

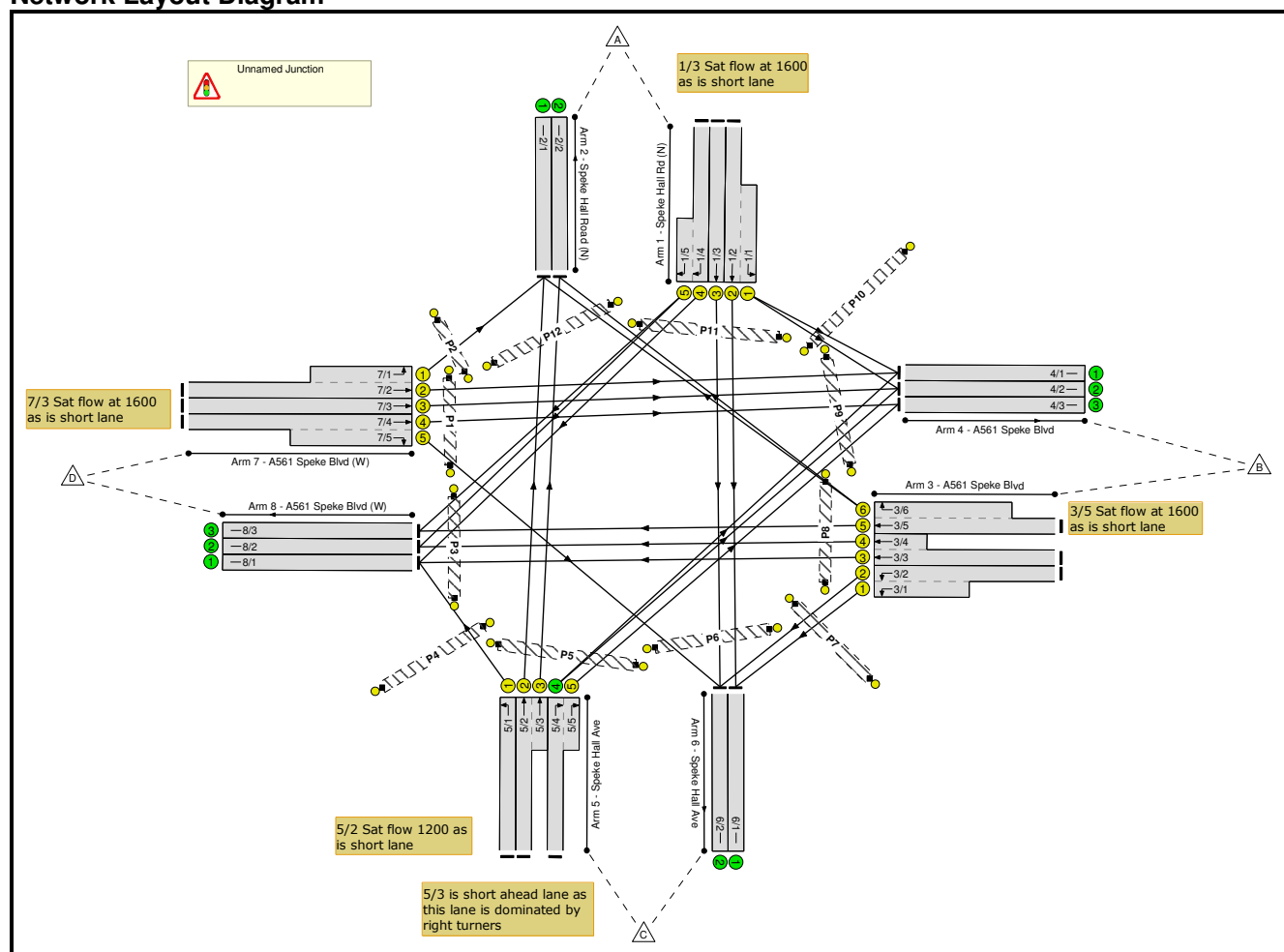
Full Input Data And Results

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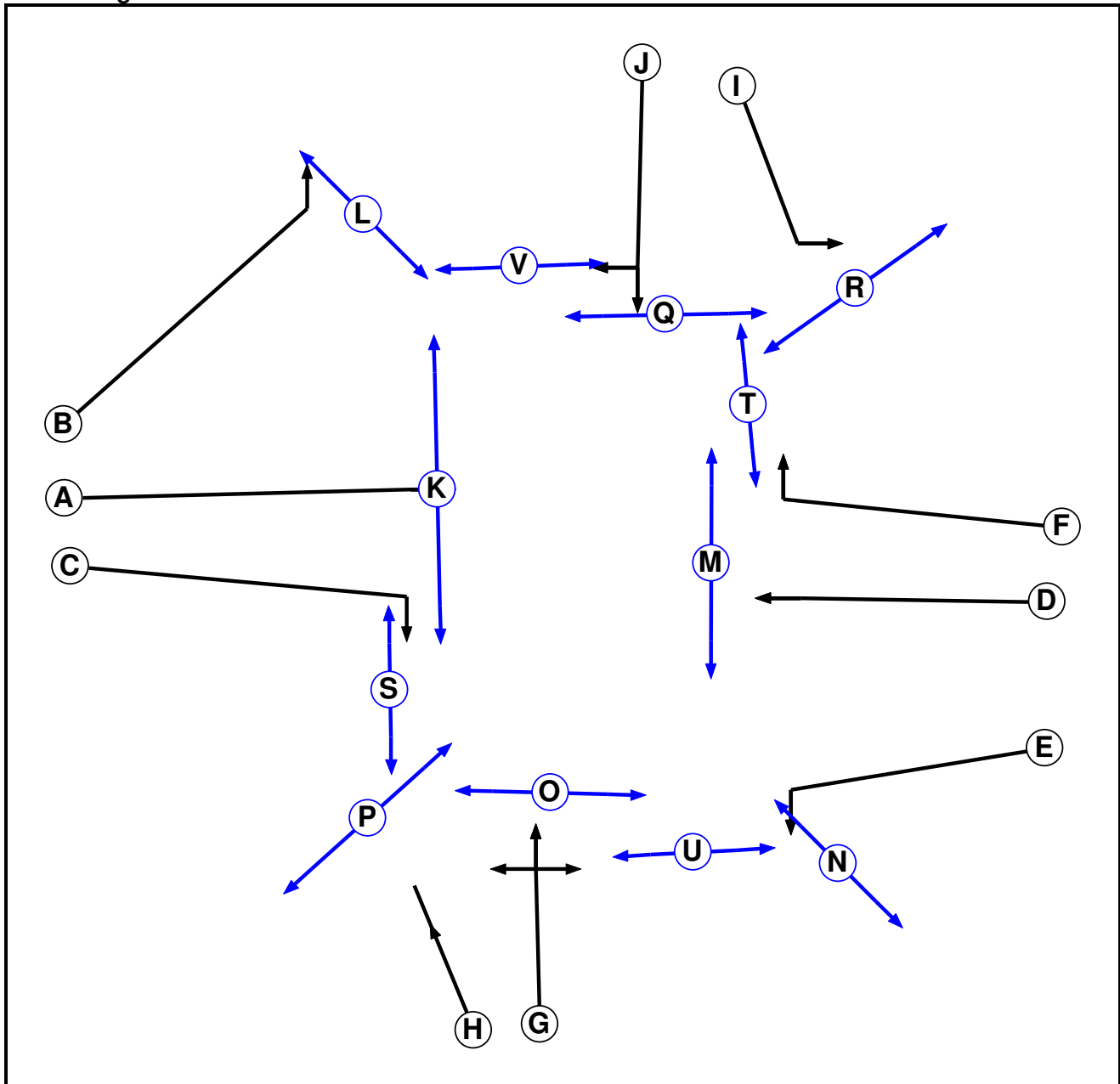
User and Project Details

Project:	Merseyside Police OCC
Title:	
Location:	Speke, Liverpool
File name:	Speke Hall Avenue_Speke Blvd SSurvey.lsg3x
Author:	TL
Company:	Curtins Consulting Ltd
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		5	5
B	Traffic		5	5
C	Traffic		5	5
D	Traffic		5	5
E	Traffic		5	5
F	Traffic		5	5
G	Traffic		5	5
H	Traffic		5	5
I	Traffic		5	5
J	Traffic		5	5
K	Pedestrian		13	13
L	Pedestrian		6	6
M	Pedestrian		13	13
N	Pedestrian		11	11
O	Pedestrian		14	14
P	Pedestrian		7	7
Q	Pedestrian		13	13
R	Pedestrian		6	6
S	Pedestrian		9	9
T	Pedestrian		9	9
U	Pedestrian		6	6
V	Pedestrian		6	6

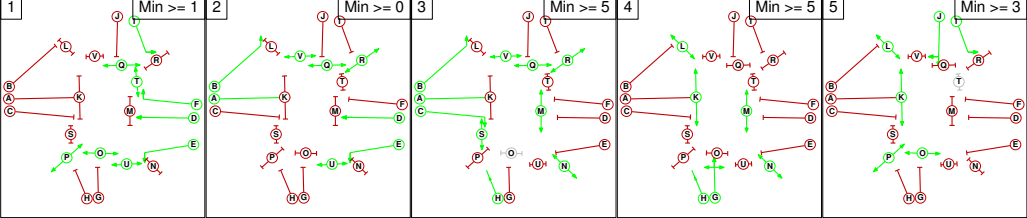
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	DEFIOPQTU
2	ABDEQRUV
3	ABCHMNQRSV
4	GHKLMN
5	IJKLOP

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	4	4
1	2	O	Losing	10	10
1	2	P	Losing	10	10
2	4	B	Losing	2	2
2	4	E	Losing	4	4
2	4	Q	Losing	8	8
2	4	R	Losing	8	8
2	4	U	Losing	8	8
2	4	V	Losing	1	1
2	5	A	Losing	4	4
2	5	B	Losing	8	8
2	5	D	Losing	8	8
2	5	E	Losing	8	8
2	5	R	Losing	7	7
2	5	U	Losing	7	7
2	5	V	Losing	12	12
3	4	A	Losing	1	1
3	4	B	Losing	1	1
3	4	C	Losing	1	1
3	4	Q	Losing	5	5
3	4	R	Losing	5	5
3	4	S	Losing	5	5
3	5	B	Losing	8	8
3	5	C	Losing	8	8
3	5	H	Losing	8	8
3	5	M	Losing	12	12
3	5	N	Losing	12	12
3	5	R	Losing	3	3
3	5	S	Losing	4	4
3	5	V	Losing	12	12
4	1	H	Losing	8	8
4	1	K	Losing	12	12
4	1	L	Losing	12	12
4	2	H	Losing	8	8
4	5	H	Losing	4	4
4	5	M	Losing	10	10
4	5	N	Losing	10	10
5	1	K	Losing	9	9
5	1	L	Losing	9	9

Full Input Data And Results

5	2	I	Losing	8	8
5	2	J	Losing	3	3
5	2	O	Losing	12	12
5	2	P	Losing	12	12

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Speke Hall Rd (N))	U	I	2	3	9.2	Geom	-	3.04	0.00	Y	Arm 4 Left	34.20
1/2 (Speke Hall Rd (N))	U	J	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 6 Ahead	Inf
1/3 (Speke Hall Rd (N))	U	J	2	3	60.0	User	1600	-	-	-	-	-
1/4 (Speke Hall Rd (N))	U	J	2	3	10.1	Geom	-	3.30	0.00	N	Arm 8 Right	14.70
1/5 (Speke Hall Rd (N))	U	J	2	3	6.0	Geom	-	3.30	0.00	N	Arm 8 Right	12.50
2/1 (Speke Hall Road (N))	U		2	3	5.7	Geom	-	3.40	0.00	Y		
2/2 (Speke Hall Road (N))	U		2	3	60.0	Geom	-	3.40	0.00	Y		
3/1 (A561 Speke Blvd)	U	E	2	3	9.0	Geom	-	4.95	0.00	Y	Arm 6 Left	42.00
3/2 (A561 Speke Blvd)	U	E	2	3	15.8	Geom	-	5.00	0.00	Y	Arm 6 Left	48.20
3/3 (A561 Speke Blvd)	U	D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 8 Ahead	Inf
3/4 (A561 Speke Blvd)	U	D	2	3	5.0	User	1800	-	-	-	-	-
3/5 (A561 Speke Blvd)	U	D	2	3	60.0	User	1600	-	-	-	-	-
3/6 (A561 Speke Blvd)	U	F	2	3	13.0	Geom	-	3.35	0.00	N	Arm 2 Right	16.40
4/1 (A561 Speke Blvd)	U		2	3	14.6	Geom	-	3.60	0.00	Y		
4/2 (A561 Speke Blvd)	U		2	3	60.0	Geom	-	3.40	0.00	Y		
4/3 (A561 Speke Blvd)	U		2	3	60.0	Geom	-	3.40	0.00	N		
5/1 (Speke Hall Ave)	U	G	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Left	Inf

Full Input Data And Results

5/2 (Speke Hall Ave)	U	G	2	3	60.0	User	1200	-	-	-	-	-
5/3 (Speke Hall Ave)	U	G	2	3	5.0	User	1800	-	-	-	-	-
5/4 (Speke Hall Ave)	U		2	3	60.0	Geom	-	3.40	0.00	N	Arm 4 Right	19.20
5/5 (Speke Hall Ave)	U	G	2	3	5.0	Geom	-	3.40	0.00	N	Arm 4 Right	17.75
6/1 (Speke Hall Ave)	U		2	3	60.0	Geom	-	3.40	0.00	Y		
6/2 (Speke Hall Ave)	U		2	3	60.0	Geom	-	3.40	0.00	N		
7/1 (A561 Speke Blvd (W))	U	B	2	3	9.6	Geom	-	5.00	0.00	Y	Arm 2 Left	32.00
7/2 (A561 Speke Blvd (W))	U	A	2	3	14.3	Geom	-	3.40	0.00	Y	Arm 4 Ahead	Inf
7/3 (A561 Speke Blvd (W))	U	A	2	3	60.0	User	1600	-	-	-	-	-
7/4 (A561 Speke Blvd (W))	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 4 Ahead	Inf
7/5 (A561 Speke Blvd (W))	U	C	2	3	11.5	Geom	-	3.40	0.00	N	Arm 6 Right	16.60
8/1 (A561 Speke Blvd (W))	U		2	3	60.0	Geom	-	3.40	0.00	Y		
8/2 (A561 Speke Blvd (W))	U		2	3	60.0	Geom	-	3.40	0.00	Y		
8/3 (A561 Speke Blvd (W))	U		2	3	11.5	Geom	-	3.40	0.00	N		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base AM 2017'	08:00	09:00	01:00	
2: 'Base PM 2017'	16:00	17:00	01:00	
3: 'Sat 2017'	13:15	14:15	01:00	
4: '2022 AM'	08:00	09:00	01:00	
5: '2022 PM'	16:00	17:00	01:00	
6: '2022 Sat'	13:15	14:15	01:00	
7: '2022 AM + Development + Response 40/30/30'	08:00	09:00	01:00	
8: '2022 PM + Development + Response 40/30/30'	16:00	17:00	01:00	
9: 'Sat 2022 + Dev + Response 40/30/30'	13:15	14:15	01:00	
10: '2022 AM + (Dev + Response 40/30/30 +50%)'	08:00	09:00	01:00	
11: '2022 PM + (Dev + Response 40/30/30 +50%)'	16:00	17:00	01:00	
12: 'Sat 2022 + (Dev + Response 40/30/30 +50%)'	13:15	14:15	01:00	

Scenario 1: '2017 AM' (FG1: 'Base AM 2017', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	372	278	309	959
	B	390	0	383	1606	2379
	C	156	137	0	54	347
	D	226	1034	58	0	1318
	Tot.	772	1543	719	1969	5003

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2017 AM
Junction: Unnamed Junction	
1/1 (short)	372
1/2 (with short)	511(In) 139(Out)
1/3	139
1/4 (with short)	309(In) 155(Out)
1/5 (short)	154
2/1	499
2/2	273
3/1 (short)	192
3/2 (with short)	383(In) 191(Out)
3/3 (with short)	1071(In) 535(Out)
3/4 (short)	536
3/5 (with short)	925(In) 535(Out)
3/6 (short)	390
4/1	564
4/2	565
4/3	414
5/1	54
5/2 (with short)	156(In) 78(Out)
5/3 (short)	78
5/4 (with short)	137(In) 68(Out)
5/5 (short)	69
6/1	331
6/2	388
7/1 (short)	226
7/2 (with short)	570(In) 344(Out)
7/3	345
7/4 (with short)	403(In) 345(Out)
7/5 (short)	58
8/1	744
8/2	613

Full Input Data And Results

8/3	612
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 2: '2017 PM' (FG2: 'Base PM 2017', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	0	352	246	361	959
	B	250	0	263	1284	1797
	C	213	504	0	175	892
	D	386	1190	121	0	1697
	Tot.	849	2046	630	1820	5345

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 PM
Junction: Unnamed Junction	
1/1 (short)	352
1/2 (with short)	475(In) 123(Out)
1/3	123
1/4 (with short)	361(In) 181(Out)
1/5 (short)	180
2/1	617
2/2	232
3/1 (short)	132
3/2 (with short)	263(In) 131(Out)
3/3 (with short)	856(In) 428(Out)
3/4 (short)	428
3/5 (with short)	678(In) 428(Out)
3/6 (short)	250
4/1	698
4/2	699
4/3	649
5/1	175
5/2 (with short)	213(In) 106(Out)
5/3 (short)	107
5/4 (with short)	504(In) 252(Out)
5/5 (short)	252
6/1	255
6/2	375
7/1 (short)	386
7/2 (with short)	782(In) 396(Out)
7/3	397
7/4 (with short)	518(In) 397(Out)
7/5 (short)	121
8/1	784
8/2	518

Full Input Data And Results

8/3	518
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 3: 'Sat 2017' (FG3: 'Sat 2017', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	0	231	213	475	919
	B	186	0	276	999	1461
	C	187	234	0	137	558
	D	511	955	141	0	1607
	Tot.	884	1420	630	1611	4545

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Sat 2017
Junction: Unnamed Junction	
1/1 (short)	231
1/2 (with short)	338(In) 107(Out)
1/3	106
1/4 (with short)	475(In) 237(Out)
1/5 (short)	238
2/1	697
2/2	187
3/1 (short)	138
3/2 (with short)	276(In) 138(Out)
3/3 (with short)	666(In) 333(Out)
3/4 (short)	333
3/5 (with short)	519(In) 333(Out)
3/6 (short)	186
4/1	491
4/2	493
4/3	436
5/1	137
5/2 (with short)	187(In) 93(Out)
5/3 (short)	94
5/4 (with short)	234(In) 116(Out)
5/5 (short)	118
6/1	245
6/2	385
7/1 (short)	511
7/2 (with short)	829(In) 318(Out)
7/3	319
7/4 (with short)	459(In) 318(Out)
7/5 (short)	141
8/1	707
8/2	452

Full Input Data And Results

8/3	452
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 4: '2022 AM' (FG4: '2022 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	318	287	384	989
	B	402	0	394	1656	2452
	C	161	141	0	56	358
	D	233	1066	60	0	1359
	Tot.	796	1525	741	2096	5158

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2022 AM
Junction: Unnamed Junction	
1/1 (short)	318
1/2 (with short)	462(In) 144(Out)
1/3	143
1/4 (with short)	384(In) 192(Out)
1/5 (short)	192
2/1	515
2/2	281
3/1 (short)	197
3/2 (with short)	394(In) 197(Out)
3/3 (with short)	1104(In) 552(Out)
3/4 (short)	552
3/5 (with short)	954(In) 552(Out)
3/6 (short)	402
4/1	549
4/2	550
4/3	426
5/1	56
5/2 (with short)	161(In) 81(Out)
5/3 (short)	80
5/4 (with short)	141(In) 70(Out)
5/5 (short)	71
6/1	341
6/2	400
7/1 (short)	233
7/2 (with short)	588(In) 355(Out)
7/3	356
7/4 (with short)	415(In) 355(Out)
7/5 (short)	60
8/1	800
8/2	648

Full Input Data And Results

8/3	648
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 5: '2022 PM' (FG5: '2022 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	0	357	249	366	972
	B	254	0	267	1303	1824
	C	216	511	0	177	904
	D	391	1208	122	0	1721
	Tot.	861	2076	638	1846	5421

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2022 PM
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	481(In) 124(Out)
1/3	125
1/4 (with short)	366(In) 182(Out)
1/5 (short)	184
2/1	626
2/2	235
3/1 (short)	134
3/2 (with short)	267(In) 133(Out)
3/3 (with short)	869(In) 434(Out)
3/4 (short)	435
3/5 (with short)	688(In) 434(Out)
3/6 (short)	254
4/1	709
4/2	709
4/3	658
5/1	177
5/2 (with short)	216(In) 108(Out)
5/3 (short)	108
5/4 (with short)	511(In) 256(Out)
5/5 (short)	255
6/1	258
6/2	380
7/1 (short)	391
7/2 (with short)	793(In) 402(Out)
7/3	403
7/4 (with short)	525(In) 403(Out)
7/5 (short)	122
8/1	793
8/2	527

Full Input Data And Results

8/3	526
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 6: 'Sat 2022' (FG6: '2022 Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	0	236	217	485	938
	B	190	0	281	1020	1491
	C	191	239	0	140	570
	D	521	976	144	0	1641
	Tot.	902	1451	642	1645	4640

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Sat 2022
Junction: Unnamed Junction	
1/1 (short)	236
1/2 (with short)	344(In) 108(Out)
1/3	109
1/4 (with short)	485(In) 243(Out)
1/5 (short)	242
2/1	711
2/2	191
3/1 (short)	141
3/2 (with short)	281(In) 140(Out)
3/3 (with short)	680(In) 340(Out)
3/4 (short)	340
3/5 (with short)	530(In) 340(Out)
3/6 (short)	190
4/1	503
4/2	504
4/3	444
5/1	140
5/2 (with short)	191(In) 95(Out)
5/3 (short)	96
5/4 (with short)	239(In) 120(Out)
5/5 (short)	119
6/1	249
6/2	393
7/1 (short)	521
7/2 (with short)	846(In) 325(Out)
7/3	326
7/4 (with short)	469(In) 325(Out)
7/5 (short)	144
8/1	723
8/2	461

Full Input Data And Results

8/3	461
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 7: '2022 Dev AM 40C/30HT/30W' (FG7: '2022 AM + Development + Response 40/30/30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	320	296	388	1004
	B	405	0	434	1669	2508
	C	177	157	0	56	390
	D	236	1077	60	0	1373
	Tot.	818	1554	790	2113	5275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2022 Dev AM 40C/30HT/30W
Junction: Unnamed Junction	
1/1 (short)	320
1/2 (with short)	468(In) 148(Out)
1/3	148
1/4 (with short)	388(In) 194(Out)
1/5 (short)	194
2/1	527
2/2	291
3/1 (short)	217
3/2 (with short)	434(In) 217(Out)
3/3 (with short)	1113(In) 556(Out)
3/4 (short)	557
3/5 (with short)	961(In) 556(Out)
3/6 (short)	405
4/1	558
4/2	558
4/3	438
5/1	56
5/2 (with short)	177(In) 88(Out)
5/3 (short)	89
5/4 (with short)	157(In) 78(Out)
5/5 (short)	79
6/1	365
6/2	425
7/1 (short)	236
7/2 (with short)	595(In) 359(Out)
7/3	359
7/4 (with short)	419(In) 359(Out)
7/5 (short)	60
8/1	806
8/2	654

Full Input Data And Results

8/3	653
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 8: '2022 Dev Pm 40C/30HT/30W' (FG8: '2022 PM + Development + Response 40/30/30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	371	262	384	1017
	B	262	0	267	1315	1844
	C	237	573	0	179	989
	D	400	1218	123	0	1741
	Tot.	899	2162	652	1878	5591

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2022 Dev Pm 40C/30HT/30W
Junction: Unnamed Junction	
1/1 (short)	371
1/2 (with short)	502(In) 131(Out)
1/3	131
1/4 (with short)	384(In) 192(Out)
1/5 (short)	192
2/1	650
2/2	249
3/1 (short)	133
3/2 (with short)	267(In) 134(Out)
3/3 (with short)	877(In) 438(Out)
3/4 (short)	439
3/5 (with short)	700(In) 438(Out)
3/6 (short)	262
4/1	735
4/2	734
4/3	693
5/1	179
5/2 (with short)	237(In) 119(Out)
5/3 (short)	118
5/4 (with short)	573(In) 286(Out)
5/5 (short)	287
6/1	264
6/2	388
7/1 (short)	400
7/2 (with short)	806(In) 406(Out)
7/3	406
7/4 (with short)	529(In) 406(Out)
7/5 (short)	123
8/1	809
8/2	535

Full Input Data And Results

8/3	534
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 9: '2022 Dev Sat 40C/30HT/30W' (FG9: 'Sat 2022 + Dev + Response 40/30/30', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
	A	0	253	235	524	1012
	B	202	0	295	1031	1528
	C	218	254	0	141	613
	D	543	984	145	0	1672
	Tot.	963	1491	675	1696	4825

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2022 Dev Sat 40C/30HT/30W
Junction: Unnamed Junction	
1/1 (short)	253
1/2 (with short)	370(In) 117(Out)
1/3	118
1/4 (with short)	524(In) 262(Out)
1/5 (short)	262
2/1	753
2/2	210
3/1 (short)	148
3/2 (with short)	295(In) 147(Out)
3/3 (with short)	688(In) 344(Out)
3/4 (short)	344
3/5 (with short)	545(In) 343(Out)
3/6 (short)	202
4/1	519
4/2	518
4/3	454
5/1	141
5/2 (with short)	218(In) 109(Out)
5/3 (short)	109
5/4 (with short)	254(In) 128(Out)
5/5 (short)	126
6/1	265
6/2	410
7/1 (short)	543
7/2 (with short)	871(In) 328(Out)
7/3	328
7/4 (with short)	473(In) 328(Out)
7/5 (short)	145
8/1	747
8/2	475

Full Input Data And Results

8/3	474
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 10: '2022 Dev AM 30C/40HT/30W' (FG10: '2022 AM + (Dev + Response 40/30/30 +50%)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	320	299	388	1007
	B	405	0	453	1669	2527
	C	185	165	0	56	406
	D	236	1077	60	0	1373
	Tot.	826	1562	812	2113	5313

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2022 Dev AM 30C/40HT/30W
Junction: Unnamed Junction	
1/1 (short)	320
1/2 (with short)	469(In) 149(Out)
1/3	150
1/4 (with short)	388(In) 194(Out)
1/5 (short)	194
2/1	531
2/2	295
3/1 (short)	227
3/2 (with short)	453(In) 226(Out)
3/3 (with short)	1113(In) 556(Out)
3/4 (short)	557
3/5 (with short)	961(In) 556(Out)
3/6 (short)	405
4/1	560
4/2	560
4/3	442
5/1	56
5/2 (with short)	185(In) 92(Out)
5/3 (short)	93
5/4 (with short)	165(In) 82(Out)
5/5 (short)	83
6/1	376
6/2	436
7/1 (short)	236
7/2 (with short)	595(In) 359(Out)
7/3	359
7/4 (with short)	419(In) 359(Out)
7/5 (short)	60
8/1	806
8/2	654

Full Input Data And Results

8/3	653
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 11: '2022 Dev Pm 30C/40HT/30W' (FG11: '2022 PM + (Dev + Response 40/30/30 +50%)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	371	259	384	1014
	B	262	0	267	1315	1844
	C	245	605	0	179	1029
	D	400	1218	123	0	1741
	Tot.	907	2194	649	1878	5628

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2022 Dev Pm 30C/40HT/30W
Junction: Unnamed Junction	
1/1 (short)	371
1/2 (with short)	501(In) 130(Out)
1/3	129
1/4 (with short)	384(In) 192(Out)
1/5 (short)	192
2/1	654
2/2	253
3/1 (short)	133
3/2 (with short)	267(In) 134(Out)
3/3 (with short)	877(In) 438(Out)
3/4 (short)	439
3/5 (with short)	700(In) 438(Out)
3/6 (short)	262
4/1	743
4/2	742
4/3	709
5/1	179
5/2 (with short)	245(In) 123(Out)
5/3 (short)	122
5/4 (with short)	605(In) 302(Out)
5/5 (short)	303
6/1	263
6/2	386
7/1 (short)	400
7/2 (with short)	806(In) 406(Out)
7/3	406
7/4 (with short)	529(In) 406(Out)
7/5 (short)	123
8/1	809
8/2	535

Full Input Data And Results

8/3	534
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 12: '2022 Dev Sat 30C/40HT/30W' (FG12: 'Sat 2022 + (Dev + Response 40/30/30 +50%)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	253	236	524	1013
	B	202	0	302	1031	1535
	C	226	262	0	141	629
	D	543	984	145	0	1672
	Tot.	971	1499	683	1696	4849

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2022 Dev Sat 30C/40HT/30W
Junction: Unnamed Junction	
1/1 (short)	253
1/2 (with short)	371(In) 118(Out)
1/3	118
1/4 (with short)	524(In) 262(Out)
1/5 (short)	262
2/1	757
2/2	214
3/1 (short)	151
3/2 (with short)	302(In) 151(Out)
3/3 (with short)	687(In) 344(Out)
3/4 (short)	343
3/5 (with short)	546(In) 344(Out)
3/6 (short)	202
4/1	521
4/2	520
4/3	458
5/1	141
5/2 (with short)	226(In) 113(Out)
5/3 (short)	113
5/4 (with short)	262(In) 132(Out)
5/5 (short)	130
6/1	269
6/2	414
7/1 (short)	543
7/2 (with short)	871(In) 328(Out)
7/3	328
7/4 (with short)	473(In) 328(Out)
7/5 (short)	145
8/1	747
8/2	474

Full Input Data And Results

8/3	475
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Lane Saturation Flows

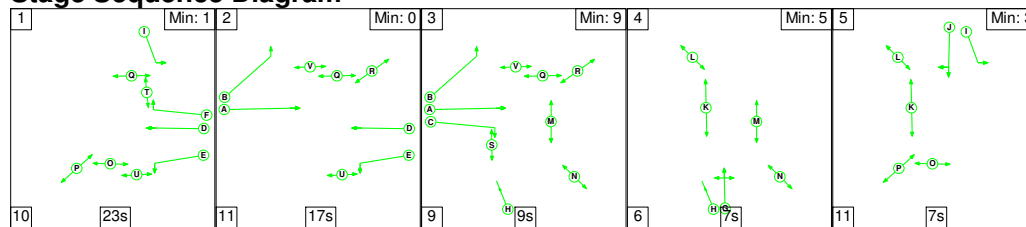
Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Speke Hall Rd (N))	3.04	0.00	Y	Arm 4 Left	34.20	100.0 %	1838	1838
1/2 (Speke Hall Rd (N))	3.30	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1945	1945
1/3 (Speke Hall Rd (N) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
1/4 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	14.70	100.0 %	1892	1892
1/5 (Speke Hall Rd (N))	3.30	0.00	N	Arm 8 Right	12.50	100.0 %	1862	1862
2/1 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
2/2 (Speke Hall Road (N))	3.40	0.00	Y				1955	1955
3/1 (A561 Speke Blvd)	4.95	0.00	Y	Arm 6 Left	42.00	100.0 %	2037	2037
3/2 (A561 Speke Blvd)	5.00	0.00	Y	Arm 6 Left	48.20	100.0 %	2051	2051
3/3 (A561 Speke Blvd)	3.30	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1945	1945
3/4 (A561 Speke Blvd Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
3/5 (A561 Speke Blvd Lane 5)	This lane uses a directly entered Saturation Flow						1600	1600
3/6 (A561 Speke Blvd)	3.35	0.00	N	Arm 2 Right	16.40	100.0 %	1915	1915
4/1 (A561 Speke Blvd)	3.60	0.00	Y				1975	1975
4/2 (A561 Speke Blvd)	3.40	0.00	Y				1955	1955
4/3 (A561 Speke Blvd)	3.40	0.00	N				2095	2095
5/1 (Speke Hall Ave)	3.40	0.00	Y	Arm 8 Left	Inf	100.0 %	1955	1955
5/2 (Speke Hall Ave Lane 2)	This lane uses a directly entered Saturation Flow						1200	1200
5/3 (Speke Hall Ave Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/4 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	19.20	100.0 %	1943	1943
5/5 (Speke Hall Ave)	3.40	0.00	N	Arm 4 Right	17.75	100.0 %	1932	1932
6/1 (Speke Hall Ave)	3.40	0.00	Y				1955	1955
6/2 (Speke Hall Ave)	3.40	0.00	N				2095	2095

Full Input Data And Results

7/1 (A561 Speke Blvd (W))	5.00	0.00	Y	Arm 2 Left	32.00	100.0 %	2020	2020
7/2 (A561 Speke Blvd (W))	3.40	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1955	1955
7/3 (A561 Speke Blvd (W) Lane 3)	This lane uses a directly entered Saturation Flow						1600	1600
7/4 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 4 Ahead	Inf	100.0 %	2095	2095
7/5 (A561 Speke Blvd (W))	3.40	0.00	N	Arm 6 Right	16.60	100.0 %	1921	1921
8/1 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/2 (A561 Speke Blvd (W))	3.40	0.00	Y				1955	1955
8/3 (A561 Speke Blvd (W))	3.40	0.00	N				2095	2095

Scenario 1: '2017 AM' (FG1: 'Base AM 2017', Plan 1: 'Network Control Plan 1')

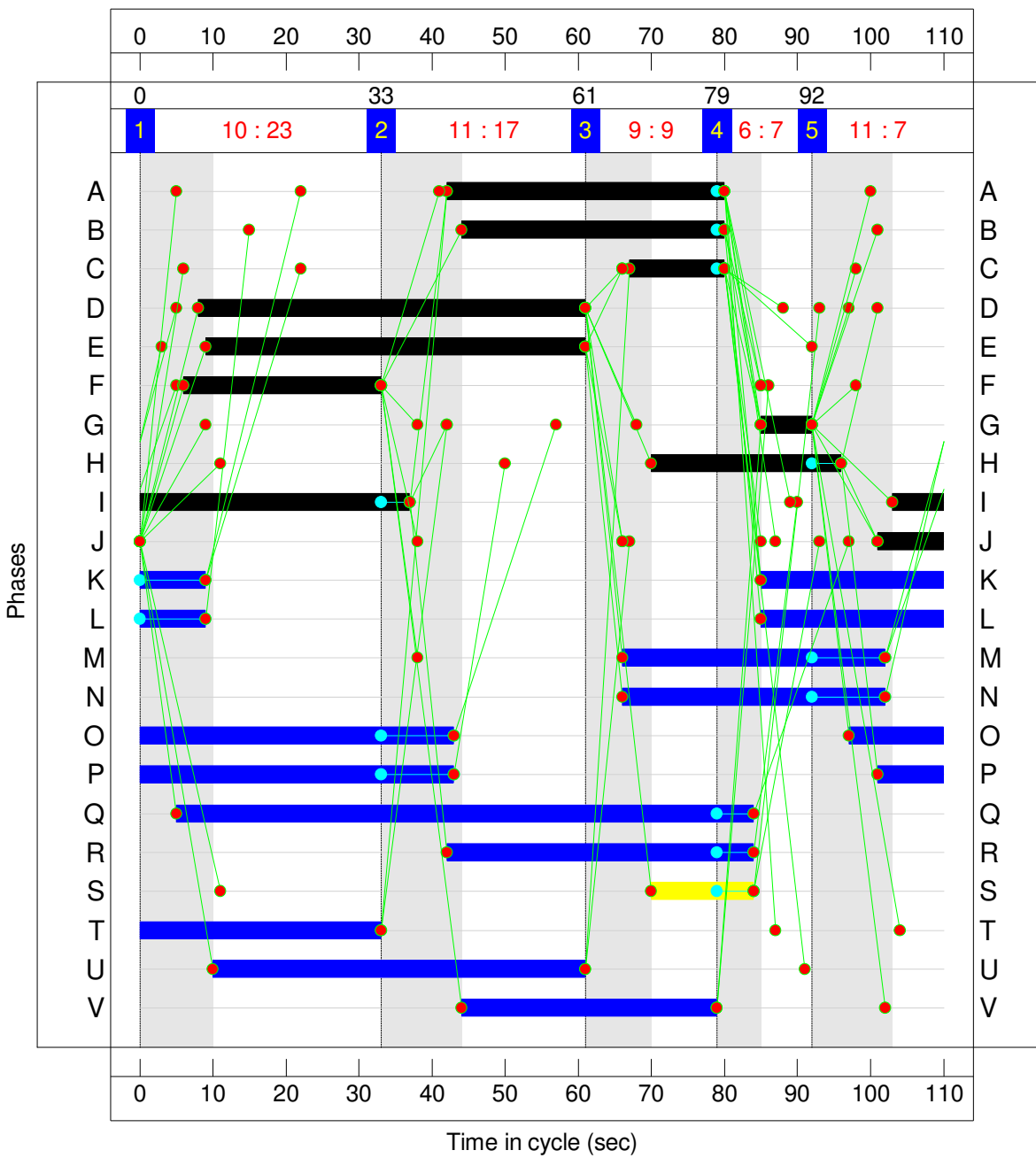
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	23	17	9	7	7
Change Point	0	33	61	79	92

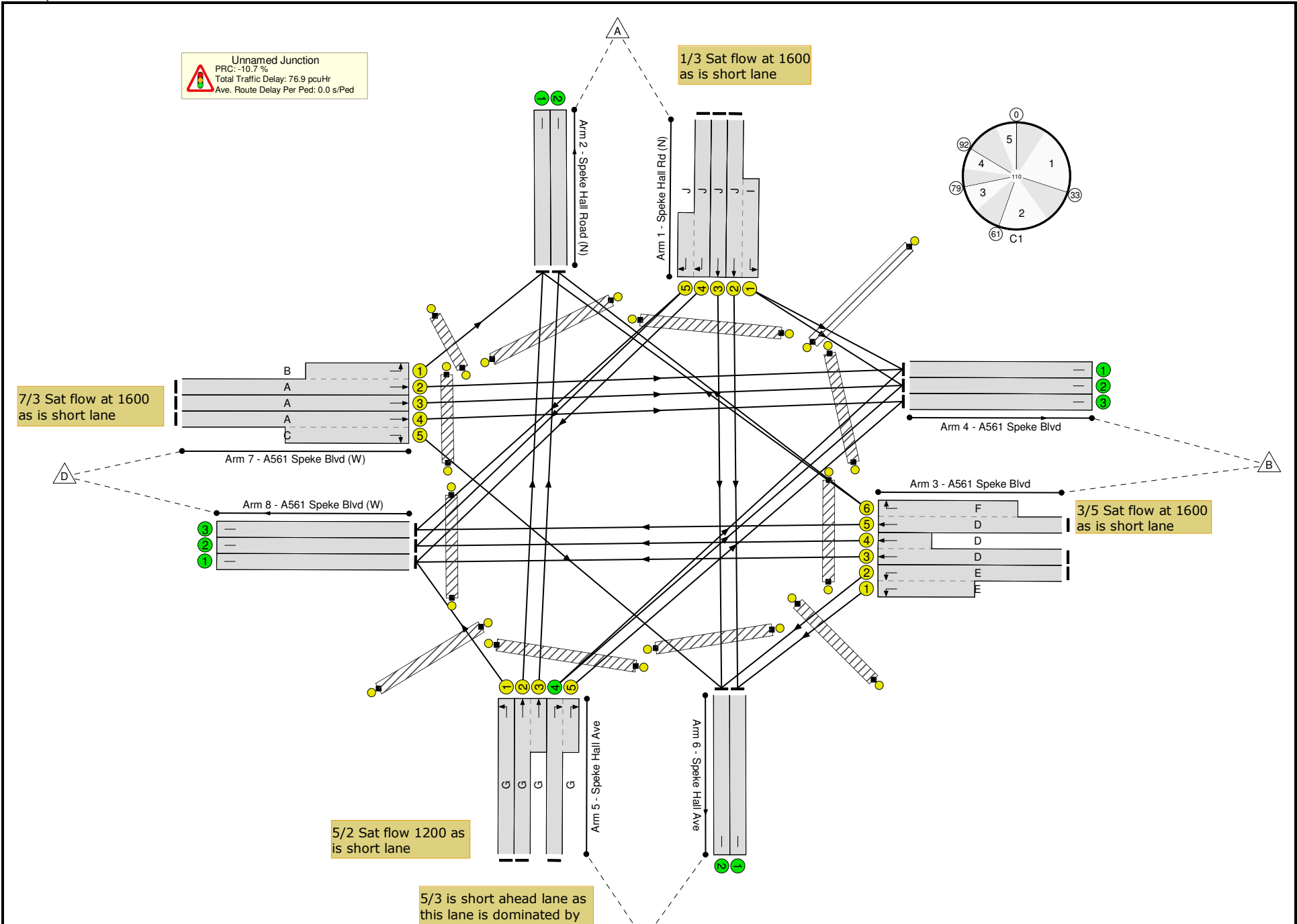
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	99.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	9:44	-	511	1945:1838	177+621	78.6 : 59.9%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	9	-	139	1600	145	95.6%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	9	-	309	1892:1862	172+169	90.1 : 91.0%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	499	1955	1955	25.5%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	273	1955	1955	14.0%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	52	-	383	2051:2037	636+639	30.0 : 30.0%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	53	-	1071	1945:1800	537+538	99.6 : 99.6%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	53:27	-	925	1600:1915	620+452	86.3 : 86.3%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	564	1975	1975	28.6%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	565	1955	1955	28.9%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	414	2095	2095	19.8%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	7	-	54	1955	142	38.0%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	7	-	156	1200:1800	87+87	89.4 : 89.4%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	137	1943:1932	138+141	49.1 : 49.1%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	331	1955	1955	16.9%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	388	2095	2095	18.5%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	38:36	-	570	1955:2020	548+360	62.8 : 62.8%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	38	-	345	1600	567	60.8%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	38:13	-	403	2095:1921	691+116	49.9 : 49.9%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	744	1955	1955	38.1%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	613	1955	1955	31.4%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	612	2095	2095	29.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	34	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	34	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	56	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	51	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	36	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	33	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	42	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	79	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	35	-	0	-	0	0.0%

Full Input Data And Results

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Full Input Data And Results

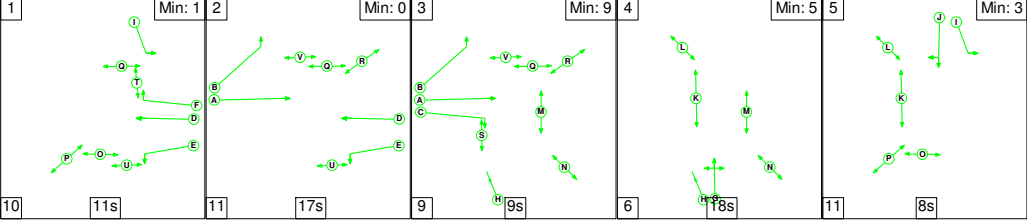
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -10.7 Total Delay for Signalled Lanes (pcuHr): 73.78 Cycle Time (s): 110 PRC Over All Lanes (%): -10.7 Total Delay Over All Lanes(pcuHr): 76.94												

Network Summary

Total Network Delay: 76.94 pcuHr
Worst PRC: -10.72 % (On Lane 3/3)

Scenario 2: '2017 PM' (FG2: 'Base PM 2017', Plan 1: 'Network Control Plan 1')

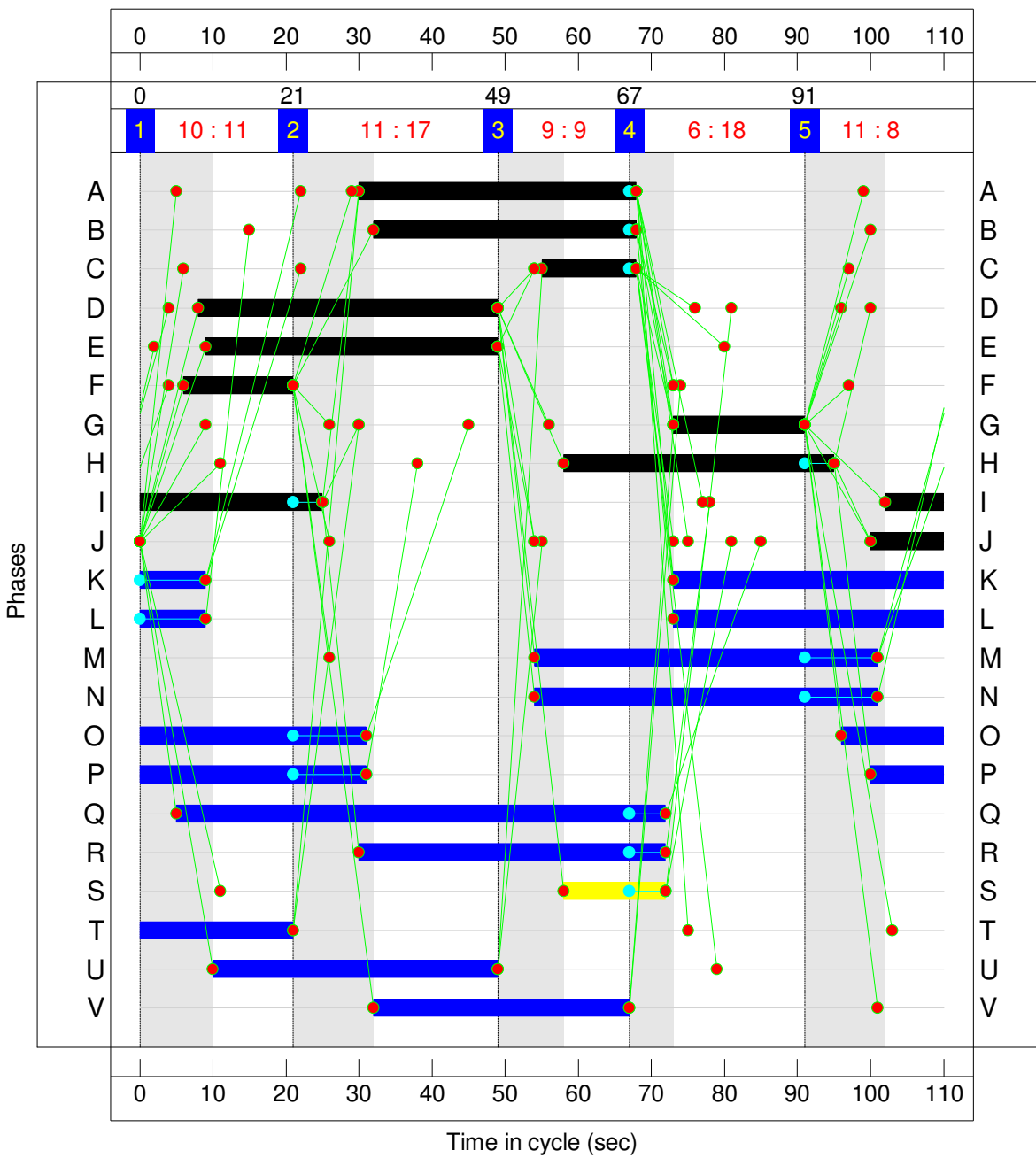
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	11	17	9	18	8
Change Point	0	21	49	67	91

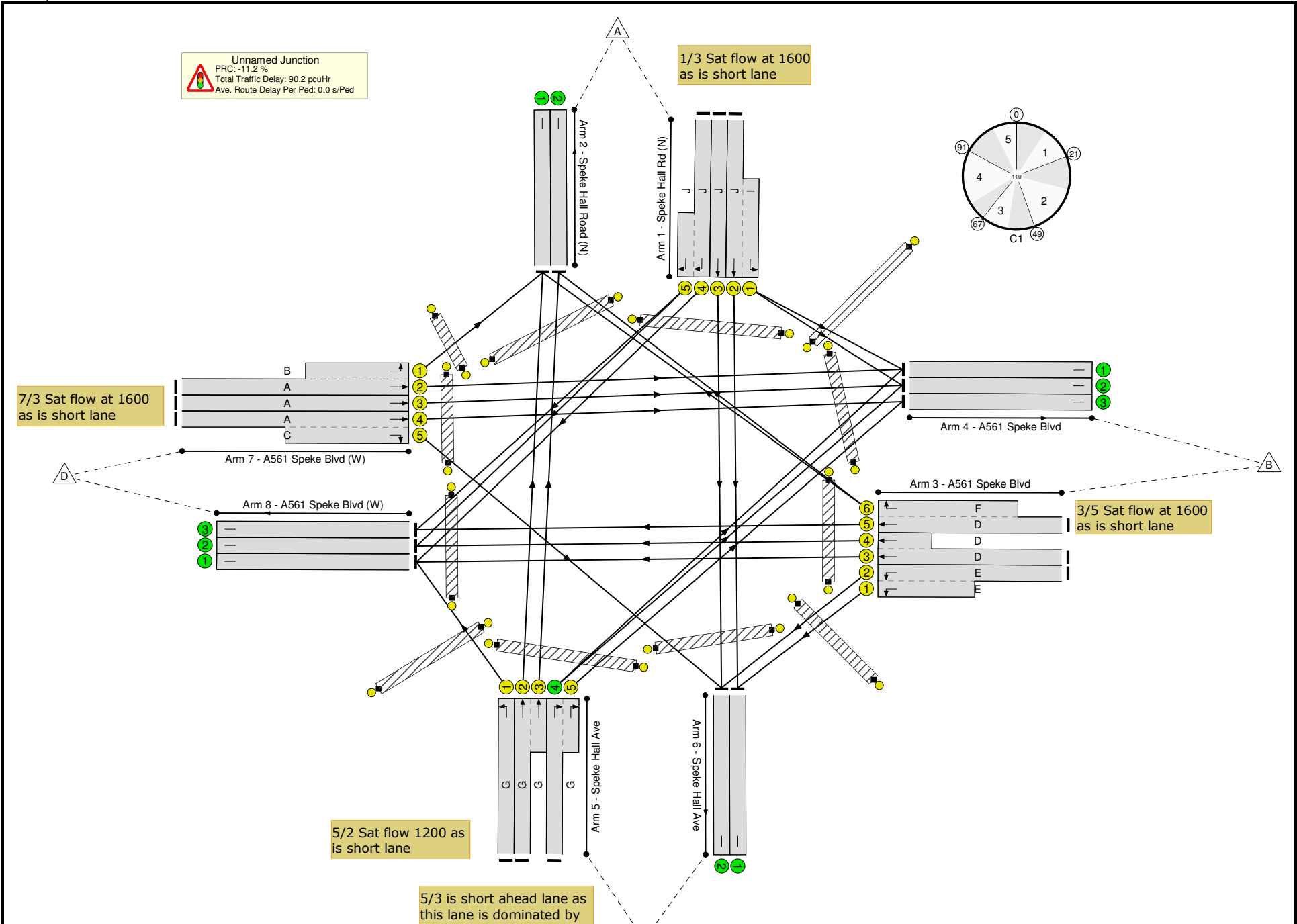
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	100.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.1%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:33	-	475	1945:1838	175+500	70.4 : 70.4%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	123	1600	160	76.9%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	361	1892:1862	189+186	95.7 : 96.7%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	617	1955	1955	31.6%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	232	1955	1955	11.9%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	40	-	263	2051:2037	524+528	25.0 : 25.0%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	41	-	856	1945:1800	436+436	98.3 : 98.3%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	41:15	-	678	1600:1915	553+279	77.5 : 89.8%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	698	1975	1975	35.3%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	699	1955	1955	35.8%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	649	2095	2095	31.0%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	18	-	175	1955	338	51.8%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	18	-	213	1200:1800	190+192	55.9 : 55.9%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	504	1943:1932	252+252	100.1 : 100.1%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	255	1955	1955	13.0%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	375	2095	2095	17.9%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	38:36	-	782	1955:2020	508+496	77.9 : 77.9%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	38	-	397	1600	567	70.0%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	38:13	-	518	2095:1921	656+200	60.5 : 60.5%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	784	1955	1955	40.1%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	518	1955	1955	26.5%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	518	2095	2095	24.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	46	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	41	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	39	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	47	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	47	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	21	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	42	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	67	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	35	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

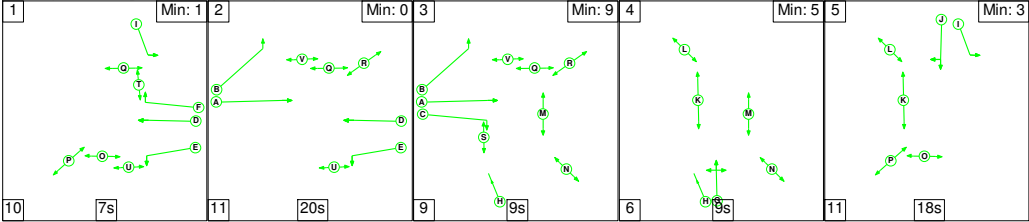
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -9.2 Total Delay for Signalled Lanes (pcuHr): 73.43 Cycle Time (s): 110 PRC Over All Lanes (%): -11.2 Total Delay Over All Lanes(pcuHr): 90.22												

Network Summary

Total Network Delay: 90.22 pcuHr
Worst PRC: -11.24 % (On Lane 5/4)

Scenario 3: 'Sat 2017' (FG3: 'Sat 2017', Plan 1: 'Network Control Plan 1')

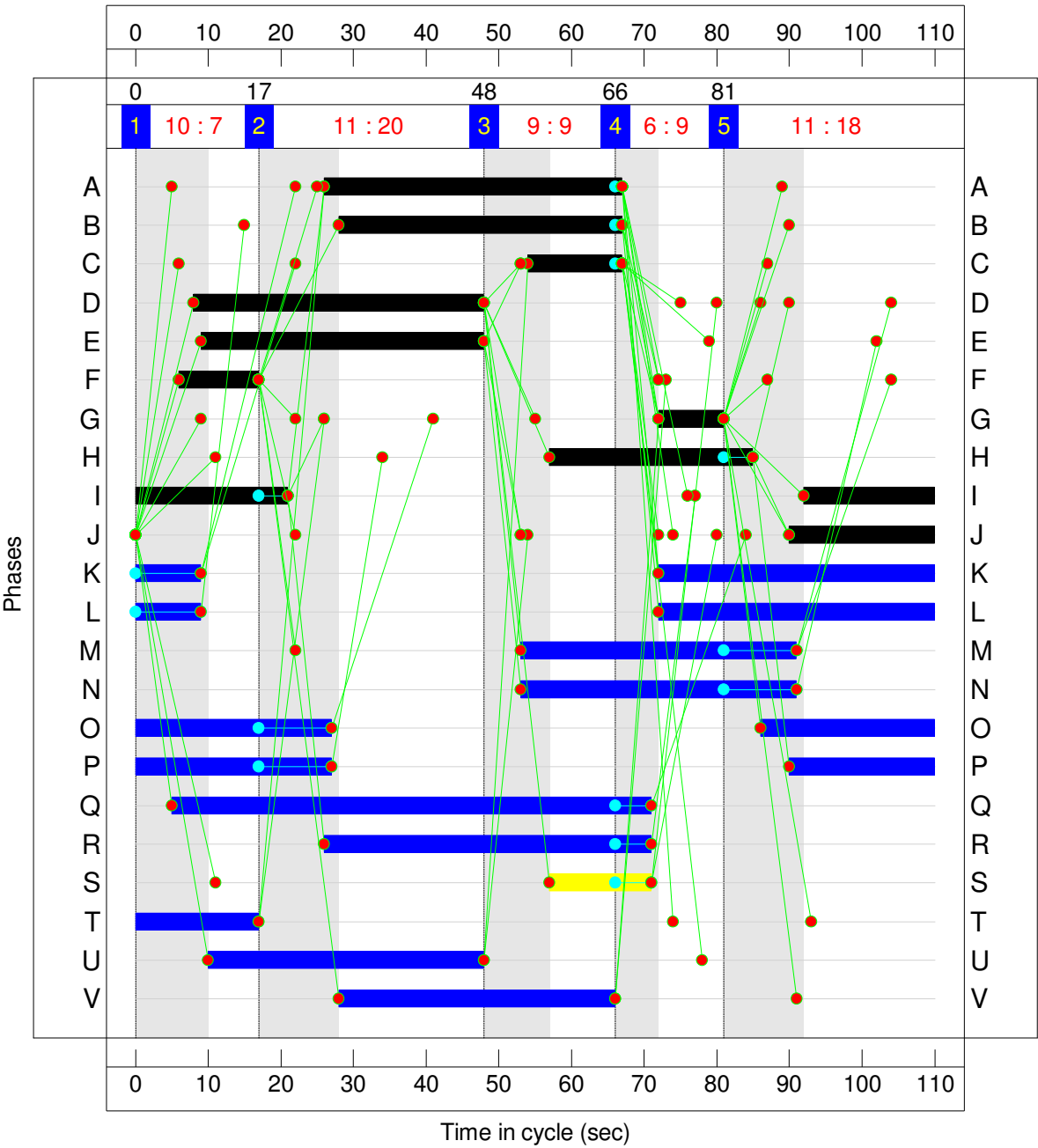
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	7	20	9	9	18
Change Point	0	17	48	66	81

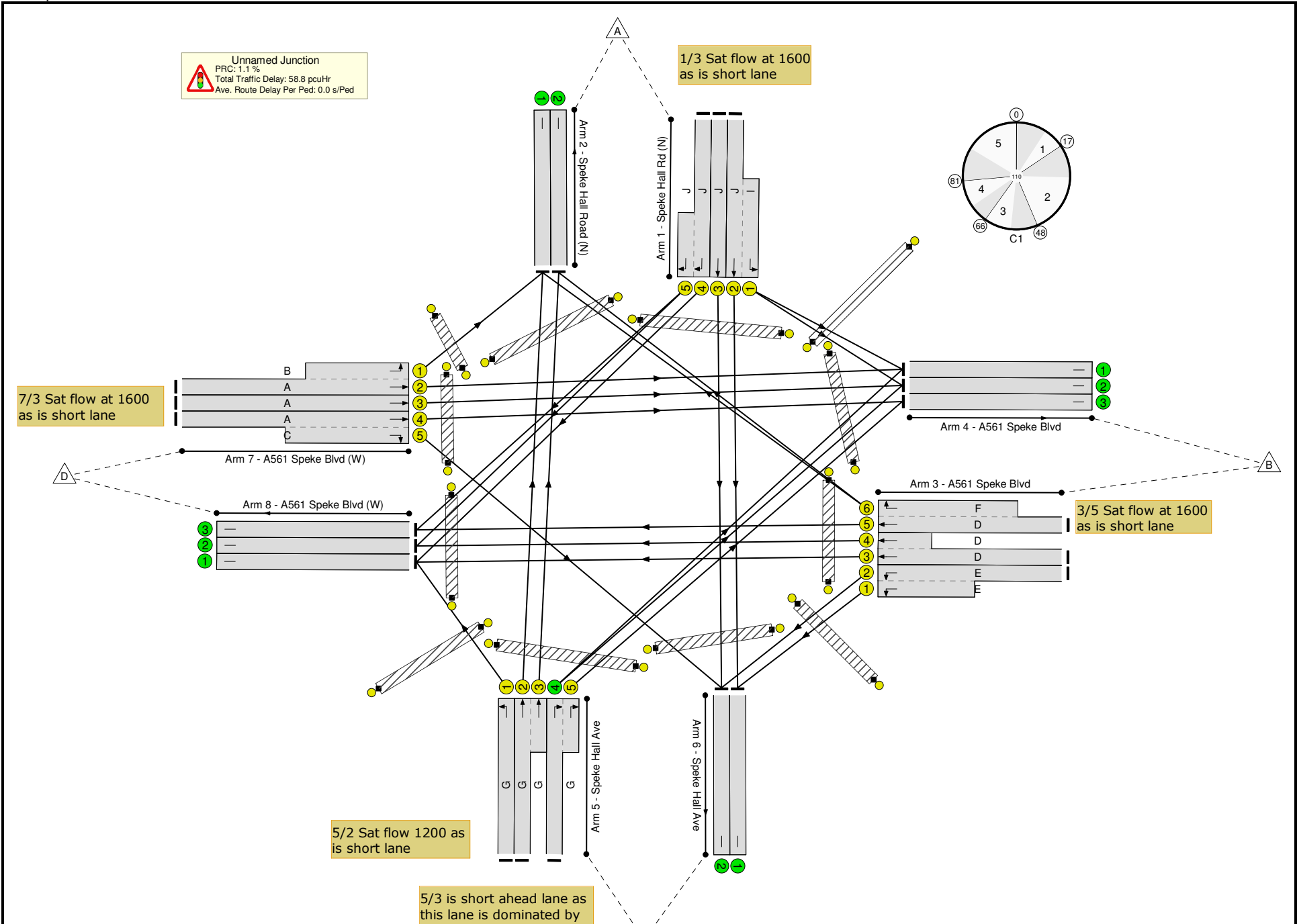
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	89.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.0%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	20:39	-	338	1945:1838	257+555	41.6 : 41.6%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	20	-	106	1600	305	34.7%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	20	-	475	1892:1862	272+273	87.1 : 87.1%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	697	1955	1955	35.7%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	187	1955	1955	9.6%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	39	-	276	2051:2037	518+518	26.7 : 26.7%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	40	-	666	1945:1800	427+427	78.0 : 78.0%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	40:11	-	519	1600:1915	482+209	69.1 : 89.0%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	491	1975	1975	24.9%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	493	1955	1955	25.2%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	436	2095	2095	20.8%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	9	-	137	1955	178	77.1%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	9	-	187	1200:1800	109+110	85.3 : 85.3%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	234	1943:1932	170+173	68.4 : 68.4%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	245	1955	1955	12.5%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	385	2095	2095	18.4%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	41:39	-	829	1955:2020	359+577	88.5 : 88.5%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	41	-	319	1600	611	52.2%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	41:13	-	459	2095:1921	619+244	51.4 : 57.7%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	707	1955	1955	36.2%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	452	1955	1955	23.1%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	452	2095	2095	21.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	47	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	47	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	38	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	38	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	38	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	17	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	45	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	66	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	38	-	0	-	0	0.0%

Full Input Data And Results

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Full Input Data And Results

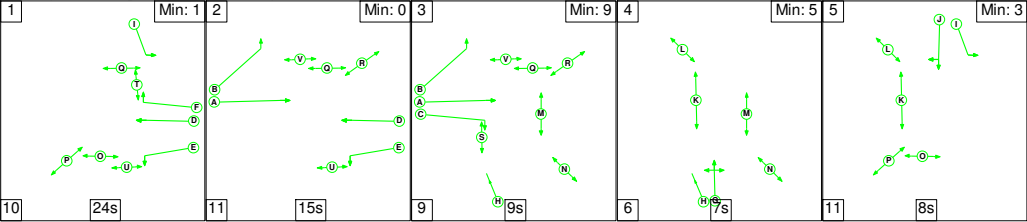
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 54.56 Cycle Time (s): 110 PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 58.77												

Network Summary

Total Network Delay: 58.77 pcuHr
Worst PRC: 1.09 % (On Lane 3/5)

Scenario 4: '2022 AM' (FG4: '2022 AM', Plan 1: 'Network Control Plan 1')

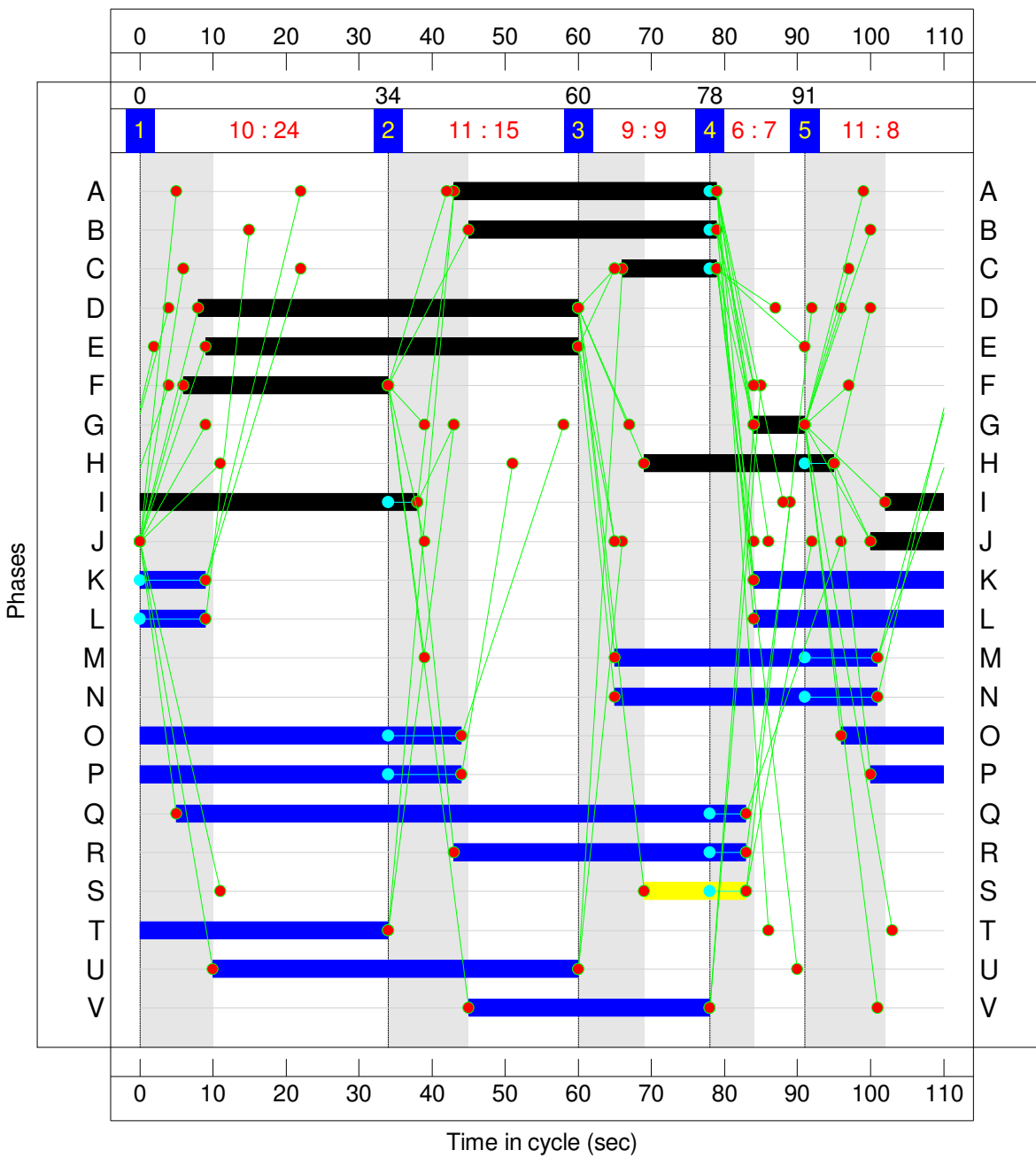
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	24	15	9	7	8
Change Point	0	34	60	78	91

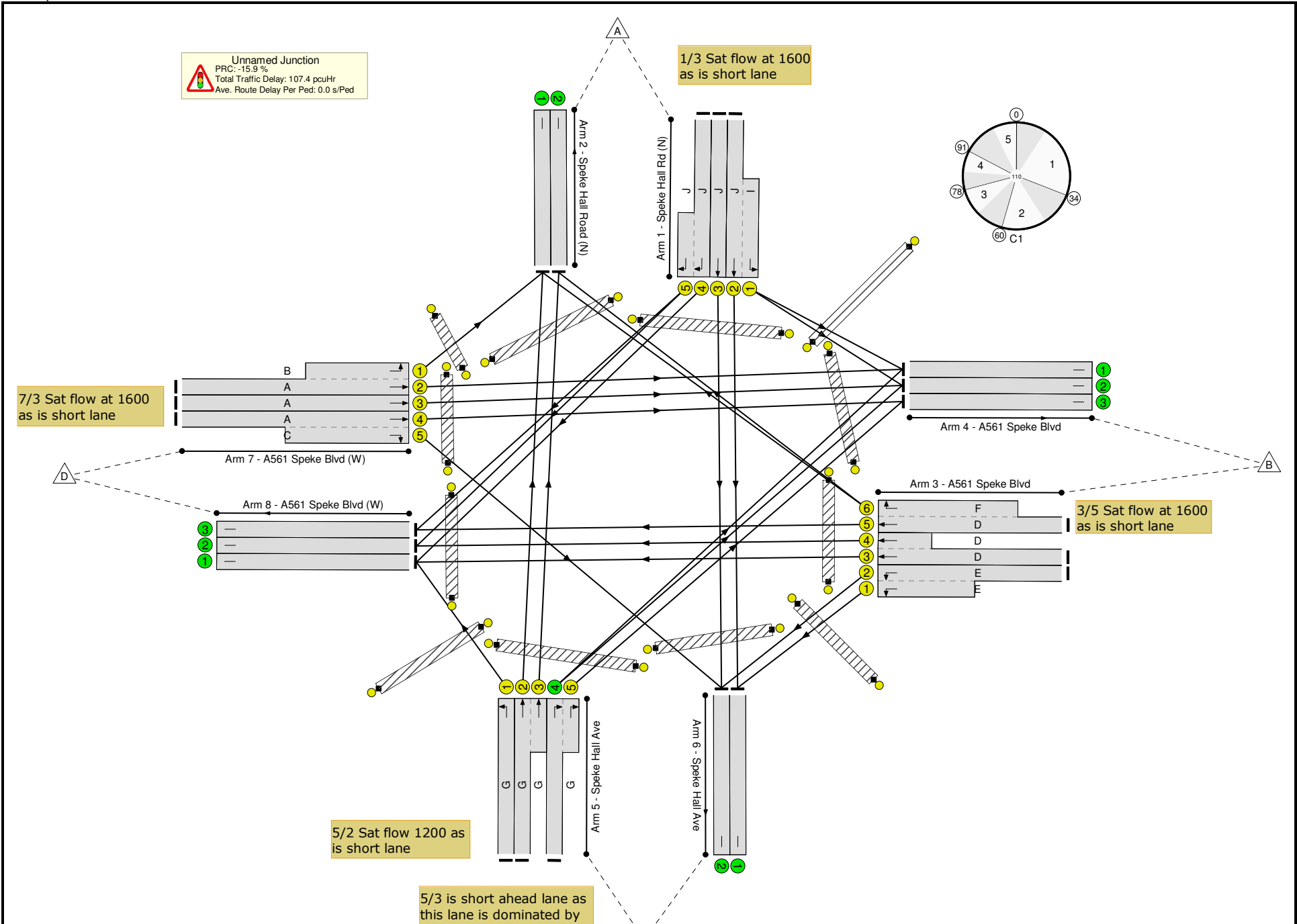
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	104.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	104.3%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:46	-	462	1945:1838	195+430	74.0 : 74.0%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	143	1600	160	89.4%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	384	1892:1862	189+186	101.5 : 103.1%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	515	1955	1955	26.3%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	281	1955	1955	14.4%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	51	-	394	2051:2037	629+629	31.3 : 31.3%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	52	-	1104	1945:1800	529+529	104.3 : 104.3%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	52:28	-	954	1600:1915	629+458	87.7 : 87.7%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	549	1975	1975	27.8%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	550	1955	1955	28.1%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	426	2095	2095	20.3%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	7	-	56	1955	142	39.4%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	7	-	161	1200:1800	87+86	92.8 : 92.8%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	141	1943:1932	139+141	50.5 : 50.5%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	341	1955	1955	17.4%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	400	2095	2095	19.1%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	36:34	-	588	1955:2020	526+345	67.4 : 67.4%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	36	-	356	1600	538	66.1%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	36:13	-	415	2095:1921	658+111	53.9 : 53.9%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	800	1955	1955	39.6%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	648	1955	1955	31.8%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	648	2095	2095	30.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	35	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	54	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	58	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	50	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	36	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	34	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	40	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	78	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	33	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

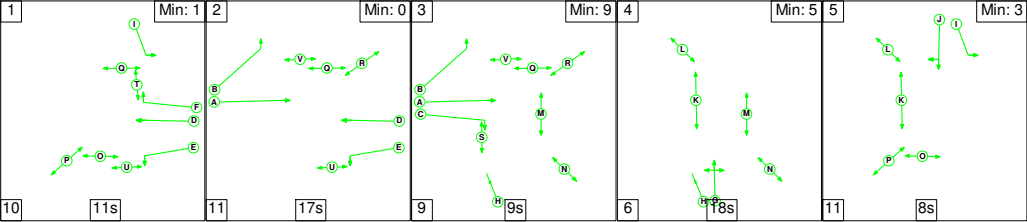
Input Data And Results													
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -15.9 Total Delay for Signalled Lanes (pcuHr): 104.17 Cycle Time (s): 110 PRC Over All Lanes (%): -15.9 Total Delay Over All Lanes(pcuHr): 107.43													

Network Summary

Total Network Delay: 107.43 pcuHr
Worst PRC: -15.93 % (On Lane 3/3)

Scenario 5: '2022 PM' (FG5: '2022 PM', Plan 1: 'Network Control Plan 1')

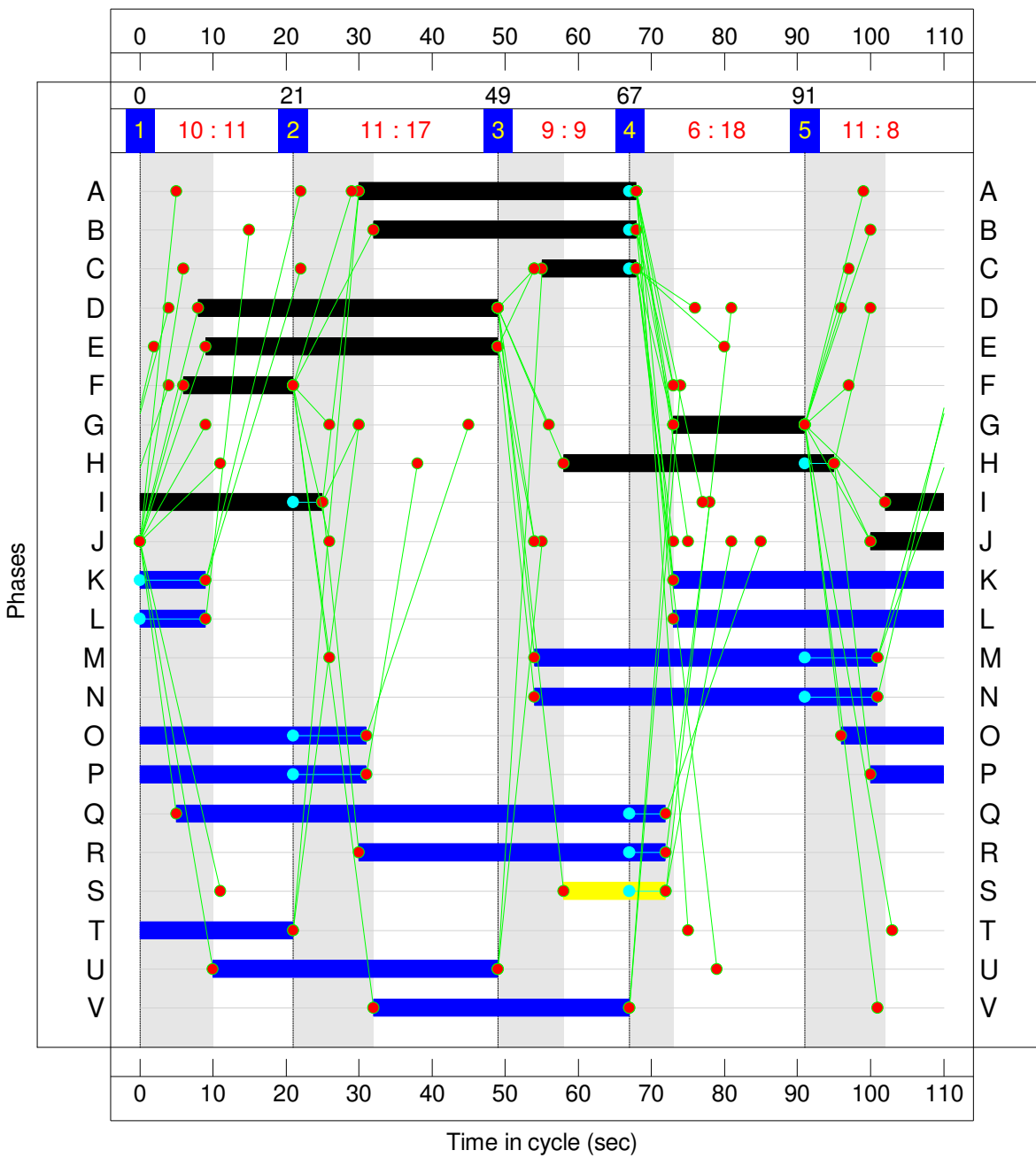
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	11	17	9	18	8
Change Point	0	21	49	67	91

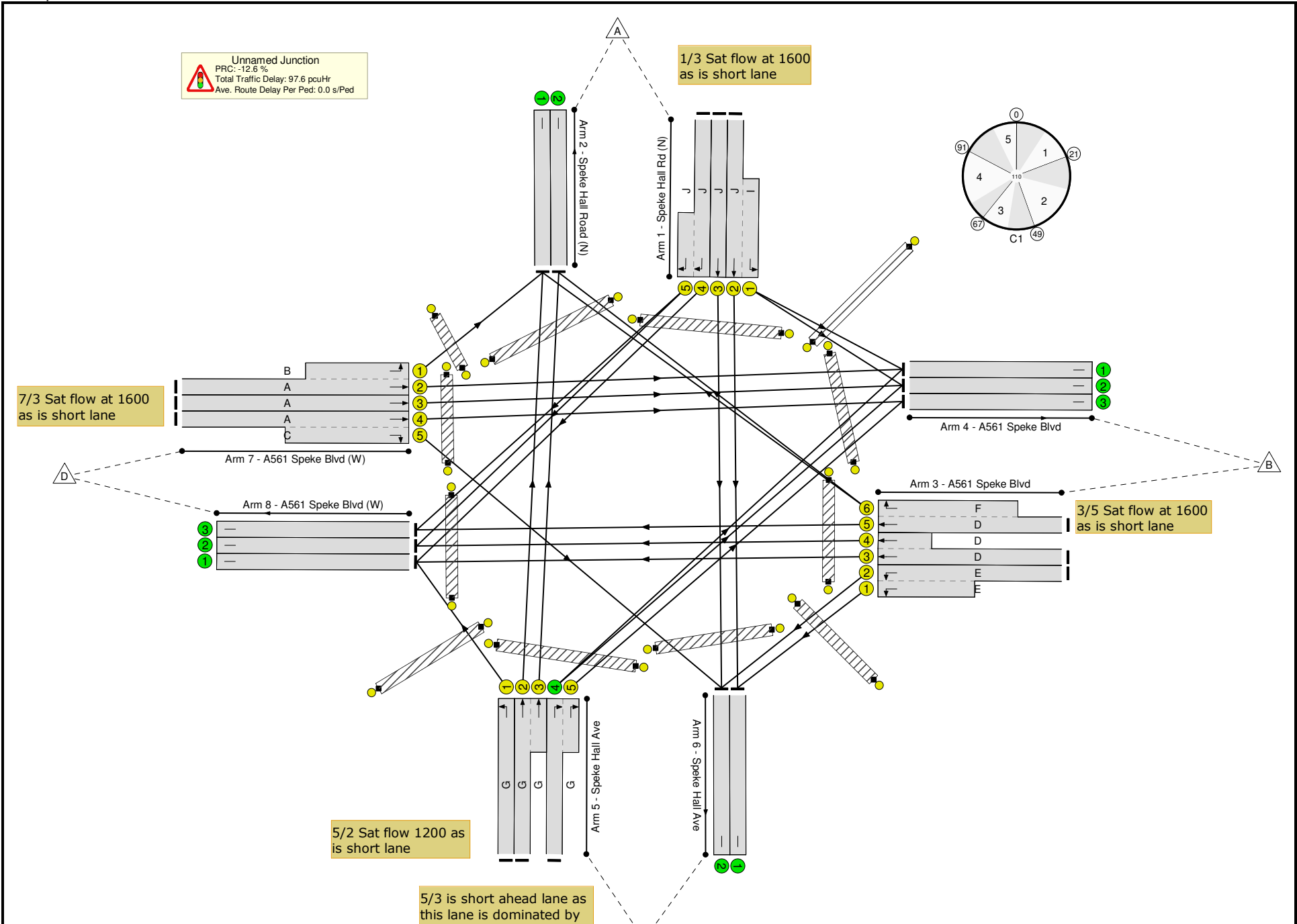
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	101.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.4%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:33	-	481	1945:1838	174+500	71.3 : 71.3%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	125	1600	160	78.1%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	366	1892:1862	189+186	96.2 : 98.8%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	626	1955	1955	32.0%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	235	1955	1955	12.0%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	40	-	267	2051:2037	524+528	25.4 : 25.4%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	41	-	869	1945:1800	435+436	99.8 : 99.8%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	41:15	-	688	1600:1915	552+279	78.6 : 91.2%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	709	1975	1975	35.9%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	709	1955	1955	36.3%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	658	2095	2095	31.2%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	18	-	177	1955	338	52.4%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	18	-	216	1200:1800	190+190	56.9 : 56.9%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	511	1943:1932	253+252	101.4 : 101.4%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	258	1955	1955	13.2%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	380	2095	2095	18.1%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	38:36	-	793	1955:2020	509+495	79.0 : 79.0%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	38	-	403	1600	567	71.0%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	38:13	-	525	2095:1921	657+199	61.4 : 61.4%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	793	1955	1955	40.6%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	527	1955	1955	27.0%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	526	2095	2095	25.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	46	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	41	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	39	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	47	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	47	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	21	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	42	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	67	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	35	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

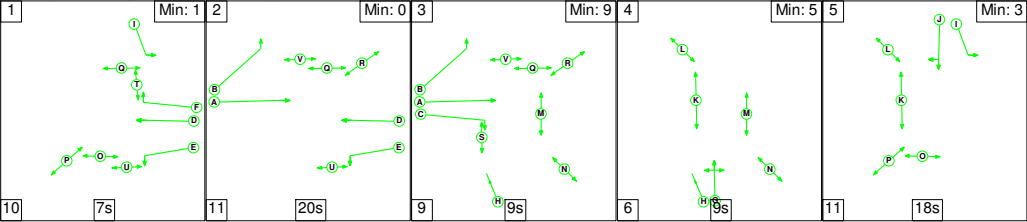
Input Data And Results													
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -10.9 Total Delay for Signalled Lanes (pcuHr): 78.77 Cycle Time (s): 110 PRC Over All Lanes (%): -12.6 Total Delay Over All Lanes(pcuHr): 97.61													

Network Summary

Total Network Delay: 97.61 pcuHr
Worst PRC: -12.64 % (On Lane 5/4)

Scenario 6: 'Sat 2022' (FG6: '2022 Sat', Plan 1: 'Network Control Plan 1')

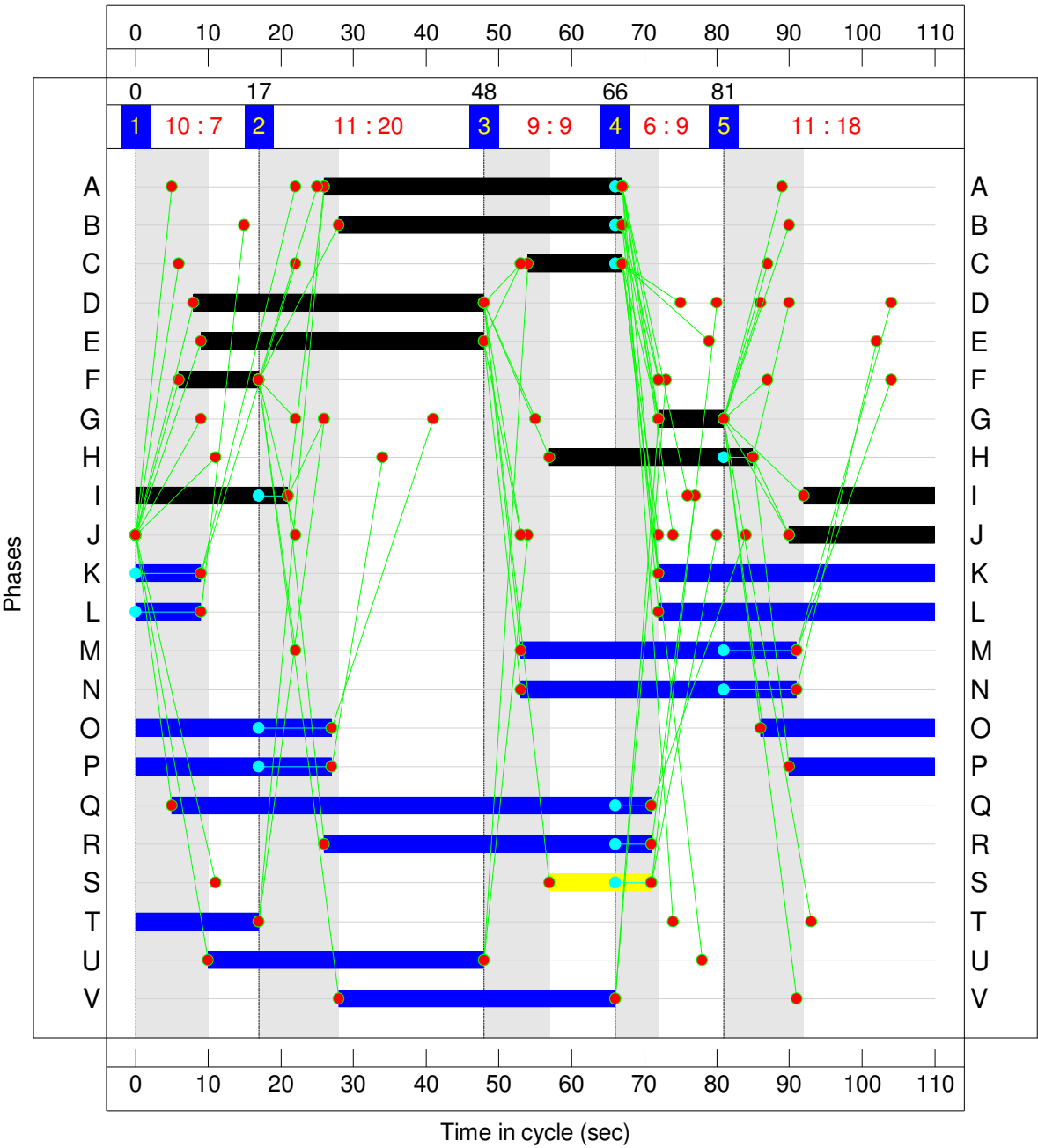
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	7	20	9	9	18
Change Point	0	17	48	66	81

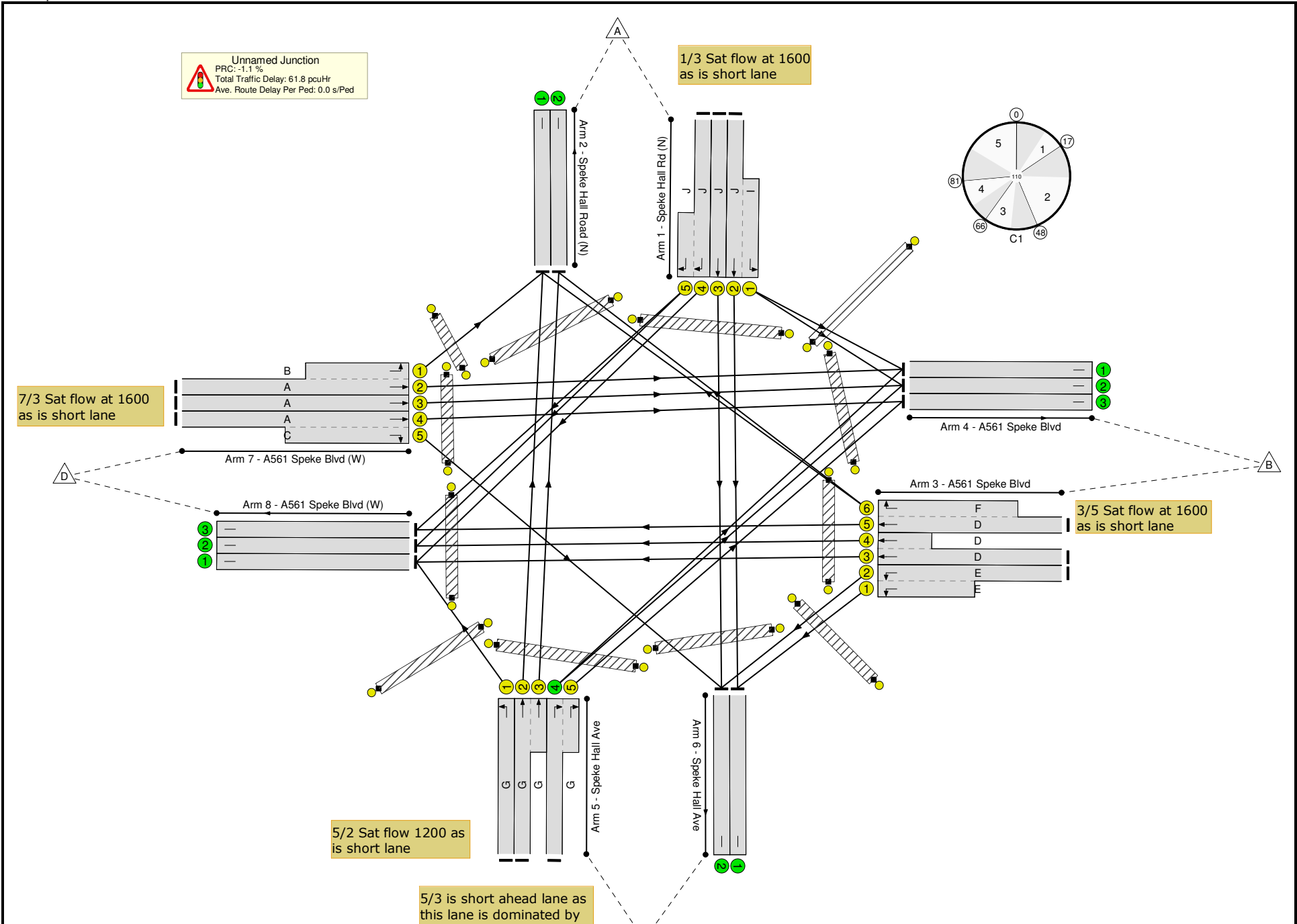
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	90.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	20:39	-	344	1945:1838	254+556	42.4 : 42.4%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	20	-	109	1600	305	35.7%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	20	-	485	1892:1862	274+273	88.6 : 88.6%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	711	1955	1955	36.4%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	191	1955	1955	9.8%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	39	-	281	2051:2037	515+518	27.2 : 27.2%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	40	-	680	1945:1800	427+427	79.6 : 79.6%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	40:11	-	530	1600:1915	482+209	70.6 : 90.9%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	503	1975	1975	25.5%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	504	1955	1955	25.8%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	444	2095	2095	21.2%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	9	-	140	1955	178	78.8%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	9	-	191	1200:1800	109+110	87.1 : 87.1%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	239	1943:1932	174+172	69.0 : 69.0%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	249	1955	1955	12.7%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	393	2095	2095	18.8%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	41:39	-	846	1955:2020	360+577	90.3 : 90.3%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	41	-	326	1600	611	53.4%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	41:13	-	469	2095:1921	620+244	52.4 : 58.9%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	723	1955	1955	37.0%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	461	1955	1955	23.6%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	461	2095	2095	22.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	47	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	47	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	38	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	38	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	38	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	17	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	45	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	66	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	38	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

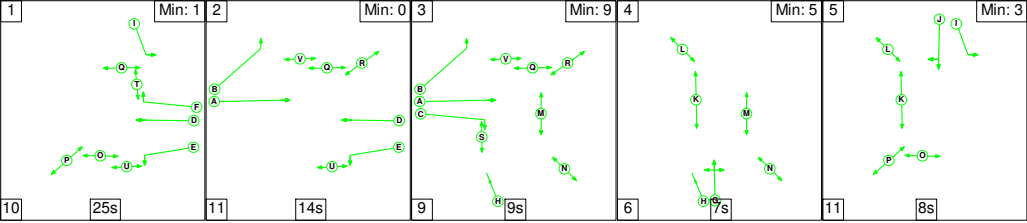
Input Data and Results													
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 57.47 Cycle Time (s): 110 PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 61.77													

Network Summary

Total Network Delay: 61.77 pcuHr
Worst PRC: -1.05 % (On Lane 3/5)

Scenario 7: '2022 Dev AM 40C/30HT/30W' (FG7: '2022 AM + Development + Response 40/30/30', Plan 1: 'Network Control Plan 1')

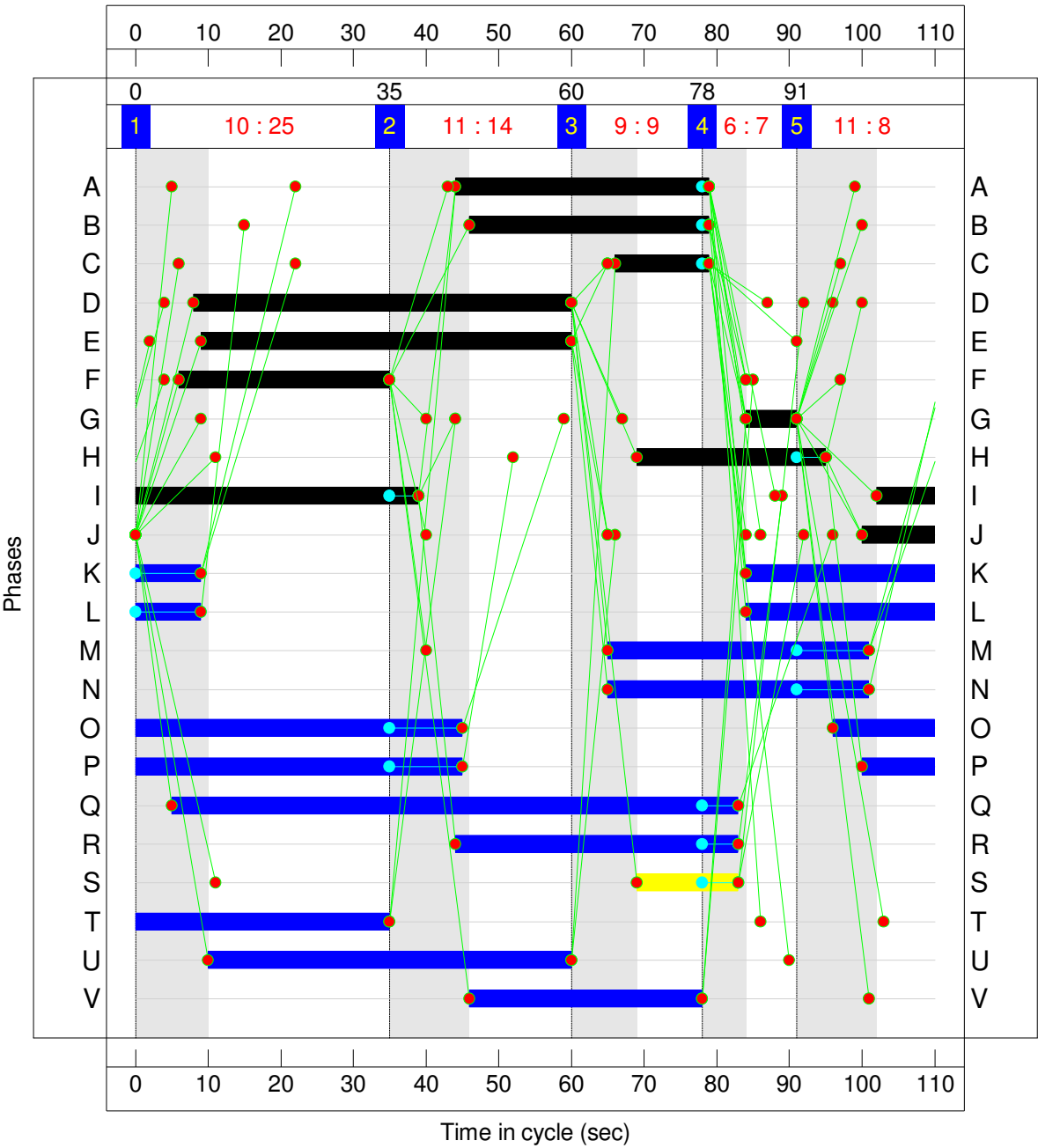
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	25	14	9	7	8
Change Point	0	35	60	78	91

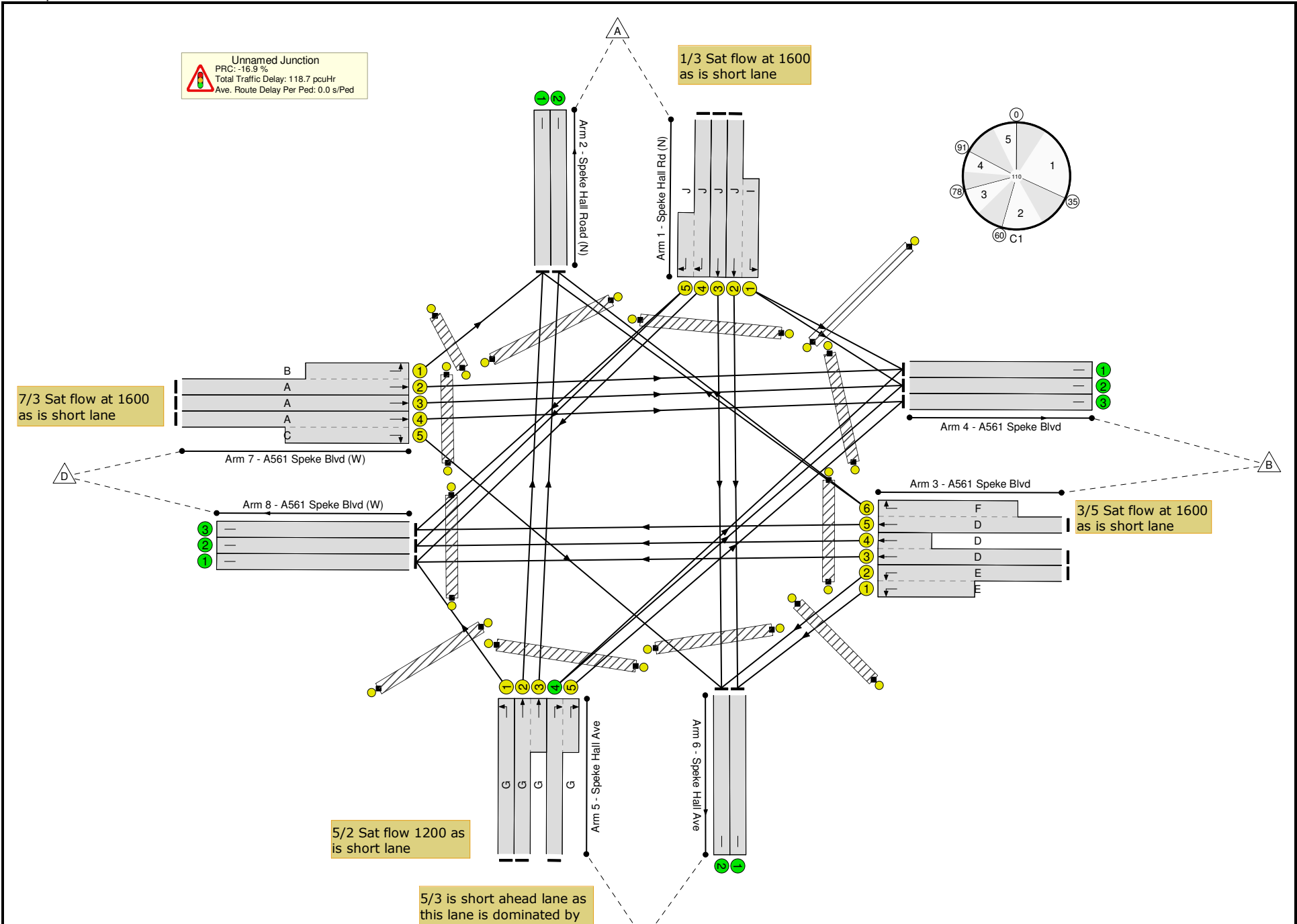
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	105.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	105.2%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:47	-	468	1945:1838	195+421	76.1 : 76.1%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	148	1600	160	92.5%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	388	1892:1862	189+186	102.5 : 104.2%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	527	1955	1955	26.9%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	291	1955	1955	14.9%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	51	-	434	2051:2037	629+629	34.5 : 34.5%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	52	-	1113	1945:1800	528+529	105.2 : 105.2%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	52:29	-	961	1600:1915	638+465	87.1 : 87.1%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	558	1975	1975	28.3%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	558	1955	1955	28.5%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	438	2095	2095	20.9%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	7	-	56	1955	142	39.4%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	7	-	177	1200:1800	87+88	100.8 : 100.8%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	157	1943:1932	139+141	56.2 : 56.2%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	365	1955	1955	18.7%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	425	2095	2095	20.3%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	35:33	-	595	1955:2020	515+339	69.7 : 69.7%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	35	-	359	1600	524	68.6%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	35:13	-	419	2095:1921	643+107	55.8 : 55.8%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	806	1955	1955	39.6%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	654	1955	1955	31.8%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	653	2095	2095	31.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	35	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	55	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	59	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	50	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	36	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	35	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	39	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	78	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	32	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

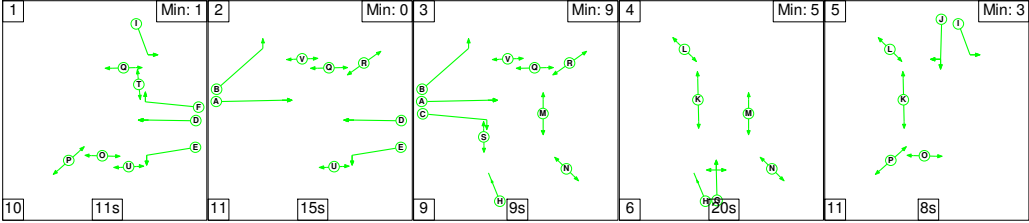
Input Data And Results													
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -16.9 Total Delay for Signalled Lanes (pcuHr): 115.14 Cycle Time (s): 110 PRC Over All Lanes (%): -16.9 Total Delay Over All Lanes(pcuHr): 118.68													

Network Summary

Total Network Delay: 118.68 pcuHr
Worst PRC: -16.91 % (On Lane 3/3)

Scenario 8: '2022 Dev Pm 40C/30HT/30W' (FG8: '2022 PM + Development + Response 40/30/30', Plan 1: 'Network Control Plan 1')

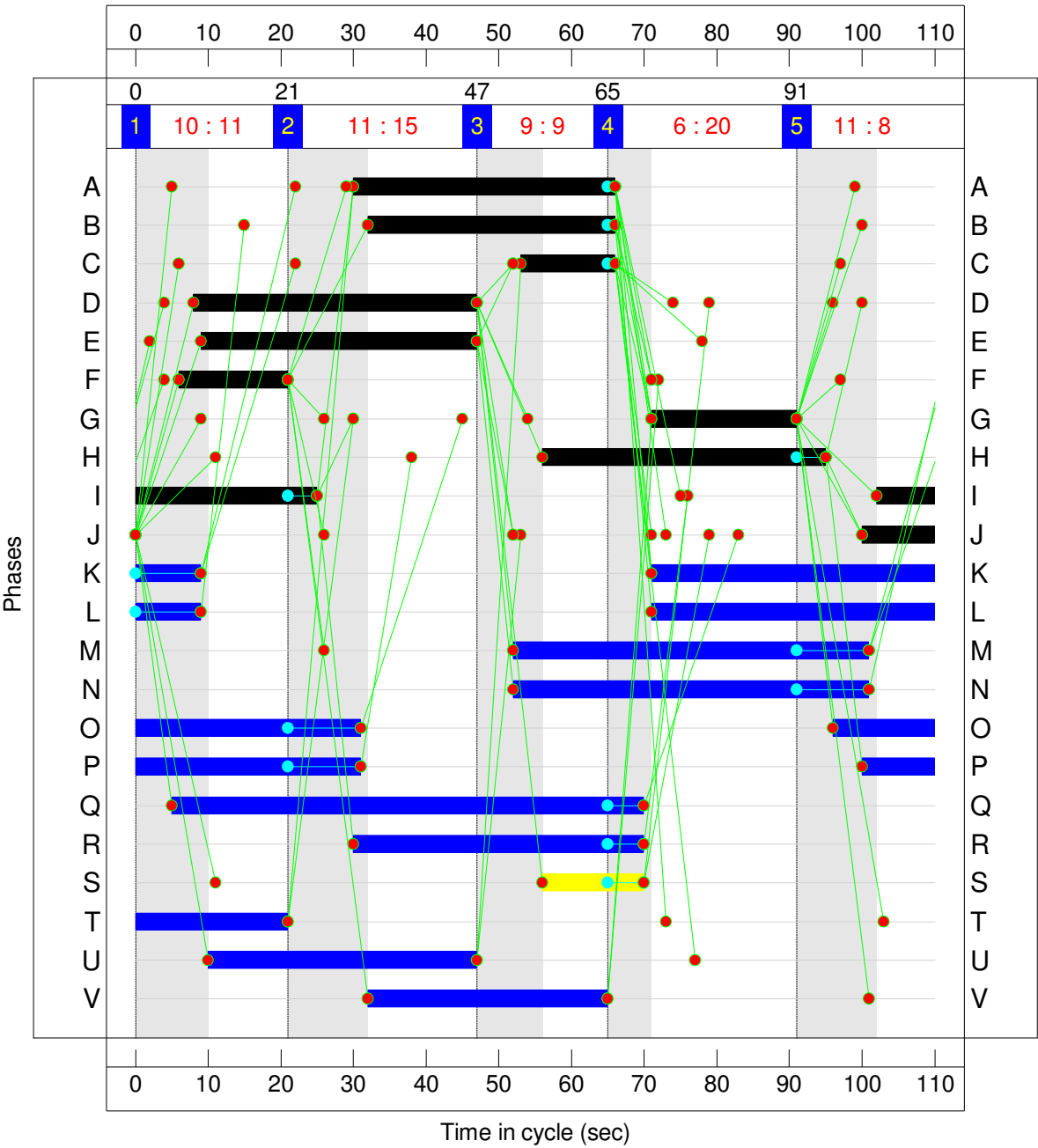
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	11	15	9	20	8
Change Point	0	21	47	65	91

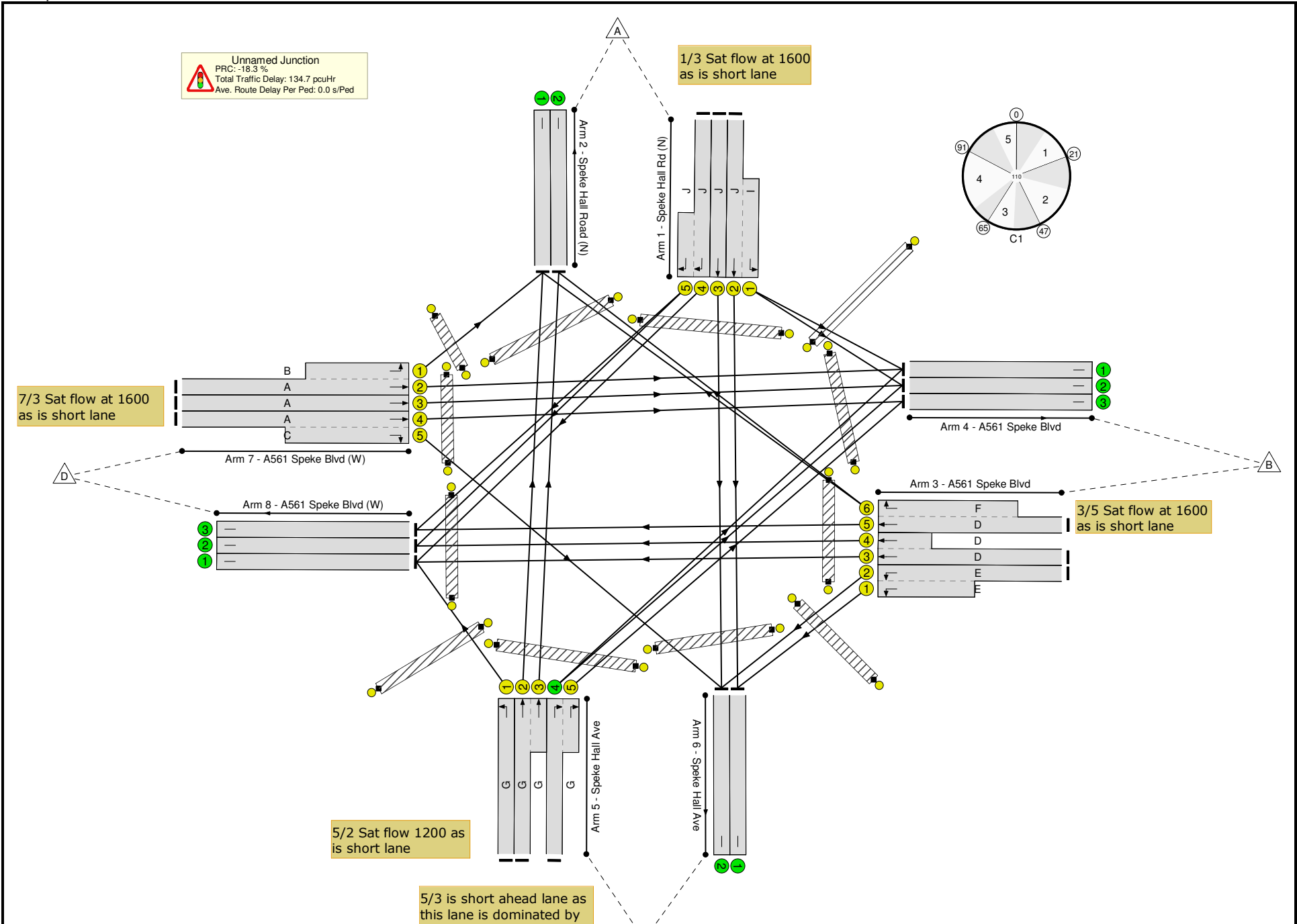
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	106.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	106.5%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:33	-	502	1945:1838	176+500	74.3 : 74.3%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	131	1600	160	81.9%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	384	1892:1862	189+186	101.5 : 103.1%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	650	1955	1955	33.2%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	249	1955	1955	12.7%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	38	-	267	2051:2037	509+505	26.3 : 26.3%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	39	-	877	1945:1800	418+419	104.8 : 104.8%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	39:15	-	700	1600:1915	532+279	82.3 : 94.1%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	735	1975	1975	37.2%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	734	1955	1955	37.5%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	693	2095	2095	32.2%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	20	-	179	1955	373	48.0%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	20	-	237	1200:1800	203+201	58.6 : 58.6%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	573	1943:1932	269+270	106.5 : 106.5%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	264	1955	1955	13.5%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	388	2095	2095	18.5%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	36:34	-	806	1955:2020	487+480	83.4 : 83.4%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	36	-	406	1600	538	75.4%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	36:13	-	529	2095:1921	628+190	64.7 : 64.7%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	809	1955	1955	40.2%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	535	1955	1955	26.2%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	534	2095	2095	25.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	48	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	41	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	37	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	49	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	49	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	21	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	40	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	65	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	33	-	0	-	0	0.0%

Full Input Data And Results

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Full Input Data And Results

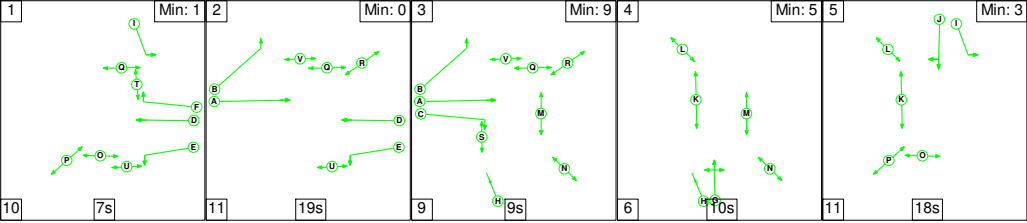
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%): -16.4 PRC Over All Lanes (%): -18.3		Total Delay for Signalled Lanes (pcuHr): 104.11 Total Delay Over All Lanes(pcuHr): 134.69		Cycle Time (s): 110					

Network Summary

Total Network Delay: 134.69 pcuHr
Worst PRC: -18.33 % (On Lane 5/4)

Scenario 9: '2022 Dev Sat 40C/30HT/30W' (FG9: 'Sat 2022 + Dev + Response 40/30/30', Plan 1: 'Network Control Plan 1')

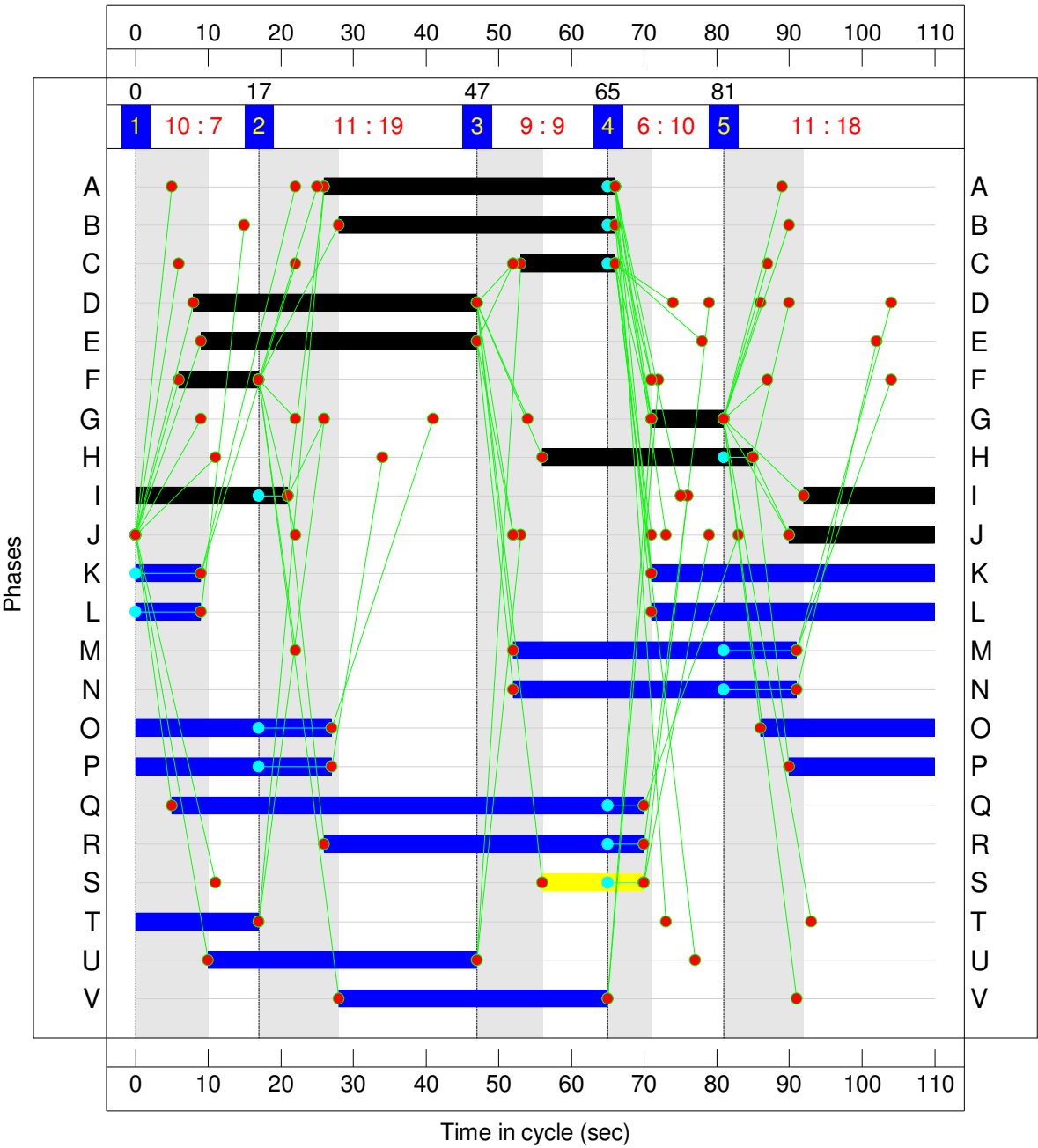
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	7	19	9	10	18
Change Point	0	17	47	65	81

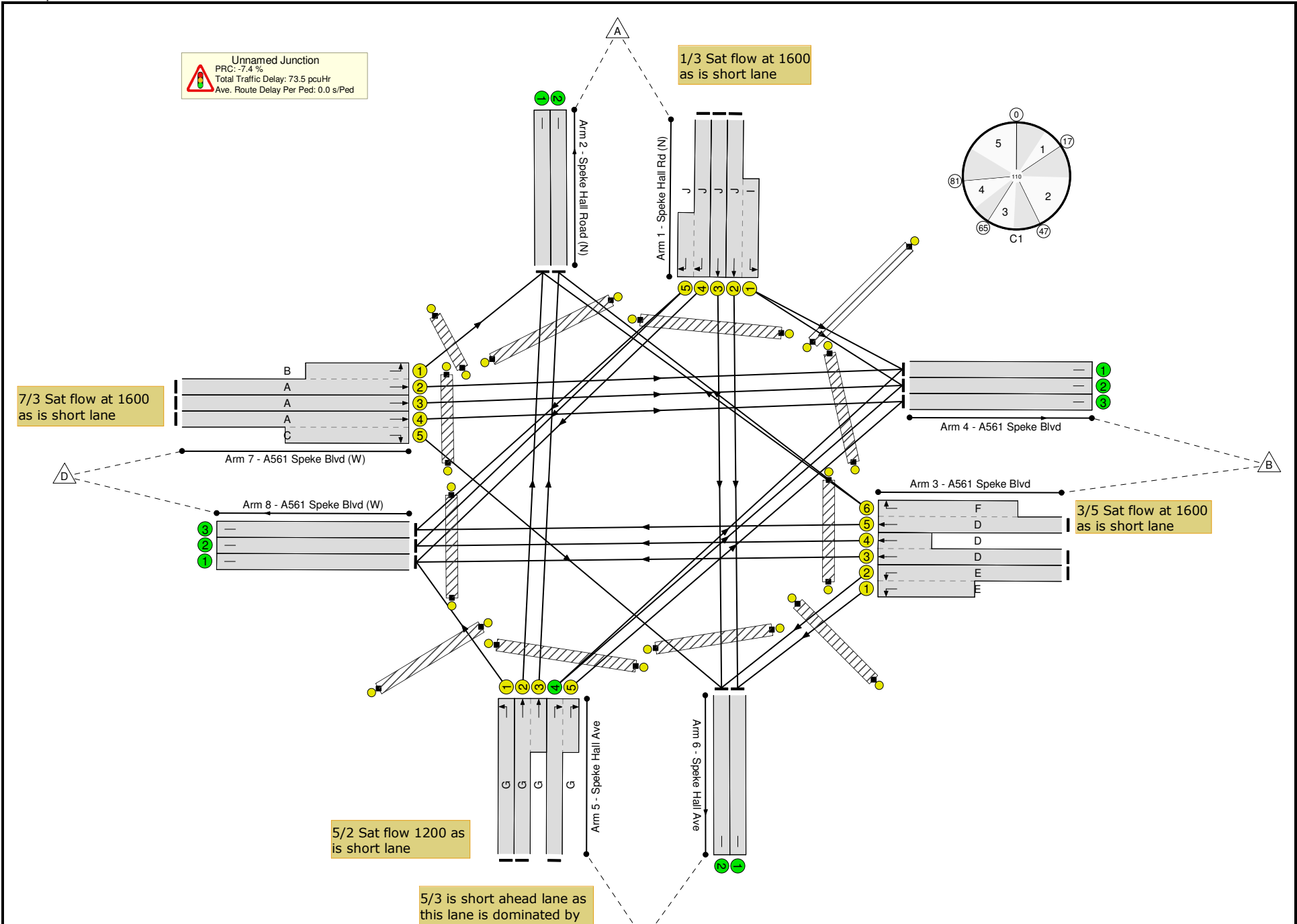
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	96.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	20:39	-	370	1945:1838	257+555	45.6 : 45.6%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	20	-	118	1600	305	38.6%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	20	-	524	1892:1862	273+273	95.9 : 95.9%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	753	1955	1955	38.5%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	210	1955	1955	10.7%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	38	-	295	2051:2037	506+509	29.1 : 29.1%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	39	-	688	1945:1800	419+419	82.2 : 82.2%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	39:11	-	545	1600:1915	437+209	78.4 : 96.7%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	519	1975	1975	26.3%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	518	1955	1955	26.5%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	454	2095	2095	21.7%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	10	-	141	1955	196	72.1%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	10	-	218	1200:1800	120+120	90.8 : 90.8%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	254	1943:1932	184+181	69.6 : 69.6%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	265	1955	1955	13.6%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	410	2095	2095	19.6%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	40:38	-	871	1955:2020	344+569	95.5 : 95.5%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	40	-	328	1600	596	55.0%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	40:13	-	473	2095:1921	645+244	50.8 : 59.3%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	747	1955	1955	38.2%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	475	1955	1955	24.3%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	474	2095	2095	22.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	48	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	47	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	37	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	39	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	39	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	17	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	44	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	65	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	37	-	0	-	0	0.0%

Full Input Data And Results

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Full Input Data And Results

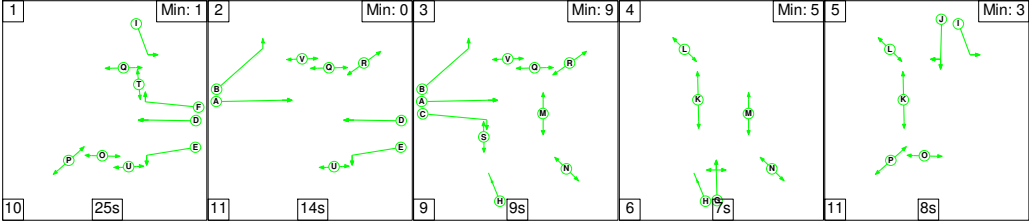
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -7.4 Total Delay for Signalled Lanes (pcuHr): 69.06 Cycle Time (s): 110 PRC Over All Lanes (%): -7.4 Total Delay Over All Lanes(pcuHr): 73.55												

Network Summary

Total Network Delay: 73.55 pcuHr
Worst PRC: -7.44 % (On Lane 3/5)

Scenario 10: '2022 Dev AM 30C/40HT/30W' (FG10: '2022 AM + (Dev + Response 40/30/30 +50%)', Plan 1: 'Network Control Plan 1')

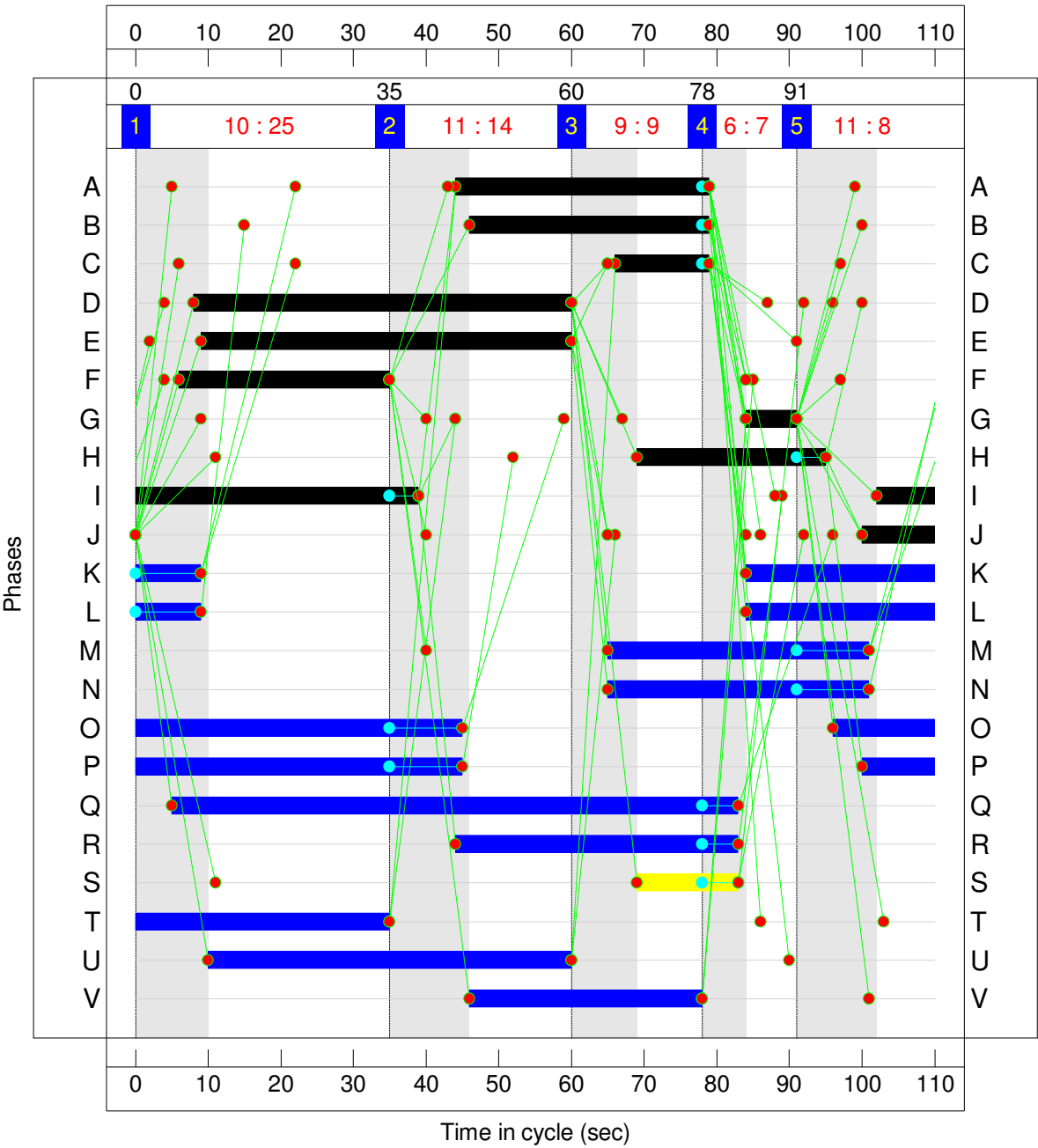
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	25	14	9	7	8
Change Point	0	35	60	78	91

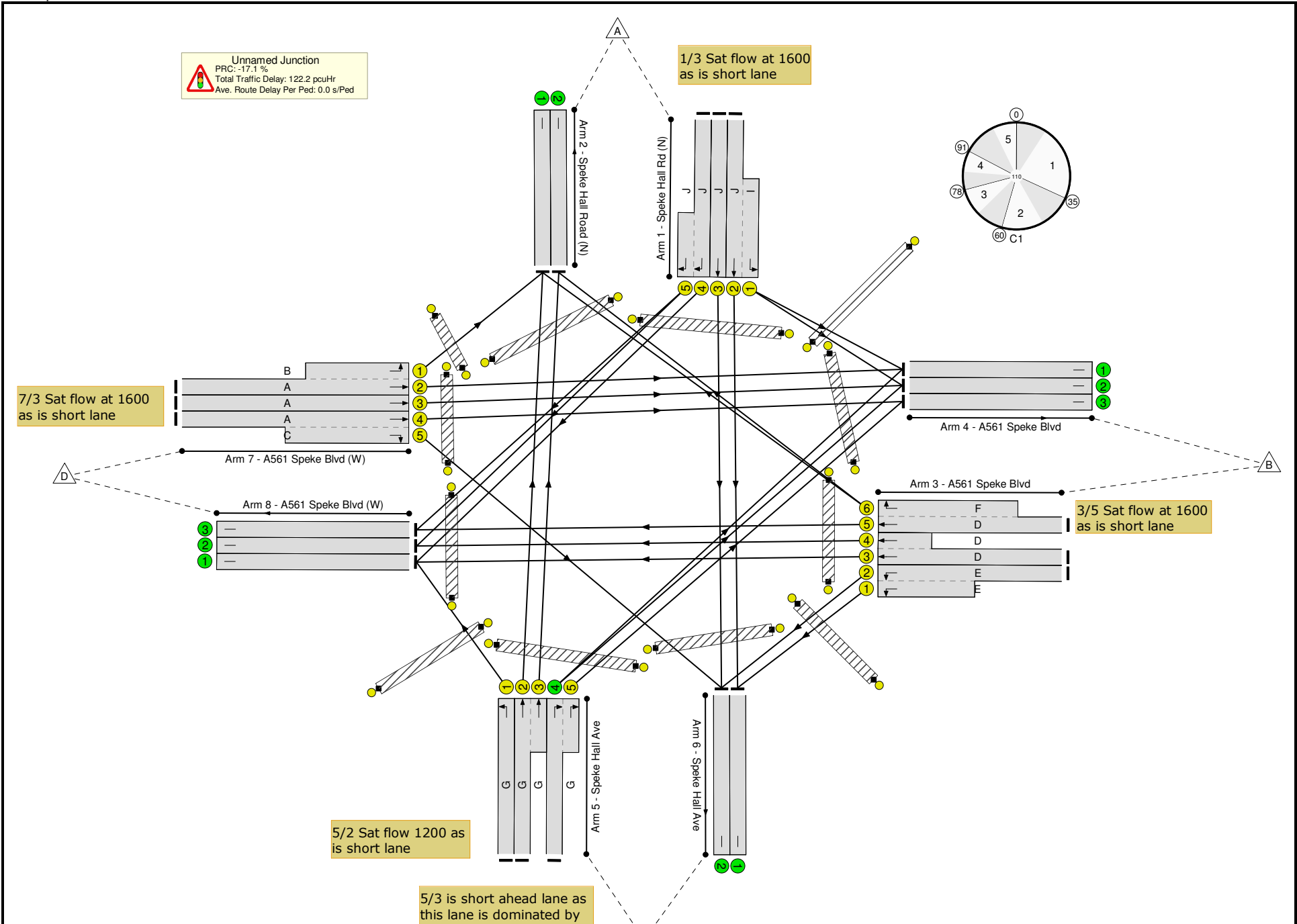
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	105.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:47	-	469	1945:1838	195+418	76.6 : 76.6%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	150	1600	160	93.8%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	388	1892:1862	189+186	102.5 : 104.2%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	531	1955	1955	26.9%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	295	1955	1955	15.1%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	51	-	453	2051:2037	627+630	36.0 : 36.0%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	52	-	1113	1945:1800	528+529	105.2 : 105.2%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	52:29	-	961	1600:1915	638+465	87.1 : 87.1%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	560	1975	1975	28.4%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	560	1955	1955	28.6%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	442	2095	2095	21.1%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	7	-	56	1955	142	39.4%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	7	-	185	1200:1800	87+88	105.4 : 105.4%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	165	1943:1932	139+141	59.1 : 59.1%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	376	1955	1955	19.2%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	436	2095	2095	20.8%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	35:33	-	595	1955:2020	515+339	69.7 : 69.7%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	35	-	359	1600	524	68.6%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	35:13	-	419	2095:1921	643+107	55.8 : 55.8%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	806	1955	1955	39.6%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	654	1955	1955	31.8%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	653	2095	2095	31.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	35	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	55	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	59	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	50	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	36	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	35	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	39	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	78	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	32	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

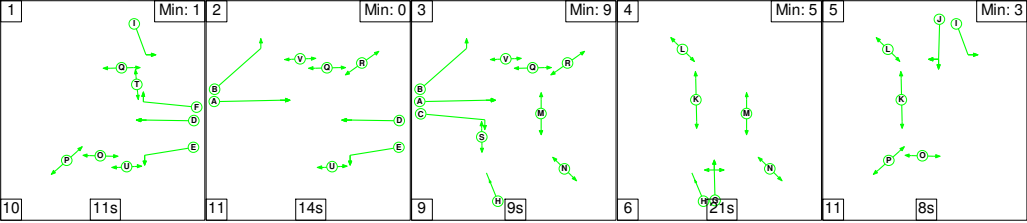
Input Data And Results													
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 118.49 Cycle Time (s): 110 PRC Over All Lanes (%): -17.1 Total Delay Over All Lanes(pcuHr): 122.19													

Network Summary

Total Network Delay: 122.19 pcuHr
Worst PRC: -17.13 % (On Lane 5/2)

Scenario 11: '2022 Dev Pm 30C/40HT/30W' (FG11: '2022 PM + (Dev + Response 40/30/30 +50%)', Plan 1: 'Network Control Plan 1')

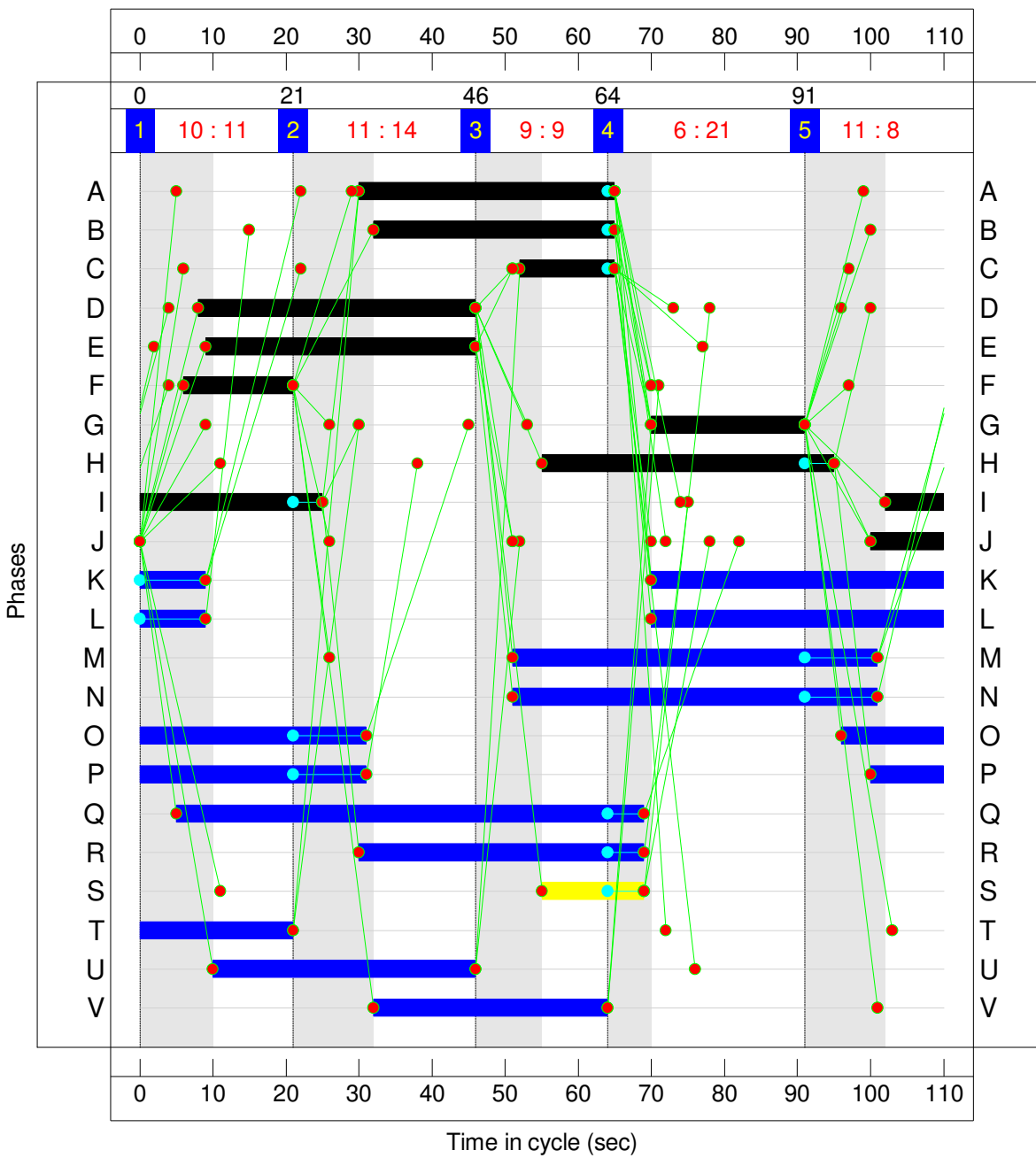
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	11	14	9	21	8
Change Point	0	21	46	64	91

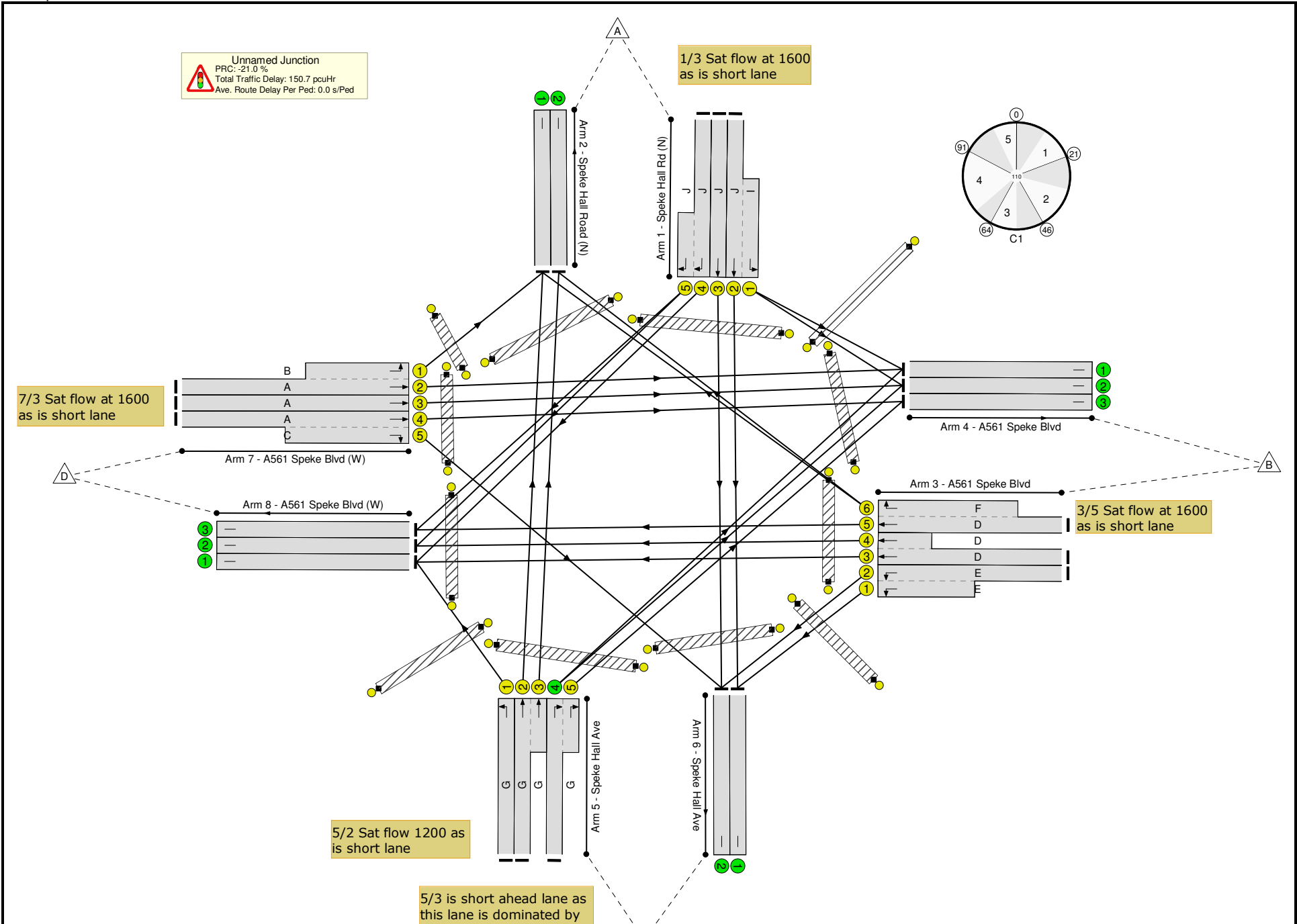
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	108.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.9%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	10:33	-	501	1945:1838	175+500	74.2 : 74.2%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	10	-	129	1600	160	80.6%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	10	-	384	1892:1862	189+186	101.5 : 103.1%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	654	1955	1955	33.5%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	253	1955	1955	12.9%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	37	-	267	2051:2037	500+496	26.8 : 26.8%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	38	-	877	1945:1800	409+410	107.0 : 107.0%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	38:15	-	700	1600:1915	522+279	83.8 : 94.1%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	743	1975	1975	37.6%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	742	1955	1955	38.0%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	709	2095	2095	32.7%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	21	-	179	1955	391	45.8%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	21	-	245	1200:1800	210+208	58.7 : 58.7%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	605	1943:1932	277+278	108.9 : 108.9%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	263	1955	1955	13.5%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	386	2095	2095	18.4%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	35:33	-	806	1955:2020	478+471	85.0 : 85.0%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	35	-	406	1600	524	77.5%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	35:13	-	529	2095:1921	614+186	66.2 : 66.2%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	809	1955	1955	39.8%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	535	1955	1955	25.8%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	534	2095	2095	25.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	49	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	49	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	41	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	36	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	50	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	21	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	39	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	64	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	32	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

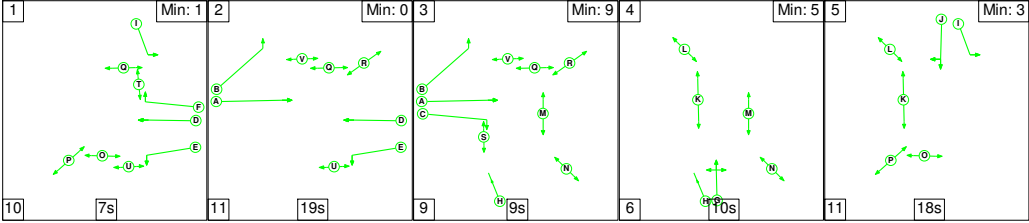
Input Data And Results													
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -18.9 PRC Over All Lanes (%): -21.0 Total Delay for Signalled Lanes (pcuHr): 113.21 Total Delay Over All Lanes(pcuHr): 150.70 Cycle Time (s): 110													

Network Summary

Total Network Delay: 150.70 pcuHr
Worst PRC: -20.97 % (On Lane 5/4)

Scenario 12: '2022 Dev Sat 30C/40HT/30W' (FG12: 'Sat 2022 + (Dev + Response 40/30/30 +50%)', Plan 1: 'Network Control Plan 1')

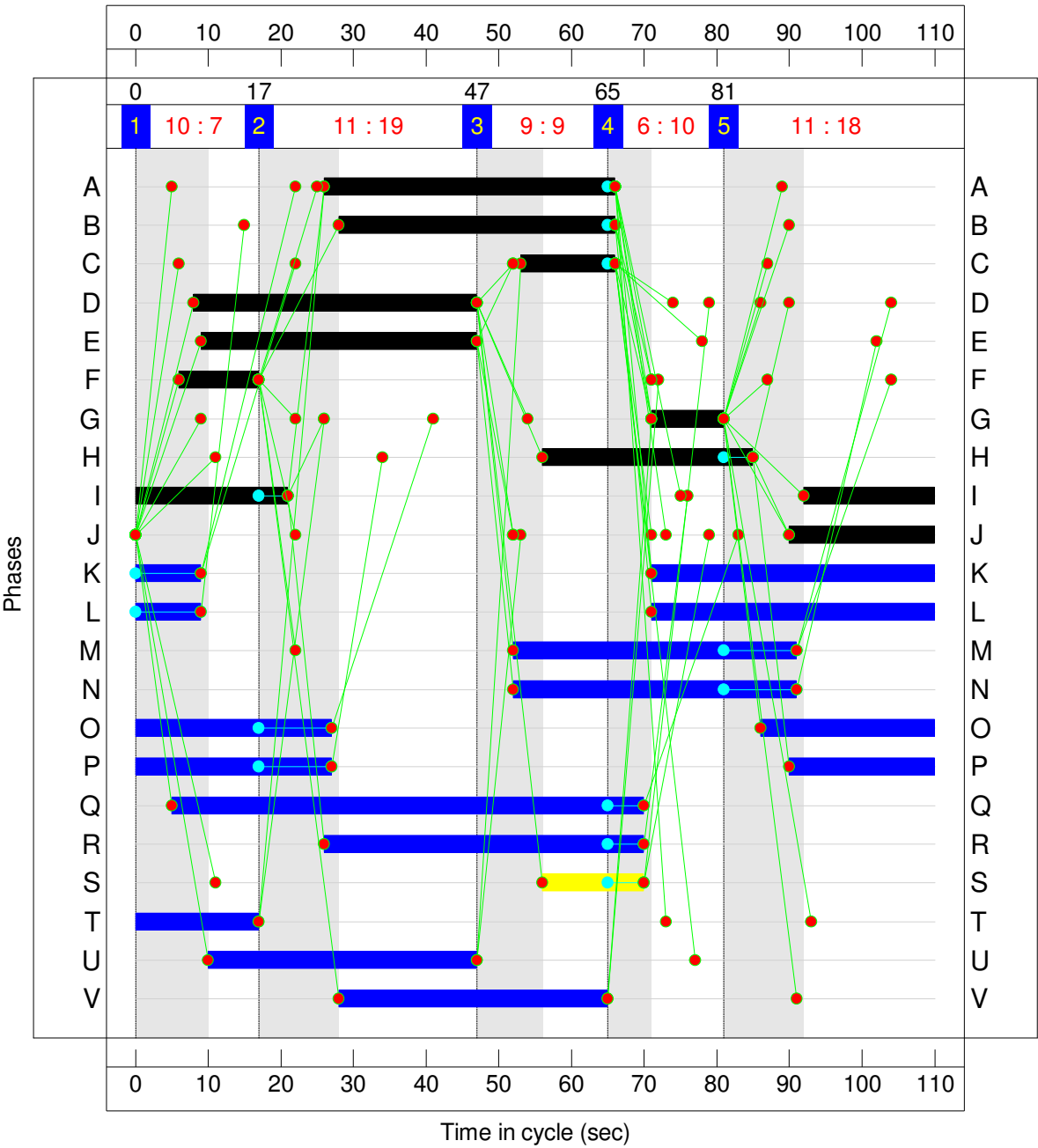
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	7	19	9	10	18
Change Point	0	17	47	65	81

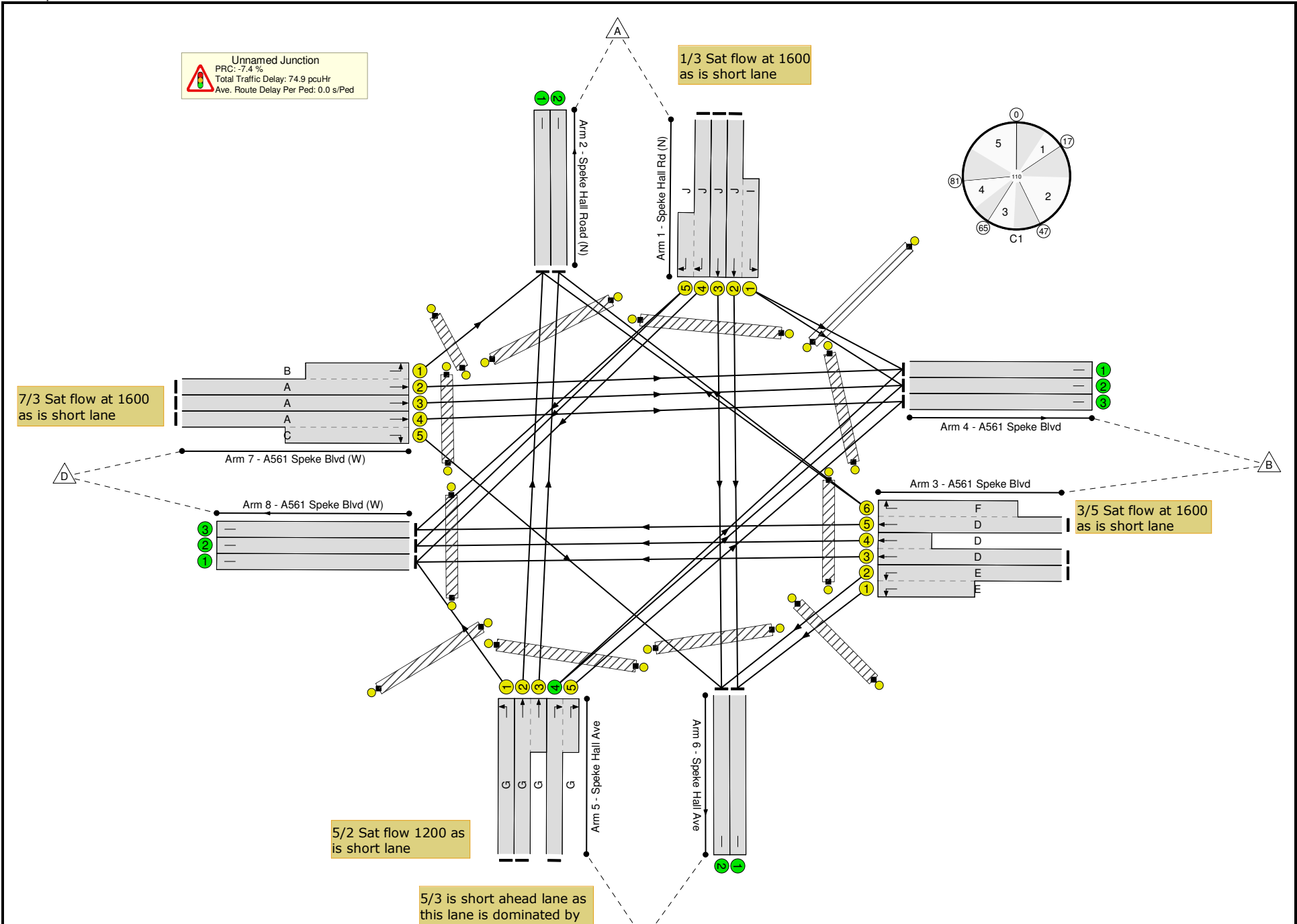
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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	-	-		-	-	-	-	-	-	96.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
1/2+1/1	Speke Hall Rd (N) Left Ahead	U	N/A	N/A	J I		1	20:39	-	371	1945:1838	259+555	45.6 : 45.6%
1/3	Speke Hall Rd (N) Ahead	U	N/A	N/A	J		1	20	-	118	1600	305	38.6%
1/4+1/5	Speke Hall Rd (N) Right	U	N/A	N/A	J		1	20	-	524	1892:1862	273+273	95.9 : 95.9%
2/1	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	757	1955	1955	38.7%
2/2	Speke Hall Road (N)	U	N/A	N/A	-		-	-	-	214	1955	1955	10.9%
3/2+3/1	A561 Speke Blvd Left	U	N/A	N/A	E		1	38	-	302	2051:2037	508+508	29.7 : 29.7%
3/3+3/4	A561 Speke Blvd Ahead	U	N/A	N/A	D		1	39	-	687	1945:1800	419+418	82.0 : 82.0%
3/5+3/6	A561 Speke Blvd Right Ahead	U	N/A	N/A	D F		1	39:11	-	546	1600:1915	440+209	78.2 : 96.7%
4/1	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	521	1975	1975	26.4%
4/2	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	520	1955	1955	26.6%
4/3	A561 Speke Blvd	U	N/A	N/A	-		-	-	-	458	2095	2095	21.9%
5/1	Speke Hall Ave Left	U	N/A	N/A	G		1	10	-	141	1955	196	72.1%
5/2+5/3	Speke Hall Ave Ahead	U	N/A	N/A	G		1	10	-	226	1200:1800	120+120	94.2 : 94.2%
5/4+5/5	Speke Hall Ave Right	U	N/A	N/A	- G		-	-	-	262	1943:1932	184+181	71.8 : 71.8%
6/1	Speke Hall Ave	U	N/A	N/A	-		-	-	-	269	1955	1955	13.8%
6/2	Speke Hall Ave	U	N/A	N/A	-		-	-	-	414	2095	2095	19.8%

Full Input Data And Results

7/2+7/1	A561 Speke Blvd (W) Left Ahead	U	N/A	N/A	A B		1	40:38	-	871	1955:2020	344+569	95.5 : 95.5%
7/3	A561 Speke Blvd (W) Ahead	U	N/A	N/A	A		1	40	-	328	1600	596	55.0%
7/4+7/5	A561 Speke Blvd (W) Ahead Right	U	N/A	N/A	A C		1	40:13	-	473	2095:1921	645+244	50.8 : 59.3%
8/1	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	747	1955	1955	38.2%
8/2	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	474	1955	1955	24.2%
8/3	A561 Speke Blvd (W)	U	N/A	N/A	-		-	-	-	475	2095	2095	22.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	48	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	S		1	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	P		1	47	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	O		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	U		1	37	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	39	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	M		1	39	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	T		1	17	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	R		1	44	-	0	-	0	0.0%
Ped Link: P11	Unnamed Ped Link	-	N/A	-	Q		1	65	-	0	-	0	0.0%
Ped Link: P12	Unnamed Ped Link	-	N/A	-	V		1	37	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

Input Data and Results													
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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P11	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P12	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -7.4 Total Delay for Signalled Lanes (pcuHr): 70.27 Cycle Time (s): 110 PRC Over All Lanes (%): -7.4 Total Delay Over All Lanes(pcuHr): 74.94													

Full Input Data And Results

Network Summary

Total Network Delay: 74.94 pcuHr

Worst PRC: -7.44 % (On Lane 3/5)
