

TRANSPORT STATEMENT



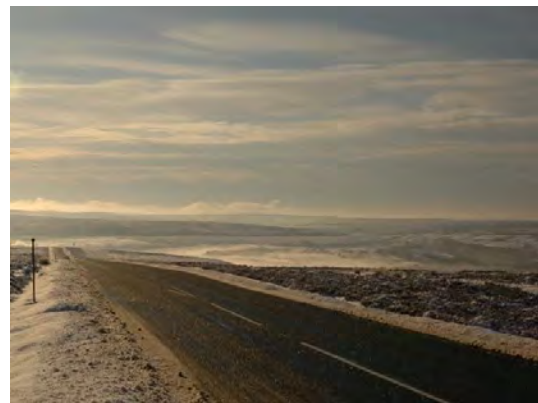
Bury STAR Academy

Spring Lane, Radcliffe, Bury

FOR

Department for Education

December 2023



Quality Management

Project Number	23054
Filename	FS1013-VS-XX-XX-T-H-1004
Revision	P02
Issue Date	11.12.2023
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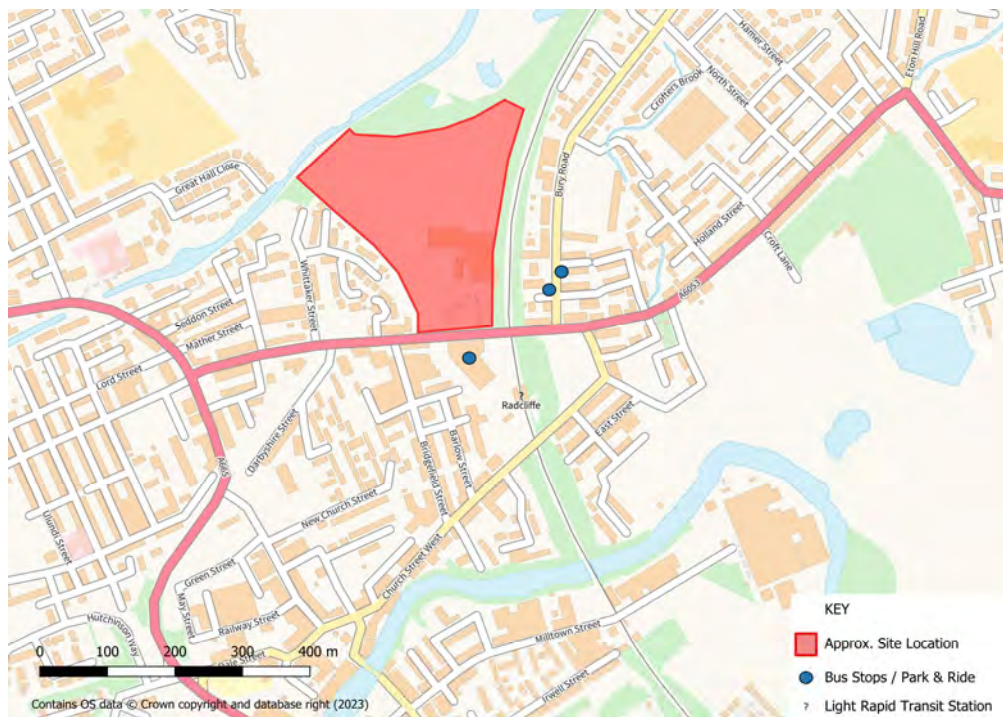
Appendices

Appendix A	Access Proposal – Cyclops Traffic Signalled Junction
Appendix B	Traffic Flow Diagrams
Appendix C	LINSIG Output Files

1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a new, secondary STAR academy school (referred to herein as 'the school'). The school will have a capacity of approximately 750 pupils located on land to the north of Spring Lane in Radcliffe, Bury. Figure 1 below shows the site location in relation to the local highway network.

FIGURE 1: SITE LOCATION



1.1.2. A separate Transport Assessment (TA - Ref : FS1013-VS-XX-XX-T-H-1002) and Travel Plan (TP - Ref: FS1013-VS-XX-XX-T-H-1003) were previously submitted in support of the planning application for the school site. The school site has recently secured planning permission (Planning Ref: 70071 / PP-12441204).

- 1.1.3. It is intended that this Transport Statement be read in conjunction with the TA and TP, these documents have been approved as part of the planning permission. The traffic generations and distributions within the TA have been used in the following assessment.
- 1.1.4. The following assessment is based on a Cyclops junction proposal, submitted as a minor-material amendment to planning permission ref. 70071. This is intended to provide an alternative to the proposed access arrangements presented in the previously granted permission.

2. Development Proposals

2.1. SITE DESCRIPTION

- 2.1.1. The existing site and development proposals were presented in more detail in the main school TA. There is a brief summary below for context. The school application site lies approximately 750m north-east of the centre of Radcliffe and 5km south-west of the centre of Bury.
- 2.1.2. The existing site is occupied by the Spring Lane Pupil Referral Unit (PRU) and the Radcliffe Leisure Centre. The PRU offers 89 pupil places. Both the leisure centre and the PRU will be relocated within the Bury area.
- 2.1.3. Access to the existing site is gained from Spring Lane via two, adjacent simple priority T-junctions, 40m apart. In the vicinity of the site accesses, A6053 Spring Lane is subject to a 30-mph speed limit with pedestrian footways provided to either kerb line.
- 2.1.4. Between the two access points, there is a signalised pedestrian crossing of Spring Lane, allowing access from the school and leisure centre to the Park and Ride (P&R) facility and residential areas located to the south of Spring Lane.

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2.2. PROPOSED DEVELOPMENT

- 2.2.1. The recently approved planning application consists of a new school with a capacity of approximately 750 pupils, on land to the north of Spring Lane in Radcliffe, Bury on behalf of the Department for Education (DfE).
- 2.2.2. The plans are for a two-block school building, an artificial grass football pitch and 3G pitch with associated landscaping and a staff car park. There will be approximately 80 FTE staff members when the school is fully operational.

2.3. PROPOSED SITE ACCESS JUNCTION WITH SPRING LANE

- 2.3.1. The vehicular access to the site will be taken from a single point from Spring Lane, replacing the existing access for the PRU. The existing access into the sports centre will be removed and the footway reinstated.
- 2.3.2. The revised access proposal is a 'Cyclops' traffic signalled junction. This provides orbital cycle and pedestrian movements around the junction by providing segregated cycle and pedestrian crossings on all arms of the junction.
- 2.3.3. The proposed signalised layout facilitates the safe and efficient movement of pedestrians and cyclists from the school onto the public highway at Spring Lane to the surrounding residential areas.
- 2.3.4. The access proposal is shown on the drawings contained within Appendix A. This includes the Cyclops junction, 160m of access road which connects to the staff car park and pupil drop off area. This proposal has been accepted in principle by the highway authority (Bury Council) and TfGM. This report also forms part of the Road Safety Audit process (Stage 1 Audit Brief).
- 2.3.5. The drawings in Appendix A show how the site access road will lead north from the proposed Cyclops junction towards the school. The proposed cycle and pedestrian paths at the junction will link to 2m cycleway and a 2m footway on both sides of the access road linking directly to the school site.
- 2.3.6. Close to the entrance gates to the school, the site access road will meet a 28m ICD roundabout, the eastern arm of which forms the main school access. The access road is 7.3m wide and continues for a further 20m whereupon the main school access gates are located. The automated vehicle gates will be controlled from the school reception and give access to the staff and visitor parking areas.

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- 2.3.7. The provision of the roundabout enables non-school related traffic, including HGV's, to turn and return to Spring Lane rather than to approach the school gates.
- 2.3.8. To further enhance pedestrian and cycle safety, two raised crossings are proposed. One crossing is located across the drop off access and will be in the form of a 'Copenhagen Style' crossing. This provides priority to side road users (pedestrians and cyclists crossing) and therefore includes a give-way line at the back of the footway.
- 2.3.9. The second raised crossing is located further north near the school entrance and provides a pedestrian / cycle link to the PRoW (Banana Path).

3. Access Appraisal

3.1. METHODOLOGY

- 3.1.1. The methodology for trip generation and distribution in the approved Transport Assessment, forming part of the planning permission, has been used in the following traffic impact assessment of the Cyclops junction.
- 3.1.2. Manual Classified Counts (MCC) were undertaken on Thursday 8th June 2023 as presented in Section 3.6 of the TA. Traffic growth, committed development and development traffic have been added to the base flows as per the TA.
- 3.1.3. Final traffic flow diagrams for the 2025 and 2030 base plus committed development plus development traffic scenarios in the AM (0800-0900) and PM (1500-1600) peak hours, are shown in Figures 2 to 5 in Appendix B.
- 3.1.4. These have been taken directly from the TA and have been used to assess the operation of the proposed Cyclops junction presented in Section 2.3 of this report.

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3.2. OPERATIONAL ASSESSMENT

- 3.2.1. Operational assessment of the proposed 'Cyclops' traffic signalled junction at the Spring Lane junction has been undertaken in the morning peak hour of 0800 – 0900 and afternoon peak hour of 15:00 – 16:00. This approach is consistent with the TA. The peak hours correlate with the worst-case development traffic generation which is the pupil drop off and pick up period.

- 3.2.2. The proposed layout has been modelled using the LINSIG software. To ensure a robust scenario, it has been assumed that the pedestrian and cycle crossing cycle has run in every signal cycle throughout the modelled period.
- 3.2.3. The results are shown in the table overleaf and the full results are provided within Appendix C.
- 3.2.4. A Degree of Saturation (DoS) on any link below 0.90 indicates that a junction or arm operates within its predicted capacity. A DoS value between 0.90 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays will occur. A DoS value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity.
- 3.2.5. The table overleaf demonstrates that the junction operates within capacity in the robust 2025 and 2030 future year scenario with a maximum DoS of 77.4% and therefore can accommodate the proposed development.

TABLE 4: SITE ACCESS JUNCTION WITH SPRING LANE ASSESSMENT (FUTURE SCENARIO)

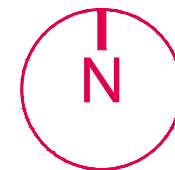
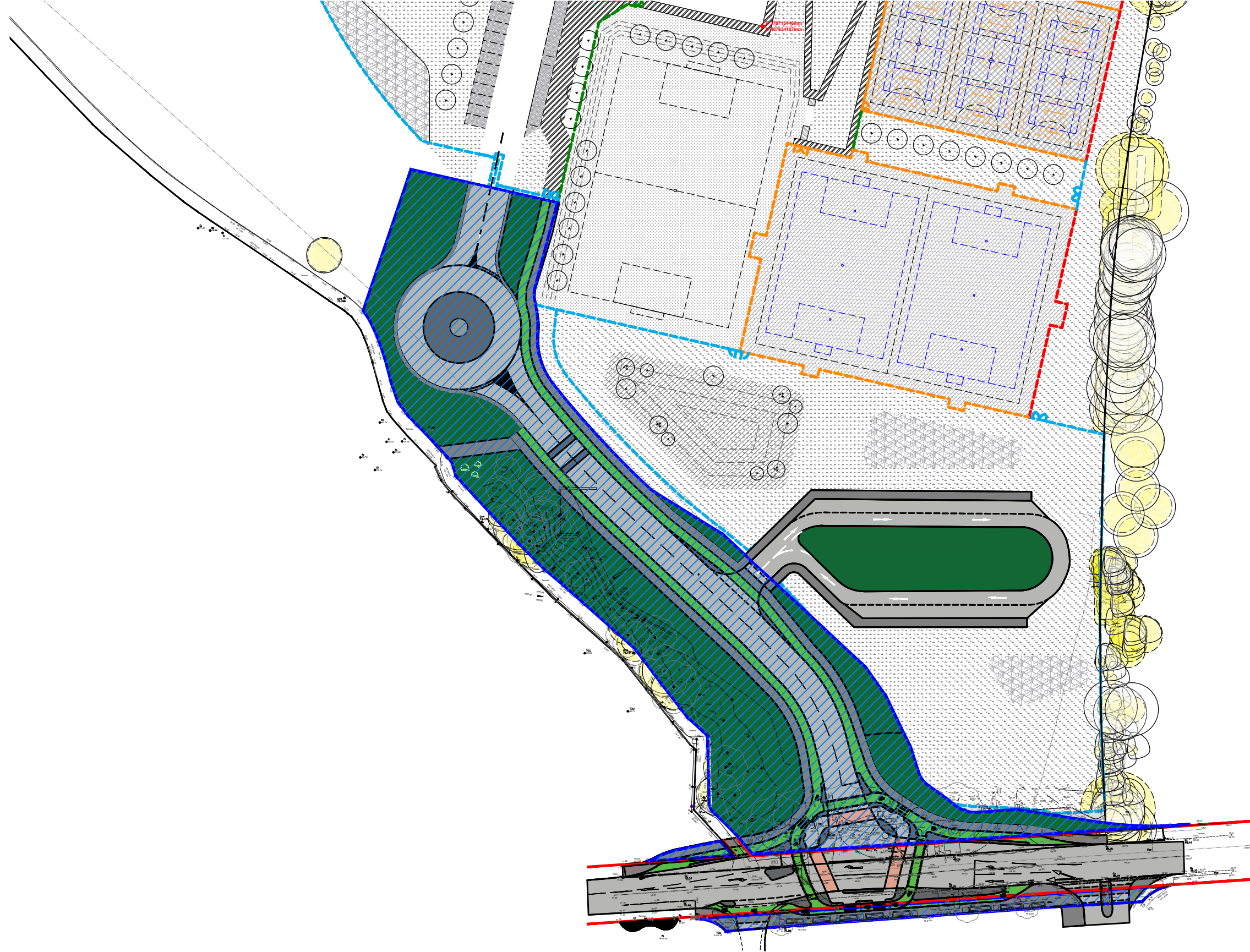
Approach	2025 Opening Year				2030 Future Year			
	0800-0900		1500-1600		0800-0900		1500-1600	
	Max DoS (%)	Mean Max Queue (PCUs)	Max DoS (%)	Mean Max Queue (PCUs)	Max DoS (%)	Mean Max Queue (PCUs)	Max DoS (%)	Mean Max Queue (PCUs)
Base plus Committed plus Development Traffic								
Spring Lane (West)	75.0	14.5	54.4	9.0	77.4	15.5	56.2	9.5
Proposed School Access	64.2	3.1	50.7	2.3	64.2	3.1	50.7	2.3
Spring Lane (East)	48.0	6.4	48.2	7.9	48.0	6.7	49.8	8.4
Reserve Capacity	20.0%		65.8%		16.3%		60.2%	

4. Conclusion

- 4.1.1. This Transport Statement presents and assesses the operation of a proposed 'Cyclops' traffic signalled junction at the junction of the proposed school access with the A504 Spring Lane.
- 4.1.2. The traffic signalled arrangement will replace the existing priority T-junction access to the PRU that currently occupies the site and the signalised crossing of Spring Lane.
- 4.1.3. It concludes that the proposed 'Cyclops' arrangement can adequately accommodate the traffic generation of the proposed school in the 2030 future year scenario.
- 4.1.4. The school site is considered to be in a highly sustainable location with a wide range of local services and facilities that can be accessed on foot and by cycle. Frequent bus and Metrolink Tram services operate near the site. The proposed Cyclops arrangement can be seen to facilitate movements between the school site, residential areas and public transport infrastructure.

APPENDICES

APPENDIX A: Spring Lane Traffic Signalled Junction Layout



- KEY**
- EXISTING HIGHWAY BOUNDARY
 - PROPOSED EXTENT OF NEWLY ADOPTED HIGHWAY

REV.	AMENDMENTS	DATE
P03	BURY COMMENTS ADDED	07/12
P04	SUBSTATION REMOVED	08/12
-	-	-



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STAR RADCLIFFE ACADEMY
SPRING LANE BURY

PROPOSED ACCESS ROAD
(CYCLOPS JUNCTION)

SCALE: 1:1000 @A3

DATE: NOVEMBER 2023

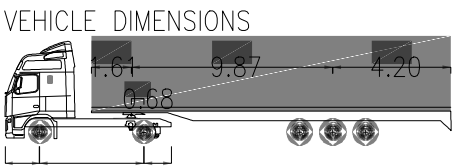
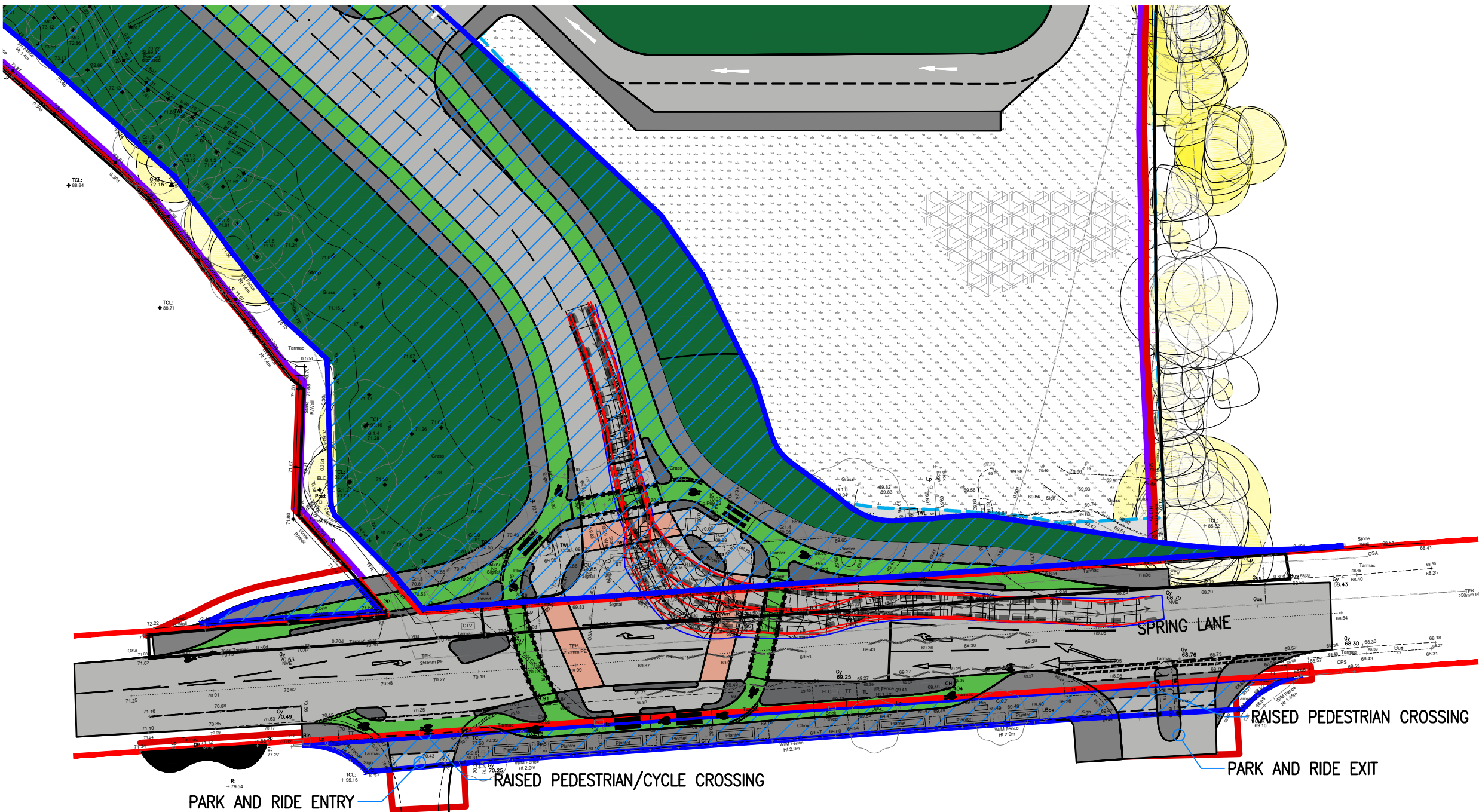
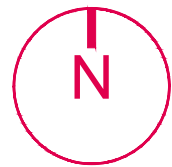
DRAWING NO: FS1013-VS-XX-XX-D-H-0010

STATUS: S2 REVISION: P05

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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1.36 3.80 1.00

ARTIC 18.55m

LENGTH: 18.55 m
MAX WIDTH: 2.55 m
LOCK TO LOCK TIME: 6.0 s
MAX STEERING ANGLE: 34.79°
TURN RADIUS (CURB TO CURB): 7.74 m
TURN RADIUS (WALL TO WALL): 8.49 m

KEY

- EXISTING HIGHWAY BOUNDARY
- PROPOSED EXTENT OF NEWLY ADOPTED HIGHWAY

REV.	AMENDMENTS	DATE
P03	TfGM COMMENTS INCORPORATED	09/11
P04	BURY COMMENTS ADDED	30/11
P05	SUBSTATION REMOVED	08/12



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STAR RADCLIFFE ACADEMY
SPRING LANE BURY

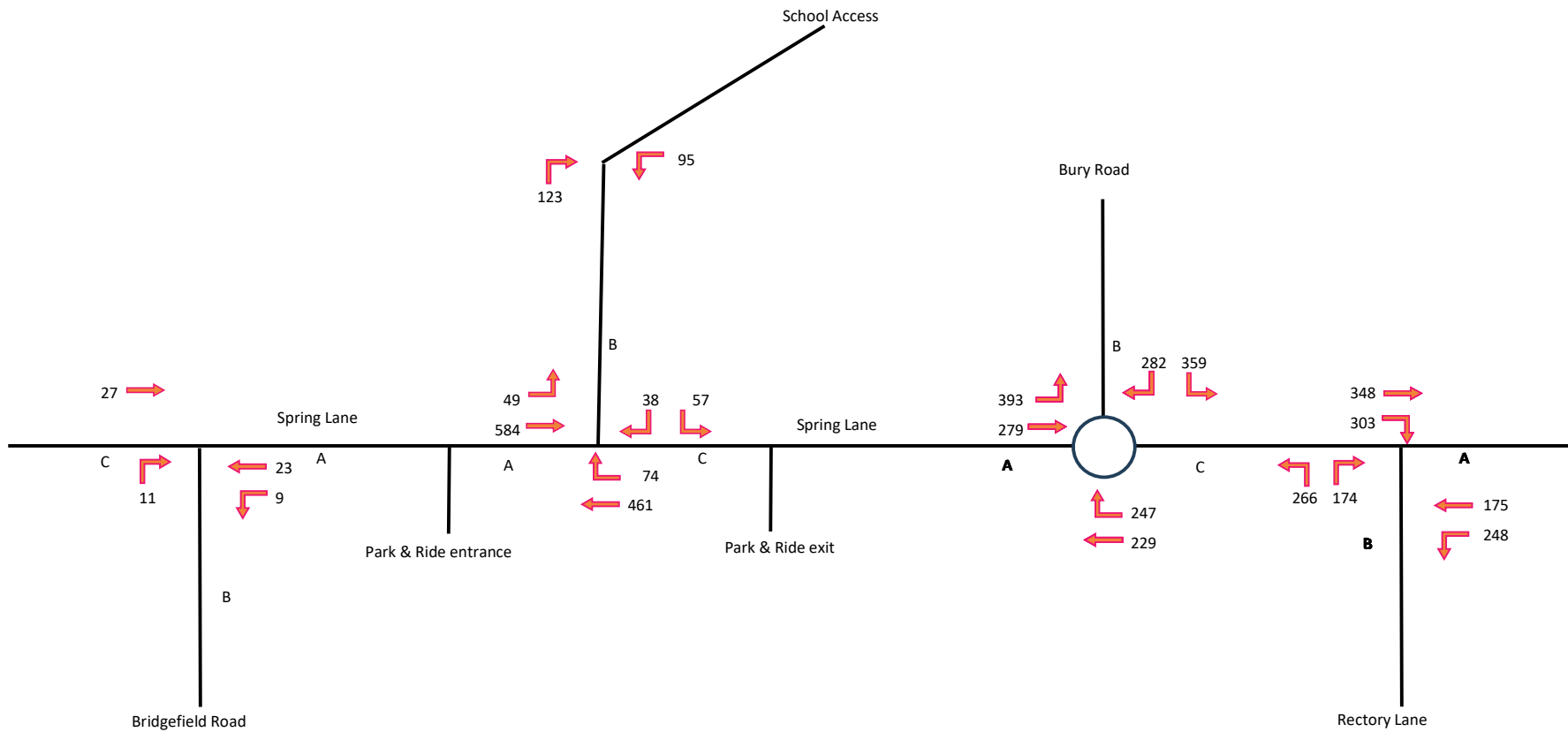
PROPOSED CYCLOPS JUNCTION

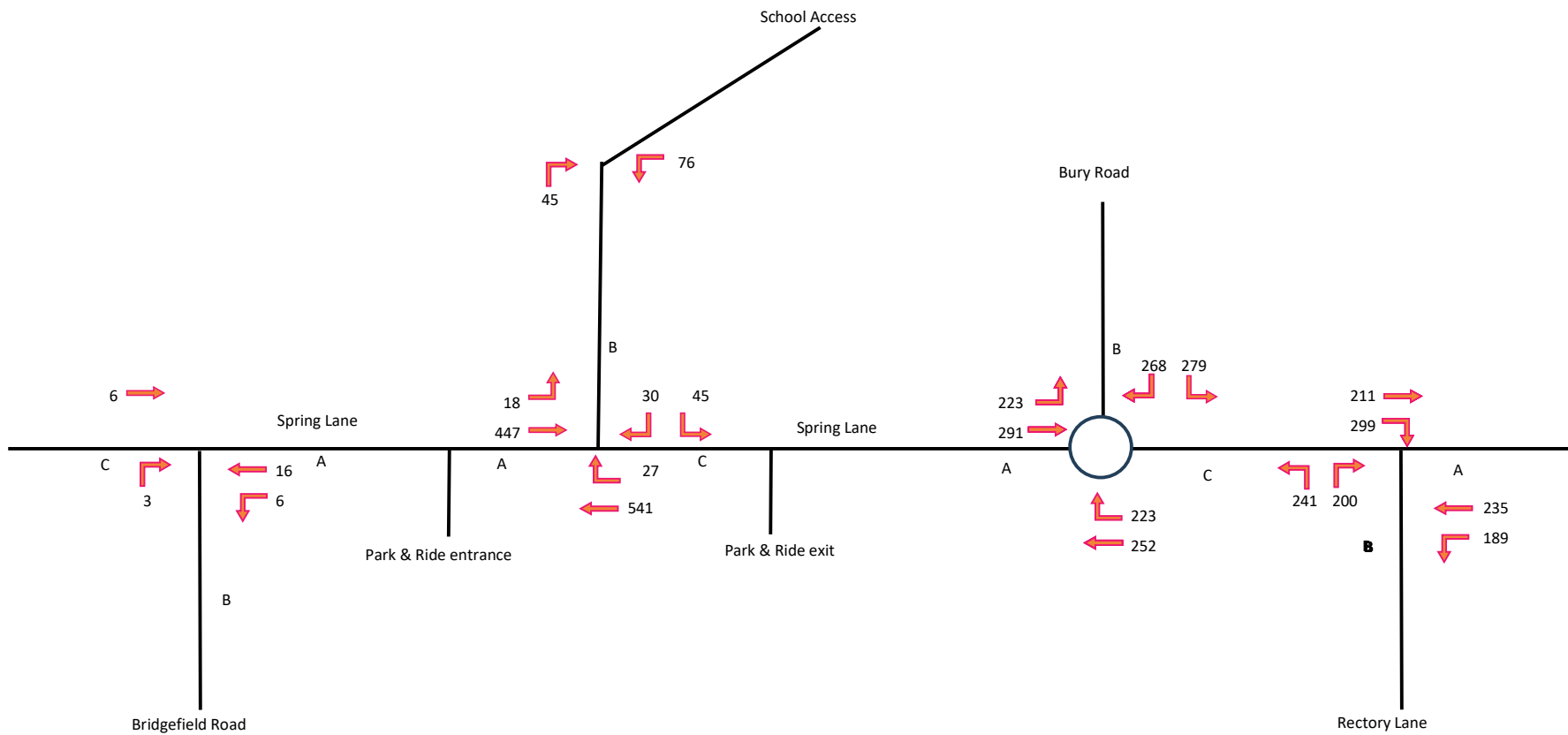
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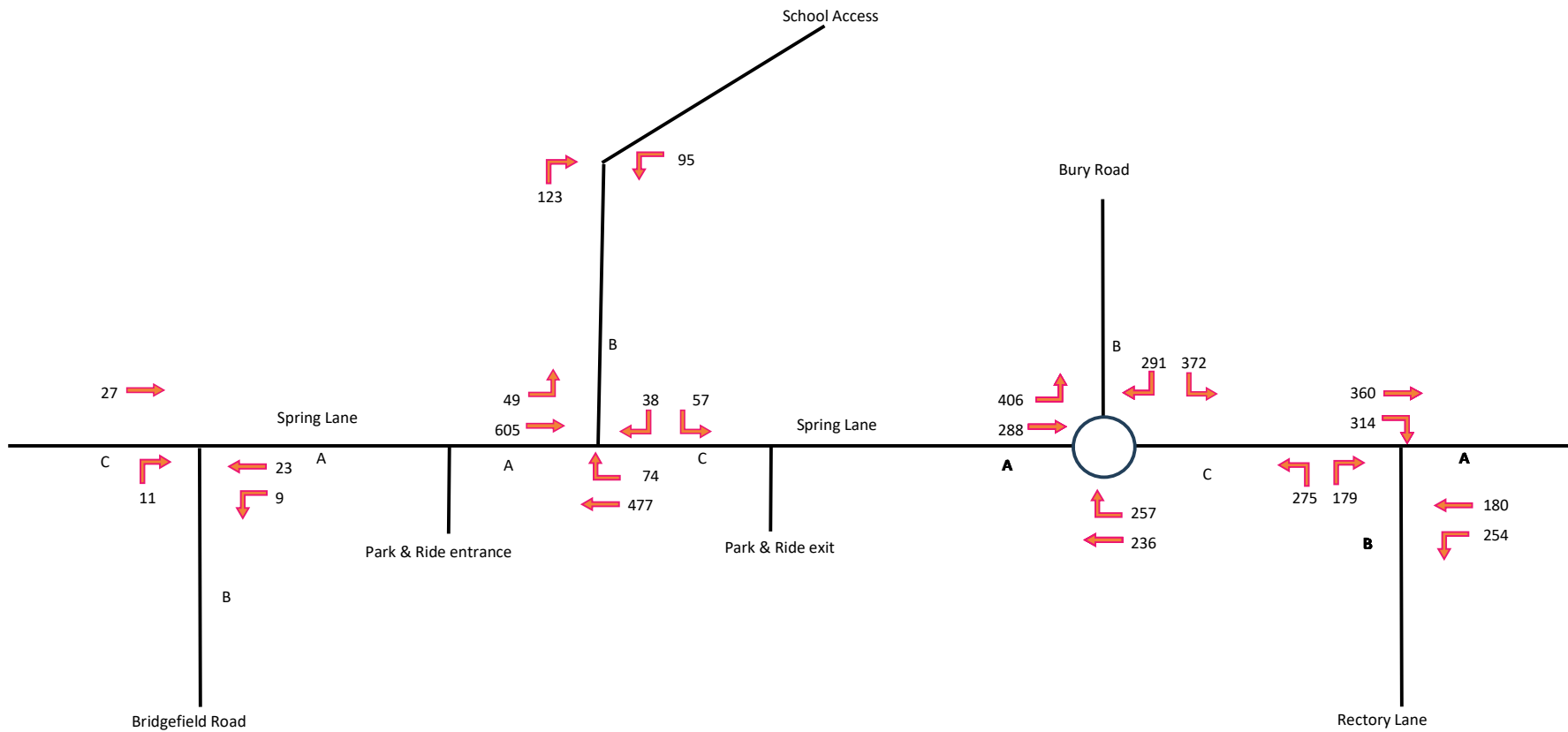
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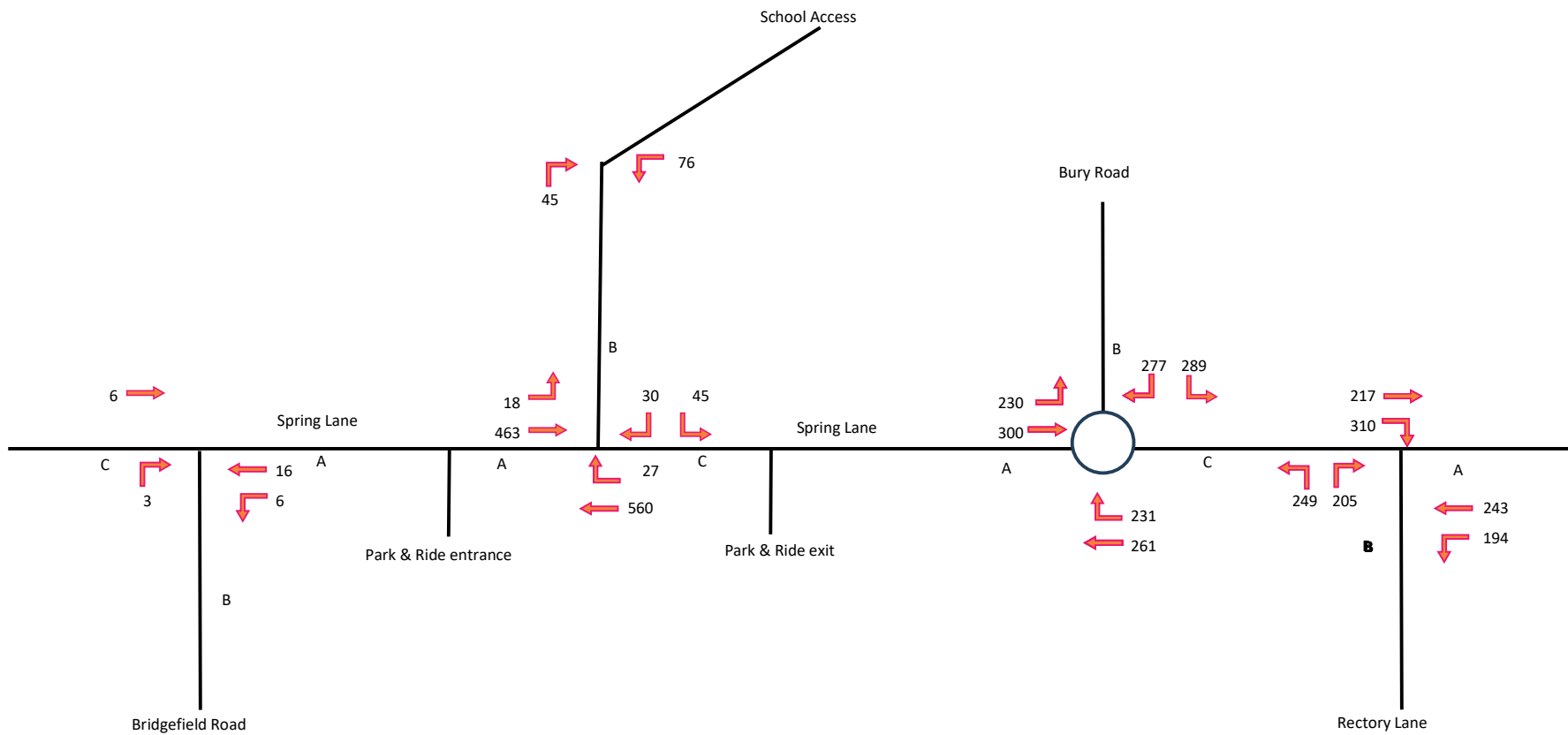
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APPENDIX B: Traffic Flow Diagrams









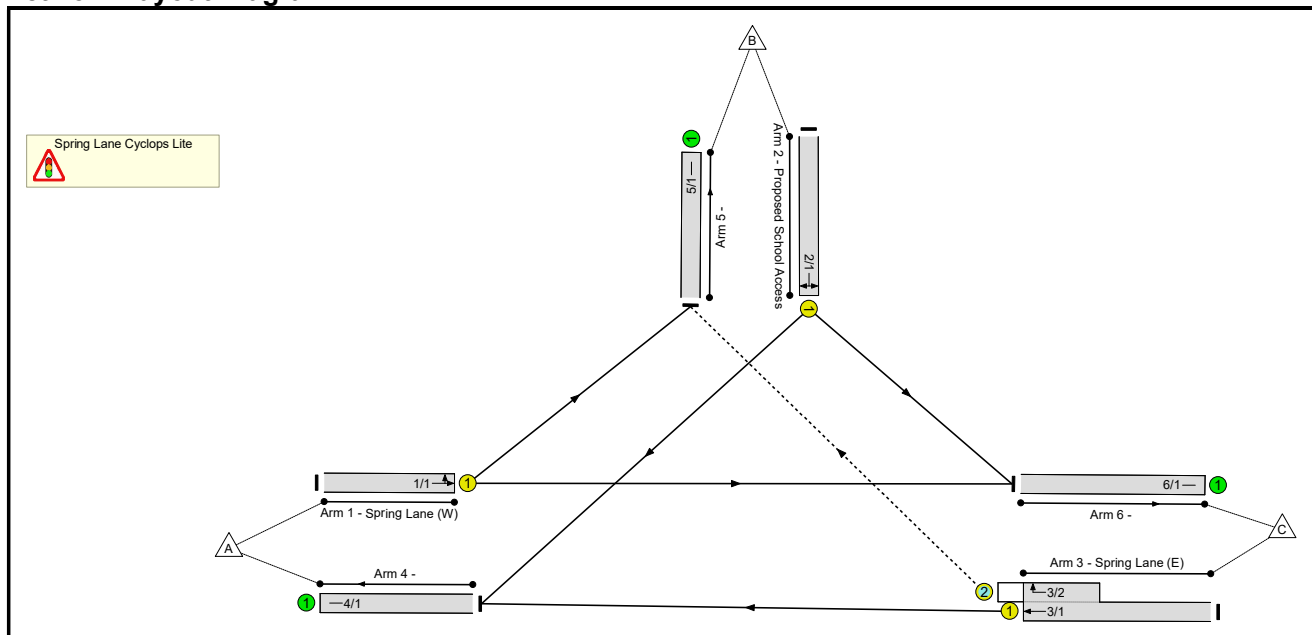
APPENDIX C: LINSIG Output Files

Full Input Data And Results
Full Input Data And Results

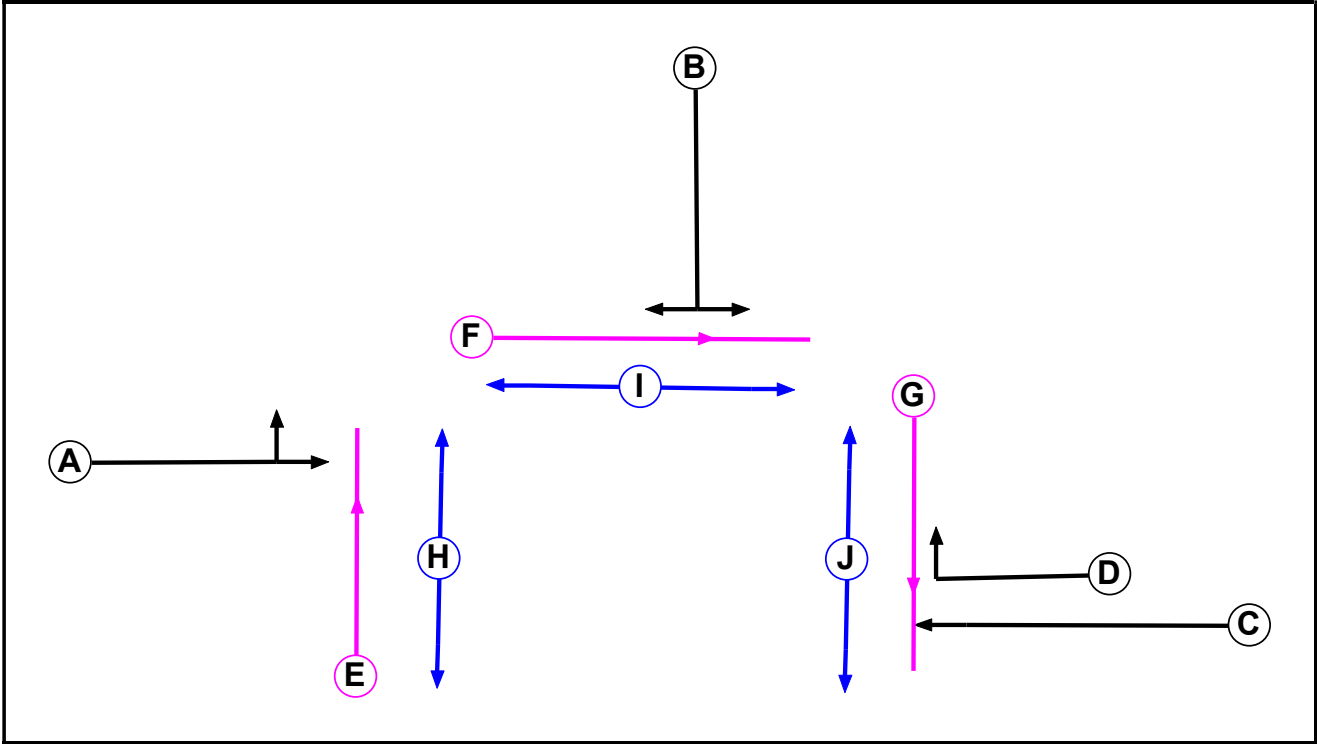
User and Project Details

Project:	
Title:	
Location:	
File name:	Cyclops Lite (no peds or cycle flows).lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Cycle		7	7
F	Cycle		7	7
G	Cycle		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

Full Input Data And Results

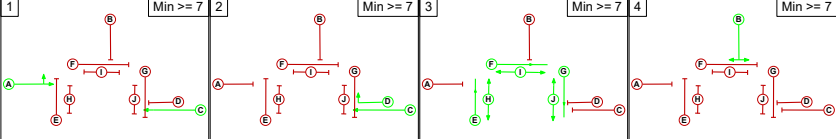
Phase Intergreens Matrix

		Starting Phase									
Terminating Phase		A	B	C	D	E	F	G	H	I	J
	A		6	-	6	8	8	8	8	8	8
	B	8		7	7	8	8	8	8	8	8
	C	-	8		-	8	8	8	8	8	8
	D	8	8	-		8	8	8	8	8	8
	E	8	8	8	8		-	-	-	-	-
	F	8	8	8	8	-		-	-	-	-
	G	8	8	8	8	-	-		-	-	-
	H	8	8	8	8	-	-	-		-	-
	I	8	8	8	8	-	-	-	-		-
	J	8	8	8	8	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C D
3	E F G H I J
4	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
From Stage		1	2	3	4
	1		6	8	8
	2	8		8	8
	3	8	8		8
	4	8	7	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Spring Lane Cyclops Lite											
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)
3/2 (Spring Lane (E))	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Lane Input Data

Junction: Spring Lane Cyclops Lite												
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 (Spring Lane (W))	U	A	2	3	60.0	Geom	-	3.37	0.00	Y	Arm 5 Left	4.18
											Arm 6 Ahead	Inf
2/1 (Proposed School Access)	U	B	2	3	60.0	Geom	-	3.83	0.00	Y	Arm 4 Right	12.00
											Arm 6 Left	6.00
3/1 (Spring Lane (E))	U	C	2	3	60.0	Geom	-	3.36	0.00	Y	Arm 4 Ahead	Inf
3/2 (Spring Lane (E))	O	D	2	3	6.0	Geom	-	3.20	0.00	Y	Arm 5 Right	13.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 + Comm + Dev AM'	08:00	09:00	01:00	
2: '2025 + Comm + Dev PM'	15:00	16:00	01:00	
3: '2030 + Comm + Dev AM'	08:00	09:00	01:00	
4: '2030 + Comm + Dev PM'	15:00	16:00	01:00	

Scenario 1: 'Peds + Bicycles Every Cycle' (FG1: '2025 + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	49	584	633
	B	38	0	57	95
	C	461	74	0	535
	Tot.	499	123	641	1263

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Peds + Bicycles Every Cycle
Junction: Spring Lane Cyclops Lite	
1/1	633
2/1	95
3/1 (with short)	535(In) 461(Out)
3/2 (short)	74
4/1	499
5/1	123
6/1	641

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	7.7 %	1899	1899
				Arm 6 Ahead	Inf	92.3 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Peds + Bicycles Every Cycle' (FG2: '2025 + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	18	447	465
	B	30	0	45	75
	C	541	27	0	568
	Tot.	571	45	492	1108

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Peds + Bicycles Every Cycle
Junction: Spring Lane Cyclops Lite	
1/1	465
2/1	75
3/1 (with short)	568(In) 541(Out)
3/2 (short)	27
4/1	571
5/1	45
6/1	492

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	3.9 %	1925	1925
				Arm 6 Ahead	Inf	96.1 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Peds + Bicycles Every Cycle' (FG3: '2030 + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	49	605	654
	B	38	0	57	95
	C	477	74	0	551
	Tot.	515	123	662	1300

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Peds + Bicycles Every Cycle
Junction: Spring Lane Cyclops Lite	
1/1	654
2/1	95
3/1 (with short)	551(In) 477(Out)
3/2 (short)	74
4/1	515
5/1	123
6/1	662

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	7.5 %	1901	1901
				Arm 6 Ahead	Inf	92.5 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Peds + Bicycles Every Cycle' (FG4: '2030 + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	18	463	481
	B	30	0	45	75
	C	560	27	0	587
	Tot.	590	45	508	1143

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Peds + Bicycles Every Cycle
Junction: Spring Lane Cyclops Lite	
1/1	481
2/1	75
3/1 (with short)	587(In) 560(Out)
3/2 (short)	27
4/1	590
5/1	45
6/1	508

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	3.7 %	1926	1926
				Arm 6 Ahead	Inf	96.3 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Peds + Bicycles Every Other Cycle' (FG1: '2025 + Comm + Dev AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	49	584	633
	B	38	0	57	95
	C	461	74	0	535
	Tot.	499	123	641	1263

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Peds + Bicycles Every Other Cycle
Junction: Spring Lane Cyclops Lite	
1/1	633
2/1	95
3/1 (with short)	535(In) 461(Out)
3/2 (short)	74
4/1	499
5/1	123
6/1	641

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	7.7 %	1899	1899
				Arm 6 Ahead	Inf	92.3 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Peds + Bicycles Every Other Cycle' (FG2: '2025 + Comm + Dev PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	18	447	465
	B	30	0	45	75
	C	541	27	0	568
	Tot.	571	45	492	1108

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Peds + Bicycles Every Other Cycle
Junction: Spring Lane Cyclops Lite	
1/1	465
2/1	75
3/1 (with short)	568(In) 541(Out)
3/2 (short)	27
4/1	571
5/1	45
6/1	492

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	3.9 %	1925	1925
				Arm 6 Ahead	Inf	96.1 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Peds + Bicycles Every Other Cycle' (FG3: '2030 + Comm + Dev AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	49	605	654
	B	38	0	57	95
	C	477	74	0	551
	Tot.	515	123	662	1300

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Peds + Bicycles Every Other Cycle
Junction: Spring Lane Cyclops Lite	
1/1	654
2/1	95
3/1 (with short)	551(In) 477(Out)
3/2 (short)	74
4/1	515
5/1	123
6/1	662

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	7.5 %	1901	1901
				Arm 6 Ahead	Inf	92.5 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Peds + Bicycles Every Other Cycle' (FG4: '2030 + Comm + Dev PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	18	463	481
	B	30	0	45	75
	C	560	27	0	587
	Tot.	590	45	508	1143

Full Input Data And Results

Traffic Lane Flows

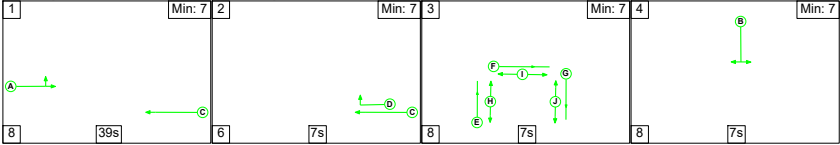
Lane	Scenario 8: Peds + Bicycles Every Other Cycle
Junction: Spring Lane Cyclops Lite	
1/1	481
2/1	75
3/1 (with short)	587(In) 560(Out)
3/2 (short)	27
4/1	590
5/1	45
6/1	508

Lane Saturation Flows

Junction: Spring Lane Cyclops Lite								
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 (Spring Lane (W))	3.37	0.00	Y	Arm 5 Left	4.18	3.7 %	1926	1926
				Arm 6 Ahead	Inf	96.3 %		
2/1 (Proposed School Access)	3.83	0.00	Y	Arm 4 Right	12.00	40.0 %	1665	1665
				Arm 6 Left	6.00	60.0 %		
3/1 (Spring Lane (E))	3.36	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1951	1951
3/2 (Spring Lane (E))	3.20	0.00	Y	Arm 5 Right	13.00	100.0 %	1735	1735
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Peds + Bicycles Every Cycle' (FG1: '2025 + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

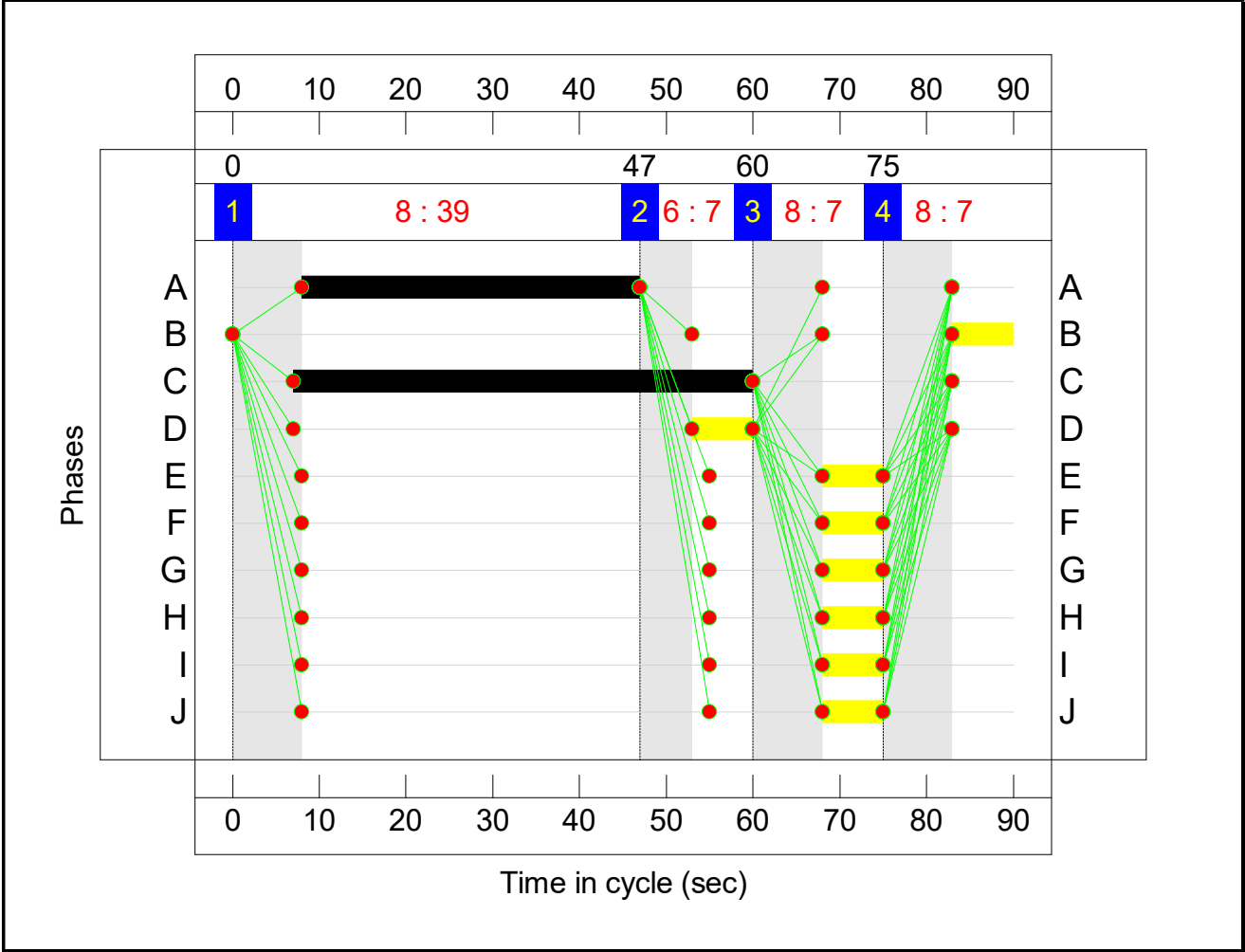
Stage Sequence Diagram



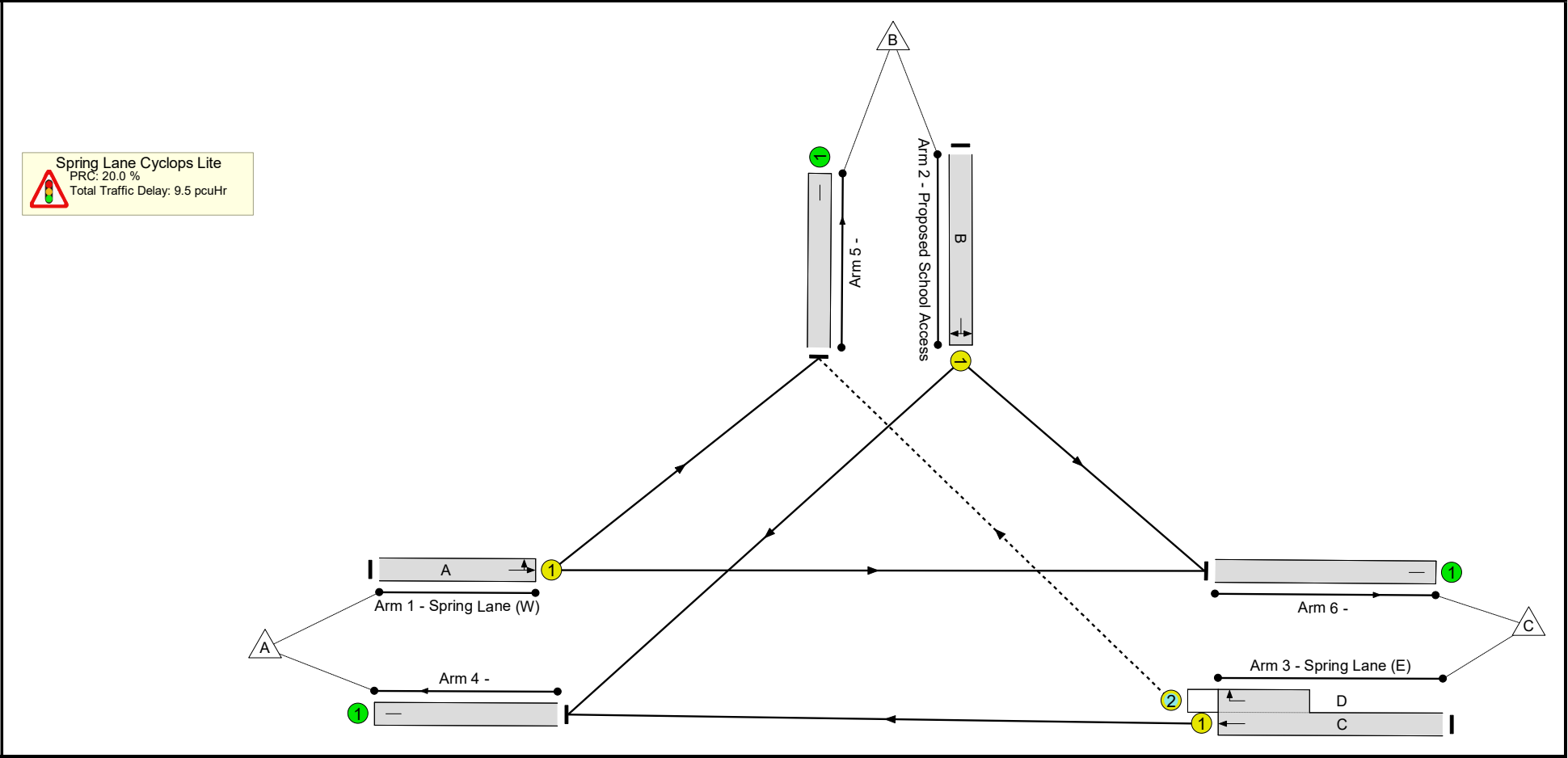
Stage Timings

Stage	1	2	3	4
Duration	39	7	7	7
Change Point	0	47	60	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

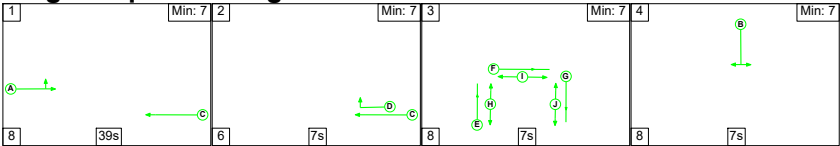
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		1	39	-	633	1899	844	75.0%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		1	7	-	95	1665	148	64.2%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		1	53:7	-	535	1951:1735	1030+154	44.8 : 48.0%
4/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
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	-	-	0	72	2	6.7	2.8	0.0	9.5	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	72	2	6.7	2.8	0.0	9.5	-	-	-	-
1/1	633	633	-	-	-	3.7	1.5	-	5.1	29.2	13.0	1.5	14.5
2/1	95	95	-	-	-	1.0	0.9	-	1.9	72.5	2.3	0.9	3.1
3/1+3/2	535	535	0	72	2	2.0	0.4	0.0	2.4	16.3	6.0	0.4	6.4
4/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 20.0 Total Delay for Signalled Lanes (pcuHr): 9.48 Cycle Time (s): 90 PRC Over All Lanes (%): 20.0 Total Delay Over All Lanes(pcuHr): 9.48													

Full Input Data And Results

Scenario 2: 'Peds + Bicycles Every Cycle' (FG2: '2025 + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

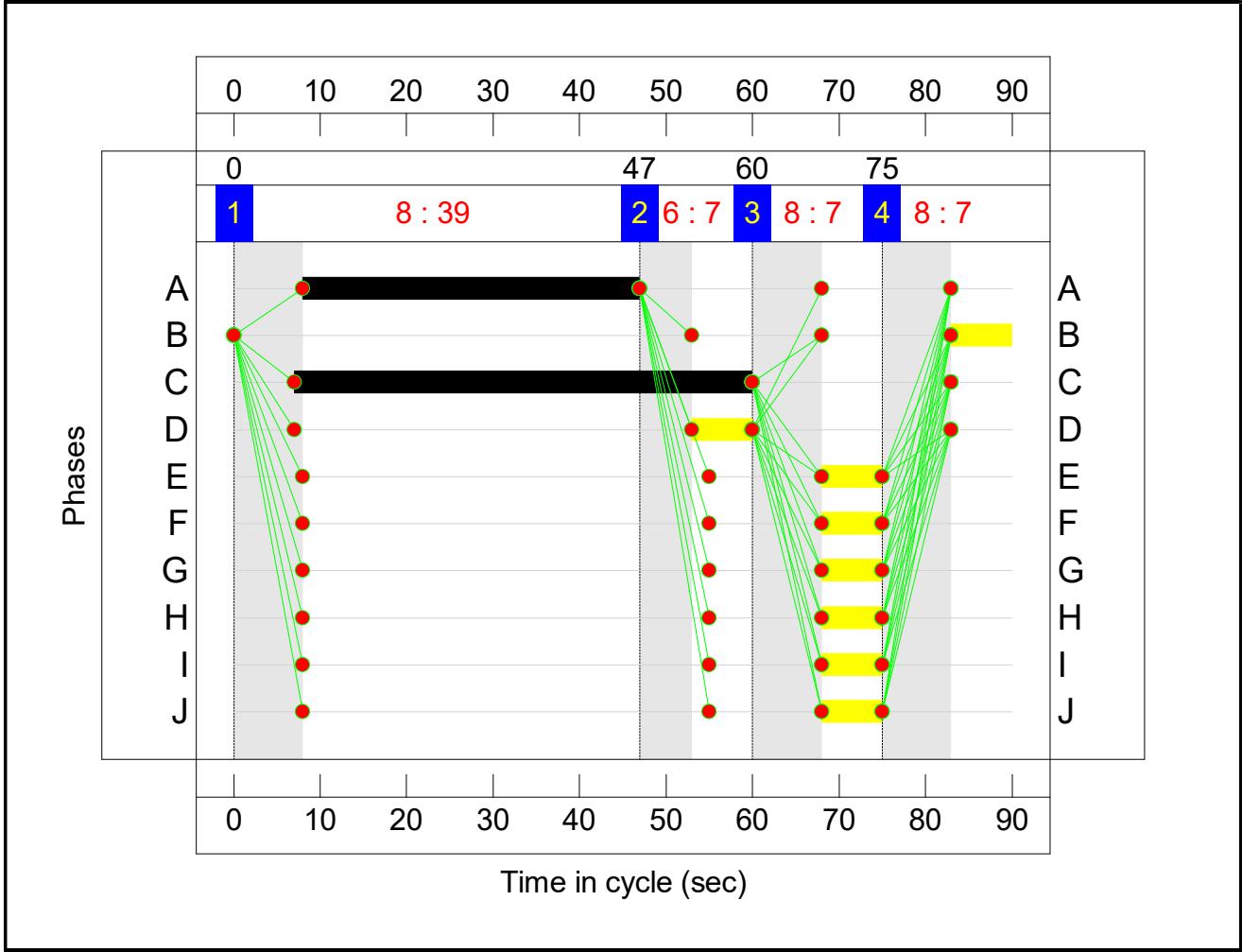
Stage Sequence Diagram



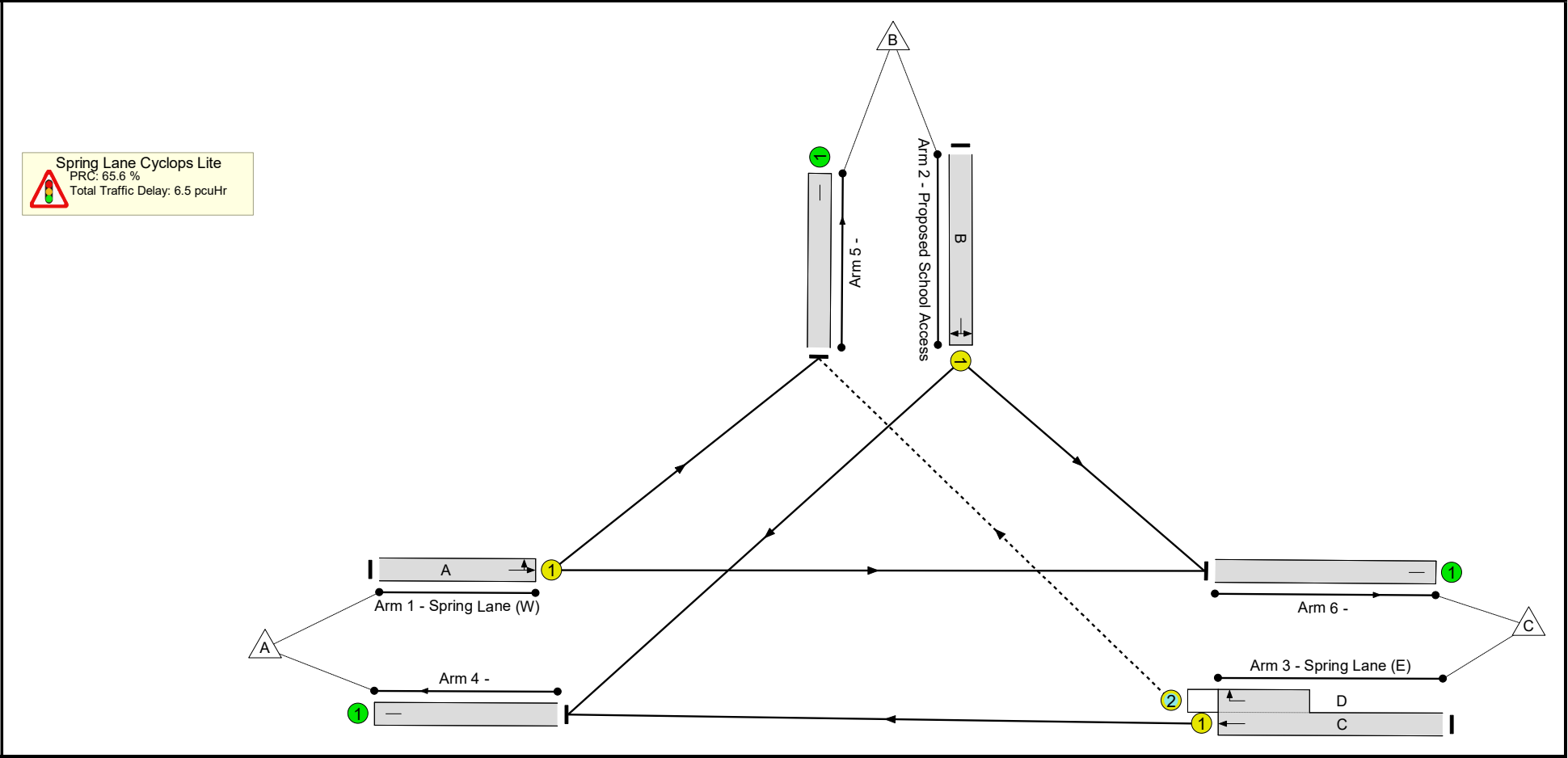
Stage Timings

Stage	1	2	3	4
Duration	39	7	7	7
Change Point	0	47	60	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

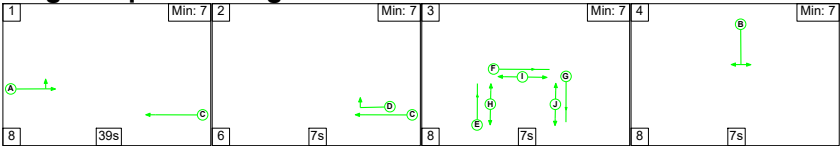
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	54.4%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	54.4%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		1	39	-	465	1925	856	54.4%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		1	7	-	75	1665	148	50.7%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		1	53:7	-	568	1951:1735	1123+56	48.2 : 48.2%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
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	-	-	0	26	1	5.0	1.6	0.0	6.5	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	26	1	5.0	1.6	0.0	6.5	-	-	-	-
1/1	465	465	-	-	-	2.4	0.6	-	3.0	22.9	8.4	0.6	9.0
2/1	75	75	-	-	-	0.8	0.5	-	1.3	63.5	1.8	0.5	2.3
3/1+3/2	568	568	0	26	1	1.8	0.5	0.0	2.2	14.2	7.4	0.5	7.9
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 65.6 Total Delay for Signalled Lanes (pcuHr): 6.53 Cycle Time (s): 90 PRC Over All Lanes (%): 65.6 Total Delay Over All Lanes(pcuHr): 6.53													

Full Input Data And Results

Scenario 3: 'Peds + Bicycles Every Cycle' (FG3: '2030 + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

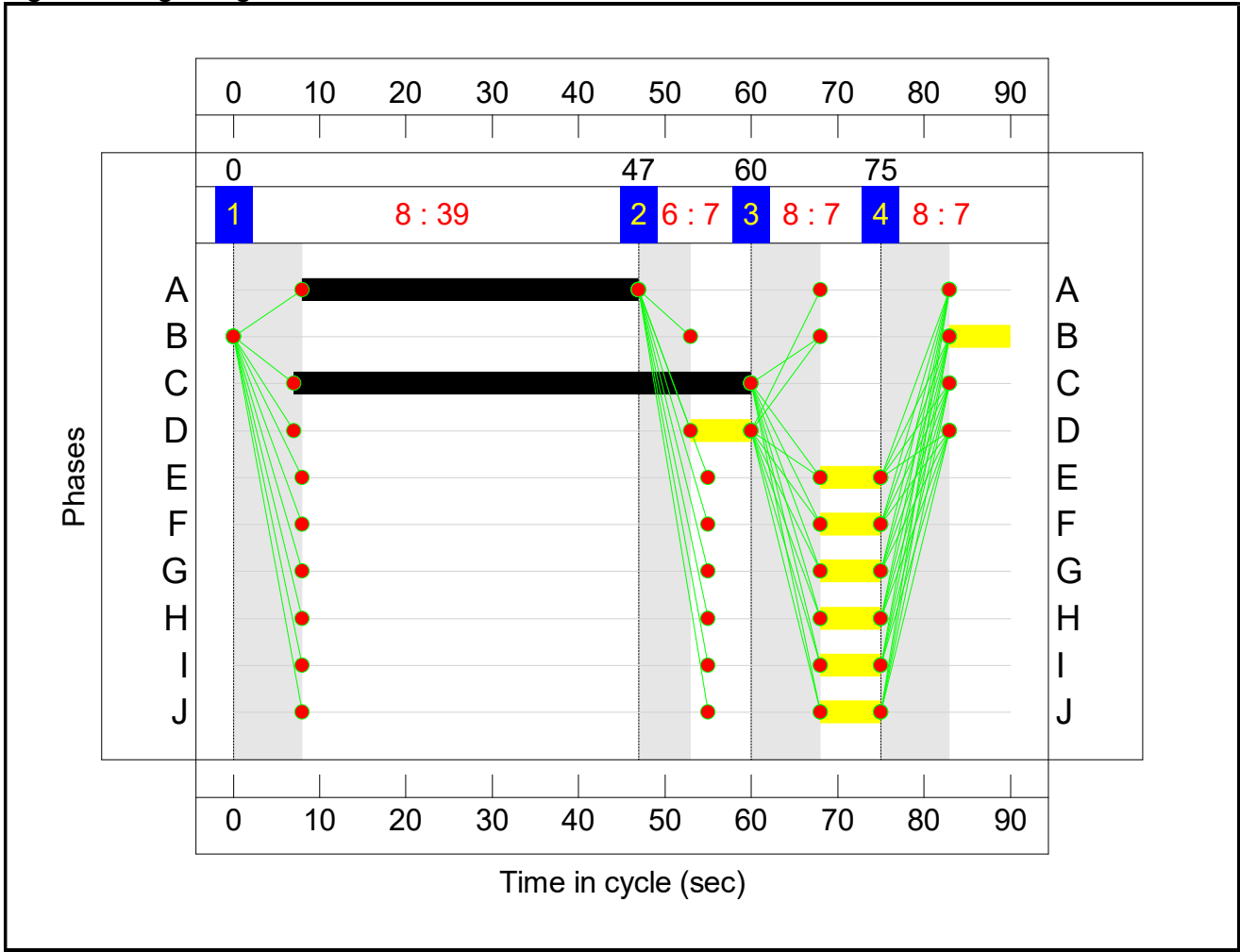
Stage Sequence Diagram



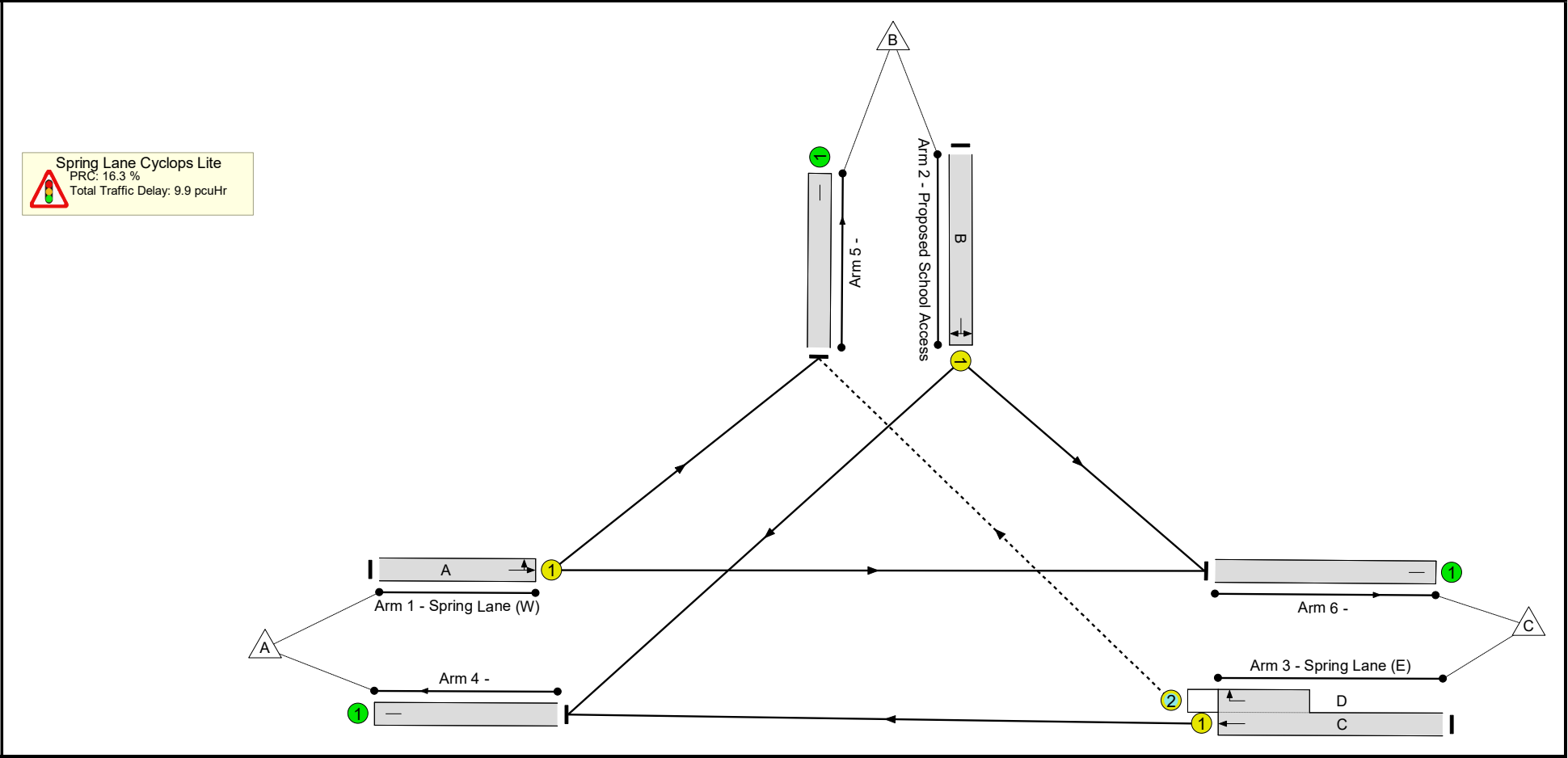
Stage Timings

Stage	1	2	3	4
Duration	39	7	7	7
Change Point	0	47	60	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

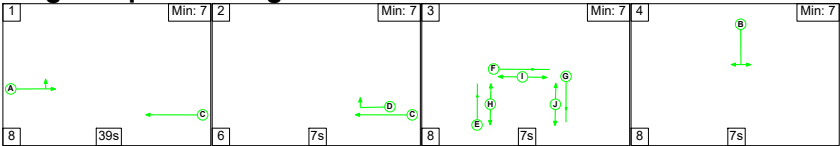
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.4%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	77.4%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		1	39	-	654	1901	845	77.4%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		1	7	-	95	1665	148	64.2%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		1	53:7	-	551	1951:1735	1034+154	46.1 : 48.0%
4/1		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
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	-	-	0	72	2	7.0	3.0	0.0	9.9	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	72	2	7.0	3.0	0.0	9.9	-	-	-	-
1/1	654	654	-	-	-	3.8	1.7	-	5.5	30.4	13.8	1.7	15.5
2/1	95	95	-	-	-	1.0	0.9	-	1.9	72.5	2.3	0.9	3.1
3/1+3/2	551	551	0	72	2	2.1	0.4	0.0	2.5	16.3	6.3	0.4	6.7
4/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.3 Total Delay for Signalled Lanes (pcuHr): 9.94 Cycle Time (s): 90 PRC Over All Lanes (%): 16.3 Total Delay Over All Lanes(pcuHr): 9.94													

Full Input Data And Results

Scenario 4: 'Peds + Bicycles Every Cycle' (FG4: '2030 + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

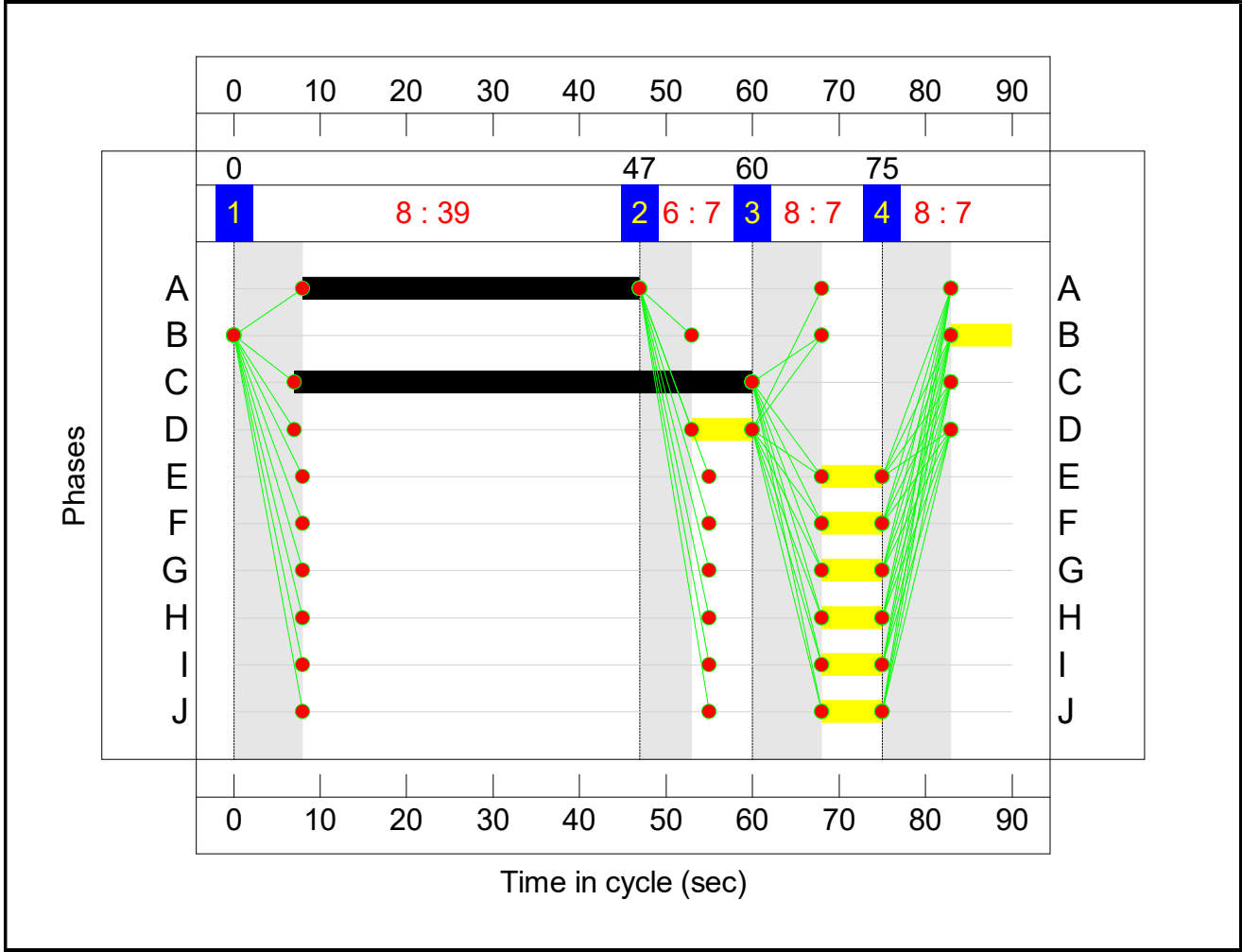
Stage Sequence Diagram



Stage Timings

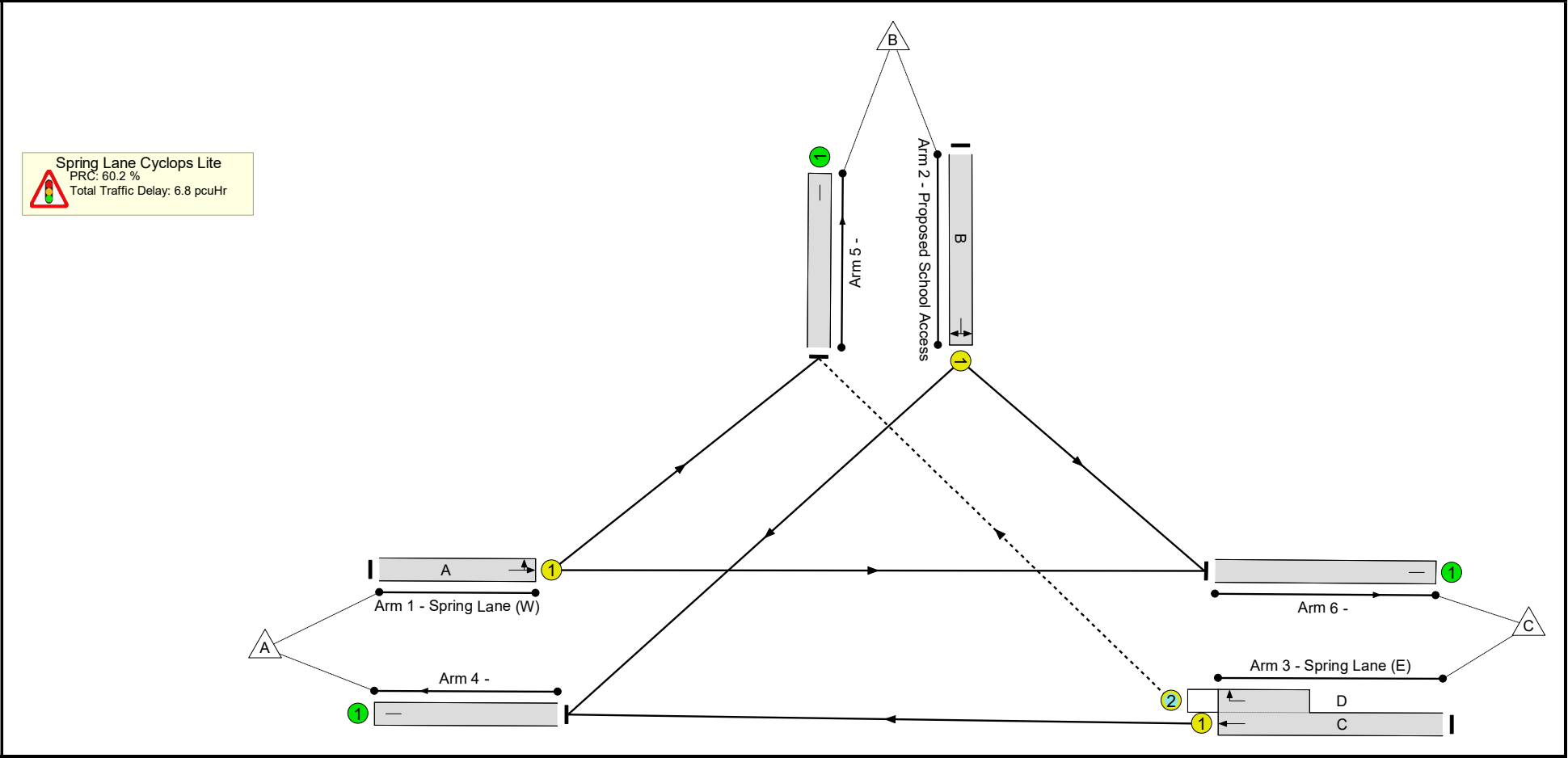
Stage	1	2	3	4
Duration	39	7	7	7
Change Point	0	47	60	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

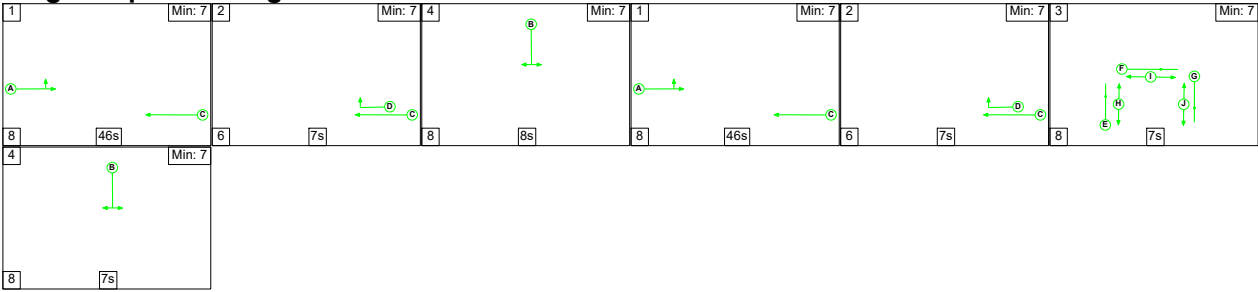
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	56.2%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	56.2%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		1	39	-	481	1926	856	56.2%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		1	7	-	75	1665	148	50.7%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		1	53:7	-	587	1951:1735	1124+54	49.8 : 49.8%
4/1		U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
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	-	-	0	26	1	5.1	1.6	0.0	6.8	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	26	1	5.1	1.6	0.0	6.8	-	-	-	-
1/1	481	481	-	-	-	2.5	0.6	-	3.1	23.3	8.8	0.6	9.5
2/1	75	75	-	-	-	0.8	0.5	-	1.3	63.5	1.8	0.5	2.3
3/1+3/2	587	587	0	26	1	1.9	0.5	0.0	2.4	14.4	7.9	0.5	8.4
4/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 60.2 Total Delay for Signalled Lanes (pcuHr): 6.79 Cycle Time (s): 90 PRC Over All Lanes (%): 60.2 Total Delay Over All Lanes(pcuHr): 6.79													

Full Input Data And Results

Scenario 5: 'Peds + Bicycles Every Other Cycle' (FG1: '2025 + Comm + Dev AM', Plan 2: 'Network Control Plan 2')

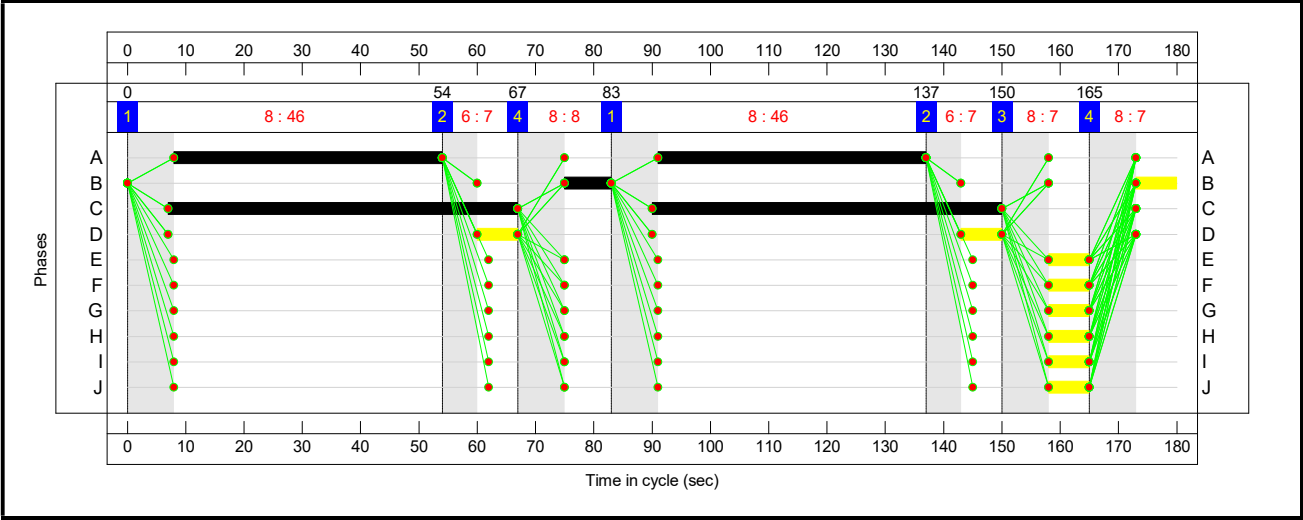
Stage Sequence Diagram



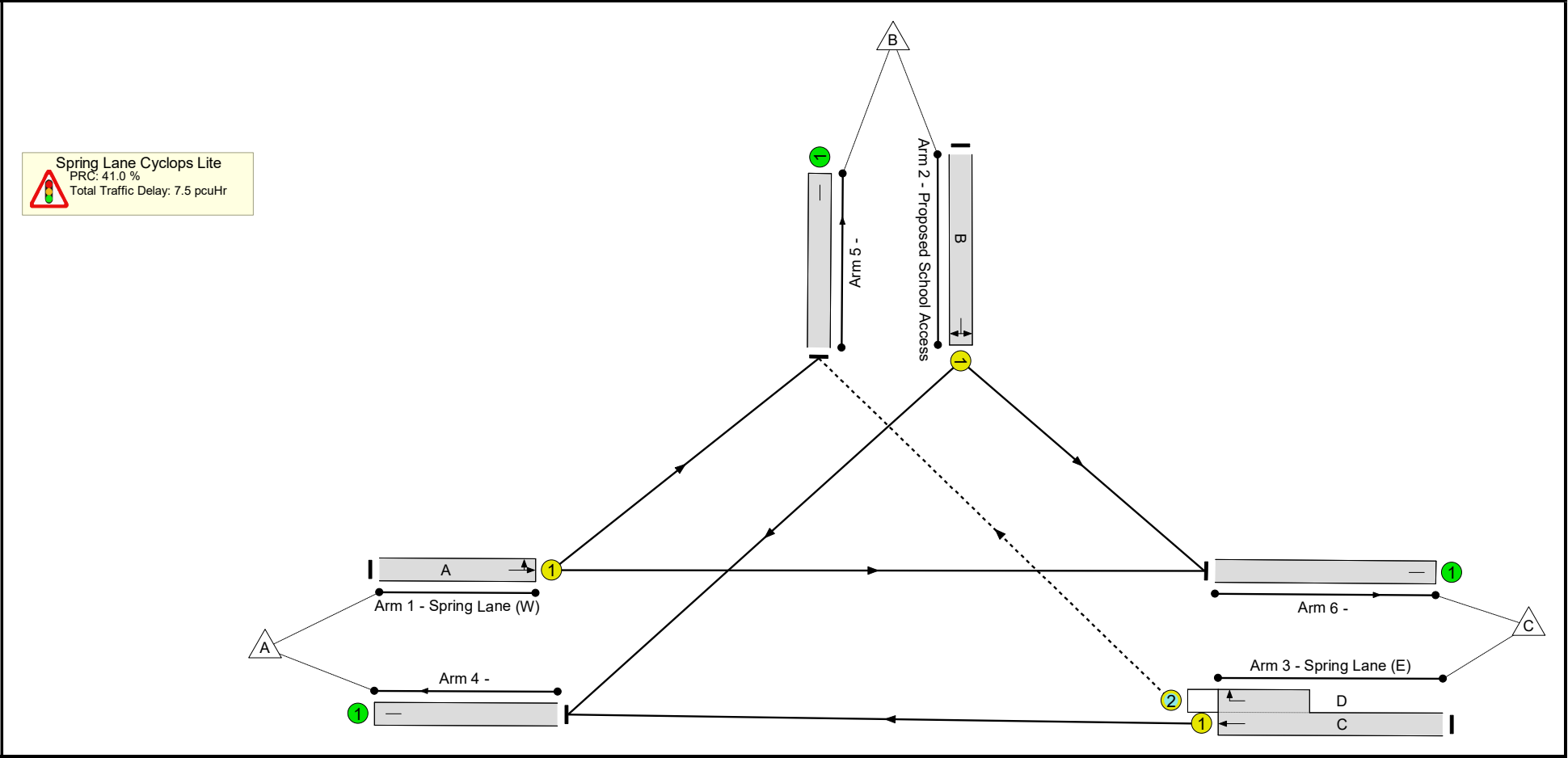
Stage Timings

Stage	1	2	4	1	2	3	4
Duration	46	7	8	46	7	7	7
Change Point	0	54	67	83	137	150	165

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

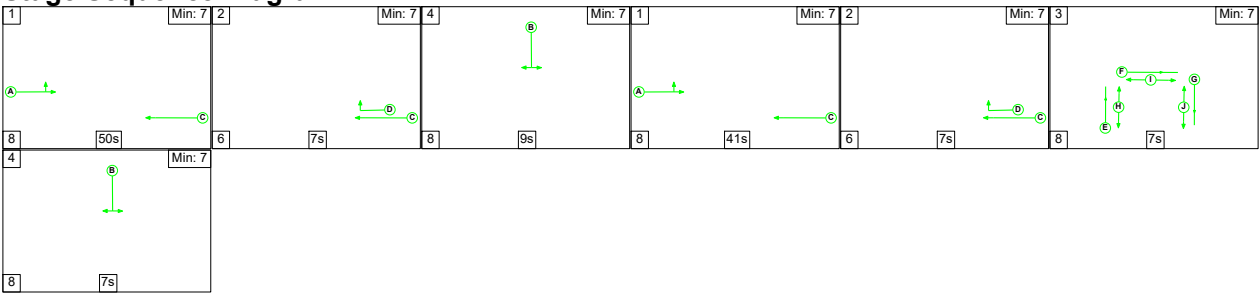
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.8%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	63.8%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		2	92	-	633	1899	992	63.8%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		2	15	-	95	1665	157	60.4%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		2	120:14	-	535	1951:1735	961+154	48.0 : 48.0%
4/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
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	-	-	0	72	2	5.5	2.1	0.0	7.5	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	72	2	5.5	2.1	0.0	7.5	-	-	-	-
1/1	633	633	-	-	-	2.8	0.9	-	3.7	20.8	13.0	0.9	13.9
2/1	95	95	-	-	-	1.0	0.7	-	1.8	67.7	2.5	0.7	3.2
3/1+3/2	535	535	0	72	2	1.6	0.5	0.0	2.1	14.1	6.0	0.5	6.5
4/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 41.0 Total Delay for Signalled Lanes (pcuHr): 7.54 Cycle Time (s): 180 PRC Over All Lanes (%): 41.0 Total Delay Over All Lanes(pcuHr): 7.54													

Full Input Data And Results

Scenario 6: 'Peds + Bicycles Every Other Cycle' (FG2: '2025 + Comm + Dev PM', Plan 2: 'Network Control Plan 2')

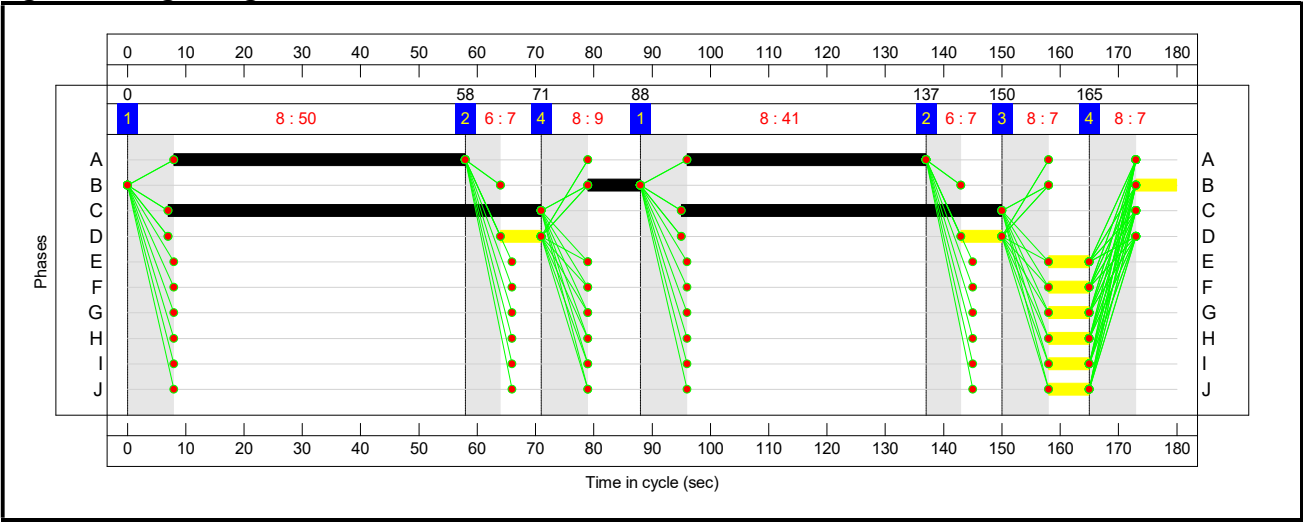
Stage Sequence Diagram



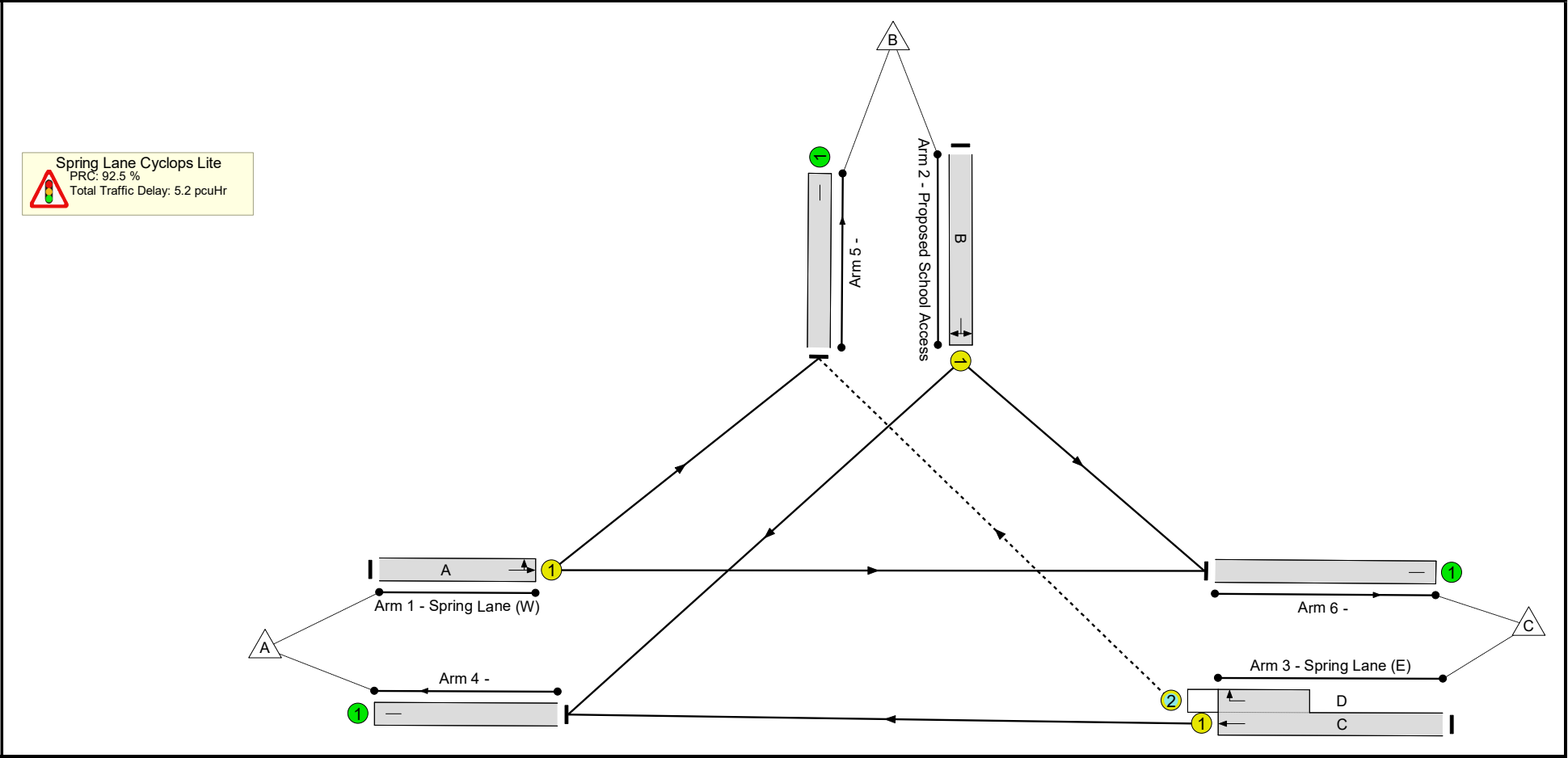
Stage Timings

Stage	1	2	4	1	2	3	4
Duration	50	7	9	41	7	7	7
Change Point	0	58	71	88	137	150	165

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

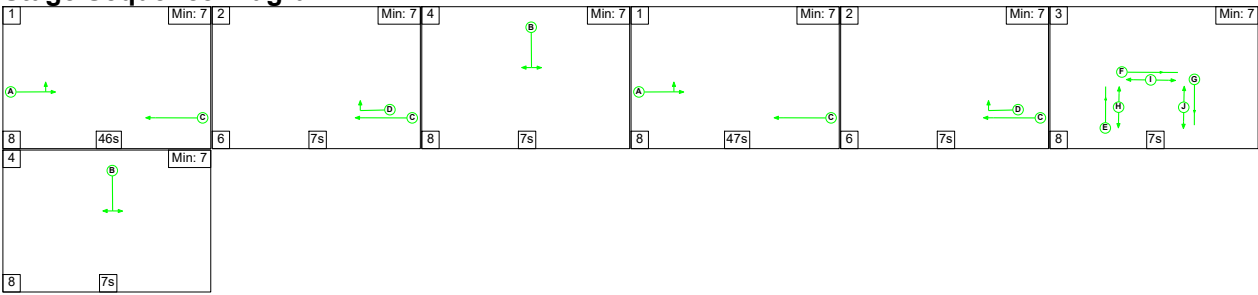
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	46.8%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	46.8%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		2	91	-	465	1925	995	46.8%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		2	16	-	75	1665	167	45.0%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		2	119:14	-	568	1951:1735	1256+63	43.1 : 43.1%
4/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
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	-	-	0	26	1	4.0	1.2	0.0	5.2	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	26	1	4.0	1.2	0.0	5.2	-	-	-	-
1/1	465	465	-	-	-	1.8	0.4	-	2.3	17.6	8.4	0.4	8.8
2/1	75	75	-	-	-	0.8	0.4	-	1.2	57.7	1.8	0.4	2.2
3/1+3/2	568	568	0	26	1	1.3	0.4	0.0	1.7	10.9	7.4	0.4	7.8
4/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 92.5 Total Delay for Signalled Lanes (pcuHr): 5.19 Cycle Time (s): 180 PRC Over All Lanes (%): 92.5 Total Delay Over All Lanes(pcuHr): 5.19													

Full Input Data And Results

Scenario 7: 'Peds + Bicycles Every Other Cycle' (FG3: '2030 + Comm + Dev AM', Plan 2: 'Network Control Plan 2')

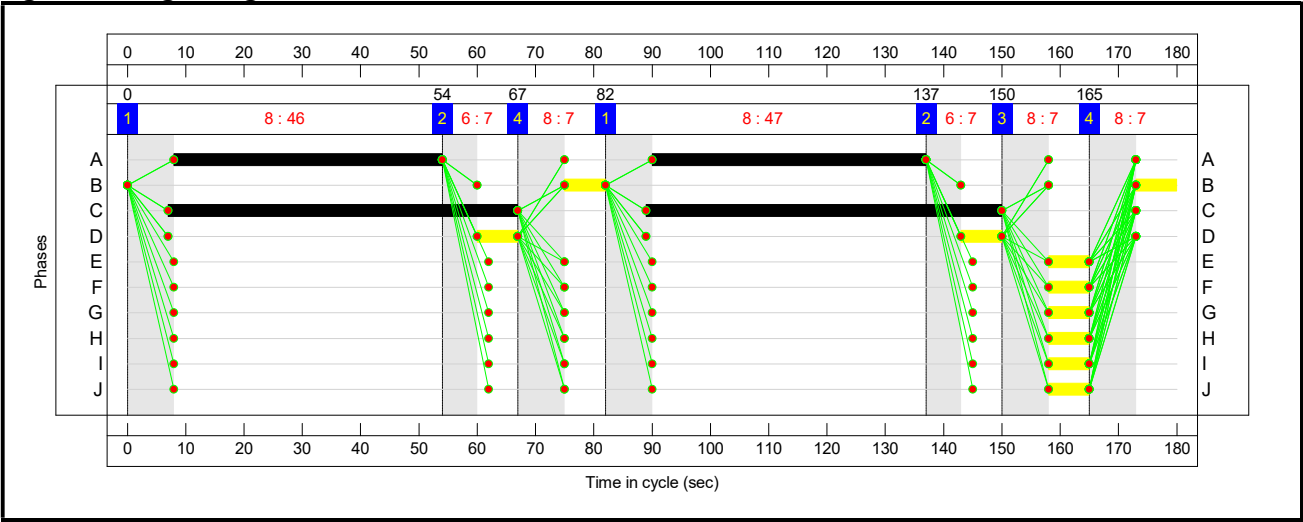
Stage Sequence Diagram



Stage Timings

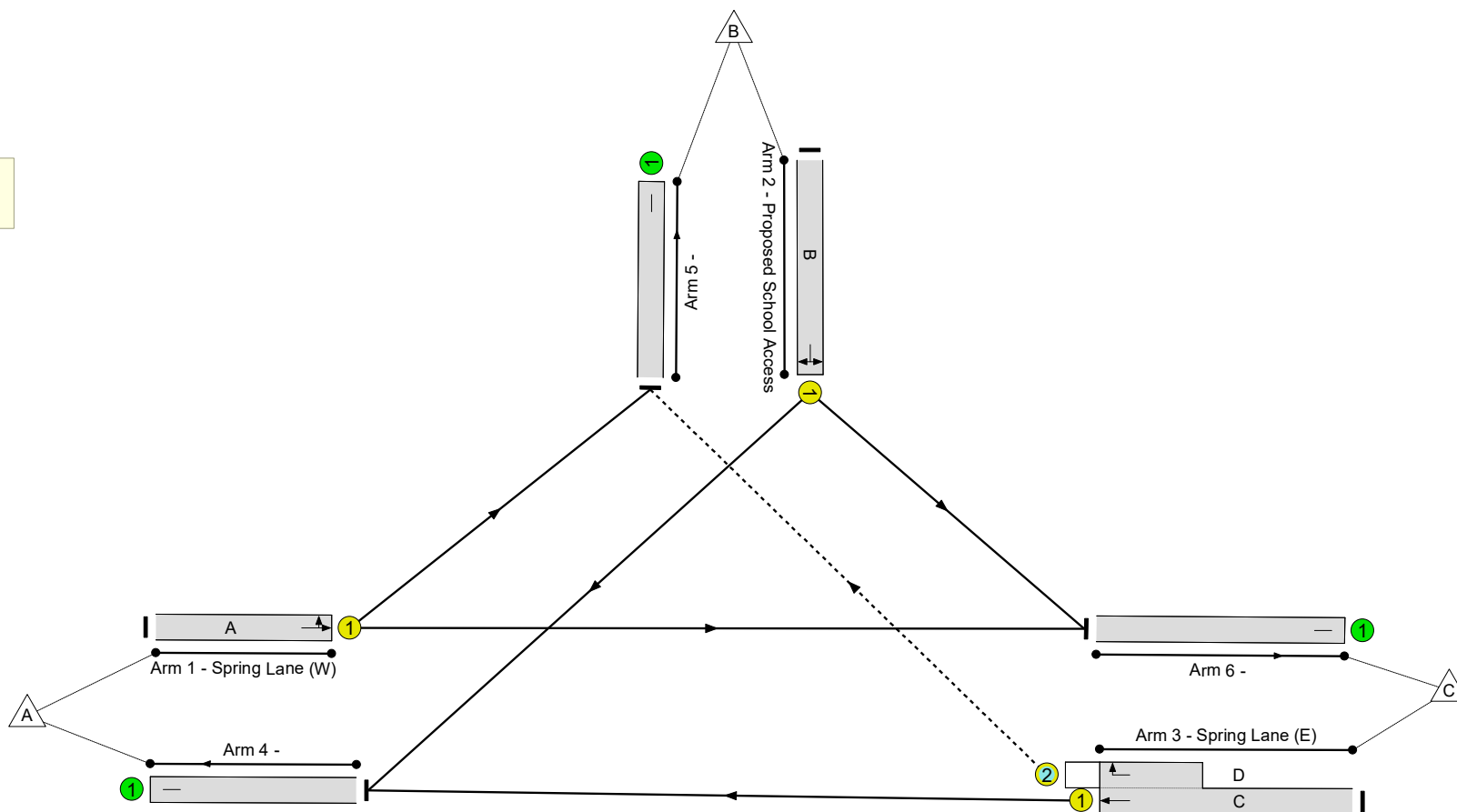
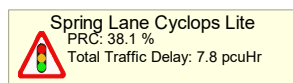
Stage	1	2	4	1	2	3	4
Duration	46	7	7	47	7	7	7
Change Point	0	54	67	82	137	150	165

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

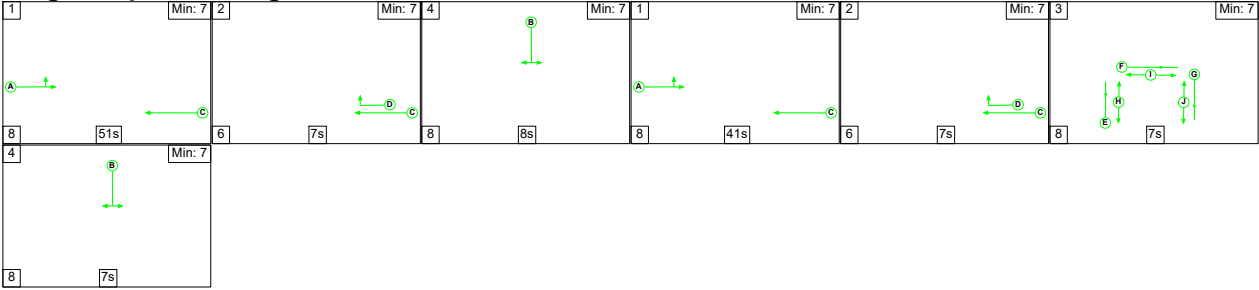
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.2%
Spring Lane Cyclops Lite	-	-	N/A	-	-		-	-	-	-	-	-	65.2%
1/1	Spring Lane (W) Left Ahead	U	N/A	N/A	A		2	93	-	654	1901	1003	65.2%
2/1	Proposed School Access Right Left	U	N/A	N/A	B		2	14	-	95	1665	148	64.2%
3/1+3/2	Spring Lane (E) Ahead Right	U+O	N/A	N/A	C D		2	121:14	-	551	1951:1735	994+154	48.0 : 48.0%
4/1		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
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	-	-	0	72	2	5.6	2.3	0.0	7.8	-	-	-	-
Spring Lane Cyclops Lite	-	-	0	72	2	5.6	2.3	0.0	7.8	-	-	-	-
1/1	654	654	-	-	-	2.9	0.9	-	3.8	20.9	13.8	0.9	14.7
2/1	95	95	-	-	-	1.1	0.9	-	1.9	72.9	2.5	0.9	3.4
3/1+3/2	551	551	0	72	2	1.7	0.5	0.0	2.1	13.8	6.3	0.5	6.8
4/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 38.1 Total Delay for Signalled Lanes (pcuHr): 7.84 Cycle Time (s): 180 PRC Over All Lanes (%): 38.1 Total Delay Over All Lanes(pcuHr): 7.84													

Full Input Data And Results

Scenario 8: 'Peds + Bicycles Every Other Cycle' (FG4: '2030 + Comm + Dev PM', Plan 2: 'Network Control Plan 2')

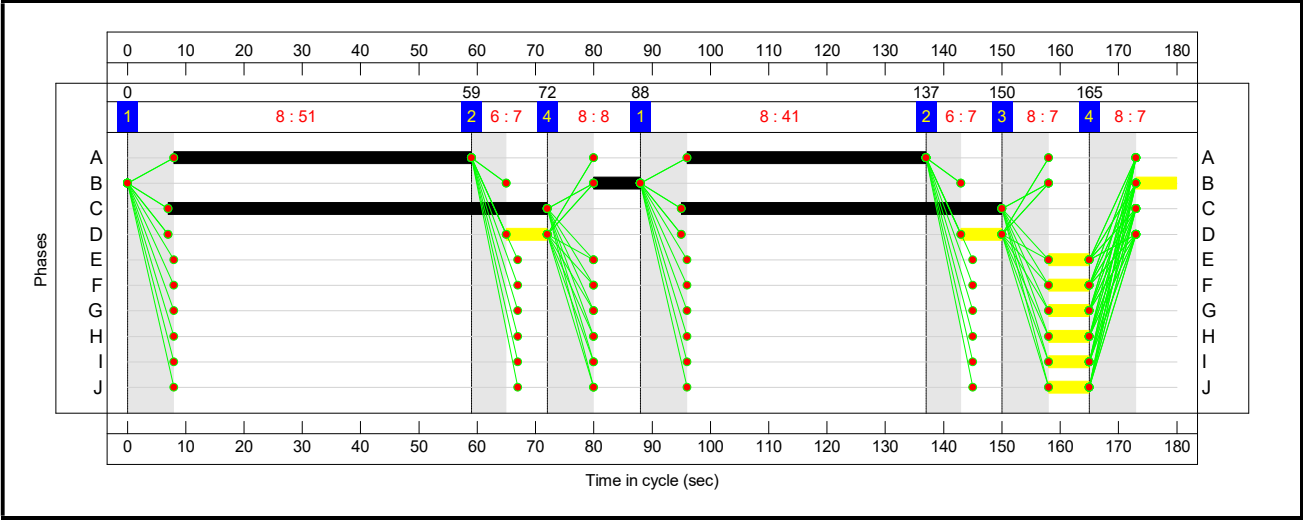
Stage Sequence Diagram



Stage Timings

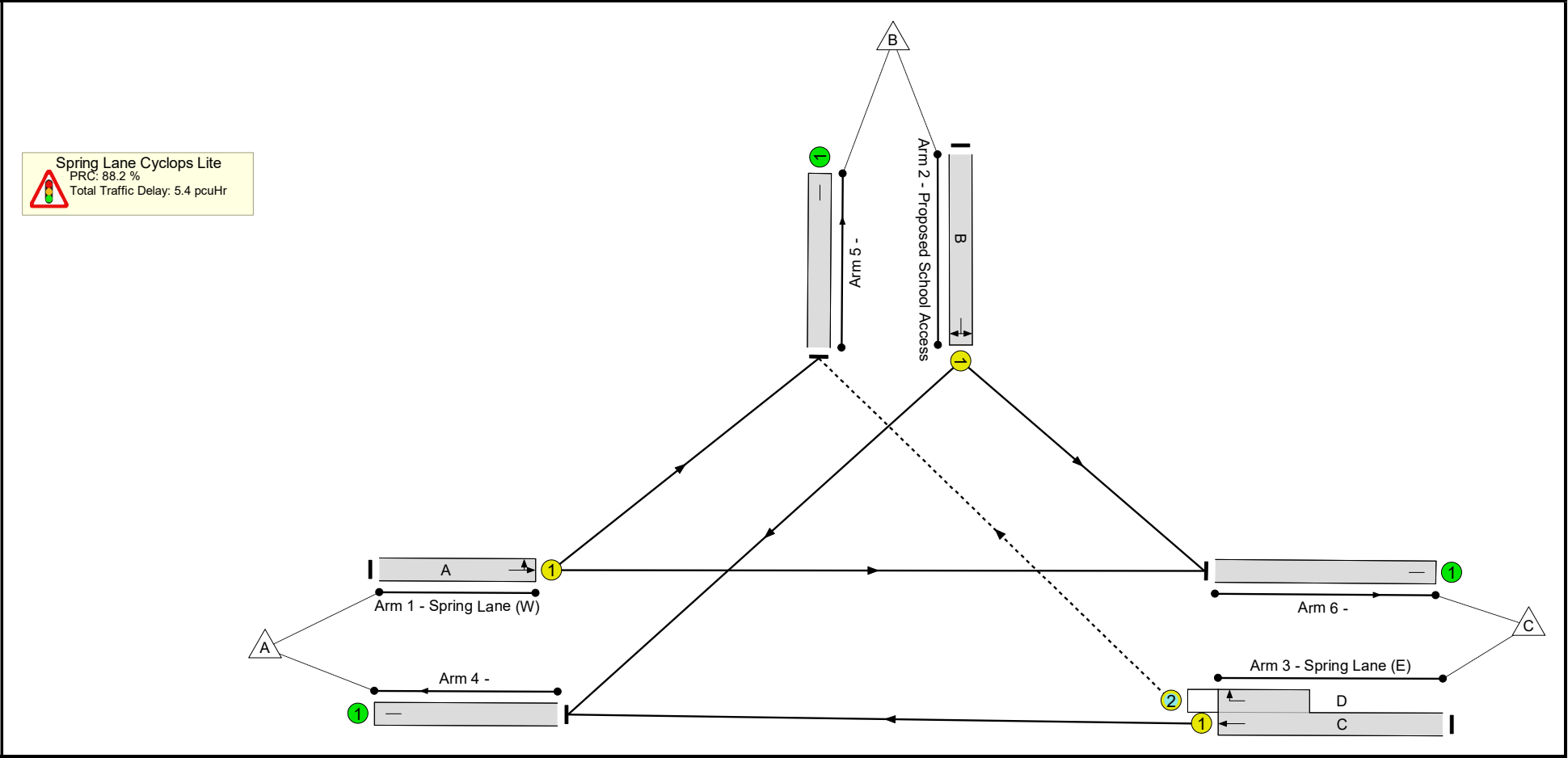
Stage	1	2	4	1	2	3	4
Duration	51	7	8	41	7	7	7
Change Point	0	59	72	88	137	150	165

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

