

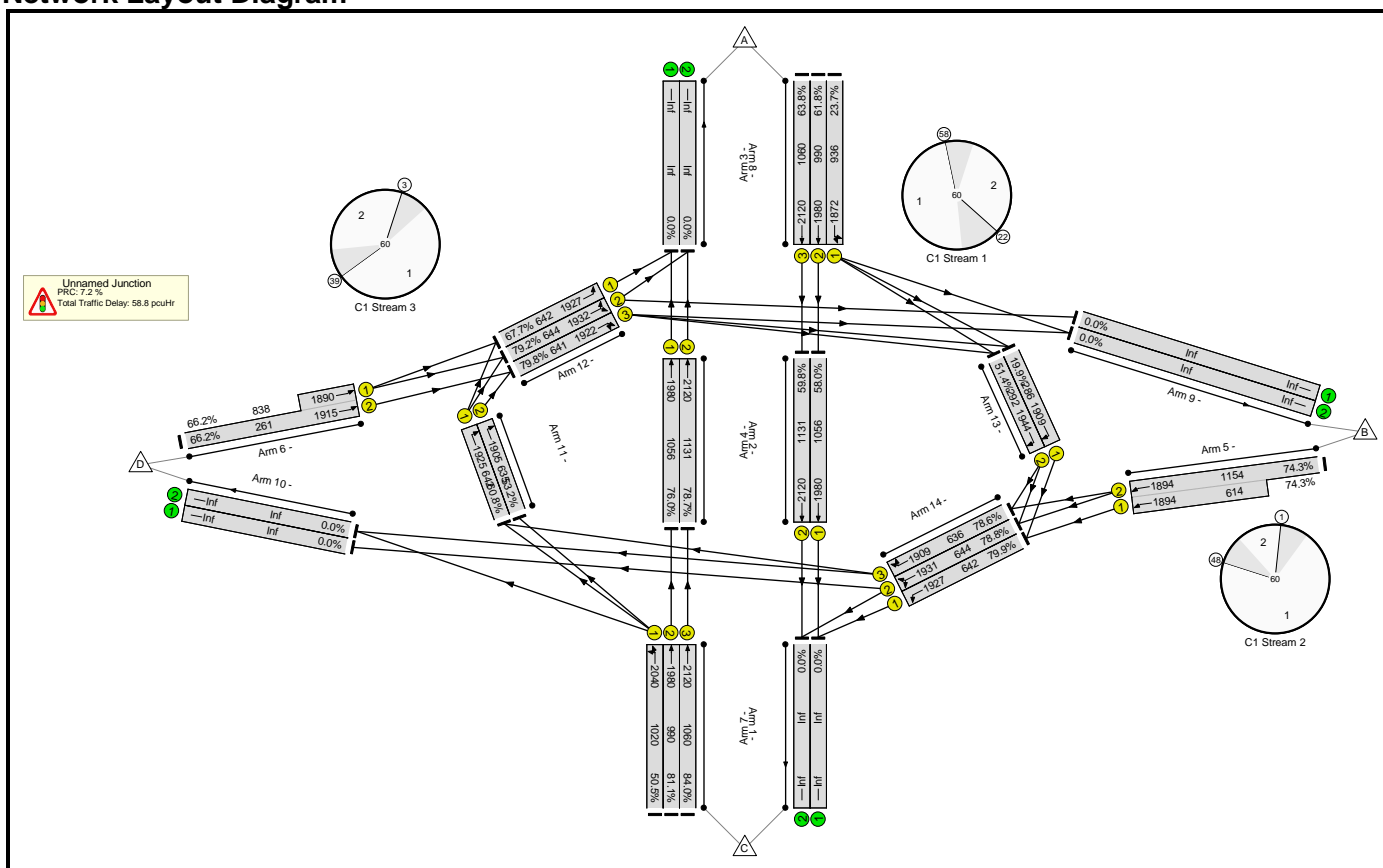
# Appendix K Buck Barn Detailed Junction Modelling Outputs

Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	Buckbarn Junction.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

**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)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>84.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58.8</b>	-	-
<b>Unnamed Junction</b>	-	-	-		-	-	-	-	-	-	<b>84.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58.8</b>	-	-
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

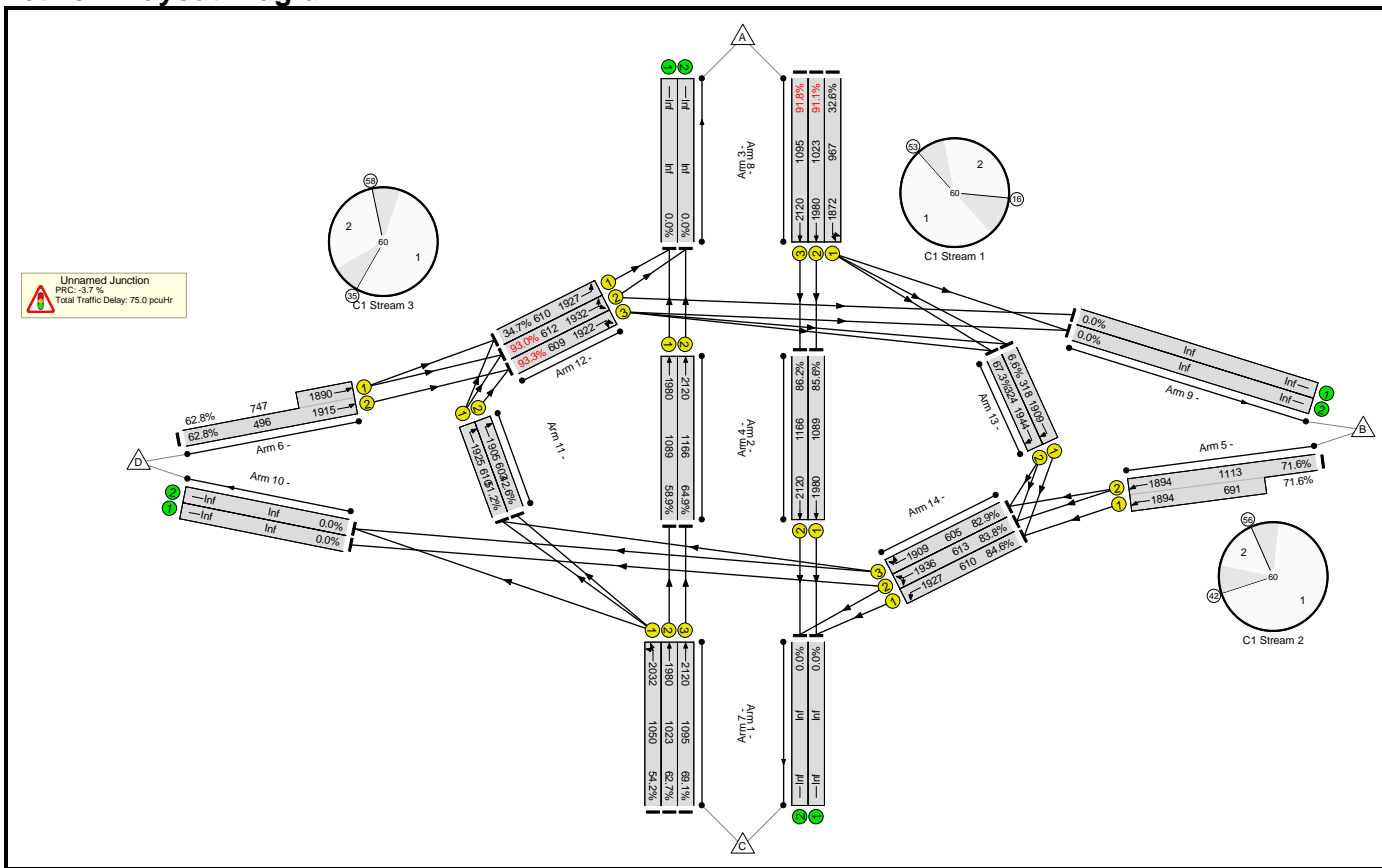
Basic Results Summary

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)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>93.3%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75.0</b>	-	-
<b>Unnamed Junction</b>	-	-	-		-	-	-	-	-	-	<b>93.3%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75.0</b>	-	-
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	<b>91.1%</b>	-	-	-	8.1	31.2	18.6
3/3	Ahead	U	C		1	30	-	1005	2120	1095	<b>91.8%</b>	-	-	-	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	<b>4.9</b>
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	<b>93.0%</b>	-	-	-	7.6	48.0	<b>14.6</b>
12/3	Ahead Right	U	G		1	18	-	568	1922	609	<b>93.3%</b>	-	-	-	8.0	50.7	<b>14.8</b>
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	<b>4.4</b>
14/1	Left	U	J		1	18	-	516	1927	610	84.6%	-	-	-	4.8	33.6	<b>10.6</b>
14/2	Left Ahead	U	J		1	18	-	514	1936	613	83.8%	-	-	-	4.6	32.4	<b>8.5</b>

### 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								