

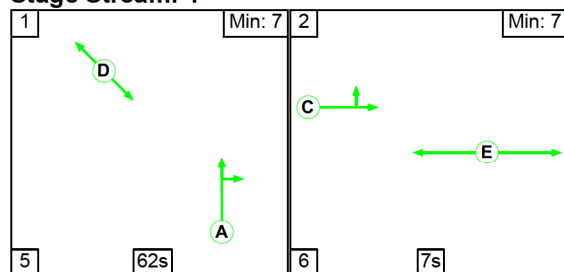
| Junction: Little Lea Gyratory           |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(Gyratory Arm (NB))              | 5.00                     | 0.00     | Y             | Arm 5 Left    | 21.00              | 100.0 %       | 1974              | 1974                     |
| 1/2<br>(Gyratory Arm (NB))              | 3.42                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1957              | 1957                     |
| 1/3<br>(Gyratory Arm (NB))              | 3.45                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2100              | 2100                     |
| 1/4<br>(Gyratory Arm (NB))              | 3.84                     | 0.00     | Y             | Arm 3 Right   | 30.00              | 0.9 %         | 1998              | 1998                     |
|                                         |                          |          |               | Arm 6 Ahead   | Inf                | 99.1 %        |                   |                          |
| 2/1<br>(RIBP)                           | 3.74                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 2.6 %         | 1860              | 1860                     |
|                                         |                          |          |               | Arm 6 Left    | 21.00              | 97.4 %        |                   |                          |
| 2/2<br>(RIBP)                           | 3.53                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1968              | 1968                     |
| 3/1<br>(Gyratory Arm)                   | 3.50                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 3/2<br>(Gyratory Arm)                   | 4.24                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 6.5 %         | 2039              | 2039                     |
|                                         |                          |          |               | Arm 8 Right   | Inf                | 93.5 %        |                   |                          |
| 3/3<br>(Gyratory Arm)                   | 4.22                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2177              | 2177                     |
| 4/1<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 7 Left    | Inf                | 0.4 %         | 1950              | 1950                     |
|                                         |                          |          |               | Arm 8 Ahead   | Inf                | 99.6 %        |                   |                          |
| 4/2<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1950              | 1950                     |
| 4/3<br>(A33 Southbound (N))             | 3.35                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2090              | 2090                     |
| 4/4<br>(A33 Southbound (N))             | 3.50                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 5/1<br>(RIBP (Exit))                    | 3.25                     | 0.00     | Y             |               |                    |               | 1940              | 1940                     |
| 6/1<br>(A33 Northbound (N) Lane 1)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A33 Northbound (N) Lane 2)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A33 Northbound (N) Lane 3)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Basingstoke Road (Exit) Lane 1) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Basingstoke Road (Exit) Lane 2) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Gyratory Arm (SB) Lane 1)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Gyratory Arm (SB) Lane 2)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/3<br>(Gyratory Arm (SB) Lane 3)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/4<br>(Gyratory Arm (SB) Lane 4)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Lane Connector Input Data

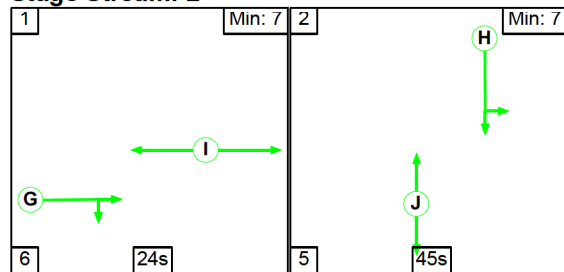
| Junction: Little Lea Gyratory |           |          |                  |                    |
|-------------------------------|-----------|----------|------------------|--------------------|
| Org Lane                      | Dest Lane | Junction | Mean Cruise Time | Platoon Dispersion |
| 1/1                           | 5/1       | Internal | 31               | 35                 |
| 1/2                           | 6/1       | Internal | 31               | 35                 |
| 1/3                           | 6/2       | Internal | 31               | 35                 |
| 1/4                           | 3/3       | Internal | 4                | N/A                |
| 1/4                           | 6/3       | Internal | 31               | 35                 |
| 2/1                           | 3/1       | Internal | 5                | N/A                |
| 2/1                           | 6/1       | Internal | 5                | 35                 |
| 2/2                           | 3/2       | Internal | 5                | N/A                |
| 3/1                           | 7/1       | Internal | 31               | 35                 |
| 3/2                           | 7/2       | Internal | 31               | 35                 |
| 3/2                           | 8/1       | Internal | 31               | 35                 |
| 3/3                           | 8/2       | Internal | 31               | 35                 |
| 3/3                           | 8/3       | Internal | 31               | 35                 |
| 4/1                           | 7/1       | Internal | 31               | 35                 |
| 4/1                           | 8/1       | Internal | 31               | 35                 |
| 4/2                           | 8/2       | Internal | 31               | 35                 |
| 4/3                           | 8/3       | Internal | 31               | 35                 |
| 4/4                           | 8/4       | Internal | 31               | 35                 |

## Stage Sequence Diagram

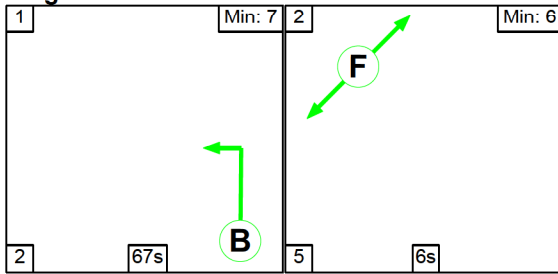
### Stage Stream: 1



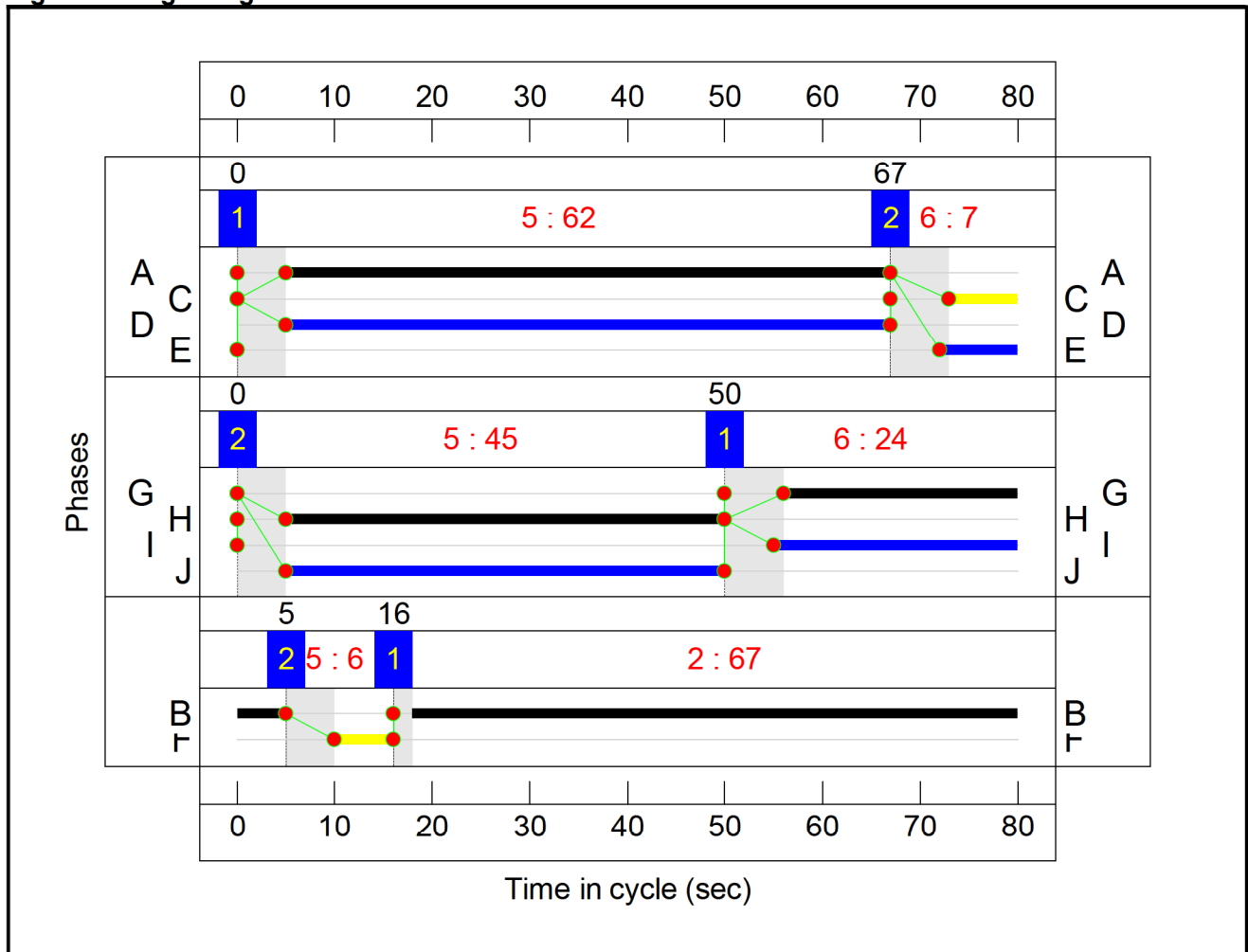
### Stage Stream: 2



### Stage Stream: 3



### Signal Timings Diagram

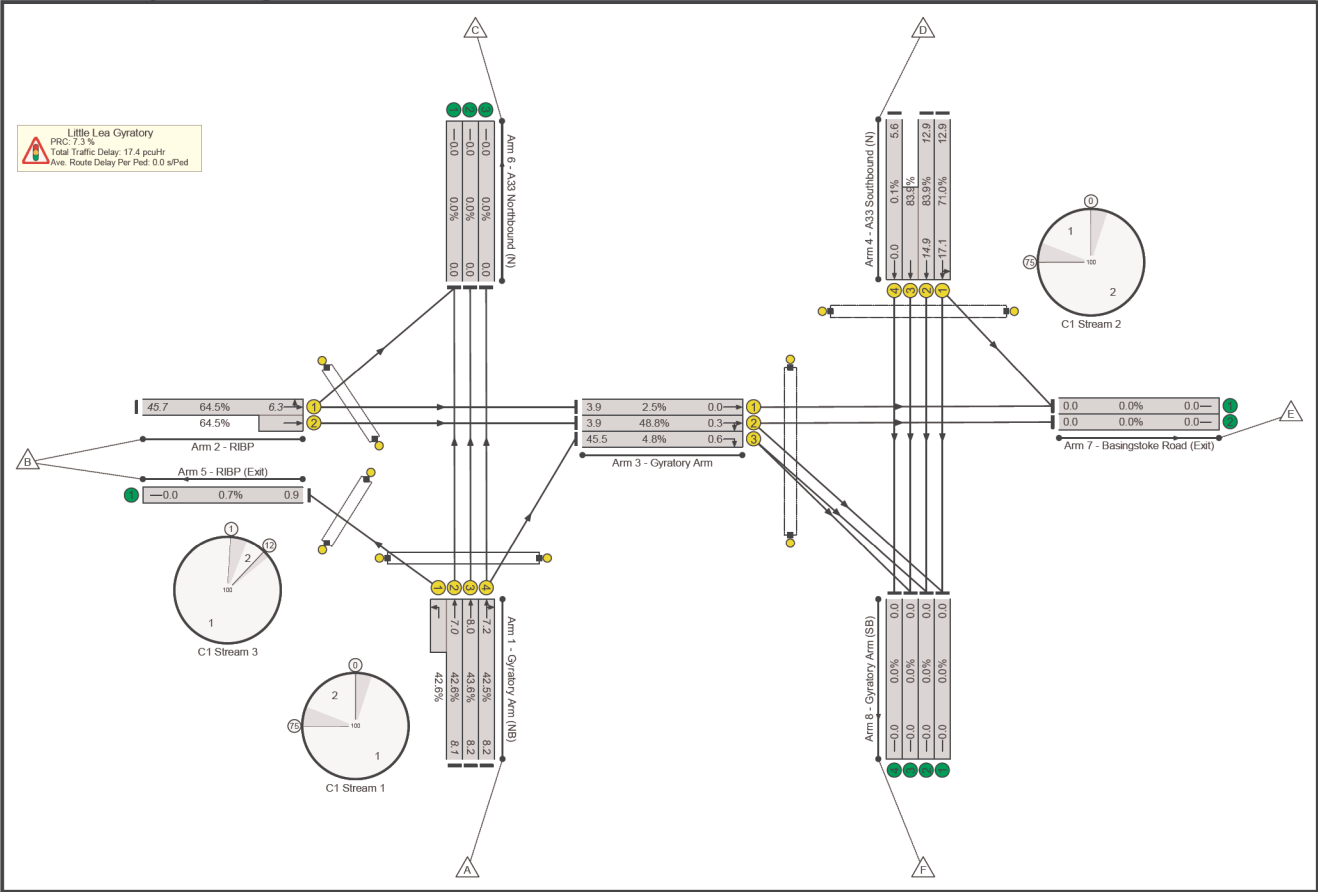


# Network Results

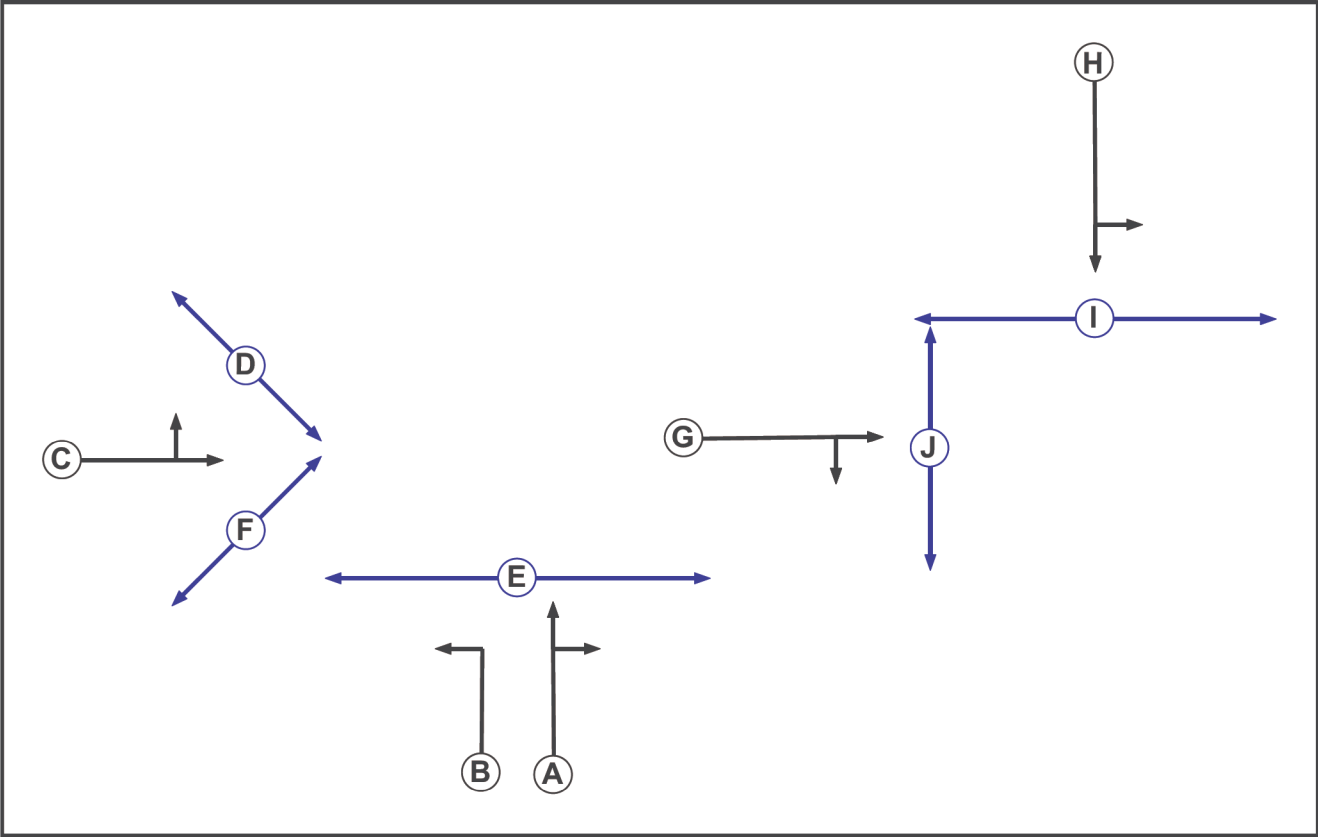
| Item                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: 43337      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 64.8%        | 0                     | 0                            | 0                           | 10.1                | -                         | -                    |
| Little Lea Gyratory | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 64.8%        | 0                     | 0                            | 0                           | 10.1                | -                         | -                    |
| 1/2+1/1             | Gyratory Arm (NB) Left Ahead  | U         | A B        |             | 1          | 62:67           | -               | 805               | 1957:1974         | 1520+31        | 51.8 : 51.9% | -                     | -                            | -                           | 1.2                 | 5.4                       | 6.9                  |
| 1/3                 | Gyratory Arm (NB) Ahead       | U         | A          |             | 1          | 62              | -               | 882               | 2100              | 1654           | 53.3%        | -                     | -                            | -                           | 1.3                 | 5.4                       | 7.7                  |
| 1/4                 | Gyratory Arm (NB) Right Ahead | U         | A          |             | 1          | 62              | -               | 818               | 1998              | 1573           | 52.0%        | -                     | -                            | -                           | 1.2                 | 5.4                       | 6.9                  |
| 2/1+2/2             | RIBP Ahead Left               | U         | C          |             | 1          | 7               | -               | 69                | 1860:1968         | 185+151        | 20.6 : 20.6% | -                     | -                            | -                           | 0.8                 | 39.8                      | 0.9                  |
| 3/1                 | Gyratory Arm Ahead            | U         | G          |             | 1          | 24              | -               | 1                 | 1965              | 614            | 0.2%         | -                     | -                            | -                           | 0.0                 | 3.3                       | 0.0                  |
| 3/2                 | Gyratory Arm Ahead Right      | U         | G          |             | 1          | 24              | -               | 31                | 2039              | 637            | 4.9%         | -                     | -                            | -                           | 0.0                 | 3.3                       | 0.0                  |
| 3/3                 | Gyratory Arm Right            | U         | G          |             | 1          | 24              | -               | 7                 | 2177              | 680            | 1.0%         | -                     | -                            | -                           | 0.0                 | 22.9                      | 0.1                  |
| 4/1                 | A33 Southbound (N) Left Ahead | U         | H          |             | 1          | 45              | -               | 525               | 1950              | 1121           | 46.8%        | -                     | -                            | -                           | 1.9                 | 12.9                      | 7.1                  |
| 4/2+4/3             | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 45              | -               | 1005              | 1950:2090         | 749+803        | 64.8 : 64.8% | -                     | -                            | -                           | 3.6                 | 12.9                      | 7.4                  |
| 4/4                 | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 45              | -               | 1                 | 1965              | 1130           | 0.1%         | -                     | -                            | -                           | 0.0                 | 9.0                       | 0.0                  |
| 5/1                 | RIBP (Exit)                   | U         | -          |             | -          | -               | -               | 16                | 1940              | 1940           | 0.8%         | -                     | -                            | -                           | 0.0                 | 0.9                       | 0.0                  |
| Ped Link: P1        | Gyratory Arm NB               | -         | E          |             | 1          | 8               | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P2        | RIBP Access (South Crossing)  | -         | F          |             | 1          | 6               | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P3        | RIBP North                    | -         | D          |             | 1          | 62              | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |

|              |              |                                        |   |   |    |      |   |                                           |   |      |       |   |                    |   |
|--------------|--------------|----------------------------------------|---|---|----|------|---|-------------------------------------------|---|------|-------|---|--------------------|---|
| Ped Link: P4 | Gyratory Arm | -                                      | J | 1 | 45 | -    | 0 | -                                         | 0 | 0.0% | -     | - | -                  | - |
| Ped Link: P5 | A33 NB       | -                                      | I | 1 | 25 | -    | 0 | -                                         | 0 | 0.0% | -     | - | -                  | - |
|              |              |                                        |   |   |    |      |   |                                           |   |      |       |   |                    |   |
| C1           |              | Stream: 1 PRC for Signalled Lanes (%): |   |   |    | 68.8 |   | Total Delay for Signalled Lanes (pcount): |   |      | 4.54  |   | Cycle Time (s): 80 |   |
| C1           |              | Stream: 2 PRC for Signalled Lanes (%): |   |   |    | 38.9 |   | Total Delay for Signalled Lanes (pcount): |   |      | 5.56  |   | Cycle Time (s): 80 |   |
| C1           |              | Stream: 3 PRC for Signalled Lanes (%): |   |   |    | 0.0  |   | Total Delay for Signalled Lanes (pcount): |   |      | 0.00  |   | Cycle Time (s): 80 |   |
|              |              | PRC Over All Lanes (%):                |   |   |    | 38.9 |   | Total Delay Over All Lanes(pcount):       |   |      | 10.11 |   |                    |   |

Scenario 6: 'B2 (PM)' (FG6: 'B2 (PM)', Plan 1: 'Network Control Plan 1')  
Network Layout Diagram



Phase Diagram



### Phase Intergreens Matrix

|                   |   | Starting Phase |   |   |   |   |   |   |   |   |   |
|-------------------|---|----------------|---|---|---|---|---|---|---|---|---|
| Terminating Phase |   | A              | B | C | D | E | F | G | H | I | J |
|                   | A |                | - | 6 | - | 5 | - | - | - | - | - |
|                   | B | -              |   | - | - | - | 5 | - | - | - | - |
|                   | C | 5              | - |   | 5 | - | - | - | - | - | - |
|                   | D | -              | - | 0 |   | - | - | - | - | - | - |
|                   | E | 0              | - | - | - |   | - | - | - | - | - |
|                   | F | -              | 0 | - | - | - |   | - | - | - | - |
|                   | G | -              | - | - | - | - | - |   | 5 | - | 5 |
|                   | H | -              | - | - | - | - | - | 6 |   | 5 | - |
|                   | I | -              | - | - | - | - | - | - | 0 |   | - |
|                   | J | -              | - | - | - | - | - | 0 | - | - |   |

### Lane Input Data

[illegible]

|                                     |   |   |   |   |      |      |   |      |      |   |                |     |
|-------------------------------------|---|---|---|---|------|------|---|------|------|---|----------------|-----|
| 4/2<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 33.0 | Geom | - | 3.35 | 0.00 | Y | Arm 8<br>Ahead | Inf |
| 4/3<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 8.7  | Geom | - | 3.35 | 0.00 | N | Arm 8<br>Ahead | Inf |
| 4/4<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 29.2 | Geom | - | 3.50 | 0.00 | Y | Arm 8<br>Ahead | Inf |
| 5/1<br>(RIBP (Exit))                | U |   | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | Y |                |     |
| 6/1<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 6/2<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 6/3<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 7/1<br>(Basingstoke<br>Road (Exit)) | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 7/2<br>(Basingstoke<br>Road (Exit)) | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/1<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/2<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/3<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/4<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |

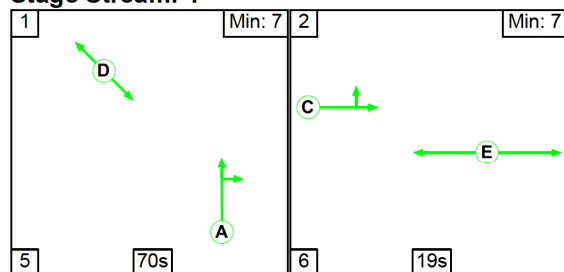
| Junction: Little Lea Gyratory           |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(Gyratory Arm (NB))              | 5.00                     | 0.00     | Y             | Arm 5 Left    | 21.00              | 100.0 %       | 1974              | 1974                     |
| 1/2<br>(Gyratory Arm (NB))              | 3.42                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1957              | 1957                     |
| 1/3<br>(Gyratory Arm (NB))              | 3.45                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2100              | 2100                     |
| 1/4<br>(Gyratory Arm (NB))              | 3.84                     | 0.00     | Y             | Arm 3 Right   | 30.00              | 3.5 %         | 1996              | 1996                     |
|                                         |                          |          |               | Arm 6 Ahead   | Inf                | 96.5 %        |                   |                          |
| 2/1<br>(RIBP)                           | 3.74                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 9.1 %         | 1868              | 1868                     |
|                                         |                          |          |               | Arm 6 Left    | 21.00              | 90.9 %        |                   |                          |
| 2/2<br>(RIBP)                           | 3.53                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1968              | 1968                     |
| 3/1<br>(Gyratory Arm)                   | 3.50                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 3/2<br>(Gyratory Arm)                   | 4.24                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 0.0 %         | 2039              | 2039                     |
|                                         |                          |          |               | Arm 8 Right   | Inf                | 100.0 %       |                   |                          |
| 3/3<br>(Gyratory Arm)                   | 4.22                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2177              | 2177                     |
| 4/1<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 7 Left    | Inf                | 1.0 %         | 1950              | 1950                     |
|                                         |                          |          |               | Arm 8 Ahead   | Inf                | 99.0 %        |                   |                          |
| 4/2<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1950              | 1950                     |
| 4/3<br>(A33 Southbound (N))             | 3.35                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2090              | 2090                     |
| 4/4<br>(A33 Southbound (N))             | 3.50                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 5/1<br>(RIBP (Exit))                    | 3.25                     | 0.00     | Y             |               |                    |               | 1940              | 1940                     |
| 6/1<br>(A33 Northbound (N) Lane 1)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A33 Northbound (N) Lane 2)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A33 Northbound (N) Lane 3)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Basingstoke Road (Exit) Lane 1) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Basingstoke Road (Exit) Lane 2) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Gyratory Arm (SB) Lane 1)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Gyratory Arm (SB) Lane 2)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/3<br>(Gyratory Arm (SB) Lane 3)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/4<br>(Gyratory Arm (SB) Lane 4)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Lane Connector Input Data

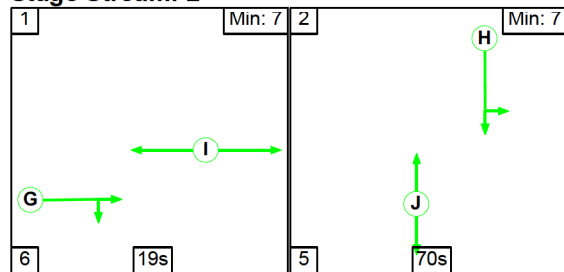
| Junction: Little Lea Gyratory |           |          |                  |                    |
|-------------------------------|-----------|----------|------------------|--------------------|
| Org Lane                      | Dest Lane | Junction | Mean Cruise Time | Platoon Dispersion |
| 1/1                           | 5/1       | Internal | 31               | 35                 |
| 1/2                           | 6/1       | Internal | 31               | 35                 |
| 1/3                           | 6/2       | Internal | 31               | 35                 |
| 1/4                           | 3/3       | Internal | 4                | N/A                |
| 1/4                           | 6/3       | Internal | 31               | 35                 |
| 2/1                           | 3/1       | Internal | 5                | N/A                |
| 2/1                           | 6/1       | Internal | 5                | 35                 |
| 2/2                           | 3/2       | Internal | 5                | N/A                |
| 3/1                           | 7/1       | Internal | 31               | 35                 |
| 3/2                           | 7/2       | Internal | 31               | 35                 |
| 3/2                           | 8/1       | Internal | 31               | 35                 |
| 3/3                           | 8/2       | Internal | 31               | 35                 |
| 3/3                           | 8/3       | Internal | 31               | 35                 |
| 4/1                           | 7/1       | Internal | 31               | 35                 |
| 4/1                           | 8/1       | Internal | 31               | 35                 |
| 4/2                           | 8/2       | Internal | 31               | 35                 |
| 4/3                           | 8/3       | Internal | 31               | 35                 |
| 4/4                           | 8/4       | Internal | 31               | 35                 |

## Stage Sequence Diagram

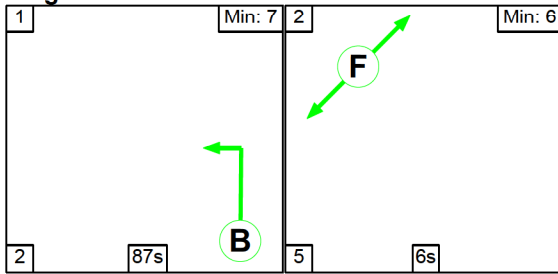
### Stage Stream: 1



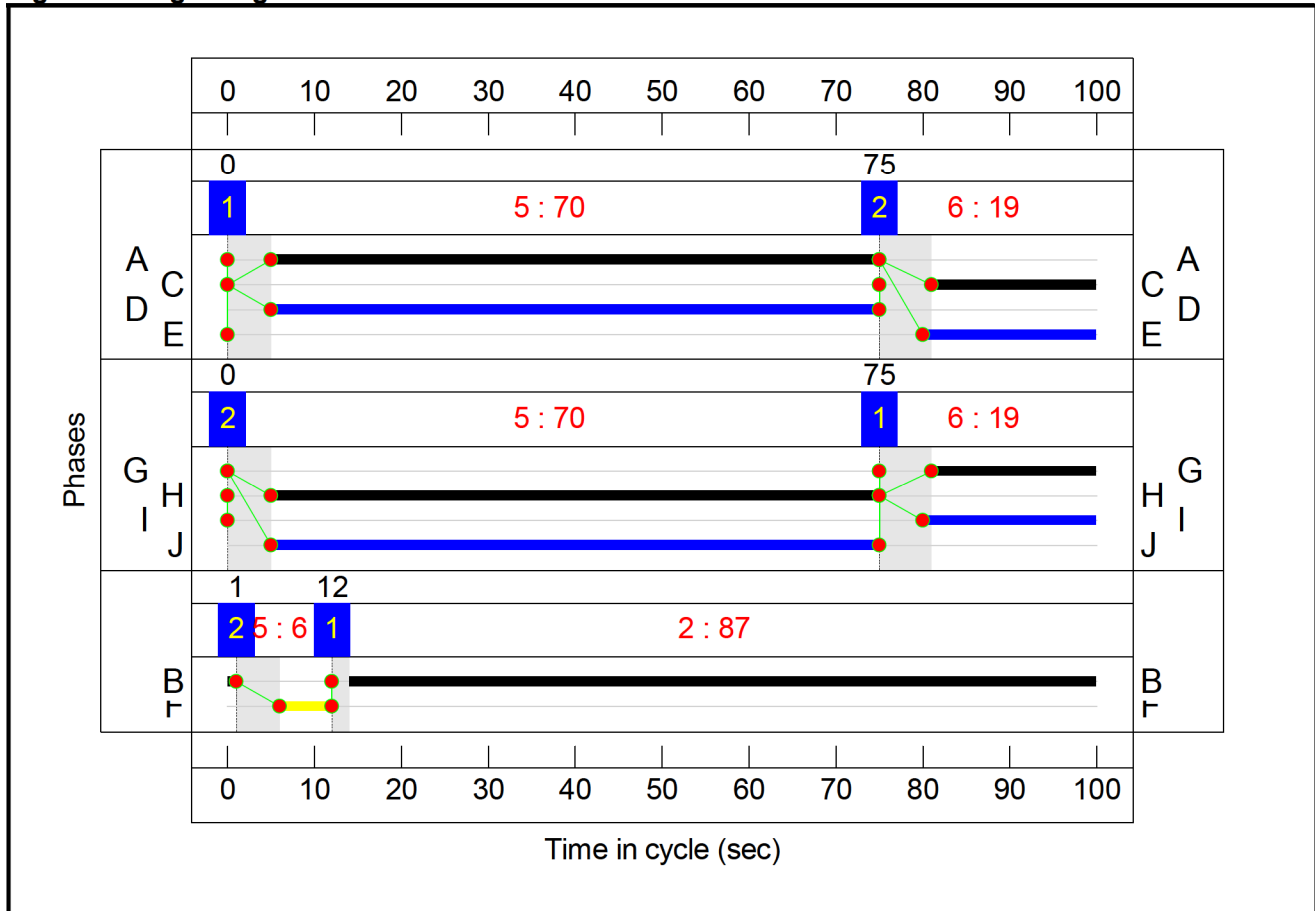
### Stage Stream: 2



### Stage Stream: 3



### Signal Timings Diagram



# Network Results

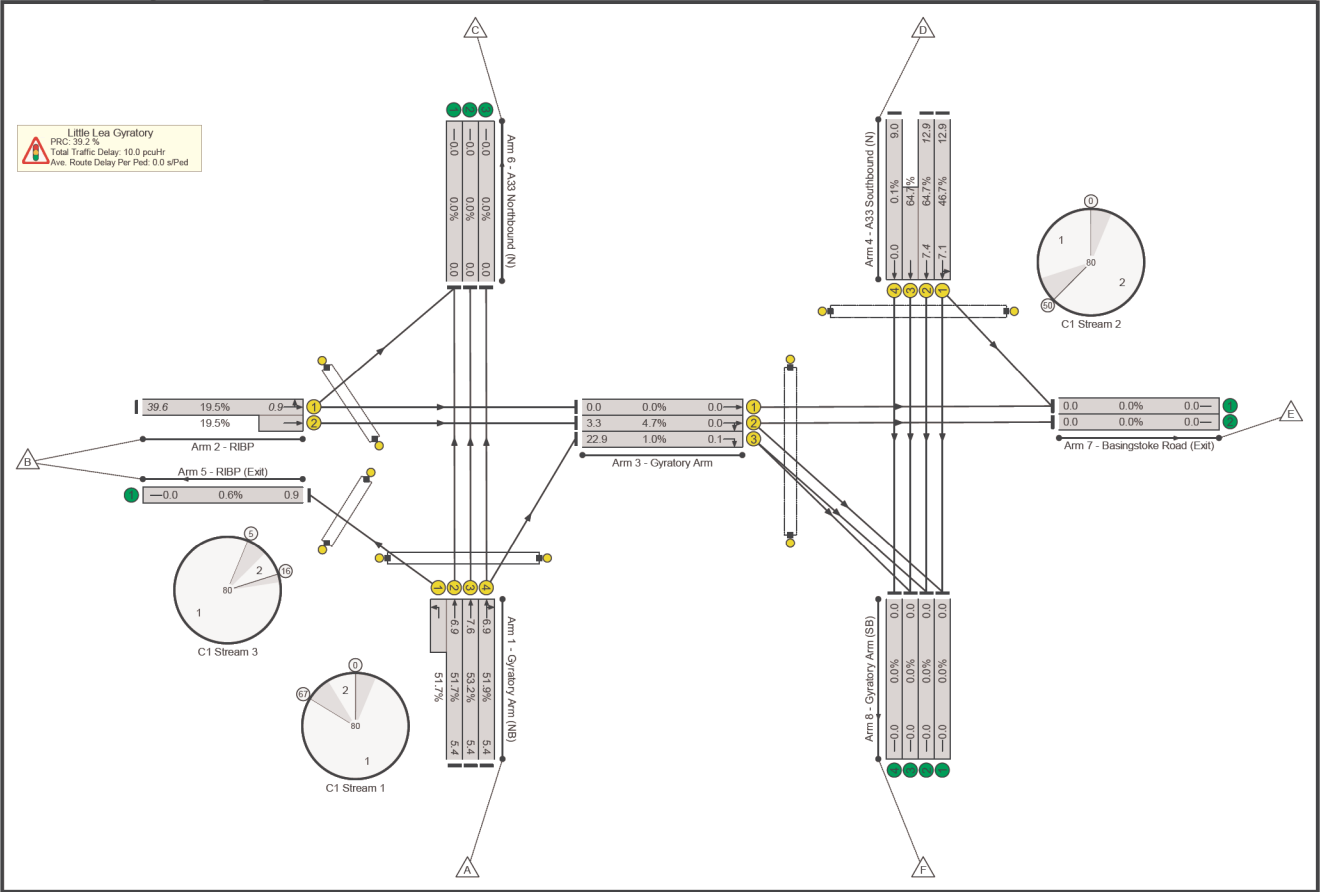
| Item                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: 43337      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 83.9%        | 0                     | 0                            | 0                           | 17.4                | -                         | -                    |
| Little Lea Gyratory | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 83.9%        | 0                     | 0                            | 0                           | 17.4                | -                         | -                    |
| 1/2+1/1             | Gyratory Arm (NB) Left Ahead  | U         | A B        |             | 1          | 70:87           | -               | 595               | 1957:1974         | 1365+33        | 42.6 : 42.6% | -                     | -                            | -                           | 1.3                 | 8.1                       | 7.0                  |
| 1/3                 | Gyratory Arm (NB) Ahead       | U         | A          |             | 1          | 70              | -               | 650               | 2100              | 1491           | 43.6%        | -                     | -                            | -                           | 1.5                 | 8.2                       | 8.0                  |
| 1/4                 | Gyratory Arm (NB) Right Ahead | U         | A          |             | 1          | 70              | -               | 603               | 1996              | 1417           | 42.5%        | -                     | -                            | -                           | 1.4                 | 8.2                       | 7.2                  |
| 2/1+2/2             | RIBP Ahead Left               | U         | C          |             | 1          | 19              | -               | 309               | 1868:1968         | 171+308        | 64.5 : 64.5% | -                     | -                            | -                           | 3.9                 | 45.7                      | 6.3                  |
| 3/1                 | Gyratory Arm Ahead            | U         | G          |             | 1          | 19              | -               | 10                | 1965              | 393            | 2.5%         | -                     | -                            | -                           | 0.0                 | 3.9                       | 0.0                  |
| 3/2                 | Gyratory Arm Ahead Right      | U         | G          |             | 1          | 19              | -               | 199               | 2039              | 408            | 48.8%        | -                     | -                            | -                           | 0.2                 | 3.9                       | 0.3                  |
| 3/3                 | Gyratory Arm Right            | U         | G          |             | 1          | 19              | -               | 21                | 2177              | 435            | 4.8%         | -                     | -                            | -                           | 0.3                 | 45.5                      | 0.6                  |
| 4/1                 | A33 Southbound (N) Left Ahead | U         | H          |             | 1          | 70              | -               | 983               | 1950              | 1385           | 71.0%        | -                     | -                            | -                           | 3.5                 | 12.9                      | 17.1                 |
| 4/2+4/3             | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 70              | -               | 1463              | 1950:2090         | 839+905        | 83.9 : 83.9% | -                     | -                            | -                           | 5.3                 | 12.9                      | 14.9                 |
| 4/4                 | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 70              | -               | 1                 | 1965              | 1395           | 0.1%         | -                     | -                            | -                           | 0.0                 | 5.6                       | 0.0                  |
| 5/1                 | RIBP (Exit)                   | U         | -          |             | -          | -               | -               | 14                | 1940              | 1940           | 0.7%         | -                     | -                            | -                           | 0.0                 | 0.9                       | 0.0                  |
| Ped Link: P1        | Gyratory Arm NB               | -         | E          |             | 1          | 20              | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P2        | RIBP Access (South Crossing)  | -         | F          |             | 1          | 6               | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P3        | RIBP North                    | -         | D          |             | 1          | 70              | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |

| Ped Link: | Gyratory Arm | - | J | 1 | 70 | - | 0 | - | 0 | 0.0% | - | - | - | - |
|-----------|--------------|---|---|---|----|---|---|---|---|------|---|---|---|---|
| P4        |              |   |   |   |    |   |   |   |   |      |   |   |   |   |
| Ped Link: | A33 NB       | - | I | 1 | 20 | - | 0 | - | 0 | 0.0% | - | - | - | - |
| P5        |              |   |   |   |    |   |   |   |   |      |   |   |   |   |

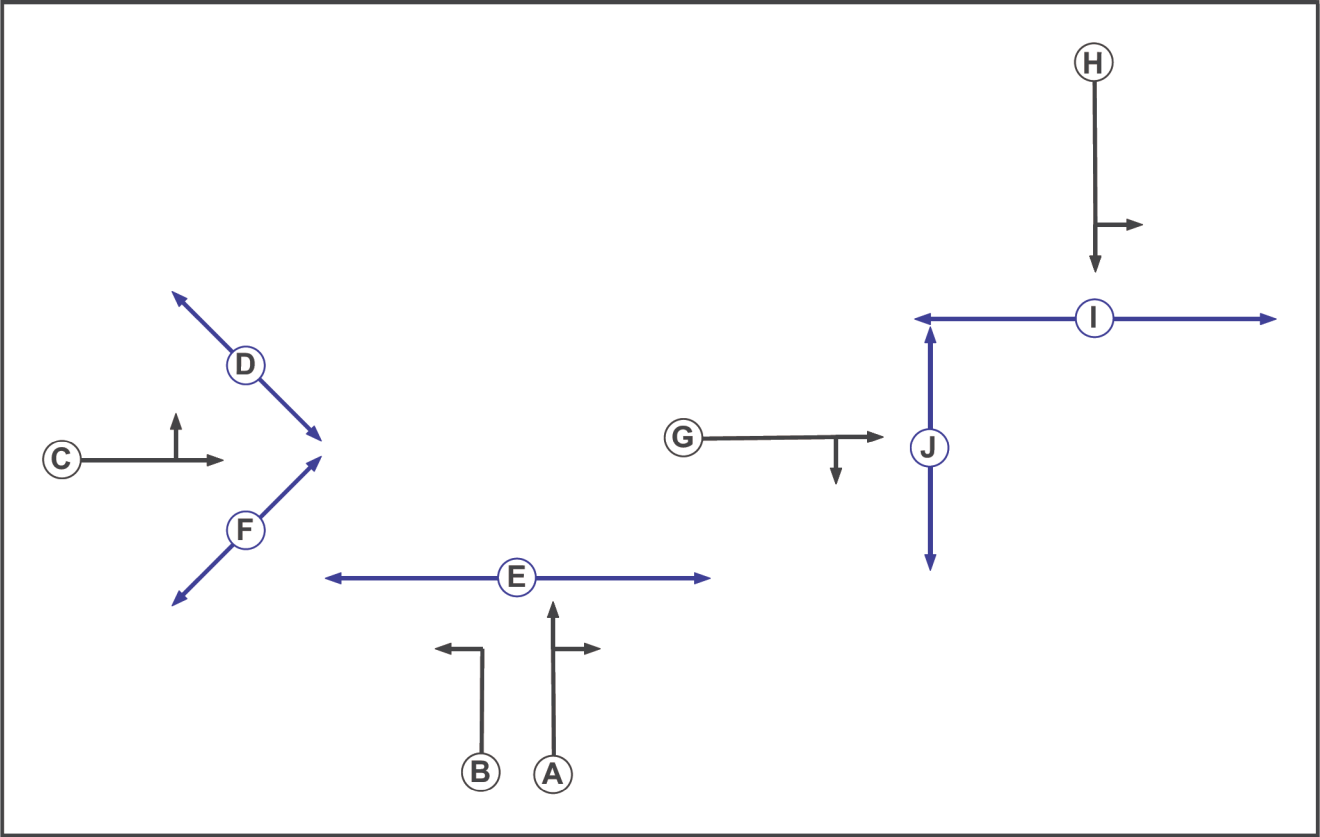
  

| C1                      | Stream: 1 PRC for Signalled Lanes (%) | 39.5 | Total Delay for Signalled Lanes (pcurH): |                                    |  | 8.13 | Cycle Time (s): | 100 |
|-------------------------|---------------------------------------|------|------------------------------------------|------------------------------------|--|------|-----------------|-----|
| C1                      | Stream: 2 PRC for Signalled Lanes (%) | 7.3  | Total Delay for Signalled Lanes (pcurH): |                                    |  | 9.28 | Cycle Time (s): | 100 |
| C1                      | Stream: 3 PRC for Signalled Lanes (%) | 0.0  | Total Delay for Signalled Lanes (pcurH): |                                    |  | 0.00 | Cycle Time (s): | 100 |
| PRC Over All Lanes (%): |                                       |      | 7.3                                      | Total Delay Over All Lanes(pcurH): |  |      | 17.41           |     |

Scenario 7: 'B8 (AM)' (FG7: 'B8 (AM)', Plan 1: 'Network Control Plan 1')  
Network Layout Diagram



Phase Diagram



### Phase Intergreens Matrix

|                   |   | Starting Phase |   |   |   |   |   |   |   |   |   |
|-------------------|---|----------------|---|---|---|---|---|---|---|---|---|
| Terminating Phase |   | A              | B | C | D | E | F | G | H | I | J |
|                   | A | -              | 6 | - | 5 | - | - | - | - | - | - |
|                   | B | -              | - | - | - | 5 | - | - | - | - | - |
|                   | C | 5              | - | - | 5 | - | - | - | - | - | - |
|                   | D | -              | - | 0 | - | - | - | - | - | - | - |
|                   | E | 0              | - | - | - | - | - | - | - | - | - |
|                   | F | -              | 0 | - | - | - | - | - | - | - | - |
|                   | G | -              | - | - | - | - | - | - | 5 | - | 5 |
|                   | H | -              | - | - | - | - | - | 6 | - | 5 | - |
|                   | I | -              | - | - | - | - | - | - | 0 | - | - |
|                   | J | -              | - | - | - | - | - | 0 | - | - | - |

### Lane Input Data

[illegible]

|                                     |   |   |   |   |      |      |   |      |      |   |                |     |
|-------------------------------------|---|---|---|---|------|------|---|------|------|---|----------------|-----|
| 4/2<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 33.0 | Geom | - | 3.35 | 0.00 | Y | Arm 8<br>Ahead | Inf |
| 4/3<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 8.7  | Geom | - | 3.35 | 0.00 | N | Arm 8<br>Ahead | Inf |
| 4/4<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 29.2 | Geom | - | 3.50 | 0.00 | Y | Arm 8<br>Ahead | Inf |
| 5/1<br>(RIBP (Exit))                | U |   | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | Y |                |     |
| 6/1<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 6/2<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 6/3<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 7/1<br>(Basingstoke<br>Road (Exit)) | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 7/2<br>(Basingstoke<br>Road (Exit)) | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/1<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/2<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/3<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/4<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |

### Lane Saturation Flows

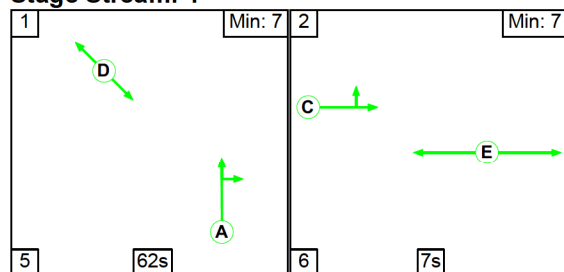
| Junction: Little Lea Gyratory           |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(Gyratory Arm (NB))              | 5.00                     | 0.00     | Y             | Arm 5 Left    | 21.00              | 100.0 %       | 1974              | 1974                     |
| 1/2<br>(Gyratory Arm (NB))              | 3.42                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1957              | 1957                     |
| 1/3<br>(Gyratory Arm (NB))              | 3.45                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2100              | 2100                     |
| 1/4<br>(Gyratory Arm (NB))              | 3.84                     | 0.00     | Y             | Arm 3 Right   | 30.00              | 0.9 %         | 1998              | 1998                     |
|                                         |                          |          |               | Arm 6 Ahead   | Inf                | 99.1 %        |                   |                          |
| 2/1<br>(RIBP)                           | 3.74                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 0.0 %         | 1856              | 1856                     |
|                                         |                          |          |               | Arm 6 Left    | 21.00              | 100.0 %       |                   |                          |
| 2/2<br>(RIBP)                           | 3.53                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1968              | 1968                     |
| 3/1<br>(Gyratory Arm)                   | 3.50                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 0.0 %         | 1965              | 1965                     |
| 3/2<br>(Gyratory Arm)                   | 4.24                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 6.7 %         | 2039              | 2039                     |
|                                         |                          |          |               | Arm 8 Right   | Inf                | 93.3 %        |                   |                          |
| 3/3<br>(Gyratory Arm)                   | 4.22                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2177              | 2177                     |
| 4/1<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 7 Left    | Inf                | 0.4 %         | 1950              | 1950                     |
|                                         |                          |          |               | Arm 8 Ahead   | Inf                | 99.6 %        |                   |                          |
| 4/2<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1950              | 1950                     |
| 4/3<br>(A33 Southbound (N))             | 3.35                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2090              | 2090                     |
| 4/4<br>(A33 Southbound (N))             | 3.50                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 5/1<br>(RIBP (Exit))                    | 3.25                     | 0.00     | Y             |               |                    |               | 1940              | 1940                     |
| 6/1<br>(A33 Northbound (N) Lane 1)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A33 Northbound (N) Lane 2)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A33 Northbound (N) Lane 3)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Basingstoke Road (Exit) Lane 1) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Basingstoke Road (Exit) Lane 2) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Gyratory Arm (SB) Lane 1)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Gyratory Arm (SB) Lane 2)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/3<br>(Gyratory Arm (SB) Lane 3)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/4<br>(Gyratory Arm (SB) Lane 4)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Lane Connector Input Data

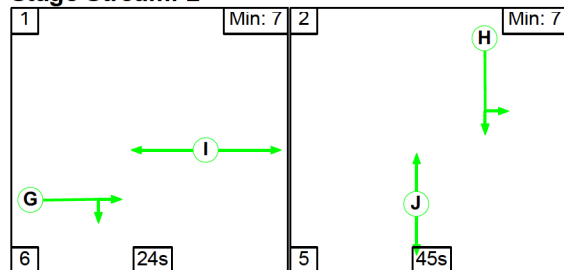
| Junction: Little Lea Gyratory |           |          |                  |                    |
|-------------------------------|-----------|----------|------------------|--------------------|
| Org Lane                      | Dest Lane | Junction | Mean Cruise Time | Platoon Dispersion |
| 1/1                           | 5/1       | Internal | 31               | 35                 |
| 1/2                           | 6/1       | Internal | 31               | 35                 |
| 1/3                           | 6/2       | Internal | 31               | 35                 |
| 1/4                           | 3/3       | Internal | 4                | N/A                |
| 1/4                           | 6/3       | Internal | 31               | 35                 |
| 2/1                           | 3/1       | Internal | 5                | N/A                |
| 2/1                           | 6/1       | Internal | 5                | 35                 |
| 2/2                           | 3/2       | Internal | 5                | N/A                |
| 3/1                           | 7/1       | Internal | 31               | 35                 |
| 3/2                           | 7/2       | Internal | 31               | 35                 |
| 3/2                           | 8/1       | Internal | 31               | 35                 |
| 3/3                           | 8/2       | Internal | 31               | 35                 |
| 3/3                           | 8/3       | Internal | 31               | 35                 |
| 4/1                           | 7/1       | Internal | 31               | 35                 |
| 4/1                           | 8/1       | Internal | 31               | 35                 |
| 4/2                           | 8/2       | Internal | 31               | 35                 |
| 4/3                           | 8/3       | Internal | 31               | 35                 |
| 4/4                           | 8/4       | Internal | 31               | 35                 |

## Stage Sequence Diagram

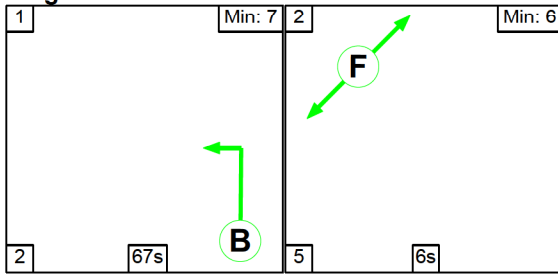
### Stage Stream: 1



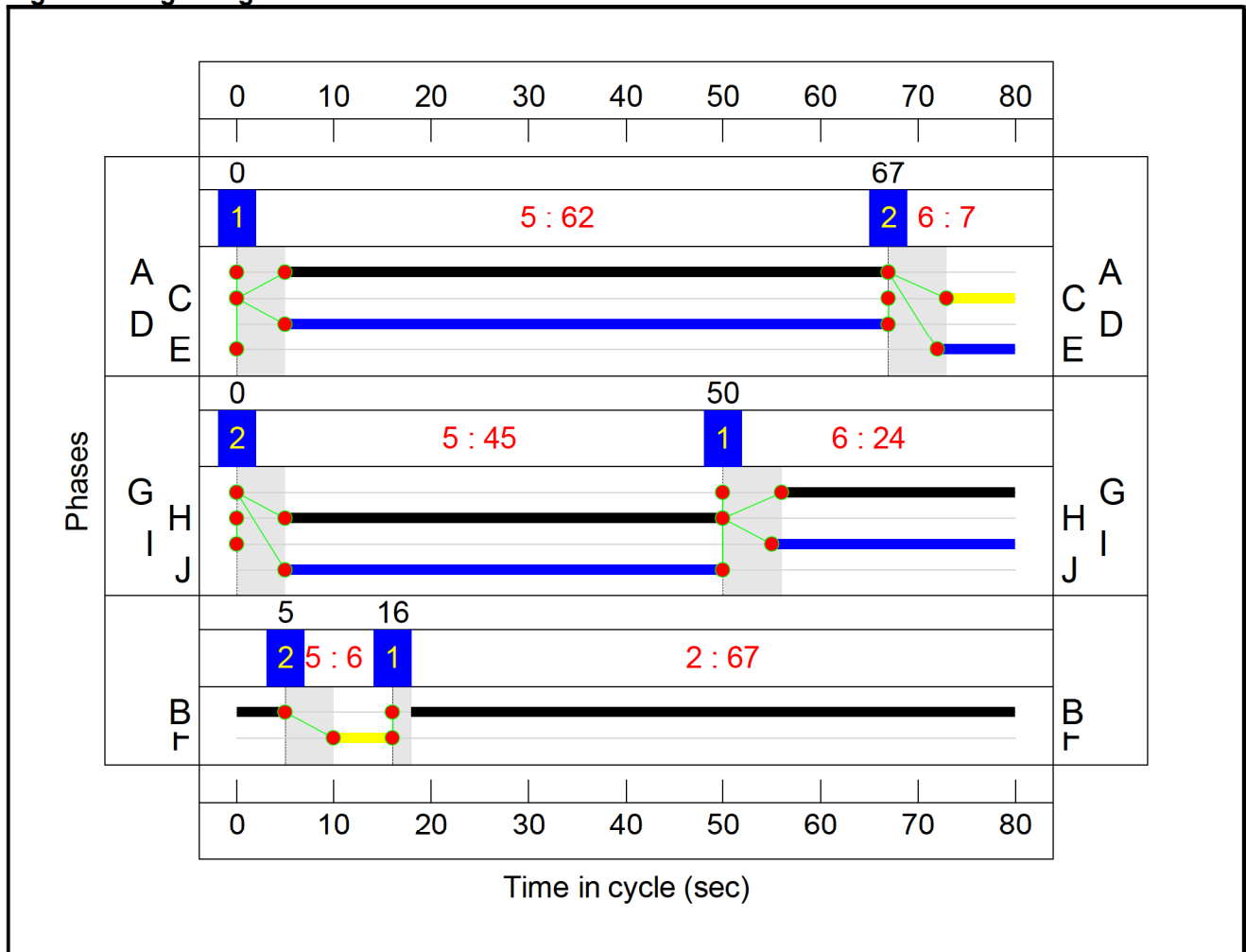
### Stage Stream: 2



### Stage Stream: 3



### Signal Timings Diagram



## Network Results

| Item                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: 43337      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 64.7%        | 0                     | 0                            | 0                           | 10.0                | -                         | -                    |
| Little Lea Gyratory | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 64.7%        | 0                     | 0                            | 0                           | 10.0                | -                         | -                    |
| 1/2+1/1             | Gyratory Arm (NB) Left Ahead  | U         | A B        |             | 1          | 62:67           | -               | 801               | 1957:1974         | 1526+23        | 51.7 : 51.7% | -                     | -                            | -                           | 1.2                 | 5.4                       | 6.9                  |
| 1/3                 | Gyratory Arm (NB) Ahead       | U         | A          |             | 1          | 62              | -               | 879               | 2100              | 1654           | 53.2%        | -                     | -                            | -                           | 1.3                 | 5.4                       | 7.6                  |
| 1/4                 | Gyratory Arm (NB) Right Ahead | U         | A          |             | 1          | 62              | -               | 816               | 1998              | 1573           | 51.9%        | -                     | -                            | -                           | 1.2                 | 5.4                       | 6.9                  |
| 2/1+2/2             | RIBP Ahead Left               | U         | C          |             | 1          | 7               | -               | 66                | 1856:1968         | 185+154        | 19.5 : 19.5% | -                     | -                            | -                           | 0.7                 | 39.6                      | 0.9                  |
| 3/1                 | Gyratory Arm Ahead            | U         | G          |             | 1          | 24              | -               | 0                 | 1965              | 614            | 0.0%         | -                     | -                            | -                           | 0.0                 | 0.0                       | 0.0                  |
| 3/2                 | Gyratory Arm Ahead Right      | U         | G          |             | 1          | 24              | -               | 30                | 2039              | 637            | 4.7%         | -                     | -                            | -                           | 0.0                 | 3.3                       | 0.0                  |
| 3/3                 | Gyratory Arm Right            | U         | G          |             | 1          | 24              | -               | 7                 | 2177              | 680            | 1.0%         | -                     | -                            | -                           | 0.0                 | 22.9                      | 0.1                  |
| 4/1                 | A33 Southbound (N) Left Ahead | U         | H          |             | 1          | 45              | -               | 524               | 1950              | 1121           | 46.7%        | -                     | -                            | -                           | 1.9                 | 12.9                      | 7.1                  |
| 4/2+4/3             | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 45              | -               | 1003              | 1950:2090         | 748+803        | 64.7 : 64.7% | -                     | -                            | -                           | 3.6                 | 12.9                      | 7.4                  |
| 4/4                 | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 45              | -               | 1                 | 1965              | 1130           | 0.1%         | -                     | -                            | -                           | 0.0                 | 9.0                       | 0.0                  |
| 5/1                 | RIBP (Exit)                   | U         | -          |             | -          | -               | -               | 12                | 1940              | 1940           | 0.6%         | -                     | -                            | -                           | 0.0                 | 0.9                       | 0.0                  |
| Ped Link: P1        | Gyratory Arm NB               | -         | E          |             | 1          | 8               | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P2        | RIBP Access (South Crossing)  | -         | F          |             | 1          | 6               | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P3        | RIBP North                    | -         | D          |             | 1          | 62              | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |

| Ped Link: | Gyratory Arm | - | J | 1 | 45 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
|-----------|--------------|---|---|---|----|---|---|---|---|------|---|---|---|---|---|---|
| P4        |              |   |   |   |    |   |   |   |   |      |   |   |   |   |   |   |
| Ped Link: | A33 NB       | - | I | 1 | 25 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - |
| P5        |              |   |   |   |    |   |   |   |   |      |   |   |   |   |   |   |

| C1 | Stream: 1 PRC for Signalled Lanes (%) | 69.3 | Total Delay for Signalled Lanes (pcount): |  |  | 4.48  | Cycle Time (s): | 80 |
|----|---------------------------------------|------|-------------------------------------------|--|--|-------|-----------------|----|
| C1 | Stream: 2 PRC for Signalled Lanes (%) | 39.2 | Total Delay for Signalled Lanes (pcount): |  |  | 5.54  | Cycle Time (s): | 80 |
| C1 | Stream: 3 PRC for Signalled Lanes (%) | 0.0  | Total Delay for Signalled Lanes (pcount): |  |  | 0.00  | Cycle Time (s): | 80 |
|    | PRC Over All Lanes (%):               | 39.2 | Total Delay Over All Lanes(pcount):       |  |  | 10.03 |                 |    |

### Network Layout Diagram



### Phase Intergreens Matrix

|                   |   | Starting Phase |   |   |   |   |   |   |   |   |   |
|-------------------|---|----------------|---|---|---|---|---|---|---|---|---|
| Terminating Phase |   | A              | B | C | D | E | F | G | H | I | J |
|                   | A |                | - | 6 | - | 5 | - | - | - | - | - |
|                   | B | -              |   | - | - | - | 5 | - | - | - | - |
|                   | C | 5              | - |   | 5 | - | - | - | - | - | - |
|                   | D | -              | - | 0 |   | - | - | - | - | - | - |
|                   | E | 0              | - | - | - |   | - | - | - | - | - |
|                   | F | -              | 0 | - | - | - |   | - | - | - | - |
|                   | G | -              | - | - | - | - | - |   | 5 | - | 5 |
|                   | H | -              | - | - | - | - | - | 6 |   | 5 | - |
|                   | I | -              | - | - | - | - | - | - | 0 |   | - |
|                   | J | -              | - | - | - | - | - | 0 | - | - |   |

### Lane Input Data

[illegible]

|                                     |   |   |   |   |      |      |   |      |      |   |                |     |
|-------------------------------------|---|---|---|---|------|------|---|------|------|---|----------------|-----|
| 4/2<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 33.0 | Geom | - | 3.35 | 0.00 | Y | Arm 8<br>Ahead | Inf |
| 4/3<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 8.7  | Geom | - | 3.35 | 0.00 | N | Arm 8<br>Ahead | Inf |
| 4/4<br>(A33<br>Southbound<br>(N))   | U | H | 2 | 3 | 29.2 | Geom | - | 3.50 | 0.00 | Y | Arm 8<br>Ahead | Inf |
| 5/1<br>(RIBP (Exit))                | U |   | 2 | 3 | 60.0 | Geom | - | 3.25 | 0.00 | Y |                |     |
| 6/1<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 6/2<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 6/3<br>(A33<br>Northbound<br>(N))   | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 7/1<br>(Basingstoke<br>Road (Exit)) | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 7/2<br>(Basingstoke<br>Road (Exit)) | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/1<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/2<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/3<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |
| 8/4<br>(Gyratory Arm<br>(SB))       | U |   | 2 | 3 | 60.0 | Inf  | - | -    | -    | - | -              | -   |

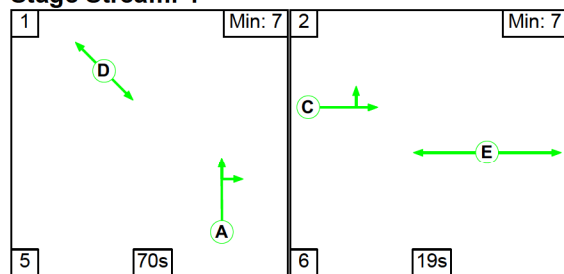
| Junction: Little Lea Gyratory           |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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<br>(Gyratory Arm (NB))              | 5.00                     | 0.00     | Y             | Arm 5 Left    | 21.00              | 100.0 %       | 1974              | 1974                     |
| 1/2<br>(Gyratory Arm (NB))              | 3.42                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1957              | 1957                     |
| 1/3<br>(Gyratory Arm (NB))              | 3.45                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2100              | 2100                     |
| 1/4<br>(Gyratory Arm (NB))              | 3.84                     | 0.00     | Y             | Arm 3 Right   | 30.00              | 3.5 %         | 1996              | 1996                     |
|                                         |                          |          |               | Arm 6 Ahead   | Inf                | 96.5 %        |                   |                          |
| 2/1<br>(RIBP)                           | 3.74                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 9.1 %         | 1868              | 1868                     |
|                                         |                          |          |               | Arm 6 Left    | 21.00              | 90.9 %        |                   |                          |
| 2/2<br>(RIBP)                           | 3.53                     | 0.00     | Y             | Arm 3 Ahead   | Inf                | 100.0 %       | 1968              | 1968                     |
| 3/1<br>(Gyratory Arm)                   | 3.50                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 3/2<br>(Gyratory Arm)                   | 4.24                     | 0.00     | Y             | Arm 7 Ahead   | Inf                | 0.0 %         | 2039              | 2039                     |
|                                         |                          |          |               | Arm 8 Right   | Inf                | 100.0 %       |                   |                          |
| 3/3<br>(Gyratory Arm)                   | 4.22                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2177              | 2177                     |
| 4/1<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 7 Left    | Inf                | 1.0 %         | 1950              | 1950                     |
|                                         |                          |          |               | Arm 8 Ahead   | Inf                | 99.0 %        |                   |                          |
| 4/2<br>(A33 Southbound (N))             | 3.35                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1950              | 1950                     |
| 4/3<br>(A33 Southbound (N))             | 3.35                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2090              | 2090                     |
| 4/4<br>(A33 Southbound (N))             | 3.50                     | 0.00     | Y             | Arm 8 Ahead   | Inf                | 100.0 %       | 1965              | 1965                     |
| 5/1<br>(RIBP (Exit))                    | 3.25                     | 0.00     | Y             |               |                    |               | 1940              | 1940                     |
| 6/1<br>(A33 Northbound (N) Lane 1)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A33 Northbound (N) Lane 2)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A33 Northbound (N) Lane 3)      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Basingstoke Road (Exit) Lane 1) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2<br>(Basingstoke Road (Exit) Lane 2) | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(Gyratory Arm (SB) Lane 1)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(Gyratory Arm (SB) Lane 2)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/3<br>(Gyratory Arm (SB) Lane 3)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/4<br>(Gyratory Arm (SB) Lane 4)       | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Lane Connector Input Data

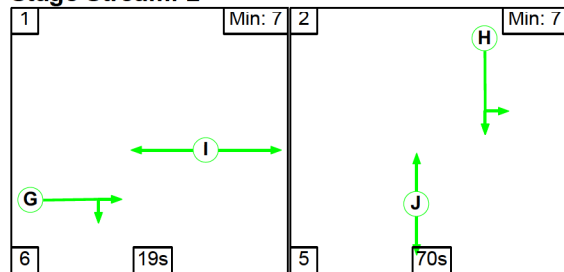
| Junction: Little Lea Gyratory |           |          |                  |                    |
|-------------------------------|-----------|----------|------------------|--------------------|
| Org Lane                      | Dest Lane | Junction | Mean Cruise Time | Platoon Dispersion |
| 1/1                           | 5/1       | Internal | 31               | 35                 |
| 1/2                           | 6/1       | Internal | 31               | 35                 |
| 1/3                           | 6/2       | Internal | 31               | 35                 |
| 1/4                           | 3/3       | Internal | 4                | N/A                |
| 1/4                           | 6/3       | Internal | 31               | 35                 |
| 2/1                           | 3/1       | Internal | 5                | N/A                |
| 2/1                           | 6/1       | Internal | 5                | 35                 |
| 2/2                           | 3/2       | Internal | 5                | N/A                |
| 3/1                           | 7/1       | Internal | 31               | 35                 |
| 3/2                           | 7/2       | Internal | 31               | 35                 |
| 3/2                           | 8/1       | Internal | 31               | 35                 |
| 3/3                           | 8/2       | Internal | 31               | 35                 |
| 3/3                           | 8/3       | Internal | 31               | 35                 |
| 4/1                           | 7/1       | Internal | 31               | 35                 |
| 4/1                           | 8/1       | Internal | 31               | 35                 |
| 4/2                           | 8/2       | Internal | 31               | 35                 |
| 4/3                           | 8/3       | Internal | 31               | 35                 |
| 4/4                           | 8/4       | Internal | 31               | 35                 |

## Stage Sequence Diagram

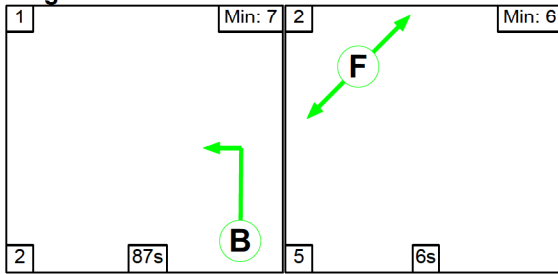
### Stage Stream: 1



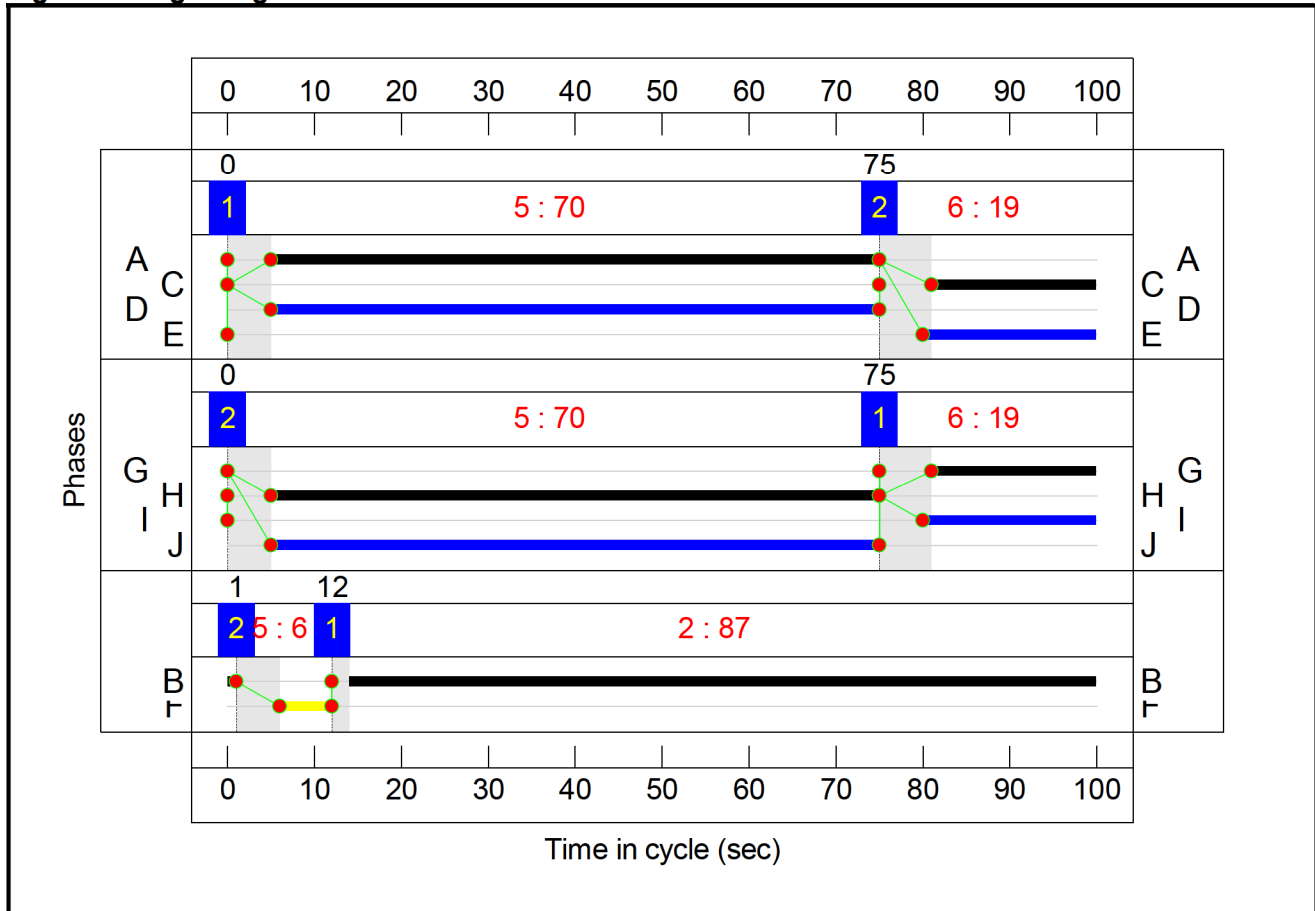
### Stage Stream: 2



### Stage Stream: 3



### Signal Timings Diagram



# Network Results

| Item                | Lane Description              | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---------------------|-------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| Network: 43337      | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 83.8%        | 0                     | 0                            | 0                           | 17.4                | -                         | -                    |
| Little Lea Gyrotory | -                             | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 83.8%        | 0                     | 0                            | 0                           | 17.4                | -                         | -                    |
| 1/2+1/1             | Gyrotory Arm (NB) Left Ahead  | U         | A B        |             | 1          | 70:87           | -               | 596               | 1957:1974         | 1365+33        | 42.6 : 42.6% | -                     | -                            | -                           | 1.3                 | 8.1                       | 7.0                  |
| 1/3                 | Gyrotory Arm (NB) Ahead       | U         | A          |             | 1          | 70              | -               | 649               | 2100              | 1491           | 43.5%        | -                     | -                            | -                           | 1.5                 | 8.2                       | 7.8                  |
| 1/4                 | Gyrotory Arm (NB) Right Ahead | U         | A          |             | 1          | 70              | -               | 602               | 1996              | 1417           | 42.5%        | -                     | -                            | -                           | 1.4                 | 8.2                       | 7.2                  |
| 2/1+2/2             | RIBP Ahead Left               | U         | C          |             | 1          | 19              | -               | 308               | 1868:1968         | 171+308        | 64.3 : 64.3% | -                     | -                            | -                           | 3.9                 | 45.6                      | 6.2                  |
| 3/1                 | Gyrotory Arm Ahead            | U         | G          |             | 1          | 19              | -               | 10                | 1965              | 393            | 2.5%         | -                     | -                            | -                           | 0.0                 | 3.9                       | 0.0                  |
| 3/2                 | Gyrotory Arm Ahead Right      | U         | G          |             | 1          | 19              | -               | 198               | 2039              | 408            | 48.6%        | -                     | -                            | -                           | 0.2                 | 3.9                       | 0.3                  |
| 3/3                 | Gyrotory Arm Right            | U         | G          |             | 1          | 19              | -               | 21                | 2177              | 435            | 4.8%         | -                     | -                            | -                           | 0.3                 | 45.5                      | 0.6                  |
| 4/1                 | A33 Southbound (N) Left Ahead | U         | H          |             | 1          | 70              | -               | 982               | 1950              | 1385           | 70.9%        | -                     | -                            | -                           | 3.5                 | 12.9                      | 17.0                 |
| 4/2+4/3             | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 70              | -               | 1459              | 1950:2090         | 832+909        | 83.8 : 83.8% | -                     | -                            | -                           | 5.2                 | 12.9                      | 14.9                 |
| 4/4                 | A33 Southbound (N) Ahead      | U         | H          |             | 1          | 70              | -               | 1                 | 1965              | 1395           | 0.1%         | -                     | -                            | -                           | 0.0                 | 5.6                       | 0.0                  |
| 5/1                 | RIBP (Exit)                   | U         | -          |             | -          | -               | -               | 14                | 1940              | 1940           | 0.7%         | -                     | -                            | -                           | 0.0                 | 0.9                       | 0.0                  |
| Ped Link: P1        | Gyrotory Arm NB               | -         | E          |             | 1          | 20              | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P2        | RIBP Access (South Crossing)  | -         | F          |             | 1          | 6               | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |
| Ped Link: P3        | RIBP North                    | -         | D          |             | 1          | 70              | -               | 0                 | -                 | 0              | 0.0%         | -                     | -                            | -                           | -                   | -                         | -                    |

| Ped Link: | Gyratory Arm | - | J | 1 | 70 | - | 0 | - | 0.0% | - | - | - | - |
|-----------|--------------|---|---|---|----|---|---|---|------|---|---|---|---|
| P4        |              |   |   |   |    |   |   |   |      |   |   |   |   |
| Ped Link: | A33 NB       | - | I | 1 | 20 | - | 0 | - | 0.0% | - | - | - | - |
| P5        |              |   |   |   |    |   |   |   |      |   |   |   |   |

| C1                      | Stream: 1 PRC for Signalled Lanes (%) | 40.1 | Total Delay for Signalled Lanes (pcurH): |  |  | 8.10  | Cycle Time (s): | 100 |
|-------------------------|---------------------------------------|------|------------------------------------------|--|--|-------|-----------------|-----|
| C1                      | Stream: 2 PRC for Signalled Lanes (%) | 7.4  | Total Delay for Signalled Lanes (pcurH): |  |  | 9.25  | Cycle Time (s): | 100 |
| C1                      | Stream: 3 PRC for Signalled Lanes (%) | 0.0  | Total Delay for Signalled Lanes (pcurH): |  |  | 0.00  | Cycle Time (s): | 100 |
| PRC Over All Lanes (%): |                                       | 7.4  | Total Delay Over All Lanes(pcurH):       |  |  | 17.36 |                 |     |