

Manual Classified Queue Counts, Liverpool

DATE: THURSDAY 9th FEBRUARY 2017

LOCATION: WAPPING / BLUNDELL STREET / CHARLONER STREET / QUEENS WHARF

ARM: QUEENS WHARF

Max Queue in 15 minute	LANE 1				LANE 2				LANE 3				LANE 4				LANE 5			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	4	0	22	0.0	4	0	22	0.0	3	0	16.5	0.0	4	0	22	0.0	3	0	16.5	0.0
7:45 - 8:00	3	0	16.5	0.0	2	0	11	0.0	4	0	22	0.0	2	0	11	0.0	3	0	16.5	0.0
8:00 - 8:15	4	0	22	0.0	3	0	16.5	0.0	2	0	11	0.0	3	0	16.5	0.0	3	0	16.5	0.0
8:15 - 8:30	3	0	16.5	0.0	3	0	16.5	0.0	2	0	11	0.0	2	0	11	0.0	3	0	16.5	0.0
8:30 - 8:45	3	0	16.5	0.0	3	0	16.5	0.0	3	0	16.5	0.0	4	0	22	0.0	2	0	11	0.0
8:45 - 9:00	1	0	5.5	0.0	1	0	5.5	0.0	0	0	0	0.0	2	0	11	0.0	3	0	16.5	0.0
9:00 - 9:15	1	0	5.5	0.0	2	0	11	0.0	3	0	16.5	0.0	2	0	11	0.0	0	0	0	0.0
9:15 - 9:30	1	0	5.5	0.0	0	0	0	0.0	1	0	5.5	0.0	2	0	11	0.0	1	0	5.5	0.0
16:30 - 16:45	0	0	0	0.0	0	0	0	0.0	3	0	16.5	0.0	0	0	0	0.0	1	0	5.5	0.0
16:45 - 17:00	4	0	22	0.0	0	0	0	0.0	2	0	11	0.0	2	0	11	0.0	0	0	0	0.0
17:00 - 17:15	4	0	22	0.0	6	0	33	0.0	4	0	22	0.0	7	0	38.5	0.0	2	0	11	0.0
17:15 - 17:30	3	0	16.5	0.0	5	0	27.5	0.0	2	0	11	0.0	3	0	16.5	0.0	3	0	16.5	0.0
17:30 - 17:45	5	0	27.5	0.0	3	0	16.5	0.0	7	0	38.5	0.0	9	0	49.5	0.0	2	0	11	0.0
17:45 - 18:00	4	0	22	0.0	2	0	11	0.0	2	0	11	0.0	4	0	22	0.0	2	0	11	0.0
18:00 - 18:15	3	0	16.5	0.0	2	0	11	0.0	3	0	16.5	0.0	3	0	16.5	0.0	2	0	11	0.0
18:15 - 18:30	0	0	0	0.0	0	0	0	0.0	4	0	22	0.0	1	0	5.5	0.0	1	0	5.5	0.0
12:30 - 12:45	2	0	11	0.0	0	0	0	0.0	2	0	11	0.0	1	0	5.5	0.0	1	0	5.5	0.0
12:45 - 13:00	2	0	11	0.0	2	0	11	0.0	2	1	26	33.3	2	0	11	0.0	2	0	11	0.0
13:00 - 13:15	2	0	11	0.0	1	0	5.5	0.0	5	0	27.5	0.0	1	0	5.5	0.0	1	0	5.5	0.0
13:15 - 13:30	3	0	16.5	0.0	1	0	5.5	0.0	1	0	5.5	0.0	2	0	11	0.0	1	0	5.5	0.0
13:30 - 13:45	1	0	5.5	0.0	3	0	16.5	0.0	2	0	11	0.0	2	0	11	0.0	6	0	33	0.0
13:45 - 14:00	1	0	5.5	0.0	2	0	11	0.0	2	0	11	0.0	2	0	11	0.0	3	0	16.5	0.0
14:00 - 14:15	3	0	16.5	0.0	2	0	11	0.0	2	0	11	0.0	2	0	11	0.0	3	0	16.5	0.0
14:15 - 14:30	1	0	5.5	0.0	2	0	11	0.0	2	0	11	0.0	0	0	0	0.0	2	0	11	0.0
14:30 - 14:45	0	0	0	0.0	1	0	5.5	0.0	1	0	5.5	0.0	1	0	5.5	0.0	2	0	11	0.0
14:45 - 15:00	4	0	22	0.0	2	0	11	0.0	2	0	11	0.0	1	0	5.5	0.0	2	0	11	0.0
15:00 - 15:15	1	0	5.5	0.0	2	0	11	0.0	2	0	11	0.0	2	0	11	0.0	3	0	16.5	0.0
15:15 - 15:30	3	0	16.5	0.0	3	0	16.5	0.0	2	0	11	0.0	2	0	11	0.0	3	0	16.5	0.0
15:30 - 15:45	1	0	5.5	0.0	2	0	11	0.0	2	0	11	0.0	1	0	5.5	0.0	1	0	5.5	0.0
15:45 - 16:00	3	0	16.5	0.0	5	0	27.5	0.0	1	0	5.5	0.0	1	0	5.5	0.0	2	0	11	0.0
16:00 - 16:15	3	0	16.5	0.0	2	0	11	0.0	1	0	5.5	0.0	1	1	20.5	50.0	5	0	27.5	0.0
16:15 - 16:30	1	0	5.5	0.0	2	0	11	0.0	3	0	16.5	0.0	1	0	5.5	0.0	2	0	11	0.0

Manual Classified Queue Counts, Liverpool

DATE: THURSDAY 9th FEBRUARY 2017

LOCATION: CHALONER STREET / SEFTON STREET / PARLIAMENT STREET

ARM: PARLIAMENT STREET

Max Queue in 15 minute	LANE 1				LANE 2				LANE 3			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	6	0	33	0.0	8	0	44	0.0	12	0	66	0.0
7:45 - 8:00	8	0	44	0.0	9	0	49.5	0.0	14	0	77	0.0
8:00 - 8:15	9	1	64.5	10.0	12	1	81	7.7	12	0	66	0.0
8:15 - 8:30	7	1	53.5	12.5	15	1	97.5	6.3	18	0	99	0.0
8:30 - 8:45	8	0	44	0.0	14	1	92	6.7	16	0	88	0.0
8:45 - 9:00	6	0	33	0.0	12	0	66	0.0	14	0	77	0.0
9:00 - 9:15	8	0	44	0.0	10	0	55	0.0	15	0	82.5	0.0
9:15 - 9:30	8	0	44	0.0	15	1	97.5	6.3	16	0	88	0.0

16:30 - 16:45	6	0	33	0.0	11	0	66	0.0	16	0	82.5	0.0
16:45 - 17:00	5	0	27.5	0.0	12	1	97.5	6.3	15	1	55	6.3
17:00 - 17:15	6	0	33	0.0	15	0	77	0.0	14	1	71.5	6.7
17:15 - 17:30	6	0	33	0.0	16	2	55	0.0	12	0	71.5	0.0
17:30 - 17:45	6	0	33	0.0	12	1	86.5	7.1	14	1	92	6.7
17:45 - 18:00	6	0	33	0.0	10	0	77	0.0	15	0	55	0.0
18:00 - 18:15	4	0	22	0.0	15	1	70	9.1	13	0	71.5	0.0
18:15 - 18:30	5	0	27.5	0.0	10	0	99	0.0	14	0	77	0.0

DATE: SATURDAY 11th FEBRUARY 2017

12:30 - 12:45	4	0	22	0.0	6	0	33	0.0	5	0	27.5	0.0
12:45 - 13:00	4	0	22	0.0	6	0	33	0.0	8	0	44	0.0
13:00 - 13:15	5	0	27.5	0.0	8	0	44	0.0	7	0	38.5	0.0
13:15 - 13:30	6	0	33	0.0	8	0	44	0.0	9	1	64.5	10.0
13:30 - 13:45	4	0	22	0.0	9	0	49.5	0.0	11	0	60.5	0.0
13:45 - 14:00	7	0	38.5	0.0	6	0	33	0.0	8	0	44	0.0
14:00 - 14:15	3	0	16.5	0.0	7	0	38.5	0.0	11	0	60.5	0.0
14:15 - 14:30	2	0	11	0.0	4	3	67	42.9	9	0	49.5	0.0
14:30 - 14:45	5	0	27.5	0.0	7	0	38.5	0.0	10	0	55	0.0
14:45 - 15:00	4	0	22	0.0	10	0	55	0.0	14	0	77	0.0
15:00 - 15:15	5	0	27.5	0.0	6	1	48	14.3	12	0	66	0.0
15:15 - 15:30	7	0	38.5	0.0	8	1	59	11.1	8	0	44	0.0
15:30 - 15:45	4	0	22	0.0	6	0	33	0.0	7	0	38.5	0.0
15:45 - 16:00	8	0	44	0.0	10	0	55	0.0	13	0	71.5	0.0
16:00 - 16:15	4	0	22	0.0	7	0	38.5	0.0	9	0	49.5	0.0
16:15 - 16:30	4	0	22	0.0	4	0	22	0.0	9	0	49.5	0.0

Manual Classified Queue Counts, Liverpool

DATE: THURSDAY 9th FEBRUARY 2017

LOCATION: CHALONER STREET / SEFTON STREET / PARLIAMENT STREET

ARM: SEFTON STREET

Max Queue in 15 minute	LANE 1				LANE 2				LANE 3				LANE 4			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	5	0	27.5	0.0	6	0	33	0.0	3	0	16.5	0.0	2	0	11	0.0
7:45 - 8:00	6	0	33	0.0	5	0	27.5	0.0	5	0	27.5	0.0	3	0	16.5	0.0
8:00 - 8:15	5	0	27.5	0.0	4	0	22	0.0	2	0	11	0.0	3	0	16.5	0.0
8:15 - 8:30	7	1	53.5	12.5	5	0	27.5	0.0	4	0	22	0.0	1	0	5.5	0.0
8:30 - 8:45	5	0	27.5	0.0	6	0	33	0.0	2	0	11	0.0	2	0	11	0.0
8:45 - 9:00	6	0	33	0.0	4	0	22	0.0	3	0	16.5	0.0	4	0	22	0.0
9:00 - 9:15	5	1	42.5	16.7	5	0	27.5	0.0	1	0	5.5	0.0	2	0	11	0.0
9:15 - 9:30	5	0	27.5	0.0	6	0	33	0.0	3	0	16.5	0.0	2	0	11	0.0

16:30 - 16:45	4	0	22	0.0	8	0	44	0.0	4	0	22	0.0	4	0	22	0.0
16:45 - 17:00	8	1	59	11.1	7	0	38.5	0.0	2	0	11	0.0	5	0	27.5	0.0
17:00 - 17:15	5	0	27.5	0.0	7	0	38.5	0.0	3	0	16.5	0.0	6	0	33	0.0
17:15 - 17:30	6	0	33	0.0	6	0	33	0.0	5	0	27.5	0.0	5	0	27.5	0.0
17:30 - 17:45	8	1	59	11.1	5	0	27.5	0.0	3	0	16.5	0.0	3	0	16.5	0.0
17:45 - 18:00	7	0	38.5	0.0	8	0	44	0.0	3	0	16.5	0.0	3	0	16.5	0.0
18:00 - 18:15	5	0	27.5	0.0	8	0	44	0.0	3	0	16.5	0.0	5	0	27.5	0.0
18:15 - 18:30	6	0	33	0.0	7	0	38.5	0.0	2	0	11	0.0	6	0	33	0.0

12:30 - 12:45	6	1	48	14.3	6	0	33	0.0	3	0	16.5	0.0	2	0	11	0.0
12:45 - 13:00	7	0	38.5	0.0	5	0	27.5	0.0	3	0	16.5	0.0	22	0	121	0.0
13:00 - 13:15	8	0	44	0.0	6	0	33	0.0	2	0	11	0.0	2	0	11	0.0
13:15 - 13:30	7	0	38.5	0.0	10	0	55	0.0	3	0	16.5	0.0	3	0	16.5	0.0
13:30 - 13:45	8	0	44	0.0	7	0	38.5	0.0	3	0	16.5	0.0	3	0	16.5	0.0
13:45 - 14:00	7	1	53.5	12.5	6	0	33	0.0	2	0	11	0.0	2	0	11	0.0
14:00 - 14:15	10	1	70	9.1	8	0	44	0.0	2	1	26	33.3	3	0	16.5	0.0
14:15 - 14:30	11	2	90.5	15.4	8	0	44	0.0	3	0	16.5	0.0	3	0	16.5	0.0
14:30 - 14:45	6	0	33	0.0	6	0	33	0.0	4	1	37	20.0	2	0	11	0.0
14:45 - 15:00	6	0	33	0.0	7	0	38.5	0.0	3	0	16.5	0.0	2	0	11	0.0
15:00 - 15:15	8	1	59	11.1	6	0	33	0.0	2	0	11	0.0	3	0	16.5	0.0
15:15 - 15:30	4	0	22	0.0	6	0	33	0.0	3	0	16.5	0.0	3	0	16.5	0.0
15:30 - 15:45	6	1	48	14.3	5	0	27.5	0.0	4	0	22	0.0	2	0	11	0.0
15:45 - 16:00	3	0	16.5	0.0	2	0	11	0.0	5	0	27.5	0.0	2	0	11	0.0
16:00 - 16:15	6	0	33	0.0	4	0	22	0.0	3	0	16.5	0.0	1	0	5.5	0.0
16:15 - 16:30	4	1	37	20.0	5	0	27.5	0.0	2	0	11	0.0	1	0	5.5	0.0

Manual Classified Queue Counts, Liverpool

DATE: THURSDAY 9th FEBRUARY 2017

LOCATION: CHALONER STREET / SEFTON STREET / PARLIAMENT STREET

ARM: CHALONER STREET

Max Queue in 15 minute	LANE 1				LANE 2				LANE 3				LANE 4			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	20	2	151	8.3	22	0	126.5	0.0	18	0	156.5	8.0	8	0	33	0.0
7:45 - 8:00	22	2	182.5	10.7	20	1	132	0.0	16	1	127.5	16.7	6	0	44	0.0
8:00 - 8:15	25	0	169	3.4	25	0	137.5	0.0	14	1	97.5	6.3	9	0	33	0.0
8:15 - 8:30	26	1	167.5	7.4	21	0	101.5	13.3	26	0	152.5	3.8	7	0	27.5	0.0
8:30 - 8:45	24	0	147	4.0	20	0	107	12.5	24	0	151	8.3	5	0	33	0.0
8:45 - 9:00	25	1	126.5	0.0	22	0	126.5	0.0	22	1	158	3.7	6	0	44	0.0
9:00 - 9:15	22	1	99	0.0	25	1	132	0.0	22	1	147	4.0	6	0	27.5	0.0
9:15 - 9:30	20	0	110	0.0	20	0	110	0.0	22	1	136	4.3	6	0	33	0.0

16:30 - 16:45	18	1	125	4.8	20	0	115.5	0.0	11	0	77	0.0	5	0	27.5	0.0
16:45 - 17:00	12	0	71.5	0.0	15	1	125	4.8	15	1	152.5	3.8	6	0	33	0.0
17:00 - 17:15	15	1	112.5	11.8	16	0	103	5.9	25	0	132	0.0	4	0	38.5	0.0
17:15 - 17:30	20	1	169	3.4	12	0	132	0.0	24	1	143	0.0	5	0	38.5	0.0
17:30 - 17:45	26	0	110	0.0	20	1	140	9.1	21	1	108.5	5.6	6	0	44	0.0
17:45 - 18:00	25	1	147	4.0	21	0	141.5	4.2	20	0	82.5	0.0	7	0	27.5	0.0
18:00 - 18:15	20	1	125	4.8	20	0	110	0.0	15	0	82.5	0.0	5	0	27.5	0.0
18:15 - 18:30	14	1	92	6.7	18	1	114	5.3	10	1	70	9.1	6	0	33	0.0

12:30 - 12:45	4	0	22	0.0	5	0	27.5	0.0	3	0	16.5	0.0	2	0	11	0.0
12:45 - 13:00	7	0	38.5	0.0	6	0	33	0.0	3	0	16.5	0.0	2	0	11	0.0
13:00 - 13:15	7	0	38.5	0.0	7	0	38.5	0.0	3	0	16.5	0.0	2	0	11	0.0
13:15 - 13:30	10	0	55	0.0	11	0	60.5	0.0	4	0	22	0.0	3	0	16.5	0.0
13:30 - 13:45	9	0	49.5	0.0	4	0	22	0.0	4	0	22	0.0	3	0	16.5	0.0
13:45 - 14:00	7	1	53.5	12.5	7	0	38.5	0.0	7	0	38.5	0.0	3	0	16.5	0.0
14:00 - 14:15	10	0	55	0.0	8	0	44	0.0	9	0	49.5	0.0	3	0	16.5	0.0
14:15 - 14:30	10	0	55	0.0	9	0	49.5	0.0	7	0	38.5	0.0	3	0	16.5	0.0
14:30 - 14:45	6	0	33	0.0	8	0	44	0.0	5	0	27.5	0.0	3	0	16.5	0.0
14:45 - 15:00	5	0	27.5	0.0	6	0	33	0.0	5	0	27.5	0.0	4	0	22	0.0
15:00 - 15:15	5	0	27.5	0.0	5	0	27.5	0.0	5	0	27.5	0.0	4	0	22	0.0
15:15 - 15:30	6	0	33	0.0	5	0	27.5	0.0	10	0	55	0.0	2	0	11	0.0
15:30 - 15:45	4	0	22	0.0	5	0	27.5	0.0	2	1	26	33.3	2	0	11	0.0
15:45 - 16:00	6	0	33	0.0	6	0	33	0.0	6	0	33	0.0	2	0	11	0.0
16:00 - 16:15	5	0	27.5	0.0	4	0	22	0.0	2	0	11	0.0	2	0	11	0.0
16:15 - 16:30	5	0	27.5	0.0	3	0	16.5	0.0	4	0	22	0.0	2	0	11	0.0

Appendix I: TRICS Report – Office Land Use



Calculation Reference: AUDIT-761101-170803-0834

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 VEHICLES

Selected regions and areas:

08 NORTH WEST
 MS MERSEYSIDE 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 610 to 9000 (units: sqm)
 Range Selected by User: 500 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 30/11/16

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

Selected survey days:

Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1

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

Selected Location Sub Categories:

Commercial Zone 1

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

Secondary Filtering selection:

Use Class:

B1 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	MS-02-A-01 CASTLE STREET	OFFICES	MERSEYSIDE
	LIVERPOOL Town Centre Commercial Zone		
	Total Gross floor area:	9000 sqm	
	Survey date: TUESDAY	19/06/07	Survey Type: MANUAL

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	9000	0.067	1	9000	0.011	1	9000	0.078
07:30 - 08:00	1	9000	0.067	1	9000	0.000	1	9000	0.067
08:00 - 08:30	1	9000	0.189	1	9000	0.100	1	9000	0.289
08:30 - 09:00	1	9000	0.344	1	9000	0.000	1	9000	0.344
09:00 - 09:30	1	9000	0.133	1	9000	0.033	1	9000	0.166
09:30 - 10:00	1	9000	0.144	1	9000	0.044	1	9000	0.188
10:00 - 10:30	1	9000	0.078	1	9000	0.056	1	9000	0.134
10:30 - 11:00	1	9000	0.089	1	9000	0.056	1	9000	0.145
11:00 - 11:30	1	9000	0.044	1	9000	0.067	1	9000	0.111
11:30 - 12:00	1	9000	0.033	1	9000	0.044	1	9000	0.077
12:00 - 12:30	1	9000	0.044	1	9000	0.033	1	9000	0.077
12:30 - 13:00	1	9000	0.033	1	9000	0.033	1	9000	0.066
13:00 - 13:30	1	9000	0.022	1	9000	0.044	1	9000	0.066
13:30 - 14:00	1	9000	0.056	1	9000	0.033	1	9000	0.089
14:00 - 14:30	1	9000	0.000	1	9000	0.000	1	9000	0.000
14:30 - 15:00	1	9000	0.000	1	9000	0.000	1	9000	0.000
15:00 - 15:30	1	9000	0.056	1	9000	0.022	1	9000	0.078
15:30 - 16:00	1	9000	0.011	1	9000	0.056	1	9000	0.067
16:00 - 16:30	1	9000	0.033	1	9000	0.078	1	9000	0.111
16:30 - 17:00	1	9000	0.022	1	9000	0.100	1	9000	0.122
17:00 - 17:30	1	9000	0.022	1	9000	0.322	1	9000	0.344
17:30 - 18:00	1	9000	0.000	1	9000	0.244	1	9000	0.244
18:00 - 18:30	1	9000	0.000	1	9000	0.067	1	9000	0.067
18:30 - 19:00	1	9000	0.000	1	9000	0.000	1	9000	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.487			1.443			2.930

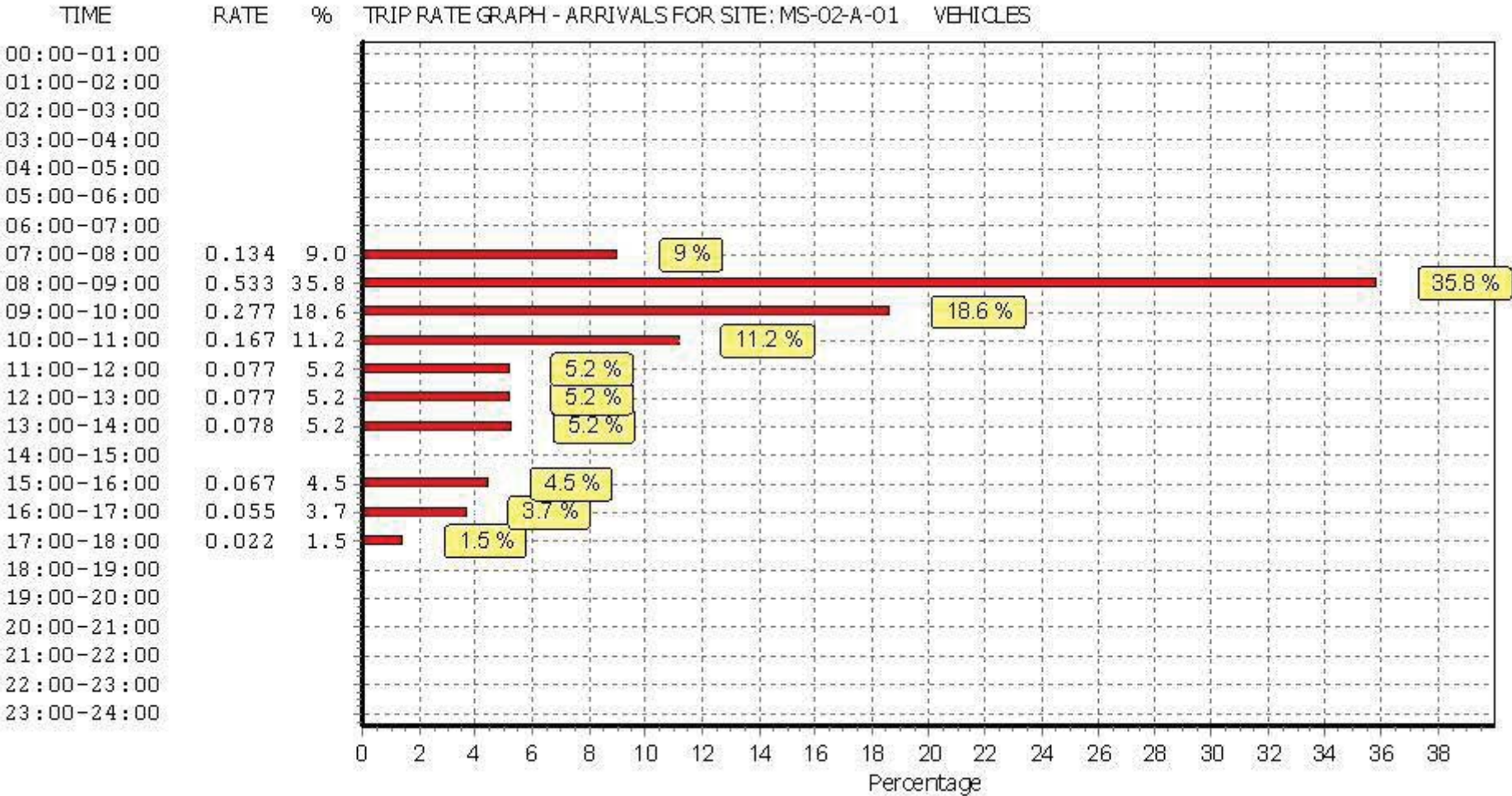
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

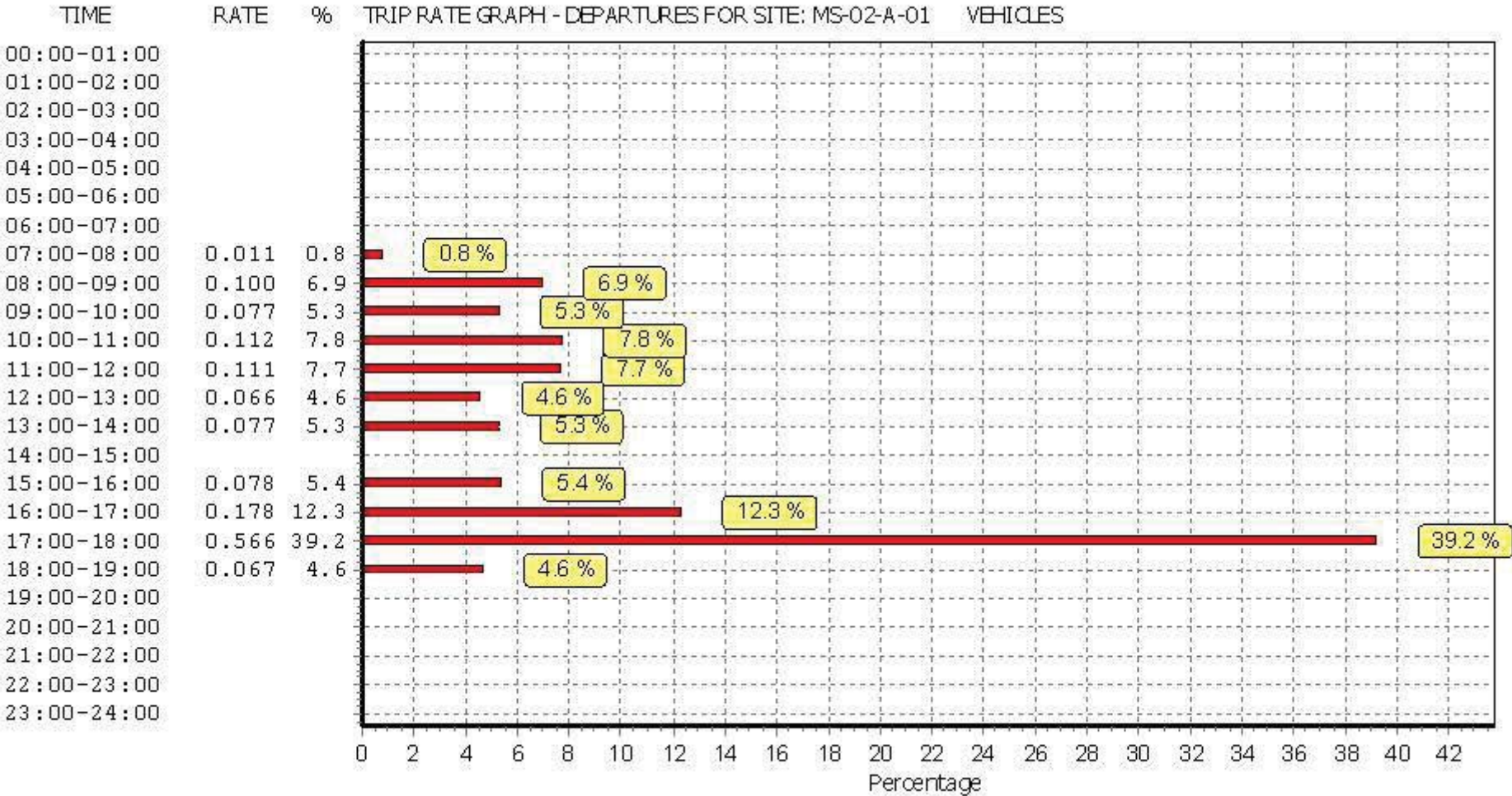
Parameter summary

Trip rate parameter range selected:	610 - 9000 (units: sqm)
Survey date date range:	01/01/00 - 30/11/16
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	29
Surveys manually removed from selection:	0

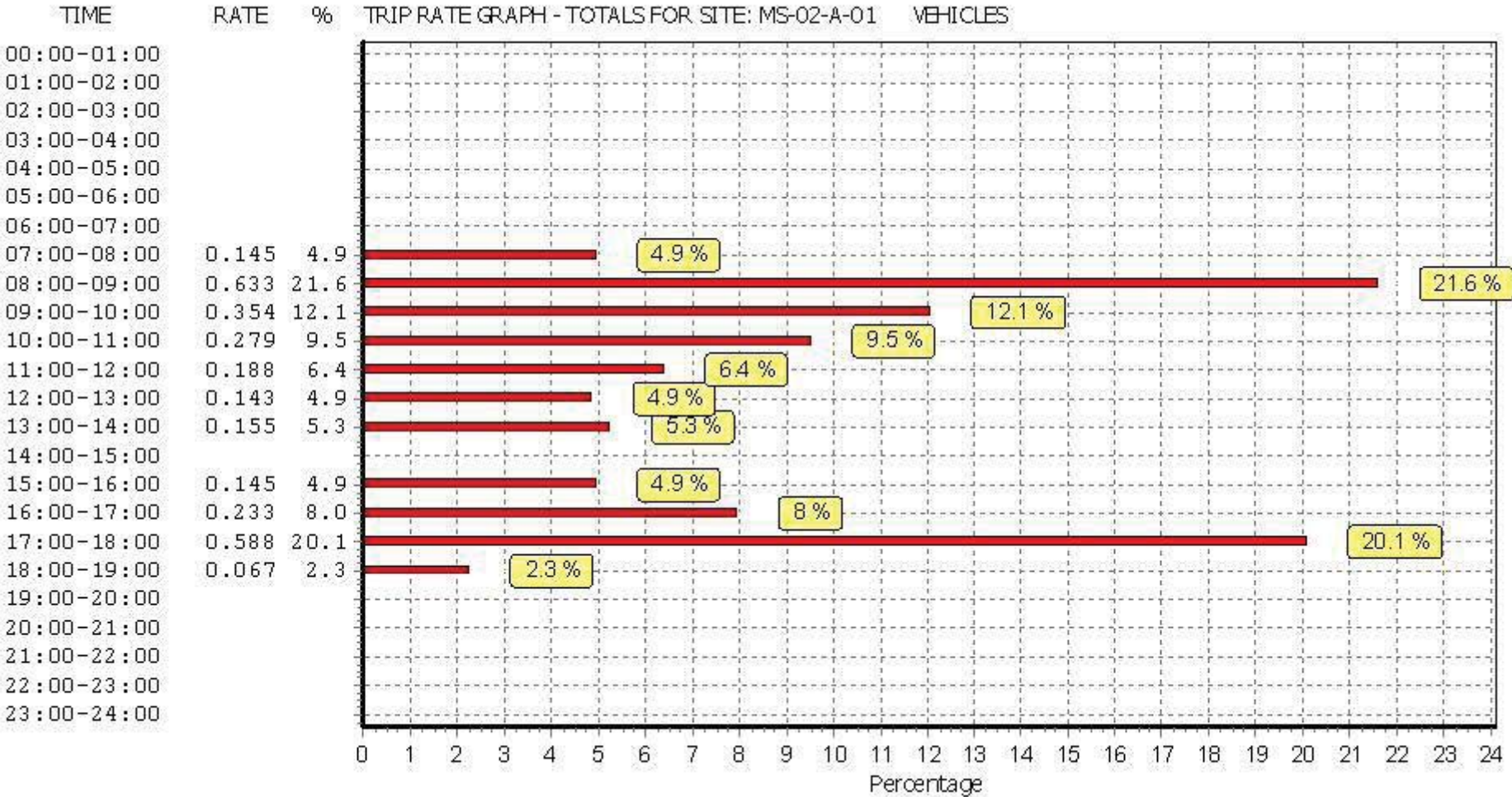
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

Appendix J: TRICS Report – Residential Land Use



Calculation Reference: AUDIT-761101-170803-0803

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

08 NORTH WEST
MS MERSEYSIDE 1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 114 to 154 (units:)
Range Selected by User: 100 to 600 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 01/08/17

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

Selected survey days:

Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Development Zone 1

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

Secondary Filtering selection:

Use Class:

C3 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	MS-03-C-01	BLOCKS OF FLATS	MERSEYSIDE
	WAPPING ROAD		
	WAPPING DOCK		
	LIVERPOOL		
	Edge of Town Centre		
	Development Zone		
	Total Number of dwellings:	114	
	Survey date: THURSDAY	16/10/03	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	114	0.026	1	114	0.114	1	114	0.140
08:00 - 09:00	1	114	0.096	1	114	0.263	1	114	0.359
09:00 - 10:00	1	114	0.079	1	114	0.158	1	114	0.237
10:00 - 11:00	1	114	0.079	1	114	0.149	1	114	0.228
11:00 - 12:00	1	114	0.035	1	114	0.088	1	114	0.123
12:00 - 13:00	1	114	0.096	1	114	0.088	1	114	0.184
13:00 - 14:00	1	114	0.044	1	114	0.061	1	114	0.105
14:00 - 15:00	1	114	0.061	1	114	0.079	1	114	0.140
15:00 - 16:00	1	114	0.132	1	114	0.088	1	114	0.220
16:00 - 17:00	1	114	0.184	1	114	0.088	1	114	0.272
17:00 - 18:00	1	114	0.202	1	114	0.088	1	114	0.290
18:00 - 19:00	1	114	0.167	1	114	0.096	1	114	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.201			1.360			2.561

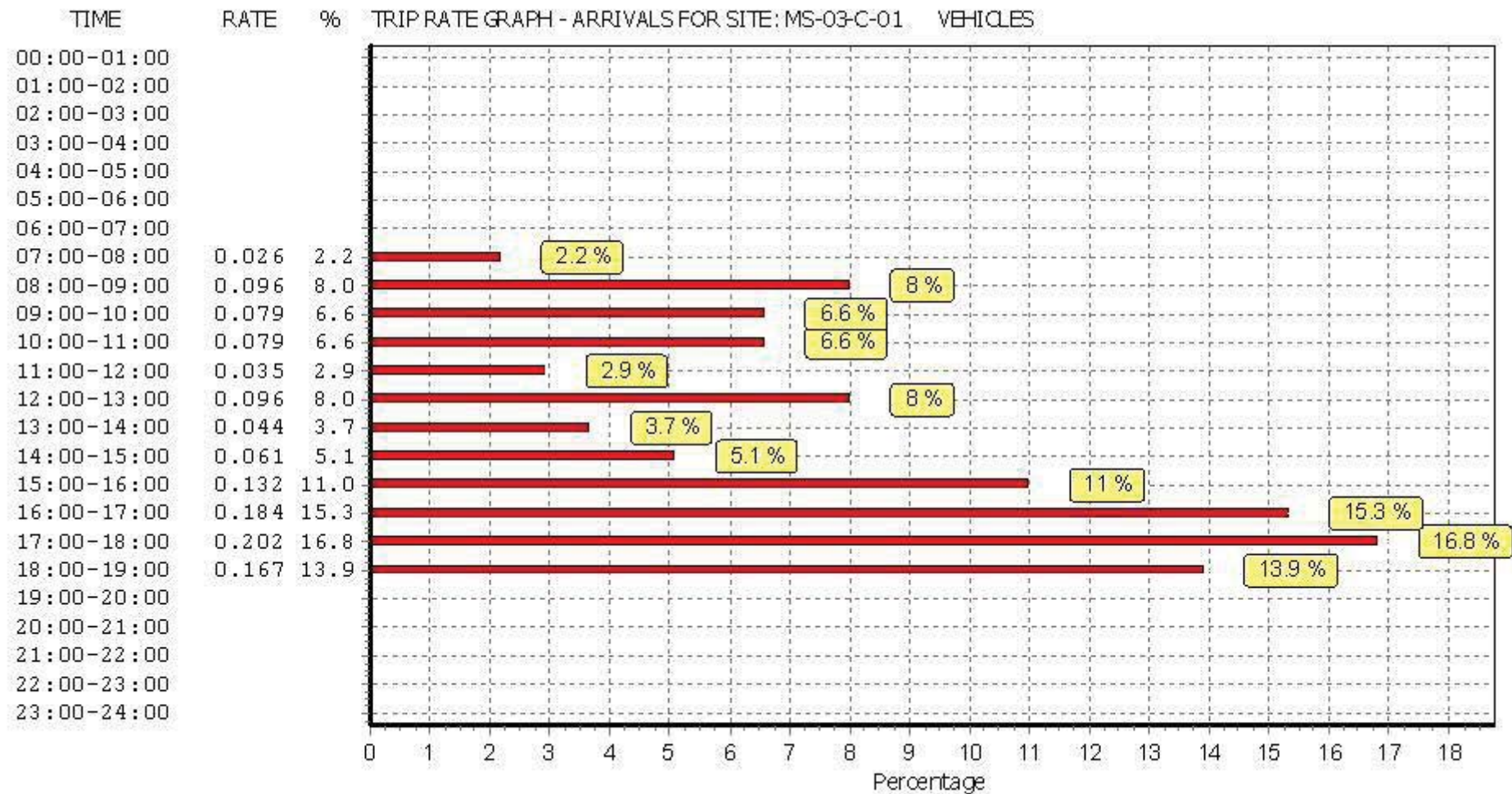
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

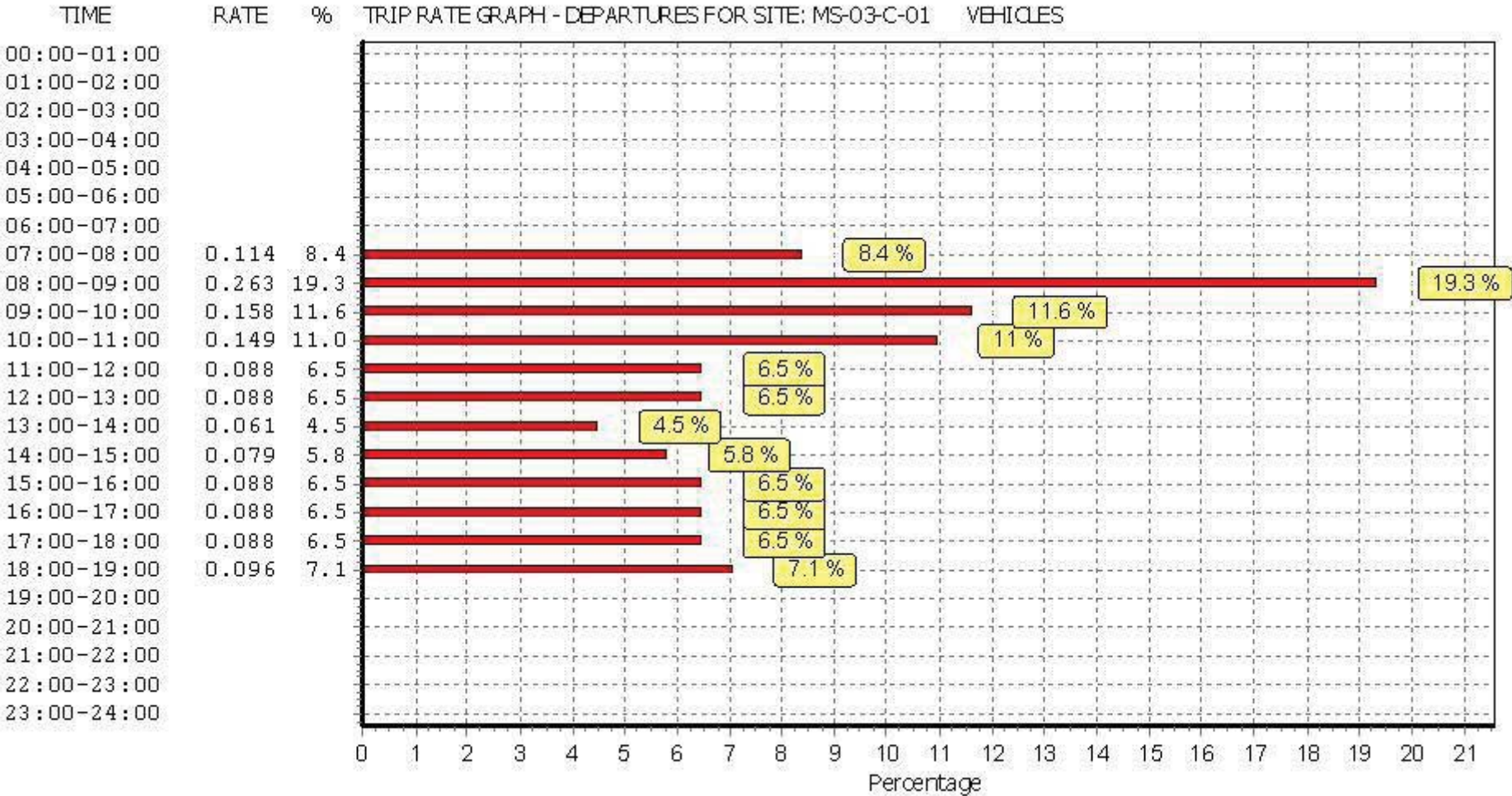
Parameter summary

Trip rate parameter range selected: 114 - 154 (units:)
 Survey date range: 01/01/00 - 01/08/17
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

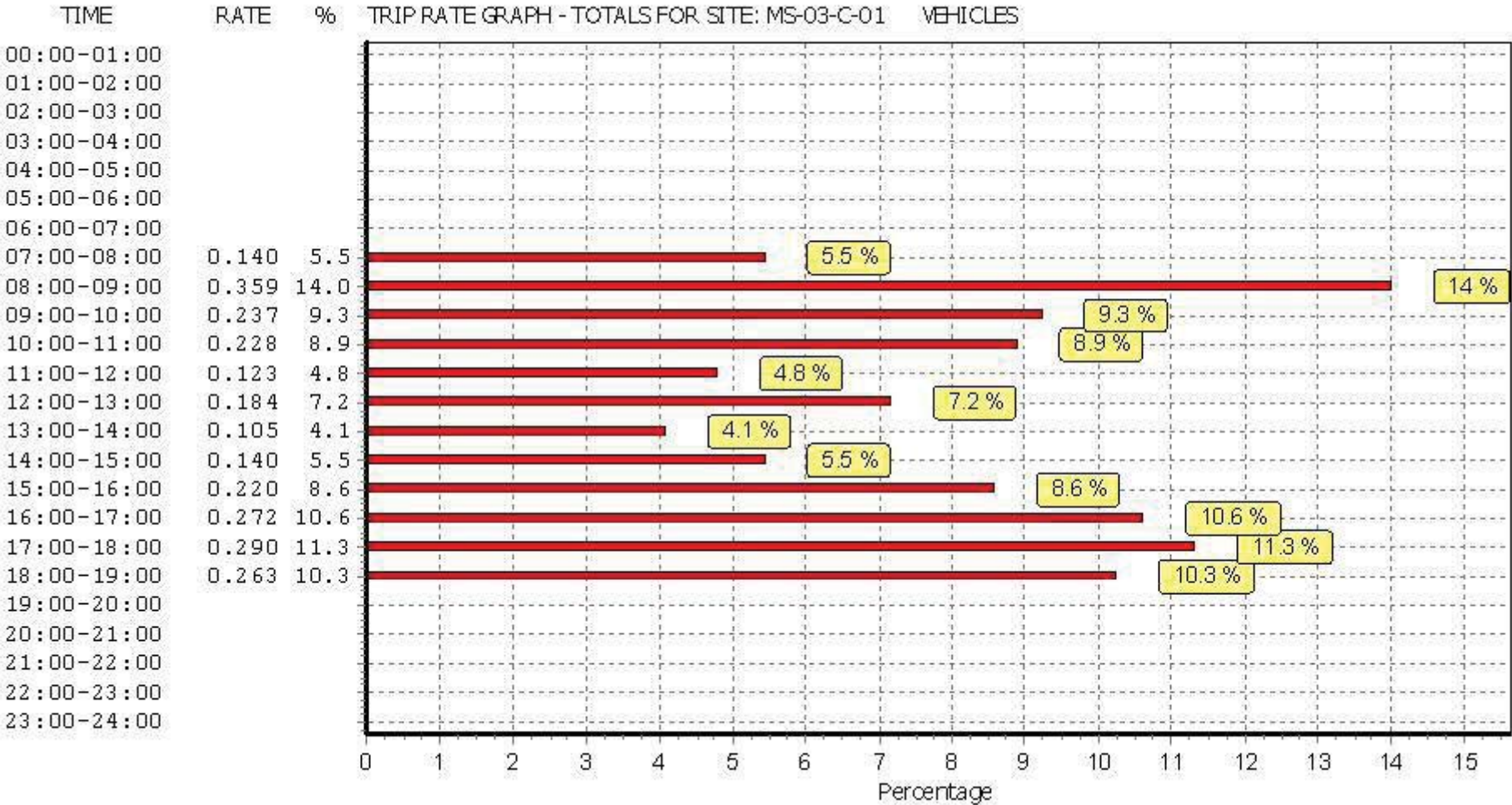
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

Appendix K: Traffic Diagrams



TRIP RATES

23/03/2018

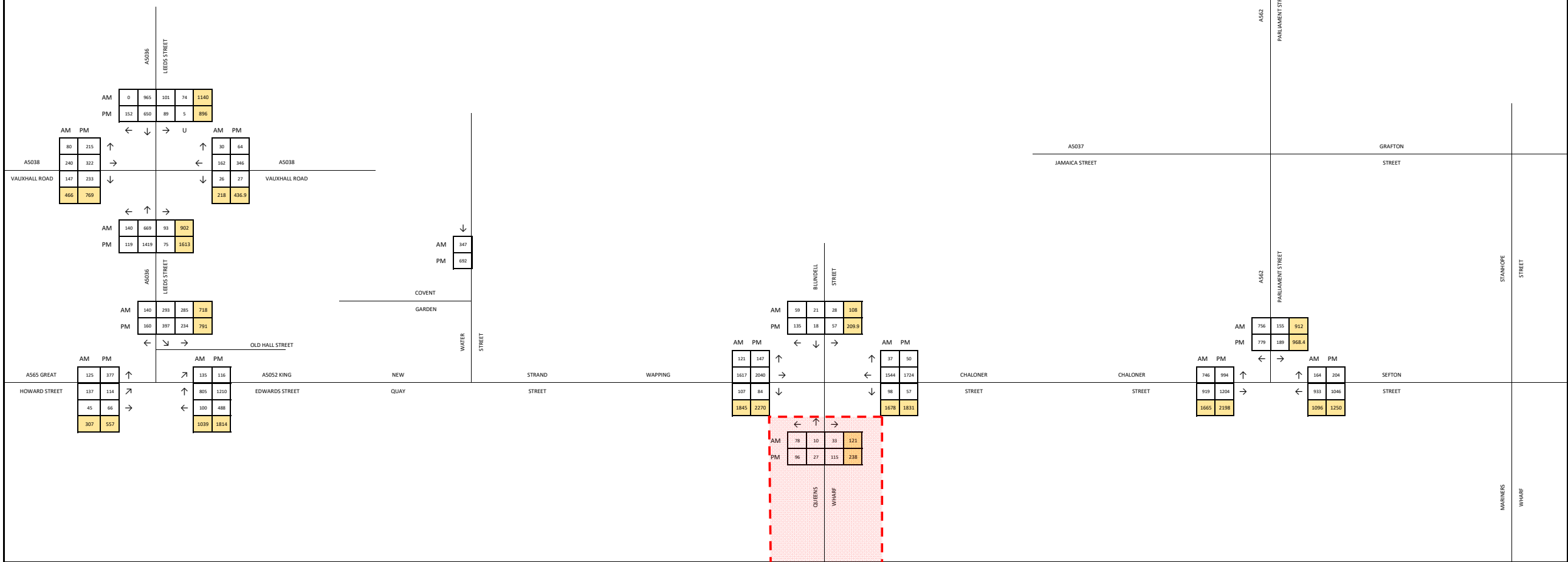
		Weekday							
Land use	Size / no.	Period	AM			Period	PM		
			Arr	Dep't	Total		Arr	Dep't	Total
Building 2 - Small Office	1,000		0.533	0.100	0.633		0.022	0.566	0.588
Building 4 - Commercial (office)	1,000		0.533	0.100	0.633		0.022	0.566	0.588
Building 4 - Residential	120		0.096	0.263	0.359		0.202	0.088	0.290

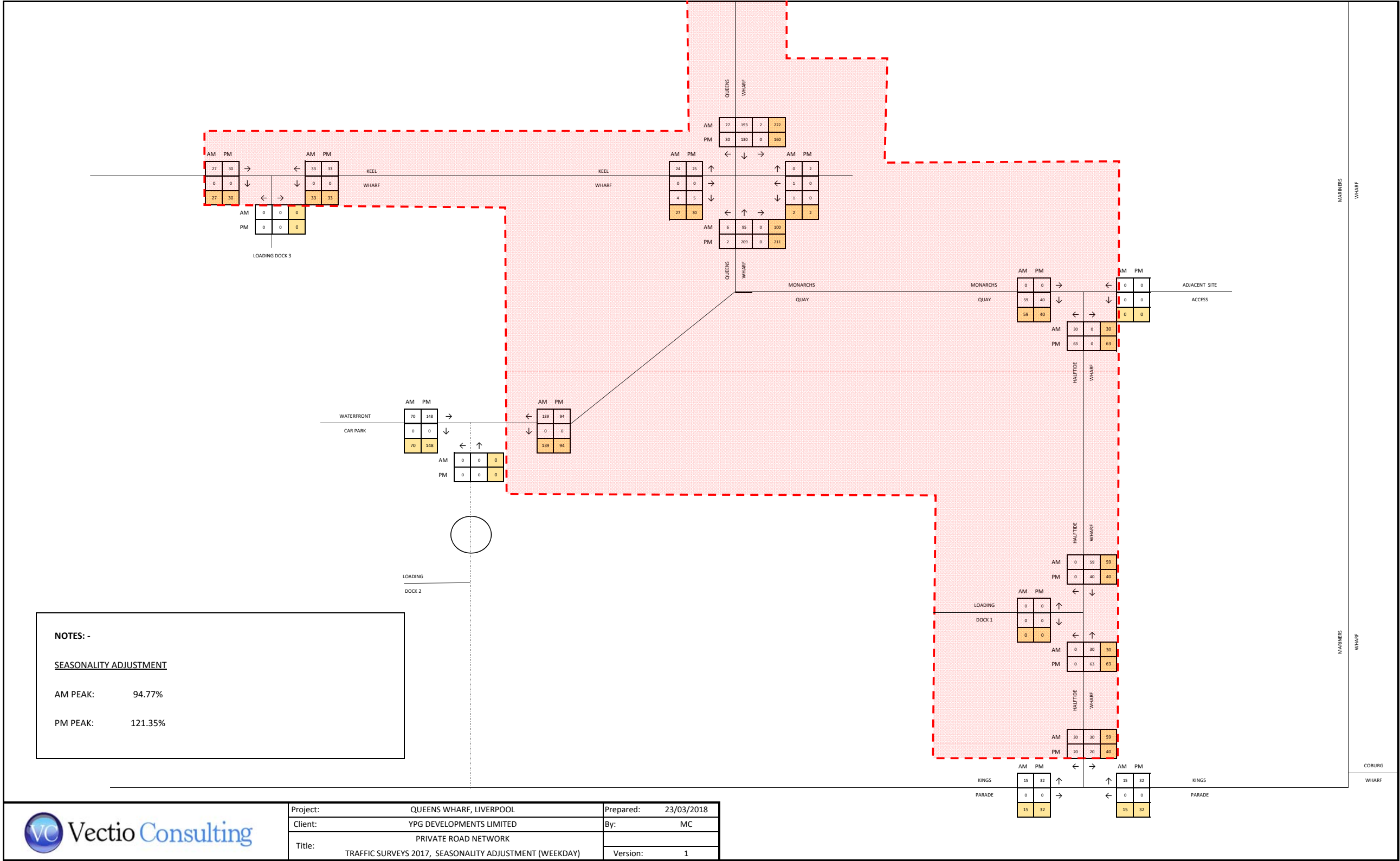
TRIP GENERATIONS (NO OFF-SETS)

		Weekday							
Land use	Size / no.	Period	AM			Period	PM		
			Arr	Dep't	Total		Arr	Dep't	Total
Building 2 - Small Office	1,000	08:00 to 09:00	5	1	6	17:00 to 18:00	0	6	6
Building 4 - Commercial (office)	1,000		5	1	6		0	6	6
Building 4 - Residential	120		12	32	43		24	11	35
TOTAL			22	34	56		25	22	47

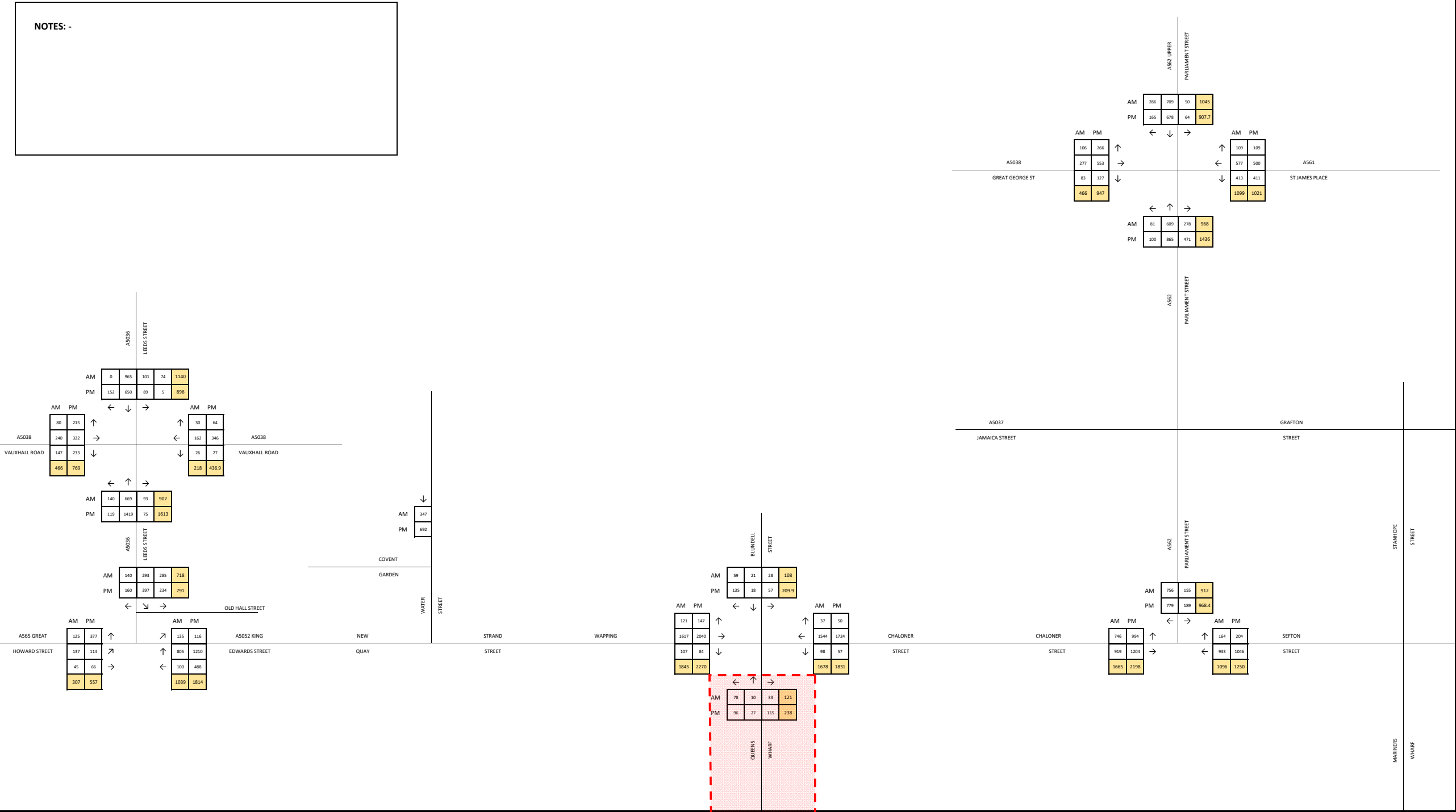
SEASONALITY ADJUSTMENT

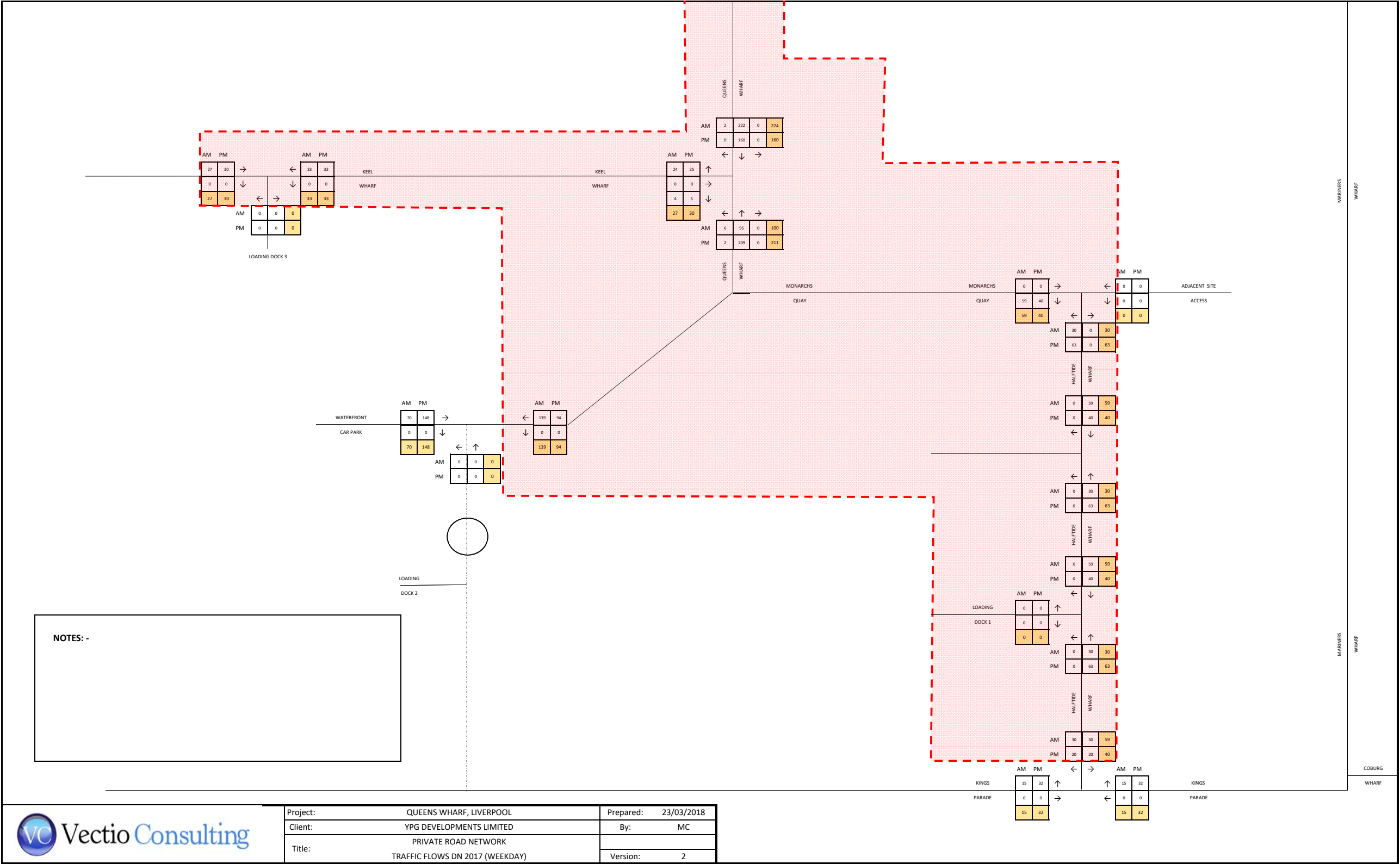
PM PEAK: 121.35%





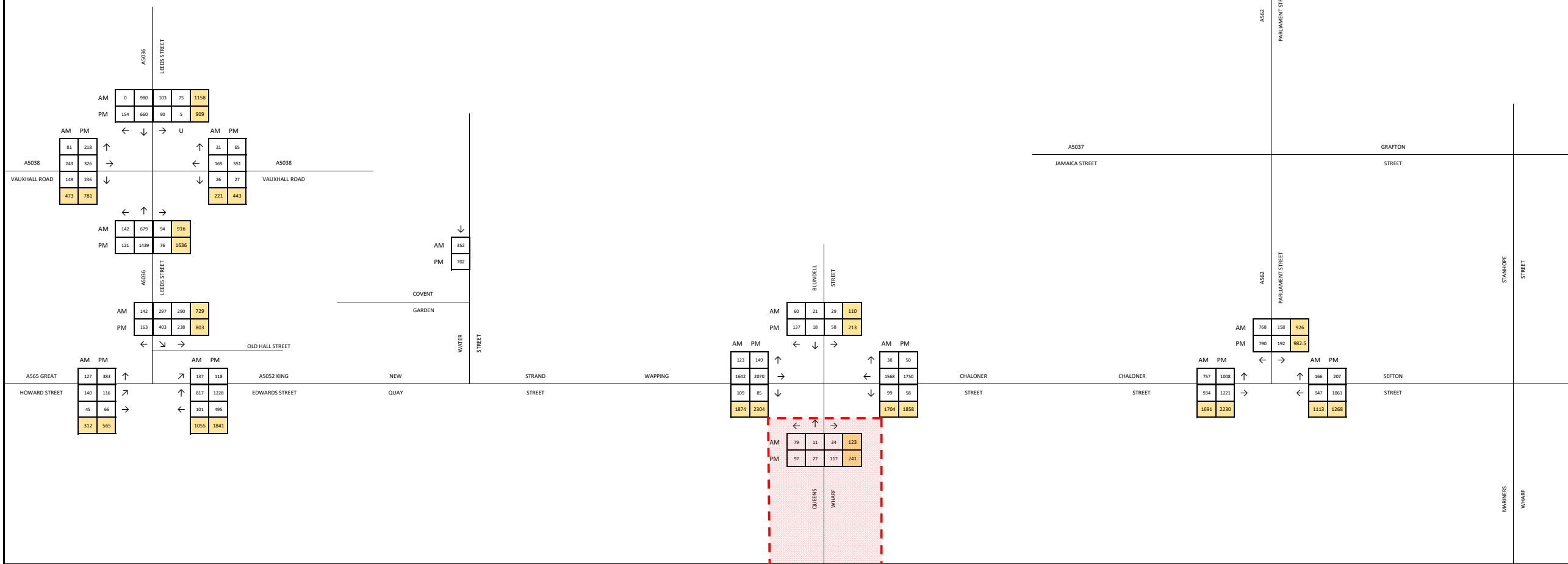
NOTES: -

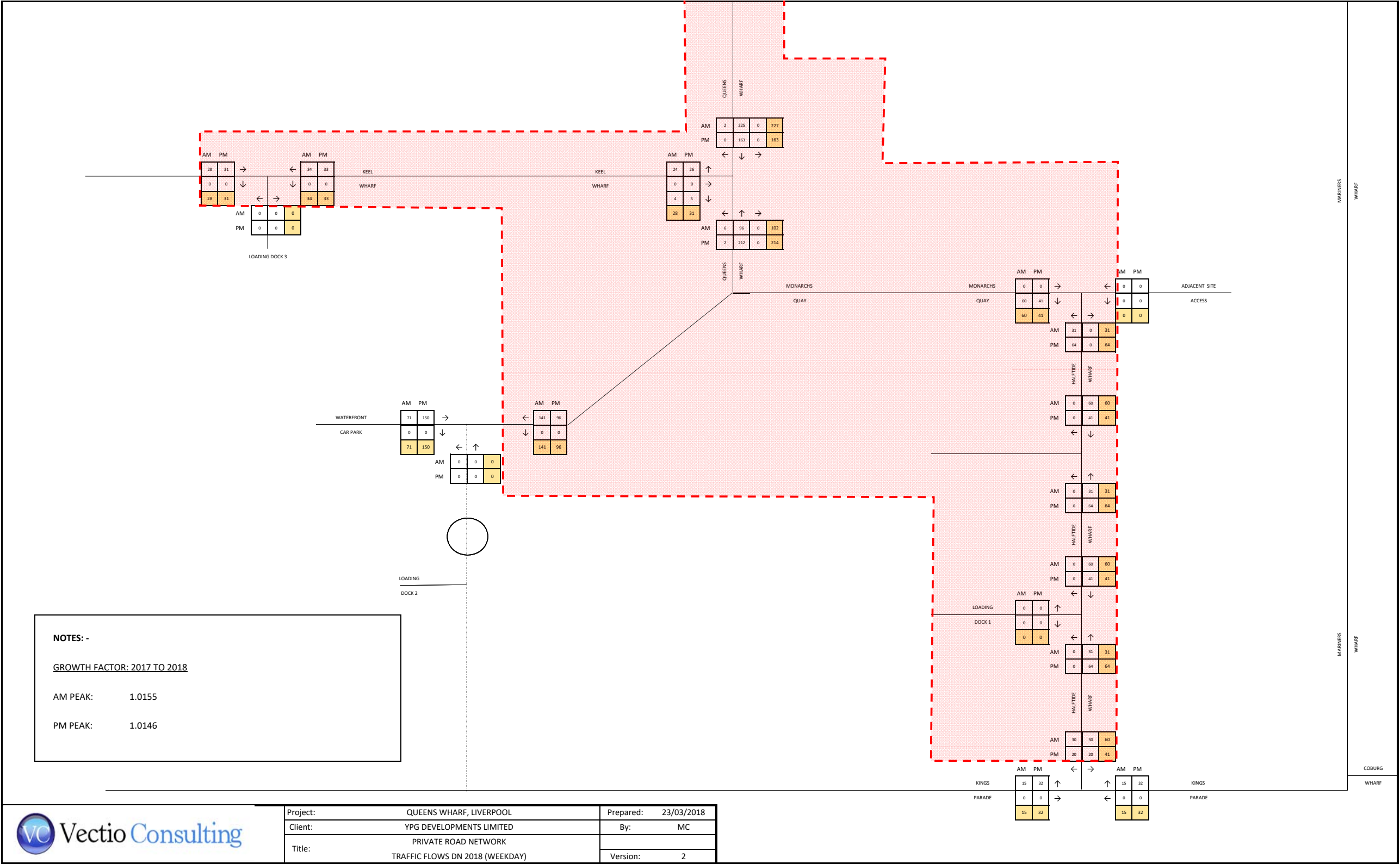




GROWTH FACTOR: 2017 TO 2018

PM PEAK: 1.0146

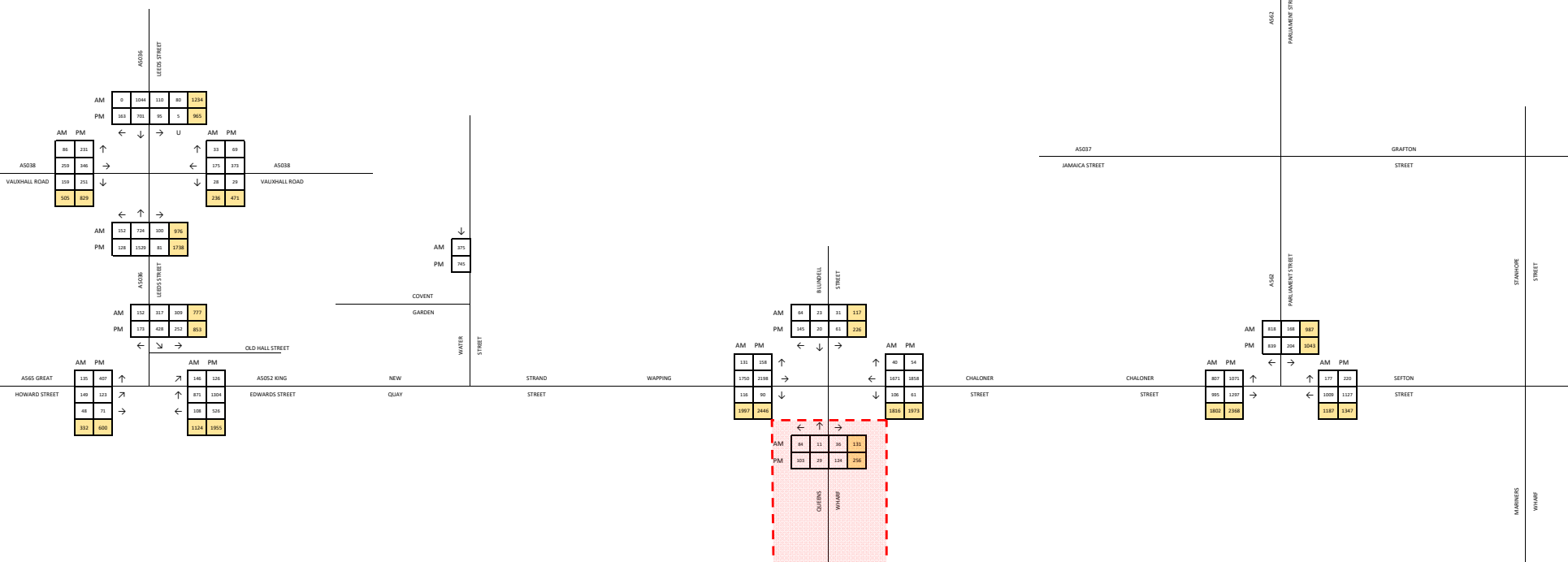


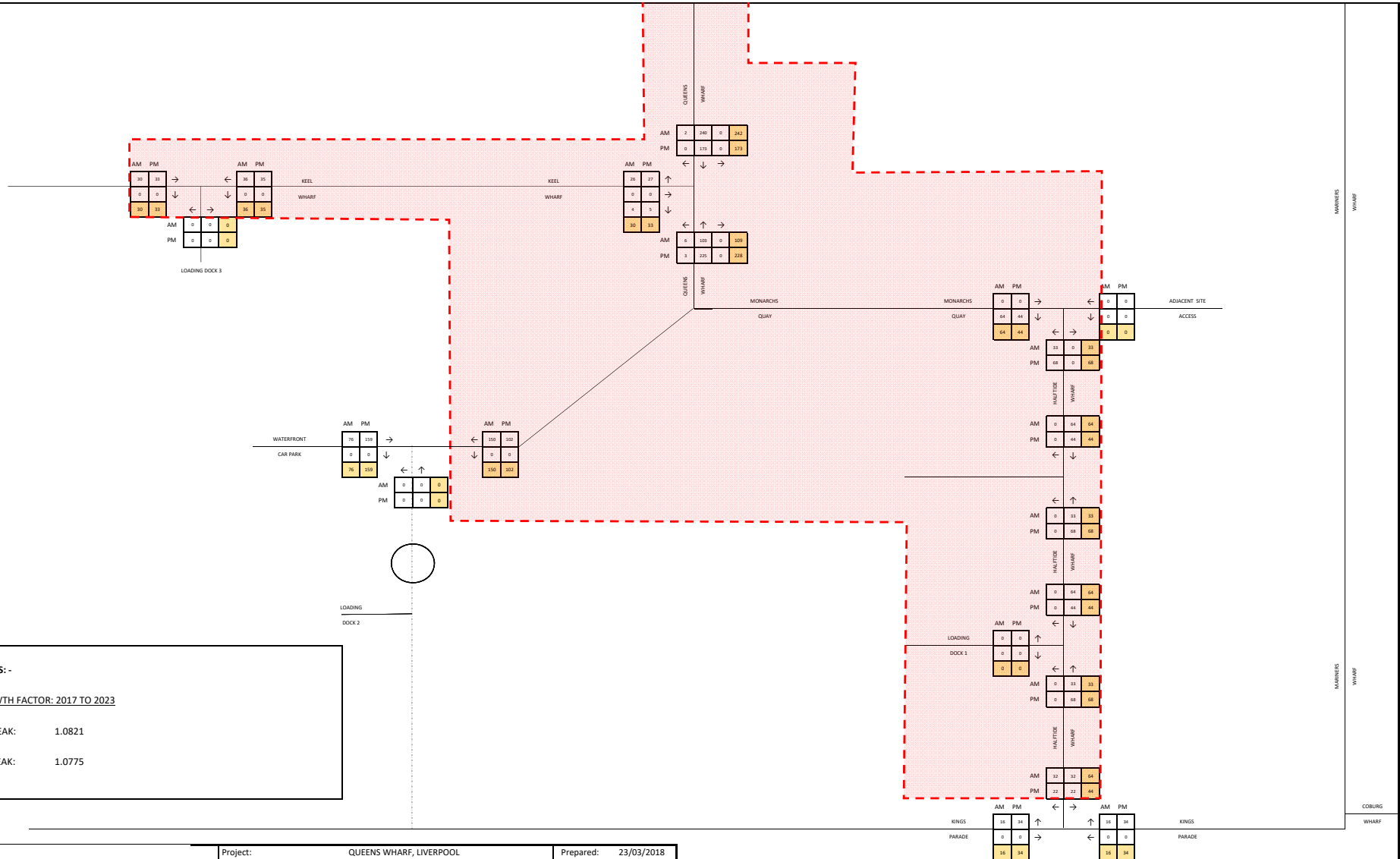


GROWTH FACTOR: 2017 TO 2023

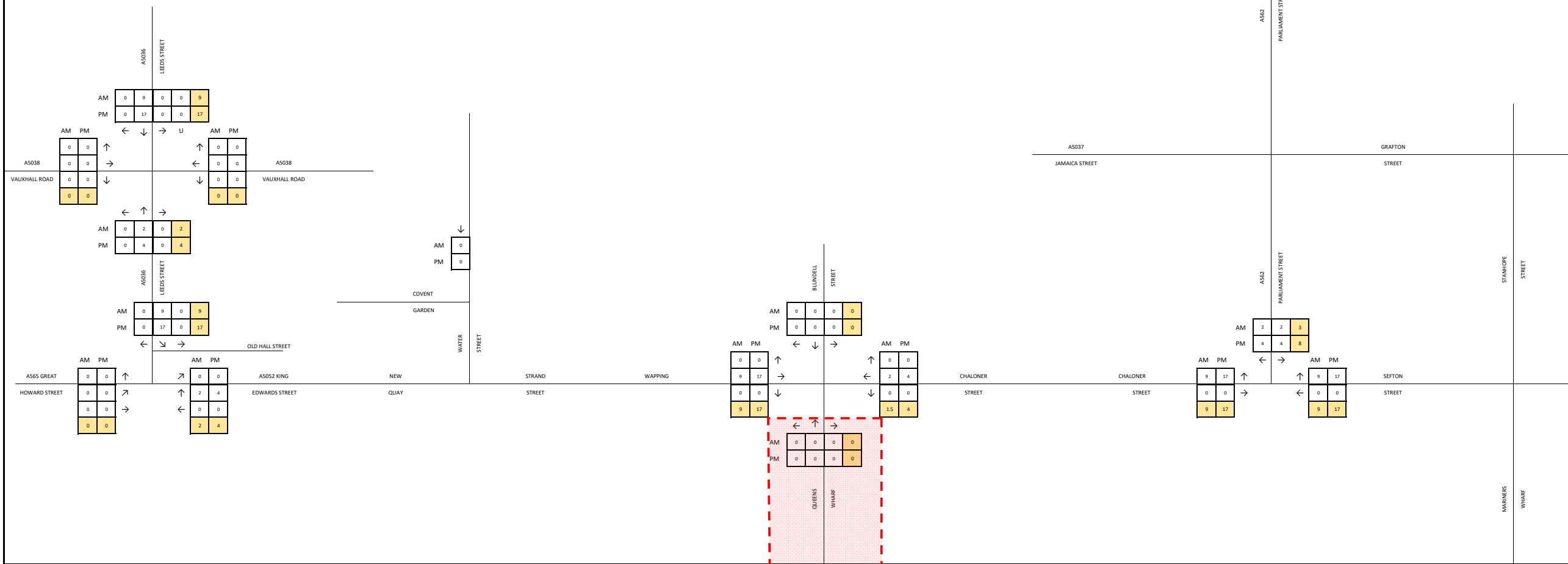
AM PEAK: 1.0821

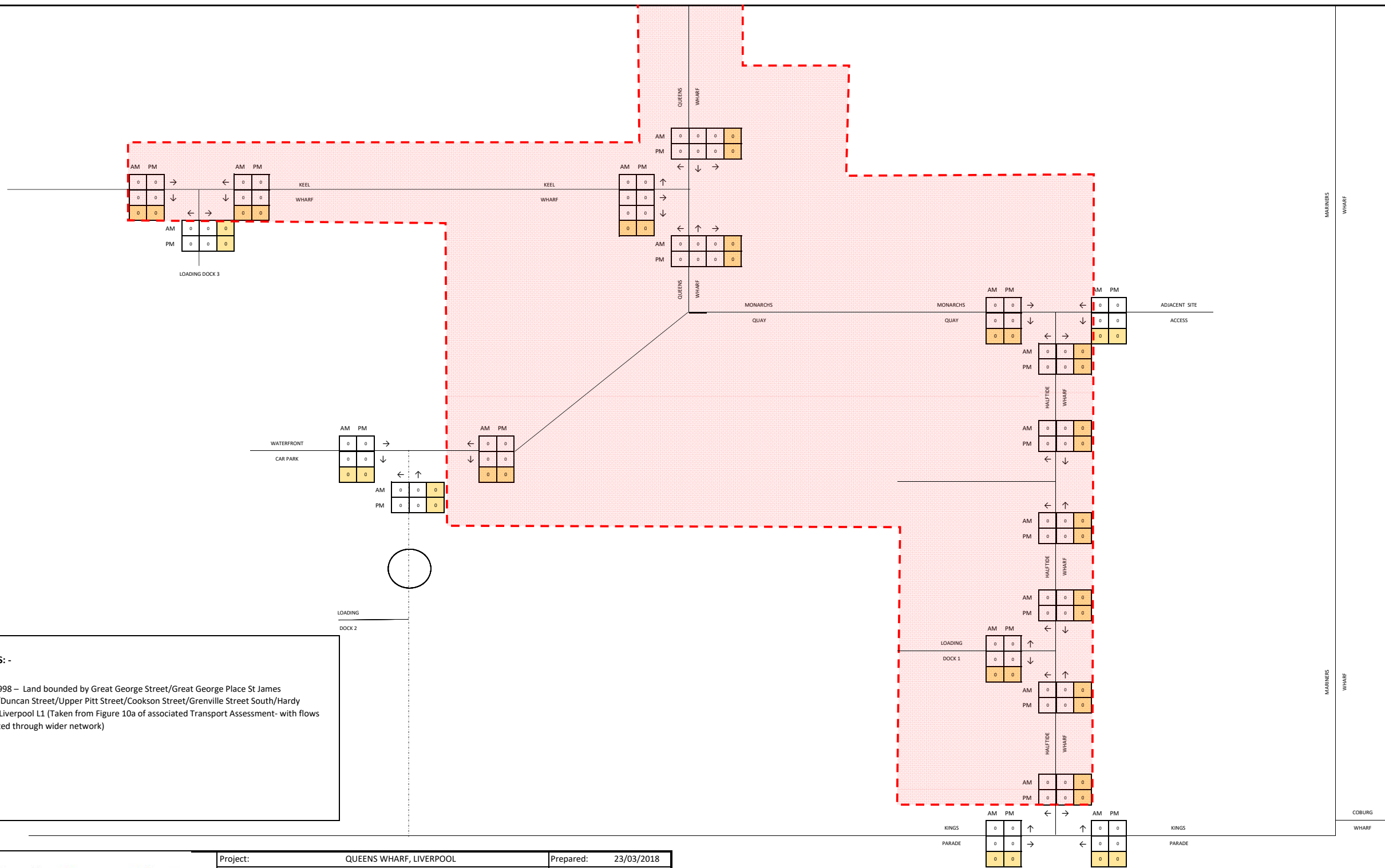
PM PEAK: 1.0775





150/1998 – Land bounded by Great George Street/Great George Place St James Street/Duncan Street/Upper Pitt Street/Cookson Street/Grenville Street South/Hardy Street Liverpool L1 (Taken from Figure 10a of associated Transport Assessment- with flows projected through wider network)



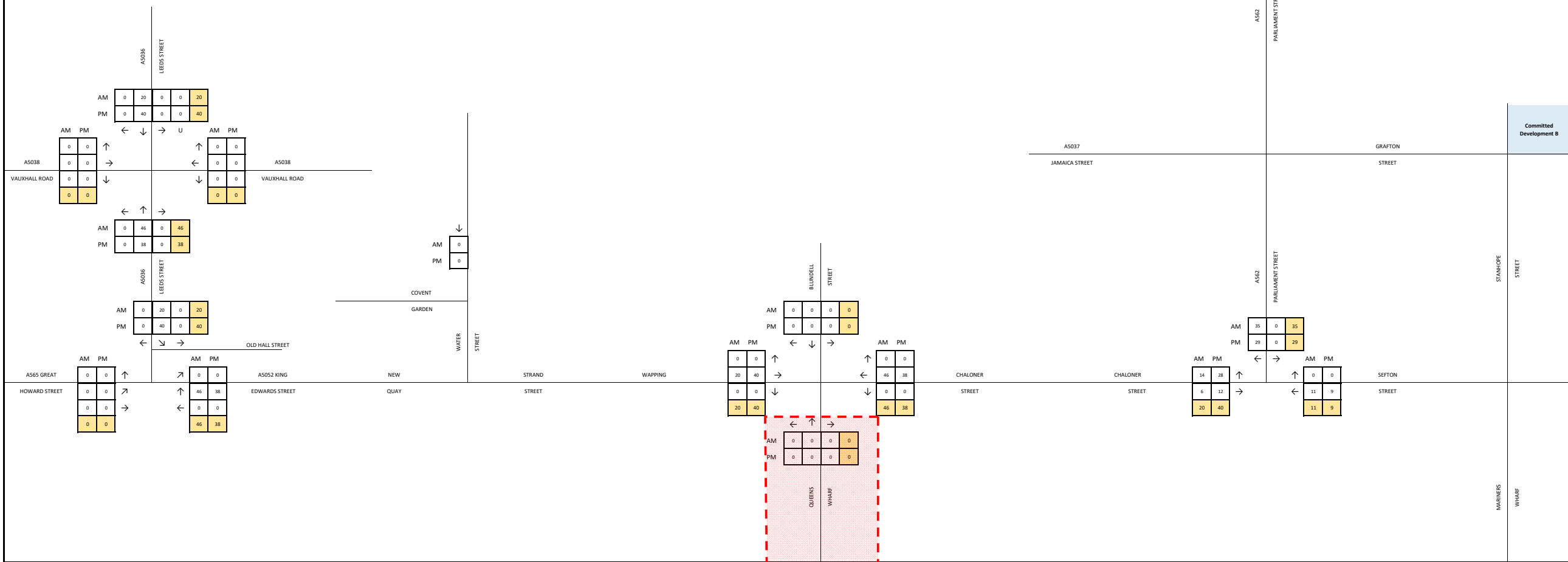


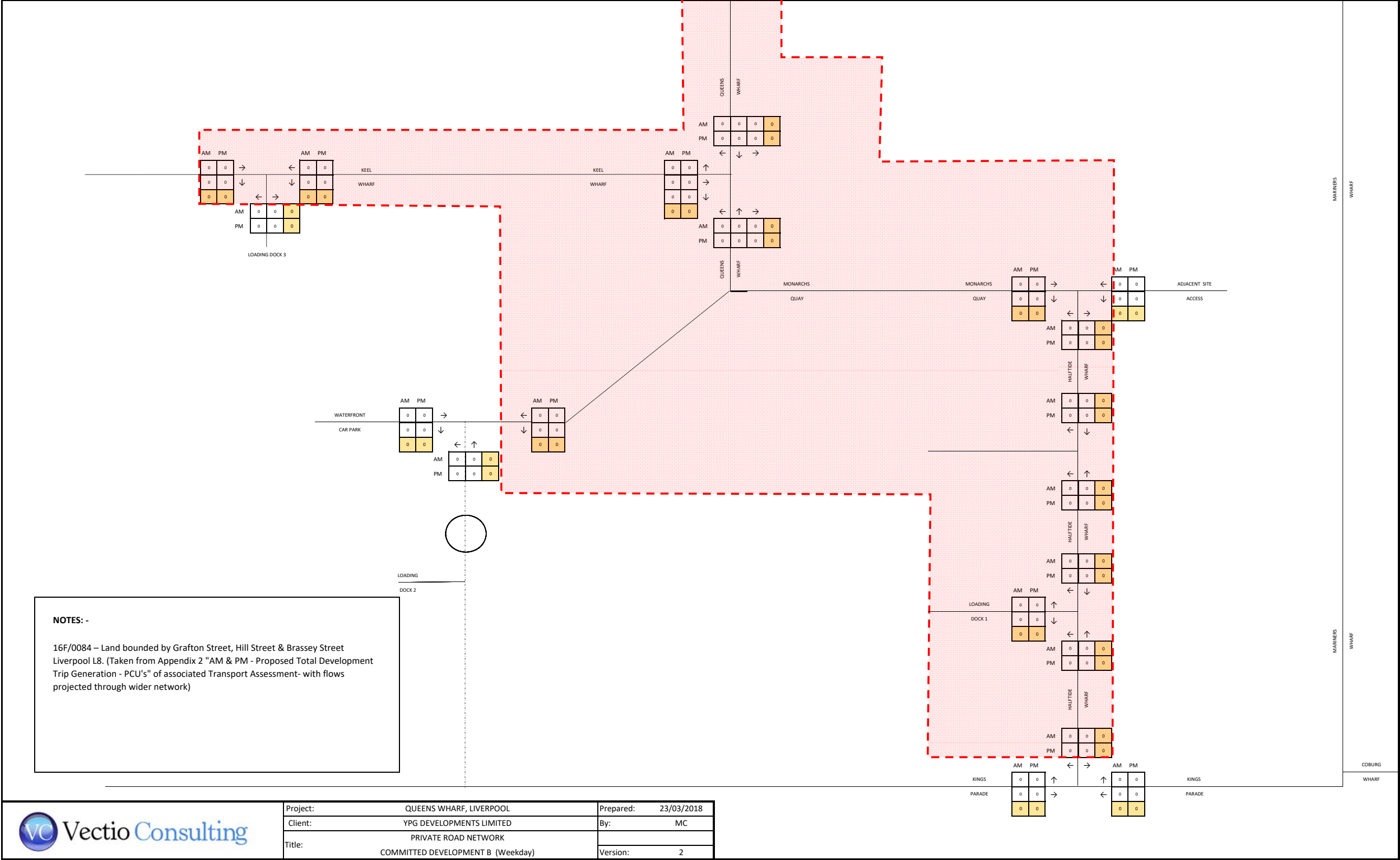
NOTES: -

150/1998 – Land bounded by Great George Street/Great George Place St James Street/Duncan Street/Upper Pitt Street/Cookson Street/Grenville Street South/Hardy Street Liverpool L1 (Taken from Figure 10a of associated Transport Assessment- with flows projected through wider network)

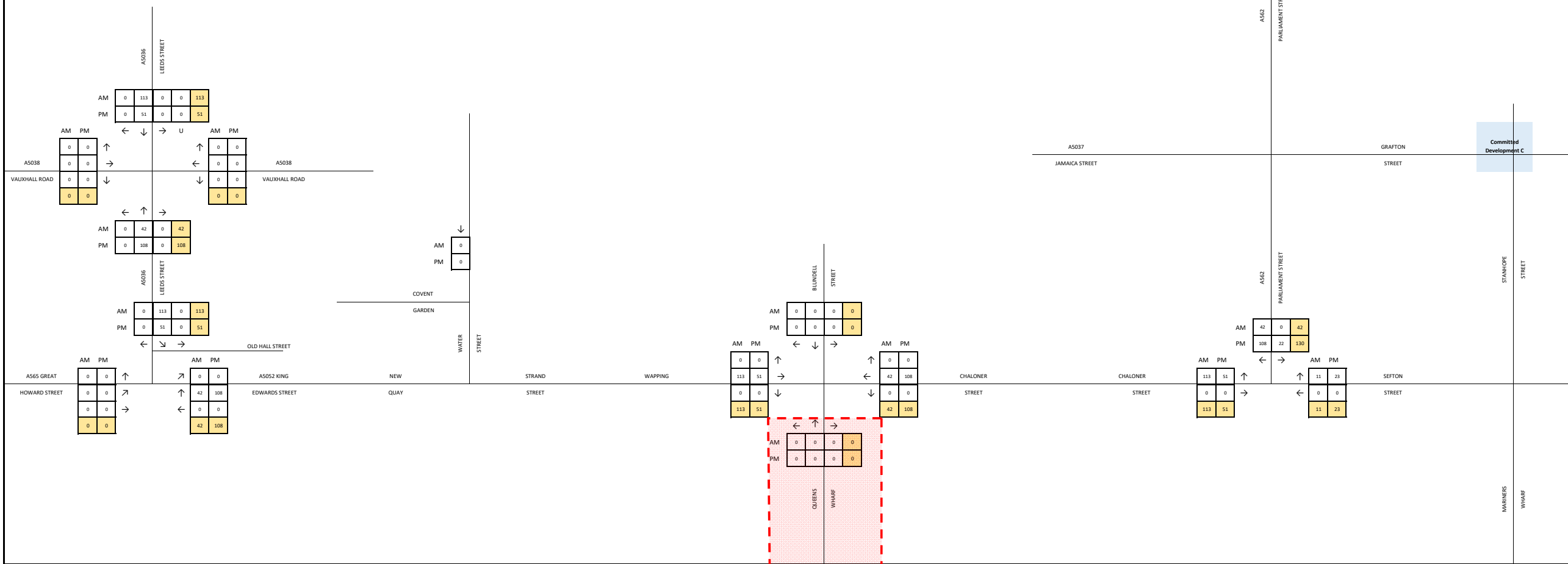
Project:	QUEENS WHARF, LIVERPOOL	Prepared:	23/03/2018
Client:	YPG DEVELOPMENTS LIMITED	By:	MC
Title:	PRIVATE ROAD NETWORK		
	COMMITTED DEVELOPMENT A (Weekday)	Version:	2

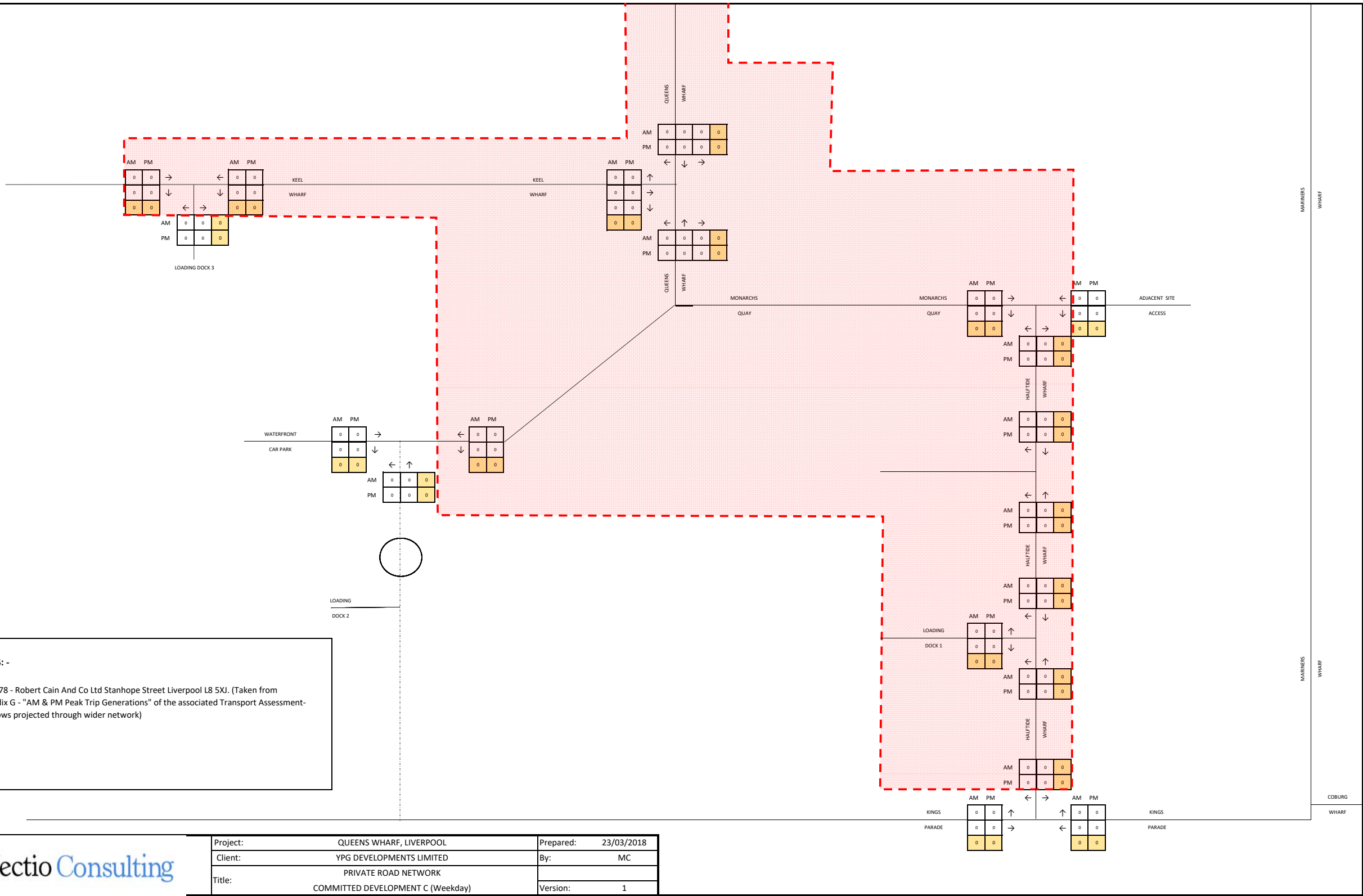
16F/0084 – Land bounded by Grafton Street, Hill Street & Brassey Street
Liverpool L8. (Taken from Appendix 2 "AM & PM - Proposed Total Development
Trip Generation - PCU's" of associated Transport Assessment- with flows
projected through wider network)



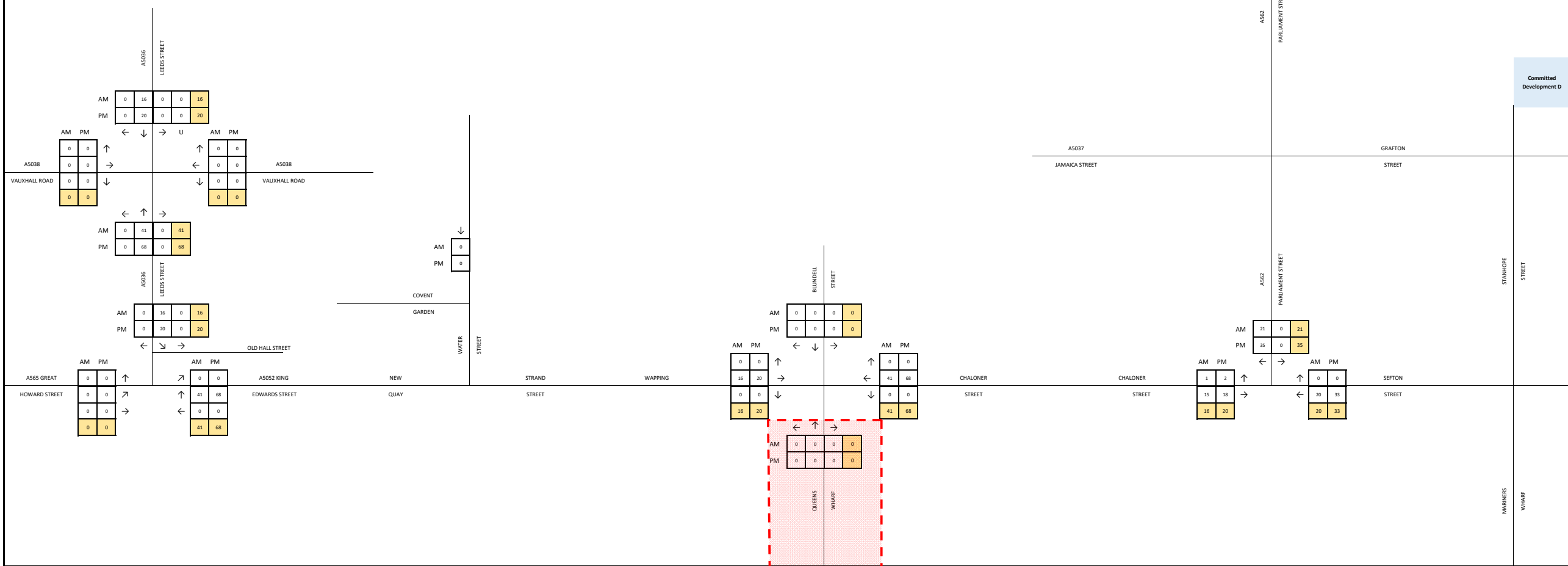


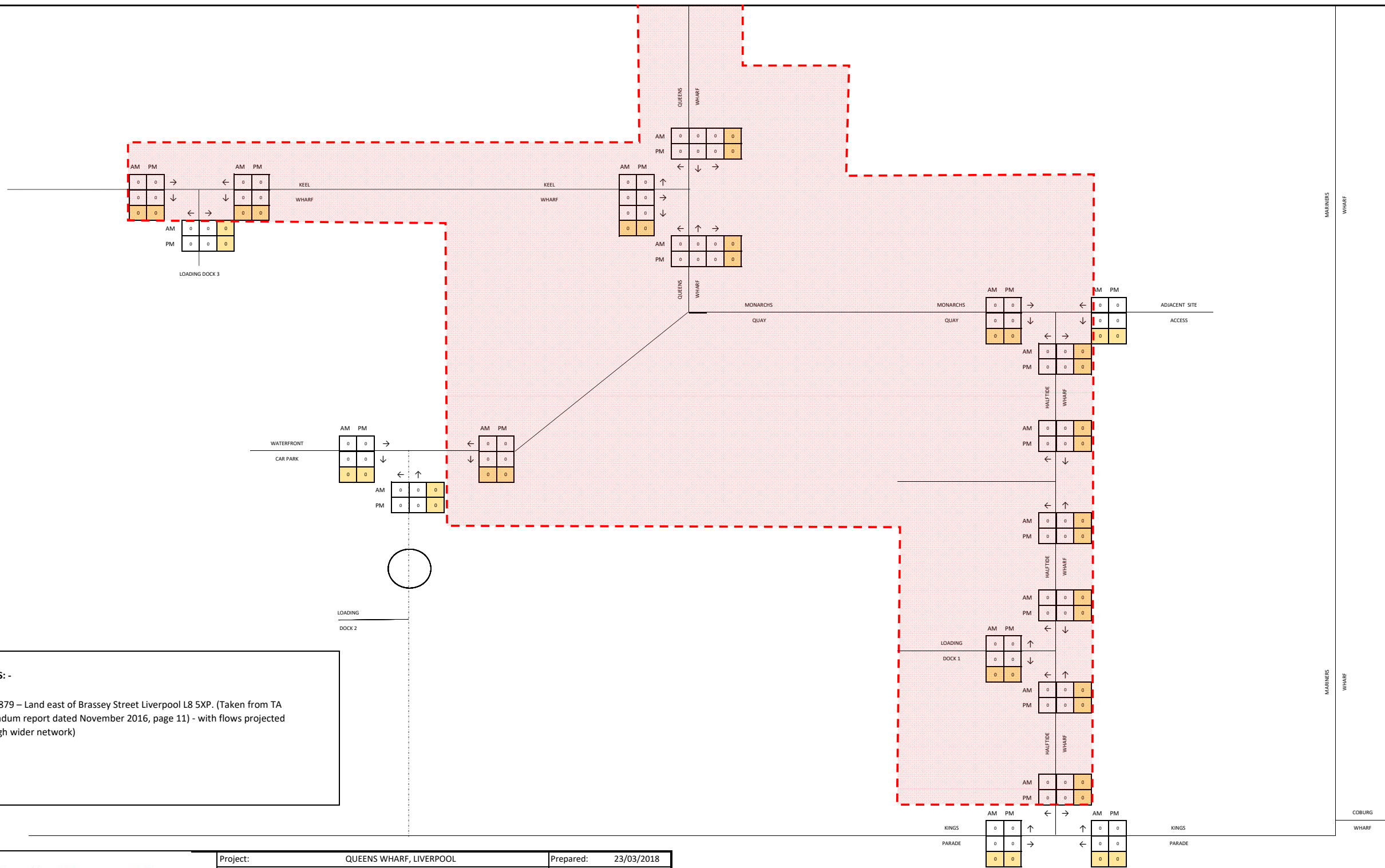
13F/2178 - Robert Cain And Co Ltd Stanhope Street Liverpool L8 5XJ. (Taken from Appendix G - "AM & PM Peak Trip Generations" of the associated Transport Assessment- with flows projected through wider network)





16F/2879 – Land east of Brassey Street Liverpool L8 5XP. (Taken from TA Addendum report dated November 2016, page 11) - with flows projected through wider network)

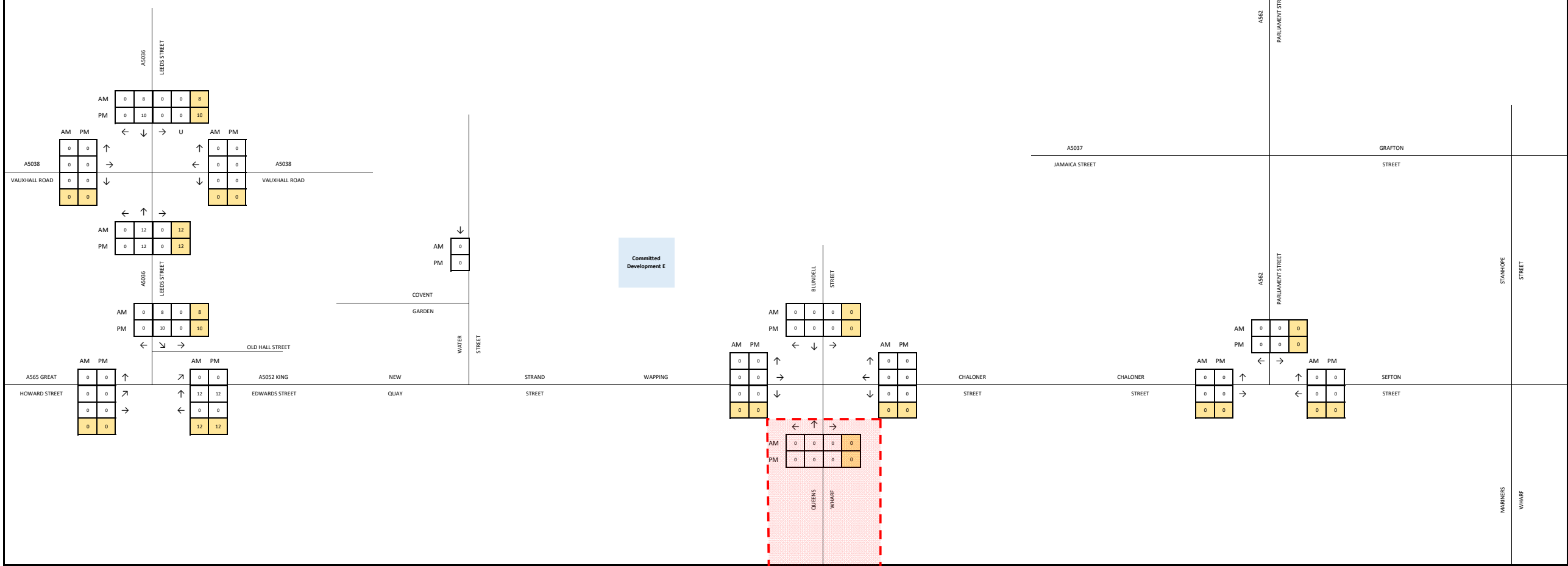


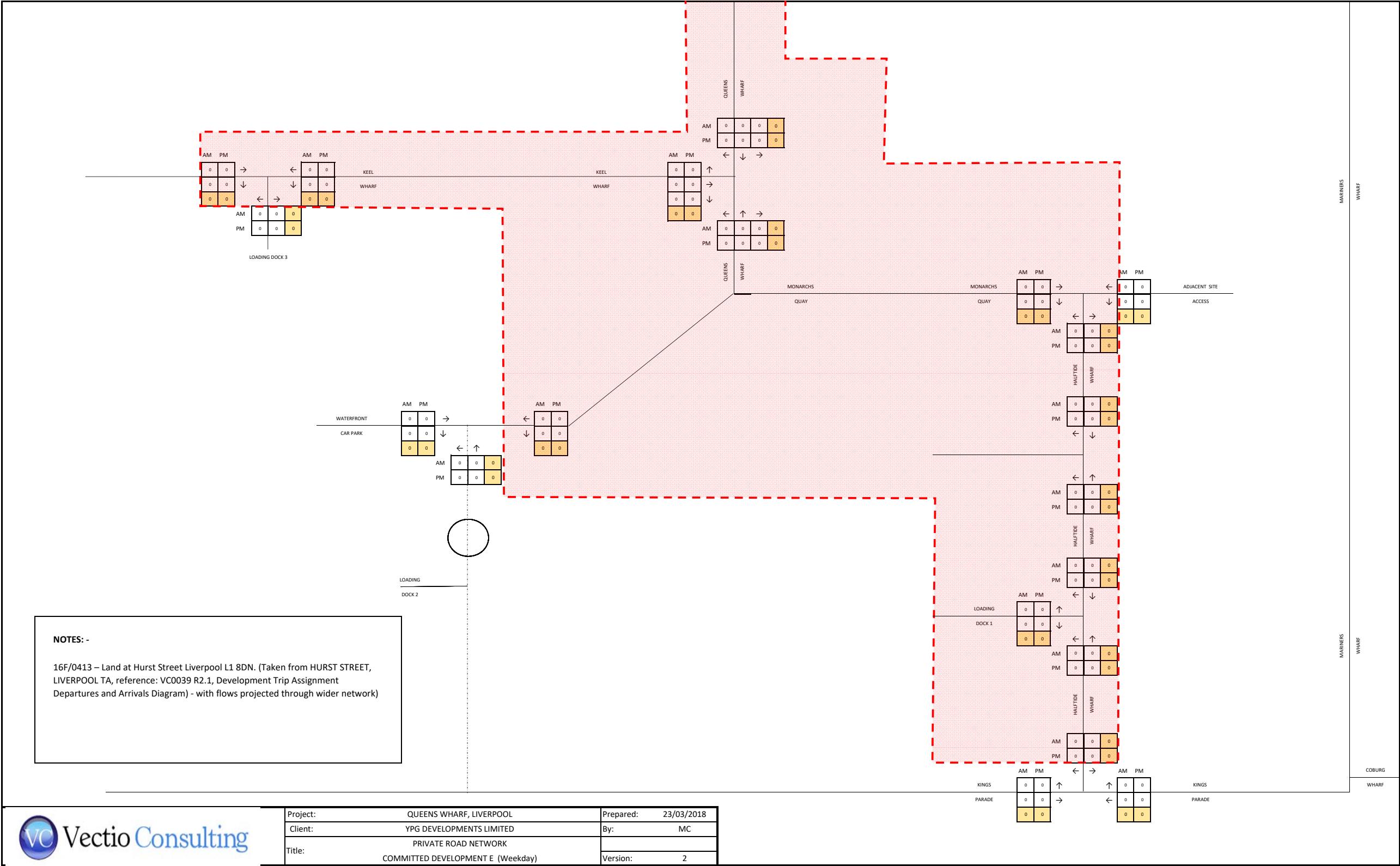


NOTES: -

16F/2879 – Land east of Brassey Street Liverpool L8 5XP. (Taken from TA Addendum report dated November 2016, page 11) - with flows projected through wider network)

16F/0413 – Land at Hurst Street Liverpool L1 8DN. (Taken from HURST STREET, LIVERPOOL TA, reference: VC0039 R2.1, Development Trip Assignment Departures and Arrivals Diagram) - with flows projected through wider network)

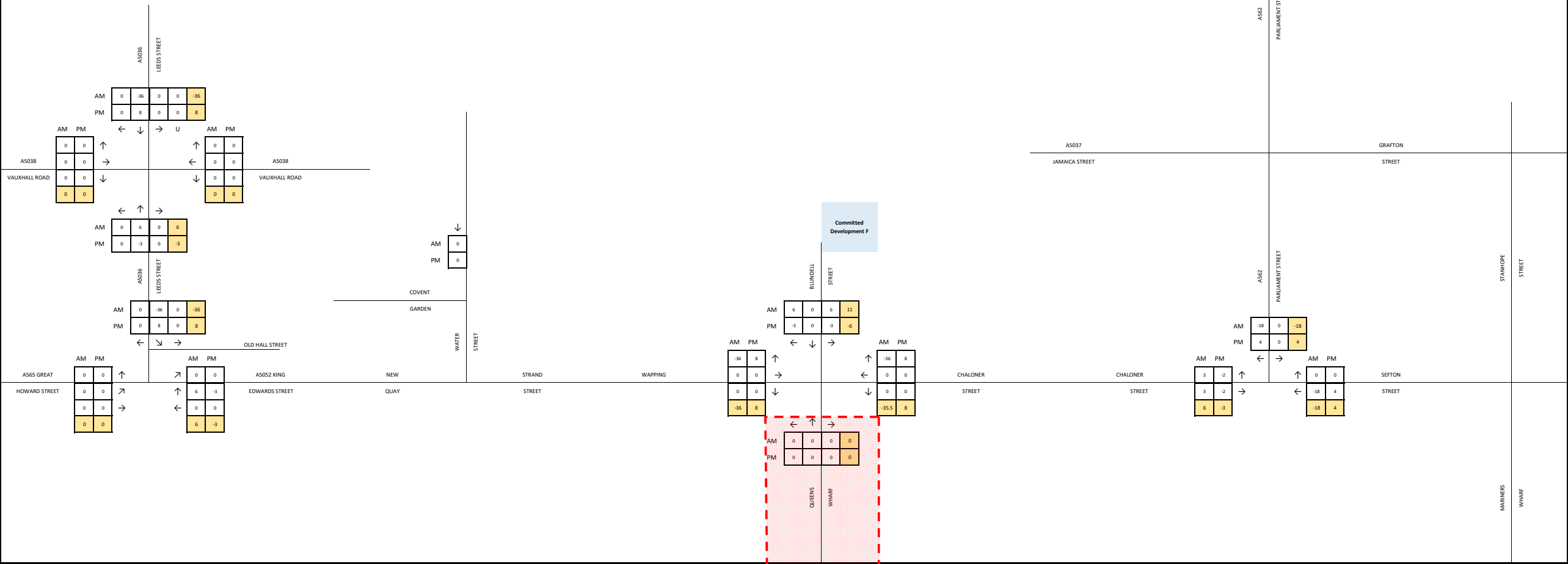


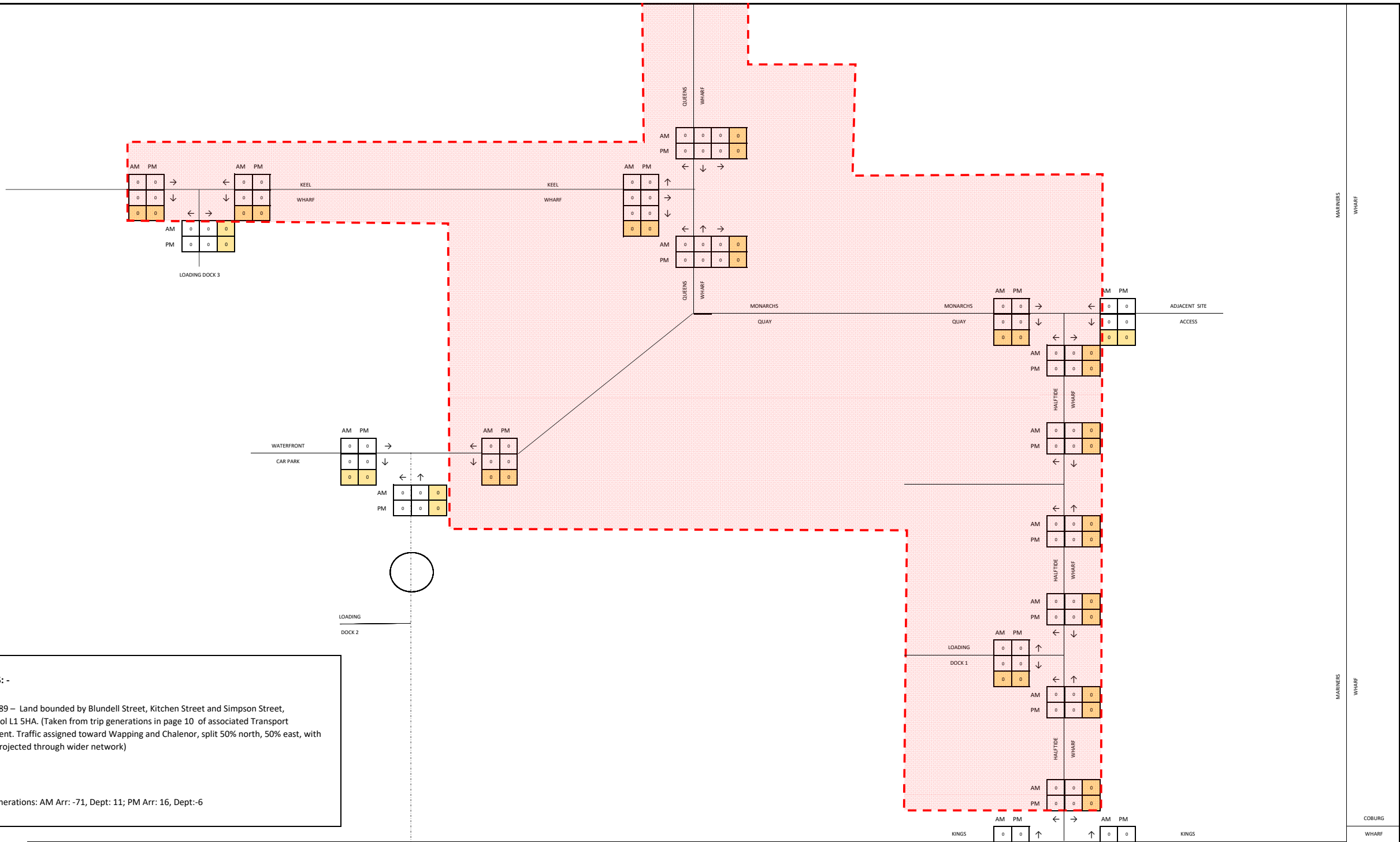


NOTES: -

16F/1889 – Land bounded by Blundell Street, Kitchen Street and Simpson Street, Liverpool L1 5HA. (Taken from trip generations in page 10 of associated Transport Statement. Traffic assigned toward Wapping and Chalenor, split 50% north, 50% east, with flows projected through wider network)

Net Generations: AM Arr: -71, Dept: 11; PM Arr: 16, Dept:-6





NOTES: -

16F/1889 – Land bounded by Blundell Street, Kitchen Street and Simpson Street, Liverpool L1 5HA. (Taken from trip generations in page 10 of associated Transport Statement. Traffic assigned toward Wapping and Chalenor, split 50% north, 50% east, with flows projected through wider network)

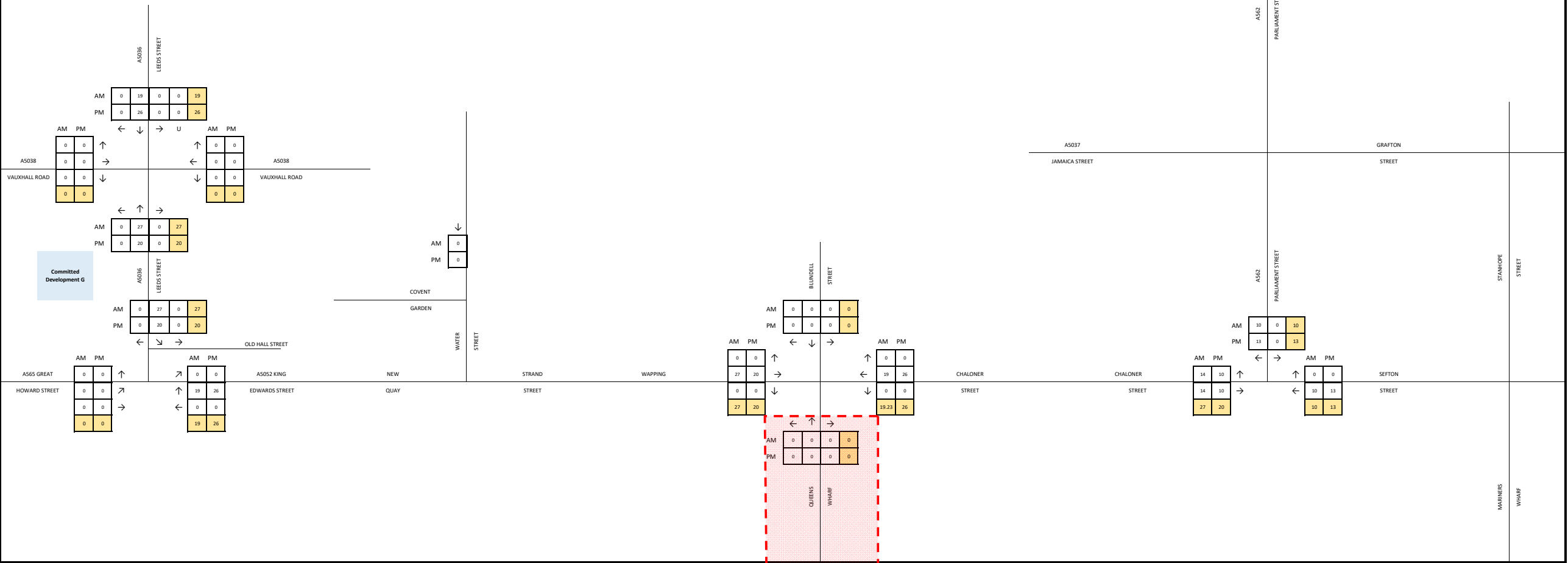
Net Generations: AM Arr: -71, Dept: 11; PM Arr: 16, Dept:-6

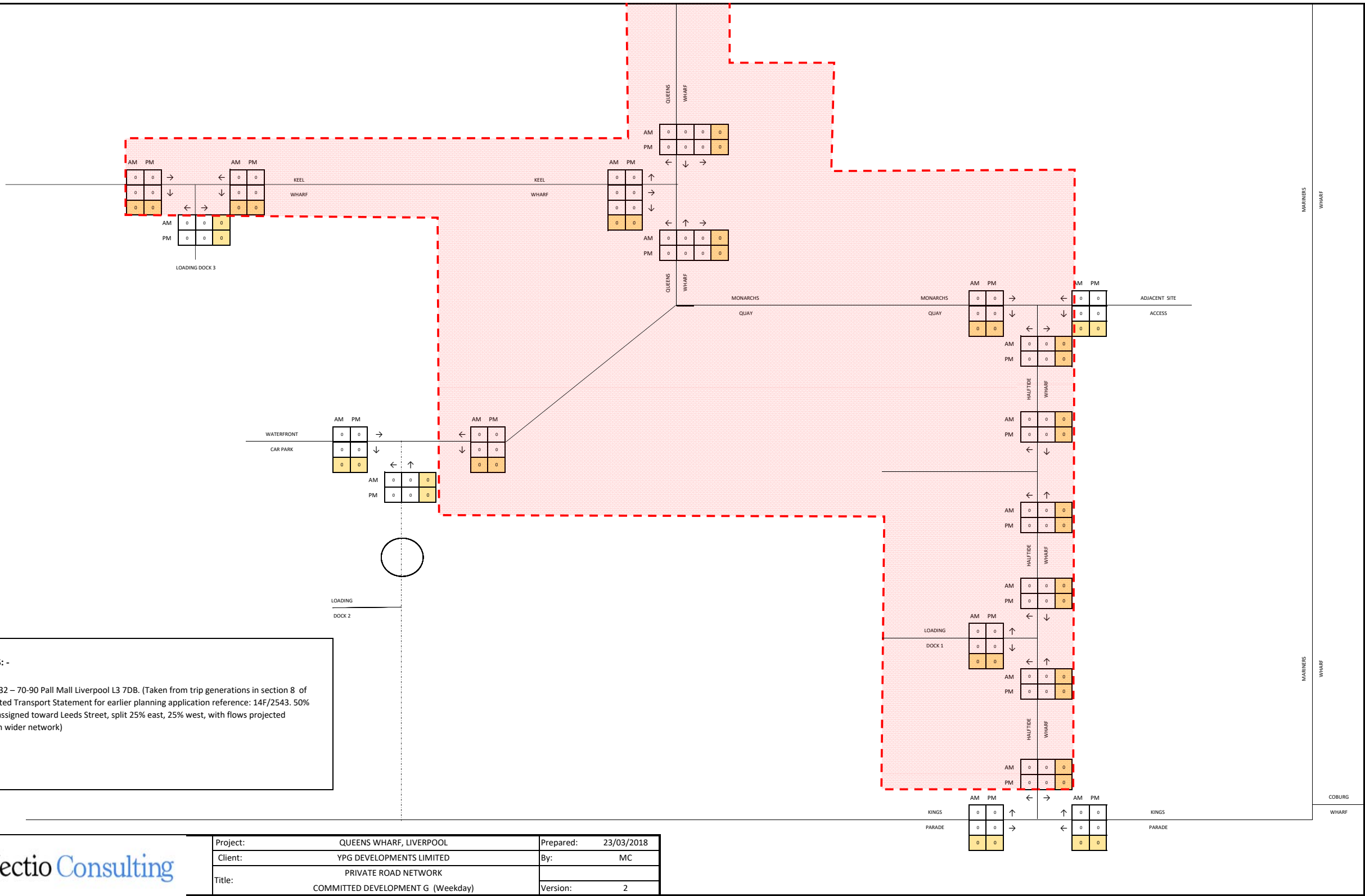


Project:	QUEENS WHARF, LIVERPOOL	Prepared:	23/03/2018
Client:	YPG DEVELOPMENTS LIMITED	By:	MC
Title:	PRIVATE ROAD NETWORK		
	COMMITTED DEVELOPMENT F (Weekday)	Version:	2

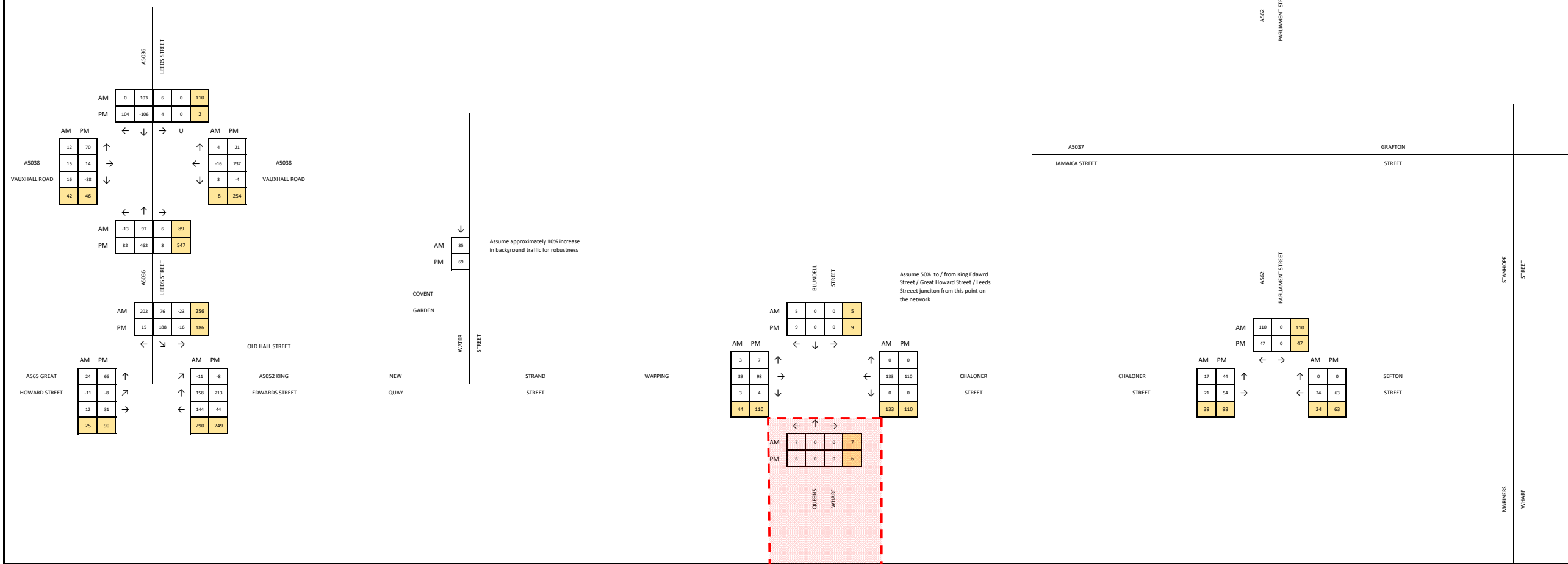
16F/3032 – 70-90 Pall Mall Liverpool L3 7DB. (Taken from trip generations in section 8 of associated Transport Statement for earlier planning application reference: 14F/2543. 50% traffic assigned toward Leeds Street, split 25% east, 25% west, with flows projected through wider network)

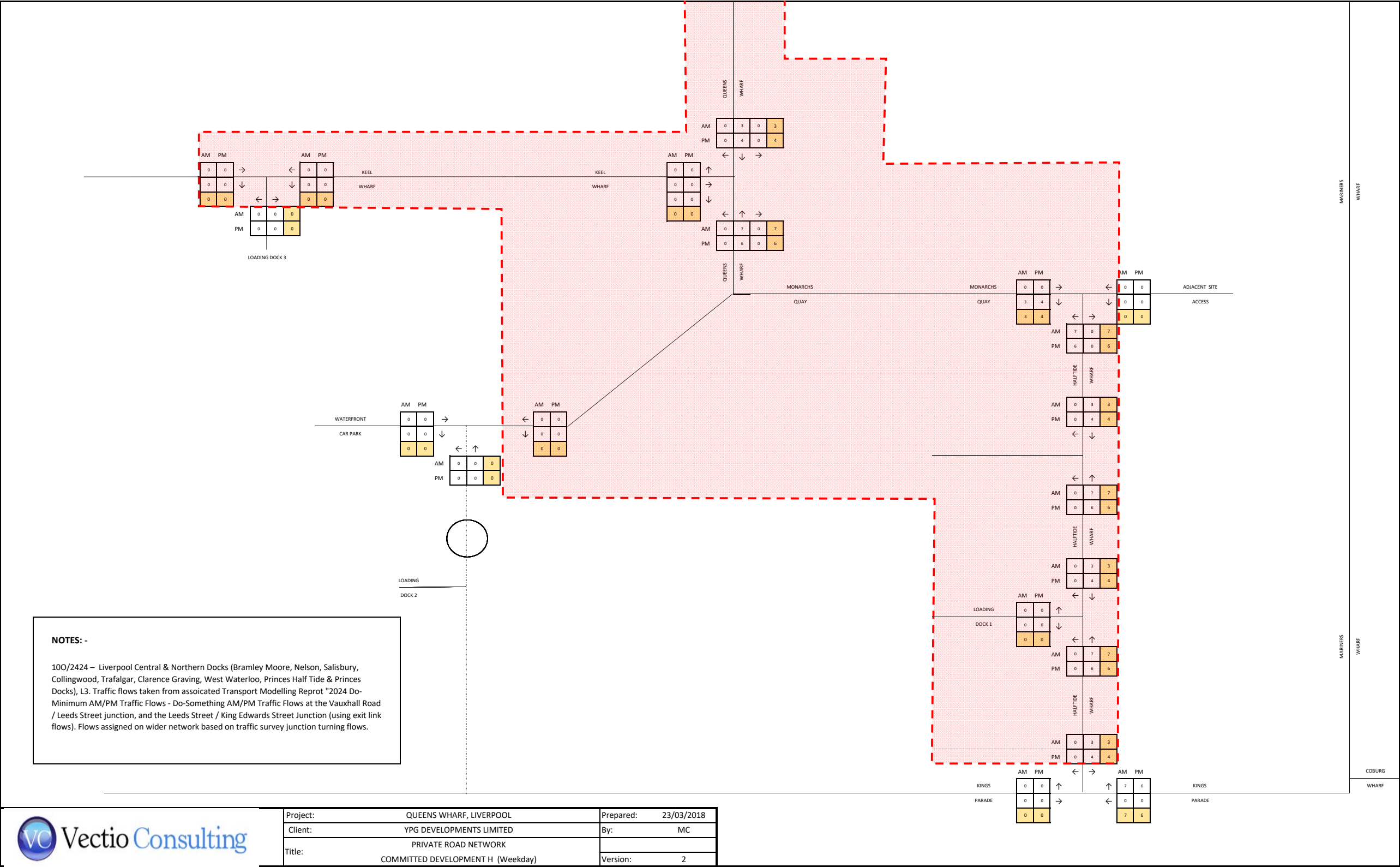
		Trip Rates				GFA / No.	Trip Generations			
		AM		PM			AM		PM	
		ARR	Dept	ARR	Dept		ARR	Dept	ARR	Dept
Flats		0.058	0.170	0.129	0.078	524	30	89	66	41
Commercial		1.124	0.339	0.239	0.957	1487	20	3	4	14
Gym		0.480	0.882	1.971	0.802	296	7	13	29	12
Office		1.124	0.339	0.239	0.957	1791	20	3	4	14
							77	108	104	83



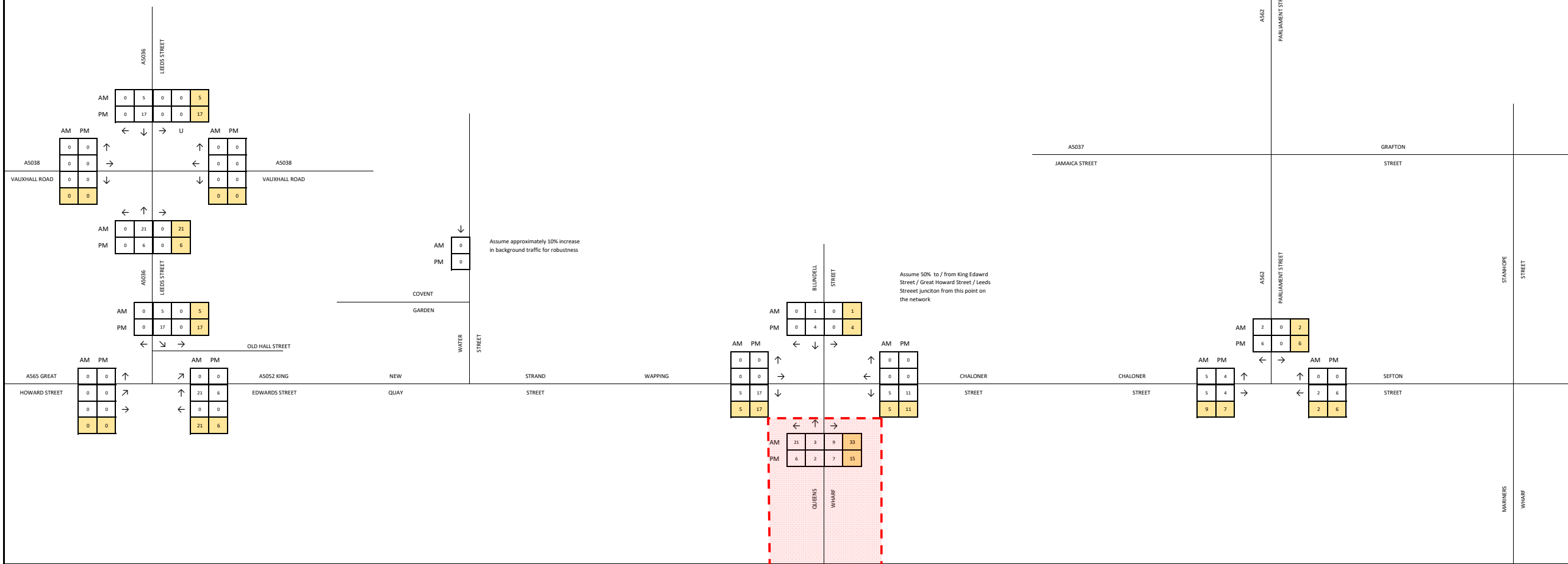


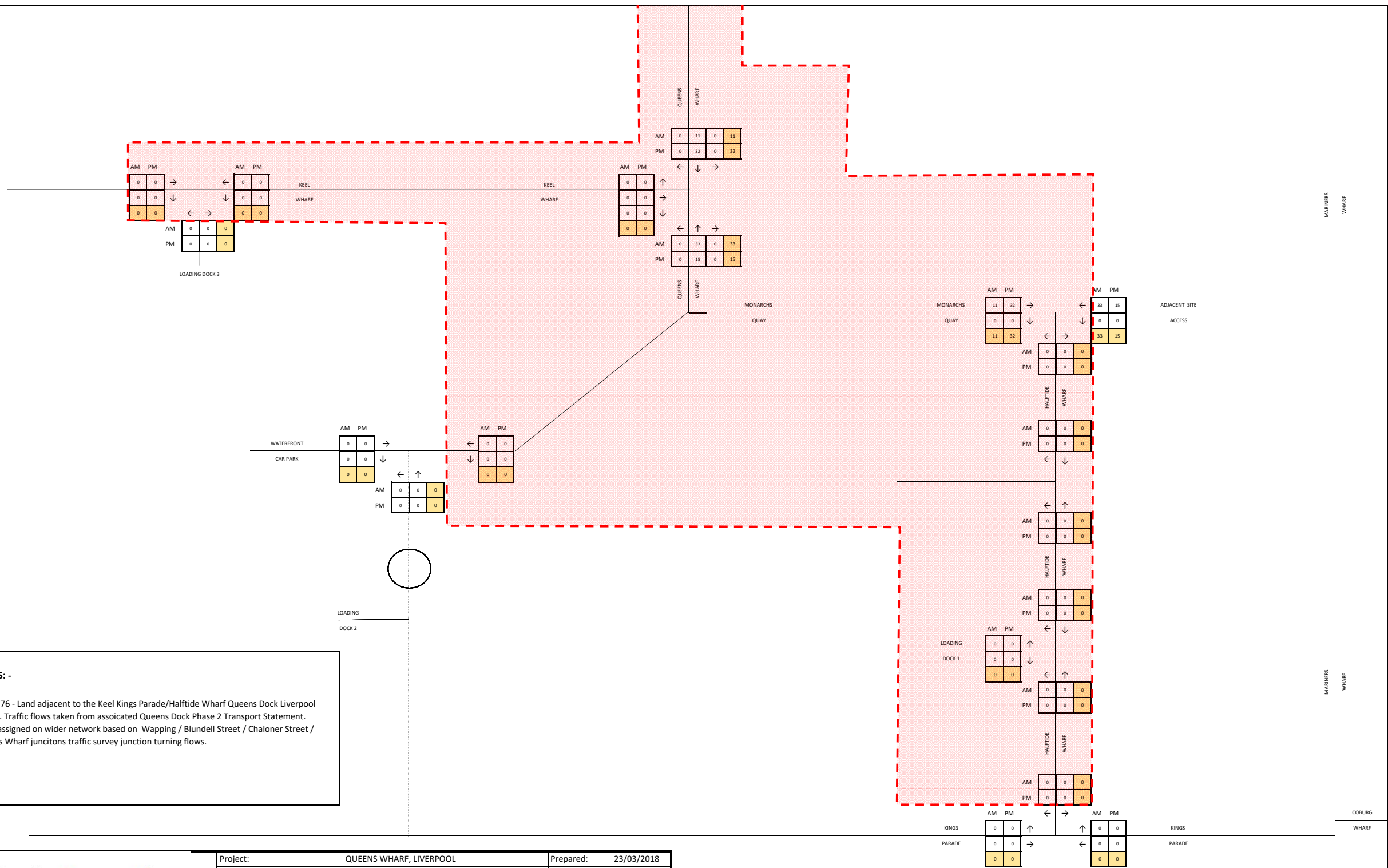
100/2424 – Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks), L3. Traffic flows taken from associated Transport Modelling Reprot “2024 Do-Minimum AM/PM Traffic Flows - Do-Something AM/PM Traffic Flows at the Vauxhall Road / Leeds Street junction, and the Leeds Street / King Edwards Street Junction (using exit link flows). Flows assigned on wider network based on traffic survey junction turning flows.





16F/0776 - Land adjacent to the Keel Kings Parade/Half Tide Wharf Queens Dock Liverpool L3 4GE. Traffic flows taken from associated Queens Dock Phase 2 Transport Statement. Flows assigned on wider network based on Wapping / Blundell Street / Chaloner Street / Queens Wharf junctions traffic survey junction turning flows.

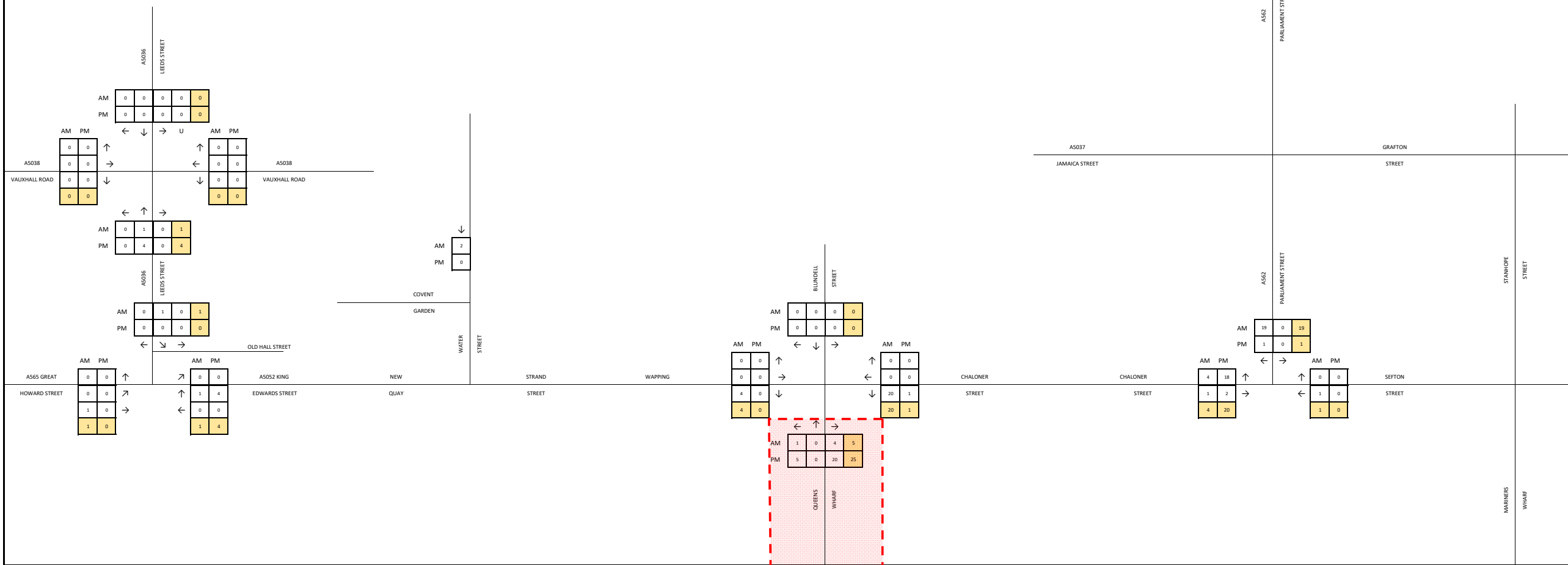




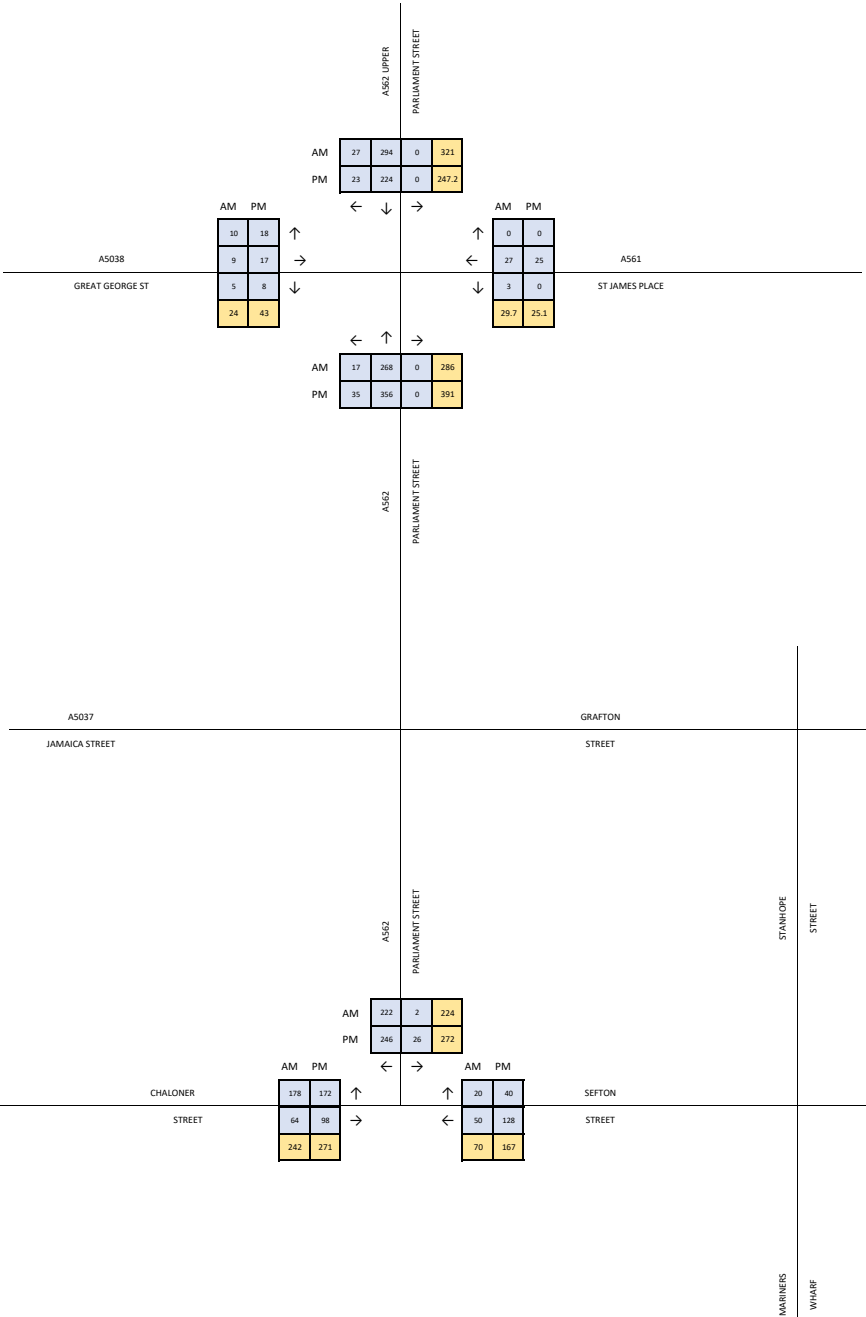
NOTES: -

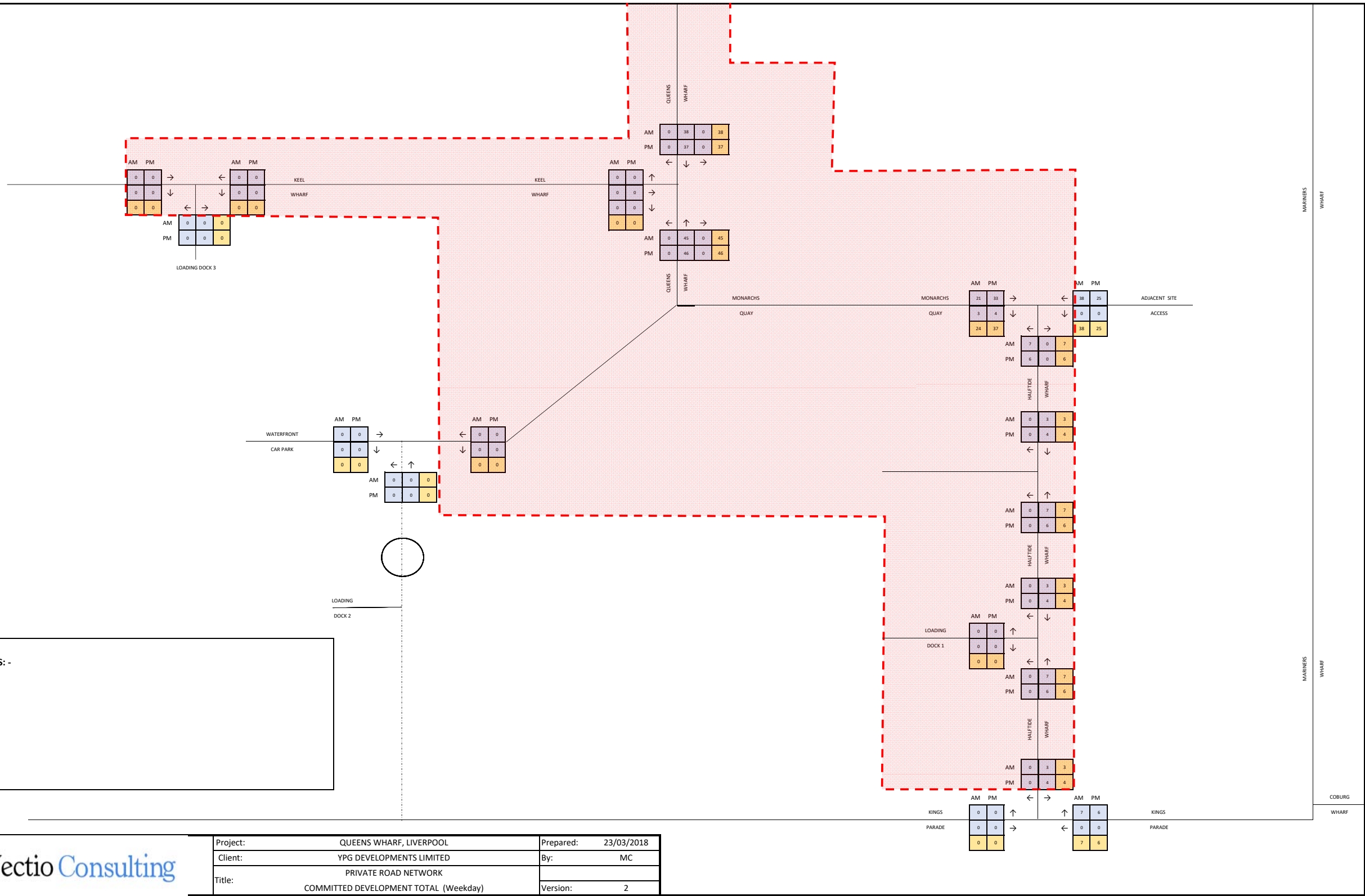
16F/0776 - Land adjacent to the Keel Kings Parade/Half Tide Wharf Queens Dock Liverpool L3 4GE. Traffic flows taken from associated Queens Dock Phase 2 Transport Statement. Flows assigned on wider network based on Wapping / Blundell Street / Chaloner Street / Queens Wharf junctions traffic survey junction turning flows.

NOTES: -



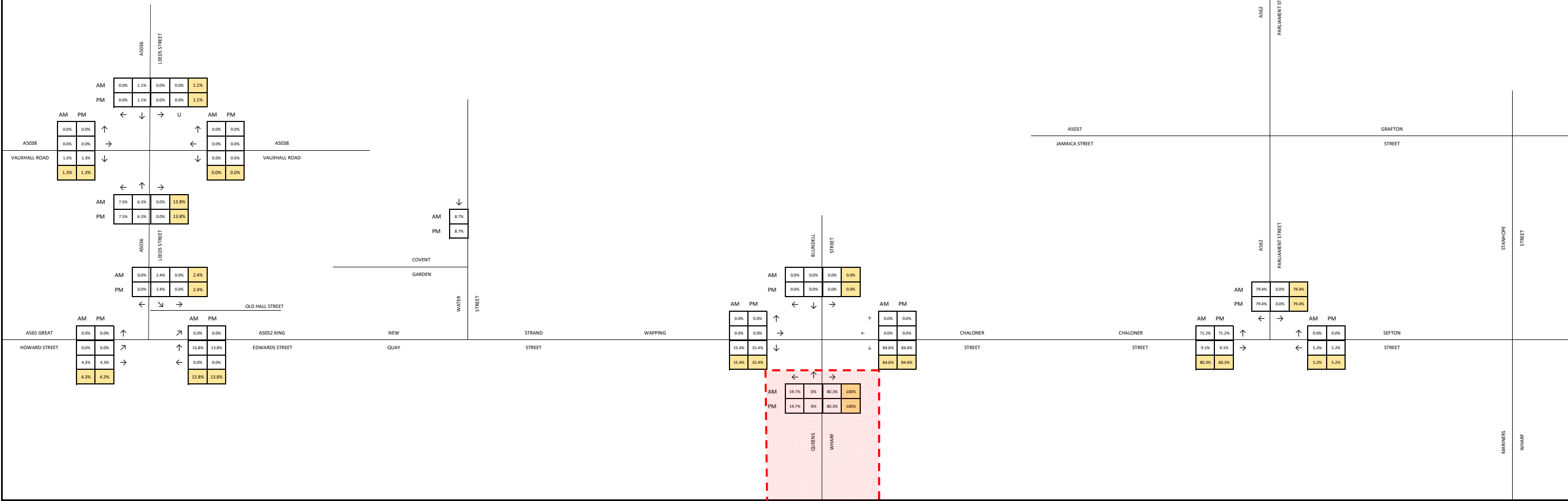
NOTES: -

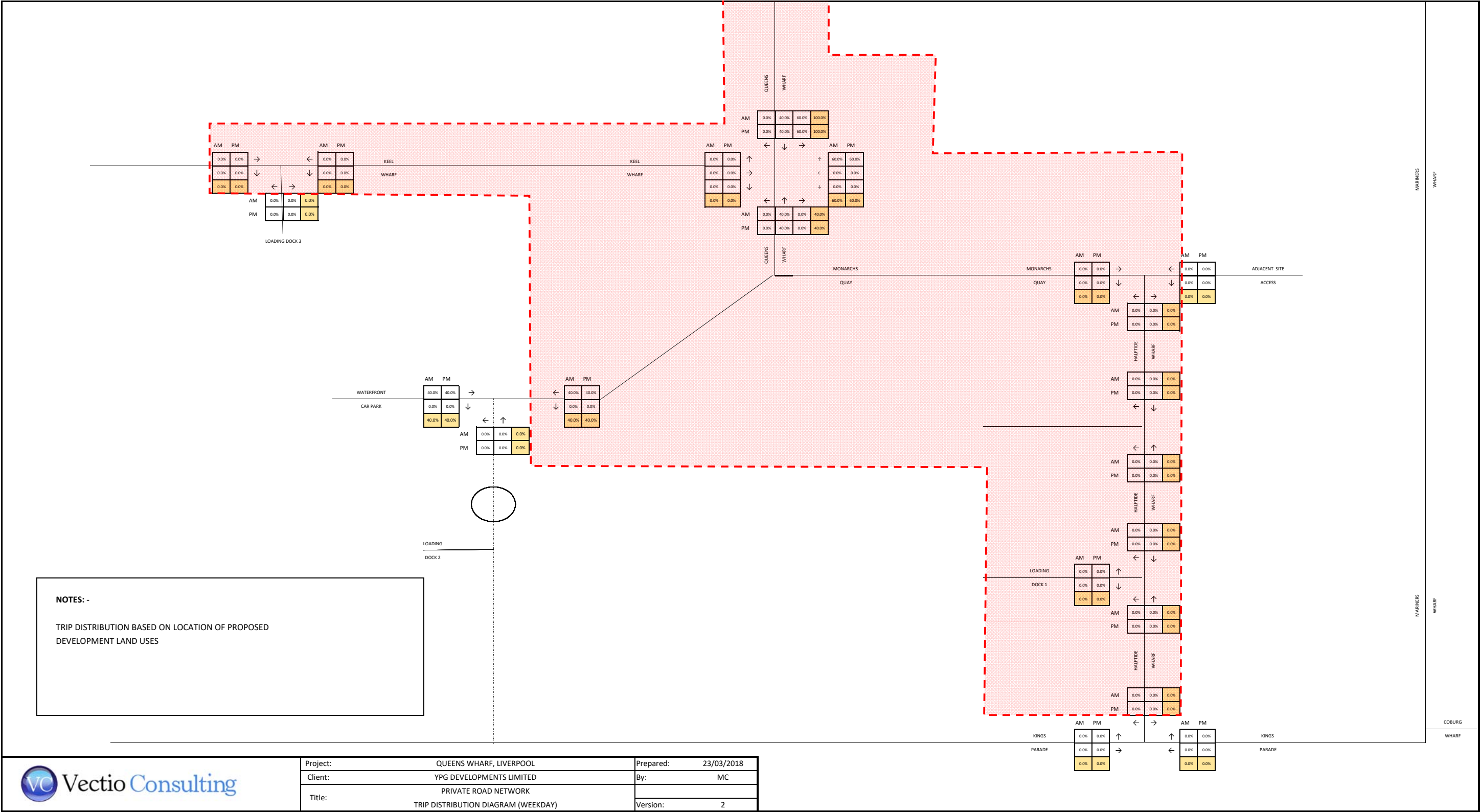




NOTES: -

TRIP DISTRIBUTION BASED ON POPULATION OVER
DISTANCE GRAVITY MODEL

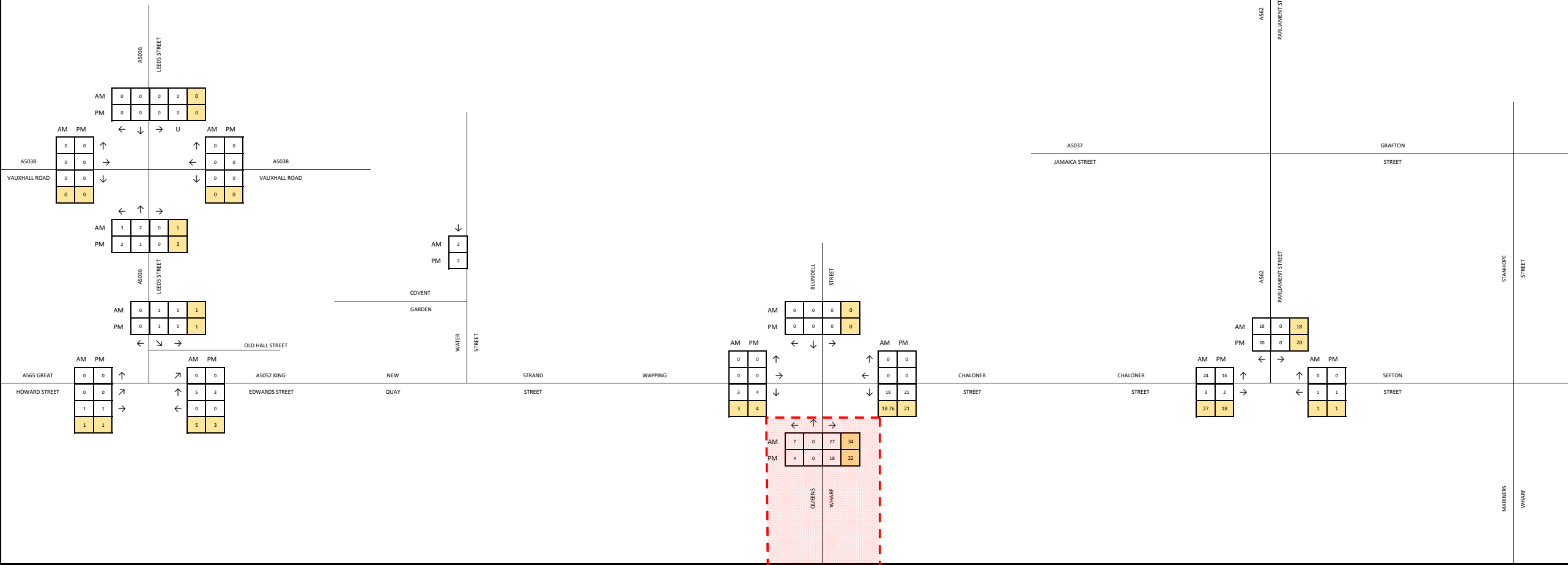


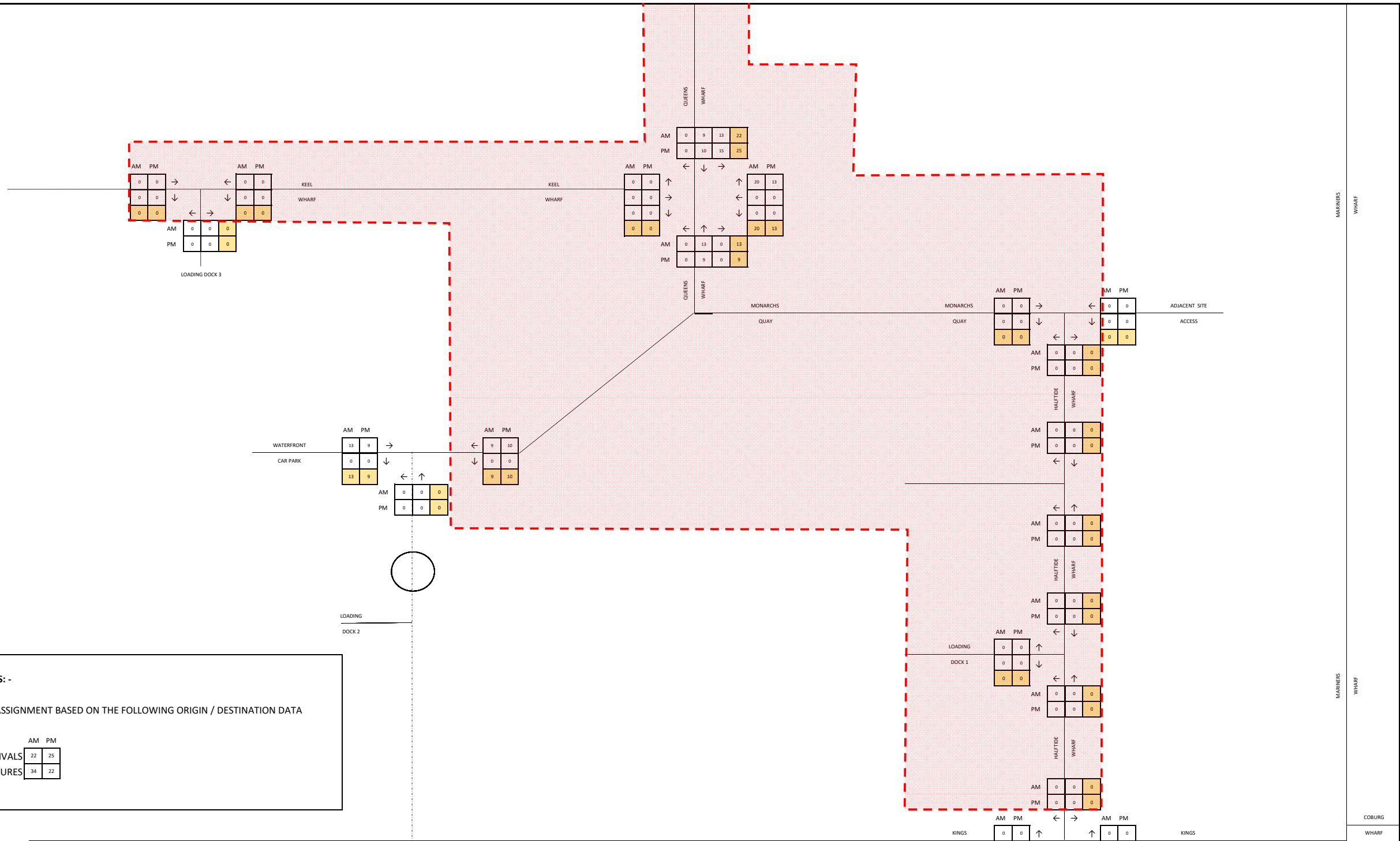


NOTES: -

TRIP ASSIGNMENT BASED ON THE FOLLOWING ORIGIN / DESTINATION DATA

	AM	PM
ARRIVALS	22	25
DEPARTURES	34	22

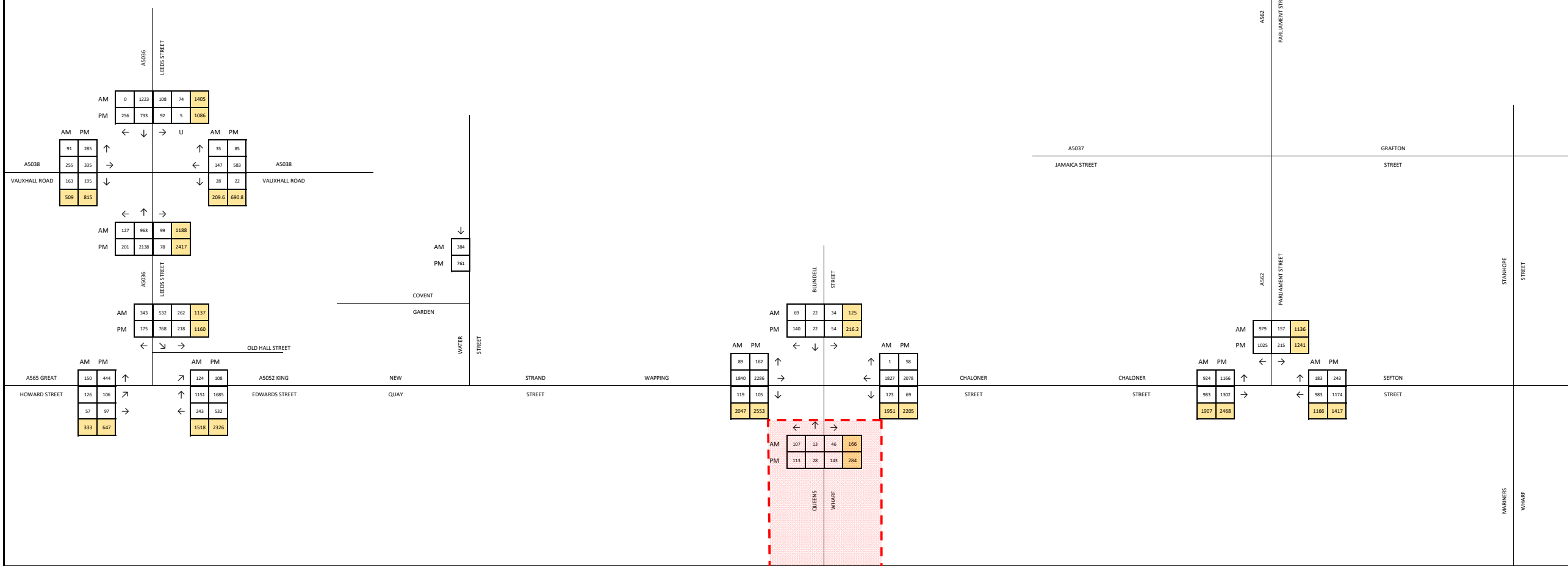


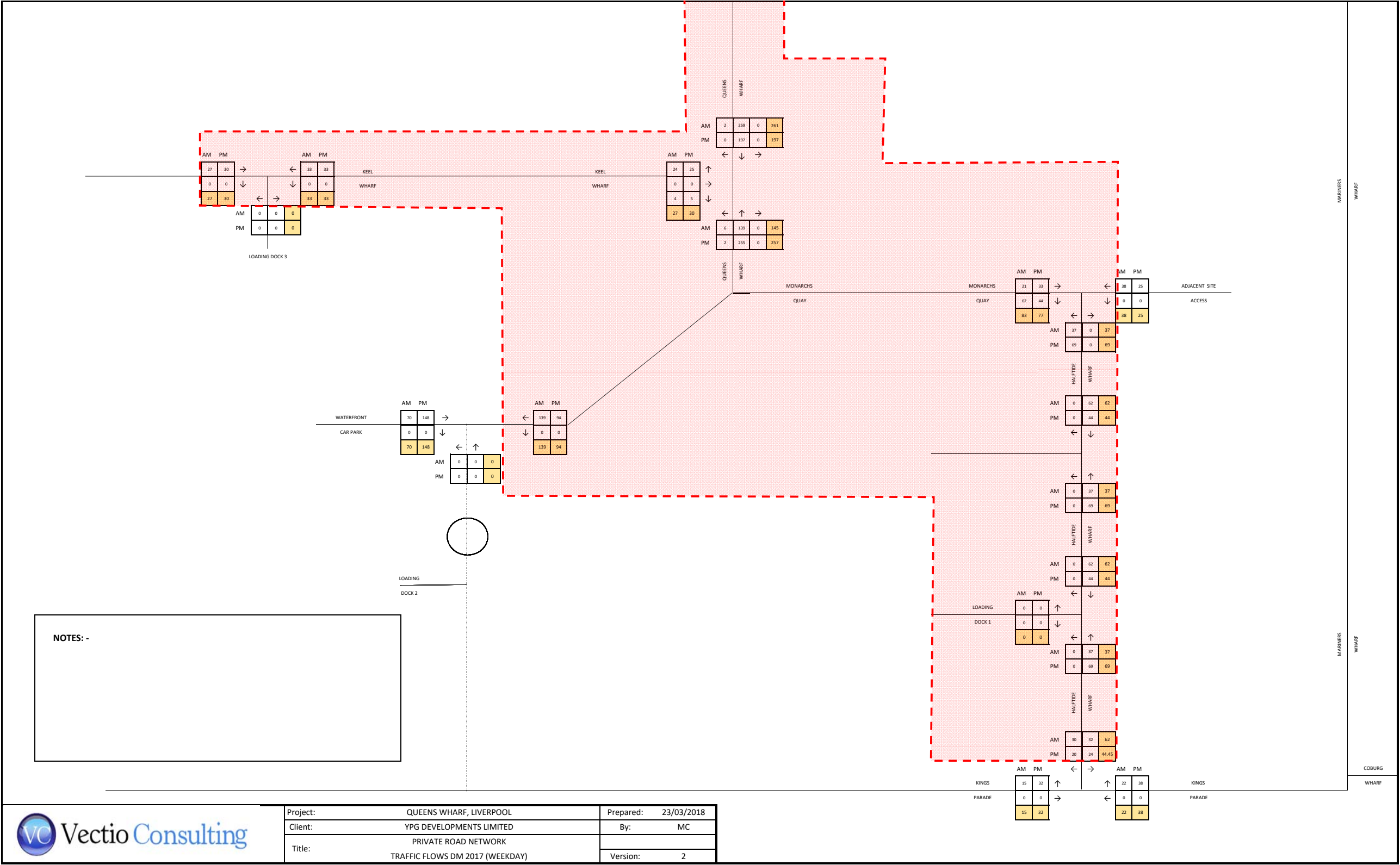


NOTES: -

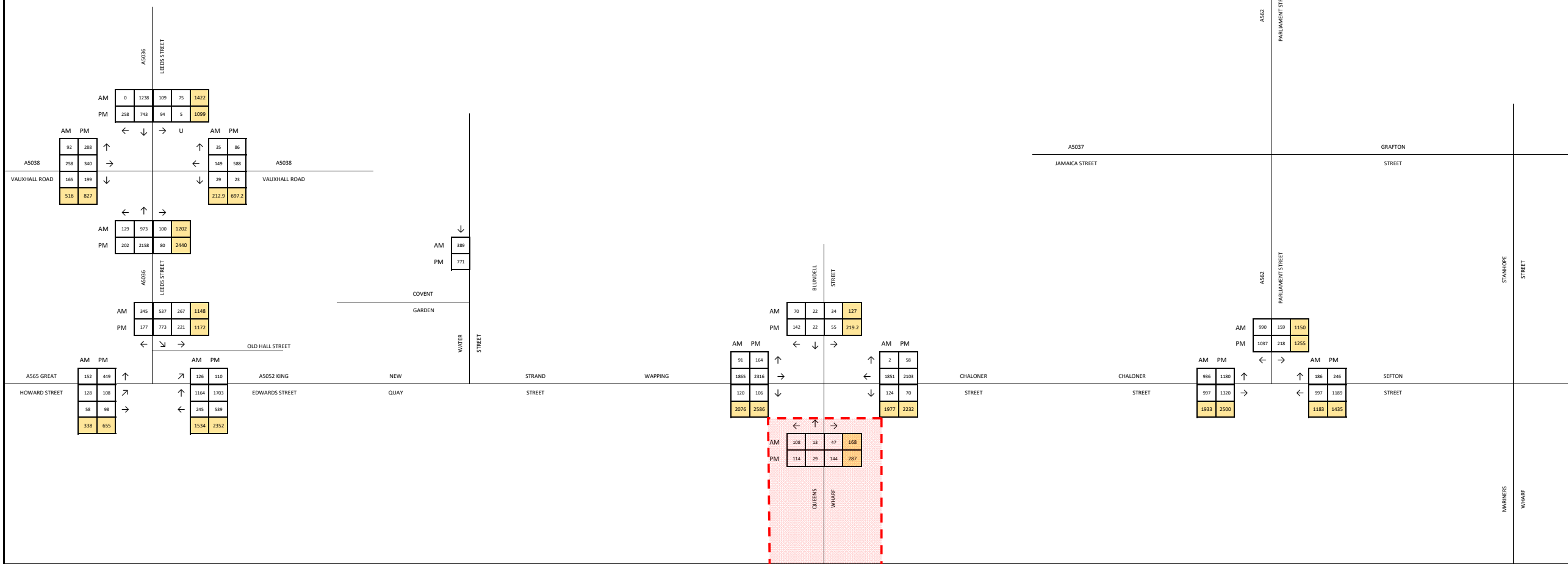
TRIP ASSIGNMENT BASED ON THE FOLLOWING ORIGIN / DESTINATION DATA

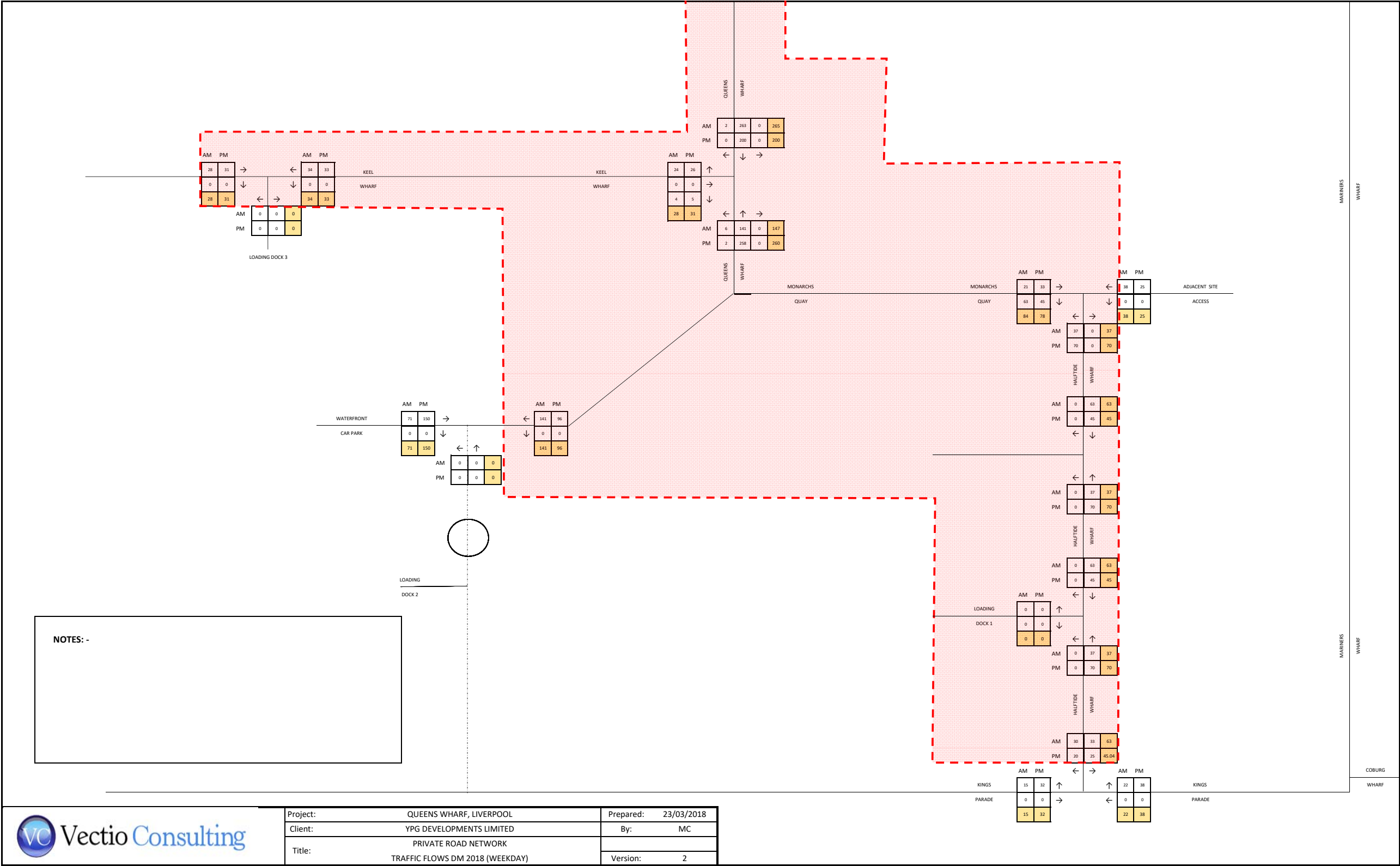
NOTES: -





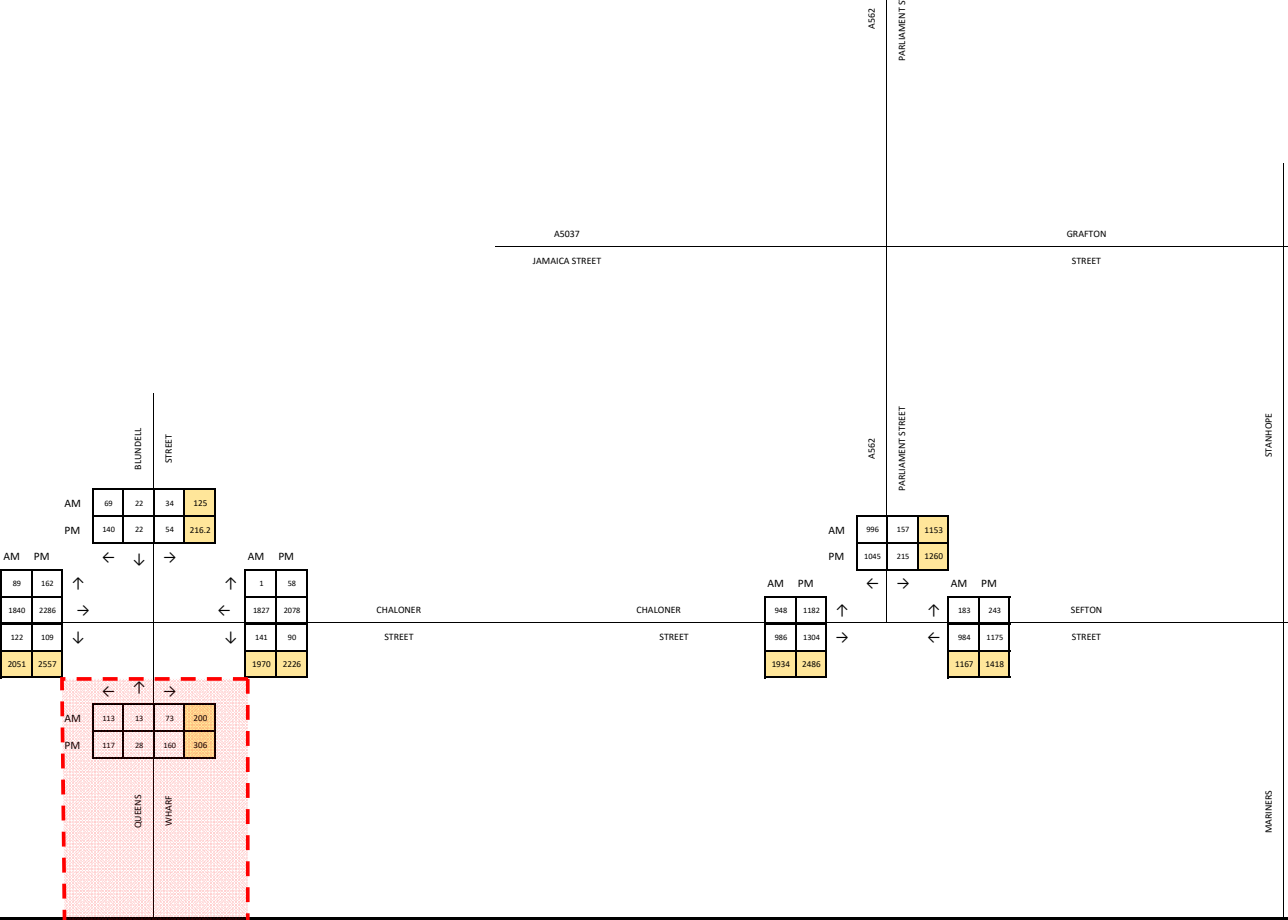
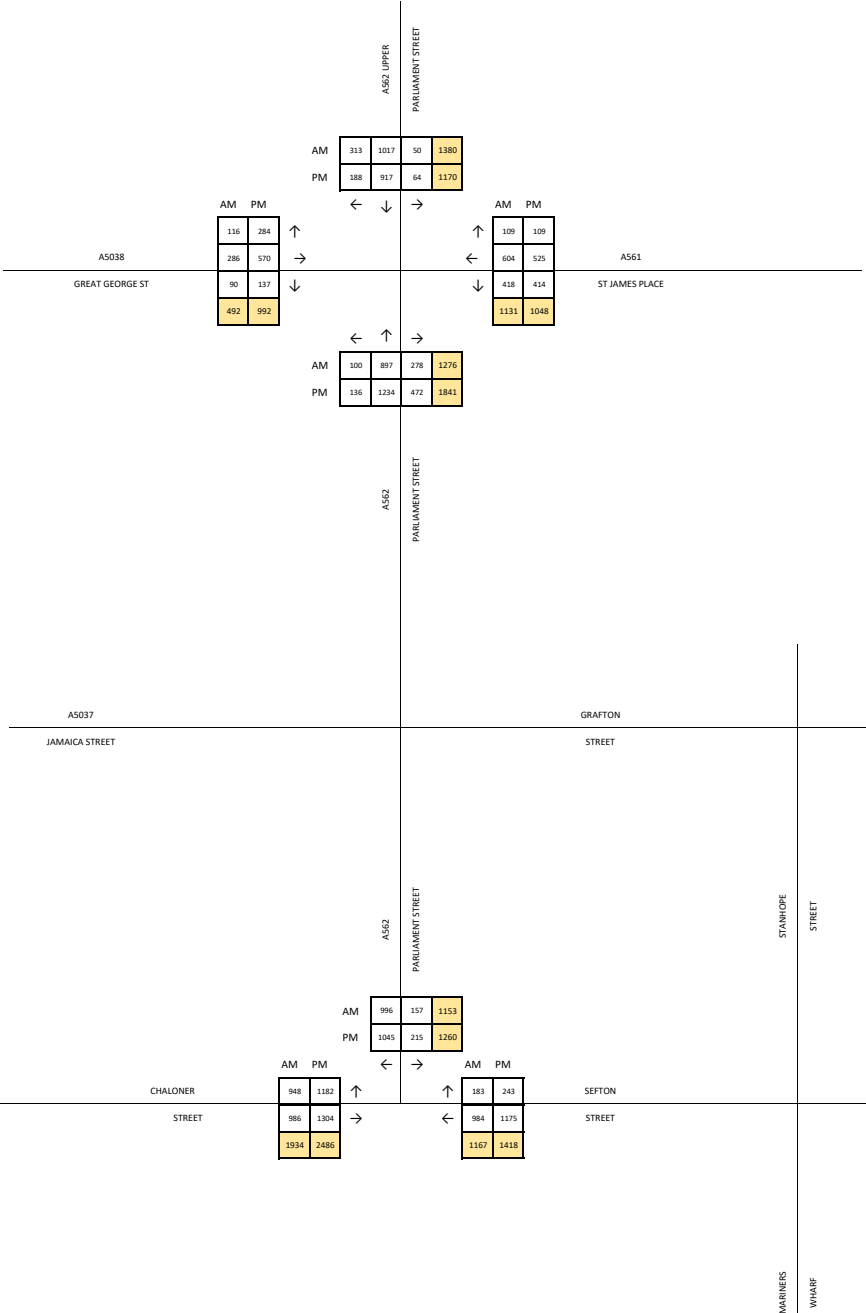
NOTES: -

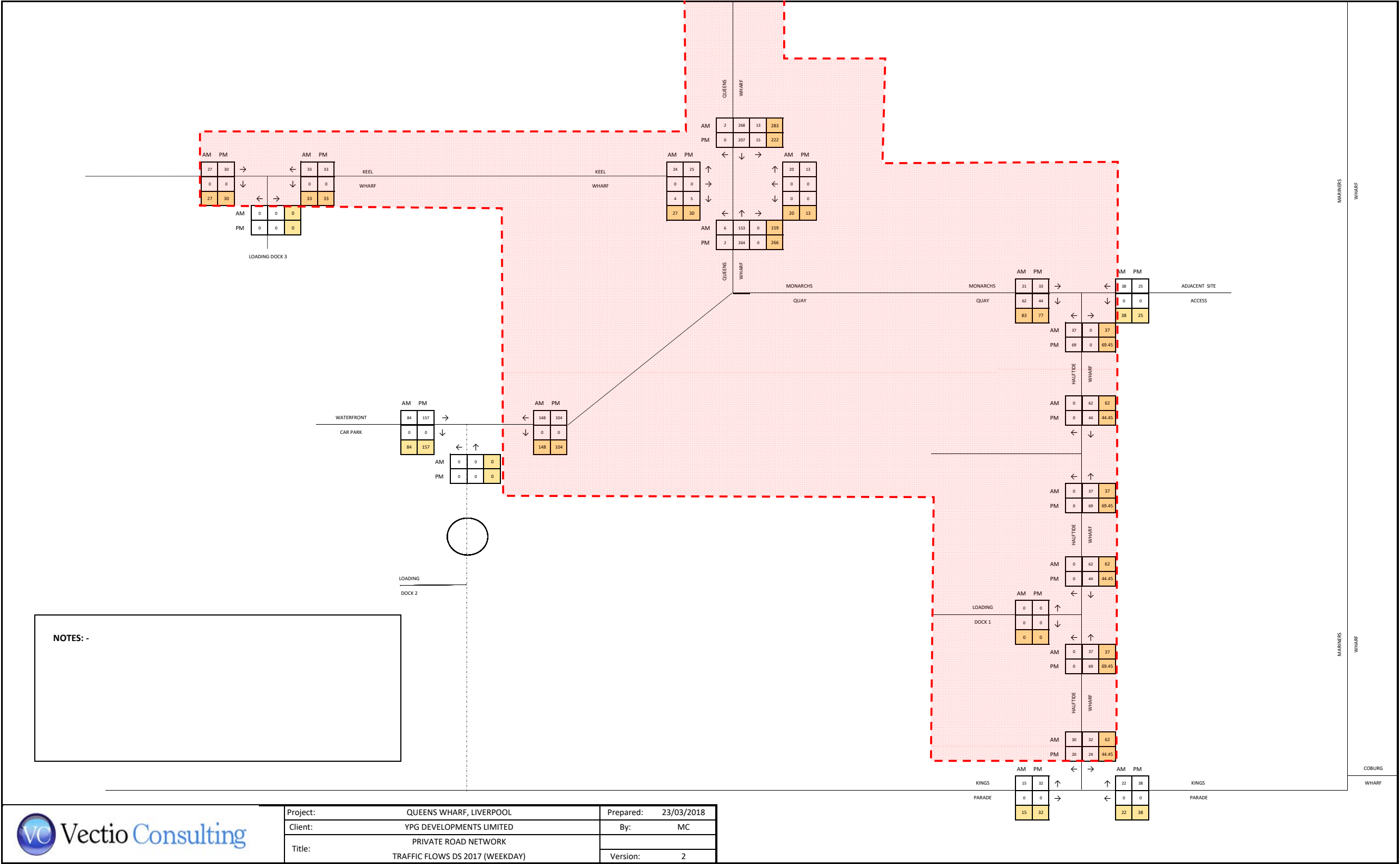




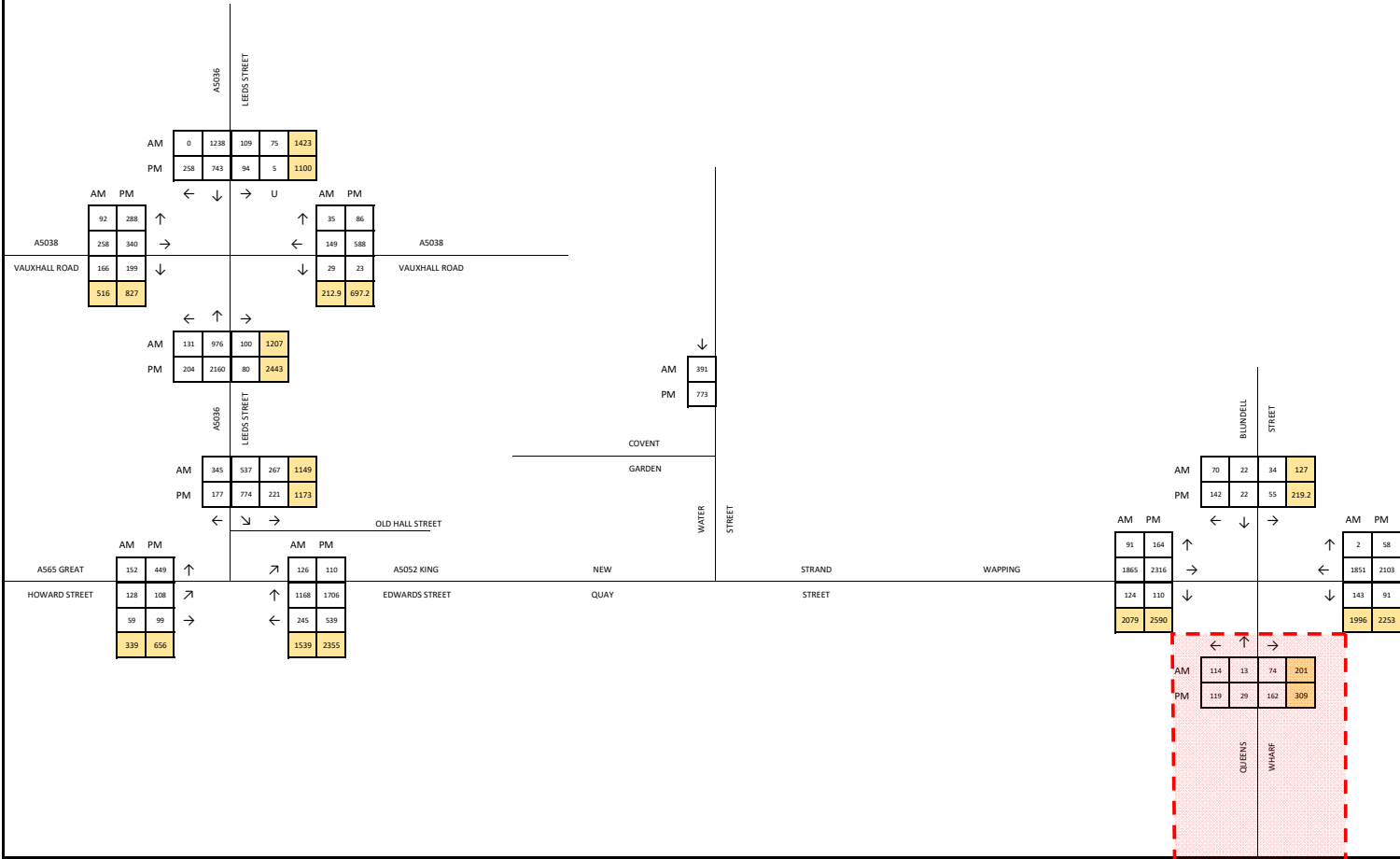
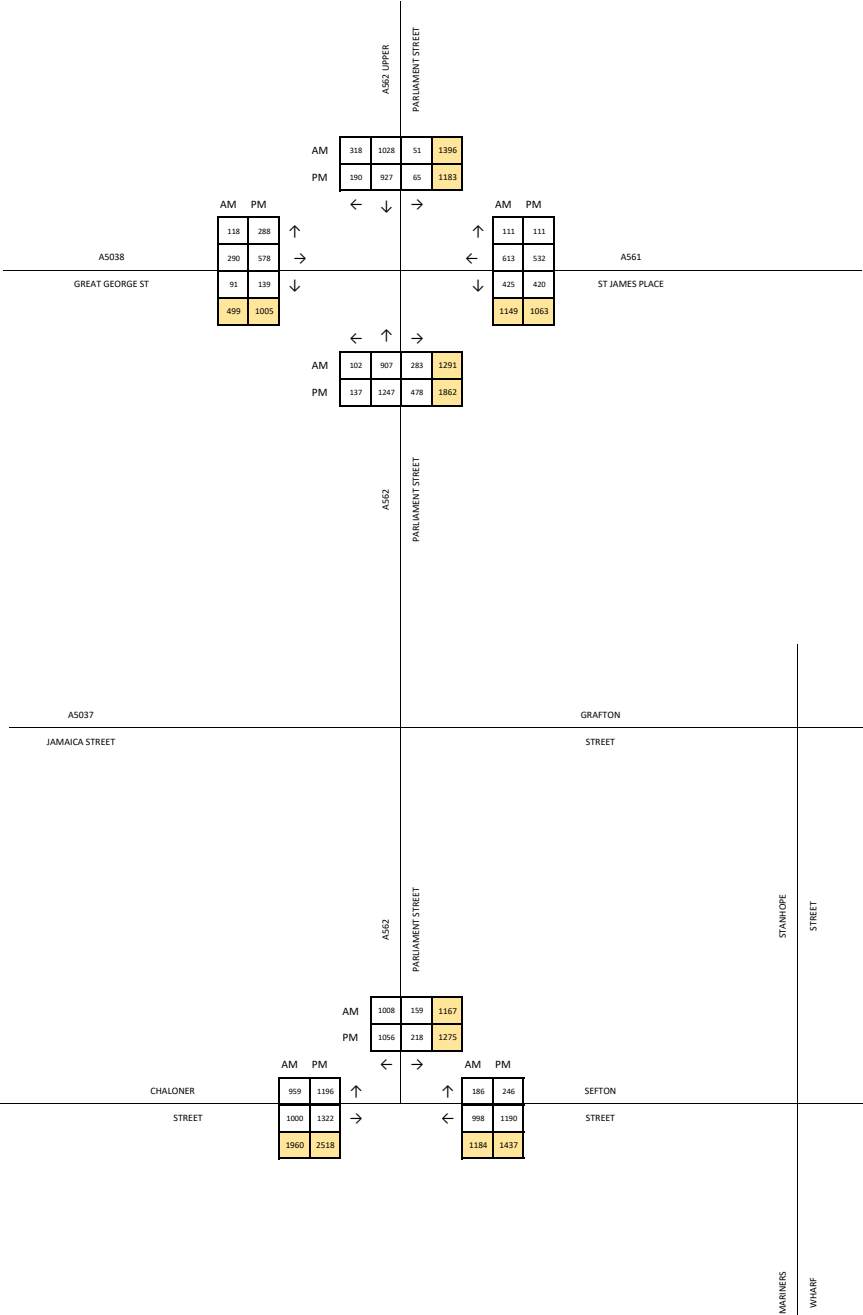
[illegible]

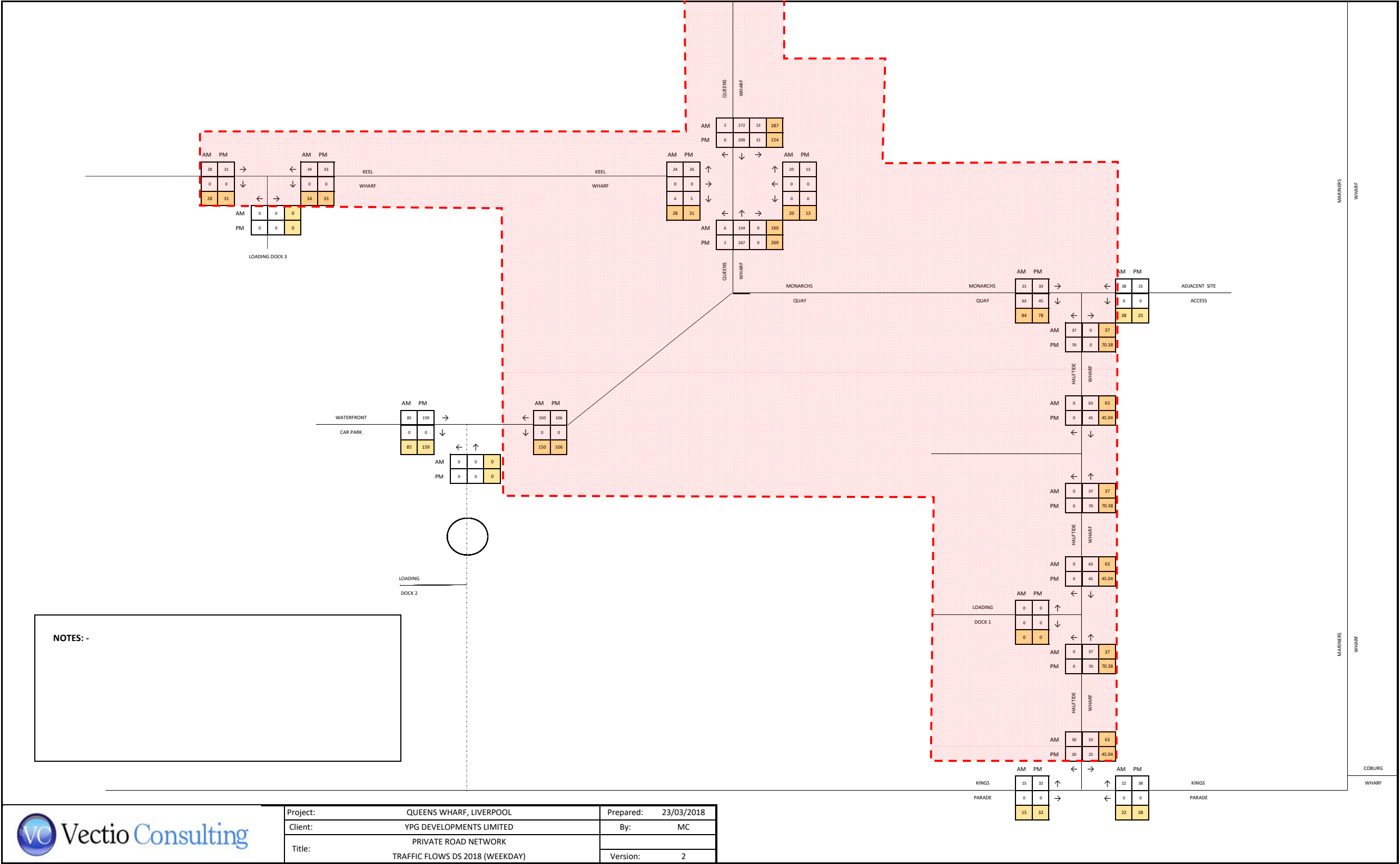
NOTES: -



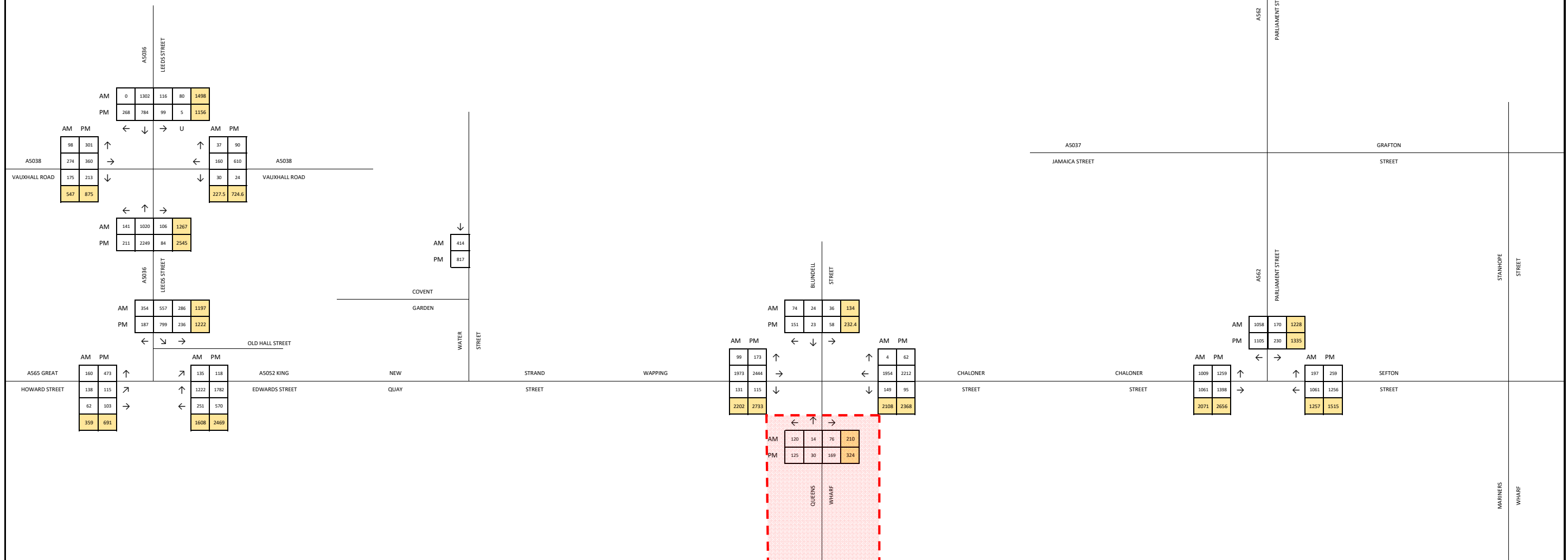


NOTES: -





NOTES: -



Appendix L: Junction Modelling Outputs

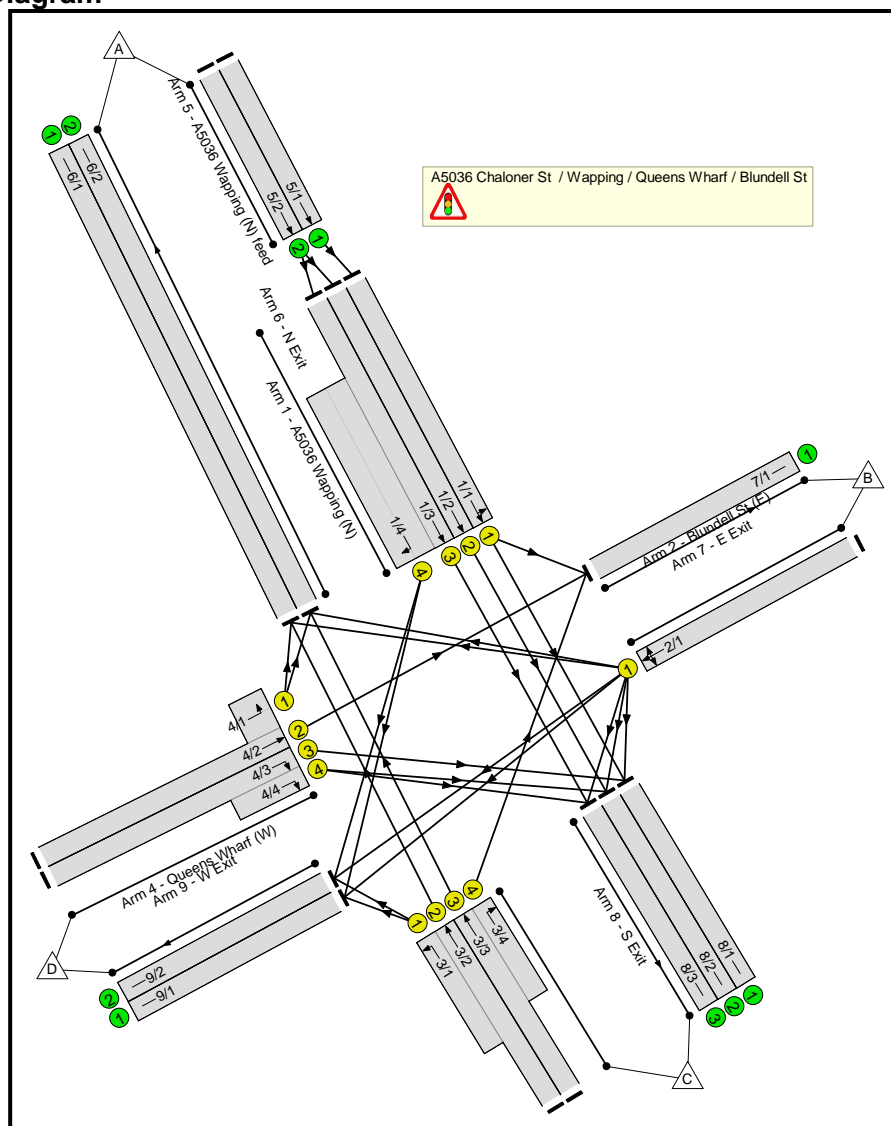


Full Input Data And Results
Full Input Data And Results

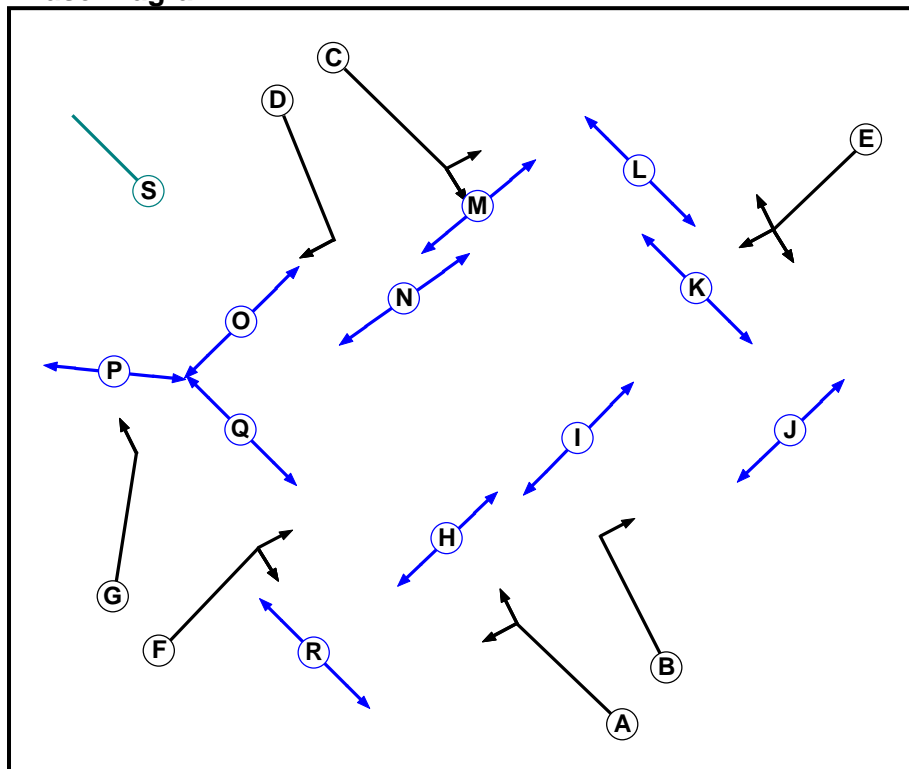
User and Project Details

Project:	Monarch's Quay, Liverpool
Title:	A5036 Chaloner St / Wapping / Queens Wharf / Blundell St
Location:	
Additional detail:	
File name:	A5036 Chaloner St_Queens Wharf jct march 2018.lsg3x
Author:	AL
Company:	Vectio
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Traffic	1		-9999	7
G	Traffic	1		-9999	7
H	Pedestrian	1		-9999	6
I	Pedestrian	1		-9999	6
J	Pedestrian	1		-9999	6
K	Pedestrian	1		-9999	6
L	Pedestrian	1		-9999	6
M	Pedestrian	1		-9999	6
N	Pedestrian	1		-9999	6
O	Pedestrian	1		-9999	6
P	Pedestrian	1		-9999	6
Q	Pedestrian	1		-9999	6
R	Pedestrian	1		-9999	6
S	Dummy	1		-9999	2

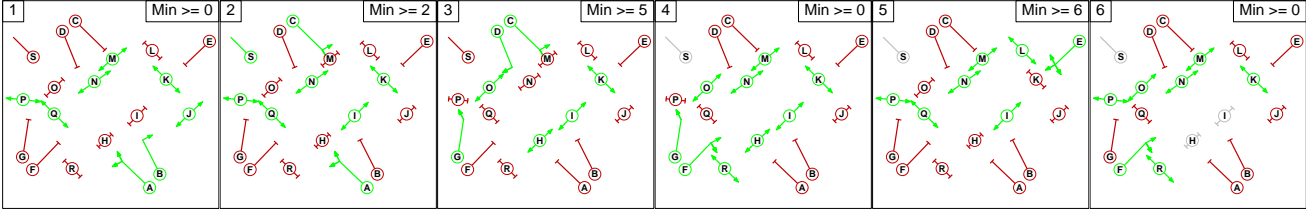
Phase Intergreens Matrix

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

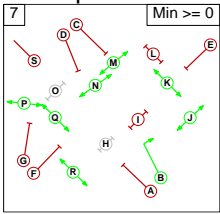
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B J K M N P Q
1	2	A C I K N P Q S
1	3	C D G H I K O
1	4	F G H I K M N O R
1	5	E I L M N P Q
1	6	F K M N O P R
1	7	B J K M N P Q R

Stage Diagram
Stage Stream: 1



Full Input Data And Results



Full Input Data And Results

Phase Delays
Stage Stream: 1

Full Input Data And Results

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	3	3
1	3	A	Losing	1	1
1	3	B	Losing	1	1
1	3	Q	Losing	9	9
1	4	A	Losing	1	1
1	4	B	Losing	1	1
1	4	J	Losing	3	3
1	5	K	Losing	1	1
2	3	Q	Losing	7	7
2	4	A	Losing	1	1
2	4	C	Losing	1	1
3	1	B	Gaining absolute	10	4
3	1	G	Losing	5	5
3	1	O	Losing	3	3
3	2	D	Losing	2	2
3	2	G	Losing	5	5
3	2	O	Losing	3	3
4	1	B	Gaining absolute	10	4
4	1	G	Losing	2	2
4	1	O	Losing	3	3
4	2	F	Losing	3	3
4	2	G	Losing	3	3
4	2	H	Losing	1	1
4	2	O	Losing	4	4
4	2	R	Losing	1	1
4	3	F	Losing	3	3
4	3	N	Losing	4	4
4	3	R	Losing	4	4
4	5	H	Losing	8	8
4	5	O	Losing	2	2
4	5	R	Losing	1	1
5	1	I	Losing	2	2
5	1	L	Losing	3	3
5	2	E	Losing	3	3
5	2	L	Losing	4	4
5	3	L	Losing	4	4
5	3	N	Losing	4	4
5	3	P	Losing	3	3
5	3	Q	Losing	10	10
5	4	L	Losing	7	7

Full Input Data And Results

5	4	P	Losing	3	3
5	4	Q	Losing	2	2

Prohibited Stage Change

Stage Stream: 1

		To Stage						
From Stage		1	2	3	4	5	6	7
	1		11	11	10	10	10	7
	2	9		9	10	8	10	9
	3	10	10		12	8	12	12
	4	10	11	11		10	5	10
	5	8	11	12	12		12	11
	6	10	11	11	9	10		10
	7	10	11	11	10	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A5036 Wapping (N))	U	C	2	3	20.0	Geom	-	3.70	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
1/2 (A5036 Wapping (N))	U	C	2	3	20.0	Geom	-	3.70	0.00	N	Arm 8 Ahead	Inf
1/3 (A5036 Wapping (N))	U	C	2	3	20.0	Geom	-	3.70	0.00	Y	Arm 8 Ahead	Inf
1/4 (A5036 Wapping (N))	U	D	2	3	13.3	User	3800	-	-	-	-	-
2/1 (Blundell St (E))	U	E	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 6 Right	20.00
											Arm 8 Left	12.00
											Arm 9 Ahead	Inf
3/1 (A5036 Chaloner St (S))	U	A	2	3	9.0	Geom	-	3.40	0.00	Y	Arm 9 Left	10.00
3/2 (A5036 Chaloner St (S))	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 6 Ahead	Inf
3/3 (A5036 Chaloner St (S))	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 6 Ahead	Inf
3/4 (A5036 Chaloner St (S))	U	B	2	3	7.5	Geom	-	4.50	0.00	Y	Arm 7 Right	14.00
4/1 (Queens Wharf (W))	U	G	2	3	2.5	User	3800	-	-	-	-	-
4/2 (Queens Wharf (W))	U	F	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Ahead	Inf
4/3 (Queens Wharf (W))	U	F	2	3	60.0	Geom	-	3.40	0.00	N	Arm 8 Right	18.00
4/4 (Queens Wharf (W))	U	F	2	3	5.3	Geom	-	3.40	0.00	N	Arm 8 Right	15.00

Full Input Data And Results

5/1 (A5036 Wapping (N) feed)	U		2	3	60.0	Geom	-	3.80	0.00	Y	Arm 1 Ahead	Inf
5/2 (A5036 Wapping (N) feed)	U		2	3	60.0	Geom	-	3.80	0.00	N	Arm 1 Ahead	Inf
6/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/3 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Peak Do Minimum'	08:00	09:00	01:00	
2: '2023 PM Peak Do Minimum'	17:00	18:00	01:00	
3: '2023 AM Peak Do Som '	08:00	09:00	01:00	
4: '2023 PM Peak Do Som '	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2023 AM Peak Do Minimum', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	99	1973	127	2199
	B	74	0	36	24	134
	C	1954	4	0	131	2089
	D	113	14	49	0	176
	Tot.	2141	117	2058	282	4598

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	
1/1	644
1/2	762
1/3 (with short)	793(In) 666(Out)
1/4 (short)	127
2/1	134
3/1 (short)	131
3/2 (with short)	1056(In) 925(Out)
3/3 (with short)	1033(In) 1029(Out)
3/4 (short)	4
4/1 (short)	113
4/2 (with short)	127(In) 14(Out)
4/3 (with short)	49(In) 23(Out)
4/4 (short)	26
5/1	644
5/2	1555
6/1	1018
6/2	1123
7/1	117
8/1	580
8/2	787
8/3	691
9/1	142
9/2	140

Full Input Data And Results

Lane Saturation Flows

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	15.4 %	1955	1955
				Arm 8 Ahead	Inf	84.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	55.2 %	1893	1893
				Arm 8 Left	12.00	26.9 %		
				Arm 9 Ahead	Inf	17.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	15.4 %	1955	1955
				Arm 8 Ahead	Inf	84.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	55.2 %	1893	1893
				Arm 8 Left	12.00	26.9 %		
				Arm 9 Ahead	Inf	17.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2' (FG2: '2023 PM Peak Do Minimum', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	173	2444	111	2728
	B	151	0	58	23	232
	C	2212	62	0	74	2348
	D	120	30	152	0	302
	Tot.	2483	265	2654	208	5610

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	
1/1	849
1/2	949
1/3 (with short)	930(In) 819(Out)
1/4 (short)	111
2/1	232
3/1 (short)	74
3/2 (with short)	1174(In) 1100(Out)
3/3 (with short)	1174(In) 1112(Out)
3/4 (short)	62
4/1 (short)	120
4/2 (with short)	150(In) 30(Out)
4/3 (with short)	152(In) 76(Out)
4/4 (short)	76
5/1	849
5/2	1879
6/1	1235
6/2	1248
7/1	265
8/1	771
8/2	1006
8/3	877
9/1	105
9/2	103

Full Input Data And Results

Lane Saturation Flows

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	20.4 %	1945	1945
				Arm 8 Ahead	Inf	79.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	65.1 %	1884	1884
				Arm 8 Left	12.00	25.0 %		
				Arm 9 Ahead	Inf	9.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	20.4 %	1945	1945
				Arm 8 Ahead	Inf	79.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	65.1 %	1884	1884
				Arm 8 Left	12.00	25.0 %		
				Arm 9 Ahead	Inf	9.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '3' (FG3: '2023 AM Peak Do Som ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	99	1973	131	2203
	B	74	0	36	24	134
	C	1954	4	0	149	2107
	D	120	14	76	0	210
	Tot.	2148	117	2085	304	4654

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	
1/1	642
1/2	763
1/3 (with short)	798(In) 667(Out)
1/4 (short)	131
2/1	134
3/1 (short)	149
3/2 (with short)	1067(In) 918(Out)
3/3 (with short)	1040(In) 1036(Out)
3/4 (short)	4
4/1 (short)	120
4/2 (with short)	134(In) 14(Out)
4/3 (with short)	76(In) 38(Out)
4/4 (short)	38
5/1	642
5/2	1561
6/1	1015
6/2	1133
7/1	117
8/1	593
8/2	794
8/3	698
9/1	153
9/2	151

Full Input Data And Results

Lane Saturation Flows

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	15.4 %	1955	1955
				Arm 8 Ahead	Inf	84.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	55.2 %	1893	1893
				Arm 8 Left	12.00	26.9 %		
				Arm 9 Ahead	Inf	17.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	15.4 %	1955	1955
				Arm 8 Ahead	Inf	84.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	55.2 %	1893	1893
				Arm 8 Left	12.00	26.9 %		
				Arm 9 Ahead	Inf	17.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '4' (FG4: '2023 PM Peak Do Som ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	173	2444	115	2732
	B	151	0	58	23	232
	C	2212	62	0	95	2369
	D	125	30	169	0	324
	Tot.	2488	265	2671	233	5657

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	
1/1	850
1/2	949
1/3 (with short)	933(In) 818(Out)
1/4 (short)	115
2/1	232
3/1 (short)	95
3/2 (with short)	1185(In) 1090(Out)
3/3 (with short)	1184(In) 1122(Out)
3/4 (short)	62
4/1 (short)	125
4/2 (with short)	155(In) 30(Out)
4/3 (with short)	169(In) 85(Out)
4/4 (short)	84
5/1	850
5/2	1882
6/1	1227
6/2	1261
7/1	265
8/1	781
8/2	1010
8/3	880
9/1	118
9/2	115

Full Input Data And Results

Lane Saturation Flows

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	20.4 %	1945	1945
				Arm 8 Ahead	Inf	79.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	65.1 %	1884	1884
				Arm 8 Left	12.00	25.0 %		
				Arm 9 Ahead	Inf	9.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A5036 Wapping (N))	3.70	0.00	Y	Arm 7 Left	15.00	20.4 %	1945	1945
				Arm 8 Ahead	Inf	79.6 %		
1/2 (A5036 Wapping (N))	3.70	0.00	N	Arm 8 Ahead	Inf	100.0 %	2125	2125
1/3 (A5036 Wapping (N))	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
1/4 (A5036 Wapping (N) Lane 4)	This lane uses a directly entered Saturation Flow						3800	3800
2/1 (Blundell St (E))	4.20	0.00	Y	Arm 6 Right	20.00	65.1 %	1884	1884
				Arm 8 Left	12.00	25.0 %		
				Arm 9 Ahead	Inf	9.9 %		
3/1 (A5036 Chaloner St (S))	3.40	0.00	Y	Arm 9 Left	10.00	100.0 %	1700	1700
3/2 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/3 (A5036 Chaloner St (S))	3.40	0.00	N	Arm 6 Ahead	Inf	100.0 %	2095	2095
3/4 (A5036 Chaloner St (S))	4.50	0.00	Y	Arm 7 Right	14.00	100.0 %	1865	1865
4/1 (Queens Wharf (W) Lane 1)	This lane uses a directly entered Saturation Flow						3800	3800
4/2 (Queens Wharf (W))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
4/3 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	18.00	100.0 %	1934	1934
4/4 (Queens Wharf (W))	3.40	0.00	N	Arm 8 Right	15.00	100.0 %	1905	1905
5/1 (A5036 Wapping (N) feed)	3.80	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1995	1995
5/2 (A5036 Wapping (N) feed)	3.80	0.00	N	Arm 1 Ahead	Inf	100.0 %	2135	2135
6/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (W Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And 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: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	89.0%
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	89.0%
1/1	A5036 Wapping (N) Left Ahead	U	1	N/A	C		1	67	-	644	1955	1031	62.5%
1/2	A5036 Wapping (N) Ahead	U	1	N/A	C		1	67	-	762	2125	1120	68.0%
1/3+1/4	A5036 Wapping (N) Ahead Right	U	1	N/A	C D		1	67:7	-	793	1985:3800	932+178	71.4 : 71.4%
2/1	Blundell St (E) Right Left Ahead	U	1	N/A	E		1	10	-	134	1893	161	83.0%
3/2+3/1	A5036 Chaloner St (S) Ahead Left	U	1	N/A	A		1	71	-	1056	2095:1700	1039+147	89.0 : 89.0%
3/3+3/4	A5036 Chaloner St (S) Ahead Right	U	1	N/A	A B		1	71:10	-	1033	2095:1865	1169+5	88.0 : 88.0%
4/2+4/1	Queens Wharf (W) Left Ahead	U	1	N/A	F G		1	13:23	-	127	1955:3800	49+396	28.5 : 28.5%
4/3+4/4	Queens Wharf (W) Right	U	1	N/A	F		1	13	-	49	1934:1905	164+186	14.0 : 14.0%
5/1	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	644	1995	1995	32.3%
5/2	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	1555	2135	2135	72.8%
6/1	N Exit	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
6/2	N Exit	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
7/1	E Exit	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%

Full Input Data And Results

8/1	S Exit	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
8/2	S Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
8/3	S Exit	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
9/2	W Exit	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	33.3	13.1	0.0	46.4	-	-	-	-
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	33.3	13.1	0.0	46.4	-	-	-	-
1/1	644	644	-	-	-	3.8	0.8	-	4.7	26.1	16.1	0.8	16.9
1/2	762	762	-	-	-	4.8	1.1	-	5.8	27.5	20.1	1.1	21.2
1/3+1/4	793	793	-	-	-	6.1	1.2	-	7.4 (5.1+2.3)	33.4 (27.5:64.4)	18.2	1.2	19.4
2/1	134	134	-	-	-	2.2	2.1	-	4.3	114.9	4.7	2.1	6.8
3/2+3/1	1056	1056	-	-	-	7.0	3.8	-	10.8 (9.5+1.3)	36.7 (36.9:35.8)	31.3	3.8	35.1
3/3+3/4	1033	1033	-	-	-	7.2	3.5	-	10.7 (10.6+0.1)	37.2 (36.9:105.9)	32.0	3.5	35.5
4/2+4/1	127	127	-	-	-	1.6	0.2	-	1.8 (0.2+1.6)	50.6 (57.4:49.7)	1.7	0.2	1.9
4/3+4/4	49	49	-	-	-	0.7	0.1	-	0.8 (0.4+0.4)	58.0 (57.9:58.0)	0.8	0.1	0.9
5/1	644	644	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1555	1555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

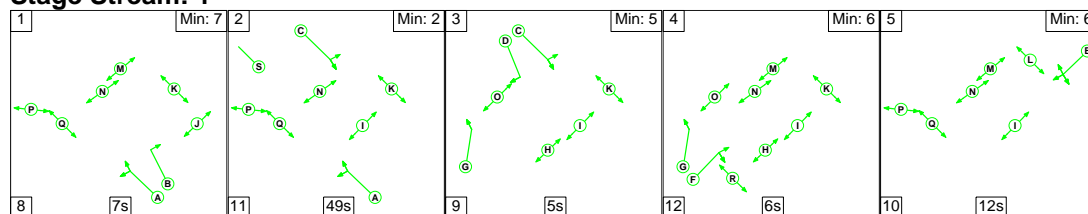
C1 - Chaloner St / Blundell St /Queens Wharf	Stream: 1	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	46.15	Cycle Time (s):	129
		PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	46.39		

Full Input Data And Results

Scenario 2: '2' (FG2: '2023 PM Peak Do Minimum', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

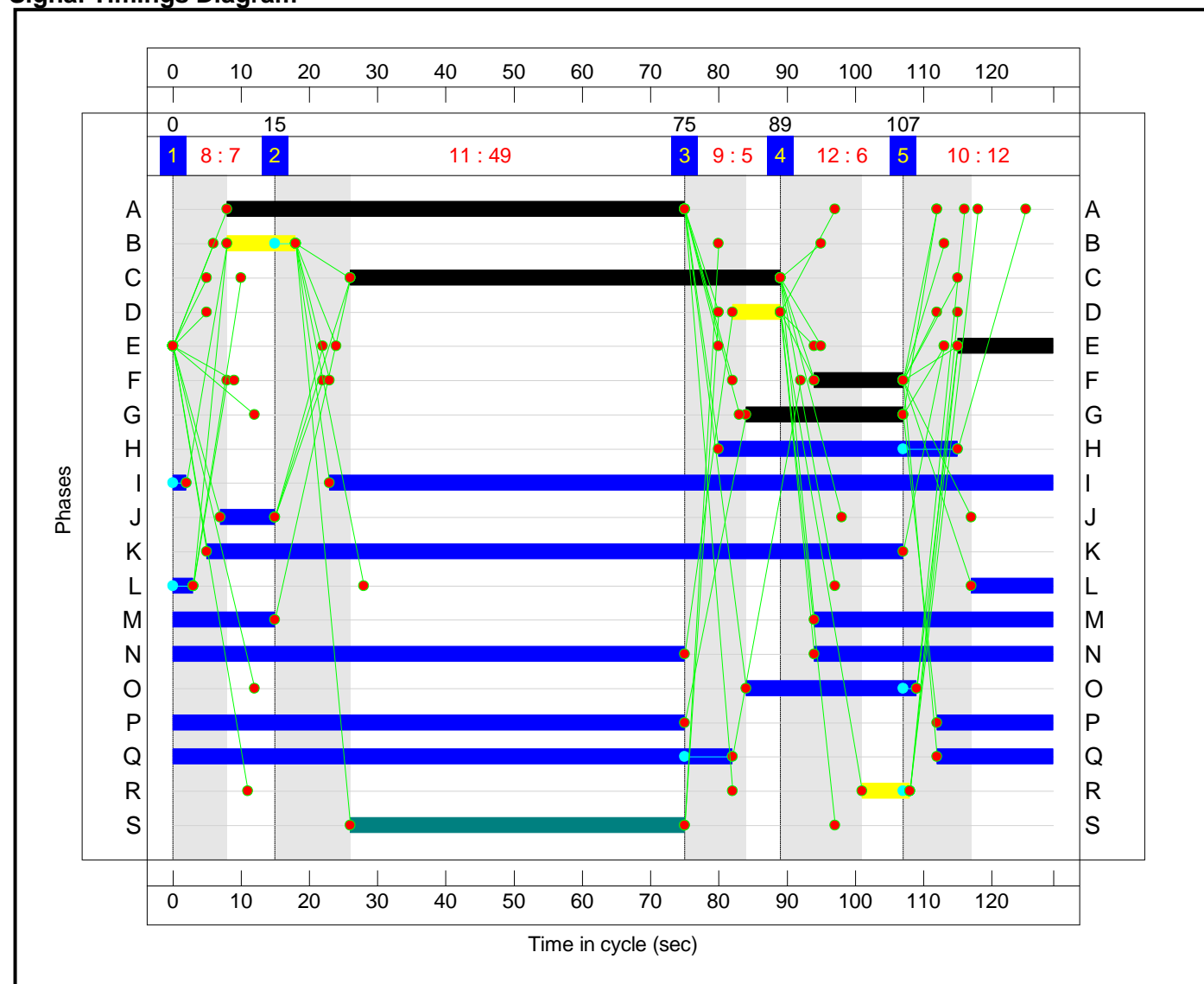


Stage Timings

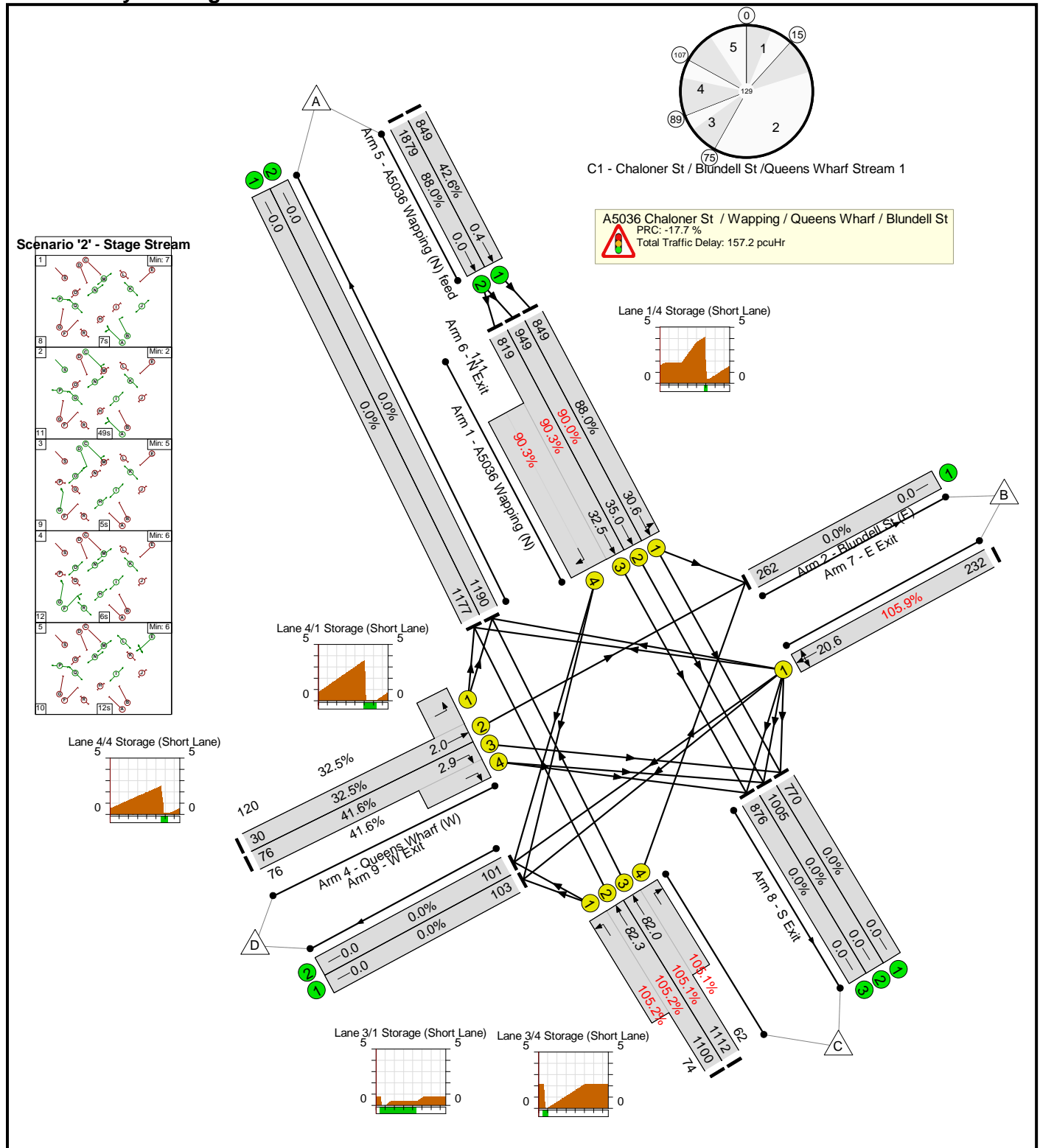
Stage Stream: 1

Stage	1	2	3	4	5
Duration	7	49	5	6	12
Change Point	0	15	75	89	107

Signal Timings Diagram



Network Layout Diagram



Full Input Data And 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: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
1/1	A5036 Wapping (N) Left Ahead	U	1	N/A	C		1	63	-	849	1945	965	88.0%
1/2	A5036 Wapping (N) Ahead	U	1	N/A	C		1	63	-	949	2125	1054	90.0%
1/3+1/4	A5036 Wapping (N) Ahead Right	U	1	N/A	C D		1	63:7	-	930	1985:3800	907+123	90.3 : 90.3%
2/1	Blundell St (E) Right Left Ahead	U	1	N/A	E		1	14	-	232	1884	219	105.9%
3/2+3/1	A5036 Chaloner St (S) Ahead Left	U	1	N/A	A		1	67	-	1174	2095:1700	1046+70	105.2 : 105.2%
3/3+3/4	A5036 Chaloner St (S) Ahead Right	U	1	N/A	A B		1	67:10	-	1174	2095:1865	1058+59	105.1 : 105.1%
4/2+4/1	Queens Wharf (W) Left Ahead	U	1	N/A	F G		1	13:23	-	150	1955:3800	92+370	32.5 : 32.5%
4/3+4/4	Queens Wharf (W) Right	U	1	N/A	F		1	13	-	152	1934:1905	183+183	41.6 : 41.6%
5/1	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	849	1995	1995	42.6%
5/2	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	1879	2135	2135	88.0%
6/1	N Exit	U	N/A	N/A	-		-	-	-	1235	Inf	Inf	0.0%
6/2	N Exit	U	N/A	N/A	-		-	-	-	1248	Inf	Inf	0.0%
7/1	E Exit	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%

Full Input Data And Results

8/1	S Exit	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
8/2	S Exit	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
8/3	S Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
9/2	W Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	59.3	97.8	0.0	157.2	-	-	-	-
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	59.3	97.8	0.0	157.2	-	-	-	-
1/1	849	849	-	-	-	6.9	3.5	-	10.3	43.7	27.1	3.5	30.6
1/2	949	949	-	-	-	7.8	4.2	-	12.0	45.4	30.8	4.2	35.0
1/3+1/4	930	930	-	-	-	8.3	4.3	-	12.6 (10.3+2.3)	48.8 (45.3:75.1)	28.2	4.3	32.5
2/1	232	219	-	-	-	4.6	11.5	-	16.1	250.2	9.0	11.5	20.6
3/2+3/1	1174	1116	-	-	-	13.2	36.8	-	50.0 (46.8+3.2)	153.3 (153.3:153.9)	45.5	36.8	82.3
3/3+3/4	1174	1117	-	-	-	14.4	36.6	-	51.0 (47.2+3.8)	156.4 (152.9:219.4)	45.3	36.6	82.0
4/2+4/1	150	150	-	-	-	1.9	0.2	-	2.1 (0.5+1.7)	51.5 (57.9:49.9)	1.8	0.2	2.0
4/3+4/4	152	152	-	-	-	2.3	0.4	-	2.6 (1.3+1.3)	61.8 (61.8:61.8)	2.5	0.4	2.9
5/1	849	849	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	1879	1879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1177	1177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1190	1190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1005	1005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

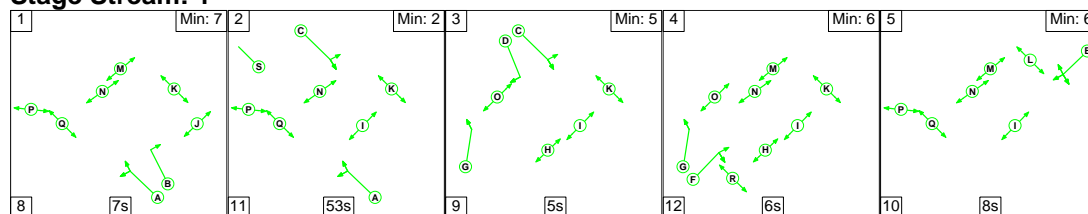
C1 - Chaloner St / Blundell St /Queens Wharf	Stream: 1	PRC for Signalled Lanes (%):	-17.7	Total Delay for Signalled Lanes (pcuHr):	156.80	Cycle Time (s):	129
		PRC Over All Lanes (%):	-17.7	Total Delay Over All Lanes(pcuHr):	157.17		

Full Input Data And Results

Scenario 3: '3' (FG3: '2023 AM Peak Do Som ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

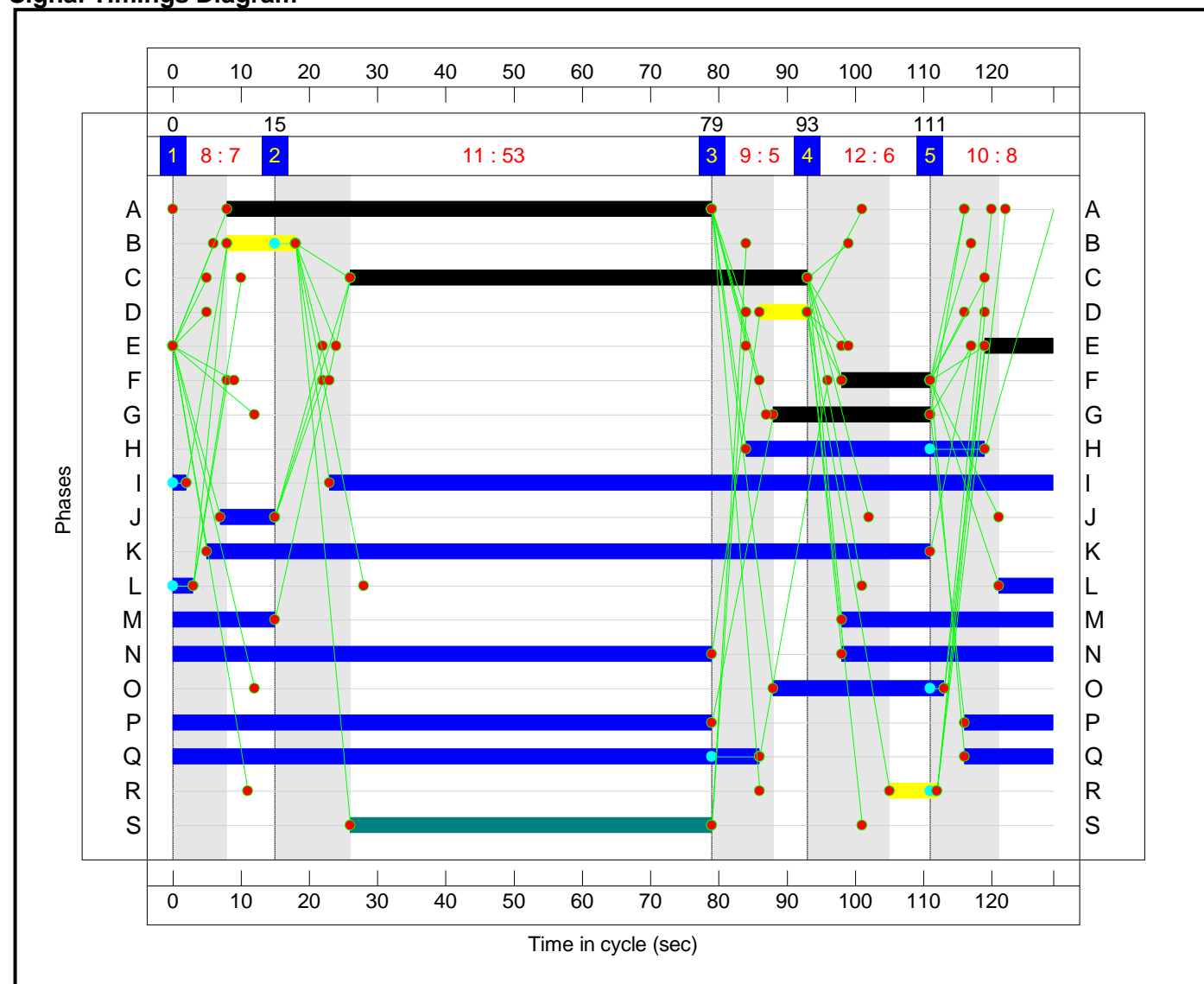


Stage Timings

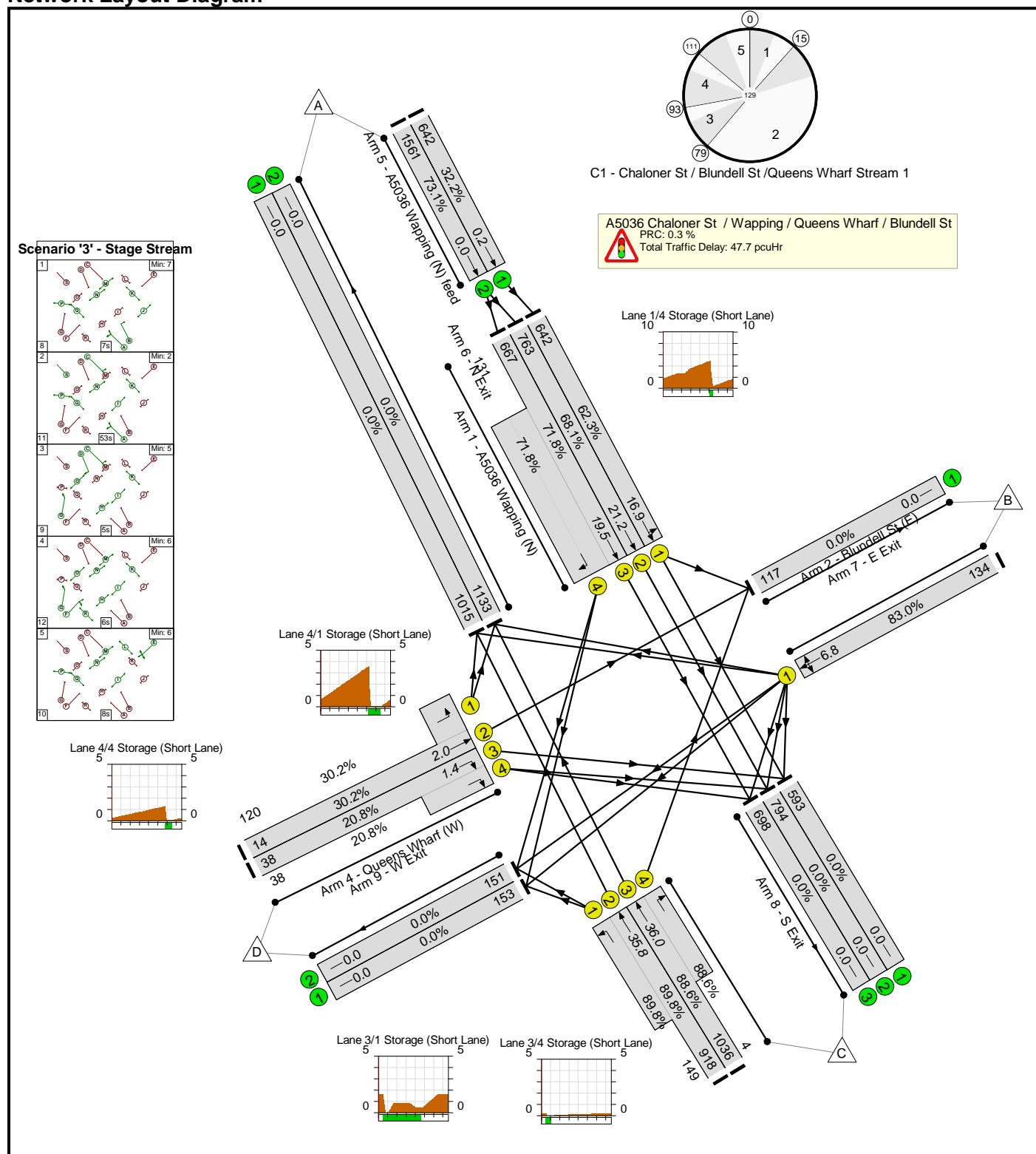
Stage Stream: 1

Stage	1	2	3	4	5
Duration	7	53	5	6	8
Change Point	0	15	79	93	111

Signal Timings Diagram



Network Layout Diagram



Full Input Data And 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: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/1	A5036 Wapping (N) Left Ahead	U	1	N/A	C		1	67	-	642	1955	1031	62.3%
1/2	A5036 Wapping (N) Ahead	U	1	N/A	C		1	67	-	763	2125	1120	68.1%
1/3+1/4	A5036 Wapping (N) Ahead Right	U	1	N/A	C D		1	67:7	-	798	1985:3800	930+183	71.8 : 71.8%
2/1	Blundell St (E) Right Left Ahead	U	1	N/A	E		1	10	-	134	1893	161	83.0%
3/2+3/1	A5036 Chaloner St (S) Ahead Left	U	1	N/A	A		1	71	-	1067	2095:1700	1023+166	89.8 : 89.8%
3/3+3/4	A5036 Chaloner St (S) Ahead Right	U	1	N/A	A B		1	71:10	-	1040	2095:1865	1169+5	88.6 : 88.6%
4/2+4/1	Queens Wharf (W) Left Ahead	U	1	N/A	F G		1	13:23	-	134	1955:3800	46+398	30.2 : 30.2%
4/3+4/4	Queens Wharf (W) Right	U	1	N/A	F		1	13	-	76	1934:1905	183+183	20.8 : 20.8%
5/1	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	642	1995	1995	32.2%
5/2	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	1561	2135	2135	73.1%
6/1	N Exit	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
6/2	N Exit	U	N/A	N/A	-		-	-	-	1133	Inf	Inf	0.0%
7/1	E Exit	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%

Full Input Data And Results

8/1	S Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
8/2	S Exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
8/3	S Exit	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
9/2	W Exit	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	34.0	13.6	0.0	47.7	-	-	-	-
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	34.0	13.6	0.0	47.7	-	-	-	-
1/1	642	642	-	-	-	3.8	0.8	-	4.7	26.1	16.1	0.8	16.9
1/2	763	763	-	-	-	4.8	1.1	-	5.8	27.5	20.1	1.1	21.2
1/3+1/4	798	798	-	-	-	6.2	1.3	-	7.5 (5.1+2.3)	33.6 (27.6:64.5)	18.2	1.3	19.5
2/1	134	134	-	-	-	2.2	2.1	-	4.3	114.9	4.7	2.1	6.8
3/2+3/1	1067	1067	-	-	-	7.0	4.1	-	11.2 (9.6+1.5)	37.6 (37.8:36.8)	31.7	4.1	35.8
3/3+3/4	1040	1040	-	-	-	7.3	3.7	-	11.0 (10.8+0.1)	37.9 (37.7:106.7)	32.3	3.7	36.0
4/2+4/1	134	134	-	-	-	1.7	0.2	-	1.9 (0.2+1.7)	50.7 (57.5:49.9)	1.8	0.2	2.0
4/3+4/4	76	76	-	-	-	1.1	0.1	-	1.2 (0.6+0.6)	58.5 (58.5:58.6)	1.2	0.1	1.4
5/1	642	642	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1561	1561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1133	1133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

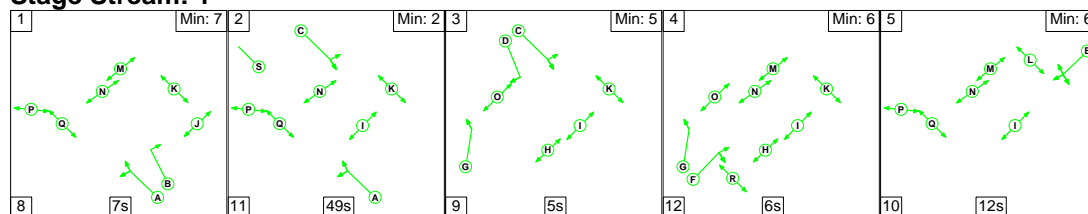
C1 - Chaloner St / Blundell St /Queens Wharf	Stream: 1	PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	47.45	Cycle Time (s):	129
		PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	47.69		

Full Input Data And Results

Scenario 4: '4' (FG4: '2023 PM Peak Do Som ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

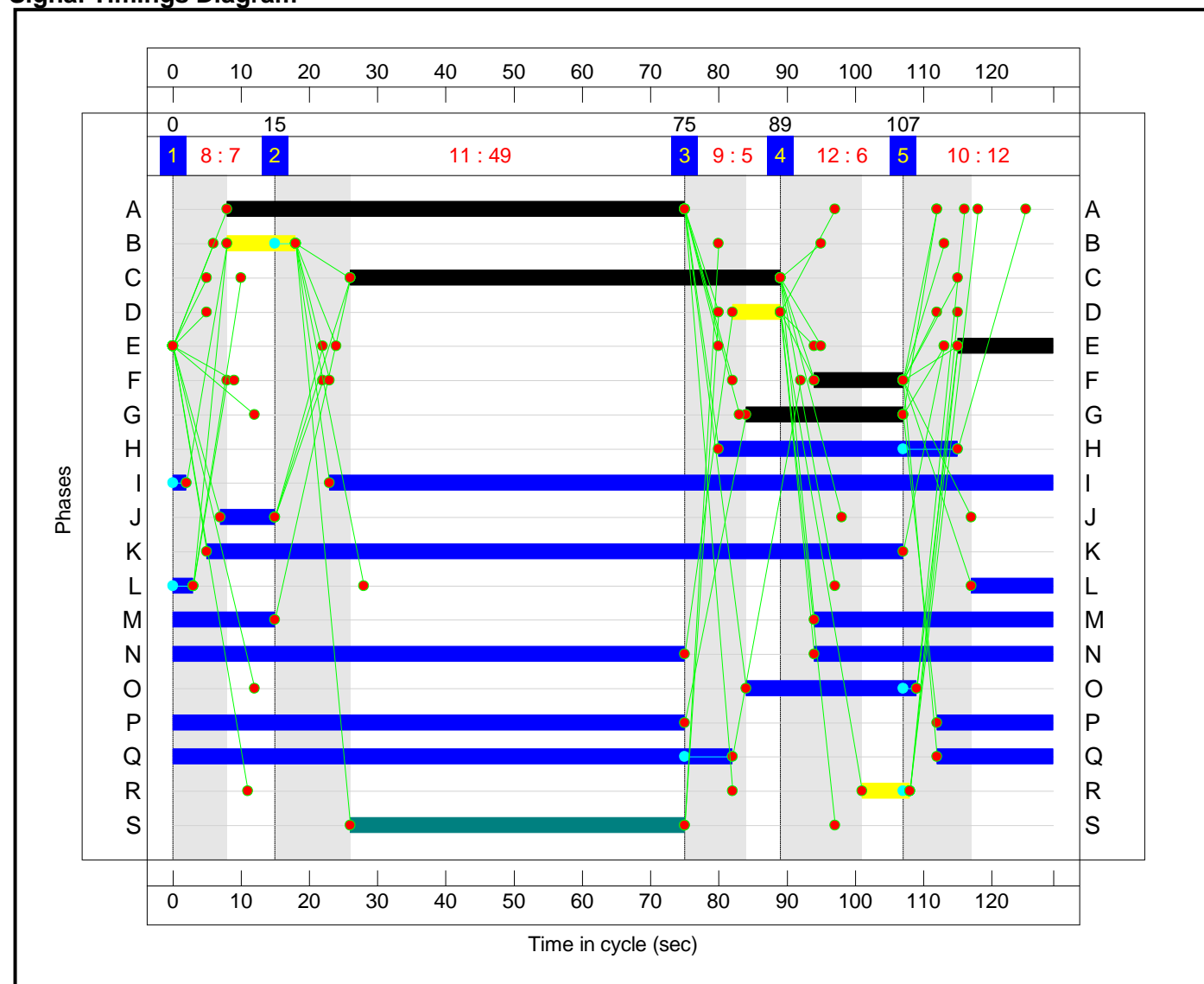


Stage Timings

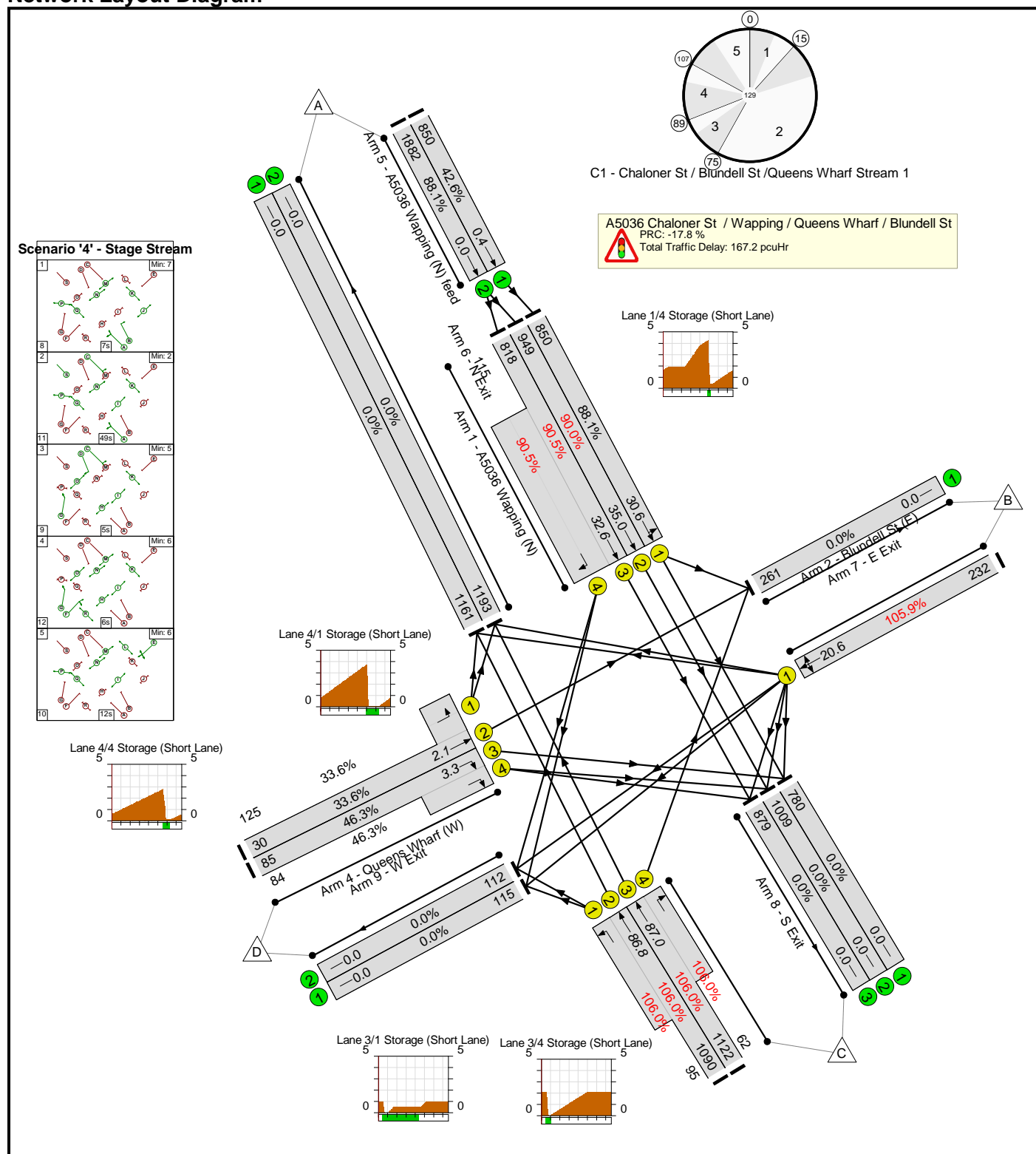
Stage Stream: 1

Stage	1	2	3	4	5
Duration	7	49	5	6	12
Change Point	0	15	75	89	107

Signal Timings Diagram



Network Layout Diagram



Full Input Data And 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: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
1/1	A5036 Wapping (N) Left Ahead	U	1	N/A	C		1	63	-	850	1945	965	88.1%
1/2	A5036 Wapping (N) Ahead	U	1	N/A	C		1	63	-	949	2125	1054	90.0%
1/3+1/4	A5036 Wapping (N) Ahead Right	U	1	N/A	C D		1	63:7	-	933	1985:3800	904+127	90.5 : 90.5%
2/1	Blundell St (E) Right Left Ahead	U	1	N/A	E		1	14	-	232	1884	219	105.9%
3/2+3/1	A5036 Chaloner St (S) Ahead Left	U	1	N/A	A		1	67	-	1185	2095:1700	1028+90	106.0 : 106.0%
3/3+3/4	A5036 Chaloner St (S) Ahead Right	U	1	N/A	A B		1	67:10	-	1184	2095:1865	1058+58	106.0 : 106.0%
4/2+4/1	Queens Wharf (W) Left Ahead	U	1	N/A	F G		1	13:23	-	155	1955:3800	89+372	33.6 : 33.6%
4/3+4/4	Queens Wharf (W) Right	U	1	N/A	F		1	13	-	169	1934:1905	184+182	46.3 : 46.3%
5/1	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	850	1995	1995	42.6%
5/2	A5036 Wapping (N) feed Ahead	U	N/A	N/A	-		-	-	-	1882	2135	2135	88.1%
6/1	N Exit	U	N/A	N/A	-		-	-	-	1227	Inf	Inf	0.0%
6/2	N Exit	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
7/1	E Exit	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%

Full Input Data And Results

8/1	S Exit	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
8/2	S Exit	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
8/3	S Exit	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
9/2	W Exit	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	61.0	106.2	0.0	167.2	-	-	-	-
A5036 Chaloner St / Wapping / Queens Wharf / Blundell St	-	-	0	0	0	61.0	106.2	0.0	167.2	-	-	-	-
1/1	850	850	-	-	-	6.9	3.5	-	10.4	43.9	27.2	3.5	30.6
1/2	949	949	-	-	-	7.8	4.2	-	12.0	45.4	30.8	4.2	35.0
1/3+1/4	933	933	-	-	-	8.4	4.4	-	12.7 (10.3+2.4)	49.1 (45.4:75.4)	28.2	4.4	32.6
2/1	232	219	-	-	-	4.6	11.5	-	16.1	250.2	9.0	11.5	20.6
3/2+3/1	1185	1118	-	-	-	13.8	40.7	-	54.6 (50.2+4.4)	165.8 (165.7:166.2)	46.1	40.7	86.8
3/3+3/4	1184	1117	-	-	-	15.0	40.9	-	56.0 (51.9+4.0)	170.1 (166.7:232.5)	46.1	40.9	87.0
4/2+4/1	155	155	-	-	-	2.0	0.3	-	2.2 (0.5+1.7)	51.6 (58.0:50.1)	1.9	0.3	2.1
4/3+4/4	169	169	-	-	-	2.5	0.4	-	2.9 (1.5+1.5)	62.8 (62.8:62.8)	2.8	0.4	3.3
5/1	850	850	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	1882	1882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - Chaloner St / Blundell St /Queens Wharf	Stream: 1	PRC for Signalled Lanes (%):	-17.8	Total Delay for Signalled Lanes (pcuHr):	166.87	Cycle Time (s):	129
		PRC Over All Lanes (%):	-17.8	Total Delay Over All Lanes(pcuHr):	167.24		



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