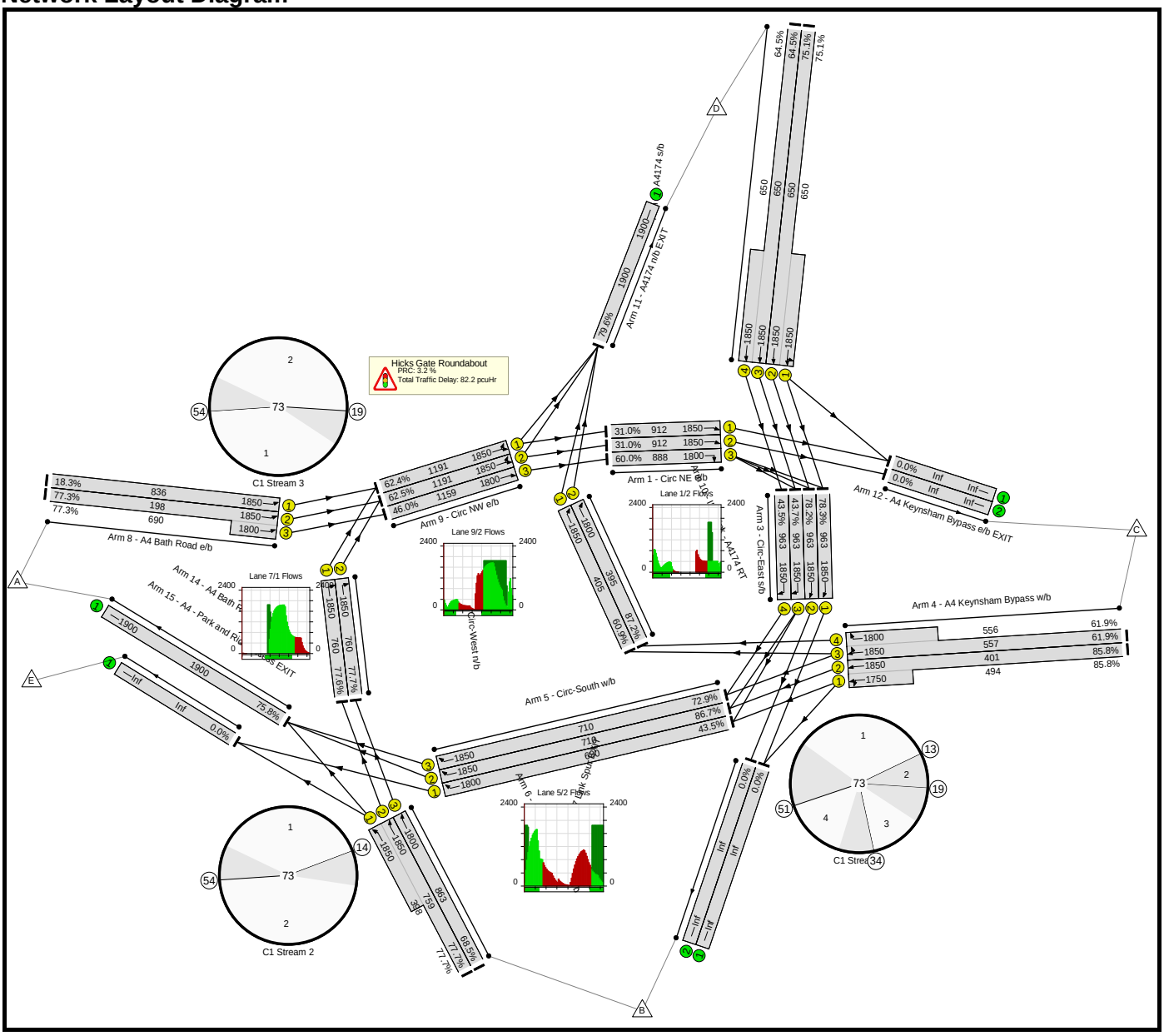
A4/A4174 Hicks Gate Improvements - Full Scheme - OPTION 2

Scenario 3: 'AM Peak Hour-2036' (FG3: '2036 DESIGN Flows AM - inc A4-A37 Link', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

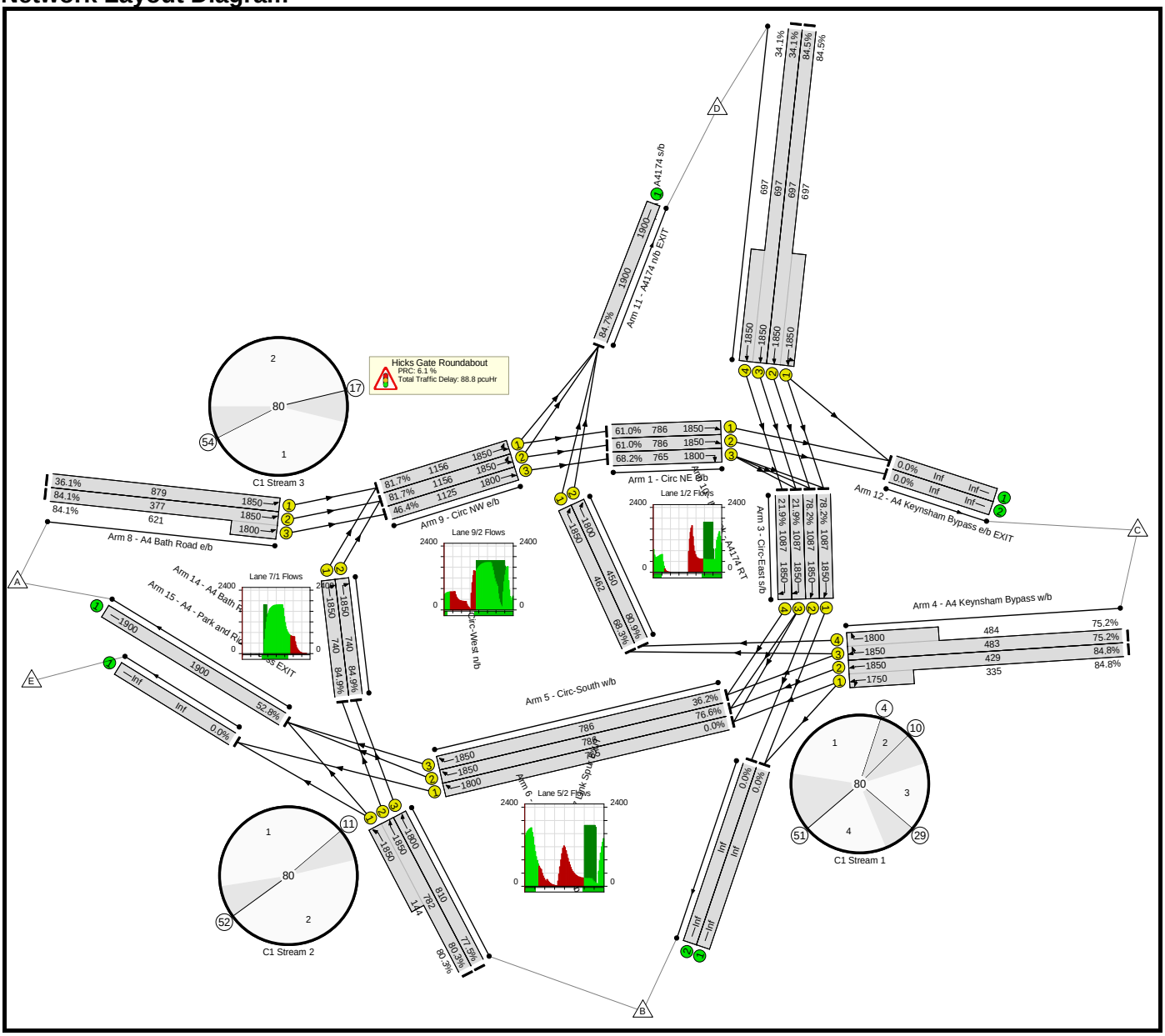
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**0**	**0**	**0**	**82.2**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**0**	**0**	**0**	**82.2**	**-**	**-**
1/1	Circ NE e/b Ahead	U	A		1	35	-	283	1850	912	31.0%	-	-	-	0.5	6.0	2.5
1/2	Circ NE e/b Ahead	U	A		1	35	-	283	1850	912	31.0%	-	-	-	0.5	6.3	2.6
1/3	Circ NE e/b Right	U	A		1	35	-	533	1800	888	60.0%	-	-	-	1.2	8.3	3.3
2/2+2/1	A4174 s/b Ahead Left	U	B		1	26	-	976	1850:1850	650+650	75.1 : 75.1%	-	-	-	6.8	25.2	9.9
2/3+2/4	A4174 s/b Ahead	U	B		1	26	-	838	1850:1850	650+650	64.5 : 64.5%	-	-	-	5.3	22.6	7.8
3/1	Circ-East s/b Ahead	U	C		1	37	-	754	1850	963	78.3%	-	-	-	3.0	14.1	7.4
3/2	Circ-East s/b Ahead	U	C		1	37	-	753	1850	963	78.2%	-	-	-	2.9	14.0	7.3
3/3	Circ-East s/b Right	U	C		1	37	-	421	1850	963	43.7%	-	-	-	0.5	4.2	0.6
3/4	Circ-East s/b Right	U	C		1	37	-	419	1850	963	43.5%	-	-	-	0.5	4.1	0.6
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D		1	24	-	768	1850:1750	401+494	85.8 : 85.8%	-	-	-	7.2	33.7	10.7
4/3+4/4	A4 Keynsham Bypass w/b Ahead Right	U	D		1	24	-	689	1850:1800	557+556	61.9 : 61.9%	-	-	-	4.5	23.7	6.5
5/1	Circ-South w/b Ahead	U	G		1	27	-	300	1800	690	43.5%	-	-	-	1.4	16.3	4.2
5/2	Circ-South w/b Ahead	U	G		1	27	-	615	1850	710	86.7%	-	-	-	5.1	30.0	10.5
5/3	Circ-South w/b Ahead	U	G		1	27	-	517	1850	710	72.9%	-	-	-	3.4	23.7	10.7

6/2+6/1	A4-A37 LINK Spur - n/b Ahead Ahead2 Ahead3	U	H		1	34	-	899	1850:1850	759+398	77.7 : 77.7%	-	-	-	5.1	20.5	10.7
6/3	A4-A37 LINK Spur - n/b Ahead	U	H		1	34	-	591	1800	863	68.5%	-	-	-	3.5	21.3	10.3
7/1	Circ-West n/b Right	U	I		1	29	-	590	1850	760	77.6%	-	-	-	2.6	15.6	3.4
7/2	Circ-West n/b Right	U	I		1	29	-	591	1850	760	77.7%	-	-	-	2.6	15.6	3.4
8/1	A4 Bath Road e/b Ahead	U	J		1	32	-	153	1850	836	18.3%	-	-	-	0.6	14.6	1.9
8/2+8/3	A4 Bath Road e/b Ahead	U	J		1	32	-	686	1850:1800	198+690	77.3 : 77.3%	-	-	-	4.6	24.3	11.5
9/1	Circ NW e/b Ahead Left	U	F		1	46	-	743	1850	1191	62.4%	-	-	-	2.1	10.1	13.3
9/2	Circ NW e/b Ahead Left	U	F		1	46	-	744	1850	1191	62.5%	-	-	-	2.1	10.2	13.4
9/3	Circ NW e/b Ahead	U	F		1	46	-	533	1800	1159	46.0%	-	-	-	1.1	7.8	2.8
10/1	INT Link - A4174 RT Right	U	E		1	15	-	247	1850	405	60.9%	-	-	-	1.7	25.0	5.7
10/2	INT Link - A4174 RT Right	U	E		1	15	-	344	1800	395	87.2%	-	-	-	4.5	47.5	10.0
11/1	A4174 n/b EXIT	U	-		-	-	-	1512	1900	1900	79.6%	-	-	-	3.9	9.4	32.2
14/1	A4 Bath Road w/b EXIT	U	-		-	-	-	1441	1900	1900	75.8%	-	-	-	4.9	12.2	28.9

C1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	44.47	Cycle Time (s):	73
C1	Stream: 2 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	18.50	Cycle Time (s):	73
C1	Stream: 3 PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	10.37	Cycle Time (s):	73
	PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	82.19		

Scenario 4: 'PM Peak Hour-2036' (FG4: '2036 DESIGN Flows PM - inc A4-A37 Link', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



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: Hicks Gate Existing Layout/Control	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**	**0**	**0**	**0**	**88.8**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.9%**	**0**	**0**	**0**	**88.8**	**-**	**-**
1/1	Circ NE e/b Ahead	U	A		1	33	-	480	1850	786	61.0%	-	-	-	1.5	11.4	5.6
1/2	Circ NE e/b Ahead	U	A		1	33	-	480	1850	786	61.0%	-	-	-	1.7	12.8	6.5
1/3	Circ NE e/b Right	U	A		1	33	-	522	1800	765	68.2%	-	-	-	2.1	14.4	5.7
2/2+2/1	A4174 s/b Ahead Left	U	B		1	35	-	1178	1850:1850	697+697	84.5 : 84.5%	-	-	-	8.5	25.9	13.1
2/3+2/4	A4174 s/b Ahead	U	B		1	35	-	476	1850:1850	697+697	34.1 : 34.1%	-	-	-	2.1	15.9	3.6
3/1	Circ-East s/b Ahead	U	C		1	46	-	850	1850	1087	78.2%	-	-	-	3.1	13.0	8.0
3/2	Circ-East s/b Ahead	U	C		1	46	-	850	1850	1087	78.2%	-	-	-	3.1	13.0	8.0
3/3	Circ-East s/b Right	U	C		1	46	-	238	1850	1087	21.9%	-	-	-	0.2	2.8	0.3
3/4	Circ-East s/b Right	U	C		1	46	-	238	1850	1087	21.9%	-	-	-	0.2	2.8	0.3
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D		1	22	-	648	1850:1750	429+335	84.8 : 84.8%	-	-	-	7.1	39.7	10.0
4/3+4/4	A4 Keynsham Bypass w/b Ahead Right	U	D		1	22	-	727	1850:1800	483+484	75.2 : 75.2%	-	-	-	6.6	32.8	8.7
5/1	Circ-South w/b Ahead	U	G		1	33	-	0	1800	765	0.0%	-	-	-	0.0	0.0	0.0
5/2	Circ-South w/b Ahead	U	G		1	33	-	602	1850	786	76.6%	-	-	-	3.4	20.6	7.7
5/3	Circ-South w/b Ahead	U	G		1	33	-	285	1850	786	36.2%	-	-	-	1.6	19.8	5.5

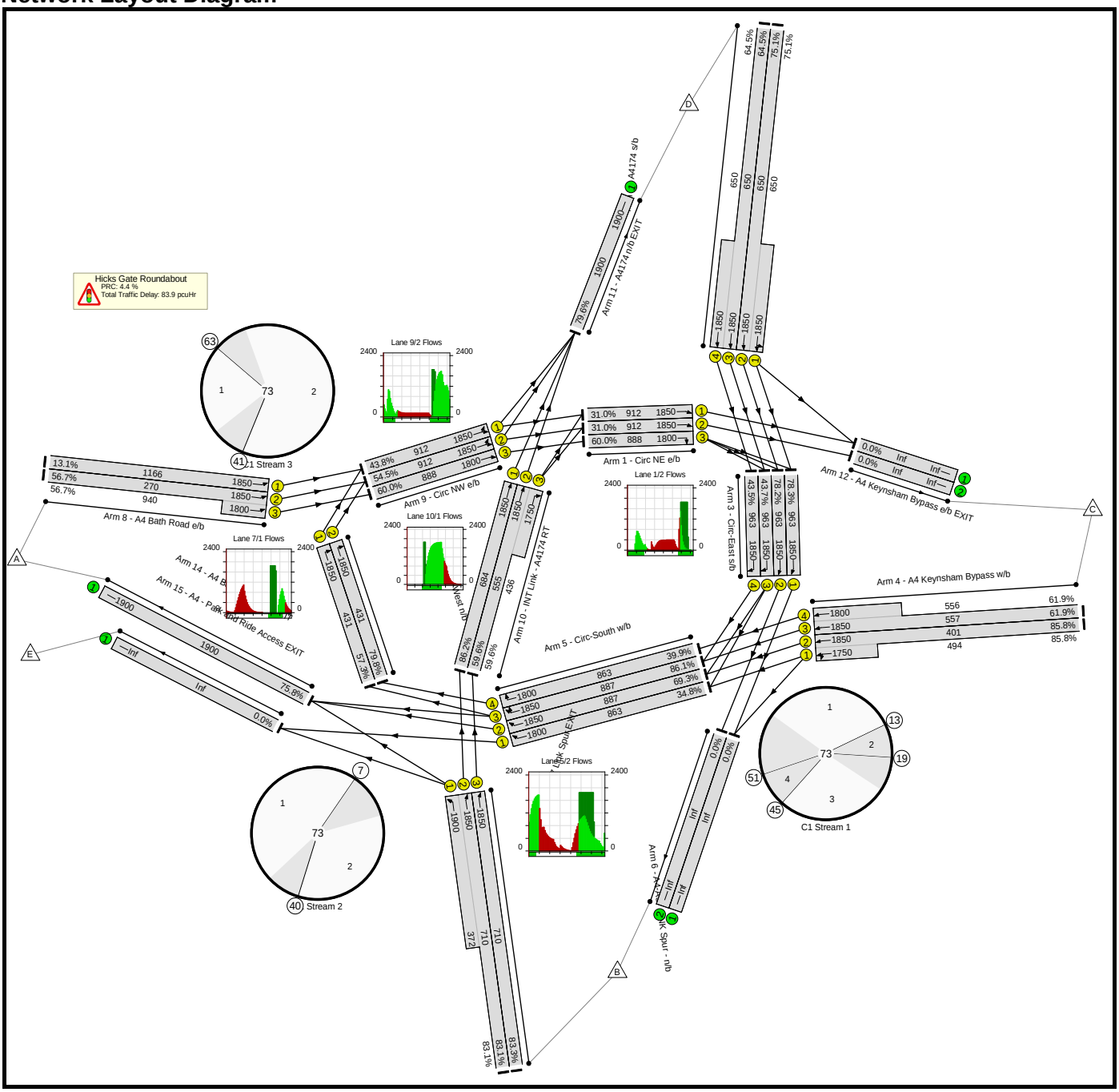
6/2+6/1	A4-A37 LINK Spur - n/b Ahead Ahead2 Ahead3	U	H		1	35	-	744	1850:1850	782+144	80.3 : 80.3%	-	-	-	5.6	27.2	13.9
6/3	A4-A37 LINK Spur - n/b Ahead	U	H		1	35	-	628	1800	810	77.5%	-	-	-	4.9	28.3	13.4
7/1	Circ-West n/b Right	U	I		1	31	-	628	1850	740	84.9%	-	-	-	3.4	19.7	4.8
7/2	Circ-West n/b Right	U	I		1	31	-	628	1850	740	84.9%	-	-	-	3.4	19.8	4.8
8/1	A4 Bath Road e/b Ahead	U	J		1	37	-	317	1850	879	36.1%	-	-	-	1.5	16.5	4.7
8/2+8/3	A4 Bath Road e/b Ahead	U	J		1	37	-	839	1850:1800	377+621	84.1 : 84.1%	-	-	-	6.3	27.0	15.1
9/1	Circ NW e/b Ahead Left	U	F		1	49	-	945	1850	1156	81.7%	-	-	-	3.9	14.7	17.9
9/2	Circ NW e/b Ahead Left	U	F		1	49	-	945	1850	1156	81.7%	-	-	-	4.4	16.8	19.2
9/3	Circ NW e/b Ahead	U	F		1	49	-	522	1800	1125	46.4%	-	-	-	1.9	12.8	4.9
10/1	INT Link - A4174 RT Right	U	E		1	19	-	316	1850	462	68.3%	-	-	-	2.2	25.3	8.0
10/2	INT Link - A4174 RT Right	U	E		1	19	-	364	1800	450	80.9%	-	-	-	3.5	34.2	10.1
11/1	A4174 n/b EXIT	U	-		-	-	-	1610	1900	1900	84.7%	-	-	-	5.1	11.3	22.7
14/1	A4 Bath Road w/b EXIT	U	-		-	-	-	1003	1900	1900	52.8%	-	-	-	1.6	5.7	19.8

C1	Stream: 1 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	51.96	Cycle Time (s):	80
C1	Stream: 2 PRC for Signalled Lanes (%):	12.0	Total Delay for Signalled Lanes (pcuHr):	15.57	Cycle Time (s):	80
C1	Stream: 3 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	14.64	Cycle Time (s):	80
	PRC Over All Lanes (%):	6.1	Total Delay Over All Lanes(pcuHr):	88.82		

A4/A4174 Hicks Gate Improvements - Full Scheme - OPTION 3

Scenario 3: 'AM Peak Hour-2036' (FG3: '2036 DESIGN Flows AM - inc A4-A37 Link', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

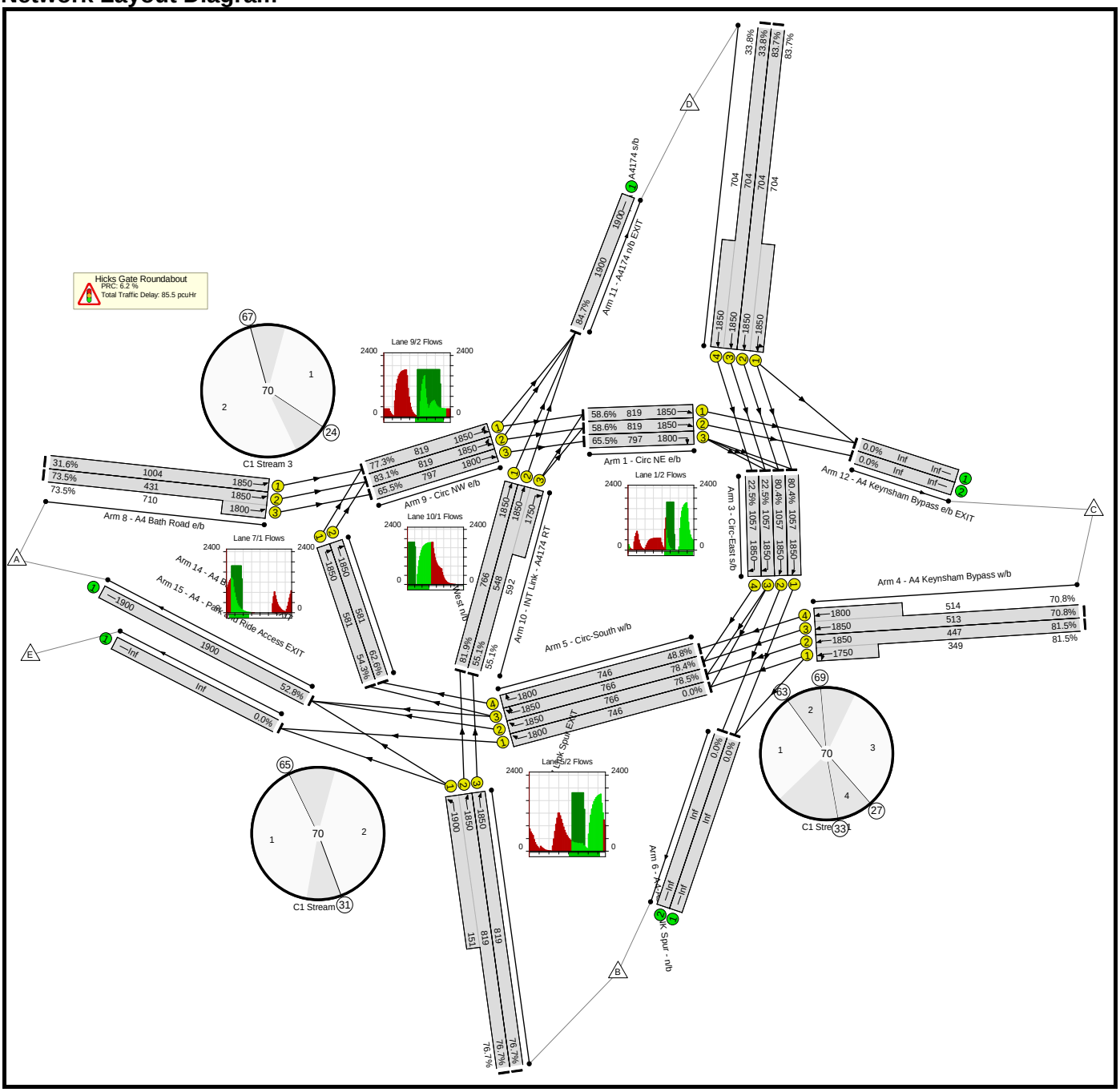
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**	**0**	**0**	**0**	**83.9**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**	**0**	**0**	**0**	**83.9**	**-**	**-**
1/1	Circ NE e/b Ahead	U	A		1	35	-	283	1850	912	31.0%	-	-	-	1.1	13.6	4.4
1/2	Circ NE e/b Ahead	U	A		1	35	-	283	1850	912	31.0%	-	-	-	1.1	13.6	4.5
1/3	Circ NE e/b Right	U	A		1	35	-	533	1800	888	60.0%	-	-	-	0.9	6.4	6.5
2/2+2/1	A4174 s/b Ahead Left	U	B		1	26	-	976	1850:1850	650+650	75.1 : 75.1%	-	-	-	6.8	25.2	9.9
2/3+2/4	A4174 s/b Ahead	U	B		1	26	-	838	1850:1850	650+650	64.5 : 64.5%	-	-	-	5.3	22.6	7.8
3/1	Circ-East s/b Ahead	U	C		1	37	-	754	1850	963	78.3%	-	-	-	3.2	15.2	7.4
3/2	Circ-East s/b Ahead	U	C		1	37	-	753	1850	963	78.2%	-	-	-	3.2	15.2	7.3
3/3	Circ-East s/b Right	U	C		1	37	-	421	1850	963	43.7%	-	-	-	0.5	4.2	0.6
3/4	Circ-East s/b Right	U	C		1	37	-	419	1850	963	43.5%	-	-	-	0.5	4.1	0.6
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D		1	24	-	768	1850:1750	401+494	85.8 : 85.8%	-	-	-	7.2	33.7	10.7
4/3+4/4	A4 Keynsham Bypass w/b Ahead	U	D		1	24	-	689	1850:1800	557+556	61.9 : 61.9%	-	-	-	4.5	23.7	6.5
5/1	Circ-South w/b Ahead	U	G		1	34	-	300	1800	863	34.8%	-	-	-	1.1	13.3	3.5
5/2	Circ-South w/b Ahead	U	G		1	34	-	615	1850	887	69.3%	-	-	-	2.8	16.3	8.5
5/3	Circ-South w/b Right Ahead	U	G		1	34	-	764	1850	887	86.1%	-	-	-	5.1	24.1	13.9

5/4	Circ-South w/b Right	U	G		1	34	-	344	1800	863	39.9%	-	-	-	1.7	17.4	3.2
6/2+6/1	A4-A37 LINK Spur - n/b Ahead Left Left2	U	H I		1	27:25	-	899	1850:1900	710+372	83.1 : 83.1%	-	-	-	7.3	29.2	13.2
6/3	A4-A37 LINK Spur - n/b Ahead	U	H		1	27	-	591	1850	710	83.3%	-	-	-	5.7	35.0	13.2
7/1	Circ-West n/b Right	U	J		1	16	-	247	1850	431	57.3%	-	-	-	2.4	35.6	4.2
7/2	Circ-West n/b Right	U	J		1	16	-	344	1850	431	79.8%	-	-	-	4.5	46.7	6.8
8/1	A4 Bath Road e/b Ahead	U	K		1	45	-	153	1850	1166	13.1%	-	-	-	0.3	7.2	1.3
8/2+8/3	A4 Bath Road e/b Ahead	U	K		1	45	-	686	1850:1800	270+940	56.7 : 56.7%	-	-	-	1.9	10.2	6.6
9/1	Circ NW e/b Ahead Left	U	F		1	35	-	400	1850	912	43.8%	-	-	-	0.8	7.4	2.1
9/2	Circ NW e/b Ahead Left	U	F		1	35	-	497	1850	912	54.5%	-	-	-	1.1	7.7	2.4
9/3	Circ NW e/b Ahead	U	F		1	35	-	533	1800	888	60.0%	-	-	-	2.9	19.6	6.7
10/1	INT Link - A4174 RT Ahead	U	E		1	26	-	590	1850	684	86.2%	-	-	-	3.9	24.0	4.6
10/2+10/3	INT Link - A4174 RT Right Ahead	U	E		1	26	-	591	1850:1750	555+436	59.6 : 59.6%	-	-	-	1.4	8.6	17.1
11/1	A4174 n/b EXIT	U	-		-	-	-	1512	1900	1900	79.6%	-	-	-	3.3	7.8	29.3
14/1	A4 Bath Road w/b EXIT	U	-		-	-	-	1441	1900	1900	75.8%	-	-	-	3.4	8.4	28.2

C1	Stream: 1 PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	44.37	Cycle Time (s):	73
C1	Stream: 2 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	23.71	Cycle Time (s):	73
C1	Stream: 3 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	9.15	Cycle Time (s):	73
	PRC Over All Lanes (%):	4.4	Total Delay Over All Lanes(pcuHr):	83.89		

Scenario 4: 'PM Peak Hour-2036' (FG4: '2036 DESIGN Flows PM - inc A4-A37 Link', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



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: Hicks Gate Existing Layout/Control	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**0**	**0**	**0**	**85.5**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**0**	**0**	**0**	**85.5**	**-**	**-**
1/1	Circ NE e/b Ahead	U	A		1	30	-	480	1850	819	58.6%	-	-	-	1.8	13.7	5.0
1/2	Circ NE e/b Ahead	U	A		1	30	-	480	1850	819	58.6%	-	-	-	1.8	13.7	5.0
1/3	Circ NE e/b Right	U	A		1	30	-	522	1800	797	65.5%	-	-	-	1.0	7.0	3.1
2/2+2/1	A4174 s/b Ahead Left	U	B		1	28	-	1178	1850:1850	704+704	83.7 : 83.7%	-	-	-	8.3	25.3	12.3
2/3+2/4	A4174 s/b Ahead	U	B		1	28	-	476	1850:1850	704+704	33.8 : 33.8%	-	-	-	2.1	15.7	3.4
3/1	Circ-East s/b Ahead	U	C		1	39	-	850	1850	1057	80.4%	-	-	-	3.4	14.2	7.4
3/2	Circ-East s/b Ahead	U	C		1	39	-	850	1850	1057	80.4%	-	-	-	3.4	14.2	7.4
3/3	Circ-East s/b Right	U	C		1	39	-	238	1850	1057	22.5%	-	-	-	0.2	2.9	0.3
3/4	Circ-East s/b Right	U	C		1	39	-	238	1850	1057	22.5%	-	-	-	0.2	2.9	0.3
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D		1	19	-	648	1850:1750	447+349	81.5 : 81.5%	-	-	-	6.1	33.7	8.4
4/3+4/4	A4 Keynsham Bypass w/b Ahead	U	D		1	19	-	727	1850:1800	513+514	70.8 : 70.8%	-	-	-	5.7	28.3	7.5
5/1	Circ-South w/b Ahead	U	G		1	28	-	0	1800	746	0.0%	-	-	-	0.0	0.0	0.0
5/2	Circ-South w/b Ahead	U	G		1	28	-	602	1850	766	78.5%	-	-	-	3.6	21.3	7.8
5/3	Circ-South w/b Right Ahead	U	G		1	28	-	601	1850	766	78.4%	-	-	-	3.5	21.2	7.7

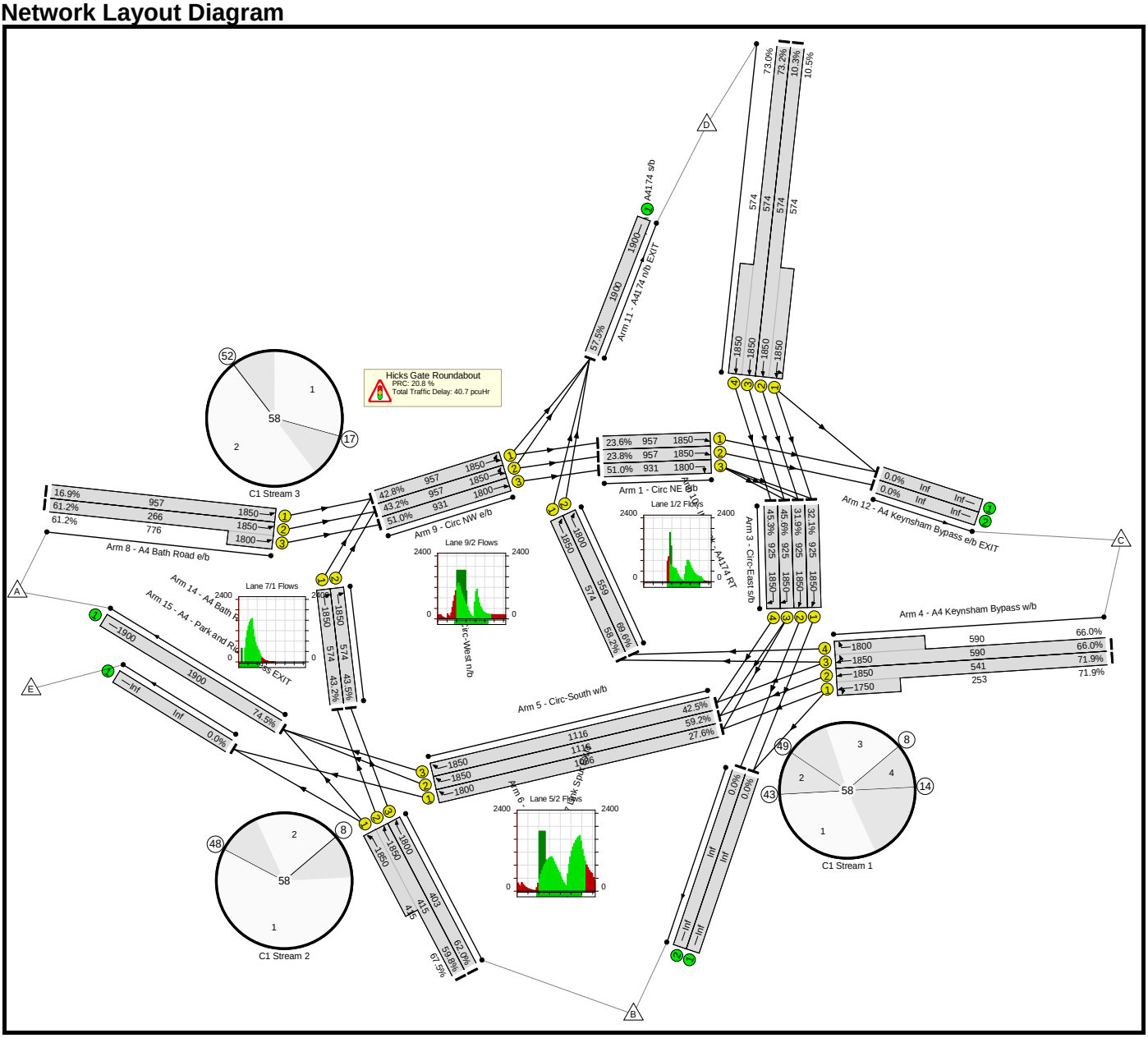
5/4	Circ-South w/b Right	U	G		1	28	-	364	1800	746	48.8%	-	-	-	1.4	13.5	2.1
6/2+6/1	A4-A37 LINK Spur - n/b Ahead Left Left2	U	H I		1	30:28	-	744	1850:1900	819+151	76.7 : 76.7%	-	-	-	4.9	23.7	11.9
6/3	A4-A37 LINK Spur - n/b Ahead	U	H		1	30	-	628	1850	819	76.7%	-	-	-	4.5	25.7	11.9
7/1	Circ-West n/b Right	U	J		1	21	-	316	1850	581	54.3%	-	-	-	1.5	17.3	6.6
7/2	Circ-West n/b Right	U	J		1	21	-	364	1850	581	62.6%	-	-	-	2.0	19.8	7.8
8/1	A4 Bath Road e/b Ahead	U	K		1	37	-	317	1850	1004	31.6%	-	-	-	1.0	11.5	3.6
8/2+8/3	A4 Bath Road e/b Ahead	U	K		1	37	-	839	1850:1800	431+710	73.5 : 73.5%	-	-	-	3.7	16.0	9.5
9/1	Circ NW e/b Ahead Left	U	F		1	30	-	633	1850	819	77.3%	-	-	-	4.8	27.2	13.2
9/2	Circ NW e/b Ahead Left	U	F		1	30	-	681	1850	819	83.1%	-	-	-	5.9	31.0	15.0
9/3	Circ NW e/b Ahead	U	F		1	30	-	522	1800	797	65.5%	-	-	-	1.8	12.5	2.7
10/1	INT Link - A4174 RT Ahead	U	E		1	28	-	628	1850	766	81.9%	-	-	-	4.7	27.1	6.8
10/2+10/3	INT Link - A4174 RT Right Ahead	U	E		1	28	-	628	1850:1750	548+592	55.1 : 55.1%	-	-	-	2.9	16.4	16.5
11/1	A4174 n/b EXIT	U	-		-	-	-	1610	1900	1900	84.7%	-	-	-	4.1	9.1	15.6
14/1	A4 Bath Road w/b EXIT	U	-		-	-	-	1003	1900	1900	52.8%	-	-	-	1.4	5.0	16.6

C1	Stream: 1 PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	53.93	Cycle Time (s):	70
C1	Stream: 2 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	17.87	Cycle Time (s):	70
C1	Stream: 3 PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	8.27	Cycle Time (s):	70
	PRC Over All Lanes (%):	6.2	Total Delay Over All Lanes(pcuHr):	85.51		

A4/A4174 Hicks Gate Improvements - Interim Phase 1 Scheme - OPTION 2

Scenario 3: 'AM Peak Hour-2021' (FG3: '2021 DESIGN Flows AM - GBATS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

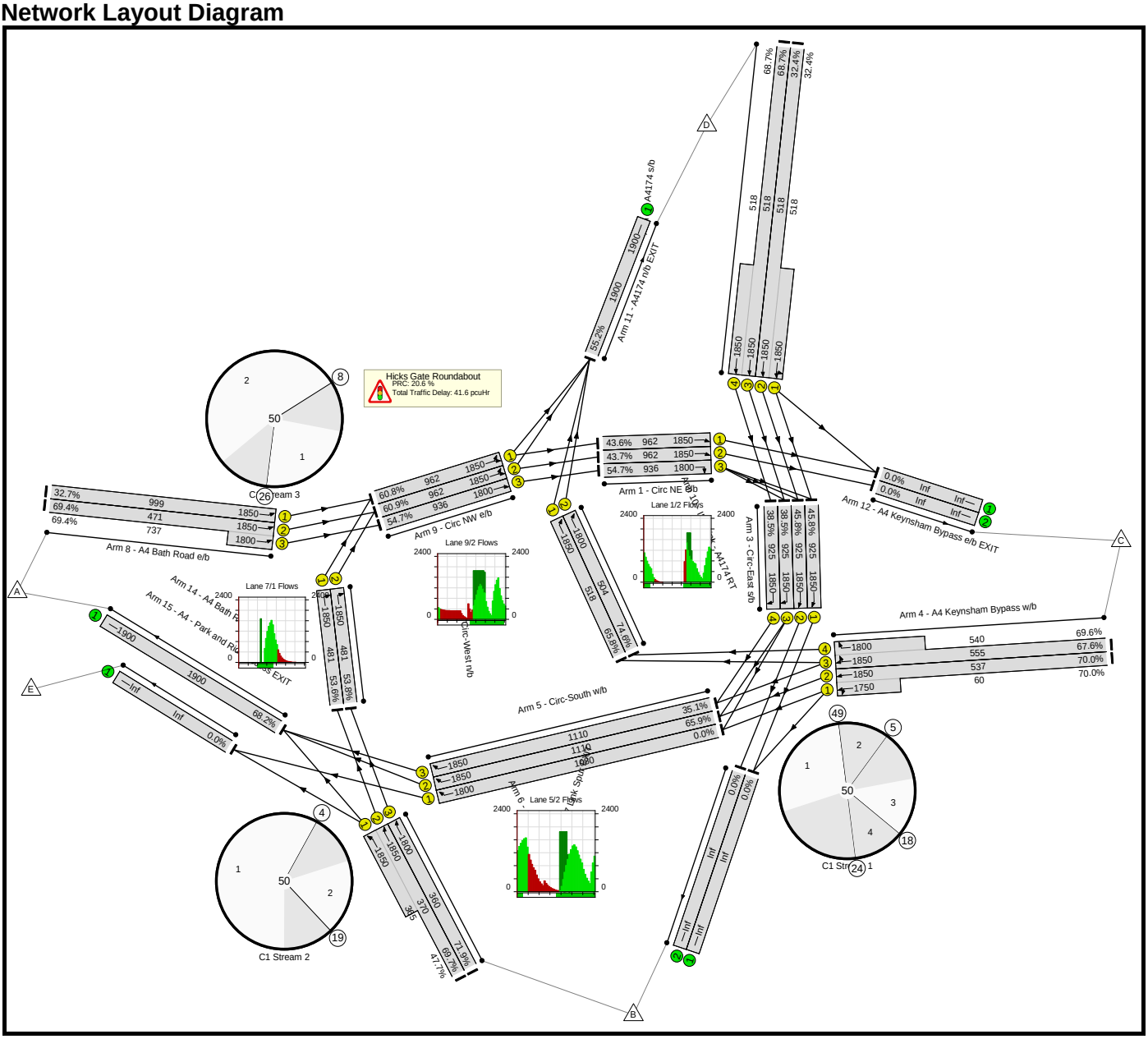
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.5%**	**0**	**0**	**0**	**40.7**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.5%**	**0**	**0**	**0**	**40.7**	**-**	**-**
1/1	Circ NE e/b Ahead	U	A		1	29	-	226	1850	957	23.6%	-	-	-	0.2	2.9	0.9
1/2	Circ NE e/b Ahead	U	A		1	29	-	228	1850	957	23.8%	-	-	-	0.2	2.9	0.9
1/3	Circ NE e/b Right	U	A		1	29	-	475	1800	931	51.0%	-	-	-	0.6	4.6	2.7
2/2+2/1	A4174 s/b Ahead Left	U	B		1	17	-	119	1850:1850	574+574	10.3 : 10.5%	-	-	-	0.5	16.1	0.7
2/3+2/4	A4174 s/b Ahead	U	B		1	17	-	839	1850:1850	574+574	73.2 : 73.0%	-	-	-	5.5	23.6	7.3
3/1	Circ-East s/b Ahead	U	C		1	28	-	297	1850	925	32.1%	-	-	-	1.0	11.6	4.0
3/2	Circ-East s/b Ahead	U	C		1	28	-	295	1850	925	31.9%	-	-	-	0.9	11.6	4.0
3/3	Circ-East s/b Right	U	C		1	28	-	422	1850	925	45.6%	-	-	-	0.5	4.6	0.7
3/4	Circ-East s/b Right	U	C		1	28	-	419	1850	925	45.3%	-	-	-	0.5	4.5	0.7
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D		1	18	-	571	1850:1750	541+253	71.9 : 71.9%	-	-	-	3.8	24.0	6.6
4/3+4/4	A4 Keynsham Bypass w/b Ahead Right	U	D		1	18	-	778	1850:1800	590+590	66.0 : 66.0%	-	-	-	4.6	21.1	6.3
5/1	Circ-South w/b Ahead	U	G		1	34	-	300	1800	1086	27.6%	-	-	-	0.3	4.2	0.8
5/2	Circ-South w/b Ahead	U	G		1	34	-	661	1850	1116	59.2%	-	-	-	1.3	7.0	3.3
5/3	Circ-South w/b Ahead	U	G		1	34	-	474	1850	1116	42.5%	-	-	-	0.5	3.7	1.1

6/2+6/1	A4-A37 LINK Spur - n/b Ahead Ahead2 Ahead3	U	H		1	12	-	528	1850:1850	415+415	59.8 : 67.5%	-	-	-	3.9	26.3	5.0
6/3	A4-A37 LINK Spur - n/b Ahead	U	H		1	12	-	250	1800	403	62.0%	-	-	-	2.2	31.9	4.4
7/1	Circ-West n/b Right	U	I		1	17	-	248	1850	574	43.2%	-	-	-	0.5	6.9	0.5
7/2	Circ-West n/b Right	U	I		1	17	-	250	1850	574	43.5%	-	-	-	0.5	7.0	0.5
8/1	A4 Bath Road e/b Ahead	U	J		1	29	-	162	1850	957	16.9%	-	-	-	0.4	9.7	1.5
8/2+8/3	A4 Bath Road e/b Ahead	U	J		1	29	-	638	1850:1800	266+776	61.2 : 61.2%	-	-	-	2.3	13.2	5.8
9/1	Circ NW e/b Ahead Left	U	F		1	29	-	410	1850	957	42.8%	-	-	-	0.8	7.3	4.6
9/2	Circ NW e/b Ahead Left	U	F		1	29	-	413	1850	957	43.2%	-	-	-	0.8	7.3	4.6
9/3	Circ NW e/b Ahead	U	F		1	29	-	475	1800	931	51.0%	-	-	-	1.4	10.7	2.9
10/1	INT Link - A4174 RT Right	U	E		1	17	-	334	1850	574	58.2%	-	-	-	1.6	16.8	6.0
10/2	INT Link - A4174 RT Right	U	E		1	17	-	389	1800	559	69.6%	-	-	-	2.2	20.7	7.3
11/1	A4174 n/b EXIT	U	-		-	-	-	1092	1900	1900	57.5%	-	-	-	1.5	5.1	11.9
14/1	A4 Bath Road w/b EXIT	U	-		-	-	-	1415	1900	1900	74.5%	-	-	-	2.0	5.2	14.2

C1	Stream: 1 PRC for Signalled Lanes (%):	23.0	Total Delay for Signalled Lanes (pcuHr):	25.22	Cycle Time (s):	58
C1	Stream: 2 PRC for Signalled Lanes (%):	33.3	Total Delay for Signalled Lanes (pcuHr):	8.19	Cycle Time (s):	58
C1	Stream: 3 PRC for Signalled Lanes (%):	47.0	Total Delay for Signalled Lanes (pcuHr):	3.73	Cycle Time (s):	58
	PRC Over All Lanes (%):	20.8	Total Delay Over All Lanes(pcuHr):	40.71		

Scenario 4: 'PM Peak Hour-2021' (FG4: '2021 DESIGN Flows PM - GBATS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



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: Hicks Gate Existing Layout/Control	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**	**0**	**0**	**0**	**41.6**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**	**0**	**0**	**0**	**41.6**	**-**	**-**
1/1	Circ NE e/b Ahead	U	A		1	25	-	419	1850	962	43.6%	-	-	-	0.4	3.9	2.0
1/2	Circ NE e/b Ahead	U	A		1	25	-	420	1850	962	43.7%	-	-	-	0.5	3.9	2.0
1/3	Circ NE e/b Right	U	A		1	25	-	512	1800	936	54.7%	-	-	-	0.7	5.1	3.1
2/2+2/1	A4174 s/b Ahead Left	U	B		1	13	-	336	1850:1850	518+518	32.4 : 32.4%	-	-	-	1.6	16.8	2.1
2/3+2/4	A4174 s/b Ahead	U	B		1	13	-	712	1850:1850	518+518	68.7 : 68.7%	-	-	-	4.3	21.6	5.4
3/1	Circ-East s/b Ahead	U	C		1	24	-	424	1850	925	45.8%	-	-	-	1.1	9.4	3.9
3/2	Circ-East s/b Ahead	U	C		1	24	-	424	1850	925	45.8%	-	-	-	1.1	9.4	3.9
3/3	Circ-East s/b Right	U	C		1	24	-	356	1850	925	38.5%	-	-	-	0.4	4.3	0.5
3/4	Circ-East s/b Right	U	C		1	24	-	356	1850	925	38.5%	-	-	-	0.4	4.3	0.5
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D		1	14	-	418	1850:1750	537+60	70.0 : 70.0%	-	-	-	2.9	25.0	5.6
4/3+4/4	A4 Keynsham Bypass w/b Ahead Right	U	D		1	14	-	751	1850:1800	555+540	67.6 : 69.6%	-	-	-	4.3	20.6	5.7
5/1	Circ-South w/b Ahead	U	G		1	29	-	0	1800	1080	0.0%	-	-	-	0.0	0.0	0.0
5/2	Circ-South w/b Ahead	U	G		1	29	-	732	1850	1110	65.9%	-	-	-	1.7	8.2	3.6
5/3	Circ-South w/b Ahead	U	G		1	29	-	390	1850	1110	35.1%	-	-	-	0.4	3.3	0.7

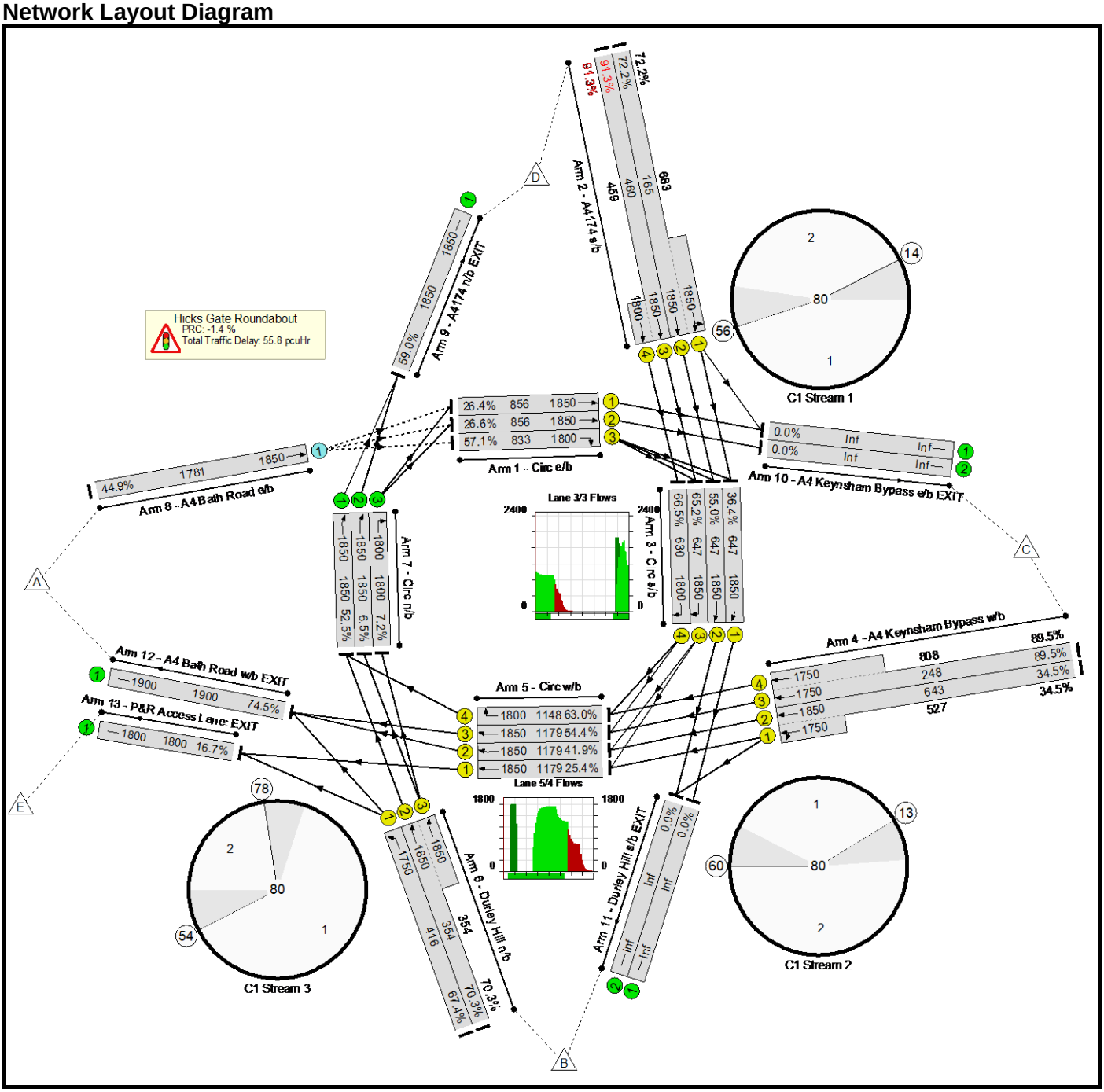
6/2+6/1	A4-A37 LINK Spur - n/b Ahead Ahead2 Ahead3	U	H		1	9	-	432	1850:1850	370+365	69.7 : 47.7%	-	-	-	2.9	24.1	4.0
6/3	A4-A37 LINK Spur - n/b Ahead	U	H		1	9	-	259	1800	360	71.9%	-	-	-	2.6	36.1	4.6
7/1	Circ-West n/b Right	U	I		1	12	-	258	1850	481	53.6%	-	-	-	0.9	12.5	1.0
7/2	Circ-West n/b Right	U	I		1	12	-	259	1850	481	53.8%	-	-	-	0.9	12.7	1.1
8/1	A4 Bath Road e/b Ahead	U	J		1	26	-	327	1850	999	32.7%	-	-	-	0.8	9.1	2.7
8/2+8/3	A4 Bath Road e/b Ahead	U	J		1	26	-	839	1850:1800	471+737	69.4 : 69.4%	-	-	-	2.8	11.9	5.7
9/1	Circ NW e/b Ahead Left	U	F		1	25	-	585	1850	962	60.8%	-	-	-	1.4	8.9	5.1
9/2	Circ NW e/b Ahead Left	U	F		1	25	-	586	1850	962	60.9%	-	-	-	1.4	8.9	5.1
9/3	Circ NW e/b Ahead	U	F		1	25	-	512	1800	936	54.7%	-	-	-	1.6	11.2	3.3
10/1	INT Link - A4174 RT Right	U	E		1	13	-	341	1850	518	65.8%	-	-	-	1.6	16.5	5.5
10/2	INT Link - A4174 RT Right	U	E		1	13	-	376	1800	504	74.6%	-	-	-	2.2	20.7	6.5
11/1	A4174 n/b EXIT	U	-		-	-	-	1049	1900	1900	55.2%	-	-	-	1.3	4.4	10.1
14/1	A4 Bath Road w/b EXIT	U	-		-	-	-	1296	1900	1900	68.2%	-	-	-	1.4	4.0	11.6

C1	Stream: 1 PRC for Signalled Lanes (%):	20.6	Total Delay for Signalled Lanes (pcuHr):	25.95	Cycle Time (s):	50
C1	Stream: 2 PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	7.52	Cycle Time (s):	50
C1	Stream: 3 PRC for Signalled Lanes (%):	29.6	Total Delay for Signalled Lanes (pcuHr):	5.40	Cycle Time (s):	50
	PRC Over All Lanes (%):	20.6	Total Delay Over All Lanes(pcuHr):	41.57		

A4-A4174 Hicks Gate Roundabout - Existing Layout (DN Scenario)

Scenario 3: 'AM Peak Hour - 2021' (FG3: 'AM Peak Hour - 2021 GBATS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

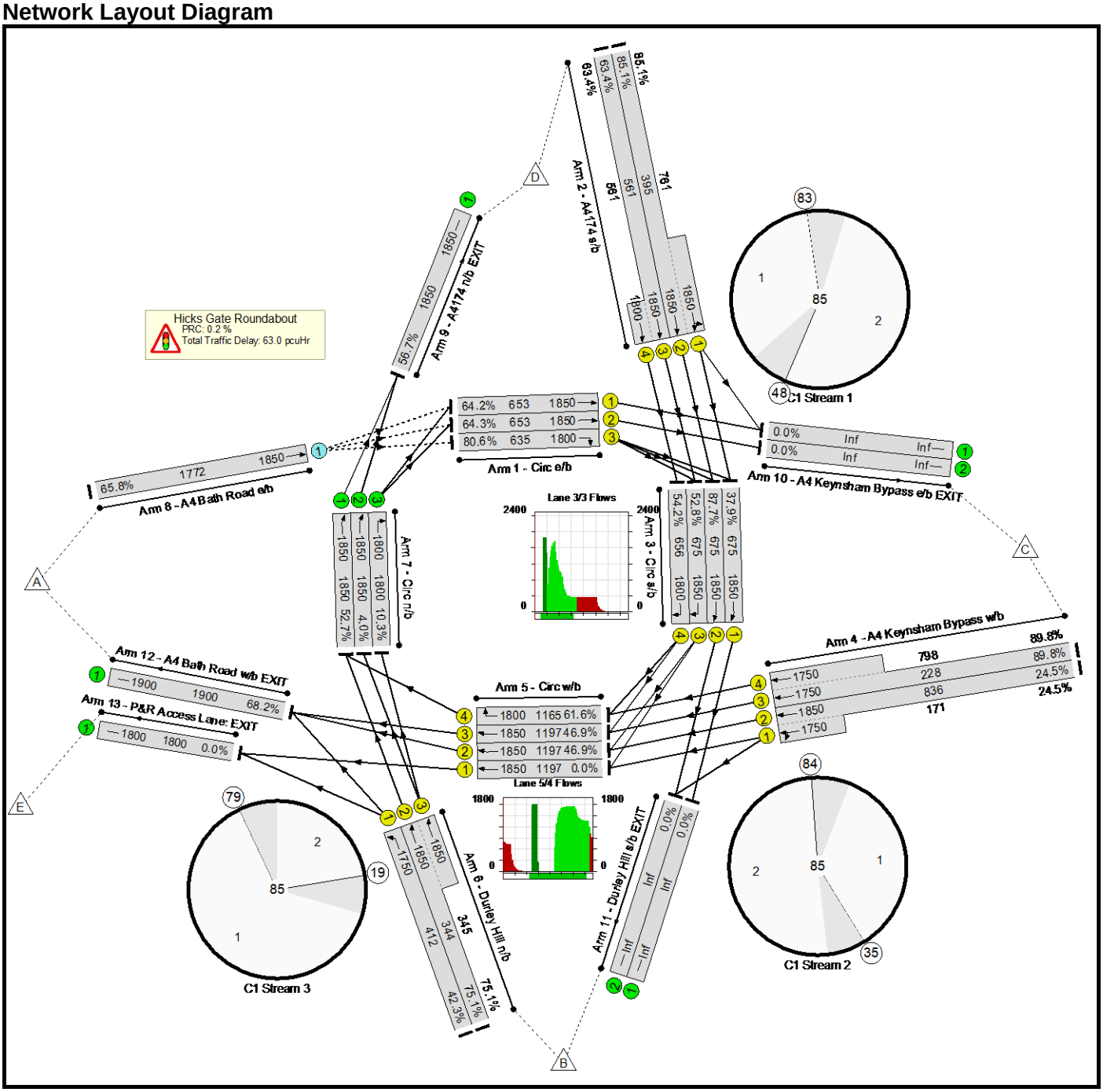
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**	**55.8**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**	**55.8**	**-**	**-**
1/1	Circ e/b Ahead	U	A	36	226	1850	856	26.4%	1.2	18.6	3.9
1/2	Circ e/b Ahead	U	A	36	228	1850	856	26.6%	1.2	18.7	3.9
1/3	Circ e/b Right	U	A	36	475	1800	833	57.1%	2.7	20.7	8.3
2/2+2/1	A4174 s/b Ahead Left	U	B	32	612	1850:1850	165+683	72.2 : 72.2%	4.4	25.6	10.3
2/3+2/4	A4174 s/b Ahead	U	B	32	839	1850:1800	460+459	91.3 : 91.3%	9.3	39.8	18.2
3/1	Circ s/b Ahead	U	C	27	236	1850	647	36.4%	2.4	36.0	5.5
3/2	Circ s/b Ahead	U	C	27	356	1850	647	55.0%	3.1	31.0	8.0
3/3	Circ s/b Right	U	C	27	422	1850	647	65.2%	1.6	13.8	2.6
3/4	Circ s/b Right	U	C	27	419	1800	630	66.5%	1.7	14.3	2.6
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D	41	404	1850:1750	643+527	34.5 : 34.5%	1.4	12.5	2.9
4/3+4/4	A4 Keynsham Bypass w/b Ahead	U	D	41	945	1750:1750	248+808	89.5 : 89.5%	7.8	29.8	18.9
5/1	Circ w/b Ahead	U	E	50	300	1850	1179	25.4%	0.5	6.5	3.0
5/2	Circ w/b Ahead	U	E	50	494	1850	1179	41.9%	1.1	8.2	6.3
5/3	Circ w/b Ahead	U	E	50	641	1850	1179	54.4%	2.0	11.4	10.7
5/4	Circ w/b Right	U	E	50	723	1800	1148	63.0%	1.8	8.8	3.7
6/1	Durley Hill n/b Left Left2	U	F	18	280	1750	416	67.4%	3.2	40.8	6.6
6/2+6/3	Durley Hill n/b Ahead	U	F	18	498	1850:1850	354+354	70.3 : 70.3%	4.9	35.3	6.0
7/1	Circ n/b Ahead	U	-	-	972	1850	1850	52.5%	0.6	2.0	0.6
7/2	Circ n/b Ahead	U	-	-	120	1850	1850	6.5%	0.0	1.0	0.0
7/3	Circ n/b Right	U	-	-	129	1800	1800	7.2%	0.0	1.1	0.0
8/1	A4 Bath Road e/b Ahead	O	-	-	800	1850	1781	44.9%	0.4	1.8	0.4
9/1	A4174 n/b EXIT	U	-	-	1092	1850	1850	59.0%	0.8	2.6	6.9
12/1	A4 Bath Road w/b EXIT	U	-	-	1415	1900	1900	74.5%	3.7	9.4	25.0

13/1	P&R Access Lane: EXIT	U	-	-	300	1800	1800	16.7%	0.1	1.2	0.1

C1	Stream: 1	PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	18.71	Cycle Time (s):	80
C1	Stream: 2	PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	17.94	Cycle Time (s):	80
C1	Stream: 3	PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	13.53	Cycle Time (s):	80
		PRC Over All Lanes (%):	-1.4	Total Delay Over All Lanes(pcuHr):	55.80		

Scenario 4: 'PM Peak Hour - 2021' (FG4: 'PM Peak Hour -2021 GBATS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

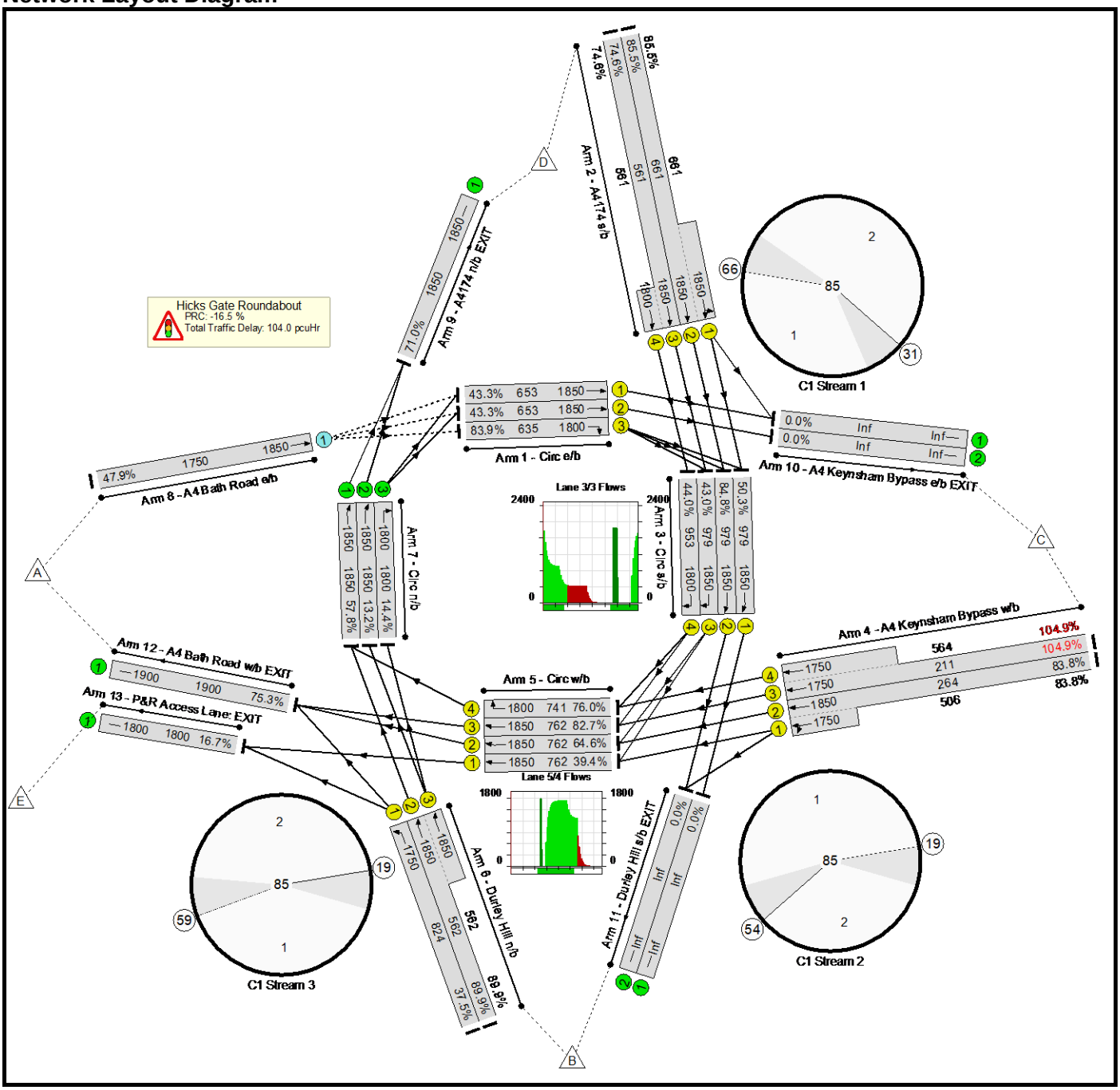
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**	**63.0**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**	**63.0**	**-**	**-**
1/1	Circ e/b Ahead	U	A	29	419	1850	653	64.2%	4.0	34.5	9.5
1/2	Circ e/b Ahead	U	A	29	420	1850	653	64.3%	4.0	34.6	9.5
1/3	Circ e/b Right	U	A	29	512	1800	635	80.6%	5.5	39.0	12.8
2/2+2/1	A4174 s/b Ahead Left	U	B	44	983	1850:1850	395+761	85.1 : 85.1%	6.6	24.3	17.1
2/3+2/4	A4174 s/b Ahead	U	B	44	712	1850:1800	561+561	63.4 : 63.4%	3.2	16.3	7.8
3/1	Circ s/b Ahead	U	C	30	256	1850	675	37.9%	1.9	27.1	6.3
3/2	Circ s/b Ahead	U	C	30	592	1850	675	87.7%	6.9	41.8	16.3
3/3	Circ s/b Right	U	C	30	356	1850	675	52.8%	1.6	16.3	2.5
3/4	Circ s/b Right	U	C	30	356	1800	656	54.2%	1.6	16.7	2.5
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D	43	247	1850:1750	836+171	24.5 : 24.5%	0.9	13.3	2.8
4/3+4/4	A4 Keynsham Bypass w/b Ahead	U	D	43	922	1750:1750	228+798	89.8 : 89.8%	8.2	32.2	20.3
5/1	Circ w/b Ahead	U	E	54	0	1850	1197	0.0%	0.0	0.0	0.0
5/2	Circ w/b Ahead	U	E	54	561	1850	1197	46.9%	1.8	11.5	9.4
5/3	Circ w/b Ahead	U	E	54	561	1850	1197	46.9%	1.8	11.7	9.5
5/4	Circ w/b Right	U	E	54	717	1800	1165	61.6%	1.6	8.1	3.4
6/1	Durley Hill n/b Left Left2	U	F	19	174	1750	412	42.3%	1.7	35.2	3.8
6/2+6/3	Durley Hill n/b Ahead	U	F	19	517	1850:1850	344+345	75.1 : 75.1%	5.6	39.2	6.9
7/1	Circ n/b Ahead	U	-	-	975	1850	1850	52.7%	0.6	2.1	0.6
7/2	Circ n/b Ahead	U	-	-	74	1850	1850	4.0%	0.0	1.0	0.0
7/3	Circ n/b Right	U	-	-	185	1800	1800	10.3%	0.1	1.1	0.1
8/1	A4 Bath Road e/b Ahead	O	-	-	1166	1850	1772	65.8%	1.0	3.0	3.2
9/1	A4174 n/b EXIT	U	-	-	1049	1850	1850	56.7%	0.7	2.3	5.8
12/1	A4 Bath Road w/b EXIT	U	-	-	1296	1900	1900	68.2%	3.5	9.8	25.6

13/1	P&R Access Lane: EXIT	U	-	-	0	1800	1800	0.0%	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	23.45	Cycle Time (s):	85
C1	Stream: 2	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	21.21	Cycle Time (s):	85
C1	Stream: 3	PRC for Signalled Lanes (%):	19.8	Total Delay for Signalled Lanes (pcuHr):	12.55	Cycle Time (s):	85
		PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	63.03		

Scenario 5: 'AM Peak Hour 2036 ADJUSTED' (FG5: '2036 DESIGN Flows AM - inc A4-A37 Link ADJUSTED', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

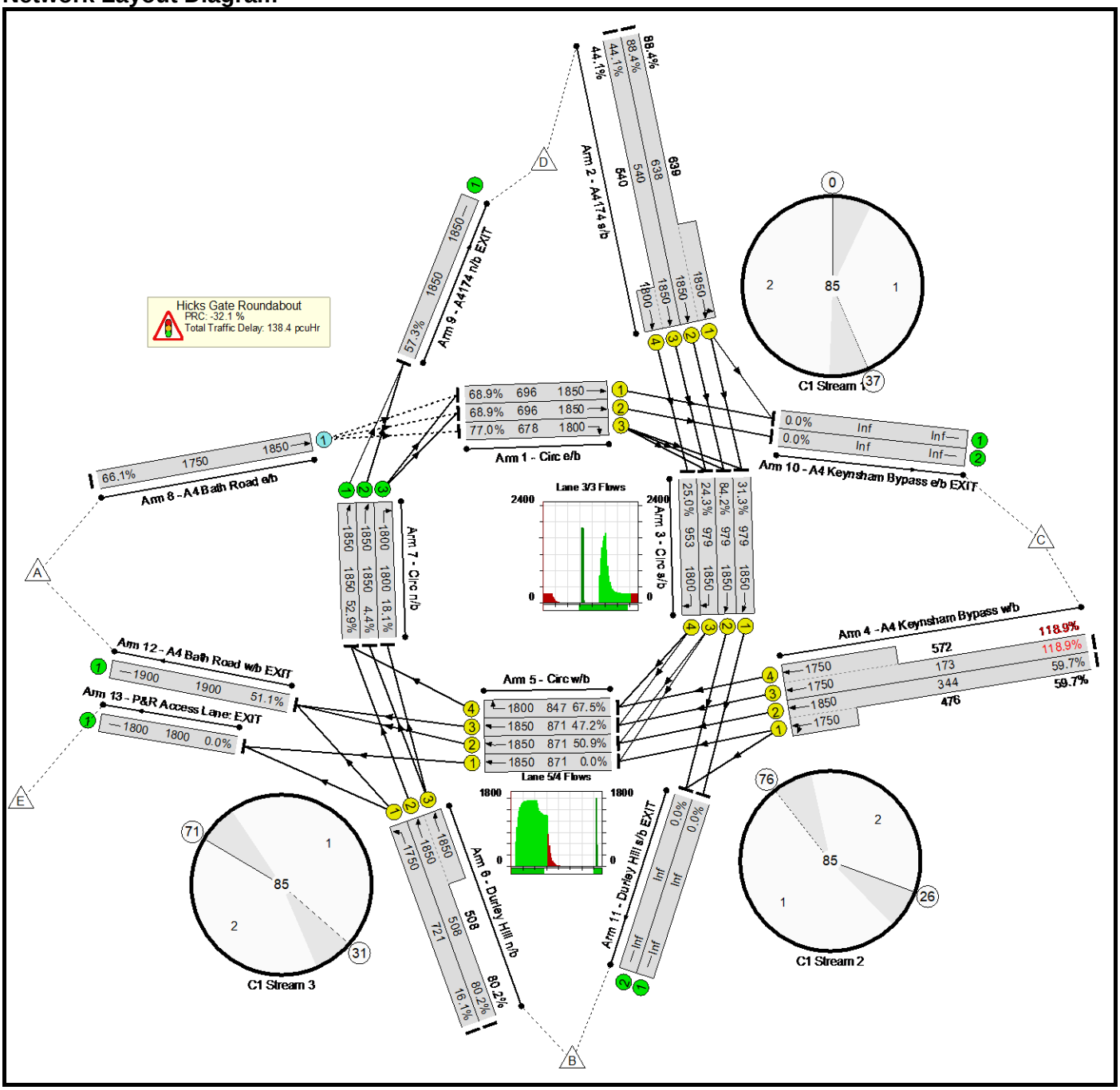
Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.9%**	**104.0**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**104.9%**	**104.0**	**-**	**-**
1/1	Circ e/b Ahead	U	A	29	283	1850	653	43.3%	2.4	31.1	6.3
1/2	Circ e/b Ahead	U	A	29	283	1850	653	43.3%	2.4	31.1	6.3
1/3	Circ e/b Right	U	A	29	533	1800	635	83.9%	6.2	42.1	14.0
2/2+2/1	A4174 s/b Ahead Left	U	B	44	1130	1850:1850	661+661	85.5 : 85.5%	7.2	22.8	14.5
2/3+2/4	A4174 s/b Ahead	U	B	44	838	1850:1800	561+561	74.6 : 74.6%	4.5	19.3	11.9
3/1	Circ s/b Ahead	U	C	44	493	1850	979	50.3%	1.8	13.3	7.9
3/2	Circ s/b Ahead	U	C	44	831	1850	979	84.8%	5.0	21.7	12.1
3/3	Circ s/b Right	U	C	44	421	1850	979	43.0%	1.2	10.5	2.6
3/4	Circ s/b Right	U	C	44	419	1800	953	44.0%	1.2	10.6	2.6
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D	29	645	1850:1750	264+506	83.8 : 83.8%	6.6	37.0	13.0
4/3+4/4	A4 Keynsham Bypass w/b Ahead	U	D	29	812	1750:1750	211+564	104.9 : 104.9%	33.6	148.8	44.3
5/1	Circ w/b Ahead	U	E	34	300	1850	762	39.4%	1.4	16.5	4.1
5/2	Circ w/b Ahead	U	E	34	492	1850	762	64.6%	3.2	23.6	10.7
5/3	Circ w/b Ahead	U	E	34	640	1850	762	82.7%	6.5	37.4	16.2
5/4	Circ w/b Right	U	E	34	591	1800	741	76.0%	1.9	12.2	2.2
6/1	Durley Hill n/b Left Left2	U	F	39	309	1750	824	37.5%	1.5	18.0	4.9
6/2+6/3	Durley Hill n/b Ahead	U	F	39	1010	1850:1850	562+562	89.9 : 89.9%	9.0	32.1	18.5
7/1	Circ n/b Ahead	U	-	-	1096	1850	1850	57.8%	0.7	2.3	0.7
7/2	Circ n/b Ahead	U	-	-	245	1850	1850	13.2%	0.1	1.1	0.1
7/3	Circ n/b Right	U	-	-	260	1800	1800	14.4%	0.1	1.2	0.1
8/1	A4 Bath Road e/b Ahead	O	-	-	839	1850	1750	47.9%	0.5	2.0	0.5
9/1	A4174 n/b EXIT	U	-	-	1341	1850	1850	71.0%	1.5	4.1	14.6
12/1	A4 Bath Road w/b EXIT	U	-	-	1441	1900	1900	75.3%	5.3	13.2	33.0

13/1	P&R Access Lane: EXIT	U	-	-	300	1800	1800	16.7%	0.1	1.2	0.6

C1	Stream: 1	PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	22.75	Cycle Time (s):	85
C1	Stream: 2	PRC for Signalled Lanes (%):	-16.5	Total Delay for Signalled Lanes (pcuHr):	49.48	Cycle Time (s):	85
C1	Stream: 3	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	23.59	Cycle Time (s):	85
		PRC Over All Lanes (%):	-16.5	Total Delay Over All Lanes(pcuHr):	103.99		

Scenario 6: 'PM Peak Hour 2036 ADJUSTED' (FG6: '2036 DESIGN Flows PM - inc A4-A37 Link ADJUSTED', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Hicks Gate Existing Layout/Control	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.9%**	**138.4**	**-**	**-**
Hicks Gate Roundabout	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**118.9%**	**138.4**	**-**	**-**
1/1	Circ e/b Ahead	U	A	31	480	1850	696	68.9%	4.7	35.5	11.3
1/2	Circ e/b Ahead	U	A	31	480	1850	696	68.9%	4.7	35.5	11.3
1/3	Circ e/b Right	U	A	31	522	1800	678	77.0%	5.0	34.5	12.4
2/2+2/1	A4174 s/b Ahead Left	U	B	42	1129	1850:1850	638+639	88.4 : 88.4%	8.4	26.7	16.8
2/3+2/4	A4174 s/b Ahead	U	B	42	476	1850:1800	540+540	44.1 : 44.1%	2.0	14.9	3.6
3/1	Circ s/b Ahead	U	C	44	307	1850	979	31.3%	1.2	14.6	6.5
3/2	Circ s/b Ahead	U	C	44	825	1850	979	84.2%	4.9	21.2	11.4
3/3	Circ s/b Right	U	C	44	238	1850	979	24.3%	0.6	8.5	1.2
3/4	Circ s/b Right	U	C	44	238	1800	953	25.0%	0.6	8.6	1.2
4/2+4/1	A4 Keynsham Bypass w/b Ahead Left	U	D	29	489	1850:1750	344+476	59.7 : 59.7%	3.6	26.2	5.9
4/3+4/4	A4 Keynsham Bypass w/b Ahead	U	D	29	886	1750:1750	173+572	118.9 : 118.9%	85.9	349.0	97.2
5/1	Circ w/b Ahead	U	E	39	0	1850	871	0.0%	0.0	0.0	0.0
5/2	Circ w/b Ahead	U	E	39	443	1850	871	50.9%	2.1	17.2	6.7
5/3	Circ w/b Ahead	U	E	39	444	1850	871	47.2%	2.1	18.4	6.7
5/4	Circ w/b Right	U	E	39	680	1800	847	67.5%	1.4	8.6	1.7
6/1	Durley Hill n/b Left Left2	U	F	34	116	1750	721	16.1%	0.6	18.7	1.8
6/2+6/3	Durley Hill n/b Ahead	U	F	34	814	1850:1850	508+508	80.2 : 80.2%	6.3	27.9	11.3
7/1	Circ n/b Ahead	U	-	-	1087	1850	1850	52.9%	0.6	2.1	0.6
7/2	Circ n/b Ahead	U	-	-	81	1850	1850	4.4%	0.0	1.0	0.0
7/3	Circ n/b Right	U	-	-	326	1800	1800	18.1%	0.1	1.2	0.1
8/1	A4 Bath Road e/b Ahead	O	-	-	1156	1850	1750	66.1%	1.0	3.1	4.2
9/1	A4174 n/b EXIT	U	-	-	1168	1850	1850	57.3%	0.7	2.4	6.4
12/1	A4 Bath Road w/b EXIT	U	-	-	1003	1900	1900	51.1%	2.1	7.6	19.5

13/1	P&R Access Lane: EXIT	U	-	-	0	1800	1800	0.0%	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	24.83	Cycle Time (s):	85
C1	Stream: 2	PRC for Signalled Lanes (%):	-32.1	Total Delay for Signalled Lanes (pcuHr):	96.68	Cycle Time (s):	85
C1	Stream: 3	PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	12.49	Cycle Time (s):	85
		PRC Over All Lanes (%):	-32.1	Total Delay Over All Lanes(pcuHr):	138.45		