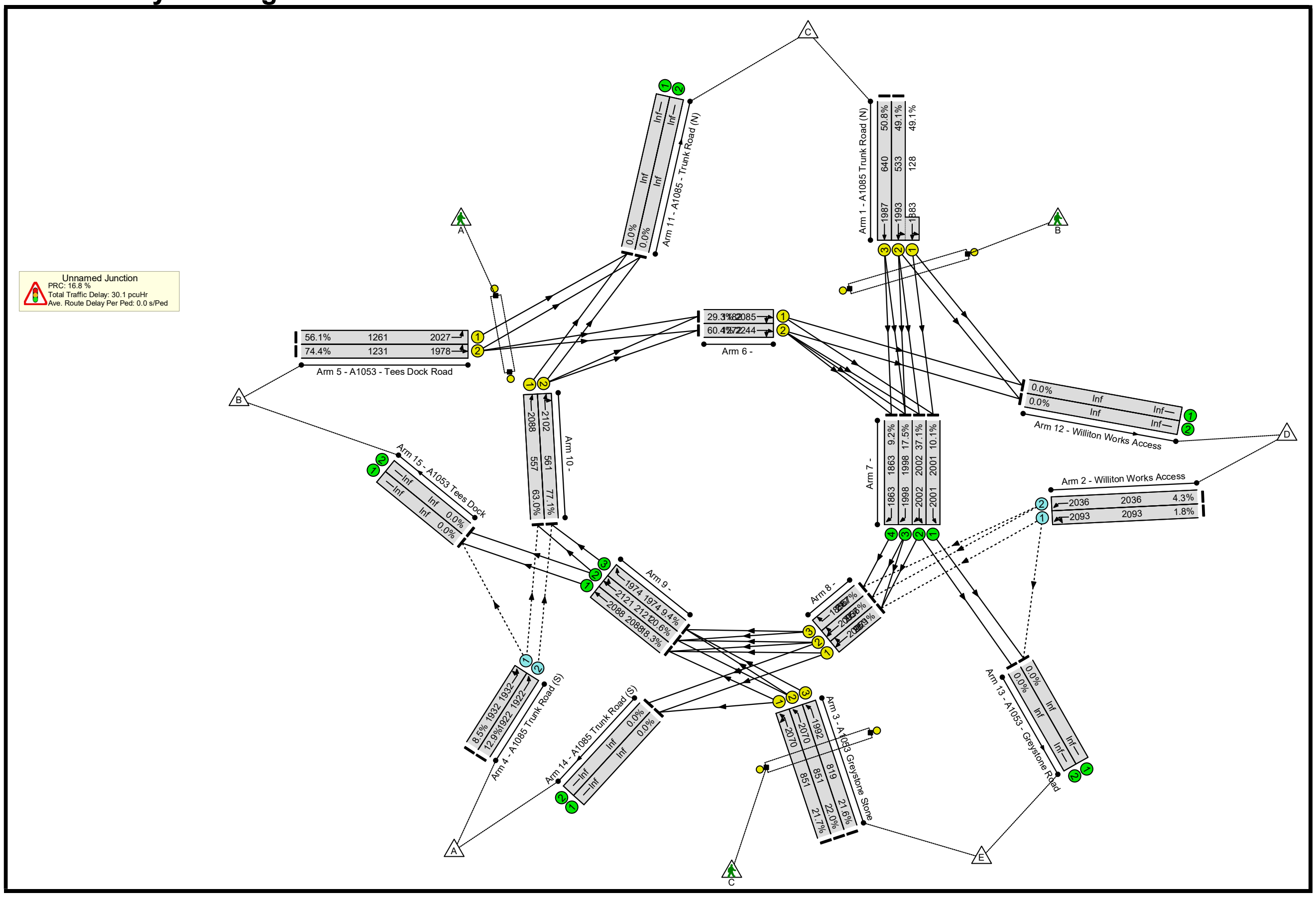
Basic Results Summary

Scenario 2: '2019 Base PM' (FG2: '2019 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**77.1%**	**0**	**537**	**0**	**30.1**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**77.1%**	**0**	**537**	**0**	**30.1**	-	-
1/2+1/1	A1085 Trunk Road (N) Ahead Left	U	E		1	28	-	325	1993:1883	533+128	49.1 : 49.1%	-	-	-	2.6	29.2	6.3
1/3	A1085 Trunk Road (N) Ahead	U	E		1	28	-	325	1987	640	50.8%	-	-	-	2.7	30.4	7.0
2/1	Williton Works Access Ahead Left	O	-		-	-	-	38	2093	2093	1.8%	0	38	0	0.0	0.9	0.0
2/2	Williton Works Access Ahead	O	-		-	-	-	87	2036	2036	4.3%	0	87	0	0.0	0.9	0.0
3/1	A1053 Greystone Stone Ahead Left	U	H		1	36	-	185	2070	851	21.7%	-	-	-	1.0	19.8	3.1
3/2	A1053 Greystone Stone Ahead	U	H		1	36	-	187	2070	851	22.0%	-	-	-	1.0	19.9	3.2
3/3	A1053 Greystone Stone Ahead	U	H		1	36	-	177	1992	819	21.6%	-	-	-	1.0	19.9	3.0
4/1	A1085 Trunk Road (S) Ahead Left	O	-		-	-	-	165	1932	1932	8.5%	0	165	0	0.0	1.0	0.0
4/2	A1085 Trunk Road (S) Ahead	O	-		-	-	-	247	1922	1922	12.9%	0	247	0	0.1	1.1	0.1
5/1	A1053 - Tees Dock Road Left	U	B		1	55	-	707	2027	1261	56.1%	-	-	-	2.6	13.1	10.8
5/2	A1053 - Tees Dock Road Ahead Left	U	B		1	55	-	916	1978	1231	74.4%	-	-	-	4.5	17.6	17.5
6/1	Right Ahead	U	D		1	50	-	346	2085	1182	29.3%	-	-	-	0.9	9.6	5.8

Basic Results Summary

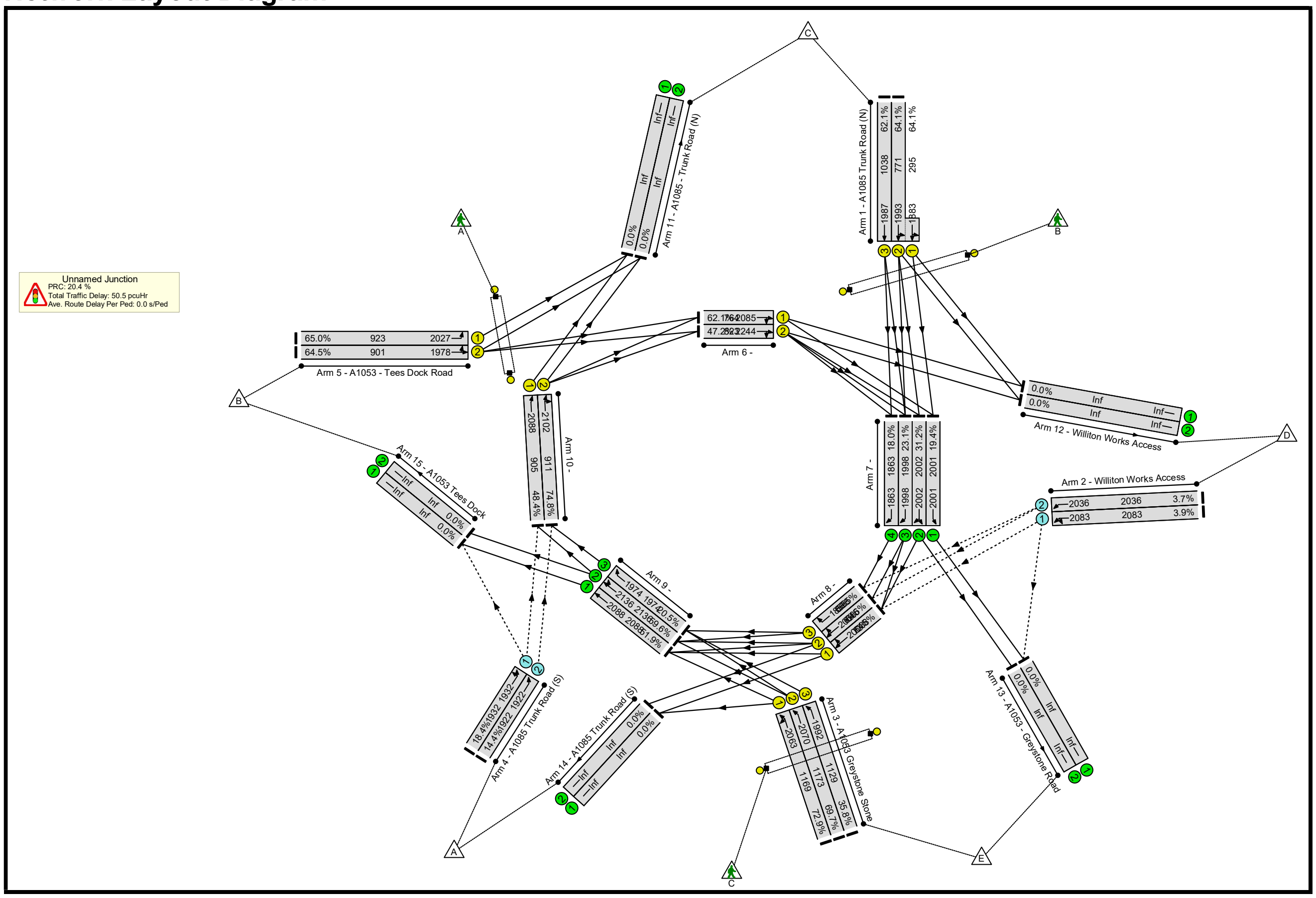
6/2	Right Ahead	U	D		1	50	-	768	2244	1272	60.4%	-	-	-	2.8	13.0	6.7
7/1	Ahead	U	-		-	-	-	202	2001	2001	10.1%	-	-	-	0.1	1.0	0.1
7/2	Right Ahead	U	-		-	-	-	743	2002	2002	37.1%	-	-	-	0.3	1.4	0.3
7/3	Right	U	-		-	-	-	349	1998	1998	17.5%	-	-	-	0.1	1.4	5.9
7/4	Right	U	-		-	-	-	171	1863	1863	9.2%	-	-	-	0.1	1.1	0.1
8/1	Right Ahead	U	G		1	42	-	269	2007	959	28.1%	-	-	-	0.8	10.1	1.7
8/2	Right Ahead	U	G		1	42	-	264	2003	957	27.6%	-	-	-	0.8	10.8	1.9
8/3	Right	U	G		1	42	-	192	1856	887	21.7%	-	-	-	0.5	9.8	1.1
9/1	Ahead	U	-		-	-	-	383	2088	2088	18.3%	-	-	-	0.1	1.1	0.1
9/2	Right Ahead	U	-		-	-	-	437	2121	2121	20.6%	-	-	-	0.1	1.1	0.1
9/3	Right	U	-		-	-	-	185	1974	1974	9.4%	-	-	-	0.1	1.0	0.1
10/1	Ahead	U	A		1	23	-	351	2088	557	63.0%	-	-	-	3.2	32.4	6.7
10/2	Right Ahead	U	A		1	23	-	432	2102	561	77.1%	-	-	-	4.7	39.1	8.7
Ped Link: P1	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 Stream: 1 PRC for Signalled Lanes (%): 16.8 Total Delay for Signalled Lanes (pcuHr): 14.92 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 49.0 Total Delay for Signalled Lanes (pcuHr): 9.08 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 220.8 Total Delay for Signalled Lanes (pcuHr): 5.10 Cycle Time (s): 90
PRC Over All Lanes (%): 16.8 Total Delay Over All Lanes(pcuHr): 30.07

Basic Results Summary

Scenario 3: '2024 Base + Committed AM' (FG9: '2024 Base + Committed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.8%**	**0**	**790**	**0**	**50.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**74.8%**	**0**	**790**	**0**	**50.5**	-	-
1/2+1/1	A1085 Trunk Road (N) Ahead Left	U	E		1	46	-	683	1993:1883	771+295	64.1 : 64.1%	-	-	-	3.6	19.2	11.9
1/3	A1085 Trunk Road (N) Ahead	U	E		1	46	-	644	1987	1038	62.1%	-	-	-	3.5	19.8	12.1
2/1	Williton Works Access Ahead Left	O	-		-	-	-	81	2083	2083	3.9%	0	81	0	0.0	0.9	0.0
2/2	Williton Works Access Ahead	O	-		-	-	-	76	2036	2036	3.7%	0	76	0	0.0	0.9	0.0
3/1	A1053 Greystone Stone Ahead Left	U	H		1	50	-	852	2063	1169	72.9%	-	-	-	4.7	20.0	17.0
3/2	A1053 Greystone Stone Ahead	U	H		1	50	-	817	2070	1173	69.7%	-	-	-	4.3	19.0	15.7
3/3	A1053 Greystone Stone Ahead	U	H		1	50	-	404	1992	1129	35.8%	-	-	-	1.5	13.1	5.7
4/1	A1085 Trunk Road (S) Ahead Left	O	-		-	-	-	356	1932	1932	18.4%	0	356	0	0.1	1.1	0.1
4/2	A1085 Trunk Road (S) Ahead	O	-		-	-	-	277	1922	1922	14.4%	0	277	0	0.1	1.1	0.1
5/1	A1053 - Tees Dock Road Left	U	B		1	40	-	600	2027	923	65.0%	-	-	-	4.1	24.5	12.4
5/2	A1053 - Tees Dock Road Ahead Left	U	B		1	40	-	581	1978	901	64.5%	-	-	-	4.0	24.5	12.0
6/1	Right Ahead	U	D		1	32	-	475	2085	764	62.1%	-	-	-	3.5	26.6	10.3

Basic Results Summary

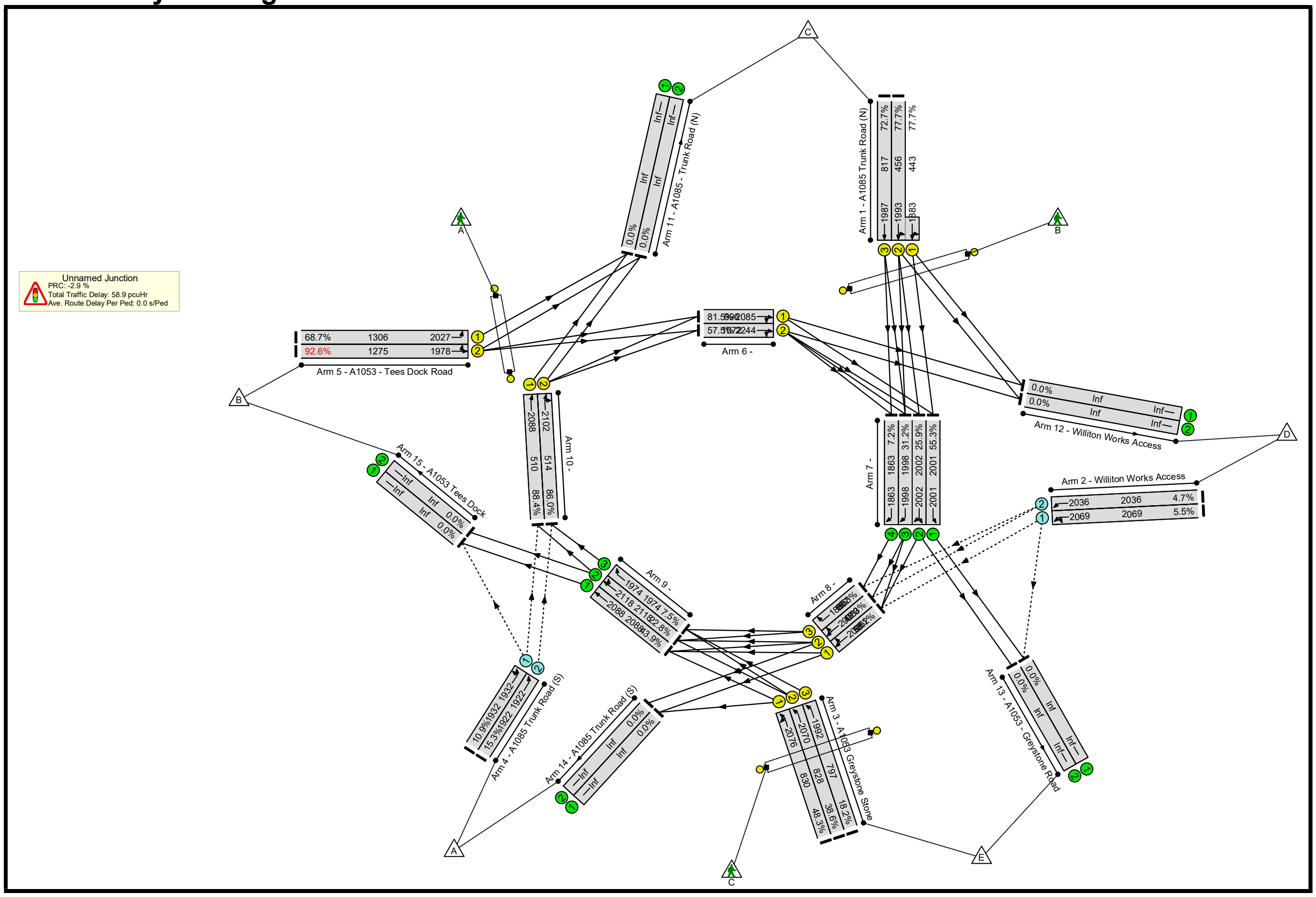
6/2	Right Ahead	U	D		1	32	-	388	2244	823	47.2%	-	-	-	2.1	19.5	3.5
7/1	Ahead	U	-		-	-	-	389	2001	2001	19.4%	-	-	-	0.1	1.1	0.1
7/2	Right Ahead	U	-		-	-	-	624	2002	2002	31.2%	-	-	-	0.2	1.3	0.2
7/3	Right	U	-		-	-	-	461	1998	1998	23.1%	-	-	-	0.1	1.2	0.1
7/4	Right	U	-		-	-	-	335	1863	1863	18.0%	-	-	-	0.1	1.2	0.1
8/1	Right Ahead	U	G		1	28	-	476	2003	645	73.8%	-	-	-	3.6	26.9	6.5
8/2	Right Ahead	U	G		1	28	-	449	2003	645	69.6%	-	-	-	3.2	25.3	5.2
8/3	Right	U	G		1	28	-	362	1856	598	60.5%	-	-	-	2.4	23.4	3.7
9/1	Ahead	U	-		-	-	-	1084	2088	2088	51.9%	-	-	-	0.6	1.9	7.6
9/2	Right Ahead	U	-		-	-	-	1272	2136	2136	59.6%	-	-	-	0.7	2.1	0.7
9/3	Right	U	-		-	-	-	404	1974	1974	20.5%	-	-	-	0.1	1.1	0.7
10/1	Ahead	U	A		1	38	-	438	2088	905	48.4%	-	-	-	2.8	23.1	7.6
10/2	Right Ahead	U	A		1	38	-	681	2102	911	74.8%	-	-	-	4.9	26.1	11.1
Ped Link: P1	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 Stream: 1 PRC for Signalled Lanes (%): 20.4 Total Delay for Signalled Lanes (pcuHr): 15.78 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 40.5 Total Delay for Signalled Lanes (pcuHr): 12.79 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 22.0 Total Delay for Signalled Lanes (pcuHr): 19.59 Cycle Time (s): 90
PRC Over All Lanes (%): 20.4 Total Delay Over All Lanes(pcuHr): 50.46

Basic Results Summary

Scenario 4: '2024 Base + Committed PM' (FG10: '2024 Base + Committed PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.6%**	**0**	**715**	**0**	**58.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**92.6%**	**0**	**715**	**0**	**58.9**	-	-
1/2+1/1	A1085 Trunk Road (N) Ahead Left	U	E		1	36	-	698	1993:1883	456+443	77.7 : 77.7%	-	-	-	5.8	29.7	13.8
1/3	A1085 Trunk Road (N) Ahead	U	E		1	36	-	594	1987	817	72.7%	-	-	-	5.0	30.2	13.7
2/1	Williton Works Access Ahead Left	O	-		-	-	-	114	2069	2069	5.5%	0	114	0	0.0	0.9	0.0
2/2	Williton Works Access Ahead	O	-		-	-	-	96	2036	2036	4.7%	0	96	0	0.0	0.9	0.0
3/1	A1053 Greystone Stone Ahead Left	U	H		1	35	-	401	2076	830	48.3%	-	-	-	2.7	24.3	7.8
3/2	A1053 Greystone Stone Ahead	U	H		1	35	-	320	2070	828	38.6%	-	-	-	2.0	22.7	5.9
3/3	A1053 Greystone Stone Ahead	U	H		1	35	-	145	1992	797	18.2%	-	-	-	0.8	20.2	2.4
4/1	A1085 Trunk Road (S) Ahead Left	O	-		-	-	-	211	1932	1932	10.9%	0	211	0	0.1	1.0	0.1
4/2	A1085 Trunk Road (S) Ahead	O	-		-	-	-	294	1922	1922	15.3%	0	294	0	0.1	1.1	0.1
5/1	A1053 - Tees Dock Road Left	U	B		1	57	-	898	2027	1306	68.7%	-	-	-	3.6	14.6	15.3
5/2	A1053 - Tees Dock Road Ahead Left	U	B		1	57	-	1180	1978	1275	92.6%	-	-	-	10.2	31.1	31.5
6/1	Right Ahead	U	D		1	42	-	812	2085	996	81.5%	-	-	-	8.2	36.2	15.5

Basic Results Summary

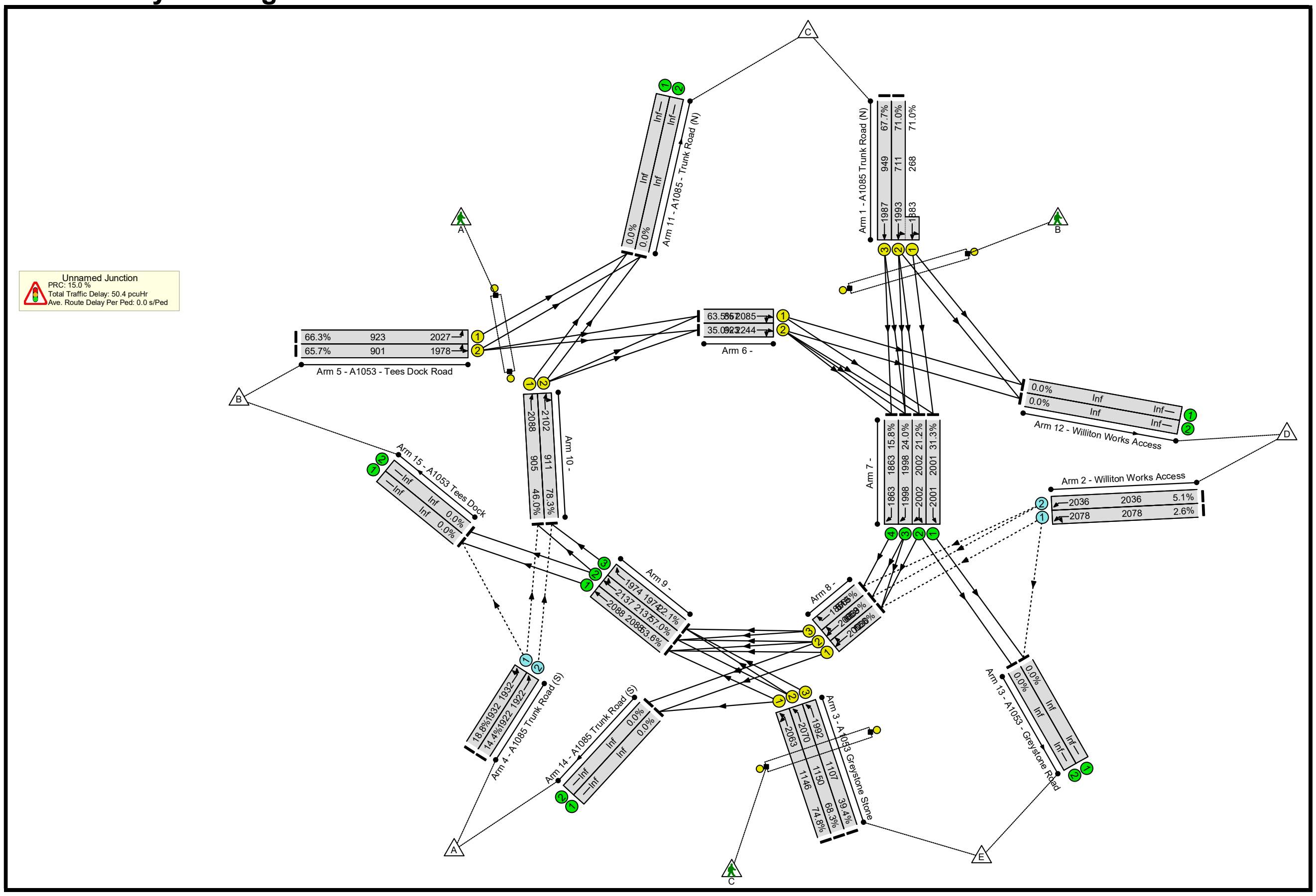
6/2	Right Ahead	U	D		1	42	-	617	2244	1072	57.5%	-	-	-	3.4	19.9	13.2
7/1	Ahead	U	-		-	-	-	1106	2001	2001	55.3%	-	-	-	0.6	2.0	0.6
7/2	Right Ahead	U	-		-	-	-	519	2002	2002	25.9%	-	-	-	0.2	1.2	0.2
7/3	Right	U	-		-	-	-	623	1998	1998	31.2%	-	-	-	0.2	1.4	6.9
7/4	Right	U	-		-	-	-	134	1863	1863	7.2%	-	-	-	0.0	1.0	0.0
8/1	Right Ahead	U	G		1	43	-	551	2006	981	56.2%	-	-	-	1.3	8.7	2.6
8/2	Right Ahead	U	G		1	43	-	424	2003	979	43.3%	-	-	-	1.0	8.4	2.2
8/3	Right	U	G		1	43	-	166	1856	907	18.3%	-	-	-	0.3	7.0	0.7
9/1	Ahead	U	-		-	-	-	917	2088	2088	43.9%	-	-	-	0.4	1.5	1.0
9/2	Right Ahead	U	-		-	-	-	483	2118	2118	22.8%	-	-	-	0.1	1.1	0.1
9/3	Right	U	-		-	-	-	148	1974	1974	7.5%	-	-	-	0.0	1.0	0.0
10/1	Ahead	U	A		1	21	-	451	2088	510	88.4%	-	-	-	6.4	50.7	9.9
10/2	Right Ahead	U	A		1	21	-	442	2102	514	86.0%	-	-	-	6.3	51.5	11.2
Ped Link: P1	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 Stream: 1 PRC for Signalled Lanes (%): -2.9 Total Delay for Signalled Lanes (pcuHr): 26.51 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 10.4 Total Delay for Signalled Lanes (pcuHr): 22.33 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 60.2 Total Delay for Signalled Lanes (pcuHr): 8.18 Cycle Time (s): 90
PRC Over All Lanes (%): -2.9 Total Delay Over All Lanes(pcuHr): 58.88

Basic Results Summary

Scenario 5: '2024 Base + Committed + Development AM' (FG13: '2024 Base + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**78.3%**	**0**	**798**	**0**	**50.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**78.3%**	**0**	**798**	**0**	**50.4**	-	-
1/2+1/1	A1085 Trunk Road (N) Ahead Left	U	E		1	42	-	695	1993:1883	711+268	71.0 : 71.0%	-	-	-	4.6	23.9	13.6
1/3	A1085 Trunk Road (N) Ahead	U	E		1	42	-	643	1987	949	67.7%	-	-	-	4.3	24.0	13.4
2/1	Williton Works Access Ahead Left	O	-		-	-	-	53	2078	2078	2.6%	0	53	0	0.0	0.9	0.0
2/2	Williton Works Access Ahead	O	-		-	-	-	104	2036	2036	5.1%	0	104	0	0.0	0.9	0.0
3/1	A1053 Greystone Stone Ahead Left	U	H		1	49	-	857	2063	1146	74.8%	-	-	-	5.1	21.4	17.7
3/2	A1053 Greystone Stone Ahead	U	H		1	49	-	786	2070	1150	68.3%	-	-	-	4.2	19.2	15.0
3/3	A1053 Greystone Stone Ahead	U	H		1	49	-	436	1992	1107	39.4%	-	-	-	1.7	14.1	6.5
4/1	A1085 Trunk Road (S) Ahead Left	O	-		-	-	-	364	1932	1932	18.8%	0	364	0	0.1	1.1	0.1
4/2	A1085 Trunk Road (S) Ahead	O	-		-	-	-	277	1922	1922	14.4%	0	277	0	0.1	1.1	0.1
5/1	A1053 - Tees Dock Road Left	U	B		1	40	-	612	2027	923	66.3%	-	-	-	4.2	24.9	12.9
5/2	A1053 - Tees Dock Road Ahead Left	U	B		1	40	-	592	1978	901	65.7%	-	-	-	4.1	24.8	12.3
6/1	Right Ahead	U	D		1	36	-	544	2085	857	63.5%	-	-	-	2.6	17.2	4.4

Basic Results Summary

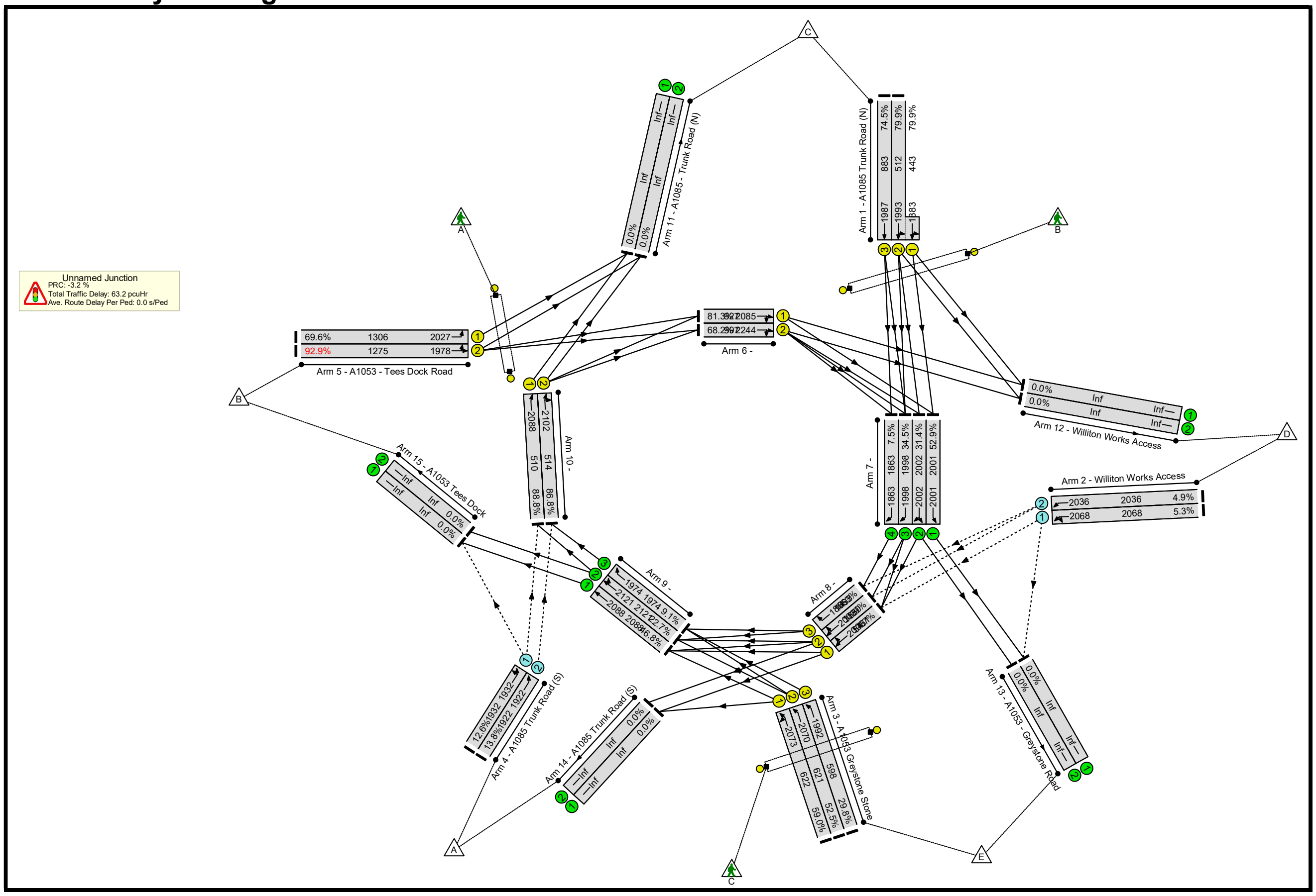
6/2	Right Ahead	U	D		1	36	-	323	2244	923	35.0%	-	-	-	1.5	16.4	7.5
7/1	Ahead	U	-		-	-	-	626	2001	2001	31.3%	-	-	-	0.2	1.3	0.2
7/2	Right Ahead	U	-		-	-	-	424	2002	2002	21.2%	-	-	-	0.1	1.1	0.1
7/3	Right	U	-		-	-	-	479	1998	1998	24.0%	-	-	-	0.2	1.2	0.2
7/4	Right	U	-		-	-	-	295	1863	1863	15.8%	-	-	-	0.1	1.1	0.1
8/1	Right Ahead	U	G		1	29	-	481	2003	668	72.0%	-	-	-	3.0	22.7	4.7
8/2	Right Ahead	U	G		1	29	-	460	2003	668	68.9%	-	-	-	2.8	21.9	4.5
8/3	Right	U	G		1	29	-	356	1856	619	57.5%	-	-	-	2.0	20.7	3.5
9/1	Ahead	U	-		-	-	-	1119	2088	2088	53.6%	-	-	-	0.6	1.9	5.9
9/2	Right Ahead	U	-		-	-	-	1218	2137	2137	57.0%	-	-	-	0.7	2.0	0.7
9/3	Right	U	-		-	-	-	436	1974	1974	22.1%	-	-	-	0.1	1.2	1.8
10/1	Ahead	U	A		1	38	-	416	2088	905	46.0%	-	-	-	2.6	22.4	7.2
10/2	Right Ahead	U	A		1	38	-	713	2102	911	78.3%	-	-	-	5.5	27.6	11.8
Ped Link: P1	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 Stream: 1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 16.35 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 26.7 Total Delay for Signalled Lanes (pcuHr): 12.98 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 20.4 Total Delay for Signalled Lanes (pcuHr): 18.87 Cycle Time (s): 90
PRC Over All Lanes (%): 15.0 Total Delay Over All Lanes(pcuHr): 50.45

Basic Results Summary

Scenario 6: '2024 Base + Committed + Development PM' (FG14: '2024 Base + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.9%**	**0**	**720**	**0**	**63.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**92.9%**	**0**	**720**	**0**	**63.2**	-	-
1/2+1/1	A1085 Trunk Road (N) Ahead Left	U	E		1	39	-	763	1993:1883	512+443	79.9 : 79.9%	-	-	-	6.1	28.8	15.7
1/3	A1085 Trunk Road (N) Ahead	U	E		1	39	-	658	1987	883	74.5%	-	-	-	5.2	28.7	15.0
2/1	Williton Works Access Ahead Left	O	-		-	-	-	110	2068	2068	5.3%	0	110	0	0.0	0.9	0.0
2/2	Williton Works Access Ahead	O	-		-	-	-	100	2036	2036	4.9%	0	100	0	0.0	0.9	0.0
3/1	A1053 Greystone Stone Ahead Left	U	H		1	26	-	367	2073	622	59.0%	-	-	-	3.4	33.8	8.5
3/2	A1053 Greystone Stone Ahead	U	H		1	26	-	326	2070	621	52.5%	-	-	-	2.9	32.3	7.3
3/3	A1053 Greystone Stone Ahead	U	H		1	26	-	178	1992	598	29.8%	-	-	-	1.4	28.5	3.6
4/1	A1085 Trunk Road (S) Ahead Left	O	-		-	-	-	244	1932	1932	12.6%	0	244	0	0.1	1.1	0.1
4/2	A1085 Trunk Road (S) Ahead	O	-		-	-	-	266	1922	1922	13.8%	0	266	0	0.1	1.1	0.1
5/1	A1053 - Tees Dock Road Left	U	B		1	57	-	909	2027	1306	69.6%	-	-	-	3.7	14.8	15.8
5/2	A1053 - Tees Dock Road Ahead Left	U	B		1	57	-	1184	1978	1275	92.9%	-	-	-	10.4	31.8	31.8
6/1	Right Ahead	U	D		1	39	-	753	2085	927	81.3%	-	-	-	7.8	37.5	14.4

Basic Results Summary

6/2	Right Ahead	U	D		1	39	-	680	2244	997	68.2%	-	-	-	4.9	26.0	15.0
7/1	Ahead	U	-		-	-	-	1059	2001	2001	52.9%	-	-	-	0.6	1.9	0.6
7/2	Right Ahead	U	-		-	-	-	628	2002	2002	31.4%	-	-	-	0.2	1.3	0.2
7/3	Right	U	-		-	-	-	689	1998	1998	34.5%	-	-	-	0.3	1.4	6.4
7/4	Right	U	-		-	-	-	139	1863	1863	7.5%	-	-	-	0.0	1.0	0.0
8/1	Right Ahead	U	G		1	52	-	646	2006	1181	54.7%	-	-	-	1.4	8.0	3.4
8/2	Right Ahead	U	G		1	52	-	459	2003	1180	38.9%	-	-	-	1.0	7.7	2.7
8/3	Right	U	G		1	52	-	156	1856	1093	14.3%	-	-	-	0.3	6.2	0.7
9/1	Ahead	U	-		-	-	-	977	2088	2088	46.8%	-	-	-	0.4	1.6	2.2
9/2	Right Ahead	U	-		-	-	-	481	2121	2121	22.7%	-	-	-	0.1	1.1	0.1
9/3	Right	U	-		-	-	-	180	1974	1974	9.1%	-	-	-	0.1	1.0	0.1
10/1	Ahead	U	A		1	21	-	453	2088	510	88.8%	-	-	-	6.3	49.9	10.6
10/2	Right Ahead	U	A		1	21	-	446	2102	514	86.8%	-	-	-	6.2	49.8	10.3
Ped Link: P1	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 Stream: 1 PRC for Signalled Lanes (%): -3.2 Total Delay for Signalled Lanes (pcuHr): 26.64 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 24.11 Cycle Time (s): 90
C1 Stream: 3 PRC for Signalled Lanes (%): 52.5 Total Delay for Signalled Lanes (pcuHr): 10.47 Cycle Time (s): 90
PRC Over All Lanes (%): -3.2 Total Delay Over All Lanes(pcuHr): 63.17