



Norwich Western Link

Transport Assessment - Appendix 11 – Junction Model Results

Sub Appendix 11j – Junction 13 Longwater Lane/ A1074 Dereham Road/ Bawburgh Lane signalised crossroads

Author: WSP

Document Reference: 4.01.11j

Version Number: 00

Date: March 2024



Contents

1 Junction Model Results 3

Figures

Figure 1-1 Junction Assessment Scope 3



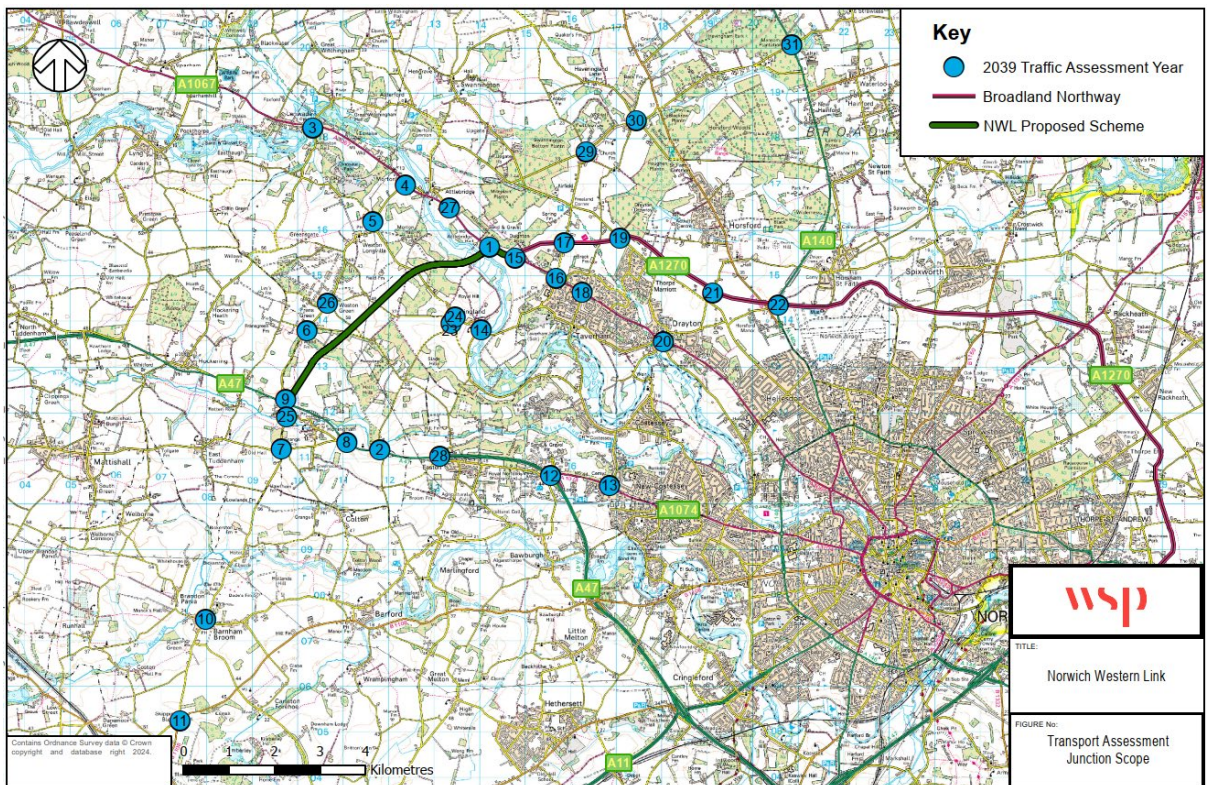
1 Junction Model Results

1.1.1 LinSig v3 modelling software output file that shows the junction capacity results for Junction 13 of the TA.

1.1.2 We have included a summary of key information shown in this document in an accessible format. However, some users may not be able to access all technical details. If you require this document in a more accessible format please contact norwichwesternlink@norfolk.gov.uk

1.1.3 The TA scope map is shown below as a location plan.

Figure 1-1 Junction Assessment Scope



1.1.4 The model results are presented for 2029 and 2039 future assessment years for AM and PM peak hours, taking 7.30-8.30am and AM peak and 5pm-6pm as PM peak.



1.1.5 The scenarios tested are as follows:

- Do Minimum – the baseline future situation with committed developments and planned highway improvements but without the Proposed Scheme.
- Do Something - the baseline future situation with the Proposed Scheme.
- Do Something + Mitigation - the baseline future situation with the Proposed Scheme added plus a package of traffic mitigation measures in the wider network (north of A1067 and south of A47 plus Honingham Lane closure).



**J13 – Longwater Lane/ A1074 Dereham Road/ Bawburgh Lane signalised
crossroads Results**

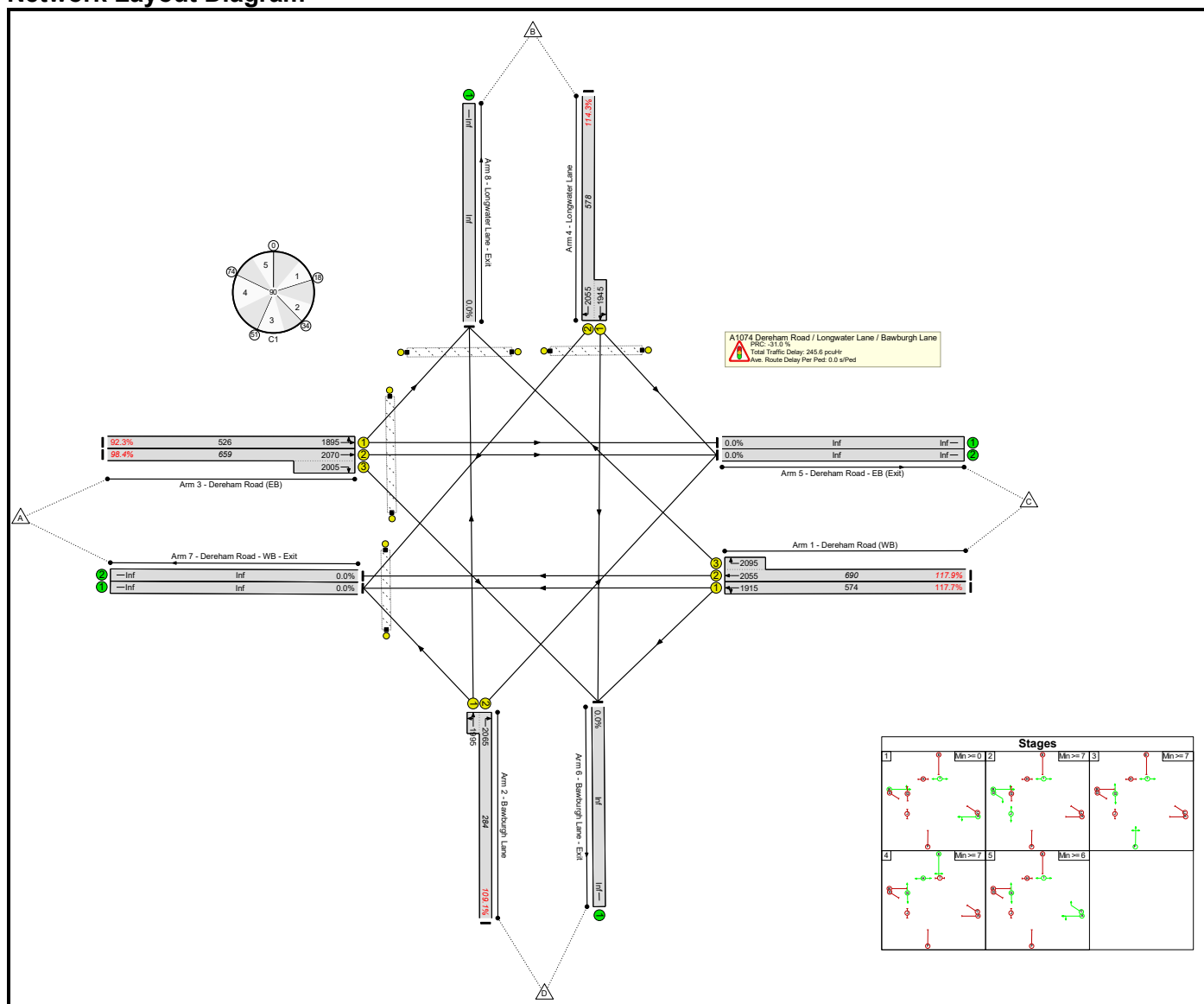
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A1074_Dereham Road_Longwater Lane_Bawburgh Lane - Forecast.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2029DM AM' (FG1: '2029DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

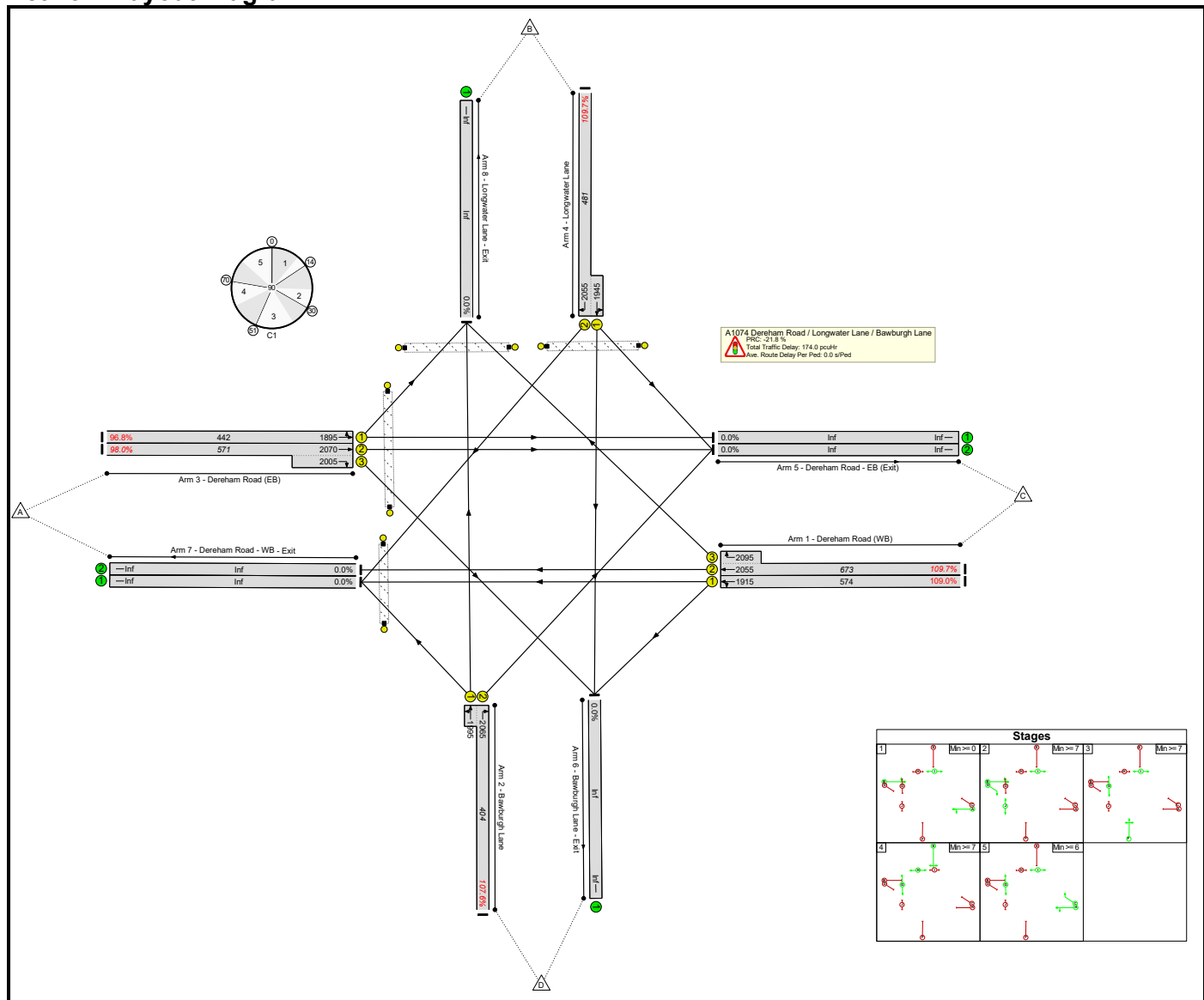
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	117.9%	0	0	0	245.6	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	117.9%	0	0	0	245.6	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	26	-	676	1915	574	117.7%	-	-	-	64.7	344.4	73.3
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	26:8	-	813	2055:2095	690	117.9%	-	-	-	80.0	354.5	87.2
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	10	-	310	2065:1995	284	109.1%	-	-	-	21.5	250.1	25.0
3/1	Dereham Road (EB) Ahead Left	U	B		1	24	-	486	1895	526	92.3%	-	-	-	9.1	67.5	16.6
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	24:10	-	649	2070:2005	659	98.4%	-	-	-	16.4	90.8	24.7
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	16	-	660	2055:1945	578	114.3%	-	-	-	53.9	293.9	59.1
Ped Link: P1	Unnamed Ped Link	-	H		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	62	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	50	-	0	-	0	0.0%	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):				-31.0	Total Delay for Signalled Lanes (pcuHr):				245.63	Cycle Time (s): 90				
			PRC Over All Lanes (%):				-31.0	Total Delay Over All Lanes (pcuHr):				245.63					

Basic Results Summary

Scenario 2: '2029DM PM' (FG2: '2029DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

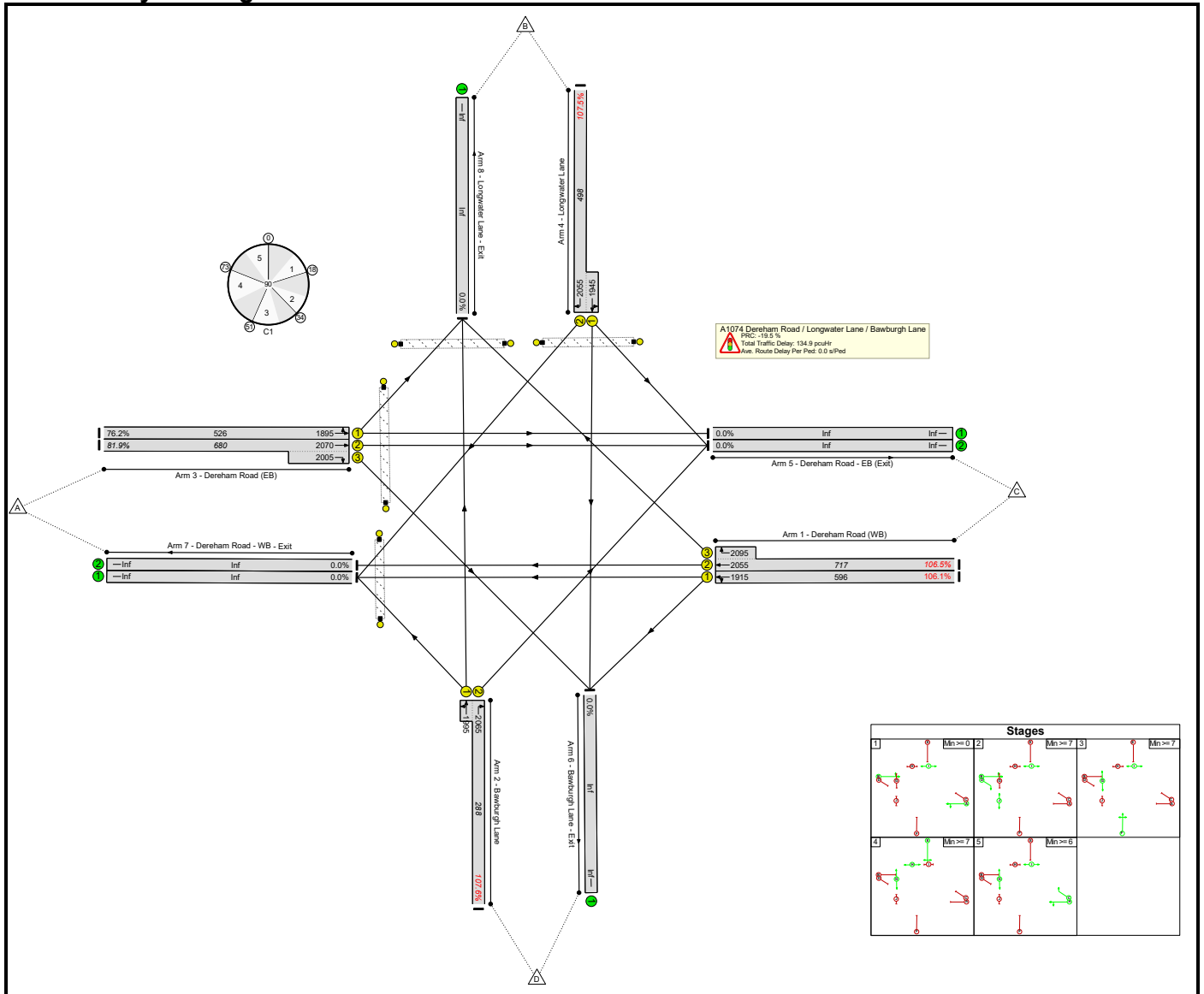
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	109.7%	0	0	0	174.0	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	109.7%	0	0	0	174.0	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	26	-	626	1915	574	109.0%	-	-	-	38.8	223.3	47.8
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	26:12	-	738	2055:2095	673	109.7%	-	-	-	48.0	234.3	55.7
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	14	-	435	2065:1995	404	107.6%	-	-	-	26.0	215.3	30.9
3/1	Dereham Road (EB) Ahead Left	U	B		1	20	-	428	1895	442	96.8%	-	-	-	11.5	96.3	18.0
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	20:10	-	560	2070:2005	571	98.0%	-	-	-	14.7	94.7	21.3
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	12	-	527	2055:1945	481	109.7%	-	-	-	34.9	238.5	38.0
Ped Link: P1	Unnamed Ped Link	-	H		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	66	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	54	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		-21.8		Total Delay for Signalled Lanes (pcuHr):		173.98		Cycle Time (s):		90					
		PRC Over All Lanes (%):		-21.8		Total Delay Over All Lanes (pcuHr):		173.98									

Basic Results Summary

Scenario 3: '2029DS AM' (FG3: '2029DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

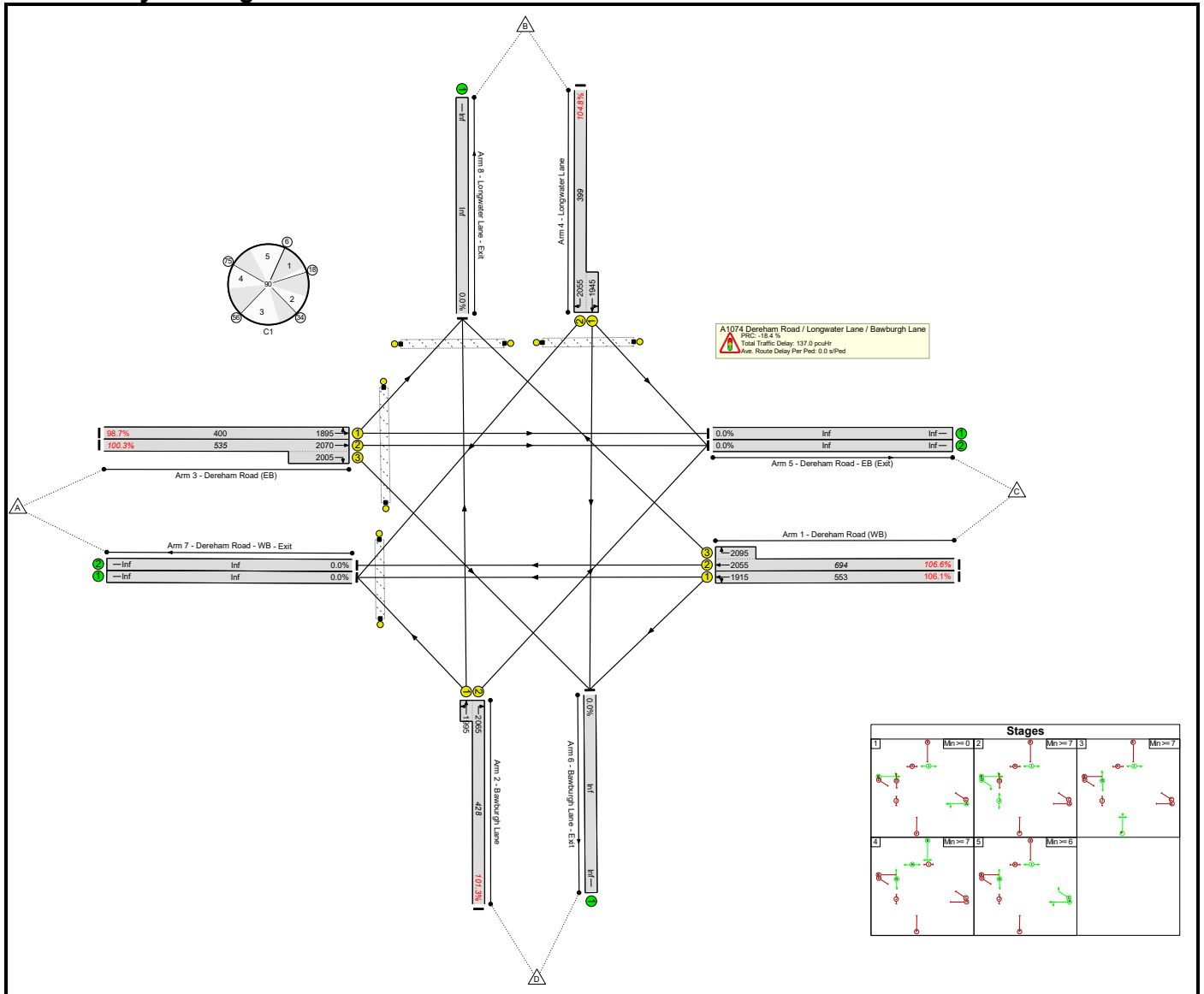


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	107.6%	0	0	0	134.9	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	107.6%	0	0	0	134.9	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	27	-	632	1915	596	106.1%	-	-	-	31.7	180.8	41.3
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	27:9	-	763	2055:2095	717	106.5%	-	-	-	40.7	192.1	48.7
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	10	-	310	2065:1995	288	107.6%	-	-	-	19.8	230.3	23.3
3/1	Dereham Road (EB) Ahead Left	U	B		1	24	-	401	1895	526	76.2%	-	-	-	4.9	43.8	10.7
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	24:10	-	557	2070:2005	680	81.9%	-	-	-	7.0	45.5	12.5
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	15	-	535	2055:1945	498	107.5%	-	-	-	30.7	206.4	35.5
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	63	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	50	-	0	-	0	0.0%	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):				-19.5	Total Delay for Signalled Lanes (pcuHr):				134.87	Cycle Time (s): 90				
			PRC Over All Lanes (%):				-19.5	Total Delay Over All Lanes (pcuHr):				134.87					

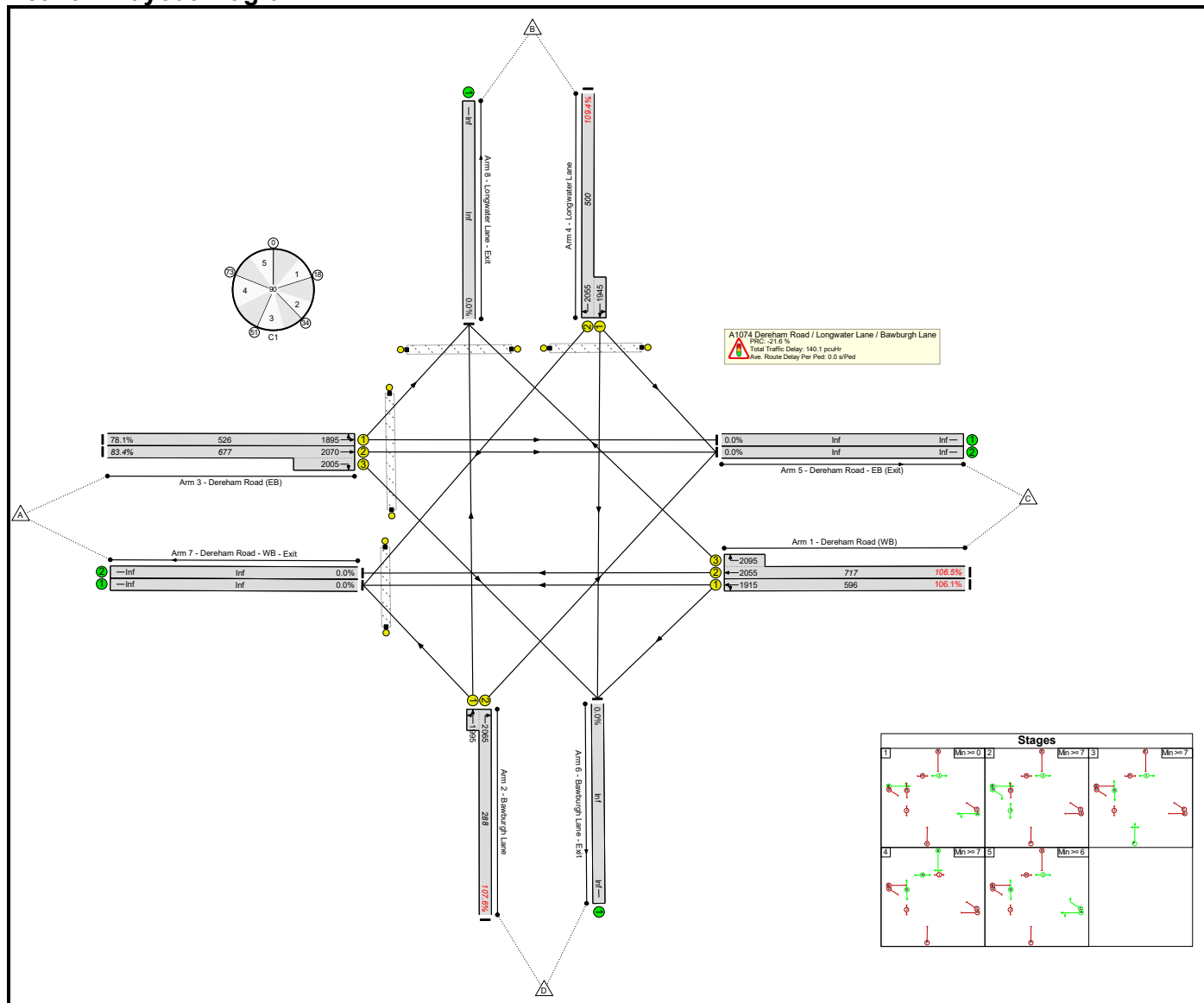
Basic Results Summary
Scenario 4: '2029DS PM' (FG4: '2029DS PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Scenario 5: '2029DS_Mitigation AM' (FG5: '2029DS_Mitigation AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

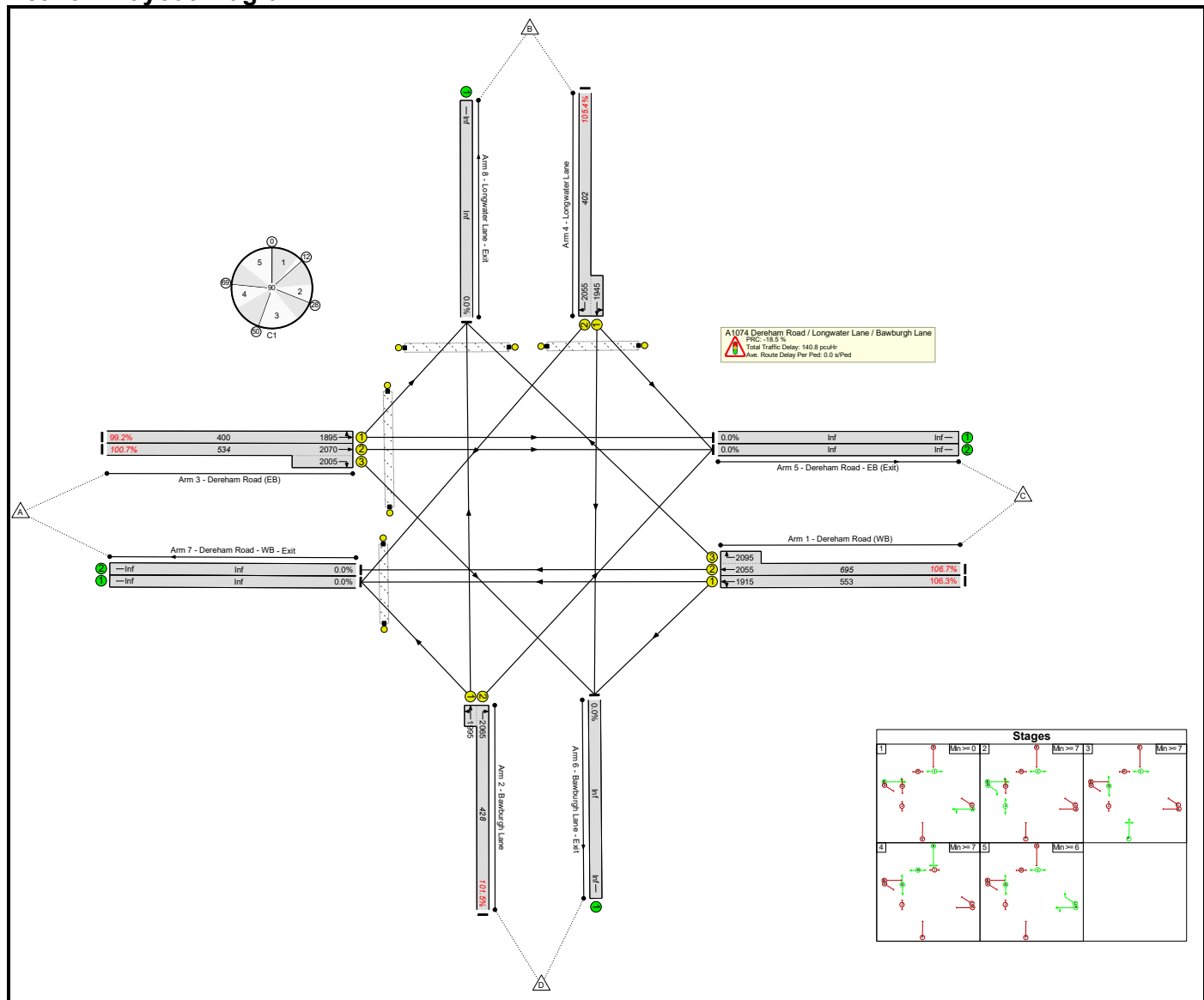
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	109.4%	0	0	0	140.1	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	109.4%	0	0	0	140.1	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	27	-	632	1915	596	106.1%	-	-	-	31.7	180.8	41.3
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	27:9	-	763	2055:2095	717	106.5%	-	-	-	40.7	192.1	48.7
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	10	-	310	2065:1995	288	107.6%	-	-	-	19.8	230.3	23.3
3/1	Dereham Road (EB) Ahead Left	U	B		1	24	-	411	1895	526	78.1%	-	-	-	5.2	45.1	11.2
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	24:10	-	565	2070:2005	677	83.4%	-	-	-	7.3	46.8	13.2
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	15	-	547	2055:1945	500	109.4%	-	-	-	35.3	232.3	40.2
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	63	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	50	-	0	-	0	0.0%	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		-21.6		Total Delay for Signalled Lanes (pcuHr):		140.07		Cycle Time (s):		90					
		PRC Over All Lanes (%):		-21.6		Total Delay Over All Lanes (pcuHr):		140.07									

Basic Results Summary

Scenario 6: '2029DS_Mitigation PM' (FG6: '2029DS_Mitigation PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

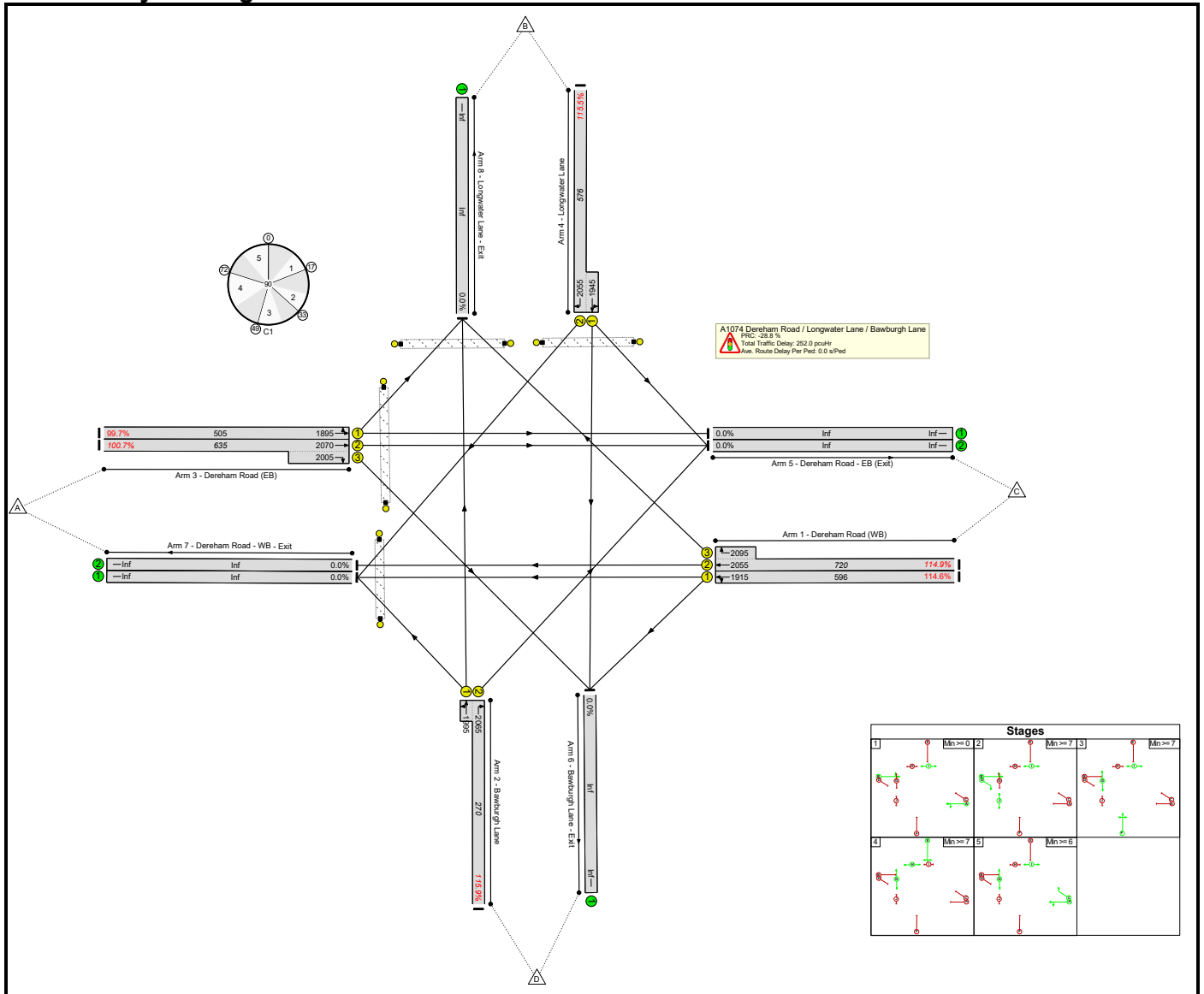


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	106.7%	0	0	0	140.8	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	106.7%	0	0	0	140.8	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	25	-	588	1915	553	106.3%	-	-	-	30.6	187.1	39.2
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	25:13	-	742	2055:2095	695	106.7%	-	-	-	40.2	194.9	47.5
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	15	-	434	2065:1995	428	101.5%	-	-	-	16.6	137.6	21.5
3/1	Dereham Road (EB) Ahead Left	U	B		1	18	-	397	1895	400	99.2%	-	-	-	13.1	119.1	19.0
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	18:10	-	538	2070:2005	534	100.7%	-	-	-	18.2	121.7	24.0
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	12	-	424	2055:1945	402	105.4%	-	-	-	22.2	188.5	25.6
Ped Link: P1	Unnamed Ped Link	-	H		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	66	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-18.5		Total Delay for Signalled Lanes (pcuHr):		140.83		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-18.5		Total Delay Over All Lanes (pcuHr):		140.83								

Basic Results Summary
Scenario 7: '2039DM AM' (FG7: '2039DM AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

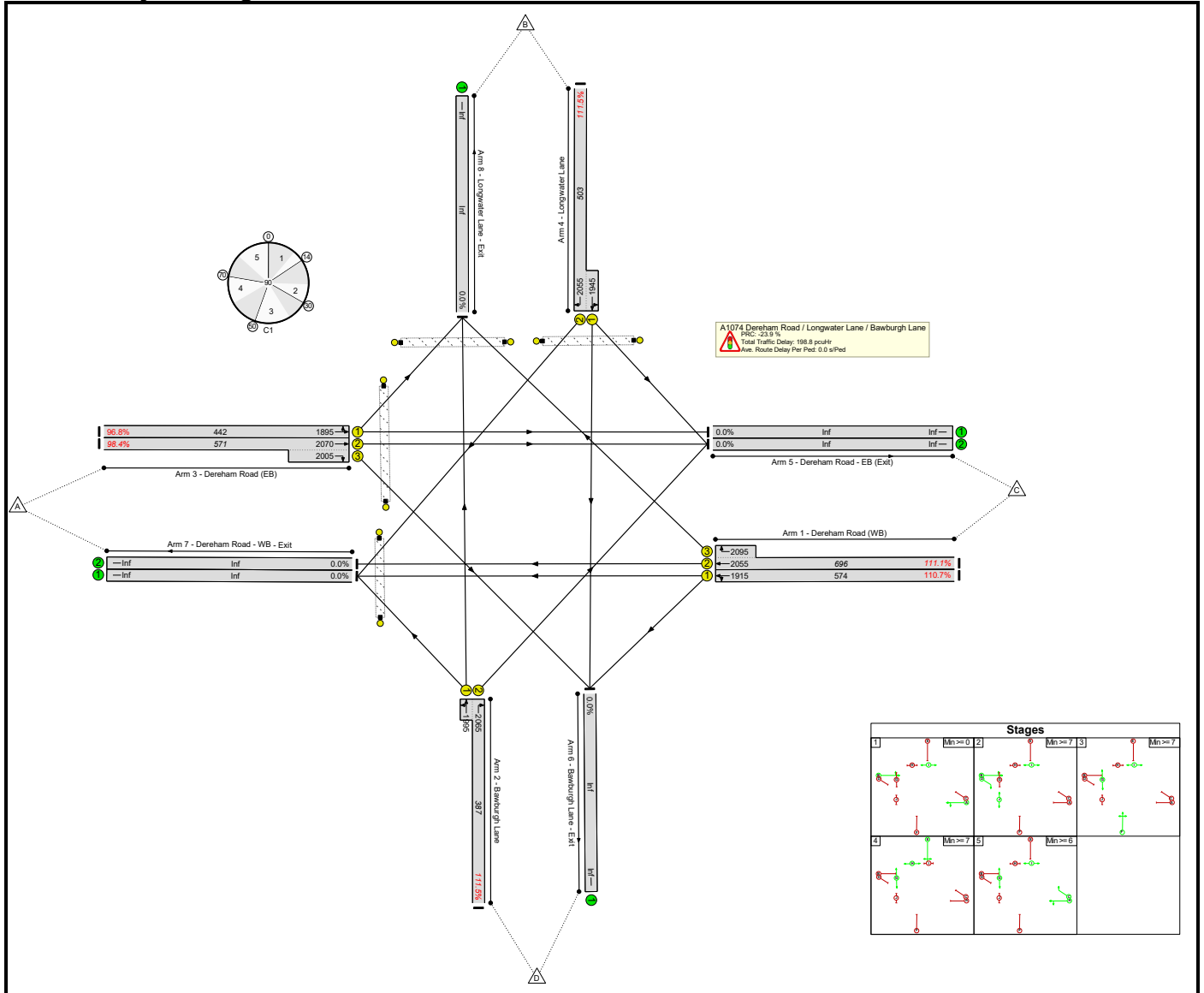


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)				
Network	-	-	-		-	-	-	-	-	-	115.9%	0	0	0	252.0	-	-				
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	115.9%	0	0	0	252.0	-	-				
1/1	Dereham Road (WB) Left Ahead	U	A		1	27	-	683	1915	596	114.6%	-	-	-	57.3	302.2	66.5				
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	27:10	-	828	2055:2095	720	114.9%	-	-	-	72.0	312.9	79.6				
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	9	-	313	2065:1995	270	115.9%	-	-	-	29.5	339.7	32.6				
3/1	Dereham Road (EB) Ahead Left	U	B		1	23	-	504	1895	505	99.7%	-	-	-	15.5	110.8	23.4				
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	23:10	-	640	2070:2005	635	100.7%	-	-	-	20.0	112.7	28.2				
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	16	-	666	2055:1945	576	115.5%	-	-	-	57.6	311.4	62.9				
Ped Link: P1	Unnamed Ped Link	-	H		1	13	-	0	-	0	0.0%	-	-	-	-	-	-				
Ped Link: P2	Unnamed Ped Link	-	I		1	62	-	0	-	0	0.0%	-	-	-	-	-	-				
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-				
Ped Link: P4	Unnamed Ped Link	-	G		1	51	-	0	-	0	0.0%	-	-	-	-	-	-				
C1		PRC for Signalled Lanes (%):		-28.8		Total Delay for Signalled Lanes (pcuHr):		251.98		Cycle Time (s):		90		PRC Over All Lanes (%):		-28.8		Total Delay Over All Lanes (pcuHr):		251.98	

Basic Results Summary
Scenario 8: '2039DM PM' (FG8: '2039DM PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

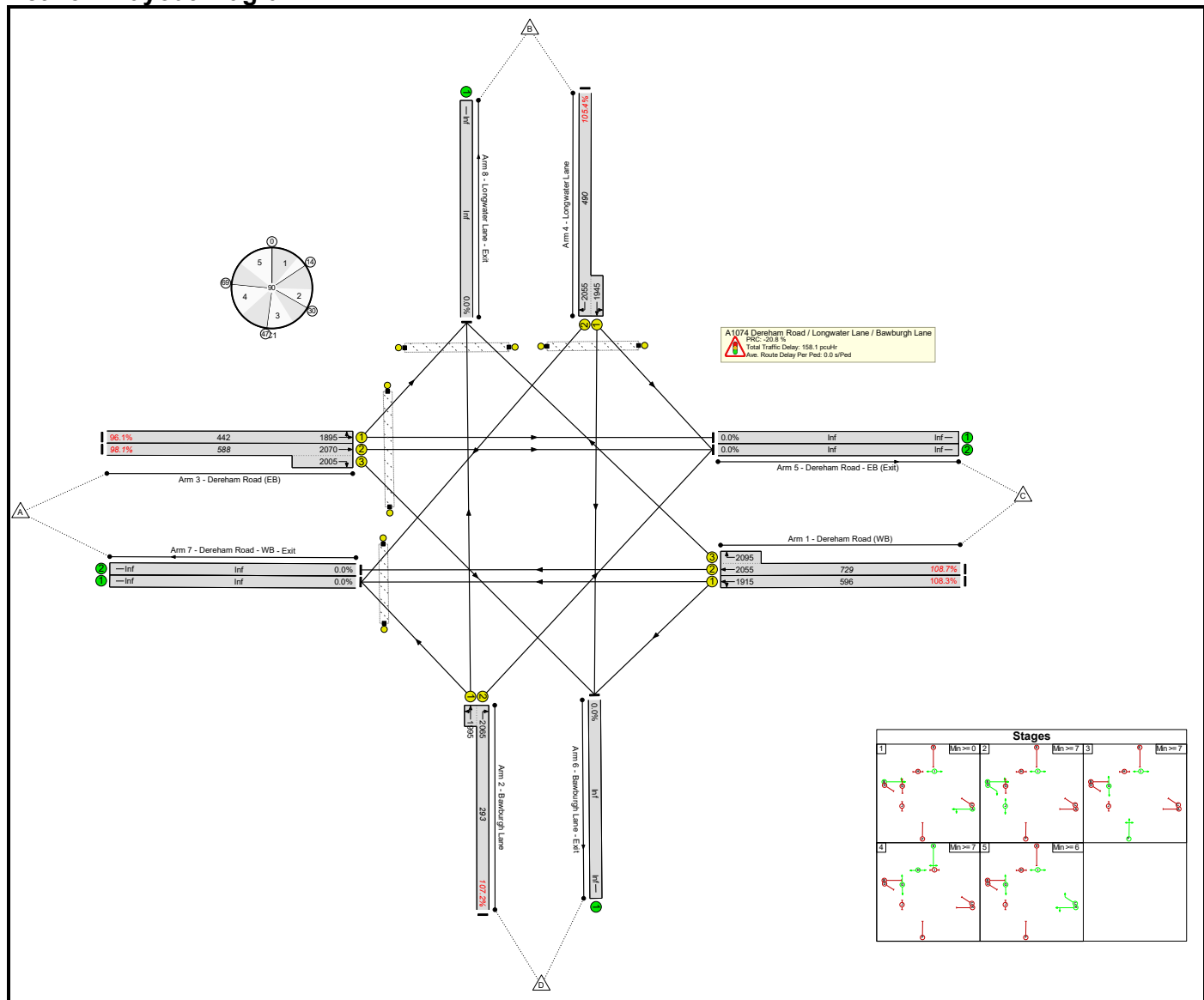
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	111.5%	0	0	0	198.8	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	111.5%	0	0	0	198.8	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	26	-	636	1915	574	110.7%	-	-	-	43.8	248.2	52.7
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	26:12	-	773	2055:2095	696	111.1%	-	-	-	55.2	257.1	62.7
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	13	-	432	2065:1995	387	111.5%	-	-	-	32.3	269.2	36.8
3/1	Dereham Road (EB) Ahead Left	U	B		1	20	-	428	1895	442	96.8%	-	-	-	11.5	96.3	18.0
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	20:10	-	562	2070:2005	571	98.4%	-	-	-	15.2	97.7	21.8
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	13	-	561	2055:1945	503	111.5%	-	-	-	40.7	261.3	44.4
Ped Link: P1	Unnamed Ped Link	-	H		1	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	65	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	54	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-23.9		Total Delay for Signalled Lanes (pcuHr):		198.77		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-23.9		Total Delay Over All Lanes (pcuHr):		198.77								

Basic Results Summary

Scenario 9: '2039DS AM' (FG9: '2039DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

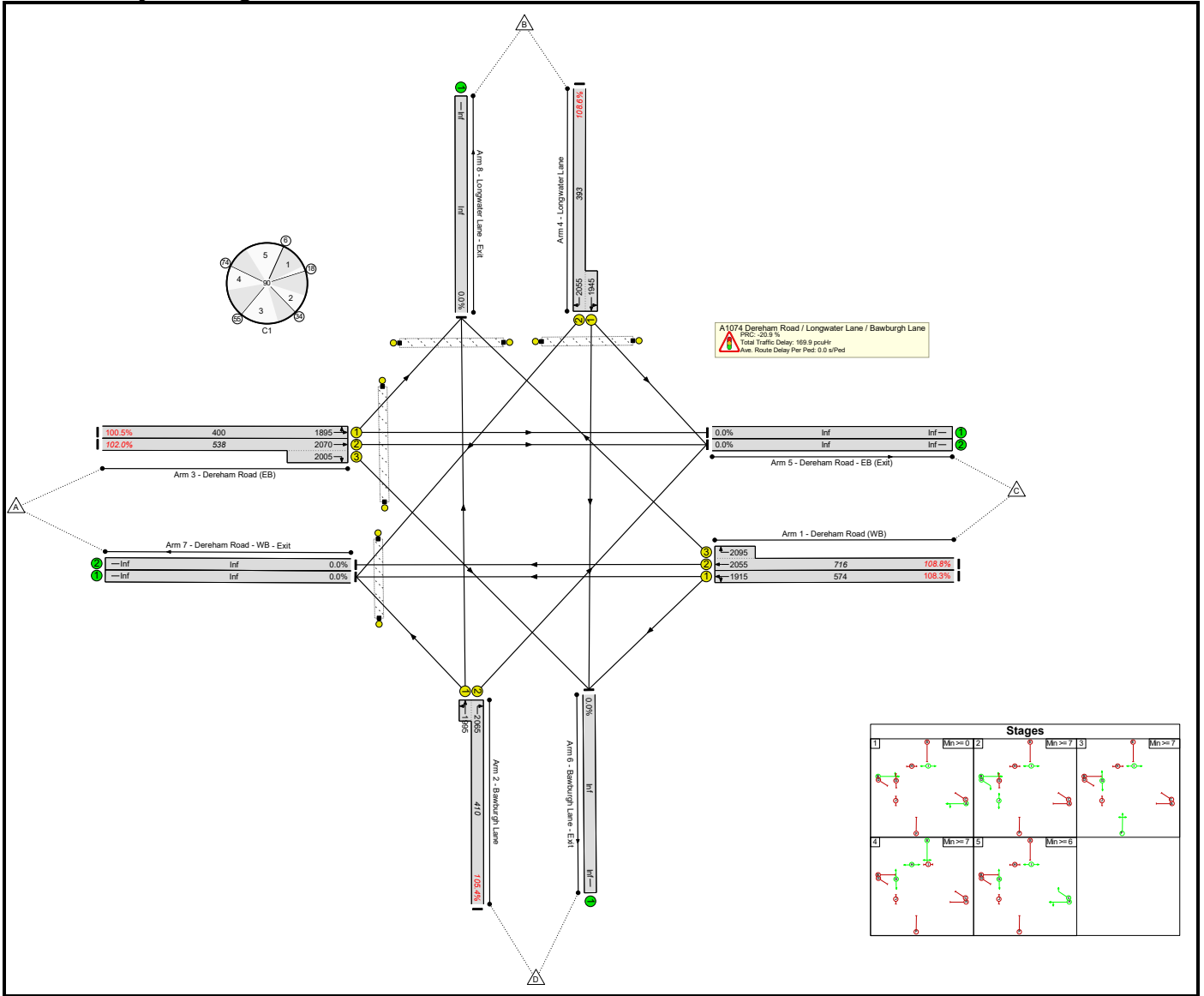
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.7%	0	0	0	158.1	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	108.7%	0	0	0	158.1	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	27	-	645	1915	596	108.3%	-	-	-	38.0	211.9	47.3
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	27:13	-	792	2055:2095	729	108.7%	-	-	-	48.8	221.6	57.0
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	10	-	314	2065:1995	293	107.2%	-	-	-	19.6	224.9	23.0
3/1	Dereham Road (EB) Ahead Left	U	B		1	20	-	425	1895	442	96.1%	-	-	-	10.9	92.3	17.3
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	20:10	-	577	2070:2005	588	98.1%	-	-	-	15.1	94.5	21.5
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	15	-	516	2055:1945	490	105.4%	-	-	-	25.7	179.2	30.3
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	63	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	54	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-20.8		Total Delay for Signalled Lanes (pcuHr):		158.06		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-20.8		Total Delay Over All Lanes (pcuHr):		158.06								

Basic Results Summary

Scenario 10: '2039DS PM' (FG10: '2039DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

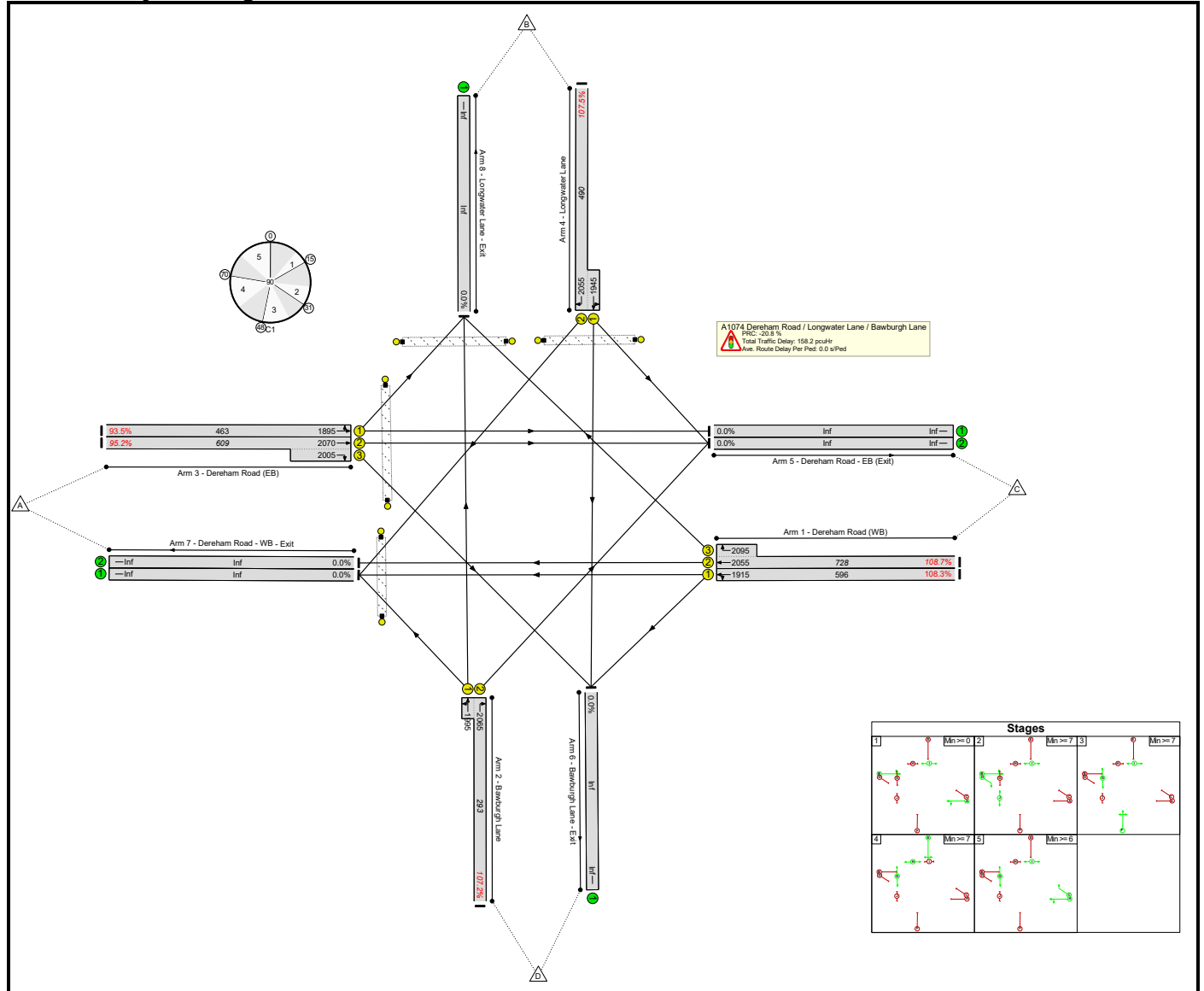
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.8%	0	0	0	169.9	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	108.8%	0	0	0	169.9	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	26	-	622	1915	574	108.3%	-	-	-	36.8	213.1	45.8
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	26:14	-	779	2055:2095	716	108.8%	-	-	-	48.2	222.7	56.1
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	14	-	432	2065:1995	410	105.4%	-	-	-	22.3	185.7	27.1
3/1	Dereham Road (EB) Ahead Left	U	B		1	18	-	402	1895	400	100.5%	-	-	-	14.6	130.5	20.6
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	18:10	-	549	2070:2005	538	102.0%	-	-	-	20.7	135.5	26.6
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	12	-	427	2055:1945	393	108.6%	-	-	-	27.3	230.5	31.1
Ped Link: P1	Unnamed Ped Link	-	H		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	66	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-20.9		Total Delay for Signalled Lanes (pcuHr):		169.86		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-20.9		Total Delay Over All Lanes (pcuHr):		169.86								

Basic Results Summary

Scenario 11: '2039DS_Mitigation AM' (FG11: '2039DS_Mitigation AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

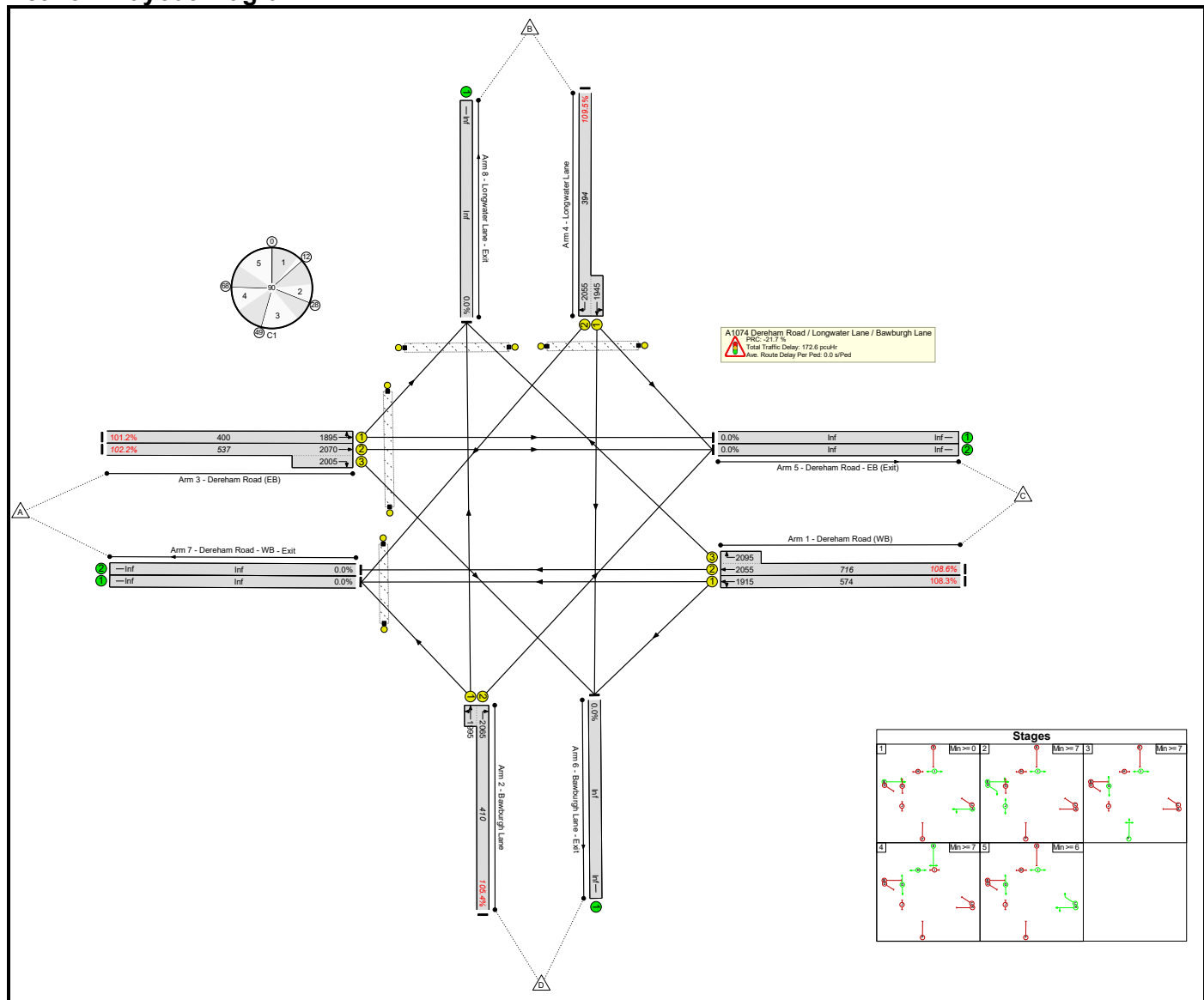
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	108.7%	0	0	0	158.2	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	108.7%	0	0	0	158.2	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	27	-	645	1915	596	108.3%	-	-	-	38.0	211.8	47.3
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	27:12	-	791	2055:2095	728	108.7%	-	-	-	48.8	222.3	56.9
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	10	-	314	2065:1995	293	107.2%	-	-	-	19.6	224.9	23.0
3/1	Dereham Road (EB) Ahead Left	U	B		1	21	-	433	1895	463	93.5%	-	-	-	9.3	77.4	15.9
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	21:10	-	580	2070:2005	609	95.2%	-	-	-	12.2	75.9	18.7
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	15	-	527	2055:1945	490	107.5%	-	-	-	30.3	206.9	35.2
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	63	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	53	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-20.8		Total Delay for Signalled Lanes (pcuHr):		158.23		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-20.8		Total Delay Over All Lanes (pcuHr):		158.23								

Basic Results Summary

Scenario 12: '2039DS_Mitigation PM' (FG12: '2039DS_Mitigation PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	109.5%	0	0	0	172.6	-	-
A1074 Dereham Road / Longwater Lane / Bawburgh Lane	-	-	-		-	-	-	-	-	-	109.5%	0	0	0	172.6	-	-
1/1	Dereham Road (WB) Left Ahead	U	A		1	26	-	622	1915	574	108.3%	-	-	-	36.9	213.6	45.8
1/2+1/3	Dereham Road (WB) Ahead Right	U	A C		1	26:14	-	778	2055:2095	716	108.6%	-	-	-	47.7	220.7	55.5
2/2+2/1	Bawburgh Lane Right Left Ahead	U	F		1	14	-	432	2065:1995	410	105.4%	-	-	-	22.3	186.0	27.1
3/1	Dereham Road (EB) Ahead Left	U	B		1	18	-	405	1895	400	101.2%	-	-	-	15.6	138.5	21.6
3/2+3/3	Dereham Road (EB) Ahead Right	U	B D		1	18:10	-	549	2070:2005	537	102.2%	-	-	-	21.0	137.7	26.9
4/2+4/1	Longwater Lane Left Ahead Right	U	E		1	12	-	432	2055:1945	394	109.5%	-	-	-	29.1	242.5	32.9
Ped Link: P1	Unnamed Ped Link	-	H		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	I		1	66	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-21.7		Total Delay for Signalled Lanes (pcuHr):		172.60		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-21.7		Total Delay Over All Lanes (pcuHr):		172.60								