Appendix K Buck Barn Detailed Junction Modelling Outputs

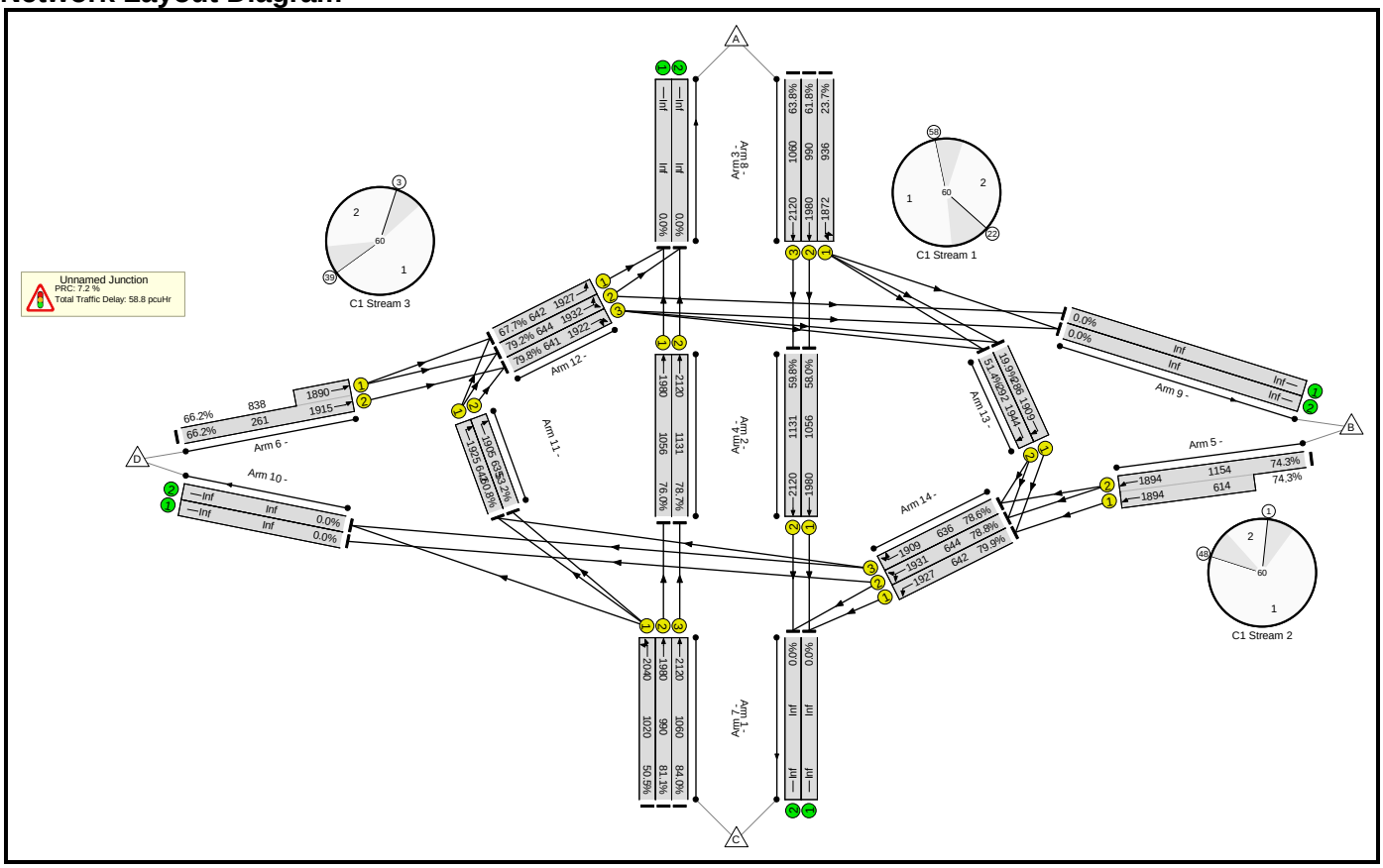
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Buckbarn Junction.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Local Plan Mitigation AM' (FG3: 'Local Plan Mitigation 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	-	-	-		-	-	-	-	-	-	**84.0%**	**0**	**0**	**0**	**58.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**84.0%**	**0**	**0**	**0**	**58.8**	-	-
1/1	Left Ahead	U	A		1	29	-	515	2040	1020	50.5%	-	-	-	1.9	13.6	6.2
1/2	Ahead	U	A		1	29	-	803	1980	990	81.1%	-	-	-	4.9	22.0	13.3
1/3	Ahead	U	A		1	29	-	890	2120	1060	84.0%	-	-	-	5.7	23.2	15.1
2/1	Ahead	U	B		1	31	-	803	1980	1056	76.0%	-	-	-	2.1	9.4	2.8
2/2	Ahead	U	B		1	31	-	890	2120	1131	78.7%	-	-	-	2.3	9.2	2.8
3/1	Left Ahead	U	C		1	29	-	222	1872	936	23.7%	-	-	-	0.7	11.0	2.3
3/2	Ahead	U	C		1	29	-	612	1980	990	61.8%	-	-	-	2.7	15.6	8.1
3/3	Ahead	U	C		1	29	-	676	2120	1060	63.8%	-	-	-	2.9	15.7	9.1
4/1	Ahead	U	D		1	31	-	612	1980	1056	58.0%	-	-	-	0.9	5.3	1.1
4/2	Ahead	U	D		1	31	-	676	2120	1131	59.8%	-	-	-	1.0	5.2	1.2
5/2+5/1	Ahead	U	H		1	42	-	1313	1894:1894	1154+614	74.3 : 74.3%	-	-	-	2.9 (2.0+0.9)	7.9 (8.3:7.1)	8.8
6/2+6/1	Ahead	U	E		1	31	-	728	1915:1890	261+838	66.2 : 66.2%	-	-	-	2.8 (0.6+2.2)	13.7 (12.3:14.1)	7.6
11/1	Right	U	F		1	19	-	390	1925	642	60.8%	-	-	-	3.0	27.5	6.8
11/2	Right	U	F		1	19	-	338	1905	635	53.2%	-	-	-	1.1	12.2	5.1
12/1	Left	U	G		1	19	-	435	1927	642	67.7%	-	-	-	2.8	23.3	6.2
12/2	Left Ahead	U	G		1	19	-	510	1932	644	79.2%	-	-	-	3.5	24.8	7.4
12/3	Ahead Right	U	G		1	19	-	511	1922	641	79.8%	-	-	-	4.2	29.7	10.1
13/1	Right	U	I		1	8	-	57	1909	286	19.9%	-	-	-	0.6	40.8	1.1
13/2	Right	U	I		1	8	-	150	1944	292	51.4%	-	-	-	1.2	27.6	2.8
14/1	Left	U	J		1	19	-	513	1927	642	79.9%	-	-	-	4.0	28.4	9.7
14/2	Left Ahead	U	J		1	19	-	507	1931	644	78.8%	-	-	-	3.8	27.0	7.9

Basic Results Summary

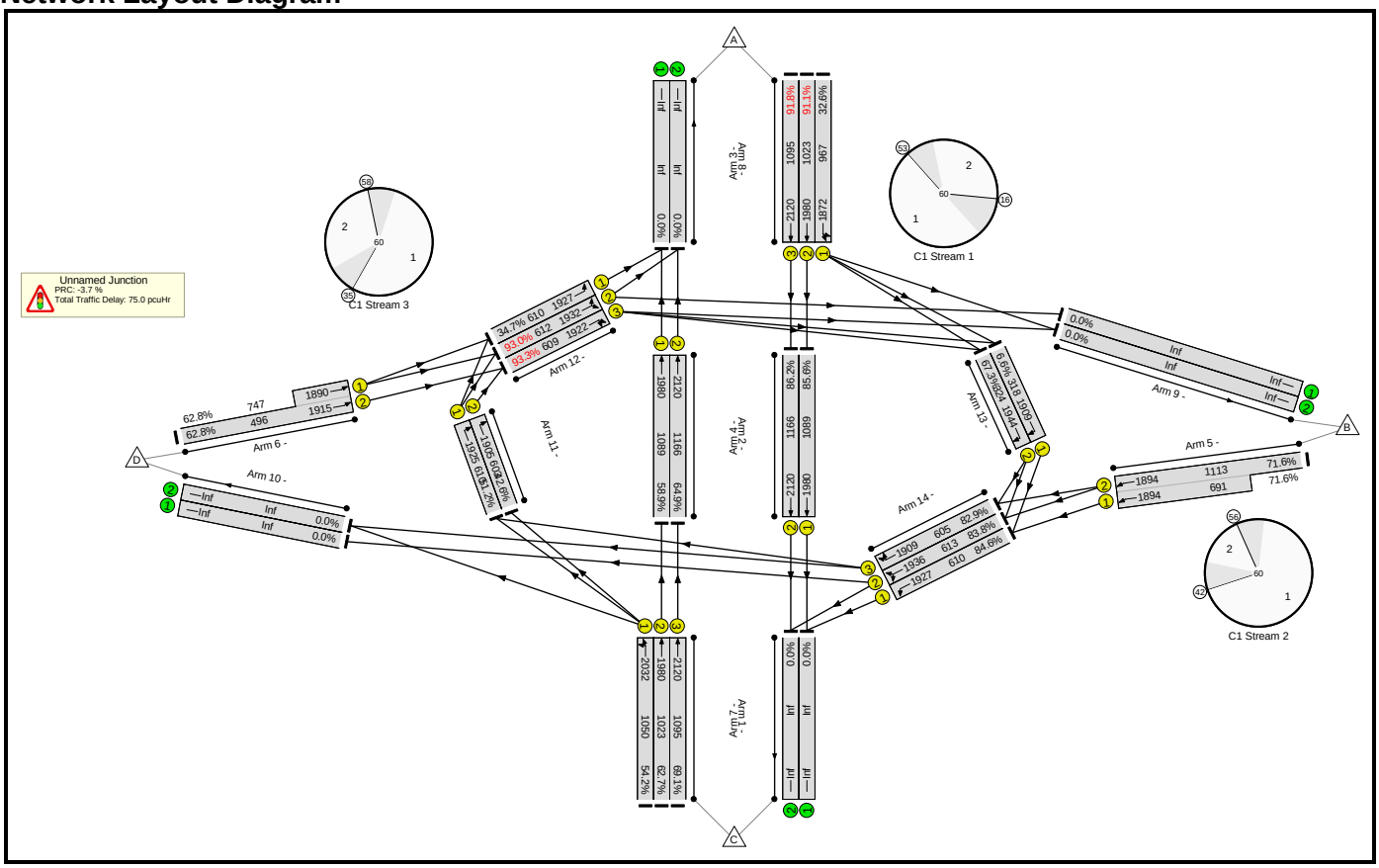
14/3	Ahead Right	U	J		1	19	-	500	1909	636	78.6%	-	-	-	3.7	26.9	8.2

C1	Stream: 1	PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	47.23	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	4.68	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	60	
		PRC Over All Lanes (%):	7.2	Total Delay Over All Lanes(pcuHr):	58.81			

Basic Results Summary

Scenario 2: 'Local Plan Mitigation PM' (FG4: 'Local Plan Mitigation 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	-	-	-		-	-	-	-	-	-	**93.3%**	**0**	**0**	**0**	**75.0**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**93.3%**	**0**	**0**	**0**	**75.0**	-	-
1/1	Left Ahead	U	A		1	30	-	569	2032	1050	54.2%	-	-	-	2.1	13.5	6.9
1/2	Ahead	U	A		1	30	-	641	1980	1023	62.7%	-	-	-	2.7	15.1	8.3
1/3	Ahead	U	A		1	30	-	757	2120	1095	69.1%	-	-	-	3.4	16.2	10.6
2/1	Ahead	U	B		1	32	-	641	1980	1089	58.9%	-	-	-	1.1	6.2	1.7
2/2	Ahead	U	B		1	32	-	757	2120	1166	64.9%	-	-	-	1.3	6.1	1.8
3/1	Left Ahead	U	C		1	30	-	315	1872	967	32.6%	-	-	-	1.0	11.2	3.2
3/2	Ahead	U	C		1	30	-	932	1980	1023	91.1%	-	-	-	8.1	31.2	18.6
3/3	Ahead	U	C		1	30	-	1005	2120	1095	91.8%	-	-	-	8.7	31.3	20.4
4/1	Ahead	U	D		1	32	-	932	1980	1089	85.6%	-	-	-	3.2	12.3	3.6
4/2	Ahead	U	D		1	32	-	1005	2120	1166	86.2%	-	-	-	3.3	12.0	3.8
5/2+5/1	Ahead	U	H		1	41	-	1292	1894:1894	1113+691	71.6 : 71.6%	-	-	-	2.8 (1.8+1.0)	7.8 (8.2:7.2)	8.1
6/2+6/1	Ahead	U	E		1	32	-	780	1915:1890	496+747	62.8 : 62.8%	-	-	-	2.5 (1.0+1.6)	11.6 (11.1:12.0)	5.4
11/1	Right	U	F		1	18	-	312	1925	610	51.2%	-	-	-	1.5	17.4	4.9
11/2	Right	U	F		1	18	-	257	1905	603	42.6%	-	-	-	0.8	11.7	3.7
12/1	Left	U	G		1	18	-	212	1927	610	34.7%	-	-	-	1.0	17.3	2.1
12/2	Left Ahead	U	G		1	18	-	569	1932	612	93.0%	-	-	-	7.6	48.0	14.6
12/3	Ahead Right	U	G		1	18	-	568	1922	609	93.3%	-	-	-	8.0	50.7	14.8
13/1	Right	U	I		1	9	-	21	1909	318	6.6%	-	-	-	0.2	37.6	0.4
13/2	Right	U	I		1	9	-	218	1944	324	67.3%	-	-	-	1.9	31.8	4.4
14/1	Left	U	J		1	18	-	516	1927	610	84.6%	-	-	-	4.8	33.6	10.6
14/2	Left Ahead	U	J		1	18	-	514	1936	613	83.8%	-	-	-	4.6	32.4	8.5

Basic Results Summary

14/3	Ahead Right	U	J		1	18	-	501	1909	605	82.9%	-	-	-	4.2	30.5	9.8

C1	Stream: 1	PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	65.20	Cycle Time (s):	60	
C1	Stream: 2	PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	4.94	Cycle Time (s):	60	
C1	Stream: 3	PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	4.86	Cycle Time (s):	60	
		PRC Over All Lanes (%):	-3.7	Total Delay Over All Lanes(pcuHr):	75.00			