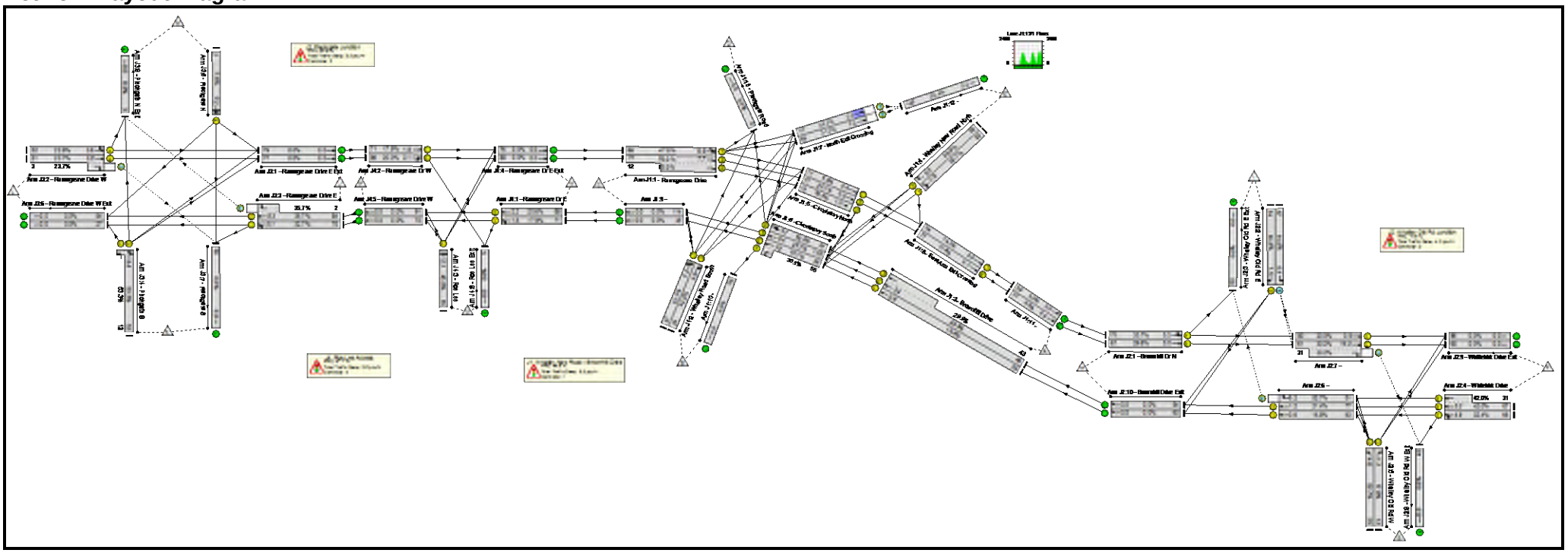
Basic Results Summary

Scenario 7: '2034 DS IP3' (FG19: '2034 Assessment Traffic Flows IP3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.3%**	**172**	**108**	**0**	**11.9**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.3%**	**146**	**0**	**0**	**5.2**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	28	-	68	1975	143	47.5%	-	-	-	0.7	35.2	6.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	28	-	89	2115:1975	144+23	53.3 : 53.3%	-	-	-	0.9	34.7	7.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	15	-	37	1775	71	52.1%	-	-	-	0.5	51.3	4.3
2/2	Whalley Road South Right Right2	U	C1:C		1	15	-	35	1925	77	45.5%	-	-	-	0.5	48.6	3.9
3/1	Brownhill Drive Ahead	U	C1:H		1	42	-	39	1975	212	18.4%	-	-	-	0.2	20.2	2.8
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	42	-	89	1975:1975	154+144	29.9 : 29.9%	-	-	-	0.5	20.0	3.4
4/1	Whalley New Road North Right Left	U	C1:G		1	33	-	82	1831	156	52.7%	-	-	-	0.7	32.6	7.8
4/2	Whalley New Road North Right	U	C1:G		1	33	-	63	2065	176	35.9%	-	-	-	0.5	28.8	5.5
5/1	Circulatory North Ahead	U	C1:E		1	56	-	17	2015	287	5.9%	-	-	-	0.0	7.2	0.4
5/2	Circulatory North Ahead	U	C1:E		1	56	-	77	2155	307	25.1%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	12	1697	34	35.4%	-	-	-	0.1	38.8	1.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	72:83	-	91	2015:1709	120+183	30.1 : 30.1%	-	-	-	0.0	0.5	0.2
6/3	Circulatory South Ahead	U	C1:A		1	72	-	105	2155	393	26.7%	-	-	-	0.1	2.9	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	47	1875	89	52.8%	-	-	-	0.3	21.8	4.7
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	77	1915	231	33.3%	77	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	69	2055	222	31.0%	69	0	0	0.1	3.5	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	59	2015	408	14.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	77	2155	436	17.6%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	146	1800	450	32.4%	-	-	-	0.1	1.5	0.2
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.7%**	**21**	**108**	**0**	**4.0**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	43	-	70	1888	208	33.7%	-	-	-	0.4	21.7	5.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	43	-	67	2055	226	29.6%	-	-	-	0.4	20.9	5.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	47	1658	336	14.0%	21	26	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	14	1851	83	16.8%	-	-	-	0.2	41.2	1.4
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	43	-	65	1821	200	32.4%	-	-	-	0.4	21.6	4.9
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	43	-	98	1915:1915	160+74	42.0 : 42.0%	-	-	-	0.6	21.1	5.2
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	35	1476	66	52.7%	-	-	-	0.5	51.0	4.0
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	13	1701	77	17.0%	-	-	-	0.2	41.8	1.3

Basic Results Summary

6/1	Ahead	U	C2:D		1	69	-	53	1915	335	15.8%	-	-	-	0.0	3.1	0.6
6/2	Ahead	U	C2:D		1	69	-	77	2055	360	21.4%	-	-	-	0.1	3.7	1.2
6/3	Right	O	C2:H		1	21	-	51	1761	97	52.7%	0	51	0	0.9	61.1	6.2
7/1	Ahead	U	C2:C		1	69	-	80	1985	347	23.0%	-	-	-	0.1	3.0	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:21	-	92	2125:1761	184+93	33.2 : 33.2%	0	31	0	0.3	13.4	15.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.3%**	**5**	**0**	**0**	**2.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	45	-	52	1980	228	22.8%	-	-	-	0.3	18.9	3.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	45	-	54	1980:1519	215+13	23.7 : 23.7%	3	0	0	0.3	19.1	3.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	45	-	70	1863	214	32.7%	-	-	-	0.4	20.3	5.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	45	-	86	2105:1717	235+6	35.7 : 35.7%	2	0	0	0.5	20.3	6.3
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	26	-	65	1774:1781	99+23	53.3 : 53.3%	-	-	-	0.7	38.6	6.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	2	1791	36	5.6%	-	-	-	0.0	56.1	0.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	71	1933	396	17.9%	-	-	-	0.1	3.3	1.8
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	88	2080	426	20.6%	-	-	-	0.1	3.3	2.2
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	71	1940	398	17.9%	-	-	-	0.1	3.3	1.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	86	2069	424	20.3%	-	-	-	0.1	3.3	2.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

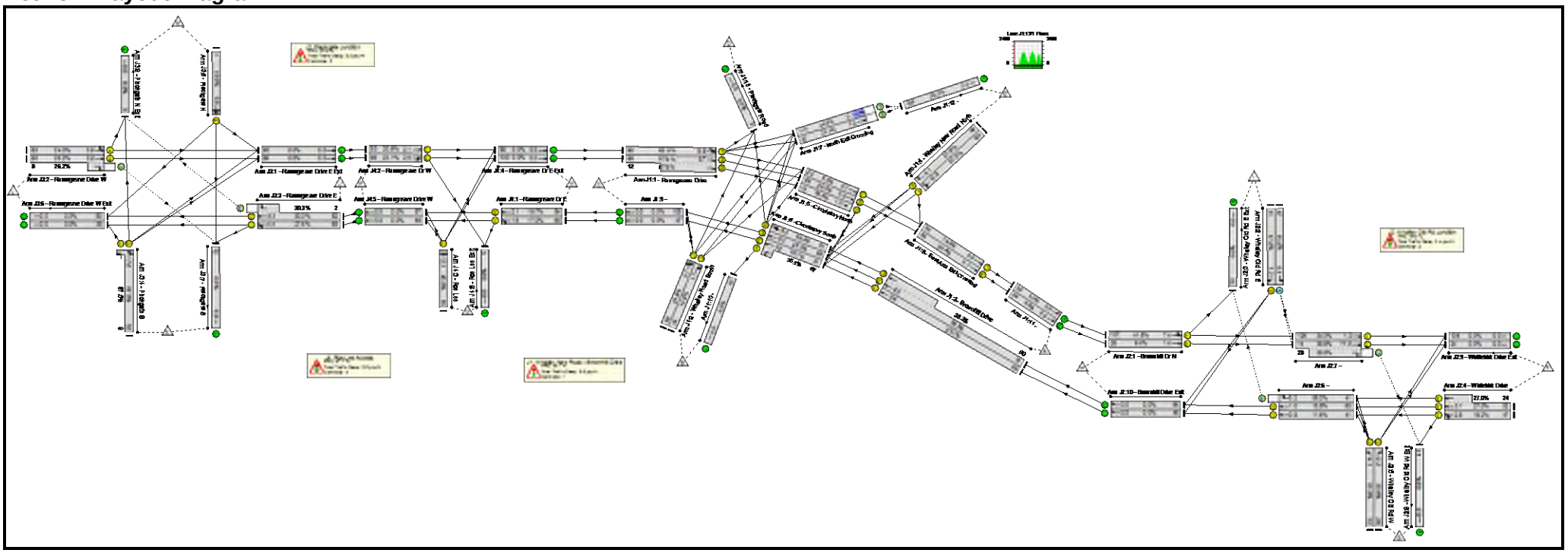
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	68.8	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	170.2	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	410.1	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	70.8	Total Delay for Signalled Lanes (pcuHr):	3.98	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	68.9	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
	PRC Over All Lanes (%):	68.8	Total Delay Over All Lanes(pcuHr):	11.91		

Basic Results Summary

Scenario 8: '2034 DS IP4' (FG20: '2034 Assessment Traffic Flows IP4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.6%**	**194**	**90**	**0**	**12.0**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.6%**	**159**	**0**	**0**	**5.8**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	80	1975	128	62.3%	-	-	-	0.9	41.7	8.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	101	2115:1975	132+18	67.6 : 67.6%	-	-	-	1.2	41.3	9.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	23	-	38	1819	109	34.8%	-	-	-	0.4	37.8	3.7
2/2	Whalley Road South Right Right2	U	C1:C		1	23	-	18	1925	115	15.6%	-	-	-	0.2	34.6	1.7
3/1	Brownhill Drive Ahead	U	C1:H		1	42	-	49	1975	212	23.1%	-	-	-	0.3	20.8	3.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	42	-	111	1975:1975	133+157	38.3 : 38.3%	-	-	-	0.6	20.8	4.6
4/1	Whalley New Road North Right Left	U	C1:G		1	33	-	104	1825	155	67.0%	-	-	-	1.1	36.7	10.8
4/2	Whalley New Road North Right	U	C1:G		1	33	-	49	2065	176	27.9%	-	-	-	0.4	27.6	4.1
5/1	Circulatory North Ahead	U	C1:E		1	56	-	23	2015	287	8.0%	-	-	-	0.1	8.0	0.7
5/2	Circulatory North Ahead	U	C1:E		1	56	-	89	2155	307	29.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	12	1697	34	35.4%	-	-	-	0.1	39.6	1.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	64:83	-	108	2015:1709	117+191	35.1 : 35.1%	-	-	-	0.0	0.7	0.2
6/3	Circulatory South Ahead	U	C1:A		1	64	-	99	2155	350	28.3%	-	-	-	0.2	6.2	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	21	-	61	1867	103	59.4%	-	-	-	0.3	17.1	6.0
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	117	1915	261	44.9%	117	0	0	0.0	0.3	0.1
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	42	2055	180	23.4%	42	0	0	0.0	4.3	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	80	2015	408	19.6%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	89	2155	436	20.4%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	159	1800	450	35.3%	-	-	-	0.1	1.5	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.9%**	**25**	**90**	**0**	**3.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	53	-	107	1897	256	41.8%	-	-	-	0.5	16.7	7.4
1/2	Brownhill Dr N Ahead	U	C2:A		1	53	-	26	2055	277	9.4%	-	-	-	0.1	13.0	1.4
2/1	Whalley Old Rd E Left	O	-		-	-	-	47	1658	314	15.0%	25	22	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	11	1851	65	17.0%	-	-	-	0.1	46.2	1.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	53	-	47	1815	245	19.2%	-	-	-	0.2	14.1	2.8
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	53	-	76	1915:1915	192+89	27.0 : 27.0%	-	-	-	0.3	13.8	3.1
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	32	1476	52	61.9%	-	-	-	0.5	61.8	4.1
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	20	1701	60	33.6%	-	-	-	0.3	50.1	2.2

Basic Results Summary

6/1	Ahead	U	C2:D		1	73	-	41	1915	354	11.6%	-	-	-	0.0	3.6	0.8
6/2	Ahead	U	C2:D		1	73	-	60	2055	380	15.8%	-	-	-	0.1	3.1	1.0
6/3	Right	O	C2:H		1	15	-	41	1761	70	58.2%	0	41	0	0.8	71.7	5.2
7/1	Ahead	U	C2:C		1	73	-	126	1985	367	34.3%	-	-	-	0.1	2.8	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:15	-	42	2125:1761	35+70	39.8 : 39.8%	0	28	0	0.4	31.7	11.5
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**10**	**0**	**0**	**2.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	63	1980	262	24.0%	-	-	-	0.3	14.9	3.9
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	68	1980:1519	229+31	26.2 : 26.2%	8	0	0	0.3	15.4	3.8
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	69	1887	250	27.6%	-	-	-	0.3	15.4	4.4
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	84	2105:1717	271+7	30.3 : 30.3%	2	0	0	0.4	15.5	5.3
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	61	1774:1781	77+13	67.5 : 67.5%	-	-	-	0.9	51.1	7.0
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1844	37	19.0%	-	-	-	0.1	58.0	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	68	1933	396	17.2%	-	-	-	0.1	3.3	1.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	84	2080	426	19.7%	-	-	-	0.1	3.3	2.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	83	1940	398	20.9%	-	-	-	0.1	3.4	2.1
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	98	2070	424	23.1%	-	-	-	0.1	3.4	2.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

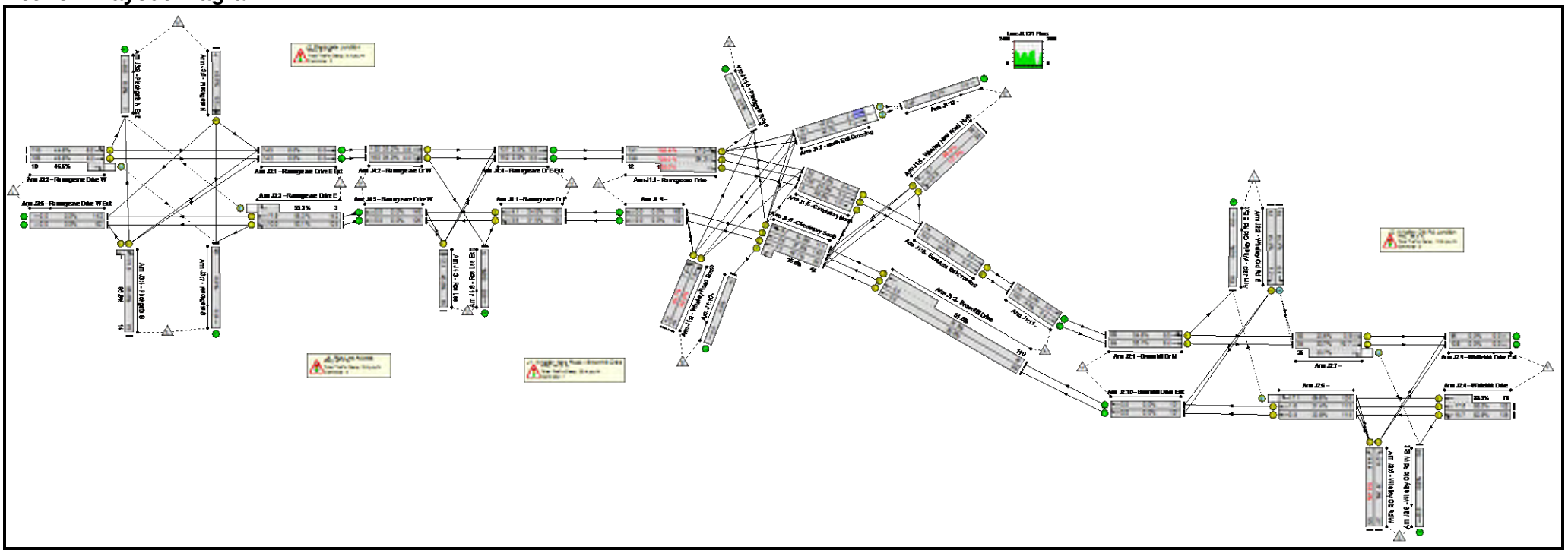
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	33.1	Total Delay for Signalled Lanes (pcuHr):	5.68	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	100.4	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	341.3	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	45.3	Total Delay for Signalled Lanes (pcuHr):	3.41	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	33.4	Total Delay for Signalled Lanes (pcuHr):	2.19	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.60	Cycle Time (s):	100
	PRC Over All Lanes (%):	33.1	Total Delay Over All Lanes(pcuHr):	12.03		

Basic Results Summary

Scenario 9: '2034 DS PM1' (FG21: '2034 Assessment Traffic Flows PM1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**151.4%**	**275**	**197**	**6**	**57.5**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**133.0%**	**243**	**0**	**5**	**33.4**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	19	-	131	1973	99	132.8%	-	-	-	10.3	283.8	47.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	19	-	151	2115:1975	105+9	133.0 : 133.0%	-	-	-	11.9	282.9	54.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	43	1798	45	95.7%	-	-	-	1.2	104.0	7.6
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	45	1925	48	93.5%	-	-	-	1.2	97.9	7.6
3/1	Brownhill Drive Ahead	U	C1:H		1	60	-	99	1975	301	32.9%	-	-	-	0.3	11.7	5.5
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	60	-	191	1975:1975	156+212	51.8 : 51.8%	-	-	-	0.6	12.0	6.6
4/1	Whalley New Road North Right Left	U	C1:G		1	15	-	85	1812	72	117.3%	-	-	-	4.9	208.6	24.8
4/2	Whalley New Road North Right	U	C1:G		1	15	-	80	2065	83	96.9%	-	-	-	1.9	85.3	12.7
5/1	Circulatory North Ahead	U	C1:E		1	74	-	39	2015	378	8.0%	-	-	-	0.0	1.6	0.4
5/2	Circulatory North Ahead	U	C1:E		1	74	-	139	2155	404	25.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	12	1697	34	26.6%	-	-	-	0.1	58.7	1.0

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	143	2015:1709	221+119	42.1 : 35.6%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	160	2155	426	37.6%	-	-	-	0.0	0.6	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	45	-	111	1861	214	51.9%	-	-	-	0.3	9.6	8.7
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	209	1915	243	78.5%	186	0	5	0.1	2.3	2.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	63	2055	126	45.7%	58	0	0	0.1	9.3	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	92	2015	408	18.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	139	2155	436	24.0%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	272	1800	450	55.2%	-	-	-	0.2	2.2	0.6
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**151.4%**	**19**	**197**	**1**	**18.9**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	34	-	89	1864	163	54.6%	-	-	-	0.8	32.1	8.5
1/2	Brownhill Dr N Ahead	U	C2:A		1	34	-	99	2055	180	55.1%	-	-	-	0.9	31.7	9.4
2/1	Whalley Old Rd E Left	O	-		-	-	-	54	1658	343	15.7%	19	35	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	12	1851	79	15.3%	-	-	-	0.1	42.1	1.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	34	-	135	1864	163	82.8%	-	-	-	1.6	43.7	15.7
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	34	-	180	1915:1915	116+88	88.3 : 88.3%	-	-	-	2.2	43.0	17.6
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	95	1476	63	151.4%	-	-	-	9.9	375.0	44.4
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	27	1701	72	37.3%	-	-	-	0.3	46.6	2.9

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	116	1915	340	33.8%	-	-	-	0.1	2.2	0.5
6/2	Ahead	U	C2:D		1	70	-	121	2055	365	31.4%	-	-	-	0.1	3.1	1.6
6/3	Right	O	C2:H		1	31	-	151	1761	141	89.6%	0	126	0	2.4	69.6	17.1
7/1	Ahead	U	C2:C		1	70	-	83	1985	352	23.6%	-	-	-	0.1	2.9	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:31	-	130	2125:1761	279+107	33.7 : 33.7%	0	35	1	0.3	8.9	19.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**13**	**0**	**0**	**4.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	49	-	110	1971	246	44.6%	-	-	-	0.6	19.4	8.2
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	49	-	115	1980:1519	225+21	46.6 : 46.6%	10	0	0	0.7	20.4	8.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	49	-	125	1883	235	53.1%	-	-	-	0.7	21.1	10.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	49	-	145	2105:1717	257+5	55.3 : 55.3%	3	0	0	0.9	21.2	11.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	22	-	89	1776:1781	88+16	85.6 : 85.6%	-	-	-	1.5	59.8	11.5
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	4	1896	38	10.5%	-	-	-	0.1	56.0	0.5
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.9**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	125	1936	397	31.5%	-	-	-	0.1	3.8	3.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	145	2080	426	34.0%	-	-	-	0.2	3.8	4.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	132	1940	398	33.2%	-	-	-	0.1	3.9	3.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	150	2074	425	35.3%	-	-	-	0.2	3.9	4.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

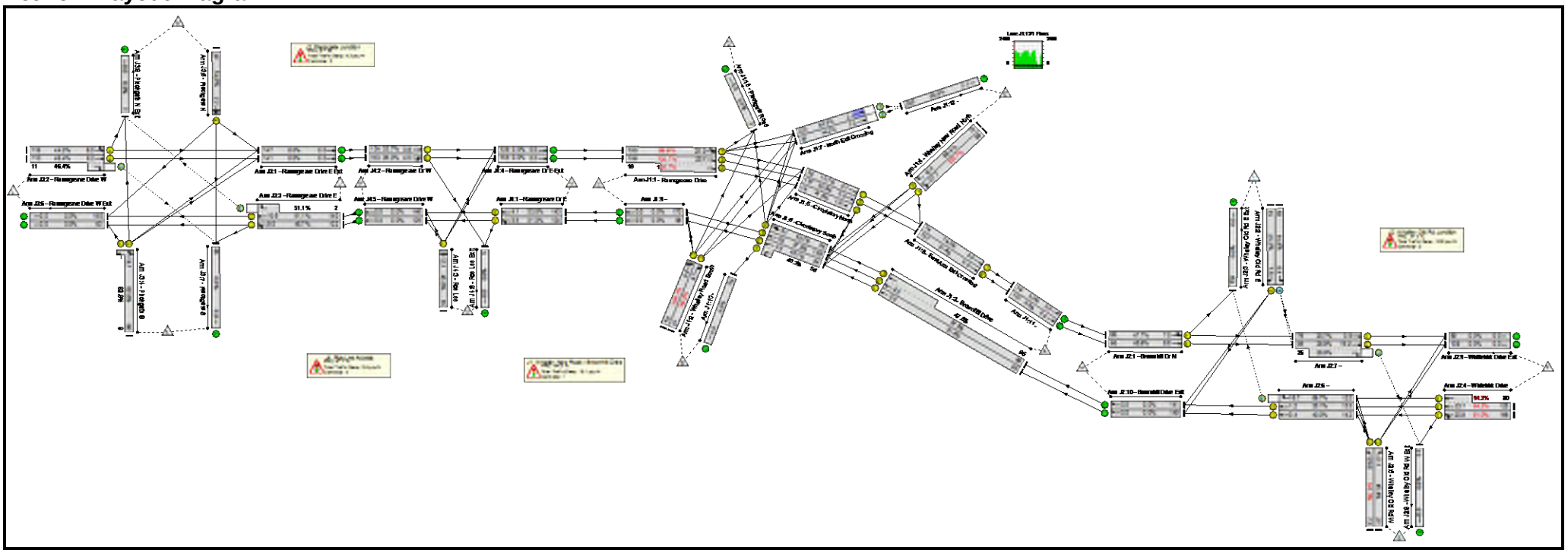
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-47.8	Total Delay for Signalled Lanes (pcuHr):	32.95	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	0.27	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	275.8	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-68.3	Total Delay for Signalled Lanes (pcuHr):	18.84	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	4.37	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s):	100
	PRC Over All Lanes (%):	-68.3	Total Delay Over All Lanes(pcuHr):	57.49		

Basic Results Summary

Scenario 10: '2034 DS PM2' (FG22: '2034 Assessment Traffic Flows PM2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**141.3%**	**290**	**179**	**8**	**39.8**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**120.7%**	**258**	**0**	**7**	**18.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	26	-	133	1975	133	99.8%	-	-	-	2.8	75.0	20.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	26	-	154	2115:1975	137+16	100.7 : 100.7%	-	-	-	3.3	77.1	23.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	49	1780	49	100.1%	-	-	-	1.5	109.4	9.0
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	51	1925	53	96.3%	-	-	-	1.4	99.4	8.7
3/1	Brownhill Drive Ahead	U	C1:H		1	59	-	93	1975	296	31.4%	-	-	-	0.3	12.1	5.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	59	-	181	1975:1975	180+199	47.8 : 47.8%	-	-	-	0.6	12.1	5.6
4/1	Whalley New Road North Right Left	U	C1:G		1	15	-	88	1822	73	120.7%	-	-	-	5.6	229.1	27.7
4/2	Whalley New Road North Right	U	C1:G		1	15	-	73	2065	83	88.4%	-	-	-	1.5	71.9	10.4
5/1	Circulatory North Ahead	U	C1:E		1	74	-	38	2015	378	10.1%	-	-	-	0.0	2.0	0.7
5/2	Circulatory North Ahead	U	C1:E		1	74	-	138	2155	404	33.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	8	-	16	1697	38	41.6%	-	-	-	0.2	53.4	1.8

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	147	2015:1709	186+140	45.1 : 40.3%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	77	-	159	2155	420	37.8%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	37	-	95	1863	177	53.7%	-	-	-	0.4	14.2	8.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	220	1915	257	85.6%	213	0	7	0.1	1.9	2.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	45	2055	102	44.2%	45	0	0	0.2	13.3	2.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	88	2015	408	19.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	138	2155	436	31.4%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	265	1800	450	58.9%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**141.3%**	**20**	**179**	**0**	**16.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	38	-	86	1849	180	47.7%	-	-	-	0.7	27.6	7.5
1/2	Brownhill Dr N Ahead	U	C2:A		1	38	-	98	2055	200	48.9%	-	-	-	0.7	27.4	8.6
2/1	Whalley Old Rd E Left	O	-		-	-	-	50	1658	338	14.8%	20	31	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	15	1851	65	23.2%	-	-	-	0.2	47.2	1.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	38	-	166	1870	182	91.0%	-	-	-	2.2	48.1	20.9
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	38	-	205	1915:1915	133+85	94.3 : 94.3%	-	-	-	2.7	47.7	23.1
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	73	1476	52	141.3%	-	-	-	6.7	332.6	29.8
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	27	1701	60	45.4%	-	-	-	0.4	53.0	3.1

Basic Results Summary

6/1	Ahead	U	C2:D		1	73	-	142	1915	354	40.0%	-	-	-	0.1	2.2	0.4
6/2	Ahead	U	C2:D		1	73	-	137	2055	380	35.1%	-	-	-	0.1	2.5	1.2
6/3	Right	O	C2:H		1	30	-	140	1761	136	89.7%	0	122	0	2.4	70.5	16.7
7/1	Ahead	U	C2:C		1	73	-	76	1985	367	20.7%	-	-	-	0.1	2.8	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:30	-	121	2125:1761	318+87	29.9 : 29.9%	0	26	0	0.2	7.3	18.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**	**13**	**0**	**0**	**4.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	116	1980	262	44.2%	-	-	-	0.6	17.5	8.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	121	1980:1519	237+24	46.4 : 46.4%	11	0	0	0.6	18.4	8.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	122	1889	250	48.7%	-	-	-	0.6	18.4	9.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	142	2105:1717	274+4	51.1 : 51.1%	2	0	0	0.7	18.5	10.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	75	1787:1781	80+11	82.8 : 82.8%	-	-	-	1.3	61.3	9.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	20	1853	37	54.0%	-	-	-	0.4	69.0	2.7
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.9**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	124	1936	397	31.2%	-	-	-	0.1	3.8	3.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	143	2080	426	33.5%	-	-	-	0.2	3.8	4.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	134	1940	398	33.7%	-	-	-	0.1	3.9	3.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	153	2074	425	36.0%	-	-	-	0.2	4.0	4.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

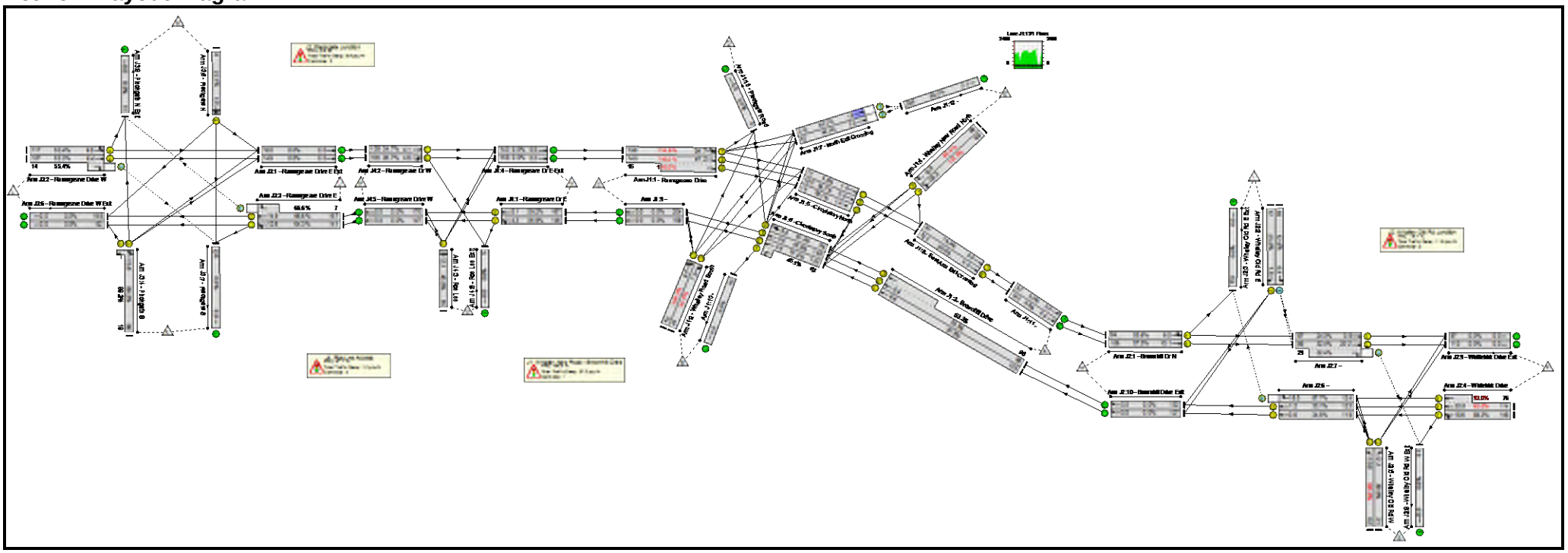
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-34.2	Total Delay for Signalled Lanes (pcuHr):	17.63	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	186.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-57.0	Total Delay for Signalled Lanes (pcuHr):	16.55	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	4.20	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s):	100
	PRC Over All Lanes (%):	-57.0	Total Delay Over All Lanes(pcuHr):	39.76		

Basic Results Summary

Scenario 11: '2034 DS PM3' (FG23: '2034 Assessment Traffic Flows PM3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**116.0%**	**286**	**180**	**17**	**45.5**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**116.0%**	**255**	**0**	**11**	**27.0**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	23	-	136	1973	118	114.9%	-	-	-	6.7	178.3	34.7
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	23	-	158	2115:1975	123+13	116.0 : 116.0%	-	-	-	8.0	182.8	41.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	45	1797	45	100.2%	-	-	-	1.4	113.2	8.4
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	44	1925	48	91.4%	-	-	-	1.2	94.5	7.3
3/1	Brownhill Drive Ahead	U	C1:H		1	55	-	103	1975	276	37.3%	-	-	-	0.4	14.8	6.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	55	-	196	1975:1975	184+184	53.3 : 53.3%	-	-	-	0.8	14.7	6.4
4/1	Whalley New Road North Right Left	U	C1:G		1	20	-	109	1829	96	113.5%	-	-	-	5.4	177.5	28.3
4/2	Whalley New Road North Right	U	C1:G		1	20	-	98	2065	108	90.4%	-	-	-	1.8	66.0	13.6
5/1	Circulatory North Ahead	U	C1:E		1	69	-	18	2015	353	4.8%	-	-	-	0.0	9.4	1.0
5/2	Circulatory North Ahead	U	C1:E		1	69	-	143	2155	377	32.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	15	1697	34	38.1%	-	-	-	0.2	51.1	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	170	2015:1709	196+137	51.2 : 45.1%	-	-	-	0.0	0.6	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	195	2155	426	45.8%	-	-	-	0.0	0.7	4.8
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	36	-	99	1866	173	57.4%	-	-	-	0.4	13.4	8.8
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	227	1915	251	85.0%	202	0	11	0.2	2.8	1.9
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	55	2055	113	46.4%	52	0	0	0.3	17.4	2.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	75	2015	408	16.4%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	143	2155	436	28.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	282	1800	450	59.0%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.0%**	**16**	**180**	**0**	**11.9**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	35	-	94	1867	168	55.9%	-	-	-	0.8	31.6	9.0
1/2	Brownhill Dr N Ahead	U	C2:A		1	35	-	106	2055	185	57.3%	-	-	-	0.9	31.4	10.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	44	1658	342	12.9%	16	28	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	15	-	17	1851	74	23.0%	-	-	-	0.2	44.5	1.8
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	35	-	148	1841	166	89.3%	-	-	-	2.0	49.0	18.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	35	-	190	1915:1915	123+82	93.0 : 93.0%	-	-	-	2.5	48.3	20.9
5/1	Whalley Old Rd W Left	U	C2:F		1	15	-	62	1476	59	105.0%	-	-	-	2.3	132.9	13.0
5/2	Whalley Old Rd W Right	U	C2:F		1	15	-	21	1701	68	30.9%	-	-	-	0.3	46.6	2.3

Basic Results Summary

6/1	Ahead	U	C2:D		1	71	-	119	1915	345	34.5%	-	-	-	0.1	2.2	0.6
6/2	Ahead	U	C2:D		1	71	-	123	2055	370	33.1%	-	-	-	0.1	2.6	1.2
6/3	Right	O	C2:H		1	31	-	126	1761	141	87.7%	0	124	0	2.3	67.5	16.5
7/1	Ahead	U	C2:C		1	71	-	87	1985	357	24.3%	-	-	-	0.1	2.7	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	71:31	-	128	2125:1761	306+90	32.4 : 32.4%	0	29	0	0.3	7.3	20.2
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**15**	**0**	**6**	**5.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	46	-	117	1976	232	50.4%	-	-	-	0.7	22.3	9.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	46	-	121	1980:1519	205+25	52.3 : 55.4%	8	0	6	0.8	25.2	9.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	46	-	141	1866	219	64.3%	-	-	-	1.0	25.8	12.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	46	-	164	2105:1717	236+11	66.6 : 66.6%	7	0	0	1.2	25.9	14.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	25	-	105	1778:1781	96+21	89.2 : 89.2%	-	-	-	1.7	59.9	13.8
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1811	36	22.1%	-	-	-	0.1	58.9	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	146	1937	397	36.8%	-	-	-	0.2	4.1	4.3
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	167	2080	426	39.2%	-	-	-	0.2	4.1	5.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	138	1940	398	34.7%	-	-	-	0.2	4.0	4.1
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	156	2074	425	36.7%	-	-	-	0.2	4.0	4.6
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

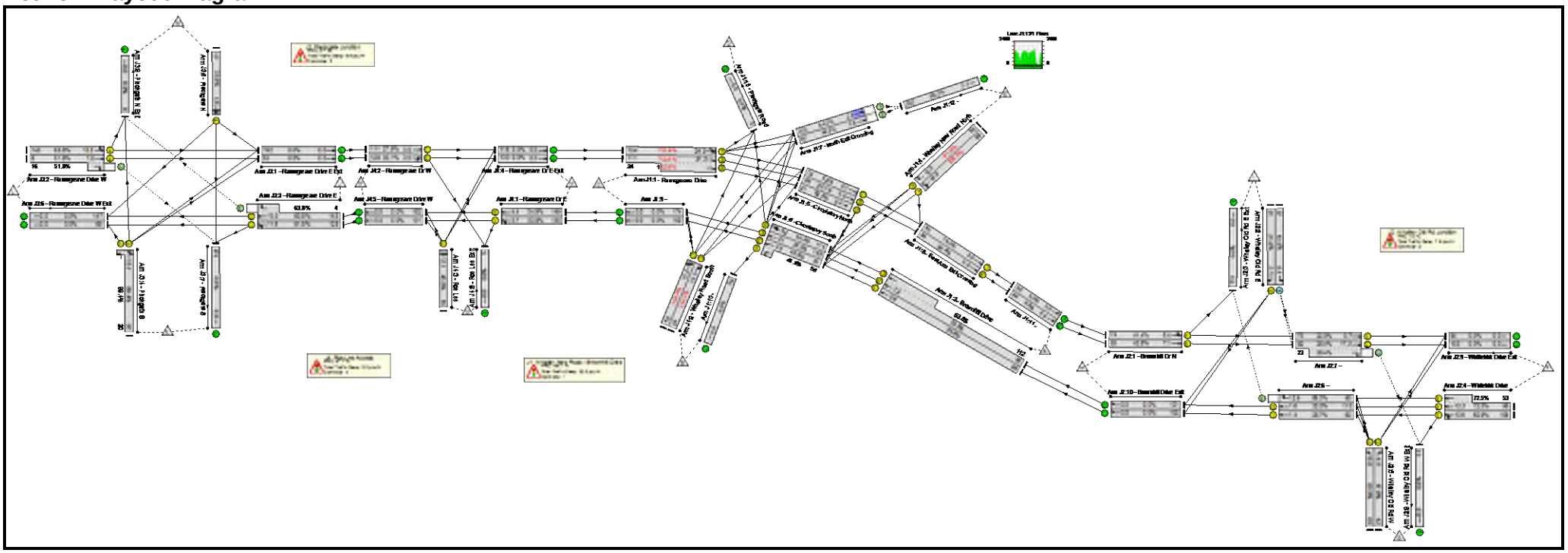
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-28.9	Total Delay for Signalled Lanes (pcuHr):	26.38	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	218.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-16.7	Total Delay for Signalled Lanes (pcuHr):	11.89	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	5.64	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	100
	PRC Over All Lanes (%):	-28.9	Total Delay Over All Lanes(pcuHr):	45.50		

Basic Results Summary

Scenario 12: '2034 DS PM4' (FG24: '2034 Assessment Traffic Flows PM4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**112.6%**	**283**	**141**	**13**	**37.6**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**112.6%**	**251**	**0**	**11**	**23.3**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	18	-	104	1975	94	110.9%	-	-	-	4.6	159.6	24.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	18	-	135	2115:1975	99+21	112.6 : 112.6%	-	-	-	6.2	165.6	31.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	49	1775	44	110.4%	-	-	-	2.4	173.3	12.3
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	53	1925	48	110.1%	-	-	-	2.5	169.2	13.1
3/1	Brownhill Drive Ahead	U	C1:H		1	58	-	98	1975	291	33.6%	-	-	-	0.3	12.8	5.8
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	58	-	192	1975:1975	149+208	53.8 : 53.8%	-	-	-	0.7	13.2	7.2
4/1	Whalley New Road North Right Left	U	C1:G		1	17	-	88	1806	81	108.3%	-	-	-	3.6	147.9	19.9
4/2	Whalley New Road North Right	U	C1:G		1	17	-	85	2065	93	91.5%	-	-	-	1.7	72.4	12.3
5/1	Circulatory North Ahead	U	C1:E		1	72	-	13	2015	368	3.2%	-	-	-	0.0	7.5	0.7
5/2	Circulatory North Ahead	U	C1:E		1	72	-	111	2155	393	25.1%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	24	1697	34	62.8%	-	-	-	0.3	57.9	2.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	152	2015:1709	200+134	45.6 : 41.9%	-	-	-	0.0	0.6	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	163	2155	426	38.3%	-	-	-	0.0	0.6	3.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	44	-	114	1863	210	54.4%	-	-	-	0.3	9.6	9.2
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	212	1915	241	84.0%	191	0	11	0.2	3.4	2.6
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	66	2055	123	48.5%	60	0	0	0.2	11.7	0.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	71	2015	408	16.0%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	111	2155	436	22.6%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	278	1800	450	58.2%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**14**	**141**	**0**	**7.9**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	37	-	74	1881	179	41.4%	-	-	-	0.6	27.1	6.4
1/2	Brownhill Dr N Ahead	U	C2:A		1	37	-	83	2055	195	42.5%	-	-	-	0.6	26.9	7.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	37	1658	341	10.9%	14	23	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	20	-	21	1851	97	21.6%	-	-	-	0.2	38.6	2.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	37	-	109	1823	173	62.9%	-	-	-	1.0	32.1	10.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	37	-	151	1915:1915	135+73	72.5 : 72.5%	-	-	-	1.3	31.9	12.3
5/1	Whalley Old Rd W Left	U	C2:F		1	20	-	65	1476	77	83.9%	-	-	-	1.2	65.2	8.8
5/2	Whalley Old Rd W Right	U	C2:F		1	20	-	42	1701	89	47.0%	-	-	-	0.5	44.0	4.5

Basic Results Summary

6/1	Ahead	U	C2:D		1	66	-	92	1915	321	28.7%	-	-	-	0.1	3.8	1.4
6/2	Ahead	U	C2:D		1	66	-	110	2055	344	32.0%	-	-	-	0.1	3.6	1.6
6/3	Right	O	C2:H		1	24	-	95	1761	110	86.3%	0	95	0	1.9	73.8	12.9
7/1	Ahead	U	C2:C		1	66	-	73	1985	332	22.0%	-	-	-	0.1	2.9	0.7
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	66:24	-	105	2125:1761	288+81	28.4 : 28.4%	0	23	0	0.2	8.2	17.3
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**	**18**	**0**	**2**	**5.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	43	-	143	1977	217	65.8%	-	-	-	1.1	28.0	13.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	43	-	22	1980:1519	12+31	51.8 : 51.8%	14	0	2	0.3	54.6	1.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	43	-	128	1882	207	61.8%	-	-	-	1.0	27.1	11.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	43	-	147	2105:1717	224+6	63.8 : 63.8%	4	0	0	1.1	27.3	13.3
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	28	-	117	1777:1781	108+22	89.4 : 89.4%	-	-	-	1.8	56.6	15.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	13	1825	37	35.6%	-	-	-	0.2	62.3	1.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.8**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	130	1936	397	32.8%	-	-	-	0.1	3.9	3.7
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	149	2080	426	34.9%	-	-	-	0.2	3.9	4.4
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	111	1940	398	27.9%	-	-	-	0.1	3.7	3.0
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	128	2073	425	30.1%	-	-	-	0.1	3.7	3.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-25.1	Total Delay for Signalled Lanes (pcuHr):	22.78	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	298.4	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	7.86	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	5.59	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.84	Cycle Time (s):	100
	PRC Over All Lanes (%):	-25.1	Total Delay Over All Lanes(pcuHr):	37.64		

Basic Results Summary

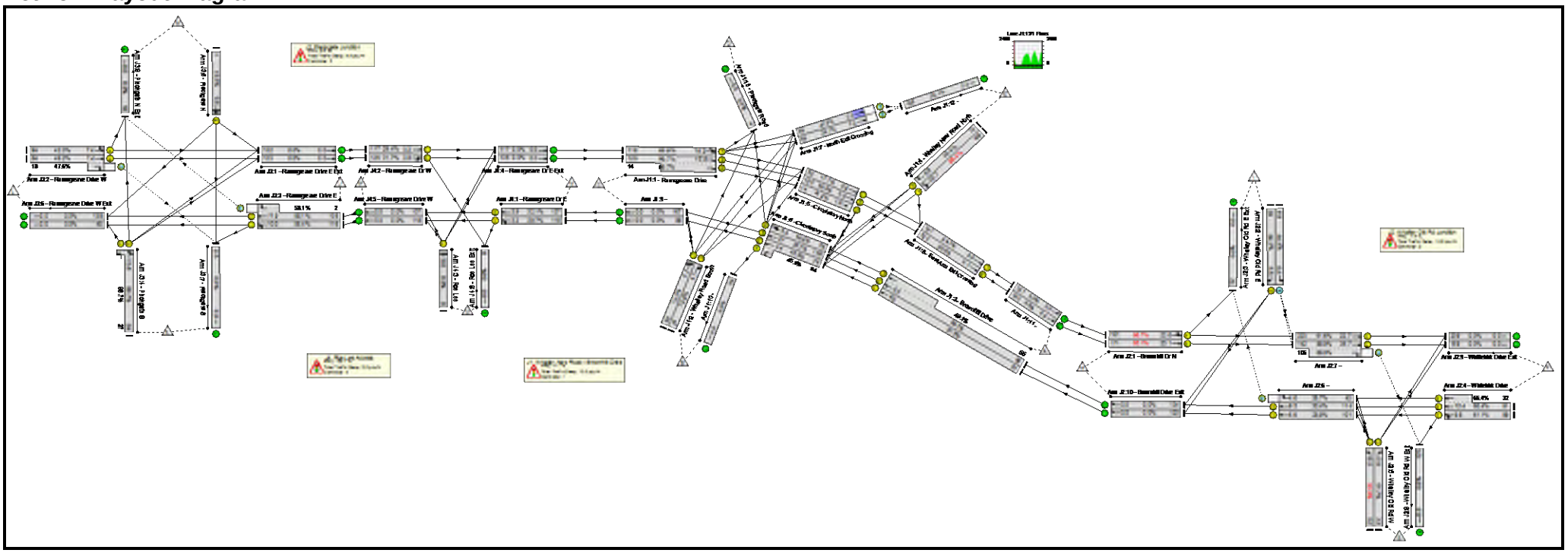
User and Project Details

Project:	**North Blackburn GD3 SOBC**
Title:	**North Blackburn GD3**
Location:	Roe lee, Blackburn
File name:	Network DS ST2 low growth.lsg3x
Author:	
Company:	Capita
Address:	Manchester

Basic Results Summary

Scenario 1: '2019 DS AM1' (FG1: '2019 Assessment Traffic Flows AM 1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**96.7%**	**231**	**243**	**2**	**28.1**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**96.4%**	**158**	**0**	**0**	**10.0**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	27	-	116	1975	138	83.9%	-	-	-	1.6	50.8	14.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	27	-	137	2115:1975	142+16	86.7 : 86.7%	-	-	-	1.9	50.4	15.8
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	30	1709	43	70.2%	-	-	-	0.6	74.1	4.2
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	34	1925	48	70.6%	-	-	-	0.7	71.3	4.7
3/1	Brownhill Drive Ahead	U	C1:H		1	43	-	81	1975	217	37.3%	-	-	-	0.5	22.0	6.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	43	-	137	1975:1975	167+112	49.1 : 49.1%	-	-	-	0.8	21.5	6.6
4/1	Whalley New Road North Right Left	U	C1:G		1	32	-	146	1836	151	96.4%	-	-	-	2.5	62.7	20.7
4/2	Whalley New Road North Right	U	C1:G		1	32	-	74	2065	170	43.4%	-	-	-	0.6	30.8	6.8
5/1	Circulatory North Ahead	U	C1:E		1	57	-	50	2015	292	17.1%	-	-	-	0.0	1.2	0.2
5/2	Circulatory North Ahead	U	C1:E		1	57	-	123	2155	312	39.4%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.1	38.5	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	170	2015:1709	166+205	45.9 : 45.9%	-	-	-	0.0	0.5	0.4
6/3	Circulatory South Ahead	U	C1:A		1	78	-	156	2155	426	36.7%	-	-	-	0.0	0.7	3.7
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	20	-	55	1865	98	56.2%	-	-	-	0.3	17.7	5.4
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	99	1915	242	40.9%	99	0	0	0.0	0.1	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	59	2055	198	29.7%	59	0	0	0.1	3.6	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	121	2015	408	29.7%	-	-	-	0.0	0.1	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	123	2155	436	28.2%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	158	1800	450	35.1%	-	-	-	0.1	1.5	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**	**53**	**243**	**2**	**12.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	34	-	161	1903	167	96.7%	-	-	-	2.7	60.5	22.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	34	-	171	2055	180	95.1%	-	-	-	2.7	56.4	23.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	151	1658	339	44.5%	53	98	0	0.1	2.4	0.4
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	39	1851	69	56.2%	-	-	-	0.6	53.7	4.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	34	-	99	1851	162	61.1%	-	-	-	0.9	33.9	9.8
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	34	-	123	1915:1915	137+48	66.4 : 66.4%	-	-	-	1.1	32.9	10.4
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	52	1476	55	93.9%	-	-	-	1.3	91.6	8.5
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	33	1701	64	51.7%	-	-	-	0.5	53.3	3.9

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	101	1915	349	28.9%	-	-	-	0.1	4.7	5.6
6/2	Ahead	U	C2:D		1	72	-	114	2055	375	30.4%	-	-	-	0.2	4.9	9.5
6/3	Right	O	C2:H		1	33	-	40	1761	150	26.7%	0	40	0	0.4	39.7	4.6
7/1	Ahead	U	C2:C		1	72	-	223	1985	362	61.6%	-	-	-	0.4	6.4	22.7
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:33	-	248	2125:1761	160+119	88.9 : 88.9%	0	104	2	1.7	25.4	35.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**20**	**0**	**0**	**4.8**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	94	1975	222	42.3%	-	-	-	0.6	22.2	7.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	102	1980:1519	182+38	46.2 : 47.6%	18	0	0	0.7	25.2	7.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	116	1860	209	55.4%	-	-	-	0.8	24.9	10.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	137	2105:1717	232+3	58.1 : 58.1%	2	0	0	1.0	25.0	11.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	111	1789:1781	97+31	86.7 : 86.7%	-	-	-	1.7	54.3	13.8
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1797	36	19.5%	-	-	-	0.1	58.5	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.1%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	118	1940	398	29.7%	-	-	-	0.1	3.7	3.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	137	2080	426	32.1%	-	-	-	0.1	3.8	3.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	117	1940	398	29.4%	-	-	-	0.1	3.7	3.2
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	135	2080	426	31.7%	-	-	-	0.1	3.7	3.8
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

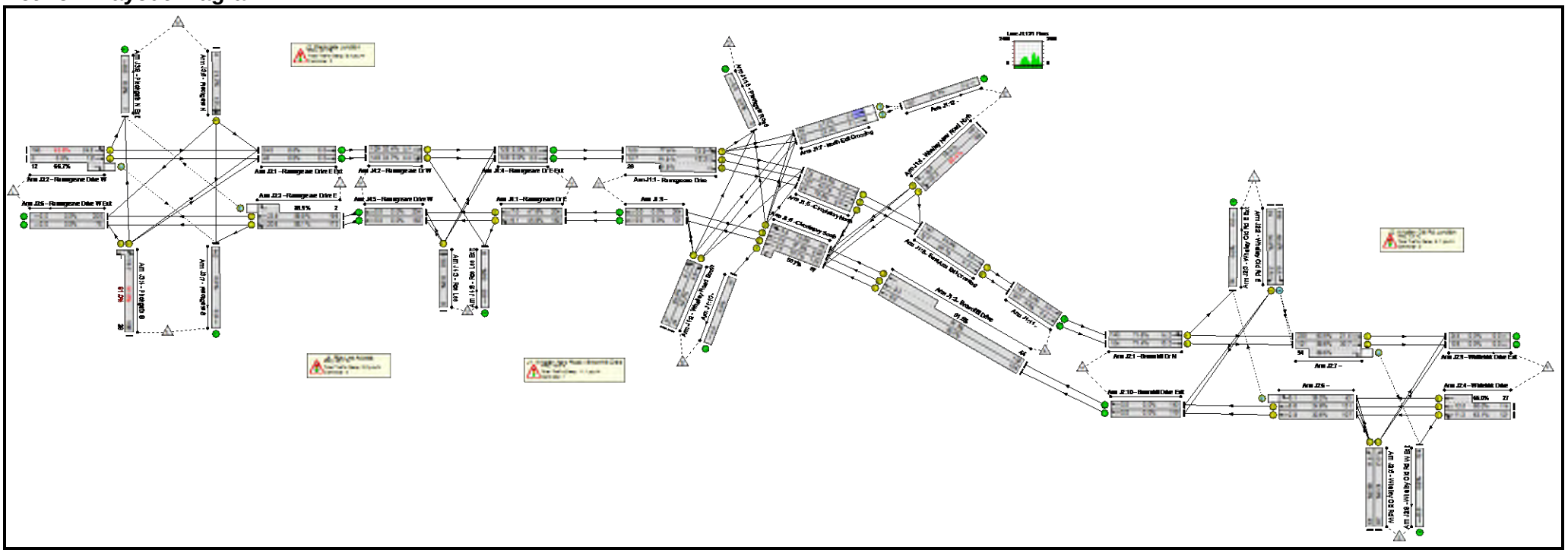
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	9.83	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	119.9	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	203.5	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-7.4	Total Delay for Signalled Lanes (pcuHr):	12.71	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	4.84	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	180.1	Total Delay for Signalled Lanes (pcuHr):	0.53	Cycle Time (s):	100
	PRC Over All Lanes (%):	-7.4	Total Delay Over All Lanes(pcuHr):	28.14		

Basic Results Summary

Scenario 2: '2019 DS AM2' (FG2: '2019 Assessment Traffic Flows AM 2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**92.8%**	**189**	**228**	**13**	**31.0**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**92.4%**	**120**	**0**	**0**	**11.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	31	-	123	1973	158	77.9%	-	-	-	1.5	42.6	13.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	31	-	153	2115:1975	155+32	81.9 : 81.9%	-	-	-	1.8	41.6	15.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	37	1662	42	89.0%	-	-	-	1.0	95.8	6.1
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	28	1925	48	58.2%	-	-	-	0.5	64.0	3.6
3/1	Brownhill Drive Ahead	U	C1:H		1	39	-	104	1975	197	52.7%	-	-	-	0.8	27.6	9.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	39	-	146	1975:1975	166+72	61.5 : 61.5%	-	-	-	1.1	26.6	9.3
4/1	Whalley New Road North Right Left	U	C1:G		1	36	-	155	1814	168	92.4%	-	-	-	2.2	52.2	20.2
4/2	Whalley New Road North Right	U	C1:G		1	36	-	146	2065	191	76.4%	-	-	-	1.5	37.0	15.6
5/1	Circulatory North Ahead	U	C1:E		1	53	-	72	2015	272	26.5%	-	-	-	0.0	2.4	0.6
5/2	Circulatory North Ahead	U	C1:E		1	53	-	127	2155	291	43.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	26	1697	34	76.6%	-	-	-	0.2	34.5	2.9

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	190	2015:1709	203+172	50.7 : 50.7%	-	-	-	0.0	0.5	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	246	2155	426	57.8%	-	-	-	0.0	0.5	4.8
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	12	-	46	1873	61	75.6%	-	-	-	0.3	23.7	4.9
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	68	1915	249	27.3%	68	0	0	0.0	0.0	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	52	2055	232	22.4%	52	0	0	0.0	2.6	0.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	167	2015	408	40.9%	-	-	-	0.0	0.2	0.8
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	127	2155	436	29.1%	-	-	-	0.0	0.3	0.3
12/1		U	-		-	-	-	120	1800	450	26.7%	-	-	-	0.0	1.4	0.2
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**	**67**	**228**	**1**	**9.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	41	-	143	1903	200	71.6%	-	-	-	1.3	31.6	14.2
1/2	Brownhill Dr N Ahead	U	C2:A		1	41	-	154	2055	216	71.4%	-	-	-	1.3	31.0	15.2
2/1	Whalley Old Rd E Left	O	-		-	-	-	159	1658	324	49.0%	67	92	0	0.1	2.7	0.5
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	24	1851	69	34.6%	-	-	-	0.3	47.9	2.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	41	-	121	1827	192	63.1%	-	-	-	1.0	29.1	11.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	41	-	141	1915:1915	173+41	66.0 : 66.0%	-	-	-	1.1	28.1	12.0
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	49	1476	55	88.5%	-	-	-	1.1	83.1	7.6
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	28	1701	64	43.9%	-	-	-	0.4	51.0	3.2
6/1	Ahead	U	C2:D		1	72	-	107	1915	349	30.6%	-	-	-	0.1	3.7	2.9
6/2	Ahead	U	C2:D		1	72	-	131	2055	375	34.9%	-	-	-	0.1	3.6	6.6

Basic Results Summary

6/3	Right	O	C2:H		1	26	-	43	1761	119	36.2%	0	43	0	0.6	50.9	5.1
7/1	Ahead	U	C2:C		1	72	-	230	1985	362	63.5%	-	-	-	0.5	8.0	21.4
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:26	-	215	2125:1761	135+105	89.6 : 89.6%	0	93	1	1.8	29.4	30.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**	**2**	**0**	**12**	**9.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	41	-	193	1980	208	92.8%	-	-	-	2.5	47.0	24.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	41	-	12	1980:1519	0+18	0.0 : 66.7%	0	0	12	0.4	110.9	1.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	41	-	173	1870	196	88.1%	-	-	-	2.0	42.1	20.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	41	-	198	2105:1717	218+2	89.9 : 89.9%	2	0	0	2.4	42.8	23.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	30	-	128	1781:1781	110+31	91.0 : 91.0%	-	-	-	2.0	56.2	16.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1874	37	21.3%	-	-	-	0.1	58.3	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.8%**	**0**	**0**	**0**	**0.8**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	182	1940	398	45.8%	-	-	-	0.2	4.7	6.1
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	204	2080	426	47.8%	-	-	-	0.3	4.7	7.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	129	1940	398	32.4%	-	-	-	0.1	3.9	3.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	148	2080	426	34.7%	-	-	-	0.2	3.9	4.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

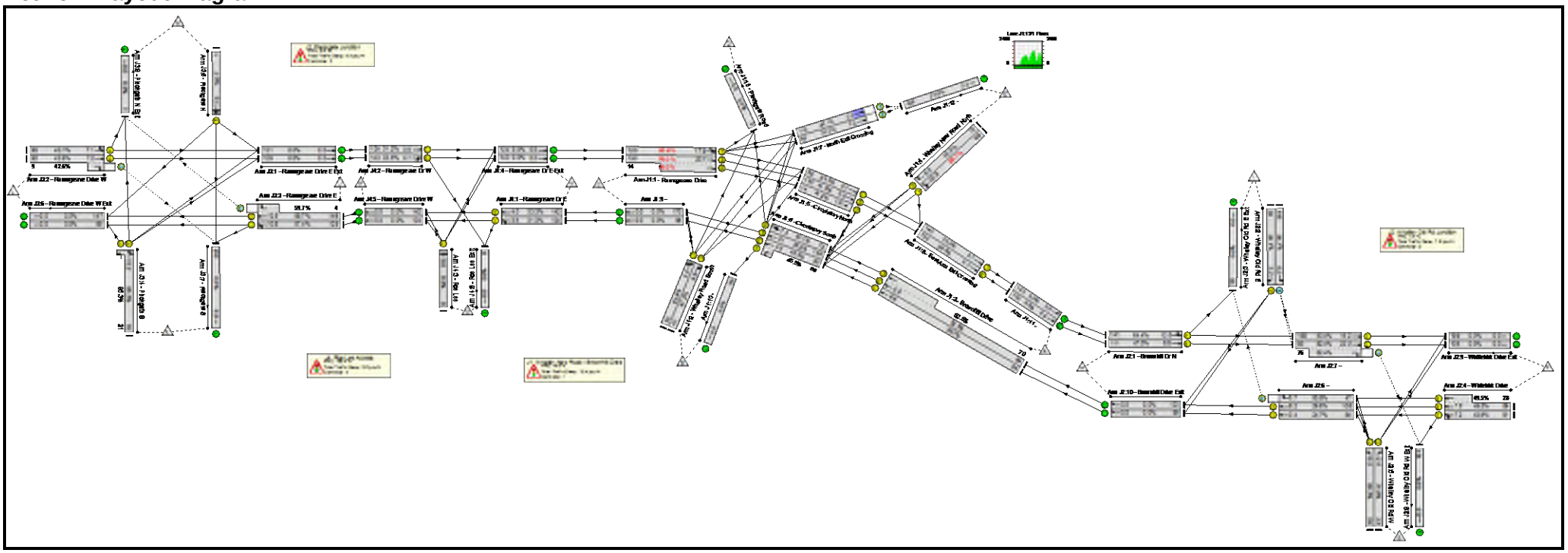
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	11.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	229.8	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	119.9	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	9.63	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	88.1	Total Delay for Signalled Lanes (pcuHr):	0.80	Cycle Time (s):	100
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	31.04		

Basic Results Summary

Scenario 3: '2019 DS AM3' (FG3: '2019 Assessment Traffic Flows AM 3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**235**	**184**	**1**	**25.0**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**169**	**0**	**0**	**12.4**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	123	1975	128	95.8%	-	-	-	2.3	68.4	17.8
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	144	2115:1975	133+14	98.0 : 98.0%	-	-	-	2.8	69.1	20.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	35	1675	42	83.6%	-	-	-	0.9	88.0	5.5
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	42	1925	48	87.3%	-	-	-	1.0	88.4	6.6
3/1	Brownhill Drive Ahead	U	C1:H		1	43	-	84	1975	217	38.7%	-	-	-	0.5	22.3	6.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	43	-	154	1975:1975	160+133	52.5 : 52.5%	-	-	-	0.9	21.8	6.8
4/1	Whalley New Road North Right Left	U	C1:G		1	32	-	146	1831	151	96.7%	-	-	-	2.6	63.2	20.8
4/2	Whalley New Road North Right	U	C1:G		1	32	-	72	2065	170	42.3%	-	-	-	0.6	30.6	6.5
5/1	Circulatory North Ahead	U	C1:E		1	57	-	68	2015	292	23.3%	-	-	-	0.0	2.6	0.7
5/2	Circulatory North Ahead	U	C1:E		1	57	-	130	2155	312	41.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.1	37.8	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	169	2015:1709	176+196	45.5 : 45.5%	-	-	-	0.0	0.5	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	154	2155	426	36.2%	-	-	-	0.0	0.7	3.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	22	-	72	1866	107	67.1%	-	-	-	0.4	17.8	7.3
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	113	1915	245	46.1%	113	0	0	0.0	0.4	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	56	2055	187	30.0%	56	0	0	0.1	3.7	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	143	2015	408	35.0%	-	-	-	0.0	0.1	0.1
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	130	2155	436	29.8%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	169	1800	450	37.6%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**53**	**184**	**1**	**7.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	45	-	141	1903	219	64.4%	-	-	-	1.0	26.4	12.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	45	-	111	2055	236	47.0%	-	-	-	0.7	22.2	8.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	116	1658	316	36.7%	53	63	0	0.1	2.2	0.3
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	30	1851	79	38.1%	-	-	-	0.4	46.0	3.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	45	-	91	1815	209	43.6%	-	-	-	0.6	22.0	7.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	45	-	117	1915:1915	180+57	49.5 : 49.5%	-	-	-	0.7	21.3	7.6
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	56	1476	63	89.3%	-	-	-	1.2	79.5	8.5
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	23	1701	72	31.8%	-	-	-	0.3	45.5	2.5
6/1	Ahead	U	C2:D		1	70	-	84	1915	340	24.7%	-	-	-	0.1	4.8	3.4
6/2	Ahead	U	C2:D		1	70	-	108	2055	365	29.6%	-	-	-	0.1	4.5	8.2

Basic Results Summary

6/3	Right	O	C2:H		1	20	-	47	1761	92	50.8%	0	47	0	0.8	60.8	5.7
7/1	Ahead	U	C2:C		1	70	-	188	1985	352	53.4%	-	-	-	0.3	4.8	15.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:20	-	169	2125:1761	113+92	82.4 : 82.4%	0	75	1	1.3	28.2	22.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**	**13**	**0**	**0**	**4.5**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	47	-	95	1975	237	40.1%	-	-	-	0.5	19.9	7.1
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	47	-	101	1980:1519	216+21	42.6 : 42.6%	9	0	0	0.6	21.2	7.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	47	-	129	1872	225	57.4%	-	-	-	0.8	23.3	10.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	47	-	150	2105:1717	245+7	59.7 : 59.7%	4	0	0	1.0	23.4	12.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	24	-	97	1776:1781	89+25	85.3 : 85.3%	-	-	-	1.5	56.6	12.2
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	1	1752	35	2.9%	-	-	-	0.0	56.0	0.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	124	1940	398	31.2%	-	-	-	0.1	3.8	3.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	142	2080	426	33.3%	-	-	-	0.2	3.8	4.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	124	1940	398	31.2%	-	-	-	0.1	3.8	3.5
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	143	2080	426	33.5%	-	-	-	0.2	3.8	4.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

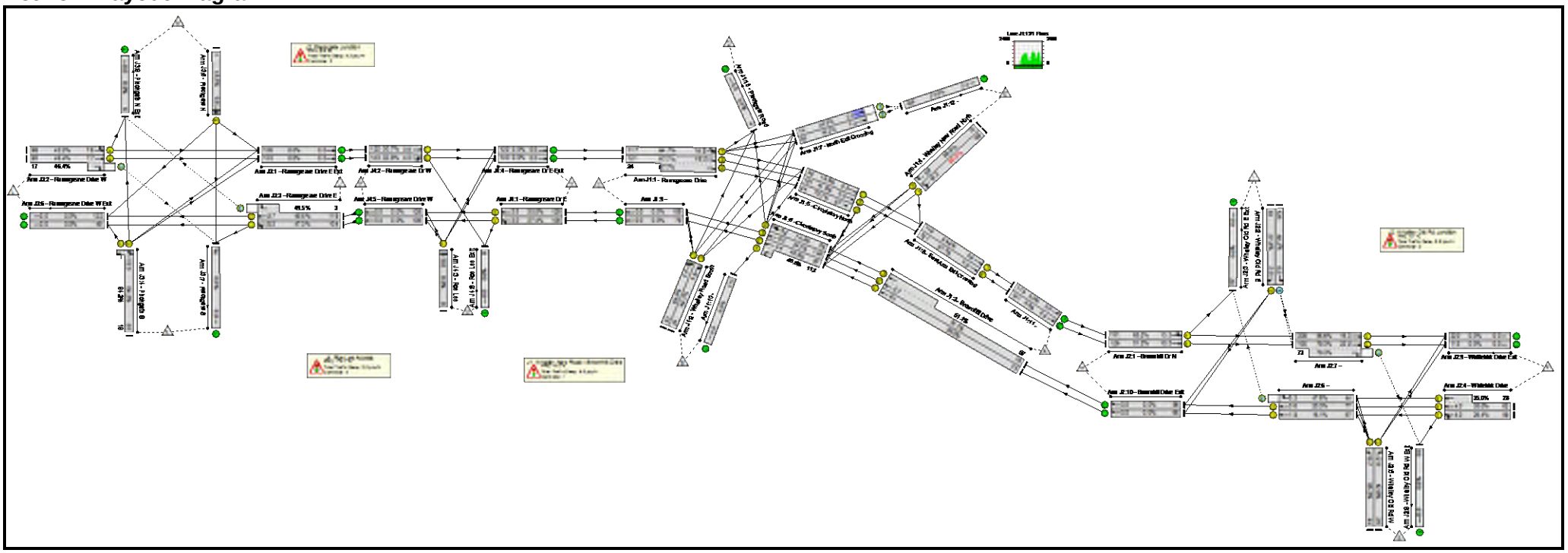
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	12.22	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	95.3	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	156.8	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	7.49	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	4.47	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	168.4	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s):	100
	PRC Over All Lanes (%):	-8.9	Total Delay Over All Lanes(pcuHr):	24.97		

Basic Results Summary

Scenario 4: '2019 DS AM4' (FG4: '2019 Assessment Traffic Flows AM 4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**250**	**179**	**1**	**21.2**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**169**	**0**	**0**	**9.8**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	27	-	117	1973	138	84.7%	-	-	-	1.7	51.5	14.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	27	-	145	2115:1975	138+27	87.7 : 87.7%	-	-	-	2.0	50.2	16.0
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	32	1712	47	68.0%	-	-	-	0.6	69.3	4.4
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	35	1925	53	66.1%	-	-	-	0.6	65.5	4.6
3/1	Brownhill Drive Ahead	U	C1:H		1	39	-	75	1975	197	38.0%	-	-	-	0.5	24.9	6.1
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	39	-	135	1975:1975	153+112	51.1 : 51.1%	-	-	-	0.9	24.4	6.7
4/1	Whalley New Road North Right Left	U	C1:G		1	36	-	153	1837	170	90.0%	-	-	-	2.1	49.0	19.2
4/2	Whalley New Road North Right	U	C1:G		1	36	-	70	2065	191	36.6%	-	-	-	0.5	26.7	5.9
5/1	Circulatory North Ahead	U	C1:E		1	53	-	46	2015	272	16.9%	-	-	-	0.0	2.2	0.3
5/2	Circulatory North Ahead	U	C1:E		1	53	-	121	2155	291	41.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	24	1697	34	70.7%	-	-	-	0.2	35.3	2.7

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	179	2015:1709	137+229	48.8 : 48.8%	-	-	-	0.0	0.4	0.4
6/3	Circulatory South Ahead	U	C1:A		1	77	-	146	2155	420	34.7%	-	-	-	0.0	1.0	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	16	-	59	1867	79	74.4%	-	-	-	0.3	20.4	6.2
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	74	1915	202	36.6%	74	0	0	0.0	0.2	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	95	2055	225	42.2%	95	0	0	0.1	3.8	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	119	2015	408	29.2%	-	-	-	0.0	0.1	0.2
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	121	2155	436	27.7%	-	-	-	0.0	0.2	0.2
12/1		U	-		-	-	-	169	1800	450	37.6%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**	**61**	**179**	**1**	**6.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	48	-	151	1891	232	65.2%	-	-	-	1.0	24.6	13.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	48	-	129	2055	252	51.2%	-	-	-	0.8	21.0	10.3
2/1	Whalley Old Rd E Left	O	-		-	-	-	124	1658	309	40.2%	61	63	0	0.1	2.4	0.3
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	18	1851	65	27.8%	-	-	-	0.2	48.0	2.0
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	48	-	59	1824	223	26.4%	-	-	-	0.3	17.7	4.0
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	48	-	90	1915:1915	177+80	35.0 : 35.0%	-	-	-	0.4	17.3	4.3
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	44	1476	52	85.2%	-	-	-	1.0	81.2	6.7
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	25	1701	60	42.0%	-	-	-	0.4	52.1	2.9
6/1	Ahead	U	C2:D		1	73	-	57	1915	354	16.1%	-	-	-	0.1	4.2	1.8
6/2	Ahead	U	C2:D		1	73	-	77	2055	380	20.3%	-	-	-	0.1	3.8	3.6

Basic Results Summary

6/3	Right	O	C2:H		1	20	-	44	1761	92	47.6%	0	44	0	0.7	61.0	5.3
7/1	Ahead	U	C2:C		1	73	-	208	1985	367	56.6%	-	-	-	0.3	5.2	16.3
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:20	-	173	2125:1761	126+92	79.3 : 79.3%	0	72	1	1.2	25.0	22.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**	**20**	**0**	**0**	**4.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	46	-	98	1975	232	42.2%	-	-	-	0.6	20.9	7.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	46	-	107	1980:1519	194+37	46.4 : 46.4%	17	0	0	0.7	22.6	7.7
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	46	-	104	1873	220	47.3%	-	-	-	0.6	21.9	8.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	46	-	122	2105:1717	240+6	49.5 : 49.5%	3	0	0	0.7	22.0	9.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	25	-	99	1775:1781	96+21	84.2 : 84.2%	-	-	-	1.5	54.5	12.3
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1893	38	18.5%	-	-	-	0.1	57.5	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.8%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	109	1940	398	27.4%	-	-	-	0.1	3.6	3.0
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	128	2080	426	30.0%	-	-	-	0.1	3.7	3.5
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	122	1940	398	30.7%	-	-	-	0.1	3.8	3.5
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	140	2080	426	32.8%	-	-	-	0.1	3.8	4.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

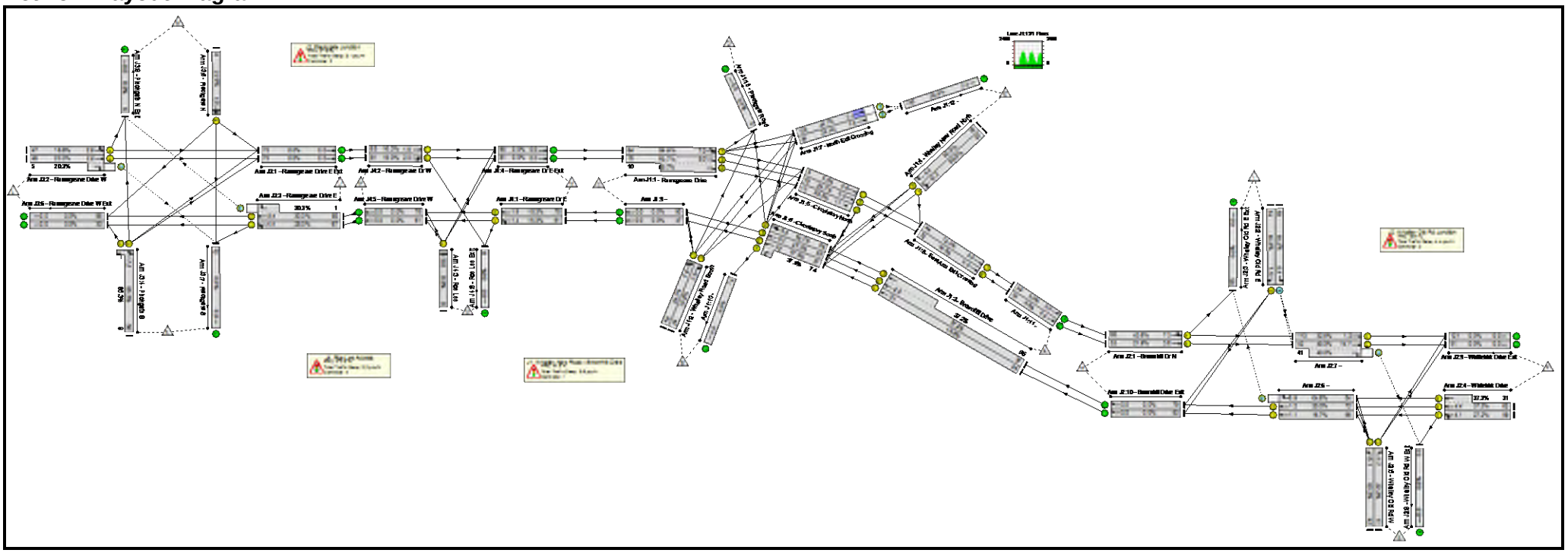
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):	9.64	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	113.3	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	208.6	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	6.50	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	4.23	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	174.1	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s):	100
	PRC Over All Lanes (%):	-0.0	Total Delay Over All Lanes(pcuHr):	21.15		

Basic Results Summary

Scenario 5: '2019 DS IP1' (FG5: '2019 Assessment Traffic Flows IP 1', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**	**209**	**126**	**1**	**12.4**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**	**175**	**0**	**0**	**5.6**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	21	-	64	1975	109	58.9%	-	-	-	0.8	44.7	7.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	21	-	82	2115:1975	113+16	63.7 : 63.7%	-	-	-	1.0	44.0	8.0
2/1	Whalley Road South Right Left Left2	U	C1:C		1	27	-	48	1793	126	38.2%	-	-	-	0.5	34.8	4.6
2/2	Whalley Road South Right Right2	U	C1:C		1	27	-	28	1925	135	20.8%	-	-	-	0.2	31.7	2.5
3/1	Brownhill Drive Ahead	U	C1:H		1	44	-	44	1975	222	19.8%	-	-	-	0.2	19.1	3.1
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	44	-	102	1975:1975	100+175	37.2 : 37.2%	-	-	-	0.6	19.6	4.8
4/1	Whalley New Road North Right Left	U	C1:G		1	31	-	97	1849	148	65.6%	-	-	-	1.0	37.8	10.2
4/2	Whalley New Road North Right	U	C1:G		1	31	-	50	2065	165	30.3%	-	-	-	0.4	29.5	4.4
5/1	Circulatory North Ahead	U	C1:E		1	58	-	9	2015	297	3.0%	-	-	-	0.0	15.1	0.6
5/2	Circulatory North Ahead	U	C1:E		1	58	-	72	2155	318	22.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	10	1697	34	29.5%	-	-	-	0.1	42.3	1.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	60:83	-	111	2015:1709	98+195	37.9 : 37.9%	-	-	-	0.0	0.7	0.2
6/3	Circulatory South Ahead	U	C1:A		1	60	-	83	2155	329	25.3%	-	-	-	0.2	9.0	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	27	-	69	1870	131	52.7%	-	-	-	0.3	15.1	6.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	126	1915	254	49.7%	126	0	0	0.0	0.7	0.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	49	2055	172	28.4%	49	0	0	0.1	5.5	0.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	49	2015	408	12.0%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	72	2155	436	16.5%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	175	1800	450	38.9%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**	**28**	**126**	**1**	**4.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	46	-	95	1897	223	42.6%	-	-	-	0.6	21.1	7.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	46	-	53	2055	241	21.9%	-	-	-	0.3	18.0	3.6
2/1	Whalley Old Rd E Left	O	-		-	-	-	59	1658	324	18.2%	28	31	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	14	1851	83	16.8%	-	-	-	0.2	41.2	1.4
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	46	-	59	1846	217	27.2%	-	-	-	0.3	19.0	4.1
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	46	-	93	1915:1915	166+83	37.3 : 37.3%	-	-	-	0.5	18.6	4.4
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	42	1476	66	63.2%	-	-	-	0.6	55.2	5.1
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	17	1701	77	22.2%	-	-	-	0.2	42.6	1.7
6/1	Ahead	U	C2:D		1	69	-	56	1915	335	16.7%	-	-	-	0.1	4.1	1.1
6/2	Ahead	U	C2:D		1	69	-	72	2055	360	20.0%	-	-	-	0.1	3.7	1.2

Basic Results Summary

6/3	Right	O	C2:H		1	18	-	54	1761	84	64.6%	0	54	0	1.0	69.1	6.9
7/1	Ahead	U	C2:C		1	69	-	113	1985	347	32.5%	-	-	-	0.1	3.1	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:18	-	83	2125:1761	86+84	49.0 : 49.0%	0	40	1	0.5	22.7	14.1
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**	**6**	**0**	**0**	**2.1**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	47	1959	250	18.8%	-	-	-	0.2	15.5	2.9
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	51	1980:1519	226+25	20.3 : 20.3%	5	0	0	0.2	15.9	2.9
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	67	1875	239	28.0%	-	-	-	0.3	16.6	4.4
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	81	2105:1717	264+3	30.3 : 30.3%	1	0	0	0.4	16.6	5.4
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	65	1782:1781	86+14	65.3 : 65.3%	-	-	-	0.9	47.7	7.2
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1743	35	22.9%	-	-	-	0.1	59.7	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.0%**	**0**	**0**	**0**	**0.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	61	1940	398	15.3%	-	-	-	0.1	3.2	1.4
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	78	2080	426	18.3%	-	-	-	0.1	3.2	1.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	65	1940	398	16.3%	-	-	-	0.1	3.2	1.5
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	81	2080	426	19.0%	-	-	-	0.1	3.2	2.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

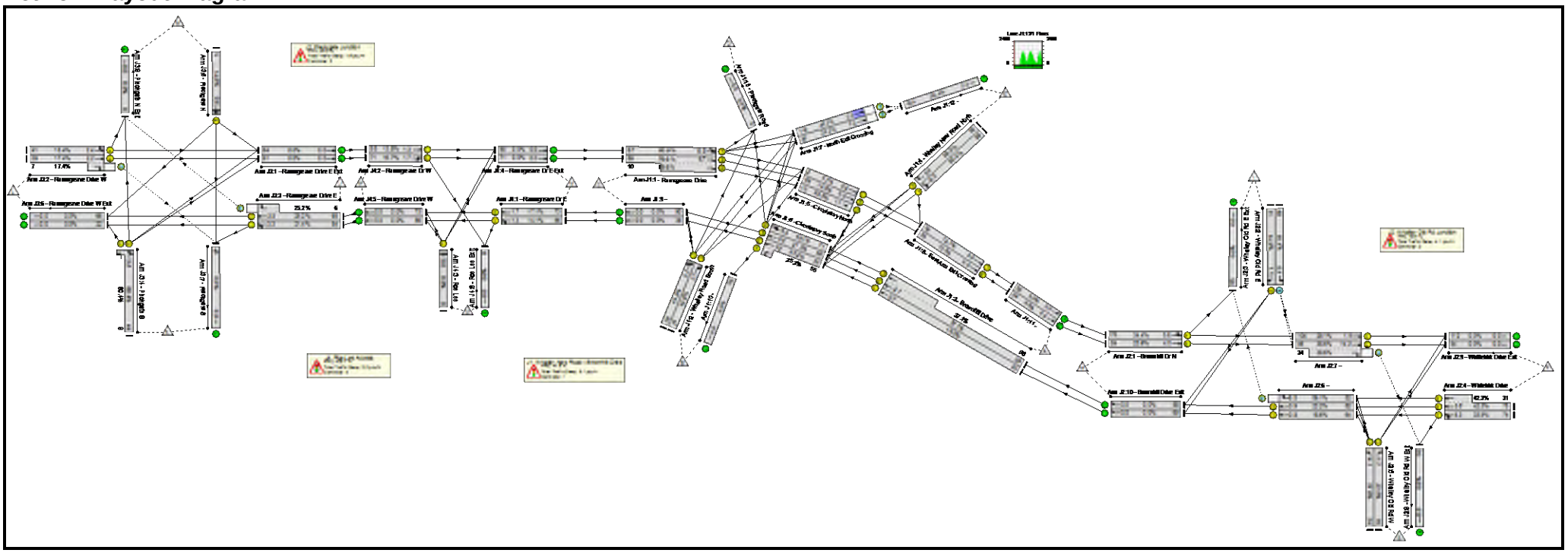
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	37.2	Total Delay for Signalled Lanes (pcuHr):	5.40	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	81.2	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	445.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	4.42	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	37.8	Total Delay for Signalled Lanes (pcuHr):	2.10	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	373.8	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	100
	PRC Over All Lanes (%):	37.2	Total Delay Over All Lanes(pcuHr):	12.38		

Basic Results Summary

Scenario 6: '2019 DS IP2' (FG6: '2019 Assessment Traffic Flows IP 2', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.9%**	**206**	**117**	**0**	**11.1**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.9%**	**164**	**0**	**0**	**5.1**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	18	-	57	1971	94	60.9%	-	-	-	0.8	48.9	6.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	18	-	69	2115:1975	99+17	59.6 : 59.6%	-	-	-	0.9	45.8	6.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	13	-	28	1817	64	44.0%	-	-	-	0.4	51.8	3.2
2/2	Whalley Road South Right Right2	U	C1:C		1	13	-	24	1925	67	35.6%	-	-	-	0.3	49.2	2.7
3/1	Brownhill Drive Ahead	U	C1:H		1	44	-	40	1975	222	18.0%	-	-	-	0.2	18.9	2.7
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	44	-	97	1975:1975	78+183	37.1 : 37.1%	-	-	-	0.5	19.8	5.1
4/1	Whalley New Road North Right Left	U	C1:G		1	31	-	88	1822	146	60.4%	-	-	-	0.9	36.3	9.0
4/2	Whalley New Road North Right	U	C1:G		1	31	-	60	2065	165	36.3%	-	-	-	0.5	30.4	5.4
5/1	Circulatory North Ahead	U	C1:E		1	58	-	2	2015	297	0.7%	-	-	-	0.0	29.8	0.2
5/2	Circulatory North Ahead	U	C1:E		1	58	-	59	2155	318	18.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	10	1697	34	29.5%	-	-	-	0.1	42.9	1.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	74:83	-	88	2015:1709	131+218	25.2 : 25.2%	-	-	-	0.0	0.5	0.2
6/3	Circulatory South Ahead	U	C1:A		1	74	-	86	2155	404	21.3%	-	-	-	0.1	2.1	4.9
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	30	-	71	1866	145	49.1%	-	-	-	0.2	12.1	6.4
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	119	1915	257	46.3%	119	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	45	2055	179	25.2%	45	0	0	0.1	4.9	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	52	2015	408	12.7%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	59	2155	436	13.5%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	164	1800	450	36.4%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.1%**	**29**	**117**	**0**	**4.1**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	47	-	78	1889	227	34.4%	-	-	-	0.4	19.2	5.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	47	-	59	2055	247	23.9%	-	-	-	0.3	17.7	4.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	60	1658	332	18.1%	29	31	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	15	-	11	1851	74	14.9%	-	-	-	0.1	43.3	1.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	47	-	74	1841	221	33.5%	-	-	-	0.4	19.2	5.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	47	-	106	1915:1915	177+73	42.3 : 42.3%	-	-	-	0.6	18.7	5.6
5/1	Whalley Old Rd W Left	U	C2:F		1	15	-	34	1476	59	57.6%	-	-	-	0.5	56.0	4.1
5/2	Whalley Old Rd W Right	U	C2:F		1	15	-	16	1701	68	23.5%	-	-	-	0.2	45.3	1.7
6/1	Ahead	U	C2:D		1	71	-	64	1915	345	18.6%	-	-	-	0.1	2.9	0.8
6/2	Ahead	U	C2:D		1	71	-	82	2055	370	22.2%	-	-	-	0.1	2.8	0.9

Basic Results Summary

6/3	Right	O	C2:H		1	19	-	52	1761	88	59.1%	0	52	0	1.0	66.3	6.5
7/1	Ahead	U	C2:C		1	71	-	104	1985	357	29.1%	-	-	-	0.1	3.4	1.5
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	71:19	-	80	2125:1761	119+88	38.6 : 38.6%	0	34	0	0.4	18.0	14.3
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**	**13**	**0**	**0**	**1.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	53	-	41	1968	266	15.4%	-	-	-	0.2	13.6	2.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	53	-	46	1980:1519	224+40	17.4 : 17.4%	7	0	0	0.2	14.0	2.2
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	53	-	54	1868	252	21.4%	-	-	-	0.2	14.2	3.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	53	-	71	2105:1717	258+24	25.2 : 25.2%	6	0	0	0.3	14.3	3.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	18	-	52	1775:1781	73+13	60.4 : 60.4%	-	-	-	0.7	49.5	5.8
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	5	1708	34	14.6%	-	-	-	0.1	58.2	0.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.1%**	**0**	**0**	**0**	**0.2**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	56	1940	398	14.1%	-	-	-	0.0	3.2	1.3
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	73	2080	426	17.1%	-	-	-	0.1	3.2	1.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	55	1940	398	13.8%	-	-	-	0.0	3.1	1.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	71	2080	426	16.7%	-	-	-	0.1	3.1	1.7
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

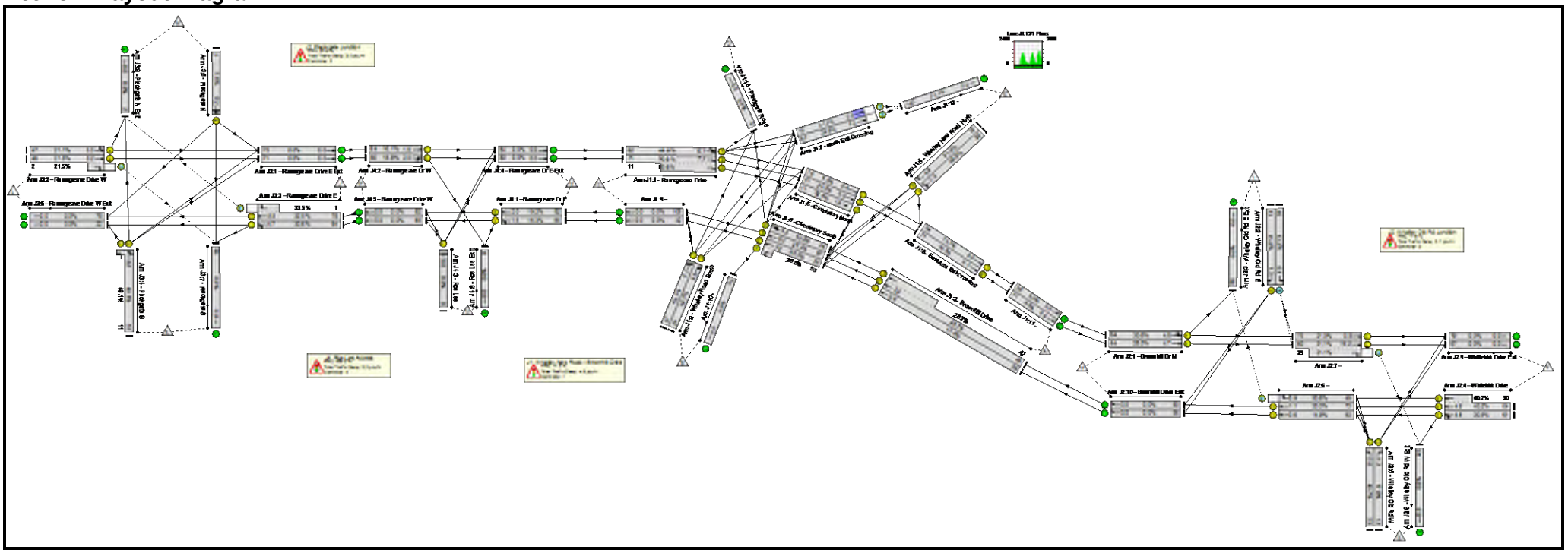
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	47.8	Total Delay for Signalled Lanes (pcuHr):	4.96	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	94.5	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	565.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	4.08	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	49.0	Total Delay for Signalled Lanes (pcuHr):	1.62	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	425.7	Total Delay for Signalled Lanes (pcuHr):	0.22	Cycle Time (s):	100
	PRC Over All Lanes (%):	47.8	Total Delay Over All Lanes(pcuHr):	11.06		

Basic Results Summary

Scenario 7: '2019 DS IP3' (FG7: '2019 Assessment Traffic Flows IP 3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.8%**	**163**	**103**	**0**	**10.8**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.8%**	**140**	**0**	**0**	**4.8**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	27	-	62	1975	138	44.8%	-	-	-	0.6	35.5	6.1
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	27	-	82	2115:1975	140+22	50.8 : 50.8%	-	-	-	0.8	35.1	7.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	17	-	37	1782	80	46.1%	-	-	-	0.5	46.9	4.1
2/2	Whalley Road South Right Right2	U	C1:C		1	17	-	33	1925	87	38.1%	-	-	-	0.4	44.4	3.5
3/1	Brownhill Drive Ahead	U	C1:H		1	41	-	36	1975	207	17.4%	-	-	-	0.2	20.8	2.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	41	-	85	1975:1975	150+146	28.7 : 28.7%	-	-	-	0.5	20.5	3.2
4/1	Whalley New Road North Right Left	U	C1:G		1	34	-	80	1831	160	49.9%	-	-	-	0.7	31.1	7.4
4/2	Whalley New Road North Right	U	C1:G		1	34	-	57	2065	181	31.5%	-	-	-	0.4	27.4	4.9
5/1	Circulatory North Ahead	U	C1:E		1	55	-	15	2015	282	5.3%	-	-	-	0.0	8.4	0.4
5/2	Circulatory North Ahead	U	C1:E		1	55	-	71	2155	302	23.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	11	1697	34	32.4%	-	-	-	0.1	38.0	1.2

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	70:83	-	86	2015:1709	127+203	26.0 : 26.0%	-	-	-	0.0	0.6	0.2
6/3	Circulatory South Ahead	U	C1:A		1	70	-	97	2155	383	25.4%	-	-	-	0.1	3.8	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	45	1873	89	50.6%	-	-	-	0.3	20.4	4.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	73	1915	233	31.3%	73	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	67	2055	227	29.6%	67	0	0	0.1	3.2	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	56	2015	408	13.7%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	71	2155	436	16.3%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	140	1800	450	31.1%	-	-	-	0.1	1.4	0.2
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.6%**	**20**	**103**	**0**	**3.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	43	-	64	1888	208	30.8%	-	-	-	0.4	21.3	4.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	43	-	64	2055	226	28.3%	-	-	-	0.4	20.7	4.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	45	1658	339	13.3%	20	25	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	13	1851	83	15.6%	-	-	-	0.1	41.0	1.3
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	43	-	61	1821	200	30.5%	-	-	-	0.4	21.3	4.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	43	-	94	1915:1915	159+75	40.2 : 40.2%	-	-	-	0.5	20.9	4.9
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	33	1476	66	49.7%	-	-	-	0.5	50.0	3.8
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	13	1701	77	17.0%	-	-	-	0.2	41.8	1.3
6/1	Ahead	U	C2:D		1	69	-	50	1915	335	14.9%	-	-	-	0.0	3.2	0.6
6/2	Ahead	U	C2:D		1	69	-	73	2055	360	20.3%	-	-	-	0.1	3.6	1.1

Basic Results Summary

6/3	Right	O	C2:H		1	21	-	49	1761	97	50.6%	0	49	0	0.8	60.5	5.9
7/1	Ahead	U	C2:C		1	69	-	73	1985	347	21.0%	-	-	-	0.1	2.9	0.8
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:21	-	89	2125:1761	193+93	31.1 : 31.1%	0	29	0	0.3	12.9	15.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.1%**	**3**	**0**	**0**	**2.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	47	1980	223	21.1%	-	-	-	0.3	19.3	3.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	48	1980:1519	214+9	21.5 : 21.5%	2	0	0	0.3	19.4	3.2
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	64	1859	209	30.6%	-	-	-	0.4	20.6	4.7
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	79	2105:1717	233+3	33.5 : 33.5%	1	0	0	0.5	20.7	5.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	62	1774:1781	104+22	49.1 : 49.1%	-	-	-	0.6	36.7	6.0
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	2	1791	36	5.6%	-	-	-	0.0	56.1	0.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.2%**	**0**	**0**	**0**	**0.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	65	1940	398	16.3%	-	-	-	0.1	3.2	1.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	82	2080	426	19.2%	-	-	-	0.1	3.2	2.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	64	1940	398	16.1%	-	-	-	0.1	3.2	1.5
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	80	2080	426	18.8%	-	-	-	0.1	3.2	2.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

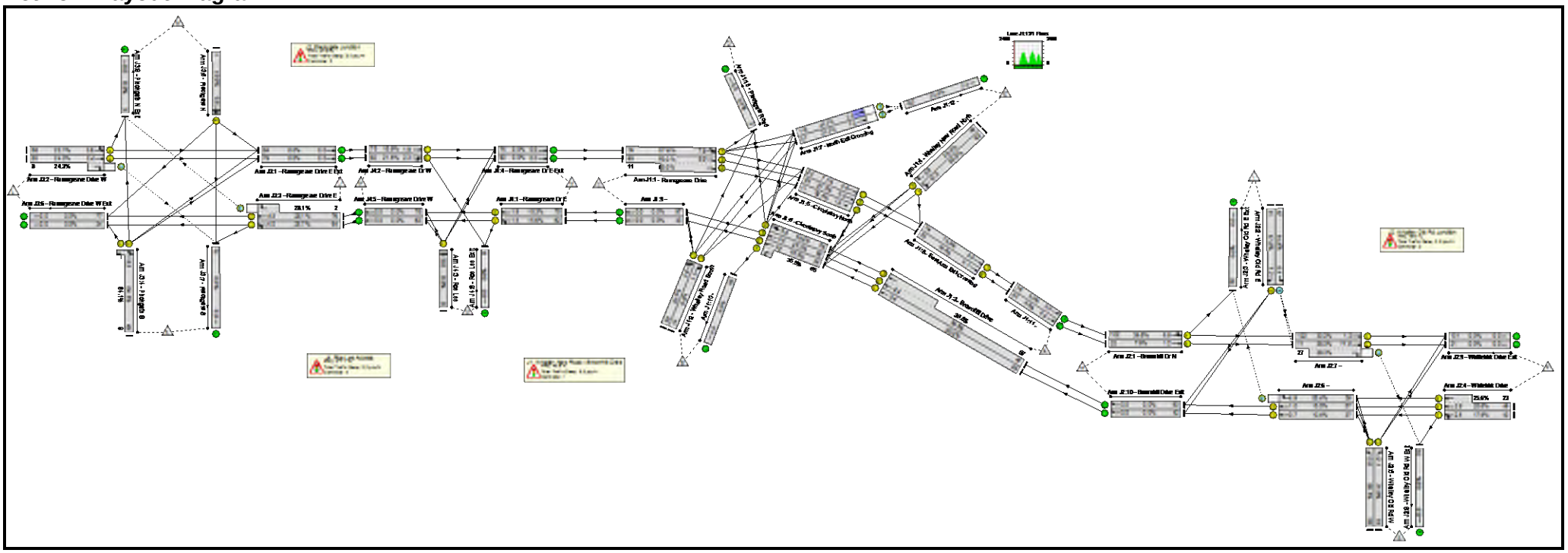
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	77.3	Total Delay for Signalled Lanes (pcuHr):	4.64	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	187.7	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	453.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	77.9	Total Delay for Signalled Lanes (pcuHr):	3.73	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	83.4	Total Delay for Signalled Lanes (pcuHr):	1.99	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	368.0	Total Delay for Signalled Lanes (pcuHr):	0.26	Cycle Time (s):	100
	PRC Over All Lanes (%):	77.3	Total Delay Over All Lanes(pcuHr):	10.77		

Basic Results Summary

Scenario 8: '2019 DS IP 4' (FG8: '2019 Assessment Traffic Flows IP 4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.1%**	**187**	**87**	**0**	**10.8**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**	**152**	**0**	**0**	**5.3**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	74	1975	128	57.6%	-	-	-	0.8	40.3	7.8
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	94	2115:1975	132+17	63.0 : 63.0%	-	-	-	1.0	39.9	8.9
2/1	Whalley Road South Right Left Left2	U	C1:C		1	27	-	39	1834	128	30.4%	-	-	-	0.4	33.4	3.6
2/2	Whalley Road South Right Right2	U	C1:C		1	27	-	13	1925	135	9.6%	-	-	-	0.1	30.3	1.1
3/1	Brownhill Drive Ahead	U	C1:H		1	41	-	46	1975	207	22.2%	-	-	-	0.3	21.3	3.4
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	41	-	104	1975:1975	128+155	36.8 : 36.8%	-	-	-	0.6	21.3	4.4
4/1	Whalley New Road North Right Left	U	C1:G		1	34	-	102	1825	160	63.9%	-	-	-	1.0	34.8	10.3
4/2	Whalley New Road North Right	U	C1:G		1	34	-	46	2065	181	25.5%	-	-	-	0.3	26.5	3.8
5/1	Circulatory North Ahead	U	C1:E		1	55	-	20	2015	282	7.1%	-	-	-	0.0	7.8	0.6
5/2	Circulatory North Ahead	U	C1:E		1	55	-	83	2155	302	27.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	11	1697	34	32.4%	-	-	-	0.1	38.5	1.2

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	60:83	-	103	2015:1709	107+183	35.5 : 35.5%	-	-	-	0.0	0.8	0.2
6/3	Circulatory South Ahead	U	C1:A		1	60	-	92	2155	329	28.0%	-	-	-	0.2	8.0	4.8
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	20	-	58	1865	98	59.2%	-	-	-	0.3	17.3	5.8
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	115	1915	266	43.3%	115	0	0	0.0	0.3	0.2
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	37	2055	182	20.3%	37	0	0	0.0	4.1	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	76	2015	408	18.6%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	83	2155	436	19.0%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	152	1800	450	33.8%	-	-	-	0.1	1.5	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.1%**	**25**	**87**	**0**	**3.2**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	53	-	102	1898	256	39.8%	-	-	-	0.5	16.4	6.9
1/2	Brownhill Dr N Ahead	U	C2:A		1	53	-	22	2055	277	7.9%	-	-	-	0.1	12.8	1.2
2/1	Whalley Old Rd E Left	O	-		-	-	-	47	1658	317	14.8%	25	22	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	11	1851	65	17.0%	-	-	-	0.1	46.2	1.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	53	-	43	1813	245	17.6%	-	-	-	0.2	13.9	2.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	53	-	72	1915:1915	192+90	25.6 : 25.6%	-	-	-	0.3	13.7	2.9
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	30	1476	52	58.1%	-	-	-	0.5	59.9	3.8
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	19	1701	60	31.9%	-	-	-	0.3	49.7	2.1
6/1	Ahead	U	C2:D		1	73	-	37	1915	354	10.4%	-	-	-	0.0	3.5	0.7
6/2	Ahead	U	C2:D		1	73	-	57	2055	380	15.0%	-	-	-	0.1	3.2	1.0

Basic Results Summary

6/3	Right	O	C2:H		1	15	-	39	1761	70	55.4%	0	39	0	0.8	70.6	4.9
7/1	Ahead	U	C2:C		1	73	-	122	1985	367	33.2%	-	-	-	0.1	2.8	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:15	-	38	2125:1761	29+70	38.3 : 38.3%	0	27	0	0.4	33.6	11.5
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.1%**	**10**	**0**	**0**	**2.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	58	1980	262	22.1%	-	-	-	0.2	14.7	3.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	63	1980:1519	227+33	24.3 : 24.3%	8	0	0	0.3	15.2	3.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	64	1883	249	25.7%	-	-	-	0.3	15.2	4.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	78	2105:1717	271+7	28.1 : 28.1%	2	0	0	0.3	15.2	4.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	58	1774:1781	76+14	64.1 : 64.1%	-	-	-	0.8	49.6	6.5
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1844	37	19.0%	-	-	-	0.1	58.0	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.6%**	**0**	**0**	**0**	**0.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	62	1940	398	15.6%	-	-	-	0.1	3.2	1.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	78	2080	426	18.3%	-	-	-	0.1	3.2	1.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	75	1940	398	18.9%	-	-	-	0.1	3.3	1.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	92	2080	426	21.6%	-	-	-	0.1	3.3	2.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

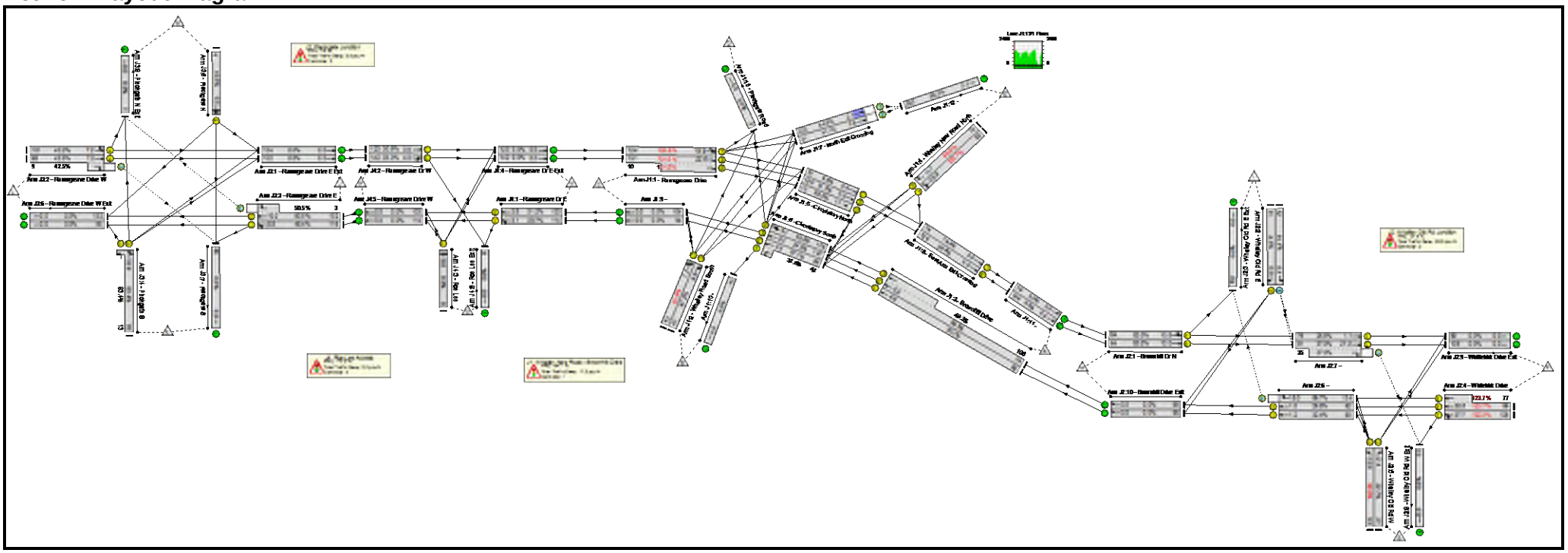
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	5.22	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	108.0	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	373.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	55.0	Total Delay for Signalled Lanes (pcuHr):	3.19	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	40.5	Total Delay for Signalled Lanes (pcuHr):	2.01	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	317.1	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
	PRC Over All Lanes (%):	40.5	Total Delay Over All Lanes(pcuHr):	10.84		

Basic Results Summary

Scenario 9: '2019 DS PM1' (FG9: '2019 Assessment Traffic Flows PM 1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**123.7%**	**276**	**209**	**11**	**48.1**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**120.7%**	**252**	**0**	**10**	**17.3**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	24	-	124	1973	123	100.6%	-	-	-	2.8	81.9	19.8
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	24	-	141	2115:1975	129+10	101.5 : 101.5%	-	-	-	3.3	85.4	22.6
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	42	1808	45	92.9%	-	-	-	1.2	99.0	7.2
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	42	1925	48	87.3%	-	-	-	1.0	88.4	6.6
3/1	Brownhill Drive Ahead	U	C1:H		1	61	-	92	1975	306	30.1%	-	-	-	0.3	11.0	4.9
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	61	-	182	1975:1975	150+219	49.3 : 49.3%	-	-	-	0.6	11.3	6.2
4/1	Whalley New Road North Right Left	U	C1:G		1	14	-	82	1812	68	120.7%	-	-	-	5.2	230.5	25.9
4/2	Whalley New Road North Right	U	C1:G		1	14	-	74	2065	77	95.6%	-	-	-	1.7	85.1	11.7
5/1	Circulatory North Ahead	U	C1:E		1	75	-	37	2015	383	9.6%	-	-	-	0.0	1.2	0.4
5/2	Circulatory North Ahead	U	C1:E		1	75	-	131	2155	409	31.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	10	1697	34	29.0%	-	-	-	0.2	56.1	1.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	133	2015:1709	232+127	37.1 : 32.8%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	147	2155	426	34.5%	-	-	-	0.0	0.6	3.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	41	-	109	1861	195	55.8%	-	-	-	0.4	13.0	9.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	222	1915	261	84.8%	211	0	10	0.1	2.2	2.7
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	41	2055	100	41.1%	41	0	0	0.1	12.6	0.6
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	88	2015	408	19.4%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	131	2155	436	29.6%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	263	1800	450	58.3%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**123.7%**	**11**	**209**	**1**	**26.5**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	21	-	84	1863	102	82.0%	-	-	-	1.3	57.3	10.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	21	-	94	2055	113	83.2%	-	-	-	1.5	56.7	12.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	52	1658	368	14.1%	11	41	0	0.0	1.4	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	27	-	11	1851	130	8.5%	-	-	-	0.1	30.4	0.9
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	21	-	125	1858	102	122.3%	-	-	-	7.7	221.4	37.7
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	21	-	176	1915:1915	80+62	123.7 : 123.7%	-	-	-	10.9	223.7	50.6
5/1	Whalley Old Rd W Left	U	C2:F		1	27	-	93	1476	103	90.0%	-	-	-	1.6	62.6	12.8
5/2	Whalley Old Rd W Right	U	C2:F		1	27	-	27	1701	119	22.7%	-	-	-	0.2	32.6	2.4

Basic Results Summary

6/1	Ahead	U	C2:D		1	59	-	112	1915	287	32.4%	-	-	-	0.1	4.1	1.2
6/2	Ahead	U	C2:D		1	59	-	111	2055	308	29.8%	-	-	-	0.1	4.5	1.5
6/3	Right	O	C2:H		1	33	-	149	1761	150	89.7%	0	134	0	2.5	66.1	18.0
7/1	Ahead	U	C2:C		1	59	-	76	1985	298	25.5%	-	-	-	0.1	4.2	1.1
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	59:33	-	126	2125:1761	246+95	37.0 : 37.0%	0	34	1	0.3	8.4	21.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**	**12**	**0**	**0**	**3.9**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	101	1970	251	40.2%	-	-	-	0.5	18.1	7.2
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	107	1980:1519	230+21	42.5 : 42.5%	9	0	0	0.6	18.9	7.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	116	1880	240	48.4%	-	-	-	0.6	19.6	8.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	135	2105:1717	261+6	50.5 : 50.5%	3	0	0	0.7	19.6	10.2
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	83	1776:1781	84+16	83.4 : 83.4%	-	-	-	1.4	58.9	10.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	4	1896	38	10.5%	-	-	-	0.1	56.0	0.5
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.3%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	114	1940	398	28.7%	-	-	-	0.1	3.7	3.1
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	133	2080	426	31.2%	-	-	-	0.1	3.7	3.8
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	123	1940	398	30.9%	-	-	-	0.1	3.8	3.5
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	142	2080	426	33.3%	-	-	-	0.2	3.8	4.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

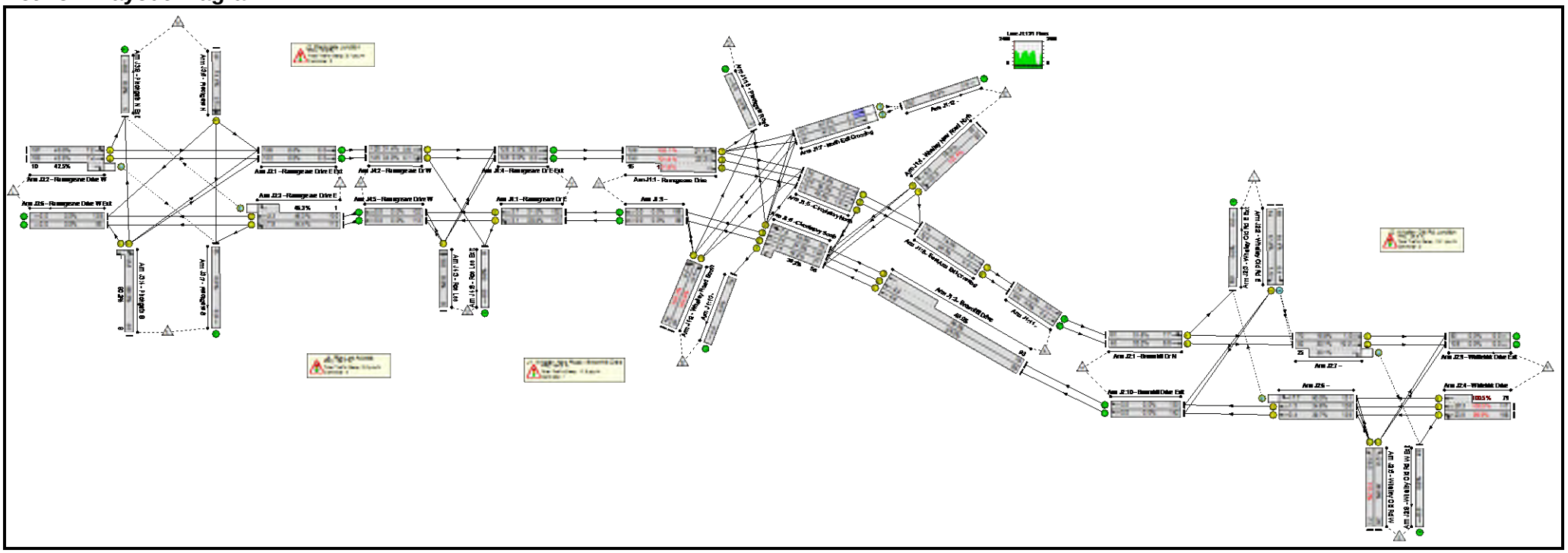
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-34.1	Total Delay for Signalled Lanes (pcuHr):	16.81	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	204.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-37.5	Total Delay for Signalled Lanes (pcuHr):	26.47	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	3.85	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	170.3	Total Delay for Signalled Lanes (pcuHr):	0.53	Cycle Time (s):	100
	PRC Over All Lanes (%):	-37.5	Total Delay Over All Lanes(pcuHr):	48.15		

Basic Results Summary

Scenario 10: '2019 DS PM2' (FG10: '2019 Assessment Traffic Flows PM 2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**113.2%**	**276**	**188**	**4**	**36.9**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**112.4%**	**248**	**0**	**4**	**17.5**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	24	-	126	1975	123	102.1%	-	-	-	3.2	92.3	21.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	24	-	145	2115:1975	128+15	101.8 : 101.8%	-	-	-	3.5	87.3	23.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	46	1783	45	103.2%	-	-	-	1.7	131.6	9.5
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	50	1925	48	103.9%	-	-	-	1.9	133.2	10.4
3/1	Brownhill Drive Ahead	U	C1:H		1	59	-	86	1975	296	29.0%	-	-	-	0.3	11.8	4.8
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	59	-	172	1975:1975	172+202	46.0 : 46.0%	-	-	-	0.6	11.9	5.5
4/1	Whalley New Road North Right Left	U	C1:G		1	16	-	87	1822	77	112.4%	-	-	-	4.3	176.1	22.3
4/2	Whalley New Road North Right	U	C1:G		1	16	-	67	2065	88	76.3%	-	-	-	1.1	58.7	8.5
5/1	Circulatory North Ahead	U	C1:E		1	73	-	36	2015	373	9.4%	-	-	-	0.0	2.1	0.6
5/2	Circulatory North Ahead	U	C1:E		1	73	-	130	2155	399	32.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	15	1697	34	43.4%	-	-	-	0.2	54.6	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	139	2015:1709	182+147	42.2 : 39.2%	-	-	-	0.0	0.6	0.4
6/3	Circulatory South Ahead	U	C1:A		1	78	-	146	2155	426	34.3%	-	-	-	0.0	0.7	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	39	-	93	1863	186	49.9%	-	-	-	0.3	12.6	7.6
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	210	1915	258	80.5%	204	0	4	0.1	1.7	2.1
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	46	2055	111	40.0%	44	0	0	0.1	10.1	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	85	2015	408	19.3%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	130	2155	436	29.3%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	256	1800	450	55.9%	-	-	-	0.2	2.3	0.6
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**113.2%**	**17**	**188**	**0**	**15.1**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	33	-	81	1847	157	51.6%	-	-	-	0.7	32.3	7.7
1/2	Brownhill Dr N Ahead	U	C2:A		1	33	-	93	2055	175	53.2%	-	-	-	0.8	32.0	8.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	49	1658	349	14.1%	17	32	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	14	1851	79	17.8%	-	-	-	0.2	42.5	1.4
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	33	-	158	1869	159	99.5%	-	-	-	3.0	67.5	23.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	33	-	196	1915:1915	116+79	100.5 : 100.5%	-	-	-	3.6	66.0	26.3
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	71	1476	63	113.2%	-	-	-	3.6	180.1	18.3
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	26	1701	72	36.0%	-	-	-	0.3	46.3	2.8

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	135	1915	340	39.7%	-	-	-	0.1	2.3	0.4
6/2	Ahead	U	C2:D		1	70	-	128	2055	365	34.6%	-	-	-	0.1	2.8	1.3
6/3	Right	O	C2:H		1	32	-	138	1761	145	90.0%	0	131	0	2.5	68.5	17.7
7/1	Ahead	U	C2:C		1	70	-	70	1985	352	19.9%	-	-	-	0.1	3.2	1.0
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:32	-	117	2125:1761	306+83	30.1 : 30.1%	0	25	0	0.2	6.9	19.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**	**11**	**0**	**0**	**3.7**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	53	-	107	1980	267	40.0%	-	-	-	0.5	16.3	7.2
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	53	-	113	1980:1519	242+24	42.5 : 42.5%	10	0	0	0.5	17.0	7.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	53	-	113	1886	255	44.4%	-	-	-	0.5	17.1	7.9
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	53	-	131	2105:1717	281+2	46.3 : 46.3%	1	0	0	0.6	17.1	9.3
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	18	-	69	1785:1781	76+10	80.2 : 80.2%	-	-	-	1.2	60.6	8.8
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	19	1858	37	51.1%	-	-	-	0.4	67.6	2.5
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.0%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	113	1940	398	28.4%	-	-	-	0.1	3.7	3.1
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	132	2080	426	31.0%	-	-	-	0.1	3.7	3.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	125	1940	398	31.4%	-	-	-	0.1	3.8	3.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	145	2080	426	34.0%	-	-	-	0.2	3.8	4.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

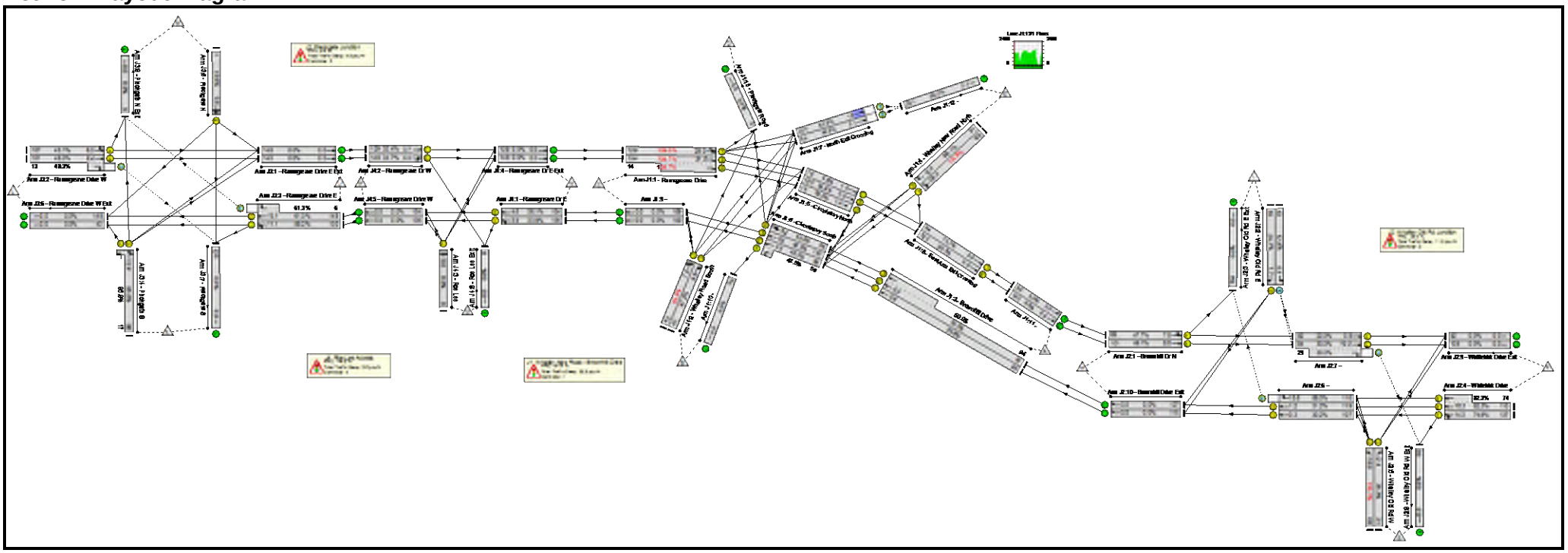
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-24.8	Total Delay for Signalled Lanes (pcuHr):	17.10	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	0.22	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	207.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-25.8	Total Delay for Signalled Lanes (pcuHr):	15.12	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	3.70	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	164.7	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	100
	PRC Over All Lanes (%):	-25.8	Total Delay Over All Lanes(pcuHr):	36.85		

Basic Results Summary

Scenario 11: '2019 DS PM3' (FG11: '2019 Assessment Traffic Flows PM 3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**116.1%**	**287**	**171**	**11**	**38.8**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**114.8%**	**250**	**0**	**11**	**22.2**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	23	-	129	1973	118	109.0%	-	-	-	5.0	140.1	28.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	23	-	148	2115:1975	123+13	108.7 : 108.7%	-	-	-	5.6	135.3	31.5
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	43	1804	45	95.3%	-	-	-	1.2	103.3	7.5
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	42	1925	48	87.3%	-	-	-	1.0	88.4	6.6
3/1	Brownhill Drive Ahead	U	C1:H		1	56	-	95	1975	281	33.8%	-	-	-	0.4	13.9	5.8
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	56	-	185	1975:1975	182+188	50.0 : 50.0%	-	-	-	0.7	13.8	6.0
4/1	Whalley New Road North Right Left	U	C1:G		1	19	-	105	1829	91	114.8%	-	-	-	5.5	187.2	28.4
4/2	Whalley New Road North Right	U	C1:G		1	19	-	91	2065	103	88.1%	-	-	-	1.6	64.6	12.4
5/1	Circulatory North Ahead	U	C1:E		1	70	-	17	2015	358	4.6%	-	-	-	0.0	9.2	1.0
5/2	Circulatory North Ahead	U	C1:E		1	70	-	134	2155	383	32.2%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	38.0%	-	-	-	0.2	52.1	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	159	2015:1709	192+140	48.0 : 42.5%	-	-	-	0.0	0.6	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	181	2155	426	42.5%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	37	-	95	1865	177	53.6%	-	-	-	0.3	13.0	8.2
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	215	1915	250	82.9%	196	0	11	0.1	2.6	1.9
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	56	2055	118	45.8%	54	0	0	0.2	15.9	2.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	72	2015	408	15.7%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	134	2155	436	28.3%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	271	1800	450	58.0%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.1%**	**17**	**171**	**0**	**11.2**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	39	-	89	1866	187	47.7%	-	-	-	0.7	26.8	7.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	39	-	101	2055	205	49.1%	-	-	-	0.7	26.7	8.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	43	1658	335	12.8%	17	26	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	16	1851	65	24.7%	-	-	-	0.2	47.5	1.7
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	39	-	137	1836	184	74.6%	-	-	-	1.3	34.8	14.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	39	-	184	1915:1915	134+90	82.3 : 82.3%	-	-	-	1.8	34.5	16.3
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	60	1476	52	116.1%	-	-	-	3.4	202.7	16.9
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	21	1701	60	35.3%	-	-	-	0.3	50.4	2.4

Basic Results Summary

6/1	Ahead	U	C2:D		1	73	-	107	1915	354	30.2%	-	-	-	0.1	1.9	0.3
6/2	Ahead	U	C2:D		1	73	-	120	2055	380	31.2%	-	-	-	0.1	2.5	1.2
6/3	Right	O	C2:H		1	29	-	123	1761	132	88.0%	0	116	0	2.3	71.1	15.6
7/1	Ahead	U	C2:C		1	73	-	82	1985	367	22.3%	-	-	-	0.1	2.5	0.8
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:29	-	123	2125:1761	311+96	30.3 : 30.3%	0	29	0	0.3	7.9	19.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**	**19**	**0**	**0**	**4.9**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	47	-	107	1975	237	45.1%	-	-	-	0.6	20.7	8.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	47	-	114	1980:1519	209+27	48.3 : 48.3%	13	0	0	0.7	22.9	8.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	47	-	130	1862	223	58.2%	-	-	-	0.8	23.5	11.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	47	-	154	2105:1717	242+10	61.3 : 61.3%	6	0	0	1.0	23.8	13.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	24	-	97	1775:1781	93+20	85.8 : 85.8%	-	-	-	1.5	57.3	12.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1785	36	19.6%	-	-	-	0.1	58.6	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.1%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	135	1940	398	33.9%	-	-	-	0.1	4.0	3.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	154	2080	426	36.1%	-	-	-	0.2	4.0	4.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	129	1940	398	32.4%	-	-	-	0.1	3.9	3.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	148	2080	426	34.7%	-	-	-	0.2	3.9	4.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

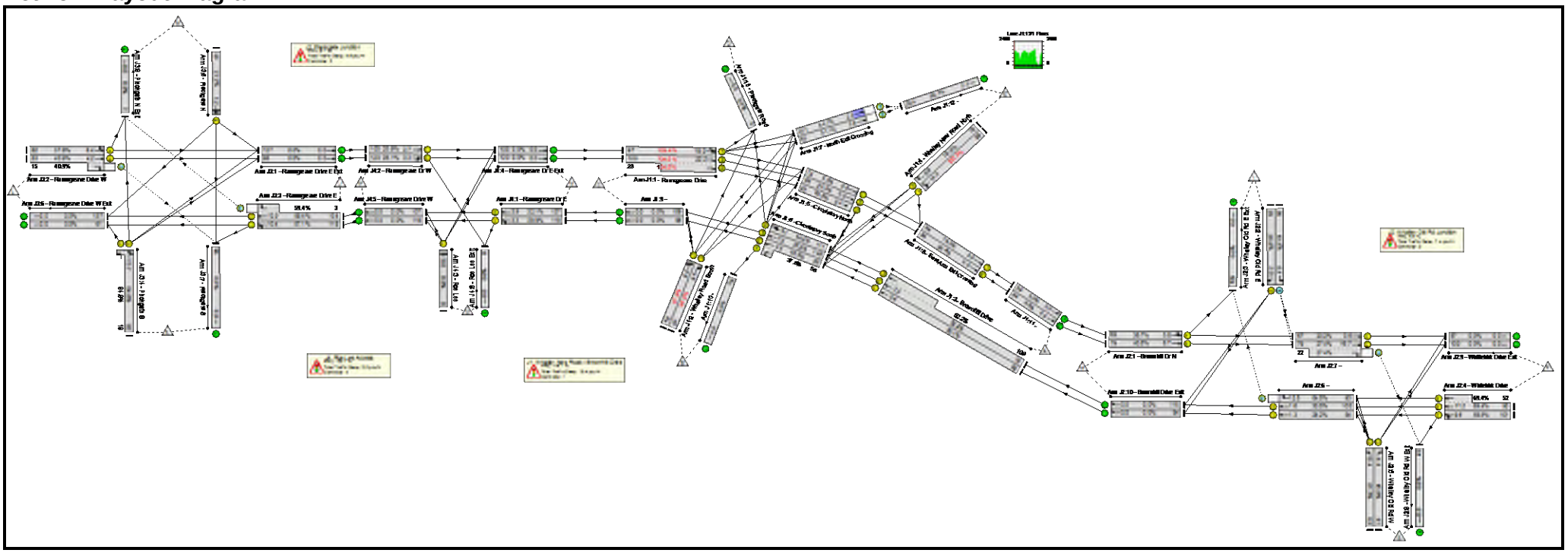
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-27.6	Total Delay for Signalled Lanes (pcuHr):	21.65	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	0.39	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	218.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-29.0	Total Delay for Signalled Lanes (pcuHr):	11.14	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	4.86	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	149.2	Total Delay for Signalled Lanes (pcuHr):	0.62	Cycle Time (s):	100
	PRC Over All Lanes (%):	-29.0	Total Delay Over All Lanes(pcuHr):	38.85		

Basic Results Summary

Scenario 12: '2019 DS PM4' (FG12: '2019 Assessment Traffic Flows PM 4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**104.5%**	**285**	**137**	**11**	**27.8**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**104.5%**	**254**	**0**	**10**	**15.4**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	18	-	97	1975	94	103.4%	-	-	-	3.0	110.2	18.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	18	-	126	2115:1975	99+22	104.5 : 104.5%	-	-	-	3.9	111.9	22.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	48	1782	49	97.9%	-	-	-	1.4	104.8	8.5
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	50	1925	53	94.5%	-	-	-	1.3	96.0	8.4
3/1	Brownhill Drive Ahead	U	C1:H		1	57	-	92	1975	286	32.1%	-	-	-	0.3	13.2	5.4
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	57	-	181	1975:1975	138+209	52.2 : 52.2%	-	-	-	0.7	13.6	7.0
4/1	Whalley New Road North Right Left	U	C1:G		1	18	-	86	1805	86	100.3%	-	-	-	2.2	91.3	14.4
4/2	Whalley New Road North Right	U	C1:G		1	18	-	78	2065	98	79.5%	-	-	-	1.3	57.9	9.9
5/1	Circulatory North Ahead	U	C1:E		1	71	-	12	2015	363	3.3%	-	-	-	0.0	8.7	0.8
5/2	Circulatory North Ahead	U	C1:E		1	71	-	103	2155	388	25.4%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	23	1697	34	64.8%	-	-	-	0.3	56.9	2.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	144	2015:1709	221+153	38.5 : 37.8%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	77	-	148	2155	420	35.2%	-	-	-	0.0	0.9	7.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	43	-	111	1863	205	54.2%	-	-	-	0.3	9.8	9.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	203	1915	237	84.7%	190	0	10	0.2	3.1	2.3
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	64	2055	124	51.1%	63	0	0	0.2	13.2	2.6
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	69	2015	408	16.8%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	103	2155	436	22.6%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	267	1800	450	58.7%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**14**	**137**	**0**	**7.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	37	-	69	1879	179	38.7%	-	-	-	0.5	26.6	5.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	37	-	79	2055	195	40.5%	-	-	-	0.6	26.6	6.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	36	1658	343	10.5%	14	22	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	20	-	20	1851	97	20.6%	-	-	-	0.2	38.5	2.0
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	37	-	101	1818	173	58.5%	-	-	-	0.9	30.9	9.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	37	-	145	1915:1915	134+75	69.4 : 69.4%	-	-	-	1.2	30.7	11.2
5/1	Whalley Old Rd W Left	U	C2:F		1	20	-	63	1476	77	81.3%	-	-	-	1.1	62.6	8.4
5/2	Whalley Old Rd W Right	U	C2:F		1	20	-	41	1701	89	45.9%	-	-	-	0.5	43.7	4.4

Basic Results Summary

6/1	Ahead	U	C2:D		1	66	-	84	1915	321	26.2%	-	-	-	0.1	3.8	1.3
6/2	Ahead	U	C2:D		1	66	-	105	2055	344	30.5%	-	-	-	0.1	3.7	1.6
6/3	Right	O	C2:H		1	24	-	93	1761	110	84.5%	0	93	0	1.9	72.3	12.5
7/1	Ahead	U	C2:C		1	66	-	67	1985	332	20.2%	-	-	-	0.1	2.9	0.6
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	66:24	-	101	2125:1761	289+80	27.4 : 27.4%	0	22	0	0.2	8.2	16.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**	**18**	**0**	**0**	**4.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	43	-	82	1974	217	37.8%	-	-	-	0.5	22.1	6.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	43	-	68	1980:1519	130+37	40.9 : 40.9%	15	0	0	0.5	26.0	4.2
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	43	-	118	1879	207	57.1%	-	-	-	0.9	25.9	10.4
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	43	-	137	2105:1717	226+5	59.4 : 59.4%	3	0	0	1.0	26.0	12.0
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	28	-	111	1777:1781	108+22	84.8 : 84.8%	-	-	-	1.6	51.6	13.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	10	1840	37	27.2%	-	-	-	0.2	59.8	1.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.1%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	119	1940	398	29.9%	-	-	-	0.1	3.8	3.3
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	137	2080	426	32.1%	-	-	-	0.1	3.8	3.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	103	1940	398	25.9%	-	-	-	0.1	3.6	2.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	120	2080	426	28.1%	-	-	-	0.1	3.6	3.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

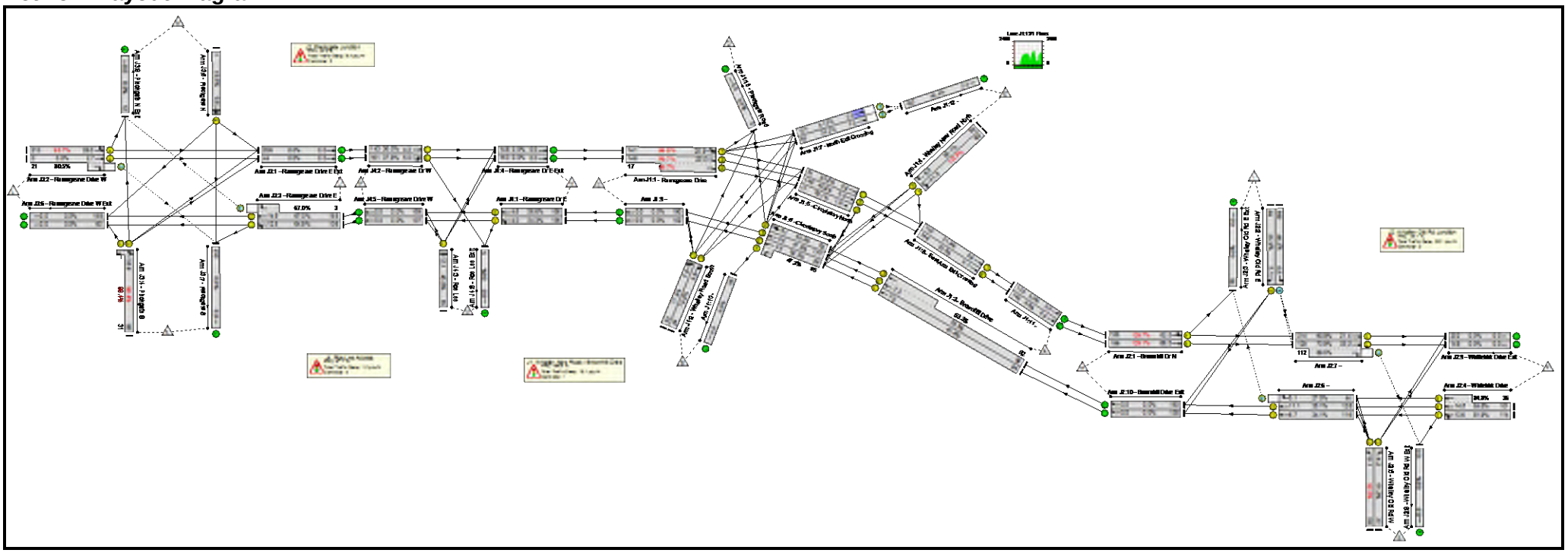
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-16.1	Total Delay for Signalled Lanes (pcuHr):	14.81	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	0.41	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	298.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	7.35	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	4.59	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	180.1	Total Delay for Signalled Lanes (pcuHr):	0.49	Cycle Time (s):	100
	PRC Over All Lanes (%):	-16.1	Total Delay Over All Lanes(pcuHr):	27.84		

Basic Results Summary

Scenario 13: '2034 DS AM1' (FG13: '2034 Assessment Traffic Flows AM1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**129.7%**	**245**	**272**	**14**	**63.5**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**113.9%**	**182**	**0**	**0**	**18.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	28	-	141	1975	143	98.5%	-	-	-	2.7	69.8	20.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	28	-	163	2115:1975	146+17	99.7 : 99.7%	-	-	-	3.1	69.3	23.0
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	33	1704	43	77.5%	-	-	-	0.7	80.5	4.9
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	38	1925	48	79.0%	-	-	-	0.8	78.5	5.6
3/1	Brownhill Drive Ahead	U	C1:H		1	45	-	94	1975	227	41.4%	-	-	-	0.6	21.4	7.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	45	-	154	1975:1975	173+116	53.3 : 53.3%	-	-	-	0.9	20.7	7.3
4/1	Whalley New Road North Right Left	U	C1:G		1	30	-	162	1835	142	113.9%	-	-	-	7.6	169.4	41.5
4/2	Whalley New Road North Right	U	C1:G		1	30	-	85	2065	160	53.1%	-	-	-	0.8	34.4	8.3
5/1	Circulatory North Ahead	U	C1:E		1	59	-	61	2015	302	20.2%	-	-	-	0.0	0.9	0.2
5/2	Circulatory North Ahead	U	C1:E		1	59	-	146	2155	323	45.2%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	17	1697	34	50.1%	-	-	-	0.2	38.1	1.9

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	194	2015:1709	170+201	52.3 : 47.2%	-	-	-	0.0	0.5	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	177	2155	426	41.6%	-	-	-	0.0	0.7	4.8
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	21	-	62	1867	103	60.4%	-	-	-	0.3	18.4	6.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	127	1915	247	51.5%	127	0	0	0.0	0.2	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	55	2055	171	32.2%	55	0	0	0.1	4.1	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	140	2015	408	31.9%	-	-	-	0.0	0.1	0.2
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	146	2155	436	33.5%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	182	1800	450	40.4%	-	-	-	0.1	1.7	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.7%**	**51**	**272**	**2**	**36.1**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	29	-	185	1902	143	129.7%	-	-	-	13.4	260.2	62.5
1/2	Brownhill Dr N Ahead	U	C2:A		1	29	-	199	2055	154	129.1%	-	-	-	14.2	256.5	66.5
2/1	Whalley Old Rd E Left	O	-		-	-	-	169	1658	350	48.3%	51	118	0	0.1	2.5	0.5
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	44	1851	79	55.9%	-	-	-	0.6	50.6	5.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	29	-	114	1855	139	81.9%	-	-	-	1.5	48.0	13.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	29	-	137	1915:1915	119+42	84.8 : 84.8%	-	-	-	1.8	46.7	14.6
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	58	1476	63	92.5%	-	-	-	1.4	84.4	9.1
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	37	1701	72	51.2%	-	-	-	0.5	50.1	4.2

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	116	1915	340	34.1%	-	-	-	0.2	5.1	6.7
6/2	Ahead	U	C2:D		1	70	-	128	2055	365	35.1%	-	-	-	0.2	5.9	11.1
6/3	Right	O	C2:H		1	36	-	44	1761	163	27.0%	0	44	0	0.4	34.2	5.1
7/1	Ahead	U	C2:C		1	70	-	253	1985	352	60.8%	-	-	-	0.5	7.6	21.4
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:36	-	285	2125:1761	174+125	73.9 : 89.5%	0	110	2	1.4	20.6	33.3
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.4%**	**12**	**0**	**12**	**8.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	213	1978	223	95.7%	-	-	-	2.9	48.9	28.0
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	21	1980:1519	0+26	0.0 : 80.5%	9	0	12	0.6	104.3	2.7
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	136	1863	210	64.9%	-	-	-	1.0	27.3	12.5
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	158	2105:1717	231+4	67.0 : 67.0%	3	0	0	1.2	27.8	14.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	126	1789:1781	97+32	98.4 : 98.4%	-	-	-	2.5	72.0	18.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1797	36	19.5%	-	-	-	0.1	58.5	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	136	1936	397	34.3%	-	-	-	0.2	4.0	4.0
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	156	2080	426	36.6%	-	-	-	0.2	4.0	4.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	143	1940	398	36.0%	-	-	-	0.2	4.1	4.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	161	2074	425	37.9%	-	-	-	0.2	4.1	5.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

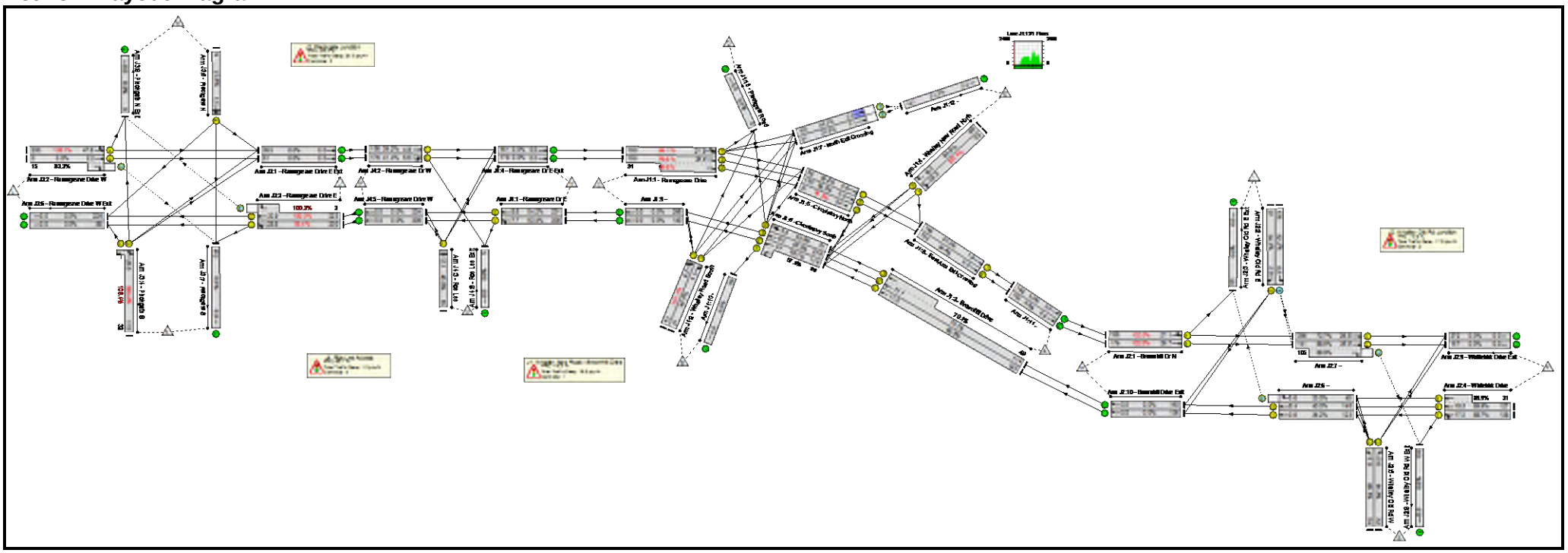
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-26.6	Total Delay for Signalled Lanes (pcuHr):	17.90	Cycle Time (s): 100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	74.8	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s): 100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	169.0	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s): 100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-44.1	Total Delay for Signalled Lanes (pcuHr):	35.96	Cycle Time (s): 100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-9.3	Total Delay for Signalled Lanes (pcuHr):	8.39	Cycle Time (s): 100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.96	Cycle Time (s): 100
	PRC Over All Lanes (%):	-44.1	Total Delay Over All Lanes(pcuHr):	63.48	

Basic Results Summary

Scenario 14: '2034 DS AM2' (FG14: '2034 Assessment Traffic Flows AM2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**108.1%**	**202**	**269**	**19**	**55.3**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**101.1%**	**141**	**0**	**0**	**16.5**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	30	-	150	1973	153	98.1%	-	-	-	2.8	66.8	21.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	30	-	181	2115:1975	151+31	99.6 : 99.6%	-	-	-	3.3	65.7	24.4
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	42	1662	42	101.1%	-	-	-	1.4	121.6	8.2
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	31	1925	48	64.4%	-	-	-	0.6	67.3	4.1
3/1	Brownhill Drive Ahead	U	C1:H		1	38	-	120	1975	193	62.3%	-	-	-	1.0	30.6	11.5
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	38	-	163	1975:1975	163+70	70.1 : 70.1%	-	-	-	1.3	29.4	11.1
4/1	Whalley New Road North Right Left	U	C1:G		1	37	-	173	1814	172	100.4%	-	-	-	3.3	68.1	26.3
4/2	Whalley New Road North Right	U	C1:G		1	37	-	166	2065	196	84.6%	-	-	-	1.9	41.2	19.2
5/1	Circulatory North Ahead	U	C1:E		1	52	-	86	2015	267	32.2%	-	-	-	0.0	2.1	0.6
5/2	Circulatory North Ahead	U	C1:E		1	52	-	150	2155	286	52.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	31	1697	34	91.3%	-	-	-	0.3	31.5	3.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	218	2015:1709	205+170	58.1 : 57.9%	-	-	-	0.0	0.5	0.7
6/3	Circulatory South Ahead	U	C1:A		1	78	-	278	2155	426	65.3%	-	-	-	0.0	0.6	6.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	12	-	51	1871	61	83.9%	-	-	-	0.3	23.1	5.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	100	1915	261	38.3%	100	0	0	0.0	0.1	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	41	2055	199	20.6%	41	0	0	0.0	3.0	0.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	192	2015	408	47.0%	-	-	-	0.0	0.4	1.9
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	150	2155	436	34.4%	-	-	-	0.0	0.4	0.5
12/1		U	-		-	-	-	141	1800	450	31.3%	-	-	-	0.1	1.5	0.2
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**61**	**269**	**1**	**17.5**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	33	-	165	1903	162	102.0%	-	-	-	3.8	82.8	27.1
1/2	Brownhill Dr N Ahead	U	C2:A		1	33	-	179	2055	175	102.5%	-	-	-	4.2	84.9	29.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	178	1658	341	52.2%	61	117	0	0.1	2.7	0.5
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	27	1851	79	34.3%	-	-	-	0.3	45.2	2.9
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	33	-	138	1831	156	88.7%	-	-	-	1.9	50.3	17.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	33	-	158	1915:1915	141+34	89.9 : 89.9%	-	-	-	2.1	48.8	18.5
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	54	1476	63	86.1%	-	-	-	1.1	75.2	7.9
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	32	1701	72	44.3%	-	-	-	0.4	48.2	3.6

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	123	1915	340	36.2%	-	-	-	0.1	4.2	3.6
6/2	Ahead	U	C2:D		1	70	-	146	2055	365	40.0%	-	-	-	0.2	4.1	8.4
6/3	Right	O	C2:H		1	32	-	48	1761	145	33.0%	0	48	0	0.6	42.0	5.6
7/1	Ahead	U	C2:C		1	70	-	259	1985	352	72.7%	-	-	-	0.8	11.1	26.8
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:32	-	250	2125:1761	159+117	88.5 : 89.9%	0	104	1	1.7	25.5	36.6
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.1%**	**0**	**0**	**18**	**20.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	42	-	230	1980	213	108.1%	-	-	-	7.6	118.2	47.8
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	42	-	15	1980:1519	0+18	0.0 : 83.3%	0	0	15	0.5	131.6	2.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	42	-	200	1872	201	99.4%	-	-	-	3.3	58.8	28.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	42	-	226	2105:1717	222+3	100.3 : 100.3%	0	0	3	3.8	60.6	32.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	29	-	145	1782:1781	106+30	106.4 : 106.4%	-	-	-	4.7	116.8	28.5
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1889	38	23.8%	-	-	-	0.1	58.7	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.2%**	**0**	**0**	**0**	**1.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	208	1938	397	52.4%	-	-	-	0.3	5.2	7.7
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	231	2080	426	54.2%	-	-	-	0.3	5.2	8.8
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	156	1940	398	39.2%	-	-	-	0.2	4.2	4.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	176	2075	425	41.4%	-	-	-	0.2	4.3	5.6
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

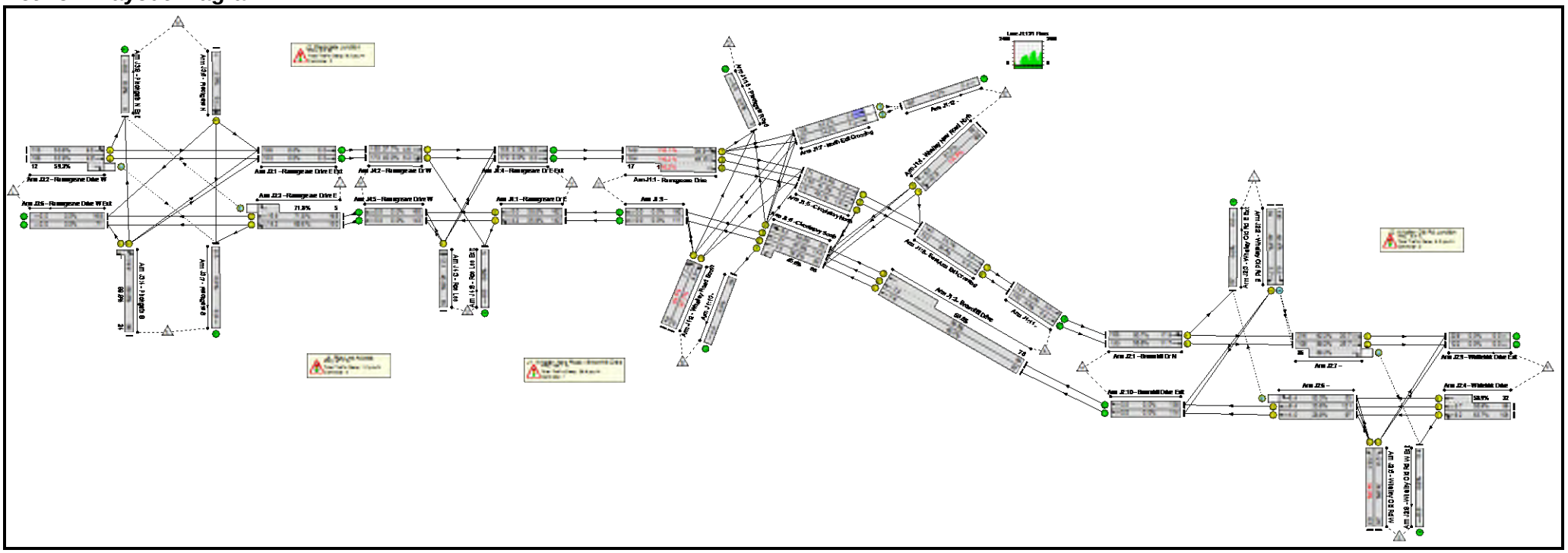
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-12.3	Total Delay for Signalled Lanes (pcuHr):	16.34	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	135.1	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	91.7	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-13.9	Total Delay for Signalled Lanes (pcuHr):	17.38	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-20.1	Total Delay for Signalled Lanes (pcuHr):	20.02	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	66.1	Total Delay for Signalled Lanes (pcuHr):	1.32	Cycle Time (s):	100
	PRC Over All Lanes (%):	-20.1	Total Delay Over All Lanes(pcuHr):	55.33		

Basic Results Summary

Scenario 15: '2034 DS AM3' (FG15: '2034 Assessment Traffic Flows AM3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**116.2%**	**249**	**212**	**11**	**46.7**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**116.2%**	**186**	**0**	**0**	**29.9**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	149	1975	128	116.1%	-	-	-	7.6	183.3	38.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	171	2115:1975	133+15	116.2 : 116.2%	-	-	-	8.6	181.6	44.6
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	40	1678	42	95.4%	-	-	-	1.2	105.8	7.1
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	47	1925	48	97.7%	-	-	-	1.4	105.4	8.3
3/1	Brownhill Drive Ahead	U	C1:H		1	45	-	97	1975	227	42.7%	-	-	-	0.6	21.6	7.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	45	-	172	1975:1975	166+137	56.8 : 56.8%	-	-	-	1.0	21.1	7.5
4/1	Whalley New Road North Right Left	U	C1:G		1	30	-	163	1832	142	114.8%	-	-	-	7.9	175.3	42.8
4/2	Whalley New Road North Right	U	C1:G		1	30	-	82	2065	160	51.2%	-	-	-	0.8	34.0	8.0
5/1	Circulatory North Ahead	U	C1:E		1	59	-	81	2015	302	23.4%	-	-	-	0.1	2.7	0.8
5/2	Circulatory North Ahead	U	C1:E		1	59	-	154	2155	323	41.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	17	1697	34	43.1%	-	-	-	0.2	39.9	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	194	2015:1709	178+193	52.2 : 45.6%	-	-	-	0.0	0.5	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	174	2155	426	40.9%	-	-	-	0.0	0.7	3.7
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	24	-	80	1865	117	68.6%	-	-	-	0.4	17.5	8.0
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	133	1915	241	52.2%	126	0	0	0.0	0.6	0.3
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	63	2055	174	34.3%	60	0	0	0.1	4.1	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	164	2015	408	35.1%	-	-	-	0.0	0.1	0.4
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	154	2155	436	30.4%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	196	1800	450	41.2%	-	-	-	0.1	1.7	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.9%**	**56**	**212**	**1**	**9.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	42	-	165	1902	204	80.7%	-	-	-	1.6	35.3	17.9
1/2	Brownhill Dr N Ahead	U	C2:A		1	42	-	130	2055	221	58.8%	-	-	-	1.0	26.6	11.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	130	1658	322	40.4%	56	74	0	0.1	2.3	0.3
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	34	1851	83	40.8%	-	-	-	0.4	45.3	3.7
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	42	-	105	1819	196	53.7%	-	-	-	0.8	26.0	9.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	42	-	131	1915:1915	168+54	58.9 : 58.9%	-	-	-	0.9	25.1	9.7
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	63	1476	66	94.9%	-	-	-	1.5	86.3	10.1
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	26	1701	77	34.0%	-	-	-	0.3	44.6	2.8

Basic Results Summary

6/1	Ahead	U	C2:D		1	69	-	97	1915	335	28.9%	-	-	-	0.1	4.9	4.0
6/2	Ahead	U	C2:D		1	69	-	121	2055	360	33.6%	-	-	-	0.2	5.0	9.4
6/3	Right	O	C2:H		1	22	-	53	1761	101	52.3%	0	53	0	0.9	57.8	6.4
7/1	Ahead	U	C2:C		1	69	-	216	1985	347	62.2%	-	-	-	0.4	6.2	20.7
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:22	-	195	2125:1761	122+96	89.2 : 89.2%	0	85	1	1.7	31.3	26.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**	**7**	**0**	**10**	**6.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	45	-	115	1976	227	50.6%	-	-	-	0.7	23.0	9.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	45	-	120	1980:1519	204+20	52.9 : 59.3%	2	0	10	0.9	26.1	9.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	45	-	150	1875	216	69.6%	-	-	-	1.2	28.1	14.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	45	-	173	2105:1717	234+7	71.8 : 71.8%	5	0	0	1.4	28.3	16.5
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	26	-	110	1775:1781	96+27	89.8 : 89.8%	-	-	-	1.8	59.2	14.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	1	1752	35	2.9%	-	-	-	0.0	56.0	0.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	142	1937	397	35.8%	-	-	-	0.2	4.1	4.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	162	2080	426	38.0%	-	-	-	0.2	4.1	5.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	150	1940	398	37.7%	-	-	-	0.2	4.2	4.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	170	2075	425	40.0%	-	-	-	0.2	4.2	5.2
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

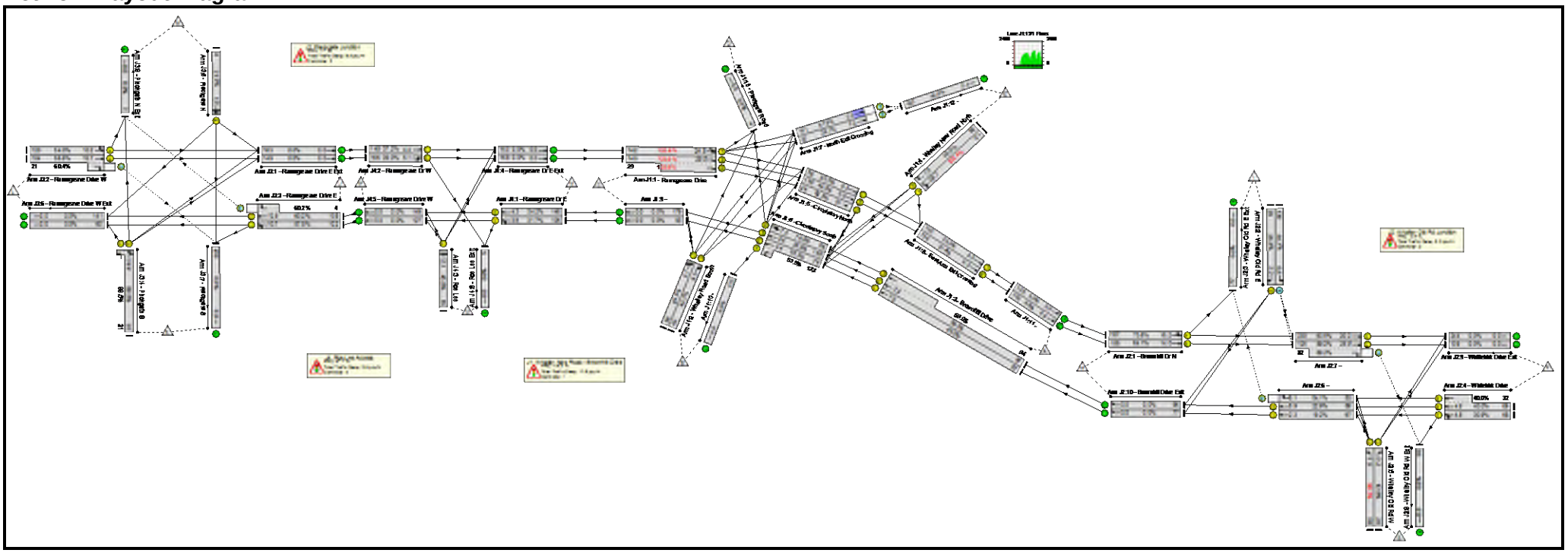
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-29.1	Total Delay for Signalled Lanes (pcuHr):	29.73	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	72.5	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	156.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-5.4	Total Delay for Signalled Lanes (pcuHr):	9.73	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	5.96	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.01	Cycle Time (s):	100
	PRC Over All Lanes (%):	-29.1	Total Delay Over All Lanes(pcuHr):	46.69		

Basic Results Summary

Scenario 16: '2034 DS AM4' (FG16: '2034 Assessment Traffic Flows AM4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**103.8%**	**282**	**203**	**4**	**32.4**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**103.8%**	**193**	**0**	**0**	**17.6**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	27	-	142	1973	138	102.8%	-	-	-	3.7	93.6	24.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	27	-	172	2115:1975	138+28	103.8 : 103.8%	-	-	-	4.6	96.0	29.5
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	36	1706	43	84.4%	-	-	-	0.9	88.4	5.7
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	40	1925	48	83.1%	-	-	-	0.9	83.0	6.1
3/1	Brownhill Drive Ahead	U	C1:H		1	40	-	87	1975	202	43.0%	-	-	-	0.6	25.0	7.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	40	-	151	1975:1975	155+114	56.0 : 56.0%	-	-	-	1.0	24.4	7.5
4/1	Whalley New Road North Right Left	U	C1:G		1	35	-	171	1837	165	103.4%	-	-	-	4.4	91.8	29.7
4/2	Whalley New Road North Right	U	C1:G		1	35	-	80	2065	186	43.0%	-	-	-	0.6	28.5	7.0
5/1	Circulatory North Ahead	U	C1:E		1	54	-	57	2015	277	20.0%	-	-	-	0.0	1.8	0.3
5/2	Circulatory North Ahead	U	C1:E		1	54	-	143	2155	296	46.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	29	1697	34	82.3%	-	-	-	0.3	34.9	3.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	205	2015:1709	143+228	55.3 : 53.5%	-	-	-	0.0	0.4	0.4
6/3	Circulatory South Ahead	U	C1:A		1	78	-	165	2155	426	38.8%	-	-	-	0.0	0.7	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	17	-	66	1867	84	78.6%	-	-	-	0.4	20.3	7.0
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	153	1915	260	57.9%	151	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	42	2055	146	28.7%	42	0	0	0.1	4.9	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	139	2015	408	33.0%	-	-	-	0.0	0.1	0.3
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	143	2155	436	31.6%	-	-	-	0.0	0.3	0.3
12/1		U	-		-	-	-	195	1800	450	42.8%	-	-	-	0.1	1.7	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**	**67**	**203**	**1**	**8.3**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	47	-	167	1890	227	73.6%	-	-	-	1.3	28.1	16.2
1/2	Brownhill Dr N Ahead	U	C2:A		1	47	-	158	2055	247	64.1%	-	-	-	1.1	24.5	14.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	139	1658	311	44.7%	67	72	0	0.1	2.6	0.4
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	20	1851	69	28.8%	-	-	-	0.3	46.8	2.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	47	-	68	1832	220	30.9%	-	-	-	0.4	18.8	4.8
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	47	-	101	1915:1915	173+80	40.0 : 40.0%	-	-	-	0.5	18.3	4.9
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	50	1476	55	90.3%	-	-	-	1.2	85.8	7.9
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	28	1701	64	43.9%	-	-	-	0.4	51.0	3.2

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	67	1915	349	19.2%	-	-	-	0.1	4.3	2.3
6/2	Ahead	U	C2:D		1	72	-	86	2055	375	22.9%	-	-	-	0.1	4.1	5.9
6/3	Right	O	C2:H		1	20	-	50	1761	92	54.1%	0	50	0	0.9	62.1	6.1
7/1	Ahead	U	C2:C		1	72	-	230	1985	362	63.5%	-	-	-	0.4	6.6	20.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:20	-	207	2125:1761	140+92	89.2 : 89.2%	0	81	1	1.7	29.4	28.6
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**	**22**	**0**	**3**	**5.5**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	120	1976	222	54.0%	-	-	-	0.8	24.3	10.2
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	125	1980:1519	184+35	56.6 : 60.4%	18	0	3	1.0	27.6	10.1
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	122	1875	211	57.8%	-	-	-	0.9	25.4	10.7
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	142	2105:1717	229+7	60.2 : 60.2%	4	0	0	1.0	25.6	12.5
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	112	1775:1781	103+24	88.5 : 88.5%	-	-	-	1.8	56.6	14.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1908	38	21.0%	-	-	-	0.1	57.9	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.9**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	126	1936	397	31.7%	-	-	-	0.1	3.9	3.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	146	2080	426	34.2%	-	-	-	0.2	3.9	4.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	148	1940	398	37.2%	-	-	-	0.2	4.1	4.4
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	166	2074	425	39.0%	-	-	-	0.2	4.1	5.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

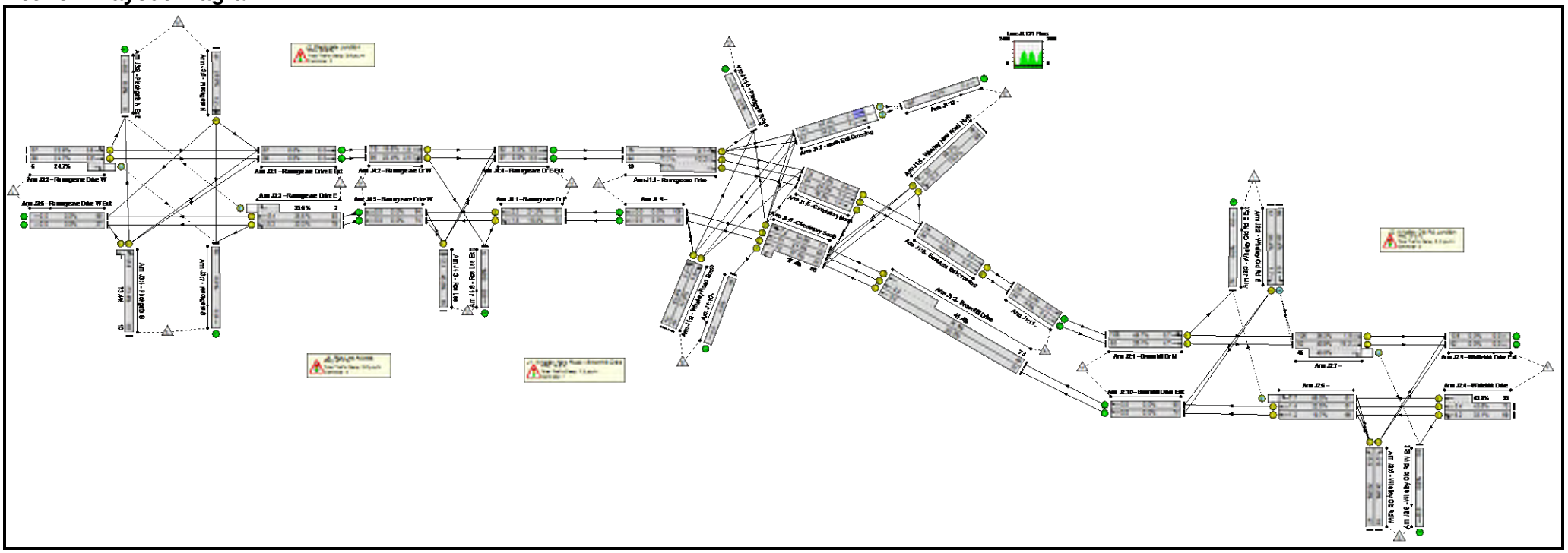
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	17.43	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	55.5	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	172.4	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	8.25	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	5.53	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.95	Cycle Time (s):	100
	PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes(pcuHr):	32.44		

Basic Results Summary

Scenario 17: '2034 DS IP1' (FG17: '2034 Assessment Traffic Flows IP1', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**236**	**143**	**1**	**15.7**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**198**	**0**	**0**	**7.2**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	20	-	76	1975	104	73.3%	-	-	-	1.1	51.8	9.1
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	20	-	97	2115:1975	108+17	77.7 : 77.7%	-	-	-	1.4	50.9	10.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	15	-	45	1769	71	63.6%	-	-	-	0.7	55.7	5.5
2/2	Whalley Road South Right Right2	U	C1:C		1	15	-	40	1925	77	51.9%	-	-	-	0.6	50.3	4.6
3/1	Brownhill Drive Ahead	U	C1:H		1	45	-	51	1975	227	22.5%	-	-	-	0.3	18.8	3.5
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	45	-	117	1975:1975	106+176	41.4 : 41.4%	-	-	-	0.6	19.4	5.5
4/1	Whalley New Road North Right Left	U	C1:G		1	30	-	108	1850	143	75.3%	-	-	-	1.3	42.8	12.2
4/2	Whalley New Road North Right	U	C1:G		1	30	-	58	2065	160	36.2%	-	-	-	0.5	31.2	5.2
5/1	Circulatory North Ahead	U	C1:E		1	59	-	12	2015	302	4.0%	-	-	-	0.0	11.3	0.6
5/2	Circulatory North Ahead	U	C1:E		1	59	-	84	2155	323	26.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	13	1697	34	38.3%	-	-	-	0.2	43.7	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	72:83	-	128	2015:1709	115+227	37.4 : 37.4%	-	-	-	0.0	0.5	0.2
6/3	Circulatory South Ahead	U	C1:A		1	72	-	98	2155	393	24.9%	-	-	-	0.1	3.0	5.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	29	-	77	1869	140	54.9%	-	-	-	0.3	14.1	7.2
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	141	1915	250	56.4%	141	0	0	0.0	0.4	0.1
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	57	2055	157	36.2%	57	0	0	0.1	7.0	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	56	2015	408	13.7%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	84	2155	436	19.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	198	1800	450	44.0%	-	-	-	0.1	1.8	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.8%**	**30**	**143**	**1**	**5.3**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	44	-	106	1896	213	49.7%	-	-	-	0.7	23.6	8.7
1/2	Brownhill Dr N Ahead	U	C2:A		1	44	-	65	2055	231	28.1%	-	-	-	0.4	20.0	4.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	66	1658	323	20.4%	30	36	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	17	1851	83	20.4%	-	-	-	0.2	41.7	1.7
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	44	-	69	1853	208	33.1%	-	-	-	0.4	21.0	5.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	44	-	105	1915:1915	160+80	43.8 : 43.8%	-	-	-	0.6	20.6	5.4
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	47	1476	66	70.8%	-	-	-	0.8	59.4	5.9
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	19	1701	77	24.8%	-	-	-	0.2	43.0	2.0
6/1	Ahead	U	C2:D		1	69	-	66	1915	335	19.7%	-	-	-	0.1	3.9	1.2
6/2	Ahead	U	C2:D		1	69	-	81	2055	360	22.5%	-	-	-	0.1	3.6	1.4

Basic Results Summary

6/3	Right	O	C2:H		1	20	-	61	1761	92	66.0%	0	61	0	1.1	67.3	7.7
7/1	Ahead	U	C2:C		1	69	-	126	1985	347	36.3%	-	-	-	0.1	3.3	1.5
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:20	-	98	2125:1761	104+92	49.9 : 49.9%	0	45	1	0.6	20.6	15.3
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**	**8**	**0**	**0**	**2.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	57	1954	249	22.9%	-	-	-	0.3	15.9	3.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	62	1980:1519	227+24	24.7 : 24.7%	6	0	0	0.3	16.4	3.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	79	1878	239	33.0%	-	-	-	0.4	17.2	5.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	95	2105:1717	262+6	35.6 : 35.6%	2	0	0	0.5	17.3	6.4
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	73	1781:1781	86+14	73.4 : 73.4%	-	-	-	1.0	51.6	8.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	10	1730	35	28.9%	-	-	-	0.2	61.4	1.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	73	1933	396	18.4%	-	-	-	0.1	3.3	1.8
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	91	2080	426	21.3%	-	-	-	0.1	3.3	2.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	78	1940	398	19.6%	-	-	-	0.1	3.3	1.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	95	2070	424	22.4%	-	-	-	0.1	3.4	2.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

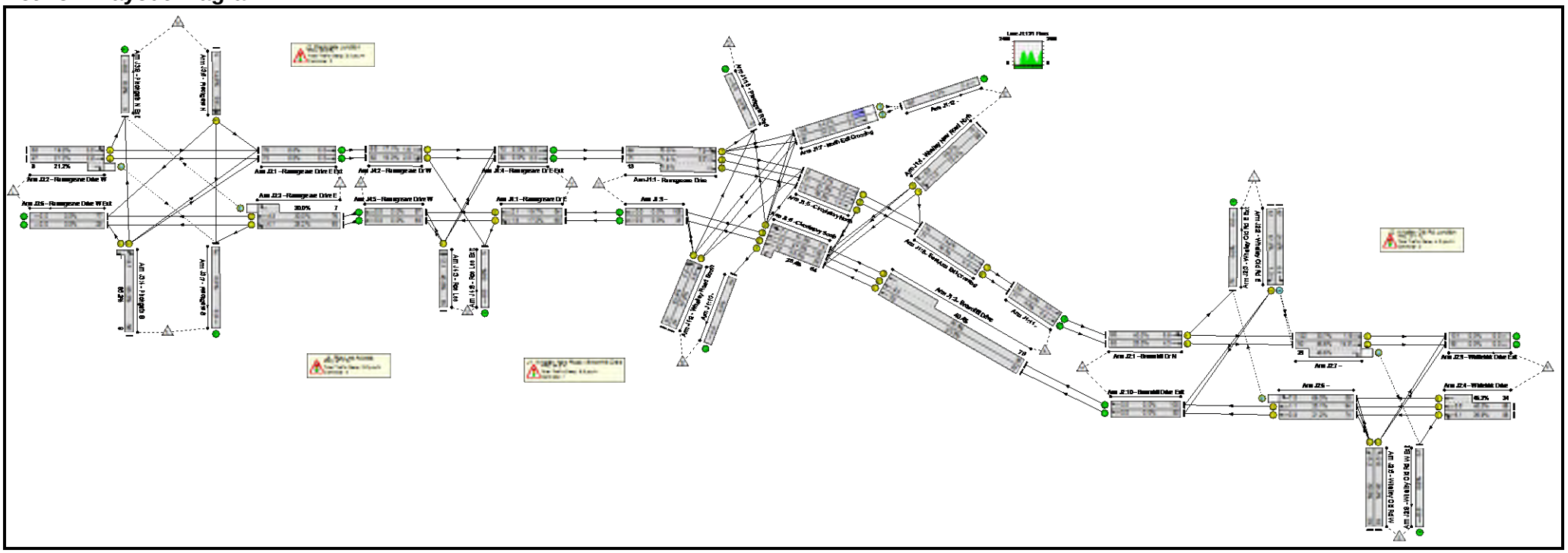
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	15.9	Total Delay for Signalled Lanes (pcuHr):	7.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	59.7	Total Delay for Signalled Lanes (pcuHr):	0.13	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	367.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	5.23	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	2.59	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s):	100
	PRC Over All Lanes (%):	15.9	Total Delay Over All Lanes(pcuHr):	15.68		

Basic Results Summary

Scenario 18: '2034 DS IP2' (FG18: '2034 Assessment Traffic Flows IP2', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.4%**	**235**	**130**	**0**	**13.9**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.4%**	**186**	**0**	**0**	**6.5**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	18	-	66	1971	94	70.5%	-	-	-	1.0	53.0	7.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	18	-	84	2115:1975	99+18	71.8 : 71.8%	-	-	-	1.2	50.0	8.5
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	31	1800	50	62.6%	-	-	-	0.6	65.0	4.0
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	29	1925	53	54.8%	-	-	-	0.5	60.1	3.6
3/1	Brownhill Drive Ahead	U	C1:H		1	46	-	47	1975	232	20.3%	-	-	-	0.2	18.0	3.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	46	-	111	1975:1975	87+188	40.4 : 40.4%	-	-	-	0.6	18.9	5.6
4/1	Whalley New Road North Right Left	U	C1:G		1	29	-	99	1822	137	72.4%	-	-	-	1.2	42.5	11.0
4/2	Whalley New Road North Right	U	C1:G		1	29	-	70	2065	155	45.2%	-	-	-	0.7	33.6	6.6
5/1	Circulatory North Ahead	U	C1:E		1	60	-	2	2015	307	0.7%	-	-	-	0.0	27.5	0.2
5/2	Circulatory North Ahead	U	C1:E		1	60	-	71	2155	329	21.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	13	1697	34	38.3%	-	-	-	0.2	45.0	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	103	2015:1709	137+225	28.4 : 28.4%	-	-	-	0.0	0.5	0.2
6/3	Circulatory South Ahead	U	C1:A		1	77	-	102	2155	420	24.3%	-	-	-	0.0	0.7	4.3
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	32	-	79	1865	154	51.3%	-	-	-	0.3	11.7	7.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	138	1915	254	54.3%	138	0	0	0.0	0.4	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	48	2055	160	30.0%	48	0	0	0.1	6.4	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	58	2015	408	14.2%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	71	2155	436	16.3%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	186	1800	450	41.3%	-	-	-	0.1	1.7	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**	**34**	**130**	**0**	**4.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	49	-	95	1888	236	40.3%	-	-	-	0.5	18.8	6.9
1/2	Brownhill Dr N Ahead	U	C2:A		1	49	-	65	2055	257	25.3%	-	-	-	0.3	16.7	4.3
2/1	Whalley Old Rd E Left	O	-		-	-	-	67	1658	320	21.0%	34	34	0	0.0	1.8	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	12	1851	69	17.3%	-	-	-	0.1	44.9	1.3
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	49	-	85	1842	230	36.9%	-	-	-	0.4	18.4	6.1
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	49	-	120	1915:1915	186+73	46.3 : 46.3%	-	-	-	0.6	18.0	6.6
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	39	1476	55	70.5%	-	-	-	0.7	64.8	5.2
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	18	1701	64	28.2%	-	-	-	0.2	47.5	2.0

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	74	1915	349	21.2%	-	-	-	0.1	2.8	0.9
6/2	Ahead	U	C2:D		1	72	-	94	2055	375	25.1%	-	-	-	0.1	2.7	1.1
6/3	Right	O	C2:H		1	18	-	58	1761	84	69.3%	0	58	0	1.2	72.1	7.5
7/1	Ahead	U	C2:C		1	72	-	122	1985	362	33.7%	-	-	-	0.1	3.3	1.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:18	-	89	2125:1761	107+84	46.6 : 46.6%	0	39	0	0.5	19.9	14.6
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**	**15**	**0**	**0**	**2.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	50	1970	261	19.2%	-	-	-	0.2	14.4	3.0
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	55	1980:1519	221+38	21.2 : 21.2%	8	0	0	0.2	15.0	2.8
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	65	1874	248	26.2%	-	-	-	0.3	15.3	4.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	83	2105:1717	254+23	30.0 : 30.0%	7	0	0	0.4	15.4	4.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	59	1774:1781	77+14	65.2 : 65.2%	-	-	-	0.8	50.1	6.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	5	1708	34	14.6%	-	-	-	0.1	58.2	0.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	68	1933	396	17.2%	-	-	-	0.1	3.3	1.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	84	2080	426	19.7%	-	-	-	0.1	3.3	2.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	68	1940	398	17.1%	-	-	-	0.1	3.3	1.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	82	2069	424	19.3%	-	-	-	0.1	3.2	2.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

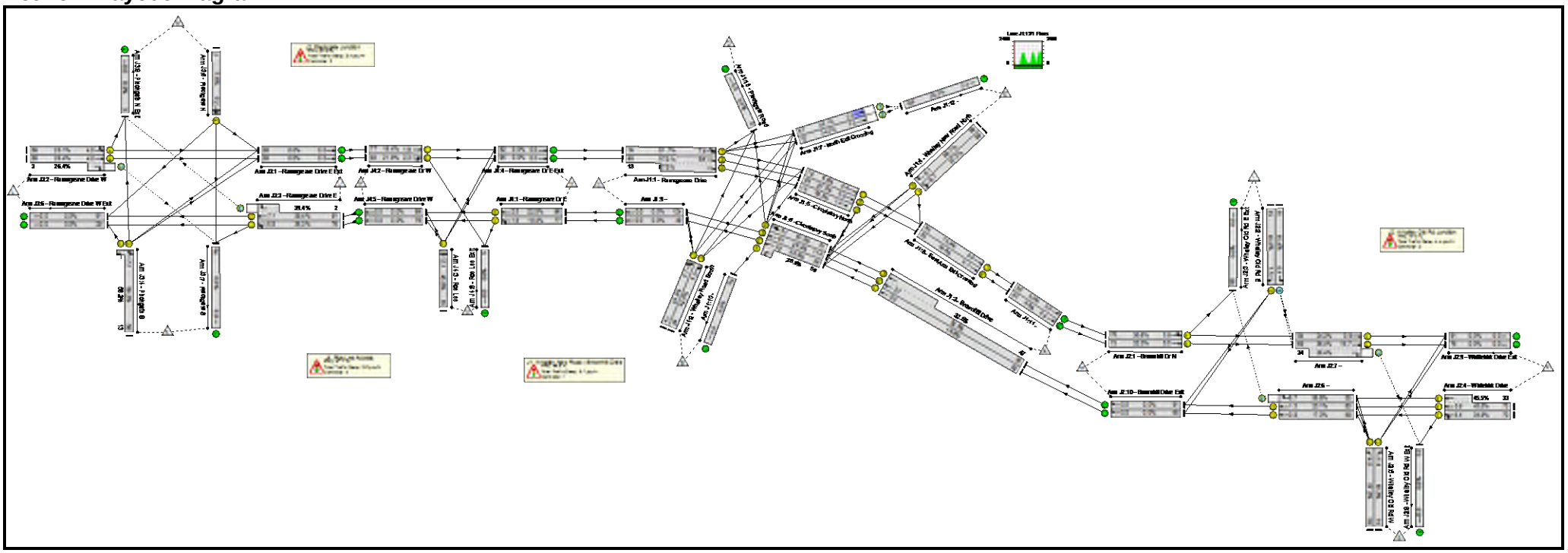
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	24.2	Total Delay for Signalled Lanes (pcuHr):	6.29	Cycle Time (s): 100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	65.7	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s): 100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	453.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	4.82	Cycle Time (s): 100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	38.0	Total Delay for Signalled Lanes (pcuHr):	1.96	Cycle Time (s): 100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s): 100
	PRC Over All Lanes (%):	24.2	Total Delay Over All Lanes(pcuHr):	13.86	

Basic Results Summary

Scenario 19: '2034 DS IP3' (FG19: '2034 Assessment Traffic Flows IP3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.5%**	**186**	**117**	**0**	**13.2**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.5%**	**159**	**0**	**0**	**5.7**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	28	-	74	1975	143	51.7%	-	-	-	0.7	36.1	7.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	28	-	96	2115:1975	144+23	57.5 : 57.5%	-	-	-	0.9	35.6	8.4
2/1	Whalley Road South Right Left Left2	U	C1:C		1	16	-	41	1775	75	54.3%	-	-	-	0.6	50.6	4.7
2/2	Whalley Road South Right Right2	U	C1:C		1	16	-	38	1925	82	46.4%	-	-	-	0.5	47.5	4.2
3/1	Brownhill Drive Ahead	U	C1:H		1	42	-	42	1975	212	19.8%	-	-	-	0.2	20.4	3.0
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	42	-	97	1975:1975	154+144	32.5 : 32.5%	-	-	-	0.5	20.3	3.7
4/1	Whalley New Road North Right Left	U	C1:G		1	33	-	89	1830	156	57.2%	-	-	-	0.8	33.7	8.7
4/2	Whalley New Road North Right	U	C1:G		1	33	-	68	2065	176	38.7%	-	-	-	0.6	29.2	6.1
5/1	Circulatory North Ahead	U	C1:E		1	56	-	19	2015	287	6.6%	-	-	-	0.0	6.4	0.4
5/2	Circulatory North Ahead	U	C1:E		1	56	-	83	2155	307	27.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	13	1697	34	38.3%	-	-	-	0.1	38.8	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	71:83	-	98	2015:1709	135+204	28.9 : 28.9%	-	-	-	0.0	0.6	0.2
6/3	Circulatory South Ahead	U	C1:A		1	71	-	114	2155	388	29.4%	-	-	-	0.1	3.4	6.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	51	1874	89	57.3%	-	-	-	0.3	21.7	5.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	87	1915	228	38.1%	87	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	72	2055	211	34.0%	72	0	0	0.1	4.0	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	65	2015	408	15.9%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	83	2155	436	19.0%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	159	1800	450	35.3%	-	-	-	0.1	1.5	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**	**22**	**117**	**0**	**4.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	43	-	76	1888	208	36.6%	-	-	-	0.5	22.1	5.9
1/2	Brownhill Dr N Ahead	U	C2:A		1	43	-	73	2055	226	32.3%	-	-	-	0.4	21.2	5.5
2/1	Whalley Old Rd E Left	O	-		-	-	-	51	1658	331	15.4%	22	29	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	15	1851	83	18.0%	-	-	-	0.2	41.3	1.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	43	-	70	1823	201	34.9%	-	-	-	0.4	22.0	5.4
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	43	-	106	1915:1915	160+73	45.5 : 45.5%	-	-	-	0.6	21.5	5.9
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	38	1476	66	57.2%	-	-	-	0.6	52.6	4.5
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	14	1701	77	18.3%	-	-	-	0.2	42.0	1.4

Basic Results Summary

6/1	Ahead	U	C2:D		1	69	-	58	1915	335	17.3%	-	-	-	0.1	3.2	0.8
6/2	Ahead	U	C2:D		1	69	-	83	2055	360	23.1%	-	-	-	0.1	3.5	1.3
6/3	Right	O	C2:H		1	21	-	55	1761	97	56.8%	0	55	0	1.0	62.4	6.7
7/1	Ahead	U	C2:C		1	69	-	84	1985	347	24.2%	-	-	-	0.1	2.9	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:21	-	103	2125:1761	189+93	36.4 : 36.4%	0	34	0	0.4	13.4	15.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.2%**	**5**	**0**	**0**	**2.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	56	1980	223	25.1%	-	-	-	0.3	19.7	4.0
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	59	1980:1519	212+11	26.4 : 26.4%	3	0	0	0.3	20.1	4.0
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	76	1863	210	36.3%	-	-	-	0.5	21.4	5.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	93	2105:1717	231+5	39.4 : 39.4%	2	0	0	0.6	21.5	7.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	71	1774:1781	103+23	56.2 : 56.2%	-	-	-	0.8	38.4	7.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	2	1791	36	5.6%	-	-	-	0.0	56.1	0.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	77	1934	396	19.4%	-	-	-	0.1	3.3	1.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	96	2080	426	22.5%	-	-	-	0.1	3.3	2.5
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	77	1940	398	19.4%	-	-	-	0.1	3.3	1.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	93	2070	424	21.9%	-	-	-	0.1	3.3	2.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

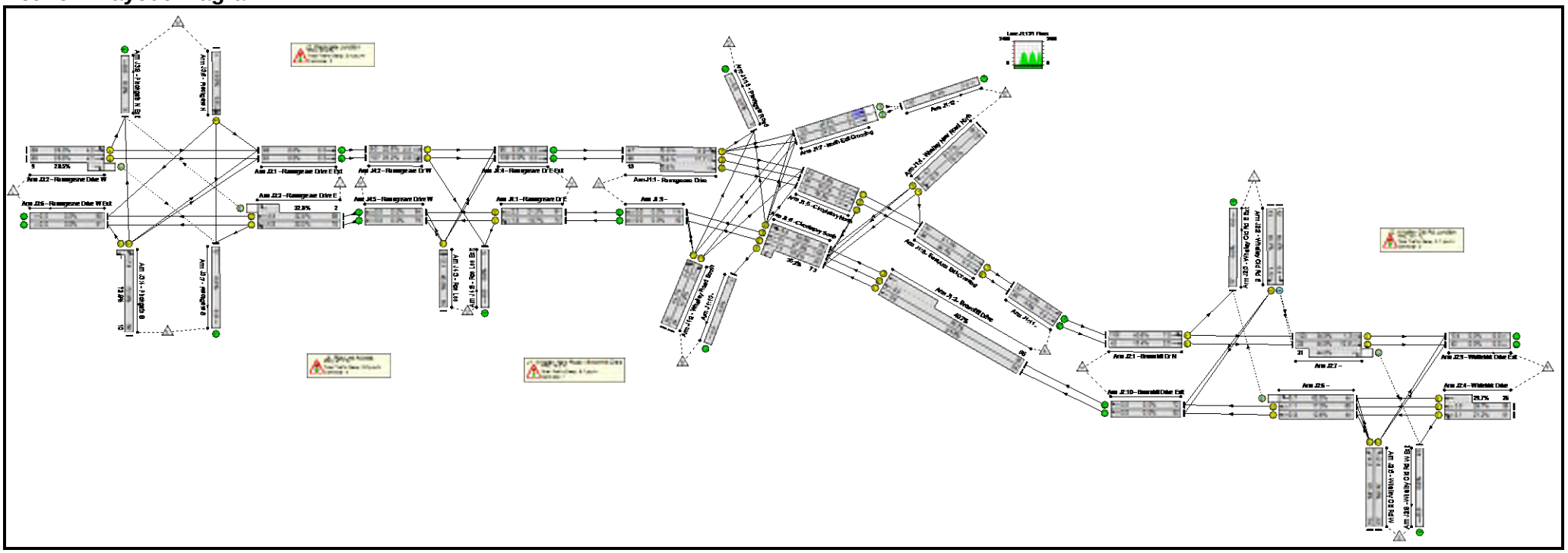
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	56.5	Total Delay for Signalled Lanes (pcuHr):	5.54	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	136.0	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	373.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	57.3	Total Delay for Signalled Lanes (pcuHr):	4.39	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	60.2	Total Delay for Signalled Lanes (pcuHr):	2.43	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s):	100
	PRC Over All Lanes (%):	56.5	Total Delay Over All Lanes(pcuHr):	13.16		

Basic Results Summary

Scenario 20: '2034 DS IP4' (FG20: '2034 Assessment Traffic Flows IP4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**	**212**	**99**	**0**	**13.6**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**	**173**	**0**	**0**	**6.7**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	24	-	87	1975	123	70.5%	-	-	-	1.1	45.8	9.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	24	-	109	2115:1975	127+17	75.6 : 75.6%	-	-	-	1.4	45.6	11.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	16	-	35	1804	77	45.7%	-	-	-	0.5	47.9	3.9
2/2	Whalley Road South Right Right2	U	C1:C		1	16	-	26	1925	82	31.8%	-	-	-	0.3	44.4	2.7
3/1	Brownhill Drive Ahead	U	C1:H		1	43	-	54	1975	217	24.9%	-	-	-	0.3	20.4	3.9
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	43	-	120	1975:1975	135+160	40.7 : 40.7%	-	-	-	0.7	20.4	5.0
4/1	Whalley New Road North Right Left	U	C1:G		1	32	-	113	1825	151	75.1%	-	-	-	1.3	41.0	12.6
4/2	Whalley New Road North Right	U	C1:G		1	32	-	54	2065	170	31.7%	-	-	-	0.4	28.9	4.7
5/1	Circulatory North Ahead	U	C1:E		1	57	-	25	2015	292	8.6%	-	-	-	0.1	7.3	0.7
5/2	Circulatory North Ahead	U	C1:E		1	57	-	96	2155	312	30.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	13	1697	34	38.3%	-	-	-	0.1	40.9	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	71:83	-	118	2015:1709	128+207	35.2 : 35.2%	-	-	-	0.0	0.6	0.3
6/3	Circulatory South Ahead	U	C1:A		1	71	-	108	2155	388	27.8%	-	-	-	0.1	3.3	5.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	23	-	66	1867	112	58.9%	-	-	-	0.3	16.1	6.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	123	1915	252	48.8%	123	0	0	0.0	0.2	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	50	2055	172	29.0%	50	0	0	0.1	4.9	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	87	2015	408	21.3%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	96	2155	436	22.0%	-	-	-	0.0	0.1	0.0
12/1		U	-		-	-	-	173	1800	450	38.4%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**	**28**	**99**	**0**	**3.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	52	-	102	1895	251	40.6%	-	-	-	0.5	17.1	7.0
1/2	Brownhill Dr N Ahead	U	C2:A		1	52	-	42	2055	272	15.4%	-	-	-	0.2	14.0	2.5
2/1	Whalley Old Rd E Left	O	-		-	-	-	52	1658	315	16.5%	28	24	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	13	1851	69	18.7%	-	-	-	0.2	45.2	1.4
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	52	-	51	1815	240	21.2%	-	-	-	0.2	14.8	3.1
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	52	-	82	1915:1915	189+88	29.7 : 29.7%	-	-	-	0.3	14.6	3.5
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	34	1476	55	61.4%	-	-	-	0.6	59.5	4.3
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	22	1701	64	34.5%	-	-	-	0.3	48.8	2.4

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	44	1915	349	12.6%	-	-	-	0.0	3.6	0.8
6/2	Ahead	U	C2:D		1	72	-	65	2055	375	17.3%	-	-	-	0.1	3.3	1.1
6/3	Right	O	C2:H		1	15	-	44	1761	70	62.5%	0	44	0	0.9	72.9	5.7
7/1	Ahead	U	C2:C		1	72	-	123	1985	362	34.0%	-	-	-	0.1	3.0	1.3
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:15	-	60	2125:1761	66+70	44.0 : 44.0%	0	31	0	0.4	25.0	12.8
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.9%**	**11**	**0**	**0**	**2.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	69	1980	262	26.3%	-	-	-	0.3	15.2	4.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	74	1980:1519	228+32	28.5 : 28.5%	9	0	0	0.3	15.7	4.1
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	75	1886	250	30.0%	-	-	-	0.3	15.7	4.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	91	2105:1717	272+6	32.8 : 32.8%	2	0	0	0.4	15.8	5.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	66	1774:1781	77+14	72.9 : 72.9%	-	-	-	1.0	54.0	7.9
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1844	37	19.0%	-	-	-	0.1	58.0	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	74	1933	396	18.7%	-	-	-	0.1	3.3	1.8
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	91	2080	426	21.3%	-	-	-	0.1	3.3	2.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	90	1940	398	22.6%	-	-	-	0.1	3.5	2.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	107	2071	425	25.2%	-	-	-	0.1	3.5	2.8
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

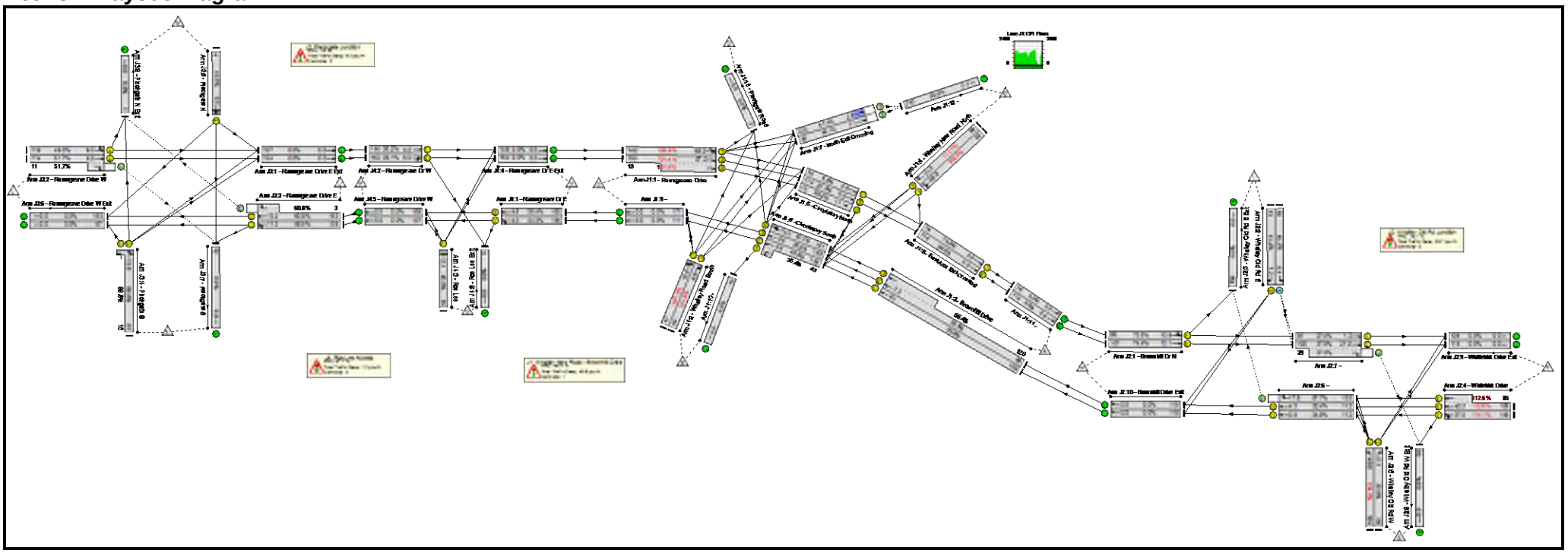
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	19.0	Total Delay for Signalled Lanes (pcuHr):	6.59	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	84.3	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	309.1	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	44.1	Total Delay for Signalled Lanes (pcuHr):	3.72	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	23.4	Total Delay for Signalled Lanes (pcuHr):	2.44	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.64	Cycle Time (s):	100
	PRC Over All Lanes (%):	19.0	Total Delay Over All Lanes(pcuHr):	13.57		

Basic Results Summary

Scenario 21: '2034 DS PM1' (FG21: '2034 Assessment Traffic Flows PM1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**135.3%**	**290**	**215**	**11**	**76.3**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**135.3%**	**259**	**0**	**10**	**40.6**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	21	-	142	1973	109	130.9%	-	-	-	10.7	271.7	49.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	21	-	163	2115:1975	114+10	131.4 : 131.4%	-	-	-	12.3	272.5	57.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	47	1802	45	104.3%	-	-	-	1.8	137.8	10.0
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	49	1925	48	101.8%	-	-	-	1.6	120.8	9.6
3/1	Brownhill Drive Ahead	U	C1:H		1	61	-	109	1975	306	35.6%	-	-	-	0.3	11.5	6.1
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	61	-	206	1975:1975	155+217	55.4 : 55.4%	-	-	-	0.7	11.9	7.3
4/1	Whalley New Road North Right Left	U	C1:G		1	14	-	92	1813	68	135.3%	-	-	-	7.9	308.2	36.9
4/2	Whalley New Road North Right	U	C1:G		1	14	-	86	2065	77	111.1%	-	-	-	4.0	168.6	21.3
5/1	Circulatory North Ahead	U	C1:E		1	75	-	43	2015	383	8.9%	-	-	-	0.0	1.6	0.5
5/2	Circulatory North Ahead	U	C1:E		1	75	-	150	2155	409	27.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	13	1697	34	29.2%	-	-	-	0.2	58.3	1.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	157	2015:1709	224+121	45.6 : 35.4%	-	-	-	0.0	0.7	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	171	2155	426	38.2%	-	-	-	0.0	0.7	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	44	-	121	1861	209	57.7%	-	-	-	0.4	11.1	10.0
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	246	1915	254	87.4%	212	0	10	0.1	2.4	2.8
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	50	2055	99	48.1%	48	0	0	0.2	14.7	2.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	100	2015	408	18.6%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	150	2155	436	26.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	296	1800	450	59.9%	-	-	-	0.2	2.5	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**134.2%**	**16**	**215**	**1**	**29.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	27	-	96	1865	131	73.5%	-	-	-	1.2	44.8	10.9
1/2	Brownhill Dr N Ahead	U	C2:A		1	27	-	107	2055	144	74.4%	-	-	-	1.3	44.1	12.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	58	1658	356	16.3%	16	42	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	20	-	13	1851	97	13.4%	-	-	-	0.1	37.5	1.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	27	-	149	1865	131	114.1%	-	-	-	7.0	168.3	37.0
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	27	-	193	1915:1915	96+75	112.6 : 112.6%	-	-	-	8.2	153.0	42.2
5/1	Whalley Old Rd W Left	U	C2:F		1	20	-	104	1476	77	134.2%	-	-	-	8.6	296.7	40.0
5/2	Whalley Old Rd W Right	U	C2:F		1	20	-	30	1701	89	33.6%	-	-	-	0.3	41.1	3.1

Basic Results Summary

6/1	Ahead	U	C2:D		1	66	-	128	1915	321	34.8%	-	-	-	0.1	2.4	0.5
6/2	Ahead	U	C2:D		1	66	-	129	2055	344	32.4%	-	-	-	0.1	4.0	4.3
6/3	Right	O	C2:H		1	34	-	165	1761	154	87.7%	0	135	0	2.4	63.4	17.8
7/1	Ahead	U	C2:C		1	66	-	91	1985	332	27.4%	-	-	-	0.1	3.5	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	66:34	-	139	2125:1761	271+106	37.0 : 37.0%	0	38	1	0.3	8.3	21.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**	**14**	**0**	**0**	**5.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	48	-	119	1972	242	49.3%	-	-	-	0.7	20.8	9.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	48	-	125	1980:1519	220+21	51.7 : 51.7%	11	0	0	0.8	22.4	9.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	48	-	135	1883	231	58.5%	-	-	-	0.9	22.9	11.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	48	-	156	2105:1717	252+5	60.8 : 60.8%	3	0	0	1.0	23.0	13.2
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	23	-	96	1775:1781	91+17	88.6 : 88.6%	-	-	-	1.6	61.8	12.8
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	4	1896	38	10.5%	-	-	-	0.1	56.0	0.5
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	136	1936	397	34.3%	-	-	-	0.2	4.0	4.0
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	155	2080	426	36.4%	-	-	-	0.2	4.0	4.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	144	1940	398	36.2%	-	-	-	0.2	4.1	4.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	162	2074	425	38.1%	-	-	-	0.2	4.1	5.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

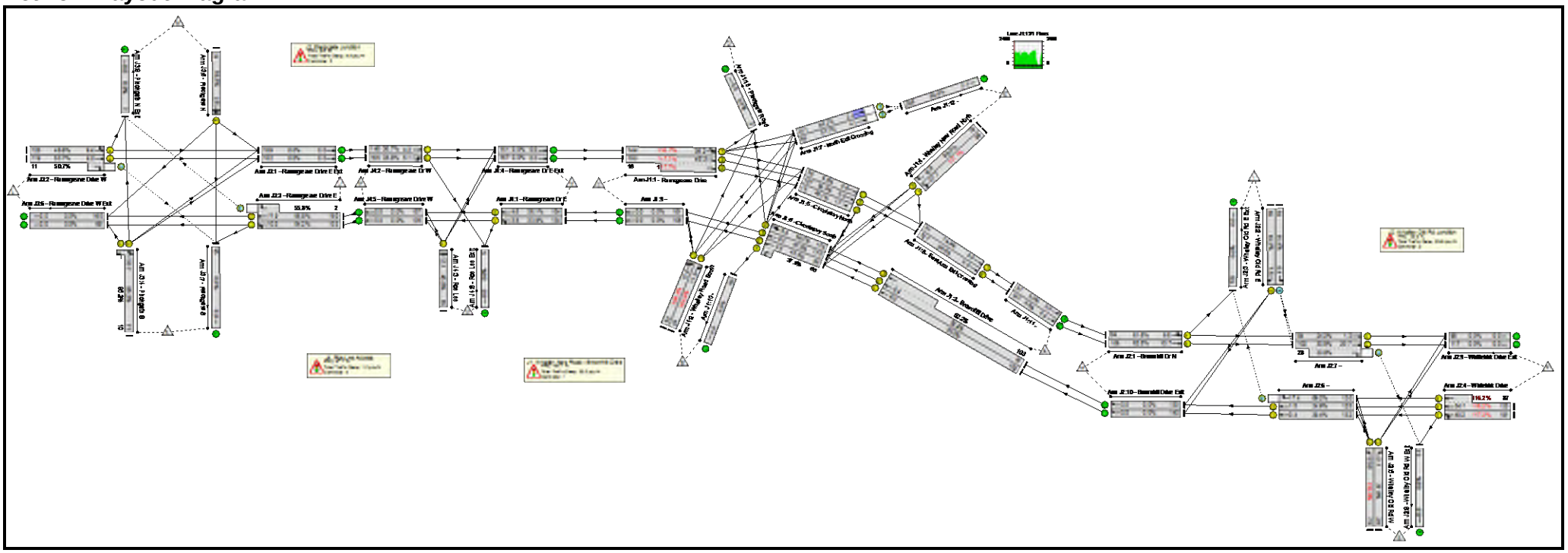
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-50.4	Total Delay for Signalled Lanes (pcuHr):	40.04	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	243.9	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-49.1	Total Delay for Signalled Lanes (pcuHr):	29.71	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.96	Cycle Time (s):	100
	PRC Over All Lanes (%):	-50.4	Total Delay Over All Lanes(pcuHr):	76.30		

Basic Results Summary

Scenario 22: '2034 DS PM2' (FG22: '2034 Assessment Traffic Flows PM2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**118.9%**	**292**	**193**	**8**	**65.6**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**117.7%**	**261**	**0**	**7**	**30.0**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	24	-	144	1975	123	116.7%	-	-	-	7.5	188.1	38.2
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	24	-	168	2115:1975	127+15	117.7 : 117.7%	-	-	-	9.0	191.8	45.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	53	1779	49	108.3%	-	-	-	2.3	158.0	12.5
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	55	1925	53	103.9%	-	-	-	2.0	129.8	11.3
3/1	Brownhill Drive Ahead	U	C1:H		1	58	-	102	1975	291	35.0%	-	-	-	0.4	13.0	6.0
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	58	-	194	1975:1975	174+197	52.2 : 52.2%	-	-	-	0.7	13.0	6.4
4/1	Whalley New Road North Right Left	U	C1:G		1	17	-	96	1822	82	117.1%	-	-	-	5.4	204.2	27.7
4/2	Whalley New Road North Right	U	C1:G		1	17	-	79	2065	93	85.0%	-	-	-	1.4	64.4	10.6
5/1	Circulatory North Ahead	U	C1:E		1	72	-	40	2015	368	9.5%	-	-	-	0.0	2.2	0.6
5/2	Circulatory North Ahead	U	C1:E		1	72	-	150	2155	393	32.4%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	18	1697	34	45.1%	-	-	-	0.2	53.6	1.7

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	162	2015:1709	214+159	43.4 : 37.9%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	77	-	170	2155	420	40.5%	-	-	-	0.1	1.1	8.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	38	-	103	1863	182	56.7%	-	-	-	0.4	13.3	8.9
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	215	1915	233	86.2%	193	0	7	0.1	2.0	2.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	73	2055	117	57.7%	68	0	0	0.3	15.5	4.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	94	2015	408	19.9%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	150	2155	436	29.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	288	1800	450	59.6%	-	-	-	0.2	2.5	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.9%**	**18**	**193**	**0**	**29.9**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	32	-	94	1849	153	61.6%	-	-	-	0.9	35.7	9.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	32	-	106	2055	170	62.5%	-	-	-	1.0	35.2	10.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	54	1658	348	15.5%	18	36	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	16	1851	83	19.2%	-	-	-	0.2	41.5	1.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	32	-	181	1870	154	117.3%	-	-	-	9.2	182.4	48.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	32	-	220	1915:1915	114+75	116.2 : 116.2%	-	-	-	10.5	171.3	54.1
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	79	1476	66	118.9%	-	-	-	4.8	217.6	23.0
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	29	1701	77	37.9%	-	-	-	0.4	45.4	3.1

Basic Results Summary

6/1	Ahead	U	C2:D		1	69	-	155	1915	335	39.4%	-	-	-	0.1	2.3	0.4
6/2	Ahead	U	C2:D		1	69	-	146	2055	360	34.9%	-	-	-	0.1	3.0	1.5
6/3	Right	O	C2:H		1	32	-	152	1761	145	89.2%	0	130	0	2.4	67.6	17.4
7/1	Ahead	U	C2:C		1	69	-	84	1985	347	24.2%	-	-	-	0.1	3.4	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:32	-	130	2125:1761	302+83	33.8 : 33.8%	0	28	0	0.3	7.0	20.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**	**13**	**0**	**0**	**4.8**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	51	-	125	1980	257	48.6%	-	-	-	0.7	18.8	9.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	51	-	130	1980:1519	235+22	50.7 : 50.7%	11	0	0	0.7	20.0	9.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	51	-	133	1889	246	54.2%	-	-	-	0.7	20.0	10.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	51	-	152	2105:1717	269+4	55.8 : 55.8%	2	0	0	0.8	20.0	11.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	20	-	81	1786:1781	83+12	85.2 : 85.2%	-	-	-	1.4	62.2	10.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	21	1860	37	56.5%	-	-	-	0.4	70.2	2.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	134	1936	397	33.8%	-	-	-	0.1	3.9	3.8
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	154	2080	426	36.1%	-	-	-	0.2	4.0	4.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	146	1940	398	36.7%	-	-	-	0.2	4.1	4.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	165	2074	425	38.8%	-	-	-	0.2	4.1	5.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

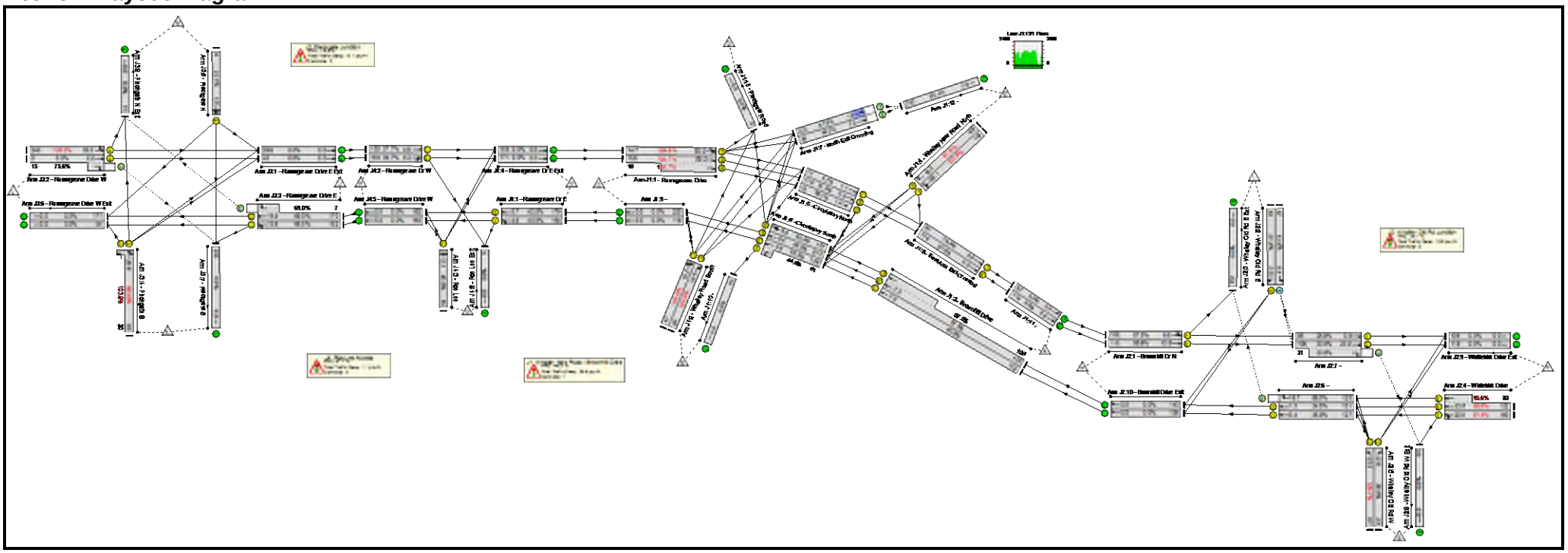
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-30.7	Total Delay for Signalled Lanes (pcuHr):	29.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	0.40	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	208.1	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-32.2	Total Delay for Signalled Lanes (pcuHr):	29.88	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	4.77	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	100
	PRC Over All Lanes (%):	-32.2	Total Delay Over All Lanes(pcuHr):	65.64		

Basic Results Summary

Scenario 23: '2034 DS PM3' (FG23: '2034 Assessment Traffic Flows PM3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**130.7%**	**283**	**184**	**29**	**66.6**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**130.7%**	**263**	**0**	**9**	**39.9**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	22	-	147	1973	113	129.6%	-	-	-	10.8	263.9	50.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	22	-	171	2115:1975	119+12	130.7 : 130.7%	-	-	-	12.7	268.1	59.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	47	1791	45	105.0%	-	-	-	1.9	142.0	10.2
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	50	1925	48	103.9%	-	-	-	1.9	133.4	10.4
3/1	Brownhill Drive Ahead	U	C1:H		1	55	-	112	1975	276	40.5%	-	-	-	0.5	15.2	7.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	55	-	211	1975:1975	183+184	57.5 : 57.5%	-	-	-	0.9	15.2	7.3
4/1	Whalley New Road North Right Left	U	C1:G		1	20	-	118	1829	96	122.9%	-	-	-	7.7	234.9	38.1
4/2	Whalley New Road North Right	U	C1:G		1	20	-	106	2065	108	97.8%	-	-	-	2.3	78.2	16.2
5/1	Circulatory North Ahead	U	C1:E		1	69	-	19	2015	353	4.7%	-	-	-	0.0	10.0	1.1
5/2	Circulatory North Ahead	U	C1:E		1	69	-	155	2155	377	31.4%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	16	1697	34	36.1%	-	-	-	0.2	51.7	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	184	2015:1709	197+136	55.3 : 44.8%	-	-	-	0.0	0.6	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	210	2155	426	49.3%	-	-	-	0.0	0.7	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	37	-	107	1865	177	60.4%	-	-	-	0.4	12.9	9.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	253	1915	255	87.8%	215	0	9	0.2	2.8	1.9
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	53	2055	101	48.0%	49	0	0	0.2	18.2	2.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	81	2015	408	16.4%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	155	2155	436	27.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	306	1800	450	60.4%	-	-	-	0.2	2.5	0.8
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.7%**	**18**	**184**	**0**	**15.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	37	-	102	1866	177	57.5%	-	-	-	0.9	30.5	9.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	37	-	115	2055	195	58.9%	-	-	-	1.0	30.3	10.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	47	1658	337	13.9%	18	29	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	18	1851	65	27.8%	-	-	-	0.2	48.0	2.0
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	37	-	160	1842	175	91.4%	-	-	-	2.2	49.7	20.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	37	-	205	1915:1915	128+87	95.6 : 95.6%	-	-	-	2.9	50.5	23.6
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	67	1476	52	129.7%	-	-	-	5.2	279.9	23.7
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	23	1701	60	38.6%	-	-	-	0.3	51.2	2.6

Basic Results Summary

6/1	Ahead	U	C2:D		1	73	-	127	1915	354	35.8%	-	-	-	0.1	2.0	0.4
6/2	Ahead	U	C2:D		1	73	-	134	2055	380	34.5%	-	-	-	0.1	2.5	1.3
6/3	Right	O	C2:H		1	31	-	137	1761	141	88.5%	0	125	0	2.3	67.7	16.7
7/1	Ahead	U	C2:C		1	73	-	95	1985	367	25.9%	-	-	-	0.1	2.6	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:31	-	137	2125:1761	314+92	33.8 : 33.8%	0	31	0	0.3	7.4	20.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**	**2**	**0**	**20**	**10.1**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	48	-	243	1978	242	100.3%	-	-	-	3.8	56.5	35.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	48	-	15	1980:1519	0+20	0.0 : 75.6%	2	0	13	0.5	114.4	2.0
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	48	-	152	1865	228	66.5%	-	-	-	1.1	25.0	13.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	48	-	177	2105:1717	246+10	69.0 : 69.0%	0	0	7	1.3	26.3	15.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	23	-	113	1777:1781	89+19	103.9 : 103.9%	-	-	-	3.4	107.2	20.9
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1811	36	22.1%	-	-	-	0.1	58.9	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	159	1937	397	40.0%	-	-	-	0.2	4.3	4.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	179	2080	426	42.0%	-	-	-	0.2	4.3	5.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	150	1940	398	37.7%	-	-	-	0.2	4.2	4.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	169	2074	425	39.7%	-	-	-	0.2	4.2	5.2
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

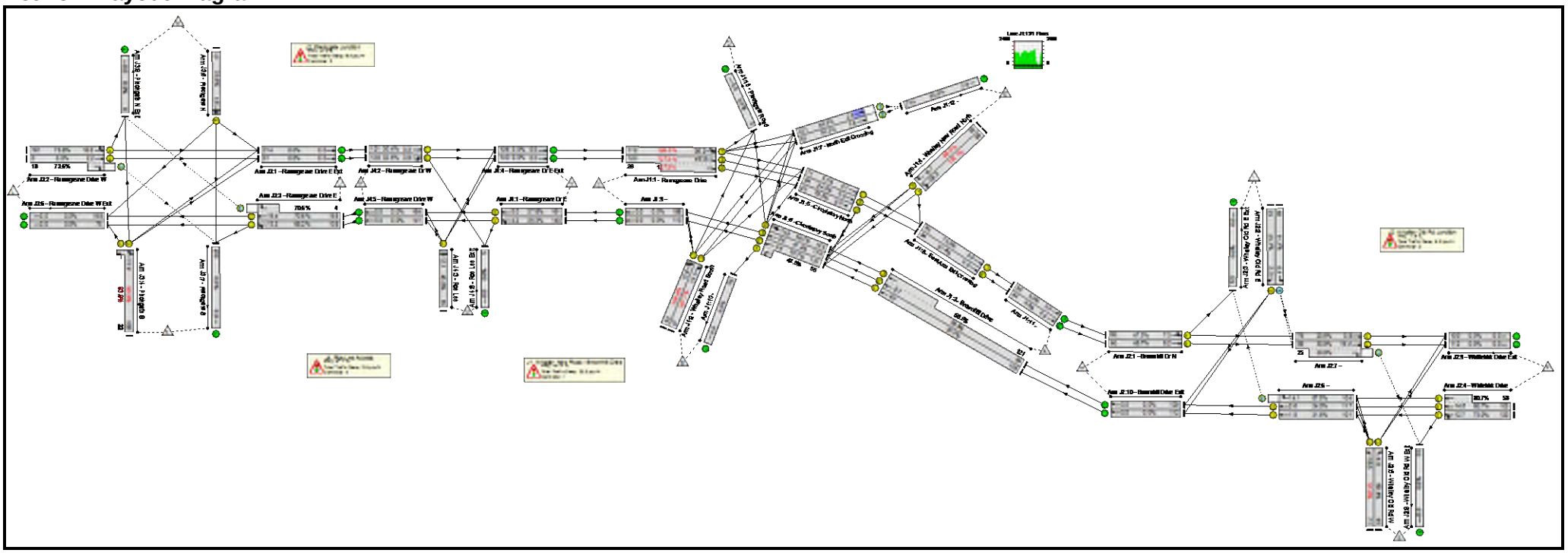
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-45.3	Total Delay for Signalled Lanes (pcuHr):	39.25	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	231.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-44.1	Total Delay for Signalled Lanes (pcuHr):	15.55	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-15.5	Total Delay for Signalled Lanes (pcuHr):	10.13	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.07	Cycle Time (s):	100
	PRC Over All Lanes (%):	-45.3	Total Delay Over All Lanes(pcuHr):	66.64		

Basic Results Summary

Scenario 24: '2034 DS PM4' (FG24: '2034 Assessment Traffic Flows PM4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**127.3%**	**289**	**154**	**22**	**50.2**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**127.3%**	**263**	**0**	**11**	**33.2**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	17	-	112	1975	89	126.0%	-	-	-	7.8	251.1	36.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	17	-	146	2115:1975	94+20	127.3 : 127.3%	-	-	-	10.3	254.0	46.8
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	53	1774	49	108.6%	-	-	-	2.4	159.9	12.6
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	57	1925	53	107.7%	-	-	-	2.4	152.0	13.1
3/1	Brownhill Drive Ahead	U	C1:H		1	57	-	108	1975	286	37.7%	-	-	-	0.4	13.8	6.7
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	57	-	205	1975:1975	143+207	58.6 : 58.6%	-	-	-	0.8	14.3	8.1
4/1	Whalley New Road North Right Left	U	C1:G		1	17	-	96	1806	81	118.1%	-	-	-	5.6	210.7	28.3
4/2	Whalley New Road North Right	U	C1:G		1	17	-	92	2065	93	99.0%	-	-	-	2.2	85.6	14.7
5/1	Circulatory North Ahead	U	C1:E		1	72	-	13	2015	368	3.1%	-	-	-	0.0	8.3	0.7
5/2	Circulatory North Ahead	U	C1:E		1	72	-	120	2155	393	24.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	8	-	26	1697	38	53.5%	-	-	-	0.3	57.5	2.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	167	2015:1709	199+130	50.7 : 42.5%	-	-	-	0.0	0.7	0.6
6/3	Circulatory South Ahead	U	C1:A		1	77	-	174	2155	420	41.4%	-	-	-	0.0	0.6	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	44	-	123	1862	209	58.7%	-	-	-	0.3	9.3	10.2
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	243	1915	249	88.8%	210	0	11	0.2	2.9	2.6
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	58	2055	105	50.3%	53	0	0	0.2	15.6	3.8
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	76	2015	408	15.8%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	120	2155	436	21.6%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	301	1800	450	60.8%	-	-	-	0.2	2.5	0.8
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**	**14**	**154**	**0**	**9.2**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	35	-	80	1880	169	47.3%	-	-	-	0.7	29.7	7.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	35	-	90	2055	185	48.7%	-	-	-	0.7	29.5	8.2
2/1	Whalley Old Rd E Left	O	-		-	-	-	40	1658	342	11.7%	14	26	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	20	-	23	1851	97	23.7%	-	-	-	0.2	38.9	2.3
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	35	-	120	1826	164	73.0%	-	-	-	1.2	37.4	12.7
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	35	-	161	1915:1915	128+72	80.7 : 80.7%	-	-	-	1.7	37.2	14.6
5/1	Whalley Old Rd W Left	U	C2:F		1	20	-	71	1476	77	91.6%	-	-	-	1.5	75.3	10.5
5/2	Whalley Old Rd W Right	U	C2:F		1	20	-	45	1701	89	50.4%	-	-	-	0.6	44.8	4.9

Basic Results Summary

6/1	Ahead	U	C2:D		1	66	-	101	1915	321	31.5%	-	-	-	0.1	3.7	1.5
6/2	Ahead	U	C2:D		1	66	-	117	2055	344	34.0%	-	-	-	0.1	3.8	2.6
6/3	Right	O	C2:H		1	26	-	104	1761	119	87.5%	0	104	0	2.1	72.1	14.1
7/1	Ahead	U	C2:C		1	66	-	78	1985	332	23.5%	-	-	-	0.1	2.9	0.8
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	66:26	-	114	2125:1761	288+81	30.9 : 30.9%	0	25	0	0.3	8.0	18.4
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.9%**	**11**	**0**	**11**	**6.8**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	42	-	161	1977	213	75.8%	-	-	-	1.4	32.4	16.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	42	-	18	1980:1519	0+24	0.0 : 73.6%	7	0	11	0.5	99.8	2.2
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	42	-	138	1883	202	68.2%	-	-	-	1.1	29.8	13.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	42	-	159	2105:1717	220+6	70.6 : 70.6%	4	0	0	1.3	30.2	15.4
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	29	-	127	1776:1781	112+23	93.9 : 93.9%	-	-	-	2.2	61.8	17.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	13	1825	37	35.6%	-	-	-	0.2	62.3	1.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.9**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	140	1937	397	35.3%	-	-	-	0.2	4.0	4.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	161	2080	426	37.8%	-	-	-	0.2	4.0	5.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	121	1940	398	30.4%	-	-	-	0.1	3.8	3.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	138	2073	425	32.5%	-	-	-	0.1	3.8	3.9
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-41.4	Total Delay for Signalled Lanes (pcuHr):	32.64	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	0.41	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	316.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	9.23	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	6.82	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.90	Cycle Time (s):	100
	PRC Over All Lanes (%):	-41.4	Total Delay Over All Lanes(pcuHr):	50.21		

Basic Results Summary

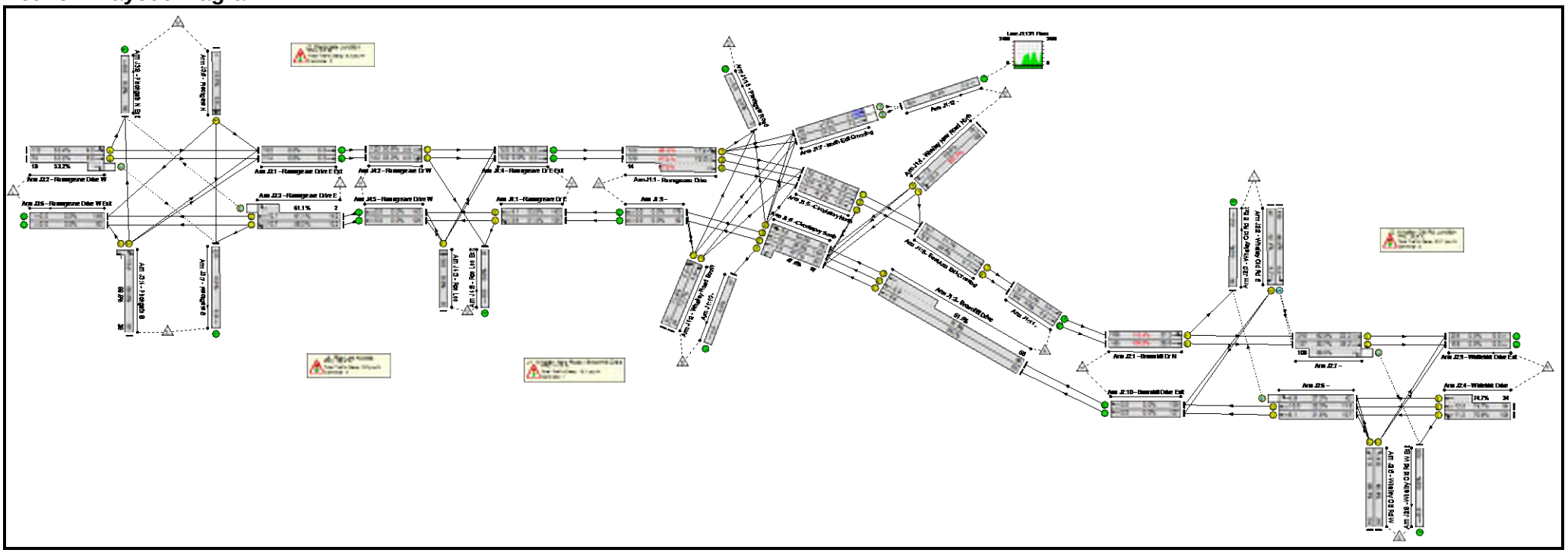
User and Project Details

Project:	**North Blackburn GD3 SOBC**
Title:	**North Blackburn GD3**
Location:	Blackburn
File name:	Network DS Core ST3 high growth.lsg3x
Author:	Kateryna Kryshkevych
Company:	Capita
Address:	Manchester

Basic Results Summary

Scenario 1: '2019 DS AM1' (FG1: '2019 Assessment Traffic Flows AM 1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**110.4%**	**234**	**257**	**2**	**38.7**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**100.3%**	**164**	**0**	**0**	**12.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	122	1975	128	95.0%	-	-	-	2.3	67.0	17.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	143	2115:1975	133+14	97.3 : 97.3%	-	-	-	2.7	67.6	19.5
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	31	1707	43	72.6%	-	-	-	0.7	76.0	4.5
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	35	1925	48	72.7%	-	-	-	0.7	72.9	4.9
3/1	Brownhill Drive Ahead	U	C1:H		1	43	-	85	1975	217	39.1%	-	-	-	0.5	22.3	6.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	43	-	144	1975:1975	167+112	51.6 : 51.6%	-	-	-	0.9	21.8	6.9
4/1	Whalley New Road North Right Left	U	C1:G		1	32	-	152	1836	151	100.3%	-	-	-	3.1	72.6	23.4
4/2	Whalley New Road North Right	U	C1:G		1	32	-	78	2065	170	45.8%	-	-	-	0.7	31.3	7.2
5/1	Circulatory North Ahead	U	C1:E		1	57	-	53	2015	292	18.1%	-	-	-	0.0	1.1	0.2
5/2	Circulatory North Ahead	U	C1:E		1	57	-	129	2155	312	41.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.1	37.7	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	177	2015:1709	168+203	47.7 : 47.6%	-	-	-	0.0	0.5	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	164	2155	426	38.5%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	22	-	58	1867	107	54.0%	-	-	-	0.3	16.1	5.6
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	98	1915	234	41.8%	98	0	0	0.0	0.1	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	66	2055	200	33.0%	66	0	0	0.1	3.7	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	127	2015	408	31.1%	-	-	-	0.0	0.0	0.1
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	129	2155	436	29.6%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	164	1800	450	36.4%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**	**51**	**257**	**2**	**20.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	31	-	168	1903	152	110.4%	-	-	-	6.5	139.1	37.2
1/2	Brownhill Dr N Ahead	U	C2:A		1	31	-	180	2055	164	109.5%	-	-	-	6.6	132.4	38.6
2/1	Whalley Old Rd E Left	O	-		-	-	-	159	1658	345	46.0%	51	108	0	0.1	2.4	0.4
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	41	1851	79	52.1%	-	-	-	0.6	49.4	4.7
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	31	-	105	1852	148	70.9%	-	-	-	1.2	39.8	11.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	31	-	128	1915:1915	126+46	74.7 : 74.7%	-	-	-	1.4	38.5	12.0
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	54	1476	63	86.1%	-	-	-	1.1	75.2	7.9
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	35	1701	72	48.4%	-	-	-	0.5	49.3	4.0

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	107	1915	340	31.5%	-	-	-	0.2	5.2	6.1
6/2	Ahead	U	C2:D		1	70	-	118	2055	365	32.3%	-	-	-	0.2	5.5	10.0
6/3	Right	O	C2:H		1	34	-	42	1761	154	27.3%	0	42	0	0.4	37.0	4.9
7/1	Ahead	U	C2:C		1	70	-	233	1985	352	62.0%	-	-	-	0.4	7.4	22.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:34	-	261	2125:1761	164+121	83.7 : 89.5%	0	107	2	1.6	23.4	35.2
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**	**19**	**0**	**1**	**5.3**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	112	1976	222	50.4%	-	-	-	0.7	23.6	9.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	92	1980:1519	139+34	53.2 : 53.2%	17	0	1	0.7	27.4	6.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	122	1860	209	58.3%	-	-	-	0.9	25.6	10.7
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	144	2105:1717	233+3	61.1 : 61.1%	2	0	0	1.0	25.7	12.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	115	1788:1781	97+31	89.8 : 89.8%	-	-	-	1.9	57.9	15.0
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1797	36	19.5%	-	-	-	0.1	58.5	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	125	1940	398	31.4%	-	-	-	0.1	3.8	3.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	143	2080	426	33.5%	-	-	-	0.2	3.8	4.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	123	1940	398	30.9%	-	-	-	0.1	3.8	3.5
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	142	2080	426	33.3%	-	-	-	0.2	3.8	4.0
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

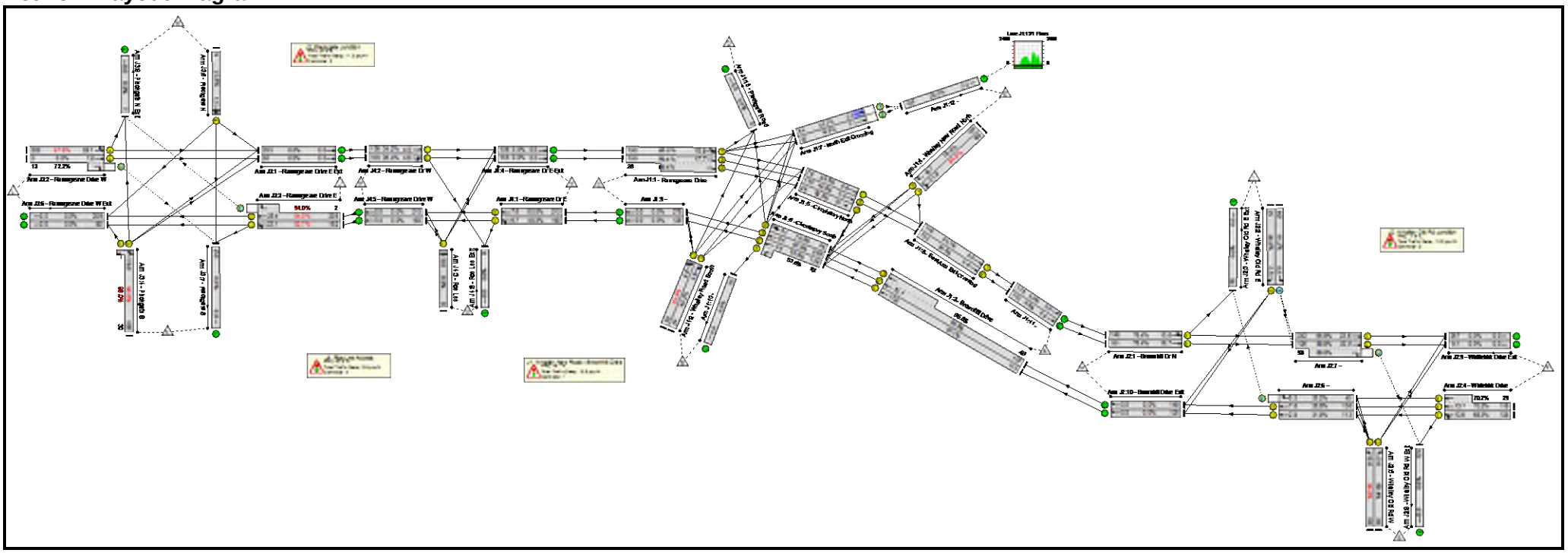
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-11.5	Total Delay for Signalled Lanes (pcuHr):	11.94	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	115.2	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	189.7	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-22.6	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	5.30	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	168.4	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s):	100
	PRC Over All Lanes (%):	-22.6	Total Delay Over All Lanes(pcuHr):	38.67		

Basic Results Summary

Scenario 2: '2019 DS AM2' (FG2: '2019 Assessment Traffic Flows AM 2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**97.6%**	**196**	**240**	**15**	**35.4**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**94.6%**	**126**	**0**	**0**	**12.5**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	30	-	130	1973	153	85.0%	-	-	-	1.8	48.6	15.8
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	30	-	161	2115:1975	150+32	88.4 : 88.4%	-	-	-	2.1	47.9	17.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	39	1662	42	93.9%	-	-	-	1.1	103.5	6.8
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	29	1925	48	60.3%	-	-	-	0.5	65.0	3.8
3/1	Brownhill Drive Ahead	U	C1:H		1	38	-	110	1975	193	57.1%	-	-	-	0.9	29.3	10.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	38	-	153	1975:1975	163+70	65.8 : 65.8%	-	-	-	1.2	28.3	10.1
4/1	Whalley New Road North Right Left	U	C1:G		1	37	-	163	1814	172	94.6%	-	-	-	2.5	54.7	21.9
4/2	Whalley New Road North Right	U	C1:G		1	37	-	154	2065	196	78.5%	-	-	-	1.6	37.3	16.7
5/1	Circulatory North Ahead	U	C1:E		1	52	-	76	2015	267	28.5%	-	-	-	0.0	2.3	0.6
5/2	Circulatory North Ahead	U	C1:E		1	52	-	133	2155	286	46.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	28	1697	34	82.5%	-	-	-	0.3	33.0	3.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	201	2015:1709	203+172	53.6 : 53.6%	-	-	-	0.0	0.5	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	259	2155	426	60.9%	-	-	-	0.0	0.5	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	12	-	48	1872	61	78.9%	-	-	-	0.3	23.0	5.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	84	1915	260	32.3%	84	0	0	0.0	0.0	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	42	2055	214	19.6%	42	0	0	0.0	2.8	0.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	176	2015	408	43.1%	-	-	-	0.0	0.2	0.8
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	133	2155	436	30.5%	-	-	-	0.0	0.4	0.4
12/1		U	-		-	-	-	126	1800	450	28.0%	-	-	-	0.0	1.4	0.2
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**	**68**	**240**	**1**	**10.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	40	-	149	1903	195	76.4%	-	-	-	1.4	34.5	15.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	40	-	161	2055	211	76.4%	-	-	-	1.5	33.9	16.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	167	1658	326	51.2%	68	99	0	0.1	2.8	0.5
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	25	1851	65	38.6%	-	-	-	0.3	50.2	2.8
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	40	-	128	1829	187	68.3%	-	-	-	1.1	31.5	12.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	40	-	147	1915:1915	168+41	70.2 : 70.2%	-	-	-	1.2	30.2	13.1
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	50	1476	52	96.8%	-	-	-	1.4	99.4	8.6
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	30	1701	60	50.4%	-	-	-	0.5	54.5	3.6
6/1	Ahead	U	C2:D		1	73	-	113	1915	354	31.9%	-	-	-	0.1	3.5	2.9
6/2	Ahead	U	C2:D		1	73	-	136	2055	380	35.8%	-	-	-	0.1	3.5	7.8

Basic Results Summary

6/3	Right	O	C2:H		1	28	-	45	1761	128	35.2%	0	45	0	0.6	48.7	5.3
7/1	Ahead	U	C2:C		1	73	-	242	1985	367	65.9%	-	-	-	0.6	8.5	23.6
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:28	-	224	2125:1761	140+109	89.8 : 89.8%	0	97	1	1.8	28.7	32.5
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**	**2**	**0**	**13**	**11.3**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	41	-	203	1980	208	97.6%	-	-	-	3.1	55.1	28.1
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	41	-	13	1980:1519	0+18	0.0 : 72.2%	0	0	13	0.4	117.1	1.8
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	41	-	182	1870	196	92.7%	-	-	-	2.4	47.6	23.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	41	-	207	2105:1717	218+2	94.0 : 94.0%	2	0	0	2.8	48.1	26.4
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	30	-	135	1781:1781	109+31	96.0 : 96.0%	-	-	-	2.4	64.0	19.0
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1889	38	23.8%	-	-	-	0.1	58.7	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.0%**	**0**	**0**	**0**	**0.9**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	192	1940	398	48.3%	-	-	-	0.3	4.9	6.7
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	213	2080	426	50.0%	-	-	-	0.3	4.8	7.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	136	1940	398	34.2%	-	-	-	0.1	4.0	4.0
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	155	2080	426	36.4%	-	-	-	0.2	4.0	4.6
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

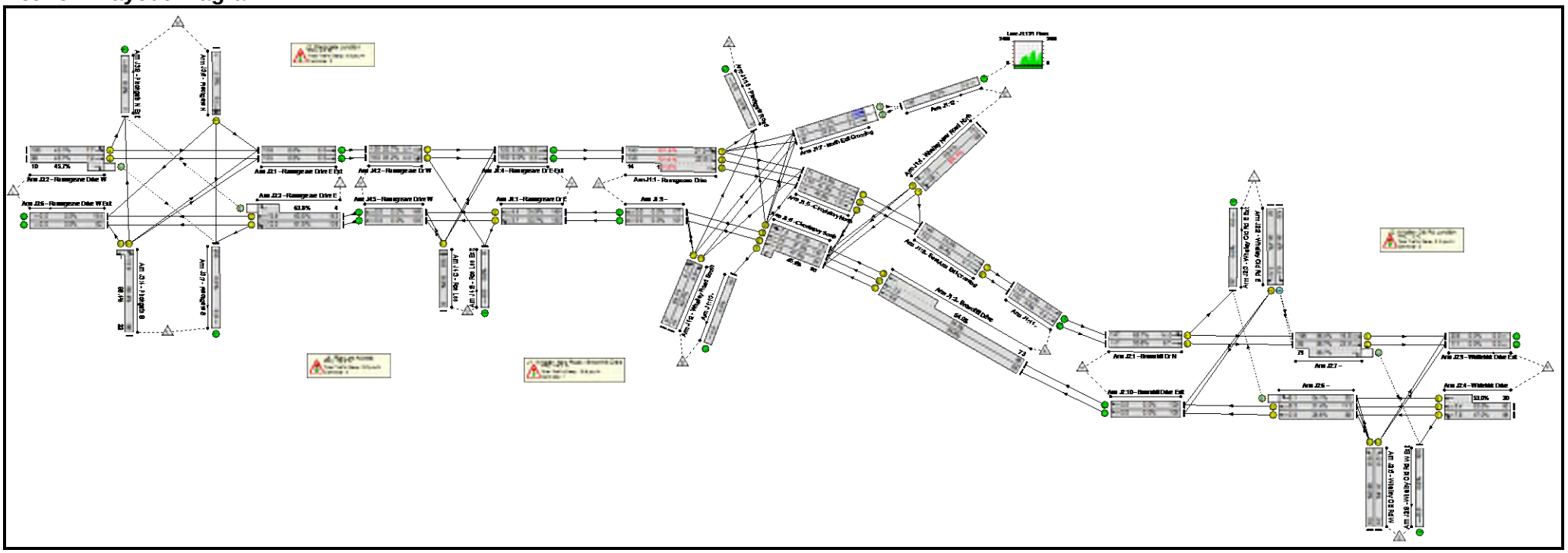
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	12.39	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	178.6	Total Delay for Signalled Lanes (pcuHr):	0.03	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	108.7	Total Delay for Signalled Lanes (pcuHr):	0.02	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-7.5	Total Delay for Signalled Lanes (pcuHr):	10.69	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	11.25	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	80.2	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s):	100
	PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	35.44		

Basic Results Summary

Scenario 3: '2019 DS AM3' (FG3: '2019 Assessment Traffic Flows AM 3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**104.4%**	**245**	**195**	**1**	**29.7**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**104.4%**	**176**	**0**	**0**	**15.9**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	130	1975	128	101.3%	-	-	-	3.1	85.4	21.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	149	2115:1975	133+14	101.6 : 101.6%	-	-	-	3.5	84.8	23.8
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	37	1680	42	88.1%	-	-	-	1.0	94.0	6.1
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	43	1925	48	89.4%	-	-	-	1.1	91.3	6.9
3/1	Brownhill Drive Ahead	U	C1:H		1	44	-	88	1975	222	39.6%	-	-	-	0.5	21.7	6.8
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	44	-	161	1975:1975	163+135	54.0 : 54.0%	-	-	-	1.0	21.4	7.0
4/1	Whalley New Road North Right Left	U	C1:G		1	31	-	153	1832	147	104.4%	-	-	-	4.4	102.7	28.1
4/2	Whalley New Road North Right	U	C1:G		1	31	-	75	2065	165	45.4%	-	-	-	0.7	32.0	7.0
5/1	Circulatory North Ahead	U	C1:E		1	58	-	72	2015	297	23.9%	-	-	-	0.0	2.4	0.7
5/2	Circulatory North Ahead	U	C1:E		1	58	-	135	2155	318	41.8%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	40.6%	-	-	-	0.1	38.8	1.5

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	177	2015:1709	176+195	47.6 : 45.9%	-	-	-	0.0	0.5	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	161	2155	426	37.8%	-	-	-	0.0	0.7	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	23	-	75	1866	112	67.0%	-	-	-	0.4	17.6	7.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	132	1915	258	51.0%	131	0	0	0.0	0.4	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	45	2055	168	26.8%	45	0	0	0.0	3.9	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	150	2015	408	35.8%	-	-	-	0.0	0.1	0.1
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	135	2155	436	30.4%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	177	1800	450	39.2%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**	**55**	**195**	**1**	**8.2**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	44	-	147	1902	214	68.7%	-	-	-	1.2	28.4	14.0
1/2	Brownhill Dr N Ahead	U	C2:A		1	44	-	117	2055	231	50.6%	-	-	-	0.8	23.5	9.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	122	1658	317	38.4%	55	67	0	0.1	2.3	0.3
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	32	1851	83	38.4%	-	-	-	0.4	44.8	3.4
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	44	-	96	1817	204	47.0%	-	-	-	0.6	23.3	7.8
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	44	-	123	1915:1915	175+57	53.0 : 53.0%	-	-	-	0.8	22.6	8.4
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	59	1476	66	88.8%	-	-	-	1.3	76.8	8.8
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	24	1701	77	31.4%	-	-	-	0.3	44.1	2.5

Basic Results Summary

6/1	Ahead	U	C2:D		1	69	-	89	1915	335	26.6%	-	-	-	0.1	5.0	3.5
6/2	Ahead	U	C2:D		1	69	-	113	2055	360	31.4%	-	-	-	0.1	4.7	8.3
6/3	Right	O	C2:H		1	20	-	50	1761	92	54.1%	0	50	0	0.8	60.9	6.1
7/1	Ahead	U	C2:C		1	69	-	196	1985	347	56.4%	-	-	-	0.3	5.4	16.8
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:20	-	178	2125:1761	115+92	85.7 : 85.7%	0	78	1	1.5	29.8	23.5
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**	**14**	**0**	**0**	**4.9**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	46	-	100	1975	232	43.1%	-	-	-	0.6	21.0	7.7
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	46	-	106	1980:1519	210+22	45.7 : 45.7%	10	0	0	0.7	22.9	7.9
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	46	-	136	1872	220	61.8%	-	-	-	0.9	25.1	12.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	46	-	157	2105:1717	240+6	63.8 : 63.8%	4	0	0	1.1	25.1	13.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	25	-	102	1775:1781	93+25	86.4 : 86.4%	-	-	-	1.6	56.5	12.9
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	1	1752	35	2.9%	-	-	-	0.0	56.0	0.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.2%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	130	1940	398	32.7%	-	-	-	0.1	3.9	3.7
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	149	2080	426	34.9%	-	-	-	0.2	3.9	4.4
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	130	1940	398	32.7%	-	-	-	0.1	3.9	3.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	150	2080	426	35.2%	-	-	-	0.2	3.9	4.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

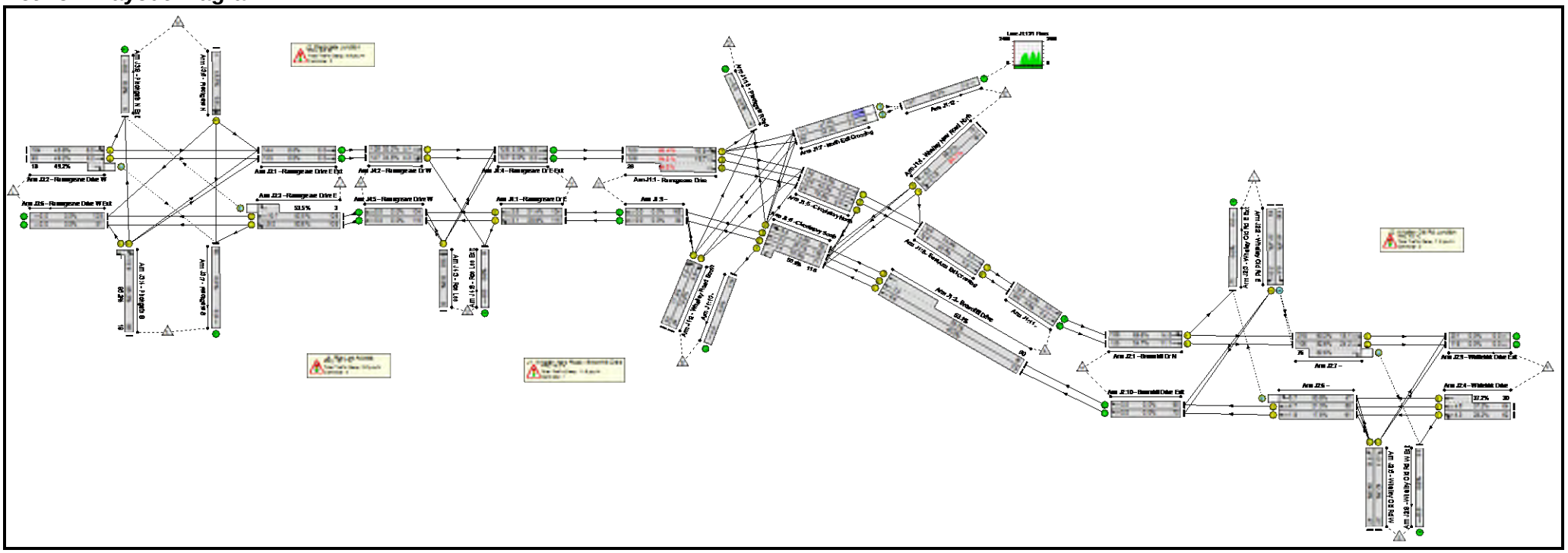
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-16.0	Total Delay for Signalled Lanes (pcuHr):	15.79	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	76.5	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	151.7	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	8.15	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	4.91	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	155.8	Total Delay for Signalled Lanes (pcuHr):	0.61	Cycle Time (s):	100
	PRC Over All Lanes (%):	-16.0	Total Delay Over All Lanes(pcuHr):	29.69		

Basic Results Summary

Scenario 4: '2019 DS AM4' (FG4: '2019 Assessment Traffic Flows AM 4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**260**	**190**	**1**	**23.9**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.7%**	**177**	**0**	**0**	**11.6**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	26	-	123	1973	133	92.4%	-	-	-	2.1	61.5	16.8
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	26	-	152	2115:1975	133+28	94.5 : 94.5%	-	-	-	2.5	60.1	18.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	33	1704	43	77.5%	-	-	-	0.7	80.5	4.9
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	38	1925	48	79.0%	-	-	-	0.8	78.5	5.6
3/1	Brownhill Drive Ahead	U	C1:H		1	39	-	79	1975	197	40.0%	-	-	-	0.6	25.2	6.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	39	-	141	1975:1975	152+113	53.1 : 53.1%	-	-	-	1.0	24.7	7.0
4/1	Whalley New Road North Right Left	U	C1:G		1	36	-	161	1837	170	94.7%	-	-	-	2.5	55.7	21.8
4/2	Whalley New Road North Right	U	C1:G		1	36	-	73	2065	191	38.2%	-	-	-	0.5	26.9	6.2
5/1	Circulatory North Ahead	U	C1:E		1	53	-	49	2015	272	18.0%	-	-	-	0.0	2.1	0.3
5/2	Circulatory North Ahead	U	C1:E		1	53	-	126	2155	291	43.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	26	1697	34	76.6%	-	-	-	0.3	34.8	2.9

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	189	2015:1709	139+232	50.9 : 50.9%	-	-	-	0.0	0.4	0.4
6/3	Circulatory South Ahead	U	C1:A		1	78	-	152	2155	426	35.7%	-	-	-	0.0	0.7	3.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	17	-	62	1867	84	73.8%	-	-	-	0.3	19.5	6.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	111	1915	234	47.4%	111	0	0	0.0	0.2	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	66	2055	186	35.4%	66	0	0	0.1	4.4	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	126	2015	408	30.9%	-	-	-	0.0	0.1	0.3
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	126	2155	436	28.9%	-	-	-	0.0	0.2	0.2
12/1		U	-		-	-	-	177	1800	450	39.3%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**	**62**	**190**	**1**	**7.2**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	47	-	158	1891	227	69.6%	-	-	-	1.2	26.6	14.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	47	-	135	2055	247	54.7%	-	-	-	0.8	22.3	11.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	130	1658	311	41.8%	62	68	0	0.1	2.5	0.4
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	19	1851	69	27.4%	-	-	-	0.2	46.6	2.0
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	47	-	62	1829	219	28.2%	-	-	-	0.3	18.5	4.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	47	-	94	1915:1915	172+81	37.2 : 37.2%	-	-	-	0.5	18.1	4.6
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	47	1476	55	84.9%	-	-	-	1.0	78.3	7.0
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	27	1701	64	42.3%	-	-	-	0.4	50.6	3.1
6/1	Ahead	U	C2:D		1	72	-	61	1915	349	17.5%	-	-	-	0.1	4.4	1.9
6/2	Ahead	U	C2:D		1	72	-	80	2055	375	21.3%	-	-	-	0.1	4.1	4.7

Basic Results Summary

6/3	Right	O	C2:H		1	20	-	47	1761	92	50.8%	0	47	0	0.8	61.3	5.7
7/1	Ahead	U	C2:C		1	72	-	218	1985	362	60.2%	-	-	-	0.4	6.0	18.1
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:20	-	181	2125:1761	127+92	82.6 : 82.6%	0	75	1	1.3	26.3	24.2
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**	**21**	**0**	**0**	**4.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	45	-	104	1975	227	45.8%	-	-	-	0.6	22.1	8.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	45	-	111	1980:1519	189+37	49.2 : 49.2%	18	0	0	0.7	24.2	8.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	45	-	109	1872	215	50.6%	-	-	-	0.7	23.2	9.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	45	-	129	2105:1717	235+6	53.5 : 53.5%	3	0	0	0.8	23.4	10.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	26	-	104	1775:1781	100+22	85.2 : 85.2%	-	-	-	1.6	54.3	12.9
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1893	38	18.5%	-	-	-	0.1	57.5	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	115	1940	398	28.9%	-	-	-	0.1	3.7	3.1
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	134	2080	426	31.4%	-	-	-	0.1	3.7	3.8
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	128	1940	398	32.2%	-	-	-	0.1	3.9	3.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	147	2080	426	34.5%	-	-	-	0.2	3.9	4.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

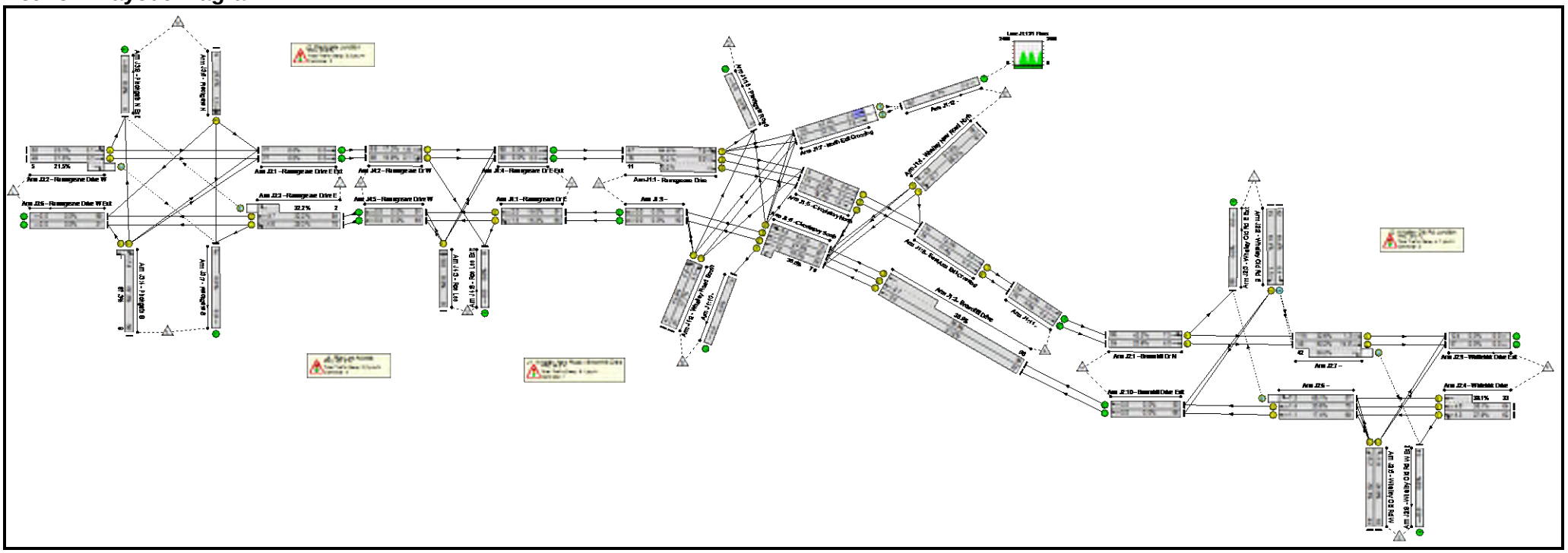
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	11.43	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	89.7	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	191.5	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	7.10	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	4.60	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	161.1	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s):	100
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	23.95		

Basic Results Summary

Scenario 5: '2019 DS IP1' (FG5: '2019 Assessment Traffic Flows IP 1', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**	**220**	**131**	**1**	**13.3**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**	**183**	**0**	**0**	**6.1**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	20	-	67	1975	104	64.6%	-	-	-	0.9	47.8	7.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	20	-	87	2115:1975	108+16	70.2 : 70.2%	-	-	-	1.1	47.4	8.9
2/1	Whalley Road South Right Left Left2	U	C1:C		1	23	-	47	1785	107	43.9%	-	-	-	0.5	39.7	4.8
2/2	Whalley Road South Right Right2	U	C1:C		1	23	-	32	1925	115	27.7%	-	-	-	0.3	36.3	3.1
3/1	Brownhill Drive Ahead	U	C1:H		1	44	-	47	1975	222	21.2%	-	-	-	0.3	19.3	3.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	44	-	107	1975:1975	100+175	38.9 : 38.9%	-	-	-	0.6	19.8	5.1
4/1	Whalley New Road North Right Left	U	C1:G		1	31	-	101	1850	148	68.2%	-	-	-	1.1	38.8	10.7
4/2	Whalley New Road North Right	U	C1:G		1	31	-	52	2065	165	31.5%	-	-	-	0.4	29.7	4.6
5/1	Circulatory North Ahead	U	C1:E		1	58	-	9	2015	297	3.0%	-	-	-	0.0	15.4	0.6
5/2	Circulatory North Ahead	U	C1:E		1	58	-	76	2155	318	23.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	11	1697	34	32.4%	-	-	-	0.1	42.6	1.2

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	64:83	-	118	2015:1709	103+208	38.0 : 38.0%	-	-	-	0.0	0.6	0.2
6/3	Circulatory South Ahead	U	C1:A		1	64	-	87	2155	350	24.8%	-	-	-	0.2	6.8	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	28	-	72	1870	136	53.1%	-	-	-	0.3	14.3	6.8
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	132	1915	252	52.4%	132	0	0	0.0	0.6	0.3
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	51	2055	166	30.7%	51	0	0	0.1	6.0	0.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	50	2015	408	12.3%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	76	2155	436	17.4%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	183	1800	450	40.7%	-	-	-	0.1	1.7	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**	**30**	**131**	**1**	**4.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	47	-	96	1895	227	42.2%	-	-	-	0.5	20.4	7.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	47	-	59	2055	247	23.9%	-	-	-	0.3	17.7	4.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	62	1658	320	19.4%	30	32	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	15	1851	79	19.1%	-	-	-	0.2	42.7	1.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	47	-	62	1850	222	27.9%	-	-	-	0.3	18.4	4.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	47	-	97	1915:1915	168+87	38.1 : 38.1%	-	-	-	0.5	18.1	4.6
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	44	1476	63	70.1%	-	-	-	0.7	60.7	5.7
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	18	1701	72	24.9%	-	-	-	0.2	44.2	1.9
6/1	Ahead	U	C2:D		1	70	-	59	1915	340	17.4%	-	-	-	0.1	3.8	1.1
6/2	Ahead	U	C2:D		1	70	-	75	2055	365	20.6%	-	-	-	0.1	3.6	1.4

Basic Results Summary

6/3	Right	O	C2:H		1	18	-	57	1761	84	68.1%	0	57	0	1.1	70.9	7.3
7/1	Ahead	U	C2:C		1	70	-	115	1985	352	32.6%	-	-	-	0.1	3.1	1.3
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:18	-	90	2125:1761	96+84	50.2 : 50.2%	0	41	1	0.5	21.6	14.6
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.3%**	**7**	**0**	**0**	**2.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	50	1951	249	20.1%	-	-	-	0.2	15.6	3.1
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	54	1980:1519	228+23	21.5 : 21.5%	5	0	0	0.2	16.0	3.1
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	70	1875	239	29.3%	-	-	-	0.3	16.8	4.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	86	2105:1717	261+6	32.2 : 32.2%	2	0	0	0.4	16.8	5.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	67	1782:1781	86+13	67.3 : 67.3%	-	-	-	0.9	48.6	7.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1727	35	26.1%	-	-	-	0.2	60.6	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.9%**	**0**	**0**	**0**	**0.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	65	1940	398	16.3%	-	-	-	0.1	3.2	1.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	81	2080	426	19.0%	-	-	-	0.1	3.2	2.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	69	1940	398	17.3%	-	-	-	0.1	3.3	1.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	85	2080	426	19.9%	-	-	-	0.1	3.3	2.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

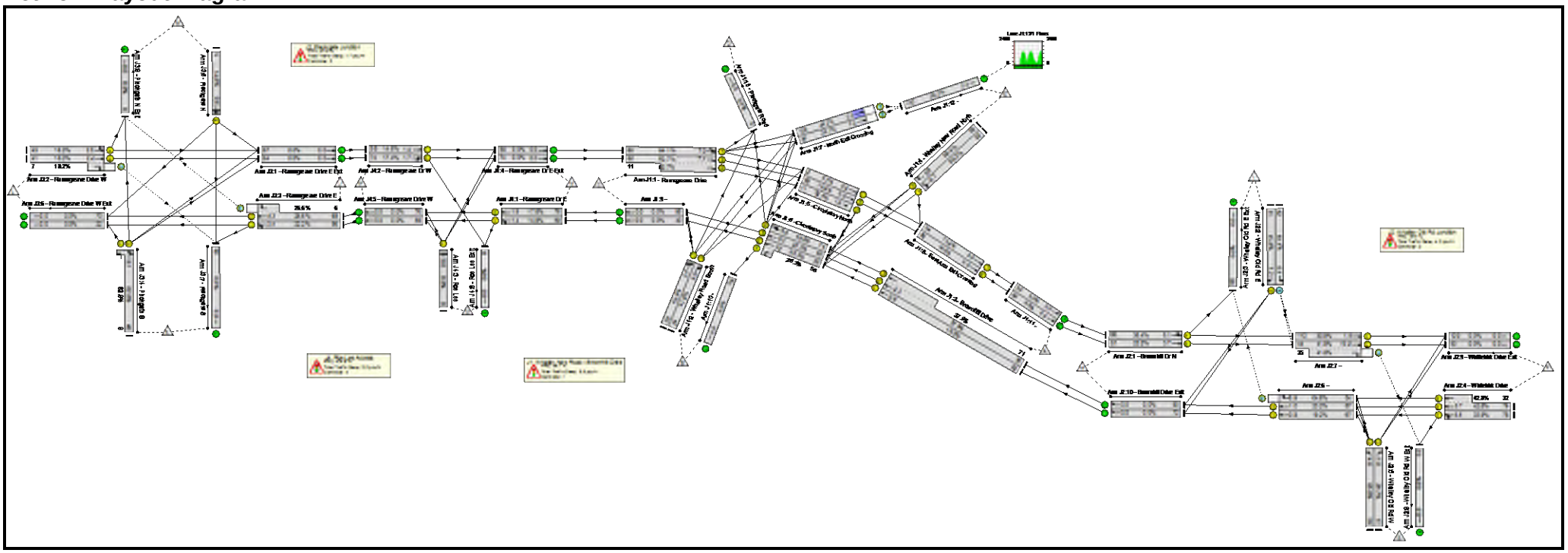
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	28.3	Total Delay for Signalled Lanes (pcuHr):	5.87	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	71.6	Total Delay for Signalled Lanes (pcuHr):	0.11	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	416.8	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	28.3	Total Delay for Signalled Lanes (pcuHr):	4.68	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	33.6	Total Delay for Signalled Lanes (pcuHr):	2.24	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	351.5	Total Delay for Signalled Lanes (pcuHr):	0.27	Cycle Time (s):	100
	PRC Over All Lanes (%):	28.3	Total Delay Over All Lanes(pcuHr):	13.29		

Basic Results Summary

Scenario 6: '2019 DS IP2' (FG6: '2019 Assessment Traffic Flows IP 2', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**	**216**	**120**	**0**	**11.8**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**	**172**	**0**	**0**	**5.5**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	18	-	60	1971	94	64.1%	-	-	-	0.8	50.1	7.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	18	-	73	2115:1975	99+18	62.7 : 62.7%	-	-	-	0.9	46.6	7.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	12	-	29	1811	59	49.3%	-	-	-	0.4	55.0	3.4
2/2	Whalley Road South Right Right2	U	C1:C		1	12	-	26	1925	63	41.6%	-	-	-	0.4	52.1	3.0
3/1	Brownhill Drive Ahead	U	C1:H		1	45	-	42	1975	227	18.5%	-	-	-	0.2	18.4	2.9
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	45	-	101	1975:1975	79+187	37.9 : 37.9%	-	-	-	0.5	19.3	5.3
4/1	Whalley New Road North Right Left	U	C1:G		1	30	-	92	1822	141	65.2%	-	-	-	1.0	38.7	9.7
4/2	Whalley New Road North Right	U	C1:G		1	30	-	63	2065	160	39.4%	-	-	-	0.6	31.7	5.8
5/1	Circulatory North Ahead	U	C1:E		1	59	-	2	2015	302	0.7%	-	-	-	0.0	28.7	0.2
5/2	Circulatory North Ahead	U	C1:E		1	59	-	62	2155	323	19.2%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	11	1697	34	32.4%	-	-	-	0.1	44.0	1.2

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	75:83	-	93	2015:1709	133+220	26.3 : 26.3%	-	-	-	0.0	0.5	0.2
6/3	Circulatory South Ahead	U	C1:A		1	75	-	90	2155	409	22.0%	-	-	-	0.0	1.7	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	31	-	74	1866	149	49.6%	-	-	-	0.2	11.9	6.6
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	126	1915	256	49.2%	126	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	46	2055	172	26.7%	46	0	0	0.1	5.4	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	54	2015	408	13.2%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	62	2155	436	14.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	172	1800	450	38.2%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.0%**	**31**	**120**	**0**	**4.3**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	49	-	86	1889	236	36.4%	-	-	-	0.4	18.3	6.1
1/2	Brownhill Dr N Ahead	U	C2:A		1	49	-	57	2055	257	22.2%	-	-	-	0.3	16.3	3.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	62	1658	325	19.1%	31	31	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	11	1851	69	15.8%	-	-	-	0.1	44.7	1.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	49	-	78	1840	230	33.9%	-	-	-	0.4	18.0	5.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	49	-	111	1915:1915	185+75	42.8 : 42.8%	-	-	-	0.5	17.5	5.7
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	36	1476	55	65.0%	-	-	-	0.6	61.4	4.6
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	17	1701	64	26.7%	-	-	-	0.2	47.2	1.8
6/1	Ahead	U	C2:D		1	72	-	67	1915	349	19.2%	-	-	-	0.1	2.8	0.8
6/2	Ahead	U	C2:D		1	72	-	87	2055	375	23.2%	-	-	-	0.1	2.8	1.0

Basic Results Summary

6/3	Right	O	C2:H		1	18	-	54	1761	84	64.6%	0	54	0	1.0	69.9	6.9
7/1	Ahead	U	C2:C		1	72	-	112	1985	362	30.9%	-	-	-	0.1	3.2	1.5
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:18	-	79	2125:1761	105+84	41.8 : 41.8%	0	35	0	0.4	19.6	13.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**	**13**	**0**	**0**	**1.7**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	53	-	43	1969	266	16.2%	-	-	-	0.2	13.6	2.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	53	-	48	1980:1519	225+38	18.2 : 18.2%	7	0	0	0.2	14.1	2.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	53	-	56	1867	252	22.2%	-	-	-	0.2	14.3	3.4
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	53	-	75	2105:1717	260+23	26.6 : 26.6%	6	0	0	0.3	14.4	4.3
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	18	-	54	1775:1781	73+13	62.8 : 62.8%	-	-	-	0.8	50.4	6.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	5	1708	34	14.6%	-	-	-	0.1	58.2	0.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.8%**	**0**	**0**	**0**	**0.2**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	59	1940	398	14.8%	-	-	-	0.1	3.2	1.4
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	76	2080	426	17.8%	-	-	-	0.1	3.2	1.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	58	1940	398	14.6%	-	-	-	0.1	3.2	1.4
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	74	2080	426	17.4%	-	-	-	0.1	3.2	1.7
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

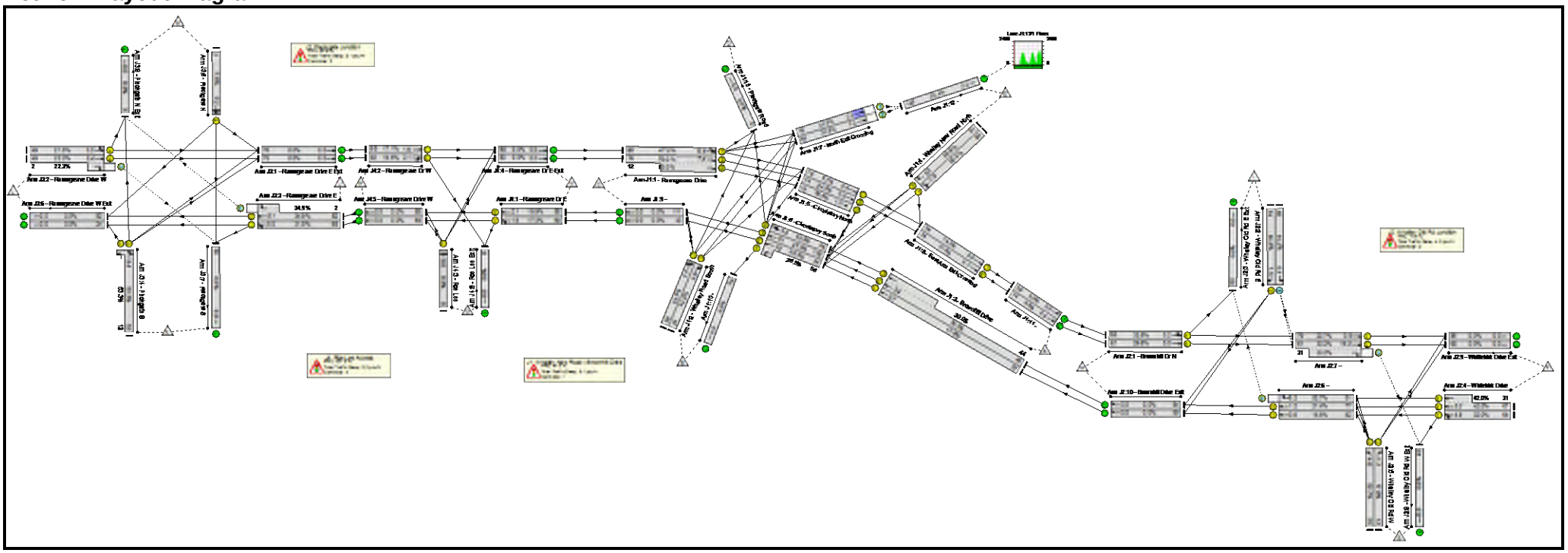
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	38.1	Total Delay for Signalled Lanes (pcuHr):	5.35	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	83.0	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	533.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	4.30	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	1.71	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	404.9	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	100
	PRC Over All Lanes (%):	38.1	Total Delay Over All Lanes(pcuHr):	11.78		

Basic Results Summary

Scenario 7: '2019 DS IP3' (FG7: '2019 Assessment Traffic Flows IP 3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**	**171**	**108**	**0**	**11.5**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**	**146**	**0**	**0**	**5.1**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	27	-	65	1975	138	47.0%	-	-	-	0.6	35.9	6.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	27	-	86	2115:1975	140+23	53.0 : 53.0%	-	-	-	0.8	35.5	7.4
2/1	Whalley Road South Right Left Left2	U	C1:C		1	15	-	38	1779	71	53.4%	-	-	-	0.5	51.7	4.4
2/2	Whalley Road South Right Right2	U	C1:C		1	15	-	35	1925	77	45.5%	-	-	-	0.5	48.6	3.9
3/1	Brownhill Drive Ahead	U	C1:H		1	41	-	37	1975	207	17.8%	-	-	-	0.2	20.8	2.7
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	41	-	89	1975:1975	150+147	30.0 : 30.0%	-	-	-	0.5	20.7	3.4
4/1	Whalley New Road North Right Left	U	C1:G		1	34	-	84	1831	160	52.4%	-	-	-	0.7	31.7	7.9
4/2	Whalley New Road North Right	U	C1:G		1	34	-	61	2065	181	33.8%	-	-	-	0.5	27.7	5.2
5/1	Circulatory North Ahead	U	C1:E		1	55	-	16	2015	282	5.7%	-	-	-	0.0	7.9	0.4
5/2	Circulatory North Ahead	U	C1:E		1	55	-	74	2155	302	24.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	12	1697	34	35.4%	-	-	-	0.1	38.0	1.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	72:83	-	90	2015:1709	128+211	26.5 : 26.5%	-	-	-	0.0	0.5	0.2
6/3	Circulatory South Ahead	U	C1:A		1	72	-	102	2155	393	25.9%	-	-	-	0.1	2.9	5.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	48	1875	89	53.9%	-	-	-	0.3	21.2	4.8
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	78	1915	232	33.6%	78	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	68	2055	221	30.8%	68	0	0	0.1	3.5	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	59	2015	408	14.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	74	2155	436	17.0%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	146	1800	450	32.4%	-	-	-	0.1	1.5	0.2
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.7%**	**21**	**108**	**0**	**4.0**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	43	-	68	1887	208	32.8%	-	-	-	0.4	21.5	5.2
1/2	Brownhill Dr N Ahead	U	C2:A		1	43	-	67	2055	226	29.6%	-	-	-	0.4	20.9	5.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	48	1658	337	14.2%	21	27	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	14	1851	83	16.8%	-	-	-	0.2	41.2	1.4
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	43	-	64	1819	200	32.0%	-	-	-	0.4	21.5	4.9
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	43	-	98	1915:1915	160+74	42.0 : 42.0%	-	-	-	0.6	21.1	5.2
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	35	1476	66	52.7%	-	-	-	0.5	51.0	4.0
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	13	1701	77	17.0%	-	-	-	0.2	41.8	1.3
6/1	Ahead	U	C2:D		1	69	-	52	1915	335	15.5%	-	-	-	0.0	3.1	0.6
6/2	Ahead	U	C2:D		1	69	-	77	2055	360	21.4%	-	-	-	0.1	3.7	1.2

Basic Results Summary

6/3	Right	O	C2:H		1	21	-	51	1761	97	52.7%	0	51	0	0.9	61.1	6.2
7/1	Ahead	U	C2:C		1	69	-	79	1985	347	22.7%	-	-	-	0.1	3.1	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:21	-	92	2125:1761	184+93	33.2 : 33.2%	0	31	0	0.3	13.4	15.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.3%**	**4**	**0**	**0**	**2.1**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	45	-	49	1980	228	21.5%	-	-	-	0.3	18.7	3.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	45	-	51	1980:1519	220+9	22.3 : 22.3%	2	0	0	0.3	18.9	3.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	45	-	68	1859	214	31.8%	-	-	-	0.4	20.2	5.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	45	-	84	2105:1717	235+6	34.9 : 34.9%	2	0	0	0.5	20.2	6.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	26	-	65	1774:1781	99+23	53.3 : 53.3%	-	-	-	0.7	38.6	6.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	2	1791	36	5.6%	-	-	-	0.0	56.1	0.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.9%**	**0**	**0**	**0**	**0.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	69	1940	398	17.3%	-	-	-	0.1	3.3	1.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	85	2080	426	19.9%	-	-	-	0.1	3.3	2.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	68	1940	398	17.1%	-	-	-	0.1	3.3	1.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	83	2080	426	19.5%	-	-	-	0.1	3.2	2.1
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

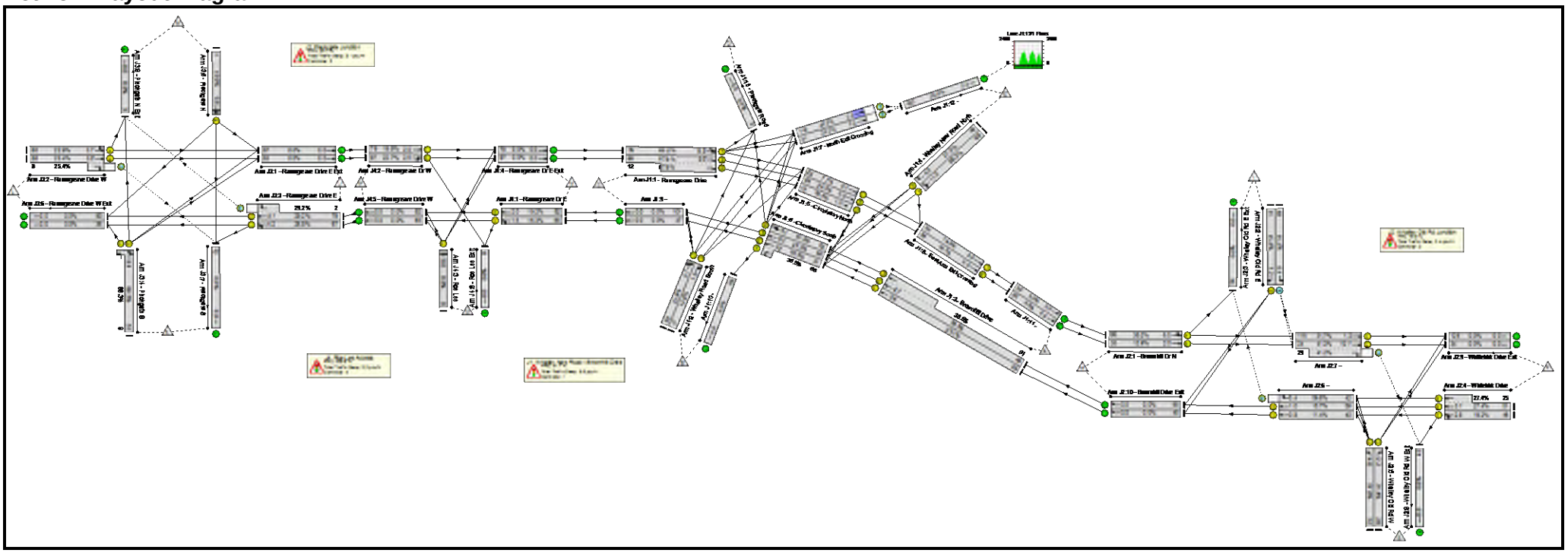
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	67.0	Total Delay for Signalled Lanes (pcuHr):	4.99	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	167.8	Total Delay for Signalled Lanes (pcuHr):	0.07	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	430.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	70.8	Total Delay for Signalled Lanes (pcuHr):	3.96	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	68.9	Total Delay for Signalled Lanes (pcuHr):	2.10	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	351.5	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
	PRC Over All Lanes (%):	67.0	Total Delay Over All Lanes(pcuHr):	11.48		

Basic Results Summary

Scenario 8: '2019 DS IP 4' (FG8: '2019 Assessment Traffic Flows IP 4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**	**196**	**94**	**0**	**11.6**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**	**160**	**0**	**0**	**5.8**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	24	-	78	1975	123	63.2%	-	-	-	0.9	43.0	8.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	24	-	98	2115:1975	127+18	67.8 : 67.8%	-	-	-	1.2	42.3	9.5
2/1	Whalley Road South Right Left Left2	U	C1:C		1	25	-	39	1828	119	32.8%	-	-	-	0.4	35.5	3.7
2/2	Whalley Road South Right Right2	U	C1:C		1	25	-	17	1925	125	13.6%	-	-	-	0.2	32.6	1.5
3/1	Brownhill Drive Ahead	U	C1:H		1	42	-	49	1975	212	23.1%	-	-	-	0.3	20.8	3.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	42	-	110	1975:1975	127+158	38.5 : 38.5%	-	-	-	0.6	20.9	4.7
4/1	Whalley New Road North Right Left	U	C1:G		1	33	-	106	1825	155	68.3%	-	-	-	1.1	37.2	11.0
4/2	Whalley New Road North Right	U	C1:G		1	33	-	48	2065	176	27.3%	-	-	-	0.4	27.5	4.0
5/1	Circulatory North Ahead	U	C1:E		1	56	-	22	2015	287	7.7%	-	-	-	0.1	8.3	0.7
5/2	Circulatory North Ahead	U	C1:E		1	56	-	86	2155	307	28.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	12	1697	34	35.4%	-	-	-	0.1	39.8	1.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	62:83	-	109	2015:1709	112+186	36.5 : 36.5%	-	-	-	0.0	0.8	0.2
6/3	Circulatory South Ahead	U	C1:A		1	62	-	96	2155	339	28.3%	-	-	-	0.2	7.2	5.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	22	-	62	1867	107	57.8%	-	-	-	0.3	16.3	6.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	119	1915	262	45.5%	119	0	0	0.0	0.3	0.2
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	41	2055	178	23.0%	41	0	0	0.1	4.4	0.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	80	2015	408	19.6%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	86	2155	436	19.7%	-	-	-	0.0	0.1	0.0
12/1		U	-		-	-	-	160	1800	450	35.6%	-	-	-	0.1	1.5	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**	**26**	**94**	**0**	**3.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	52	-	96	1895	251	38.2%	-	-	-	0.4	16.7	6.5
1/2	Brownhill Dr N Ahead	U	C2:A		1	52	-	35	2055	272	12.9%	-	-	-	0.1	13.8	2.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	49	1658	319	15.3%	26	23	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	11	1851	69	15.8%	-	-	-	0.1	44.7	1.2
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	52	-	46	1812	240	19.2%	-	-	-	0.2	14.6	2.8
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	52	-	76	1915:1915	186+91	27.4 : 27.4%	-	-	-	0.3	14.4	3.1
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	32	1476	55	57.8%	-	-	-	0.5	57.8	4.0
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	20	1701	64	31.4%	-	-	-	0.3	48.1	2.2
6/1	Ahead	U	C2:D		1	72	-	40	1915	349	11.4%	-	-	-	0.0	3.8	0.8
6/2	Ahead	U	C2:D		1	72	-	59	2055	375	15.7%	-	-	-	0.1	3.3	1.0

Basic Results Summary

6/3	Right	O	C2:H		1	15	-	42	1761	70	59.6%	0	42	0	0.8	71.7	5.4
7/1	Ahead	U	C2:C		1	72	-	115	1985	362	31.7%	-	-	-	0.1	2.9	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:15	-	53	2125:1761	58+70	41.2 : 41.2%	0	29	0	0.4	26.1	12.1
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**	**10**	**0**	**0**	**2.1**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	60	1980	262	22.9%	-	-	-	0.2	14.8	3.7
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	66	1980:1519	228+32	25.4 : 25.4%	8	0	0	0.3	15.3	3.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	67	1885	250	26.8%	-	-	-	0.3	15.3	4.2
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	81	2105:1717	271+7	29.2 : 29.2%	2	0	0	0.3	15.4	5.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	60	1774:1781	77+14	66.3 : 66.3%	-	-	-	0.8	50.6	6.9
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	7	1844	37	19.0%	-	-	-	0.1	58.0	0.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.7%**	**0**	**0**	**0**	**0.3**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	65	1940	398	16.3%	-	-	-	0.1	3.2	1.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	82	2080	426	19.2%	-	-	-	0.1	3.2	2.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	79	1940	398	19.9%	-	-	-	0.1	3.4	2.0
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	97	2080	426	22.7%	-	-	-	0.1	3.4	2.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

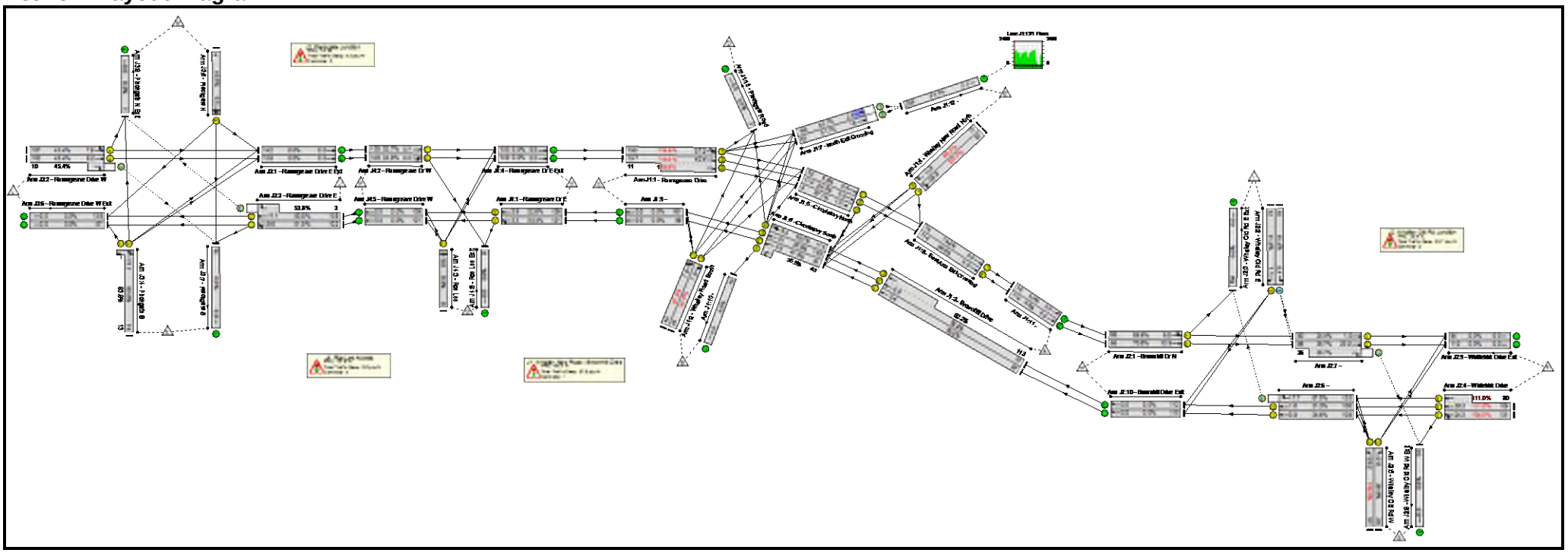
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):	5.68	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	97.8	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	356.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	3.40	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	35.7	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	295.6	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	100
	PRC Over All Lanes (%):	31.7	Total Delay Over All Lanes(pcuHr):	11.64		

Basic Results Summary

Scenario 9: '2019 DS PM1' (FG9: '2019 Assessment Traffic Flows PM 1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**120.0%**	**280**	**210**	**8**	**55.3**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**120.0%**	**252**	**0**	**7**	**27.8**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	21	-	130	1973	109	119.8%	-	-	-	7.6	210.6	37.2
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	21	-	148	2115:1975	114+9	119.8 : 119.8%	-	-	-	8.6	208.6	42.4
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	44	1806	45	97.5%	-	-	-	1.3	107.1	7.9
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	44	1925	48	91.4%	-	-	-	1.2	94.5	7.3
3/1	Brownhill Drive Ahead	U	C1:H		1	60	-	97	1975	301	32.2%	-	-	-	0.3	11.7	5.4
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	60	-	190	1975:1975	147+216	52.2 : 52.2%	-	-	-	0.6	12.1	6.8
4/1	Whalley New Road North Right Left	U	C1:G		1	15	-	87	1813	73	120.0%	-	-	-	5.4	224.7	26.9
4/2	Whalley New Road North Right	U	C1:G		1	15	-	77	2065	83	93.2%	-	-	-	1.7	78.9	11.6
5/1	Circulatory North Ahead	U	C1:E		1	74	-	39	2015	378	8.8%	-	-	-	0.0	1.5	0.4
5/2	Circulatory North Ahead	U	C1:E		1	74	-	137	2155	404	28.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	11	1697	34	27.1%	-	-	-	0.1	57.2	1.0

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	141	2015:1709	219+120	41.6 : 35.5%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	153	2155	426	35.9%	-	-	-	0.0	0.6	3.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	43	-	114	1861	205	55.7%	-	-	-	0.4	11.1	9.4
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	207	1915	237	82.7%	189	0	7	0.1	2.3	2.5
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	68	2055	122	51.7%	63	0	0	0.2	11.3	1.8
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	93	2015	408	19.2%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	137	2155	436	26.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	275	1800	450	57.7%	-	-	-	0.2	2.3	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.5%**	**15**	**210**	**1**	**22.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	26	-	88	1864	126	69.9%	-	-	-	1.1	44.1	9.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	26	-	98	2055	139	70.6%	-	-	-	1.2	43.4	10.9
2/1	Whalley Old Rd E Left	O	-		-	-	-	55	1658	358	15.4%	15	40	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	21	-	12	1851	102	11.8%	-	-	-	0.1	36.2	1.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	26	-	131	1858	125	104.5%	-	-	-	3.9	106.9	24.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	26	-	184	1915:1915	94+72	111.0 : 111.0%	-	-	-	7.4	143.9	38.2
5/1	Whalley Old Rd W Left	U	C2:F		1	21	-	97	1476	81	119.5%	-	-	-	5.8	216.7	29.2
5/2	Whalley Old Rd W Right	U	C2:F		1	21	-	28	1701	94	29.9%	-	-	-	0.3	39.4	2.8

Basic Results Summary

6/1	Ahead	U	C2:D		1	65	-	115	1915	316	34.6%	-	-	-	0.1	2.9	0.9
6/2	Ahead	U	C2:D		1	65	-	119	2055	339	31.3%	-	-	-	0.1	3.7	1.6
6/3	Right	O	C2:H		1	34	-	155	1761	154	87.5%	0	135	0	2.4	63.4	17.7
7/1	Ahead	U	C2:C		1	65	-	80	1985	328	24.4%	-	-	-	0.1	3.4	1.0
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	65:34	-	132	2125:1761	269+101	35.7 : 35.7%	0	35	1	0.3	8.3	20.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**	**13**	**0**	**0**	**4.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	49	-	107	1971	246	43.4%	-	-	-	0.6	19.2	7.9
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	49	-	112	1980:1519	225+22	45.4 : 45.4%	10	0	0	0.6	20.2	8.0
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	49	-	122	1880	235	51.9%	-	-	-	0.7	20.8	9.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	49	-	141	2105:1717	256+6	53.8 : 53.8%	3	0	0	0.8	20.8	11.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	22	-	87	1776:1781	88+16	83.8 : 83.8%	-	-	-	1.4	57.9	11.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	4	1896	38	10.5%	-	-	-	0.1	56.0	0.5
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.9%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	121	1940	398	30.4%	-	-	-	0.1	3.8	3.3
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	139	2080	426	32.6%	-	-	-	0.1	3.8	3.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	130	1940	398	32.7%	-	-	-	0.1	3.9	3.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	149	2080	426	34.9%	-	-	-	0.2	3.9	4.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

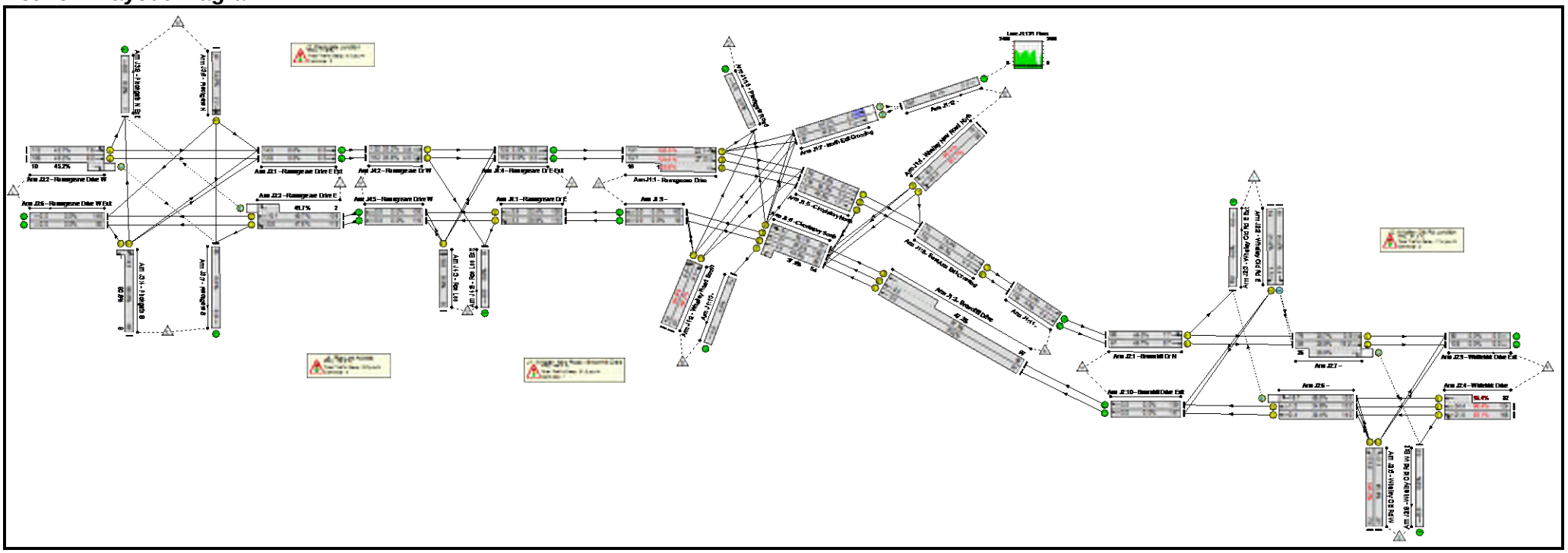
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-33.3	Total Delay for Signalled Lanes (pcuHr):	27.28	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	243.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-32.8	Total Delay for Signalled Lanes (pcuHr):	22.72	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	7.4	Total Delay for Signalled Lanes (pcuHr):	4.18	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	157.6	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s):	100
	PRC Over All Lanes (%):	-33.3	Total Delay Over All Lanes(pcuHr):	55.28		

Basic Results Summary

Scenario 10: '2019 DS PM2' (FG10: '2019 Assessment Traffic Flows PM 2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**145.2%**	**291**	**182**	**6**	**43.2**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**131.7%**	**260**	**0**	**6**	**21.2**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	131	1975	128	102.0%	-	-	-	3.3	90.8	22.1
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	153	2115:1975	132+15	103.6 : 103.6%	-	-	-	4.2	97.9	27.0
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	49	1785	49	99.8%	-	-	-	1.5	108.4	8.9
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	52	1925	53	98.2%	-	-	-	1.5	102.9	9.1
3/1	Brownhill Drive Ahead	U	C1:H		1	60	-	91	1975	301	30.2%	-	-	-	0.3	11.5	5.0
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	60	-	179	1975:1975	173+205	47.3 : 47.3%	-	-	-	0.6	11.6	5.6
4/1	Whalley New Road North Right Left	U	C1:G		1	14	-	90	1822	68	131.7%	-	-	-	7.3	290.3	34.4
4/2	Whalley New Road North Right	U	C1:G		1	14	-	70	2065	77	90.4%	-	-	-	1.5	76.8	10.3
5/1	Circulatory North Ahead	U	C1:E		1	75	-	37	2015	383	9.5%	-	-	-	0.0	1.9	0.7
5/2	Circulatory North Ahead	U	C1:E		1	75	-	137	2155	409	32.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	8	-	16	1697	38	40.5%	-	-	-	0.2	55.0	1.7

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	146	2015:1709	183+143	44.9 : 37.9%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	77	-	152	2155	420	36.2%	-	-	-	0.0	0.7	3.7
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	39	-	97	1863	186	52.1%	-	-	-	0.4	13.3	8.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	222	1915	256	86.0%	214	0	6	0.1	1.9	2.3
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	46	2055	101	45.8%	46	0	0	0.2	11.8	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	88	2015	408	18.4%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	137	2155	436	30.3%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	268	1800	450	59.1%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**145.2%**	**19**	**182**	**0**	**17.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	37	-	86	1849	176	49.0%	-	-	-	0.7	28.6	7.7
1/2	Brownhill Dr N Ahead	U	C2:A		1	37	-	97	2055	195	49.7%	-	-	-	0.8	28.2	8.7
2/1	Whalley Old Rd E Left	O	-		-	-	-	51	1658	340	15.0%	19	32	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	13	-	14	1851	65	21.6%	-	-	-	0.2	47.0	1.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	37	-	165	1866	177	93.1%	-	-	-	2.4	51.8	21.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	37	-	206	1915:1915	129+85	96.4 : 96.4%	-	-	-	3.0	52.1	24.4
5/1	Whalley Old Rd W Left	U	C2:F		1	13	-	75	1476	52	145.2%	-	-	-	7.2	346.6	31.8
5/2	Whalley Old Rd W Right	U	C2:F		1	13	-	27	1701	60	45.4%	-	-	-	0.4	53.0	3.1

Basic Results Summary

6/1	Ahead	U	C2:D		1	73	-	140	1915	354	39.4%	-	-	-	0.1	2.1	0.4
6/2	Ahead	U	C2:D		1	73	-	136	2055	380	34.8%	-	-	-	0.1	2.4	1.2
6/3	Right	O	C2:H		1	31	-	144	1761	141	88.5%	0	125	0	2.4	67.9	16.7
7/1	Ahead	U	C2:C		1	73	-	76	1985	367	20.7%	-	-	-	0.1	2.8	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	73:31	-	121	2125:1761	318+87	29.9 : 29.9%	0	26	0	0.2	7.2	18.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**	**12**	**0**	**0**	**4.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	52	-	112	1980	262	42.7%	-	-	-	0.5	17.3	7.8
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	52	-	118	1980:1519	239+22	45.2 : 45.2%	10	0	0	0.6	18.1	8.0
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	52	-	119	1887	250	47.6%	-	-	-	0.6	18.2	8.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	52	-	138	2105:1717	274+4	49.7 : 49.7%	2	0	0	0.7	18.2	10.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	19	-	73	1788:1781	81+10	80.6 : 80.6%	-	-	-	1.2	59.4	9.3
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	20	1853	37	54.0%	-	-	-	0.4	69.0	2.7
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.6%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	119	1940	398	29.9%	-	-	-	0.1	3.8	3.3
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	138	2080	426	32.4%	-	-	-	0.1	3.8	3.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	132	1940	398	33.2%	-	-	-	0.1	3.9	3.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	152	2080	426	35.6%	-	-	-	0.2	3.9	4.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

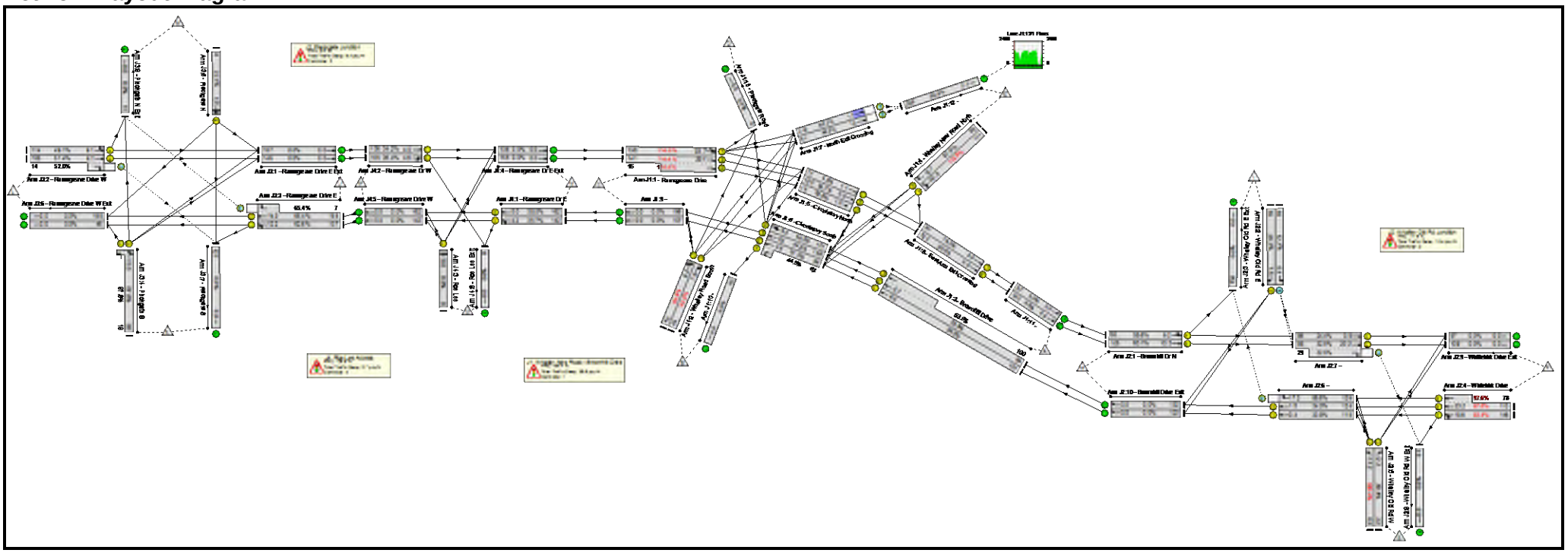
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-46.4	Total Delay for Signalled Lanes (pcuHr):	20.71	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	4.7	Total Delay for Signalled Lanes (pcuHr):	0.27	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	196.9	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-61.3	Total Delay for Signalled Lanes (pcuHr):	17.43	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	4.02	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	152.5	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
	PRC Over All Lanes (%):	-61.3	Total Delay Over All Lanes(pcuHr):	43.20		

Basic Results Summary

Scenario 11: '2019 DS PM3' (FG11: '2019 Assessment Traffic Flows PM 3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**115.6%**	**294**	**186**	**12**	**45.0**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**115.6%**	**262**	**0**	**7**	**26.6**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	23	-	135	1973	118	114.0%	-	-	-	6.5	173.0	33.7
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	23	-	156	2115:1975	123+13	114.4 : 114.4%	-	-	-	7.5	172.8	39.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	45	1803	45	99.8%	-	-	-	1.4	111.7	8.3
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	45	1925	48	93.5%	-	-	-	1.2	97.9	7.6
3/1	Brownhill Drive Ahead	U	C1:H		1	55	-	101	1975	276	36.5%	-	-	-	0.4	14.7	6.5
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	55	-	194	1975:1975	176+187	53.6 : 53.6%	-	-	-	0.8	14.7	6.7
4/1	Whalley New Road North Right Left	U	C1:G		1	20	-	111	1829	96	115.6%	-	-	-	5.9	190.8	30.5
4/2	Whalley New Road North Right	U	C1:G		1	20	-	95	2065	108	87.6%	-	-	-	1.6	62.5	12.7
5/1	Circulatory North Ahead	U	C1:E		1	69	-	18	2015	353	4.8%	-	-	-	0.0	10.3	1.1
5/2	Circulatory North Ahead	U	C1:E		1	69	-	141	2155	377	32.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	15	1697	34	38.6%	-	-	-	0.2	51.1	1.5

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	169	2015:1709	192+139	51.0 : 44.5%	-	-	-	0.0	0.6	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	188	2155	426	44.2%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	36	-	101	1866	173	58.5%	-	-	-	0.4	13.5	9.0
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	232	1915	253	86.3%	211	0	7	0.2	3.0	1.7
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	53	2055	105	48.5%	51	0	0	0.2	17.0	1.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	76	2015	408	16.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	141	2155	436	28.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	285	1800	450	59.9%	-	-	-	0.2	2.5	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.4%**	**15**	**186**	**0**	**12.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	33	-	93	1866	159	58.6%	-	-	-	0.9	33.9	9.2
1/2	Brownhill Dr N Ahead	U	C2:A		1	33	-	105	2055	175	60.1%	-	-	-	1.0	33.7	10.3
2/1	Whalley Old Rd E Left	O	-		-	-	-	44	1658	346	12.7%	15	29	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	16	1851	79	20.3%	-	-	-	0.2	42.8	1.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	33	-	146	1839	156	93.4%	-	-	-	2.3	56.5	19.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	33	-	191	1915:1915	116+80	97.6 : 97.6%	-	-	-	3.1	57.7	23.2
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	63	1476	63	100.4%	-	-	-	1.8	101.1	11.2
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	22	1701	72	30.4%	-	-	-	0.3	45.2	2.3

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	115	1915	340	33.8%	-	-	-	0.1	2.1	0.4
6/2	Ahead	U	C2:D		1	70	-	124	2055	365	34.0%	-	-	-	0.1	2.9	1.5
6/3	Right	O	C2:H		1	32	-	129	1761	145	88.6%	0	129	0	2.4	67.0	17.2
7/1	Ahead	U	C2:C		1	70	-	86	1985	352	24.4%	-	-	-	0.1	2.8	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:32	-	127	2125:1761	301+89	32.5 : 32.5%	0	29	0	0.3	7.2	20.3
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.6%**	**17**	**0**	**4**	**5.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	46	-	114	1976	232	49.1%	-	-	-	0.7	22.0	9.1
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	46	-	119	1980:1519	204+27	51.4 : 52.0%	10	0	4	0.8	24.8	9.1
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	46	-	137	1862	219	62.6%	-	-	-	1.0	25.3	12.2
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	46	-	161	2105:1717	235+11	65.4 : 65.4%	7	0	0	1.1	25.6	14.3
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	25	-	103	1778:1781	97+21	87.6 : 87.6%	-	-	-	1.7	57.9	13.3
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1811	36	22.1%	-	-	-	0.1	58.9	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.0%**	**0**	**0**	**0**	**0.7**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	142	1940	398	35.7%	-	-	-	0.2	4.0	4.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	162	2080	426	38.0%	-	-	-	0.2	4.1	5.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	136	1940	398	34.2%	-	-	-	0.1	4.0	4.0
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	155	2080	426	36.4%	-	-	-	0.2	4.0	4.6
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

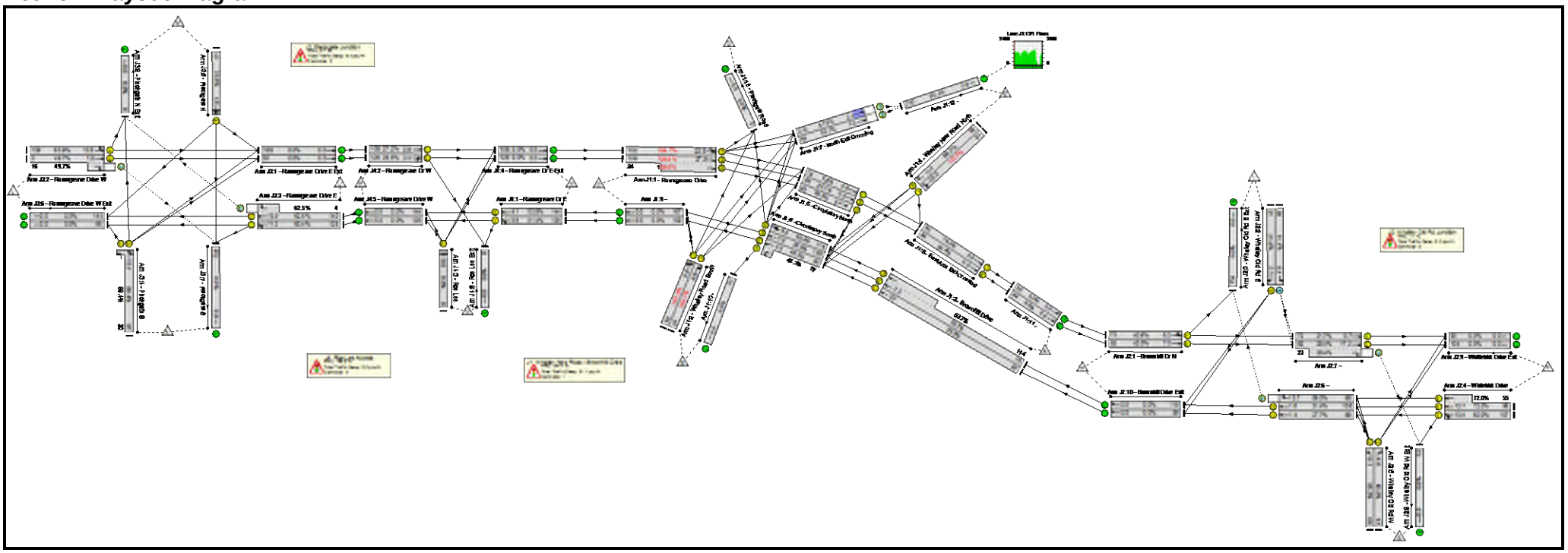
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-28.4	Total Delay for Signalled Lanes (pcuHr):	26.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	218.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	12.33	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	5.41	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	136.9	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	100
	PRC Over All Lanes (%):	-28.4	Total Delay Over All Lanes(pcuHr):	45.04		

Basic Results Summary

Scenario 12: '2019 DS PM4' (FG12: '2019 Assessment Traffic Flows PM 4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**112.0%**	**296**	**144**	**10**	**35.1**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**112.0%**	**262**	**0**	**10**	**21.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	18	-	102	1975	94	108.7%	-	-	-	4.1	145.7	22.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	18	-	132	2115:1975	99+22	109.6 : 109.6%	-	-	-	5.4	146.0	27.9
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	50	1777	49	102.3%	-	-	-	1.7	122.9	9.9
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	53	1925	53	100.1%	-	-	-	1.6	107.1	9.6
3/1	Brownhill Drive Ahead	U	C1:H		1	58	-	97	1975	291	33.3%	-	-	-	0.3	12.8	5.7
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	58	-	189	1975:1975	140+212	53.7 : 53.7%	-	-	-	0.7	13.3	7.3
4/1	Whalley New Road North Right Left	U	C1:G		1	17	-	91	1806	81	112.0%	-	-	-	4.4	172.2	23.0
4/2	Whalley New Road North Right	U	C1:G		1	17	-	82	2065	93	88.2%	-	-	-	1.5	68.0	11.4
5/1	Circulatory North Ahead	U	C1:E		1	72	-	12	2015	368	3.2%	-	-	-	0.0	8.1	0.8
5/2	Circulatory North Ahead	U	C1:E		1	72	-	108	2155	393	25.1%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	24	1697	34	64.5%	-	-	-	0.4	57.9	2.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	152	2015:1709	194+134	46.3 : 42.3%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	77	-	155	2155	420	36.9%	-	-	-	0.0	0.9	7.8
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	44	-	116	1862	209	55.4%	-	-	-	0.3	9.7	9.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	220	1915	242	87.9%	203	0	10	0.2	3.1	2.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	60	2055	112	52.7%	59	0	0	0.2	14.9	3.0
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	72	2015	408	16.0%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	108	2155	436	22.6%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	280	1800	450	60.4%	-	-	-	0.2	2.5	0.8
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**	**14**	**144**	**0**	**8.0**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	37	-	73	1881	179	40.9%	-	-	-	0.5	27.0	6.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	37	-	82	2055	195	42.0%	-	-	-	0.6	26.8	7.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	38	1658	341	11.1%	14	24	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	20	-	21	1851	97	21.6%	-	-	-	0.2	38.6	2.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	37	-	107	1817	173	62.0%	-	-	-	0.9	31.8	10.4
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	37	-	151	1915:1915	133+76	72.0 : 72.0%	-	-	-	1.3	31.6	12.1
5/1	Whalley Old Rd W Left	U	C2:F		1	20	-	66	1476	77	85.2%	-	-	-	1.2	66.7	9.1
5/2	Whalley Old Rd W Right	U	C2:F		1	20	-	43	1701	89	48.2%	-	-	-	0.5	44.3	4.6

Basic Results Summary

6/1	Ahead	U	C2:D		1	66	-	89	1915	321	27.7%	-	-	-	0.1	3.9	1.4
6/2	Ahead	U	C2:D		1	66	-	108	2055	344	31.4%	-	-	-	0.1	3.6	1.6
6/3	Right	O	C2:H		1	24	-	98	1761	110	89.0%	0	98	0	2.1	76.9	13.7
7/1	Ahead	U	C2:C		1	66	-	72	1985	332	21.7%	-	-	-	0.1	2.9	0.7
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	66:24	-	105	2125:1761	288+81	28.4 : 28.4%	0	23	0	0.2	8.3	17.2
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**	**20**	**0**	**0**	**5.4**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	43	-	139	1976	217	63.9%	-	-	-	1.1	27.4	12.8
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	43	-	19	1980:1519	6+32	49.7 : 49.7%	16	0	0	0.3	57.9	1.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	43	-	125	1880	207	60.4%	-	-	-	0.9	26.8	11.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	43	-	144	2105:1717	224+6	62.5 : 62.5%	4	0	0	1.1	26.9	13.0
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	28	-	117	1777:1781	108+22	89.4 : 89.4%	-	-	-	1.8	56.6	15.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	13	1825	37	35.6%	-	-	-	0.2	62.3	1.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.8%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	125	1940	398	31.4%	-	-	-	0.1	3.8	3.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	144	2080	426	33.8%	-	-	-	0.2	3.8	4.1
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	108	1940	398	27.2%	-	-	-	0.1	3.6	2.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	126	2080	426	29.5%	-	-	-	0.1	3.6	3.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

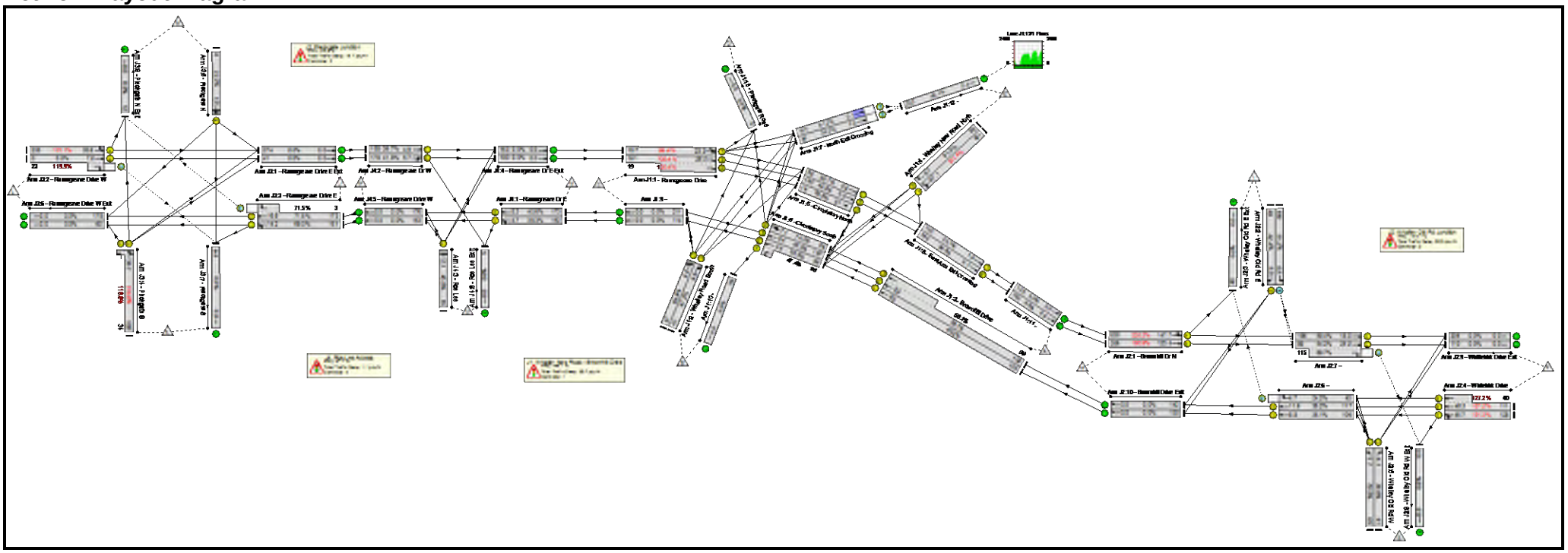
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-24.4	Total Delay for Signalled Lanes (pcuHr):	20.47	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	298.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	8.00	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	5.44	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	166.5	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s):	100
	PRC Over All Lanes (%):	-24.4	Total Delay Over All Lanes(pcuHr):	35.06		

Basic Results Summary

Scenario 13: '2034 DS AM1' (FG13: '2034 Assessment Traffic Flows AM1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**220.2%**	**244**	**303**	**23**	**129.0**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**131.4%**	**203**	**0**	**0**	**25.7**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	31	-	157	1975	158	99.4%	-	-	-	3.0	68.4	23.3
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	31	-	180	2115:1975	160+19	100.4 : 100.4%	-	-	-	3.5	69.4	26.0
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	37	1705	43	86.8%	-	-	-	0.9	91.7	6.0
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	42	1925	48	87.3%	-	-	-	1.0	88.4	6.6
3/1	Brownhill Drive Ahead	U	C1:H		1	46	-	105	1975	232	45.2%	-	-	-	0.6	21.4	8.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	46	-	171	1975:1975	175+119	58.1 : 58.1%	-	-	-	1.0	20.8	8.2
4/1	Whalley New Road North Right Left	U	C1:G		1	29	-	181	1836	138	131.4%	-	-	-	13.8	274.8	67.1
4/2	Whalley New Road North Right	U	C1:G		1	29	-	95	2065	155	61.3%	-	-	-	1.0	37.4	9.7
5/1	Circulatory North Ahead	U	C1:E		1	60	-	68	2015	307	22.1%	-	-	-	0.0	0.8	0.2
5/2	Circulatory North Ahead	U	C1:E		1	60	-	161	2155	329	48.8%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	19	1697	34	55.8%	-	-	-	0.2	37.5	2.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	217	2015:1709	169+202	58.5 : 47.4%	-	-	-	0.0	0.5	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	197	2155	426	46.3%	-	-	-	0.0	0.7	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	19	-	69	1866	93	74.0%	-	-	-	0.4	21.2	7.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	157	1915	257	61.2%	157	0	0	0.0	0.3	0.1
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	46	2055	139	33.0%	46	0	0	0.1	5.4	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	156	2015	408	33.1%	-	-	-	0.0	0.3	1.4
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	161	2155	436	36.8%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	203	1800	450	45.1%	-	-	-	0.1	1.8	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**220.2%**	**40**	**303**	**2**	**86.5**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	20	-	220	1903	100	220.2%	-	-	-	34.2	559.6	147.7
1/2	Brownhill Dr N Ahead	U	C2:A		1	20	-	206	2055	108	190.9%	-	-	-	28.2	492.3	123.4
2/1	Whalley Old Rd E Left	O	-		-	-	-	189	1658	369	51.2%	40	149	0	0.1	2.5	0.5
2/2	Whalley Old Rd E Right	U	C2:E		1	24	-	49	1851	116	42.4%	-	-	-	0.5	38.1	4.9
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	20	-	128	1857	97	131.3%	-	-	-	9.5	268.0	45.7
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	20	-	151	1915:1915	87+31	127.2 : 127.2%	-	-	-	10.0	239.1	48.3
5/1	Whalley Old Rd W Left	U	C2:F		1	24	-	65	1476	92	70.5%	-	-	-	0.9	49.4	7.7
5/2	Whalley Old Rd W Right	U	C2:F		1	24	-	41	1701	106	38.6%	-	-	-	0.4	38.0	4.1

Basic Results Summary

6/1	Ahead	U	C2:D		1	62	-	131	1915	302	35.1%	-	-	-	0.2	8.1	8.8
6/2	Ahead	U	C2:D		1	62	-	141	2055	324	36.2%	-	-	-	0.3	9.1	11.9
6/3	Right	O	C2:H		1	37	-	49	1761	167	24.2%	0	40	0	0.3	28.7	4.7
7/1	Ahead	U	C2:C		1	62	-	297	1985	313	59.4%	-	-	-	0.6	11.1	18.0
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	62:37	-	302	2125:1761	163+129	54.2 : 89.7%	0	113	2	1.1	19.9	25.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.9%**	**1**	**0**	**21**	**15.7**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	46	-	235	1978	232	101.1%	-	-	-	4.1	63.3	35.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	46	-	23	1980:1519	0+19	0.0 : 119.9%	1	0	18	1.7	258.7	7.8
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	46	-	151	1862	219	69.0%	-	-	-	1.1	27.2	14.2
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	46	-	176	2105:1717	242+4	71.5 : 71.5%	0	0	3	1.4	27.8	16.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	25	-	139	1790:1781	90+29	116.6 : 116.6%	-	-	-	7.3	189.6	36.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1791	36	22.3%	-	-	-	0.1	59.2	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	152	1937	397	38.3%	-	-	-	0.2	4.2	4.7
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	173	2080	426	40.6%	-	-	-	0.2	4.2	5.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	158	1940	398	39.7%	-	-	-	0.2	4.3	4.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	178	2075	425	41.8%	-	-	-	0.2	4.3	5.7
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

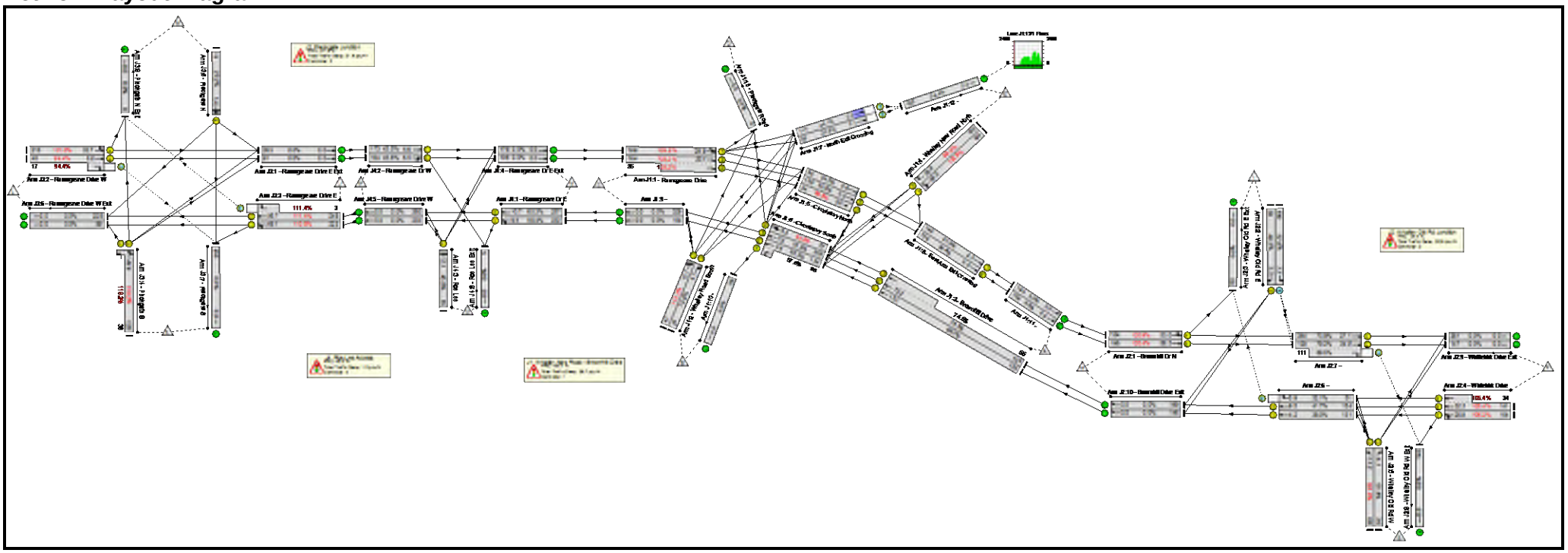
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-46.1	Total Delay for Signalled Lanes (pcuHr):	25.52	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	47.1	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	144.8	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-144.7	Total Delay for Signalled Lanes (pcuHr):	86.32	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-33.2	Total Delay for Signalled Lanes (pcuHr):	15.74	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.07	Cycle Time (s):	100
	PRC Over All Lanes (%):	-144.7	Total Delay Over All Lanes(pcuHr):	128.98		

Basic Results Summary

Scenario 14: '2034 DS AM2' (FG14: '2034 Assessment Traffic Flows AM2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**120.9%**	**218**	**296**	**21**	**99.8**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**118.8%**	**155**	**0**	**0**	**29.7**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	32	-	168	1974	163	103.2%	-	-	-	4.2	90.5	28.8
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	32	-	199	2115:1975	159+34	103.2 : 103.2%	-	-	-	4.8	87.0	33.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	47	1661	42	113.2%	-	-	-	2.5	192.5	12.7
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	34	1925	48	70.6%	-	-	-	0.7	71.3	4.7
3/1	Brownhill Drive Ahead	U	C1:H		1	40	-	135	1975	202	66.7%	-	-	-	1.1	30.4	13.1
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	40	-	181	1975:1975	169+74	74.5 : 74.5%	-	-	-	1.5	29.3	13.2
4/1	Whalley New Road North Right Left	U	C1:G		1	35	-	194	1814	163	118.8%	-	-	-	10.6	197.4	56.0
4/2	Whalley New Road North Right	U	C1:G		1	35	-	185	2065	186	99.5%	-	-	-	3.3	64.0	26.9
5/1	Circulatory North Ahead	U	C1:E		1	54	-	97	2015	277	34.0%	-	-	-	0.0	1.8	0.6
5/2	Circulatory North Ahead	U	C1:E		1	54	-	164	2155	296	53.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	35	1697	34	99.9%	-	-	-	0.3	32.6	3.8

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	245	2015:1709	205+170	65.3 : 57.6%	-	-	-	0.0	0.6	0.8
6/3	Circulatory South Ahead	U	C1:A		1	78	-	309	2155	426	72.6%	-	-	-	0.0	0.6	7.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	12	-	57	1870	61	93.8%	-	-	-	0.4	24.3	6.3
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	119	1915	265	44.1%	117	0	0	0.0	0.2	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	38	2055	182	20.8%	38	0	0	0.0	3.1	0.1
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	216	2015	408	47.6%	-	-	-	0.0	0.4	2.3
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	164	2155	436	36.4%	-	-	-	0.0	0.4	0.5
12/1		U	-		-	-	-	157	1800	450	34.4%	-	-	-	0.1	1.5	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.9%**	**64**	**296**	**1**	**36.9**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	31	-	184	1902	152	120.9%	-	-	-	10.3	201.9	53.0
1/2	Brownhill Dr N Ahead	U	C2:A		1	31	-	198	2055	164	120.4%	-	-	-	10.9	198.3	56.3
2/1	Whalley Old Rd E Left	O	-		-	-	-	199	1658	345	57.6%	64	135	0	0.2	3.1	7.7
2/2	Whalley Old Rd E Right	U	C2:E		1	15	-	30	1851	74	40.5%	-	-	-	0.4	47.8	3.3
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	31	-	154	1830	146	105.2%	-	-	-	4.5	105.2	28.9
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	31	-	175	1915:1915	134+32	105.4 : 105.4%	-	-	-	5.0	103.8	32.3
5/1	Whalley Old Rd W Left	U	C2:F		1	15	-	60	1476	59	101.6%	-	-	-	1.9	111.5	11.2
5/2	Whalley Old Rd W Right	U	C2:F		1	15	-	35	1701	68	51.4%	-	-	-	0.5	51.7	4.1

Basic Results Summary

6/1	Ahead	U	C2:D		1	71	-	137	1915	345	38.0%	-	-	-	0.1	4.1	4.2
6/2	Ahead	U	C2:D		1	71	-	162	2055	370	41.7%	-	-	-	0.2	4.1	9.5
6/3	Right	O	C2:H		1	35	-	53	1761	158	32.1%	0	51	0	0.6	39.2	5.9
7/1	Ahead	U	C2:C		1	71	-	293	1985	357	73.8%	-	-	-	0.9	12.1	27.1
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	71:35	-	273	2125:1761	163+124	79.2 : 89.5%	0	109	1	1.5	22.2	34.6
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**0**	**0**	**20**	**31.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	42	-	215	1980	213	101.0%	-	-	-	3.9	66.0	32.7
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	42	-	57	1980:1519	42+18	94.4 : 94.4%	0	0	17	1.2	75.8	5.8
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	42	-	223	1872	201	110.8%	-	-	-	8.1	131.5	49.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	42	-	251	2105:1717	223+3	111.4 : 111.4%	0	0	3	9.3	134.0	56.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	29	-	161	1781:1781	106+30	118.2 : 118.2%	-	-	-	8.8	196.5	44.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	11	1886	38	29.2%	-	-	-	0.2	60.0	1.4
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.3%**	**0**	**0**	**0**	**1.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	232	1938	397	58.4%	-	-	-	0.4	5.8	9.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	257	2080	426	60.3%	-	-	-	0.4	5.8	10.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	173	1940	398	43.5%	-	-	-	0.2	4.5	5.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	194	2075	425	45.6%	-	-	-	0.2	4.5	6.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

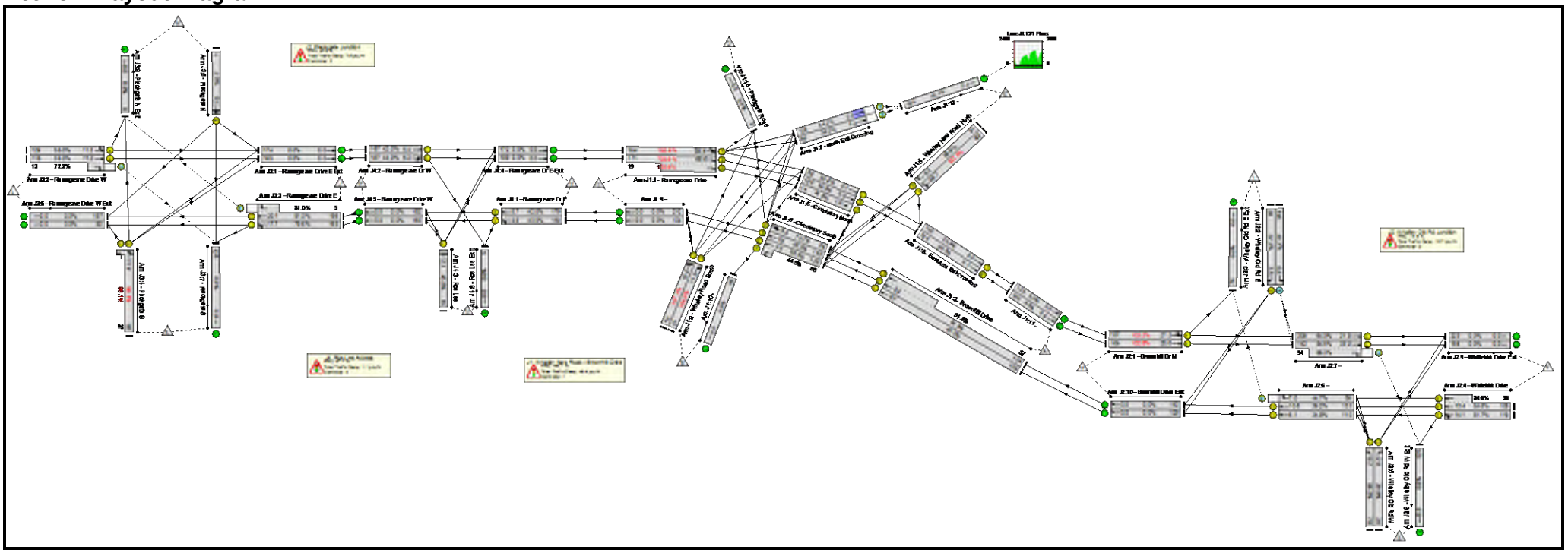
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-32.0	Total Delay for Signalled Lanes (pcuHr):	29.59	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	103.9	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	89.0	Total Delay for Signalled Lanes (pcuHr):	0.04	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-34.4	Total Delay for Signalled Lanes (pcuHr):	36.77	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-31.3	Total Delay for Signalled Lanes (pcuHr):	31.60	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	49.3	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s):	100
	PRC Over All Lanes (%):	-34.4	Total Delay Over All Lanes(pcuHr):	99.81		

Basic Results Summary

Scenario 15: '2034 DS AM3' (FG15: '2034 Assessment Traffic Flows AM3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**133.8%**	**245**	**250**	**14**	**74.8**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**133.8%**	**194**	**0**	**0**	**49.4**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	24	-	164	1975	123	132.9%	-	-	-	12.7	278.7	58.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	24	-	190	2115:1975	128+14	133.8 : 133.8%	-	-	-	14.9	281.7	68.6
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	45	1681	42	107.1%	-	-	-	2.0	156.9	10.5
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	51	1925	48	106.0%	-	-	-	2.1	146.1	11.3
3/1	Brownhill Drive Ahead	U	C1:H		1	46	-	109	1975	232	47.0%	-	-	-	0.7	21.7	8.7
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	46	-	191	1975:1975	168+141	61.9 : 61.9%	-	-	-	1.1	21.2	8.5
4/1	Whalley New Road North Right Left	U	C1:G		1	29	-	182	1831	137	132.5%	-	-	-	14.2	280.6	68.7
4/2	Whalley New Road North Right	U	C1:G		1	29	-	91	2065	155	58.8%	-	-	-	0.9	36.6	9.2
5/1	Circulatory North Ahead	U	C1:E		1	60	-	89	2015	307	22.2%	-	-	-	0.0	2.5	0.7
5/2	Circulatory North Ahead	U	C1:E		1	60	-	171	2155	329	38.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	19	1697	34	41.8%	-	-	-	0.2	41.5	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	217	2015:1709	180+192	58.4 : 44.5%	-	-	-	0.0	0.5	0.6
6/3	Circulatory South Ahead	U	C1:A		1	78	-	193	2155	426	45.3%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	26	-	89	1865	126	70.7%	-	-	-	0.4	16.7	8.9
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	140	1915	235	54.2%	128	0	0	0.0	0.8	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	77	2055	175	38.0%	66	0	0	0.1	4.5	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	182	2015	408	33.9%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	171	2155	436	29.3%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	217	1800	450	43.1%	-	-	-	0.1	1.8	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.3%**	**46**	**250**	**1**	**16.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	31	-	157	1900	152	103.3%	-	-	-	4.0	92.6	27.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	31	-	169	2055	164	102.8%	-	-	-	4.1	88.0	28.6
2/1	Whalley Old Rd E Left	O	-		-	-	-	144	1658	345	41.7%	46	98	0	0.1	2.2	0.4
2/2	Whalley Old Rd E Right	U	C2:E		1	21	-	38	1851	102	37.3%	-	-	-	0.4	40.1	3.8
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	31	-	119	1821	146	81.7%	-	-	-	1.5	46.0	14.1
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	31	-	144	1915:1915	128+43	84.6 : 84.6%	-	-	-	1.8	44.8	15.4
5/1	Whalley Old Rd W Left	U	C2:F		1	21	-	70	1476	81	86.2%	-	-	-	1.3	66.3	9.7
5/2	Whalley Old Rd W Right	U	C2:F		1	21	-	28	1701	94	29.9%	-	-	-	0.3	39.4	2.8

Basic Results Summary

6/1	Ahead	U	C2:D		1	65	-	110	1915	316	34.8%	-	-	-	0.2	5.8	5.1
6/2	Ahead	U	C2:D		1	65	-	133	2055	339	39.2%	-	-	-	0.2	6.2	10.6
6/3	Right	O	C2:H		1	29	-	59	1761	132	44.7%	0	59	0	0.8	46.0	7.0
7/1	Ahead	U	C2:C		1	65	-	214	1985	328	64.0%	-	-	-	0.5	8.2	21.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	65:29	-	241	2125:1761	168+109	84.5 : 86.3%	0	93	1	1.5	22.7	33.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.1%**	**5**	**0**	**13**	**7.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	129	1976	222	58.0%	-	-	-	0.9	25.2	11.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	131	1980:1519	200+18	59.0 : 72.2%	0	0	13	1.0	28.3	11.0
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	168	1875	211	79.6%	-	-	-	1.6	33.2	17.7
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	191	2105:1717	230+6	81.0 : 81.0%	5	0	0	1.8	33.2	20.1
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	122	1774:1781	99+28	96.1 : 96.1%	-	-	-	2.3	67.8	17.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	1	1752	35	2.9%	-	-	-	0.0	56.0	0.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	159	1937	397	40.0%	-	-	-	0.2	4.3	4.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	179	2080	426	42.0%	-	-	-	0.2	4.3	5.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	167	1940	398	42.0%	-	-	-	0.2	4.4	5.4
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	187	2075	425	44.0%	-	-	-	0.2	4.4	6.2
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

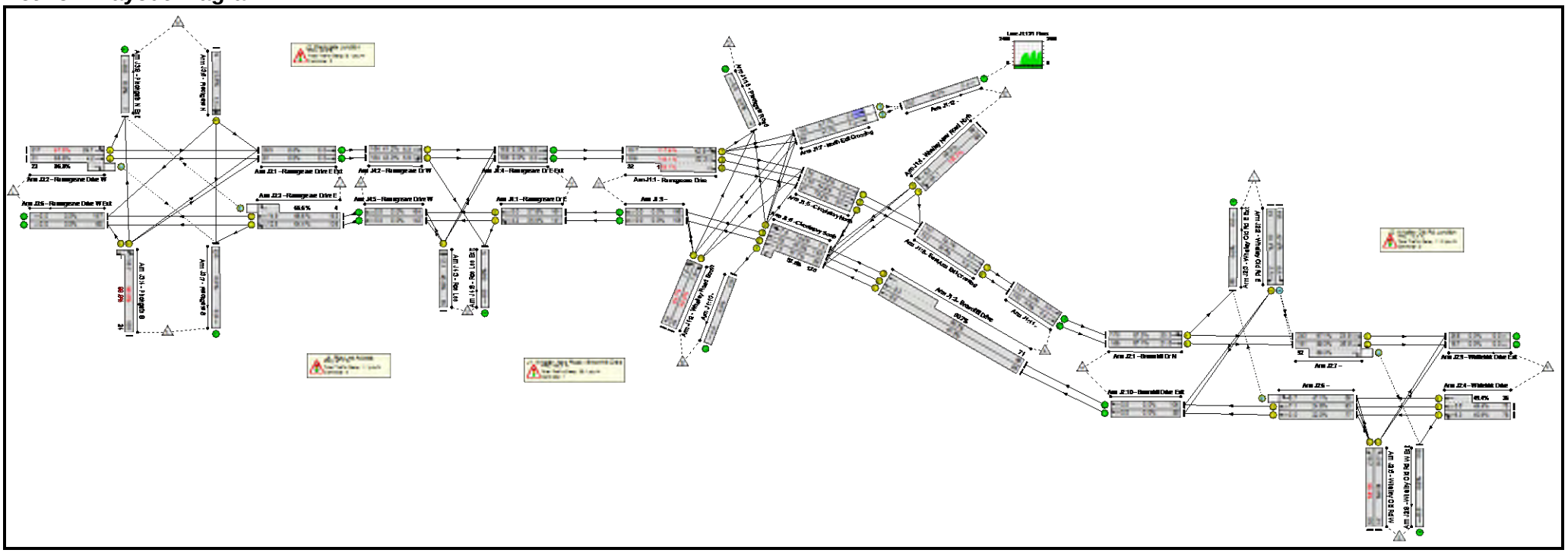
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-48.7	Total Delay for Signalled Lanes (pcuHr):	49.17	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	66.0	Total Delay for Signalled Lanes (pcuHr):	0.11	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	165.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	16.64	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-6.8	Total Delay for Signalled Lanes (pcuHr):	7.56	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.13	Cycle Time (s):	100
	PRC Over All Lanes (%):	-48.7	Total Delay Over All Lanes(pcuHr):	74.80		

Basic Results Summary

Scenario 16: '2034 DS AM4' (FG16: '2034 Assessment Traffic Flows AM4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**119.1%**	**279**	**237**	**17**	**56.2**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**119.1%**	**202**	**0**	**0**	**35.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	26	-	157	1973	133	117.9%	-	-	-	8.4	193.5	42.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	26	-	191	2115:1975	133+27	119.1 : 119.1%	-	-	-	10.5	197.8	52.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	40	1707	43	93.7%	-	-	-	1.1	102.4	7.0
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	45	1925	48	93.5%	-	-	-	1.2	97.9	7.6
3/1	Brownhill Drive Ahead	U	C1:H		1	41	-	98	1975	207	47.3%	-	-	-	0.7	25.1	8.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	41	-	167	1975:1975	158+117	60.7 : 60.7%	-	-	-	1.1	24.5	8.3
4/1	Whalley New Road North Right Left	U	C1:G		1	34	-	190	1837	161	118.2%	-	-	-	10.2	194.1	54.1
4/2	Whalley New Road North Right	U	C1:G		1	34	-	89	2065	181	49.3%	-	-	-	0.8	30.4	8.2
5/1	Circulatory North Ahead	U	C1:E		1	55	-	63	2015	282	19.2%	-	-	-	0.0	2.3	0.4
5/2	Circulatory North Ahead	U	C1:E		1	55	-	159	2155	302	44.2%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	32	1697	34	79.2%	-	-	-	0.3	36.4	3.0

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	229	2015:1709	144+227	61.7 : 52.8%	-	-	-	0.0	0.5	0.5
6/3	Circulatory South Ahead	U	C1:A		1	78	-	183	2155	426	43.0%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	19	-	73	1866	93	78.2%	-	-	-	0.4	19.3	7.6
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	143	1915	231	57.7%	133	0	0	0.0	0.5	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	74	2055	165	41.7%	69	0	0	0.1	5.1	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	154	2015	408	32.1%	-	-	-	0.0	0.1	0.3
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	159	2155	436	30.6%	-	-	-	0.0	0.2	0.2
12/1		U	-		-	-	-	217	1800	450	45.0%	-	-	-	0.1	1.8	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.4%**	**65**	**237**	**1**	**11.0**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	41	-	173	1888	198	87.3%	-	-	-	2.0	41.1	20.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	41	-	188	2055	216	87.1%	-	-	-	2.1	40.0	21.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	155	1658	324	47.9%	65	90	0	0.1	2.7	0.5
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	23	1851	69	33.1%	-	-	-	0.3	47.6	2.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	41	-	78	1834	193	40.5%	-	-	-	0.5	24.2	6.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	41	-	111	1915:1915	152+73	49.4 : 49.4%	-	-	-	0.7	23.4	6.6
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	55	1476	55	99.4%	-	-	-	1.6	101.7	9.7
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	31	1701	64	48.6%	-	-	-	0.5	52.3	3.6

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	77	1915	349	22.0%	-	-	-	0.1	4.3	3.0
6/2	Ahead	U	C2:D		1	72	-	93	2055	375	24.8%	-	-	-	0.1	4.1	7.1
6/3	Right	O	C2:H		1	26	-	56	1761	119	47.1%	0	56	0	0.8	54.5	6.7
7/1	Ahead	U	C2:C		1	72	-	243	1985	362	67.1%	-	-	-	0.5	7.7	23.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:26	-	243	2125:1761	169+103	89.3 : 89.3%	0	91	1	1.7	25.8	36.8
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.8%**	**11**	**0**	**16**	**9.1**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	44	-	217	1978	223	97.5%	-	-	-	3.2	52.3	29.7
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	44	-	54	1980:1519	36+26	86.8 : 86.8%	9	0	14	1.0	65.1	4.2
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	44	-	136	1876	211	64.4%	-	-	-	1.0	27.2	12.5
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	44	-	157	2105:1717	230+6	66.6 : 66.6%	2	0	2	1.2	27.9	14.5
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	27	-	125	1774:1781	102+24	98.8 : 98.8%	-	-	-	2.5	73.2	18.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1889	38	23.8%	-	-	-	0.1	58.7	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	141	1937	397	35.5%	-	-	-	0.2	4.0	4.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	161	2080	426	37.8%	-	-	-	0.2	4.0	5.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	164	1940	398	41.2%	-	-	-	0.2	4.4	5.3
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	184	2075	425	43.3%	-	-	-	0.2	4.4	5.9
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

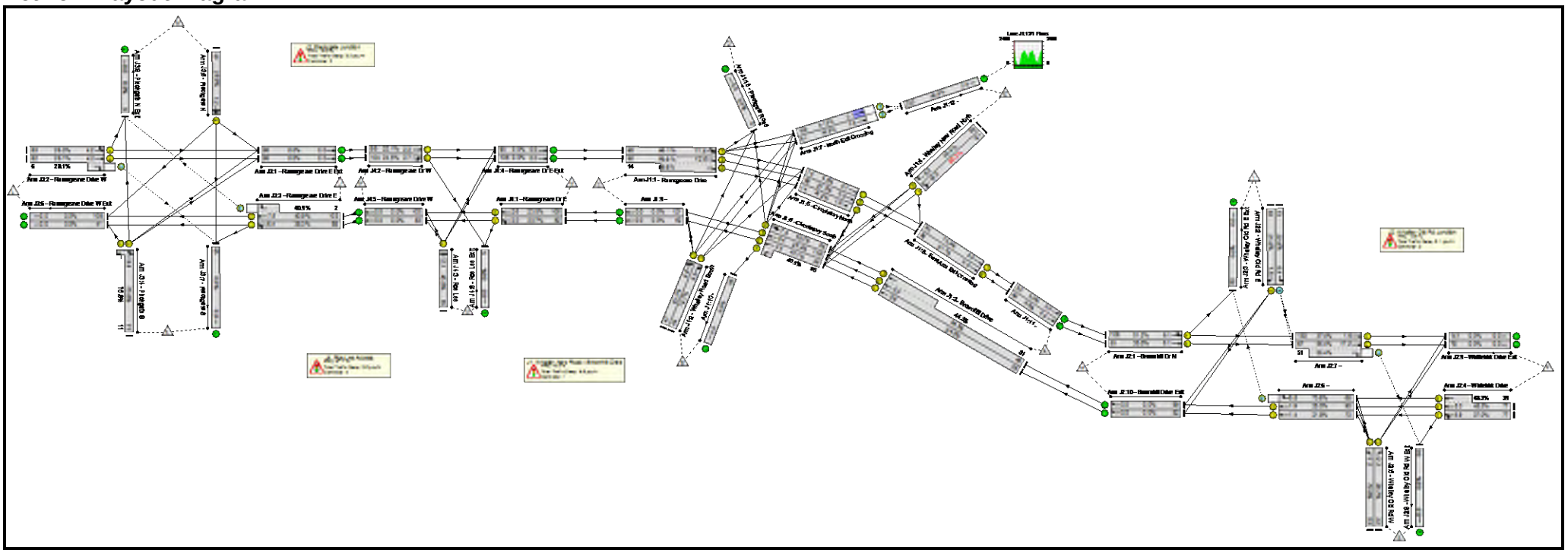
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-32.3	Total Delay for Signalled Lanes (pcuHr):	34.86	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	55.9	Total Delay for Signalled Lanes (pcuHr):	0.12	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	180.3	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	10.93	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	9.06	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.06	Cycle Time (s):	100
	PRC Over All Lanes (%):	-32.3	Total Delay Over All Lanes(pcuHr):	56.24		

Basic Results Summary

Scenario 17: '2034 DS IP1' (FG17: '2034 Assessment Traffic Flows IP1', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**	**255**	**158**	**6**	**19.3**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**	**214**	**0**	**6**	**9.6**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	19	-	85	1975	99	86.1%	-	-	-	1.5	63.1	11.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	19	-	106	2115:1975	104+16	88.8 : 88.8%	-	-	-	1.8	61.7	12.6
2/1	Whalley Road South Right Left Left2	U	C1:C		1	12	-	47	1759	57	82.2%	-	-	-	1.0	75.4	6.8
2/2	Whalley Road South Right Right2	U	C1:C		1	12	-	48	1925	63	76.7%	-	-	-	0.9	68.0	6.5
3/1	Brownhill Drive Ahead	U	C1:H		1	47	-	58	1975	237	24.5%	-	-	-	0.3	17.8	3.9
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	47	-	129	1975:1975	108+183	44.3 : 44.3%	-	-	-	0.7	18.5	6.0
4/1	Whalley New Road North Right Left	U	C1:G		1	28	-	121	1850	134	90.2%	-	-	-	1.9	57.4	16.0
4/2	Whalley New Road North Right	U	C1:G		1	28	-	65	2065	150	43.4%	-	-	-	0.6	34.1	6.2
5/1	Circulatory North Ahead	U	C1:E		1	61	-	14	2015	312	4.5%	-	-	-	0.0	10.6	0.7
5/2	Circulatory North Ahead	U	C1:E		1	61	-	92	2155	334	27.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.2	45.9	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	75:83	-	144	2015:1709	122+237	40.1 : 40.1%	-	-	-	0.0	0.5	0.3
6/3	Circulatory South Ahead	U	C1:A		1	75	-	108	2155	409	26.4%	-	-	-	0.0	1.6	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	32	-	86	1870	154	55.7%	-	-	-	0.3	13.4	7.9
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	159	1915	257	61.8%	159	0	0	0.0	0.5	0.1
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	61	2055	142	42.9%	55	0	6	0.2	9.0	0.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	63	2015	408	15.4%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	92	2155	436	21.1%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	220	1800	450	48.9%	-	-	-	0.1	1.9	0.5
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**	**33**	**158**	**1**	**6.1**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	44	-	109	1893	213	51.2%	-	-	-	0.7	23.9	9.1
1/2	Brownhill Dr N Ahead	U	C2:A		1	44	-	81	2055	231	35.0%	-	-	-	0.5	20.9	6.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	73	1658	323	22.6%	33	40	0	0.0	1.8	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	18	1851	83	21.6%	-	-	-	0.2	41.9	1.8
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	44	-	77	1850	208	37.0%	-	-	-	0.5	21.6	5.9
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	44	-	116	1915:1915	159+81	48.3 : 48.3%	-	-	-	0.7	21.2	6.3
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	53	1476	66	79.8%	-	-	-	1.0	66.4	7.2
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	22	1701	77	28.7%	-	-	-	0.3	43.7	2.3
6/1	Ahead	U	C2:D		1	69	-	73	1915	335	21.8%	-	-	-	0.1	3.9	1.4
6/2	Ahead	U	C2:D		1	69	-	90	2055	360	25.0%	-	-	-	0.1	3.7	1.9

Basic Results Summary

6/3	Right	O	C2:H		1	20	-	68	1761	92	73.6%	0	68	0	1.3	70.7	8.8
7/1	Ahead	U	C2:C		1	69	-	130	1985	347	37.4%	-	-	-	0.1	3.4	1.6
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:20	-	118	2125:1761	121+92	55.4 : 55.4%	0	50	1	0.6	19.7	17.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**	**8**	**0**	**0**	**3.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	48	-	63	1957	240	26.3%	-	-	-	0.3	17.5	4.2
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	48	-	68	1980:1519	220+21	28.1 : 28.1%	6	0	0	0.3	18.0	4.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	48	-	88	1878	230	38.3%	-	-	-	0.5	19.2	6.4
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	48	-	105	2105:1717	252+5	40.9 : 40.9%	2	0	0	0.6	19.2	7.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	23	-	82	1783:1781	94+15	75.6 : 75.6%	-	-	-	1.1	50.5	9.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	10	1730	35	28.9%	-	-	-	0.2	61.4	1.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	82	1934	396	20.7%	-	-	-	0.1	3.4	2.0
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	100	2080	426	23.5%	-	-	-	0.1	3.4	2.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	88	1940	398	22.1%	-	-	-	0.1	3.4	2.2
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	104	2071	425	24.5%	-	-	-	0.1	3.4	2.7
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

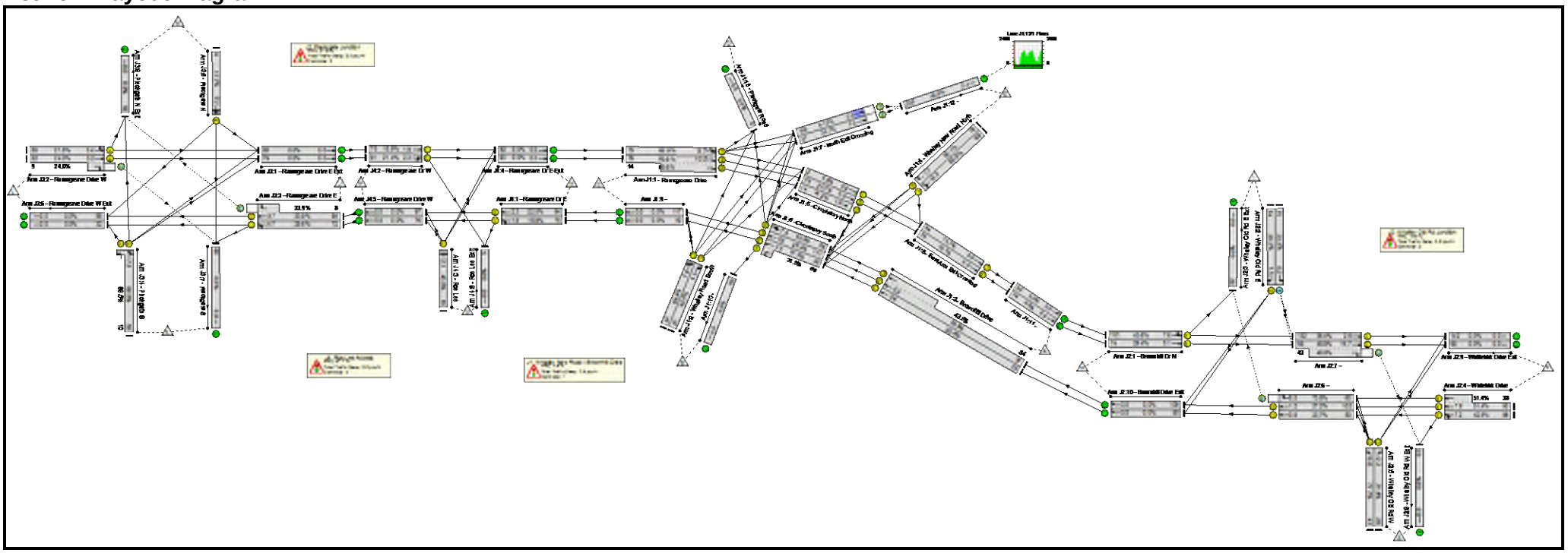
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	9.30	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	45.5	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	326.9	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):	6.07	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	19.0	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	100
	PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	19.34		

Basic Results Summary

Scenario 18: '2034 DS IP2' (FG18: '2034 Assessment Traffic Flows IP2', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**	**260**	**146**	**1**	**16.4**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.6%**	**206**	**0**	**0**	**7.9**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	17	-	73	1972	89	82.3%	-	-	-	1.3	62.6	9.7
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	17	-	93	2115:1975	94+17	83.6 : 83.6%	-	-	-	1.5	58.9	10.5
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	34	1802	50	68.6%	-	-	-	0.6	68.6	4.6
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	32	1925	53	60.4%	-	-	-	0.6	62.6	4.1
3/1	Brownhill Drive Ahead	U	C1:H		1	47	-	53	1975	237	22.4%	-	-	-	0.3	17.6	3.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	47	-	121	1975:1975	85+193	43.6 : 43.6%	-	-	-	0.6	18.6	6.2
4/1	Whalley New Road North Right Left	U	C1:G		1	28	-	109	1821	132	82.6%	-	-	-	1.5	49.8	13.3
4/2	Whalley New Road North Right	U	C1:G		1	28	-	78	2065	150	52.1%	-	-	-	0.8	35.9	7.7
5/1	Circulatory North Ahead	U	C1:E		1	61	-	2	2015	312	0.6%	-	-	-	0.0	26.3	0.2
5/2	Circulatory North Ahead	U	C1:E		1	61	-	79	2155	334	23.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.2	46.2	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	114	2015:1709	143+219	31.5 : 31.5%	-	-	-	0.0	0.5	0.3
6/3	Circulatory South Ahead	U	C1:A		1	77	-	111	2155	420	26.4%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	34	-	88	1867	163	53.9%	-	-	-	0.3	11.3	7.9
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	159	1915	258	61.5%	159	0	0	0.0	0.6	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	47	2055	139	33.7%	47	0	0	0.1	8.1	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	64	2015	408	15.7%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	79	2155	436	18.1%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	206	1800	450	45.8%	-	-	-	0.1	1.8	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**37**	**146**	**1**	**5.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	48	-	101	1889	231	43.6%	-	-	-	0.6	20.0	7.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	48	-	74	2055	252	29.4%	-	-	-	0.4	17.7	5.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	75	1658	319	23.5%	37	38	0	0.0	1.8	0.2
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	14	1851	69	20.2%	-	-	-	0.2	45.4	1.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	48	-	96	1844	226	42.5%	-	-	-	0.5	19.9	7.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	48	-	131	1915:1915	181+74	51.4 : 51.4%	-	-	-	0.7	19.4	7.8
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	43	1476	55	77.7%	-	-	-	0.8	70.5	6.0
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	20	1701	64	31.4%	-	-	-	0.3	48.1	2.2
6/1	Ahead	U	C2:D		1	72	-	83	1915	349	23.7%	-	-	-	0.1	2.7	0.9
6/2	Ahead	U	C2:D		1	72	-	102	2055	375	27.2%	-	-	-	0.1	2.7	1.2

Basic Results Summary

6/3	Right	O	C2:H		1	19	-	65	1761	88	73.8%	0	65	0	1.3	73.0	8.5
7/1	Ahead	U	C2:C		1	72	-	132	1985	362	36.4%	-	-	-	0.1	3.4	2.6
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:19	-	101	2125:1761	119+88	48.8 : 48.8%	0	42	1	0.5	19.1	15.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**	**17**	**0**	**0**	**2.3**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	51	-	55	1971	256	21.5%	-	-	-	0.2	15.2	3.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	51	-	61	1980:1519	217+38	24.0 : 24.0%	9	0	0	0.3	15.9	3.3
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	51	-	72	1874	244	29.6%	-	-	-	0.3	16.2	4.7
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	51	-	92	2105:1717	248+24	33.9 : 33.9%	8	0	0	0.4	16.4	5.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	20	-	65	1774:1781	80+15	68.5 : 68.5%	-	-	-	0.9	50.3	7.5
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	6	1691	34	17.7%	-	-	-	0.1	59.1	0.7
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	75	1934	396	18.9%	-	-	-	0.1	3.3	1.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	94	2080	426	22.0%	-	-	-	0.1	3.3	2.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	75	1940	398	18.9%	-	-	-	0.1	3.3	1.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	91	2070	424	21.4%	-	-	-	0.1	3.3	2.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

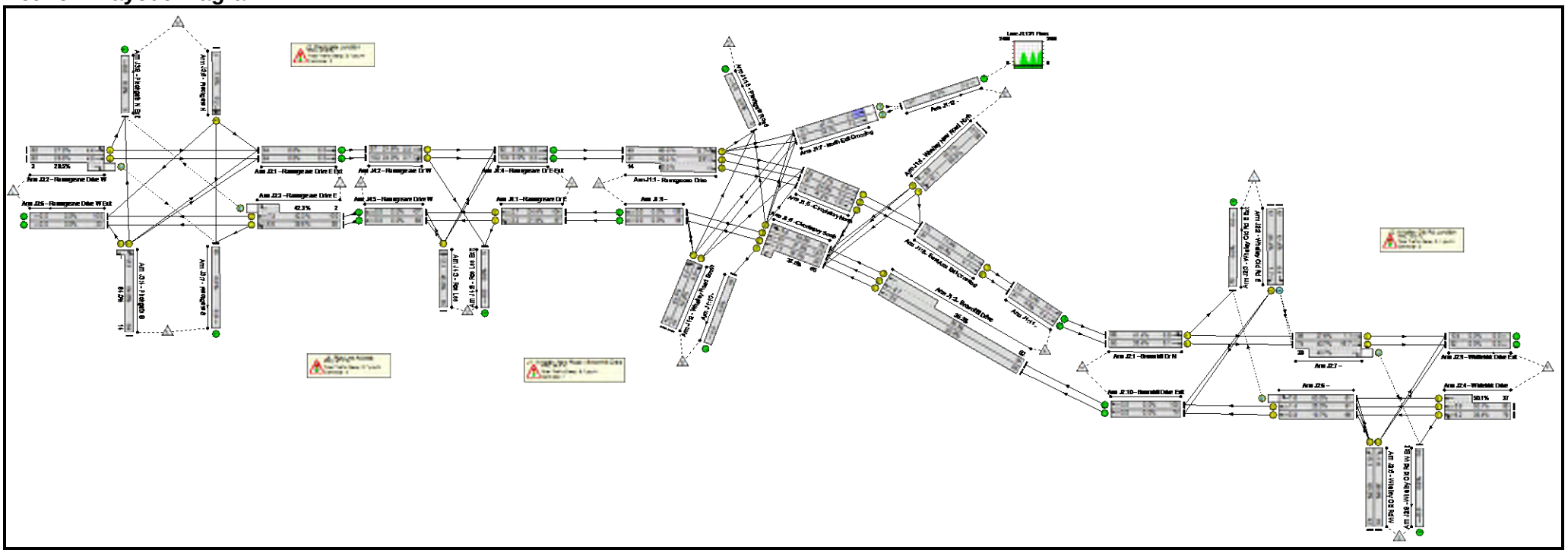
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	7.67	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	46.3	Total Delay for Signalled Lanes (pcuHr):	0.13	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	397.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	5.57	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	2.25	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.60	Cycle Time (s):	100
	PRC Over All Lanes (%):	7.6	Total Delay Over All Lanes(pcuHr):	16.37		

Basic Results Summary

Scenario 19: '2034 DS IP3' (FG19: '2034 Assessment Traffic Flows IP3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.0%**	**207**	**130**	**1**	**15.1**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.0%**	**177**	**0**	**0**	**6.7**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	27	-	83	1975	138	60.0%	-	-	-	0.9	39.1	8.7
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	27	-	105	2115:1975	140+22	65.0 : 65.0%	-	-	-	1.1	38.4	9.6
2/1	Whalley Road South Right Left Left2	U	C1:C		1	15	-	45	1775	71	63.4%	-	-	-	0.7	55.6	5.5
2/2	Whalley Road South Right Right2	U	C1:C		1	15	-	43	1925	77	55.8%	-	-	-	0.6	51.5	5.0
3/1	Brownhill Drive Ahead	U	C1:H		1	42	-	48	1975	212	22.6%	-	-	-	0.3	20.7	3.5
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	42	-	106	1975:1975	153+147	35.3 : 35.3%	-	-	-	0.6	20.5	4.1
4/1	Whalley New Road North Right Left	U	C1:G		1	33	-	99	1831	156	63.6%	-	-	-	1.0	35.5	10.1
4/2	Whalley New Road North Right	U	C1:G		1	33	-	75	2065	176	42.7%	-	-	-	0.6	29.9	6.8
5/1	Circulatory North Ahead	U	C1:E		1	56	-	22	2015	287	7.7%	-	-	-	0.0	6.8	0.6
5/2	Circulatory North Ahead	U	C1:E		1	56	-	91	2155	307	29.6%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.2	39.2	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	72:83	-	110	2015:1709	140+203	32.0 : 32.0%	-	-	-	0.0	0.5	0.3
6/3	Circulatory South Ahead	U	C1:A		1	72	-	125	2155	393	31.8%	-	-	-	0.1	3.0	6.7
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	19	-	56	1873	94	59.8%	-	-	-	0.3	20.8	5.6
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	101	1915	224	45.1%	101	0	0	0.0	0.3	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	76	2055	196	38.7%	76	0	0	0.1	5.1	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	73	2015	408	17.9%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	91	2155	436	20.9%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	177	1800	450	39.3%	-	-	-	0.1	1.6	0.3
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.2%**	**25**	**130**	**1**	**5.1**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	43	-	86	1888	208	41.4%	-	-	-	0.5	22.9	6.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	43	-	80	2055	226	35.4%	-	-	-	0.5	21.6	6.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	57	1658	327	17.4%	25	32	0	0.0	1.7	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	17	1851	83	20.4%	-	-	-	0.2	41.7	1.7
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	43	-	79	1825	201	39.4%	-	-	-	0.5	22.6	6.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	43	-	117	1915:1915	160+74	50.1 : 50.1%	-	-	-	0.7	22.2	6.9
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	42	1476	66	63.2%	-	-	-	0.6	55.2	5.1
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	16	1701	77	20.9%	-	-	-	0.2	42.4	1.6
6/1	Ahead	U	C2:D		1	69	-	66	1915	335	19.7%	-	-	-	0.1	3.3	0.9
6/2	Ahead	U	C2:D		1	69	-	91	2055	360	25.3%	-	-	-	0.1	3.5	1.4

Basic Results Summary

6/3	Right	O	C2:H		1	21	-	61	1761	97	63.0%	0	61	0	1.1	64.0	7.6
7/1	Ahead	U	C2:C		1	69	-	96	1985	347	27.6%	-	-	-	0.1	3.0	1.1
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:21	-	112	2125:1761	182+93	40.7 : 40.7%	0	37	1	0.4	14.0	16.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.0%**	**5**	**0**	**0**	**2.7**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	45	-	62	1980	228	27.2%	-	-	-	0.3	19.4	4.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	45	-	65	1980:1519	218+11	28.5 : 28.5%	3	0	0	0.4	19.7	4.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	45	-	85	1865	214	39.6%	-	-	-	0.5	21.3	6.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	45	-	102	2105:1717	236+5	42.3 : 42.3%	2	0	0	0.6	21.3	7.9
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	26	-	78	1773:1781	100+22	64.0 : 64.0%	-	-	-	0.9	41.8	8.3
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	2	1791	36	5.6%	-	-	-	0.0	56.1	0.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.7**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	87	1934	396	21.9%	-	-	-	0.1	3.4	2.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	104	2080	426	24.4%	-	-	-	0.1	3.4	2.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	87	1940	398	21.9%	-	-	-	0.1	3.4	2.2
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	102	2071	425	24.0%	-	-	-	0.1	3.4	2.7
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

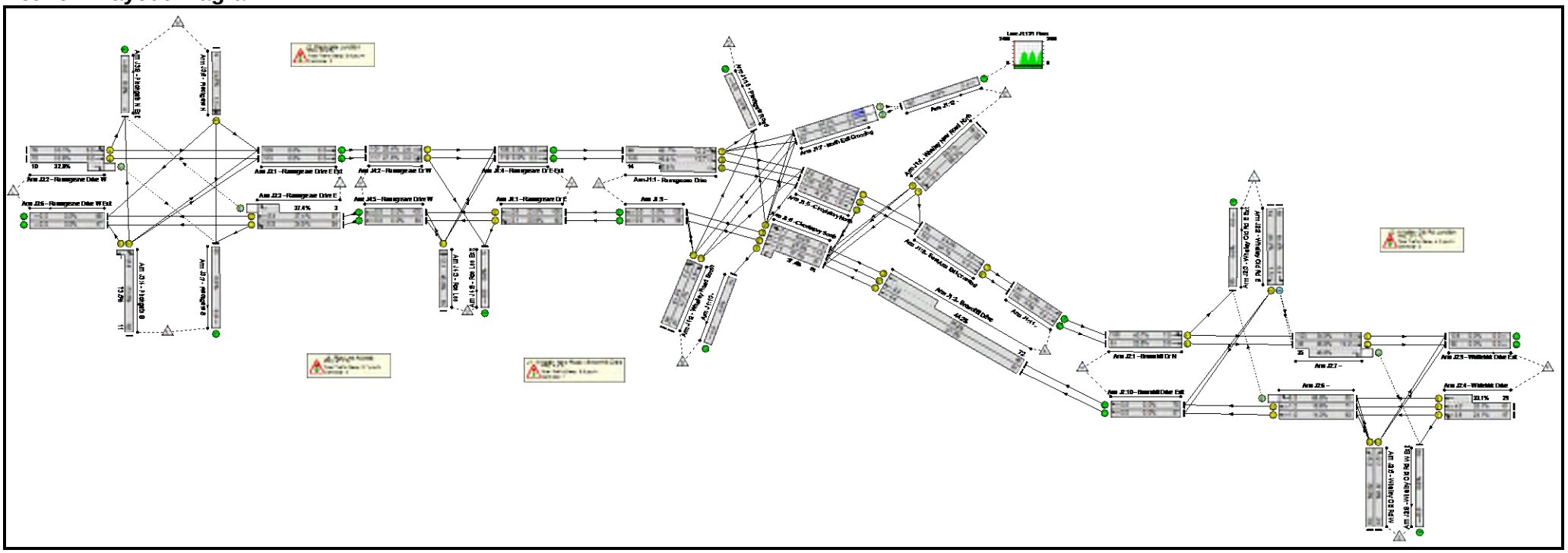
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	6.45	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	99.4	Total Delay for Signalled Lanes (pcuHr):	0.12	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	331.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	42.3	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	40.6	Total Delay for Signalled Lanes (pcuHr):	2.73	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	100
	PRC Over All Lanes (%):	38.4	Total Delay Over All Lanes(pcuHr):	15.10		

Basic Results Summary

Scenario 20: '2034 DS IP4' (FG20: '2034 Assessment Traffic Flows IP4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**236**	**112**	**0**	**16.3**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**193**	**0**	**0**	**8.5**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	23	-	98	1975	119	82.7%	-	-	-	1.5	54.4	12.2
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	23	-	119	2115:1975	122+16	85.8 : 85.8%	-	-	-	1.8	53.7	13.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	12	-	36	1800	59	61.5%	-	-	-	0.6	59.9	4.5
2/2	Whalley Road South Right Right2	U	C1:C		1	12	-	32	1925	63	51.1%	-	-	-	0.5	54.8	3.8
3/1	Brownhill Drive Ahead	U	C1:H		1	44	-	61	1975	222	27.5%	-	-	-	0.3	20.0	4.4
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	44	-	132	1975:1975	136+163	44.2 : 44.2%	-	-	-	0.7	20.2	5.5
4/1	Whalley New Road North Right Left	U	C1:G		1	31	-	126	1825	146	86.3%	-	-	-	1.7	49.9	15.5
4/2	Whalley New Road North Right	U	C1:G		1	31	-	59	2065	165	35.7%	-	-	-	0.5	30.3	5.3
5/1	Circulatory North Ahead	U	C1:E		1	58	-	29	2015	297	9.8%	-	-	-	0.1	7.1	0.8
5/2	Circulatory North Ahead	U	C1:E		1	58	-	105	2155	318	33.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	41.2%	-	-	-	0.2	41.8	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	75:83	-	132	2015:1709	136+216	37.4 : 37.4%	-	-	-	0.0	0.5	0.3
6/3	Circulatory South Ahead	U	C1:A		1	75	-	118	2155	409	28.8%	-	-	-	0.1	1.7	5.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	25	-	73	1866	121	60.2%	-	-	-	0.3	15.3	7.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	140	1915	249	56.3%	140	0	0	0.0	0.2	0.0
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	53	2055	156	34.0%	53	0	0	0.1	6.2	0.3
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	98	2015	408	24.0%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	105	2155	436	24.1%	-	-	-	0.0	0.1	0.0
12/1		U	-		-	-	-	193	1800	450	42.9%	-	-	-	0.1	1.7	0.4
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**	**30**	**112**	**0**	**4.3**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	51	-	100	1891	246	40.7%	-	-	-	0.5	17.7	7.0
1/2	Brownhill Dr N Ahead	U	C2:A		1	51	-	61	2055	267	22.8%	-	-	-	0.3	15.3	3.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	58	1658	315	18.4%	30	28	0	0.0	1.8	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	14	1851	69	20.2%	-	-	-	0.2	45.4	1.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	51	-	57	1820	237	24.1%	-	-	-	0.2	15.7	3.6
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	51	-	90	1915:1915	185+88	33.1 : 33.1%	-	-	-	0.4	15.4	4.0
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	39	1476	55	70.5%	-	-	-	0.7	64.8	5.2
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	24	1701	64	37.6%	-	-	-	0.3	49.4	2.7
6/1	Ahead	U	C2:D		1	72	-	50	1915	349	14.3%	-	-	-	0.0	3.6	1.0
6/2	Ahead	U	C2:D		1	72	-	71	2055	375	18.9%	-	-	-	0.1	3.3	1.2

Basic Results Summary

6/3	Right	O	C2:H		1	16	-	50	1761	75	66.8%	0	50	0	1.0	73.7	6.5
7/1	Ahead	U	C2:C		1	72	-	123	1985	362	34.0%	-	-	-	0.1	3.1	1.5
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:16	-	81	2125:1761	98+75	46.8 : 46.8%	0	35	0	0.5	20.6	14.0
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.5%**	**13**	**0**	**0**	**2.8**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	76	1980	252	30.1%	-	-	-	0.4	16.7	5.0
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	82	1980:1519	220+31	32.8 : 32.8%	10	0	0	0.4	17.4	5.0
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	84	1888	241	34.9%	-	-	-	0.4	17.5	5.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	100	2105:1717	259+8	37.4 : 37.4%	3	0	0	0.5	17.5	6.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	73	1773:1781	84+15	73.5 : 73.5%	-	-	-	1.0	51.7	8.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1832	37	24.6%	-	-	-	0.1	59.3	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**0.7**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	83	1934	396	20.9%	-	-	-	0.1	3.4	2.1
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	100	2080	426	23.5%	-	-	-	0.1	3.4	2.6
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	101	1940	398	25.4%	-	-	-	0.1	3.6	2.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	117	2072	425	27.5%	-	-	-	0.1	3.6	3.2
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

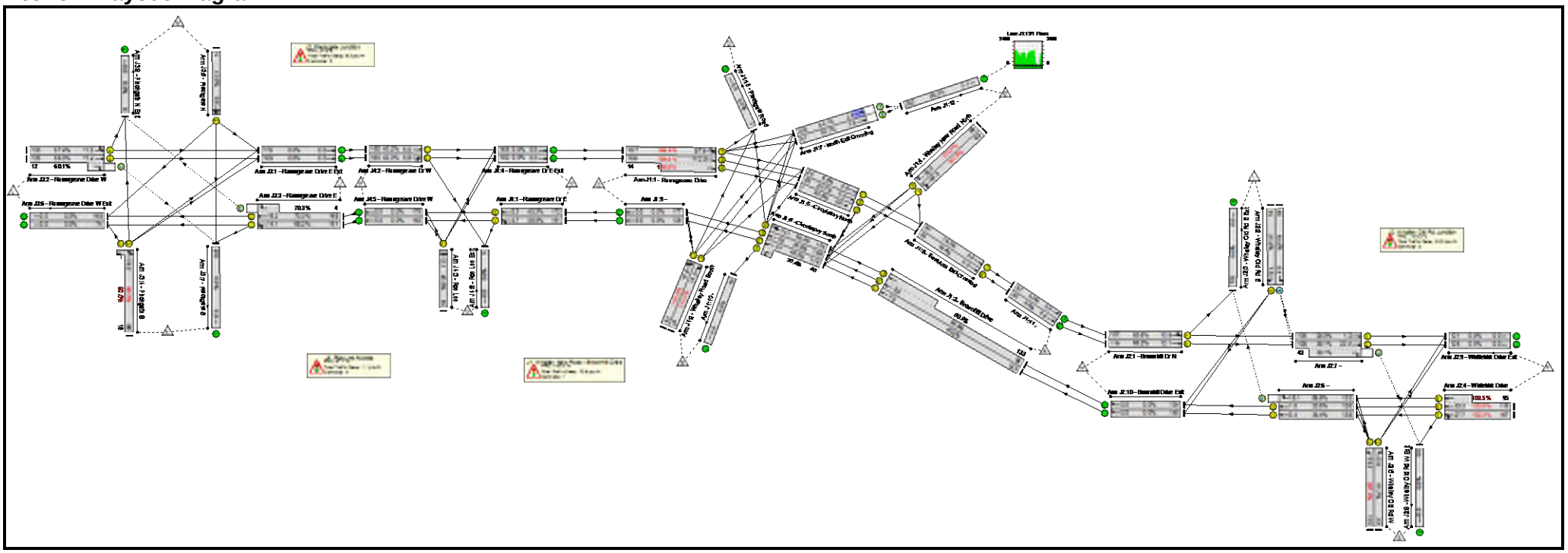
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	8.27	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	59.8	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	274.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	4.30	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	2.84	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	100
	PRC Over All Lanes (%):	4.3	Total Delay Over All Lanes(pcuHr):	16.31		

Basic Results Summary

Scenario 21: '2034 DS PM1' (FG21: '2034 Assessment Traffic Flows PM1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**207.8%**	**286**	**219**	**16**	**113.7**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**199.8%**	**257**	**0**	**5**	**73.9**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	15	-	157	1973	79	198.9%	-	-	-	22.4	514.4	97.4
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	15	-	183	2115:1975	85+7	199.8 : 199.8%	-	-	-	26.2	514.9	112.9
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	52	1801	45	115.5%	-	-	-	3.0	205.4	14.9
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	54	1925	48	112.2%	-	-	-	2.7	183.3	14.2
3/1	Brownhill Drive Ahead	U	C1:H		1	61	-	123	1975	306	40.2%	-	-	-	0.4	12.1	7.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	61	-	225	1975:1975	151+218	60.9 : 60.9%	-	-	-	0.8	12.6	8.5
4/1	Whalley New Road North Right Left	U	C1:G		1	14	-	103	1812	68	151.6%	-	-	-	10.9	379.4	49.5
4/2	Whalley New Road North Right	U	C1:G		1	14	-	96	2065	77	124.0%	-	-	-	6.6	246.9	32.0
5/1	Circulatory North Ahead	U	C1:E		1	75	-	46	2015	383	6.5%	-	-	-	0.0	1.9	0.5
5/2	Circulatory North Ahead	U	C1:E		1	75	-	169	2155	409	20.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	14	1697	34	20.6%	-	-	-	0.1	61.3	0.8

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	176	2015:1709	252+131	46.0 : 30.4%	-	-	-	0.0	0.8	0.7
6/3	Circulatory South Ahead	U	C1:A		1	78	-	187	2155	426	39.6%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	50	-	134	1861	237	56.4%	-	-	-	0.3	7.1	10.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	254	1915	244	84.1%	200	0	5	0.2	2.8	2.8
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	75	2055	112	50.7%	57	0	0	0.2	11.2	0.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	110	2015	408	16.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	169	2155	436	19.4%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	329	1800	450	58.3%	-	-	-	0.2	2.4	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**207.8%**	**23**	**219**	**1**	**32.5**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	34	-	107	1864	163	65.6%	-	-	-	1.0	35.2	10.9
1/2	Brownhill Dr N Ahead	U	C2:A		1	34	-	119	2055	180	66.2%	-	-	-	1.1	34.7	12.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	65	1658	342	19.0%	23	42	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	15	1851	69	21.6%	-	-	-	0.2	45.6	1.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	34	-	167	1865	163	102.3%	-	-	-	3.9	83.7	27.7
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	34	-	213	1915:1915	114+92	103.5 : 103.5%	-	-	-	5.1	86.0	33.2
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	115	1476	55	207.8%	-	-	-	17.5	546.7	76.7
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	33	1701	64	51.7%	-	-	-	0.5	53.3	3.9

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	142	1915	349	39.4%	-	-	-	0.1	2.2	0.4
6/2	Ahead	U	C2:D		1	72	-	142	2055	375	33.5%	-	-	-	0.1	2.8	1.5
6/3	Right	O	C2:H		1	33	-	184	1761	150	89.9%	0	135	0	2.5	66.5	18.1
7/1	Ahead	U	C2:C		1	72	-	105	1985	362	29.0%	-	-	-	0.1	3.0	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:33	-	151	2125:1761	276+110	39.1 : 39.1%	0	42	1	0.4	8.9	22.4
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.5%**	**6**	**0**	**10**	**6.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	46	-	133	1973	232	57.4%	-	-	-	0.9	23.7	11.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	46	-	137	1980:1519	212+20	59.0 : 60.1%	2	0	10	1.0	26.3	11.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	46	-	151	1883	221	68.2%	-	-	-	1.1	26.9	14.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	46	-	173	2105:1717	241+6	70.3 : 70.3%	4	0	0	1.3	27.1	16.2
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	25	-	106	1775:1781	99+18	90.5 : 90.5%	-	-	-	1.8	61.6	14.2
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	5	1919	38	13.0%	-	-	-	0.1	56.2	0.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	151	1937	397	38.0%	-	-	-	0.2	4.2	4.7
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	172	2080	426	40.3%	-	-	-	0.2	4.2	5.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	160	1940	398	40.2%	-	-	-	0.2	4.3	5.0
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	180	2075	425	42.3%	-	-	-	0.2	4.3	5.8
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

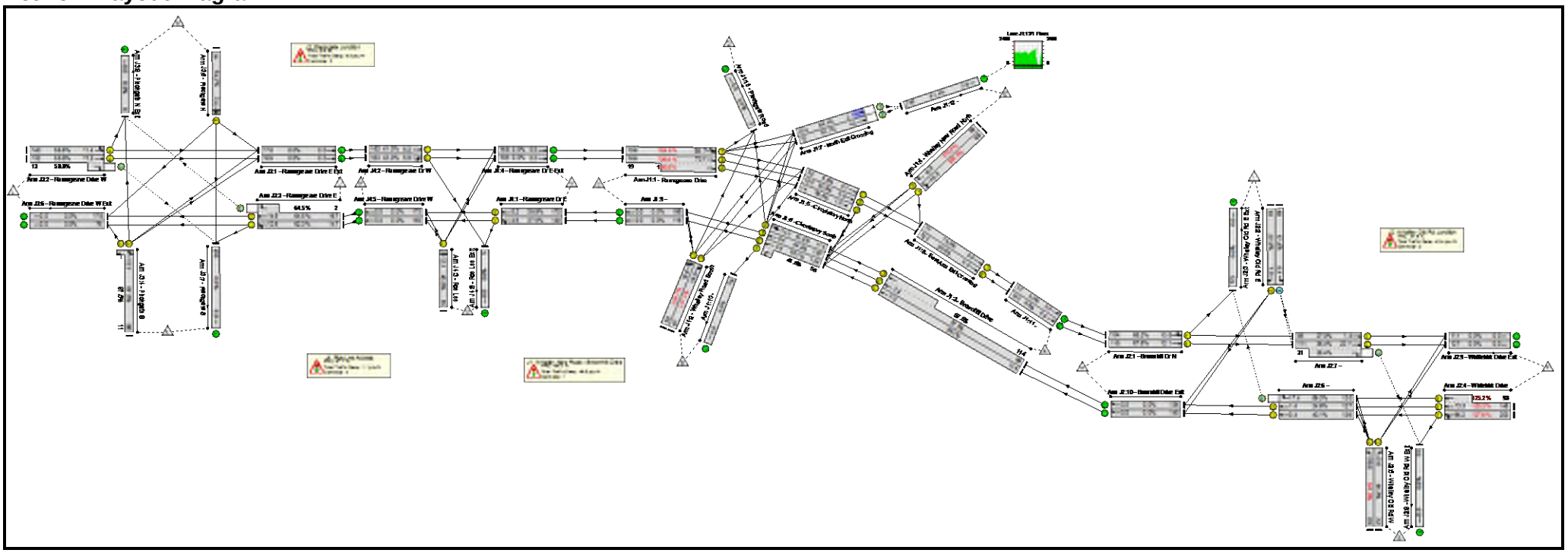
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-122.0	Total Delay for Signalled Lanes (pcuHr):	73.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	364.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-130.9	Total Delay for Signalled Lanes (pcuHr):	32.44	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	6.20	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.08	Cycle Time (s):	100
	PRC Over All Lanes (%):	-130.9	Total Delay Over All Lanes(pcuHr):	113.67		

Basic Results Summary

Scenario 22: '2034 DS PM2' (FG22: '2034 Assessment Traffic Flows PM2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**141.9%**	**292**	**200**	**20**	**100.2**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**139.5%**	**265**	**0**	**11**	**49.8**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	23	-	158	1975	119	133.3%	-	-	-	12.4	282.1	56.7
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	23	-	187	2115:1975	123+14	136.6 : 136.6%	-	-	-	15.4	296.2	70.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	10	-	59	1778	49	120.7%	-	-	-	3.8	231.5	18.6
2/2	Whalley Road South Right Right2	U	C1:C		1	10	-	62	1925	53	117.1%	-	-	-	3.6	208.7	18.0
3/1	Brownhill Drive Ahead	U	C1:H		1	58	-	114	1975	291	39.1%	-	-	-	0.4	13.5	7.0
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	58	-	213	1975:1975	172+198	57.5 : 57.5%	-	-	-	0.8	13.6	7.4
4/1	Whalley New Road North Right Left	U	C1:G		1	16	-	108	1822	77	139.5%	-	-	-	9.8	325.4	45.5
4/2	Whalley New Road North Right	U	C1:G		1	16	-	88	2065	88	100.3%	-	-	-	2.2	91.4	14.6
5/1	Circulatory North Ahead	U	C1:E		1	73	-	43	2015	373	8.8%	-	-	-	0.0	2.4	0.7
5/2	Circulatory North Ahead	U	C1:E		1	73	-	168	2155	399	30.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	8	-	19	1697	38	36.4%	-	-	-	0.2	54.2	1.5

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	77:83	-	180	2015:1709	189+138	55.1 : 41.8%	-	-	-	0.0	0.7	0.6
6/3	Circulatory South Ahead	U	C1:A		1	77	-	187	2155	420	44.4%	-	-	-	0.0	0.7	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	39	-	114	1863	186	61.2%	-	-	-	0.4	12.9	10.0
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	232	1915	229	89.4%	194	0	11	0.1	2.4	2.7
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	88	2055	118	60.7%	72	0	0	0.3	17.0	4.2
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	104	2015	408	18.8%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	168	2155	436	28.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	320	1800	450	61.4%	-	-	-	0.2	2.6	0.8
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**141.9%**	**20**	**200**	**0**	**43.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	33	-	104	1848	157	66.2%	-	-	-	1.0	36.3	10.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	33	-	118	2055	175	67.6%	-	-	-	1.2	35.9	12.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	60	1658	345	17.4%	20	40	0	0.0	1.6	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	16	-	18	1851	79	22.9%	-	-	-	0.2	43.2	1.9
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	33	-	203	1871	159	127.6%	-	-	-	13.8	244.1	66.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	33	-	244	1915:1915	117+78	125.2 : 125.2%	-	-	-	15.4	227.1	73.5
5/1	Whalley Old Rd W Left	U	C2:F		1	16	-	89	1476	63	141.9%	-	-	-	8.4	337.8	38.8
5/2	Whalley Old Rd W Right	U	C2:F		1	16	-	32	1701	72	44.3%	-	-	-	0.4	48.2	3.6

Basic Results Summary

6/1	Ahead	U	C2:D		1	70	-	174	1915	340	40.1%	-	-	-	0.1	2.3	0.4
6/2	Ahead	U	C2:D		1	70	-	161	2055	365	34.9%	-	-	-	0.1	2.9	1.4
6/3	Right	O	C2:H		1	32	-	171	1761	145	89.3%	0	130	0	2.4	67.6	17.4
7/1	Ahead	U	C2:C		1	70	-	95	1985	352	27.0%	-	-	-	0.1	3.5	1.4
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	70:32	-	142	2125:1761	305+85	36.4 : 36.4%	0	31	0	0.3	7.1	22.1
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**	**7**	**0**	**8**	**5.9**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	49	-	140	1980	248	56.6%	-	-	-	0.8	21.6	11.4
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	49	-	145	1980:1519	224+22	58.8 : 58.8%	5	0	8	1.0	24.2	11.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	49	-	147	1889	236	62.3%	-	-	-	0.9	23.1	12.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	49	-	169	2105:1717	259+3	64.5 : 64.5%	2	0	0	1.1	23.3	14.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	22	-	91	1787:1781	91+13	87.5 : 87.5%	-	-	-	1.6	61.9	12.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	24	1856	37	64.7%	-	-	-	0.5	75.1	3.4
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	149	1937	397	37.5%	-	-	-	0.2	4.1	4.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	170	2080	426	39.9%	-	-	-	0.2	4.2	5.2
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	163	1940	398	41.0%	-	-	-	0.2	4.4	5.2
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	183	2075	425	43.0%	-	-	-	0.2	4.4	5.9
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

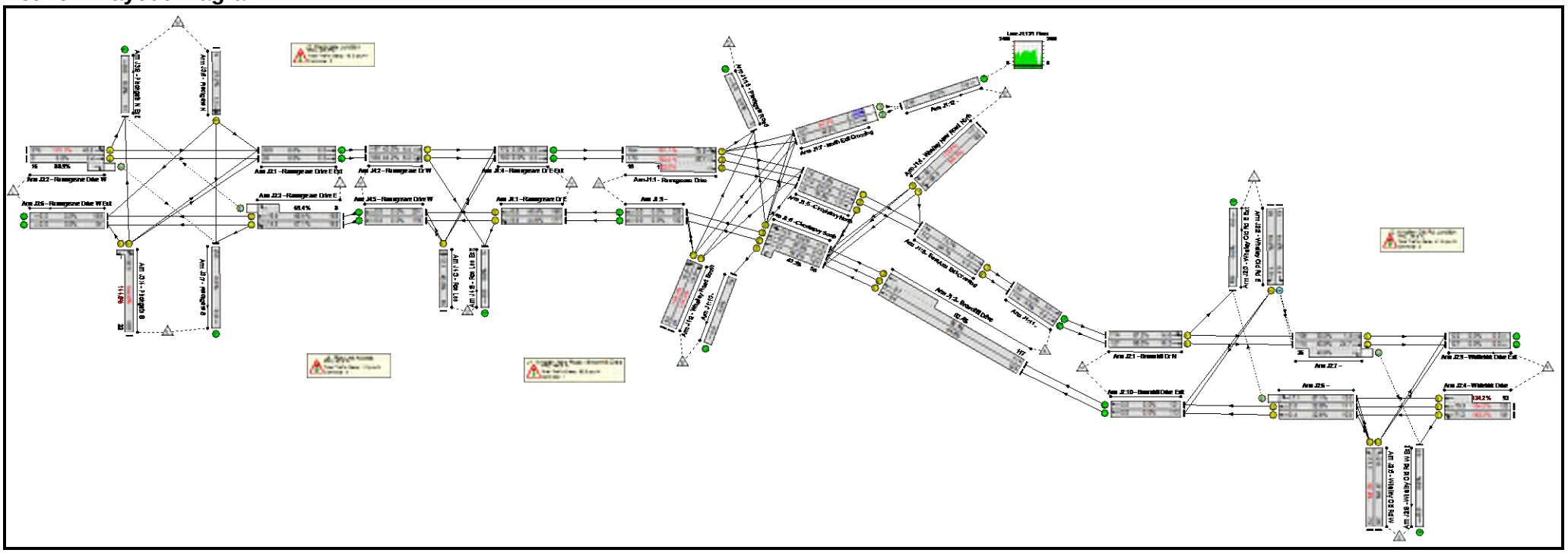
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-55.0	Total Delay for Signalled Lanes (pcuHr):	49.09	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	219.3	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-57.6	Total Delay for Signalled Lanes (pcuHr):	43.37	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	5.92	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.08	Cycle Time (s):	100
	PRC Over All Lanes (%):	-57.6	Total Delay Over All Lanes(pcuHr):	100.15		

Basic Results Summary

Scenario 23: '2034 DS PM3' (FG23: '2034 Assessment Traffic Flows PM3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**152.0%**	**283**	**204**	**35**	**125.6**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**152.0%**	**269**	**0**	**11**	**63.2**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	21	-	164	1973	109	151.1%	-	-	-	16.5	363.2	73.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	21	-	191	2115:1975	114+12	152.0 : 152.0%	-	-	-	19.4	365.4	85.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	53	1793	45	118.2%	-	-	-	3.2	217.6	15.9
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	55	1925	48	114.3%	-	-	-	2.9	192.3	15.0
3/1	Brownhill Drive Ahead	U	C1:H		1	56	-	126	1975	281	44.8%	-	-	-	0.5	15.3	8.4
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	56	-	231	1975:1975	183+188	62.4 : 62.4%	-	-	-	1.0	15.3	8.1
4/1	Whalley New Road North Right Left	U	C1:G		1	19	-	132	1829	91	144.3%	-	-	-	12.6	344.5	58.5
4/2	Whalley New Road North Right	U	C1:G		1	19	-	117	2065	103	113.3%	-	-	-	5.7	175.4	30.1
5/1	Circulatory North Ahead	U	C1:E		1	70	-	21	2015	358	4.5%	-	-	-	0.0	9.6	1.1
5/2	Circulatory North Ahead	U	C1:E		1	70	-	173	2155	383	29.7%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	18	1697	34	34.9%	-	-	-	0.2	53.4	1.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	207	2015:1709	198+135	62.2 : 43.3%	-	-	-	0.0	0.7	0.7
6/3	Circulatory South Ahead	U	C1:A		1	78	-	230	2155	426	50.8%	-	-	-	0.0	0.7	6.0
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	39	-	118	1865	186	63.2%	-	-	-	0.4	12.2	10.5
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	292	1915	261	90.8%	227	0	11	0.2	2.7	2.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	49	2055	89	46.8%	42	0	0	0.2	20.2	2.7
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	90	2015	408	15.7%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	173	2155	436	26.1%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	341	1800	450	62.0%	-	-	-	0.2	2.6	0.8
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**140.3%**	**15**	**204**	**0**	**41.9**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	27	-	114	1867	131	87.2%	-	-	-	1.7	54.9	14.6
1/2	Brownhill Dr N Ahead	U	C2:A		1	27	-	127	2055	144	88.3%	-	-	-	1.9	54.4	16.2
2/1	Whalley Old Rd E Left	O	-		-	-	-	53	1658	355	14.9%	15	38	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	21	-	20	1851	102	19.6%	-	-	-	0.2	37.3	1.9
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	27	-	181	1843	129	140.3%	-	-	-	15.8	313.4	71.2
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	27	-	225	1915:1915	98+69	134.2 : 134.2%	-	-	-	17.5	280.7	78.5
5/1	Whalley Old Rd W Left	U	C2:F		1	21	-	75	1476	81	92.4%	-	-	-	1.6	74.8	11.1
5/2	Whalley Old Rd W Right	U	C2:F		1	21	-	26	1701	94	27.8%	-	-	-	0.3	39.0	2.6

Basic Results Summary

6/1	Ahead	U	C2:D		1	65	-	144	1915	316	32.6%	-	-	-	0.1	2.2	0.4
6/2	Ahead	U	C2:D		1	65	-	145	2055	339	32.8%	-	-	-	0.1	3.8	2.0
6/3	Right	O	C2:H		1	33	-	154	1761	150	87.1%	0	130	0	2.3	64.1	17.1
7/1	Ahead	U	C2:C		1	65	-	109	1985	328	33.3%	-	-	-	0.1	3.8	1.4
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	65:33	-	150	2125:1761	278+88	40.9 : 40.9%	0	36	0	0.3	7.2	24.7
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**144.6%**	**0**	**0**	**24**	**19.3**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	53	-	270	1978	267	101.1%	-	-	-	4.4	58.8	40.3
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	53	-	16	1980:1519	0+18	0.0 : 88.9%	0	0	16	0.6	140.0	2.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	53	-	169	1865	252	67.1%	-	-	-	1.0	21.9	14.5
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	53	-	196	2105:1717	271+12	69.4 : 69.4%	0	0	8	1.3	23.3	16.8
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	18	-	125	1776:1781	71+15	144.6 : 144.6%	-	-	-	11.8	339.3	52.3
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1787	36	25.2%	-	-	-	0.1	59.8	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.4%**	**0**	**0**	**0**	**1.2**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	177	1937	397	44.6%	-	-	-	0.2	4.6	5.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	198	2080	426	46.4%	-	-	-	0.3	4.6	6.8
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	167	1940	398	42.0%	-	-	-	0.2	4.4	5.4
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	188	2075	425	44.2%	-	-	-	0.2	4.4	6.2
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

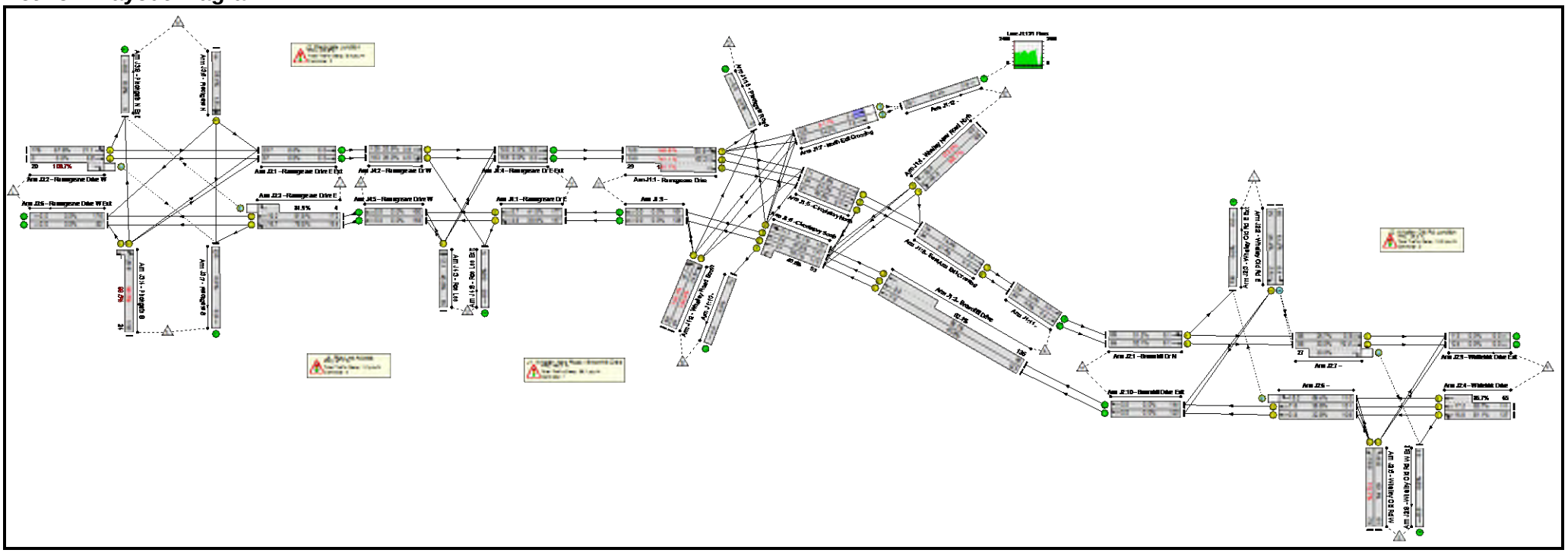
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-68.9	Total Delay for Signalled Lanes (pcuHr):	62.61	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	0.41	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	245.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-55.9	Total Delay for Signalled Lanes (pcuHr):	41.92	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-60.7	Total Delay for Signalled Lanes (pcuHr):	19.26	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	93.8	Total Delay for Signalled Lanes (pcuHr):	1.21	Cycle Time (s):	100
	PRC Over All Lanes (%):	-68.9	Total Delay Over All Lanes(pcuHr):	125.64		

Basic Results Summary

Scenario 24: '2034 DS PM4' (FG24: '2034 Assessment Traffic Flows PM4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**146.7%**	**291**	**165**	**29**	**79.4**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**146.7%**	**270**	**0**	**11**	**56.1**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	17	-	125	1975	89	140.6%	-	-	-	11.2	323.4	50.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	17	-	162	2115:1975	94+21	141.1 : 141.1%	-	-	-	14.5	322.3	63.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	9	-	60	1776	44	135.1%	-	-	-	5.2	310.7	24.1
2/2	Whalley Road South Right Right2	U	C1:C		1	9	-	63	1925	48	130.9%	-	-	-	5.0	288.3	23.8
3/1	Brownhill Drive Ahead	U	C1:H		1	60	-	123	1975	301	40.8%	-	-	-	0.4	12.6	7.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	60	-	225	1975:1975	145+217	62.1 : 62.1%	-	-	-	0.8	13.2	8.8
4/1	Whalley New Road North Right Left	U	C1:G		1	15	-	106	1806	72	146.7%	-	-	-	10.6	358.6	48.5
4/2	Whalley New Road North Right	U	C1:G		1	15	-	102	2065	83	123.5%	-	-	-	6.9	242.7	33.6
5/1	Circulatory North Ahead	U	C1:E		1	74	-	15	2015	378	2.9%	-	-	-	0.0	6.6	0.7
5/2	Circulatory North Ahead	U	C1:E		1	74	-	133	2155	404	23.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	7	-	29	1697	34	60.6%	-	-	-	0.3	60.5	2.3

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	78:83	-	188	2015:1709	205+130	56.1 : 40.8%	-	-	-	0.0	0.7	0.7
6/3	Circulatory South Ahead	U	C1:A		1	78	-	190	2155	426	40.2%	-	-	-	0.0	0.7	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	47	-	137	1862	223	61.1%	-	-	-	0.3	9.0	11.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	264	1915	248	91.7%	217	0	11	0.2	3.7	3.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	71	2055	99	54.0%	53	0	0	0.3	17.7	3.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	85	2015	408	14.4%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	133	2155	436	21.6%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	335	1800	450	62.4%	-	-	-	0.2	2.6	0.8
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**112.7%**	**17**	**165**	**0**	**12.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	36	-	89	1880	174	51.2%	-	-	-	0.7	29.7	8.1
1/2	Brownhill Dr N Ahead	U	C2:A		1	36	-	99	2055	190	52.1%	-	-	-	0.8	29.5	9.1
2/1	Whalley Old Rd E Left	O	-		-	-	-	45	1658	340	13.2%	17	28	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	18	-	25	1851	88	28.4%	-	-	-	0.3	41.8	2.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	36	-	137	1827	169	81.1%	-	-	-	1.6	40.9	15.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	36	-	176	1915:1915	130+76	85.7 : 85.7%	-	-	-	1.9	39.8	17.2
5/1	Whalley Old Rd W Left	U	C2:F		1	18	-	79	1476	70	112.7%	-	-	-	3.9	175.5	19.9
5/2	Whalley Old Rd W Right	U	C2:F		1	18	-	51	1701	81	63.1%	-	-	-	0.7	51.6	6.0

Basic Results Summary

6/1	Ahead	U	C2:D		1	68	-	109	1915	330	32.8%	-	-	-	0.1	2.6	0.8
6/2	Ahead	U	C2:D		1	68	-	133	2055	354	36.8%	-	-	-	0.2	4.4	7.8
6/3	Right	O	C2:H		1	27	-	116	1761	123	89.4%	0	110	0	2.2	72.8	15.2
7/1	Ahead	U	C2:C		1	68	-	88	1985	342	25.7%	-	-	-	0.1	2.9	0.8
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	68:27	-	125	2125:1761	297+82	33.0 : 33.0%	0	27	0	0.3	7.9	19.4
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.7%**	**4**	**0**	**18**	**9.5**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	40	-	178	1977	203	87.8%	-	-	-	2.1	42.0	21.1
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	40	-	20	1980:1519	0+18	0.0 : 108.7%	0	0	18	1.2	208.8	5.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	40	-	154	1882	193	79.8%	-	-	-	1.6	36.5	16.7
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	40	-	176	2105:1717	210+5	81.9 : 81.9%	4	0	0	1.8	37.1	19.2
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	31	-	142	1777:1781	120+24	98.5 : 98.5%	-	-	-	2.7	68.1	20.9
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	14	1838	37	38.1%	-	-	-	0.2	62.9	1.8
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	157	1937	397	39.5%	-	-	-	0.2	4.3	4.9
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	177	2080	426	41.5%	-	-	-	0.2	4.3	5.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	135	1940	398	33.9%	-	-	-	0.1	4.0	3.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	153	2074	425	36.0%	-	-	-	0.2	4.0	4.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-63.0	Total Delay for Signalled Lanes (pcuHr):	55.42	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	0.50	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	316.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-25.2	Total Delay for Signalled Lanes (pcuHr):	12.73	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-20.8	Total Delay for Signalled Lanes (pcuHr):	9.54	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.01	Cycle Time (s):	100
	PRC Over All Lanes (%):	-63.0	Total Delay Over All Lanes(pcuHr):	79.42		

Basic Results Summary

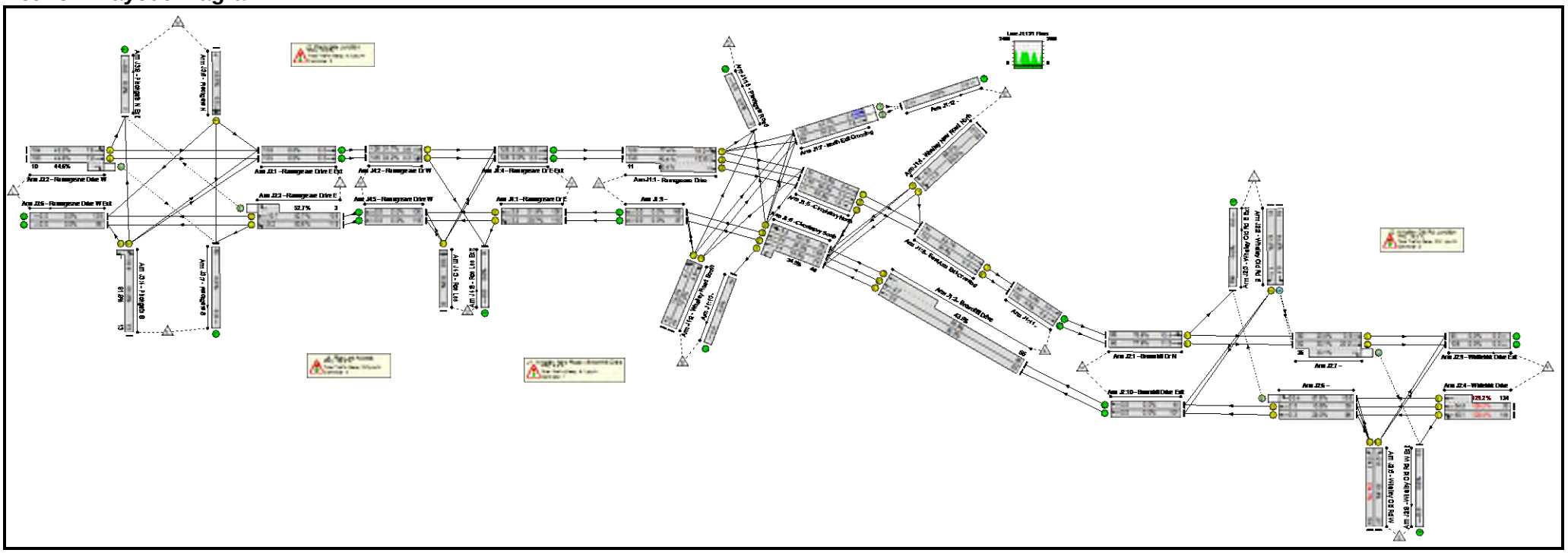
User and Project Details

Project:	**North Blackburn GD3 SOBC**
Title:	**North Blackburn GD3**
Location:	Blackburn
File name:	Network DS ST4.lsg3x
Author:	Kateryna Kryshkevych
Company:	Capita
Address:	Manchester

Basic Results Summary

Scenario 1: '2019 DS PM1' (FG1: '2019 Assessment Traffic Flows PM 1', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**134.1%**	**227**	**235**	**13**	**48.7**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.3%**	**201**	**0**	**13**	**9.1**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	32	-	126	1973	163	77.4%	-	-	-	1.4	41.4	14.0
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	32	-	146	2115:1975	168+14	80.4 : 80.4%	-	-	-	1.7	41.3	15.6
2/1	Whalley Road South Right Left Left2	U	C1:C		1	11	-	43	1810	54	79.2%	-	-	-	0.9	74.3	6.1
2/2	Whalley Road South Right Right2	U	C1:C		1	11	-	43	1925	58	74.5%	-	-	-	0.8	68.6	5.8
3/1	Brownhill Drive Ahead	U	C1:H		1	52	-	85	1975	262	32.5%	-	-	-	0.4	15.9	5.5
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	52	-	140	1975:1975	195+126	43.6 : 43.6%	-	-	-	0.6	15.5	5.7
4/1	Whalley New Road North Right Left	U	C1:G		1	21	-	85	1812	100	85.3%	-	-	-	1.4	61.0	11.3
4/2	Whalley New Road North Right	U	C1:G		1	21	-	75	2065	114	66.0%	-	-	-	1.0	46.7	8.5
5/1	Circulatory North Ahead	U	C1:E		1	68	-	37	2015	348	10.6%	-	-	-	0.0	2.2	0.4
5/2	Circulatory North Ahead	U	C1:E		1	68	-	135	2155	372	36.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	9	-	11	1697	42	25.9%	-	-	-	0.1	45.5	1.2

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	76:83	-	128	2015:1709	229+142	34.5 : 34.5%	-	-	-	0.0	0.7	0.4
6/3	Circulatory South Ahead	U	C1:A		1	76	-	159	2155	415	38.3%	-	-	-	0.0	0.7	3.6
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	24	-	56	1863	116	48.1%	-	-	-	0.3	20.1	5.3
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	125	1915	233	53.7%	125	0	0	0.0	0.6	0.5
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	89	2055	176	50.5%	76	0	13	0.2	7.7	0.8
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	90	2015	408	22.1%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	135	2155	436	30.9%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	214	1800	450	47.6%	-	-	-	0.1	1.9	0.5
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**134.1%**	**13**	**235**	**1**	**35.1**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	23	-	86	1864	112	76.9%	-	-	-	1.2	51.0	10.4
1/2	Brownhill Dr N Ahead	U	C2:A		1	23	-	96	2055	123	77.9%	-	-	-	1.3	50.3	11.5
2/1	Whalley Old Rd E Left	O	-		-	-	-	54	1658	364	14.8%	13	41	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	18	-	11	1851	88	12.5%	-	-	-	0.1	39.5	1.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	23	-	144	1869	112	128.4%	-	-	-	10.0	249.6	48.1
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	23	-	164	1915:1915	23+104	129.2 : 129.2%	-	-	-	11.5	251.8	54.9
5/1	Whalley Old Rd W Left	U	C2:F		1	18	-	94	1476	70	134.1%	-	-	-	7.6	292.3	34.7
5/2	Whalley Old Rd W Right	U	C2:F		1	18	-	27	1701	81	33.4%	-	-	-	0.3	43.3	2.8

Basic Results Summary

6/1	Ahead	U	C2:D		1	68	-	123	1915	330	29.0%	-	-	-	0.1	2.0	0.3
6/2	Ahead	U	C2:D		1	68	-	50	2055	354	10.8%	-	-	-	0.1	6.7	2.5
6/3	Right	O	C2:H		1	40	-	207	1761	181	87.6%	0	158	0	2.5	56.8	20.4
7/1	Ahead	U	C2:C		1	68	-	80	1985	342	23.4%	-	-	-	0.1	3.1	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	68:40	-	128	2125:1761	278+109	33.1 : 33.1%	0	35	1	0.3	7.1	20.9
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**	**13**	**0**	**0**	**4.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	49	-	104	1971	246	42.2%	-	-	-	0.5	19.0	7.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	49	-	110	1980:1519	224+22	44.6 : 44.6%	10	0	0	0.6	20.0	7.8
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	49	-	119	1880	235	50.6%	-	-	-	0.7	20.6	9.2
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	49	-	138	2105:1717	256+6	52.7 : 52.7%	3	0	0	0.8	20.6	10.7
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	22	-	85	1776:1781	88+16	81.8 : 81.8%	-	-	-	1.3	56.2	10.6
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	4	1896	38	10.5%	-	-	-	0.1	56.0	0.5
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.2%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	118	1940	398	29.7%	-	-	-	0.1	3.7	3.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	136	2080	426	31.9%	-	-	-	0.1	3.7	3.9
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	126	1940	398	31.7%	-	-	-	0.1	3.8	3.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	146	2080	426	34.2%	-	-	-	0.2	3.9	4.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

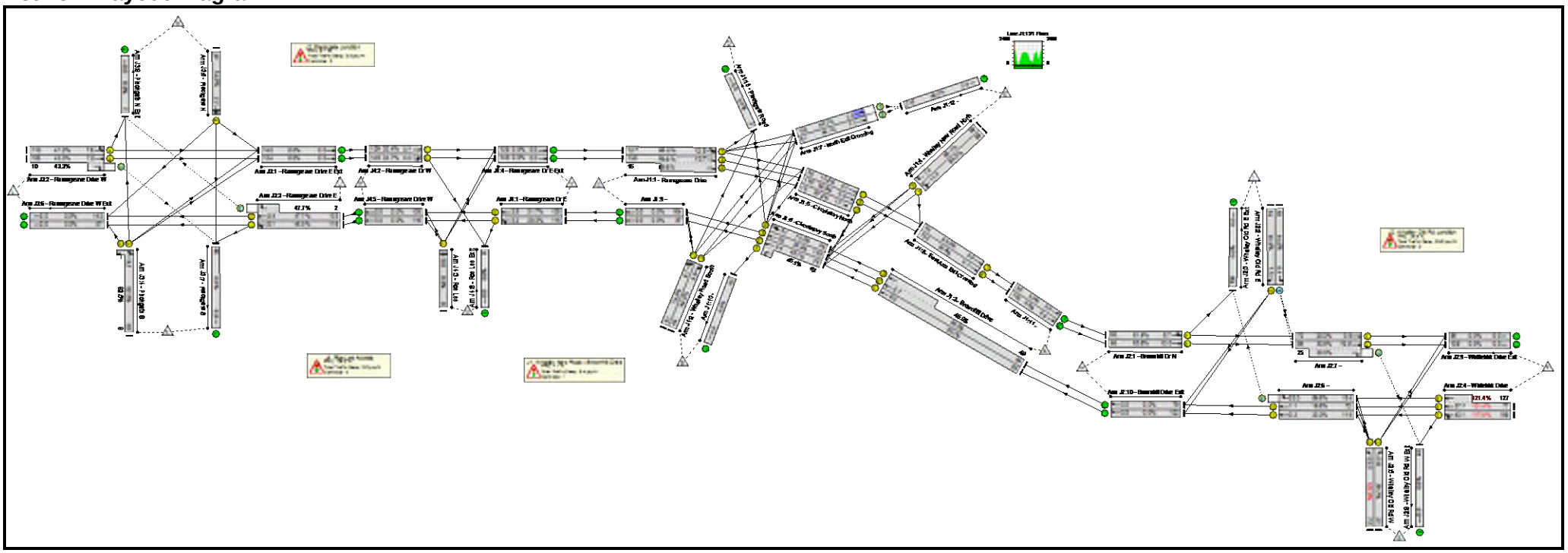
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	8.75	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	67.7	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	190.9	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-49.0	Total Delay for Signalled Lanes (pcuHr):	35.03	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	4.02	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	162.8	Total Delay for Signalled Lanes (pcuHr):	0.56	Cycle Time (s):	100
	PRC Over All Lanes (%):	-49.0	Total Delay Over All Lanes(pcuHr):	48.71		

Basic Results Summary

Scenario 2: '2019 DS PM2' (FG2: '2019 Assessment Traffic Flows PM 2', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.0%**	**229**	**214**	**13**	**42.4**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**203**	**0**	**13**	**8.4**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	38	-	127	1975	193	66.0%	-	-	-	1.1	31.7	12.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	38	-	150	2115:1975	194+22	69.6 : 69.6%	-	-	-	1.3	31.2	13.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	14	-	51	1789	67	76.0%	-	-	-	0.9	64.7	6.7
2/2	Whalley Road South Right Right2	U	C1:C		1	14	-	48	1925	72	66.5%	-	-	-	0.8	57.4	5.9
3/1	Brownhill Drive Ahead	U	C1:H		1	48	-	85	1975	242	35.1%	-	-	-	0.4	18.6	6.0
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	48	-	133	1975:1975	187+109	45.0 : 45.0%	-	-	-	0.7	18.0	6.1
4/1	Whalley New Road North Right Left	U	C1:G		1	22	-	88	1822	105	84.0%	-	-	-	1.4	58.2	11.4
4/2	Whalley New Road North Right	U	C1:G		1	22	-	69	2065	119	58.1%	-	-	-	0.8	43.0	7.4
5/1	Circulatory North Ahead	U	C1:E		1	67	-	35	2015	343	10.2%	-	-	-	0.0	4.1	0.7
5/2	Circulatory North Ahead	U	C1:E		1	67	-	135	2155	366	36.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	12	-	15	1697	55	27.2%	-	-	-	0.2	40.9	1.7

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	73:83	-	138	2015:1709	168+137	45.1 : 45.1%	-	-	-	0.0	0.7	0.4
6/3	Circulatory South Ahead	U	C1:A		1	73	-	153	2155	399	38.4%	-	-	-	0.0	0.9	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	14	-	49	1866	70	70.0%	-	-	-	0.4	25.9	5.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	135	1915	241	56.0%	135	0	0	0.0	0.4	0.2
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	81	2055	165	49.1%	68	0	13	0.2	8.0	0.7
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	85	2015	408	20.8%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	135	2155	436	30.9%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	216	1800	450	48.0%	-	-	-	0.1	1.9	0.5
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.0%**	**15**	**214**	**0**	**29.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	28	-	83	1848	134	61.9%	-	-	-	0.9	39.3	8.7
1/2	Brownhill Dr N Ahead	U	C2:A		1	28	-	95	2055	149	63.8%	-	-	-	1.0	39.0	10.0
2/1	Whalley Old Rd E Left	O	-		-	-	-	50	1658	356	14.0%	15	36	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	15	-	14	1851	74	18.9%	-	-	-	0.2	43.9	1.5
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	28	-	159	1867	135	117.5%	-	-	-	8.1	183.4	43.1
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	28	-	204	1915:1915	63+105	121.4 : 121.4%	-	-	-	11.4	200.3	57.1
5/1	Whalley Old Rd W Left	U	C2:F		1	15	-	72	1476	59	122.0%	-	-	-	4.6	231.2	22.3
5/2	Whalley Old Rd W Right	U	C2:F		1	15	-	27	1701	68	39.7%	-	-	-	0.4	48.5	3.0

Basic Results Summary

6/1	Ahead	U	C2:D		1	71	-	135	1915	345	33.3%	-	-	-	0.1	2.0	0.3
6/2	Ahead	U	C2:D		1	71	-	88	2055	370	19.6%	-	-	-	0.1	2.9	1.1
6/3	Right	O	C2:H		1	38	-	187	1761	172	89.6%	0	154	0	2.6	61.8	20.3
7/1	Ahead	U	C2:C		1	71	-	72	1985	357	20.2%	-	-	-	0.1	3.0	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	71:38	-	120	2125:1761	312+82	30.5 : 30.5%	0	25	0	0.2	6.0	19.8
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**	**12**	**0**	**0**	**3.9**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	53	-	110	1980	267	41.2%	-	-	-	0.5	16.5	7.6
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	53	-	115	1980:1519	243+23	43.3 : 43.3%	10	0	0	0.5	17.1	7.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	53	-	116	1887	255	45.5%	-	-	-	0.6	17.3	8.1
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	53	-	135	2105:1717	279+4	47.7 : 47.7%	2	0	0	0.6	17.3	9.5
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	18	-	71	1788:1781	76+10	82.5 : 82.5%	-	-	-	1.2	62.6	9.2
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	20	1853	37	54.0%	-	-	-	0.4	69.0	2.7
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**34.7%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	116	1940	398	29.2%	-	-	-	0.1	3.7	3.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	135	2080	426	31.7%	-	-	-	0.1	3.7	3.8
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	129	1940	398	32.4%	-	-	-	0.1	3.9	3.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	148	2080	426	34.7%	-	-	-	0.2	3.9	4.4
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

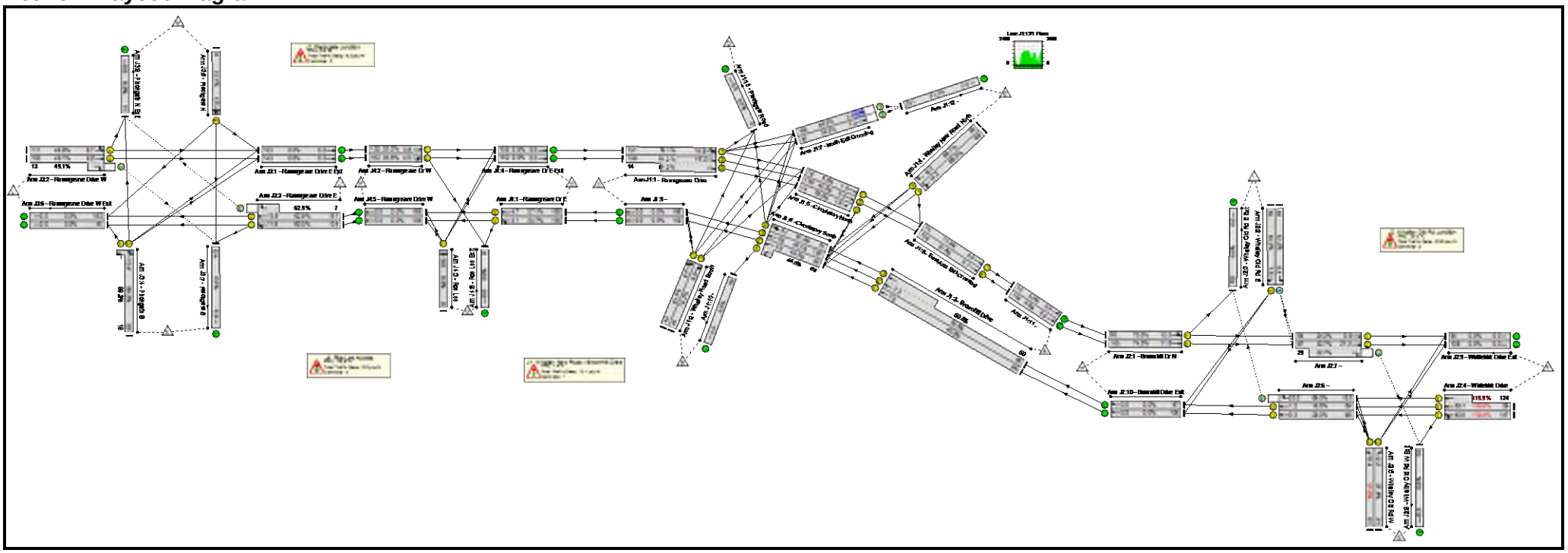
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	8.08	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	60.7	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	190.9	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-35.5	Total Delay for Signalled Lanes (pcuHr):	29.57	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	3.87	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	159.3	Total Delay for Signalled Lanes (pcuHr):	0.56	Cycle Time (s):	100
	PRC Over All Lanes (%):	-35.5	Total Delay Over All Lanes(pcuHr):	42.41		

Basic Results Summary

Scenario 3: '2019 DS PM3' (FG3: '2019 Assessment Traffic Flows PM 3', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.9%**	**260**	**214**	**3**	**41.5**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**	**229**	**0**	**2**	**10.1**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	33	-	131	1973	168	78.1%	-	-	-	1.5	40.9	14.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	33	-	153	2115:1975	171+17	81.2 : 81.2%	-	-	-	1.7	40.6	16.2
2/1	Whalley Road South Right Left Left2	U	C1:C		1	11	-	44	1801	54	81.4%	-	-	-	0.9	76.7	6.4
2/2	Whalley Road South Right Right2	U	C1:C		1	11	-	44	1925	58	76.2%	-	-	-	0.9	70.0	6.0
3/1	Brownhill Drive Ahead	U	C1:H		1	47	-	96	1975	237	40.5%	-	-	-	0.5	20.0	7.2
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	47	-	145	1975:1975	187+98	50.8 : 50.8%	-	-	-	0.8	19.3	7.3
4/1	Whalley New Road North Right Left	U	C1:G		1	26	-	109	1829	123	88.3%	-	-	-	1.7	57.6	14.2
4/2	Whalley New Road North Right	U	C1:G		1	26	-	93	2065	139	66.7%	-	-	-	1.1	41.8	10.2
5/1	Circulatory North Ahead	U	C1:E		1	63	-	16	2015	322	5.0%	-	-	-	0.1	14.4	1.0
5/2	Circulatory North Ahead	U	C1:E		1	63	-	139	2155	345	40.3%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	9	-	14	1697	42	33.0%	-	-	-	0.2	40.1	1.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	76:83	-	162	2015:1709	211+157	44.0 : 44.0%	-	-	-	0.0	0.6	0.5
6/3	Circulatory South Ahead	U	C1:A		1	76	-	187	2155	415	45.1%	-	-	-	0.0	0.7	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	51	1871	89	57.4%	-	-	-	0.3	22.4	5.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	186	1915	271	68.5%	186	0	0	0.1	1.2	0.3
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	45	2055	114	39.5%	43	0	2	0.1	10.6	0.4
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	73	2015	408	17.9%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	139	2155	436	31.9%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	231	1800	450	51.3%	-	-	-	0.1	2.0	0.5
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.9%**	**12**	**214**	**0**	**25.6**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	26	-	92	1866	126	73.0%	-	-	-	1.2	45.5	10.5
1/2	Brownhill Dr N Ahead	U	C2:A		1	26	-	103	2055	139	74.3%	-	-	-	1.3	45.1	11.8
2/1	Whalley Old Rd E Left	O	-		-	-	-	44	1658	358	12.3%	12	32	0	0.0	1.4	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	17	-	16	1851	83	19.2%	-	-	-	0.2	41.5	1.6
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	26	-	147	1840	124	118.4%	-	-	-	8.0	196.6	40.5
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	26	-	183	1915:1915	49+103	119.9 : 119.9%	-	-	-	10.3	202.2	50.1
5/1	Whalley Old Rd W Left	U	C2:F		1	17	-	61	1476	66	91.8%	-	-	-	1.4	81.3	9.4
5/2	Whalley Old Rd W Right	U	C2:F		1	17	-	21	1701	77	27.4%	-	-	-	0.3	43.4	2.2

Basic Results Summary

6/1	Ahead	U	C2:D		1	69	-	116	1915	335	29.3%	-	-	-	0.1	2.0	0.3
6/2	Ahead	U	C2:D		1	69	-	69	2055	360	16.5%	-	-	-	0.1	3.7	1.2
6/3	Right	O	C2:H		1	38	-	174	1761	172	89.3%	0	153	0	2.6	60.6	20.2
7/1	Ahead	U	C2:C		1	69	-	84	1985	347	24.2%	-	-	-	0.1	2.9	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	69:38	-	126	2125:1761	297+89	32.7 : 32.7%	0	29	0	0.2	6.2	21.3
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**19**	**0**	**1**	**5.2**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	47	-	111	1976	237	46.8%	-	-	-	0.6	21.0	8.7
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	47	-	116	1980:1519	210+26	49.1 : 49.1%	12	0	1	0.7	23.3	8.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	47	-	134	1862	223	60.0%	-	-	-	0.9	23.9	11.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	47	-	158	2105:1717	240+11	62.9 : 62.9%	7	0	0	1.1	24.2	13.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	24	-	101	1778:1781	93+20	89.2 : 89.2%	-	-	-	1.7	61.1	13.4
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	8	1811	36	22.1%	-	-	-	0.1	58.9	1.0
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.1%**	**0**	**0**	**0**	**0.6**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	138	1940	398	34.7%	-	-	-	0.2	4.0	4.1
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	158	2080	426	37.1%	-	-	-	0.2	4.0	4.7
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	132	1940	398	33.2%	-	-	-	0.1	3.9	3.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	152	2080	426	35.6%	-	-	-	0.2	3.9	4.5
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

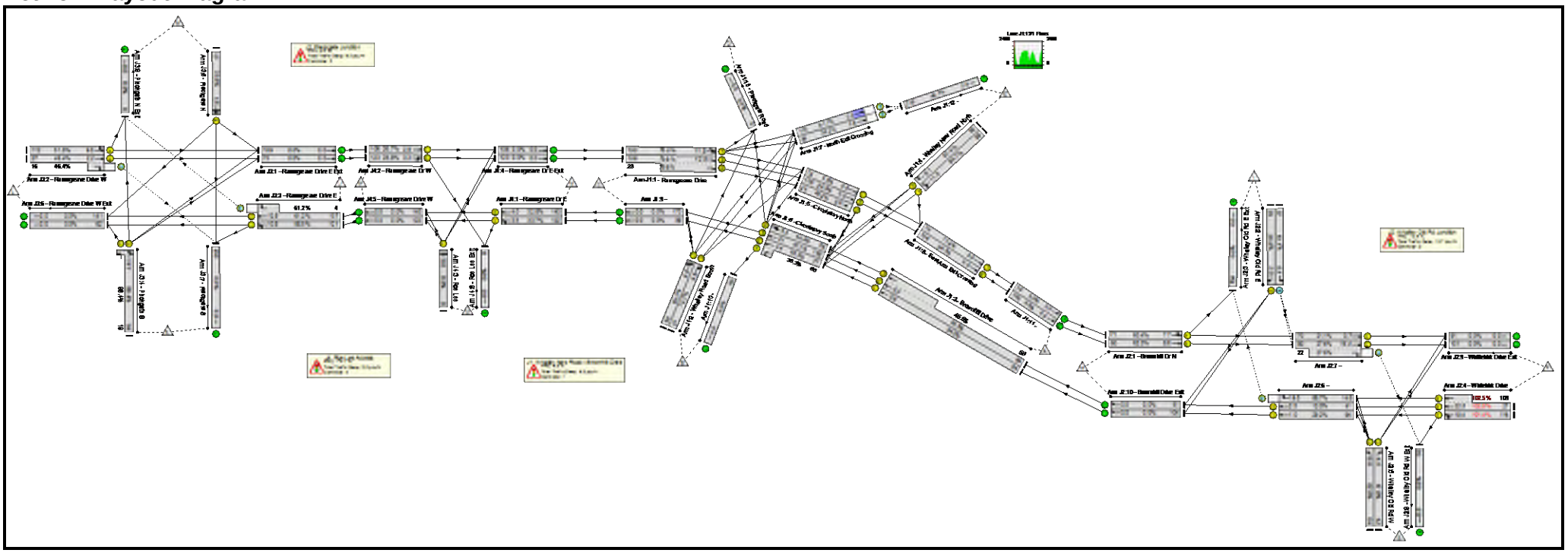
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	9.75	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	31.3	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	182.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-33.3	Total Delay for Signalled Lanes (pcuHr):	25.56	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	5.20	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	142.9	Total Delay for Signalled Lanes (pcuHr):	0.64	Cycle Time (s):	100
	PRC Over All Lanes (%):	-33.3	Total Delay Over All Lanes(pcuHr):	41.49		

Basic Results Summary

Scenario 4: '2019 DS PM4' (FG4: '2019 Assessment Traffic Flows PM 4', Plan 1: 'Proposed')

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: North Blackburn GD3	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**235**	**198**	**13**	**27.5**	**-**	**-**
J1: Whalley New Road / Brownhill Drive	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**206**	**0**	**13**	**9.3**	**-**	**-**
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	26	-	100	1975	133	75.0%	-	-	-	1.3	45.9	11.5
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	26	-	129	2115:1975	133+29	79.8 : 79.8%	-	-	-	1.6	44.8	12.8
2/1	Whalley Road South Right Left Left2	U	C1:C		1	13	-	50	1782	62	80.2%	-	-	-	1.0	70.5	6.9
2/2	Whalley Road South Right Right2	U	C1:C		1	13	-	51	1925	67	75.7%	-	-	-	0.9	65.0	6.8
3/1	Brownhill Drive Ahead	U	C1:H		1	49	-	84	1975	247	34.0%	-	-	-	0.4	17.8	5.9
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	49	-	140	1975:1975	185+123	45.5 : 45.5%	-	-	-	0.7	17.3	6.0
4/1	Whalley New Road North Right Left	U	C1:G		1	22	-	88	1806	104	84.7%	-	-	-	1.4	59.1	11.5
4/2	Whalley New Road North Right	U	C1:G		1	22	-	80	2065	119	67.4%	-	-	-	1.0	46.1	9.1
5/1	Circulatory North Ahead	U	C1:E		1	67	-	12	2015	343	3.5%	-	-	-	0.0	13.2	0.8
5/2	Circulatory North Ahead	U	C1:E		1	67	-	106	2155	366	28.9%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	11	-	23	1697	51	45.2%	-	-	-	0.3	46.8	2.6

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	74:83	-	137	2015:1709	201+157	38.3 : 38.3%	-	-	-	0.0	0.7	0.4
6/3	Circulatory South Ahead	U	C1:A		1	74	-	162	2155	404	40.1%	-	-	-	0.0	0.8	3.1
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	27	-	58	1865	131	44.4%	-	-	-	0.3	16.5	5.3
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	170	1915	275	61.7%	169	0	1	0.1	1.3	0.3
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	49	2055	139	35.2%	37	0	12	0.1	8.3	0.8
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	70	2015	408	17.2%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	106	2155	436	24.3%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	219	1800	450	48.7%	-	-	-	0.1	1.9	0.5
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.5%**	**9**	**198**	**0**	**12.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	24	-	71	1880	117	60.4%	-	-	-	0.8	42.5	7.7
1/2	Brownhill Dr N Ahead	U	C2:A		1	24	-	80	2055	128	62.3%	-	-	-	0.9	42.3	8.6
2/1	Whalley Old Rd E Left	O	-		-	-	-	37	1658	365	10.1%	9	28	0	0.0	1.4	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	20	-	20	1851	97	20.6%	-	-	-	0.2	38.5	2.0
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	24	-	116	1830	114	101.4%	-	-	-	2.8	88.4	19.4
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	24	-	136	1915:1915	26+106	102.5 : 102.5%	-	-	-	3.4	90.8	22.5
5/1	Whalley Old Rd W Left	U	C2:F		1	20	-	64	1476	77	82.6%	-	-	-	1.1	63.9	8.6
5/2	Whalley Old Rd W Right	U	C2:F		1	20	-	42	1701	89	47.0%	-	-	-	0.5	44.0	4.5

Basic Results Summary

6/1	Ahead	U	C2:D		1	66	-	95	1915	321	29.2%	-	-	-	0.1	3.1	1.0
6/2	Ahead	U	C2:D		1	66	-	42	2055	344	12.0%	-	-	-	0.1	7.4	2.5
6/3	Right	O	C2:H		1	37	-	151	1761	167	88.7%	0	148	0	2.4	57.7	19.5
7/1	Ahead	U	C2:C		1	66	-	70	1985	332	21.1%	-	-	-	0.1	2.9	0.7
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	66:37	-	102	2125:1761	289+80	27.6 : 27.6%	0	22	0	0.2	6.1	18.4
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**	**20**	**0**	**0**	**5.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	43	-	112	1976	217	51.5%	-	-	-	0.8	24.5	9.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	43	-	43	1980:1519	58+34	46.4 : 46.4%	16	0	0	0.4	33.2	2.2
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	43	-	121	1879	207	58.5%	-	-	-	0.9	26.3	10.8
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	43	-	141	2105:1717	224+7	61.2 : 61.2%	4	0	0	1.0	26.5	12.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	28	-	113	1777:1781	109+22	86.4 : 86.4%	-	-	-	1.7	53.2	14.1
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	13	1825	37	35.6%	-	-	-	0.2	62.3	1.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.8%**	**0**	**0**	**0**	**0.5**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	122	1940	398	30.7%	-	-	-	0.1	3.8	3.5
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	140	2080	426	32.8%	-	-	-	0.1	3.8	4.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	106	1940	398	26.7%	-	-	-	0.1	3.6	2.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	123	2080	426	28.8%	-	-	-	0.1	3.6	3.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	0	1940	39	0.0%	-	-	-	0.0	0.0	0.0

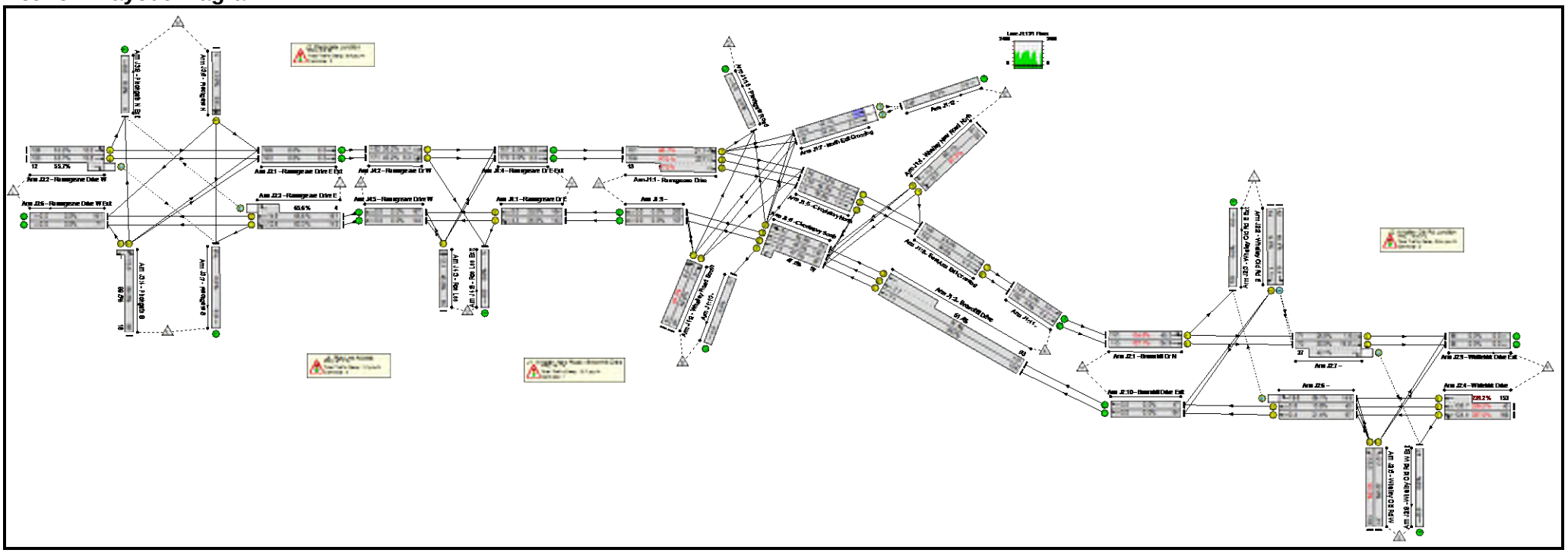
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	9.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	45.8	Total Delay for Signalled Lanes (pcuHr):	0.17	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	270.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-13.8	Total Delay for Signalled Lanes (pcuHr):	12.69	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	4.97	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	174.1	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s):	100
	PRC Over All Lanes (%):	-13.8	Total Delay Over All Lanes(pcuHr):	27.49		

Basic Results Summary

Scenario 5: '2034 DS PM1' (FG5: '2034 Assessment Traffic Flows PM1', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**257.0%**	**265**	**239**	**9**	**109.8**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**97.3%**	**245**	**0**	**4**	**13.7**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	31	-	151	1973	158	95.7%	-	-	-	2.6	61.1	21.1
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	31	-	171	2115:1975	163+13	97.0 : 97.0%	-	-	-	2.9	61.0	23.1
2/1	Whalley Road South Right Left Left2	U	C1:C		1	11	-	51	1804	54	94.2%	-	-	-	1.3	94.4	8.5
2/2	Whalley Road South Right Right2	U	C1:C		1	11	-	50	1925	58	86.6%	-	-	-	1.1	80.9	7.5
3/1	Brownhill Drive Ahead	U	C1:H		1	52	-	104	1975	262	39.7%	-	-	-	0.5	16.8	7.1
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	52	-	164	1975:1975	196+123	51.4 : 51.4%	-	-	-	0.7	16.3	7.1
4/1	Whalley New Road North Right Left	U	C1:G		1	21	-	97	1813	100	97.3%	-	-	-	2.1	78.5	15.0
4/2	Whalley New Road North Right	U	C1:G		1	21	-	91	2065	114	80.1%	-	-	-	1.4	54.2	11.3
5/1	Circulatory North Ahead	U	C1:E		1	68	-	46	2015	348	13.2%	-	-	-	0.0	2.1	0.6
5/2	Circulatory North Ahead	U	C1:E		1	68	-	158	2155	372	42.5%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	9	-	13	1697	42	30.6%	-	-	-	0.2	42.8	1.4

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	76:83	-	154	2015:1709	206+121	47.0 : 47.0%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	76	-	191	2155	415	46.0%	-	-	-	0.0	0.8	4.8
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	25	-	64	1862	121	52.9%	-	-	-	0.3	19.5	6.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	204	1915	258	79.1%	200	0	4	0.1	1.7	1.7
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	45	2055	114	39.4%	45	0	0	0.2	15.9	2.7
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	106	2015	408	26.0%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	158	2155	436	36.2%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	249	1800	450	55.3%	-	-	-	0.2	2.2	0.6
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**257.0%**	**9**	**239**	**1**	**89.4**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	13	-	101	1864	65	154.8%	-	-	-	10.9	387.4	48.3
1/2	Brownhill Dr N Ahead	U	C2:A		1	13	-	113	2055	72	157.1%	-	-	-	12.4	394.8	54.9
2/1	Whalley Old Rd E Left	O	-		-	-	-	62	1658	384	16.1%	9	53	0	0.0	1.4	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	31	-	14	1851	148	9.5%	-	-	-	0.1	27.2	1.1
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	13	-	168	1868	65	257.0%	-	-	-	29.0	621.2	124.4
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	13	-	193	1915:1915	17+64	239.2 : 239.2%	-	-	-	31.8	593.3	135.7
5/1	Whalley Old Rd W Left	U	C2:F		1	31	-	110	1476	118	93.2%	-	-	-	1.9	62.4	15.3
5/2	Whalley Old Rd W Right	U	C2:F		1	31	-	31	1701	136	22.8%	-	-	-	0.3	29.2	2.7

Basic Results Summary

6/1	Ahead	U	C2:D		1	55	-	144	1915	268	21.4%	-	-	-	0.0	2.8	0.4
6/2	Ahead	U	C2:D		1	55	-	63	2055	288	13.8%	-	-	-	0.2	14.8	3.8
6/3	Right	O	C2:H		1	37	-	238	1761	167	89.1%	0	149	0	2.5	60.3	19.6
7/1	Ahead	U	C2:C		1	55	-	95	1985	278	25.5%	-	-	-	0.1	6.1	1.6
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	55:37	-	148	2125:1761	232+89	30.0 : 42.1%	0	37	1	0.3	9.1	18.8
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**	**11**	**0**	**5**	**5.6**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	47	-	126	1972	237	53.2%	-	-	-	0.8	22.2	10.2
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	47	-	132	1980:1519	215+22	55.7 : 55.7%	7	0	5	0.9	24.6	10.6
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	47	-	143	1883	226	63.3%	-	-	-	1.0	24.7	12.6
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	47	-	165	2105:1717	245+6	65.6 : 65.6%	4	0	0	1.1	24.9	14.6
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	24	-	101	1775:1781	95+18	89.5 : 89.5%	-	-	-	1.7	61.7	13.5
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	5	1919	38	13.0%	-	-	-	0.1	56.2	0.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	143	1937	397	36.0%	-	-	-	0.2	4.1	4.3
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	164	2080	426	38.5%	-	-	-	0.2	4.1	5.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	152	1940	398	38.2%	-	-	-	0.2	4.2	4.7
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	171	2075	425	40.2%	-	-	-	0.2	4.2	5.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

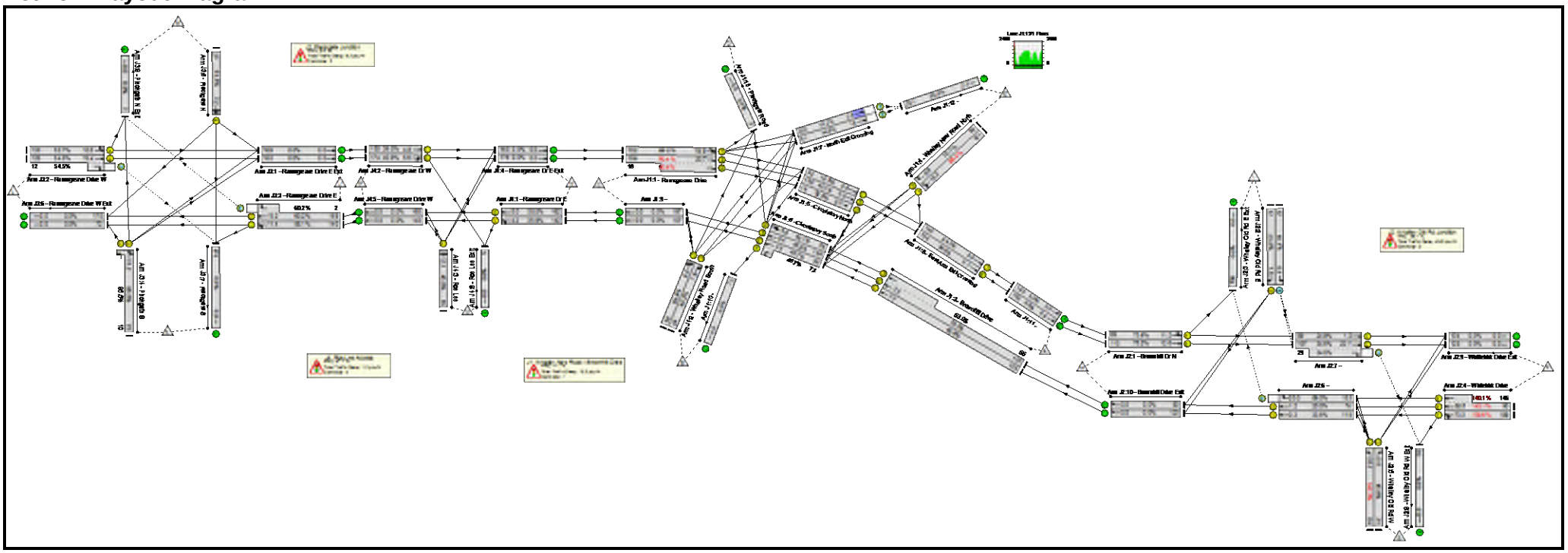
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	13.24	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	13.8	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	148.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-185.5	Total Delay for Signalled Lanes (pcuHr):	89.42	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	5.61	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.02	Cycle Time (s):	100
	PRC Over All Lanes (%):	-185.5	Total Delay Over All Lanes(pcuHr):	109.76		

Basic Results Summary

Scenario 6: '2034 DS PM2' (FG6: '2034 Assessment Traffic Flows PM2', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**142.3%**	**260**	**222**	**21**	**68.5**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**96.4%**	**232**	**0**	**19**	**12.3**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	34	-	152	1975	173	88.0%	-	-	-	2.0	47.5	18.6
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	34	-	176	2115:1975	175+20	90.4 : 90.4%	-	-	-	2.3	47.5	20.7
2/1	Whalley Road South Right Left Left2	U	C1:C		1	14	-	58	1781	67	86.8%	-	-	-	1.2	75.7	8.5
2/2	Whalley Road South Right Right2	U	C1:C		1	14	-	58	1925	72	80.3%	-	-	-	1.1	66.8	7.8
3/1	Brownhill Drive Ahead	U	C1:H		1	48	-	103	1975	242	42.6%	-	-	-	0.6	19.7	7.7
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	48	-	155	1975:1975	189+104	53.0 : 53.0%	-	-	-	0.8	19.0	7.6
4/1	Whalley New Road North Right Left	U	C1:G		1	22	-	101	1822	105	96.4%	-	-	-	2.1	75.3	15.2
4/2	Whalley New Road North Right	U	C1:G		1	22	-	84	2065	119	70.7%	-	-	-	1.1	47.6	9.6
5/1	Circulatory North Ahead	U	C1:E		1	67	-	43	2015	343	12.6%	-	-	-	0.0	3.7	0.8
5/2	Circulatory North Ahead	U	C1:E		1	67	-	158	2155	366	43.1%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	12	-	18	1697	55	32.6%	-	-	-	0.2	39.1	2.0

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	73:83	-	165	2015:1709	199+154	46.7 : 46.7%	-	-	-	0.0	0.8	0.5
6/3	Circulatory South Ahead	U	C1:A		1	73	-	184	2155	399	46.2%	-	-	-	0.0	0.9	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	55	1865	89	62.1%	-	-	-	0.3	22.6	5.6
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	200	1915	273	73.2%	197	0	3	0.1	1.2	0.6
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	51	2055	114	44.8%	35	0	16	0.2	12.5	1.5
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	100	2015	408	24.5%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	158	2155	436	36.2%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	251	1800	450	55.8%	-	-	-	0.2	2.3	2.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**142.3%**	**17**	**222**	**0**	**49.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	28	-	99	1848	134	73.9%	-	-	-	1.2	44.0	11.2
1/2	Brownhill Dr N Ahead	U	C2:A		1	28	-	112	2055	149	75.2%	-	-	-	1.4	43.5	12.6
2/1	Whalley Old Rd E Left	O	-		-	-	-	57	1658	354	16.1%	17	40	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	15	-	17	1851	74	23.0%	-	-	-	0.2	44.5	1.8
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	28	-	189	1868	135	139.6%	-	-	-	15.9	302.8	73.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	28	-	236	1915:1915	64+104	140.1 : 140.1%	-	-	-	19.8	302.2	89.6
5/1	Whalley Old Rd W Left	U	C2:F		1	15	-	84	1476	59	142.3%	-	-	-	7.9	338.1	35.7
5/2	Whalley Old Rd W Right	U	C2:F		1	15	-	31	1701	68	45.6%	-	-	-	0.4	50.0	3.5

Basic Results Summary

6/1	Ahead	U	C2:D		1	71	-	161	1915	345	33.5%	-	-	-	0.1	2.0	0.3
6/2	Ahead	U	C2:D		1	71	-	104	2055	370	20.0%	-	-	-	0.1	3.0	1.2
6/3	Right	O	C2:H		1	38	-	215	1761	172	89.0%	0	153	0	2.6	61.0	20.0
7/1	Ahead	U	C2:C		1	71	-	89	1985	357	24.9%	-	-	-	0.1	3.2	1.2
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	71:38	-	136	2125:1761	310+84	34.5 : 34.5%	0	29	0	0.2	6.0	22.1
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**	**12**	**0**	**2**	**5.3**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	133	1980	252	52.7%	-	-	-	0.7	20.1	10.5
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	137	1980:1519	229+22	54.5 : 54.5%	10	0	2	0.8	22.0	10.4
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	140	1889	241	58.1%	-	-	-	0.8	21.5	11.4
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	161	2105:1717	264+3	60.2 : 60.2%	2	0	0	1.0	21.6	13.2
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	85	1785:1781	88+12	85.5 : 85.5%	-	-	-	1.4	61.1	11.2
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	23	1861	37	61.8%	-	-	-	0.5	73.2	3.2
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	142	1937	397	35.8%	-	-	-	0.2	4.1	4.2
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	162	2080	426	38.0%	-	-	-	0.2	4.1	5.0
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	155	1940	398	39.0%	-	-	-	0.2	4.2	4.8
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	174	2075	425	40.9%	-	-	-	0.2	4.2	5.6
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

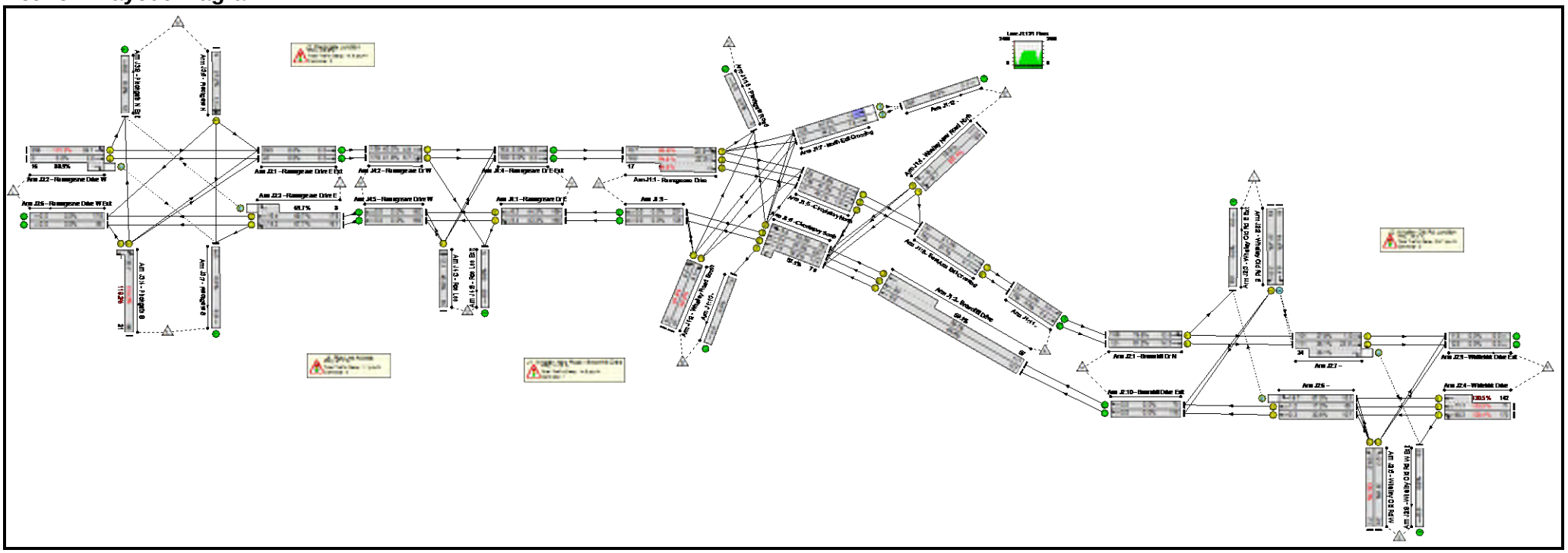
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	11.89	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	148.6	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-58.1	Total Delay for Signalled Lanes (pcuHr):	49.82	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	5.29	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.02	Cycle Time (s):	100
	PRC Over All Lanes (%):	-58.1	Total Delay Over All Lanes(pcuHr):	68.46		

Basic Results Summary

Scenario 7: '2034 DS PM3' (FG7: '2034 Assessment Traffic Flows PM3', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**130.5%**	**270**	**223**	**38**	**70.2**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**100.4%**	**255**	**0**	**14**	**14.8**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	33	-	157	1973	168	93.6%	-	-	-	2.4	55.7	20.9
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	33	-	179	2115:1975	171+18	94.8 : 94.8%	-	-	-	2.7	54.8	22.9
2/1	Whalley Road South Right Left Left2	U	C1:C		1	11	-	51	1794	54	94.8%	-	-	-	1.4	95.5	8.5
2/2	Whalley Road South Right Right2	U	C1:C		1	11	-	52	1925	58	90.0%	-	-	-	1.2	85.7	8.1
3/1	Brownhill Drive Ahead	U	C1:H		1	47	-	117	1975	237	49.4%	-	-	-	0.7	21.4	9.3
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	47	-	168	1975:1975	188+96	59.1 : 59.1%	-	-	-	1.0	20.5	9.0
4/1	Whalley New Road North Right Left	U	C1:G		1	26	-	124	1829	123	100.4%	-	-	-	2.8	80.1	19.7
4/2	Whalley New Road North Right	U	C1:G		1	26	-	111	2065	139	79.6%	-	-	-	1.5	48.1	13.1
5/1	Circulatory North Ahead	U	C1:E		1	63	-	22	2015	322	6.8%	-	-	-	0.1	12.5	1.2
5/2	Circulatory North Ahead	U	C1:E		1	63	-	162	2155	345	47.0%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	9	-	17	1697	42	40.1%	-	-	-	0.2	37.6	1.9

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	76:83	-	193	2015:1709	218+151	52.2 : 52.1%	-	-	-	0.0	0.6	0.6
6/3	Circulatory South Ahead	U	C1:A		1	76	-	221	2155	415	53.3%	-	-	-	0.0	0.7	5.4
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	18	-	58	1870	89	65.3%	-	-	-	0.4	22.7	5.9
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	228	1915	283	80.6%	228	0	0	0.1	2.2	1.2
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	41	2055	83	49.2%	27	0	14	0.2	14.1	0.8
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	87	2015	408	21.3%	-	-	-	0.0	0.0	0.1
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	162	2155	436	37.1%	-	-	-	0.0	0.1	0.1
12/1		U	-		-	-	-	269	1800	450	59.8%	-	-	-	0.2	2.5	0.7
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**130.5%**	**15**	**223**	**0**	**39.7**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	28	-	108	1866	135	79.8%	-	-	-	1.4	47.4	12.8
1/2	Brownhill Dr N Ahead	U	C2:A		1	28	-	121	2055	149	81.2%	-	-	-	1.6	47.1	14.3
2/1	Whalley Old Rd E Left	O	-		-	-	-	51	1658	353	14.4%	15	36	0	0.0	1.5	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	14	-	19	1851	69	27.4%	-	-	-	0.2	46.6	2.0
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	28	-	173	1844	134	129.4%	-	-	-	12.4	257.2	58.3
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	28	-	213	1915:1915	54+109	130.5 : 130.5%	-	-	-	15.4	259.8	71.1
5/1	Whalley Old Rd W Left	U	C2:F		1	14	-	71	1476	55	128.3%	-	-	-	5.5	276.7	26.2
5/2	Whalley Old Rd W Right	U	C2:F		1	14	-	24	1701	64	37.6%	-	-	-	0.3	49.4	2.7

Basic Results Summary

6/1	Ahead	U	C2:D		1	72	-	138	1915	349	30.5%	-	-	-	0.1	1.9	0.3
6/2	Ahead	U	C2:D		1	72	-	84	2055	375	17.2%	-	-	-	0.1	3.1	1.2
6/3	Right	O	C2:H		1	39	-	199	1761	176	87.0%	0	153	0	2.5	58.0	19.7
7/1	Ahead	U	C2:C		1	72	-	101	1985	362	27.9%	-	-	-	0.1	2.8	1.0
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	72:39	-	145	2125:1761	307+94	36.1 : 36.1%	0	34	0	0.3	6.3	23.5
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.2%**	**0**	**0**	**24**	**14.5**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	50	-	256	1978	252	101.5%	-	-	-	4.5	63.8	39.1
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	50	-	16	1980:1519	0+18	0.0 : 88.9%	0	0	16	0.6	140.0	2.5
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	50	-	161	1866	238	67.7%	-	-	-	1.1	24.0	14.3
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	50	-	186	2105:1717	255+11	69.7 : 69.7%	0	0	8	1.3	25.3	16.4
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	21	-	119	1777:1781	82+18	119.2 : 119.2%	-	-	-	6.8	205.6	33.7
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	9	1787	36	25.2%	-	-	-	0.1	59.8	1.1
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.1**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	168	1937	397	42.3%	-	-	-	0.2	4.4	5.4
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	189	2080	426	44.3%	-	-	-	0.2	4.4	6.3
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	159	1940	398	40.0%	-	-	-	0.2	4.3	4.9
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	178	2075	425	41.8%	-	-	-	0.2	4.3	5.7
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

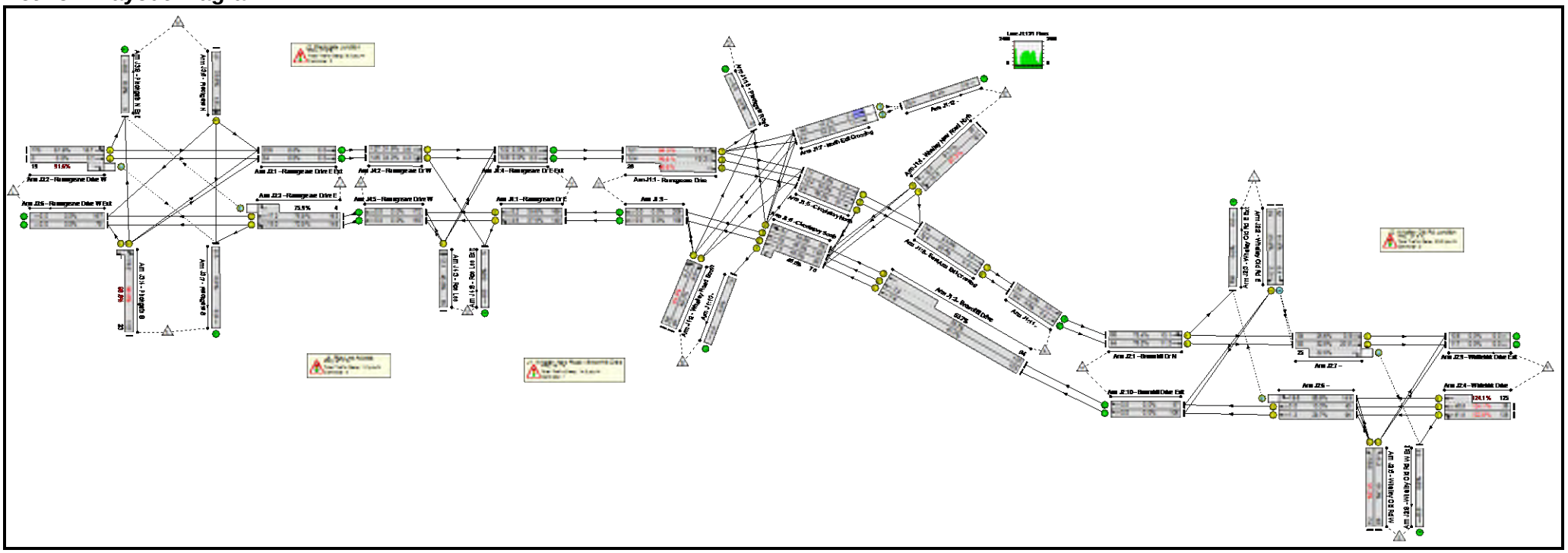
Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	14.34	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	142.4	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-45.0	Total Delay for Signalled Lanes (pcuHr):	39.68	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-32.5	Total Delay for Signalled Lanes (pcuHr):	14.48	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	1.14	Cycle Time (s):	100
	PRC Over All Lanes (%):	-45.0	Total Delay Over All Lanes(pcuHr):	70.15		

Basic Results Summary

Scenario 8: '2034 DS PM4' (FG8: '2034 Assessment Traffic Flows PM4', Plan 1: 'Proposed')

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: North Blackburn GD3	-	-	-		-	-	-	-	-	-	**124.1%**	**256**	**205**	**31**	**48.6**	-	-
J1: Whalley New Road / Brownhill Drive	-	-	-		-	-	-	-	-	-	**97.3%**	**239**	**0**	**15**	**14.0**	-	-
1/1	Ramsgreave Drive Ahead Ahead2 Left	U	C1:D		1	25	-	121	1975	128	94.3%	-	-	-	2.2	65.7	17.1
1/2+1/3	Ramsgreave Drive Ahead	U	C1:D		1	25	-	152	2115:1975	128+29	96.6 : 96.6%	-	-	-	2.7	64.6	19.3
2/1	Whalley Road South Right Left Left2	U	C1:C		1	13	-	58	1776	62	93.3%	-	-	-	1.4	87.7	9.2
2/2	Whalley Road South Right Right2	U	C1:C		1	13	-	60	1925	67	89.1%	-	-	-	1.3	78.9	9.0
3/1	Brownhill Drive Ahead	U	C1:H		1	49	-	103	1975	247	41.7%	-	-	-	0.5	18.9	7.6
3/2+3/3	Brownhill Drive Ahead	U	C1:H		1	49	-	164	1975:1975	186+119	53.7 : 53.7%	-	-	-	0.8	18.3	7.5
4/1	Whalley New Road North Right Left	U	C1:G		1	22	-	101	1805	104	97.3%	-	-	-	2.2	77.2	15.5
4/2	Whalley New Road North Right	U	C1:G		1	22	-	97	2065	119	81.7%	-	-	-	1.5	54.1	12.0
5/1	Circulatory North Ahead	U	C1:E		1	67	-	17	2015	343	5.0%	-	-	-	0.0	10.3	0.9
5/2	Circulatory North Ahead	U	C1:E		1	67	-	124	2155	366	33.8%	-	-	-	0.0	0.0	0.0
5/3	Circulatory North U-Turn	U	C1:F		1	11	-	28	1697	51	55.0%	-	-	-	0.4	45.2	3.1

Basic Results Summary

6/2+6/1	Circulatory South Ahead Left	U	C1:A C1:P		1	74:83	-	165	2015:1709	207+152	46.0 : 46.0%	-	-	-	0.0	0.7	0.5
6/3	Circulatory South Ahead	U	C1:A		1	74	-	195	2155	404	48.3%	-	-	-	0.0	0.8	4.2
6/4	Circulatory South U-Turn U-Turn2 Ahead	U	C1:B		1	28	-	66	1864	135	48.8%	-	-	-	0.3	15.8	6.1
7/1	North Exit Crossing Ahead	O	C1:M		1	81	-	190	1915	260	73.2%	190	0	0	0.1	2.4	0.4
7/2	North Exit Crossing Ahead	O	C1:M		1	81	-	64	2055	120	53.5%	49	0	15	0.2	13.6	1.7
8/1	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	84	2015	408	20.6%	-	-	-	0.0	0.0	0.0
8/2	East Arm Exit Crossing Ahead	U	C1:O		1	80	-	124	2155	436	28.4%	-	-	-	0.0	0.0	0.0
12/1		U	-		-	-	-	254	1800	450	56.4%	-	-	-	0.2	2.3	0.6
J2: Whalley Old Rd Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**124.1%**	**10**	**205**	**0**	**25.8**	**-**	**-**
1/1	Brownhill Dr N Left Ahead	U	C2:A		1	23	-	85	1880	113	75.4%	-	-	-	1.2	50.0	10.1
1/2	Brownhill Dr N Ahead	U	C2:A		1	23	-	94	2055	123	76.2%	-	-	-	1.3	49.3	11.2
2/1	Whalley Old Rd E Left	O	-		-	-	-	42	1658	364	11.5%	10	32	0	0.0	1.4	0.1
2/2	Whalley Old Rd E Right	U	C2:E		1	21	-	24	1851	102	23.6%	-	-	-	0.3	37.9	2.3
4/1	Whitebirk Drive Ahead Left	U	C2:B		1	23	-	135	1831	110	122.9%	-	-	-	8.2	219.4	41.4
4/2+4/3	Whitebirk Drive Ahead	U	C2:B		1	23	-	161	1915:1915	29+101	124.1 : 124.1%	-	-	-	9.8	220.1	48.9
5/1	Whalley Old Rd W Left	U	C2:F		1	21	-	74	1476	81	91.2%	-	-	-	1.5	72.9	10.8
5/2	Whalley Old Rd W Right	U	C2:F		1	21	-	48	1701	94	51.3%	-	-	-	0.6	44.0	5.2

Basic Results Summary

6/1	Ahead	U	C2:D		1	65	-	113	1915	316	29.7%	-	-	-	0.1	3.7	1.3
6/2	Ahead	U	C2:D		1	65	-	52	2055	339	13.3%	-	-	-	0.1	7.3	3.0
6/3	Right	O	C2:H		1	37	-	173	1761	167	88.9%	0	149	0	2.4	58.3	19.6
7/1	Ahead	U	C2:C		1	65	-	84	1985	328	25.6%	-	-	-	0.1	3.1	0.9
7/2+7/3	Right Ahead	U+O	C2:C C2:G		1	65:37	-	118	2125:1761	287+77	32.5 : 32.5%	0	25	0	0.2	6.0	20.5
J3: Pleckgate Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.6%**	**7**	**0**	**16**	**8.0**	**-**	**-**
2/1	Ramsgreave Drive W Ahead Left	U	C3:A		1	41	-	170	1977	208	81.9%	-	-	-	1.7	36.4	18.7
2/2+2/3	Ramsgreave Drive W Ahead Right	U+O	C3:A		1	41	-	19	1980:1519	0+21	0.0 : 91.6%	3	0	16	0.7	135.1	3.1
3/1	Ramsgreave Drive E Ahead Left	U	C3:B		1	41	-	146	1882	198	73.9%	-	-	-	1.3	32.7	15.0
3/2+3/3	Ramsgreave Drive E Ahead Right	U+O	C3:B		1	41	-	167	2105:1717	215+5	75.9 : 75.9%	4	0	0	1.5	33.1	17.2
4/2+4/1	Pleckgate S Right Left Ahead	U	C3:C		1	30	-	135	1778:1781	116+24	96.6 : 96.6%	-	-	-	2.4	65.3	19.2
5/1	Pleckgate N Left Right Ahead	U	C3:D		1	7	-	13	1825	37	35.6%	-	-	-	0.2	62.3	1.6
J4: Roe Lee Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Ramsgreave Dr E Ahead Left	U	C4:C		1	81	-	149	1937	397	37.5%	-	-	-	0.2	4.1	4.6
1/2	Ramsgreave Dr E Ahead	U	C4:C		1	81	-	169	2080	426	39.6%	-	-	-	0.2	4.1	5.2
2/1	Ramsgreave Dr W Ahead	U	C4:A		1	81	-	127	1940	398	31.9%	-	-	-	0.1	3.9	3.6
2/2	Ramsgreave Dr W Ahead Right	U	C4:A	C4:B	1	81	81	146	2074	425	34.3%	-	-	-	0.2	3.9	4.3
3/1	Roe Lee Right Left	U	C4:D		1	7	-	16	1757	35	45.5%	-	-	-	0.3	66.5	2.1

Basic Results Summary

C1 - Brownhill Roundabout	Stream: 1 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	13.43	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 2 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	0.37	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 3 PRC for Signalled Lanes (%):	216.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C1 - Brownhill Roundabout	Stream: 4 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100
C2 - Whalley Old Rd	PRC for Signalled Lanes (%):	-37.8	Total Delay for Signalled Lanes (pcuHr):	25.74	Cycle Time (s):	100
C3 - Pleckgate Junction	PRC for Signalled Lanes (%):	-7.3	Total Delay for Signalled Lanes (pcuHr):	7.97	Cycle Time (s):	100
C4 - Roe Lee	PRC for Signalled Lanes (%):	97.7	Total Delay for Signalled Lanes (pcuHr):	0.95	Cycle Time (s):	100
	PRC Over All Lanes (%):	-37.8	Total Delay Over All Lanes(pcuHr):	48.64		

Appendix I TAG Worksheets

Analysis of Monetised Costs and Benefits

Core Scenario - North Blackburn Scheme Overall

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£3,820,884	*(1a)*
Economic Efficiency: Consumer Users (Other)	£6,665,399	*(1b)*
Economic Efficiency: Business Users and Providers	£6,147,924	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£16,634,206	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£2,101,534	*(10)*
Present Value of Costs (see notes) (PVC)	£2,101,534	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£14,532,672	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	7.92	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

Core Scenario - Brownhill Roundabout

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£1,445,305	*(1a)*
Economic Efficiency: Consumer Users (Other)	£2,890,172	*(1b)*
Economic Efficiency: Business Users and Providers	£2,572,107	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£6,907,584	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£953,156	*(10)*
Present Value of Costs (see notes) (PVC)	£953,156	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£5,954,428	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	7.25	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

Core Scenario - Pleckgate Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£174,888	*(1a)*
Economic Efficiency: Consumer Users (Other)	£151,892	*(1b)*
Economic Efficiency: Business Users and Providers	£177,421	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£504,201	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£401,374	*(10)*
Present Value of Costs (see notes) (PVC)	£401,374	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£102,827	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.26	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

Core Scenario - Whalley Old Road Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£2,227,192	*(1a)*
Economic Efficiency: Consumer Users (Other)	£3,647,357	*(1b)*
Economic Efficiency: Business Users and Providers	£3,426,392	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£9,300,941	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£747,005	*(10)*
Present Value of Costs (see notes) (PVC)	£747,005	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£8,553,936	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	12.45	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST1 - North Blackburn Scheme Overall

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£1,382,537	*(1a)*
Economic Efficiency: Consumer Users (Other)	£3,508,268	*(1b)*
Economic Efficiency: Business Users and Providers	£2,967,647	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£7,858,452	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£2,101,534	*(10)*
Present Value of Costs (see notes) (PVC)	£2,101,534	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£5,756,918	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	3.74	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST1 - Brownhill Roundabout

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£254,423	*(1a)*
Economic Efficiency: Consumer Users (Other)	£1,128,896	*(1b)*
Economic Efficiency: Business Users and Providers	£871,122	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£2,254,441	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£953,156	*(10)*
Present Value of Costs (see notes) (PVC)	£953,156	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£1,301,285	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	2.37	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST1 - Pleckgate Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	-£94,374	*(1a)*
Economic Efficiency: Consumer Users (Other)	-£71,300	*(1b)*
Economic Efficiency: Business Users and Providers	-£89,094	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	-£254,768	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£401,374	*(10)*
Present Value of Costs (see notes) (PVC)	£401,374	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	-£656,141	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	-0.63	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST1 - Whalley Old Road Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£1,252,602	*(1a)*
Economic Efficiency: Consumer Users (Other)	£2,478,033	*(1b)*
Economic Efficiency: Business Users and Providers	£2,217,476	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£5,948,110	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£747,005	*(10)*
Present Value of Costs (see notes) (PVC)	£747,005	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£5,201,105	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	7.96	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST2 - North Blackburn Scheme Overall

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£2,634,643	*(1a)*
Economic Efficiency: Consumer Users (Other)	£5,219,467	*(1b)*
Economic Efficiency: Business Users and Providers	£4,662,097	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£12,516,208	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£2,101,534	*(10)*
Present Value of Costs (see notes) (PVC)	£2,101,534	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£10,414,674	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.96	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST2 - Brownhill Roundabout

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£787,665	*(1a)*
Economic Efficiency: Consumer Users (Other)	£2,375,887	*(1b)*
Economic Efficiency: Business Users and Providers	£1,942,441	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£5,105,993	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£953,156	*(10)*
Present Value of Costs (see notes) (PVC)	£953,156	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£4,152,837	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.36	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST2 - Pleckgate Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	-£19,276	*(1a)*
Economic Efficiency: Consumer Users (Other)	-£75,506	*(1b)*
Economic Efficiency: Business Users and Providers	-£59,489	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	-£154,272	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£401,374	*(10)*
Present Value of Costs (see notes) (PVC)	£401,374	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	-£555,645	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	-0.38	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST2 - Whalley Old Road Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£1,893,467	*(1a)*
Economic Efficiency: Consumer Users (Other)	£2,946,109	*(1b)*
Economic Efficiency: Business Users and Providers	£2,809,471	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£7,649,047	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£747,005	*(10)*
Present Value of Costs (see notes) (PVC)	£747,005	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£6,902,042	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	10.24	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST3 - North Blackburn Scheme Overall

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£5,580,762	*(1a)*
Economic Efficiency: Consumer Users (Other)	£8,938,920	*(1b)*
Economic Efficiency: Business Users and Providers	£8,440,429	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£22,960,111	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£2,101,534	*(10)*
Present Value of Costs (see notes) (PVC)	£2,101,534	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£20,858,577	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	10.93	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST3 - Brownhill Roundabout

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£2,382,215	*(1a)*
Economic Efficiency: Consumer Users (Other)	£4,340,799	*(1b)*
Economic Efficiency: Business Users and Providers	£3,954,649	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£10,677,663	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£953,156	*(10)*
Present Value of Costs (see notes) (PVC)	£953,156	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£9,724,507	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	11.20	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST3 - Pleckgate Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£580,261	*(1a)*
Economic Efficiency: Consumer Users (Other)	£369,987	*(1b)*
Economic Efficiency: Business Users and Providers	£499,201	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£1,449,449	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£401,374	*(10)*
Present Value of Costs (see notes) (PVC)	£401,374	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£1,048,075	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	3.61	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST3 - Whalley Old Road Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£2,648,400	*(1a)*
Economic Efficiency: Consumer Users (Other)	£4,255,495	*(1b)*
Economic Efficiency: Business Users and Providers	£4,018,436	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£10,922,331	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£747,005	*(10)*
Present Value of Costs (see notes) (PVC)	£747,005	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£10,175,326	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	14.62	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST4 - North Blackburn Scheme Overall

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£4,020,882	*(1a)*
Economic Efficiency: Consumer Users (Other)	£7,510,135	*(1b)*
Economic Efficiency: Business Users and Providers	£6,804,059	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£18,335,076	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£2,101,534	*(10)*
Present Value of Costs (see notes) (PVC)	£2,101,534	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£16,233,541	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	8.72	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST4 - Brownhill Roundabout

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£2,219,698	*(1a)*
Economic Efficiency: Consumer Users (Other)	£6,160,985	*(1b)*
Economic Efficiency: Business Users and Providers	£5,112,657	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£13,493,340	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£953,156	*(10)*
Present Value of Costs (see notes) (PVC)	£953,156	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£12,540,184	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	14.16	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST4 - Pleckgate Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£174,888	*(1a)*
Economic Efficiency: Consumer Users (Other)	£151,892	*(1b)*
Economic Efficiency: Business Users and Providers	£177,421	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£504,201	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£401,374	*(10)*
Present Value of Costs (see notes) (PVC)	£401,374	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£102,827	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.26	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits

ST4 - Whalley Old Road Junction

Noise		*(12)*
Local Air Quality		*(13)*
Greenhouse Gases		*(14)*
Journey Quality		*(15)*
Physical Activity		*(16)*
Accidents		*(17)*
Economic Efficiency: Consumer Users (Commuting)	£1,652,798	*(1a)*
Economic Efficiency: Consumer Users (Other)	£1,221,280	*(1b)*
Economic Efficiency: Business Users and Providers	£1,541,977	*(5)*
Wider Public Finances (Indirect Taxation Revenues)		*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	£4,416,054	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	£747,005	*(10)*
Present Value of Costs (see notes) (PVC)	£747,005	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	£3,669,049	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.91	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Economic Efficiency of the Transport System (TEE) **Core Scenario - North Blackburn Scheme Overall**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£3,820,884		£3,820,884			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	£3,820,884	*(1a)*	£3,820,884			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£6,665,399		£6,665,399			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	£6,665,399	*(1b)*	£6,665,399			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	£6,147,924			£6,147,924			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	£6,147,924	*(2)*		£6,147,924			

Private sector provider impacts			**Freight**	**Passengers**
Revenue				
Operating costs				
Investment costs				
Grant/subsidy				
Subtotal		*(3)*		

Other business impacts			
Developer contributions		*(4)*	
NET BUSINESS IMPACT	£6,147,924	*(5) = (2) + (3) + (4)*	

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	£16,634,206	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) **Core Scenario - Brownhill Roundabout**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£1,445,305		£1,445,305			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	£1,445,305	*(1a)*	£1,445,305			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£2,890,172		£2,890,172			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	£2,890,172	*(1b)*	£2,890,172			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	£2,572,107			£2,572,107			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	£2,572,107	*(2)*		£2,572,107			

Private sector provider impacts			**Freight**	**Passengers**
Revenue				
Operating costs				
Investment costs				
Grant/subsidy				
Subtotal		*(3)*		

Other business impacts			
Developer contributions		*(4)*	
NET BUSINESS IMPACT	£2,572,107	*(5) = (2) + (3) + (4)*	

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	£6,907,584	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) — **Core Scenario - Pleckgate Junction**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£174,888		£174,888			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	£174,888	*(1a)*	£174,888			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£151,892		£151,892			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	£151,892	*(1b)*	£151,892			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	£177,421			£177,421			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	£177,421	*(2)*		£177,421			

Private sector provider impacts			**Freight**	**Passengers**
Revenue				
Operating costs				
Investment costs				
Grant/subsidy				
Subtotal		*(3)*		

Other business impacts			
Developer contributions		*(4)*	
NET BUSINESS IMPACT	£177,421	*(5) = (2) + (3) + (4)*	

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	£504,201	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) **Core Scenario - Whalley Old Road Junction**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£2,227,192		£2,227,192			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	£2,227,192	*(1a)*	£2,227,192			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£3,647,357		£3,647,357			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	£3,647,357	*(1b)*	£3,647,357			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	£3,426,392			£3,426,392			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	£3,426,392	*(2)*		£3,426,392			
Private sector provider impacts						**Freight**	**Passengers**
Revenue							
Operating costs							
Investment costs							
Grant/subsidy							
Subtotal		*(3)*					
Other business impacts							
Developer contributions		*(4)*					
NET BUSINESS IMPACT	£3,426,392	*(5) = (2) + (3) + (4)*					

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	£9,300,941	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) **ST1 - North Blackburn Scheme Overall**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£1,382,537		£1,382,537			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	£1,382,537	*(1a)*	£1,382,537			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£3,508,268		£3,508,268			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	£3,508,268	*(1b)*	£3,508,268			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	£2,967,647			£2,967,647			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	£2,967,647	*(2)*		£2,967,647			
Private sector provider impacts						**Freight**	**Passengers**
Revenue							
Operating costs							
Investment costs							
Grant/subsidy							
Subtotal		*(3)*					
Other business impacts							
Developer contributions		*(4)*					
NET BUSINESS IMPACT	£2,967,647	*(5) = (2) + (3) + (4)*					

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	£7,858,452	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) **ST1 - Brownhill Roundabout**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£254,423		£254,423			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	£254,423	*(1a)*	£254,423			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	£1,128,896		£1,128,896			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	£1,128,896	*(1b)*	£1,128,896			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	£871,122			£871,122			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	£871,122	*(2)*		£871,122			
Private sector provider impacts						**Freight**	**Passengers**
Revenue							
Operating costs							
Investment costs							
Grant/subsidy							
Subtotal		*(3)*					
Other business impacts							
Developer contributions		*(4)*					
NET BUSINESS IMPACT	£871,122	*(5) = (2) + (3) + (4)*					

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	£2,254,441	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) **ST1 - Pleckgate Junction**

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	-£94,374		-£94,374			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
COMMUTING	-£94,374	*(1a)*	-£94,374			

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	-£71,300		-£71,300			
Vehicle operating costs						
User charges						
During Construction & Maintenance						
NET NON-BUSINESS BENEFITS: OTHER	-£71,300	*(1b)*	-£71,300			

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**
Travel time	-£89,094			-£89,094			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
Subtotal	-£89,094	*(2)*		-£89,094			
Private sector provider impacts						**Freight**	**Passengers**
Revenue							
Operating costs							
Investment costs							
Grant/subsidy							
Subtotal		*(3)*					
Other business impacts							
Developer contributions		*(4)*					
NET BUSINESS IMPACT	-£89,094	*(5) = (2) + (3) + (4)*					

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	-£254,768	*(6) = (1a) + (1b) + (5)*

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values