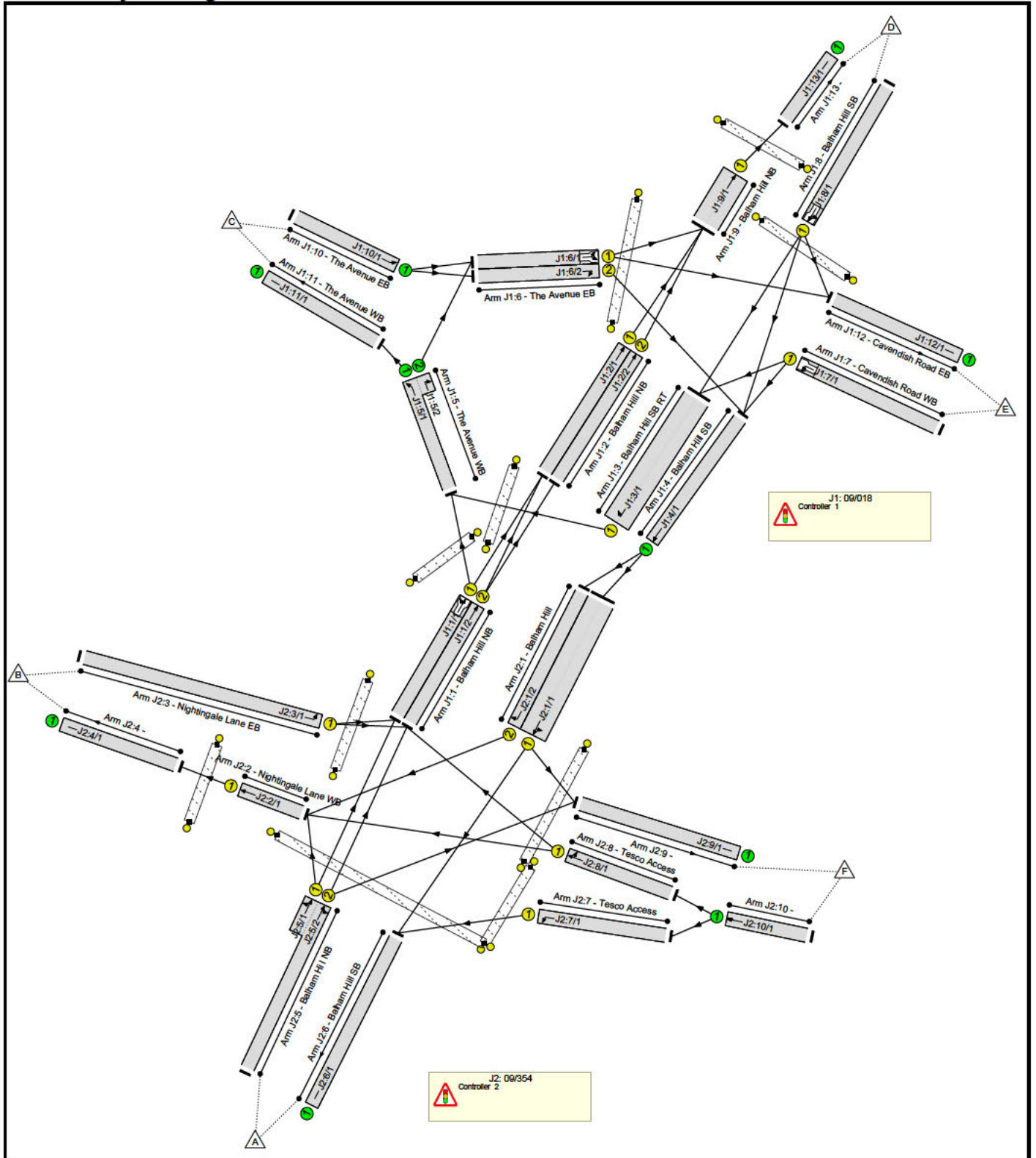


Full Input Data And Results
Full Input Data And Results

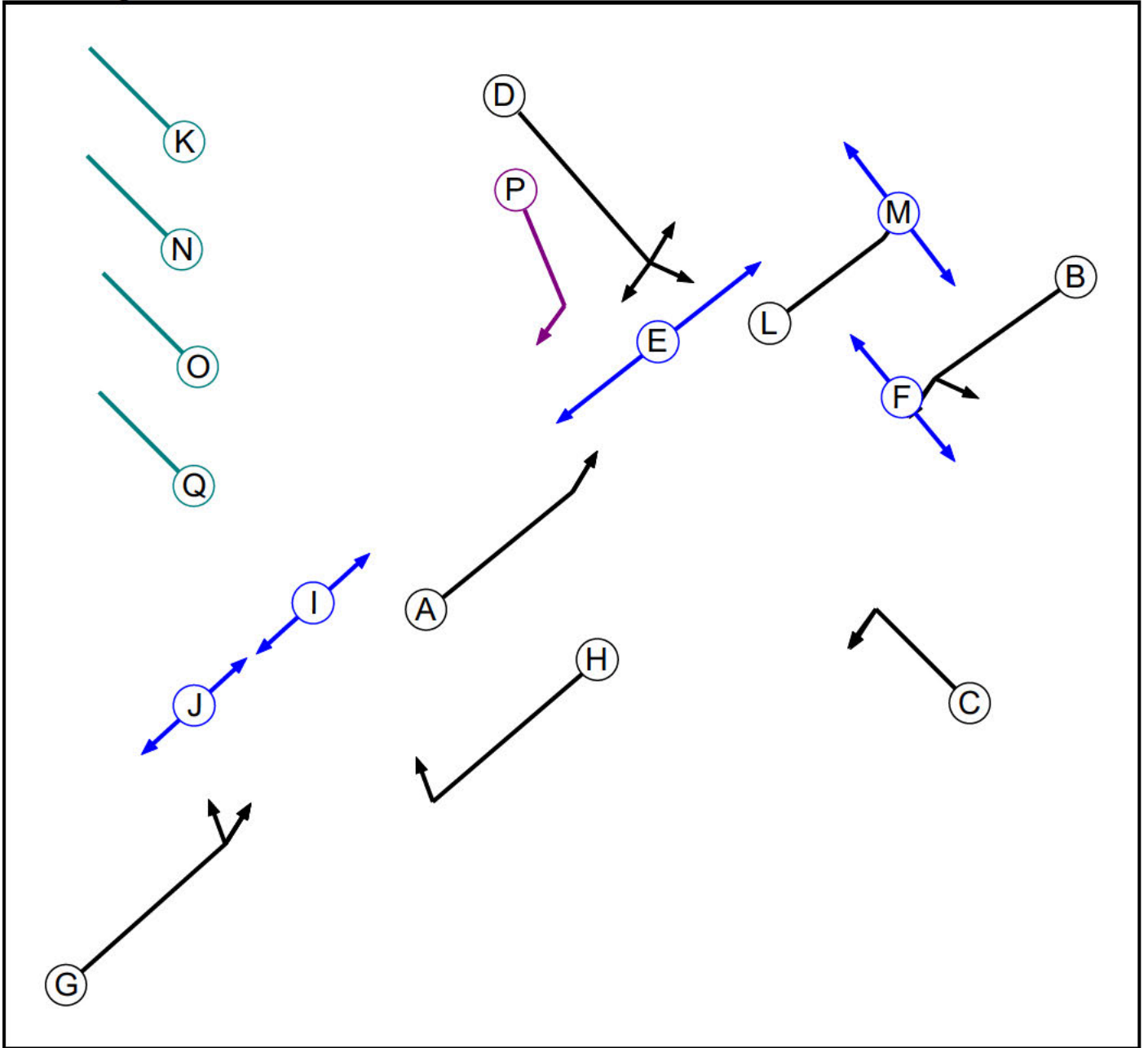
User and Project Details

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

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Pedestrian	1		6	6
F	Pedestrian	1		6	6
G	Traffic	2		7	2
H	Traffic	2		7	5
I	Pedestrian	2		6	6
J	Pedestrian	2		6	6
K	Dummy	1		3	3
L	Traffic	3		7	7
M	Pedestrian	3		6	6
N	Dummy	2		3	3
O	Dummy	3		3	3
P	Ind. Arrow	1	D	4	4
Q	Dummy	1		1	1

Phase Intergrens Matrix

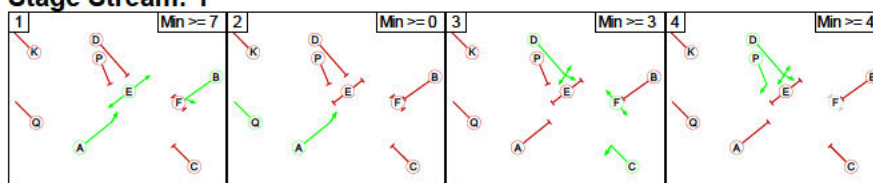
		Starting Phase																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
Terminating Phase	A	-	-	5	-	-	-	-	-	-	3	-	-	-	-	5	-	
	B	-	-	6	10	-	6	-	-	-	3	-	-	-	-	8	3	
	C	-	5	-	-	-	-	-	-	-	3	-	-	-	-	8	5	
	D	6	7	-	-	6	-	-	-	-	3	-	-	-	-	-	5	
	E	-	-	-	11	-	-	-	-	-	5	-	-	-	-	11	5	
	F	-	8	-	-	-	-	-	-	-	3	-	-	-	-	-	3	
	G	-	-	-	-	-	-	5	-	6	-	-	-	3	-	-	-	
	H	-	-	-	-	-	6	-	8	-	-	-	-	3	-	-	-	
	I	-	-	-	-	-	-	10	-	-	-	-	-	4	-	-	-	
	J	-	-	-	-	-	8	-	-	-	-	-	-	3	-	-	-	
	K	2	2	2	2	2	-	-	-	-	-	-	-	-	-	2	5	
	L	-	-	-	-	-	-	-	-	-	-	5	-	3	-	-	-	
	M	-	-	-	-	-	-	-	-	-	-	8	-	3	-	-	-	
	N	-	-	-	-	-	2	2	2	2	-	-	-	-	-	-	-	
	O	-	-	-	-	-	-	-	-	-	-	2	2	-	-	-	-	
	P	6	7	5	-	6	-	-	-	-	3	-	-	-	-	-	2	
	Q	-	2	5	5	2	2	-	-	-	-	5	-	-	-	5	-	

Phases in Stage

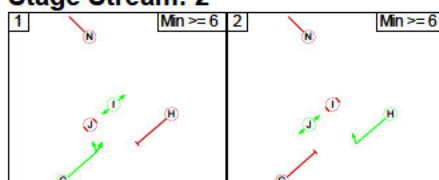
Stream	Stage No.	Phases in Stage
1	1	A B E
1	2	A Q
1	3	C D F
1	4	D P
2	1	G I
2	2	H J
3	1	L
3	2	M

Stage Diagram

Stage Stream: 1

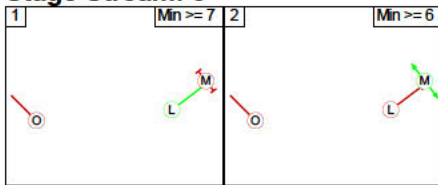


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	6	6
1	3	B	Losing	1	1
3	1	C	Losing	1	1
3	1	D	Losing	1	1

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	5	5
2	1	H	Losing	2	2

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		5	11	11
	2	2		5	5
	3	8	6		8
	4	7	6	5	

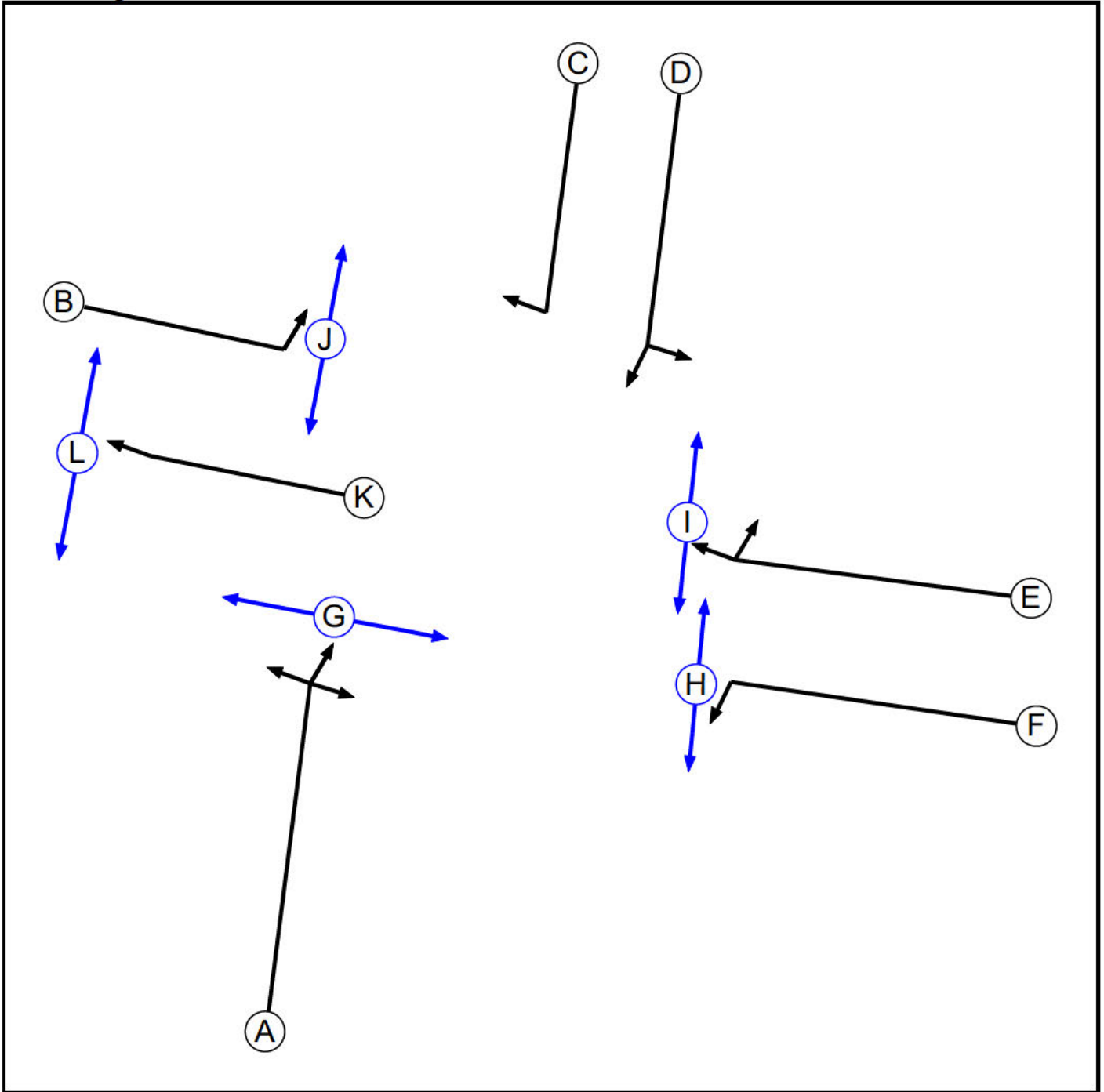
Stage Stream: 2

		To Stage	
		1	2
From Stage	1		11
	2	10	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	8	

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	6
B	Traffic	1		7	3
C	Traffic	1		7	3
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Pedestrian	1		6	6
H	Pedestrian	1		6	6
I	Pedestrian	1		6	6
J	Pedestrian	1		6	6
K	Traffic	2		7	7
L	Pedestrian	2		6	6

Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	
Terminating Phase	A		7	7	-	5	-	6	-	10	-	-	-	
	B	5		-	-	5	-	-	-	-	5	-	-	
	C	5	-		-	5	-	-	-	-	-	-	-	
	D	-	-	-		6	8	8	-	7	-	-	-	
	E	6	7	7	5		-	-	-	6	-	-	-	
	F	-	-	-	5	-		-	6	-	-	-	-	
	G	16	-	-	16	-	-		-	-	-	-	-	
	H	-	-	-	-	-	8	-		-	-	-	-	
	I	13	-	-	13	13	-	-	-		-	-	-	
	J	-	8	-	-	-	-	-	-	-		-	-	
	K	-	-	-	-	-	-	-	-	-	-		5	
	L	-	-	-	-	-	-	-	-	-	-	-		8

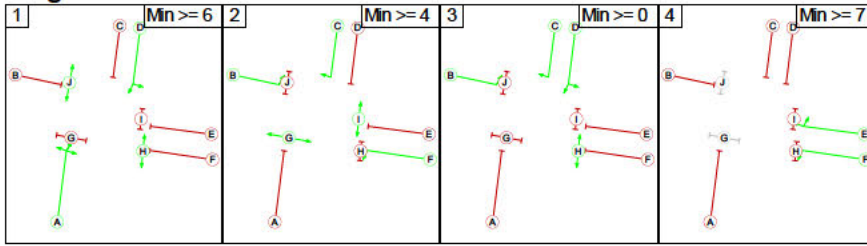
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D H J
1	2	B C F G I
1	3	B C D H
1	4	E F
2	1	K
2	2	L

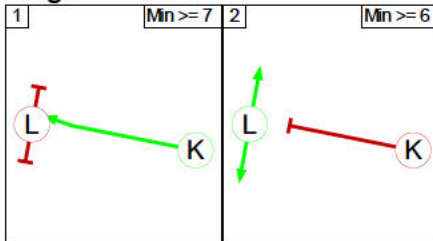
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	1	1
1	3	A	Losing	1	1
1	4	A	Losing	3	3
2	1	B	Losing	4	4
2	1	C	Losing	4	4
2	4	B	Losing	8	8
2	4	C	Losing	8	8
3	1	B	Losing	10	10
3	1	C	Losing	10	10
3	2	F	Gaining absolute	10	10
3	4	B	Losing	8	8
3	4	C	Losing	8	8

Stage Stream: 2

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

Prohibited Stage Change

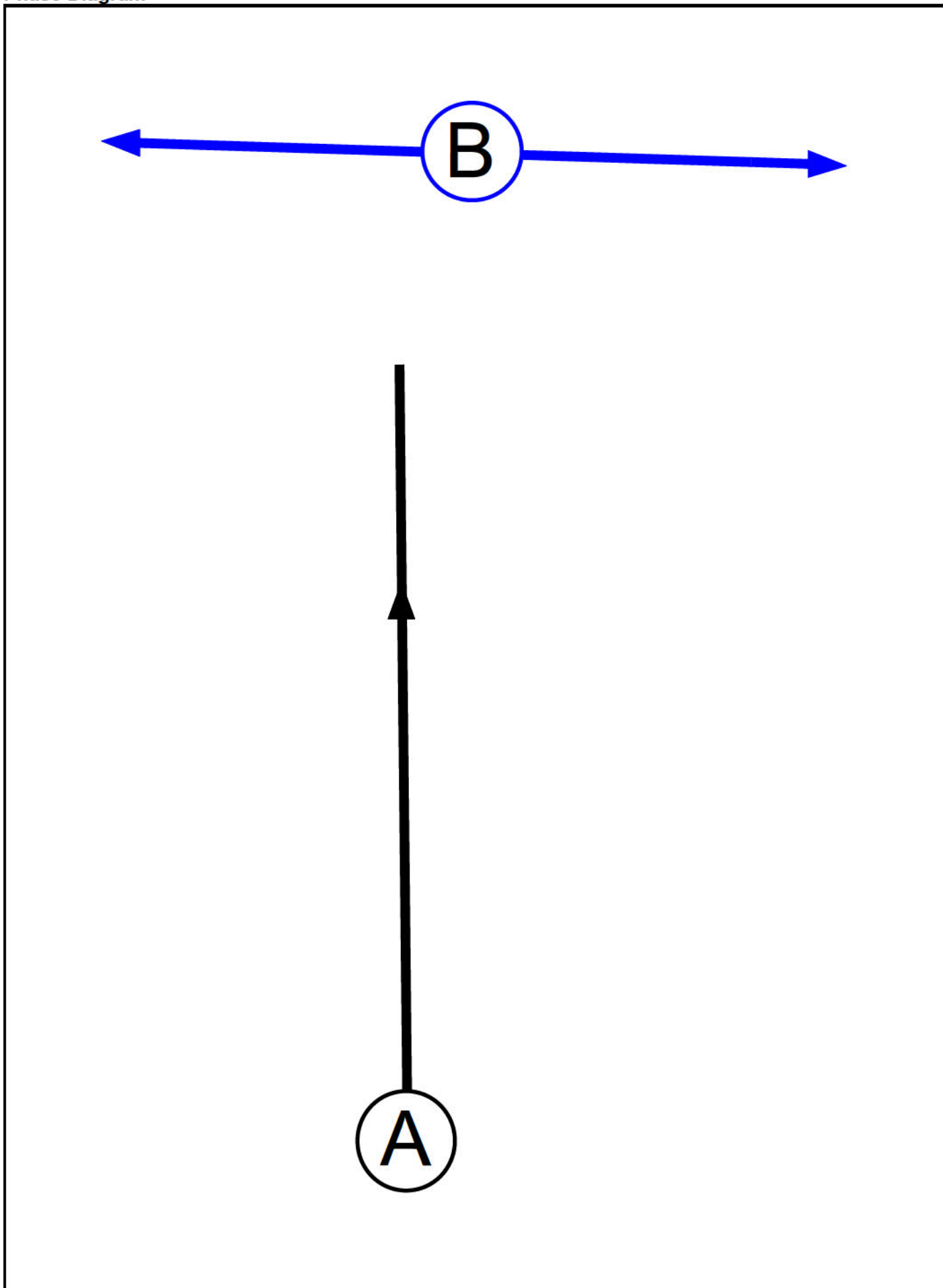
Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		11	8	8
	2	16		16	13
	3	15	10		13
	4	6	7	7	

Full Input Data And Results
Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	8	

C3
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Pedestrian	1		4	4

Phase Intergreens Matrix

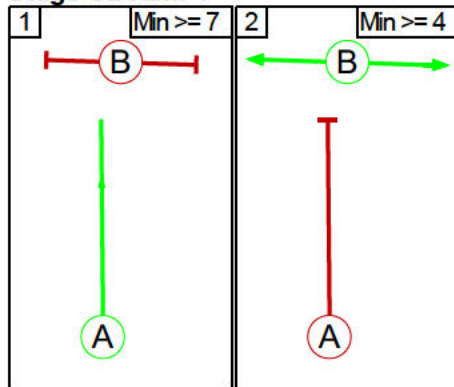
Terminating Phase	Starting Phase	
	A	B
	A	5
B	14	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

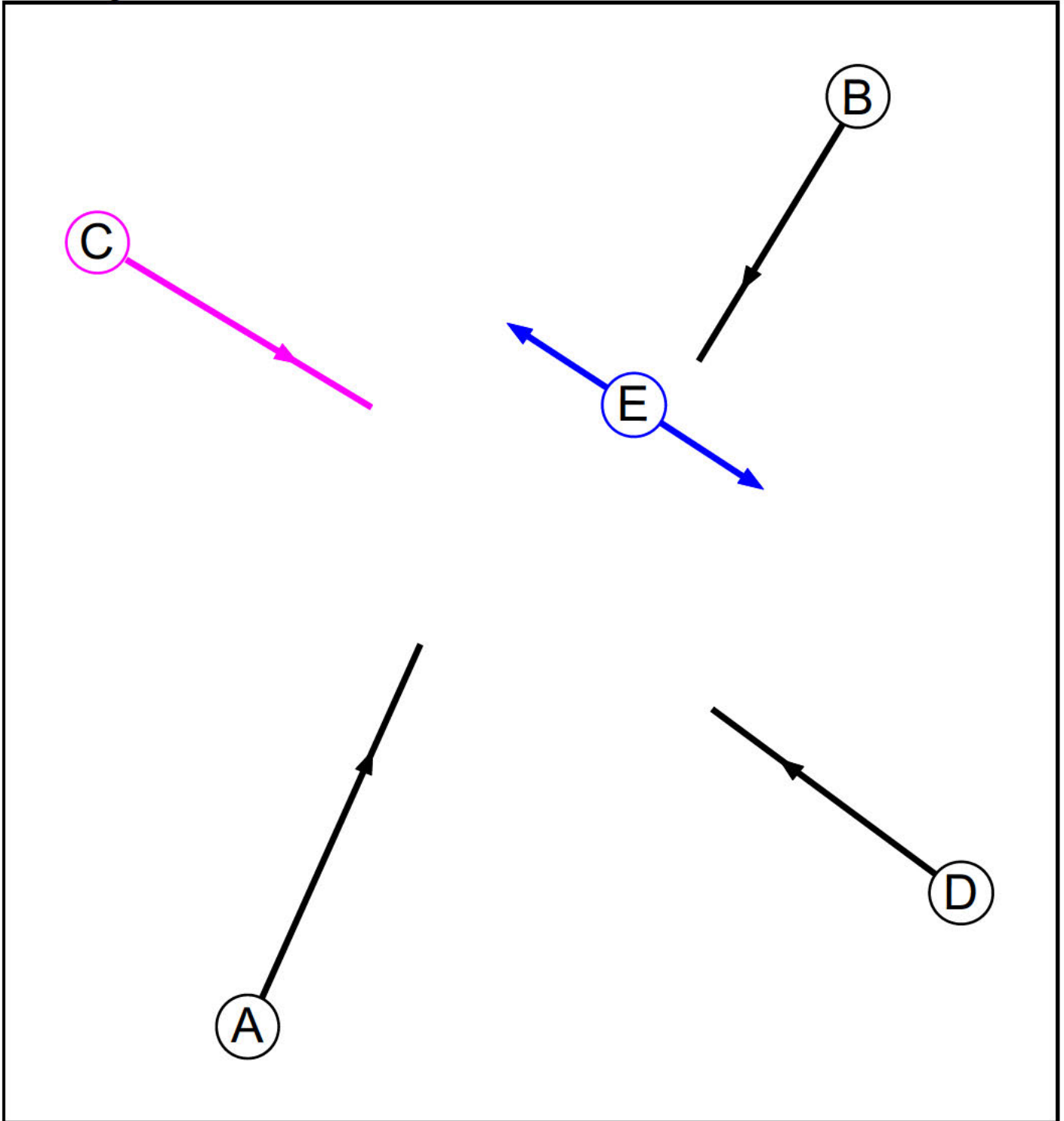
Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage	
	1	2
	1	5
2	14	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Cycle	1		6	0
D	Traffic	1		7	7
E	Pedestrian	1		6	6

Full Input Data And Results

Phase Intergrens Matrix

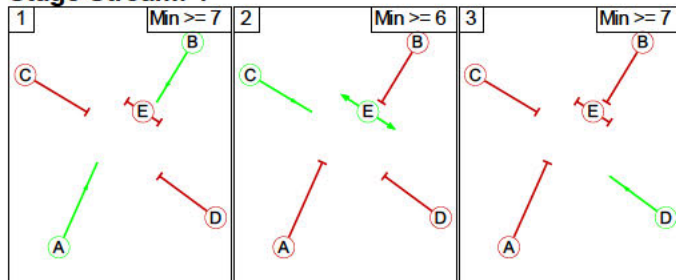
		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	5	5	7	
	B	-	6	6	6	
	C	5	5	-	5	-
	D	5	5	5	-	8
	E	12	12	-	12	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

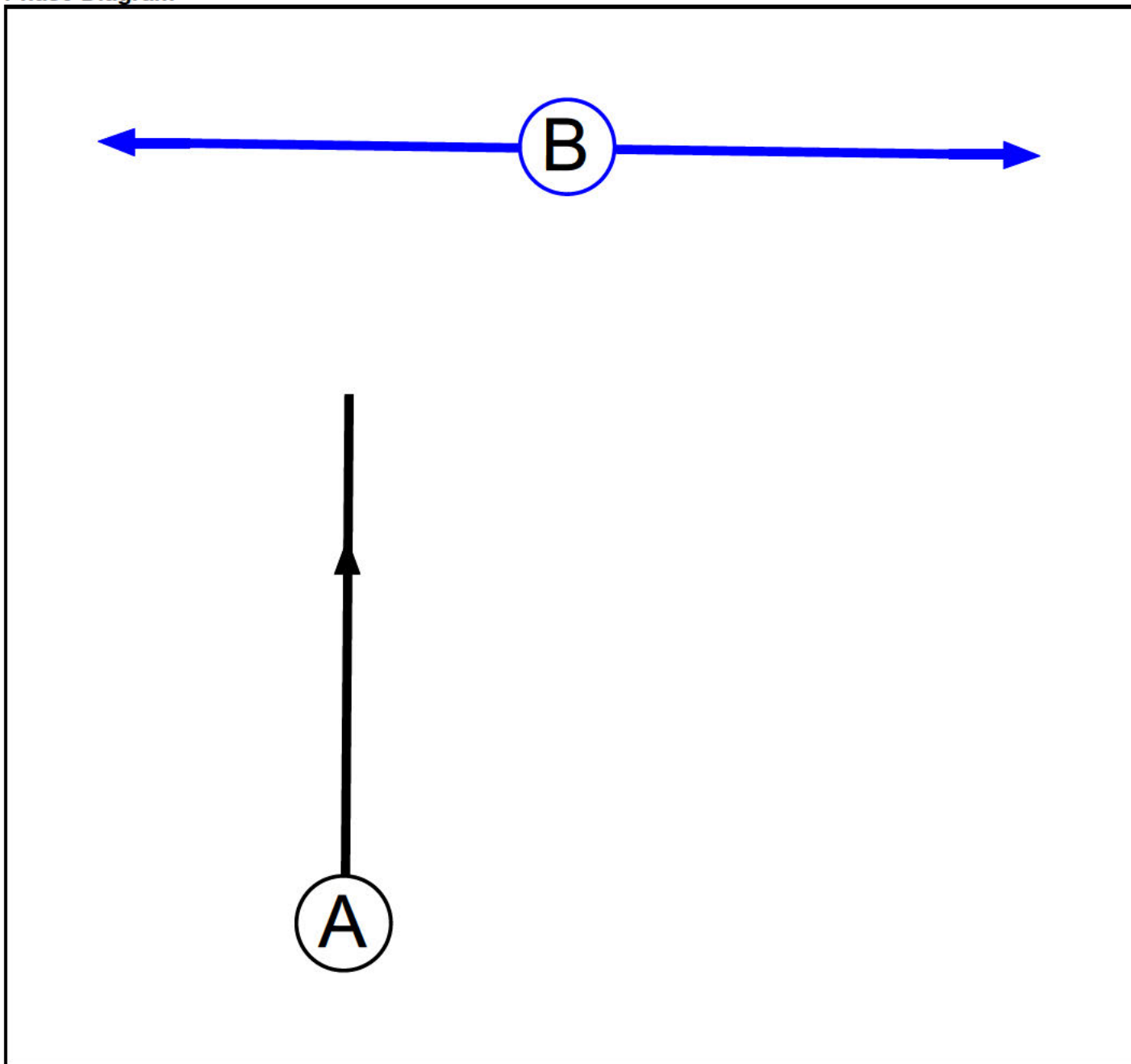
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	1	C	Losing	7	7
2	3	C	Losing	7	7

Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1	-	7	6
	2	12	-	12
	3	5	8	-

C5
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Pedestrian	1		6	6

Full Input Data And Results

Phase Intergrens Matrix

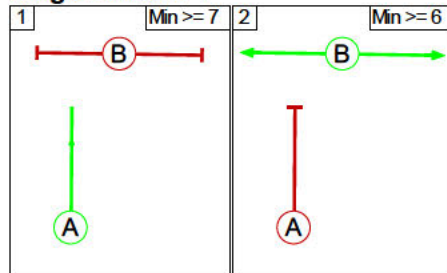
	Starting Phase	
	A	B
Terminating Phase	A	5
	B	30

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

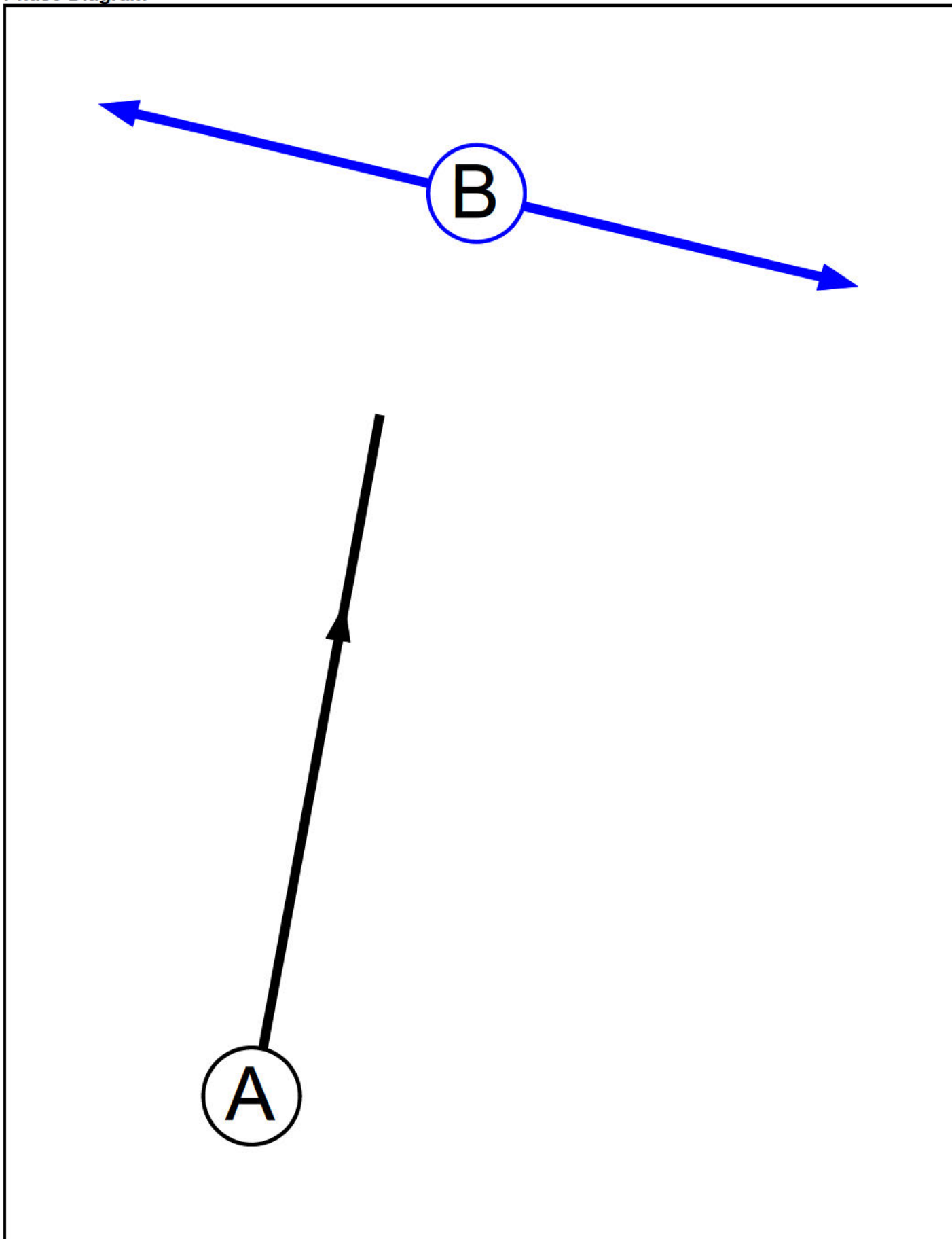
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage	
	1	2
From Stage	1	5
	2	30

C6
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Pedestrian	1		7	7

Phase Intergreens Matrix

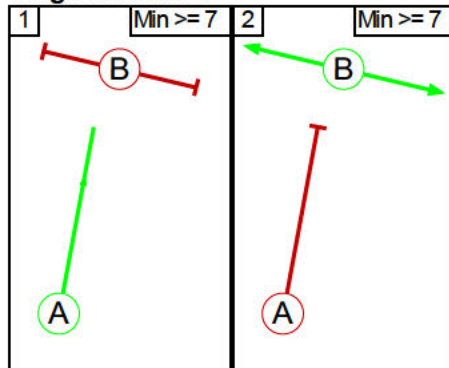
Terminating Phase	Starting Phase	
	A	B
	A	5
B	24	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage	
	1	2
	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	A	2	3	60.0	User	1858	-	-	-	-	-
J1:2/2 (Balham Hill NB)	U	A	2	3	8.7	User	1858	-	-	-	-	-
J1:3/1 (Balham Hill SB RT)	U	H	2	3	11.7	User	3530	-	-	-	-	-
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	-	-	-	-	-
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	-	-	-	-	-
J1:6/2 (The Avenue EB)	U	D P	2	3	7.8	User	1756	-	-	-	-	-
J1:7/1 (Cavendish Road WB)	U	C	2	3	60.0	User + Flared	1641	-	-	-	-	-
J1:8/1 (Balham Hill SB)	U	B	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	-	-	-	-	-
J1:11/1 (The Avenue WB)	U		2	3	34.8	Inf	-	-	-	-	-	-
J1:12/1 (Cavendish Road EB)	U		2	3	34.8	Inf	-	-	-	-	-	-
J1:13/1	U		2	3	41.2	Geom	-	2.70	0.00	Y	-	-

Full Input Data And Results

Junction: J2: 09/354												
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	-	-	-	-	-
J2:1/2 (Balham Hill)	U	C	2	3	8.5	User	1829	-	-	-	-	-
J2:2/1 (Nightingale Lane WB)	U	K	2	3	2.6	User	1800	-	-	-	-	-
J2:3/1 (Nightingale Lane EB)	U	B	2	3	34.8	User	1709	-	-	-	-	-
J2:4/1	U		2	3	34.8	Inf	-	-	-	-	-	-
J2:5/1 (Balham Hill NB)	U	A	2	3	5.0	User	1870	-	-	-	-	-
J2:5/2 (Balham Hill NB)	U	A	2	3	27.8	User	1870	-	-	-	-	-
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	-	-	-	-	-
J2:8/1 (Tesco Access)	U	E	2	3	5.2	User	1719	-	-	-	-	-
J2:9/1	U		2	3	34.8	Inf	-	-	-	-	-	-
J2:10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: 09/354		
Lane	Custom Occupancy per Flow Group (PCU)	
	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	

Full Input Data And Results

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane 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

Full Input Data And Results

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)	This lane uses a directly entered Saturation Flow						1826	1826, 0.6 PCU
J1:1/2 (Balham Hill NB Lane 2)	This lane uses a directly entered Saturation Flow						1822	1822
J1:2/1 (Balham Hill NB Lane 1)	This lane uses a directly entered Saturation Flow						1858	1858
J1:2/2 (Balham Hill NB Lane 2)	This lane uses a directly entered Saturation Flow						1858	1858
J1:3/1 (Balham Hill SB RT Lane 1)	This lane uses a directly entered Saturation Flow						3530	3530
J1:4/1 (Balham Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:5/1 (The Avenue WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:5/2 (The Avenue WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1 (The Avenue EB Lane 1)	This lane uses a directly entered Saturation Flow						1757	1757, 3.2 PCU
J1:6/2 (The Avenue EB Lane 2)	This lane uses a directly entered Saturation Flow						1756	1756
J1:7/1 (Cavendish Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1641	1641, 9.5 PCU
J1:8/1 (Balham Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1826	1826, 4.0 PCU
J1:9/1 (Balham Hill NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:10/1 (The Avenue EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:11/1 (The Avenue WB Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Cavendish Road EB Lane 1)	Infinite Saturation Flow						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)							This lane uses a directly entered Saturation Flow	3600	3600
J2:1/2 (Balham Hill Lane 2)							This lane uses a directly entered Saturation Flow	1829	1829
J2:2/1 (Nightingale Lane WB Lane 1)							This lane uses a directly entered Saturation Flow	1800	1800
J2:3/1 (Nightingale Lane EB Lane 1)							This lane uses a directly entered Saturation Flow	1709	1709
J2:4/1							Infinite Saturation Flow	Inf	Inf
J2:5/1 (Balham Hill NB Lane 1)							This lane uses a directly entered Saturation Flow	1870	1870
J2:5/2 (Balham Hill NB Lane 2)							This lane uses a directly entered Saturation Flow	1870	1870
J2:6/1 (Balham Hill SB Lane 1)							This lane uses a directly entered Saturation Flow	1800	1800
J2:7/1 (Tesco Access Lane 1)							This lane uses a directly entered Saturation Flow	1777	1777
J2:8/1 (Tesco Access Lane 1)							This lane uses a directly entered Saturation Flow	1719	1719
J2:9/1							Infinite Saturation Flow	Inf	Inf
J2:10/1							Infinite Saturation Flow	Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination							Tot.
	A	B	C	D	E	F		
Origin	A	0	42	174	452	0	24	692
	B	0	0	0	272	0	10	282
	C	158	0	0	59	854	42	1113
	D	319	229	59	0	78	0	685
	E	200	0	592	0	0	0	792
	F	48	13	0	24	0	0	85
	Tot.	725	284	825	807	932	76	3649

Full Input Data And Results

Traffic Lane 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

Full Input Data And Results

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)	This lane uses a directly entered Saturation Flow						1826	1826, 0.6 PCU
J1:1/2 (Balham Hill NB Lane 2)	This lane uses a directly entered Saturation Flow						1822	1822
J1:2/1 (Balham Hill NB Lane 1)	This lane uses a directly entered Saturation Flow						1858	1858
J1:2/2 (Balham Hill NB Lane 2)	This lane uses a directly entered Saturation Flow						1858	1858
J1:3/1 (Balham Hill SB RT Lane 1)	This lane uses a directly entered Saturation Flow						3530	3530
J1:4/1 (Balham Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:5/1 (The Avenue WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:5/2 (The Avenue WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1 (The Avenue EB Lane 1)	This lane uses a directly entered Saturation Flow						1757	1757, 4.8 PCU
J1:6/2 (The Avenue EB Lane 2)	This lane uses a directly entered Saturation Flow						1756	1756
J1:7/1 (Cavendish Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1641	1641, 9.2 PCU
J1:8/1 (Balham Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1826	1826, 5.3 PCU
J1:9/1 (Balham Hill NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:10/1 (The Avenue EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:11/1 (The Avenue WB Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Cavendish Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:13/1	2.70	0.00	Y				1885	1885

Full Input Data And Results

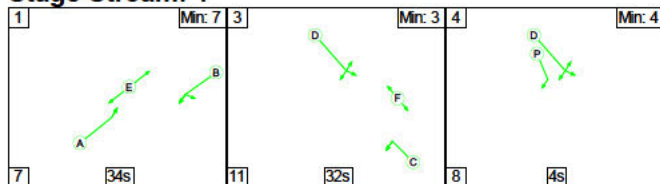
Junction: J2: 09/354								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Balham Hill Lane 1)							3600	3600
J2:1/2 (Balham Hill Lane 2)							1829	1829
J2:2/1 (Nightingale Lane WB Lane 1)							1800	1800
J2:3/1 (Nightingale Lane EB Lane 1)							1709	1709
J2:4/1							Inf	Inf
J2:5/1 (Balham Hill NB Lane 1)							1870	1870
J2:5/2 (Balham Hill NB Lane 2)							1870	1870
J2:6/1 (Balham Hill SB Lane 1)							1800	1800
J2:7/1 (Tesco Access Lane 1)							1777	1777
J2:8/1 (Tesco Access Lane 1)							1719	1719
J2:9/1							Inf	Inf
J2:10/1							Inf	Inf

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Staging Plan No. 1')

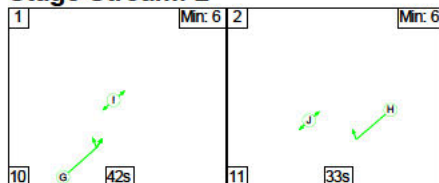
C1 - 09/018

Stage Sequence Diagram

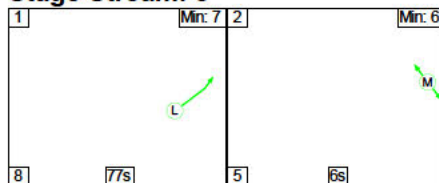
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	3	4
Duration	34	32	4
Change Point	1	42	85

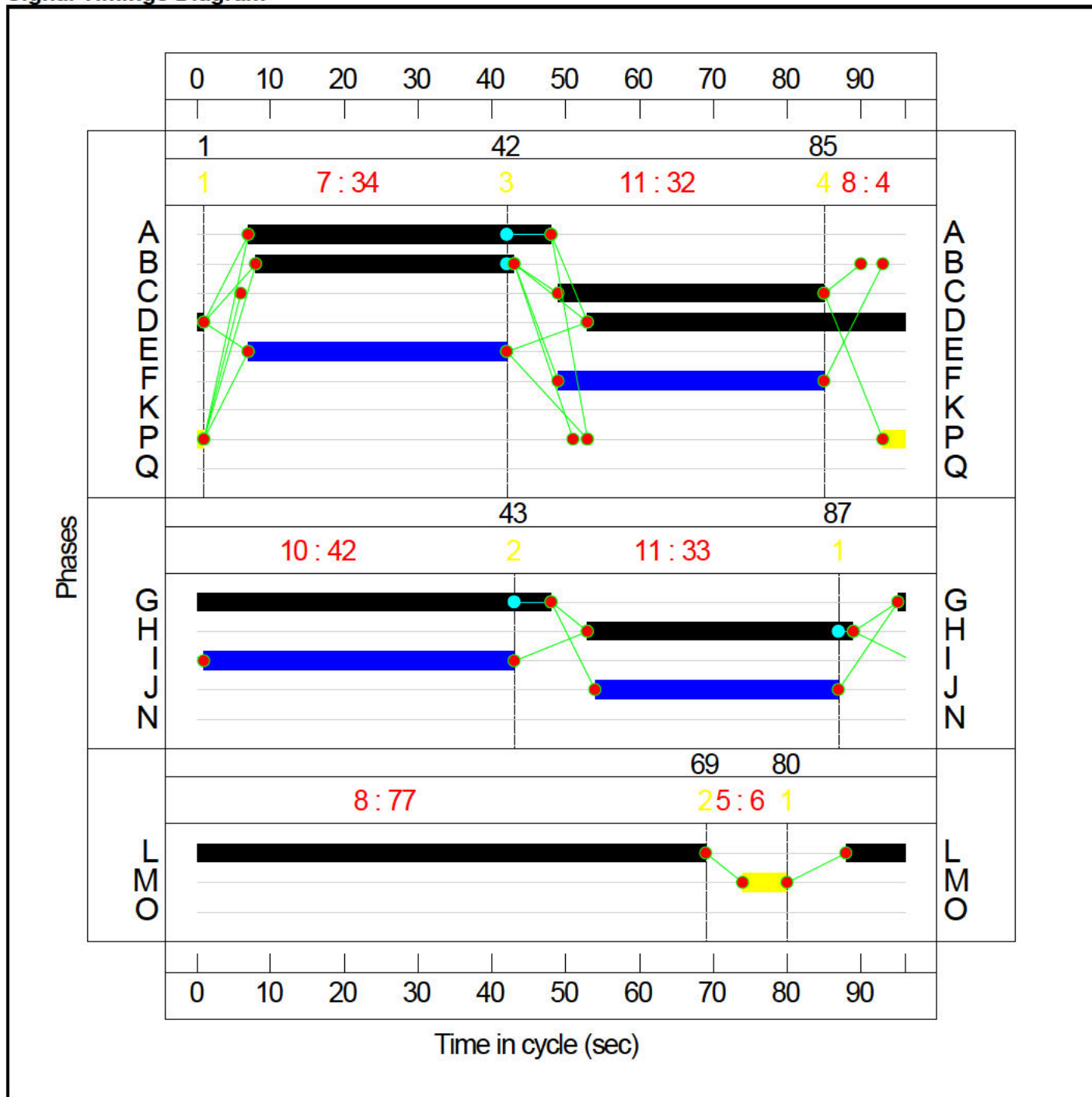
Stage Stream: 2

Stage	1	2
Duration	42	33
Change Point	87	43

Stage Stream: 3

Stage	1	2
Duration	77	6
Change Point	80	69

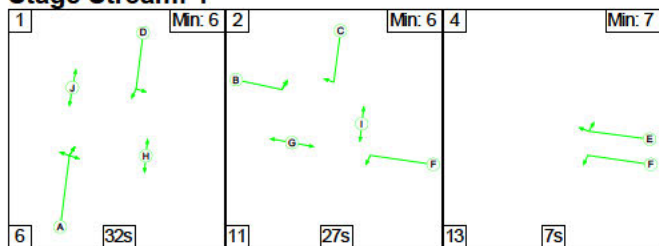
Signal Timings Diagram



C2 - 09/354

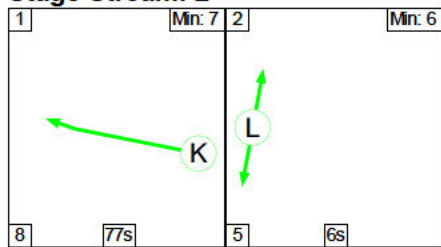
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

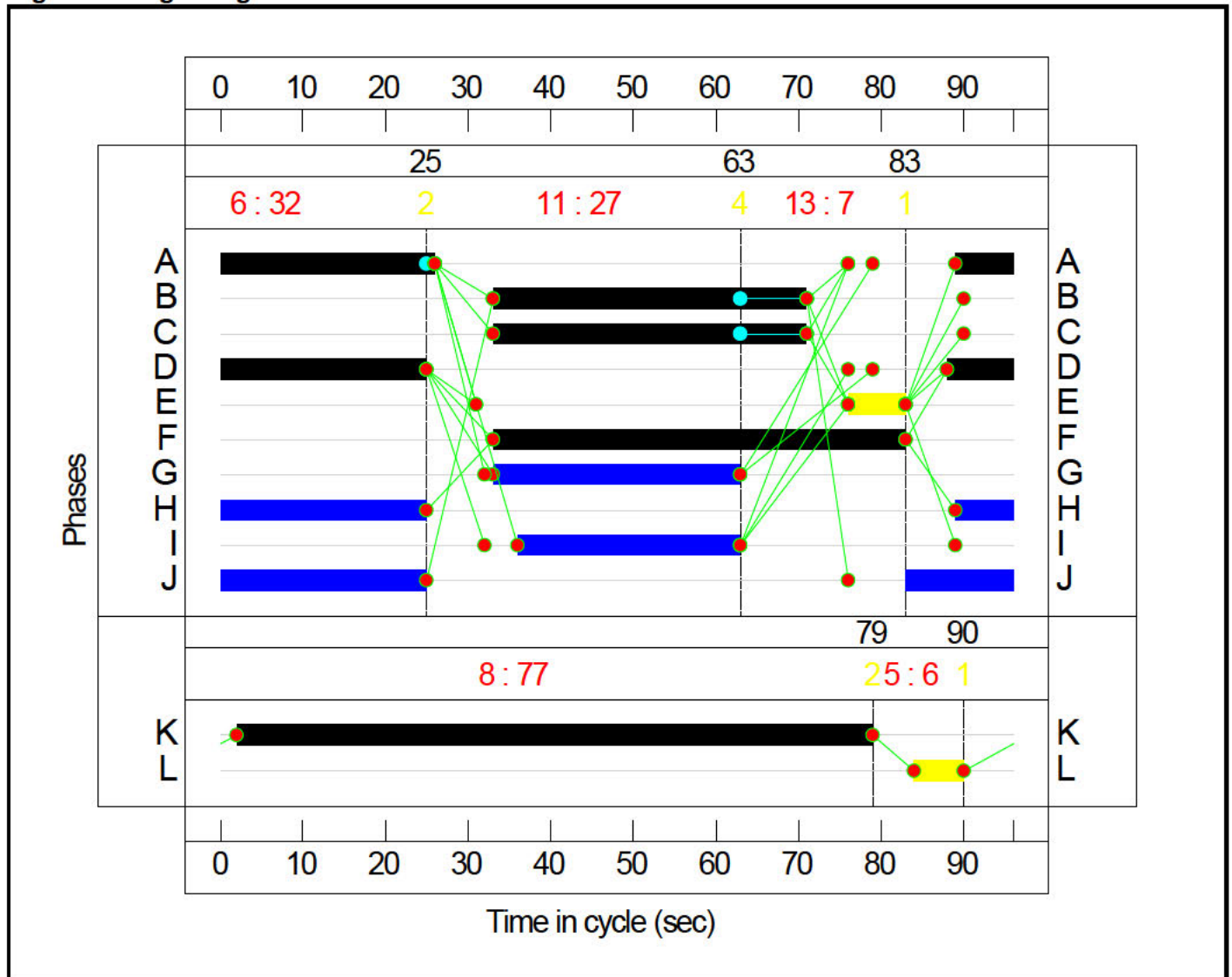
Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	77	6
Change Point	90	79

Signal Timings Diagram

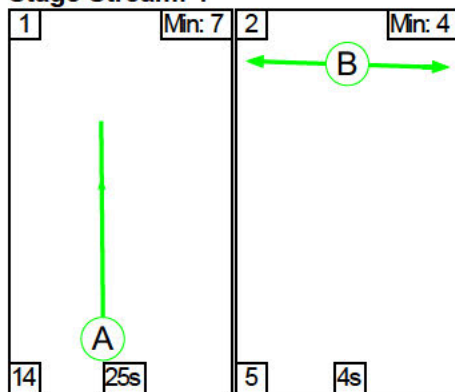


Full Input Data And Results

C3

Stage Sequence Diagram

Stage Stream: 1

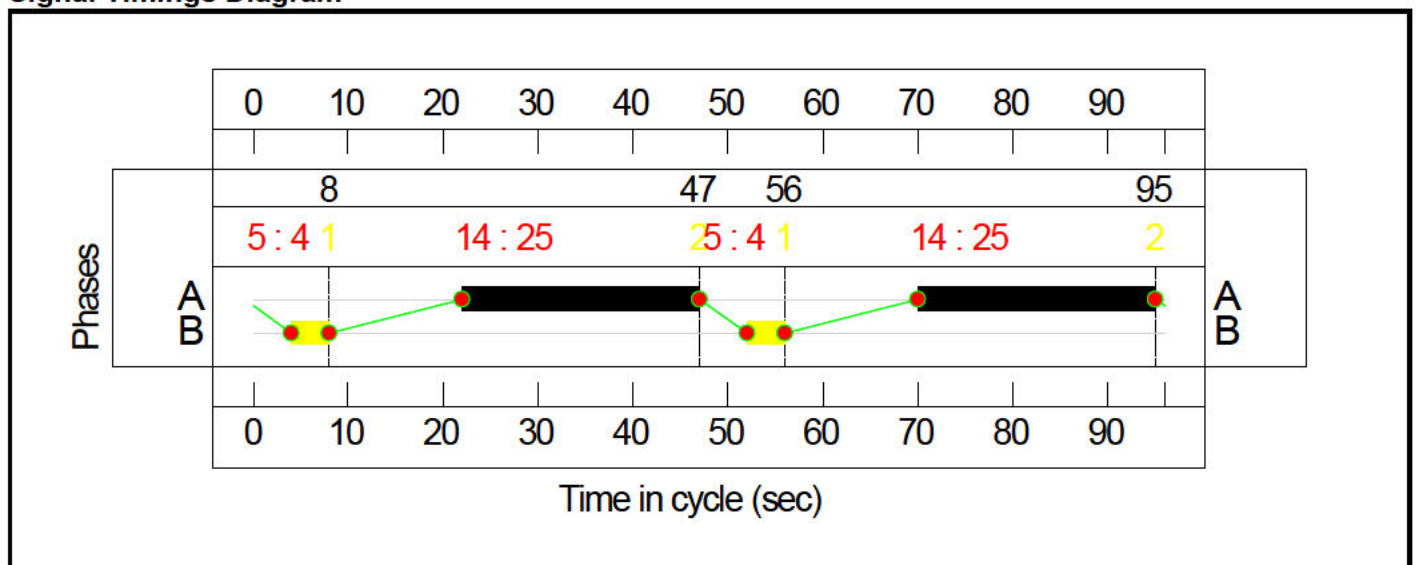


Stage Timings

Stage Stream: 1

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

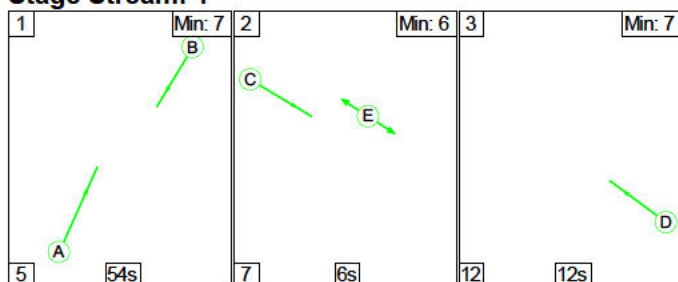
Signal Timings Diagram



C4

Stage Sequence Diagram

Stage Stream: 1

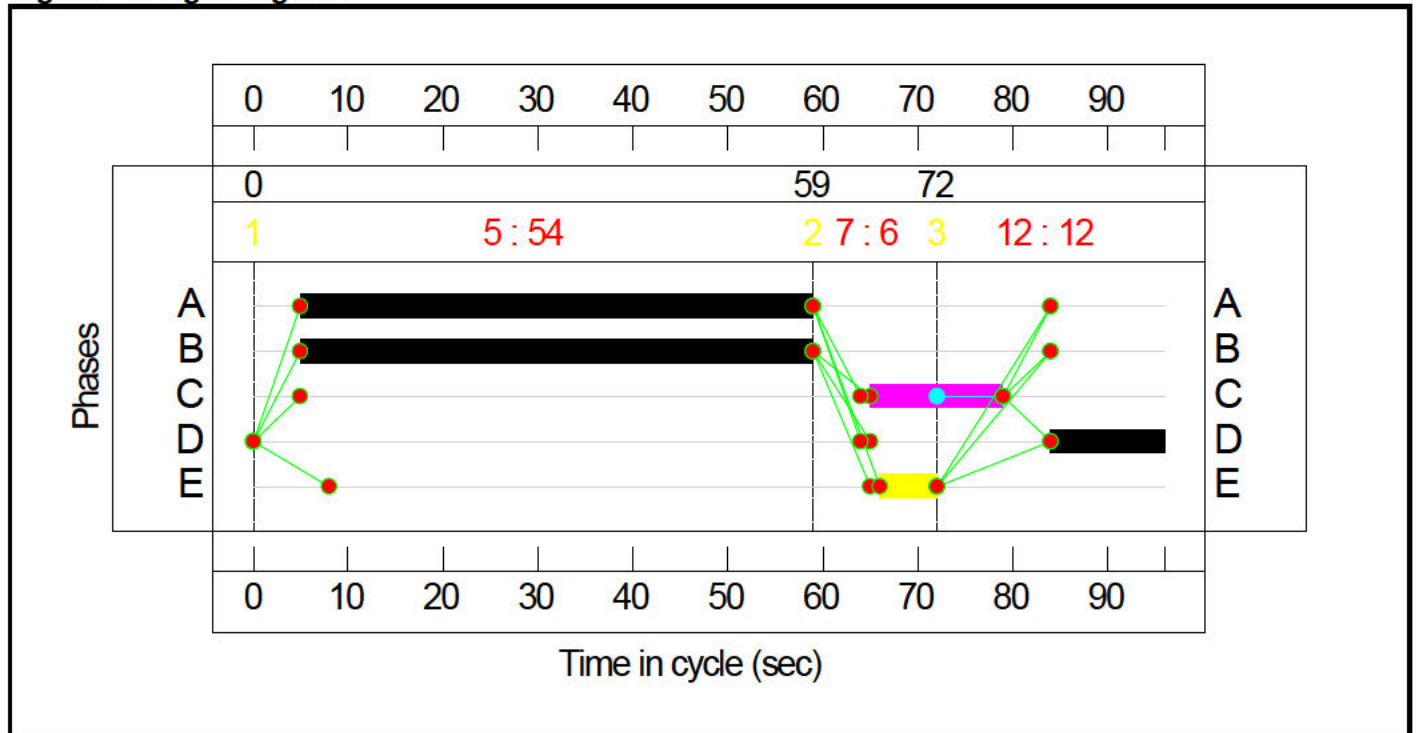


Full Input Data And Results

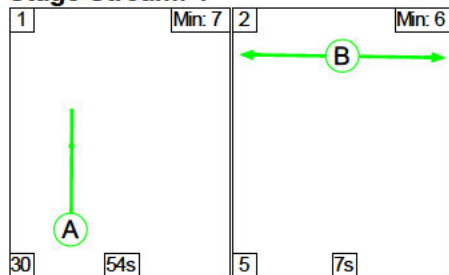
Stage Timings
Stage Stream: 1

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

Signal Timings Diagram



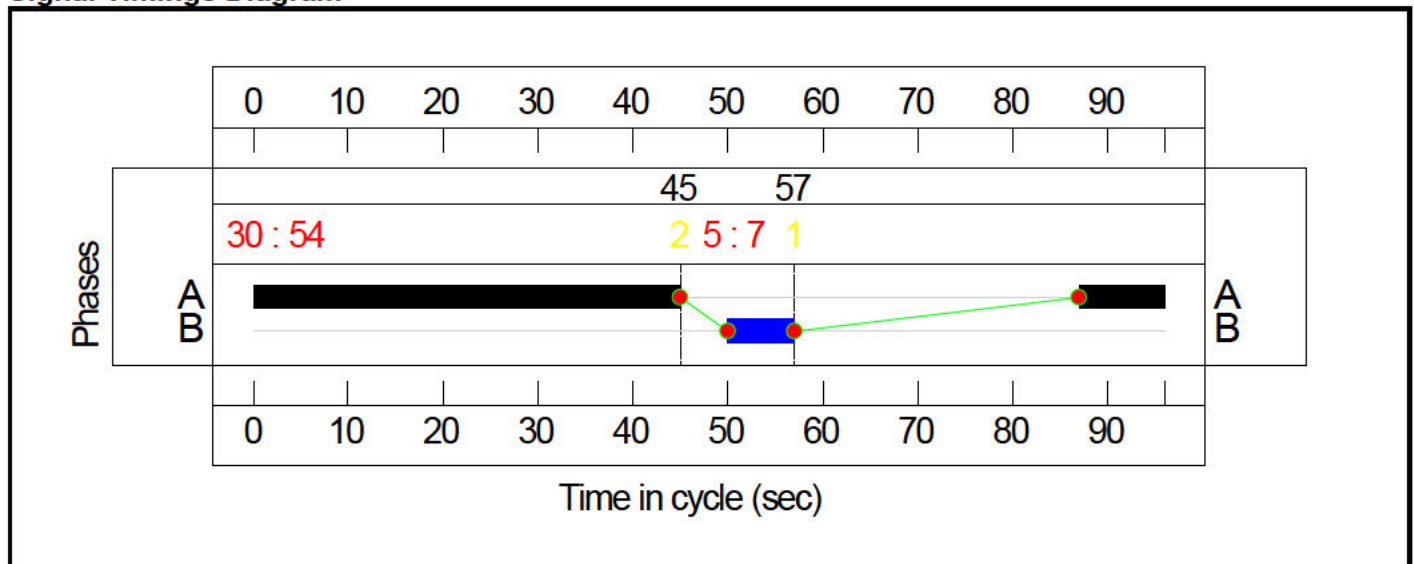
C5
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	54	7
Change Point	57	45

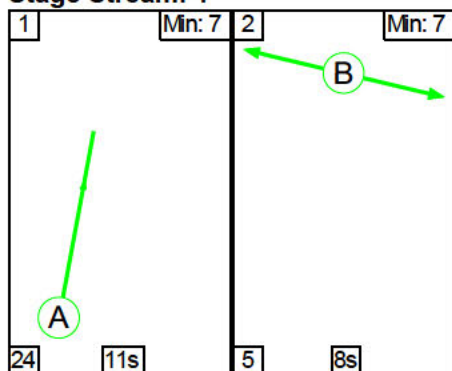
Signal Timings Diagram



C6

Stage Sequence Diagram

Stage Stream: 1

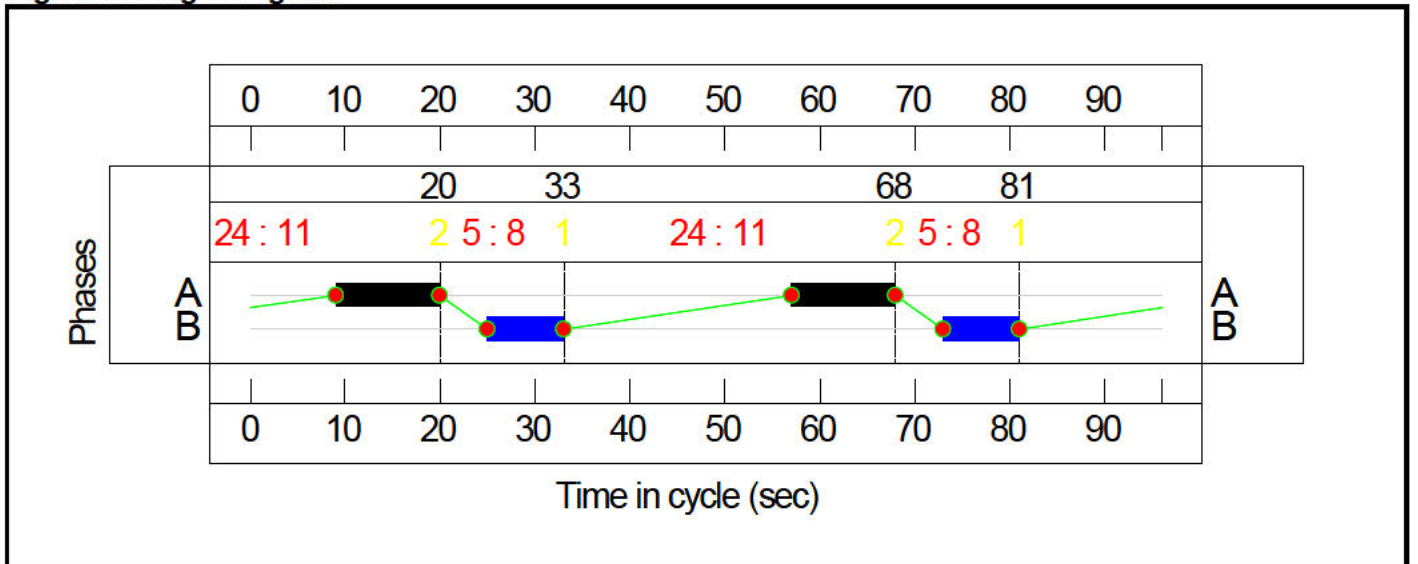


Stage Timings

Stage Stream: 1

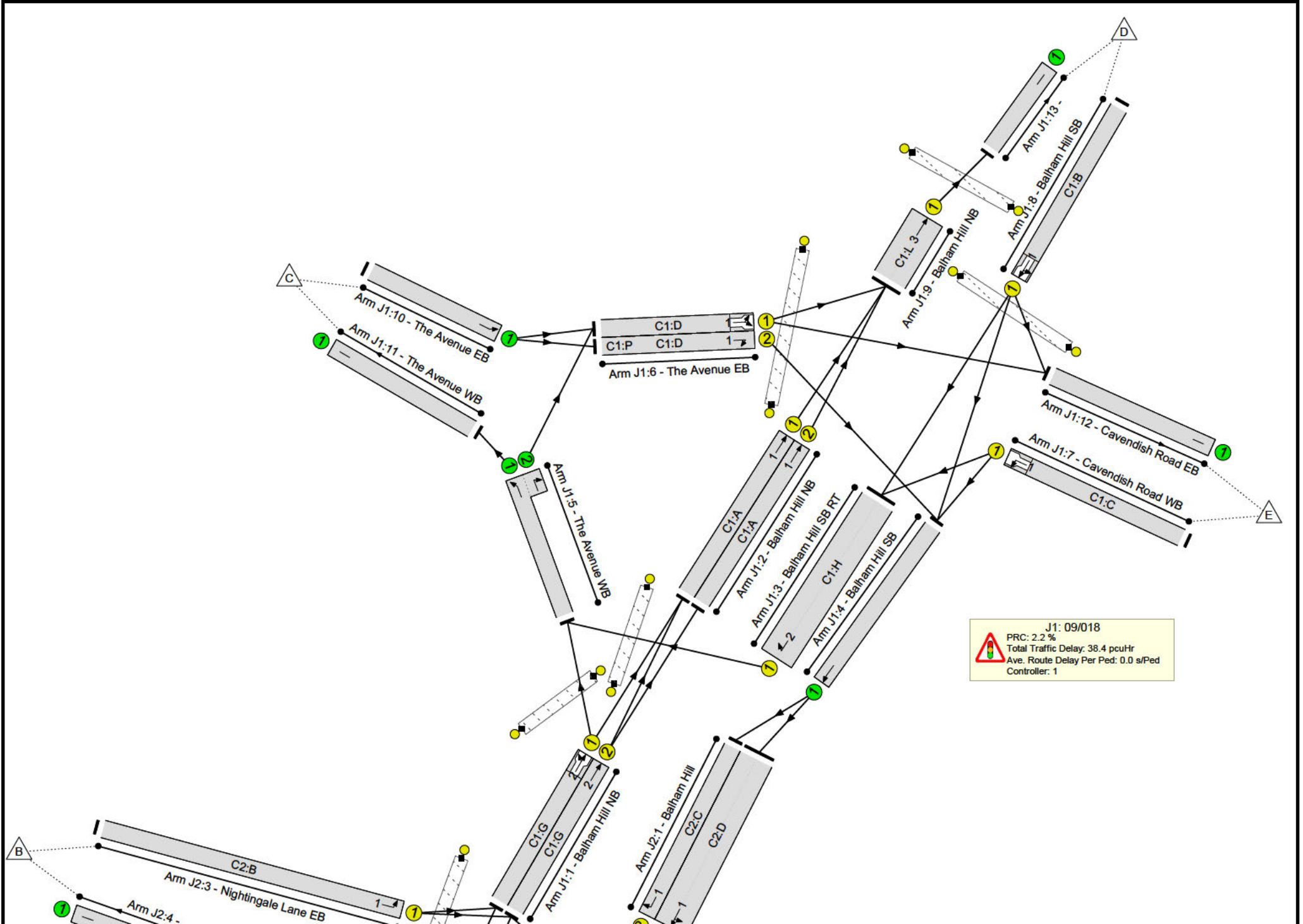
Stage	1	2	1	2
Duration	11	8	11	8
Change Point	33	68	81	20

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	96.6%
J1: 09/018	-	-	N/A	-	-		-	-	-	-	-	-	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	-		-	-	-	782	1800	1800	43.4%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	-		-	-	-	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		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	-		-	-	-	849	Inf	Inf	0.0%
12/1	Cavendish Road EB	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	906	1885	1885	48.1%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:3	-	C1:M		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:F		1	36	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	35	-	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	-	1:2	-	C1:I		1	42	-	0	-	0	0.0%
J2: 09/354	-	-	N/A	-	-		-	-	-	-	-	-	96.6%
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	33	-	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	-	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	-		-	-	-	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	-		-	-	-	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	-	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	-		-	-	-	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	-	2:1	-	C2:I		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	30	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:2	-	C2:L		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:J		1	38	-	0	-	0	0.0%
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Full Input Data And Results

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	-	-	-	2.0	0.3	-	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	-	-	-	2.0	0.5	-	2.5	26.4	6.8	0.5	7.3	
4/1	340	340	-	-	-	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	-	-	-	0.3	0.2	-	0.5	3.7	9.1	0.2	9.3	
7/1	20	20	-	-	-	0.1	0.0	-	0.1	14.9	0.3	0.0	0.3	
8/1	20	20	-	-	-	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	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
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
C6			Stream: 1 PRC for Signalled Lanes (%):			0.0	Total Delay for Signalled Lanes (pcuHr):			0.00	Cycle Time (s):			96
			PRC Over All Lanes (%):			-7.4	Total Delay Over All Lanes(pcuHr):			65.63				

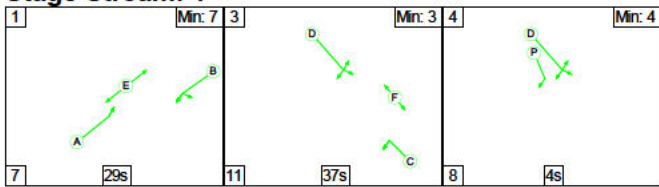
Full Input Data And Results

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

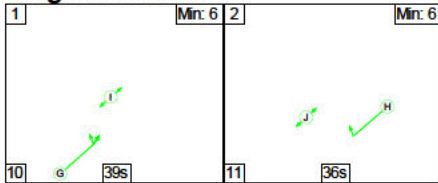
C1 - 09/018

Stage Sequence Diagram

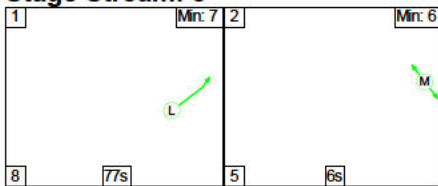
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

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

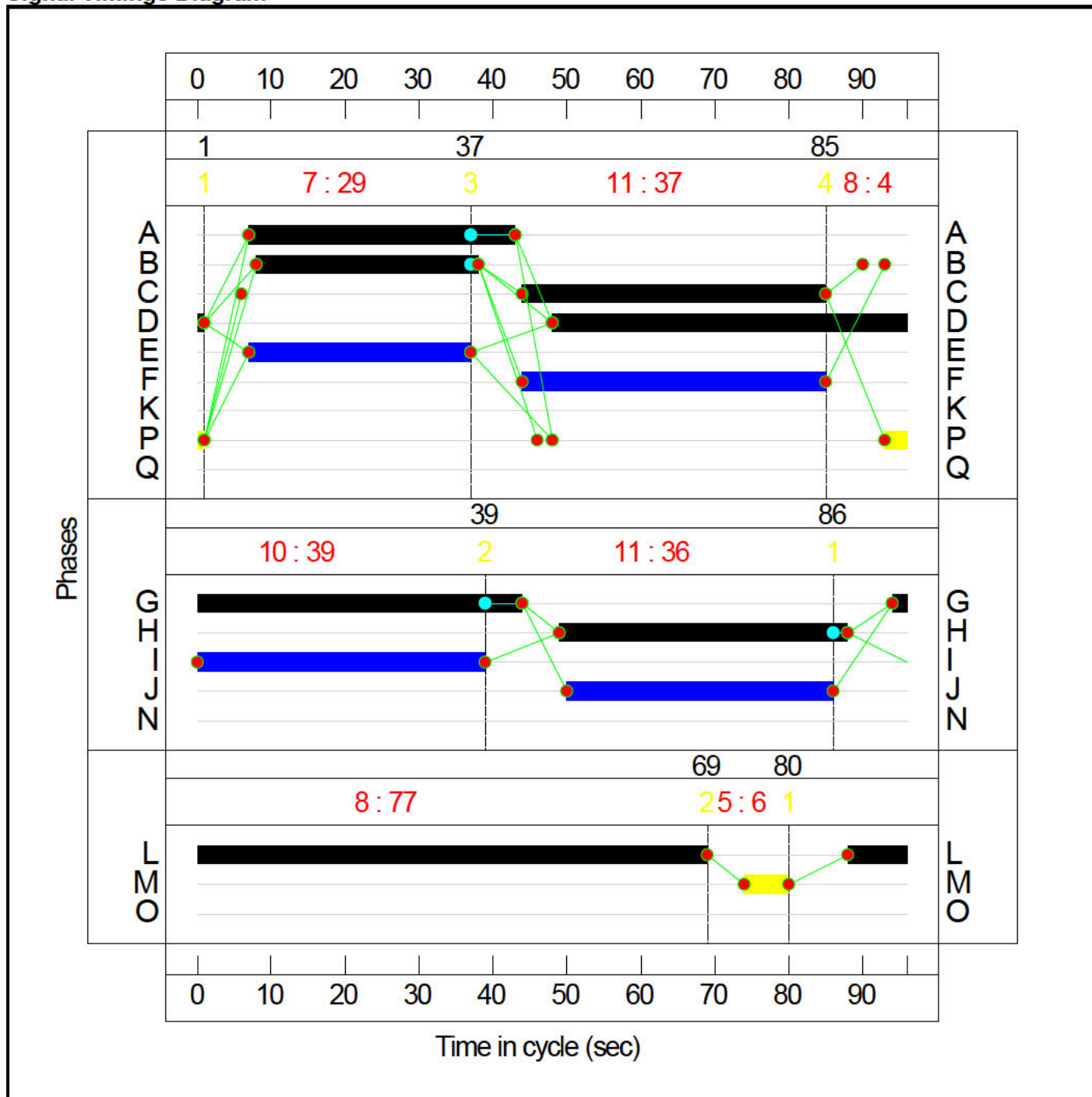
Stage Stream: 2

Stage	1	2
Duration	39	36
Change Point	86	39

Stage Stream: 3

Stage	1	2
Duration	77	6
Change Point	80	69

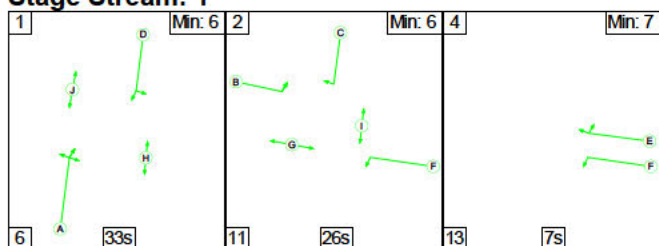
Signal Timings Diagram



C2 - 09/354

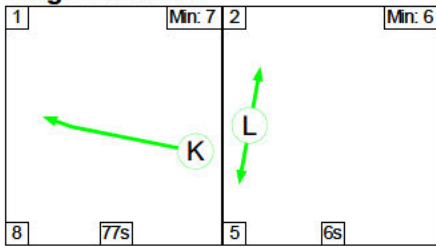
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

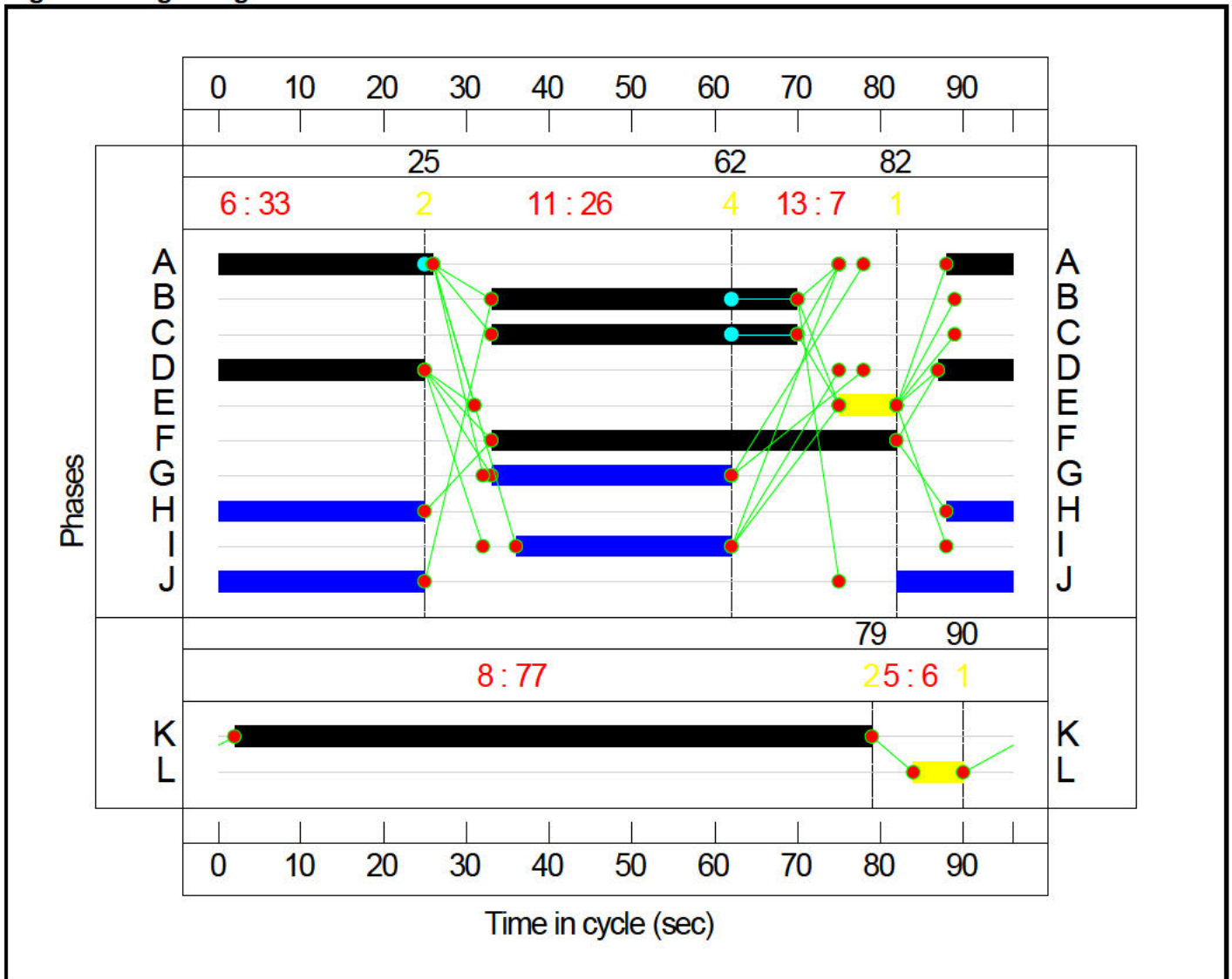
Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	77	6
Change Point	90	79

Signal Timings Diagram

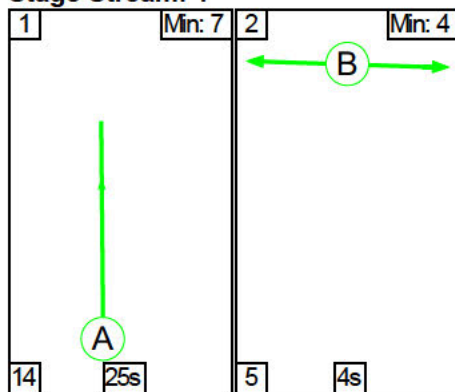


Full Input Data And Results

C3

Stage Sequence Diagram

Stage Stream: 1

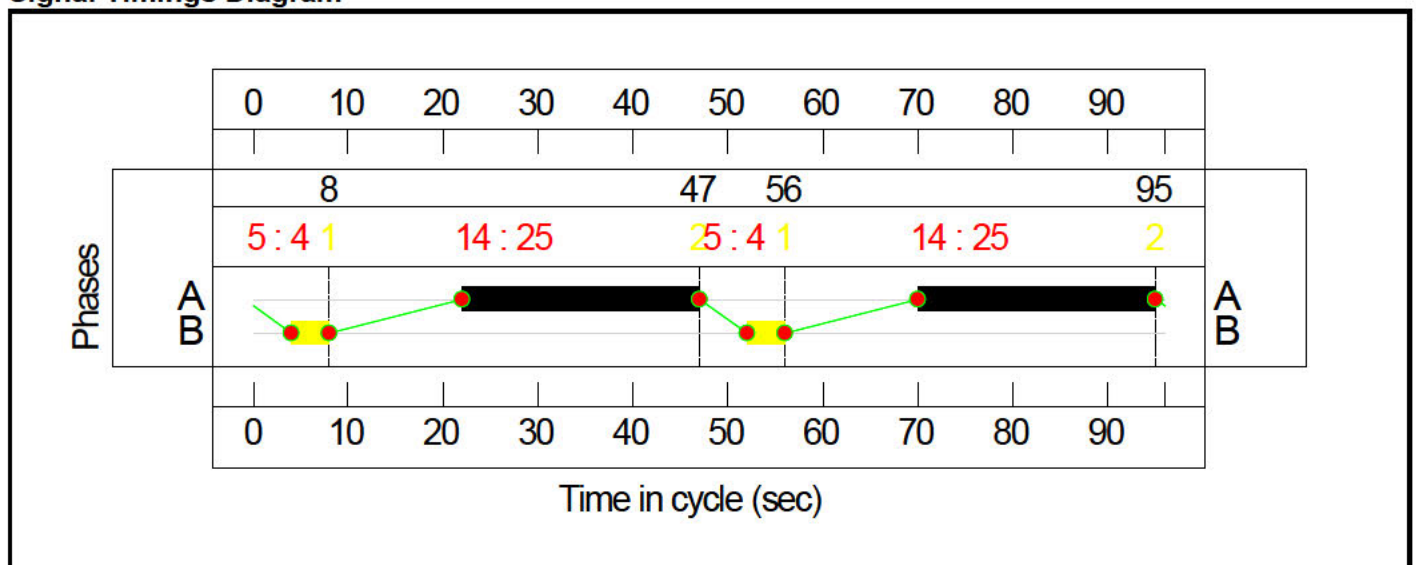


Stage Timings

Stage Stream: 1

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

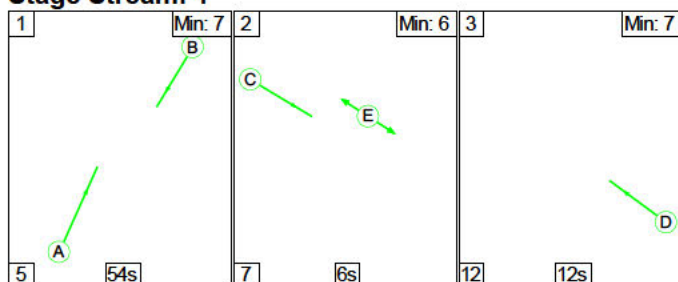
Signal Timings Diagram



C4

Stage Sequence Diagram

Stage Stream: 1

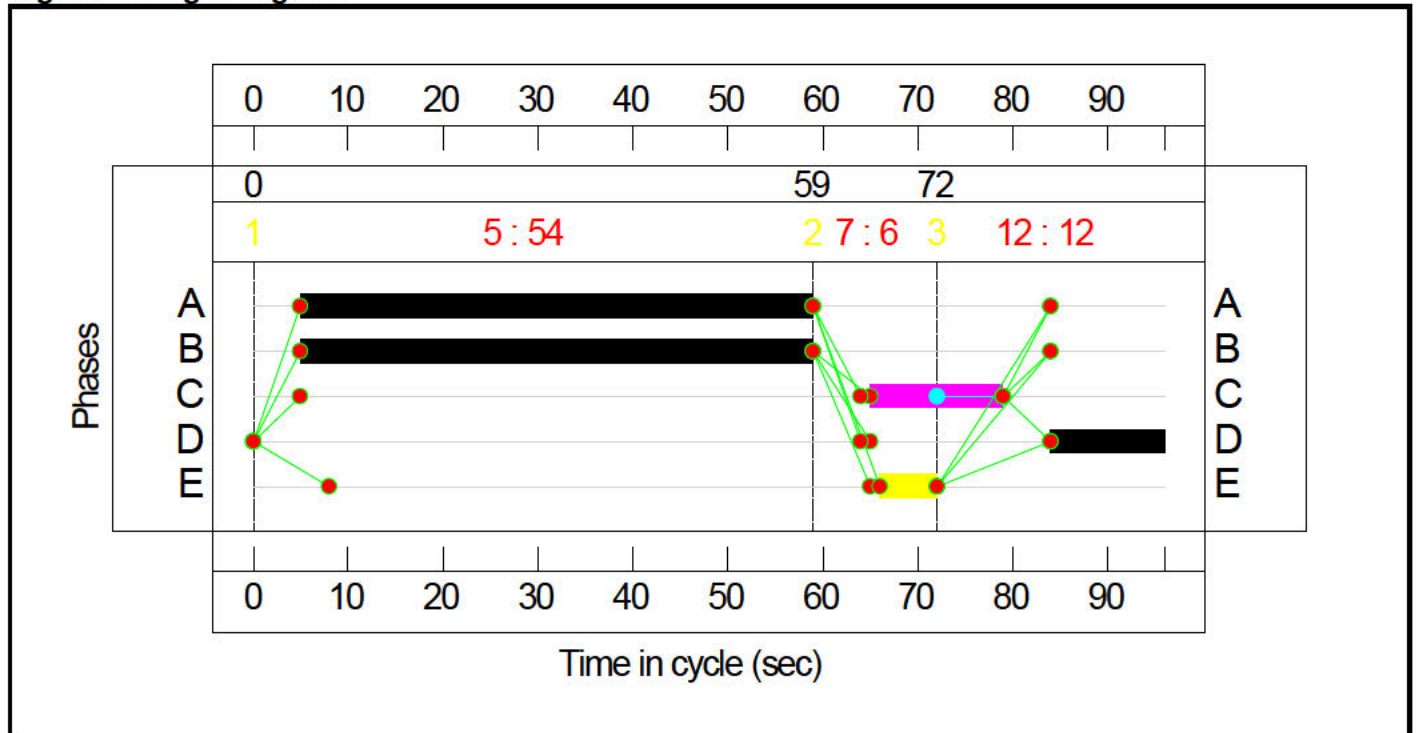


Full Input Data And Results

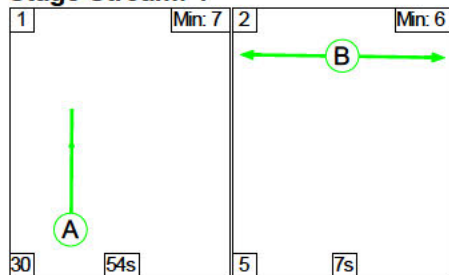
Stage Timings
Stage Stream: 1

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

Signal Timings Diagram



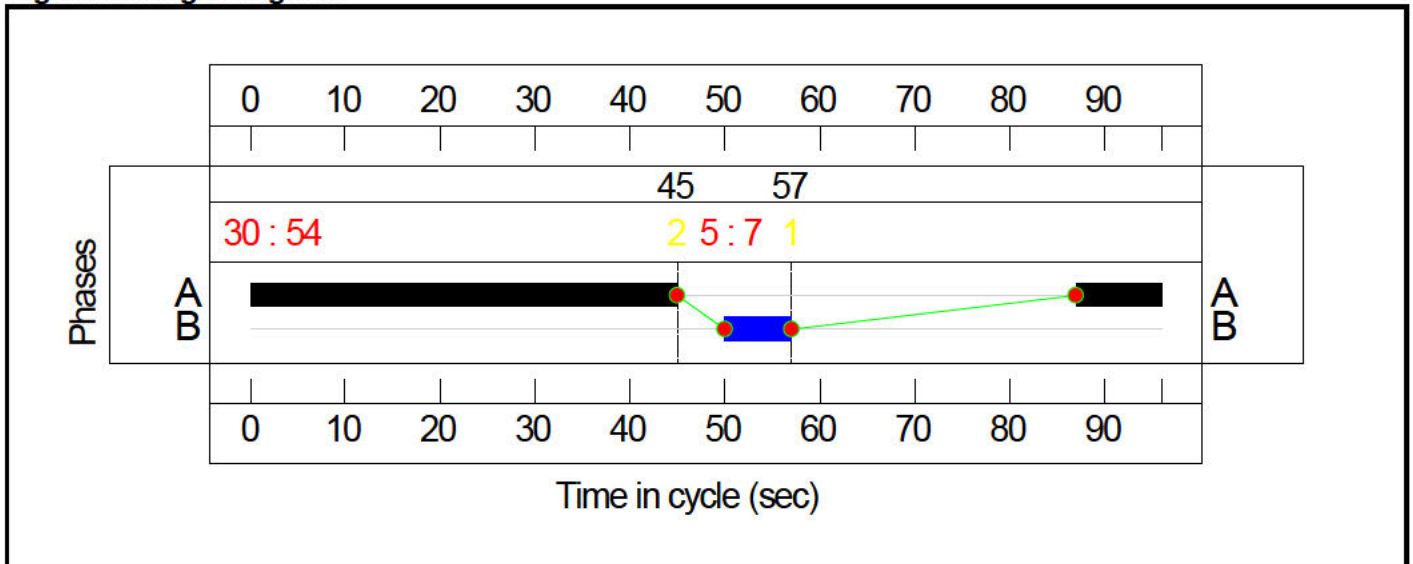
C5
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2
Duration	54	7
Change Point	57	45

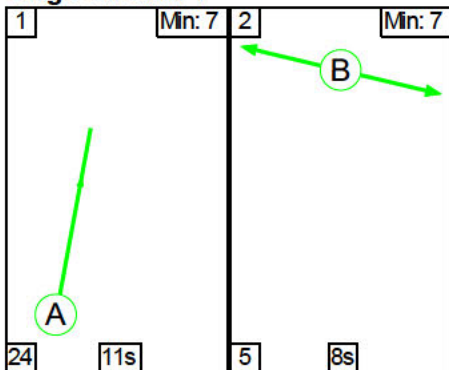
Signal Timings Diagram



C6

Stage Sequence Diagram

Stage Stream: 1

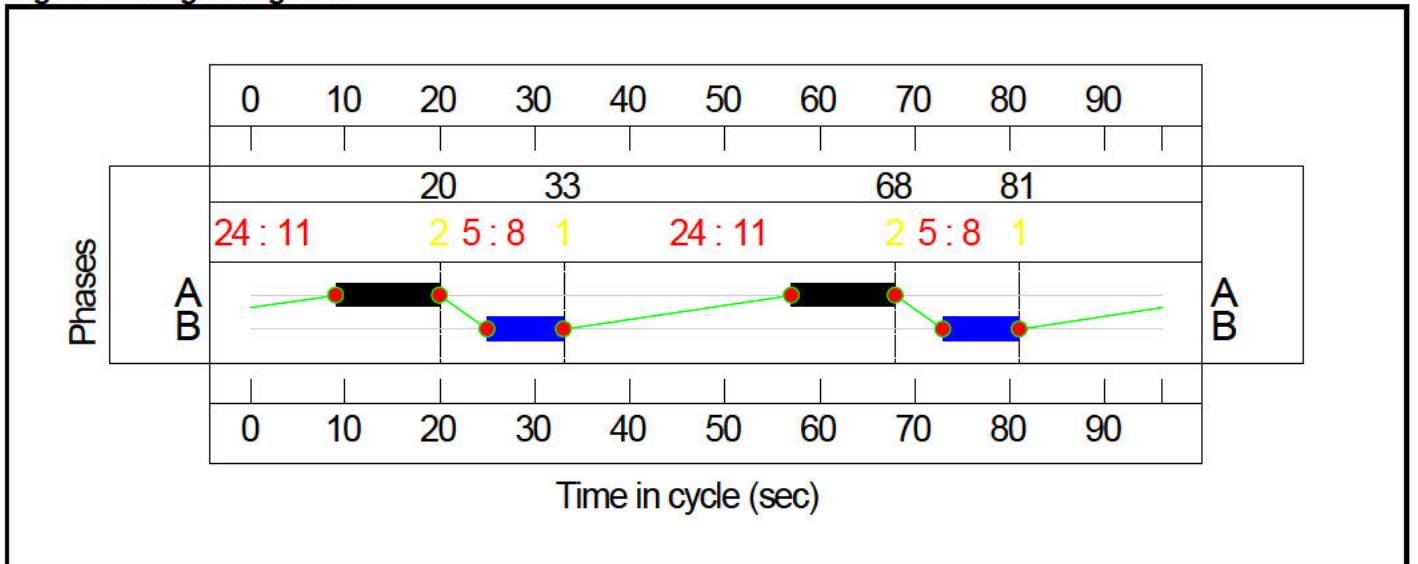


Stage Timings

Stage Stream: 1

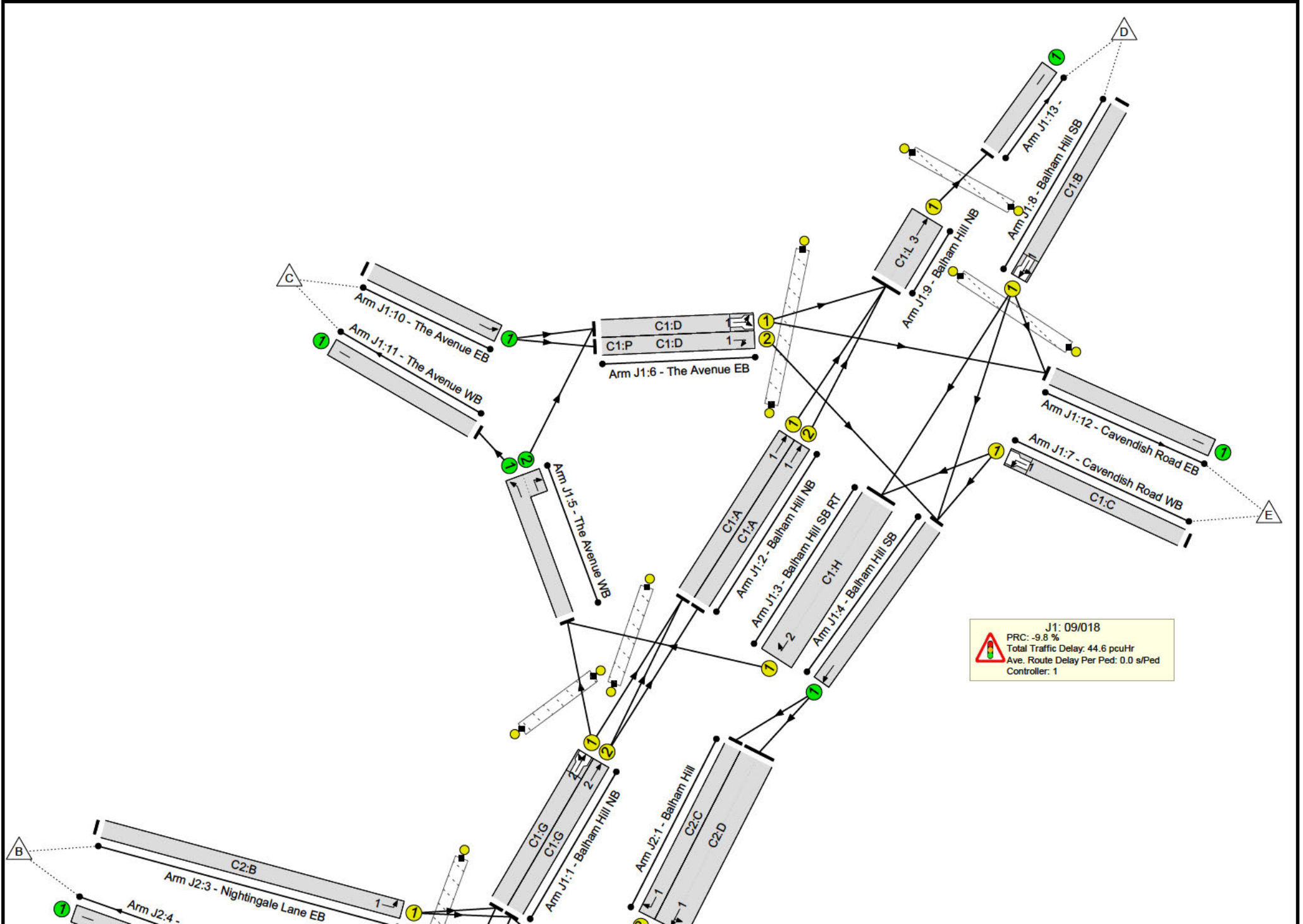
Stage	1	2	1	2
Duration	11	8	11	8
Change Point	33	68	81	20

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
J1: 09/018	-	-	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	-	651	3530	1324	49.2%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	-	-	948	1800	1800	52.7%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	-		-	-	-	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		1	77	-	807	1800	1688	47.8%
10/1	The Avenue EB Ahead	U	N/A	N/A	-		-	-	-	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	-		-	-	-	932	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	807	1885	1885	42.8%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:3	-	C1:M		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:F		1	41	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	30	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:J		1	36	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1:2	-	C1:I		1	39	-	0	-	0	0.0%
J2: 09/354	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	34	-	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	-	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	-		-	-	-	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	-		-	-	-	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	-	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	-		-	-	-	85	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	33	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	26	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	29	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:2	-	C2:L		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:J		1	39	-	0	-	0	0.0%
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Full Input Data And Results

J2: 09/354	-	-	0	0	0	13.9	3.6	0.0	17.5	-	-	-	-	
1/1	719	719	-	-	-	5.8	0.5	-	6.4	31.9	7.7	0.3	8.0	
1/2	229	229	-	-	-	0.5	0.2	-	0.7	11.7	5.8	0.2	6.0	
2/1	284	284	-	-	-	0.0	0.1	-	0.1	1.3	2.5	0.1	2.6	
3/1	272	272	-	-	-	1.7	0.4	-	2.1	27.2	5.4	0.4	5.7	
4/1	284	284	-	-	-	0.0	0.0	-	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	-	-	-	0.9	0.3	-	1.2	6.2	16.1	0.3	16.4	
7/1	58	58	-	-	-	0.2	0.0	-	0.2	14.6	0.8	0.0	0.8	
8/1	37	37	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - 09/018			Stream: 1 PRC for Signalled Lanes (%):			-9.8	Total Delay for Signalled Lanes (pcuHr):			33.15	Cycle Time (s):			96
C1 - 09/018			Stream: 2 PRC for Signalled Lanes (%):			70.4	Total Delay for Signalled Lanes (pcuHr):			5.53	Cycle Time (s):			96
C1 - 09/018			Stream: 3 PRC for Signalled Lanes (%):			88.2	Total Delay for Signalled Lanes (pcuHr):			2.25	Cycle Time (s):			96
C2 - 09/354			Stream: 1 PRC for Signalled Lanes (%):			15.3	Total Delay for Signalled Lanes (pcuHr):			16.13	Cycle Time (s):			96
C2 - 09/354			Stream: 2 PRC for Signalled Lanes (%):			452.6	Total Delay for Signalled Lanes (pcuHr):			0.10	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
C6			Stream: 1 PRC for Signalled Lanes (%):			0.0	Total Delay for Signalled Lanes (pcuHr):			0.00	Cycle Time (s):			96
			PRC Over All Lanes (%):			-9.8	Total Delay Over All Lanes(pcuHr):			62.04				