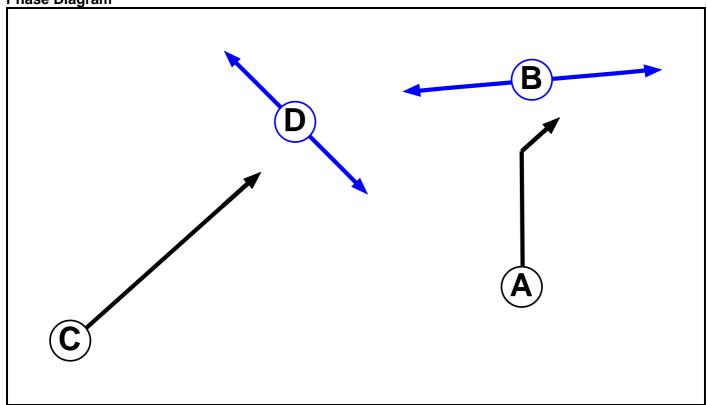
# Basic Results Summary Basic Results Summary

## **User and Project Details**

Project:	Centre Point
Title:	St. Giles High Street – Existing
Location:	Central London
File name:	St Giles High Street - Existing.lsg3x
Author:	RZG
Company:	Steer Davies Gleave
Address:	28-32 Upper Ground, London, SE1 9PD
Notes:	N/A

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





## Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
А	Traffic		7	7
В	Pedestrian		5	5
С	Traffic		7	7
D	Pedestrian		5	5

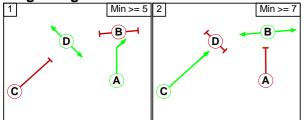
**Phase Intergreens Matrix** 

· ····································								
	Starting Phase							
		Α	В	С	D			
	Α		8	7	-			
Terminating Phase	В	8		-	-			
	С	7	-		12			
	D	-	-	12				

**Phase Delays** 

Term. Stage	Start Stage	Phase	Phase Type		Cont value			
There are no Phase Delays defined								

**Stage Diagram** 



Stage Minimums
Stage 1 Minimums for all possible Stage Changes

via Stage 1	То				
From		Stage 2			
From	Stage 2	5			

Stage 2 Minimums for all possible Stage Changes

via Stage 2	2 To					
Erom		Stage 1				
From	Stage 1	7				

**Overall Minimums** 

	Stage 1	Stage 2
Minimum	5	7

### **Lane Saturation Flows**

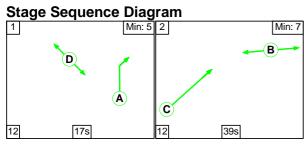
Junction: St. Giles High Street Junction									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Charing Cross Road Diversion)	3.00	0.00	Υ	Arm 3 Ahead	Inf	100.0 %	1915	1915	
1/2 (Charing Cross Road Diversion)	3.00	0.00	Ν	Arm 3 Ahead	Inf	100.0 %	2055	2055	
2/1 (St. Giles High Street)	4.00	0.00	Y	Arm 3 Right	10.00	100.0 %	1752	1752	
3/1 (St. Giles High Street North Lane 1)			Infinite S	Inf	Inf				
3/2 (St. Giles High Street North Lane 2)		Infinite Saturation Flow						Inf	
3/3 (St. Giles High Street North Lane 3)		Infinite Saturation Flow						Inf	

**Traffic Flow Groups** 

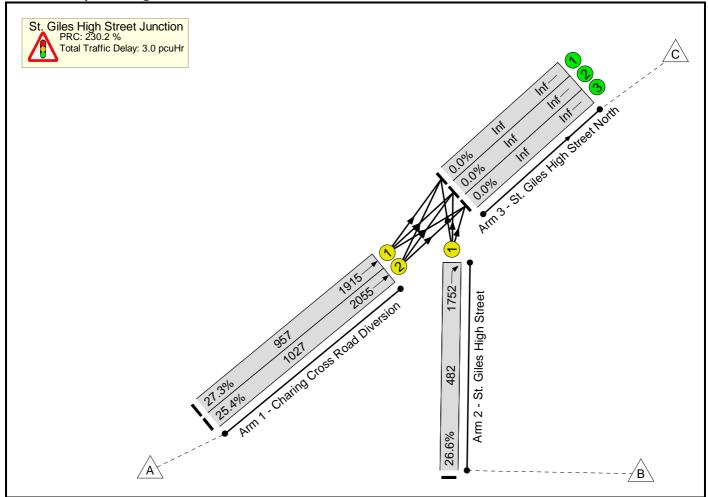
Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak'	08:00	09:00	01:00	

**Stage Timings** 

Stage	1	2
Duration	17	39
Change Point	0	29



**Network Layout Diagram** 

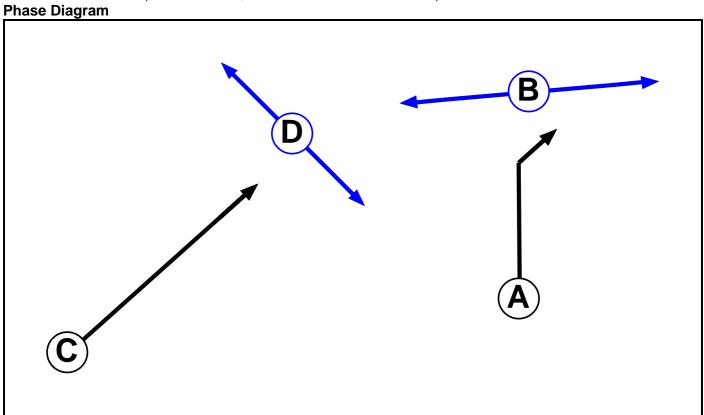


# Basic Results Summary Network Results

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	-	-	-		-	-	-	-	-	-	27.3%	0	0	0	3.0	-	-
St. Giles High Street Junction	-	-	-		-	-	-	-	-	-	27.3%	0	0	0	3.0	-	-
1/1	Charing Cross Road Diversion Ahead	U	С		1	39	-	261	1915	957	27.3%	-	-	-	1.0	14.2	3.5
1/2	Charing Cross Road Diversion Ahead	U	С		1	39	-	261	2055	1027	25.4%	-	-	-	1.0	13.8	3.4
2/1	St. Giles High Street Right	U	Α		1	21	-	128	1752	482	26.6%	-	-	-	1.0	27.8	2.4
		С	:1		for Signalled RC Over All L		230.2 230.2	Tot		ignalled Lanes Over All Lanes		3.02 3.02	Cycle Time (s):	80			

No Flow Profiles were specified in the Cyclic Flow Profiles View

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



### **Phase Input Data**

				_
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
А	Traffic		7	7
В	Pedestrian		5	5
С	Traffic		7	7
D	Pedestrian		5	5

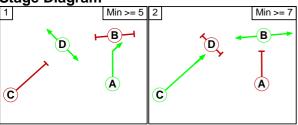
## **Phase Intergreens Matrix**

	Starting Phase									
		Α	В	С	D					
	Α		8	7	-					
Terminating Phase	В	8		-	-					
	С	7	-		12					
	D	-	•	12						

**Phase Delays** 

Term. Stage	Start Stage	Phase	Туре	Value	Cont value
	There are no	Phase D	elays d	efined	<u> </u>

**Stage Diagram** 



### **Stage Minimums**

Stage 1 Minimums for all possible Stage Changes

via Stage 1	То							
From		Stage 2						
	Stage 2	5						

#### Stage 2 Minimums for all possible Stage Changes

via Stage 2	То						
From		Stage 1					
	Stage 1	7					

#### **Overall Minimums**

	Stage 1	Stage 2
Minimum	5	7

#### **Lane Saturation Flows**

Junction: St. Giles High Street Junction											
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)			
1/1 (Charing Cross Road Diversion)	200 000 V					100.0 %	1915	1915			
1/2 (Charing Cross Road Diversion)	3.00	0.00	N	Arm 3 Ahead	Inf	100.0 %	2055	2055			
2/1 (St. Giles High Street)	4.00	0.00	Y	Arm 3 Right	10.00	100.0 %	1752	1752			
3/1 (St. Giles High Street North Lane 1)		Infinite Saturation Flow						Inf			
3/2 (St. Giles High Street North Lane 2)			Infinite Sa		Inf	Inf					
3/3 (St. Giles High Street North Lane 3)			Infinite Sa		Inf	Inf					

**Traffic Flow Groups** 

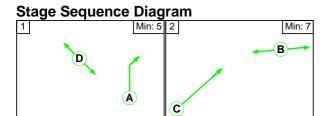
Traine Flow Creaps													
Flow Group	Start Time	End Time	Duration	Formula									
2: 'PM Peak'	18:00	19:00	01:00										

**Stage Timings** 

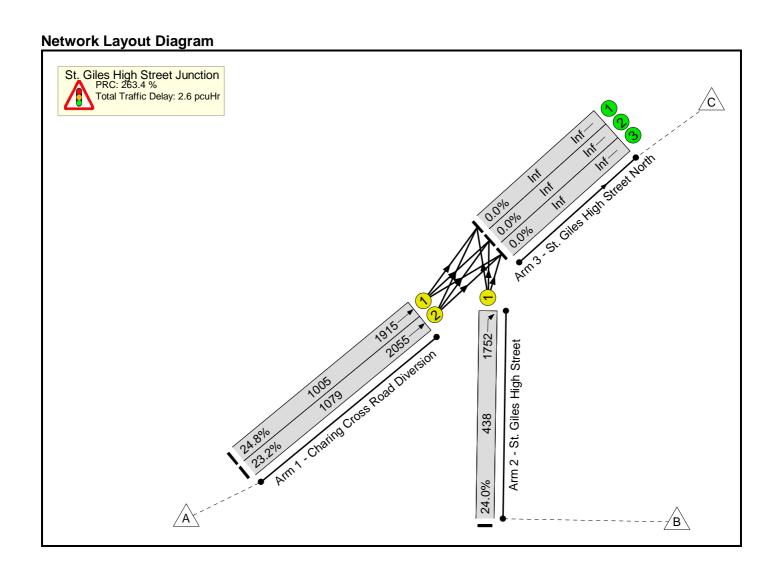
Stage	1	2
Duration	15	41
Change Point	0	27

15s

12



41s



# 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	-	-	-		-	-	-	-	-	-	24.8%	0	0	0	2.6	-	-
St. Giles High Street Junction	-	-	-		-	-	-	-	-	-	24.8%	0	0	0	2.6	-	-
1/1	Charing Cross Road Diversion Ahead	U	С		1	41	-	249	1915	1005	24.8%	-	-	-	0.9	12.8	3.1
1/2	Charing Cross Road Diversion Ahead	U	С		1	41	-	250	2055	1079	23.2%	-	-	-	0.9	12.5	3.1
2/1	St. Giles High Street Right	U	Α		1	19	-	105	1752	438	24.0%	-	-	-	0.9	29.3	2.0
		С	:1		for Signalled RC Over All L		263.4 263.4	Tot		ignalled Lanes Over All Lanes		2.60 2.60	Cycle Time (s):	80			

# Basic Results Summary Flow Profiles Diagram

No Flow Profiles were specified in the Cyclic Flow Profiles View