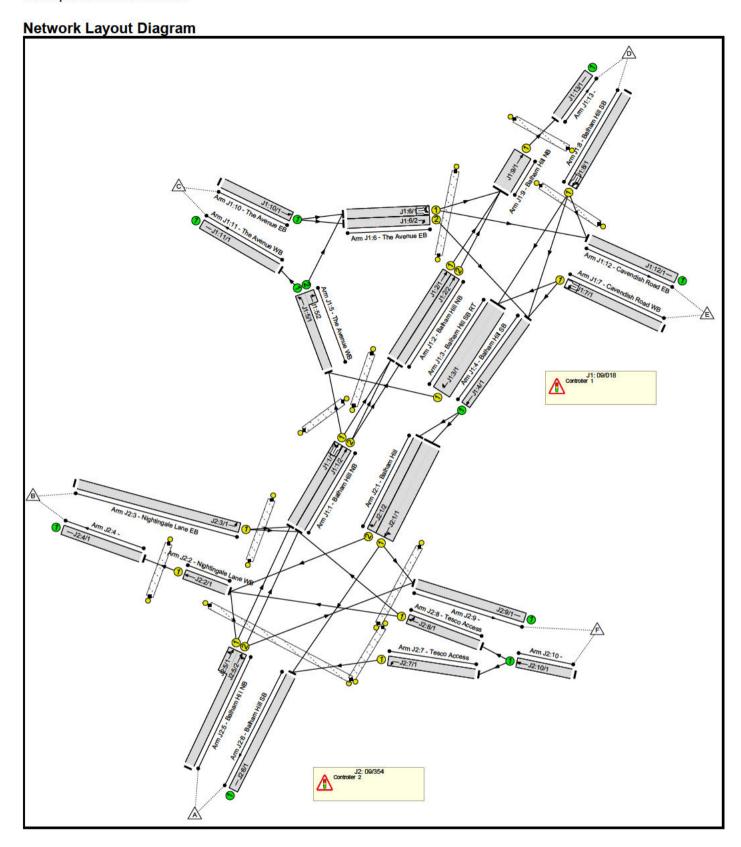
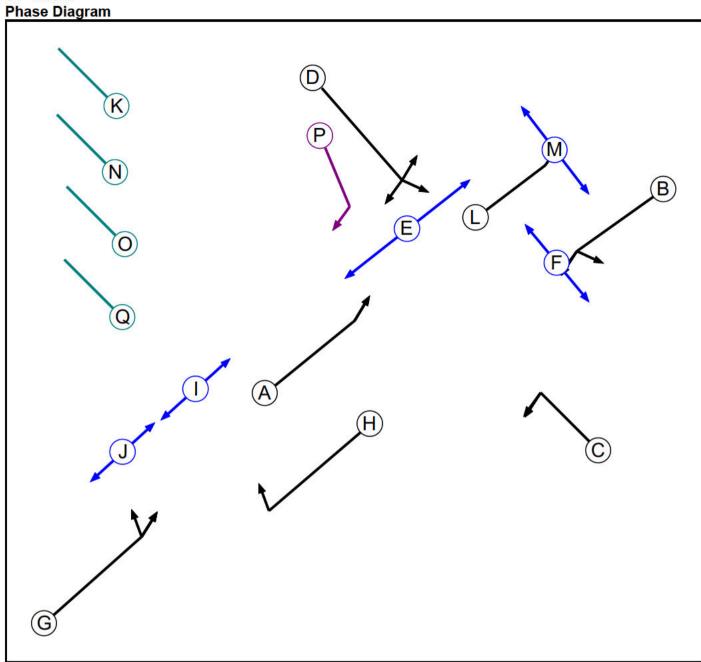
Full Input Data And Results Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
File name:	R383 Base.lsg3x
Author:	
Company:	
Address:	
Notes:	



C1 - 09/018



Phase Input Data

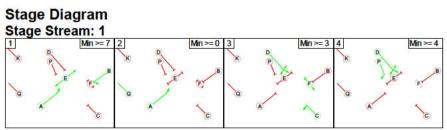
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
Α	Traffic	1		7	7
В	Traffic	1	(7	7
С	Traffic	1		7	7
D	Traffic	1	(7	7
E	Pedestrian	1		6	6
F	Pedestrian	1	(6	6
G	Traffic	2		7	2
Н	Traffic	2		7	5
Ī	Pedestrian	2		6	6
J	Pedestrian	2		6	6
K	Dummy	1		3	3
L	Traffic	3	1	7	7
M	Pedestrian	3	{	6	6
N	Dummy	2		3	3
0	Dummy	3		3	3
Р	Ind. Arrow	1	D	4	4
Q	Dummy	1		1	1

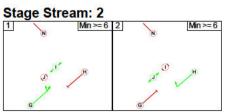
Phase Intergreens Matrix

r nase mile	nase intergreens matrix																	
								Sta	rting	Ph	ase	•	, s		8 0			
		Α	В	С	D	Е	F	G	Н	Ţ	J	K	L	M	N	0	Р	Q
	Α		-		5	-	>=	-	-	-	-	3	1	-	-	-1	5	•
	В			6	10	-	6	-	-		7	3				-	8	3
	С	0=1	5	2 G	14.1	-	-	=	-	-	-	3	•	-	-	-	8	5
ž	D	6	7	7		6	-	-	-	72	7	3	•	-	-	-	-	5
	E	-	-		11		-	-	-	-	-	5	-	-	-	-	11	5
	F) A:	8		7	-		=	-		-	3	•	5	-	-	57.8	3
)	G	-	-	-	-	-	-		5	-	6	-		-	3		-	-
Terminating	Н	-	-	-	-	-	-	6		8	-	-			3		-	-
Phase	Ĩ	-	-	-	-	-	_	-	10		-	-	-	2	4	-	-	
}	J	-	-	-	-	-	-	8	-	-		-			3		-	-
Š	K	2	2	2	2	2	2	-	-	-	-		-	3	-	-	2	5
3	L	-	-	-	-	-	-	-	-	-	-			5	-	3	•	
8	М	-	_	-	12	-	-	2	-	=	_	-	8		-	3	-	-
	N	-	-	-	7 =.	-	-	2	2	2	2		-	-		-/-	-1	-
2	0	-	-	-	-		-	2	-	-	_	-	2	2	-		_	_
	Р	6	7	5	7 - 1	6		-	-	-	-	3	•	•	-	-	7	2
	Q	-	2	5	5	2	2	2	-	2	2	5	1	-	-	-	5	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	ABE
1	2	AQ
1	3	CDF
1	4	DP
2	1	GI
2	2	HJ
3	1	L
3	2	М







Phase Delays Stage Stream: 1

Term. Stage	Start Stage	Phase	Туре	Value	Cont value
1	3	Α	Losing	6	6
1	3	В	Losing	1	1
3	1	С	Losing	1	1
3	1	D	Losing	1	1

Stage Stream: 2

Term. Stage	Start Stage	Phase	Туре	Value	Cont value
1	2	G	Losing	5	5
2	1	Н	Losing	2	2

Stage Stream: 3

Term. Stage	Start Stage	Phase	Туре	Value	Cont value
	There are no	Phase D	elays d	lefined	

Prohibited Stage Change Stage Stream: 1

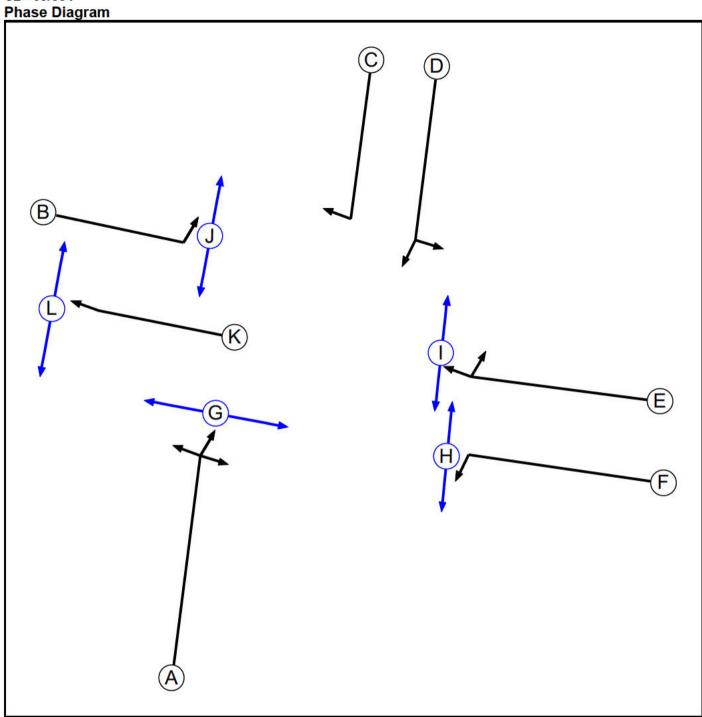
		T	o S	tage	
		1	2	3	4
From Stage	1		5	11	11
	2	2		5	5
3	3	8	6		8
200	4	7	6	5	

Stage Stream: 2

	To Stage						
8		1	2				
From Stage	1		11				
	2	10					

otage	To Stage						
		1	2				
From Stage	1		5				
9-	2	8					

C2 - 09/354



Phase Input Data

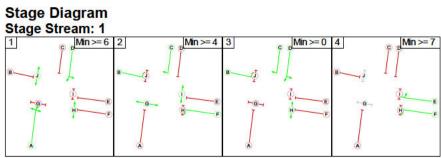
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
Α	Traffic	1		7	6
В	Traffic	1		7	3
С	Traffic	1		7	3
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Pedestrian	1		6	6
Н	Pedestrian	1		6	6
ī	Pedestrian	1		6	6
J	Pedestrian	1		6	6
K	Traffic	2		7	7
L	Pedestrian	2		6	6

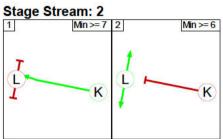
Phase Intergreens Matrix

i ilase ilite	9.					· Argento		economic d	are s				Ť
					Sta	arting	g P	nas	е				
		Α	В	C	D	E	F	G	Н	I	J	K	L
	Α		7	7	-	5	-	6	-	10	-	-	-
	В	5		-		5	-	2	-	-	5	-	-
8	С	5	-		-	5	-	-	-	-		-	-
2	D	-	-	•		6	8	8	-	7	•	-	4
	E	6	7	7	5		-	-		6	-	-	•
Terminating Phase	F	-	-	•	5	ϵ		-	6	-	-	-	4
	G	16	-	-	16	-	-		-	-	-	-	•
3	Н	-	-	•	•	-	8	-		-	•	-	SI.
*	1	13	-	-	13	13		-	-		-	-	
	J	-	8	-	-	-	-	-	-	170		-	-
	K	-	-	-	-	-	-	-	-	(<u>=</u>)	-		5
	L	-	-	-	-	-	-	-	-	170	-	8	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	ADHJ
1	2	BCFGI
1	3	всрн
1	4	EF
2	1	K
2	2	L





Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Туре	Value	Cont value
1	2	Α	Losing	1	1
1	3	Α	Losing	1	1
1	4	Α	Losing	3	3
2	1	В	Losing	4	4
2	1	С	Losing	4	4
2	4	В	Losing	8	8
2	4	С	Losing	8	8
3	1	В	Losing	10	10
3	1	C	Losing	10	10
3	2	F	Gaining absolute	10	10
3	4	В	Losing	8	8
3	4	С	Losing	8	8

Stage Stream: 2

Term. Stage	Start Stage	Phase	Туре	Value	Cont value		
There are no Phase Delays defined							

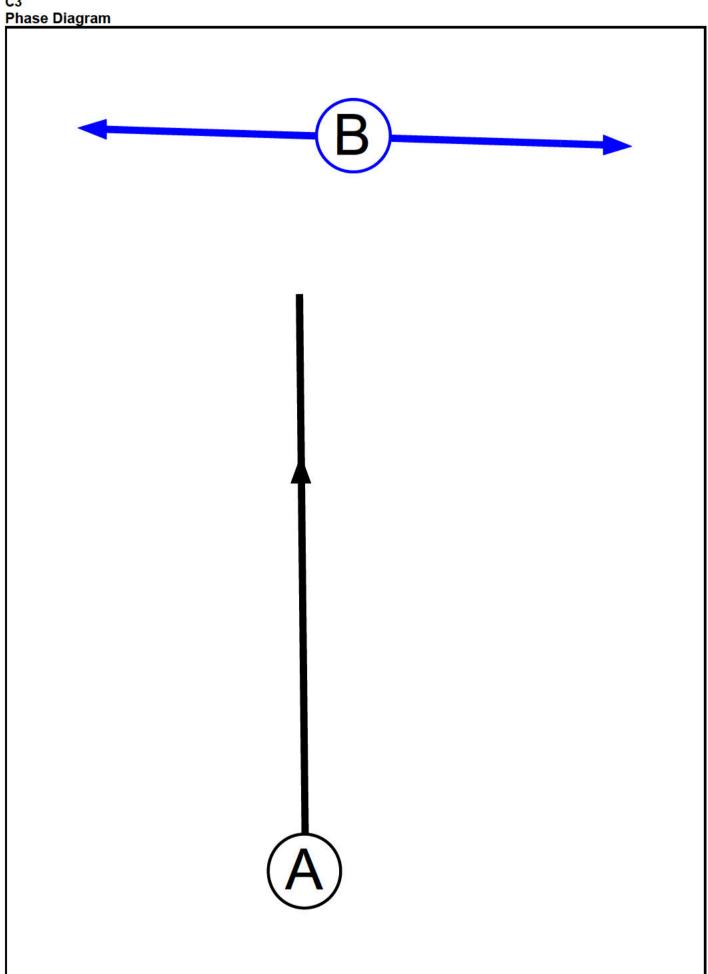
Prohibited Stage Change Stage Stream: 1

otuge	<u> </u>	Cuii						
		To Stage						
		1	2	3	4			
	1		11	8	8			
From Stage	2	16		16	13			
3-	3	15	10		13			
	4	6	7	7				

Full Input Data And Results Stage Stream: 2

orage out the n					
	To Stage				
		1	2		
From Stage	1		5		
3	2	8			

C3



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
Α	Traffic	1		7	7
В	Pedestrian	1		4	4

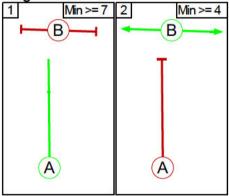
Phase Intergreens Matrix

	Starting Phase			
		Α	В	
Terminating Phase	Α		5	
Filase	В	14		

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	В

Stage Diagram Stage Stream: 1



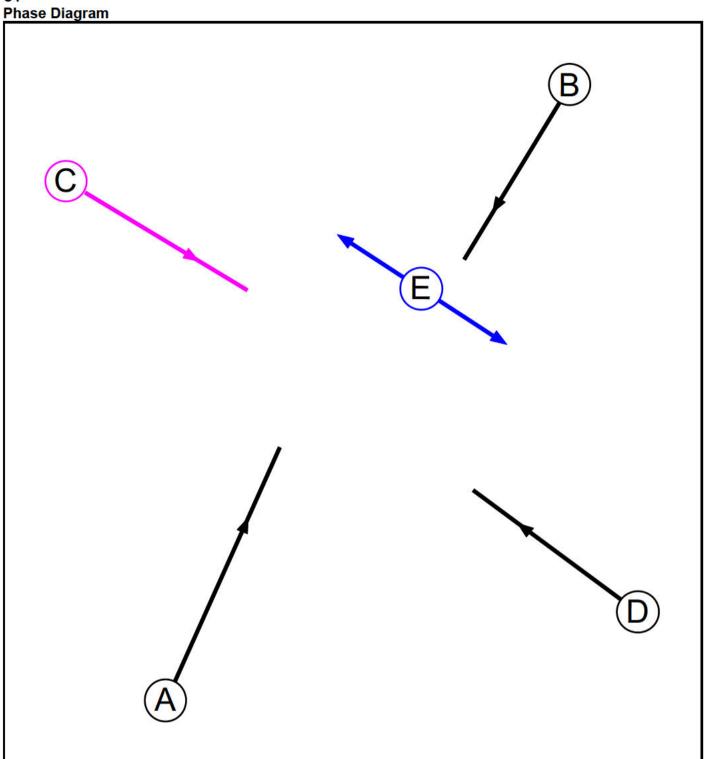
Phase Delays Stage Stream: 1

Term. Stage	Start Stage	Phase	Туре	Value	Cont value		
	There are no Phase Delays defined						

Prohibited Stage Change

	To Stage				
		1	2		
From Stage	1		5		
- 3	2	14			

C4



Phase Input Data

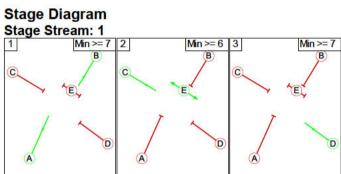
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
Α	Traffic	1		7	7
В	Traffic	1		7	7
С	Cycle	1		6	0
D	Traffic	1		7	7
E	Pedestrian	1		6	6

Phase Intergreens Matrix

	Starting Phase						
		Α	В	С	D	Е	
Terminating Phase	Α		-	5	5	7	
	В	-		6	6	6	
	С	5	5		5	-	
	D	5	5	5		8	
	E	12	12	-1	12		

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	AB
1	2	CE
1	3	D



Phase Delays Stage Stream: 1

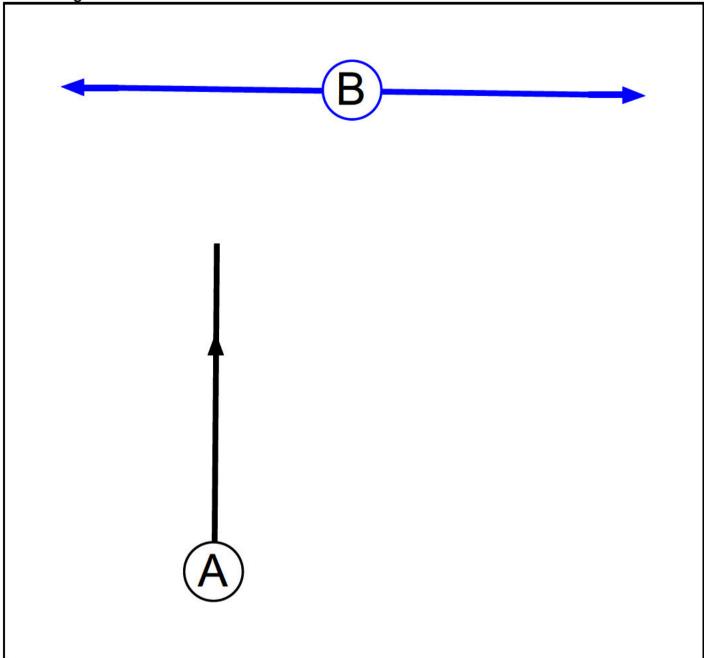
Term. Stage	Start Stage	Phase	Туре	Value	Cont value
1	3	Α	Losing	1	1
2	1	С	Losing	7	7
2	3	С	Losing	7	7

Prohibited Stage Change Stage Stream: 1

otage otream.						
	To Stage					
From Stage		1	2	3		
	1		7	6		
	2	12		12		
8	3	5	8			

C5





Phase Input Data

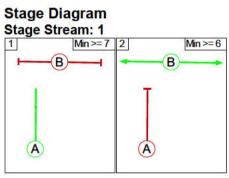
P	hase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
	Α	Traffic	1		7	7
Ĺ	В	Pedestrian	1		6	6

Phase Intergreens Matrix

	Starting Pha			
		Α	В	
Terminating Phase	Α		5	
	В	30		

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	Α
1	2	В



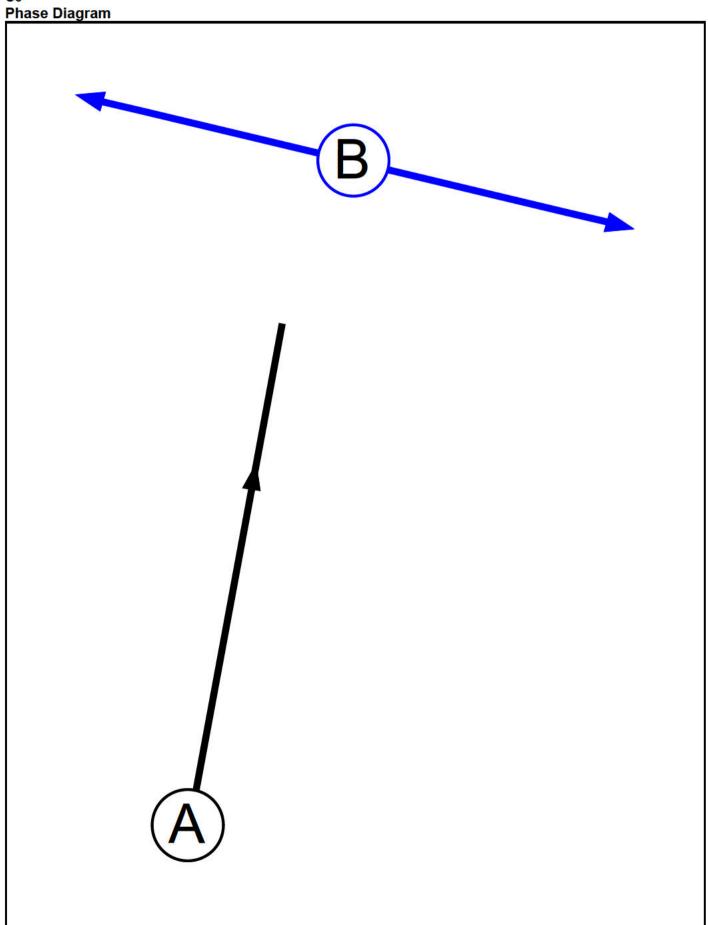
Phase Delays Stage Stream: 1

Term. Stage	Start Stage	Phase	Туре	Value	Cont value	
	There are no Phase Delays defined					

Prohibited Stage Change Stage Stream: 1

	To Stage				
3		1	2		
From Stage	1		5		
J	2	30			

C6



Phase Input Data

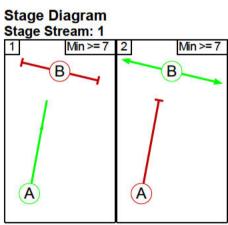
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
Α	Traffic	1		7	7
В	Pedestrian	1		7	7

Phase Intergreens Matrix

T Hade miter groome matri					
	ting Ph	nase			
		Α	В		
Terminating Phase	Α		5		
	В	24			

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	Α
1	2	В



Phase Delays Stage Stream: 1

Term. Stage	Start Stage	Phase	Туре	Value	Cont value	
There are no Phase Delays defined						

Prohibited Stage Change Stage Stream: 1

	To Stage						
		1	2				
From Stage	1		5				
	2	24					

Full Input Data And Results Give-Way Lane Input Data

Junction: J1: 09/018

There are no Opposed Lanes in this Junction

Junction: J2: 09/354

There are no Opposed Lanes in this Junction

Full Input Data And Results Lane Input Data

Junction: J1: (09/018											
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)
J1:1/1 (Balham Hill NB)	U	G	2	3	60.0	User + Flared	1826	-	-		-	-
J1:1/2 (Balham Hill NB)	U	G	2	3	9.2	User	1822	-	-	-	-	-
J1:2/1 (Balham Hill NB)	U	А	2	3	60.0	User	1858	-	-	-	-	-
J1:2/2 (Balham Hill NB)	U	А	2	3	8.7	User	1858	.=1	-		-	-
J1:3/1 (Balham Hill SB RT)	U	н	2	3	11.7	User	3530	-	-	-	5	5
J1:4/1 (Balham Hill SB)	U		2	3	14.3	User	1800	-	-	_	_	-
J1:5/1 (The Avenue WB)	U		2	3	6.6	User	1800	.=0	-	-	-	-
J1:5/2 (The Avenue WB)	U		2	3	2.0	User	1800		=	-	-	-
J1:6/1 (The Avenue EB)	U	D	2	3	7.8	User + Flared	1757	_	<u>u</u>	29	ш	<u> </u>
J1:6/2 (The Avenue EB)	U	DP	2	3	7.8	User	1756	-	-	-	-	-
J1:7/1 (Cavendish Road WB)	U	С	2	3	60.0	User + Flared	1641		-	-	.	-
J1:8/1 (Balham Hill SB)	U	В	2	3	39.3	User + Flared	1826	-	-	-	-	=
J1:9/1 (Balham Hill NB)	U	L.	2	3	3.1	User	1800	-	-	-	-	-
J1:10/1 (The Avenue EB)	U		2	3	34.8	User	1800	-	-	-0	-	-
J1:11/1 (The Avenue WB)	U		2	3	34.8	Inf	-	-	-	-	-	-
J1:12/1 (Cavendish Road EB)	U		2	3	34.8	Inf	N=	-	_	-2	_	-
J1:13/1	U		2	3	41.2	Geom	-	2.70	0.00	Υ		

Full Input Data And Results												
Junction: J2: 09	/354						·	i		la:	ı	
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)
J2:1/1 (Balham Hill)	U	D	2	3	8.5	User	3600	_	ä	20	В	2
J2:1/2 (Balham Hill)	U	С	2	3	8.5	User	1829	-	1		-	-
J2:2/1 (Nightingale Lane WB)	U	К	2	3	2.6	User	1800	-	-		-	-
J2:3/1 (Nightingale Lane EB)	U	В	2	3	34.8	User	1709	-	Е		-	
J2:4/1	U		2	3	34.8	Inf	1.57	-	-		-	5
J2:5/1 (Balham Hill NB)	U	Α	2	3	5.0	User	1870	-				-
J2:5/2 (Balham Hill NB)	U	А	2	3	27.8	User	1870	-	-		-	8
J2:6/1 (Balham Hill SB)	U		2	3	8.7	User	1800	-	-	-	-	-
J2:7/1 (Tesco Access)	U	F	2	3	5.2	User	1777	-	-		ā	5
J2:8/1 (Tesco Access)	U	E	2	3	5.2	User	1719	-	=		-	-
J2:9/1	U		2	3	34.8	Inf		-	-	H	-	-
J2:10/1	U		2	3	60.0	Inf	-	(=0)	-	-	-	-

Junction: J2: 09/354									
Lane	Custom Occupancy per Flow Group (PC AM Peak PM Peak								
J2:5/1 (Balham Hill NB Lane 1)	5.7	4.0							

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak'	08:00	09:00	01:00	
2: 'PM Peak'	18:00	19:00	01:00	

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Staging Plan No. 1')
Traffic Flows, Desired
Desired Flow:

		Destination												
		Α	В	С	D	E	F	Tot.						
	Α	0	58	210	506	0	10	784						
	В	0	0	0	346	0	10	356						
Origin	С	108	10	0	44	714	0	876						
Origin	D	378	50	100	0	47	10	585						
	Е	14	212	539	0	0	0	765						
	F	10	10	0	10	0	0	30						
	Tot.	510	340	849	906	761	30	3396						

Traffic La	ne Flows
Lane	Scenario 1: AM Peak
Junction:	J1: 09/018
J1:1/1	416
J1:1/2	656
J1:2/1	385
J1:2/2	477
J1:3/1	639
J1:4/1	782
J1:5/1 (with short)	849(In) 849(Out)
J1:5/2 (short)	0
J1:6/1	758
J1:6/2	118
J1:7/1	765
J1:8/1	585
J1:9/1	906
J1:10/1	876
J1:11/1	849
J1:12/1	761
J1:13/1	906
Junction:	J2: 09/354
J2:1/1	510
J2:1/2	272
J2:2/1	340
J2:3/1	346
J2:4/1	340
J2:5/1 (short)	268
J2:5/2 (with short)	784(In) 516(Out)
J2:6/1	510
J2:7/1	20
J2:8/1	20
J2:9/1	20
J2:10/1	30

Lane Saturation Flows

Junction: J1: 09/018								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Balham Hill NB Lane 1)	T	his lane use	es a directly	entered S	aturation F	Flow	1826	1826, 0.6 PCU
J1:1/2 (Balham Hill NB Lane 2)	Т	his lane use	es a directly	entered S	aturation F	Flow	1822	1822
J1:2/1 (Balham Hill NB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1858	1858
J1:2/2 (Balham Hill NB Lane 2)	Т	his lane use	es a directly	entered S	aturation F	low	1858	1858
J1:3/1 (Balham Hill SB RT Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	3530	3530
J1:4/1 (Balham Hill SB Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J1:5/1 (The Avenue WB Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J1:5/2 (The Avenue WB Lane 2)	Т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J1:6/1 (The Avenue EB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	Flow	1757	1757, 3.2 PCU
J1:6/2 (The Avenue EB Lane 2)	Т	his lane use	es a directly	entered S	aturation F	low	1756	1756
J1:7/1 (Cavendish Road WB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1641	1641, 9.5 PCU
J1:8/1 (Balham Hill SB Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1826	1826, 4.0 PCU
J1:9/1 (Balham Hill NB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J1:10/1 (The Avenue EB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J1:11/1 (The Avenue WB Lane 1)			Infinite Satu	uration Flo	W		Inf	Inf
J1:12/1 (Cavendish Road EB Lane 1)			Infinite Satu	uration Flo	W		Inf	Inf
J1:13/1	2.70	0.00	Υ				1885	1885

Full Input Data And Results								
Junction: J2: 09/354								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Balham Hill Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	3600	3600
J2:1/2 (Balham Hill Lane 2)	т	his lane use	es a directly	entered S	aturation F	low	1829	1829
J2:2/1 (Nightingale Lane WB Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J2:3/1 (Nightingale Lane EB Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1709	1709
J2:4/1			Infinite Sati	uration Flo	W		Inf	Inf
J2:5/1 (Balham Hill NB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1870	1870
J2:5/2 (Balham Hill NB Lane 2)	Т	his lane use	es a directly	entered S	aturation F	low	1870	1870
J2:6/1 (Balham Hill SB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J2:7/1 (Tesco Access Lane 1)	т	his lane use	es a directly	entered S	aturation F	Flow	1777	1777
J2:8/1 (Tesco Access Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1719	1719
J2:9/1			Infinite Sati	uration Flo	W		Inf	Inf
J2:10/1			Infinite Sati	uration Flo	W		Inf	Inf

Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired Desired Flow:

Tot.

Destination Α В C D Е F Tot. A В C Origin D E F

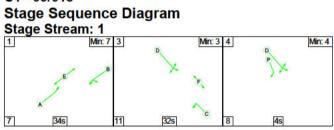
Traffic La	ne Flows
Lane	Scenario 2: PM Peak
Junction:	J1: 09/018
J1:1/1	451
J1:1/2	471
J1:2/1	411
J1:2/2	337
J1:3/1	651
J1:4/1	948
J1:5/1 (with short)	825(In) 825(Out)
J1:5/2 (short)	0
J1:6/1	913
J1:6/2	200
J1:7/1	792
J1:8/1	685
J1:9/1	807
J1:10/1	1113
J1:11/1	825
J1:12/1	932
J1:13/1	807
Junction:	J2: 09/354
J2:1/1	719
J2:1/2	229
J2:2/1	284
J2:3/1	272
J2:4/1	284
J2:5/1 (short)	367
J2:5/2 (with short)	692(In) 325(Out)
J2:6/1	725
J2:7/1	58
J2:8/1	37
J2:9/1	66
J2:10/1	85

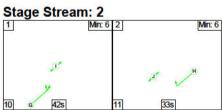
Lane Saturation Flows

Lane Saturation Flows								
Junction: J1: 09/018								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Balham Hill NB Lane 1)	Т	his lane us	es a directly	entered S	Saturation F	Flow	1826	1826, 0.6 PCU
J1:1/2 (Balham Hill NB Lane 2)	Т	his lane us	es a directly	entered S	Saturation F	low	1822	1822
J1:2/1 (Balham Hill NB Lane 1)	Т	his lane us	es a directly	entered S	Saturation F	low	1858	1858
J1:2/2 (Balham Hill NB Lane 2)	т	his lane us	es a directly	entered S	Saturation F	low	1858	1858
J1:3/1 (Balham Hill SB RT Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	3530	3530
J1:4/1 (Balham Hill SB Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	1800	1800
J1:5/1 (The Avenue WB Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	1800	1800
J1:5/2 (The Avenue WB Lane 2)	Т	his lane us	es a directly	entered S	Saturation F	Flow	1800	1800
J1:6/1 (The Avenue EB Lane 1)	Т	his lane us	es a directly	entered S	Saturation F	Flow	1757	1757, 4.8 PCU
J1:6/2 (The Avenue EB Lane 2)	Т	his lane us	es a directly	entered S	Saturation F	low	1756	1756
J1:7/1 (Cavendish Road WB Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	1641	1641, 9.2 PCU
J1:8/1 (Balham Hill SB Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	1826	1826, 5.3 PCU
J1:9/1 (Balham Hill NB Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	1800	1800
J1:10/1 (The Avenue EB Lane 1)	т	his lane us	es a directly	entered S	Saturation F	low	1800	1800
J1:11/1 (The Avenue WB Lane 1)			Infinite Satu	uration Flo	w		Inf	Inf
J1:12/1 (Cavendish Road EB Lane 1)	50	,	Infinite Satu	uration Flo	w		Inf	Inf
J1:13/1	2.70	0.00	Y				1885	1885

Full Input Data And Results								
Junction: J2: 09/354								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Balham Hill Lane 1)	т	his lane use	es a directly	entered S	aturation F	Flow	3600	3600
J2:1/2 (Balham Hill Lane 2)	Т	his lane use	es a directly	entered S	aturation F	low	1829	1829
J2:2/1 (Nightingale Lane WB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J2:3/1 (Nightingale Lane EB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1709	1709
J2:4/1			Infinite Sat	uration Flo	W		Inf	Inf
J2:5/1 (Balham Hill NB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1870	1870
J2:5/2 (Balham Hill NB Lane 2)	Т	his lane use	es a directly	entered S	aturation F	low	1870	1870
J2:6/1 (Balham Hill SB Lane 1)	Т	his lane use	es a directly	entered S	aturation F	low	1800	1800
J2:7/1 (Tesco Access Lane 1)	т	his lane use	es a directly	entered S	aturation F	low	1777	1777
J2:8/1 (Tesco Access Lane 1)	т	his lane use	es a directly	entered S	aturation F	Flow	1719	1719
J2:9/1			Infinite Sat	uration Flo	W		Inf	Inf
J2:10/1			Infinite Sat	uration Flo	W		Inf	Inf

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Staging Plan No. 1') C1 - 09/018





Stage Stream: 3				
1		Min: 7 2		Min: 6
1000		201 12 22		200
		1		M
		E)		-
181	//S	15	l6S	

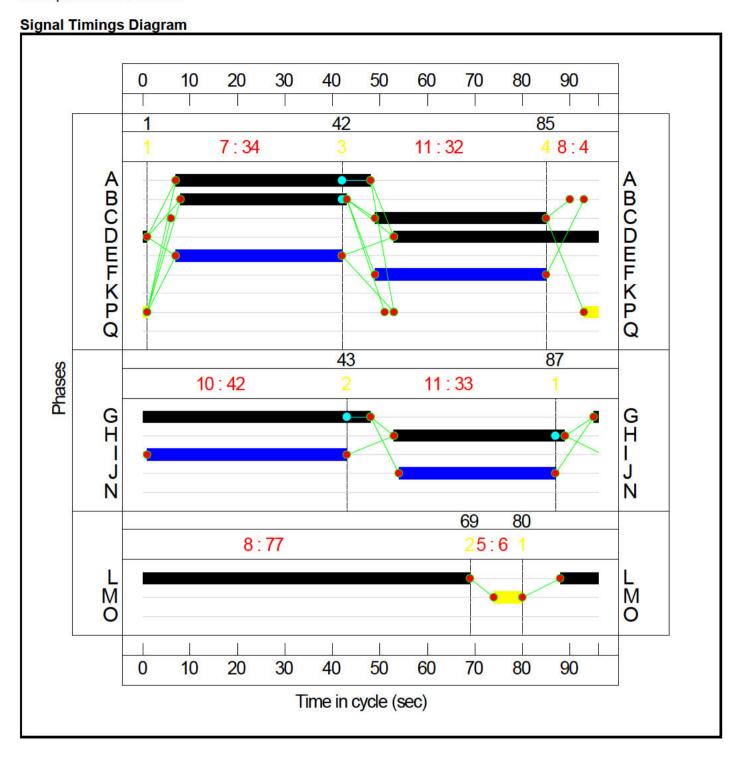
Stage Timings Stage Stream: 1

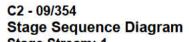
otago otroaini i					
Stage	1	3	4		
Duration	34	32	4		
Change Point	1	42	85		

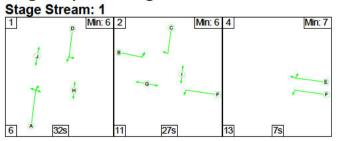
Stage Stream: 2

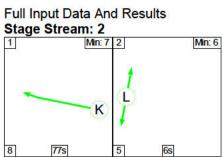
Stage	1	2
Duration	42	33
Change Point	87	43

Stage	1	2
Duration	77	6
Change Point	80	69





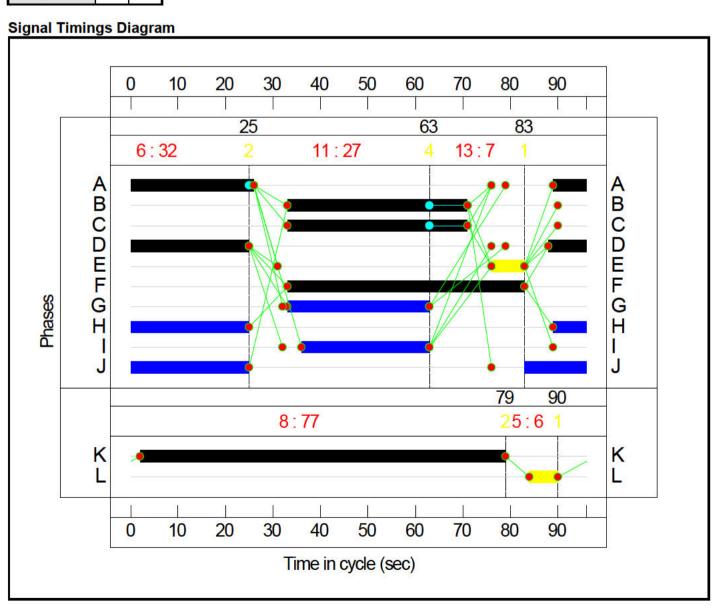




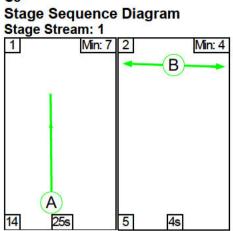
Stage Timings Stage Stream: 1

Stage	1	2	4
Duration	32	27	7
Change Point	83	25	63

otage otrount z				
Stage	1	2		
Duration	77	6		
Change Point	90	79		

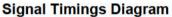


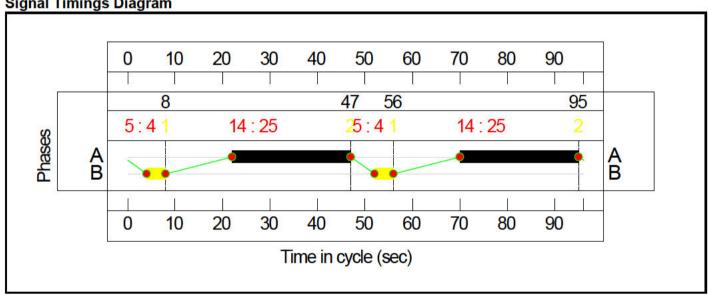
C3



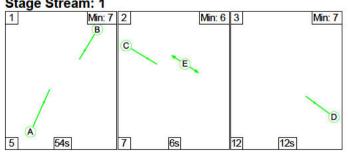
Stage Timings

Stage	1	2	1	2
Duration	25	4	25	4
Change Point	8	47	56	95



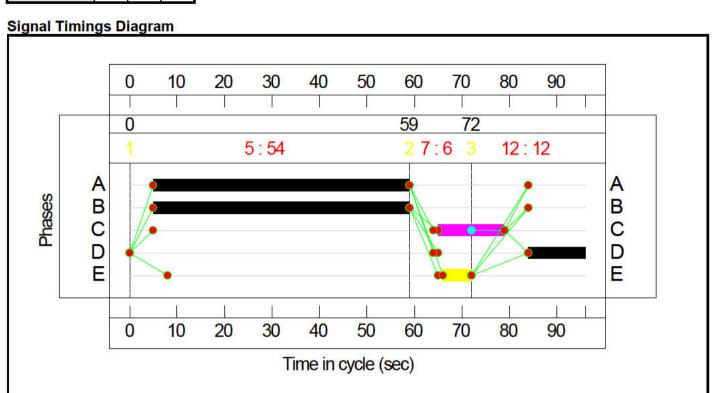


C4 Stage Sequence Diagram Stage Stream: 1

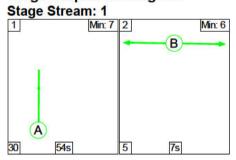


Stage Timings Stage Stream: 1

Stage Stream. 1						
Stage	1	2	3			
Duration	54	6	12			
Change Point	0	59	72			



C5 Stage Sequence Diagram



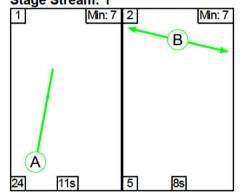
Stage Timings Stage Stream: 1

Stage	1	2
Duration	54	7
Change Point	57	45

Signal Timings Diagram 30:54 25:7 **Phases** A B AB Time in cycle (sec)

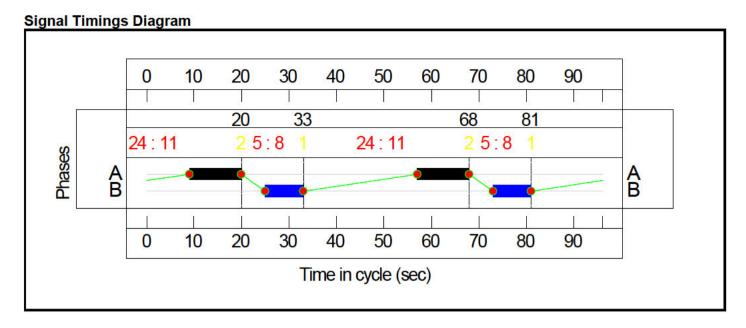
C6
Stage Sequence Diagram
Stage Stream: 1

| Min: 7 | 2



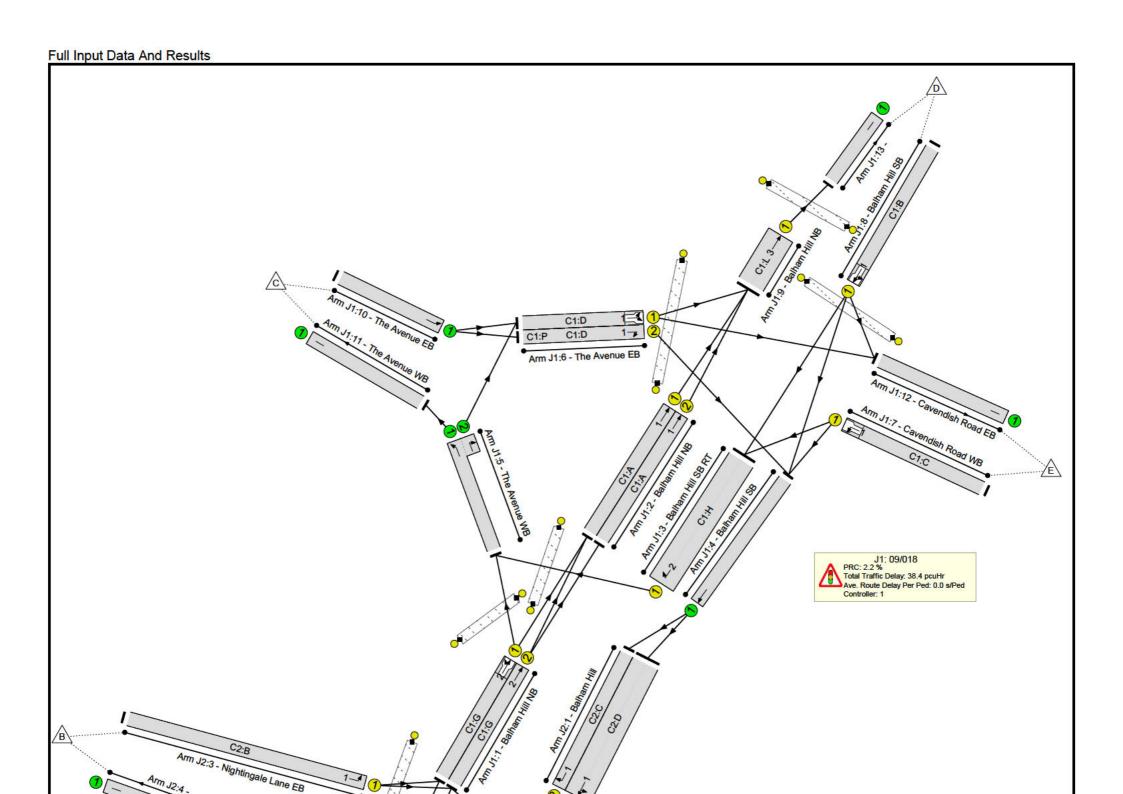
Stage Timings Stage Stream: 1

Stage	1	2	1	2
Duration	11	8	11	8
Change Point	33	68	81	20



Full Input Data And Results

Network Layout Diagram



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	nen	0.=3	N/A			Ì		-	0=1	-	=	-	96.6%
J1: 09/018	٠	-	N/A	-	-		-	-	-	-	-	-0	88.0%
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	49	-	416	1826	859	48.4%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	49	-	656	1822	873	75.1%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	41	-	385	1858	677	56.8%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	41	-	477	1858	677	70.4%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	36		639	3530	1287	49.7%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	ā	-	782	1800	1800	43.4%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	120		_	-	120	849	1800:1800	1800	47.2%
6/1	The Avenue EB Left Ahead	U	1:1	N/A	C1:D		1	44	-	758	1757	962	78.8%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:P	1	44	4	118	1756	841	14.0%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	36	-	765	1641	869	88.0%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	35	-	585	1826	797	73.4%
9/1	Balham Hill NB Ahead	U	1:3	N/A	C1:L	ĺ	1	77	_	906	1800	1688	53.7%
10/1	The Avenue EB Ahead	U	N/A	N/A	-		-	-	-	876	1800	1800	48.7%
11/1	The Avenue WB	U	N/A	N/A	-		-	2	-	849	Inf	Inf	0.0%
12/1	Cavendish Road EB	U	N/A	N/A	-		-	2	-	761	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	=	-	906	1885	1885	48.1%

	Data And Nesu		l					l				l •
Ped Link: P1	Unnamed Ped Link	191	1:3	(#6	C1:M	1	6	r u s	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link		1:1	.	C1:F	1	36	170	0	7.	0	0.0%
Ped Link: P3	Unnamed Ped Link	1141	1:1	129	C1:E	1	35	823	0	¥	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	 :	C1:J	1	33	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	829	1:2	2 9	C1:I	1	42	120	0	2	0	0.0%
J2: 09/354	-	2. 5 .7	N/A	. * :	-	-	-		-		.	96.6%
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D	1	33	740	510	3600	1238	41.2%
1/2	Balham Hill Right	U	2:1	N/A	C2:C	1	38	-	272	1829	686	39.7%
2/1	Nightingale Lane WB Ahead	U	2:2	N/A	C2:K	1	77	i i	340	1800	1744	19.5%
3/1	Nightingale Lane EB Left	U	2:1	N/A	C2:B	1	38	-	346	1709	694	49.8%
4/1		U	N/A	N/A	1-1	-	a	1-1	340	Inf	Inf	0.0%
5/2+5/1	Balham Hill NB Ahead Left Right	U	2:1	N/A	C2:A	1	33	-	784	1870:1870	811	96.6%
6/1	Balham Hill SB	U	N/A	N/A	9 - 3) = 1	E		510	1800	1800	28.3%
7/1	Tesco Access Left	U	2:1	N/A	C2:F	1	50	-	20	1777	870	2.3%
8/1	Tesco Access Right Ahead	U	2:1	N/A	C2:E	1	7	150	20	1719	72	27.9%
9/1		U	N/A	N/A	-	-	-	-	20	Inf	Inf	0.0%
10/1	Ahead Ahead2	U	N/A	N/A		_	Œ	127	30	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	. 	C2:H	1	32	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	829	2:1	120	C2:I	1	27	120	0	9	0	0.0%
Ped Link: P3	Unnamed Ped Link	:7:	2:1	.=3	C2:G	1	30	-	0	7.	0	0.0%
Ped Link: P4	Unnamed Ped Link	629	2:2	9	C2:L	1	6	120	0	ů.	0	0.0%

Ped Link: P5	Unnamed Ped Link	-	2:1	+	C2:J	1	38	-	0	-	0	0.0%

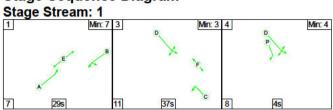
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	120	(525)	0	0	0	41.9	23.8	0.0	65.6	-	-	2 1	=
J1: 09/018		-	0	0	0	25.0	13.3	0.0	38.4	-	-	-	-
1/1	416	416	ž <u>=</u>	(=)	-	2.5	0.5	=	3.0	25.9	10.0	0.5	10.5
1/2	656	656	2	_	-	1.8	1.5	2	3.3	18.3	14.7	1.5	16.2
2/1	385	385	=		150	1.0	0.7	-	1.7	15.8	8.3	0.7	9.0
2/2	477	477	-	-	-	0.7	1.2	-	1.8	13.9	7.8	1.2	9.0
3/1	639	639	=	-	Î =	0.9	0.5	=	1.4	7.8	2.5	0.2	2.8
4/1	782	782	_	123	-	0.2	0.4	2	0.5	2.5	9.2	0.4	9.6
5/1+5/2	849	849	-	-	-	0.9	0.4	-	1.3	5.7	19.0	0.4	19.5
6/1	758	758	-	-	-	3.9	1.8	-	5.7	27.0	16.0	1.8	17.8
6/2	118	118	-	-	-	0.5	0.1	-	0.5	16.5	1.7	0.1	1.8
7/1	765	765	_		-	6.3	3.4	2	9.7	45.8	18.3	3.4	21.7
8/1	585	585	_	-	15	4.0	1.4	-	5.3	32.9	12.8	1.4	14.2
9/1	906	906	-	-	-	2.4	0.6	-	3.0	11.9	11.5	0.3	11.8
10/1	876	876	-	:=:	(=)	0.0	0.5	_	0.5	1.9	0.0	0.5	0.5
11/1	849	849	=	-	-	0.0	0.0	=	0.0	0.0	0.0	0.0	0.0
12/1	761	761	-		55	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	906	906	-	=	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
Ped Link: P1	0	0	=	(2)	=	420	143	=	8 <u>=</u> 1	_	=	-	=
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	.	-	ā
Ped Link: P3	0	0	2	(2)	8 <u>4</u> 1	128	149	=	221	_	=	-	2
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	121	-	_	-	121	-	-	-	-

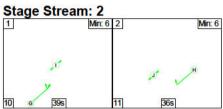
i un mput	all imput Data And Nesults												
J2: 09/354	(-) -)	0	0	0	16.8	10.4	0.0	27.3	-	-	->	-
1/1	510	510	-		-	4.7	0.4	-	5.0	35.5	4.7	0.2	4.9
1/2	272	272	=	(5)	-	2.0	0.3	5	2.3	30.7	4.3	0.3	4.6
2/1	340	340	=	-	-	0.0	0.1	=	0.1	1.4	1.0	0.1	1.1
3/1	346	346	۵	_	_	2.0	0.5	2	2.5	26.4	6.8	0.5	7.3
4/1	340	340	<u> </u>	~	225	0.0	0.0	~	0.0	0.0	0.0	0.0	0.0
5/2+5/1	784	784	=		-	7.5	8.7	-	16.2	74.5	16.4	8.7	25.2
6/1	510	510	=	9 -1 0		0.3	0.2	=	0.5	3.7	9.1	0.2	9.3
7/1	20	20	2	-	-	0.1	0.0	2	0.1	14.9	0.3	0.0	0.3
8/1	20	20	3	_	2	0.2	0.2	€	0.4	79.2	0.5	0.2	0.7
9/1	20	20	=	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	30	30	=	-	-	0.0	0.0	ъ	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	_	_	-	-	2	121	-	_	- 1	2
Ped Link: P2	0	0	=	-		17.5	. e	=	5 	-	=	-	5
Ped Link: P3	0	0) 2)	<u></u>	-	2:	-	2	-	-	÷ = = = = = = = = = = = = = = = = = = =	-	2
Ped Link: P4	0	0	=	1=1	0 0	17/4	i - a	=	() () ,	-	=	-	=
Ped Link: P5	0	0	9	_	~	_	-	2	-	-	-	21	_
	C1 - 09/018 Stream: 1 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 24.83 Cycle Time (s): 96 C1 - 09/018 Stream: 2 PRC for Signalled Lanes (%): 19.8 Total Delay for Signalled Lanes (pcuHr): 7.71 Cycle Time (s): 96 C1 - 09/018 Stream: 3 PRC for Signalled Lanes (%): 67.6 Total Delay for Signalled Lanes (pcuHr): 2.99 Cycle Time (s): 96 C2 - 09/354 Stream: 1 PRC for Signalled Lanes (%): -7.4 Total Delay for Signalled Lanes (pcuHr): 26.62 Cycle Time (s): 96 C2 - 09/354 Stream: 2 PRC for Signalled Lanes (%): 361.6 Total Delay for Signalled Lanes (pcuHr): 0.13 Cycle Time (s): 96 C3 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C4 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C5 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C5 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C6 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C7 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C8 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 96 C9 Stream: 1 PRC for Signalled Lanes												

Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Staging Plan No. 1')

C1 - 09/018

Stage Sequence Diagram





Stage Stream: 3

Stay	e Suca	III. J		
1		Min: 7 2		Min: 6
				M
8	77s	5	6s	

Stage Timings

Stage Stream: 1

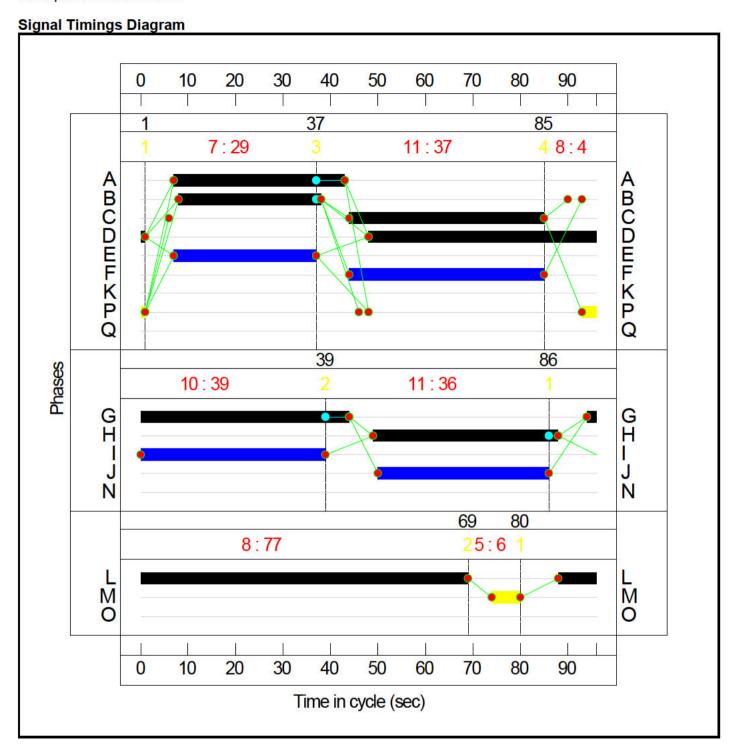
Stage	1	3	4
Duration	29	37	4
Change Point	1	37	85

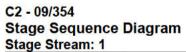
Stage Stream: 2

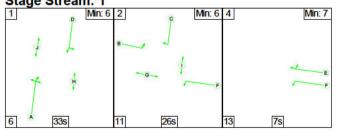
otage off carrie							
Stage	1	2					
Duration	39	36					
Change Point	86	39					

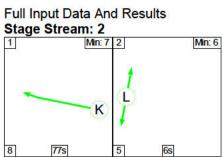
Stage Stream: 3

Stage	1	2
Duration	77	6
Change Point	80	69







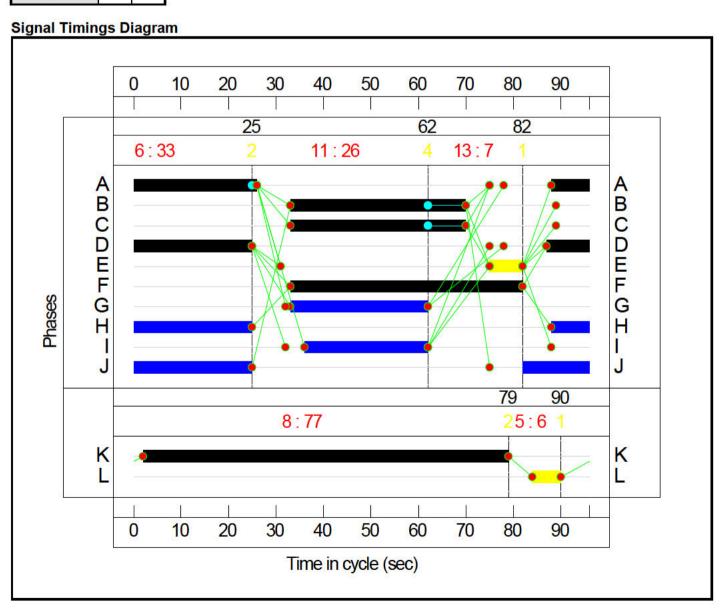


Stage Timings Stage Stream: 1

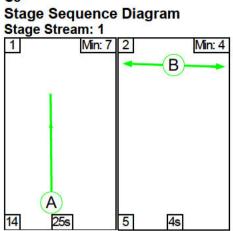
Stage	1	2	4
Duration	33	26	7
Change Point	82	25	62

Stage Stream: 2

otago otroann z						
Stage	1	2				
Duration	77	6				
Change Point	90	79				



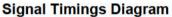
C3

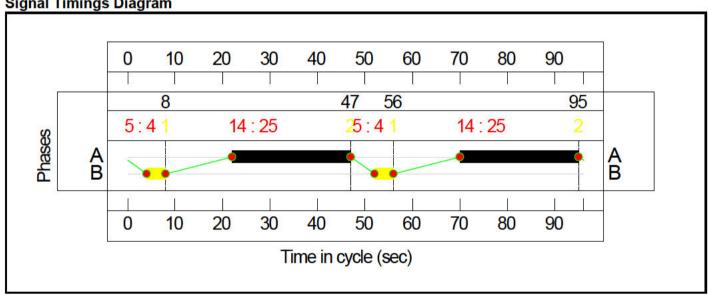


Stage Timings

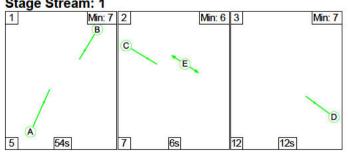
Stage Stream: 1

Stage	1	2	1	2
Duration	25	4	25	4
Change Point	8	47	56	95



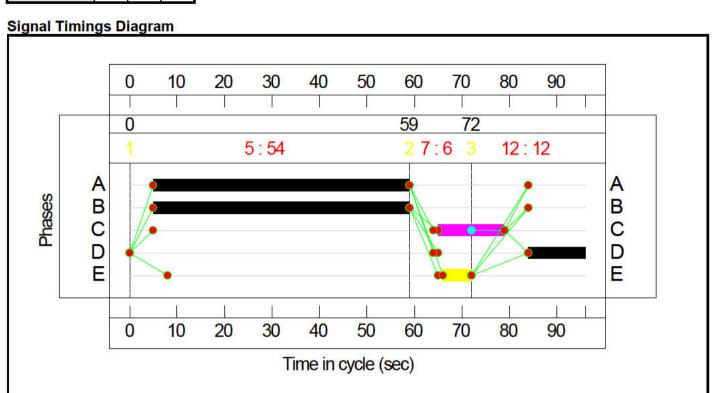


C4 Stage Sequence Diagram Stage Stream: 1

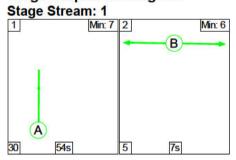


Stage Timings Stage Stream: 1

Stage Stream.	1.0		
Stage	1	2	3
Duration	54	6	12
Change Point	0	59	72



C5 Stage Sequence Diagram



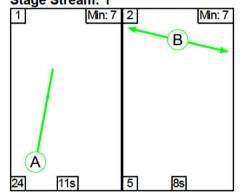
Stage Timings Stage Stream: 1

Stage	1	2
Duration	54	7
Change Point	57	45

Signal Timings Diagram 30:54 25:7 **Phases** A B AB Time in cycle (sec)

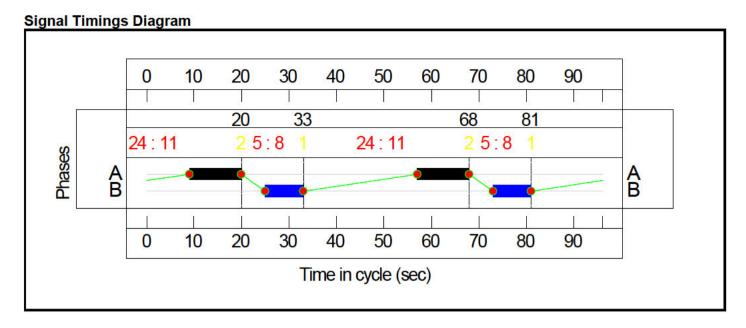
C6
Stage Sequence Diagram
Stage Stream: 1

| Min: 7 | 2



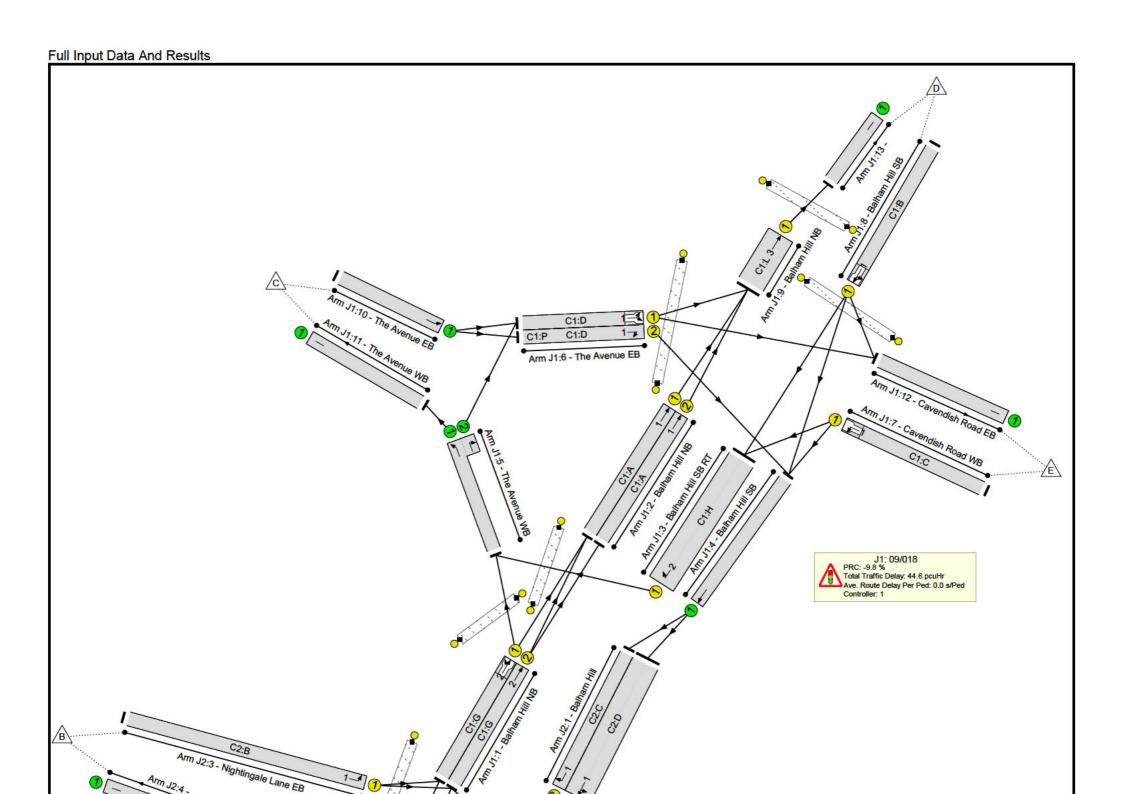
Stage Timings Stage Stream: 1

Stage	1	2	1	2
Duration	11	8	11	8
Change Point	33	68	81	20



Full Input Data And Results

Network Layout Diagram



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	ner	0.=3	N/A			Ì	i e	-	0=1	-	=	-	98.8%
J1: 09/018	(8)	-	N/A	•	-		-	÷	-	-	-	-	98.8%
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	46	-	451	1826	916	49.2%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	46	-	471	1822	892	52.8%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	411	1858	697	59.0%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	337	1858	697	48.4%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	39	0_0	651	3530	1324	49.2%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	5	-	948	1800	1800	52.7%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A			-	=	12	825	1800:1800	1800	45.8%
6/1	The Avenue EB Left Ahead	U	1:1	N/A	C1:D		1	49	-	913	1757	1113	82.0%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:P	1	49	4	200	1756	933	21.4%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	41	-	792	1641	1080	73.3%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	30	-	685	1826	693	98.8%
9/1	Balham Hill NB Ahead	U	1:3	N/A	C1:L	ĺ	1	77	_	807	1800	1688	47.8%
10/1	The Avenue EB Ahead	U	N/A	N/A	-			Б	-	1113	1800	1800	61.8%
11/1	The Avenue WB	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
12/1	Cavendish Road EB	U	N/A	N/A	-		-	2	-	932	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	÷	-	807	1885	1885	42.8%

	Data And Nesu	its	I					III		III		
Ped Link: P1	Unnamed Ped Link	ia:	1:3	**	C1:M	1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-71	1:1	7 3	C1:F	1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	nex	1:1	124	C1:E	1	30	120	0	=	0	0.0%
Ped Link: P4	Unnamed Ped Link		1:2	ā:	C1:J	1	36	7-70	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	829	1:2	29	C1:I	1	39	120	0	_	0	0.0%
J2: 09/354	-	2. 5 .2	N/A	. * :	-	-	-		-			78.0%
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D	1	34	120	719	3600	1388	51.8%
1/2	Balham Hill Right	U	2:1	N/A	C2:C	1	37	-	229	1829	724	31.6%
2/1	Nightingale Lane WB Ahead	U	2:2	N/A	C2:K	1	77	i i	284	1800	1744	16.3%
3/1	Nightingale Lane EB Left	U	2:1	N/A	C2:B	1	37	-	272	1709	641	42.4%
4/1		U	N/A	N/A	-	743	e	19-1	284	Inf	Inf	0.0%
5/2+5/1	Balham Hill NB Ahead Left Right	U	2:1	N/A	C2:A	1	34	-	692	1870:1870	887	78.0%
6/1	Balham Hill SB	U	N/A	N/A	(5)	(-)	5.	950	725	1800	1800	40.3%
7/1	Tesco Access Left	U	2:1	N/A	C2:F	1	49		58	1777	888	6.5%
8/1	Tesco Access Right Ahead	U	2:1	N/A	C2:E	1	7	150	37	1719	107	34.4%
9/1		U	N/A	N/A	-	-	+	-	66	Inf	Inf	0.0%
10/1	Ahead Ahead2	U	N/A	N/A	-	-	드	-	85	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	1 1	2:1		C2:H	1	33	-	0	.	0	0.0%
Ped Link: P2	Unnamed Ped Link	829	2:1	9	C2:1	1	26	121	0	ū	0	0.0%
Ped Link: P3	Unnamed Ped Link	57X	2:1	.=3	C2:G	1	29	-	0	7.	0	0.0%
Ped Link: P4	Unnamed Ped Link	8 4 9	2:2	9	C2:L	1	6	120	0	ū	0	0.0%

Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:J		1	39	-	0	=	0	0.0%	
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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	(52)	0	0	0	38.2	23.8	0.0	62.0	-	-	•	=
J1: 09/018	-	-	0	0	0	24.3	20.2	0.0	44.6	-	-	-	-
1/1	451	451	=	G= 1		1.2	0.5	-	1.6	13.1	6.8	0.5	7.3
1/2	471	471	-	-	_	1.6	0.6	2	2.2	16.5	8.6	0.6	9.2
2/1	411	411	. 5	1.00	152	1.1	0.7	1 -	1.8	15.6	9.5	0.7	10.2
2/2	337	337	-	-	-	1.0	0.5	-	1.5	15.6	7.6	0.5	8.0
3/1	651	651	=	1=1	-	1.2	0.5	-	1.7	9.5	4.0	0.2	4.2
4/1	948	948	2	-	-	0.5	0.6	-	1.0	4.0	14.2	0.6	14.7
5/1+5/2	825	825	7.		-	1.0	0.4	-	1.4	6.2	18.8	0.4	19.2
6/1	913	913	5. 5.	-	-	3.9	2.2	-	6.1	24.1	18.5	2.2	20.7
6/2	200	200	=	-	-	0.7	0.1	-	0.8	14.4	2.8	0.1	2.9
7/1	792	792	<u>=</u>	_	_	4.2	1.4	=	5.6	25.5	15.2	1.4	16.5
8/1	685	685	2	5	-5	6.2	11.2	-	17.4	91.3	18.1	11.2	29.3
9/1	807	807	=	-	-	1.8	0.5	-	2.2	10.0	10.0	0.2	10.2
10/1	1113	1113	=	(4)	-	0.0	0.8	=	0.8	2.6	0.0	0.8	0.8
11/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	932	932	0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	807	807	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
Ped Link: P1	0	0	2	(Ex			129	¥	027	<u>=</u>	¥	-	~
Ped Link: P2	0	0	- - -	-	-	-	-	-	-	-	-	-)	-
Ped Link: P3	0	0	=	(2 6)	(=)		1 <u>=</u> 3	-	8=3	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	=	-	121		-	_	N20	_	-	_	4

i un imput	Data And INCS	Juito											
J2: 09/354	· -	>-	0	0	0	13.9	3.6	0.0	17.5	-	-	->	-
1/1	719	719	2		1550 1550	5.8	0.5	-	6.4	31.9	7.7	0.3	8.0
1/2	229	229	-	-	-	0.5	0.2	5	0.7	11.7	5.8	0.2	6.0
2/1	284	284	-	1-0	(=)	0.0	0.1	=	0.1	1.3	2.5	0.1	2.6
3/1	272	272	-	-	-	1.7	0.4	2	2.1	27.2	5.4	0.4	5.7
4/1	284	284	٥			0.0	0.0	Z	0.0	0.0	0.0	0.0	0.0
5/2+5/1	692	692	-	-	-	4.3	1.7	-	6.0	31.3	11.8	1.7	13.6
6/1	725	725	-	N T 0	I=0	0.9	0.3	-	1.2	6.2	16.1	0.3	16.4
7/1	58	58	-	-	-	0.2	0.0	2	0.2	14.6	0.8	0.0	0.8
8/1	37	37	2	-	121	0.4	0.3	=	0.7	68.5	0.9	0.3	1.2
9/1	66	66	-	-	-	0.0	0.0	=	0.0	0.0	0.0	0.0	0.0
10/1	85	85	-	-		0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	=	_	121	<u>=</u>	-	2	_	_	=	=	2
Ped Link: P2	0	0	=	-). 9 7. 3	i a s	-	=	970	-		-	5
Ped Link: P3	0	0	<u>-</u>	<u>~</u>	2	_	-	-	_	_	<u>-</u>	-	C.
Ped Link: P4	0	0	=		9 7 .9	154	-	=	9 7 3	=	-	-	=
Ped Link: P5	0	0	-	-	-	-	-	2	-		=	-	2
		C1 - 09/018 C1 - 09/018 C1 - 09/018 C2 - 09/354 C2 - 09/354 C3 C4 C5 C6	Stream: 2 PRO Stream: 3 PRO Stream: 1 PRO Stream: 2 PRO Stream: 1 PRO Stream: 1 PRO Stream: 1 PRO Stream: 1 PRO	for Signalled Lanes (%) RC Over All Lanes (%)	6): 70.4 6): 88.2 6): 15.3 6): 452.6 6): 0.0 6): 0.0 6): 0.0	Total Dela Total Dela Total Dela Total Dela Total Dela Total Dela Total Dela Total Dela	y for Signalled Lar y for Signalled Lar	nes (pcuHr):	5.53 Cy 2.25 Cy 16.13 Cy 0.10 Cy 0.00 Cy 0.00 Cy 0.00 Cy	cicle Time (s): 96	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		