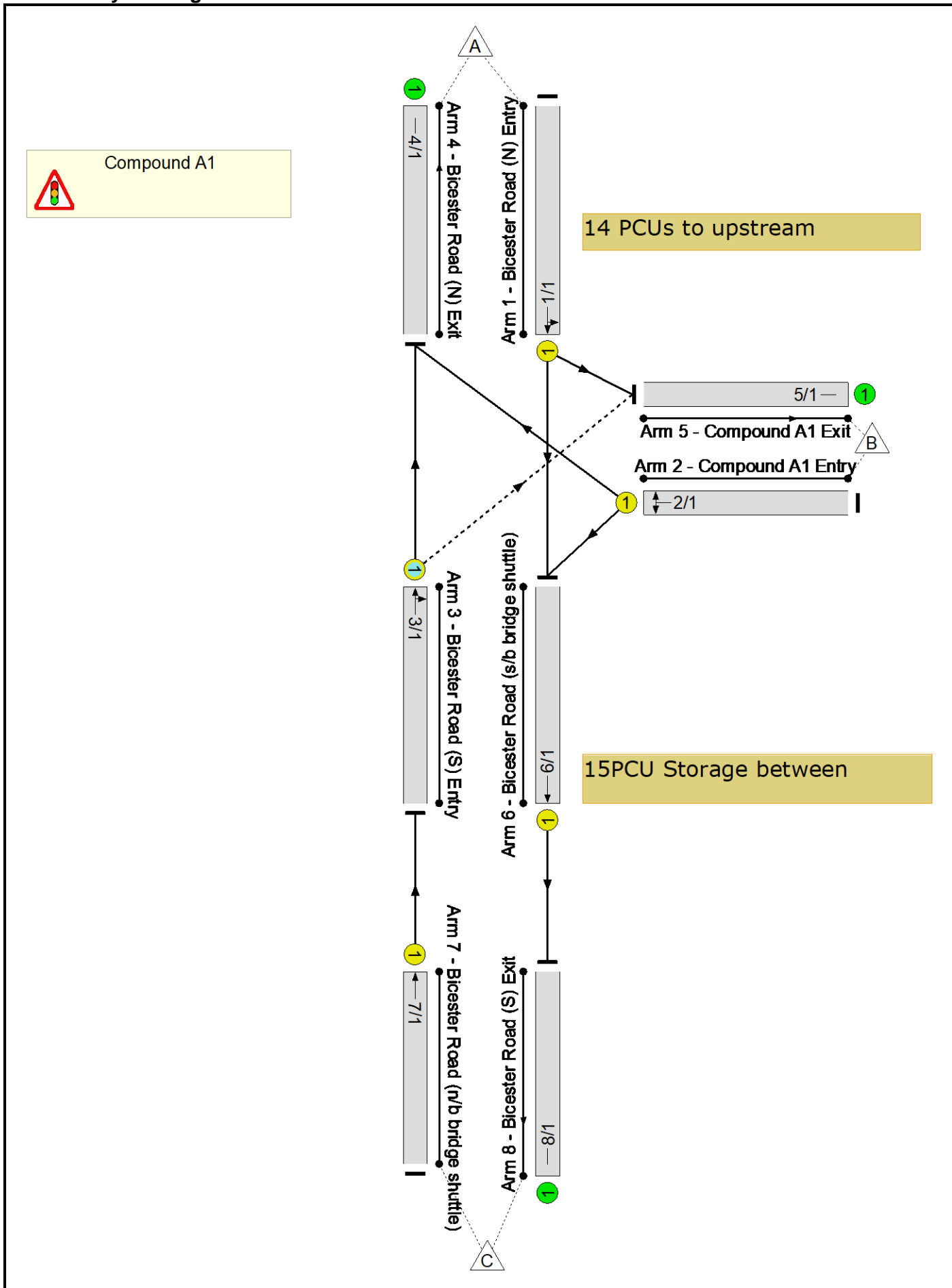


**Full Input Data And Results**

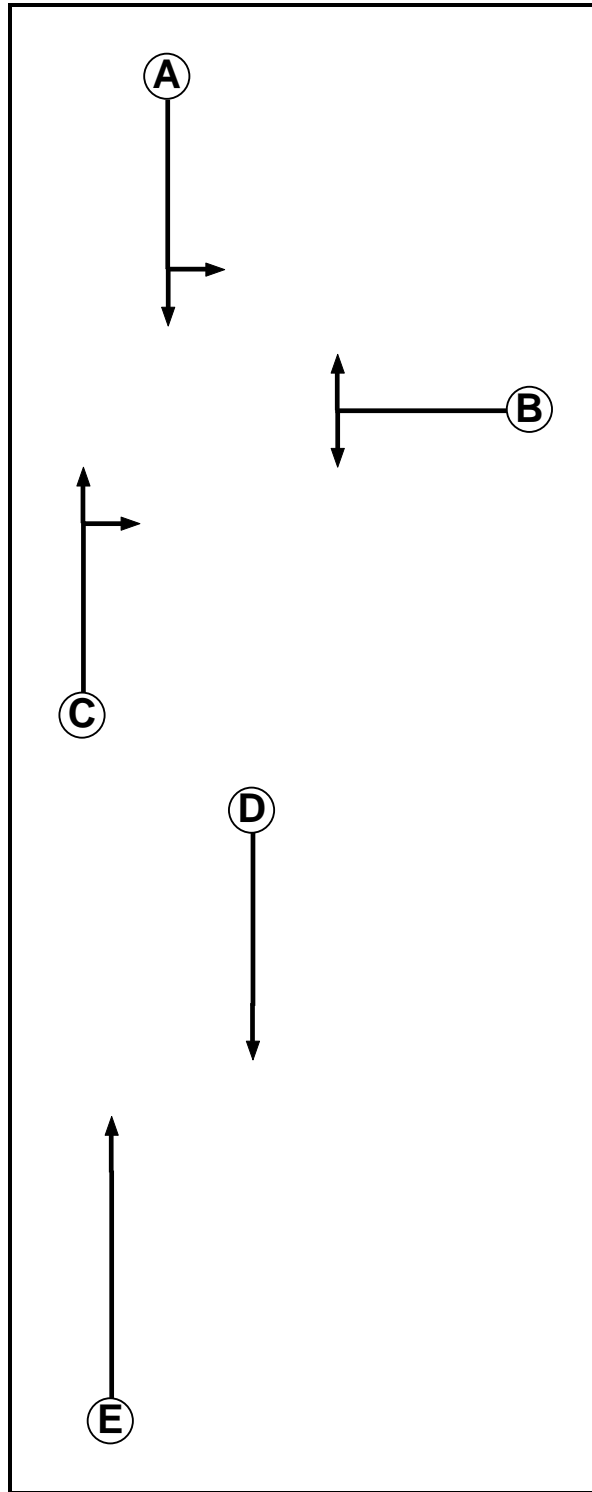
**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	190314_Compound A1 Access.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

### Network Layout Diagram



**Phase Diagram**



**Phase Input Data**

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

## Full Input Data And Results

### Phase Intergrens Matrix

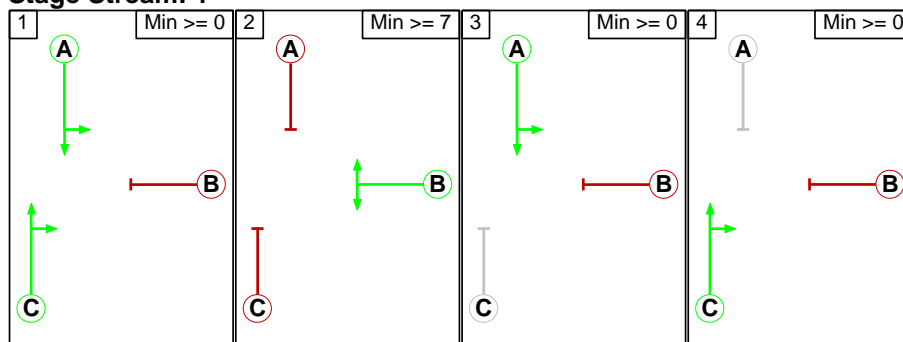
		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	5	-	-	-	-
	B	5	5	-	-	-
	C	-	5	-	-	-
	D	-	-	-	14	-
	E	-	-	-	14	-

### Phases in Stage

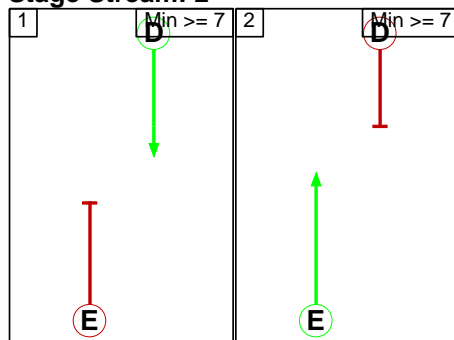
Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B
1	3	A
1	4	C
2	1	D
2	2	E

### Stage Diagram

#### Stage Stream: 1



#### Stage Stream: 2



### Phase Delays

#### Stage Stream: 1

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

Full Input Data And Results

**Stage Stream: 2**

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

**Prohibited Stage Change**

**Stage Stream: 1**

		To Stage			
		1	2	3	4
From Stage	1		5	0	0
	2	5		5	5
	3	2	5		2
	4	2	5	2	

**Stage Stream: 2**

		To Stage	
		1	2
From Stage	1		14
	2	14	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Compound A1											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Bicester Road (S) Entry)	5/1 (Right)	1439	0	1/1	1.09	All	-	-	-	-	-

Full Input Data And Results

**Lane Input Data**

Junction: Compound A1												
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 (Bicester Road (N) Entry)	U	A	2	3	13.9	Geom	-	3.65	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
2/1 (Compound A1 Entry)	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Right	15.00
											Arm 6 Left	15.00
3/1 (Bicester Road (S) Entry)	O	C	2	3	15.0	Geom	-	4.20	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	15.00
4/1 (Bicester Road (N) Exit)	U		2	3	13.9	Inf	-	-	-	-	-	-
5/1 (Compound A1 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bicester Road (s/b bridge shuttle))	U	D	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 8 Ahead	Inf
7/1 (Bicester Road (n/b bridge shuttle))	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 3 Ahead	Inf
8/1 (Bicester Road (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: 'Construction Future Baseline + EWR2 AM Peak'	08:00	09:00	01:00	
2: 'Construction Future Baseline + EWR2 PM Peak'	17:00	18:00	01:00	
3: 'Cumulative AM Peak'	08:00	09:00	01:00	
4: 'Cumulative PM Peak'	17:00	18:00	01:00	
5: 'Copy of Construction Future Baseline + EWR2 PM Peak'	17:00	18:00	01:00	

Full Input Data And Results

**Scenario 5: 'Separate Stages Cumulative AM Peak'** (FG3: 'Cumulative AM Peak', Plan 2: 'Separate Stages')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	44	350	394
	B	34	0	4	38
	C	424	3	0	427
	Tot.	458	47	354	859

**Traffic Lane Flows**

Lane	Scenario 5: Separate Stages Cumulative AM Peak
<b>Junction: Compound A1</b>	
1/1	394
2/1	38
3/1	427
4/1	458
5/1	47
6/1	354
7/1	427
8/1	354



Full Input Data And Results

**Lane Saturation Flows**

Junction: Compound A1								
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 (Bicester Road (N) Entry)	3.65	0.00	Y	Arm 5 Left	15.00	11.2 %	1958	1958
				Arm 6 Ahead	Inf	88.8 %		
2/1 (Compound A1 Entry)	3.65	0.00	Y	Arm 4 Right	15.00	89.5 %	1800	1800
				Arm 6 Left	15.00	10.5 %		
3/1 (Bicester Road (S) Entry)	4.20	0.00	Y	Arm 4 Ahead	Inf	99.3 %	2034	2034
				Arm 5 Right	15.00	0.7 %		
4/1 (Bicester Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Compound A1 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bicester Road (s/b bridge shuttle))	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
7/1 (Bicester Road (n/b bridge shuttle))	3.65	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1980	1980
8/1 (Bicester Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 6: 'Separate Stages Cumulative PM Peak'** (FG4: 'Cumulative PM Peak', Plan 2: 'Separate Stages')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	33	428	461
	B	90	0	18	108
	C	326	18	0	344
	Tot.	416	51	446	913

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 6: Separate Stages Cumulative PM Peak
<b>Junction: Compound A1</b>	
1/1	461
2/1	108
3/1	344
4/1	416
5/1	51
6/1	446
7/1	344
8/1	446

**Lane Saturation Flows**

<b>Junction: Compound A1</b>								
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 (Bicester Road (N) Entry)	3.65	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	7.2 % 92.8 %	1966	1966
2/1 (Compound A1 Entry)	3.65	0.00	Y	Arm 4 Right Arm 6 Left	15.00 15.00	83.3 % 16.7 %	1800	1800
3/1 (Bicester Road (S) Entry)	4.20	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 15.00	94.8 % 5.2 %	2024	2024
4/1 (Bicester Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Compound A1 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bicester Road (s/b bridge shuttle))	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
7/1 (Bicester Road (n/b bridge shuttle))	3.65	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1980	1980
8/1 (Bicester Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

**Scenario 7: 'Separate Stages Construction Future Baseline + EWR2 AM Peak'** (FG1: 'Construction Future Baseline + EWR2 AM Peak', Plan 2: 'Separate Stages')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	44	350	394
	B	34	0	3	37
	C	421	3	0	424
	Tot.	455	47	353	855

**Traffic Lane Flows**

Lane	Scenario 7: Separate Stages Construction Future Baseline + EWR2 AM Peak
<b>Junction: Compound A1</b>	
1/1	394
2/1	37
3/1	424
4/1	455
5/1	47
6/1	353
7/1	424
8/1	353

Full Input Data And Results

**Lane Saturation Flows**

Junction: Compound A1								
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 (Bicester Road (N) Entry)	3.65	0.00	Y	Arm 5 Left	15.00	11.2 %	1958	1958
				Arm 6 Ahead	Inf	88.8 %		
2/1 (Compound A1 Entry)	3.65	0.00	Y	Arm 4 Right	15.00	91.9 %	1800	1800
				Arm 6 Left	15.00	8.1 %		
3/1 (Bicester Road (S) Entry)	4.20	0.00	Y	Arm 4 Ahead	Inf	99.3 %	2034	2034
				Arm 5 Right	15.00	0.7 %		
4/1 (Bicester Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Compound A1 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bicester Road (s/b bridge shuttle))	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
7/1 (Bicester Road (n/b bridge shuttle))	3.65	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1980	1980
8/1 (Bicester Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 8: 'Separate Stage Construction Future Baseline + EWR2 PM Peak'** (FG2: 'Construction Future Baseline + EWR2 PM Peak', Plan 2: 'Separate Stages')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	33	425	458
	B	90	0	18	108
	C	326	18	0	344
	Tot.	416	51	443	910

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 8: Separate Stage Construction Future Baseline + EWR2 PM Peak
<b>Junction: Compound A1</b>	
1/1	458
2/1	108
3/1	344
4/1	416
5/1	51
6/1	443
7/1	344
8/1	443

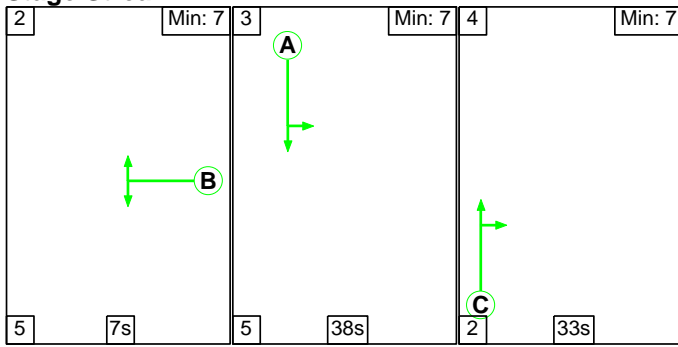
**Lane Saturation Flows**

<b>Junction: Compound A1</b>								
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 (Bicester Road (N) Entry)	3.65	0.00	Y	Arm 5 Left	15.00	7.2 %	1966	1966
				Arm 6 Ahead	Inf	92.8 %		
2/1 (Compound A1 Entry)	3.65	0.00	Y	Arm 4 Right	15.00	83.3 %	1800	1800
				Arm 6 Left	15.00	16.7 %		
3/1 (Bicester Road (S) Entry)	4.20	0.00	Y	Arm 4 Ahead	Inf	94.8 %	2024	2024
				Arm 5 Right	15.00	5.2 %		
4/1 (Bicester Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Compound A1 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bicester Road (s/b bridge shuttle))	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
7/1 (Bicester Road (n/b bridge shuttle))	3.65	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1980	1980
8/1 (Bicester Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

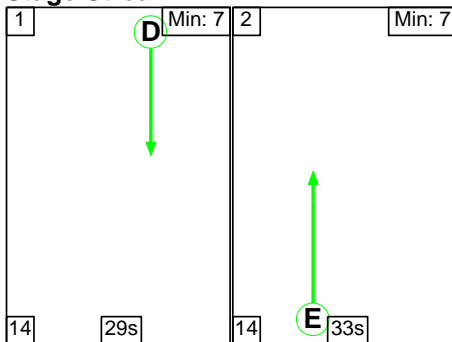
**Scenario 5: 'Separate Stages Cumulative AM Peak'** (FG3: 'Cumulative AM Peak', Plan 2: 'Separate Stages')

**Stage Sequence Diagram**

**Stage Stream: 1**



**Stage Stream: 2**



**Stage Timings**

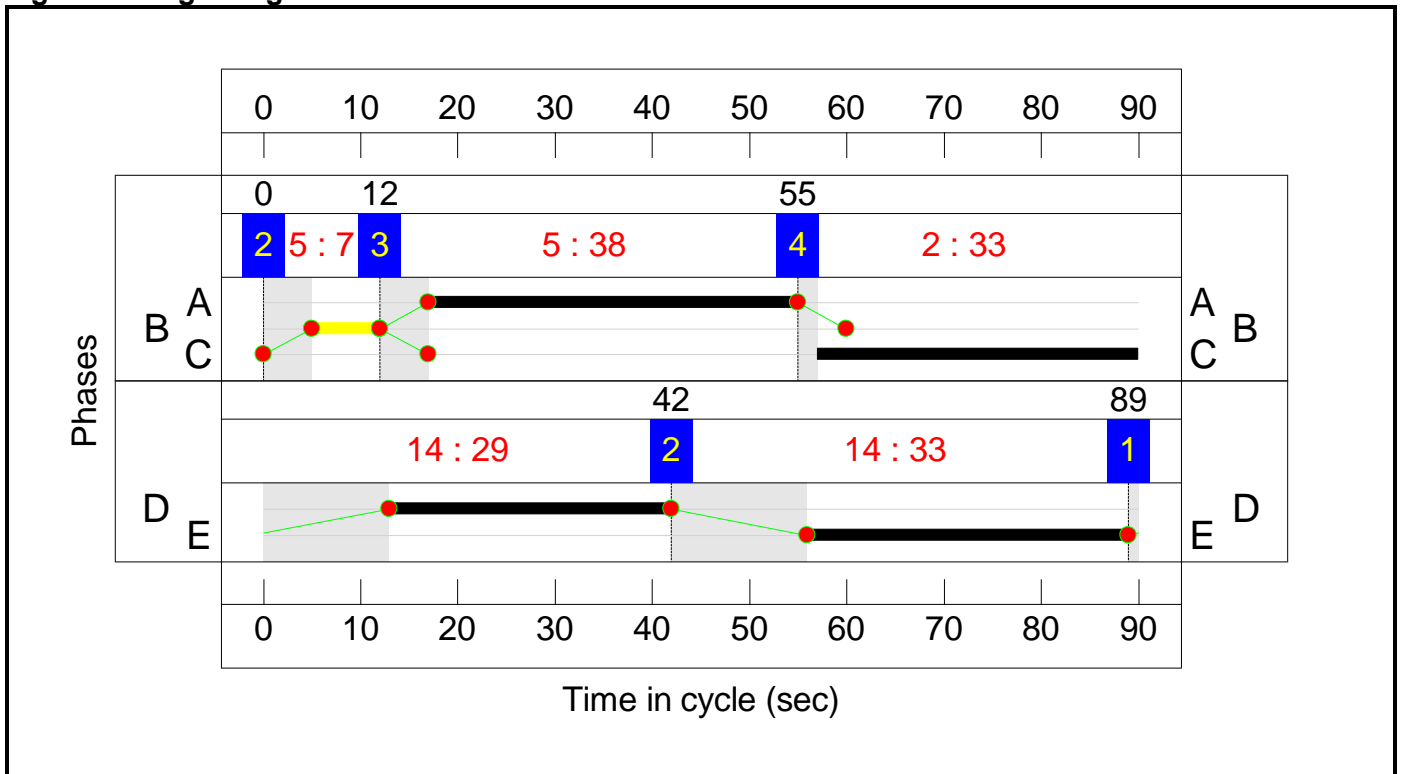
**Stage Stream: 1**

Stage	2	3	4
Duration	7	38	33
Change Point	0	12	55

**Stage Stream: 2**

Stage	1	2
Duration	29	33
Change Point	89	42

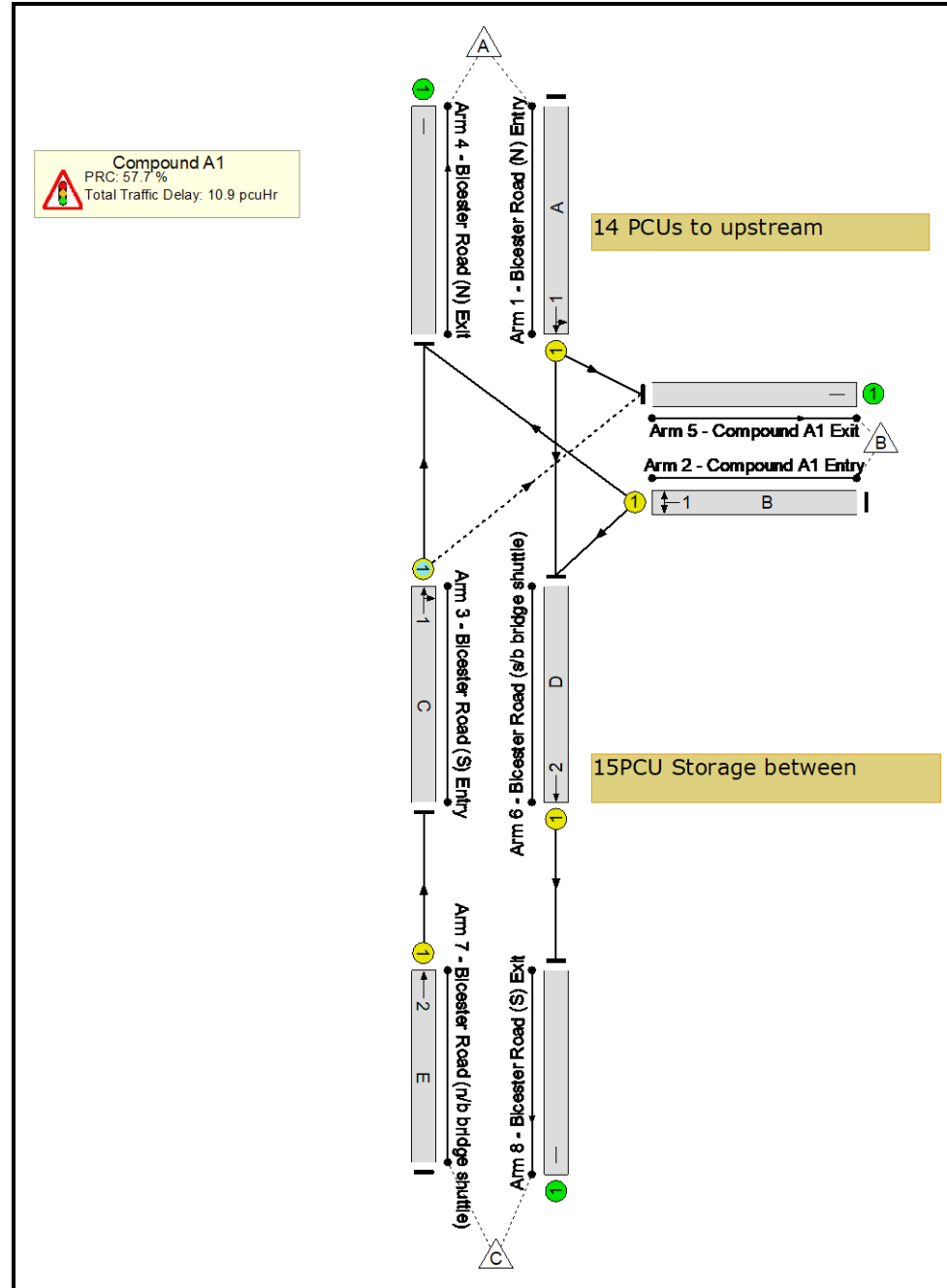
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.1%</b>
<b>Compound A1</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.1%</b>
1/1	Bicester Road (N) Entry Left Ahead	U	1	N/A	A		1	38	-	394	1958	848	46.4%
2/1	Compound A1 Entry Right Left	U	1	N/A	B		1	7	-	38	1800	160	23.8%
3/1	Bicester Road (S) Entry Ahead Right	O	1	N/A	C		1	33	-	427	2034	768	55.6%
4/1	Bicester Road (N) Exit	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
5/1	Compound A1 Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
6/1	Bicester Road (s/b bridge shuttle) Ahead	U	2	N/A	D		1	29	-	354	1915	638	55.5%
7/1	Bicester Road (n/b bridge shuttle) Ahead	U	2	N/A	E		1	33	-	427	1980	748	57.1%
8/1	Bicester Road (S) Exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%

Full Input Data And Results

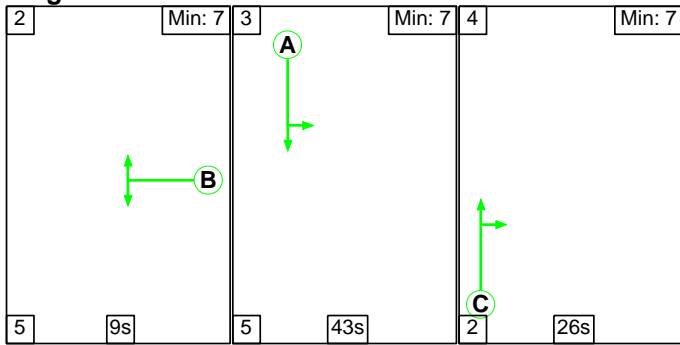
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	0	3	0	8.4	2.5	0.0	10.9	-	-	-	-
<b>Compound A1</b>	-	-	0	3	0	8.4	2.5	0.0	10.9	-	-	-	-
1/1	394	394	-	-	-	2.0	0.4	-	2.4	22.0	6.9	0.4	7.3
2/1	38	38	-	-	-	0.4	0.2	-	0.6	52.9	0.9	0.2	1.0
3/1	427	427	0	3	0	1.6	0.6	-	2.2	18.4	2.8	0.6	3.4
4/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	354	354	-	-	-	1.8	0.6	-	2.4	24.6	3.2	0.6	3.8
7/1	427	427	-	-	-	2.6	0.7	-	3.3	27.8	8.4	0.7	9.1
8/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1 Stream: 1 PRC for Signalled Lanes (%):		61.9		Total Delay for Signalled Lanes (pcuHr):		5.15		Cycle Time (s):		90	
		C1 Stream: 2 PRC for Signalled Lanes (%):		57.7		Total Delay for Signalled Lanes (pcuHr):		5.72		Cycle Time (s):		90	
		PRC Over All Lanes (%):		57.7		Total Delay Over All Lanes(pcuHr):		10.87					

Full Input Data And Results

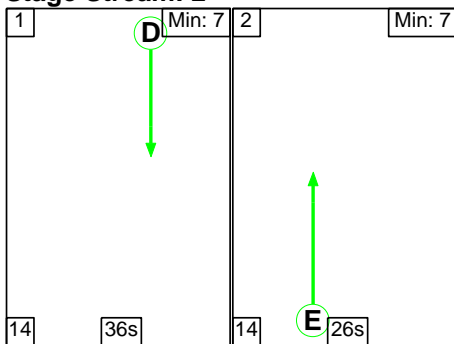
Scenario 6: 'Separate Stages Cumulative PM Peak' (FG4: 'Cumulative PM Peak', Plan 2: 'Separate Stages')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

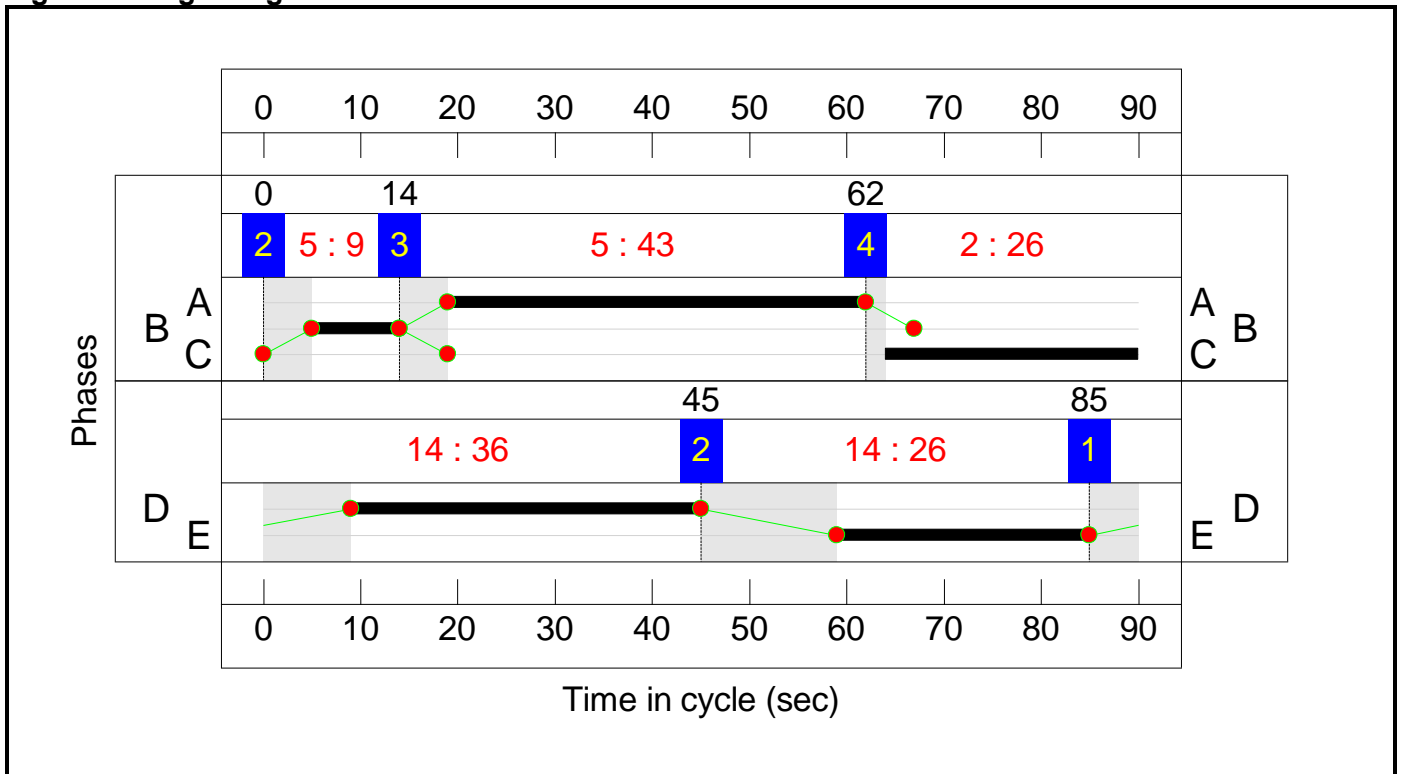
Stage Stream: 1

Stage	2	3	4
Duration	9	43	26
Change Point	0	14	62

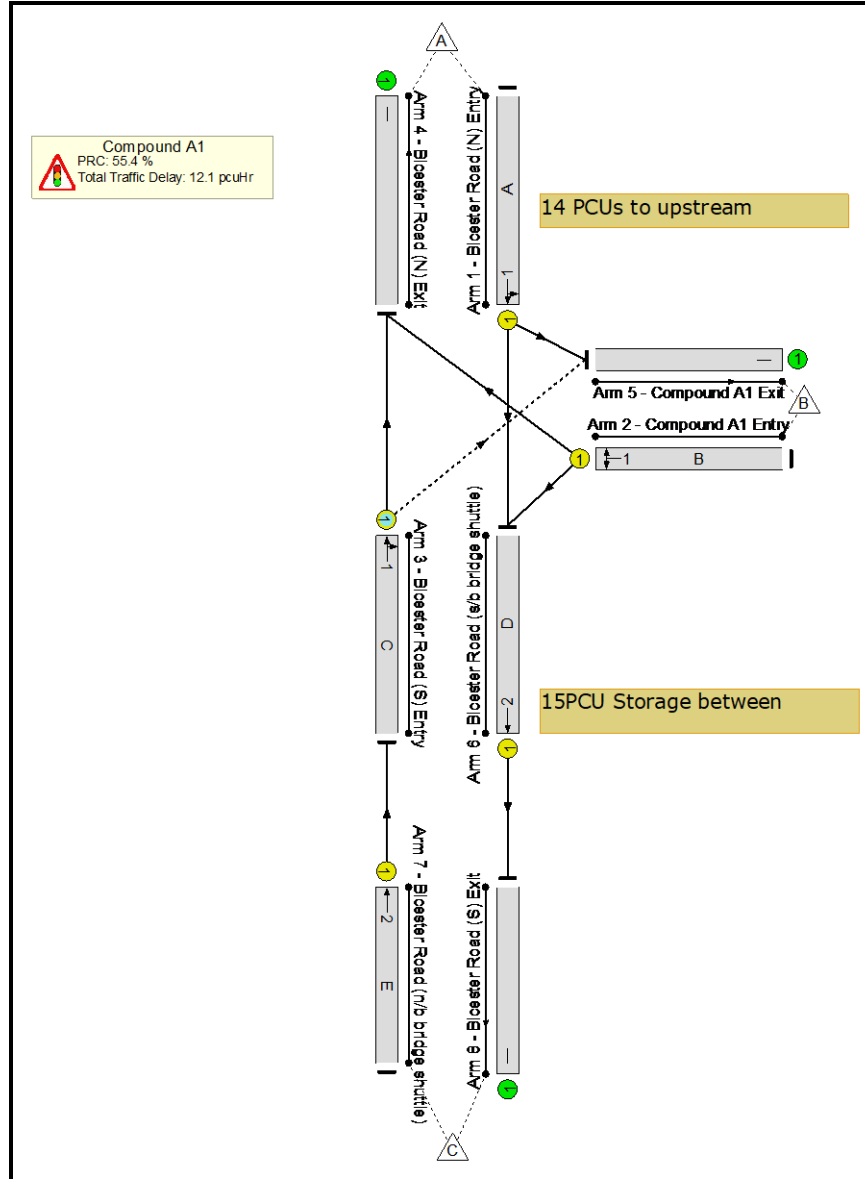
Stage Stream: 2

Stage	1	2
Duration	36	26
Change Point	85	45

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.9%</b>
<b>Compound A1</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.9%</b>
1/1	Bicester Road (N) Entry Left Ahead	U	1	N/A	A		1	43	-	461	1966	961	48.0%
2/1	Compound A1 Entry Right Left	U	1	N/A	B		1	9	-	108	1800	200	54.0%
3/1	Bicester Road (S) Entry Ahead Right	O	1	N/A	C		1	26	-	344	2024	606	56.8%
4/1	Bicester Road (N) Exit	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
5/1	Compound A1 Exit	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
6/1	Bicester Road (s/b bridge shuttle) Ahead	U	2	N/A	D		1	36	-	446	1915	787	56.7%
7/1	Bicester Road (n/b bridge shuttle) Ahead	U	2	N/A	E		1	26	-	344	1980	594	57.9%
8/1	Bicester Road (S) Exit	U	N/A	N/A	-		-	-	-	446	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)																								
<b>Network</b>	-	-	1	17	0	9.1	3.0	0.0	12.1	-	-	-	-																								
<b>Compound A1</b>	-	-	1	17	0	9.1	3.0	0.0	12.1	-	-	-	-																								
1/1	461	461	-	-	-	2.0	0.5	-	2.4	19.0	7.7	0.5	8.1																								
2/1	108	108	-	-	-	1.1	0.6	-	1.7	57.2	2.5	0.6	3.1																								
3/1	344	344	1	17	0	1.4	0.7	-	2.0	21.4	2.2	0.7	2.8																								
4/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
5/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
6/1	446	446	-	-	-	2.0	0.7	-	2.7	21.8	4.4	0.7	5.0																								
7/1	344	344	-	-	-	2.6	0.7	-	3.2	33.9	7.3	0.7	7.9																								
8/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;">C1</td> <td style="width: 25%;">Stream: 1 PRC for Signalled Lanes (%):</td> <td style="width: 15%;">58.5</td> <td style="width: 15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width: 15%;">6.18</td> <td style="width: 10%;">Cycle Time (s):</td> <td style="width: 10%;">90</td> </tr> <tr> <td></td> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%):</td> <td>55.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.93</td> <td>Cycle Time (s):</td> <td>90</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%):</td> <td>55.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>12.12</td> <td></td> <td></td> </tr> </table>															C1	Stream: 1 PRC for Signalled Lanes (%):	58.5	Total Delay for Signalled Lanes (pcuHr):	6.18	Cycle Time (s):	90		C1	Stream: 2 PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	5.93	Cycle Time (s):	90			PRC Over All Lanes (%):	55.4	Total Delay Over All Lanes(pcuHr):	12.12		
	C1	Stream: 1 PRC for Signalled Lanes (%):	58.5	Total Delay for Signalled Lanes (pcuHr):	6.18	Cycle Time (s):	90																														
	C1	Stream: 2 PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	5.93	Cycle Time (s):	90																														
		PRC Over All Lanes (%):	55.4	Total Delay Over All Lanes(pcuHr):	12.12																																

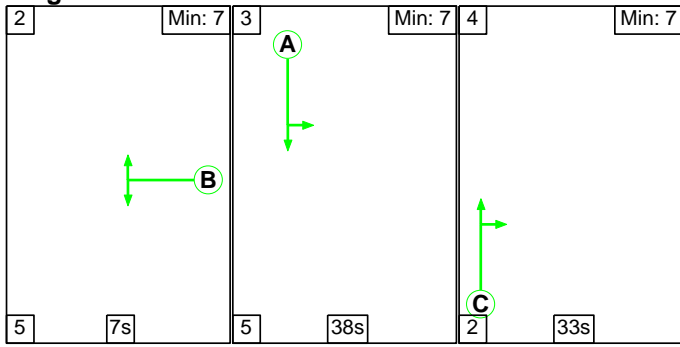


Full Input Data And Results

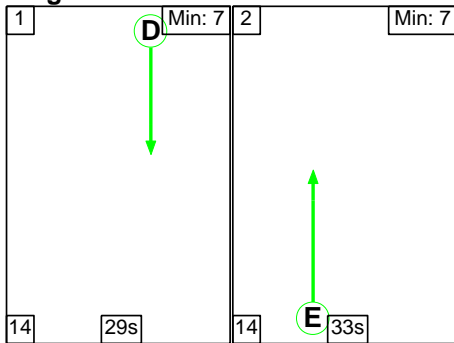
**Scenario 7: 'Separate Stages Construction Future Baseline + EWR2 AM Peak'** (FG1: 'Construction Future Baseline + EWR2 AM Peak', Plan 2: 'Separate Stages')

**Stage Sequence Diagram**

**Stage Stream: 1**



**Stage Stream: 2**



**Stage Timings**

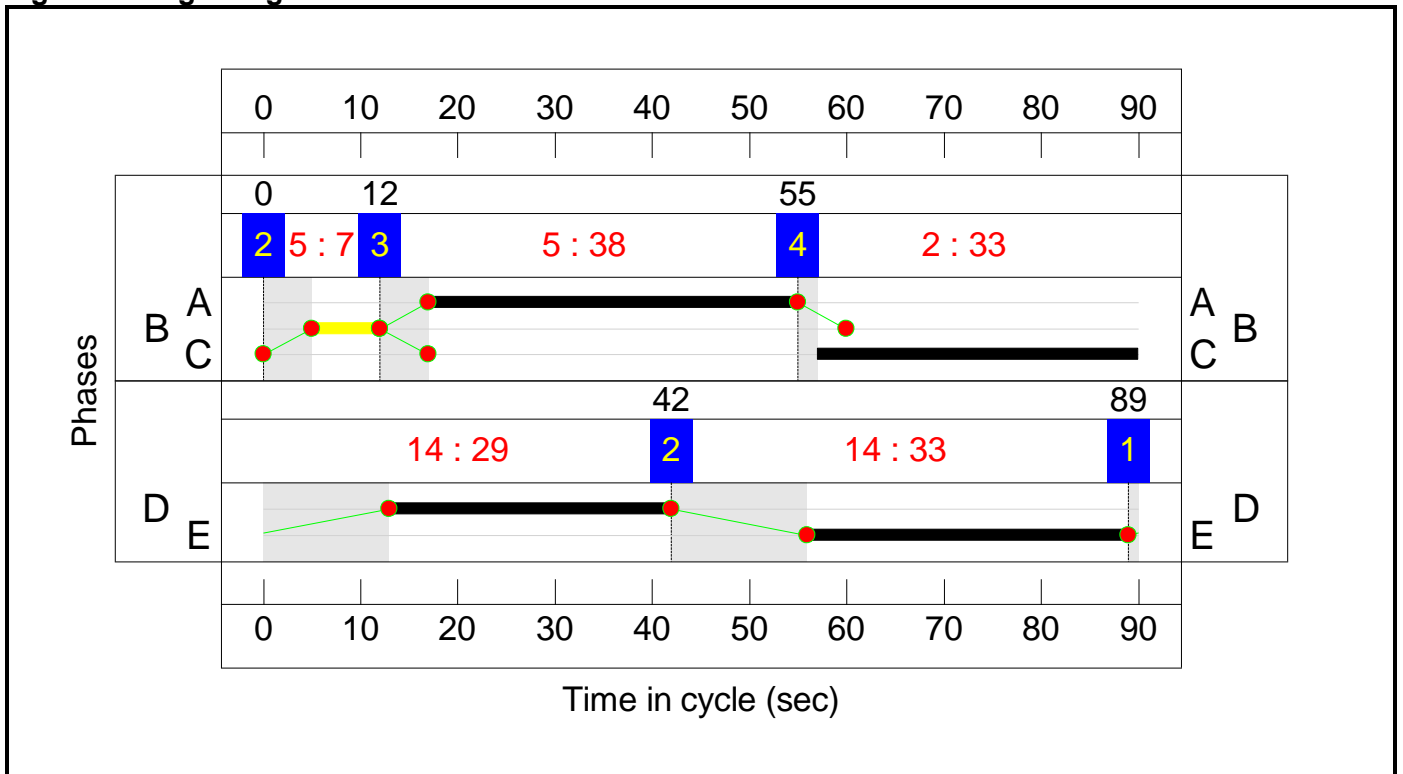
**Stage Stream: 1**

Stage	2	3	4
Duration	7	38	33
Change Point	0	12	55

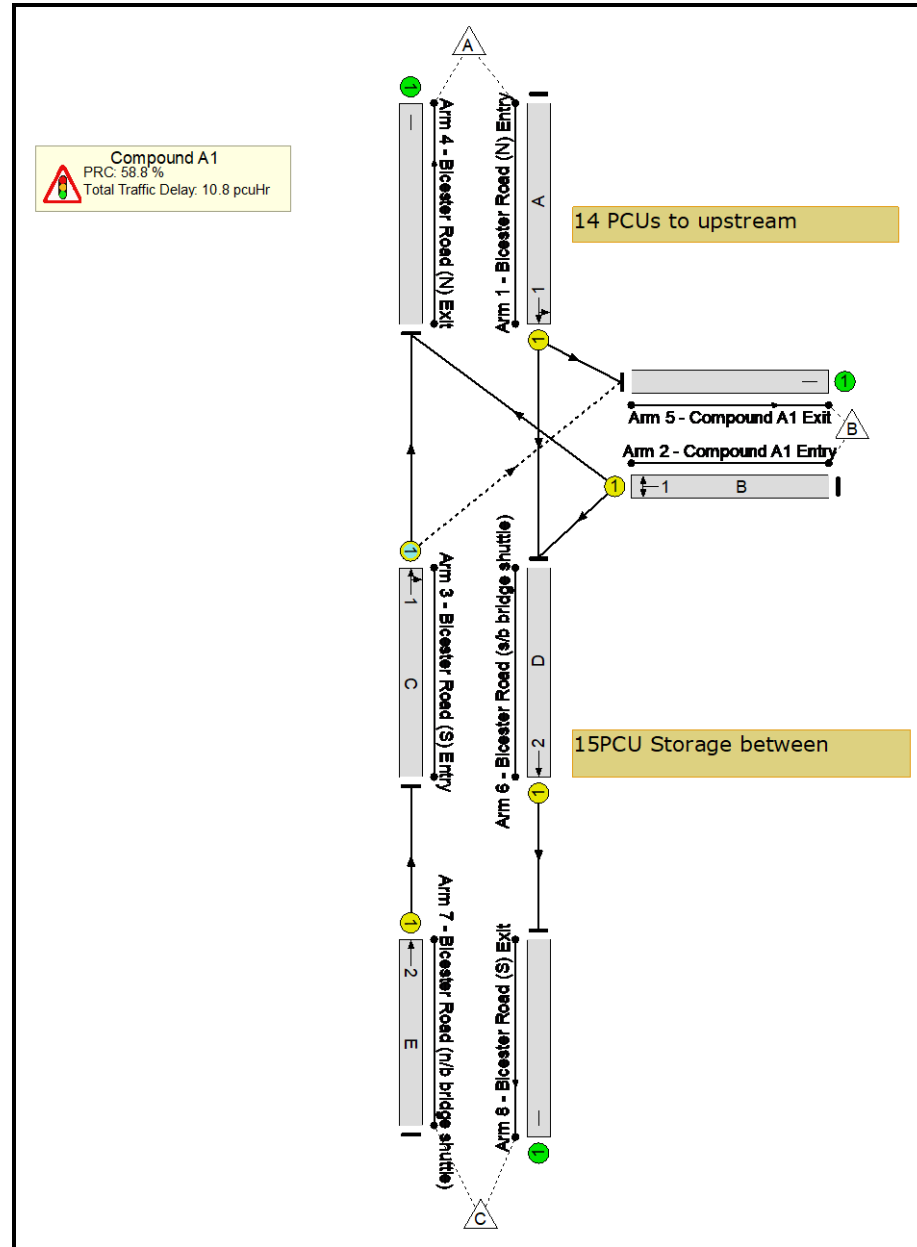
**Stage Stream: 2**

Stage	1	2
Duration	29	33
Change Point	89	42

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>56.7%</b>
<b>Compound A1</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>56.7%</b>
1/1	Bicester Road (N) Entry Left Ahead	U	1	N/A	A		1	38	-	394	1958	848	46.4%
2/1	Compound A1 Entry Right Left	U	1	N/A	B		1	7	-	37	1800	160	23.1%
3/1	Bicester Road (S) Entry Ahead Right	O	1	N/A	C		1	33	-	424	2034	768	55.2%
4/1	Bicester Road (N) Exit	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
5/1	Compound A1 Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
6/1	Bicester Road (s/b bridge shuttle) Ahead	U	2	N/A	D		1	29	-	353	1915	638	55.3%
7/1	Bicester Road (n/b bridge shuttle) Ahead	U	2	N/A	E		1	33	-	424	1980	748	56.7%
8/1	Bicester Road (S) Exit	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%

Full Input Data And Results

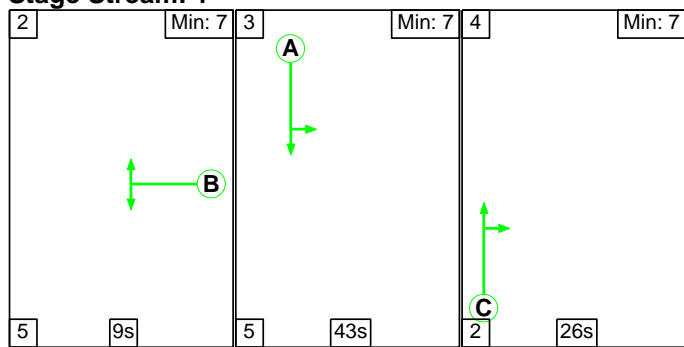
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	0	3	0	8.3	2.5	0.0	10.8	-	-	-	-
<b>Compound A1</b>	-	-	0	3	0	8.3	2.5	0.0	10.8	-	-	-	-
1/1	394	394	-	-	-	2.0	0.4	-	2.4	22.0	6.9	0.4	7.3
2/1	37	37	-	-	-	0.4	0.2	-	0.5	52.8	0.9	0.2	1.0
3/1	424	424	0	3	0	1.5	0.6	-	2.2	18.3	2.8	0.6	3.4
4/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	353	353	-	-	-	1.8	0.6	-	2.4	24.6	3.2	0.6	3.8
7/1	424	424	-	-	-	2.6	0.7	-	3.3	27.7	8.4	0.7	9.0
8/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):	63.1	Total Delay for Signalled Lanes (pcuHr):		5.11	Cycle Time (s):		90		
			C1	Stream: 2 PRC for Signalled Lanes (%):	58.8	Total Delay for Signalled Lanes (pcuHr):		5.68	Cycle Time (s):		90		
				PRC Over All Lanes (%):	58.8	Total Delay Over All Lanes(pcuHr):		10.79					

Full Input Data And Results

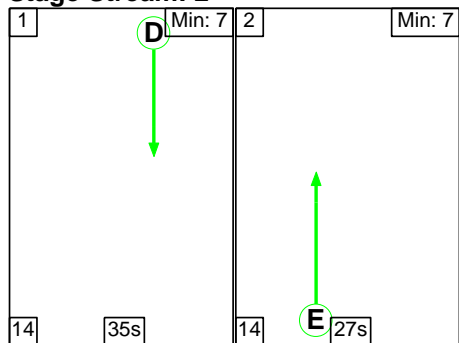
**Scenario 8: 'Separate Stage Construction Future Baseline + EWR2 PM Peak'** (FG2: 'Construction Future Baseline + EWR2 PM Peak', Plan 2: 'Separate Stages')

**Stage Sequence Diagram**

**Stage Stream: 1**



**Stage Stream: 2**



**Stage Timings**

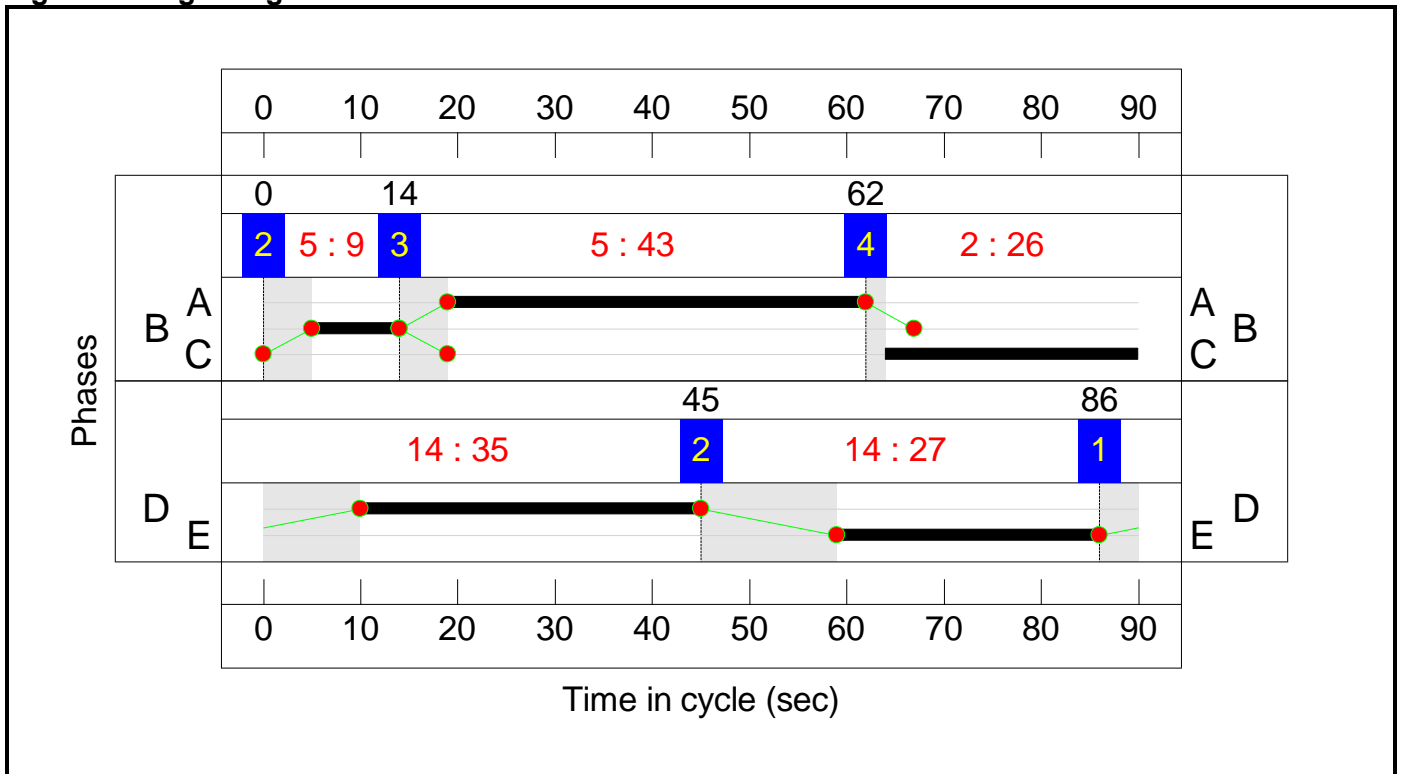
**Stage Stream: 1**

Stage	2	3	4
Duration	9	43	26
Change Point	0	14	62

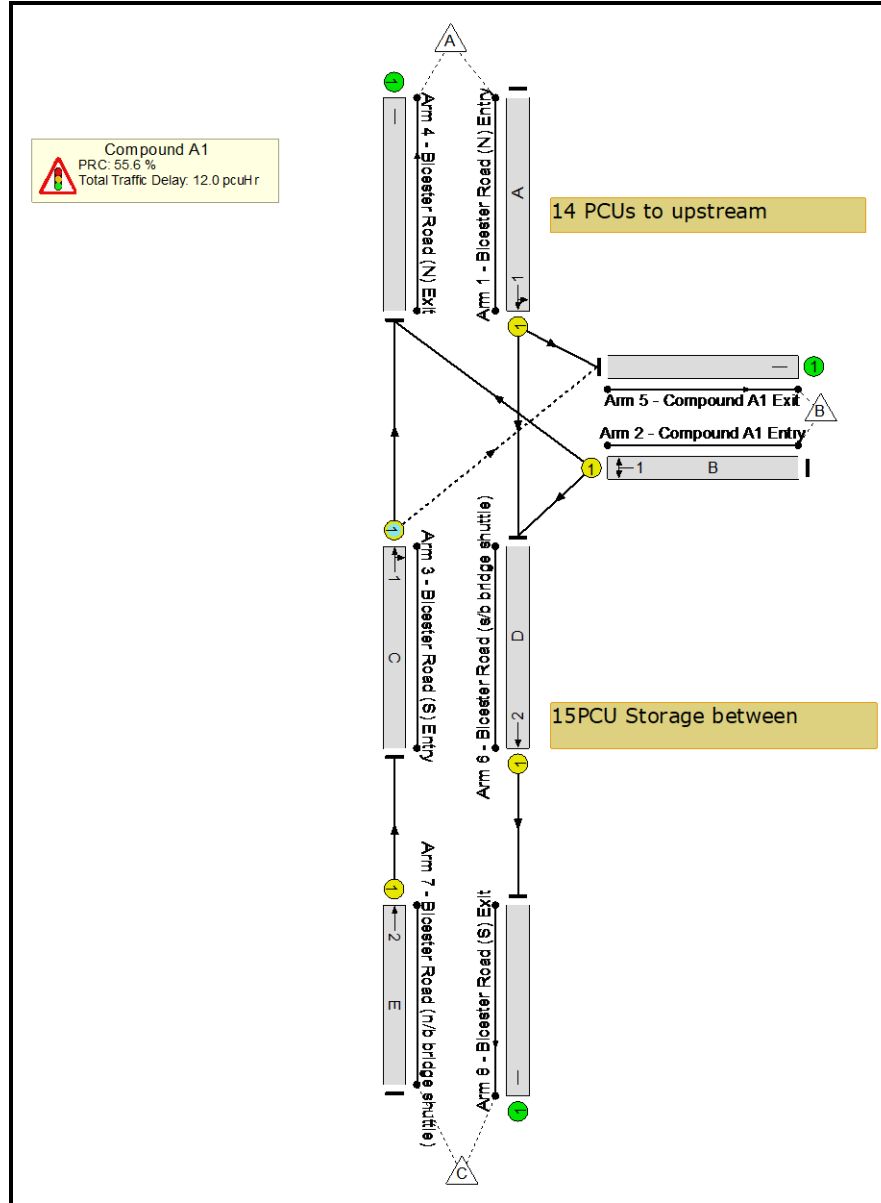
**Stage Stream: 2**

Stage	1	2
Duration	35	27
Change Point	86	45

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**





Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.8%</b>
<b>Compound A1</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.8%</b>
1/1	Bicester Road (N) Entry Left Ahead	U	1	N/A	A		1	43	-	458	1966	961	47.7%
2/1	Compound A1 Entry Right Left	U	1	N/A	B		1	9	-	108	1800	200	54.0%
3/1	Bicester Road (S) Entry Ahead Right	O	1	N/A	C		1	26	-	344	2024	606	56.8%
4/1	Bicester Road (N) Exit	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
5/1	Compound A1 Exit	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
6/1	Bicester Road (s/b bridge shuttle) Ahead	U	2	N/A	D		1	35	-	443	1915	766	57.8%
7/1	Bicester Road (n/b bridge shuttle) Ahead	U	2	N/A	E		1	27	-	344	1980	616	55.8%
8/1	Bicester Road (S) Exit	U	N/A	N/A	-		-	-	-	443	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)
<b>Network</b>	-	-	1	17	0	9.0	3.0	0.0	12.0	-	-	-	-
<b>Compound A1</b>	-	-	1	17	0	9.0	3.0	0.0	12.0	-	-	-	-
1/1	458	458	-	-	-	1.9	0.5	-	2.4	18.9	7.5	0.5	8.0
2/1	108	108	-	-	-	1.1	0.6	-	1.7	57.2	2.5	0.6	3.1
3/1	344	344	1	17	0	1.4	0.7	-	2.1	21.7	2.2	0.7	2.9
4/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	443	443	-	-	-	2.1	0.7	-	2.8	22.4	4.4	0.7	5.1
7/1	344	344	-	-	-	2.5	0.6	-	3.1	32.4	7.2	0.6	7.8
8/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):	58.5	Total Delay for Signalled Lanes (pcuHr):		6.19	Cycle Time (s):		90		
			C1	Stream: 2 PRC for Signalled Lanes (%):	55.6	Total Delay for Signalled Lanes (pcuHr):		5.85	Cycle Time (s):		90		
				PRC Over All Lanes (%):	55.6	Total Delay Over All Lanes(pcuHr):		12.04					