

Appendix E

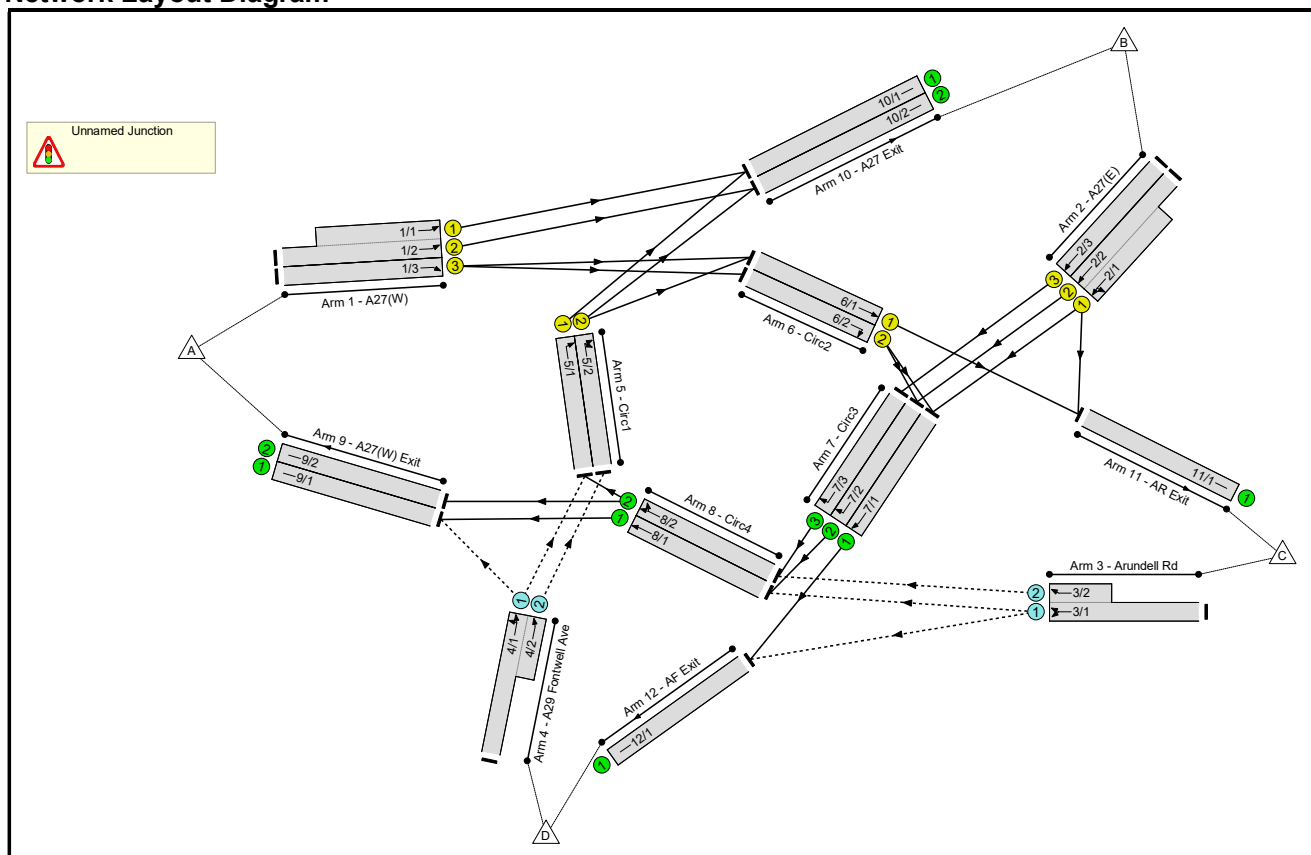


Full Input Data And Results
Full Input Data And Results

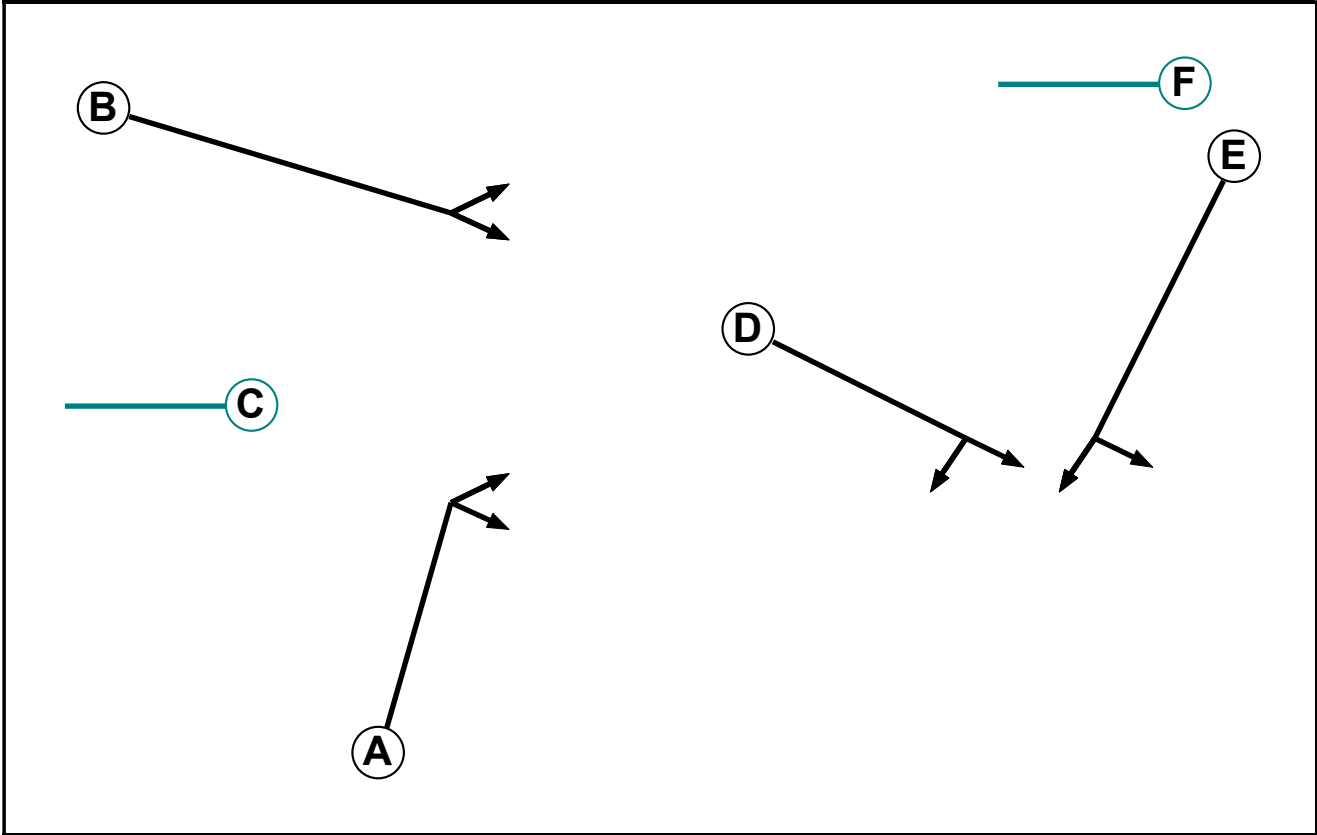
User and Project Details

Project:	041.0071 – Tye Lane, Walberton
Title:	A27 / A29 Signals (Fontwell Western Rbt)
Location:	
Additional detail:	
File name:	A27_A29_West (With Linden Improvements).lsg3x
Author:	THP
Company:	PBA
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Dummy	1		2	2
D	Traffic	2		7	7
E	Traffic	2		7	7
F	Dummy	2		2	2

Full Input Data And Results

Phase Intergreens Matrix

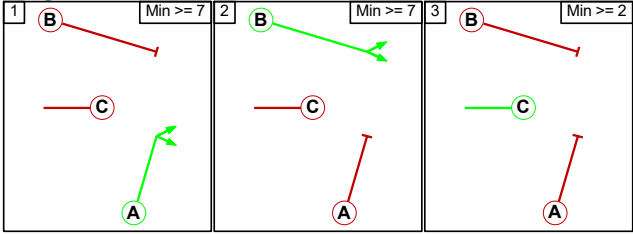
		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		7	3
	E	-	-	-	7		3
	F	-	-	-	2	2	

Phases in Stage

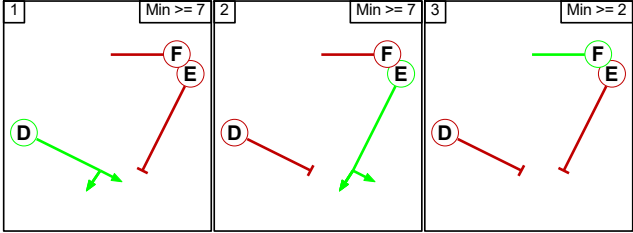
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		5	3
	2	6		3
	3	2	2	

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		7	3
	2	7		3
	3	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Arundell Rd)	8/1 (Ahead)	925	0	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
				7/3	1.00	All					
	12/1 (Ahead)	925	0	7/1	1.00	All					
3/2 (Arundell Rd)	8/2 (Ahead)	925	0	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
				7/3	1.00	All					
4/1 (A29 Fontwell Ave)	5/1 (Ahead)	1020	0	8/1	0.75	All	-	-	-	-	-
	9/1 (Left)	1020	0	8/2	0.75	All					
				8/1	0.75	All					
4/2 (A29 Fontwell Ave)	5/2 (Ahead)	1020	0	8/1	0.75	All	-	-	-	-	-
				8/2	0.75	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27(W))	U	B	2	3	10.0	User	1900	-	-	-	-	-
1/2 (A27(W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A27(W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/1 (A27(E))	U	E	2	3	13.3	User	1900	-	-	-	-	-
2/2 (A27(E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
2/3 (A27(E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/1 (Arundell Rd)	O		2	3	60.0	User	1900	-	-	-	-	-
3/2 (Arundell Rd)	O		2	3	5.0	User	1900	-	-	-	-	-
4/1 (A29 Fontwell Ave)	O		2	3	60.0	User	1900	-	-	-	-	-
4/2 (A29 Fontwell Ave)	O		2	3	5.0	User	1900	-	-	-	-	-
5/1 (Circ1)	U	A	2	3	5.0	User	1900	-	-	-	-	-
5/2 (Circ1)	U	A	2	3	5.0	User	1900	-	-	-	-	-
6/1 (Circ2)	U	D	2	3	7.5	User	1900	-	-	-	-	-
6/2 (Circ2)	U	D	2	3	7.5	User	1900	-	-	-	-	-
7/1 (Circ3)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/2 (Circ3)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/3 (Circ3)	U		2	3	7.5	Inf	-	-	-	-	-	-
8/1 (Circ4)	U		2	3	5.0	Inf	-	-	-	-	-	-
8/2 (Circ4)	U		2	3	5.0	Inf	-	-	-	-	-	-
9/1 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

11/1 (AR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (AF Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 With Mit + Linden AM'	07:15	08:15	01:00	
2: '2031 With Mit + Linden PM'	16:45	17:45	01:00	
3: 'Dev AM'	07:15	08:15	01:00	
4: 'Dev PM'	16:45	17:45	01:00	
5: '2031 With Mit + Linden + Dev AM'	07:15	08:15	01:00	F1+F3
6: '2031 With Mit + Linden + Dev PM'	16:45	17:45	01:00	F2+F4

Scenario 1: '2031 With Mit + Linden AM' (FG1: '2031 With Mit + Linden AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1211	144	292	1647
	B	1472	0	0	219	1691
	C	453	0	0	2	455
	D	38	430	0	0	468
	Tot.	1963	1641	144	513	4261

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 With Mit + Linden AM
Junction: Unnamed Junction	
1/1 (short)	606
1/2 (with short)	1211(In) 605(Out)
1/3	436
2/1 (short)	219
2/2 (with short)	955(In) 736(Out)
2/3	736
3/1 (with short)	455(In) 228(Out)
3/2 (short)	227
4/1 (with short)	468(In) 234(Out)
4/2 (short)	234
5/1	196
5/2	234
6/1	144
6/2	292
7/1	511
7/2	736
7/3	736
8/1	962
8/2	963
9/1	1000
9/2	963
10/1	802
10/2	839
11/1	144
12/1	513

Lane Saturation Flows

Junction: Unnamed 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 (A27(W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27(W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27(W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27(E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27(E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27(E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundell Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundell Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Circ2 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ2 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Circ3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ3 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Circ3 Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Circ4 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Circ4 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (AR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (AF Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2031 With Mit + Linden PM' (FG2: '2031 With Mit + Linden PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1574	362	787	2723
	B	1097	0	0	637	1734
	C	292	0	0	7	299
	D	59	380	0	0	439
	Tot.	1448	1954	362	1431	5195

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 With Mit + Linden PM
Junction: Unnamed Junction	
1/1 (short)	787
1/2 (with short)	1574(In) 787(Out)
1/3	1149
2/1 (short)	637
2/2 (with short)	1093(In) 456(Out)
2/3	641
3/1 (with short)	299(In) 150(Out)
3/2 (short)	149
4/1 (with short)	439(In) 249(Out)
4/2 (short)	190
5/1	190
5/2	190
6/1	362
6/2	787
7/1	1424
7/2	456
7/3	641
8/1	599
8/2	790
9/1	658
9/2	790
10/1	977
10/2	977
11/1	362
12/1	1431

Lane Saturation Flows

Junction: Unnamed 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 (A27(W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27(W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27(W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27(E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27(E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27(E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundell Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundell Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Circ2 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ2 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Circ3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ3 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Circ3 Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Circ4 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Circ4 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (AR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (AF Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2031 With Mit + Linden + Dev AM' (FG5: '2031 With Mit + Linden + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1211	154	292	1657
	B	1499	0	0	222	1721
	C	453	0	0	2	455
	D	38	430	0	0	468
	Tot.	1990	1641	154	516	4301

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 With Mit + Linden + Dev AM
Junction: Unnamed Junction	
1/1 (short)	606
1/2 (with short)	1211(In) 605(Out)
1/3	446
2/1 (short)	222
2/2 (with short)	972(In) 750(Out)
2/3	749
3/1 (with short)	455(In) 228(Out)
3/2 (short)	227
4/1 (with short)	468(In) 234(Out)
4/2 (short)	234
5/1	196
5/2	234
6/1	154
6/2	292
7/1	514
7/2	750
7/3	749
8/1	976
8/2	976
9/1	1014
9/2	976
10/1	802
10/2	839
11/1	154
12/1	516

Lane Saturation Flows

Junction: Unnamed 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 (A27(W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27(W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27(W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27(E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27(E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27(E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundell Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundell Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Circ2 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ2 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Circ3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ3 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Circ3 Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Circ4 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Circ4 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (AR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (AF Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 4: '2031 With Mit + Linden + Dev PM' (FG6: '2031 With Mit + Linden + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1574	386	787	2747
	B	1111	0	0	639	1750
	C	292	0	0	7	299
	D	59	380	0	0	439
	Tot.	1462	1954	386	1433	5235

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 With Mit + Linden + Dev PM
Junction: Unnamed Junction	
1/1 (short)	787
1/2 (with short)	1574(In) 787(Out)
1/3	1173
2/1 (short)	639
2/2 (with short)	1102(In) 463(Out)
2/3	648
3/1 (with short)	299(In) 150(Out)
3/2 (short)	149
4/1 (with short)	439(In) 249(Out)
4/2 (short)	190
5/1	190
5/2	190
6/1	386
6/2	787
7/1	1426
7/2	463
7/3	648
8/1	606
8/2	797
9/1	665
9/2	797
10/1	977
10/2	977
11/1	386
12/1	1433

Lane Saturation Flows

Junction: Unnamed 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 (A27(W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27(W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27(W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27(E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27(E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27(E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundell Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundell Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Circ2 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ2 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Circ3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ3 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Circ3 Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Circ4 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Circ4 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

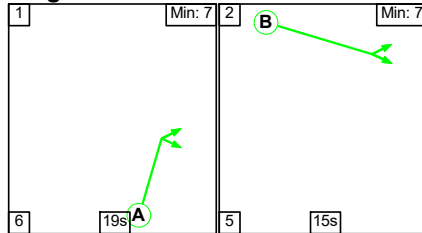
Full Input Data And Results

11/1 (AR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/1 (AF Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

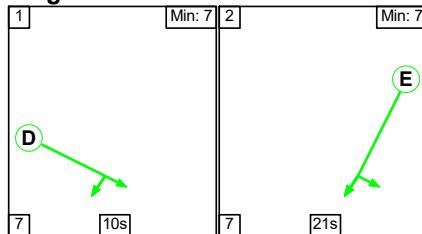
Scenario 1: '2031 With Mit + Linden AM' (FG1: '2031 With Mit + Linden AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

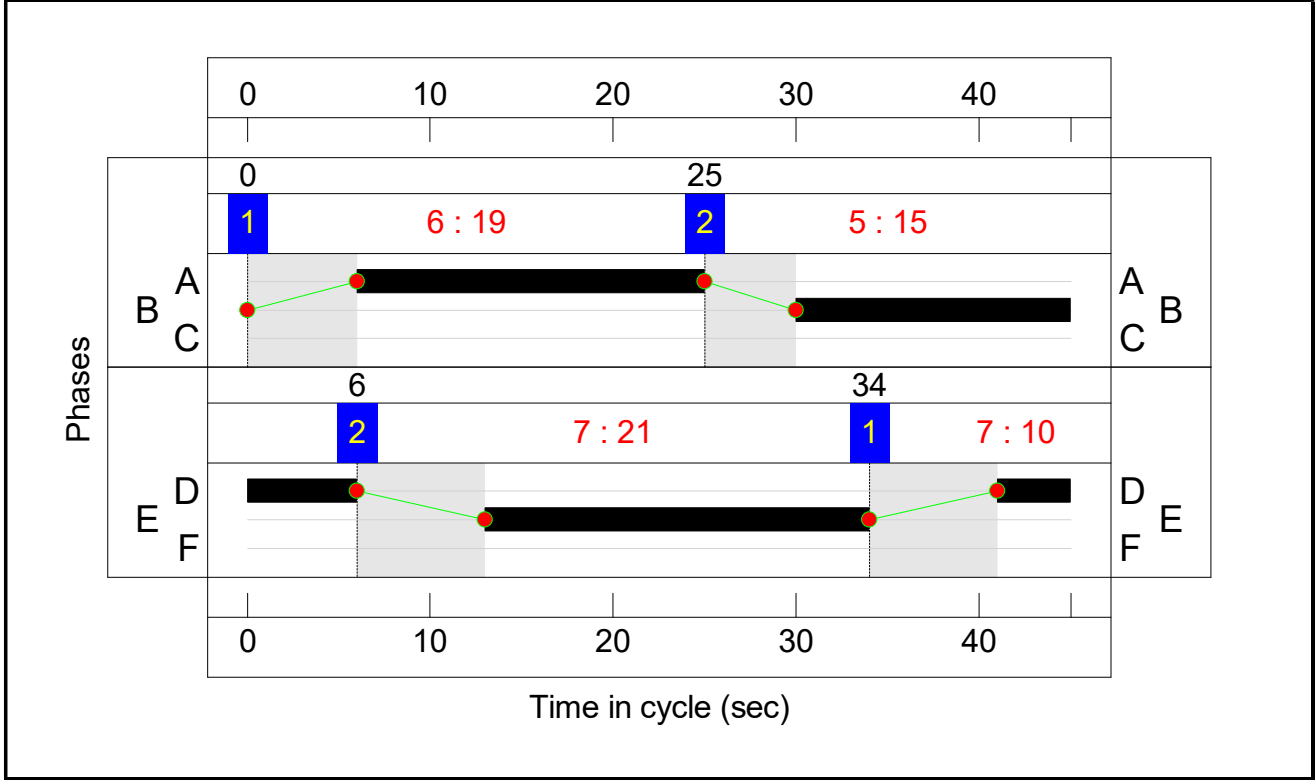
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

Stage Stream: 2

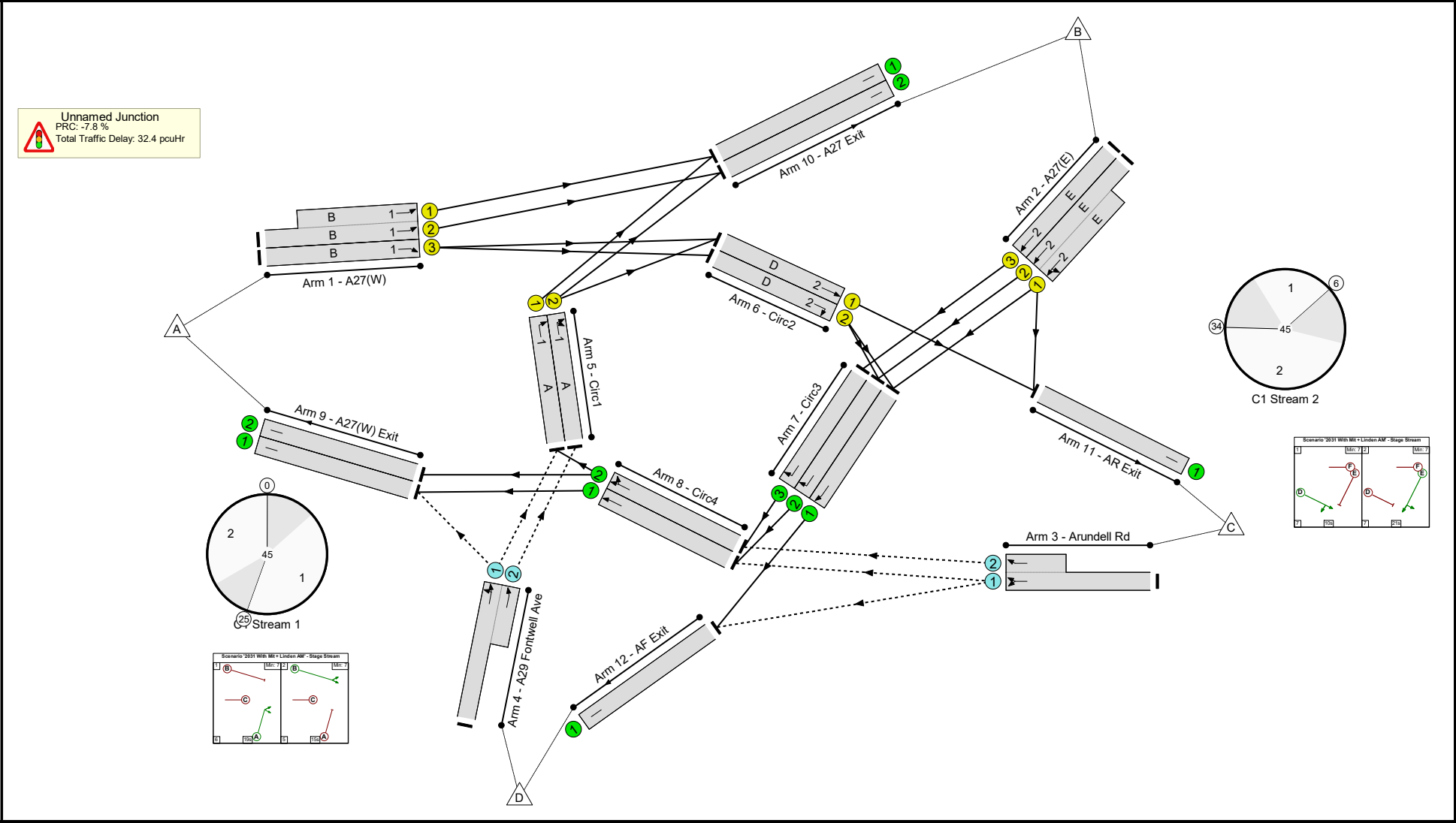
Stage	1	2
Duration	10	21
Change Point	34	6

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

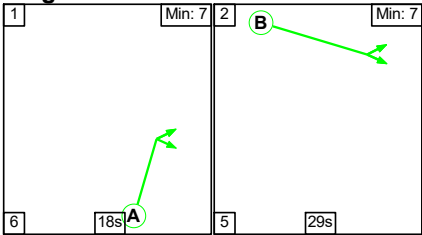
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
1/2+1/1	A27(W) Ahead	U	1	N/A	B		1	15	-	1211	1900:1900	676+676	89.6 : 89.7%
1/3	A27(W) Ahead	U	1	N/A	B		1	15	-	436	1900	676	64.5%
2/2+2/1	A27(E) Ahead Left	U	2	N/A	E		1	21	-	955	1900:1900	929+276	79.2 : 79.2%
2/3	A27(E) Ahead	U	2	N/A	E		1	21	-	736	1900	929	79.2%
3/1+3/2	Arundell Rd Ahead Ahead2	O	N/A	N/A	-		-	-	-	455	1900:1900	311+311	73.4 : 73.1%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	468	1900:1900	248+241	94.5 : 97.0%
5/1	Circ1 Right	U	1	N/A	A		1	19	-	196	1900	844	23.2%
5/2	Circ1 Right Right2	U	1	N/A	A		1	19	-	234	1900	844	27.7%
6/1	Circ2 Ahead	U	2	N/A	D		1	10	-	144	1900	464	31.0%
6/2	Circ2 Right	U	2	N/A	D		1	10	-	292	1900	464	62.9%
7/1	Circ3 Ahead	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
7/2	Circ3 Right	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
7/3	Circ3 Right	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1000	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
12/1	AF Exit	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%

Full Input Data And Results

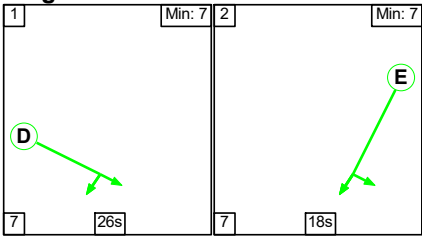
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1846	0	0	14.1	18.3	0.0	32.4	-	-	-	-
Unnamed Junction	-	-	1846	0	0	14.1	18.3	0.0	32.4	-	-	-	-
1/2+1/1	1211	1211	-	-	-	4.6	4.1	-	8.7	25.9	7.1	4.1	11.2
1/3	436	436	-	-	-	1.5	0.9	-	2.4	19.6	4.5	0.9	5.4
2/2+2/1	955	955	-	-	-	2.4	1.9	-	4.2	16.0	7.6	1.9	9.4
2/3	736	736	-	-	-	2.0	1.9	-	3.8	18.8	7.6	1.9	9.4
3/1+3/2	455	455	910	0	0	1.0	1.3	-	2.4	18.7	2.5	1.3	3.8
4/1+4/2	468	468	936	0	0	1.7	6.8	-	8.5	65.4	2.9	6.8	9.7
5/1	196	196	-	-	-	0.2	0.2	-	0.4	6.8	0.4	0.2	0.6
5/2	234	234	-	-	-	0.3	0.2	-	0.5	7.5	0.6	0.2	0.8
6/1	144	144	-	-	-	0.1	0.2	-	0.3	8.2	1.4	0.2	1.6
6/2	292	292	-	-	-	0.3	0.8	-	1.2	14.3	3.3	0.8	4.2
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.3 C1 Stream: 2 PRC for Signalled Lanes (%): 13.6 PRC Over All Lanes (%): -7.8 Total Delay for Signalled Lanes (pcuHr): 11.93 Total Delay for Signalled Lanes (pcuHr): 9.57 Total Delay Over All Lanes(pcuHr): 32.36 Cycle Time (s): 45 Cycle Time (s): 45													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

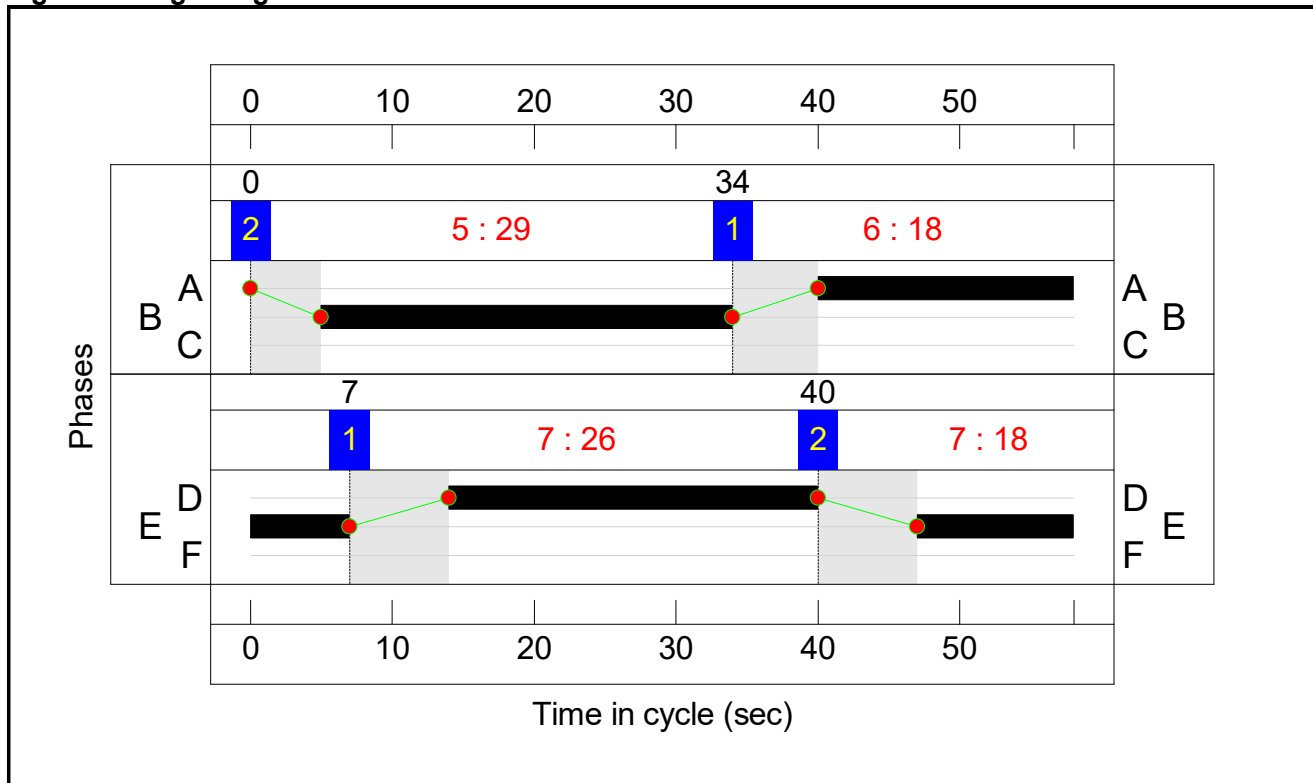
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

Stage Stream: 2

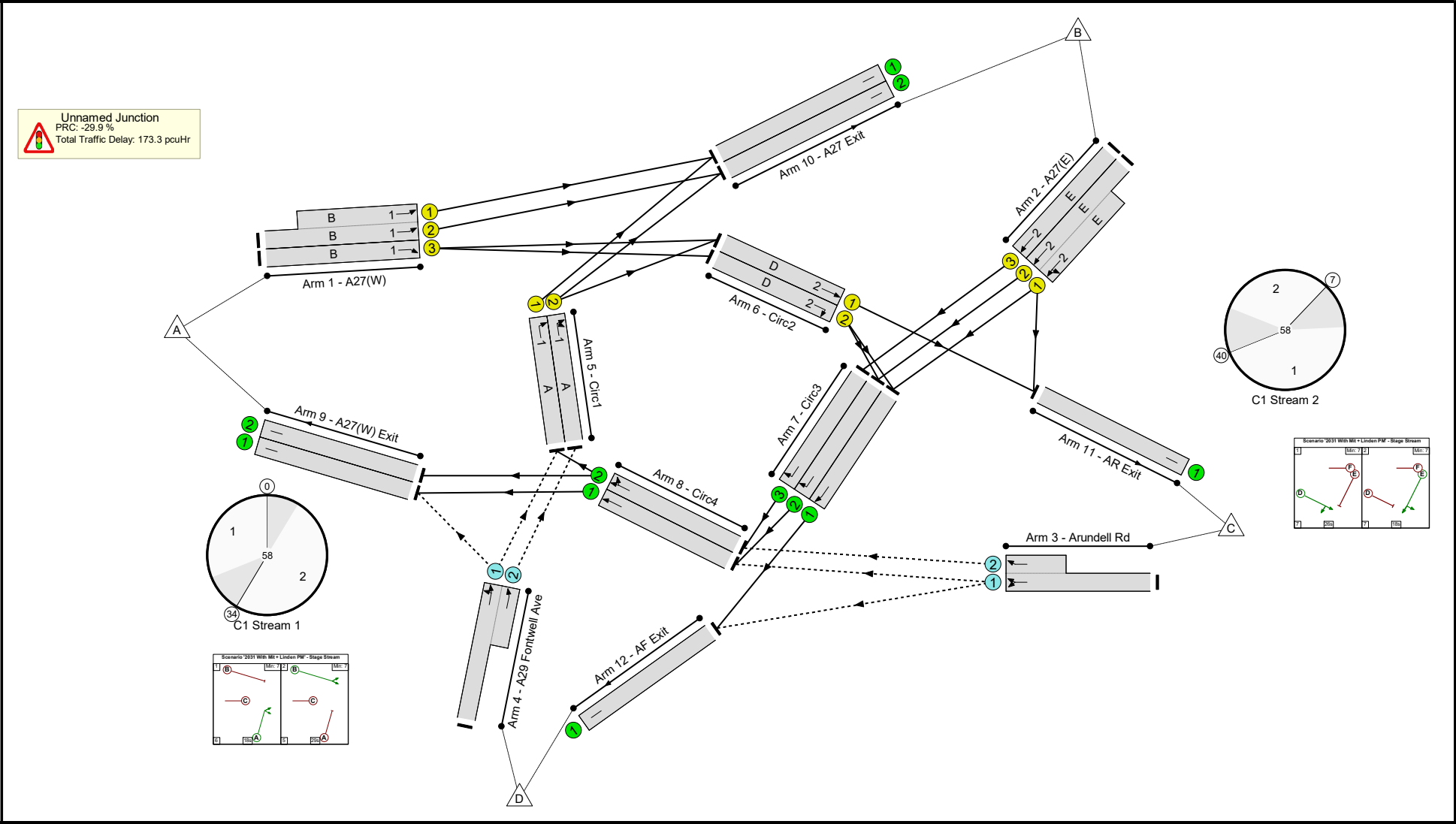
Stage	1	2
Duration	26	18
Change Point	7	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	116.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	116.9%
1/2+1/1	A27(W) Ahead	U	1	N/A	B		1	29	-	1574	1900:1900	801+801	98.3 : 98.3%
1/3	A27(W) Ahead	U	1	N/A	B		1	29	-	1149	1900	983	116.9%
2/2+2/1	A27(E) Ahead Left	U	2	N/A	E		1	18	-	1093	1900:1900	446+622	102.3 : 102.3%
2/3	A27(E) Ahead	U	2	N/A	E		1	18	-	641	1900	622	103.0%
3/1+3/2	Arundell Rd Ahead Ahead2	O	N/A	N/A	-		-	-	-	299	1900:1900	207+207	72.4 : 71.9%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	439	1900:1900	512+391	48.6 : 48.6%
5/1	Circ1 Right	U	1	N/A	A		1	18	-	190	1900	622	30.5%
5/2	Circ1 Right Right2	U	1	N/A	A		1	18	-	190	1900	622	30.5%
6/1	Circ2 Ahead	U	2	N/A	D		1	26	-	362	1900	884	35.0%
6/2	Circ2 Right	U	2	N/A	D		1	26	-	787	1900	884	76.1%
7/1	Circ3 Ahead	U	N/A	N/A	-		-	-	-	1424	Inf	Inf	0.0%
7/2	Circ3 Right	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/3	Circ3 Right	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
12/1	AF Exit	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%

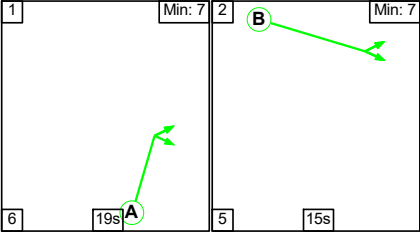
Full Input Data And Results

All Input Data 7 and Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1476	0	0	26.7	146.6	0.0	173.3	-	-	-	-
Unnamed Junction	-	-	1476	0	0	26.7	146.6	0.0	173.3	-	-	-	-
1/2+1/1	1574	1574	-	-	-	5.1	14.1	-	19.2	43.8	13.9	14.1	28.0
1/3	1149	983	-	-	-	8.8	86.4	-	95.3	298.5	21.2	86.4	107.6
2/2+2/1	1093	1078	-	-	-	5.9	23.9	-	29.8	98.2	10.3	23.9	34.2
2/3	641	622	-	-	-	4.1	18.1	-	22.2	124.7	10.6	18.1	28.8
3/1+3/2	299	299	598	0	0	0.9	1.3	-	2.2	25.9	1.3	1.3	2.6
4/1+4/2	439	439	878	0	0	0.8	0.5	-	1.3	10.5	2.6	0.5	3.0
5/1	190	190	-	-	-	0.5	0.2	-	0.7	13.1	2.4	0.2	2.6
5/2	190	190	-	-	-	0.5	0.2	-	0.7	14.1	2.4	0.2	2.6
6/1	310	310	-	-	-	0.0	0.3	-	0.3	3.5	0.8	0.3	1.1
6/2	673	673	-	-	-	0.2	1.6	-	1.7	9.2	4.3	1.6	5.9
7/1	1296	1296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -29.9 C1 Stream: 2 PRC for Signalled Lanes (%): -14.4 PRC Over All Lanes (%): -29.9 Total Delay for Signalled Lanes (pcuHr): 115.87 Total Delay for Signalled Lanes (pcuHr): 54.04 Total Delay Over All Lanes(pcuHr): 173.34 Cycle Time (s): 58 Cycle Time (s): 58													

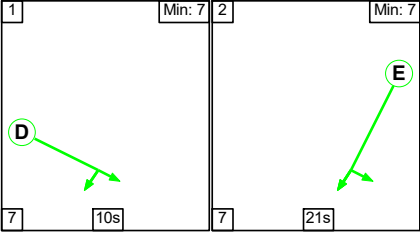
Scenario 3: '2031 With Mit + Linden + Dev AM' (FG5: '2031 With Mit + Linden + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

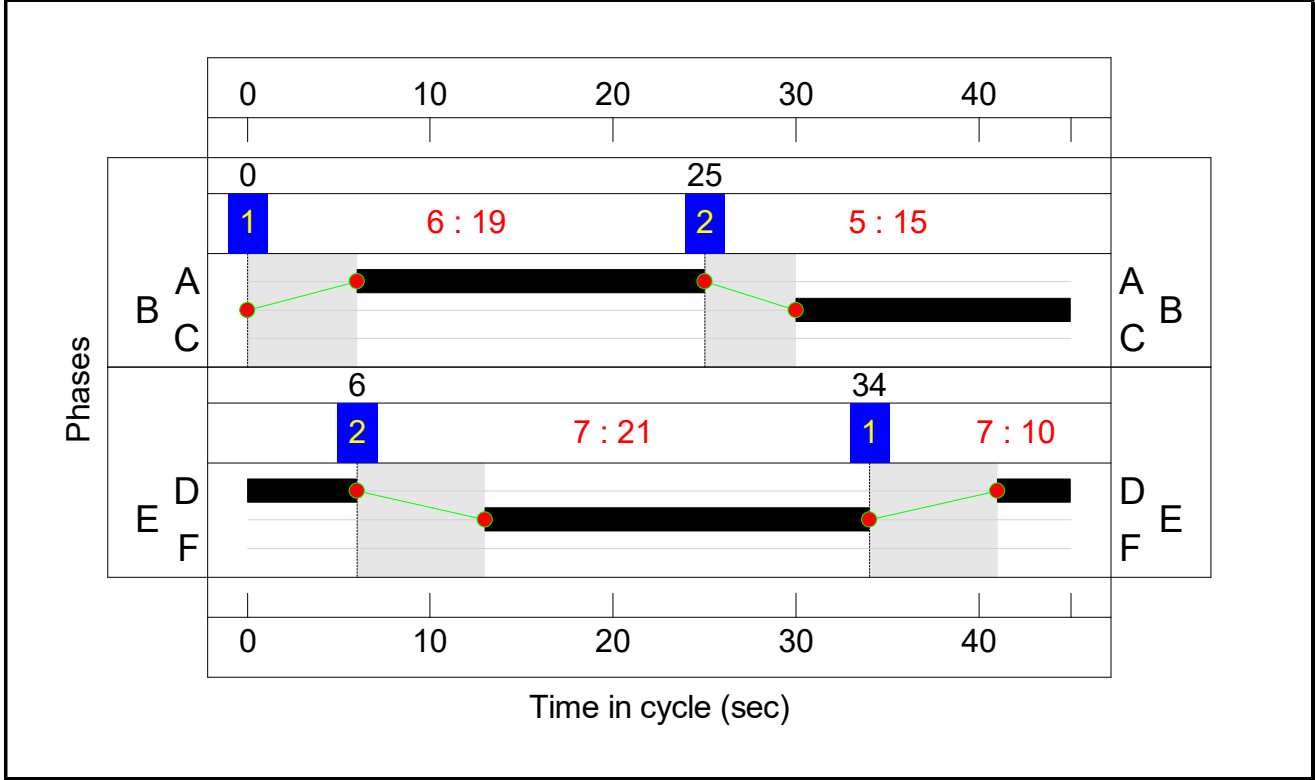
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

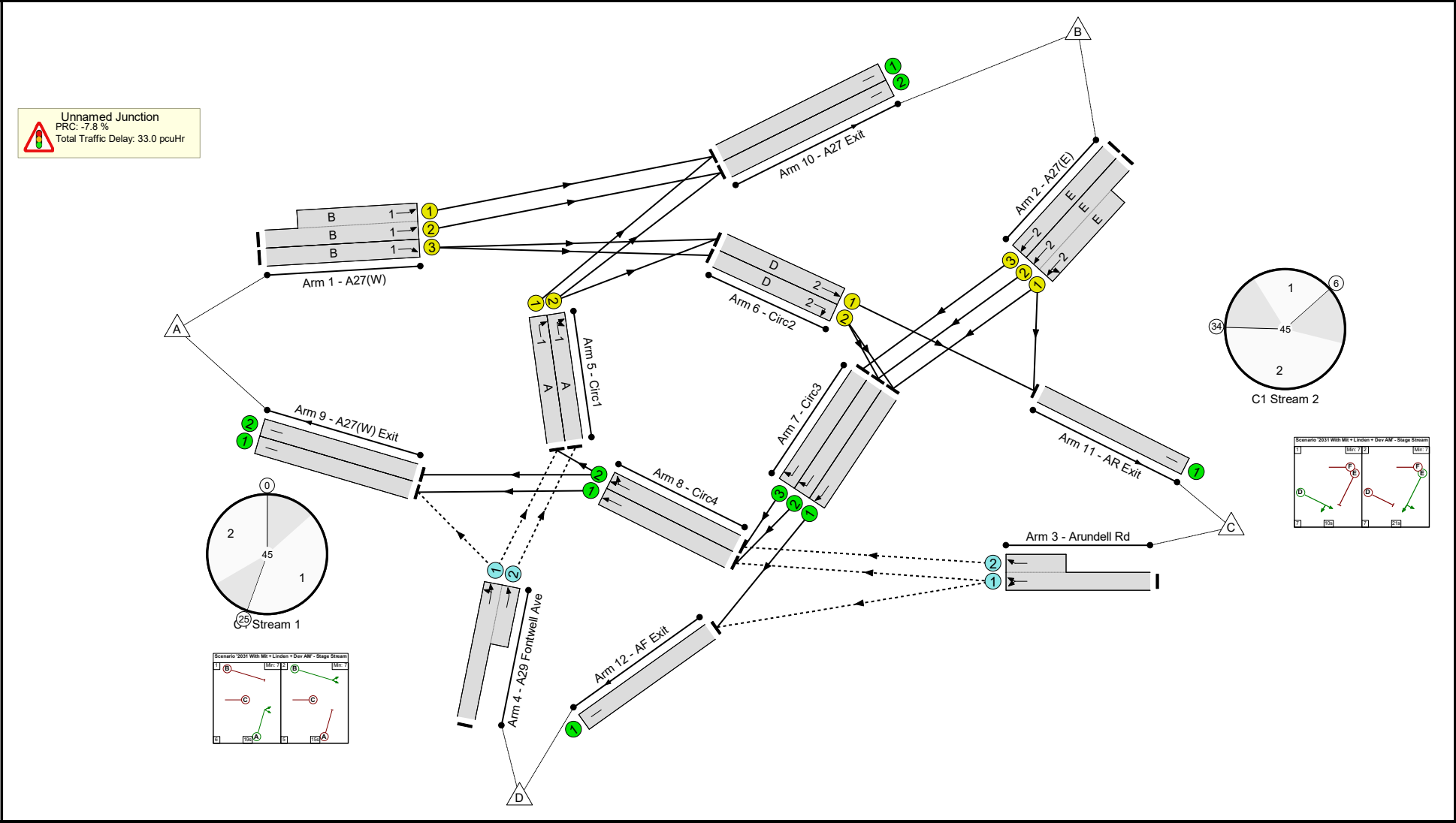
Stage Stream: 2

Stage	1	2
Duration	10	21
Change Point	34	6

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
1/2+1/1	A27(W) Ahead	U	1	N/A	B		1	15	-	1211	1900:1900	676+676	89.6 : 89.7%
1/3	A27(W) Ahead	U	1	N/A	B		1	15	-	446	1900	676	66.0%
2/2+2/1	A27(E) Ahead Left	U	2	N/A	E		1	21	-	972	1900:1900	929+275	80.7 : 80.7%
2/3	A27(E) Ahead	U	2	N/A	E		1	21	-	749	1900	929	80.6%
3/1+3/2	Arundell Rd Ahead Ahead2	O	N/A	N/A	-		-	-	-	455	1900:1900	311+311	73.4 : 73.1%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	468	1900:1900	248+241	94.5 : 97.0%
5/1	Circ1 Right	U	1	N/A	A		1	19	-	196	1900	844	23.2%
5/2	Circ1 Right Right2	U	1	N/A	A		1	19	-	234	1900	844	27.7%
6/1	Circ2 Ahead	U	2	N/A	D		1	10	-	154	1900	464	33.2%
6/2	Circ2 Right	U	2	N/A	D		1	10	-	292	1900	464	62.9%
7/1	Circ3 Ahead	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
7/2	Circ3 Right	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
7/3	Circ3 Right	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
12/1	AF Exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%

Full Input Data And Results

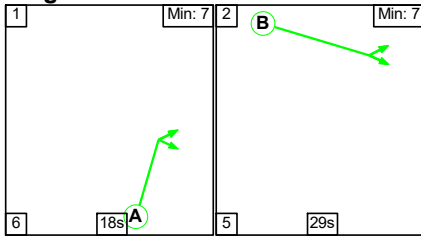
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1846	0	0	14.2	18.7	0.0	33.0	-	-	-	-
Unnamed Junction	-	-	1846	0	0	14.2	18.7	0.0	33.0	-	-	-	-
1/2+1/1	1211	1211	-	-	-	4.6	4.1	-	8.7	25.9	7.1	4.1	11.2
1/3	446	446	-	-	-	1.5	1.0	-	2.5	20.0	4.6	1.0	5.5
2/2+2/1	972	972	-	-	-	2.4	2.1	-	4.5	16.6	7.7	2.1	9.8
2/3	749	749	-	-	-	2.0	2.0	-	4.1	19.5	7.7	2.0	9.7
3/1+3/2	455	455	910	0	0	1.0	1.3	-	2.4	18.7	2.5	1.3	3.8
4/1+4/2	468	468	936	0	0	1.7	6.8	-	8.5	65.4	2.9	6.8	9.7
5/1	196	196	-	-	-	0.2	0.2	-	0.4	6.8	0.4	0.2	0.6
5/2	234	234	-	-	-	0.3	0.2	-	0.5	7.5	0.6	0.2	0.8
6/1	154	154	-	-	-	0.1	0.2	-	0.4	8.4	1.6	0.2	1.9
6/2	292	292	-	-	-	0.3	0.8	-	1.2	14.2	3.3	0.8	4.2
7/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.3 C1 Stream: 2 PRC for Signalled Lanes (%): 11.5 PRC Over All Lanes (%): -7.8 Total Delay for Signalled Lanes (pcuHr): 12.03 Total Delay for Signalled Lanes (pcuHr): 10.06 Total Delay Over All Lanes(pcuHr): 32.96 Cycle Time (s): 45 Cycle Time (s): 45													

Full Input Data And Results

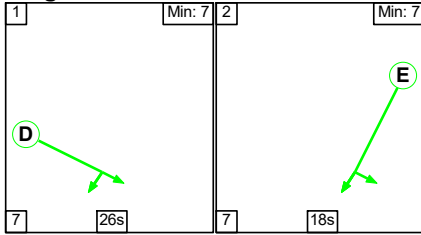
Scenario 4: '2031 With Mit + Linden + Dev PM' (FG6: '2031 With Mit + Linden + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

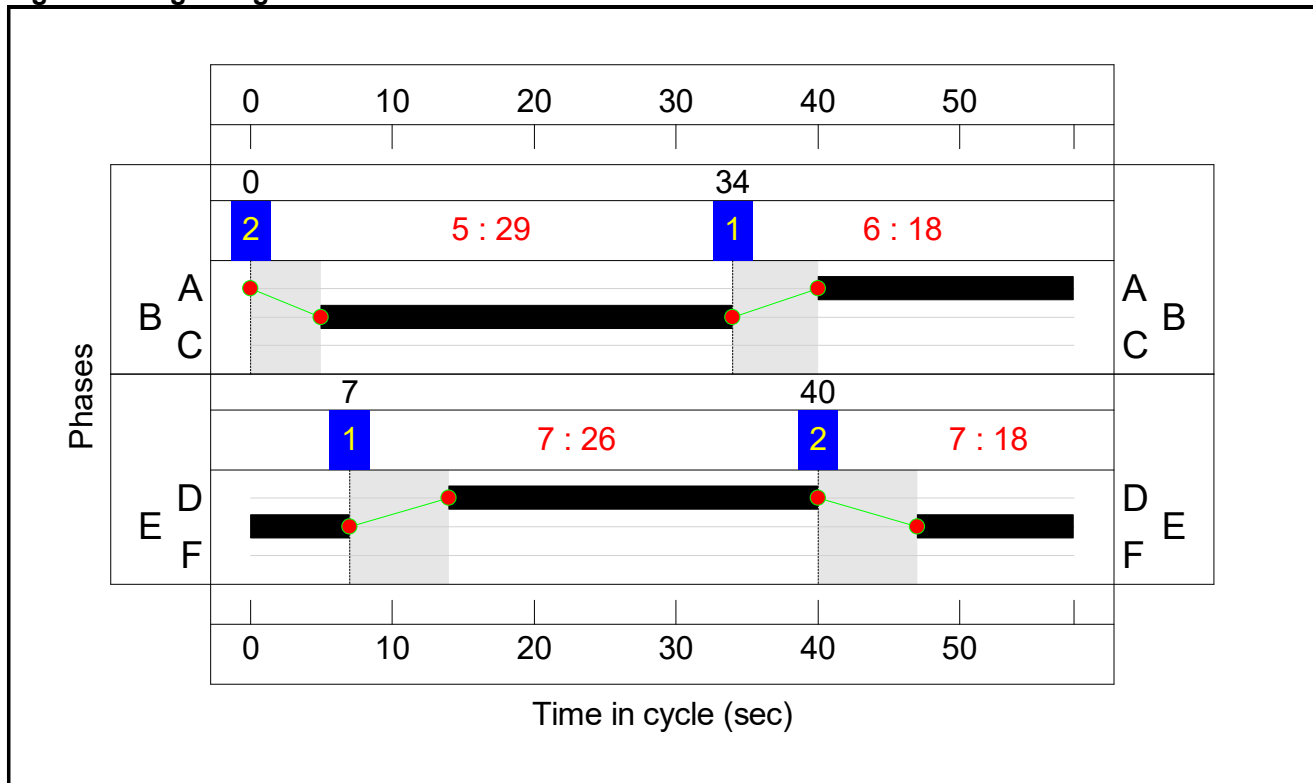
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

Stage Stream: 2

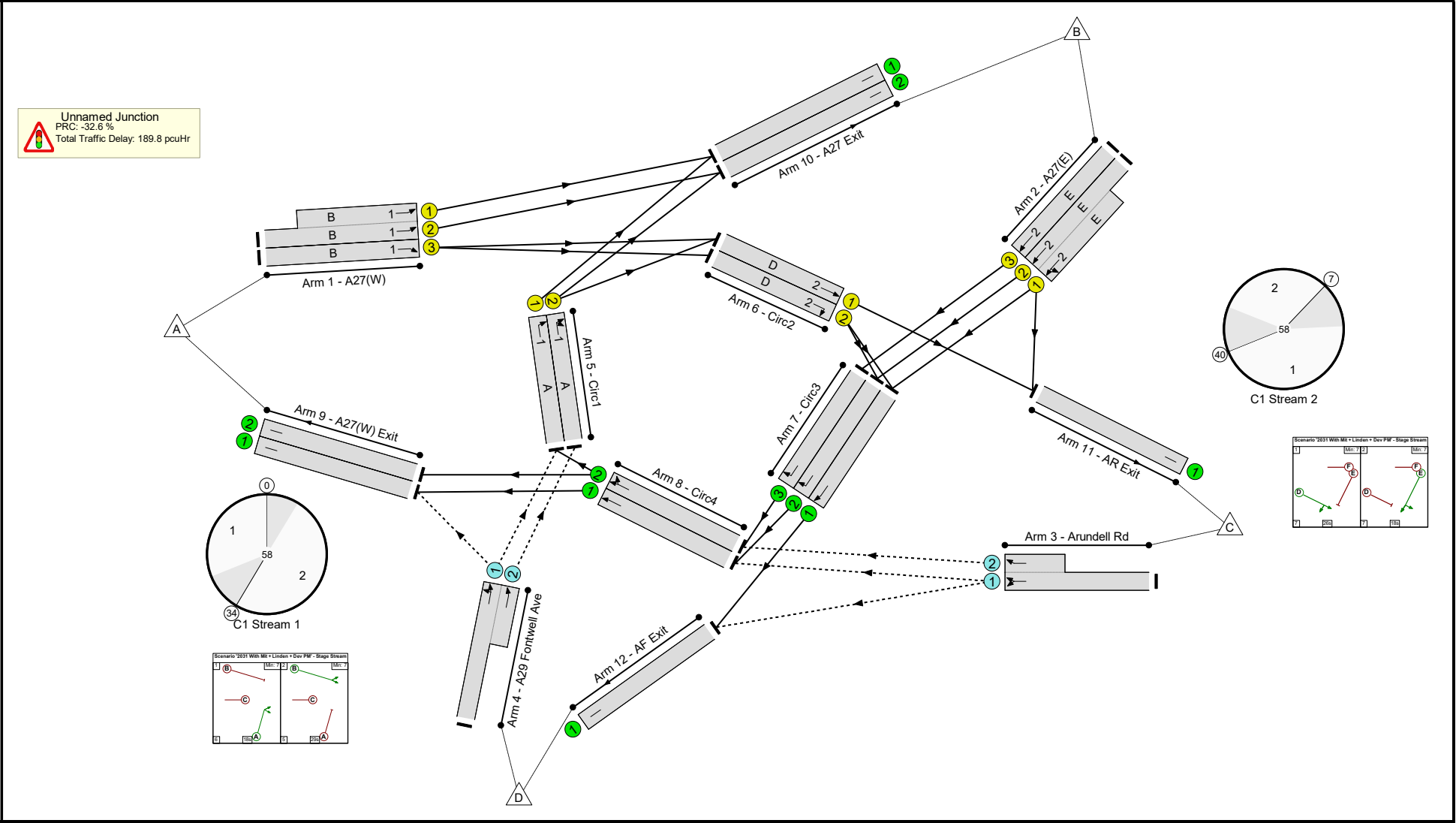
Stage	1	2
Duration	26	18
Change Point	7	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	119.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	119.4%
1/2+1/1	A27(W) Ahead	U	1	N/A	B		1	29	-	1574	1900:1900	801+801	98.3 : 98.3%
1/3	A27(W) Ahead	U	1	N/A	B		1	29	-	1173	1900	983	119.4%
2/2+2/1	A27(E) Ahead Left	U	2	N/A	E		1	18	-	1102	1900:1900	451+622	102.7 : 102.7%
2/3	A27(E) Ahead	U	2	N/A	E		1	18	-	648	1900	622	104.1%
3/1+3/2	Arundell Rd Ahead Ahead2	O	N/A	N/A	-		-	-	-	299	1900:1900	207+207	72.4 : 71.9%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	439	1900:1900	512+391	48.6 : 48.6%
5/1	Circ1 Right	U	1	N/A	A		1	18	-	190	1900	622	30.5%
5/2	Circ1 Right Right2	U	1	N/A	A		1	18	-	190	1900	622	30.5%
6/1	Circ2 Ahead	U	2	N/A	D		1	26	-	386	1900	884	36.6%
6/2	Circ2 Right	U	2	N/A	D		1	26	-	787	1900	884	74.5%
7/1	Circ3 Ahead	U	N/A	N/A	-		-	-	-	1426	Inf	Inf	0.0%
7/2	Circ3 Right	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
7/3	Circ3 Right	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
12/1	AF Exit	U	N/A	N/A	-		-	-	-	1433	Inf	Inf	0.0%

Full Input Data And Results

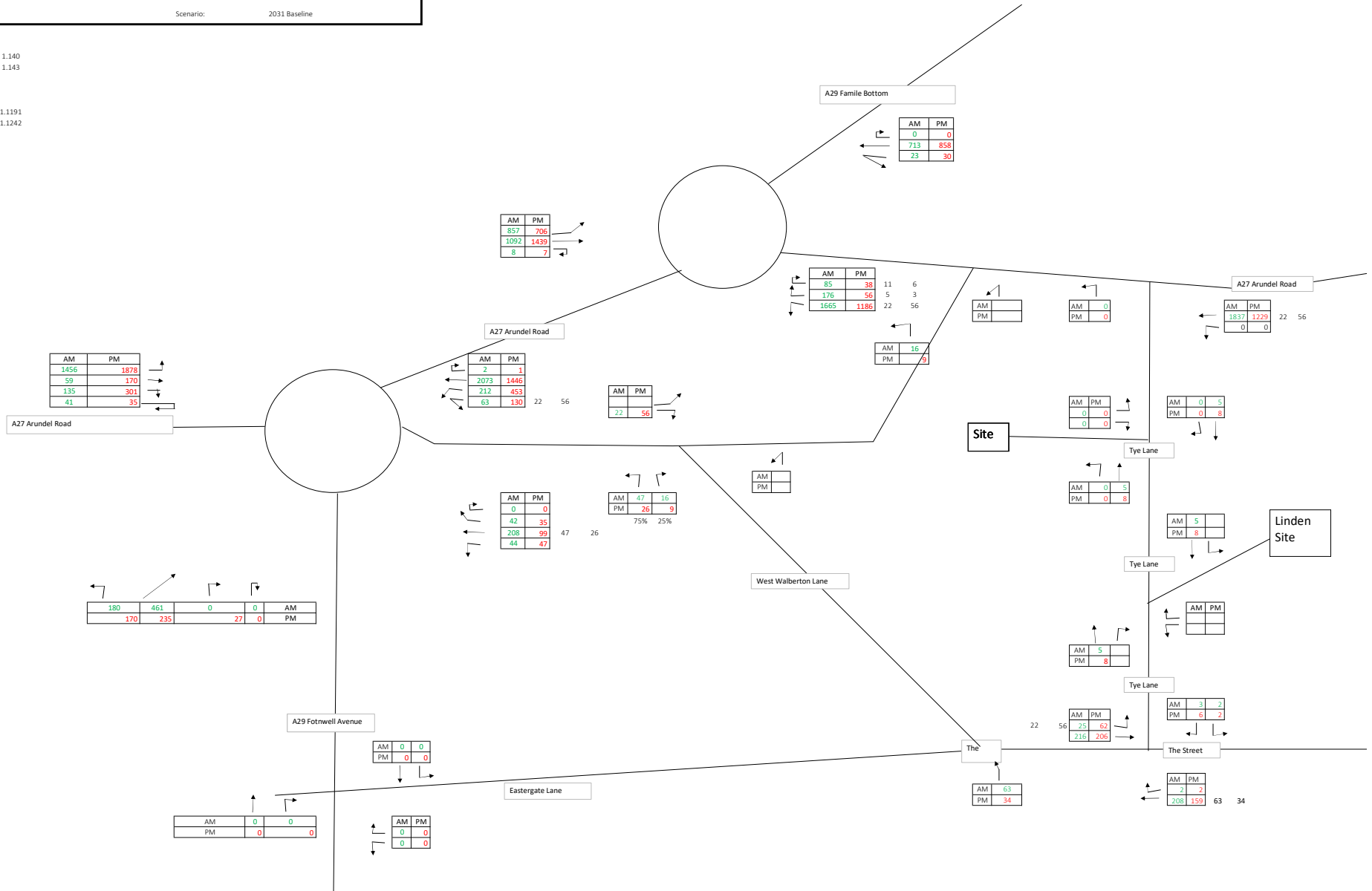
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1476	0	0	27.8	162.0	0.0	189.8	-	-	-	-
Unnamed Junction	-	-	1476	0	0	27.8	162.0	0.0	189.8	-	-	-	-
1/2+1/1	1574	1574	-	-	-	5.1	14.1	-	19.2	43.8	13.9	14.1	28.0
1/3	1173	983	-	-	-	9.6	98.1	-	107.7	330.4	22.0	98.1	120.1
2/2+2/1	1102	1085	-	-	-	6.0	25.2	-	31.2	101.9	10.3	25.2	35.5
2/3	648	622	-	-	-	4.3	20.6	-	25.0	138.8	10.9	20.6	31.5
3/1+3/2	299	299	598	0	0	0.9	1.3	-	2.2	25.9	1.3	1.3	2.6
4/1+4/2	439	439	878	0	0	0.8	0.5	-	1.3	10.5	2.6	0.5	3.0
5/1	190	190	-	-	-	0.5	0.2	-	0.7	13.1	2.4	0.2	2.6
5/2	190	190	-	-	-	0.5	0.2	-	0.7	14.1	2.4	0.2	2.6
6/1	323	323	-	-	-	0.0	0.3	-	0.3	3.6	0.9	0.3	1.2
6/2	659	659	-	-	-	0.1	1.4	-	1.6	8.7	4.2	1.4	5.7
7/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1289	1289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -32.6 C1 Stream: 2 PRC for Signalled Lanes (%): -15.7 PRC Over All Lanes (%): -32.6 Total Delay for Signalled Lanes (pcuHr): 128.26 Total Delay for Signalled Lanes (pcuHr): 58.08 Total Delay Over All Lanes(pcuHr): 189.77 Cycle Time (s): 58 Cycle Time (s): 58													

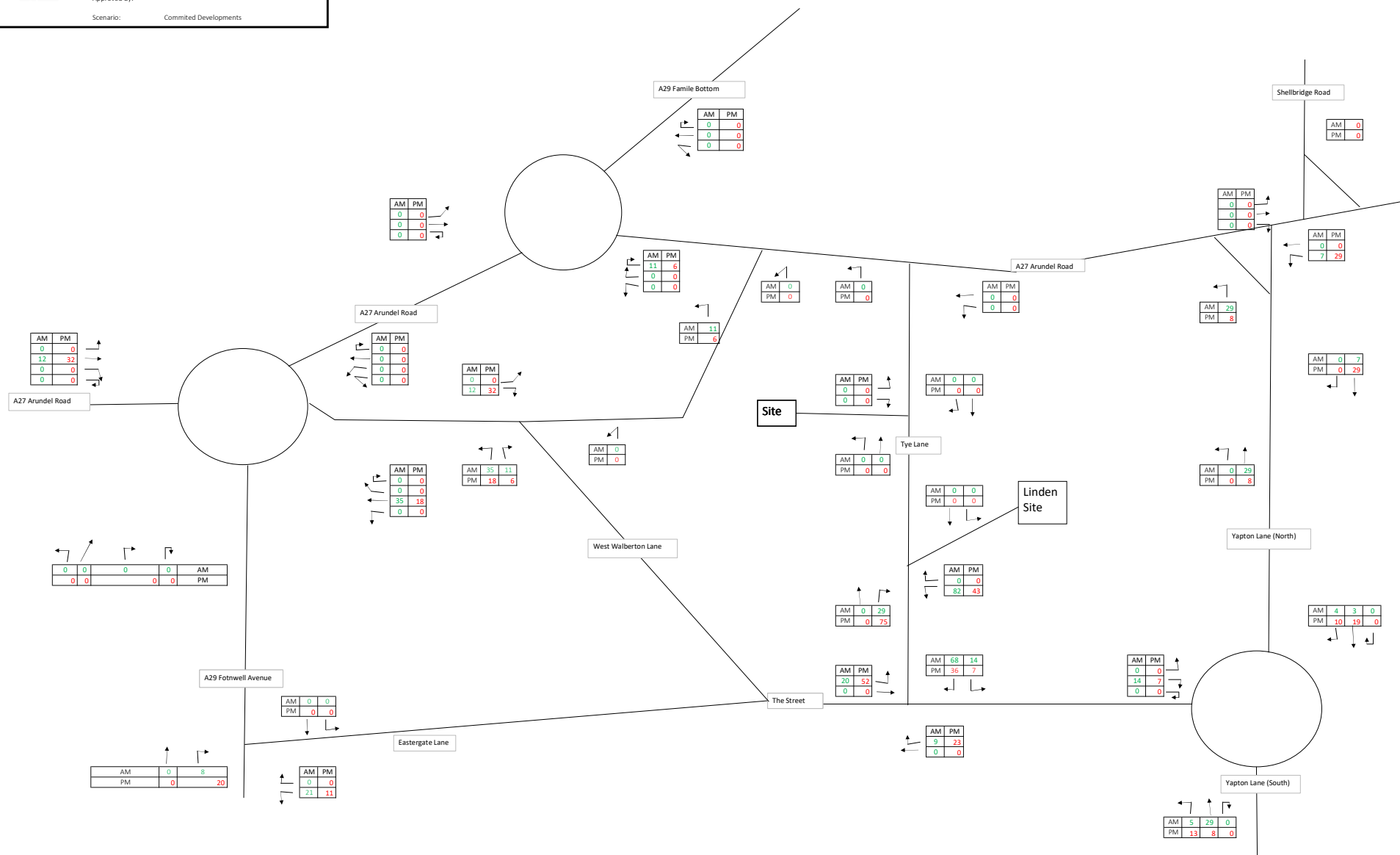
Appendix F

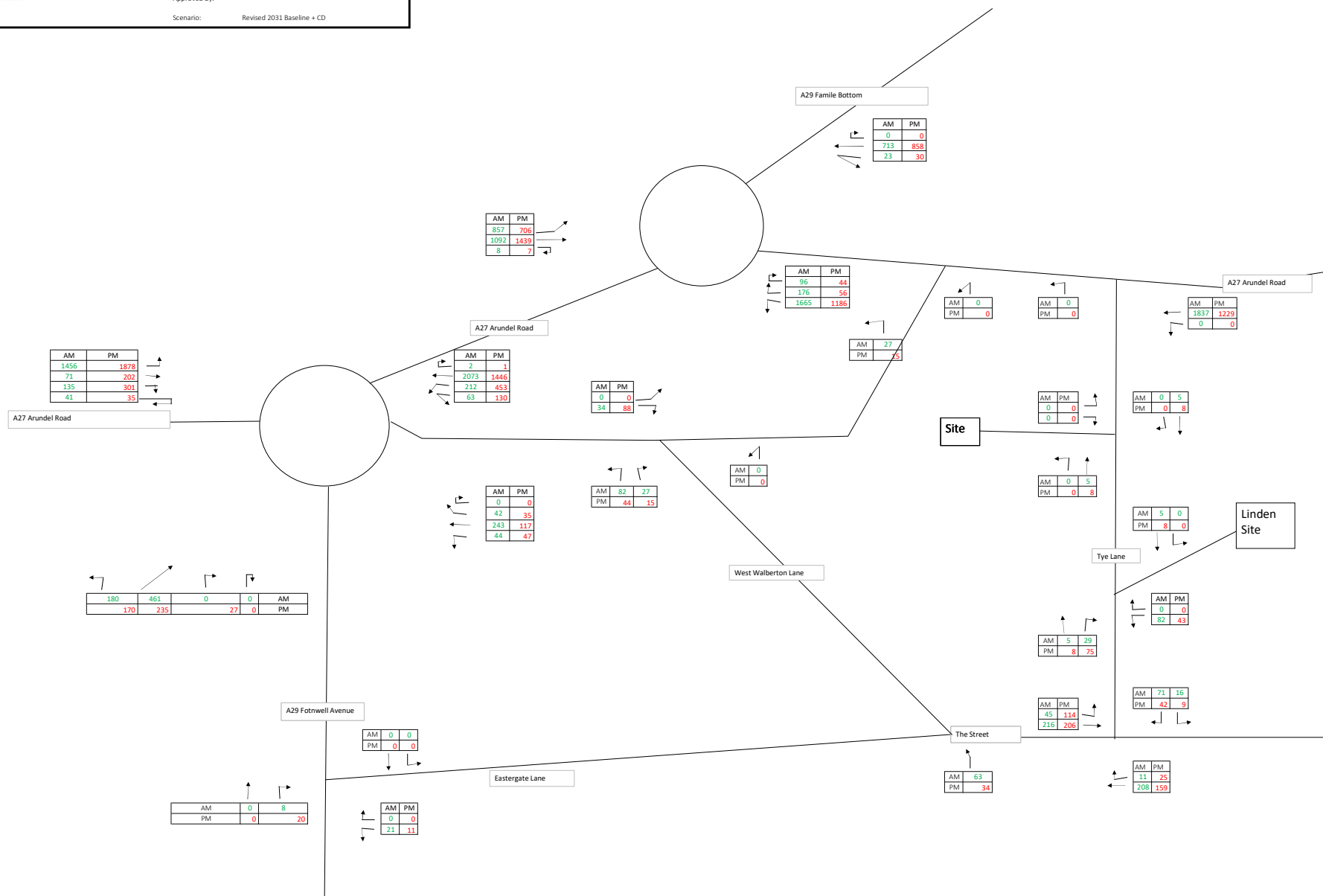


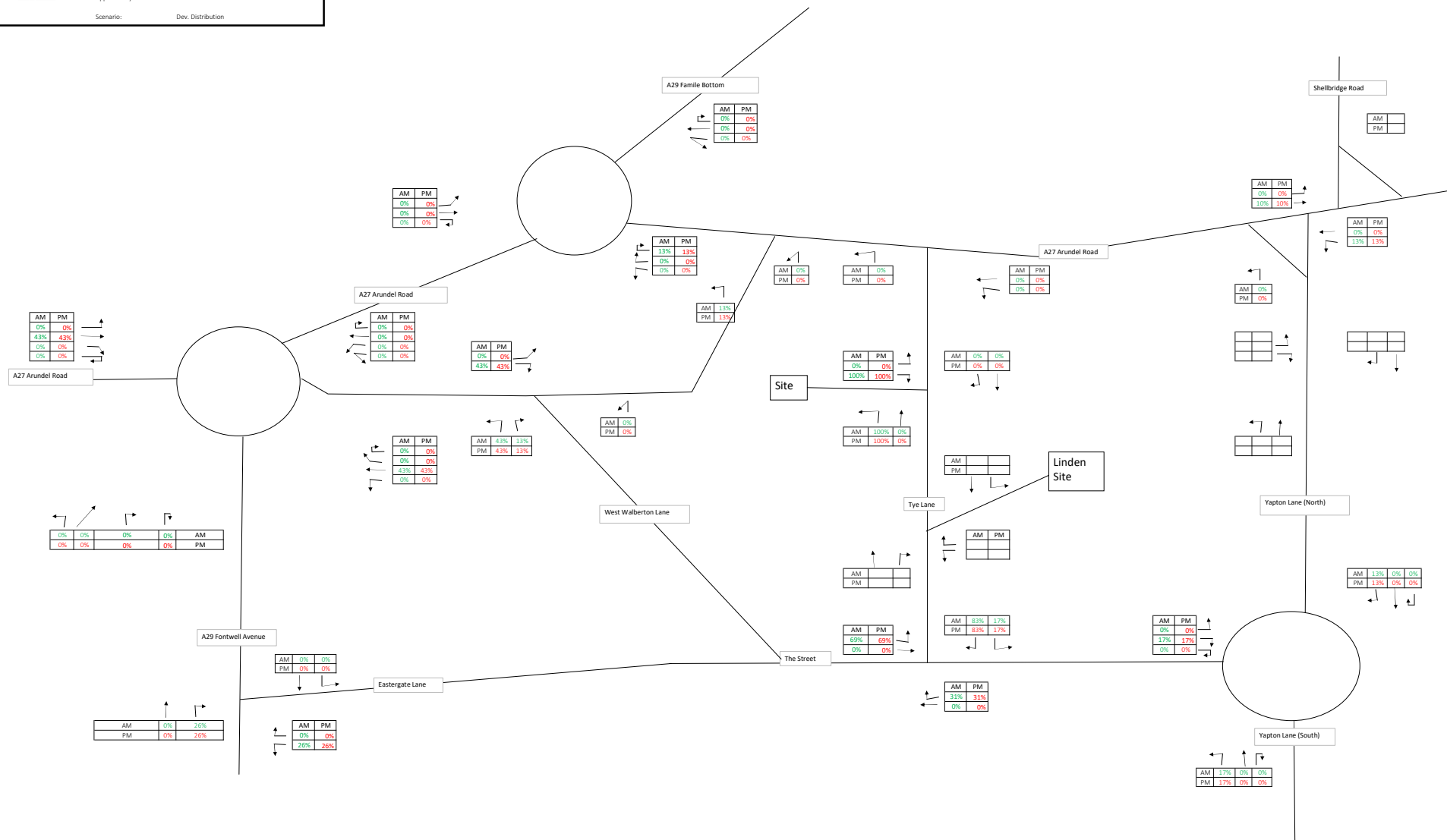
2017 - 2031
AM TEMPRO 1.140
PM TEMPRO 1.143

2018 - 2031
AM TEMPRO 1.1191
PM TEMPRO 1.1242



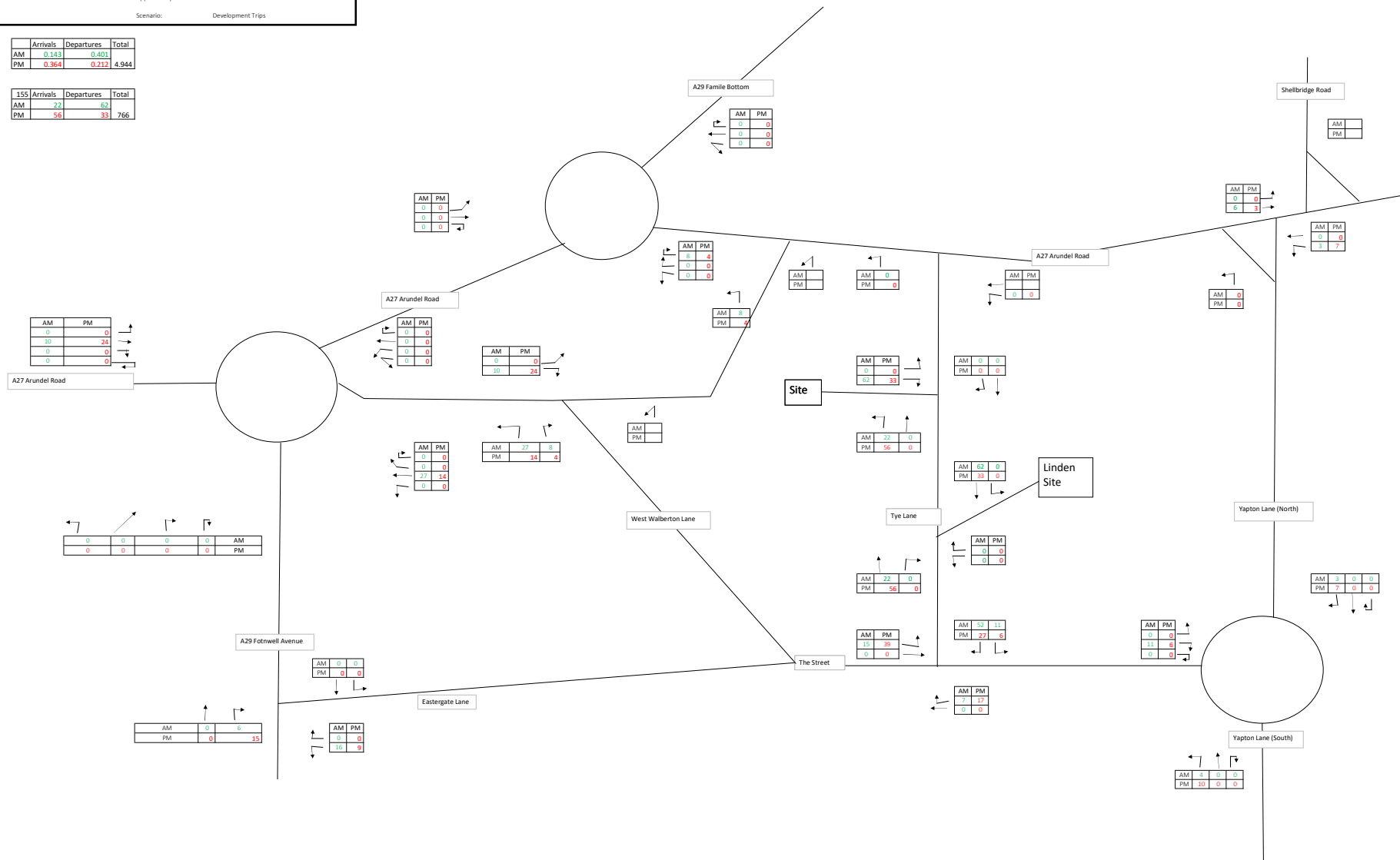


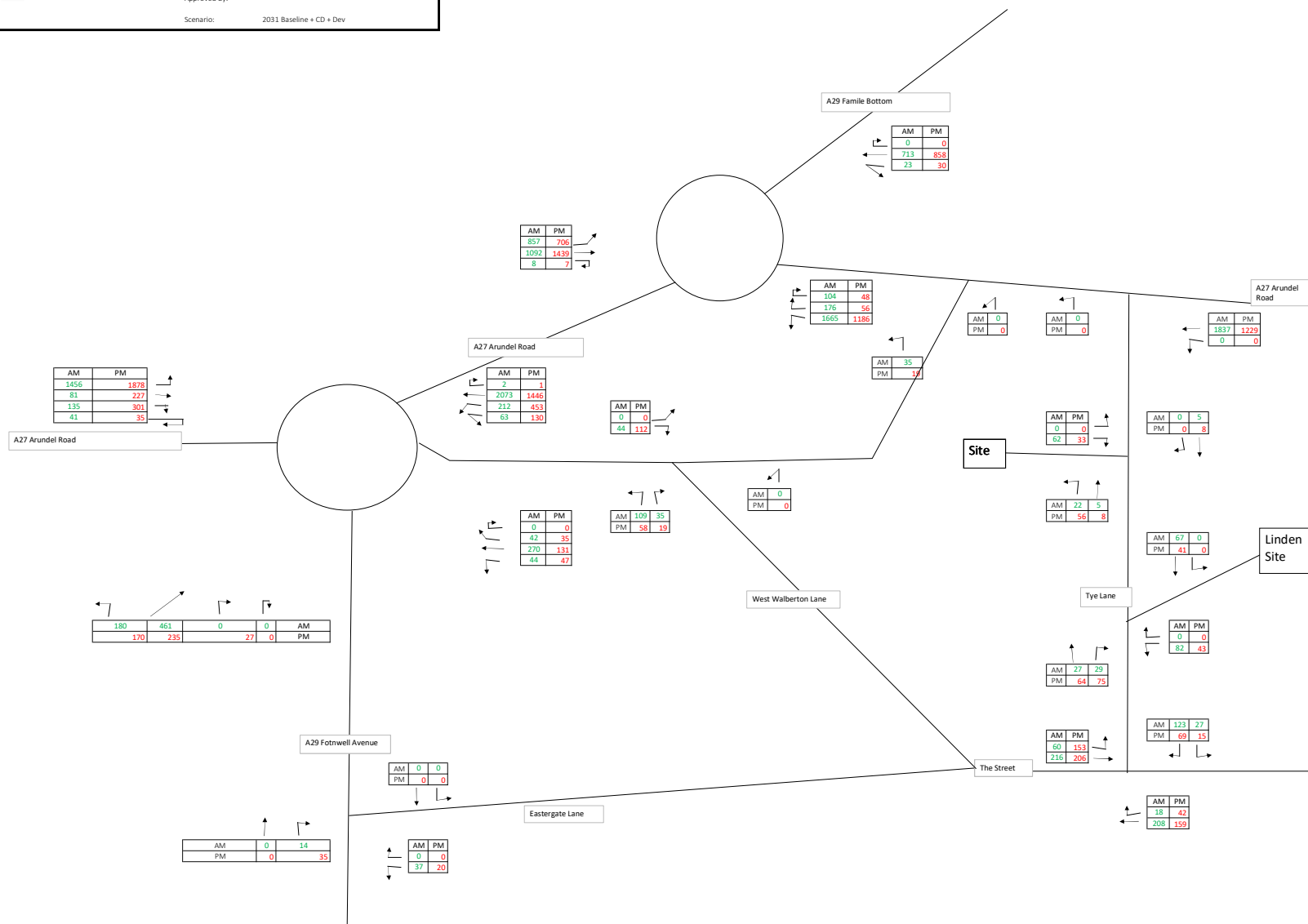




	Arrivals	Departures	Total
AM	0.143	0.401	
PM	0.364	0.212	4.944

	Arrivals	Departures	Total
AM	22	62	
PM	56	33	766





Appendix G



Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.0.2.5947 © Copyright TRL Limited, 2017											
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Tye Lane - The Street (Plus Linden).j9

Path: W:\Projects\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling\Plus Linden

Report generation date: 17/12/2020 12:55:52

- »Existing Configuration - 2031 Baseline , AM
- »Existing Configuration - 2031 Baseline , PM
- »Existing Configuration - 2031 Baseline + CD, AM
- »Existing Configuration - 2031 Baseline + CD, PM
- »Existing Configuration - 2031 Baseline + CD + Dev, AM
- »Existing Configuration - 2031 Baseline + CD + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Existing Configuration - 2031 Baseline											
Stream B-AC	0.0	9.29	0.01	A	0.14	298 %	0.0	9.73	0.02	A	0.21	296 %
Stream C-AB	0.0	5.68	0.01	A		[Stream B-AC]	0.0	5.95	0.00	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline + CD											
Stream B-AC	0.4	13.60	0.27	B	2.25	88 %	0.2	11.95	0.16	B	1.48	135 %
Stream C-AB	0.0	5.79	0.03	A		[Stream B-AC]	0.1	6.29	0.06	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline + CD + Dev											
Stream B-AC	0.8	18.82	0.46	C	4.56	35 %	0.4	14.06	0.27	B	2.42	80 %
Stream C-AB	0.1	5.88	0.05	A		[Stream B-AC]	0.2	6.72	0.11	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Tye Lane - The Street
Location	Walberton
Site number	
Date	17/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	Barratt Homes
Enumerator	Shannon
Description	Closure of Tye Lane and addition of 205 dwellings from Linden site

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2031 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2031 Baseline + CD	AM	ONE HOUR	07:45	09:15	15
D4	2031 Baseline + CD	PM	ONE HOUR	16:45	18:15	15
D5	2031 Baseline + CD + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2031 Baseline + CD + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2031 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	0.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	298	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	The Street (EB)		Major
B	Tye Lane		Minor
C	The Street (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - The Street (WB)	6.00			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Tye Lane	One lane	2.75	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474	0.086	0.218	0.137	0.312
1	B-C	614	0.094	0.238	-	-
1	C-B	632	0.245	0.245	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	241	100.000
B - Tye Lane		✓	5	100.000
C - The Street (WB)		✓	210	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	25	216
	B - Tye Lane	3	0	2
	C - The Street (WB)	208	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.01	9.29	0.0	A
C-AB	0.01	5.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	4	419	0.009	4	0.0	8.669	A
C-AB	2	636	0.003	2	0.0	5.678	A
C-A	156			156			
A-B	19			19			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	4	408	0.011	4	0.0	8.917	A
C-AB	3	649	0.004	3	0.0	5.569	A
C-A	186			186			
A-B	22			22			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	393	0.014	5	0.0	9.287	A
C-AB	3	667	0.005	3	0.0	5.422	A
C-A	228			228			
A-B	28			28			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	393	0.014	6	0.0	9.287	A
C-AB	3	667	0.005	3	0.0	5.424	A
C-A	228			228			
A-B	28			28			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	4	408	0.011	5	0.0	8.918	A
C-AB	3	649	0.004	3	0.0	5.572	A
C-A	186			186			
A-B	22			22			
A-C	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	4	419	0.009	4	0.0	8.671	A
C-AB	2	636	0.003	2	0.0	5.678	A
C-A	156			156			
A-B	19			19			
A-C	163			163			

Existing Configuration - 2031 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	0.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	296	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	268	100.000
B - Tye Lane		✓	8	100.000
C - The Street (WB)		✓	161	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	62	206
	B - Tye Lane	6	0	2
	C - The Street (WB)	159	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	9.73	0.0	A
C-AB	0.00	5.95	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	403	0.015	6	0.0	9.055	A
C-AB	2	606	0.003	2	0.0	5.955	A
C-A	119			119			
A-B	47			47			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	7	393	0.018	7	0.0	9.329	A
C-AB	2	613	0.004	2	0.0	5.891	A
C-A	142			142			
A-B	56			56			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	9	379	0.023	9	0.0	9.734	A
C-AB	3	624	0.005	3	0.0	5.801	A
C-A	174			174			
A-B	68			68			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	9	379	0.023	9	0.0	9.734	A
C-AB	3	624	0.005	3	0.0	5.801	A
C-A	174			174			
A-B	68			68			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	7	393	0.018	7	0.0	9.332	A
C-AB	2	613	0.004	2	0.0	5.891	A
C-A	142			142			
A-B	56			56			
A-C	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	6	403	0.015	6	0.0	9.058	A
C-AB	2	606	0.003	2	0.0	5.955	A
C-A	119			119			
A-B	47			47			
A-C	155			155			

Existing Configuration - 2031 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	88	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Baseline + CD	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	261	100.000
B - Tye Lane		✓	87	100.000
C - The Street (WB)		✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	45	216
	B - Tye Lane	71	0	16
	C - The Street (WB)	208	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	13.60	0.4	B
C-AB	0.03	5.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	389	0.168	65	0.2	11.084	B
C-AB	11	633	0.017	11	0.0	5.791	A
C-A	154			154			
A-B	34			34			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	78	377	0.208	78	0.3	12.036	B
C-AB	14	645	0.022	14	0.0	5.704	A
C-A	183			183			
A-B	40			40			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	96	360	0.266	95	0.4	13.567	B
C-AB	19	663	0.028	19	0.0	5.589	A
C-A	223			223			
A-B	50			50			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	96	360	0.266	96	0.4	13.605	B
C-AB	19	663	0.028	19	0.0	5.591	A
C-A	223			223			
A-B	50			50			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	78	377	0.208	79	0.3	12.088	B
C-AB	14	645	0.022	14	0.0	5.705	A
C-A	183			183			
A-B	40			40			
A-C	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	389	0.169	66	0.2	11.154	B
C-AB	11	633	0.017	11	0.0	5.794	A
C-A	154			154			
A-B	34			34			
A-C	163			163			

Existing Configuration - 2031 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	135	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Baseline + CD	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	320	100.000
B - Tye Lane		✓	51	100.000
C - The Street (WB)		✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	114	206
	B - Tye Lane	42	0	9
	C - The Street (WB)	159	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	11.95	0.2	B
C-AB	0.06	6.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	38	387	0.099	38	0.1	10.314	B
C-AB	24	597	0.039	23	0.1	6.269	A
C-A	115			115			
A-B	86			86			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	46	374	0.122	46	0.1	10.950	B
C-AB	30	603	0.049	29	0.1	6.280	A
C-A	136			136			
A-B	102			102			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	358	0.157	56	0.2	11.930	B
C-AB	39	611	0.063	39	0.1	6.289	A
C-A	164			164			
A-B	126			126			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	358	0.157	56	0.2	11.945	B
C-AB	39	611	0.063	39	0.1	6.294	A
C-A	164			164			
A-B	126			126			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	46	374	0.122	46	0.1	10.970	B
C-AB	30	603	0.049	30	0.1	6.284	A
C-A	136			136			
A-B	102			102			
A-C	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	38	387	0.099	39	0.1	10.350	B
C-AB	24	597	0.039	24	0.1	6.275	A
C-A	115			115			
A-B	86			86			
A-C	155			155			

Existing Configuration - 2031 Baseline + CD + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	4.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Baseline + CD + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	276	100.000
B - Tye Lane		✓	150	100.000
C - The Street (WB)		✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	60	216
	B - Tye Lane	123	0	27
	C - The Street (WB)	208	18	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.46	18.82	0.8	C
C-AB	0.05	5.88	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	113	386	0.293	111	0.4	13.043	B
C-AB	18	630	0.029	18	0.0	5.881	A
C-A	152			152			
A-B	45			45			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	373	0.361	134	0.6	15.020	C
C-AB	23	642	0.036	23	0.0	5.814	A
C-A	180			180			
A-B	54			54			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	356	0.464	164	0.8	18.620	C
C-AB	30	659	0.046	30	0.1	5.725	A
C-A	218			218			
A-B	66			66			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	356	0.464	165	0.8	18.823	C
C-AB	30	659	0.046	30	0.1	5.729	A
C-A	218			218			
A-B	66			66			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	373	0.361	136	0.6	15.235	C
C-AB	23	642	0.036	23	0.0	5.818	A
C-A	180			180			
A-B	54			54			
A-C	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	113	386	0.293	114	0.4	13.257	B
C-AB	18	630	0.029	18	0.0	5.883	A
C-A	152			152			
A-B	45			45			
A-C	163			163			

Existing Configuration - 2031 Baseline + CD + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	80	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Baseline + CD + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	359	100.000
B - Tye Lane		✓	84	100.000
C - The Street (WB)		✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	153	206
	B - Tye Lane	69	0	15
	C - The Street (WB)	159	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	14.06	0.4	B
C-AB	0.11	6.72	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	381	0.166	62	0.2	11.290	B
C-AB	40	591	0.067	39	0.1	6.526	A
C-A	112			112			
A-B	115			115			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	76	367	0.206	75	0.3	12.325	B
C-AB	50	595	0.084	50	0.1	6.600	A
C-A	131			131			
A-B	138			138			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	92	349	0.265	92	0.4	14.014	B
C-AB	65	602	0.109	65	0.2	6.711	A
C-A	156			156			
A-B	168			168			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	92	348	0.265	92	0.4	14.058	B
C-AB	65	602	0.109	65	0.2	6.719	A
C-A	156			156			
A-B	168			168			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	76	367	0.206	76	0.3	12.380	B
C-AB	50	595	0.084	50	0.1	6.608	A
C-A	131			131			
A-B	138			138			
A-C	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	380	0.166	63	0.2	11.367	B
C-AB	40	591	0.067	40	0.1	6.539	A
C-A	112			112			
A-B	115			115			
A-C	155			155			