

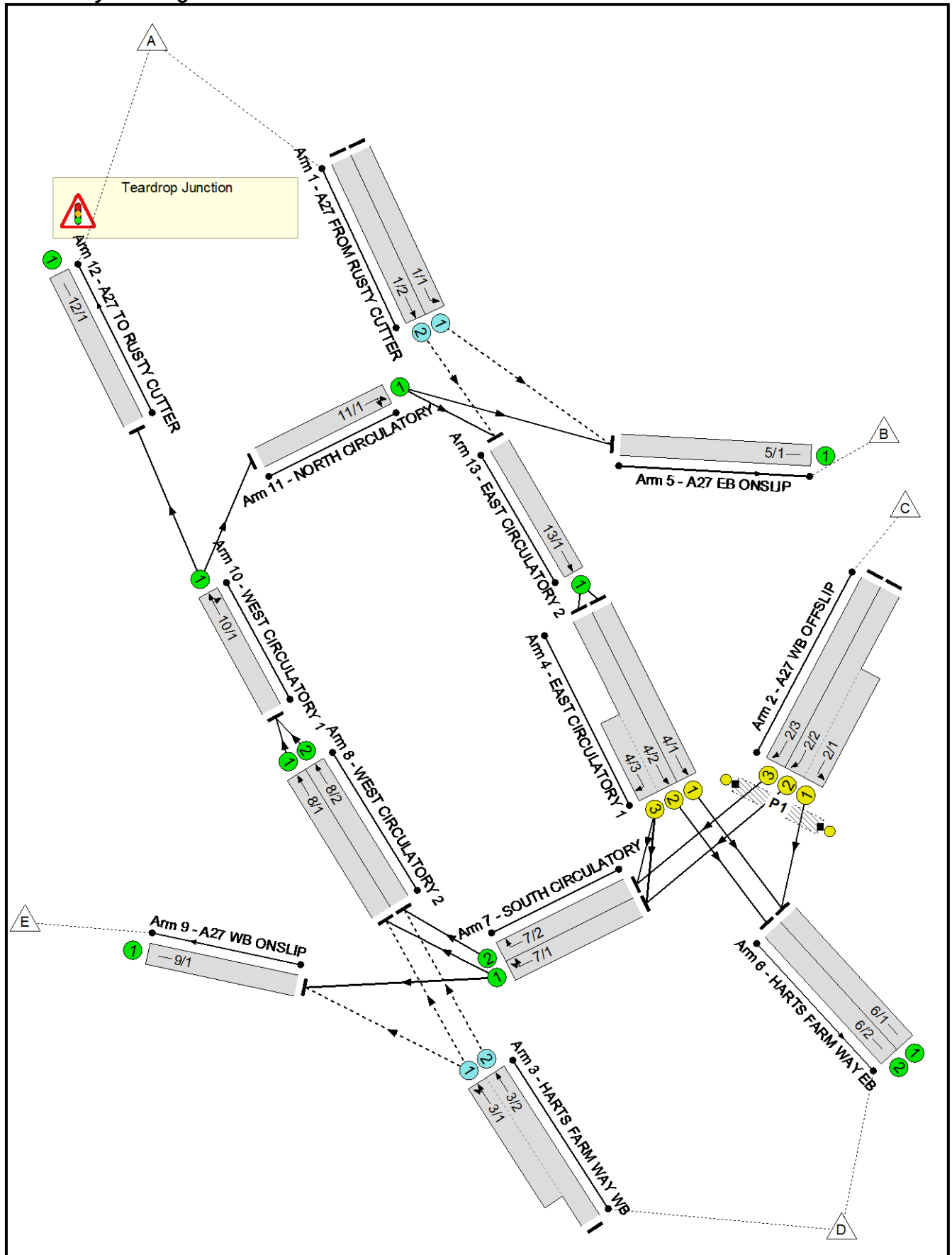
Appendix U

Full Input Data And Results

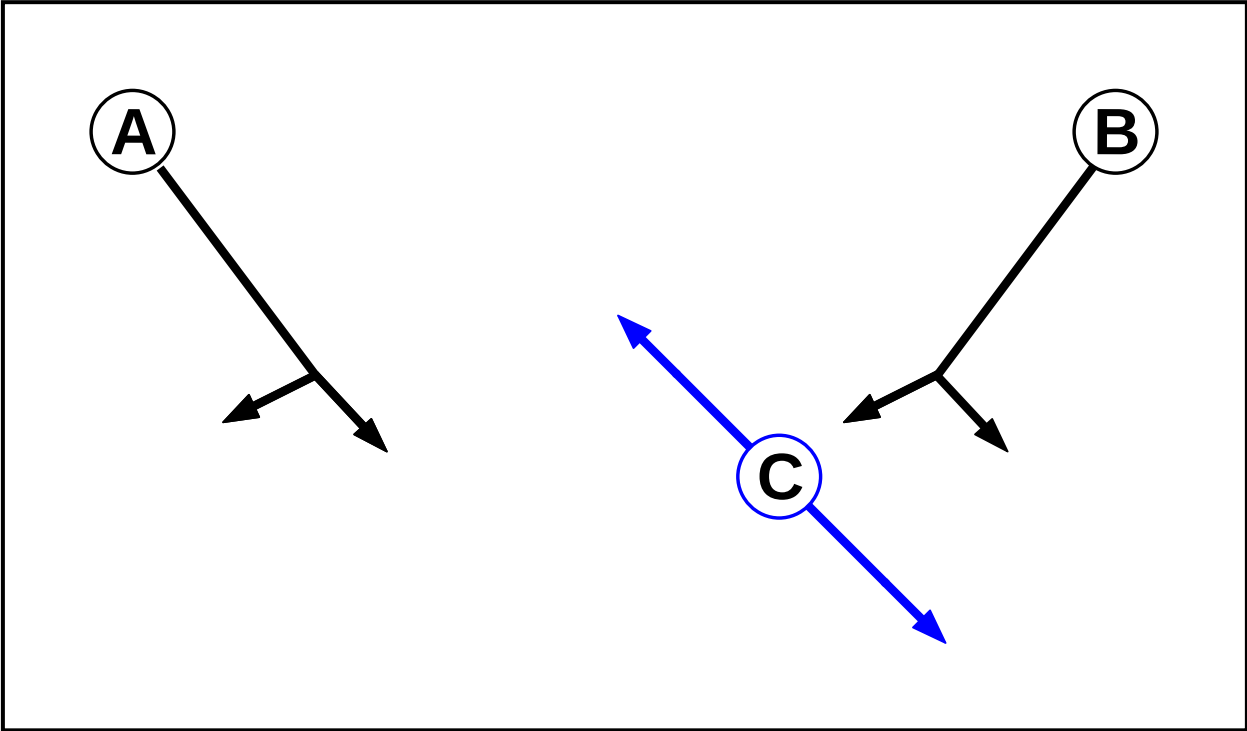
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	A27 Teardrop Junction Modelling
Location:	Bedhampton
Additional detail:	
File name:	Teardrop v6 - With Optimisation (1).lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		7	7

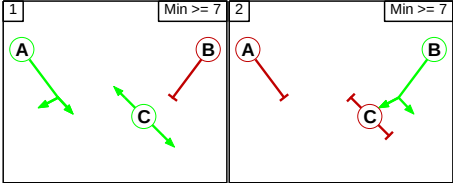
Phase Intergreens Matrix

Terminating Phase	Starting Phase			
		A	B	C
	A		6	-
	B	7		6
	C	-	0	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		6
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Teardrop Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A27 FROM RUSTY CUTTER)	5/1 (Left)	2532	0	11/1	0.82	To 5/1 (Ahead)	-	-	-	-	-
1/2 (A27 FROM RUSTY CUTTER)	13/1 (Ahead)	2532	0	11/1	0.82	All	-	-	-	-	-
3/1 (HARTS FARM WAY WB)	8/1 (Ahead)	1211	0	7/1	0.38	All	-	-	-	-	-
	9/1 (Left)	1211	0	7/1	0.38	All					
3/2 (HARTS FARM WAY WB)	8/2 (Ahead)	1211	0	7/1	0.38	All	-	-	-	-	-
				7/2	0.38	All					

Full Input Data And Results

Junction: Teardrop Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 FROM RUSTY CUTTER)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Left	42.71
1/2 (A27 FROM RUSTY CUTTER)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 13 Ahead	10.00
2/1 (A27 WB OFFSLIP)	U	B	2	3	8.7	Geom	-	3.80	0.00	Y	Arm 6 Left	91.34
2/2 (A27 WB OFFSLIP)	U	B	2	3	60.0	Geom	-	3.80	0.00	N	Arm 7 Ahead	17.00
2/3 (A27 WB OFFSLIP)	U	B	2	3	60.0	Geom	-	3.80	0.00	N	Arm 7 Ahead	17.00
3/1 (HARTS FARM WAY WB)	O		2	3	12.2	Geom	-	3.90	0.00	Y	Arm 8 Ahead	Inf
											Arm 9 Left	27.22
3/2 (HARTS FARM WAY WB)	O		2	3	60.0	Geom	-	3.90	0.00	N	Arm 8 Ahead	Inf
4/1 (EAST CIRCULATORY 1)	U	A	2	3	6.1	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
4/2 (EAST CIRCULATORY 1)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
4/3 (EAST CIRCULATORY 1)	U	A	2	3	6.1	Geom	-	3.25	0.00	N	Arm 7 Right	17.00
5/1 (A27 EB ONSLIP)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (HARTS FARM WAY EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (HARTS FARM WAY EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (SOUTH CIRCULATORY)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

7/2 (SOUTH CIRCULATORY)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (WEST CIRCULATORY 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (WEST CIRCULATORY 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A27 WB ONSLIP)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (WEST CIRCULATORY 1)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (NORTH CIRCULATORY)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A27 TO RUSTY CUTTER)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (EAST CIRCULATORY 2)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2016 AM'	07:30	08:30	01:00	
2: 'Base 2016 PM'	16:00	17:00	01:00	
3: 'Base 2023 AM'	07:30	08:30	01:00	
4: 'Base 2023 PM'	16:00	17:00	01:00	
5: 'Base 2023 Plus Com Dev AM'	07:30	08:30	01:00	
6: 'Base 2023 Plus Com Dev PM'	16:00	17:00	01:00	
7: 'Base 2023 Plus Com Dev Plus 50% Prop Dev AM'	07:30	08:30	01:00	
8: 'Base 2023 Plus Com Dev Plus 50% Prop Dev PM'	16:00	17:00	01:00	
9: 'Base 2028 AM'	07:30	08:30	01:00	
10: 'Base 2028 PM'	16:00	17:00	01:00	
11: 'Base 2028 Plus Com Dev AM'	07:30	08:30	01:00	
12: 'Base 2028 Plus Com Dev PM'	16:00	17:00	01:00	
13: 'Base 2028 Plus Com Dev Plus Prop Dev AM'	07:30	08:30	01:00	
14: 'Base 2028 Plus Com Dev Plus Prop Dev PM'	16:00	17:00	01:00	

Full Input Data And Results

Scenario 1: 'Base 2016 AM' (FG1: 'Base 2016 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	7	868	0	1032	291	2198
	B	0	0	0	0	0	0
	C	868	5	0	66	46	985
	D	165	15	0	0	137	317
	E	0	0	0	0	0	0
	Tot.	1040	888	0	1098	474	3500

Traffic Lane Flows

Lane	Scenario 1: Base 2016 AM
Junction: Teardrop Junction	
1/1	868
1/2	1330
2/1 (short)	66
2/2 (with short)	397(In) 331(Out)
2/3	588
3/1 (short)	312
3/2 (with short)	317(In) 5(Out)
4/1	508
4/2 (with short)	822(In) 524(Out)
4/3 (short)	298
5/1	888
6/1	574
6/2	524
7/1	626
7/2	591
8/1	464
8/2	596
9/1	474
10/1	1060
11/1	20
12/1	1040
13/1	1330

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.1 % 43.9 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.1 % 43.9 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 2: 'Base 2016 PM' (FG2: 'Base 2016 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	2	941	0	328	296	1567
	B	0	0	0	0	0	0
	C	813	3	0	46	8	870
	D	501	22	0	0	597	1120
	E	0	0	0	0	0	0
	Tot.	1316	966	0	374	901	3557

Traffic Lane Flows

Lane	Scenario 2: Base 2016 PM
Junction: Teardrop Junction	
1/1	941
1/2	626
2/1 (short)	46
2/2 (with short)	326(In) 280(Out)
2/3	544
3/1 (short)	824
3/2 (with short)	1120(In) 296(Out)
4/1	195
4/2 (with short)	431(In) 133(Out)
4/3 (short)	298
5/1	966
6/1	241
6/2	133
7/1	577
7/2	545
8/1	500
8/2	841
9/1	901
10/1	1341
11/1	25
12/1	1316
13/1	626

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	27.5 % 72.5 %	1928	1928
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	27.5 % 72.5 %	1928	1928
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 3: 'Base 2023 AM' (FG3: 'Base 2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	8	972	0	1155	326	2461
	B	0	0	0	0	0	0
	C	972	6	0	74	51	1103
	D	186	15	0	0	153	354
	E	0	0	0	0	0	0
	Tot.	1166	993	0	1229	530	3918

Traffic Lane Flows

Lane	Scenario 3: Base 2023 AM
Junction: Teardrop Junction	
1/1	972
1/2	1489
2/1 (short)	74
2/2 (with short)	452(In) 378(Out)
2/3	651
3/1 (short)	352
3/2 (with short)	354(In) 2(Out)
4/1	583
4/2 (with short)	906(In) 572(Out)
4/3 (short)	334
5/1	993
6/1	657
6/2	572
7/1	708
7/2	655
8/1	530
8/2	657
9/1	530
10/1	1187
11/1	21
12/1	1166
13/1	1489

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.5 % 43.5 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.5 % 43.5 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 4: 'Base 2023 PM' (FG4: 'Base 2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	2	1048	0	365	330	1745
	B	0	0	0	0	0	0
	C	905	3	0	51	9	968
	D	643	22	0	0	655	1320
	E	0	0	0	0	0	0
	Tot.	1550	1073	0	416	994	4033

Traffic Lane Flows

Lane	Scenario 4: Base 2023 PM
Junction: Teardrop Junction	
1/1	1048
1/2	697
2/1 (short)	51
2/2 (with short)	362(In) 311(Out)
2/3	606
3/1 (short)	918
3/2 (with short)	1320(In) 402(Out)
4/1	255
4/2 (with short)	442(In) 110(Out)
4/3 (short)	332
5/1	1073
6/1	306
6/2	110
7/1	642
7/2	607
8/1	566
8/2	1009
9/1	994
10/1	1575
11/1	25
12/1	1550
13/1	697

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	28.6 % 71.4 %	1929	1929
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	28.6 % 71.4 %	1929	1929
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 5: 'Base 2023 Plus Com Dev AM' (FG5: 'Base 2023 Plus Com Dev AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	8	974	0	1155	326	2463
	B	0	0	0	0	0	0
	C	972	6	0	74	51	1103
	D	186	15	0	0	153	354
	E	0	0	0	0	0	0
	Tot.	1166	995	0	1229	530	3920

Traffic Lane Flows

Lane	Scenario 5: Base 2023 Plus Com Dev AM
Junction: Teardrop Junction	
1/1	974
1/2	1489
2/1 (short)	74
2/2 (with short)	452(In) 378(Out)
2/3	651
3/1 (short)	352
3/2 (with short)	354(In) 2(Out)
4/1	583
4/2 (with short)	906(In) 572(Out)
4/3 (short)	334
5/1	995
6/1	657
6/2	572
7/1	708
7/2	655
8/1	530
8/2	657
9/1	530
10/1	1187
11/1	21
12/1	1166
13/1	1489

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.5 % 43.5 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.5 % 43.5 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 6: 'Base 2023 Plus Com Dev PM' (FG6: 'Base 2023 Plus Com Dev PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	2	1053	0	365	330	1750
	B	0	0	0	0	0	0
	C	910	3	0	51	9	973
	D	560	22	0	0	655	1237
	E	0	0	0	0	0	0
	Tot.	1472	1078	0	416	994	3960

Traffic Lane Flows

Lane	Scenario 6: Base 2023 Plus Com Dev PM
Junction: Teardrop Junction	
1/1	1053
1/2	697
2/1 (short)	51
2/2 (with short)	363(In) 312(Out)
2/3	610
3/1 (short)	886
3/2 (with short)	1237(In) 351(Out)
4/1	255
4/2 (with short)	442(In) 110(Out)
4/3 (short)	332
5/1	1078
6/1	306
6/2	110
7/1	643
7/2	611
8/1	535
8/2	962
9/1	994
10/1	1497
11/1	25
12/1	1472
13/1	697

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	26.1 % 73.9 %	1927	1927
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	26.1 % 73.9 %	1927	1927
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 7: 'Base 2023 Plus Com Dev Plus 50% Prop Dev AM' (FG7: 'Base 2023 Plus Com Dev Plus 50% Prop Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	8	986	0	1155	348	2497
	B	0	0	0	0	0	0
	C	977	6	0	74	51	1108
	D	186	15	0	0	153	354
	E	0	0	0	0	0	0
	Tot.	1171	1007	0	1229	552	3959

Traffic Lane Flows

Lane	Scenario 7: Base 2023 Plus Com Dev Plus 50% Prop Dev AM
Junction: Teardrop Junction	
1/1	986
1/2	1511
2/1 (short)	74
2/2 (with short)	453(In) 379(Out)
2/3	655
3/1 (short)	352
3/2 (with short)	354(In) 2(Out)
4/1	585
4/2 (with short)	926(In) 570(Out)
4/3 (short)	356
5/1	1007
6/1	659
6/2	570
7/1	731
7/2	659
8/1	531
8/2	661
9/1	552
10/1	1192
11/1	21
12/1	1171
13/1	1511

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.5 % 43.5 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 8: 'Base 2023 Plus Com Dev Plus 50% Prop Dev PM' (FG8: 'Base 2023 Plus Com Dev Plus 50% Prop Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	1059	0	365	341	1767
	B	0	0	0	0	0	0
	C	921	3	0	51	9	984
	D	560	22	0	0	655	1237
	E	0	0	0	0	0	0
	Tot.	1483	1084	0	416	1005	3988

Traffic Lane Flows

Lane	Scenario 8: Base 2023 Plus Com Dev Plus 50% Prop Dev PM
Junction: Teardrop Junction	
1/1	1059
1/2	708
2/1 (short)	51
2/2 (with short)	367(In) 316(Out)
2/3	617
3/1 (short)	897
3/2 (with short)	1237(In) 340(Out)
4/1	243
4/2 (with short)	465(In) 122(Out)
4/3 (short)	343
5/1	1084
6/1	294
6/2	122
7/1	658
7/2	618
8/1	550
8/2	958
9/1	1005
10/1	1508
11/1	25
12/1	1483
13/1	708

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	27.0 % 73.0 %	1927	1927
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	27.0 % 73.0 %	1927	1927
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 9: 'Base 2028 AM' (FG9: 'Base 2028 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	8	1021	0	1213	342	2584
	B	0	0	0	0	0	0
	C	1021	6	0	78	54	1159
	D	197	15	0	0	161	373
	E	0	0	0	0	0	0
	Tot.	1226	1042	0	1291	557	4116

Traffic Lane Flows

Lane	Scenario 9: Base 2028 AM
Junction: Teardrop Junction	
1/1	1021
1/2	1563
2/1 (short)	78
2/2 (with short)	475(In) 397(Out)
2/3	684
3/1 (short)	372
3/2 (with short)	373(In) 1(Out)
4/1	619
4/2 (with short)	944(In) 594(Out)
4/3 (short)	350
5/1	1042
6/1	697
6/2	594
7/1	743
7/2	688
8/1	558
8/2	689
9/1	557
10/1	1247
11/1	21
12/1	1226
13/1	1563

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.7 % 43.3 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.7 % 43.3 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 10: 'Base 2028 PM' (FG10: 'Base 2028 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	2	1100	0	384	346	1832
	B	0	0	0	0	0	0
	C	951	4	0	54	9	1018
	D	590	22	0	0	698	1310
	E	0	0	0	0	0	0
	Tot.	1543	1126	0	438	1053	4160

Traffic Lane Flows

Lane	Scenario 10: Base 2028 PM
Junction: Teardrop Junction	
1/1	1100
1/2	732
2/1 (short)	54
2/2 (with short)	381(In) 327(Out)
2/3	637
3/1 (short)	933
3/2 (with short)	1310(In) 377(Out)
4/1	246
4/2 (with short)	486(In) 138(Out)
4/3 (short)	348
5/1	1126
6/1	300
6/2	138
7/1	674
7/2	638
8/1	554
8/2	1015
9/1	1053
10/1	1569
11/1	26
12/1	1543
13/1	732

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	25.2 % 74.8 %	1926	1926
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	25.2 % 74.8 %	1926	1926
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 11: 'Base 2028 Plus Com Dev AM' (FG11: 'Base 2028 Plus Com Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	8	1023	0	1213	342	2586
	B	0	0	0	0	0	0
	C	1021	6	0	78	54	1159
	D	197	15	0	0	161	373
	E	0	0	0	0	0	0
	Tot.	1226	1044	0	1291	557	4118

Traffic Lane Flows

Lane	Scenario 11: Base 2028 Plus Com Dev AM
Junction: Teardrop Junction	
1/1	1023
1/2	1563
2/1 (short)	78
2/2 (with short)	475(In) 397(Out)
2/3	684
3/1 (short)	371
3/2 (with short)	373(In) 2(Out)
4/1	619
4/2 (with short)	944(In) 594(Out)
4/3 (short)	350
5/1	1044
6/1	697
6/2	594
7/1	743
7/2	688
8/1	557
8/2	690
9/1	557
10/1	1247
11/1	21
12/1	1226
13/1	1563

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.6 % 43.4 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.6 % 43.4 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 12: 'Base 2028 Plus Com Dev PM' (FG12: 'Base 2028 Plus Com Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	1105	0	384	346	1837
	B	0	0	0	0	0	0
	C	955	4	0	54	9	1022
	D	590	22	0	0	698	1310
	E	0	0	0	0	0	0
	Tot.	1547	1131	0	438	1053	4169

Traffic Lane Flows

Lane	Scenario 12: Base 2028 Plus Com Dev PM
Junction: Teardrop Junction	
1/1	1105
1/2	732
2/1 (short)	54
2/2 (with short)	382(In) 328(Out)
2/3	640
3/1 (short)	926
3/2 (with short)	1310(In) 384(Out)
4/1	283
4/2 (with short)	449(In) 101(Out)
4/3 (short)	348
5/1	1131
6/1	337
6/2	101
7/1	675
7/2	641
8/1	548
8/2	1025
9/1	1053
10/1	1573
11/1	26
12/1	1547
13/1	732

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	24.6 % 75.4 %	1925	1925
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	24.6 % 75.4 %	1925	1925
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 13: 'Base 2028 Plus Com Dev Plus Prop Dev AM' (FG13: 'Base 2028 Plus Com Dev Plus Prop Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	8	1048	0	1213	386	2655
	B	0	0	0	0	0	0
	C	1031	6	0	78	54	1169
	D	197	15	0	0	161	373
	E	0	0	0	0	0	0
	Tot.	1236	1069	0	1291	601	4197

Traffic Lane Flows

Lane	Scenario 13: Base 2028 Plus Com Dev Plus Prop Dev AM
Junction: Teardrop Junction	
1/1	1048
1/2	1607
2/1 (short)	78
2/2 (with short)	478(In) 400(Out)
2/3	691
3/1 (short)	372
3/2 (with short)	373(In) 1(Out)
4/1	624
4/2 (with short)	983(In) 589(Out)
4/3 (short)	394
5/1	1069
6/1	702
6/2	589
7/1	790
7/2	695
8/1	561
8/2	696
9/1	601
10/1	1257
11/1	21
12/1	1236
13/1	1607

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.7 % 43.3 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	56.7 % 43.3 %	1958	1958
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 14: 'Base 2028 Plus Com Dev Plus Prop Dev PM' (FG14: 'Base 2028 Plus Com Dev Plus Prop Dev PM',
Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	1118	0	384	370	1874
	B	0	0	0	0	0	0
	C	977	4	0	54	9	1044
	D	590	22	0	0	698	1310
	E	0	0	0	0	0	0
	Tot.	1569	1144	0	438	1077	4228

Traffic Lane Flows

Lane	Scenario 14: Base 2028 Plus Com Dev Plus Prop Dev PM
Junction: Teardrop Junction	
1/1	1118
1/2	756
2/1 (short)	54
2/2 (with short)	389(In) 335(Out)
2/3	655
3/1 (short)	915
3/2 (with short)	1310(In) 395(Out)
4/1	338
4/2 (with short)	418(In) 46(Out)
4/3 (short)	372
5/1	1144
6/1	392
6/2	46
7/1	706
7/2	656
8/1	544
8/2	1051
9/1	1077
10/1	1595
11/1	26
12/1	1569
13/1	756

Full Input Data And Results

Lane Saturation Flows

Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	23.7 % 76.3 %	1924	1924
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

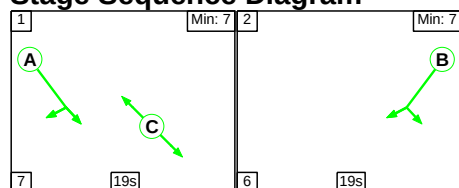
Junction: Teardrop Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 5 Left	42.71	100.0 %	2043	2043
1/2 (A27 FROM RUSTY CUTTER)	5.00	0.00	Y	Arm 13 Ahead	10.00	100.0 %	1839	1839
2/1 (A27 WB OFFSLIP)	3.80	0.00	Y	Arm 6 Left	91.34	100.0 %	1963	1963
2/2 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
2/3 (A27 WB OFFSLIP)	3.80	0.00	N	Arm 7 Ahead	17.00	100.0 %	1962	1962
3/1 (HARTS FARM WAY WB)	3.90	0.00	Y	Arm 8 Ahead Arm 9 Left	Inf 27.22	23.7 % 76.3 %	1924	1924
3/2 (HARTS FARM WAY WB)	3.90	0.00	N	Arm 8 Ahead	Inf	100.0 %	2145	2145
4/1 (EAST CIRCULATORY 1)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
4/2 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/3 (EAST CIRCULATORY 1)	3.25	0.00	N	Arm 7 Right	17.00	100.0 %	1911	1911
5/1 (A27 EB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (HARTS FARM WAY EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (HARTS FARM WAY EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (SOUTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (SOUTH CIRCULATORY Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (WEST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (WEST CIRCULATORY 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 WB ONSLIP Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (WEST CIRCULATORY 1 Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (NORTH CIRCULATORY Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A27 TO RUSTY CUTTER Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/1 (EAST CIRCULATORY 2 Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 1: 'Base 2016 AM' (FG1: 'Base 2016 AM', Plan 1: 'Network Control Plan 1')

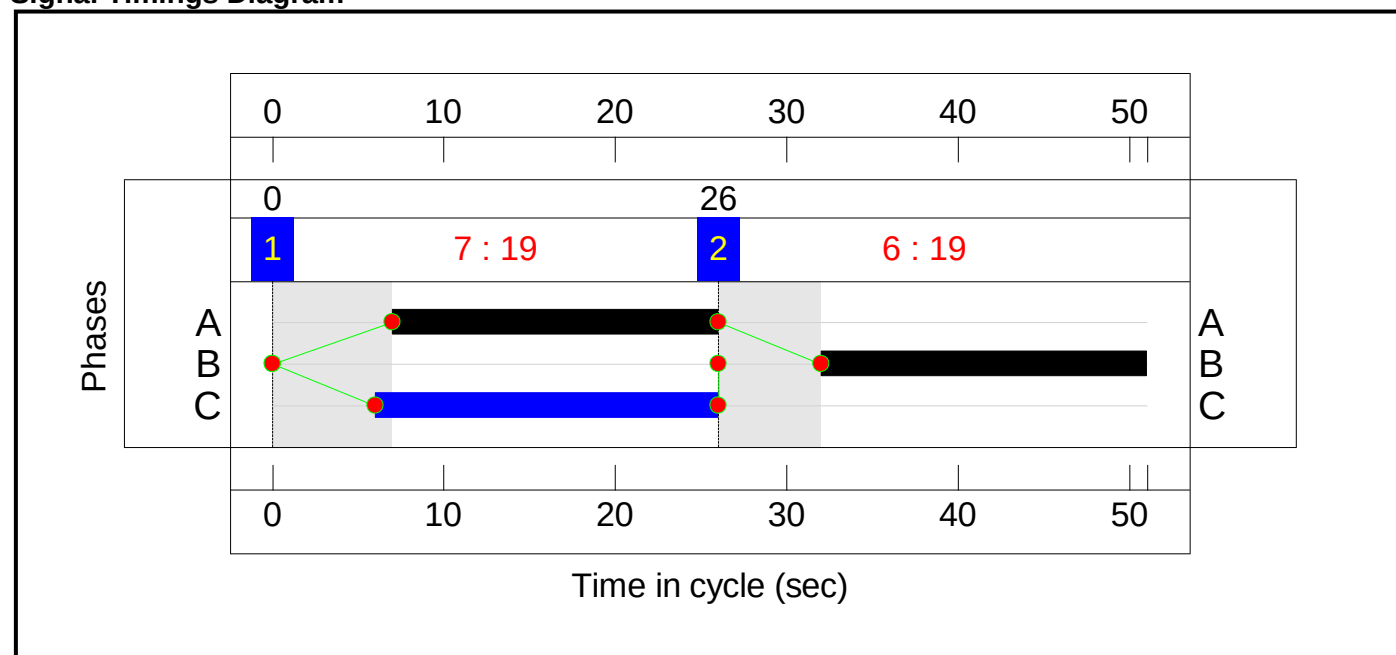
Stage Sequence Diagram



Stage Timings

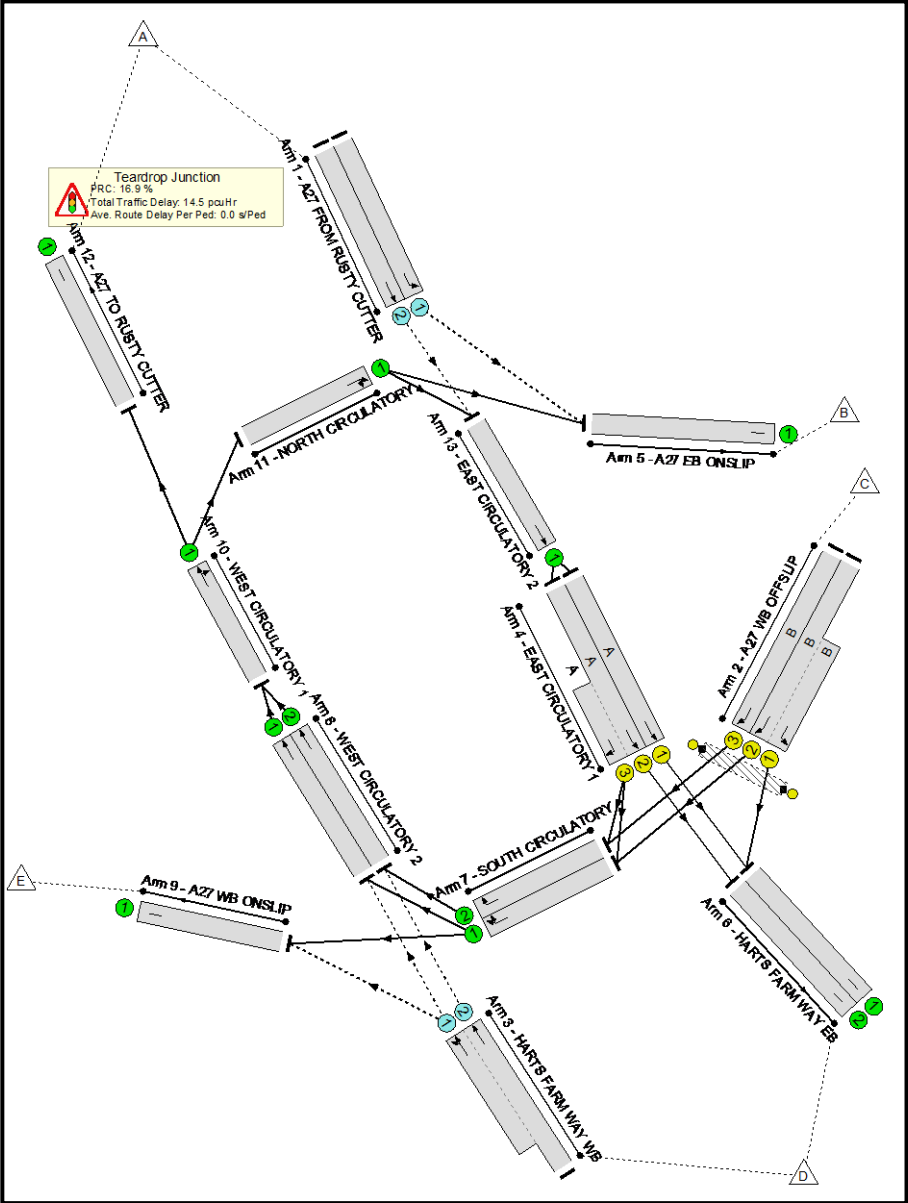
Stage	1	2
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Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	868	2043	2043	42.5%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1330	1839	1839	72.3%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	397	1962:1963	753+150	43.9 : 43.9%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	588	1962	769	76.4%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	317	2145:1958	16+973	32.1 : 32.1%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	508	1940	761	66.8%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	822	2080:1911	681+387	77.0 : 77.0%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%

Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1330	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	0	-	0	0.0%

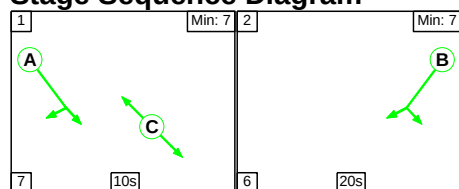
Full Input Data And Results

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	-	-	2832	0	0	8.0	6.5	0.0	14.5	-	-	-	-
Teardrop Junction	-	-	2832	0	0	8.0	6.5	0.0	14.5	-	-	-	-
1/1	868	868	868	0	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
1/2	1330	1330	1330	0	0	0.0	1.3	-	1.3	3.5	0.0	1.3	1.3
2/2+2/1	397	397	-	-	-	1.2	0.4	-	1.6	14.6	3.4	0.4	3.8
2/3	588	588	-	-	-	2.2	1.6	-	3.8	23.2	7.2	1.6	8.8
3/2+3/1	317	317	634	0	0	0.0	0.2	-	0.2	2.7	0.0	0.2	0.2
4/1	508	508	-	-	-	1.8	1.0	-	2.8	19.8	5.8	1.0	6.8
4/2+4/3	822	822	-	-	-	2.8	1.6	-	4.4	19.3	6.0	1.6	7.6
5/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1330	1330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 16.9 Total Delay for Signalled Lanes (pcuHr): 12.61 Cycle Time (s): 51 PRC Over All Lanes (%): 16.9 Total Delay Over All Lanes(pcuHr): 14.51													

Full Input Data And Results

Scenario 2: 'Base 2016 PM' (FG2: 'Base 2016 PM', Plan 1: 'Network Control Plan 1')

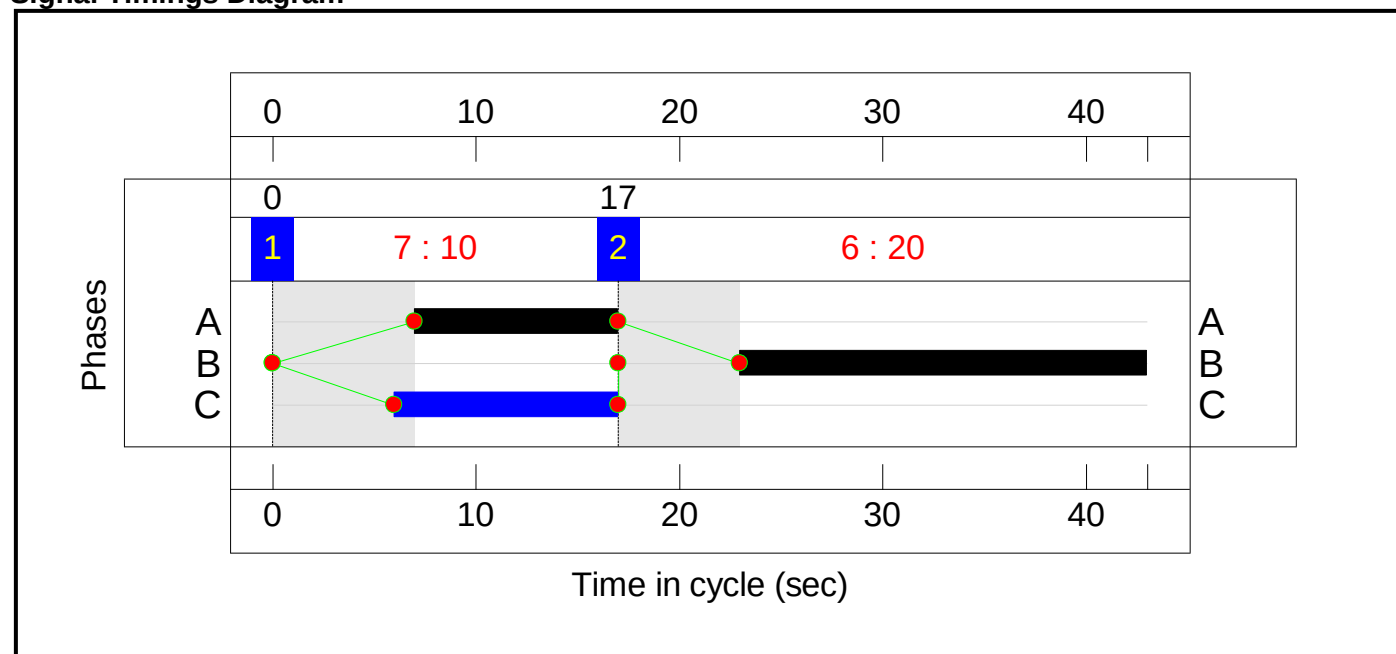
Stage Sequence Diagram



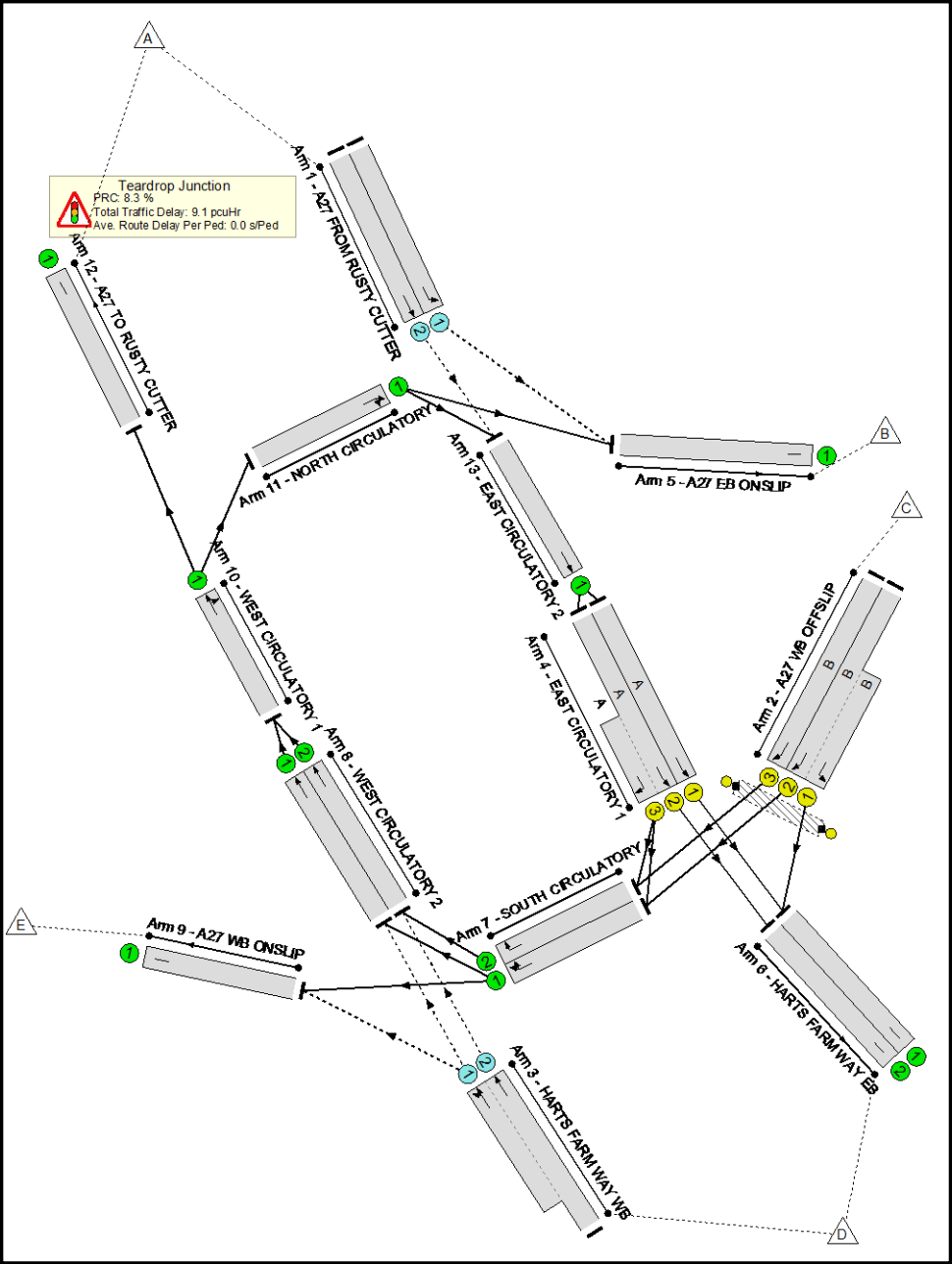
Stage Timings

Stage	1	2
Duration	10	20
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	941	2043	2043	46.1%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	626	1839	1839	34.0%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	20	-	326	1962:1963	937+154	29.9 : 29.9%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	20	-	544	1962	958	56.8%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1120	2145:1928	380+991	77.9 : 83.1%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	10	-	195	1940	496	39.3%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	10	-	431	2080:1911	218+489	61.0 : 61.0%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%

Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1341	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1316	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	11	-	0	-	0	0.0%

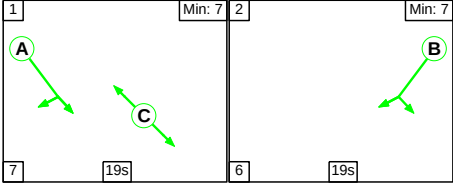
Full Input Data And Results

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)	Average Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3807	0	0	4.3	4.8	0.0	9.1	-	-	-	-
Teardrop Junction	-	-	3807	0	0	4.3	4.8	0.0	9.1	-	-	-	-
1/1	941	941	941	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
1/2	626	626	626	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/2+2/1	326	326	-	-	-	0.6	0.2	-	0.8	8.8	1.9	0.2	2.2
2/3	544	544	-	-	-	1.2	0.7	-	1.8	12.1	4.5	0.7	5.2
3/2+3/1	1120	1120	2240	0	0	0.1	2.2	-	2.3	7.5	2.7	2.2	4.9
4/1	195	195	-	-	-	0.7	0.3	-	1.0	19.2	1.9	0.3	2.2
4/2+4/3	431	431	-	-	-	1.6	0.8	-	2.4	20.2	3.1	0.8	3.8
5/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1341	1341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1316	1316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 47.6 Total Delay for Signalled Lanes (pcuHr): 6.09 Cycle Time (s): 43 PRC Over All Lanes (%): 8.3 Total Delay Over All Lanes(pcuHr): 9.10													

Full Input Data And Results

Scenario 3: 'Base 2023 AM' (FG3: 'Base 2023 AM', Plan 1: 'Network Control Plan 1')

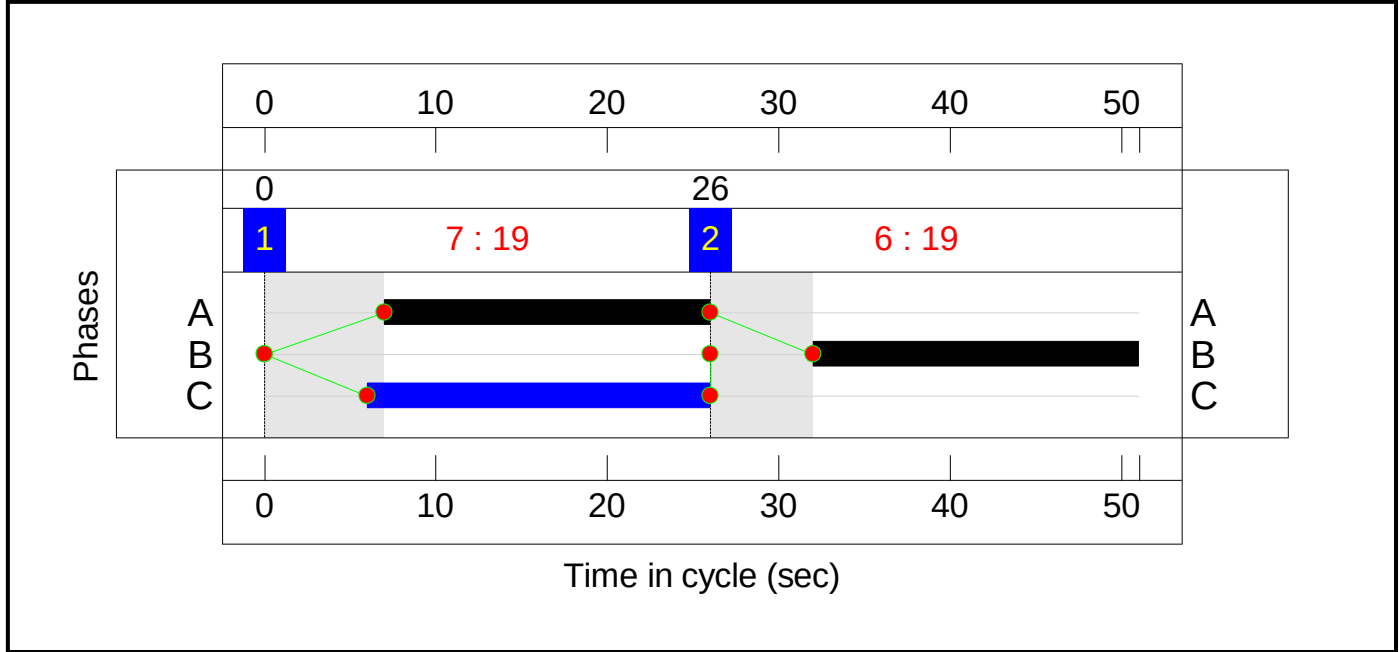
Stage Sequence Diagram



Stage Timings

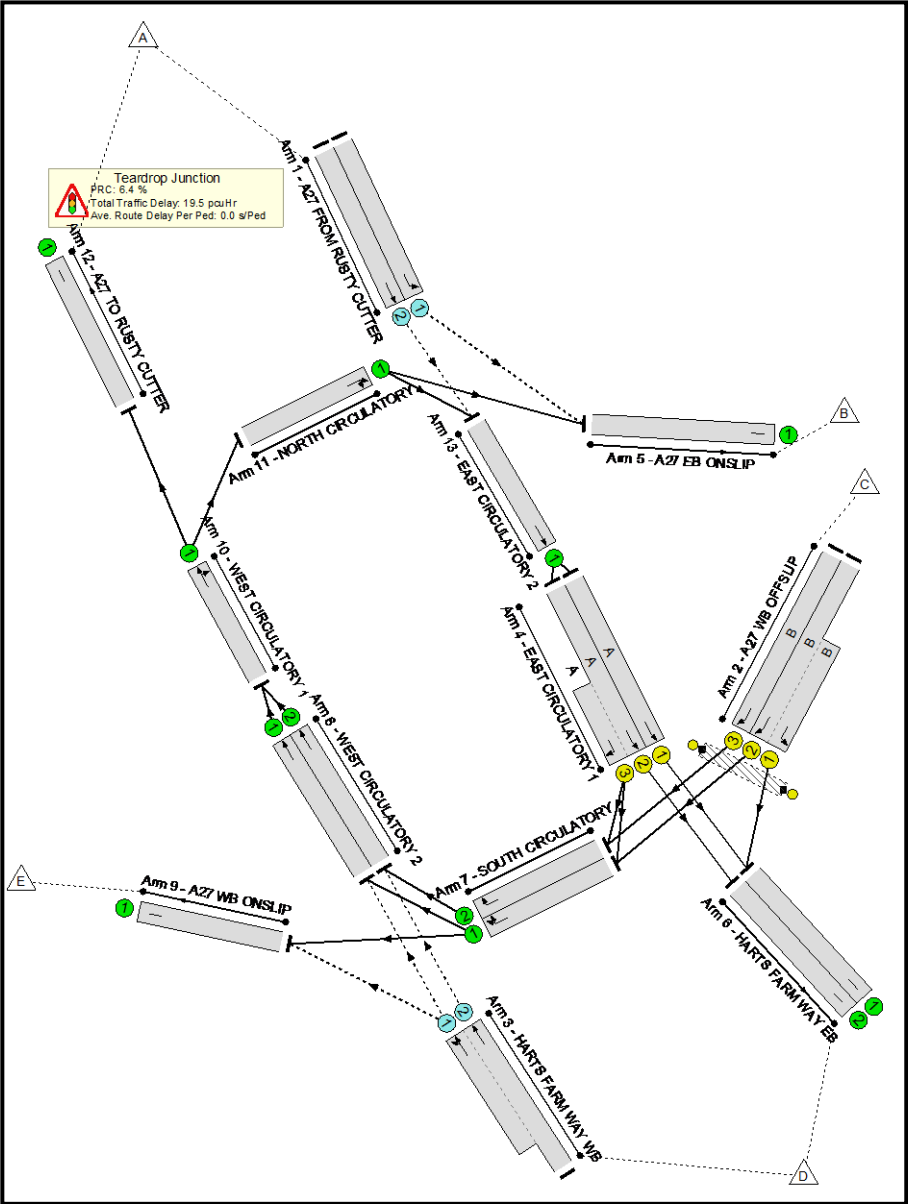
Stage	1	2
Duration	19	19
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	972	2043	2043	47.6%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1489	1839	1839	81.0%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	452	1962:1963	754+148	50.2 : 50.2%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	651	1962	769	84.6%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	354	2145:1958	5+942	37.4 : 37.4%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	583	1940	761	76.6%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	906	2080:1911	678+396	84.3 : 84.3%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	993	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%

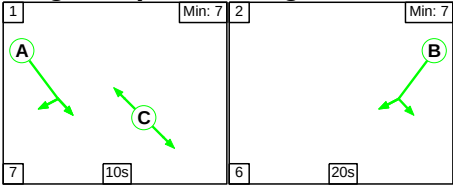
Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1166	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1489	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	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	-	-	3169	0	0	9.3	10.2	0.0	19.5	-	-	-	-
Teardrop Junction	-	-	3169	0	0	9.3	10.2	0.0	19.5	-	-	-	-
1/1	972	972	972	0	0	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
1/2	1489	1489	1489	0	0	0.0	2.1	-	2.1	5.1	0.0	2.1	2.1
2/2+2/1	452	452	-	-	-	1.4	0.5	-	1.9	15.4	4.0	0.5	4.5
2/3	651	651	-	-	-	2.6	2.6	-	5.2	28.7	8.3	2.6	11.0
3/2+3/1	354	354	708	0	0	0.0	0.3	-	0.3	3.0	0.0	0.3	0.3
4/1	583	583	-	-	-	2.2	1.6	-	3.8	23.4	7.1	1.6	8.7
4/2+4/3	906	906	-	-	-	3.1	2.6	-	5.7	22.8	7.4	2.6	10.0
5/1	993	993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1489	1489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 6.4 Total Delay for Signalled Lanes (pcuHr): 16.65 Cycle Time (s): 51 PRC Over All Lanes (%): 6.4 Total Delay Over All Lanes(pcuHr): 19.51													

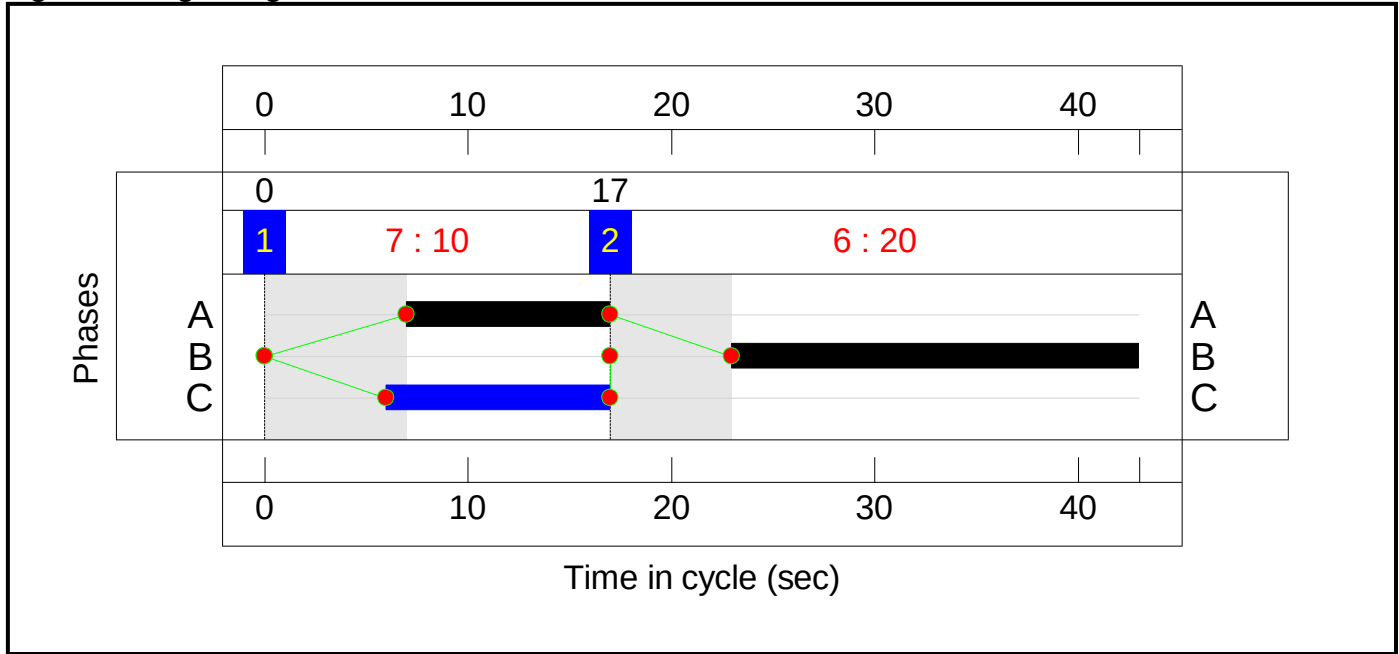
Stage Sequence Diagram



Stage Timings

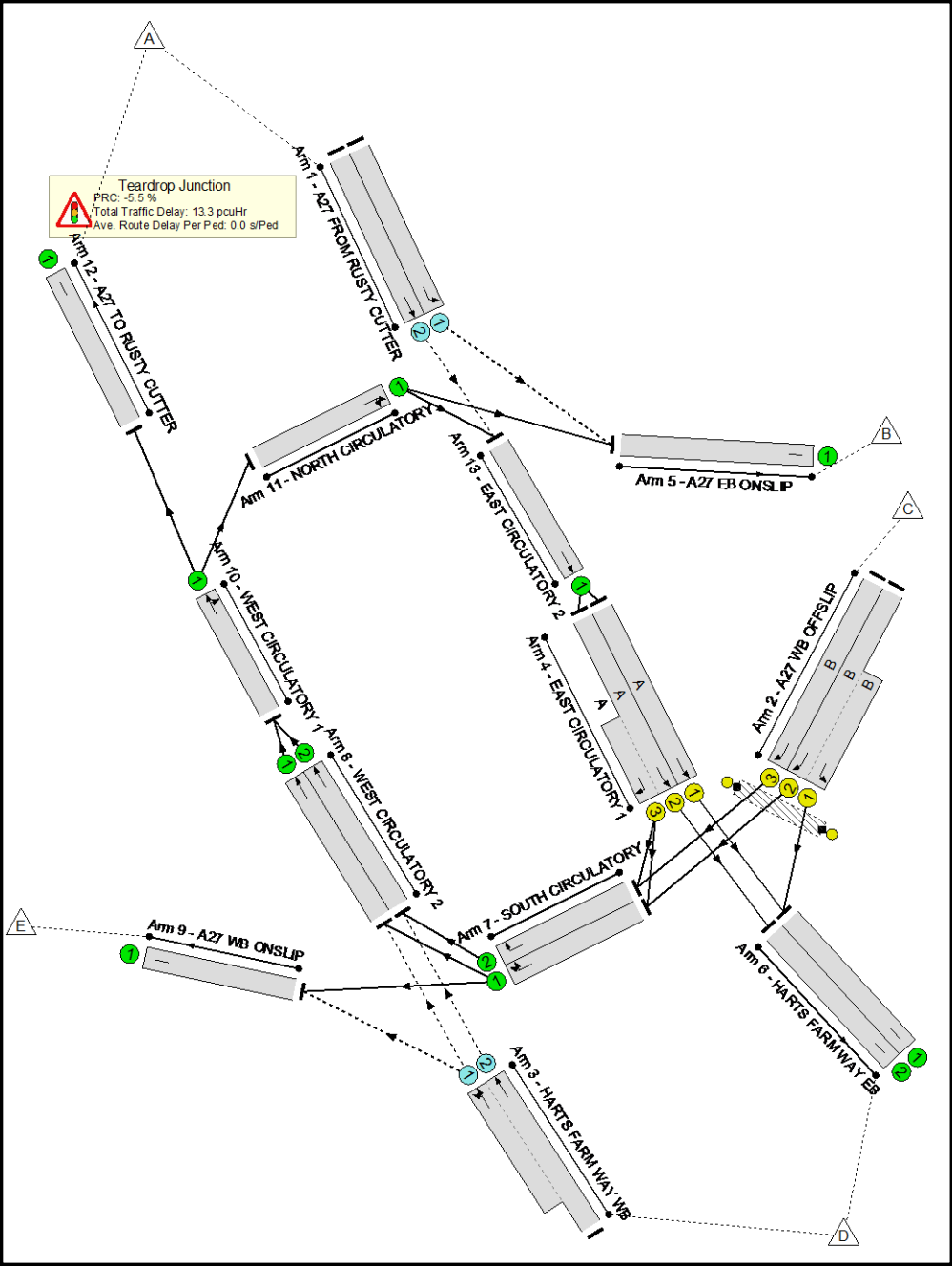
Stage	1	2
Duration	10	20
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.0%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.0%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1048	2043	2043	51.3%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	697	1839	1839	37.9%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	20	-	362	1962:1963	937+154	33.2 : 33.2%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	20	-	606	1962	958	63.2%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1320	2145:1929	485+967	82.8 : 95.0%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	10	-	255	1940	496	51.4%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	10	-	442	2080:1911	162+489	67.9 : 67.9%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%

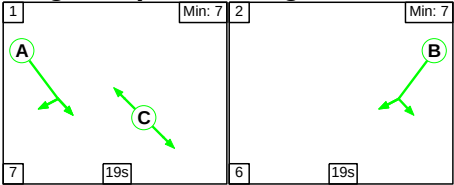
Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1575	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1550	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	11	-	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	-	-	4385	0	0	5.1	8.2	0.0	13.3	-	-	-	-
Teardrop Junction	-	-	4385	0	0	5.1	8.2	0.0	13.3	-	-	-	-
1/1	1048	1048	1048	0	0	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
1/2	697	697	697	0	0	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
2/2+2/1	362	362	-	-	-	0.7	0.2	-	0.9	9.0	2.2	0.2	2.5
2/3	606	606	-	-	-	1.4	0.9	-	2.2	13.2	5.2	0.9	6.1
3/2+3/1	1320	1320	2640	0	0	0.4	4.7	-	5.0	13.7	4.6	4.7	9.3
4/1	255	255	-	-	-	1.0	0.5	-	1.5	21.1	2.6	0.5	3.1
4/2+4/3	442	442	-	-	-	1.7	1.0	-	2.8	22.5	3.5	1.0	4.6
5/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1575	1575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1550	1550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 32.5 Total Delay for Signalled Lanes (pcuHr): 7.40 Cycle Time (s): 43 PRC Over All Lanes (%): -5.5 Total Delay Over All Lanes(pcuHr): 13.25													

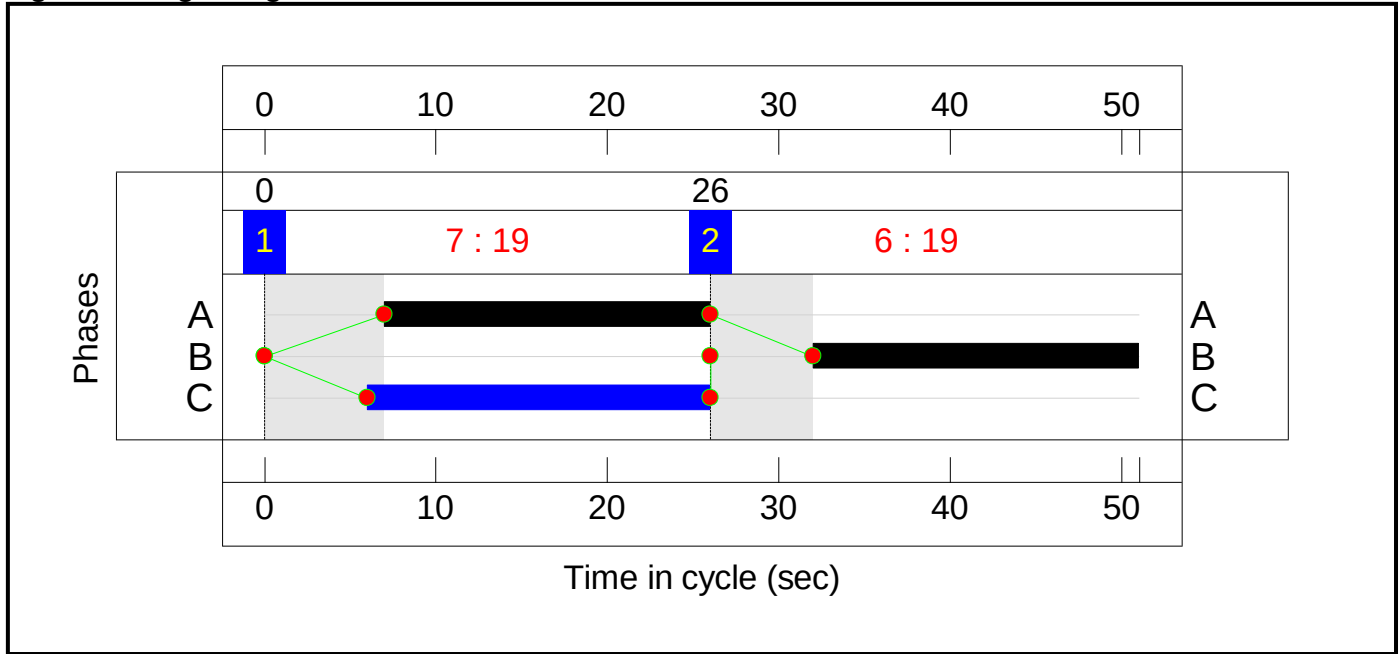
Stage Sequence Diagram



Stage Timings

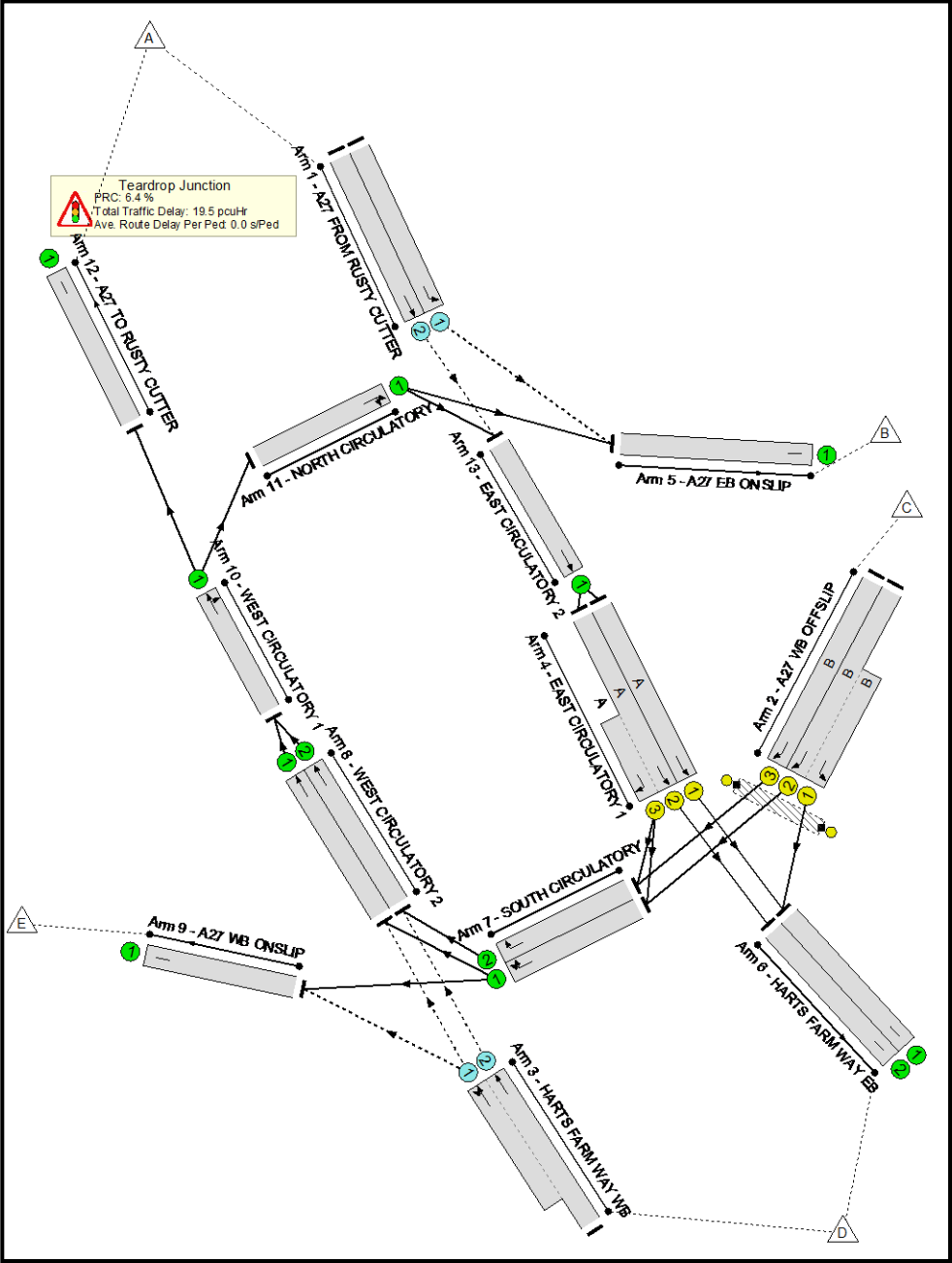
Stage	1	2
Duration	19	19
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	974	2043	2043	47.7%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1489	1839	1839	81.0%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	452	1962:1963	754+148	50.2 : 50.2%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	651	1962	769	84.6%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	354	2145:1958	5+942	37.4 : 37.4%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	583	1940	761	76.6%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	906	2080:1911	678+396	84.3 : 84.3%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%

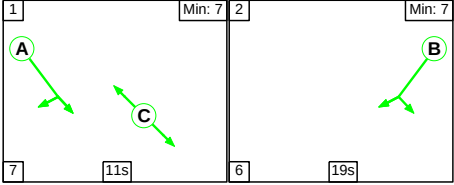
Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1166	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1489	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	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	-	-	3171	0	0	9.3	10.2	0.0	19.5	-	-	-	-
Teardrop Junction	-	-	3171	0	0	9.3	10.2	0.0	19.5	-	-	-	-
1/1	974	974	974	0	0	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
1/2	1489	1489	1489	0	0	0.0	2.1	-	2.1	5.1	0.0	2.1	2.1
2/2+2/1	452	452	-	-	-	1.4	0.5	-	1.9	15.4	4.0	0.5	4.5
2/3	651	651	-	-	-	2.6	2.6	-	5.2	28.7	8.3	2.6	11.0
3/2+3/1	354	354	708	0	0	0.0	0.3	-	0.3	3.0	0.0	0.3	0.3
4/1	583	583	-	-	-	2.2	1.6	-	3.8	23.4	7.1	1.6	8.7
4/2+4/3	906	906	-	-	-	3.1	2.6	-	5.7	22.8	7.4	2.6	10.0
5/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1489	1489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 6.4 Total Delay for Signalled Lanes (pcuHr): 16.65 Cycle Time (s): 51 PRC Over All Lanes (%): 6.4 Total Delay Over All Lanes(pcuHr): 19.51													

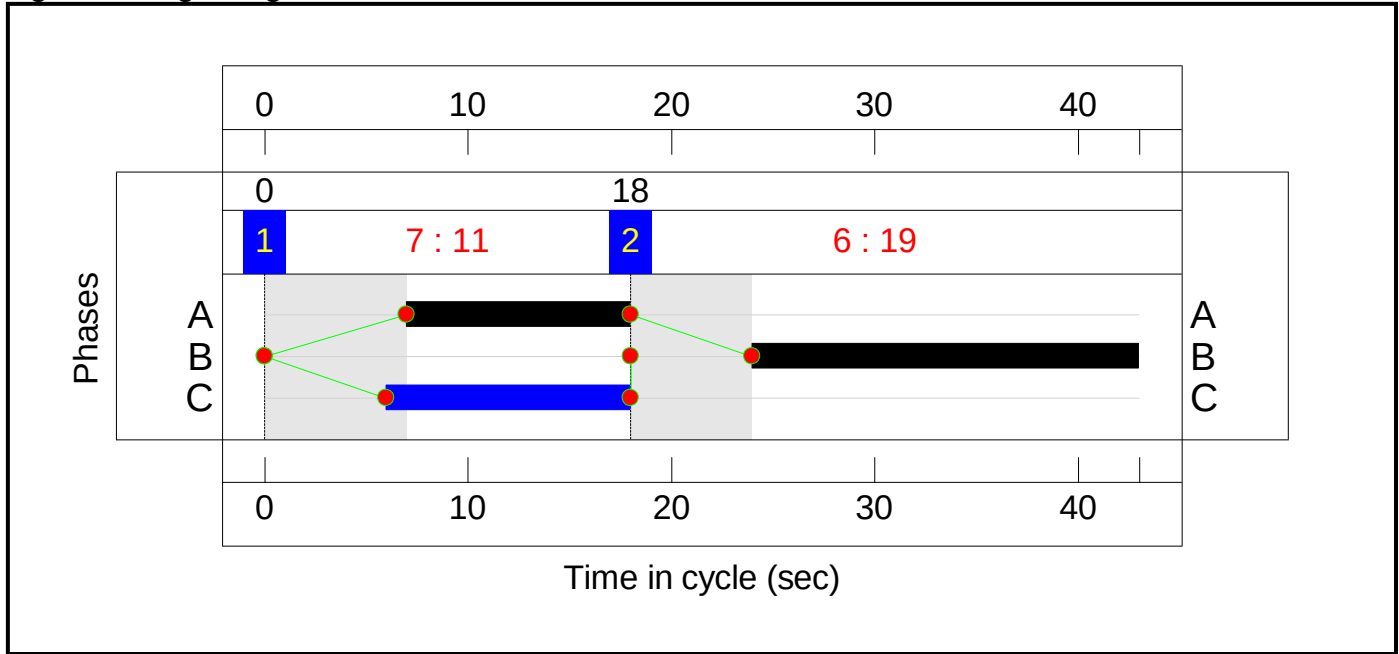
Stage Sequence Diagram



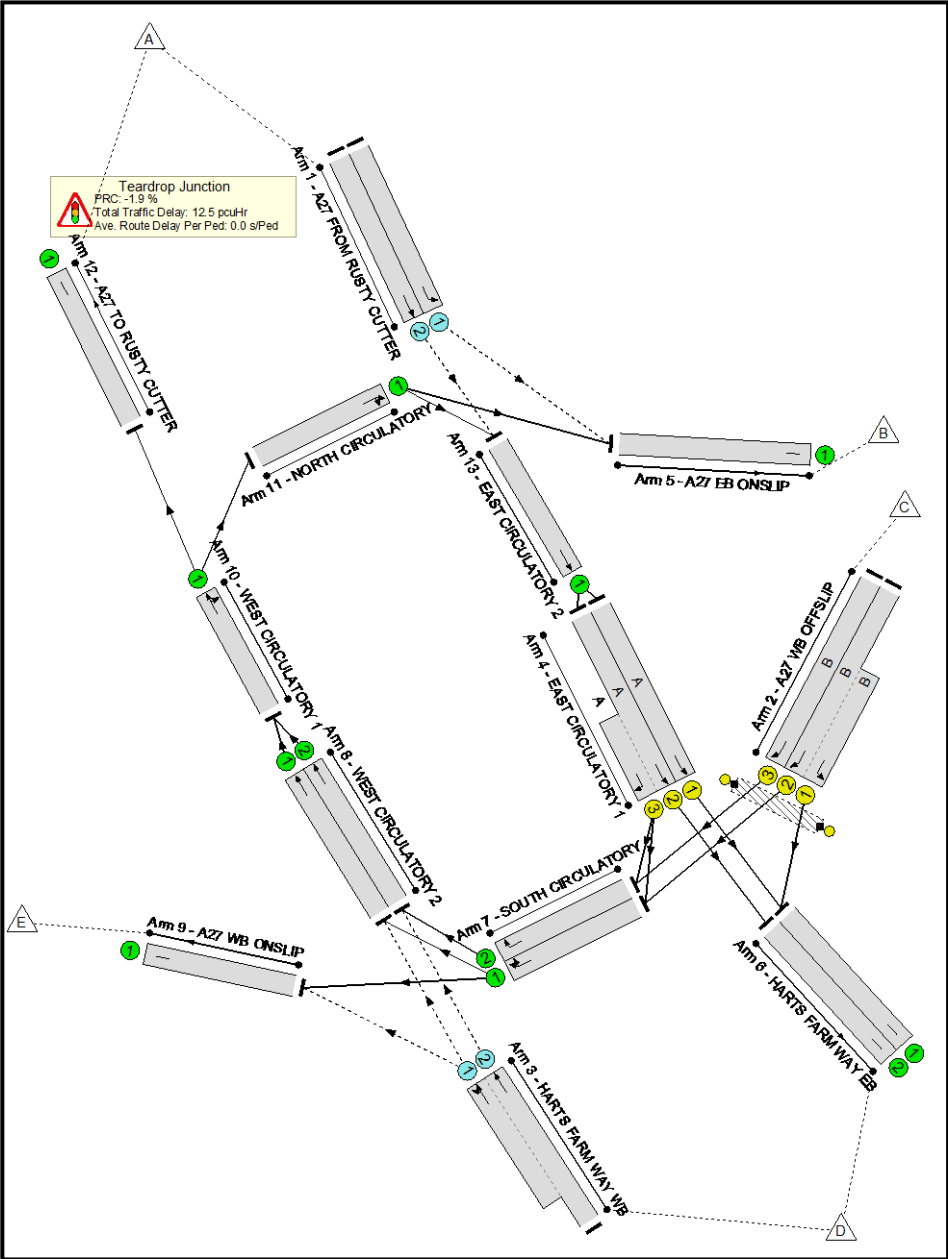
Stage Timings

Stage	1	2
Duration	11	19
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.7%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1053	2043	2043	51.5%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	697	1839	1839	37.9%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	363	1962:1963	898+147	34.7 : 34.7%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	610	1962	913	66.8%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1237	2145:1927	414+966	84.8 : 91.7%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	11	-	255	1940	541	47.1%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	11	-	442	2080:1911	177+533	62.3 : 62.3%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1078	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%

Full Input Data And Results

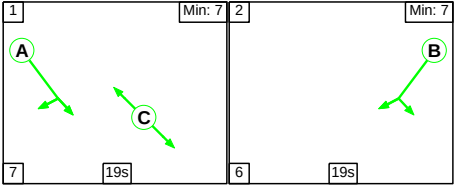
10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1497	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1472	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	12	-	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	-	-	4224	0	0	5.1	7.4	0.0	12.5	-	-	-	-
Teardrop Junction	-	-	4224	0	0	5.1	7.4	0.0	12.5	-	-	-	-
1/1	1053	1053	1053	0	0	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
1/2	697	697	697	0	0	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
2/2+2/1	363	363	-	-	-	0.7	0.3	-	1.0	9.8	2.3	0.3	2.6
2/3	610	610	-	-	-	1.5	1.0	-	2.5	14.8	5.6	1.0	6.6
3/2+3/1	1237	1237	2474	0	0	0.3	4.1	-	4.4	12.7	3.9	4.1	8.0
4/1	255	255	-	-	-	0.9	0.4	-	1.4	19.1	2.5	0.4	2.9
4/2+4/3	442	442	-	-	-	1.6	0.8	-	2.4	19.8	3.4	0.8	4.2
5/1	1078	1078	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1497	1497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1472	1472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 34.6 Total Delay for Signalled Lanes (pcuHr): 7.29 Cycle Time (s): 43 PRC Over All Lanes (%): -1.9 Total Delay Over All Lanes(pcuHr): 12.50													

Full Input Data And Results
Scenario 7: 'Base 2023 Plus Com Dev Plus 50% Prop Dev AM' (FG7: 'Base 2023 Plus Com Dev Plus 50% Prop Dev AM', Plan 1: 'Network Control Plan 1')

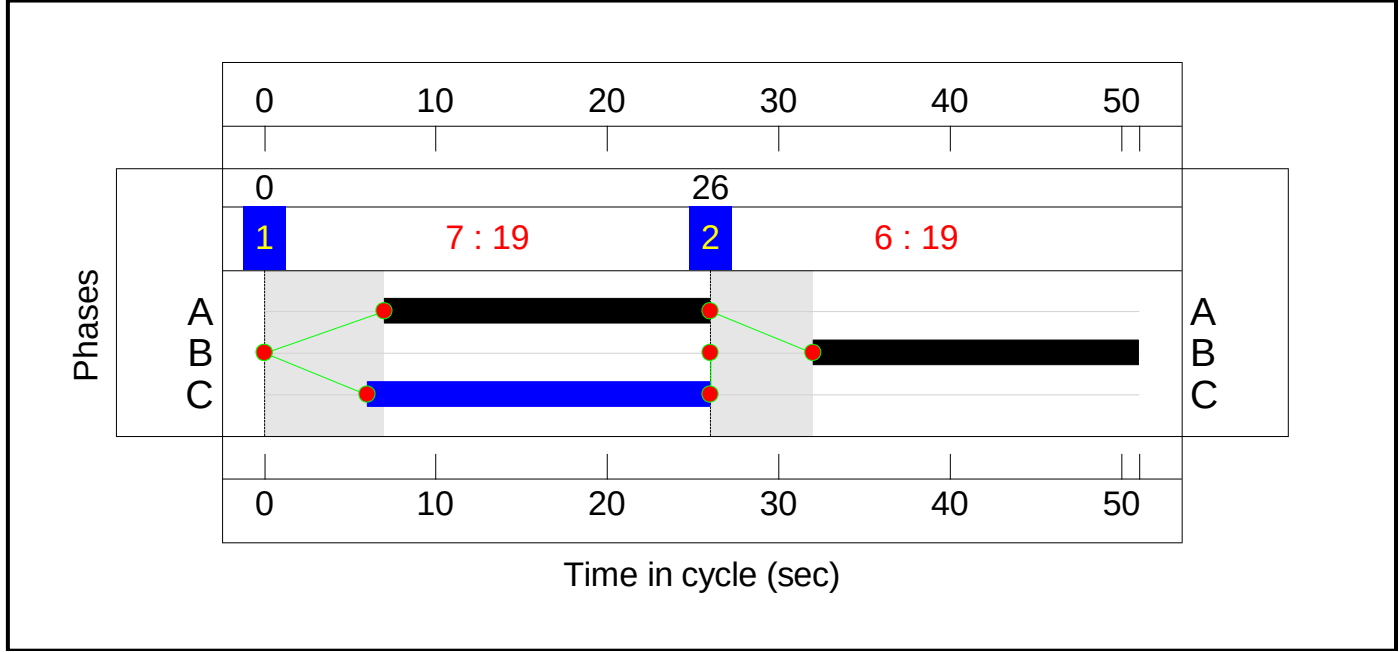
Stage Sequence Diagram



Stage Timings

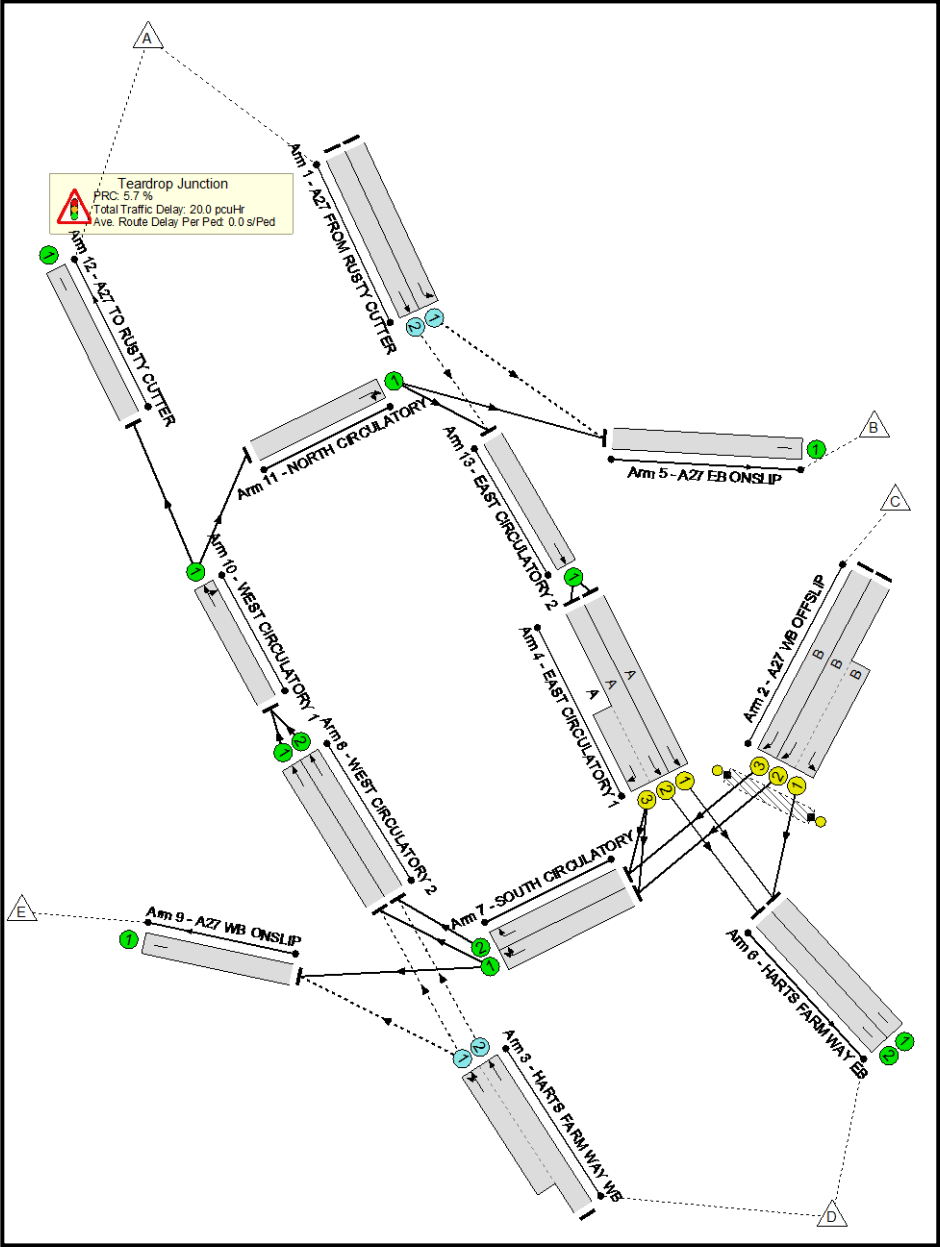
Stage	1	2
Duration	19	19
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	986	2043	2043	48.3%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1511	1839	1839	82.2%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	453	1962:1963	754+147	50.3 : 50.3%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	655	1962	769	85.1%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	354	2145:1958	5+933	37.7 : 37.7%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	585	1940	761	76.9%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	926	2080:1911	672+420	84.8 : 84.8%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%

Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1171	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1511	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	0	-	0	0.0%

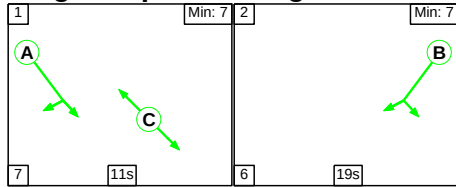
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 8: 'Base 2023 Plus Com Dev Plus 50% Prop Dev PM' (FG8: 'Base 2023 Plus Com Dev Plus 50% Prop Dev PM', Plan 1: 'Network Control Plan 1')

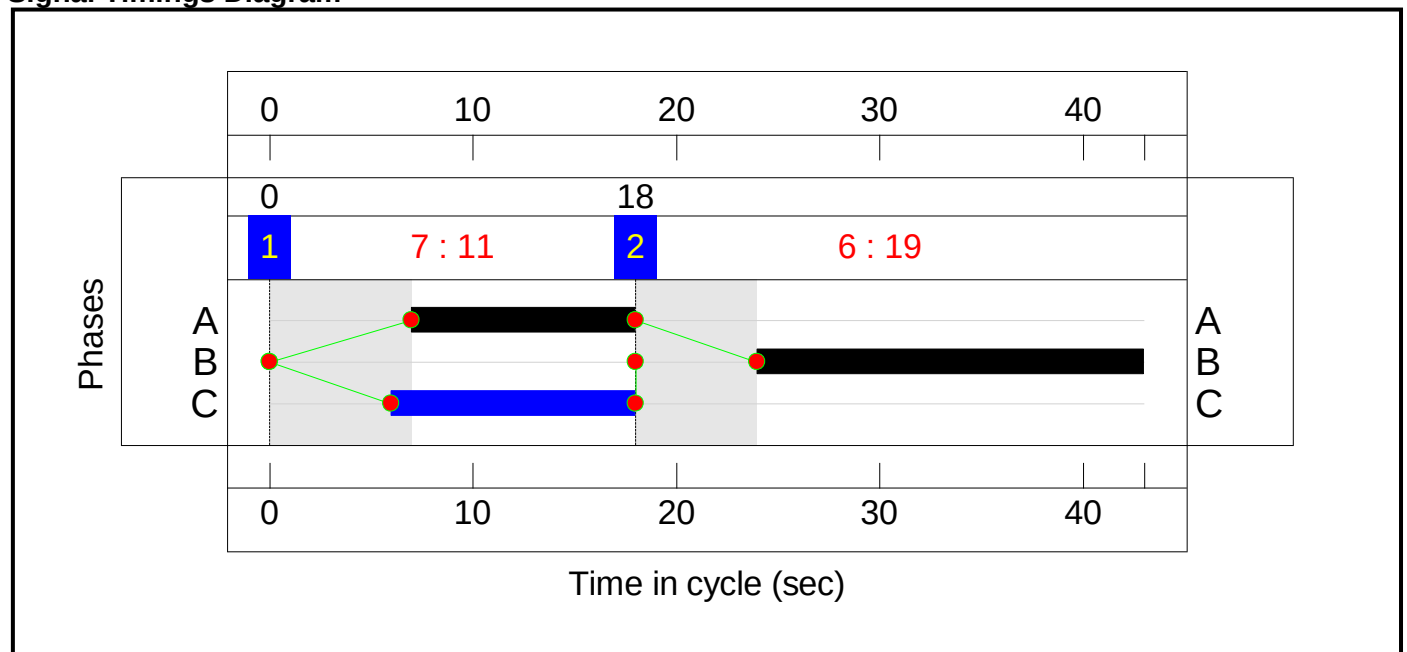
Stage Sequence Diagram



Stage Timings

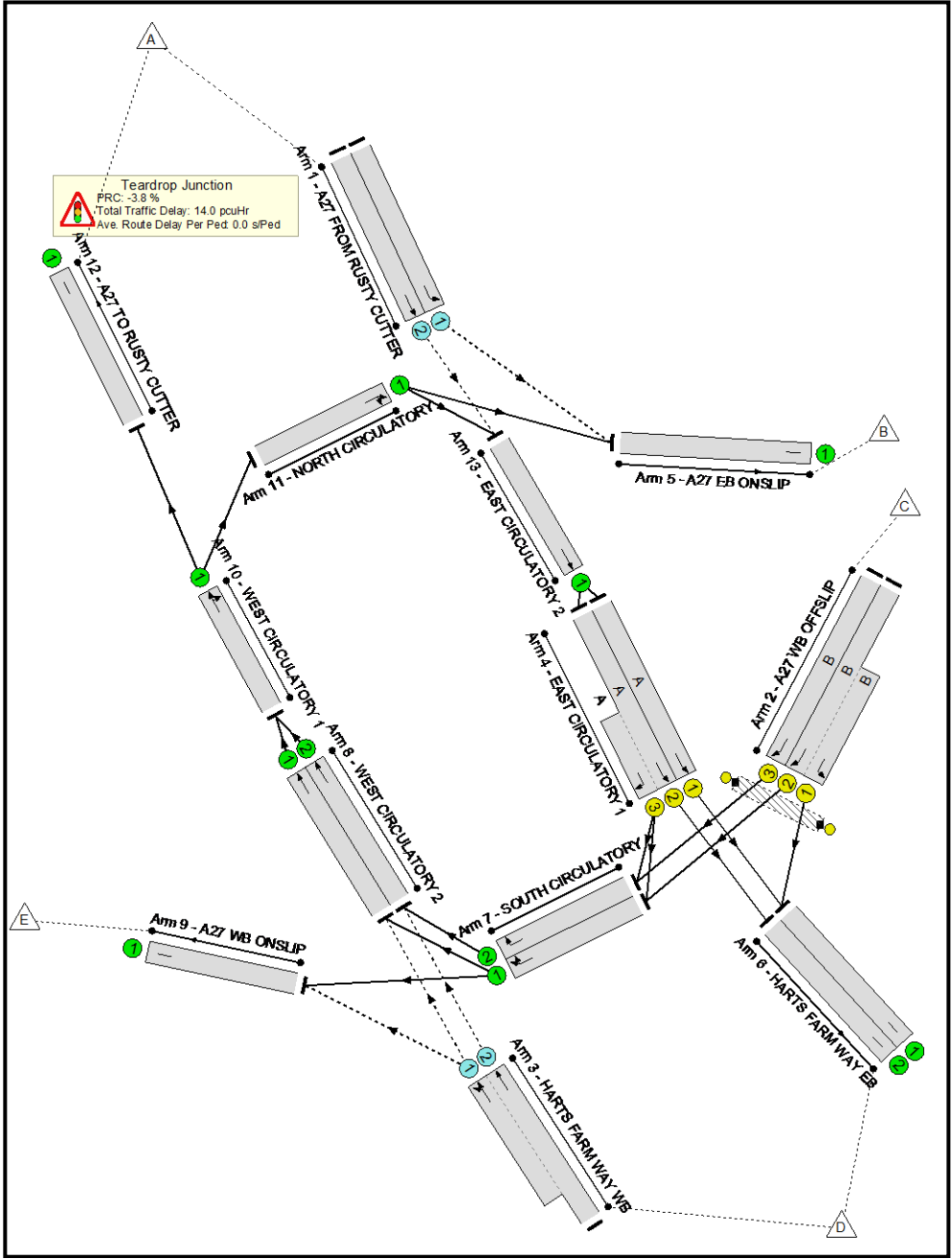
Stage	1	2
Duration	11	19
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.4%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.4%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1059	2043	2043	51.8%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	708	1839	1839	38.5%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	367	1962:1963	899+145	35.2 : 35.2%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	617	1962	913	67.6%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1237	2145:1927	381+961	89.3 : 93.4%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	11	-	243	1940	541	44.9%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	11	-	465	2080:1911	190+533	64.3 : 64.3%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%

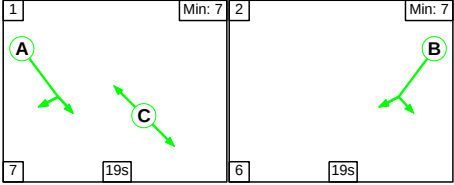
Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1508	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1483	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	12	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

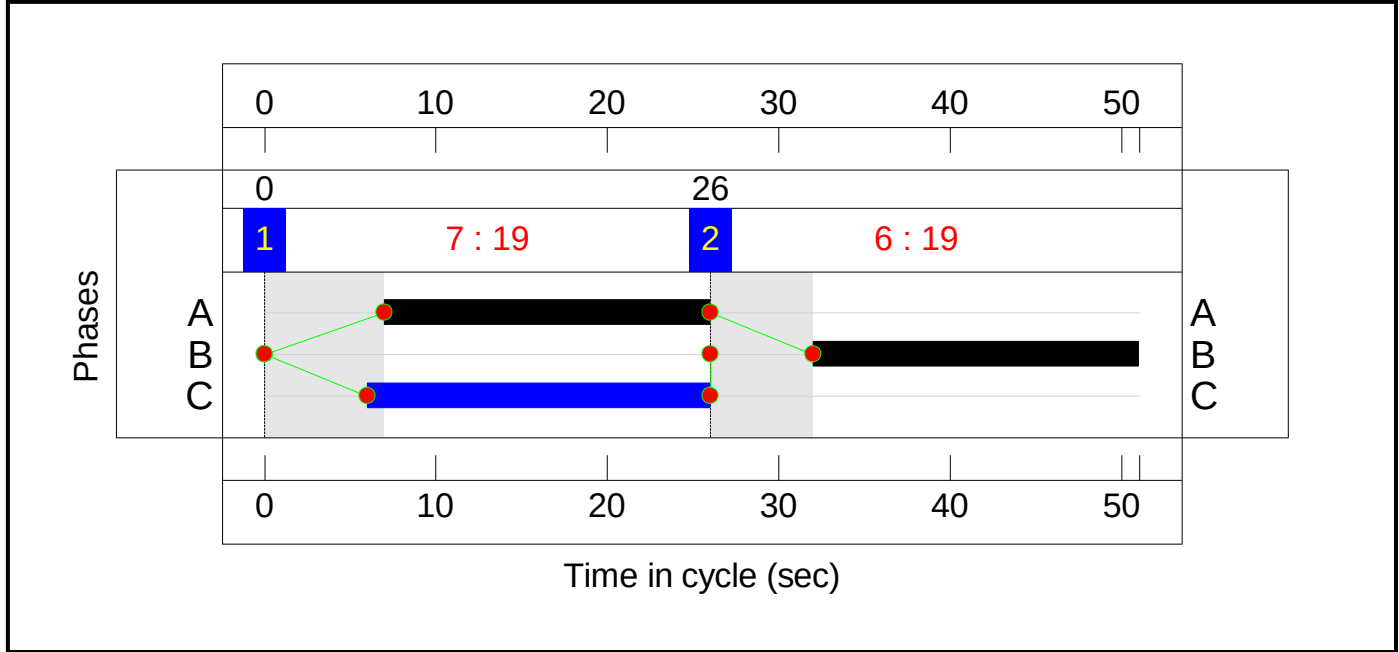
Stage Sequence Diagram



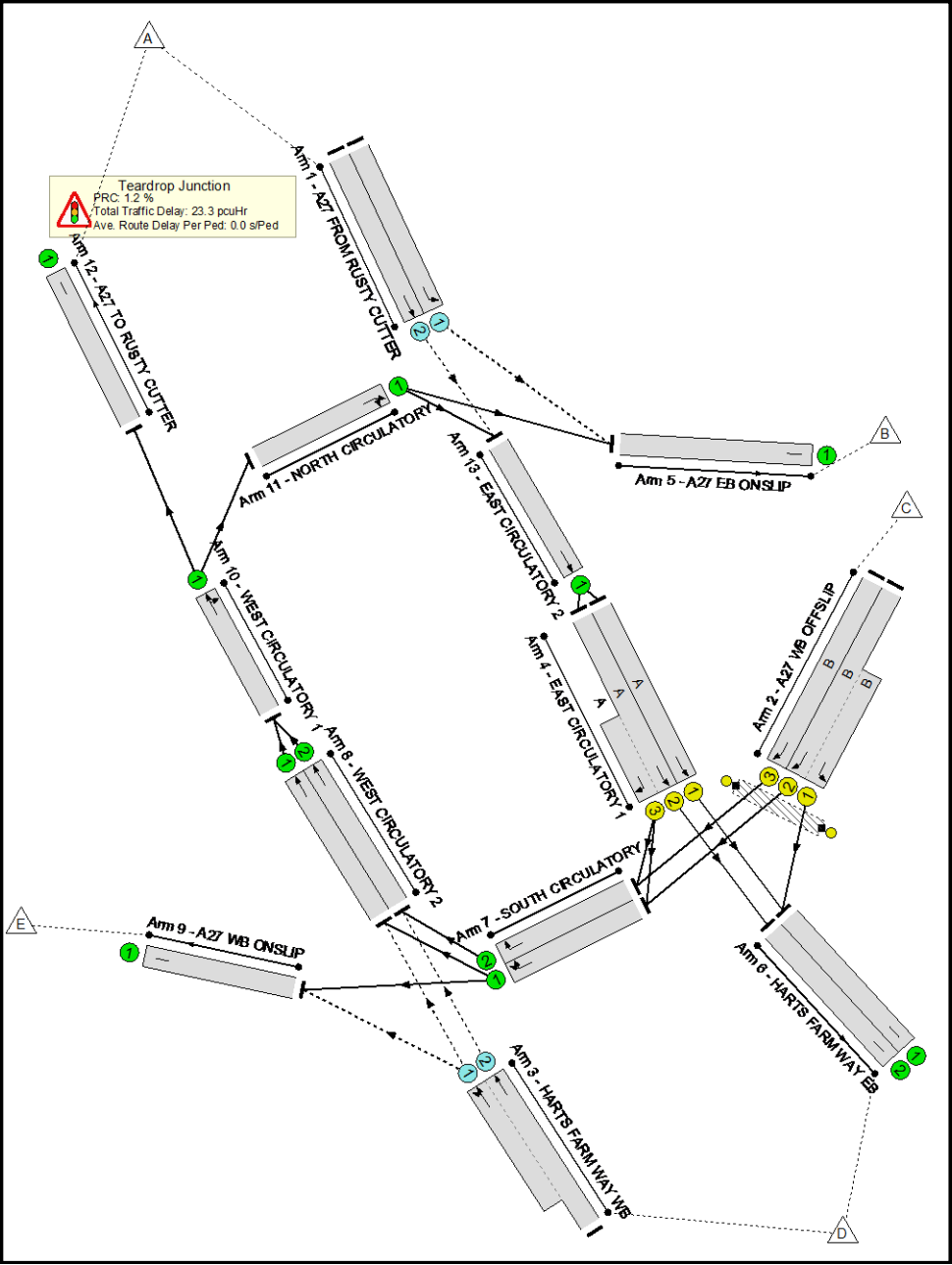
Stage Timings

Stage	1	2
Duration	19	19
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1021	2043	2043	50.0%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1563	1839	1839	85.0%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	475	1962:1963	754+148	52.7 : 52.7%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	684	1962	769	88.9%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	373	2145:1958	2+928	40.1 : 40.1%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	619	1940	761	81.4%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	944	2080:1911	677+399	87.7 : 87.7%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%

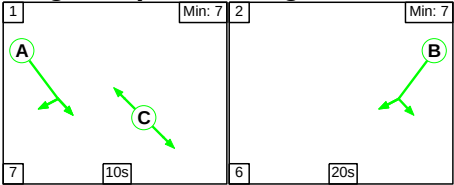
Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1247	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1226	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1563	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	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	-	-	3330	0	0	10.0	13.4	0.0	23.3	-	-	-	-
Teardrop Junction	-	-	3330	0	0	10.0	13.4	0.0	23.3	-	-	-	-
1/1	1021	1021	1021	0	0	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
1/2	1563	1563	1563	0	0	0.0	2.8	-	2.8	6.4	0.0	2.8	2.8
2/2+2/1	475	475	-	-	-	1.5	0.6	-	2.1	15.7	4.2	0.6	4.7
2/3	684	684	-	-	-	2.7	3.7	-	6.4	33.9	8.9	3.7	12.6
3/2+3/1	373	373	746	0	0	0.0	0.3	-	0.3	3.2	0.0	0.3	0.3
4/1	619	619	-	-	-	2.4	2.1	-	4.5	26.2	7.7	2.1	9.9
4/2+4/3	944	944	-	-	-	3.3	3.4	-	6.7	25.6	8.2	3.4	11.6
5/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1247	1247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1563	1563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 1.2 Total Delay for Signalled Lanes (pcuHr): 19.73 Cycle Time (s): 51 PRC Over All Lanes (%): 1.2 Total Delay Over All Lanes(pcuHr): 23.33													

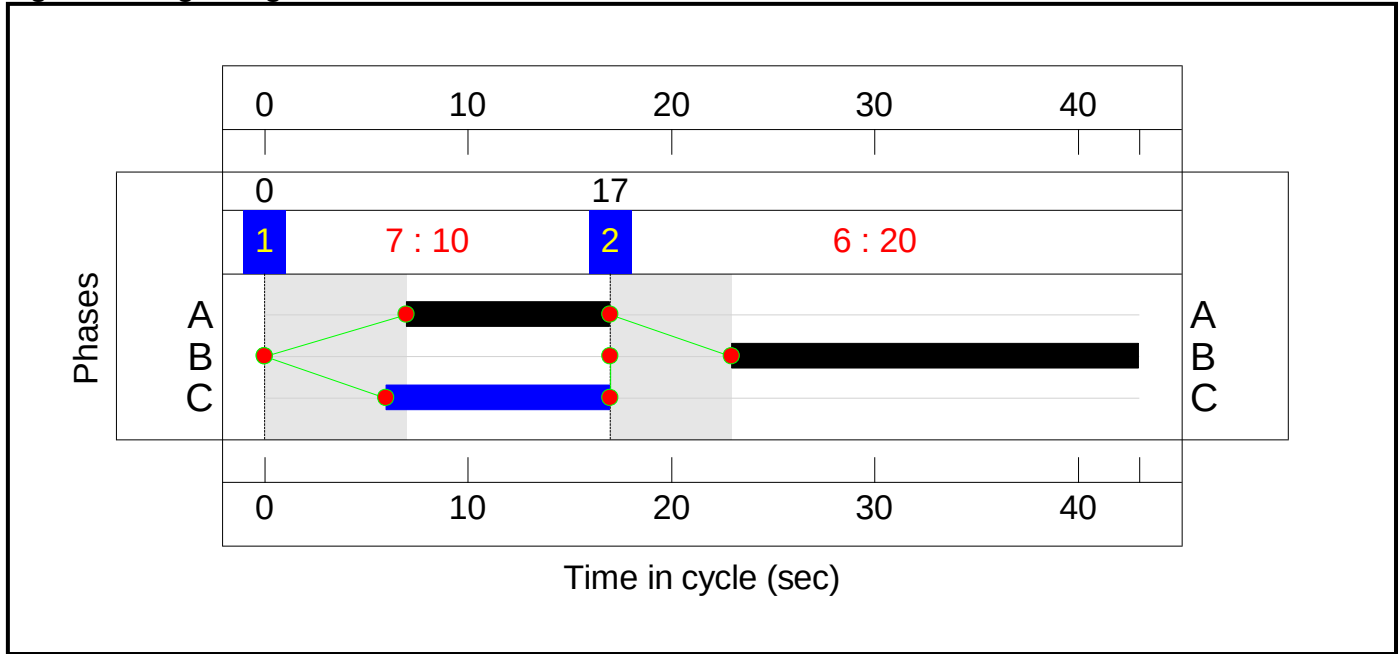
Stage Sequence Diagram



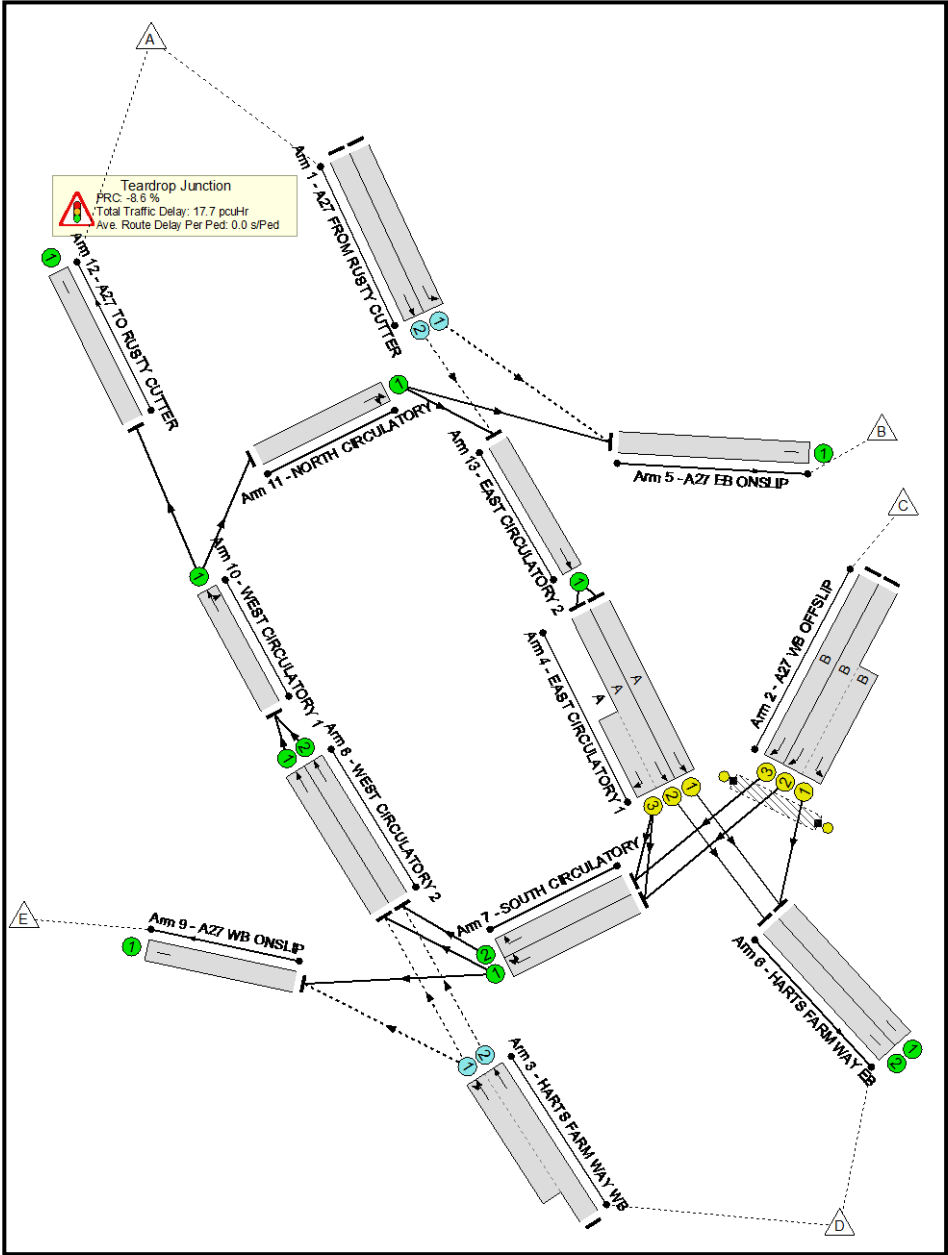
Stage Timings

Stage	1	2
Duration	10	20
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.7%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.7%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1100	2043	2043	53.8%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	732	1839	1839	39.8%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	20	-	381	1962:1963	937+155	34.9 : 34.9%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	20	-	637	1962	958	66.5%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1310	2145:1926	417+955	90.4 : 97.7%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	10	-	246	1940	496	49.6%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	10	-	486	2080:1911	194+489	71.2 : 71.2%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%

Full Input Data And Results

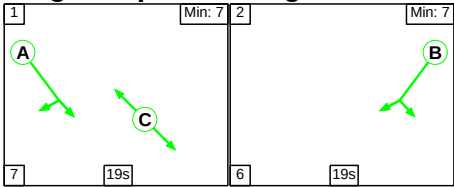
10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1569	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1543	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	11	-	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	-	-	4452	0	0	5.5	12.2	0.0	17.7	-	-	-	-
Teardrop Junction	-	-	4452	0	0	5.5	12.2	0.0	17.7	-	-	-	-
1/1	1100	1100	1100	0	0	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
1/2	732	732	732	0	0	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
2/2+2/1	381	381	-	-	-	0.7	0.3	-	1.0	9.2	2.4	0.3	2.6
2/3	637	637	-	-	-	1.5	1.0	-	2.5	13.9	5.7	1.0	6.6
3/2+3/1	1310	1310	2620	0	0	0.4	8.4	-	8.8	24.2	9.6	8.4	17.9
4/1	246	246	-	-	-	0.9	0.5	-	1.4	20.8	2.5	0.5	2.9
4/2+4/3	486	486	-	-	-	1.9	1.2	-	3.1	23.1	3.8	1.2	5.0
5/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1569	1569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1543	1543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 26.4 Total Delay for Signalled Lanes (pcuHr): 7.97 Cycle Time (s): 43 PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 17.69													

Full Input Data And Results
Scenario 11: 'Base 2028 Plus Com Dev AM' (FG11: 'Base 2028 Plus Com Dev AM', Plan 1: 'Network Control Plan 1')

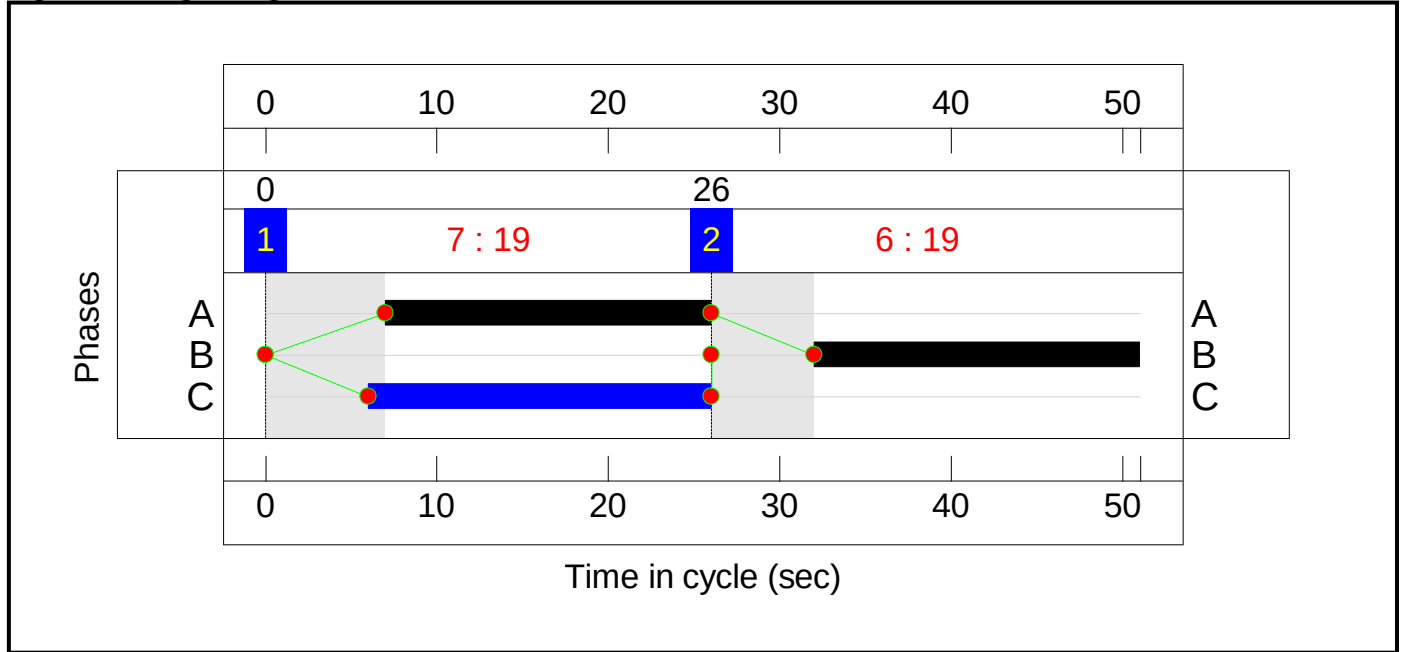
Stage Sequence Diagram



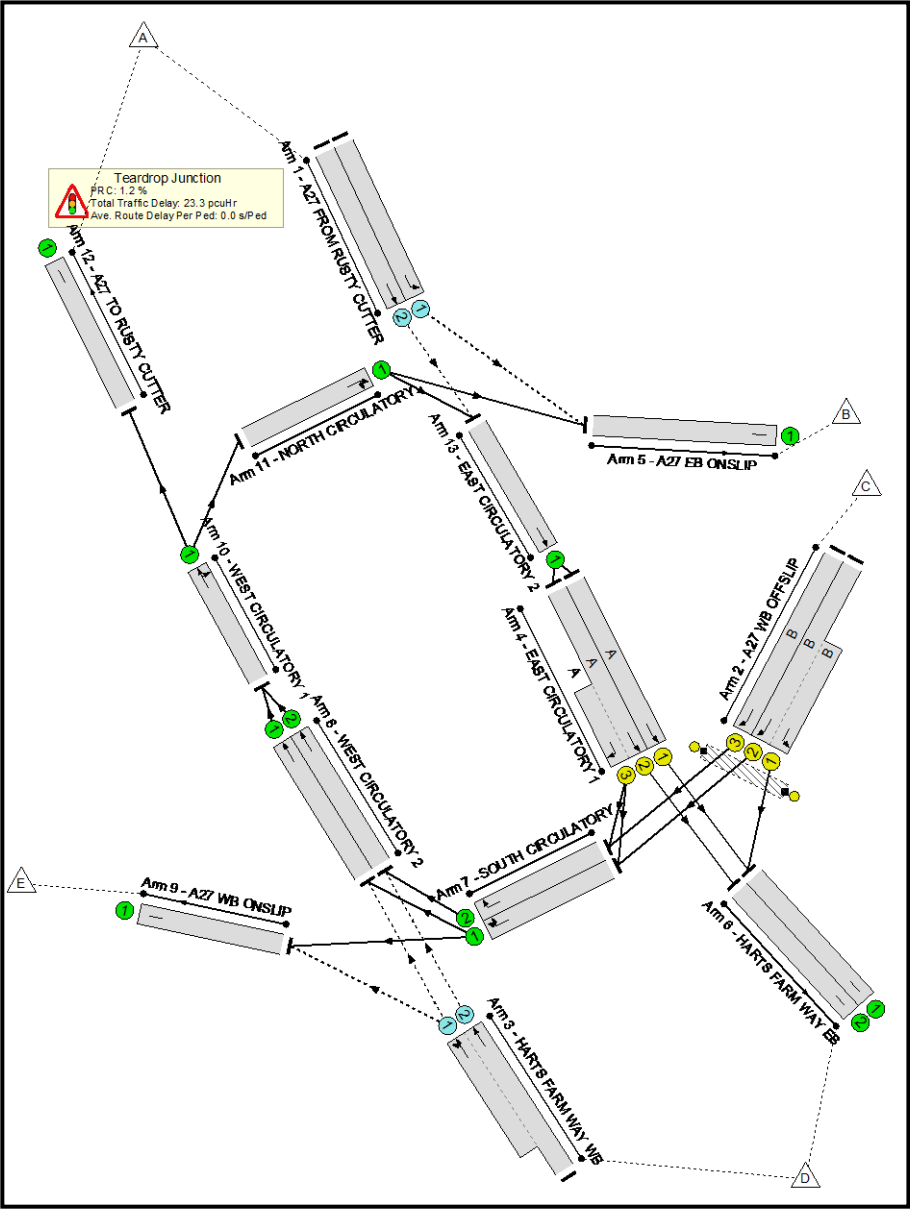
Stage Timings

Stage	1	2
Duration	19	19
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1023	2043	2043	50.1%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1563	1839	1839	85.0%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	475	1962:1963	754+148	52.7 : 52.7%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	684	1962	769	88.9%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	373	2145:1958	5+928	40.0 : 40.0%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	619	1940	761	81.4%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	944	2080:1911	677+399	87.7 : 87.7%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%

Full Input Data And Results

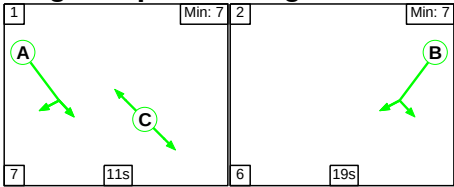
10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1247	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1226	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1563	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	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	-	-	3332	0	0	10.0	13.4	0.0	23.3	-	-	-	-
Teardrop Junction	-	-	3332	0	0	10.0	13.4	0.0	23.3	-	-	-	-
1/1	1023	1023	1023	0	0	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
1/2	1563	1563	1563	0	0	0.0	2.8	-	2.8	6.4	0.0	2.8	2.8
2/2+2/1	475	475	-	-	-	1.5	0.6	-	2.1	15.7	4.2	0.6	4.7
2/3	684	684	-	-	-	2.7	3.7	-	6.4	33.9	8.9	3.7	12.6
3/2+3/1	373	373	746	0	0	0.0	0.3	-	0.3	3.2	0.0	0.3	0.3
4/1	619	619	-	-	-	2.4	2.1	-	4.5	26.2	7.7	2.1	9.9
4/2+4/3	944	944	-	-	-	3.3	3.4	-	6.7	25.6	8.2	3.4	11.6
5/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1247	1247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1563	1563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 1.2 Total Delay for Signalled Lanes (pcuHr): 19.73 Cycle Time (s): 51 PRC Over All Lanes (%): 1.2 Total Delay Over All Lanes(pcuHr): 23.33													

Full Input Data And Results
Scenario 12: 'Base 2028 Plus Com Dev PM' (FG12: 'Base 2028 Plus Com Dev PM', Plan 1: 'Network Control Plan 1')

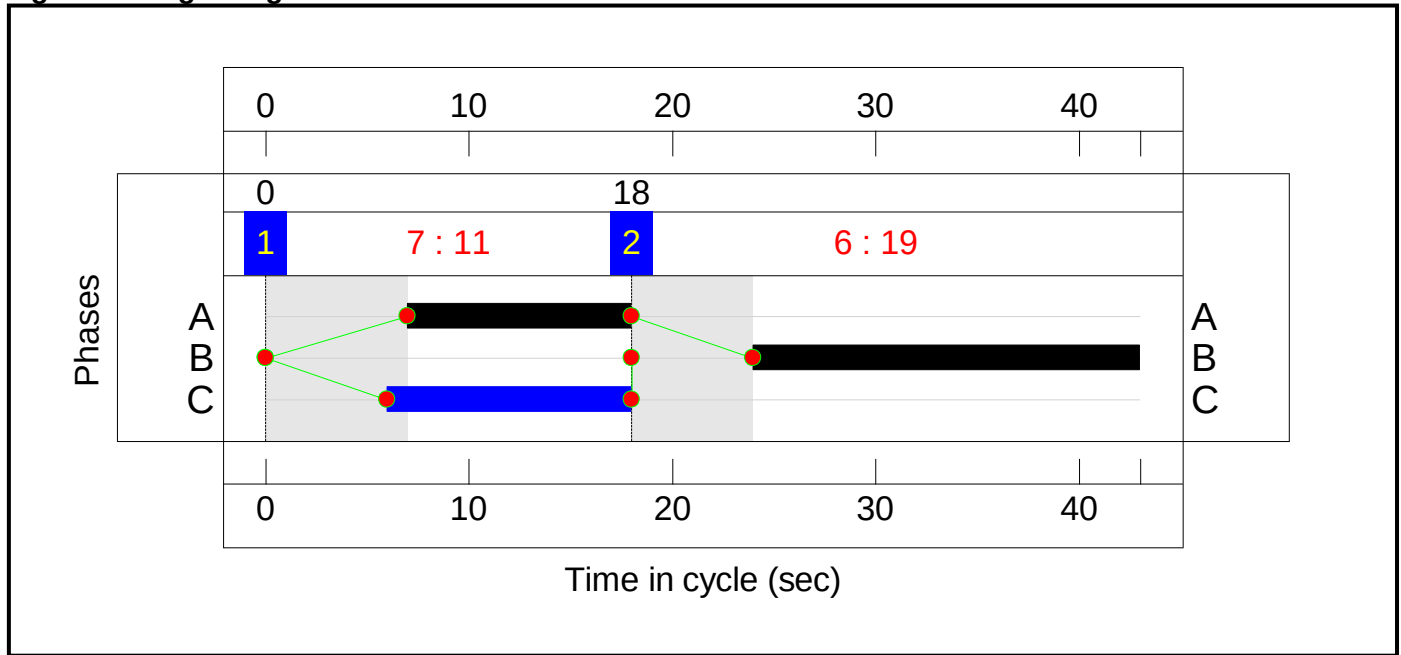
Stage Sequence Diagram



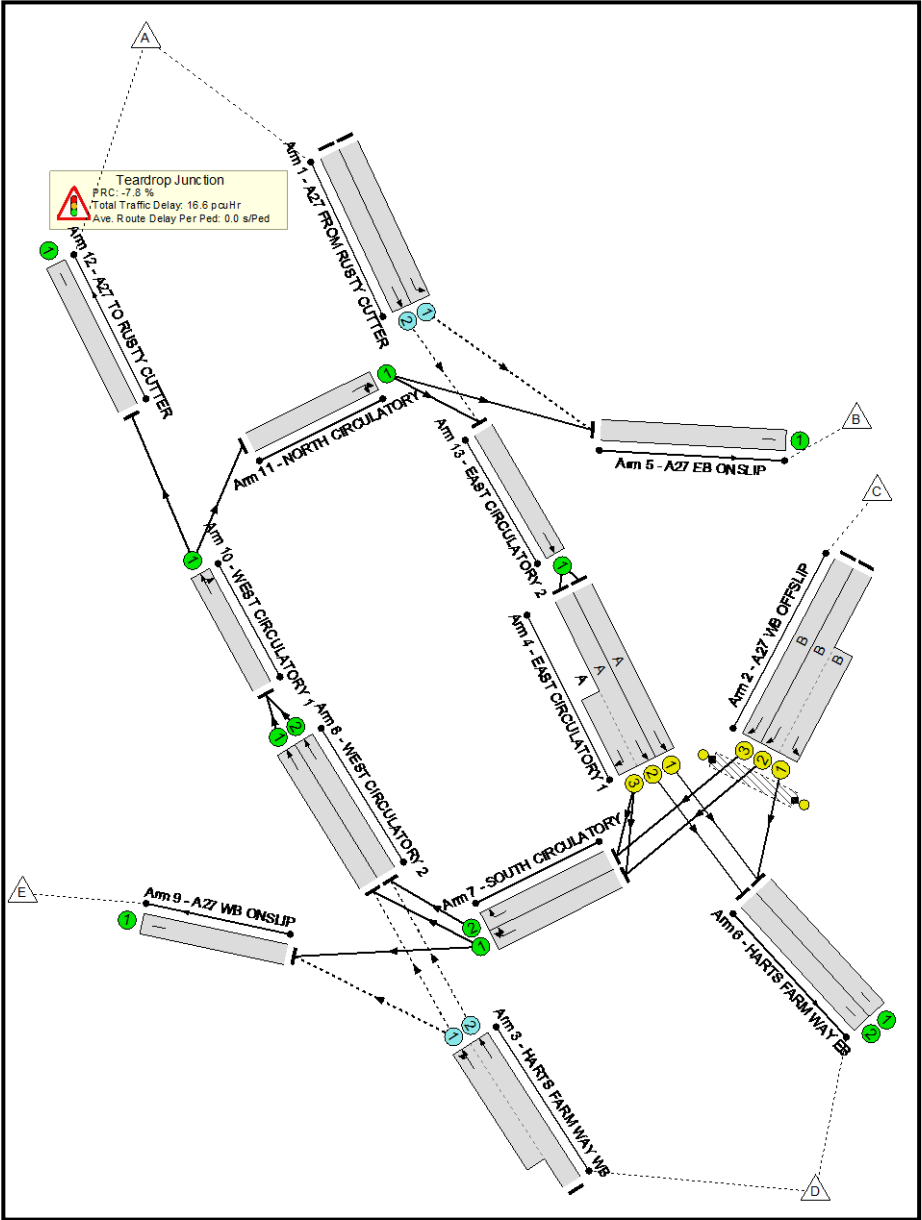
Stage Timings

Stage	1	2
Duration	11	19
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.0%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1105	2043	2043	54.1%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	732	1839	1839	39.8%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	382	1962:1963	898+148	36.5 : 36.5%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	640	1962	913	70.1%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1310	2145:1925	432+954	88.8 : 97.0%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	11	-	283	1940	541	52.3%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	11	-	449	2080:1911	155+533	65.3 : 65.3%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1131	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%

Full Input Data And Results

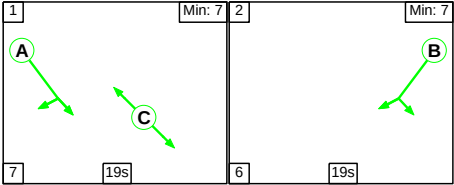
10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1573	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1547	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	12	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 13: 'Base 2028 Plus Com Dev Plus Prop Dev AM' (FG13: 'Base 2028 Plus Com Dev Plus Prop Dev AM',
Plan 1: 'Network Control Plan 1')

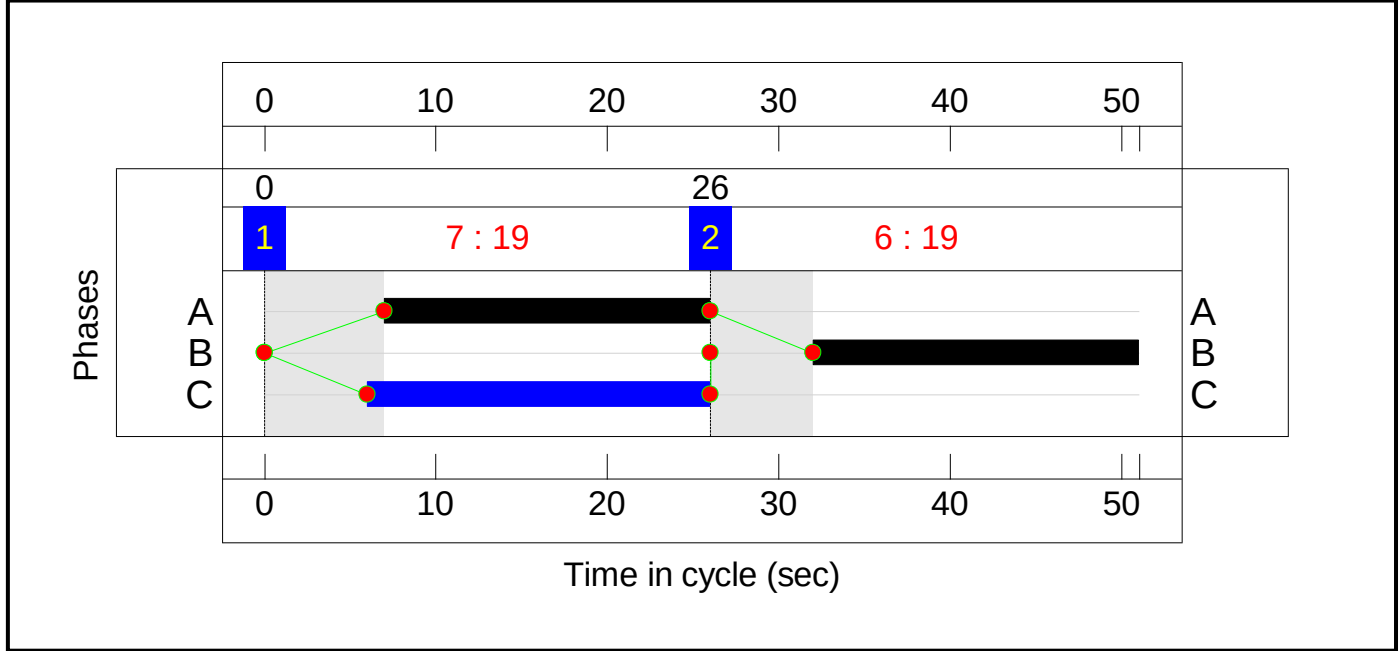
Stage Sequence Diagram



Stage Timings

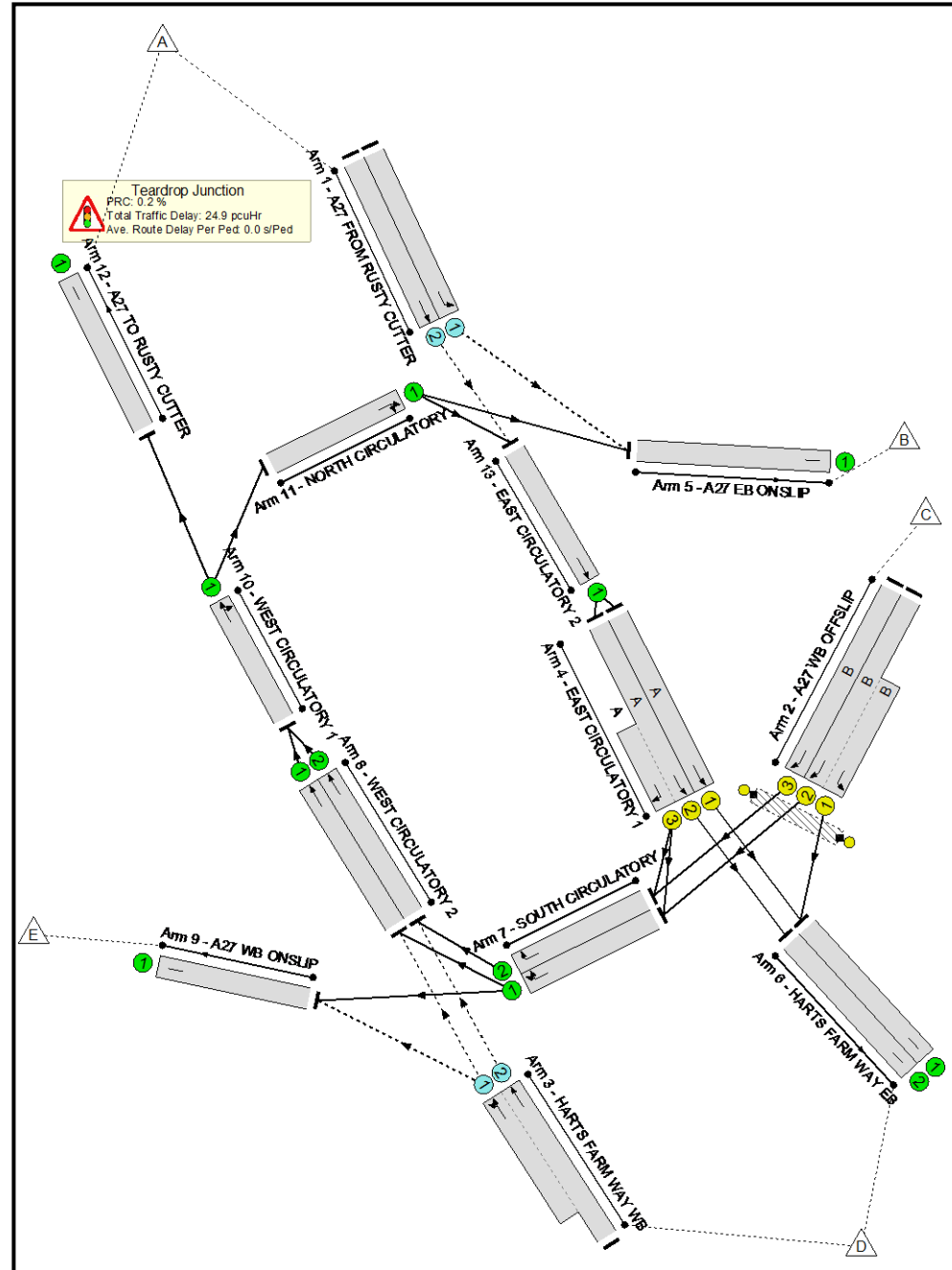
Stage	1	2
Duration	19	19
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1048	2043	2043	51.3%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	1607	1839	1839	87.4%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	478	1962:1963	754+147	53.1 : 53.1%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	691	1962	769	89.8%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	373	2145:1958	2+910	40.9 : 40.9%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	19	-	624	1940	761	82.0%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	19	-	983	2080:1911	665+445	88.5 : 88.5%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

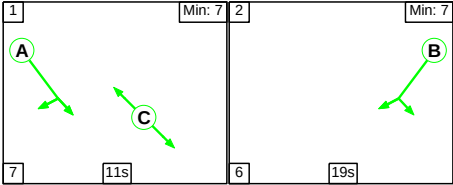
10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1236	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1607	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	20	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 14: 'Base 2028 Plus Com Dev Plus Prop Dev PM' (FG14: 'Base 2028 Plus Com Dev Plus Prop Dev PM',
Plan 1: 'Network Control Plan 1')

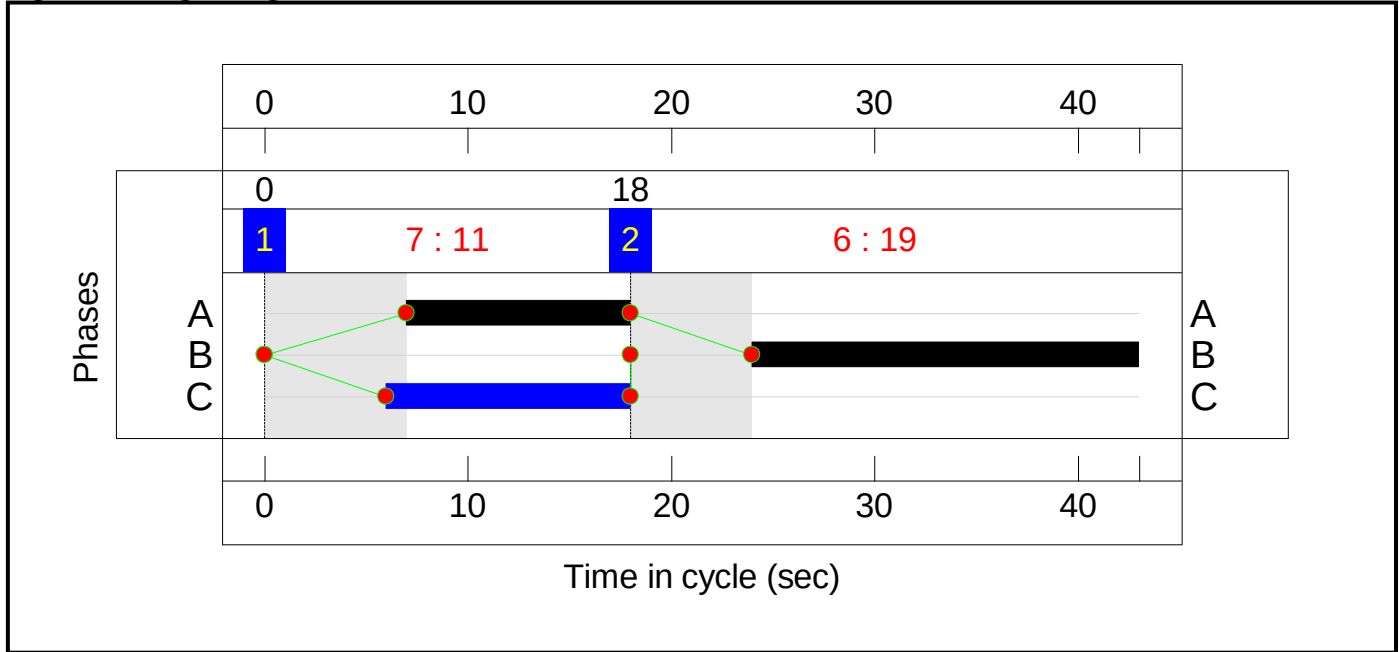
Stage Sequence Diagram



Stage Timings

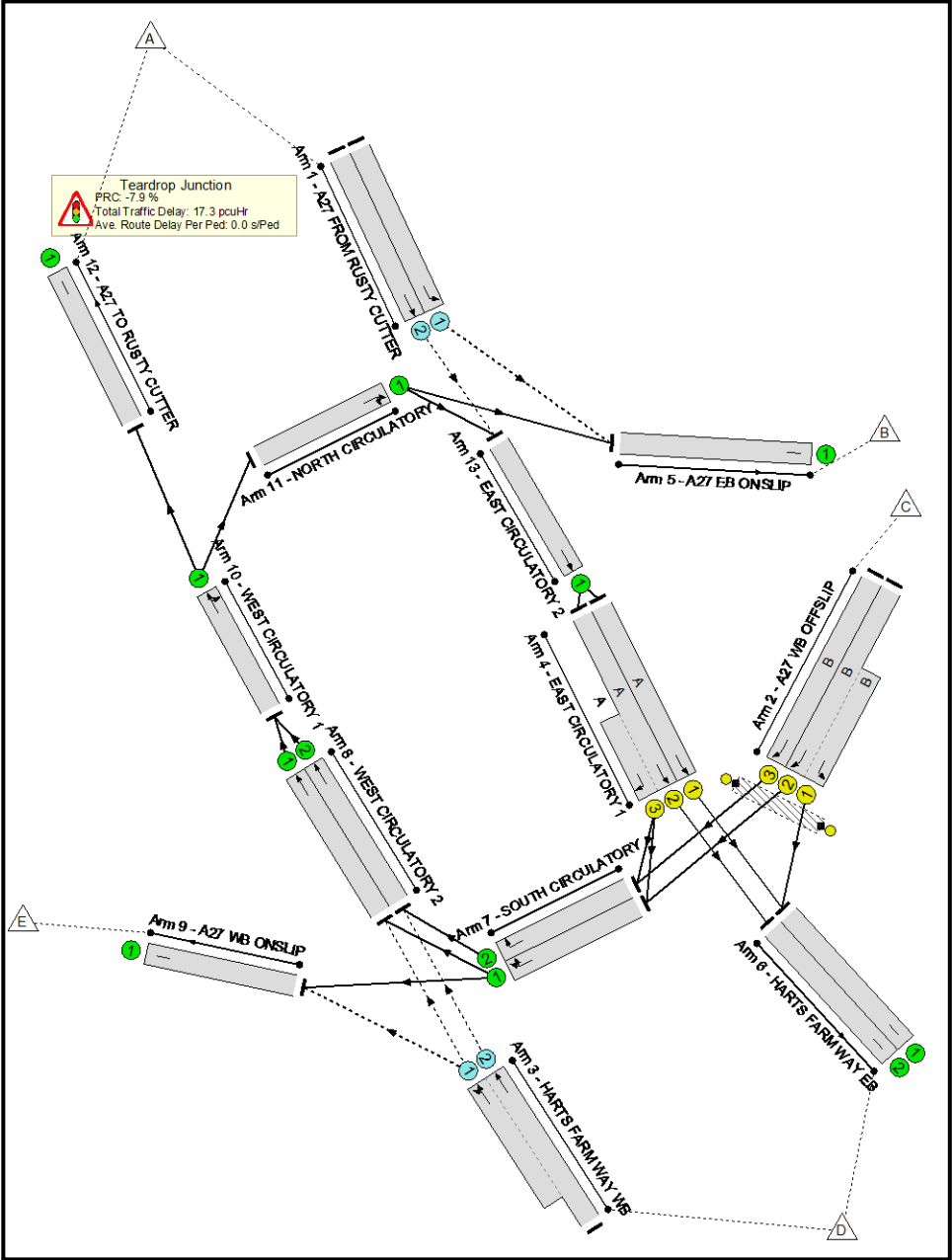
Stage	1	2
Duration	11	19
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
Teardrop Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
1/1	A27 FROM RUSTY CUTTER Left	O	N/A	N/A	-		-	-	-	1118	2043	2043	54.7%
1/2	A27 FROM RUSTY CUTTER Ahead	O	N/A	N/A	-		-	-	-	756	1839	1839	41.1%
2/2+2/1	A27 WB OFFSLIP Left Ahead	U	N/A	N/A	B		1	19	-	389	1962:1963	899+145	37.3 : 37.3%
2/3	A27 WB OFFSLIP Ahead	U	N/A	N/A	B		1	19	-	655	1962	913	71.8%
3/2+3/1	HARTS FARM WAY WB Ahead Left	O	N/A	N/A	-		-	-	-	1310	2145:1924	447+942	88.4 : 97.1%
4/1	EAST CIRCULATORY 1 Ahead	U	N/A	N/A	A		1	11	-	338	1940	541	62.4%
4/2+4/3	EAST CIRCULATORY 1 Ahead Right	U	N/A	N/A	A		1	11	-	418	2080:1911	66+533	69.8 : 69.8%
5/1	A27 EB ONSLIP	U	N/A	N/A	-		-	-	-	1144	Inf	Inf	0.0%
6/1	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
6/2	HARTS FARM WAY EB	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
7/1	SOUTH CIRCULATORY Right Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
7/2	SOUTH CIRCULATORY Right	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/1	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
8/2	WEST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
9/1	A27 WB ONSLIP	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%

Full Input Data And Results

10/1	WEST CIRCULATORY 1 Right Ahead	U	N/A	N/A	-		-	-	-	1595	Inf	Inf	0.0%
11/1	NORTH CIRCULATORY Ahead Right	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
12/1	A27 TO RUSTY CUTTER	U	N/A	N/A	-		-	-	-	1569	Inf	Inf	0.0%
13/1	EAST CIRCULATORY 2 Ahead	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	12	-	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	-	-	4494	0	0	5.8	11.5	0.0	17.3	-	-	-	-
Teardrop Junction	-	-	4494	0	0	5.8	11.5	0.0	17.3	-	-	-	-
1/1	1118	1118	1118	0	0	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
1/2	756	756	756	0	0	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
2/2+2/1	389	389	-	-	-	0.8	0.3	-	1.1	10.0	2.5	0.3	2.8
2/3	655	655	-	-	-	1.7	1.3	-	2.9	16.2	6.2	1.3	7.4
3/2+3/1	1310	1310	2620	0	0	0.5	7.0	-	7.5	20.6	5.1	7.0	12.1
4/1	338	338	-	-	-	1.3	0.8	-	2.1	22.3	3.5	0.8	4.3
4/2+4/3	418	418	-	-	-	1.6	1.1	-	2.7	23.4	3.9	1.1	5.1
5/1	1144	1144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1595	1595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1569	1569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 25.4 Total Delay for Signalled Lanes (pcuHr): 8.84 Cycle Time (s): 43 PRC Over All Lanes (%): -7.9 Total Delay Over All Lanes(pcuHr): 17.28													

Appendix V



Project Name: Forty Acre Farm, Bedhampton

Project Number: 041.0023

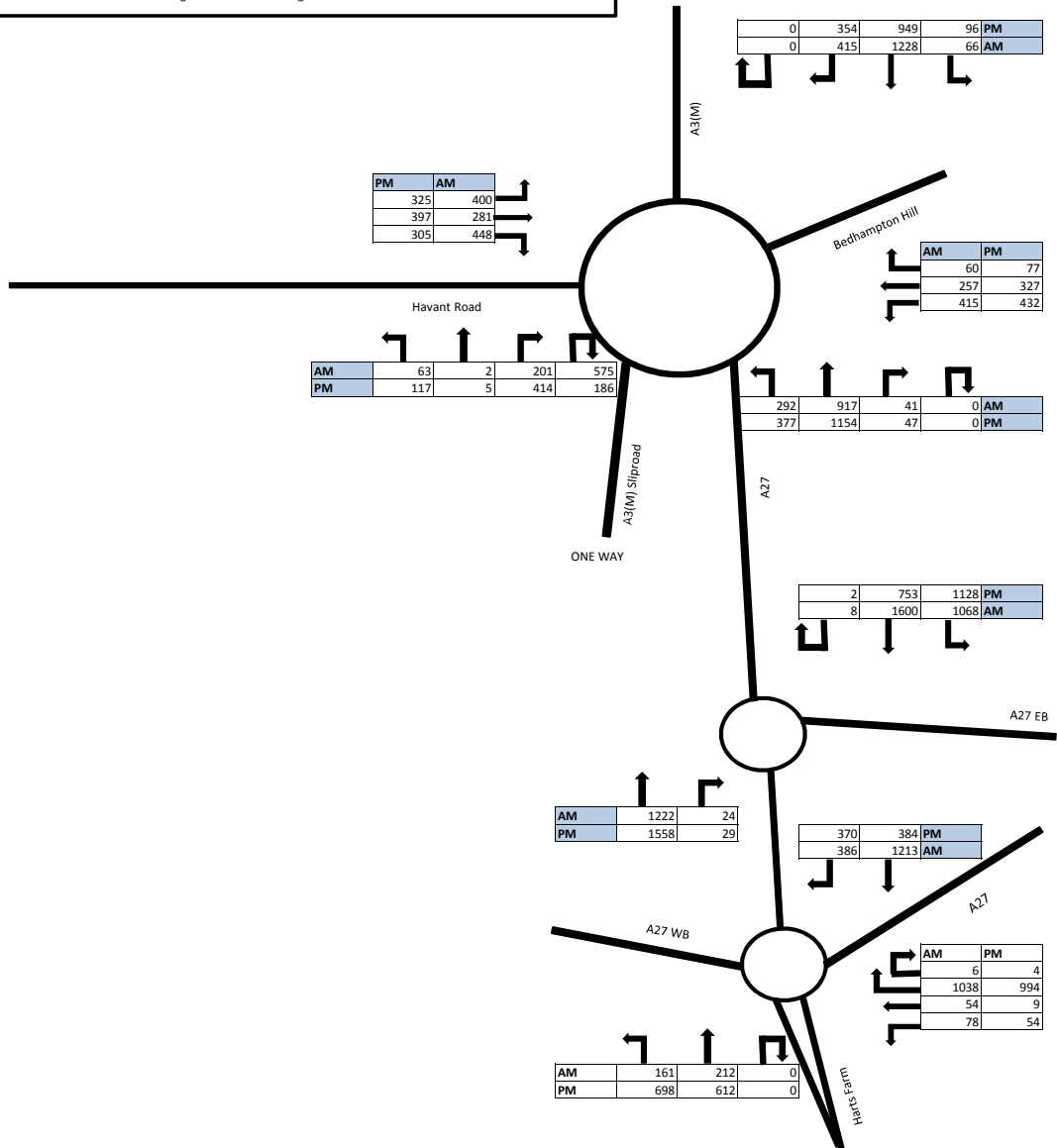
Drawn By: JL

Approved By: MS

Scenario: Baseline 2028 Plus Committed Development
Plus Proposed Development Plus Sensitivity Test

Sites Included:

100 Dwellings at Land North of Fort Purbrook
95 Dwellings at Former South Downs College Car Park
560 Dwellings at Land East of College Road

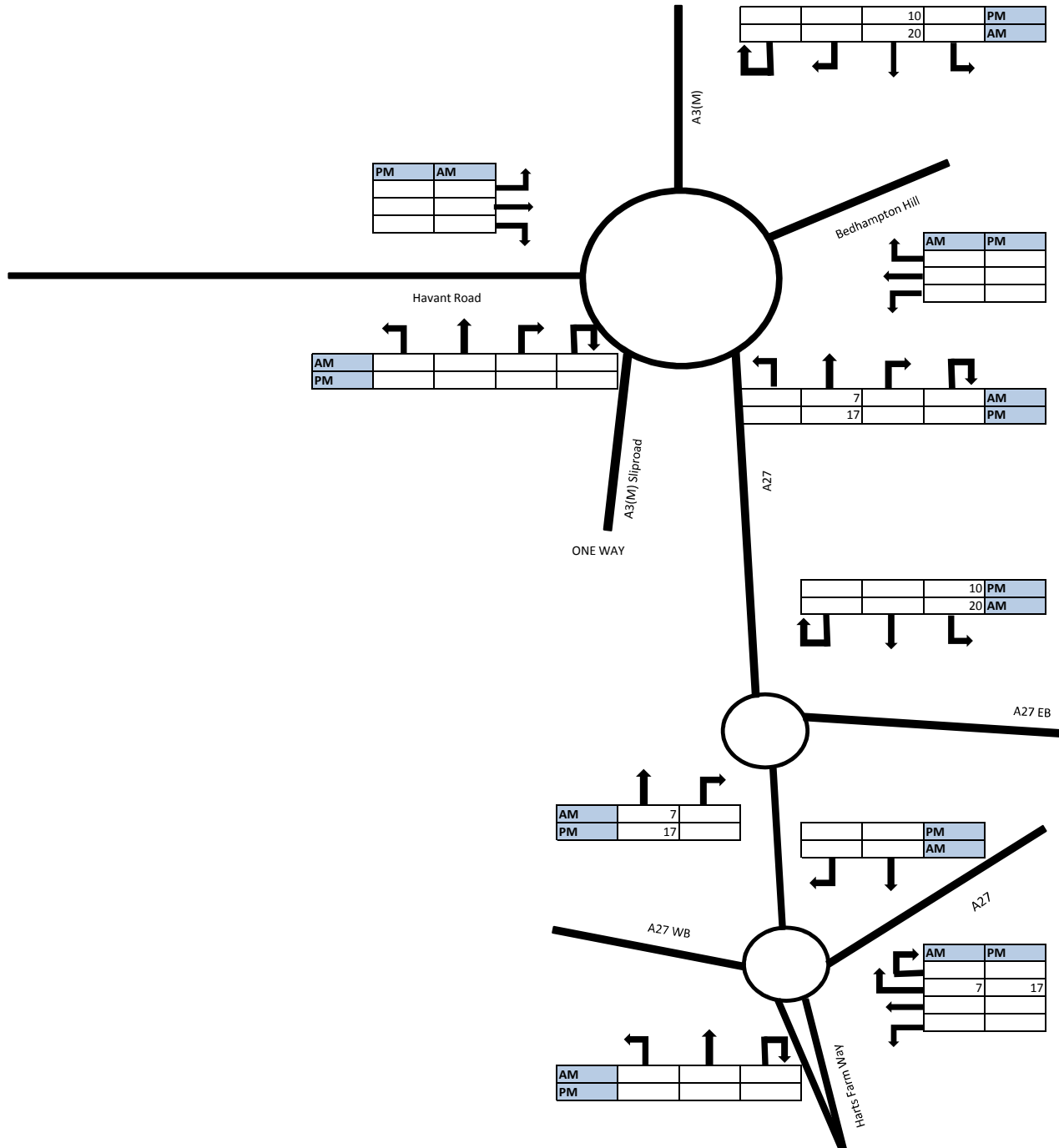




Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Havant Borough Council Local Plan Sensitivity Test

Sites Included: 100 Dwellings at Land North of Fort Purbrook
95 Dwellings at Former South Downs College Car Park
560 Dwellings at Land East of College Road

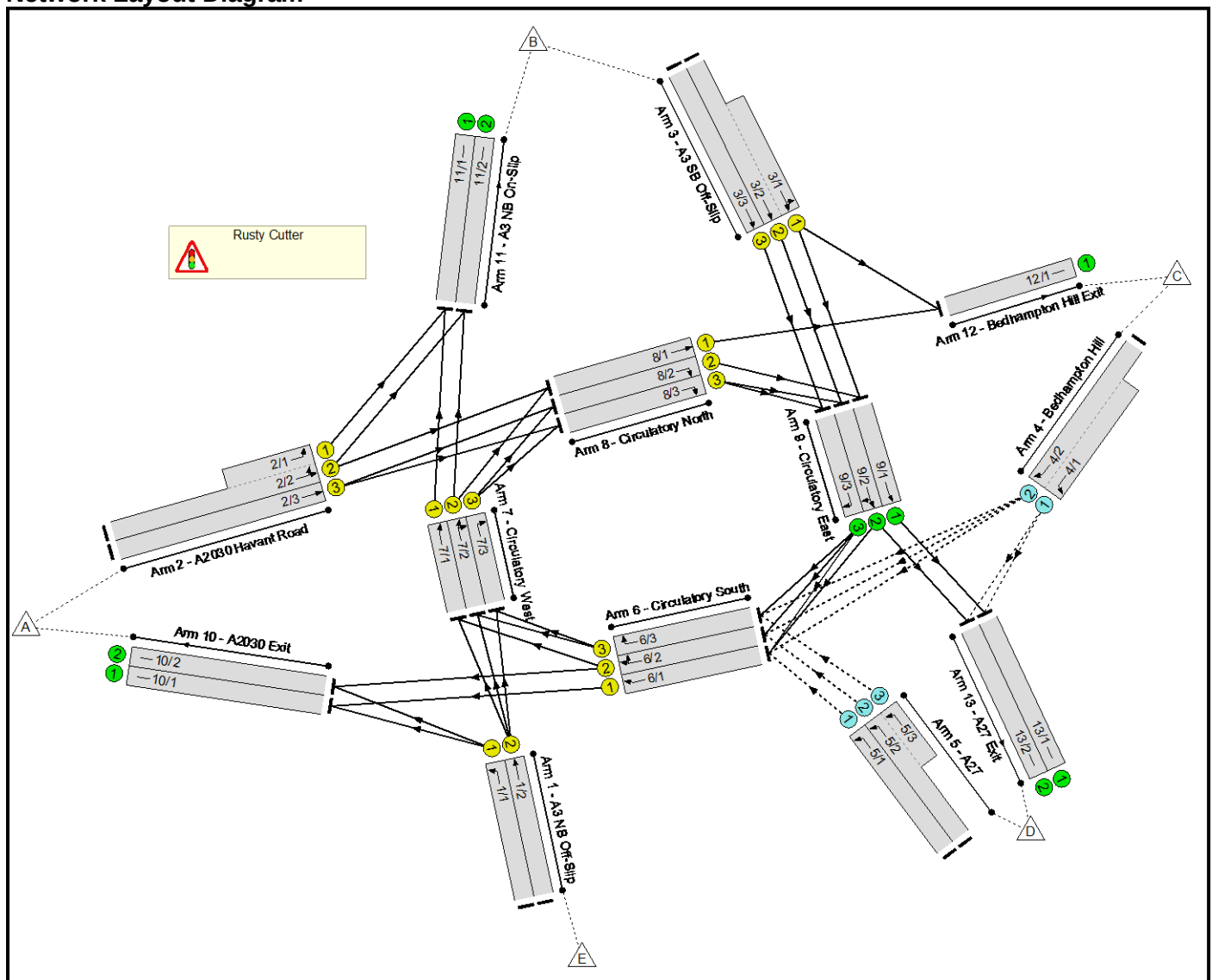


Full Input Data And Results
Full Input Data And Results

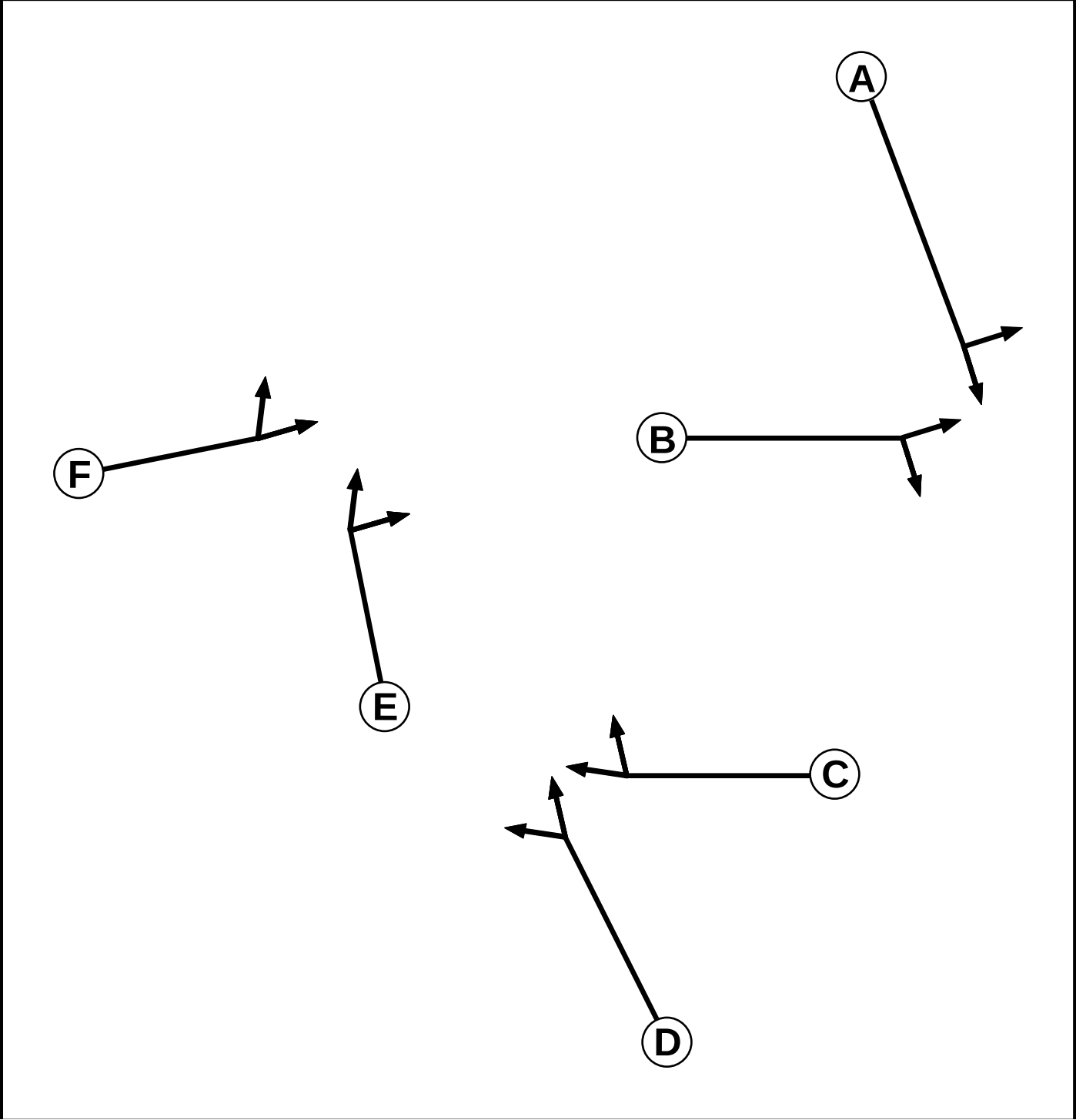
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – AM Peak (with signalised crossing and Sensitivity Test)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v7b 2016 Base AM - RAD - With Optimisation + imp.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7

Phase Intergreens Matrix

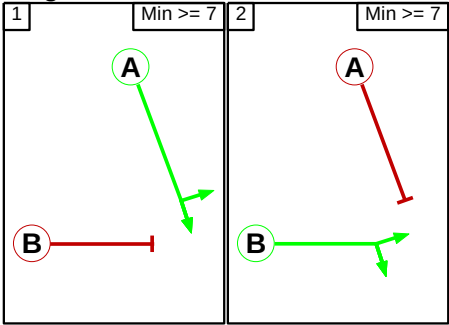
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	7		-	-	-	-
	C	-	-		7	-	-
	D	-	-	7		-	-
	E	-	-	-	-		8
	F	-	-	-	-	8	

Phases in Stage

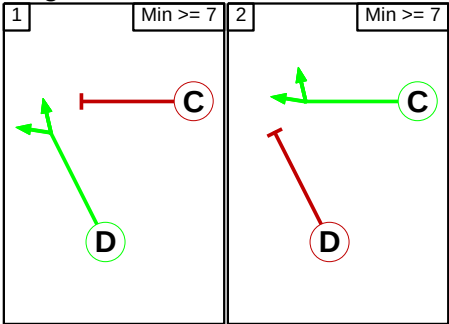
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C
3	1	F
3	2	E

Stage Diagram

Stage Stream: 1

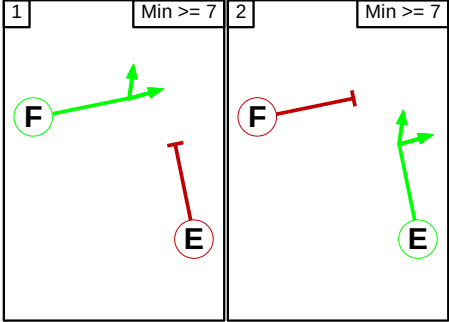


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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		7
	2	7	

Stage Stream: 2

From Stage	To Stage		
	1	2	
	1		7
	2	7	

Stage Stream: 3

From Stage	To Stage		
	1	2	
	1		8
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (Bedhampton Hill)	13/1 (Left)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
	13/2 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
				9/3	0.39	All					
	6/2 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					
				9/1	0.39	All					
	6/3 (Ahead)	1448	0	9/2	0.39	All					
				9/3	0.39	All					
5/1 (A27)	6/1 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1185	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	U	F	2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
7/2 (Circulatory West)	U	E	2	3	11.3	Geom	-	4.00	0.00	N	Arm 8 Right	Inf
7/3 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Right	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test'	07:30	08:30	01:00	

Scenario 8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 AM Peak Plus Com

Full Input Data And Results
Dev Plus Prop Dev Plus Sensitivity Test', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	400	281	448	0	1129
	B	415	0	66	1228	0	1709
	C	257	60	0	415	0	732
	D	292	917	41	0	0	1250
	E	63	2	201	575	0	841
	Tot.	1027	1379	589	2666	0	5661

Traffic Lane Flows

Lane	Scenario 8: 2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test
Junction: Rusty Cutter	
1/1	63
1/2	778
2/1 (short)	340
2/2 (with short)	681(In) 341(Out)
2/3	448
3/1 (short)	647
3/2 (with short)	1294(In) 647(Out)
3/3	415
4/1 (short)	415
4/2 (with short)	732(In) 317(Out)
5/1	292
5/2 (with short)	958(In) 479(Out)
5/3 (short)	479
6/1	627
6/2	846
6/3	509
7/1	510
7/2	711
7/3	575
8/1	523
8/2	512
8/3	511
9/1	1093
9/2	1158
9/3	415
10/1	658
10/2	369
11/1	850
11/2	529
12/1	589
13/1	1301
13/2	1365

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	82.4 %	2205	2205
				Arm 11 Left	Inf	17.6 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.8 %	1971	1971
				Arm 12 Left	70.00	10.2 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	60.2 %	1955	1955
				Arm 10 Ahead	Inf	39.8 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	34.0 %	2155	2155
				Arm 11 Ahead	Inf	66.0 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	82.4 %	2205	2205
				Arm 11 Left	Inf	17.6 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	89.8 %	1971	1971
				Arm 12 Left	70.00	10.2 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	60.2 %	1955	1955
				Arm 10 Ahead	Inf	39.8 %		
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right	Inf	34.0 %	2155	2155
				Arm 11 Ahead	Inf	66.0 %		
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

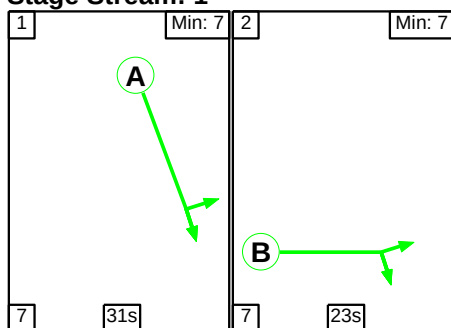
Full Input Data And Results

9/2 (Circulatory East Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

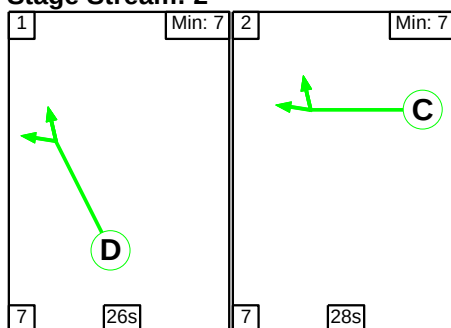
Scenario 8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

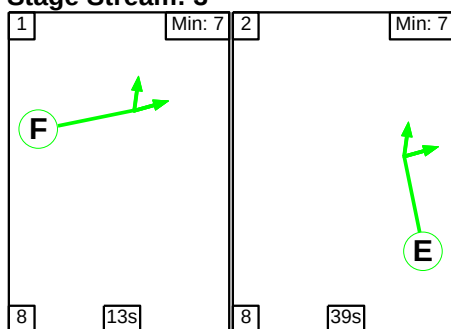
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	23
Change Point	13	51

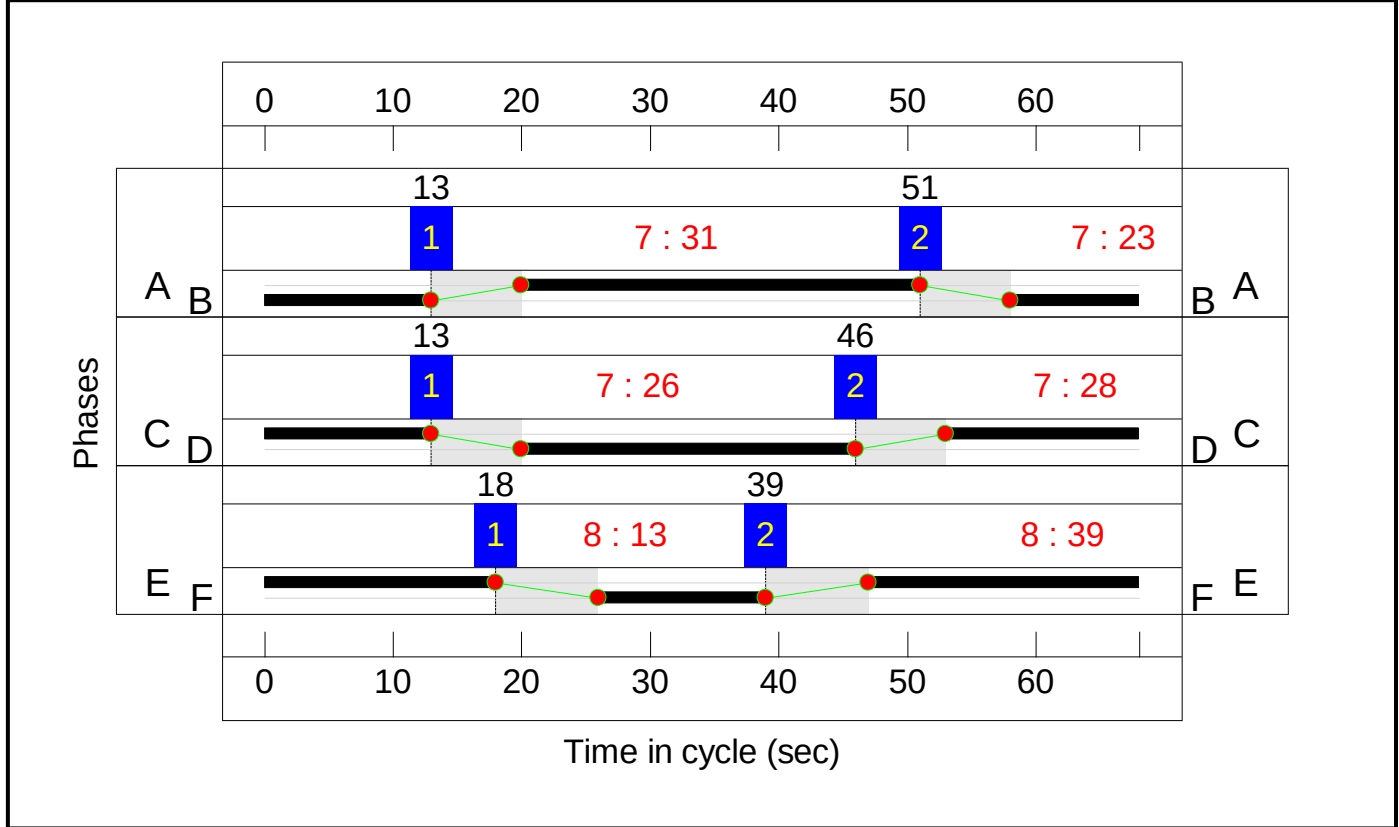
Stage Stream: 2

Stage	1	2
Duration	26	28
Change Point	13	46

Stage Stream: 3

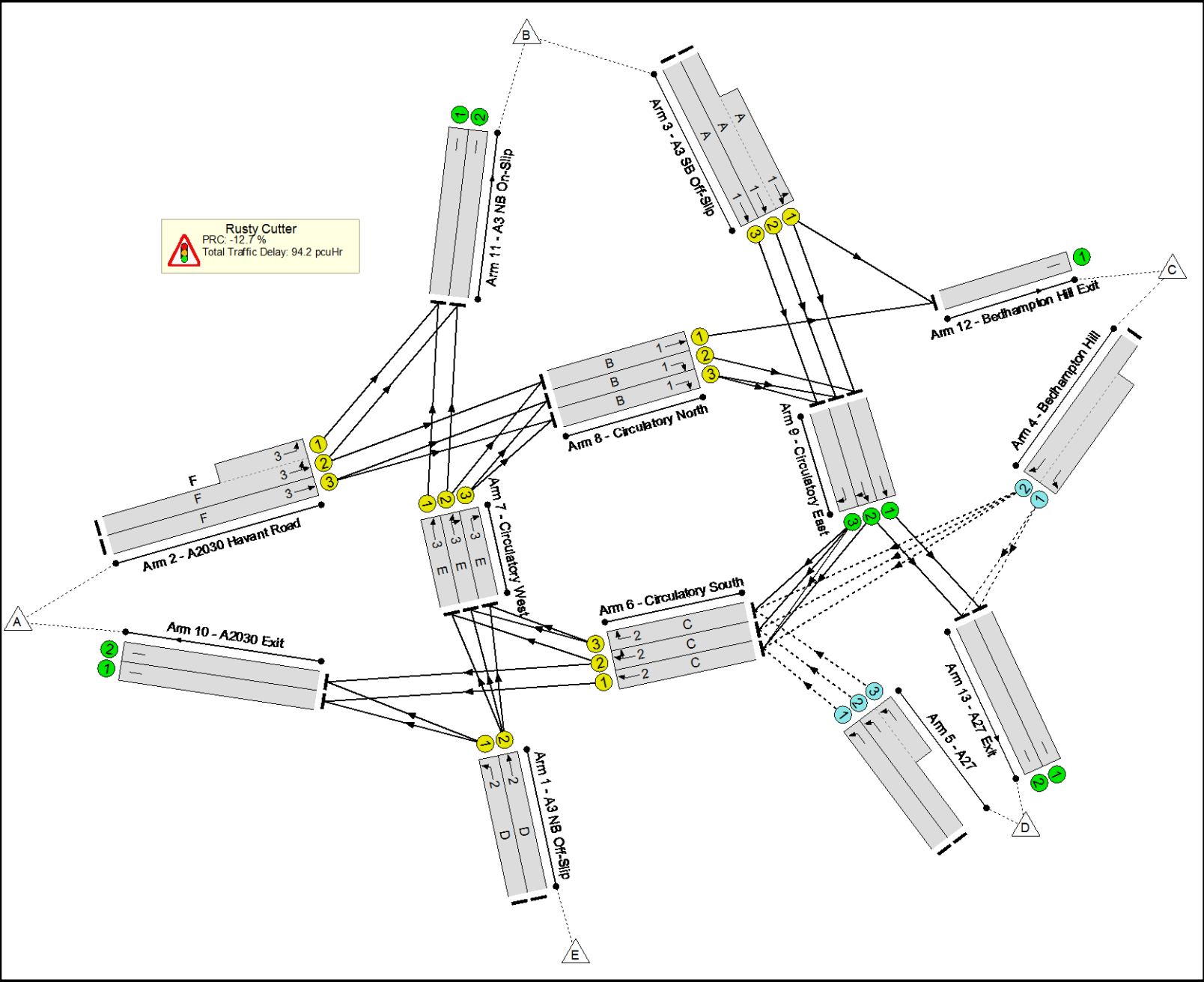
Stage	1	2
Duration	13	39
Change Point	18	39

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	101.5%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	101.5%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	26	-	63	1900	754	8.4%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	26	-	778	1996	793	98.2%
2/2+2/1	A2030 Havant Road Ahead Left	U	3	N/A	F		1	13	-	681	2205:2095	403+402	84.5 : 84.5%
2/3	A2030 Havant Road Ahead	U	3	N/A	F		1	13	-	448	2165	446	100.5%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	31	-	1294	2135:1971	743+743	87.1 : 87.1%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	31	-	415	2135	1005	41.3%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	732	2225:2115	516+583	61.5 : 71.2%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	292	2039	1023	28.5%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	958	2029:2039	1017+1017	47.1 : 47.1%
6/1	Circulatory South Ahead	U	2	N/A	C		1	28	-	627	2015	859	73.0%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	28	-	846	1955	834	101.5%
6/3	Circulatory South Right	U	2	N/A	C		1	28	-	509	1955	834	61.0%
7/1	Circulatory West Ahead	U	3	N/A	E		1	39	-	510	1965	1156	43.7%
7/2	Circulatory West Right Ahead	U	3	N/A	E		1	39	-	711	2155	1268	56.1%
7/3	Circulatory West Right	U	3	N/A	E		1	39	-	575	2105	1238	46.4%
8/1	Circulatory North Ahead	U	1	N/A	B		1	23	-	523	1955	690	75.8%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	23	-	512	1955	690	74.0%
8/3	Circulatory North Right	U	1	N/A	B		1	23	-	511	1915	676	75.4%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1093	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	1158	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1301	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1365	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	-	-	3672	0	0	38.4	55.8	0.0	94.2	-	-	-	-
Rusty Cutter	-	-	3672	0	0	38.4	55.8	0.0	94.2	-	-	-	-
1/1	63	63	-	-	-	0.2	0.0	-	0.3	15.4	0.7	0.0	0.8
1/2	778	778	-	-	-	4.4	10.8	-	15.2	70.1	14.5	10.8	25.3
2/2+2/1	681	681	-	-	-	4.8	2.6	-	7.4	39.4	6.0	2.6	8.7
2/3	448	446	-	-	-	3.4	11.2	-	14.6	117.2	8.5	11.2	19.7
3/2+3/1	1294	1294	-	-	-	5.0	3.3	-	8.3	23.0	9.5	3.3	12.8
3/3	415	415	-	-	-	1.4	0.4	-	1.7	14.9	5.1	0.4	5.4
4/2+4/1	732	732	1464	0	0	1.1	1.0	-	2.1	10.3	3.1	1.0	4.1
5/1	292	292	292	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	958	958	1916	0	0	0.0	0.4	-	0.5	1.7	0.8	0.4	1.2
6/1	627	627	-	-	-	2.4	1.3	-	3.8	21.6	10.2	1.3	11.5
6/2	846	834	-	-	-	4.6	17.9	-	22.5	95.9	16.2	17.9	34.1
6/3	509	509	-	-	-	2.1	0.8	-	2.9	20.4	7.3	0.8	8.0
7/1	505	505	-	-	-	0.4	0.4	-	0.8	5.8	1.1	0.4	1.5
7/2	711	711	-	-	-	0.7	0.6	-	1.4	6.8	4.0	0.6	4.6
7/3	575	575	-	-	-	2.4	0.4	-	2.8	17.6	10.9	0.4	11.3
8/1	523	523	-	-	-	2.4	1.5	-	3.9	27.1	9.6	1.5	11.1
8/2	511	511	-	-	-	1.5	1.4	-	2.9	20.4	9.0	1.4	10.4
8/3	510	510	-	-	-	1.5	1.5	-	3.0	21.3	9.2	1.5	10.7
9/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1300	1300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1364	1364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1 PRC for Signalled Lanes (%):				3.3	Total Delay for Signalled Lanes (pcuHr):				19.84	Cycle Time (s):	68	
C1	Stream: 2 PRC for Signalled Lanes (%):				-12.7	Total Delay for Signalled Lanes (pcuHr):				44.61	Cycle Time (s):	68	
C1	Stream: 3 PRC for Signalled Lanes (%):				-11.7	Total Delay for Signalled Lanes (pcuHr):				27.02	Cycle Time (s):	68	
	PRC Over All Lanes (%):				-12.7	Total Delay Over All Lanes(pcuHr):				94.22			

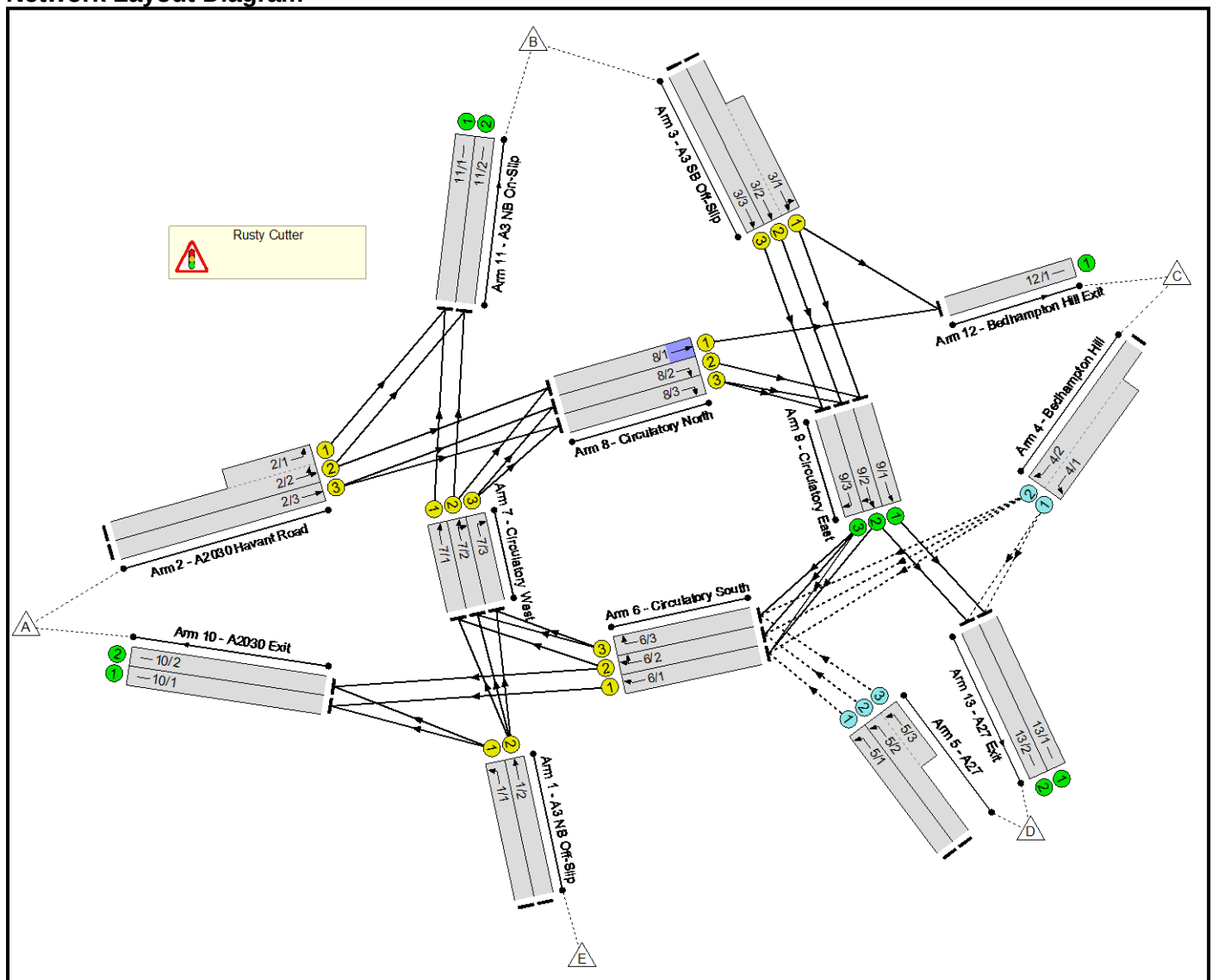
Full Input Data And Results

Full Input Data And Results

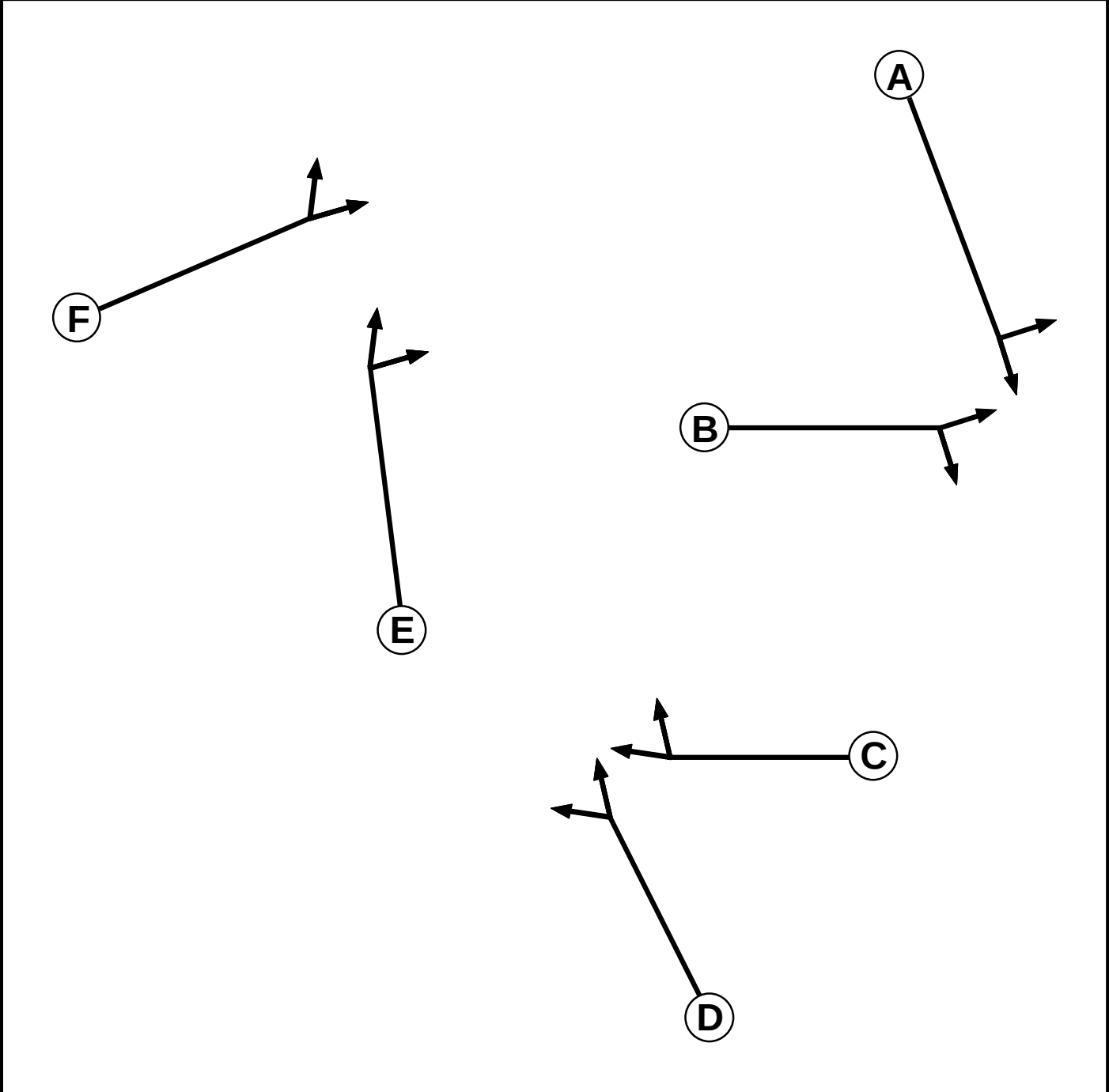
User and Project Details

Project:	Forty Acre Farm, Bedhampton
Title:	Rusty Cutter Junction Modelling – PM peak (with signalised crossing and Sensitivity Test)
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v7b 2016 Base PM - RAD - With Optimisation + imp.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7

Phase Intergreens Matrix

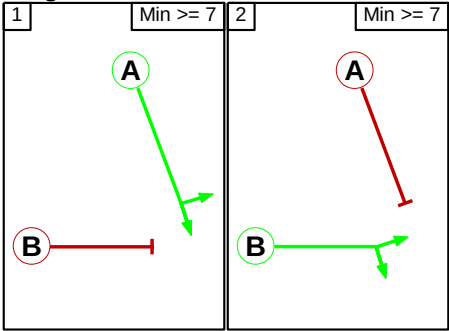
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	7		-	-	-	-
	C	-	-		7	-	-
	D	-	-	7		-	-
	E	-	-	-	-		8
	F	-	-	-	-	8	

Phases in Stage

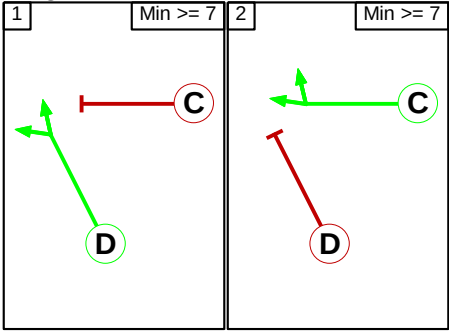
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C
3	1	E
3	2	F

Stage Diagram

Stage Stream: 1

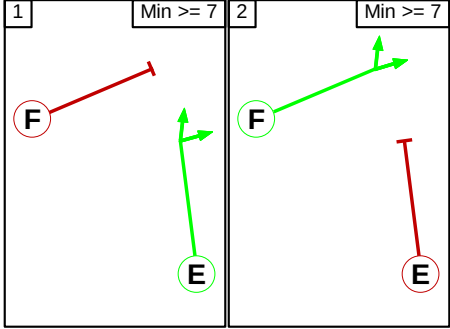


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

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		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		8
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (Bedhampton Hill)	13/1 (Left)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
	13/2 (Left)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
4/2 (Bedhampton Hill)	6/1 (Ahead)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
				9/3	0.47	All					
	6/2 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					
				9/1	0.47	All					
	6/3 (Ahead)	1531	0	9/2	0.47	All					
				9/3	0.47	All					
5/1 (A27)	6/1 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-
5/3 (A27)	6/3 (Left)	1184	0	9/3	0.39	All	-	-	-	-	-

Full Input Data And Results

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Left	38.00
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	Geom	-	3.20	0.00	N	Arm 7 Ahead	38.00
2/1 (A2030 Havant Road)	U	F	2	3	7.0	Geom	-	4.80	0.00	Y	Arm 11 Left	Inf
2/2 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
2/3 (A2030 Havant Road)	U	F	2	3	60.0	Geom	-	4.10	0.00	N	Arm 8 Ahead	Inf
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	70.00
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Bedhampton Hill)	O		2	3	12.5	Geom	-	5.00	0.00	Y	Arm 13 Left	Inf
4/2 (Bedhampton Hill)	O		2	3	60.0	Geom	-	4.70	0.00	N	Arm 6 Ahead	Inf
5/1 (A27)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	40.00
5/2 (A27)	O		2	3	7.0	Geom	-	3.50	0.00	N	Arm 6 Left	40.00
5/3 (A27)	O		2	3	5.2	Geom	-	3.60	0.00	N	Arm 6 Left	40.00
6/1 (Circulatory South)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	Inf
6/2 (Circulatory South)	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Circulatory South)	U	C	2	3	15.8	Geom	-	3.40	0.00	Y	Arm 7 Right	Inf

Full Input Data And Results

7/1 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
7/2 (Circulatory West)	U	E	2	3	11.3	Geom	-	4.00	0.00	N	Arm 8 Right	Inf
7/3 (Circulatory West)	U	E	2	3	11.3	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
8/1 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Right	Inf
8/2 (Circulatory North)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 12 Ahead	Inf
8/3 (Circulatory North)	U	B	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 9 Right	Inf
9/1 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test'	16:00	17:00	01:00	

Scenario 8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 PM Peak Plus Com

Full Input Data And Results
Dev Plus Prop Dev Plus Sensitivity Test', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	325	397	305	0	1027
	B	354	0	96	949	0	1399
	C	327	77	0	432	0	836
	D	377	1154	47	0	0	1578
	E	117	5	414	186	0	722
	Tot.	1175	1561	954	1872	0	5562

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test
Junction: Rusty Cutter	
1/1	117
1/2	605
2/1 (short)	325
2/2 (with short)	722(In) 397(Out)
2/3	305
3/1 (short)	523
3/2 (with short)	1045(In) 522(Out)
3/3	354
4/1 (short)	432
4/2 (with short)	836(In) 404(Out)
5/1	377
5/2 (with short)	1201(In) 600(Out)
5/3 (short)	601
6/1	717
6/2	979
6/3	640
7/1	641
7/2	1056
7/3	186
8/1	858
8/2	246
8/3	245
9/1	673
9/2	767
9/3	354
10/1	776
10/2	399
11/1	966
11/2	595
12/1	954
13/1	889
13/2	983

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip)	3.60	0.00	Y	Arm 10 Left	38.00	100.0 %	1900	1900
1/2 (A3 NB Off-Slip)	3.20	0.00	N	Arm 7 Ahead	38.00	100.0 %	1996	1996
2/1 (A2030 Havant Road)	4.80	0.00	Y	Arm 11 Left	Inf	100.0 %	2095	2095
2/2 (A2030 Havant Road)	4.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2205	2205
				Arm 11 Left	Inf	0.0 %		
2/3 (A2030 Havant Road)	4.10	0.00	N	Arm 8 Ahead	Inf	100.0 %	2165	2165
3/1 (A3 SB Off-Slip)	3.60	0.00	Y	Arm 9 Ahead	Inf	81.6 %	1967	1967
				Arm 12 Left	70.00	18.4 %		
3/2 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
3/3 (A3 SB Off-Slip)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Bedhampton Hill)	5.00	0.00	Y	Arm 13 Left	Inf	100.0 %	2115	2115
4/2 (Bedhampton Hill)	4.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2225	2225
5/1 (A27)	5.00	0.00	Y	Arm 6 Left	40.00	100.0 %	2039	2039
5/2 (A27)	3.50	0.00	N	Arm 6 Left	40.00	100.0 %	2029	2029
5/3 (A27)	3.60	0.00	N	Arm 6 Left	40.00	100.0 %	2039	2039
6/1 (Circulatory South)	4.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2015	2015
6/2 (Circulatory South)	3.40	0.00	Y	Arm 7 Right Arm 10 Ahead	Inf Inf	65.2 % 34.8 %	1955	1955
6/3 (Circulatory South)	3.40	0.00	Y	Arm 7 Right	Inf	100.0 %	1955	1955
7/1 (Circulatory West)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Circulatory West)	4.00	0.00	N	Arm 8 Right Arm 11 Ahead	Inf Inf	43.7 % 56.3 %	2155	2155
7/3 (Circulatory West)	3.50	0.00	N	Arm 8 Right	Inf	100.0 %	2105	2105
8/1 (Circulatory North)	3.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1955	1955
8/2 (Circulatory North)	3.40	0.00	Y	Arm 9 Right	Inf	100.0 %	1955	1955
8/3 (Circulatory North)	3.00	0.00	Y	Arm 9 Right	Inf	100.0 %	1915	1915
9/1 (Circulatory East Lane 1)	Infinite Saturation Flow						Inf	Inf

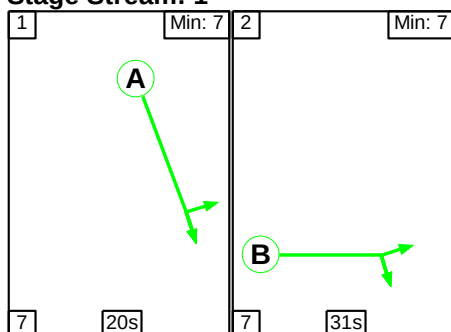
Full Input Data And Results

9/2 (Circulatory East Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (Circulatory East Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

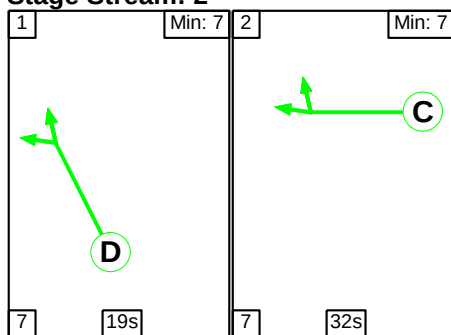
Scenario 8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

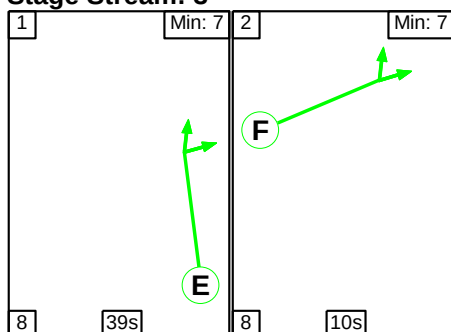
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	31
Change Point	13	40

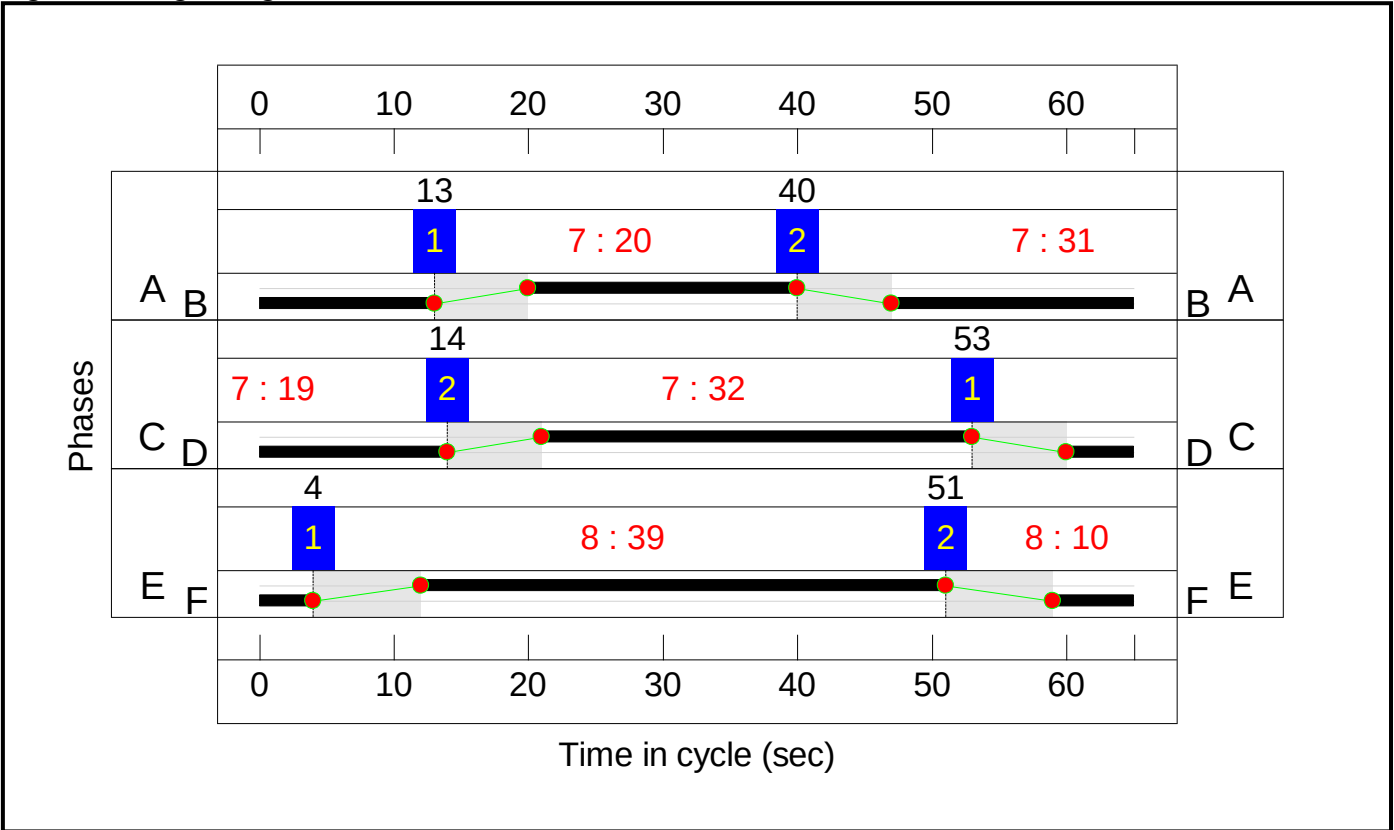
Stage Stream: 2

Stage	1	2
Duration	19	32
Change Point	53	14

Stage Stream: 3

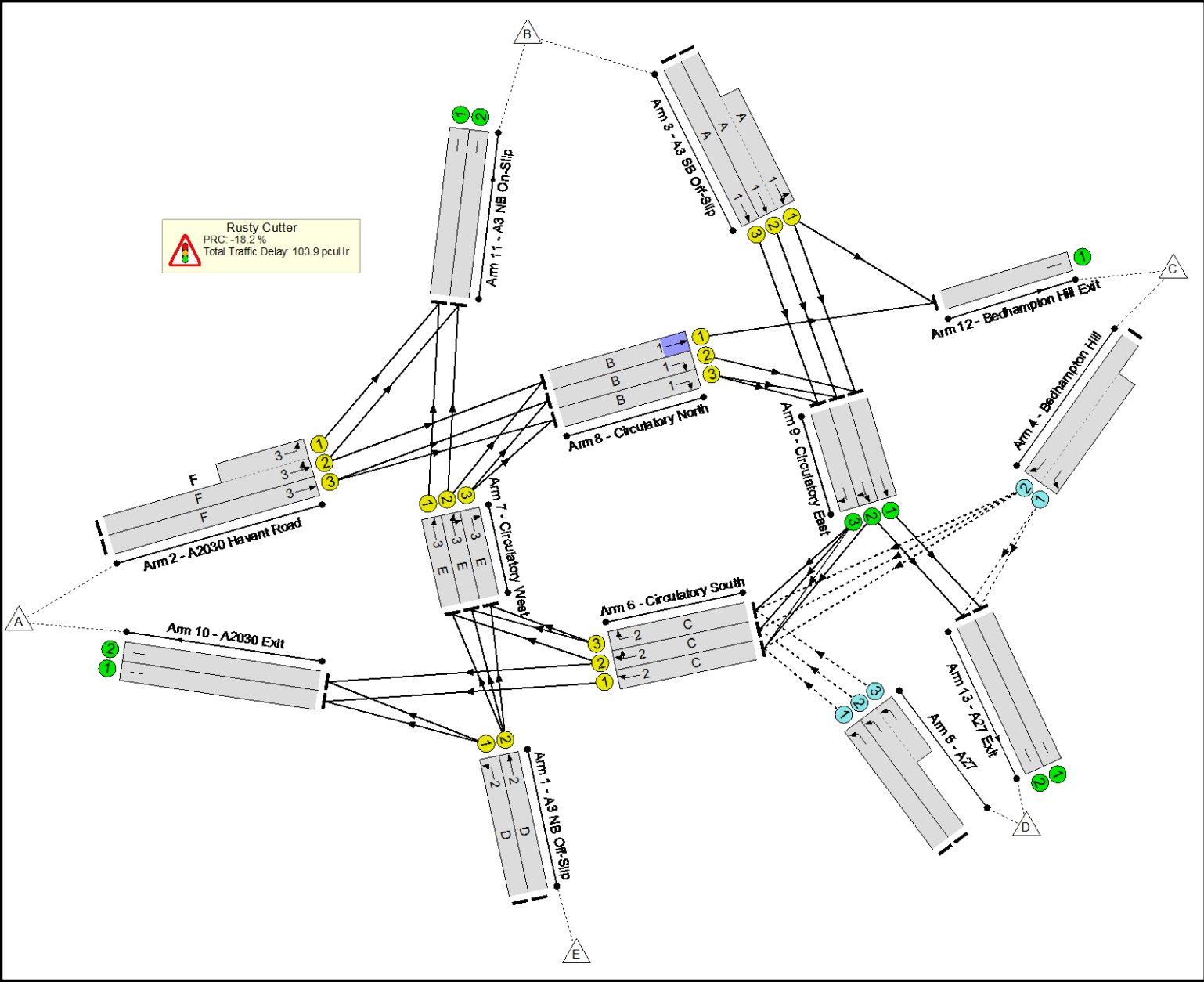
Stage	1	2
Duration	39	10
Change Point	4	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	117	1900	585	20.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	605	1996	614	98.5%
2/2+2/1	A2030 Havant Road Ahead Left	U	3	N/A	F		1	10	-	722	2205:2095	373+305	106.4 : 106.4%
2/3	A2030 Havant Road Ahead	U	3	N/A	F		1	10	-	305	2165	366	83.2%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	20	-	1045	2135:1967	602+604	86.6 : 86.6%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	354	2135	690	51.3%
4/2+4/1	Bedhampton Hill Ahead Left	O	N/A	N/A	-		-	-	-	836	2225:2115	836+878	48.3 : 49.2%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	377	2039	1046	36.1%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1201	2029:2039	1016+1018	59.0 : 59.0%
6/1	Circulatory South Ahead	U	2	N/A	C		1	32	-	717	2015	1023	70.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	32	-	979	1955	993	98.6%
6/3	Circulatory South Right	U	2	N/A	C		1	32	-	640	1955	993	64.5%
7/1	Circulatory West Ahead	U	3	N/A	E		1	39	-	641	1965	1209	53.0%
7/2	Circulatory West Right Ahead	U	3	N/A	E		1	39	-	1056	2155	1326	79.6%
7/3	Circulatory West Right	U	3	N/A	E		1	39	-	186	2105	1295	14.4%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	858	1955	962	86.7%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	246	1955	962	25.6%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	245	1915	943	26.0%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
9/2	Circulatory East Right Ahead	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	983	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	-	-	4451	0	0	37.3	66.6	0.0	103.9	-	-	-	-
Rusty Cutter	-	-	4451	0	0	37.3	66.6	0.0	103.9	-	-	-	-
1/1	117	117	-	-	-	0.5	0.1	-	0.7	20.5	1.5	0.1	1.7
1/2	605	605	-	-	-	3.8	10.2	-	14.0	83.2	10.8	10.2	21.0
2/2+2/1	722	679	-	-	-	6.6	28.1	-	34.7	173.1	8.6	28.1	36.7
2/3	305	305	-	-	-	2.2	2.3	-	4.5	53.4	5.3	2.3	7.6
3/2+3/1	1045	1045	-	-	-	5.8	3.1	-	8.9	30.8	8.6	3.1	11.7
3/3	354	354	-	-	-	1.8	0.5	-	2.3	23.2	5.1	0.5	5.6
4/2+4/1	836	836	1672	0	0	0.7	0.5	-	1.2	5.0	2.8	0.5	3.3
5/1	377	377	377	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
5/2+5/3	1201	1201	2402	0	0	0.0	0.7	-	0.8	2.3	1.7	0.7	2.4
6/1	717	717	-	-	-	2.1	1.2	-	3.3	16.5	7.9	1.2	9.1
6/2	979	979	-	-	-	3.9	12.6	-	16.5	60.7	17.4	12.6	30.0
6/3	640	640	-	-	-	2.1	0.9	-	3.0	17.1	8.5	0.9	9.4
7/1	641	641	-	-	-	0.9	0.6	-	1.5	8.3	2.7	0.6	3.3
7/2	1056	1056	-	-	-	1.6	1.9	-	3.5	12.0	9.3	1.9	11.2
7/3	186	186	-	-	-	0.2	0.1	-	0.2	4.6	2.0	0.1	2.1
8/1	834	834	-	-	-	3.6	3.1	-	6.7	28.9	9.6	3.1	12.7
8/2	246	246	-	-	-	0.7	0.2	-	0.9	13.3	2.0	0.2	2.2
8/3	245	245	-	-	-	0.7	0.2	-	0.9	13.4	2.0	0.2	2.2
9/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1 PRC for Signalled Lanes (%) :				3.8	Total Delay for Signalled Lanes (pcuHr) :				19.74	Cycle Time (s) :	65	
C1	Stream: 2 PRC for Signalled Lanes (%) :				-9.6	Total Delay for Signalled Lanes (pcuHr) :				37.48	Cycle Time (s) :	65	
C1	Stream: 3 PRC for Signalled Lanes (%) :				-18.2	Total Delay for Signalled Lanes (pcuHr) :				44.45	Cycle Time (s) :	65	
	PRC Over All Lanes (%) :				-18.2	Total Delay Over All Lanes(pcuHr) :				103.89			