

Appendix Q

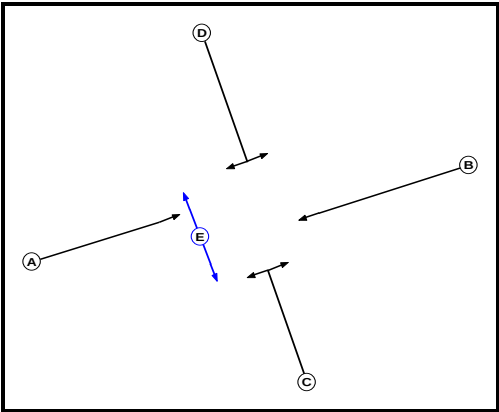
LINSIG Output Files

Junction 4: Rouge Bouillon/Saville Street

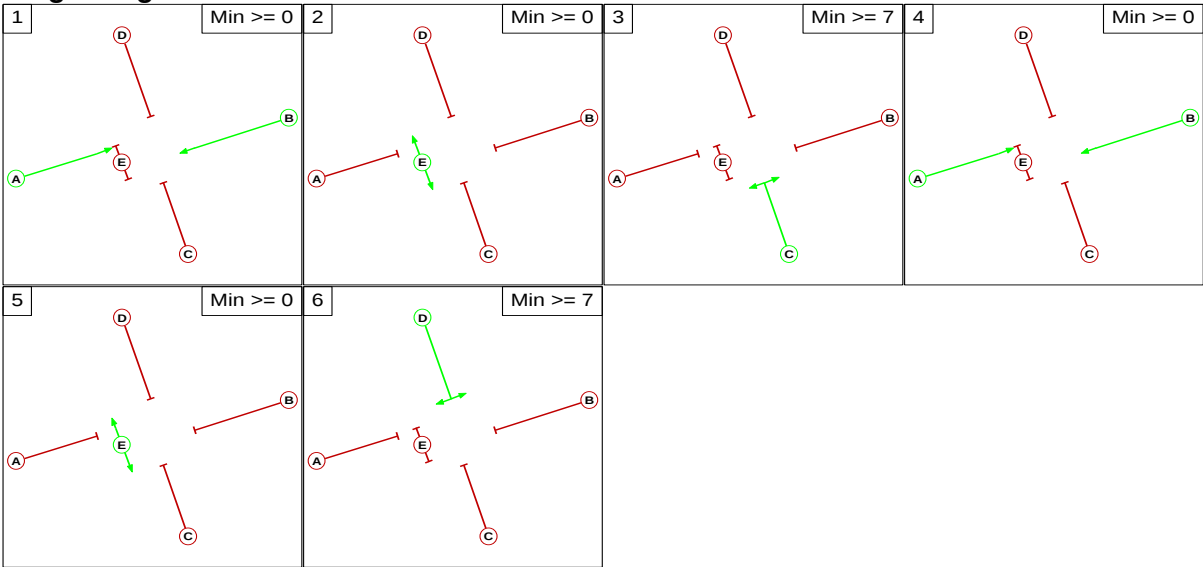
Basic Results Summary

Basic Results Summary

Phase Diagram



Stage Diagram

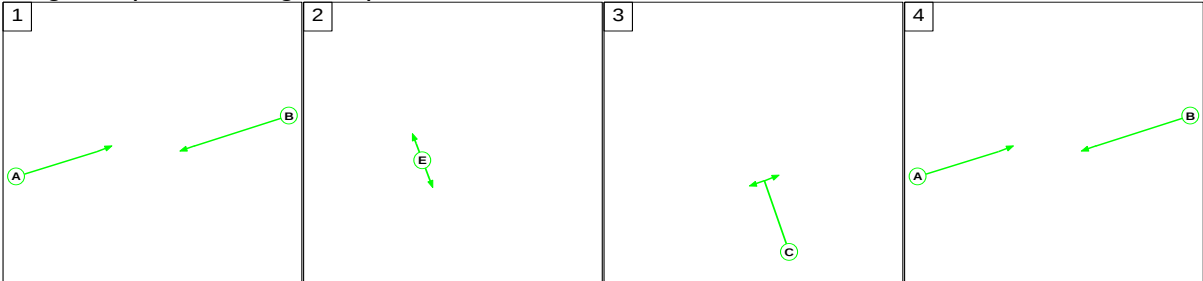


Phase Intergreens Matrix

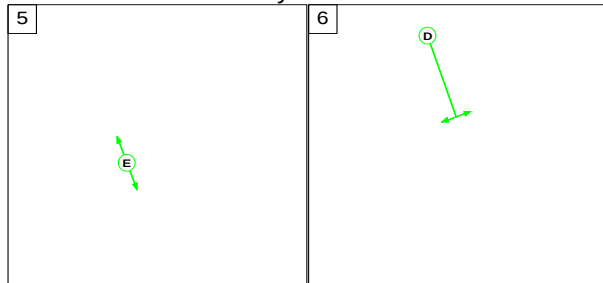
Terminating Phase	Starting Phase					
	A	B	C	D	E	
	A	-	8	6	6	
	B	-	8	6	6	
	C	5	7	4	7	
	D	7	5	5	7	
	E	5	8	6	6	

Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

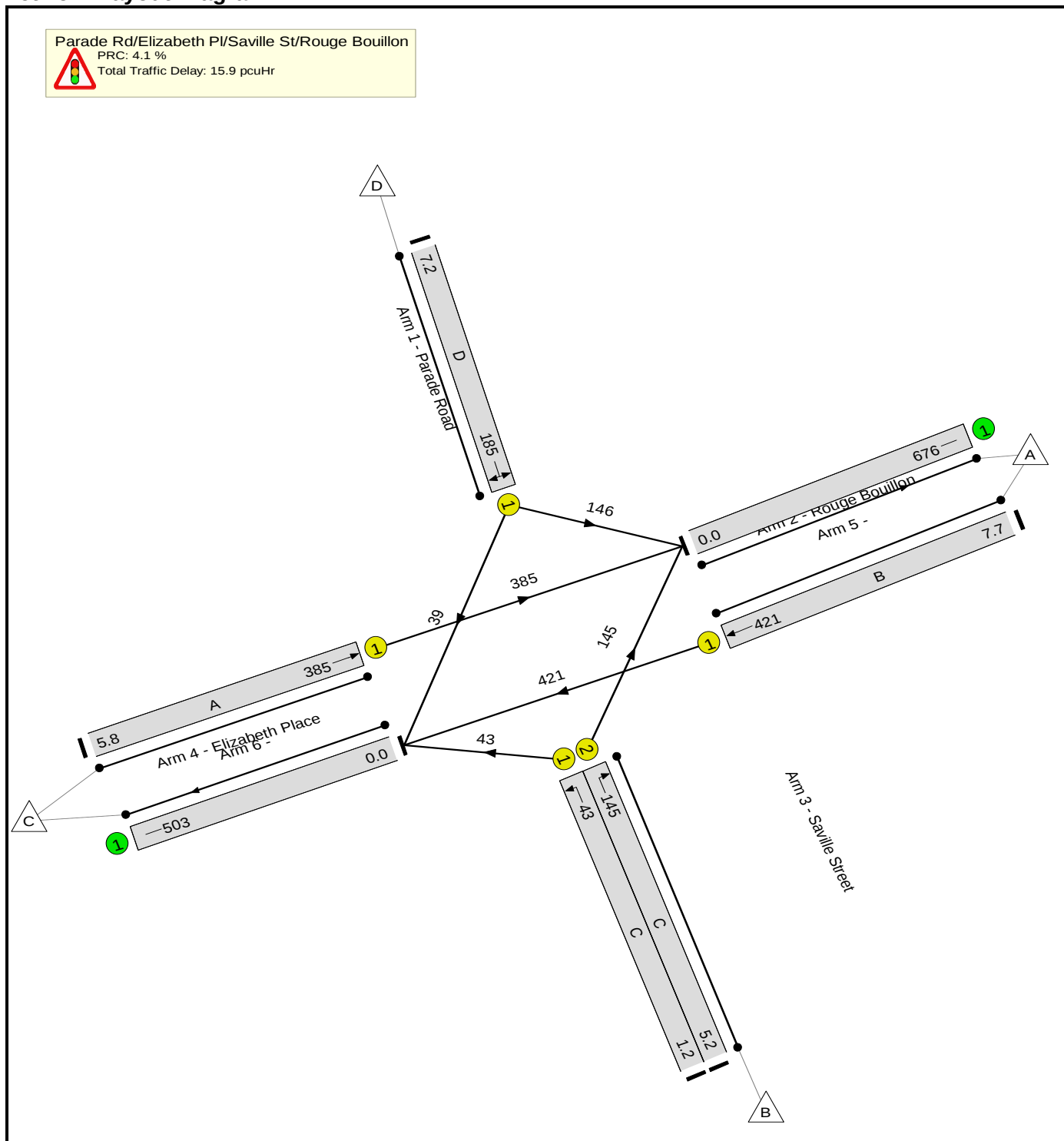


Basic Results Summary



Scenario 1: '2016 Base AM' (FG1: '2016 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

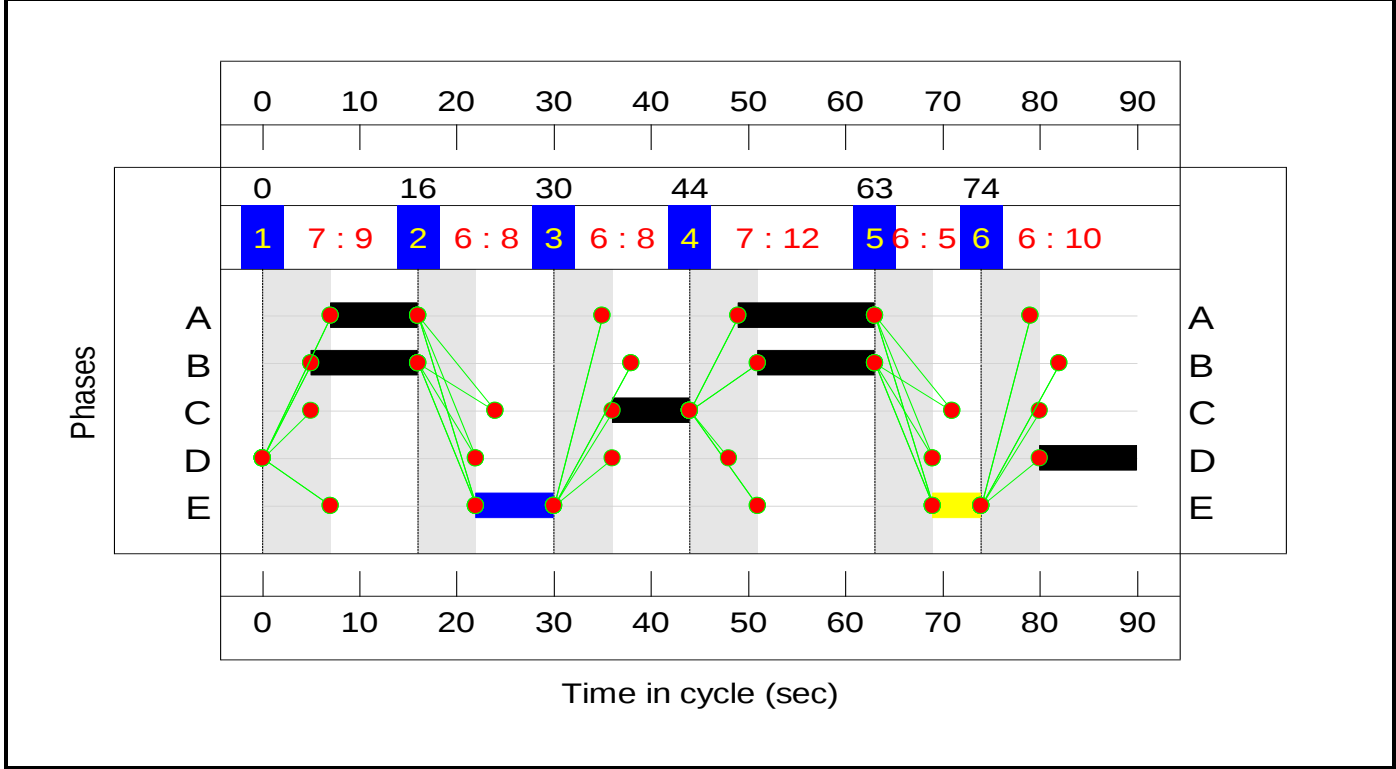


Network Results

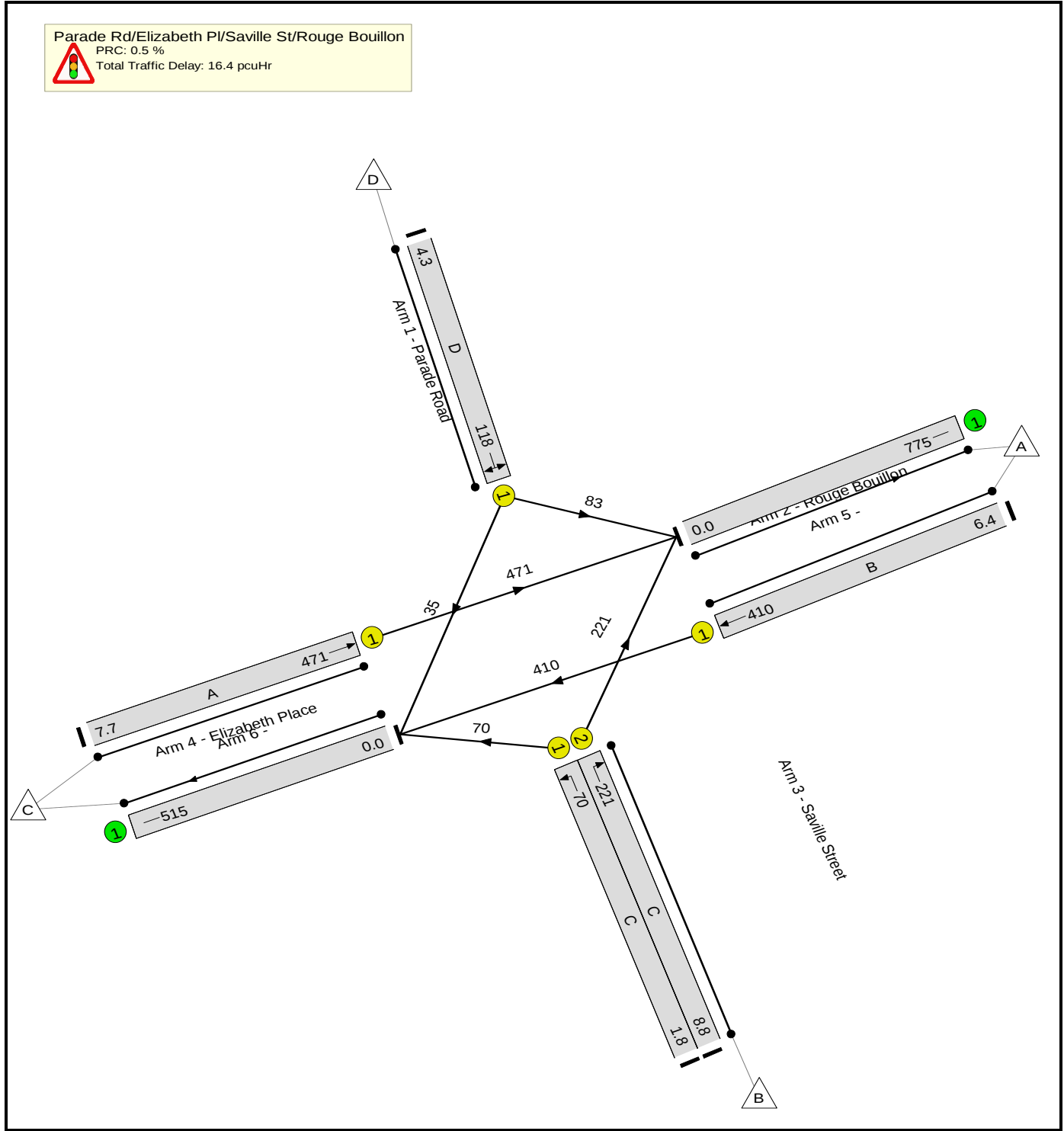
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	86.5%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	86.5%	-	-	-
1/1	Parade Road Left Right	U	10	185	1750	86.5%	7.2	214	91.3
2/1	Rouge Bouillon Ahead	U	23	421	1800	84.2%	7.7	500	36.8
3/1	Saville Street Left	U	8	43	1700	25.3%	1.2	170	51.6
3/2	Saville Street Right	U	8	145	1850	78.4%	5.2	185	81.1
4/1	Elizabeth Place Ahead	U	23	385	1850	74.9%	5.8	514	28.5
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		4.1 4.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		15.92 15.92	Cycle Time (s):	90	

Basic Results Summary

Signal Timings Diagram



Scenario 2: '2016 Base PM' (FG2: '2016 PM Base', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

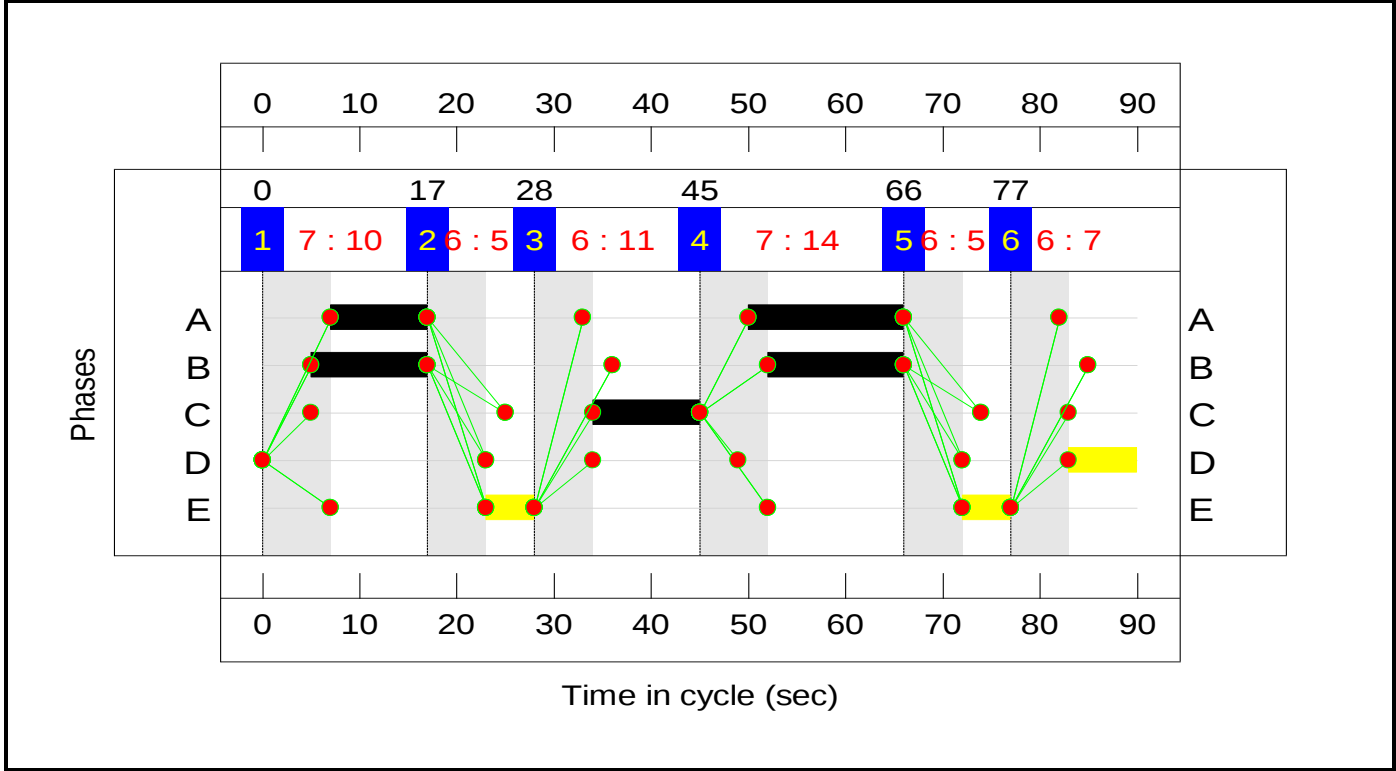


Network Results

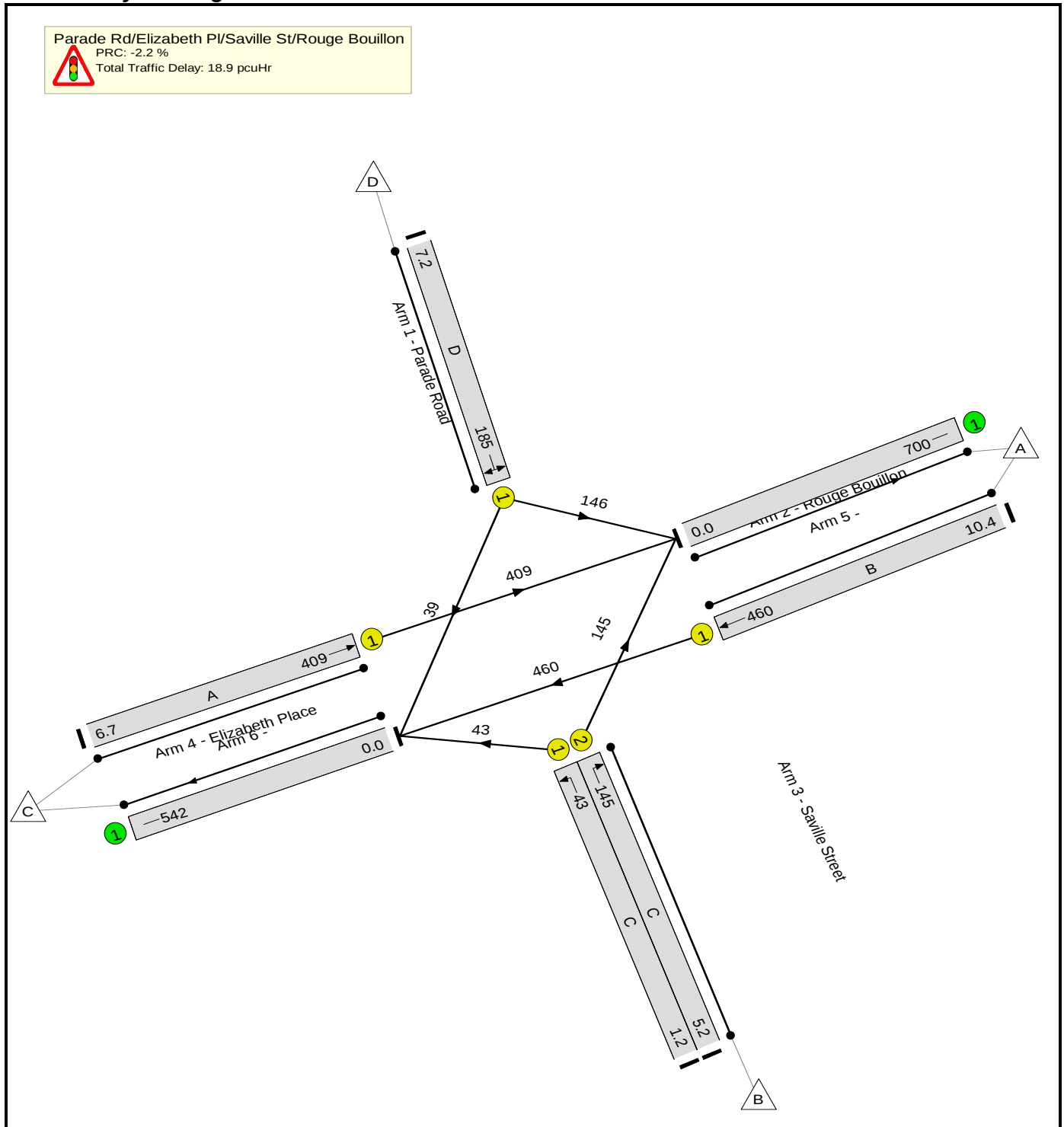
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	89.6%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	89.6%	-	-	-
1/1	Parade Road Left Right	U	7	118	1750	75.9%	4.3	156	84.5
2/1	Rouge Bouillon Ahead	U	26	410	1800	73.2%	6.4	560	25.7
3/1	Saville Street Left	U	11	70	1700	30.9%	1.8	227	46.7
3/2	Saville Street Right	U	11	221	1850	89.6%	8.8	247	93.8
4/1	Elizabeth Place Ahead	U	26	471	1850	81.8%	7.7	576	30.9
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		0.5 0.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	16.41 16.41		Cycle Time (s):	90	

Basic Results Summary

Signal Timings Diagram



Scenario 3: '2025 Do Min AM' (FG3: '2025 Do Min AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

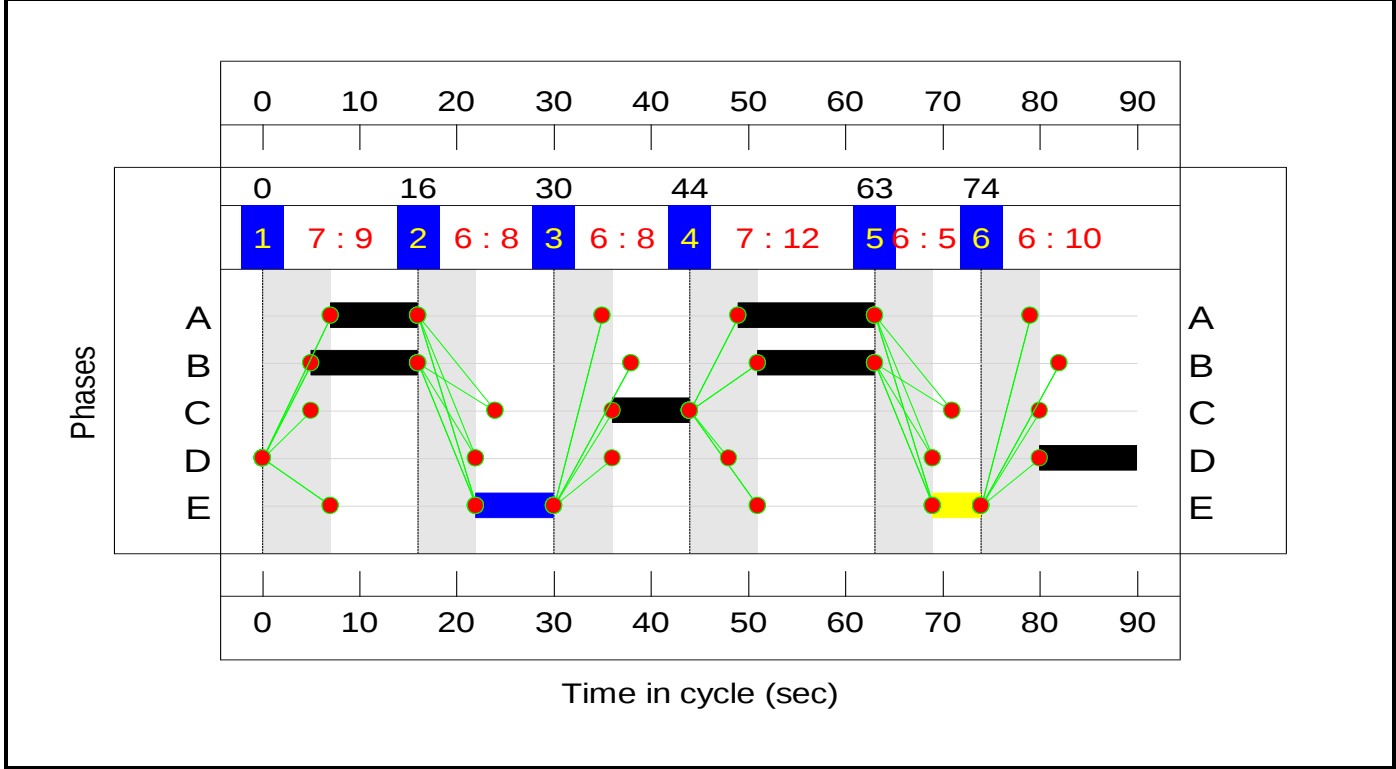


Basic Results Summary

Network Results

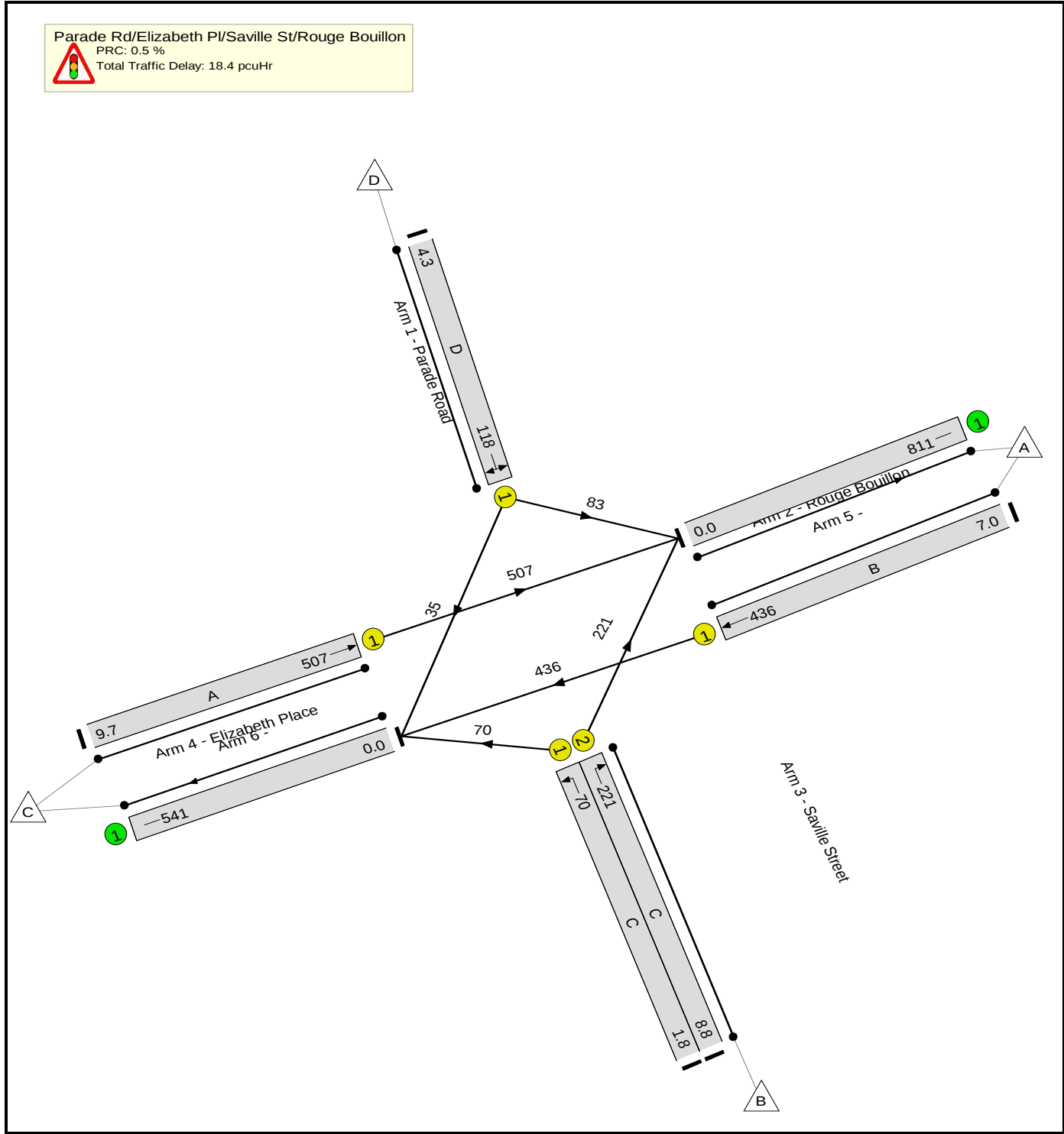
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	92.0%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	92.0%	-	-	-
1/1	Parade Road Left Right	U	10	185	1750	86.5%	7.2	214	91.3
2/1	Rouge Bouillon Ahead	U	23	460	1800	92.0%	10.4	500	52.3
3/1	Saville Street Left	U	8	43	1700	25.3%	1.2	170	51.6
3/2	Saville Street Right	U	8	145	1850	78.4%	5.2	185	81.1
4/1	Elizabeth Place Ahead	U	23	409	1850	79.6%	6.7	514	31.6
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-2.2 -2.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.85 18.85	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



Scenario 4: '2025 Do Min PM' (FG4: '2025 Do Min PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

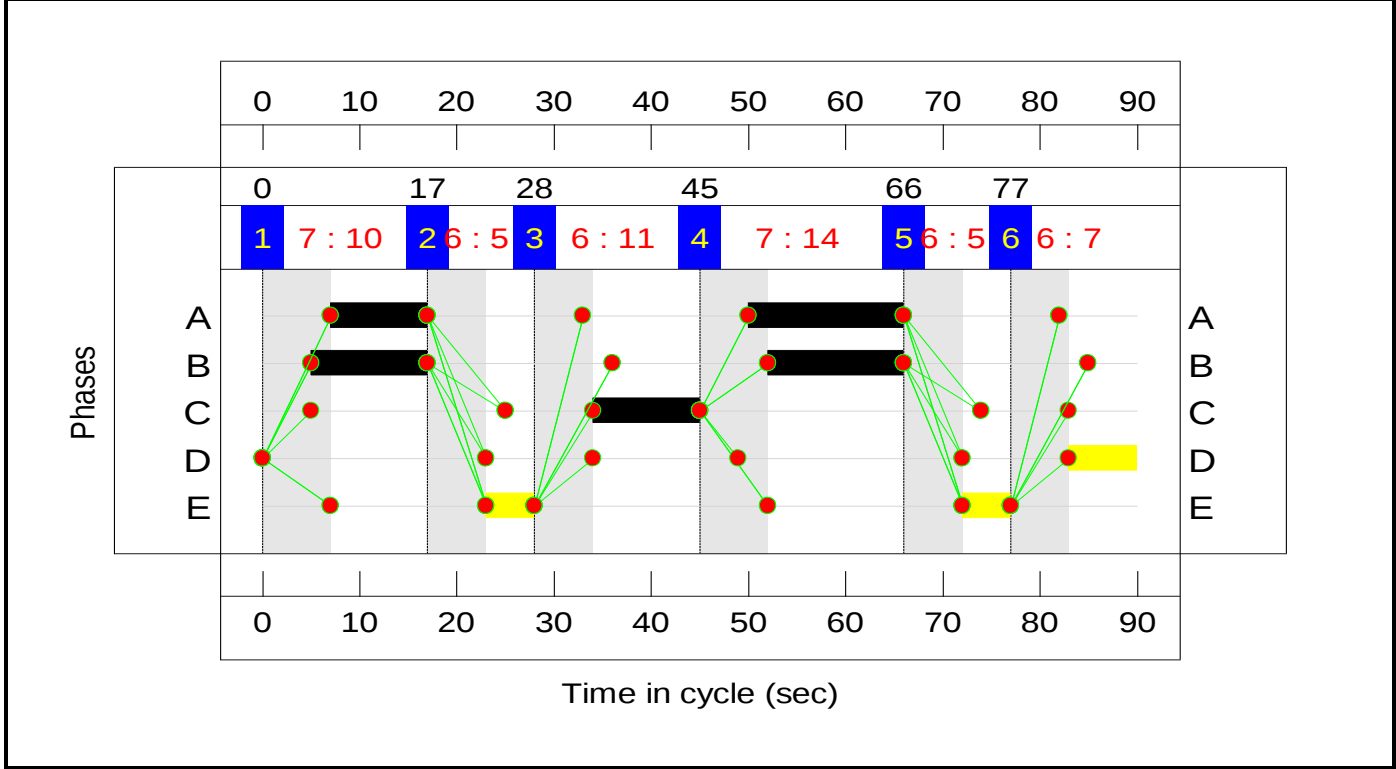


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	89.6%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	89.6%	-	-	-
1/1	Parade Road Left Right	U	7	118	1750	75.9%	4.3	156	84.5
2/1	Rouge Bouillon Ahead	U	26	436	1800	77.9%	7.0	560	28.4
3/1	Saville Street Left	U	11	70	1700	30.9%	1.8	227	46.7
3/2	Saville Street Right	U	11	221	1850	89.6%	8.8	247	93.8
4/1	Elizabeth Place Ahead	U	26	507	1850	88.1%	9.7	576	39.1
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	0.5 0.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.37 18.37	Cycle Time (s): 90			

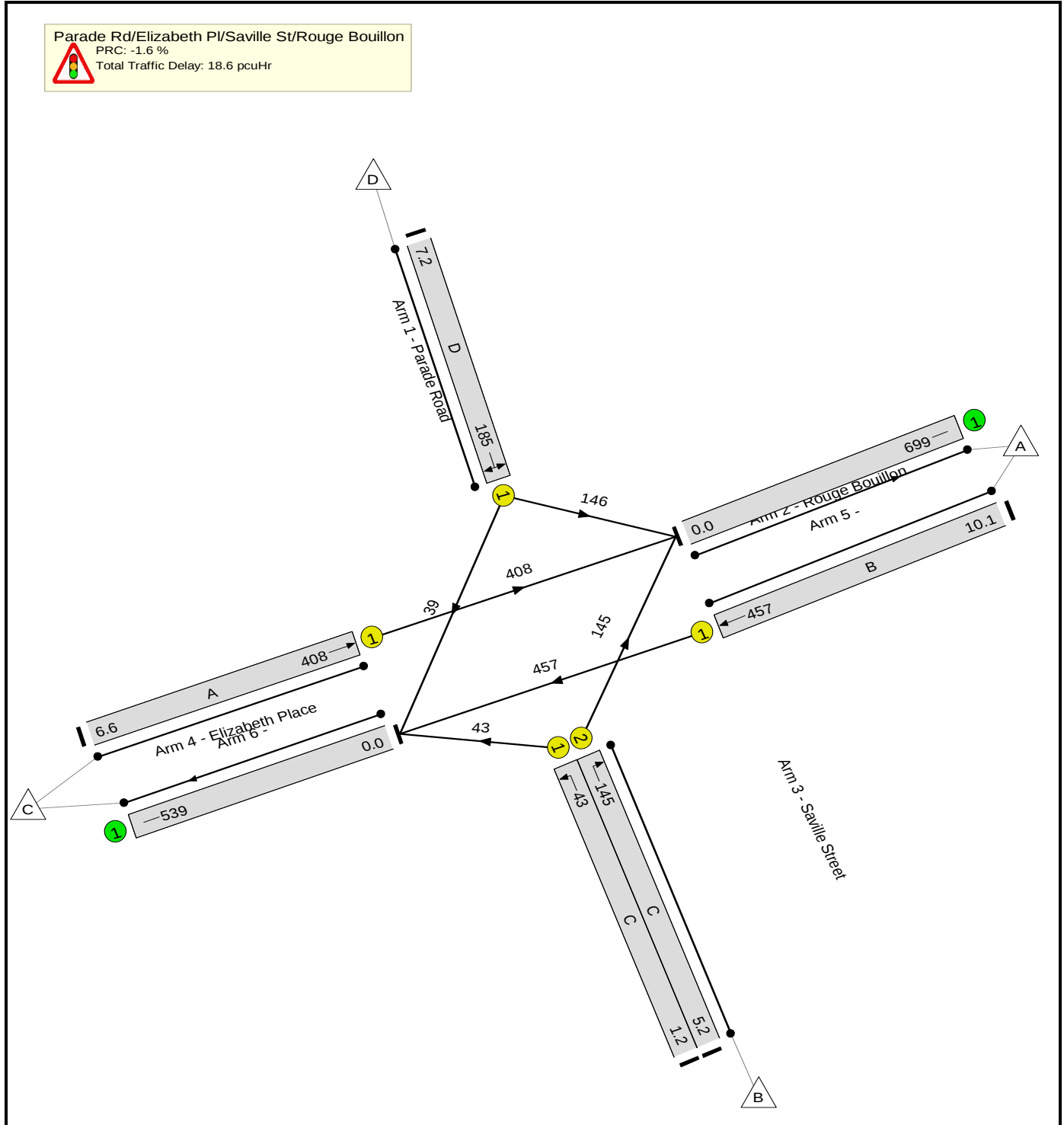
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 13: '2025 Phase 1A AM' (FG13: '2025 Phase 1A AM', Plan 1: 'Network Control Plan 1')

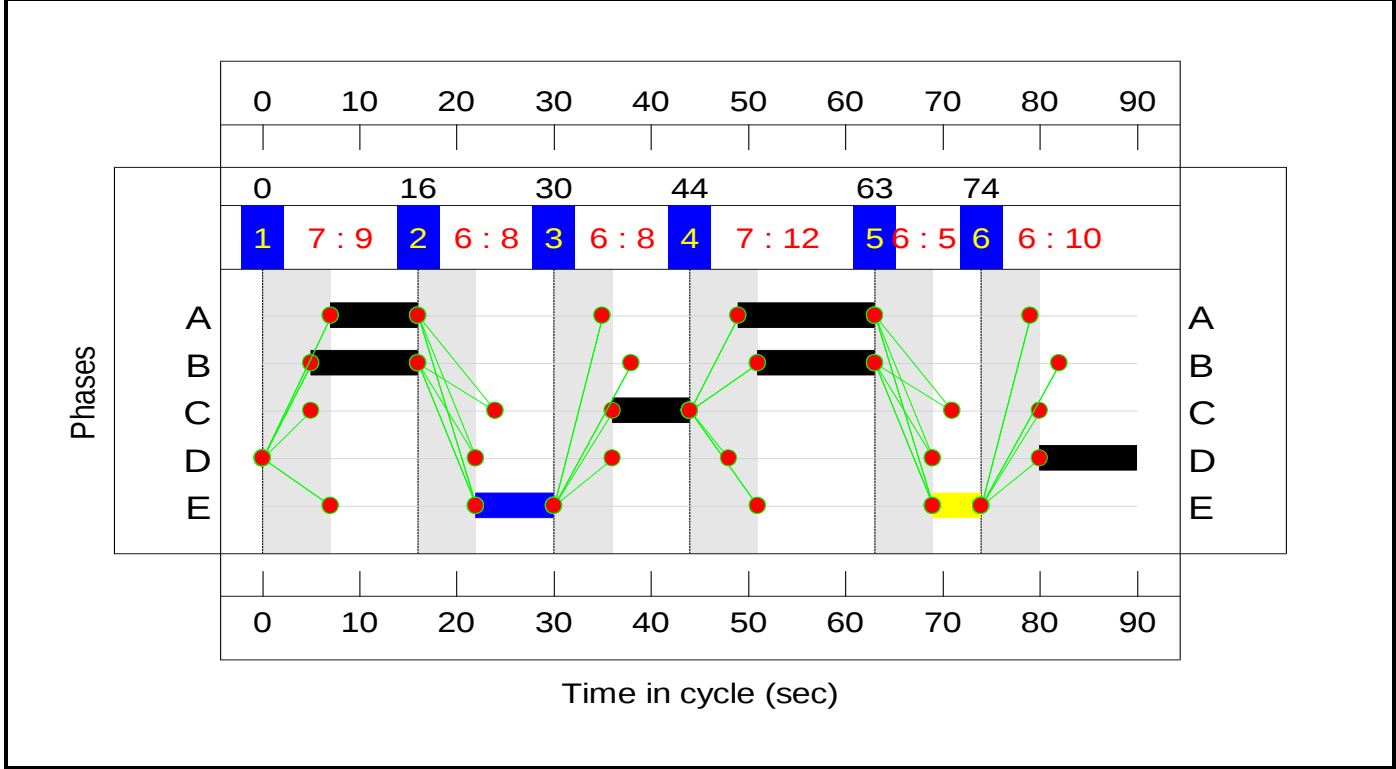
Network Layout Diagram



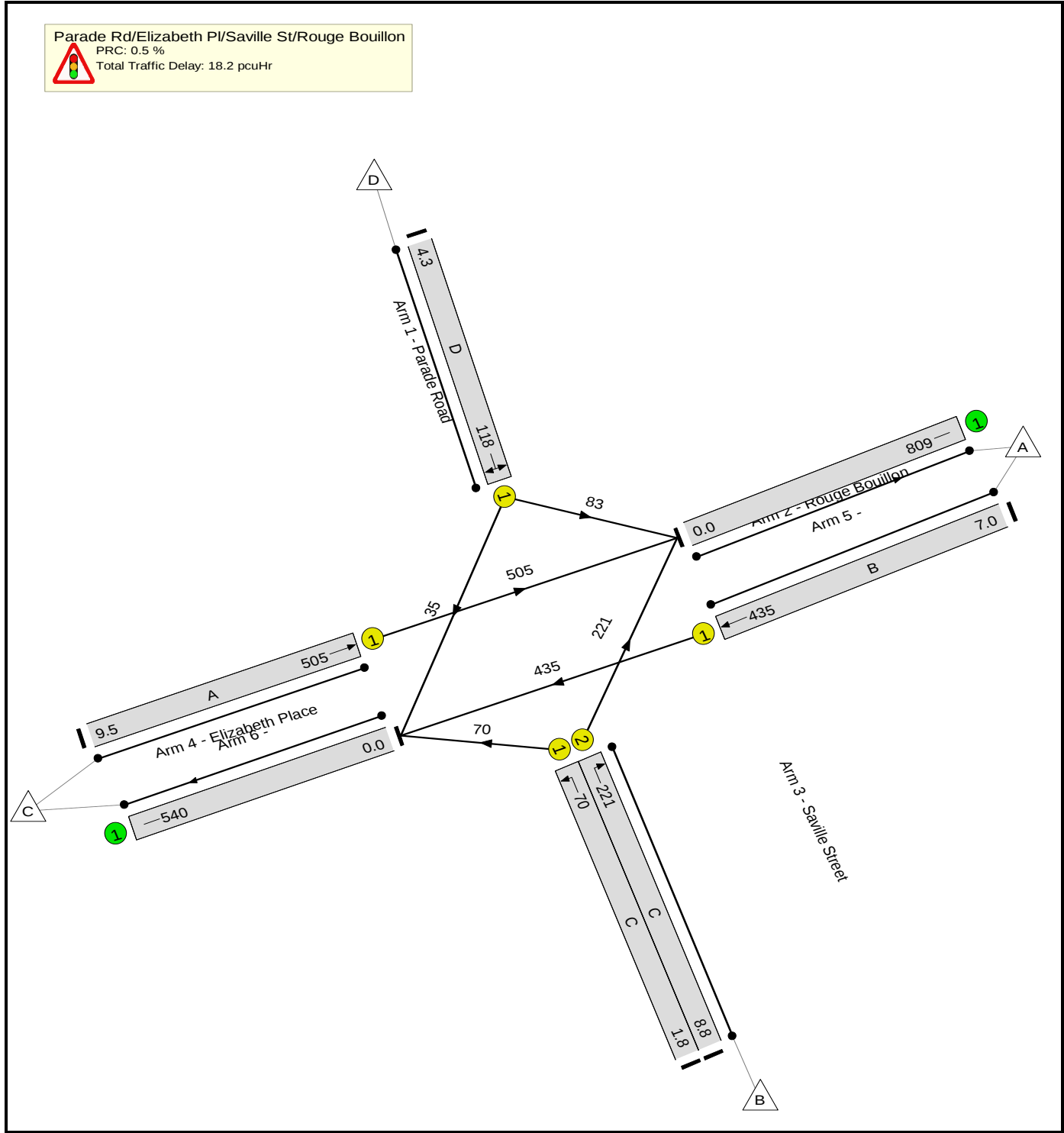
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	91.4%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	91.4%	-	-	-
1/1	Parade Road Left Right	U	10	185	1750	86.5%	7.2	214	91.3
2/1	Rouge Bouillon Ahead	U	23	457	1800	91.4%	10.1	500	50.5
3/1	Saville Street Left	U	8	43	1700	25.3%	1.2	170	51.6
3/2	Saville Street Right	U	8	145	1850	78.4%	5.2	185	81.1
4/1	Elizabeth Place Ahead	U	23	408	1850	79.4%	6.6	514	31.5
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-1.6 -1.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.55 18.55	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



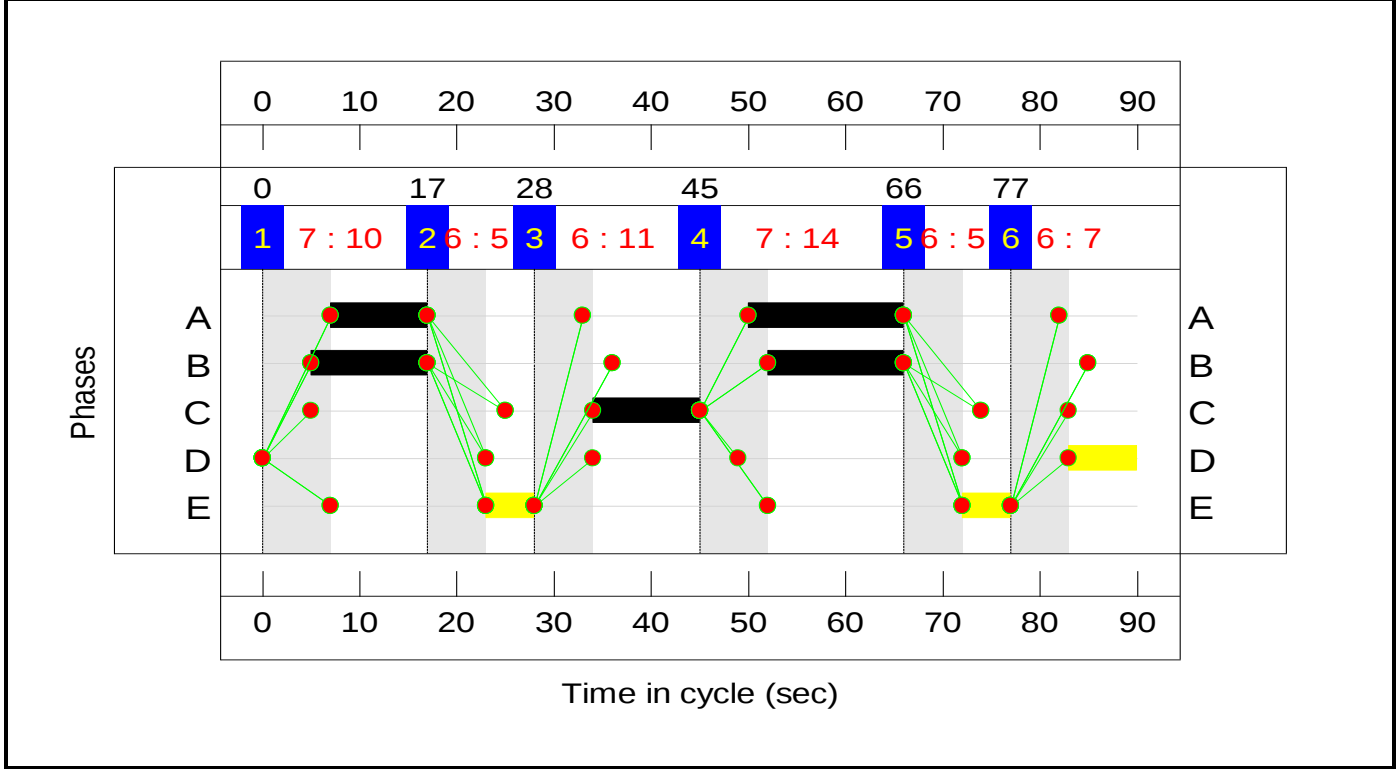
Scenario 14: '2025 Phase 1A PM' (FG14: '2025 Phase 1A PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



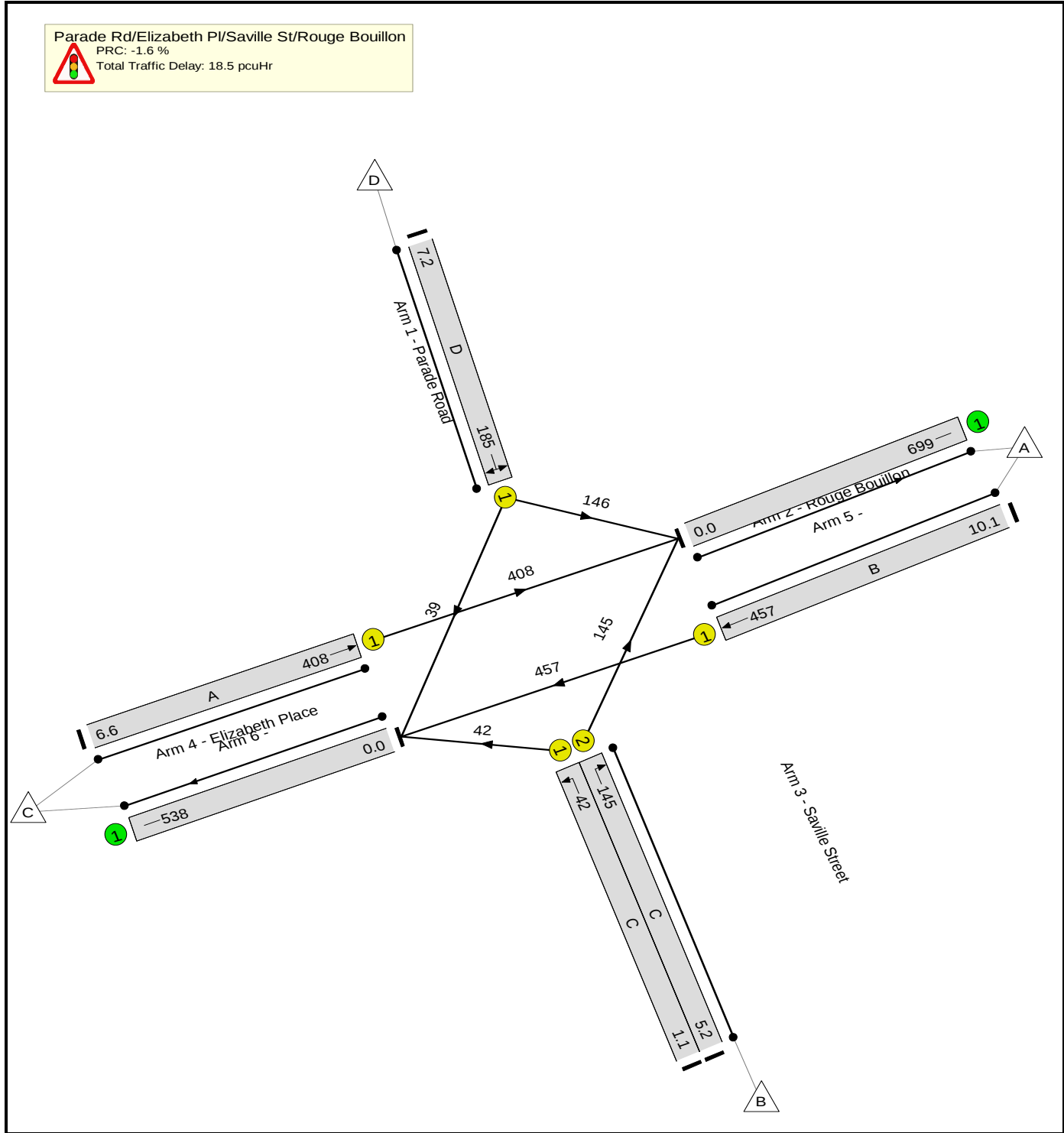
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	89.6%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	89.6%	-	-	-
1/1	Parade Road Left Right	U	7	118	1750	75.9%	4.3	156	84.5
2/1	Rouge Bouillon Ahead	U	26	435	1800	77.7%	7.0	560	28.2
3/1	Saville Street Left	U	11	70	1700	30.9%	1.8	227	46.7
3/2	Saville Street Right	U	11	221	1850	89.6%	8.8	247	93.8
4/1	Elizabeth Place Ahead	U	26	505	1850	87.7%	9.5	576	38.4
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		0.5 0.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.24 18.24	Cycle Time (s):	90	

Basic Results Summary
Signal Timings Diagram



Scenario 15: '2025 Phase 1B AM' (FG15: '2025 Phase 1B AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

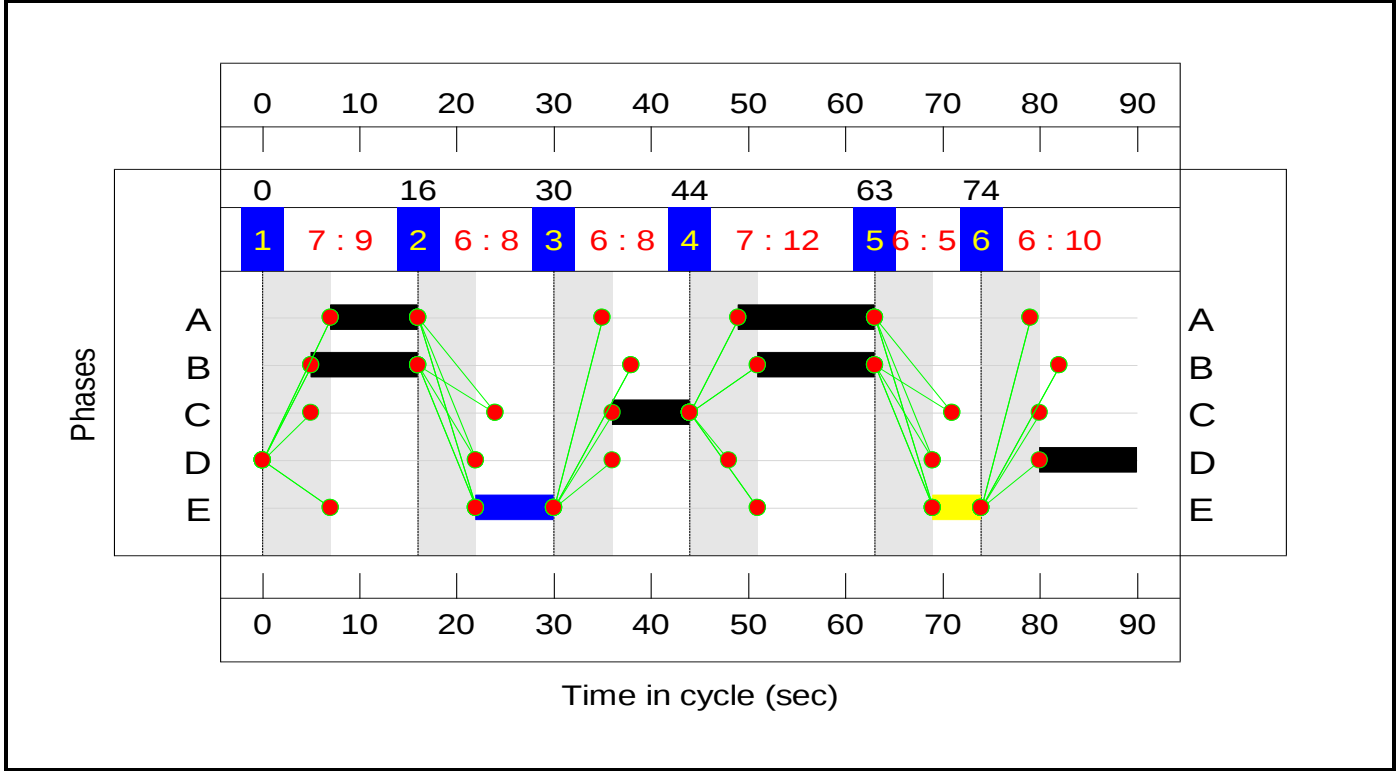


Network Results

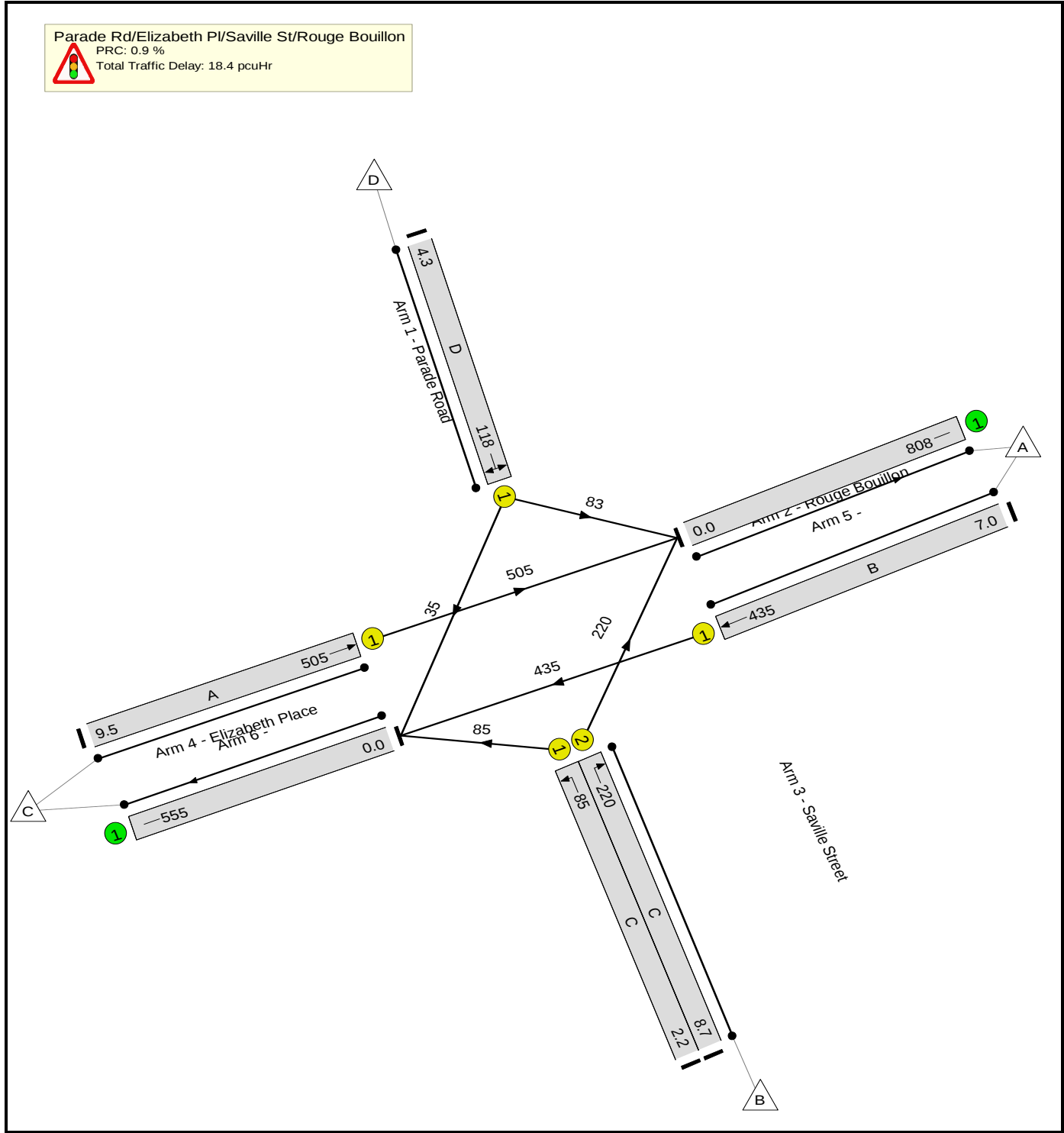
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	91.4%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	91.4%	-	-	-
1/1	Parade Road Left Right	U	10	185	1750	86.5%	7.2	214	91.3
2/1	Rouge Bouillon Ahead	U	23	457	1800	91.4%	10.1	500	50.5
3/1	Saville Street Left	U	8	42	1700	24.7%	1.1	170	51.4
3/2	Saville Street Right	U	8	145	1850	78.4%	5.2	185	81.1
4/1	Elizabeth Place Ahead	U	23	408	1850	79.4%	6.6	514	31.5
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-1.6 -1.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.54 18.54	Cycle Time (s): 90			

Basic Results Summary

Signal Timings Diagram



Scenario 16: '2025 Phase 1B PM' (FG16: '2025 Phase 1B PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

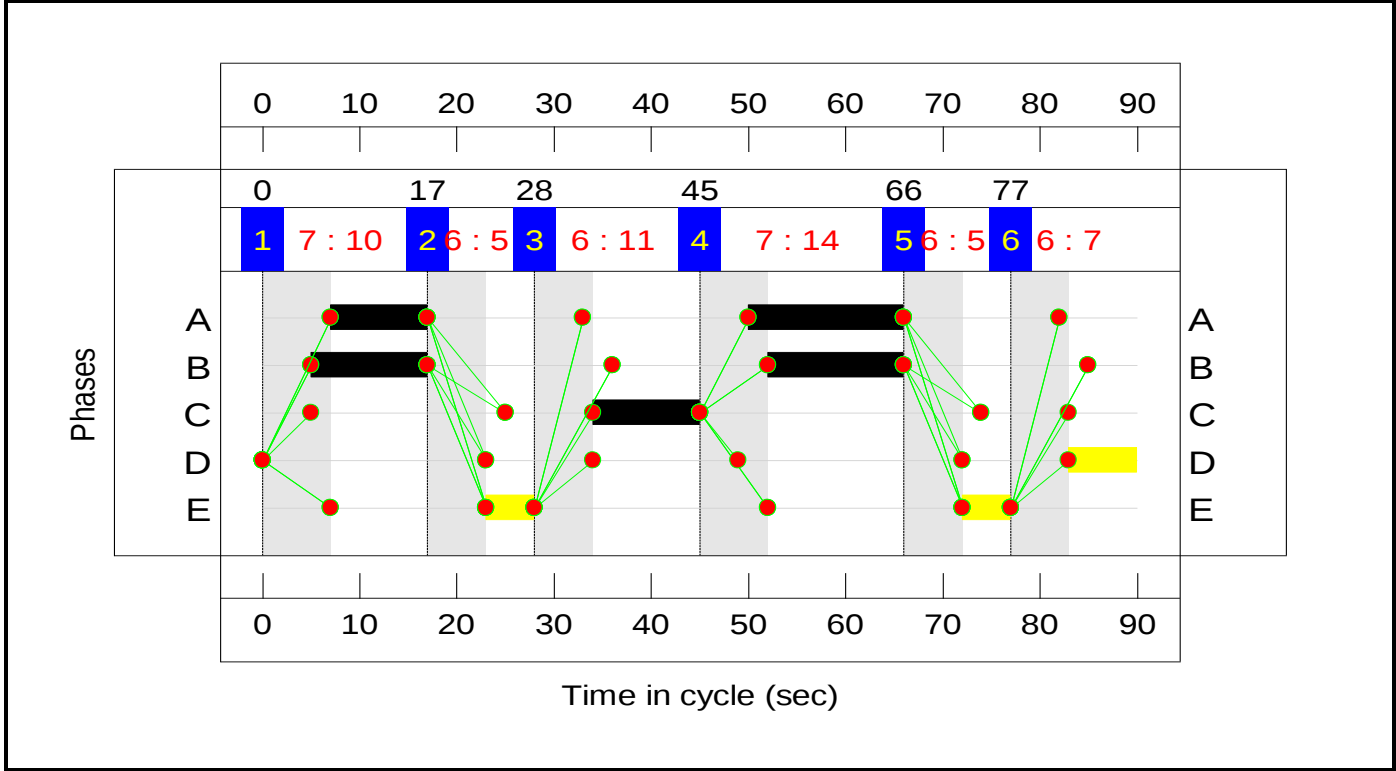


Basic Results Summary

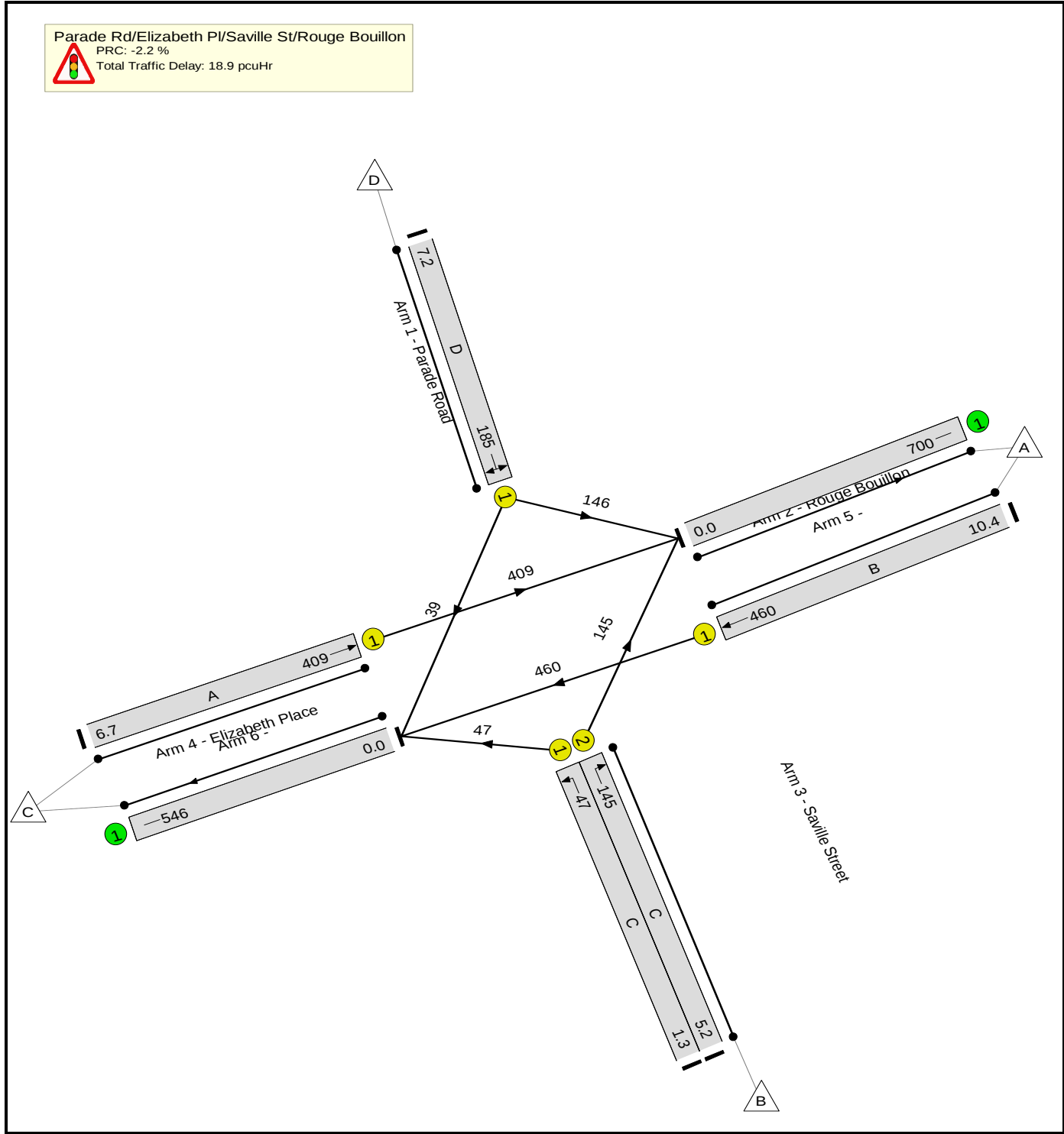
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	89.2%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	89.2%	-	-	-
1/1	Parade Road Left Right	U	7	118	1750	75.9%	4.3	156	84.5
2/1	Rouge Bouillon Ahead	U	26	435	1800	77.7%	7.0	560	28.2
3/1	Saville Street Left	U	11	85	1700	37.5%	2.2	227	48.2
3/2	Saville Street Right	U	11	220	1850	89.2%	8.7	247	92.5
4/1	Elizabeth Place Ahead	U	26	505	1850	87.7%	9.5	576	38.4
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	0.9 0.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.36 18.36	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



Scenario 17: '2025 DS JFH AM' (FG17: '2025 DS JFH AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

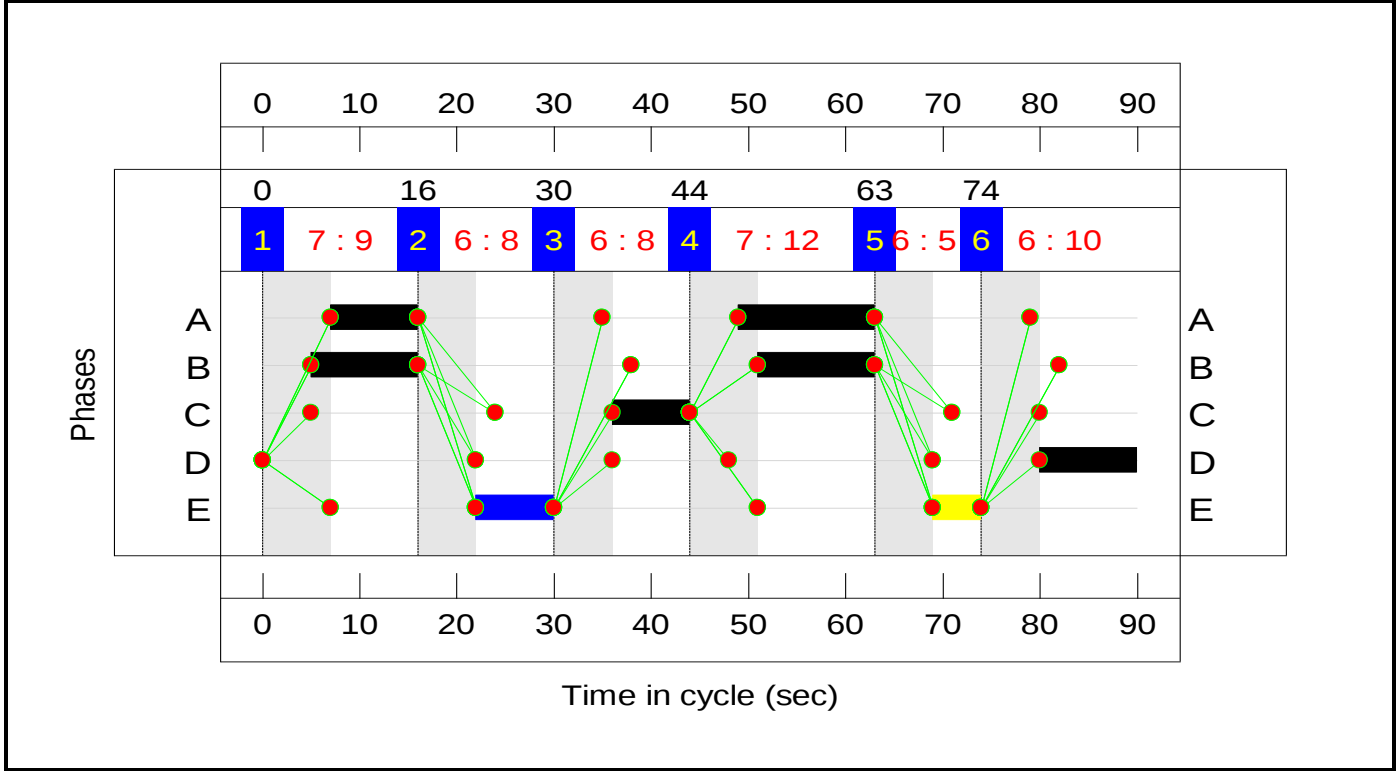


Network Results

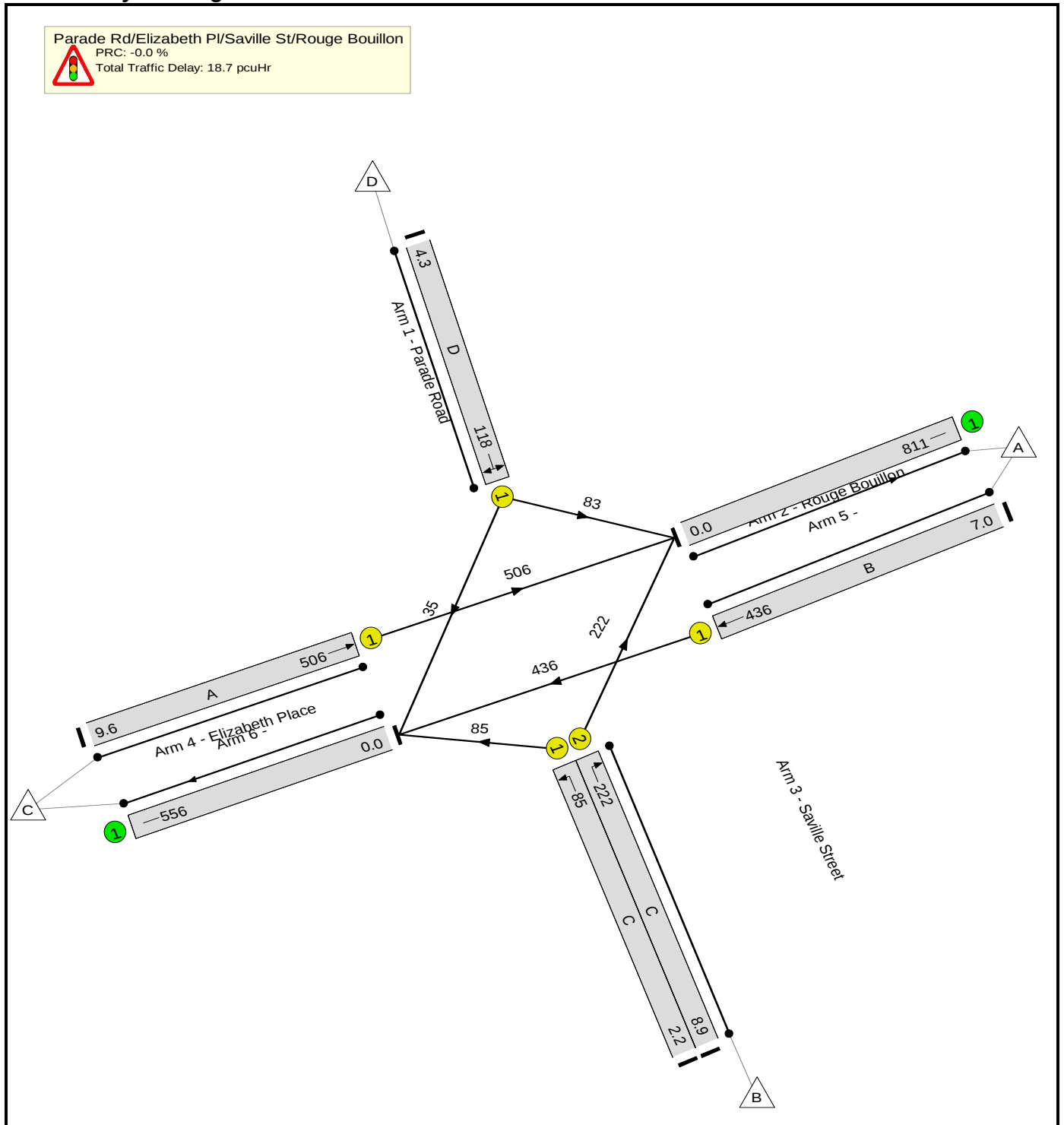
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	92.0%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	92.0%	-	-	-
1/1	Parade Road Left Right	U	10	185	1750	86.5%	7.2	214	91.3
2/1	Rouge Bouillon Ahead	U	23	460	1800	92.0%	10.4	500	52.3
3/1	Saville Street Left	U	8	47	1700	27.6%	1.3	170	52.1
3/2	Saville Street Right	U	8	145	1850	78.4%	5.2	185	81.1
4/1	Elizabeth Place Ahead	U	23	409	1850	79.6%	6.7	514	31.6
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-2.2 -2.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.91 18.91	Cycle Time (s): 90			

Basic Results Summary

Signal Timings Diagram



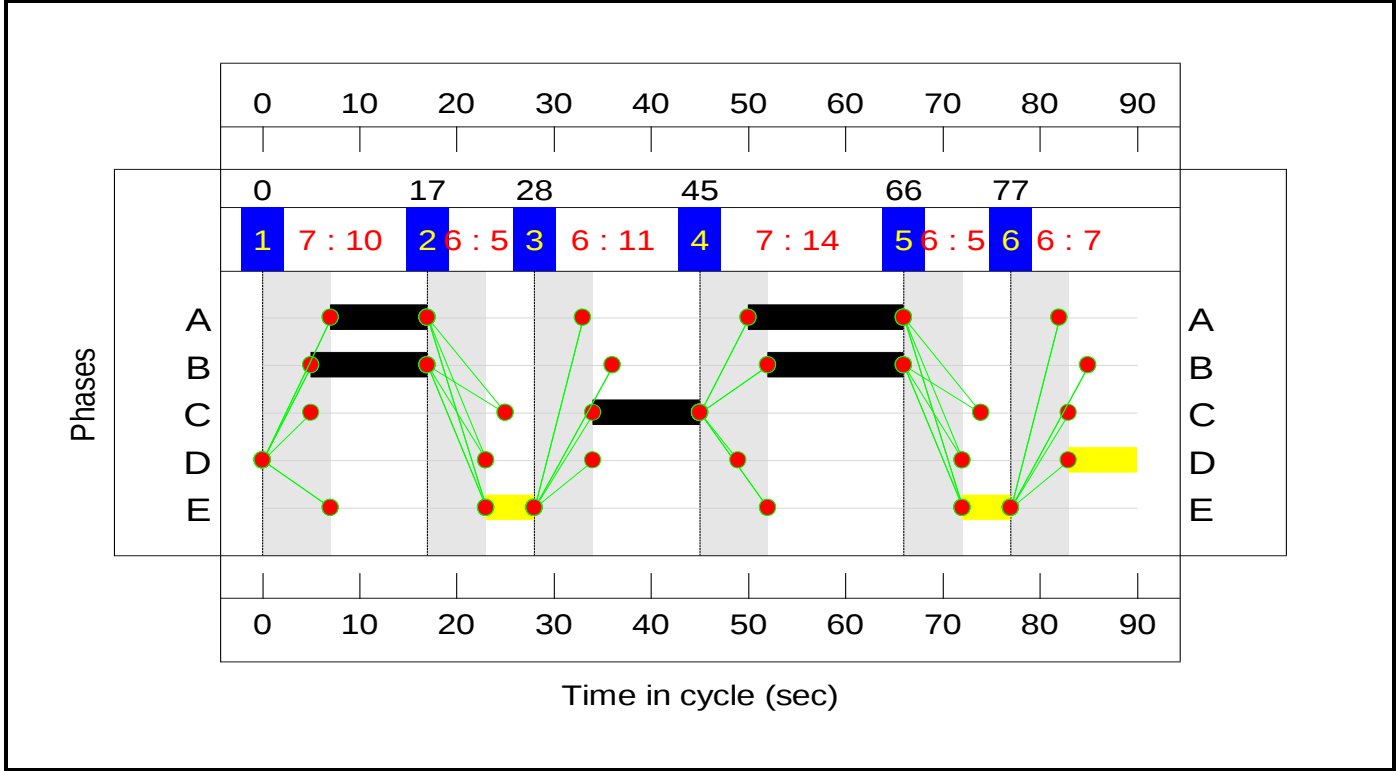
Scenario 18: '2025 DS JFH PM' (FG18: '2025 DS JFH PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	90.0%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	90.0%	-	-	-
1/1	Parade Road Left Right	U	7	118	1750	75.9%	4.3	156	84.5
2/1	Rouge Bouillon Ahead	U	26	436	1800	77.9%	7.0	560	28.4
3/1	Saville Street Left	U	11	85	1700	37.5%	2.2	227	48.2
3/2	Saville Street Right	U	11	222	1850	90.0%	8.9	247	95.2
4/1	Elizabeth Place Ahead	U	26	506	1850	87.9%	9.6	576	38.7
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-0.0 -0.0	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.66 18.66	Cycle Time (s): 90			

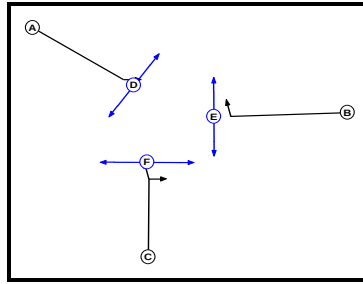
Basic Results Summary
Signal Timings Diagram



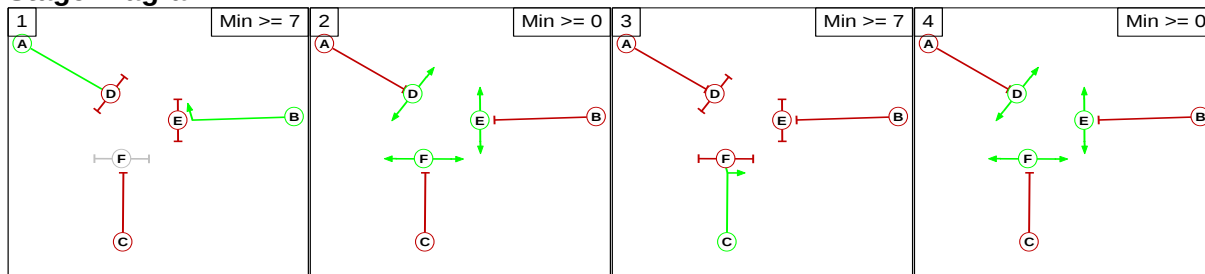
Junction 5: Union Street/The Parade

Basic Results Summary

Phase Diagram



Stage Diagram

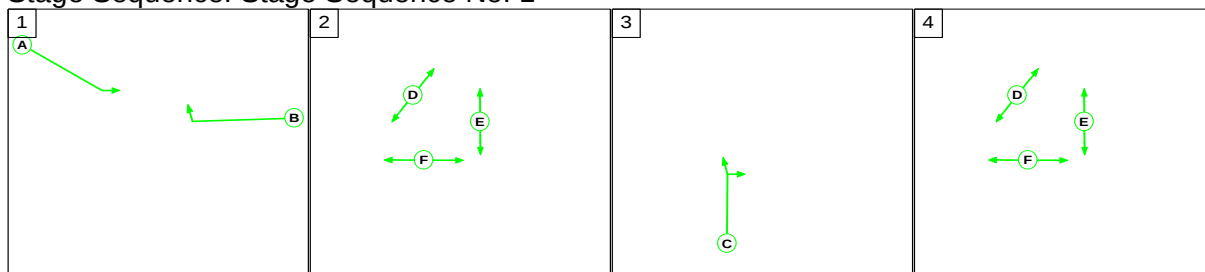


Phase Intergreens Matrix

	Starting Phase						
Terminating Phase		A	B	C	D	E	F
	A		-	5	6	6	-
	B	-		5	6	6	-
	C	5	6		6	6	6
	D	7	4	3		-	-
	E	8	8	8	-		-
	F	-	-	5	-	-	

Stage Sequence Summary

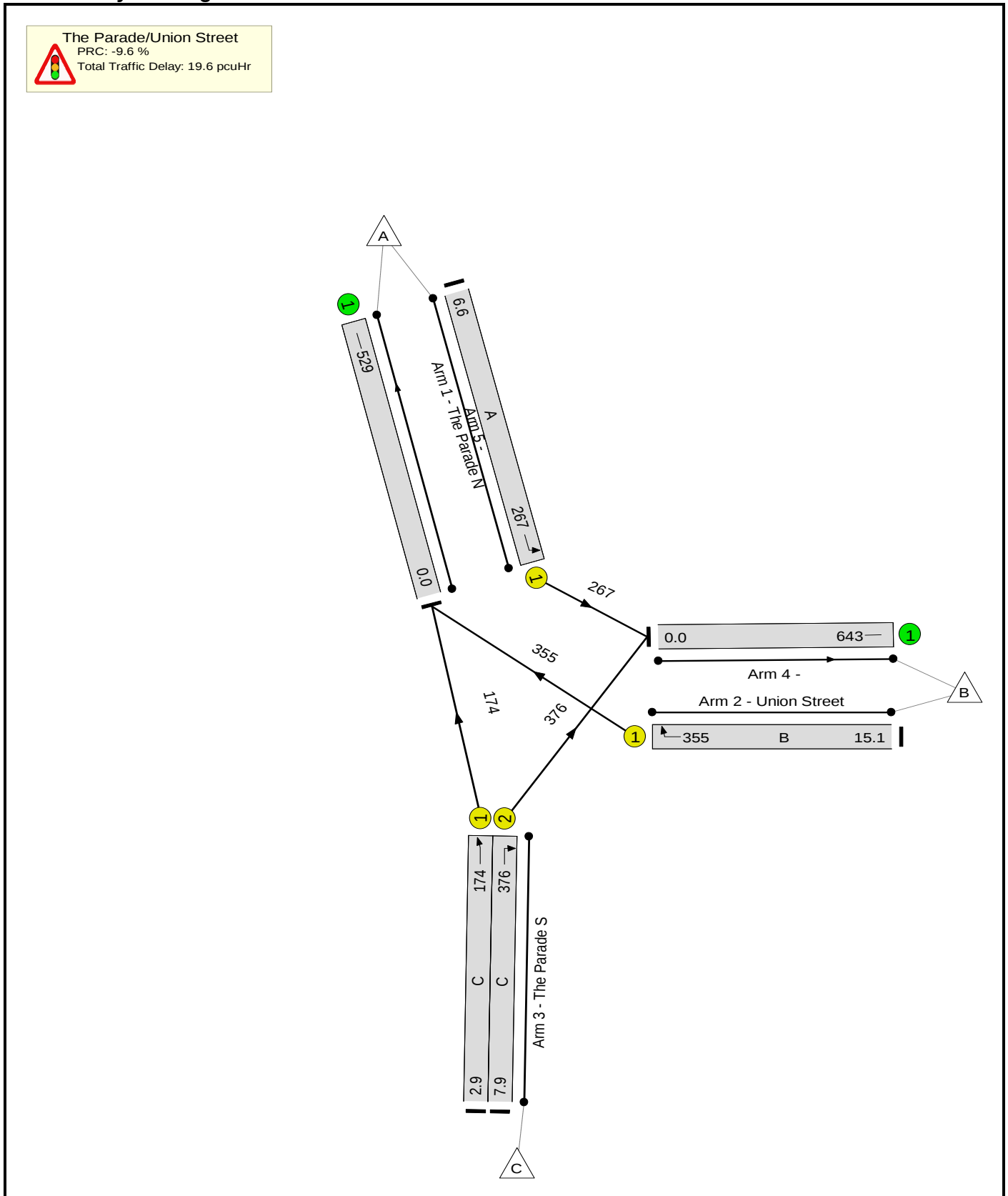
Stage Sequence: Stage Sequence No. 1



Basic Results Summary

Scenario 1: '2016 Base AM' (FG1: '2016 AM Base', Plan 1: 'Network Control Plan 1')

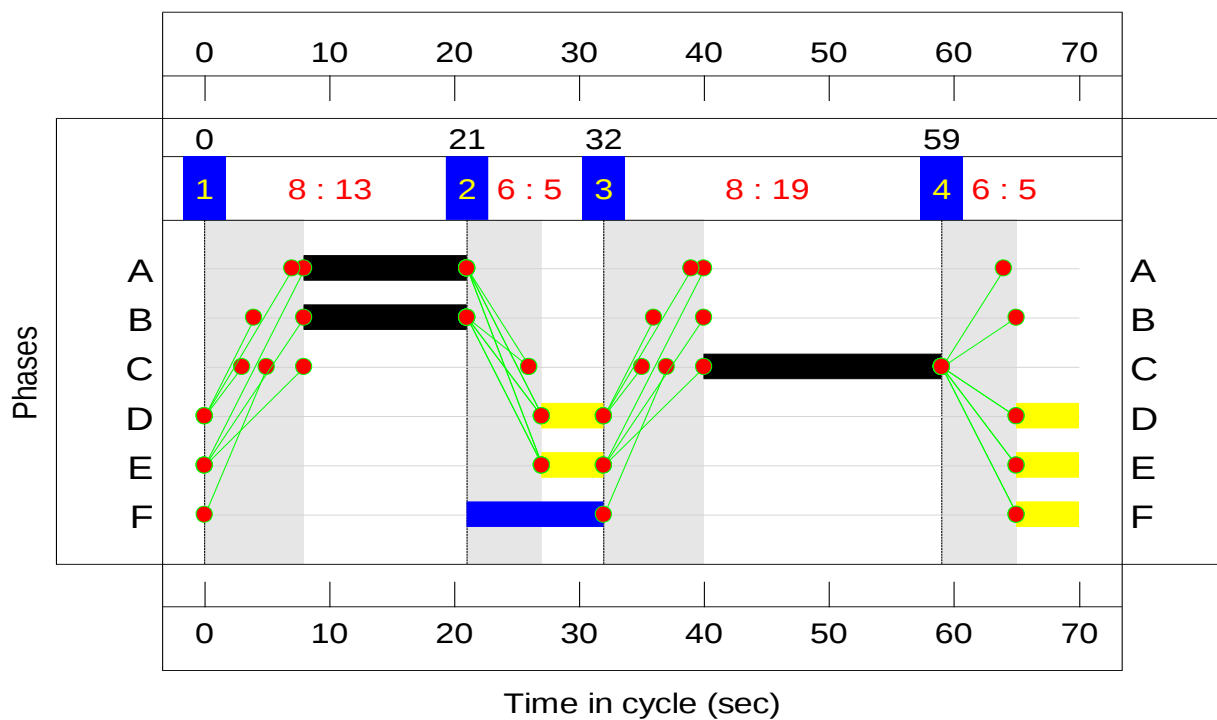
Network Layout Diagram



Network Results

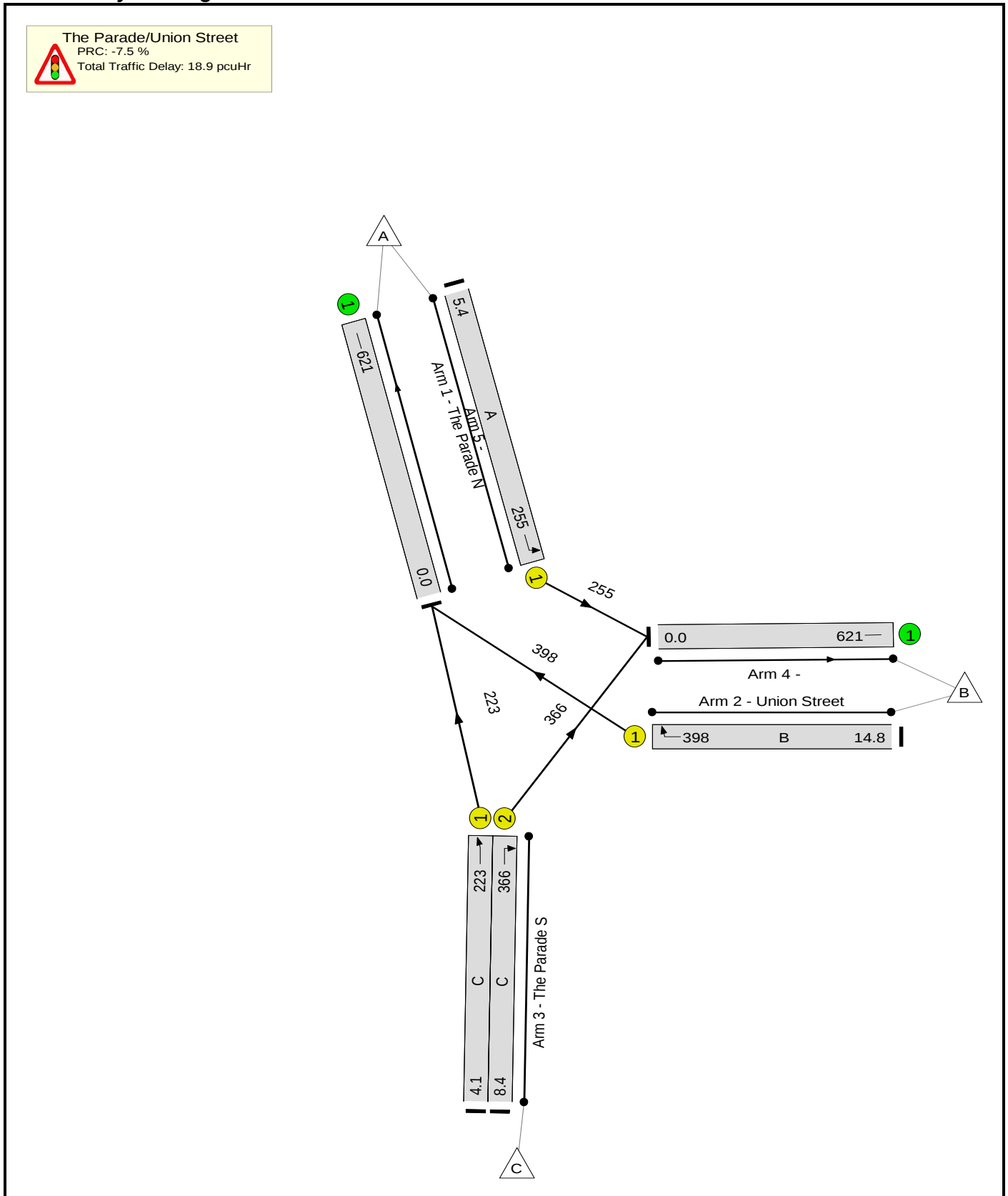
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	98.6%	-	-	-
The Parade/Union Street	-	-	-	-	-	98.6%	-	-	-
1/1	The Parade N Left	U	13	267	1700	78.5%	6.6	340	50.1
2/1	Union Street Right	U	13	355	1800	98.6%	15.1	360	111.6
3/1	The Parade S Ahead	U	19	174	1800	33.8%	2.9	514	25.1
3/2	The Parade S Right	U	19	376	1800	73.1%	7.9	514	35.3
C1 PRC for Signalled Lanes (%): -9.6 Total Delay for Signalled Lanes (pcuHr): 19.63 Cycle Time (s): 70 PRC Over All Lanes (%): -9.6 Total Delay Over All Lanes(pcuHr): 19.63									

Basic Results Summary
Signal Timings Diagram



Scenario 2: '2016 Base PM' (FG2: '2016 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

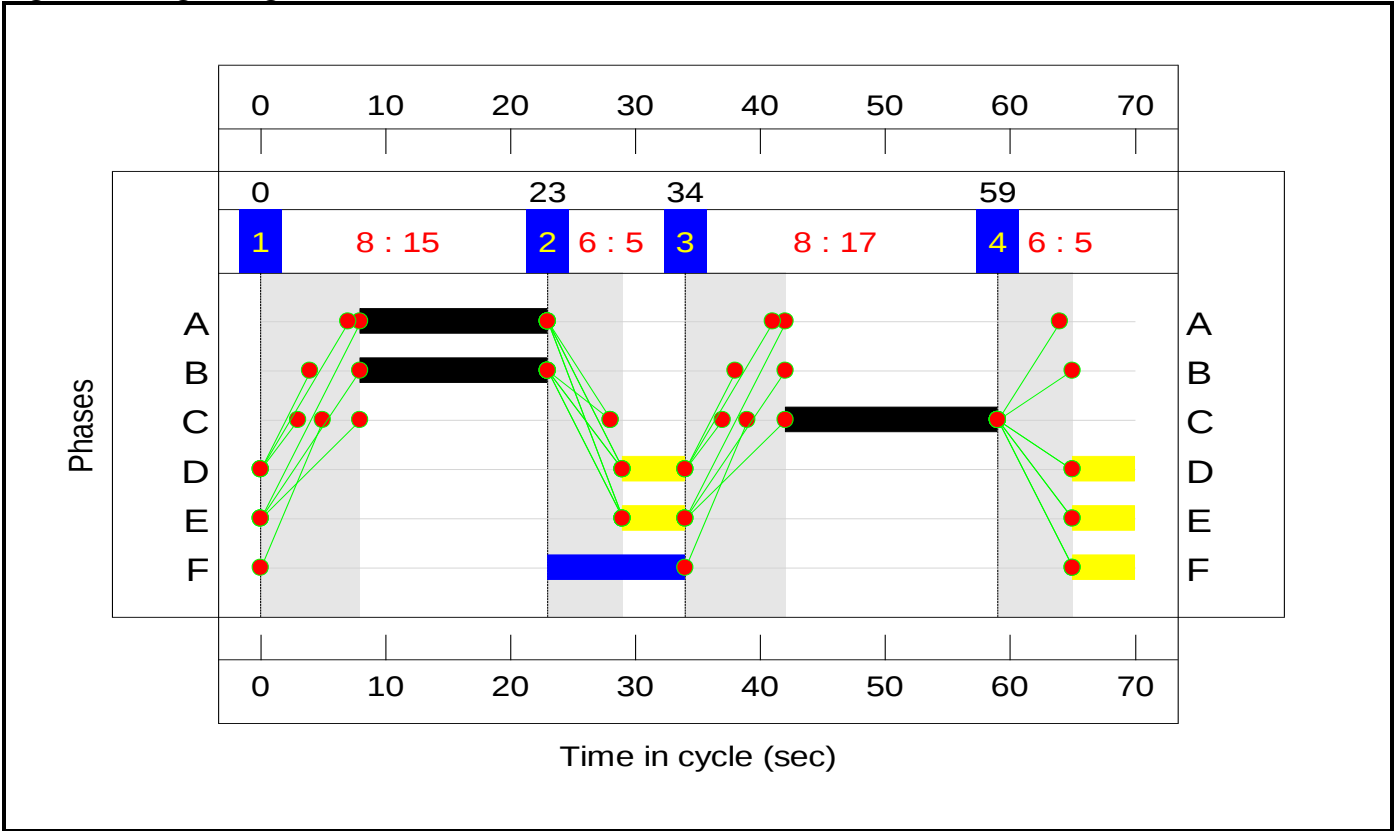


Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	96.7%	-	-	-
The Parade/Union Street	-	-	-	-	-	96.7%	-	-	-
1/1	The Parade N Left	U	15	255	1700	65.6%	5.4	389	37.8
2/1	Union Street Right	U	15	398	1800	96.7%	14.8	411	91.6
3/1	The Parade S Ahead	U	17	223	1800	48.2%	4.1	463	29.5
3/2	The Parade S Right	U	17	366	1800	79.1%	8.4	463	42.2
C1 PRC for Signalled Lanes (%): -7.5 Total Delay for Signalled Lanes (pcuHr): 18.92 Cycle Time (s): 70 PRC Over All Lanes (%): -7.5 Total Delay Over All Lanes(pcuHr): 18.92									

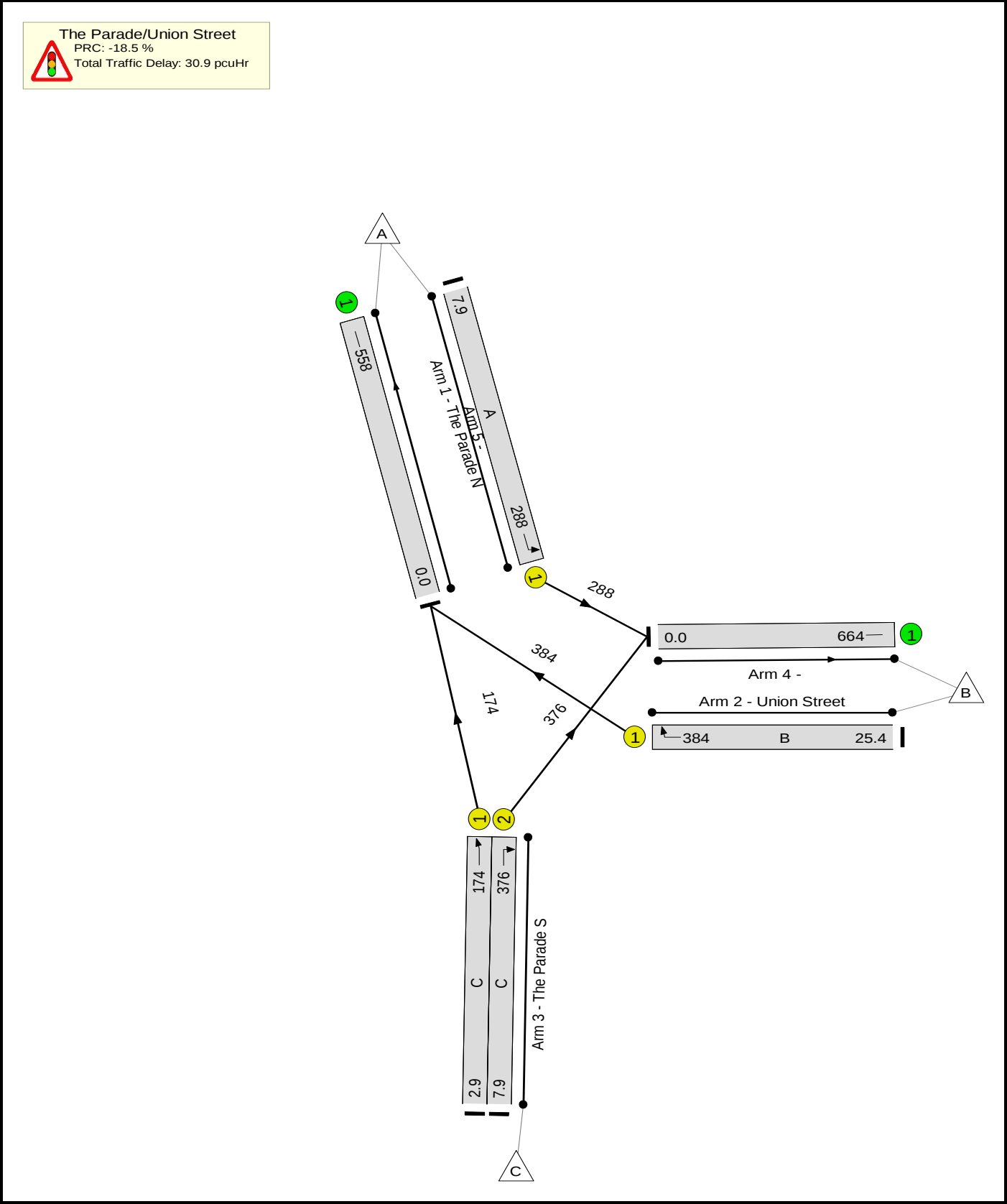
Basic Results Summary

Signal Timings Diagram



Scenario 3: '2025 Do Min AM' (FG3: '2025 Do Min AM', Plan 1: 'Network Control Plan 1')

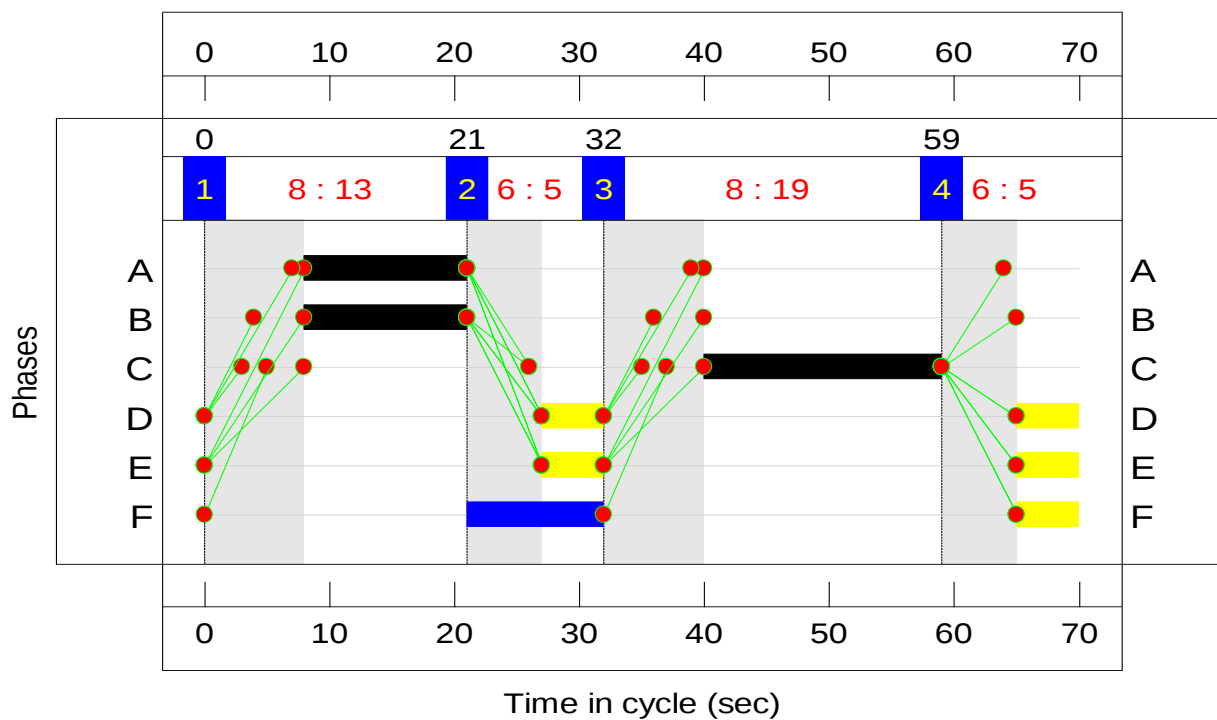
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	106.7%	-	-	-
The Parade/Union Street	-	-	-	-	-	106.7%	-	-	-
1/1	The Parade N Left	U	13	288	1700	84.7%	7.9	340	58.5
2/1	Union Street Right	U	13	384	1800	106.7%	25.4	360	199.7
3/1	The Parade S Ahead	U	19	174	1800	33.8%	2.9	514	25.1
3/2	The Parade S Right	U	19	376	1800	73.1%	7.9	514	35.3
C1 PRC for Signalled Lanes (%): PRC Over All Lanes (%): -18.5 -18.5 Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 30.88 30.88 Cycle Time (s): 70									

Basic Results Summary
Signal Timings Diagram



The diagram illustrates a four-arm roundabout with the following traffic flow data (in pcuHr):

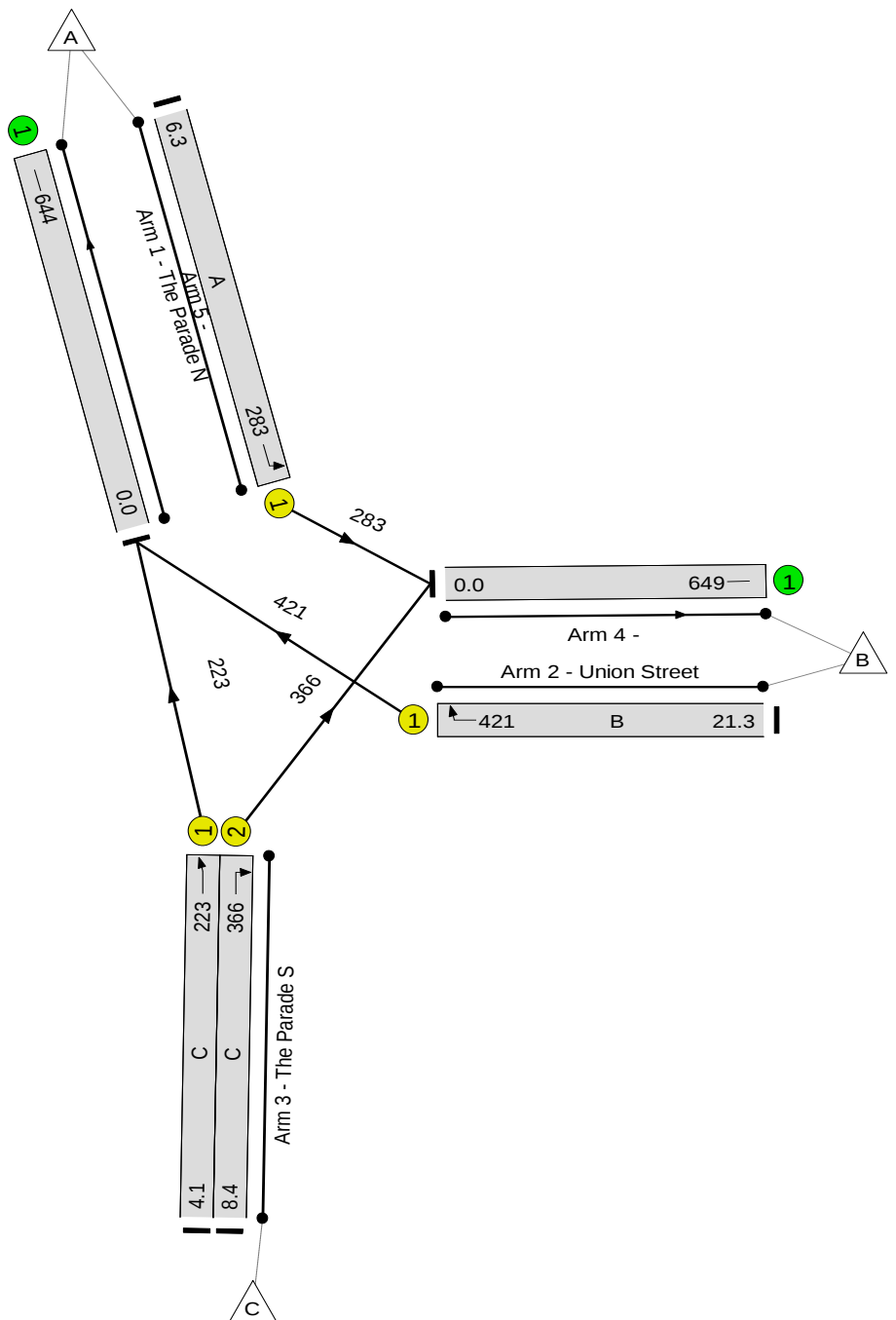
- Arm 1 - The Parade N:** 6.3 (Approach), 283 (Departure)
- Arm 2 - Union Street:** 421 (Approach), 649 (Departure)
- Arm 3 - The Parade S:** 223 (Approach), 366 (Departure)
- Arm 4 - (Unlabeled):** 0.0 (Approach), 21.3 (Departure)

Key features and labels include:

- Approach 1 (Top Left):** Labeled 'A' with a green circle '1'.
- Approach 2 (Right):** Labeled 'B' with a green circle '1'.
- Approach 3 (Bottom):** Labeled 'C' with a green circle '1'.
- Approach 4 (Left):** Labeled 'A' with a green circle '1'.
- Departure 1 (Top Right):** Labeled 'B' with a green circle '1'.
- Departure 2 (Bottom Right):** Labeled 'C' with a green circle '1'.
- Departure 3 (Bottom Left):** Labeled 'A' with a green circle '1'.
- Departure 4 (Top Left):** Labeled 'B' with a green circle '1'.

Legend:

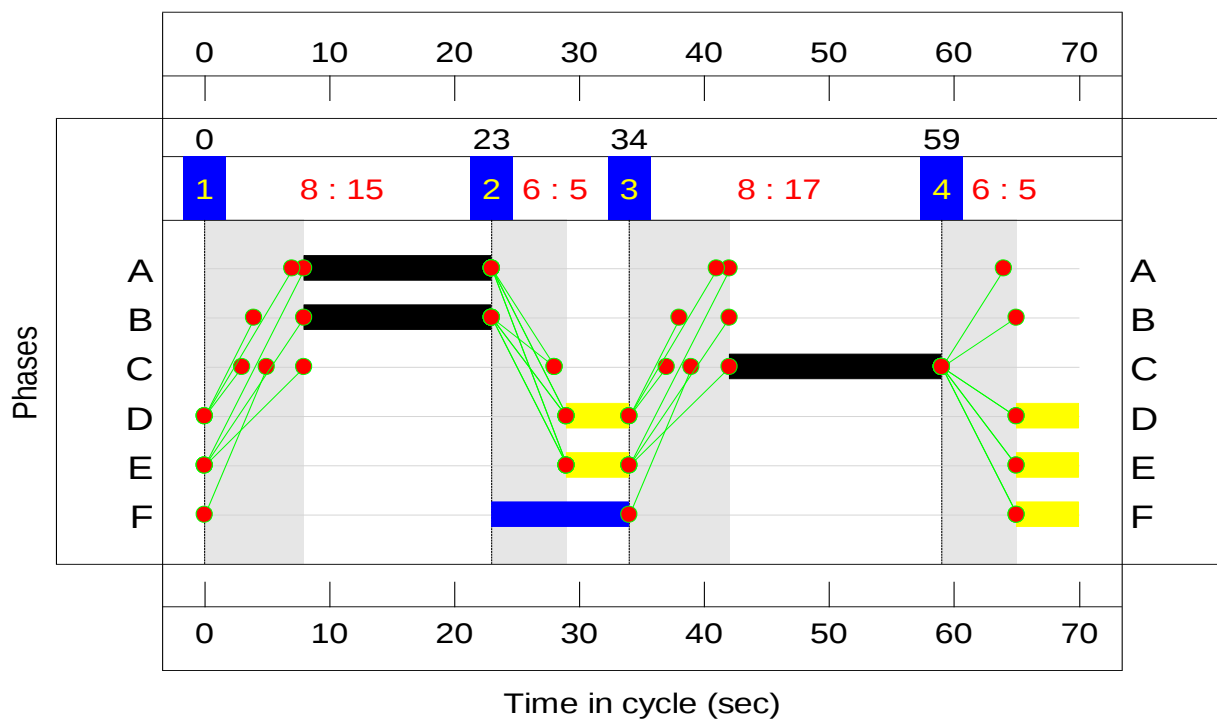
- The Parade/Union Street**
- PRC: -13.7 %**
- Total Traffic Delay: 25.8 pcuHr**



Network Results

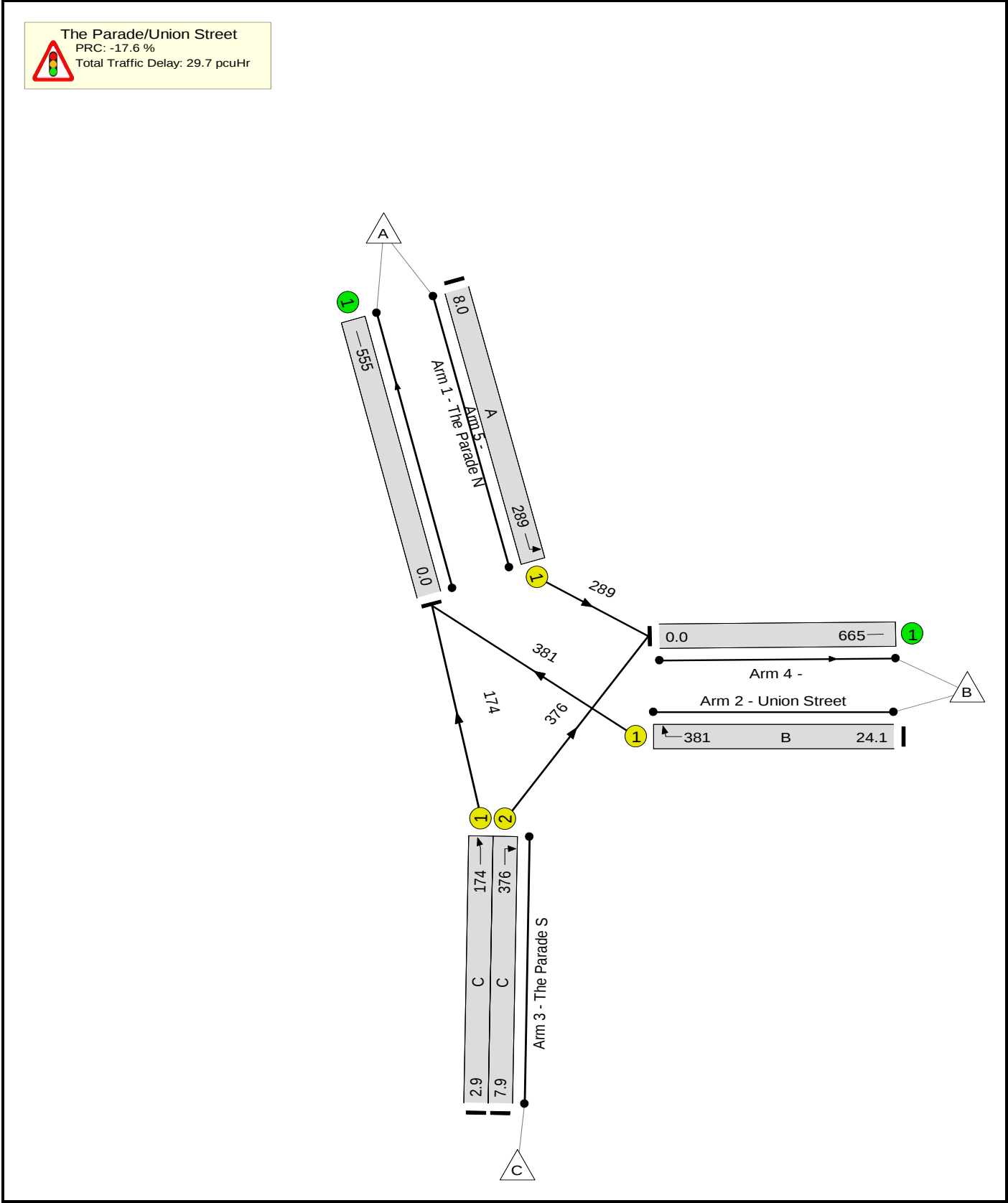
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	102.3%	-	-	-
The Parade/Union Street	-	-	-	-	-	102.3%	-	-	-
1/1	The Parade N Left	U	15	283	1700	72.8%	6.3	389	41.6
2/1	Union Street Right	U	15	421	1800	102.3%	21.3	411	140.3
3/1	The Parade S Ahead	U	17	223	1800	48.2%	4.1	463	29.5
3/2	The Parade S Right	U	17	366	1800	79.1%	8.4	463	42.2
C1 PRC for Signalled Lanes (%): -13.7 Total Delay for Signalled Lanes (pcuHr): 25.80 Cycle Time (s): 70 PRC Over All Lanes (%): -13.7 Total Delay Over All Lanes(pcuHr): 25.80									

Basic Results Summary
Signal Timings Diagram



Scenario 13: '2025 Phase 1A AM' (FG13: '2025 Phase 1A AM', Plan 1: 'Network Control Plan 1')

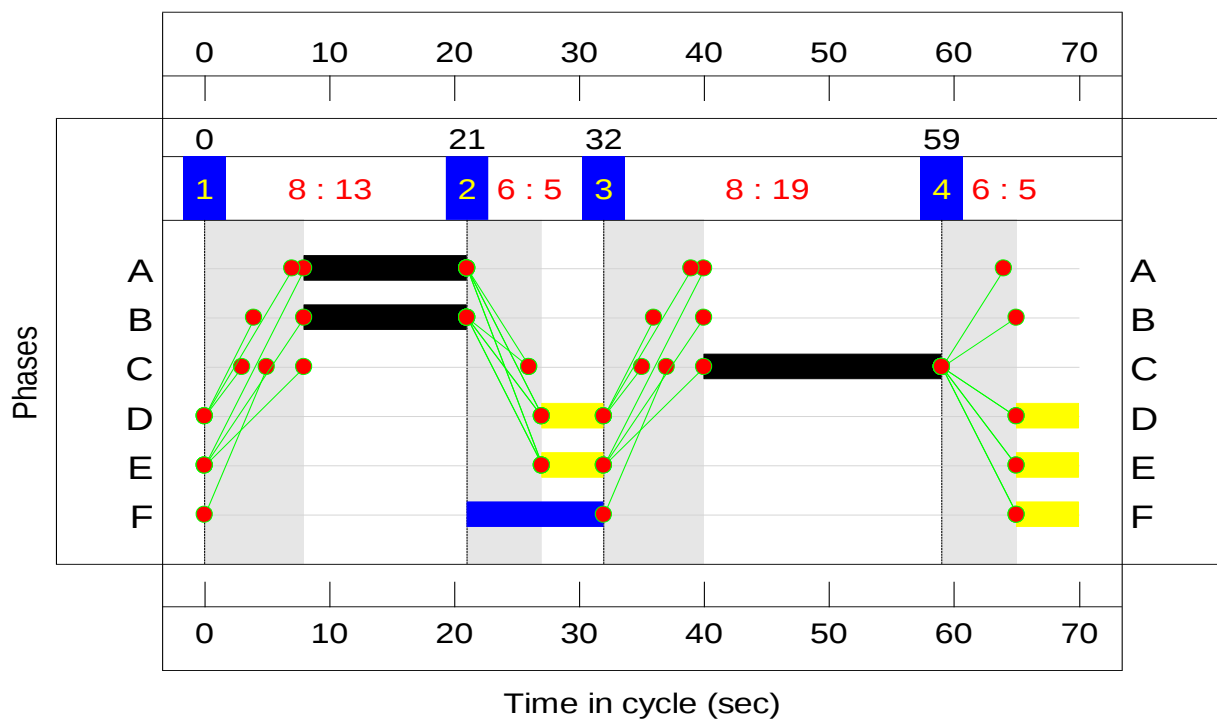
Network Layout Diagram



Network Results

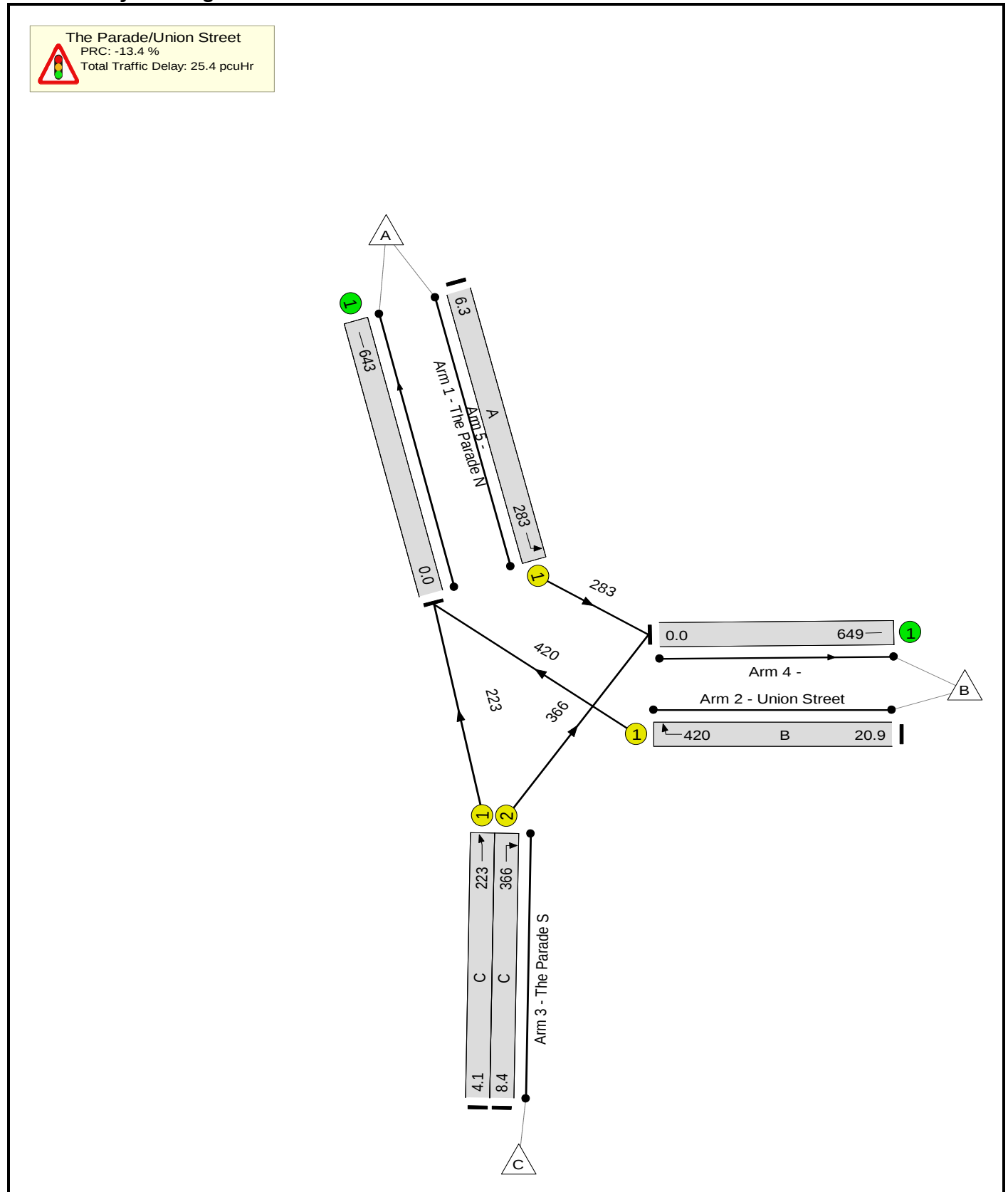
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	105.8%	-	-	-
The Parade/Union Street	-	-	-	-	-	105.8%	-	-	-
1/1	The Parade N Left	U	13	289	1700	85.0%	8.0	340	59.1
2/1	Union Street Right	U	13	381	1800	105.8%	24.1	360	189.1
3/1	The Parade S Ahead	U	19	174	1800	33.8%	2.9	514	25.1
3/2	The Parade S Right	U	19	376	1800	73.1%	7.9	514	35.3
C1 PRC for Signalled Lanes (%): -17.6 Total Delay for Signalled Lanes (pcuHr): 29.66 Cycle Time (s): 70 PRC Over All Lanes (%): -17.6 Total Delay Over All Lanes(pcuHr): 29.66									

Basic Results Summary
Signal Timings Diagram



Scenario 14: '2025 Phase 1A PM' (FG14: '2025 Phase 1A PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

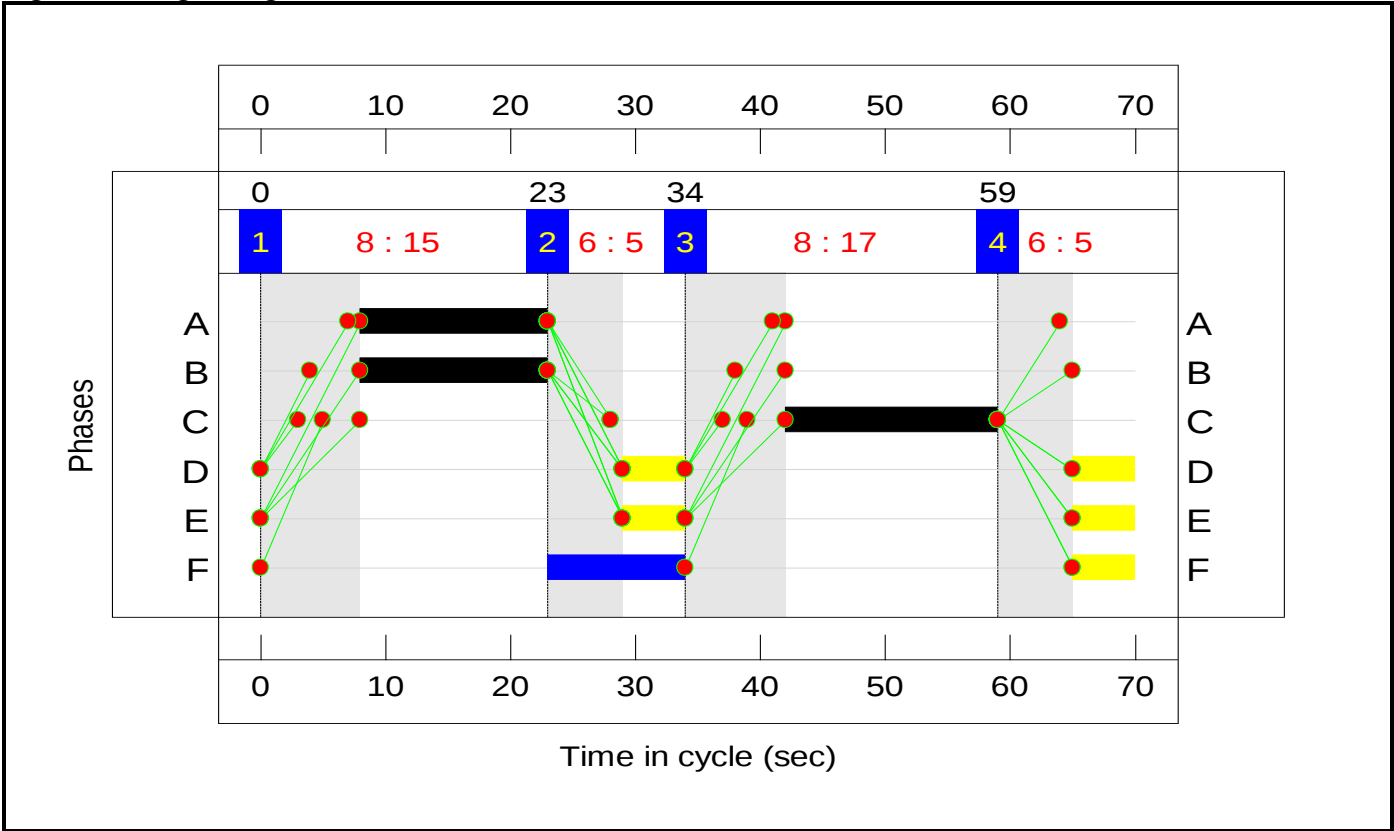


Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	102.1%	-	-	-
The Parade/Union Street	-	-	-	-	-	102.1%	-	-	-
1/1	The Parade N Left	U	15	283	1700	72.8%	6.3	389	41.6
2/1	Union Street Right	U	15	420	1800	102.1%	20.9	411	137.6
3/1	The Parade S Ahead	U	17	223	1800	48.2%	4.1	463	29.5
3/2	The Parade S Right	U	17	366	1800	79.1%	8.4	463	42.2
C1 PRC for Signalled Lanes (%): -13.4 Total Delay for Signalled Lanes (pcuHr): 25.44 Cycle Time (s): 70 PRC Over All Lanes (%): -13.4 Total Delay Over All Lanes(pcuHr): 25.44									

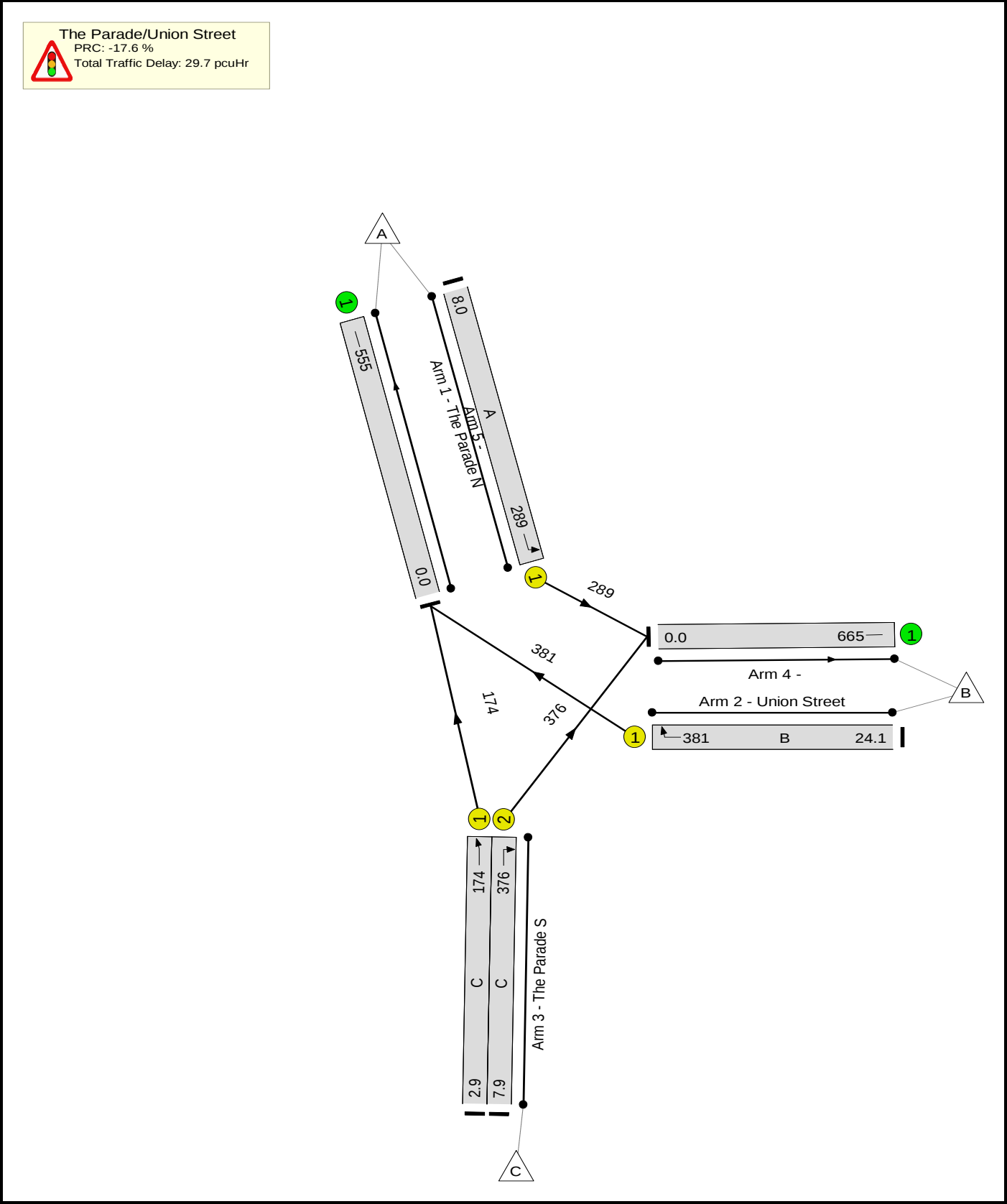
Basic Results Summary

Signal Timings Diagram



Scenario 15: '2025 Phase 1B AM' (FG15: '2025 Phase 1B AM', Plan 1: 'Network Control Plan 1')

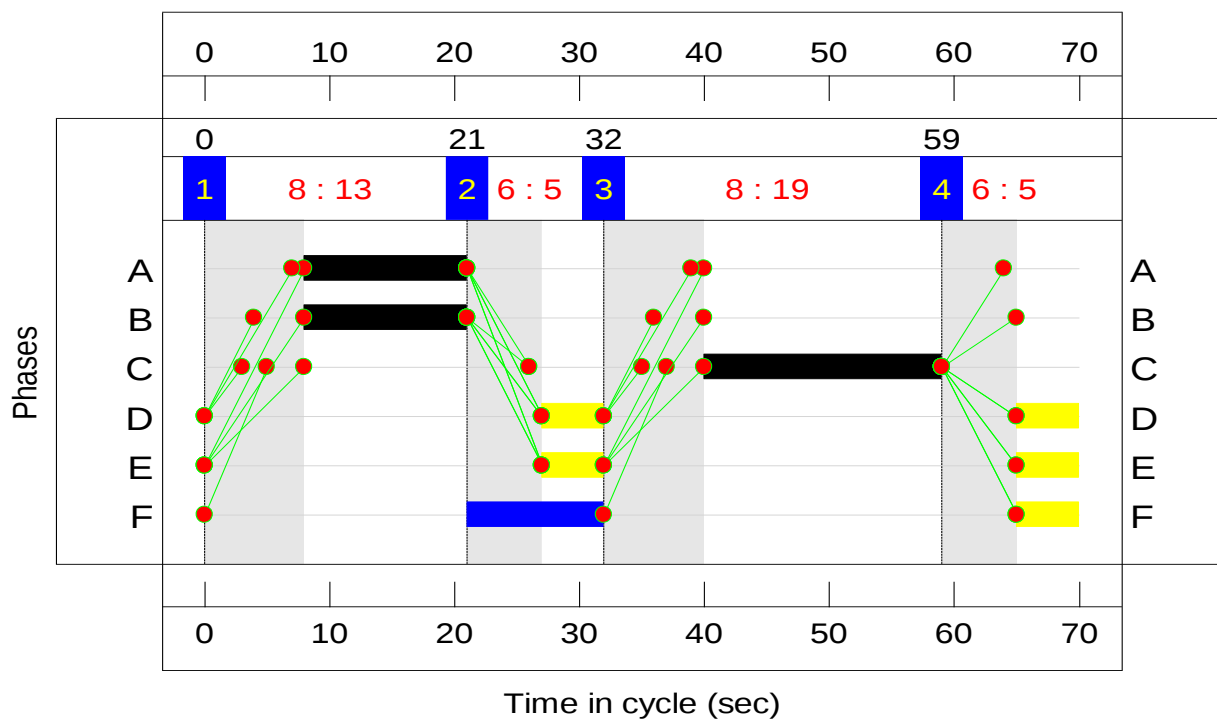
Network Layout Diagram



Network Results

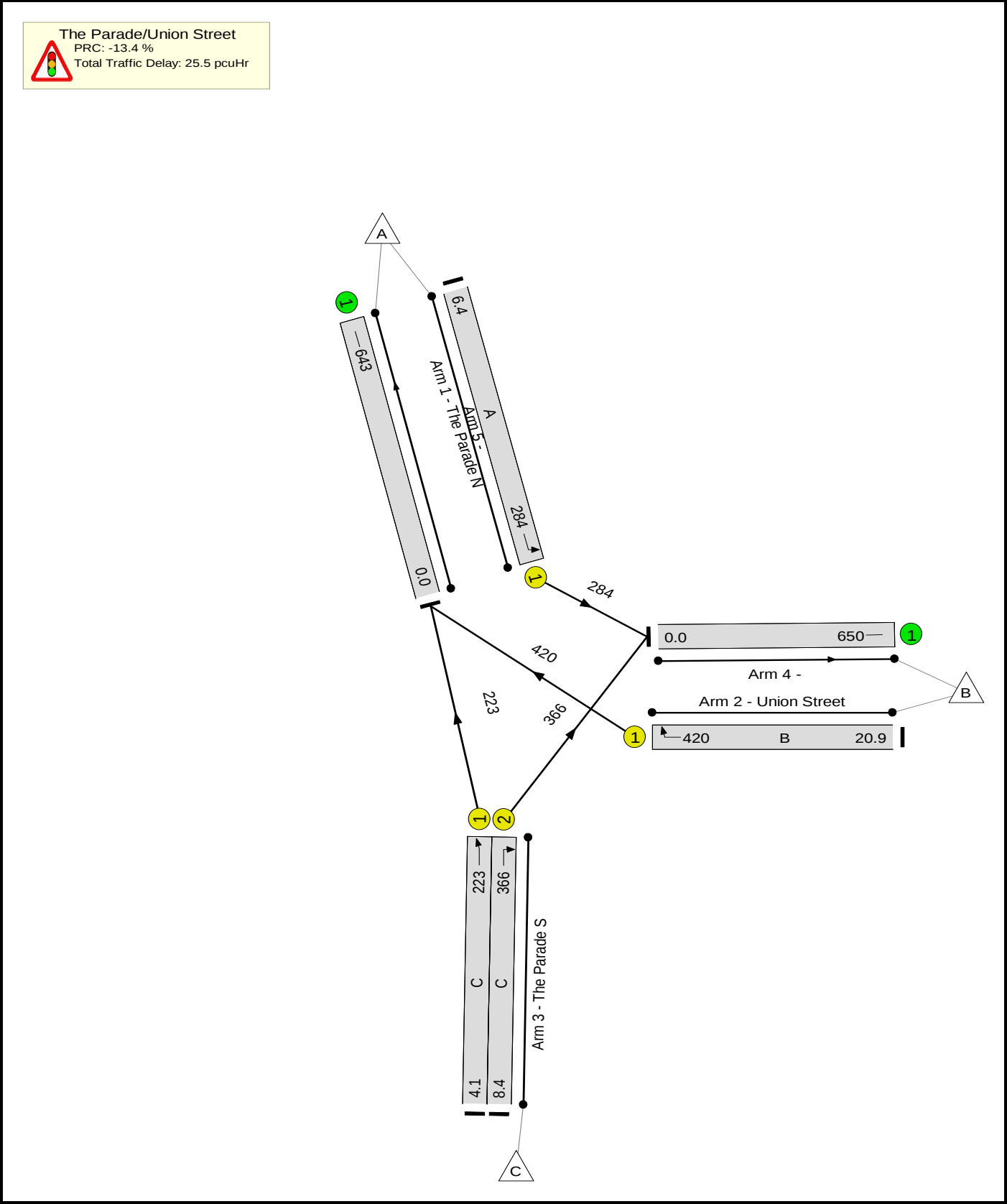
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	105.8%	-	-	-
The Parade/Union Street	-	-	-	-	-	105.8%	-	-	-
1/1	The Parade N Left	U	13	289	1700	85.0%	8.0	340	59.1
2/1	Union Street Right	U	13	381	1800	105.8%	24.1	360	189.1
3/1	The Parade S Ahead	U	19	174	1800	33.8%	2.9	514	25.1
3/2	The Parade S Right	U	19	376	1800	73.1%	7.9	514	35.3
C1 PRC for Signalled Lanes (%): -17.6 Total Delay for Signalled Lanes (pcuHr): 29.66 Cycle Time (s): 70 PRC Over All Lanes (%): -17.6 Total Delay Over All Lanes(pcuHr): 29.66									

Basic Results Summary
Signal Timings Diagram



Scenario 16: '2025 Phase 1B PM' (FG16: '2025 Phase 1B PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

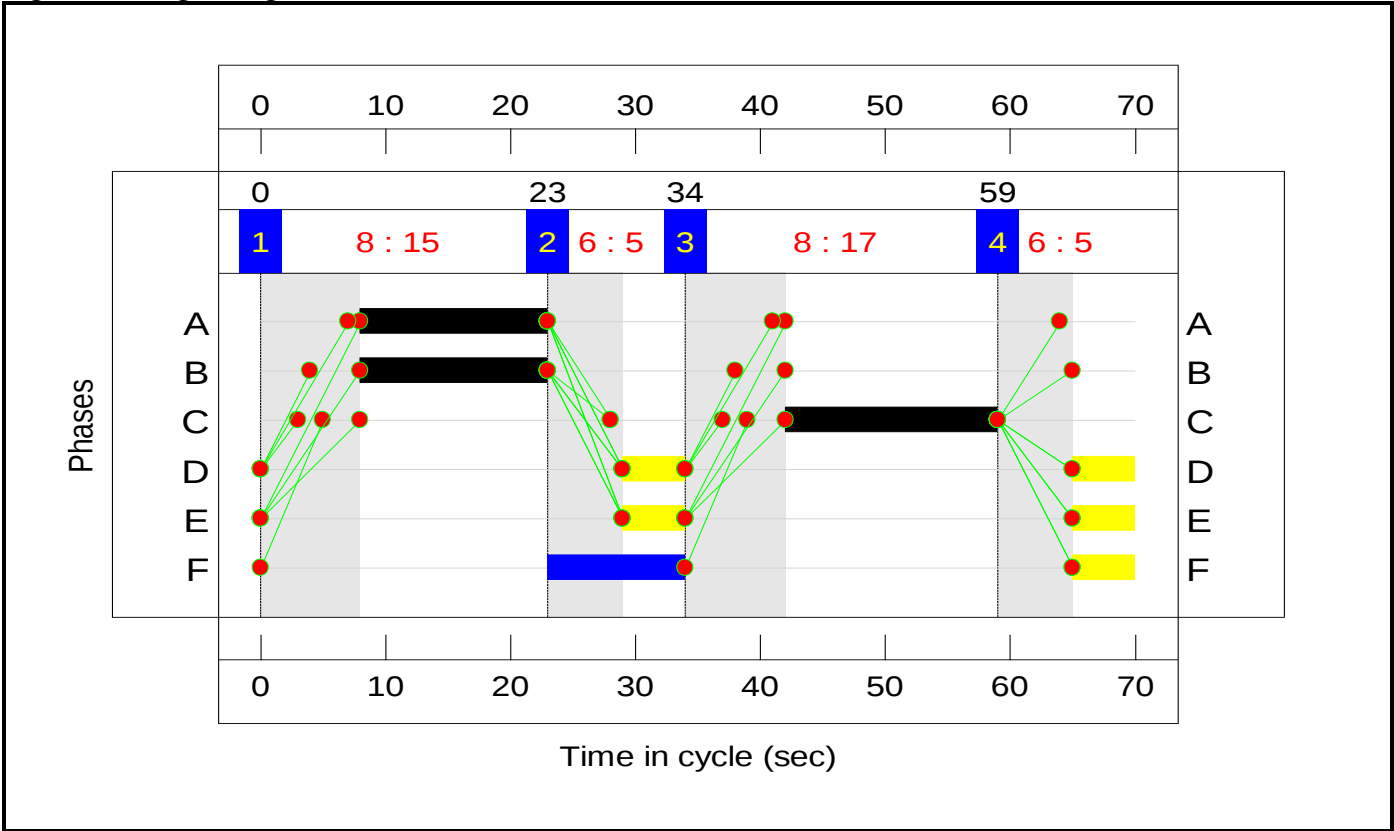


Network Results

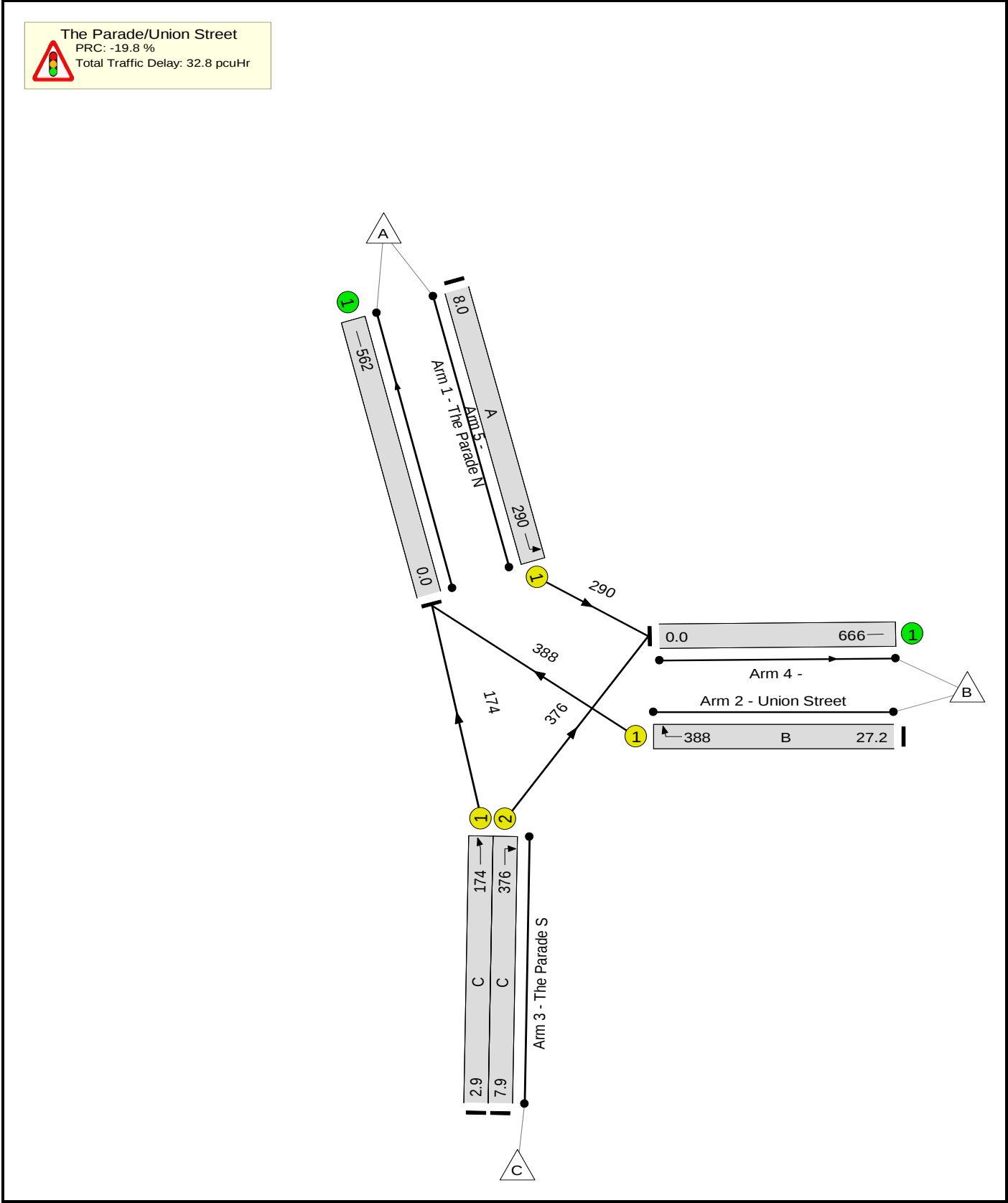
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	102.1%	-	-	-
The Parade/Union Street	-	-	-	-	-	102.1%	-	-	-
1/1	The Parade N Left	U	15	284	1700	73.1%	6.4	389	41.8
2/1	Union Street Right	U	15	420	1800	102.1%	20.9	411	137.6
3/1	The Parade S Ahead	U	17	223	1800	48.2%	4.1	463	29.5
3/2	The Parade S Right	U	17	366	1800	79.1%	8.4	463	42.2
C1 PRC for Signalled Lanes (%): -13.4 Total Delay for Signalled Lanes (pcuHr): 25.47 Cycle Time (s): 70 PRC Over All Lanes (%): -13.4 Total Delay Over All Lanes(pcuHr): 25.47									

Basic Results Summary

Signal Timings Diagram



Scenario 17: '2025 DS JFH AM' (FG17: '2025 DS JFH AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

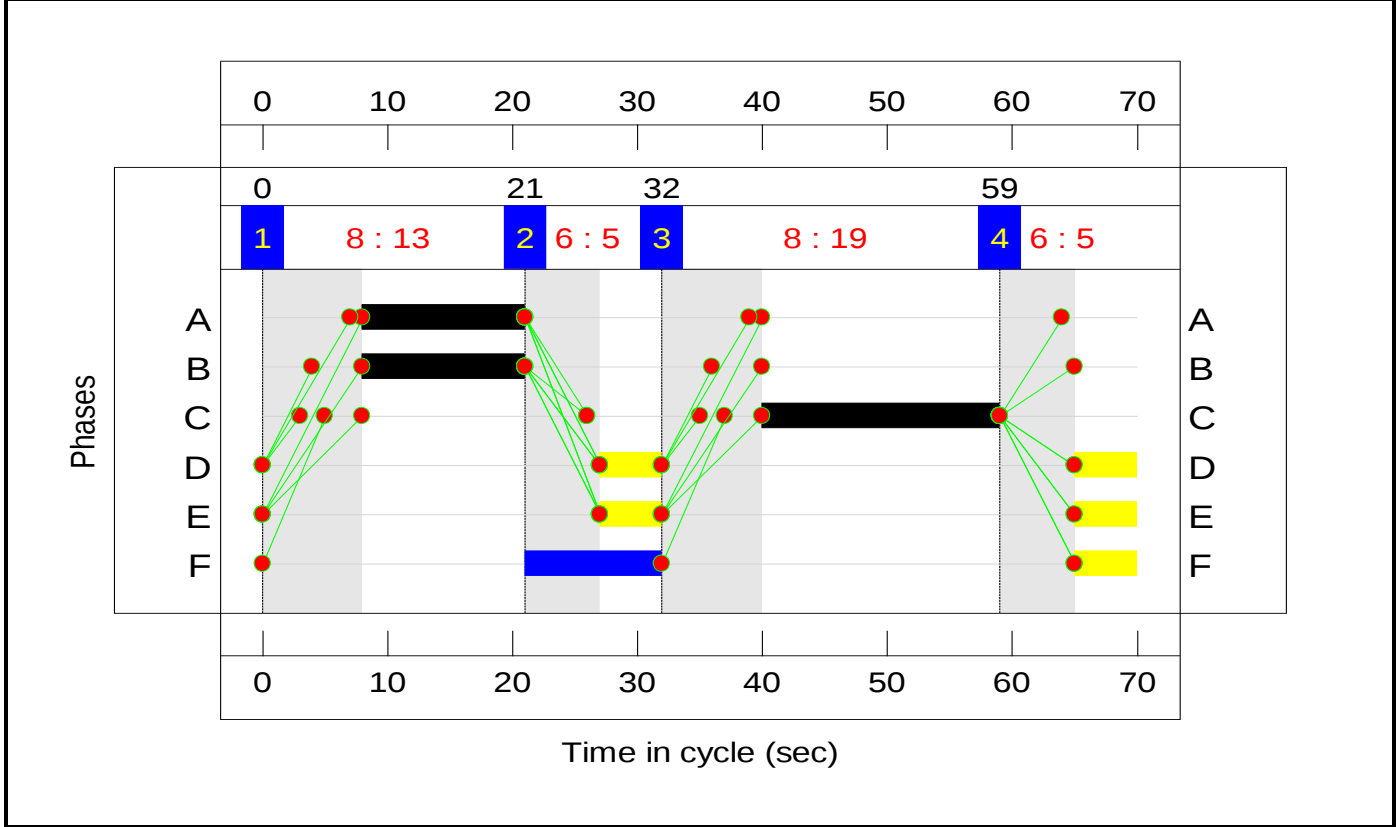


Network Results

[illegible]

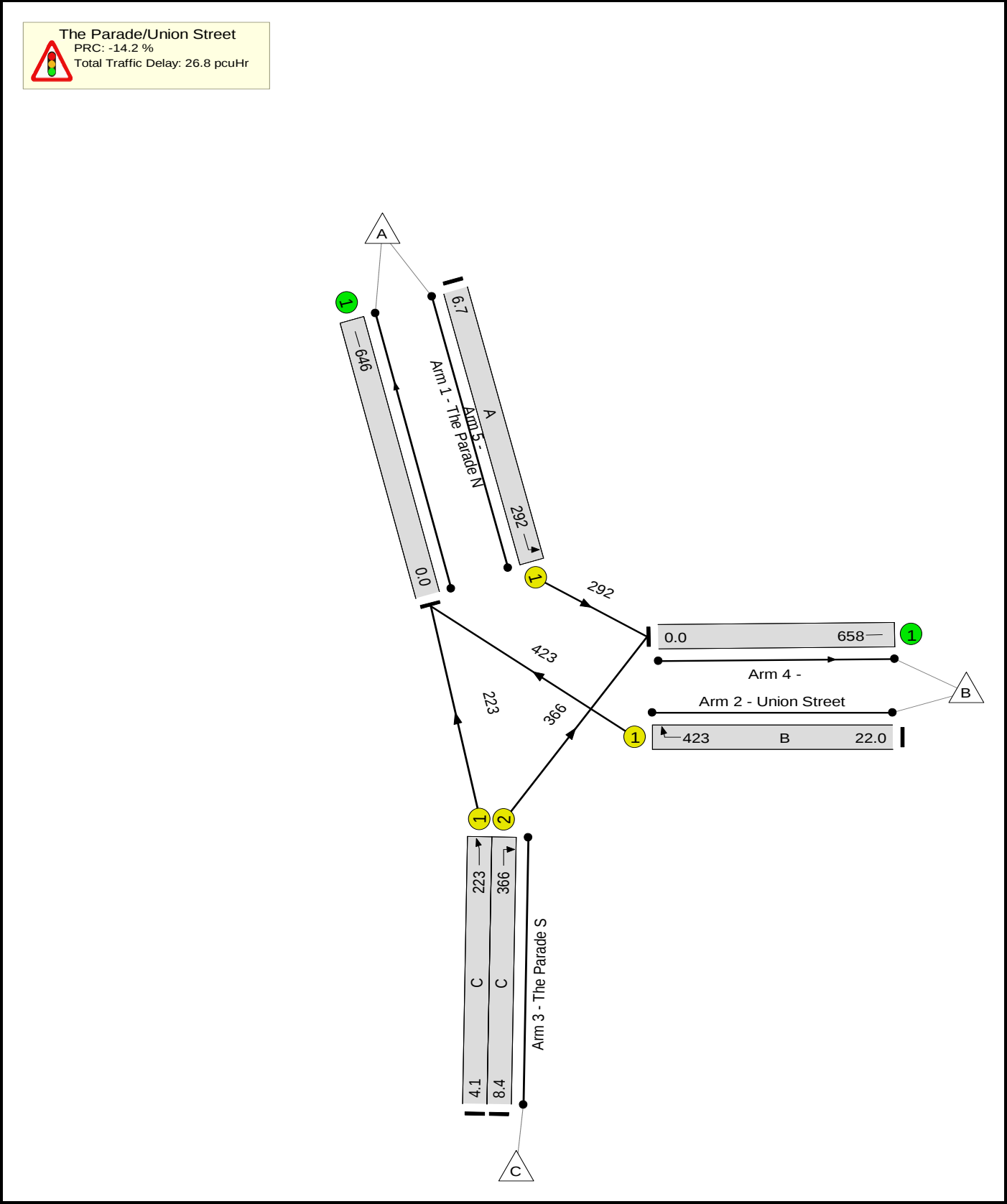
Basic Results Summary

Signal Timings Diagram



Scenario 18: '2025 DS JFH PM' (FG18: '2025 DS JFH PM', Plan 1: 'Network Control Plan 1')

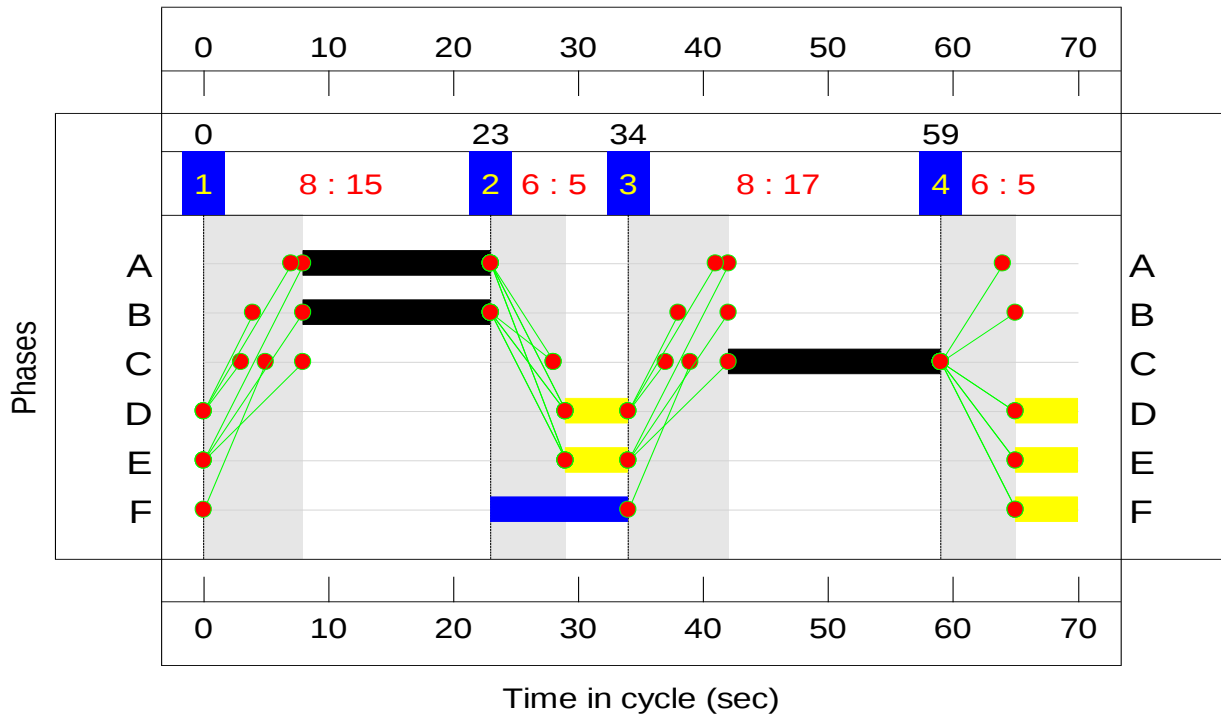
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	102.8%	-	-	-
The Parade/Union Street	-	-	-	-	-	102.8%	-	-	-
1/1	The Parade N Left	U	15	292	1700	75.1%	6.7	389	43.2
2/1	Union Street Right	U	15	423	1800	102.8%	22.0	411	145.9
3/1	The Parade S Ahead	U	17	223	1800	48.2%	4.1	463	29.5
3/2	The Parade S Right	U	17	366	1800	79.1%	8.4	463	42.2
C1PRC for Signalled Lanes (%): -14.2Total Delay for Signalled Lanes (pcuHr): 26.76Cycle Time (s): 70 PRC Over All Lanes (%): -14.2Total Delay Over All Lanes(pcuHr): 26.76									

Basic Results Summary
Signal Timings Diagram



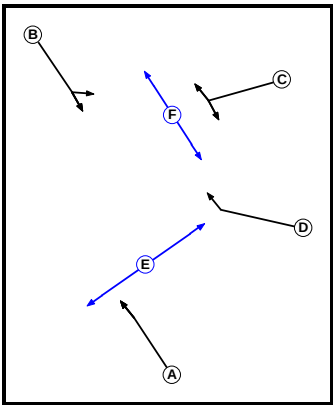
Junction 1/3/12: Esplanade Network

Basic Results Summary

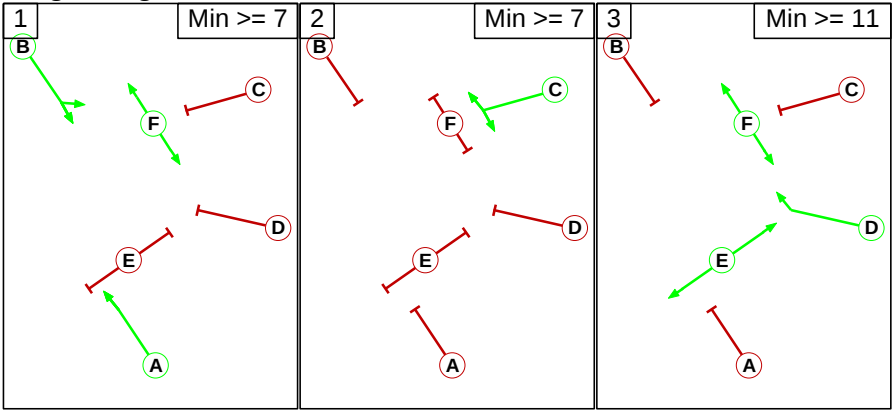
Basic Results Summary

C1

Phase Diagram

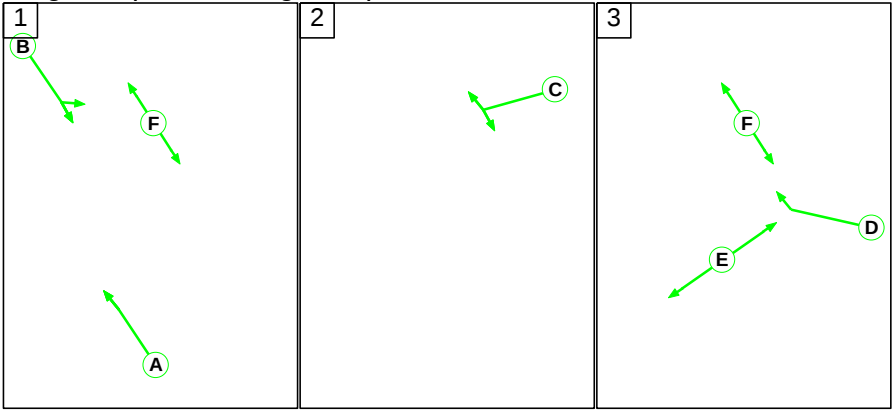


Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

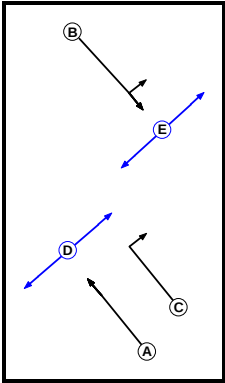


Basic Results Summary

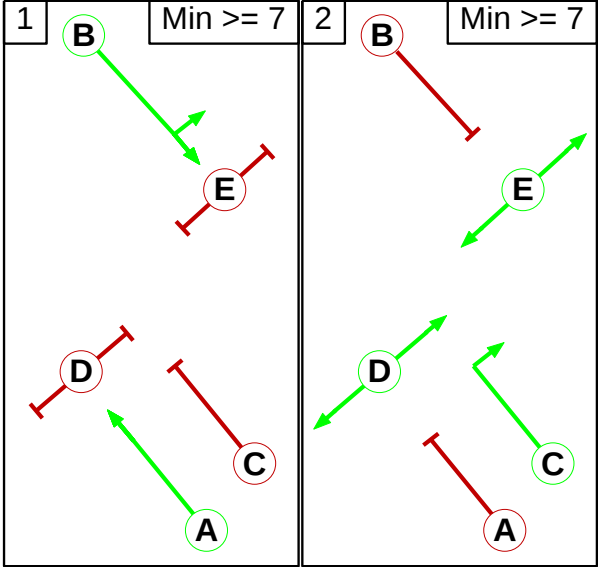
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	5	7	-
	B	-		5	8	9	-
	C	5	6		7	9	5
	D	5	5	6		-	-
	E	22	22	22	-		-
	F	-	-	9	-	-	

C2
Phase Diagram



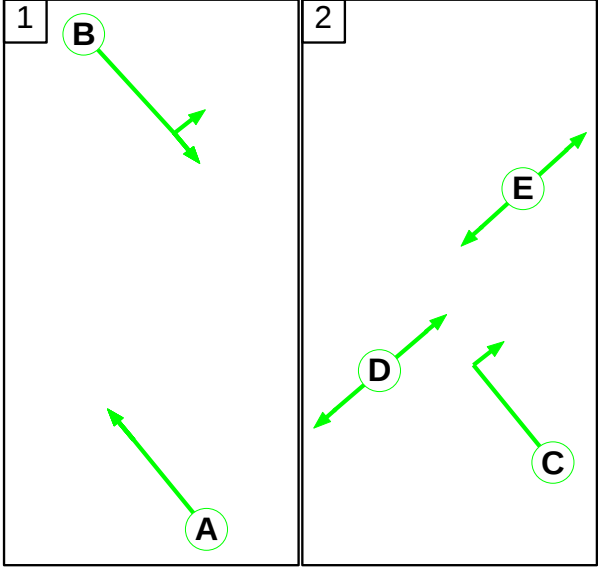
Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

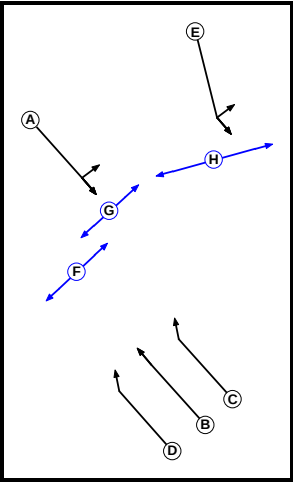
Basic Results Summary



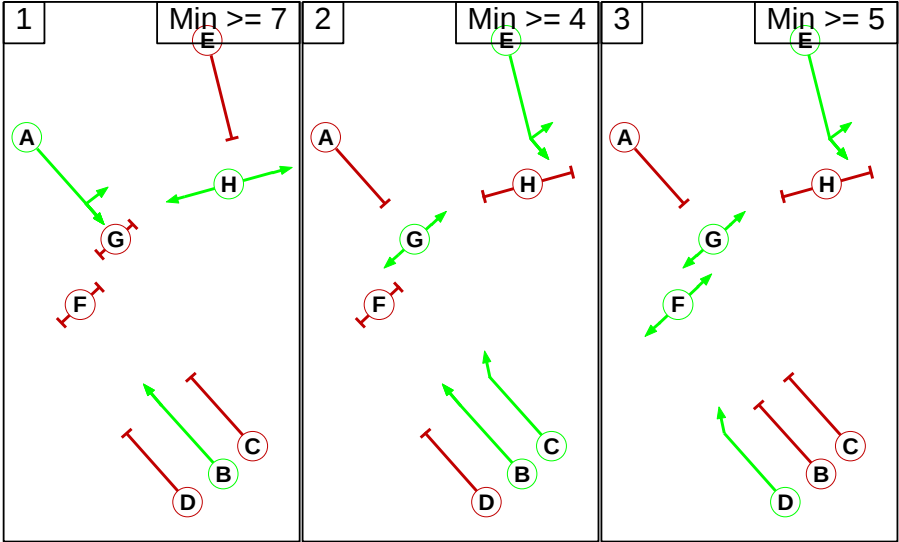
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	-	6	-
	B	-		6	-	5
	C	-	6		-	-
	D	7	-	-		-
	E	-	7	-	-	

C3
Phase Diagram

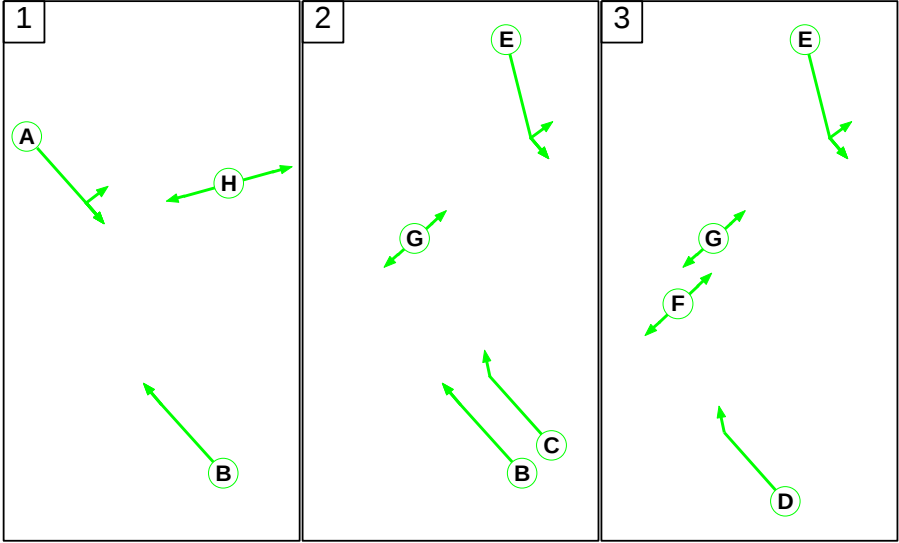


Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Basic Results Summary

Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	8	5	5	-	5	-
	B	-		-	5	-	8	-	-
	C	5	-		5	-	-	-	9
	D	7	5	5		-	-	-	10
	E	5	-	-	-		-	-	5
	F	-	8	-	-	-		-	-
	G	10	-	-	-	-	-		-
	H	-	-	11	11	11	-	-	

Scenario 5: '2025 Do Min AM' (FG5: '2025 Do Minimum AM', Plan 1: '2016 AM Peak')
Network Layout Diagram

Scenario 7/25 De Min AM - C3

Notes

- * 30 buses use WB RT but lane subtracted from green (static movement).
- * WB RT to Paterson Rd assumed to reassign along St Aubins Rd.
- * WB Victoria Ave to Paterson St. not reassigned to St Aubins Rd 8B.
- * WB Victoria Ave 8B to Esplanade not reassigned to Victoria Ave 8B (except for 30 buses).
- * Consider stopline at Victoria Avenue ped crossing (phase P).
- * Check Esplanade side rd left turn flows. 200 only?

J4 S1 Esplanade/Victoria Ave/St Aubins Rd J/L1
 REC: 0.0 s
 Total Traffic Delay: 49.0 pcus
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 3

J2 Esplanade/Kensington Pl
 REC: 1.1 s
 Total Traffic Delay: 18.9 pcus
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 2

J3 Esplanade/Paterson Street
 REC: 0.0 s
 Total Traffic Delay: 0.9 pcus

J4 Esplanade/Gloucester St J/L1
 REC: 1.0 s
 Total Traffic Delay: 37.2 pcus
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1

J5 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J6 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J7 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J8 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J9 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J10 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J11 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J12 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J13 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J14 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J15 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J16 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J17 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J18 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J19 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J20 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J21 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J22 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J23 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J24 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J25 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J26 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J27 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J28 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J29 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J30 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J31 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J32 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J33 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J34 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J35 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J36 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J37 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J38 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J39 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J40 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J41 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J42 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J43 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J44 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J45 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J46 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J47 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J48 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J49 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J50 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J51 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J52 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J53 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J54 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J55 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J56 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J57 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J58 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J59 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J60 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J61 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J62 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J63 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J64 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J65 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J66 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J67 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J68 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J69 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J70 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J71 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J72 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J73 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J74 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J75 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J76 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J77 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J78 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J79 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J80 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J81 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J82 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus

J83 Esplanade/Lake Street
 REC: 0.0 s
 Total Traffic Delay: 0.0 pcus</

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	96.3%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	90.9%	-	-	-
1/1	Gloucester St Left	U	26	333	1665	88.9%	14.2	375	82.2
1/2	Gloucester St Right Left	U	26	368	1820	89.9%	15.6	410	81.9
1/3	Gloucester St Right	U	26	357	1868	84.9%	13.9	420	70.8
2/1	La Rte de la Libn Ahead	U	47	406	1940	52.3%	10.8	776	32.2
2/2	La Rte de la Libn Ahead	U	47	442	2080	53.1%	11.7	832	32.0
2/3	La Rte de la Libn Ahead	U	47	568	2080	68.3%	16.7	832	36.5
3/1	Esplanade Ahead Left	U	47	665	1940	85.7%	23.0	776	35.7
3/2	Esplanade Ahead	U	47	730	2080	87.7%	25.0	832	32.9
3/3	Esplanade Ahead	U	47	756	2080	90.9%	24.8	832	33.2
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	316	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	40.8%	-	-	-
2/1	Left Ahead	U	-	638	1899	33.6%	0.3	1899	1.4
2/2	Ahead	U	-	848	2080	40.8%	0.3	2080	1.5
2/3	Ahead	U	-	756	2080	36.3%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	89.0%	-	-	-
1/1	Esplanade Ahead	U	82	60	1800	4.8%	0.5	1245	1.7
1/2	Esplanade Ahead	U	82	1001	1940	74.6%	28.1	1342	16.9
1/3+1/4	Esplanade Right Ahead	U	82:25	925	2080:1764	89.0 : 89.0%	26.9	708+331	34.2 (27.7:48.2)
2/1	Esplanade EB Left Ahead	U	82	722	1857	56.2%	13.7	1284	11.9

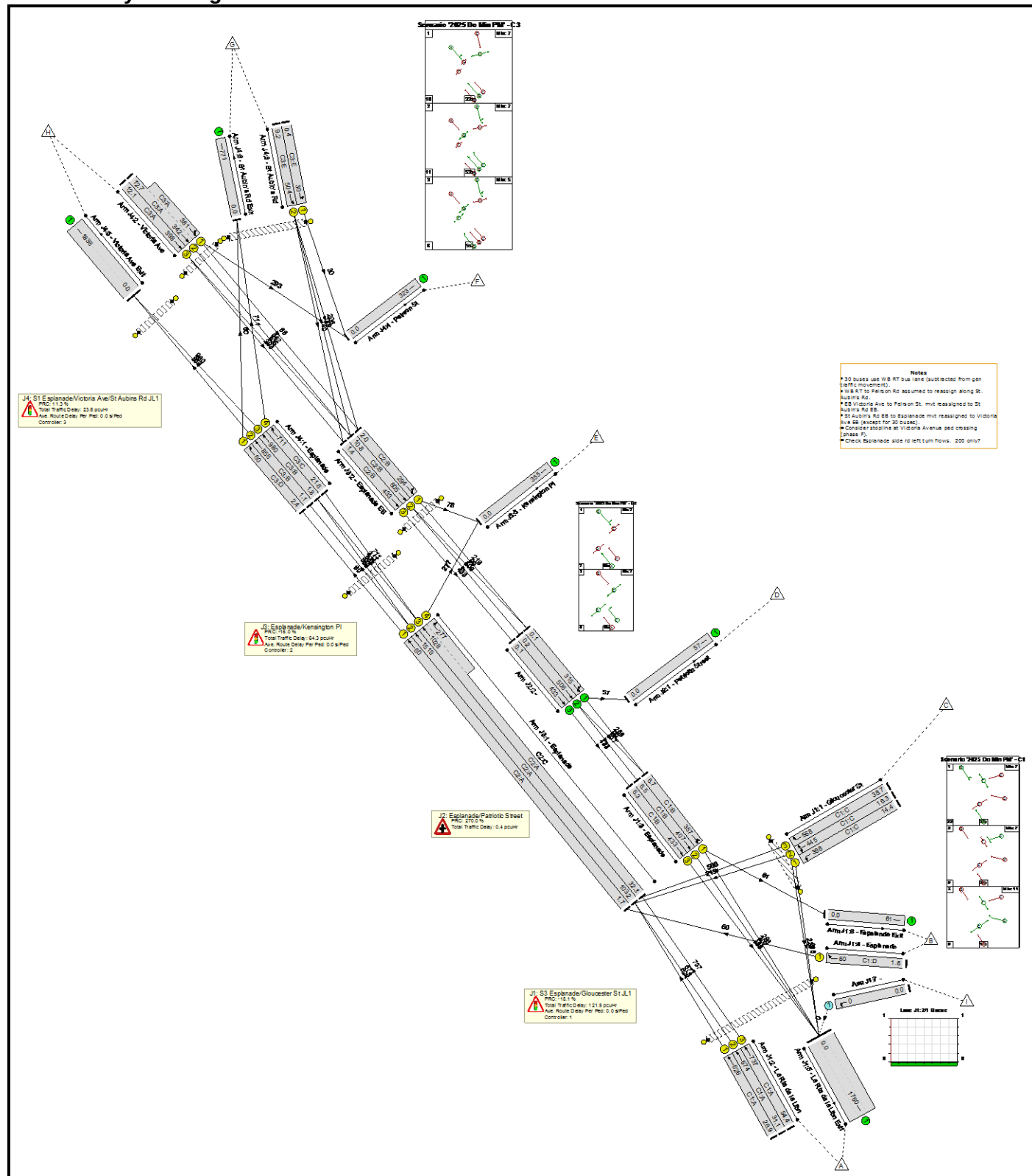
Basic Results Summary

2/2	Esplanade EB Ahead	U	82	978	2080	68.0%	22.0	1439	11.0
2/3	Esplanade EB Ahead	U	82	756	2080	52.5%	3.6	1439	4.7
Ped Link: P1	Unnamed Ped Link	-	26	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	25	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	96.3%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	103.8
1/2	Esplanade Ahead	U	99	521	1940	32.2%	0.6	1617	2.1
1/3	Esplanade Ahead	U	99	635	2080	36.6%	2.6	1733	1.9
1/4	Esplanade Ahead	U	32	475	1848	93.5%	21.0	508	65.2
2/2+2/1	Victoria Ave Ahead Left	U	57	1139	2055:1915	96.3 : 96.3%	37.1	470+712	54.4 (52.9:55.3)
2/3	Victoria Ave Ahead	U	57	936	2055	94.2%	36.0	993	54.9
3/1	St Aubin's Rd Left	U	50	7	1940	0.8%	0.1	825	22.3
3/2	St Aubin's Rd Ahead	U	50	645	2080	73.0%	19.3	884	36.2
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	48	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	54	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):		57.18	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):		19.88	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):		48.99	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-7.0	Total Delay Over All Lanes(pcuHr):		126.93				

Basic Results Summary

Scenario 6: '2025 Do Min PM' (FG6: '2025 Do Minimum PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

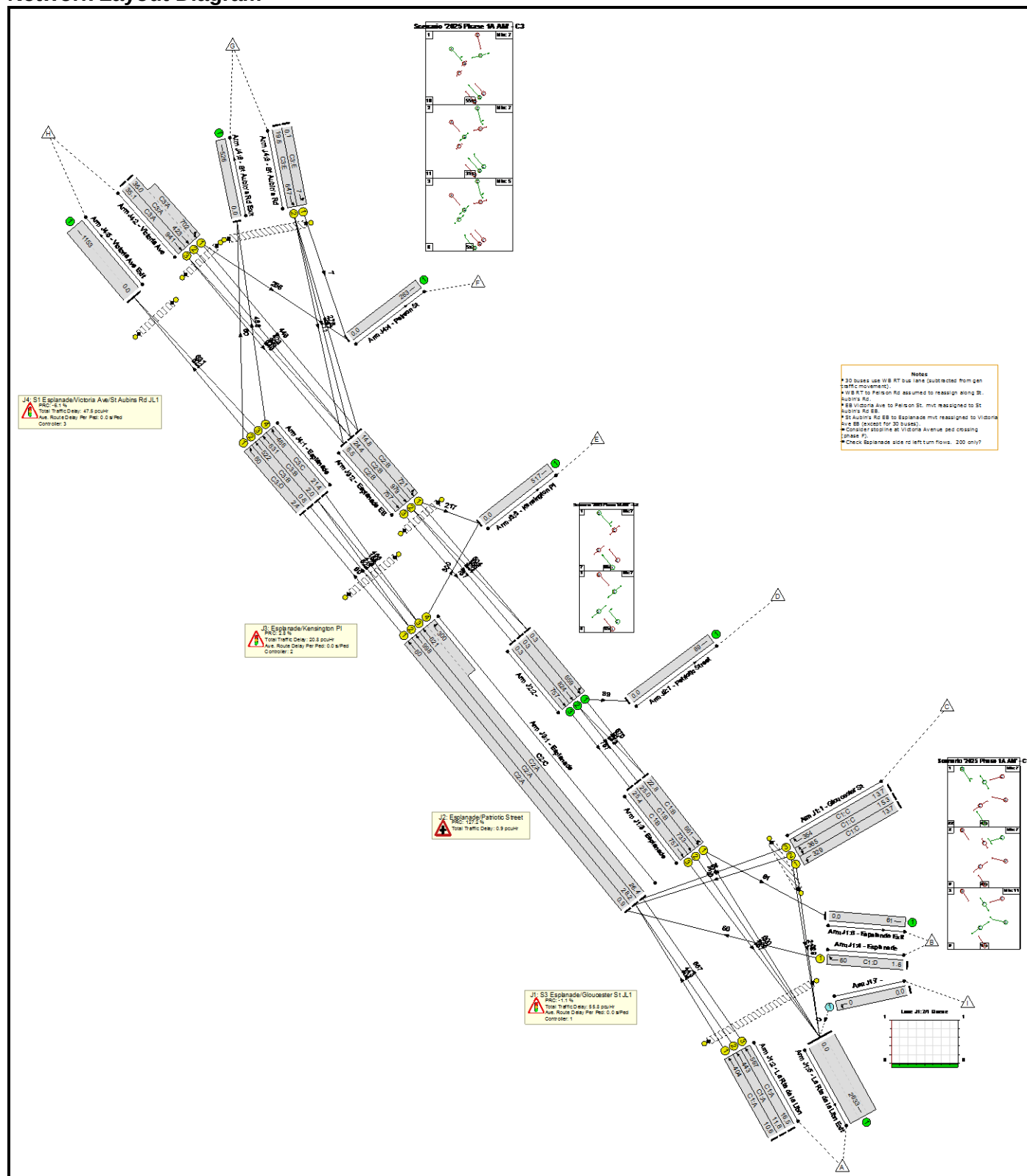
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	106.3%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	106.3%	-	-	-
1/1	Gloucester St Left	U	34	398	1665	82.0%	14.4	486	59.1
1/2	Gloucester St Right Left	U	34	445	1826	83.6%	16.3	533	59.3
1/3	Gloucester St Right	U	34	568	1868	104.3%	38.7	545	171.3
2/1	La Rte de la Libn Ahead	U	39	626	1940	96.8%	28.9	647	87.5
2/2	La Rte de la Libn Ahead	U	39	674	2080	97.2%	31.1	693	87.6
2/3	La Rte de la Libn Ahead	U	39	737	2080	106.3%	54.4	693	192.7
3/1	Esplanade Ahead Left	U	39	357	1940	55.2%	6.7	647	29.1
3/2	Esplanade Ahead	U	39	407	2080	58.7%	6.5	693	26.3
3/3	Esplanade Ahead	U	39	433	2080	62.5%	6.3	693	25.3
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	372	0.0
Ped Link: P1	Unnamed Ped Link	-	72	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.3%	-	-	-
2/1	Left Ahead	U	-	315	1889	16.7%	0.1	1889	1.1
2/2	Ahead	U	-	506	2080	24.3%	0.2	2080	1.1
2/3	Ahead	U	-	433	2080	20.8%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	104.4%	-	-	-
1/1	Esplanade Ahead	U	89	60	1800	4.4%	1.7	1350	10.2
1/2	Esplanade Ahead	U	89	1519	1940	104.4%	103.2	1455	130.1
1/3+1/4	Esplanade Right Ahead	U	89:18	1305	2080:1764	83.7 : 93.8%	32.3	1166+279	23.1 (13.6:58.2)
2/1	Esplanade EB Left Ahead	U	89	294	1866	21.0%	2.0	1400	4.6

Basic Results Summary

2/2	Esplanade EB Ahead	U	89	605	2080	38.8%	10.8	1560	3.5
2/3	Esplanade EB Ahead	U	89	433	2080	27.8%	1.4	1560	2.9
Ped Link: P1	Unnamed Ped Link	-	19	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	18	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	80.9%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	114.2
1/2	Esplanade Ahead	U	99	856	1940	50.7%	1.1	1617	2.6
1/3	Esplanade Ahead	U	99	980	2080	54.2%	1.8	1733	2.9
1/4	Esplanade Ahead	U	53	711	1848	80.9%	21.6	832	24.0
2/2+2/1	Victoria Ave Ahead Left	U	36	723	2055:1915	78.2 : 78.2%	12.7	437+487	44.0 (43.2:44.6)
2/3	Victoria Ave Ahead	U	36	398	2055	62.8%	12.1	634	43.2
3/1	St Aubin's Rd Left	U	71	30	1940	2.6%	0.4	1164	11.4
3/2	St Aubin's Rd Ahead	U	71	504	2080	40.4%	9.2	1248	15.1
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	69	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	33	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-18.1	Total Delay for Signalled Lanes (pcuHr):		121.51	Cycle Time (s):		120	
C2	PRC for Signalled Lanes (%):	-16.0	Total Delay for Signalled Lanes (pcuHr):		64.31	Cycle Time (s):		120	
C3	PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):		23.57	Cycle Time (s):		120	
	PRC Over All Lanes (%):	-18.1	Total Delay Over All Lanes(pcuHr):		209.79				

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	95.5%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	91.0%	-	-	-
1/1	Gloucester St Left	U	26	329	1665	87.8%	13.7	375	79.6
1/2	Gloucester St Right Left	U	26	365	1820	89.1%	15.3	410	80.0
1/3	Gloucester St Right	U	26	354	1868	84.2%	13.7	420	69.7
2/1	La Rte de la Libn Ahead	U	47	404	1940	52.1%	10.6	776	32.1
2/2	La Rte de la Libn Ahead	U	47	443	2080	53.2%	11.8	832	32.1
2/3	La Rte de la Libn Ahead	U	47	567	2080	68.1%	16.5	832	36.4
3/1	Esplanade Ahead Left	U	47	661	1940	85.2%	22.8	776	34.5
3/2	Esplanade Ahead	U	47	733	2080	88.1%	25.0	832	30.5
3/3	Esplanade Ahead	U	47	757	2080	91.0%	25.4	832	33.8
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	317	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	39.6%	-	-	-
2/1	Left Ahead	U	-	659	1901	34.7%	0.3	1901	1.4
2/2	Ahead	U	-	824	2080	39.6%	0.3	2080	1.4
2/3	Ahead	U	-	757	2080	36.4%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	87.5%	-	-	-
1/1	Esplanade Ahead	U	80	60	1800	4.9%	0.9	1215	2.5
1/2	Esplanade Ahead	U	80	998	1940	76.2%	28.2	1310	17.7
1/3+1/4	Esplanade Right Ahead	U	80:27	921	2080:1764	87.5 : 87.5%	26.4	709+343	33.3 (27.0:46.4)
2/1	Esplanade EB Left Ahead	U	80	721	1856	57.6%	14.8	1253	12.8

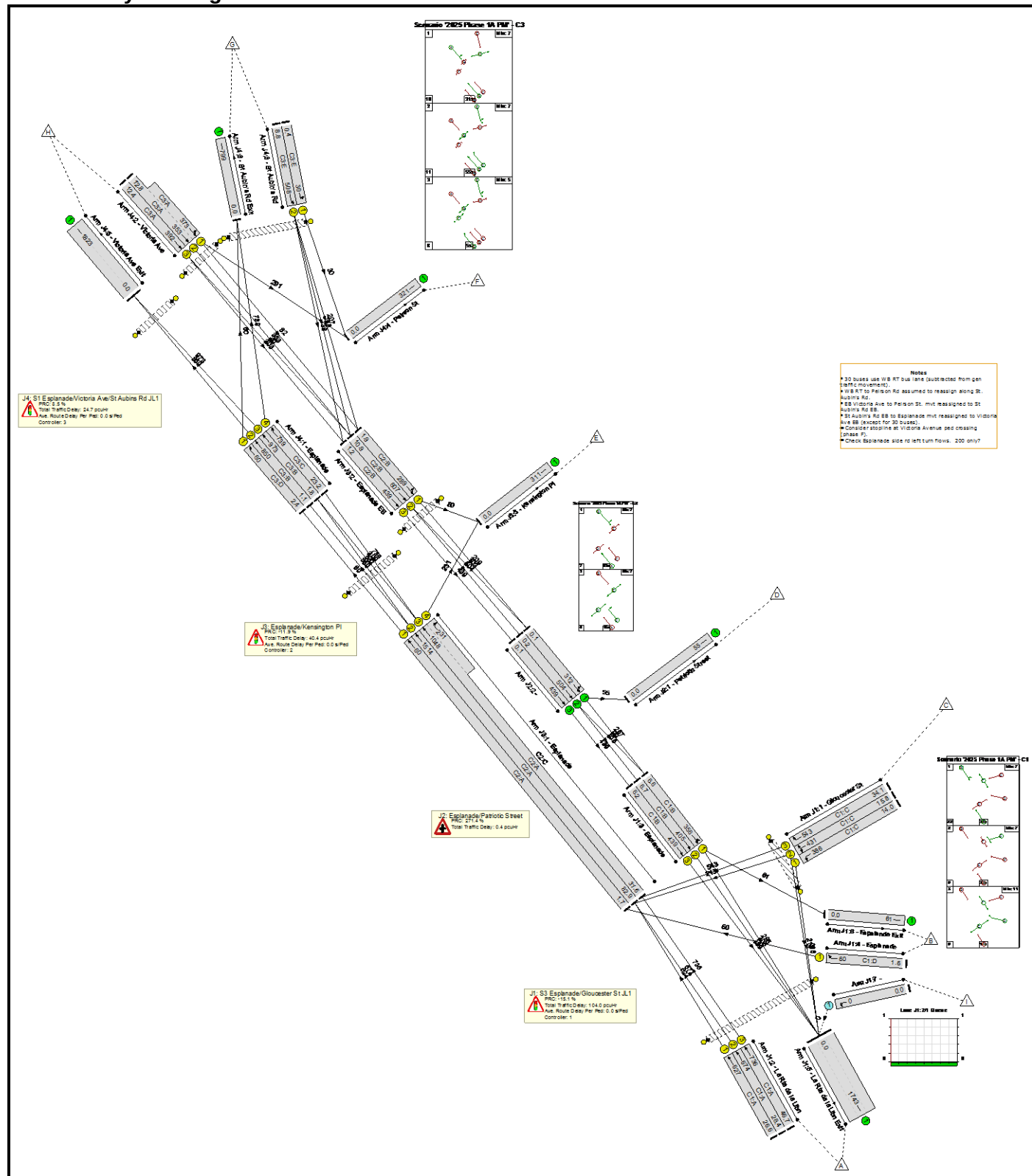
Basic Results Summary

2/2	Esplanade EB Ahead	U	80	979	2080	69.7%	24.4	1404	13.3
2/3	Esplanade EB Ahead	U	80	757	2080	53.9%	6.5	1404	5.6
Ped Link: P1	Unnamed Ped Link	-	28	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	27	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	95.5%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	103.1
1/2	Esplanade Ahead	U	99	522	1940	32.3%	0.6	1617	2.1
1/3	Esplanade Ahead	U	99	631	2080	36.4%	2.0	1733	1.9
1/4	Esplanade Ahead	U	31	466	1848	94.6%	21.4	493	70.8
2/2+2/1	Victoria Ave Ahead Left	U	58	1125	2055:1915	95.5 : 95.5%	36.0	443+735	50.9 (49.2:51.9)
2/3	Victoria Ave Ahead	U	58	941	2055	93.1%	35.1	1010	50.8
3/1	St Aubin's Rd Left	U	49	7	1940	0.9%	0.1	808	23.0
3/2	St Aubin's Rd Ahead	U	49	647	2080	74.7%	19.6	867	37.7
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	47	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	55	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):		55.82	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):		20.85	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-6.1	Total Delay for Signalled Lanes (pcuHr):		47.54	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-6.1	Total Delay Over All Lanes(pcuHr):		125.09				

Basic Results Summary

Scenario 8: '2025 Phase 1A PM' (FG8: '2025 Phase 1A PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

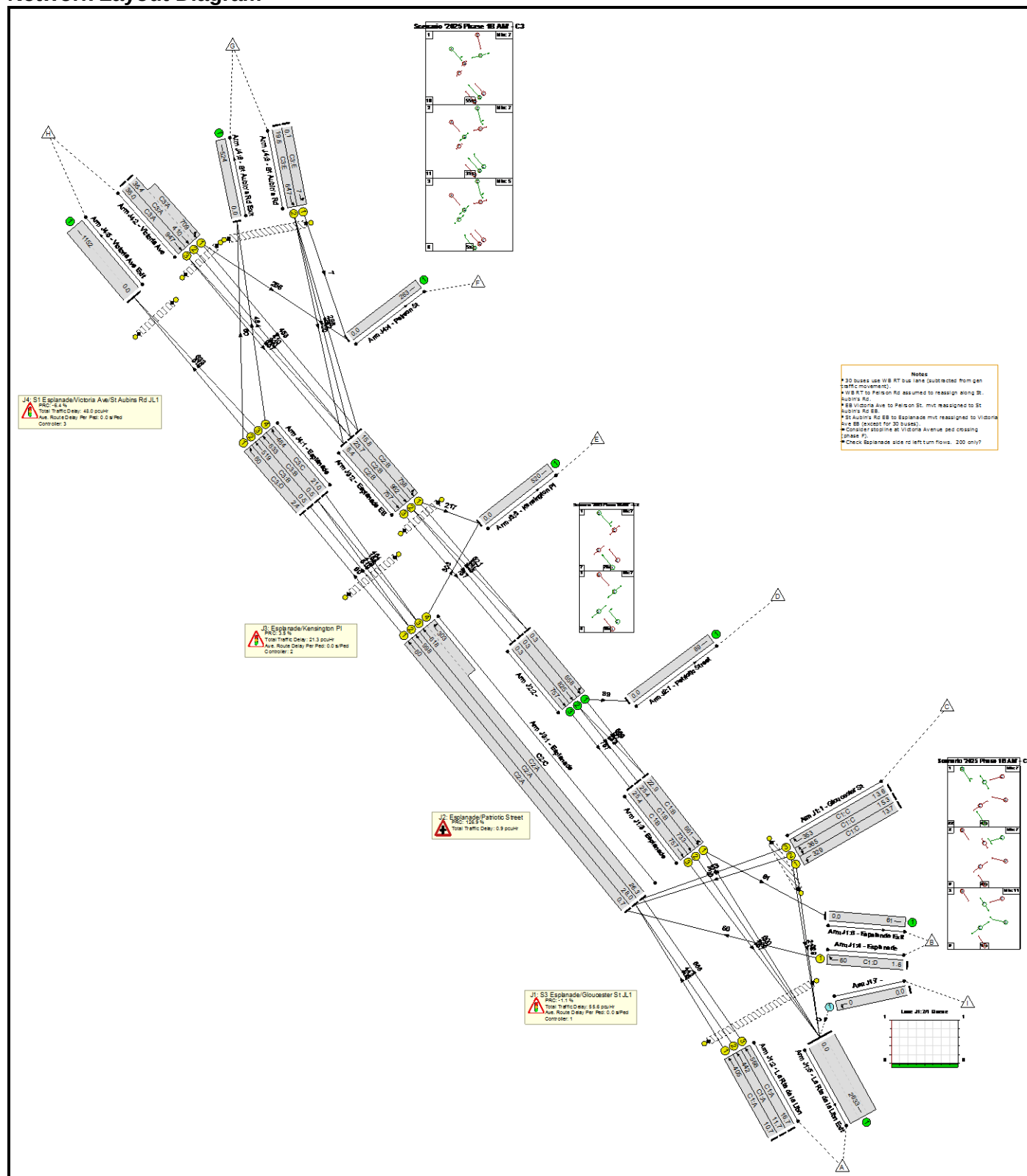
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	103.6%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	103.6%	-	-	-
1/1	Gloucester St Left	U	33	386	1665	81.8%	14.0	472	60.1
1/2	Gloucester St Right Left	U	33	431	1826	83.3%	15.8	517	60.1
1/3	Gloucester St Right	U	33	543	1868	102.6%	34.1	529	151.3
2/1	La Rte de la Libn Ahead	U	40	627	1940	94.6%	26.6	663	75.4
2/2	La Rte de la Libn Ahead	U	40	674	2080	94.8%	28.4	711	74.4
2/3	La Rte de la Libn Ahead	U	40	736	2080	103.6%	46.7	711	152.0
3/1	Esplanade Ahead Left	U	40	356	1940	53.7%	6.6	663	28.6
3/2	Esplanade Ahead	U	40	405	2080	57.0%	6.7	711	26.4
3/3	Esplanade Ahead	U	40	439	2080	61.8%	6.2	711	24.4
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	376	0.0
Ped Link: P1	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.2%	-	-	-
2/1	Left Ahead	U	-	312	1890	16.5%	0.1	1890	1.1
2/2	Ahead	U	-	504	2080	24.2%	0.2	2080	1.1
2/3	Ahead	U	-	439	2080	21.1%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	100.7%	-	-	-
1/1	Esplanade Ahead	U	92	60	1800	4.3%	1.7	1395	9.3
1/2	Esplanade Ahead	U	92	1514	1940	100.7%	82.9	1504	78.3
1/3+1/4	Esplanade Right Ahead	U	92:15	1279	2080:1764	76.4 : 95.1%	31.6	1330+235	17.8 (9.4:56.0)
2/1	Esplanade EB Left Ahead	U	92	289	1863	20.0%	1.9	1444	4.0

Basic Results Summary

2/2	Esplanade EB Ahead	U	92	607	2080	37.7%	10.9	1612	3.2
2/3	Esplanade EB Ahead	U	92	439	2080	27.2%	1.2	1612	2.5
Ped Link: P1	Unnamed Ped Link	-	16	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	15	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	83.0%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	117.1
1/2	Esplanade Ahead	U	99	850	1940	52.3%	1.1	1617	2.7
1/3	Esplanade Ahead	U	99	973	2080	55.4%	1.8	1733	3.0
1/4	Esplanade Ahead	U	55	739	1848	83.0%	23.2	862	24.9
2/2+2/1	Victoria Ave Ahead Left	U	34	726	2055:1915	79.9 : 79.9%	12.8	442+467	46.5 (46.0:47.0)
2/3	Victoria Ave Ahead	U	34	392	2055	65.4%	12.4	599	45.8
3/1	St Aubin's Rd Left	U	73	30	1940	2.5%	0.4	1196	10.6
3/2	St Aubin's Rd Ahead	U	73	508	2080	39.6%	8.8	1283	14.0
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	71	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	31	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-15.1	Total Delay for Signalled Lanes (pcuHr):			104.01	Cycle Time (s): 120		
C2	PRC for Signalled Lanes (%):	-11.9	Total Delay for Signalled Lanes (pcuHr):			40.38	Cycle Time (s): 120		
C3	PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):			24.75	Cycle Time (s): 120		
	PRC Over All Lanes (%):	-15.1	Total Delay Over All Lanes(pcuHr):			169.53			

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	95.7%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	91.0%	-	-	-
1/1	Gloucester St Left	U	26	329	1665	87.8%	13.7	375	79.6
1/2	Gloucester St Right Left	U	26	365	1820	89.1%	15.3	410	80.0
1/3	Gloucester St Right	U	26	353	1868	84.0%	13.6	420	69.4
2/1	La Rte de la Libn Ahead	U	47	405	1940	52.2%	10.7	776	32.1
2/2	La Rte de la Libn Ahead	U	47	442	2080	53.1%	11.7	832	32.0
2/3	La Rte de la Libn Ahead	U	47	568	2080	68.3%	16.7	832	36.5
3/1	Esplanade Ahead Left	U	47	661	1940	85.2%	22.9	776	34.2
3/2	Esplanade Ahead	U	47	733	2080	88.1%	25.4	832	30.5
3/3	Esplanade Ahead	U	47	757	2080	91.0%	25.4	832	33.0
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	318	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	39.7%	-	-	-
2/1	Left Ahead	U	-	658	1901	34.6%	0.3	1901	1.4
2/2	Ahead	U	-	825	2080	39.7%	0.3	2080	1.4
2/3	Ahead	U	-	757	2080	36.4%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	87.0%	-	-	-
1/1	Esplanade Ahead	U	79	60	1800	5.0%	0.7	1200	2.1
1/2	Esplanade Ahead	U	79	998	1940	77.2%	28.0	1293	19.5
1/3+1/4	Esplanade Right Ahead	U	79:28	921	2080:1764	87.0 : 87.0%	26.3	711+348	32.0 (26.1:44.1)
2/1	Esplanade EB Left Ahead	U	79	738	1858	59.6%	15.8	1239	14.0

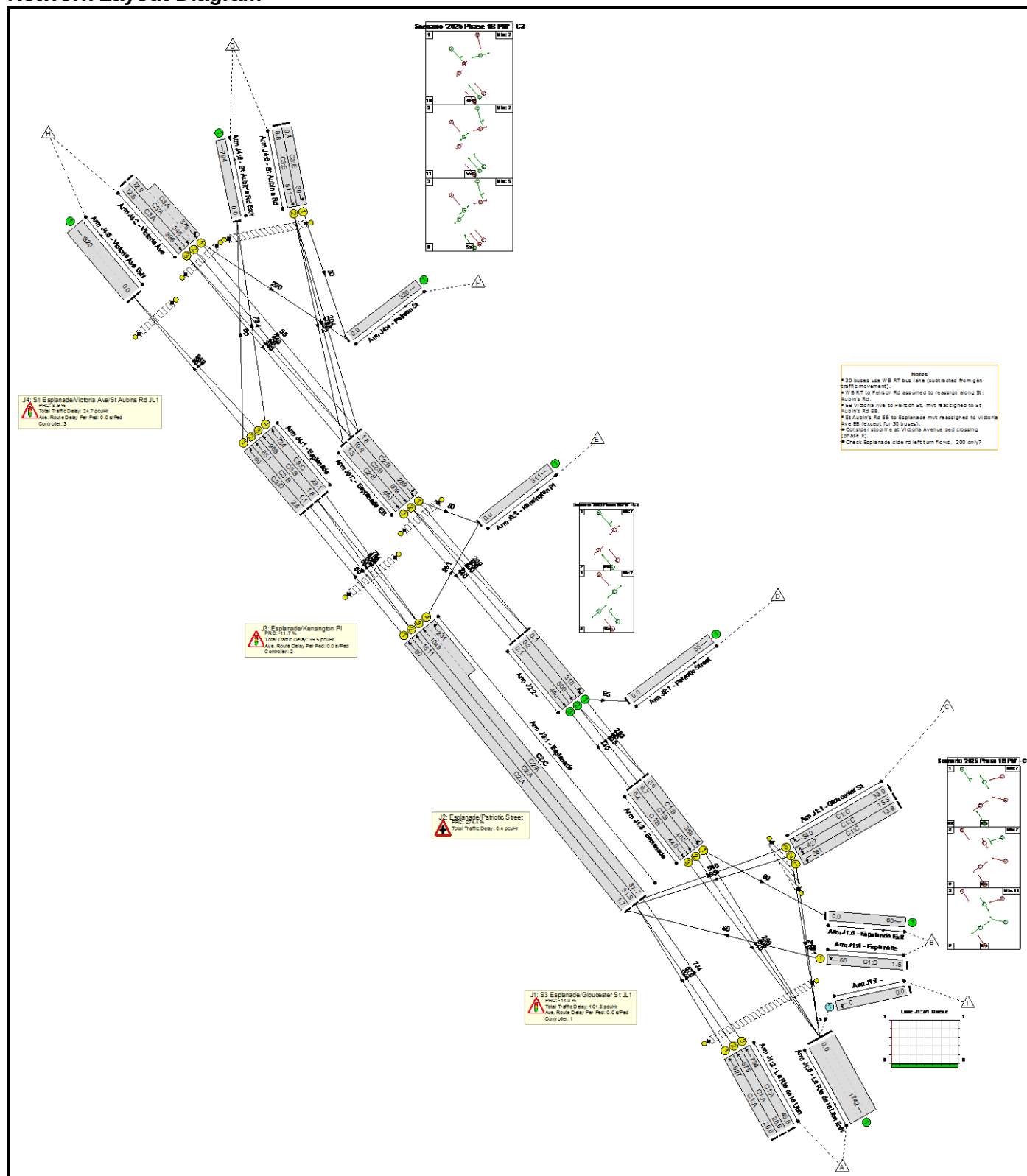
Basic Results Summary

2/2	Esplanade EB Ahead	U	79	962	2080	69.4%	23.7	1387	13.8
2/3	Esplanade EB Ahead	U	79	757	2080	54.6%	6.4	1387	5.5
Ped Link: P1	Unnamed Ped Link	-	29	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	28	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	95.7%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	102.5
1/2	Esplanade Ahead	U	99	519	1940	32.1%	0.5	1617	1.9
1/3	Esplanade Ahead	U	99	633	2080	36.5%	0.5	1733	1.8
1/4	Esplanade Ahead	U	31	464	1848	94.2%	21.0	493	68.6
2/2+2/1	Victoria Ave Ahead Left	U	58	1119	2055:1915	95.7 : 95.7%	36.4	428+741	52.1 (50.3:53.1)
2/3	Victoria Ave Ahead	U	58	947	2055	93.7%	36.0	1010	52.5
3/1	St Aubin's Rd Left	U	49	7	1940	0.9%	0.1	808	23.0
3/2	St Aubin's Rd Ahead	U	49	647	2080	74.7%	19.6	867	37.7
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	47	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	55	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):		55.56	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):		21.35	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-6.4	Total Delay for Signalled Lanes (pcuHr):		47.97	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-6.4	Total Delay Over All Lanes(pcuHr):		125.76				

Basic Results Summary

Scenario 10: '2025 Phase 1B PM' (FG10: '2025 Phase 1B PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	103.3%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	103.3%	-	-	-
1/1	Gloucester St Left	U	33	381	1665	80.8%	13.8	472	59.0
1/2	Gloucester St Right Left	U	33	427	1826	82.5%	15.5	517	59.2
1/3	Gloucester St Right	U	33	540	1868	102.0%	33.0	529	144.4
2/1	La Rte de la Libn Ahead	U	40	627	1940	94.6%	26.6	663	75.4
2/2	La Rte de la Libn Ahead	U	40	675	2080	95.0%	28.6	711	75.0
2/3	La Rte de la Libn Ahead	U	40	734	2080	103.3%	45.8	711	148.1
3/1	Esplanade Ahead Left	U	40	358	1940	54.0%	6.6	663	28.4
3/2	Esplanade Ahead	U	40	405	2080	57.0%	6.7	711	26.3
3/3	Esplanade Ahead	U	40	440	2080	61.9%	6.4	711	24.9
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	377	0.0
Ped Link: P1	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.0%	-	-	-
2/1	Left Ahead	U	-	318	1891	16.8%	0.1	1891	1.1
2/2	Ahead	U	-	500	2080	24.0%	0.2	2080	1.1
2/3	Ahead	U	-	440	2080	21.2%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	100.5%	-	-	-
1/1	Esplanade Ahead	U	92	60	1800	4.3%	1.7	1395	9.3
1/2	Esplanade Ahead	U	92	1511	1940	100.5%	81.9	1504	76.1
1/3+1/4	Esplanade Right Ahead	U	92:15	1274	2080:1764	76.9 : 95.4%	31.7	1321+235	18.0 (9.5:56.3)
2/1	Esplanade EB Left Ahead	U	92	289	1863	20.0%	1.8	1444	4.0

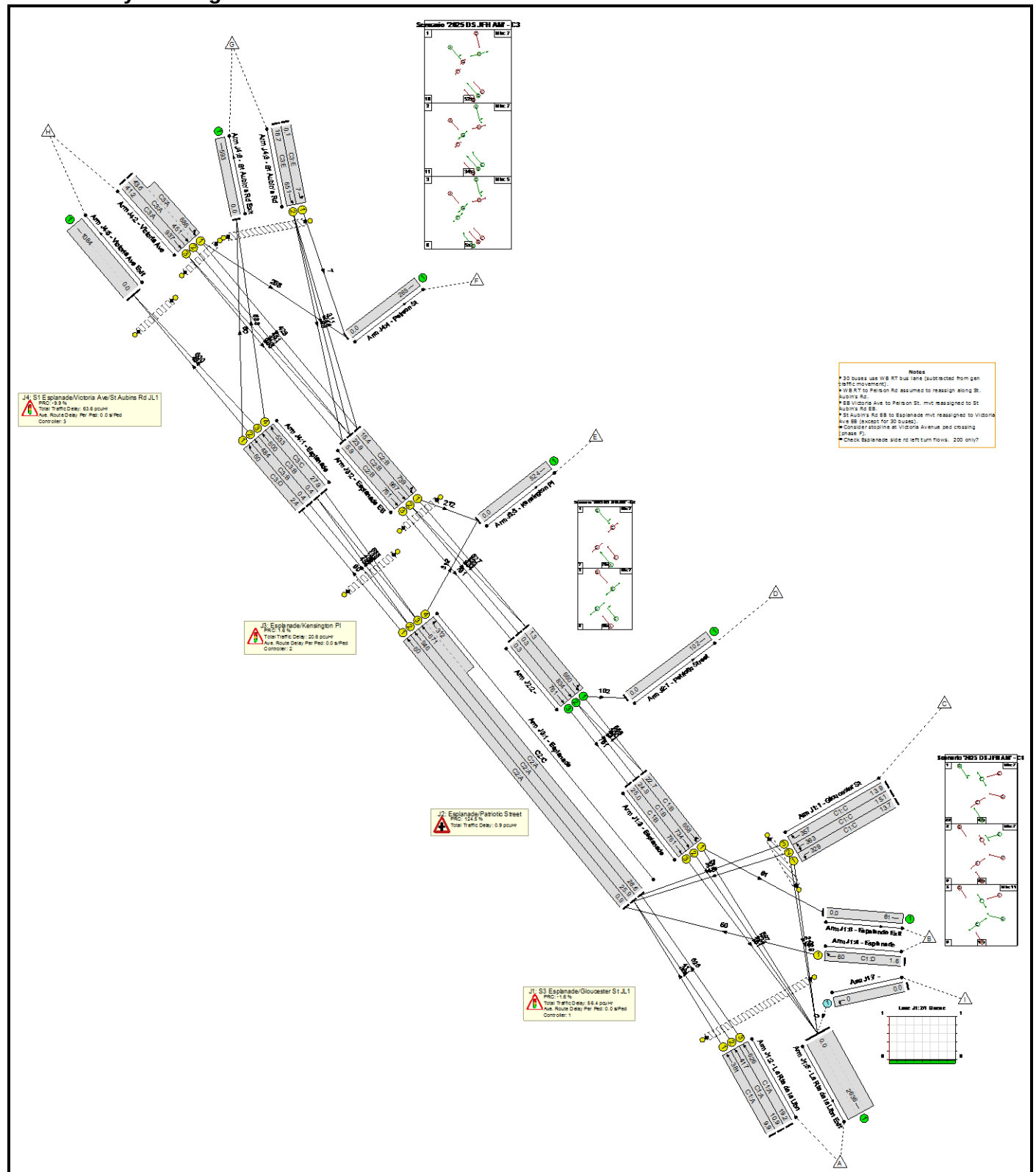
Basic Results Summary

2/2	Esplanade EB Ahead	U	92	609	2080	37.8%	10.9	1612	3.3
2/3	Esplanade EB Ahead	U	92	440	2080	27.3%	1.3	1612	2.6
Ped Link: P1	Unnamed Ped Link	-	16	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	15	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	82.7%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	117.1
1/2	Esplanade Ahead	U	99	851	1940	52.4%	1.1	1617	2.7
1/3	Esplanade Ahead	U	99	969	2080	55.3%	1.8	1733	3.0
1/4	Esplanade Ahead	U	55	734	1848	82.7%	23.1	862	24.6
2/2+2/1	Victoria Ave Ahead Left	U	34	721	2055:1915	80.1 : 80.1%	12.9	432+468	46.7 (46.0:47.3)
2/3	Victoria Ave Ahead	U	34	396	2055	66.1%	12.5	599	46.1
3/1	St Aubin's Rd Left	U	73	30	1940	2.5%	0.4	1196	10.6
3/2	St Aubin's Rd Ahead	U	73	511	2080	39.8%	8.8	1283	14.0
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	71	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	31	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):		101.76	Cycle Time (s):		120	
C2	PRC for Signalled Lanes (%):	-11.7	Total Delay for Signalled Lanes (pcuHr):		39.48	Cycle Time (s):		120	
C3	PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):		24.74	Cycle Time (s):		120	
	PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):		166.38				

Basic Results Summary

Scenario 11: '2025 DS JFH AM' (FG11: '2025 DS JFH AM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	98.9%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	91.5%	-	-	-
1/1	Gloucester St Left	U	26	329	1665	87.8%	13.7	375	79.6
1/2	Gloucester St Right Left	U	26	363	1819	88.7%	15.1	409	78.9
1/3	Gloucester St Right	U	26	357	1868	84.9%	13.9	420	70.8
2/1	La Rte de la Libn Ahead	U	47	381	1940	49.1%	9.9	776	31.4
2/2	La Rte de la Libn Ahead	U	47	417	2080	50.1%	10.9	832	31.3
2/3	La Rte de la Libn Ahead	U	47	626	2080	75.2%	19.2	832	39.5
3/1	Esplanade Ahead Left	U	47	658	1940	84.8%	22.7	776	34.8
3/2	Esplanade Ahead	U	47	734	2080	88.2%	24.9	832	30.8
3/3	Esplanade Ahead	U	47	761	2080	91.5%	25.0	832	33.4
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	314	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	40.1%	-	-	-
2/1	Left Ahead	U	-	660	1896	34.8%	1.3	1896	1.5
2/2	Ahead	U	-	834	2080	40.1%	0.3	2080	1.4
2/3	Ahead	U	-	761	2080	36.6%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	88.6%	-	-	-
1/1	Esplanade Ahead	U	78	60	1800	5.1%	0.9	1185	2.6
1/2	Esplanade Ahead	U	78	946	1940	74.1%	25.9	1277	15.9
1/3+1/4	Esplanade Right Ahead	U	78:29	983	2080:1764	88.6 : 88.6%	28.6	757+352	32.3 (26.7:44.4)
2/1	Esplanade EB Left Ahead	U	78	739	1860	60.4%	15.4	1225	14.3

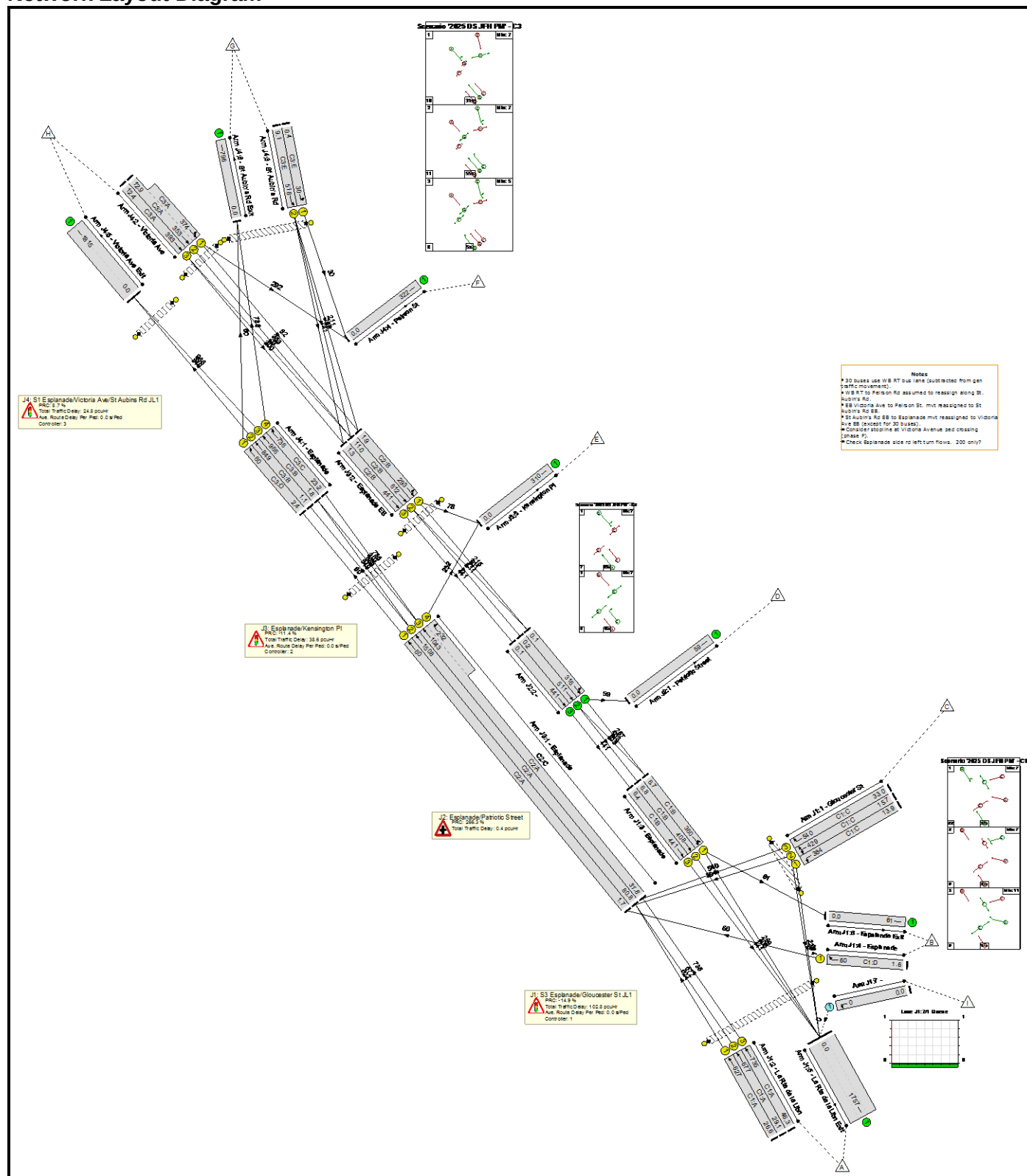
Basic Results Summary

2/2	Esplanade EB Ahead	U	78	967	2080	70.6%	23.9	1369	13.1
2/3	Esplanade EB Ahead	U	78	761	2080	55.6%	5.9	1369	5.4
Ped Link: P1	Unnamed Ped Link	-	30	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	29	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	98.9%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	103.1
1/2	Esplanade Ahead	U	99	484	1940	29.9%	0.4	1617	1.8
1/3	Esplanade Ahead	U	99	600	2080	34.6%	0.4	1733	1.7
1/4	Esplanade Ahead	U	34	533	1848	98.9%	27.9	539	91.2
2/2+2/1	Victoria Ave Ahead Left	U	55	1137	2055:1915	98.9 : 98.9%	43.6	456+693	72.0 (70.5:73.0)
2/3	Victoria Ave Ahead	U	55	937	2055	97.7%	41.2	959	72.7
3/1	St Aubin's Rd Left	U	52	7	1940	0.8%	0.1	857	21.1
3/2	St Aubin's Rd Ahead	U	52	651	2080	70.9%	18.7	919	33.9
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	50	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	52	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):		56.43	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):		20.64	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-9.9	Total Delay for Signalled Lanes (pcuHr):		63.60	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-9.9	Total Delay Over All Lanes(pcuHr):		141.56				

Basic Results Summary

Scenario 12: '2025 DS JFH PM' (FG12: '2025 DS JFH PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	103.4%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	103.4%	-	-	-
1/1	Gloucester St Left	U	33	384	1665	81.4%	13.9	472	59.6
1/2	Gloucester St Right Left	U	33	429	1825	83.0%	15.7	517	59.7
1/3	Gloucester St Right	U	33	540	1868	102.0%	33.0	529	144.4
2/1	La Rte de la Libn Ahead	U	40	627	1940	94.6%	26.6	663	75.4
2/2	La Rte de la Libn Ahead	U	40	677	2080	95.3%	29.1	711	76.2
2/3	La Rte de la Libn Ahead	U	40	735	2080	103.4%	46.3	711	150.0
3/1	Esplanade Ahead Left	U	40	360	1940	54.3%	6.7	663	28.7
3/2	Esplanade Ahead	U	40	408	2080	57.4%	6.8	711	26.5
3/3	Esplanade Ahead	U	40	441	2080	62.1%	6.4	711	24.8
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	374	0.0
Ped Link: P1	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.6%	-	-	-
2/1	Left Ahead	U	-	316	1887	16.7%	0.1	1887	1.1
2/2	Ahead	U	-	511	2080	24.6%	0.2	2080	1.1
2/3	Ahead	U	-	441	2080	21.2%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	100.3%	-	-	-
1/1	Esplanade Ahead	U	92	60	1800	4.3%	1.7	1395	9.3
1/2	Esplanade Ahead	U	92	1508	1940	100.3%	80.8	1504	73.9
1/3+1/4	Esplanade Right Ahead	U	92:15	1275	2080:1764	77.4 : 95.7%	31.8	1312+235	18.2 (9.7:56.6)
2/1	Esplanade EB Left Ahead	U	92	293	1866	20.3%	1.9	1446	4.0

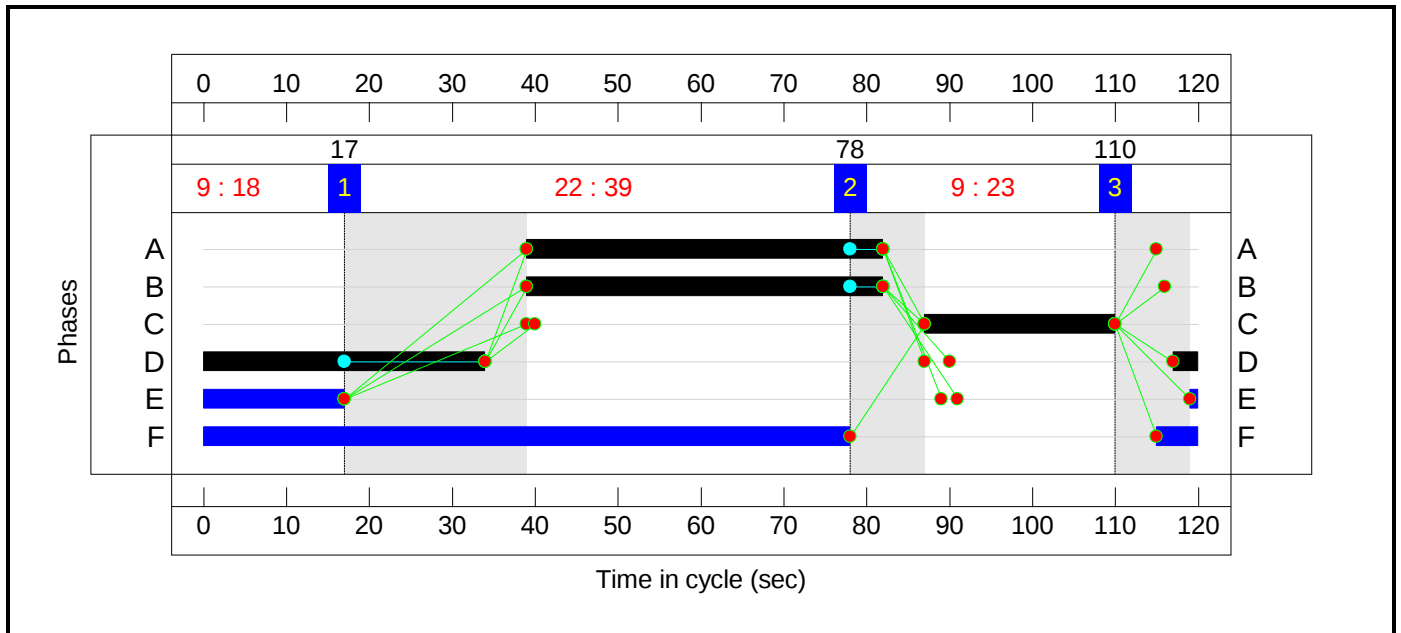
Basic Results Summary

2/2	Esplanade EB Ahead	U	92	612	2080	38.0%	11.0	1612	3.2
2/3	Esplanade EB Ahead	U	92	441	2080	27.4%	1.3	1612	2.6
Ped Link: P1	Unnamed Ped Link	-	16	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	15	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	82.8%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	117.1
1/2	Esplanade Ahead	U	99	849	1940	52.4%	1.1	1617	2.7
1/3	Esplanade Ahead	U	99	966	2080	55.2%	1.8	1733	3.0
1/4	Esplanade Ahead	U	55	736	1848	82.8%	23.2	862	24.7
2/2+2/1	Victoria Ave Ahead Left	U	34	727	2055:1915	80.1 : 80.1%	12.9	441+467	46.6 (46.1:47.2)
2/3	Victoria Ave Ahead	U	34	393	2055	65.6%	12.4	599	45.9
3/1	St Aubin's Rd Left	U	73	30	1940	2.5%	0.4	1196	10.6
3/2	St Aubin's Rd Ahead	U	73	518	2080	40.4%	9.1	1283	14.1
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	71	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	31	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-14.9	Total Delay for Signalled Lanes (pcuHr):		102.76	Cycle Time (s):		120	
C2	PRC for Signalled Lanes (%):	-11.4	Total Delay for Signalled Lanes (pcuHr):		38.59	Cycle Time (s):		120	
C3	PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):		24.82	Cycle Time (s):		120	
	PRC Over All Lanes (%):	-14.9	Total Delay Over All Lanes(pcuHr):		166.57				

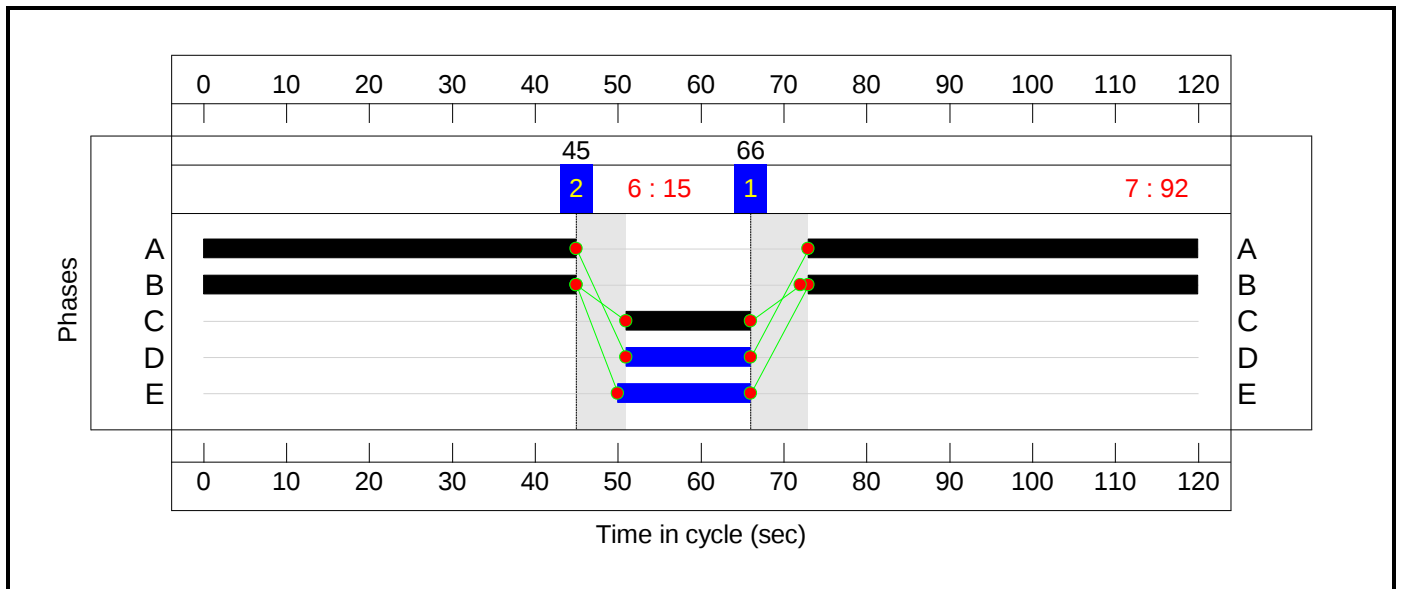
Signal Timings Diagram

Scenario 1: 'DFI 2016 AM Peak' (FG1: 'DFI 2016 AM Peak', Plan 1: '2016 AM Peak')

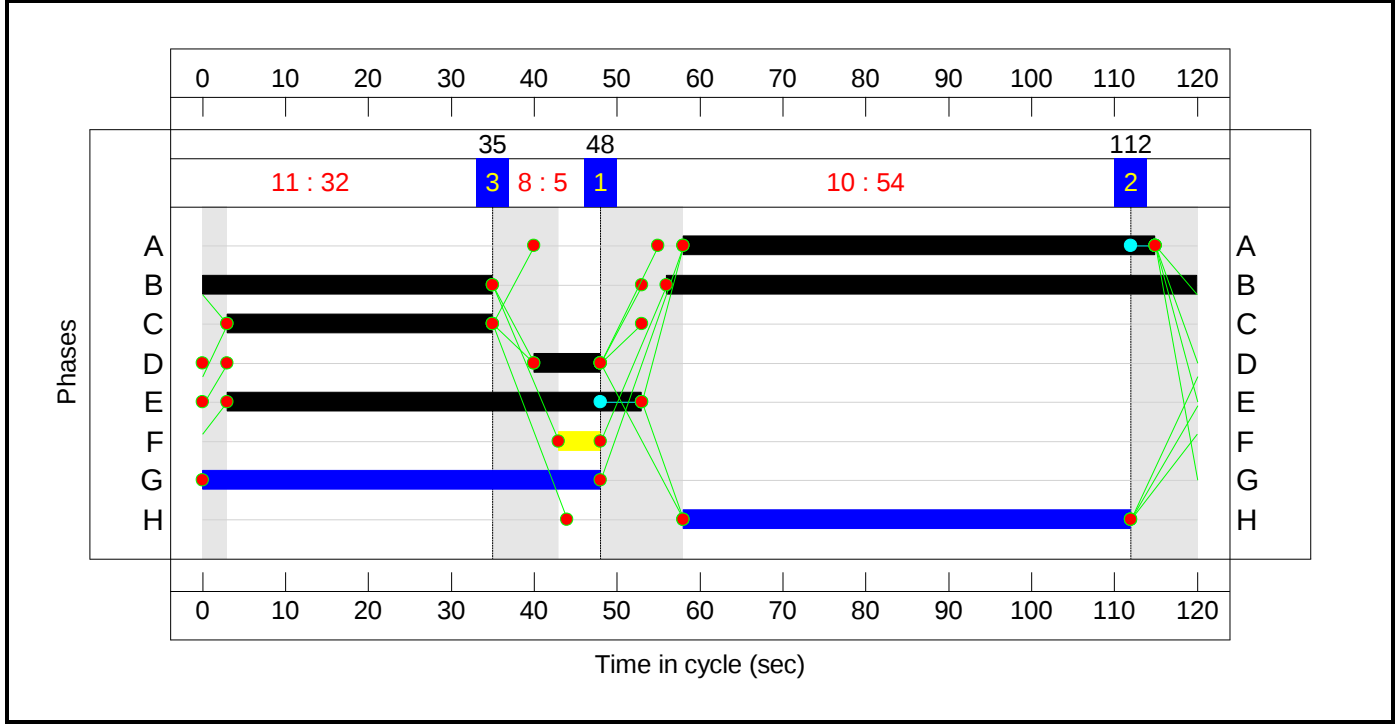
C1



C2

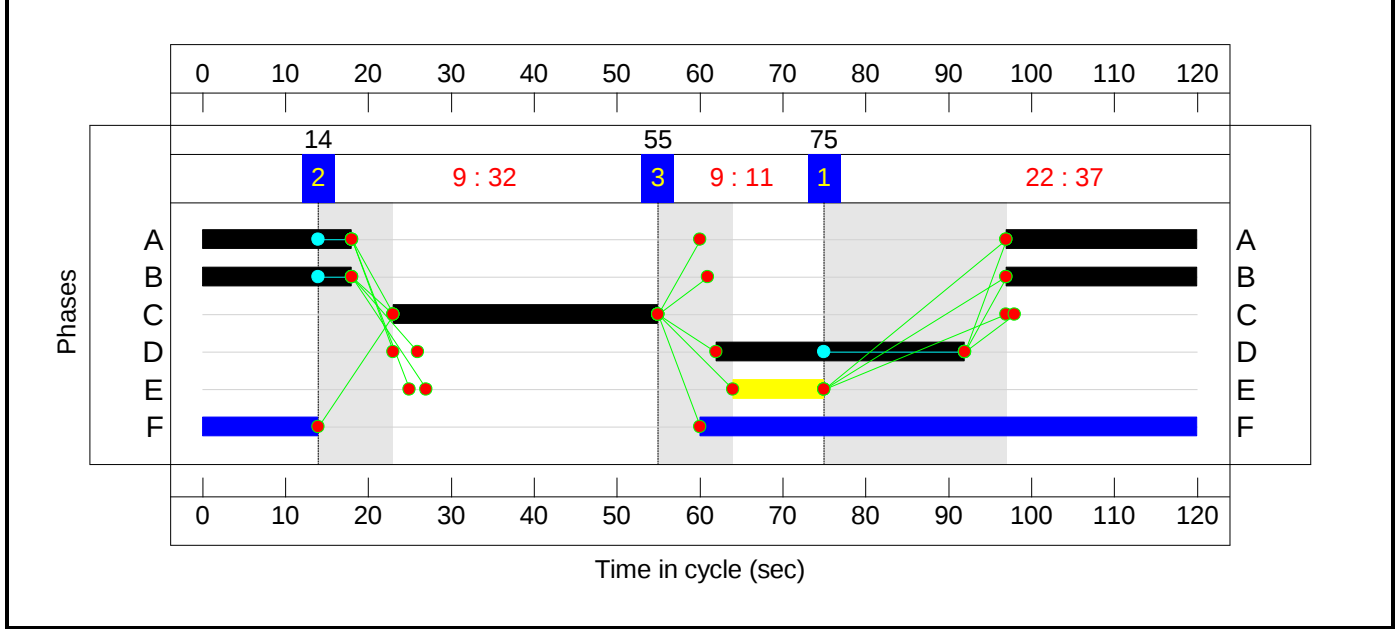


C3

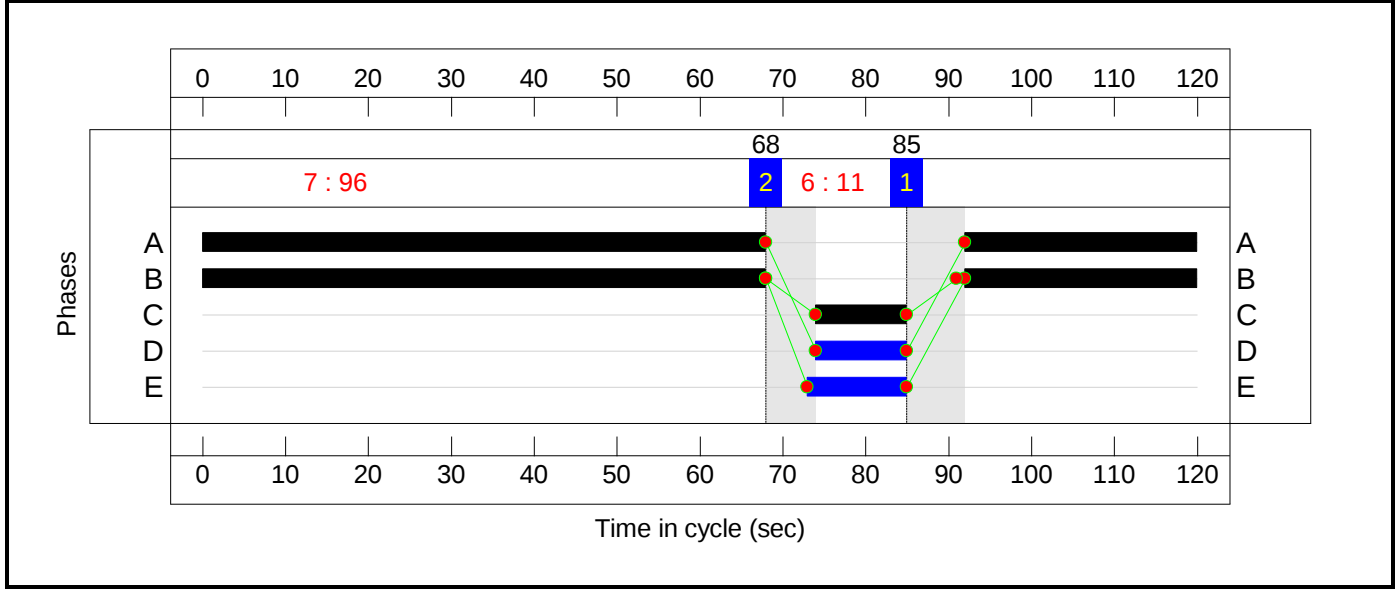


Scenario 2: 'DFI 2016 PM Peak' (FG2: 'DFI 2016 PM Peak', Plan 1: '2016 AM Peak')

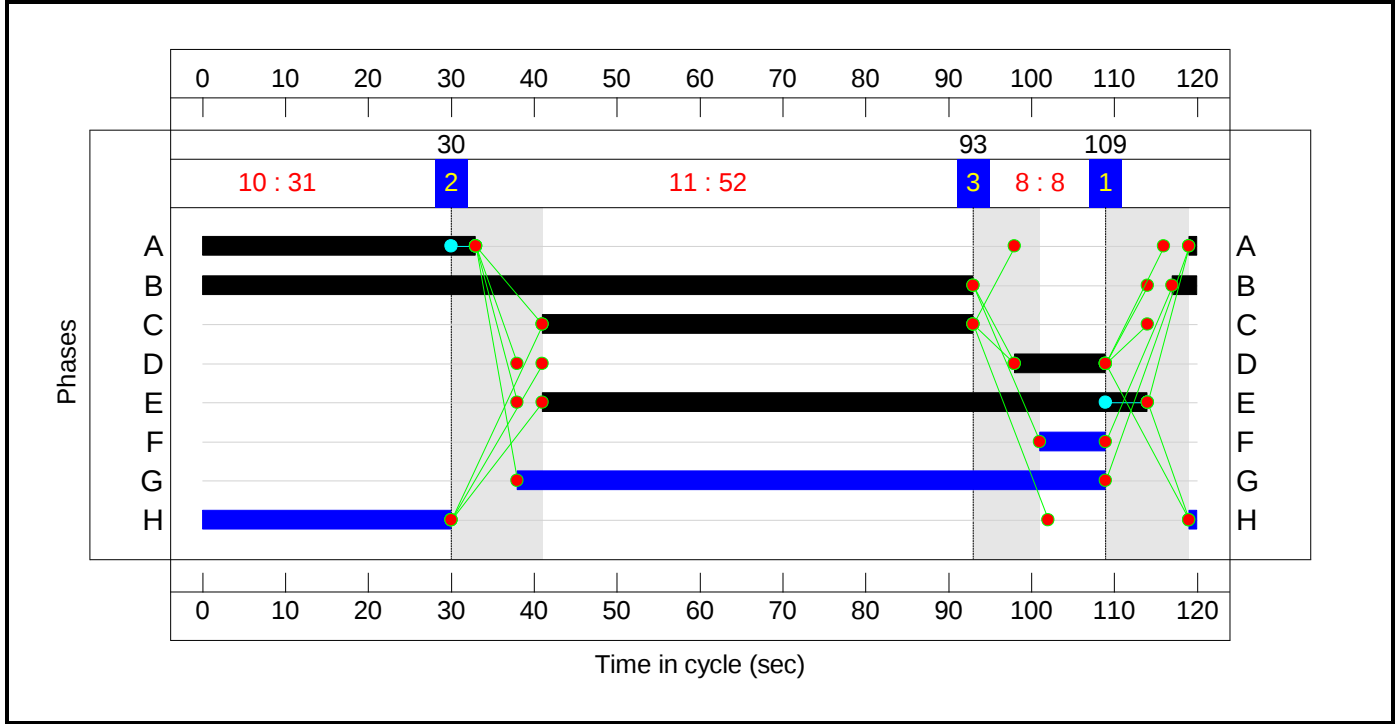
C1



C2

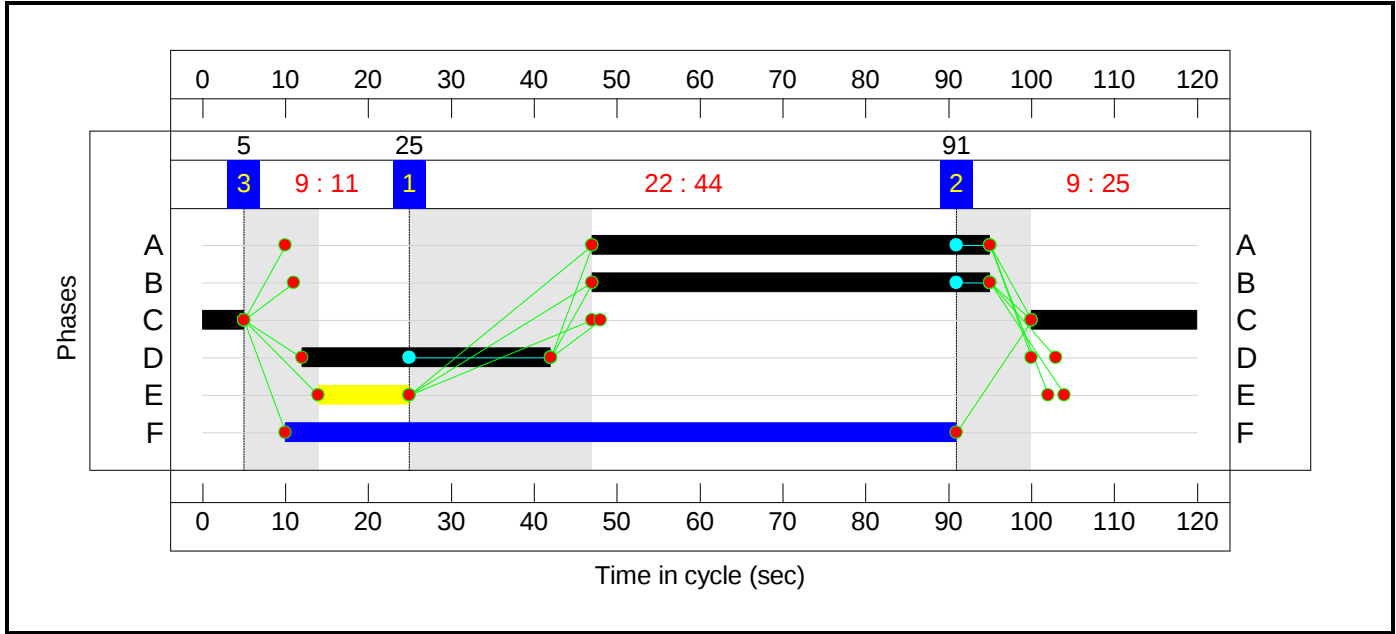


C3

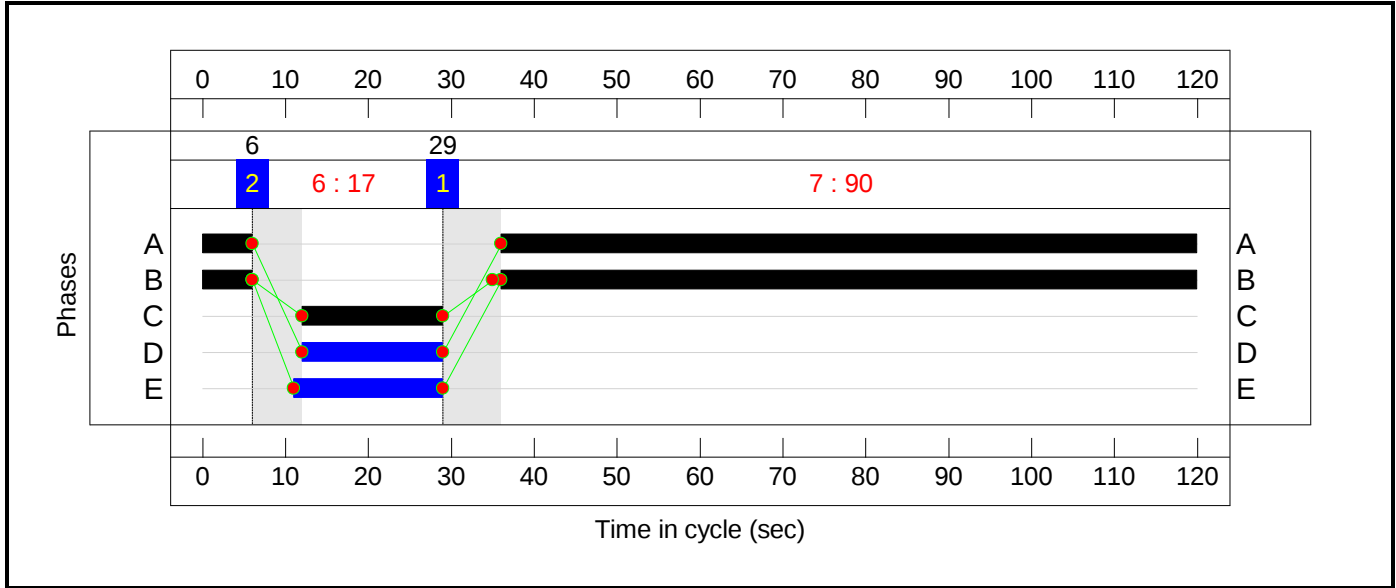


Scenario 3: '2016 Base AM' (FG3: '2016 Base AM', Plan 1: '2016 AM Peak')

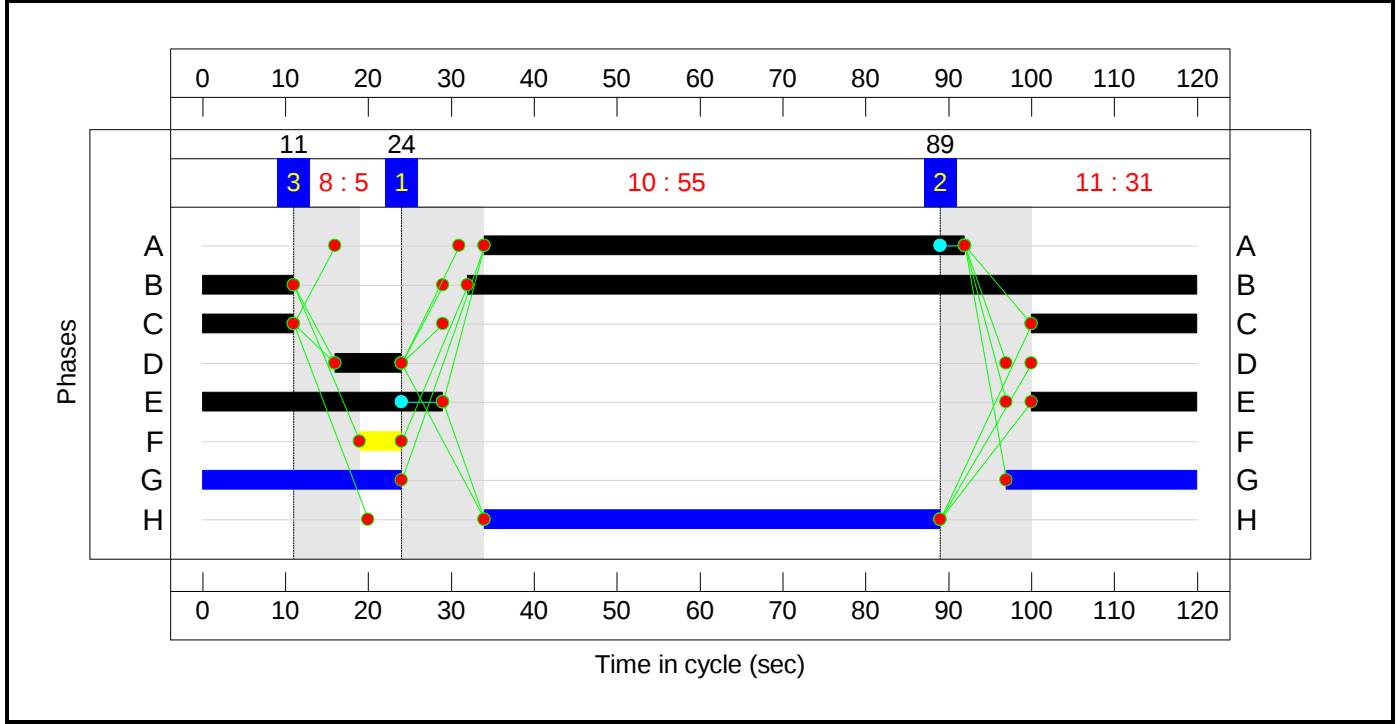
C1



C2

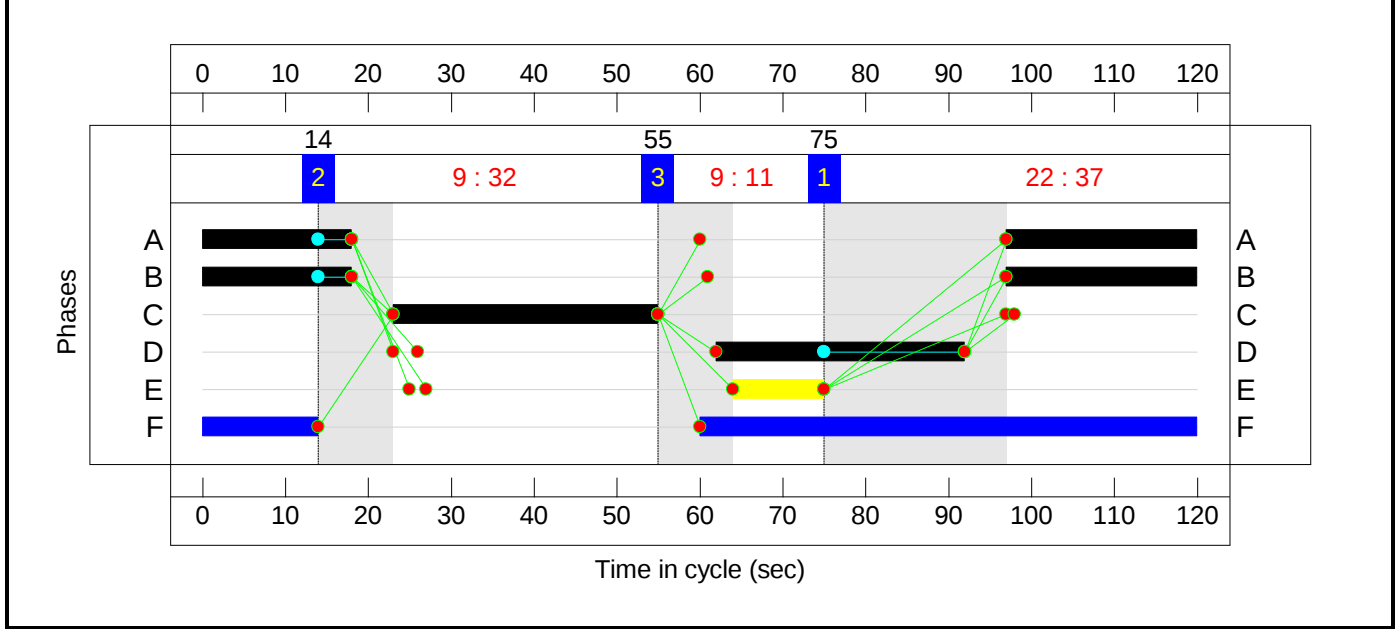


C3

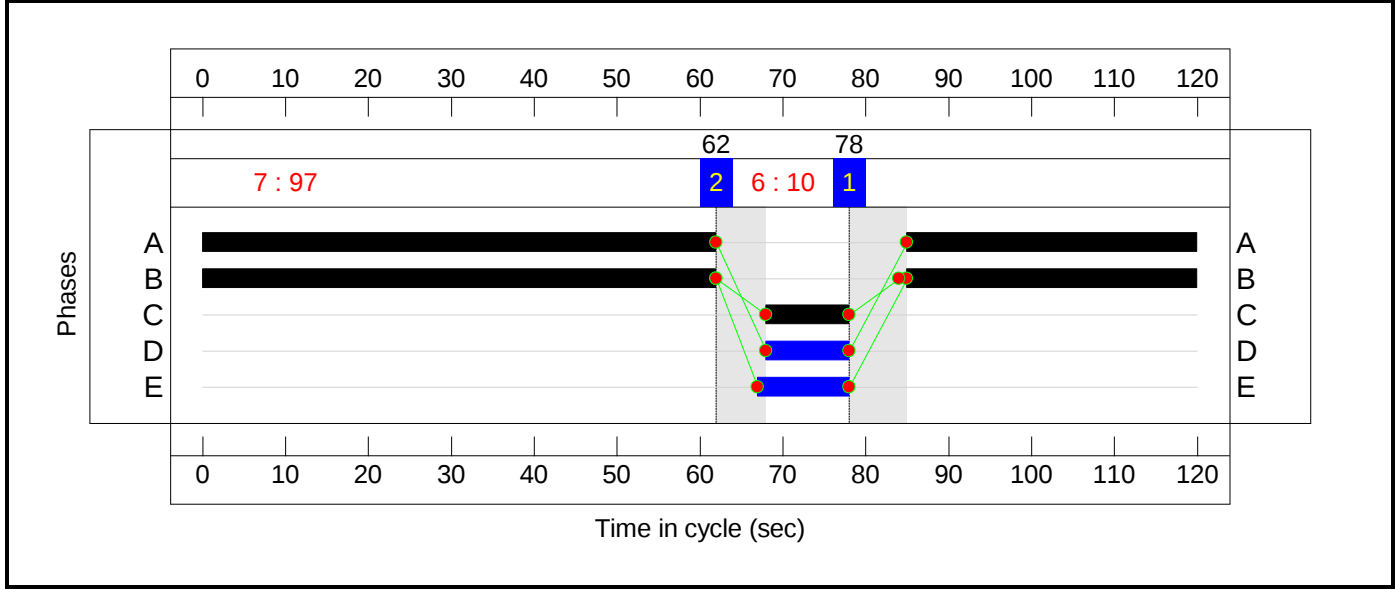


Scenario 4: '2016 Base PM' (FG4: '2016 Base PM', Plan 1: '2016 AM Peak')

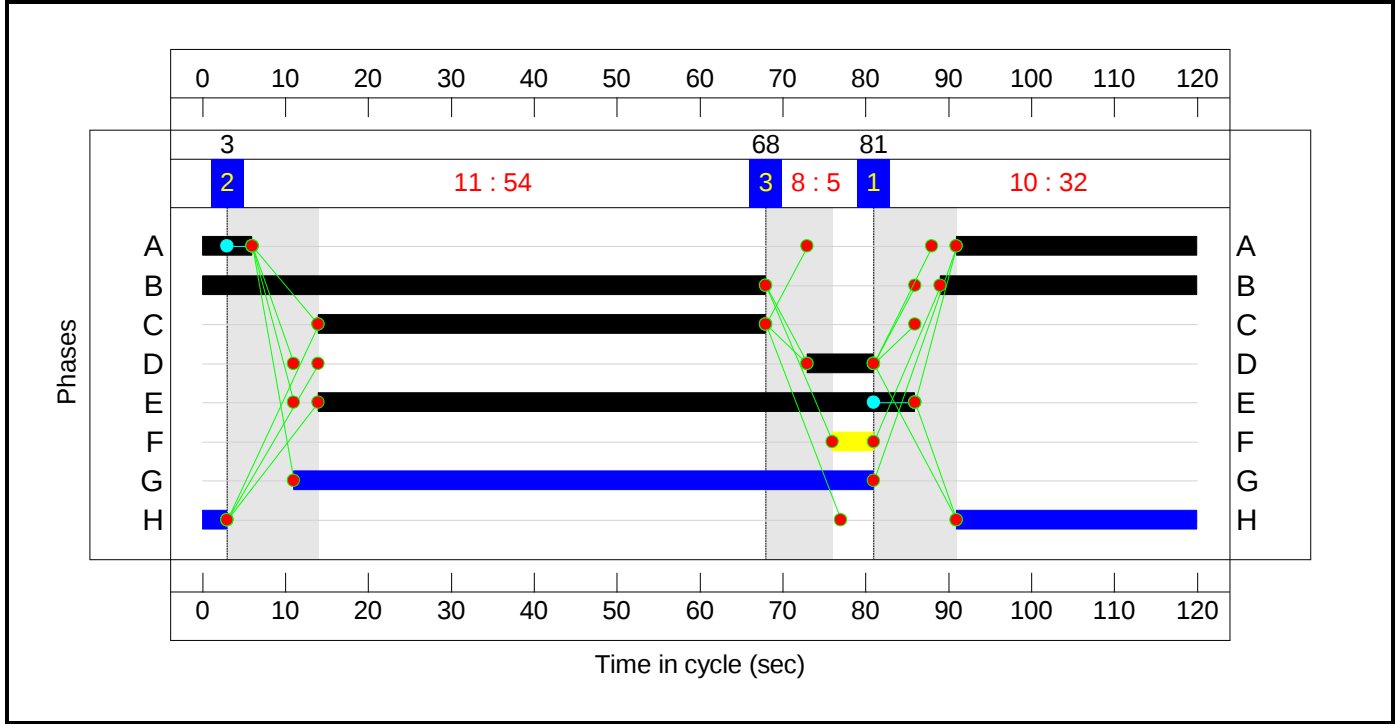
C1



C2

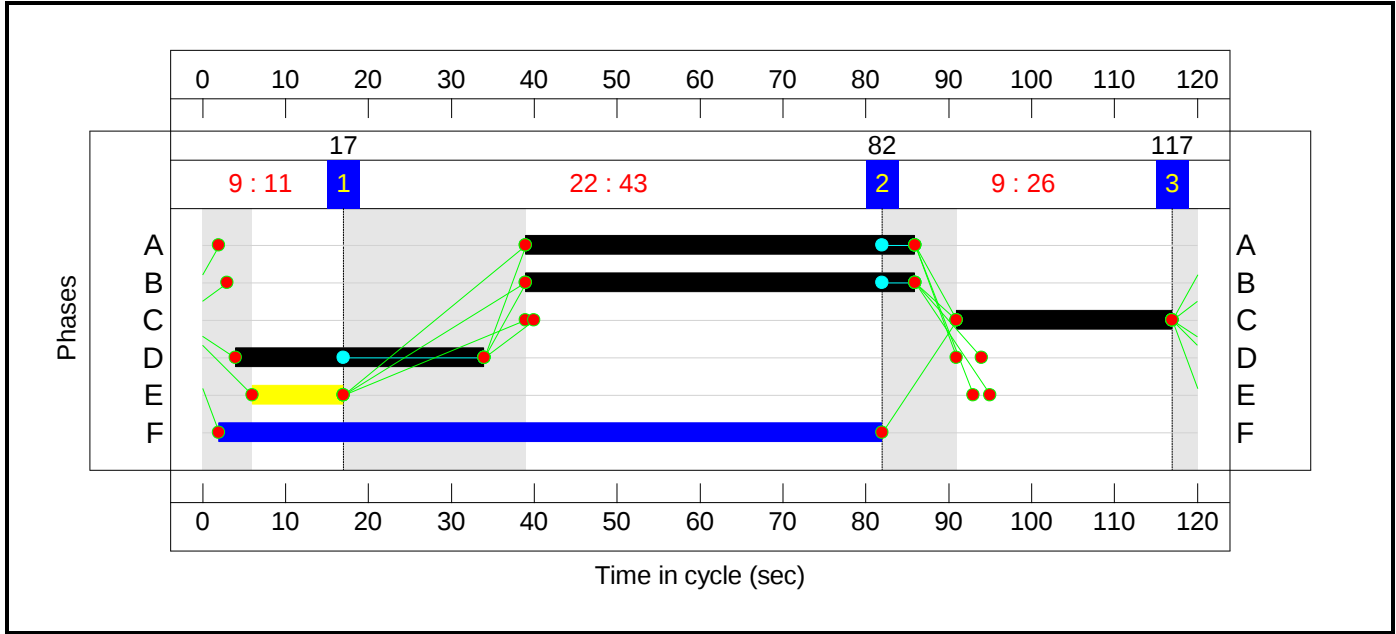


C3

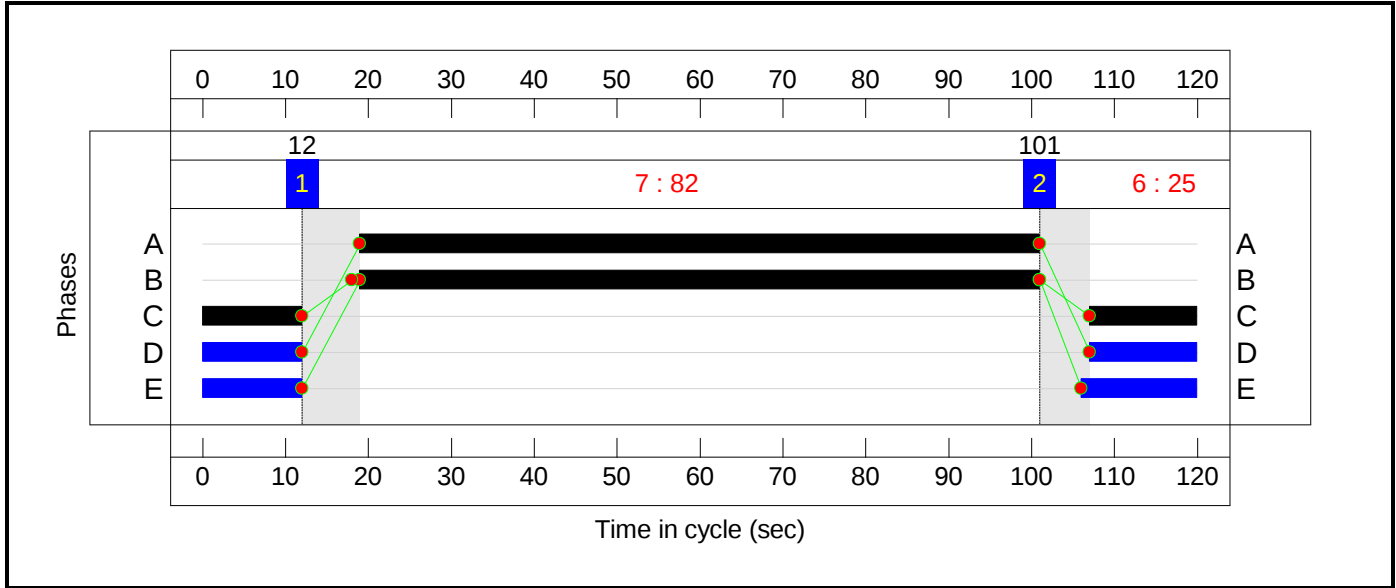


Scenario 5: '2025 Do Min AM' (FG5: '2025 Do Minimum AM', Plan 1: '2016 AM Peak')

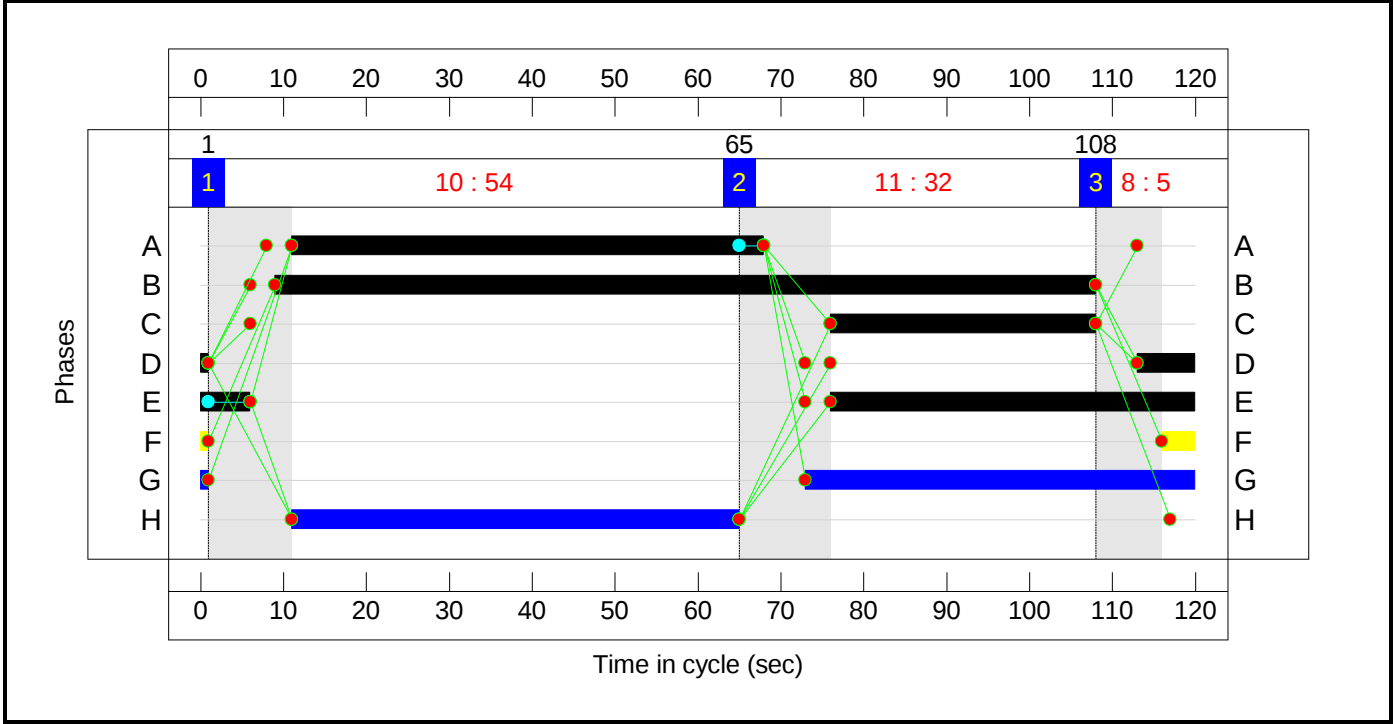
C1



C2

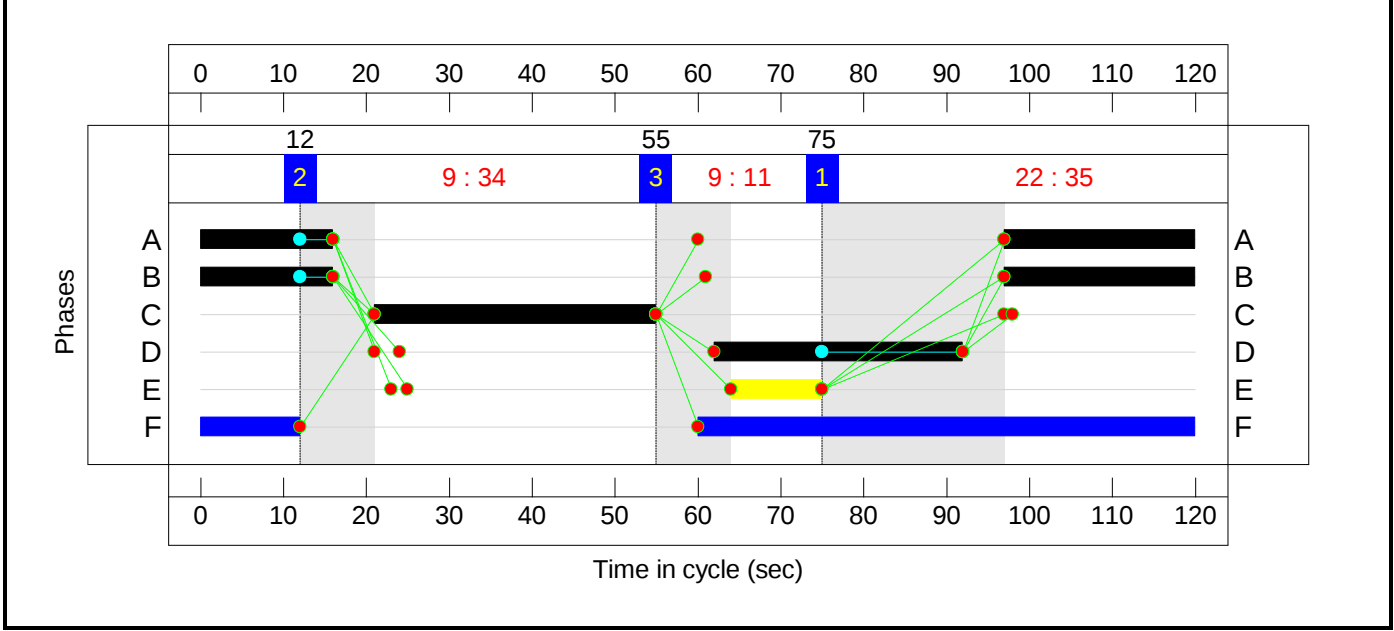


C3

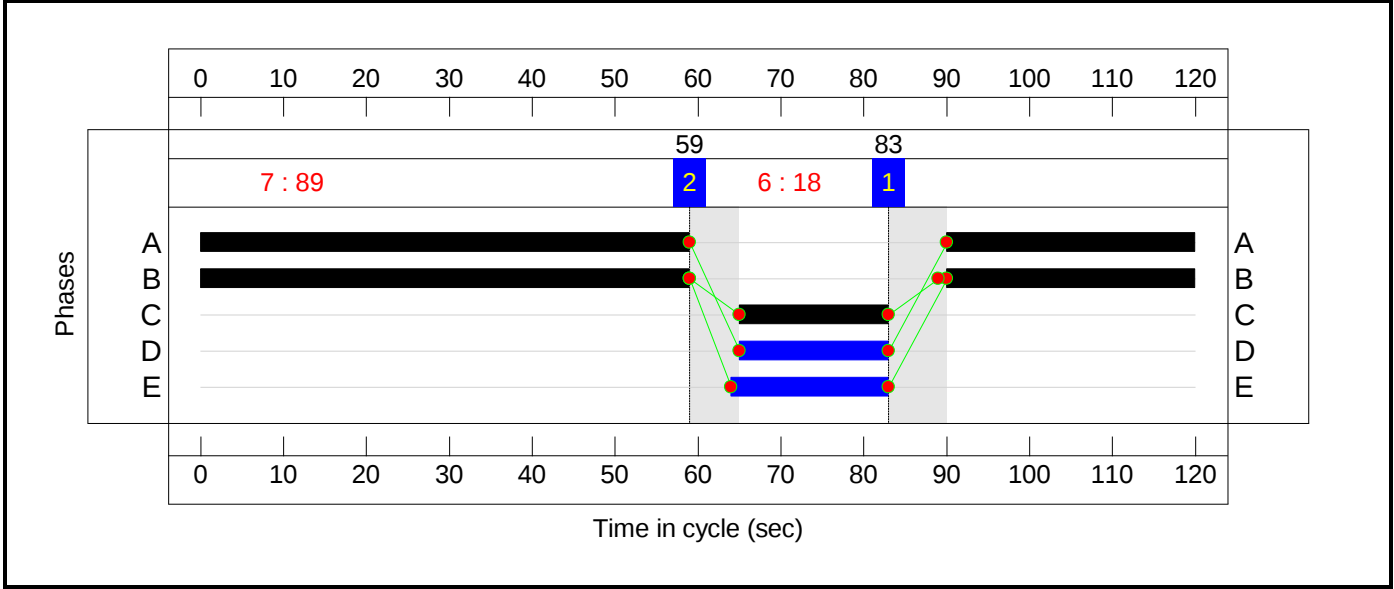


Scenario 6: '2025 Do Min PM' (FG6: '2025 Do Minimum PM', Plan 1: '2016 AM Peak')

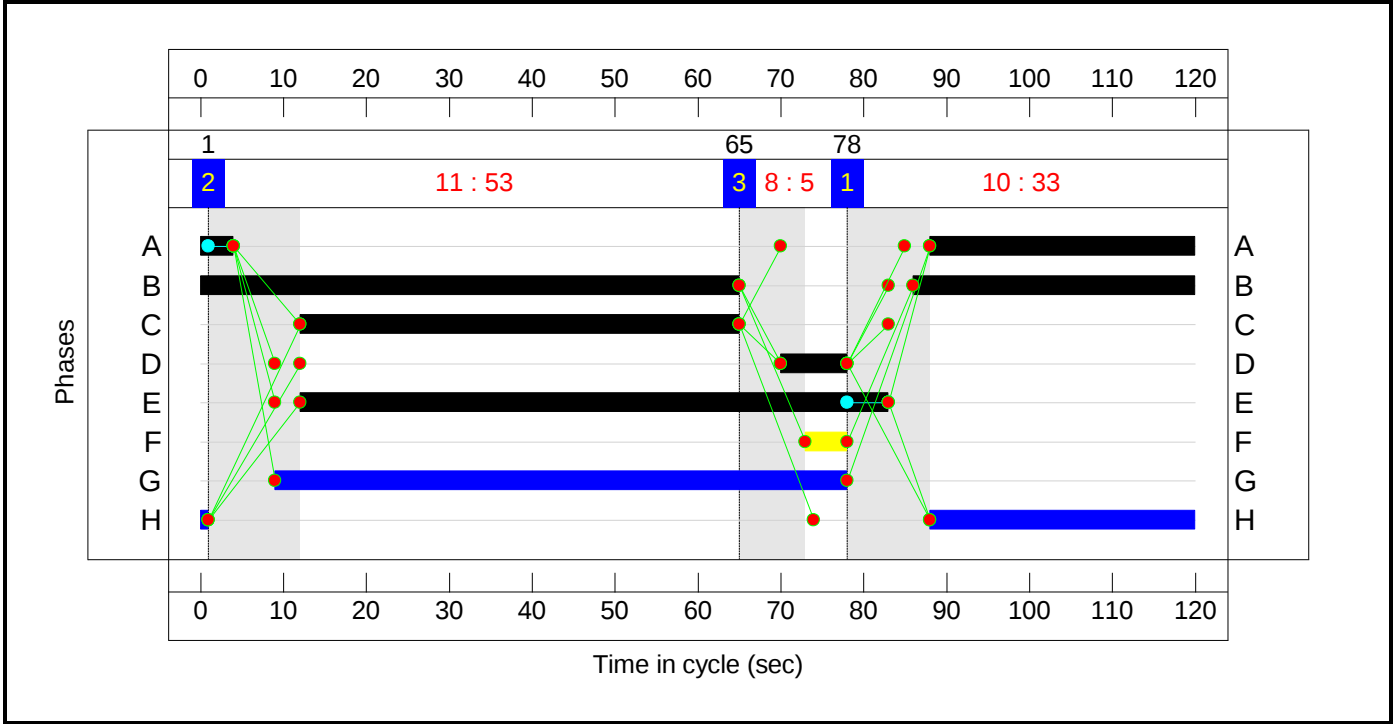
C1



C2

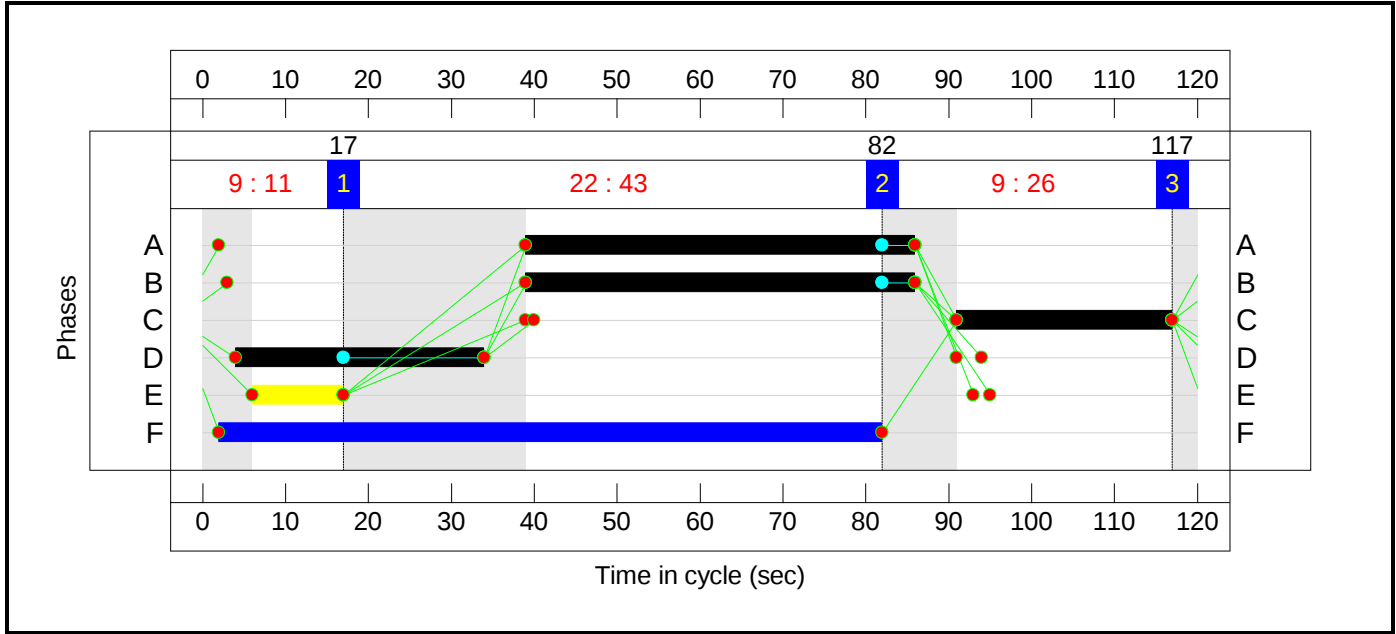


C3

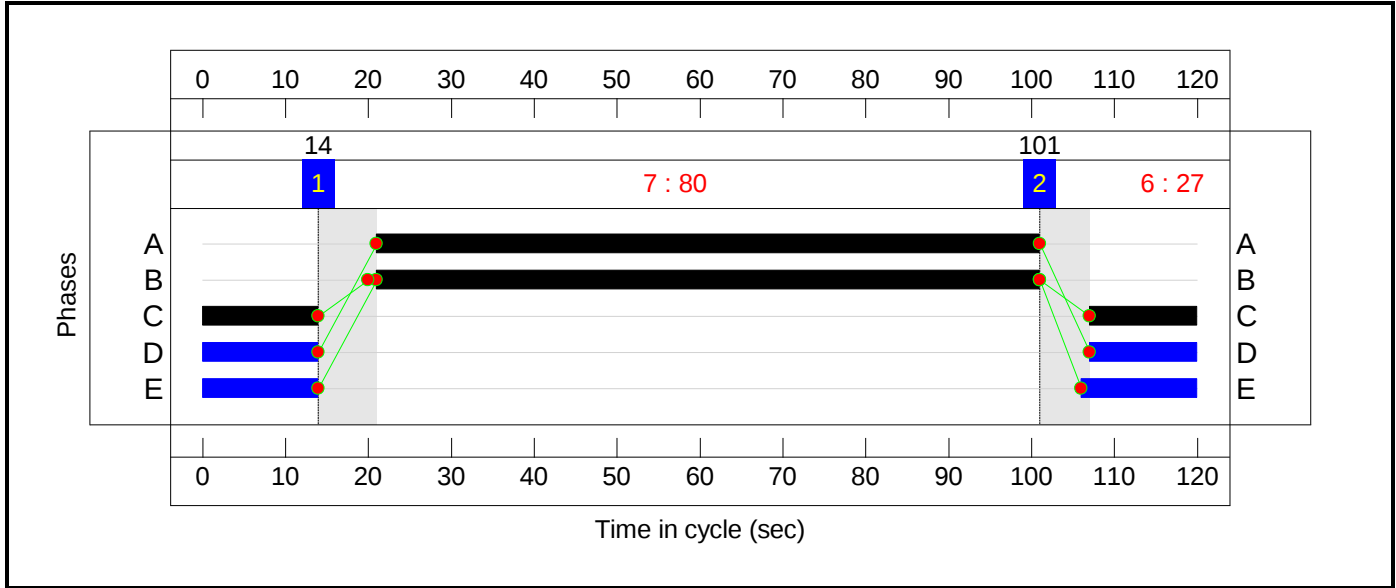


Scenario 7: '2025 Phase 1A AM' (FG7: '2025 Phase 1A AM', Plan 1: '2016 AM Peak')

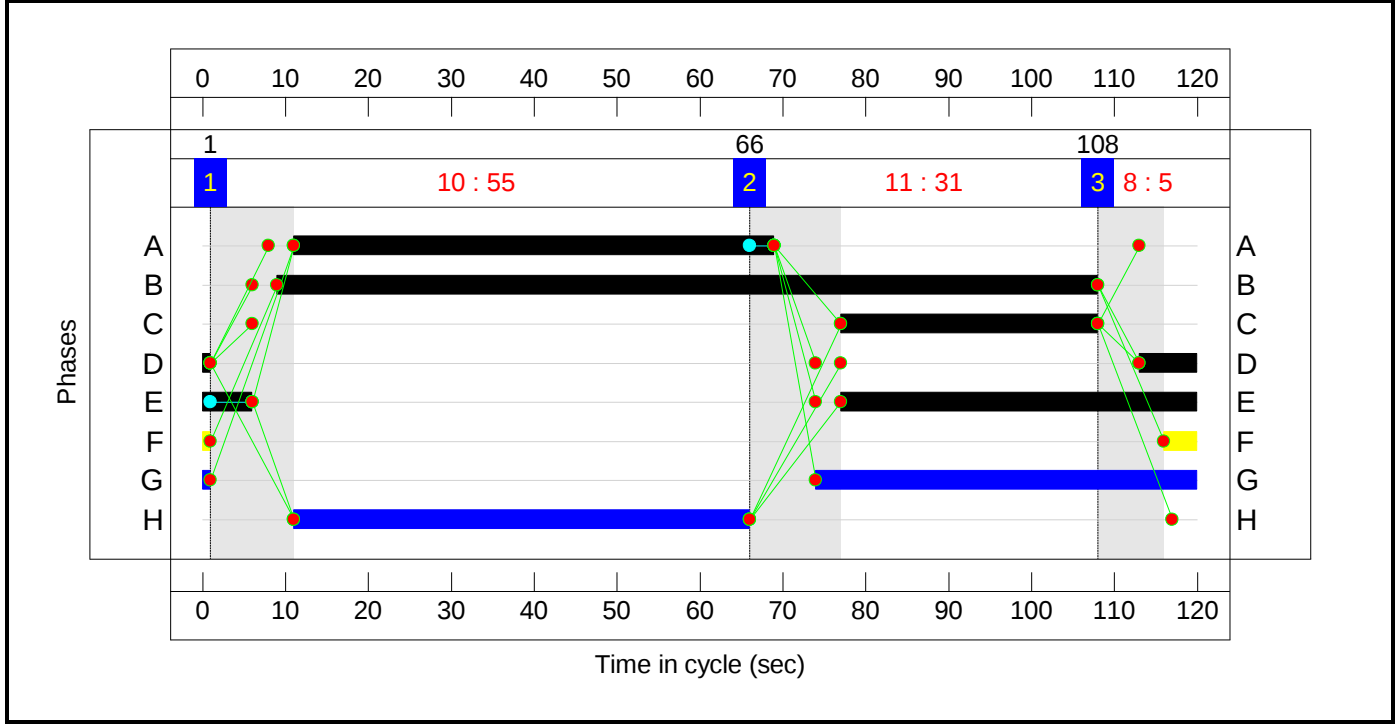
C1



C2

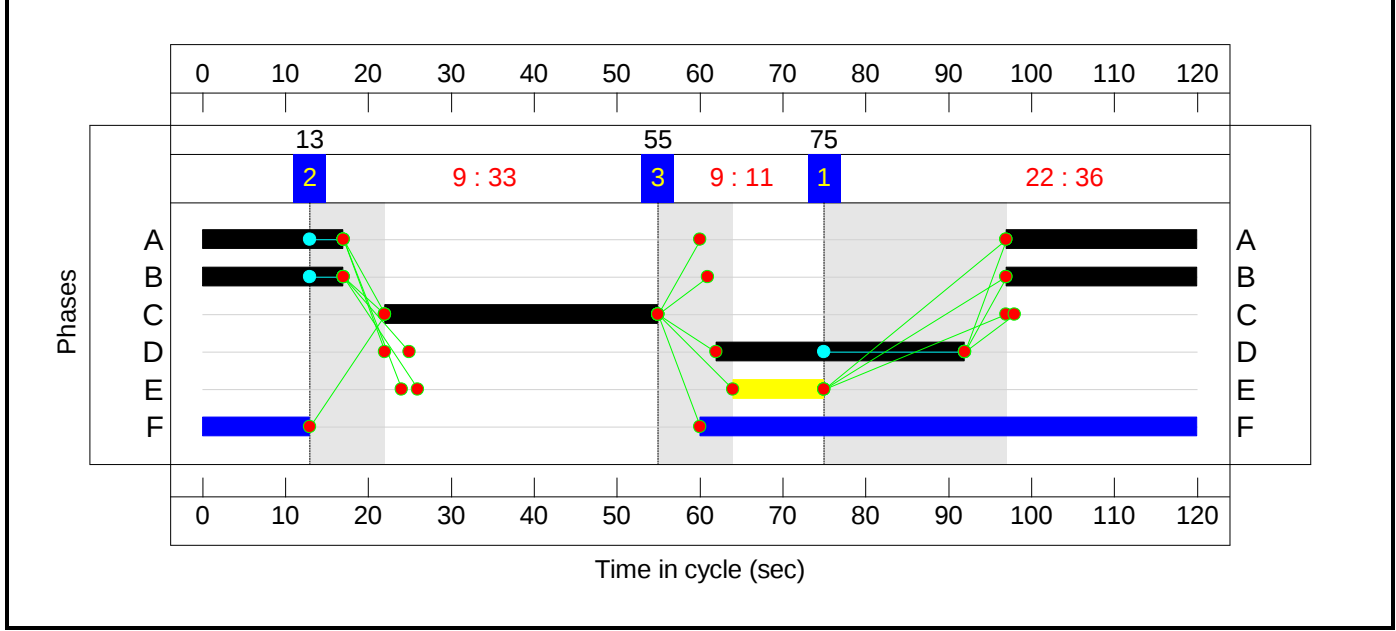


C3

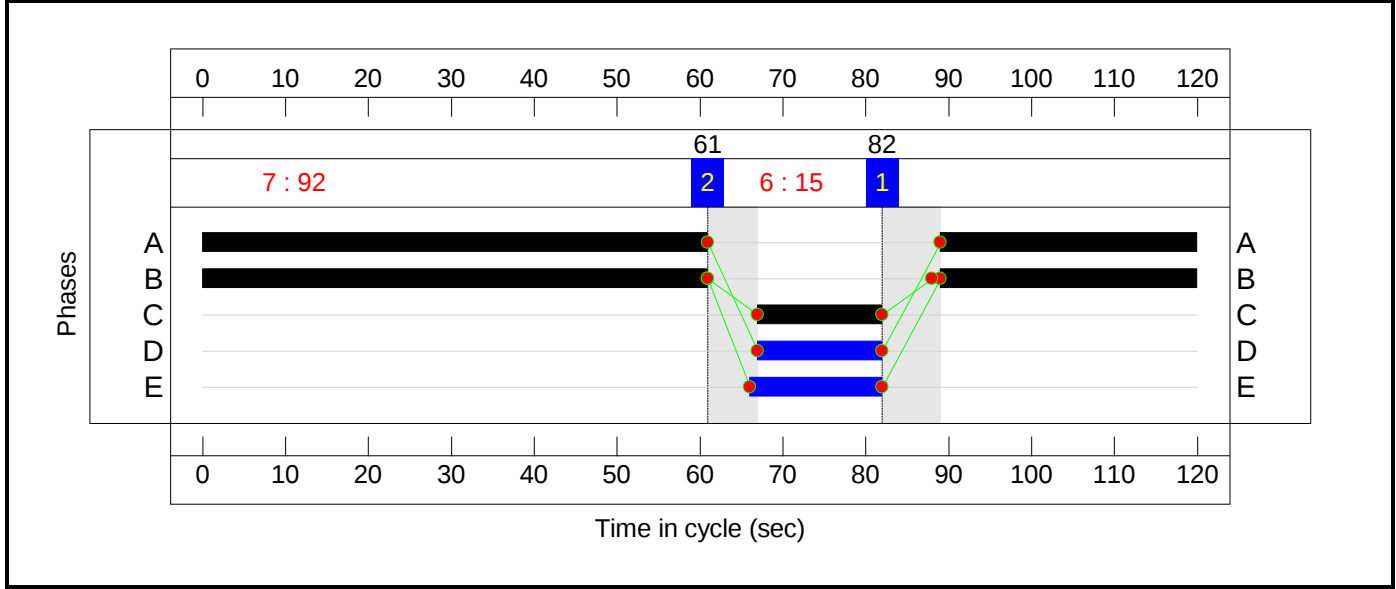


Scenario 8: '2025 Phase 1A PM' (FG8: '2025 Phase 1A PM', Plan 1: '2016 AM Peak')

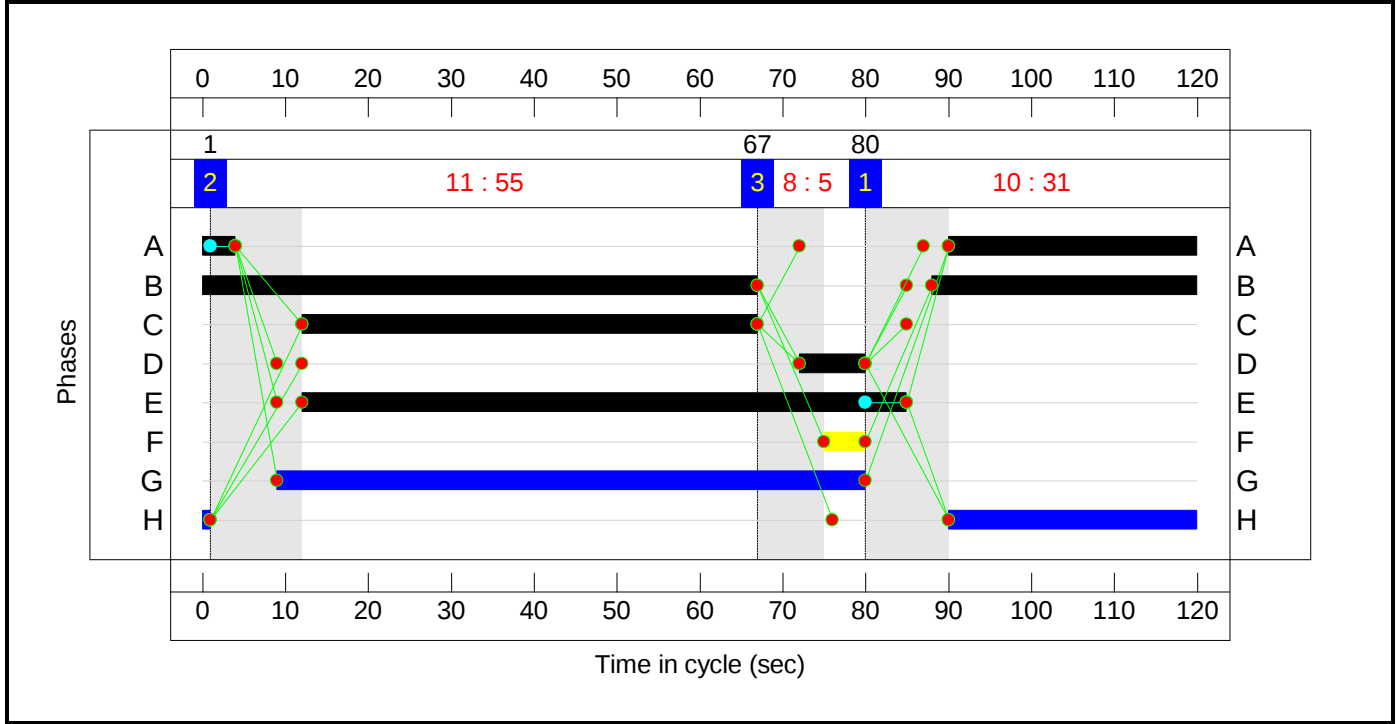
C1



C2

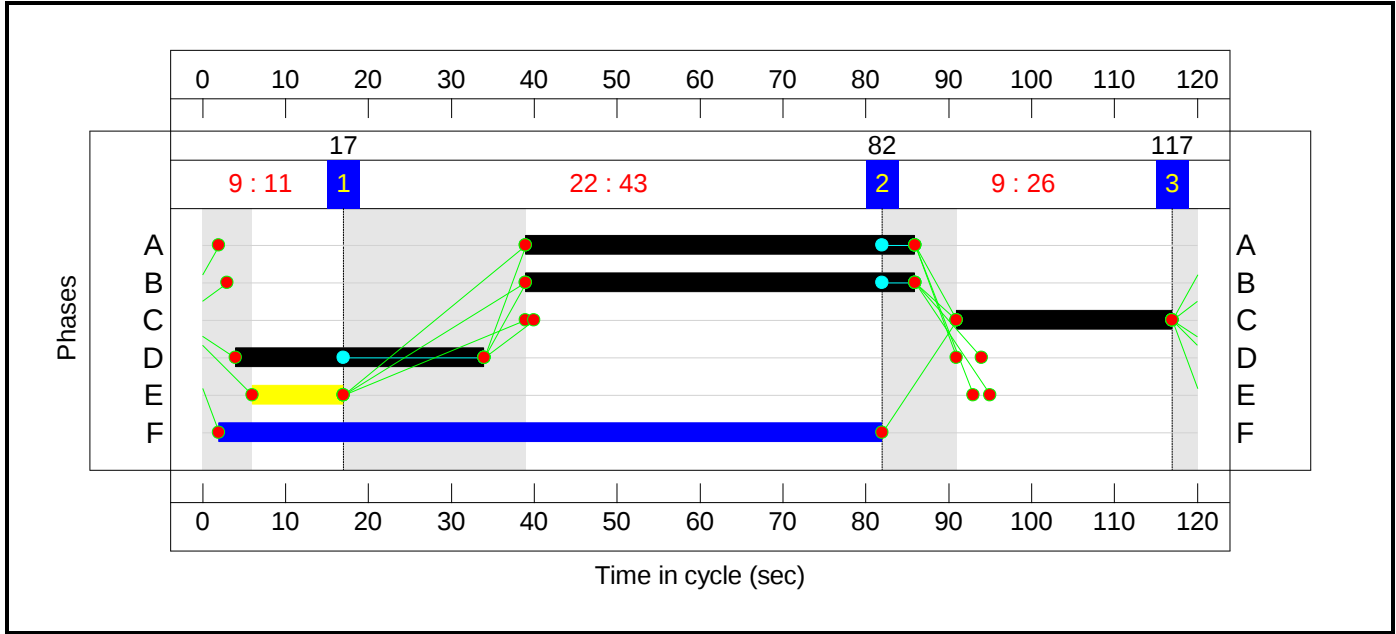


C3

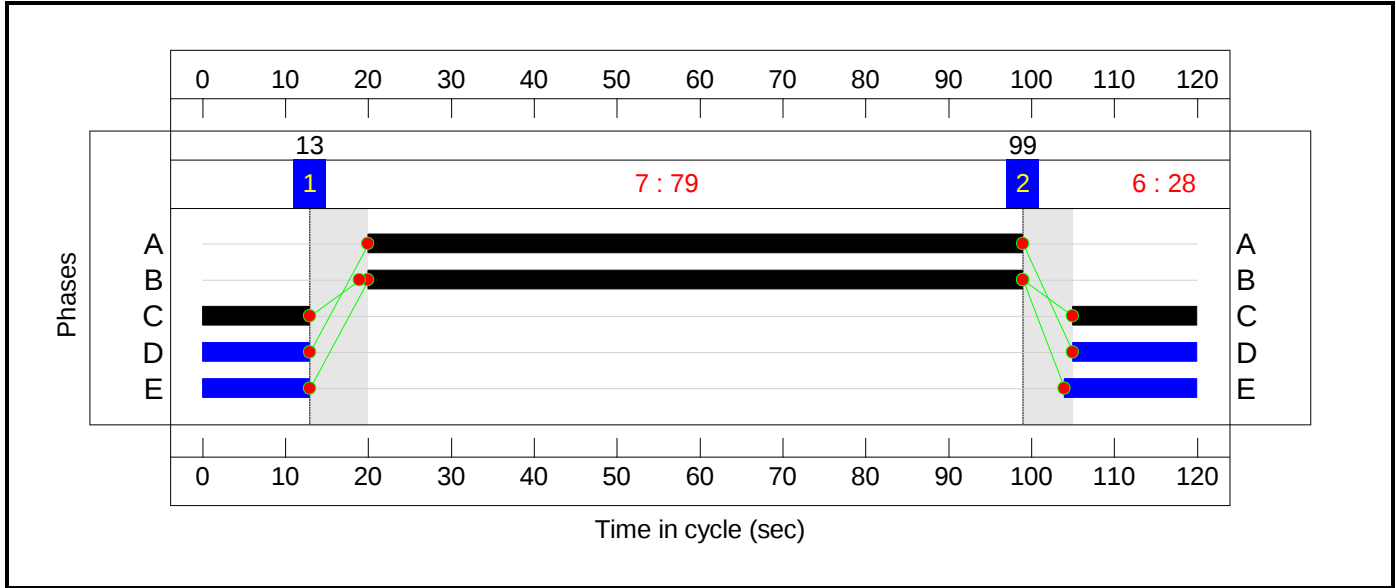


Scenario 9: '2025 Phase 1B AM' (FG9: '2025 Phase 1B AM', Plan 1: '2016 AM Peak')

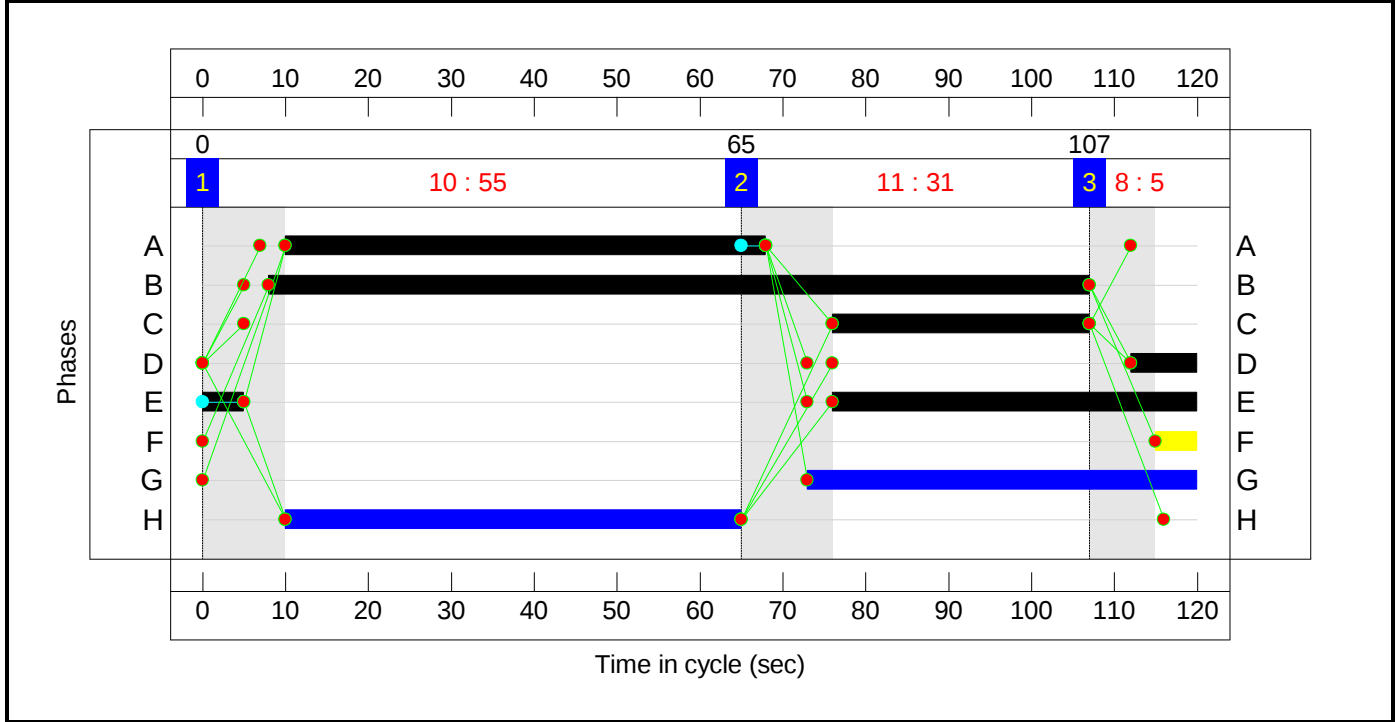
C1



C2

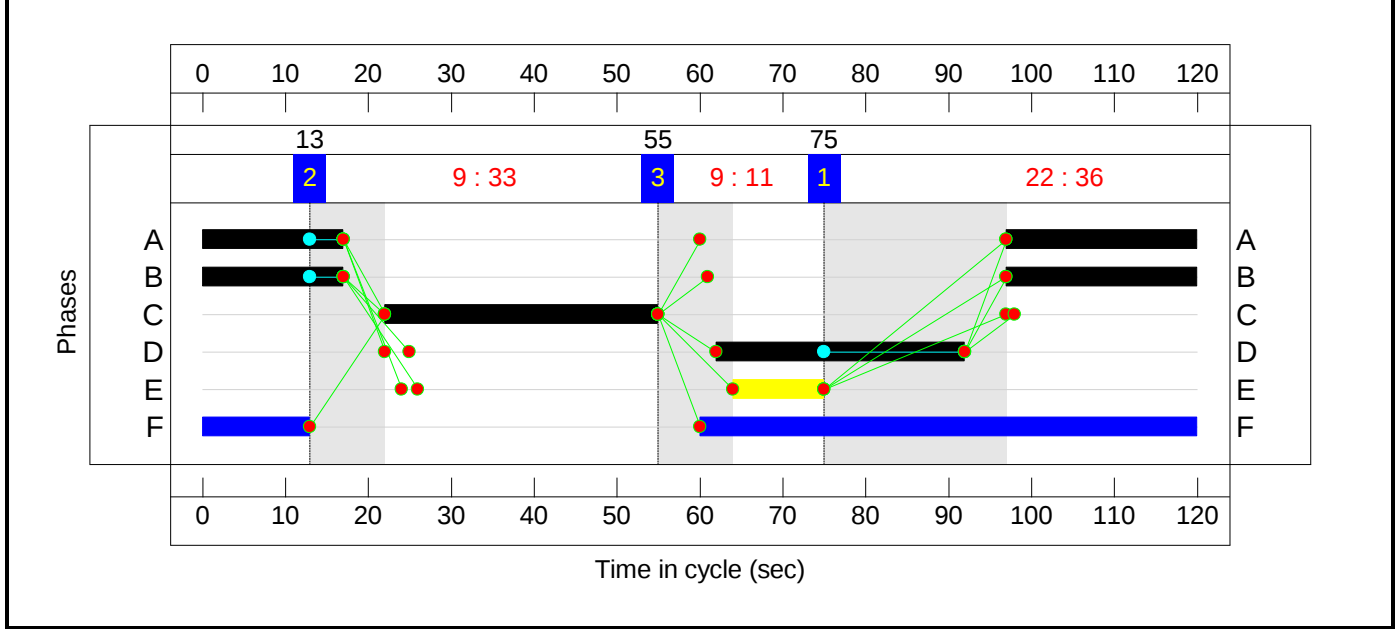


C3

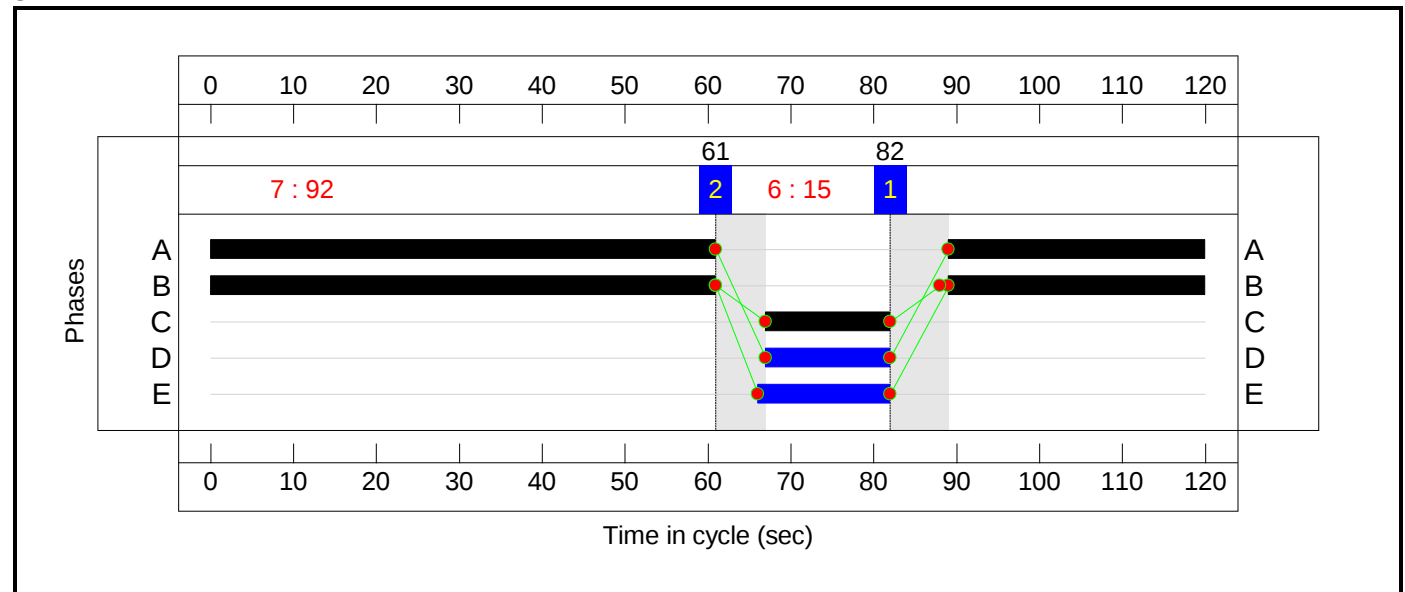


Scenario 10: '2025 Phase 1B PM' (FG10: '2025 Phase 1B PM', Plan 1: '2016 AM Peak')

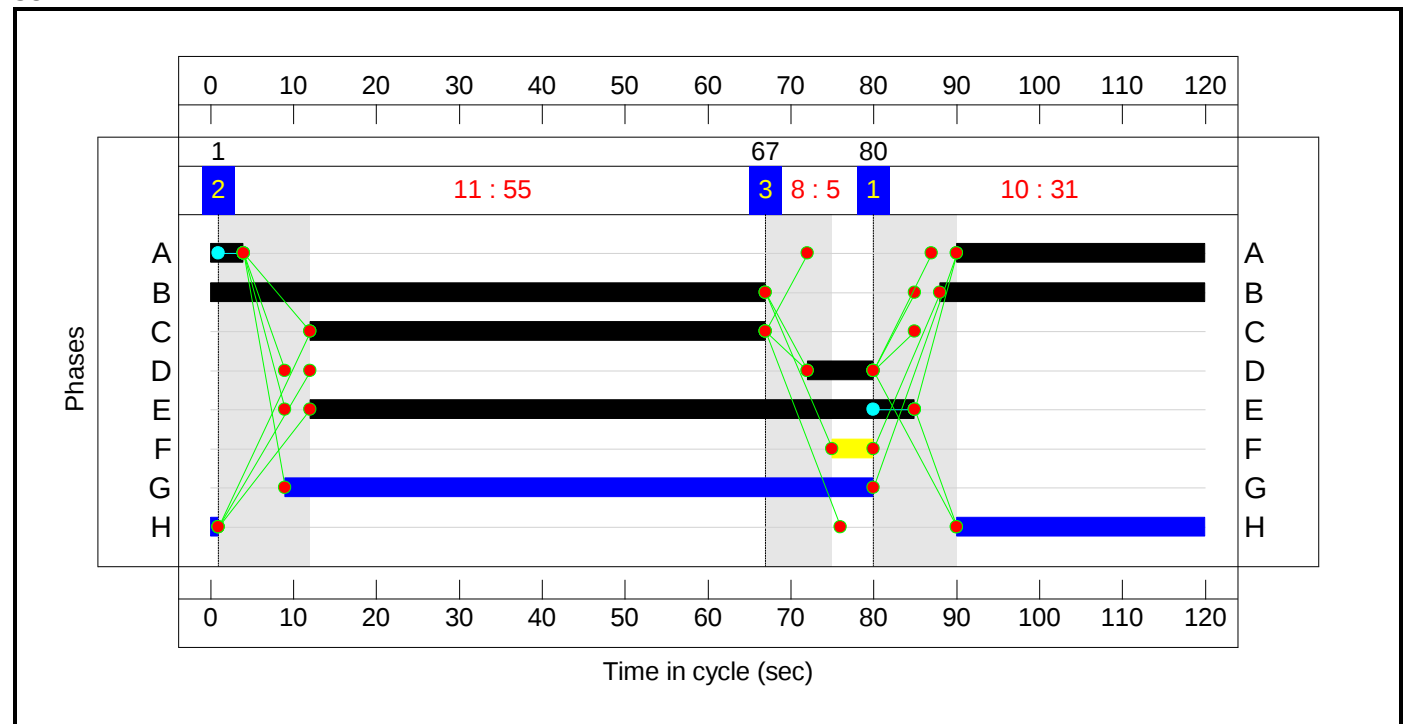
C1



C2

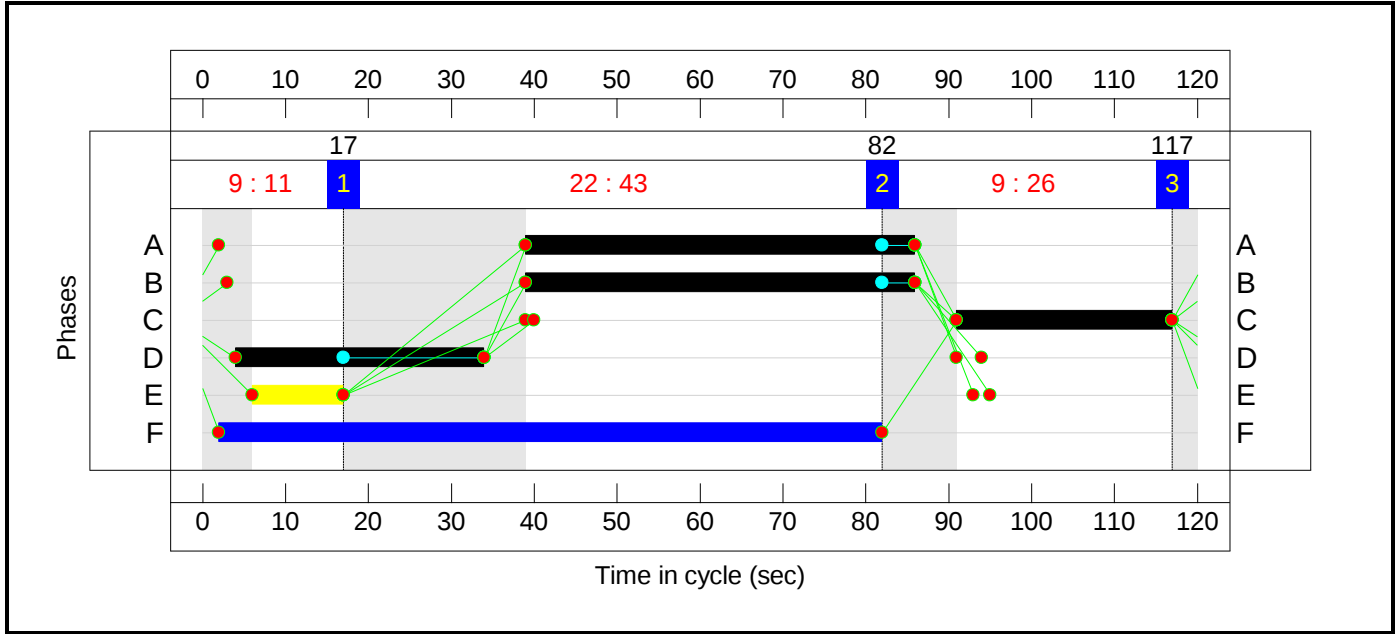


C3

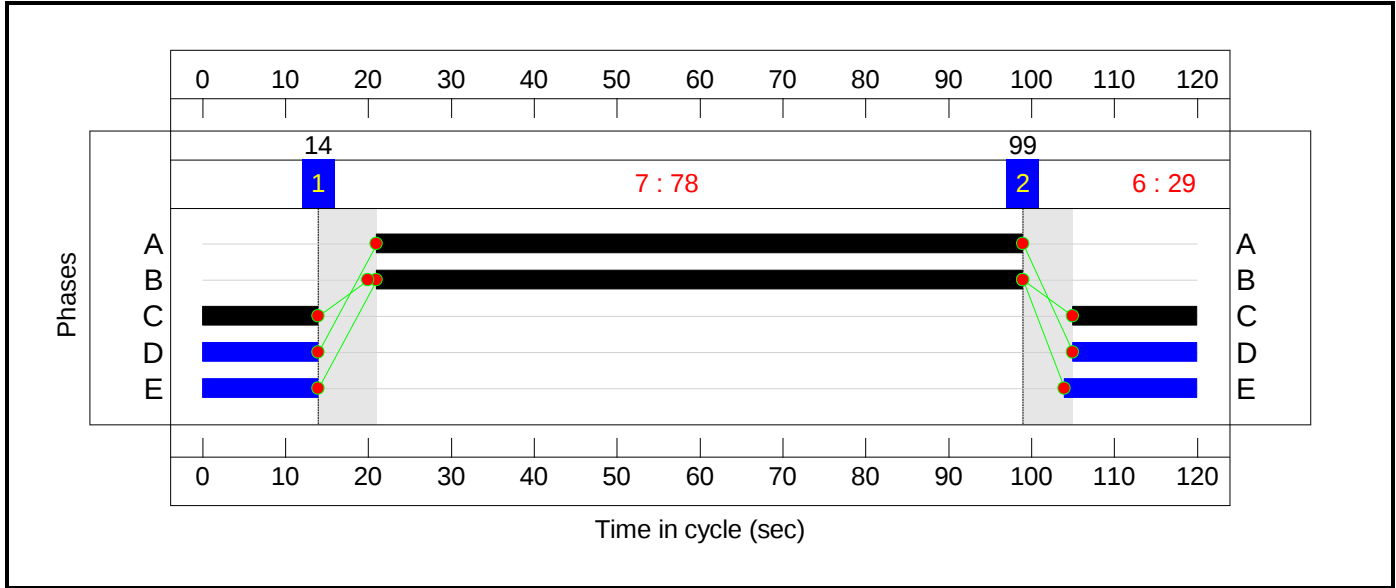


Scenario 11: '2025 DS JFH AM' (FG11: '2025 DS JFH AM', Plan 1: '2016 AM Peak')

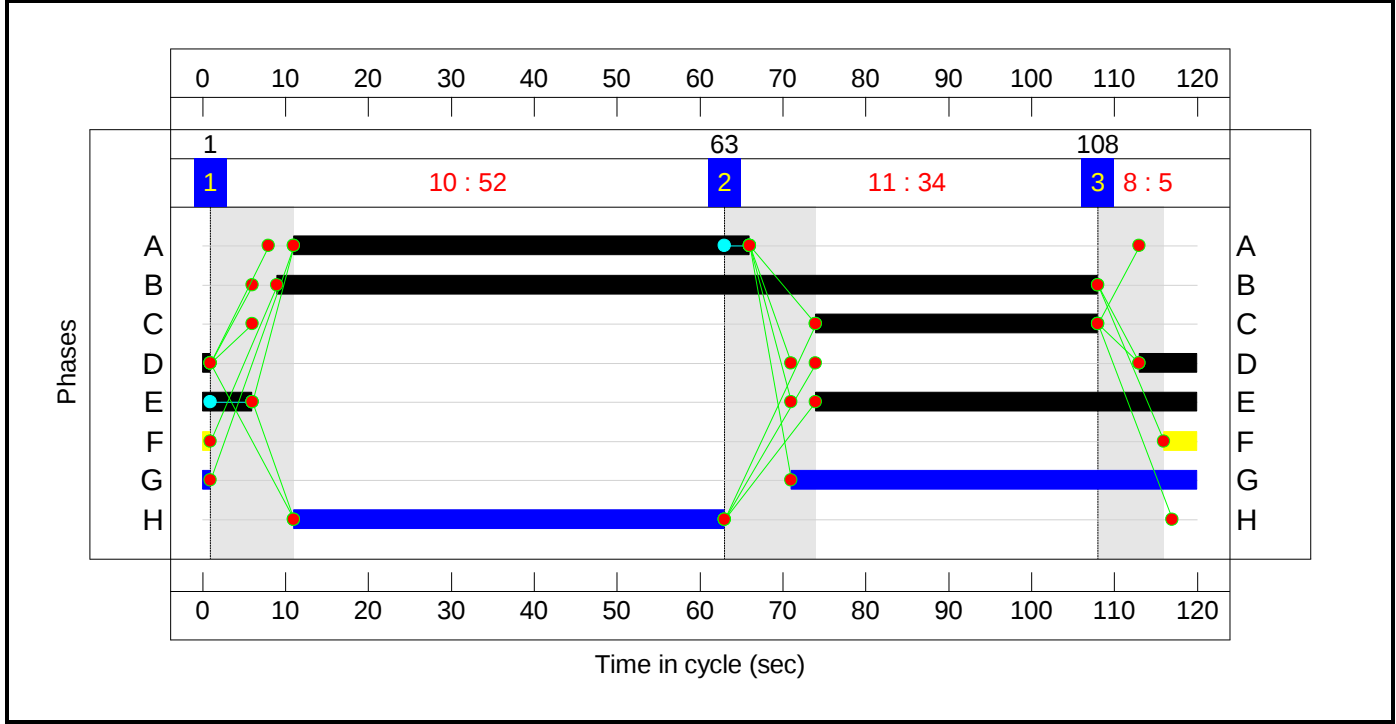
C1



C2

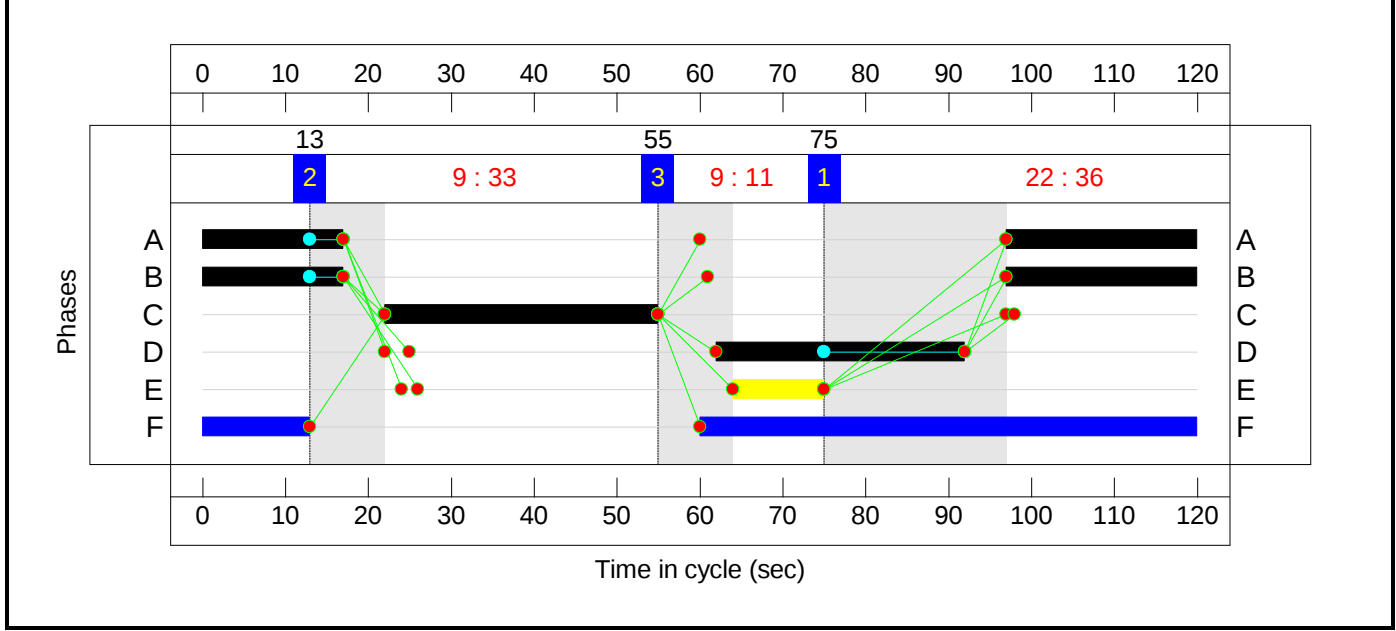


C3

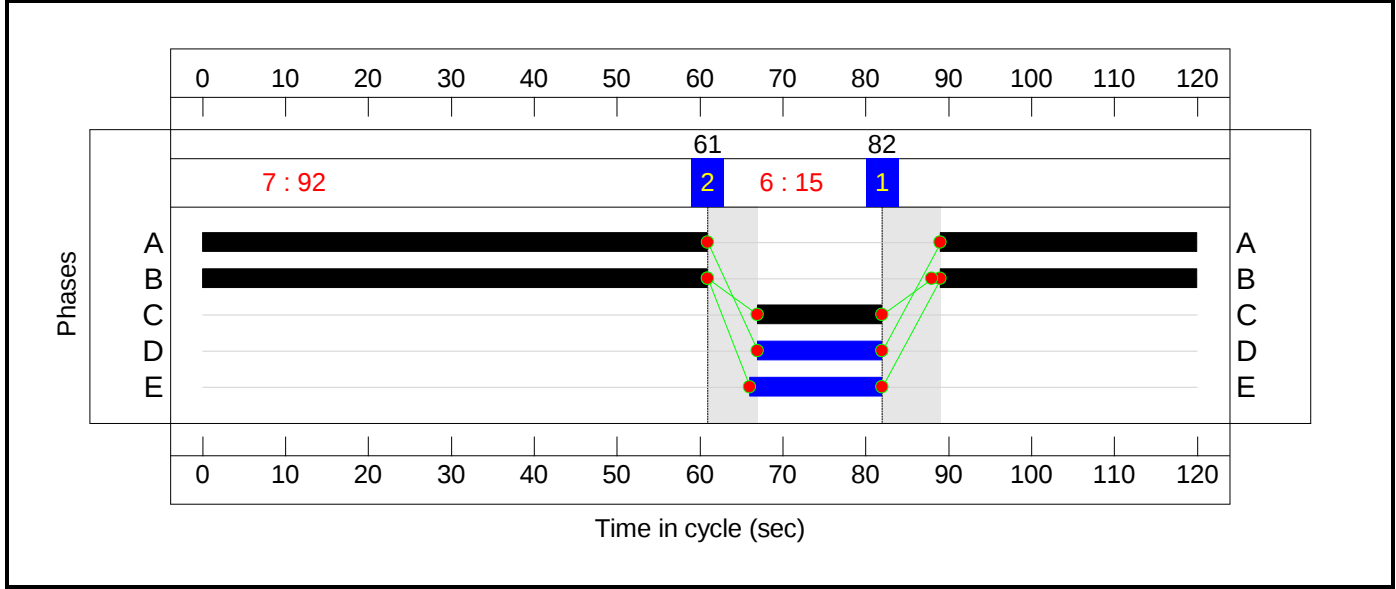


Scenario 12: '2025 DS JFH PM' (FG12: '2025 DS JFH PM', Plan 1: '2016 AM Peak')

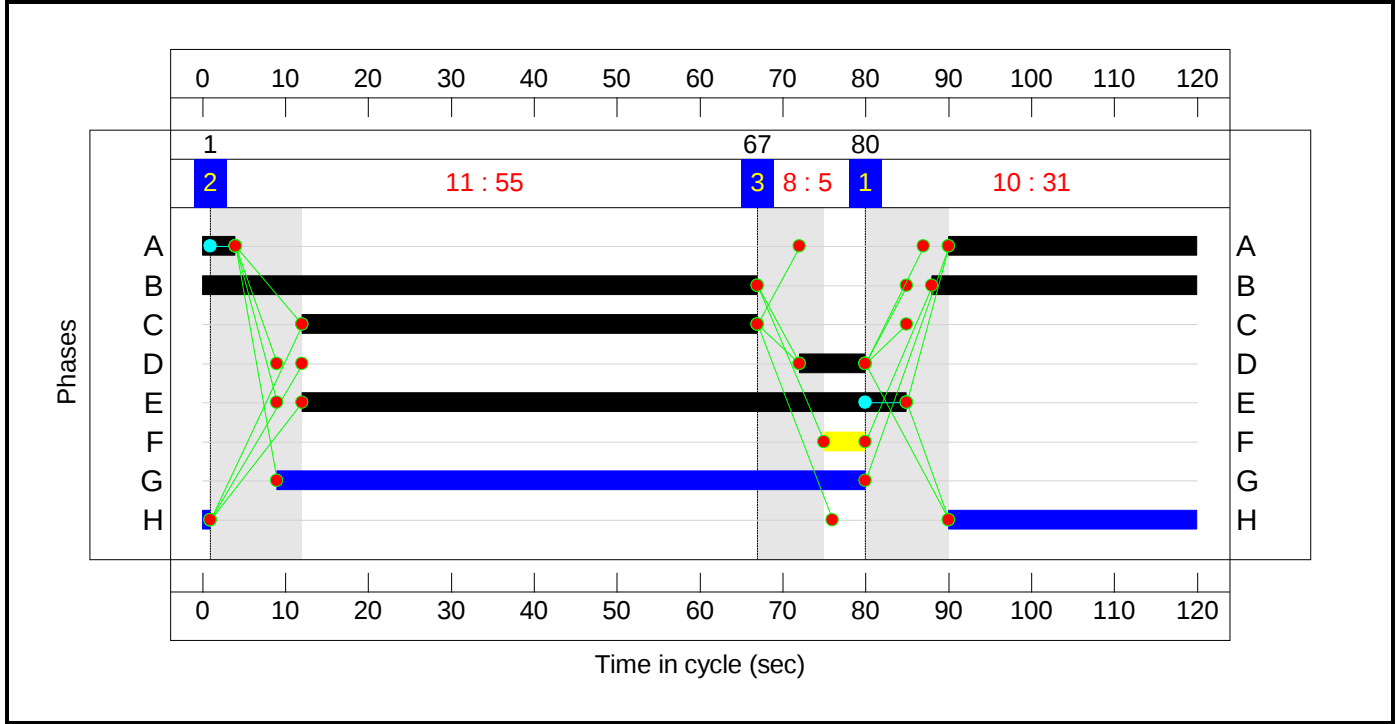
C1



C2



C3

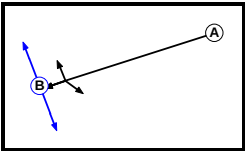


Junction 13: Gloucester Street/Seaton Place

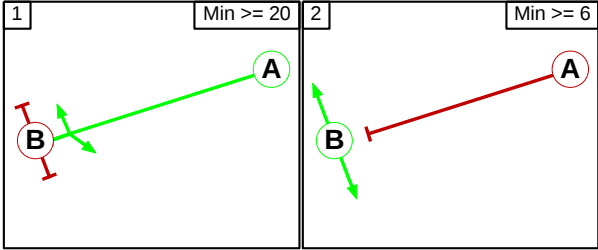
Basic Results Summary

Basic Results Summary

Phase Diagram



Stage Diagram

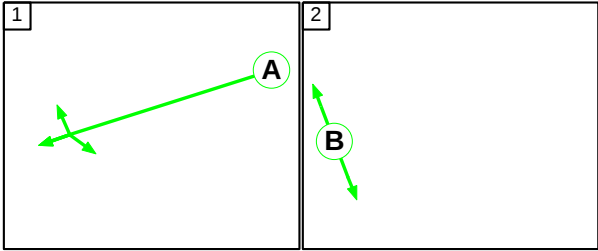


Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		6
	B	12	

Stage Sequence Summary

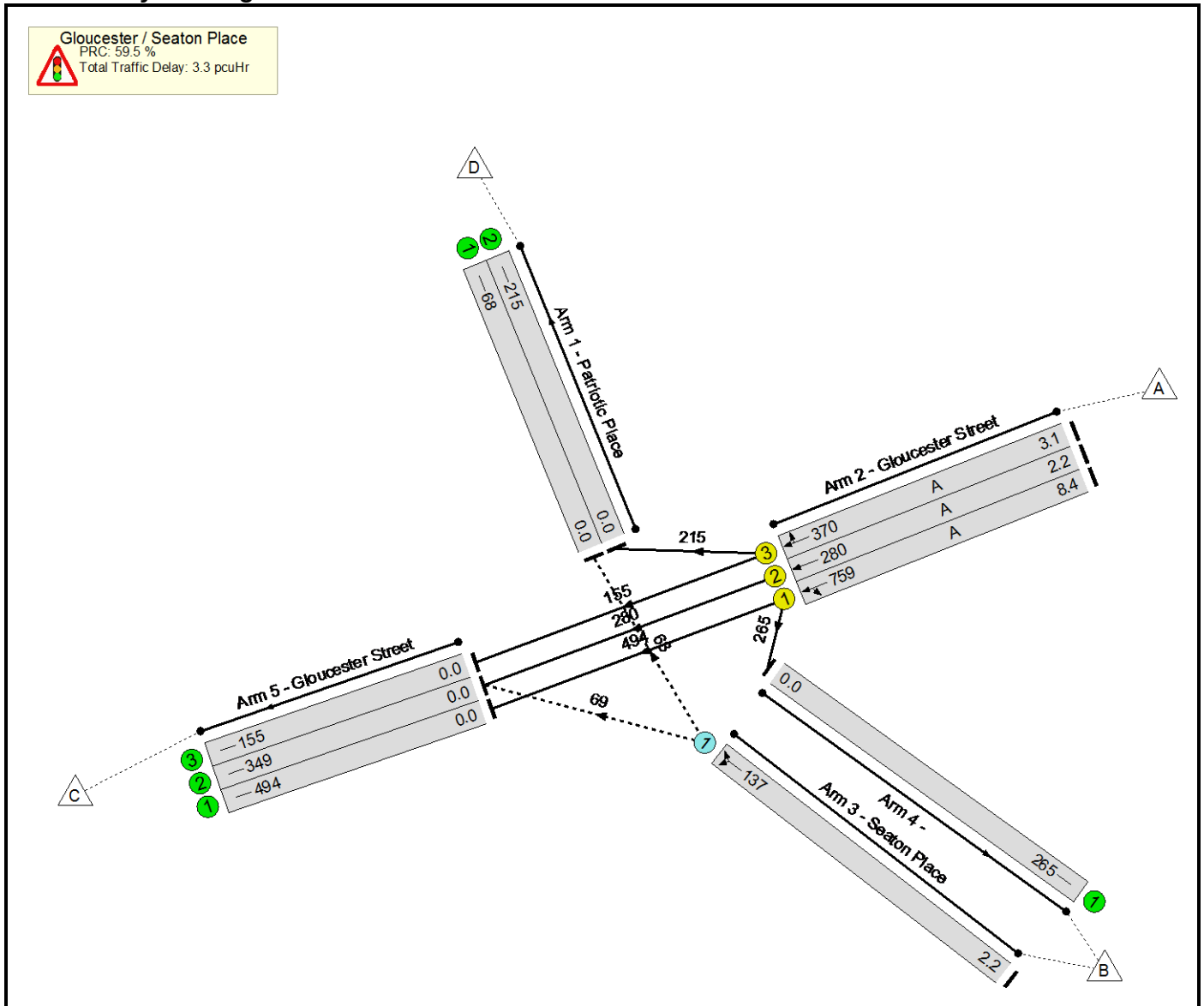
Stage Sequence: Stage Sequence No. 1



Basic Results Summary

Scenario 1: '2016 Base AM' (FG1: 'Base AM Peak', Plan 1: 'Network Control Plan 1')

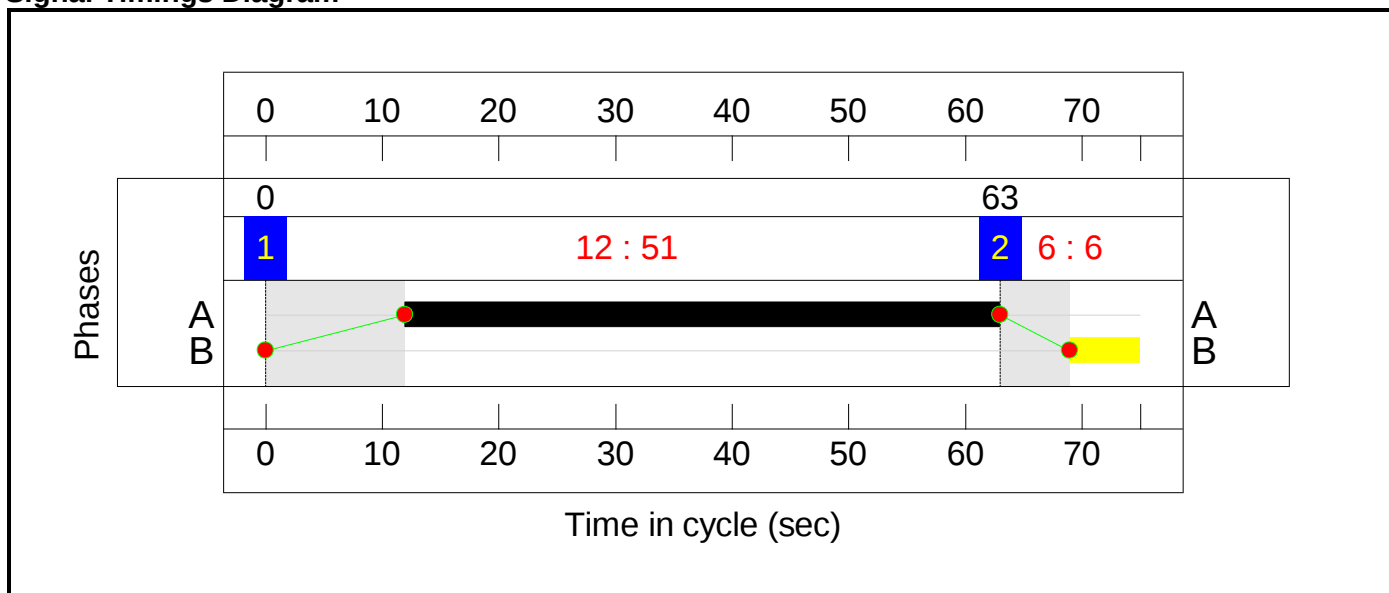
Network Layout Diagram



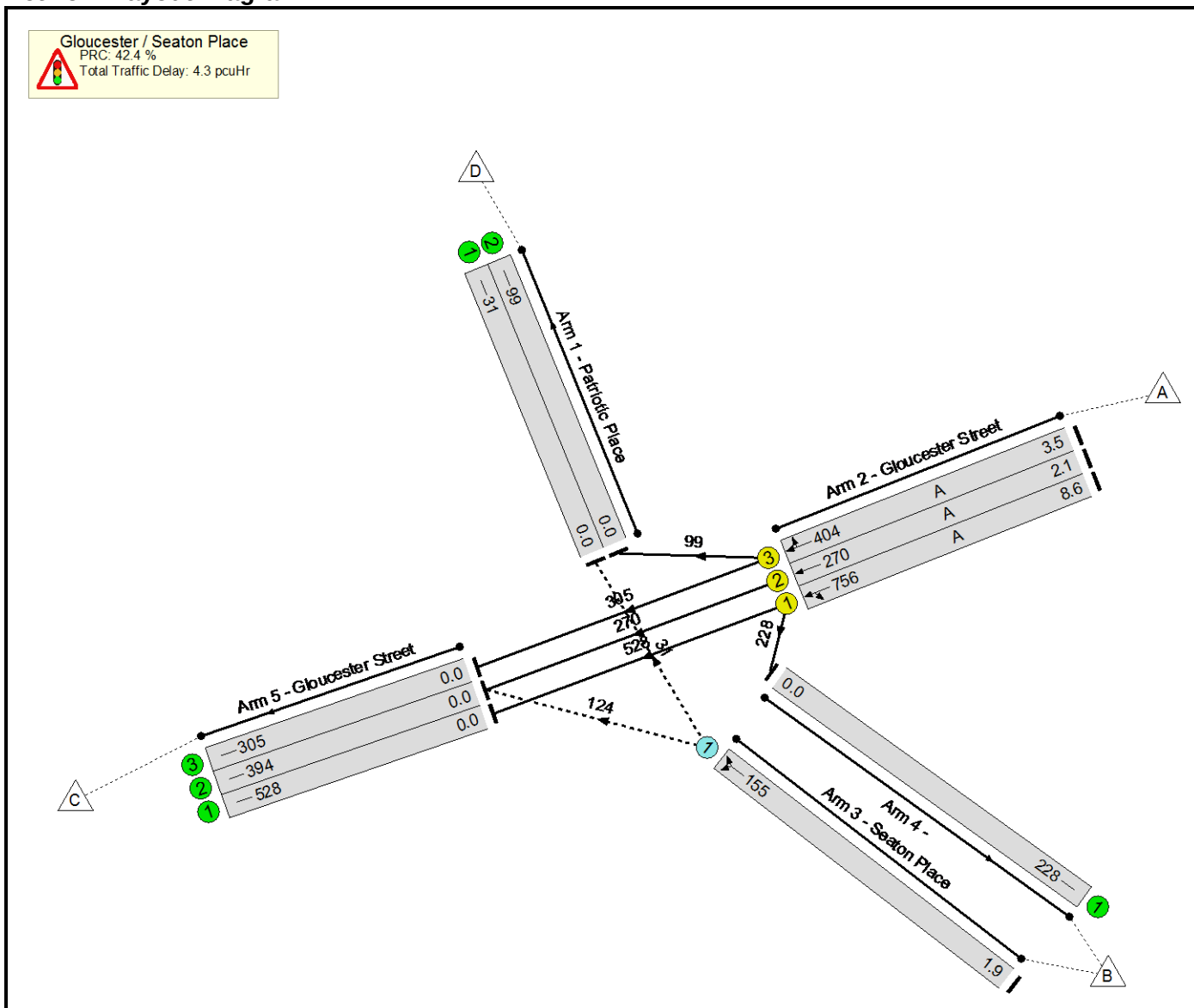
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	56.4%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	56.4%	-	-	-
2/1	Gloucester Street Left Ahead	U	51	759	1940	56.4%	8.4	1345	8.9
2/2	Gloucester Street Ahead	U	51	280	1940	20.8%	2.2	1345	5.8
2/3	Gloucester Street Right Ahead	U	51	370	1940	27.5%	3.1	1345	6.2
3/1	Seaton Place Ahead Left	O	-	137	1800	25.6%	2.2	536	9.7
C1 PRC for Signalled Lanes (%): 59.5 Total Delay for Signalled Lanes (pcuHr): 2.96 Cycle Time (s): 75 PRC Over All Lanes (%): 59.5 Total Delay Over All Lanes(pcuHr): 3.33									

Basic Results Summary
Signal Timings Diagram



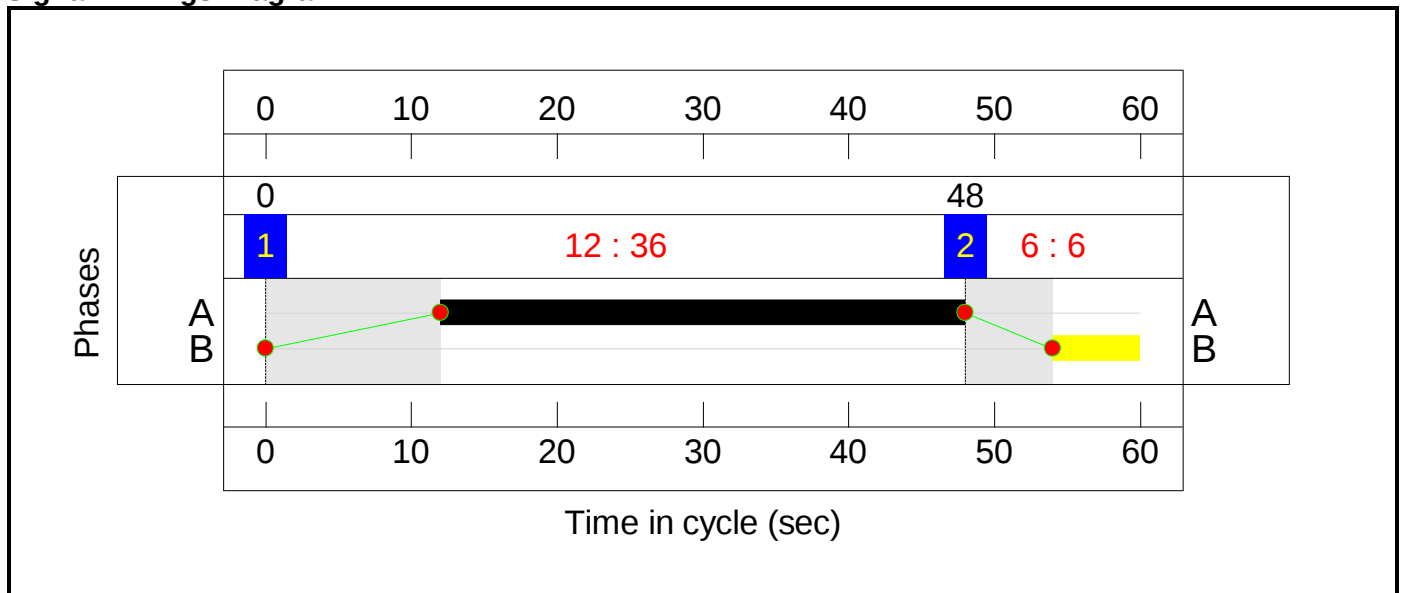
Scenario 2: '2016 Base PM' (FG2: 'Base PM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

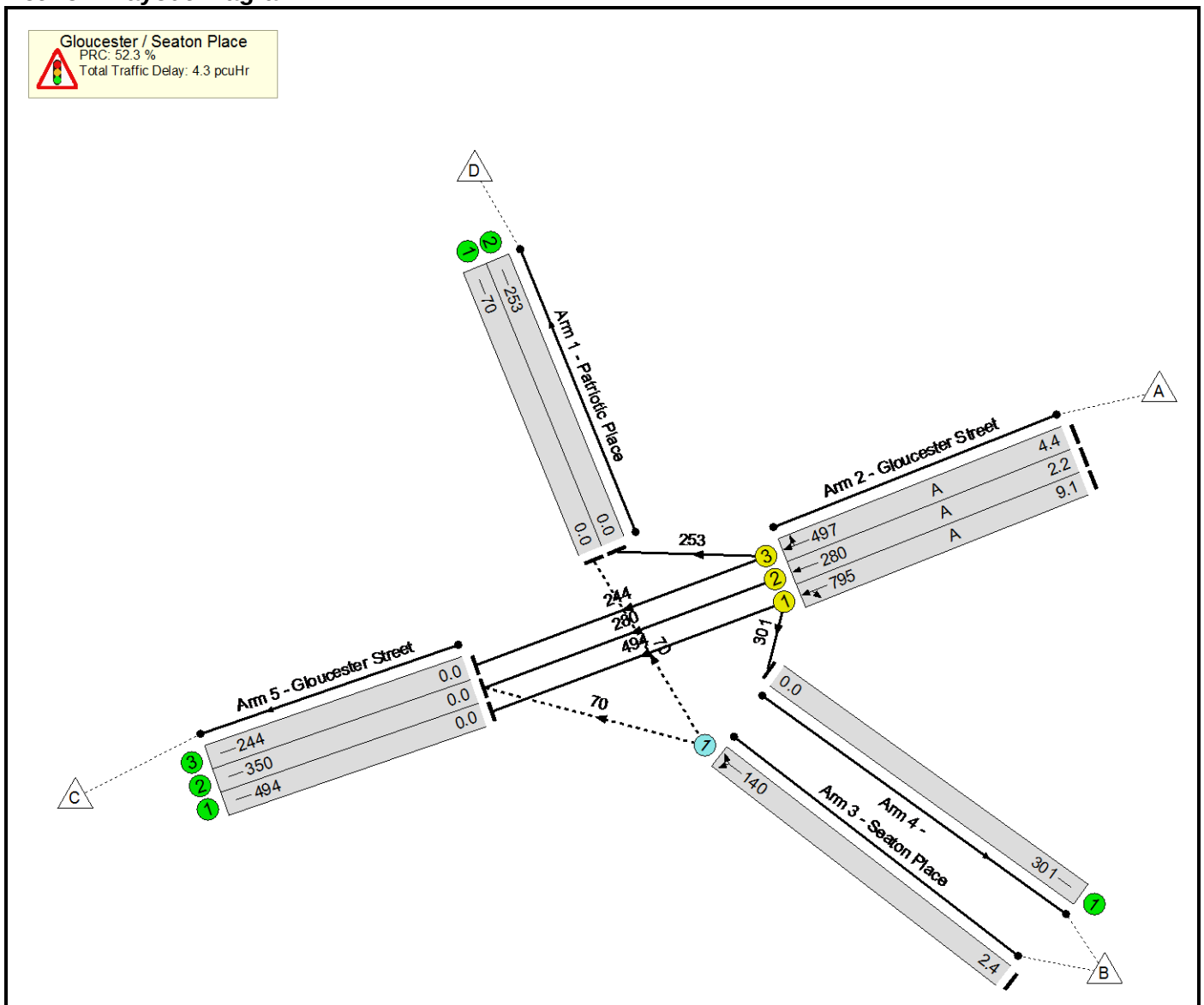
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	63.2%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	63.2%	-	-	-
2/1	Gloucester Street Left Ahead	U	36	756	1940	63.2%	8.6	1196	11.3
2/2	Gloucester Street Ahead	U	36	270	1940	22.6%	2.1	1196	7.1
2/3	Gloucester Street Right Ahead	U	36	404	1940	33.8%	3.5	1196	7.8
3/1	Seaton Place Ahead Left	O	-	155	1800	25.9%	1.9	599	12.5
C1 PRC for Signalised Lanes (%): 42.4 PRC Over All Lanes (%): 42.4 Total Delay for Signalised Lanes (pcuHr): 3.78 Total Delay Over All Lanes(pcuHr): 4.32 Cycle Time (s): 60									

Basic Results Summary
Signal Timings Diagram



Scenario 3: '2025 Do Min AM' (FG3: '2025 Do Min AM Peak', Plan 1: 'Network Control Plan 1')

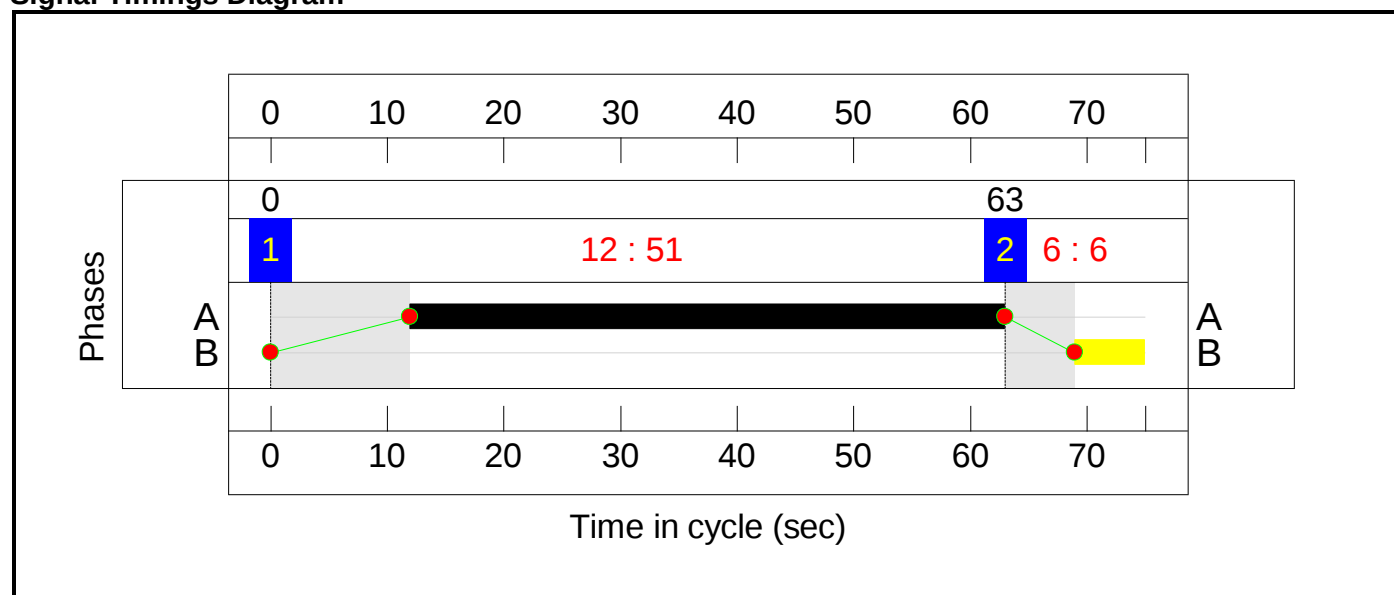
Network Layout Diagram



Network Results

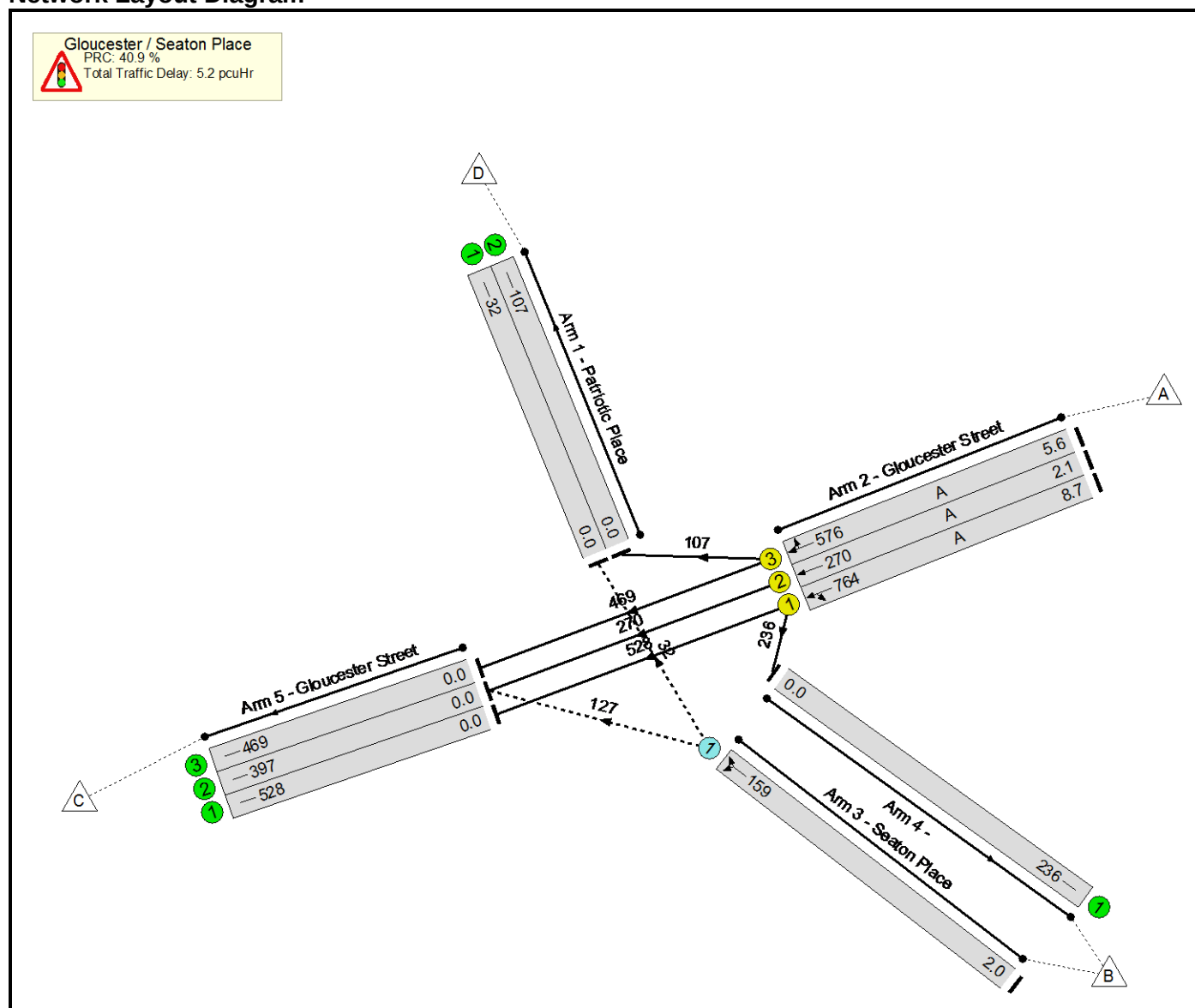
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	59.1%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	59.1%	-	-	-
2/1	Gloucester Street Left Ahead	U	51	795	1940	59.1%	9.1	1345	9.2
2/2	Gloucester Street Ahead	U	51	280	1940	20.8%	2.2	1345	5.8
2/3	Gloucester Street Right Ahead	U	51	497	1940	36.9%	4.4	1345	6.9
3/1	Seaton Place Ahead Left	O	-	140	1800	30.0%	2.4	467	21.3
C1 PRC for Signalled Lanes (%): 52.3 Total Delay for Signalled Lanes (pcuHr): 3.44 Cycle Time (s): 75 PRC Over All Lanes (%): 52.3 Total Delay Over All Lanes(pcuHr): 4.27									

Basic Results Summary
Signal Timings Diagram



Scenario 4: '2025 Do Min PM' (FG4: '2025 Do Min PM Peak', Plan 1: 'Network Control Plan 1')

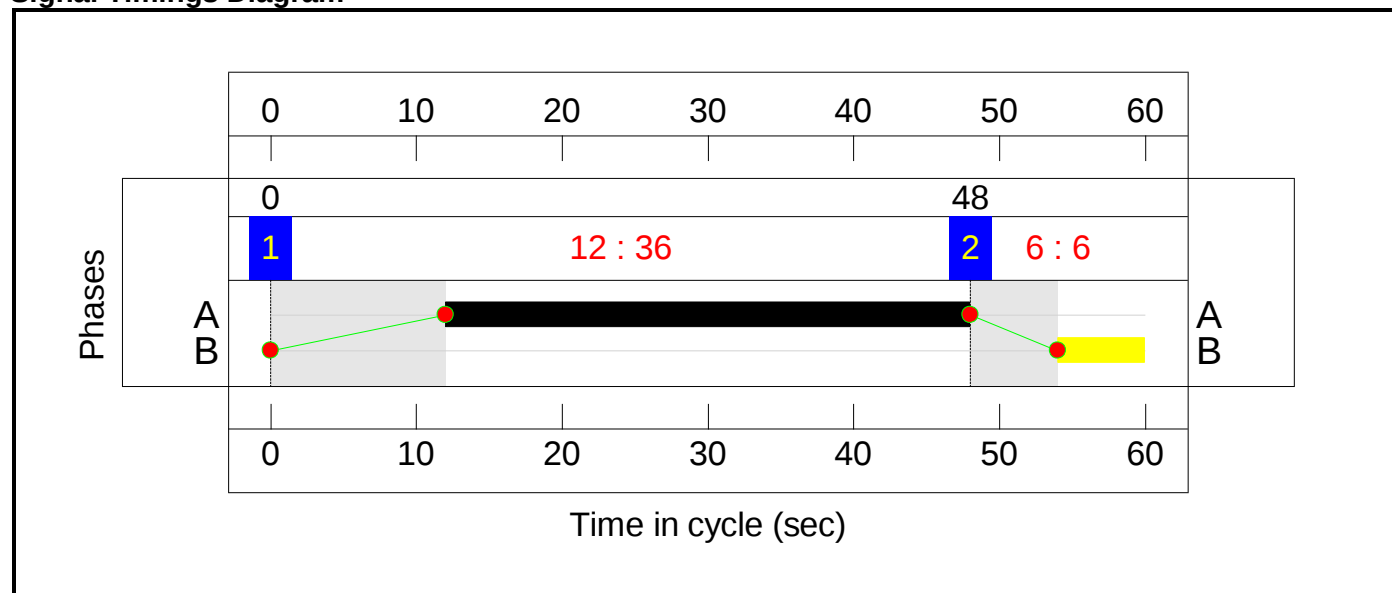
Network Layout Diagram



Network Results

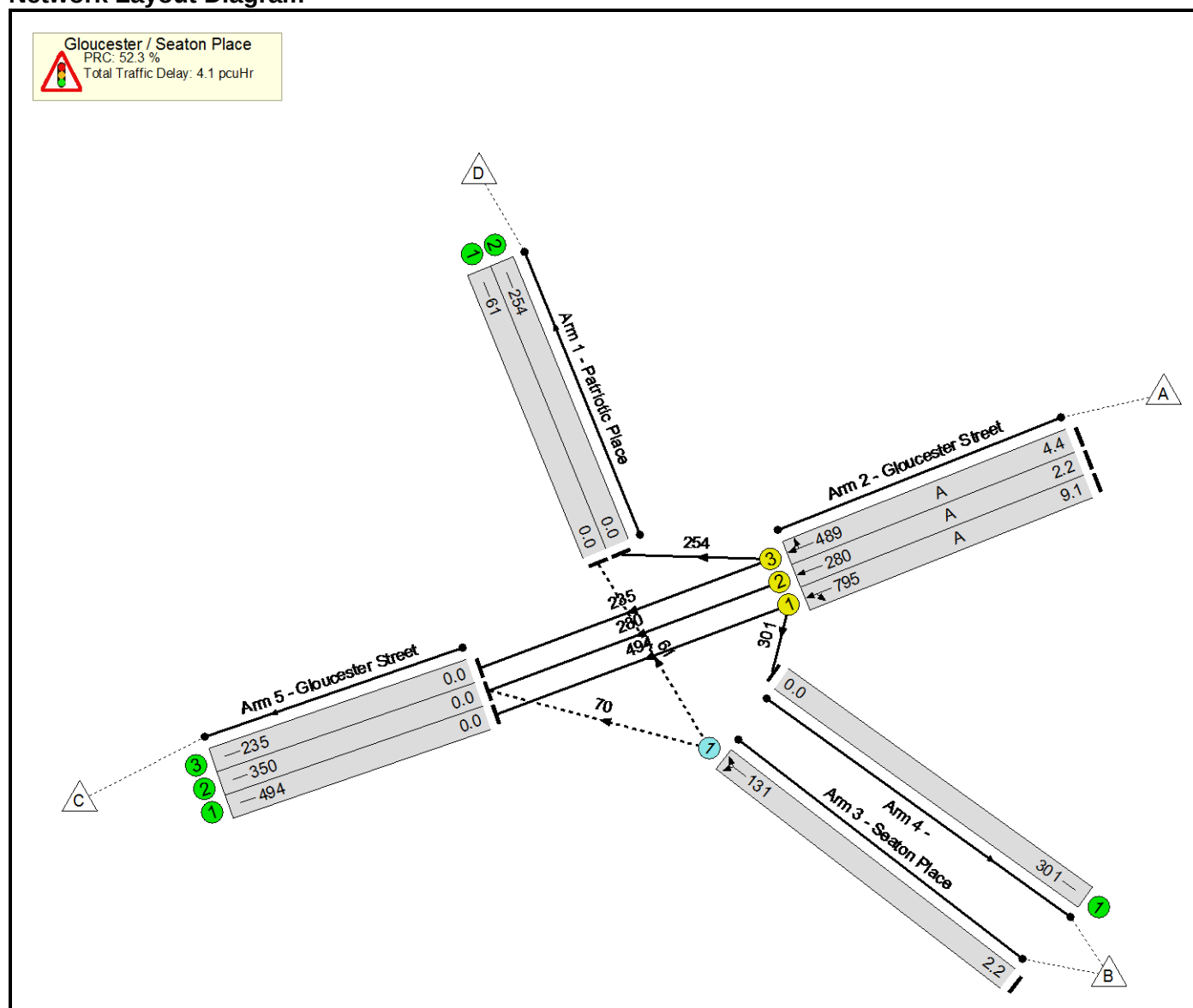
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	63.9%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	63.9%	-	-	-
2/1	Gloucester Street Left Ahead	U	36	764	1940	63.9%	8.7	1196	11.4
2/2	Gloucester Street Ahead	U	36	270	1940	22.6%	2.1	1196	7.1
2/3	Gloucester Street Right Ahead	U	36	576	1940	48.1%	5.6	1196	9.2
3/1	Seaton Place Ahead Left	O	-	159	1800	28.8%	2.0	552	17.4
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		40.9 40.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		4.42 5.19	Cycle Time (s): 60		

Basic Results Summary
Signal Timings Diagram



Scenario 5: '2025 P1A AM' (FG5: '2025 P1A AM Peak', Plan 1: 'Network Control Plan 1')

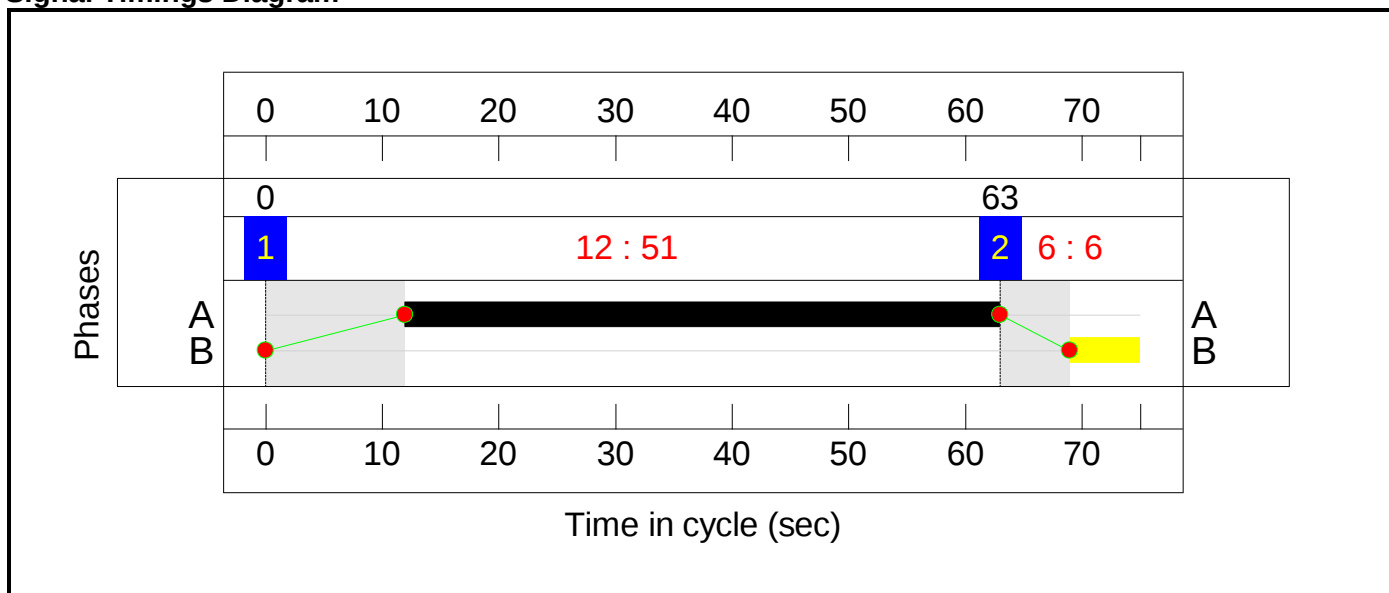
Network Layout Diagram



Network Results

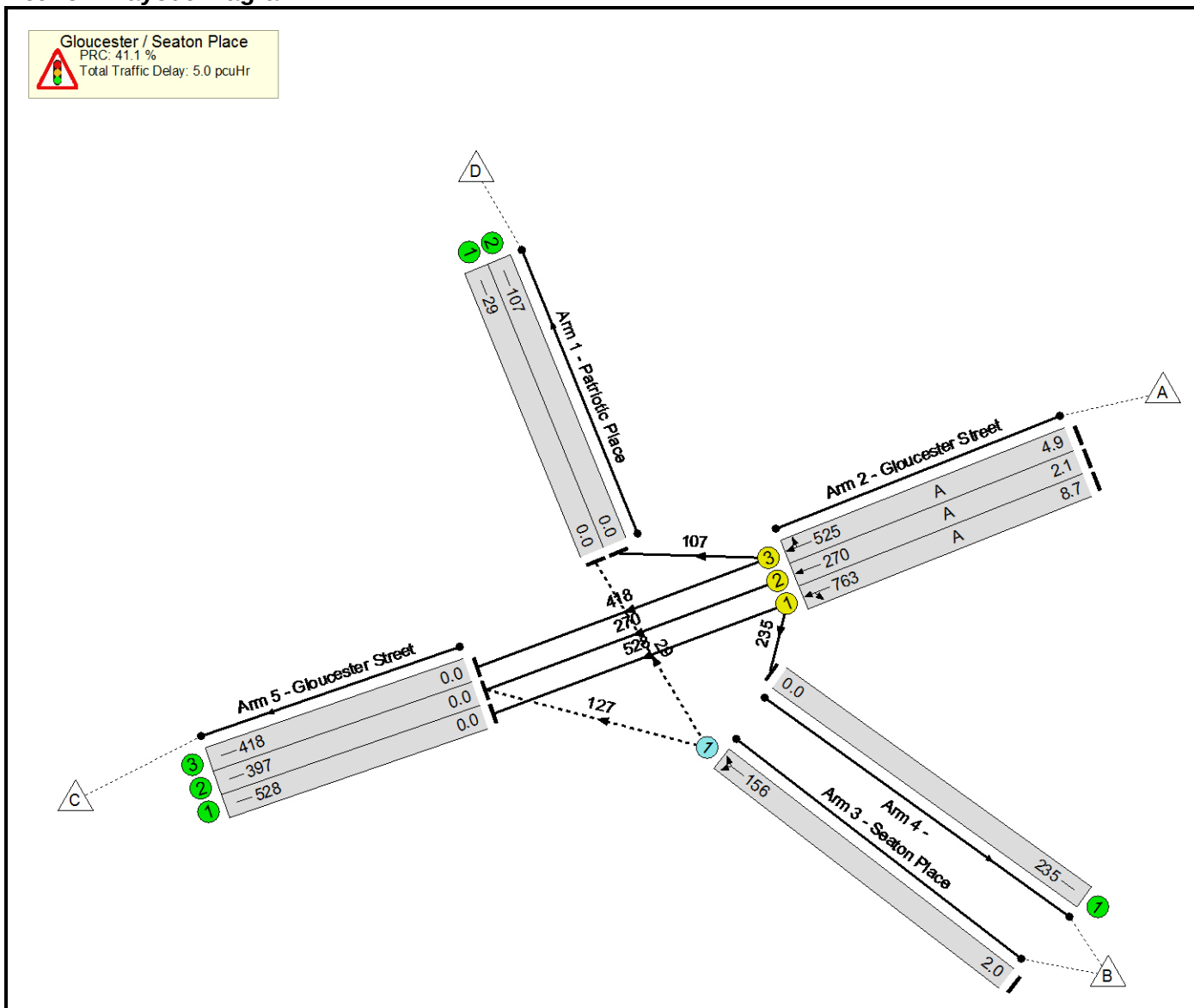
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	59.1%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	59.1%	-	-	-
2/1	Gloucester Street Left Ahead	U	51	795	1940	59.1%	9.1	1345	9.2
2/2	Gloucester Street Ahead	U	51	280	1940	20.8%	2.2	1345	5.8
2/3	Gloucester Street Right Ahead	U	51	489	1940	36.4%	4.4	1345	6.8
3/1	Seaton Place Ahead Left	O	-	131	1800	27.8%	2.2	471	20.0
C1 PRC for Signalled Lanes (%): 52.3 Total Delay for Signalled Lanes (pcuHr): 3.42 Cycle Time (s): 75 PRC Over All Lanes (%): 52.3 Total Delay Over All Lanes(pcuHr): 4.15									

Basic Results Summary
Signal Timings Diagram



Scenario 6: '2025 P1A PM' (FG6: '2025 P1A PM Peak', Plan 1: 'Network Control Plan 1')

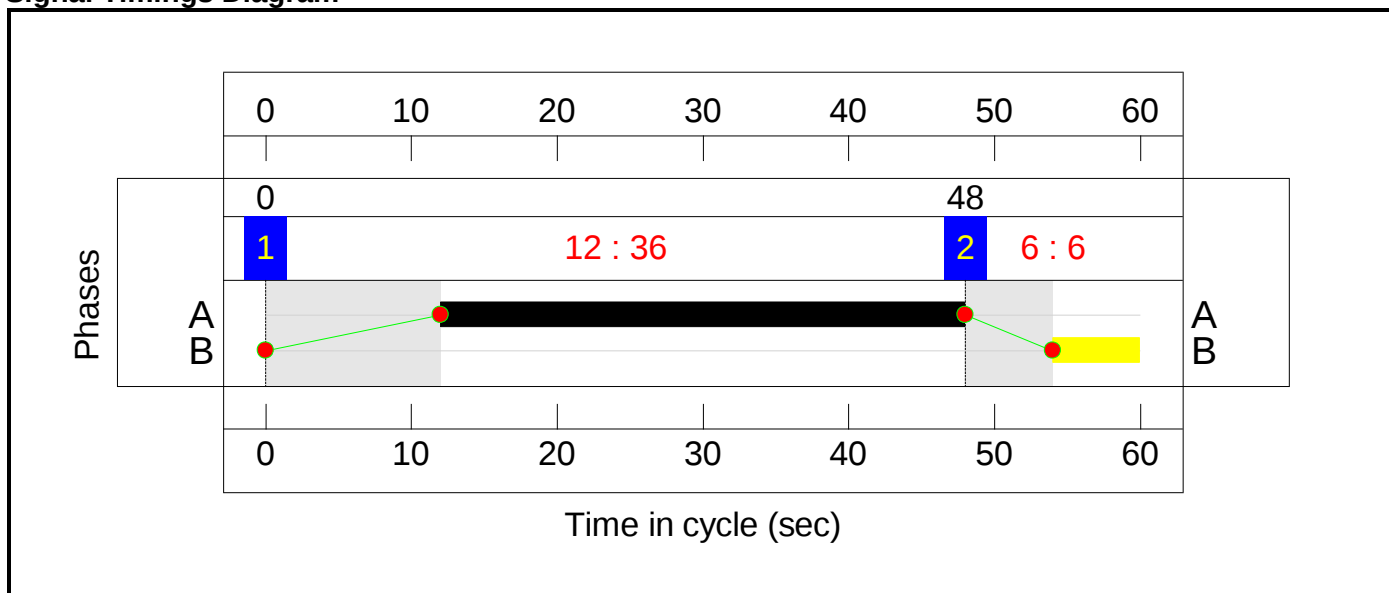
Network Layout Diagram



Network Results

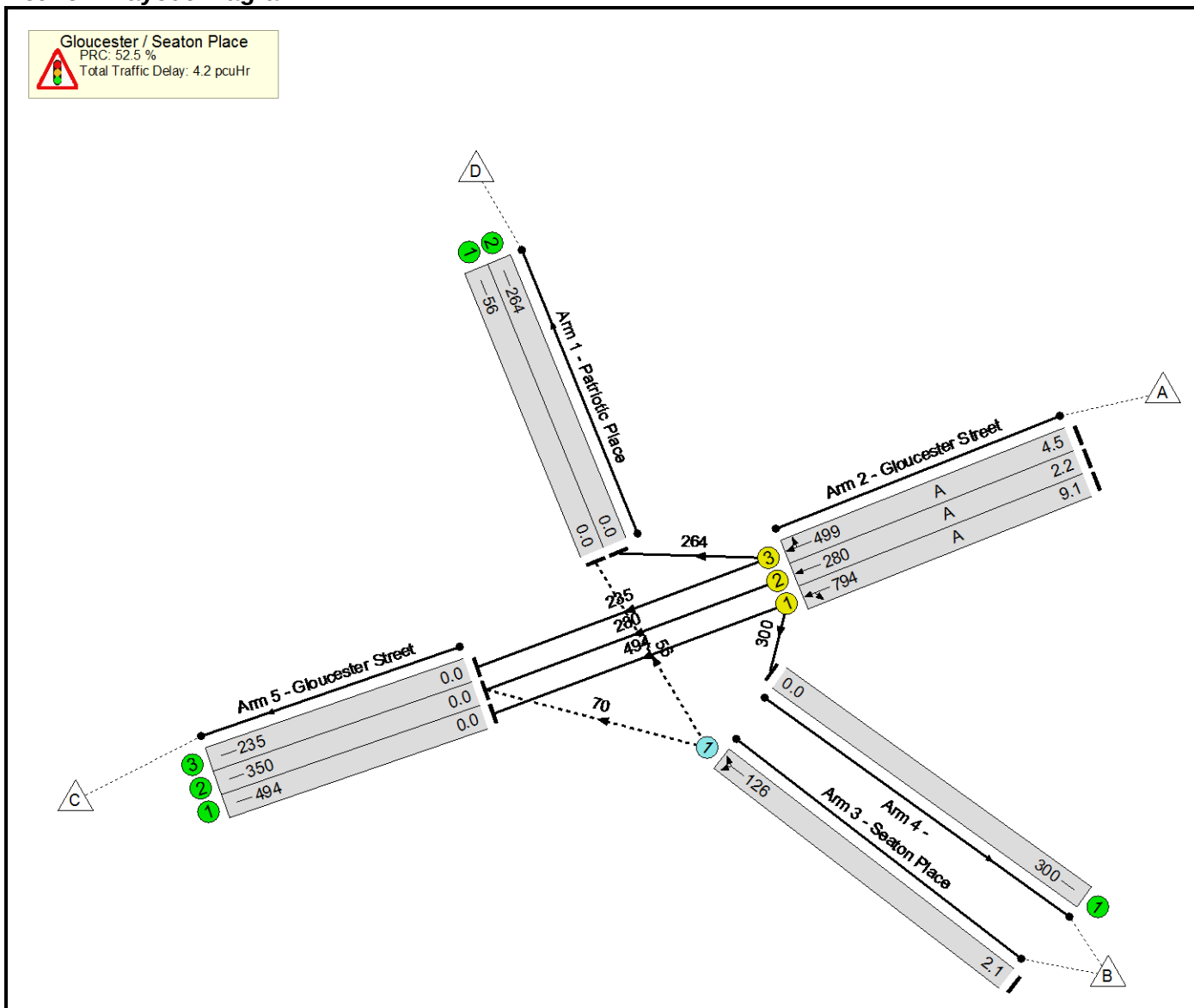
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	63.8%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	63.8%	-	-	-
2/1	Gloucester Street Left Ahead	U	36	763	1940	63.8%	8.7	1196	11.4
2/2	Gloucester Street Ahead	U	36	270	1940	22.6%	2.1	1196	7.1
2/3	Gloucester Street Right Ahead	U	36	525	1940	43.9%	4.9	1196	8.7
3/1	Seaton Place Ahead Left	O	-	156	1800	28.3%	2.0	552	17.4
C1 PRC for Signalised Lanes (%): PRC Over All Lanes (%): 41.1 41.1 Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 4.22 4.97 Cycle Time (s): 60									

Basic Results Summary
Signal Timings Diagram



Scenario 9: '2025 DS JFH AM' (FG9: '2025 DS JFH AM Peak', Plan 1: 'Network Control Plan 1')

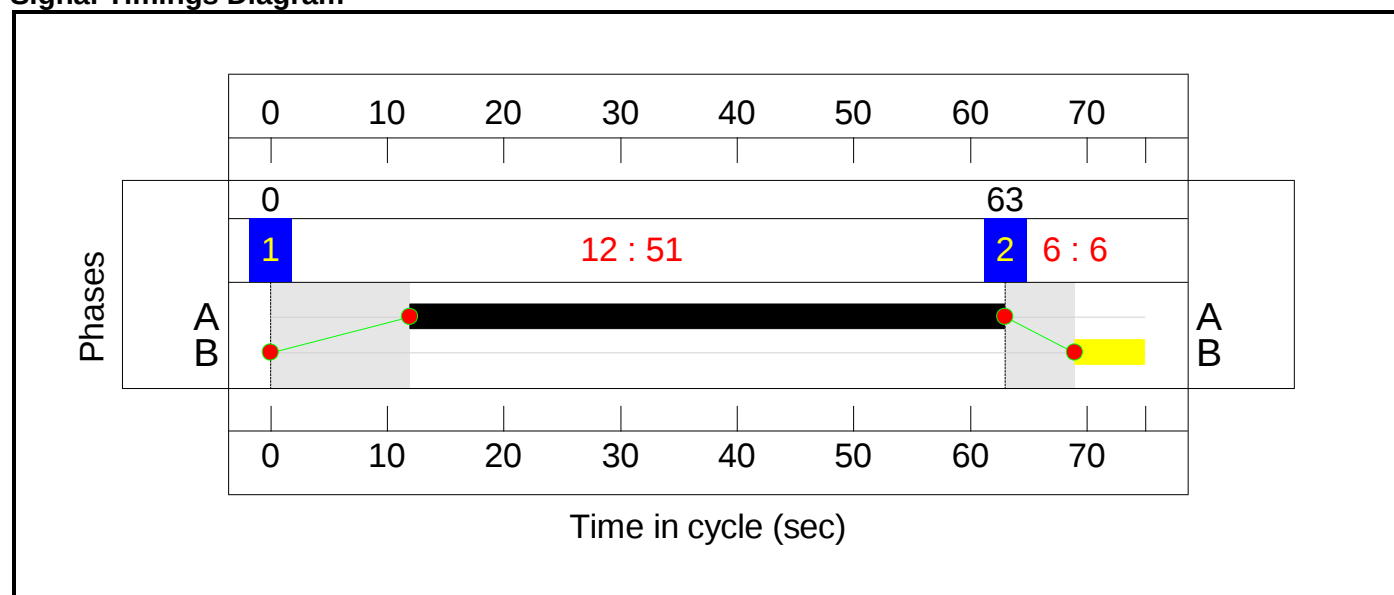
Network Layout Diagram



Network Results

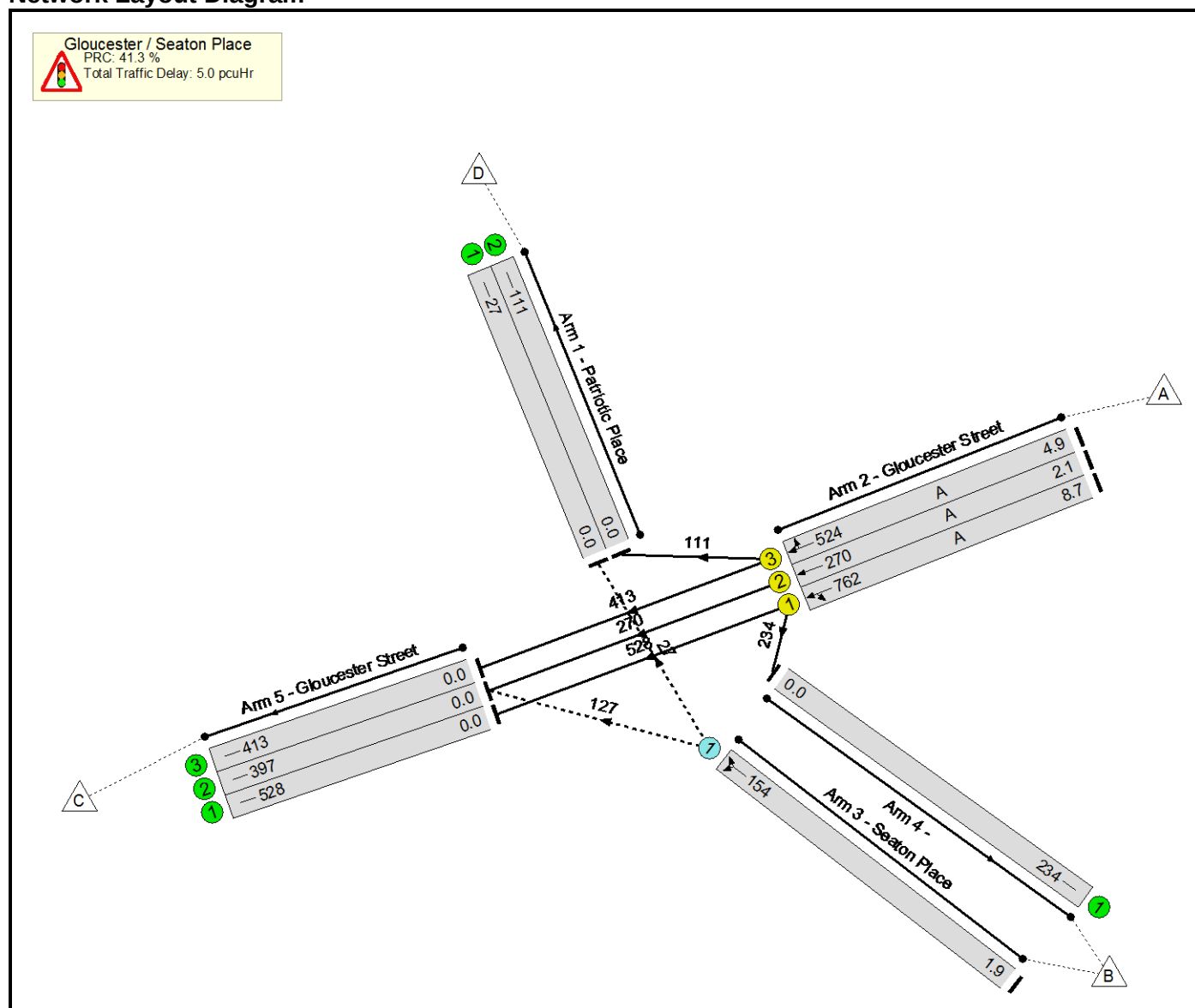
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	59.0%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	59.0%	-	-	-
2/1	Gloucester Street Left Ahead	U	51	794	1940	59.0%	9.1	1345	9.2
2/2	Gloucester Street Ahead	U	51	280	1940	20.8%	2.2	1345	5.8
2/3	Gloucester Street Right Ahead	U	51	499	1940	37.1%	4.5	1345	6.9
3/1	Seaton Place Ahead Left	O	-	126	1800	27.0%	2.1	466	20.7
C1 PRC for Signalised Lanes (%): 52.5 Total Delay for Signalised Lanes (pcuHr): 3.44 Cycle Time (s): 75 PRC Over All Lanes (%): 52.5 Total Delay Over All Lanes(pcuHr): 4.17									

Basic Results Summary
Signal Timings Diagram



Scenario 10: '2025 DS JFH PM' (FG10: '2025 DS JFH PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

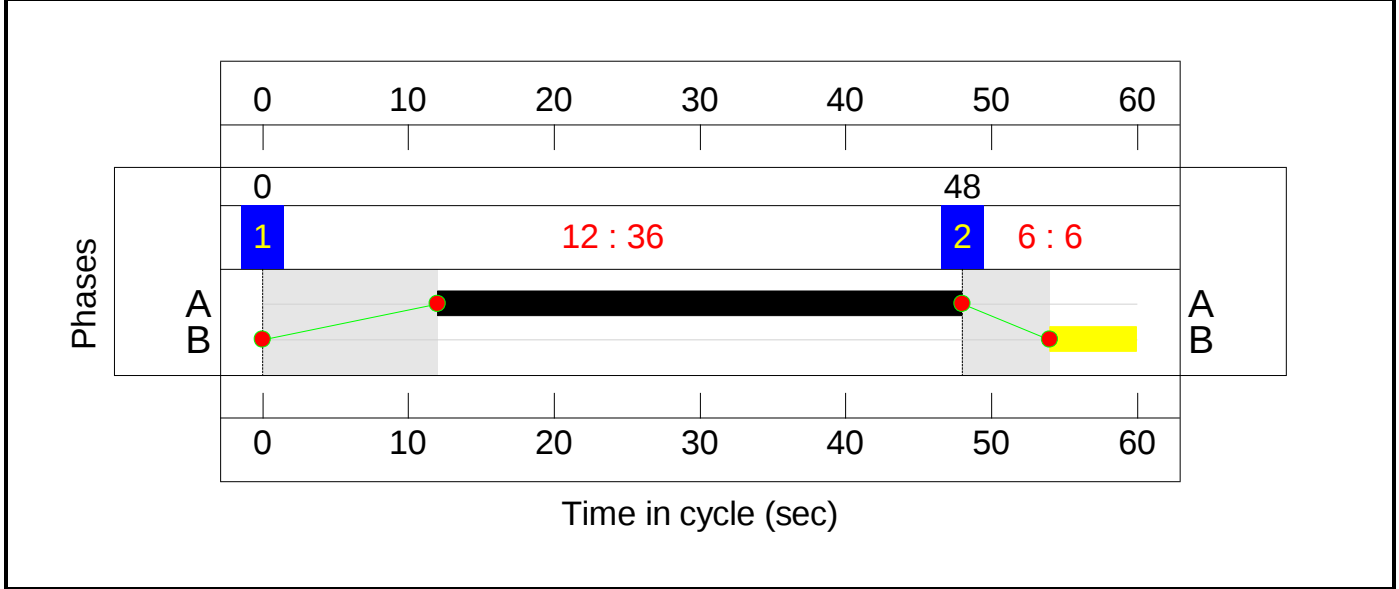


Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	63.7%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	63.7%	-	-	-
2/1	Gloucester Street Left Ahead	U	36	762	1940	63.7%	8.7	1196	11.4
2/2	Gloucester Street Ahead	U	36	270	1940	22.6%	2.1	1196	7.1
2/3	Gloucester Street Right Ahead	U	36	524	1940	43.8%	4.9	1196	8.7
3/1	Seaton Place Ahead Left	O	-	154	1800	27.9%	1.9	552	17.3
C1 PRC for Signalised Lanes (%): 41.3 PRC Over All Lanes (%): 41.3 Total Delay for Signalised Lanes (pcuHr): 4.21 Total Delay Over All Lanes(pcuHr): 4.95 Cycle Time (s): 60									

Basic Results Summary

Signal Timings Diagram

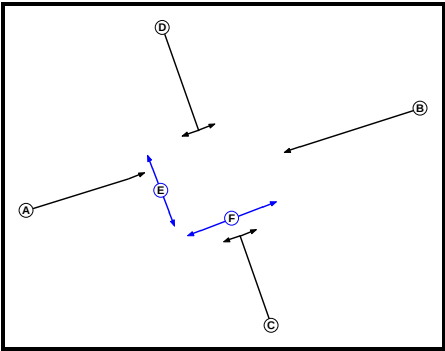


Junction 4 Mitigation: Rouge Bouillon/Saville Street

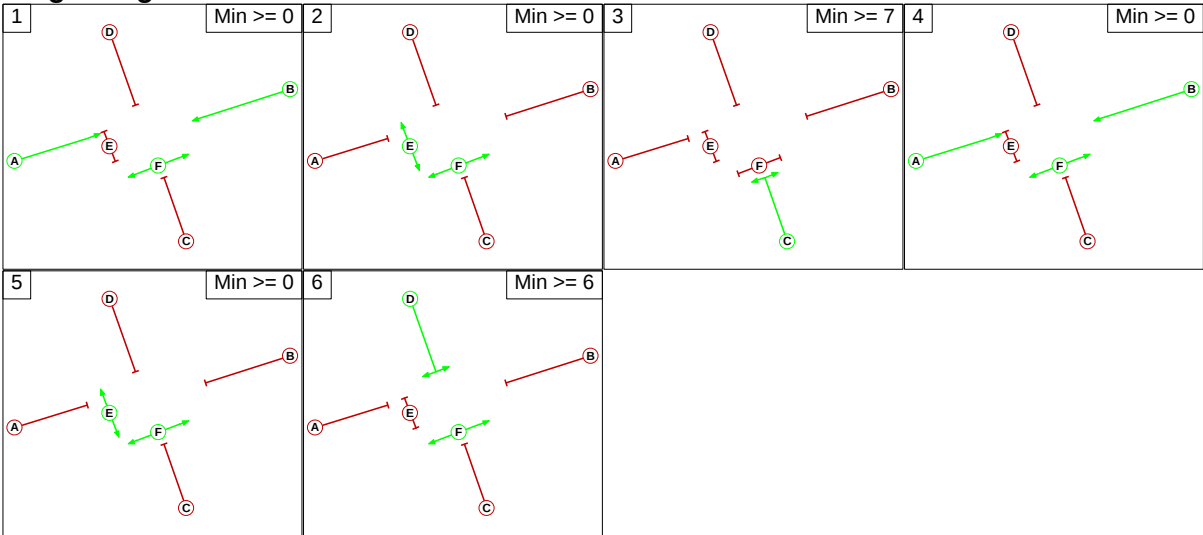
Basic Results Summary

Basic Results Summary

Phase Diagram



Stage Diagram

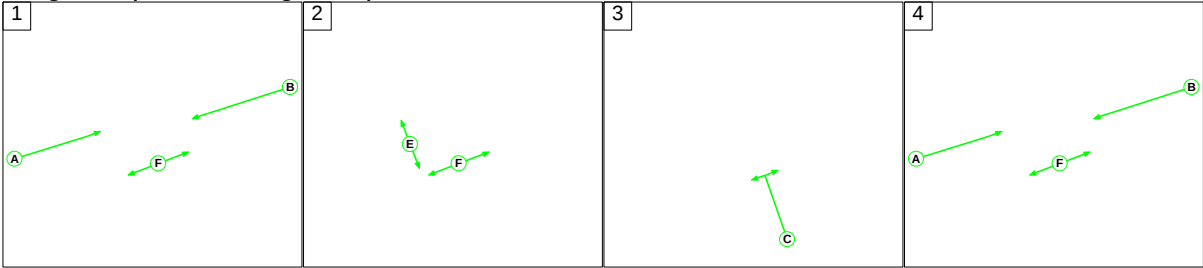


Phase Intergreens Matrix

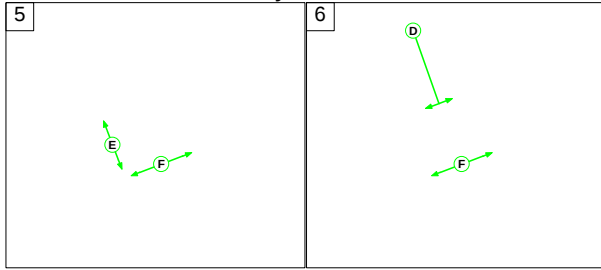
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	8	6	6	-
	B	-		8	6	6	-
	C	5	7		4	7	5
	D	7	5	5		7	-
	E	5	8	6	6		-
	F	-	-	7	-	-	

Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

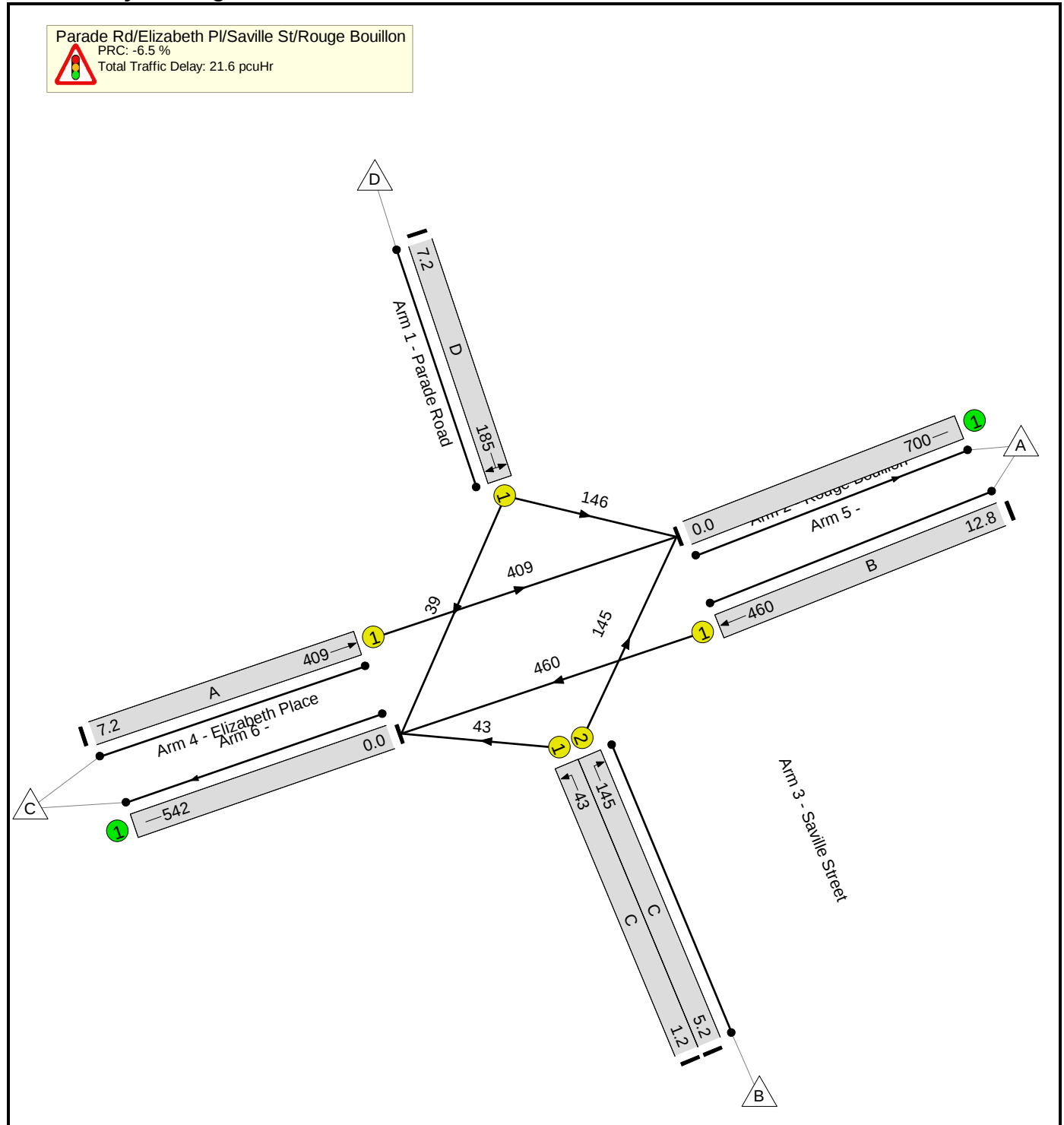


Basic Results Summary



Scenario 3: '2025 Do Min AM' (FG3: '2025 Do Min AM', Plan 1: 'Network Control Plan 1')

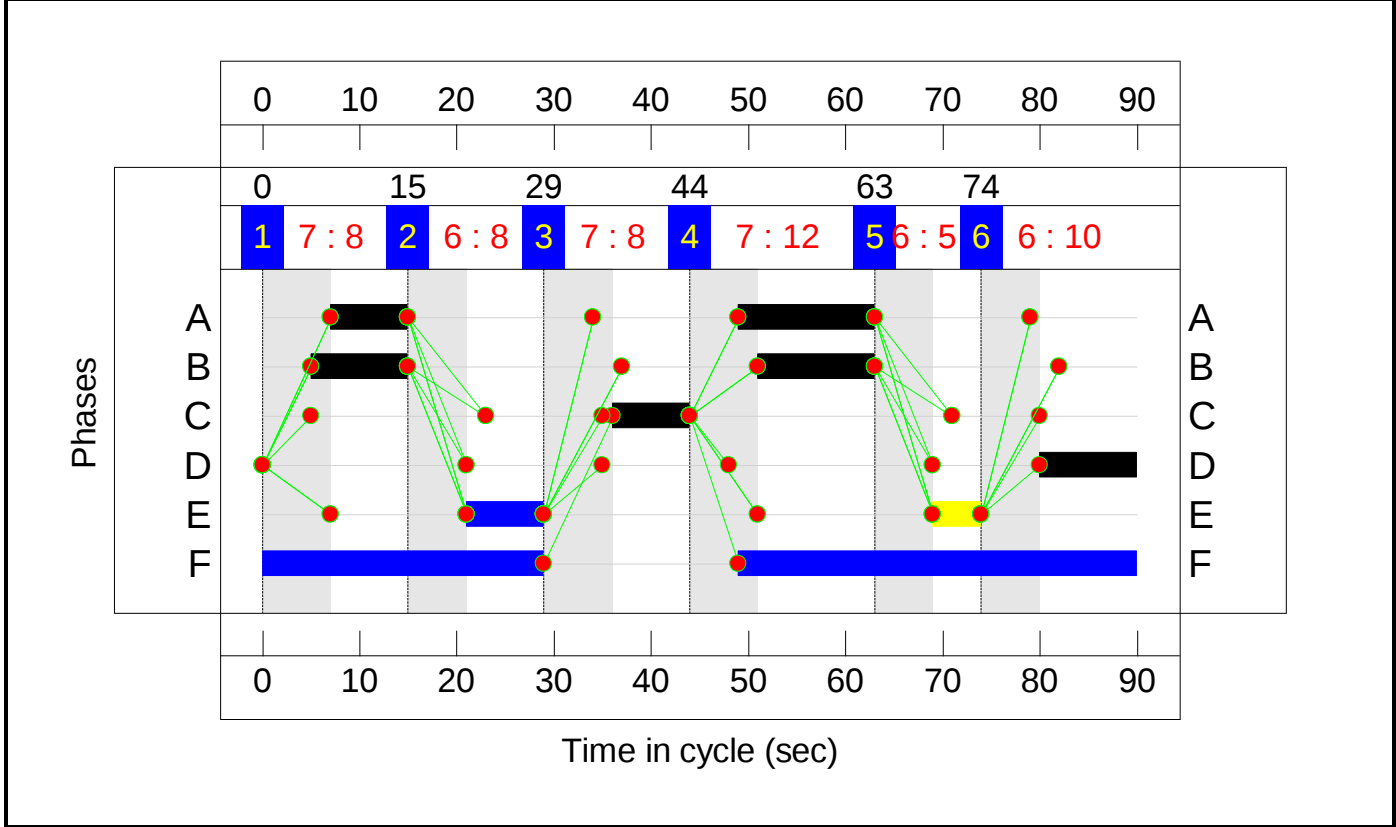
Network Layout Diagram



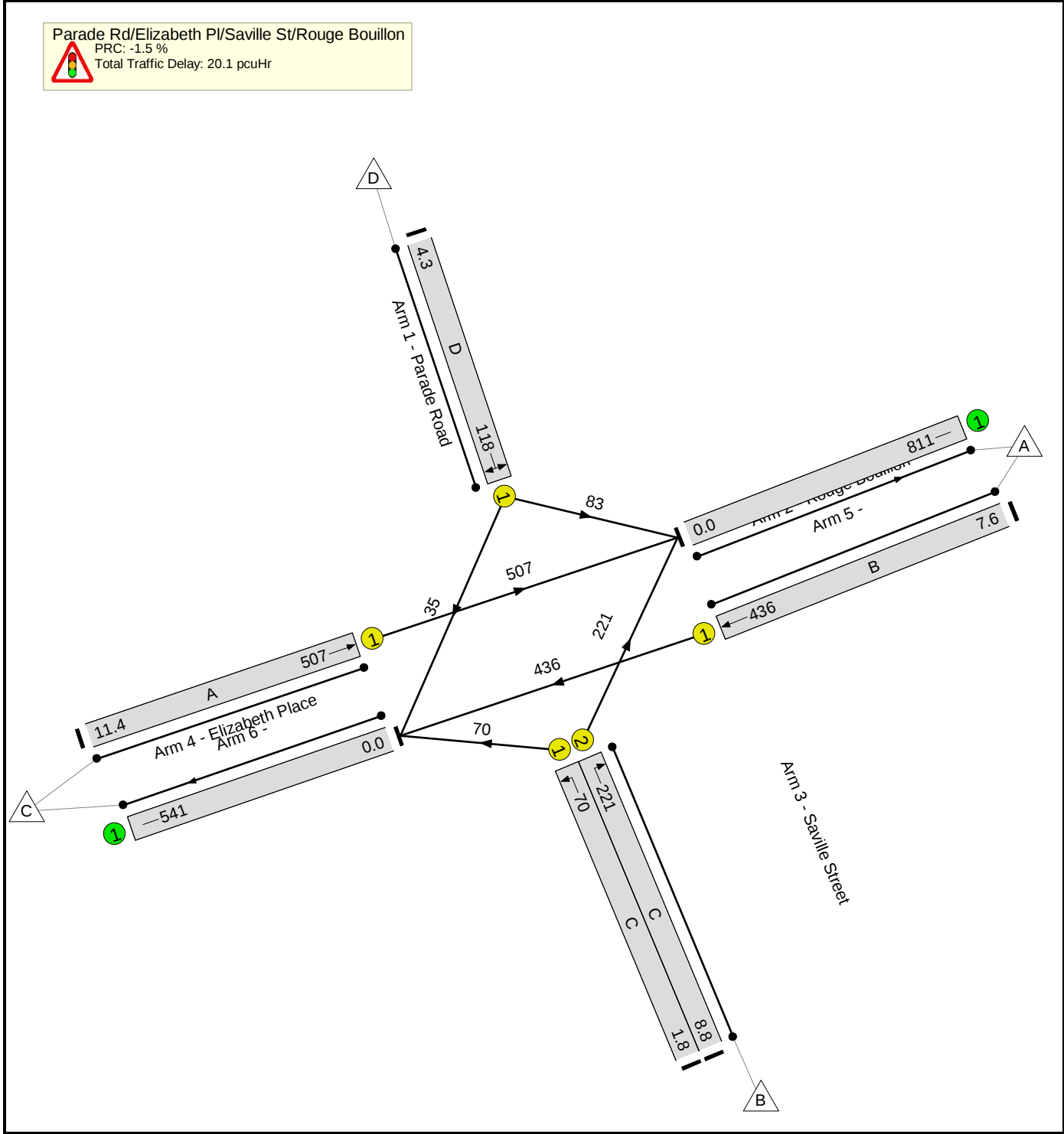
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	95.8%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	95.8%	-	-	-
1/1	Parade Road Left Right	U	10	185	1750	86.5%	7.2	214	91.3
2/1	Rouge Bouillon Ahead	U	22	460	1800	95.8%	12.8	480	69.8
3/1	Saville Street Left	U	8	43	1700	25.3%	1.2	170	51.6
3/2	Saville Street Right	U	8	145	1850	78.4%	5.2	185	81.1
4/1	Elizabeth Place Ahead	U	22	409	1850	82.9%	7.2	493	36.4
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-6.5 -6.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	21.62 21.62	Cycle Time (s):	90			

Basic Results Summary
Signal Timings Diagram



Scenario 4: '2025 Do Min PM' (FG4: '2025 Do Min PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

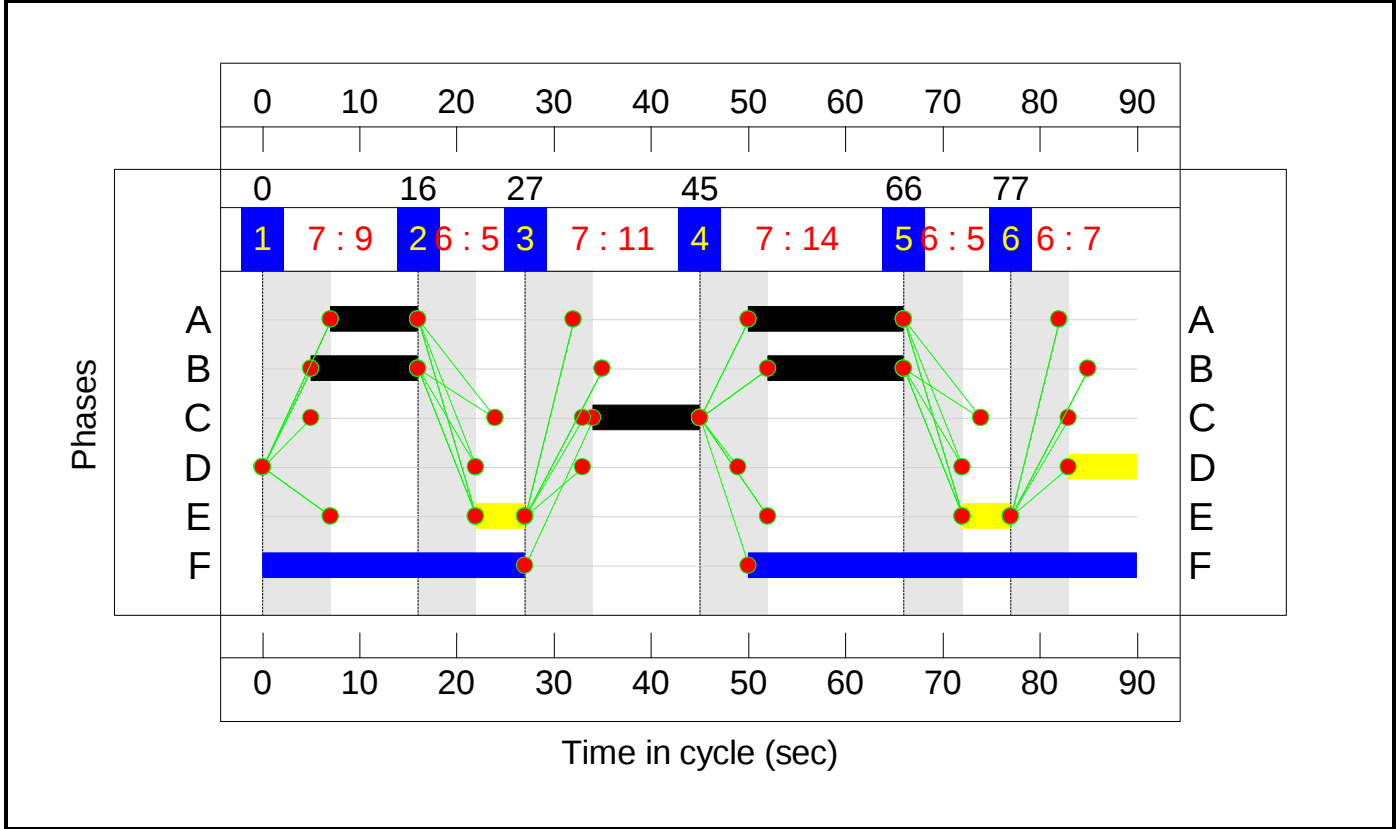


Basic Results Summary

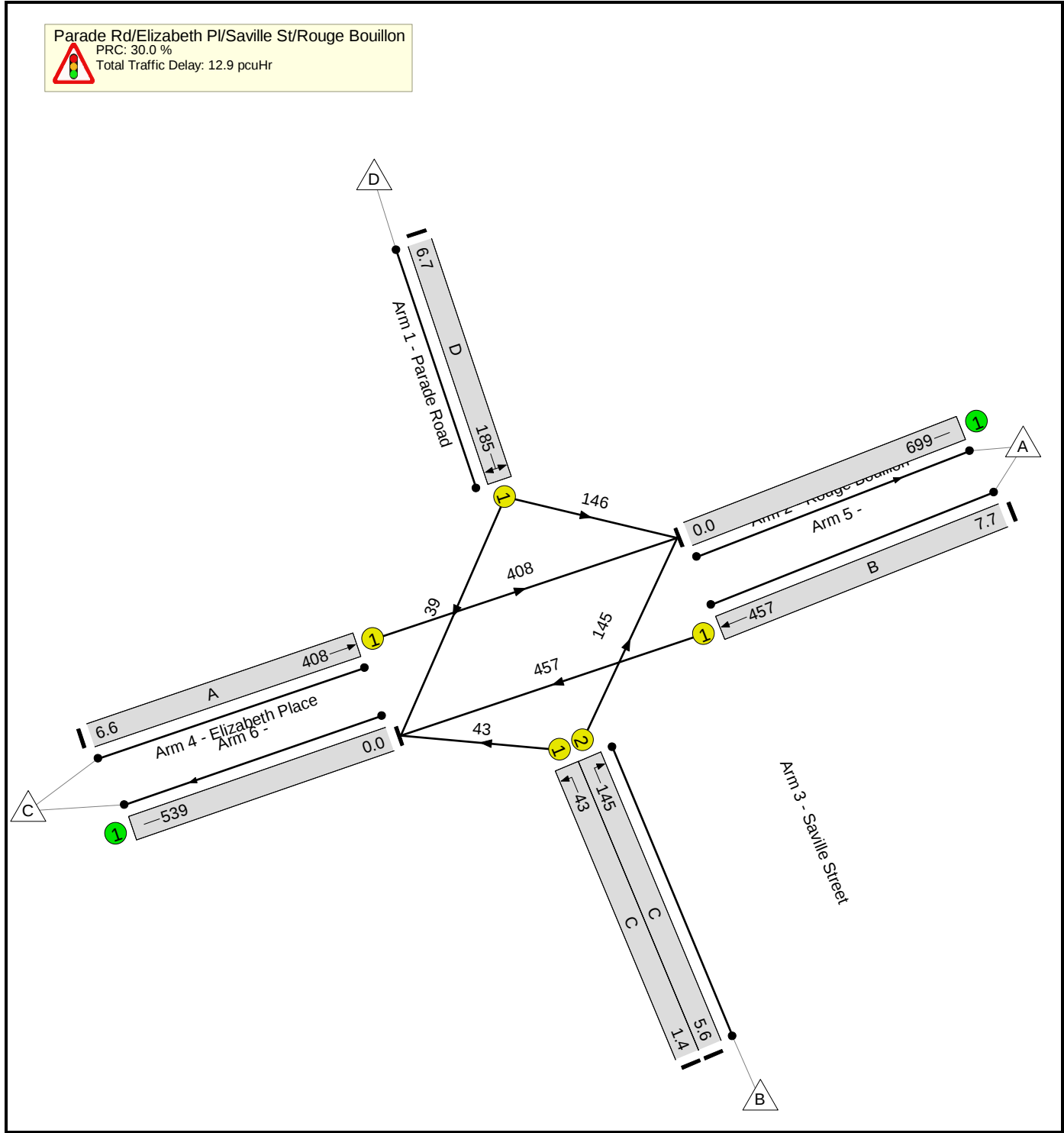
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	91.4%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	91.4%	-	-	-
1/1	Parade Road Left Right	U	7	118	1750	75.9%	4.3	156	84.5
2/1	Rouge Bouillon Ahead	U	25	436	1800	80.7%	7.6	540	31.4
3/1	Saville Street Left	U	11	70	1700	30.9%	1.8	227	46.7
3/2	Saville Street Right	U	11	221	1850	89.6%	8.8	247	93.8
4/1	Elizabeth Place Ahead	U	25	507	1850	91.4%	11.4	555	48.6
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-1.5 -1.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		20.09 20.09	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



Scenario 13: '2025 Phase 1A AM' (FG13: '2025 Phase 1A AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

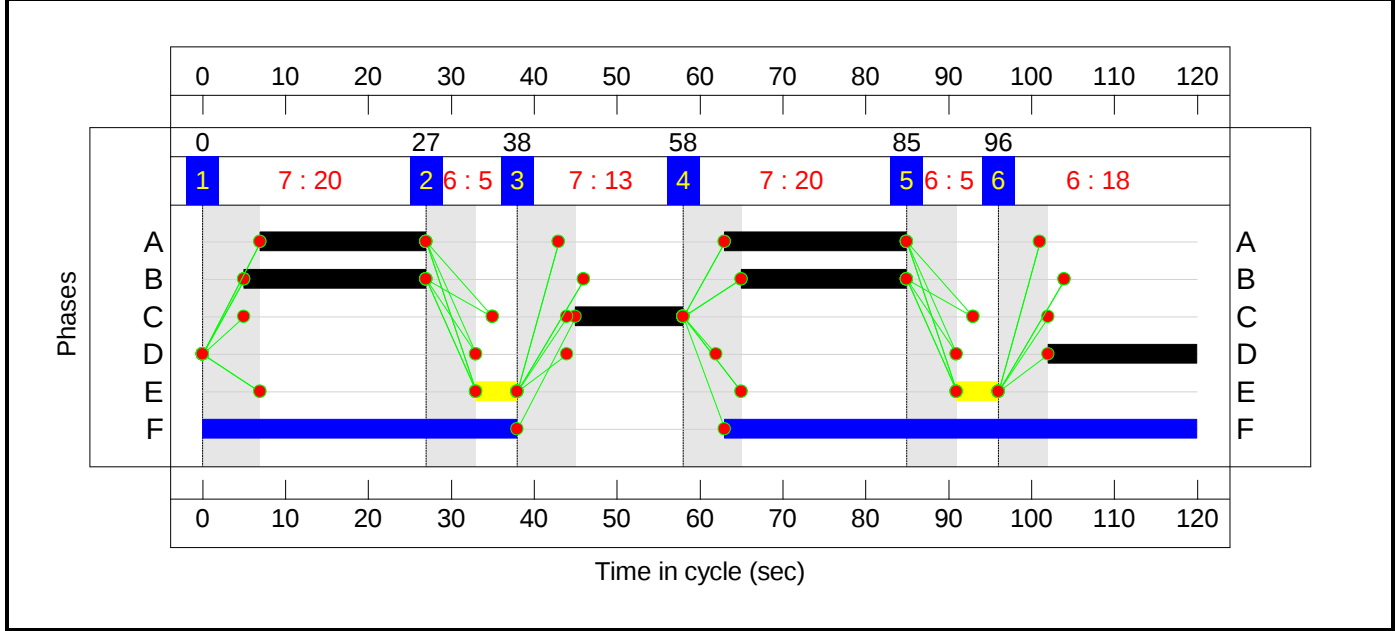


Network Results

C1	PRC for Signalled Lanes (%):	30.0	Total Delay for Signalled Lanes (pcuHr):	12.85	Cycle Time (s): 120
	PRC Over All Lanes (%):	30.0	Total Delay Over All Lanes(pcuHr):	12.85	

Basic Results Summary

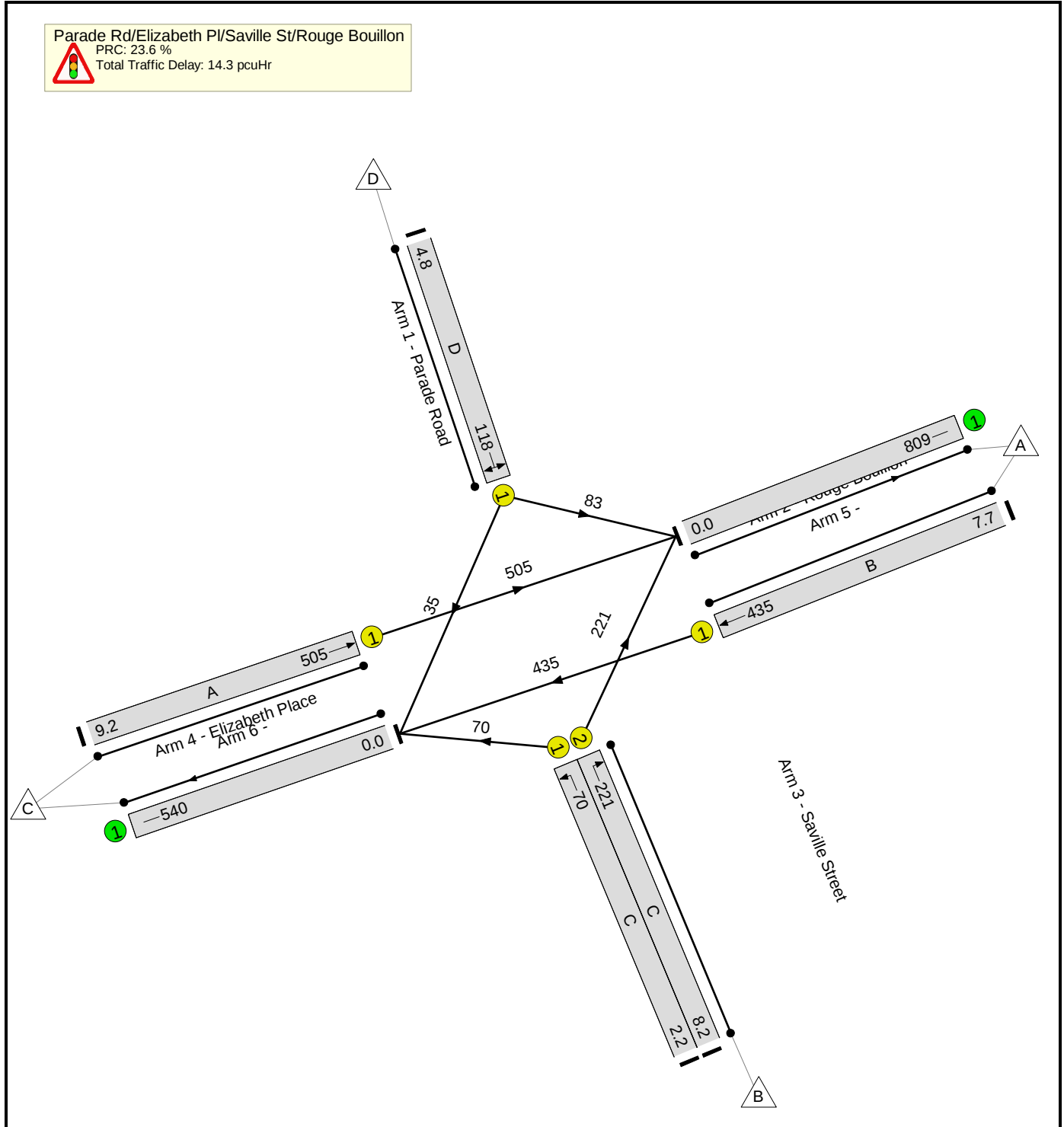
Signal Timings Diagram



Basic Results Summary

Scenario 14: '2025 Phase 1A PM' (FG14: '2025 Phase 1A PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

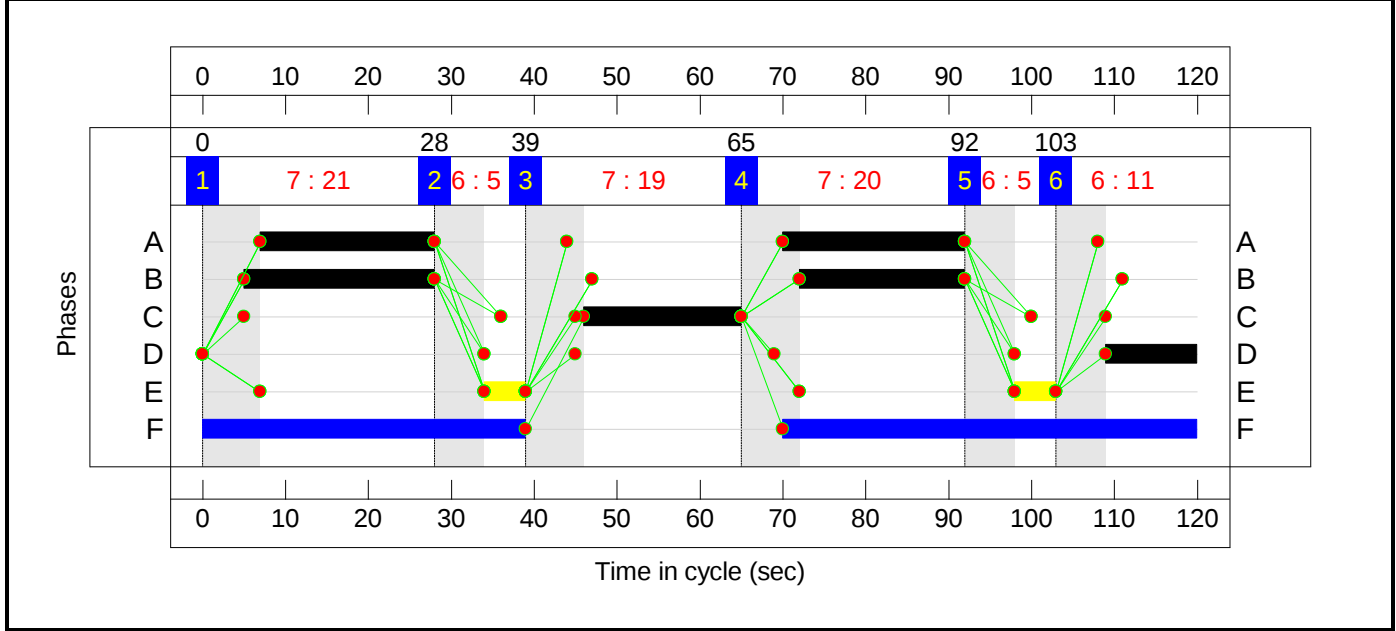


Network Results

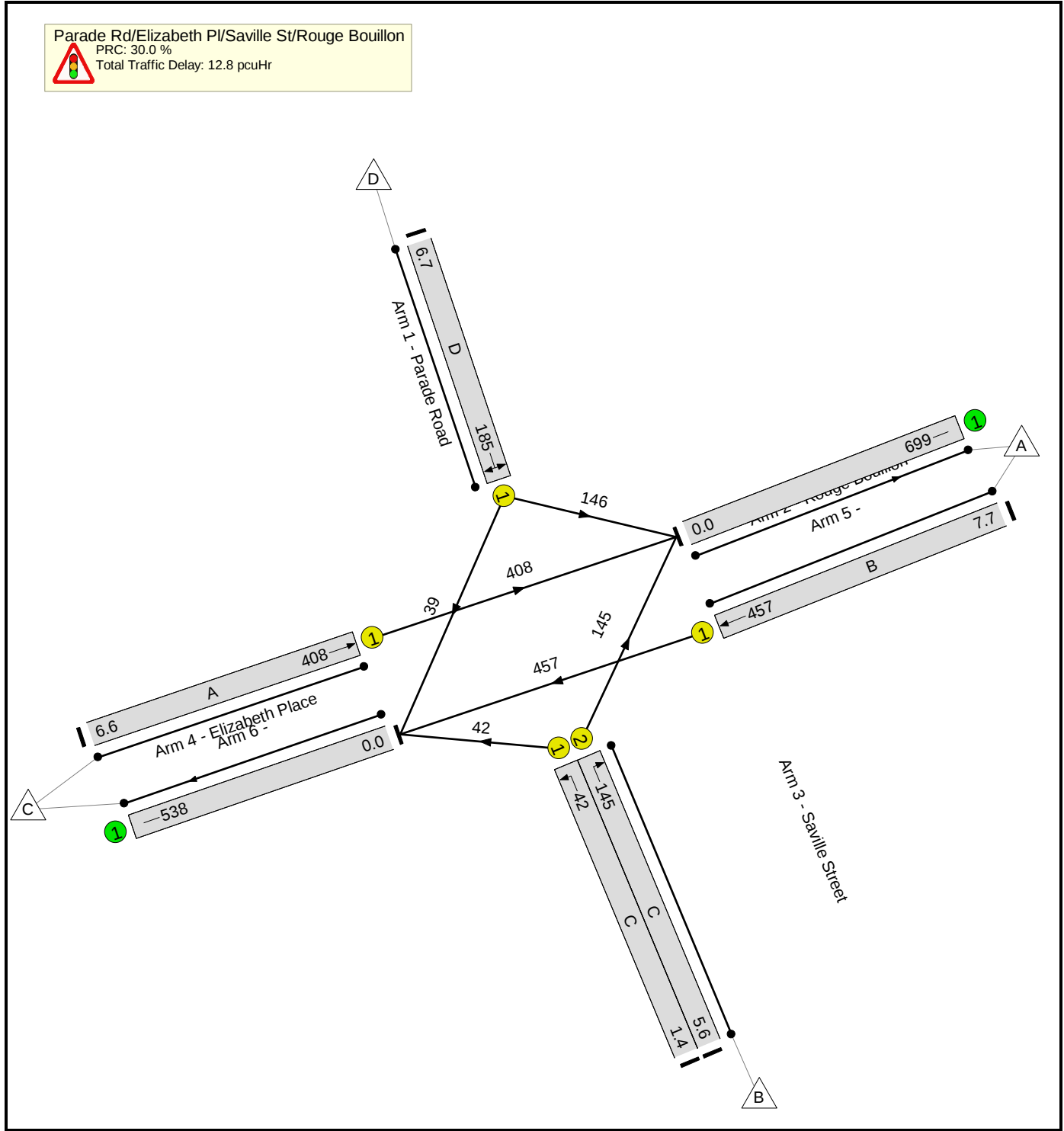
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	72.8%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	72.8%	-	-	-
1/1	Parade Road Left Right	U	11	118	1750	67.4%	4.8	175	82.6
2/1	Rouge Bouillon Ahead	U	43	435	1800	64.4%	7.7	675	23.2
3/1	Saville Street Left	U	19	70	1700	24.7%	2.2	283	51.9
3/2	Saville Street Right	U	19	221	1850	71.7%	8.2	308	67.4
4/1	Elizabeth Place Ahead	U	43	505	1850	72.8%	9.2	694	25.7
C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		23.6 23.6	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		14.26 14.26	Cycle Time (s): 120		

Basic Results Summary

Signal Timings Diagram



Scenario 15: '2025 Phase 1B AM' (FG15: '2025 Phase 1B AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

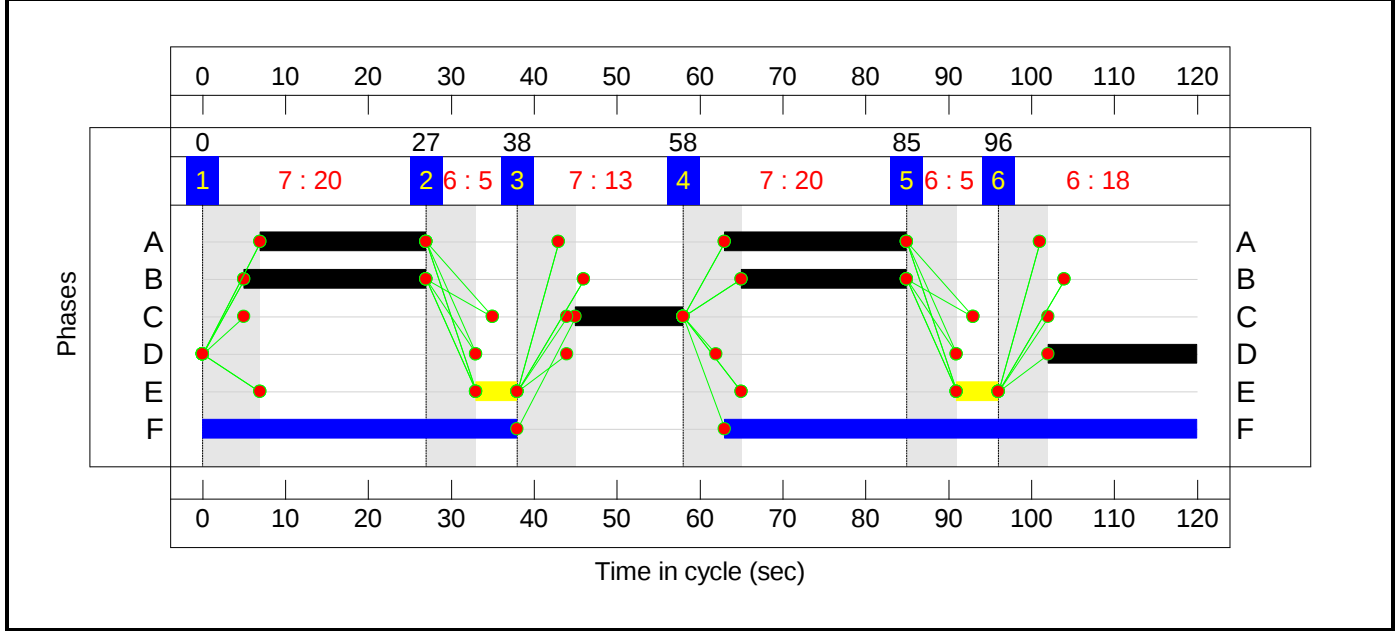


Network Results

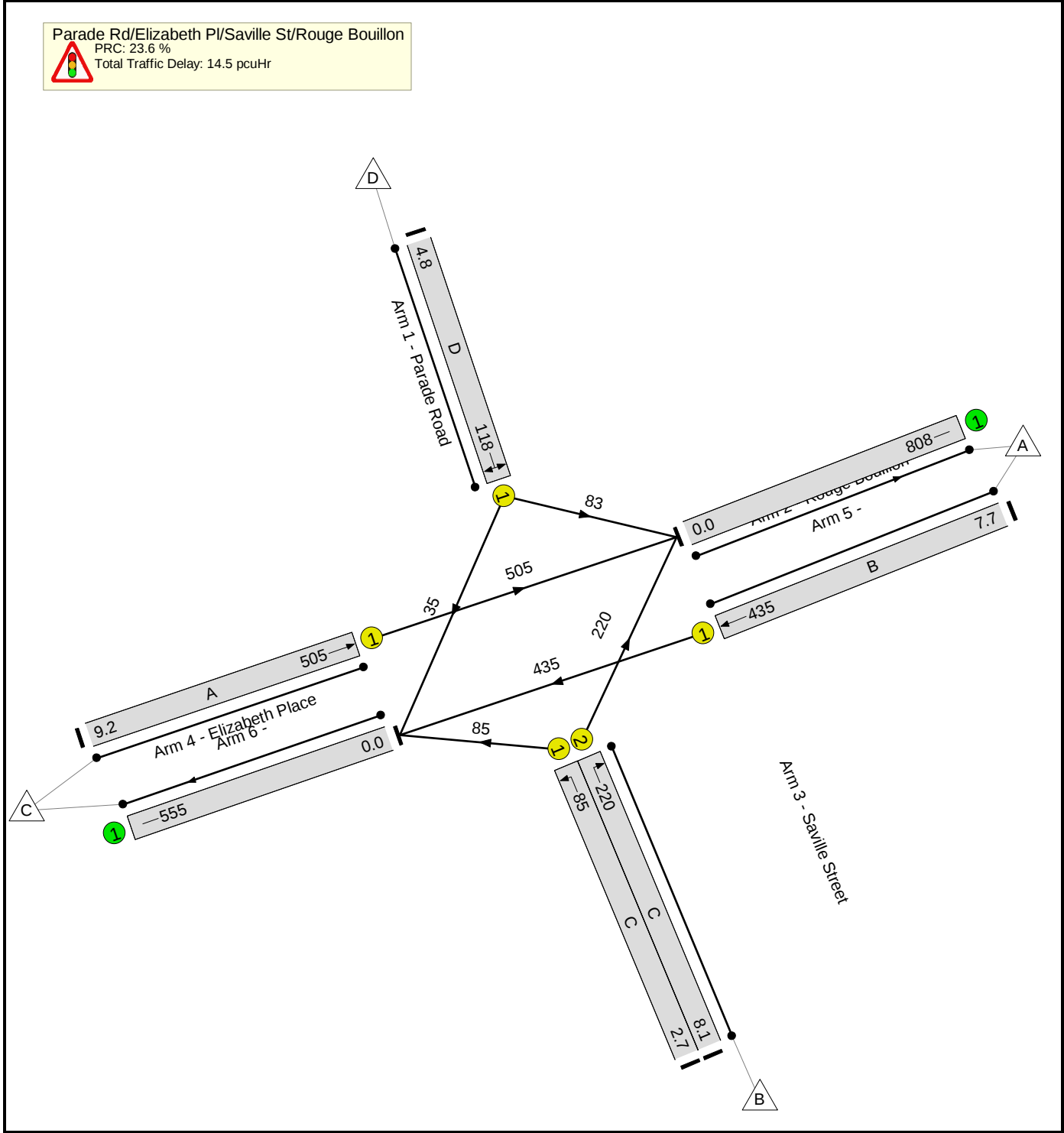
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	69.2%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	69.2%	-	-	-
1/1	Parade Road Left Right	U	18	185	1750	66.8%	6.7	277	66.7
2/1	Rouge Bouillon Ahead	U	42	457	1800	69.2%	7.7	660	24.9
3/1	Saville Street Left	U	13	42	1700	21.2%	1.4	198	59.5
3/2	Saville Street Right	U	13	145	1850	67.2%	5.6	216	75.5
4/1	Elizabeth Place Ahead	U	42	408	1850	60.1%	6.6	678	22.2
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		30.0 30.0	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.84 12.84	Cycle Time (s): 120		

Basic Results Summary

Signal Timings Diagram



Scenario 16: '2025 Phase 1B PM' (FG16: '2025 Phase 1B PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

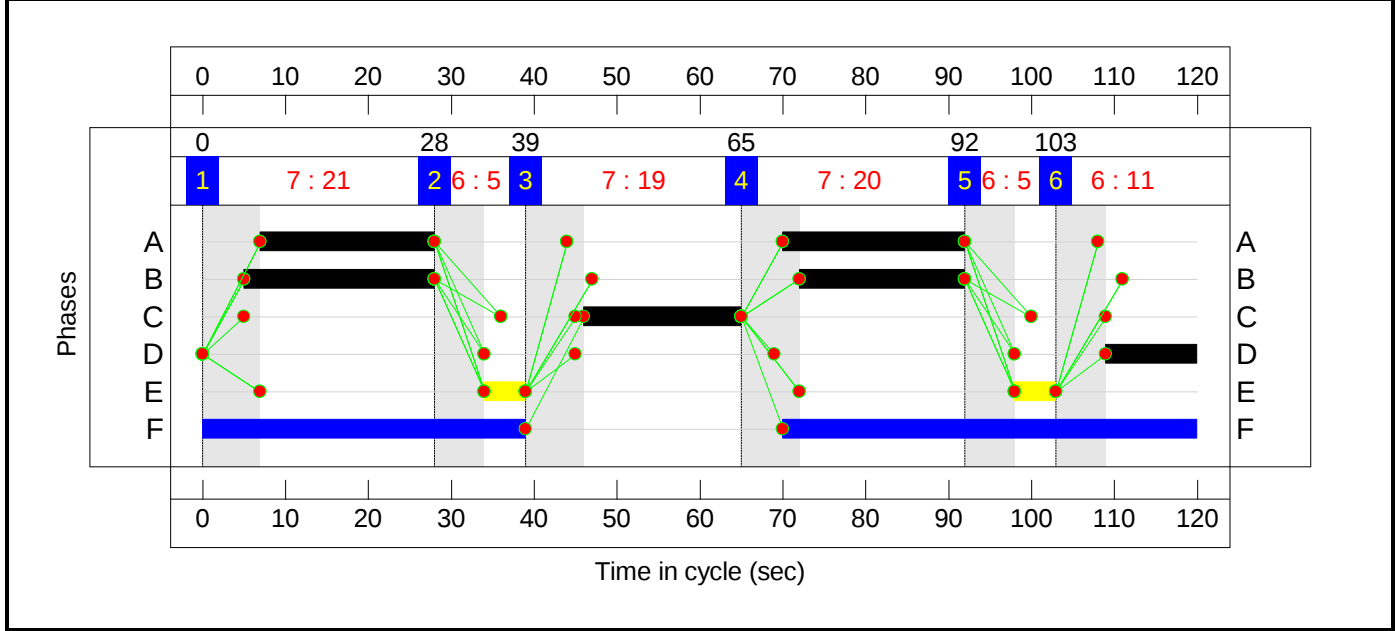


Network Results

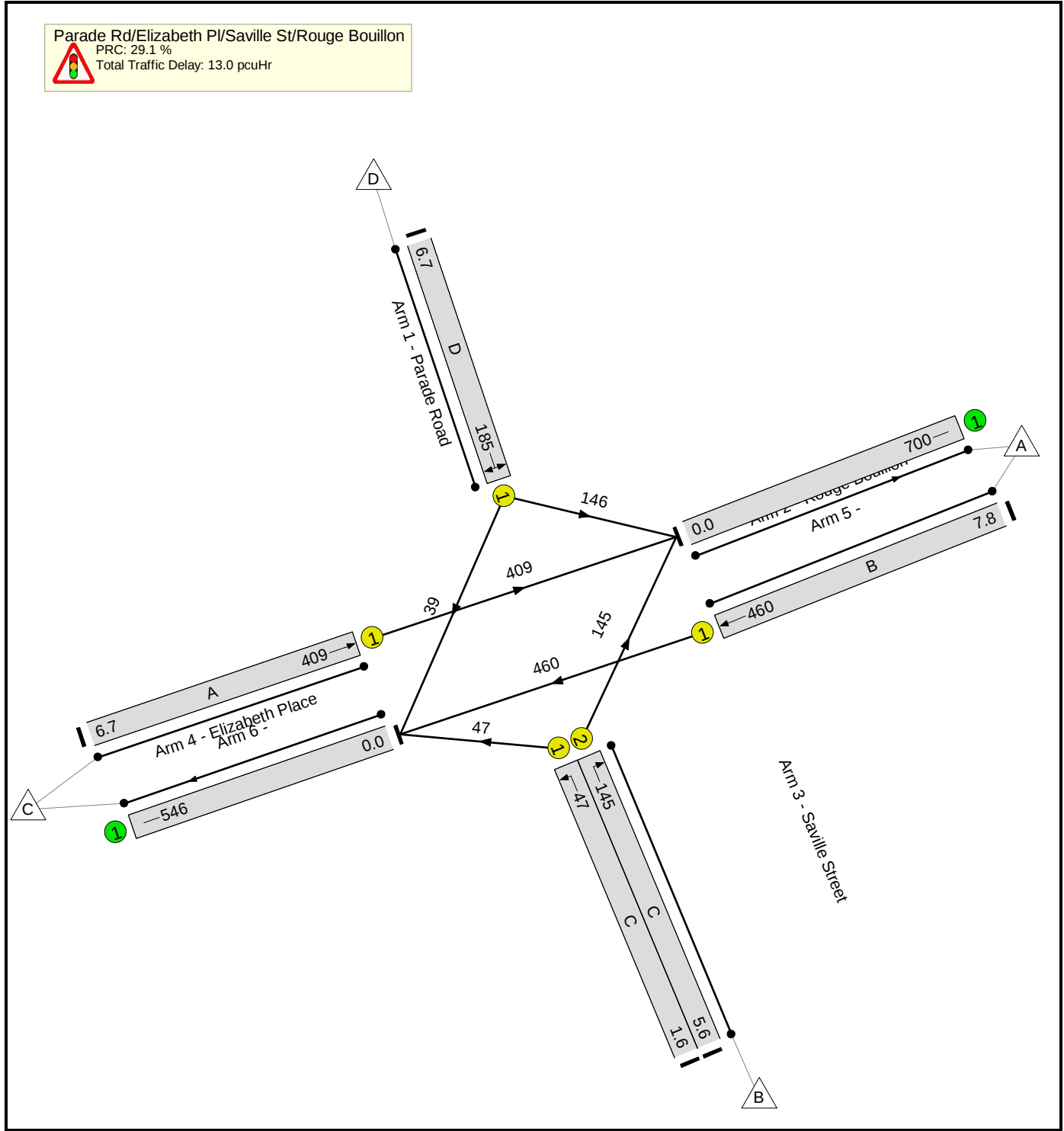
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	72.8%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	72.8%	-	-	-
1/1	Parade Road Left Right	U	11	118	1750	67.4%	4.8	175	82.6
2/1	Rouge Bouillon Ahead	U	43	435	1800	64.4%	7.7	675	23.2
3/1	Saville Street Left	U	19	85	1700	30.0%	2.7	283	52.9
3/2	Saville Street Right	U	19	220	1850	71.4%	8.1	308	67.1
4/1	Elizabeth Place Ahead	U	43	505	1850	72.8%	9.2	694	25.7
C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		23.6 23.6	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		14.47 14.47	Cycle Time (s): 120		

Basic Results Summary

Signal Timings Diagram



Scenario 17: '2025 DS JFH AM' (FG17: '2025 DS JFH AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

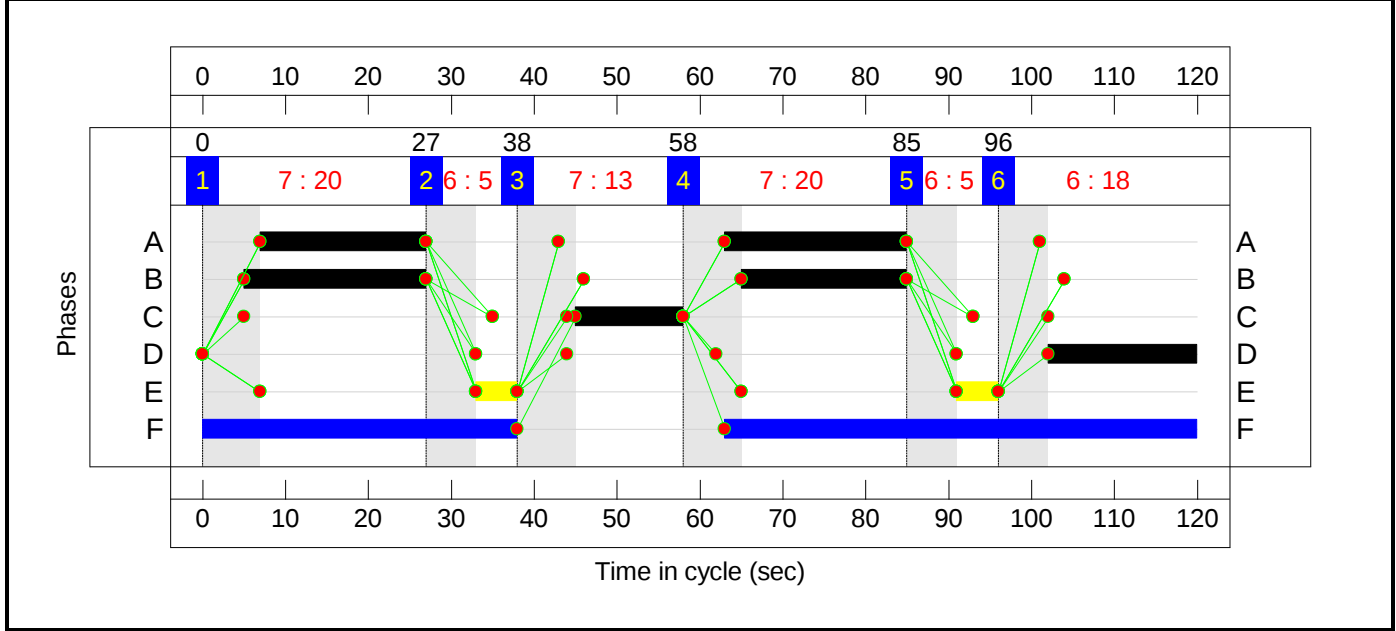


Network Results

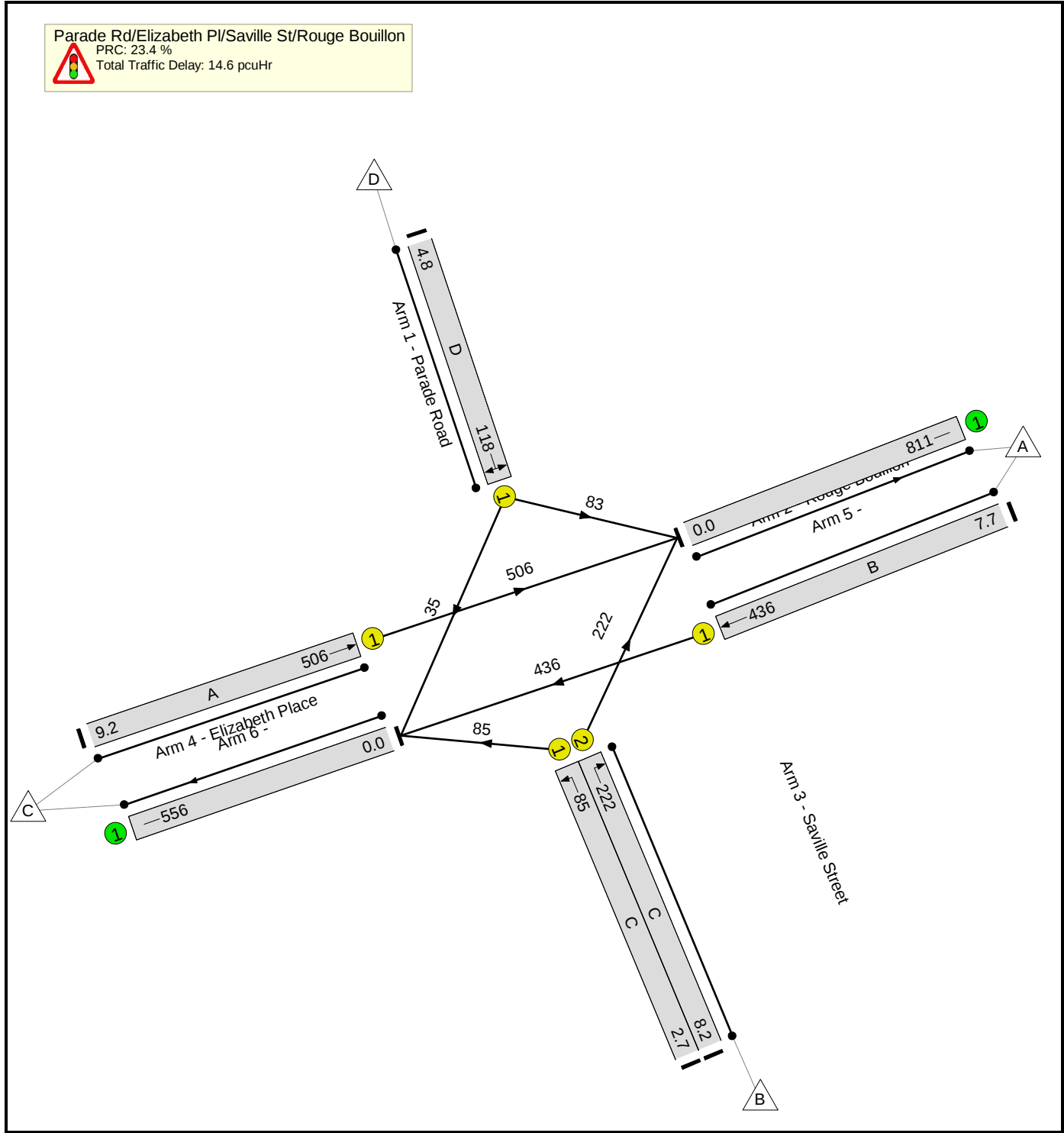
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	69.7%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	69.7%	-	-	-
1/1	Parade Road Left Right	U	18	185	1750	66.8%	6.7	277	66.7
2/1	Rouge Bouillon Ahead	U	42	460	1800	69.7%	7.8	660	25.1
3/1	Saville Street Left	U	13	47	1700	23.7%	1.6	198	60.0
3/2	Saville Street Right	U	13	145	1850	67.2%	5.6	216	75.5
4/1	Elizabeth Place Ahead	U	42	409	1850	60.3%	6.7	678	22.2
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		29.1 29.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.98 12.98	Cycle Time (s): 120		

Basic Results Summary

Signal Timings Diagram



Scenario 18: '2025 DS JFH PM' (FG18: '2025 DS JFH PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

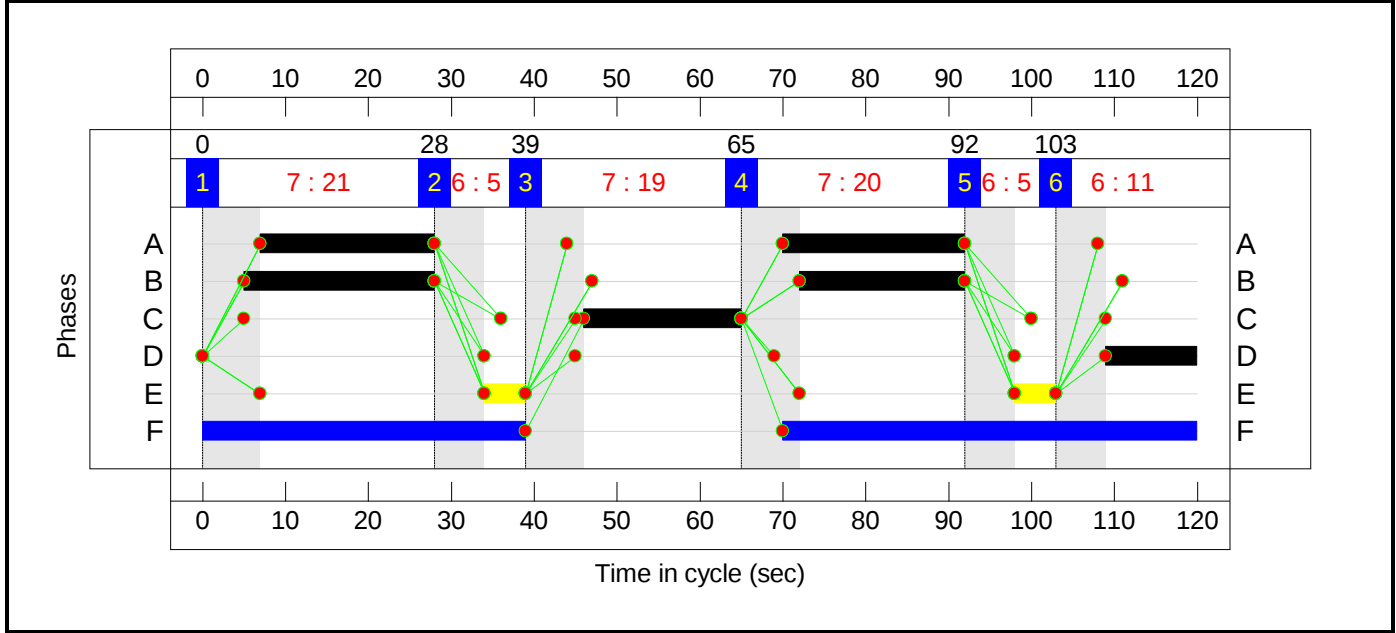


Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	72.9%	-	-	-
Parade Rd/Elizabeth Pl/Saville St/Rouge Bouillon	-	-	-	-	-	72.9%	-	-	-
1/1	Parade Road Left Right	U	11	118	1750	67.4%	4.8	175	82.6
2/1	Rouge Bouillon Ahead	U	43	436	1800	64.6%	7.7	675	23.3
3/1	Saville Street Left	U	19	85	1700	30.0%	2.7	283	52.9
3/2	Saville Street Right	U	19	222	1850	72.0%	8.2	308	67.6
4/1	Elizabeth Place Ahead	U	43	506	1850	72.9%	9.2	694	25.7
C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		23.4 23.4	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		14.56 14.56	Cycle Time (s): 120		

Basic Results Summary

Signal Timings Diagram

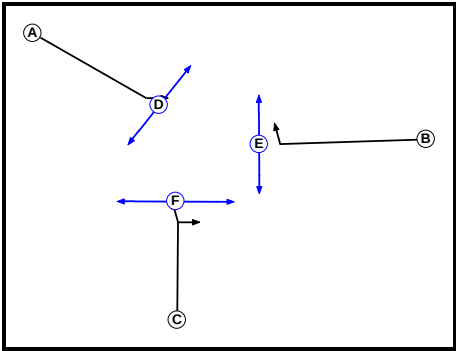


Junction 5 Mitigation: Union Street/The Parade

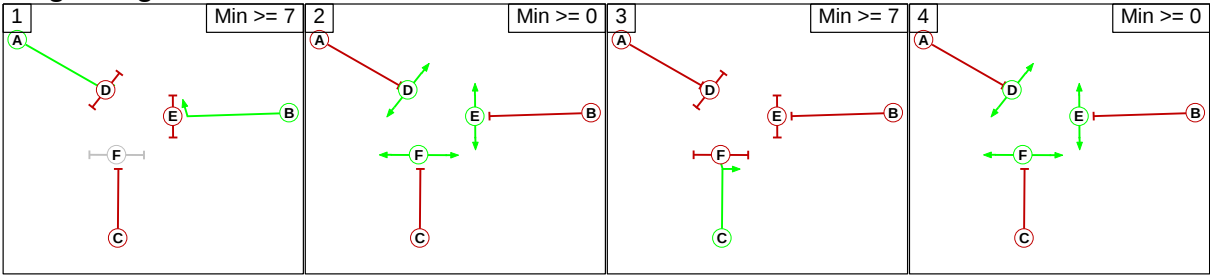
Basic Results Summary

Basic Results Summary

Phase Diagram



Stage Diagram

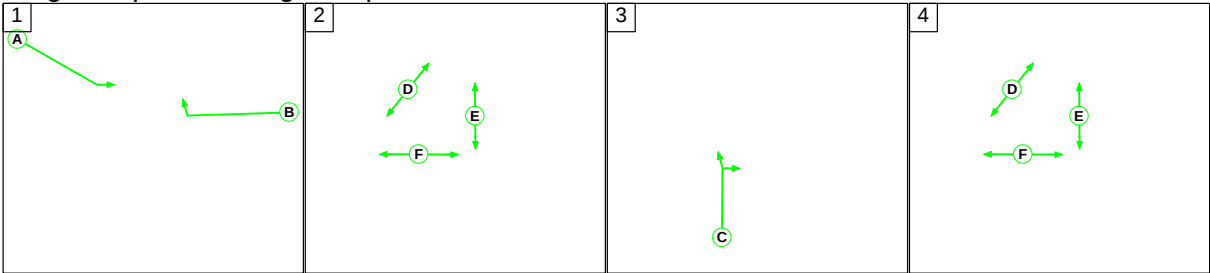


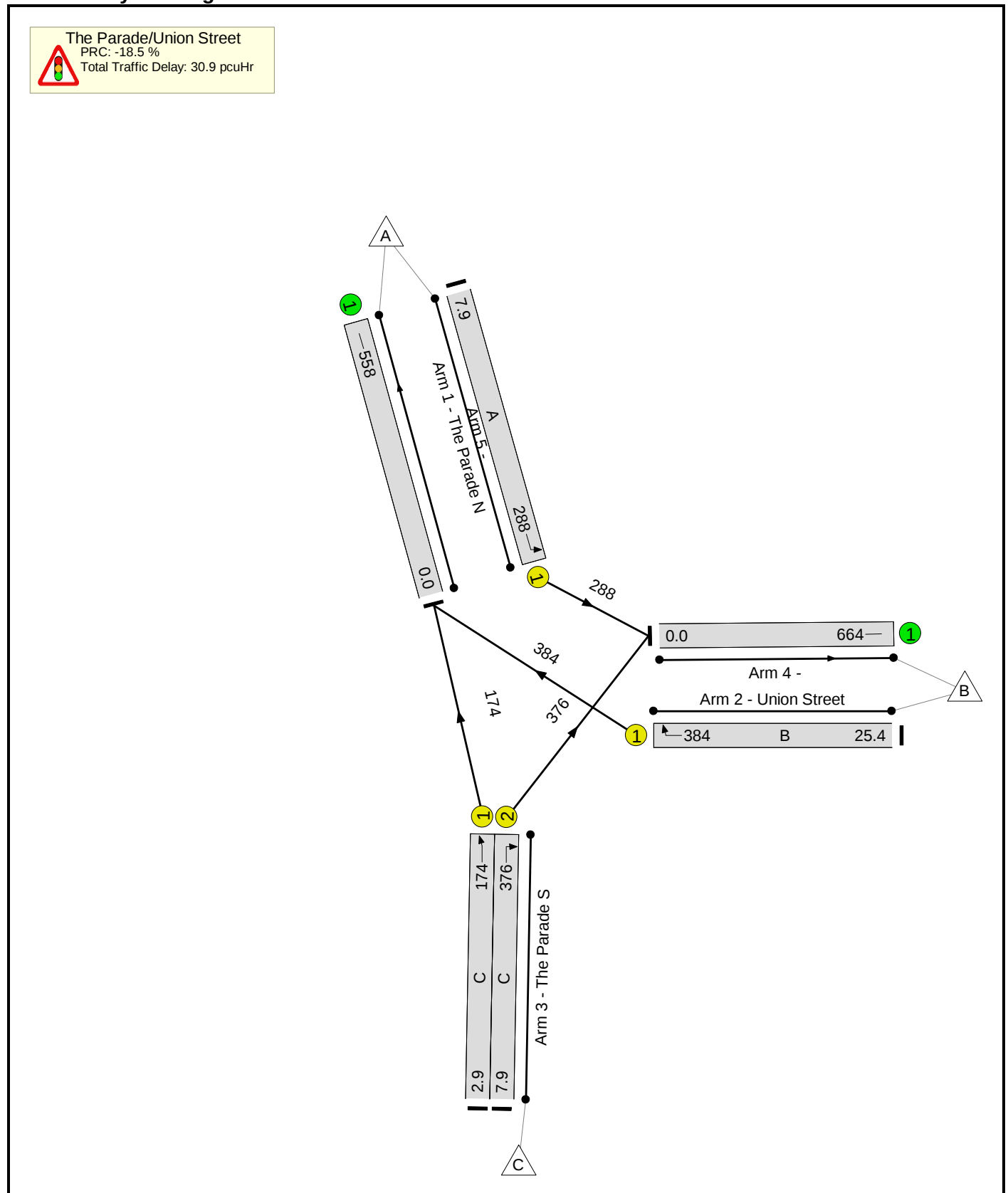
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	6	6	-
	B	-		5	6	6	-
	C	5	6		6	6	6
	D	7	4	3		-	-
	E	8	8	8	-		-
	F	-	-	5	-	-	

Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

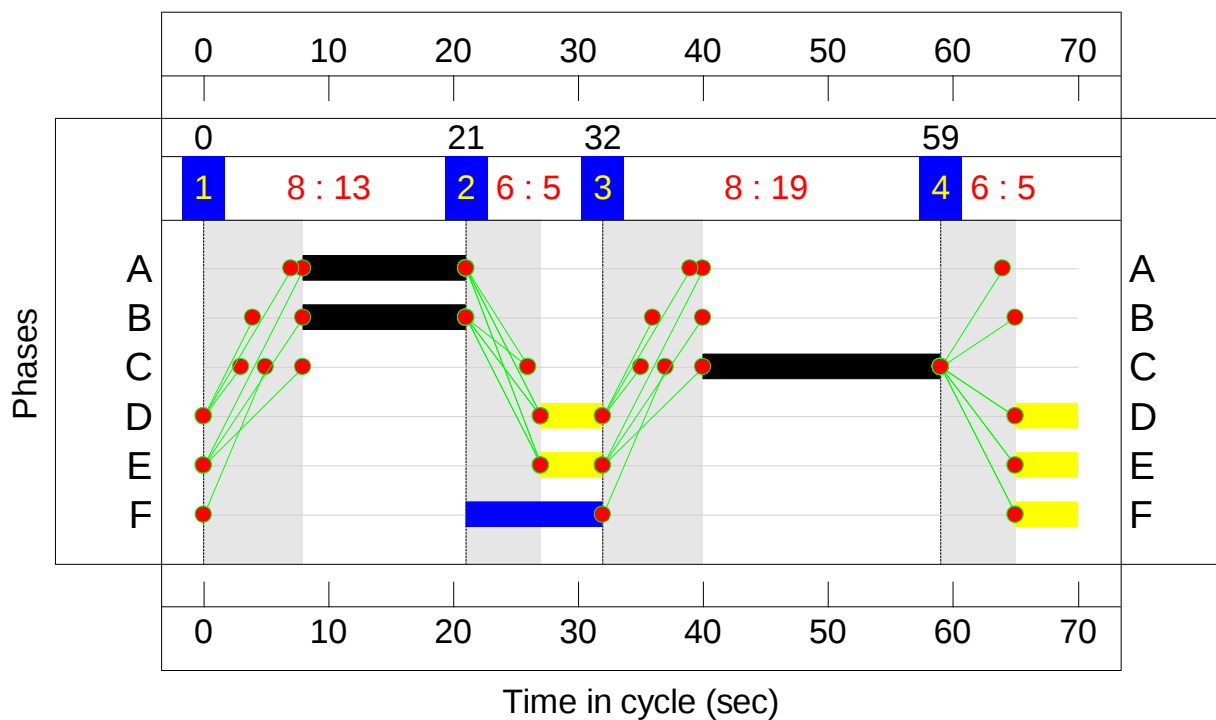




Network Results

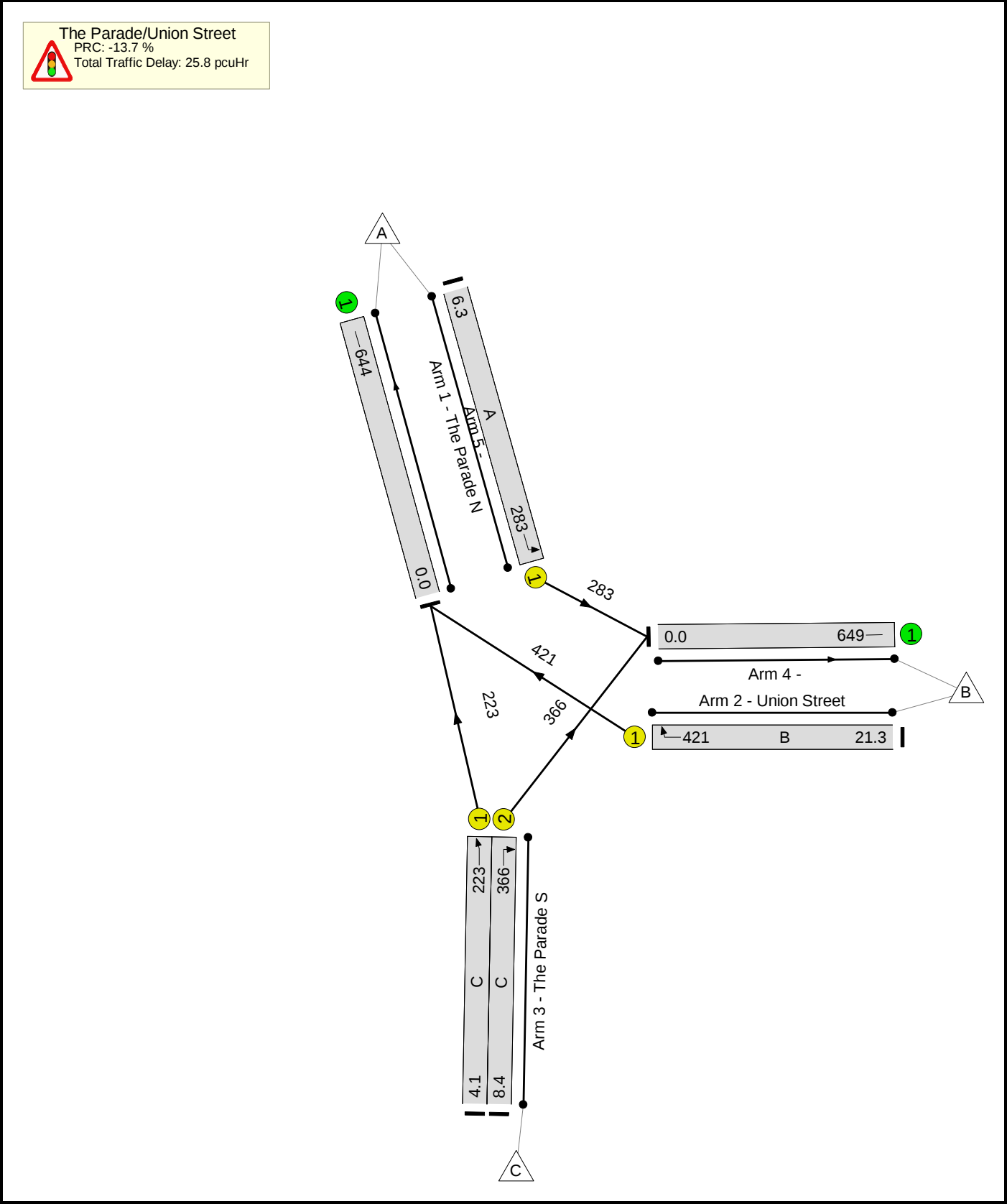
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	106.7%	-	-	-
The Parade/Union Street	-	-	-	-	-	106.7%	-	-	-
1/1	The Parade N Left	U	13	288	1700	84.7%	7.9	340	58.5
2/1	Union Street Right	U	13	384	1800	106.7%	25.4	360	199.7
3/1	The Parade S Ahead	U	19	174	1800	33.8%	2.9	514	25.1
3/2	The Parade S Right	U	19	376	1800	73.1%	7.9	514	35.3
C1 PRC for Signalled Lanes (%):-18.5 PRC Over All Lanes (%):-18.5 Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 30.88 30.88 Cycle Time (s): 70									

Basic Results Summary
Signal Timings Diagram



Scenario 4: '2025 Do Min PM' (FG4: '2025 Do Min PM', Plan 1: 'Network Control Plan 1')

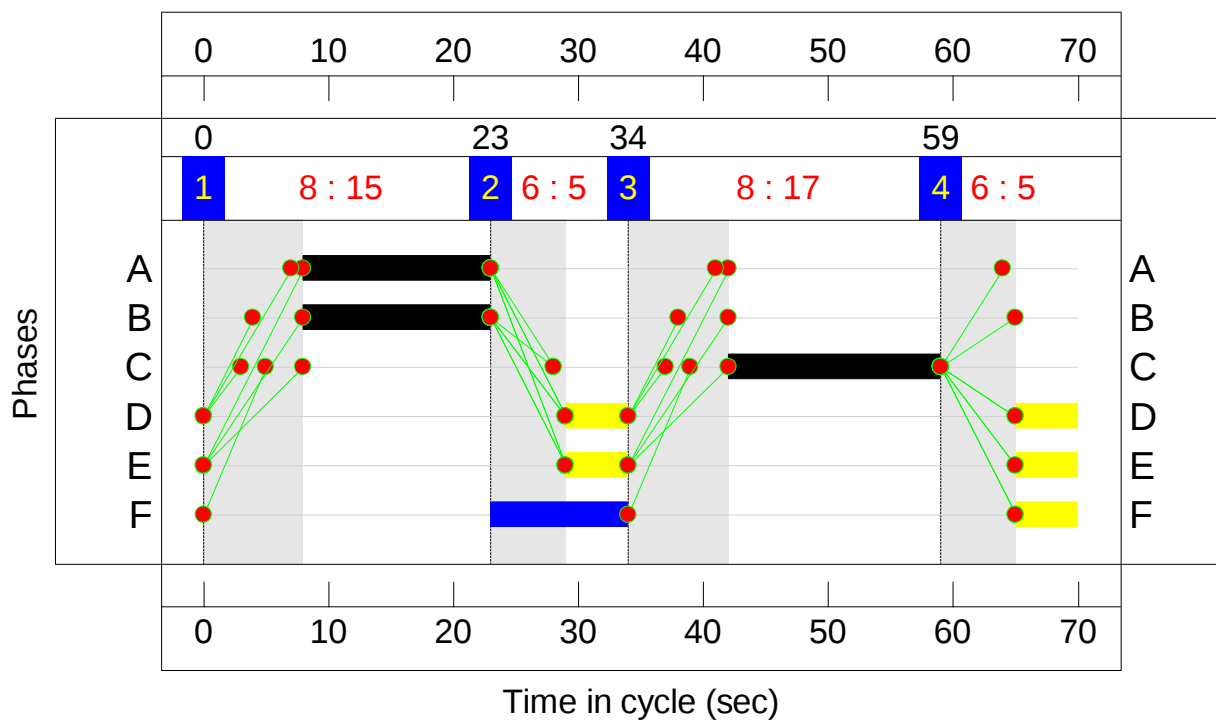
Network Layout Diagram



Network Results

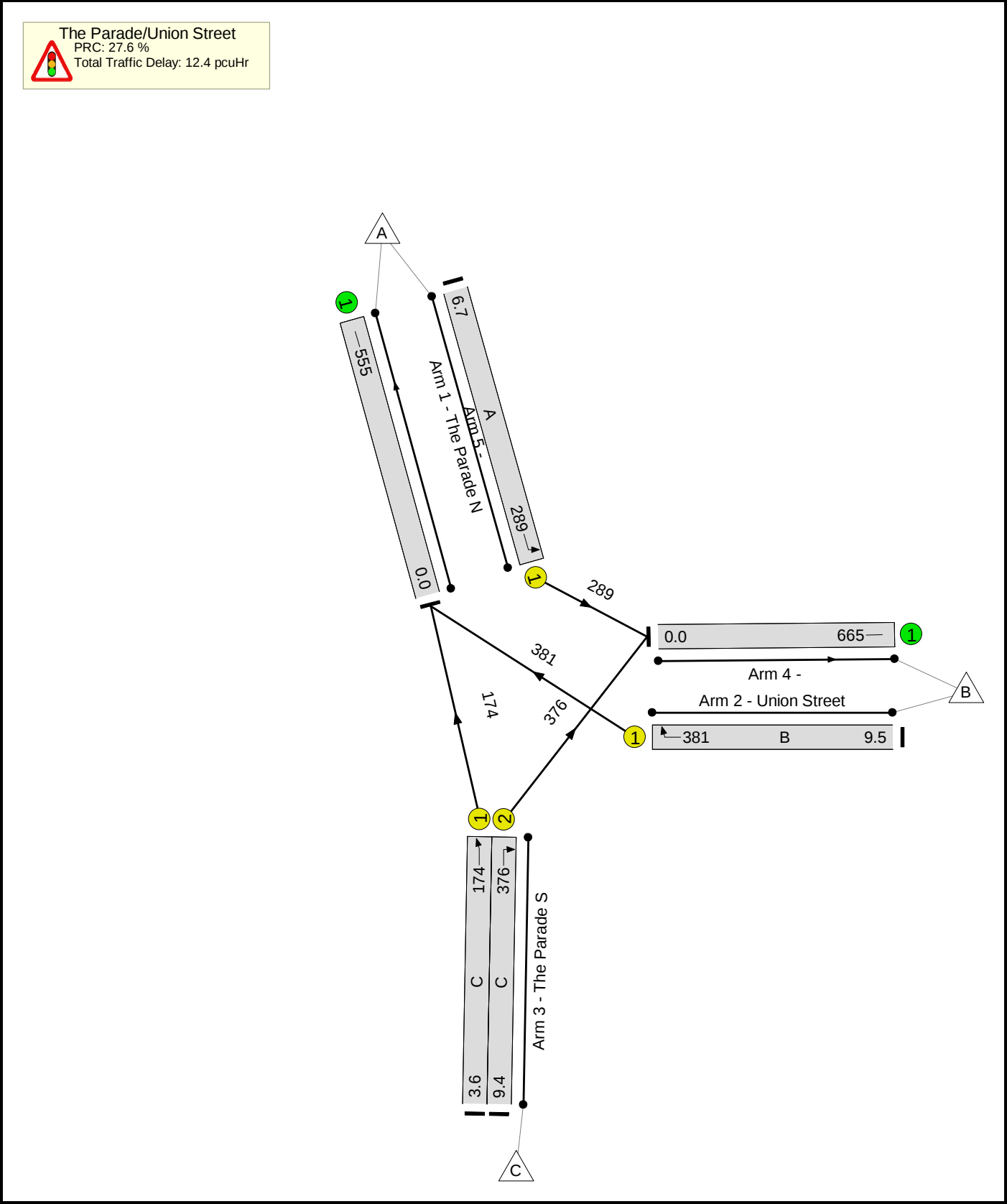
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	102.3%	-	-	-
The Parade/Union Street	-	-	-	-	-	102.3%	-	-	-
1/1	The Parade N Left	U	15	283	1700	72.8%	6.3	389	41.6
2/1	Union Street Right	U	15	421	1800	102.3%	21.3	411	140.3
3/1	The Parade S Ahead	U	17	223	1800	48.2%	4.1	463	29.5
3/2	The Parade S Right	U	17	366	1800	79.1%	8.4	463	42.2
C1	PRC for Signalled Lanes (%): -13.7 PRC Over All Lanes (%): -13.7			Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		25.80 25.80	Cycle Time (s):	70	

Basic Results Summary
Signal Timings Diagram



Scenario 17: '2025 Phase 1A AM' (FG13: '2025 Phase 1A AM', Plan 1: 'Network Control Plan 1')

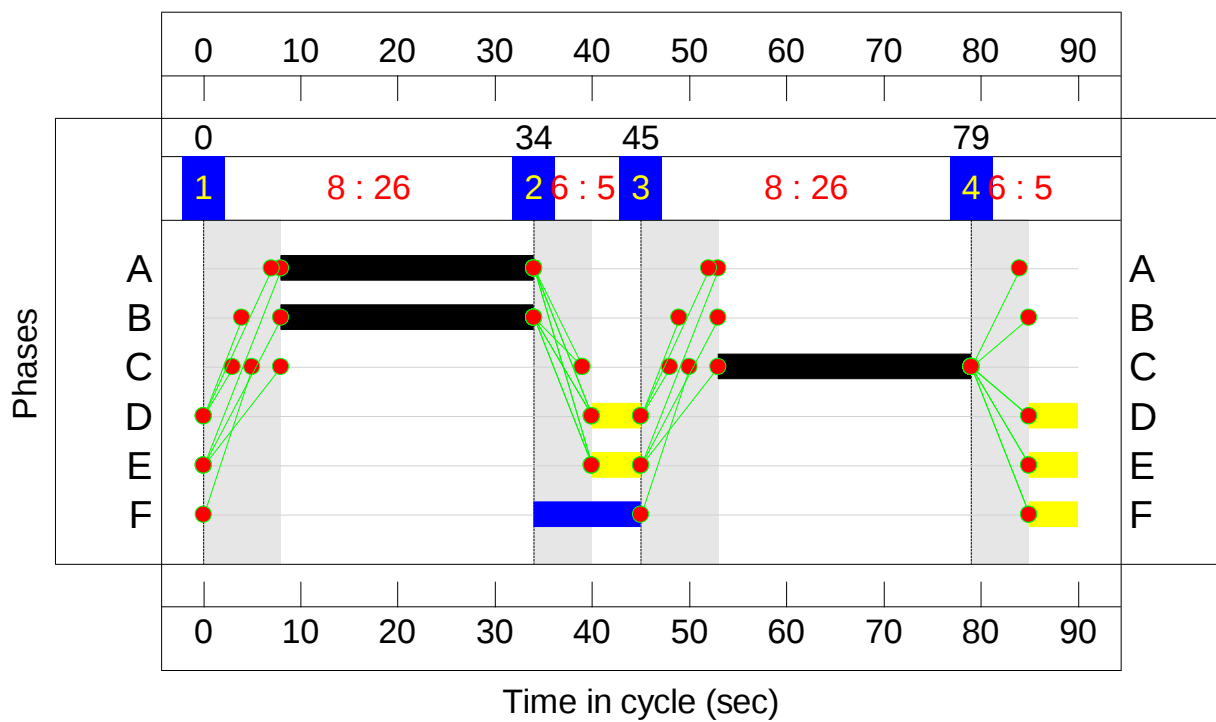
Network Layout Diagram



Network Results

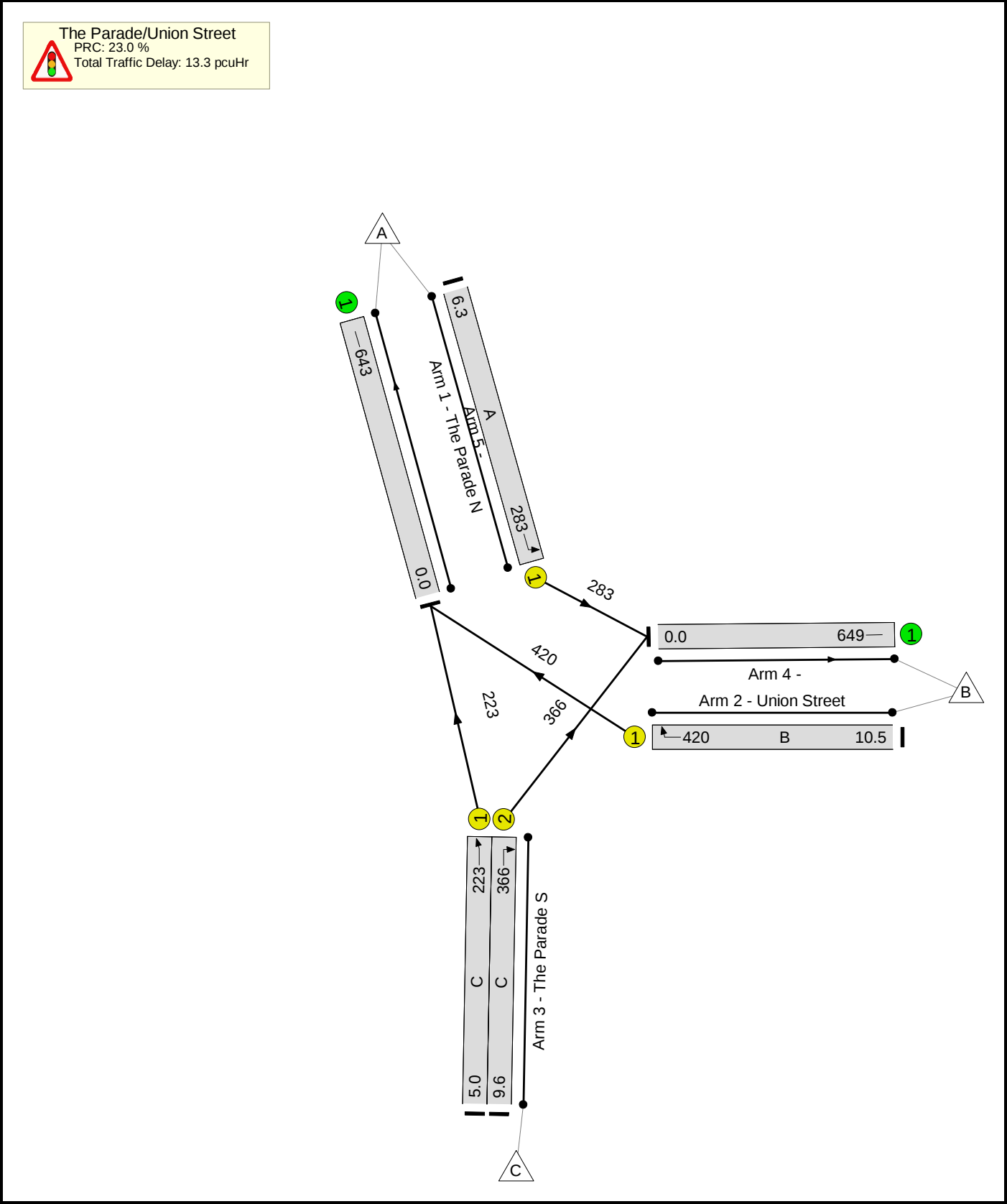
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	70.6%	-	-	-
The Parade/Union Street	-	-	-	-	-	70.6%	-	-	-
1/1	The Parade N Left	U	26	289	1700	56.7%	6.7	510	34.7
2/1	Union Street Right	U	26	381	1800	70.6%	9.5	540	39.1
3/1	The Parade S Ahead	U	26	174	1800	32.2%	3.6	540	29.3
3/2	The Parade S Right	U	26	376	1800	69.6%	9.4	540	38.7
C1	PRC for Signalled Lanes (%):		27.6	Total Delay for Signalled Lanes (pcuHr):		12.38	Cycle Time (s):	90	
	PRC Over All Lanes (%):		27.6	Total Delay Over All Lanes(pcuHr):		12.38			

Basic Results Summary
Signal Timings Diagram



Scenario 18: '2025 Phase 1A PM' (FG14: '2025 Phase 1A PM', Plan 1: 'Network Control Plan 1')

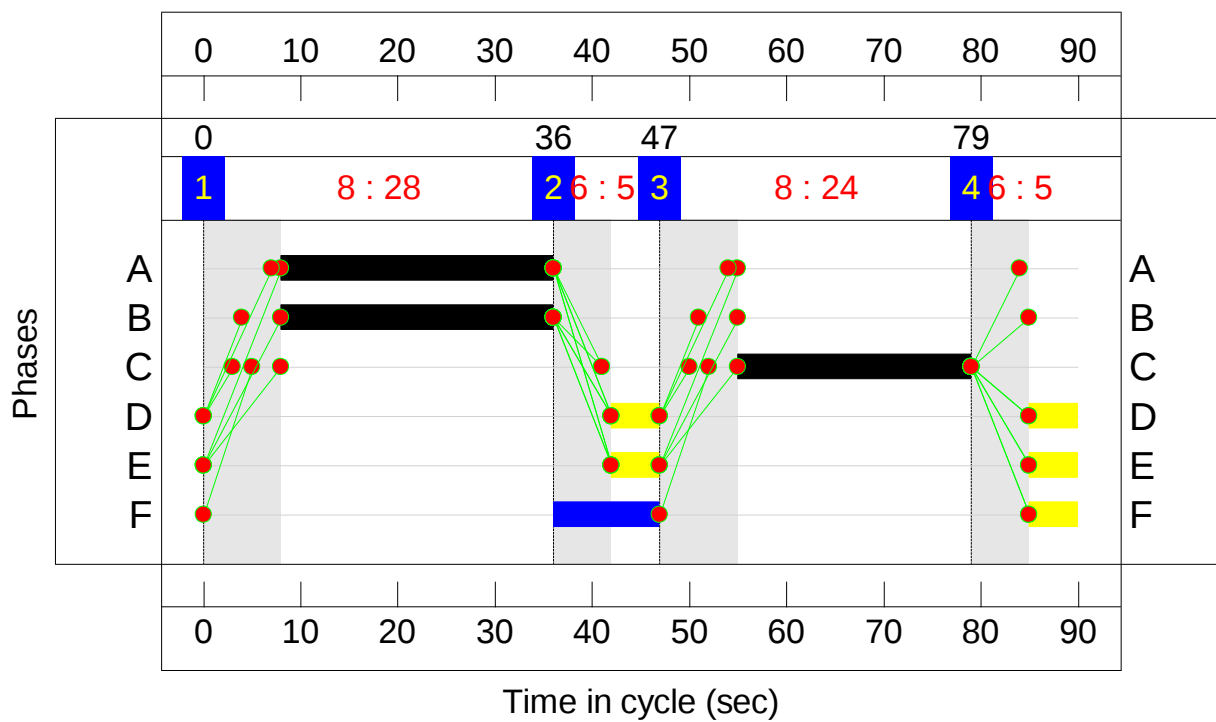
Network Layout Diagram



Network Results

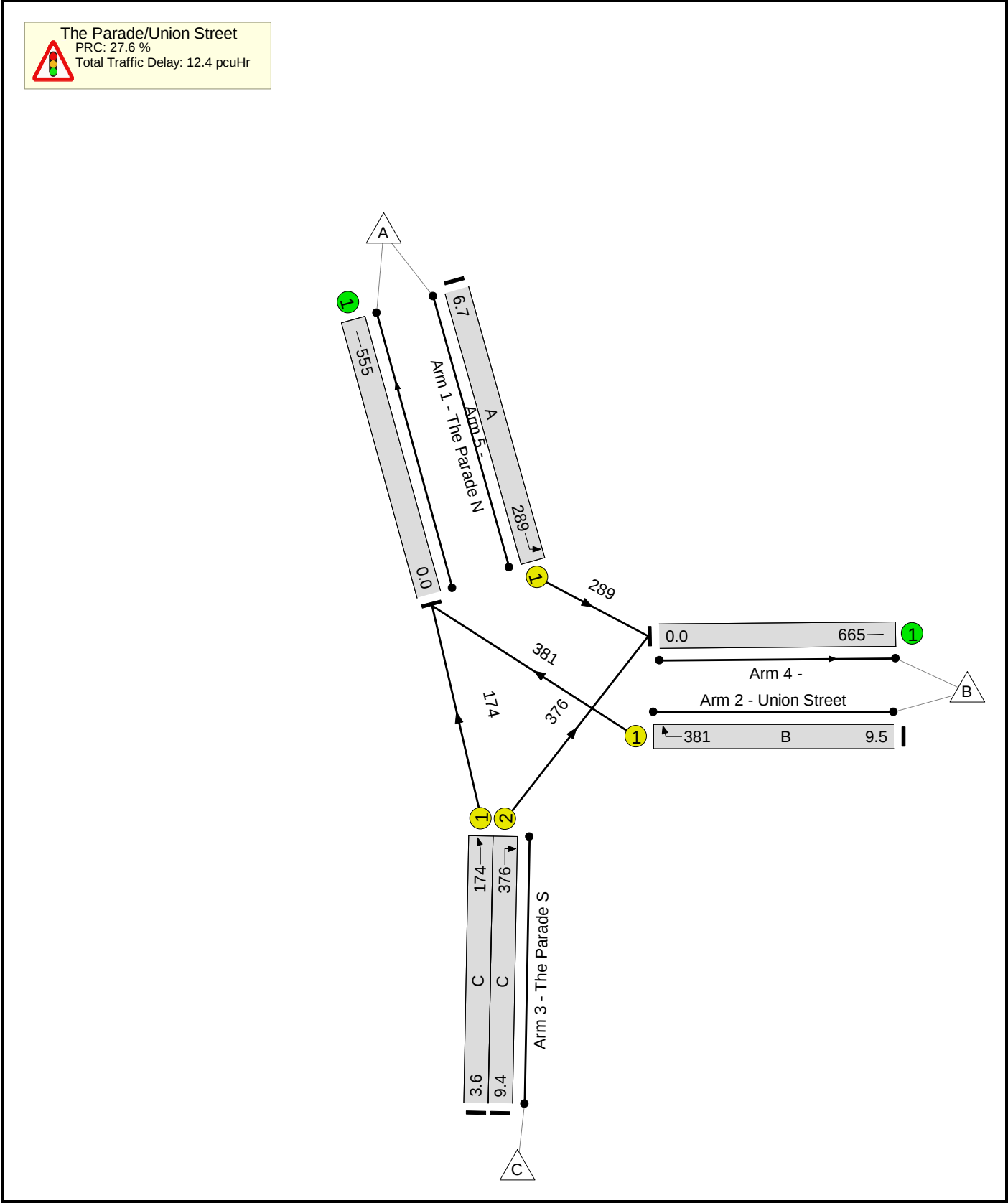
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	73.2%	-	-	-
The Parade/Union Street	-	-	-	-	-	73.2%	-	-	-
1/1	The Parade N Left	U	28	283	1700	51.7%	6.3	548	31.6
2/1	Union Street Right	U	28	420	1800	72.4%	10.5	580	38.0
3/1	The Parade S Ahead	U	24	223	1800	44.6%	5.0	500	33.3
3/2	The Parade S Right	U	24	366	1800	73.2%	9.6	500	42.6
C1	PRC for Signalled Lanes (%):		23.0	Total Delay for Signalled Lanes (pcuHr):		13.32	Cycle Time (s):	90	
	PRC Over All Lanes (%):		23.0	Total Delay Over All Lanes(pcuHr):		13.32			

Basic Results Summary
Signal Timings Diagram



Scenario 19: '2025 Phase 1B AM' (FG15: '2025 Phase 1B AM', Plan 1: 'Network Control Plan 1')

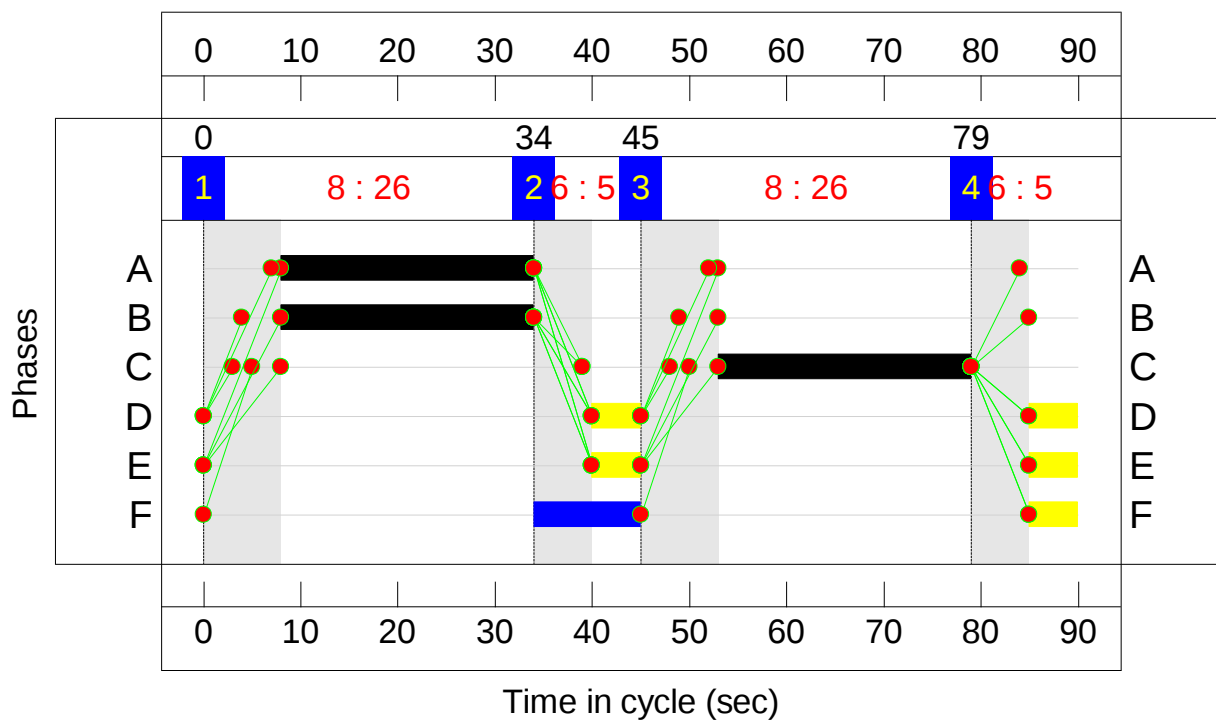
Network Layout Diagram



Network Results

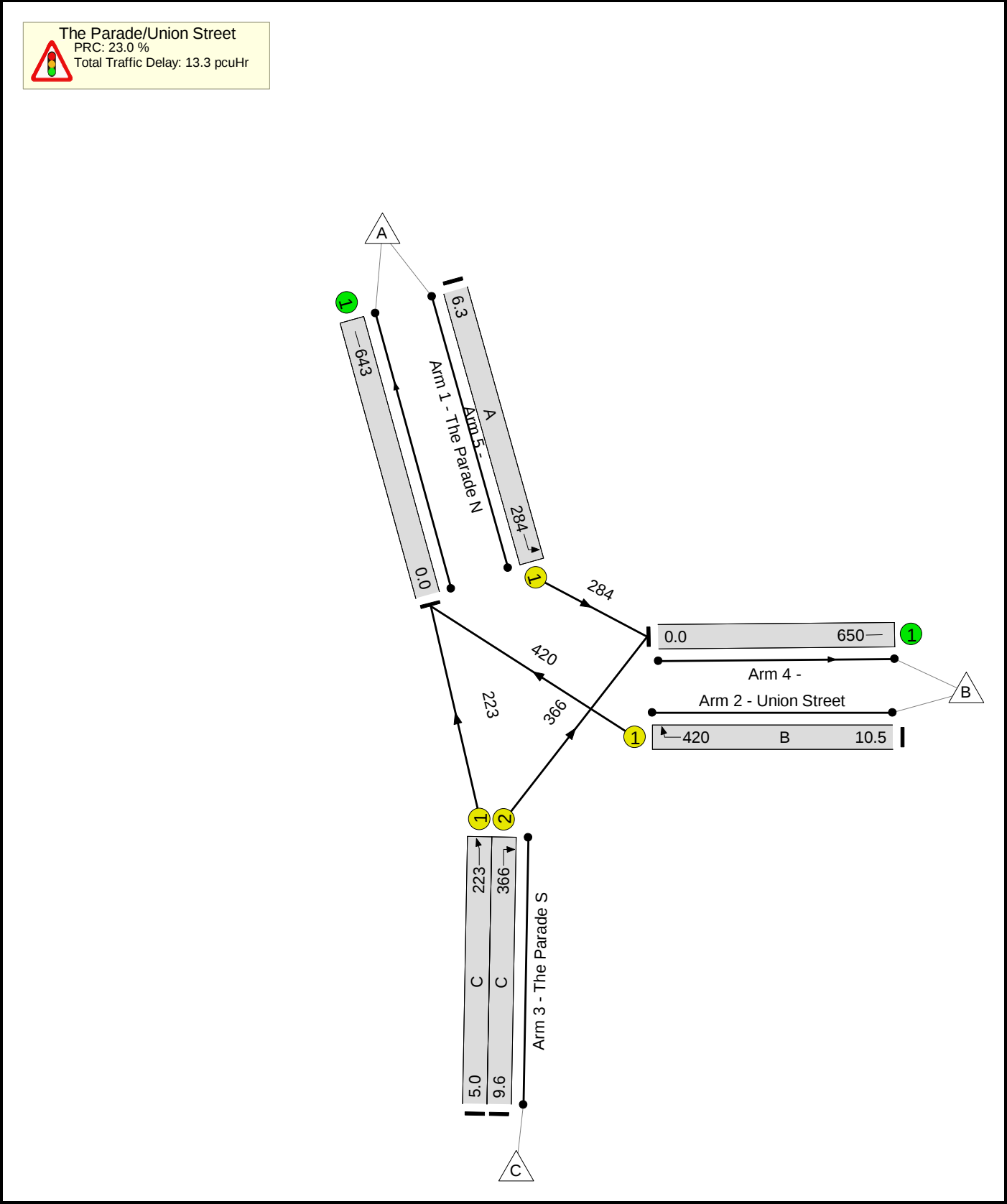
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	70.6%	-	-	-
The Parade/Union Street	-	-	-	-	-	70.6%	-	-	-
1/1	The Parade N Left	U	26	289	1700	56.7%	6.7	510	34.7
2/1	Union Street Right	U	26	381	1800	70.6%	9.5	540	39.1
3/1	The Parade S Ahead	U	26	174	1800	32.2%	3.6	540	29.3
3/2	The Parade S Right	U	26	376	1800	69.6%	9.4	540	38.7
C1			PRC for Signalled Lanes (%): PRC Over All Lanes (%):	27.6 27.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.38 12.38	Cycle Time (s):	90

Basic Results Summary
Signal Timings Diagram



Scenario 20: '2025 Phase 1B PM' (FG16: '2025 Phase 1B PM', Plan 1: 'Network Control Plan 1')

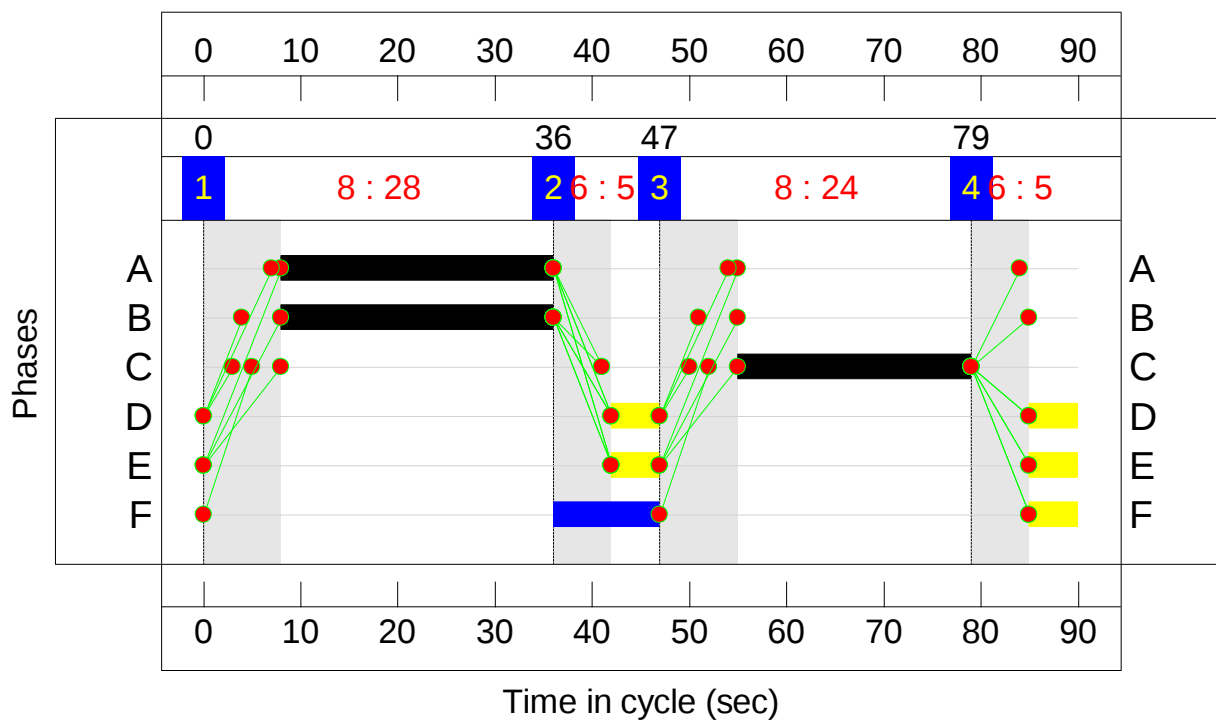
Network Layout Diagram



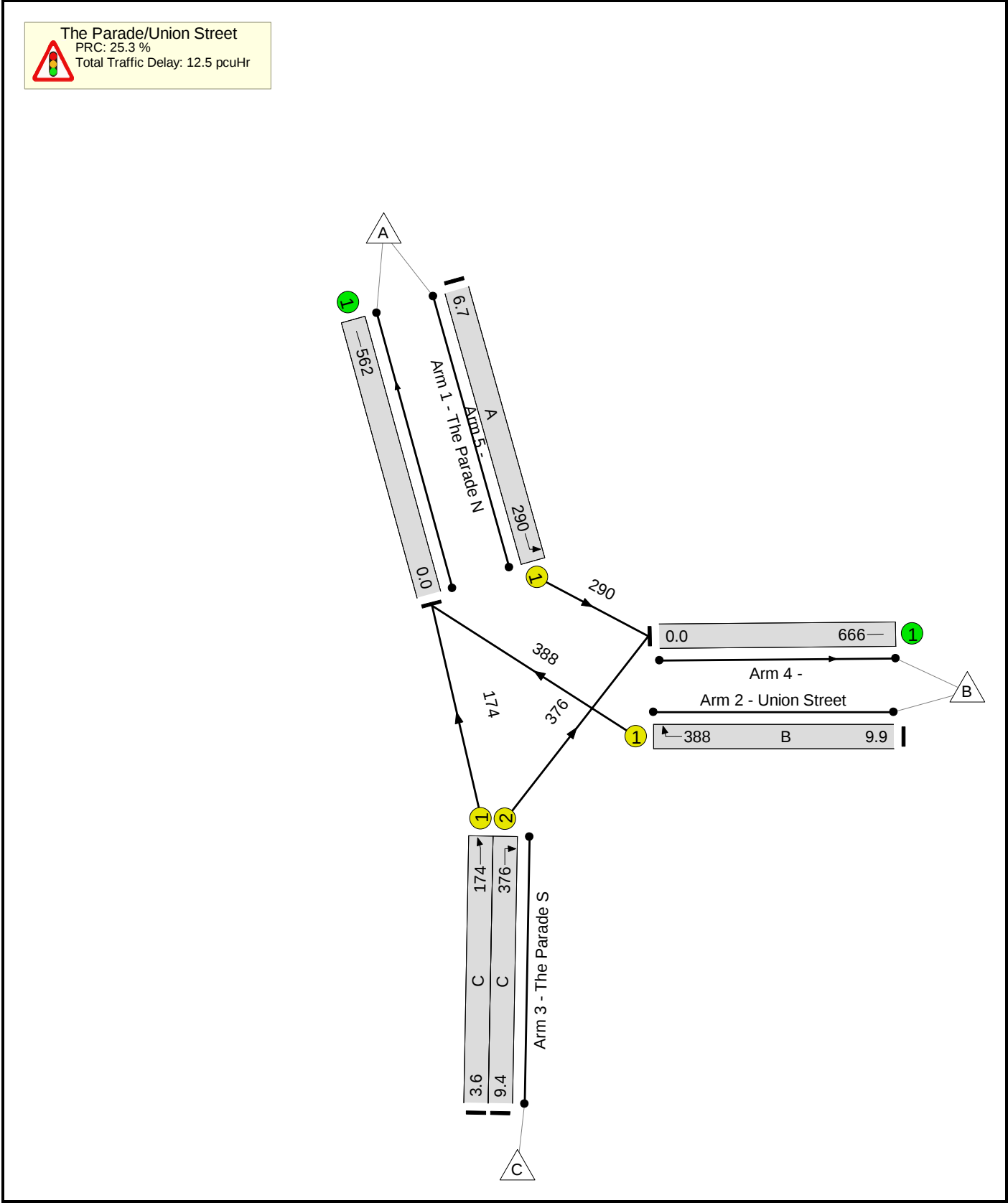
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	73.2%	-	-	-
The Parade/Union Street	-	-	-	-	-	73.2%	-	-	-
1/1	The Parade N Left	U	28	284	1700	51.8%	6.3	548	31.6
2/1	Union Street Right	U	28	420	1800	72.4%	10.5	580	38.0
3/1	The Parade S Ahead	U	24	223	1800	44.6%	5.0	500	33.3
3/2	The Parade S Right	U	24	366	1800	73.2%	9.6	500	42.6
C1 PRC for Signalled Lanes (%): 23.0 Total Delay for Signalled Lanes (pcuHr): 13.33 Cycle Time (s): 90 PRC Over All Lanes (%): 23.0 Total Delay Over All Lanes(pcuHr): 13.33									

Basic Results Summary
Signal Timings Diagram



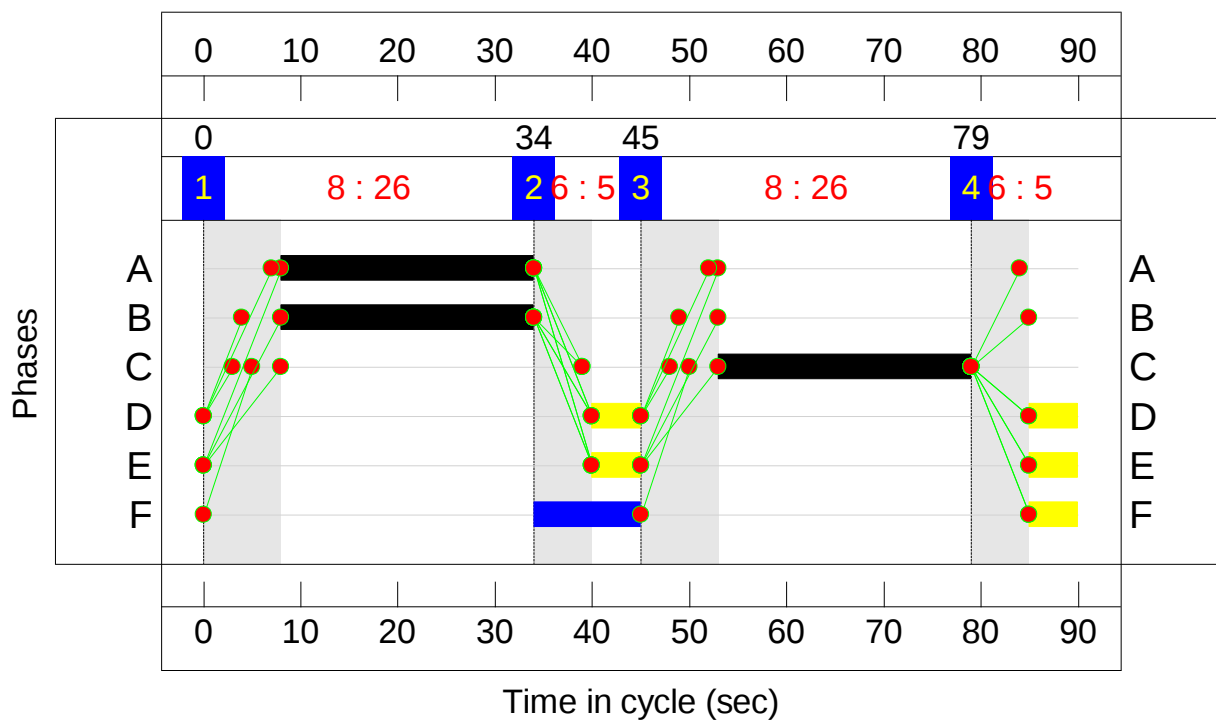
Scenario 21: '2025 DS JFH AM' (FG17: '2025 DS JFH AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

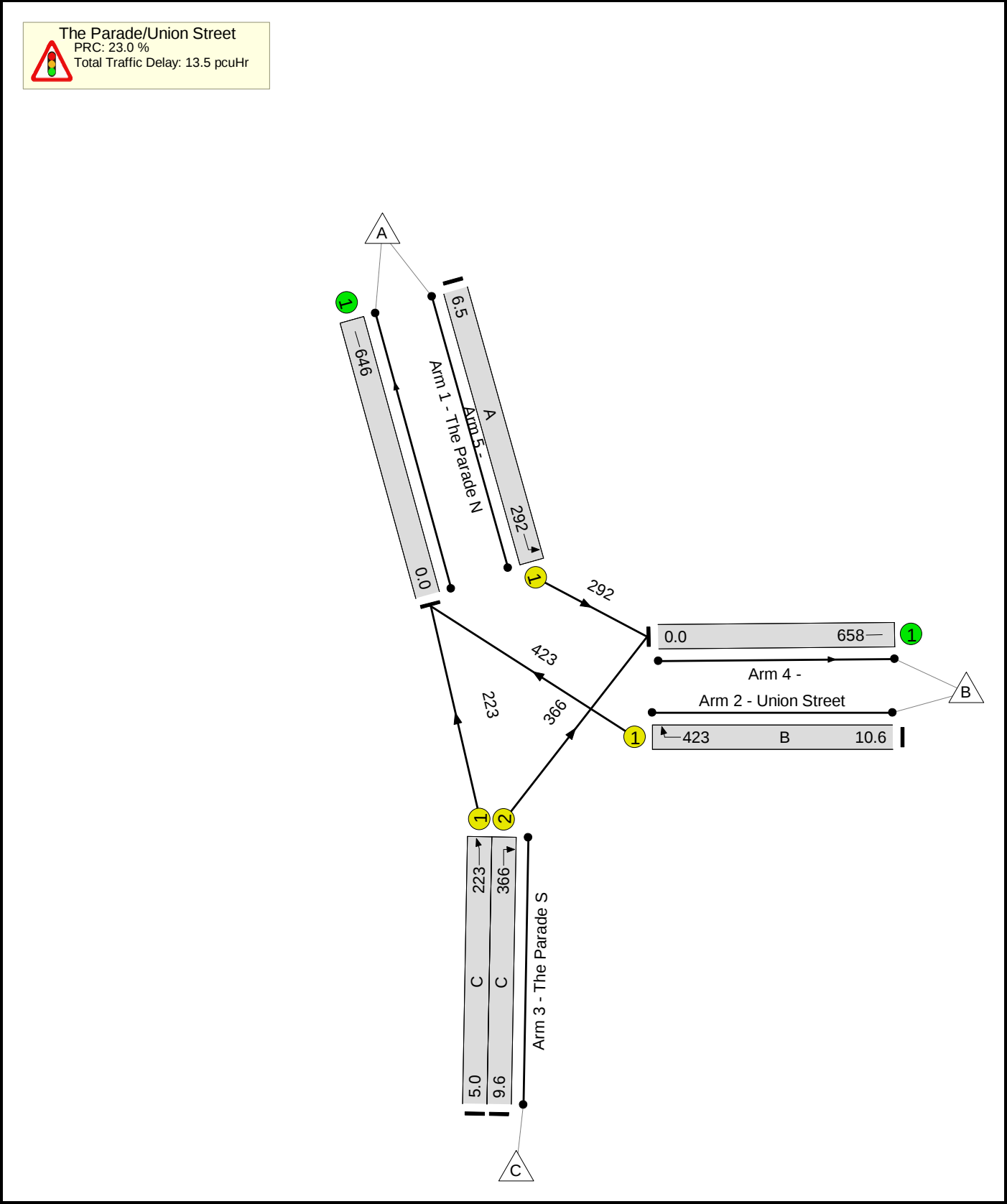
[illegible]

Basic Results Summary
Signal Timings Diagram



Scenario 22: '2025 DS JFH PM' (FG18: '2025 DS JFH PM', Plan 1: 'Network Control Plan 1')

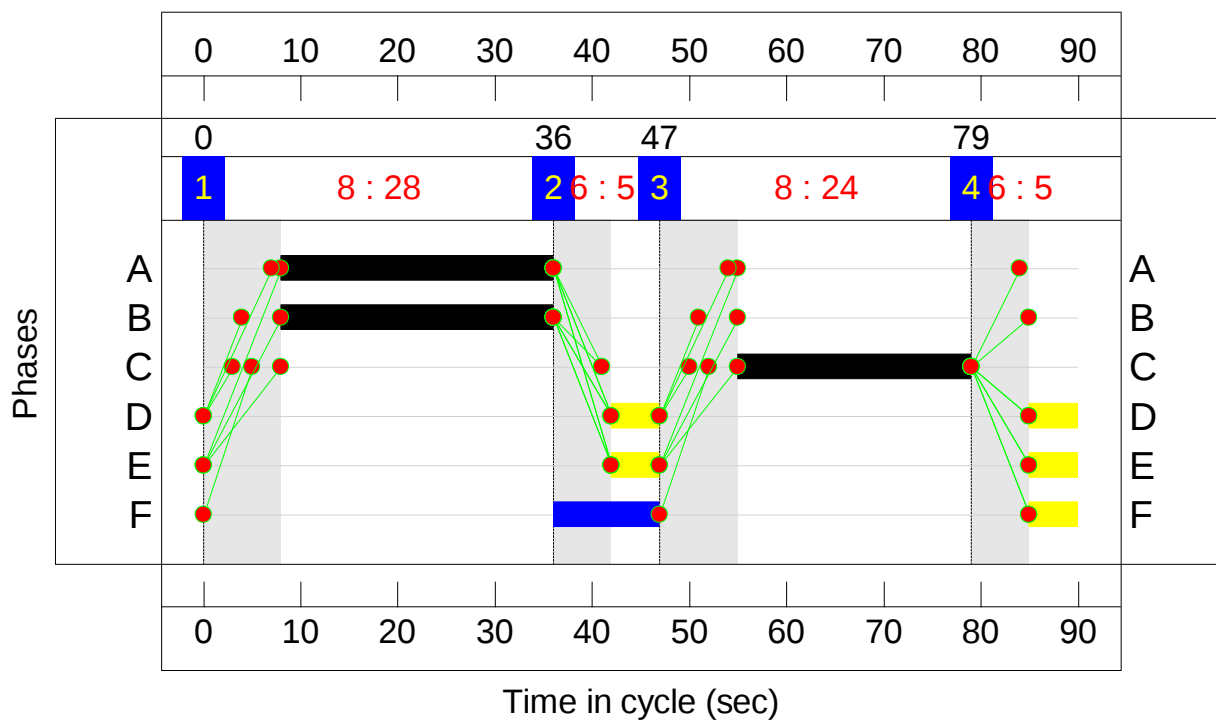
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	73.2%	-	-	-
The Parade/Union Street	-	-	-	-	-	73.2%	-	-	-
1/1	The Parade N Left	U	28	292	1700	53.3%	6.5	548	32.0
2/1	Union Street Right	U	28	423	1800	72.9%	10.6	580	38.3
3/1	The Parade S Ahead	U	24	223	1800	44.6%	5.0	500	33.3
3/2	The Parade S Right	U	24	366	1800	73.2%	9.6	500	42.6
C1 PRC for Signalled Lanes (%): 23.0 Total Delay for Signalled Lanes (pcuHr): 13.49 Cycle Time (s): 90 PRC Over All Lanes (%): 23.0 Total Delay Over All Lanes(pcuHr): 13.49									

Basic Results Summary
Signal Timings Diagram

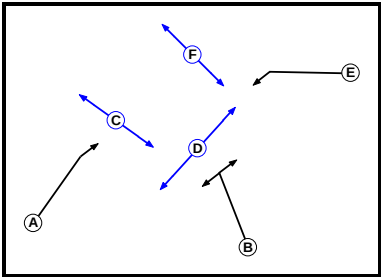


Junction 7 Mitigation: St Aubin's Road/Kensington Street

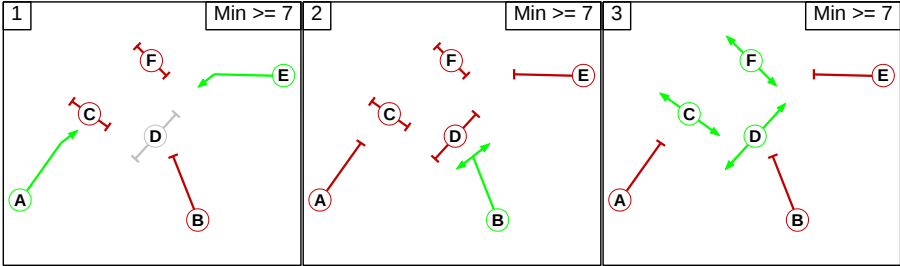
Basic Results Summary

Basic Results Summary

Phase Diagram



Stage Diagram

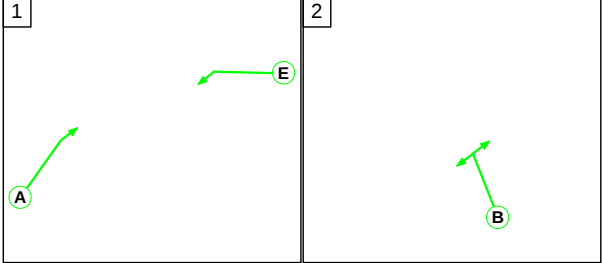


Phase Intergreens Matrix

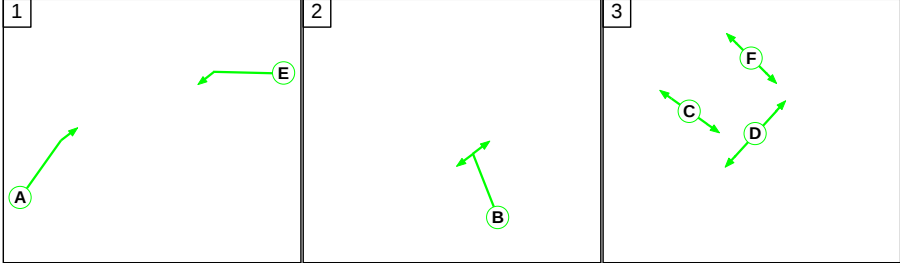
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	5	-	-	6
	B	7		8	5	5	7
	C	9	9		-	9	-
	D	-	9	-		-	-
	E	-	6	6	-		5
	F	9	9	-	-	9	

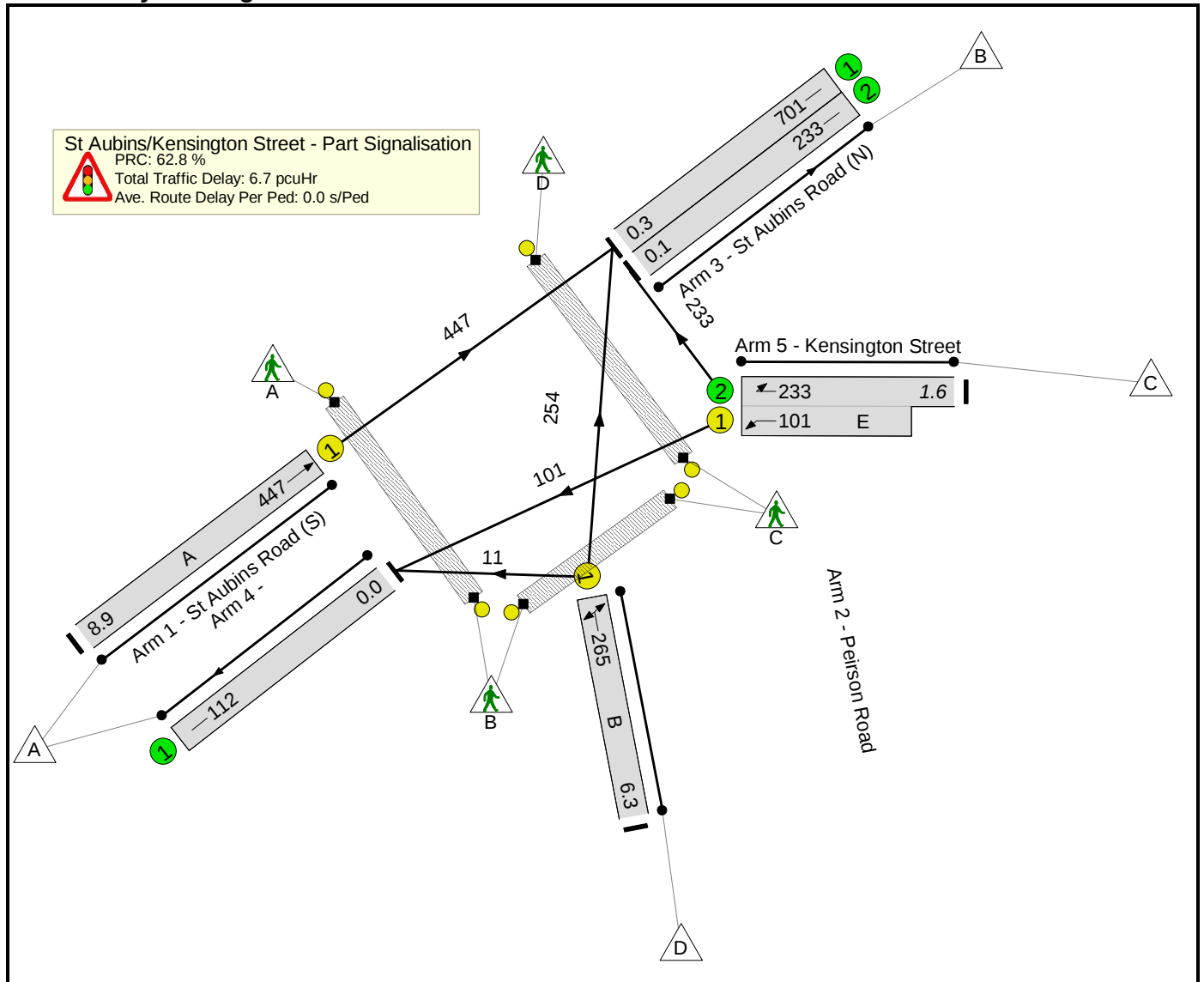
Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Stage Sequence: Stage Sequence No. 2



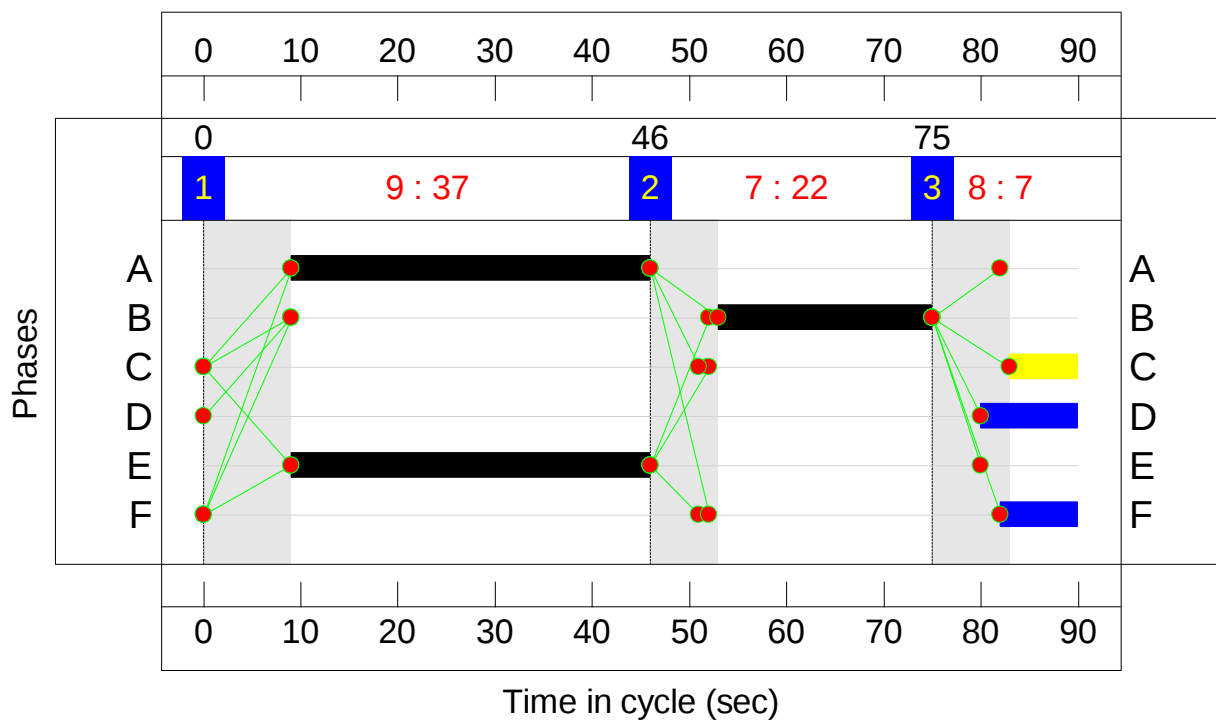


Basic Results Summary

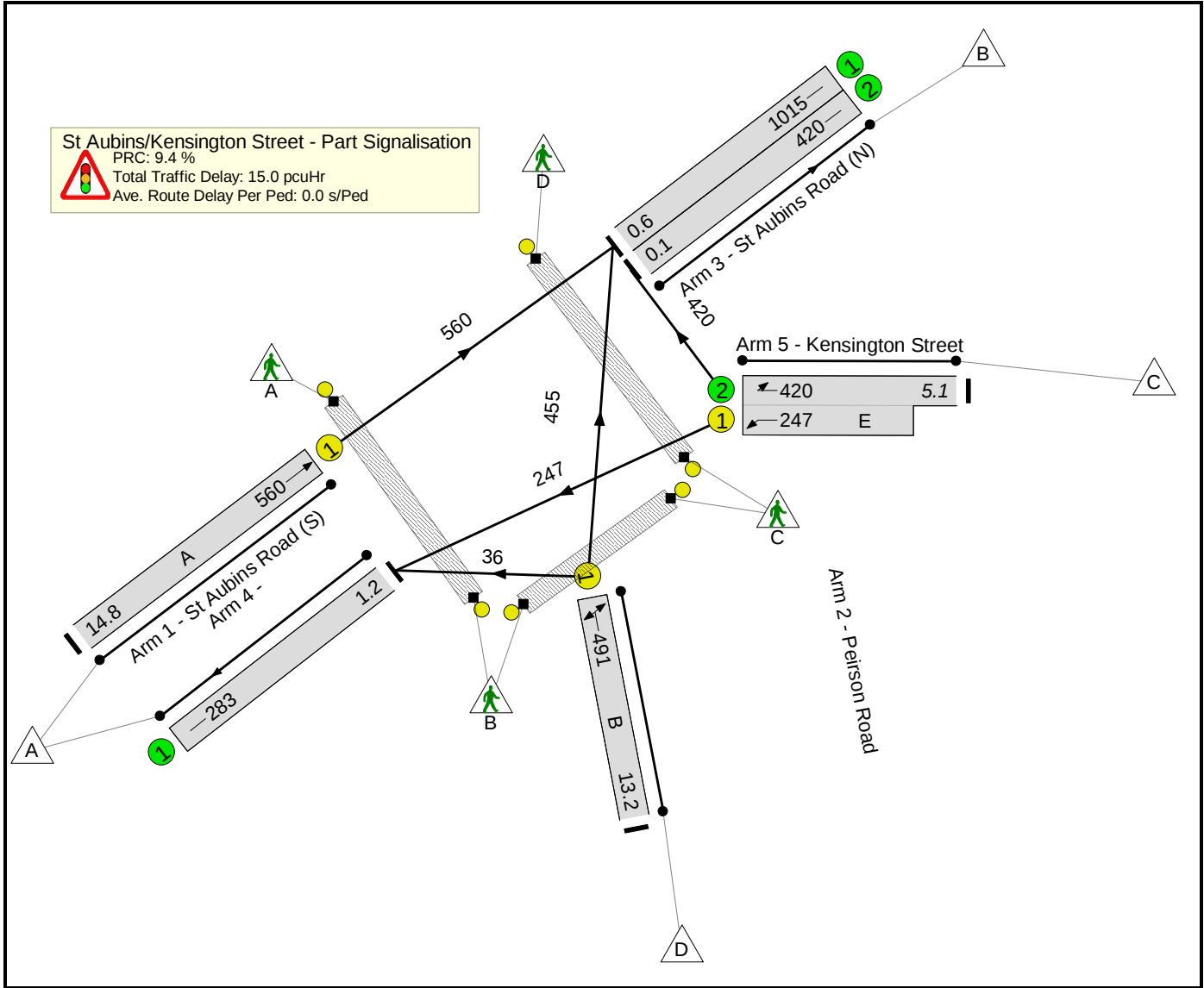
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	55.3%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	55.3%	-	-	-
1/1	St Aubins Road (S) Ahead	U	37	447	1915	55.3%	8.9	809	24.6
2/1	Peirson Road Right Left	U	22	265	1895	54.7%	6.3	484	37.2
3/1	St Aubins Road (N)	U	-	701	1915	36.6%	0.3	1915	1.5
3/2	St Aubins Road (N)	U	-	233	1915	12.2%	0.1	1915	1.1
4/1		U	-	112	1915	5.8%	0.0	1915	1.0
5/2+5/1	Kensington Street U-Turn Ahead	U	-	334	1865:1980	20.5 : 20.5%	1.6	1135+492	6.2
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	62.8 62.8	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		5.79 6.75	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



Scenario 4: '2025 Do Min PM' (FG4: '2025 PM Do Min', Plan 2: 'Network Control Plan 2')
Network Layout Diagram

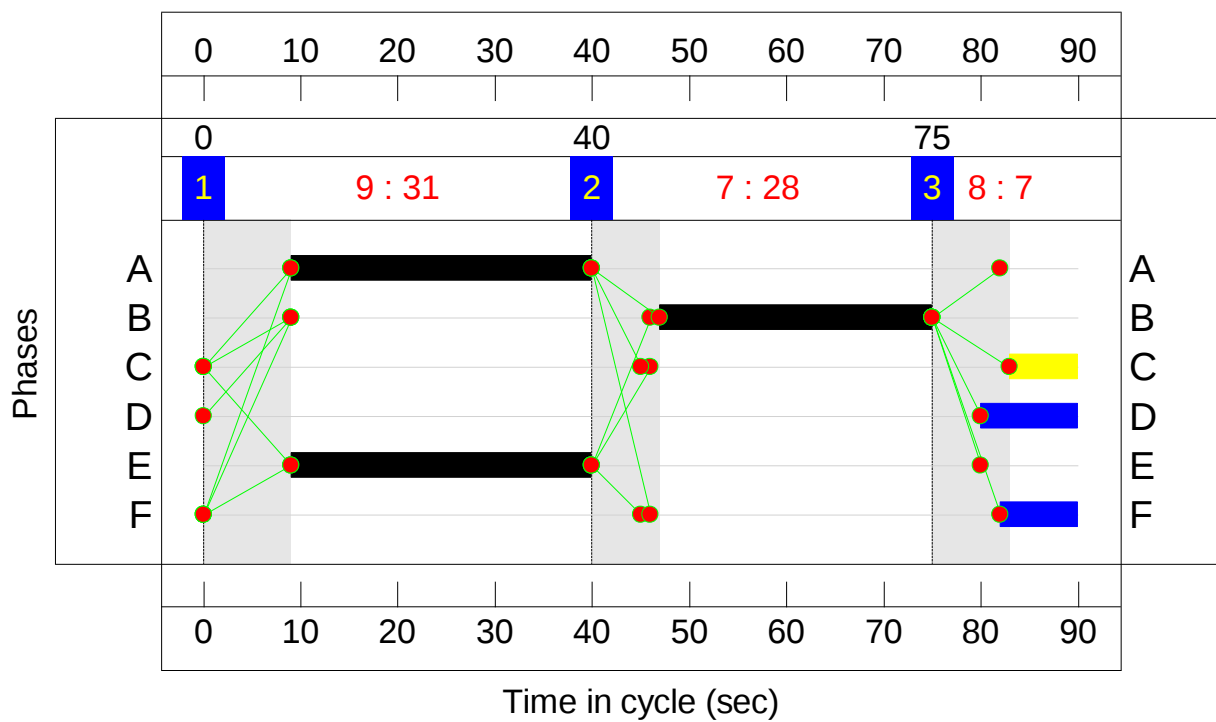


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	82.2%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	82.2%	-	-	-
1/1	St Aubins Road (S) Ahead	U	31	560	1915	82.2%	14.8	681	40.8
2/1	Peirson Road Right Left	U	28	491	1881	81.0%	13.2	606	43.1
3/1	St Aubins Road (N)	U	-	1015	1915	53.0%	0.6	1915	2.0
3/2	St Aubins Road (N)	U	-	420	1915	21.9%	0.1	1915	1.2
4/1		U	-	283	1915	14.8%	1.2	1915	1.1
5/2+5/1	Kensington Street U-Turn Ahead	U	-	667	1865:1980	51.7 : 51.7%	5.1	812+478	10.8
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	9.4 9.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.22 15.01	Cycle Time (s): 90			

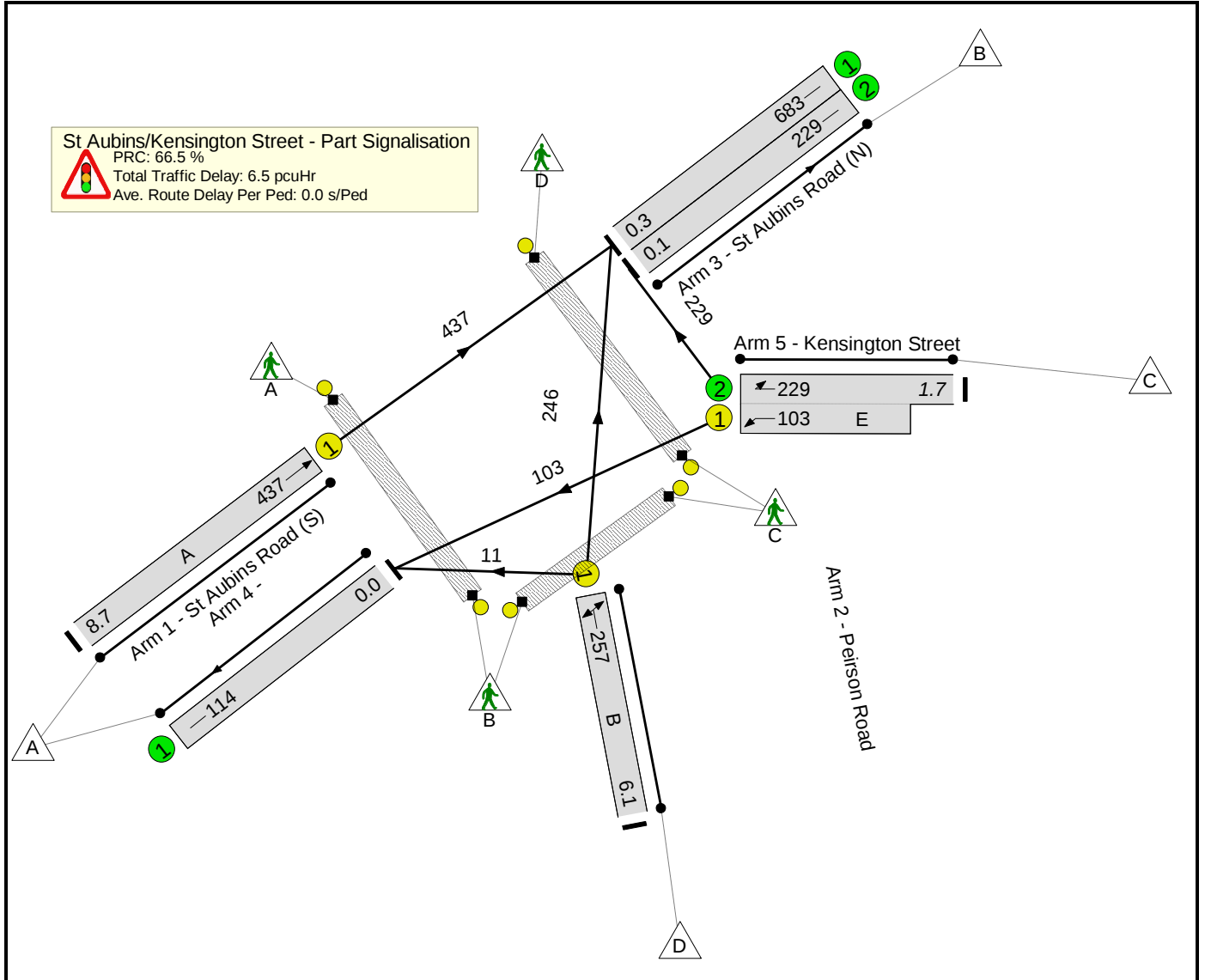
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 5: '2025 P1A AM' (FG5: '2025 AM P1A', Plan 2: 'Network Control Plan 2')

Network Layout Diagram

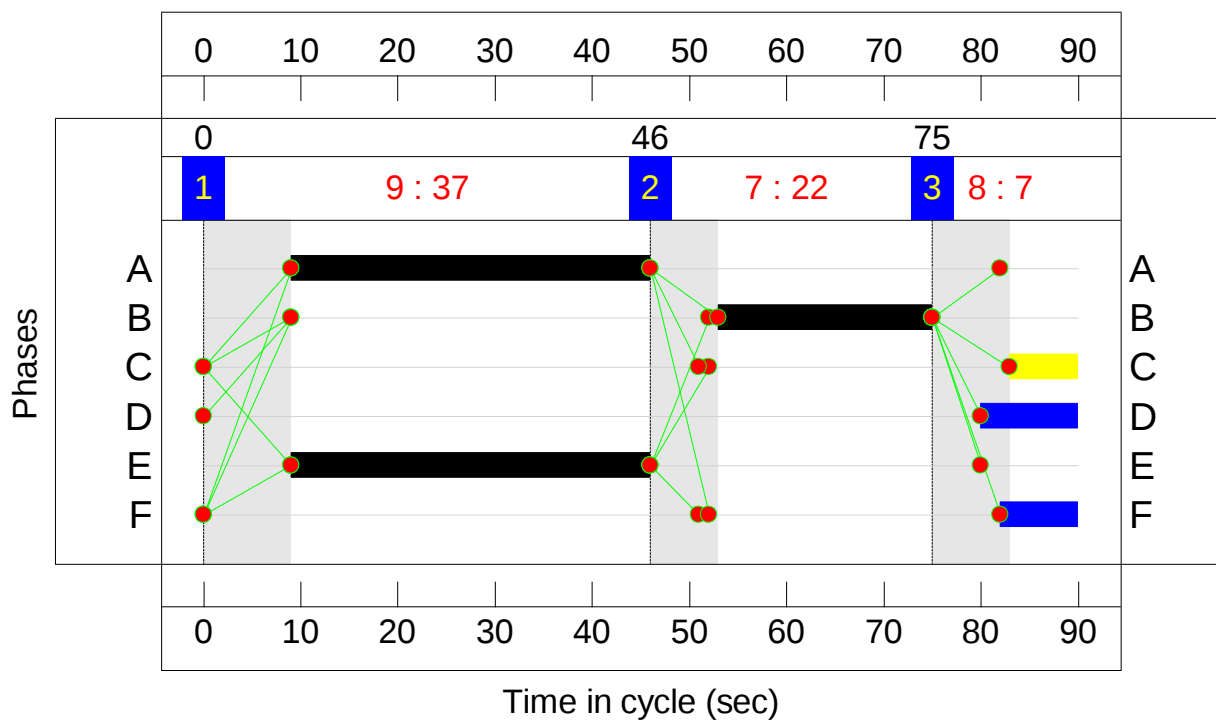


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	54.0%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	54.0%	-	-	-
1/1	St Aubins Road (S) Ahead	U	37	437	1915	54.0%	8.7	809	24.3
2/1	Peirson Road Right Left	U	22	257	1895	53.1%	6.1	484	36.7
3/1	St Aubins Road (N)	U	-	683	1915	35.7%	0.3	1915	1.5
3/2	St Aubins Road (N)	U	-	229	1915	12.0%	0.1	1915	1.1
4/1		U	-	114	1915	6.0%	0.0	1915	1.0
5/2+5/1	Kensington Street U-Turn Ahead	U	-	332	1865:1980	20.8 : 20.8%	1.7	1103+496	6.3
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	66.5 66.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		5.57 6.53	Cycle Time (s): 90			

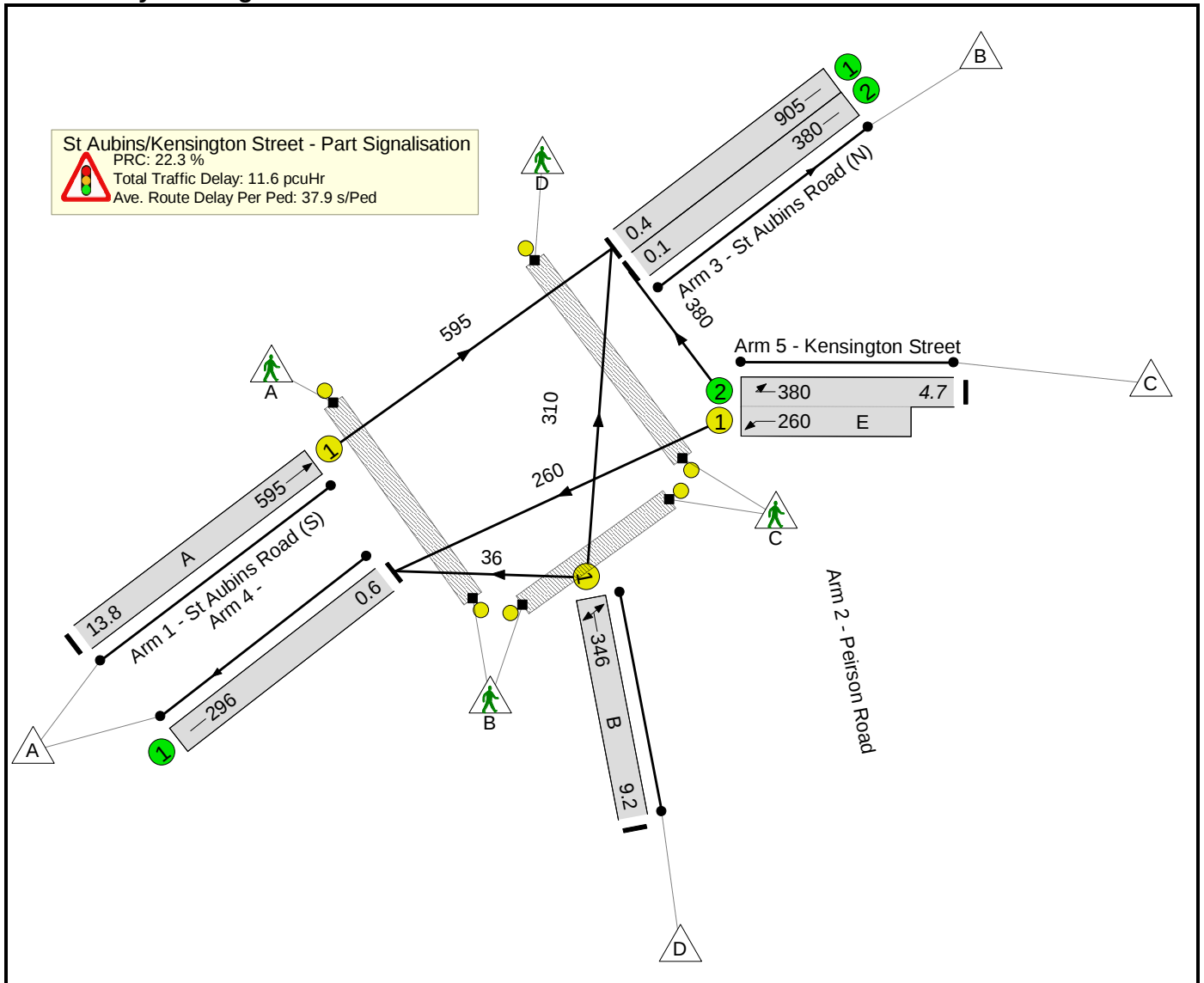
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 6: '2025 P1A PM' (FG6: '2025 PM P1A', Plan 2: 'Network Control Plan 2')

Network Layout Diagram

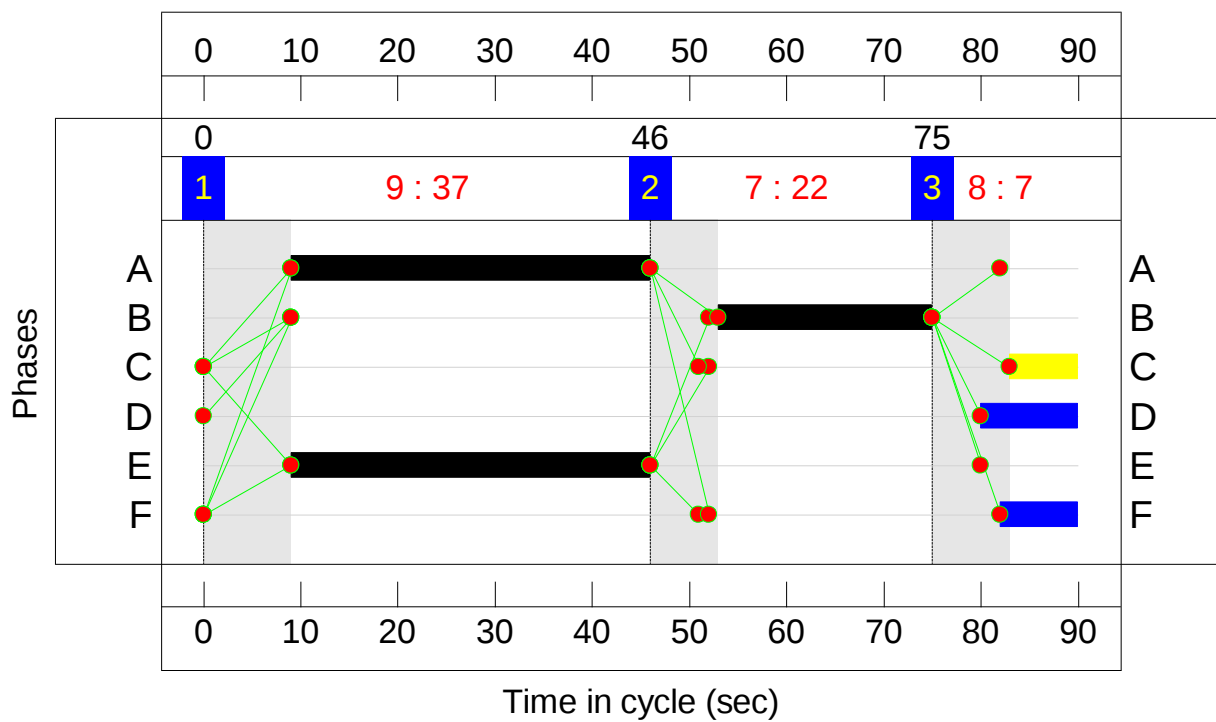


Basic Results Summary

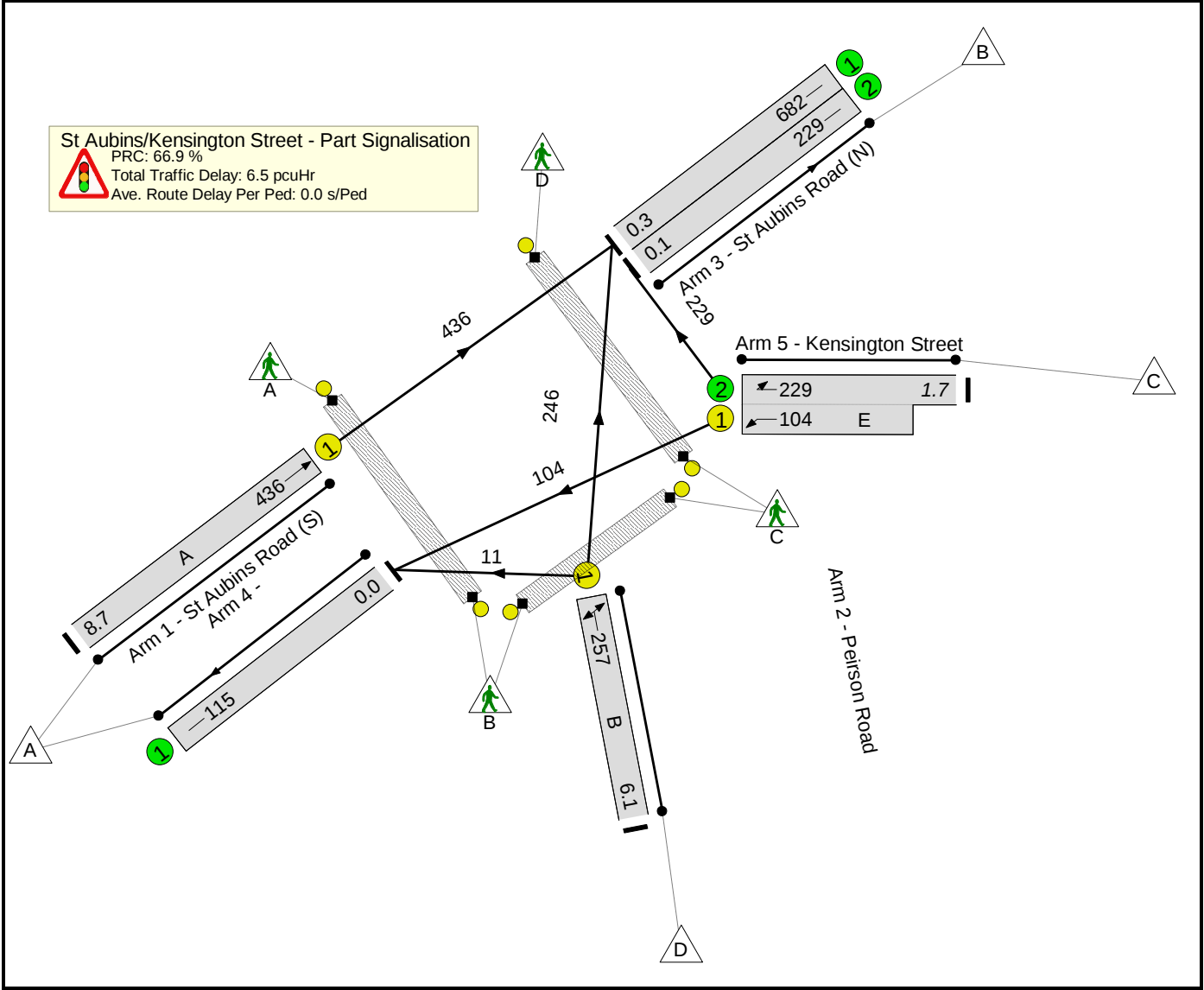
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	73.6%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	73.6%	-	-	-
1/1	St Aubins Road (S) Ahead	U	37	595	1915	73.6%	13.8	809	30.1
2/1	Peirson Road Right Left	U	22	346	1866	72.6%	9.2	477	44.1
3/1	St Aubins Road (N)	U	-	905	1915	47.3%	0.4	1915	1.8
3/2	St Aubins Road (N)	U	-	380	1915	19.8%	0.1	1915	1.2
4/1		U	-	296	1915	15.5%	0.6	1915	1.1
5/2+5/1	Kensington Street U-Turn Ahead	U	-	640	1865:1980	48.0 : 48.0%	4.7	792+542	9.6
Ped Link: P1	Peds across St Aubins	-	7	31	-	0.6%	0.7	5600	39.4
Ped Link: P2	Peds across Peirson Road	-	10	31	-	0.4%	0.7	8000	36.5
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	22.3 22.3	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		9.22 11.59	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



Scenario 7: '2025 P1B AM' (FG7: '2025 AM P1B', Plan 2: 'Network Control Plan 2')
Network Layout Diagram

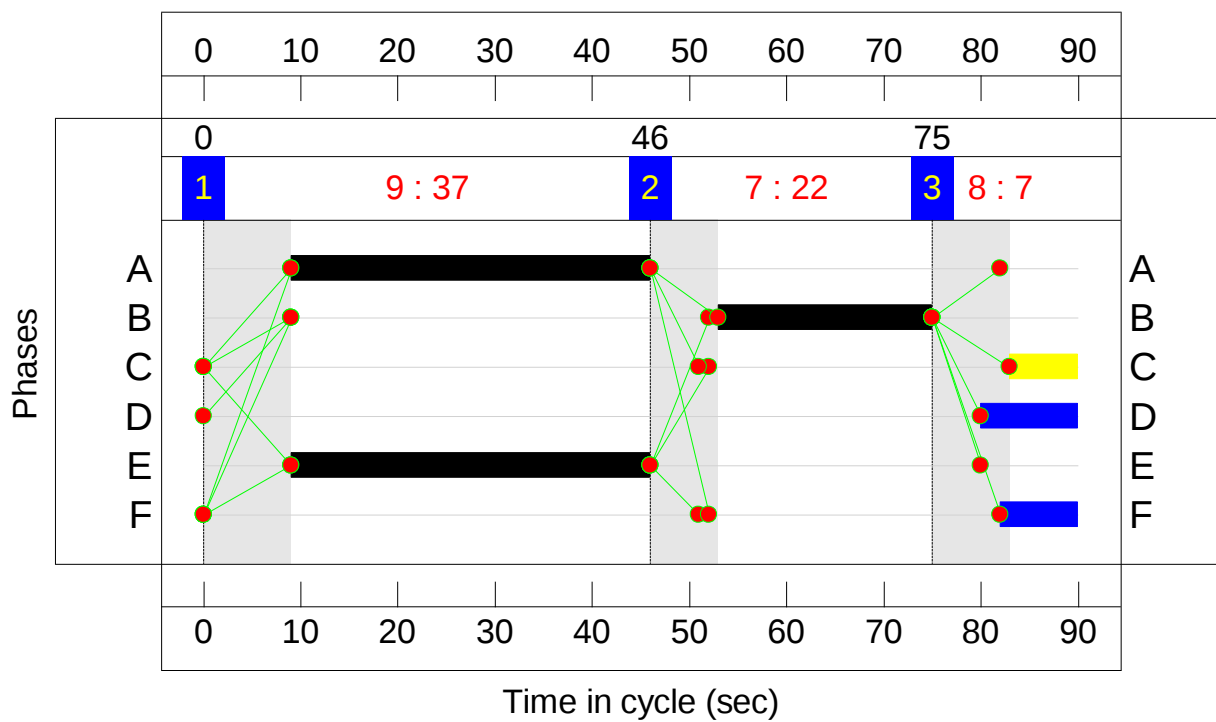


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	53.9%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	53.9%	-	-	-
1/1	St Aubins Road (S) Ahead	U	37	436	1915	53.9%	8.7	809	24.3
2/1	Peirson Road Right Left	U	22	257	1895	53.1%	6.1	484	36.7
3/1	St Aubins Road (N)	U	-	682	1915	35.6%	0.3	1915	1.5
3/2	St Aubins Road (N)	U	-	229	1915	12.0%	0.1	1915	1.1
4/1		U	-	115	1915	6.0%	0.0	1915	1.0
5/2+5/1	Kensington Street U-Turn Ahead	U	-	333	1865:1980	20.9 : 20.9%	1.7	1094+497	6.4
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	66.9 66.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		5.56 6.53	Cycle Time (s): 90			

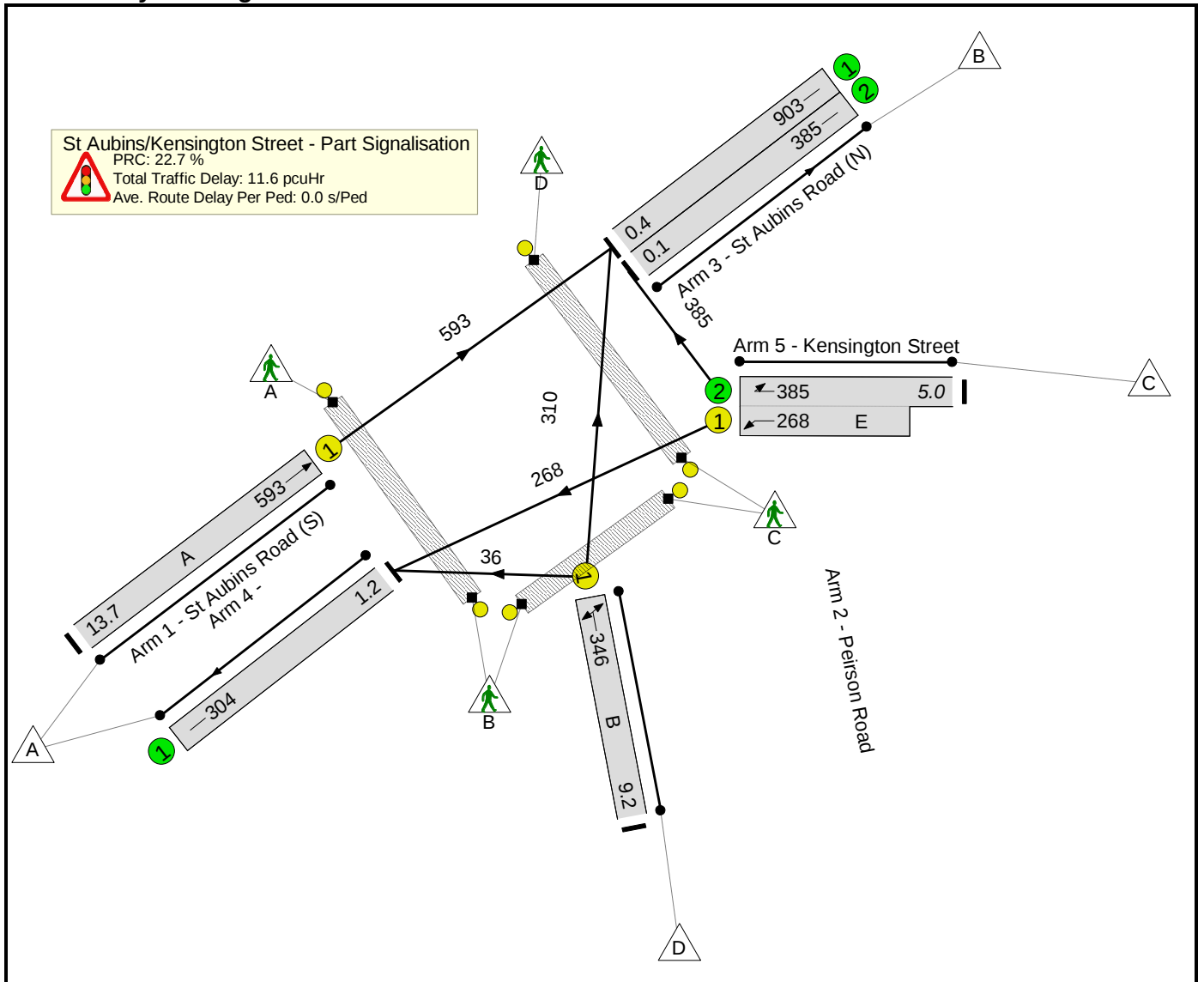
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 8: '2025 P1B PM' (FG8: '2025 PM P1B', Plan 2: 'Network Control Plan 2')

Network Layout Diagram

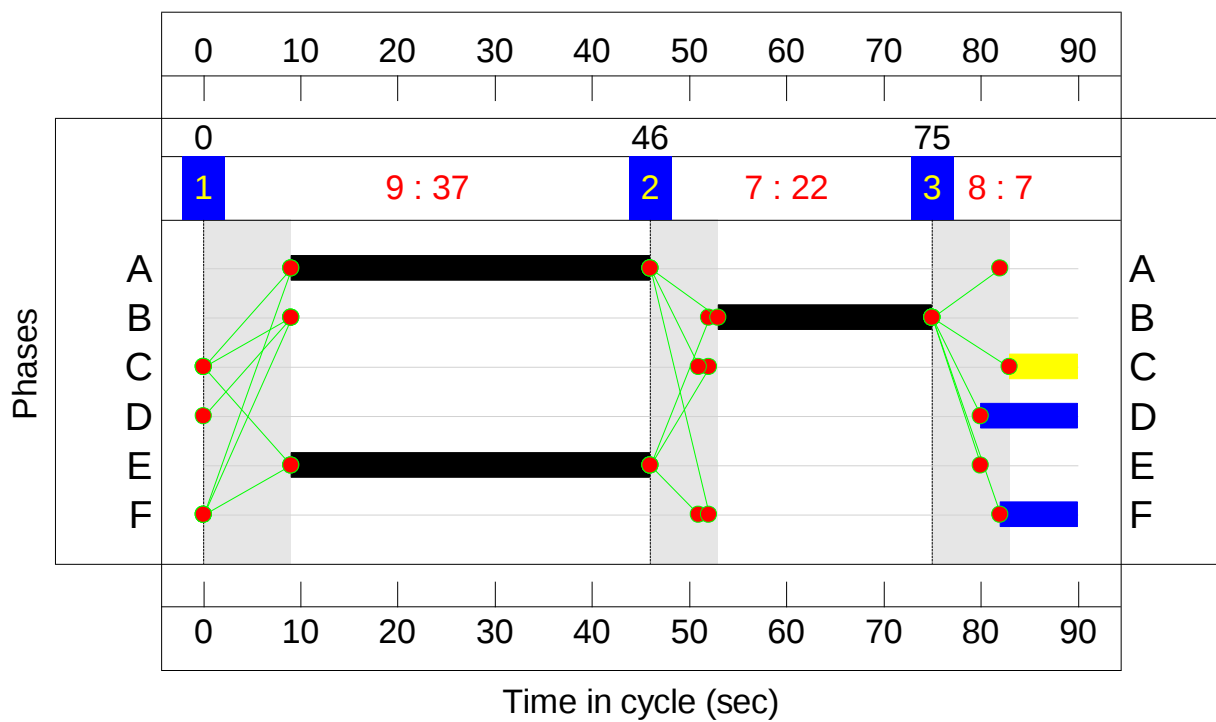


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	73.3%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	73.3%	-	-	-
1/1	St Aubins Road (S) Ahead	U	37	593	1915	73.3%	13.7	809	30.0
2/1	Peirson Road Right Left	U	22	346	1866	72.6%	9.2	477	44.1
3/1	St Aubins Road (N)	U	-	903	1915	47.2%	0.4	1915	1.8
3/2	St Aubins Road (N)	U	-	385	1915	20.1%	0.1	1915	1.2
4/1		U	-	304	1915	15.9%	1.2	1915	1.1
5/2+5/1	Kensington Street U-Turn Ahead	U	-	653	1865:1980	49.2 : 49.2%	5.0	782+544	9.8
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	22.7 22.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		9.18 11.63	Cycle Time (s): 90			

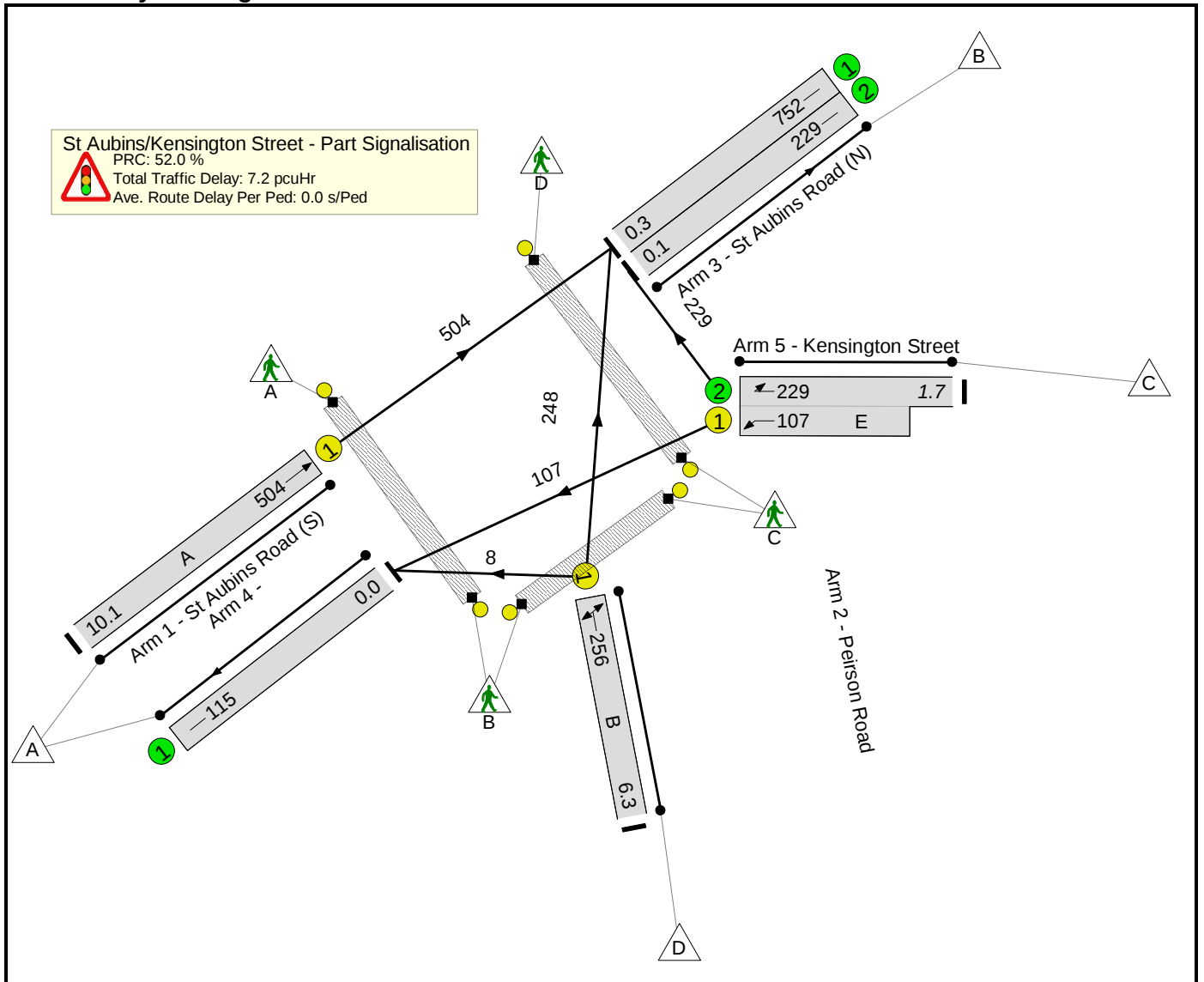
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 9: '2025 DS JFH' (FG9: '2025 AM DS JFH', Plan 2: 'Network Control Plan 2')

Network Layout Diagram

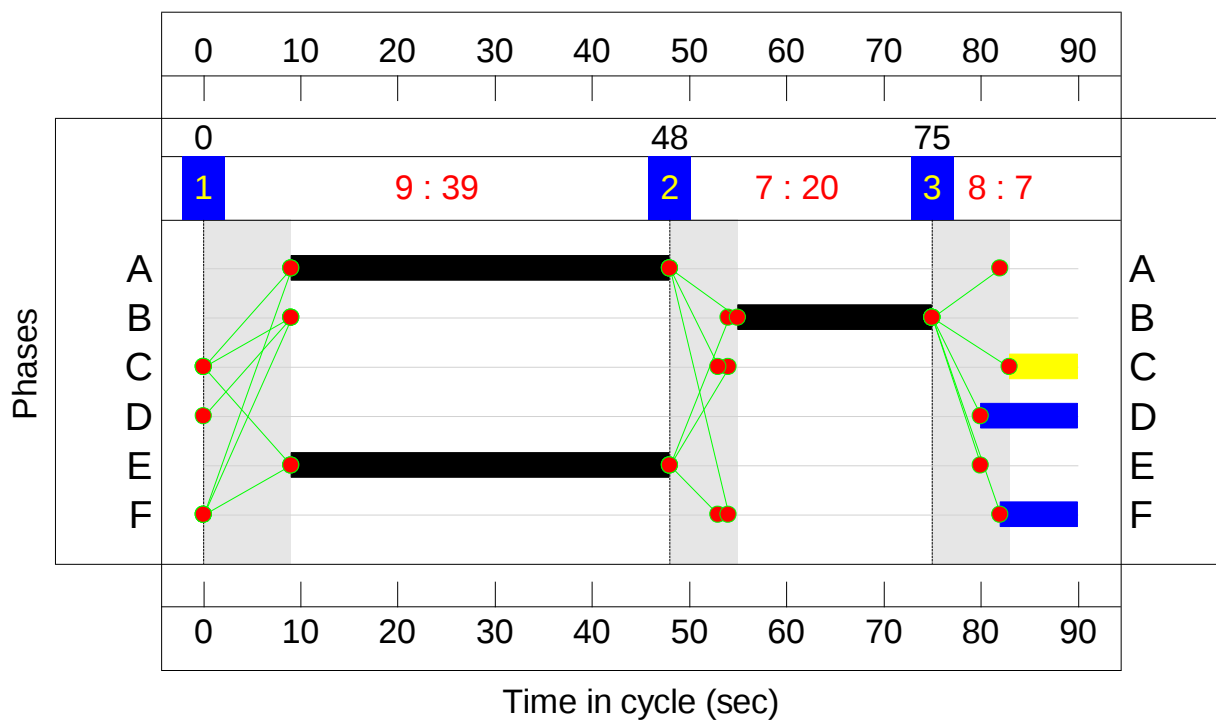


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	59.2%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	59.2%	-	-	-
1/1	St Aubins Road (S) Ahead	U	39	504	1915	59.2%	10.1	851	24.0
2/1	Peirson Road Right Left	U	20	256	1900	57.7%	6.3	443	40.1
3/1	St Aubins Road (N)	U	-	752	1915	39.3%	0.3	1915	1.5
3/2	St Aubins Road (N)	U	-	229	1915	12.0%	0.1	1915	1.1
4/1		U	-	115	1915	6.0%	0.0	1915	1.0
5/2+5/1	Kensington Street U-Turn Ahead	U	-	336	1865:1980	20.8 : 20.8%	1.7	1099+513	6.1
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	52.0 52.0	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		6.21 7.21	Cycle Time (s): 90			

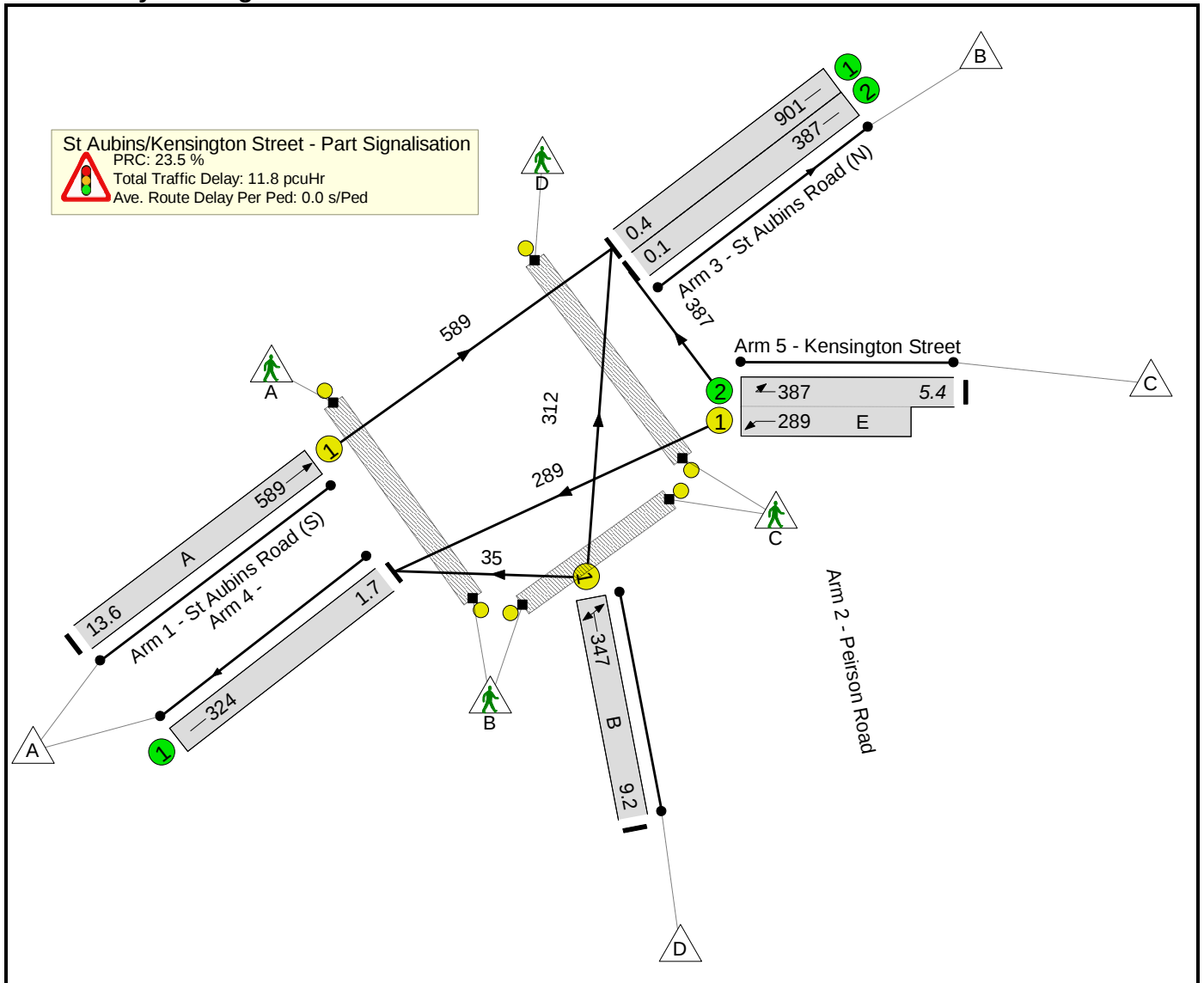
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 10: '2025 DS JFH' (FG10: '2025 PM DS JFH', Plan 2: 'Network Control Plan 2')

Network Layout Diagram

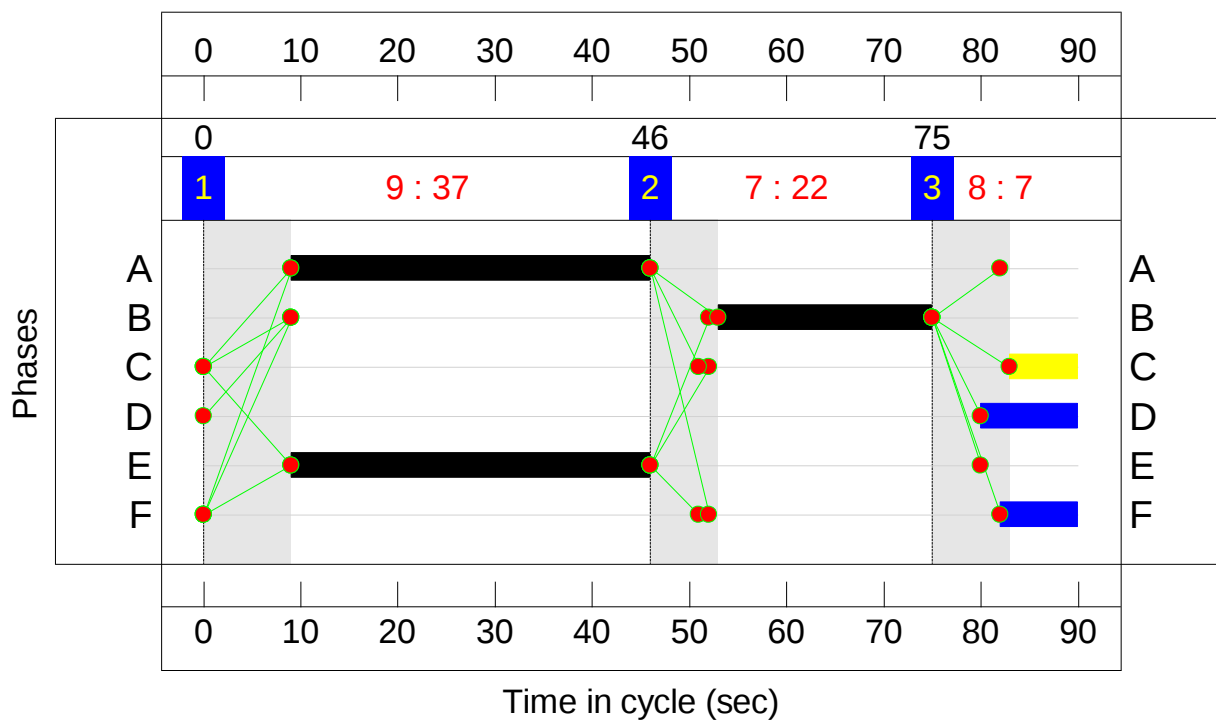


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network: St Aubins Road/Kensington Street Part Signalisation	-	-	-	-	-	72.8%	-	-	-
St Aubins/Kensington Street - Part Signalisation	-	-	-	-	-	72.8%	-	-	-
1/1	St Aubins Road (S) Ahead	U	37	589	1915	72.8%	13.6	809	29.8
2/1	Peirson Road Right Left	U	22	347	1868	72.7%	9.2	477	44.2
3/1	St Aubins Road (N)	U	-	901	1915	47.0%	0.4	1915	1.8
3/2	St Aubins Road (N)	U	-	387	1915	20.2%	0.1	1915	1.2
4/1		U	-	324	1915	16.9%	1.7	1915	1.1
5/2+5/1	Kensington Street U-Turn Ahead	U	-	676	1865:1980	52.3 : 52.3%	5.4	740+552	10.4
Ped Link: P1	Peds across St Aubins	-	7	0	-	0.0%	0.0	5600	0.0
Ped Link: P2	Peds across Peirson Road	-	10	0	-	0.0%	0.0	8000	0.0
Ped Link: P3	Peds across St Aubin's Rd	-	8	0	-	0.0%	0.0	6400	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	23.5 23.5	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		9.13 11.76	Cycle Time (s): 90			

Basic Results Summary
Signal Timings Diagram



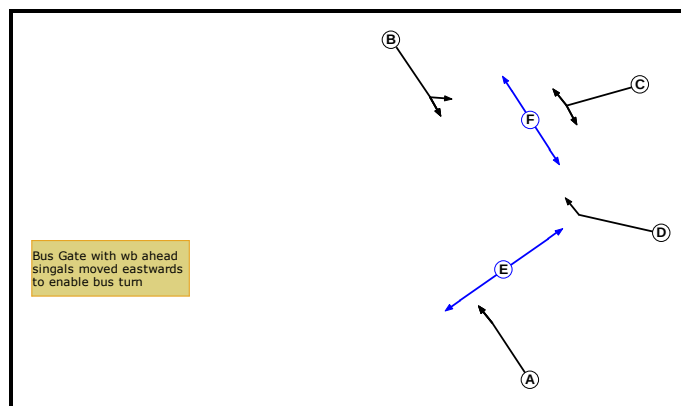
Junction 1/3/12 Mitigation: Esplanade Network

Basic Results Summary

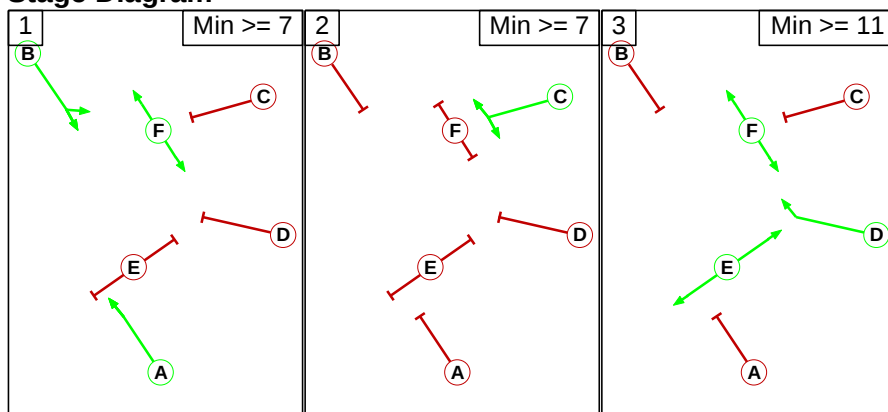
Basic Results Summary

C1

Phase Diagram

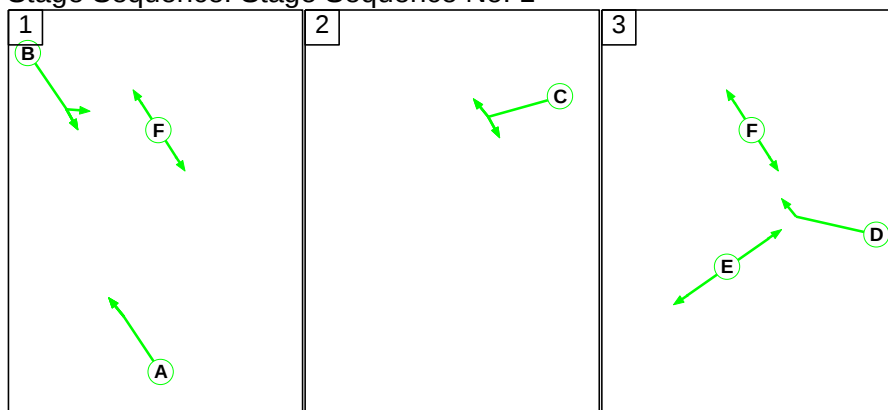


Stage Diagram



Stage Sequence Summary

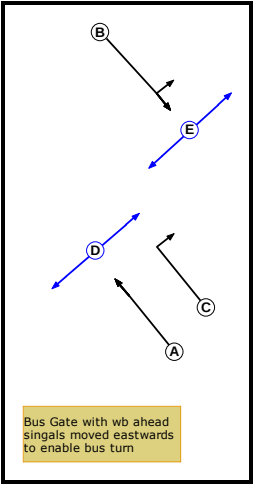
Stage Sequence: Stage Sequence No. 1



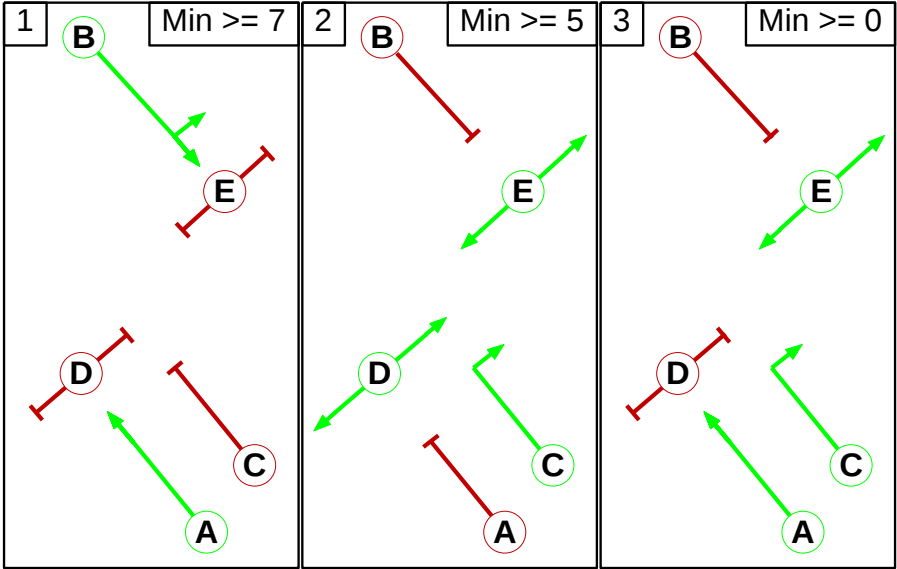
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	5	7	-
	B	-		5	8	9	-
	C	5	6		7	9	5
	D	5	5	6		-	-
	E	22	22	22	-		-
	F	-	-	9	-	-	

C2
Phase Diagram

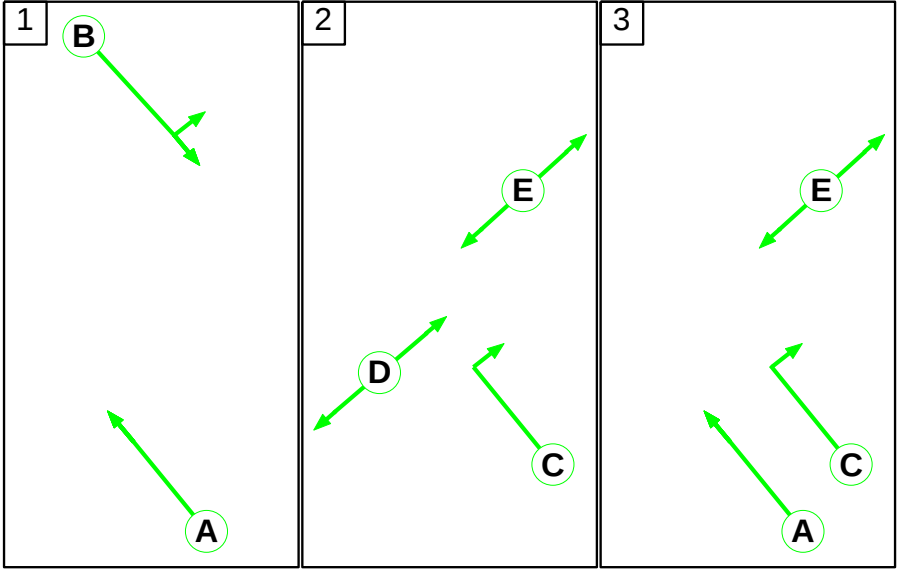


Stage Diagram



Stage Sequence Summary
Stage Sequence: Stage Sequence No. 1

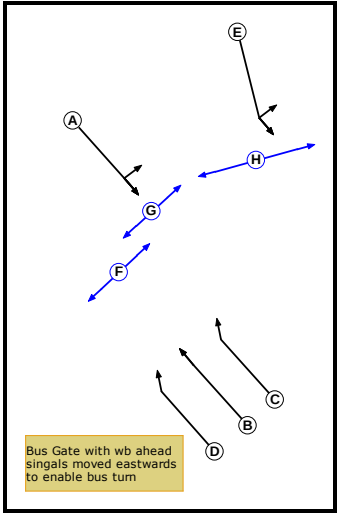
Basic Results Summary



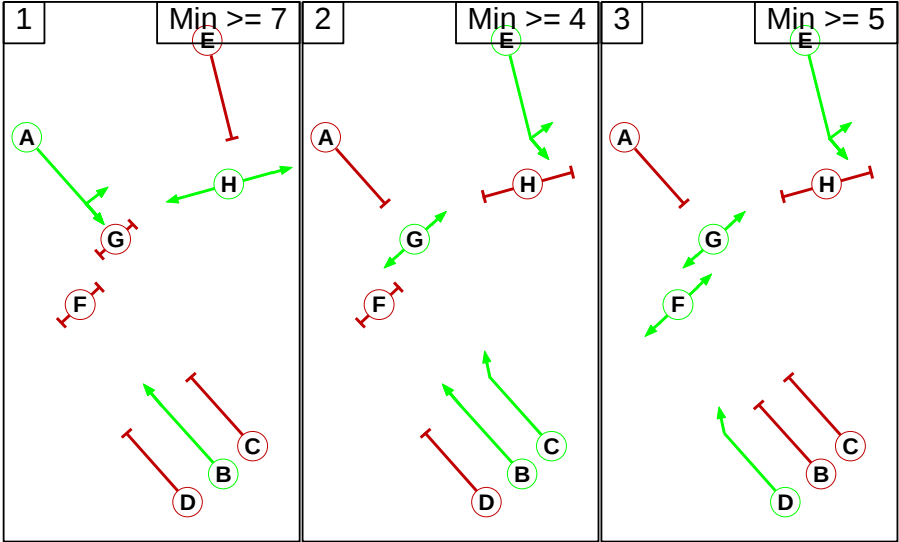
Phase Intergreens Matrix

	Starting Phase					
		A	B	C	D	E
	A		-	-	6	-
	B	-		6	-	5
	C	-	6		-	-
	D	7	-	-		-
	E	-	7	-	-	

C3
Phase Diagram

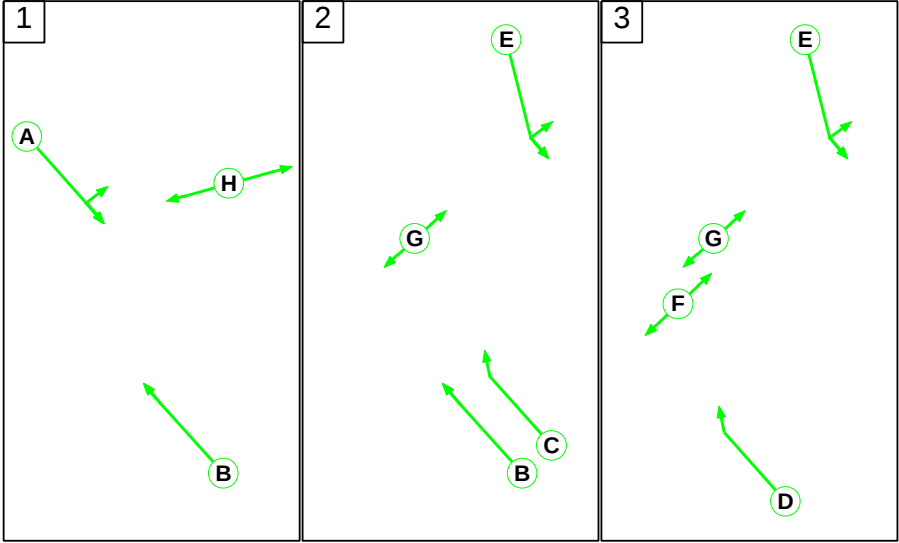


Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



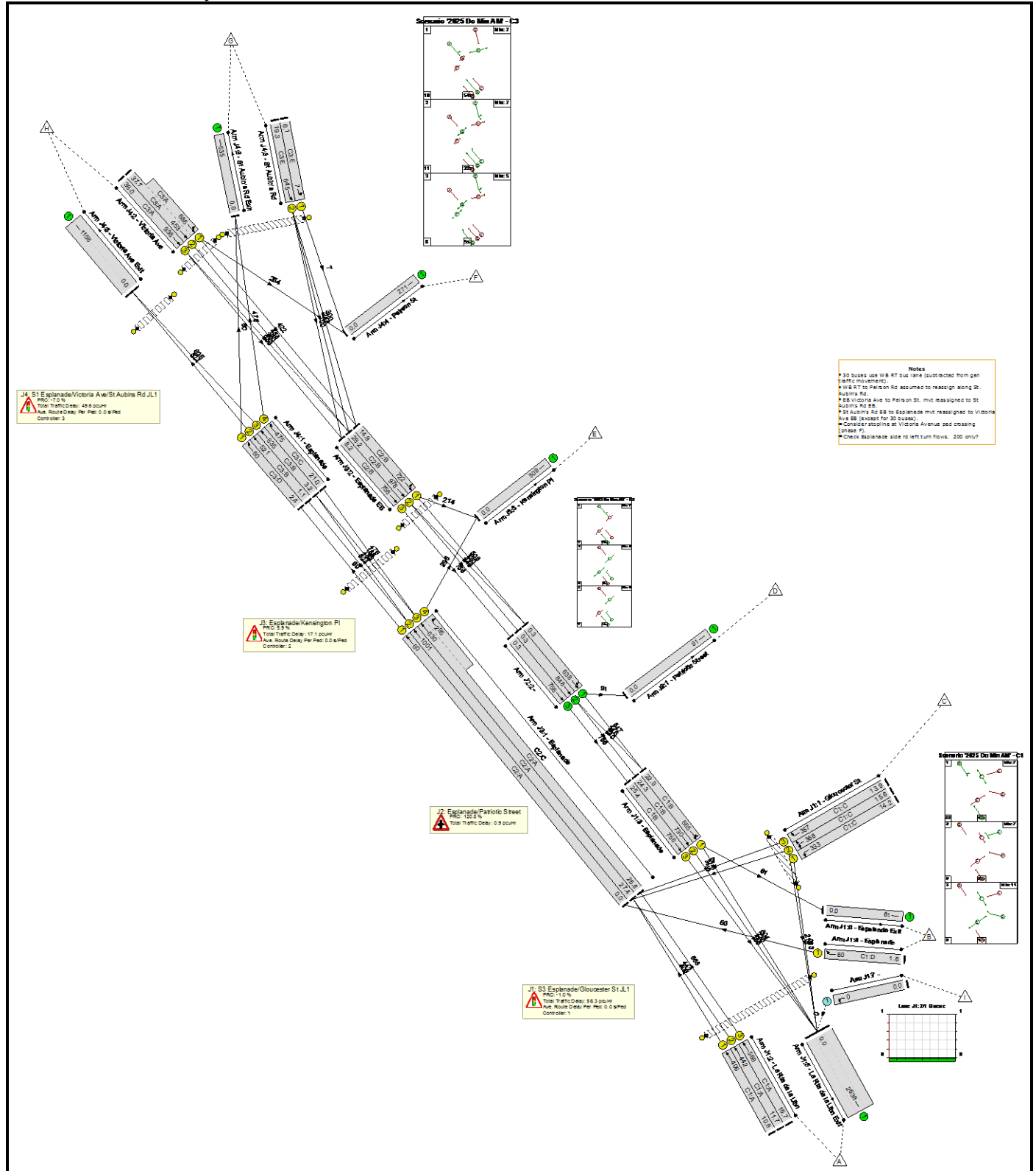
Basic Results Summary

Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	8	5	5	-	5	-
	B	-		-	5	-	8	-	-
	C	5	-		5	-	-	-	9
	D	7	5	5		-	-	-	10
	E	5	-	-	-		-	-	5
	F	-	8	-	-	-		-	-
	G	10	-	-	-	-	-		-
	H	-	-	11	11	11	-	-	

Scenario 5: '2025 Do Min AM' (FG5: '2025 Do Minimum AM', Plan 1: '2016 AM Peak')
Network Layout Diagram

Basic Results Summary



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	96.3%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	90.9%	-	-	-
1/1	Gloucester St Left	U	26	333	1665	88.9%	14.2	375	82.2
1/2	Gloucester St Right Left	U	26	368	1820	89.9%	15.6	410	81.9
1/3	Gloucester St Right	U	26	357	1868	84.9%	13.9	420	70.8
2/1	La Rte de la Libn Ahead	U	47	406	1940	52.3%	10.8	776	32.2
2/2	La Rte de la Libn Ahead	U	47	442	2080	53.1%	11.7	832	32.0
2/3	La Rte de la Libn Ahead	U	47	568	2080	68.3%	16.7	832	36.5
3/1	Esplanade Ahead Left	U	47	665	1940	85.7%	22.9	776	34.2
3/2	Esplanade Ahead	U	47	730	2080	87.7%	24.3	832	30.8
3/3	Esplanade Ahead	U	47	756	2080	90.9%	25.4	832	32.2
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	316	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	40.8%	-	-	-
2/1	Left Ahead	U	-	638	1899	33.6%	0.3	1899	1.4
2/2	Ahead	U	-	848	2080	40.8%	0.3	2080	1.5
2/3	Ahead	U	-	756	2080	36.3%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	85.0%	-	-	-
1/1	Esplanade Ahead	U	100	60	1800	4.0%	0.0	1515	1.2
1/2	Esplanade Ahead	U	100	1001	1940	61.3%	27.4	1633	11.1
1/3+1/4	Esplanade Right Ahead	U	100:28	925	2080:1764	85.0 : 85.0%	25.8	741+347	24.5 (15.5:43.6)
2/1	Esplanade EB Left Ahead	U	79	722	1857	58.3%	14.9	1238	13.8

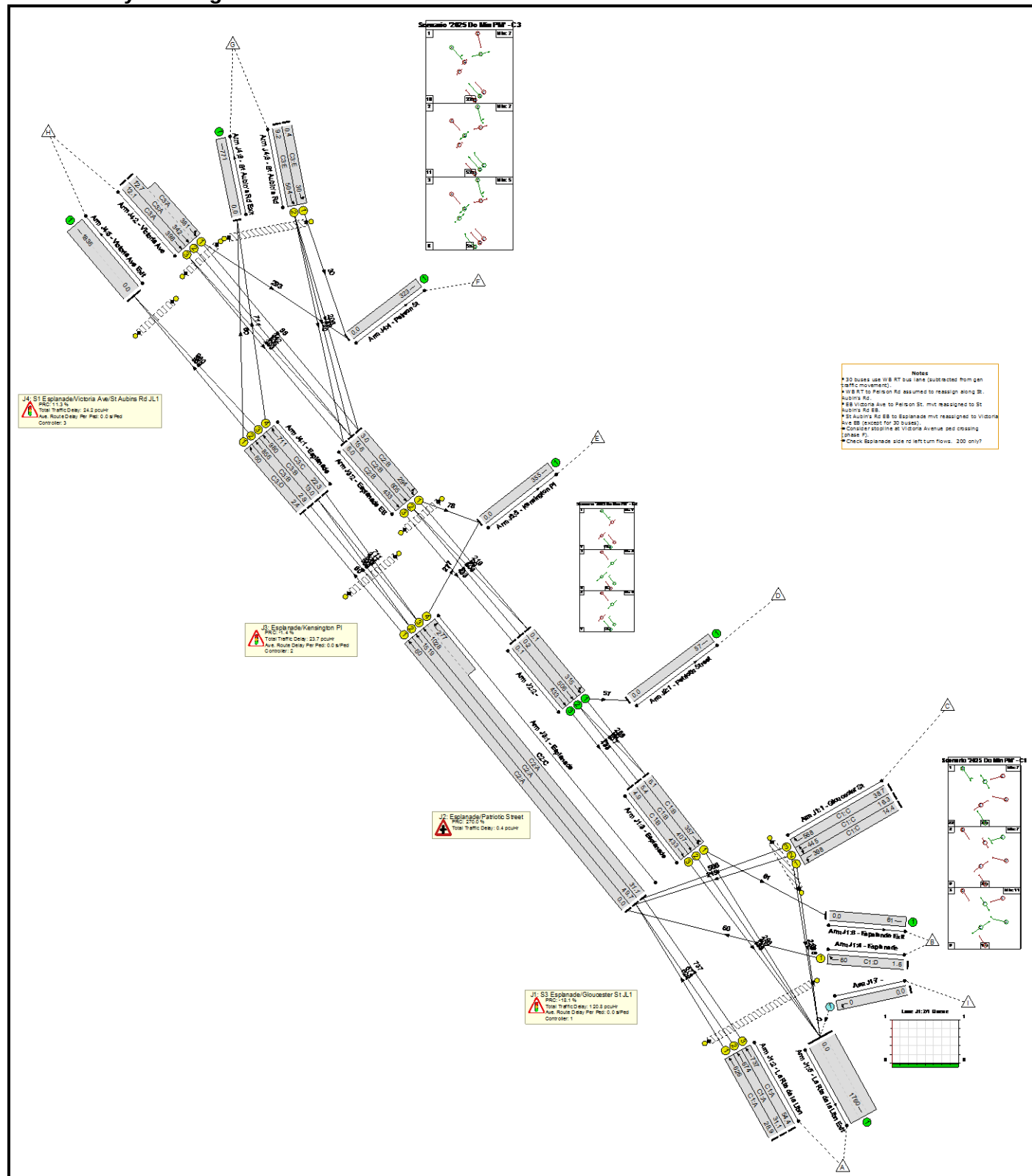
Basic Results Summary

2/2	Esplanade EB Ahead	U	79	978	2080	70.5%	26.2	1387	13.8
2/3	Esplanade EB Ahead	U	79	756	2080	54.5%	8.2	1387	5.6
Ped Link: P1	Unnamed Ped Link	-	29	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	7	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	96.3%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	103.0
1/2	Esplanade Ahead	U	99	521	1940	32.2%	1.1	1617	2.3
1/3	Esplanade Ahead	U	99	635	2080	36.6%	3.2	1733	2.1
1/4	Esplanade Ahead	U	32	475	1848	93.5%	21.0	508	69.4
2/2+2/1	Victoria Ave Ahead Left	U	57	1139	2055:1915	96.3 : 96.3%	37.1	470+712	54.4 (52.9:55.3)
2/3	Victoria Ave Ahead	U	57	936	2055	94.2%	36.0	993	54.9
3/1	St Aubin's Rd Left	U	50	7	1940	0.8%	0.1	825	22.3
3/2	St Aubin's Rd Ahead	U	50	645	2080	73.0%	19.3	884	36.2
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	48	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	54	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):		56.28	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):		17.09	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):		49.60	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-7.0	Total Delay Over All Lanes(pcuHr):		123.85				

Basic Results Summary

Scenario 6: '2025 Do Min PM' (FG6: '2025 Do Minimum PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

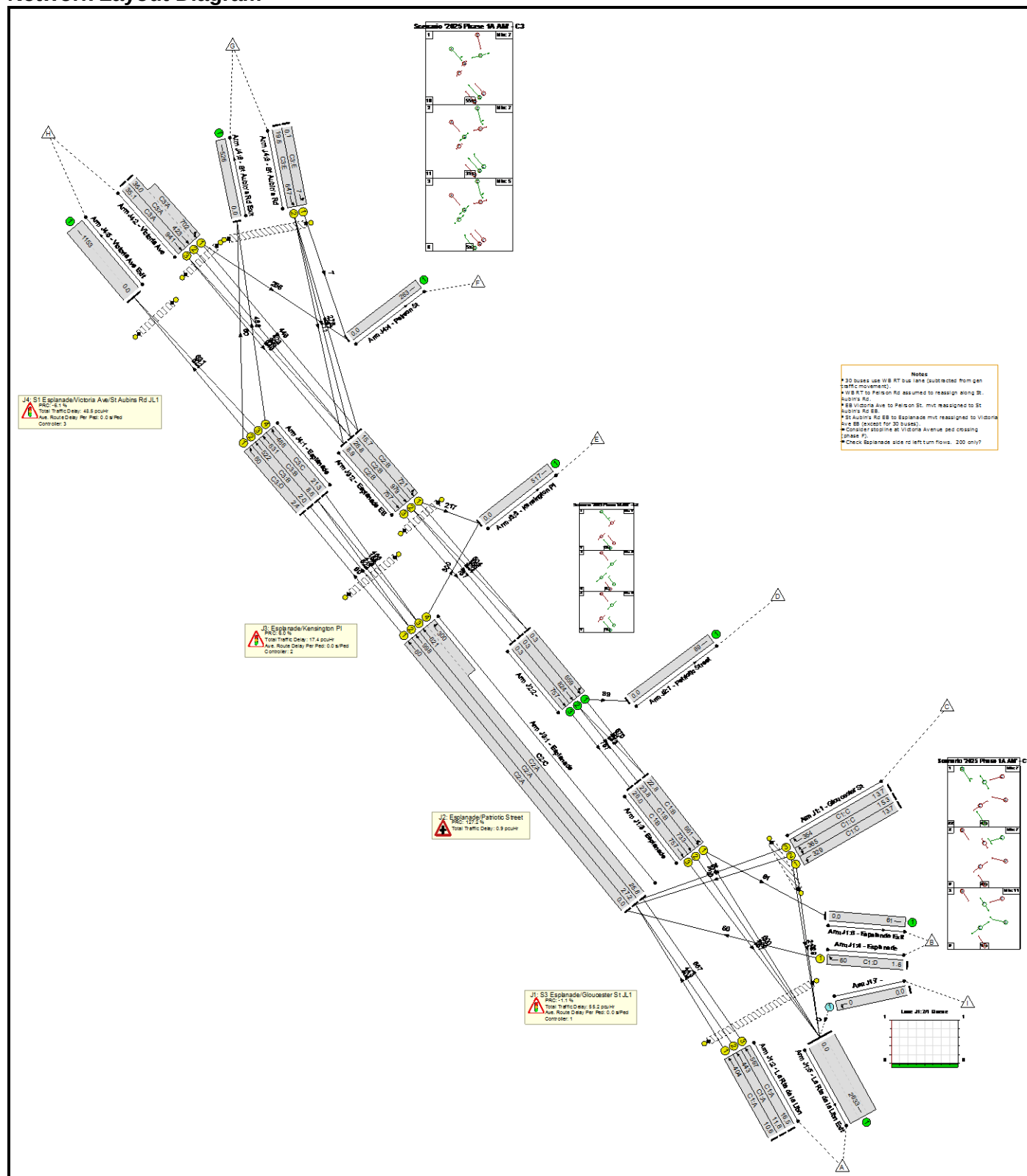
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	106.3%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	106.3%	-	-	-
1/1	Gloucester St Left	U	34	398	1665	82.0%	14.4	486	59.1
1/2	Gloucester St Right Left	U	34	445	1826	83.6%	16.3	533	59.3
1/3	Gloucester St Right	U	34	568	1868	104.3%	38.7	545	171.3
2/1	La Rte de la Libn Ahead	U	39	626	1940	96.8%	28.9	647	87.5
2/2	La Rte de la Libn Ahead	U	39	674	2080	97.2%	31.1	693	87.6
2/3	La Rte de la Libn Ahead	U	39	737	2080	106.3%	54.4	693	192.7
3/1	Esplanade Ahead Left	U	39	357	1940	55.2%	6.1	647	27.8
3/2	Esplanade Ahead	U	39	407	2080	58.7%	5.4	693	24.2
3/3	Esplanade Ahead	U	39	433	2080	62.5%	4.9	693	22.3
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	378	0.0
Ped Link: P1	Unnamed Ped Link	-	72	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.3%	-	-	-
2/1	Left Ahead	U	-	315	1889	16.7%	0.1	1889	1.1
2/2	Ahead	U	-	506	2080	24.3%	0.2	2080	1.1
2/3	Ahead	U	-	433	2080	20.8%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	91.2%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	1519	1940	91.2%	49.7	1665	36.2
1/3+1/4	Esplanade Right Ahead	U	102:30	1305	2080:1764	77.6 : 77.3%	31.1	1258+339	17.1 (9.9:44.0)
2/1	Esplanade EB Left Ahead	U	77	294	1866	24.2%	3.0	1213	7.7

Basic Results Summary

2/2	Esplanade EB Ahead	U	77	605	2080	44.7%	15.6	1352	7.9
2/3	Esplanade EB Ahead	U	77	433	2080	32.0%	6.0	1352	5.0
Ped Link: P1	Unnamed Ped Link	-	31	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	80.9%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	115.0
1/2	Esplanade Ahead	U	99	856	1940	52.9%	2.9	1617	2.7
1/3	Esplanade Ahead	U	99	980	2080	55.8%	13.0	1733	4.4
1/4	Esplanade Ahead	U	53	711	1848	80.9%	22.3	832	25.1
2/2+2/1	Victoria Ave Ahead Left	U	36	723	2055:1915	78.2 : 78.2%	12.7	437+487	44.0 (43.2:44.6)
2/3	Victoria Ave Ahead	U	36	398	2055	62.8%	12.1	634	43.2
3/1	St Aubin's Rd Left	U	71	30	1940	2.6%	0.4	1164	11.4
3/2	St Aubin's Rd Ahead	U	71	504	2080	40.4%	9.2	1248	15.1
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	69	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	33	0	-	0.0%	-	0	-
C1 C2 C3	PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-18.1 -1.4 11.3 -18.1	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		120.79 23.75 24.24 169.17	Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120			

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	95.5%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	91.0%	-	-	-
1/1	Gloucester St Left	U	26	329	1665	87.8%	13.7	375	79.6
1/2	Gloucester St Right Left	U	26	365	1820	89.1%	15.3	410	80.0
1/3	Gloucester St Right	U	26	354	1868	84.2%	13.7	420	69.7
2/1	La Rte de la Libn Ahead	U	47	404	1940	52.1%	10.6	776	32.1
2/2	La Rte de la Libn Ahead	U	47	443	2080	53.2%	11.8	832	32.1
2/3	La Rte de la Libn Ahead	U	47	567	2080	68.1%	16.5	832	36.4
3/1	Esplanade Ahead Left	U	47	661	1940	85.2%	22.8	776	33.5
3/2	Esplanade Ahead	U	47	733	2080	88.1%	23.8	832	29.2
3/3	Esplanade Ahead	U	47	757	2080	91.0%	26.0	832	33.0
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	318	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	39.6%	-	-	-
2/1	Left Ahead	U	-	659	1901	34.7%	0.3	1901	1.4
2/2	Ahead	U	-	824	2080	39.6%	0.3	2080	1.4
2/3	Ahead	U	-	757	2080	36.4%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	84.9%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	998	1940	59.9%	27.2	1665	10.9
1/3+1/4	Esplanade Right Ahead	U	102:29	921	2080:1764	84.9 : 84.9%	25.8	731+353	23.6 (14.2:43.0)
2/1	Esplanade EB Left Ahead	U	78	721	1856	59.0%	15.7	1222	14.3

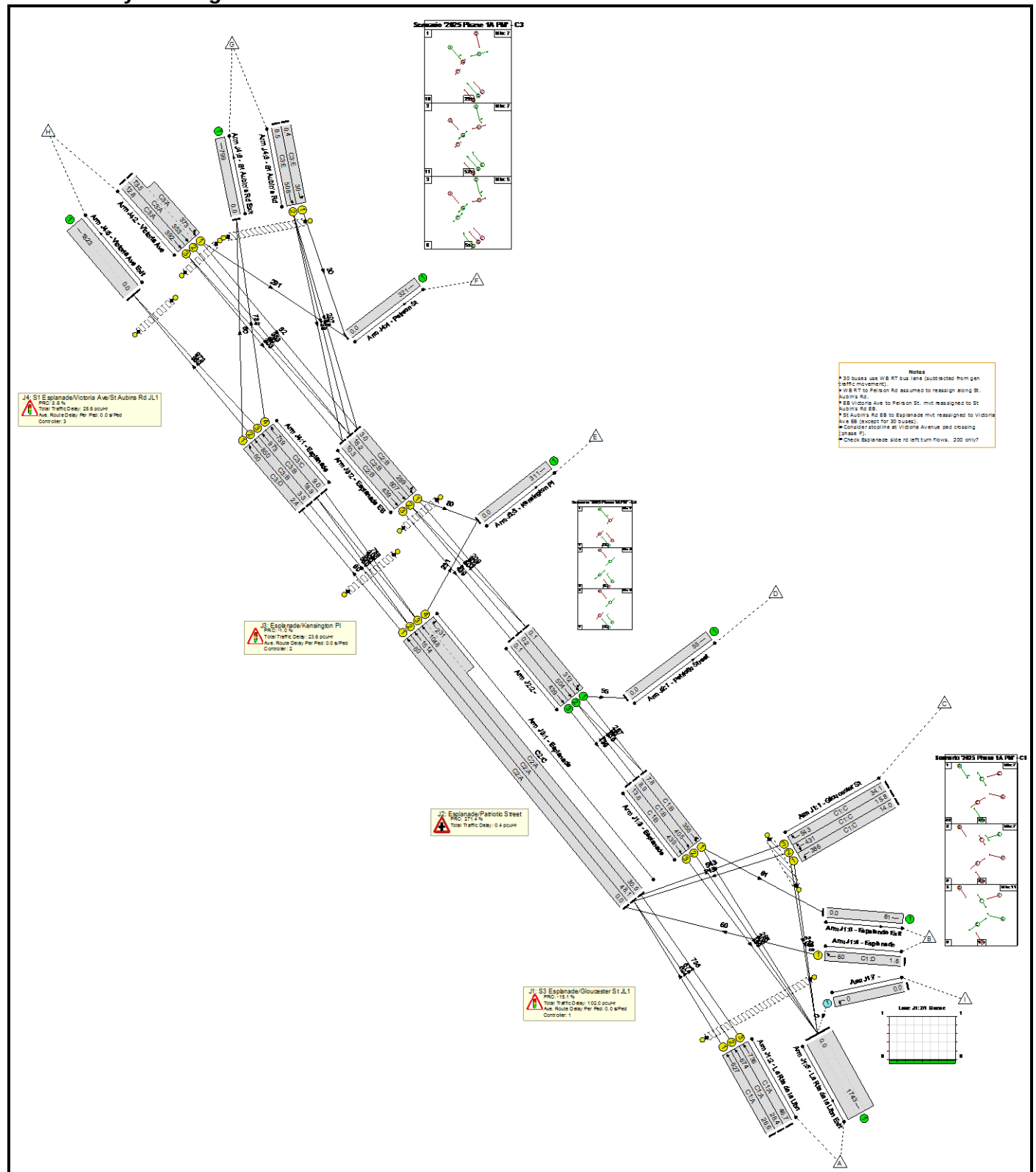
Basic Results Summary

2/2	Esplanade EB Ahead	U	78	979	2080	71.5%	26.8	1369	15.2
2/3	Esplanade EB Ahead	U	78	757	2080	55.3%	8.9	1369	6.3
Ped Link: P1	Unnamed Ped Link	-	30	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	95.5%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	103.0
1/2	Esplanade Ahead	U	99	522	1940	32.3%	2.0	1617	2.2
1/3	Esplanade Ahead	U	99	631	2080	36.4%	8.6	1733	2.9
1/4	Esplanade Ahead	U	31	466	1848	94.6%	21.3	493	76.3
2/2+2/1	Victoria Ave Ahead Left	U	58	1125	2055:1915	95.5 : 95.5%	36.0	443+735	50.9 (49.2:51.9)
2/3	Victoria Ave Ahead	U	58	941	2055	93.1%	35.1	1010	50.8
3/1	St Aubin's Rd Left	U	49	7	1940	0.9%	0.1	808	23.0
3/2	St Aubin's Rd Ahead	U	49	647	2080	74.7%	19.6	867	37.7
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	47	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	55	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):		55.18	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):		17.41	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-6.1	Total Delay for Signalled Lanes (pcuHr):		48.45	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-6.1	Total Delay Over All Lanes(pcuHr):		121.93				

Basic Results Summary

Scenario 8: '2025 Phase 1A PM' (FG8: '2025 Phase 1A PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	103.6%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	103.6%	-	-	-
1/1	Gloucester St Left	U	33	386	1665	81.8%	14.0	472	60.1
1/2	Gloucester St Right Left	U	33	431	1826	83.3%	15.8	517	60.1
1/3	Gloucester St Right	U	33	543	1868	102.6%	34.1	529	151.3
2/1	La Rte de la Libn Ahead	U	40	627	1940	94.6%	26.6	663	75.4
2/2	La Rte de la Libn Ahead	U	40	674	2080	94.8%	28.4	711	74.4
2/3	La Rte de la Libn Ahead	U	40	736	2080	103.6%	46.7	711	152.0
3/1	Esplanade Ahead Left	U	40	356	1940	53.7%	7.8	663	21.6
3/2	Esplanade Ahead	U	40	405	2080	57.0%	8.9	711	19.5
3/3	Esplanade Ahead	U	40	439	2080	61.8%	13.6	711	19.9
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	407	0.0
Ped Link: P1	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.2%	-	-	-
2/1	Left Ahead	U	-	312	1890	16.5%	0.1	1890	1.1
2/2	Ahead	U	-	504	2080	24.2%	0.2	2080	1.1
2/3	Ahead	U	-	439	2080	21.1%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	90.9%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	1514	1940	90.9%	48.1	1665	36.7
1/3+1/4	Esplanade Right Ahead	U	102:25	1279	2080:1764	68.4 : 70.3%	30.9	1486+318	14.3 (8.8:39.4)
2/1	Esplanade EB Left Ahead	U	82	289	1863	22.4%	3.0	1289	6.5

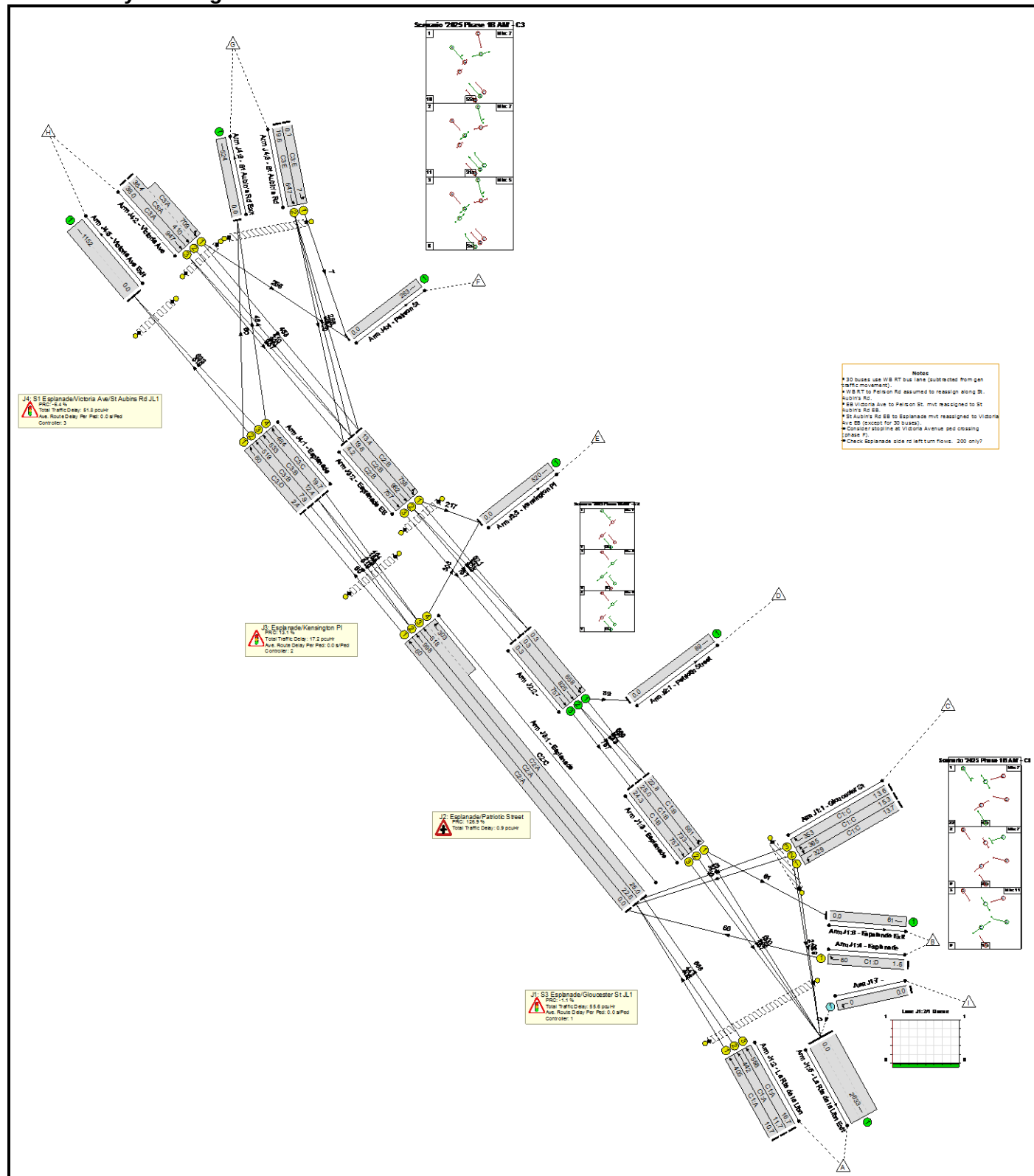
Basic Results Summary

2/2	Esplanade EB Ahead	U	82	607	2080	42.2%	16.2	1439	10.8
2/3	Esplanade EB Ahead	U	82	439	2080	30.5%	10.3	1439	7.0
Ped Link: P1	Unnamed Ped Link	-	26	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	82.9%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	99.0
1/2	Esplanade Ahead	U	99	850	1940	52.6%	3.3	1617	4.0
1/3	Esplanade Ahead	U	99	973	2080	55.7%	18.9	1733	5.2
1/4	Esplanade Ahead	U	57	739	1848	80.1%	9.0	893	21.0
2/2+2/1	Victoria Ave Ahead Left	U	32	726	2055:1915	82.9 : 82.9%	13.5	426+450	50.3 (49.7:50.8)
2/3	Victoria Ave Ahead	U	32	392	2055	69.4%	12.8	565	49.2
3/1	St Aubin's Rd Left	U	75	30	1940	2.4%	0.4	1229	9.8
3/2	St Aubin's Rd Ahead	U	75	508	2080	38.6%	8.5	1317	12.9
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	29	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-15.1	Total Delay for Signalled Lanes (pcuHr):		101.99	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):		23.57	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):		25.58	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-15.1	Total Delay Over All Lanes(pcuHr):		151.54				

Basic Results Summary

Scenario 9: '2025 Phase 1B AM' (FG9: '2025 Phase 1B AM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

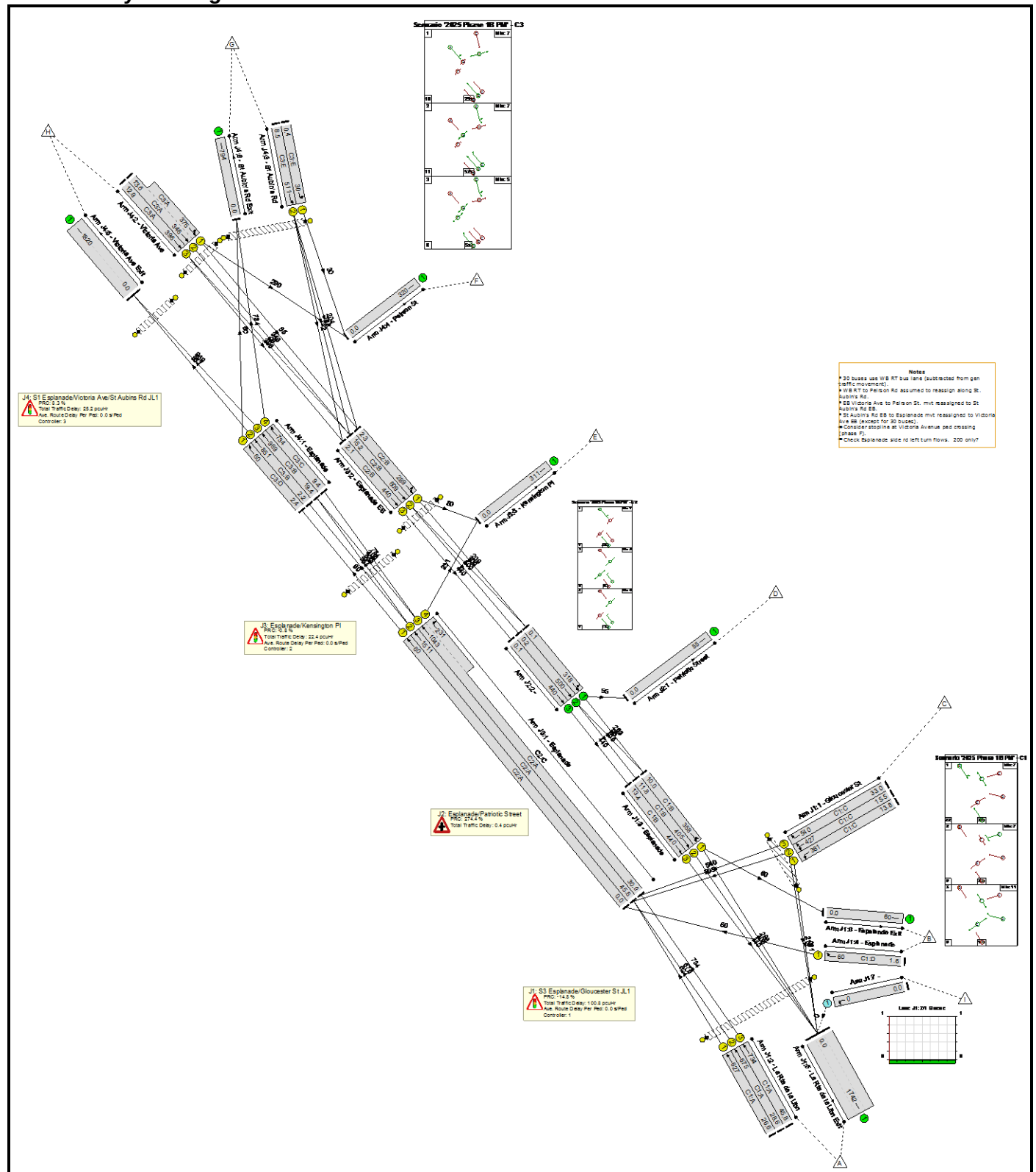
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	95.7%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	91.0%	-	-	-
1/1	Gloucester St Left	U	26	329	1665	87.8%	13.7	375	79.6
1/2	Gloucester St Right Left	U	26	365	1820	89.1%	15.3	410	80.0
1/3	Gloucester St Right	U	26	353	1868	84.0%	13.6	420	69.4
2/1	La Rte de la Libn Ahead	U	47	405	1940	52.2%	10.7	776	32.1
2/2	La Rte de la Libn Ahead	U	47	442	2080	53.1%	11.7	832	32.0
2/3	La Rte de la Libn Ahead	U	47	568	2080	68.3%	16.7	832	36.5
3/1	Esplanade Ahead Left	U	47	661	1940	85.2%	22.8	776	32.2
3/2	Esplanade Ahead	U	47	733	2080	88.1%	25.0	832	32.0
3/3	Esplanade Ahead	U	47	757	2080	91.0%	24.3	832	33.5
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	314	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	39.7%	-	-	-
2/1	Left Ahead	U	-	658	1901	34.6%	0.3	1901	1.4
2/2	Ahead	U	-	825	2080	39.7%	0.3	2080	1.4
2/3	Ahead	U	-	757	2080	36.4%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	79.6%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	998	1940	59.9%	22.6	1665	16.1
1/3+1/4	Esplanade Right Ahead	U	102:34	921	2080:1764	79.6 : 79.6%	25.0	777+381	16.8 (8.7:33.5)
2/1	Esplanade EB Left Ahead	U	73	738	1858	64.4%	13.4	1146	15.9

Basic Results Summary

2/2	Esplanade EB Ahead	U	73	962	2080	75.0%	19.6	1283	13.8
2/3	Esplanade EB Ahead	U	73	757	2080	59.0%	4.2	1283	6.9
Ped Link: P1	Unnamed Ped Link	-	35	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	95.7%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	106.0
1/2	Esplanade Ahead	U	99	519	1940	32.1%	7.9	1617	7.5
1/3	Esplanade Ahead	U	99	633	2080	36.5%	12.4	1733	10.6
1/4	Esplanade Ahead	U	31	464	1848	94.2%	19.7	493	79.4
2/2+2/1	Victoria Ave Ahead Left	U	58	1119	2055:1915	95.7 : 95.7%	36.4	428+741	52.1 (50.3:53.1)
2/3	Victoria Ave Ahead	U	58	947	2055	93.7%	36.0	1010	52.5
3/1	St Aubin's Rd Left	U	49	7	1940	0.9%	0.1	808	23.0
3/2	St Aubin's Rd Ahead	U	49	647	2080	74.7%	19.6	867	37.7
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	47	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	55	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):		55.59	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	13.1	Total Delay for Signalled Lanes (pcuHr):		17.18	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-6.4	Total Delay for Signalled Lanes (pcuHr):		51.76	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-6.4	Total Delay Over All Lanes(pcuHr):		125.41				

Network Layout Diagram



Basic Results Summary

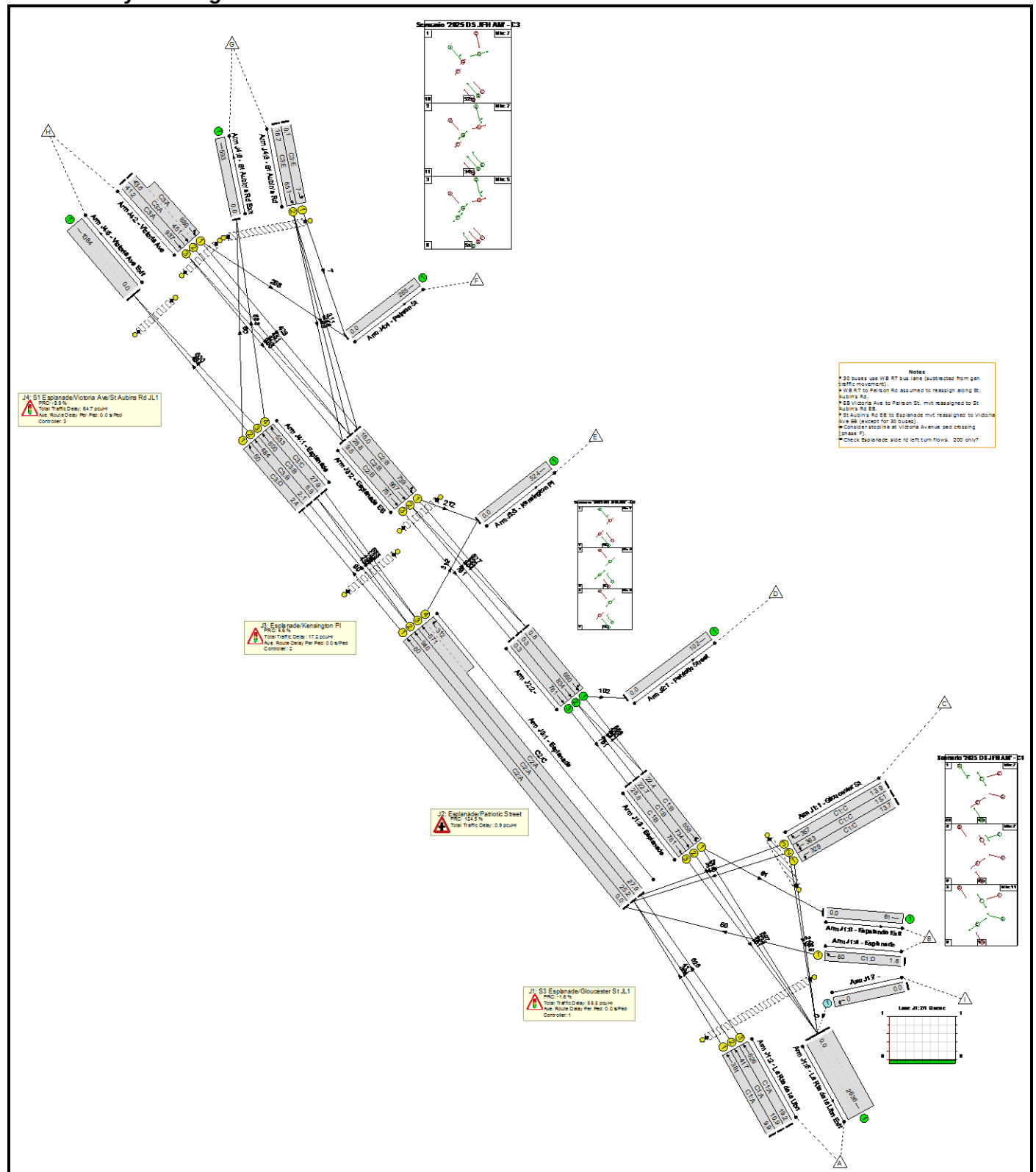
Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	103.3%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	103.3%	-	-	-
1/1	Gloucester St Left	U	33	381	1665	80.8%	13.8	472	59.0
1/2	Gloucester St Right Left	U	33	427	1826	82.5%	15.5	517	59.2
1/3	Gloucester St Right	U	33	540	1868	102.0%	33.0	529	144.4
2/1	La Rte de la Libn Ahead	U	40	627	1940	94.6%	26.6	663	75.4
2/2	La Rte de la Libn Ahead	U	40	675	2080	95.0%	28.6	711	75.0
2/3	La Rte de la Libn Ahead	U	40	734	2080	103.3%	45.8	711	148.1
3/1	Esplanade Ahead Left	U	40	358	1940	54.0%	10.0	663	23.7
3/2	Esplanade Ahead	U	40	405	2080	57.0%	11.8	711	23.0
3/3	Esplanade Ahead	U	40	440	2080	61.9%	13.4	711	23.6
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	418	0.0
Ped Link: P1	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.0%	-	-	-
2/1	Left Ahead	U	-	318	1891	16.8%	0.1	1891	1.1
2/2	Ahead	U	-	500	2080	24.0%	0.2	2080	1.1
2/3	Ahead	U	-	440	2080	21.2%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	90.7%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	1511	1940	90.7%	45.6	1665	38.3
1/3+1/4	Esplanade Right Ahead	U	102:24	1274	2080:1764	69.5 : 71.2%	30.9	1461+315	13.3 (8.3:35.7)
2/1	Esplanade EB Left Ahead	U	83	289	1863	22.2%	2.3	1304	6.0

Basic Results Summary

2/2	Esplanade EB Ahead	U	83	609	2080	41.8%	15.2	1456	5.1
2/3	Esplanade EB Ahead	U	83	440	2080	30.2%	2.1	1456	3.7
Ped Link: P1	Unnamed Ped Link	-	25	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	83.1%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	97.0
1/2	Esplanade Ahead	U	99	851	1940	52.6%	2.2	1617	2.8
1/3	Esplanade Ahead	U	99	969	2080	55.5%	19.4	1733	4.1
1/4	Esplanade Ahead	U	57	734	1848	79.8%	9.4	893	22.1
2/2+2/1	Victoria Ave Ahead Left	U	32	721	2055:1915	83.1 : 83.1%	13.6	416+451	50.5 (49.8:51.1)
2/3	Victoria Ave Ahead	U	32	396	2055	70.1%	12.9	565	49.6
3/1	St Aubin's Rd Left	U	75	30	1940	2.4%	0.4	1229	9.8
3/2	St Aubin's Rd Ahead	U	75	511	2080	38.8%	8.5	1317	12.9
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	29	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):		100.76	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):		22.45	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):		25.22	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):		148.82				

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	98.9%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	91.5%	-	-	-
1/1	Gloucester St Left	U	26	329	1665	87.8%	13.7	375	79.6
1/2	Gloucester St Right Left	U	26	363	1819	88.7%	15.1	409	78.9
1/3	Gloucester St Right	U	26	357	1868	84.9%	13.9	420	70.8
2/1	La Rte de la Libn Ahead	U	47	381	1940	49.1%	9.9	776	31.4
2/2	La Rte de la Libn Ahead	U	47	417	2080	50.1%	10.9	832	31.3
2/3	La Rte de la Libn Ahead	U	47	626	2080	75.2%	19.2	832	39.5
3/1	Esplanade Ahead Left	U	47	658	1940	84.8%	22.4	776	34.1
3/2	Esplanade Ahead	U	47	734	2080	88.2%	22.7	832	29.4
3/3	Esplanade Ahead	U	47	761	2080	91.5%	25.6	832	32.4
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	314	0.0
Ped Link: P1	Unnamed Ped Link	-	80	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	40.1%	-	-	-
2/1	Left Ahead	U	-	660	1896	34.8%	0.8	1896	1.5
2/2	Ahead	U	-	834	2080	40.1%	0.3	2080	1.4
2/3	Ahead	U	-	761	2080	36.6%	0.3	2080	1.4
J3: Esplanade/Kensington Pl	-	-	-	-	-	86.1%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	946	1940	56.8%	25.2	1665	8.9
1/3+1/4	Esplanade Right Ahead	U	102:31	983	2080:1764	86.1 : 86.1%	27.9	780+362	22.8 (14.0:41.7)
2/1	Esplanade EB Left Ahead	U	76	739	1860	61.9%	16.0	1194	15.6

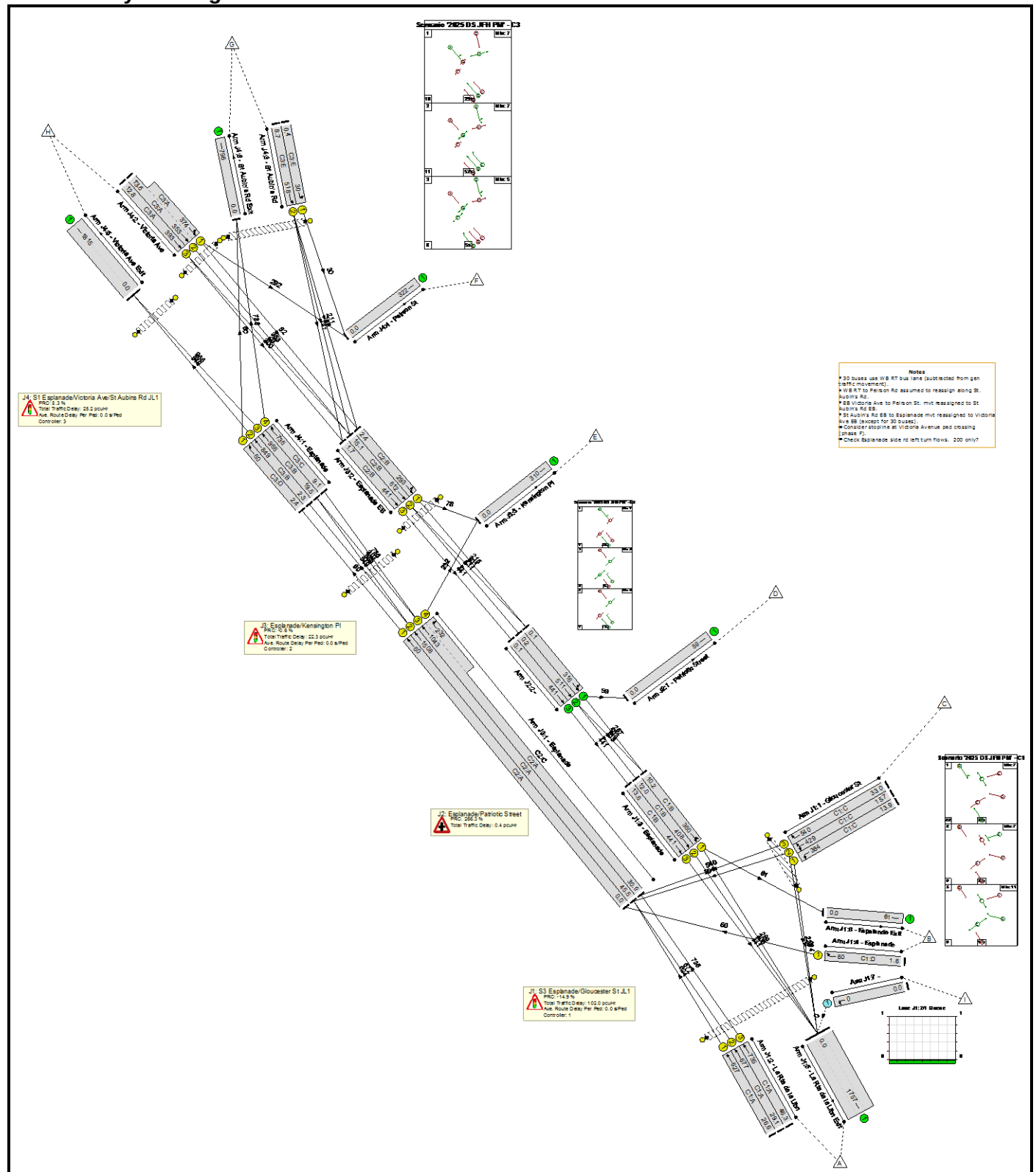
Basic Results Summary

2/2	Esplanade EB Ahead	U	76	967	2080	72.5%	26.8	1335	15.2
2/3	Esplanade EB Ahead	U	76	761	2080	57.0%	9.5	1335	6.2
Ped Link: P1	Unnamed Ped Link	-	32	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	98.9%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	103.0
1/2	Esplanade Ahead	U	99	484	1940	29.9%	2.1	1617	2.1
1/3	Esplanade Ahead	U	99	600	2080	34.6%	6.9	1733	2.7
1/4	Esplanade Ahead	U	34	533	1848	98.9%	27.9	539	97.0
2/2+2/1	Victoria Ave Ahead Left	U	55	1137	2055:1915	98.9 : 98.9%	43.6	456+693	72.0 (70.5:73.0)
2/3	Victoria Ave Ahead	U	55	937	2055	97.7%	41.2	959	72.7
3/1	St Aubin's Rd Left	U	52	7	1940	0.8%	0.1	857	21.1
3/2	St Aubin's Rd Ahead	U	52	651	2080	70.9%	18.7	919	33.9
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	50	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	52	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):		55.79	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):		17.18	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%):	-9.9	Total Delay for Signalled Lanes (pcuHr):		64.66	Cycle Time (s): 120			
	PRC Over All Lanes (%):	-9.9	Total Delay Over All Lanes(pcuHr):		138.52				

Basic Results Summary

Scenario 12: '2025 DS JFH PM' (FG12: '2025 DS JFH PM', Plan 1: '2016 AM Peak')

Network Layout Diagram



Basic Results Summary

Network Results

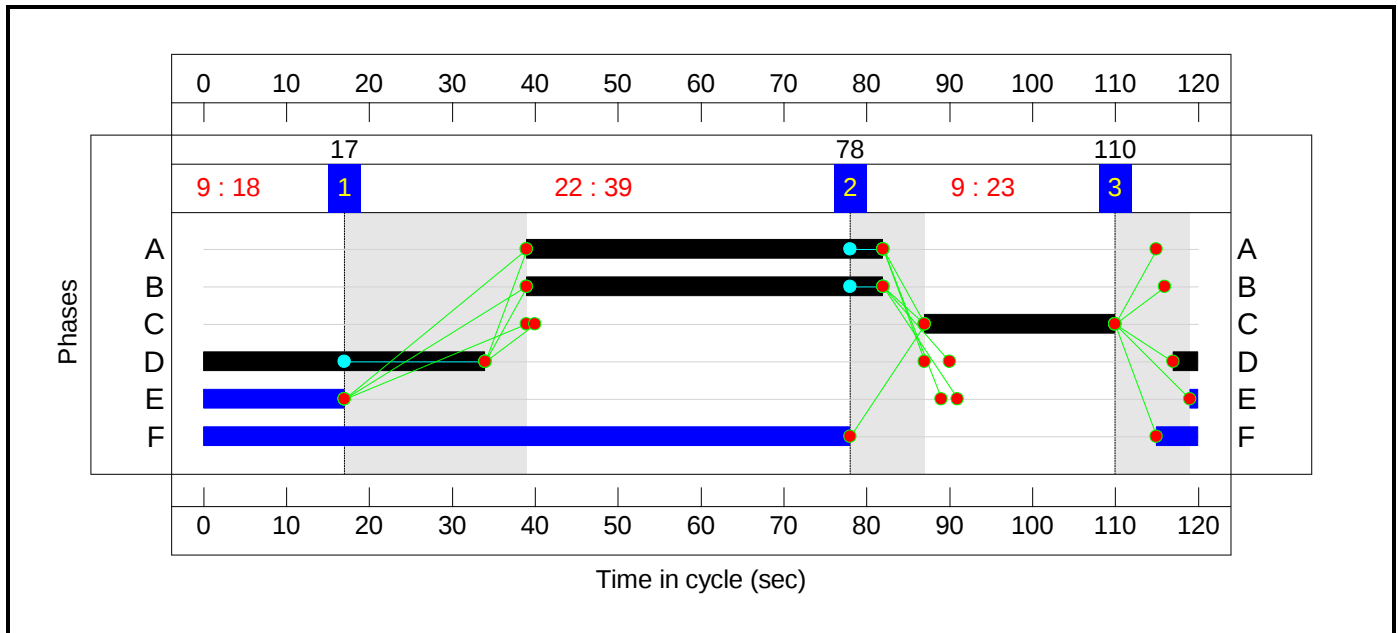
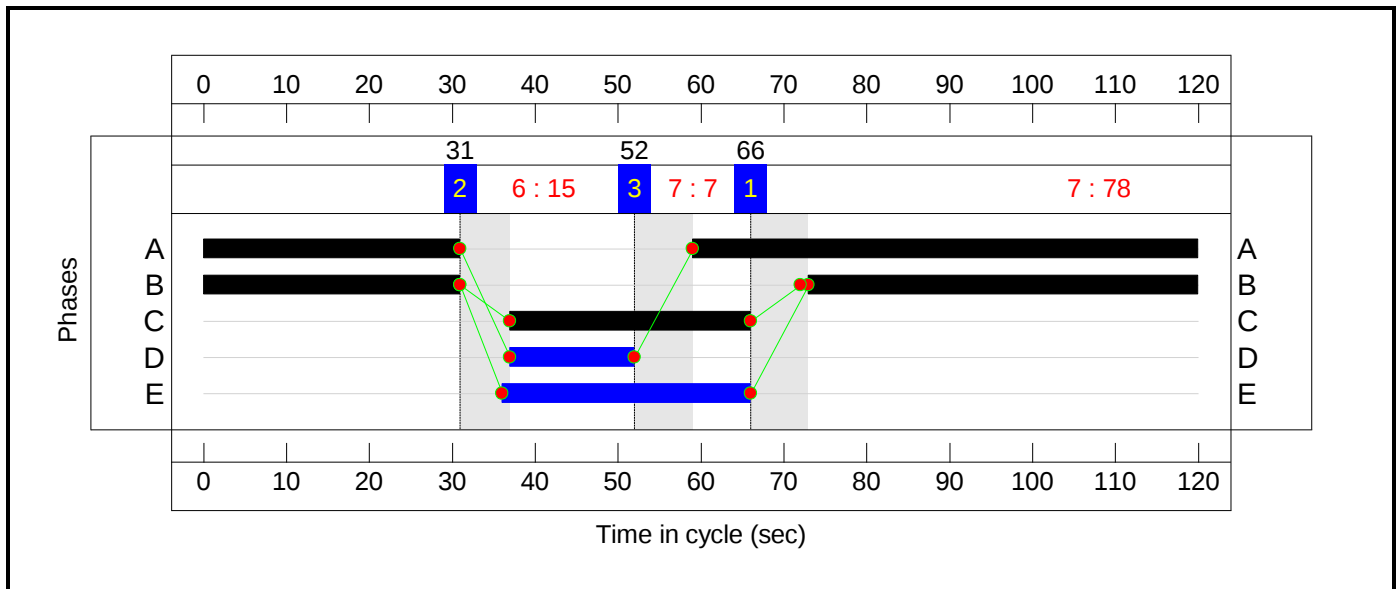
Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	103.4%	-	-	-
J1: S3 Esplanade/Gloucester St JL1	-	-	-	-	-	103.4%	-	-	-
1/1	Gloucester St Left	U	33	384	1665	81.4%	13.9	472	59.6
1/2	Gloucester St Right Left	U	33	429	1825	83.0%	15.7	517	59.7
1/3	Gloucester St Right	U	33	540	1868	102.0%	33.0	529	144.4
2/1	La Rte de la Libn Ahead	U	40	627	1940	94.6%	26.6	663	75.4
2/2	La Rte de la Libn Ahead	U	40	677	2080	95.3%	29.1	711	76.2
2/3	La Rte de la Libn Ahead	U	40	735	2080	103.4%	46.3	711	150.0
3/1	Esplanade Ahead Left	U	40	360	1940	54.3%	10.2	663	24.9
3/2	Esplanade Ahead	U	40	408	2080	57.4%	12.0	711	24.0
3/3	Esplanade Ahead	U	40	441	2080	62.1%	13.6	711	23.7
4/1	Esplanade Right	U	30	60	1965	11.8%	1.6	508	38.1
7/1	Left	O	-	0	1965	0.0%	0.0	416	0.0
Ped Link: P1	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	11	0	-	0.0%	-	0	-
J2: Esplanade/Patriotic Street	-	-	-	-	-	24.6%	-	-	-
2/1	Left Ahead	U	-	316	1887	16.7%	0.1	1887	1.1
2/2	Ahead	U	-	511	2080	24.6%	0.2	2080	1.1
2/3	Ahead	U	-	441	2080	21.2%	0.1	2080	1.1
J3: Esplanade/Kensington Pl	-	-	-	-	-	90.6%	-	-	-
1/1	Esplanade Ahead	U	102	60	1800	3.9%	0.0	1545	1.2
1/2	Esplanade Ahead	U	102	1508	1940	90.6%	45.5	1665	38.1
1/3+1/4	Esplanade Right Ahead	U	102:24	1275	2080:1764	70.0 : 71.4%	30.9	1450+315	13.4 (8.4:35.8)
2/1	Esplanade EB Left Ahead	U	83	293	1866	22.4%	2.4	1306	6.1

Basic Results Summary

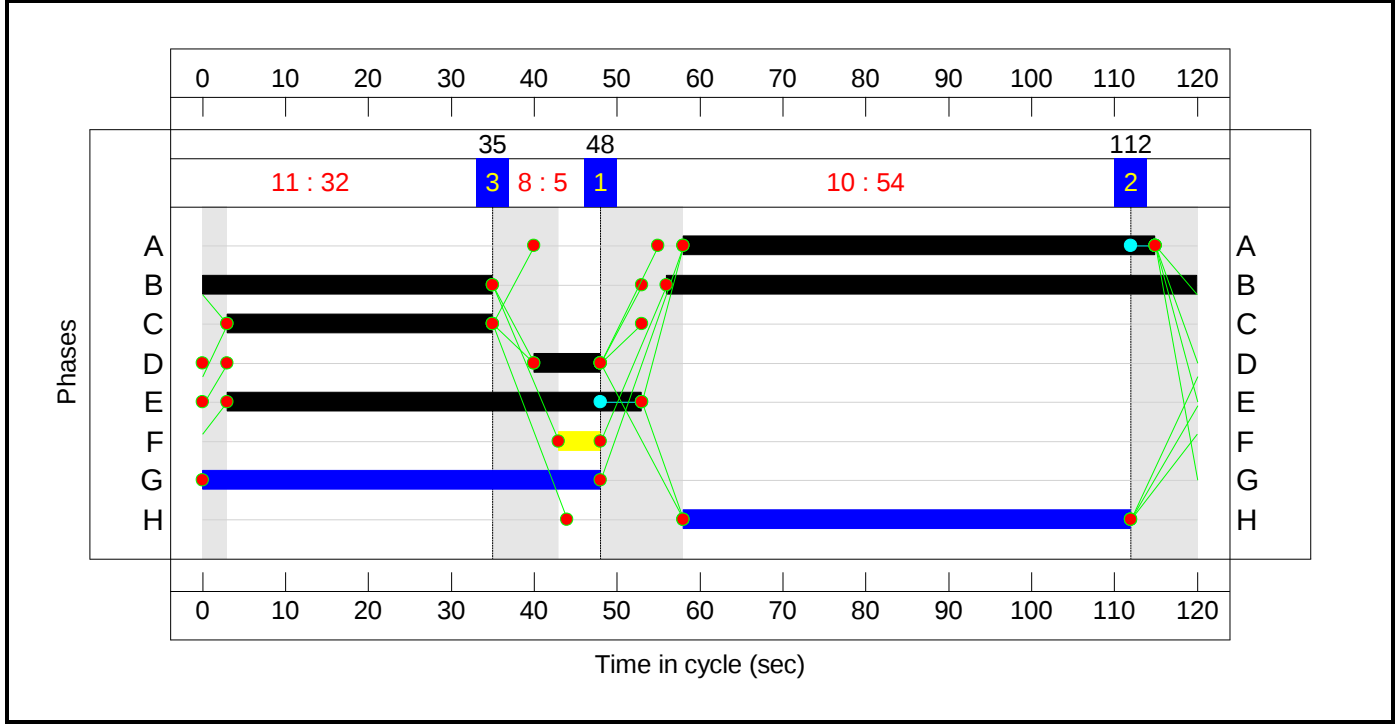
2/2	Esplanade EB Ahead	U	83	612	2080	42.0%	15.1	1456	4.5
2/3	Esplanade EB Ahead	U	83	441	2080	30.3%	1.7	1456	3.6
Ped Link: P1	Unnamed Ped Link	-	25	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
J4: S1 Esplanade/Victoria Ave/St Aubins Rd JL1	-	-	-	-	-	83.1%	-	-	-
1/1	Esplanade Ahead	U	8	60	1800	44.4%	2.4	135	98.0
1/2	Esplanade Ahead	U	99	849	1940	52.5%	2.3	1617	2.7
1/3	Esplanade Ahead	U	99	966	2080	55.4%	19.5	1733	4.4
1/4	Esplanade Ahead	U	57	736	1848	80.0%	9.1	893	21.6
2/2+2/1	Victoria Ave Ahead Left	U	32	727	2055:1915	83.1 : 83.1%	13.6	425+450	50.4 (49.9:51.0)
2/3	Victoria Ave Ahead	U	32	393	2055	69.5%	12.8	565	49.3
3/1	St Aubin's Rd Left	U	75	30	1940	2.4%	0.4	1229	9.8
3/2	St Aubin's Rd Ahead	U	75	518	2080	39.3%	8.7	1317	13.0
Ped Link: P1	Unnamed Ped Link	-	5	0	-	0.0%	-	0	-
Ped Link: P2	Unnamed Ped Link	-	73	0	-	0.0%	-	0	-
Ped Link: P3	Unnamed Ped Link	-	29	0	-	0.0%	-	0	-
C1	PRC for Signalled Lanes (%)	-14.9	Total Delay for Signalled Lanes (pcuHr):		101.96	Cycle Time (s): 120			
C2	PRC for Signalled Lanes (%)	-0.6	Total Delay for Signalled Lanes (pcuHr):		22.27	Cycle Time (s): 120			
C3	PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr):		25.24	Cycle Time (s): 120			
	PRC Over All Lanes (%)	-14.9	Total Delay Over All Lanes(pcuHr):		149.88				

Signal Timings Diagram

Scenario 1: 'DFI 2016 AM Peak' (FG1: 'DFI 2016 AM Peak', Plan 1: '2016 AM Peak')

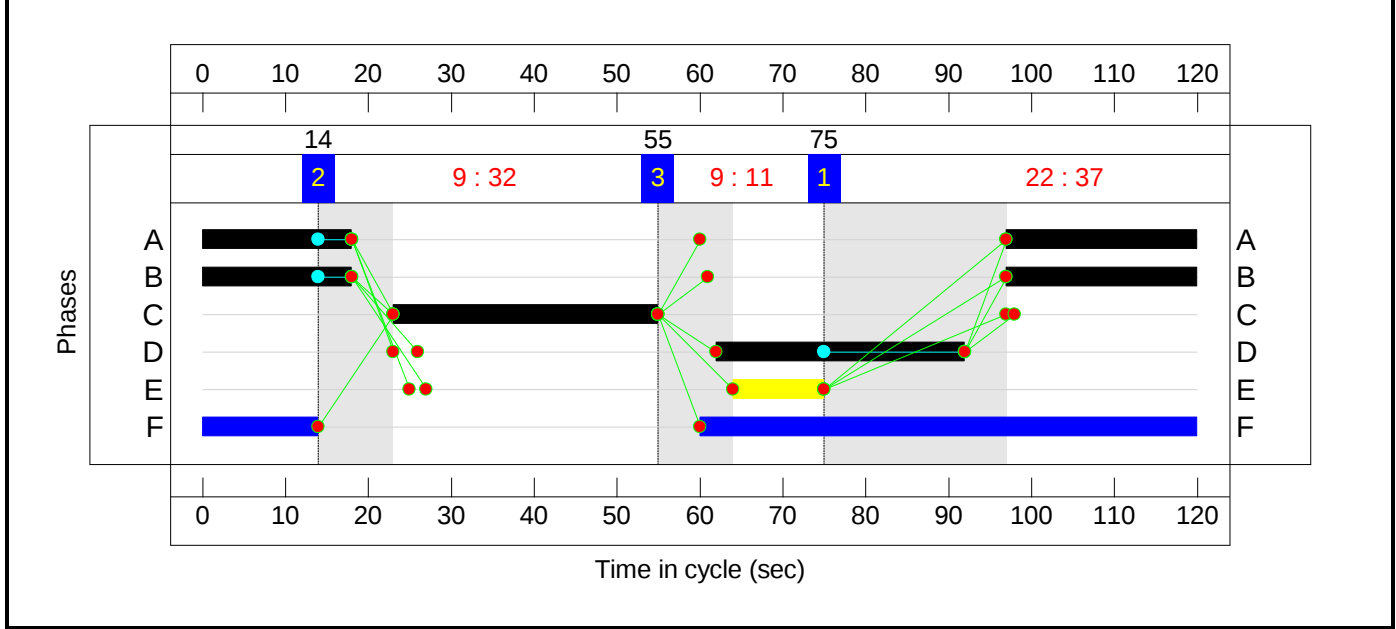
C1**C2**

C3

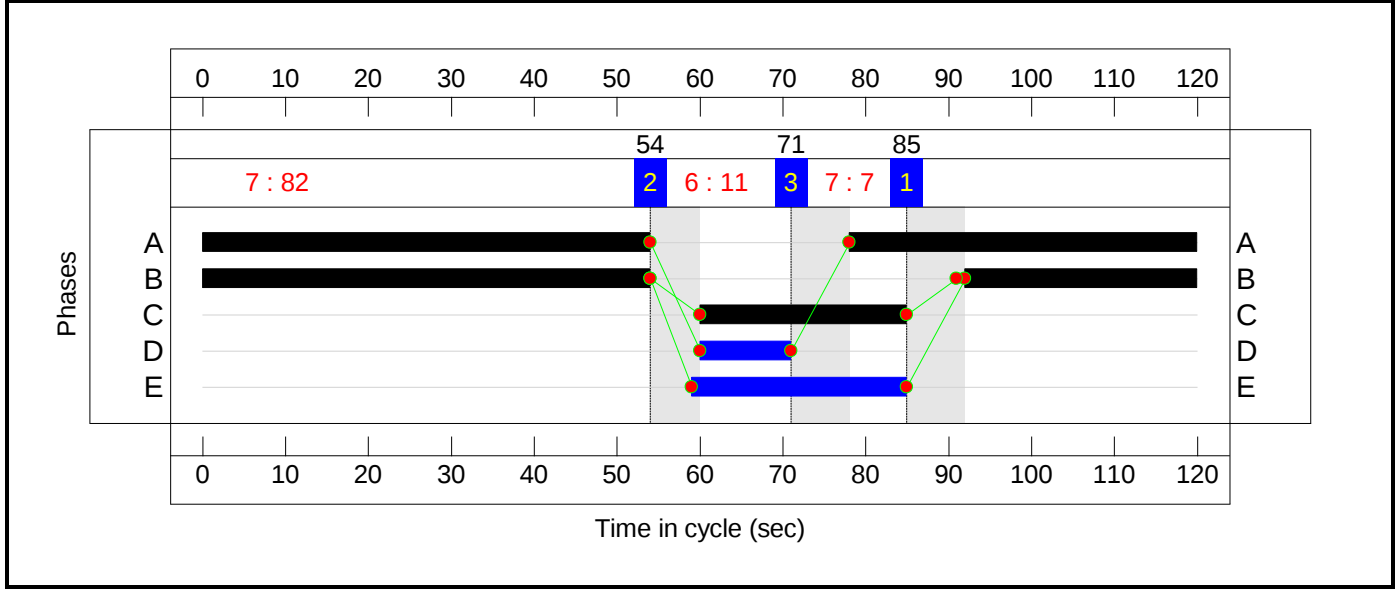


Scenario 2: 'DFI 2016 PM Peak' (FG2: 'DFI 2016 PM Peak', Plan 1: '2016 AM Peak')

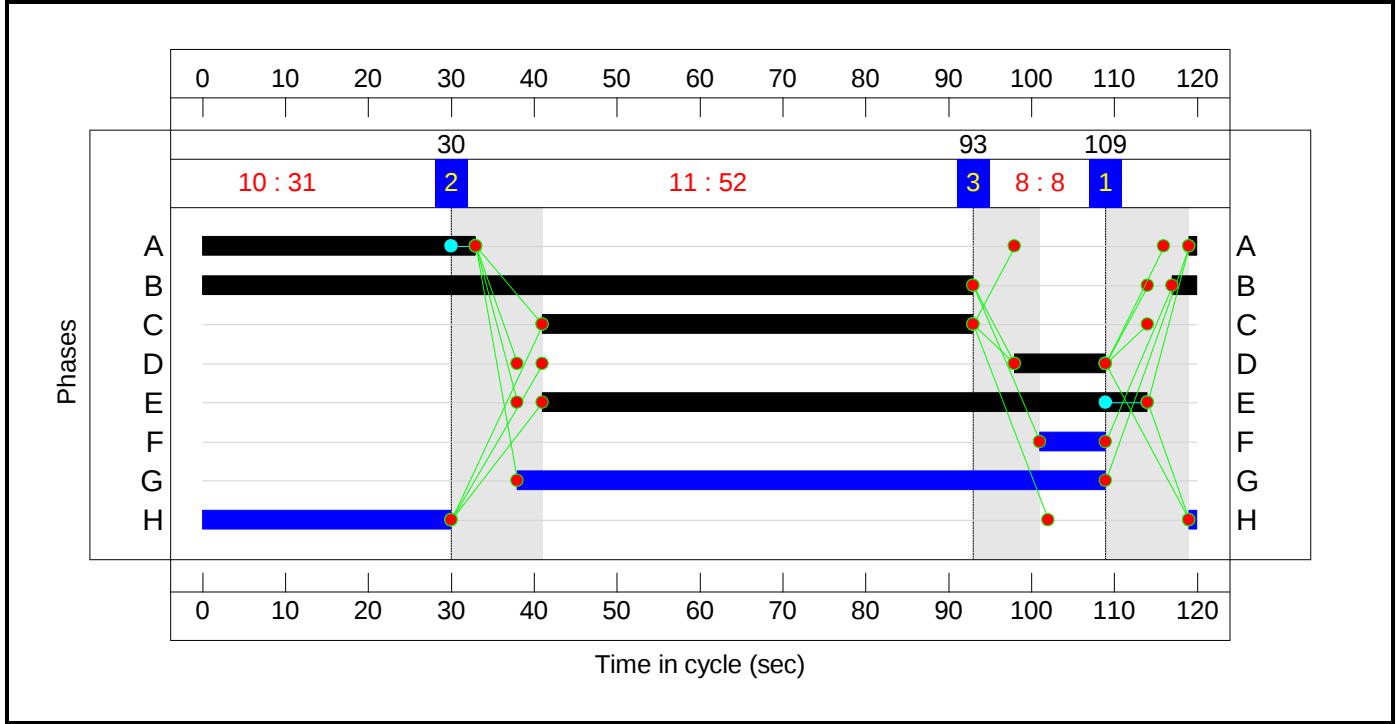
C1



C2

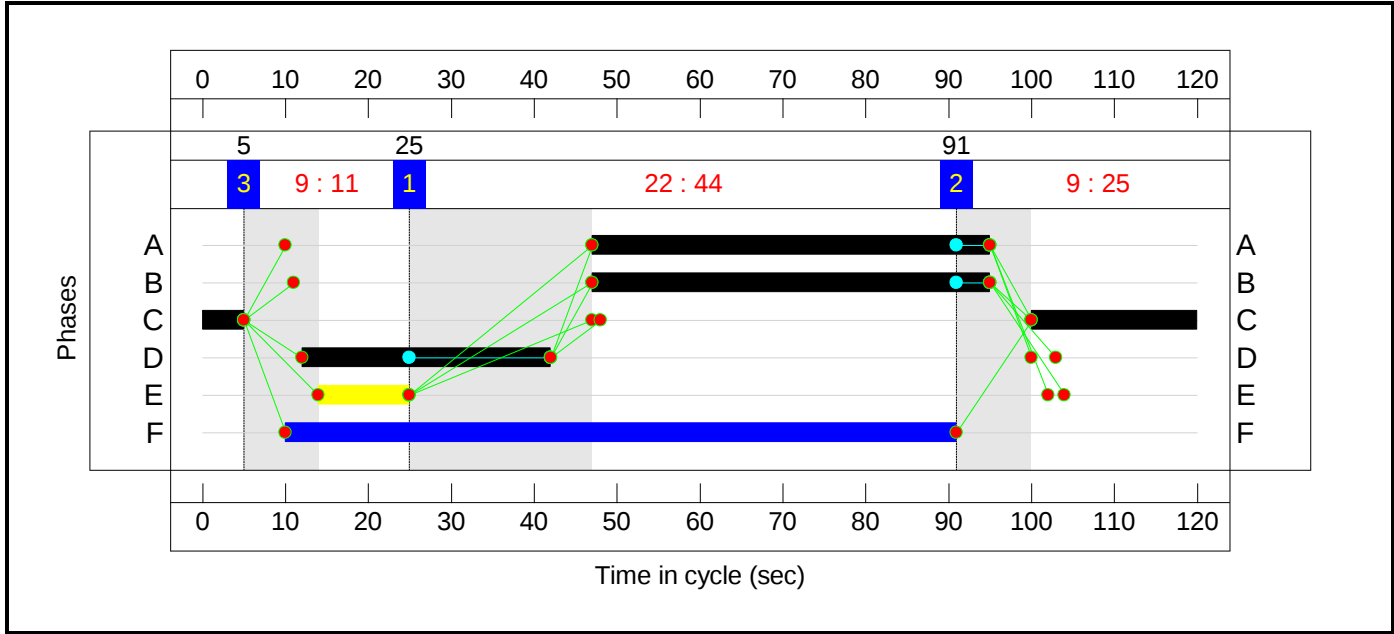


C3

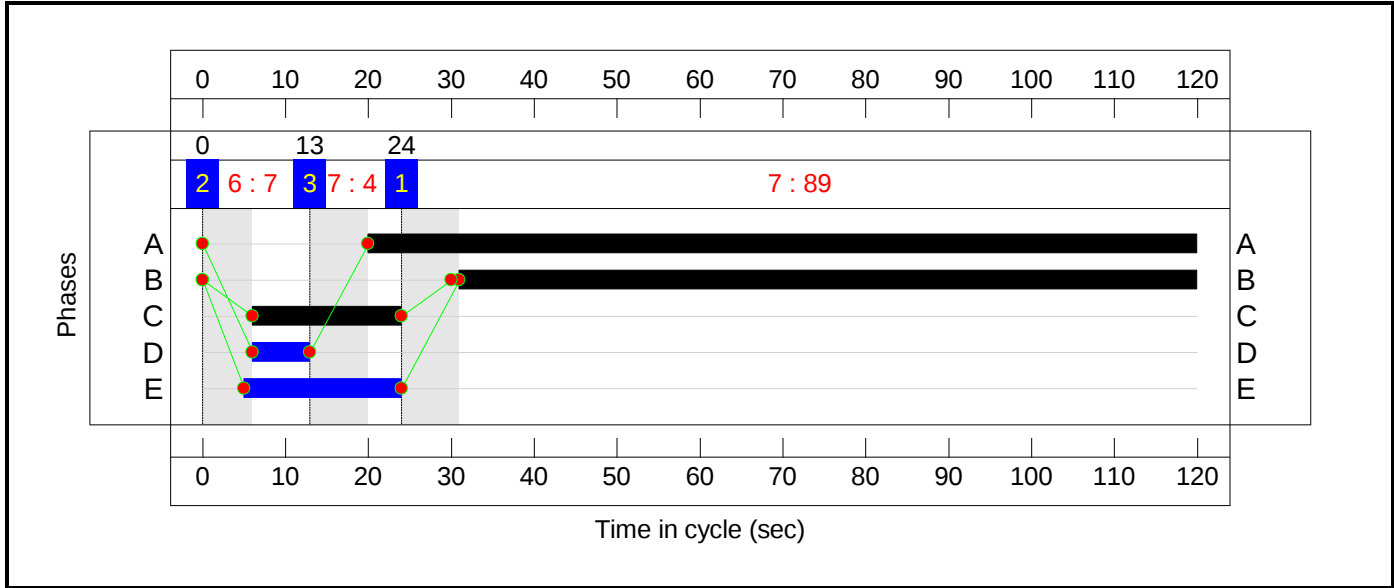


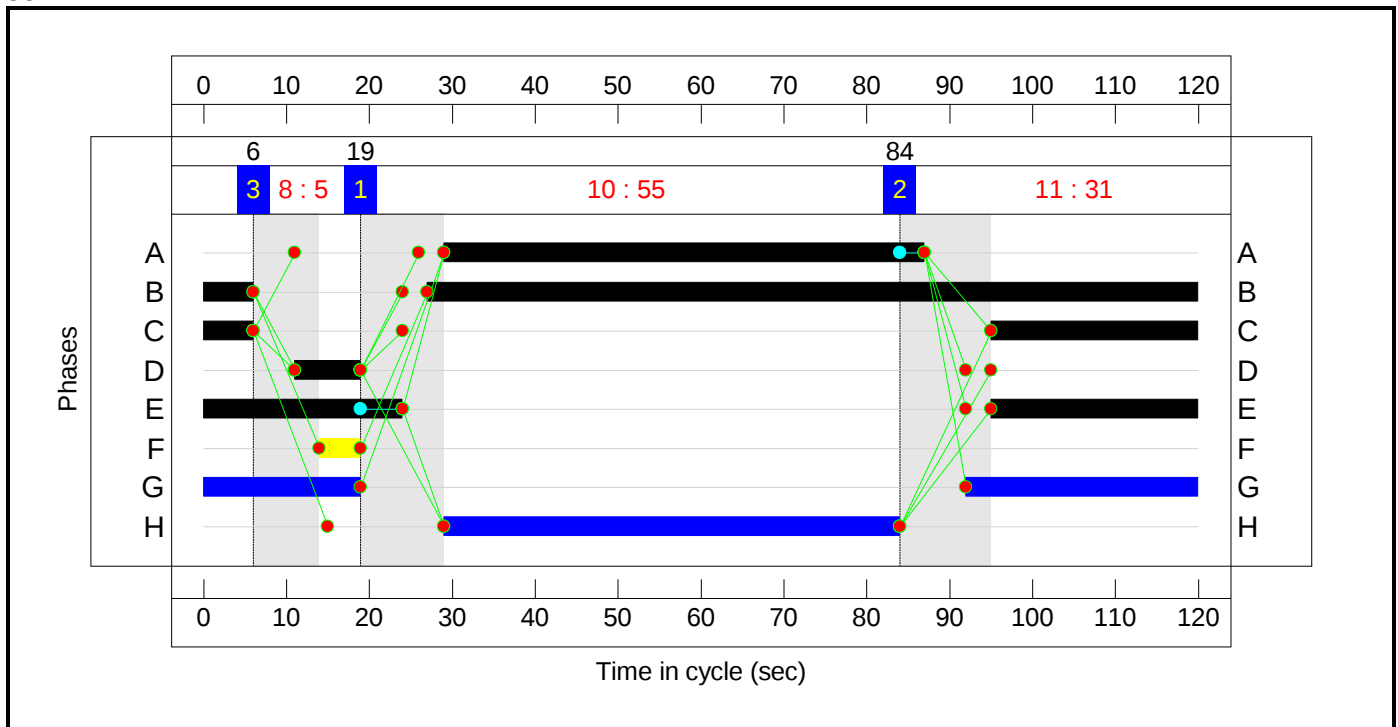
Scenario 3: '2016 Base AM' (FG3: '2016 Base AM', Plan 1: '2016 AM Peak')

C1



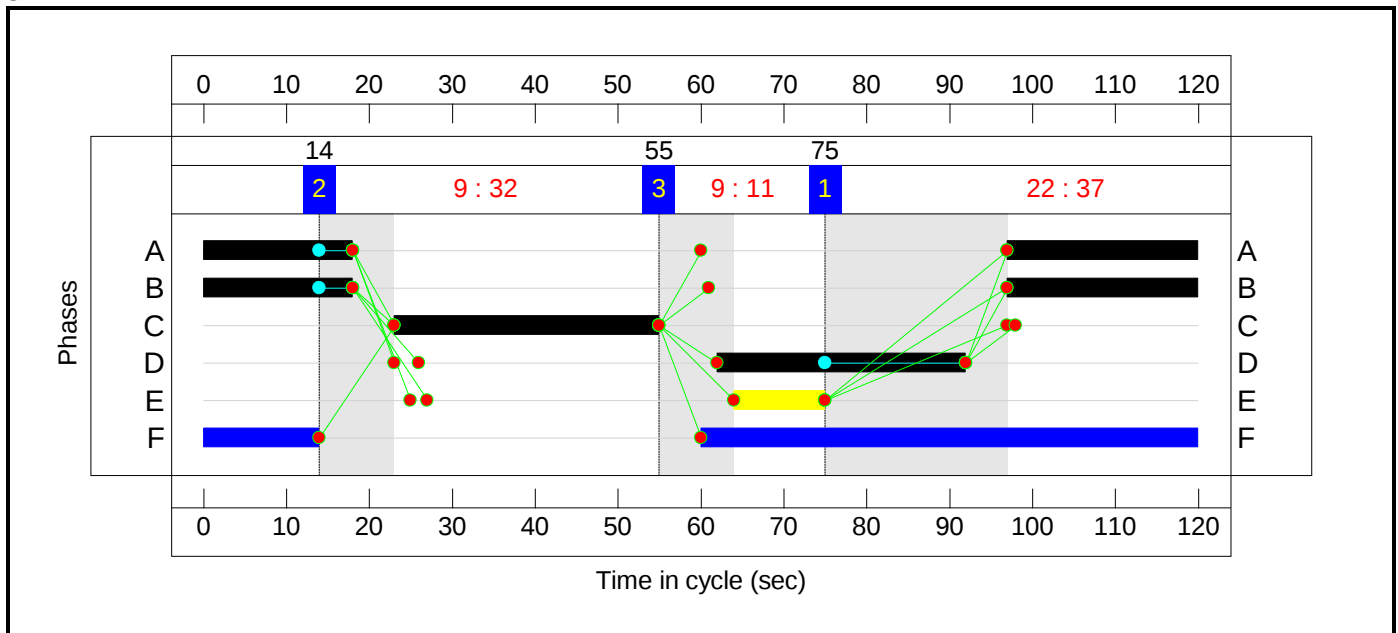
C2



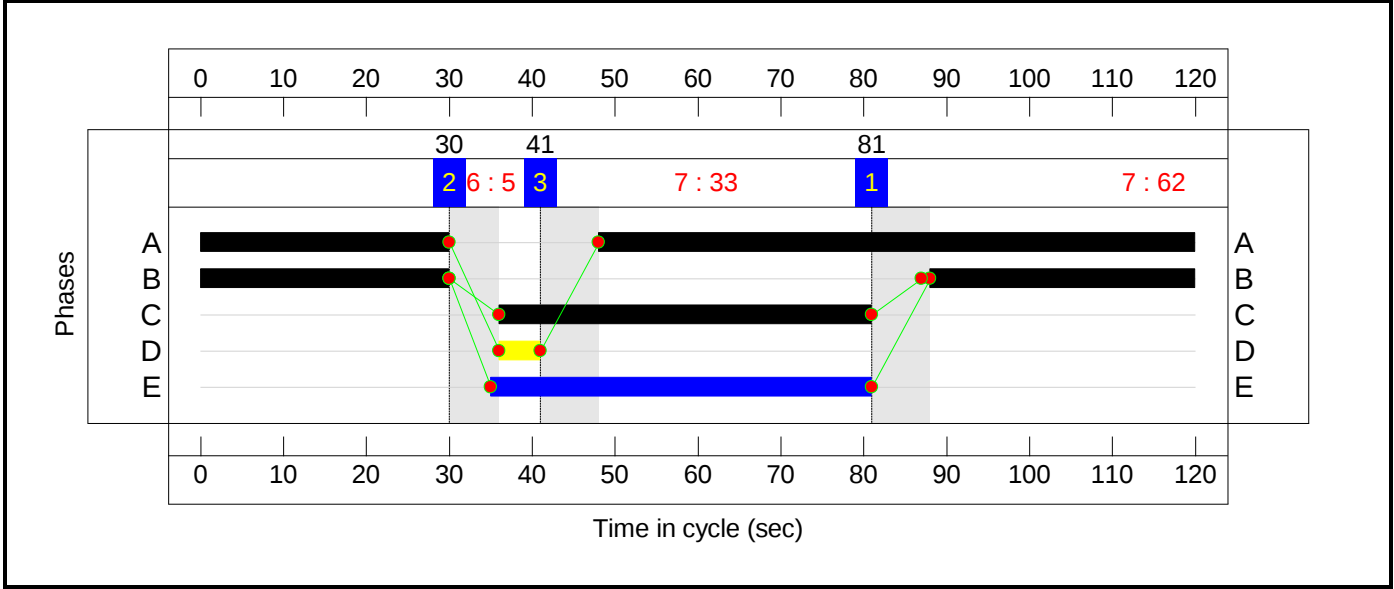


Scenario 4: '2016 Base PM' (FG4: '2016 Base PM', Plan 1: '2016 AM Peak')

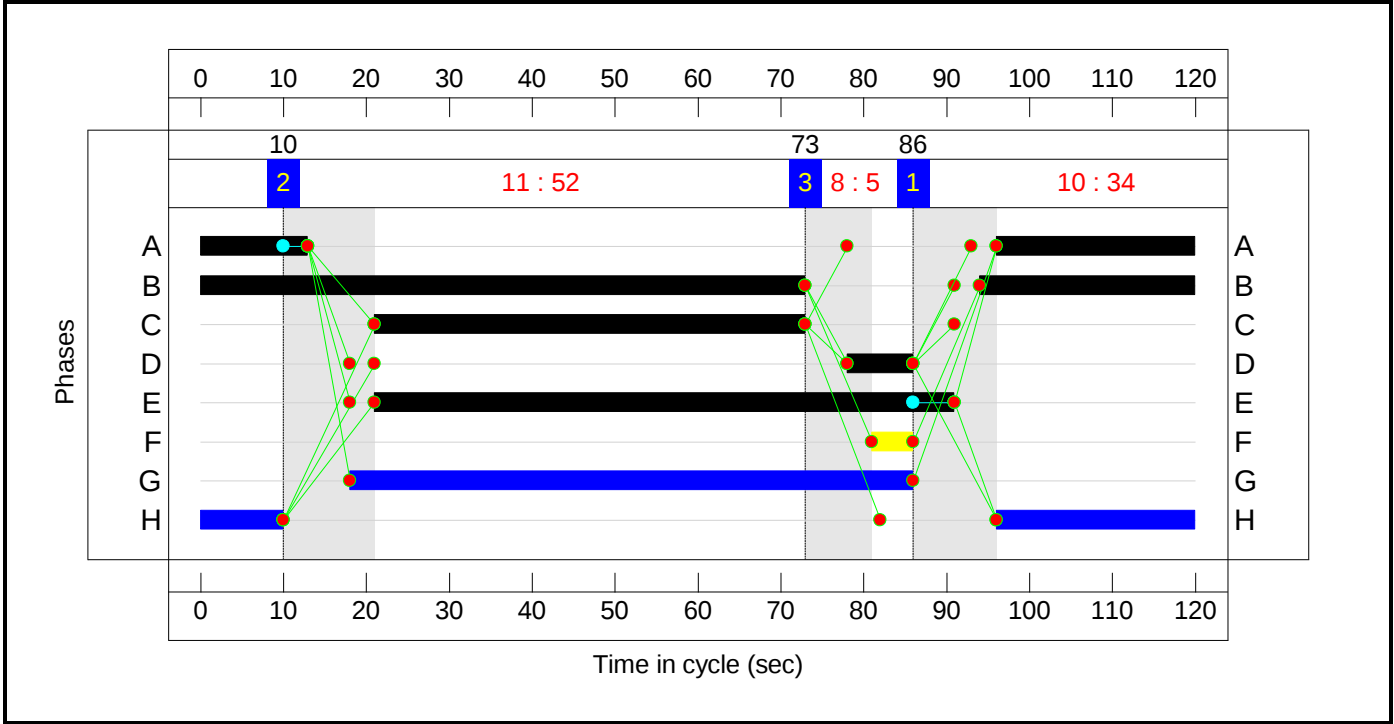
C1



C2

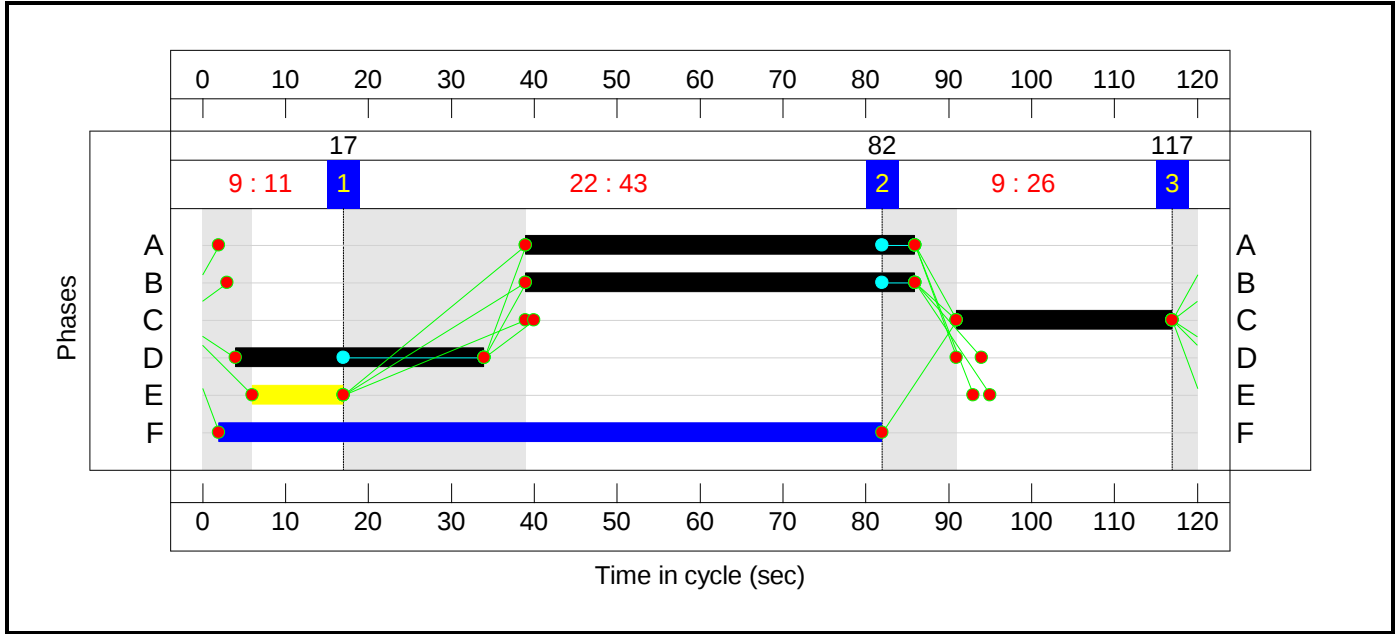


C3

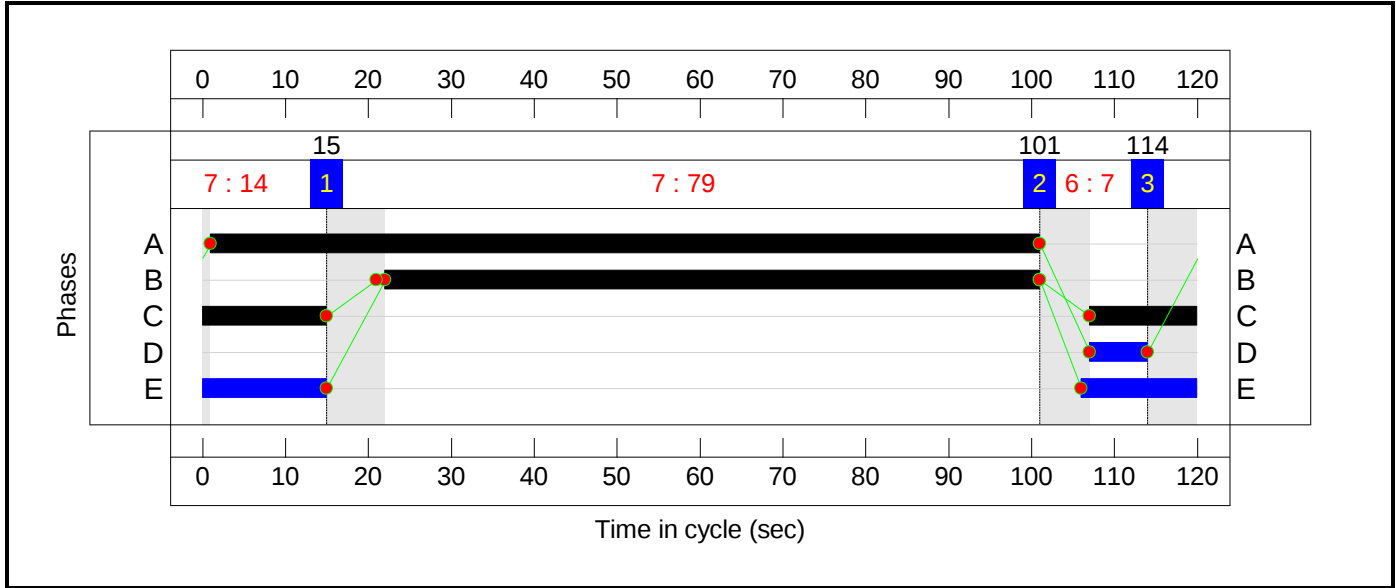


Scenario 5: '2025 Do Min AM' (FG5: '2025 Do Minimum AM', Plan 1: '2016 AM Peak')

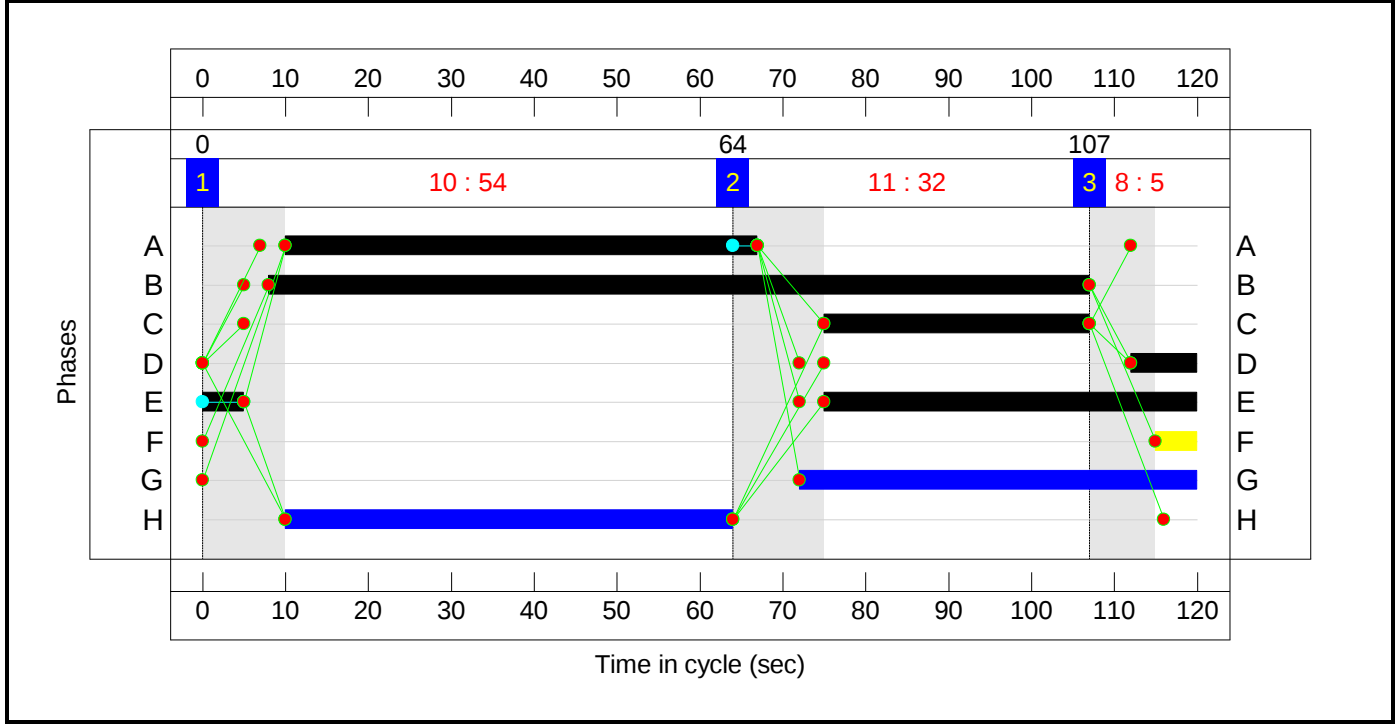
C1



C2

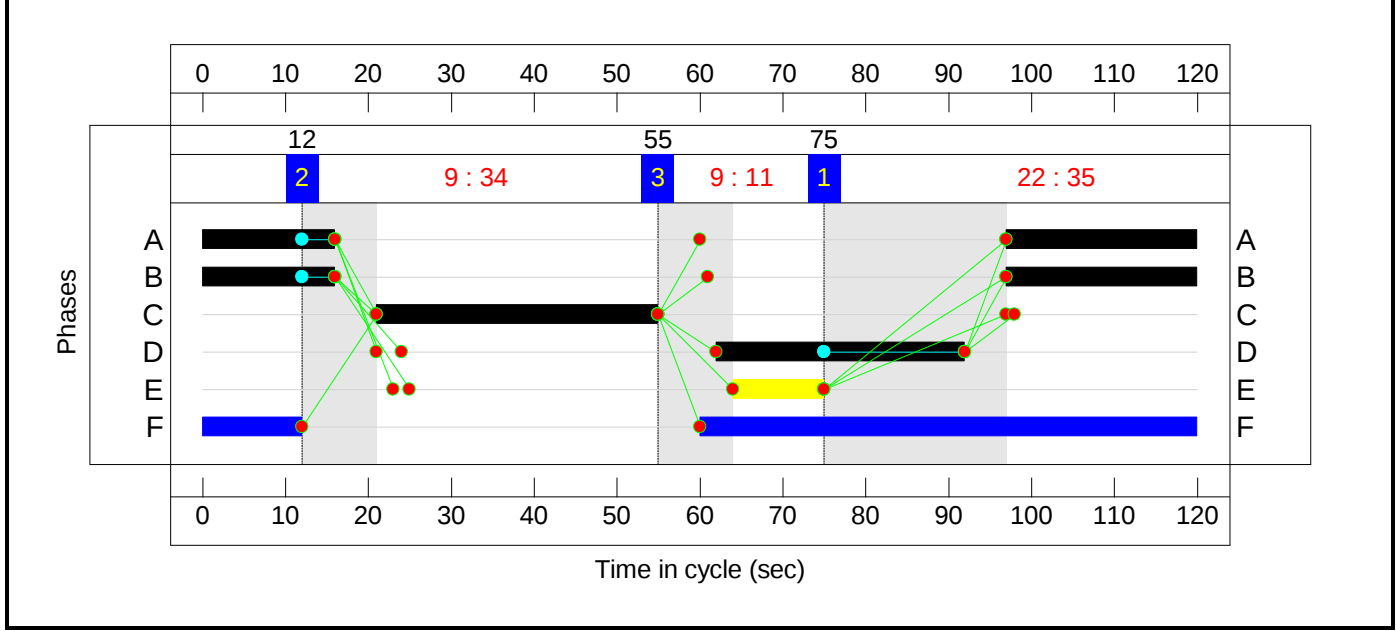


C3

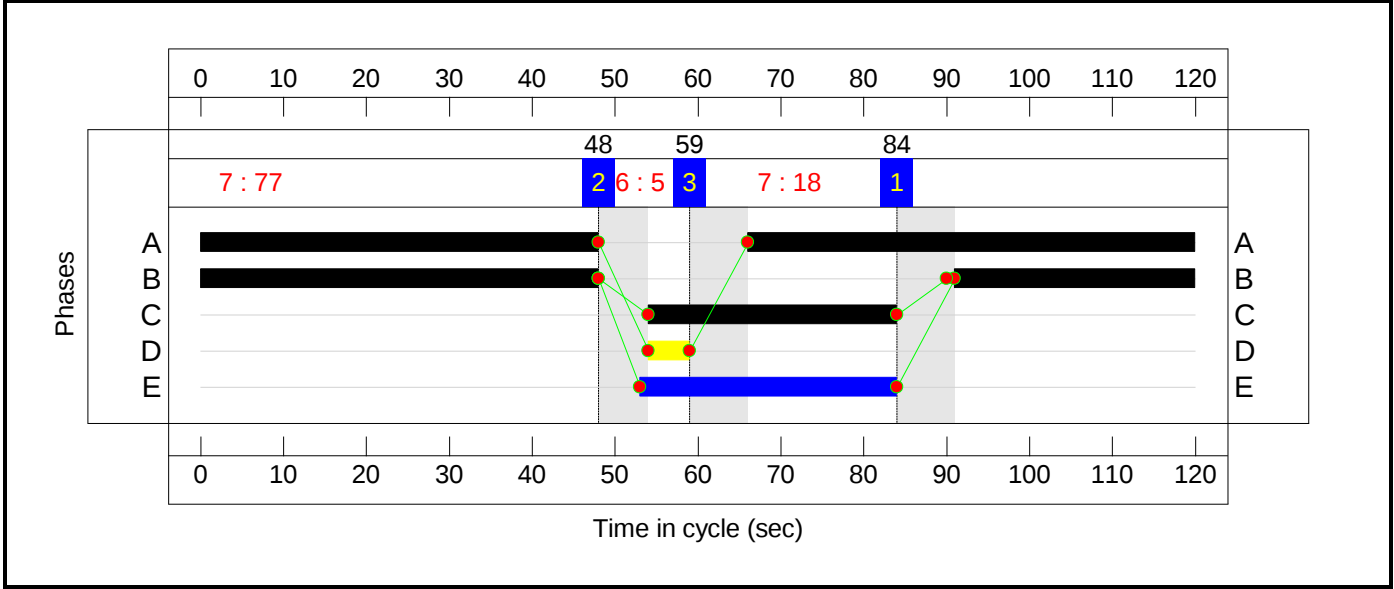


Scenario 6: '2025 Do Min PM' (FG6: '2025 Do Minimum PM', Plan 1: '2016 AM Peak')

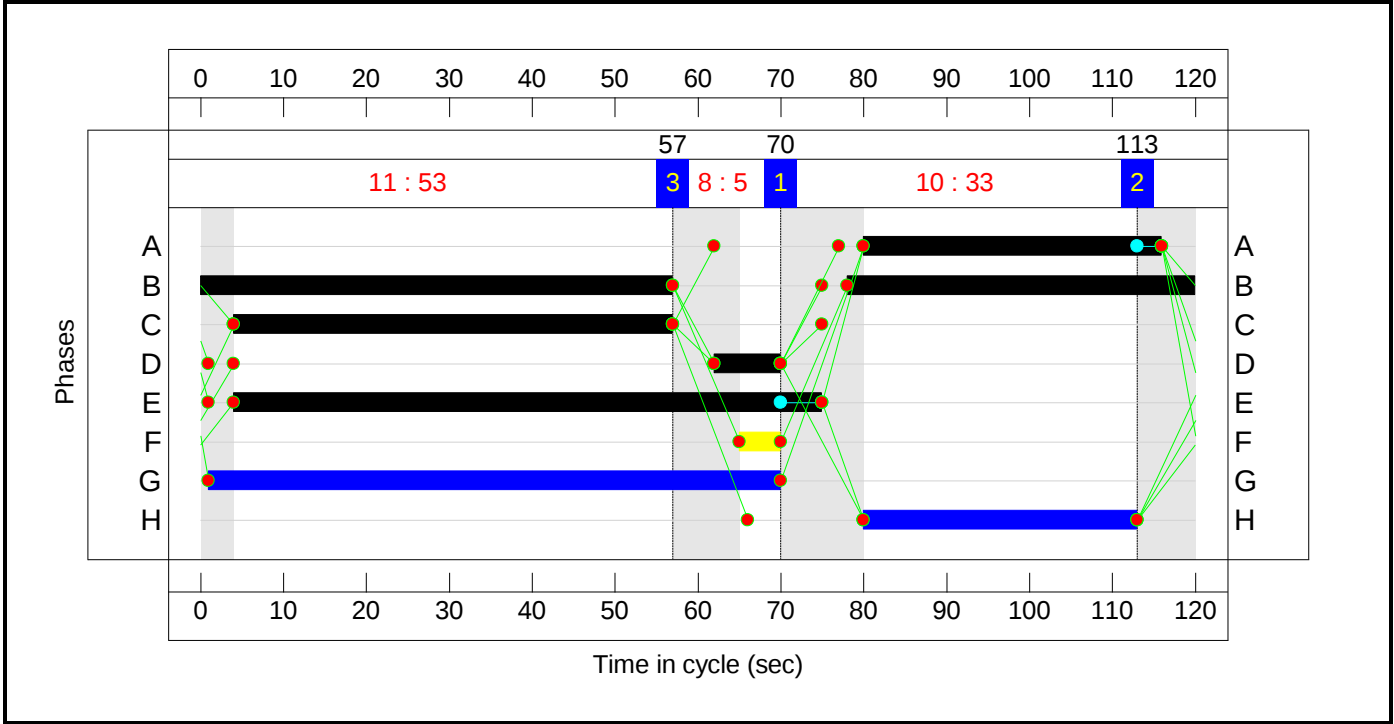
C1



C2

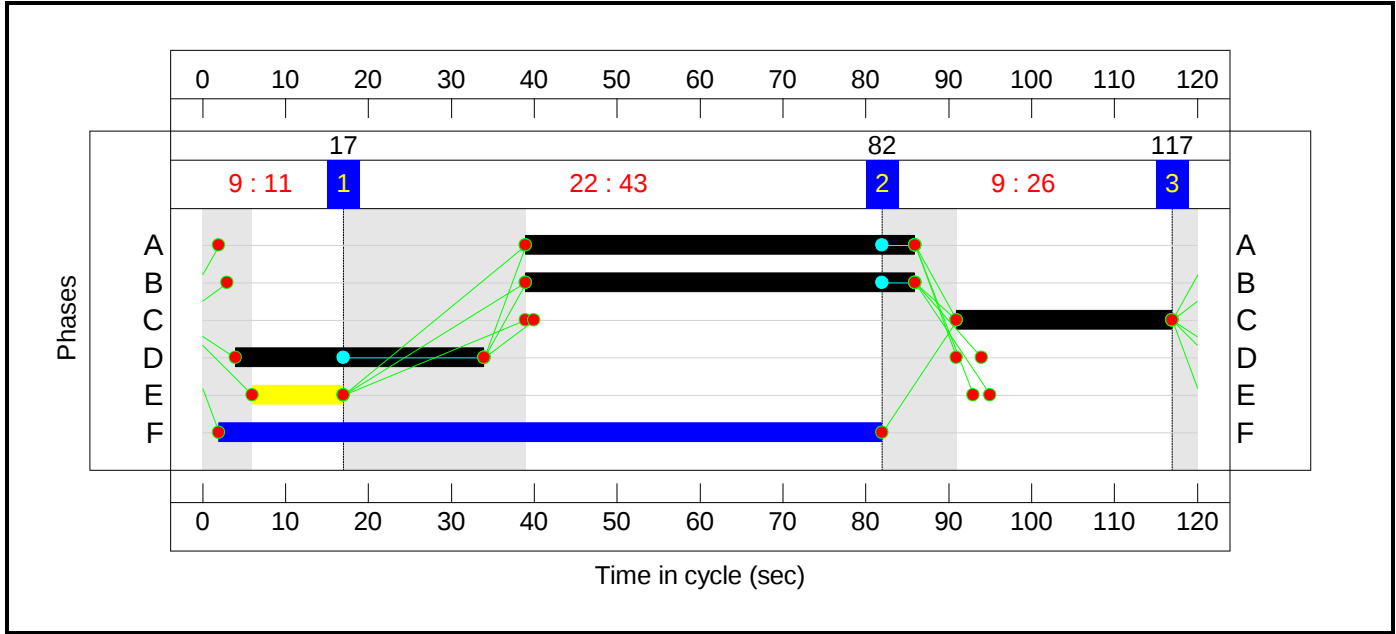


C3

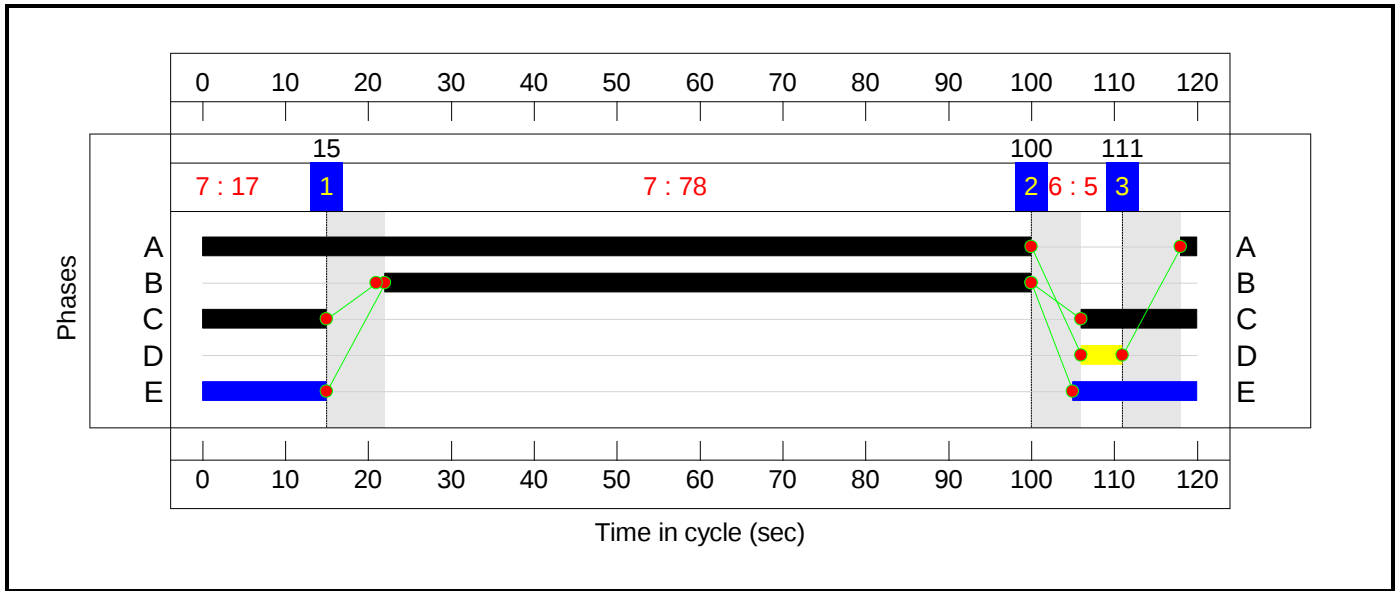


Scenario 7: '2025 Phase 1A AM' (FG7: '2025 Phase 1A AM', Plan 1: '2016 AM Peak')

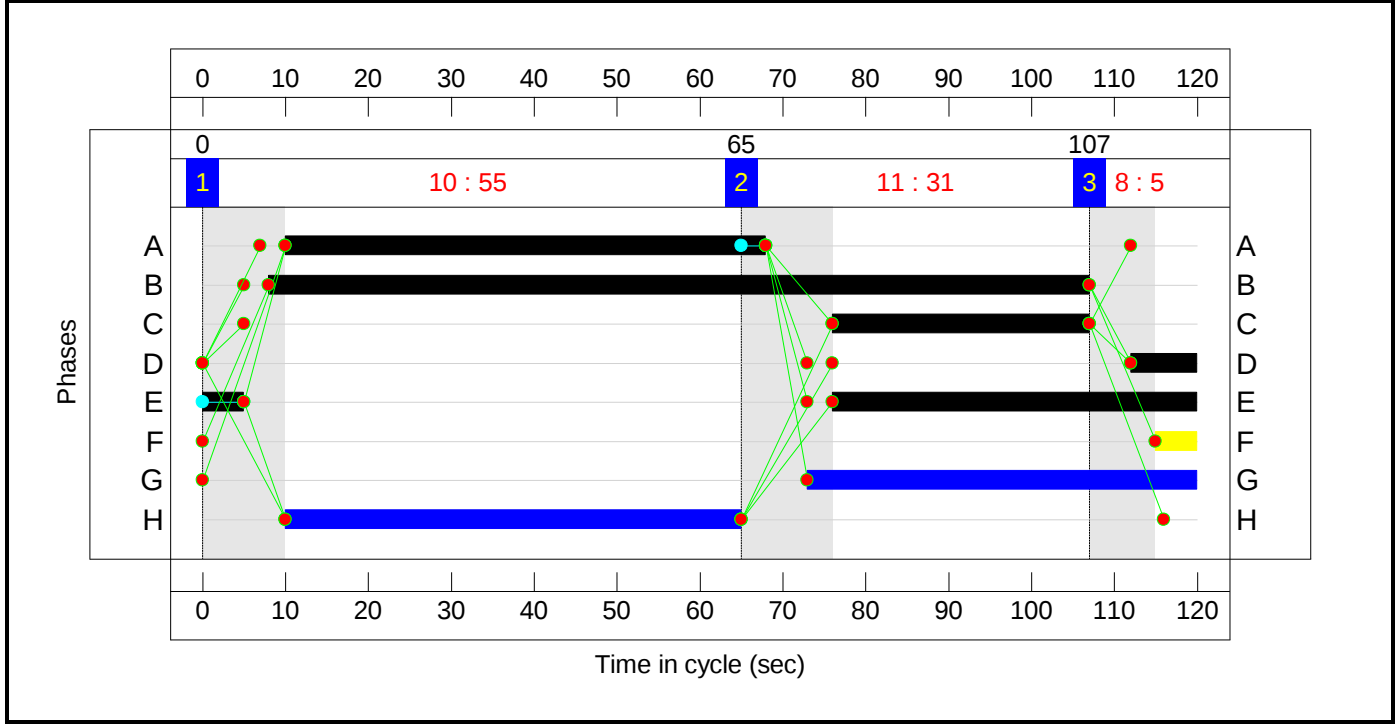
C1



C2

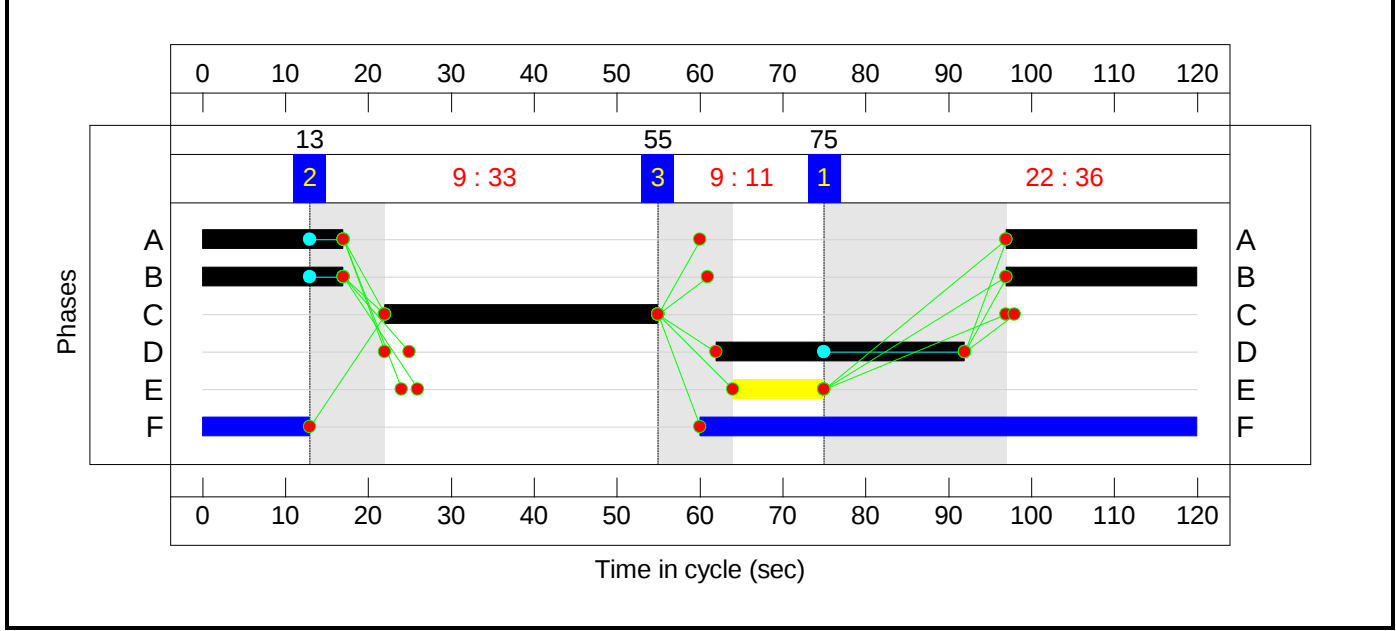


C3



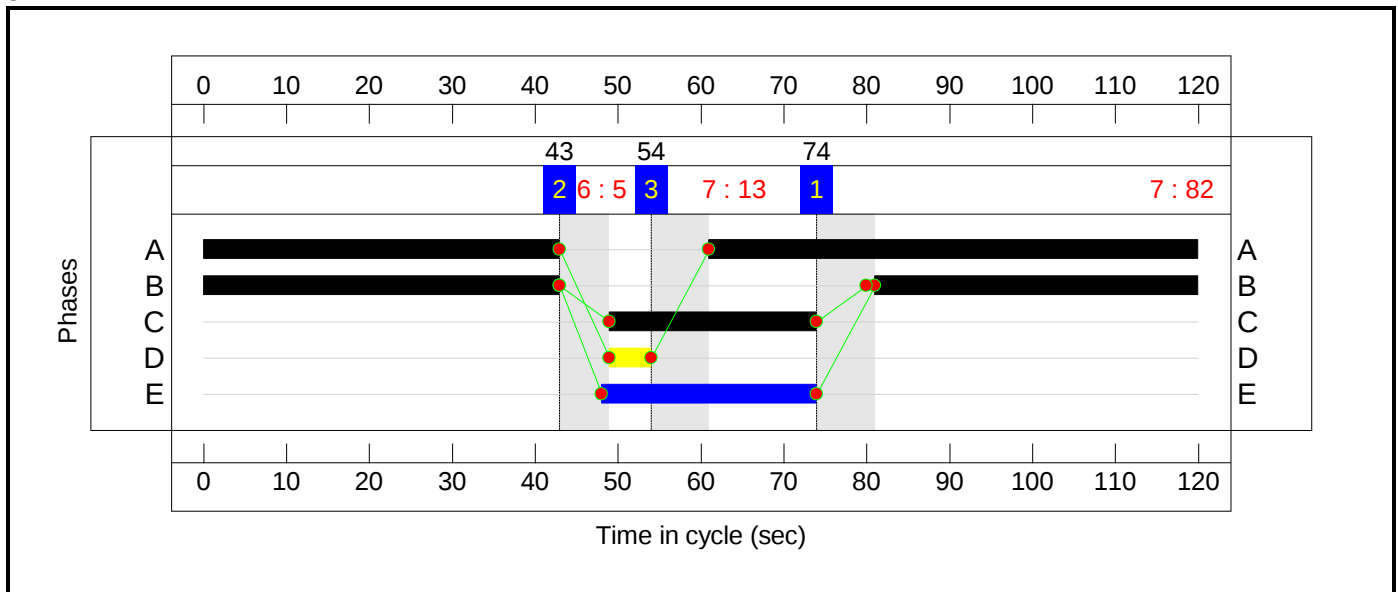
Scenario 8: '2025 Phase 1A PM' (FG8: '2025 Phase 1A PM', Plan 1: '2016 AM Peak')

C1

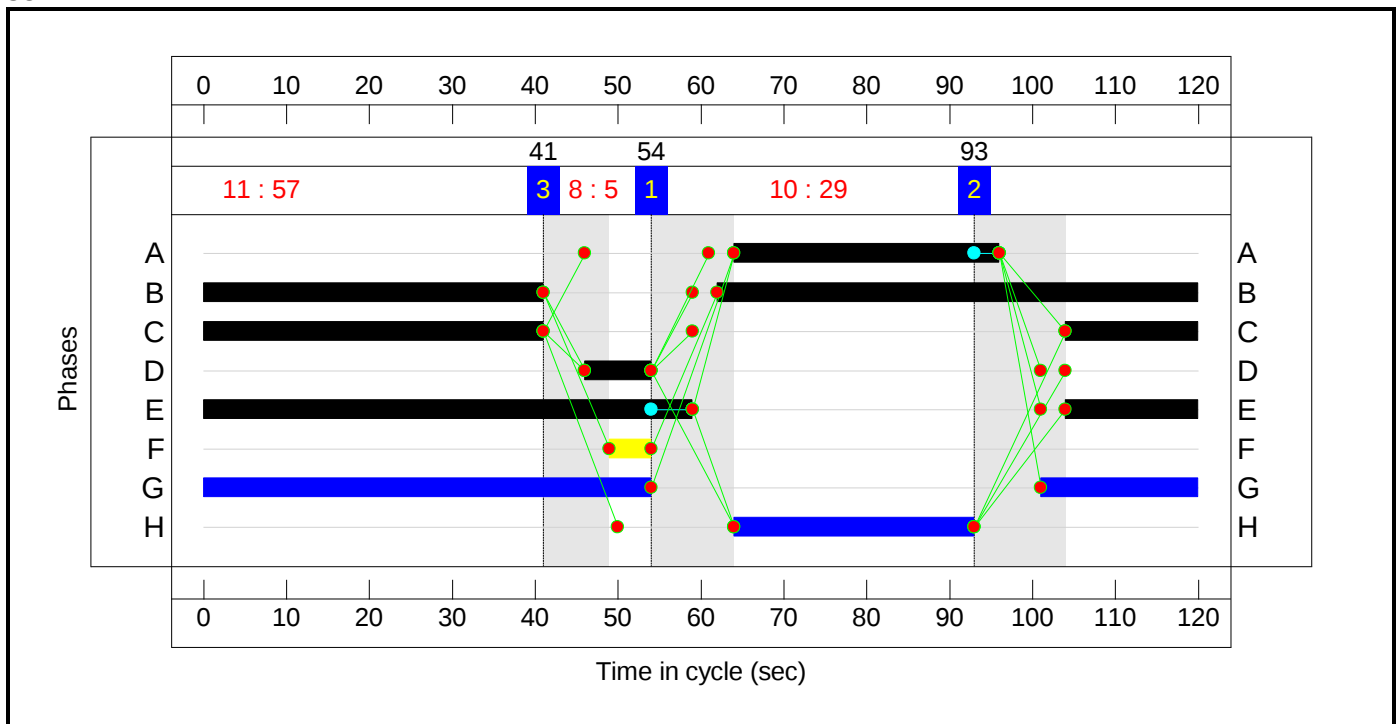


C2

C2

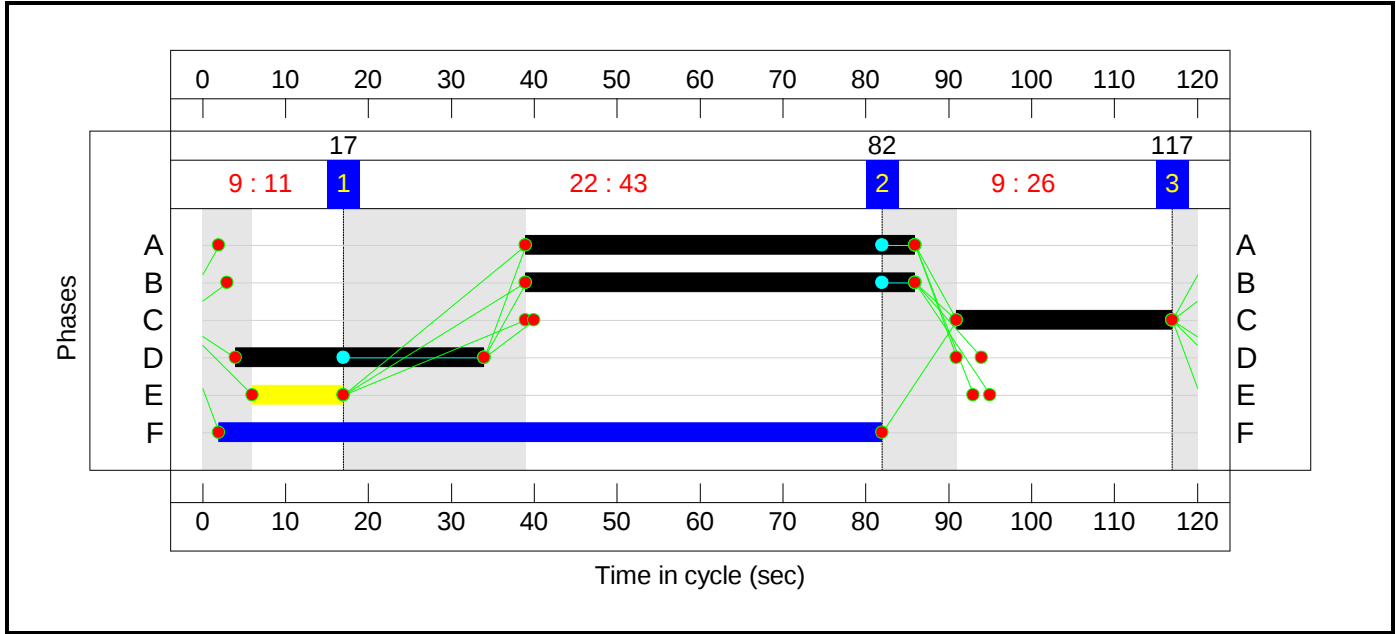


C3

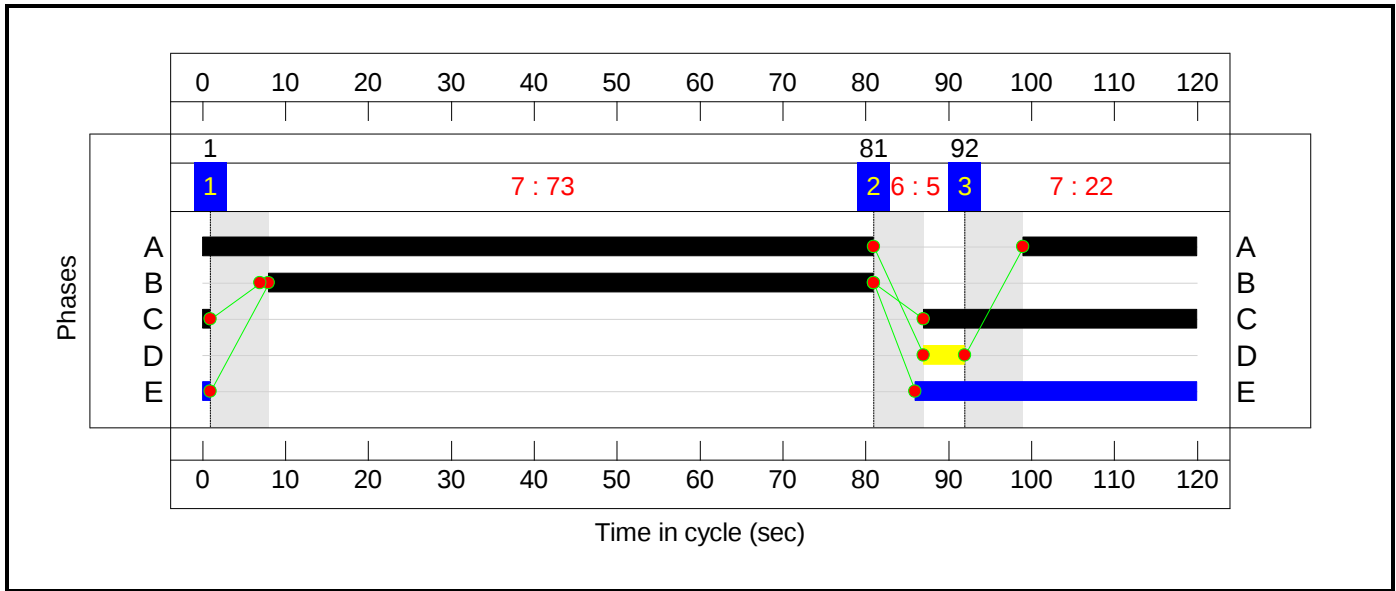


Scenario 9: '2025 Phase 1B AM' (FG9: '2025 Phase 1B AM', Plan 1: '2016 AM Peak')

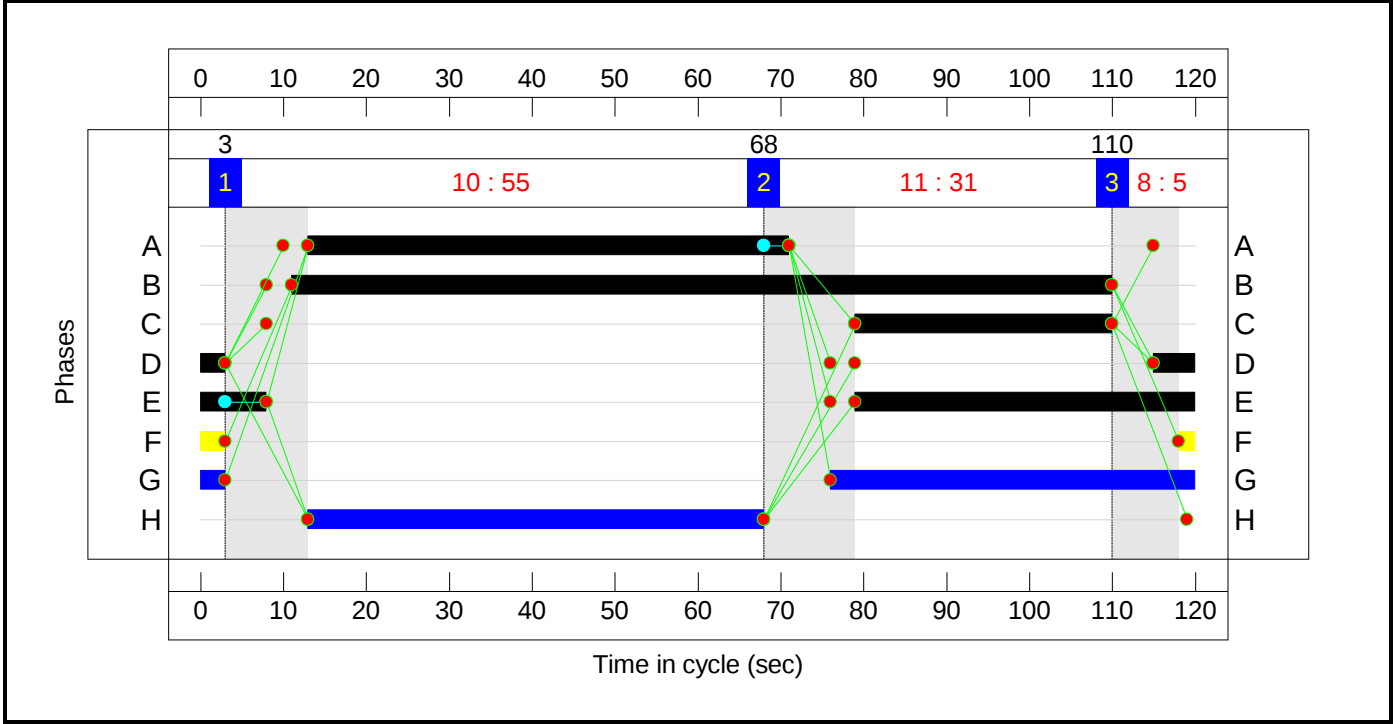
C1



C2

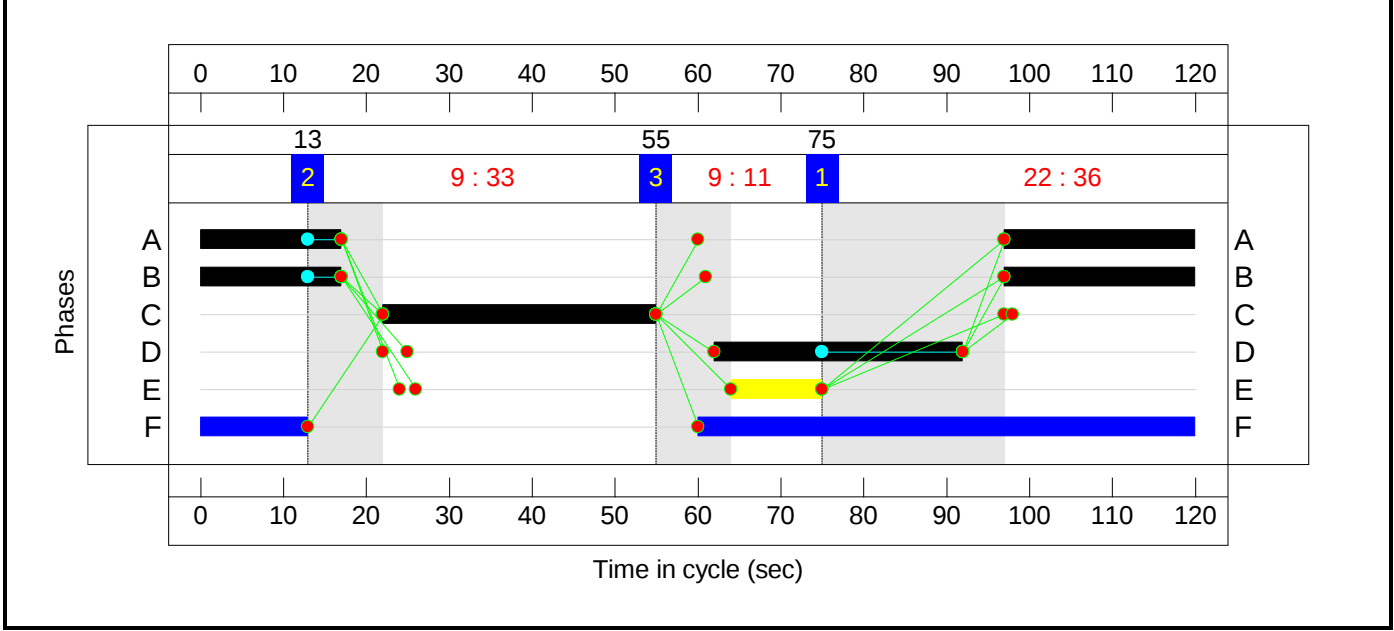


C3

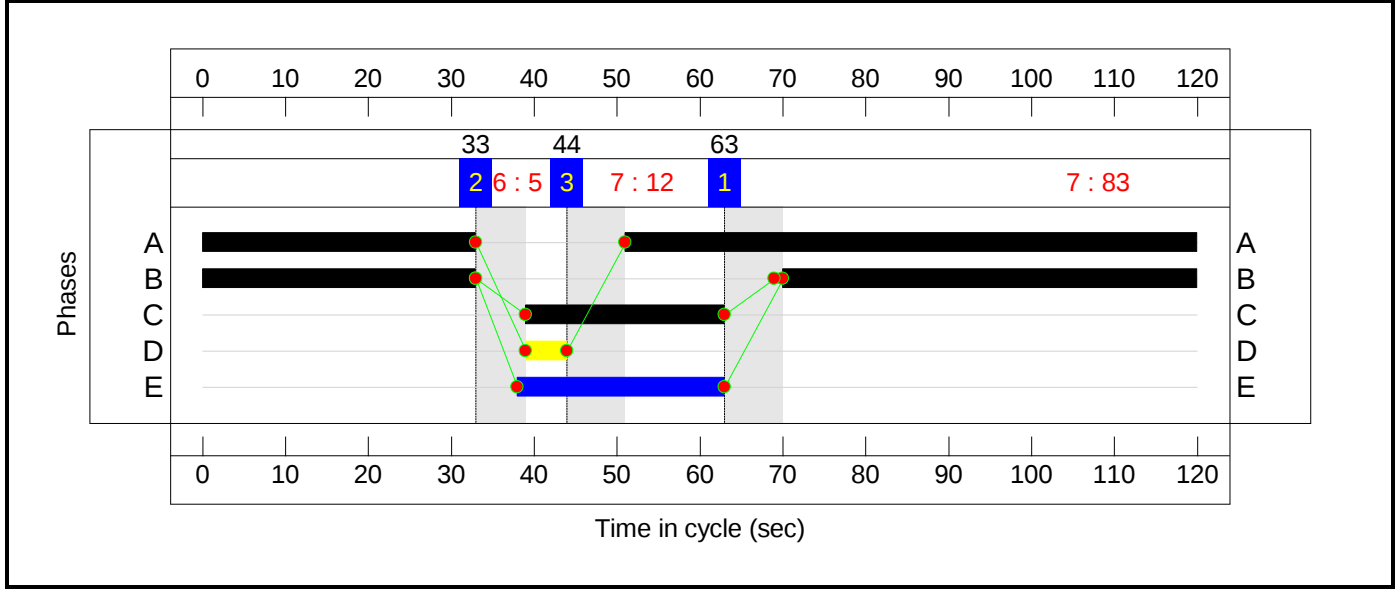


Scenario 10: '2025 Phase 1B PM' (FG10: '2025 Phase 1B PM', Plan 1: '2016 AM Peak')

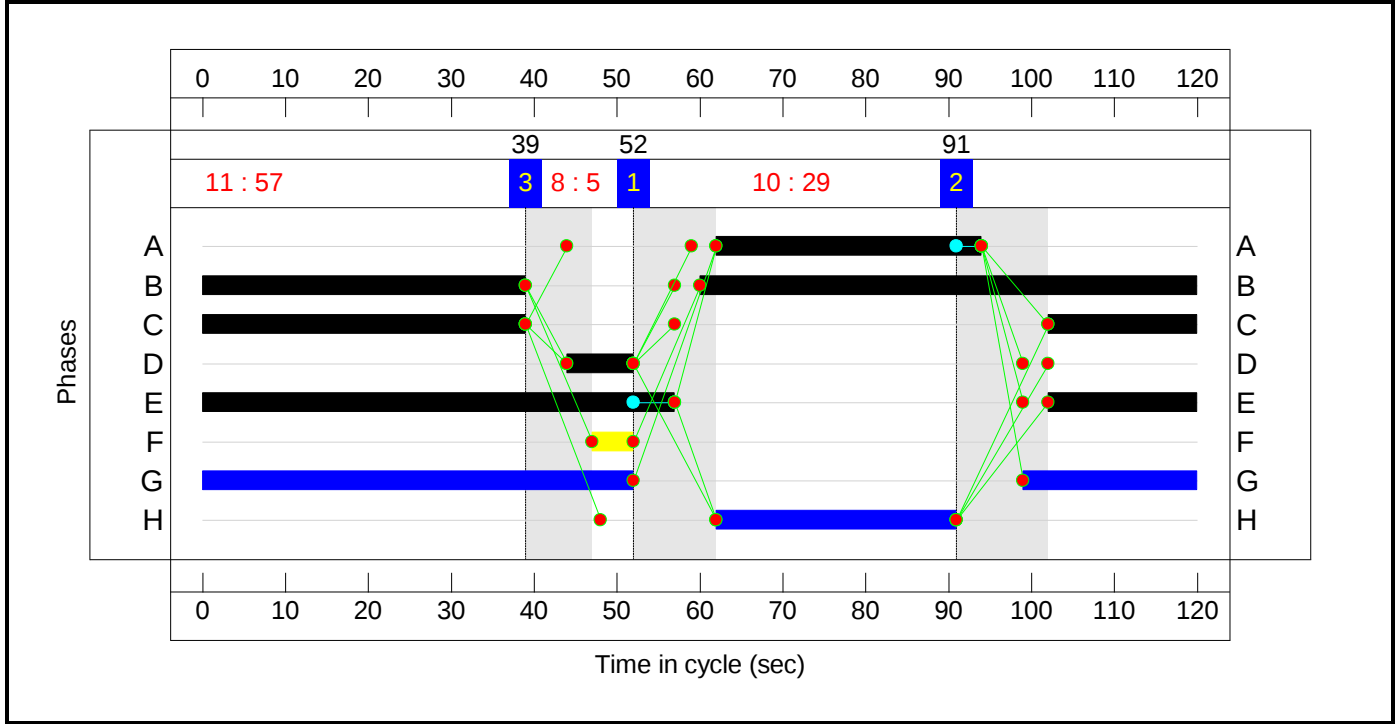
C1



C2

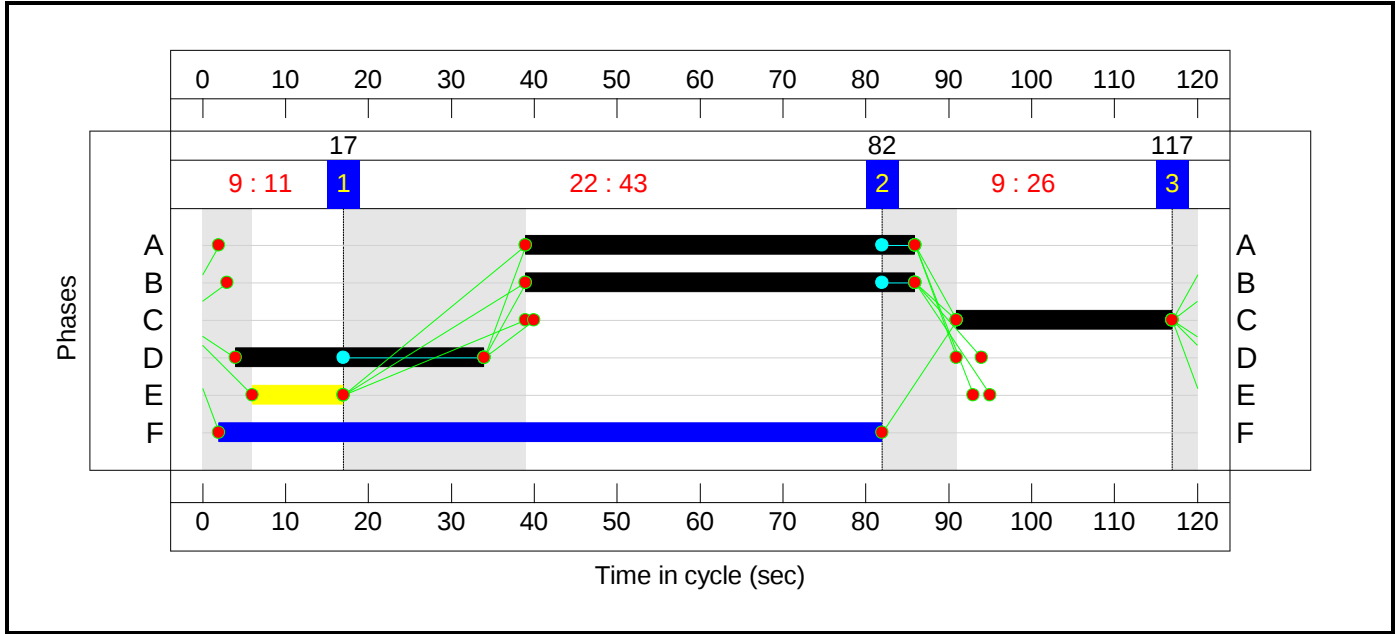


C3

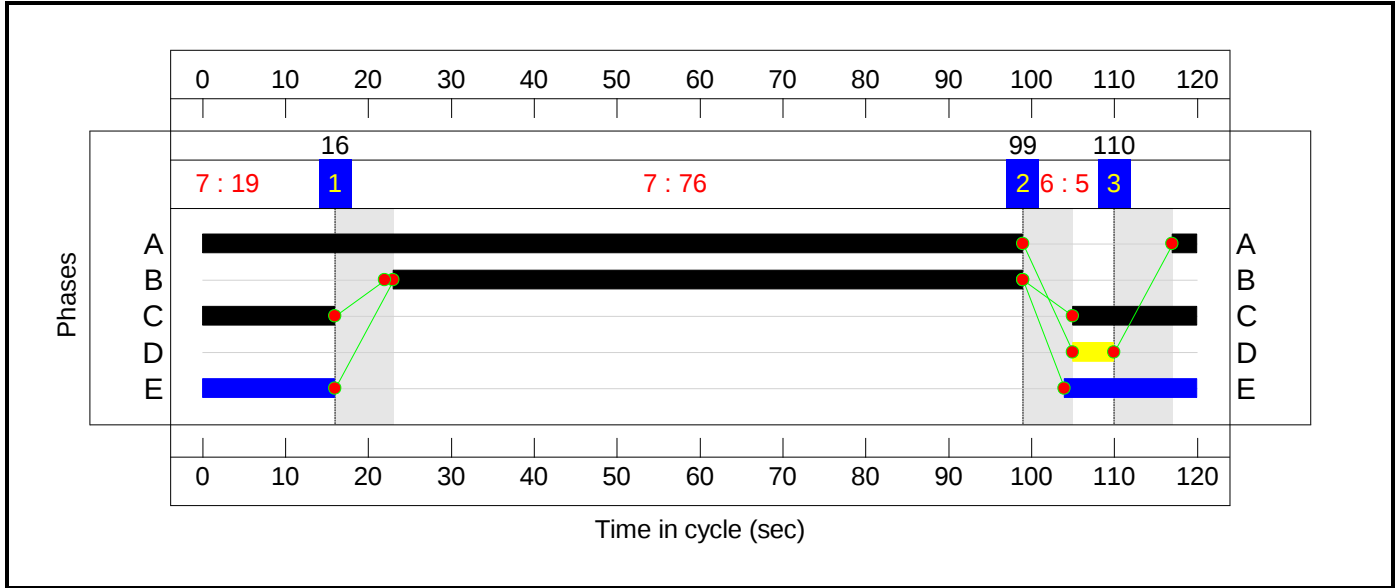


Scenario 11: '2025 DS JFH AM' (FG11: '2025 DS JFH AM', Plan 1: '2016 AM Peak')

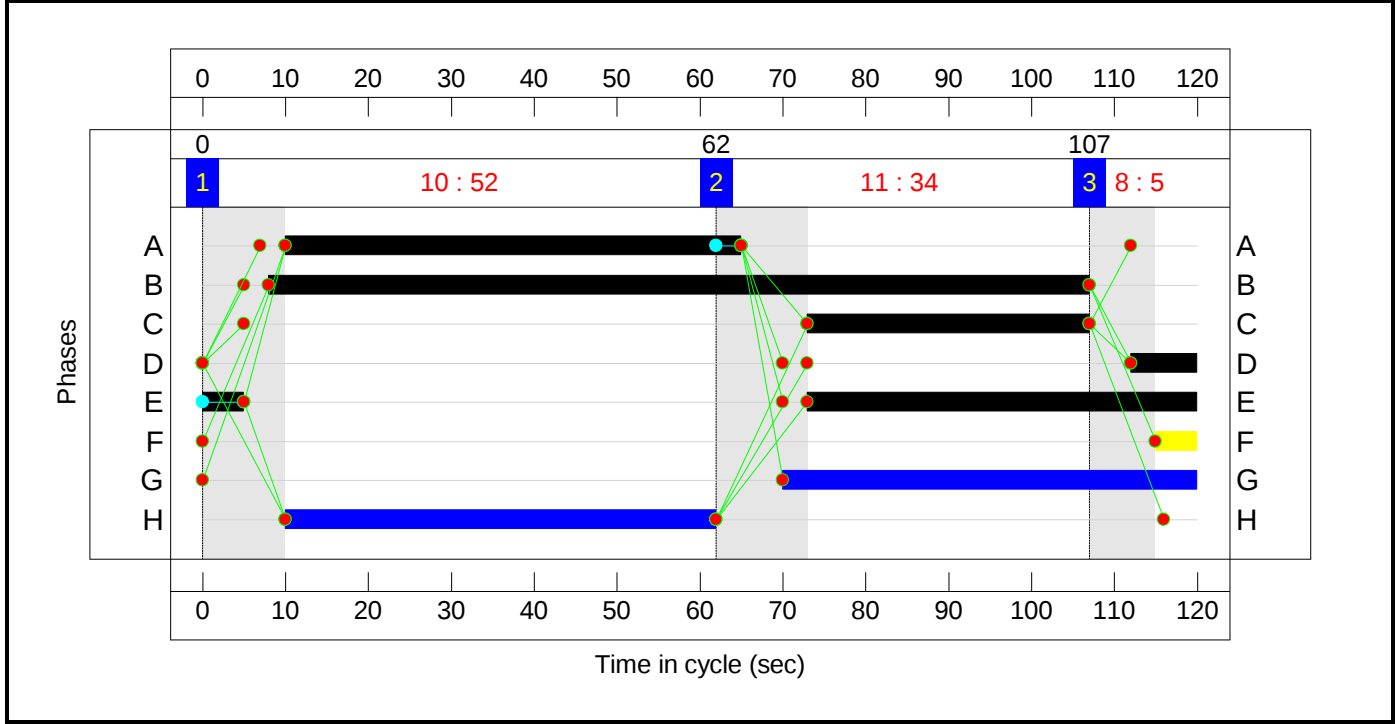
C1



C2

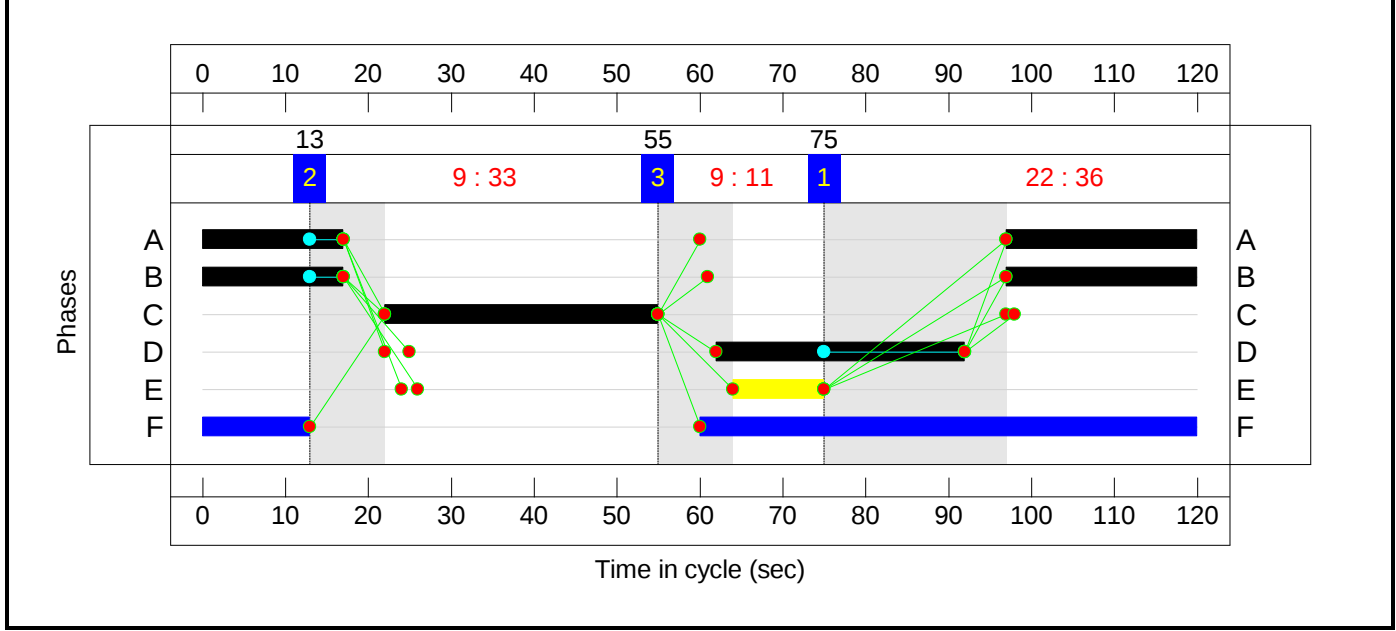


C3



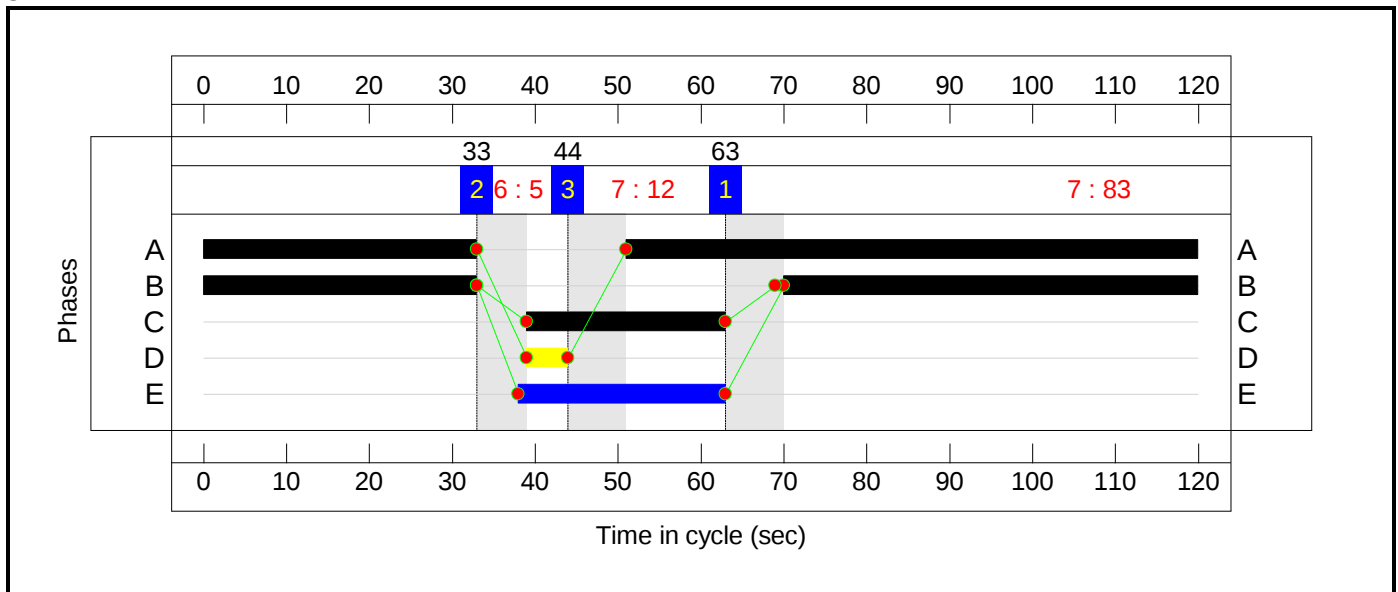
Scenario 12: '2025 DS JFH PM' (FG12: '2025 DS JFH PM', Plan 1: '2016 AM Peak')

C1

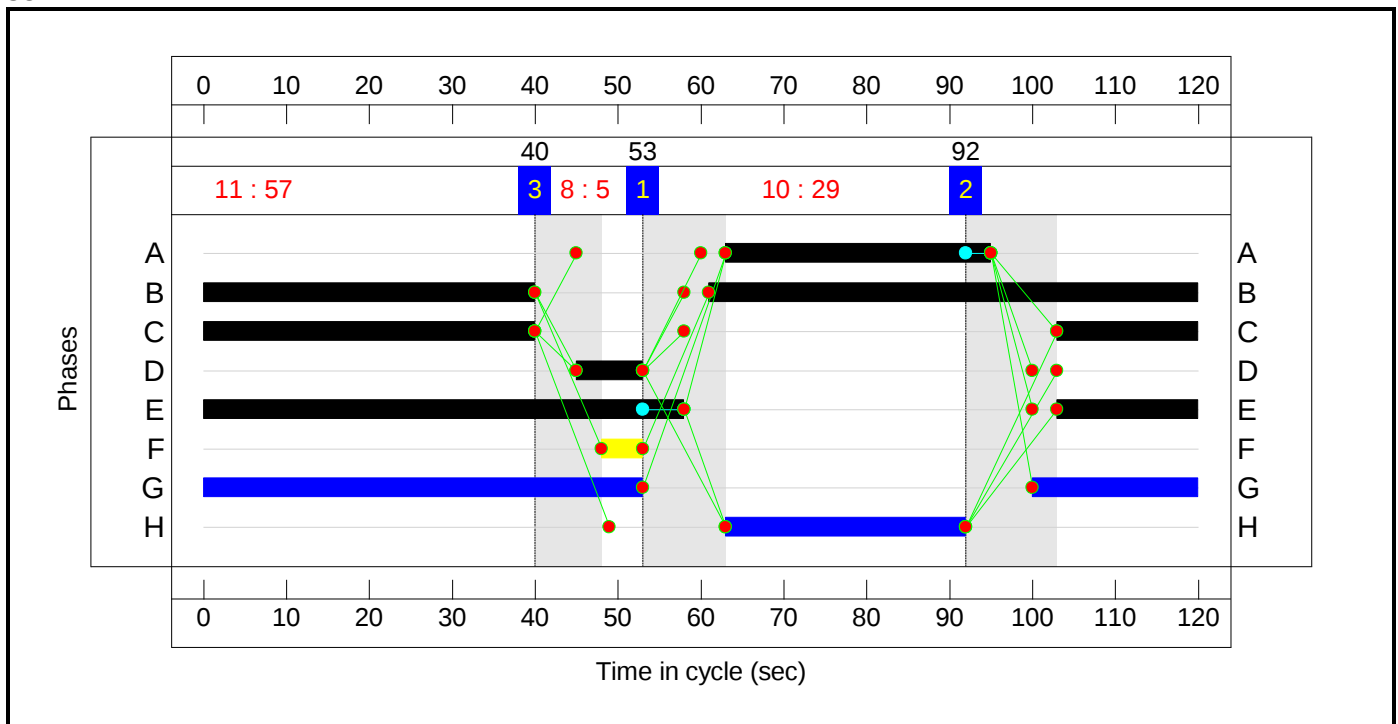


Basic Results Summary

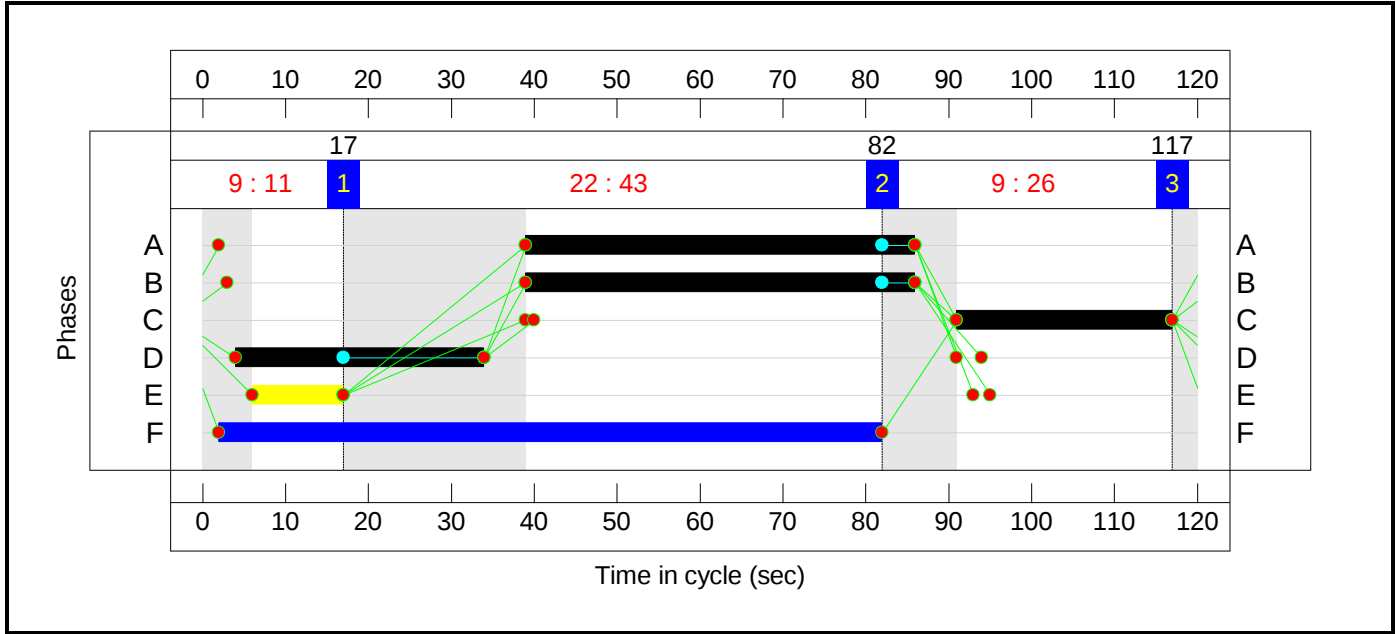
C2



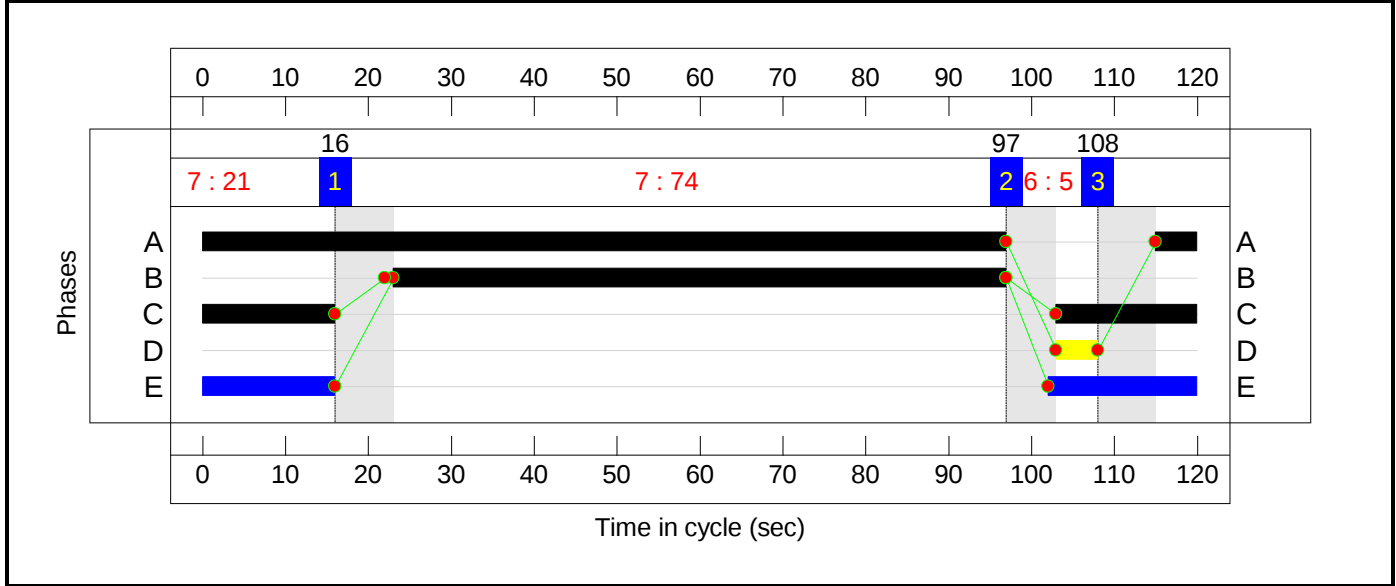
C3



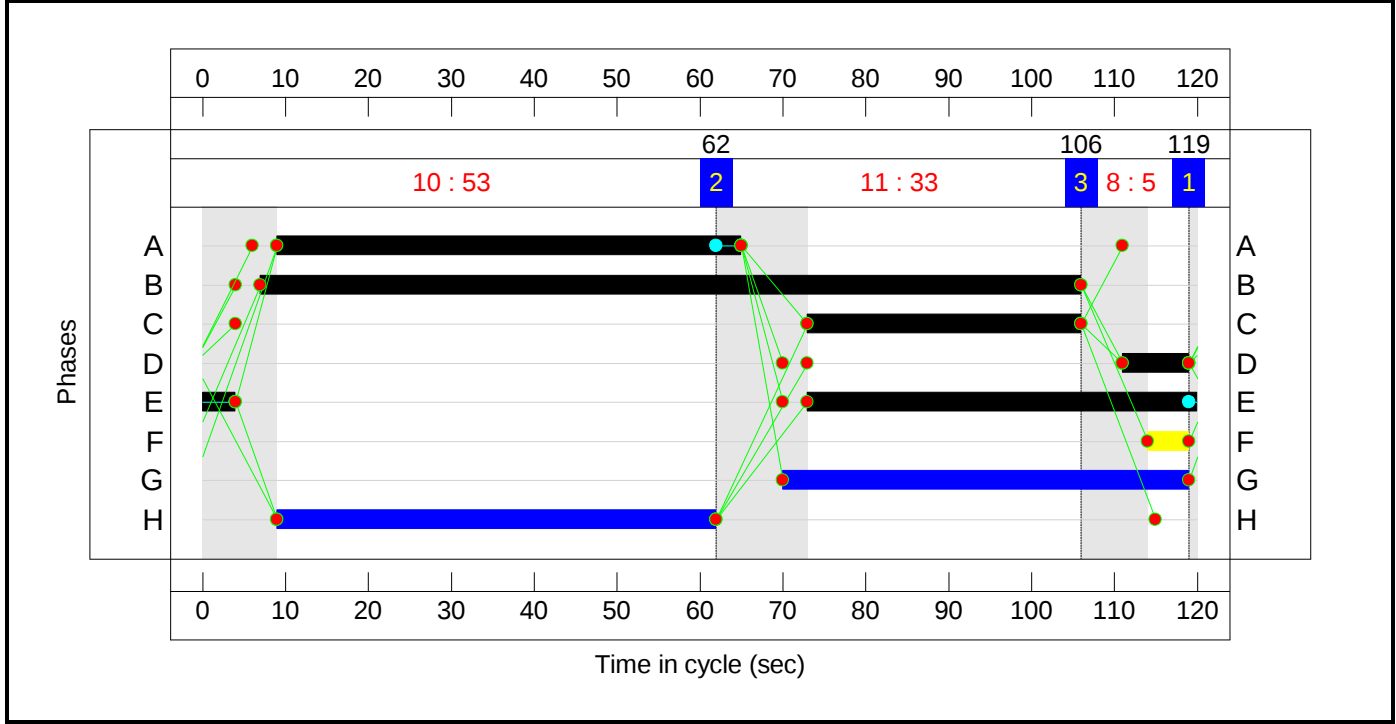
Scenario 13: '2025 DS JFH KPI AM' (FG13: '2025 DS JFH AM KPI Redistribution', Plan 1: '2016 AM Peak')
C1



C2

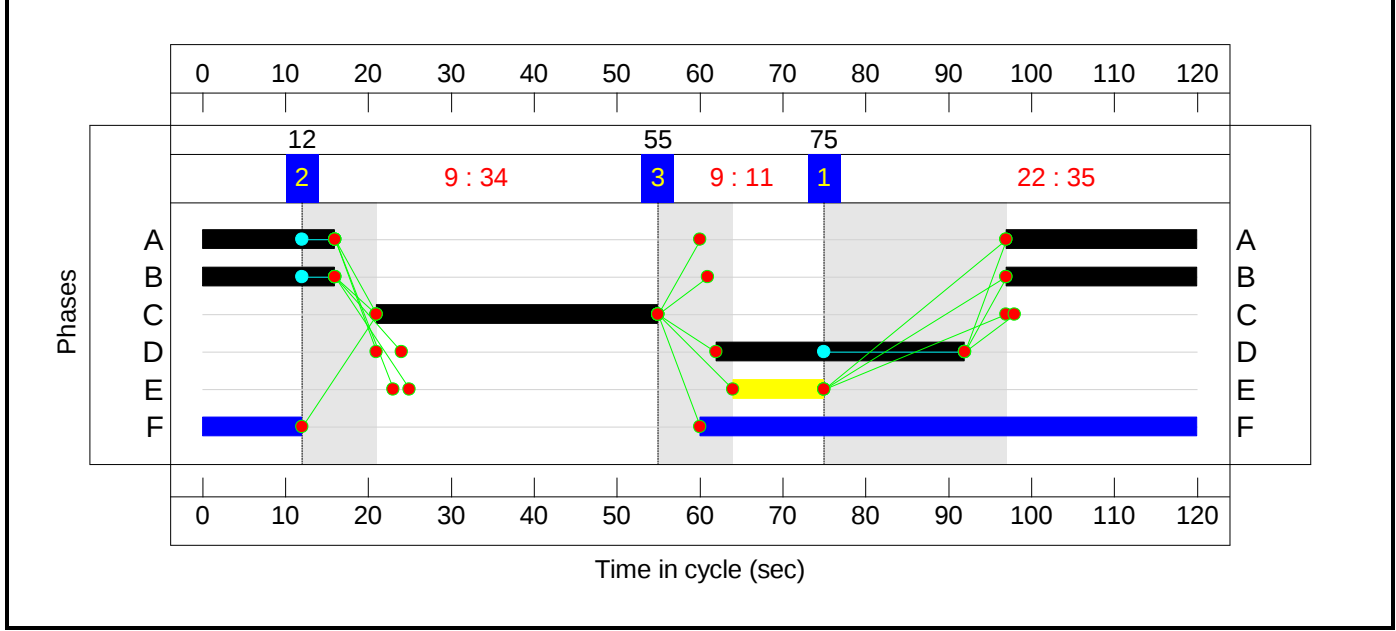


C3

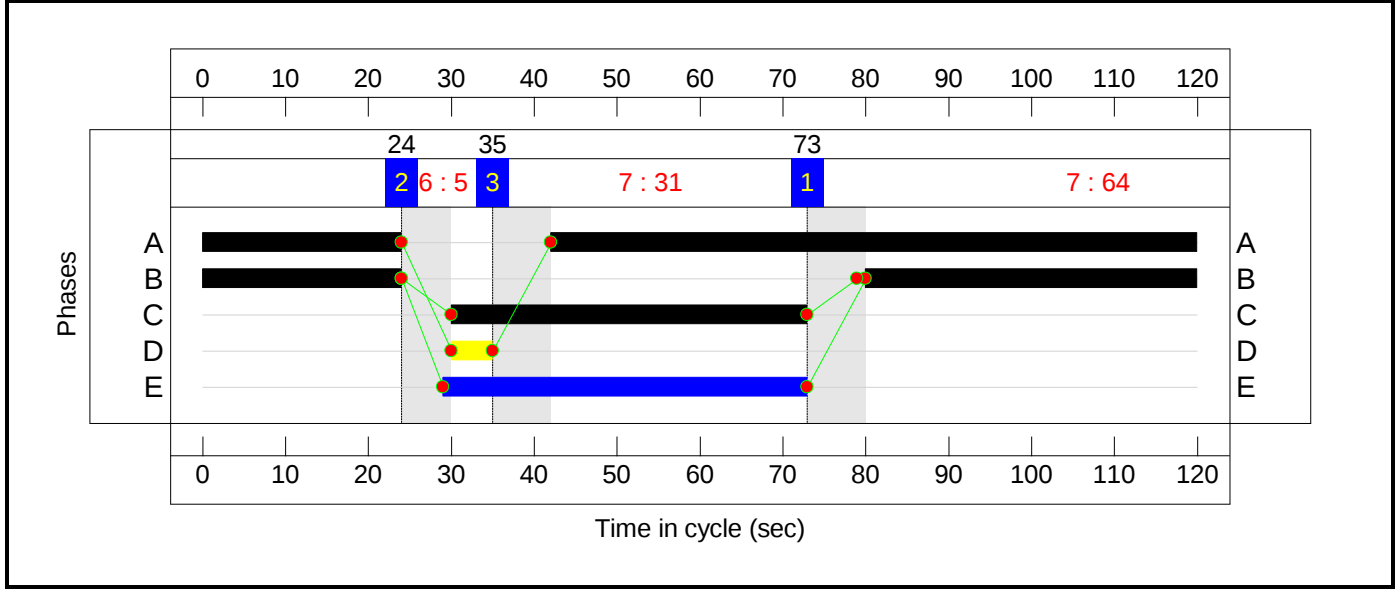


Scenario 14: '2025 DS JFH KPI PM' (FG14: '2025 DS JFH PM KPI Redistribution', Plan 1: '2016 AM Peak')

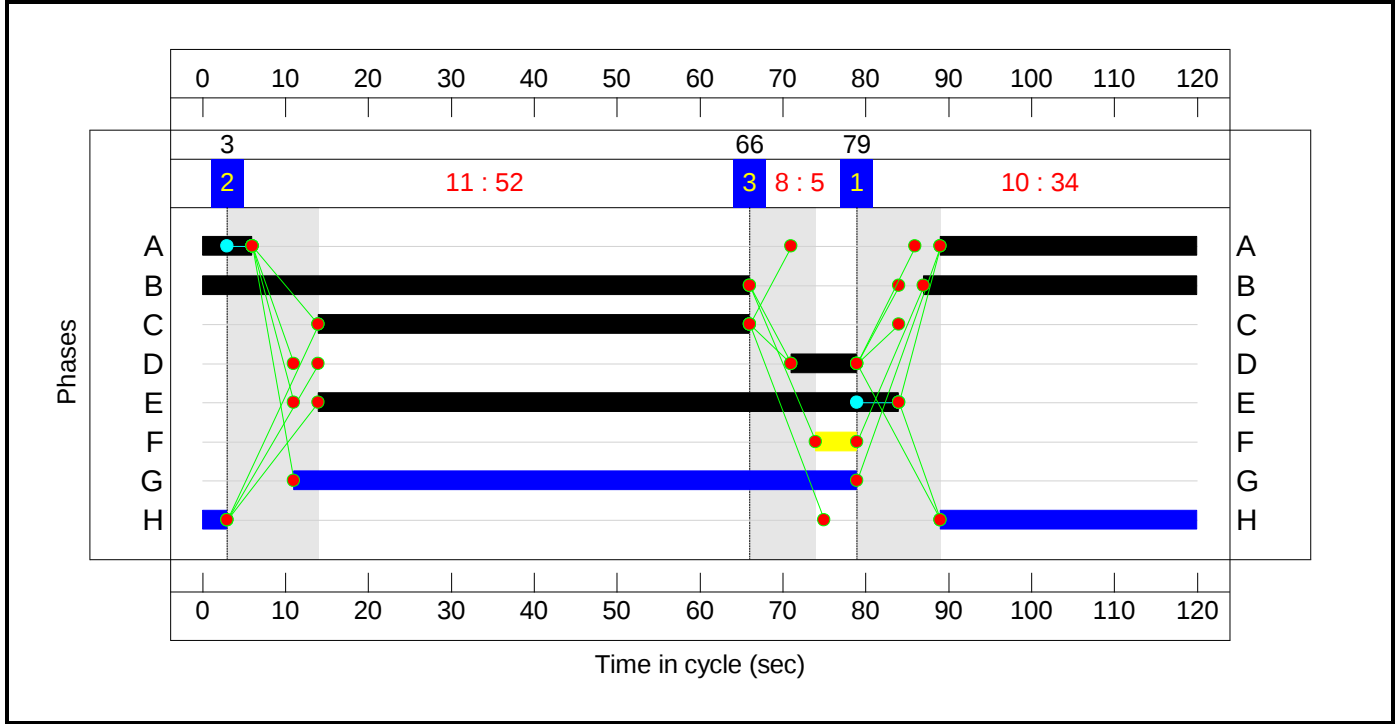
C1



C2



C3

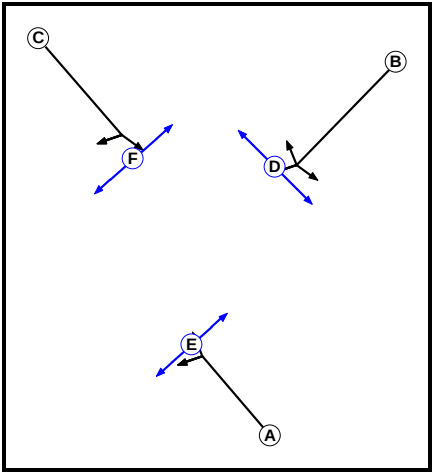


Junction 13 Mitigation: Gloucester Street/Seaton Place

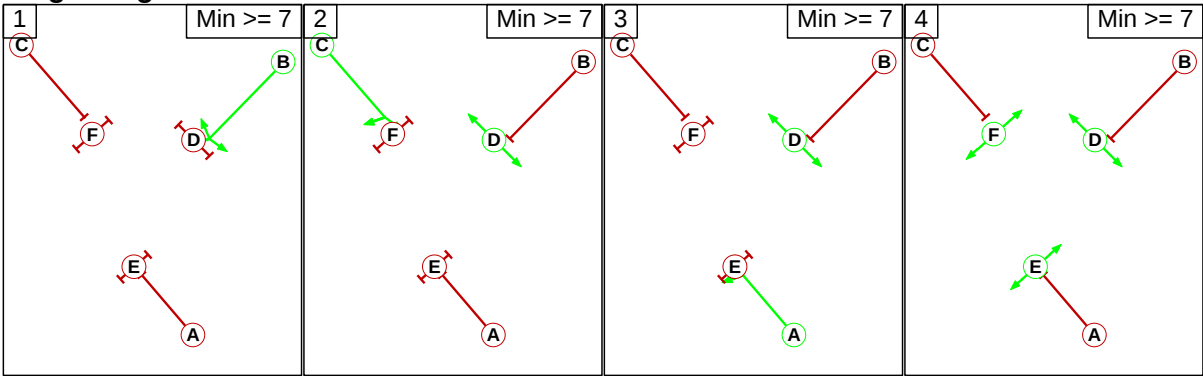
Basic Results Summary

Basic Results Summary

Phase Diagram



Stage Diagram

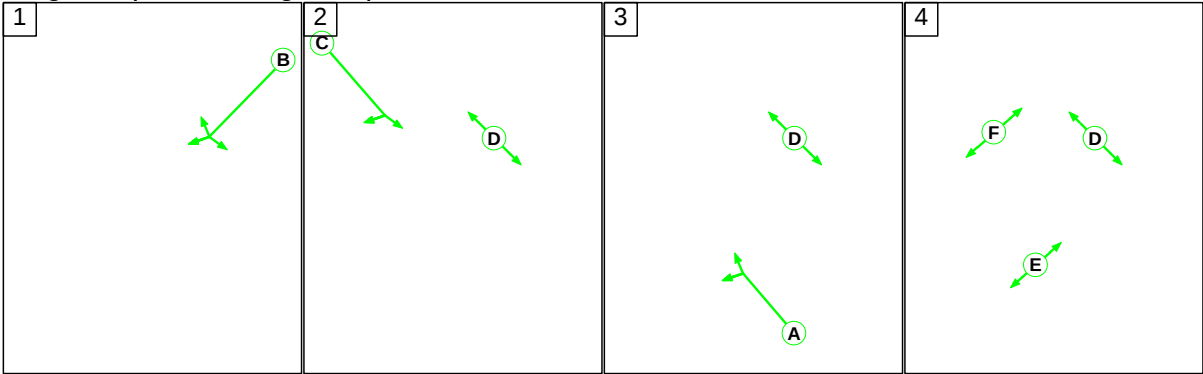


Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		6	6	-	5	6
	B	6		5	5	5	7
	C	6	5		-	7	5
	D	-	9	-		-	-
	E	13	13	13	-		-
	F	8	8	8	-	-	

Stage Sequence Summary

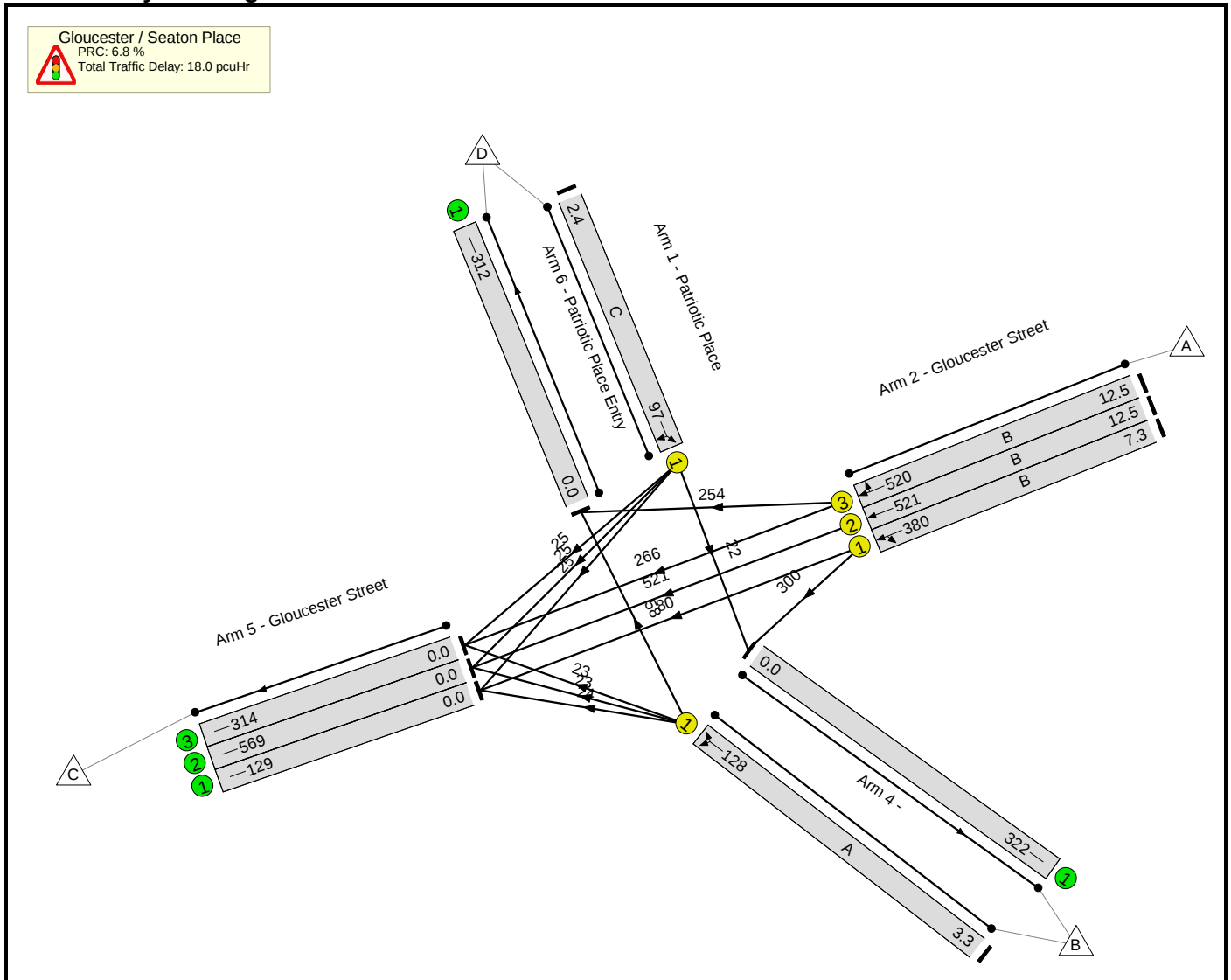
Stage Sequence: Stage Sequence No. 1



Basic Results Summary

Scenario 1: '2025 P1B AM' (FG1: '2025 P1B AM Peak', Plan 1: 'Network Control Plan 1')

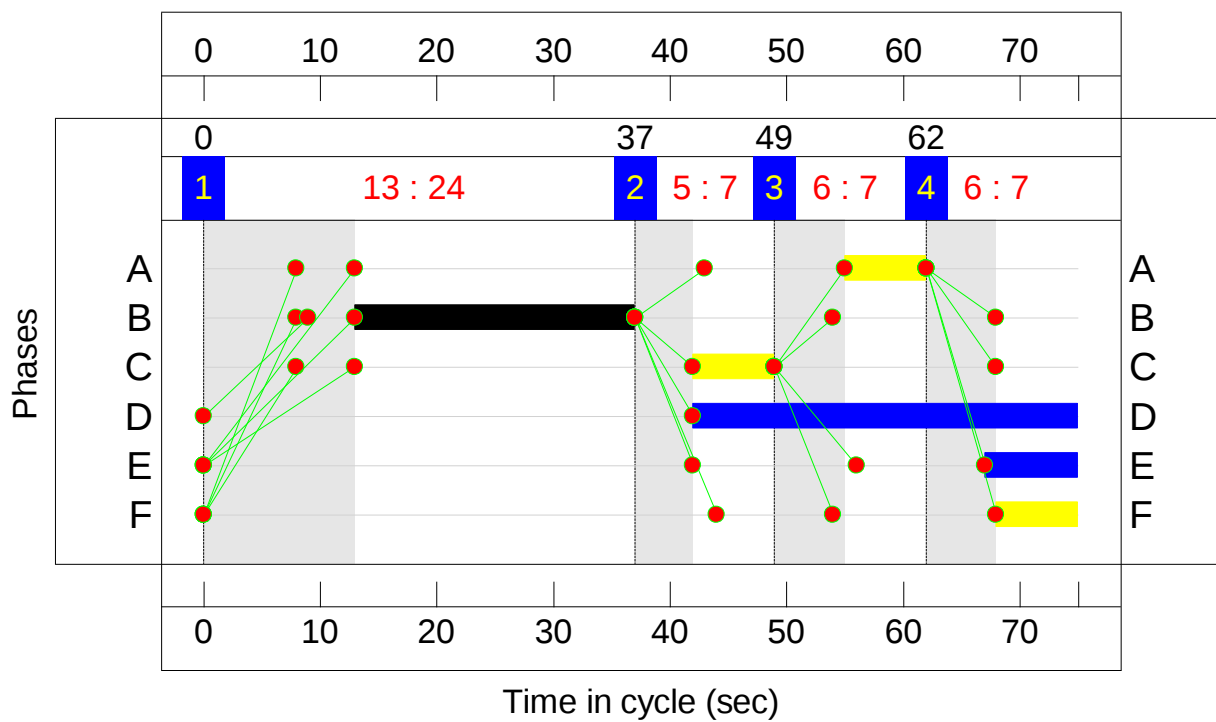
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)	Capacity (pcu)	Av. Delay Per PCU (s/pcu)
Network	-	-	-	-	-	84.3%	-	-	-
Gloucester / Seaton Place	-	-	-	-	-	84.3%	-	-	-
2/1	Gloucester Street Left Ahead	U	24	380	1855	61.5%	7.3	618	28.5
2/2	Gloucester Street Ahead	U	24	521	1855	84.3%	12.5	618	40.8
2/3	Gloucester Street Right Ahead	U	24	520	1855	84.1%	12.5	618	40.6
3/1	Seaton Place Ahead Left	U	7	128	1995	60.2%	3.3	213	52.9
6/1	Patriotic Place Entry Ahead Right	U	7	97	1865	48.8%	2.4	199	49.1
C1 PRC for Signalised Lanes (%): 6.8 Total Delay for Signalised Lanes (pcuHr): 17.97 Cycle Time (s): 75 PRC Over All Lanes (%): 6.8 Total Delay Over All Lanes(pcuHr): 17.97									

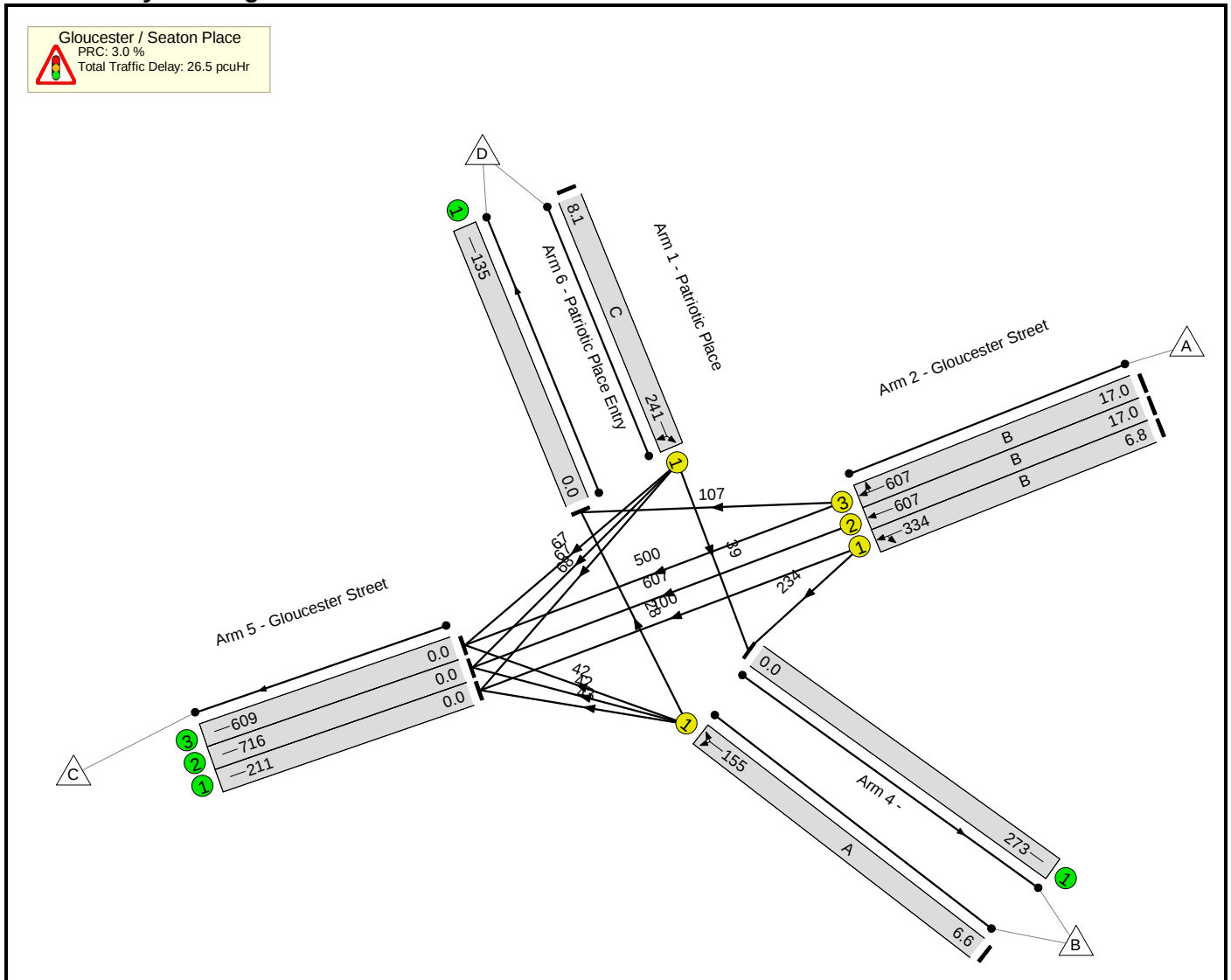
Basic Results Summary
Signal Timings Diagram



Basic Results Summary

Scenario 2: '2025 P1B PM' (FG2: '2025 P1B PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

[illegible]

Basic Results Summary
Signal Timings Diagram

