

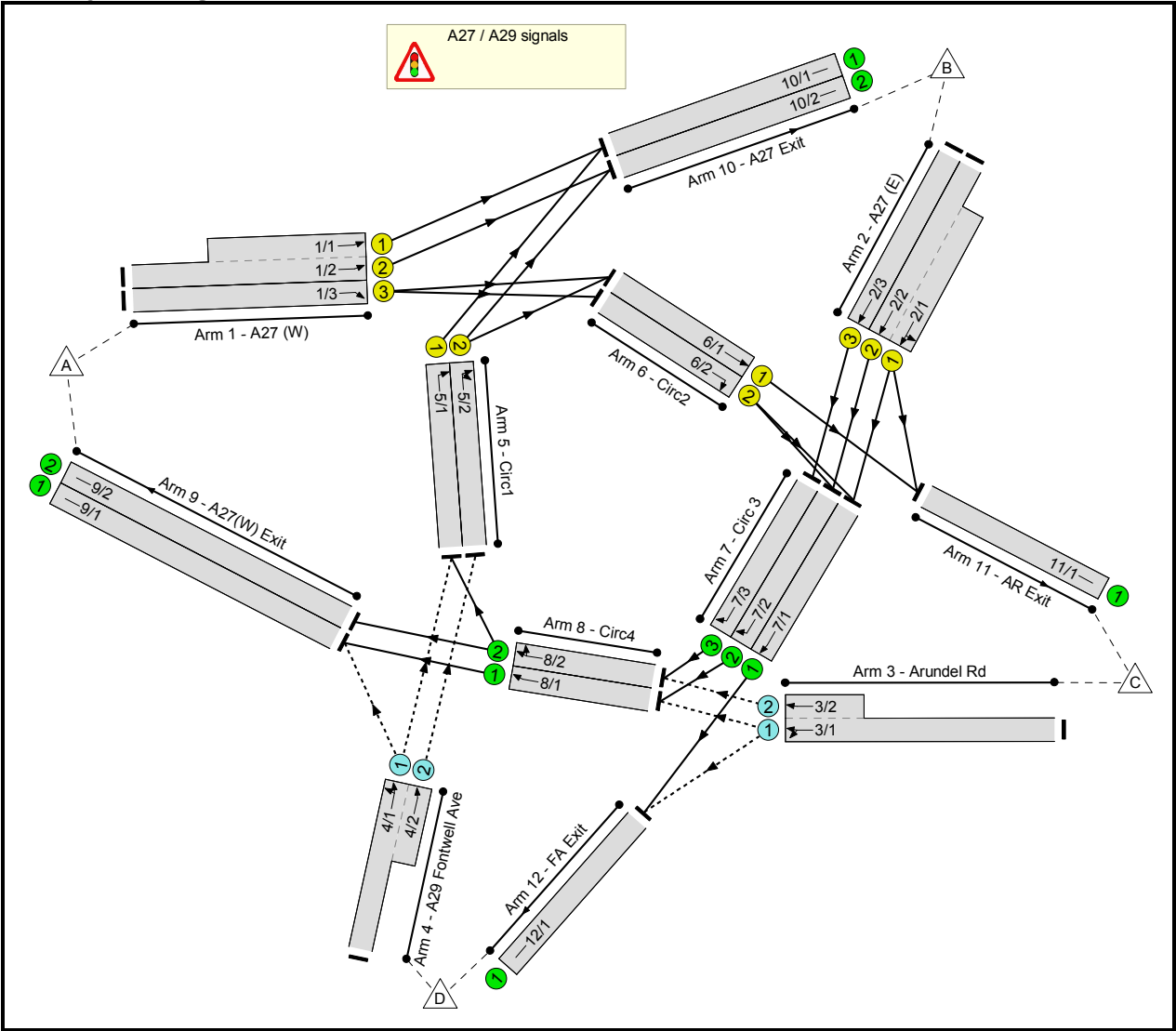
Full Input Data And Results

Full Input Data And Results

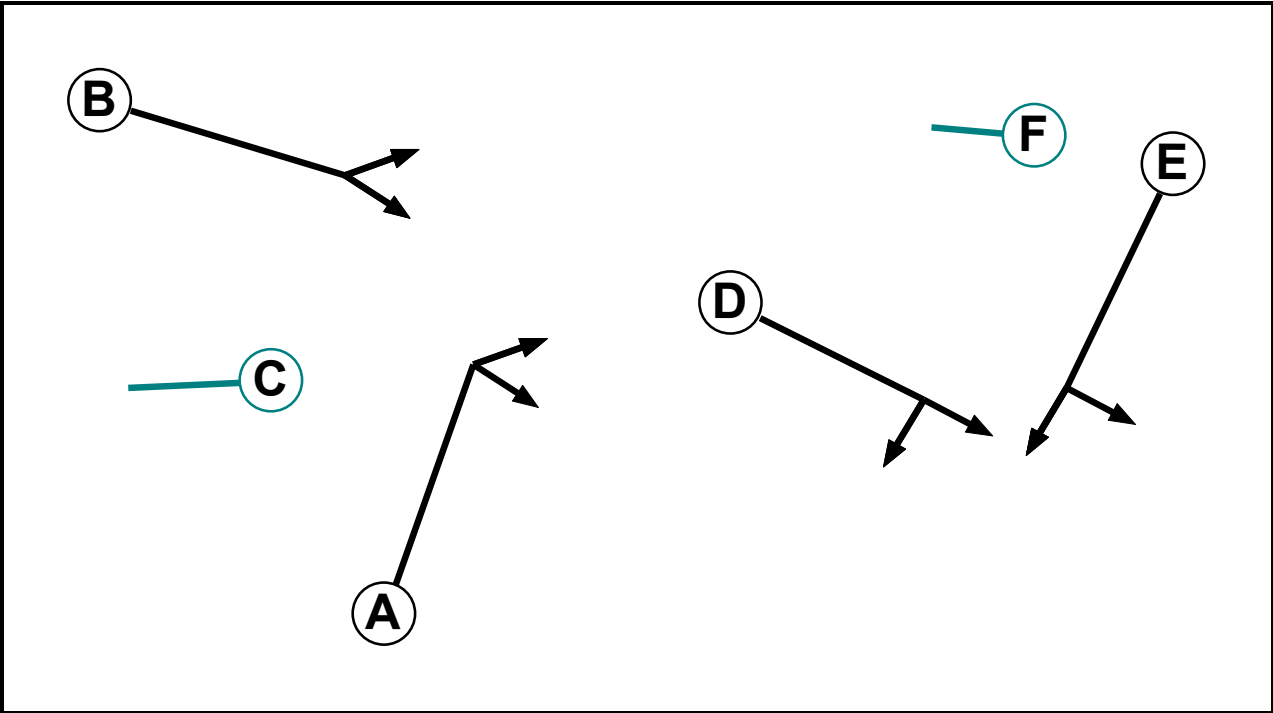
User and Project Details

Project:	ITB11324 Walberton
Title:	A27 / A29 signals (Fontwell Western Rbt)
Location:	
File name:	A27_A29 Fontwell W Rbt - iT scheme.lsg3x
Author:	AL
Company:	i-T
Address:	
Notes:	To PJA dwg 1186-05 + i-Transport additions

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	2
D	Traffic	2		-9999	7
E	Traffic	2		-9999	7
F	Dummy	2		-9999	2

Full Input Data And Results

Phase Intergreens Matrix

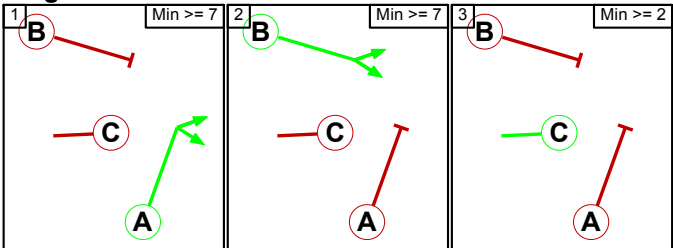
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		7	3
	E	-	-	-	7		3
	F	-	-	-	2	2	

Phases in Stage

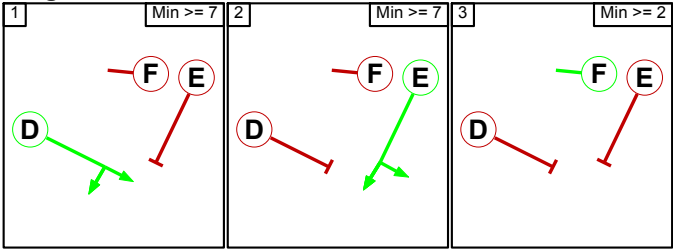
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

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: A27 / A29 signals											
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 (Arundel Rd)	8/1 (Ahead)	925	0	7/2	1.00	All	-	-	-	-	-
				7/3	1.00	All					
				7/1	1.00	All					
	12/1 (Left)	925	0	7/1	1.00	All					
3/2 (Arundel Rd)	8/2 (Ahead)	925	0	7/3	1.00	All	-	-	-	-	-
				7/2	1.00	All					
				7/1	1.00	All					
4/1 (A29 Fontwell Ave)	5/1 (Ahead)	1020	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
	9/1 (Left)	1020	0	8/1	1.00	All					
4/2 (A29 Fontwell Ave)	5/2 (Ahead)	1020	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					

Full Input Data And Results

Lane Input Data

Junction: A27 / A29 signals												
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 (Arundel Rd)	O		2	3	60.0	User	1900	-	-	-	-	-
3/2 (Arundel 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 (Circ 3)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/2 (Circ 3)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/3 (Circ 3)	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 (FA Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM LP with MIT'	07:15	08:15	01:00	
2: '2031 PM LP with MIT'	16:45	17:45	01:00	
3: '2031 AM LP with MIT + Dev'	07:15	08:15	01:00	
4: '2031 PM LP with MIT + Dev'	16:45	17:45	01:00	

Scenario 1: '3' (FG3: '2031 AM LP with MIT + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	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: 3
Junction: A27 / A29 signals	
1/1 (short)	605
1/2 (with short)	1211(In) 606(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	801
10/2	840
11/1	144
12/1	513

Lane Saturation Flows

Junction: A27 / A29 signals								
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 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel 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 (Circ 3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ 3 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Circ 3 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 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '4' (FG4: '2031 PM LP with MIT + Dev', 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: 4
Junction: A27 / A29 signals	
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: A27 / A29 signals								
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 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel 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 (Circ 3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ 3 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Circ 3 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

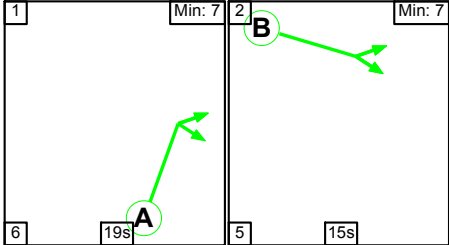
Full Input Data And Results

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

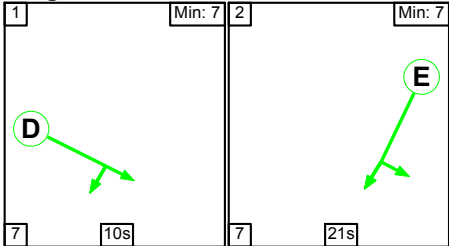
Scenario 1: '3' (FG3: '2031 AM LP with MIT + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

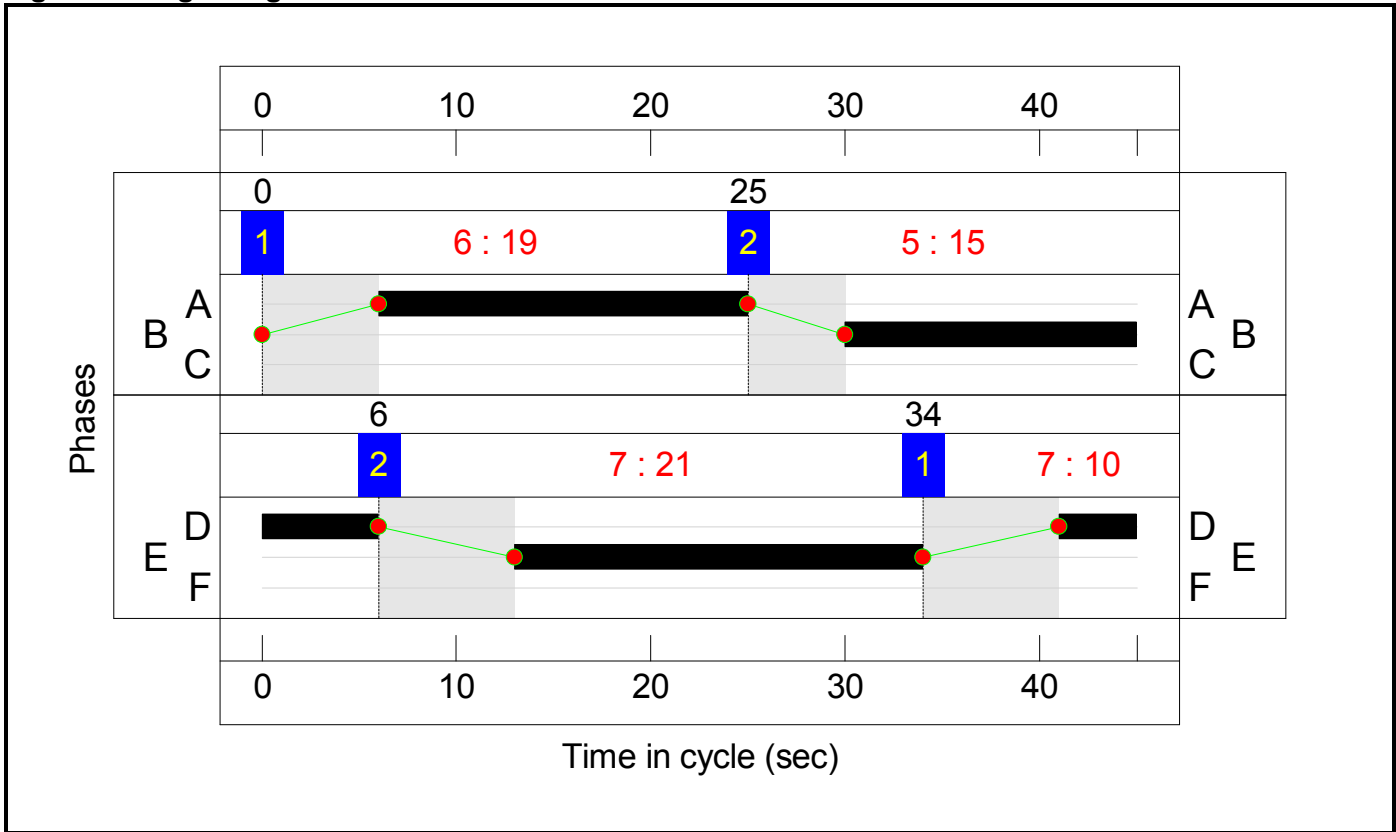
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

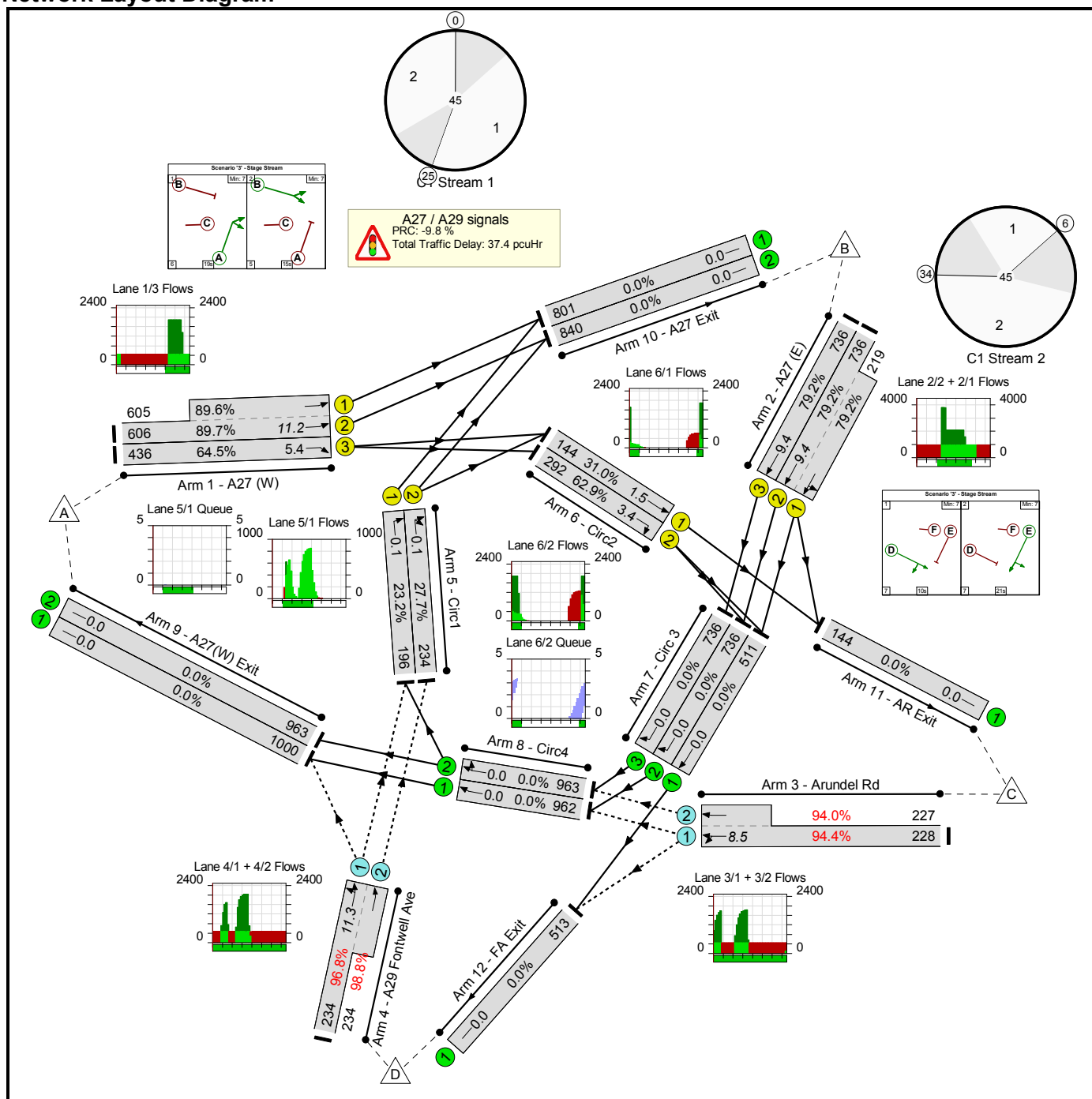
Stage Stream: 2

Stage	1	2
Duration	10	21
Change Point	34	6

Signal Timings Diagram



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: A27 / A29 signals (Fontwell Western Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	15	-	1211	1900:1900	676+676	89.7 : 89.6%
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	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	455	1900:1900	242+242	94.4 : 94.0%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	468	1900:1900	242+237	96.8 : 98.8%
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	Circ 3 Ahead	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
7/3	Circ 3 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	-		-	-	-	801	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%

Full Input Data And Results

11/1	AR Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%

Full Input Data And Results

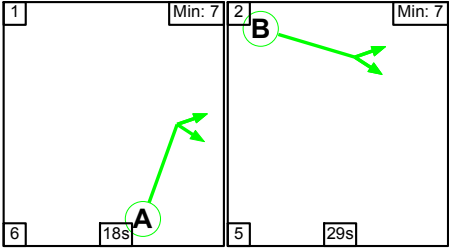
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1846	0	0	14.4	23.0	0.0	37.4	-	-	-	-
A27 / A29 signals	-	-	1846	0	0	14.4	23.0	0.0	37.4	-	-	-	-
1/2+1/1	1211	1211	-	-	-	4.6	4.1	-	8.7 (4.4+4.3)	25.9 (25.9:25.9)	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 (3.4+0.8)	16.0 (16.7:13.7)	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	1.6	5.7	-	7.3 (3.7+3.7)	58.0 (58.0:58.0)	2.8	5.7	8.5
4/1+4/2	468	468	936	0	0	1.9	8.5	-	10.4 (5.2+5.2)	79.7 (79.5:79.8)	2.9	8.5	11.3
5/1	196	196	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
5/2	234	234	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
6/1	144	144	-	-	-	0.1	0.0	-	0.1	3.6	1.5	0.0	1.5
6/2	292	292	-	-	-	0.4	0.0	-	0.4	5.0	3.4	0.0	3.4
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	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	840	840	-	-	-	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

Full Input Data And Results

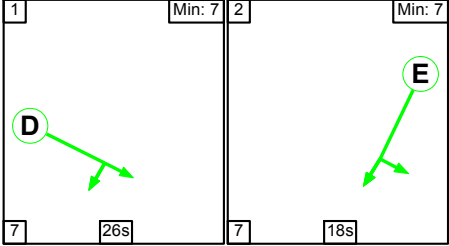
C1	Stream: 1	PRC for Signalled Lanes (%)	0.3	Total Delay for Signalled Lanes (pcuHr)	11.09	Cycle Time (s)	45
C1	Stream: 2	PRC for Signalled Lanes (%)	13.6	Total Delay for Signalled Lanes (pcuHr)	8.63	Cycle Time (s)	45
		PRC Over All Lanes (%)	-9.8	Total Delay Over All Lanes(pcuHr)	37.40		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

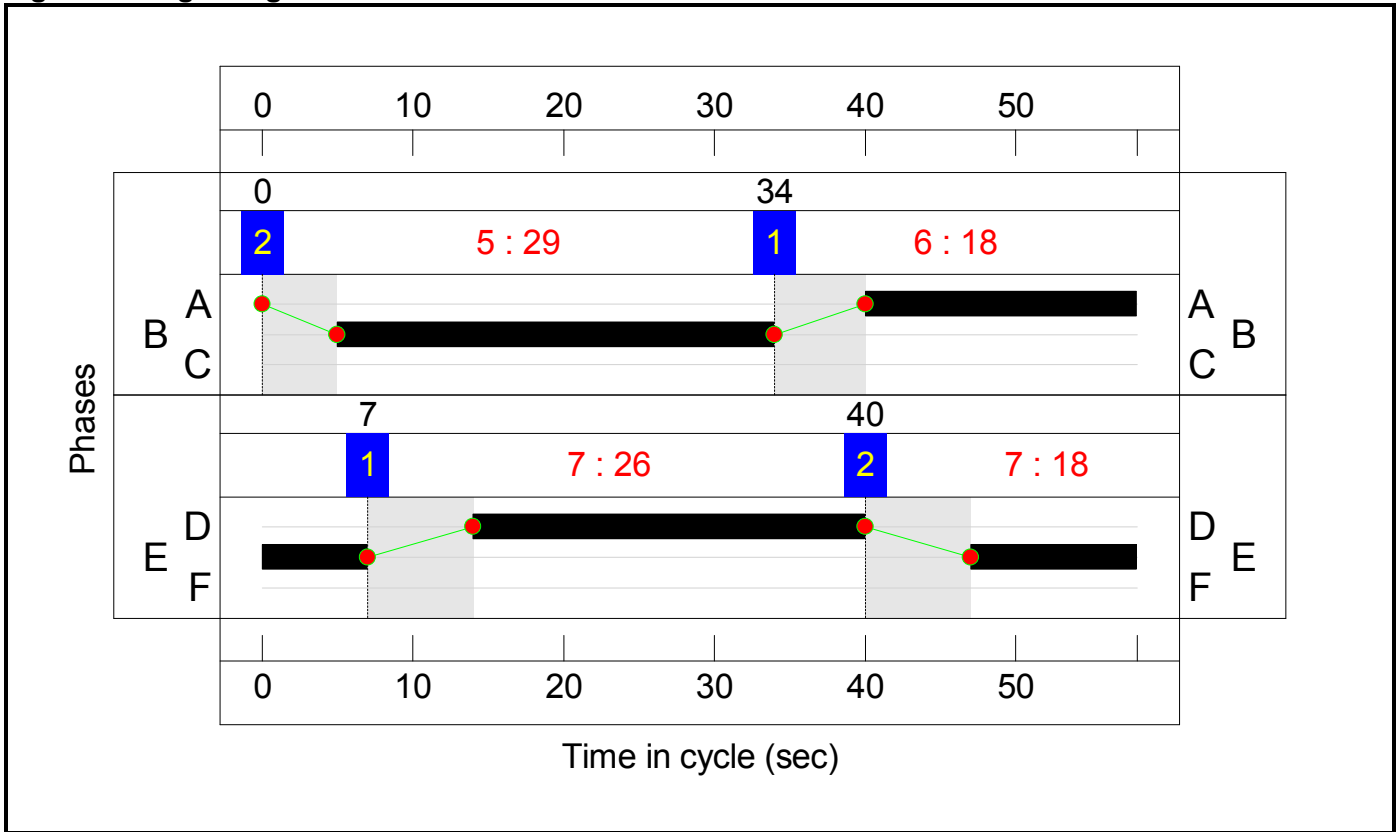
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

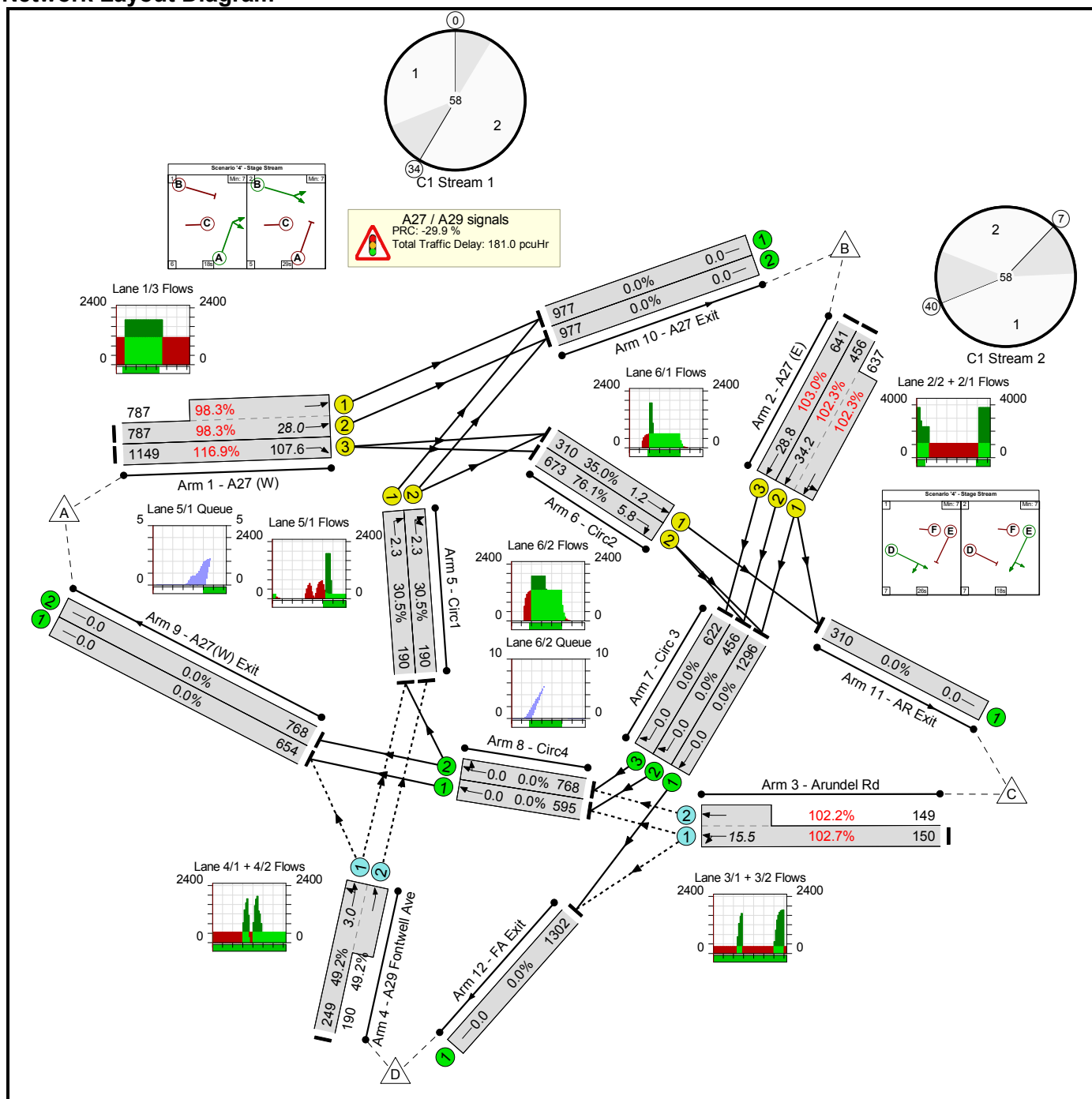
Stage Stream: 2

Stage	1	2
Duration	26	18
Change Point	7	40

Signal Timings Diagram



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: A27 / A29 signals (Fontwell Western Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	116.9%
A27 / A29 signals	-	-	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	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	299	1900:1900	146+146	102.7 : 102.2%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	439	1900:1900	506+386	49.2 : 49.2%
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	Circ 3 Ahead	U	N/A	N/A	-		-	-	-	1424	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/3	Circ 3 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%

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11/1	AR Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%

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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: A27 / A29 signals (Fontwell Western Rbt)	-	-	1462	0	0	27.3	153.7	0.0	181.0	-	-	-	-
A27 / A29 signals	-	-	1462	0	0	27.3	153.7	0.0	181.0	-	-	-	-
1/2+1/1	1574	1574	-	-	-	5.1	14.1	-	19.2 (9.6+9.6)	43.8 (43.8:43.8)	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 (12.2+17.6)	98.2 (96.1:99.7)	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	292	584	0	0	1.5	10.6	-	12.1 (6.2+5.9)	145.7 (149.7:141.7)	4.9	10.6	15.5
4/1+4/2	439	439	878	0	0	0.9	0.5	-	1.4 (0.8+0.6)	11.6 (12.0:11.2)	2.6	0.5	3.0
5/1	190	190	-	-	-	0.3	0.0	-	0.3	6.6	2.3	0.0	2.3
5/2	190	190	-	-	-	0.4	0.0	-	0.4	7.4	2.3	0.0	2.3
6/1	310	310	-	-	-	0.1	0.0	-	0.1	0.8	1.2	0.0	1.2
6/2	673	673	-	-	-	0.3	0.0	-	0.3	1.5	5.8	0.0	5.8
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	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	768	768	-	-	-	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

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12/1	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -29.9 Total Delay for Signalled Lanes (pcuHr): 115.17 Cycle Time (s): 58													
C1 Stream: 2 PRC for Signalled Lanes (%): -14.4 Total Delay for Signalled Lanes (pcuHr): 52.36 Cycle Time (s): 58													
PRC Over All Lanes (%): -29.9 Total Delay Over All Lanes(pcuHr): 181.05													