

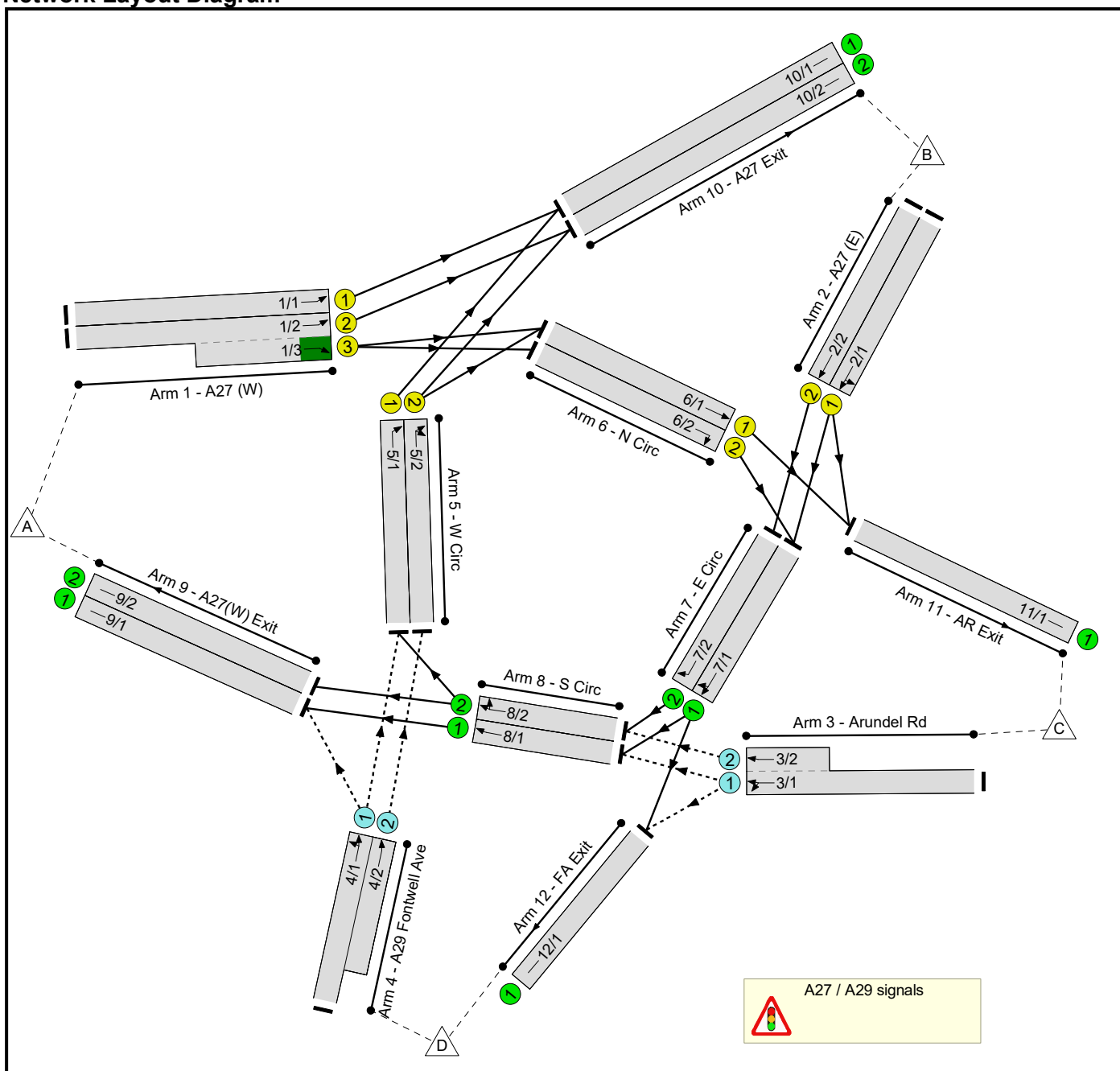
Full Input Data And Results

Full Input Data And Results

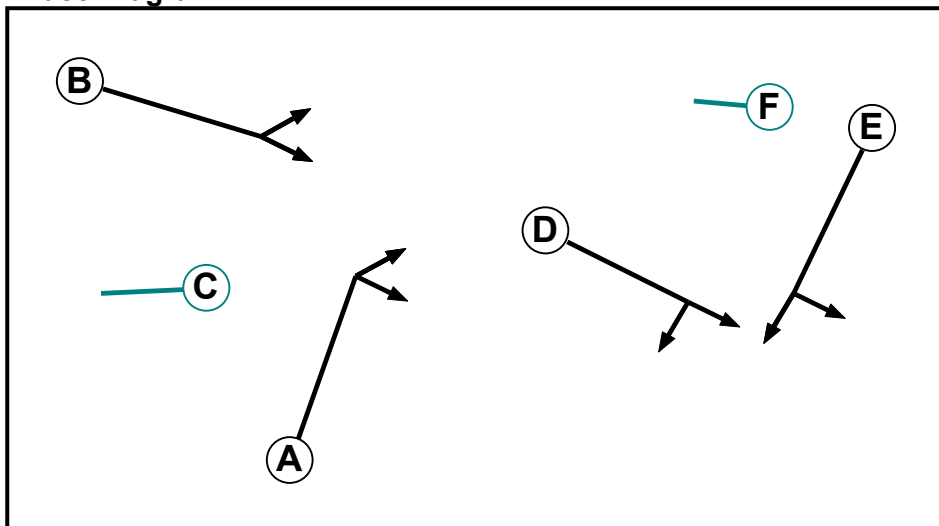
User and Project Details

Project:	Land east of Tye Lane, Walberton
Title:	A27 / A29 Signal Roundabout - Fontwell Western
Location:	
Additional detail:	Phil Jones Associates Dwg 0103 Rev A
File name:	A27_A29 Fontwell West Rbt S278 (MIT).lsg3x
Author:	
Company:	
Address:	

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

Phase Intergreens Matrix

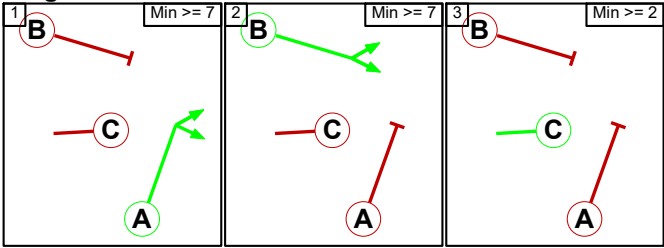
		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		5	3
	E	-	-	-	6		3
	F	-	-	-	2	2	

Phases in Stage

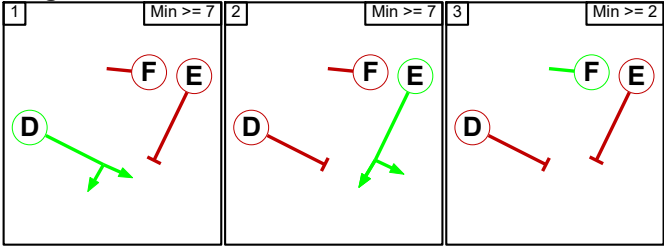
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

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)	1124	0	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
	12/1 (Left)	1124	0	7/1	1.00	All					
3/2 (Arundel Rd)	8/2 (Ahead)	1124	0	7/2	1.00	All	-	-	-	-	-
				7/1	1.00	All					
4/1 (A29 Fontwell Ave)	5/1 (Ahead)	1266	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
	9/1 (Left)	1266	0	8/1	1.00	All					
4/2 (A29 Fontwell Ave)	5/2 (Ahead)	1266	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	60.0	User	1900	-	-	-	-	-
1/2 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A27 (W))	U	B	2	3	8.7	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	5.3	User	1900	-	-	-	-	-
4/1 (A29 Fontwell Ave)	O		2	3	60.0	User	1900	-	-	-	-	-
4/2 (A29 Fontwell Ave)	O		2	3	9.2	User	1900	-	-	-	-	-
5/1 (W Circ)	U	A	2	3	5.0	User	1900	-	-	-	-	-
5/2 (W Circ)	U	A	2	3	5.0	User	1900	-	-	-	-	-
6/1 (N Circ)	U	D	2	3	9.0	User	1900	-	-	-	-	-
6/2 (N Circ)	U	D	2	3	8.3	User	1900	-	-	-	-	-
7/1 (E Circ)	U		2	3	7.8	Inf	-	-	-	-	-	-
7/2 (E Circ)	U		2	3	7.8	Inf	-	-	-	-	-	-
8/1 (S Circ)	U		2	3	6.2	Inf	-	-	-	-	-	-
8/2 (S Circ)	U		2	3	6.2	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 Base'	08:00	09:00	01:00	
2: '2031 PM LP Base'	17:00	18:00	01:00	
3: '2031 AM LP Base (Sensitivity)'	08:00	09:00	01:00	
4: '2031 PM LP Base (Sensitivity)'	17:00	18:00	01:00	
5: '2031 AM LP Base + Committed'	08:00	09:00	01:00	
6: '2031 PM LP Base + Committed'	17:00	18:00	01:00	
7: '2031 AM LP Base + Committed (Sensitivity)'	08:00	09:00	01:00	
8: '2031 PM LP Base + Committed (Sensitivity)'	17:00	18:00	01:00	
9: '2031 AM LP Base + Committed + Dev'	08:00	09:00	01:00	
10: '2031 PM LP Base + Committed + Dev'	17:00	18:00	01:00	
11: '2031 AM LP Base + Committed + Dev (Sensitivity)'	08:00	09:00	01:00	
12: '2031 PM LP Base + Committed + Dev (Sensitivity)'	17:00	18:00	01:00	

Scenario 1: '9' (FG9: '2031 AM LP Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	159	1198	157	292	1806
	B	1437	0	0	214	1651
	C	488	0	0	2	490
	D	38	428	0	0	466
	Tot.	2122	1626	157	508	4413

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 9
Junction: A27 / A29 signals	
1/1	599
1/2 (with short)	1207(In) 599(Out)
1/3 (short)	608
2/1	826
2/2	825
3/1 (with short)	490(In) 245(Out)
3/2 (short)	245
4/1 (with short)	466(In) 233(Out)
4/2 (short)	233
5/1	195
5/2	233
6/1	157
6/2	451
7/1	1277
7/2	825
8/1	1014
8/2	1070
9/1	1052
9/2	1070
10/1	794
10/2	832
11/1	157
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 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ 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: '10' (FG10: '2031 PM LP Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	95	1542	394	787	2818
	B	1078	0	0	634	1712
	C	311	0	0	7	318
	D	59	376	0	0	435
	Tot.	1543	1918	394	1428	5283

Traffic Lane Flows

Lane	Scenario 2: 10
Junction: A27 / A29 signals	
1/1	1409
1/2 (with short)	1409(In) 133(Out)
1/3 (short)	1276
2/1	856
2/2	856
3/1 (with short)	318(In) 159(Out)
3/2 (short)	159
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	394
6/2	882
7/1	1738
7/2	856
8/1	469
8/2	1015
9/1	528
9/2	1015
10/1	1568
10/2	350
11/1	394
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 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ 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: '11' (FG11: '2031 AM LP Base + Committed + Dev (Sensitivity)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	160	1172	157	295	1784
	B	1481	0	0	176	1657
	C	507	0	0	1	508
	D	37	378	0	0	415
	Tot.	2185	1550	157	472	4364

Traffic Lane Flows

Lane	Scenario 3: 11
Junction: A27 / A29 signals	
1/1	586
1/2 (with short)	1198(In) 586(Out)
1/3 (short)	612
2/1	829
2/2	828
3/1 (with short)	508(In) 254(Out)
3/2 (short)	254
4/1 (with short)	415(In) 208(Out)
4/2 (short)	207
5/1	171
5/2	207
6/1	157
6/2	455
7/1	1284
7/2	828
8/1	1066
8/2	1082
9/1	1103
9/2	1082
10/1	757
10/2	793
11/1	157
12/1	472

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 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ 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: '12' (FG12: '2031 PM LP Base + Committed + Dev (Sensitivity)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	98	1635	385	711	2829
	B	1097	0	0	616	1713
	C	308	0	0	3	311
	D	60	560	0	0	620
	Tot.	1563	2195	385	1330	5473

Traffic Lane Flows

Lane	Scenario 4: 12
Junction: A27 / A29 signals	
1/1	1414
1/2 (with short)	1415(In) 221(Out)
1/3 (short)	1194
2/1	857
2/2	856
3/1 (with short)	311(In) 156(Out)
3/2 (short)	155
4/1 (with short)	620(In) 310(Out)
4/2 (short)	310
5/1	250
5/2	310
6/1	385
6/2	809
7/1	1666
7/2	856
8/1	492
8/2	1011
9/1	552
9/2	1011
10/1	1664
10/2	531
11/1	385
12/1	1330

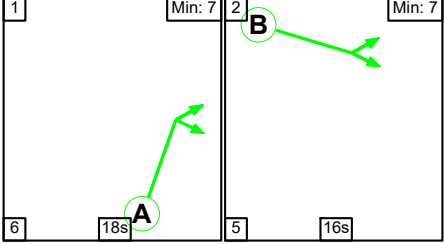
Lane Saturation Flows

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 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ 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

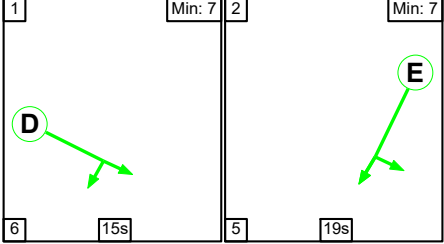
Scenario 1: '9' (FG9: '2031 AM LP Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

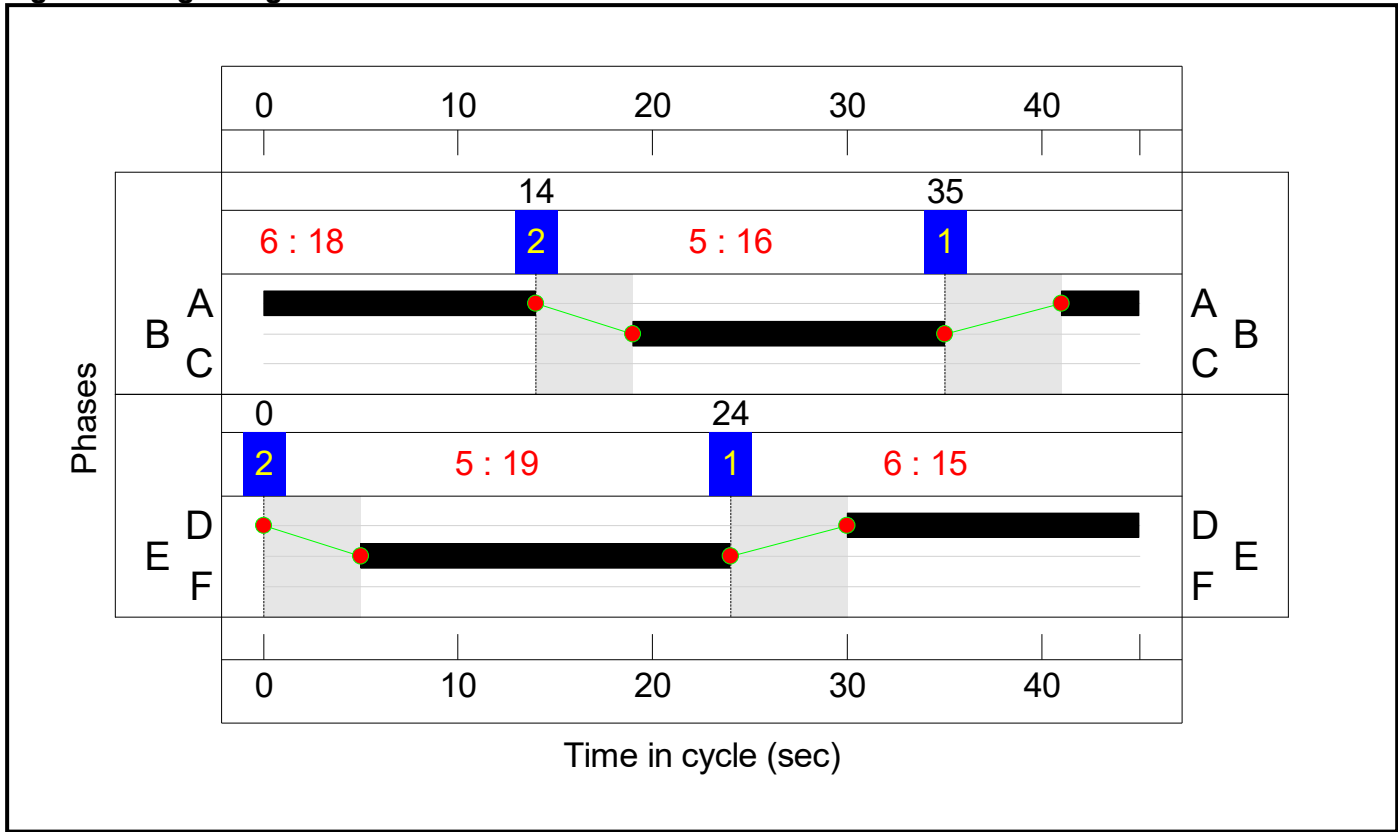
Stage Stream: 1

Stage	1	2
Duration	18	16
Change Point	35	14

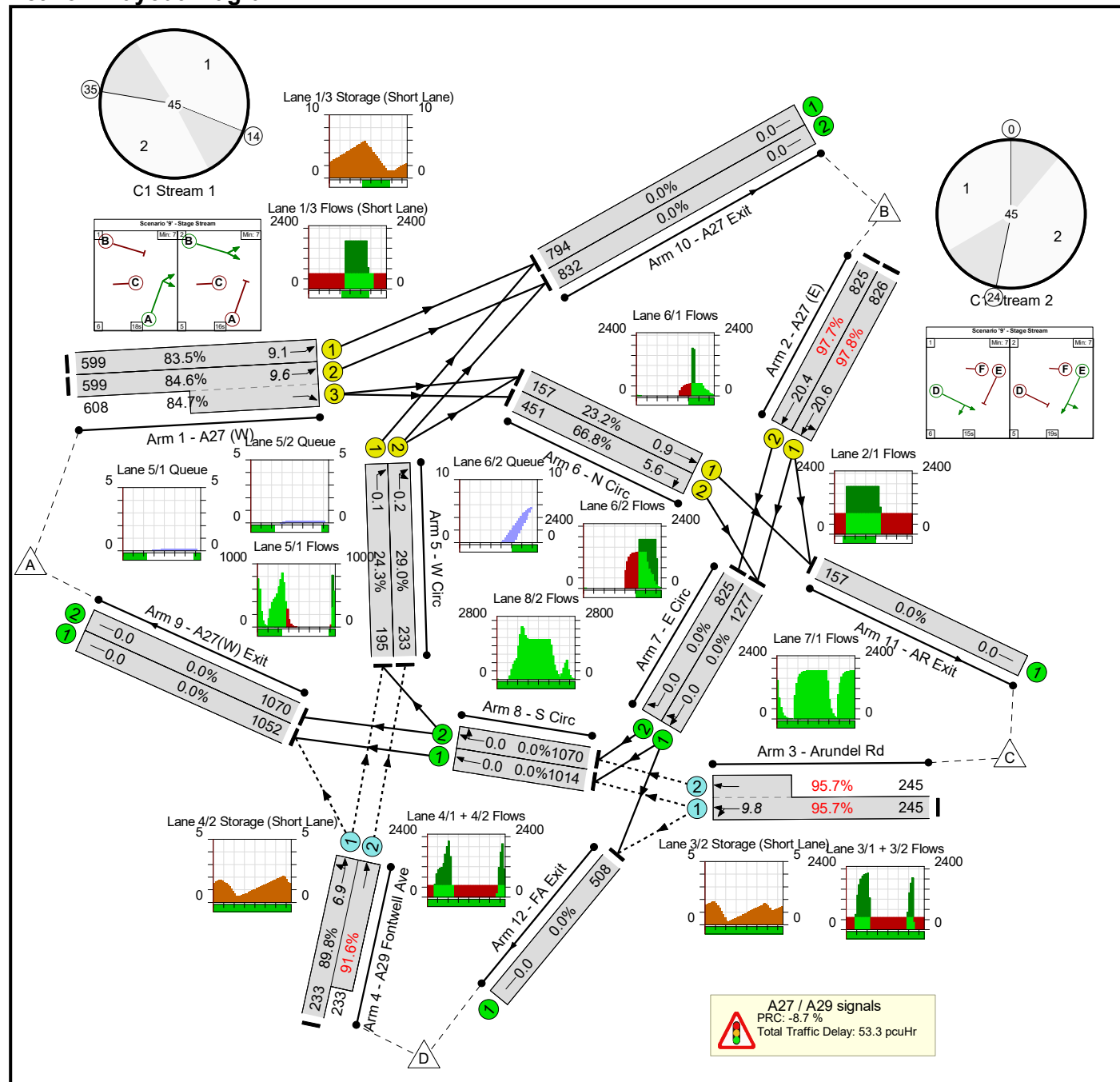
Stage Stream: 2

Stage	1	2
Duration	15	19
Change Point	24	0

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And Results

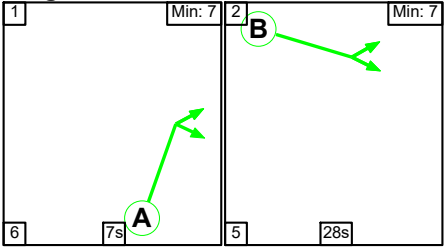
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
1/1	A27 (W) Ahead	U	1	N/A	B		1	16	-	599	1900	718	83.5%
1/2+1/3	A27 (W) Ahead Ahead2	U	1	N/A	B		1	16	-	1207	1900:1900	708+718	84.6 : 84.7%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	19	-	826	1900	844	97.8%
2/2	A27 (E) Ahead	U	2	N/A	E		1	19	-	825	1900	844	97.7%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	490	1900:1900	256+256	95.7 : 95.7%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	260+254	89.8 : 91.6%
5/1	W Circ Right	U	1	N/A	A		1	18	-	195	1900	802	24.3%
5/2	W Circ Right Right2	U	1	N/A	A		1	18	-	233	1900	802	29.0%
6/1	N Circ Ahead	U	2	N/A	D		1	15	-	157	1900	676	23.2%
6/2	N Circ Right	U	2	N/A	D		1	15	-	451	1900	676	66.8%
7/1	E Circ Right Ahead	U	N/A	N/A	-		-	-	-	1277	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1070	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	-		-	-	-	157	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

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 Signal Roundabout - Fontwell Western	-	-	1912	0	0	16.4	36.9	0.0	53.3	-	-	-	-
A27 / A29 signals	-	-	1912	0	0	16.4	36.9	0.0	53.3	-	-	-	-
1/1	599	599	-	-	-	2.1	2.4	-	4.5	27.3	6.7	2.4	9.1
1/2+1/3	1207	1207	-	-	-	4.3	2.7	-	7.0 (3.5+3.5)	20.8 (20.8:20.8)	6.9	2.7	9.6
2/1	826	826	-	-	-	2.8	10.5	-	13.3	58.0	10.1	10.5	20.6
2/2	825	825	-	-	-	2.8	10.3	-	13.1	57.2	10.1	10.3	20.4
3/1+3/2	490	490	980	0	0	1.8	6.8	-	8.7 (4.3+4.3)	63.7 (63.7:63.7)	3.0	6.8	9.8
4/1+4/2	466	466	932	0	0	1.7	4.1	-	5.8 (2.9+2.9)	45.0 (44.9:45.1)	2.7	4.1	6.9
5/1	195	195	-	-	-	0.1	0.0	-	0.1	1.4	0.1	0.0	0.1
5/2	233	233	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2
6/1	157	157	-	-	-	0.1	0.0	-	0.1	1.6	0.9	0.0	0.9
6/2	451	451	-	-	-	0.6	0.0	-	0.6	5.0	5.6	0.0	5.6
7/1	1277	1277	-	-	-	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	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1070	1070	-	-	-	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	157	157	-	-	-	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
C1 Stream: 1 PRC for Signalled Lanes (%): 6.3 C1 Stream: 2 PRC for Signalled Lanes (%): -8.7 PRC Over All Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 11.68 Total Delay for Signalled Lanes (pcuHr): 27.11 Total Delay Over All Lanes(pcuHr): 53.29 Cycle Time (s): 45 Cycle Time (s): 45													

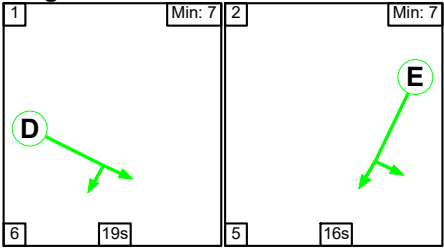
Full Input Data And Results

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

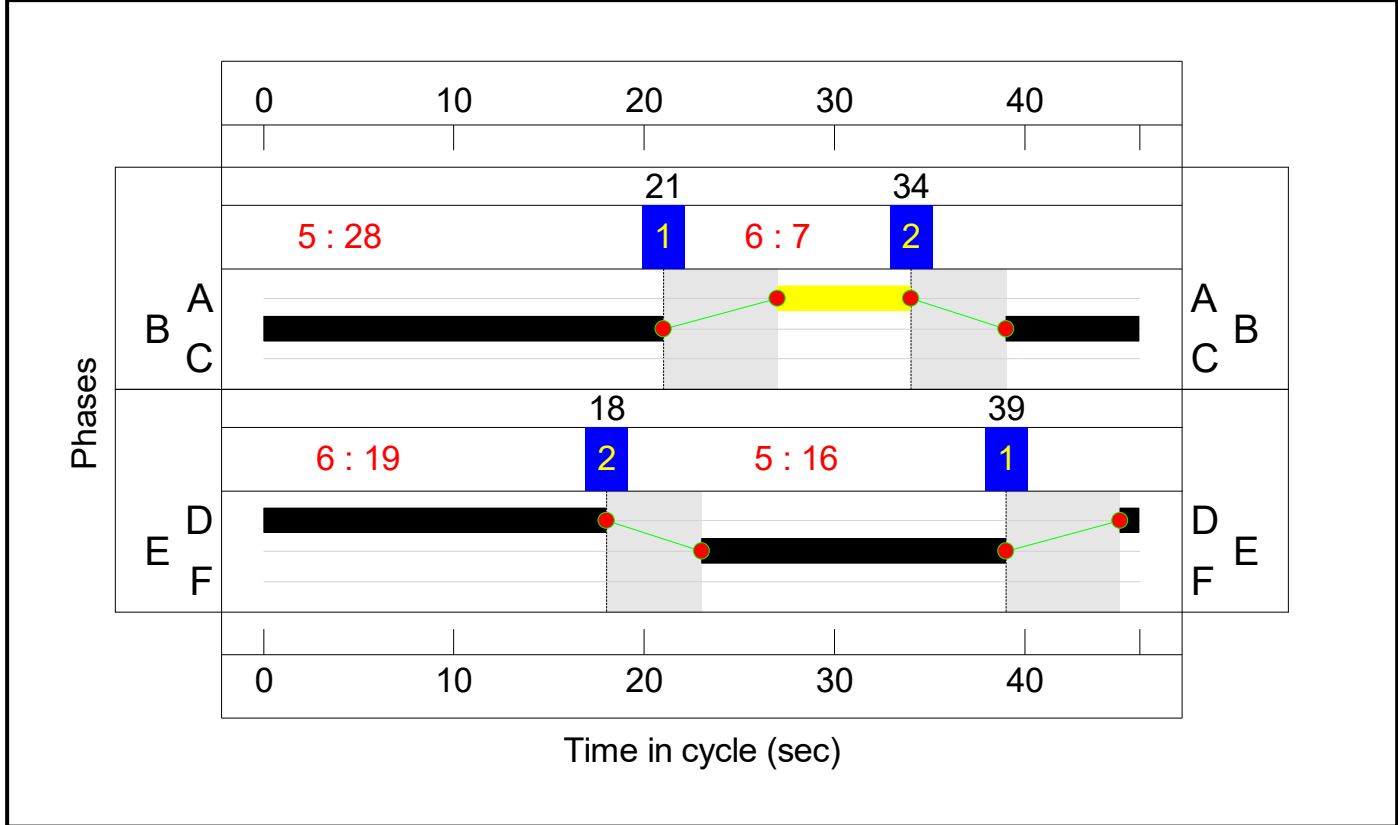
Stage Stream: 1

Stage	1	2
Duration	7	28
Change Point	21	34

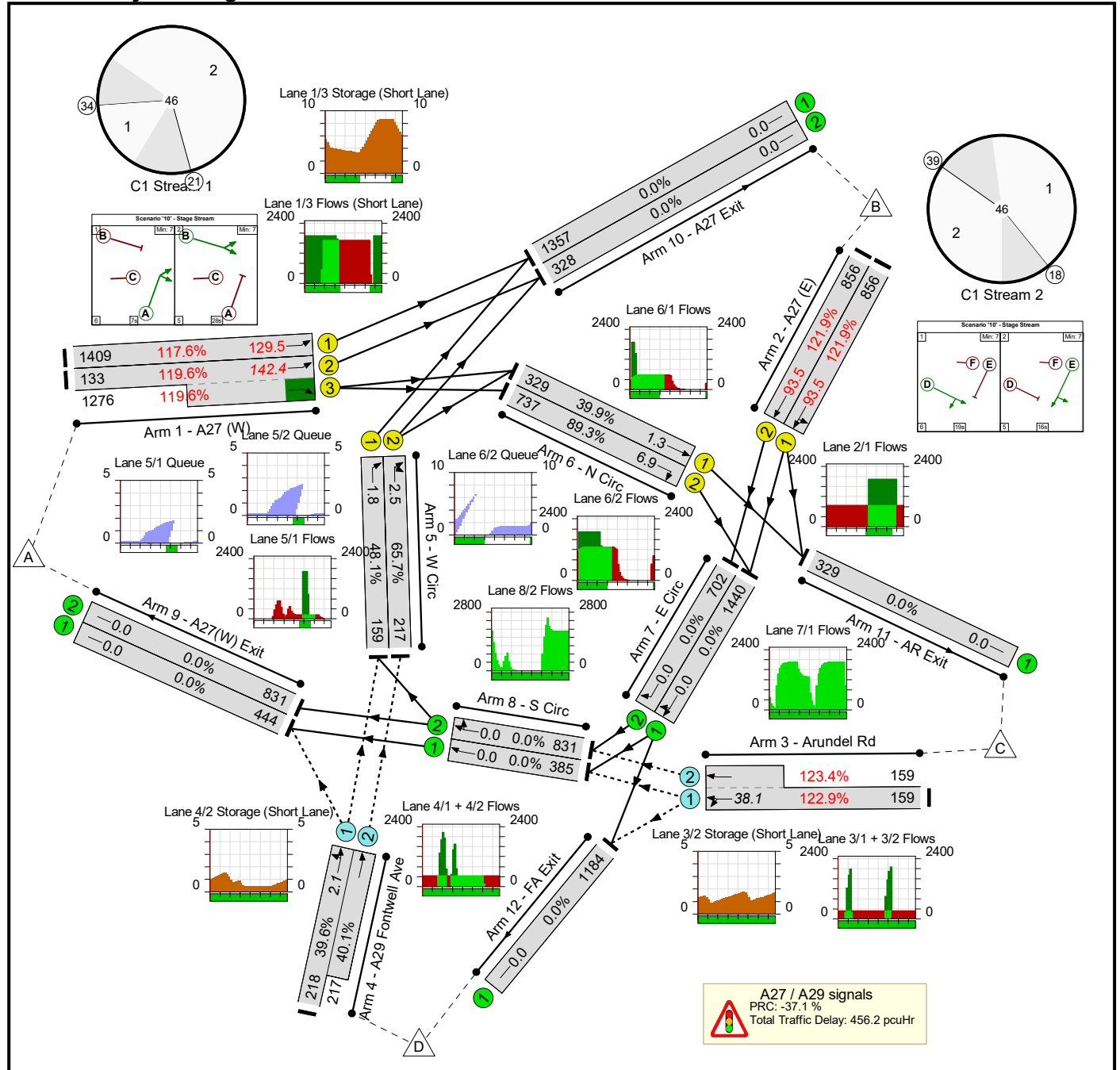
Stage Stream: 2

Stage	1	2
Duration	19	16
Change Point	39	18

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	123.4%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	123.4%
1/1	A27 (W) Ahead	U	1	N/A	B		1	28	-	1409	1900	1198	117.6%
1/2+1/3	A27 (W) Ahead Ahead2	U	1	N/A	B		1	28	-	1409	1900:1900	111+1067	119.6 : 119.6%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	16	-	856	1900	702	121.9%
2/2	A27 (E) Ahead	U	2	N/A	E		1	16	-	856	1900	702	121.9%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	318	1900:1900	129+129	122.9 : 123.4%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	551+541	39.6 : 40.1%
5/1	W Circ Right	U	1	N/A	A		1	7	-	159	1900	330	48.1%
5/2	W Circ Right Right2	U	1	N/A	A		1	7	-	217	1900	330	65.7%
6/1	N Circ Ahead	U	2	N/A	D		1	19	-	394	1900	826	39.9%
6/2	N Circ Right	U	2	N/A	D		1	19	-	882	1900	826	89.3%
7/1	E Circ Right Ahead	U	N/A	N/A	-		-	-	-	1738	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	1568	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%

Full Input Data And Results

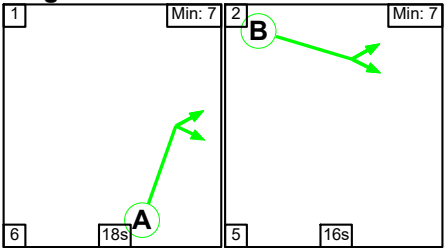
11/1	AR Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total 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 Signal Roundabout - Fontwell Western	-	-	1386	0	0	37.1	419.1	0.0	456.2	-	-	-	-
A27 / A29 signals	-	-	1386	0	0	37.1	419.1	0.0	456.2	-	-	-	-
1/1	1409	1198	-	-	-	8.2	108.8	-	117.0	299.0	20.7	108.8	129.5
1/2+1/3	1409	1178	-	-	-	9.1	118.4	-	127.5 (11.8+115.7)	325.7 (320.5:326.3)	24.0	118.4	142.4
2/1	856	702	-	-	-	7.0	79.6	-	86.6	364.1	13.9	79.6	93.5
2/2	856	702	-	-	-	7.0	79.6	-	86.6	364.1	13.9	79.6	93.5
3/1+3/2	318	258	516	0	0	2.4	32.4	-	34.8 (17.3+17.5)	393.6 (390.8:396.4)	5.7	32.4	38.1
4/1+4/2	435	435	870	0	0	0.7	0.3	-	1.0 (0.5+0.5)	8.2 (8.0:8.3)	1.7	0.3	2.1
5/1	159	159	-	-	-	0.5	0.0	-	0.5	11.9	1.8	0.0	1.8
5/2	217	217	-	-	-	0.7	0.0	-	0.7	12.1	2.5	0.0	2.5
6/1	329	329	-	-	-	0.5	0.0	-	0.5	5.0	1.3	0.0	1.3
6/2	737	737	-	-	-	1.1	0.0	-	1.1	5.2	6.9	0.0	6.9
7/1	1440	1440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1357	1357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

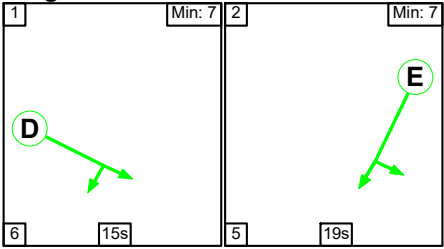
C1	Stream: 1	PRC for Signalled Lanes (%)	-32.9	Total Delay for Signalled Lanes (pcuHr):	245.77	Cycle Time (s):	46
C1	Stream: 2	PRC for Signalled Lanes (%)	-35.5	Total Delay for Signalled Lanes (pcuHr):	174.69	Cycle Time (s):	46
		PRC Over All Lanes (%)	-37.1	Total Delay Over All Lanes(pcuHr):	456.21		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

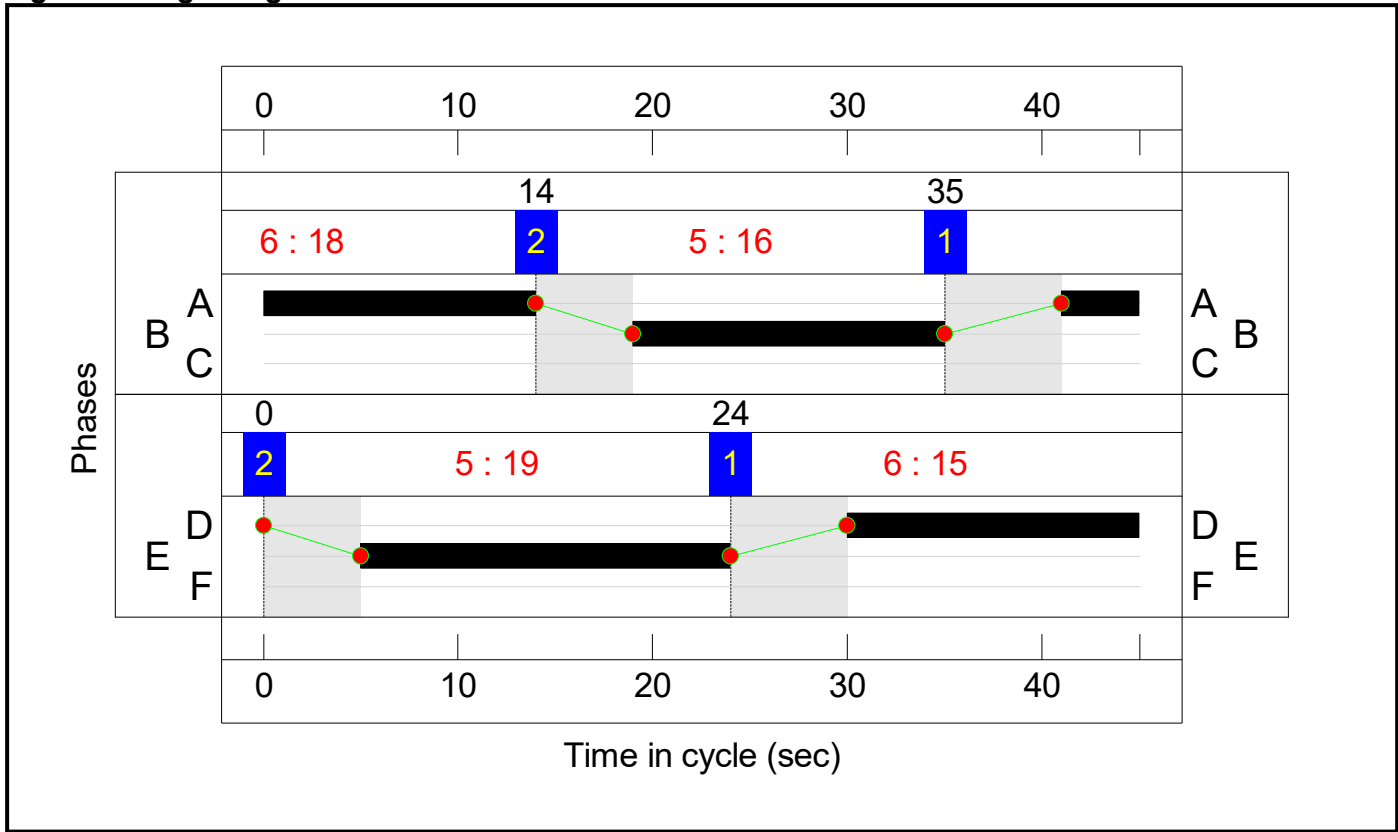
Stage Stream: 1

Stage	1	2
Duration	18	16
Change Point	35	14

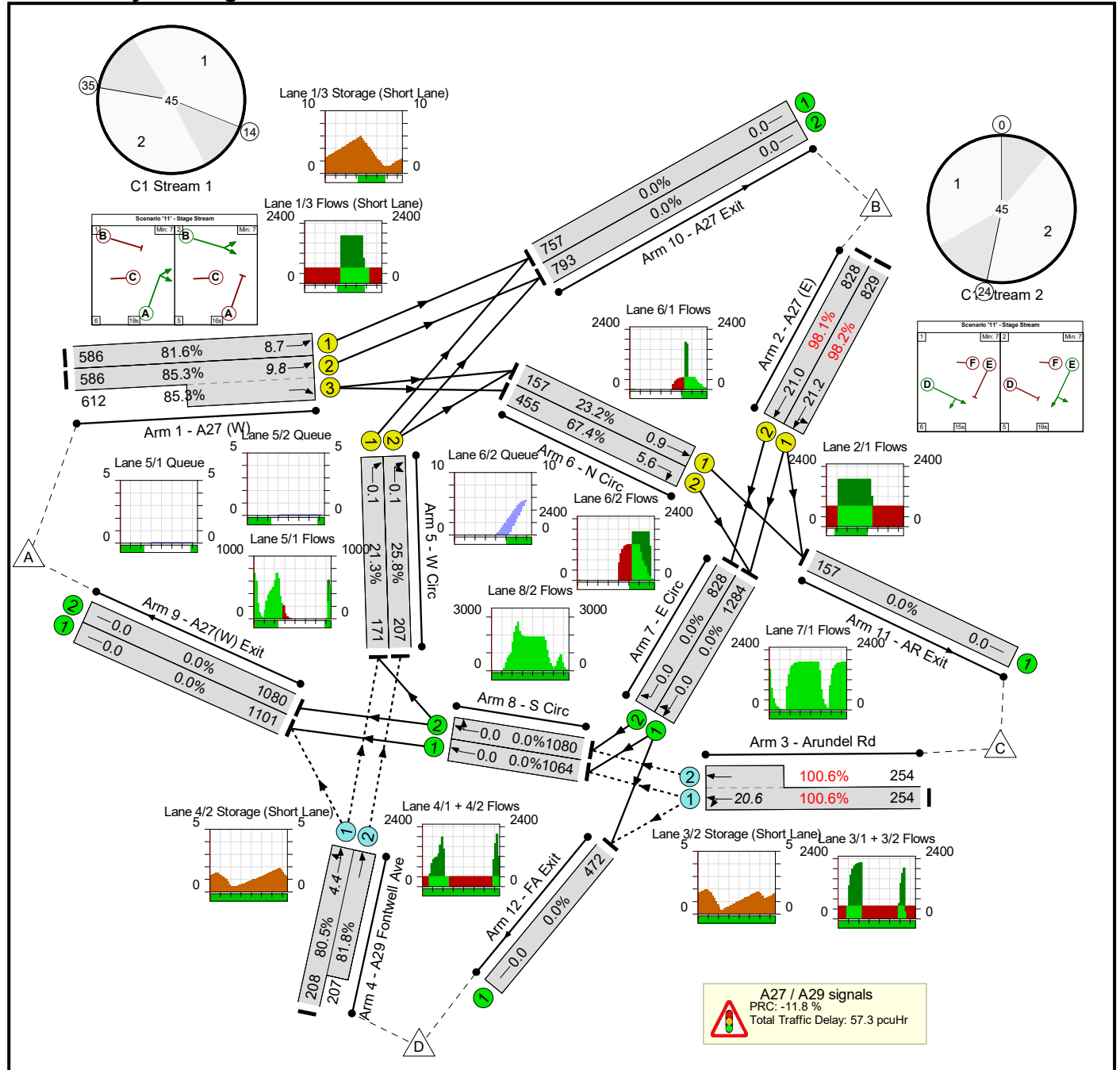
Stage Stream: 2

Stage	1	2
Duration	15	19
Change Point	24	0

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
1/1	A27 (W) Ahead	U	1	N/A	B		1	16	-	586	1900	718	81.6%
1/2+1/3	A27 (W) Ahead Ahead2	U	1	N/A	B		1	16	-	1198	1900:1900	687+718	85.3 : 85.3%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	19	-	829	1900	844	98.2%
2/2	A27 (E) Ahead	U	2	N/A	E		1	19	-	828	1900	844	98.1%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	508	1900:1900	252+252	100.6 : 100.6%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	415	1900:1900	258+253	80.5 : 81.8%
5/1	W Circ Right	U	1	N/A	A		1	18	-	171	1900	802	21.3%
5/2	W Circ Right Right2	U	1	N/A	A		1	18	-	207	1900	802	25.8%
6/1	N Circ Ahead	U	2	N/A	D		1	15	-	157	1900	676	23.2%
6/2	N Circ Right	U	2	N/A	D		1	15	-	455	1900	676	67.4%
7/1	E Circ Right Ahead	U	N/A	N/A	-		-	-	-	1284	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	1082	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1082	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%

Full Input Data And Results

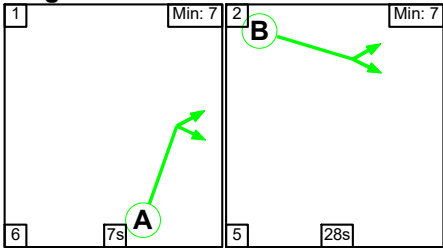
12/1	FA Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1840	0	0	16.2	41.0	0.0	57.3	-	-	-	-
A27 / A29 signals	-	-	1840	0	0	16.2	41.0	0.0	57.3	-	-	-	-
1/1	586	586	-	-	-	2.1	2.2	-	4.2	25.8	6.5	2.2	8.7
1/2+1/3	1198	1198	-	-	-	4.2	2.8	-	7.1 (3.4+3.6)	21.2 (21.1:21.3)	7.0	2.8	9.8
2/1	829	829	-	-	-	2.8	11.0	-	13.9	60.3	10.1	11.0	21.2
2/2	828	828	-	-	-	2.8	10.9	-	13.7	59.5	10.1	10.9	21.0
3/1+3/2	508	505	1010	0	0	2.0	12.1	-	14.1 (7.0+7.1)	100.0 (99.8:100.1)	8.5	12.1	20.6
4/1+4/2	415	415	830	0	0	1.4	2.1	-	3.5 (1.7+1.7)	30.3 (30.2:30.4)	2.4	2.1	4.4
5/1	171	171	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1
5/2	207	207	-	-	-	0.1	0.0	-	0.1	1.2	0.1	0.0	0.1
6/1	157	157	-	-	-	0.1	0.0	-	0.1	1.6	0.9	0.0	0.9
6/2	455	455	-	-	-	0.6	0.0	-	0.6	5.0	5.6	0.0	5.6
7/1	1284	1284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

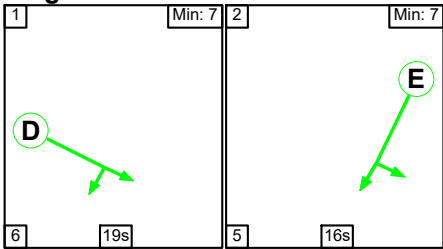
C1	Stream: 1	PRC for Signalled Lanes (%)	5.6	Total Delay for Signalled Lanes (pcuHr):	11.38	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%)	-9.1	Total Delay for Signalled Lanes (pcuHr):	28.27	Cycle Time (s):	45
		PRC Over All Lanes (%)	-11.8	Total Delay Over All Lanes(pcuHr):	57.25		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

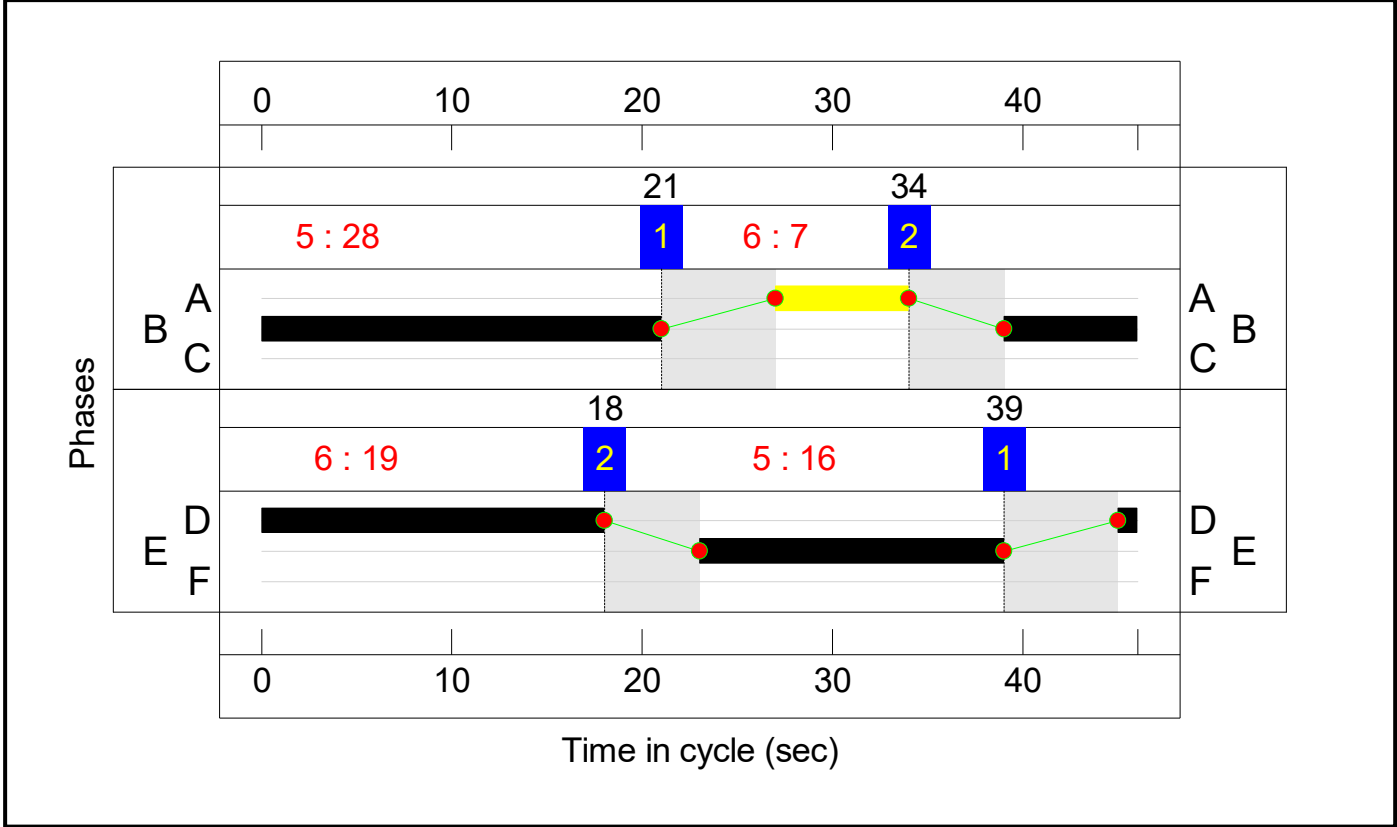
Stage Stream: 1

Stage	1	2
Duration	7	28
Change Point	21	34

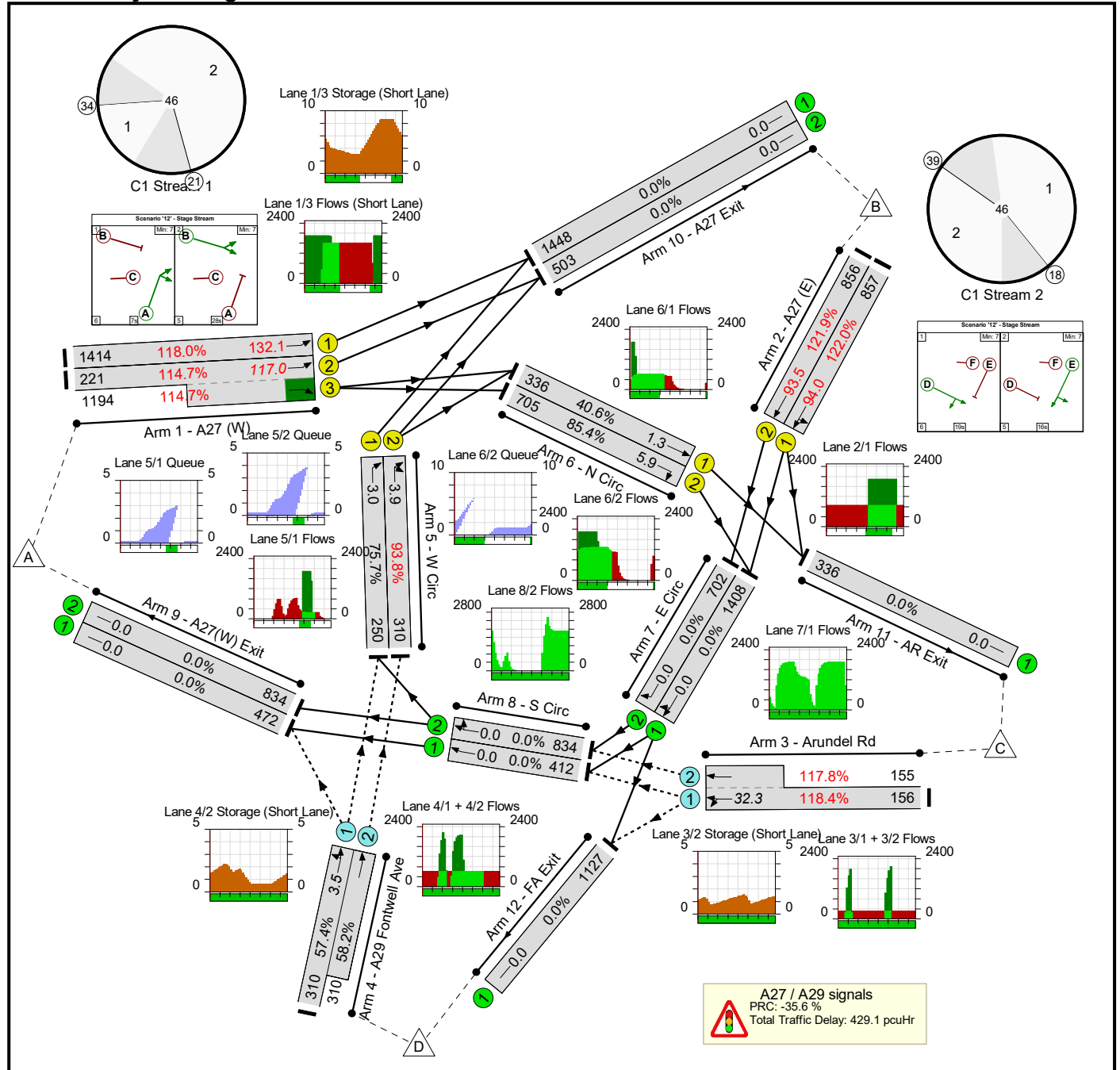
Stage Stream: 2

Stage	1	2
Duration	19	16
Change Point	39	18

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	122.0%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	122.0%
1/1	A27 (W) Ahead	U	1	N/A	B		1	28	-	1414	1900	1198	118.0%
1/2+1/3	A27 (W) Ahead Ahead2	U	1	N/A	B		1	28	-	1415	1900:1900	193+1041	114.7 : 114.7%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	16	-	857	1900	702	122.0%
2/2	A27 (E) Ahead	U	2	N/A	E		1	16	-	856	1900	702	121.9%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	311	1900:1900	132+132	118.4 : 117.8%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	620	1900:1900	540+533	57.4 : 58.2%
5/1	W Circ Right	U	1	N/A	A		1	7	-	250	1900	330	75.7%
5/2	W Circ Right Right2	U	1	N/A	A		1	7	-	310	1900	330	93.8%
6/1	N Circ Ahead	U	2	N/A	D		1	19	-	385	1900	826	40.6%
6/2	N Circ Right	U	2	N/A	D		1	19	-	809	1900	826	85.4%
7/1	E Circ Right Ahead	U	N/A	N/A	-		-	-	-	1666	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	1664	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%

Full Input Data And Results

11/1	AR Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	1330	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 Signal Roundabout - Fontwell Western	-	-	1767	0	0	36.4	392.7	0.0	429.1	-	-	-	-
A27 / A29 signals	-	-	1767	0	0	36.4	392.7	0.0	429.1	-	-	-	-
1/1	1414	1198	-	-	-	8.3	111.3	-	119.6	304.5	20.8	111.3	132.1
1/2+1/3	1415	1234	-	-	-	7.7	94.3	-	102.0 (15.6+86.4)	259.6 (254.8+260.5)	22.7	94.3	117.0
2/1	857	702	-	-	-	7.0	80.1	-	87.1	365.9	14.0	80.1	94.0
2/2	856	702	-	-	-	7.0	79.6	-	86.6	364.1	13.9	79.6	93.5
3/1+3/2	311	263	527	0	0	2.0	26.7	-	28.7 (14.6+14.2)	332.6 (336.6+328.7)	5.6	26.7	32.3
4/1+4/2	620	620	1240	0	0	1.2	0.7	-	1.9 (1.0+1.0)	11.2 (11.1+11.3)	2.8	0.7	3.5
5/1	250	250	-	-	-	0.8	0.0	-	0.8	11.0	3.0	0.0	3.0
5/2	310	310	-	-	-	1.0	0.0	-	1.0	11.4	3.9	0.0	3.9
6/1	336	336	-	-	-	0.4	0.0	-	0.4	4.6	1.3	0.0	1.3
6/2	705	705	-	-	-	0.9	0.0	-	0.9	4.6	5.9	0.0	5.9
7/1	1408	1408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1448	1448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1127	1127	-	-	-	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 (%)	-31.2	Total Delay for Signalled Lanes (pcuHr):	223.38	Cycle Time (s):	46
C1	Stream: 2	PRC for Signalled Lanes (%)	-35.6	Total Delay for Signalled Lanes (pcuHr):	175.02	Cycle Time (s):	46
		PRC Over All Lanes (%)	-35.6	Total Delay Over All Lanes(pcuHr):	429.06		