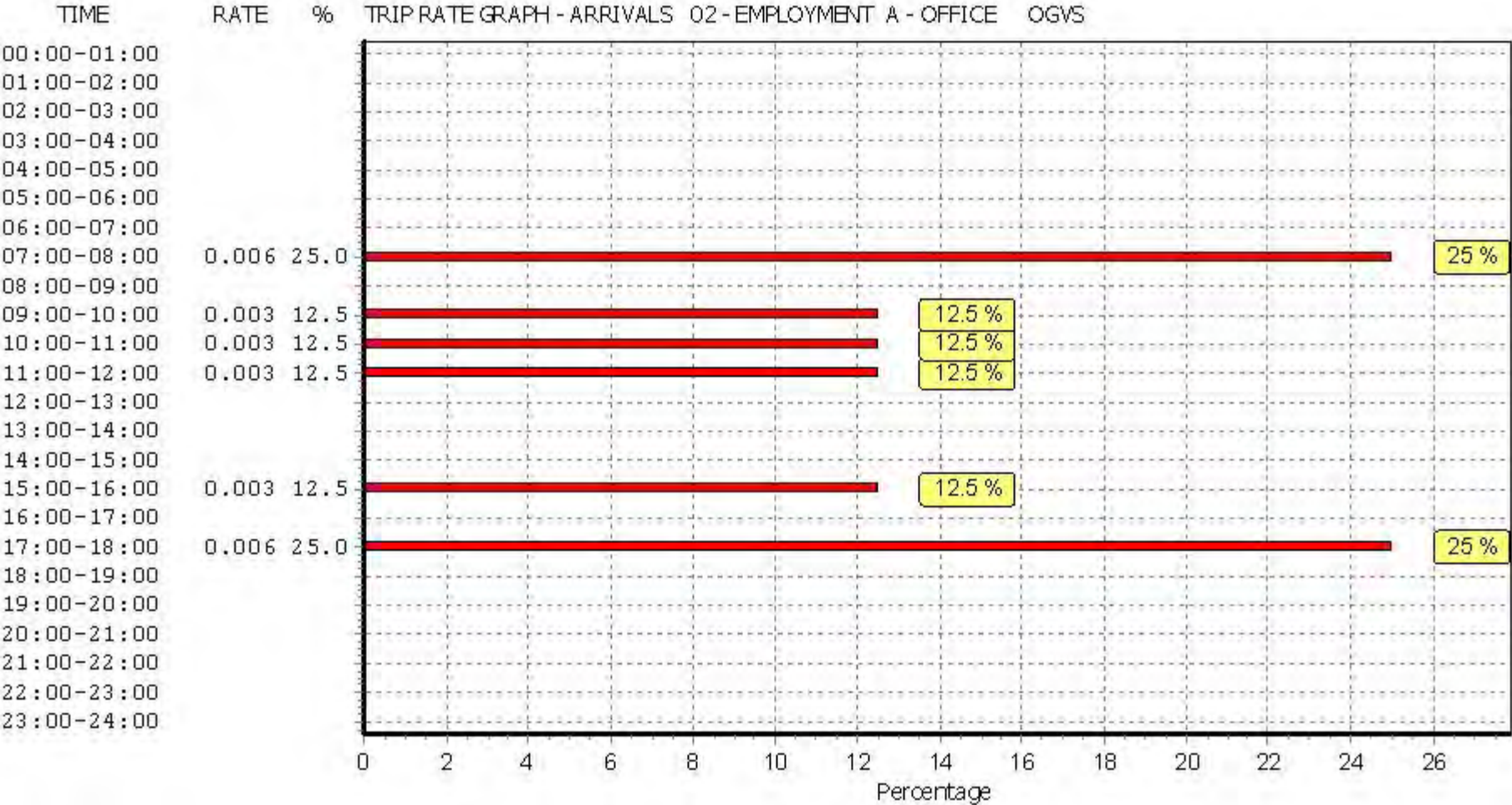
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	2613	0.003	13	2613	0.000	13	2613	0.003
07:30 - 08:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
08:00 - 08:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
08:30 - 09:00	13	2613	0.000	13	2613	0.003	13	2613	0.003
09:00 - 09:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
09:30 - 10:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
10:00 - 10:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
10:30 - 11:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
11:00 - 11:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
11:30 - 12:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
12:00 - 12:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
12:30 - 13:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
13:00 - 13:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
13:30 - 14:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
14:00 - 14:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
14:30 - 15:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
15:00 - 15:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
15:30 - 16:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
16:00 - 16:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
16:30 - 17:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
17:00 - 17:30	13	2613	0.006	13	2613	0.006	13	2613	0.012
17:30 - 18:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
18:00 - 18:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
18:30 - 19:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.024			0.024			0.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

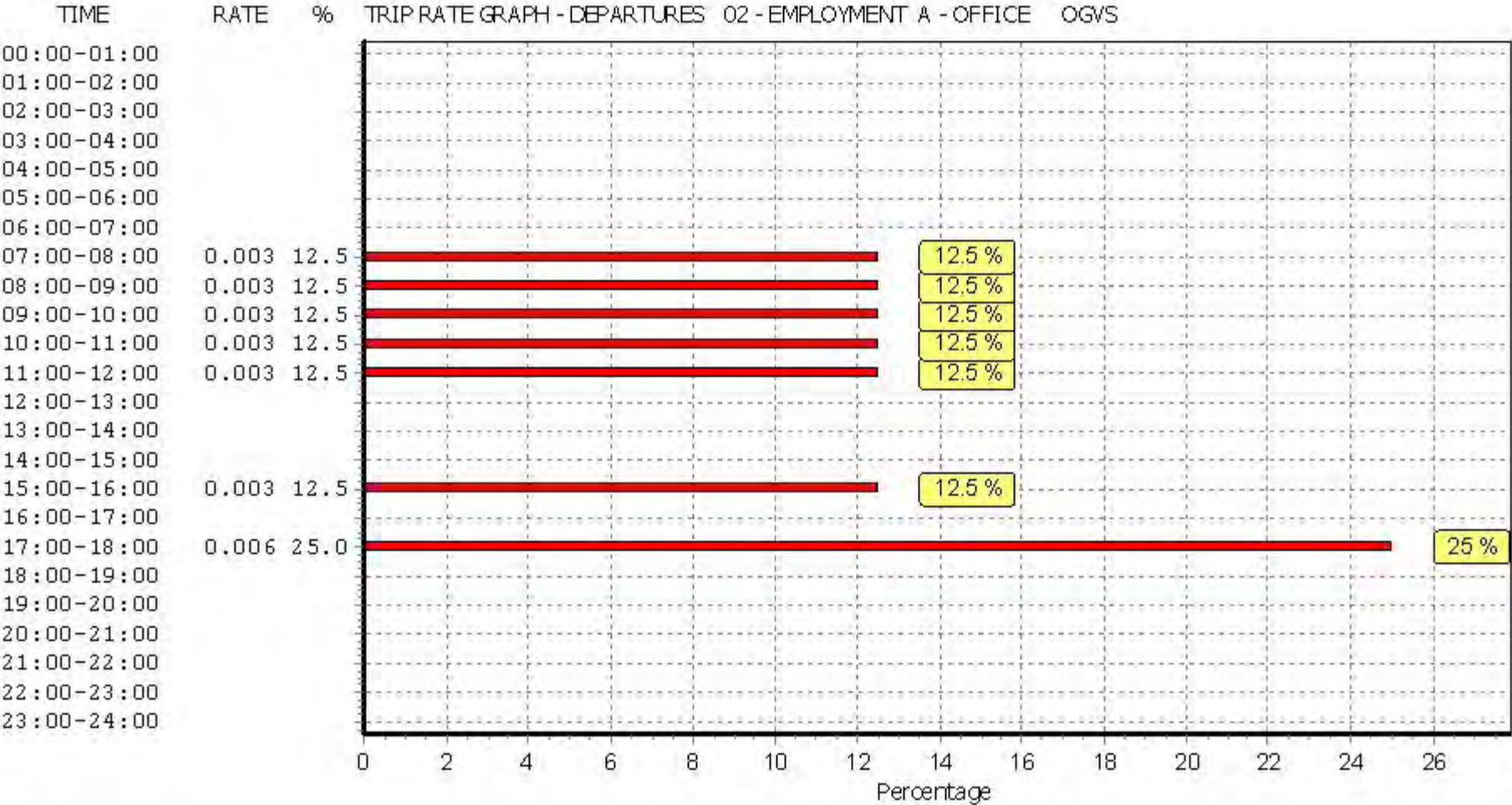
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Arup Rose Wharf Leeds

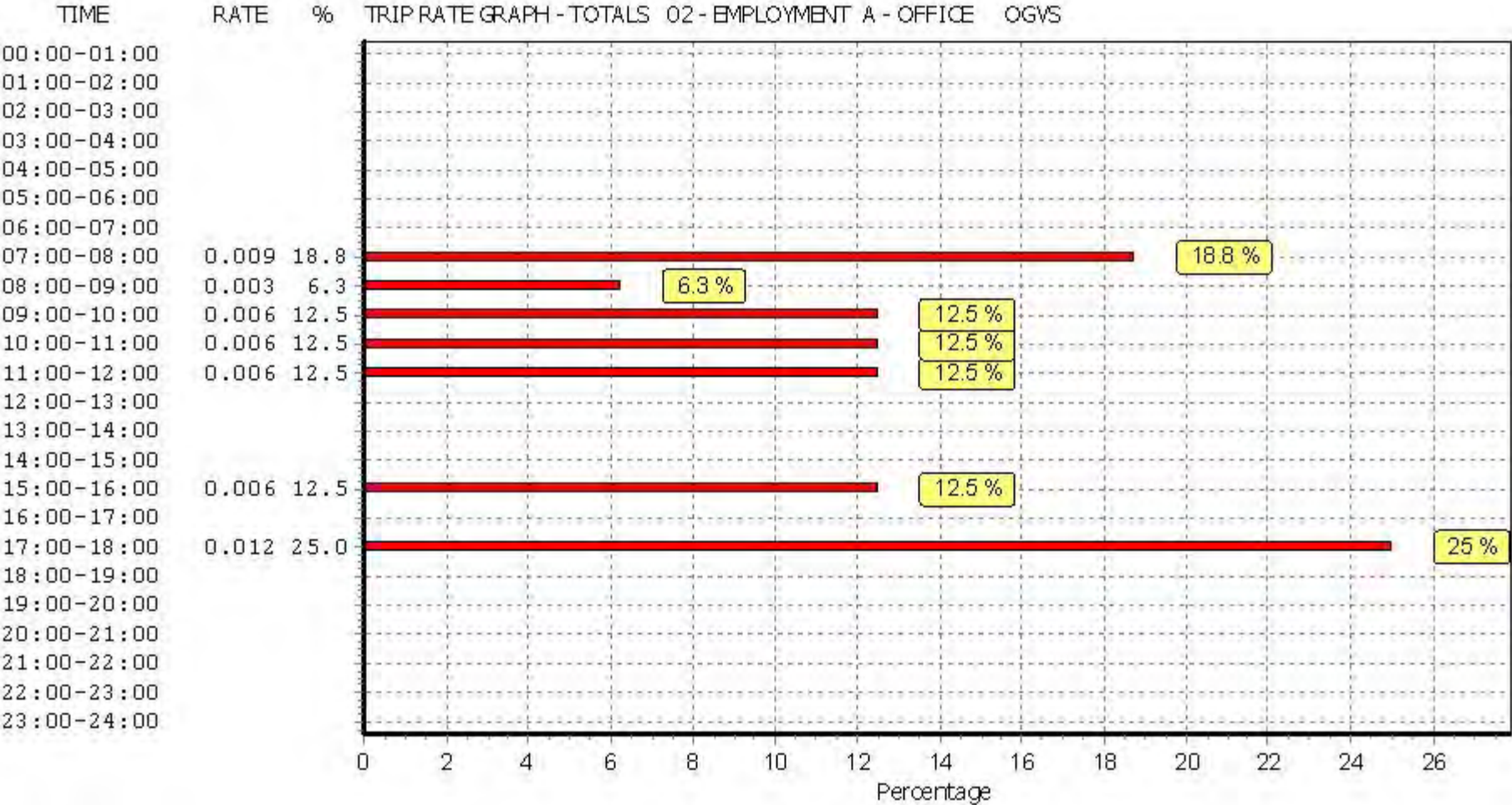
Licence No: 701005



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

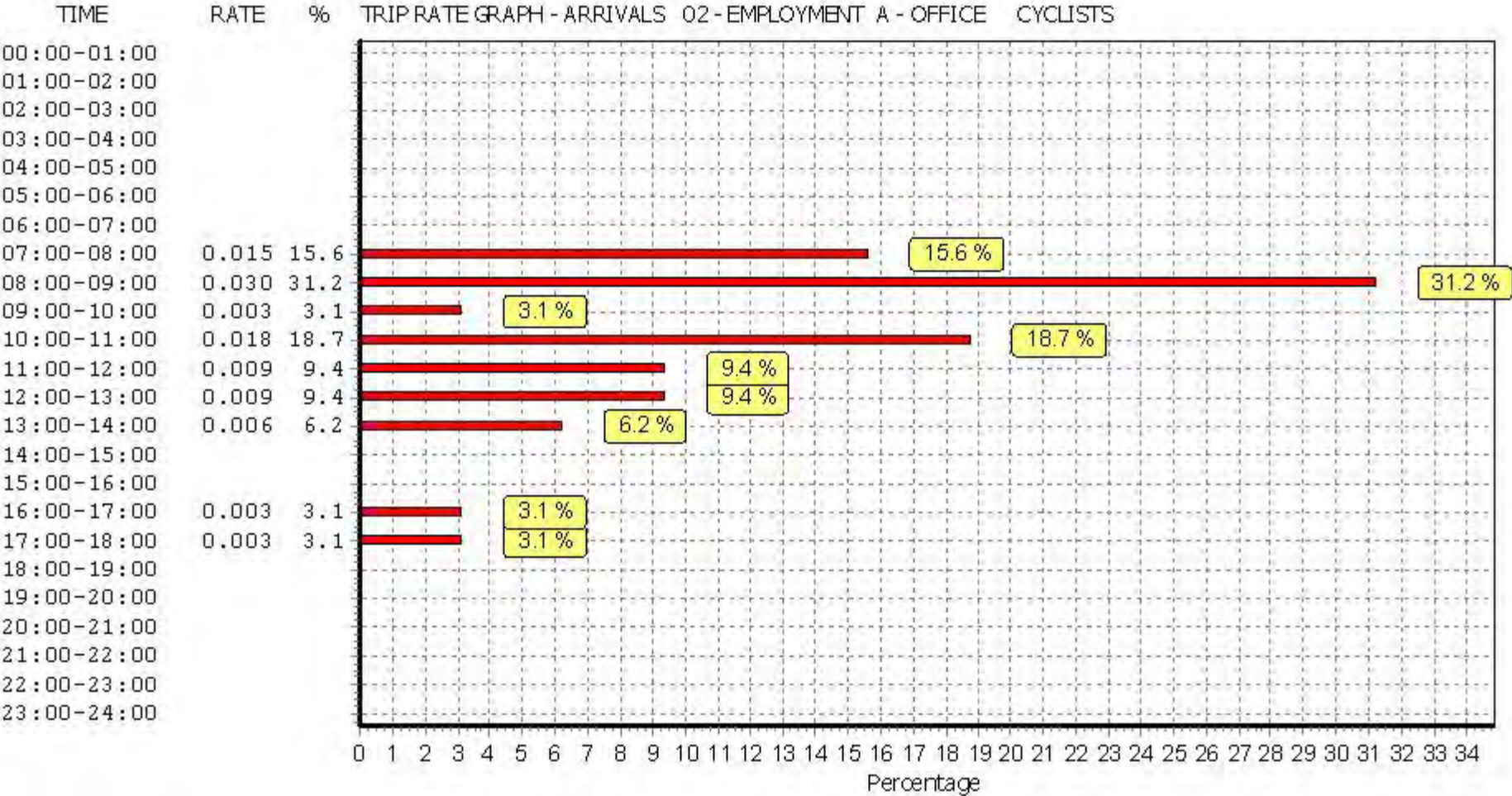
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

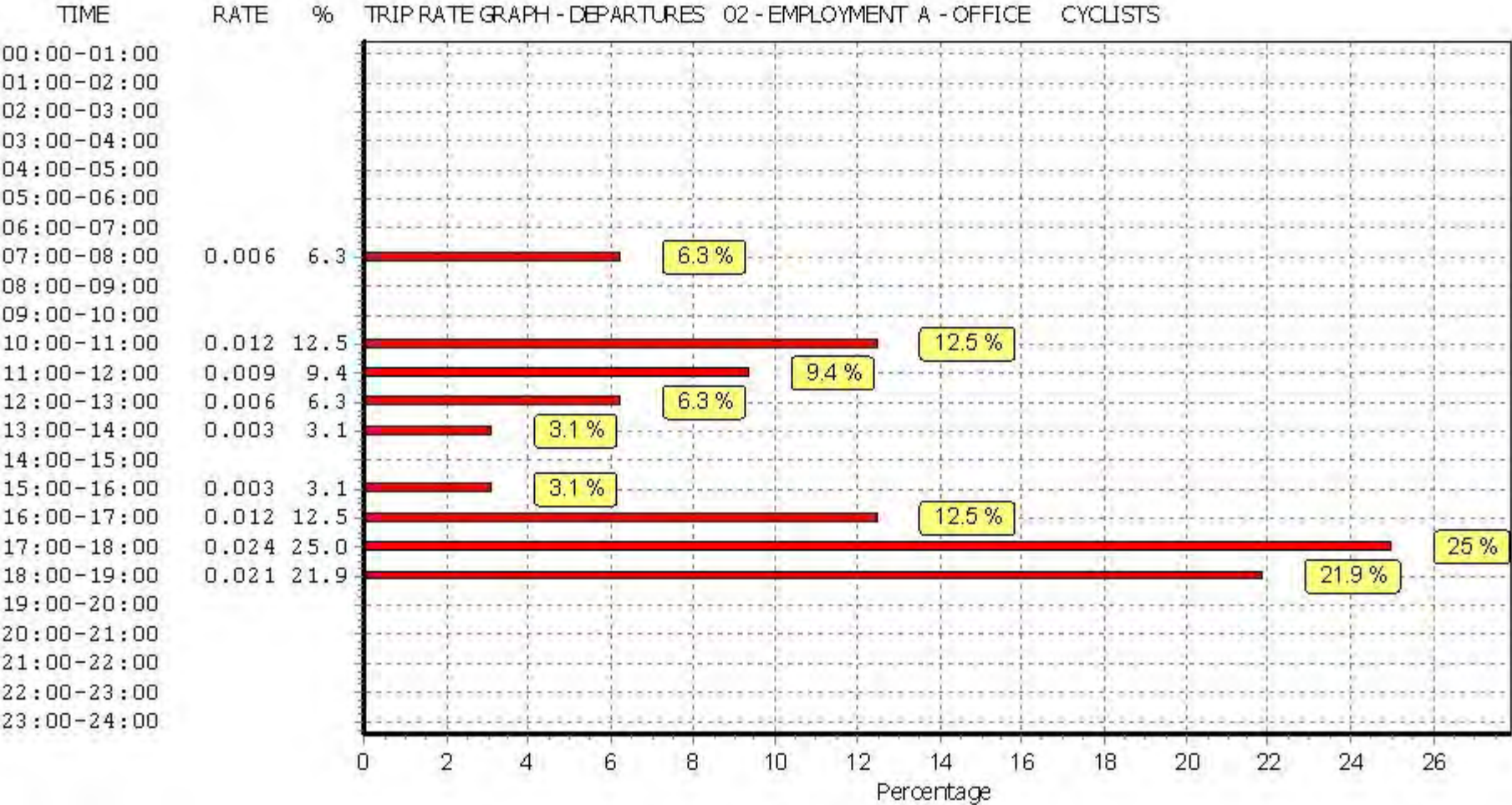
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	2613	0.003	13	2613	0.000	13	2613	0.003
07:30 - 08:00	13	2613	0.012	13	2613	0.006	13	2613	0.018
08:00 - 08:30	13	2613	0.012	13	2613	0.000	13	2613	0.012
08:30 - 09:00	13	2613	0.018	13	2613	0.000	13	2613	0.018
09:00 - 09:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
09:30 - 10:00	13	2613	0.003	13	2613	0.000	13	2613	0.003
10:00 - 10:30	13	2613	0.009	13	2613	0.003	13	2613	0.012
10:30 - 11:00	13	2613	0.009	13	2613	0.009	13	2613	0.018
11:00 - 11:30	13	2613	0.006	13	2613	0.006	13	2613	0.012
11:30 - 12:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
12:00 - 12:30	13	2613	0.003	13	2613	0.003	13	2613	0.006
12:30 - 13:00	13	2613	0.006	13	2613	0.003	13	2613	0.009
13:00 - 13:30	13	2613	0.003	13	2613	0.000	13	2613	0.003
13:30 - 14:00	13	2613	0.003	13	2613	0.003	13	2613	0.006
14:00 - 14:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
14:30 - 15:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
15:00 - 15:30	13	2613	0.000	13	2613	0.000	13	2613	0.000
15:30 - 16:00	13	2613	0.000	13	2613	0.003	13	2613	0.003
16:00 - 16:30	13	2613	0.000	13	2613	0.003	13	2613	0.003
16:30 - 17:00	13	2613	0.003	13	2613	0.009	13	2613	0.012
17:00 - 17:30	13	2613	0.003	13	2613	0.024	13	2613	0.027
17:30 - 18:00	13	2613	0.000	13	2613	0.000	13	2613	0.000
18:00 - 18:30	13	2613	0.000	13	2613	0.018	13	2613	0.018
18:30 - 19:00	13	2613	0.000	13	2613	0.003	13	2613	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.096			0.096			0.192

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

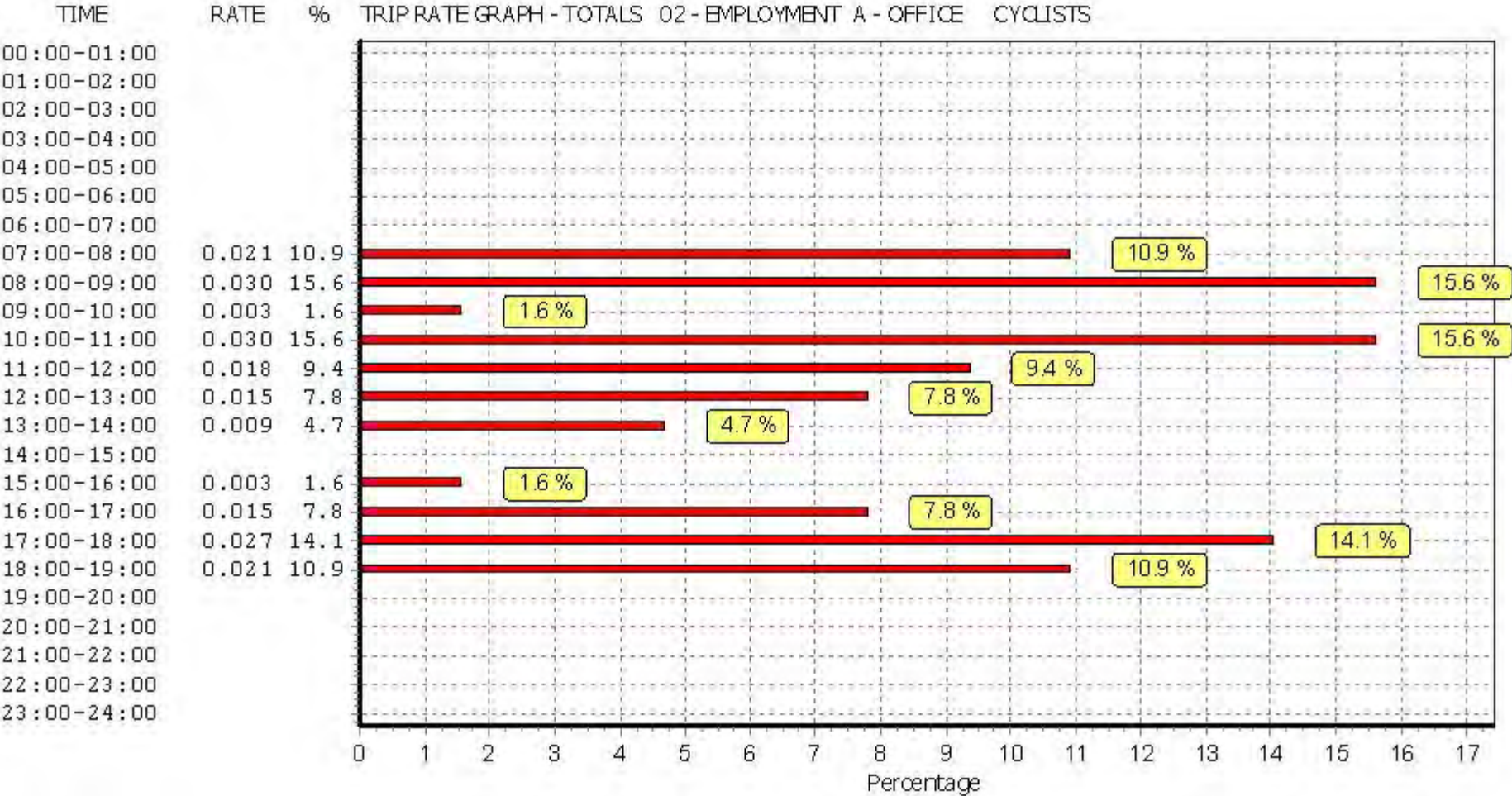
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix I

LinSig Outputs

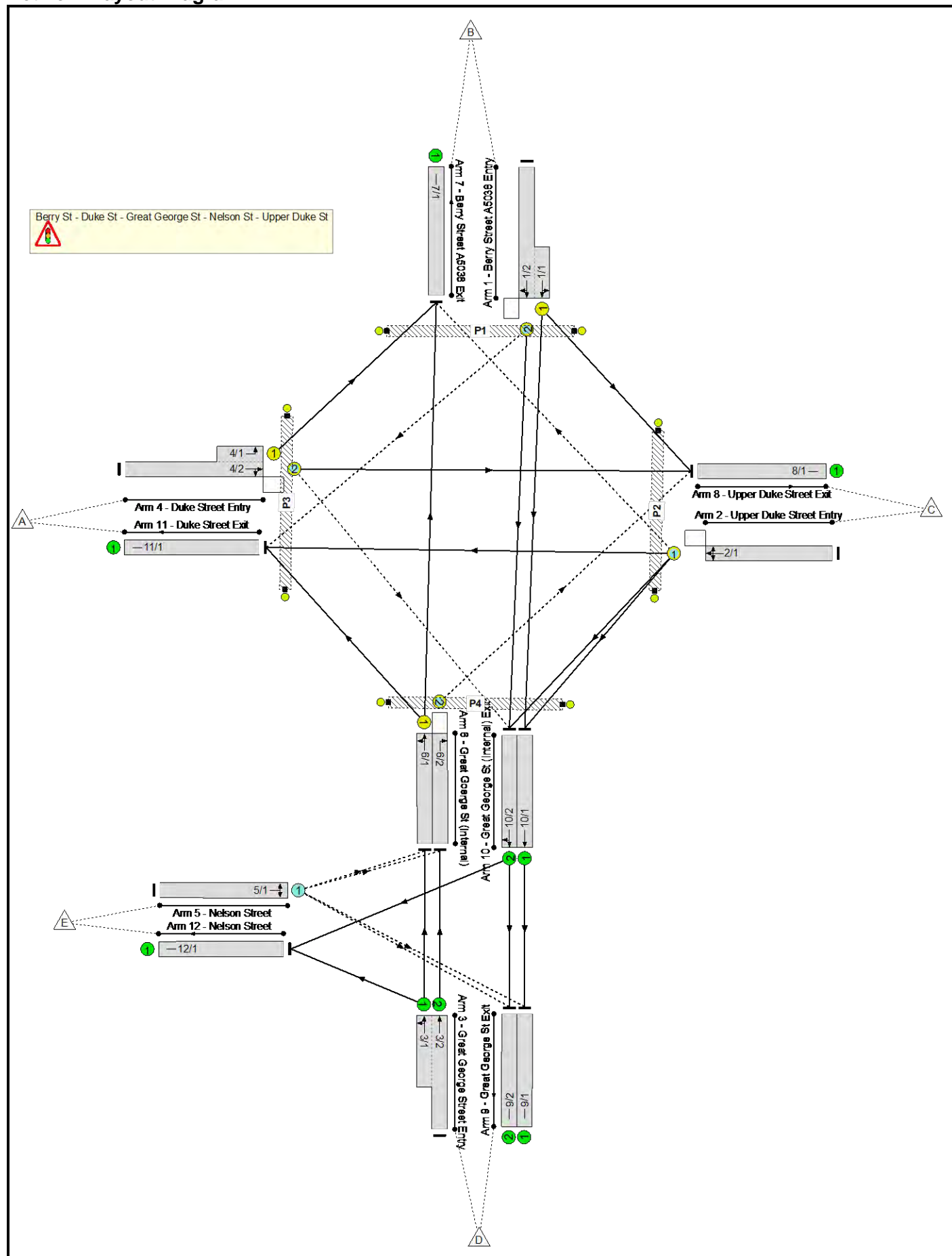


Full Input Data And Results

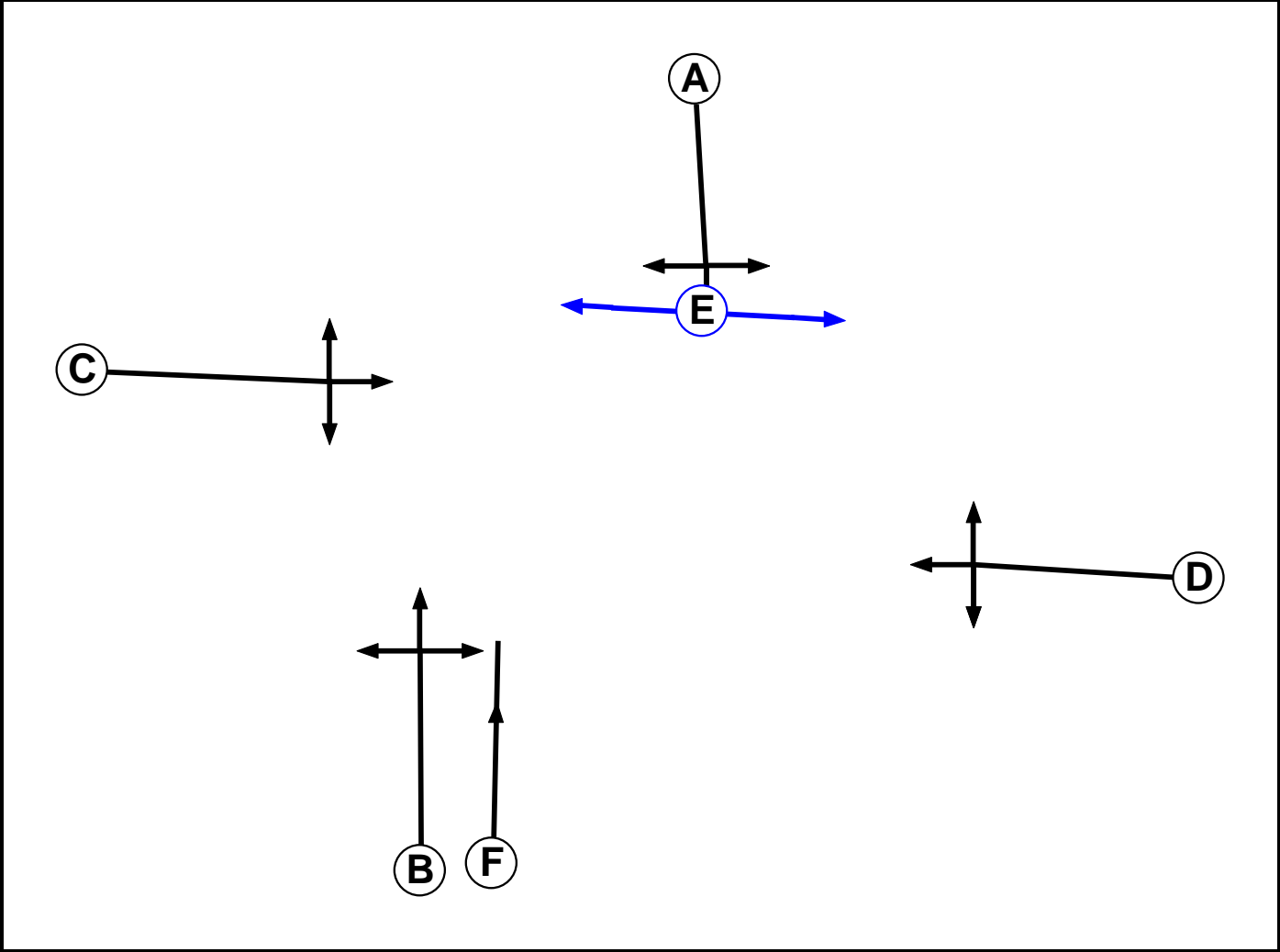
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Berry St - Duke St - GGS - Nelson St - Upper Duke St -.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Traffic		6	6

Full Input Data And Results

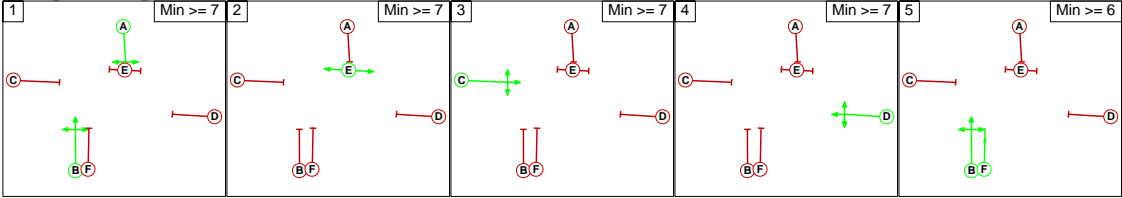
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	8	6	15	6
	B	-		6	6	15	-
	C	6	6		7	9	6
	D	6	6	7		9	6
	E	20	20	14	14		20
	F	5	-	6	6	15	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		15	8	6	6
	2	20		14	14	20
	3	6	9		7	6
	4	6	9	7		6
	5	5	15	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Berry Street A5038 Entry)	11/1 (Right)	1439	0	6/1	1.09	All	2.00	2.00	0.50	2	2.00
2/1 (Upper Duke Street Entry)	7/1 (Right)	1439	0	4/2	1.09	To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00
				4/1	1.09	All					
4/2 (Duke Street Entry)	10/2 (Right)	1439	0	2/1	1.09	To 10/1 (Left) To 11/1 (Ahead)	2.00	2.00	0.50	2	2.00
5/1 (Nelson Street)	6/1 (Left)	1439	0	3/1	1.09	To 6/1 (Ahead)	-	-	-	-	-
	6/2 (Left)	1439	0	3/2	1.09	All					
				3/1	1.09	To 6/1 (Ahead)					
	9/1 (Right)	1439	0	3/1	1.09	To 6/1 (Ahead)					
				3/2	1.09	All					
				10/1	1.09	All					
				10/2	1.09	All					
	9/2 (Right)	1439	0	3/1	1.09	To 6/1 (Ahead)					
				3/2	1.09	All					
				10/1	1.09	All					
				10/2	1.09	All					
6/2 (Great Goerge St (Internal))	8/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	To 10/2 (Ahead)					

Full Input Data And Results

Lane Input Data

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Berry Street A5038 Entry)	U	A	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 8 Left	9.10
1/2 (Berry Street A5038 Entry)	O	A	2	3	33.0	Geom	-	3.10	3.00	Y	Arm 10 Ahead	Inf
											Arm 10 Ahead	Inf
											Arm 11 Right	12.30
											Arm 7 Right	15.00
2/1 (Upper Duke Street Entry)	O	D	2	3	20.9	Geom	-	3.80	0.00	Y	Arm 10 Left	5.00
											Arm 11 Ahead	Inf
3/1 (Great George Street Entry)	U		2	3	7.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 12 Left	8.70
3/2 (Great George Street Entry)	U		2	3	69.6	Geom	-	3.30	0.00	Y	Arm 6 Ahead	Inf
4/1 (Duke Street Entry)	U	C	2	3	4.5	Geom	-	3.10	0.00	Y	Arm 7 Left	9.40
4/2 (Duke Street Entry)	O	C	2	3	19.5	Geom	-	3.10	0.00	Y	Arm 8 Ahead	Inf
											Arm 10 Right	23.00
5/1 (Nelson Street)	O		2	3	4.3	Geom	-	3.10	0.00	Y	Arm 6 Left	8.70
											Arm 9 Right	16.00
6/1 (Great Goerge St (Internal))	U	B	2	3	3.0	Geom	-	3.80	0.00	Y	Arm 7 Ahead	Inf
											Arm 11 Left	16.00
6/2 (Great Goerge St (Internal))	O	B	2	3	3.0	Geom	-	3.80	0.00	Y	Arm 8 Right	9.00
7/1 (Berry Street A5038 Exit)	U		2	3	31.3	Geom	-	3.90	0.00	Y		
8/1 (Upper Duke Street Exit)	U		2	3	22.6	Geom	-	3.40	0.00	Y		
9/1 (Great George St Exit)	U		2	3	6.1	Geom	-	3.00	0.00	Y		

Full Input Data And Results

9/2 (Great George St Exit)	U		2	3	66.1	Geom	-	3.25	0.00	Y		
10/1 (Great George St (Internal) Exit)	U		2	3	5.0	Geom	-	3.90	0.00	Y	Arm 9 Ahead	Inf
10/2 (Great George St (Internal) Exit)	U		2	3	5.0	Geom	-	3.90	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Right	Inf
11/1 (Duke Street Exit)	U		2	3	19.5	Geom	-	4.00	0.00	Y		
12/1 (Nelson Street)	U		2	3	26.1	Geom	-	3.10	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	16:45	17:45	01:00	
3: '2023 Base AM'	08:00	09:00	01:00	
4: '2023 Base PM'	16:45	17:45	01:00	
5: '2023 Base + Com AM'	08:00	09:00	01:00	
6: '2023 Base + Com PM'	16:45	17:45	01:00	
7: '2023 Base + Com + Dev AM'	08:00	09:00	01:00	
8: '2023 Base + Com + Dev PM'	16:45	17:45	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	0	79	148	38	3	268
	B	33	0	9	215	7	264
	C	191	33	0	123	11	358
	D	41	286	94	0	3	424
	E	0	5	4	1	0	10
	Tot.	265	403	255	377	24	1324

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	224
1/2 (with short)	264(In) 40(Out)
2/1	358
3/1 (short)	330
3/2 (with short)	424(In) 94(Out)
4/1 (short)	79
4/2 (with short)	268(In) 189(Out)
5/1	10
6/1	332
6/2	98
7/1	403
8/1	255
9/1	338
9/2	39
10/1	338
10/2	59
11/1	265
12/1	24

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	4.0 %	1902	1902
				Arm 10 Ahead	Inf	96.0 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	17.5 %	1635	1635
				Arm 11 Right	12.30	82.5 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.2 %	1779	1779
				Arm 10 Left	5.00	37.4 %		
				Arm 11 Ahead	Inf	53.4 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	99.1 %	1912	1912
				Arm 12 Left	8.70	0.9 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	78.3 %	1898	1898
				Arm 10 Right	23.00	21.7 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	90.0 %	1653	1653
				Arm 9 Right	16.00	10.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	87.7 %	1972	1972
				Arm 11 Left	16.00	12.3 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	64.4 %	2005	2005
				Arm 12 Right	Inf	35.6 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	105	269	85	4	463
	B	37	0	24	274	10	345
	C	130	30	0	146	17	323
	D	38	285	82	0	5	410
	E	0	2	4	2	0	8
	Tot.	205	422	379	507	36	1549

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	298
1/2 (with short)	345(In) 47(Out)
2/1	323
3/1 (short)	328
3/2 (with short)	410(In) 82(Out)
4/1 (short)	105
4/2 (with short)	463(In) 358(Out)
5/1	8
6/1	325
6/2	86
7/1	422
8/1	379
9/1	420
9/2	87
10/1	420
10/2	116
11/1	205
12/1	36

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	8.1 %	1890	1890
				Arm 10 Ahead	Inf	91.9 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	21.3 %	1641	1641
				Arm 11 Right	12.30	78.7 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.3 %	1719	1719
				Arm 10 Left	5.00	50.5 %		
				Arm 11 Ahead	Inf	40.2 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	98.5 %	1910	1910
				Arm 12 Left	8.70	1.5 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	75.1 %	1894	1894
				Arm 10 Right	23.00	24.9 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	75.0 %	1670	1670
				Arm 9 Right	16.00	25.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	88.3 %	1973	1973
				Arm 11 Left	16.00	11.7 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	73.3 %	2005	2005
				Arm 12 Right	Inf	26.7 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 3: '2023 Base AM' (FG3: '2023 Base AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	85	160	41	3	289
	B	36	0	10	232	7	285
	C	206	35	0	133	12	386
	D	44	309	101	0	3	457
	E	0	5	4	1	0	10
	Tot.	286	434	275	407	25	1427

Traffic Lane Flows

Lane	Scenario 3: 2023 Base AM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	242
1/2 (with short)	285(In) 43(Out)
2/1	386
3/1 (short)	356
3/2 (with short)	457(In) 101(Out)
4/1 (short)	85
4/2 (with short)	289(In) 204(Out)
5/1	10
6/1	358
6/2	105
7/1	434
8/1	275
9/1	365
9/2	42
10/1	365
10/2	63
11/1	286
12/1	25

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	4.1 %	1902	1902
				Arm 10 Ahead	Inf	95.9 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	16.3 %	1632	1632
				Arm 11 Right	12.30	83.7 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.1 %	1778	1778
				Arm 10 Left	5.00	37.6 %		
				Arm 11 Ahead	Inf	53.4 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	99.2 %	1912	1912
				Arm 12 Left	8.70	0.8 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	78.4 %	1898	1898
				Arm 10 Right	23.00	21.6 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	90.0 %	1653	1653
				Arm 9 Right	16.00	10.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	87.7 %	1972	1972
				Arm 11 Left	16.00	12.3 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	65.1 %	2005	2005
				Arm 12 Right	Inf	34.9 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 4: '2023 Base PM' (FG4: '2023 Base PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	113	289	92	4	498
	B	40	0	26	295	11	372
	C	140	33	0	158	18	349
	D	41	307	88	0	5	441
	E	0	2	4	2	0	8
	Tot.	221	455	407	547	38	1668

Traffic Lane Flows

Lane	Scenario 4: 2023 Base PM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	321
1/2 (with short)	372(In) 51(Out)
2/1	349
3/1 (short)	353
3/2 (with short)	441(In) 88(Out)
4/1 (short)	113
4/2 (with short)	498(In) 385(Out)
5/1	8
6/1	350
6/2	92
7/1	455
8/1	407
9/1	453
9/2	94
10/1	453
10/2	125
11/1	221
12/1	38

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	8.1 %	1890	1890
				Arm 10 Ahead	Inf	91.9 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	21.6 %	1642	1642
				Arm 11 Right	12.30	78.4 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.5 %	1719	1719
				Arm 10 Left	5.00	50.4 %		
				Arm 11 Ahead	Inf	40.1 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	98.6 %	1910	1910
				Arm 12 Left	8.70	1.4 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	75.1 %	1894	1894
				Arm 10 Right	23.00	24.9 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	75.0 %	1670	1670
				Arm 9 Right	16.00	25.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	88.3 %	1973	1973
				Arm 11 Left	16.00	11.7 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	73.6 %	2005	2005
				Arm 12 Right	Inf	26.4 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 5: '2023 Base + Com AM' (FG5: '2023 Base + Com AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	85	160	41	4	290
	B	36	0	10	232	8	286
	C	206	35	0	133	13	387
	D	45	309	102	0	3	459
	E	0	5	4	1	0	10
	Tot.	287	434	276	407	28	1432

Traffic Lane Flows

Lane	Scenario 5: 2023 Base + Com AM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	242
1/2 (with short)	286(In) 44(Out)
2/1	387
3/1 (short)	357
3/2 (with short)	459(In) 102(Out)
4/1 (short)	85
4/2 (with short)	290(In) 205(Out)
5/1	10
6/1	359
6/2	106
7/1	434
8/1	276
9/1	365
9/2	42
10/1	365
10/2	66
11/1	287
12/1	28

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	4.1 %	1902	1902
				Arm 10 Ahead	Inf	95.9 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	18.2 %	1636	1636
				Arm 11 Right	12.30	81.8 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.0 %	1778	1778
				Arm 10 Left	5.00	37.7 %		
				Arm 11 Ahead	Inf	53.2 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	99.2 %	1912	1912
				Arm 12 Left	8.70	0.8 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	78.0 %	1898	1898
				Arm 10 Right	23.00	22.0 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	90.0 %	1653	1653
				Arm 9 Right	16.00	10.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	87.5 %	1972	1972
				Arm 11 Left	16.00	12.5 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	62.1 %	2005	2005
				Arm 12 Right	Inf	37.9 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Scenario 6: '2023 Base + Com PM' (FG6: '2023 Base + Com PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	113	289	92	5	499
	B	40	0	26	295	11	372
	C	140	33	0	158	19	350
	D	41	308	89	0	5	443
	E	0	2	4	2	0	8
	Tot.	221	456	408	547	40	1672

Traffic Lane Flows

Lane	Scenario 6: 2023 Base + Com PM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	321
1/2 (with short)	372(In) 51(Out)
2/1	350
3/1 (short)	354
3/2 (with short)	443(In) 89(Out)
4/1 (short)	113
4/2 (with short)	499(In) 386(Out)
5/1	8
6/1	351
6/2	93
7/1	456
8/1	408
9/1	453
9/2	94
10/1	453
10/2	127
11/1	221
12/1	40

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	8.1 %	1890	1890
				Arm 10 Ahead	Inf	91.9 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	21.6 %	1642	1642
				Arm 11 Right	12.30	78.4 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.4 %	1718	1718
				Arm 10 Left	5.00	50.6 %		
				Arm 11 Ahead	Inf	40.0 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	98.6 %	1910	1910
				Arm 12 Left	8.70	1.4 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	74.9 %	1894	1894
				Arm 10 Right	23.00	25.1 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	75.0 %	1670	1670
				Arm 9 Right	16.00	25.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	88.3 %	1973	1973
				Arm 11 Left	16.00	11.7 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	72.4 %	2005	2005
				Arm 12 Right	Inf	27.6 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 7: '2023 Base + Com + Dev AM' (FG7: '2023 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	85	160	44	5	294
	B	36	0	10	240	9	295
	C	206	35	0	139	14	394
	D	51	323	113	0	3	490
	E	0	5	4	1	0	10
	Tot.	293	448	287	424	31	1483

Traffic Lane Flows

Lane	Scenario 7: 2023 Base + Com + Dev AM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	250
1/2 (with short)	295(In) 45(Out)
2/1	394
3/1 (short)	377
3/2 (with short)	490(In) 113(Out)
4/1 (short)	85
4/2 (with short)	294(In) 209(Out)
5/1	10
6/1	379
6/2	117
7/1	448
8/1	287
9/1	379
9/2	45
10/1	379
10/2	72
11/1	293
12/1	31

Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	4.0 %	1902	1902
				Arm 10 Ahead	Inf	96.0 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	20.0 %	1639	1639
				Arm 11 Right	12.30	80.0 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	8.9 %	1773	1773
				Arm 10 Left	5.00	38.8 %		
				Arm 11 Ahead	Inf	52.3 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	99.2 %	1912	1912
				Arm 12 Left	8.70	0.8 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	76.6 %	1896	1896
				Arm 10 Right	23.00	23.4 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	90.0 %	1653	1653
				Arm 9 Right	16.00	10.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	86.5 %	1970	1970
				Arm 11 Left	16.00	13.5 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	61.1 %	2005	2005
				Arm 12 Right	Inf	38.9 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 8: '2023 Base + Com + Dev PM' (FG8: '2023 Base + Com + Dev PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	113	289	97	7	506
	B	40	0	26	306	14	386
	C	140	33	0	167	22	362
	D	46	316	97	0	5	464
	E	0	2	4	2	0	8
	Tot.	226	464	416	572	48	1726

Traffic Lane Flows

Lane	Scenario 8: 2023 Base + Com + Dev PM
Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St	
1/1 (short)	332
1/2 (with short)	386(In) 54(Out)
2/1	362
3/1 (short)	367
3/2 (with short)	464(In) 97(Out)
4/1 (short)	113
4/2 (with short)	506(In) 393(Out)
5/1	8
6/1	364
6/2	101
7/1	464
8/1	416
9/1	473
9/2	99
10/1	473
10/2	140
11/1	226
12/1	48

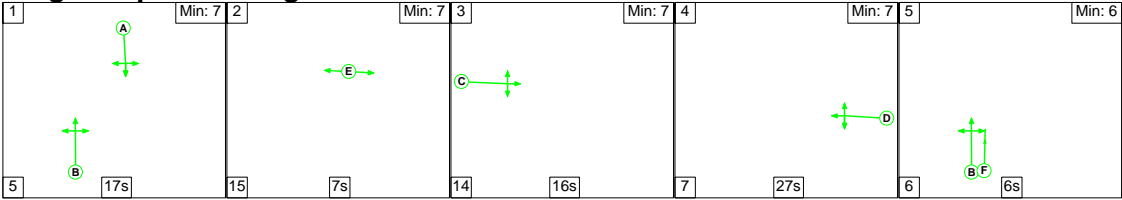
Lane Saturation Flows

Junction: Berry St - Duke St - Great George St - Nelson St - Upper Duke St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Berry Street A5038 Entry)	3.00	0.00	Y	Arm 8 Left	9.10	7.8 %	1891	1891
				Arm 10 Ahead	Inf	92.2 %		
1/2 (Berry Street A5038 Entry)	3.10	3.00	Y	Arm 10 Ahead	Inf	25.9 %	1650	1650
				Arm 11 Right	12.30	74.1 %		
2/1 (Upper Duke Street Entry)	3.80	0.00	Y	Arm 7 Right	15.00	9.1 %	1711	1711
				Arm 10 Left	5.00	52.2 %		
				Arm 11 Ahead	Inf	38.7 %		
3/1 (Great George Street Entry)	3.00	0.00	Y	Arm 6 Ahead	Inf	98.6 %	1911	1911
				Arm 12 Left	8.70	1.4 %		
3/2 (Great George Street Entry)	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
4/1 (Duke Street Entry)	3.10	0.00	Y	Arm 7 Left	9.40	100.0 %	1660	1660
4/2 (Duke Street Entry)	3.10	0.00	Y	Arm 8 Ahead	Inf	73.5 %	1892	1892
				Arm 10 Right	23.00	26.5 %		
5/1 (Nelson Street)	3.10	0.00	Y	Arm 6 Left	8.70	75.0 %	1670	1670
				Arm 9 Right	16.00	25.0 %		
6/1 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 7 Ahead	Inf	87.4 %	1972	1972
				Arm 11 Left	16.00	12.6 %		
6/2 (Great Goerge St (Internal))	3.80	0.00	Y	Arm 8 Right	9.00	100.0 %	1710	1710
7/1 (Berry Street A5038 Exit)	3.90	0.00	Y				2005	2005
8/1 (Upper Duke Street Exit)	3.40	0.00	Y				1955	1955
9/1 (Great George St Exit)	3.00	0.00	Y				1915	1915
9/2 (Great George St Exit)	3.25	0.00	Y				1940	1940
10/1 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2005	2005
10/2 (Great George St (Internal) Exit)	3.90	0.00	Y	Arm 9 Ahead	Inf	69.3 %	2005	2005
				Arm 12 Right	Inf	30.7 %		
11/1 (Duke Street Exit)	4.00	0.00	Y				2015	2015
12/1 (Nelson Street)	3.10	0.00	Y				1925	1925

Full Input Data And Results

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

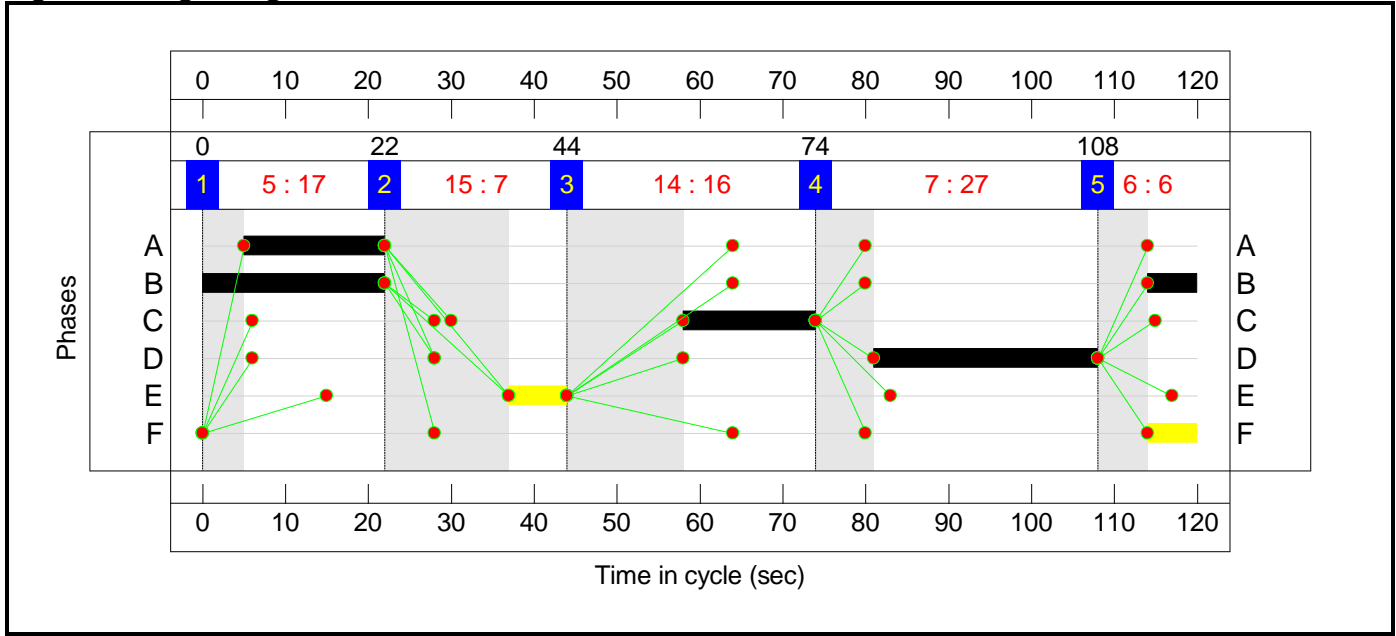
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	17	7	16	27	6
Change Point	0	22	44	74	108

Signal Timings Diagram

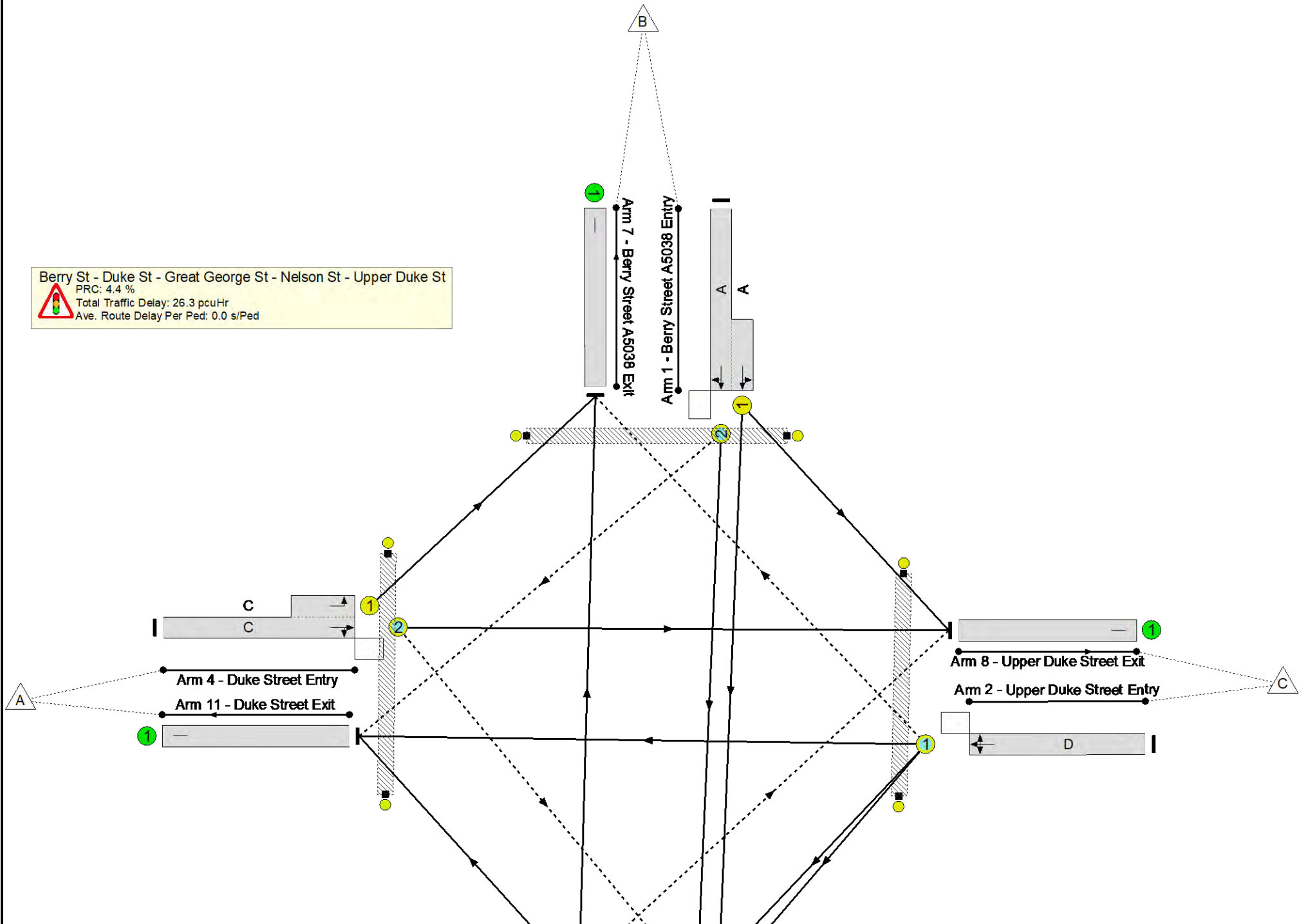


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Berry St - Duke St - Great George St - Nelson St - Upper Duke St
 PRC: 4.4 %
 Total Traffic Delay: 26.3 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		1	17	-	264	1635:1902	48+268	83.5 : 83.5%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		1	27	-	358	1779	415	86.2%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	424	1945:1912	425+1494	22.1 : 22.1%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		1	16	-	268	1898:1660	227+95	83.3 : 83.3%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	10	1653	848	1.2%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		1	28	-	332	1972	477	69.7%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		1	28	-	98	1710	188	52.1%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	403	2005	2005	20.1%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	255	1955	1955	13.0%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	338	1915	1915	17.7%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	39	1940	1940	2.0%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	338	2005	2005	16.9%

Full Input Data And Results

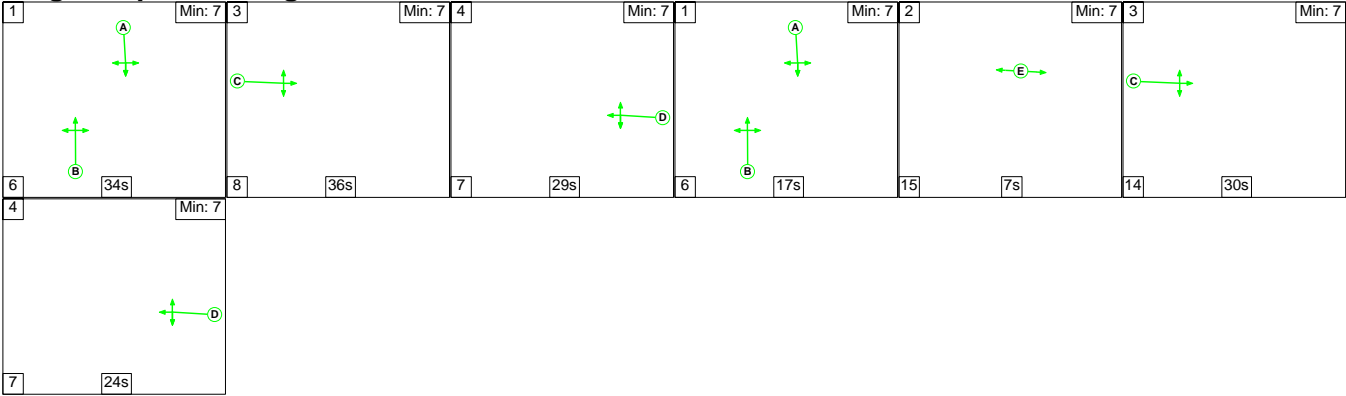
10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	59	2005	2005	2.9%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	265	2015	2015	13.2%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	24	1925	1925	1.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	59	155	1	16.5	9.8	0.1	26.3	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	59	155	1	16.5	9.8	0.1	26.3	-	-	-	-
1/2+1/1	264	264	33	0	0	3.6	2.3	0.1	6.0	81.3	7.6	2.3	9.9
2/1	358	358	0	32	1	4.4	2.9	0.0	7.2	72.8	11.4	2.9	14.3
3/2+3/1	424	424	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2+4/1	268	268	0	40	1	3.6	2.3	0.0	5.9	79.6	6.7	2.3	9.0
5/1	10	10	10	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
6/1	332	332	-	-	-	3.8	1.1	-	5.0	53.9	10.1	1.1	11.2
6/2	98	98	16	82	0	1.0	0.5	0.0	1.6	57.9	2.6	0.5	3.2
7/1	403	403	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	255	255	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	338	338	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	39	39	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
10/1	338	338	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	59	59	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	265	265	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	24	24	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 25.68 Cycle Time (s): 120 PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 26.34													

Full Input Data And Results
Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 2: 'Network Control Plan 2')

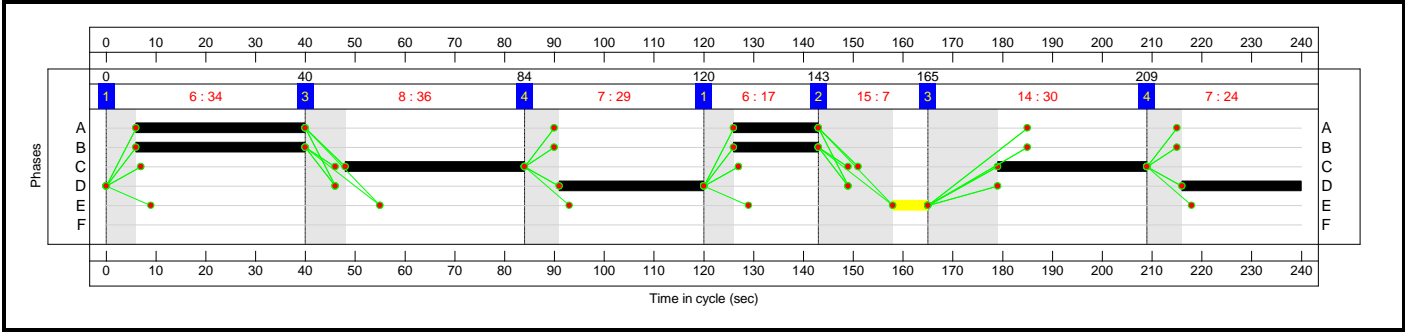
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	1	2	3	4
Duration	34	36	29	17	7	30	24
Change Point	0	40	84	120	143	165	209

Signal Timings Diagram

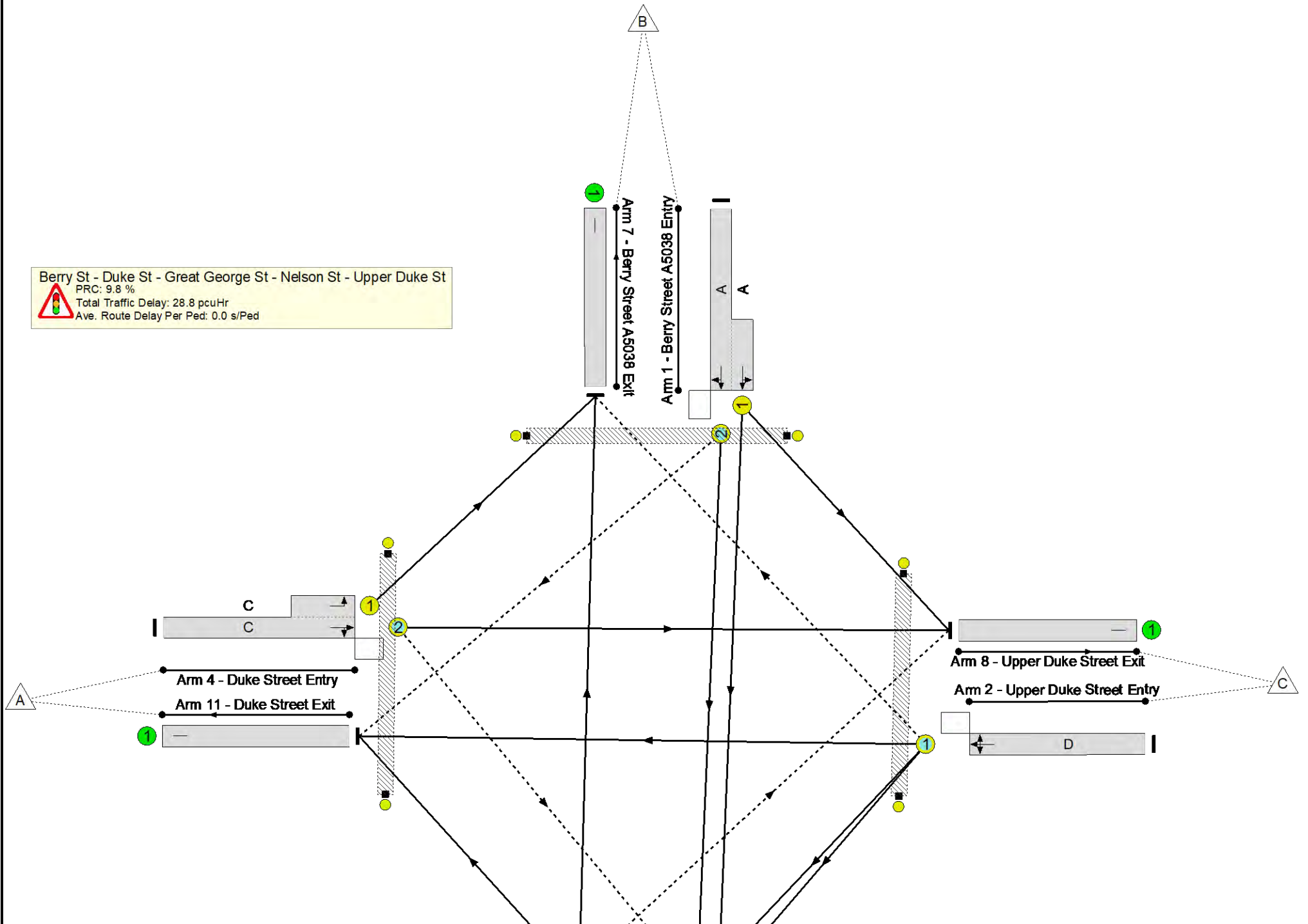


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Berry St - Duke St - Great George St - Nelson St - Upper Duke St
 PRC: 9.8 %
 Total Traffic Delay: 28.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		2	51	-	345	1641:1890	58+370	80.6 : 80.6%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		2	53	-	323	1719	394	82.0%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	410	1945:1910	383+1534	21.4 : 21.4%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		2	66	-	463	1894:1660	437+128	81.8 : 81.8%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	8	1670	658	1.2%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		2	51	-	325	1973	436	74.6%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		2	51	-	86	1710	113	75.8%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	422	2005	2005	21.0%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	379	1955	1955	19.4%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	420	1915	1915	21.9%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	87	1940	1940	4.5%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	420	2005	2005	20.9%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	116	2005	2005	5.8%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	205	2015	2015	10.2%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	36	1925	1925	1.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

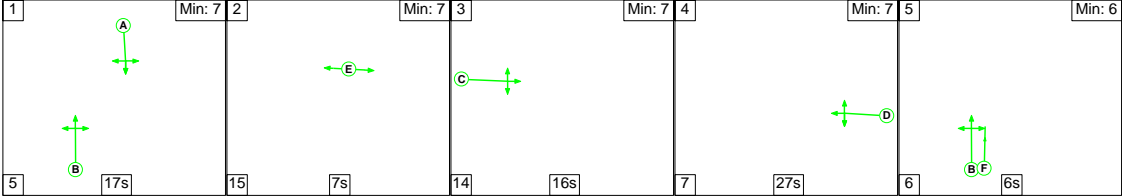
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	90	117	43	18.4	9.9	0.5	28.8	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	90	117	43	18.4	9.9	0.5	28.8	-	-	-	-
1/2+1/1	345	345	26	0	11	4.2	2.0	0.1	6.3	66.1	11.0	2.0	13.0
2/1	323	323	0	29	0	3.9	2.1	0.0	6.1	67.9	10.4	2.1	12.6
3/2+3/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2+4/1	463	463	0	88	1	5.0	2.2	0.0	7.2	56.0	14.2	2.2	16.4
5/1	8	8	8	0	0	0.0	0.0	-	0.0	4.5	0.0	0.0	0.1
6/1	325	325	-	-	-	4.0	1.4	-	5.4	59.9	11.0	1.4	12.4
6/2	86	86	56	0	30	1.2	1.4	0.4	3.0	125.0	3.4	1.4	4.9
7/1	422	422	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	379	379	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	420	420	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	87	87	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	420	420	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	116	116	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	205	205	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	36	36	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 28.02 Cycle Time (s): 240 PRC Over All Lanes (%): 9.8 Total Delay Over All Lanes(pcuHr): 28.81													

Full Input Data And Results

Scenario 3: '2023 Base AM' (FG3: '2023 Base AM', Plan 1: 'Network Control Plan 1')

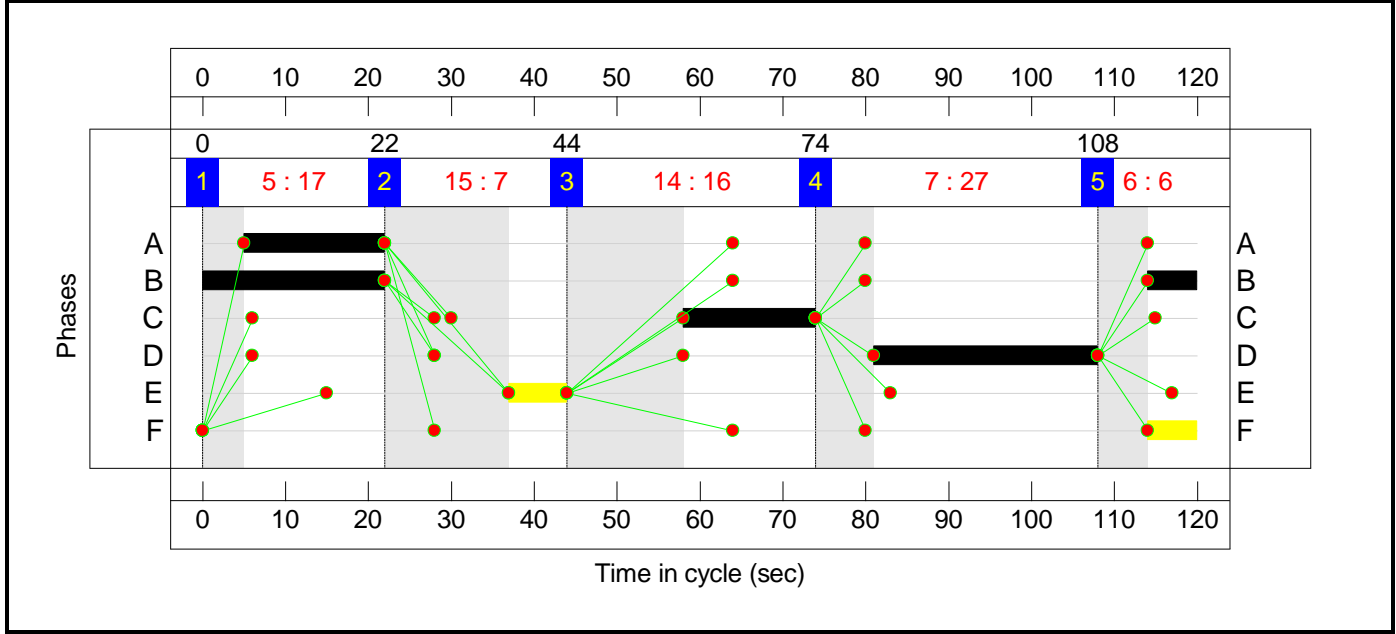
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	17	7	16	27	6
Change Point	0	22	44	74	108

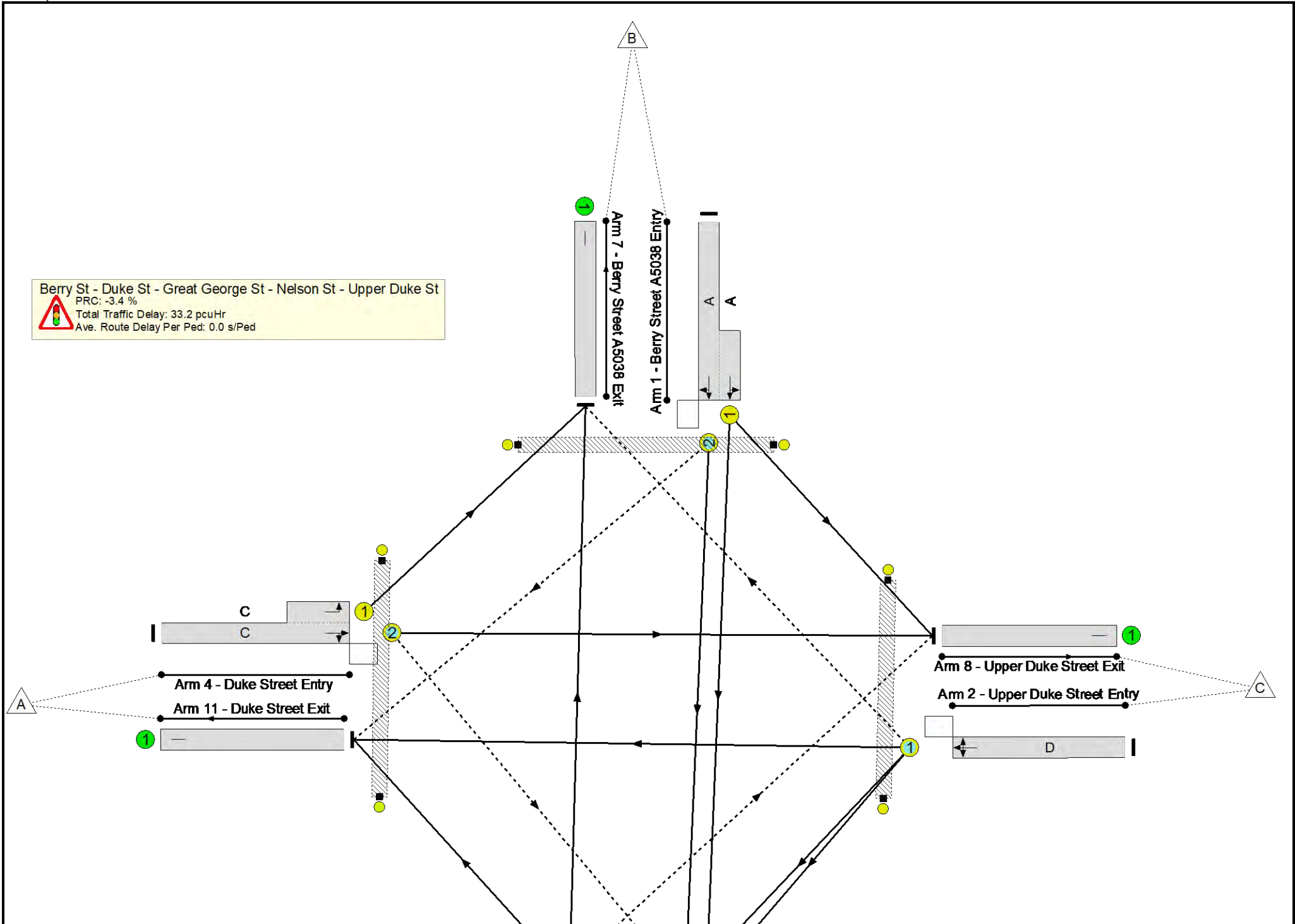
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		1	17	-	285	1632:1902	48+268	90.2 : 90.2%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		1	27	-	386	1778	415	93.0%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	457	1945:1912	424+1495	23.8 : 23.8%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		1	16	-	289	1898:1660	227+95	89.8 : 89.8%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	10	1653	798	1.3%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		1	28	-	358	1972	477	75.1%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		1	28	-	105	1710	188	55.8%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	434	2005	2005	21.6%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	275	1955	1955	14.1%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	365	1915	1915	19.1%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	42	1940	1940	2.2%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	365	2005	2005	18.2%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	63	2005	2005	3.1%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	286	2015	2015	14.2%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	25	1925	1925	1.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

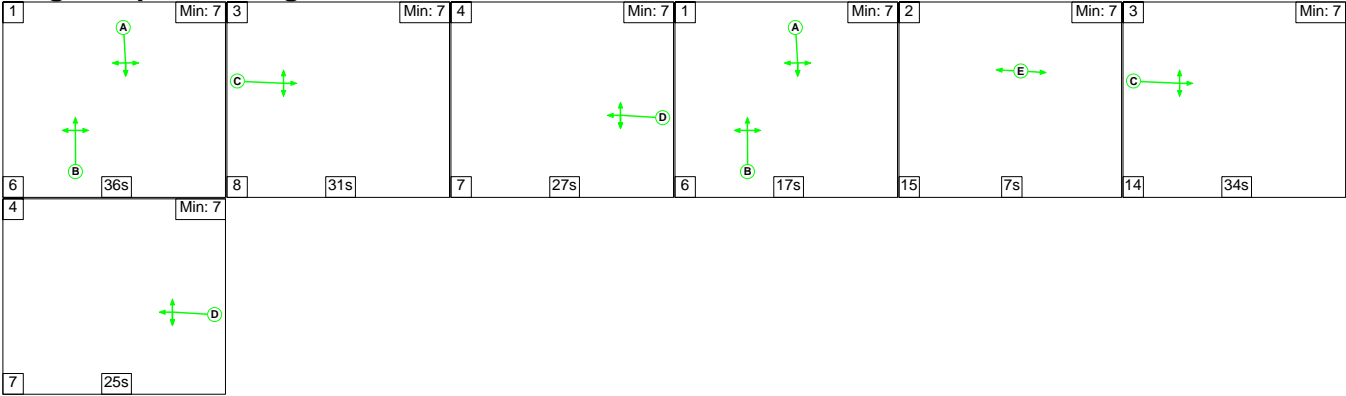
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	63	166	1	18.0	15.1	0.1	33.2	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	63	166	1	18.0	15.1	0.1	33.2	-	-	-	-
1/2+1/1	285	285	36	0	0	3.9	3.7	0.1	7.7	97.3	8.4	3.7	12.1
2/1	386	386	0	34	1	4.8	5.0	0.0	9.8	91.4	12.5	5.0	17.5
3/2+3/1	457	457	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2+4/1	289	289	0	43	1	4.0	3.6	0.0	7.6	94.5	7.5	3.6	11.1
5/1	10	10	10	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.1
6/1	358	358	-	-	-	4.2	1.5	-	5.7	57.1	11.1	1.5	12.5
6/2	105	105	17	88	0	1.1	0.6	0.0	1.7	59.8	2.8	0.6	3.4
7/1	434	434	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	275	275	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	365	365	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
10/1	365	365	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	63	63	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	286	286	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	25	25	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 32.51 Cycle Time (s): 120 PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 33.24													

Full Input Data And Results

Scenario 4: '2023 Base PM' (FG4: '2023 Base PM', Plan 2: 'Network Control Plan 2')

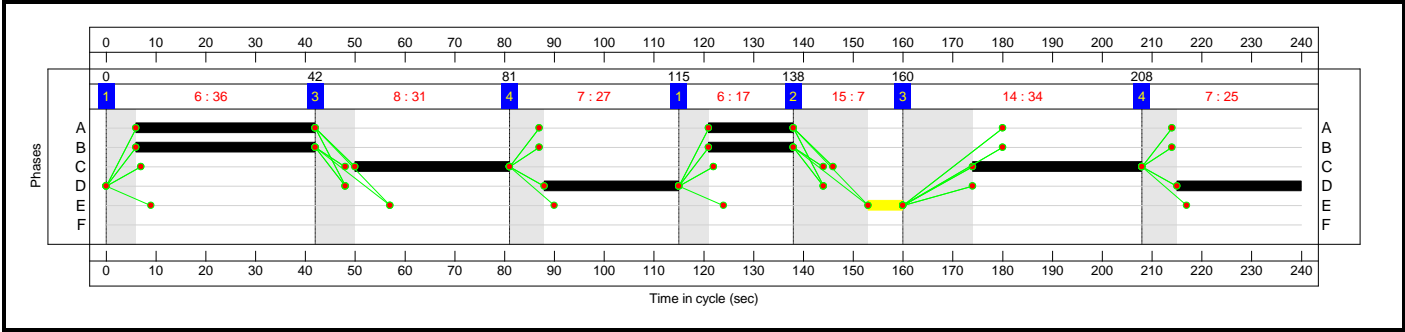
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	1	2	3	4
Duration	36	31	27	17	7	34	25
Change Point	0	42	81	115	138	160	208

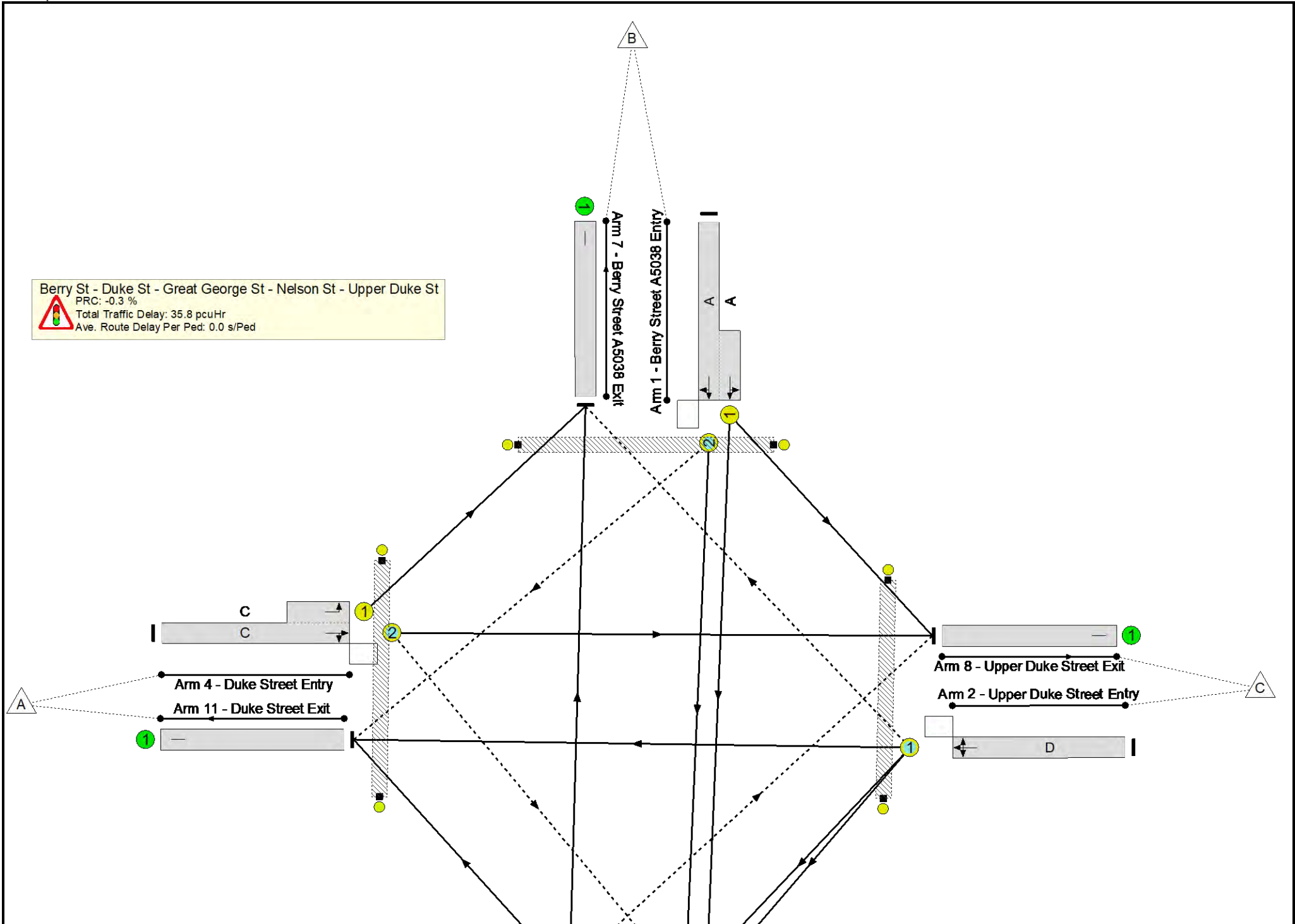
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		2	53	-	372	1642:1890	61+383	83.8 : 83.8%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		2	52	-	349	1719	387	90.2%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	441	1945:1910	383+1534	23.0 : 23.0%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		2	65	-	498	1894:1660	431+127	89.2 : 89.2%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	8	1670	583	1.4%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		2	53	-	350	1973	452	77.4%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		2	53	-	92	1710	106	87.1%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	455	2005	2005	22.7%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	407	1955	1955	20.8%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	453	1915	1915	23.7%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	94	1940	1940	4.8%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	453	2005	2005	22.6%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	125	2005	2005	6.2%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	221	2015	2015	11.0%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	38	1925	1925	2.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

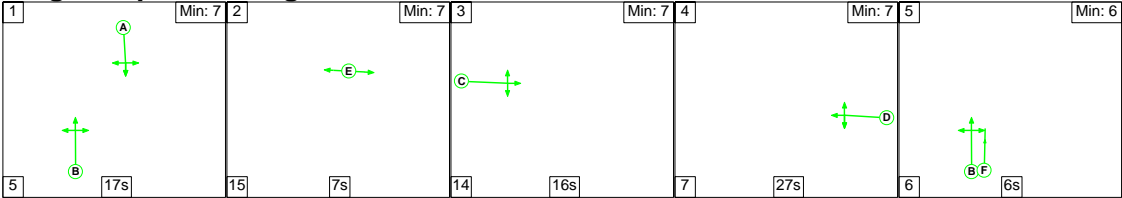
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	92	126	51	20.3	15.0	0.6	35.8	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	92	126	51	20.3	15.0	0.6	35.8	-	-	-	-
1/2+1/1	372	372	29	0	11	4.6	2.4	0.1	7.2	69.7	12.9	2.4	15.3
2/1	349	349	0	32	1	4.4	3.8	0.0	8.2	85.0	12.0	3.8	15.9
3/2+3/1	441	441	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2+4/1	498	498	0	94	2	5.6	3.7	0.0	9.3	67.1	15.6	3.7	19.2
5/1	8	8	8	0	0	0.0	0.0	-	0.0	5.3	0.1	0.0	0.1
6/1	350	350	-	-	-	4.3	1.7	-	6.0	61.5	12.6	1.7	14.3
6/2	92	92	55	0	37	1.3	2.5	0.4	4.2	164.5	3.9	2.5	6.4
7/1	455	455	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	407	407	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/1	453	453	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	94	94	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	453	453	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/2	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	221	221	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	38	38	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 34.91 Cycle Time (s): 240 PRC Over All Lanes (%): -0.3 Total Delay Over All Lanes(pcuHr): 35.78													

Full Input Data And Results

Scenario 5: '2023 Base + Com AM' (FG5: '2023 Base + Com AM', Plan 1: 'Network Control Plan 1')

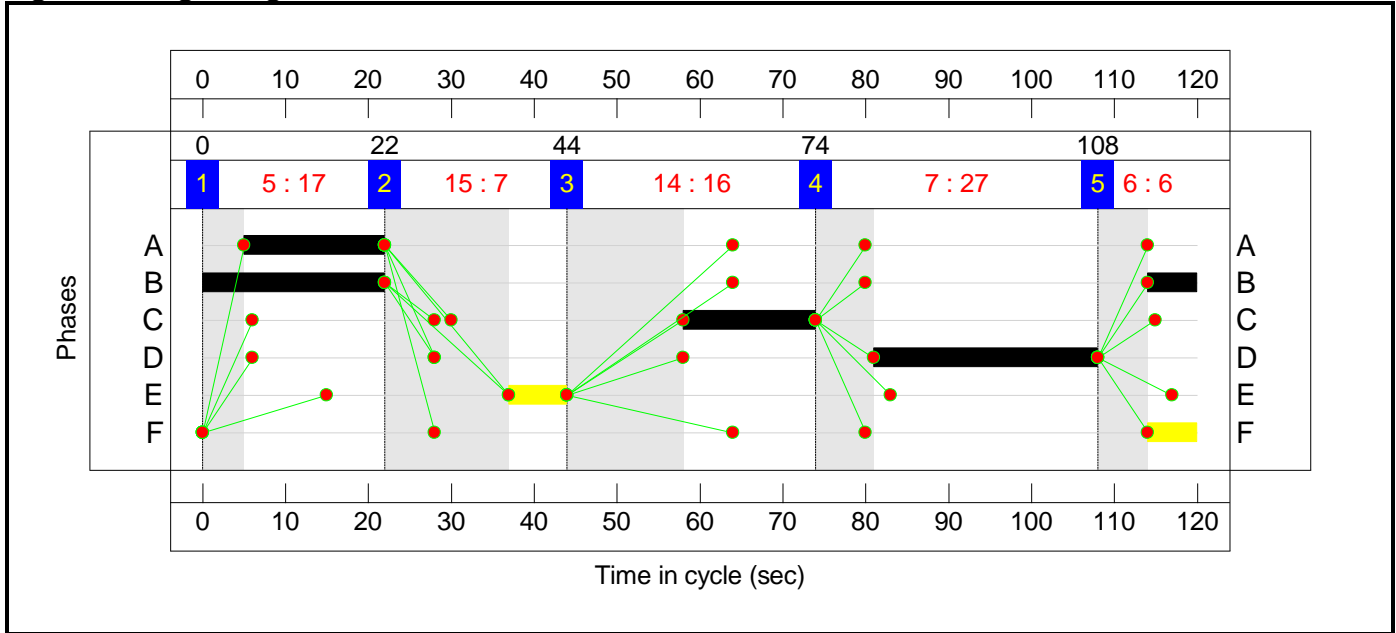
Stage Sequence Diagram



Stage Timings

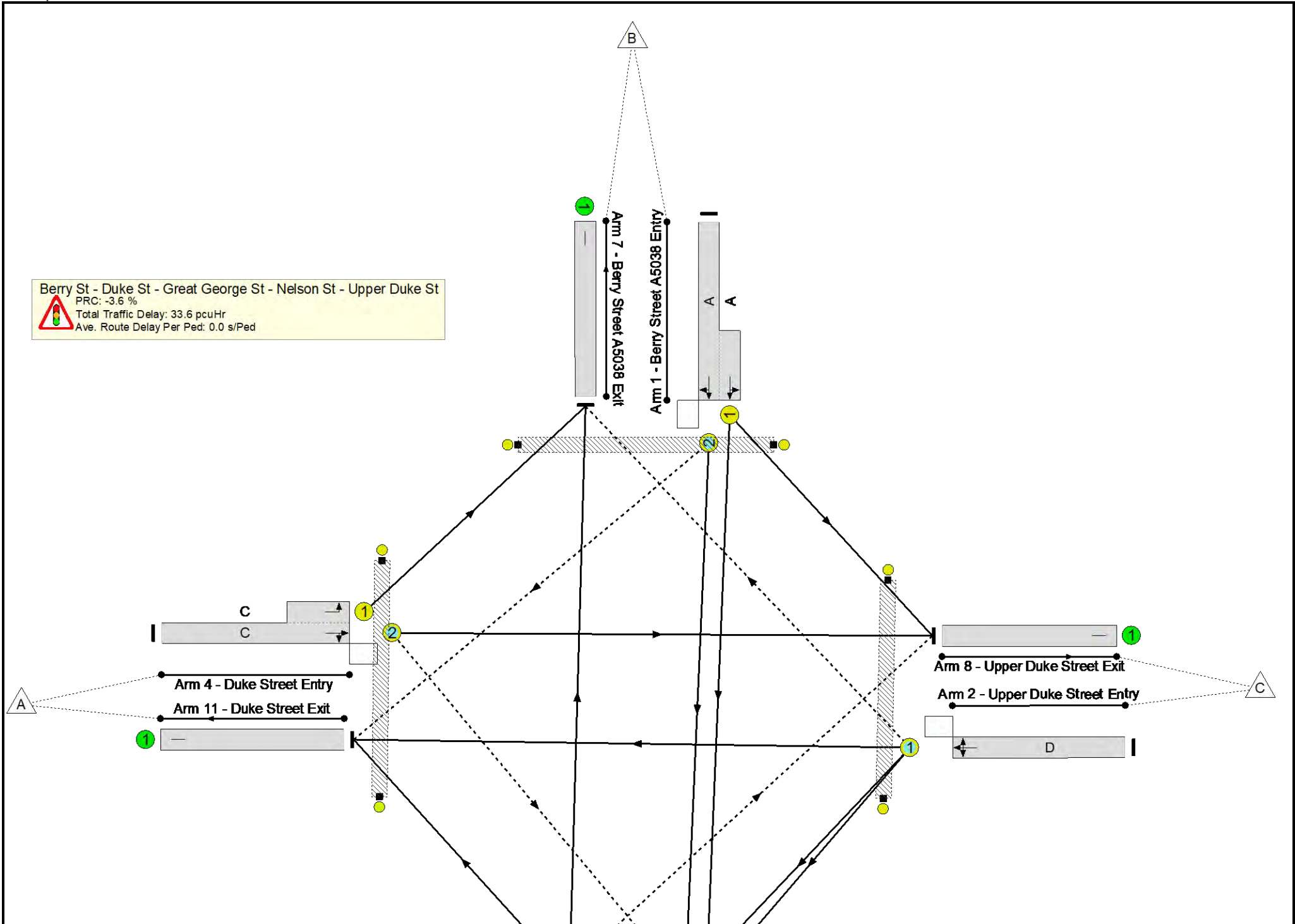
Stage	1	2	3	4	5
Duration	17	7	16	27	6
Change Point	0	22	44	74	108

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		1	17	-	286	1636:1902	49+268	90.4 : 90.4%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		1	27	-	387	1778	415	93.3%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	459	1945:1912	426+1493	23.9 : 23.9%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		1	16	-	290	1898:1660	227+94	90.2 : 90.2%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	10	1653	795	1.3%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		1	28	-	359	1972	477	75.3%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		1	28	-	106	1710	188	56.3%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	434	2005	2005	21.6%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	276	1955	1955	14.1%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	365	1915	1915	19.1%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	42	1940	1940	2.2%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	365	2005	2005	18.2%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	66	2005	2005	3.3%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	287	2015	2015	14.2%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	28	1925	1925	1.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

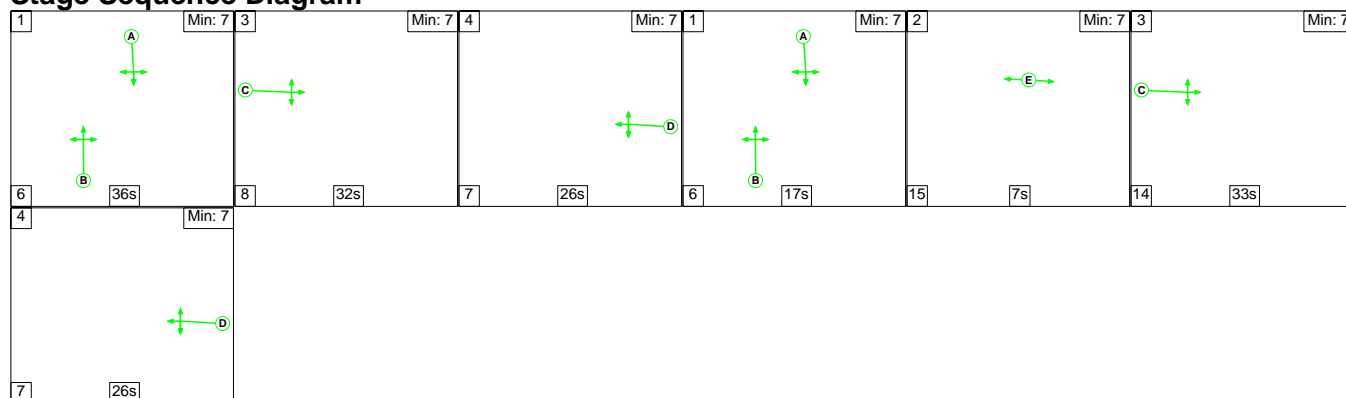
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	63	167	1	18.1	15.4	0.1	33.6	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	63	167	1	18.1	15.4	0.1	33.6	-	-	-	-
1/2+1/1	286	286	36	0	0	3.9	3.8	0.1	7.8	97.6	8.4	3.8	12.2
2/1	387	387	0	34	1	4.8	5.1	0.0	9.9	92.4	12.6	5.1	17.7
3/2+3/1	459	459	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2+4/1	290	290	0	44	1	4.0	3.7	0.0	7.7	95.7	7.6	3.7	11.3
5/1	10	10	10	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.1
6/1	359	359	-	-	-	4.2	1.5	-	5.7	57.3	11.1	1.5	12.6
6/2	106	106	17	89	0	1.1	0.6	0.0	1.8	60.1	2.9	0.6	3.5
7/1	434	434	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	365	365	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
10/1	365	365	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	66	66	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	287	287	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	28	28	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 32.88 Cycle Time (s): 120 PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 33.62													

Full Input Data And Results

Scenario 6: '2023 Base + Com PM' (FG6: '2023 Base + Com PM', Plan 2: 'Network Control Plan 2')

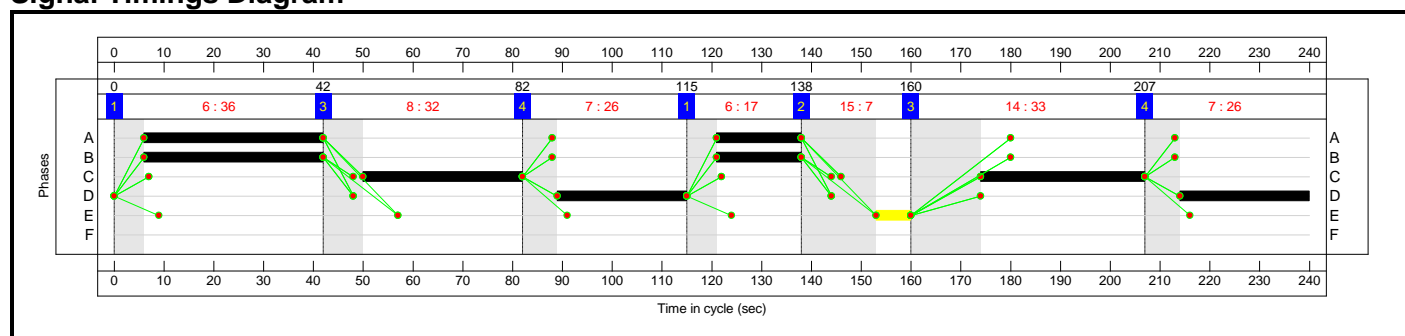
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	1	2	3	4
Duration	36	32	26	17	7	33	26
Change Point	0	42	82	115	138	160	207

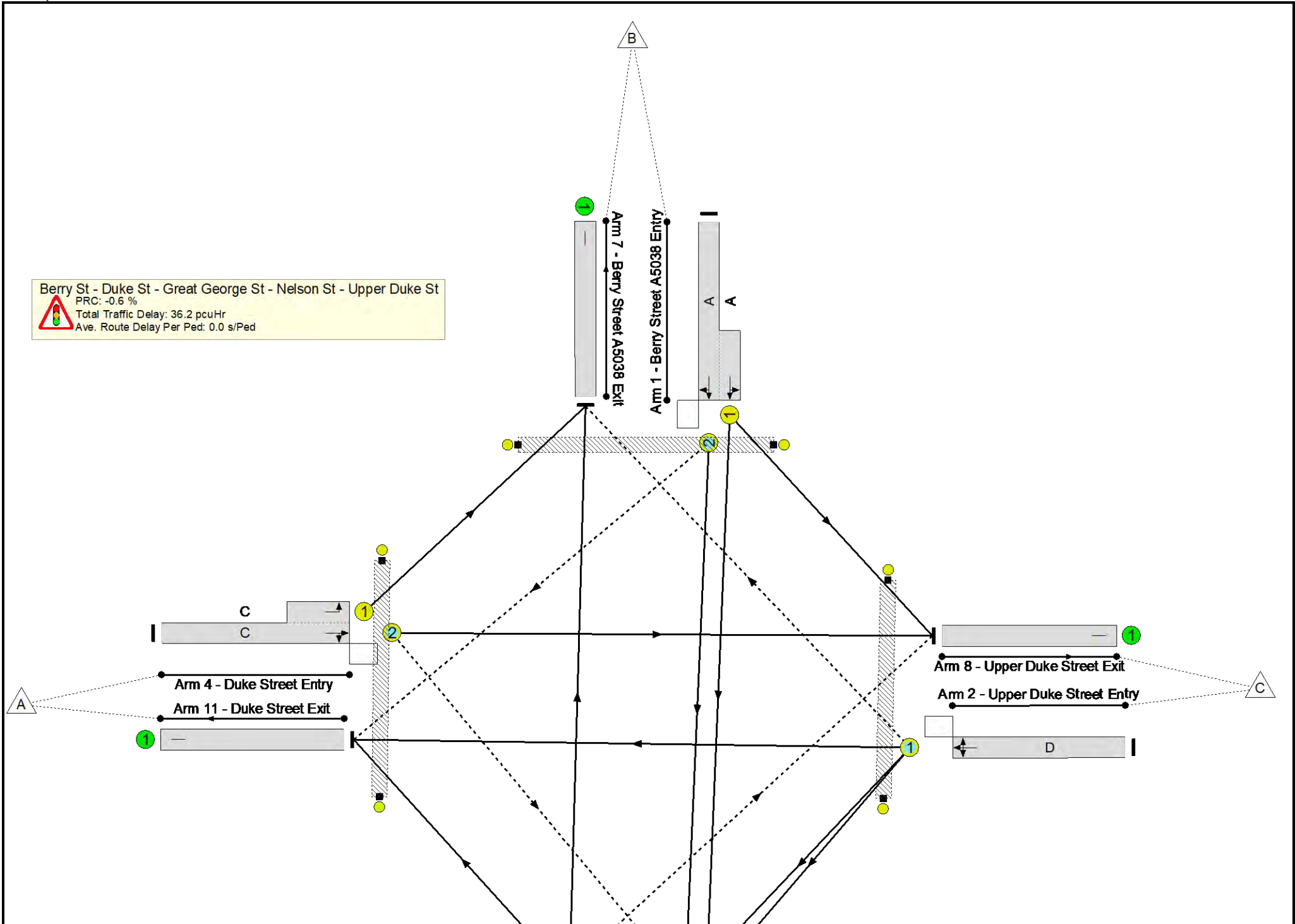
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		2	53	-	372	1642:1890	61+383	83.8 : 83.8%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		2	52	-	350	1718	387	90.5%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	443	1945:1910	385+1532	23.1 : 23.1%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		2	65	-	499	1894:1660	432+126	89.4 : 89.4%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	8	1670	578	1.4%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		2	53	-	351	1973	452	77.6%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		2	53	-	93	1710	106	88.1%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	456	2005	2005	22.7%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	408	1955	1955	20.9%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	453	1915	1915	23.7%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	94	1940	1940	4.8%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	453	2005	2005	22.6%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	127	2005	2005	6.3%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	221	2015	2015	11.0%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	40	1925	1925	2.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

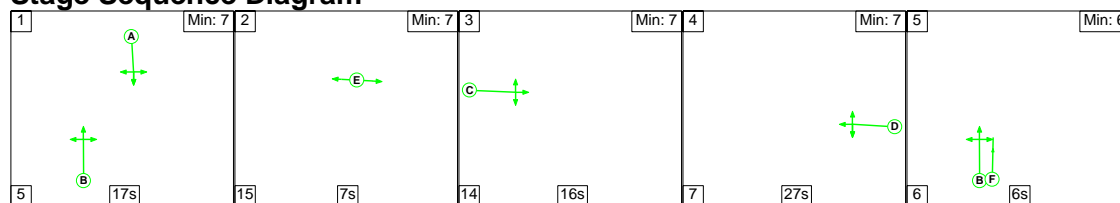
Full Input Data And Results

Signal Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	92	128	52	20.3	15.3	0.6	36.2	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	92	128	52	20.3	15.3	0.6	36.2	-	-	-	-
1/2+1/1	372	372	29	0	11	4.6	2.4	0.1	7.2	69.7	12.9	2.4	15.3
2/1	350	350	0	32	1	4.4	3.9	0.0	8.4	85.9	12.0	3.9	15.9
3/2+3/1	443	443	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2+4/1	499	499	0	95	2	5.6	3.8	0.0	9.4	67.5	15.3	3.8	19.1
5/1	8	8	8	0	0	0.0	0.0	-	0.0	5.3	0.1	0.0	0.1
6/1	351	351	-	-	-	4.3	1.7	-	6.0	61.7	12.7	1.7	14.4
6/2	93	93	55	0	38	1.4	2.6	0.4	4.4	169.1	4.0	2.6	6.6
7/1	456	456	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	408	408	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/1	453	453	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	94	94	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	453	453	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/2	127	127	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	221	221	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	40	40	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
<div>C1 PRC for Signalled Lanes (%): -0.6 Total Delay for Signalled Lanes (pcuHr): 35.29 Cycle Time (s): 240</div> <div>PRC Over All Lanes (%): -0.6 Total Delay Over All Lanes(pcuHr): 36.17</div>													

Full Input Data And Results

Scenario 7: '2023 Base + Com + Dev AM' (FG7: '2023 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

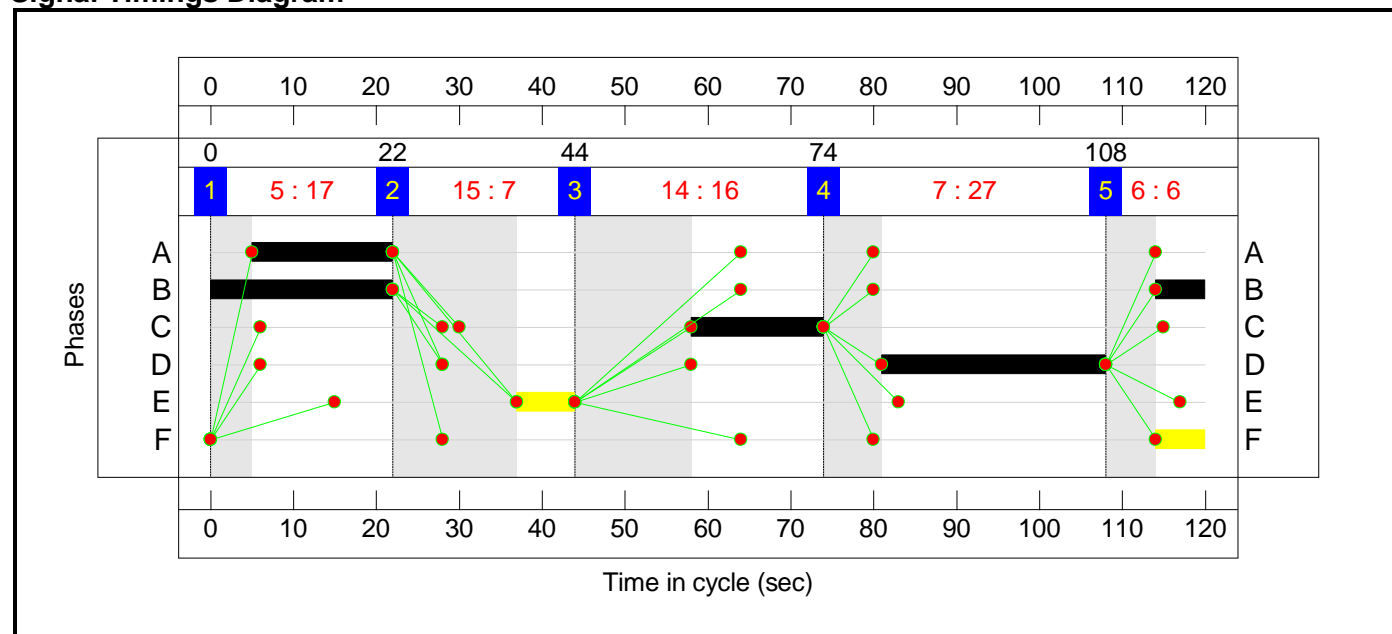
Stage Sequence Diagram



Stage Timings

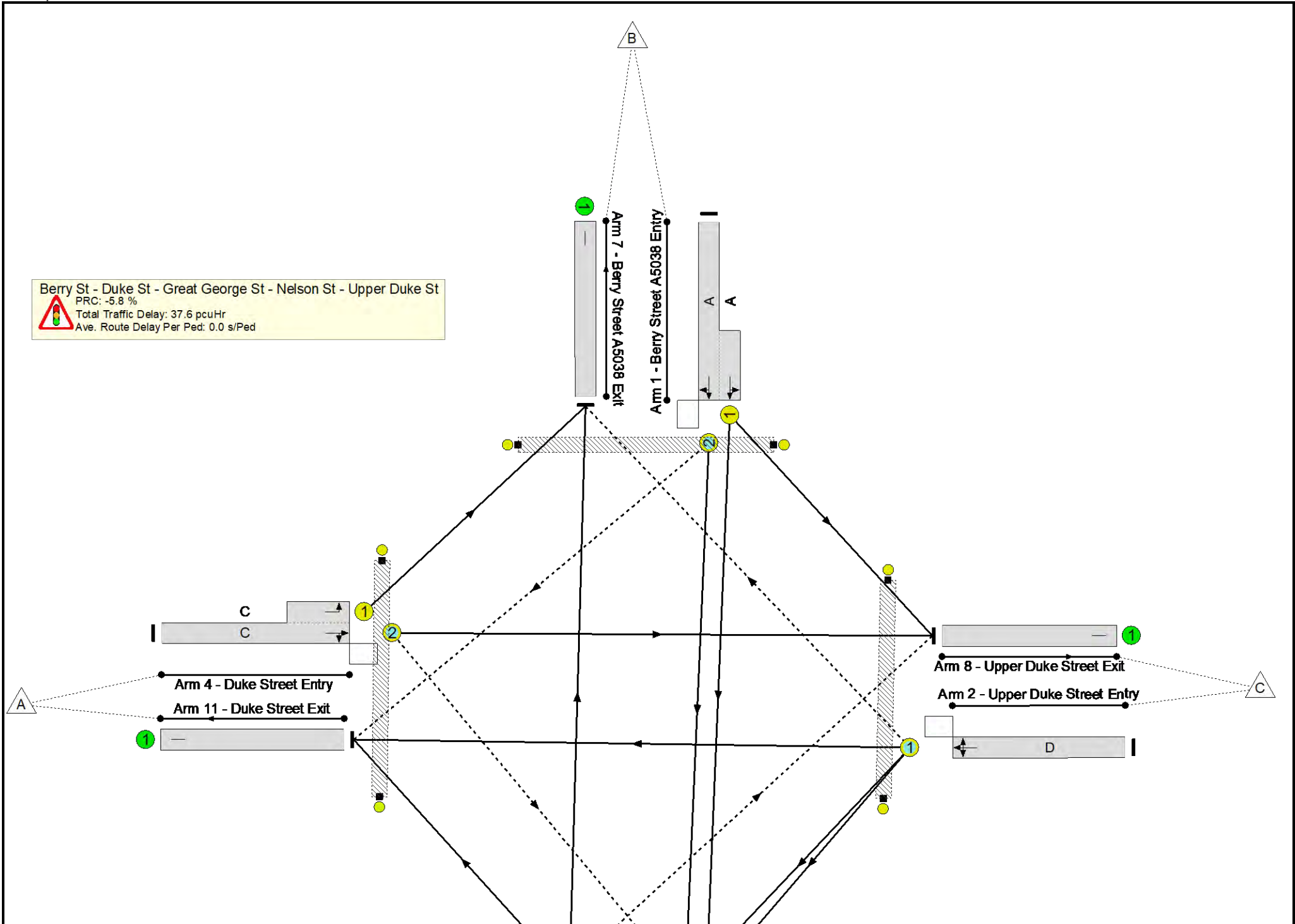
Stage	1	2	3	4	5
Duration	17	7	16	27	6
Change Point	0	22	44	74	108

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		1	17	-	295	1639:1902	48+268	93.3 : 93.3%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		1	27	-	394	1773	414	95.2%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	490	1945:1912	443+1477	25.5 : 25.5%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		1	16	-	294	1896:1660	228+93	91.8 : 91.8%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	10	1653	749	1.3%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		1	28	-	379	1970	476	79.6%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		1	28	-	117	1710	188	62.2%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	448	2005	2005	22.3%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	287	1955	1955	14.7%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	379	1915	1915	19.8%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	45	1940	1940	2.3%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	379	2005	2005	18.9%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	72	2005	2005	3.6%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	293	2015	2015	14.5%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	31	1925	1925	1.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

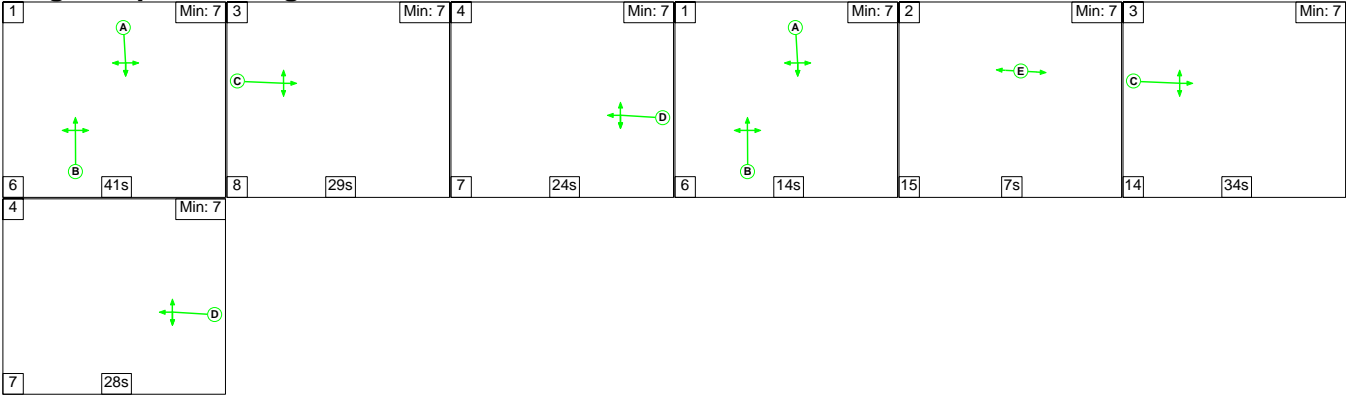
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	60	180	7	18.8	18.6	0.1	37.6	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	60	180	7	18.8	18.6	0.1	37.6	-	-	-	-
1/2+1/1	295	295	36	0	0	4.1	4.8	0.1	9.0	109.3	8.8	4.8	13.6
2/1	394	394	0	34	1	5.0	6.2	0.0	11.1	101.6	12.9	6.2	19.1
3/2+3/1	490	490	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2+4/1	294	294	0	48	1	4.1	4.2	0.0	8.3	101.4	7.7	4.2	12.0
5/1	10	10	10	0	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.1
6/1	379	379	-	-	-	4.5	1.9	-	6.4	60.7	11.8	1.9	13.7
6/2	117	117	14	98	5	1.2	0.8	0.1	2.1	63.6	3.2	0.8	4.0
7/1	448	448	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	379	379	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	45	45	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
10/1	379	379	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	72	72	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	293	293	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	31	31	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -5.8 Total Delay for Signalled Lanes (pcuHr): 36.81 Cycle Time (s): 120 													

Full Input Data And Results

Scenario 8: '2023 Base + Com + Dev PM' (FG8: '2023 Base + Com + Dev PM', Plan 2: 'Network Control Plan 2')

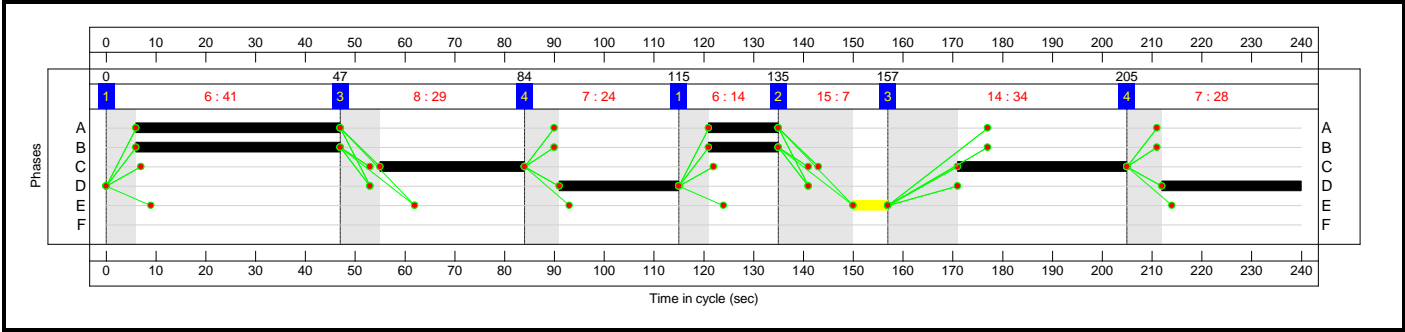
Stage Sequence Diagram



Stage Timings

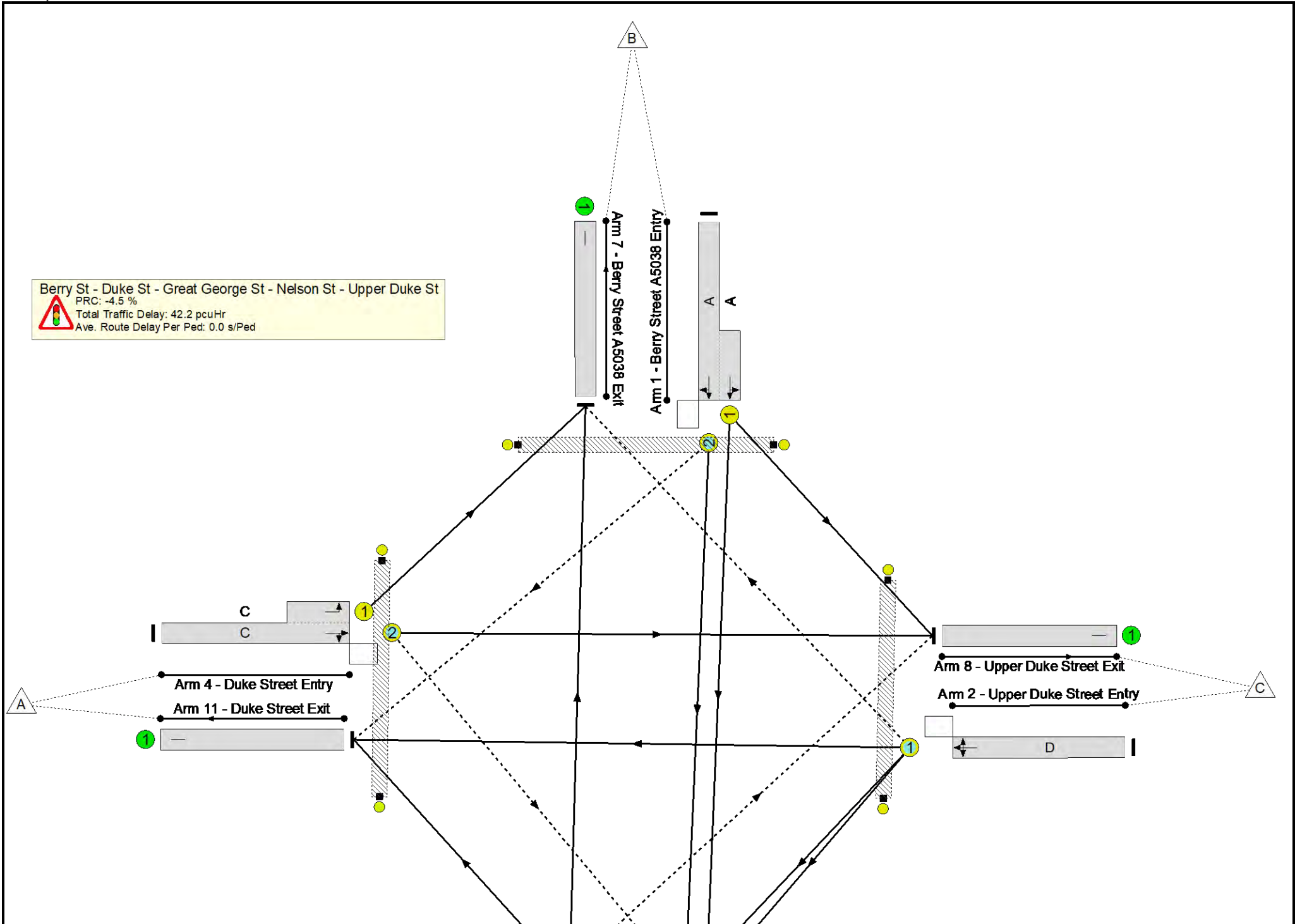
Stage	1	3	4	1	2	3	4
Duration	41	29	24	14	7	34	28
Change Point	0	47	84	115	135	157	205

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/2+1/1	Berry Street A5038 Entry Left Ahead Right	O+U	N/A	N/A	A		2	55	-	386	1650:1891	64+396	83.9 : 83.9%
2/1	Upper Duke Street Entry Right Left Ahead	O	N/A	N/A	D		2	52	-	362	1711	385	94.0%
3/2+3/1	Great George Street Entry Ahead Left	U	N/A	N/A	-		-	-	-	464	1945:1911	401+1517	24.2 : 24.2%
4/2+4/1	Duke Street Entry Left Ahead Right	O+U	N/A	N/A	C		2	63	-	506	1892:1660	421+121	93.4 : 93.4%
5/1	Nelson Street Left Right	O	N/A	N/A	-		-	-	-	8	1670	530	1.5%
6/1	Great Goerge St (Internal) Ahead Left	U	N/A	N/A	B		2	55	-	364	1972	468	77.7%
6/2	Great Goerge St (Internal) Right	O	N/A	N/A	B		2	55	-	101	1710	109	93.0%
7/1	Berry Street A5038 Exit	U	N/A	N/A	-		-	-	-	464	2005	2005	23.1%
8/1	Upper Duke Street Exit	U	N/A	N/A	-		-	-	-	416	1955	1955	21.3%
9/1	Great George St Exit	U	N/A	N/A	-		-	-	-	473	1915	1915	24.7%
9/2	Great George St Exit	U	N/A	N/A	-		-	-	-	99	1940	1940	5.1%
10/1	Great George St (Internal) Exit Ahead	U	N/A	N/A	-		-	-	-	473	2005	2005	23.6%

Full Input Data And Results

10/2	Great George St (Internal) Exit Ahead Right	U	N/A	N/A	-		-	-	-	140	2005	2005	7.0%
11/1	Duke Street Exit	U	N/A	N/A	-		-	-	-	226	2015	2015	11.2%
12/1	Nelson Street	U	N/A	N/A	-		-	-	-	48	1925	1925	2.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

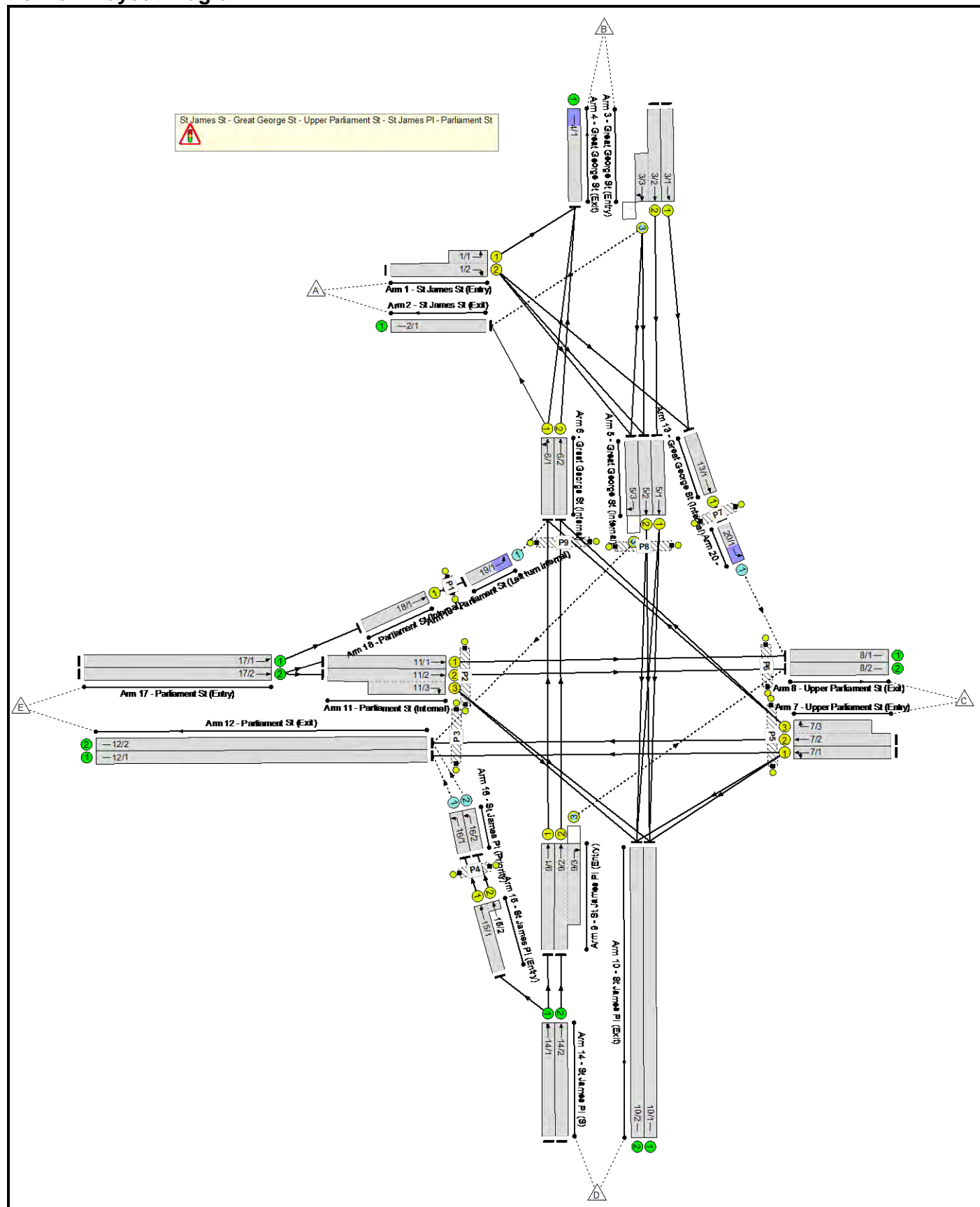
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	93	132	61	22.3	19.3	0.6	42.2	-	-	-	-
Berry St - Duke St - Great George St - Nelson St - Upper Duke St	-	-	93	132	61	22.3	19.3	0.6	42.2	-	-	-	-
1/2+1/1	386	386	28	0	12	5.4	2.4	0.2	8.0	74.7	15.1	2.4	17.6
2/1	362	362	0	32	1	4.6	5.4	0.0	10.0	99.2	12.2	5.4	17.5
3/2+3/1	464	464	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2+4/1	506	506	0	100	4	5.9	5.4	0.0	11.3	80.3	15.3	5.4	20.7
5/1	8	8	8	0	0	0.0	0.0	-	0.0	7.8	0.1	0.0	0.1
6/1	364	364	-	-	-	4.9	1.7	-	6.6	65.0	14.4	1.7	16.1
6/2	101	101	57	0	44	1.5	3.5	0.4	5.4	193.0	4.6	3.5	8.0
7/1	464	464	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	99	99	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/2	140	140	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	226	226	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	48	48	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -4.5 Total Delay for Signalled Lanes (pcuHr): 41.26 Cycle Time (s): 240 PRC Over All Lanes (%): -4.5 Total Delay Over All Lanes(pcuHr): 42.18													

Full Input Data And Results

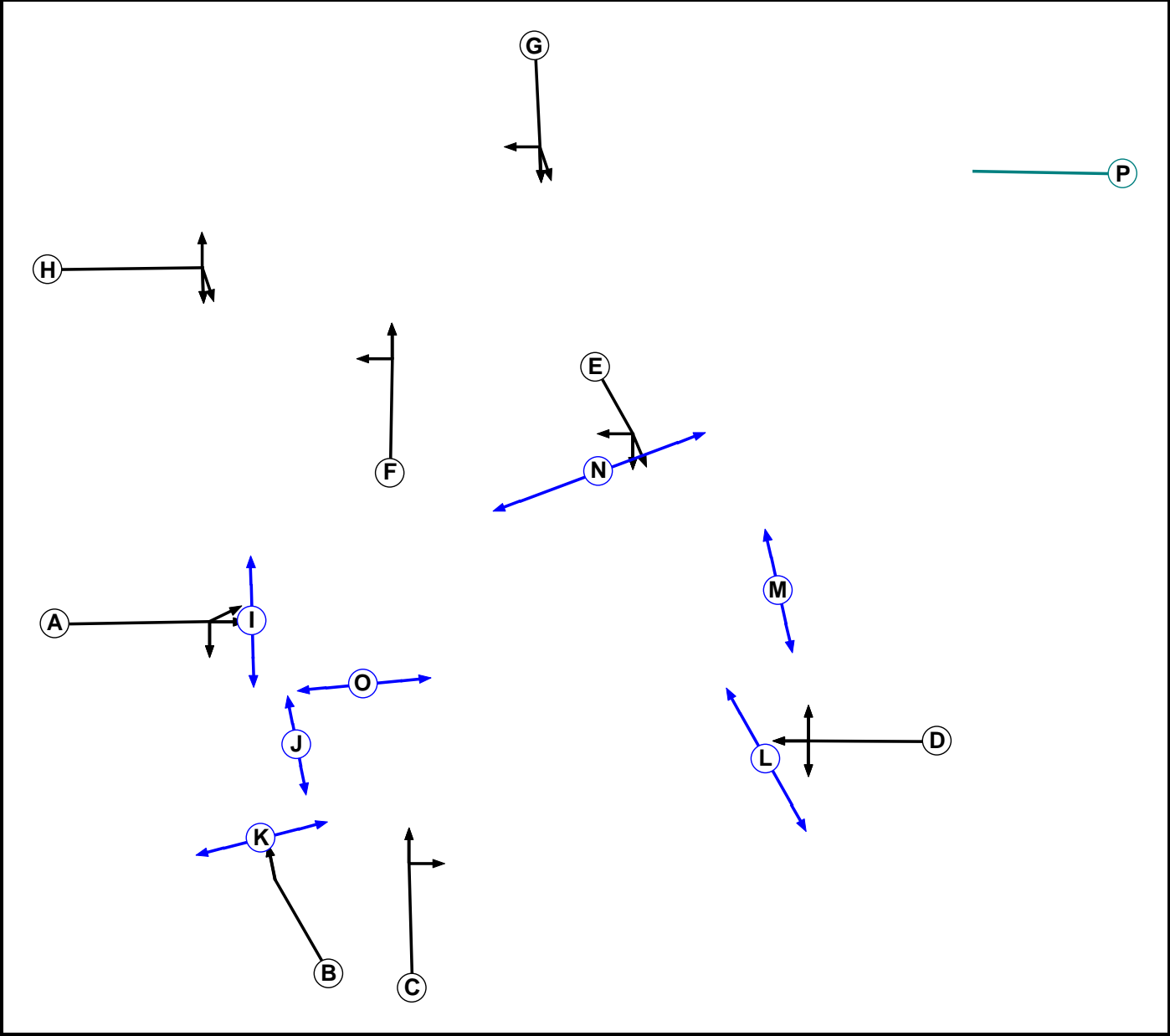
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	St James St - St James PI - Great George St - Parliament St - Upper Parliament St.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		10	10
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		10	10
M	Pedestrian		7	7
N	Pedestrian		10	10
O	Pedestrian		7	7
P	Dummy		7	7

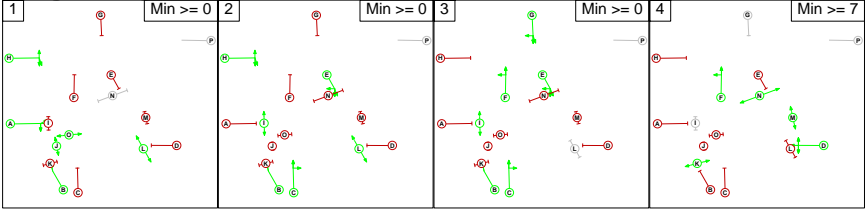
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	F	Losing	10	10

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		7	7	10
	2	10		7	10
	3	17	7		9
	4	12	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St											
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)
3/3 (Great George St (Entry))	2/1 (Right)	1439	0	6/1	1.09	All	2.00	2.00	0.50	2	2.00
				6/2	1.09	All					
5/3 (Great George St (Internal))	12/2 (Right)	1439	0	9/1	1.09	All	2.00	-	0.50	2	2.00
				9/2	1.09	All					
9/3 (St James PI (Entry))	8/2 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
				5/2	1.09	All					
16/1 (St James PI (Priority))	12/1 (Left)	1439	0	7/1	1.09	To 12/1 (Ahead)	-	-	-	-	-
16/2 (St James PI (Priority))	12/2 (Left)	1439	0	7/1	1.09	To 12/1 (Ahead)	-	-	-	-	-
				7/2	1.09	All					
19/1 (Parliament St (Left turn internal))	6/1 (Left)	1439	0	7/3	1.09	All	-	-	-	-	-
				9/1	1.09	All					
				9/2	1.09	All					
20/1	8/1 (Left)	1439	0	9/3	1.09	All	-	-	-	-	-
				11/1	1.09	All					
				11/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: St James St - Great George St - Upper Parliament St - St James Pl - Parliament St												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (St James St Entry))	U	H	2	3	4.5	Geom	-	3.00	0.00	Y	Arm 4 Left	16.00
1/2 (St James St Entry))	U	H	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Right	10.00
											Arm 13 Right	17.00
2/1 (St James St Exit))	U		2	3	60.0	Geom	-	5.00	0.00	Y		
3/1 (Great George St Entry))	U	G	2	3	10.3	Geom	-	3.45	0.00	Y	Arm 13 Ahead	Inf
3/2 (Great George St Entry))	U	G	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 5 Ahead	Inf
3/3 (Great George St Entry))	O	G	2	3	5.6	Geom	-	3.50	0.00	Y	Arm 2 Right Arm 5 Ahead	11.20 Inf
4/1 (Great George St Exit))	U		2	3	60.0	Geom	-	4.60	0.00	Y		
5/1 (Great George St Internal))	U	E	2	3	5.9	Geom	-	3.90	0.00	Y	Arm 10 Ahead	Inf
5/2 (Great George St Internal))	U	E	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
5/3 (Great George St Internal))	O	E	2	3	4.0	Geom	-	3.90	0.00	Y	Arm 12 Right	12.00
6/1 (Great George St Internal))	U	F	2	3	7.9	Geom	-	3.75	0.00	Y	Arm 2 Left Arm 4 Ahead	14.00 Inf
6/2 (Great George St Internal))	U	F	2	3	7.7	Geom	-	3.70	0.00	Y	Arm 4 Ahead	Inf
7/1 (Upper Parliament St Entry))	U	D	2	3	48.7	Geom	-	3.00	0.00	Y	Arm 10 Left Arm 12 Ahead	9.00 Inf
7/2 (Upper Parliament St Entry))	U	D	2	3	48.7	Geom	-	3.30	0.00	Y	Arm 12 Ahead	Inf
7/3 (Upper Parliament St Entry))	U	D	2	3	15.7	Geom	-	3.50	0.00	Y	Arm 6 Right	18.30

Full Input Data And Results

8/1 (Upper Parliament St (Exit))	U		2	3	52.2	Geom	-	3.70	0.00	Y		
8/2 (Upper Parliament St (Exit))	U		2	3	52.2	Geom	-	4.00	0.00	Y		
9/1 (St James Pl (Entry))	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
9/2 (St James Pl (Entry))	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
9/3 (St James Pl (Entry))	O	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 8 Right	13.00
10/1 (St James Pl (Exit))	U		2	3	60.0	Geom	-	3.30	0.00	Y		
10/2 (St James Pl (Exit))	U		2	3	5.7	Geom	-	4.00	0.00	Y		
11/1 (Parliament St (Internal))	U	A	2	3	9.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
11/2 (Parliament St (Internal))	U	A	2	3	9.0	Geom	-	3.70	0.00	Y	Arm 8 Ahead	Inf
11/3 (Parliament St (Internal))	U	A	2	3	9.0	Geom	-	3.75	0.00	Y	Arm 10 Right	14.20
12/1 (Parliament St (Exit))	U		2	3	35.7	Geom	-	3.50	0.00	Y		
12/2 (Parliament St (Exit))	U		2	3	35.7	Geom	-	3.50	0.00	Y		
13/1 (Great George St (Internal))	U	E	2	3	5.7	Geom	-	5.00	0.00	Y	Arm 20 Ahead	Inf
14/1 (St James Pl (S))	U		2	3	15.7	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
											Arm 15 Ahead	Inf
14/2 (St James Pl (S))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
15/1 (St James Pl (Entry))	U	B	2	3	6.1	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
15/2 (St James Pl (Entry))	U	B	2	3	1.0	Geom	-	3.60	0.00	Y	Arm 16 Ahead	Inf
16/1 (St James Pl (Priority))	O		2	3	3.7	Geom	-	4.00	0.00	Y	Arm 12 Left	43.00

Full Input Data And Results

16/2 (St James Pl (Priority))	O		2	3	2.8	Geom	-	4.00	0.00	Y	Arm 12 Left	43.50
17/1 (Parliament St (Entry))	U		2	3	31.3	Geom	-	3.30	0.00	Y	Arm 18 Ahead	Inf
17/2 (Parliament St (Entry))	U		2	3	31.3	Geom	-	4.00	0.00	Y	Arm 11 Ahead	Inf
18/1 (Parliament St (Internal))	U	A	2	3	7.0	Geom	-	4.90	0.00	Y	Arm 19 Ahead	Inf
19/1 (Parliament St (Left turn internal))	O		2	3	1.0	Geom	-	5.00	0.00	Y	Arm 6 Left	11.00
20/1	O		2	3	3.0	Geom	-	5.00	0.00	Y	Arm 8 Left	32.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Base AM'	08:00	09:00	01:00	
2: '2018 Base PM'	16:45	17:45	01:00	
3: '2023 Base AM'	08:00	09:00	01:00	
4: '2023 Base PM'	16:45	17:45	01:00	
5: '2023 Base + Com AM'	08:00	09:00	01:00	
6: '2023 Base + Com PM'	16:45	17:45	01:00	
7: '2023 Base + Com + Dev AM'	08:00	09:00	01:00	
8: '2023 Base + Com + Dev PM'	16:45	17:45	01:00	

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	45	84	4	69	202
	B	74	0	24	196	74	368
	C	255	16	0	52	801	1124
	D	208	309	105	0	544	1166
	E	3	64	584	319	0	970
	Tot.	540	434	797	571	1488	3830

Traffic Lane Flows

Lane	Scenario 1: 2018 Base AM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	45
1/2 (with short)	202(In) 157(Out)
2/1	540
3/1	24
3/2 (with short)	344(In) 190(Out)
3/3 (short)	154
4/1	434
5/1	190
5/2	10
5/3	143
6/1	530
6/2	325
7/1	403
7/2 (with short)	721(In) 450(Out)
7/3 (short)	271
8/1	465
8/2	332
9/1	208
9/2 (with short)	414(In) 309(Out)
9/3 (short)	105
10/1	178
10/2	393
11/1	357
11/2 (with short)	546(In) 227(Out)
11/3 (short)	319
12/1	693
12/2	795
13/1	108
14/1	752
14/2	414
15/1 (with short)	544(In) 342(Out)
15/2 (short)	202
16/1	342
16/2	202

Full Input Data And Results

17/1	67
17/2	903
18/1	67
19/1	67
20/1	108

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	46.5 %	1723	1723
				Arm 13 Right	17.00	53.5 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	48.1 %	1846	1846
				Arm 5 Ahead	Inf	51.9 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	87.9 %	1819	1819
				Arm 4 Ahead	Inf	12.1 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	12.9 %	1875	1875
				Arm 12 Ahead	Inf	87.1 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	27.7 %	1915	1915
				Arm 15 Ahead	Inf	72.3 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
Origin		A	B	C	D	E	Tot.
	A	0	66	175	166	8	415
	B	42	0	60	317	123	542
	C	121	14	0	59	547	741
	D	144	240	83	0	310	777
	E	4	77	1031	563	0	1675
	Tot.	311	397	1349	1105	988	4150

Traffic Lane Flows

Lane	Scenario 2: 2018 Base PM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	66
1/2 (with short)	415(In) 349(Out)
2/1	311
3/1	60
3/2 (with short)	482(In) 293(Out)
3/3 (short)	189
4/1	397
5/1	293
5/2	190
5/3	131
6/1	348
6/2	252
7/1	293
7/2 (with short)	448(In) 313(Out)
7/3 (short)	135
8/1	943
8/2	406
9/1	144
9/2 (with short)	323(In) 240(Out)
9/3 (short)	83
10/1	498
10/2	607
11/1	708
11/2 (with short)	886(In) 323(Out)
11/3 (short)	563
12/1	421
12/2	567
13/1	235
14/1	454
14/2	323
15/1 (with short)	310(In) 187(Out)
15/2 (short)	123
16/1	187
16/2	123

Full Input Data And Results

17/1	81
17/2	1594
18/1	81
19/1	81
20/1	235

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	49.9 %	1720	1720
				Arm 13 Right	17.00	50.1 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	22.2 %	1908	1908
				Arm 5 Ahead	Inf	77.8 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	77.3 %	1838	1838
				Arm 4 Ahead	Inf	22.7 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	20.1 %	1853	1853
				Arm 12 Ahead	Inf	79.9 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.7 %	1915	1915
				Arm 15 Ahead	Inf	68.3 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 3: '2023 Base AM' (FG3: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	49	91	74	4	218
	B	80	0	26	212	80	398
	C	276	18	0	56	866	1216
	D	225	333	113	0	588	1259
	E	3	69	631	345	0	1048
	Tot.	584	469	861	687	1538	4139

Traffic Lane Flows

Lane	Scenario 3: 2023 Base AM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	49
1/2 (with short)	218(In) 169(Out)
2/1	584
3/1	26
3/2 (with short)	372(In) 202(Out)
3/3 (short)	170
4/1	469
5/1	202
5/2	84
5/3	84
6/1	618
6/2	306
7/1	450
7/2 (with short)	766(In) 472(Out)
7/3 (short)	294
8/1	456
8/2	405
9/1	270
9/2 (with short)	401(In) 288(Out)
9/3 (short)	113
10/1	278
10/2	409
11/1	339
11/2 (with short)	637(In) 292(Out)
11/3 (short)	345
12/1	714
12/2	824
13/1	117
14/1	858
14/2	401
15/1 (with short)	588(In) 320(Out)
15/2 (short)	268
16/1	320
16/2	268

Full Input Data And Results

17/1	72
17/2	976
18/1	72
19/1	72
20/1	117

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	46.2 %	1724	1724
				Arm 13 Right	17.00	53.8 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	47.1 %	1848	1848
				Arm 5 Ahead	Inf	52.9 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	81.6 %	1830	1830
				Arm 4 Ahead	Inf	18.4 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	12.4 %	1876	1876
				Arm 12 Ahead	Inf	87.6 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.5 %	1915	1915
				Arm 15 Ahead	Inf	68.5 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 4: '2023 Base PM' (FG4: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	71	189	178	9	447
	B	45	0	65	341	132	583
	C	130	16	0	64	589	799
	D	155	259	89	0	334	837
	E	4	83	1110	606	0	1803
	Tot.	334	429	1453	1189	1064	4469

Traffic Lane Flows

Lane	Scenario 4: 2023 Base PM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	71
1/2 (with short)	447(In) 376(Out)
2/1	334
3/1	65
3/2 (with short)	518(In) 287(Out)
3/3 (short)	231
4/1	429
5/1	287
5/2	232
5/3	141
6/1	391
6/2	256
7/1	317
7/2 (with short)	482(In) 336(Out)
7/3 (short)	146
8/1	999
8/2	454
9/1	172
9/2 (with short)	331(In) 242(Out)
9/3 (short)	89
10/1	504
10/2	685
11/1	745
11/2 (with short)	971(In) 365(Out)
11/3 (short)	606
12/1	446
12/2	618
13/1	254
14/1	506
14/2	331
15/1 (with short)	334(In) 193(Out)
15/2 (short)	141
16/1	193
16/2	141

Full Input Data And Results

17/1	87
17/2	1716
18/1	87
19/1	87
20/1	254

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	49.7 %	1720	1720
				Arm 13 Right	17.00	50.3 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	19.5 %	1915	1915
				Arm 5 Ahead	Inf	80.5 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	73.9 %	1844	1844
				Arm 4 Ahead	Inf	26.1 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	20.2 %	1853	1853
				Arm 12 Ahead	Inf	79.8 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	34.0 %	1915	1915
				Arm 15 Ahead	Inf	66.0 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 5: '2023 Base + Com AM' (FG5: '2023 Base + Com AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	50	92	74	5	221
	B	80	0	26	212	80	398
	C	277	18	0	56	866	1217
	D	225	333	113	0	588	1259
	E	4	69	631	345	0	1049
	Tot.	586	470	862	687	1539	4144

Traffic Lane Flows

Lane	Scenario 5: 2023 Base + Com AM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	50
1/2 (with short)	221(In) 171(Out)
2/1	586
3/1	26
3/2 (with short)	372(In) 202(Out)
3/3 (short)	170
4/1	470
5/1	202
5/2	84
5/3	85
6/1	619
6/2	307
7/1	450
7/2 (with short)	767(In) 472(Out)
7/3 (short)	295
8/1	457
8/2	405
9/1	269
9/2 (with short)	402(In) 289(Out)
9/3 (short)	113
10/1	282
10/2	405
11/1	339
11/2 (with short)	637(In) 292(Out)
11/3 (short)	345
12/1	715
12/2	824
13/1	118
14/1	857
14/2	402
15/1 (with short)	588(In) 321(Out)
15/2 (short)	267
16/1	321
16/2	267

Full Input Data And Results

17/1	73
17/2	976
18/1	73
19/1	73
20/1	118

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	46.2 %	1724	1724
				Arm 13 Right	17.00	53.8 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	47.1 %	1848	1848
				Arm 5 Ahead	Inf	52.9 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	81.7 %	1830	1830
				Arm 4 Ahead	Inf	18.3 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	12.4 %	1876	1876
				Arm 12 Ahead	Inf	87.6 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.4 %	1915	1915
				Arm 15 Ahead	Inf	68.6 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 6: '2023 Base + Com PM' (FG6: '2023 Base + Com PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	73	190	179	9	451
	B	45	0	65	341	132	583
	C	132	16	0	64	589	801
	D	155	259	89	0	334	837
	E	5	83	1110	606	0	1804
	Tot.	337	431	1454	1190	1064	4476

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base + Com PM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	73
1/2 (with short)	451(In) 378(Out)
2/1	337
3/1	65
3/2 (with short)	518(In) 287(Out)
3/3 (short)	231
4/1	431
5/1	287
5/2	233
5/3	141
6/1	383
6/2	267
7/1	317
7/2 (with short)	484(In) 336(Out)
7/3 (short)	148
8/1	1000
8/2	454
9/1	161
9/2 (with short)	342(In) 253(Out)
9/3 (short)	89
10/1	496
10/2	694
11/1	745
11/2 (with short)	971(In) 365(Out)
11/3 (short)	606
12/1	449
12/2	615
13/1	255
14/1	495
14/2	342
15/1 (with short)	334(In) 196(Out)
15/2 (short)	138
16/1	196
16/2	138

Full Input Data And Results

17/1	88
17/2	1716
18/1	88
19/1	88
20/1	255

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	49.7 %	1720	1720
				Arm 13 Right	17.00	50.3 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	19.5 %	1915	1915
				Arm 5 Ahead	Inf	80.5 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	76.2 %	1840	1840
				Arm 4 Ahead	Inf	23.8 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	20.2 %	1853	1853
				Arm 12 Ahead	Inf	79.8 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	32.5 %	1915	1915
				Arm 15 Ahead	Inf	67.5 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 7: '2023 Base + Com + Dev AM' (FG7: '2023 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
Origin		A	B	C	D	E	Tot.
	A	0	71	112	82	14	279
	B	92	0	27	217	82	418
	C	304	18	0	56	866	1244
	D	240	336	113	0	588	1277
	E	14	69	631	345	0	1059
	Tot.	650	494	883	700	1550	4277

Traffic Lane Flows

Lane	Scenario 7: 2023 Base + Com + Dev AM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	71
1/2 (with short)	279(In) 208(Out)
2/1	650
3/1	27
3/2 (with short)	391(In) 217(Out)
3/3 (short)	174
4/1	494
5/1	217
5/2	82
5/3	96
6/1	628
6/2	353
7/1	448
7/2 (with short)	796(In) 474(Out)
7/3 (short)	322
8/1	524
8/2	359
9/1	240
9/2 (with short)	449(In) 336(Out)
9/3 (short)	113
10/1	282
10/2	418
11/1	385
11/2 (with short)	591(In) 246(Out)
11/3 (short)	345
12/1	717
12/2	833
13/1	139
14/1	828
14/2	449
15/1 (with short)	588(In) 325(Out)
15/2 (short)	263
16/1	325
16/2	263

Full Input Data And Results

17/1	83
17/2	976
18/1	83
19/1	83
20/1	139

Lane Saturation Flows

Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	46.2 %	1724	1724
				Arm 13 Right	17.00	53.8 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	52.9 %	1835	1835
				Arm 5 Ahead	Inf	47.1 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	88.9 %	1817	1817
				Arm 4 Ahead	Inf	11.1 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	12.5 %	1876	1876
				Arm 12 Ahead	Inf	87.5 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	29.0 %	1915	1915
				Arm 15 Ahead	Inf	71.0 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 8: ' 2023 Base + Com + Dev PM' (FG8: '2023 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	92	216	191	20	519
	B	60	0	65	343	133	601
	C	154	16	0	64	589	823
	D	163	261	89	0	334	847
	E	15	84	1110	606	0	1815
	Tot.	392	453	1480	1204	1076	4605

Traffic Lane Flows

Lane	Scenario 8: 2023 Base + Com + Dev PM
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St	
1/1 (short)	92
1/2 (with short)	519(In) 427(Out)
2/1	392
3/1	65
3/2 (with short)	536(In) 340(Out)
3/3 (short)	196
4/1	453
5/1	340
5/2	194
5/3	153
6/1	417
6/2	276
7/1	316
7/2 (with short)	507(In) 337(Out)
7/3 (short)	170
8/1	1083
8/2	397
9/1	163
9/2 (with short)	350(In) 261(Out)
9/3 (short)	89
10/1	498
10/2	706
11/1	802
11/2 (with short)	914(In) 308(Out)
11/3 (short)	606
12/1	447
12/2	629
13/1	281
14/1	497
14/2	350
15/1 (with short)	334(In) 195(Out)
15/2 (short)	139
16/1	195
16/2	139

Full Input Data And Results

17/1	99
17/2	1716
18/1	99
19/1	99
20/1	281

Lane Saturation Flows

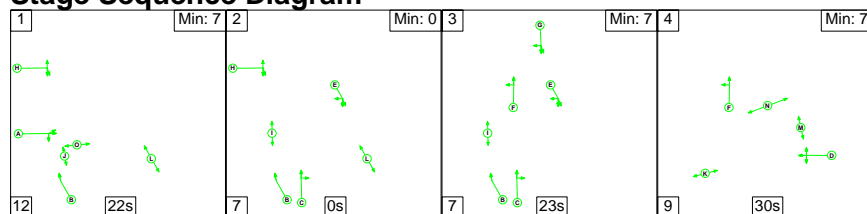
Junction: St James St - Great George St - Upper Parliament St - St James PI - Parliament St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (St James St (Entry))	3.00	0.00	Y	Arm 4 Left	16.00	100.0 %	1751	1751
1/2 (St James St (Entry))	3.10	0.00	Y	Arm 5 Right	10.00	49.4 %	1721	1721
				Arm 13 Right	17.00	50.6 %		
2/1 (St James St (Exit))	5.00	0.00	Y				2115	2115
3/1 (Great George St (Entry))	3.45	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1960	1960
3/2 (Great George St (Entry))	3.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1990	1990
3/3 (Great George St (Entry))	3.50	0.00	Y	Arm 2 Right	11.20	30.6 %	1888	1888
				Arm 5 Ahead	Inf	69.4 %		
4/1 (Great George St (Exit))	4.60	0.00	Y				2075	2075
5/1 (Great George St (Internal))	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
5/2 (Great George St (Internal))	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
5/3 (Great George St (Internal))	3.90	0.00	Y	Arm 12 Right	12.00	100.0 %	1782	1782
6/1 (Great George St (Internal))	3.75	0.00	Y	Arm 2 Left	14.00	79.6 %	1834	1834
				Arm 4 Ahead	Inf	20.4 %		
6/2 (Great George St (Internal))	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
7/1 (Upper Parliament St (Entry))	3.00	0.00	Y	Arm 10 Left	9.00	20.3 %	1852	1852
				Arm 12 Ahead	Inf	79.7 %		
7/2 (Upper Parliament St (Entry))	3.30	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1945	1945
7/3 (Upper Parliament St (Entry))	3.50	0.00	Y	Arm 6 Right	18.30	100.0 %	1816	1816
8/1 (Upper Parliament St (Exit))	3.70	0.00	Y				1985	1985
8/2 (Upper Parliament St (Exit))	4.00	0.00	Y				2015	2015
9/1 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/2 (St James PI (Entry))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
9/3 (St James PI (Entry))	3.00	0.00	Y	Arm 8 Right	13.00	100.0 %	1717	1717
10/1 (St James PI (Exit))	3.30	0.00	Y				1945	1945
10/2 (St James PI (Exit))	4.00	0.00	Y				2015	2015

Full Input Data And Results

11/1 (Parliament St (Internal))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
11/2 (Parliament St (Internal))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
11/3 (Parliament St (Internal))	3.75	0.00	Y	Arm 10 Right	14.20	100.0 %	1800	1800
12/1 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
12/2 (Parliament St (Exit))	3.50	0.00	Y				1965	1965
13/1 (Great George St (Internal))	5.00	0.00	Y	Arm 20 Ahead	Inf	100.0 %	2115	2115
14/1 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	32.8 %	1915	1915
				Arm 15 Ahead	Inf	67.2 %		
14/2 (St James PI (S))	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
15/1 (St James PI (Entry))	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
15/2 (St James PI (Entry))	3.60	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1975	1975
16/1 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.00	100.0 %	1947	1947
16/2 (St James PI (Priority))	4.00	0.00	Y	Arm 12 Left	43.50	100.0 %	1948	1948
17/1 (Parliament St (Entry))	3.30	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1945	1945
17/2 (Parliament St (Entry))	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
18/1 (Parliament St (Internal))	4.90	0.00	Y	Arm 19 Ahead	Inf	100.0 %	2105	2105
19/1 (Parliament St (Left turn internal))	5.00	0.00	Y	Arm 6 Left	11.00	100.0 %	1861	1861
20/1	5.00	0.00	Y	Arm 8 Left	32.00	100.0 %	2020	2020

Scenario 1: '2018 Base AM' (FG1: '2018 Base AM', Plan 1: 'Network Control Plan 1')

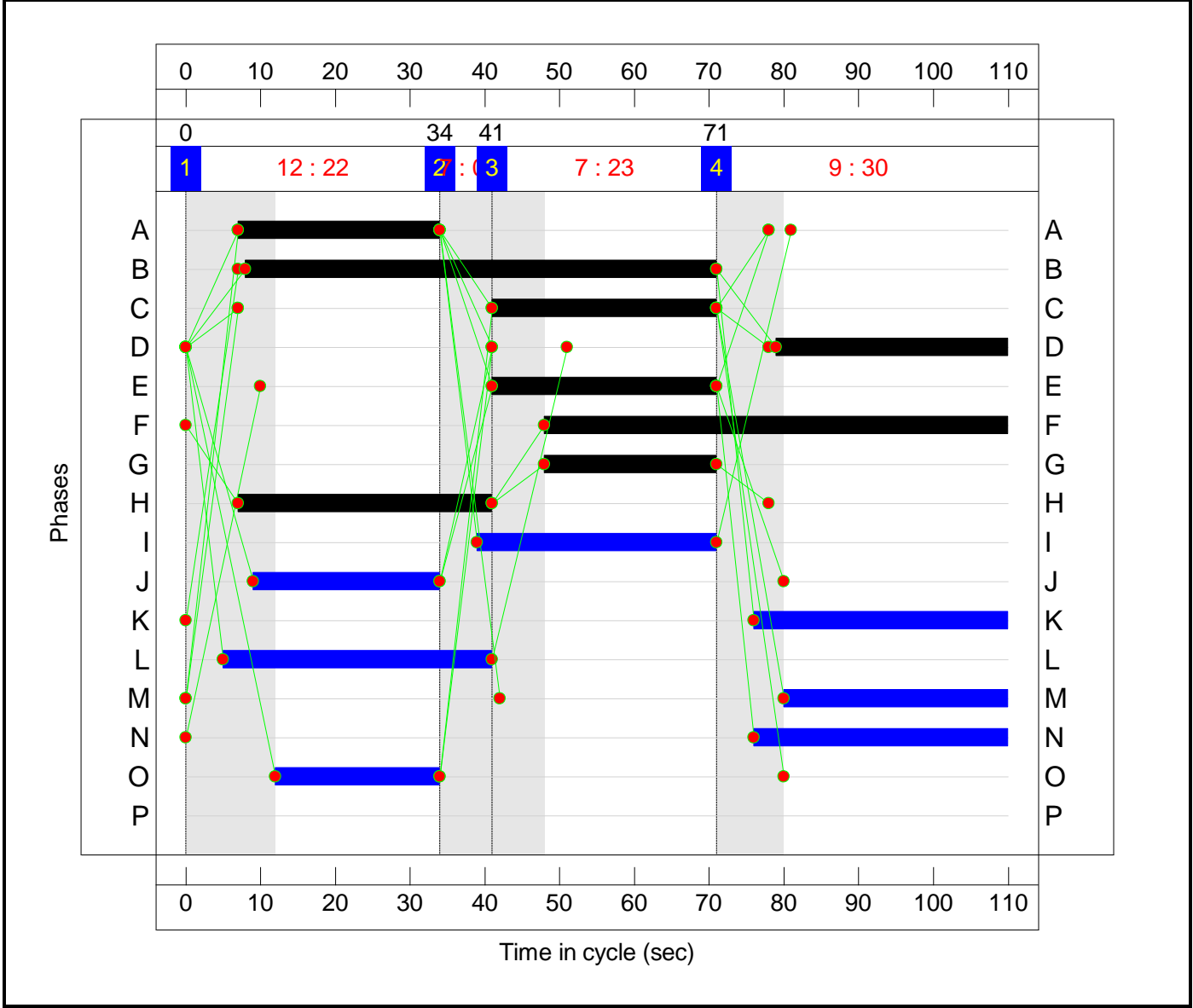
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	22	0	23	30
Change Point	0	34	41	71

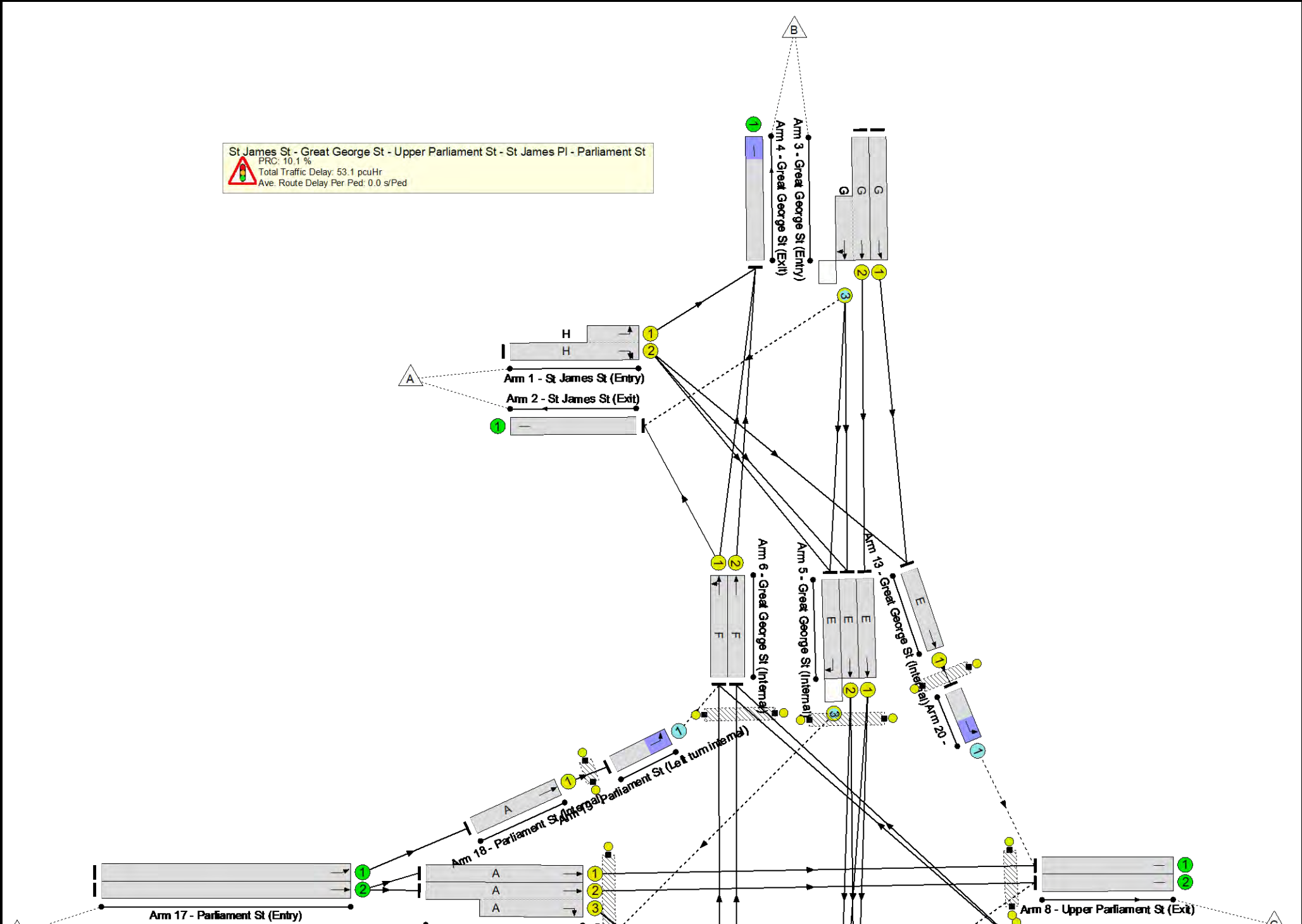
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	34	-	202	1723:1751	472+135	33.3 : 33.3%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	540	2115	2115	25.5%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	23	-	24	1960	428	5.6%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	23	-	344	1990:1846	251+203	75.7 : 75.7%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	434	2075	2075	20.9%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	30	-	190	2005	565	33.6%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	30	-	10	2015	568	1.8%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	30	-	143	1782	177	80.9%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	62	-	530	1819	1042	50.9%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	62	-	325	1985	1137	28.6%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	31	-	403	1875	545	73.9%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	31	-	721	1945:1816	551+332	81.7 : 81.7%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	465	1985	1985	23.4%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	332	2015	2015	16.5%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	30	-	208	1965	554	37.6%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	30	-	414	1965:1717	496+169	62.2 : 62.2%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	178	1945	1945	9.2%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	393	2015	2015	19.5%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	27	-	357	1965	500	71.4%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	27	-	546	1985:1800	280+394	81.0 : 81.0%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	693	1965	1965	35.3%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	795	1965	1965	40.5%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	30	-	108	2115	596	18.1%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	752	1915	1915	39.3%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	414	1915	1915	21.6%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	63	-	544	1965:1975	730+431	46.8 : 46.8%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	342	1947	1122	30.5%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	202	1948	1062	19.0%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	67	1945	1945	3.4%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	903	2015	2015	44.8%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	27	-	67	2105	536	12.5%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	67	1861	929	7.2%
20/1	Left	O	N/A	N/A	-		-	-	-	108	2020	1037	10.4%
Ped Link: P1	P1	-	N/A	-	I		1	32	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	32	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	25	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	34	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	36	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	30	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	34	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	34	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	22	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	401	624	16	36.4	15.9	0.8	53.1	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	401	624	16	36.4	15.9	0.8	53.1	-	-	-	-
1/2+1/1	202	202	-	-	-	1.6	0.2	-	1.8	32.2	3.6	0.2	3.8
2/1	540	540	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
3/1	24	24	-	-	-	0.2	0.0	-	0.3	38.5	0.6	0.0	0.6
3/2+3/3	344	344	74	0	0	3.5	1.5	0.3	5.4	56.3	5.0	1.5	6.5
4/1	434	434	-	-	-	0.1	0.1	-	0.3	2.2	1.3	0.1	1.4
5/1	190	190	-	-	-	0.1	0.3	-	0.4	6.7	0.1	0.3	0.4
5/2	10	10	-	-	-	0.0	0.0	-	0.0	14.5	0.1	0.0	0.1
5/3	143	143	127	0	16	0.7	1.9	0.4	3.0	76.2	4.2	1.9	6.1
6/1	530	530	-	-	-	1.1	0.5	-	1.7	11.2	8.2	0.5	8.7
6/2	325	325	-	-	-	0.1	0.2	-	0.3	3.7	8.0	0.2	8.2
7/1	403	403	-	-	-	3.9	1.4	-	5.3	47.6	11.1	1.4	12.5
7/2+7/3	721	721	-	-	-	6.9	2.2	-	9.1	45.6	12.6	2.2	14.8
8/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	332	332	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	208	208	-	-	-	1.8	0.3	-	2.1	36.9	5.1	0.3	5.4
9/2+9/3	414	414	105	0	0	3.8	0.8	0.0	4.6	40.3	8.0	0.8	8.8
10/1	178	178	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2	393	393	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	357	357	-	-	-	3.7	1.2	-	4.9	49.7	9.9	1.2	11.1
11/2+11/3	546	546	-	-	-	5.5	2.1	-	7.5	49.6	8.8	2.1	10.8
12/1	693	693	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	795	795	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3

Full Input Data And Results

[illegible]

C1

PRC for Signalled Lanes (%):

10.1

PRC Over All Lanes (%):

10.1

Total Delay for Signalled Lanes (pcuHr):

50.19

Total Delay Over All Lanes(pcuHr):

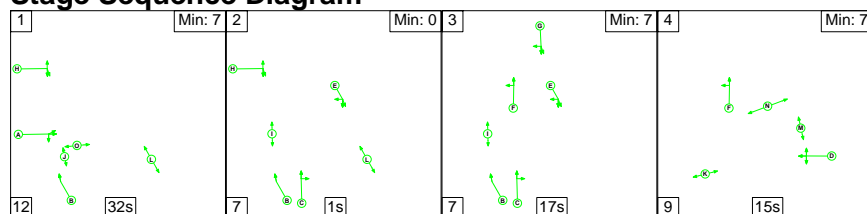
53.08

Cycle Time (s): 110

Full Input Data And Results

Scenario 2: '2018 Base PM' (FG2: '2018 Base PM', Plan 1: 'Network Control Plan 1')

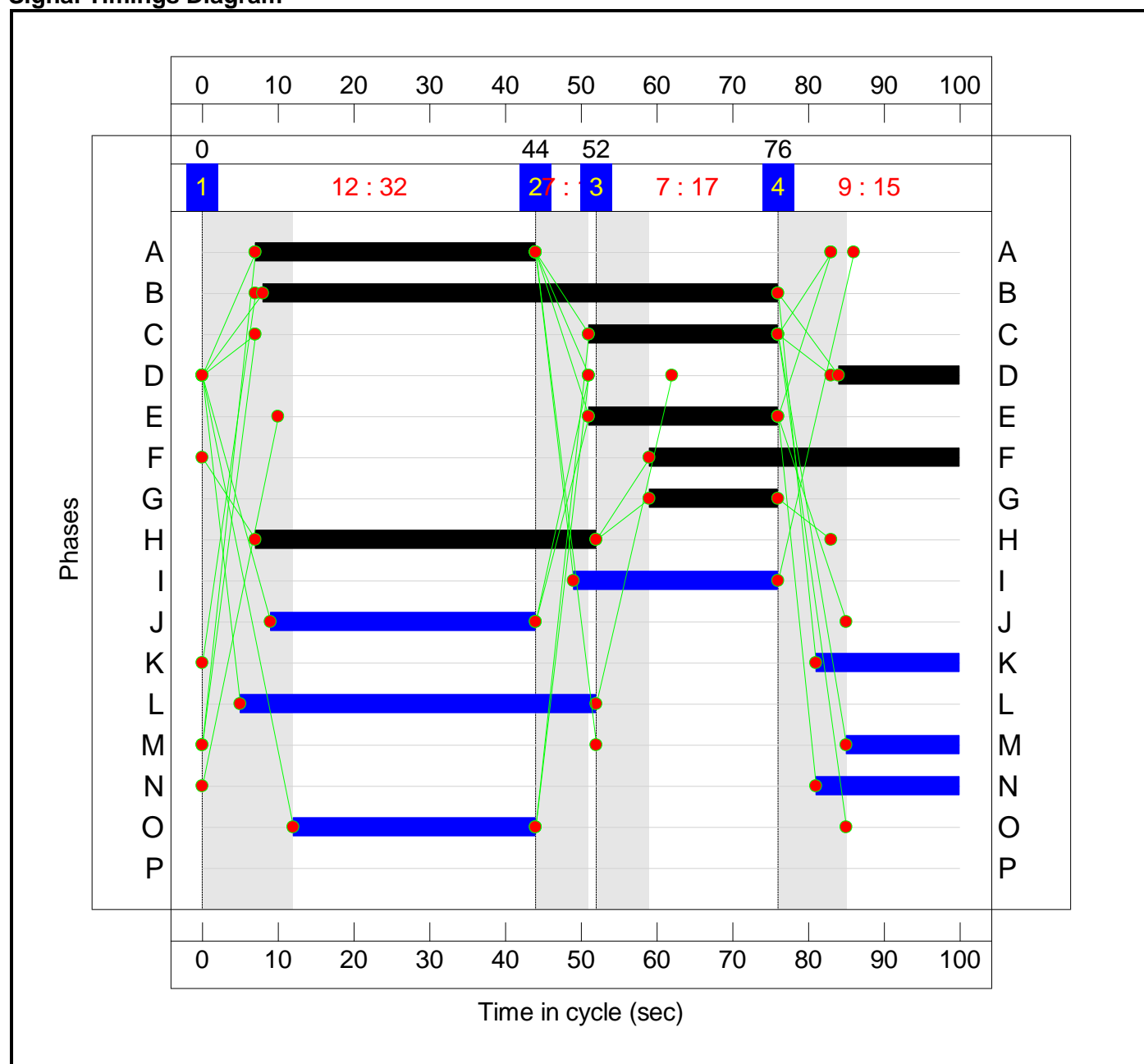
Stage Sequence Diagram



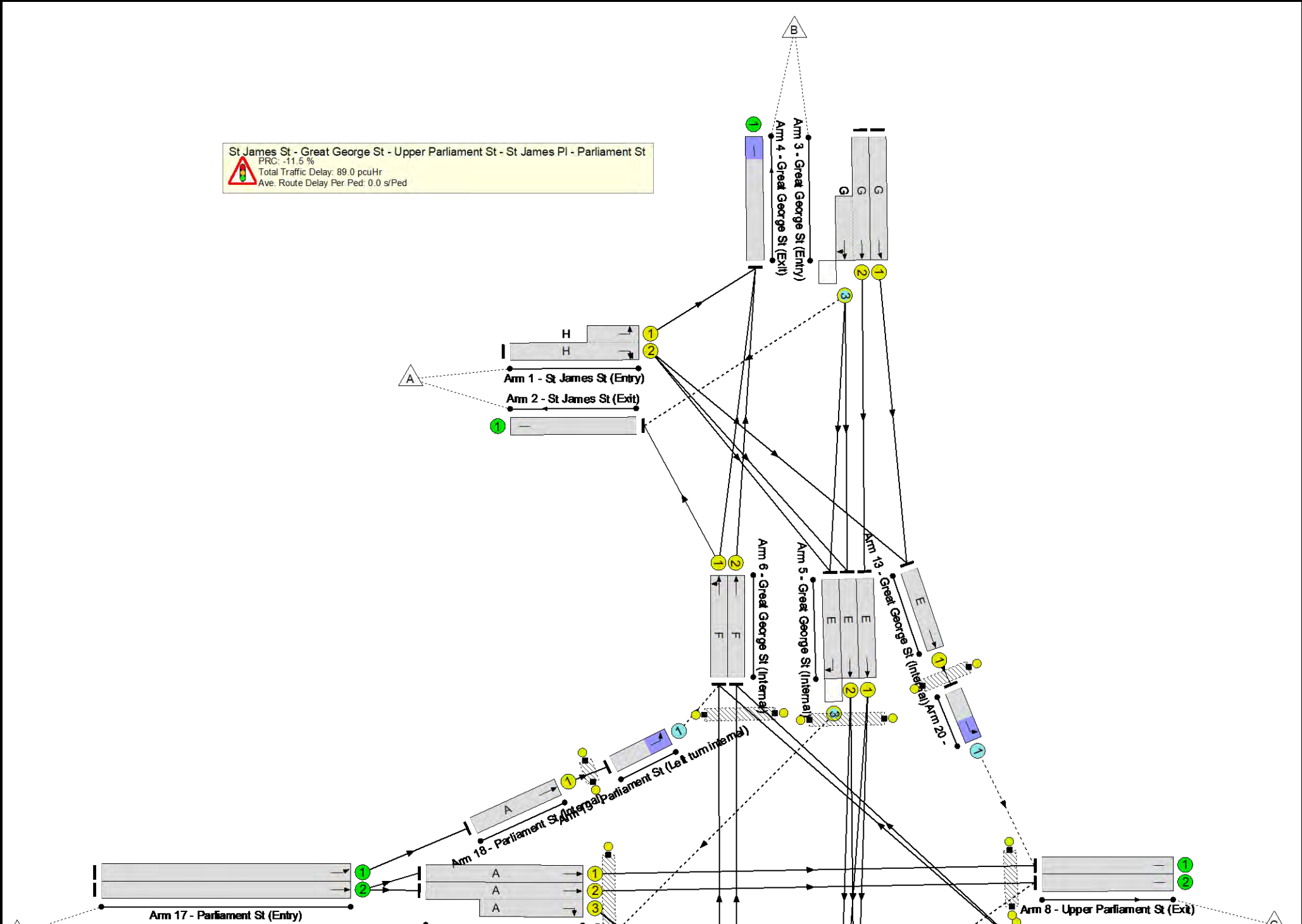
Stage Timings

Stage	1	2	3	4
Duration	32	1	17	15
Change Point	0	44	52	76

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.4%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	100.4%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	45	-	415	1720:1751	707+134	49.4 : 49.4%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	311	2115	2115	14.7%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	17	-	60	1960	353	17.0%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	17	-	482	1990:1908	303+195	96.7 : 96.7%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	397	2075	2075	19.1%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	25	-	293	2005	521	56.2%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	25	-	190	2015	524	36.3%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	25	-	131	1782	209	62.6%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	41	-	348	1838	772	45.1%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	41	-	252	1985	834	30.2%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	16	-	293	1853	315	93.0%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	16	-	448	1945:1816	331+143	94.7 : 94.7%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	943	1985	1985	47.5%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	406	2015	2015	20.1%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	25	-	144	1965	511	28.2%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	25	-	323	1965:1717	475+94	50.6 : 88.0%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	498	1945	1945	25.5%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	607	2015	2015	30.1%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	37	-	708	1965	747	94.8%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	37	-	886	1985:1800	322+561	100.4 : 100.4%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	421	1965	1965	21.4%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	567	1965	1965	28.9%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	25	-	235	2115	550	42.7%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	454	1915	1915	23.7%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	323	1915	1915	16.9%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	68	-	310	1965:1975	832+547	22.5 : 22.5%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	187	1947	1210	15.5%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	123	1948	1203	10.2%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	81	1945	1945	4.2%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	1594	2015	2015	79.1%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	37	-	81	2105	800	10.1%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	81	1861	1108	7.3%
20/1	Left	O	N/A	N/A	-		-	-	-	235	2020	872	26.9%
Ped Link: P1	P1	-	N/A	-	I		1	27	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	27	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	35	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	19	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	47	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	15	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	19	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	19	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	32	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	416	405	60	39.1	49.2	0.6	89.0	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	416	405	60	39.1	49.2	0.6	89.0	-	-	-	-
1/2+1/1	415	415	-	-	-	2.1	0.5	-	2.6	22.2	6.9	0.5	7.4
2/1	311	311	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	60	60	-	-	-	0.6	0.1	-	0.7	40.9	1.4	0.1	1.5
3/2+3/3	482	482	42	0	0	5.3	7.6	0.1	12.9	96.7	9.5	7.6	17.1
4/1	397	397	-	-	-	0.1	0.1	-	0.2	2.1	1.4	0.1	1.5
5/1	293	293	-	-	-	0.5	0.6	-	1.1	13.4	0.6	0.6	1.3
5/2	190	190	-	-	-	1.3	0.3	-	1.6	30.4	4.6	0.3	4.9
5/3	131	131	131	0	0	0.2	0.8	0.1	1.2	32.2	0.5	0.8	1.3
6/1	348	348	-	-	-	1.4	0.4	-	1.8	18.2	6.2	0.4	6.6
6/2	252	252	-	-	-	0.2	0.2	-	0.4	5.6	5.7	0.2	5.9
7/1	293	293	-	-	-	3.3	4.7	-	8.0	98.3	8.0	4.7	12.6
7/2+7/3	448	448	-	-	-	5.0	6.0	-	11.0	88.2	8.5	6.0	14.5
8/1	943	943	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
8/2	406	406	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	144	144	-	-	-	1.2	0.2	-	1.4	34.5	3.2	0.2	3.4
9/2+9/3	323	323	23	0	60	2.7	0.7	0.4	3.8	42.5	5.6	0.7	6.3
10/1	497	497	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/2	606	606	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/1	708	708	-	-	-	5.9	6.8	-	12.7	64.5	18.9	6.8	25.7
11/2+11/3	886	884	-	-	-	7.0	15.8	-	22.8	92.6	19.5	15.8	35.3
12/1	421	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	567	567	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

[illegible]

C1

PRC for Signalled Lanes (%)

-11.5

Total Delay for Signalled Lanes (pcuHr)

84.68

Cycle Time (s): 100

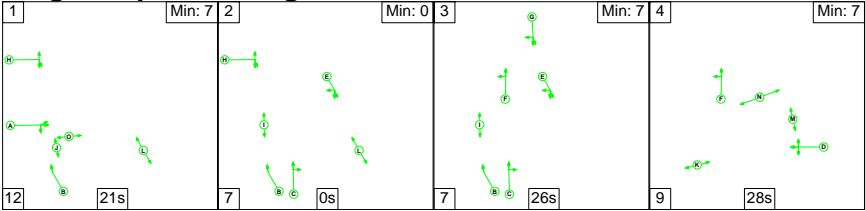
PRC Over All Lanes (%):

-11.5

Total Delay Over All Lanes(pcuHr)

88.97

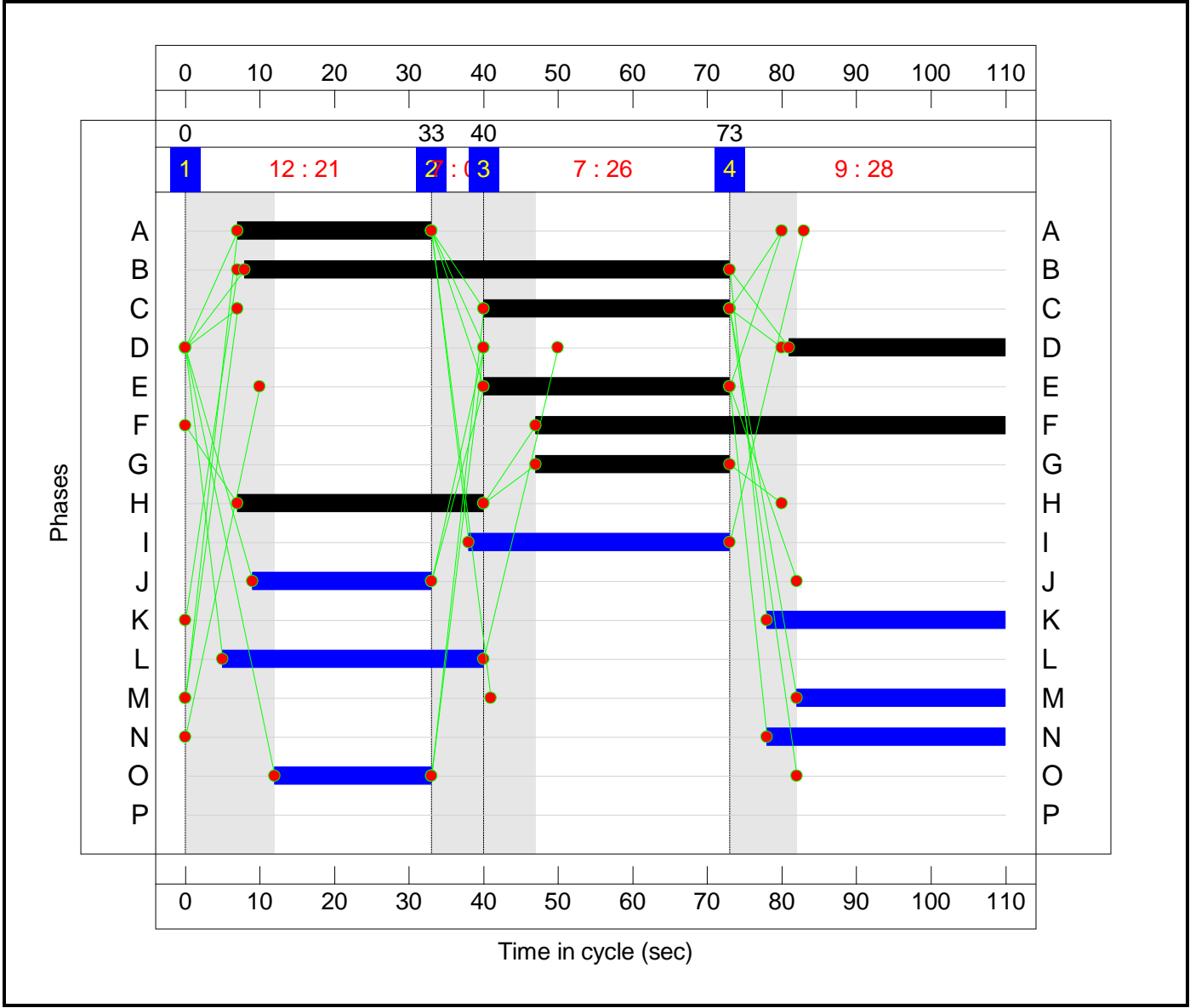
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	21	0	26	28
Change Point	0	33	40	73

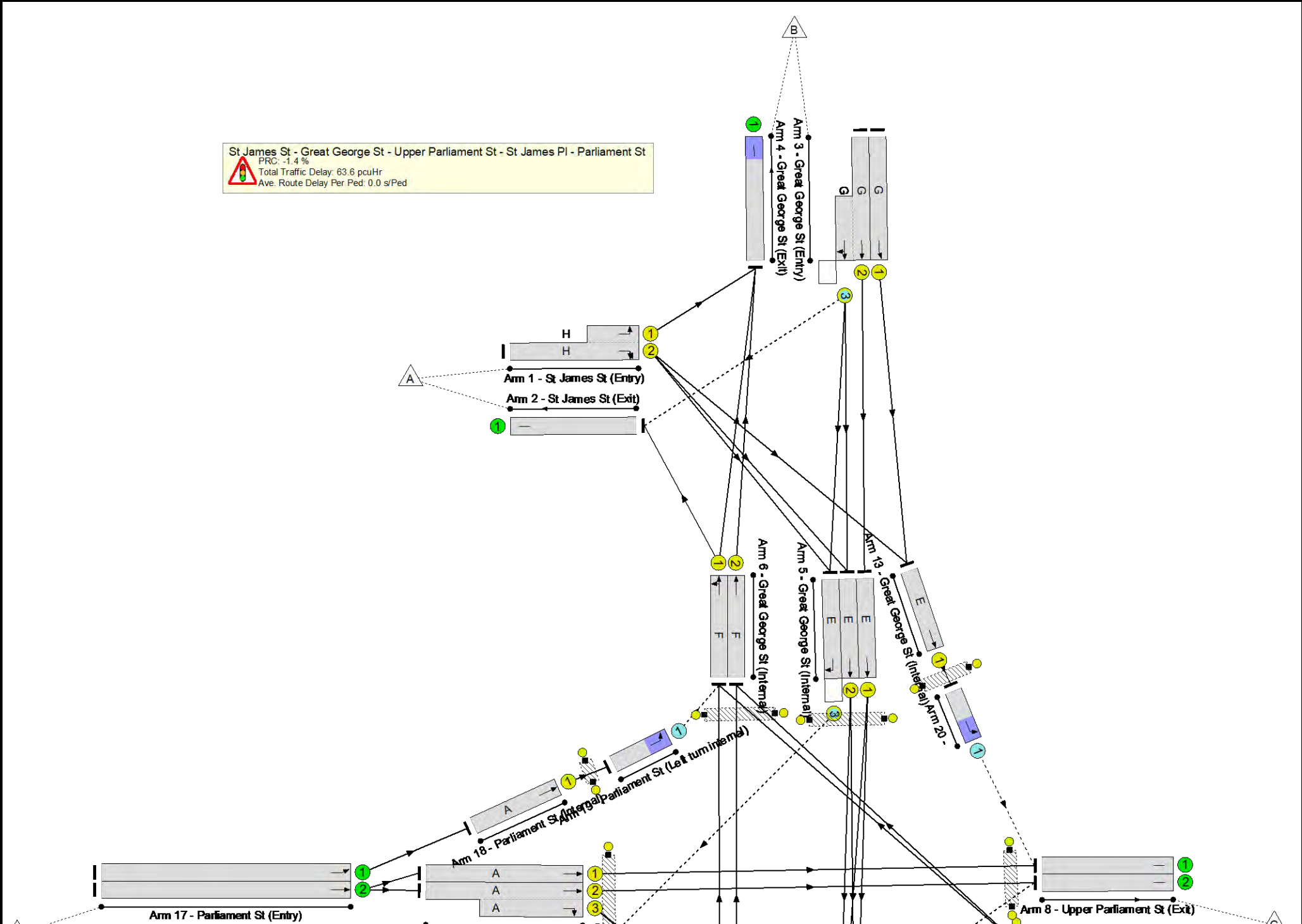
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	33	-	218	1724:1751	459+133	36.8 : 36.8%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	584	2115	2115	27.6%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	26	-	26	1960	481	5.4%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	26	-	372	1990:1848	225+189	89.7 : 89.7%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	469	2075	2075	22.6%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	33	-	202	2005	620	32.6%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	33	-	84	2015	623	13.5%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	33	-	84	1782	208	40.4%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	63	-	618	1830	1065	58.0%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	63	-	306	1985	1155	26.5%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	29	-	450	1876	512	88.0%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	29	-	766	1945:1816	529+329	89.3 : 89.3%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	456	1985	1985	23.0%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	405	2015	2015	20.1%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	33	-	270	1965	607	44.5%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	33	-	401	1965:1717	526+206	54.8 : 54.8%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	278	1945	1945	14.3%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	409	2015	2015	20.3%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	26	-	339	1965	482	70.3%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	26	-	637	1985:1800	320+378	91.3 : 91.3%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	714	1965	1965	36.3%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	824	1965	1965	41.9%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	33	-	117	2115	654	17.9%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	858	1915	1915	44.8%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	401	1915	1915	20.9%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	65	-	588	1965:1975	656+550	48.8 : 48.8%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	320	1947	1089	29.4%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	268	1948	1065	25.2%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	72	1945	1945	3.7%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	976	2015	2015	48.4%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	26	-	72	2105	517	13.9%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	72	1861	905	8.0%
20/1	Left	O	N/A	N/A	-		-	-	-	117	2020	1020	11.5%
Ped Link: P1	P1	-	N/A	-	I		1	35	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	35	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	24	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	32	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	35	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	28	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	32	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	32	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	21	-	0	-	0	0.0%

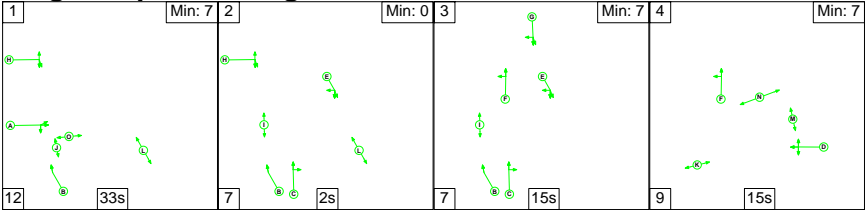
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	381	673	0	39.8	23.1	0.7	63.6	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	381	673	0	39.8	23.1	0.7	63.6	-	-	-	-
1/2+1/1	218	218	-	-	-	1.7	0.3	-	2.0	33.5	3.9	0.3	4.2
2/1	584	584	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	26	26	-	-	-	0.2	0.0	-	0.3	35.7	0.6	0.0	0.6
3/2+3/3	372	372	80	0	0	3.7	3.7	0.4	7.8	75.0	5.2	3.7	8.9
4/1	469	469	-	-	-	0.2	0.1	-	0.3	2.6	1.9	0.1	2.1
5/1	202	202	-	-	-	0.1	0.2	-	0.3	6.1	0.2	0.2	0.4
5/2	84	84	-	-	-	0.5	0.1	-	0.5	22.9	2.2	0.1	2.3
5/3	84	84	84	0	0	0.2	0.3	0.1	0.7	30.8	0.4	0.3	0.8
6/1	618	618	-	-	-	1.3	0.7	-	2.0	11.7	10.2	0.7	10.9
6/2	306	306	-	-	-	0.1	0.2	-	0.3	3.6	7.0	0.2	7.2
7/1	450	450	-	-	-	4.8	3.3	-	8.1	64.7	13.1	3.3	16.4
7/2+7/3	766	766	-	-	-	7.9	3.8	-	11.7	55.0	13.8	3.8	17.6
8/1	456	456	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/2	405	405	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	270	270	-	-	-	2.3	0.4	-	2.7	35.8	6.6	0.4	7.0
9/2+9/3	401	401	113	0	0	3.4	0.6	0.2	4.2	37.3	7.1	0.6	7.7
10/1	278	278	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	409	409	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	339	339	-	-	-	3.6	1.2	-	4.7	50.2	9.4	1.2	10.6
11/2+11/3	637	637	-	-	-	6.7	4.6	-	11.3	63.7	10.9	4.6	15.5
12/1	714	714	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	824	824	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

Full Input Data And Results

13/1	117	117	-	-	-	0.5	0.1	-	0.6	19.8	2.7	0.1	2.8
14/1	858	858	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	401	401	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/1+15/2	588	588	-	-	-	1.9	0.5	-	2.4	14.8	9.0	0.5	9.4
16/1	320	320	0	320	0	0.0	0.2	-	0.2	2.3	0.8	0.2	1.1
16/2	268	268	0	268	0	0.0	0.2	-	0.2	2.3	0.4	0.2	0.6
17/1	72	72	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
17/2	976	976	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
18/1	72	72	-	-	-	0.6	0.1	-	0.7	36.5	1.7	0.1	1.8
19/1	72	72	0	72	0	0.0	0.0	-	0.0	2.4	0.3	0.0	0.4
20/1	117	117	104	13	0	0.0	0.1	-	0.1	3.0	0.6	0.1	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 60.36 Cycle Time (s): 110 PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 63.57													

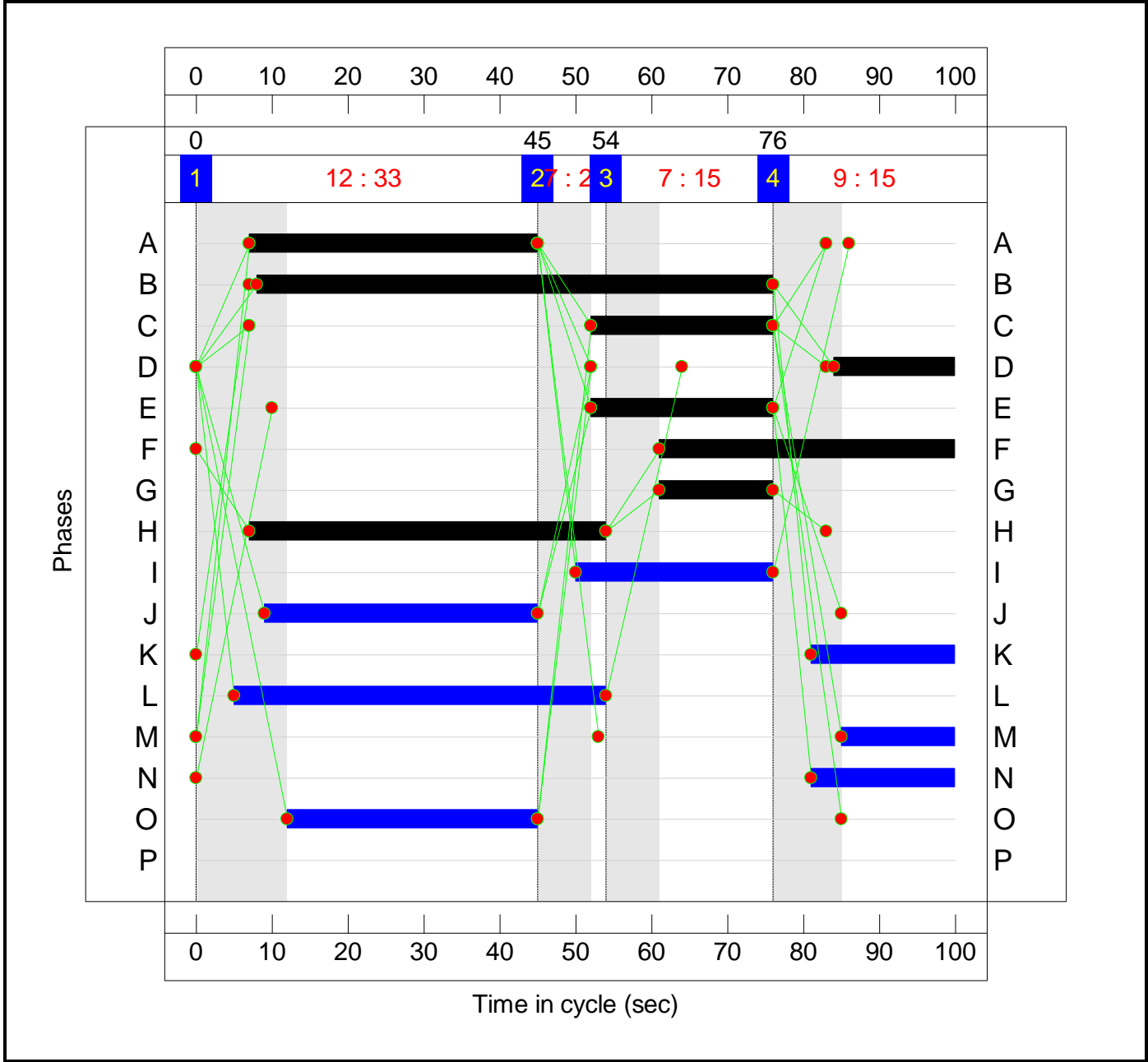
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	33	2	15	15
Change Point	0	45	54	76

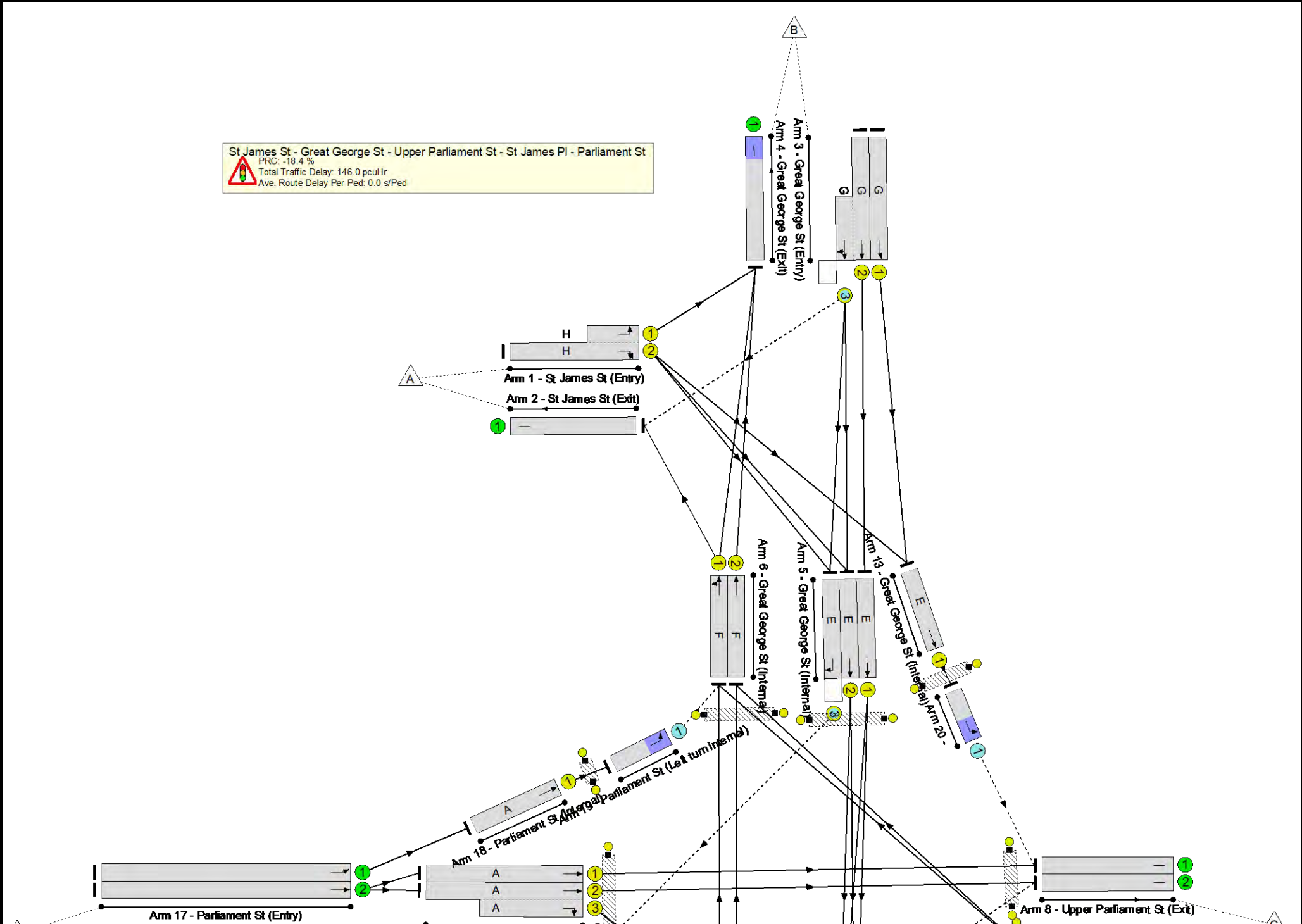
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.6%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	106.6%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	47	-	447	1720:1751	736+139	51.1 : 51.1%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	334	2115	2115	15.7%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	15	-	65	1960	314	20.7%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	15	-	518	1990:1915	273+219	105.3 : 105.3%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	429	2075	2075	20.7%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	24	-	287	2005	501	54.4%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	24	-	232	2015	504	45.5%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	24	-	141	1782	191	70.5%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	39	-	391	1844	738	53.0%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	39	-	256	1985	794	32.2%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	16	-	317	1853	315	100.6%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	16	-	482	1945:1816	331+144	101.6 : 101.6%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	999	1985	1985	50.3%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	454	2015	2015	21.4%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	24	-	172	1965	491	35.0%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	24	-	331	1965:1717	458+98	52.8 : 91.2%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	504	1945	1945	24.7%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	685	2015	2015	32.4%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	38	-	745	1965	766	97.2%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	38	-	971	1985:1800	342+568	106.6 : 106.6%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	446	1965	1965	22.6%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	618	1965	1965	30.8%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	24	-	254	2115	529	48.0%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	506	1915	1915	26.4%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	331	1915	1915	17.3%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	68	-	334	1965:1975	798+583	24.2 : 24.2%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	193	1947	1194	16.2%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	141	1948	1194	11.8%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	87	1945	1945	4.5%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	1716	2015	2015	85.2%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	38	-	87	2105	821	10.6%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	87	1861	1096	7.9%
20/1	Left	O	N/A	N/A	-		-	-	-	254	2020	851	29.9%
Ped Link: P1	P1	-	N/A	-	I		1	26	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	26	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	36	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	19	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	49	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	15	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	19	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	19	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	33	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	442	435	63	46.8	98.6	0.7	146.0	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	442	435	63	46.8	98.6	0.7	146.0	-	-	-	-
1/2+1/1	447	447	-	-	-	2.1	0.5	-	2.6	21.2	7.3	0.5	7.9
2/1	332	332	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	65	65	-	-	-	0.7	0.1	-	0.8	43.7	1.6	0.1	1.7
3/2+3/3	518	492	43	0	0	6.8	19.6	0.1	26.6	184.5	11.0	19.6	30.6
4/1	429	429	-	-	-	0.2	0.1	-	0.3	2.4	1.8	0.1	1.9
5/1	273	273	-	-	-	0.6	0.6	-	1.2	15.9	0.8	0.6	1.4
5/2	229	229	-	-	-	1.5	0.4	-	2.0	30.8	5.1	0.4	5.5
5/3	134	134	134	0	0	0.3	1.1	0.1	1.6	43.4	0.6	1.1	1.8
6/1	391	391	-	-	-	1.6	0.6	-	2.2	20.2	7.3	0.6	7.9
6/2	256	256	-	-	-	0.2	0.2	-	0.5	6.8	5.9	0.2	6.2
7/1	317	315	-	-	-	3.8	9.4	-	13.2	149.7	8.9	9.4	18.3
7/2+7/3	482	477	-	-	-	5.6	13.1	-	18.6	139.0	9.3	13.1	22.4
8/1	999	999	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	431	431	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	172	172	-	-	-	1.5	0.3	-	1.7	36.5	3.9	0.3	4.2
9/2+9/3	331	331	26	0	63	2.9	0.7	0.4	4.1	44.1	5.7	0.7	6.4
10/1	480	480	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/2	654	654	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/1	745	745	-	-	-	6.2	9.3	-	15.5	75.0	20.3	9.3	29.6
11/2+11/3	971	911	-	-	-	10.2	36.7	-	46.9	173.8	25.6	36.7	62.3
12/1	444	444	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	606	606	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

[illegible]

C1

PRC for Signalled Lanes (%):

-18.4

Total Delay for Signalled Lanes (pcuHr):

140.54

Cycle Time (s): 100

PRC Over All Lanes (%):

-18.4

Total Delay Over All Lanes(pcuHr):

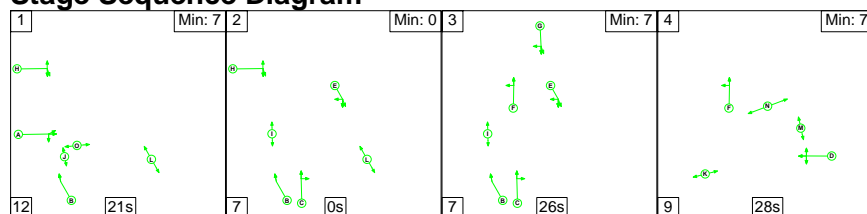
146.04

Cycle Time (s): 100

Full Input Data And Results

Scenario 5: '2023 Base + Com AM' (FG5: '2023 Base + Com AM', Plan 1: 'Network Control Plan 1')

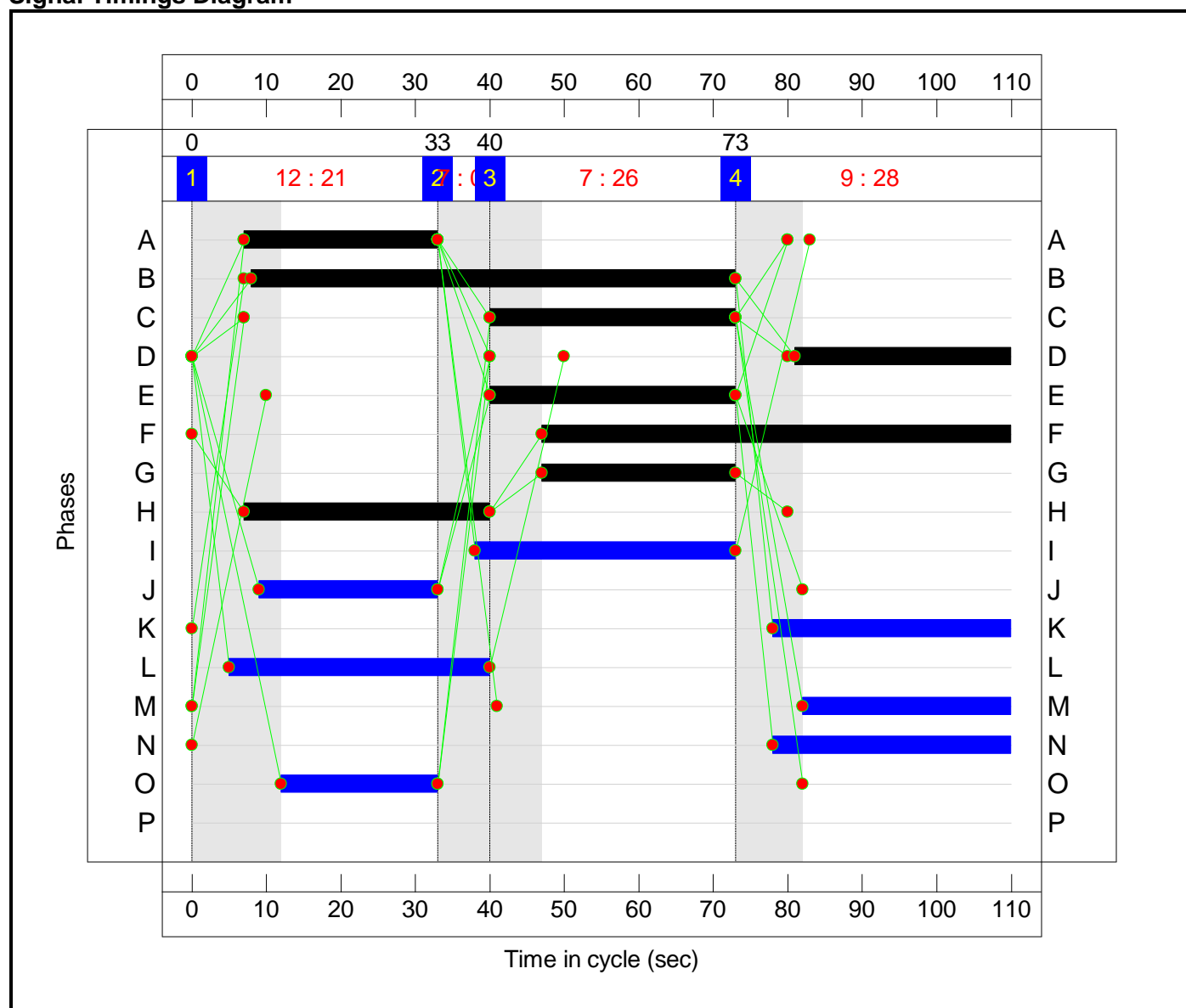
Stage Sequence Diagram



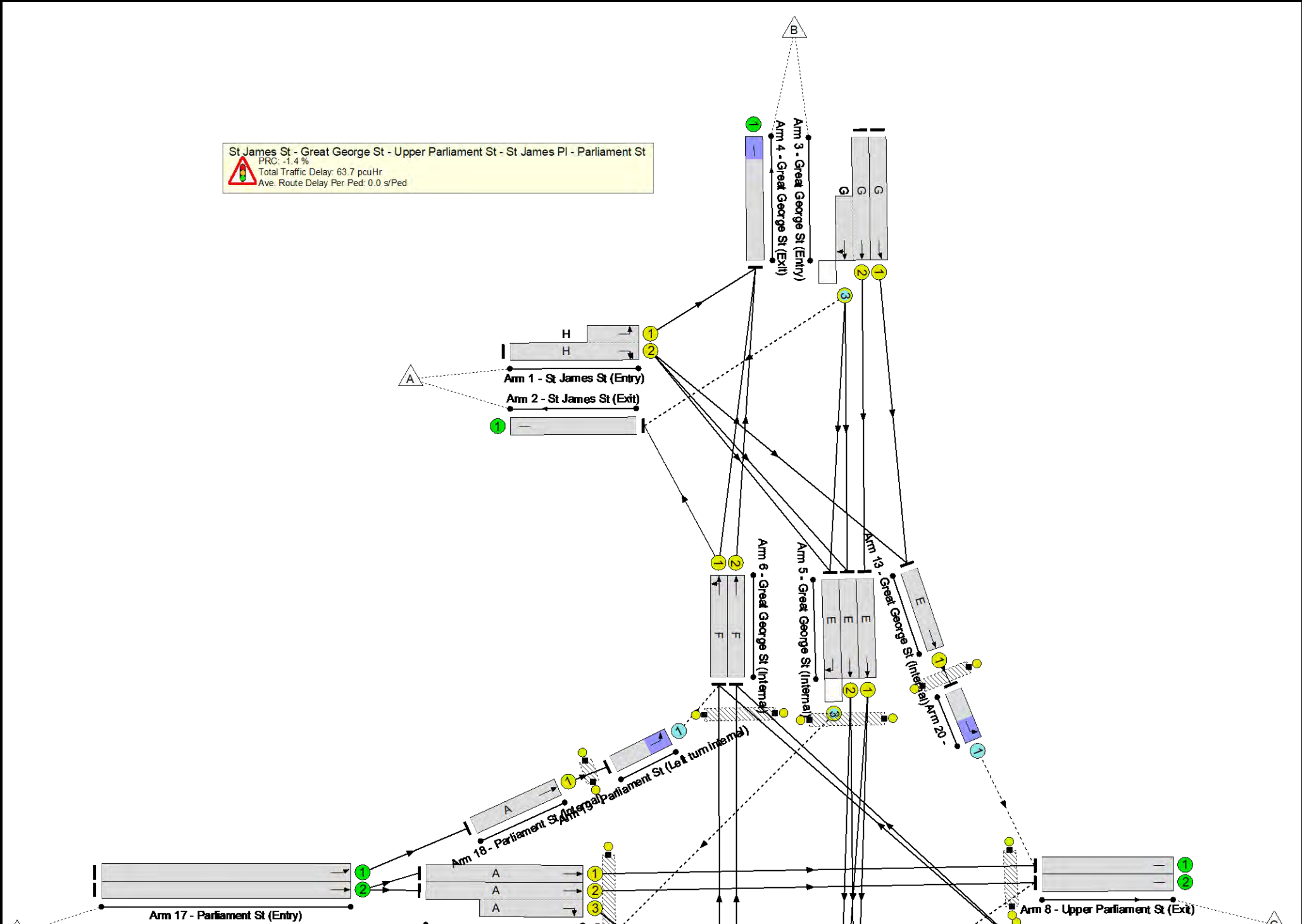
Stage Timings

Stage	1	2	3	4
Duration	21	0	26	28
Change Point	0	33	40	73

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	33	-	221	1724:1751	458+134	37.3 : 37.3%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	586	2115	2115	27.7%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	26	-	26	1960	481	5.4%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	26	-	372	1990:1848	225+189	89.7 : 89.7%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	470	2075	2075	22.7%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	33	-	202	2005	620	32.6%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	33	-	84	2015	623	13.5%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	33	-	85	1782	207	41.0%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	63	-	619	1830	1065	58.1%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	63	-	307	1985	1155	26.6%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	29	-	450	1876	512	88.0%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	29	-	767	1945:1816	529+331	89.3 : 89.3%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	457	1985	1985	23.0%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	405	2015	2015	20.1%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	33	-	269	1965	607	44.3%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	33	-	402	1965:1717	526+206	55.0 : 55.0%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	282	1945	1945	14.5%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	405	2015	2015	20.1%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	26	-	339	1965	482	70.3%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	26	-	637	1985:1800	320+378	91.3 : 91.3%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	715	1965	1965	36.4%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	824	1965	1965	41.9%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	33	-	118	2115	654	18.1%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	857	1915	1915	44.8%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	402	1915	1915	21.0%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	65	-	588	1965:1975	658+548	48.8 : 48.8%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	321	1947	1089	29.5%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	267	1948	1065	25.1%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	73	1945	1945	3.8%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	976	2015	2015	48.4%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	26	-	73	2105	517	14.1%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	73	1861	903	8.1%
20/1	Left	O	N/A	N/A	-		-	-	-	118	2020	1020	11.6%
Ped Link: P1	P1	-	N/A	-	I		1	35	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	35	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	24	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	32	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	35	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	28	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	32	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	32	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	21	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	383	674	0	39.9	23.1	0.7	63.7	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	383	674	0	39.9	23.1	0.7	63.7	-	-	-	-
1/2+1/1	221	221	-	-	-	1.8	0.3	-	2.1	33.5	4.0	0.3	4.3
2/1	586	586	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	26	26	-	-	-	0.2	0.0	-	0.3	35.7	0.6	0.0	0.6
3/2+3/3	372	372	80	0	0	3.7	3.7	0.4	7.8	75.1	5.2	3.7	8.9
4/1	470	470	-	-	-	0.2	0.1	-	0.3	2.6	1.9	0.1	2.1
5/1	202	202	-	-	-	0.1	0.2	-	0.3	6.1	0.2	0.2	0.4
5/2	84	84	-	-	-	0.5	0.1	-	0.5	22.8	2.2	0.1	2.3
5/3	85	85	85	0	0	0.2	0.3	0.2	0.7	31.4	0.4	0.3	0.8
6/1	619	619	-	-	-	1.3	0.7	-	2.0	11.8	10.2	0.7	10.9
6/2	307	307	-	-	-	0.1	0.2	-	0.3	3.6	7.2	0.2	7.4
7/1	450	450	-	-	-	4.8	3.3	-	8.1	64.7	13.1	3.3	16.4
7/2+7/3	767	767	-	-	-	7.9	3.8	-	11.7	55.0	13.8	3.8	17.6
8/1	457	457	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/2	405	405	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	269	269	-	-	-	2.3	0.4	-	2.7	35.7	6.6	0.4	7.0
9/2+9/3	402	402	113	0	0	3.4	0.6	0.2	4.2	37.3	7.1	0.6	7.8
10/1	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	405	405	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	339	339	-	-	-	3.6	1.2	-	4.7	50.2	9.4	1.2	10.6
11/2+11/3	637	637	-	-	-	6.7	4.6	-	11.3	63.7	10.9	4.6	15.5
12/1	715	715	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	824	824	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

Full Input Data And Results

[illegible]

C1

PRC for Signalled Lanes (%):

-1.4

Total Delay for Signalled Lanes (pcuHr):

60.47

Cycle Time (s): 110

PRC Over All Lanes (%):

-1.4

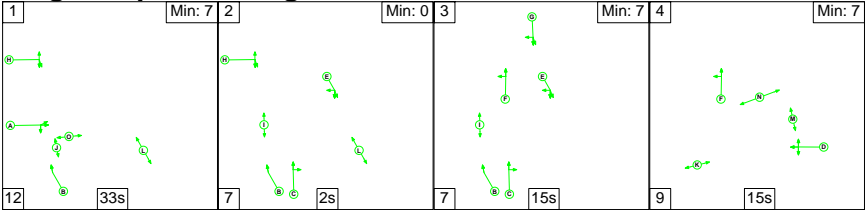
Total Delay Over All Lanes(pcuHr):

63.67

Full Input Data And Results

Scenario 6: '2023 Base + Com PM' (FG6: '2023 Base + Com PM', Plan 1: 'Network Control Plan 1')

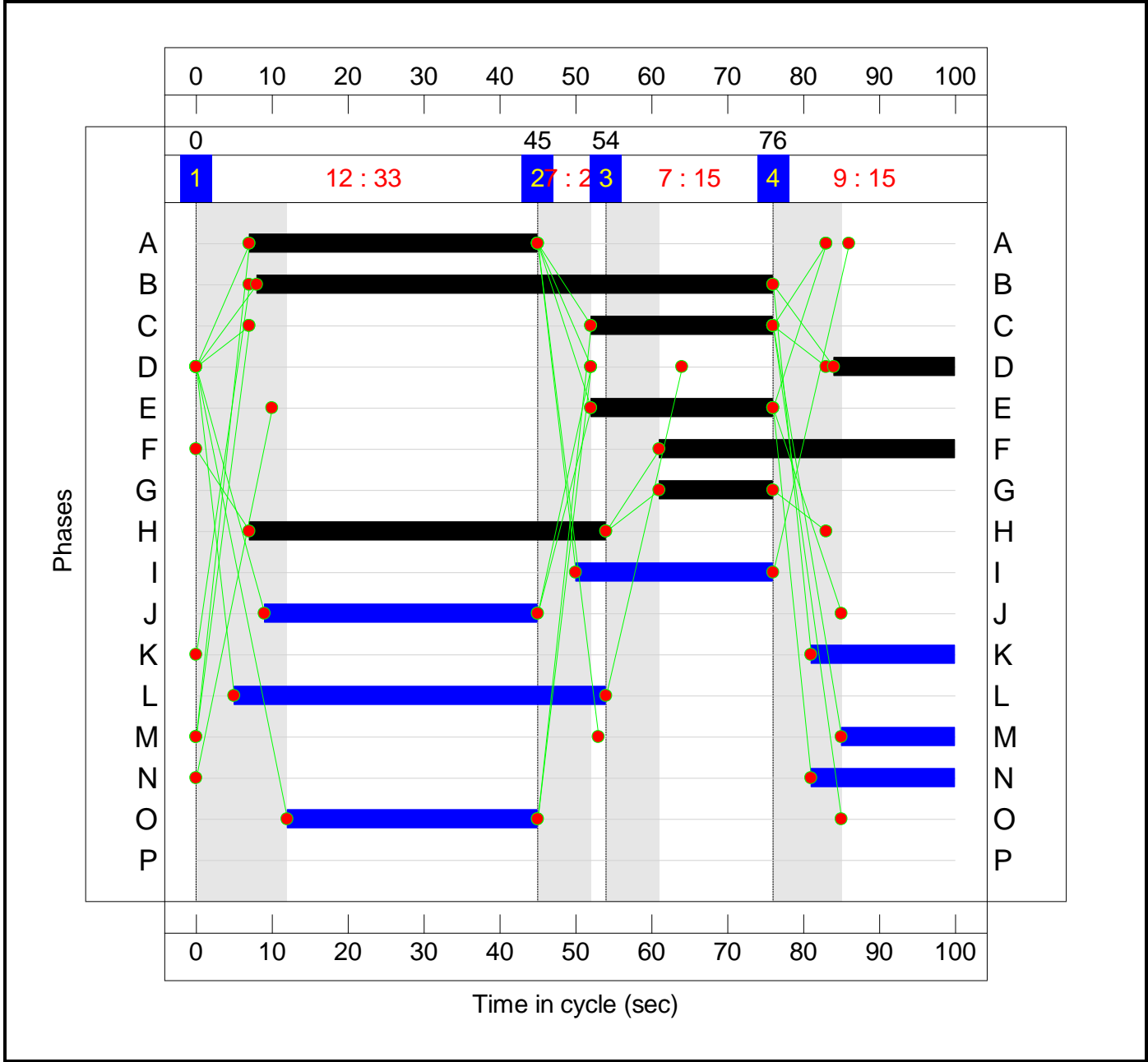
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	33	2	15	15
Change Point	0	45	54	76

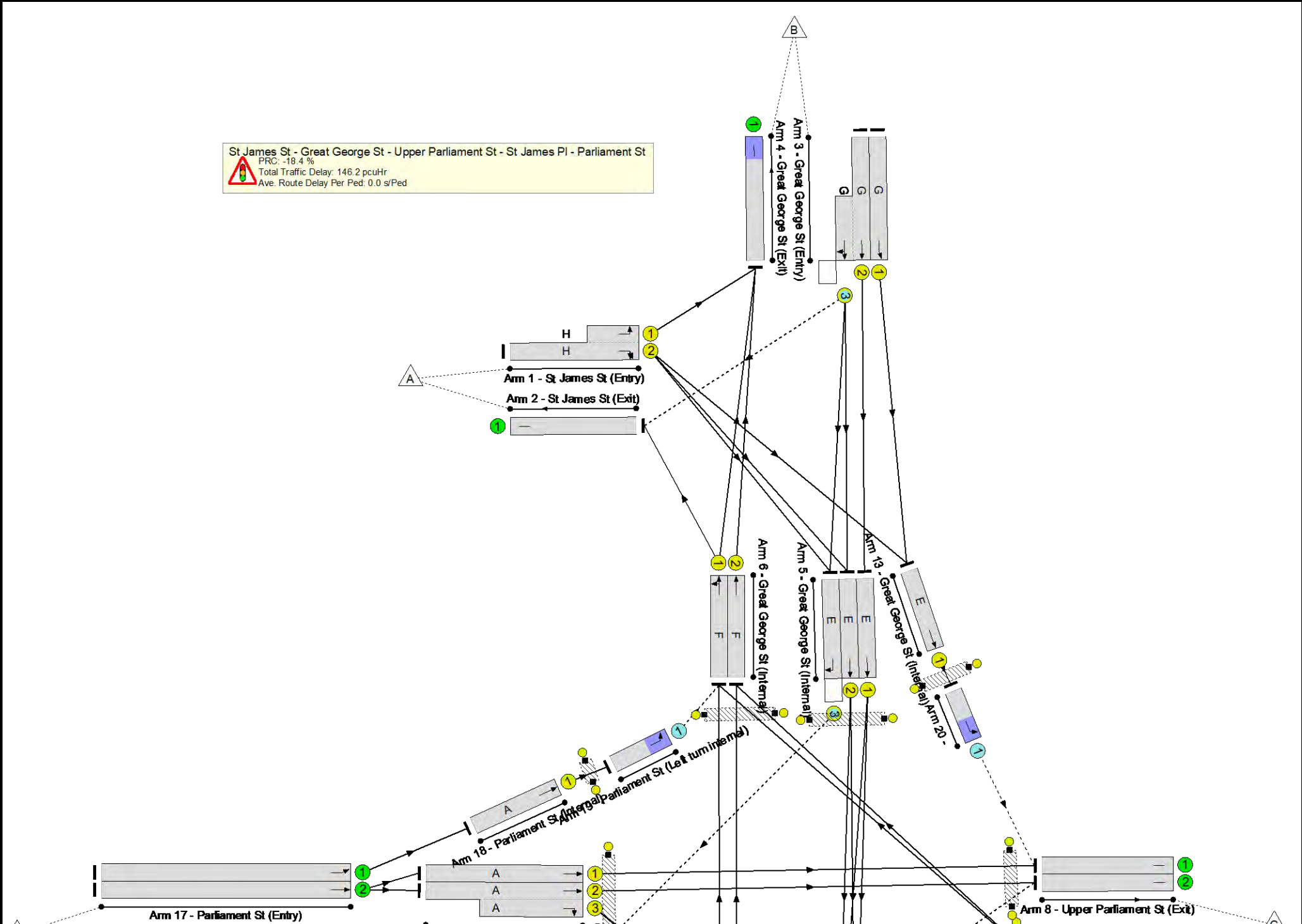
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.6%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	106.6%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	47	-	451	1720:1751	734+142	51.5 : 51.5%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	337	2115	2115	15.8%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	15	-	65	1960	314	20.7%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	15	-	518	1990:1915	273+219	105.3 : 105.3%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	431	2075	2075	20.8%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	24	-	287	2005	501	54.4%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	24	-	233	2015	504	45.7%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	24	-	141	1782	189	71.1%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	39	-	383	1840	736	52.0%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	39	-	267	1985	794	33.6%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	16	-	317	1853	315	100.6%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	16	-	484	1945:1816	331+146	101.6 : 101.6%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	1000	1985	1985	50.4%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	454	2015	2015	21.4%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	24	-	161	1965	491	32.8%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	24	-	342	1965:1717	460+96	55.0 : 92.2%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	496	1945	1945	24.3%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	694	2015	2015	32.8%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	38	-	745	1965	766	97.2%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	38	-	971	1985:1800	342+568	106.6 : 106.6%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	449	1965	1965	22.8%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	615	1965	1965	30.7%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	24	-	255	2115	529	48.2%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	495	1915	1915	25.8%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	342	1915	1915	17.9%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	68	-	334	1965:1975	810+570	24.2 : 24.2%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	196	1947	1194	16.4%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	138	1948	1194	11.6%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	88	1945	1945	4.5%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	1716	2015	2015	85.2%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	38	-	88	2105	821	10.7%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	88	1861	1092	8.1%
20/1	Left	O	N/A	N/A	-		-	-	-	255	2020	852	29.9%
Ped Link: P1	P1	-	N/A	-	I		1	26	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	26	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	36	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	19	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	49	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	15	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	19	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	19	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	33	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	442	436	65	46.9	98.7	0.7	146.2	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	442	436	65	46.9	98.7	0.7	146.2	-	-	-	-
1/2+1/1	451	451	-	-	-	2.1	0.5	-	2.7	21.3	7.4	0.5	7.9
2/1	335	335	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	65	65	-	-	-	0.7	0.1	-	0.8	43.7	1.6	0.1	1.7
3/2+3/3	518	492	43	0	0	6.8	19.6	0.1	26.5	184.5	11.0	19.6	30.6
4/1	431	431	-	-	-	0.2	0.1	-	0.3	2.4	1.7	0.1	1.8
5/1	273	273	-	-	-	0.6	0.6	-	1.2	15.9	0.8	0.6	1.4
5/2	230	230	-	-	-	1.6	0.4	-	2.0	30.8	5.1	0.4	5.6
5/3	134	134	134	0	0	0.3	1.2	0.1	1.7	44.4	0.6	1.2	1.8
6/1	383	383	-	-	-	1.6	0.5	-	2.2	20.3	7.0	0.5	7.6
6/2	267	267	-	-	-	0.3	0.3	-	0.5	6.9	6.3	0.3	6.6
7/1	317	315	-	-	-	3.8	9.4	-	13.2	149.7	8.9	9.4	18.3
7/2+7/3	484	479	-	-	-	5.6	13.1	-	18.7	138.8	9.3	13.1	22.4
8/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	431	431	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	161	161	-	-	-	1.4	0.2	-	1.6	36.1	3.6	0.2	3.9
9/2+9/3	342	342	24	0	65	3.0	0.8	0.4	4.2	44.5	6.0	0.8	6.8
10/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/2	662	662	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/1	745	745	-	-	-	6.2	9.3	-	15.5	75.0	20.3	9.3	29.6
11/2+11/3	971	911	-	-	-	10.2	36.7	-	46.9	173.8	25.6	36.7	62.3
12/1	447	447	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	603	603	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

[illegible]

C1

PRC for Signalled Lanes (%)

-18.4

Total Delay for Signalled Lanes (pcuHr)

140.74

Cycle Time (s): 100

PRC Over All Lanes (%):

-18.4

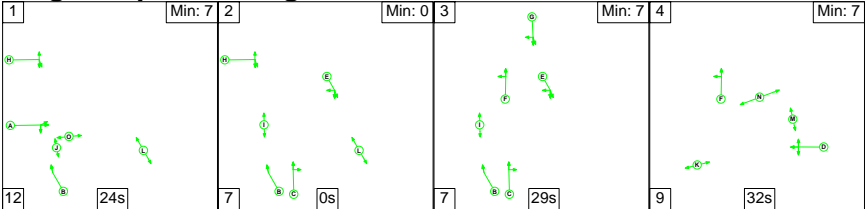
Total Delay Over All Lanes(pcuHr)

146.24

Full Input Data And Results

Scenario 7: '2023 Base + Com + Dev AM' (FG7: '2023 Base + Com + Dev AM', Plan 1: 'Network Control Plan 1')

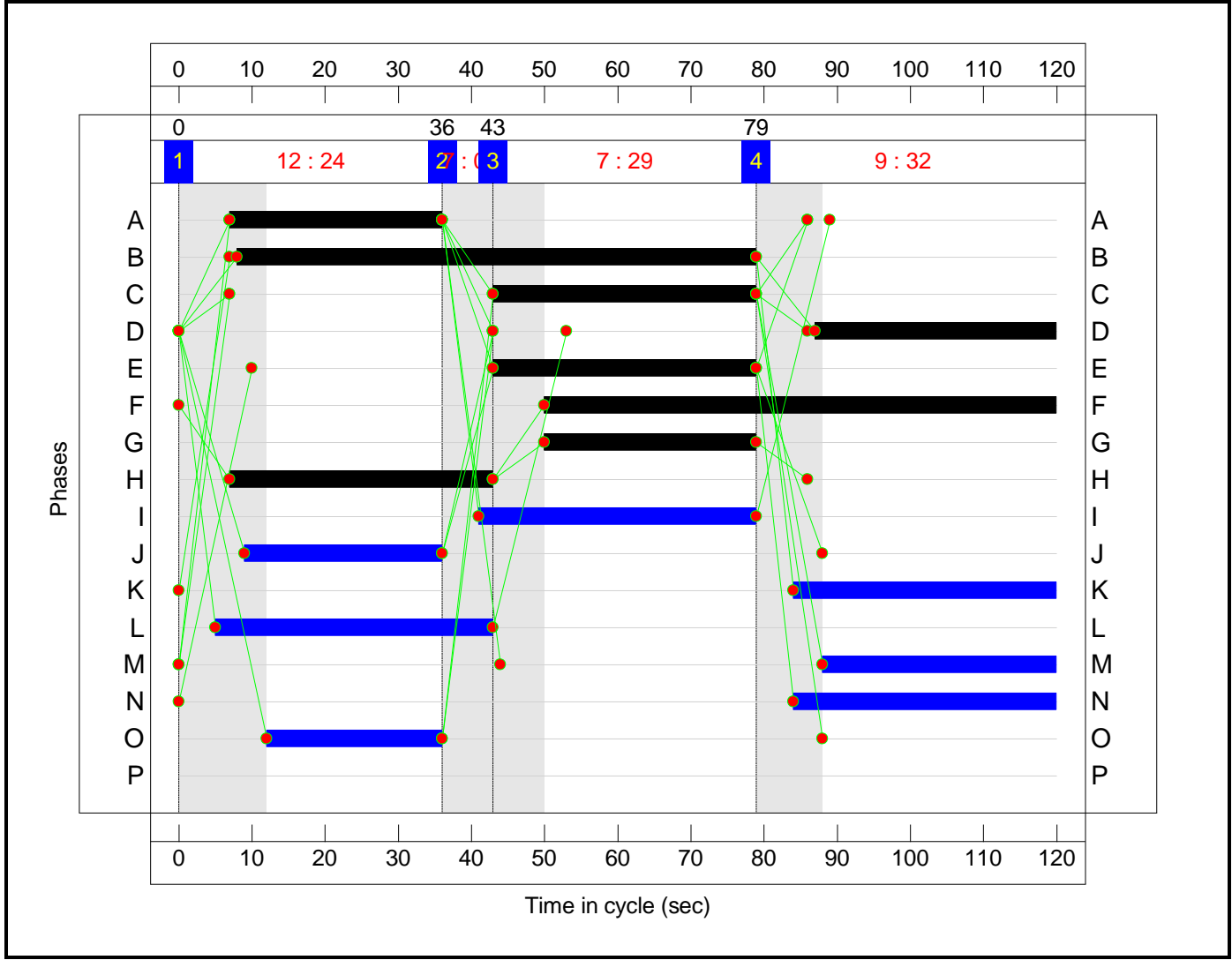
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	0	29	32
Change Point	0	36	43	79

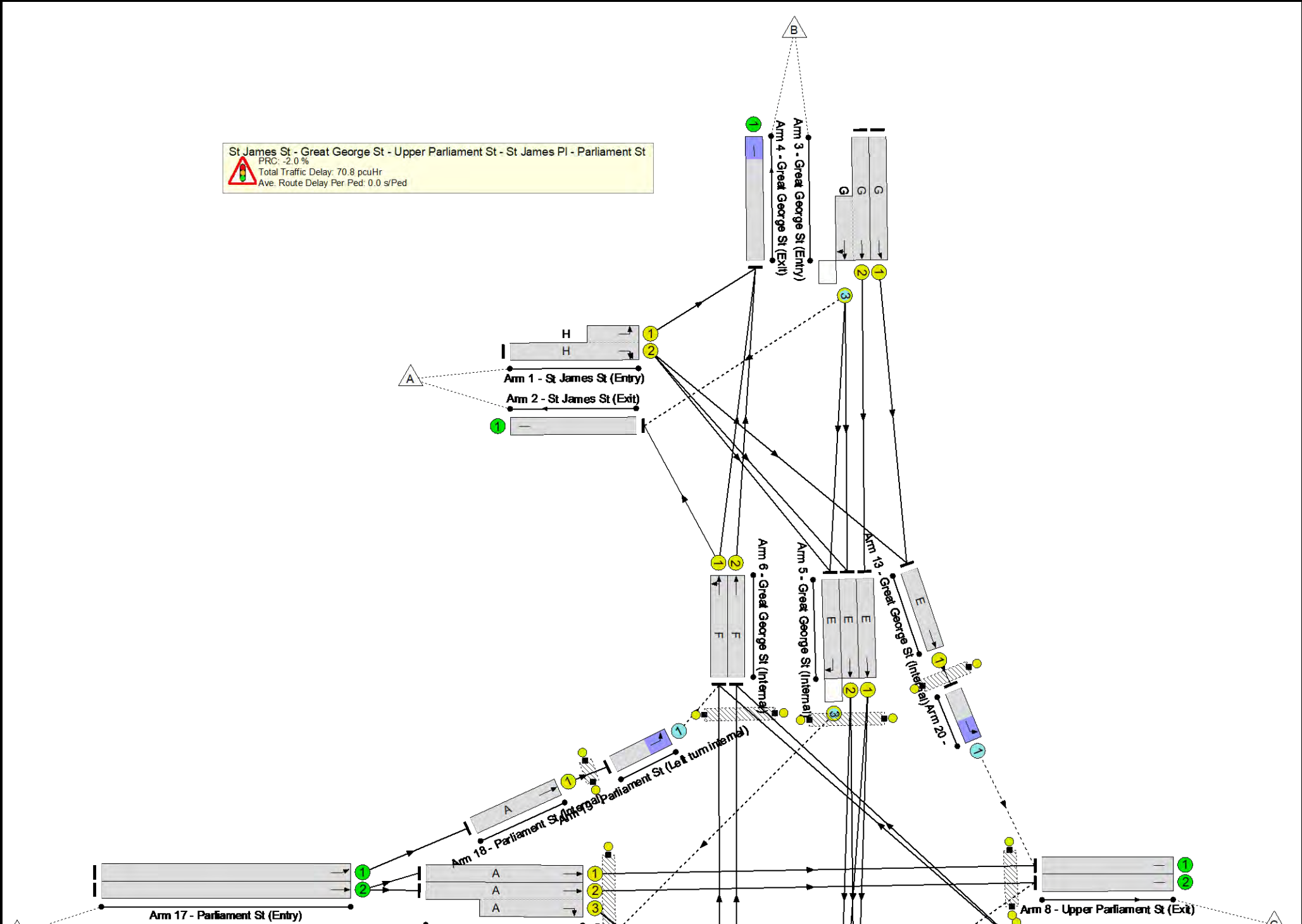
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	36	-	279	1724:1751	442+151	47.0 : 47.0%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	650	2115	2115	30.7%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	29	-	27	1960	490	5.5%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	29	-	391	1990:1835	236+189	91.8 : 91.8%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	494	2075	2075	23.8%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	36	-	217	2005	618	35.1%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	36	-	82	2015	621	13.2%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	36	-	96	1782	180	53.4%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	70	-	628	1817	1075	58.4%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	70	-	353	1985	1174	30.1%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	33	-	448	1876	532	84.3%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	33	-	796	1945:1816	522+355	90.8 : 90.8%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	524	1985	1985	26.4%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	359	2015	2015	17.8%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	36	-	240	1965	606	39.6%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	36	-	449	1965:1717	526+177	63.8 : 63.8%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	282	1945	1945	14.5%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	418	2015	2015	20.7%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	29	-	385	1965	491	78.4%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	29	-	591	1985:1800	270+379	91.0 : 91.0%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	717	1965	1965	36.5%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	833	1965	1965	42.4%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	36	-	139	2115	652	21.3%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	828	1915	1915	43.2%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	449	1915	1915	23.4%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	71	-	588	1965:1975	665+538	48.9 : 48.9%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	325	1947	1090	29.8%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	263	1948	1056	24.9%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	83	1945	1945	4.3%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	976	2015	2015	48.4%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	29	-	83	2105	526	15.8%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	83	1861	859	9.7%
20/1	Left	O	N/A	N/A	-		-	-	-	139	2020	1008	13.8%
Ped Link: P1	P1	-	N/A	-	I		1	38	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	38	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	27	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	36	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	38	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	32	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	36	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	36	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	24	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	428	683	0	45.0	24.9	1.0	70.8	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	428	683	0	45.0	24.9	1.0	70.8	-	-	-	-
1/2+1/1	279	279	-	-	-	2.5	0.4	-	2.9	37.8	5.7	0.4	6.2
2/1	650	650	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	27	27	-	-	-	0.3	0.0	-	0.3	38.2	0.7	0.0	0.7
3/2+3/3	391	391	92	0	0	4.3	4.5	0.4	9.2	84.6	6.5	4.5	11.0
4/1	494	494	-	-	-	0.2	0.2	-	0.3	2.5	1.6	0.2	1.8
5/1	217	217	-	-	-	0.1	0.3	-	0.4	6.3	0.2	0.3	0.4
5/2	82	82	-	-	-	0.5	0.1	-	0.6	25.5	2.6	0.1	2.7
5/3	96	96	96	0	0	0.4	0.6	0.3	1.2	45.8	0.8	0.6	1.4
6/1	628	628	-	-	-	1.5	0.7	-	2.2	12.7	10.4	0.7	11.1
6/2	353	353	-	-	-	0.1	0.2	-	0.4	3.6	9.4	0.2	9.6
7/1	448	448	-	-	-	5.0	2.5	-	7.6	60.8	13.9	2.5	16.5
7/2+7/3	796	796	-	-	-	8.7	4.5	-	13.2	59.6	14.9	4.5	19.3
8/1	524	524	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	359	359	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	240	240	-	-	-	2.2	0.3	-	2.5	37.6	6.3	0.3	6.6
9/2+9/3	449	449	113	0	0	4.2	0.9	0.3	5.4	43.1	9.3	0.9	10.2
10/1	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	418	418	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	385	385	-	-	-	4.5	1.8	-	6.2	58.4	11.9	1.8	13.6
11/2+11/3	591	591	-	-	-	6.7	4.4	-	11.1	67.5	12.3	4.4	16.7
12/1	717	717	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	833	833	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

Full Input Data And Results

[illegible]

C1

PRC for Signalled Lanes (%)

-2.0

Total Delay for Signalled Lanes (pcuHr)

67.47

Cycle Time (s): 120

PRC Over All Lanes (%):

-2.0

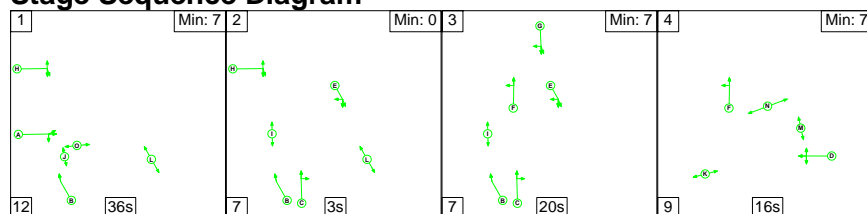
Total Delay Over All Lanes(pcuHr)

70.81

Full Input Data And Results

Scenario 8: ' 2023 Base + Com + Dev PM' (FG8: '2023 Base + Com + Dev PM', Plan 1: 'Network Control Plan 1')

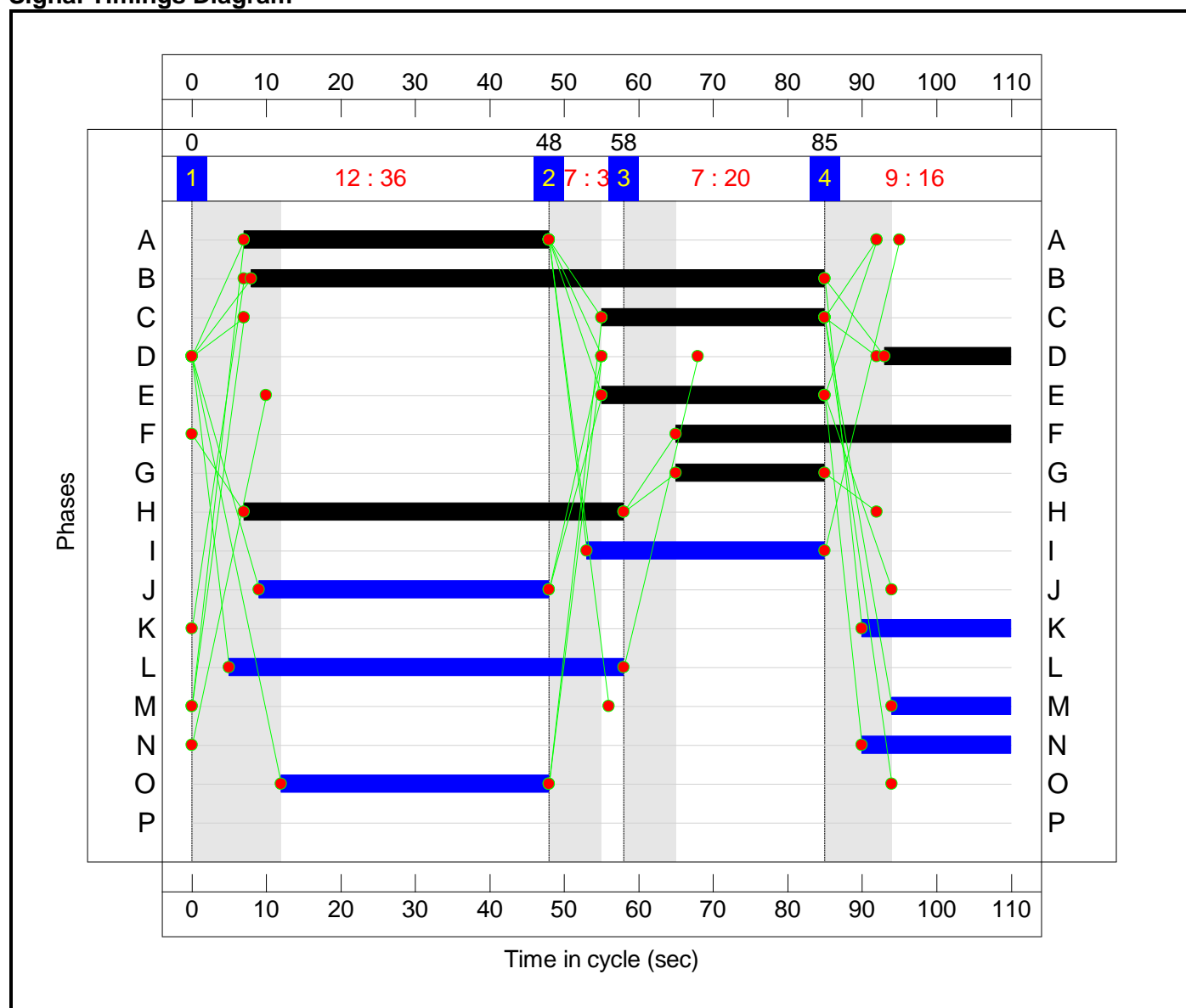
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	3	20	16
Change Point	0	48	58	85

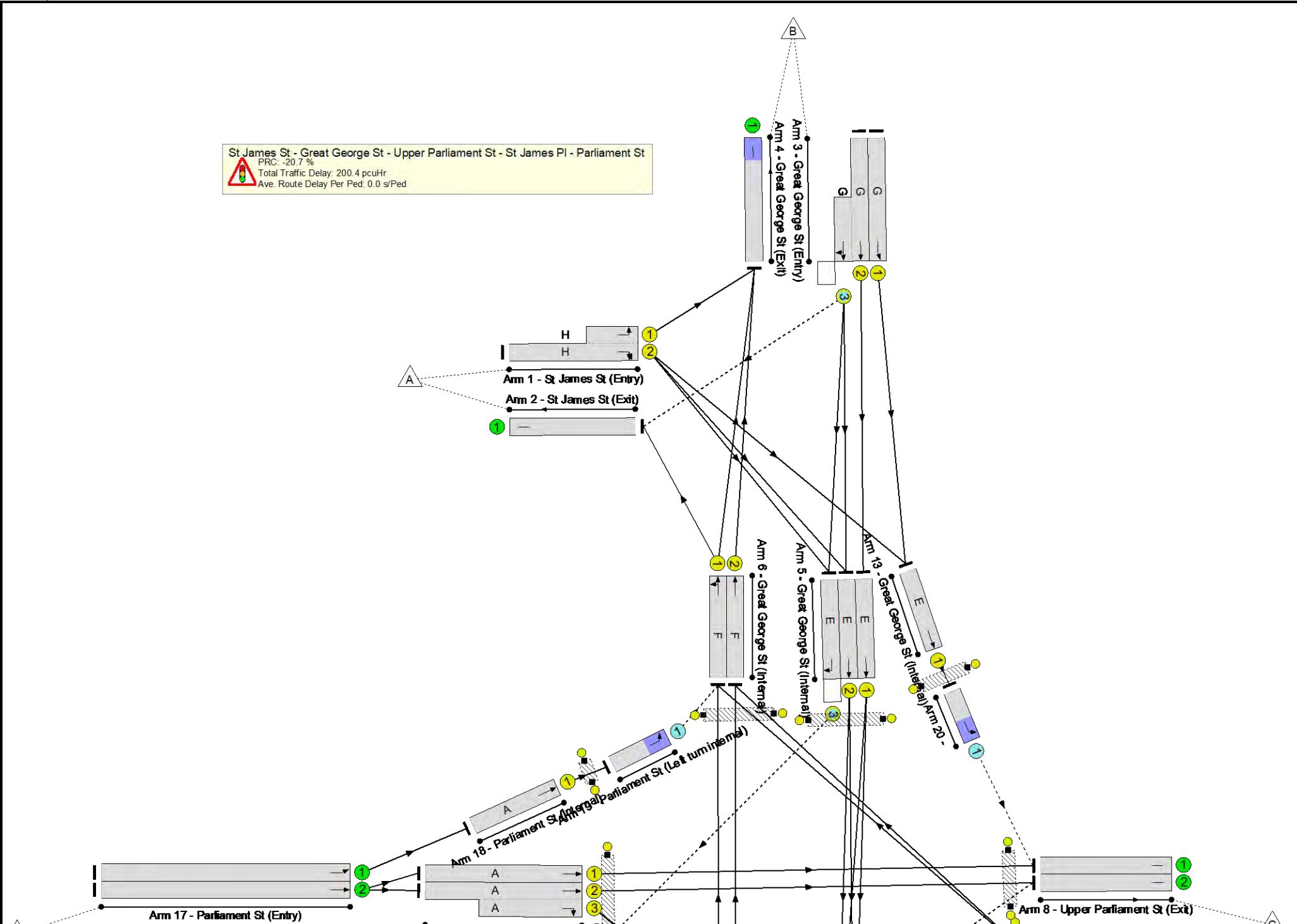
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
1/2+1/1	St James St (Entry) Left Right Right2	U	N/A	N/A	H		1	51	-	519	1721:1751	710+153	60.2 : 60.2%
2/1	St James St (Exit)	U	N/A	N/A	-		-	-	-	392	2115	2115	18.3%
3/1	Great George St (Entry) Ahead	U	N/A	N/A	G		1	20	-	65	1960	374	17.4%
3/2+3/3	Great George St (Entry) Right Ahead	U+O	N/A	N/A	G		1	20	-	536	1990:1888	313+180	108.7 : 108.7%
4/1	Great George St (Exit)	U	N/A	N/A	-		-	-	-	453	2075	2075	21.8%
5/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	30	-	340	2005	565	55.4%
5/2	Great George St (Internal) Ahead	U	N/A	N/A	E		1	30	-	194	2015	568	34.1%
5/3	Great George St (Internal) Right	O	N/A	N/A	E		1	30	-	153	1782	215	66.3%
6/1	Great George St (Internal) Left Ahead	U	N/A	N/A	F		1	45	-	417	1834	767	54.4%
6/2	Great George St (Internal) Ahead	U	N/A	N/A	F		1	45	-	276	1985	830	33.2%
7/1	Upper Parliament St (Entry) Left Ahead	U	N/A	N/A	D		1	17	-	316	1852	303	104.3%
7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	N/A	N/A	D		1	17	-	507	1945:1816	318+161	105.9 : 105.9%

Full Input Data And Results

8/1	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	1083	1985	1985	52.0%
8/2	Upper Parliament St (Exit)	U	N/A	N/A	-		-	-	-	397	2015	2015	18.5%
9/1	St James Pl (Entry) Ahead	U	N/A	N/A	C		1	30	-	163	1965	554	29.4%
9/2+9/3	St James Pl (Entry) Ahead Right	U+O	N/A	N/A	C		1	30	-	350	1965:1717	496+86	52.6 : 103.0%
10/1	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	498	1945	1945	24.4%
10/2	St James Pl (Exit)	U	N/A	N/A	-		-	-	-	706	2015	2015	32.6%
11/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	41	-	802	1965	750	106.9%
11/2+11/3	Parliament St (Internal) Ahead Right	U	N/A	N/A	A		1	41	-	914	1985:1800	286+563	107.6 : 107.6%
12/1	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	447	1965	1965	22.2%
12/2	Parliament St (Exit)	U	N/A	N/A	-		-	-	-	629	1965	1965	30.5%
13/1	Great George St (Internal) Ahead	U	N/A	N/A	E		1	30	-	281	2115	596	47.1%
14/1	St James Pl (S) Ahead Ahead2	U	N/A	N/A	-		-	-	-	497	1915	1915	26.0%
14/2	St James Pl (S) Ahead	U	N/A	N/A	-		-	-	-	350	1915	1915	18.3%
15/1+15/2	St James Pl (Entry) Ahead	U	N/A	N/A	B		1	77	-	334	1965:1975	827+590	23.6 : 23.6%
16/1	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	195	1947	1204	16.2%
16/2	St James Pl (Priority) Left	O	N/A	N/A	-		-	-	-	139	1948	1204	11.5%
17/1	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	99	1945	1945	5.1%
17/2	Parliament St (Entry) Ahead	U	N/A	N/A	-		-	-	-	1716	2015	2015	85.2%

Full Input Data And Results

18/1	Parliament St (Internal) Ahead	U	N/A	N/A	A		1	41	-	99	2105	804	12.3%
19/1	Parliament St (Left turn internal) Left	O	N/A	N/A	-		-	-	-	99	1861	1059	9.3%
20/1	Left	O	N/A	N/A	-		-	-	-	281	2020	867	32.4%
Ped Link: P1	P1	-	N/A	-	I		1	32	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	I		1	32	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	J		1	39	-	0	-	0	0.0%
Ped Link: P4	P4	-	N/A	-	K		1	20	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	L		1	53	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	M		1	16	-	0	-	0	0.0%
Ped Link: P7	P7	-	N/A	-	N		1	20	-	0	-	0	0.0%
Ped Link: P8	P8	-	N/A	-	N		1	20	-	0	-	0	0.0%
Ped Link: P9	P9	-	N/A	-	O		1	36	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	488	446	64	58.1	141.4	0.9	200.4	-	-	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	488	446	64	58.1	141.4	0.9	200.4	-	-	-	-
1/2+1/1	519	519	-	-	-	2.9	0.8	-	3.7	25.4	10.3	0.8	11.0
2/1	387	387	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	65	65	-	-	-	0.7	0.1	-	0.8	43.1	1.7	0.1	1.8
3/2+3/3	536	493	55	0	0	8.2	26.4	0.2	34.9	234.1	15.1	26.4	41.5
4/1	453	453	-	-	-	0.2	0.1	-	0.3	2.4	1.9	0.1	2.0
5/1	313	313	-	-	-	0.7	0.6	-	1.3	14.7	0.9	0.6	1.5
5/2	194	194	-	-	-	1.6	0.3	-	1.8	33.6	5.8	0.3	6.0
5/3	142	142	142	0	0	0.4	1.0	0.2	1.6	39.8	0.9	1.0	1.9
6/1	417	417	-	-	-	2.0	0.6	-	2.6	22.7	8.2	0.6	8.8
6/2	276	276	-	-	-	0.3	0.2	-	0.6	7.5	7.0	0.2	7.2
7/1	316	303	-	-	-	4.9	12.7	-	17.5	199.9	10.2	12.7	22.9
7/2+7/3	507	488	-	-	-	6.9	20.3	-	27.2	193.4	10.6	20.3	30.9
8/1	1031	1031	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
8/2	373	373	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	163	163	-	-	-	1.4	0.2	-	1.6	35.5	3.9	0.2	4.1
9/2+9/3	350	347	22	0	64	3.2	2.0	0.5	5.8	59.5	6.6	2.0	8.6
10/1	474	474	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/2	657	657	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/1	802	750	-	-	-	10.3	32.1	-	42.4	190.4	26.1	32.1	58.2
11/2+11/3	914	850	-	-	-	11.2	38.1	-	49.4	194.4	27.6	38.1	65.7
12/1	437	437	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	600	600	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

13/1	281	281	-	-	-	1.8	0.4	-	2.3	28.8	6.6	0.4	7.1
14/1	497	497	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/1+15/2	334	334	-	-	-	0.5	0.2	-	0.6	7.0	2.7	0.2	2.9
16/1	195	195	0	195	0	0.0	0.1	-	0.1	1.8	0.8	0.1	0.9
16/2	139	139	0	139	0	0.0	0.1	-	0.1	1.7	0.4	0.1	0.5
17/1	99	99	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
17/2	1716	1716	-	-	-	0.0	2.8	-	2.8	5.9	0.0	2.8	2.8
18/1	99	99	-	-	-	0.6	0.1	-	0.7	24.6	2.0	0.1	2.0
19/1	99	99	0	99	0	0.0	0.1	-	0.1	2.2	0.4	0.1	0.4
20/1	281	281	268	13	0	0.2	0.2	-	0.5	6.2	2.9	0.2	3.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -20.7 Total Delay for Signalled Lanes (pcuHr): 194.69 Cycle Time (s): 110 PRC Over All Lanes (%): -20.7 Total Delay Over All Lanes(pcuHr): 200.37													

Basic Results Summary
Basic Results Summary

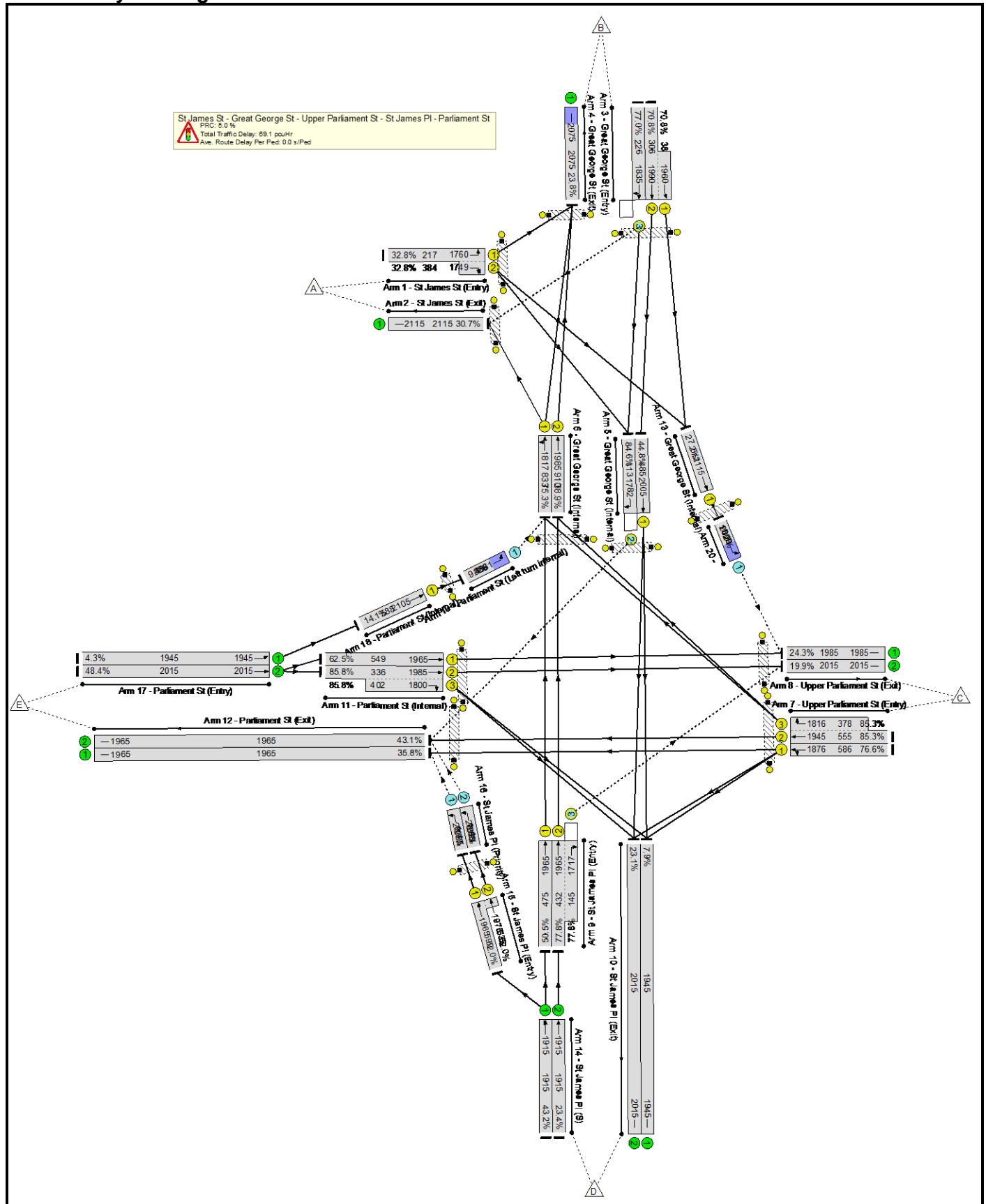
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: '2023 Base + Com + Dev AM' (FG7: '2023 Base + Com + Dev AM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.8%	330	744	37	69.1	-	-
St James St - Great George St - Upper Parliament St - St James PI - Parliament St	-	-	-		-	-	-	-	-	-	85.8%	330	744	37	69.1	-	-
1/1+1/2	St James St (Entry) Left Right Right2	U	H		2	73	-	197	1760:1749	217+384	32.8 : 32.8%	-	-	-	1.9	34.8	3.6
2/1	St James St (Exit)	U	-		-	-	-	650	2115	2115	30.7%	-	-	-	0.2	1.2	0.2
3/2+3/1	Great George St (Entry) Ahead Ahead2	U	G		2	36	-	244	1990:1960	306+38	70.8 : 70.8%	-	-	-	4.4	64.9	8.4
3/3	Great George St (Entry) Right Ahead	O	G		2	36	-	174	1835	226	77.0%	30	61	1	5.0	103.0	9.0
4/1	Great George St (Exit)	U	-		-	-	-	494	2075	2075	23.8%	-	-	-	0.3	2.2	1.9
5/1	Great George St (Internal) Ahead	U	E		2	56	-	217	2005	485	44.8%	-	-	-	0.8	13.0	1.3
5/2	Great George St (Internal) Right	O	E		2	56	-	96	1782	113	84.6%	67	0	29	2.6	96.4	2.8
6/1	Great George St (Internal) Left Ahead	U	F		3	107	-	627	1817	833	75.3%	-	-	-	4.0	23.0	17.7
6/2	Great George St (Internal) Ahead	U	F		3	107	-	354	1985	910	38.9%	-	-	-	1.2	11.9	10.9
7/1	Upper Parliament St (Entry) Left Ahead	U	D		2	73	-	449	1876	586	76.6%	-	-	-	6.3	50.1	15.4

Basic Results Summary

7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	D		2	73	-	795	1945:1816	555+378	85.3 : 85.3%	-	-	-	10.8	48.9	17.5
8/1	Upper Parliament St (Exit)	U	-		-	-	-	482	1985	1985	24.3%	-	-	-	0.2	1.2	0.2
8/2	Upper Parliament St (Exit)	U	-		-	-	-	401	2015	2015	19.9%	-	-	-	0.1	1.1	0.1
9/1	St James PI (Entry) Ahead	U	C		2	56	-	240	1965	475	50.5%	-	-	-	3.1	47.0	7.6
9/2+9/3	St James PI (Entry) Ahead Right	U+O	C		2	56	-	449	1965:1717	432+145	77.8 : 77.8%	106	0	7	6.8	54.7	12.6
10/1	St James PI (Exit)	U	-		-	-	-	153	1945	1945	7.9%	-	-	-	0.0	1.0	0.0
10/2	St James PI (Exit)	U	-		-	-	-	465	2015	2015	23.1%	-	-	-	0.1	1.2	0.1
11/1	Parliament St (Internal) Ahead	U	A		2	65	-	343	1965	549	62.5%	-	-	-	4.4	46.6	11.3
11/2+11/3	Parliament St (Internal) Ahead Right	U	A		2	65	-	633	1985:1800	336+402	85.8 : 85.8%	-	-	-	9.5	54.2	15.7
12/1	Parliament St (Exit)	U	-		-	-	-	704	1965	1965	35.8%	-	-	-	0.3	1.4	0.3
12/2	Parliament St (Exit)	U	-		-	-	-	846	1965	1965	43.1%	-	-	-	0.4	1.6	0.4
13/1	Great George St (Internal) Ahead	U	E		2	56	-	139	2115	511	27.2%	-	-	-	1.0	26.0	4.1
14/1	St James PI (S) Ahead Ahead2	U	-		-	-	-	828	1915	1915	43.2%	-	-	-	0.4	1.7	0.4
14/2	St James PI (S) Ahead	U	-		-	-	-	449	1915	1915	23.4%	-	-	-	0.2	1.2	0.2
15/1+15/2	St James PI (Entry) Ahead	U	B		2	133	-	588	1965:1975	599+533	52.0 : 52.0%	-	-	-	3.1	18.8	11.6
16/1	St James PI (Priority) Left	O	-		-	-	-	311	1947	1085	28.7%	0	311	0	0.2	2.3	1.0

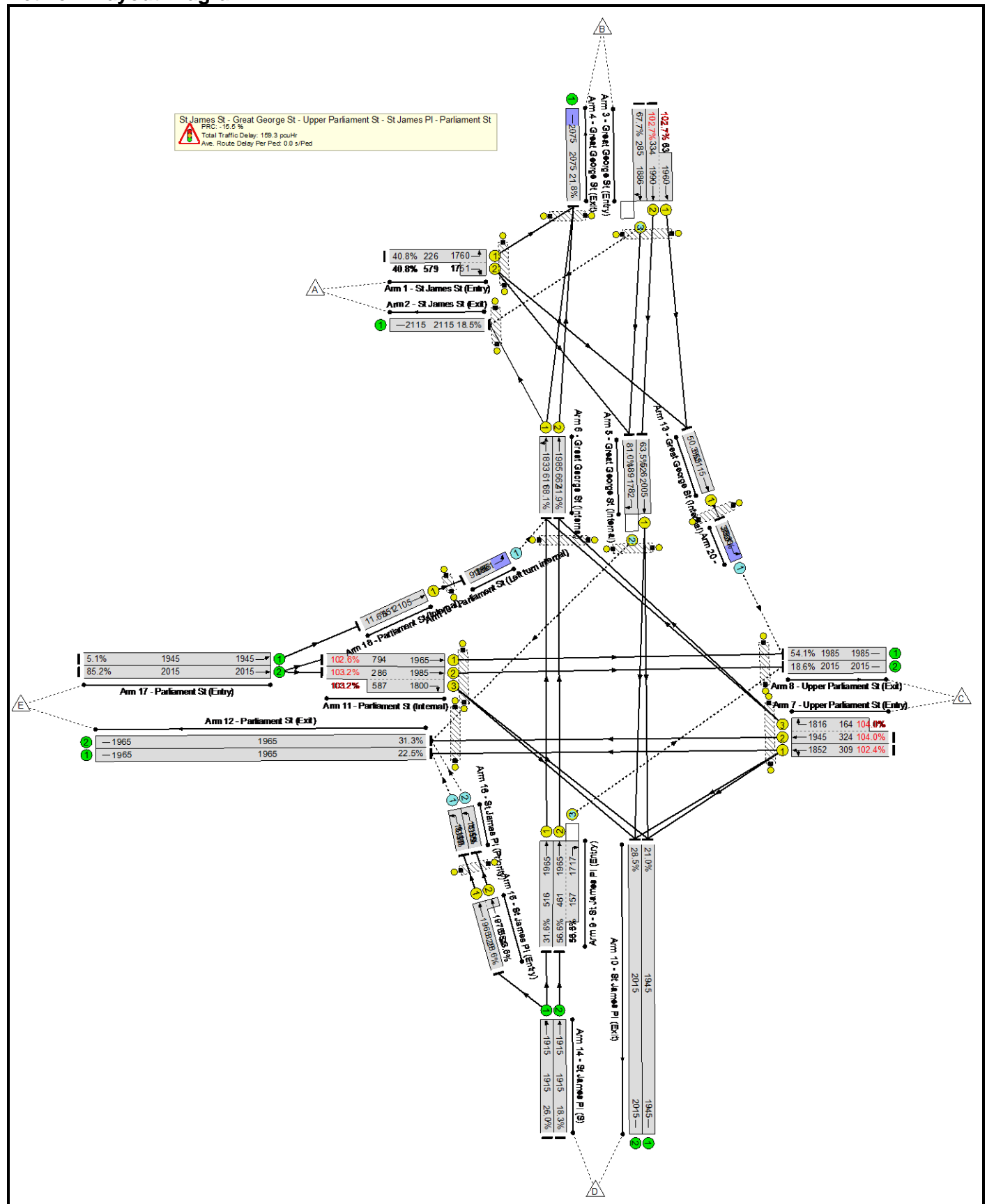
16/2	St James Pl (Priority) Left	O	-		-	-	-	277	1948	1033	26.8%	0	277	0	0.2	2.4	0.6
17/1	Parliament St (Entry) Ahead	U	-		-	-	-	83	1945	1945	4.3%	-	-	-	0.0	1.0	0.0
17/2	Parliament St (Entry) Ahead	U	-		-	-	-	976	2015	2015	48.4%	-	-	-	0.5	1.7	0.5
18/1	Parliament St (Internal) Ahead	U	A		2	65	-	83	2105	588	14.1%	-	-	-	0.8	36.1	2.2
19/1	Parliament St (Left turn internal) Left	O	-		-	-	-	83	1861	886	9.4%	0	83	0	0.1	2.6	0.5
20/1	Left	O	-		-	-	-	139	2020	1009	13.8%	127	12	0	0.3	7.4	3.4
Ped Link: P1	P1	-	I		2	60	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	P2	-	I		2	60	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	P3	-	J		2	61	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	P4	-	K		2	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	P5	-	L		3	102	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	P6	-	M		2	73	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	P7	-	N		2	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	P8	-	N		2	81	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	P9	-	O		2	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	Q		2	93	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	T		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	R		2	133	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	S		2	75	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):			5.0			Total Delay for Signalled Lanes (pcuHr):			65.70		Cycle Time (s): 240				
		PRC Over All Lanes (%):			5.0			Total Delay Over All Lanes(pcuHr):			69.11						

C1	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	65.70	Cycle Time (s): 240
	PRC Over All Lanes (%):	5.0	Total Delay Over All Lanes(pcuHr):	69.11	

Basic Results Summary

Scenario 2: ' 2023 Base + Com + Dev PM' (FG8: '2023 Base + Com + Dev PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	104.0%	509	475	30	159.3	-	-
St James St - Great George St - Upper Parliament St - St James Pl - Parliament St	-	-	-		-	-	-	-	-	-	104.0%	509	475	30	159.3	-	-
1/1+1/2	St James St (Entry) Left Right Right2	U	H		2	103	-	328	1760:1751	226+579	40.8 : 40.8%	-	-	-	2.4	25.8	6.9
2/1	St James St (Exit)	U	-		-	-	-	392	2115	2115	18.5%	-	-	-	0.1	1.0	0.1
3/2+3/1	Great George St (Entry) Ahead Ahead2	U	G		2	41	-	408	1990:1960	334+63	102.7 : 102.7%	-	-	-	20.3	178.7	28.4
3/3	Great George St (Entry) Right Ahead	O	G		2	41	-	193	1886	285	67.7%	30	30	1	3.6	67.0	7.0
4/1	Great George St (Exit)	U	-		-	-	-	453	2075	2075	21.8%	-	-	-	0.3	2.2	5.8
5/1	Great George St (Internal) Ahead	U	E		2	61	-	343	2005	526	63.5%	-	-	-	1.8	19.2	2.1
5/2	Great George St (Internal) Right	O	E		2	61	-	153	1782	189	81.0%	137	0	16	2.4	57.6	5.0
6/1	Great George St (Internal) Left Ahead	U	F		3	77	-	416	1833	611	68.1%	-	-	-	3.5	30.1	10.0
6/2	Great George St (Internal) Ahead	U	F		3	77	-	277	1985	662	41.9%	-	-	-	0.9	11.7	7.8
7/1	Upper Parliament St (Entry) Left Ahead	U	D		2	38	-	316	1852	309	102.4%	-	-	-	16.5	188.0	22.9

Basic Results Summary

7/2+7/3	Upper Parliament St (Entry) Right Ahead	U	D		2	38	-	507	1945:1816	324+164	104.0 : 104.0%	-	-	-	25.4	180.2	30.1
8/1	Upper Parliament St (Exit)	U	-		-	-	-	1096	1985	1985	54.1%	-	-	-	0.6	2.0	0.6
8/2	Upper Parliament St (Exit)	U	-		-	-	-	384	2015	2015	18.6%	-	-	-	0.1	1.1	0.1
9/1	St James PI (Entry) Ahead	U	C		2	61	-	163	1965	516	31.6%	-	-	-	1.8	40.7	4.7
9/2+9/3	St James PI (Entry) Ahead Right	U+O	C		2	61	-	350	1965:1717	461+157	56.6 : 56.6%	75	0	14	4.3	44.5	8.2
10/1	St James PI (Exit)	U	-		-	-	-	421	1945	1945	21.0%	-	-	-	0.1	1.2	0.1
10/2	St James PI (Exit)	U	-		-	-	-	592	2015	2015	28.5%	-	-	-	0.2	1.2	0.2
11/1	Parliament St (Internal) Ahead	U	A		2	95	-	815	1965	794	102.6%	-	-	-	31.2	137.7	50.1
11/2+11/3	Parliament St (Internal) Ahead Right	U	A		2	95	-	901	1985:1800	286+587	103.2 : 103.2%	-	-	-	35.0	140.0	54.4
12/1	Parliament St (Exit)	U	-		-	-	-	448	1965	1965	22.5%	-	-	-	0.1	1.2	0.1
12/2	Parliament St (Exit)	U	-		-	-	-	628	1965	1965	31.3%	-	-	-	0.2	1.3	0.2
13/1	Great George St (Internal) Ahead	U	E		2	61	-	281	2115	555	50.3%	-	-	-	2.9	37.1	9.0
14/1	St James PI (S) Ahead Ahead2	U	-		-	-	-	497	1915	1915	26.0%	-	-	-	0.2	1.3	0.2
14/2	St James PI (S) Ahead	U	-		-	-	-	350	1915	1915	18.3%	-	-	-	0.1	1.1	0.1
15/1+15/2	St James PI (Entry) Ahead	U	B		2	168	-	334	1965:1975	829+584	23.6 : 23.6%	-	-	-	0.7	7.5	3.4
16/1	St James PI (Priority) Left	O	-		-	-	-	196	1947	1199	16.3%	0	196	0	0.1	1.8	0.9

16/2	St James Pl (Priority) Left	O	-		-	-	-	138	1948	1199	11.5%	0	138	0	0.1	1.7	0.5
17/1	Parliament St (Entry) Ahead	U	-		-	-	-	99	1945	1945	5.1%	-	-	-	0.0	1.0	0.0
17/2	Parliament St (Entry) Ahead	U	-		-	-	-	1716	2015	2015	85.2%	-	-	-	2.8	5.9	2.8
18/1	Parliament St (Internal) Ahead	U	A		2	95	-	99	2105	851	11.6%	-	-	-	0.7	24.9	2.2
19/1	Parliament St (Left turn internal) Left	O	-		-	-	-	99	1861	1066	9.3%	0	99	0	0.1	2.2	0.5
20/1	Left	O	-		-	-	-	281	2020	781	35.8%	267	12	0	0.8	10.8	7.2
Ped Link: P1	P1	-	I		2	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	P2	-	I		2	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	P3	-	J		2	91	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	P4	-	K		2	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	P5	-	L		3	132	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	P6	-	M		2	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	P7	-	N		2	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	P8	-	N		2	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	P9	-	O		2	85	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	Q		2	123	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P11	Unnamed Ped Link	-	T		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P12	Unnamed Ped Link	-	R		2	103	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P13	Unnamed Ped Link	-	S		2	105	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		-15.5		Total Delay for Signalled Lanes (pcuHr):		153.33		Cycle Time (s):		240					
		PRC Over All Lanes (%):		-15.5		Total Delay Over All Lanes(pcuHr):		159.33									