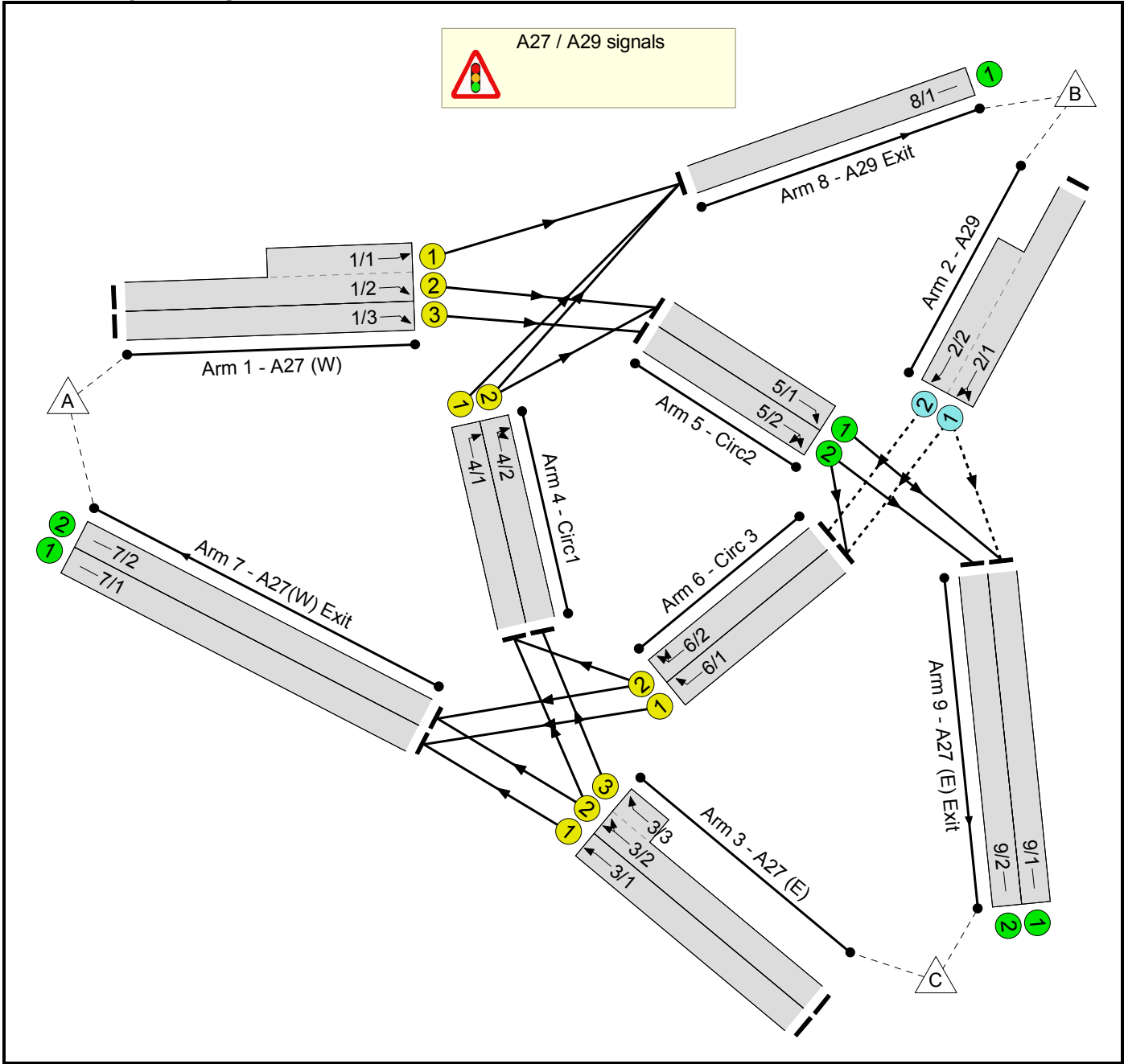


User and Project Details

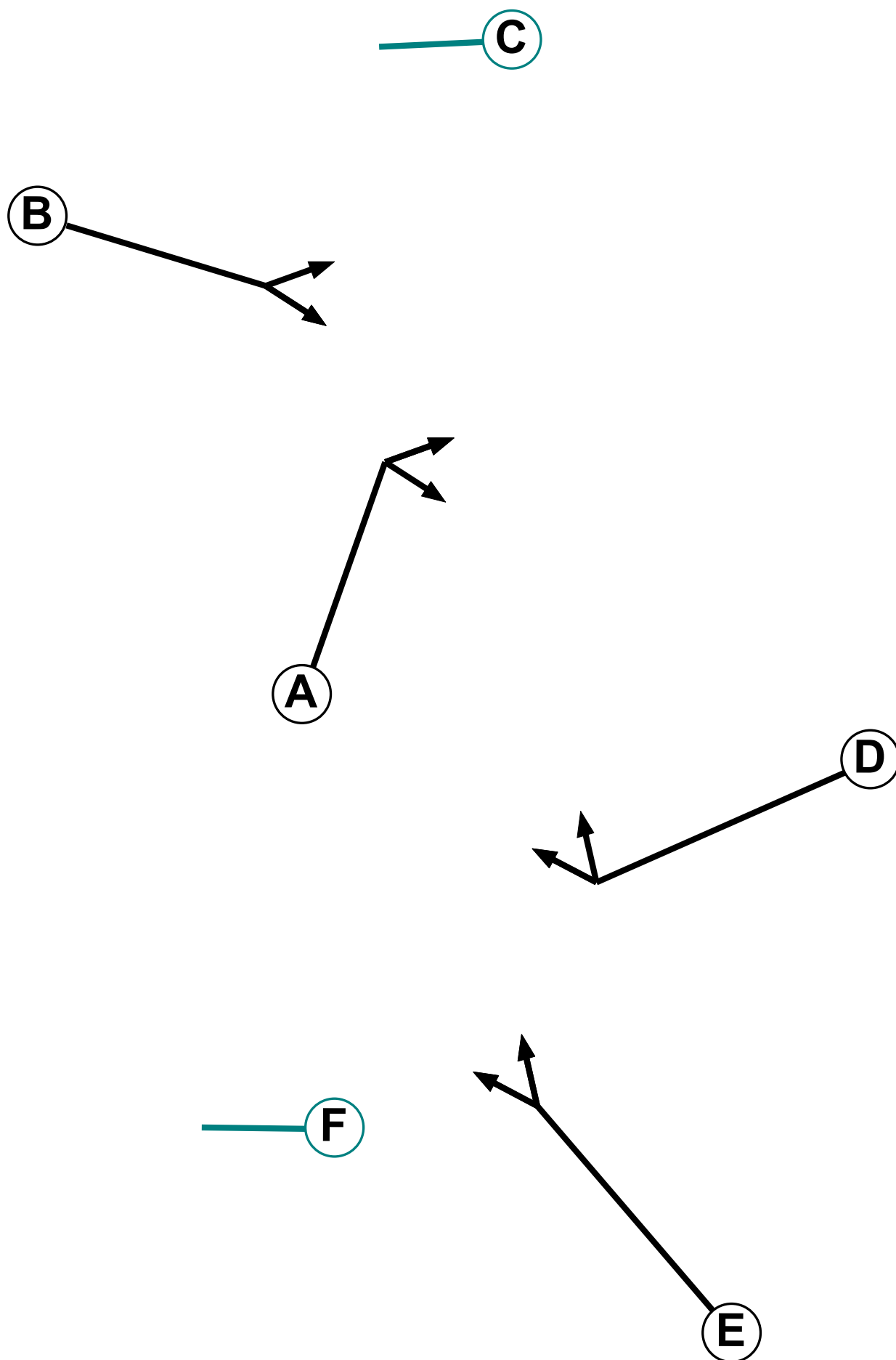
Project:	ITB11324 Walberton
Title:	A27 / A29 signals (Fontwell Eastern Rbt)
Location:	
File name:	2031 Sensitivity A27_A29 Fontwell E Rbt.lsg3x
Author:	AL
Company:	i-T
Address:	
Notes:	To Systra dwg 103800_D007

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

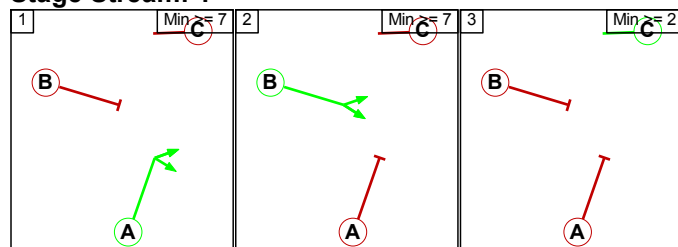
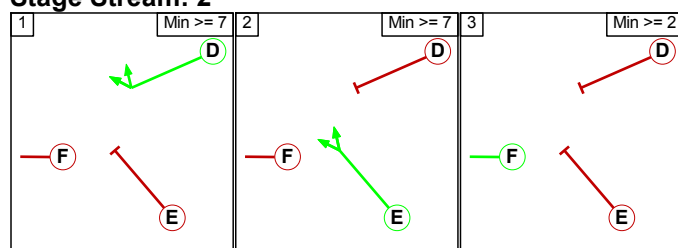
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	2
D	Traffic	2		-9999	7
E	Traffic	2		-9999	7
F	Dummy	2		-9999	2

Phase Intergreens Matrix

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

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		6	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)
2/1 (A29)	6/1 (Ahead)	1170	0	5/1	1.00	All	-	-	-	-	-
				5/2	1.00	All					
	9/1 (Ahead)	1170	0	5/1	1.00	All					
				5/2	1.00	All					
2/2 (A29)	6/2 (Ahead)	1170	0	5/1	1.00	All	-	-	-	-	-
				5/2	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	7.5	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 (A29)	O		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A29)	O		2	3	8.3	Inf	-	-	-	-	-	-
3/1 (A27 (E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/2 (A27 (E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/3 (A27 (E))	U	E	2	3	2.5	User	1900	-	-	-	-	-
4/1 (Circ1)	U	A	2	3	6.7	User	1900	-	-	-	-	-
4/2 (Circ1)	U	A	2	3	6.7	User	1900	-	-	-	-	-
5/1 (Circ2)	U		2	3	6.8	Inf	-	-	-	-	-	-
5/2 (Circ2)	U		2	3	6.8	Inf	-	-	-	-	-	-
6/1 (Circ 3)	U	D	2	3	6.7	User	1900	-	-	-	-	-
6/2 (Circ 3)	U	D	2	3	6.7	User	1900	-	-	-	-	-
7/1 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A29 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A27 (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A27 (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

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

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

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	544	1096	1640
	B	770	0	1	771
	C	921	664	221	1806
	Tot.	1691	1208	1318	4217

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A27 / A29 signals	
1/1 (short)	544
1/2 (with short)	1117(In) 573(Out)
1/3 2/1 (with short)	523 771(In) 386(Out)
2/2 (short)	385
3/1	799
3/2 (with short)	1007(In) 549(Out)
3/3 (short)	458
4/1	427
4/2	458
5/1	794
5/2	523
6/1	385
6/2	385
7/1	1184
7/2	507
8/1	1208
9/1	795
9/2	523

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 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	703	1251	1954
	B	920	0	4	924
	C	813	224	22	1059
	Tot.	1733	927	1277	3937

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A27 / A29 signals	
1/1 (short)	703
1/2 (with short)	1365(In) 662(Out)
1/3	589
2/1 (with short)	924(In) 464(Out)
2/2 (short)	460
3/1	429
3/2 (with short)	630(In) 384(Out)
3/3 (short)	246
4/1	0
4/2	246
5/1	684
5/2	589
6/1	460
6/2	460
7/1	889
7/2	844
8/1	927
9/1	688
9/2	589

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 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	544	1096	1640
	B	771	0	1	772
	C	921	666	230	1817
	Tot.	1692	1210	1327	4229

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A27 / A29 signals	
1/1 (short)	544
1/2 (with short)	1117(In) 573(Out)
1/3	523
2/1 (with short)	772(In) 387(Out)
2/2 (short)	385
3/1	804
3/2 (with short)	1013(In) 552(Out)
3/3 (short)	461
4/1	435
4/2	461
5/1	803
5/2	523
6/1	386
6/2	385
7/1	1190
7/2	502
8/1	1210
9/1	804
9/2	523

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 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	703	1251	1954
	B	922	0	4	926
	C	813	225	26	1064
	Tot.	1735	928	1281	3944

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A27 / A29 signals	
1/1 (short)	703
1/2 (with short)	1365(In) 662(Out)
1/3	589
2/1 (with short)	926(In) 465(Out)
2/2 (short)	461
3/1	428
3/2 (with short)	636(In) 385(Out)
3/3 (short)	251
4/1	0
4/2	251
5/1	688
5/2	589
6/1	461
6/2	461
7/1	889
7/2	846
8/1	928
9/1	692
9/2	589

Lane Saturation Flows

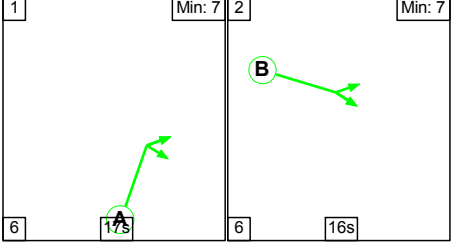
Junction: A27 / A29 signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

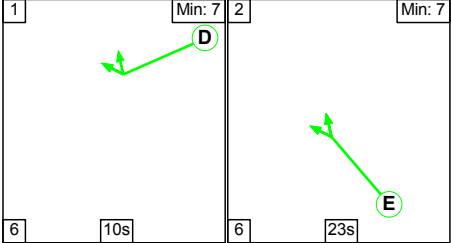
Scenario 1: '1' (FG1: '2031 AM LP with MIT + Tye Lane', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

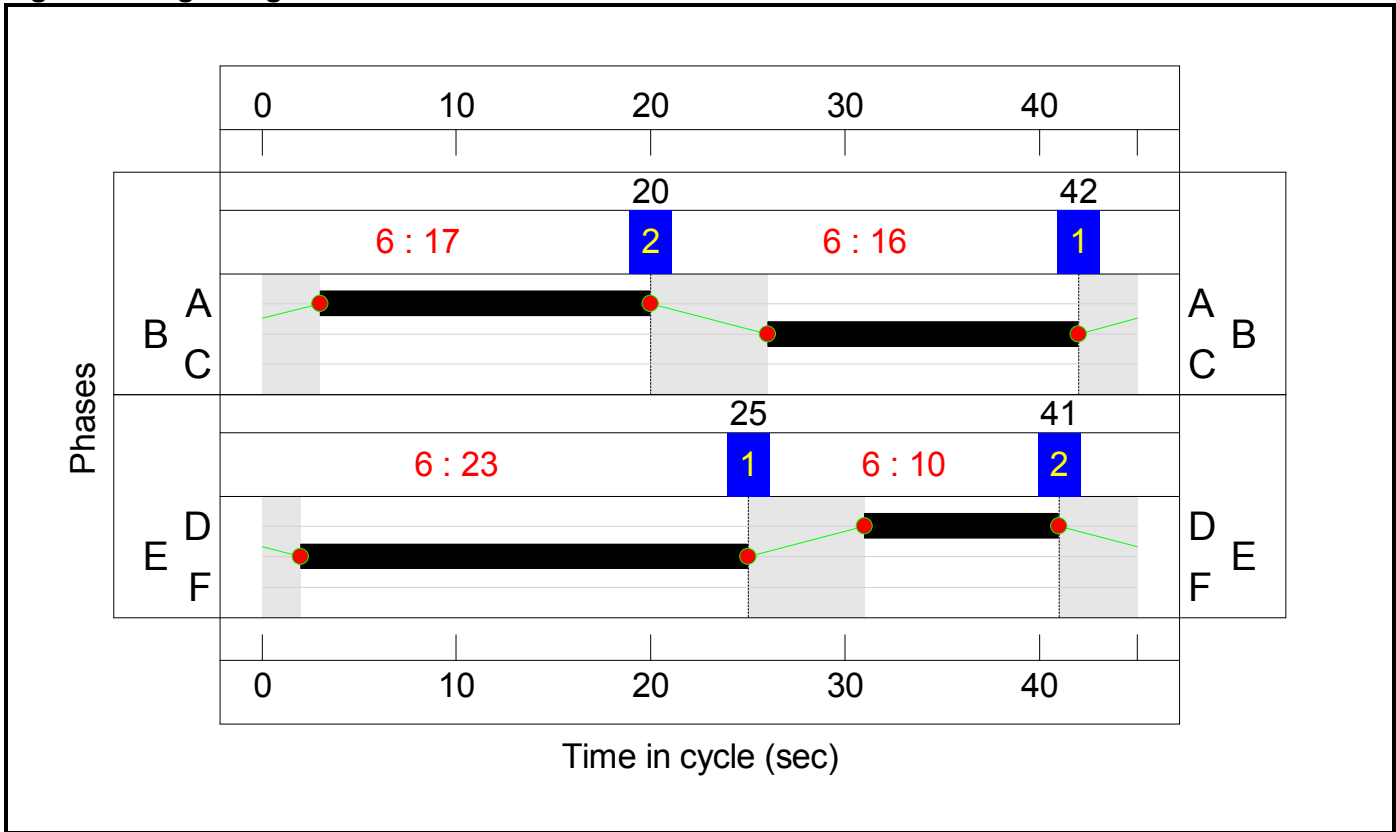
Stage Stream: 1

Stage	1	2
Duration	17	16
Change Point	42	20

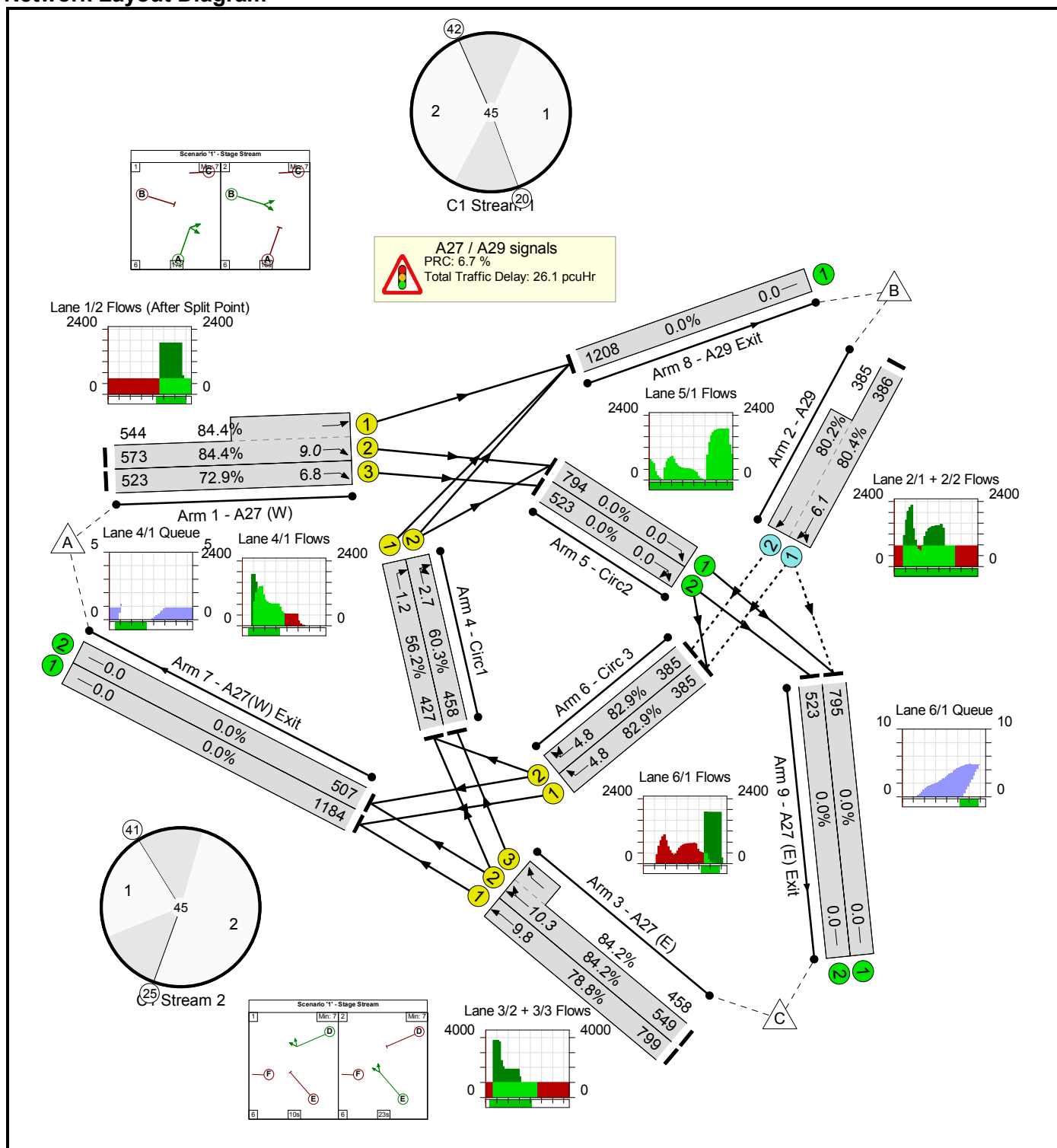
Stage Stream: 2

Stage	1	2
Duration	10	23
Change Point	25	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

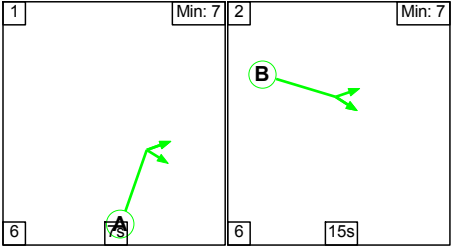
Network Results

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 Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	16	-	1117	1900:1900	679+645	84.4 : 84.4%
1/3	A27 (W) Ahead	U	1	N/A	B		1	16	-	523	1900	718	72.9%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	771	Inf : Inf	480+480	80.4 : 80.2%
3/1	A27 (E) Ahead	U	2	N/A	E		1	23	-	799	1900	1013	78.8%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	23	-	1007	1900:1900	652+544	84.2 : 84.2%
4/1	Circ1 Right	U	1	N/A	A		1	17	-	427	1900	760	56.2%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	17	-	458	1900	760	60.3%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	10	-	385	1900	464	82.9%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	10	-	385	1900	464	82.9%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1184	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%

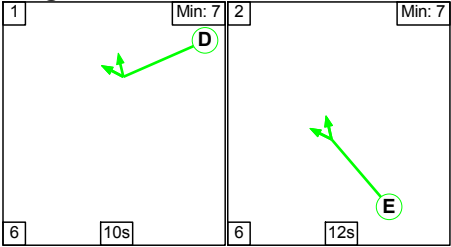
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	1542	0	0	15.8	10.4	0.0	26.1	-	-	-	-
A27 / A29 signals	-	-	1542	0	0	15.8	10.4	0.0	26.1	-	-	-	-
1/2+1/1	1117	1117	-	-	-	3.8	2.6	-	6.5 (3.3+3.1)	20.8 (20.9:20.7)	6.4	2.6	9.0
1/3	523	523	-	-	-	1.7	1.3	-	3.1	21.1	5.5	1.3	6.8
2/1+2/2	771	771	1542	0	0	1.5	2.0	-	3.5 (1.8+1.8)	16.5 (16.6:16.5)	4.1	2.0	6.1
3/1	799	799	-	-	-	1.9	1.8	-	3.7	16.7	8.0	1.8	9.8
3/2+3/3	1007	1007	-	-	-	2.1	2.6	-	4.6 (2.5+2.1)	16.6 (16.7:16.5)	7.7	2.6	10.3
4/1	427	427	-	-	-	0.5	0.0	-	0.5	4.2	1.2	0.0	1.2
4/2	458	458	-	-	-	0.5	0.0	-	0.5	4.3	2.7	0.0	2.7
5/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	385	385	-	-	-	1.8	0.0	-	1.8	17.1	4.8	0.0	4.8
6/2	385	385	-	-	-	1.8	0.0	-	1.8	17.2	4.8	0.0	4.8
7/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 6.7 C1 Stream: 2 PRC for Signalled Lanes (%): 6.9 PRC Over All Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 10.57 Total Delay for Signalled Lanes (pcuHr): 12.02 Total Delay Over All Lanes(pcuHr): 26.14 Cycle Time (s): 45 Cycle Time (s): 45													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

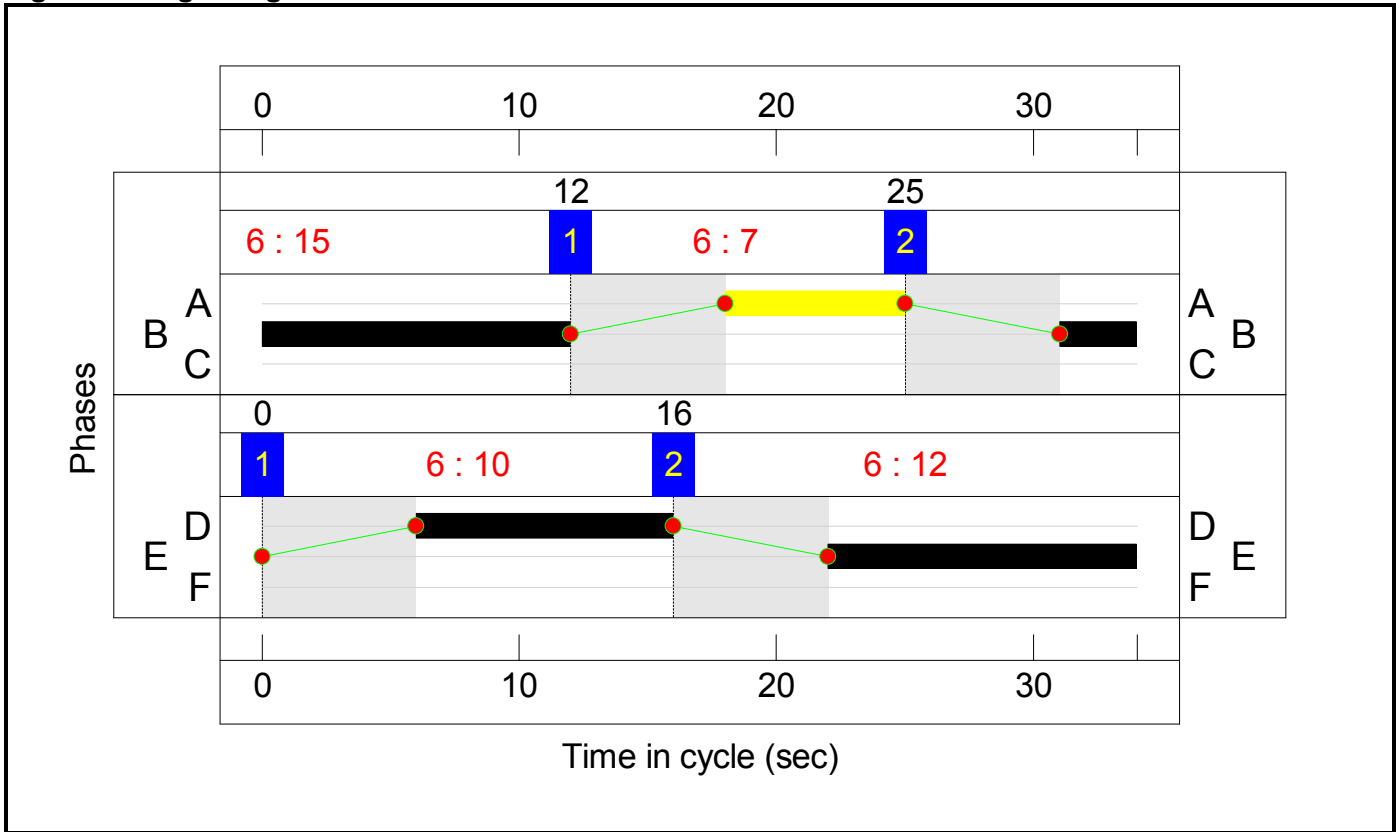
Stage Stream: 1

Stage	1	2
Duration	7	15
Change Point	12	25

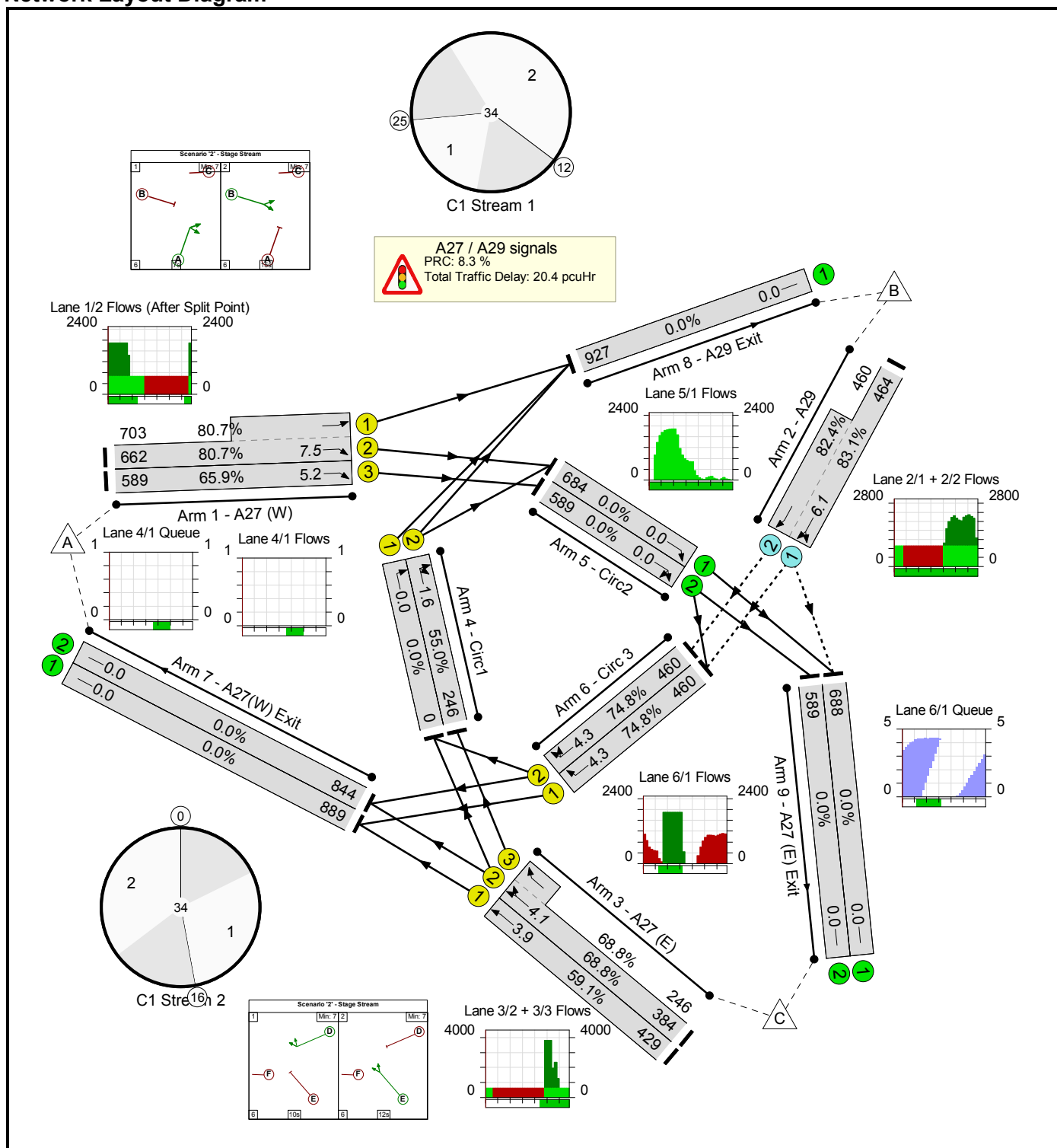
Stage Stream: 2

Stage	1	2
Duration	10	12
Change Point	0	16

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

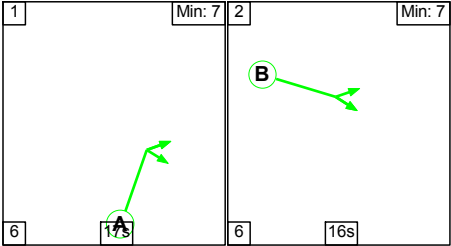
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	15	-	1365	1900:1900	820+871	80.7 : 80.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	589	1900	894	65.9%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	924	Inf : Inf	558+558	83.1 : 82.4%
3/1	A27 (E) Ahead	U	2	N/A	E		1	12	-	429	1900	726	59.1%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	12	-	630	1900:1900	558+358	68.8 : 68.8%
4/1	Circ1 Right	U	1	N/A	A		1	7	-	0	1900	447	0.0%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	7	-	246	1900	447	55.0%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	10	-	460	1900	615	74.8%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	10	-	460	1900	615	74.8%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	589	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 Eastern Rbt)	-	-	1848	0	0	13.2	7.2	0.0	20.4	-	-	-	-
A27 / A29 signals	-	-	1848	0	0	13.2	7.2	0.0	20.4	-	-	-	-
1/2+1/1	1365	1365	-	-	-	2.8	2.1	-	4.9 (2.3+2.5)	12.9 (12.8:13.0)	5.5	2.1	7.5
1/3	589	589	-	-	-	1.1	1.0	-	2.1	12.8	4.3	1.0	5.2
2/1+2/2	924	924	1848	0	0	1.9	2.3	-	4.2 (2.1+2.1)	16.4 (16.4:16.4)	3.7	2.3	6.1
3/1	429	429	-	-	-	1.0	0.7	-	1.7	14.4	3.2	0.7	3.9
3/2+3/3	630	630	-	-	-	1.4	1.1	-	2.5 (1.5+0.9)	14.1 (14.4:13.8)	3.0	1.1	4.1
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	246	246	-	-	-	1.1	0.0	-	1.1	16.1	1.6	0.0	1.6
5/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	1.9	0.0	-	1.9	15.2	4.3	0.0	4.3
6/2	460	460	-	-	-	1.9	0.0	-	1.9	15.2	4.3	0.0	4.3
7/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 11.5 C1 Stream: 2 PRC for Signalled Lanes (%): 20.3 PRC Over All Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 8.08 Total Delay for Signalled Lanes (pcuHr): 8.07 Total Delay Over All Lanes(pcuHr): 20.36 Cycle Time (s): 34 Cycle Time (s): 34													

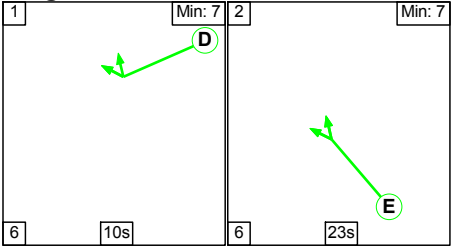
Full Input Data And Results
Scenario 3: '3' (FG3: '2031 AM LP with MIT + Tye Lane + Wandleys', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

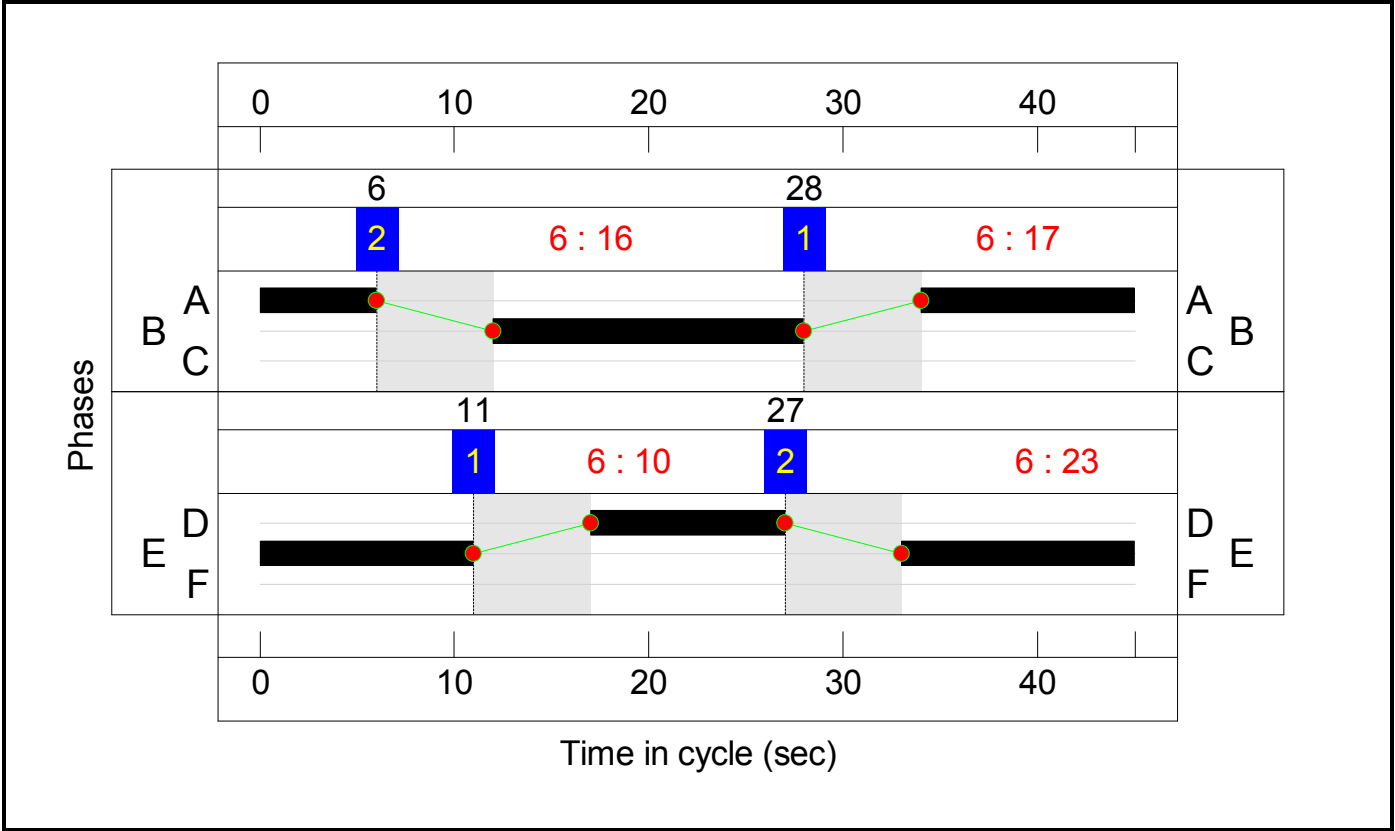
Stage Stream: 1

Stage	1	2
Duration	17	16
Change Point	28	6

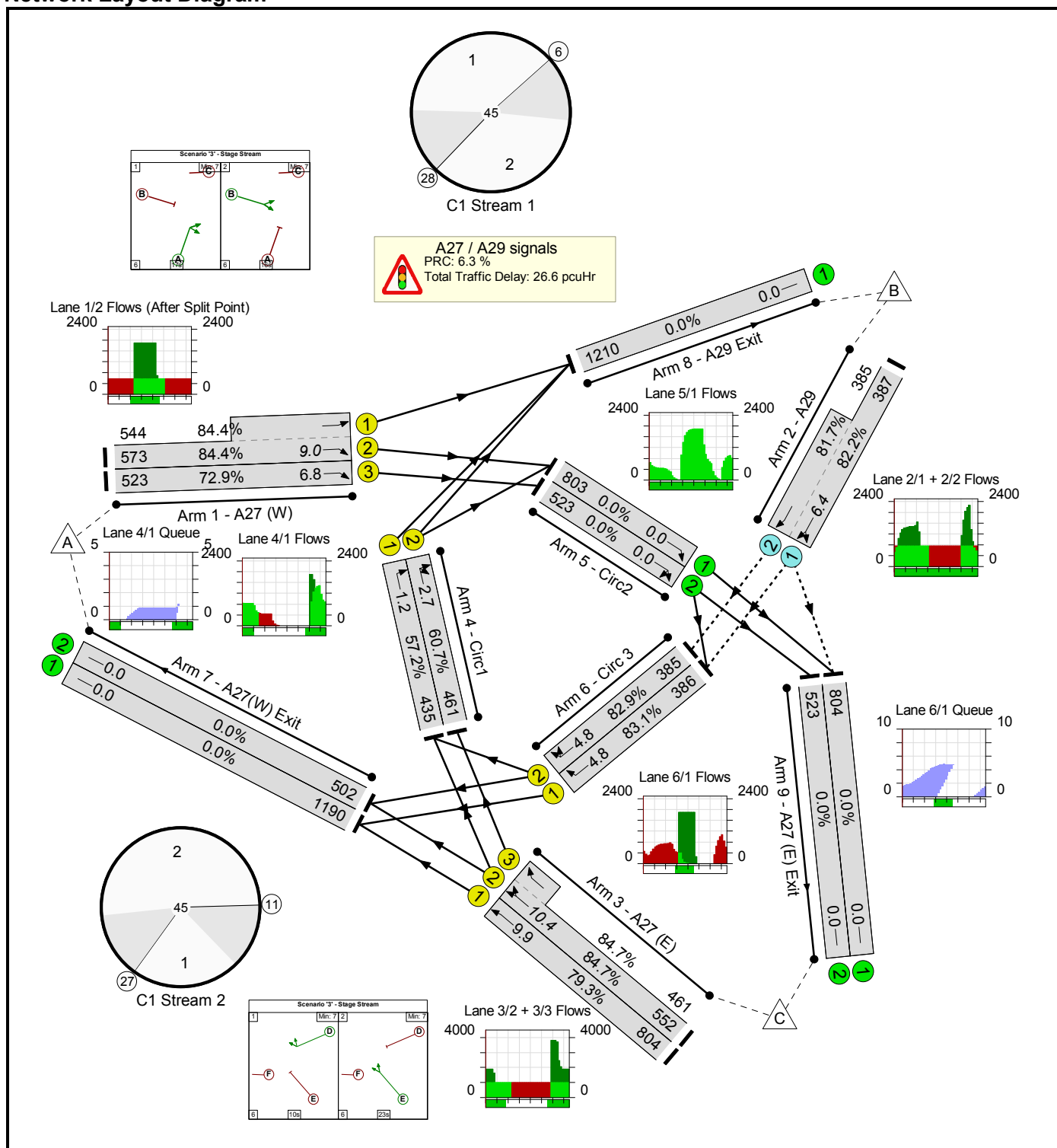
Stage Stream: 2

Stage	1	2
Duration	10	23
Change Point	11	27

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

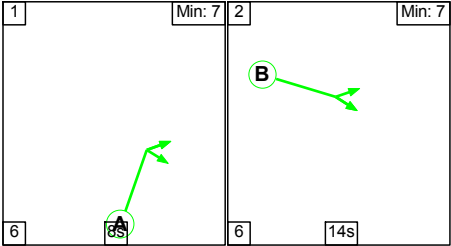
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	16	-	1117	1900:1900	679+645	84.4 : 84.4%
1/3	A27 (W) Ahead	U	1	N/A	B		1	16	-	523	1900	718	72.9%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	772	Inf : Inf	471+471	82.2 : 81.7%
3/1	A27 (E) Ahead	U	2	N/A	E		1	23	-	804	1900	1013	79.3%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	23	-	1013	1900:1900	652+545	84.7 : 84.7%
4/1	Circ1 Right	U	1	N/A	A		1	17	-	435	1900	760	57.2%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	17	-	461	1900	760	60.7%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	10	-	386	1900	464	83.1%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	10	-	385	1900	464	82.9%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1190	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%

All 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)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	1544	0	0	15.8	10.7	0.0	26.6	-	-	-	-
A27 / A29 signals	-	-	1544	0	0	15.8	10.7	0.0	26.6	-	-	-	-
1/2+1/1	1117	1117	-	-	-	3.8	2.6	-	6.5 (3.3+3.1)	20.8 (20.9:20.7)	6.4	2.6	9.0
1/3	523	523	-	-	-	1.7	1.3	-	3.1	21.1	5.5	1.3	6.8
2/1+2/2	772	772	1544	0	0	1.6	2.2	-	3.8 (1.9+1.9)	17.7 (17.8:17.7)	4.2	2.2	6.4
3/1	804	804	-	-	-	1.9	1.9	-	3.8	16.9	8.0	1.9	9.9
3/2+3/3	1013	1013	-	-	-	2.1	2.7	-	4.8 (2.6+2.2)	16.9 (17.0:16.8)	7.8	2.7	10.4
4/1	435	435	-	-	-	0.5	0.0	-	0.5	4.2	1.2	0.0	1.2
4/2	461	461	-	-	-	0.5	0.0	-	0.5	4.3	2.7	0.0	2.7
5/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	386	386	-	-	-	1.8	0.0	-	1.8	16.9	4.8	0.0	4.8
6/2	385	385	-	-	-	1.8	0.0	-	1.8	17.0	4.8	0.0	4.8
7/1	1190	1190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 6.7 C1 Stream: 2 PRC for Signalled Lanes (%): 6.3 PRC Over All Lanes (%): 6.3 Total Delay for Signalled Lanes (pcuHr): 10.58 Total Delay for Signalled Lanes (pcuHr): 12.18 Total Delay Over All Lanes(pcuHr): 26.56 Cycle Time (s): 45 Cycle Time (s): 45													

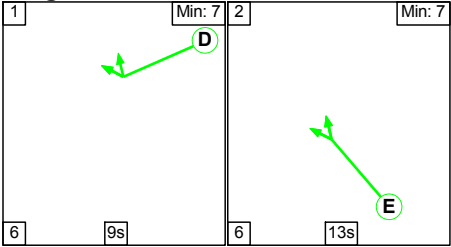
Full Input Data And Results
Scenario 4: '4' (FG4: '2031 PM LP with MIT + Tye Lane + Wandleys', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

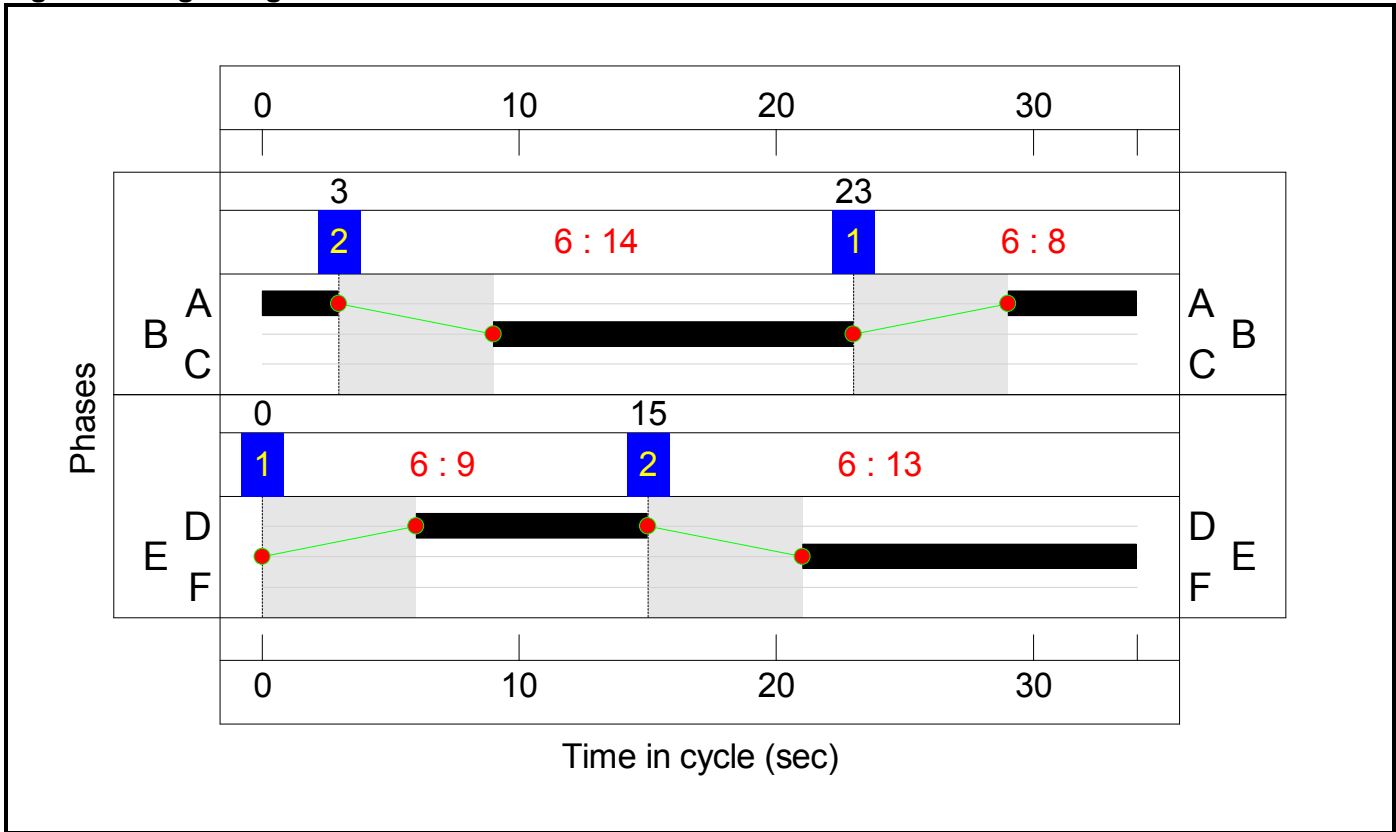
Stage Stream: 1

Stage	1	2
Duration	8	14
Change Point	23	3

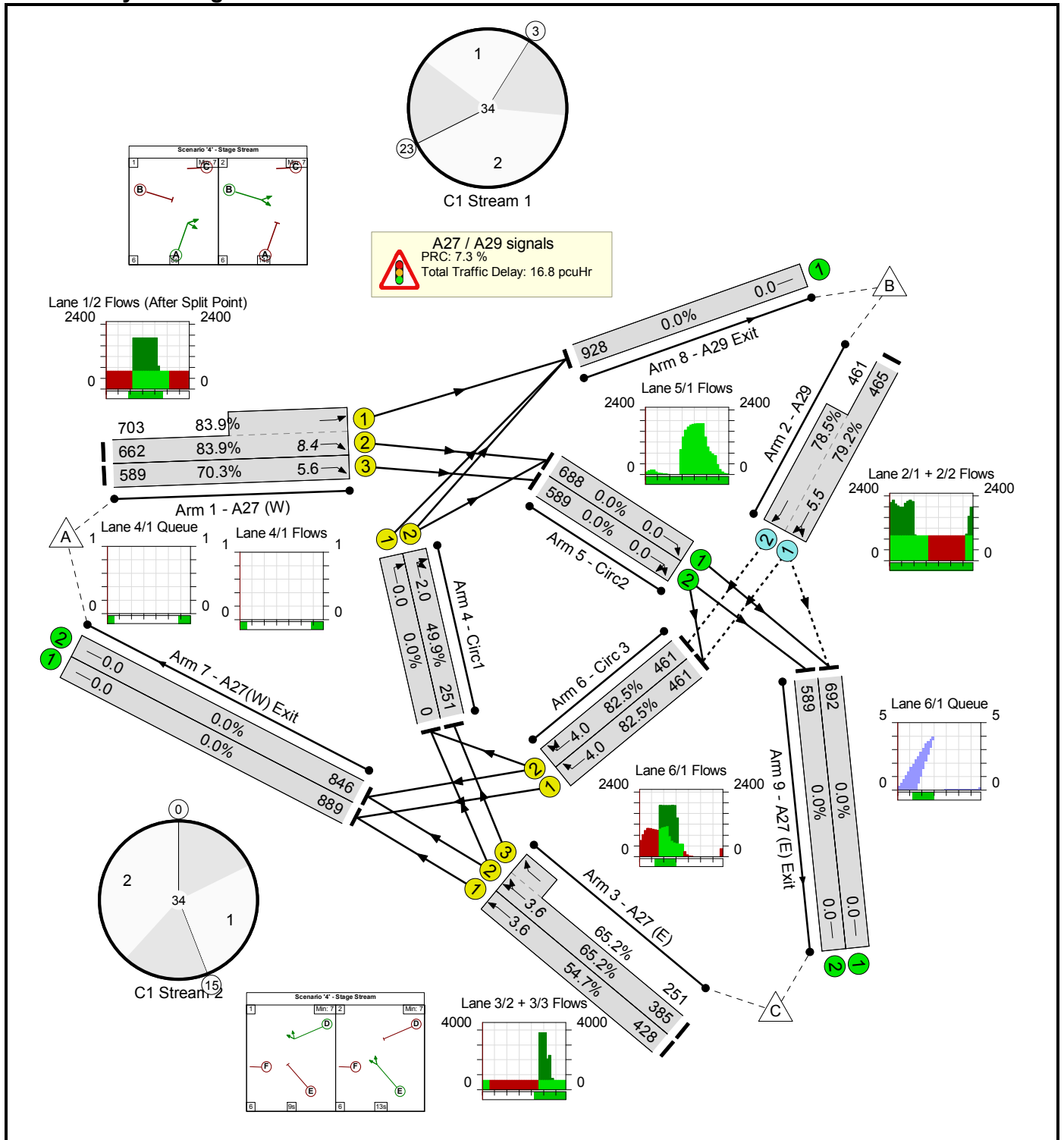
Stage Stream: 2

Stage	1	2
Duration	9	13
Change Point	0	15

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 Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	14	-	1365	1900:1900	789+838	83.9 : 83.9%
1/3	A27 (W) Ahead	U	1	N/A	B		1	14	-	589	1900	838	70.3%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	926	Inf : Inf	587+587	79.2 : 78.5%
3/1	A27 (E) Ahead	U	2	N/A	E		1	13	-	428	1900	782	54.7%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	13	-	636	1900:1900	590+385	65.2 : 65.2%
4/1	Circ1 Right	U	1	N/A	A		1	8	-	0	1900	503	0.0%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	8	-	251	1900	503	49.9%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	9	-	461	1900	559	82.5%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	9	-	461	1900	559	82.5%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	589	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 Eastern Rbt)	-	-	1852	0	0	9.7	7.1	0.0	16.8	-	-	-	-
A27 / A29 signals	-	-	1852	0	0	9.7	7.1	0.0	16.8	-	-	-	-
1/2+1/1	1365	1365	-	-	-	3.1	2.5	-	5.7 (2.7+3.0)	15.0 (14.9:15.2)	5.9	2.5	8.4
1/3	589	589	-	-	-	1.3	1.2	-	2.4	14.9	4.4	1.2	5.6
2/1+2/2	926	926	1852	0	0	1.7	1.8	-	3.5 (1.8+1.7)	13.7 (13.7:13.6)	3.6	1.8	5.5
3/1	428	428	-	-	-	0.9	0.6	-	1.5	12.7	3.0	0.6	3.6
3/2+3/3	636	636	-	-	-	1.3	0.9	-	2.2 (1.4+0.8)	12.4 (12.7:12.1)	2.7	0.9	3.6
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	251	251	-	-	-	0.3	0.0	-	0.3	4.3	2.0	0.0	2.0
5/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	461	461	-	-	-	0.6	0.0	-	0.6	4.7	4.0	0.0	4.0
6/2	461	461	-	-	-	0.6	0.0	-	0.6	4.7	4.0	0.0	4.0
7/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 7.3 C1 Stream: 2 PRC for Signalled Lanes (%): 9.1 PRC Over All Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 8.43 Total Delay for Signalled Lanes (pcuHr): 4.90 Cycle Time (s): 34 Cycle Time (s): 34 Total Delay Over All Lanes(pcuHr): 16.84													