

Cycle Enfield - A105

LB Enfield

Preliminary Modelling Assessment

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1. Introduction

1.1 **Purpose of report**

- 1.1.1 This preliminary technical note describes some of the background to the Cycle Enfield proposals, analyses existing data on traffic on the A105 and reports on preliminary modelling of the changes proposed by the Cycle Enfield project at junctions on Green Lanes in Enfield.
- 1.1.2 The scheme is currently being reviewed following consultation and further modelling will be undertaken when the scheme is finalised, which will then be audited by TfL.
- 1.1.3 An increase in cycling is expected to support delivering the following benefits, as specified in TfL's summary report on 'Delivery of the benefits of cycling in outer London':
 - improved air quality;
 - reduced childhood obesity;
 - improved quality of life;
 - tackling health inequalities;
 - strengthened local economies by boosting local journeys;
 - address the climate change agenda;
 - create liveable streets;
 - reduced requirement for car parking spaces, freeing up valuable land.
- 1.1.4 The Cycle Enfield project aims to:
 - Make places cycle-friendly and provide better streets and places for everyone;
 - Make cycling a safe & enjoyable choice for local travel;
 - Create better, healthier communities;
 - Provide better travel choices for the 34% of Enfield households who have no access to a car and an alternative travel choice for the 66% that do;
 - Transform cycling in Enfield;
 - Encourage more people to cycle;
 - Enable people to make short journeys by bike instead of car.

1.2 Background to the Cycle Enfield proposals

- 1.2.1 Cycling is a core part of the Mayor of London's proposals for transport in London, and is one the measures aimed at dealing with the huge growth in population and employment expected in London. There has been a growth of some 5m daily trips on London's transport networks since 1993. There is a recognition that the solution to this expected growth in travel and congestion is to offer better and more sustainable transport choices cycling is a key element in this.
- 1.2.2 The investment in London over the last decade into better public transport, walking and cycling is changing travel behaviour car travel is down 1m trips per day in a decade, even with a 20% population growth people are shifting to public transport, walking and cycling. Last year was the first year when use of public transport, walking and cycling exceeded car use.

¹ <u>http://content.tfl.gov.uk/benefits-of-cycling-summary.pdf</u>



- 1.2.3 TfL's research into the potential for cycling estimated that a total of 4.3 million additional trips each day are potentially cycleable, with nearly two thirds of these currently made by car, with the remainder largely made by bus. Four in ten of these trips are made for shopping and leisure purposes and just under a quarter for work purposes -the greatest unmet potential for growth is within outer London, which has an estimated 54 per cent of these potentially cycleable trips.
- 1.2.4 Consequently the Mayor's Cycling Vision was developed, and various measures were proposed, with the aim of reaching a target of 5% of London journeys by bike by 2026. There is strong evidence that this level of investment leads to changes in travel behaviour:
 - Cycle hire now has some 10m trips a year;
 - Cycling to work in London has doubled in the last 10 years;
 - Cycle Superhighways had a 47-83% increase in cycle use;
 - The number of cyclists entering central London in the morning peak has increased by 177 per cent since 2001 on TLRN roads.
 - In Central London, traffic has been dropping while cycling has been increasing, for example on the Embankment traffic is down 24%, on Farringdon Street it is down 44%.
 - In the morning peak (2012) cycles accounted for 26 per cent of all vehicular traffic crossing the central London cordon inbound to central London and for 22 per cent of vehicular traffic heading out of central London in the evening peak – some roads had an even higher proportion of cyclists. While these increases are in central London, and lower changes are expected in outer London, they show the huge attraction of and potential for cycling in London.

1.3 Travel demand in Enfield and on the A105

- 1.3.1 The London Plan indicates that the 2011 population in the four north London boroughs of Enfield, Barnet, Haringey and Waltham Forest combined was 1.2m, and is projected to grow to 1.4m by 2031², an increase of 17%. Jobs in the four boroughs are forecast to rise from 390,000 to 430,000 over the same period, an increase of 10%.
- 1.3.2 Enfield Council's Core Strategy document, published in 2010, refers to 2008 GLA growth projections, which predicted an increase in resident population in the borough from 285,100 in mid-2007 to between 293,500 and 303,800 by 2026 (growth of between 3% and 6.6%). Updated figures from the GLA released in 2014 now suggest that the population of the borough is already close to 325,000, and trend-based forecasts suggest it could rise as high as 360,000 over the next ten years (although forecasts linked to future development and land availability suggest more modest growth to over 330,000 during the same period)³. GLA employment projections released this year also indicate that total jobs in the borough are forecast to increase from 108,000 in 2011 to 115,000 by 2026⁴.
- 1.3.3 The Enfield Core Strategy (2010) has a core objective to 'enhance traffic flow by the provision of appropriate infrastructure as well as the promotion of sustainable methods of transport and a pattern of development that reduces the need to travel'.
- 1.3.4 It is also important to note in the context of this growth that the whole of Enfield is an Air Quality Management Area. In 2011 the Greater London Authority (GLA) identified ten Air Quality Focus Areas within LB Enfield, including Green Lanes at Palmers Green and Enfield Town. These were selected by the GLA as areas where there is the most potential for improvements in air quality within the Capital.

² <u>http://content.tfl.gov.uk/north-srtp-plan-update-2014.pdf</u> - page 4

³ http://data.london.gov.uk/dataset/2014-round-population-projections

⁴ http://data.london.gov.uk/dataset/gla-employment-projections



- 1.3.5 Despite recent increases in population and employment in the borough, daily traffic volumes along the A105 have fallen over the past 15 years. This trend is broadly in line with traffic volume trends evident across London as summarised in TfL's latest annual Travel in London report, published in 2014⁵. However, the report indicates that there are "signs that traffic in London is growing again after a decade of falls, this being reflected in indicators of road network performance (delay and journey time reliability)". The report goes on to state that "both 2012 and 2013 saw growth in [traffic in] outer London" and that "indications for 2014 are that traffic volumes have grown across London as a whole, as the economy recovers from recession and population continues to grow rapidly. It is possible that London is now seeing a movement away from a long period of stability on the road network in terms of performance indicators such as delay and journey time reliability this will become clearer over the coming year".
- 1.3.6 The recent Roads Task Force estimated that delay per kilometre would increase Outer London congestion by 15% by 2031, and in the Enfield area by 10%.
- 1.3.7 Despite the reduction in daily traffic volumes since 2000 described above, the A105 corridor currently operates close to capacity during peak times. This is potentially due to a lower level of reduction in peak hour traffic when compared to daily trends, suggesting that the daily traffic profile along the corridor has become more peaked in recent years. Local junction modelling using current traffic flow data indicates that the A105 junctions with Village Road, Bush Hill Road/Church Street, Bourne Hill/Hedge Lane, Fox Lane, Alderman's Hill and Broomfield Lane/Oakthorpe Road all operate in excess of 95% of available capacity during peak times.
- 1.3.8 Any forecast growth in traffic volumes would therefore result in a significant increase in congestion and delays and a corresponding reduction in air quality along the A105 corridor, accompanied by a likely increase in rat-running along neighbourhood roads in the vicinity in the do-nothing scenario. In the context of the potential increases in traffic in outer London summarised above, it is therefore important that measures are implemented to reduce dependency on the car for people making journeys along this corridor.
- 1.3.9 The north London Sub-Regional Transport Plan (SRTP) summarises the public transport enhancements that will support a shift away from car use to some degree across the four boroughs in the sub-region (for example, London Overground capacity increases, rail enhancements in the Upper Lea Valley and the completion of the Thameslink Programme). However, these programmes are strategic in nature and are not focussed on the area around the A105 corridor, as illustrated in the 2014 SRTP update summary of proposals⁶.
- 1.3.10 In addition, the DfT traffic count data suggests that goods vehicle traffic constitutes a relatively low level of overall volumes along the corridor. The latest data from 2014 indicates that goods vehicles made up 16% of all motorised vehicular traffic along the southern section just to the north of the North Circular junction, reducing to 10-12% along sections further to the north. The proportion of goods vehicles is important since these vehicles are typically making delivery or servicing trips and are therefore much more difficult to transfer to other modes than car or motorcycle trips.
- 1.3.11 The data described above suggests that cycling has significant potential to help address the issue of traffic congestion and delays on the A105. TfL's Analysis of Cycling Potential report, published in December 2010, indicated that 94% of cycling trips are under 8km in length⁷. The report also identified that "the greatest unmet potential for growth can be found within outer London 54% of potentially cycleable trips and only 5% of the 'total potential' in outer London is actually cycled'. Within the outer London North sub-region, only 4% of all identified potential cycle trips were actually being cycled.

⁵ <u>http://content.tfl.gov.uk/travel-in-london-report-7.pdf</u>

⁶ http://content.tfl.gov.uk/north-srtp-poster-2014-update.pdf



2. Preliminary junction modelling results

2.1 Methodology

- 2.1.1 This report summarises the results of the preliminary traffic modelling on the A105. It is based on individual junction traffic models (ARCADY, PICADY and LINSIG) for each of the junctions where major changes are proposed as a result of the Cycle Enfield proposals.
- 2.1.2 The results are preliminary as work is ongoing on scheme design and responses to consultation and findings are expected to change before the scheme is finalised.
- 2.1.3 The tests are shown with a number of scenarios, based on potential reduction in vehicle flows along the corridor. The core scenario assumes a reduction of 5% of motor traffic on the corridor The Cycle Enfield target is 5% of trips by cycle and it is anticipated that this mode shift will be concentrated on the routes with the highest level of facility, such as Green Lanes. This is considered conservative for the peak hours, based on experience elsewhere in London which indicates that the effect may be higher, particularly given the opportunity for some traffic to re-assign to e.g. the A10 but also recognises that some of these trips may come from bus or walk, as well as car. , Two sensitivity tests have also been undertaken, one with a reduction of 2.5% of motor traffic and one with a 10% reduction.

2.2 Daily variation in traffic flow

2.2.1 The tests have been undertaken for the morning and evening peak hours, which as shown in Figure 1, are the busiest periods of the day. Outside of these periods traffic volumes decrease, with flows dropping by up to 25% in the periods between these peak periods - the modelling is therefore regarded as a conservative estimate and delays should be lower at most other times of the day.

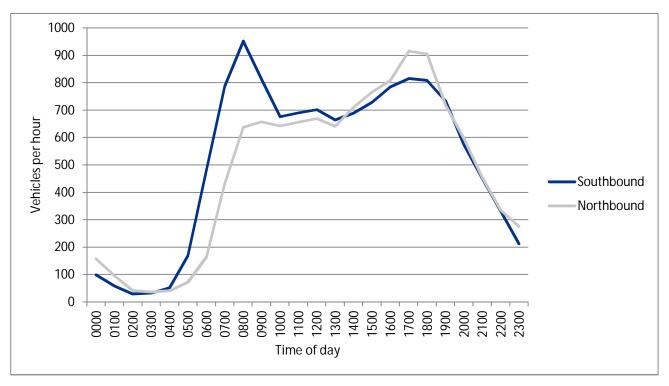


Figure 1: Greens Lanes Traffic Volumes.

Surveys undertaken at a location south of Highfield Road in July 2014.



2.3 Junction arrangements at the proposed signalised junctions

- 2.3.1 There are seven junctions where changes are proposed, which will be signal-controlled with provision for pedestrians and cyclists to safely progress through the junction. These junctions have been modelled using standard traffic engineering software packages and TfL procedures, with base models approved by TfL. Final modelling will also be audited by TfL.
- 2.3.2 The preliminary modelling results indicate that the changes to journey times at junctions for vehicular traffic are not expected to be significant in the peak hours in the core scenario.
- 2.3.3 Some junctions can be improved with the proposals (for example Green Lanes/Broomfield Lane/Oakthorpe Road), while others show small additional delays. The results are different by direction and by peak, in some cases a junction has additional small delays in one direction, in one peak, and some time savings in another.
- 2.3.4 It should be noted that at junctions where priority control, or a roundabout, is being replaced by signals (Fox Lane, Sainsbury's Access, and Ford's Grove) delays do increase (see section 2.5 for more details). These junctions have been signalised to provide a safe progression through the junction for people cycling, whilst also providing signalised crossings at Fox Lane and Ford's Grove.
- 2.3.5 A more detailed summary of the junction modelling results can be found at Appendix A.

2.4 Degree of junction saturation

- 2.4.1 Table 1 on the following page shows the estimated degree of saturation (DoS) at the junctions a DoS of over 100% indicates that a junction is overcapacity; a DoS of 90% is regarded as acceptable in congested urban locations.
- 2.4.2 The table shows that all junctions operate below 100% DoS, through all scenarios tested. The overall assessment is that capacity is not significantly affected under the core scenario, only the Sainsbury's junction shows a significant change in capacity in the am peak but still operates with a good level of spare capacity. Notable improvements in capacity are expected in the am peak at the junctions of Alderman's Hill under signal control and Broomfield Lane/Oakthorpe Road, with improvements to the latter in the pm peak as well.



Junction	Bas	se		cenario duction)	Sensit (2.5% Re			nsitivity 2 Reduction)
	AM	РМ	АМ	РМ	АМ	PM	AM	PM
Ridge Avenue/Village Road/Bush Hill Road/Church Street	95.6	96.3	90.8	90.8	93.1	93.2	86.1	86.1
A105/Fords Grove/Station Road	85.0	87.0	86.9	88.5	91.9	90.9	83.9	84.0
Green Lanes/Sainsbury's	37.1	82.0	71.9	85.0	74.0	87.3	68.2	80.6
A105/Bourne Hill/Hedge Lane	96.7	97.2	94.6	97.0	96.5	97.3	85.2	85.8
Green Lanes/Fox Lane	77.9	87.6	84.9	92.7	87.3	97.9	84.7	90.0
Green Lanes/Alderman's Hill (Signalised)	05.0	02.0	71.5	88.9	73.2	91.1	63.2	84.0
Green Lanes/Alderman's Hill (Roundabout)	95.3	93.2	90.0	89.0	94.0	93.0	85.0	82.0
Green Lanes/Broomfield Lane/Oakthorpe Road	99.2	99.4	73.8	90.6	75.4	93.2	69.7	85.9

Table 1: Preliminary Estimates of Degree of Saturation at Signalised Junctions

2.5 Journey time changes at junctions

- 2.5.1 Table 2 on the following page, shows the estimated changes in journey time at the junctions in minutes per Passenger Car Unit (PCU), during the peak periods for the northbound and southbound movements on the A105. A (PCU) is a method used in transport modelling to allow for the different vehicle types within a traffic flow group to be assessed in a consistent manner. The factors are 1 for a car or light goods vehicle, 1.5 for a medium goods vehicle, 2 for a bus, 2.3 for a heavy goods vehicle, 0.4 for a motorcycle and 0.2 for a pedal cycle.
- 2.5.2 As with the degree of saturation table (Table 1), some junctions experience reductions in journey times for one or both movements, and others experience increases in journey times, when considering the core scenario Fox Lane shows an increase in journey times in both the north and southbound direction (between 24 and 46 seconds) as a result of the introduction of the signalised pedestrian and cycle facilities. Potential alternative options are currently being evaluated with TfL to reduce this delay. The junction with Sainsbury's also experiences an increase in journey times in the northbound direction (between 17 and 22 seconds) and the A105 southbound approach to Ford's Grove (between 9 and 25 seconds). However, Alderman's Hill and Oakthorpe Road junctions show an overall reduction in journey times (up to 1 minute 24 seconds) on the Green Lane approaches.
- 2.5.3 When the overall delay based on the junction modelling is considered, most changes are small, with no change (plus or minus) more than a minute at any location, apart from the Green Lanes/Broomfield Lane/Oakthorpe Road (where there is an improvement in journey time of 1.4 minutes). Total changes for the core scenario summed across all the junctions show a range between a decrease in journey time of 55 seconds and an increase of 46 seconds, with the signalised junction at Alderman's Hill, reducing to 31 seconds with the roundabout option. These changes are not regarded as significant given the conditions on the corridor and the significant improvements in cycling and pedestrian improvements planned.
- 2.5.4 We note that it is also proposed to link the junctions controls using SCOOT (Split Cycle Offset Optimisation Technique), which can detect daily fluctuations in flows and manage the junction timings accordingly to optimise the network, and this is likely to reduce the delays.



Junction	Movement	Core Sc (5% Red		Sensiti (2.5% Red		Sensit (10% Re	ivity 2 duction)
		AM	PM	AM	PM	AM	PM
Ridge Avenue/Village Road/Bush	Northbound	-14.5	3.3	-9.9	9.4	-20.5	-4.3
Hill Road/Church Street	Southbound	11.8	-6.7	18.3	0.1	3.1	-15.4
A105/Fords Grove/Station Road	Northbound	10.9	14.7	11.3	17.1	9.7	11.1
A 103/Fords Grove/Station Road	Southbound	9.4	24.6	11.2	29.3	6.1	18.7
Green Lanes/Sainsbury's	Northbound	17.0	22.2	17.7	24.3	15.9	19.4
Green Lanes/Samsbury's	Southbound	1.3	-1.7	1.8	-1.2	0.4	-2.5
A105/Bourne Hill/Hedge Lane	Northbound	8.0	7.4	10.4	19.6	2.3	-14.6
A 105/Bourne Tilli/Tiedge Lane	Southbound	17.0	2.0	25.7	3.3	0.6	-3.4
Green Lanes/Fox Lane	Northbound	26.7	24.0	32.5	31.8	24.6	9.0
Green Lanes/FOX Lane	Southbound	34.1	46.2	35.7	52.2	25.8	34.6
Green Lanes/Alderman's Hill	Northbound	-0.3	-0.8	1.3	2.9	-1.1	-5.7
Signalised	Southbound	-43.6	3.0	-43.9	6.3	-42.8	-1.0
Green Lanes/Alderman's Hill	Northbound	-15.3	-16.0	-14.9	-13.2	-15.9	-19.8
Roundabout	Southbound	-31.3	-6.6	-25.1	-5.1	-37.6	-9.1
Green Lanes/Broomfield	Northbound	-1.4	-32.5	-0.5	-26.4	-2.9	-39.3
Lane/Oakthorpe Road	Southbound	-1m24s	-54.6	-1m24s	-53.4	-1m25s	-57.5
Total (Assuming Signals	Northbound	46.4	38.3	1m03s	1m19s	28.0	-24.4
at Alderman's Hill)	Southbound	-54.5	12.8	-35.3	36.6	-1m32s	-26.5
Total (Assuming Roundabout	Northbound	31.4	23.1	46.6	1m3s	13.2	-38.5
at Alderman's Hill)	Southbound	-42.1	3.2	-16.5	28.2	-1m27s	-34.2

Table 2: Preliminary Estimates of Change in Journey time at Signalised Junctions (seconds)

2.6 Changes in Queue Lengths at Junctions

- 2.6.1 The modelling results for queues at each of the key junctions can be found in the junction results summary tables shown in Appendix A. Where junctions have been converted from priority control, or a roundabout, to a signalised junction it can be seen that queues do increase. The modelling for signalised junction produce results for the Mean Maximum Queue (MMQ) which is the estimated mean number of PCUs which have added onto the back of the queue up to the time when the queue finally clears.
- 2.6.2 The notable increases in queues are on the northbound approach to the junction with Sainsbury's, where the northbound movement is currently free flow and the proposed queue for the core scenario is 18.3 PCUs in the PM Peak. The Fox Lane junction experiences an increase in queues on all approaches with the largest increase seen on the northbound approach, which increases by 20.8 PCUs in the PM Peak. Ford's Grove also experiences an increase in queues on the northbound and southbound approaches of 16.9 PCUs and 18.5 PCUs respectively, although it should be noted that this total is over both lanes on the approaches.



2.7 Further work

- 2.7.1 The comments received during the consultation are being reviewed and may result in design changes, which will have an impact on the preliminary modelling results. Once the designs and modelling have been finalised they will be subject to a formal audit by TfL to verify the results. The base modelling has already been through this process and has been used to develop the proposed models to date. In addition, work is ongoing on other areas of the scheme, based on consultation feedback.
- 2.7.2 All junctions will be reviewed based on comments received in the consultation and this will include but is not limited to the junction of Fox Lanes, where a reduction in delay will be investigated and Ford's Grove/Station Road, where the reinstatement of the northbound left turn will be investigated.



Appendix A. : Junction Results Summary

						Ridge	e Avenue/Villa	0		l/Church	Street											
	AN		ase	PM			Proposed @5% Reduction AM PM					Proposed @2.5% Reduction AM PM						Proposed @10% Reduction AM PM				
	DoS Delay	MMQ	DoS	Delay	MMQ	DoS	Delay N		Delay		DoS	Delay	MMQ		Delay	MMQ	DoS	Delay	MMQ		Delay	MMQ
Approach Ridge Avenue Ahead & Left	(%) (Sec/PC)		(%) (89.2	(Sec/PCU)	(PCU)	(%)		(%) (%)			(%)	(Sec/PCU)	(PCU)		(Sec/PCU)	(PCU)	(%)	(Sec/PCU)	(PCU)		(Sec/PCU)	(PCU)
Ridge Avenue Right	95.6 60.5	19	91.1	46.4	15.1	88.9	46	12.9 90.	3 49.7	14	91.3	50.6	14.3	93.2	55.8	15.6	84.2	40	10.8	86.1	42.1	11.5
Village Road Ahead & Left	89.6 50.7	15.7	96.3	69	19	90.8	62.5	21.1 90.	62.3	21.6	93.1	69	23.4	93.2	69.1	24	86.1	53.8	17.4	85.9	53.6	18
Church Street	80 41.7	11	72.8	33.6	8.8	84.5		10.7 69.		7.6	86.9	43.1	11.5	_	32.8	7.9	80.3	37.6	9.6	66.1	31.3	7
Bush Hill Road	50.7 37.5	6.1	47.1	33.8	4.5	85.6		8.6 61.		5.8	88.1	86.3	9.3	64.6	54	6.1	78	66.5	7.3	58.4	51	5.4
						_			e/Station Ro	ad		Deserve		E0(D.	du est la co			Duau	(O1	100/ D-	du esti e e	
	AN		ase	PM		AM PM						AM	sed @2.	.5% Rei	PM		Proposed @10% Reduction AM PM					
				1 101					1101	1		AW			1 101			AW	1		1 101	T
Ammenat	DoS Delay	MMQ	DoS (%) (Delay	MMQ (DCLI)	DoS	2	MMQ Dos (PCU) (%)		MMQ (PCU)	DoS	Delay	MMQ		Delay	MMQ (PCU)	DoS	Delay	MMQ (PCU)		Delay (Sec/PCU)	MMQ (PCU)
Approach Green Lanes N/bound Ah & Rt	(%) (Sec/PC) 56 7.6	J) (PCU) 1.3	81	(Sec/PCU) 16.3	(PCU) 5.5	(%) 50.3	(Sec/PCU) (18.5	PCU) (%) 8.9 85.		22.4	(%) 51.6	(Sec/PCU) 18.9	(PCU) 9	88	(Sec/PCU) 33.4	24	(%) 47.3	(Sec/PCU) 17.3	(PCO) 7.9	(%) 81.2	27.4	19.3
Green Lanes S/bound	85 23.7	4.9	87	25.3	0.7	82.9		22.3 88.		19.2	85.1	34.9	24.1	90.9	54.6	20.7	78.1	29.8	20	84	44	17.3
Fords Grove	55 9.1	1.2	40	6.8	4	84	55.8	11 75.		7	86	58.4		77.7	50	7.6	80.5	52.5	9.7	71.6	46.5	6.3
Station Road	47 10.6	0.9	58	16.2	1.3	86.9	72.1	11.4 85.	66.5	11.1	91.9	86.7	12.9	88.5	73.4	12.1	83.9	66.8	10.3	80.9	60.1	9.9
							Gre	een Lanes,	'Sainsbury's													
			ase	DM				ed @5% R					sed @2.	2.5% Reduction					osed @1	10% Re		
	AN			PM			AM		PM			AM			PM			AM			PM	
Approach	DoS Delay (%) (Sec/PC	Average J) Queue		Delay (Sec/PCU)	Average Queue	DoS (%)	<u> </u>	MMQ Dos (PCU) (%)		MMQ (PCU)	DoS (%)	Delay (Sec/PCU)	MMQ (PCU)	DoS (%)	Delay (Sec/PCU)	MMQ (PCU)	DoS (%)	Delay (Sec/PCU)	MMQ (PCU)	DoS (%)	Delay (Sec/PCU)	MMQ (PCU)
Green Lanes N/bound		e Flow	50.0	Free F		71.9		10.3 85	22.2	18.3	74	17.7	11	87.3	24.3	19.8	68.2	15.9	9.5	80.6	19.4	16
Green Lanes S/bound	30.2 10.2	0.4	41.7	13.2	0.7	69.9	11.5	9 55.		6	71.8	12	9.6	56.9	12	6.2	66.3	10.6	8.1	52.5	10.7	5.5
Sainsbury's Exit	37.1 24.0	0.6	82	67.2	3.1	37.5	25.9	2 83.	_	6.8	38.6	26	2.1	85	53.3	7.3	35.9	25.7	1.9	78.5	45.9	5.8
						_			II/Hedge Lan	e				50/ D			_			100/ 5		
	AN	_	ase	PM			AM	ed @5% R	PM			AM	sed @2.	.5% Rei	PM			AM	osed @1	IU% Re	PM	
										1		7.001						7.101	1		1101	
	DoS Delay	MMQ	DoS	Delay	MMQ	DoS		MMQ Do		MMQ	DoS	Delay	MMQ		Delay	MMQ	DoS	Delay	MMQ		Delay	MMQ
Approach	(%) (Sec/PC			(Sec/PCU)	(PCU)	(%)		(%) (%)		(PCU)	(%)	(Sec/PCU)	(PCU)		(Sec/PCU)	(PCU)	(%)	(Sec/PCU)	(PCU)			(PCU)
Green Lanes N/bound Green Lanes S/bound Ah & Rt	70.3 29 56.6 31.7	7.6 6.3	94.5 71.6	54.4 45.5	22.8 5.3	81.1	37	13.3 94.	9 61.8	24.9	96.5	39.4	14.1	97.3	74	28.5	67.8	31.3	11.4	85.8	39.8	18.5
Green Lanes S/bound Ah & Lt	82.5 41.6	11.5	53.3	19.7	6.4	93	53.6	21.6 78.	2 34.6	13.3	95.4	62.3	24.4	80.2	35.9	14.3	84.4	37.2	16.4	71	29.2	11.2
Bourne Hill	88.9 44.9	13.5	88.8	46.8	13.5	86	50.1	11.5 84.	48.6	10.6	88.3	53.1	12.7	86.4	50.9	11.3	85.2	50	10.8	83.9	49.6	10.3
Hedge Lane	96.7 72.8	18.6	97.2	76.1	23.2	94.6	62.5	20.6 97	75.7	23.1	95.1	63.9	21.1	97.3	77	23.8	74.7	35.2	9.1	76.4	37.5	9.5
										Proposed @2.5% Reduction						Proposed @10% Reduction						
		В	ase						/Fox Lane			Propo	sed @2	.5% Re	duction			Prop	osed @1	10% Re	duction	
	AN		ase	PM				ed @5% R				Propo: AM	sed @2.	.5% Re	duction PM			Prop AM	osed @1	10% Re	duction PM	
						D -6	Propose AM	ed @5% R	eduction PM		D-C	AM			PM		Def	AM			PM	
Approach	DoS Delay	Average	DoS	Delay	Average	DoS (%)	Propose AM Delay N	ed @5% R	eduction PM Delay	MMQ (PCLI)	DoS (%)	AM Delay	MMQ	DoS	PM Delay	MMQ (PCLI)	DoS (%)	AM Delay	MMQ	DoS	PM Delay	MMQ (PCLI)
Approach Green Lanes N/bound	DoS Delay (%) (Sec/PC	Average J) Queue	DoS (%) (Delay (Sec/PCU)	Queue	(%)	Propose AM Delay M (Sec/PCU) (ed @5% R //MQ Do: (PCU) (%)	eduction PM Delay (Sec/PCU)	(PCU)	(%)	AM Delay (Sec/PCU)	MMQ (PCU)	DoS (%)	PM Delay (Sec/PCU)	(PCU)	(%)	AM Delay (Sec/PCU)	MMQ (PCU)	DoS (%)	PM Delay (Sec/PCU)	(PCU)
Approach Green Lanes N/bound Green Lanes S/bound	DoS Delay	Average	DoS	Delay			AM Delay ((Sec/PCU) (34.9	ed @5% R	eduction PM Delay (Sec/PCU) 7 52.1			AM Delay	MMQ	DoS	PM Delay			AM Delay	MMQ	DoS	PM Delay	
Green Lanes N/bound	DoS Delay (%) (Sec/PC) 77.9 8.2	Average J) Queue 3.3	DoS (%) (87.6	Delay (Sec/PCU) 28.1	Queue 6	(%) 77.8	AM Delay N (Sec/PCU) (34.9 42.9	ed @5% R MMQ Do (PCU) (%) 17.5 92.	eduction PM Delay (Sec/PCU) 7 52.1 55	(PCU) 26.8 13.8	(%) 83.6	AM Delay (Sec/PCU) 40.7	MMQ (PCU) 19.6 12	DoS (%) 95	PM Delay (Sec/PCU) 59.9	(PCU) 29.5	(%) 73.9	AM Delay (Sec/PCU) 32.8	MMQ (PCU) 16	DoS (%) 84.2	PM Delay (Sec/PCU) 37.1	(PCU) 21.4
Green Lanes N/bound Green Lanes S/bound	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8	Average J) Queue 3.3 1.4 1.3	DoS (%) (87.6 64.0 50.0	Delay (Sec/PCU) 28.1 8.8	Queue 6 1.7	(%) 77.8 82.7 84.9	AM Delay N (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderm	ed @5% R MMQ Do: (PCU) (%) 17.5 92. 11.4 89. 10.6 92.	eduction PM Delay (Sec/PCU) 7 52.1 7 55 105 Dption 1 -Sign	(PCU) 26.8 13.8 11.1	(%) 83.6 84.1 87.3	AM Delay (Sec/PCU) 40.7 44.5 77.3	MMQ (PCU) 19.6 12 11.2	DoS (%) 95 92.3 97.9	PM Delay (Sec/PCU) 59.9 61 140.5	(PCU) 29.5 15.1	(%) 73.9 71.6	AM Delay (Sec/PCU) 32.8 34.6 74.3	MMQ (PCU) 16 9.6 10.1	DoS (%) 84.2 82.0 90.0	PM Delay (Sec/PCU) 37.1 43.4 99.2	(PCU) 21.4 11.3
Green Lanes N/bound Green Lanes S/bound	Dos Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2	J Average Queue 3.3 1.4 1.3 B	DoS (%) (87.6 64.0	Delay (Sec/PCU) 28.1 8.8 16.2	Queue 6 1.7	(%) 77.8 82.7 84.9	AM Delay (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderm Propose	ed @5% R MMQ Do: (PCU) (%) 17.5 92. 11.4 89. 10.6 92.	eduction PM (Sec/PCU) (Sec/PCU) (52.1 55 105 Dption 1 -Signeduction	(PCU) 26.8 13.8 11.1	(%) 83.6 84.1 87.3	AM Delay (Sec/PCU) 40.7 44.5 77.3	MMQ (PCU) 19.6 12	DoS (%) 95 92.3 97.9	PM Delay (Sec/PCU) 59.9 61 140.5 duction	(PCU) 29.5 15.1	(%) 73.9 71.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop	MMQ (PCU) 16 9.6	DoS (%) 84.2 82.0 90.0	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction	(PCU) 21.4 11.3
Green Lanes N/bound Green Lanes S/bound	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8	J Average Queue 3.3 1.4 1.3 B	DoS (%) (87.6 64.0 50.0	Delay (Sec/PCU) 28.1 8.8	Queue 6 1.7	(%) 77.8 82.7 84.9	AM Delay N (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderm	ed @5% R MMQ Do: (PCU) (%) 17.5 92. 11.4 89. 10.6 92.	eduction PM Delay (Sec/PCU) 7 52.1 7 55 105 Dption 1 -Sign	(PCU) 26.8 13.8 11.1	(%) 83.6 84.1 87.3	AM Delay (Sec/PCU) 40.7 44.5 77.3	MMQ (PCU) 19.6 12 11.2	DoS (%) 95 92.3 97.9	PM Delay (Sec/PCU) 59.9 61 140.5	(PCU) 29.5 15.1	(%) 73.9 71.6	AM Delay (Sec/PCU) 32.8 34.6 74.3	MMQ (PCU) 16 9.6 10.1	DoS (%) 84.2 82.0 90.0	PM Delay (Sec/PCU) 37.1 43.4 99.2	(PCU) 21.4 11.3
Green Lanes N/bound Green Lanes S/bound	DoS Delay (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2	Average Queue 3.3 1.4 1.3 B B MMQ	DoS (%) (87.6 64.0 50.0 ► ► ► ► ► ► ► ►	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay	Queue 6 1.7 1 MMQ	(%) 77.8 82.7 84.9 Green	AM Delay (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderrr Propose AM	ed @5% R VIMQ Do: (%) (%) 17.5 92. 11.4 89. 10.6 92. man's Hill (ed @5% R VIMQ Do:	eduction PM Delay (Sec/PCU) 2 52.1 2 55 0 105 Option 1 -Signeduction PM i Delay	(PCU) 26.8 13.8 11.1 nalised ju	(%) 83.6 84.1 87.3 Inction	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay	MMQ (PCU) 19.6 12 11.2 sed @2	DoS (%) 95 92.3 97.9 .5% Re	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay	(PCU) 29.5 15.1 13.8 MMQ	(%) 73.9 71.6 84.7 DoS	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay	MMQ (PCU) 16 9.6 10.1 osed @1 MMQ	DoS (%) 84.2 82.0 90.0	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay	(PCU) 21.4 11.3 10 MMQ
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach	DoS Delay (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2	Average Queue 3.3 1.4 1.3 B B U MMQ (PCU)	DoS (%) (87.6 64.0 50.0 So.0	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU)	Queue 6 1.7 1 MMQ (PCU)	(%) 77.8 82.7 84.9 Green DoS (%)	AM Delay (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderrrs Propose AM Lanes/Alderrs (Sec/PCU) (ed @5% R VIMQ Do: PCU) (%; 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R VIMQ Do: (%;	eduction PM Delay (Sec/PCU) 2 52.1 2 55 0 105 Dption 1 -Sigreduction PM Signal Construction	(PCU) 26.8 13.8 11.1 nalised ju MMQ (PCU)	(%) 83.6 84.1 87.3 Inction DoS (%)	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU)	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU)	DoS (%) 95 92.3 97.9 .5% Re DoS (%)	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU)	(PCU) 29.5 15.1 13.8 MMQ (PCU)	(%) 73.9 71.6 84.7 DoS (%)	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU)	MMQ (PCU) 16 9.6 10.1 osed @1 MMQ (PCU)	DoS (%) 84.2 82.0 90.0 10% Re	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU)	(PCU) 21.4 11.3 10 MMQ (PCU)
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 DoS Delay (Sec/PCI 71.1 22.9 71.1 22.9	Average Queue 3.3 1.4 1.3 B MMQ (PCU) 4.9	DoS (%) (87.6 64.0 50.0 350.0 350.0 50.0 50.0 50.0 50.0	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1	Queue 6 1.7 1 MMQ (PCU) 10.5	(%) 77.8 82.7 84.9 Green DoS (%) 66.1	AM Delay (Sec/PCU) (34.9 (42.9 72.5 Lanes/Alderrr Propose AM Delay (Sec/PCU) (22.6	ed @5% R MMQ Do: [PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Do: [PCU) (%) 7.3 88.	eduction PM PM (Sec/PCU) (Sec/PCU) 55 0 55 0 105 Dption 1 -Sign eduction PM (Sec/PCU) 0 25 0 25 0 0 25 0 25 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 26.8 13.8 11.1 nalised ju	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU) 24.2	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8	DoS (%) 95 92.3 97.9 5% Re DoS (%) 90.5	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19	(%) 73.9 71.6 84.7 DoS (%) 62.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay	MMQ (PCU) 16 9.6 10.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.	DoS (%) 84.2 82.0 90.0 10% Re DoS (%) 83.4	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach	DoS Delay (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2	Average Queue 3.3 1.4 1.3 B B U MMQ (PCU)	DoS (%) (87.6 64.0 50.0 So.0	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU)	Queue 6 1.7 1 MMQ (PCU)	(%) 77.8 82.7 84.9 Green DoS (%)	AM Delay (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderrrs Propose AM Lanes/Alderrs (Sec/PCU) (ed @5% R VIMQ Do: PCU) (%; 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R VIMQ Do: (%;	eduction PM PM (Sec/PCU) (Sec/PCU) 55 0 55 0 105 Dption 1 -Sign eduction PM (Sec/PCU) 0 25 0 25 0 0 25 0 25 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 26.8 13.8 11.1 nalised ju MMQ (PCU)	(%) 83.6 84.1 87.3 Inction DoS (%)	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU)	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8	DoS (%) 95 92.3 97.9 .5% Re DoS (%)	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU)	(PCU) 29.5 15.1 13.8 MMQ (PCU)	(%) 73.9 71.6 84.7 DoS (%)	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU)	MMQ (PCU) 16 9.6 10.1 osed @1 MMQ (PCU)	DoS (%) 84.2 82.0 90.0 10% Re	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU)	(PCU) 21.4 11.3 10 MMQ (PCU)
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 AN DoS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4	Average Queue 3.3 1.4 1.3 B MMQ (PCU) 4.9	DoS (%) (87.6 64.0 50.0 350.0 350.0 50.0 50.0 50.0 50.0	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7	Queue 6 1.7 1 MMQ (PCU) 10.5	(%) 77.8 82.7 84.9 Green DoS (%) 66.1	Propos AM Delay N (Sec/PCU) (34.9 42.9 72.5 Lanes/Alderm Propose AM Delay (Question (22.6 16.8	ed @5% R MMQ Do: [PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Do: [PCU) (%) 7.3 88.	Eduction PM PM (Sec/PCU) 7 55 0 105 Option 1 -Signed Cuttion PM Clease Object Delay (Sec/PCU) 34.3 2 26.7	(PCU) 26.8 13.8 11.1 alised ju MMQ (PCU) 17.3	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU) 24.2	MMQ (PCU) 19.6 12 11.2 sed @2 Sed @2 (PCU) 7.8 4.9	DoS (%) 95 92.3 97.9 5% Re DoS (%) 90.5	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19	(%) 73.9 71.6 84.7 DoS (%) 62.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8	MMQ (PCU) 16 9.6 10.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.	DoS (%) 84.2 82.0 90.0 10% Re DoS (%) 83.4	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2	Average Queue 3.3 1.4 1.3 B U MMQ (PCU) 4.9 11.7	□DoS (%) (87.6 (64.0 (50.0 (DoS (0 (Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 Green DoS (%) 66.1 50.2 71.5	Propos AM Delay N (Sec/PCU) (34.9 42.9 72.5 1 Lanes/Alderm Propos AM 1 Delay (22.6 1 16.8 1	ed @5% R MMQ D0% PCU) (% 17.5 92. 11.4 89. 10.6 92. man's HII (ed @5% R MMQ D0% (%) 7.3 88. 4.9 71. 5.9 88.	Eduction PM Opelay (Sec/PCU) 2 55 0 105 Option 1 - Signeduction PM i Delay (Sec/PCU) 34.3 2 26.7 0	(PCU) 26.8 13.8 11.1 malised ju MMQ (PCU) 17.3 6 8.4	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4 50.6 73.2	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43	MMQ (PCU) 19.6 12 11.2 sed @2 Sed @2 (PCU) 7.8 4.9	DoS (%) 92.3 97.9 5% Re DoS (%) 90.5 77.6	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6	MMQ (PCU) 16 9.6 10.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.	DoS (%) 84.2 90.0 10% Rec DoS (%) 83.4 60.3	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right	DoS Delay (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 AN DoS Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 74.1	Average Queue 3.3 1.4 1.3 B U U MMQ (PCU) 4.9 111.7 8.9 B	□DoS (%) (87.6 (64.0 (50.0 (DoS (0 (Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 Green DoS (%) 66.1 50.2 71.5	Propos AM Delay (Sec/PCU) N (Sec/PCU) 34.9 2 42.9 7 T2.5 1 Lanes/Alderm Propos N (Sec/PCU) Delay (Sec/PCU) N (Sec/PCU) 22.6 1 16.8 2 42.3 1	ed @5% R MMQ D0% PCU) (% 17.5 92. 11.4 89. 10.6 92. man's HII (ed @5% R MMQ D0% (%) 7.3 88. 4.9 71. 5.9 88.	Eduction PM PM (Sec/PCU) 7 52.1 55 105 Option 1 -Signeduction PM PM Checked Control Checked Control Checked Control Checked Control	(PCU) 26.8 13.8 11.1 malised ju MMQ (PCU) 17.3 6 8.4	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4 50.6 73.2	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propo:	MMQ (PCU) 19.6 12 11.2 sed @2 Sed @2 MMQ (PCU) 7.8 4.9 6.1	Dos (%) 92.3 97.9 5% Re Dos (%) 90.5 77.6 91.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2	MMQ (PCU) 16 9.6 10.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.	Dos (%) 84.2 82.0 90.0 10% Re Dos (%) 83.4 60.3 84	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2	Average Queue 3.3 1.4 1.3 B U U MMQ (PCU) 4.9 111.7 8.9 B	DoS (%) 87.6 (64.0 (50.0 (>>> (DoS ((%) (0 (Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 Green DoS (%) 66.1 50.2 71.5	Propos AM Delay N (Sec/PCU) (34.9 42.9 72.5 1 Lanes/Alderm Propos AM 1 Delay N (Sec/PCU) (22.6 1 16.8 42.3 unes/Alderman 1	ed @5% R PCU) (% 17.5 92. 11.4 89. 10.6 92. man's Hill (ed @5% R MMQ Do: (%) 7.3 88. 4.9 71. 5.9 88.	Eduction PM Image: PM (Sec/PCU) Image: PM Image:	(PCU) 26.8 13.8 11.1 malised ju MMQ (PCU) 17.3 6 8.4	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4 50.6 73.2	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 ut)	MMQ (PCU) 19.6 12 11.2 sed @2 Sed @2 MMQ (PCU) 7.8 4.9 6.1	Dos (%) 92.3 97.9 5% Re Dos (%) 90.5 77.6 91.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2	MMQ (PCU) 16 9.6 10.1 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	Dos (%) 84.2 82.0 90.0 10% Re Dos (%) 83.4 60.3 84	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right	DoS Delay (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 AN DoS Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 74.1	Average Queue 3.3 1.4 1.3 B U U MMQ (PCU) 4.9 111.7 8.9 B	DoS (%) 87.6 (64.0 (50.0 (>>> (DoS ((%) (0 (Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 Green DoS (%) 66.1 50.2 71.5	Propose AM Delay N (Sec/PCU) (34.9 42.9 42.9 72.5 Lanes/Aldermore Propose AM V Delay N (Sec/PCU) (22.6 16.8 42.3 Ines/Aldermare Propose AM	ed @5% R PCU) (% 17.5 92. 11.4 89. 10.6 92. man's Hill (ed @5% R MMQ Do: (%) 7.3 88. 4.9 71. 5.9 88.	eduction PM PM (sec/PCU) (Sec/PCU) 55 0 55 0 105 Dption 1 - Sign eduction PM (Sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM	(PCU) 26.8 13.8 11.1 nalised ju MMQ (PCU) 17.3 6 8.4 style rou	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4 50.6 73.2	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propo:	MMQ (PCU) 19.6 12 11.2 sed @2 Sed @2 MMQ (PCU) 7.8 4.9 6.1	Dos (%) 95 92.3 97.9 5% Ret 005 (%) 90.5 77.6 91.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2	MMQ (PCU) 16 9.6 10.1 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	Dos (%) 84.2 82.0 90.0 0 0 0 0 83.4 60.3 83.4 60.3 84	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 AN DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4	Average Queue 3.3 1.4 1.3 B V V MMQ (PCU) 4.9 111.7 8.9 B V B V MMQ	DoS () 87.6 () 64.0 () 50.0 () 2000 () 88 () 69.2 () 93.2 ()	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 DoS (%) 66.1 50.2 71.5 Sreen La	Propose AM Delay N (Sec/PCU) (34.9 42.9 42.9 72.5 Lanes/Aldermore Propose AM V Delay N (Sec/PCU) (22.6 16.8 42.3 Ines/Aldermare Propose AM	ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (d ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. n's Hill (Op ed @5% R	eduction PM PM (sec/PCU) (sec/PCU) 2 55 0 105 0 105 0 105 0 105 PM PM (sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM	(PCU) 26.8 13.8 11.1 malised ju mMQ (PCU) 17.3 6 8.4 style rou	(%) 83.6 84.1 87.3 DoS (%) 69.4 50.6 73.2	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propo: AM Delay Cela	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1	Dos (%) 95 92.3 97.9 55% Rec 005 77.6 91.1 55% Rec 005	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay Cecanon PM	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DoS (%) 84.2 82.0 90.0 70% Rec 70% Rec	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 duction PM Delay Delay Control (Control (Cont	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Ahead Alderman's Hill Approach Green Lanes N/bound Ahead & Left	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4 DOS Delay (%) (Sec/PCI 71.1 22.9	Average Queue 3.3 1.4 1.3 B V MMQ (PCU) 4.9 111.7 8.9 B B MMQ	□DOS (%) (87.6 (64.0 5 50.0 (88 (00S (%) (88 (69.2 - 93.2 - >= - DOS (Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 C MMQ	(%) 77.8 82.7 84.9 DoS (%) 66.1 50.2 71.5 Green La	Propose AM Delay N (Sec/PCU) (34.9 42.9 42.9 72.5 Lanes/Aldermer Propose AM Delay N (Sec/PCU) ((22.6 1 1 16.8 42.3 Intes/Aldermer Propose AM Intes/Aldermer Delay (N Qelay (N 0 (Sec/PCU) (0 0 N (0 0 (N 0 0 (N 0 0 (N 0 0 (N 0 0 (N	ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (d ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. n's Hill (Op ed @5% R	eduction PM PM (sec/PCU) (sec/PCU) 2 55 0 105 Option 1 -Sign eduction PM Cleary (sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM	(PCU) 26.8 13.8 11.1 malised ju mMQ (PCU) 17.3 6 8.4 style rou	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4 50.6 73.2 Indabcc	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propo: AM Delay Cela	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2	Dos (%) 95 92.3 97.9 55% Rec 005 77.6 91.1 55% Rec 005	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay Cecanon PM	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay Charles A Prop AM	MMQ (PCU) 16 9.6 10.1 0sed @1 0sed @1 6.7 4.9 5.2 0sed @1	DoS (%) 84.2 82.0 90.0 70% Rec 70% Rec	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 duction PM Delay Delay Control (Control (Cont	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Ahead Alderman's Hill Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 Jos Delay (%) Vors Delay (Sec/PCI 71.1 22.9 95.3 60.4 74. 74. 94.1 71.4 And (Sec/PCI 00S Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 71.1 22.9 95.3 60.4	Average Queue 3.3 1.4 1.3 B V MMQ (PCU) 4.9 111.7 8.9 B U MMQ (PCU)	□OS (%) 87.6 (64.0 5 50.0 (88 (00S (88 (69.2 - 93.2 - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ - □ -	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(%) 77.8 82.7 84.9 DoS (%) 66.1 50.2 71.5 Sreen La	Propose AM Delay N (Sec/PCU) (34.9 42.9 42.9 72.5 Lanes/Aldermer Propose AM Delay N (Sec/PCU) ((22.6 1 1 16.8 42.3 Intes/Aldermer Propose AM Intes/Aldermer Delay (N Qelay (N 0 (Sec/PCU) (0 0 N (0 0 (N 0 0 (N 0 0 (N 0 0 (N 0 0 (N	ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. n's Hill (Op ed @5% R MMQ Dot (%) MMQ Dot (%)	eduction PM PM (sec/PCU) (sec/PCU) (sec/PCU) 252.1 055 0105 Ption 1 -Sign eduction PM PM (sec/PCU) 134.3 226.7 065.7 tion 2 -Dutch eduction PM physical phy	(PCU) 26.8 13.8 11.1 malised ju mMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU)	(%) 83.6 84.1 87.3 DoS (%) 69.4 50.6 73.2 DoS (%)	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propos AM Delay (Sec/PCU) 24.2	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2	Dos (%) 95 92.3 97.9 55% Rec 55% Rec 77.6 90.5 77.6 91.1 1 55% Rec 8 90.5 77.6 91.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) Delay (Sec/PCU)	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%)	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DoS (%) 84.2 82.0 90.0 0% Rec 0% Rec 0% Rec 003 83.4 60.3 84 0% Rec 005 (%)	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 duction PM Delay (Sec/PCU)	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right Alderman's Hill Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes S/bound Ahead	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74	Average Queue 3.3 1.4 1.3 B V V V V V V V V V V V V V V V V V V	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) Dos (%) (%) 93.2 (%) Image: Dos (%) (%)	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(%) 77.8 82.7 84.9 Green DoS (%) 66.1 50.2 71.5 Green La DoS (%) 57 90	Propos AM Delay (Sec/PCU) N (Sec/PCU) Lanes/Alderm Propose AM Delay (Sec/PCU) N (Sec/PCU) 16.8 42.9 16.8 42.9 N (Sec/PCU) Q 16.8 42.3 Ines/Aldermark Propose AM Delay (Sec/PCU) Q AM Delay (Sec/PCU) Q 29.1	ed @5% R PCU) (%, 17.5 92, 11.4 89, 10.6 92, nan's HII (ed @5% R MMQ Dot (%, 7.3 88, 4.9 71, 5.9 88, 1's HII (Op ed @5% R MMQ Dot (%, 1.3 82, 6.6 73	Eduction PM PM (Sec/PCU) 2 55 0	(PCU) 26.8 13.8 11.1 alised ju MMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU) 4.3 2.6	(%) 83.6 84.1 87.3 Inction DoS (%) 69.4 50.6 73.2 Inction 005 (%) 59 94	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 43 U Propo: AM Delay (Sec/PCU) 24.2 16.5 43 U Delay (Sec/PCU) 24.2 16.5 43 U Ban AM Control (Sec/PCU) 8.0 35.3	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 MMQ (PCU) 1.43 8.61	DoS (%) 92.3 97.9 92.3 97.9 55% Ret 55% Ret 90.5 77.6 91.1 77.6 91.1 77.6 91.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dos (%) 84.2 82.0 90.0 10% Rec 005 (%) 83.4 60.3 84.4 00% Rec	PM (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Ahead Alderman's Hill Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 Jos Delay (%) Vors Delay (Sec/PCI 71.1 22.9 95.3 60.4 74. 74. 94.1 71.4 And (Sec/PCI 00S Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 71.1 22.9 95.3 60.4	Average Queue 3.3 1.4 1.3 B MMQ (PCU) 4.9 111.7 8.9 B B MMQ (PCU) 4.9	□ □ 87.6 0 64.0 0 50.0 0 □ □	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(%) 77.8 82.7 84.9 DoS (%) 66.1 50.2 71.5 Green La DoS (%) 57 90 76	Propos AM Delay (sec/PCU) N (sec/PCU) 34.9 A 42.9 72.5 Lanes/Aldermoson Propose AM Delay (sec/PCU) N (sec/PCU) 22.6 16.8 16.8 42.3 Ines/Aldermar Propose AM Delay (sec/PCU) N (sec/PCU) Delay (sec/PCU) N Delay (sec/PCU) N 29.1 22.0	ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. 1'S Hill (Op ed @5% R MMQ Dot PCU) (%) 1.3 82 6.6 73 2.8 89	eduction PM PM (sec/PCU) (sec/PCU) 2 55 0 105 0 105	(PCU) 26.8 13.8 11.1 malised ju mMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU) 4.3 2.6 6.0	(%) 83.6 84.1 87.3 Inclion DoS (%) 50.6 73.2 DoS (%) 59 94 78	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propo: AM Delay (Sec/PCU) 8.0	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 KMQ (PCU) 1.43	Dos (%) 95 92.3 97.9 5% Ret Doss (%) 90.5 77.6 91.1 5% Ret Doss (%) 90.5 77.6 91.1 Doss (%) 85.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) Delay (Sec/PCU) 21.9	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dos (%) 84.2 82.0 90.0 0% Rete Dos (%) 83.4 60.3 84 000 Rete 000 Ret 000 Ret 00 Ret <tr< td=""><td>PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 duction PM Delay (Sec/PCU) 29.4 22.7 56.7</td><td>(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24</td></tr<>	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 duction PM Delay (Sec/PCU) 29.4 22.7 56.7	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right Alderman's Hill Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes S/bound Ahead	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74	Average Queue 3.3 1.4 1.3 B (PCU) 4.9 11.7 8.9 B U MMQ (PCU) 4.9 11.7 8.9 U MMQ (PCU) 4.9 11.7 8.9	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) Dos (%) (%) 93.2 (%) Image: Dos (%) (%)	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(%) 77.8 82.7 84.9 DoS (%) 66.1 50.2 71.5 Green La DoS (%) 57 90 76	Propos AM Delay (sec/PCU) N (sec/PCU) 34.9 42.9 42.9 72.5 Lanes/Aldermoson M Delay (Sec/PCU) N (Sec/PCU) 22.6 16.8 16.8 42.3 Ines/Aldermar Propose AM V Delay (Sec/PCU) N (Sec/PCU) 0 16.8 42.3 M Delay (Sec/PCU) N (Sec/PCU) 7.6 29.1 22.0 Green Lanes/FE	ed @5% R PCU) (%, 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%, 7.3 88. 4.9 71. 5.9 88. 1.3 82. MMQ Dot PCU) (%, 1.3 82 6.6 73 2.8 89 Broomtield	eduction PM PM (sec/PCU) (sec/PCU) 255 0 55 0 105 PM PM PM (sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM 5 Delay (sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM 1 34.3 2 26.7 0 1 5 1 5 1 5 1 5 5 5 5 5 5 5 5 5 5 5 5 5	(PCU) 26.8 13.8 11.1 malised ju mMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU) 4.3 2.6 6.0	(%) 83.6 84.1 87.3 Inclion DoS (%) 50.6 73.2 DoS (%) 59 94 78	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propos AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propos AM Delay (Sec/PCU) 24.2 16.5 43 24.5 AM	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 MMQ (PCU) 1.43 8.61 3.23	Dos (%) 95 92.3 97.9 77.6 90.5 77.6 91.1 55% Rec 91.1 1 005 (%) 85 775 85	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 22.8 AM	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dos (%) 84.2 82.0 90.0 000 <td>PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 Called State Called State Called State State Called State Called State</td> <td>(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1</td>	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 Called State Called State Called State State Called State Called State	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Aight Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes S/bound Aight	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4 DOS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74	Average Queue 3.3 1.4 1.3 B (PCU) 4.9 11.7 8.9 B U MMQ (PCU) 4.9 11.7 8.9 B U U (PCU) 4.9 11.7 8.9 B	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) 0 (%) <td< td=""><td>Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46</td><td>Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>(%) 77.8 82.7 84.9 DoS (%) 66.1 50.2 71.5 Green La DoS (%) 57 90 76</td><td>Propos AM Delay (sec/PCU) N (sec/PCU) 34.9 42.9 42.9 72.5 Lanes/Aldermoson M Delay (Sec/PCU) N (sec/PCU) 22.6 16.8 16.8 42.3 Ines/Aldermar Propose AM V Delay (Sec/PCU) N (sec/PCU) 0 16.8 42.3 M Delay (Sec/PCU) N (sec/PCU) 7.6 29.1 22.0 Green Lanes/FE</td><td>ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. 1'S Hill (Op ed @5% R MMQ Dot PCU) (%) 1.3 82 6.6 73 2.8 89</td><td>eduction PM PM (sec/PCU) (sec/PCU) 255 0 55 0 105 PM PM PM (sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM 5 Delay (sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM 1 34.3 2 26.7 0 1 5 1 5 1 5 1 5 5 5 5 5 5 5 5 5 5 5 5 5</td><td>(PCU) 26.8 13.8 11.1 malised ju mMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU) 4.3 2.6 6.0</td><td>(%) 83.6 84.1 87.3 Inclion DoS (%) 50.6 73.2 DoS (%) 59 94 78</td><td>AM Delay (Sec/PCU) 40.7 44.5 77.3 Propos AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propos AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propos AM Delay (Sec/PCU) 24.2 16.5 43 24.5 AM</td><td>MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 MMQ (PCU) 1.43 8.61</td><td>Dos (%) 95 92.3 97.9 77.6 90.5 77.6 91.1 55% Rec 91.1 1 005 (%) 85 775 85</td><td>PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4</td><td>(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9</td><td>(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85</td><td>AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 22.8 AM</td><td>MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Dos (%) 84.2 82.0 90.0 000 <td>PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 Called State Called State Called State State Called State Called State</td><td>(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1</td></td></td<>	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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Propos AM Delay (Sec/PCU) 24.2 16.5 43 ut) Propos AM Delay (Sec/PCU) 24.2 16.5 43 24.5 AM	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 MMQ (PCU) 1.43 8.61	Dos (%) 95 92.3 97.9 77.6 90.5 77.6 91.1 55% Rec 91.1 1 005 (%) 85 775 85	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 22.8 AM	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dos (%) 84.2 82.0 90.0 000 <td>PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 Called State Called State Called State State Called State Called State</td> <td>(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1</td>	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 56.7 Called State Called State Called State State Called State Called State	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Aight Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes S/bound Aight	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 V X DoS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.1 22.9 95.3 60.4 74 94.1 71.1 22.9 95.3 60.4 74 94.1 74 74 94.1 71.4	Average Queue 3.3 1.4 1.3 B (PCU) 4.9 111.7 8.9 B MMQ (PCU) 4.9 111.7 8.9 B 1 11.7 8.9 B 1 11.7 8.9 B	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) Dos (%) (%) 93.2 (%) Image: Dos (%)	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 6.9 10 0 (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 Creen 50.2 71.5 Creen La 50.2 71.5 Creen La 50.2 71.5 50 71.5 50 71.5 50 71.5	Propose AM Delay (sec/PCU) (((34.9 42.9 7 T2.5 I Lanes/Aldermore Propose AM ((sec/PCU) ((csc/PCU) 16.8 1 42.3 1 Ines/Aldermark Propose AM 1 Delay (sec/PCU) ((csc/PCU) Delay (sec/PCU) ((csc/PCU) 7.6 2 (csc/Pcu) 22.0 1 Green Lanes/Feropose AM 1	ed @5% R VIMQ D0: PCU) (%; 17.5 92. 11.4 89. 10.6 92. 10.6 9	eduction PM PM (sec/PCU) 55 55 55 55 55 0 105 PD eduction PM (sec/PCU) 34.3 2 26.7 2 65.7 105 206.7 2 65.7 105 105 105 105 105 105 105 105	(PCU) 26.8 13.8 11.1 nalised ju (PCU) 17.3 6 8.4 style rou (PCU) 4.3 2.6 6.0 orpe Roa	(%) 83.6 84.1 87.3 Inction 005 (%) 69.4 50.6 73.2 Indabcc (%) 59 94 78 d	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propor AM Delay (Sec/PCU) 24.2 16.5 43 U Propor AM Delay (Sec/PCU) 8.0 35.3 24.5 Propor AM	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 (PCU) 1.43 8.61 3.23	DoS (%) 92.3 97.9 25% Rec 55% Rec 90.5 77.6 91.1 00S (%) 90.5 77.6 91.1	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4 duction PM	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9 7.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85 70	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2 Prop AM	MMQ (PCU) 16 9.6 10.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.	DoS (%) 84.2 22.0 90.0 10% Rec 60.3 83.4 60.3 83.4 60.3 83.4 60.3 84 10% Rec 78 69 82	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 29.4 22.7 56.7 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 8 7.5 8 7.5 8 7.5 8 7.5 8 7.5
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Right Alderman's Hill	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 Jos Delay (%) Sec/PCI 74 95.3 60.4 74 94.1 71.4 DoS Delay (%) Sec/PCI 71.4 Pos 60.4 74 94.1 71.4 Pos 60.4 74 94.1 71.4	Average Queue 3.3 1.4 1.3 B V V V V V V V V V V V V V V V V V V	Image: Dos (%) (%) 87.6 (64.0 (50.0 (0 (Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(%) 77.8 82.7 84.9 Green 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 70.5 70 50 70 70 50 70 50 70 50 70 50 50 50 50 50 50 50 50 50 50 50 50 50	Propose AM Delay (sec/PCU) N (sec/PCU) 142.9 72.5 Lanes/Aldermark Propose AM N (sec/PCU) N (sec/PCU) 16.8 1 42.3 1 Ines/Aldermark N (sec/PCU) N (sec/PCU) Delay (sec/PCU) N (sec/PCU) N (sec/PCU) Delay (sec/PCU) N (sec/PCU) N (sec/PCU) Green Lanes/F Propose AM V V Delay (sec/PCU) N (sec/PCU) N Delay (sec/PCU) N N Delay (sec/PCU) N N Delay (sec/PCU) N N Delay (sec/PCU) N N Delay N N	ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. 1.3 88. 4.9 71. 5.9 88. MMQ Dot PCU) (%) 1.3 82 6.6 73 2.8 89 BroomTielde ed @5% R	eduction PM PM (sec/PCU) (sec/PCU) (sec/PCU) (sec/PCU) Delay (sec/PCU) Delay (sec/PCU) Csc/PCU) Csc/PCU) Csc/PCU Delay (sec/PCU) Delay (sec/PCU) Delay (sec/PCU) 1.34.3 2.26.7 Delay (sec/PCU) 1.34.3 2.26.7 Delay (sec/PCU) 1.34.3 2.26.7 Delay (sec/PCU) 1.34.3 2.26.7 Delay (sec/PCU) Delay (sec/PCU) PM	(PCU) 26.8 13.8 11.1 nalised ju (PCU) 17.3 6 8.4 style rou (PCU) 4.3 2.6 6.0 orpe Roa	(%) 83.6 84.1 87.3 DoS (%) 69.4 50.6 73.2 DoS (%) 59 94 78 d DoS	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propoo AM Delay (Sec/PCU) 24.2 16.5 43 U Propoo AM Delay (Sec/PCU) 8.0 35.3 24.5 Propoo AM Delay (Sec/PCU) 8.0 35.3 24.5	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 MMQ (PCU) 1.43 8.61 3.23	Dos (%) 95 92.3 97.9 5% Revenue Dos (%) 90.5 77.6 91.1 5% Revenue 000S 77.6 91.1 Dos 77.6 91.1 Dos 77.6 91.7 000S (%) 85 75 93 5% Recenter Dos 000S 00S	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4 duction PM Delay Ceclay	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 MMQ (PCU) 5.0 2.9 7.9 7.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85 70	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 22.8 18.2 Prop	MMQ (PCU) 16 9.6 10.1 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	Dos (%) 84.2 82.0 90.0 0% Reve 90.0 0% Reve 90.0 00% Reve 90.0	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 duction PM Delay (Sec/PCU) 15.26 14.56 33.92 duction PM	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 7.5 MMQ (PCU) 3.24 2.1
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Aight Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes S/bound Aight	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 AM DoS Delay (%) (Sec/PCI 71.1 22.9 95.3 60.4 74 74.1 94.1 71.4 OS 00S Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 94.1 71.4 AM DoS Delay 00S Delay	Average Queue 3.3 1.4 1.3 B V V V V V V V V V V V V V V V V V V	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) Image	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46 71 23.7 46 71 23.7 46 71 PM	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 (PCU) 10.5 6.9 10 0 0 (PCU) 10.5 6.9 10	(%) 77.8 82.7 84.9 Creen 50.2 71.5 Creen La 50.2 71.5 Creen La 50.2 71.5 50 71.5 50 71.5 50 71.5	Propos AM Delay (Sec/PCU) N (Sec/PCU) 1 T2:5 Lanes/Aldermores Propos AM Delay (Sec/PCU) N (Sec/PCU) 16.8 42.3 Ines/Aldermares Propos AM Delay (Sec/PCU) Q Call Delay (Sec/PCU) Q Green Lanes/F Propos AM Delay (Sec/PCU) Q Delay (Sec/PCU) Q Delay (Sec/PCU) Q Delay (Sec/PCU) Q	ed @5% R PCU) (%) 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%) 7.3 88. 4.9 71. 5.9 88. 1.3 88. 4.9 71. 5.9 88. MMQ Dot PCU) (%) 1.3 82 6.6 73 2.8 89 BroomTielde ed @5% R	Eduction PM PM (sec/PCU) 0 55 0 105 Dption 1 - Signeduction PM (Sec/PCU) 105 Dption 1 - Signeduction PM (Sec/PCU) 1 34.3 2 26.7 0 65.7 tion 2 -Dutch eduction PM Scheck/PCU) 19.06 17.1 50.1 Lane/Oaktheeduction PM PM	(PCU) 26.8 13.8 11.1 nalised ju (PCU) 17.3 6 8.4 style rou (PCU) 4.3 2.6 6.0 orpe Roa	(%) 83.6 84.1 87.3 Inction 005 (%) 69.4 50.6 73.2 Indabcc (%) 59 94 78 d	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propoo AM Delay (Sec/PCU) 24.2 16.5 43 U Propoo AM Delay (Sec/PCU) 8.0 35.3 24.5 Propoo AM Delay (Sec/PCU) 8.0 35.3 24.5	MMQ (PCU) 19.6 12 11.2 sed @2 MMQ (PCU) 7.8 4.9 6.1 sed @2 MMQ (PCU) 1.43 8.61 3.23 8.61 3.23	Dos (%) 95 92.3 97.9 5% Revenue Dos (%) 90.5 77.6 91.1 5% Revenue 000S 77.6 91.1 Dos 77.6 91.1 Dos 77.6 91.7 000S (%) 85 75 93 5% Recenter Dos 000S 00S	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4 duction PM Delay Cec/PCU)	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 MMQ (PCU) 5.0 2.9 7.9 7.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85 70	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2 Prop AM	MMQ (PCU) 16 9.6 10.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.	Dos (%) 84.2 82.0 90.0 0% Reve 90.0 0% Reve 90.0 00% Reve 90.0	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 duction PM Delay (Sec/PCU) 15.26 14.56 33.92 duction PM	(PCU) 21.4 11.3 10 MMQ (PCU) 14.5 5.2 7.5 5.2 7.5 0 4 2.1 3.24 2.1 3.85
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lane S/bound Right Alderman's Hill Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Right Alderman's Hill Alderman's Hill Green Lanes S/bound Right Alderman's Hill Green Lanes S/bound Right Alderman's Hill	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 Jos Delay (%) Vorsion Delay (%) Vorsion Delay (%) 95.3 60.4 74 94.1 71.4 DoS Delay (%) Vorsion Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4 95.2 0.0 97.2 109	Average Queue 3.3 1.4 1.3 3 3 1.4 1.3 8 9 1.4 1.3 8 9 1.4 9 8 9 1.4 9 1.1 7 8.9 1.1 7 8.9 1.1 7 8.9 1.1 7 8.9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) Image: Dos (%) (%) 93.2 (%) Image: Dos (%)	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 6.9 10 0 6.9 10 0 6.9 10 10.5 10 10.5 10 10 10.5 10 10.5 10 10.5 10 10 10.5 10.5	(%) 77.8 82.7 84.9 Creen DoS (%) 66.1 50.2 71.5 Creen La DoS (%) 57 90 76 Creen CoS (%) 57 90 76	Proposition AM Delay () 34.9 () 42.9 7 T2.5 () Lanes/Aldermore Proposition AM () Delay () (Sec/PCU) () 22.6 1 16.8 2 AM Proposition AM 1 Delay () (Sec/PCU) () (Sec/PCU) () (Sec/PCU) () (Sec/PCU) () (Sec/PCU) () (Sec/PCU) () Q2.0 7 Green Lanes/F Proposition Quelay () Q2.0 2 AM 1 Delay () (Sec/PCU) () Q2.0 2 AM 2	ed @5% R PCU) (%, 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%, 7.3 88. 4.9 71. 5.9 88. 1.3 88. 1.5 88. 1.5 9 88. 1.5	Eduction PM PM (sec/PCU) 2 3 3 55 3 55 3 55 3 55 3 55 50 0 50 0 50 0 50 1 34.3 2 26.7 0 65.7 1 34.3 2 2 2 3 3 3 3 4 5 5 5 5 5 6 5 6 5 6 5 6 6 7	(PCU) 26.8 13.8 11.1 nalised ju MMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU) 4.3 2.6 6.0 orpe Roa orpe Roa	(%) 83.6 84.1 87.3 Inction 005 (%) 69.4 50.6 73.2 104 205 (%) 59 94 78 d 105 (%) 79.4 78 d 105 (%) 75.4 58.7	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 U1 Propo: AM Delay (Sec/PCU) 8.0 35.3 24.5 Propo: AM Delay (Sec/PCU) 8.0 35.3 24.5 Propo: AM	MMQ (PCU) 19.6 12 11.2 sed @2. MMQ (PCU) 7.8 4.9 6.1 	Dos (%) 95 92.3 97.9 77.9 005 (%) 90.5 77.6 91.1 005 (%) 85 75 93 85 75 93 93 93.2 55% Rec	PM (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4 Celay (Sec/PCU) 21.9 18.6 63.4 Celay (Sec/PCU) 21.9 18.6 63.4 Celay (Sec/PCU) 50.4 30.1	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9 7.9 7.9 7.9 7.9 7.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85 70 DoS (%) 69.7 54.2	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2	MMQ (PCU) 16 9.6 10.1 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	Dos (%) 84.2 82.0 90.0 90.0 83.4 60.3 84.4 60.3 84.4 60.3 84.4 700 82.4 60.3 84.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 83.5 85.9 58.3	PM (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 29.4 22.7 56.7 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 21.4 11.3 10 (PCU) 14.5 5.2 7.5 MMQ (PCU) 3.24 2.1 3.85 MMQ (PCU) 2.1 3.24 2.1 3.85
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes N/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Green Lanes S/bound Broomfield Lane	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 Joss Delay (%) DoS Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 74. 94.1 71.4 DoS Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 95.3 60.4 74 94.1 94.1 71.4 DoS Delay (%) (%) (Sec/PCI 81.1 30.6 <	Average Queue 3.3 1.4 1.3 B (PCU) 4.9 11.7 8.9 11.7 8.9 U MMQ (PCU) 4.9 11.7 8.9 B U U MMQ (PCU) 4.9 11.7 8.9 B U U MMQ (PCU) 11.7 8.9 B U U U (PCU) 11.7 8.9 B U U U (PCU) 11.7 8.9 B U U U (PCU) 11.7 8.9 B U U (PCU) 11.7 8.9 B U U (PCU) 11.7 8.9 B U (PCU) 11.1 8.9 B U (PCU) 11.1 8.9 B U (PCU) 11.1 8.9 B U	□ □	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM Delay (Sec/PCU) 35.1 23.7 46 71 PM	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 0 0 0 0 0 0 0 0 0 0 0 0 0	(%) 77.8 82.7 84.9 Green DoS (%) 66.1 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 50.2 71.5 57 90 76	Propose AM Delay (34.9 (42.9 72.5 Ianes/Alderman (AM (Delay (AM (Delay (Charles/Alderman (Delay ((Sec/PCU) (22.6 1 16.8 42.3 Ines/Alderman Propose AM (Delay ((Sec/PCU) (7.6 29.1 22.0 (Green Lanes/Fe Propose AM (Sec/PCU) (Quelay (ed @5% R PCU) (%, 17.5 92, 11.4 89, 10.6 92, nan's Hill (ed @5% R MMQ Dot PCU) (%, 7.3 88, 4.9 71, 5.9 88, 1.3 82, 4.9 71, 5.9 88, 1.3 82, 6.6 73, 2.8 89 Brootield ed @5% R MMQ Dot PCU) (%, 1.3 82, 6.6 73, 2.8 89 Brootield ed @5% R MMQ Dot PCU, (%, 1.1 8, 89 Brootield ed @5% R MMQ Dot PCU, (%, 1.1 4, 80, 1.1 4, 1.1 4,	eduction PM PM (sec/PCU) 2 3	(PCU) 26.8 13.8 11.1 nalised ju MMQ (PCU) 17.3 6 8.4 style rou- style rou- (PCU) 4.3 2.6 6.0 orpe Roa MMQ (PCU) 23.5 8.9 7.2	(%) 83.6 84.1 87.3 Inction DoS (%) 59.6 73.2 Indabc (%) 59 94 78 d DoS (%) 75.4 58.7 75.4	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propor AM Delay (Sec/PCU) 24.2 16.5 43 U1) Propor AM Delay (Sec/PCU) 8.0 35.3 24.5 Propor AM Delay (Sec/PCU) 8.0 35.3 24.5 Propor AM	MMQ (PCU) 19.6 12 11.2 Sed @2 MMQ (PCU) 7.8 4.9 6.1 	Dos (%) 92.3 97.9 92.3 97.9 77.6 90.5 77.6 91.1 5% Rec 77.6 91.1 1 5% Rec 77.6 93.1 5% Rec 93.2 5% Rec 93.2 67.1 88.9	PM Delay (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9 7.9 7.9 7.9 7.9 7.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85 70 DoS (%) 69.7 54.2 69	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 21.8 17.6 38.2 21.8 17.6 38.2 22.8 18.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2 Prop AM	MMQ (PCU) 16 9.6 10.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dos (%) 84.2 82.0 90.0 10% Rec 10% Dos (%) 83.4 60.3 84 10% Rec 10% 10% 10% <td>PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 6.7 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>(PCU) 21.4 11.3 10 ////////////////////////////////////</td>	PM Delay (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 6.7 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 21.4 11.3 10 ////////////////////////////////////
Green Lanes N/bound Green Lanes S/bound Fox Lane Approach Green Lanes N/bound Ahead & Left Green Lanes S/bound Right Alderman's Hill Alderman's Hill Green Lanes S/bound Ahead & Left Green Lanes S/bound Ahead Green Lanes S/bound Ahead Green Lanes S/bound Right Alderman's Hill Alderman's Hill Alderman's Hill Green Lanes S/bound Right Alderman's Hill Alderman's Hill	DoS Delay (%) (Sec/PCI 77.9 8.2 57.9 8.8 56.5 16.2 Jos Delay (%) Vorsion Delay (%) Vorsion Delay (%) 95.3 60.4 74 94.1 71.4 DoS Delay (%) Vorsion Delay (Sec/PCI 71.1 22.9 95.3 60.4 74 94.1 71.4 95.2 0.0 97.2 109	Average Queue 3.3 1.4 1.3 3 3 1.4 1.3 8 9 1.4 1.3 8 9 1.4 9 8 9 1.4 9 1.1 7 8.9 1.1 7 8.9 1.1 7 8.9 1.1 7 8.9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9	Image: Dos (%) (%) 87.6 (%) 64.0 (%) 50.0 (%) Image: Dos (%) (%) Image: Dos (%) (%) 93.2 (%) Image: Dos (%)	Delay (Sec/PCU) 28.1 8.8 16.2 PM Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71 Delay (Sec/PCU) 35.1 23.7 46 71	Queue 6 1.7 1 MMQ (PCU) 10.5 6.9 10 6.9 10 0 6.9 10 0 6.9 10 10.5 10 10.5 10 10 10.5 10 10.5 10 10.5 10 10 10.5 10.5	(%) 77.8 82.7 84.9 Creen DoS (%) 66.1 50.2 71.5 Creen La DoS (%) 57 90 76 Creen CoS (%) 57 90 76	Propose AM Delay (34.9 (42.9 72.5 Ianes/Alderman (AM (Delay (AM (Delay (Charles/Alderman (Delay ((Sec/PCU) (22.6 1 16.8 42.3 Ines/Alderman Propose AM (Delay ((Sec/PCU) (7.6 29.1 22.0 (Green Lanes/Fe Propose AM (Sec/PCU) (Quelay (ed @5% R PCU) (%, 17.5 92. 11.4 89. 10.6 92. nan's Hill (ed @5% R MMQ Dot PCU) (%, 7.3 88. 4.9 71. 5.9 88. 1.3 88. 1.5 88. 1.5 9 88. 1.5	Eduction PM PM (sec/PCU) 2 3 55 0 105 0 105 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 10 11 134.3 2 26.7 9 65.7 11 134.3 2 19.06 17.1 50.1 Lane/Oakth 9 10 10 17.1 50.1 Lane/Oakth 9 10 11 12 13	(PCU) 26.8 13.8 11.1 nalised ju MMQ (PCU) 17.3 6 8.4 style rou MMQ (PCU) 4.3 2.6 6.0 orpe Roa orpe Roa	(%) 83.6 84.1 87.3 Inction 005 (%) 69.4 50.6 73.2 104 205 (%) 59 94 78 d 105 (%) 79.4 78 d 105 (%) 75.4 58.7	AM Delay (Sec/PCU) 40.7 44.5 77.3 Propo: AM Delay (Sec/PCU) 24.2 16.5 43 U1 Propo: AM Delay (Sec/PCU) 8.0 35.3 24.5 Propo: AM Delay (Sec/PCU) 8.0 35.3 24.5 Propo: AM	MMQ (PCU) 19.6 12 11.2 sed @2. MMQ (PCU) 7.8 4.9 6.1 	Dos (%) 95 92.3 97.9 77.9 005 (%) 90.5 77.6 91.1 005 (%) 85 75 93 85 75 93 93 93.2 55% Rec	PM (Sec/PCU) 59.9 61 140.5 duction PM Delay (Sec/PCU) 38 30 72 duction PM Delay (Sec/PCU) 21.9 18.6 63.4 Celay (Sec/PCU) 21.9 18.6 63.4 Celay (Sec/PCU) 21.9 18.6 63.4 Celay (Sec/PCU) 50.4 30.1	(PCU) 29.5 15.1 13.8 MMQ (PCU) 19 6.6 9.8 9.8 MMQ (PCU) 5.0 2.9 7.9 7.9 7.9 7.9 7.9	(%) 73.9 71.6 84.7 DoS (%) 62.6 49.6 63.2 DoS (%) 54 85 70 DoS (%) 69.7 54.2	AM Delay (Sec/PCU) 32.8 34.6 74.3 Prop AM Delay (Sec/PCU) 21.8 17.6 38.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2 Prop AM Delay (Sec/PCU) 7.0 22.8 18.2	MMQ (PCU) 16 9.6 10.1 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	Dos (%) 84.2 82.0 90.0 90.0 83.4 60.3 84.4 60.3 84.4 60.3 84.4 700 82.4 60.3 84.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 82.4 700 83.5 85.9 58.3	PM (Sec/PCU) 37.1 43.4 99.2 duction PM Delay (Sec/PCU) 29.4 22.7 56.7 29.4 22.7 56.7 0 0 0 0 0 0 0 0 0 0 0 0 0	(PCU) 21.4 11.3 10 (PCU) 14.5 5.2 7.5 MMQ (PCU) 3.24 2.1 3.85 MMQ (PCU) 2.1 3.24 2.1 3.85