

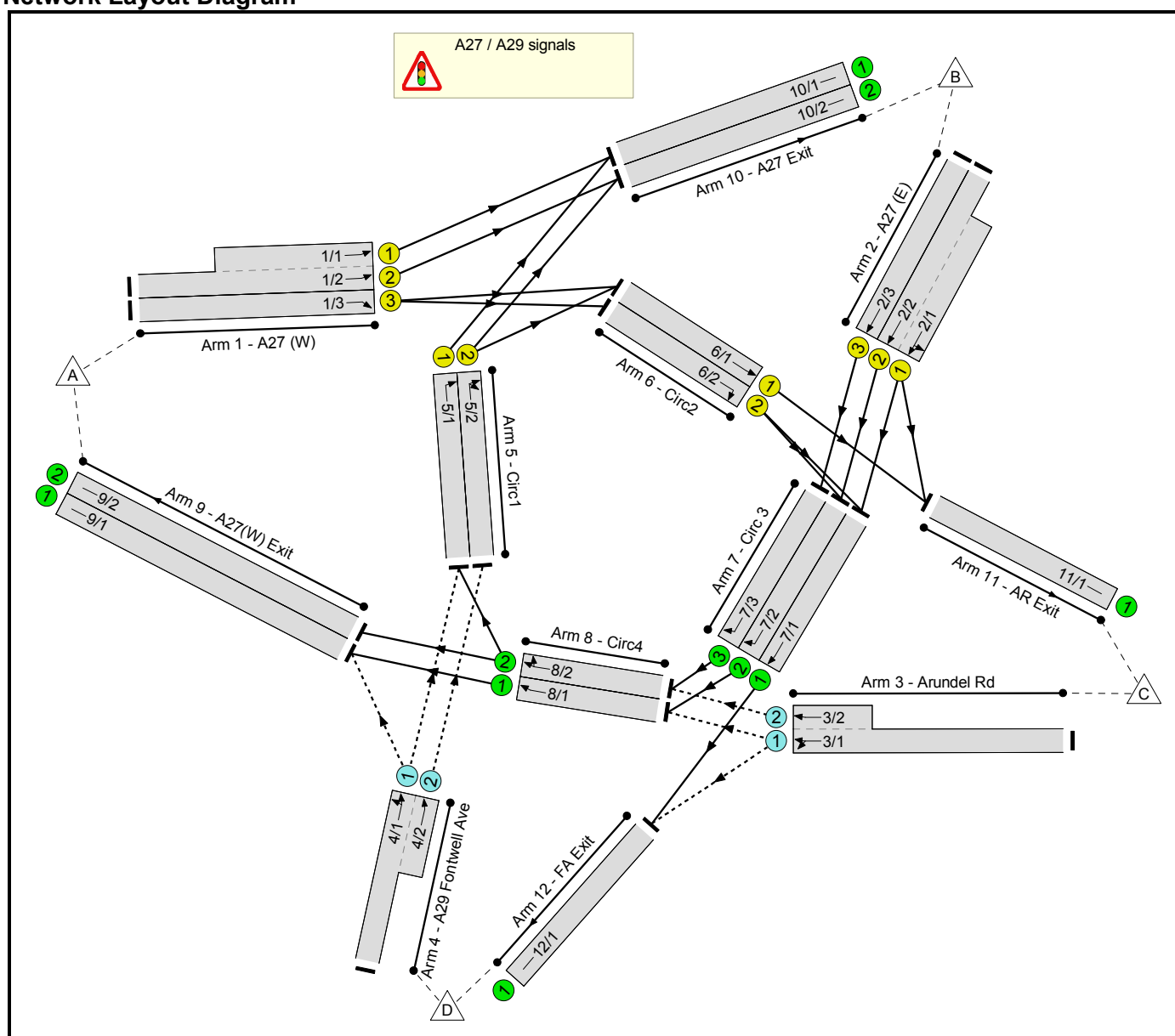
Full Input Data And Results

Full Input Data And Results

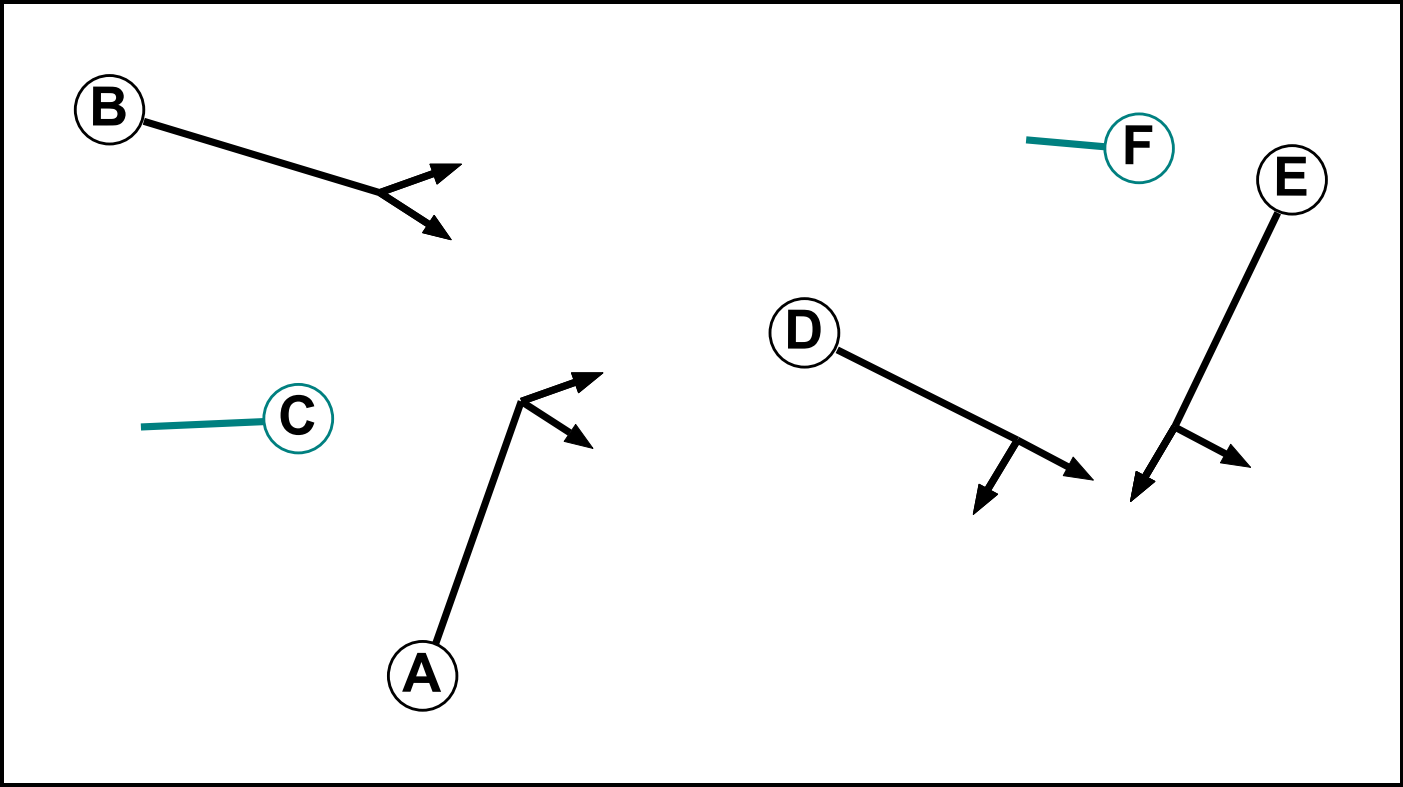
User and Project Details

Project:	ITB11324 Walberton
Title:	A27 / A29 signals (Fontwell Western Rbt)
Location:	
File name:	2031 Sensitivity 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

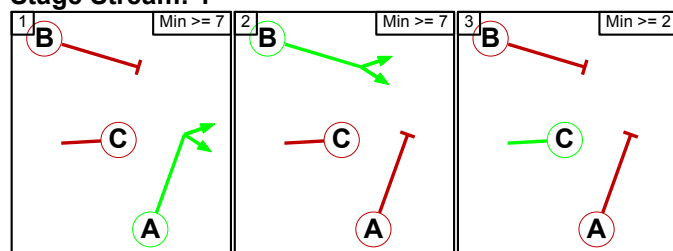
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		7	3
	E	-	-	-	7		3
	F	-	-	-	2	2	

Phases in Stage

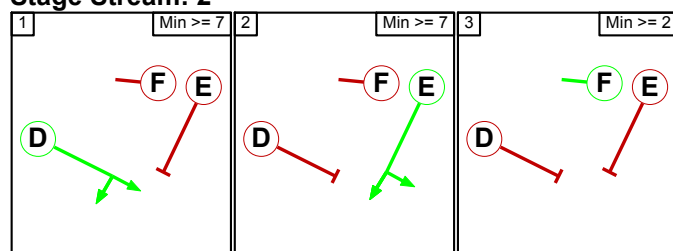
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

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 + Tye'	07:15	08:15	01:00	
2: '2031 PM LP with MIT + Tye'	16:45	17:45	01:00	
3: '2031 AM LP with MIT + Tye + Wandleys'	07:15	08:15	01:00	
4: '2031 PM LP with MIT + Tye + Wandleys'	16:45	17:45	01:00	

Scenario 1: '3' (FG1: '2031 AM LP with MIT + Tye', 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: 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' (FG2: '2031 PM LP with MIT + Tye', 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 3: '5' (FG3: '2031 AM LP with MIT + Tye + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	1211	151	292	1654
	B	1472	0	1	219	1692
	C	476	0	0	2	478
	D	38	430	0	0	468
	Tot.	1986	1641	152	513	4292

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 5
Junction: A27 / A29 signals	
1/1 (short)	605
1/2 (with short)	1211(In) 606(Out)
1/3	443
2/1 (short)	220
2/2 (with short)	946(In) 726(Out)
2/3	746
3/1 (with short)	478(In) 239(Out)
3/2 (short)	239
4/1 (with short)	468(In) 242(Out)
4/2 (short)	226
5/1	204
5/2	226
6/1	151
6/2	292
7/1	511
7/2	726
7/3	746
8/1	963
8/2	985
9/1	1001
9/2	985
10/1	809
10/2	832
11/1	152
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 4: '6' (FG4: '2031 PM LP with MIT + Tye + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	1574	382	787	2743
	B	1097	0	2	637	1736
	C	303	0	0	7	310
	D	59	380	0	0	439
	Tot.	1459	1954	384	1431	5228

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 6
Junction: A27 / A29 signals	
1/1 (short)	787
1/2 (with short)	1574(In) 787(Out)
1/3	1169
2/1 (short)	639
2/2 (with short)	1183(In) 544(Out)
2/3	553
3/1 (with short)	310(In) 157(Out)
3/2 (short)	153
4/1 (with short)	439(In) 229(Out)
4/2 (short)	210
5/1	170
5/2	210
6/1	382
6/2	787
7/1	1424
7/2	544
7/3	553
8/1	694
8/2	706
9/1	753
9/2	706
10/1	957
10/2	997
11/1	384
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

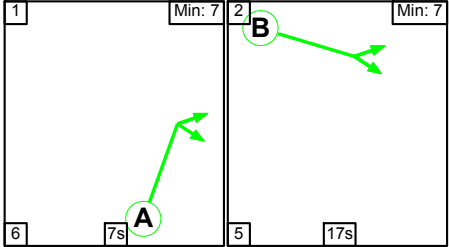
Full Input Data And Results

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

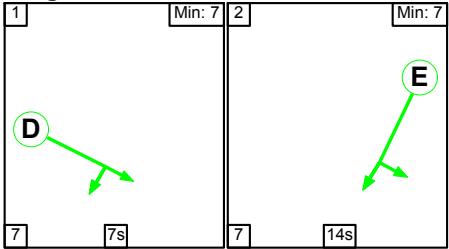
Scenario 1: '3' (FG1: '2031 AM LP with MIT + Tye', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

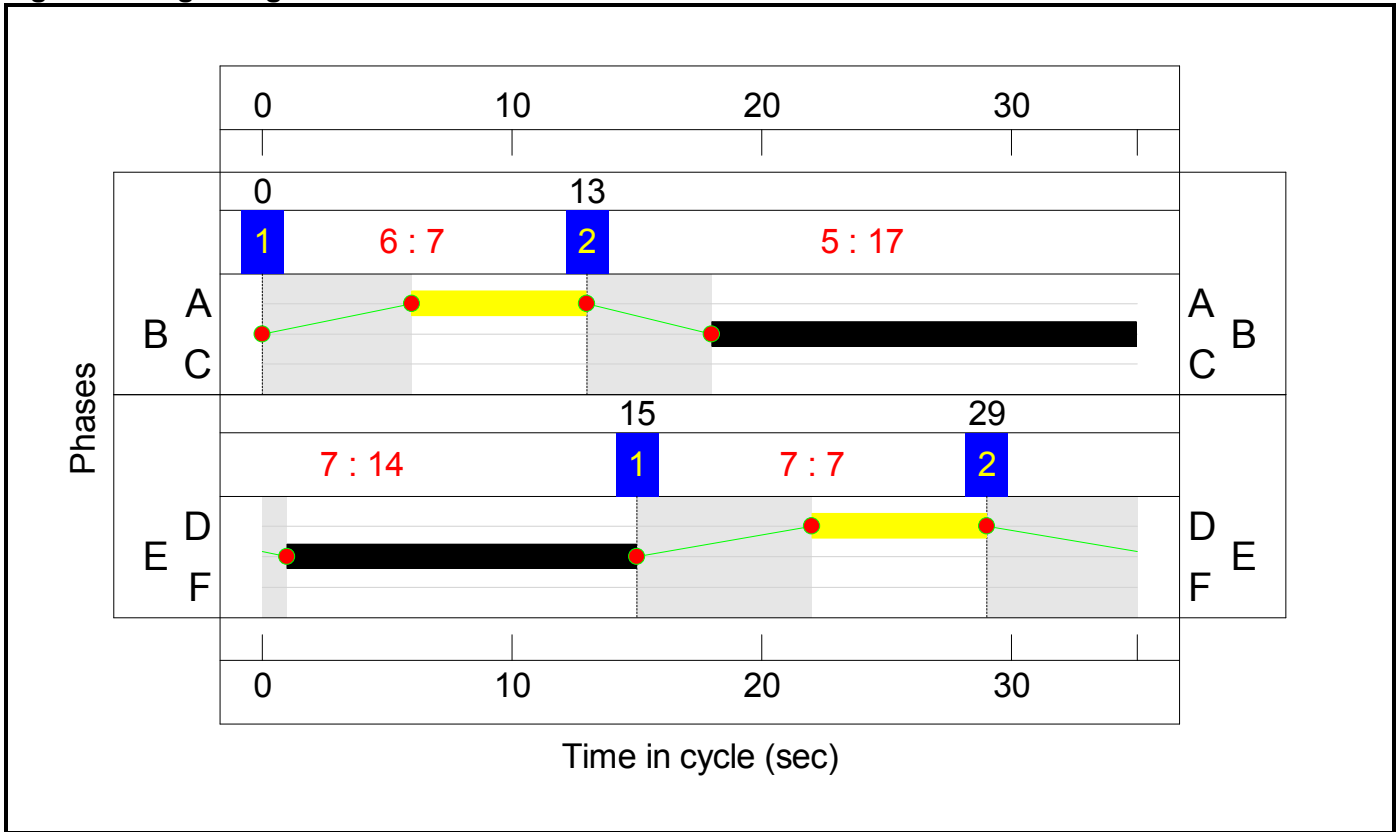
Stage Stream: 1

Stage	1	2
Duration	7	17
Change Point	0	13

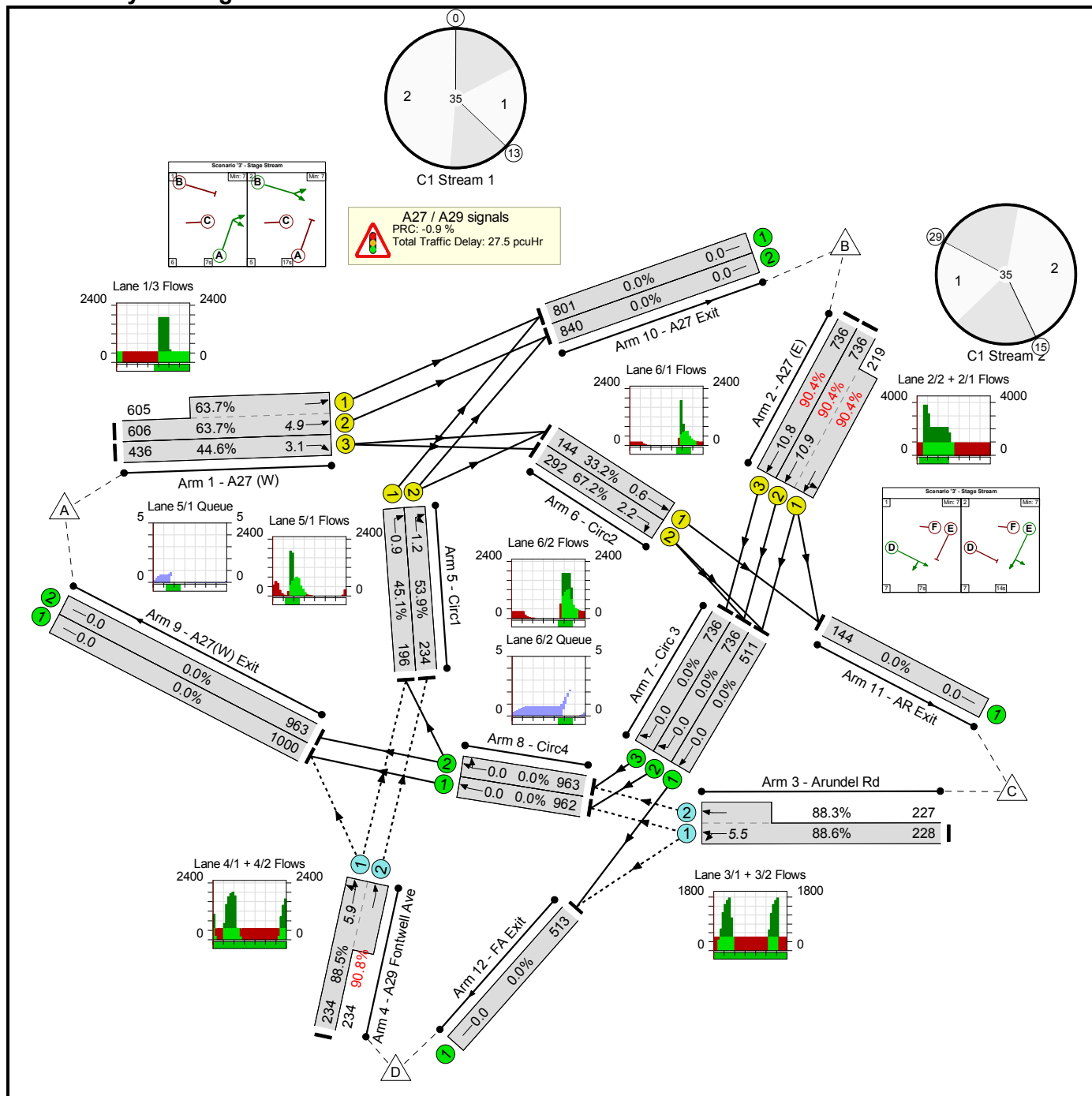
Stage Stream: 2

Stage	1	2
Duration	7	14
Change Point	15	29

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	-	-		-	-	-	-	-	-	90.8%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	90.8%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	17	-	1211	1900:1900	951+949	63.7 : 63.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	17	-	436	1900	977	44.6%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	14	-	955	1900:1900	814+242	90.4 : 90.4%
2/3	A27 (E) Ahead	U	2	N/A	E		1	14	-	736	1900	814	90.4%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	455	1900:1900	257+257	88.6 : 88.3%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	468	1900:1900	264+258	88.5 : 90.8%
5/1	Circ1 Right	U	1	N/A	A		1	7	-	196	1900	434	45.1%
5/2	Circ1 Right Right2	U	1	N/A	A		1	7	-	234	1900	434	53.9%
6/1	Circ2 Ahead	U	2	N/A	D		1	7	-	144	1900	434	33.2%
6/2	Circ2 Right	U	2	N/A	D		1	7	-	292	1900	434	67.2%
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

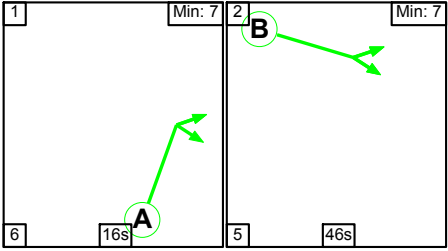
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1846	0	0	10.4	17.1	0.0	27.5	-	-	-	-
A27 / A29 signals	-	-	1846	0	0	10.4	17.1	0.0	27.5	-	-	-	-
1/2+1/1	1211	1211	-	-	-	2.0	0.9	-	2.9 (1.5+1.5)	8.7 (8.7:8.7)	4.0	0.9	4.9
1/3	436	436	-	-	-	0.6	0.4	-	1.1	8.7	2.7	0.4	3.1
2/2+2/1	955	955	-	-	-	2.3	4.3	-	6.6 (5.2+1.4)	25.0 (25.7:22.8)	6.5	4.3	10.9
2/3	736	736	-	-	-	1.9	4.2	-	6.1	30.1	6.5	4.2	10.8
3/1+3/2	455	455	910	0	0	1.1	3.4	-	4.5 (2.2+2.2)	35.5 (35.5:35.4)	2.1	3.4	5.5
4/1+4/2	468	468	936	0	0	1.3	3.8	-	5.1 (2.5+2.5)	38.9 (38.7:39.0)	2.1	3.8	5.9
5/1	196	196	-	-	-	0.2	0.0	-	0.2	2.9	0.9	0.0	0.9
5/2	234	234	-	-	-	0.2	0.0	-	0.2	2.9	1.2	0.0	1.2
6/1	144	144	-	-	-	0.3	0.0	-	0.3	6.7	0.6	0.0	0.6
6/2	292	292	-	-	-	0.6	0.0	-	0.6	7.3	2.2	0.0	2.2
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	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

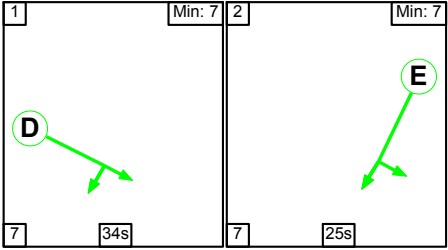
C1	Stream: 1	PRC for Signalled Lanes (%)	41.2	Total Delay for Signalled Lanes (pcuHr)	4.32	Cycle Time (s)	35
C1	Stream: 2	PRC for Signalled Lanes (%)	-0.4	Total Delay for Signalled Lanes (pcuHr)	13.64	Cycle Time (s)	35
		PRC Over All Lanes (%)	-0.9	Total Delay Over All Lanes(pcuHr)	27.49		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

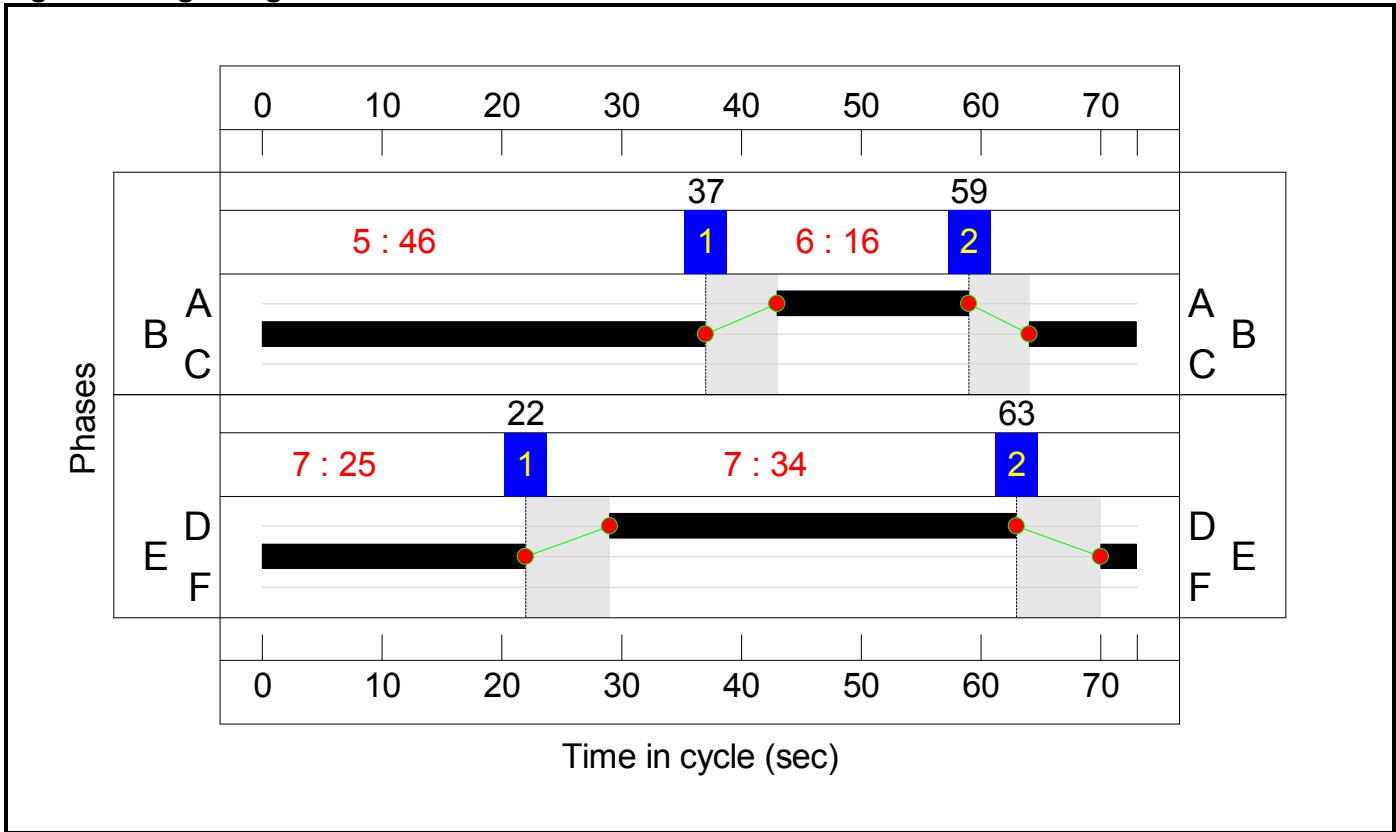
Stage Stream: 1

Stage	1	2
Duration	16	46
Change Point	37	59

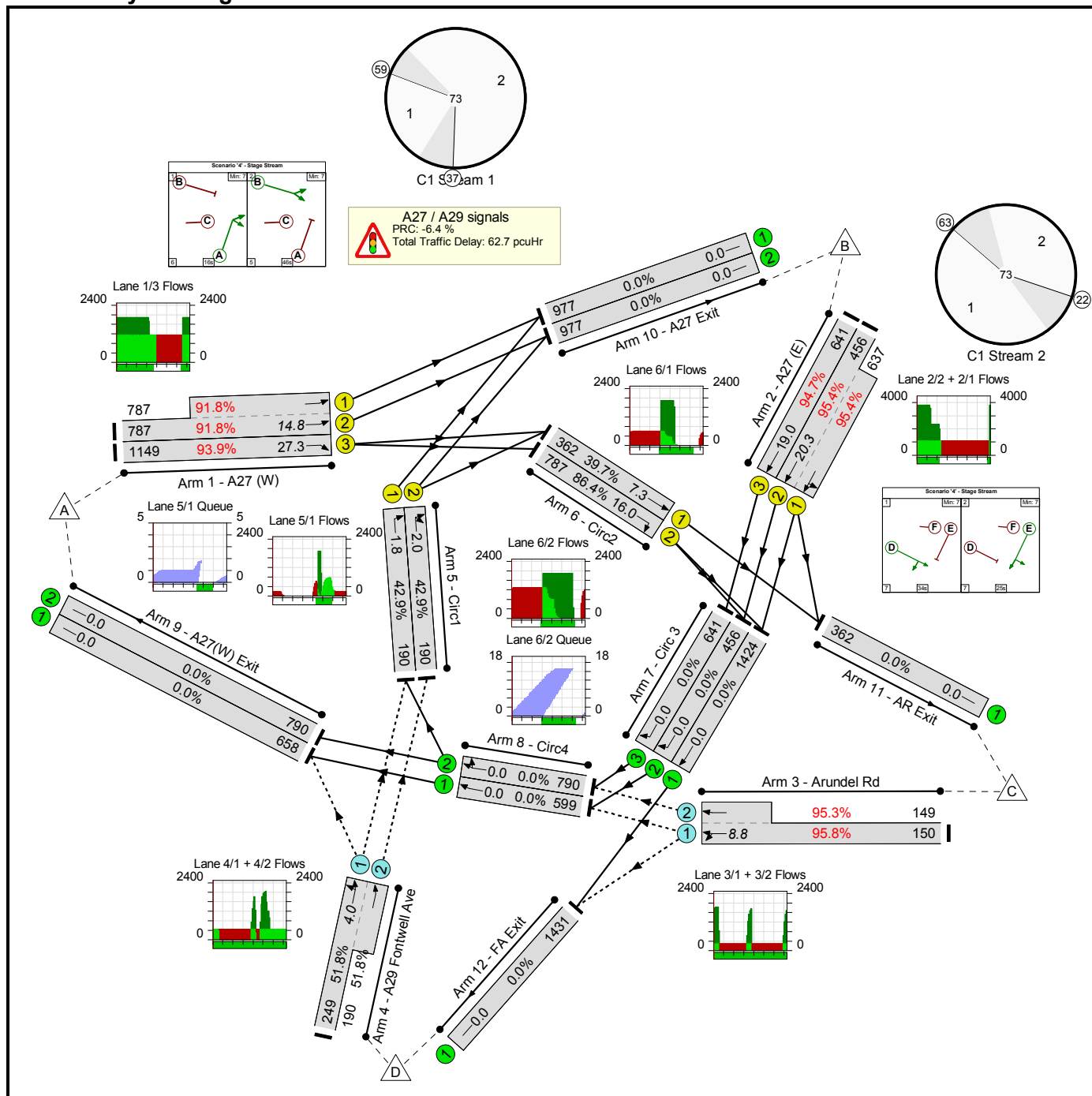
Stage Stream: 2

Stage	1	2
Duration	34	25
Change Point	22	63

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	-	-		-	-	-	-	-	-	95.8%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	46	-	1574	1900:1900	858+858	91.8 : 91.8%
1/3	A27 (W) Ahead	U	1	N/A	B		1	46	-	1149	1900	1223	93.9%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	25	-	1093	1900:1900	478+668	95.4 : 95.4%
2/3	A27 (E) Ahead	U	2	N/A	E		1	25	-	641	1900	677	94.7%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	299	1900:1900	157+156	95.8 : 95.3%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	439	1900:1900	481+367	51.8 : 51.8%
5/1	Circ1 Right	U	1	N/A	A		1	16	-	190	1900	442	42.9%
5/2	Circ1 Right Right2	U	1	N/A	A		1	16	-	190	1900	442	42.9%
6/1	Circ2 Ahead	U	2	N/A	D		1	34	-	362	1900	911	39.7%
6/2	Circ2 Right	U	2	N/A	D		1	34	-	787	1900	911	86.4%
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%

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	-		-	-	-	1431	Inf	Inf	0.0%

Full Input Data And Results

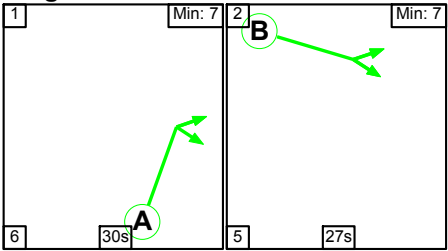
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1476	0	0	30.1	32.6	0.0	62.7	-	-	-	-
A27 / A29 signals	-	-	1476	0	0	30.1	32.6	0.0	62.7	-	-	-	-
1/2+1/1	1574	1574	-	-	-	3.5	5.2	-	8.7 (4.3+4.3)	19.8 (19.8:19.8)	9.6	5.2	14.8
1/3	1149	1149	-	-	-	3.7	6.6	-	10.3	32.3	20.7	6.6	27.3
2/2+2/1	1093	1093	-	-	-	6.6	7.9	-	14.5 (5.8+8.6)	47.6 (46.0:48.8)	12.4	7.9	20.3
2/3	641	641	-	-	-	4.1	6.6	-	10.6	59.7	12.5	6.6	19.0
3/1+3/2	299	299	598	0	0	1.6	5.8	-	7.5 (3.8+3.7)	90.1 (90.2:90.1)	3.0	5.8	8.8
4/1+4/2	439	439	878	0	0	1.4	0.5	-	1.9 (1.1+0.8)	15.7 (16.1:15.1)	3.5	0.5	4.0
5/1	190	190	-	-	-	0.7	0.0	-	0.7	14.1	1.8	0.0	1.8
5/2	190	190	-	-	-	0.8	0.0	-	0.8	14.3	2.0	0.0	2.0
6/1	362	362	-	-	-	1.9	0.0	-	1.9	18.7	7.3	0.0	7.3
6/2	787	787	-	-	-	5.9	0.0	-	5.9	26.9	16.0	0.0	16.0
7/1	1424	1424	-	-	-	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	641	641	-	-	-	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	790	790	-	-	-	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	790	790	-	-	-	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	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1431	1431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

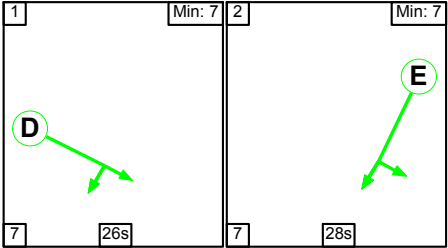
C1	Stream: 1	PRC for Signalled Lanes (%)	-4.4	Total Delay for Signalled Lanes (pcuHr):	20.46	Cycle Time (s):	73
C1	Stream: 2	PRC for Signalled Lanes (%)	-6.0	Total Delay for Signalled Lanes (pcuHr):	32.84	Cycle Time (s):	73
		PRC Over All Lanes (%)	-6.4	Total Delay Over All Lanes(pcuHr):	62.70		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

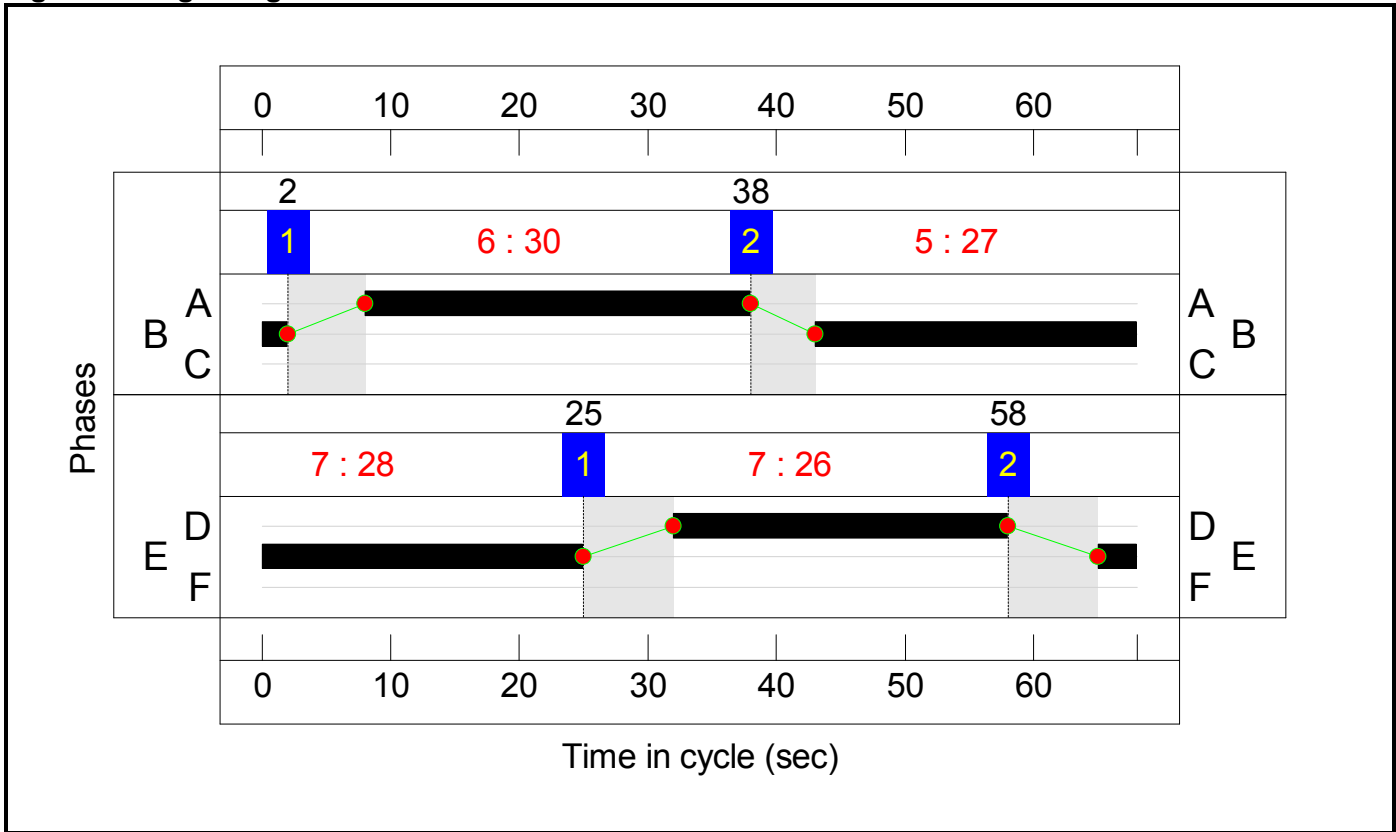
Stage Stream: 1

Stage	1	2
Duration	30	27
Change Point	2	38

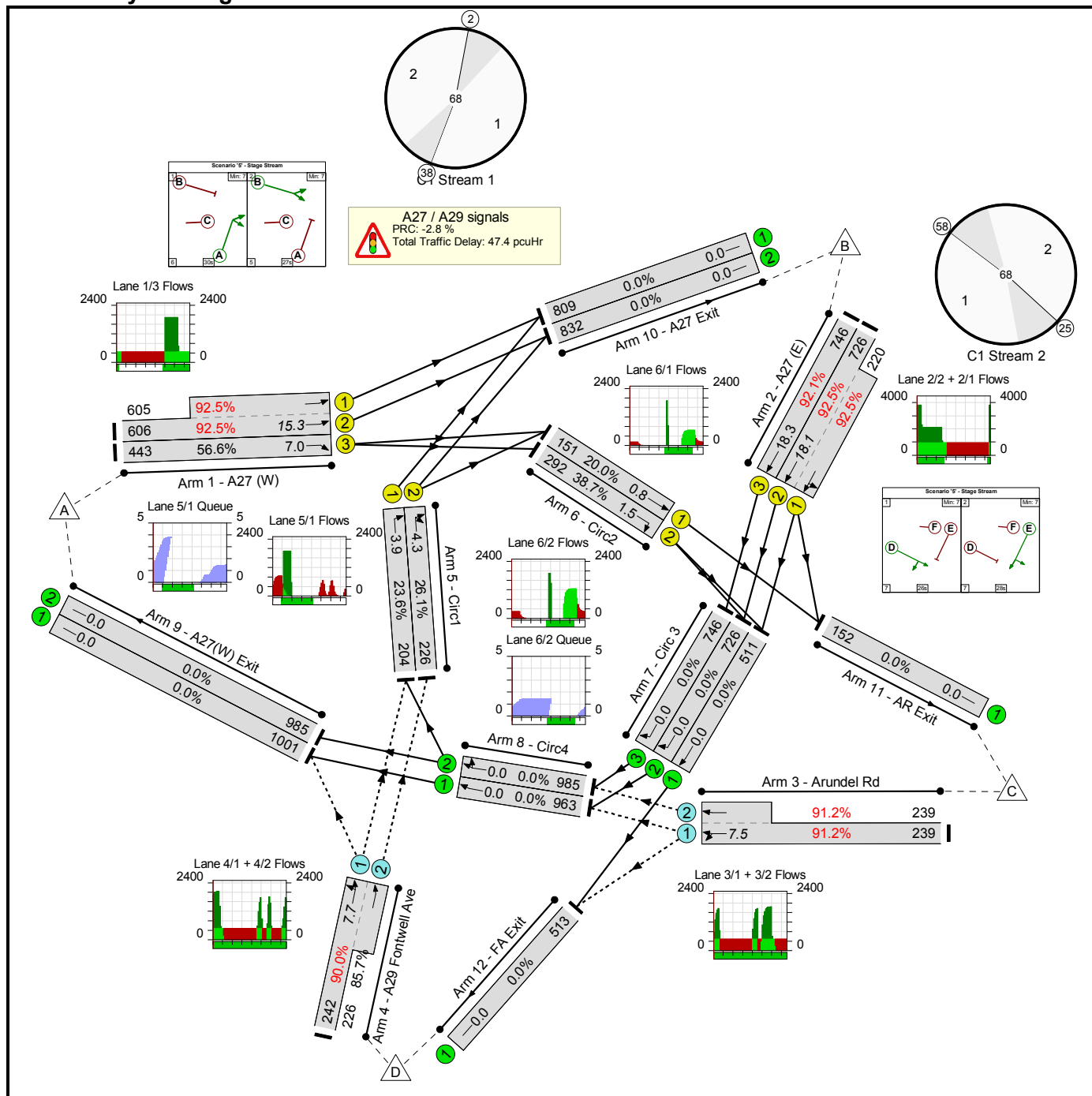
Stage Stream: 2

Stage	1	2
Duration	26	28
Change Point	25	58

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	-	-		-	-	-	-	-	-	92.5%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	27	-	1211	1900:1900	655+654	92.5 : 92.5%
1/3	A27 (W) Ahead	U	1	N/A	B		1	27	-	443	1900	782	56.6%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	28	-	946	1900:1900	785+238	92.5 : 92.5%
2/3	A27 (E) Ahead	U	2	N/A	E		1	28	-	746	1900	810	92.1%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	478	1900:1900	262+262	91.2 : 91.2%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	468	1900:1900	269+264	90.0 : 85.7%
5/1	Circ1 Right	U	1	N/A	A		1	30	-	204	1900	866	23.6%
5/2	Circ1 Right Right2	U	1	N/A	A		1	30	-	226	1900	866	26.1%
6/1	Circ2 Ahead	U	2	N/A	D		1	26	-	151	1900	754	20.0%
6/2	Circ2 Right	U	2	N/A	D		1	26	-	292	1900	754	38.7%
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	-		-	-	-	726	Inf	Inf	0.0%
7/3	Circ 3 Right	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%

Full Input Data And Results

11/1	AR Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%

Full Input Data And Results

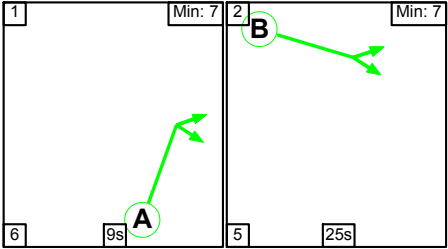
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1892	0	0	23.1	24.3	0.0	47.4	-	-	-	-
A27 / A29 signals	-	-	1892	0	0	23.1	24.3	0.0	47.4	-	-	-	-
1/2+1/1	1211	1211	-	-	-	5.8	5.5	-	11.3 (5.7+5.7)	33.7 (33.7:33.7)	9.8	5.5	15.3
1/3	443	443	-	-	-	1.9	0.7	-	2.5	20.6	6.4	0.7	7.0
2/2+2/1	946	946	-	-	-	4.4	5.4	-	9.8 (7.8+2.0)	37.5 (38.7:33.3)	12.7	5.4	18.1
2/3	746	746	-	-	-	3.8	5.0	-	8.8	42.6	13.3	5.0	18.3
3/1+3/2	478	478	956	0	0	1.7	4.4	-	6.0 (3.0+3.0)	45.6 (45.5:45.6)	3.2	4.4	7.5
4/1+4/2	468	468	936	0	0	2.3	3.3	-	5.6 (2.9+2.7)	43.1 (43.3:42.9)	4.4	3.3	7.7
5/1	204	204	-	-	-	0.9	0.0	-	0.9	16.6	3.9	0.0	3.9
5/2	226	226	-	-	-	1.1	0.0	-	1.1	17.5	4.3	0.0	4.3
6/1	151	151	-	-	-	0.4	0.0	-	0.4	9.2	0.8	0.0	0.8
6/2	292	292	-	-	-	0.8	0.0	-	0.8	9.3	1.5	0.0	1.5
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	809	809	-	-	-	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	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

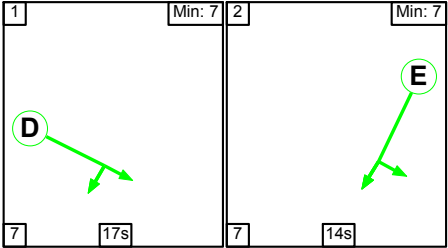
C1	Stream: 1	PRC for Signalled Lanes (%)	-2.8	Total Delay for Signalled Lanes (pcuHr)	15.92	Cycle Time (s)	68
C1	Stream: 2	PRC for Signalled Lanes (%)	-2.8	Total Delay for Signalled Lanes (pcuHr)	19.82	Cycle Time (s)	68
		PRC Over All Lanes (%)	-2.8	Total Delay Over All Lanes(pcuHr)	47.39		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

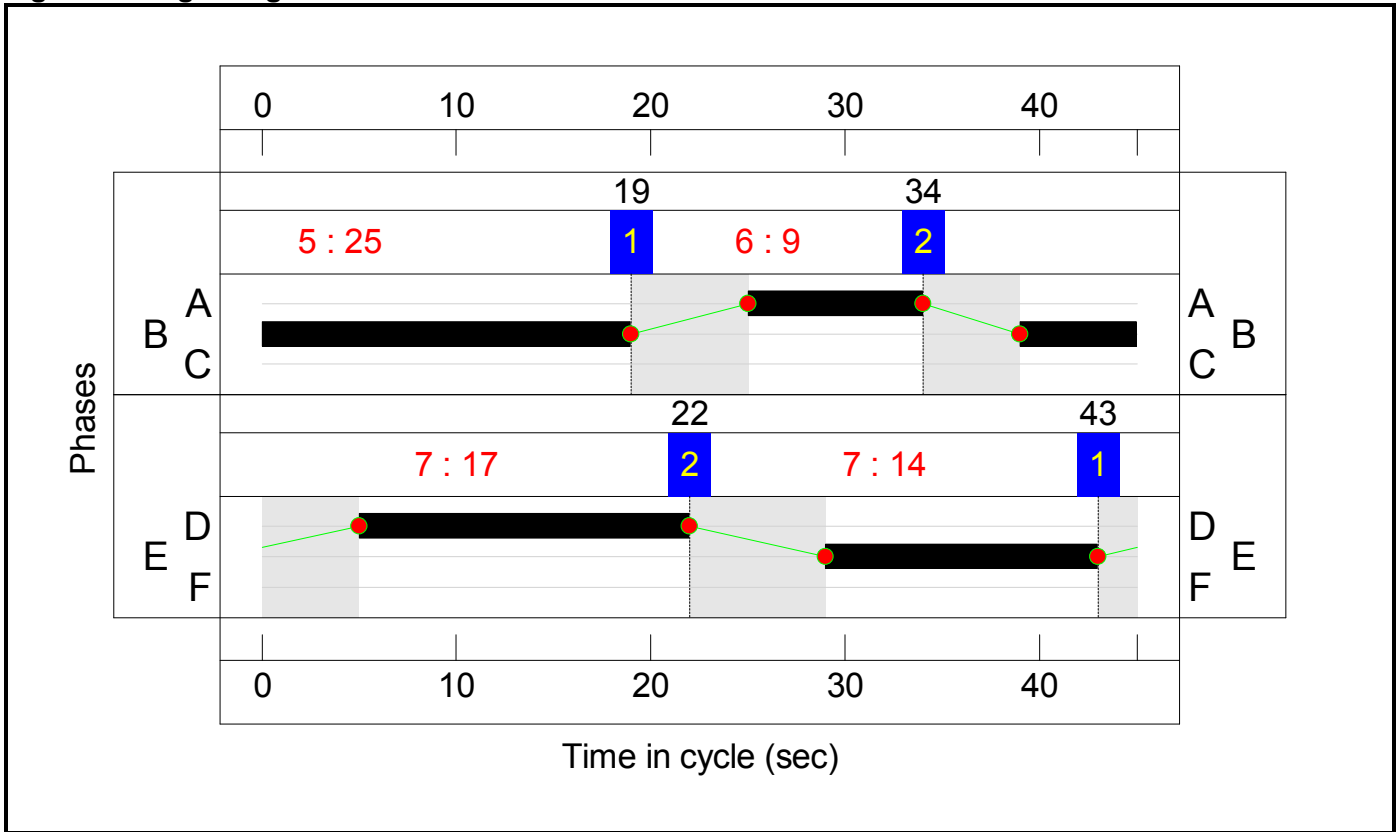
Stage Stream: 1

Stage	1	2
Duration	9	25
Change Point	19	34

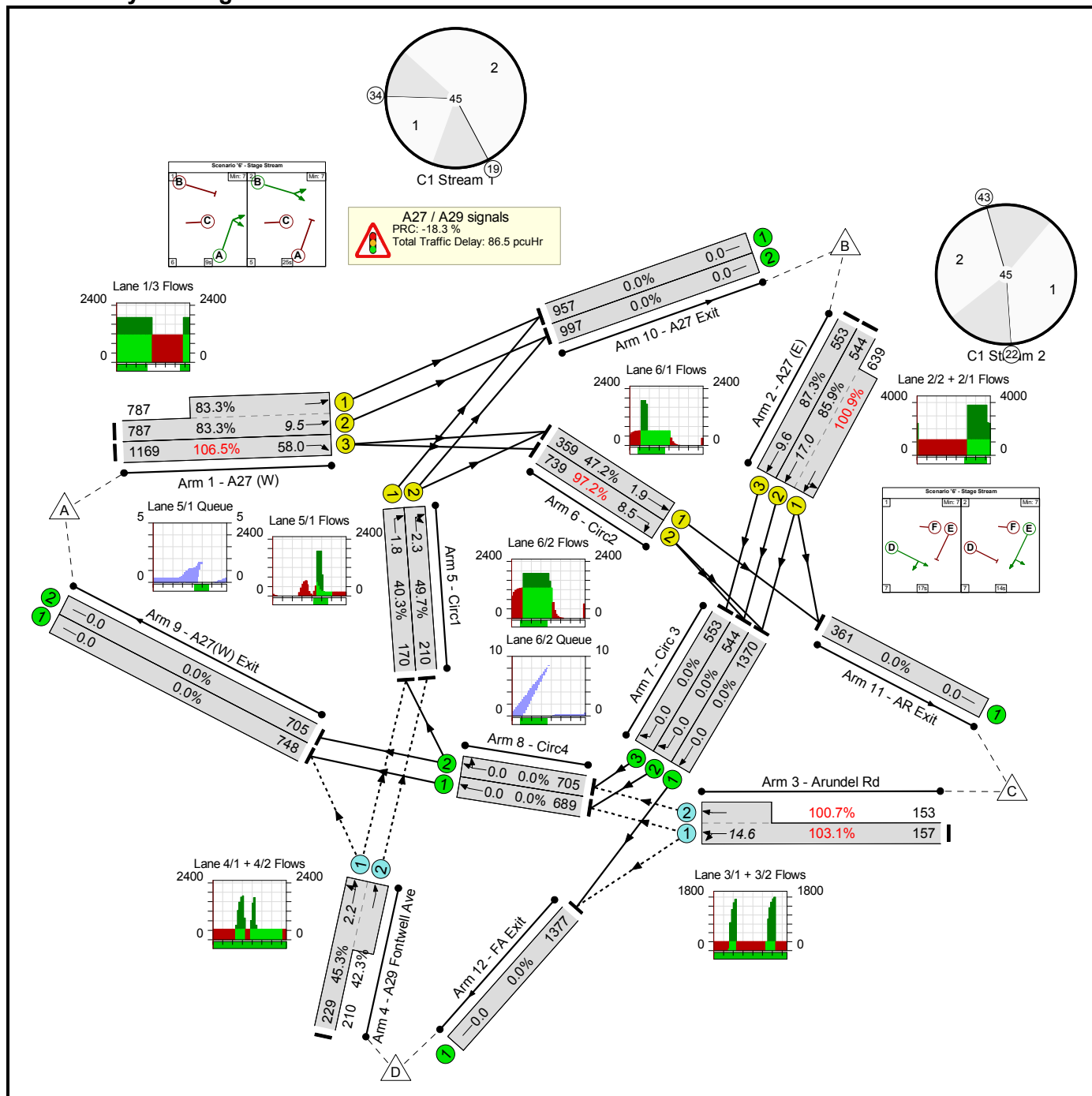
Stage Stream: 2

Stage	1	2
Duration	17	14
Change Point	43	22

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	-	-		-	-	-	-	-	-	106.5%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	106.5%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	25	-	1574	1900:1900	945+945	83.3 : 83.3%
1/3	A27 (W) Ahead	U	1	N/A	B		1	25	-	1169	1900	1098	106.5%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	14	-	1183	1900:1900	633+633	85.9 : 100.9%
2/3	A27 (E) Ahead	U	2	N/A	E		1	14	-	553	1900	633	87.3%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	310	1900:1900	152+152	103.1 : 100.7%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	439	1900:1900	505+497	45.3 : 42.3%
5/1	Circ1 Right	U	1	N/A	A		1	9	-	170	1900	422	40.3%
5/2	Circ1 Right Right2	U	1	N/A	A		1	9	-	210	1900	422	49.7%
6/1	Circ2 Ahead	U	2	N/A	D		1	17	-	382	1900	760	47.2%
6/2	Circ2 Right	U	2	N/A	D		1	17	-	787	1900	760	97.2%
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	-		-	-	-	544	Inf	Inf	0.0%
7/3	Circ 3 Right	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	997	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	-		-	-	-	1431	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)	-	-	1486	0	0	18.6	67.9	0.0	86.5	-	-	-	-
A27 / A29 signals	-	-	1486	0	0	18.6	67.9	0.0	86.5	-	-	-	-
1/2+1/1	1574	1574	-	-	-	3.0	2.5	-	5.5 (2.7+2.7)	12.5 (12.5:12.5)	7.0	2.5	9.5
1/3	1169	1098	-	-	-	4.7	42.5	-	47.2	145.3	15.5	42.5	58.0
2/2+2/1	1183	1177	-	-	-	4.9	9.0	-	13.9 (5.0+8.9)	42.2 (32.8:50.2)	8.0	9.0	17.0
2/3	553	553	-	-	-	2.2	3.2	-	5.4	34.9	6.5	3.2	9.6
3/1+3/2	310	304	608	0	0	1.0	10.4	-	11.4 (6.7+4.7)	131.9 (153.1:110.0)	4.2	10.4	14.6
4/1+4/2	439	439	878	0	0	0.6	0.4	-	1.0 (0.5+0.5)	8.1 (8.2:8.0)	1.8	0.4	2.2
5/1	170	170	-	-	-	0.5	0.0	-	0.5	10.0	1.8	0.0	1.8
5/2	210	210	-	-	-	0.6	0.0	-	0.6	10.5	2.3	0.0	2.3
6/1	359	359	-	-	-	0.3	0.0	-	0.3	2.6	1.9	0.0	1.9
6/2	739	739	-	-	-	0.9	0.0	-	0.9	4.5	8.5	0.0	8.5
7/1	1370	1370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	1377	1377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -18.3 Total Delay for Signalled Lanes (pcuHr): 53.72 Cycle Time (s): 45													
C1 Stream: 2 PRC for Signalled Lanes (%): -12.1 Total Delay for Signalled Lanes (pcuHr): 20.40 Cycle Time (s): 45													
PRC Over All Lanes (%): -18.3 Total Delay Over All Lanes(pcuHr): 86.47													