

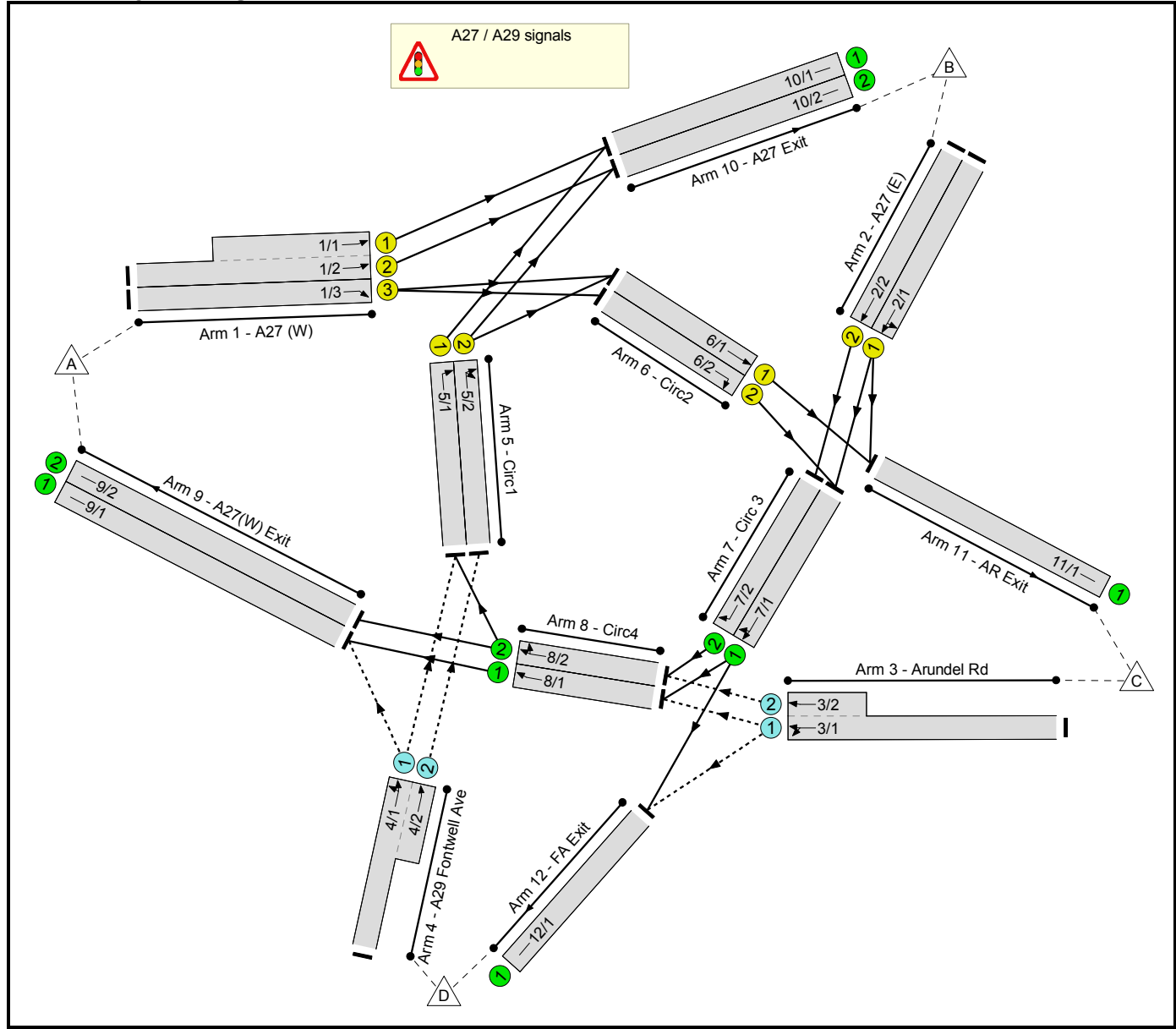
Full Input Data And Results

Full Input Data And Results

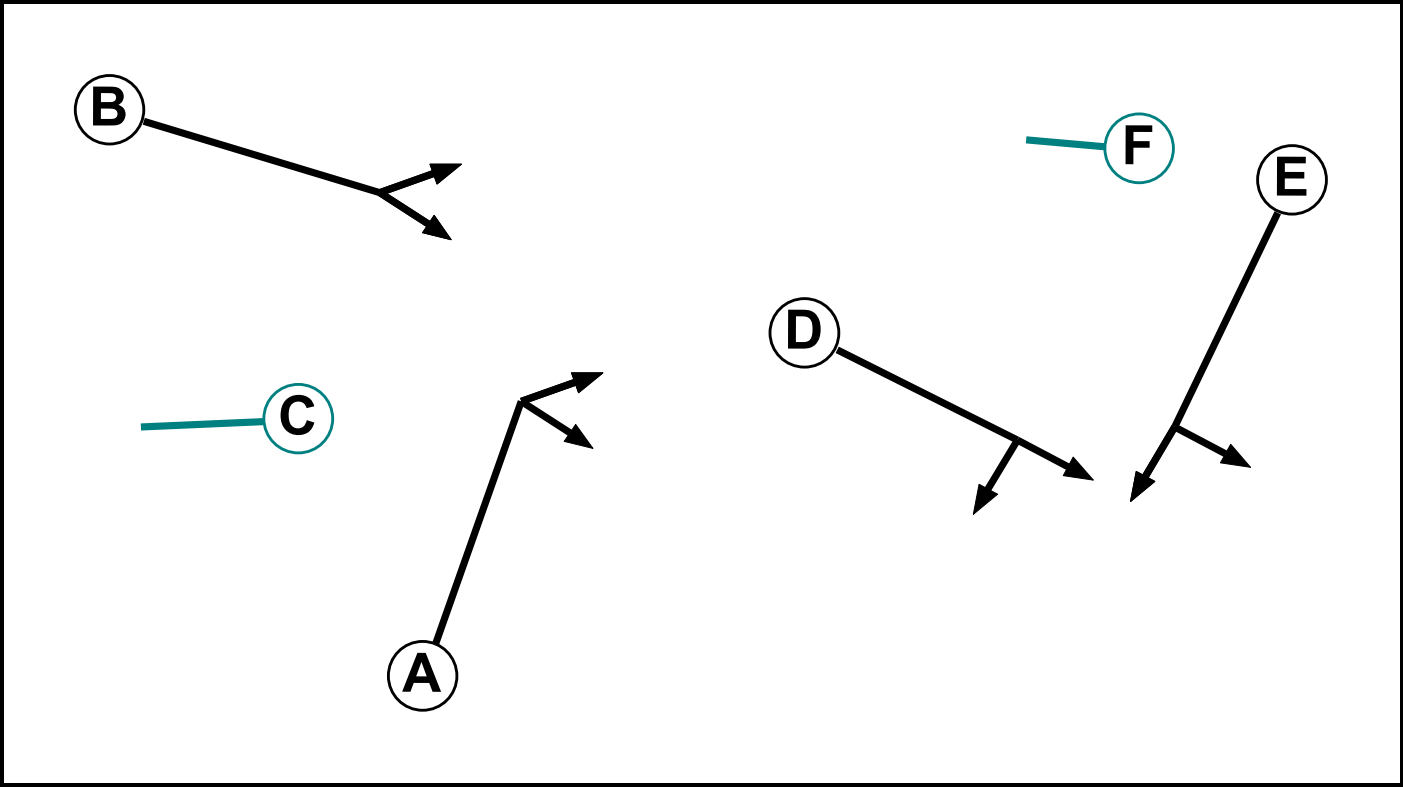
User and Project Details

Project:	ITB11324 Walberton
Title:	A27 / A29 signals (Fontwell Western Rbt)
Location:	
File name:	2031 A27_A29 Fontwell W Rbt.lsg3x
Author:	AL
Company:	i-T
Address:	
Notes:	To PJA dwg 1186-05

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

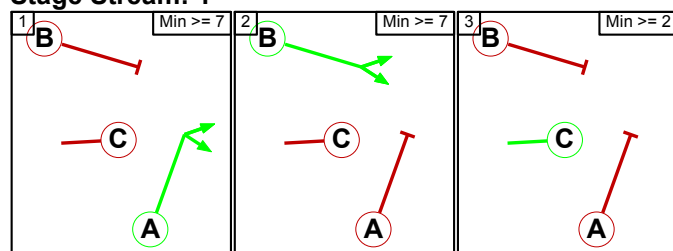
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		5	3
	E	-	-	-	6		3
	F	-	-	-	2	2	

Phases in Stage

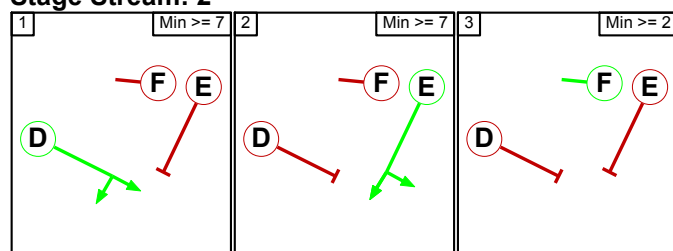
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

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		5	3
	2	6		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	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
	12/1 (Left)	925	0	7/1	1.00	All					
3/2 (Arundel Rd)	8/2 (Ahead)	925	0	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	60.0	User	1900	-	-	-	-	-
2/2 (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	-	-	-	-	-	-
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	-	-	-	-	-	-
11/1 (AR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (FA Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

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 + Wandleys'	07:15	08:15	01:00	
4: '2031 PM LP with MIT + Wandleys'	16:45	17:45	01:00	

Scenario 1: '1' (FG1: '2031 AM LP with MIT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	1198	144	292	1634
	B	1437	0	0	214	1651
	C	453	0	0	2	455
	D	38	428	0	0	466
	Tot.	1928	1626	144	508	4206

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	436
2/1	826
2/2	825
3/1 (with short)	455(In) 228(Out)
3/2 (short)	227
4/1 (with short)	466(In) 233(Out)
4/2 (short)	233
5/1	195
5/2	233
6/1	144
6/2	292
7/1	1118
7/2	825
8/1	838
8/2	1052
9/1	876
9/2	1052
10/1	794
10/2	832
11/1	144
12/1	508

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

Full Input Data And Results

Scenario 2: '2' (FG2: '2031 PM LP with MIT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1542	362	787	2691
	B	1078	0	0	634	1712
	C	292	0	0	7	299
	D	59	376	0	0	435
	Tot.	1429	1918	362	1428	5137

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1149
2/1	856
2/2	856
3/1 (with short)	299(In) 150(Out)
3/2 (short)	149
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	362
6/2	787
7/1	1643
7/2	856
8/1	365
8/2	1005
9/1	424
9/2	1005
10/1	930
10/2	988
11/1	362
12/1	1428

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1198	151	292	1641
	B	1437	0	1	214	1652
	C	476	0	0	2	478
	D	38	428	0	0	466
	Tot.	1951	1626	152	508	4237

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	443
2/1	826
2/2	826
3/1 (with short)	478(In) 239(Out)
3/2 (short)	239
4/1 (with short)	466(In) 233(Out)
4/2 (short)	233
5/1	195
5/2	233
6/1	151
6/2	292
7/1	1117
7/2	826
8/1	848
8/2	1065
9/1	886
9/2	1065
10/1	794
10/2	832
11/1	152
12/1	508

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

Full Input Data And Results

Scenario 4: '4' (FG4: '2031 PM LP with MIT + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1542	382	787	2711
	B	1078	0	2	634	1714
	C	303	0	0	7	310
	D	59	376	0	0	435
	Tot.	1440	1918	384	1428	5170

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1169
2/1	857
2/2	857
3/1 (with short)	310(In) 155(Out)
3/2 (short)	155
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	382
6/2	787
7/1	1642
7/2	857
8/1	369
8/2	1012
9/1	428
9/2	1012
10/1	930
10/2	988
11/1	384
12/1	1428

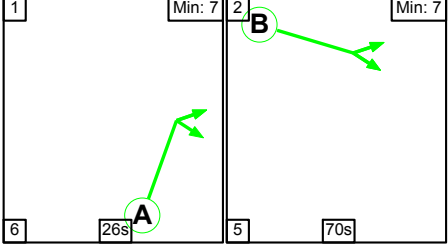
Lane Saturation Flows

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

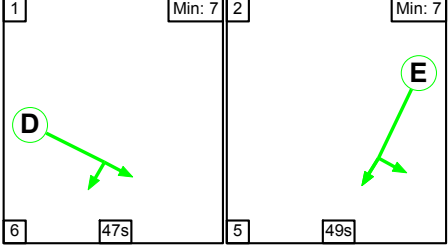
Scenario 1: '1' (FG1: '2031 AM LP with MIT', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

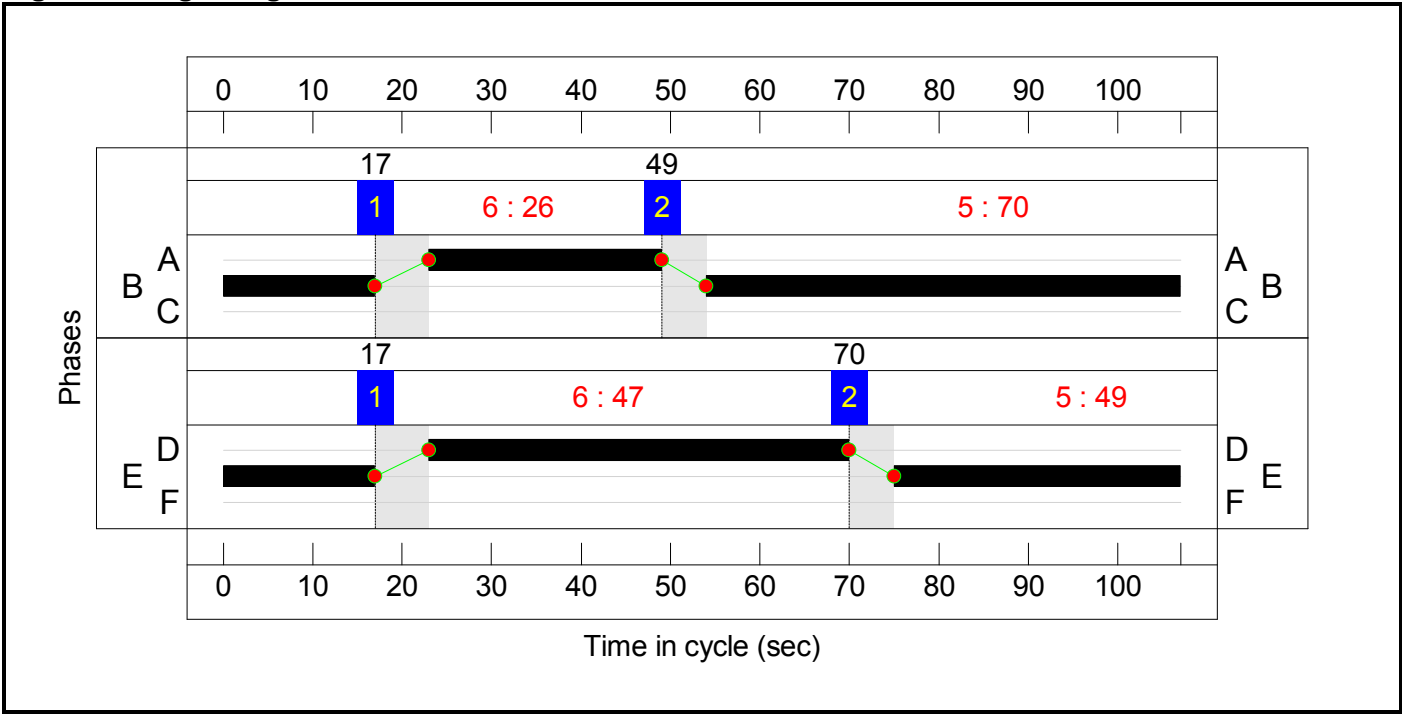
Stage Stream: 1

Stage	1	2
Duration	26	70
Change Point	17	49

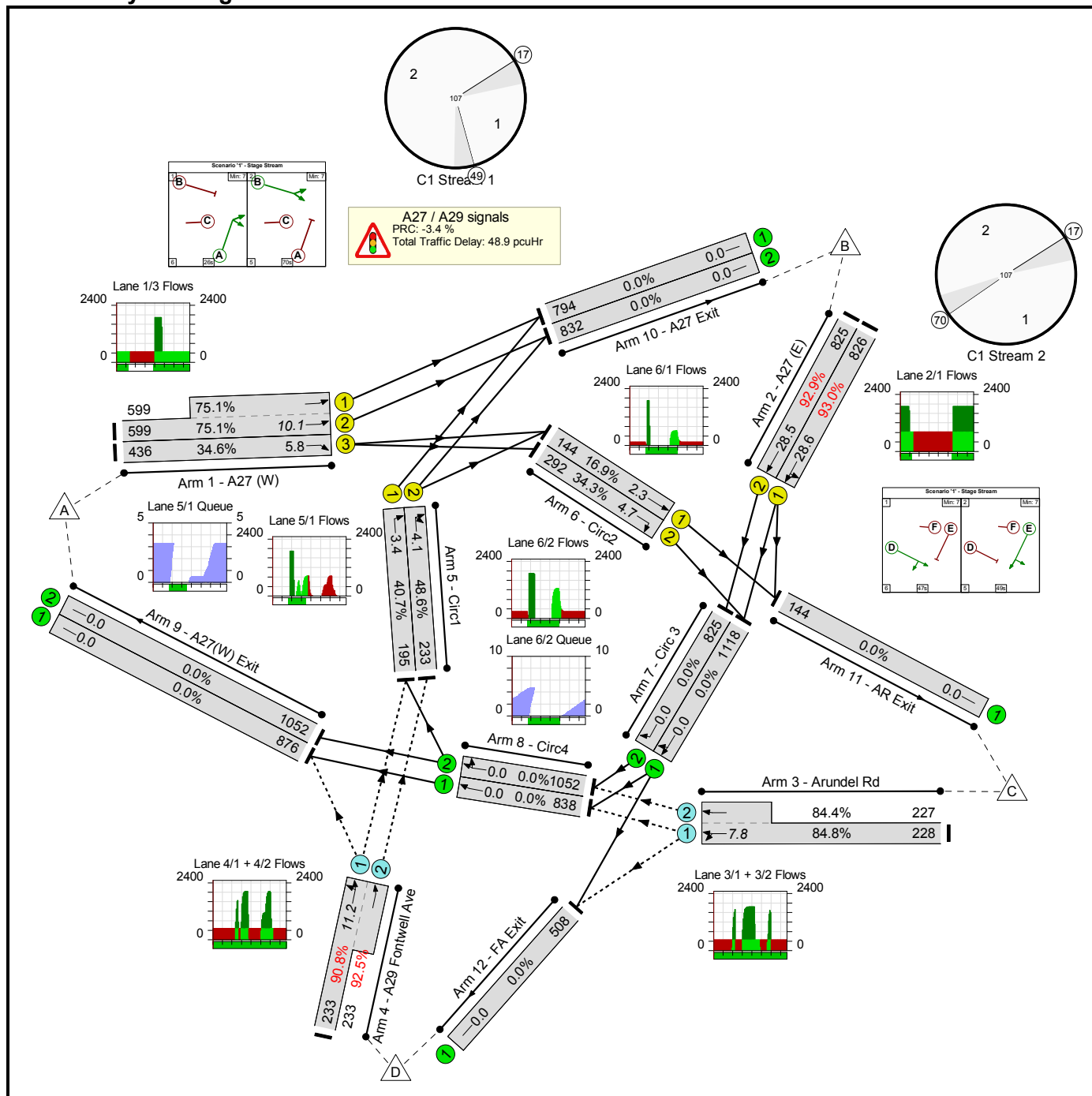
Stage Stream: 2

Stage	1	2
Duration	47	49
Change Point	17	70

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	-	-		-	-	-	-	-	-	93.0%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	70	-	1198	1900:1900	798+798	75.1 : 75.1%
1/3	A27 (W) Ahead	U	1	N/A	B		1	70	-	436	1900	1261	34.6%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	49	-	826	1900	888	93.0%
2/2	A27 (E) Ahead	U	2	N/A	E		1	49	-	825	1900	888	92.9%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	455	1900:1900	269+269	84.8 : 84.4%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	257+252	90.8 : 92.5%
5/1	Circ1 Right	U	1	N/A	A		1	26	-	195	1900	479	40.7%
5/2	Circ1 Right Right2	U	1	N/A	A		1	26	-	233	1900	479	48.6%
6/1	Circ2 Ahead	U	2	N/A	D		1	47	-	144	1900	852	16.9%
6/2	Circ2 Right	U	2	N/A	D		1	47	-	292	1900	852	34.3%
7/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%

Full Input Data And Results

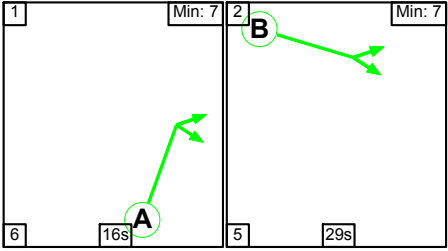
12/1	FA Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1842	0	0	28.8	20.1	0.0	48.9	-	-	-	-
A27 / A29 signals	-	-	1842	0	0	28.8	20.1	0.0	48.9	-	-	-	-
1/2+1/1	1198	1198	-	-	-	2.9	1.5	-	4.4 (2.2+2.2)	13.3 (13.3:13.3)	8.7	1.5	10.1
1/3	436	436	-	-	-	1.0	0.3	-	1.2	10.0	5.6	0.3	5.8
2/1	826	826	-	-	-	6.2	5.6	-	11.8	51.5	22.9	5.6	28.6
2/2	825	825	-	-	-	6.1	5.6	-	11.7	51.2	22.9	5.6	28.5
3/1+3/2	455	455	910	0	0	3.0	2.6	-	5.6 (2.8+2.8)	44.5 (44.5:44.4)	5.3	2.6	7.8
4/1+4/2	466	466	932	0	0	3.4	4.5	-	7.9 (3.9+4.0)	60.9 (60.6:61.1)	6.7	4.5	11.2
5/1	195	195	-	-	-	1.8	0.0	-	1.8	33.3	3.4	0.0	3.4
5/2	233	233	-	-	-	2.2	0.0	-	2.2	33.9	4.1	0.0	4.1
6/1	144	144	-	-	-	0.7	0.0	-	0.7	17.7	2.3	0.0	2.3
6/2	292	292	-	-	-	1.5	0.0	-	1.5	18.9	4.7	0.0	4.7
7/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	832	832	-	-	-	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	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

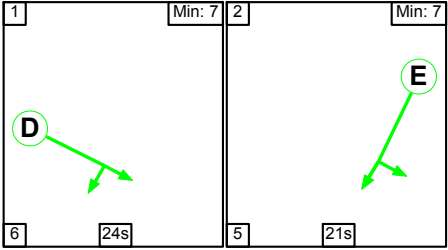
C1	Stream: 1	PRC for Signalled Lanes (%)	19.9	Total Delay for Signalled Lanes (pcuHr)	9.65	Cycle Time (s):	107
C1	Stream: 2	PRC for Signalled Lanes (%)	-3.4	Total Delay for Signalled Lanes (pcuHr)	25.78	Cycle Time (s):	107
		PRC Over All Lanes (%)	-3.4	Total Delay Over All Lanes(pcuHr)	48.92		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

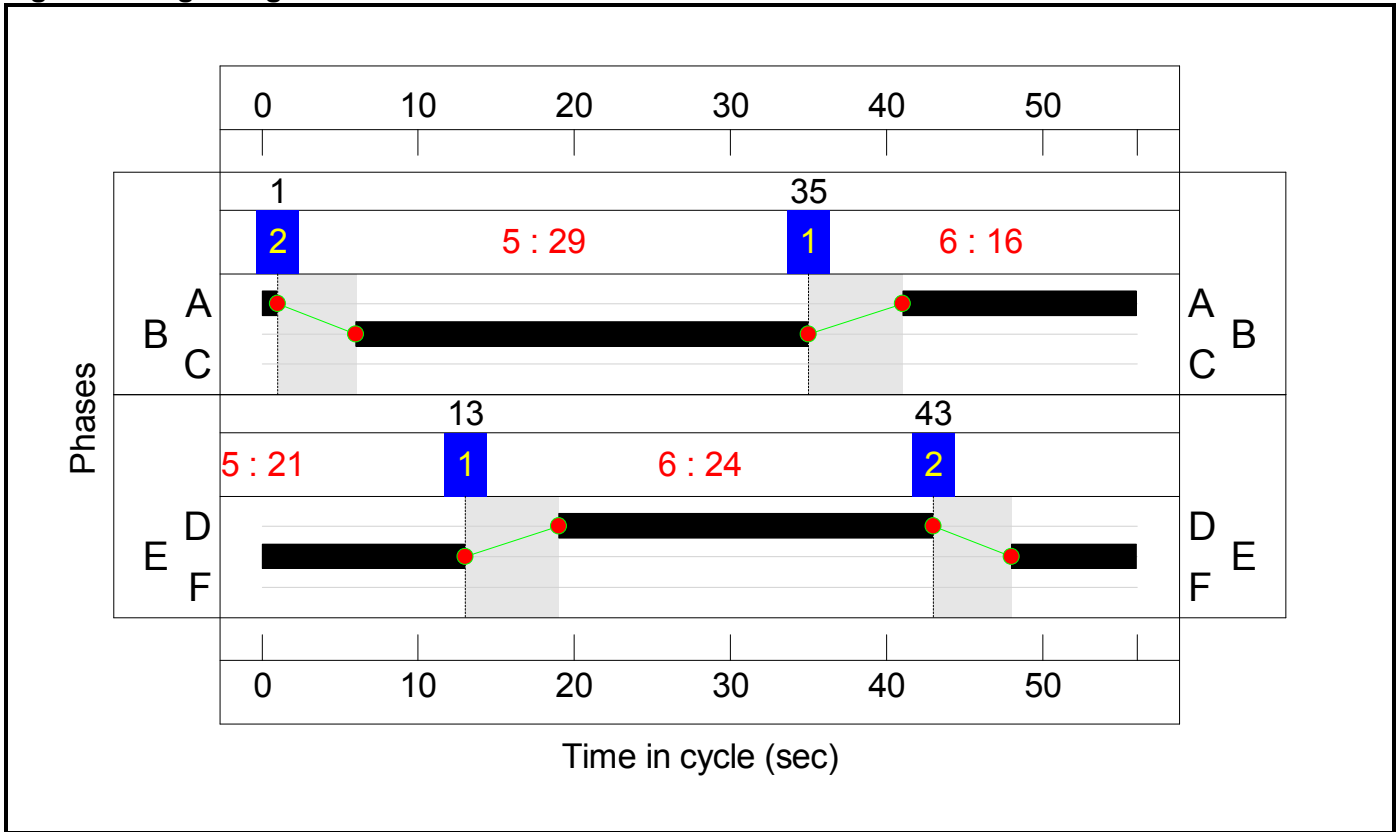
Stage Stream: 1

Stage	1	2
Duration	16	29
Change Point	35	1

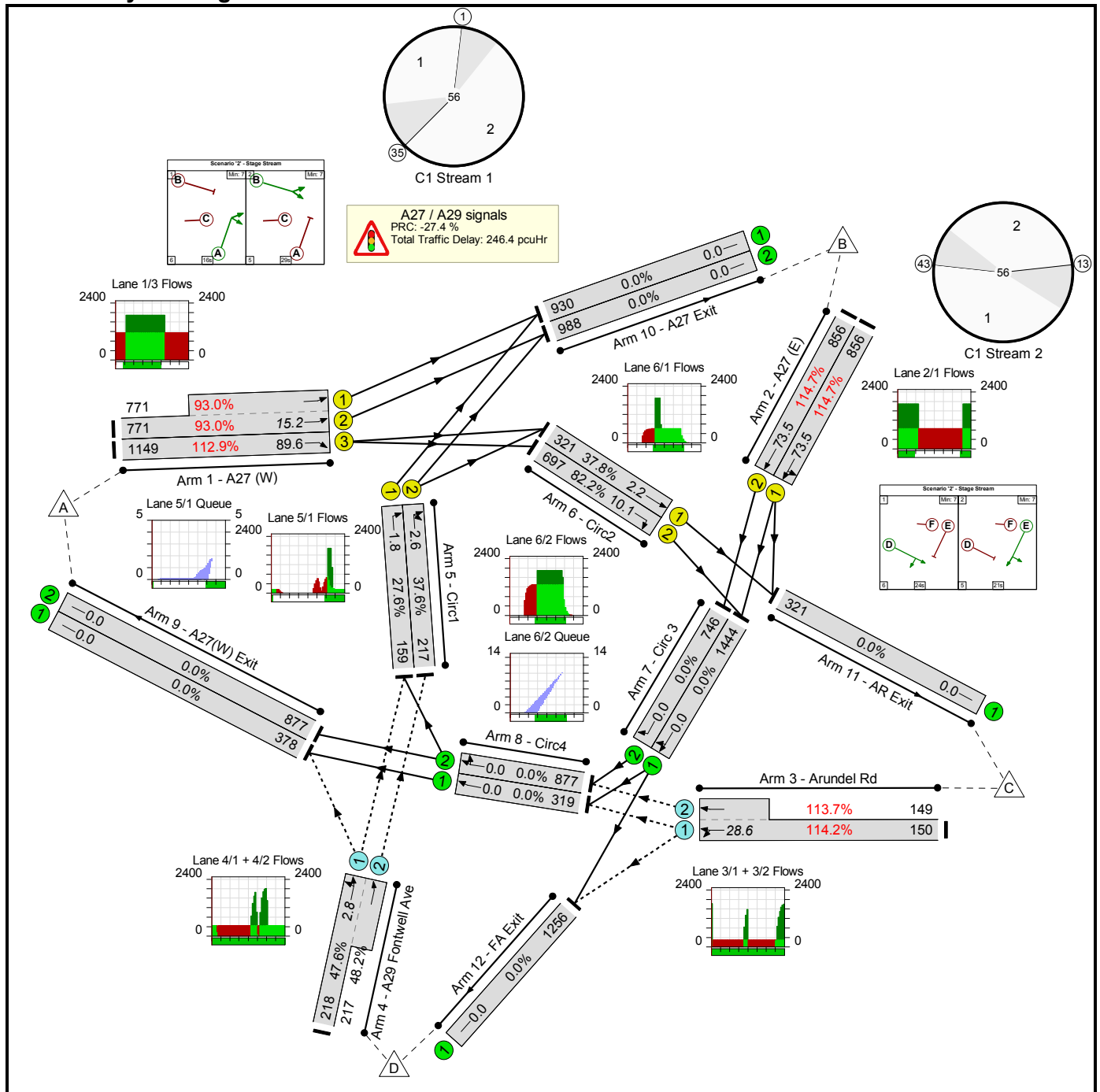
Stage Stream: 2

Stage	1	2
Duration	24	21
Change Point	13	43

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	-	-		-	-	-	-	-	-	114.7%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	114.7%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	29	-	1542	1900:1900	829+829	93.0 : 93.0%
1/3	A27 (W) Ahead	U	1	N/A	B		1	29	-	1149	1900	1018	112.9%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	21	-	856	1900	746	114.7%
2/2	A27 (E) Ahead	U	2	N/A	E		1	21	-	856	1900	746	114.7%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	299	1900:1900	131+131	114.2 : 113.7%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	458+450	47.6 : 48.2%
5/1	Circ1 Right	U	1	N/A	A		1	16	-	159	1900	577	27.6%
5/2	Circ1 Right Right2	U	1	N/A	A		1	16	-	217	1900	577	37.6%
6/1	Circ2 Ahead	U	2	N/A	D		1	24	-	362	1900	848	37.8%
6/2	Circ2 Right	U	2	N/A	D		1	24	-	787	1900	848	82.2%
7/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1643	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%

Full Input Data And Results

11/1	AR Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%

Full Input Data And Results

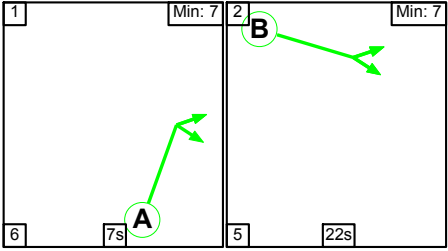
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1395	0	0	31.6	214.8	0.0	246.4	-	-	-	-
A27 / A29 signals	-	-	1395	0	0	31.6	214.8	0.0	246.4	-	-	-	-
1/2+1/1	1542	1542	-	-	-	4.4	6.0	-	10.3 (5.2+5.2)	24.1 (24.1:24.1)	9.2	6.0	15.2
1/3	1149	1018	-	-	-	7.4	69.7	-	77.1	241.6	19.9	69.7	89.6
2/1	856	746	-	-	-	7.3	58.4	-	65.8	276.6	15.0	58.4	73.5
2/2	856	746	-	-	-	7.3	58.4	-	65.8	276.6	15.0	58.4	73.5
3/1+3/2	299	262	525	0	0	2.5	21.8	-	24.2 (12.3+11.9)	291.9 (295.7:288.1)	6.8	21.8	28.6
4/1+4/2	435	435	870	0	0	1.1	0.5	-	1.6 (0.8+0.8)	13.1 (12.9:13.2)	2.3	0.5	2.8
5/1	159	159	-	-	-	0.3	0.0	-	0.3	5.7	1.8	0.0	1.8
5/2	217	217	-	-	-	0.4	0.0	-	0.4	5.9	2.6	0.0	2.6
6/1	321	321	-	-	-	0.2	0.0	-	0.2	2.0	2.2	0.0	2.2
6/2	697	697	-	-	-	0.8	0.0	-	0.8	4.3	10.1	0.0	10.1
7/1	1444	1444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

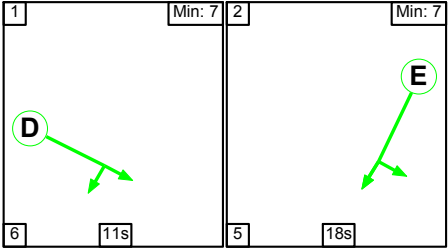
C1	Stream: 1	PRC for Signalled Lanes (%)	-25.4	Total Delay for Signalled Lanes (pcuHr):	88.05	Cycle Time (s):	56
C1	Stream: 2	PRC for Signalled Lanes (%)	-27.4	Total Delay for Signalled Lanes (pcuHr):	132.54	Cycle Time (s):	56
		PRC Over All Lanes (%)	-27.4	Total Delay Over All Lanes(pcuHr):	246.42		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

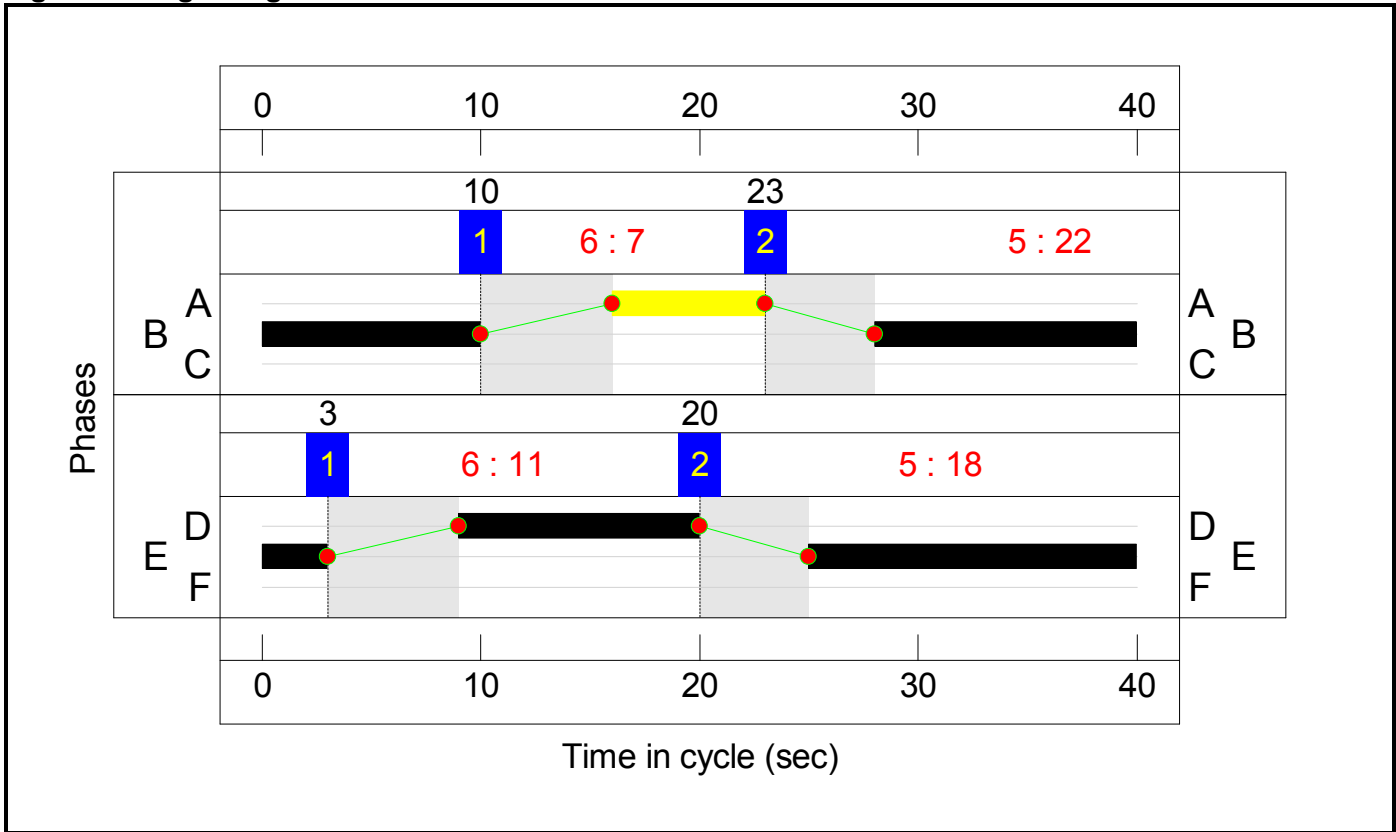
Stage Stream: 1

Stage	1	2
Duration	7	22
Change Point	10	23

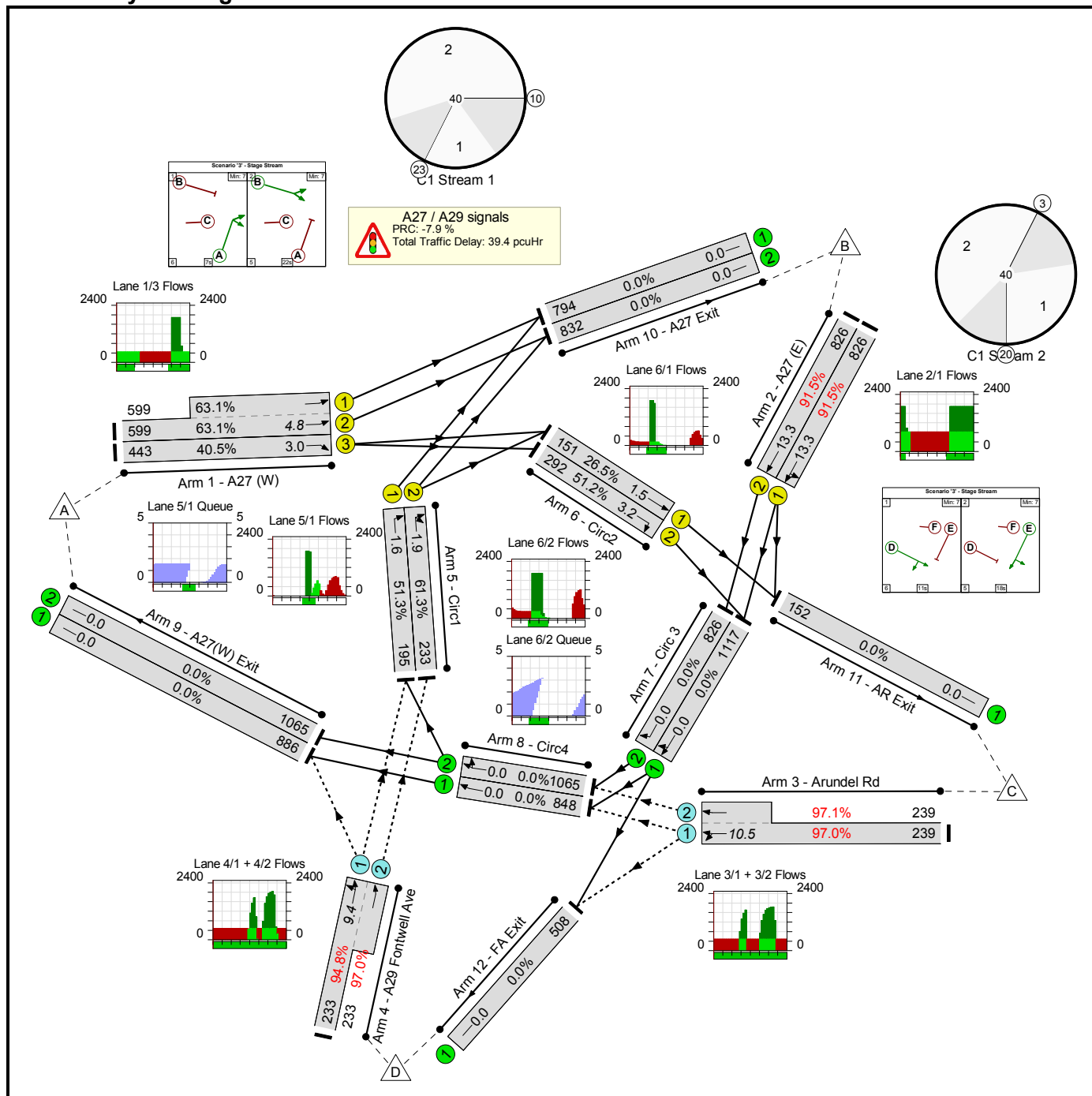
Stage Stream: 2

Stage	1	2
Duration	11	18
Change Point	3	20

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	-	-		-	-	-	-	-	-	97.1%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	22	-	1198	1900:1900	950+950	63.1 : 63.1%
1/3	A27 (W) Ahead	U	1	N/A	B		1	22	-	443	1900	1092	40.5%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	826	1900	903	91.5%
2/2	A27 (E) Ahead	U	2	N/A	E		1	18	-	826	1900	903	91.5%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	478	1900:1900	246+246	97.0 : 97.1%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	246+240	94.8 : 97.0%
5/1	Circ1 Right	U	1	N/A	A		1	7	-	195	1900	380	51.3%
5/2	Circ1 Right Right2	U	1	N/A	A		1	7	-	233	1900	380	61.3%
6/1	Circ2 Ahead	U	2	N/A	D		1	11	-	151	1900	570	26.5%
6/2	Circ2 Right	U	2	N/A	D		1	11	-	292	1900	570	51.2%
7/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%

Full Input Data And Results

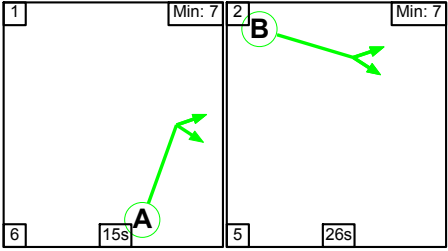
12/1	FA Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1888	0	0	13.8	25.6	0.0	39.4	-	-	-	-
A27 / A29 signals	-	-	1888	0	0	13.8	25.6	0.0	39.4	-	-	-	-
1/2+1/1	1198	1198	-	-	-	1.8	0.9	-	2.6 (1.3+1.3)	7.8 (7.8:7.8)	4.0	0.9	4.8
1/3	443	443	-	-	-	0.6	0.3	-	0.9	7.5	2.7	0.3	3.0
2/1	826	826	-	-	-	2.2	4.8	-	7.0	30.7	8.5	4.8	13.3
2/2	826	826	-	-	-	2.2	4.8	-	7.0	30.7	8.5	4.8	13.3
3/1+3/2	478	478	956	0	0	1.6	7.9	-	9.5 (4.7+4.7)	71.4 (71.4:71.4)	2.6	7.9	10.5
4/1+4/2	466	466	932	0	0	1.6	6.9	-	8.5 (4.3+4.3)	66.0 (65.9:66.2)	2.5	6.9	9.4
5/1	195	195	-	-	-	1.0	0.0	-	1.0	19.0	1.6	0.0	1.6
5/2	233	233	-	-	-	1.3	0.0	-	1.3	19.5	1.9	0.0	1.9
6/1	151	151	-	-	-	0.5	0.0	-	0.5	11.0	1.5	0.0	1.5
6/2	292	292	-	-	-	1.0	0.0	-	1.0	12.3	3.2	0.0	3.2
7/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

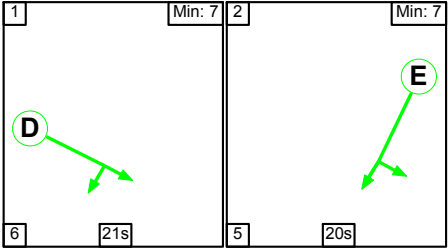
C1	Stream: 1	PRC for Signalled Lanes (%)	42.7	Total Delay for Signalled Lanes (pcuHr):	5.82	Cycle Time (s):	40
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.7	Total Delay for Signalled Lanes (pcuHr):	15.53	Cycle Time (s):	40
		PRC Over All Lanes (%)	-7.9	Total Delay Over All Lanes(pcuHr):	39.38		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

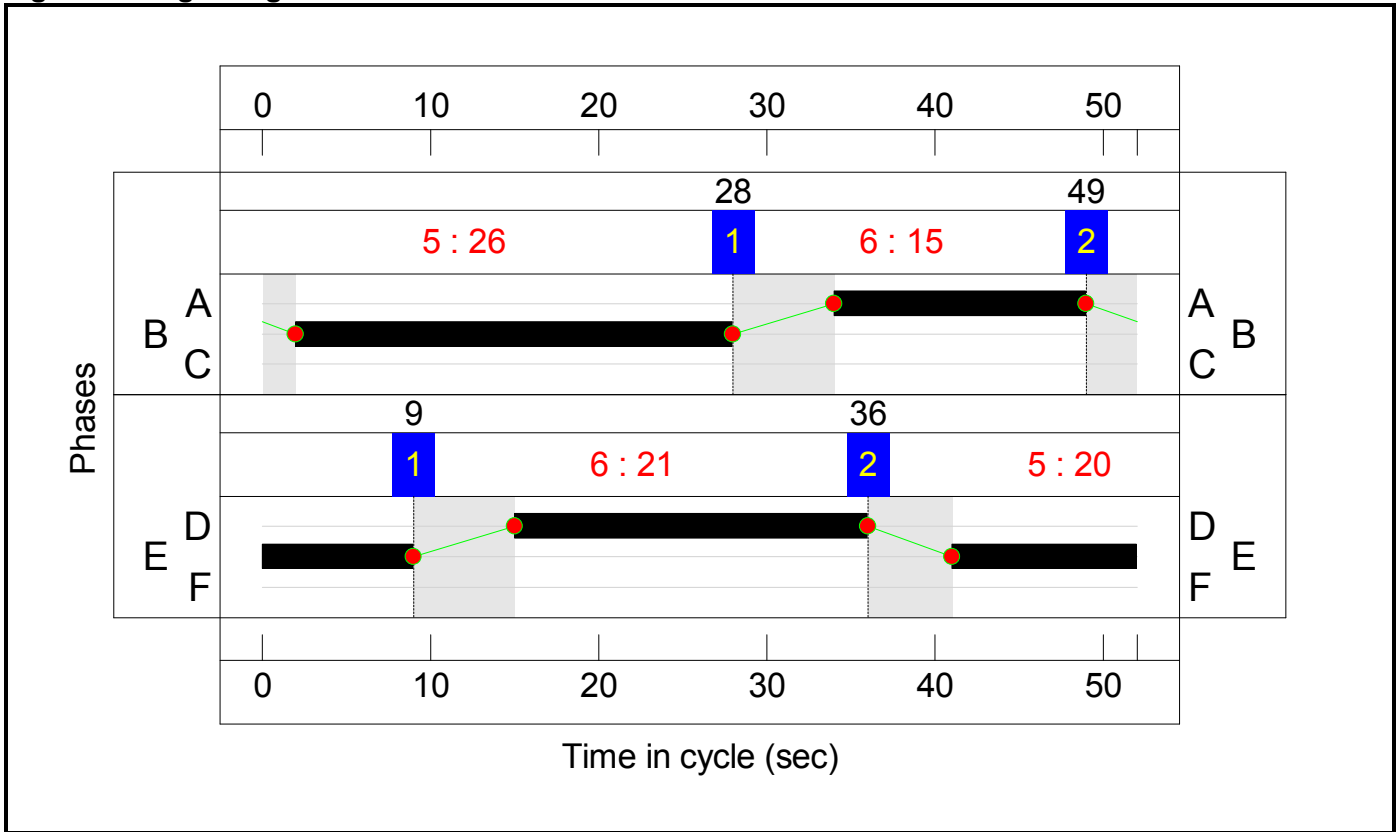
Stage Stream: 1

Stage	1	2
Duration	15	26
Change Point	28	49

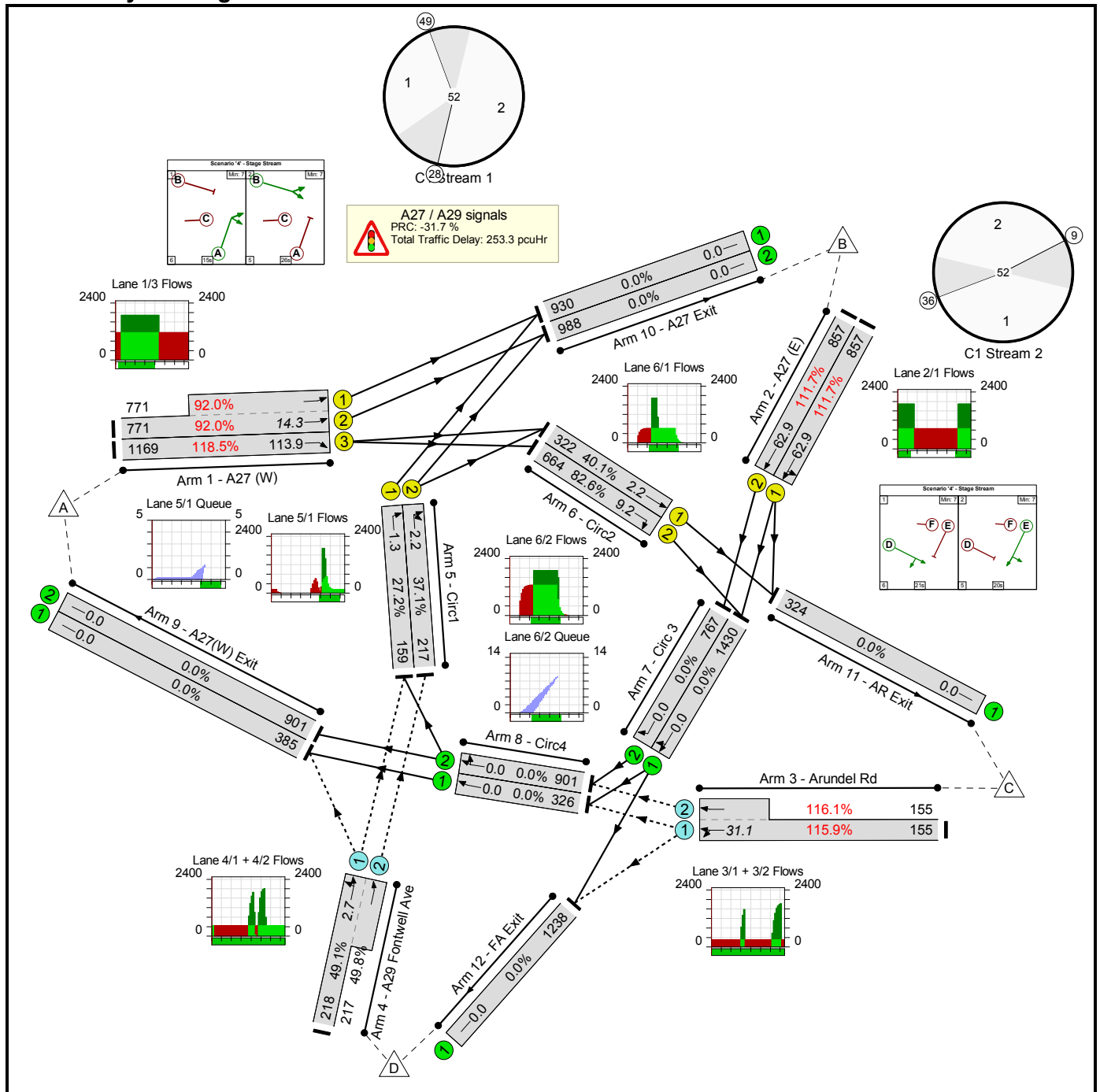
Stage Stream: 2

Stage	1	2
Duration	21	20
Change Point	9	36

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	-	-		-	-	-	-	-	-	118.5%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	118.5%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	26	-	1542	1900:1900	838+838	92.0 : 92.0%
1/3	A27 (W) Ahead	U	1	N/A	B		1	26	-	1169	1900	987	118.5%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	20	-	857	1900	767	111.7%
2/2	A27 (E) Ahead	U	2	N/A	E		1	20	-	857	1900	767	111.7%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	310	1900:1900	134+133	115.9 : 116.1%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	444+436	49.1 : 49.8%
5/1	Circ1 Right	U	1	N/A	A		1	15	-	159	1900	585	27.2%
5/2	Circ1 Right Right2	U	1	N/A	A		1	15	-	217	1900	585	37.1%
6/1	Circ2 Ahead	U	2	N/A	D		1	21	-	382	1900	804	40.1%
6/2	Circ2 Right	U	2	N/A	D		1	21	-	787	1900	804	82.6%
7/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1642	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%

Full Input Data And Results

11/1	AR Exit	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	1428	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)	-	-	1404	0	0	30.3	223.1	0.0	253.3	-	-	-	-
A27 / A29 signals	-	-	1404	0	0	30.3	223.1	0.0	253.3	-	-	-	-
1/2+1/1	1542	1542	-	-	-	4.3	5.3	-	9.6 (4.8+4.8)	22.5 (22.5:22.5)	9.0	5.3	14.3
1/3	1169	987	-	-	-	8.5	94.3	-	102.8	316.6	19.5	94.3	113.9
2/1	857	767	-	-	-	6.3	49.2	-	55.5	233.0	13.7	49.2	62.9
2/2	857	767	-	-	-	6.3	49.2	-	55.5	233.0	13.7	49.2	62.9
3/1+3/2	310	267	534	0	0	2.3	24.6	-	26.8 (13.3+13.5)	311.7 (309.9:313.5)	6.5	24.6	31.1
4/1+4/2	435	435	870	0	0	1.1	0.5	-	1.6 (0.8+0.8)	12.8 (12.7:13.0)	2.2	0.5	2.7
5/1	159	159	-	-	-	0.2	0.0	-	0.2	5.1	1.3	0.0	1.3
5/2	217	217	-	-	-	0.3	0.0	-	0.3	5.2	2.2	0.0	2.2
6/1	322	322	-	-	-	0.2	0.0	-	0.2	2.3	2.2	0.0	2.2
6/2	664	664	-	-	-	0.9	0.0	-	0.9	4.6	9.2	0.0	9.2
7/1	1430	1430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1238	1238	-	-	-	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 (%)	-31.7	Total Delay for Signalled Lanes (pcuHr):	112.97	Cycle Time (s):	52
C1	Stream: 2	PRC for Signalled Lanes (%)	-24.1	Total Delay for Signalled Lanes (pcuHr):	111.97	Cycle Time (s):	52
		PRC Over All Lanes (%)	-31.7	Total Delay Over All Lanes(pcuHr):	253.34		