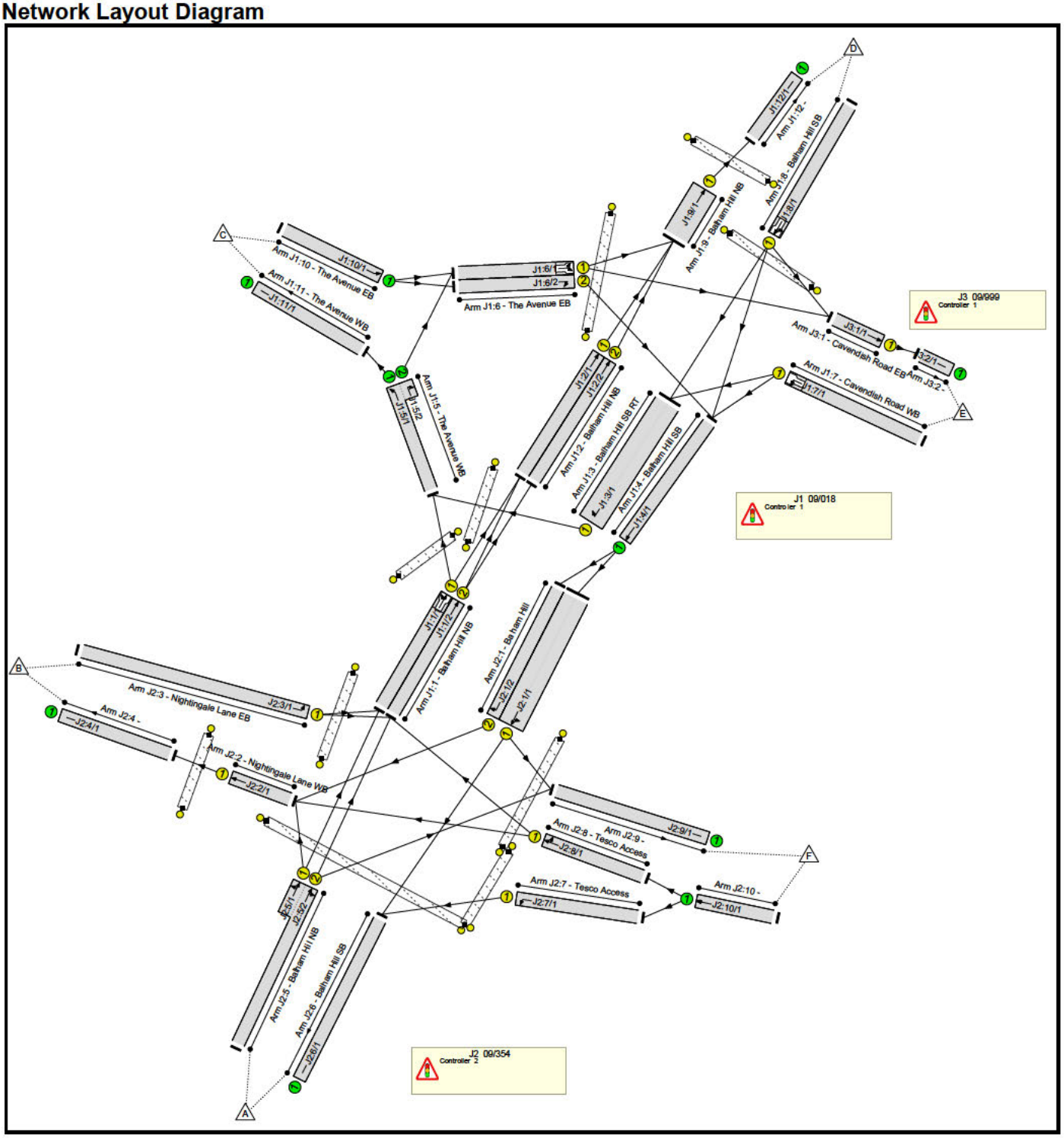
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
File name:	R383 Pro (Stagger - Sept 2018).lsg3x
Author:	
Company:	
Address:	
Notes:	

Full Input Data And Results

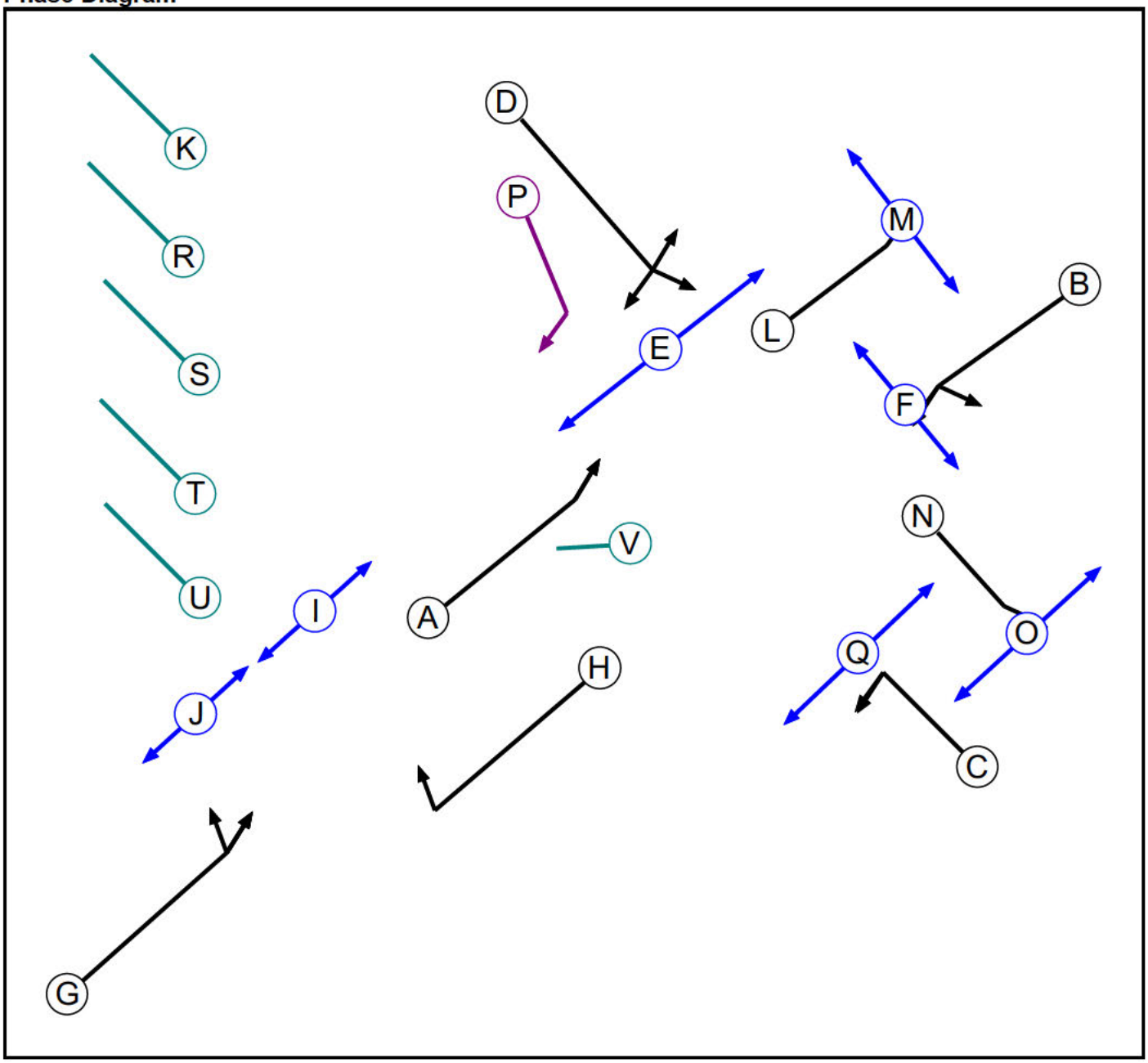
Network Layout Diagram



Full Input Data And Results

C1 - 09/018

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		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Traffic	2		-9999	7
H	Traffic	2		-9999	7
I	Pedestrian	2		-9999	6
J	Pedestrian	2		-9999	6
K	Dummy			-9999	7
L	Traffic	3		-9999	7
M	Pedestrian	3		-9999	6
N	Traffic	4		-9999	7
O	Pedestrian	4		-9999	6
P	Ind. Arrow	1	D	-9999	4
Q	Pedestrian	1		-9999	6
R	Dummy	1		-9999	3
S	Dummy	2		-9999	3
T	Dummy	3		-9999	3
U	Dummy	4		-9999	3
V	Dummy	1		-9999	1

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
A		-	-	6	-	-	-	-	-	-	-	-	-	-	-	5	-	3	-	-	-	-
B	-		6	8	-	6	-	-	-	-	-	-	-	-	-	8	-	3	-	-	-	6
C	-	5		-	-	-	-	-	-	-	-	-	-	-	-	8	6	3	-	-	-	-
D	6	9	-		6	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	6
E	-	-	-	11		-	-	-	-	-	-	-	-	-	-	11	-	3	-	-	-	-
F	-	8	-	-	-		-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-
G	-	-	-	-	-	-		5	-	6	-	-	-	-	-	-	-	-	3	-	-	-
H	-	-	-	-	-	-	6		8	-	-	-	-	-	-	-	-	-	3	-	-	-
I	-	-	-	-	-	-	-	10		-	-	-	-	-	-	-	-	-	4	-	-	-
J	-	-	-	-	-	-	8	-	-		-	-	-	-	-	-	-	-	3	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-
L	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	3	-	-
M	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	-	3	-	-
N	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	3	-
O	-	-	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	-	-	3	-
P	6	9	5	-	6	-	-	-	-	-	-	-	-	-	-		-	3	-	-	-	6
Q	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-		3	-	-	-	-
R	2	2	2	2	2	2	-	-	-	-	-	-	-	-	-	2	2		-	-	-	2
S	-	-	-	-	-	-	2	2	2	2	-	-	-	-	-	-	-	-		-	-	-
T	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	-	-	-	-		-	-
U	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	-	-	-		-
V	-	8	-	6	-	-	-	-	-	-	-	-	-	-	-	5	-	3	-	-	-	

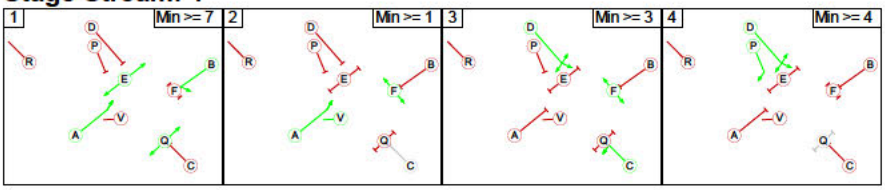
Phases in Stage

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

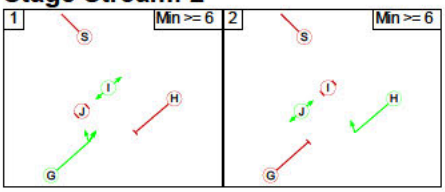
Full Input Data And Results

Stage Diagram

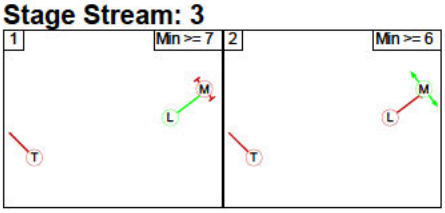
Stage Stream: 1



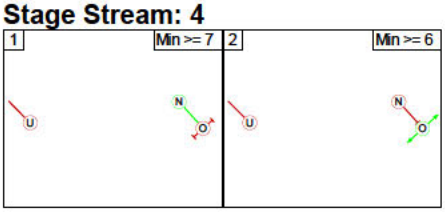
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	1	1
1	2	Q	Losing	3	3
1	3	A	Losing	5	5
1	3	B	Losing	2	2
3	1	C	Losing	1	1
3	1	D	Losing	1	1
3	4	F	Losing	5	5

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					

Full Input Data And Results

Stage Stream: 4

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	3	4
1		6	11	11
2	8		6	X
3	10	6		8
4	9	6	5	

Stage Stream: 2

From Stage \ To Stage	1	2
1		11
2	10	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	8	

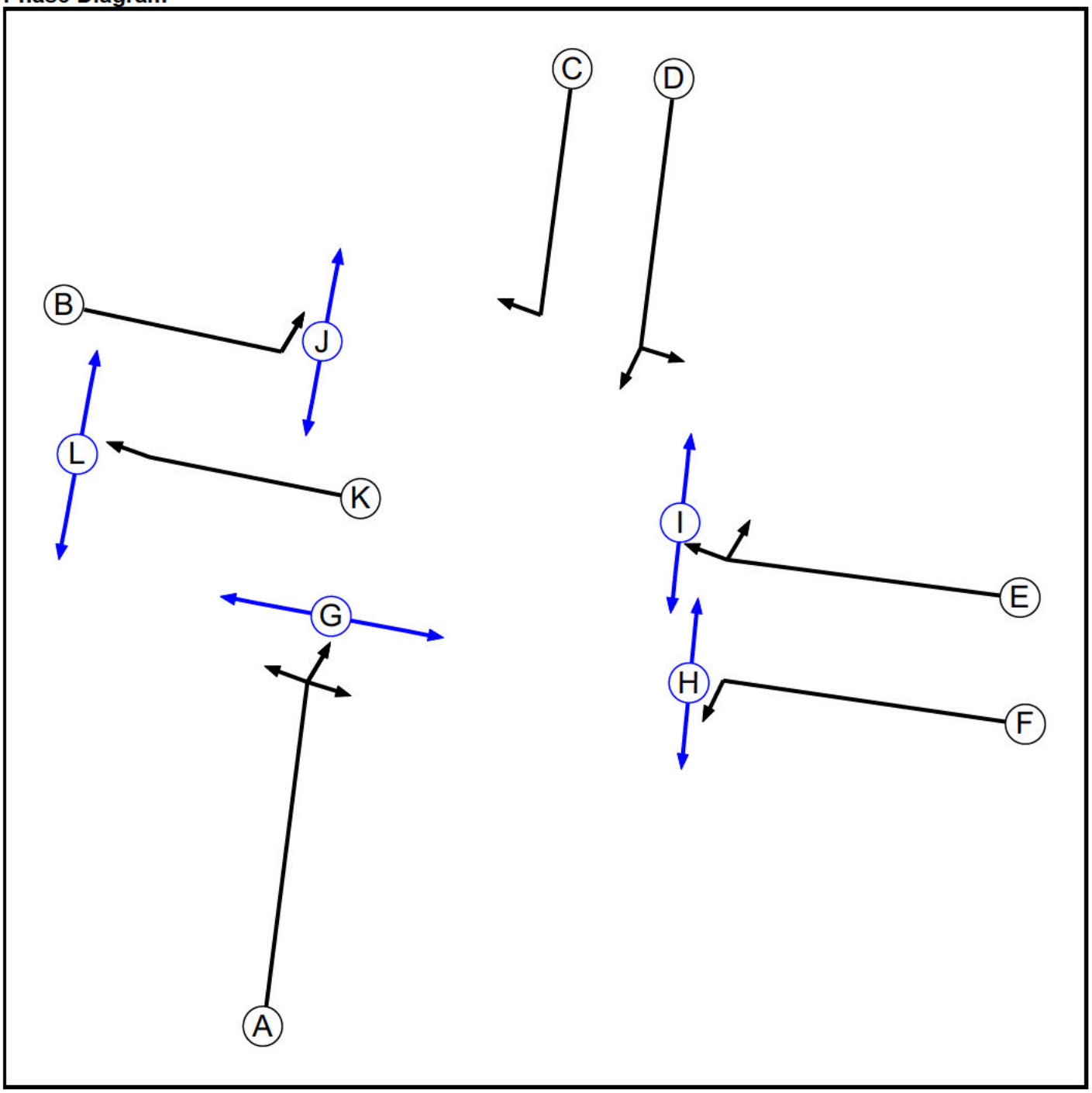
Stage Stream: 4

From Stage \ To Stage	1	2
1		5
2	8	

Full Input Data And Results

C2 - 09/354

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		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Traffic	1		-9999	7
G	Pedestrian	1		-9999	6
H	Pedestrian	1		-9999	6
I	Pedestrian	1		-9999	6
J	Pedestrian	1		-9999	6
K	Traffic	2		-9999	7
L	Pedestrian	2		-9999	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	

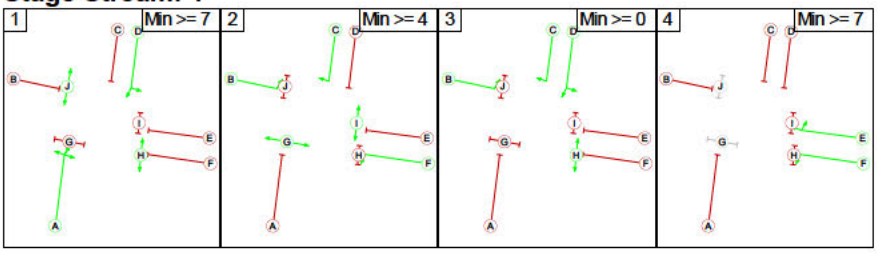
Phases in Stage

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

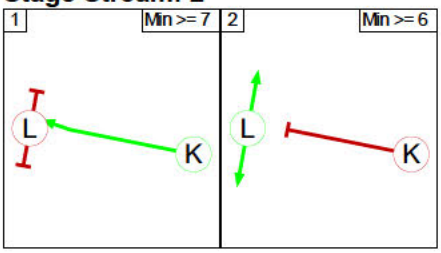
Full Input Data And Results

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

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

Full Input Data And Results

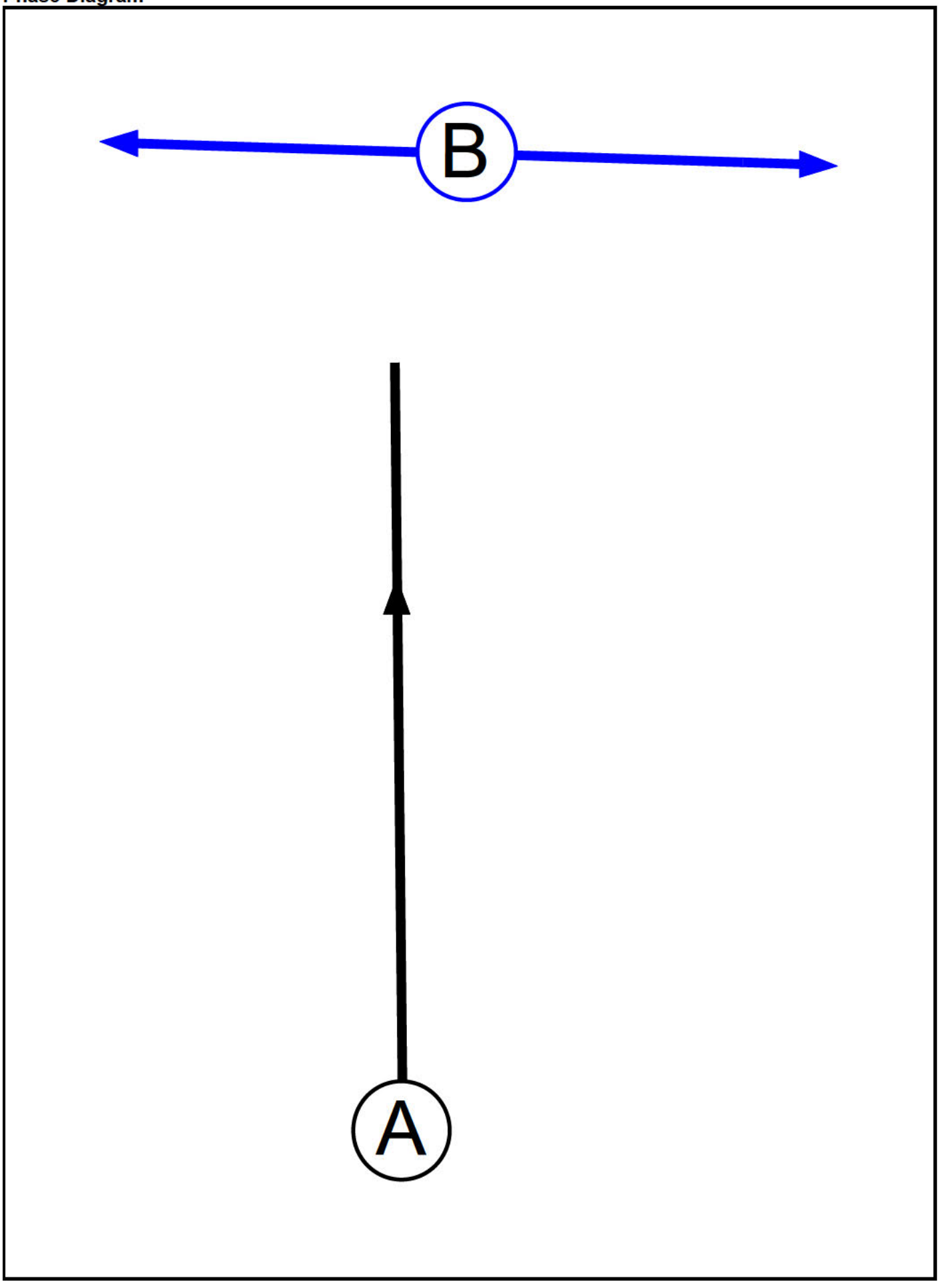
Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	8	

Full Input Data And Results

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		-9999	7
B	Pedestrian	1		-9999	4

Phase Intergreens Matrix

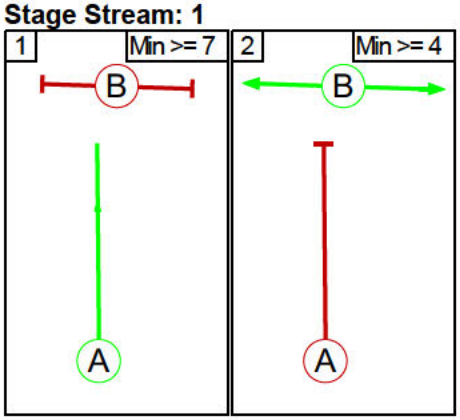
Terminating Phase	Starting Phase A	Starting Phase B
A		5
B	14	

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

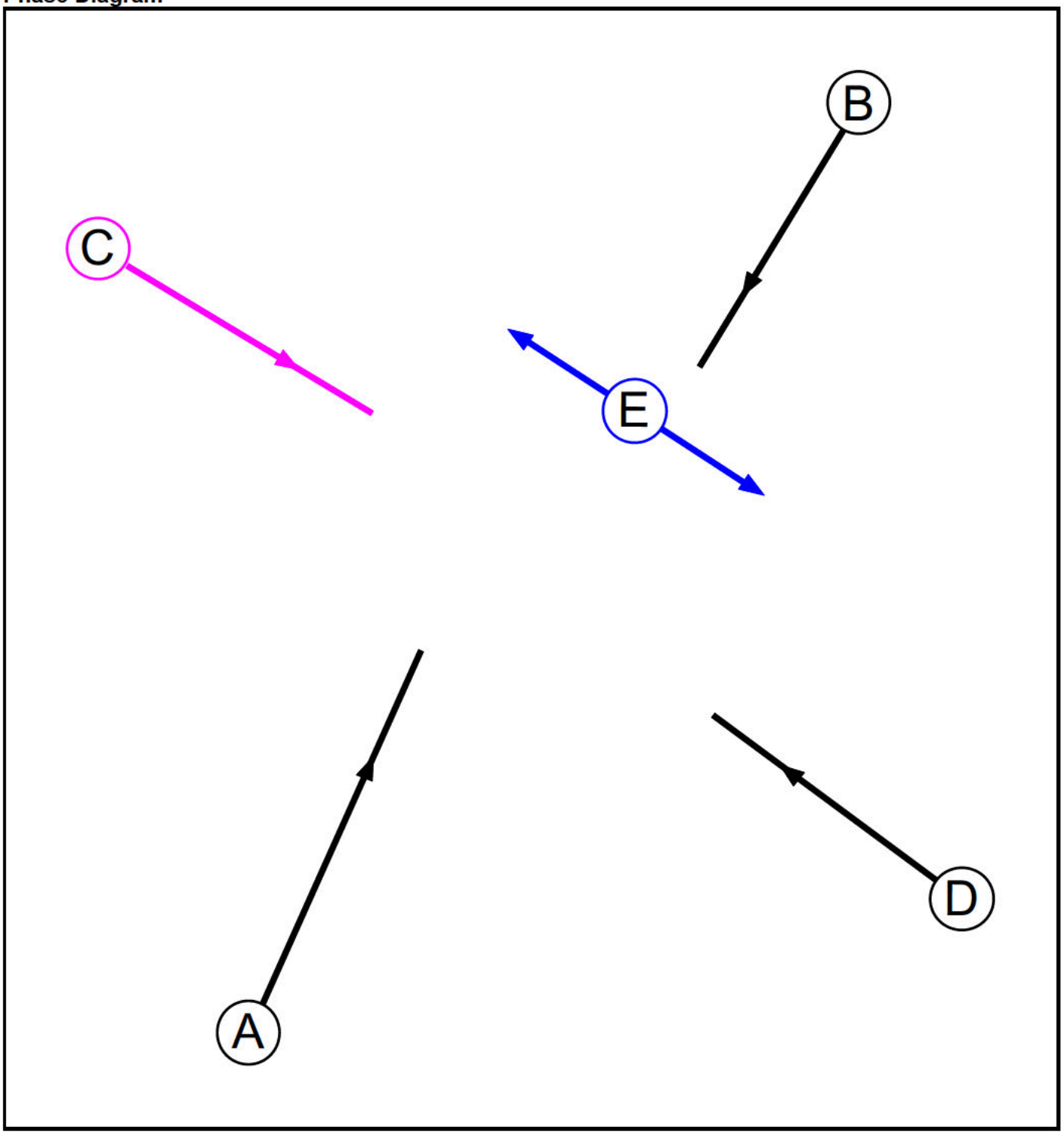
Stage Stream: 1

From Stage	To Stage 1	To Stage 2
1		5
2	14	

Full Input Data And Results

C4

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	Cycle	1		-9999	6
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6

Full Input Data And Results

Phase Intergreens Matrix

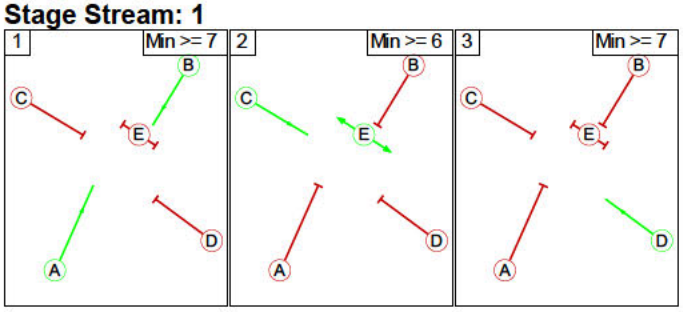
Terminating Phase	Starting Phase				
	A	B	C	D	E
A		-	5	5	7
B	-		6	6	6
C	5	5		5	-
D	5	5	5		8
E	12	12	-	12	

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

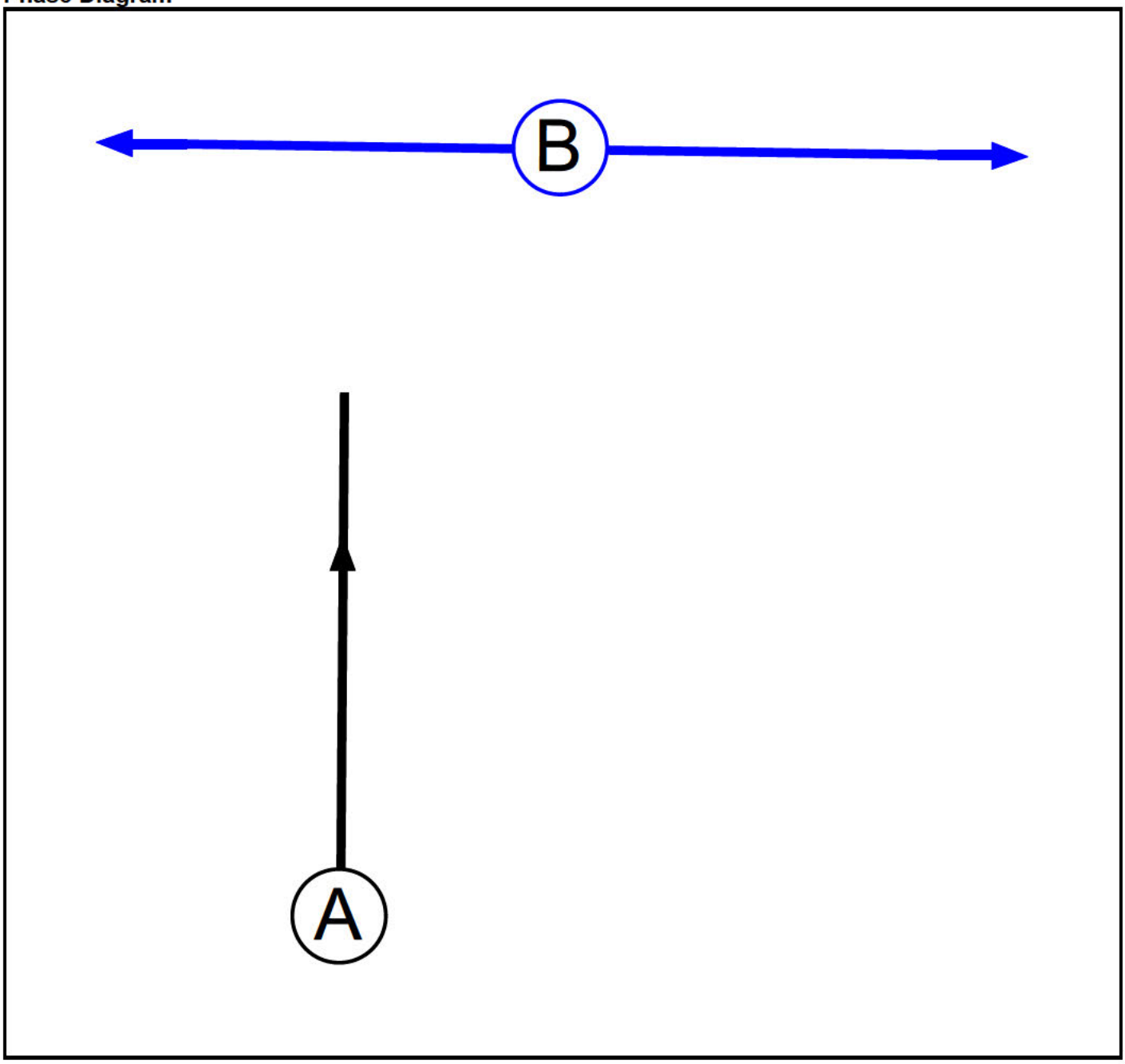
Stage Stream: 1

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

Full Input Data And Results

C5

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Pedestrian	1		-9999	6

Full Input Data And Results

Phase Intergreens Matrix

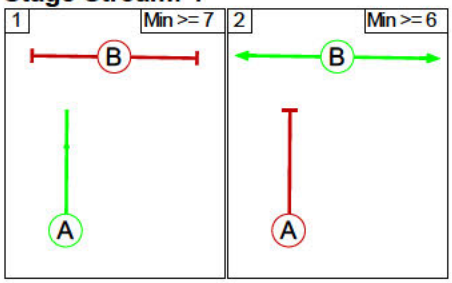
Terminating Phase	Starting Phase	
	A	B
A		5
B	30	

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

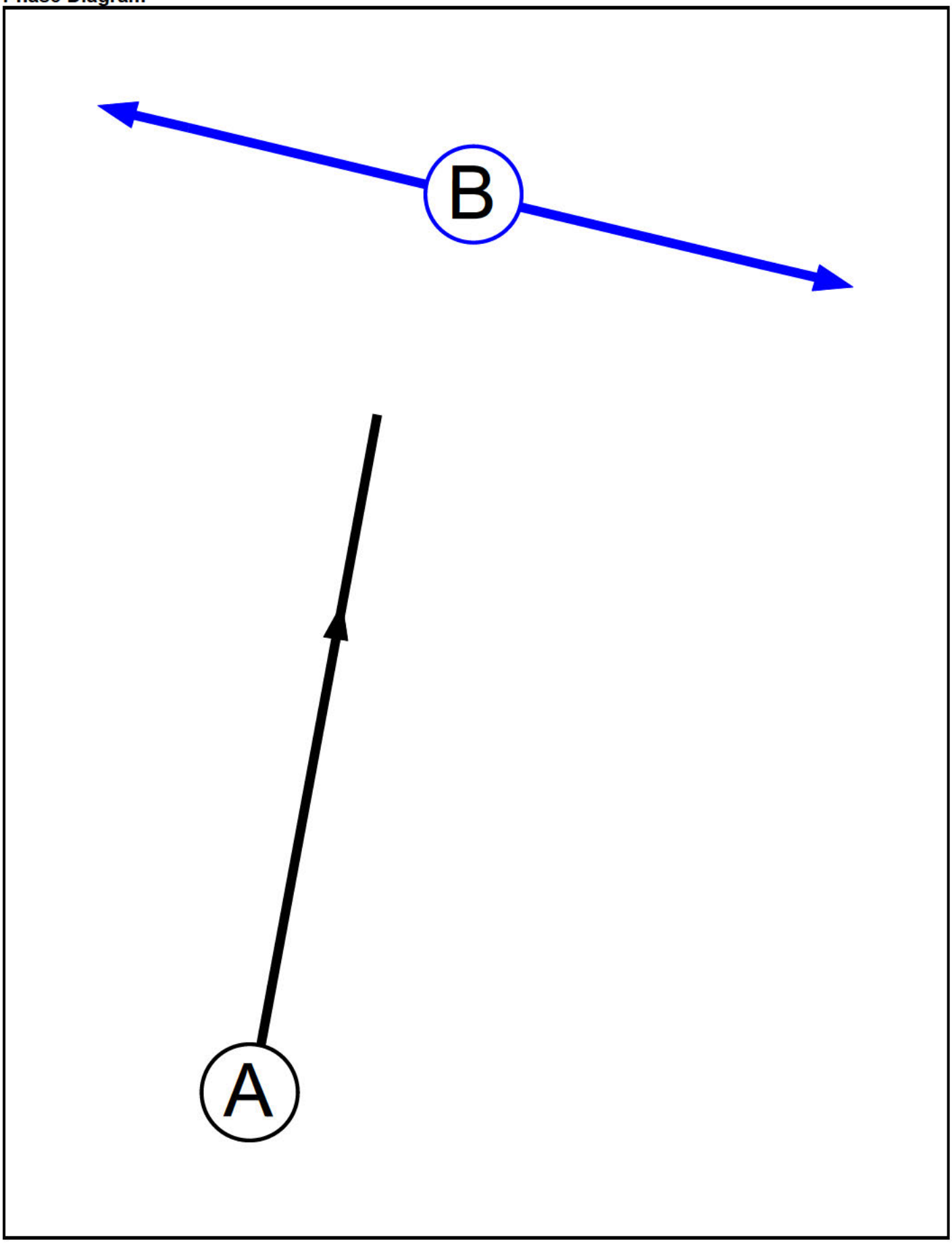
Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	30	

Full Input Data And Results

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		-9999	7
B	Pedestrian	1		-9999	7

Phase Intergreens Matrix

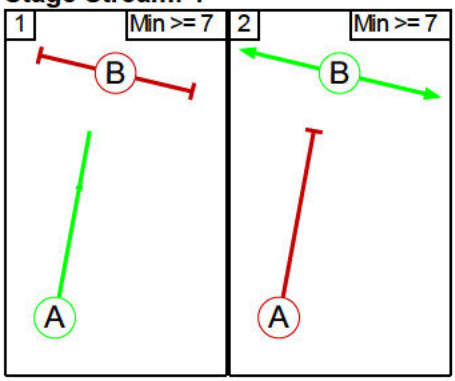
Terminating Phase \ Starting Phase	A	B
A		5
B	24	

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

Junction: J3: 09/999
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	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: J3: 09/999

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)
J3:1/1 (Cavendish Road EB)	U	N	2	3	2.6	User	1800	-	-	-	-	-
J3:2/1	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	421
J1:1/2	651
J1:2/1	382
J1:2/2	480
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	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)	271
J2:5/2 (with short)	784(In) 513(Out)
J2:6/1	510
J2:7/1	20
J2:8/1	20
J2:9/1	20
J2:10/1	30
Junction: J3: 09/999	
J3:1/1	761
J3:2/1	761

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	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

Junction: J3: 09/999								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Cavendish Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
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	449
J1:1/2	473
J1:2/1	409
J1:2/2	339
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	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)	365
J2:5/2 (with short)	692(In) 327(Out)
J2:6/1	725
J2:7/1	58
J2:8/1	37
J2:9/1	66
J2:10/1	85
Junction: J3: 09/999	
J3:1/1	932
J3:2/1	932

Full Input Data And Results

Lane Saturation Flows

Junction: J1: 09/018

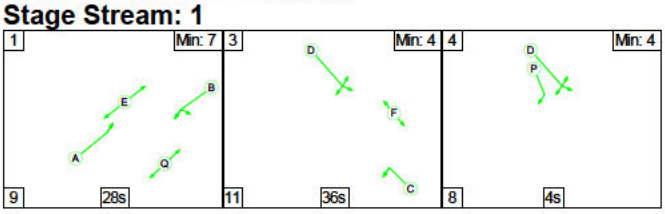
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Balham Hill NB Lane 1)	This lane uses a directly entered Saturation Flow						1826	1826, 0.6 PCU
J1:1/2 (Balham Hill NB Lane 2)	This lane uses a directly entered 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	2.70	0.00	Y				1885	1885

Full Input Data And Results

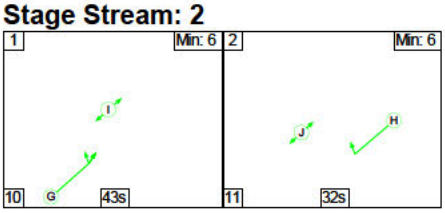
Junction: J2: 09/354								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Balham Hill Lane 1)	This lane uses a directly entered Saturation Flow						3600	3600
J2:1/2 (Balham Hill Lane 2)	This lane uses a directly 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

Junction: J3: 09/999								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Cavendish Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J3:2/1	Infinite Saturation Flow						Inf	Inf

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

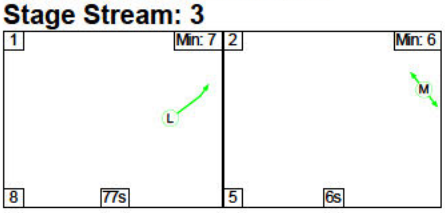


Stage Stream: 2

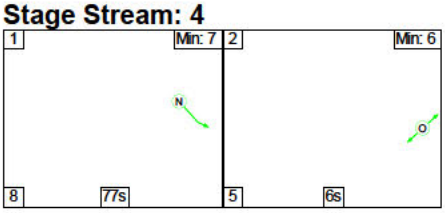


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	3	4
Duration	28	36	4
Change Point	1	38	85

Stage Stream: 2

Stage	1	2
Duration	43	32
Change Point	79	36

Stage Stream: 3

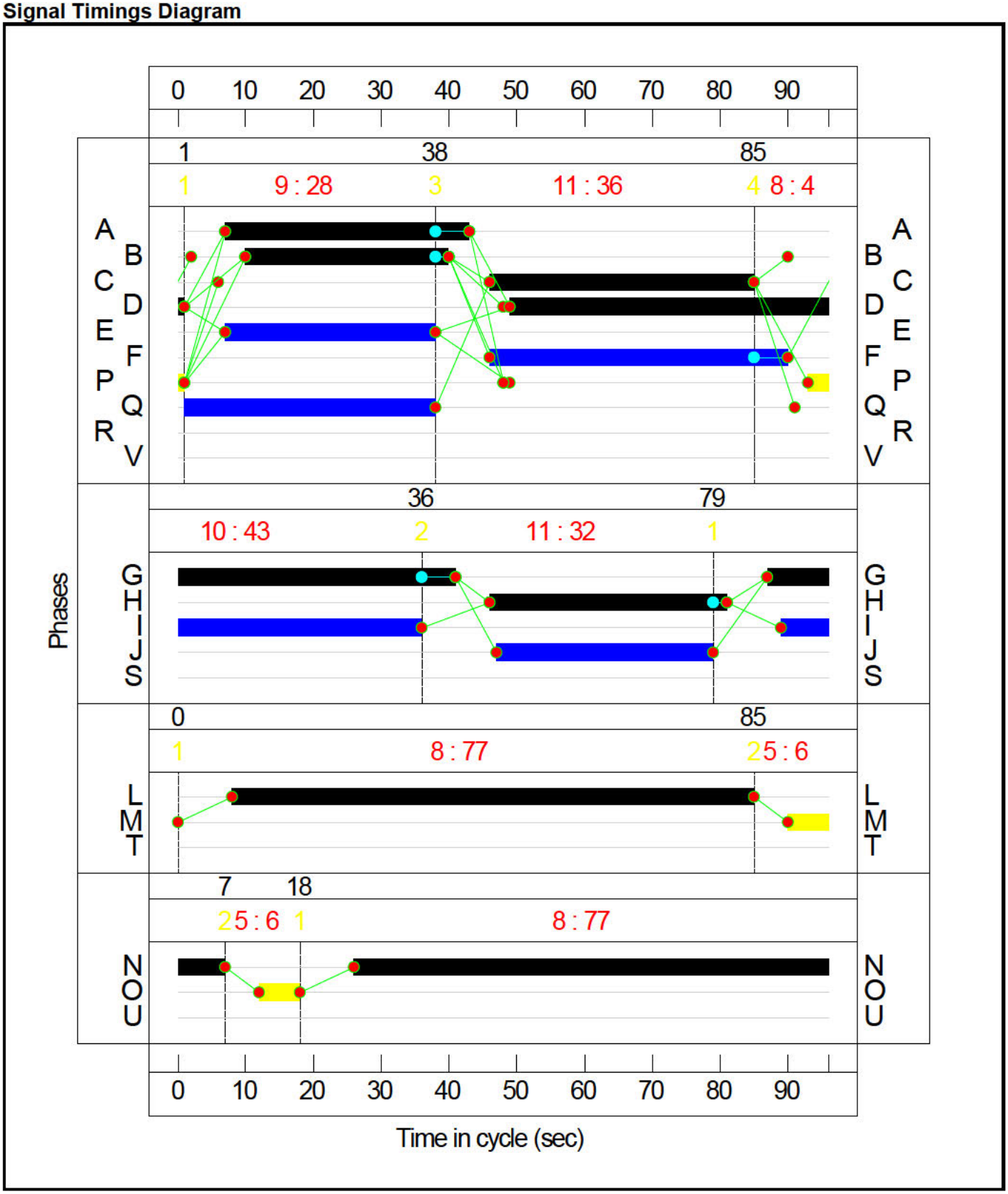
Stage	1	2
Duration	77	6
Change Point	0	85

Stage Stream: 4

Stage	1	2
Duration	77	6
Change Point	18	7

Full Input Data And Results

Signal Timings Diagram

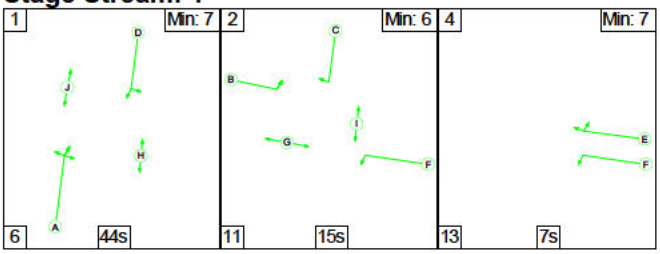


Full Input Data And Results

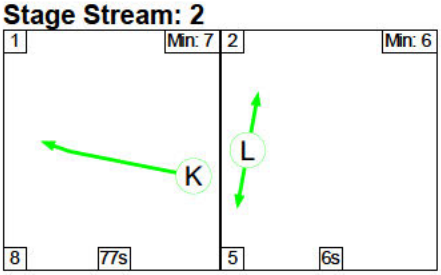
C2 - 09/354

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

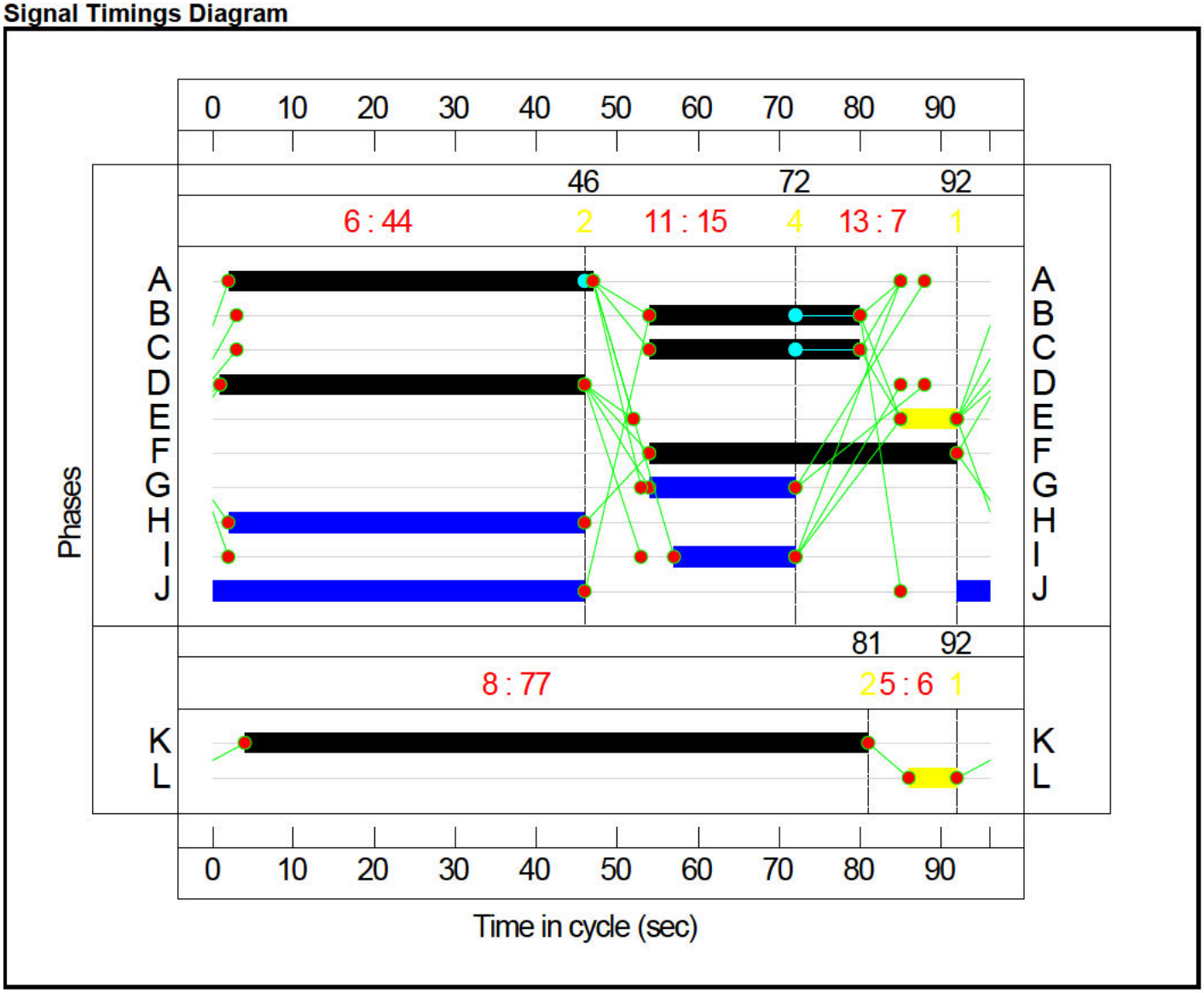
Stage	1	2	4
Duration	44	15	7
Change Point	92	46	72

Stage Stream: 2

Stage	1	2
Duration	77	6
Change Point	92	81

Full Input Data And Results

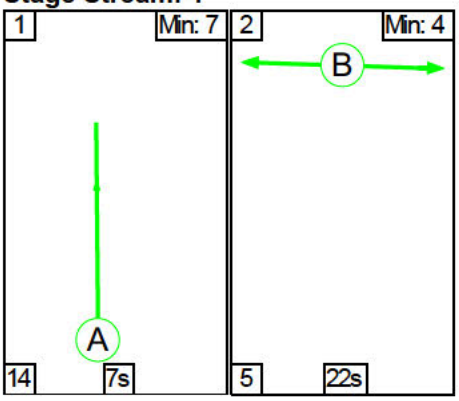
Signal Timings Diagram



C3

Stage Sequence Diagram

Stage Stream: 1

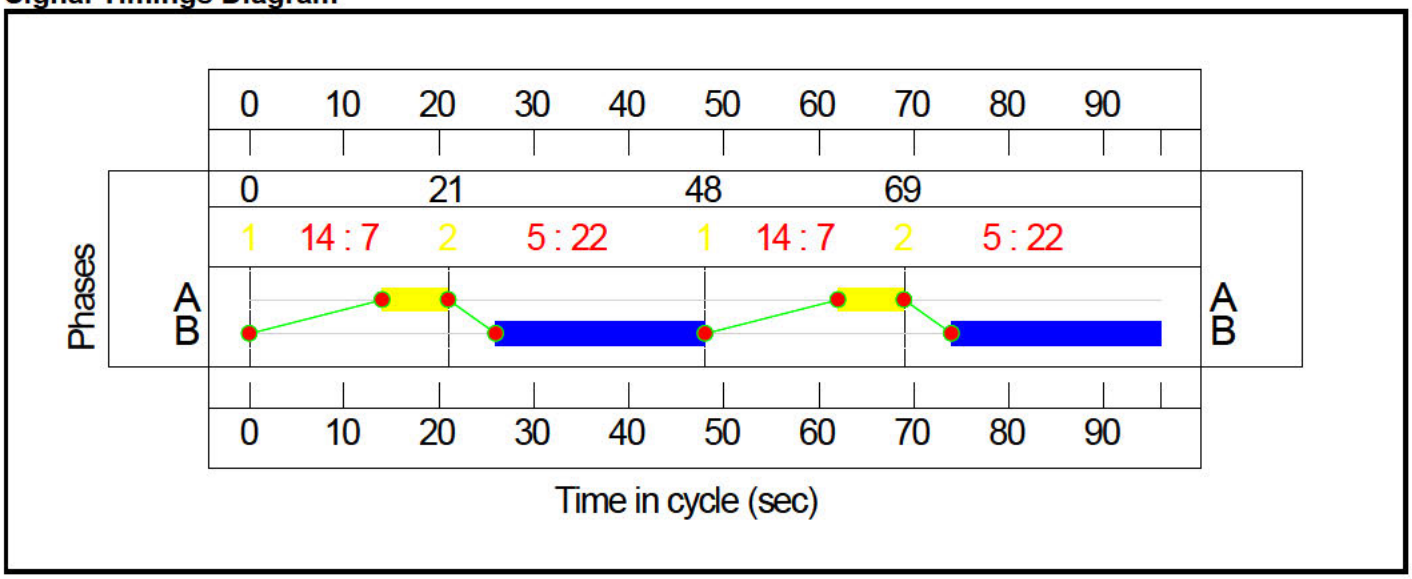


Full Input Data And Results

Stage Timings
Stage Stream: 1

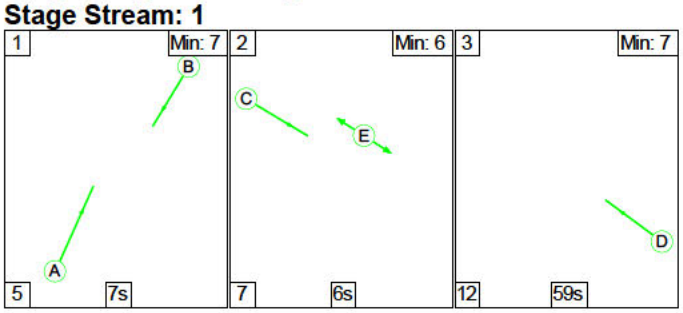
Stage	1	2	1	2
Duration	7	22	7	22
Change Point	0	21	48	69

Signal Timings Diagram



C4

Stage Sequence Diagram
Stage Stream: 1

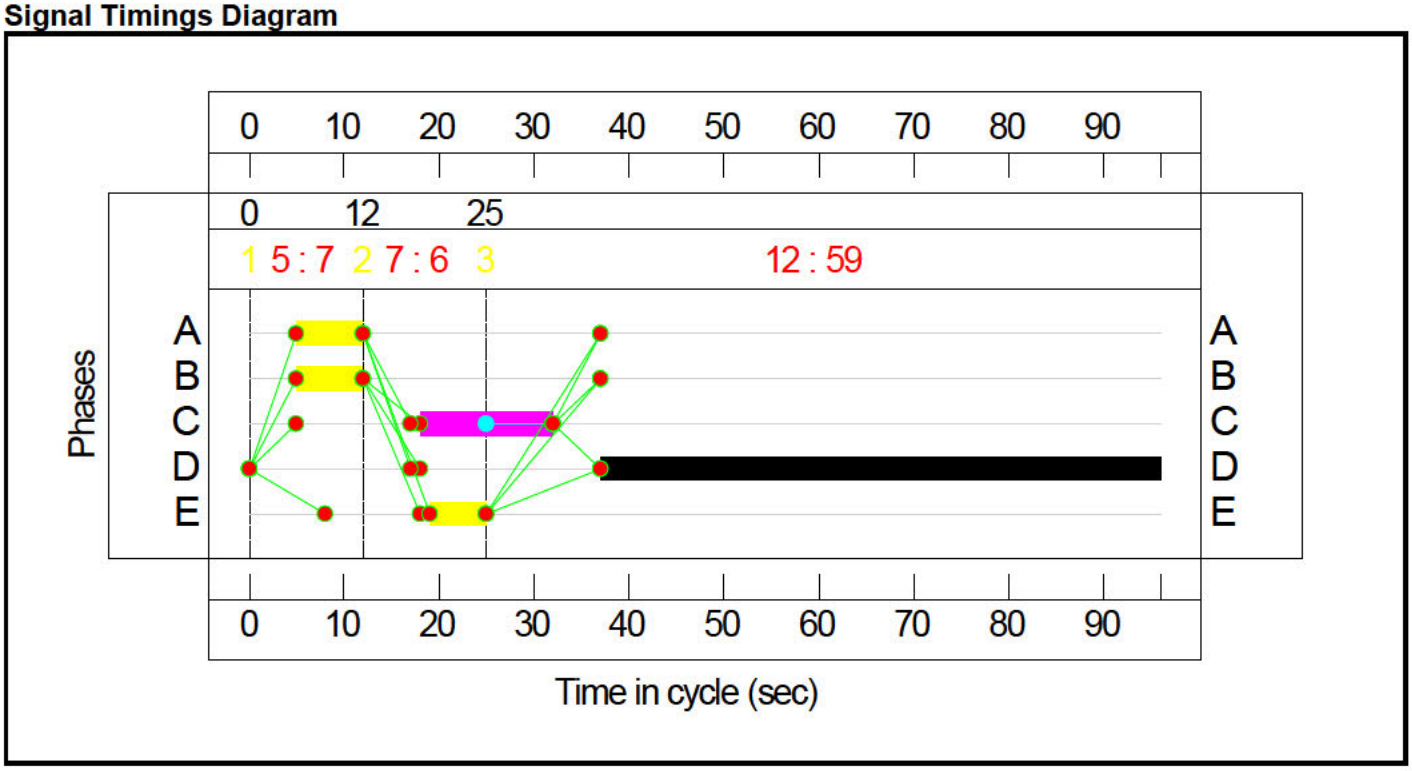


Stage Timings
Stage Stream: 1

Stage	1	2	3
Duration	7	6	59
Change Point	0	12	25

Full Input Data And Results

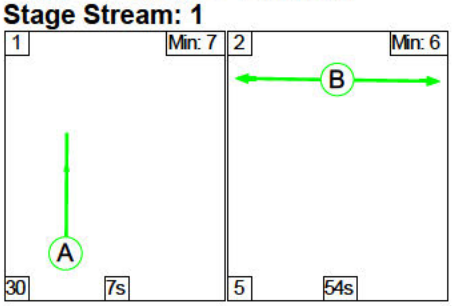
Signal Timings Diagram



C5

Stage Sequence Diagram

Stage Stream: 1



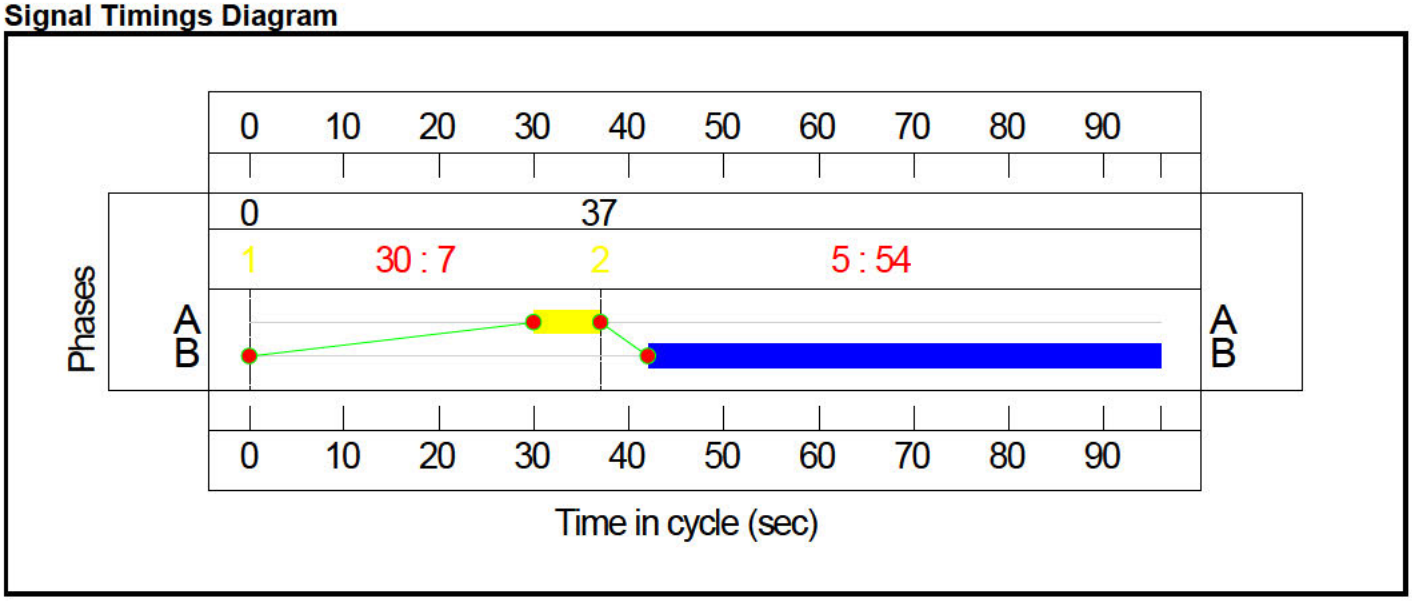
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	54
Change Point	0	37

Full Input Data And Results

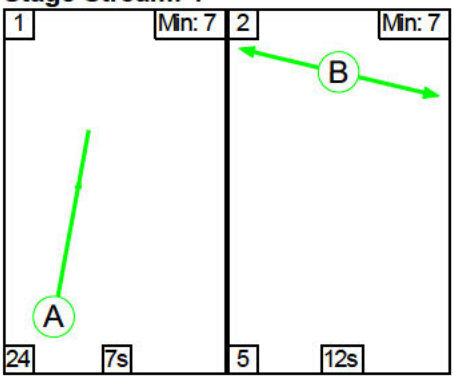
Signal Timings Diagram



C6

Stage Sequence Diagram

Stage Stream: 1



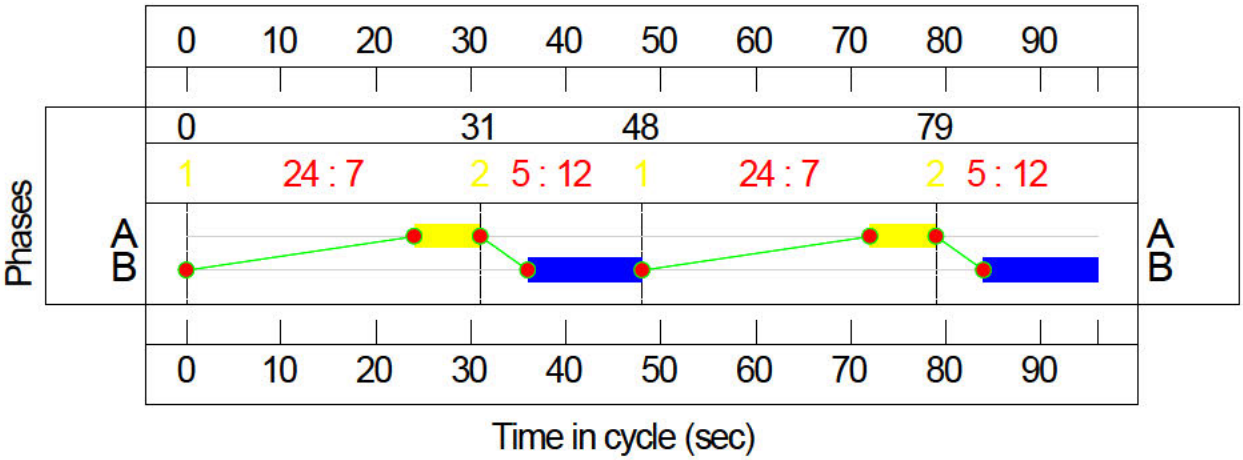
Stage Timings

Stage Stream: 1

Stage	1	2	1	2
Duration	7	12	7	12
Change Point	0	31	48	79

Full Input Data And Results

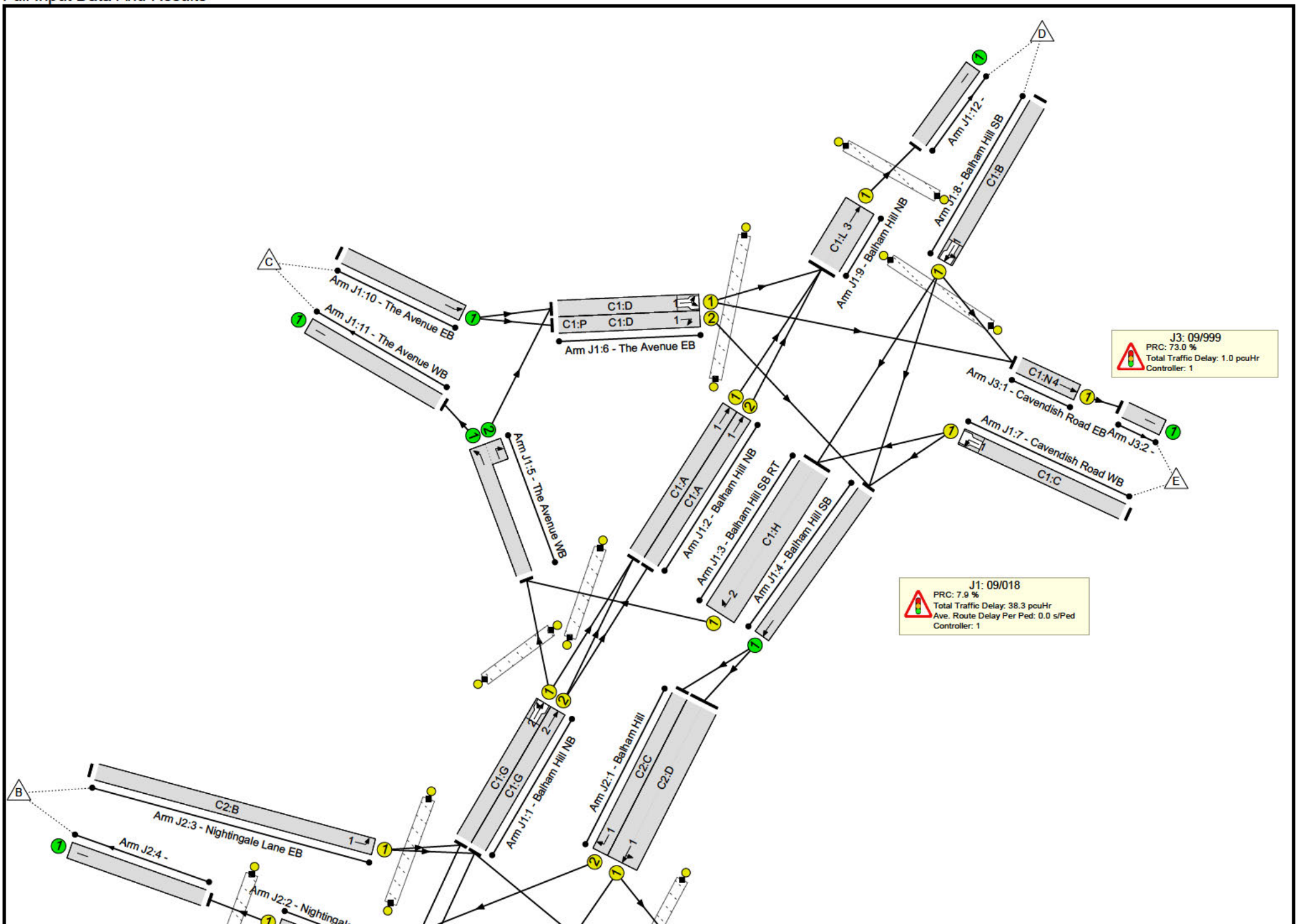
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	**83.4%**
J1: 09/018	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	50	-	421	1826	878	47.9%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	50	-	651	1822	892	73.0%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	382	1858	581	65.8%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	480	1858	581	82.7%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	35	-	639	3530	1250	51.1%
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	48	-	758	1757	1035	73.2%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:P	1	48	4	118	1756	915	12.9%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	39	-	765	1641	920	83.1%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	30	-	585	1826	702	83.4%
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		U	N/A	N/A	-		-	-	-	906	1885	1885	48.1%
Ped Link: P1	Unnamed Ped Link	-	1:3	-	C1:M		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:F		1	44	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	31	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:J		1	32	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1:2	-	C1:I		1	43	-	0	-	0	0.0%
J2: 09/354	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.5%**
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	45	-	510	3600	1688	30.2%
1/2	Balham Hill Right	U	2:1	N/A	C2:C		1	26	-	272	1829	457	59.5%
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	26	-	346	1709	481	72.0%
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	45	-	784	1870:1870	1038	75.5%
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	38	-	20	1777	648	3.1%
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	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	18	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:2	-	C2:L		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:J		1	50	-	0	-	0	0.0%

Full Input Data And Results

J3: 09/999	-	-	**N/A**	-	-		-	-	-	-	-	-	**52.0%**
1/1	Cavendish Road EB Ahead	U	1:4	N/A	C1:N		1	77	-	761	1800	1463	52.0%
2/1		U	N/A	N/A	-		-	-	-	761	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	-	-	**0**	**0**	**0**	**34.2**	**18.9**	**0.0**	**53.2**	-	-	-	-
J1: 09/018	-	-	**0**	**0**	**0**	**24.2**	**14.1**	**0.0**	**38.3**	-	-	-	-
1/1	421	421	-	-	-	1.3	0.5	-	1.7	14.9	5.8	0.5	6.3
1/2	651	651	-	-	-	2.2	1.3	-	3.5	19.5	6.8	1.3	8.2
2/1	382	382	-	-	-	1.3	1.0	-	2.2	21.2	9.0	1.0	10.0
2/2	480	480	-	-	-	1.2	2.3	-	3.5	25.9	10.9	2.3	13.2
3/1	639	639	-	-	-	1.0	0.5	-	1.6	8.8	1.7	0.3	1.9
4/1	782	782	-	-	-	0.2	0.4	-	0.5	2.5	10.0	0.4	10.4
5/1+5/2	849	849	-	-	-	0.5	0.4	-	0.9	4.0	18.8	0.4	19.2
6/1	758	758	-	-	-	3.2	1.4	-	4.6	21.7	14.5	1.4	15.9
6/2	118	118	-	-	-	0.4	0.1	-	0.5	14.1	1.6	0.1	1.7
7/1	765	765	-	-	-	5.7	2.4	-	8.1	38.2	17.4	2.4	19.8
8/1	585	585	-	-	-	4.7	2.4	-	7.1	43.6	14.0	2.4	16.4
9/1	906	906	-	-	-	2.6	0.6	-	3.1	12.4	11.6	0.3	11.9
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	906	906	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
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	-	-	-	-	-	-	-	-	-	-	-
J2: 09/354	-	-	**0**	**0**	**0**	**9.5**	**4.3**	**0.0**	**13.8**	-	-	-	-

Full Input Data And Results

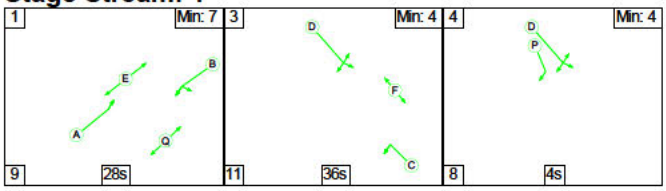
1/1	510	510	-	-	-	1.1	0.2	-	1.3	9.1	1.6	0.1	1.7
1/2	272	272	-	-	-	0.9	0.7	-	1.6	21.5	3.2	0.7	4.0
2/1	340	340	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
3/1	346	346	-	-	-	3.0	1.3	-	4.2	44.2	8.3	1.3	9.5
4/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	784	784	-	-	-	4.2	1.5	-	5.7	26.2	11.8	1.5	13.3
6/1	510	510	-	-	-	0.0	0.2	-	0.2	1.5	2.6	0.2	2.8
7/1	20	20	-	-	-	0.1	0.0	-	0.1	22.6	0.3	0.0	0.4
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	-	-	-	-	-	-	-	-	-	-	-
J3: 09/999	**-**	**-**	**0**	**0**	**0**	**0.5**	**0.5**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
1/1	761	761	-	-	-	0.5	0.5	-	1.0	4.9	11.5	0.5	12.1
2/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 09/018	Stream: 1 PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	25.95	Cycle Time (s): 96
C1 - 09/018	Stream: 2 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	6.85	Cycle Time (s): 96
C1 - 09/018	Stream: 3 PRC for Signalled Lanes (%):	67.6	Total Delay for Signalled Lanes (pcuHr):	3.13	Cycle Time (s): 96
C1 - 09/018	Stream: 4 PRC for Signalled Lanes (%):	73.0	Total Delay for Signalled Lanes (pcuHr):	1.04	Cycle Time (s): 96
C2 - 09/354	Stream: 1 PRC for Signalled Lanes (%):	19.2	Total Delay for Signalled Lanes (pcuHr):	13.44	Cycle Time (s): 96
C2 - 09/354	Stream: 2 PRC for Signalled Lanes (%):	361.6	Total Delay for Signalled Lanes (pcuHr):	0.12	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 (%):	7.9	Total Delay Over All Lanes(pcuHr):	53.16	

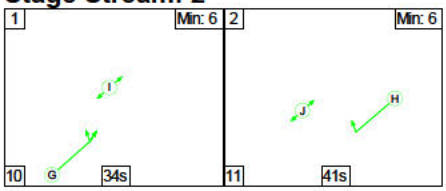
Full Input Data And Results
Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Staging Plan No. 1')
C1 - 09/018

Stage Sequence Diagram

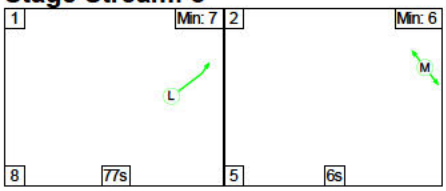
Stage Stream: 1



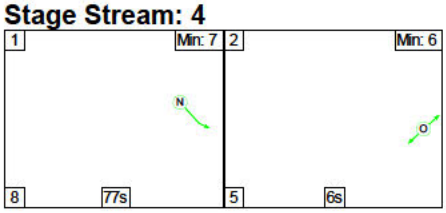
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	3	4
Duration	28	36	4
Change Point	1	38	85

Stage Stream: 2

Stage	1	2
Duration	34	41
Change Point	92	40

Stage Stream: 3

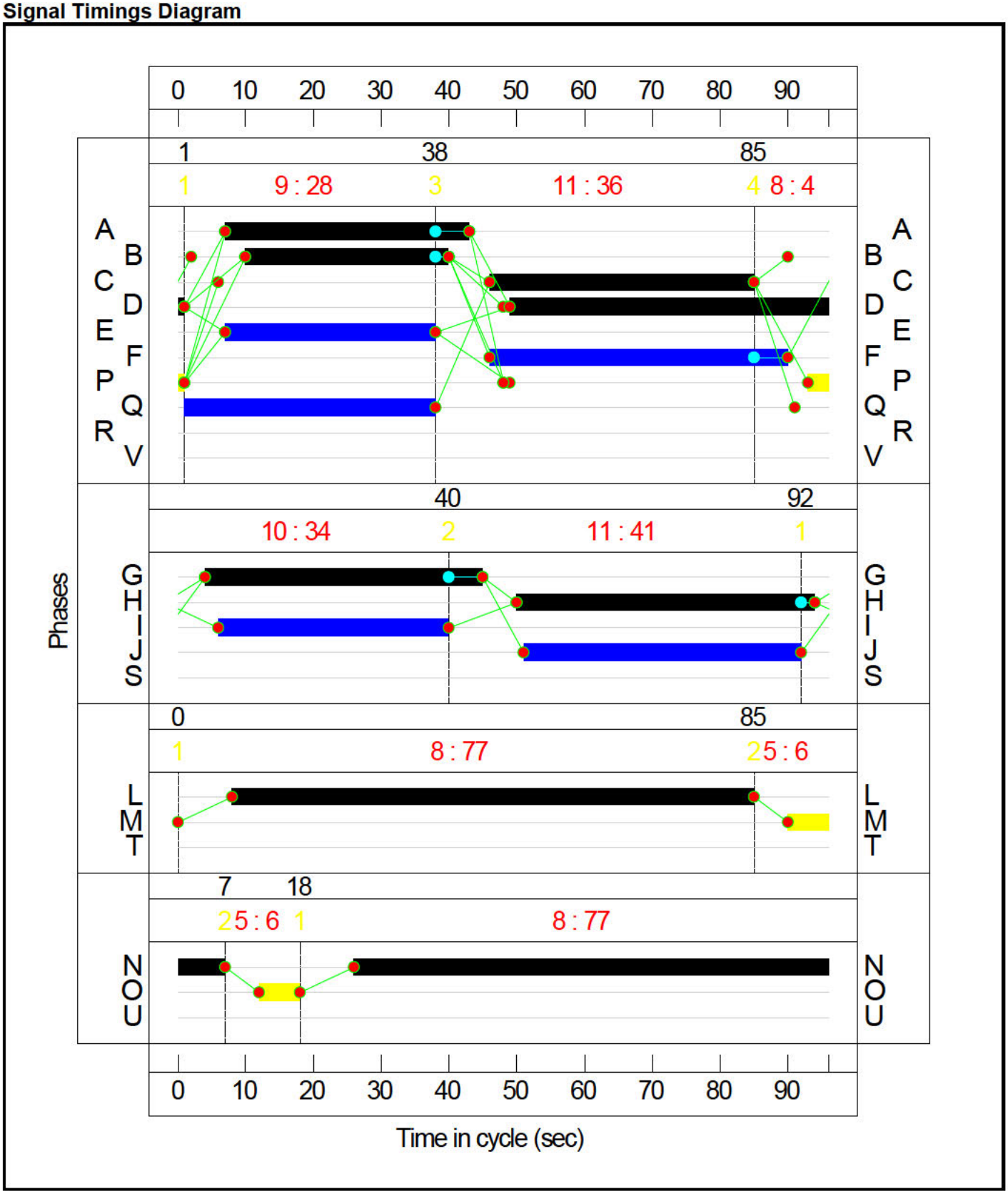
Stage	1	2
Duration	77	6
Change Point	0	85

Stage Stream: 4

Stage	1	2
Duration	77	6
Change Point	18	7

Full Input Data And Results

Signal Timings Diagram

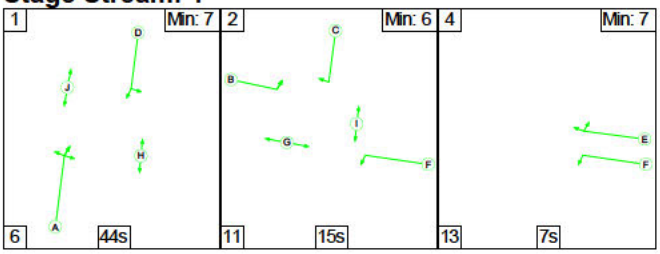


Full Input Data And Results

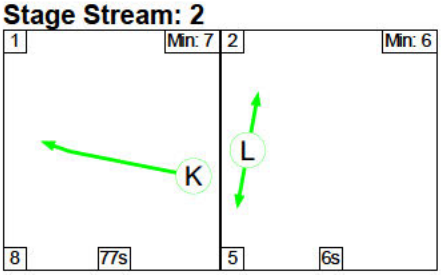
C2 - 09/354

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

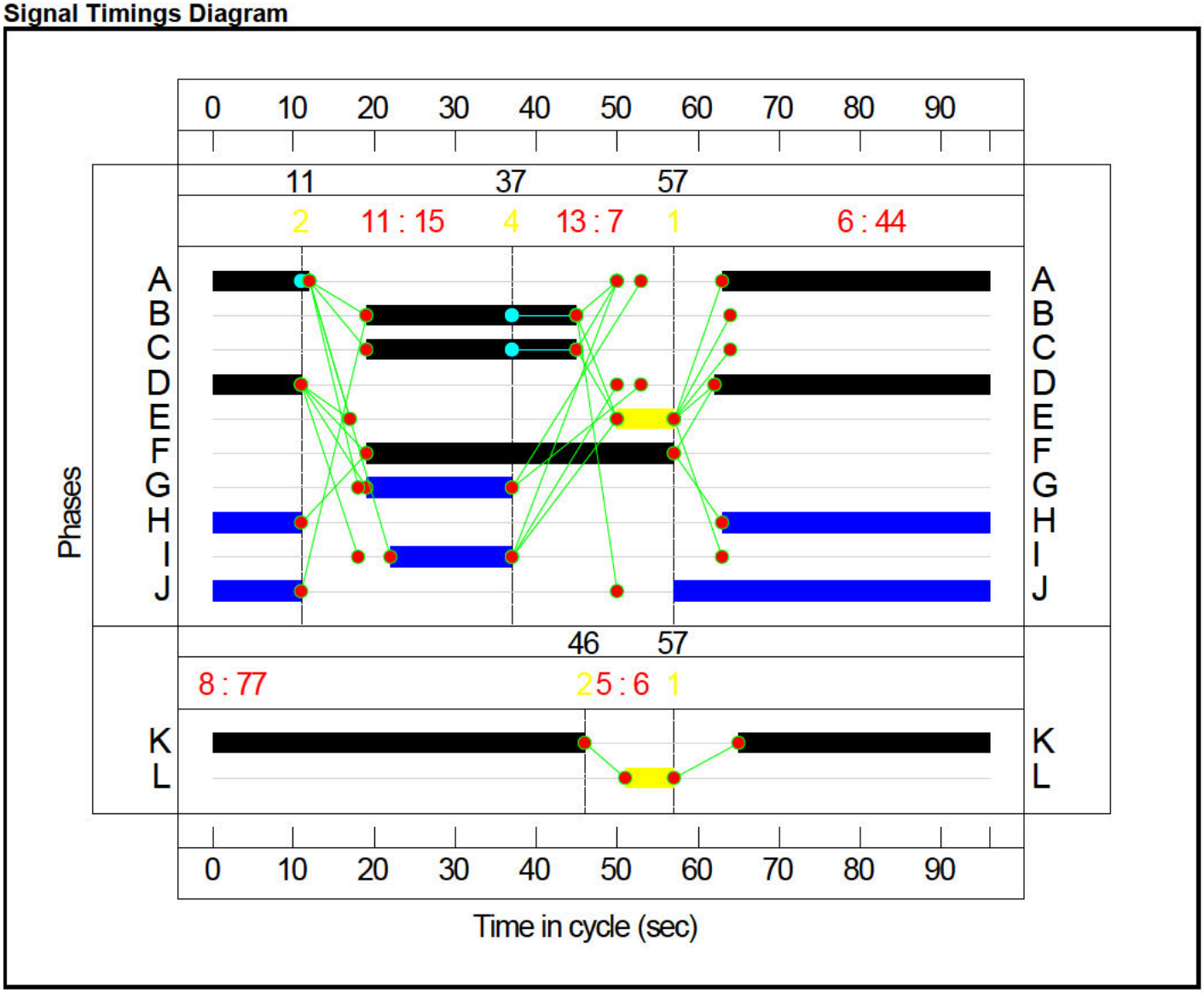
Stage	1	2	4
Duration	44	15	7
Change Point	57	11	37

Stage Stream: 2

Stage	1	2
Duration	77	6
Change Point	57	46

Full Input Data And Results

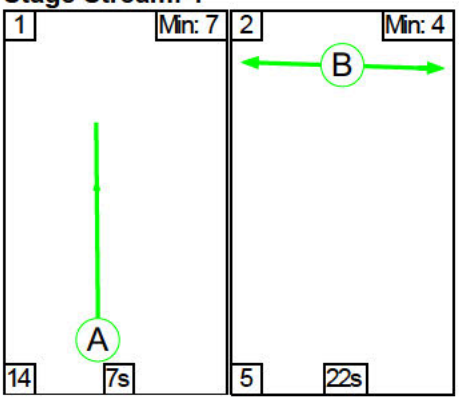
Signal Timings Diagram



C3

Stage Sequence Diagram

Stage Stream: 1

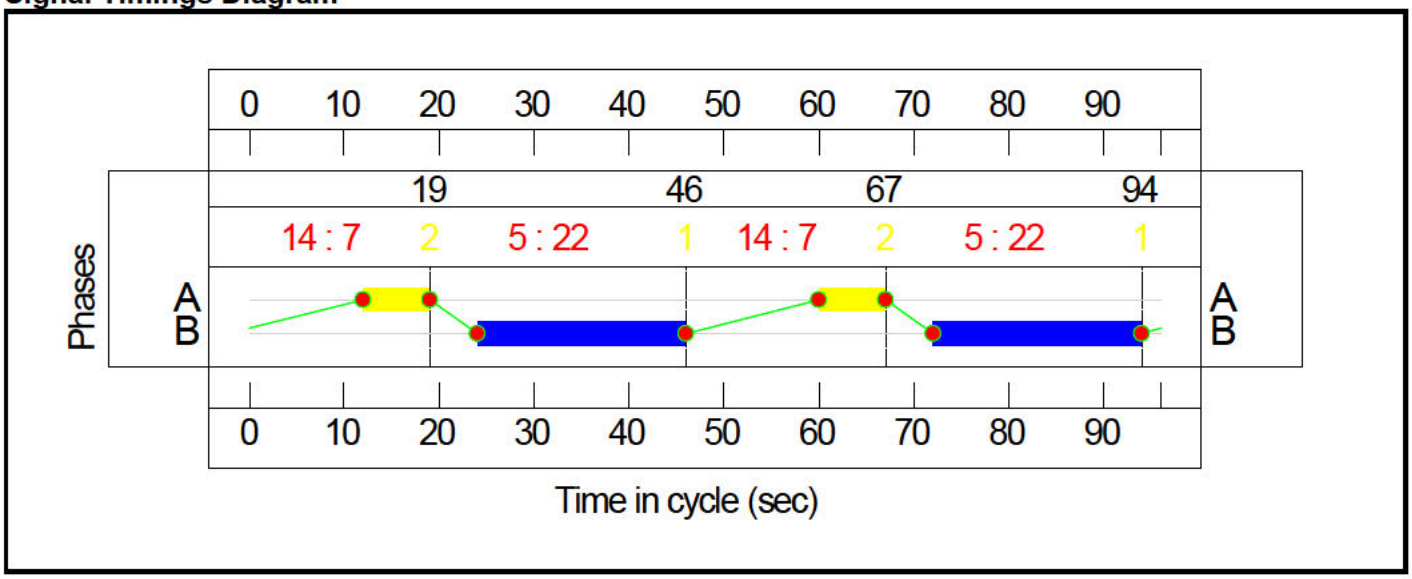


Full Input Data And Results

Stage Timings
Stage Stream: 1

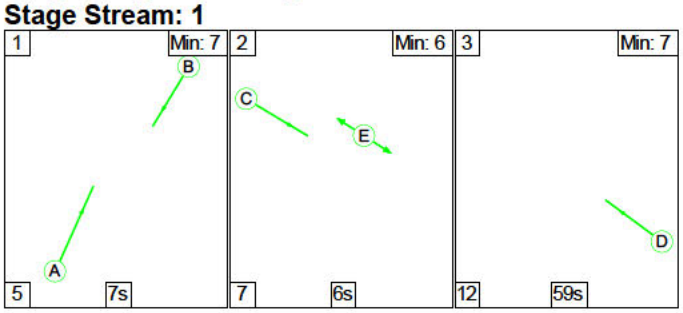
Stage	1	2	1	2
Duration	7	22	7	22
Change Point	94	19	46	67

Signal Timings Diagram



C4

Stage Sequence Diagram
Stage Stream: 1

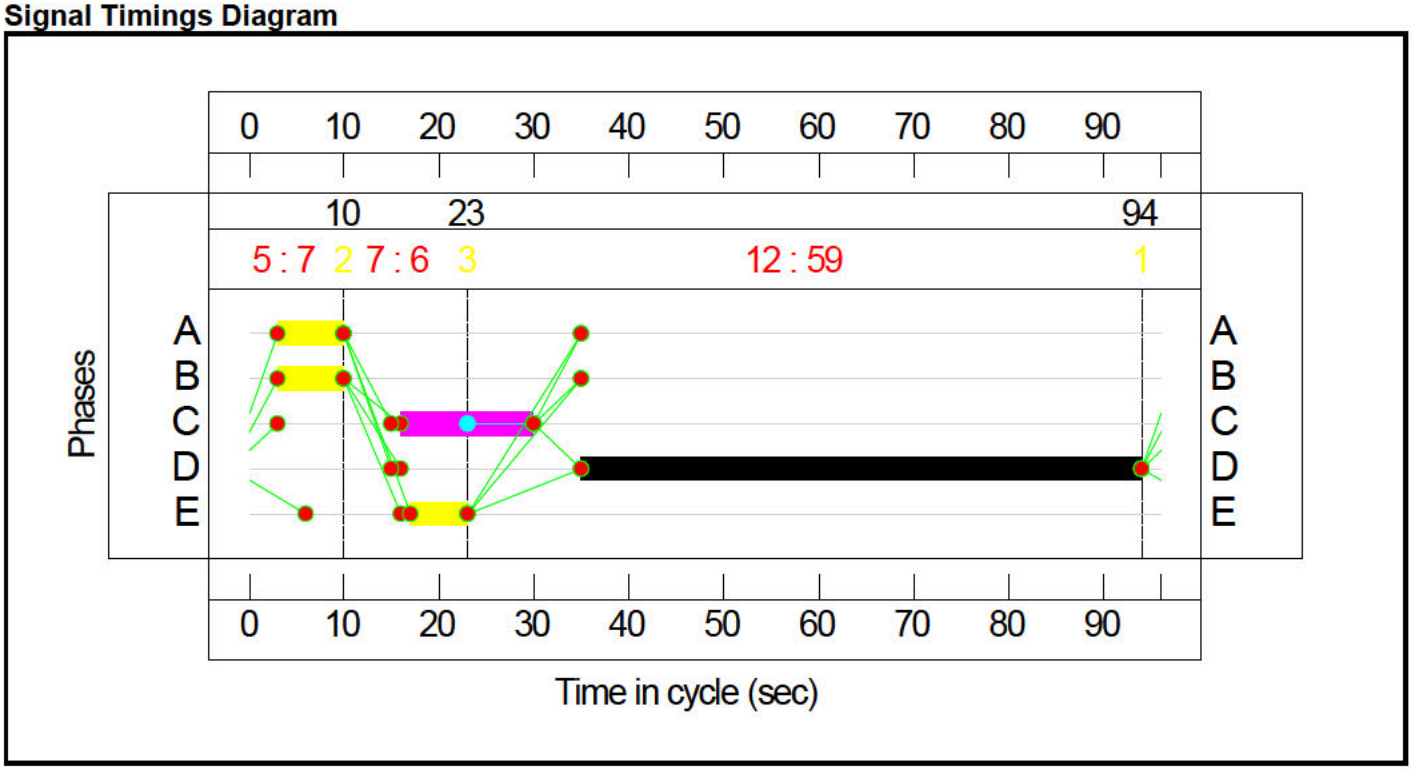


Stage Timings
Stage Stream: 1

Stage	1	2	3
Duration	7	6	59
Change Point	94	10	23

Full Input Data And Results

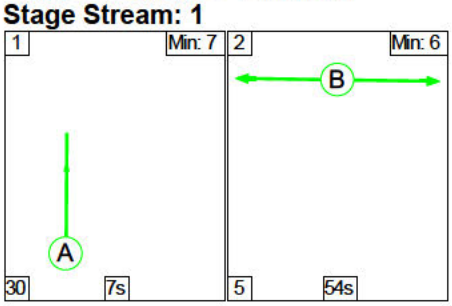
Signal Timings Diagram



C5

Stage Sequence Diagram

Stage Stream: 1



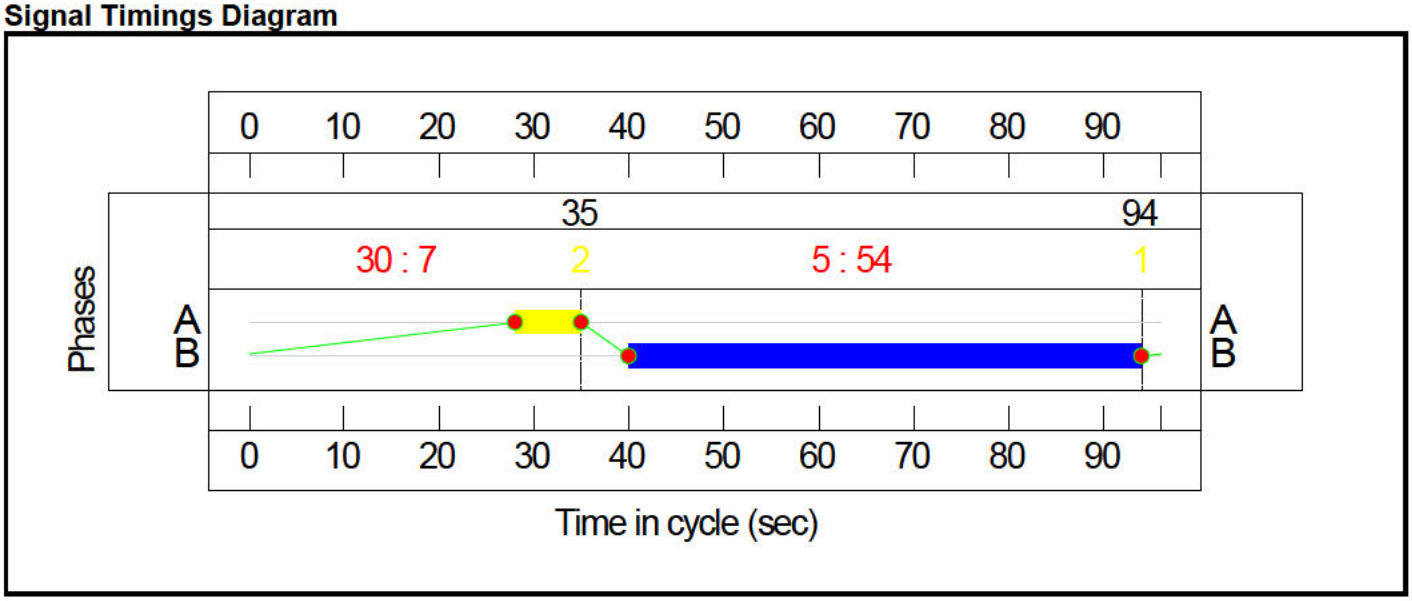
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	54
Change Point	94	35

Full Input Data And Results

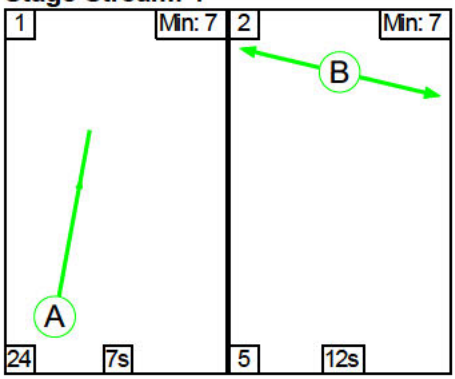
Signal Timings Diagram



C6

Stage Sequence Diagram

Stage Stream: 1



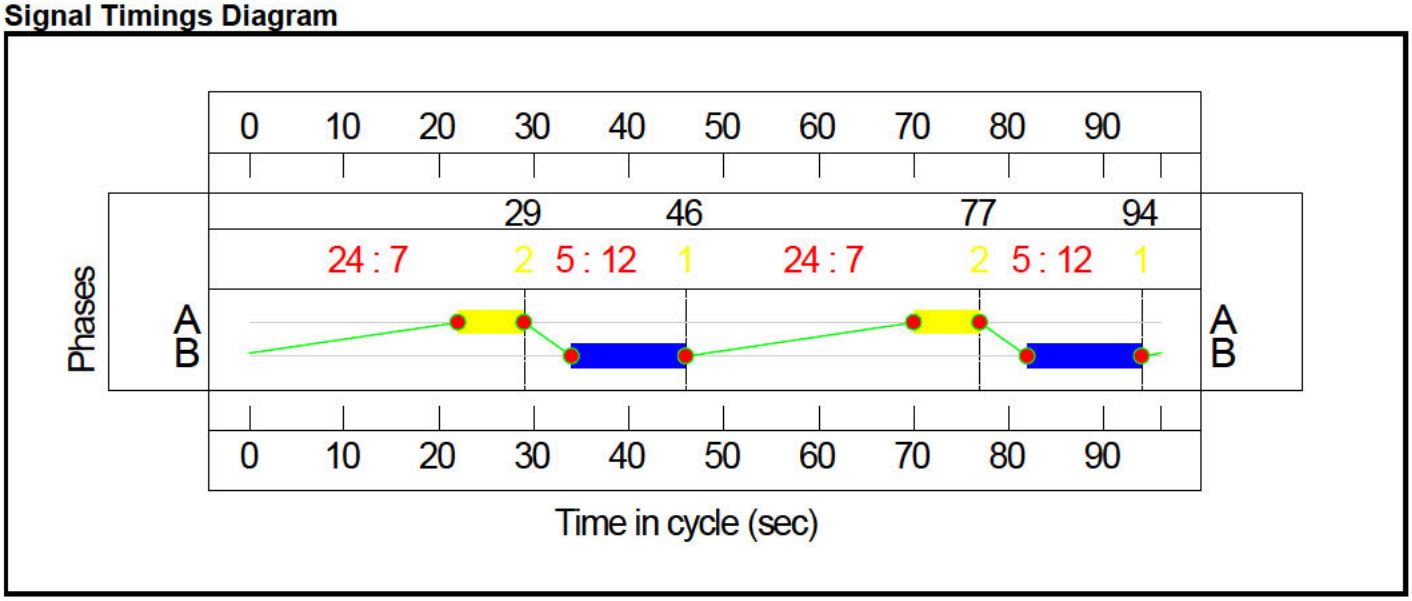
Stage Timings

Stage Stream: 1

Stage	1	2	1	2
Duration	7	12	7	12
Change Point	94	29	46	77

Full Input Data And Results

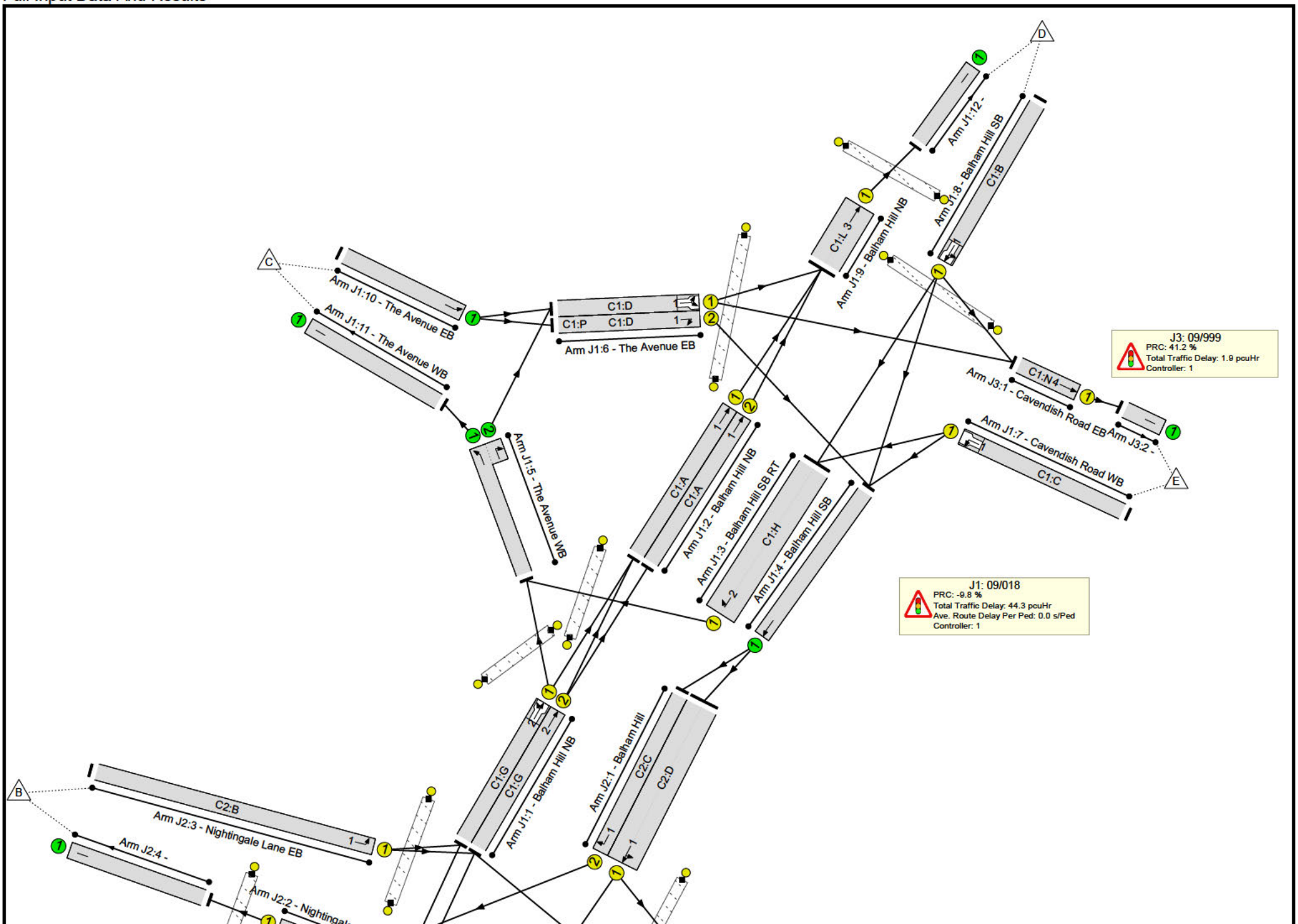
Signal Timings Diagram



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	41	-	449	1826	821	54.7%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	41	-	473	1822	797	59.3%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	409	1858	697	58.7%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	339	1858	697	48.7%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	44	-	651	3530	1508	43.2%
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	48	-	913	1757	1095	83.4%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:P	1	48	4	200	1756	915	21.9%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	39	-	792	1641	1046	75.7%
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		U	N/A	N/A	-		-	-	-	807	1885	1885	42.8%
Ped Link: P1	Unnamed Ped Link	-	1:3	-	C1:M		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:F		1	44	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	31	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:J		1	41	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1:2	-	C1:I		1	34	-	0	-	0	0.0%
J2: 09/354	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	45	-	719	3600	1800	39.9%
1/2	Balham Hill Right	U	2:1	N/A	C2:C		1	26	-	229	1829	514	44.5%
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	26	-	272	1709	445	61.1%
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	45	-	692	1870:1870	1103	62.8%
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	38	-	58	1777	685	8.5%
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	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	18	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:2	-	C2:L		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:J		1	50	-	0	-	0	0.0%

Full Input Data And Results

J3: 09/999	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.7%**
1/1	Cavendish Road EB Ahead	U	1:4	N/A	C1:N		1	77	-	932	1800	1463	63.7%
2/1		U	N/A	N/A	-		-	-	-	932	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	**-**	**-**	**0**	**0**	**0**	**35.5**	**24.8**	**0.0**	**60.3**	**-**	**-**	**-**	**-**
J1: 09/018	**-**	**-**	**0**	**0**	**0**	**23.5**	**20.8**	**0.0**	**44.3**	**-**	**-**	**-**	**-**
1/1	449	449	-	-	-	2.1	0.6	-	2.7	21.7	8.4	0.6	9.0
1/2	473	473	-	-	-	2.4	0.7	-	3.2	24.1	8.8	0.7	9.5
2/1	409	409	-	-	-	0.4	0.7	-	1.1	9.4	1.6	0.7	2.3
2/2	339	339	-	-	-	0.4	0.5	-	0.9	9.4	1.2	0.5	1.7
3/1	651	651	-	-	-	0.5	0.4	-	0.9	5.1	1.5	0.2	1.7
4/1	948	948	-	-	-	0.5	0.6	-	1.0	4.0	14.2	0.6	14.7
5/1+5/2	825	825	-	-	-	0.7	0.4	-	1.1	4.7	17.6	0.4	18.0
6/1	913	913	-	-	-	4.1	2.4	-	6.5	25.7	19.0	2.4	21.5
6/2	200	200	-	-	-	0.7	0.1	-	0.8	15.0	2.8	0.1	3.0
7/1	792	792	-	-	-	4.6	1.5	-	6.1	27.8	15.8	1.5	17.4
8/1	685	685	-	-	-	6.2	11.2	-	17.4	91.3	18.1	11.2	29.3
9/1	807	807	-	-	-	1.0	0.5	-	1.4	6.4	10.0	0.2	10.2
10/1	1113	1113	-	-	-	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	807	807	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
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	-	-	-	-	-	-	-	-	-	-	-
J2: 09/354	**-**	**-**	**0**	**0**	**0**	**11.0**	**3.1**	**0.0**	**14.1**	**-**	**-**	**-**	**-**

Full Input Data And Results

1/1	719	719	-	-	-	3.8	0.3	-	4.1	20.6	8.2	0.2	8.4
1/2	229	229	-	-	-	0.2	0.4	-	0.6	10.1	0.7	0.4	1.1
2/1	284	284	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/1	272	272	-	-	-	2.4	0.8	-	3.1	41.5	6.3	0.8	7.1
4/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	692	692	-	-	-	2.7	0.8	-	3.5	18.4	8.3	0.8	9.2
6/1	725	725	-	-	-	1.2	0.3	-	1.5	7.5	17.0	0.3	17.3
7/1	58	58	-	-	-	0.3	0.0	-	0.3	21.6	1.0	0.0	1.0
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	-	-	-	-	-	-	-	-	-	-	-
J3: 09/999	**-**	**-**	**0**	**0**	**0**	**1.0**	**0.9**	**0.0**	**1.9**	**-**	**-**	**-**	**-**
1/1	932	932	-	-	-	1.0	0.9	-	1.9	7.1	17.5	0.9	18.4
2/1	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - 09/018	Stream: 1 PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	32.80	Cycle Time (s): 96
C1 - 09/018	Stream: 2 PRC for Signalled Lanes (%):	51.7	Total Delay for Signalled Lanes (pcuHr):	6.80	Cycle Time (s): 96
C1 - 09/018	Stream: 3 PRC for Signalled Lanes (%):	88.2	Total Delay for Signalled Lanes (pcuHr):	1.44	Cycle Time (s): 96
C1 - 09/018	Stream: 4 PRC for Signalled Lanes (%):	41.2	Total Delay for Signalled Lanes (pcuHr):	1.85	Cycle Time (s): 96
C2 - 09/354	Stream: 1 PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	12.48	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):	60.29	