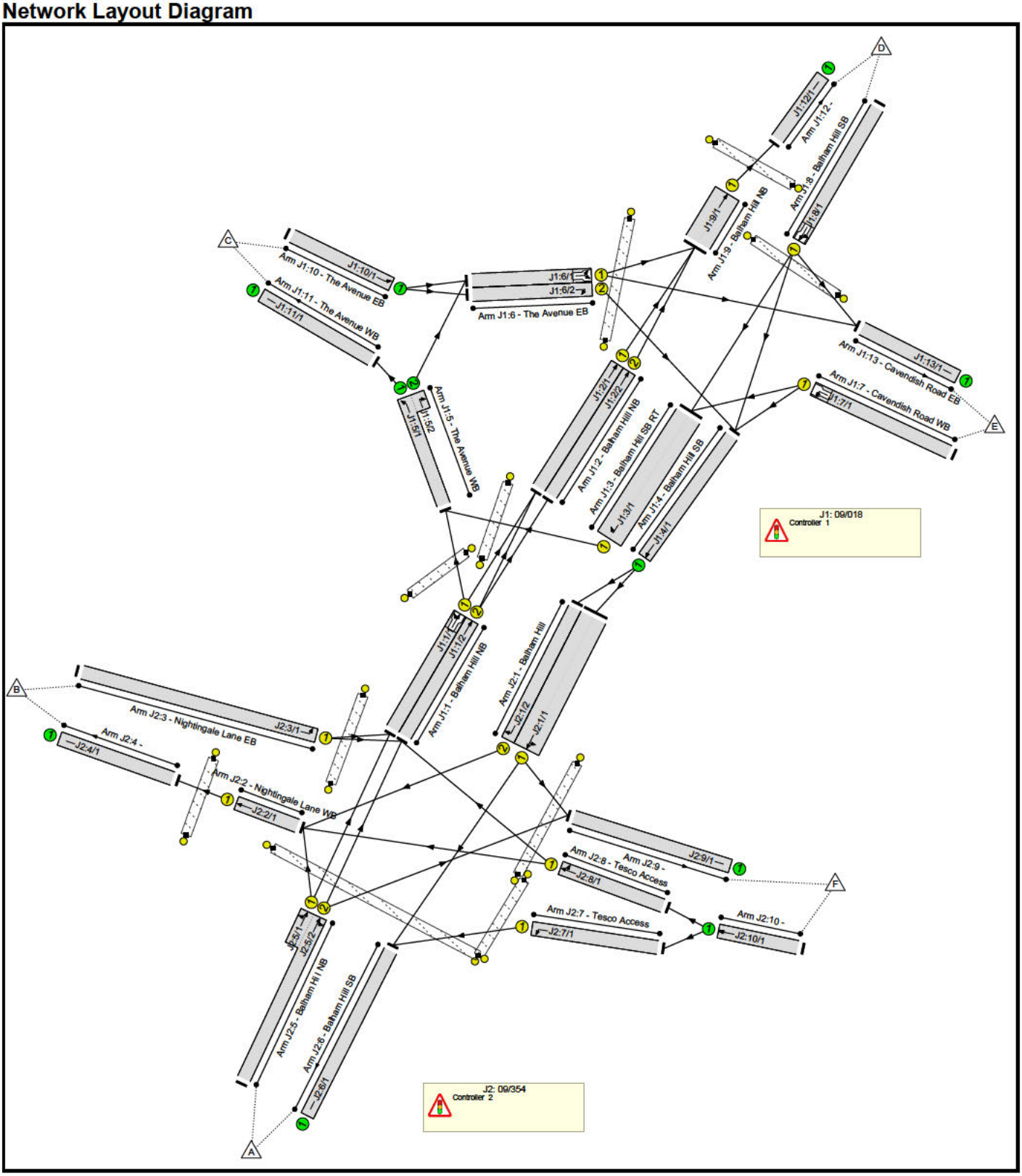
Full Input Data And Results

User and Project Details

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

Full Input Data And Results

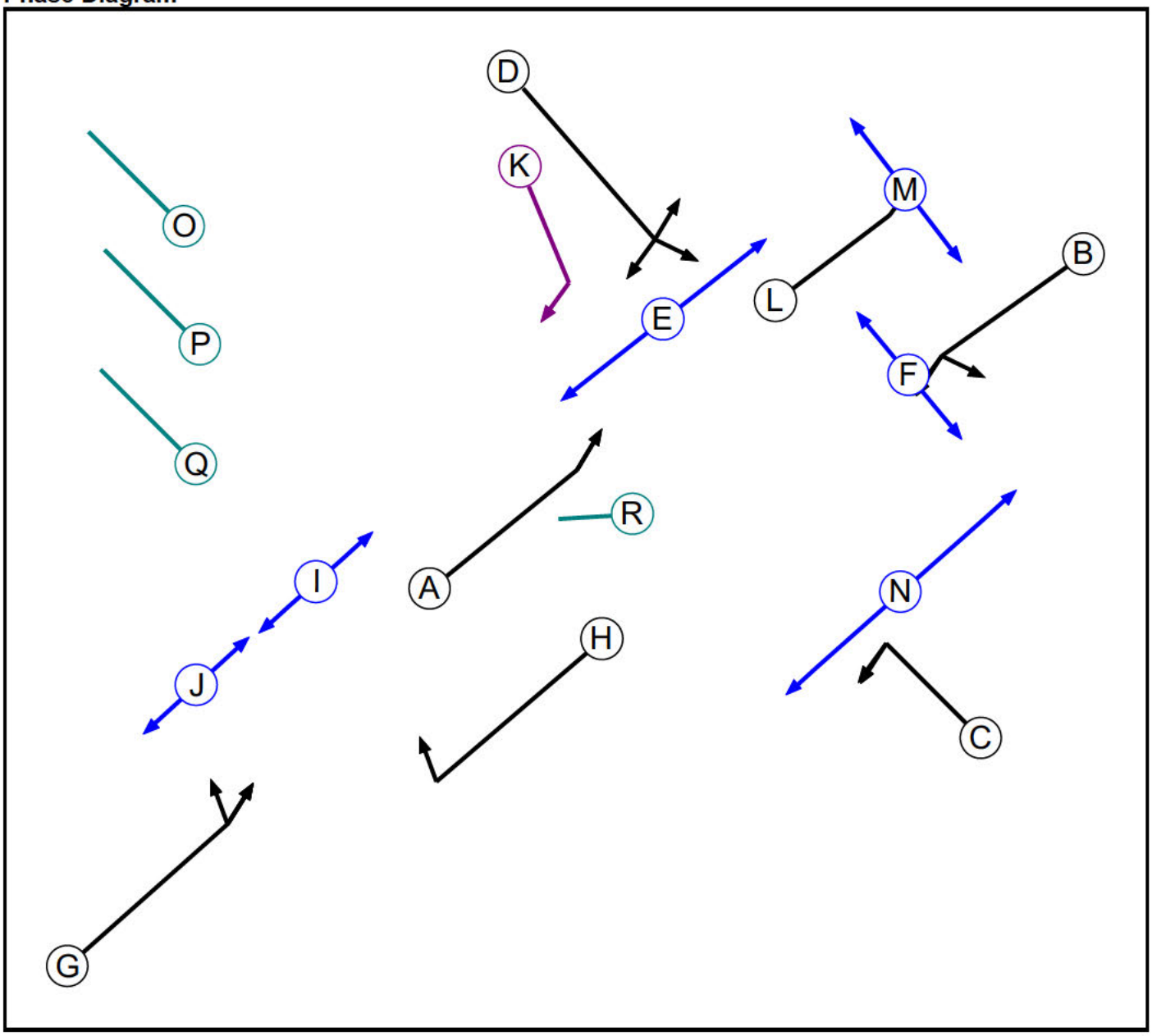
Network Layout Diagram



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	Ind. Arrow	1	D	-9999	4
L	Traffic	3		-9999	7
M	Pedestrian	3		-9999	6
N	Pedestrian	1		-9999	6
O	Dummy	1		-9999	3
P	Dummy	2		-9999	3
Q	Dummy	3		-9999	3
R	Dummy	1		-9999	1

Full Input Data And Results

Phase Intergreens Matrix

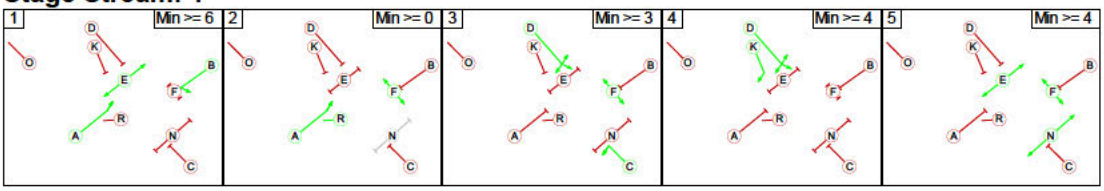
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		-	-	5	-	-	-	-	-	-	5	-	-	-	3	-	-	-
B	-		6	10	-	6	-	-	-	-	8	-	-	9	3	-	-	2
C	-	5		-	-	-	-	-	-	-	8	-	-	6	3	-	-	5
D	6	7	-		6	-	-	-	-	-	-	-	-	12	3	-	-	5
E	-	-	-	11		-	-	-	-	-	11	-	-	-	3	-	-	5
F	-	8	-	-	-		-	-	-	-	-	-	-	-	3	-	-	-
G	-	-	-	-	-	-		5	-	6	-	-	-	-	-	3	-	-
H	-	-	-	-	-	-	6		8	-	-	-	-	-	-	3	-	-
I	-	-	-	-	-	-	-	10		-	-	-	-	-	-	4	-	-
J	-	-	-	-	-	-	8	-	-		-	-	-	-	-	3	-	-
K	8	7	5	-	6	-	-	-	-	-		-	-	-	3	-	-	5
L	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	3	-
M	-	-	-	-	-	-	-	-	-	-	-	8		-	-	-	3	-
N	-	13	13	13	-	-	-	-	-	-	-	-	-		8	-	-	-
O	2	2	2	2	2	2	-	-	-	-	2	-	-	2		-	-	-
P	-	-	-	-	-	-	2	2	2	2	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	-		-
R	-	2	5	5	2	-	-	-	-	-	5	-	-	-	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B E
1	2	A F R
1	3	C D F
1	4	D K
1	5	E F N
2	1	G I
2	2	H J
3	1	L
3	2	M

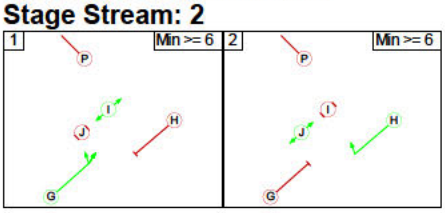
Stage Diagram

Stage Stream: 1

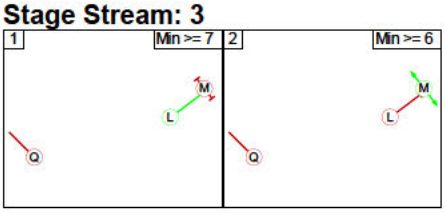


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	1	1
1	3	A	Losing	6	6
1	3	B	Losing	1	1
3	1	C	Losing	1	1
3	1	D	Losing	1	1
3	4	F	Losing	5	5
5	1	A	Gaining absolute	13	13
5	1	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					

Prohibited Stage Change

Stage Stream: 1

		To Stage				
		1	2	3	4	5
From Stage	1		6	11	11	9
	2	8		5	5	2
	3	8	6		8	12
	4	8	8	5		12
	5	13	5	13	X	

Full Input Data And Results

Stage Stream: 2

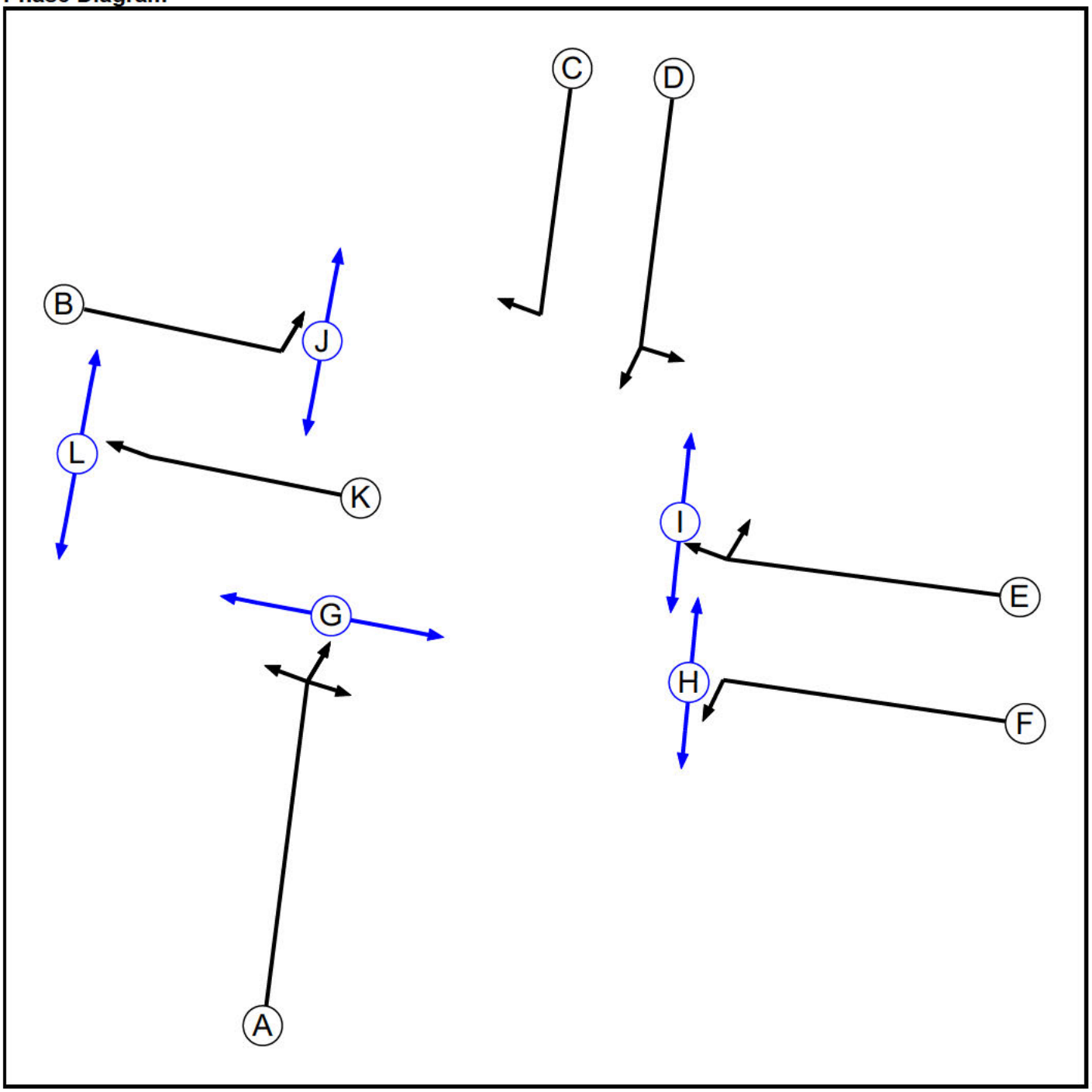
From Stage \ To Stage	1	2
1		11
2	10	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	8	

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

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
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	

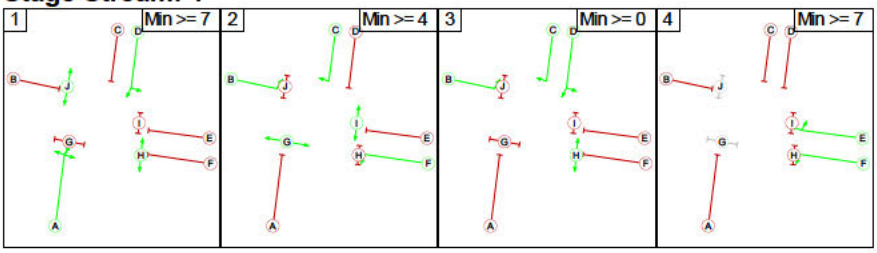
Phases in Stage

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

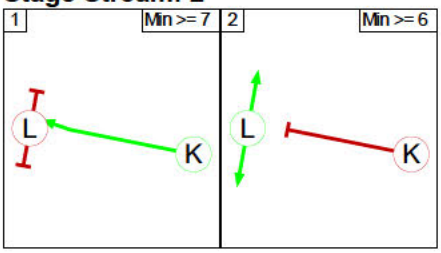
Full Input Data And Results

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

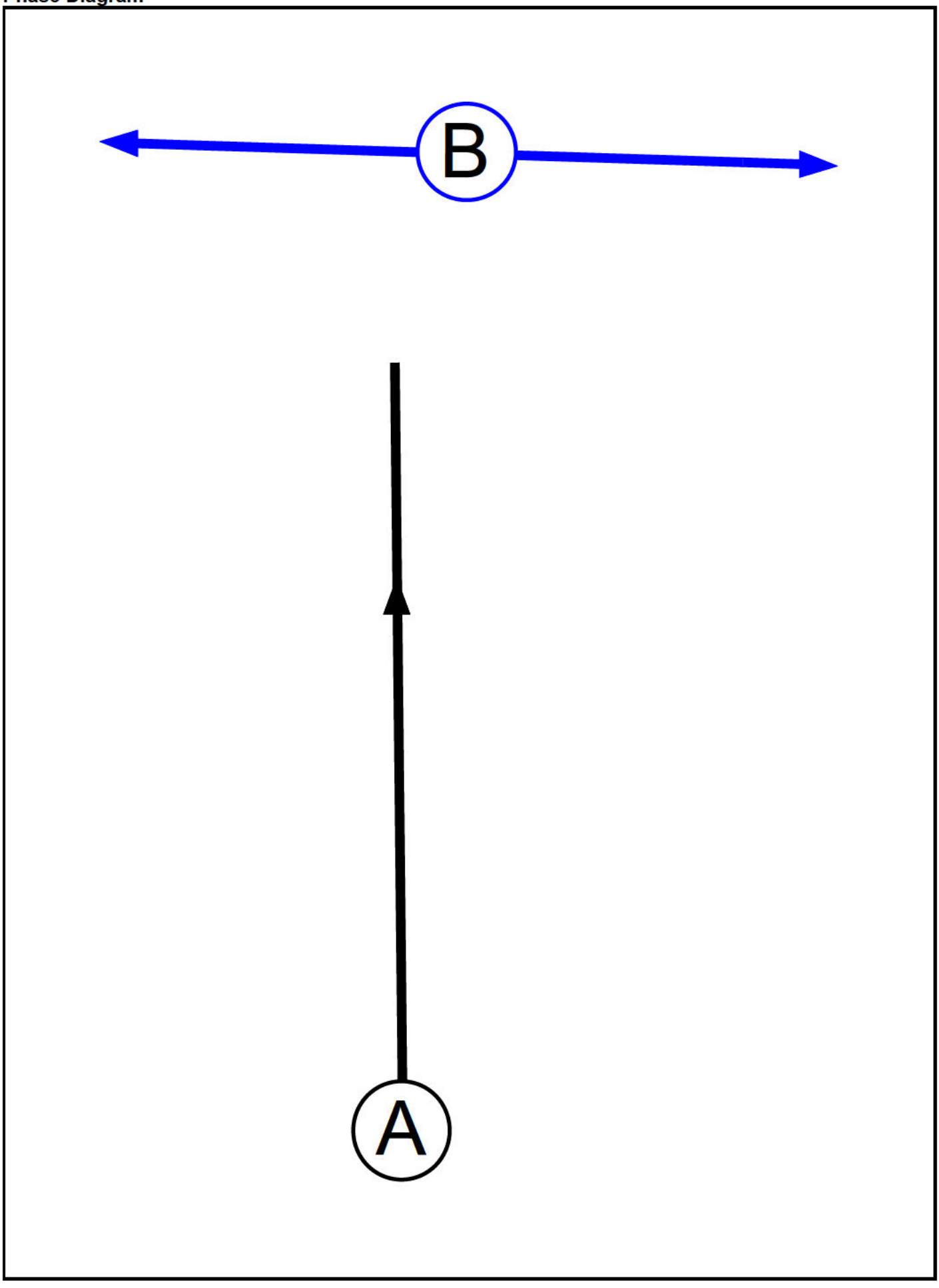
Stage Stream: 2

		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

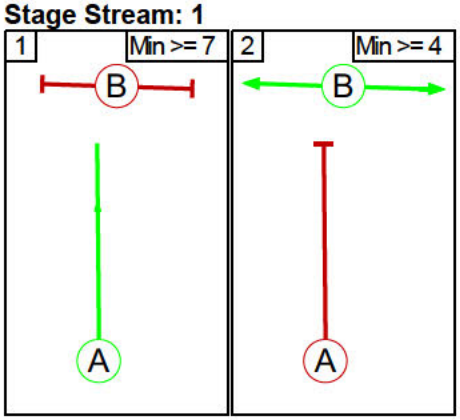
Terminating Phase	Starting Phase A	Starting Phase B
A		5
B	14	

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

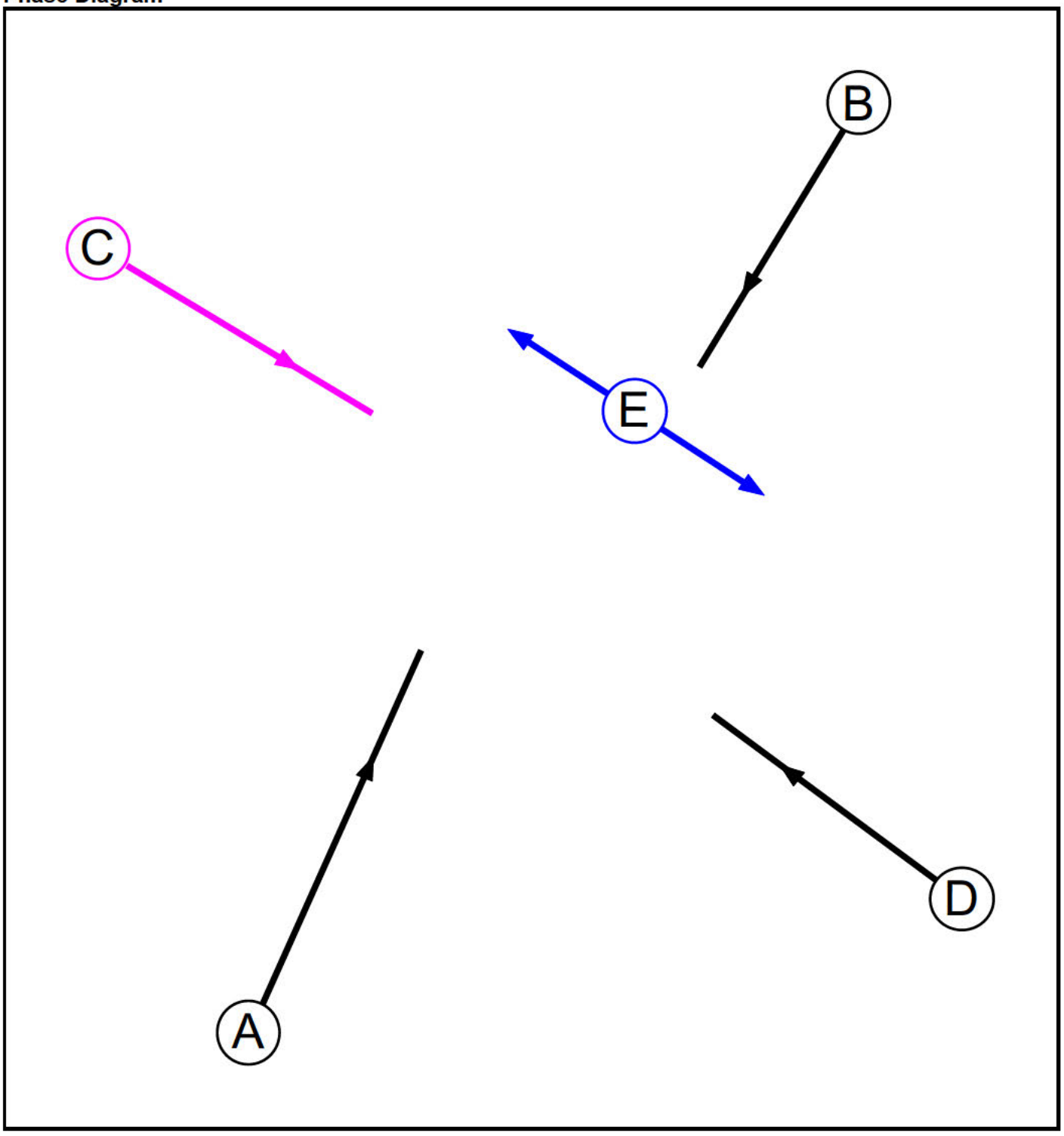
Stage Stream: 1

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

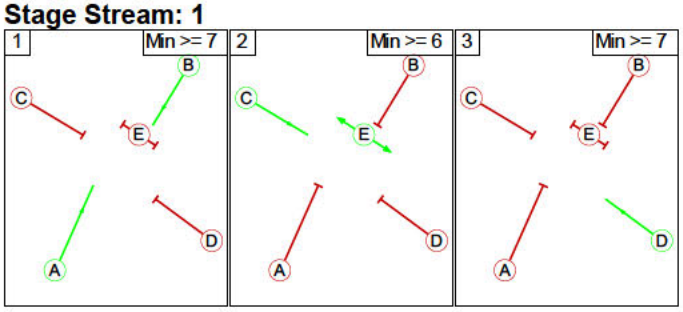
Terminating Phase	Starting Phase				
	A	B	C	D	E
A		-	5	5	7
B	-		6	6	6
C	5	5		5	-
D	5	5	5		8
E	12	12	-	12	

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

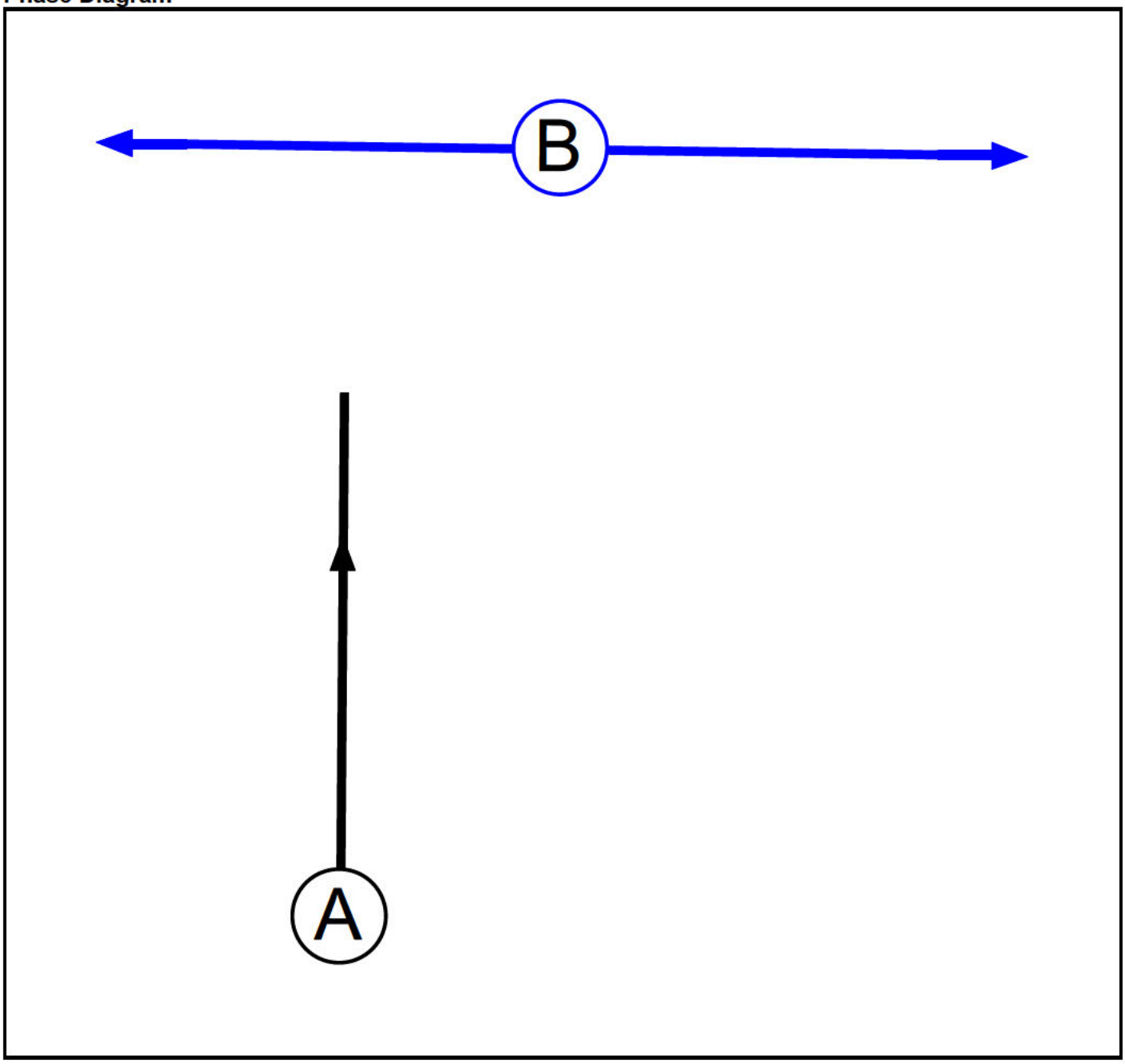
Stage Stream: 1

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

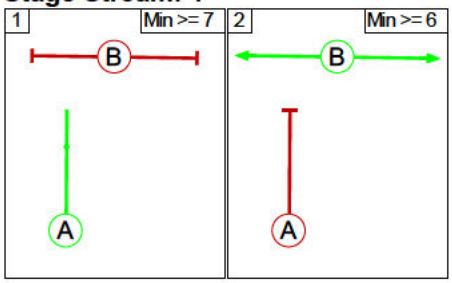
Terminating Phase	Starting Phase	
	A	B
A		5
B	30	

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

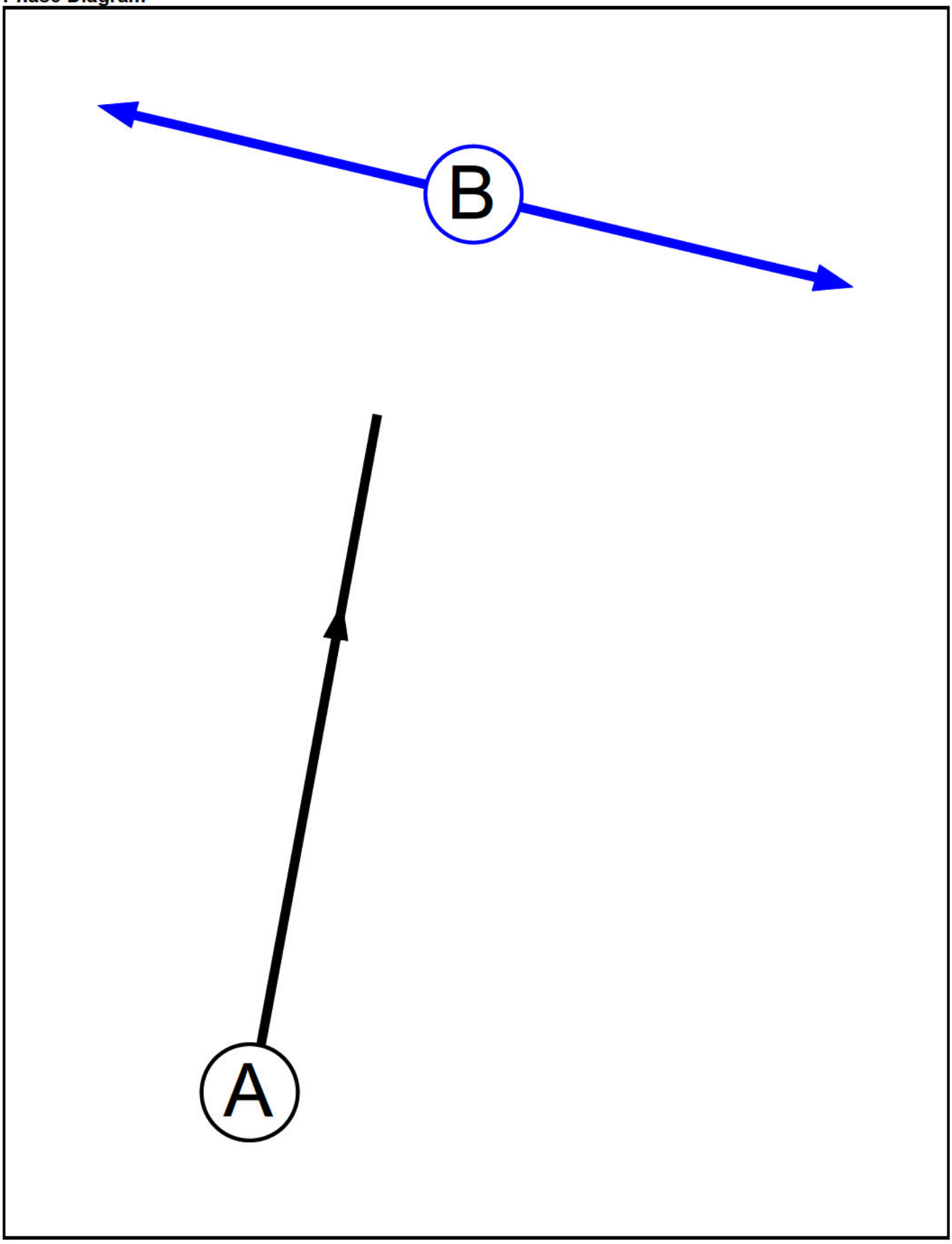
Stage Stream: 1

	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

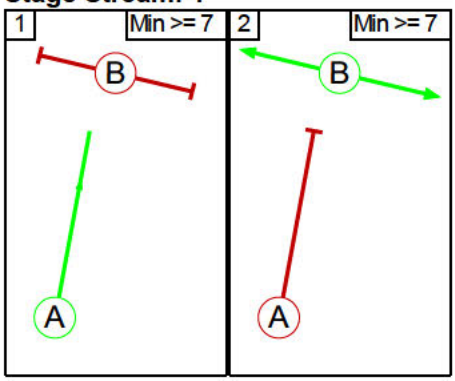
Terminating Phase \ Starting Phase	A	B
A		5
B	24	

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

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 K	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		
J1:13/1 (Cavendish Road EB)	U		2	3	2.6	Inf	-	-	-	-	-	-

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	476
J1:1/2	596
J1:2/1	389
J1:2/2	473
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
J1:13/1	761
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)	280
J2:5/2 (with short)	784(In) 504(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	2.70	0.00	Y				1885	1885
J1:13/1 (Cavendish Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf

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						
		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	460
J1:1/2	462
J1:2/1	420
J1:2/2	328
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
J1:13/1	932
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)	403
J2:5/2 (with short)	692(In) 289(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	2.70	0.00	Y				1885	1885
J1:13/1 (Cavendish Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf

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 3: 'AM Peak <90%' (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 3: AM Peak <90%
Junction: J1: 09/018	
J1:1/1	535
J1:1/2	537
J1:2/1	414
J1:2/2	448
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
J1:13/1	761
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)	369
J2:5/2 (with short)	784(In) 415(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	2.70	0.00	Y				1885	1885
J1:13/1 (Cavendish Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf

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 4: 'PM Peak <90%' (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 4: PM Peak <90%
Junction: J1: 09/018	
J1:1/1	419
J1:1/2	503
J1:2/1	378
J1:2/2	370
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
J1:13/1	932
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)	355
J2:5/2 (with short)	692(In) 337(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	2.70	0.00	Y				1885	1885
J1:13/1 (Cavendish Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf

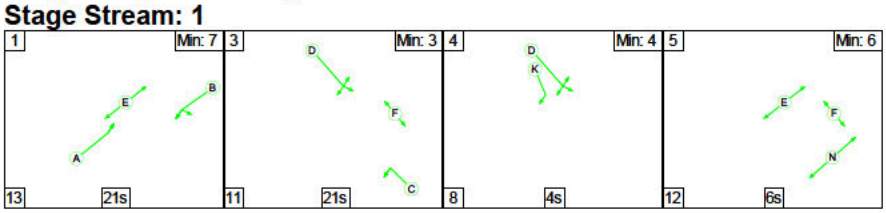
Full Input Data And Results

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

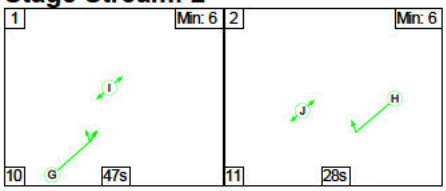
Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Staging Plan No. 1')
C1 - 09/018

Stage Sequence Diagram

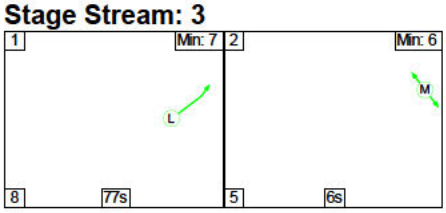
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	3	4	5
Duration	21	21	4	6
Change Point	1	35	67	79

Stage Stream: 2

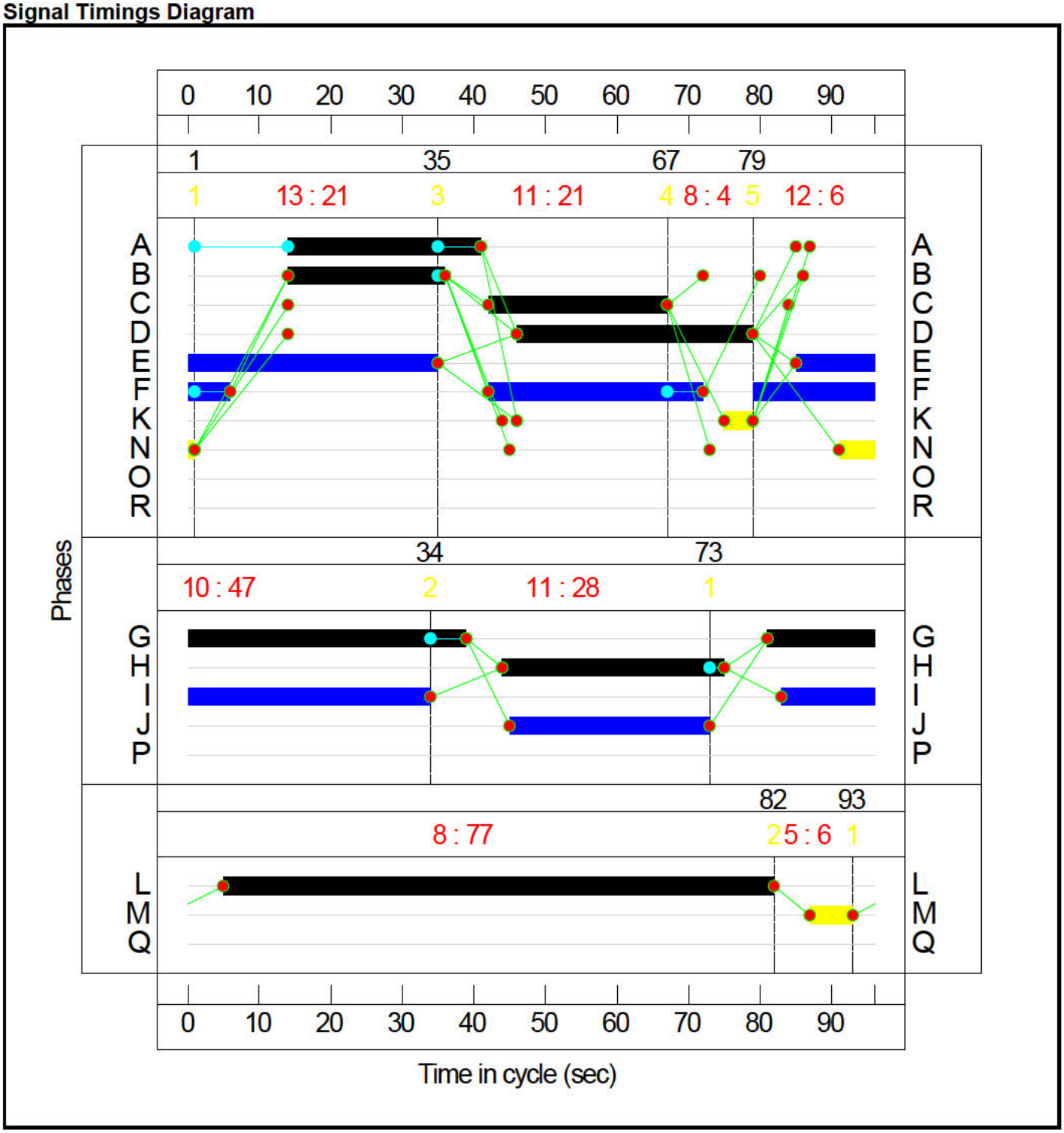
Stage	1	2
Duration	47	28
Change Point	73	34

Stage Stream: 3

Stage	1	2
Duration	77	6
Change Point	93	82

Full Input Data And Results

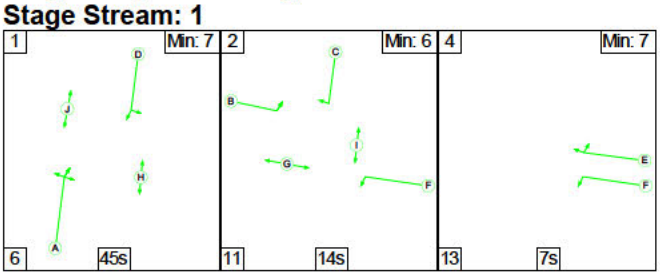
Signal Timings Diagram



C2 - 09/354

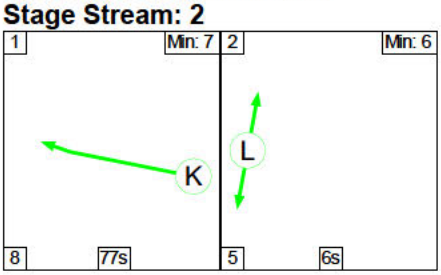
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

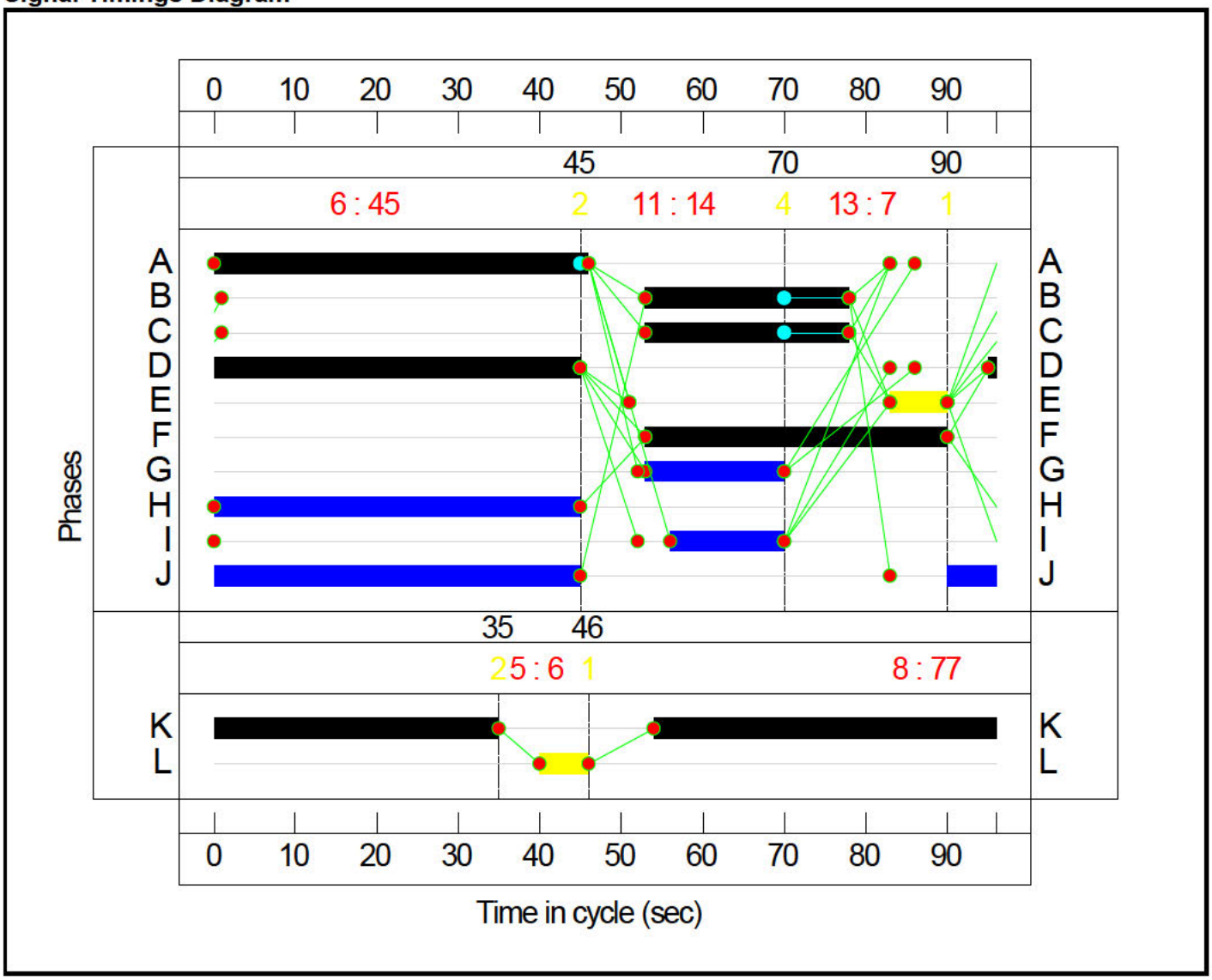
Stage Stream: 1

Stage	1	2	4
Duration	45	14	7
Change Point	90	45	70

Stage Stream: 2

Stage	1	2
Duration	77	6
Change Point	46	35

Signal Timings Diagram

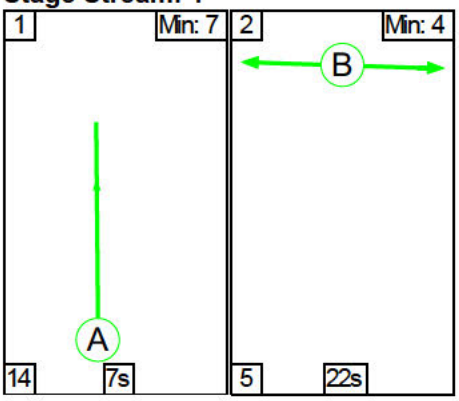


Full Input Data And Results

C3

Stage Sequence Diagram

Stage Stream: 1

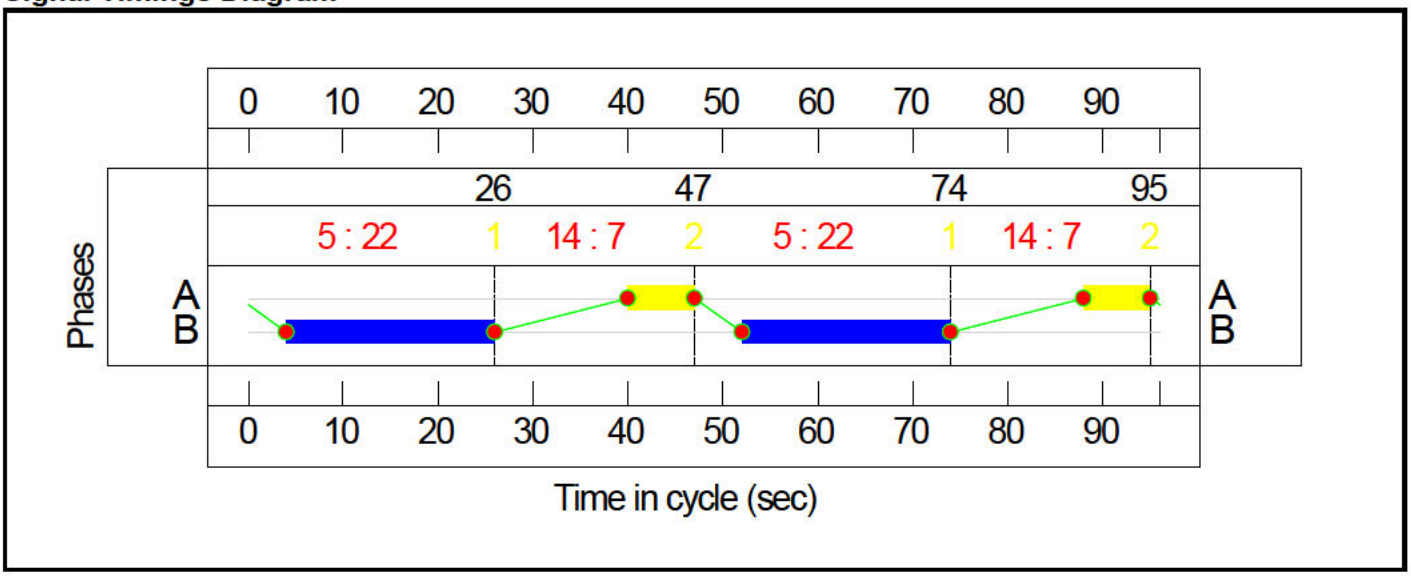


Stage Timings

Stage Stream: 1

Stage	1	2	1	2
Duration	7	22	7	22
Change Point	74	95	26	47

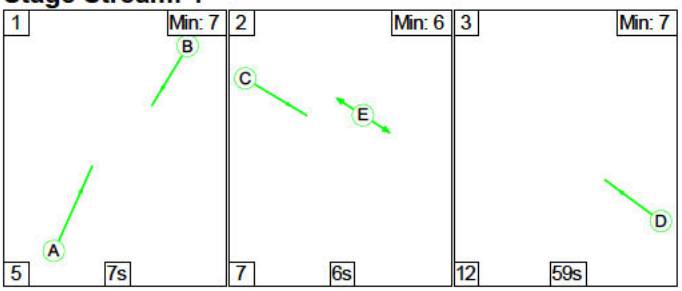
Signal Timings Diagram



C4

Stage Sequence Diagram

Stage Stream: 1

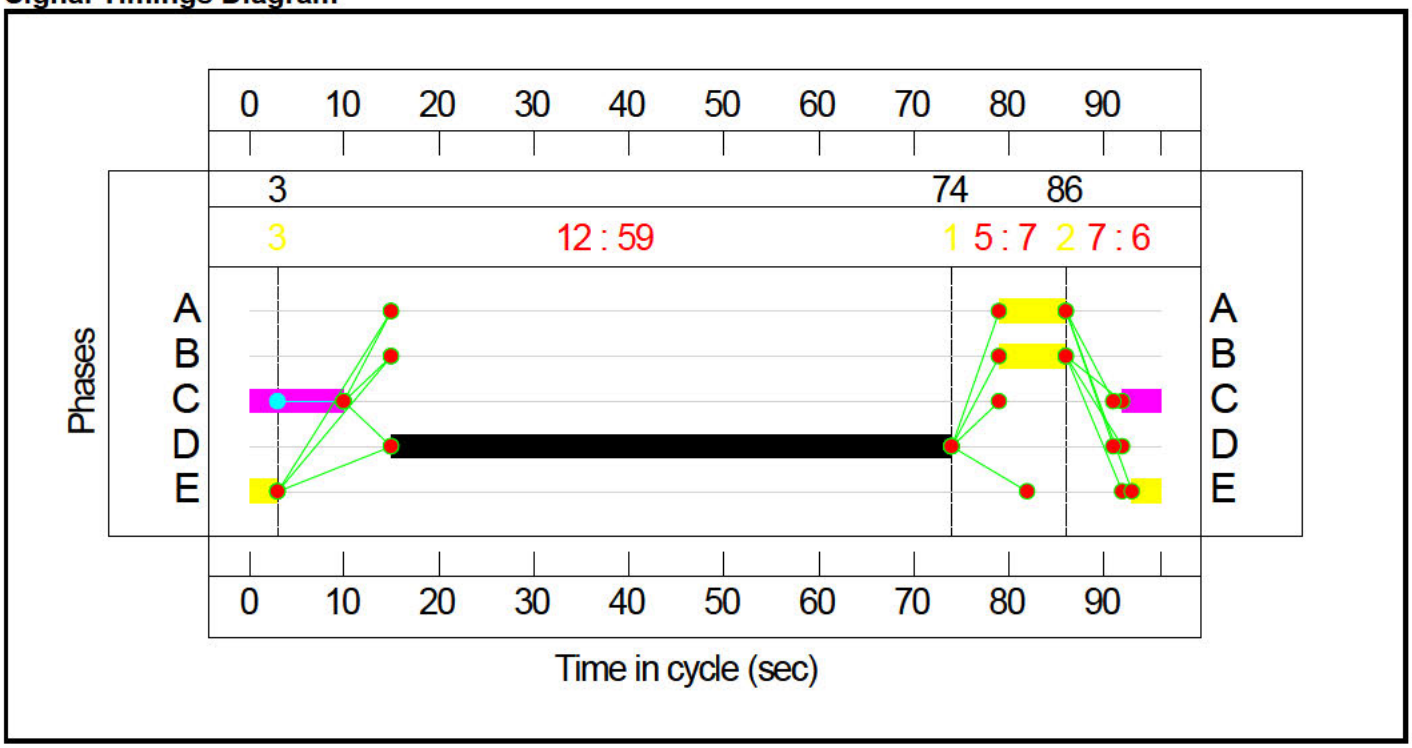


Full Input Data And Results

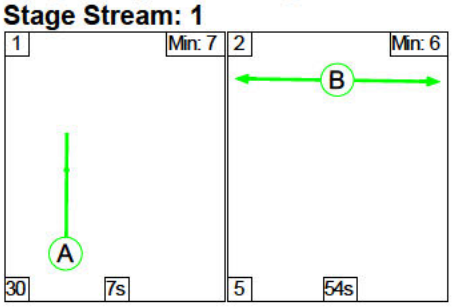
Stage Timings
Stage Stream: 1

Stage	1	2	3
Duration	7	6	59
Change Point	74	86	3

Signal Timings Diagram



C5
Stage Sequence Diagram
Stage Stream: 1

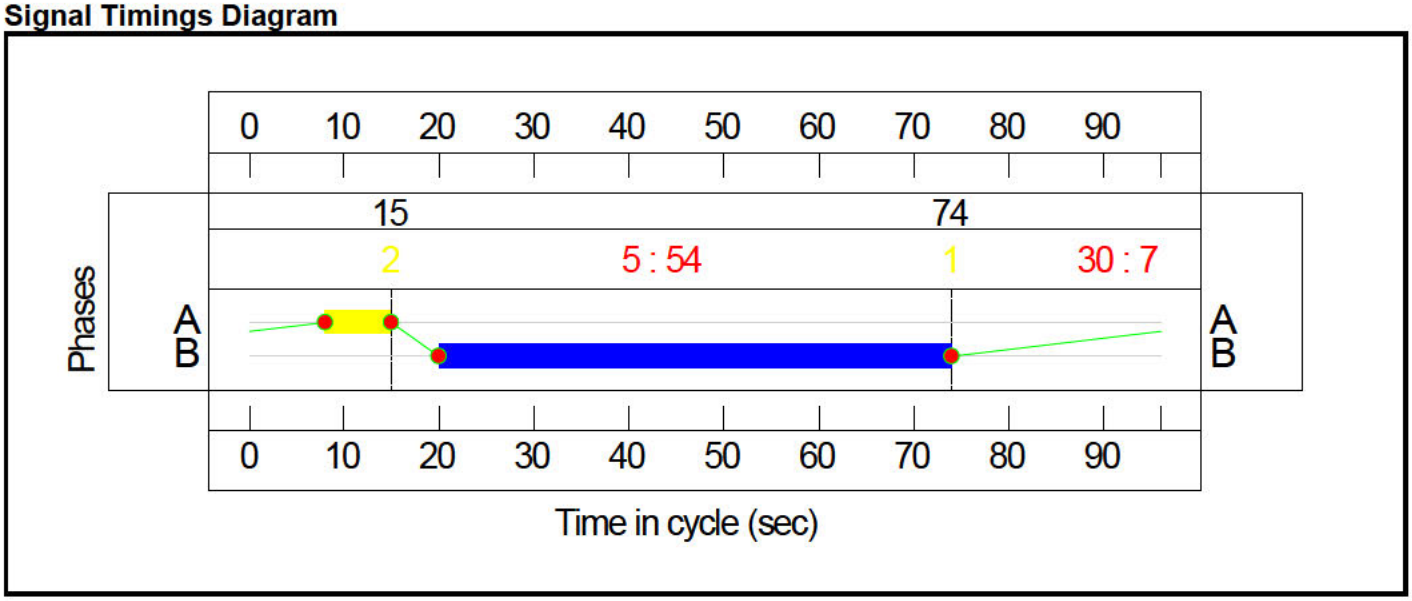


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	7	54
Change Point	74	15

Full Input Data And Results

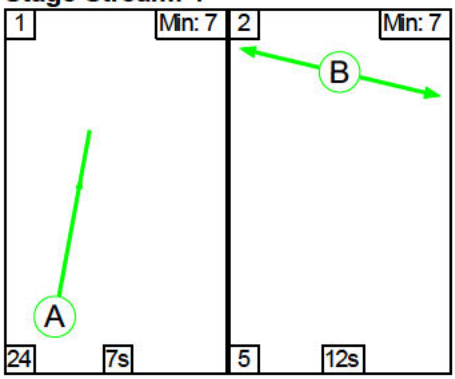
Signal Timings Diagram



C6

Stage Sequence Diagram

Stage Stream: 1



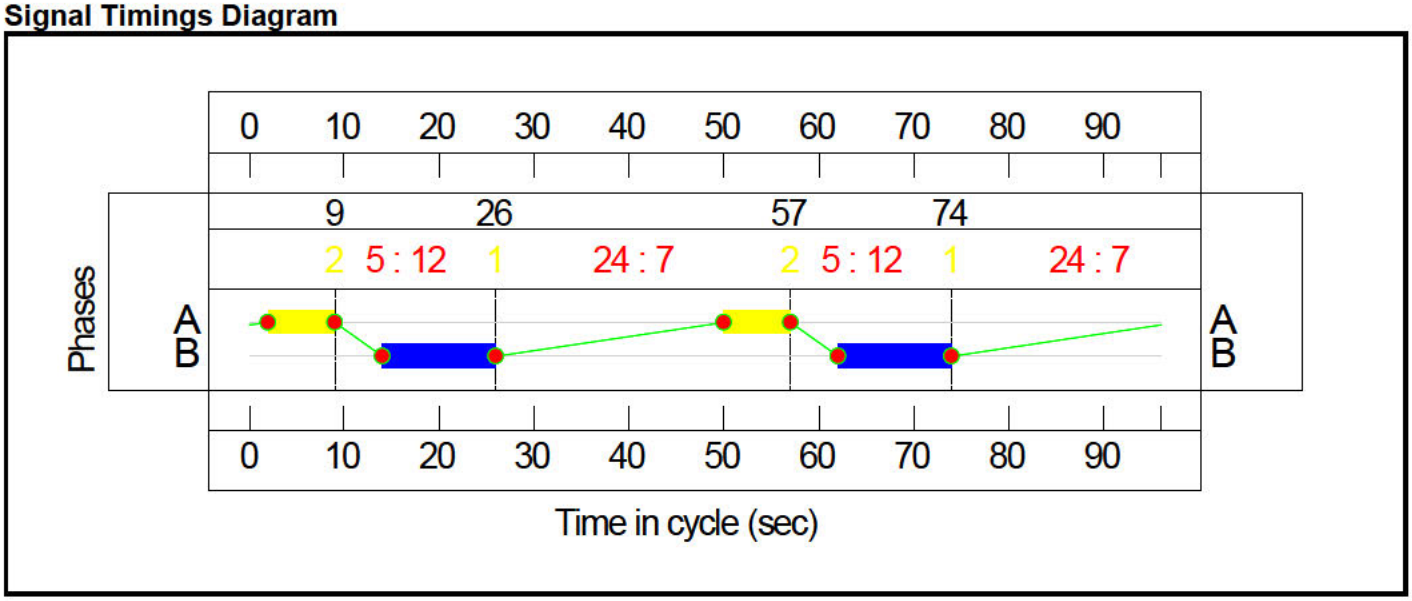
Stage Timings

Stage Stream: 1

Stage	1	2	1	2
Duration	7	12	7	12
Change Point	74	9	26	57

Full Input Data And Results

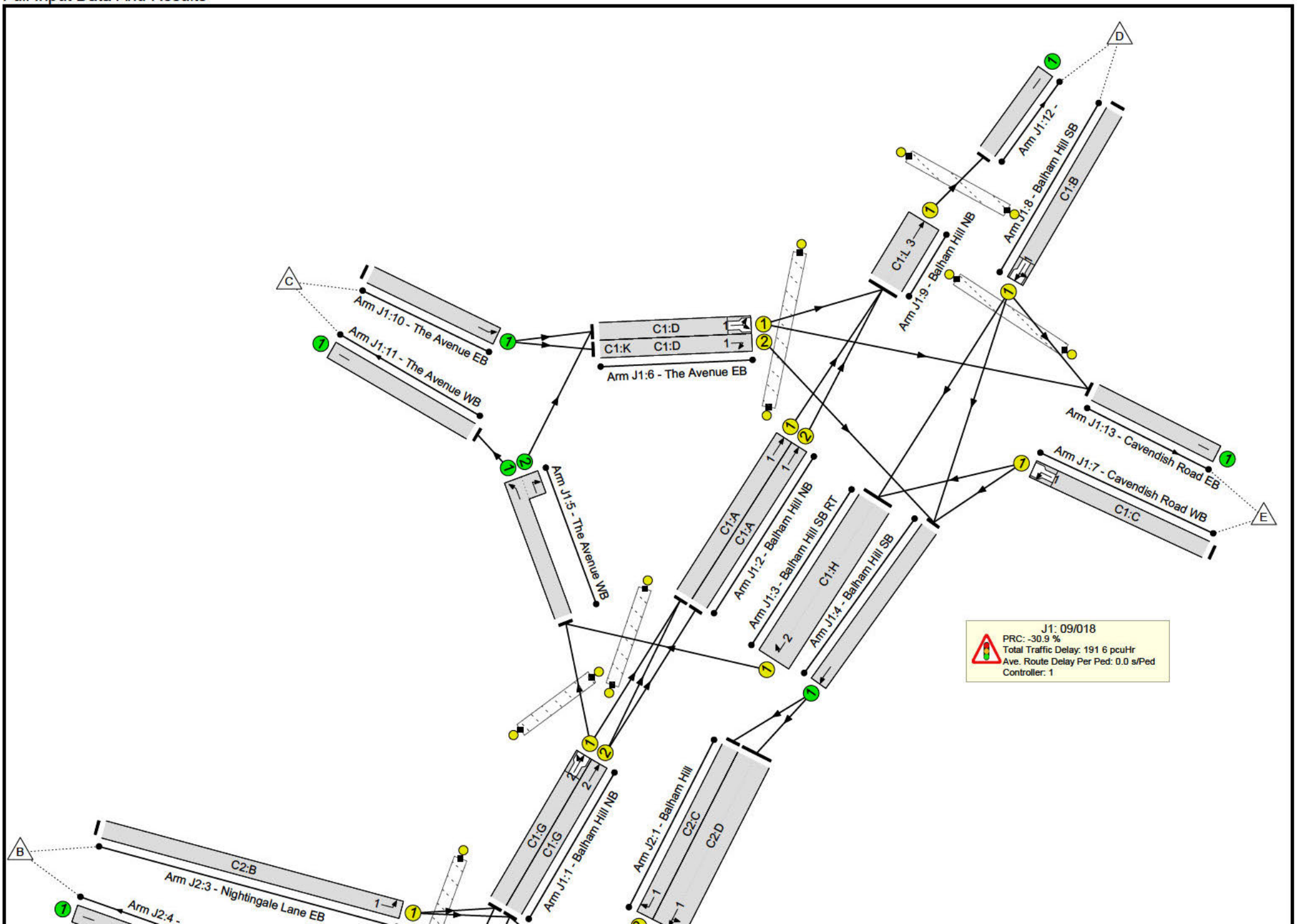
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	**117.8%**
J1: 09/018	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.8%**
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	54	-	476	1826	955	49.9%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	54	-	596	1822	968	61.6%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	27	-	389	1858	406	95.7%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	27	-	473	1858	406	116.4%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	31	-	639	3530	1103	50.0%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	-	-	782	1800	1800	40.1%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	-		-	-	-	849	1800:1800	1800	42.3%
6/1	The Avenue EB Left Ahead	U	1:1	N/A	C1:D		1	33	-	758	1757	742	102.1%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:K	1	33	4	118	1756	622	19.0%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	25	-	765	1641	650	117.8%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	22	-	585	1826	549	106.5%
9/1	Balham Hill NB Ahead	U	1:3	N/A	C1:L		1	77	-	906	1800	1688	49.7%
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	44.5%
13/1	Cavendish Road EB	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%

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		2	53	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	46	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:J		1	28	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1:2	-	C1:I		1	47	-	0	-	0	0.0%
J2: 09/354	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	46	-	510	3600	1725	28.1%
1/2	Balham Hill Right	U	2:1	N/A	C2:C		1	25	-	272	1829	438	54.1%
2/1	Nightingale Lane WB Ahead	U	2:2	N/A	C2:K		1	77	-	340	1800	1744	17.5%
3/1	Nightingale Lane EB Left	U	2:1	N/A	C2:B		1	25	-	346	1709	463	74.8%
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	46	-	784	1870:1870	1038	75.6%
6/1	Balham Hill SB	U	N/A	N/A	-		-	-	-	510	1800	1800	26.9%
7/1	Tesco Access Left	U	2:1	N/A	C2:F		1	37	-	20	1777	629	3.2%
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	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	17	-	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	51	-	0	-	0	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**	**50.8**	**154.2**	**0.0**	**204.9**	-	-	-	-
J1: 09/018	-	-	**0**	**0**	**0**	**41.6**	**149.9**	**0.0**	**191.6**	-	-	-	-
1/1	476	476	-	-	-	1.3	0.5	-	1.8	13.6	7.1	0.5	7.6
1/2	596	596	-	-	-	1.6	0.8	-	2.4	14.6	5.5	0.8	6.3
2/1	389	389	-	-	-	2.6	6.4	-	9.0	83.2	10.3	6.4	16.8
2/2	473	406	-	-	-	5.3	36.5	-	41.9	318.5	14.4	36.5	50.9
3/1	552	552	-	-	-	0.5	0.5	-	1.0	6.2	1.3	0.2	1.5
4/1	721	721	-	-	-	0.2	0.3	-	0.5	2.5	10.1	0.3	10.5
5/1+5/2	762	762	-	-	-	0.5	0.4	-	0.8	4.0	16.7	0.4	17.1
6/1	758	742	-	-	-	6.6	18.2	-	24.9	118.1	20.6	18.2	38.9
6/2	118	118	-	-	-	0.7	0.1	-	0.8	25.1	2.2	0.1	2.3
7/1	765	650	-	-	-	12.6	60.9	-	73.5	345.9	23.5	60.9	84.3
8/1	585	549	-	-	-	7.5	23.9	-	31.4	193.0	16.5	23.9	40.4
9/1	839	839	-	-	-	2.3	0.5	-	2.8	11.9	10.8	0.2	11.1
10/1	876	876	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	839	839	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/1	743	743	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

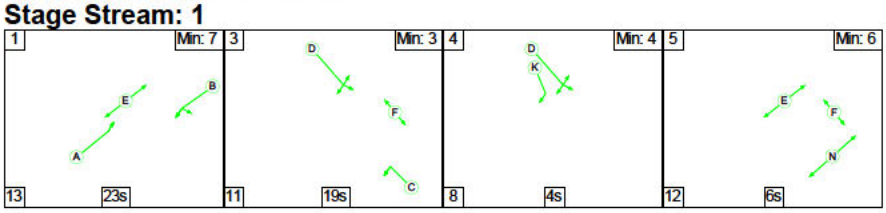
J2: 09/354	**-**	**-**	**0**	**0**	**0**	**9.1**	**4.3**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
1/1	484	484	-	-	-	1.3	0.2	-	1.5	10.8	1.7	0.1	1.8
1/2	237	237	-	-	-	0.4	0.6	-	0.9	14.4	3.1	0.6	3.7
2/1	305	305	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
3/1	346	346	-	-	-	3.1	1.4	-	4.5	47.0	8.4	1.4	9.8
4/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	784	784	-	-	-	4.0	1.5	-	5.6	25.5	11.2	1.5	12.7
6/1	485	485	-	-	-	0.0	0.2	-	0.2	1.5	2.7	0.2	2.9
7/1	20	20	-	-	-	0.1	0.0	-	0.1	23.3	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	19	19	-	-	-	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 (%):	-30.9	Total Delay for Signalled Lanes (pcuHr):	181.40	Cycle Time (s): 96
C1 - 09/018	Stream: 2 PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	5.17	Cycle Time (s): 96
C1 - 09/018	Stream: 3 PRC for Signalled Lanes (%):	81.1	Total Delay for Signalled Lanes (pcuHr):	2.78	Cycle Time (s): 96
C2 - 09/354	Stream: 1 PRC for Signalled Lanes (%):	19.1	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s): 96
C2 - 09/354	Stream: 2 PRC for Signalled Lanes (%):	414.6	Total Delay for Signalled Lanes (pcuHr):	0.11	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 (%):	-30.9	Total Delay Over All Lanes(pcuHr):	204.93	

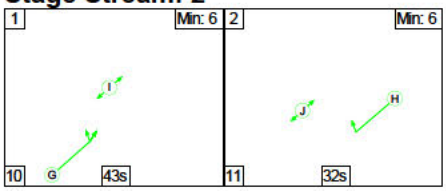
Full Input Data And Results
Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Staging Plan No. 1')
C1 - 09/018

Stage Sequence Diagram

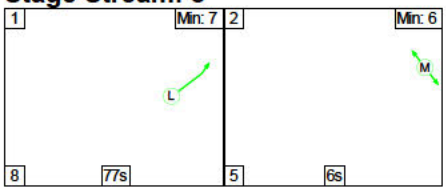
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5
Duration	23	19	4	6
Change Point	1	37	67	79

Stage Stream: 2

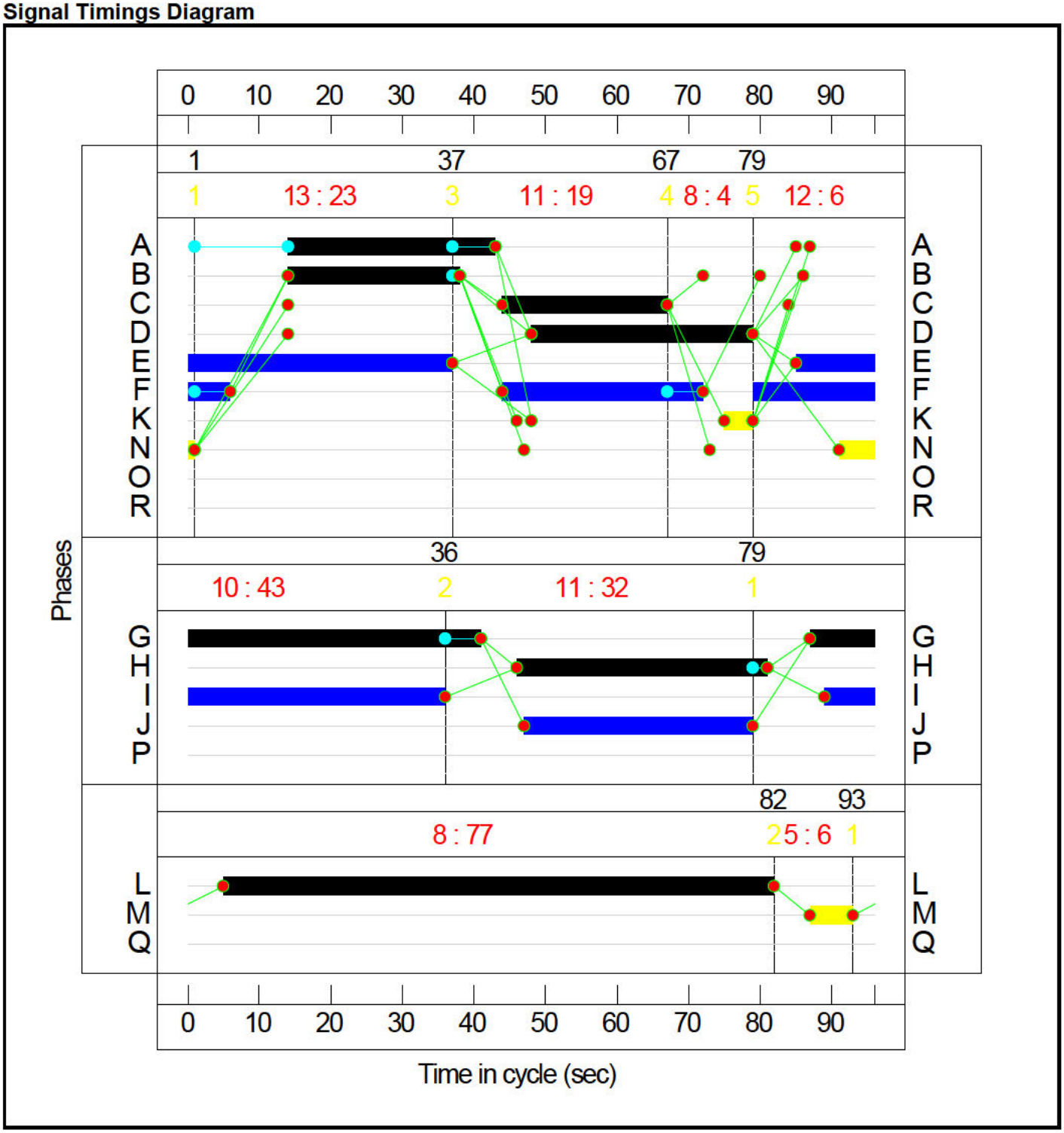
Stage	1	2
Duration	43	32
Change Point	79	36

Stage Stream: 3

Stage	1	2
Duration	77	6
Change Point	93	82

Full Input Data And Results

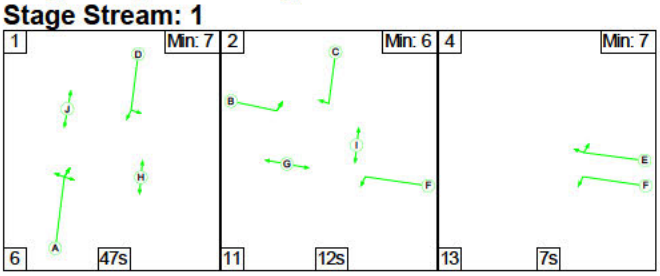
Signal Timings Diagram



C2 - 09/354

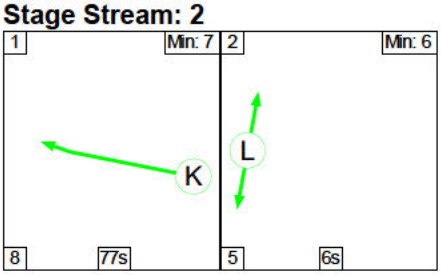
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

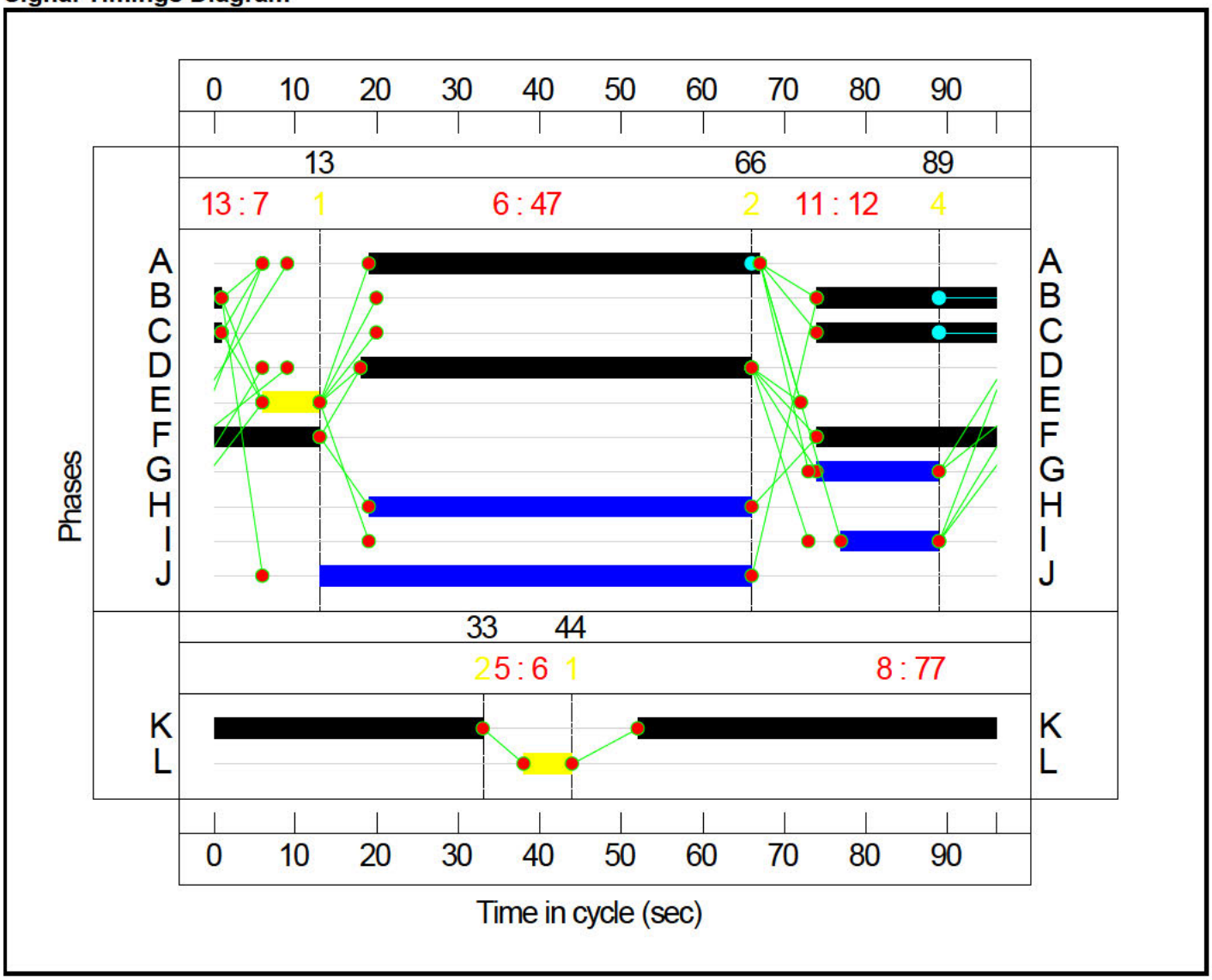
Stage Stream: 1

Stage	1	2	4
Duration	47	12	7
Change Point	13	66	89

Stage Stream: 2

Stage	1	2
Duration	77	6
Change Point	44	33

Signal Timings Diagram

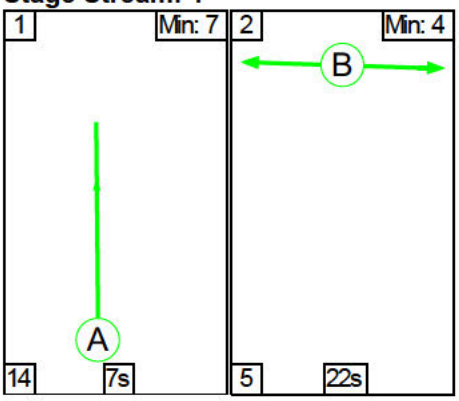


Full Input Data And Results

C3

Stage Sequence Diagram

Stage Stream: 1

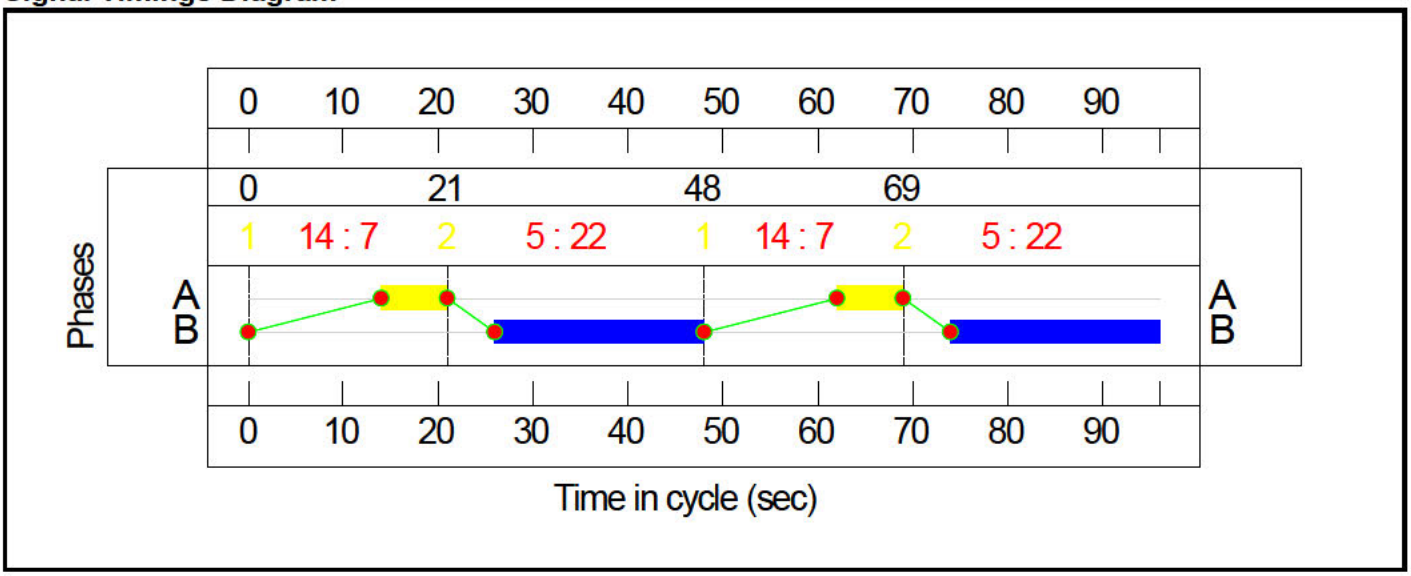


Stage Timings

Stage Stream: 1

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

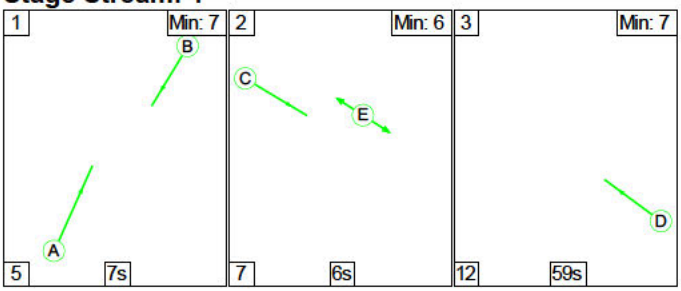
Signal Timings Diagram



C4

Stage Sequence Diagram

Stage Stream: 1

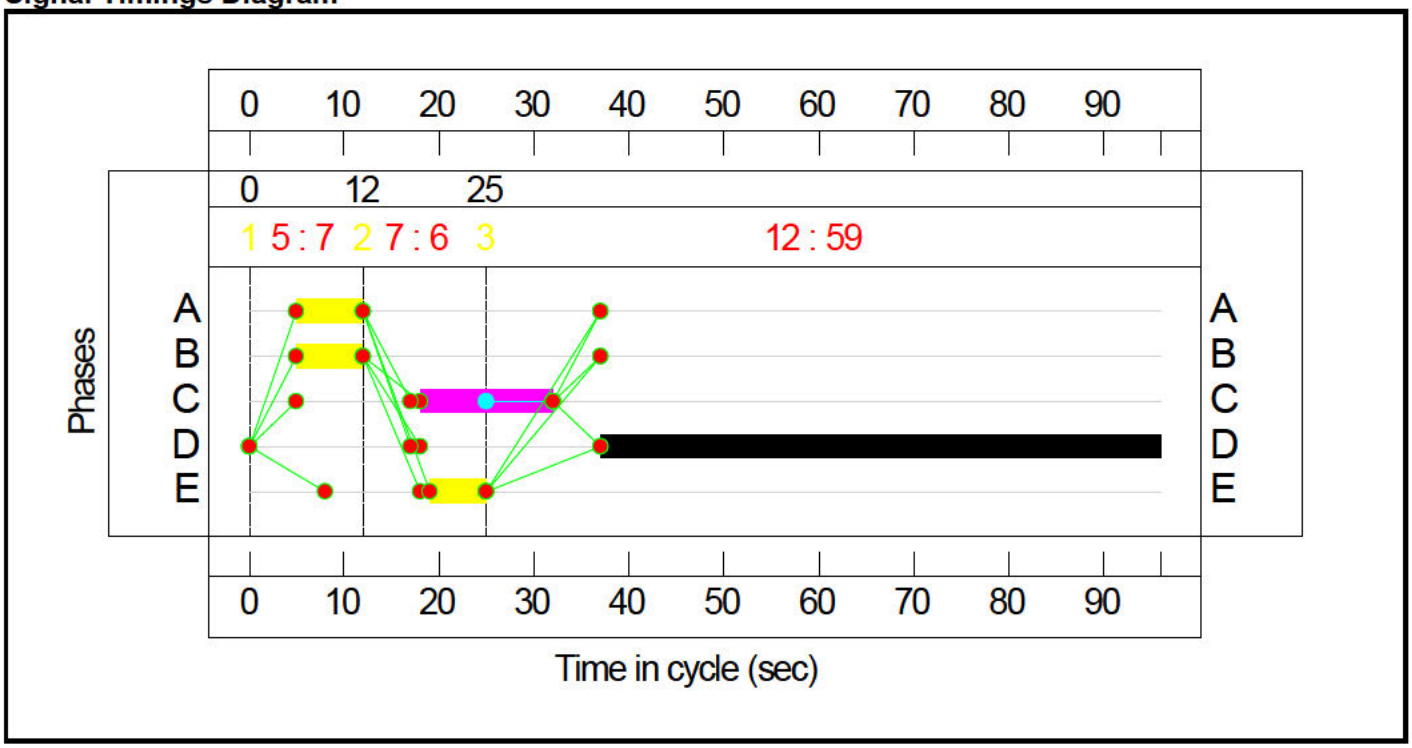


Full Input Data And Results

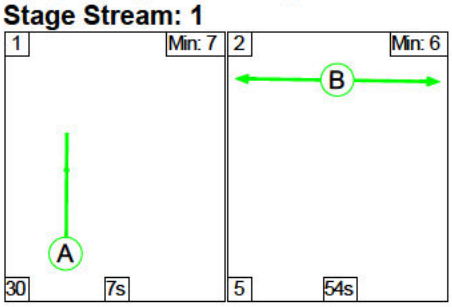
Stage Timings
Stage Stream: 1

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

Signal Timings Diagram



C5
Stage Sequence Diagram
Stage Stream: 1

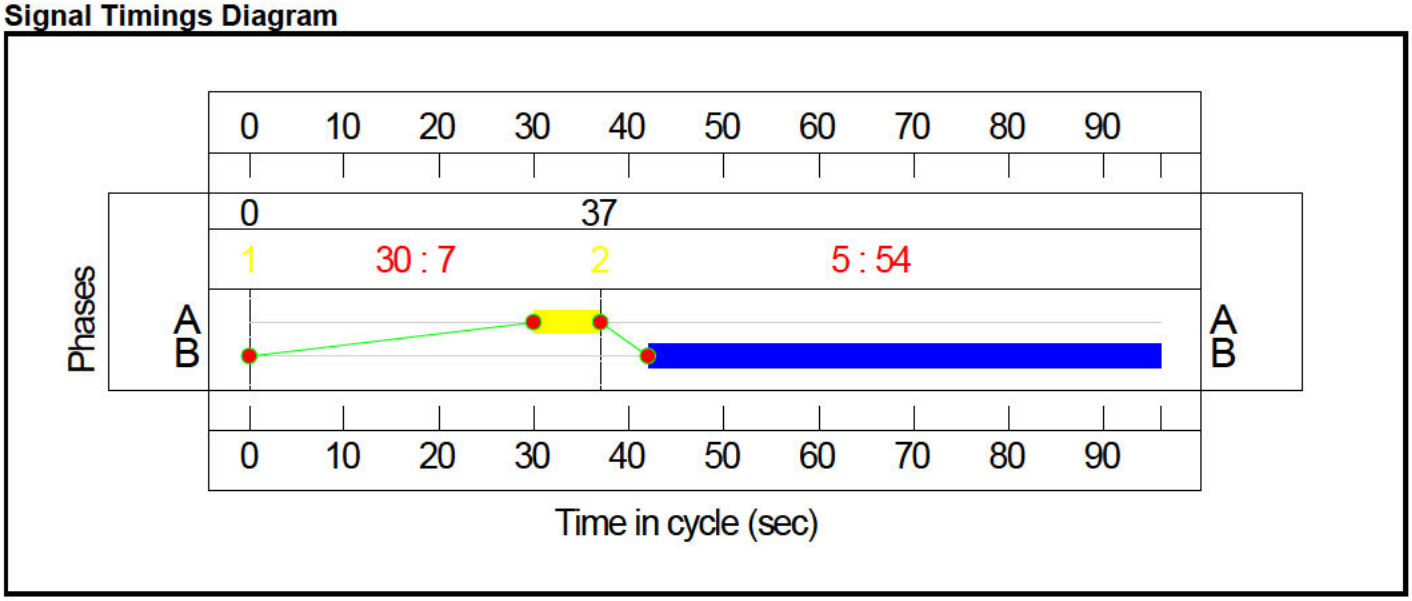


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	7	54
Change Point	0	37

Full Input Data And Results

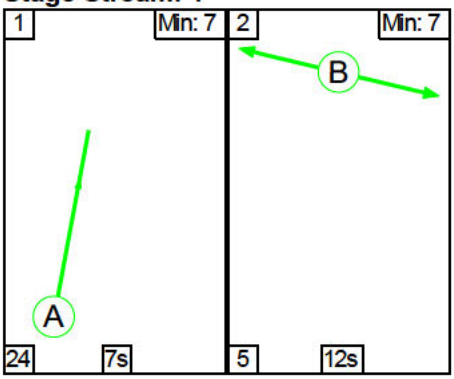
Signal Timings Diagram



C6

Stage Sequence Diagram

Stage Stream: 1



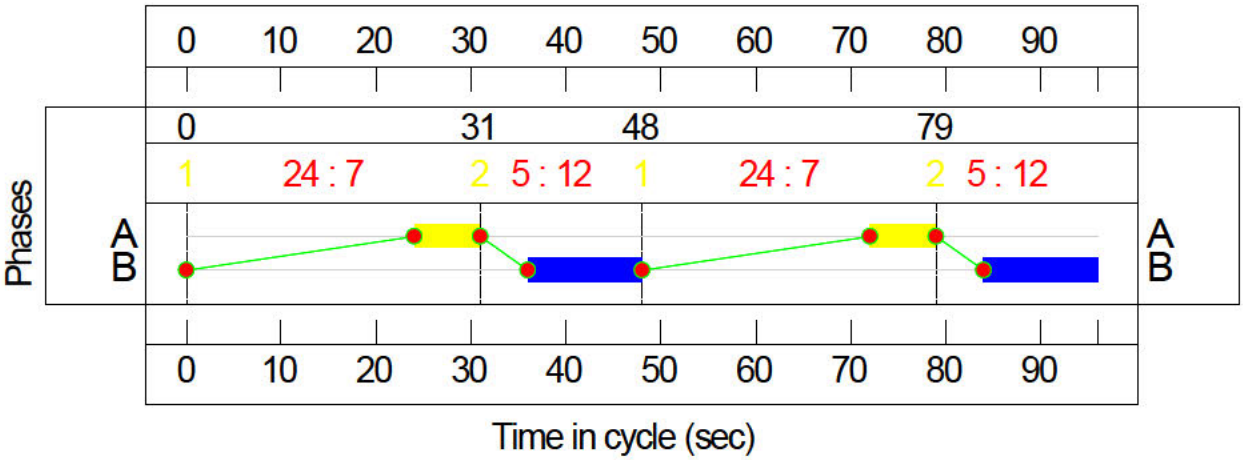
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

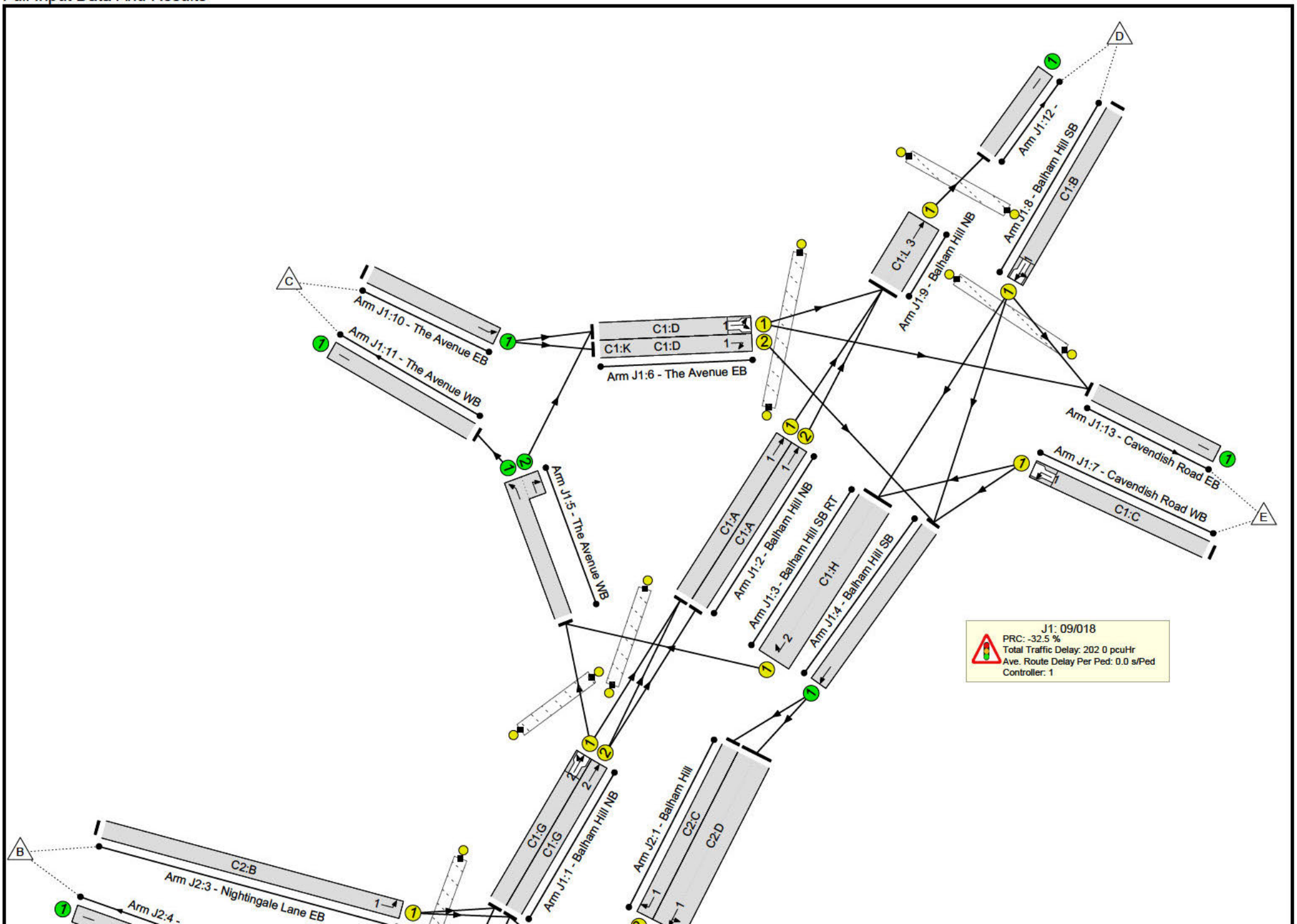
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	**119.2%**
J1: 09/018	-	-	**N/A**	-	-		-	-	-	-	-	-	**119.2%**
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	50	-	460	1826	993	46.3%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	50	-	462	1822	968	47.7%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	29	-	420	1858	561	74.8%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	29	-	328	1858	561	58.4%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	35	-	651	3530	1177	53.3%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	-	-	948	1800	1800	47.7%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	-		-	-	-	825	1800:1800	1800	44.5%
6/1	The Avenue EB Left Ahead	U	1:1	N/A	C1:D		1	31	-	913	1757	766	119.2%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:K	1	31	4	200	1756	585	34.2%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	23	-	792	1641	772	102.5%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	24	-	685	1826	579	118.3%
9/1	Balham Hill NB Ahead	U	1:3	N/A	C1:L		1	77	-	807	1800	1688	47.3%
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	42.3%
13/1	Cavendish Road EB	U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%

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		2	51	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	48	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.5%**
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	48	-	719	3600	1913	34.8%
1/2	Balham Hill Right	U	2:1	N/A	C2:C		1	23	-	229	1829	457	42.3%
2/1	Nightingale Lane WB Ahead	U	2:2	N/A	C2:K		1	77	-	284	1800	1744	14.3%
3/1	Nightingale Lane EB Left	U	2:1	N/A	C2:B		1	23	-	272	1709	392	69.5%
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	48	-	692	1870:1870	1134	61.0%
6/1	Balham Hill SB	U	N/A	N/A	-		-	-	-	725	1800	1800	37.3%
7/1	Tesco Access Left	U	2:1	N/A	C2:F		1	35	-	58	1777	629	9.2%
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	47	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	12	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	15	-	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	53	-	0	-	0	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**	**52.9**	**162.0**	**0.0**	**214.9**	-	-	-	-
J1: 09/018	-	-	**0**	**0**	**0**	**43.3**	**158.8**	**0.0**	**202.0**	-	-	-	-
1/1	460	460	-	-	-	1.4	0.4	-	1.8	14.3	6.3	0.4	6.7
1/2	462	462	-	-	-	1.2	0.5	-	1.7	13.2	7.3	0.5	7.7
2/1	420	420	-	-	-	1.8	1.5	-	3.2	27.7	6.8	1.5	8.3
2/2	328	328	-	-	-	1.3	0.7	-	2.0	21.7	6.8	0.7	7.5
3/1	627	627	-	-	-	0.3	0.6	-	0.9	4.9	0.7	0.3	1.0
4/1	858	858	-	-	-	0.5	0.5	-	0.9	3.9	12.0	0.5	12.4
5/1+5/2	801	801	-	-	-	0.5	0.4	-	0.9	4.0	16.4	0.4	16.8
6/1	913	766	-	-	-	13.1	76.6	-	89.8	353.9	28.7	76.6	105.3
6/2	200	200	-	-	-	1.3	0.3	-	1.6	28.7	4.0	0.3	4.3
7/1	792	772	-	-	-	8.3	19.8	-	28.1	127.9	21.6	19.8	41.5
8/1	685	579	-	-	-	11.9	56.0	-	67.8	356.5	21.1	56.0	77.1
9/1	797	797	-	-	-	1.7	0.4	-	2.1	9.7	10.1	0.2	10.4
10/1	1113	1113	-	-	-	0.0	0.8	-	0.8	2.6	0.0	0.8	0.8
11/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	797	797	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/1	782	782	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

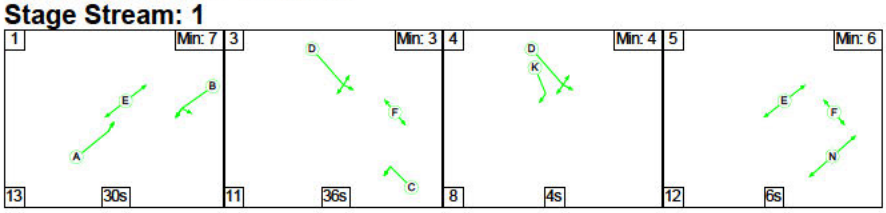
J2: 09/354	**-**	**-**	**0**	**0**	**0**	**9.7**	**3.2**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1	665	665	-	-	-	1.5	0.3	-	1.8	9.5	1.8	0.1	1.9
1/2	194	194	-	-	-	2.4	0.4	-	2.8	51.2	5.2	0.4	5.5
2/1	249	249	-	-	-	0.0	0.1	-	0.1	1.2	2.0	0.1	2.1
3/1	272	272	-	-	-	2.6	1.1	-	3.7	48.7	6.6	1.1	7.8
4/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	692	692	-	-	-	2.4	0.8	-	3.2	16.6	8.5	0.8	9.3
6/1	671	671	-	-	-	0.0	0.3	-	0.3	1.7	3.2	0.3	3.5
7/1	58	58	-	-	-	0.3	0.1	-	0.4	23.9	1.0	0.1	1.1
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 (%):	-32.5	Total Delay for Signalled Lanes (pcuHr):	192.53	Cycle Time (s): 96
C1 - 09/018	Stream: 2 PRC for Signalled Lanes (%):	68.8	Total Delay for Signalled Lanes (pcuHr):	4.38	Cycle Time (s): 96
C1 - 09/018	Stream: 3 PRC for Signalled Lanes (%):	90.4	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s): 96
C2 - 09/354	Stream: 1 PRC for Signalled Lanes (%):	29.6	Total Delay for Signalled Lanes (pcuHr):	12.47	Cycle Time (s): 96
C2 - 09/354	Stream: 2 PRC for Signalled Lanes (%):	531.2	Total Delay for Signalled Lanes (pcuHr):	0.08	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 (%):	-32.5	Total Delay Over All Lanes(pcuHr):	214.92	

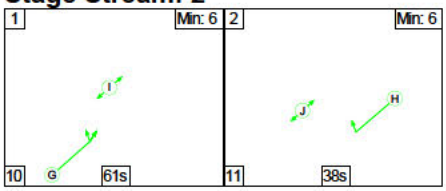
Full Input Data And Results
Scenario 3: 'AM Peak <90%' (FG1: 'AM Peak', Plan 1: 'Staging Plan No. 1')
C1 - 09/018

Stage Sequence Diagram

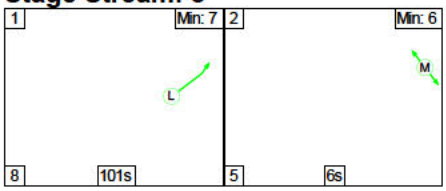
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5
Duration	30	36	4	6
Change Point	1	44	91	103

Stage Stream: 2

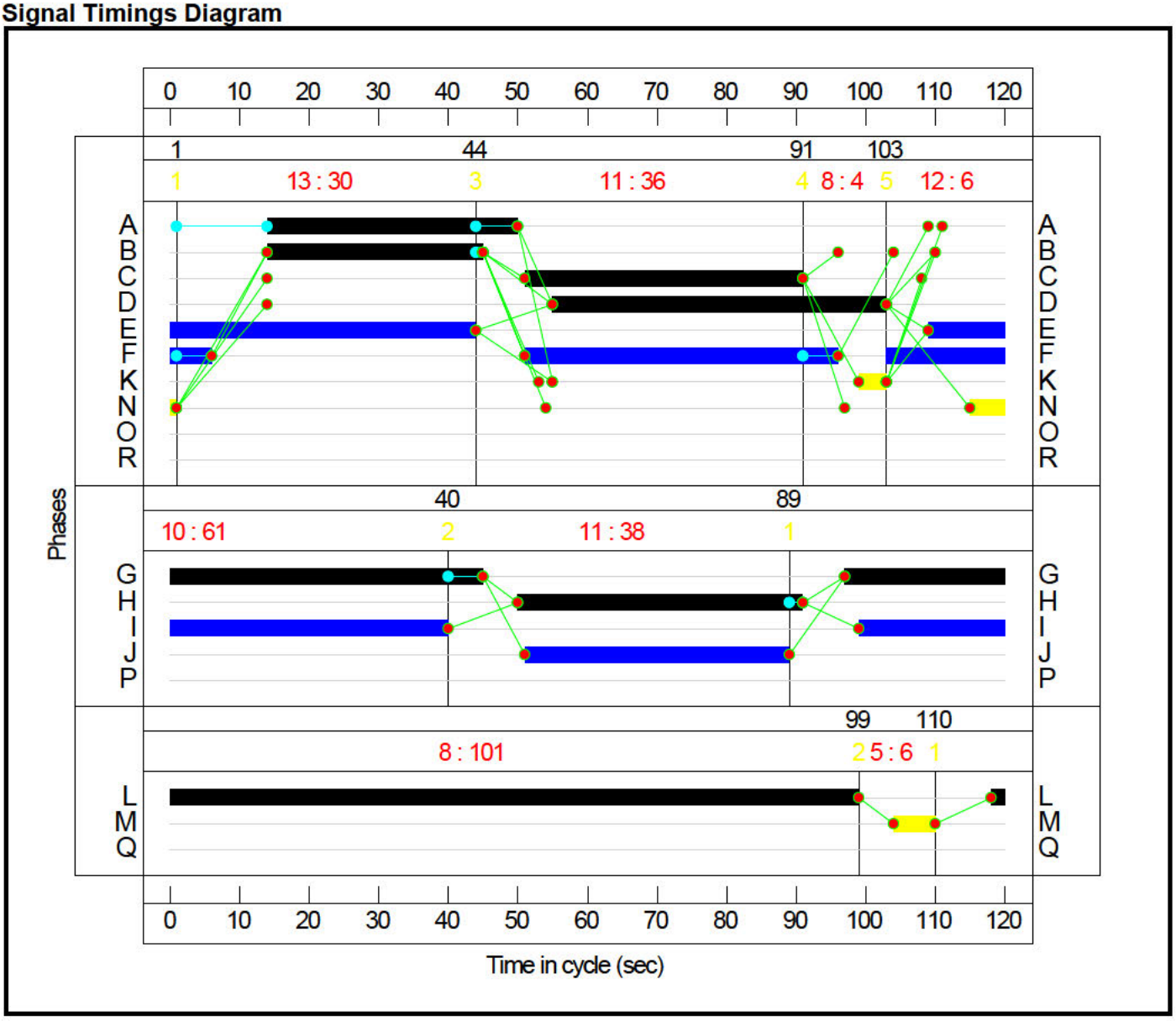
Stage	1	2
Duration	61	38
Change Point	89	40

Stage Stream: 3

Stage	1	2
Duration	101	6
Change Point	110	99

Full Input Data And Results

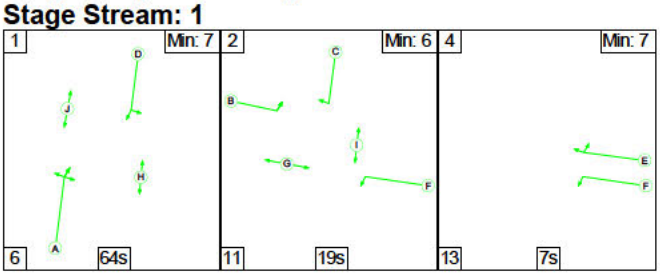
Signal Timings Diagram



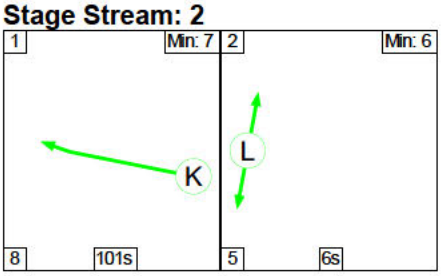
C2 - 09/354

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

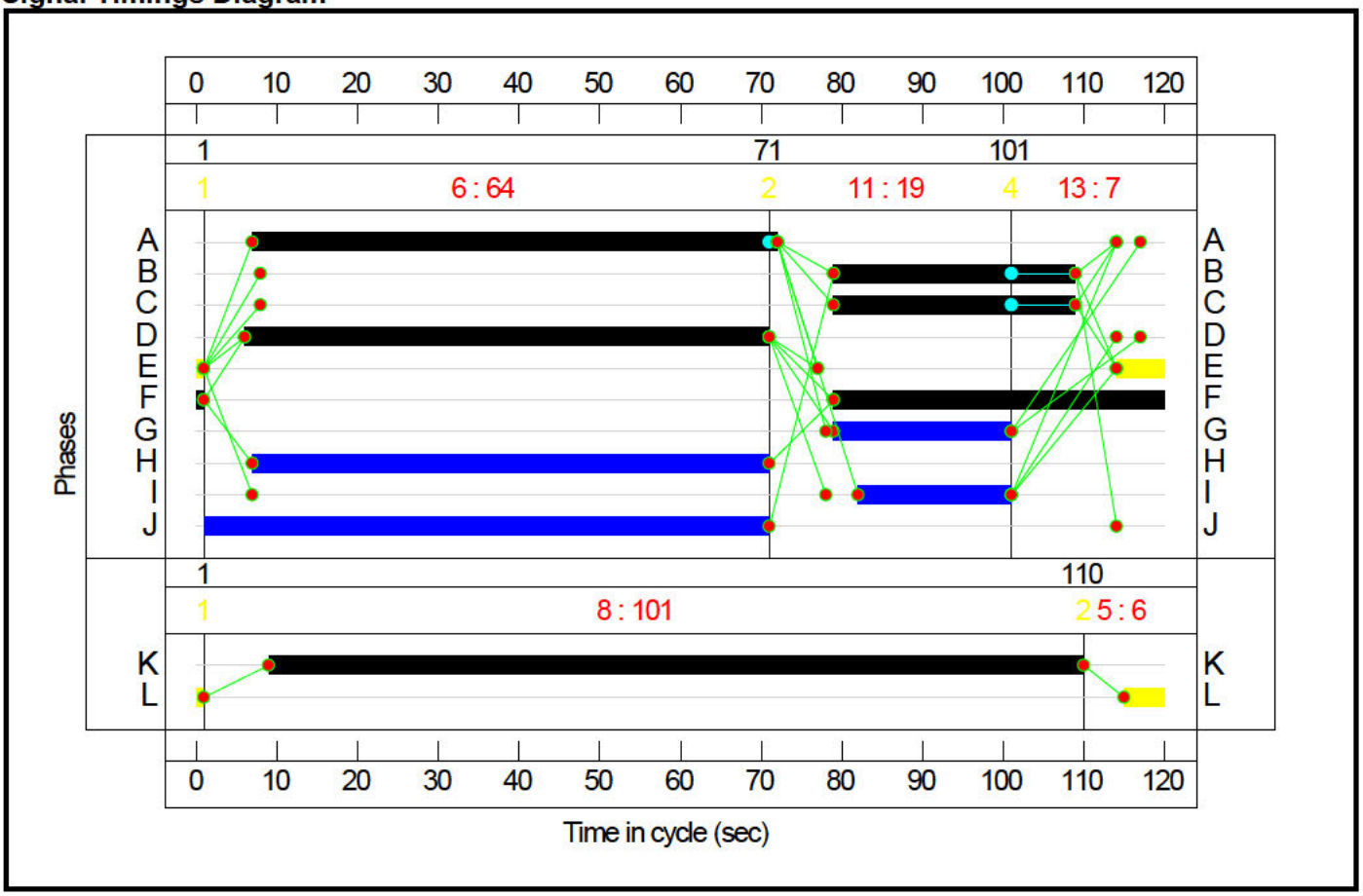
Stage Stream: 1

Stage	1	2	4
Duration	64	19	7
Change Point	1	71	101

Stage Stream: 2

Stage	1	2
Duration	101	6
Change Point	1	110

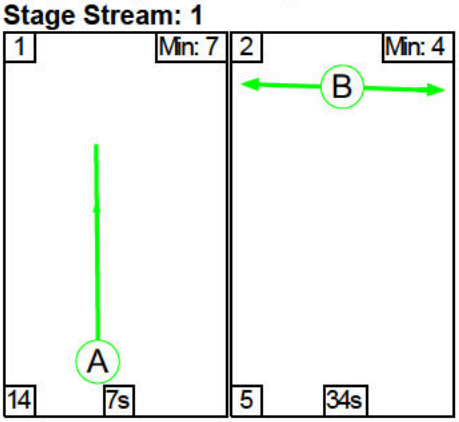
Signal Timings Diagram



C3

Stage Sequence Diagram

Stage Stream: 1

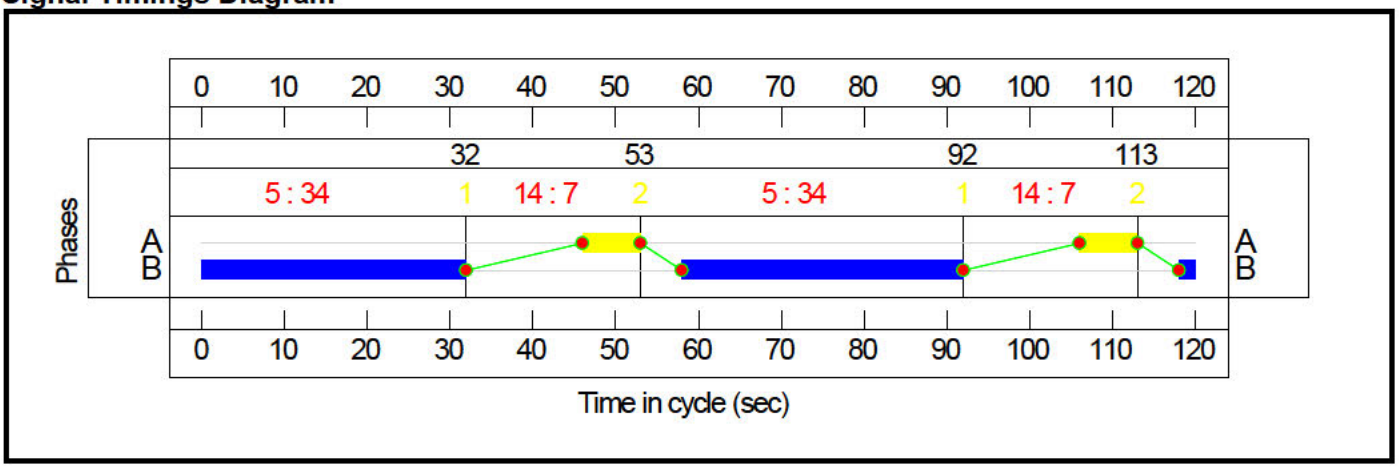


Full Input Data And Results

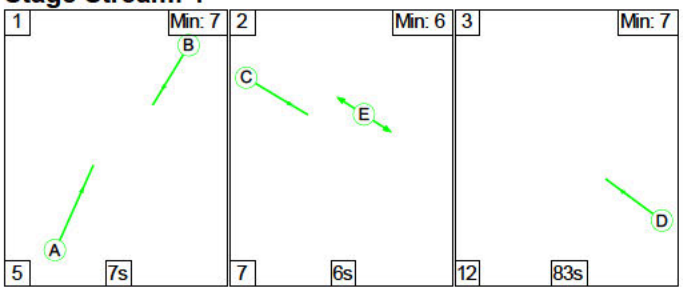
Stage Timings
Stage Stream: 1

Stage	1	2	1	2
Duration	7	34	7	34
Change Point	92	113	32	53

Signal Timings Diagram



C4
Stage Sequence Diagram
Stage Stream: 1

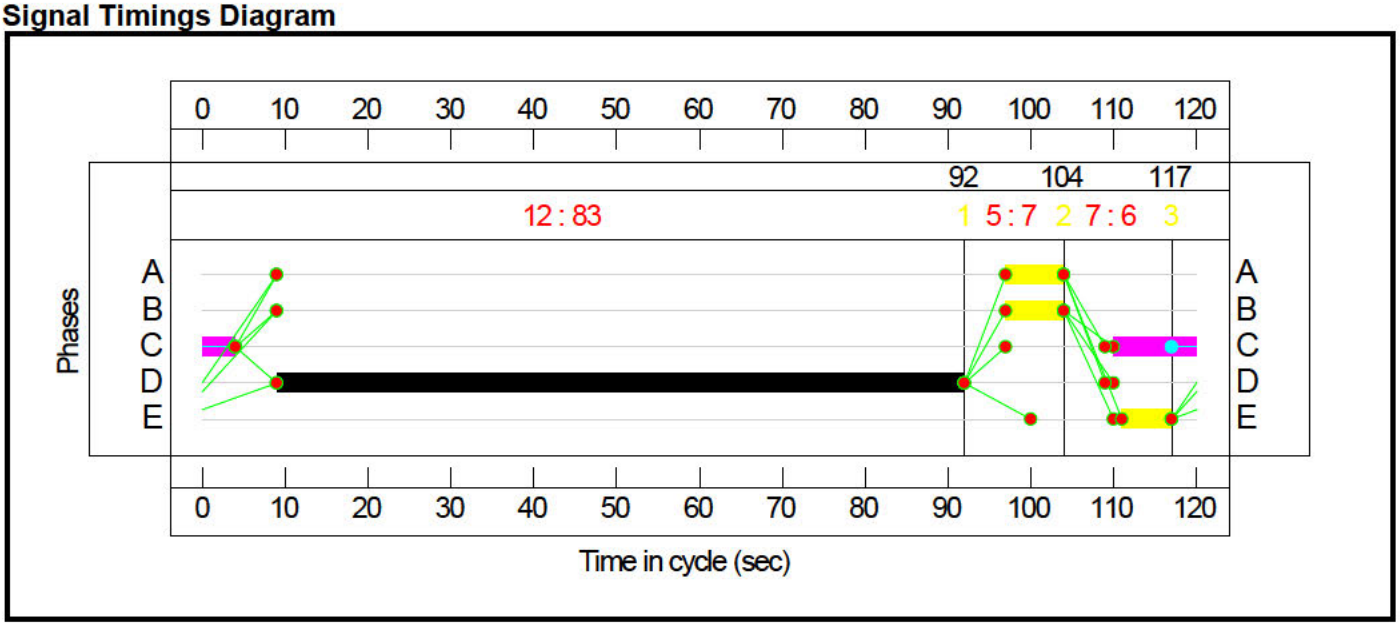


Stage Timings
Stage Stream: 1

Stage	1	2	3
Duration	7	6	83
Change Point	92	104	117

Full Input Data And Results

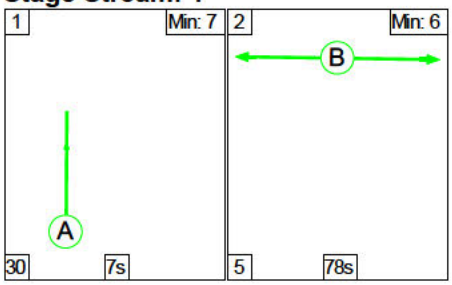
Signal Timings Diagram



C5

Stage Sequence Diagram

Stage Stream: 1

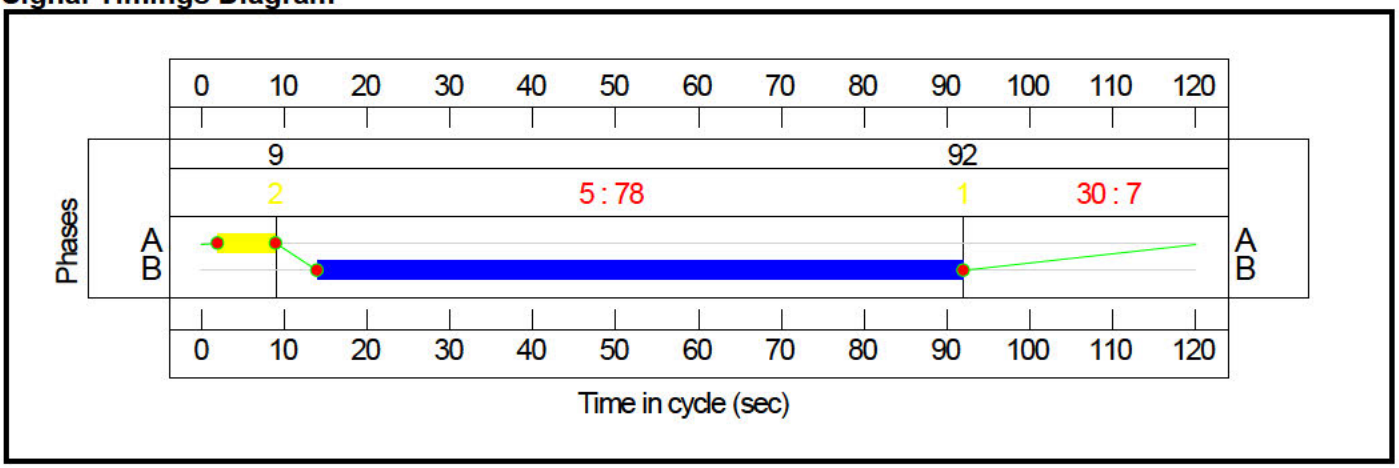


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	78
Change Point	92	9

Signal Timings Diagram

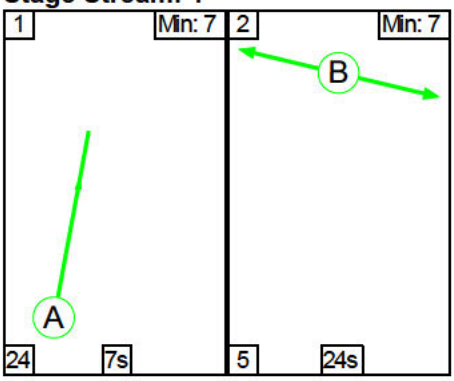


Full Input Data And Results

C6

Stage Sequence Diagram

Stage Stream: 1

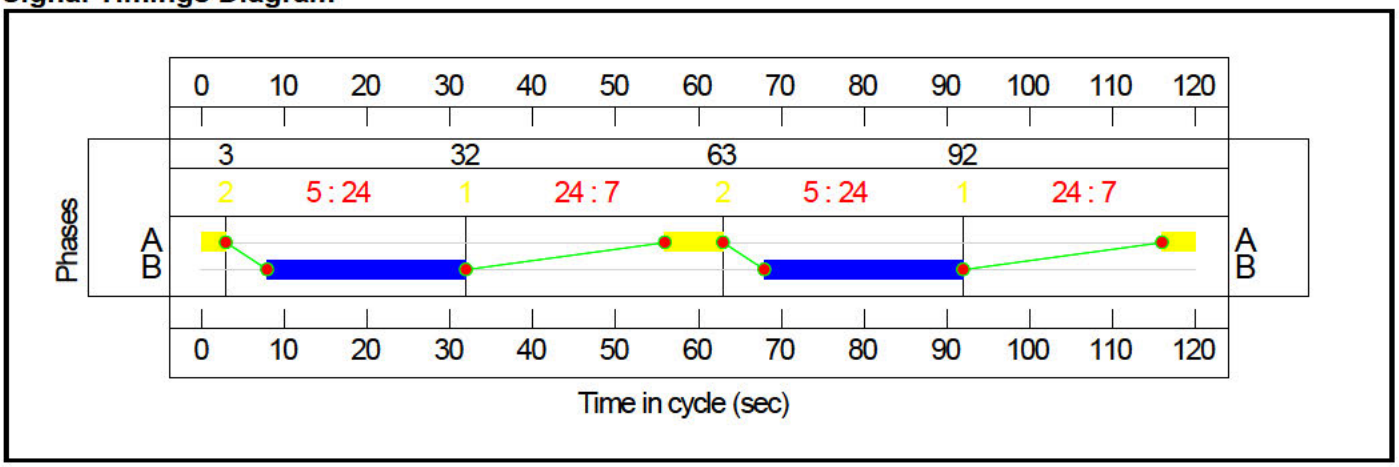


Stage Timings

Stage Stream: 1

Stage	1	2	1	2
Duration	7	24	7	24
Change Point	92	3	32	63

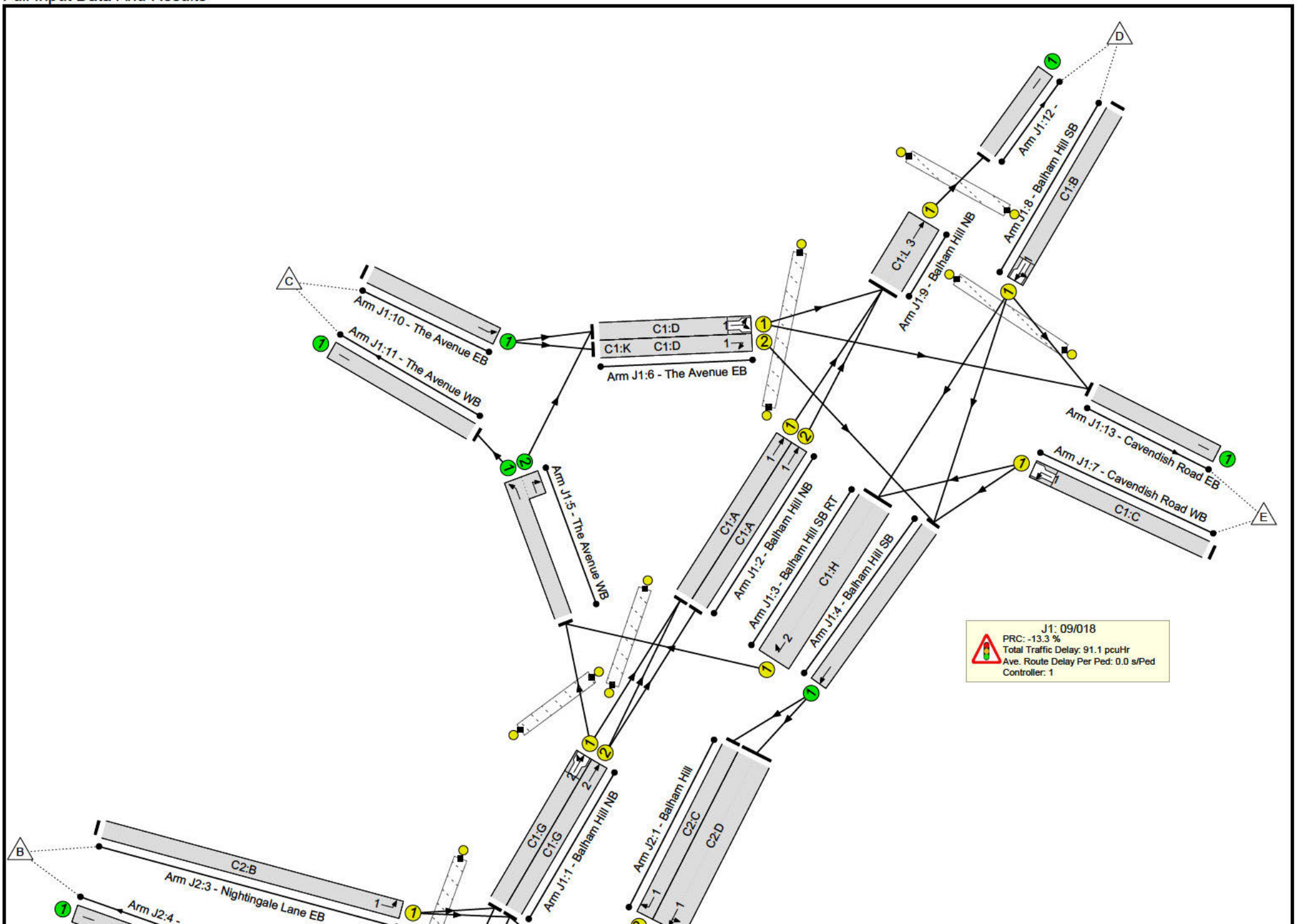
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	**102.0%**
J1: 09/018	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.0%**
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	68	-	535	1826	977	54.8%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	68	-	537	1822	987	54.4%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	414	1858	465	89.1%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	36	-	448	1858	465	96.4%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	41	-	639	3530	1177	53.3%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	-	-	782	1800	1800	42.8%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	-		-	-	-	849	1800:1800	1800	46.5%
6/1	The Avenue EB Left Ahead	U	1:1	N/A	C1:D		1	48	-	758	1757	813	93.2%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:K	1	48	4	118	1756	717	16.5%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	40	-	765	1641	750	102.0%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	31	-	585	1826	577	101.5%
9/1	Balham Hill NB Ahead	U	1:3	N/A	C1:L		1	101	-	906	1800	1710	53.0%
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%
13/1	Cavendish Road EB	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%

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		2	68	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	55	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:J		1	38	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1:2	-	C1:I		1	61	-	0	-	0	0.0%
J2: 09/354	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	65	-	510	3600	1950	25.9%
1/2	Balham Hill Right	U	2:1	N/A	C2:C		1	30	-	272	1829	427	62.6%
2/1	Nightingale Lane WB Ahead	U	2:2	N/A	C2:K		1	101	-	340	1800	1755	19.1%
3/1	Nightingale Lane EB Left	U	2:1	N/A	C2:B		1	30	-	346	1709	441	78.4%
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	65	-	784	1870:1870	1010	77.6%
6/1	Balham Hill SB	U	N/A	N/A	-		-	-	-	510	1800	1800	28.0%
7/1	Tesco Access Left	U	2:1	N/A	C2:F		1	42	-	20	1777	578	3.5%
8/1	Tesco Access Right Ahead	U	2:1	N/A	C2:E		1	7	-	20	1719	57	34.9%
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	64	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	22	-	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	70	-	0	-	0	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**	**48.7**	**58.2**	**0.0**	**107.0**	-	-	-	-
J1: 09/018	-	-	**0**	**0**	**0**	**37.9**	**53.2**	**0.0**	**91.1**	-	-	-	-
1/1	535	535	-	-	-	1.4	0.6	-	2.0	13.7	9.5	0.6	10.1
1/2	537	537	-	-	-	1.9	0.6	-	2.5	16.9	8.7	0.6	9.3
2/1	414	414	-	-	-	3.0	3.6	-	6.6	57.0	13.3	3.6	16.9
2/2	448	448	-	-	-	2.7	7.2	-	10.0	80.0	14.6	7.2	21.8
3/1	627	627	-	-	-	0.7	0.6	-	1.3	7.4	1.8	0.3	2.1
4/1	771	771	-	-	-	0.2	0.4	-	0.5	2.5	10.5	0.4	10.9
5/1+5/2	837	837	-	-	-	0.5	0.4	-	0.9	4.0	22.8	0.4	23.3
6/1	758	758	-	-	-	6.6	5.7	-	12.3	58.2	23.8	5.7	29.5
6/2	118	118	-	-	-	0.7	0.1	-	0.8	25.5	2.5	0.1	2.6
7/1	765	750	-	-	-	9.3	18.1	-	27.4	129.1	26.0	18.1	44.1
8/1	585	576	-	-	-	7.4	14.4	-	21.8	134.4	19.8	14.4	34.2
9/1	906	906	-	-	-	3.4	0.6	-	4.0	15.8	14.7	0.3	15.0
10/1	876	876	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
11/1	837	837	-	-	-	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
13/1	760	760	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

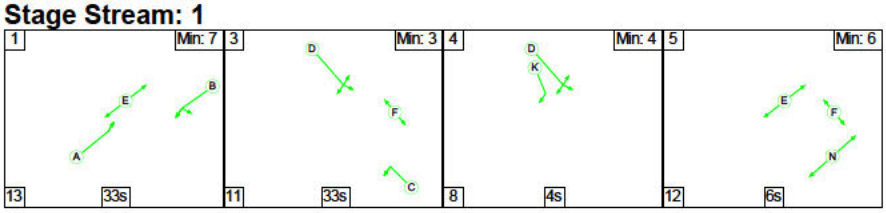
J2: 09/354	-	-	0	0	0	10.8	5.1	0.0	15.9	-	-	-	-
1/1	504	504	-	-	-	0.6	0.2	-	0.8	5.8	1.0	0.1	1.0
1/2	267	267	-	-	-	1.5	0.8	-	2.3	30.9	8.8	0.8	9.6
2/1	335	335	-	-	-	0.0	0.1	-	0.1	1.3	5.6	0.1	5.7
3/1	346	346	-	-	-	4.0	1.7	-	5.7	59.6	10.7	1.7	12.4
4/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	784	784	-	-	-	4.3	1.7	-	6.0	27.5	14.3	1.7	16.0
6/1	504	504	-	-	-	0.0	0.2	-	0.2	1.4	0.6	0.2	0.8
7/1	20	20	-	-	-	0.2	0.0	-	0.2	30.9	0.5	0.0	0.5
8/1	20	20	-	-	-	0.3	0.3	-	0.6	104.4	0.6	0.3	0.9
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 (%):	-13.3	Total Delay for Signalled Lanes (pcuHr):	78.86	Cycle Time (s): 120
C1 - 09/018	Stream: 2 PRC for Signalled Lanes (%):	64.3	Total Delay for Signalled Lanes (pcuHr):	5.84	Cycle Time (s): 120
C1 - 09/018	Stream: 3 PRC for Signalled Lanes (%):	69.9	Total Delay for Signalled Lanes (pcuHr):	3.98	Cycle Time (s): 120
C2 - 09/354	Stream: 1 PRC for Signalled Lanes (%):	14.8	Total Delay for Signalled Lanes (pcuHr):	15.57	Cycle Time (s): 120
C2 - 09/354	Stream: 2 PRC for Signalled Lanes (%):	371.3	Total Delay for Signalled Lanes (pcuHr):	0.12	Cycle Time (s): 120
C3	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
C4	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
C5	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
C6	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
	PRC Over All Lanes (%):	-13.3	Total Delay Over All Lanes(pcuHr):	106.96	

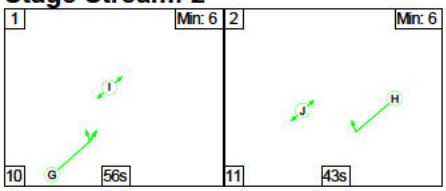
Full Input Data And Results
Scenario 4: 'PM Peak <90%' (FG2: 'PM Peak', Plan 1: 'Staging Plan No. 1')
C1 - 09/018

Stage Sequence Diagram

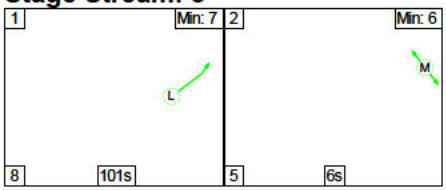
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5
Duration	33	33	4	6
Change Point	1	47	91	103

Stage Stream: 2

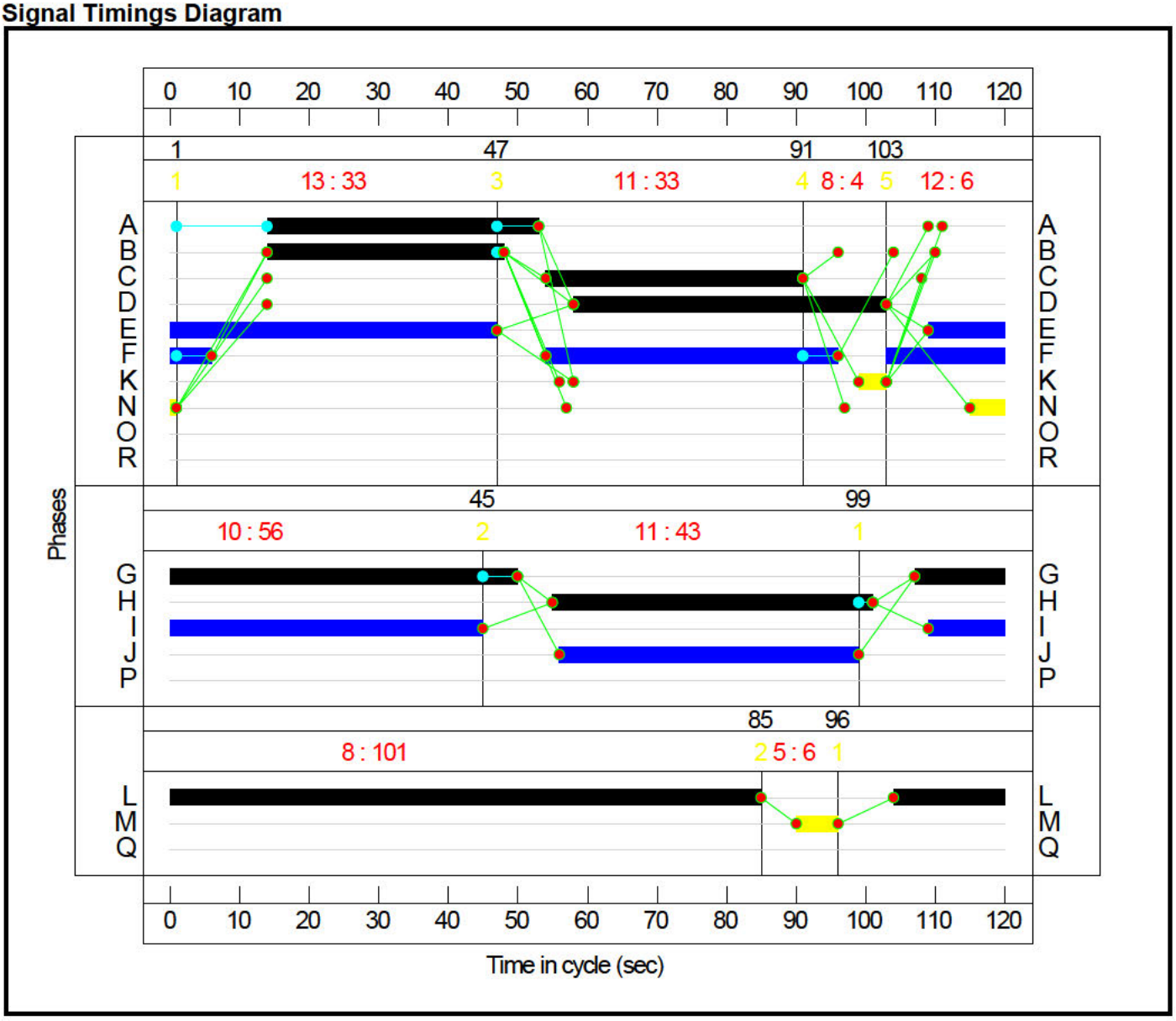
Stage	1	2
Duration	56	43
Change Point	99	45

Stage Stream: 3

Stage	1	2
Duration	101	6
Change Point	96	85

Full Input Data And Results

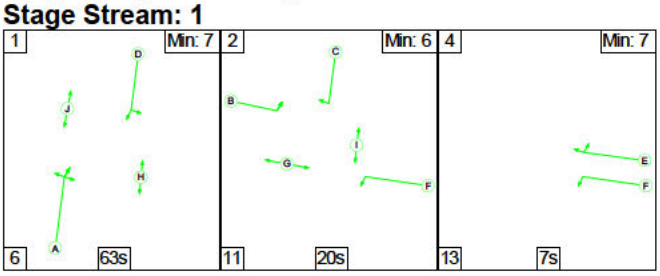
Signal Timings Diagram



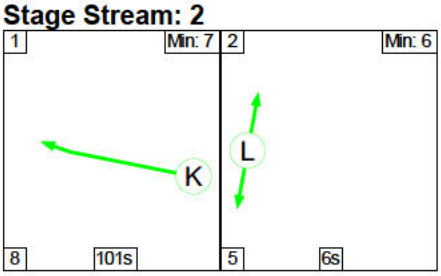
C2 - 09/354

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

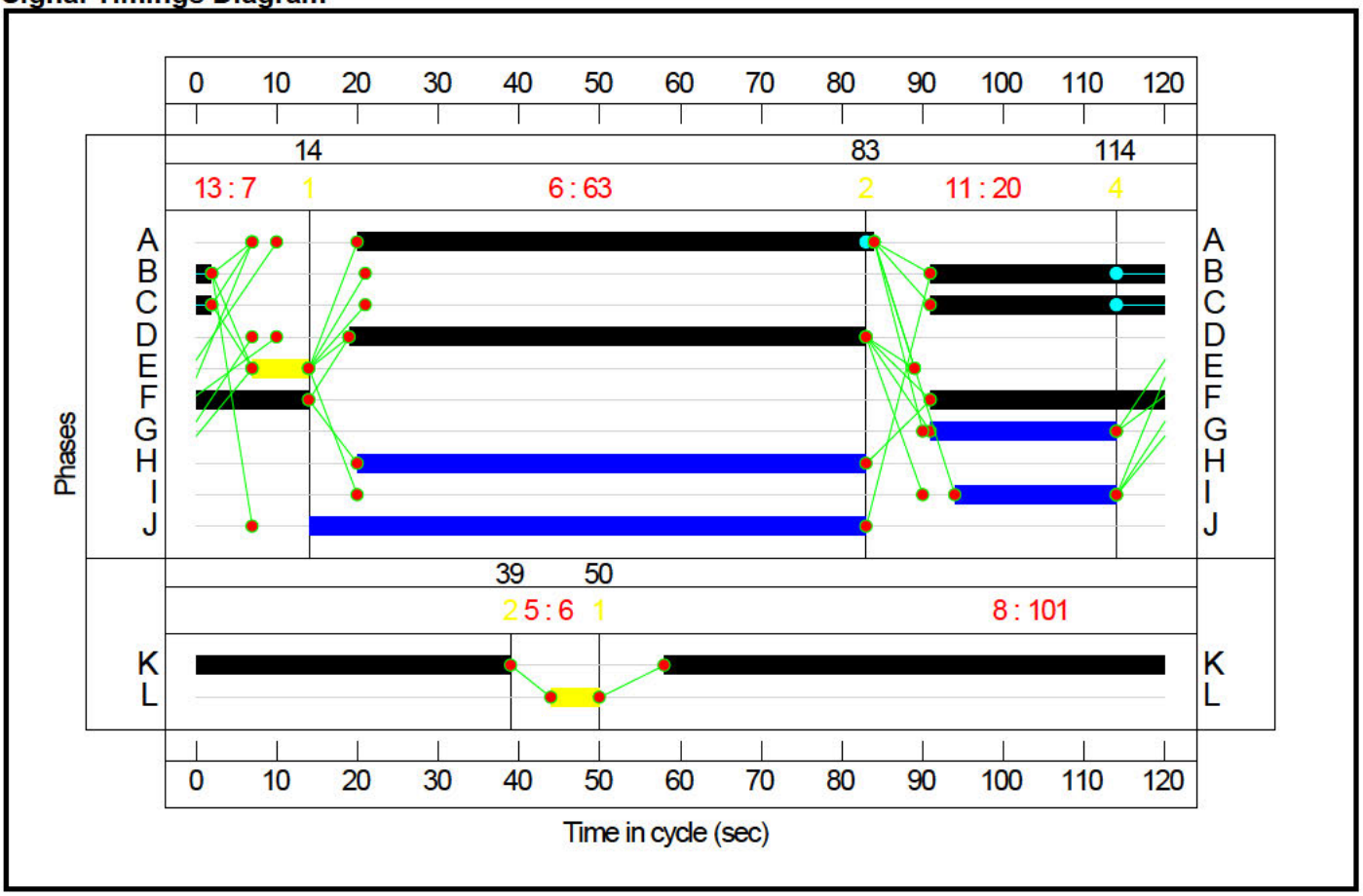
Stage Stream: 1

Stage	1	2	4
Duration	63	20	7
Change Point	14	83	114

Stage Stream: 2

Stage	1	2
Duration	101	6
Change Point	50	39

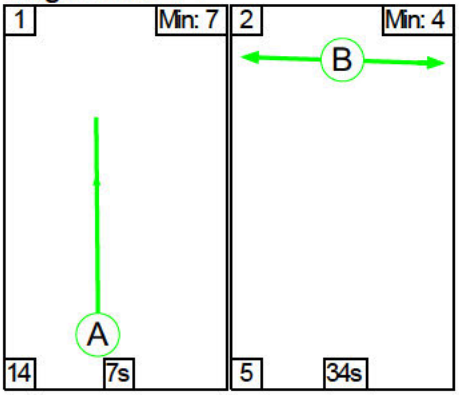
Signal Timings Diagram



C3

Stage Sequence Diagram

Stage Stream: 1

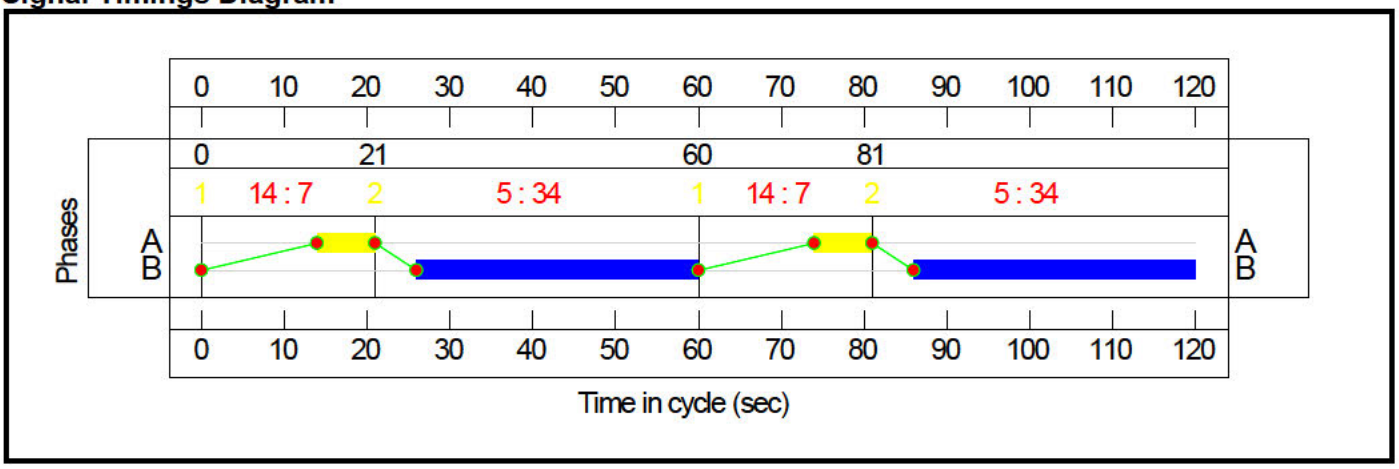


Full Input Data And Results

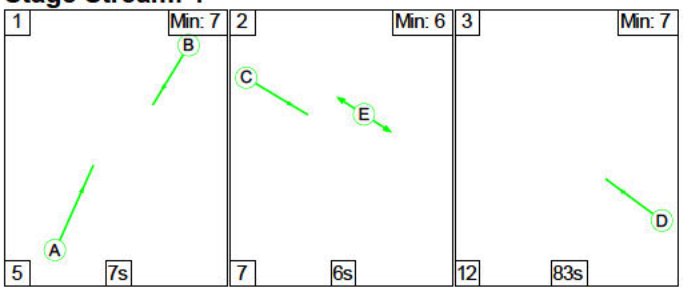
Stage Timings
Stage Stream: 1

Stage	1	2	1	2
Duration	7	34	7	34
Change Point	0	21	60	81

Signal Timings Diagram



C4
Stage Sequence Diagram
Stage Stream: 1

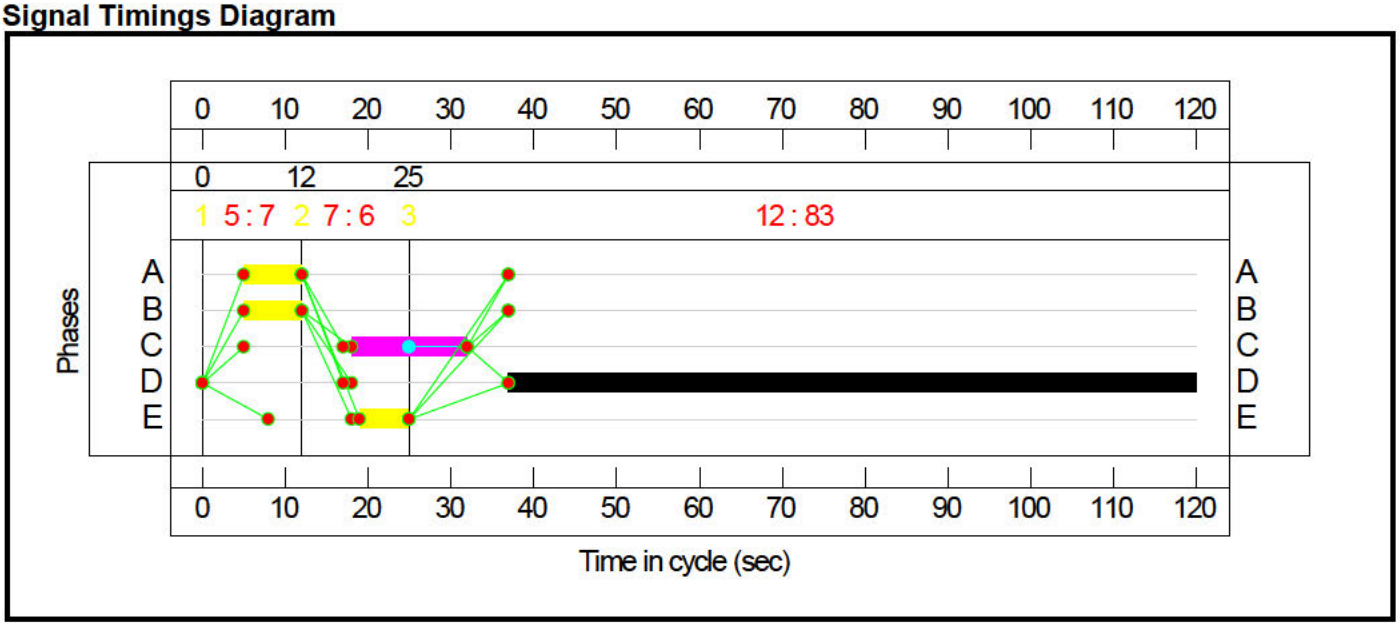


Stage Timings
Stage Stream: 1

Stage	1	2	3
Duration	7	6	83
Change Point	0	12	25

Full Input Data And Results

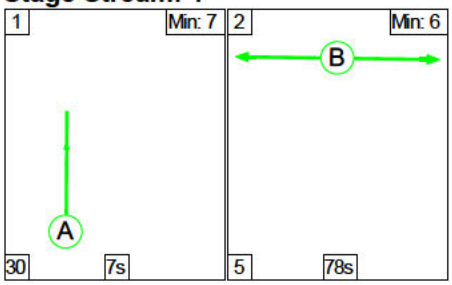
Signal Timings Diagram



C5

Stage Sequence Diagram

Stage Stream: 1

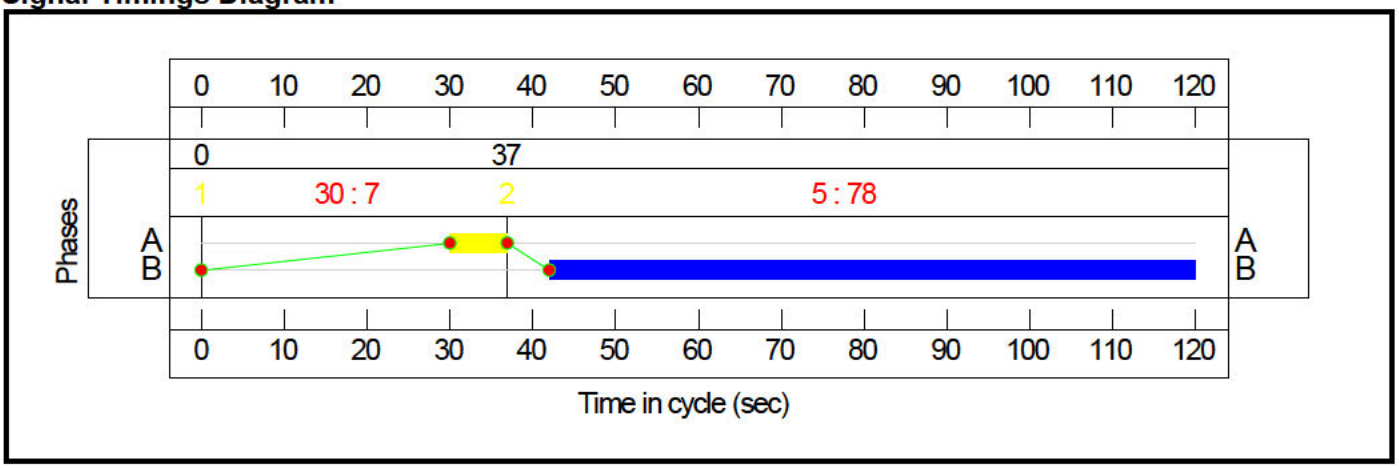


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	7	78
Change Point	0	37

Signal Timings Diagram

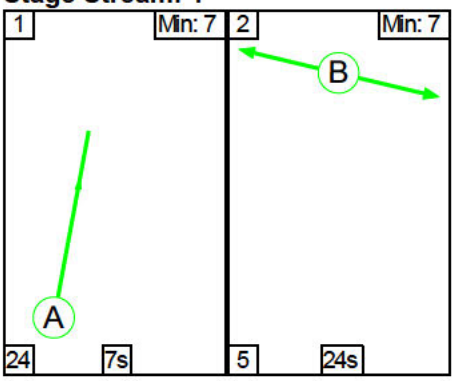


Full Input Data And Results

C6

Stage Sequence Diagram

Stage Stream: 1

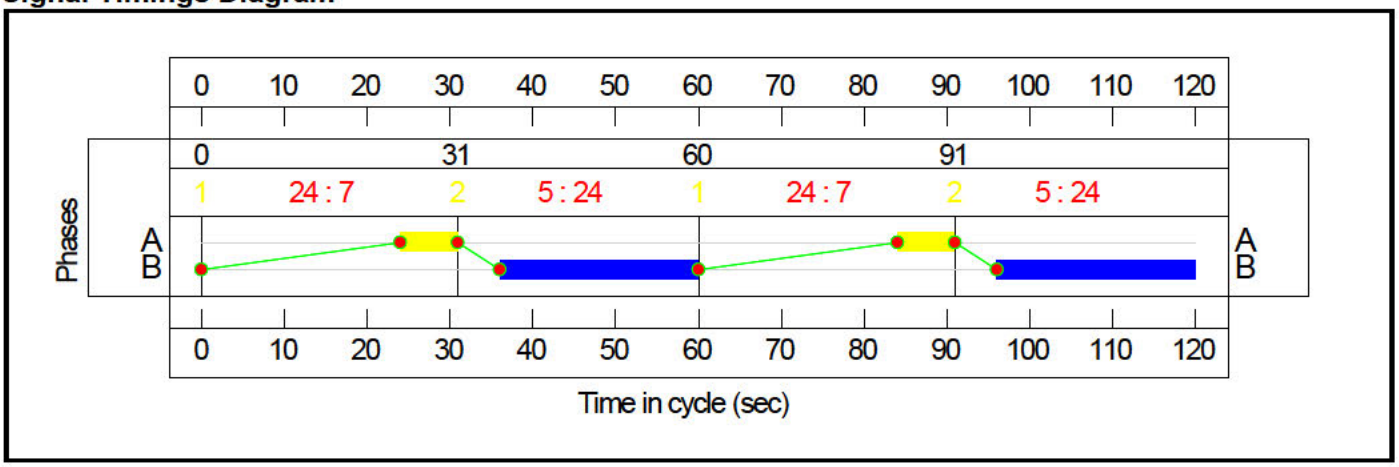


Stage Timings

Stage Stream: 1

Stage	1	2	1	2
Duration	7	24	7	24
Change Point	0	31	60	91

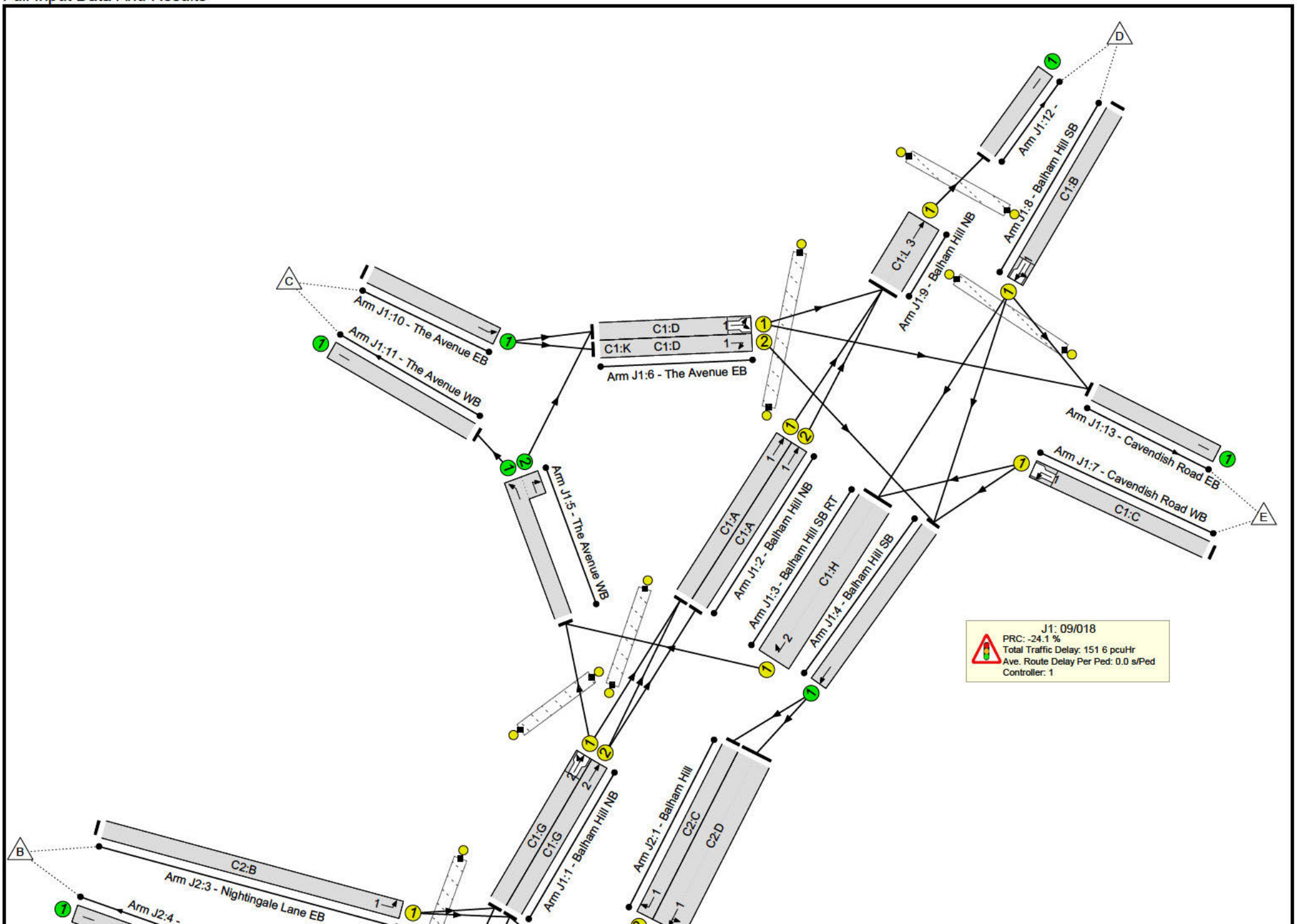
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	**111.7%**
J1: 09/018	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.7%**
1/1	Balham Hill NB Ahead Left	U	1:2	N/A	C1:G		1	63	-	419	1826	992	42.2%
1/2	Balham Hill NB Ahead	U	1:2	N/A	C1:G		1	63	-	503	1822	972	51.8%
2/1	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	39	-	378	1858	604	62.6%
2/2	Balham Hill NB Ahead	U	1:1	N/A	C1:A		1	39	-	370	1858	604	61.3%
3/1	Balham Hill SB RT Right	U	1:2	N/A	C1:H		1	46	-	651	3530	1265	51.0%
4/1	Balham Hill SB Ahead	U	N/A	N/A	-		-	-	-	948	1800	1800	49.6%
5/1+5/2	The Avenue WB Right Ahead	U	N/A	N/A	-		-	-	-	825	1800:1800	1800	45.5%
6/1	The Avenue EB Left Ahead	U	1:1	N/A	C1:D		1	45	-	913	1757	818	111.7%
6/2	The Avenue EB Right	U	1:1	N/A	C1:D	C1:K	1	45	4	200	1756	673	29.7%
7/1	Cavendish Road WB Left Left2	U	1:1	N/A	C1:C		1	37	-	792	1641	809	97.9%
8/1	Balham Hill SB Ahead Ahead2 Left	U	1:1	N/A	C1:B		1	34	-	685	1826	615	111.3%
9/1	Balham Hill NB Ahead	U	1:3	N/A	C1:L		1	101	-	807	1800	1710	46.8%
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	42.5%
13/1	Cavendish Road EB	U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%

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		2	65	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:E		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:J		1	43	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1:2	-	C1:I		1	56	-	0	-	0	0.0%
J2: 09/354	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.7%**
1/1	Balham Hill Ahead Left	U	2:1	N/A	C2:D		1	64	-	719	3600	2010	34.2%
1/2	Balham Hill Right	U	2:1	N/A	C2:C		1	31	-	229	1829	488	42.2%
2/1	Nightingale Lane WB Ahead	U	2:2	N/A	C2:K		1	101	-	284	1800	1755	14.9%
3/1	Nightingale Lane EB Left	U	2:1	N/A	C2:B		1	31	-	272	1709	427	63.7%
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	64	-	692	1870:1870	1184	58.4%
6/1	Balham Hill SB	U	N/A	N/A	-		-	-	-	725	1800	1800	38.5%
7/1	Tesco Access Left	U	2:1	N/A	C2:F		1	43	-	58	1777	622	9.3%
8/1	Tesco Access Right Ahead	U	2:1	N/A	C2:E		1	7	-	37	1719	86	43.0%
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	63	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:I		1	20	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:G		1	23	-	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	69	-	0	-	0	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	55.5	110.4	0.0	165.9	-	-	-	-
J1: 09/018	-	-	0	0	0	44.2	107.4	0.0	151.6	-	-	-	-
1/1	419	419	-	-	-	1.4	0.4	-	1.8	15.4	7.1	0.4	7.5
1/2	503	503	-	-	-	1.7	0.5	-	2.3	16.2	9.2	0.5	9.8
2/1	378	378	-	-	-	1.4	0.8	-	2.3	21.7	7.2	0.8	8.0
2/2	370	370	-	-	-	1.4	0.8	-	2.2	21.7	8.9	0.8	9.7
3/1	645	645	-	-	-	0.5	0.5	-	1.0	5.5	1.0	0.3	1.2
4/1	892	892	-	-	-	0.5	0.5	-	1.0	4.0	15.9	0.5	16.4
5/1+5/2	819	819	-	-	-	0.5	0.4	-	0.9	4.0	20.3	0.4	20.7
6/1	913	818	-	-	-	12.8	52.1	-	65.0	256.1	33.6	52.1	85.7
6/2	200	200	-	-	-	1.4	0.2	-	1.6	29.6	4.6	0.2	4.8
7/1	792	792	-	-	-	8.1	10.4	-	18.5	84.1	25.7	10.4	36.1
8/1	685	615	-	-	-	12.2	39.1	-	51.3	269.6	25.2	39.1	64.3
9/1	801	801	-	-	-	2.1	0.4	-	2.6	11.5	12.6	0.2	12.9
10/1	1113	1113	-	-	-	0.0	0.8	-	0.8	2.6	0.0	0.8	0.8
11/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	801	801	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/1	835	835	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

J2: 09/354	-	-	0	0	0	11.3	3.0	0.0	14.3	-	-	-	-
1/1	687	687	-	-	-	1.2	0.3	-	1.5	7.9	1.7	0.1	1.9
1/2	206	206	-	-	-	3.4	0.4	-	3.7	65.3	6.9	0.4	7.2
2/1	261	261	-	-	-	0.0	0.1	-	0.1	1.2	3.5	0.1	3.6
3/1	272	272	-	-	-	3.0	0.9	-	3.9	51.6	8.1	0.9	9.0
4/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	692	692	-	-	-	2.7	0.7	-	3.4	17.6	9.5	0.7	10.2
6/1	693	693	-	-	-	0.0	0.3	-	0.3	1.7	3.6	0.3	3.9
7/1	58	58	-	-	-	0.4	0.1	-	0.5	29.4	1.3	0.1	1.3
8/1	37	37	-	-	-	0.6	0.4	-	0.9	91.6	1.2	0.4	1.6
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 (%):	-24.1	Total Delay for Signalled Lanes (pcuHr):	140.90	Cycle Time (s): 120
C1 - 09/018	Stream: 2 PRC for Signalled Lanes (%):	73.9	Total Delay for Signalled Lanes (pcuHr):	5.04	Cycle Time (s): 120
C1 - 09/018	Stream: 3 PRC for Signalled Lanes (%):	92.2	Total Delay for Signalled Lanes (pcuHr):	2.56	Cycle Time (s): 120
C2 - 09/354	Stream: 1 PRC for Signalled Lanes (%):	41.4	Total Delay for Signalled Lanes (pcuHr):	13.92	Cycle Time (s): 120
C2 - 09/354	Stream: 2 PRC for Signalled Lanes (%):	505.7	Total Delay for Signalled Lanes (pcuHr):	0.09	Cycle Time (s): 120
C3	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
C4	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
C5	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
C6	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 120
	PRC Over All Lanes (%):	-24.1	Total Delay Over All Lanes(pcuHr):	165.93	