

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		125.00
C	Percentage		80.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Traffic Survey	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2301	100.000
B		ONE HOUR	✓	610	100.000
C		ONE HOUR	✓	1906	100.000
D		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	197	2093	11
	B	379	0	226	5
	C	1313	482	0	111
	D	3	6	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	2	10
	B	1	0	1	0
	C	2	7	0	58
	D	0	0	54	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.90	13.45	8.3	B	2111	2896
B	0.88	53.99	5.9	F	560	529
C	0.86	11.11	6.3	B	1749	2623
D	0.25	13.49	0.5	B	111	167

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1732	1584	396	148	0	450	2789	0.568	1579	1271	0.0	1.3	3.021	A
B	459	289	72	170	148	1662	1030	0.281	288	366	0.0	0.4	4.884	A
C	1435	1435	359	0	170	296	2537	0.566	1429	1654	0.0	1.4	3.411	A
D	91	91	23	0	0	1630	1079	0.084	91	95	0.0	0.1	5.392	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2069	1891	473	177	0	538	2702	0.700	1887	1520	1.3	2.3	4.485	A
B	548	345	86	203	177	1988	799	0.432	344	438	0.4	0.8	7.968	A
C	1713	1713	428	0	203	354	2493	0.687	1710	1978	1.4	2.3	4.820	A
D	109	109	27	0	0	1949	846	0.129	108	114	0.1	0.2	7.219	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2533	2317	579	217	0	656	2587	0.895	2295	1841	2.3	7.8	11.798	B
B	672	423	106	249	217	2417	493	0.858	407	534	0.8	4.6	37.581	E
C	2099	2099	525	0	249	419	2444	0.859	2084	2405	2.3	5.9	10.151	B
D	133	133	33	0	0	2365	545	0.245	132	139	0.2	0.5	12.890	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2533	2317	579	217	0	660	2583	0.897	2314	1860	7.8	8.3	13.447	B
B	672	423	106	249	217	2438	478	0.885	418	537	4.6	5.9	53.990	F
C	2099	2099	525	0	249	430	2436	0.861	2097	2426	5.9	6.3	11.106	B
D	133	133	33	0	0	2387	528	0.252	133	140	0.5	0.5	13.494	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2069	1891	473	177	0	544	2696	0.701	1915	1554	8.3	2.4	4.837	A
B	548	345	86	203	177	2016	778	0.444	366	443	5.9	0.8	9.235	A
C	1713	1713	428	0	203	376	2477	0.692	1729	2006	6.3	2.4	5.176	A
D	109	109	27	0	0	1989	818	0.133	110	115	0.5	0.2	7.539	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1732	1584	396	148	0	453	2786	0.569	1588	1281	2.4	1.4	3.078	A
B	459	289	72	170	148	1673	1023	0.283	291	368	0.8	0.4	4.978	A
C	1435	1435	359	0	170	299	2534	0.566	1439	1665	2.4	1.4	3.476	A
D	91	91	23	0	0	1642	1070	0.085	91	96	0.2	0.1	5.451	A

2019 + B1 (Extant), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	78.84	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 + B1 (Extant)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2311	100.000
B		ONE HOUR	✓	615	100.000
C		ONE HOUR	✓	1990	100.000
D		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	197	2093	21
	B	379	0	226	10
	C	1369	482	0	139
	D	35	69	354	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	1	2	10
	B	1	0	1	0
	C	2	7	0	58
	D	0	0	54	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	1.03	72.46	51.1	F	2121	2910
B	1.25	311.96	40.8	F	564	535
C	0.89	12.79	7.5	B	1826	2739
D	0.93	85.04	11.2	F	420	630

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1740	1592	398	148	0	677	2566	0.620	1585	1336	0.0	1.6	3.723	A
B	463	293	73	170	148	1849	897	0.326	291	413	0.0	0.5	5.976	A
C	1498	1498	375	0	170	307	2529	0.592	1492	1834	0.0	1.5	3.655	A
D	345	345	86	0	0	1671	1049	0.329	342	127	0.0	0.7	6.966	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2078	1900	475	177	0	810	2436	0.780	1893	1597	1.6	3.5	6.676	A
B	553	350	87	203	177	2209	641	0.546	347	494	0.5	1.2	12.252	B
C	1789	1789	447	0	203	366	2484	0.720	1784	2190	1.5	2.7	5.408	A
D	412	412	103	0	0	1998	811	0.508	409	152	0.7	1.4	12.187	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2544	2328	582	217	0	964	2285	1.019	2221	1877	3.5	30.2	35.807	E
B	677	428	107	249	217	2588	371	1.154	356	598	1.2	19.3	127.104	F
C	2191	2191	548	0	249	378	2475	0.885	2172	2566	2.7	7.3	11.918	B
D	504	504	126	0	0	2367	543	0.929	474	183	1.4	8.8	57.575	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2544	2328	582	217	0	987	2262	1.029	2244	1878	30.2	51.1	72.458	F
B	677	428	107	249	217	2626	344	1.246	342	605	19.3	40.8	311.957	F
C	2191	2191	548	0	249	364	2485	0.882	2190	2604	7.3	7.5	12.794	B
D	504	504	126	0	0	2371	540	0.933	495	184	8.8	11.2	85.043	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2078	1900	475	177	0	852	2395	0.794	2088	1733	51.1	4.2	20.015	C
B	553	350	87	203	177	2435	480	0.729	468	505	40.8	11.2	205.074	F
C	1789	1789	447	0	203	489	2392	0.748	1806	2415	7.5	3.2	6.690	A
D	412	412	103	0	0	2136	711	0.579	449	159	11.2	2.0	21.304	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1740	1592	398	148	0	688	2556	0.623	1601	1389	4.2	1.7	3.887	A
B	463	293	73	170	148	1872	881	0.332	336	417	11.2	0.5	7.200	A
C	1498	1498	375	0	170	352	2495	0.601	1505	1856	3.2	1.6	3.873	A
D	345	345	86	0	0	1727	1008	0.342	350	130	2.0	0.7	7.556	A

2019 + B2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	19.54	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 + B2	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2302	100.000
B		ONE HOUR	✓	611	100.000
C		ONE HOUR	✓	1915	100.000
D		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	197	2093	12
	B	379	0	226	6
	C	1319	482	0	114
	D	5	11	129	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	1	2	10
	B	1	0	1	0
	C	2	7	0	58
	D	0	0	54	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.91	14.70	9.0	B	2112	2897
B	0.91	64.40	7.1	F	561	530
C	0.87	11.43	6.5	B	1757	2636
D	0.30	14.31	0.6	B	133	200

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1733	1585	396	148	0	466	2773	0.572	1579	1277	0.0	1.4	3.064	A
B	460	290	72	170	148	1676	1021	0.284	288	370	0.0	0.4	4.953	A
C	1442	1442	360	0	170	297	2536	0.569	1436	1667	0.0	1.4	3.437	A
D	109	109	27	0	0	1634	1075	0.102	109	99	0.0	0.2	5.408	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2069	1892	473	177	0	558	2683	0.705	1888	1527	1.4	2.4	4.596	A
B	549	346	87	203	177	2004	787	0.440	345	442	0.4	0.8	8.184	A
C	1722	1722	430	0	203	355	2492	0.691	1718	1993	1.4	2.3	4.881	A
D	130	130	33	0	0	1955	843	0.155	130	118	0.2	0.3	7.339	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2535	2318	579	217	0	680	2564	0.904	2294	1847	2.4	8.4	12.641	B
B	673	424	106	249	217	2435	480	0.883	406	539	0.8	5.3	41.939	E
C	2108	2108	527	0	249	419	2444	0.863	2093	2422	2.3	6.1	10.395	B
D	160	160	40	0	0	2368	542	0.295	158	144	0.3	0.6	13.590	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2535	2318	579	217	0	684	2559	0.906	2315	1867	8.4	9.0	14.698	B
B	673	424	106	249	217	2457	464	0.913	417	542	5.3	7.1	64.399	F
C	2108	2108	527	0	249	430	2436	0.866	2107	2444	6.1	6.5	11.431	B
D	160	160	40	0	0	2392	525	0.304	160	145	0.6	0.6	14.315	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2069	1892	473	177	0	565	2677	0.707	1918	1567	9.0	2.5	5.008	A
B	549	346	87	203	177	2036	765	0.453	371	447	7.1	0.9	9.816	A
C	1722	1722	430	0	203	382	2472	0.696	1738	2025	6.5	2.5	5.279	A
D	130	130	33	0	0	1999	810	0.161	132	120	0.6	0.3	7.729	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1733	1585	396	148	0	470	2769	0.572	1589	1287	2.5	1.4	3.126	A
B	460	290	72	170	148	1687	1013	0.286	292	372	0.9	0.4	5.052	A
C	1442	1442	360	0	170	301	2533	0.569	1446	1678	2.5	1.4	3.507	A
D	109	109	27	0	0	1647	1066	0.102	110	100	0.3	0.2	5.471	A

2019 + B8, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	18.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019 + B8	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	2302	100.000
B		ONE HOUR	✓	610	100.000
C		ONE HOUR	✓	1912	100.000
D		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	197	2093	12
	B	379	0	226	5
	C	1317	482	0	113
	D	5	9	124	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	1	2	10
	B	1	0	1	0
	C	2	7	0	58
	D	0	0	54	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.90	14.30	8.8	B	2112	2897
B	0.90	60.69	6.6	F	560	529
C	0.86	11.32	6.4	B	1754	2632
D	0.29	14.05	0.6	B	127	190

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1733	1585	396	148	0	461	2778	0.570	1579	1275	0.0	1.3	3.051	A
B	459	289	72	170	148	1672	1024	0.282	288	368	0.0	0.4	4.930	A
C	1439	1439	360	0	170	297	2536	0.568	1434	1663	0.0	1.4	3.427	A
D	104	104	26	0	0	1633	1076	0.097	103	97	0.0	0.2	5.397	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2069	1892	473	177	0	552	2689	0.704	1888	1525	1.3	2.4	4.562	A
B	548	345	86	203	177	1999	790	0.437	344	440	0.4	0.8	8.112	A
C	1719	1719	430	0	203	354	2493	0.690	1715	1989	1.4	2.3	4.859	A
D	124	124	31	0	0	1953	844	0.147	124	117	0.2	0.2	7.295	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2535	2318	579	217	0	672	2571	0.901	2295	1846	2.4	8.2	12.376	B
B	672	423	106	249	217	2430	484	0.874	406	537	0.8	5.0	40.430	E
C	2105	2105	526	0	249	419	2444	0.861	2090	2417	2.3	6.0	10.308	B
D	152	152	38	0	0	2367	543	0.280	151	142	0.2	0.6	13.364	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2535	2318	579	217	0	677	2567	0.903	2315	1866	8.2	8.8	14.296	B
B	672	423	106	249	217	2452	468	0.903	416	540	5.0	6.6	60.686	F
C	2105	2105	526	0	249	430	2436	0.864	2104	2438	6.0	6.4	11.315	B
D	152	152	38	0	0	2390	526	0.289	152	143	0.6	0.6	14.048	B

17:45 - 18:00

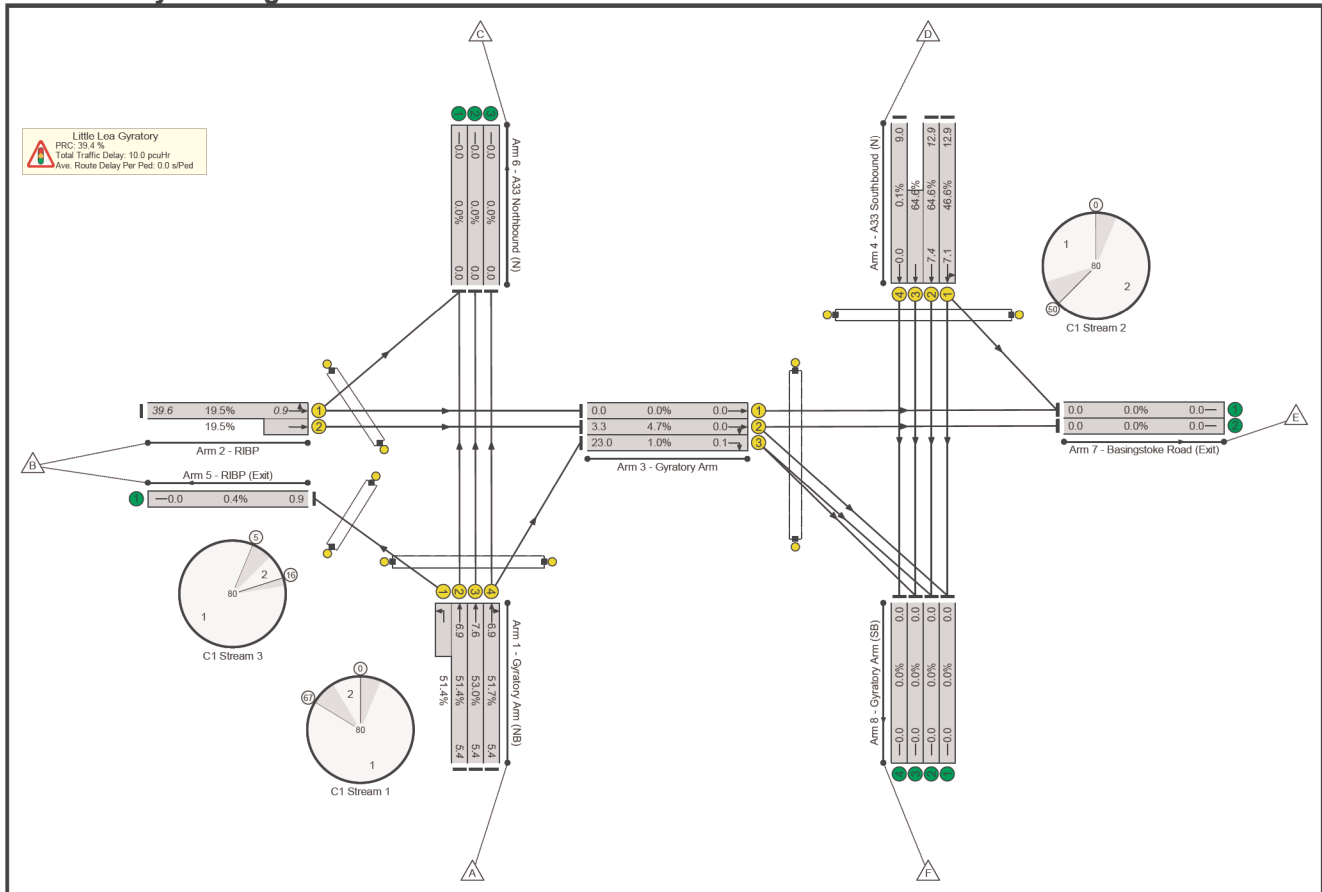
Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	2069	1892	473	177	0	558	2683	0.705	1918	1563	8.8	2.5	4.954	A
B	548	345	86	203	177	2030	768	0.449	368	445	6.6	0.8	9.610	A
C	1719	1719	430	0	203	379	2474	0.695	1735	2019	6.4	2.4	5.240	A
D	124	124	31	0	0	1996	813	0.153	125	118	0.6	0.3	7.658	A

18:00 - 18:15

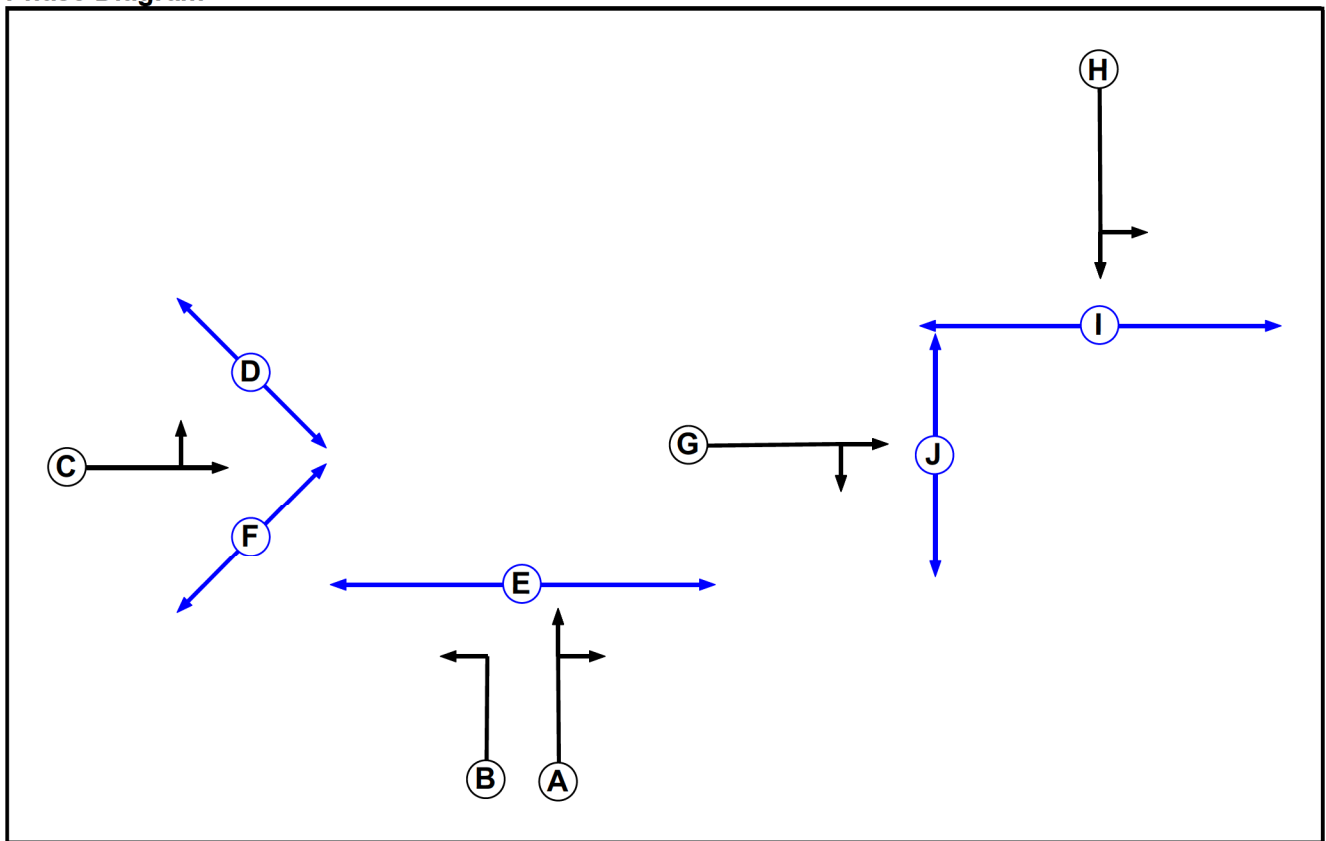
Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1733	1585	396	148	0	464	2775	0.571	1589	1285	2.5	1.4	3.109	A
B	459	289	72	170	148	1683	1016	0.285	291	371	0.8	0.4	5.025	A
C	1439	1439	360	0	170	300	2534	0.568	1444	1674	2.4	1.4	3.497	A
D	104	104	26	0	0	1645	1067	0.097	104	98	0.3	0.2	5.461	A

Appendix J LinSig Results

**Scenario 1: '2019 Traffic Survey (AM)' (FG1: '2019 Traffic Survey (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

Junction: Little Lea Gyratory												
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 (Gyratory Arm (NB))	U	B	2	3	5.0	Geom	-	5.00	0.00	Y	Arm 5 Left	21.00
1/2 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.42	0.00	Y	Arm 6 Ahead	Inf
1/3 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.45	0.00	N	Arm 6 Ahead	Inf
1/4 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.84	0.00	Y	Arm 3 Right	30.00
											Arm 6 Ahead	Inf
2/1 (RIBP)	U	C	2	3	7.5	Geom	-	3.74	0.00	Y	Arm 3 Ahead	Inf
											Arm 6 Left	21.00
2/2 (RIBP)	U	C	2	3	4.1	Geom	-	3.53	0.00	Y	Arm 3 Ahead	Inf
3/1 (Gyratory Arm)	U	G	2	3	4.4	Geom	-	3.50	0.00	Y	Arm 7 Ahead	Inf
3/2 (Gyratory Arm)	U	G	2	3	4.5	Geom	-	4.24	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	Inf
3/3 (Gyratory Arm)	U	G	2	3	5.6	Geom	-	4.22	0.00	N	Arm 8 Right	Inf
4/1 (A33 Southbound (N))	U	H	2	3	33.0	Geom	-	3.35	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf

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

Lane Saturation Flows

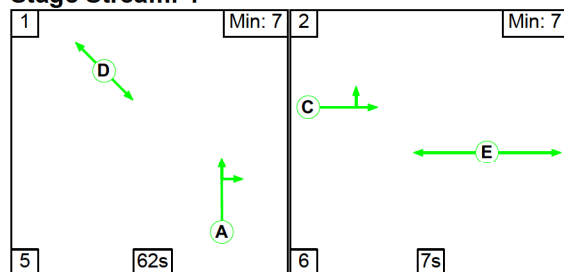
Junction: Little Lea Gyratory								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Gyratory Arm (NB))	5.00	0.00	Y	Arm 5 Left	21.00	100.0 %	1974	1974
1/2 (Gyratory Arm (NB))	3.42	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1957	1957
1/3 (Gyratory Arm (NB))	3.45	0.00	N	Arm 6 Ahead	Inf	100.0 %	2100	2100
1/4 (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 (RIBP)	3.74	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1856	1856
				Arm 6 Left	21.00	100.0 %		
2/2 (RIBP)	3.53	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1968	1968
3/1 (Gyratory Arm)	3.50	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1965	1965
3/2 (Gyratory Arm)	4.24	0.00	Y	Arm 7 Ahead	Inf	6.7 %	2039	2039
				Arm 8 Right	Inf	93.3 %		
3/3 (Gyratory Arm)	4.22	0.00	N	Arm 8 Right	Inf	100.0 %	2177	2177
4/1 (A33 Southbound (N))	3.35	0.00	Y	Arm 7 Left	Inf	0.4 %	1950	1950
				Arm 8 Ahead	Inf	99.6 %		
4/2 (A33 Southbound (N))	3.35	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1950	1950
4/3 (A33 Southbound (N))	3.35	0.00	N	Arm 8 Ahead	Inf	100.0 %	2090	2090
4/4 (A33 Southbound (N))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (RIBP (Exit))	3.25	0.00	Y				1940	1940
6/1 (A33 Northbound (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A33 Northbound (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A33 Northbound (N) Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Basingstoke Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Basingstoke Road (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Gyratory Arm (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Gyratory Arm (SB) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Gyratory Arm (SB) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/4 (Gyratory Arm (SB) Lane 4)	Infinite Saturation Flow						Inf	Inf

Lane Connector Input Data

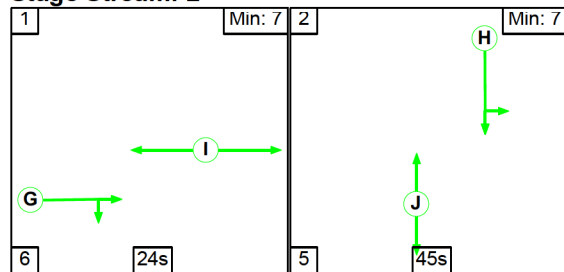
Junction: Little Lea Gyratory				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	5/1	Internal	31	35
1/2	6/1	Internal	31	35
1/3	6/2	Internal	31	35
1/4	3/3	Internal	4	N/A
1/4	6/3	Internal	31	35
2/1	3/1	Internal	5	N/A
2/1	6/1	Internal	5	35
2/2	3/2	Internal	5	N/A
3/1	7/1	Internal	31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

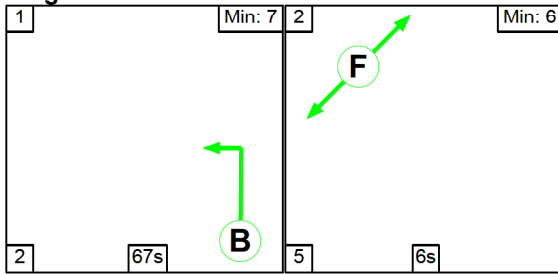
Stage Stream: 1



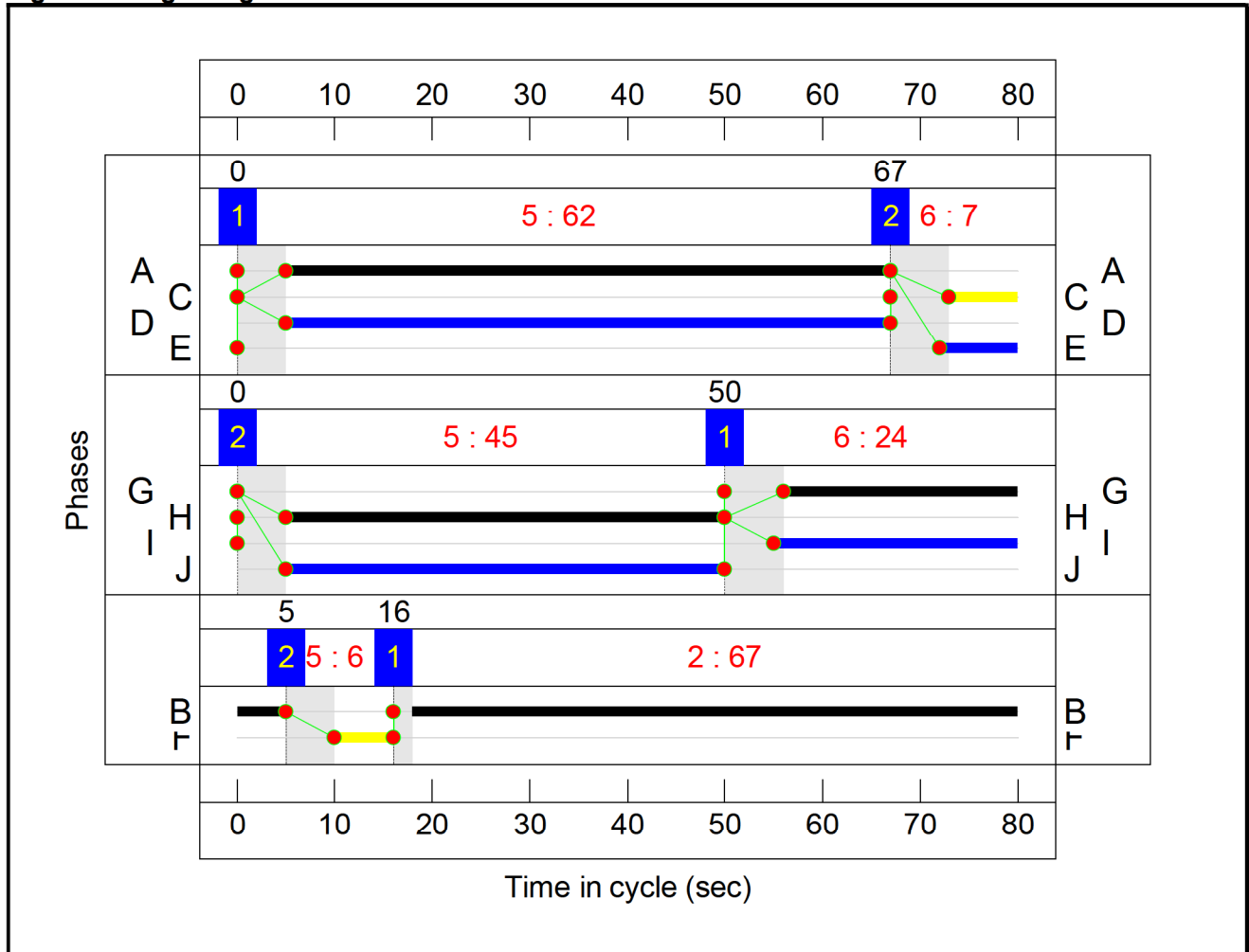
Stage Stream: 2



Stage Stream: 3



Signal Timings Diagram



Network Results

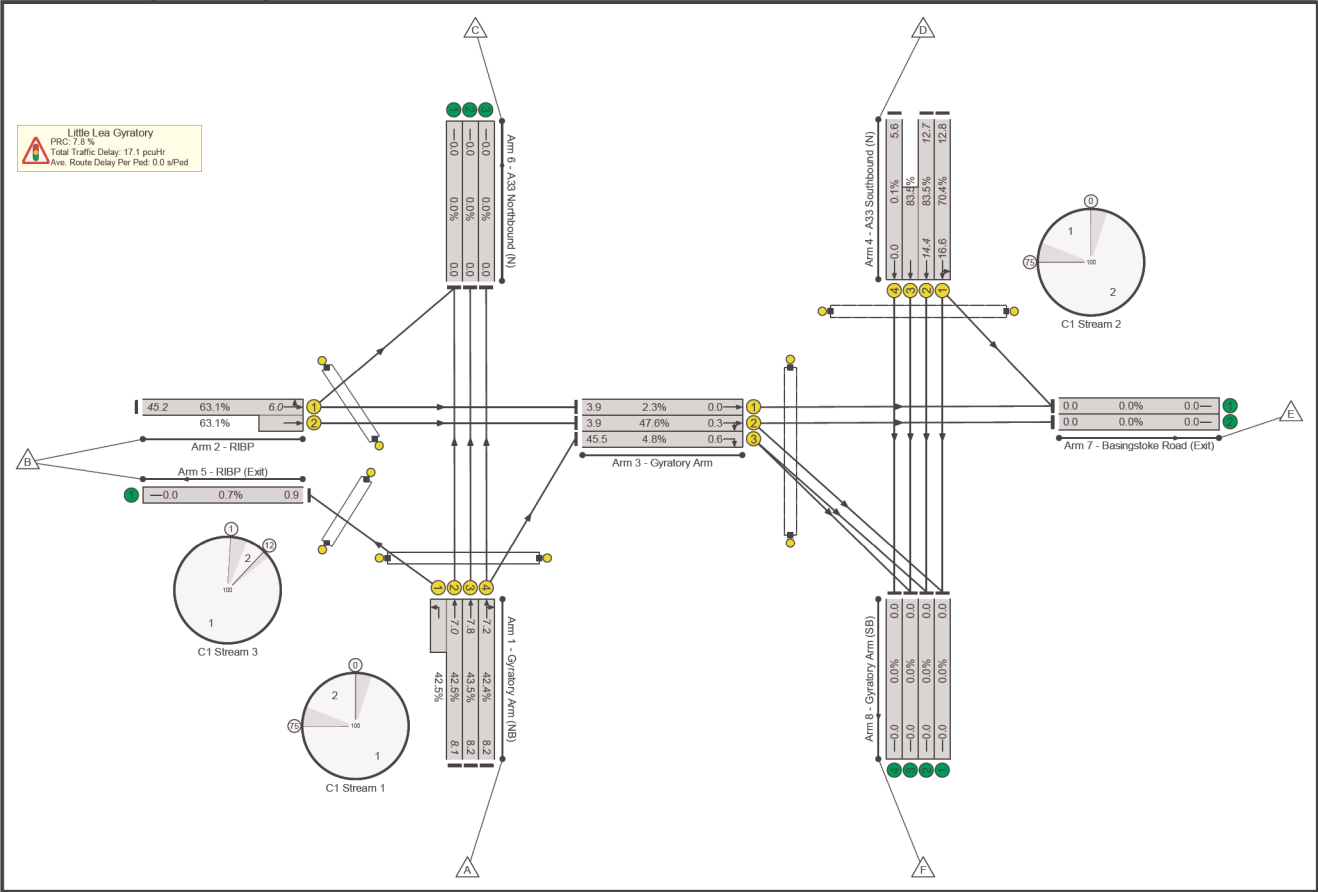
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 43337	-	-	-		-	-	-	-	-	-	64.6%	0	0	0	10.0	-	-
Little Lea Gyratory	-	-	-		-	-	-	-	-	-	64.6%	0	0	0	10.0	-	-
1/2+1/1	Gyratory Arm (NB) Left Ahead	U	A B		1	62:67	-	795	1957:1974	1534+14	51.4 : 51.4%	-	-	-	1.2	5.4	6.9
1/3	Gyratory Arm (NB) Ahead	U	A		1	62	-	876	2100	1654	53.0%	-	-	-	1.3	5.4	7.6
1/4	Gyratory Arm (NB) Right Ahead	U	A		1	62	-	813	1998	1573	51.7%	-	-	-	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	23.0	0.1
4/1	A33 Southbound (N) Left Ahead	U	H		1	45	-	523	1950	1121	46.6%	-	-	-	1.9	12.9	7.1
4/2+4/3	A33 Southbound (N) Ahead	U	H		1	45	-	1002	1950:2090	750+802	64.6 : 64.6%	-	-	-	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	-		-	-	-	7	1940	1940	0.4%	-	-	-	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															

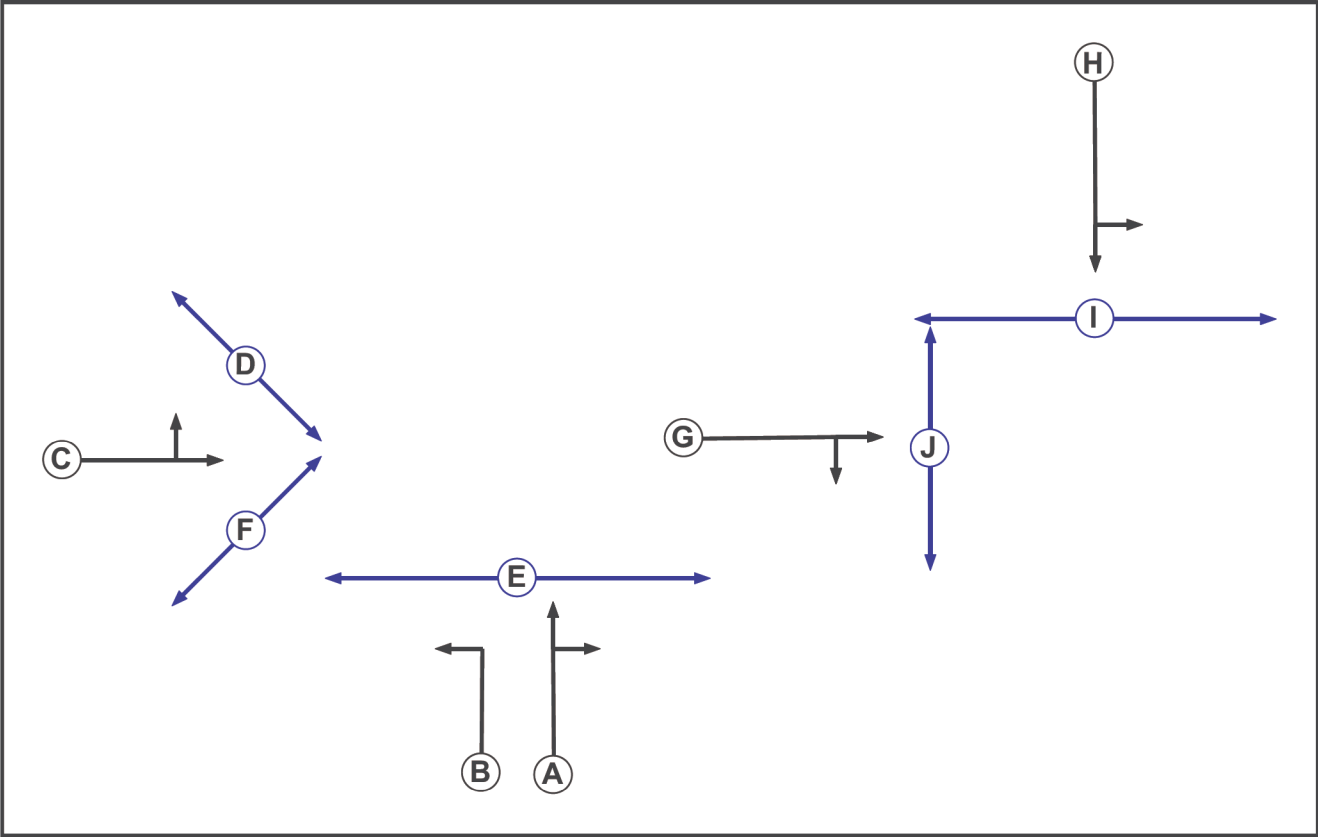
C1	Stream: 1 PRC for Signalled Lanes (%)	69.9	Total Delay for Signalled Lanes (pcount):			4.46	Cycle Time (s):	80
C1	Stream: 2 PRC for Signalled Lanes (%)	39.4	Total Delay for Signalled Lanes (pcount):			5.53	Cycle Time (s):	80
C1	Stream: 3 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcount):			0.00	Cycle Time (s):	80
	PRC Over All Lanes (%):	39.4	Total Delay Over All Lanes(pcount):			9.99		

Scenario 2: '2019 Traffic Survey (PM)' (FG2: '2019 Traffic Survey (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	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 (A33 Southbound (N))	U	H	2	3	33.0	Geom	-	3.35	0.00	Y	Arm 8 Ahead	Inf
4/3 (A33 Southbound (N))	U	H	2	3	8.7	Geom	-	3.35	0.00	N	Arm 8 Ahead	Inf
4/4 (A33 Southbound (N))	U	H	2	3	29.2	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
5/1 (RIBP (Exit))	U		2	3	60.0	Geom	-	3.25	0.00	Y		
6/1 (A33 Northbound (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A33 Northbound (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/3 (A33 Northbound (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Basingstoke Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Basingstoke Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Gyratory Arm (SB))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Gyratory Arm (SB))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/3 (Gyratory Arm (SB))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/4 (Gyratory Arm (SB))	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

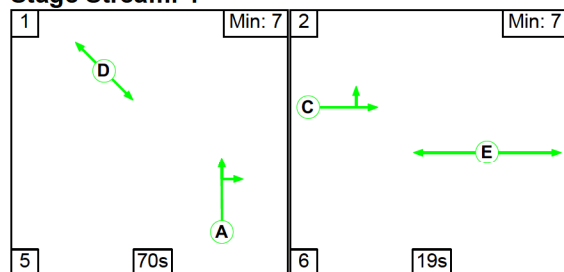
Junction: Little Lea Gyratory								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Gyratory Arm (NB))	5.00	0.00	Y	Arm 5 Left	21.00	100.0 %	1974	1974
1/2 (Gyratory Arm (NB))	3.42	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1957	1957
1/3 (Gyratory Arm (NB))	3.45	0.00	N	Arm 6 Ahead	Inf	100.0 %	2100	2100
1/4 (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 (RIBP)	3.74	0.00	Y	Arm 3 Ahead	Inf	8.3 %	1867	1867
				Arm 6 Left	21.00	91.7 %		
2/2 (RIBP)	3.53	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1968	1968
3/1 (Gyratory Arm)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
3/2 (Gyratory Arm)	4.24	0.00	Y	Arm 7 Ahead	Inf	0.0 %	2039	2039
				Arm 8 Right	Inf	100.0 %		
3/3 (Gyratory Arm)	4.22	0.00	N	Arm 8 Right	Inf	100.0 %	2177	2177
4/1 (A33 Southbound (N))	3.35	0.00	Y	Arm 7 Left	Inf	1.0 %	1950	1950
				Arm 8 Ahead	Inf	99.0 %		
4/2 (A33 Southbound (N))	3.35	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1950	1950
4/3 (A33 Southbound (N))	3.35	0.00	N	Arm 8 Ahead	Inf	100.0 %	2090	2090
4/4 (A33 Southbound (N))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (RIBP (Exit))	3.25	0.00	Y				1940	1940
6/1 (A33 Northbound (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A33 Northbound (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A33 Northbound (N) Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Basingstoke Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Basingstoke Road (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Gyratory Arm (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Gyratory Arm (SB) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Gyratory Arm (SB) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/4 (Gyratory Arm (SB) Lane 4)	Infinite Saturation Flow						Inf	Inf

Lane Connector Input Data

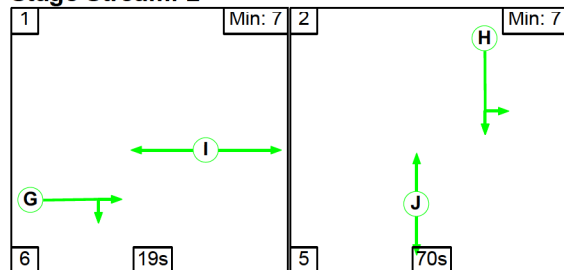
Junction: Little Lea Gyratory				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	5/1	Internal	31	35
1/2	6/1	Internal	31	35
1/3	6/2	Internal	31	35
1/4	3/3	Internal	4	N/A
1/4	6/3	Internal	31	35
2/1	3/1	Internal	5	N/A
2/1	6/1	Internal	5	35
2/2	3/2	Internal	5	N/A
3/1	7/1	Internal	31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

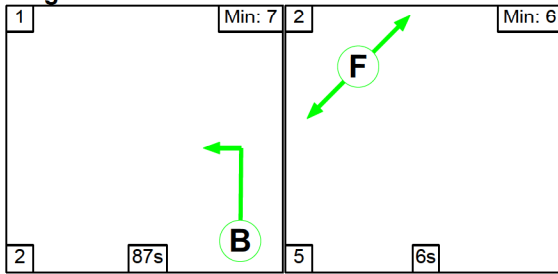
Stage Stream: 1



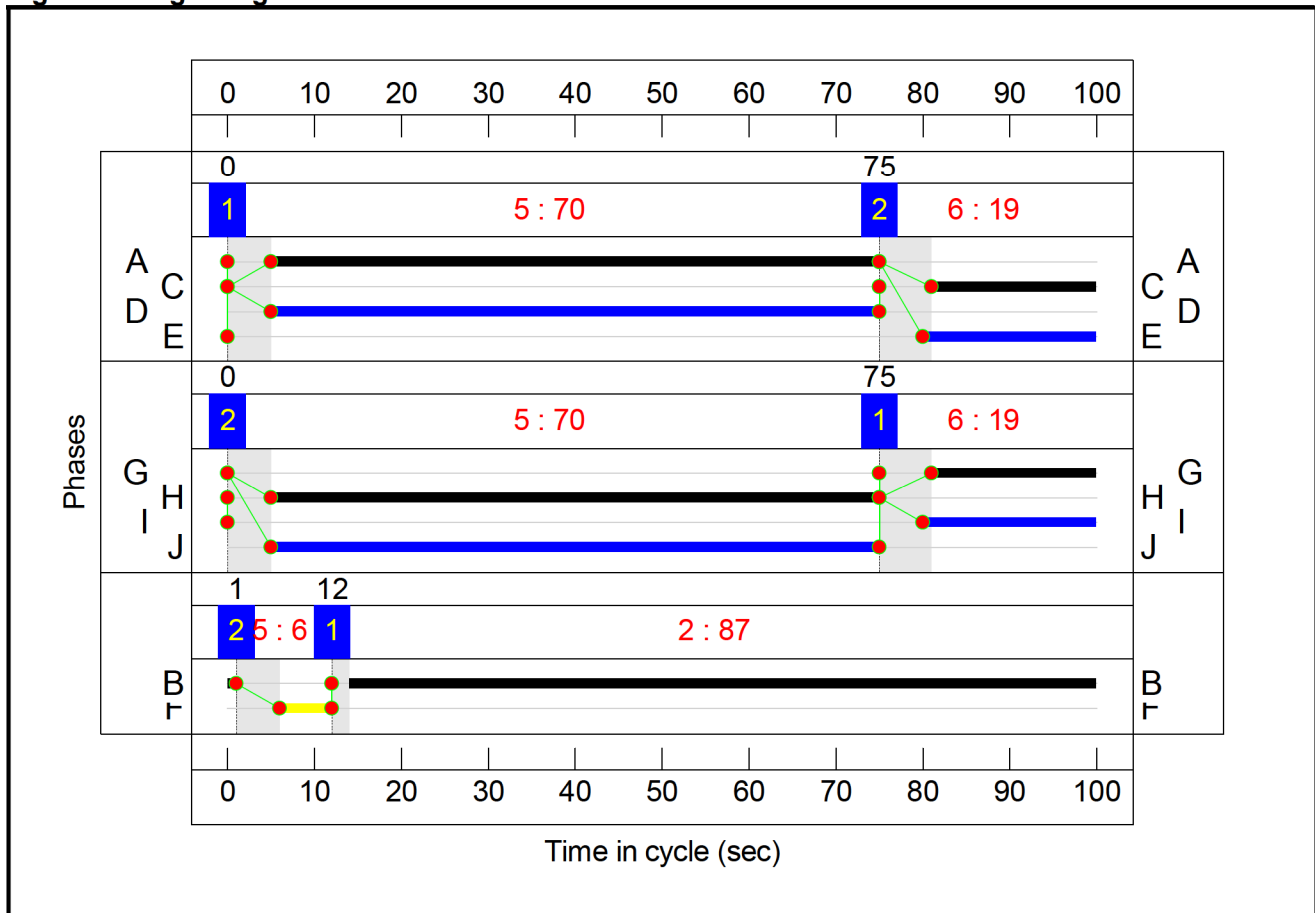
Stage Stream: 2



Stage Stream: 3



Signal Timings Diagram

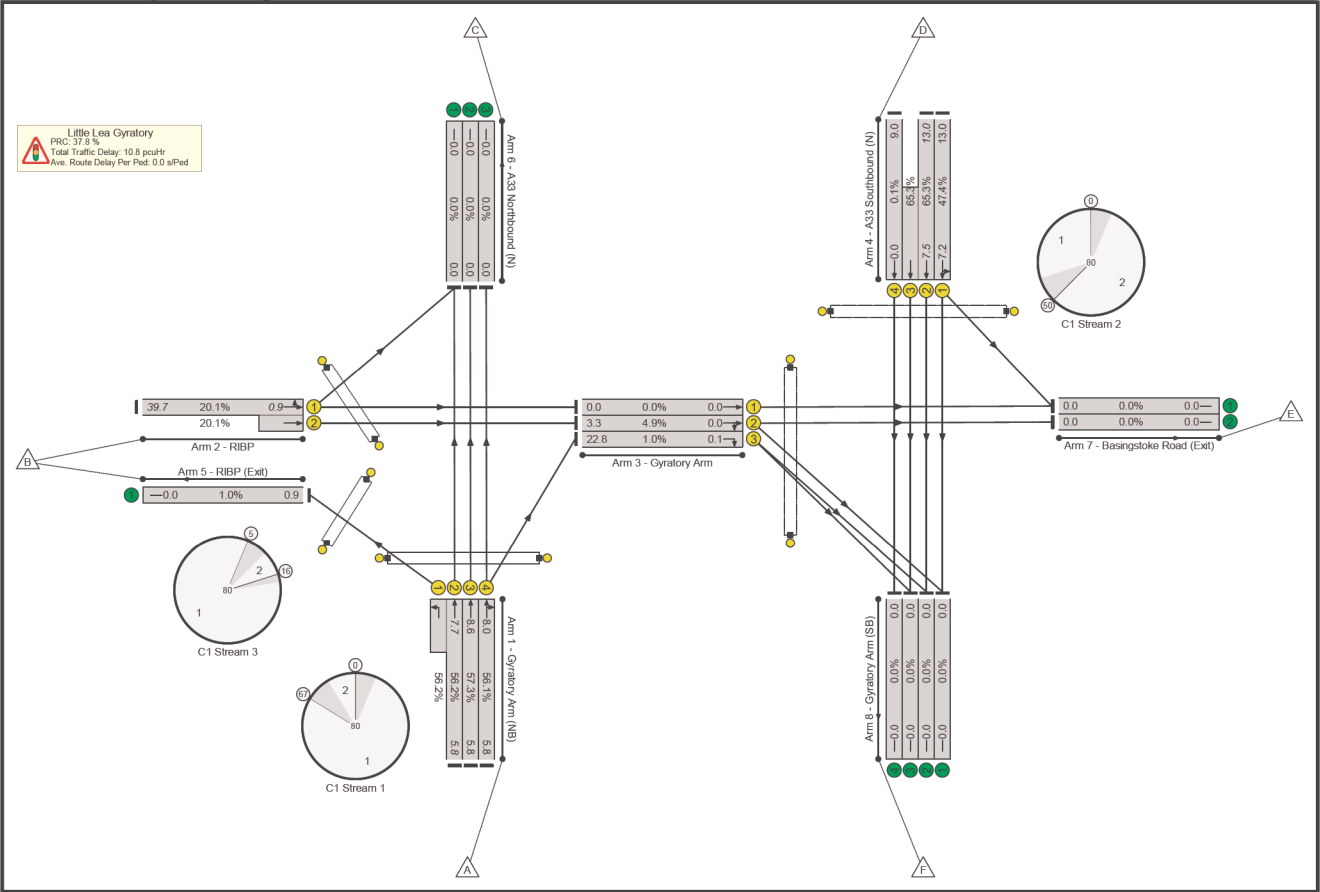


Network Results

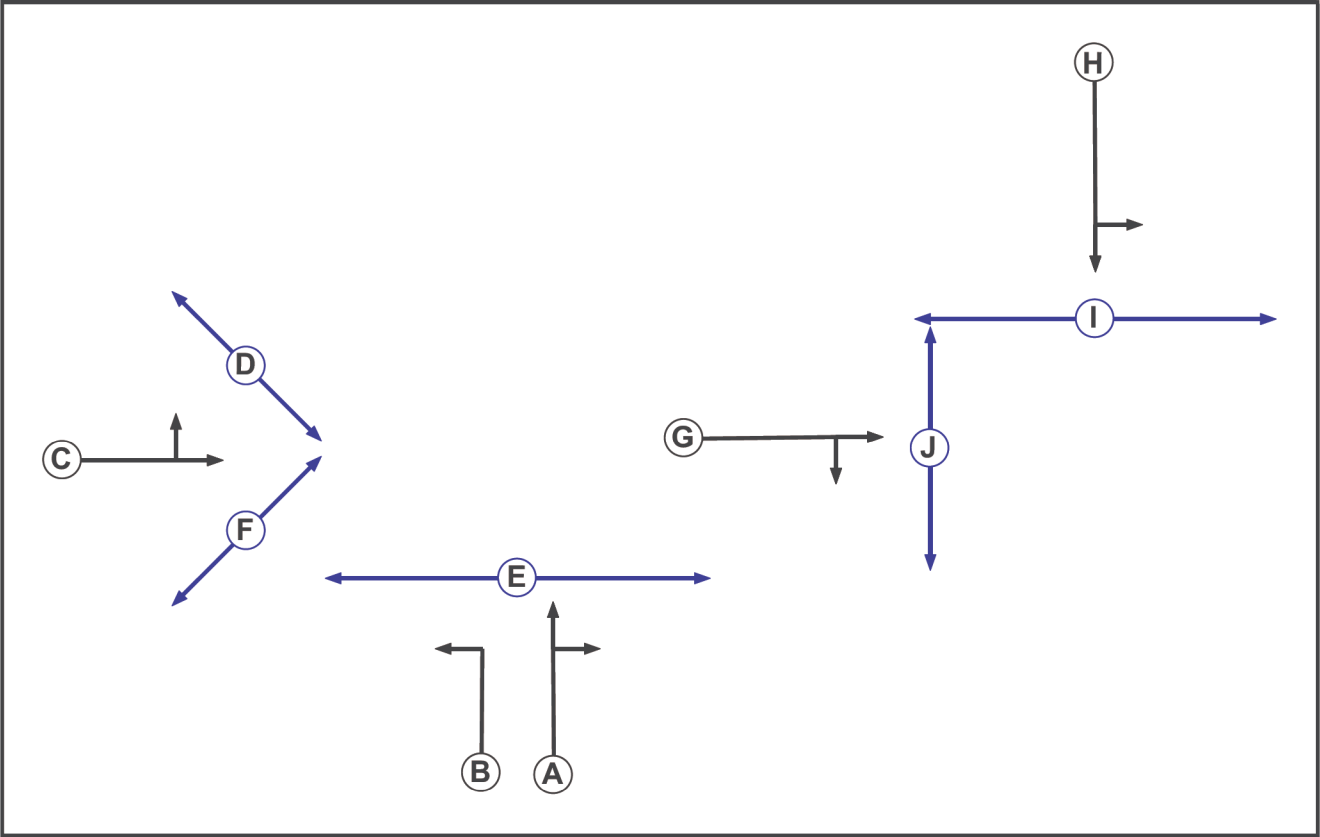
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 43337	-	-	-		-	-	-	-	-	-	83.5%	0	0	0	17.1	-	-
Little Lea Gyratory	-	-	-		-	-	-	-	-	-	83.5%	0	0	0	17.1	-	-
1/2+1/1	Gyratory Arm (NB) Left Ahead	U	A B		1	70:87	-	594	1957:1974	1367+31	42.5 : 42.5%	-	-	-	1.3	8.1	7.0
1/3	Gyratory Arm (NB) Ahead	U	A		1	70	-	649	2100	1491	43.5%	-	-	-	1.5	8.2	7.8
1/4	Gyratory Arm (NB) Right Ahead	U	A		1	70	-	601	1996	1417	42.4%	-	-	-	1.4	8.2	7.2
2/1+2/2	RIBP Ahead Left	U	C		1	19	-	303	1867:1968	173+307	63.1 : 63.1%	-	-	-	3.8	45.2	6.0
3/1	Gyratory Arm Ahead	U	G		1	19	-	9	1965	393	2.3%	-	-	-	0.0	3.9	0.0
3/2	Gyratory Arm Ahead Right	U	G		1	19	-	194	2039	408	47.6%	-	-	-	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	-	974	1950	1385	70.4%	-	-	-	3.5	12.8	16.6
4/2+4/3	A33 Southbound (N) Ahead	U	H		1	70	-	1456	1950:2090	840+905	83.5 : 83.5%	-	-	-	5.2	12.7	14.4
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	-		-	-	-	13	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: P4	Gyratory Arm	-	J	1	70	-	0	-	0	0.0%	-	-	-	-
Ped Link: P5	A33 NB	-	I	1	20	-	0	-	0	0.0%	-	-	-	-
C1		Stream: 1 PRC for Signalled Lanes (%):				42.6		Total Delay for Signalled Lanes (pcurHr):				8.00		Cycle Time (s): 100
C1		Stream: 2 PRC for Signalled Lanes (%):				7.8		Total Delay for Signalled Lanes (pcurHr):				9.10		Cycle Time (s): 100
C1		Stream: 3 PRC for Signalled Lanes (%):				0.0		Total Delay for Signalled Lanes (pcurHr):				0.00		Cycle Time (s): 100
		PRC Over All Lanes (%):				7.8		Total Delay Over All Lanes(pcurHr):				17.09		

Scenario 3: 'B1a Extant (AM)' (FG3: 'B1a Extant (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

Junction: Little Lea Gyratory												
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 (Gyratory Arm (NB))	U	B	2	3	5.0	Geom	-	5.00	0.00	Y	Arm 5 Left	21.00
1/2 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.42	0.00	Y	Arm 6 Ahead	Inf
1/3 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.45	0.00	N	Arm 6 Ahead	Inf
1/4 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.84	0.00	Y	Arm 3 Right	30.00
											Arm 6 Ahead	Inf
2/1 (RIBP)	U	C	2	3	7.5	Geom	-	3.74	0.00	Y	Arm 3 Ahead	Inf
											Arm 6 Left	21.00
2/2 (RIBP)	U	C	2	3	4.1	Geom	-	3.53	0.00	Y	Arm 3 Ahead	Inf
3/1 (Gyratory Arm)	U	G	2	3	4.4	Geom	-	3.50	0.00	Y	Arm 7 Ahead	Inf
3/2 (Gyratory Arm)	U	G	2	3	4.5	Geom	-	4.24	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	Inf
3/3 (Gyratory Arm)	U	G	2	3	5.6	Geom	-	4.22	0.00	N	Arm 8 Right	Inf
4/1 (A33 Southbound (N))	U	H	2	3	33.0	Geom	-	3.35	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf

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

Lane Saturation Flows

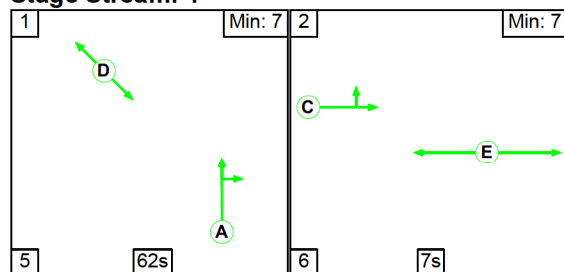
Junction: Little Lea Gyratory								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Gyratory Arm (NB))	5.00	0.00	Y	Arm 5 Left	21.00	100.0 %	1974	1974
1/2 (Gyratory Arm (NB))	3.42	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1957	1957
1/3 (Gyratory Arm (NB))	3.45	0.00	N	Arm 6 Ahead	Inf	100.0 %	2100	2100
1/4 (Gyratory Arm (NB))	3.84	0.00	Y	Arm 3 Right	30.00	0.8 %	1998	1998
				Arm 6 Ahead	Inf	99.2 %		
2/1 (RIBP)	3.74	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1856	1856
				Arm 6 Left	21.00	100.0 %		
2/2 (RIBP)	3.53	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1968	1968
3/1 (Gyratory Arm)	3.50	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1965	1965
3/2 (Gyratory Arm)	4.24	0.00	Y	Arm 7 Ahead	Inf	6.5 %	2039	2039
				Arm 8 Right	Inf	93.5 %		
3/3 (Gyratory Arm)	4.22	0.00	N	Arm 8 Right	Inf	100.0 %	2177	2177
4/1 (A33 Southbound (N))	3.35	0.00	Y	Arm 7 Left	Inf	0.4 %	1950	1950
				Arm 8 Ahead	Inf	99.6 %		
4/2 (A33 Southbound (N))	3.35	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1950	1950
4/3 (A33 Southbound (N))	3.35	0.00	N	Arm 8 Ahead	Inf	100.0 %	2090	2090
4/4 (A33 Southbound (N))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (RIBP (Exit))	3.25	0.00	Y				1940	1940
6/1 (A33 Northbound (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A33 Northbound (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A33 Northbound (N) Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Basingstoke Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Basingstoke Road (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Gyratory Arm (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Gyratory Arm (SB) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Gyratory Arm (SB) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/4 (Gyratory Arm (SB) Lane 4)	Infinite Saturation Flow						Inf	Inf

Lane Connector Input Data

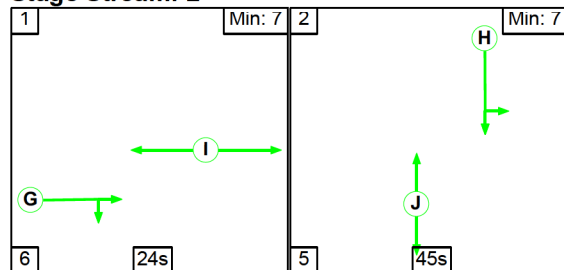
Junction: Little Lea Gyratory				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	5/1	Internal	31	35
1/2	6/1	Internal	31	35
1/3	6/2	Internal	31	35
1/4	3/3	Internal	4	N/A
1/4	6/3	Internal	31	35
2/1	3/1	Internal	5	N/A
2/1	6/1	Internal	5	35
2/2	3/2	Internal	5	N/A
3/1	7/1	Internal	31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

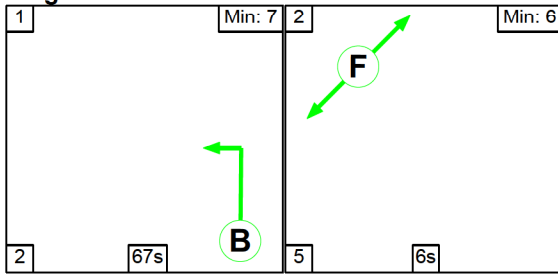
Stage Stream: 1



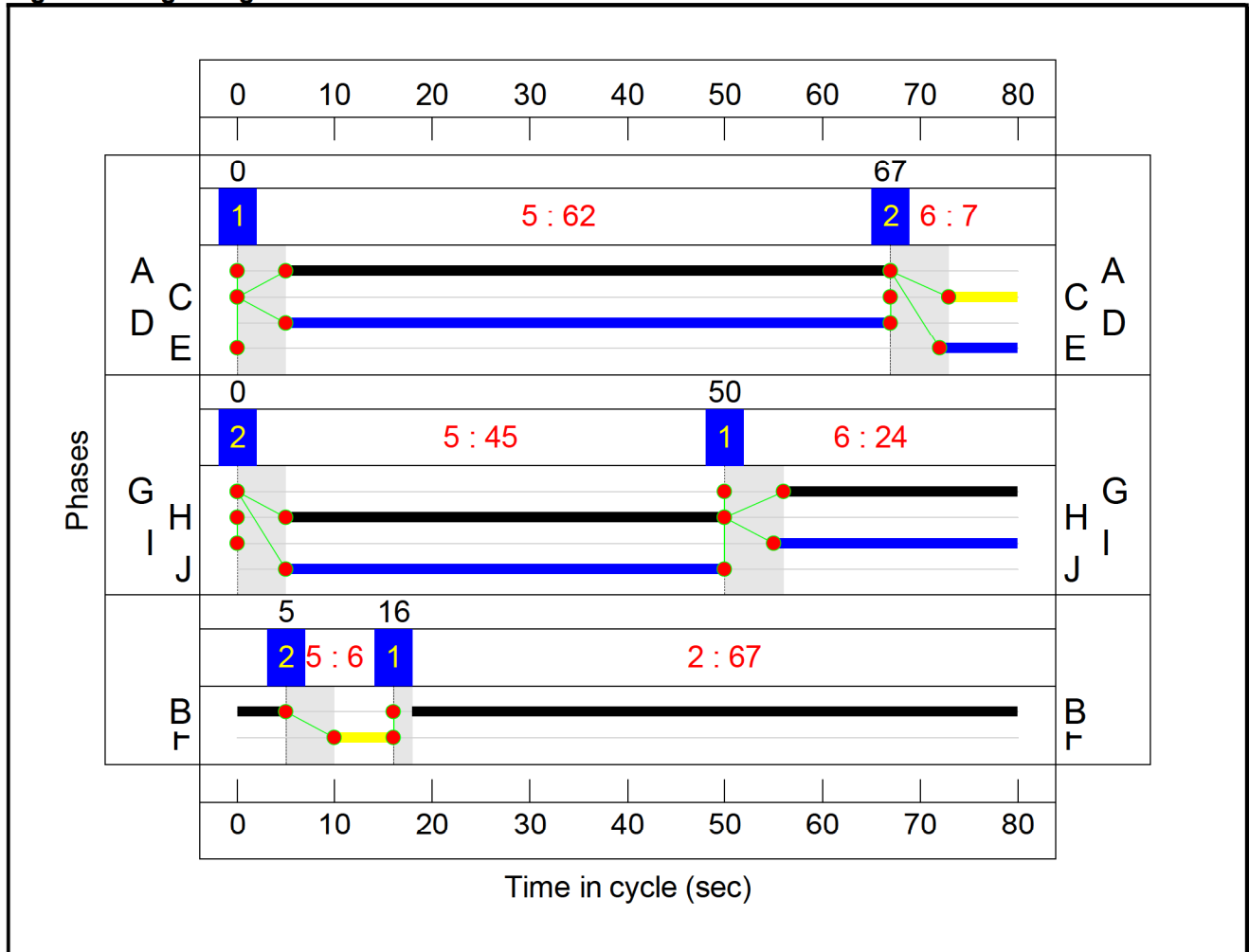
Stage Stream: 2



Stage Stream: 3



Signal Timings Diagram



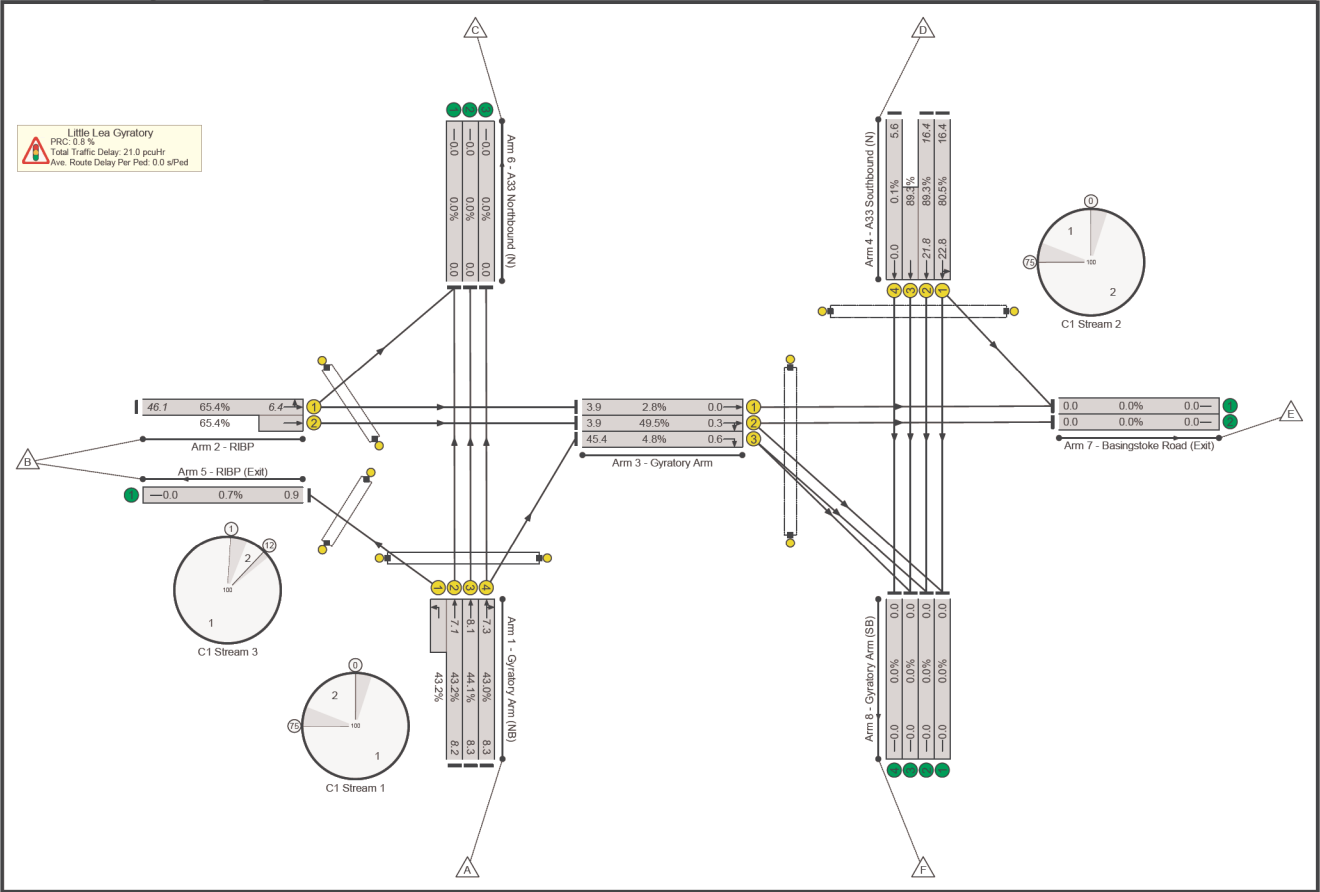
Network Results

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	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	10.8	-	-
Little Lea Gyratory	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	10.8	-	-
1/2+1/1	Gyratory Arm (NB) Left Ahead	U	A B		1	62:67	-	872	1957:1974	1516+36	56.2 : 56.2%	-	-	-	1.4	5.8	7.7
1/3	Gyratory Arm (NB) Ahead	U	A		1	62	-	948	2100	1654	57.3%	-	-	-	1.5	5.8	8.6
1/4	Gyratory Arm (NB) Right Ahead	U	A		1	62	-	883	1998	1573	56.1%	-	-	-	1.4	5.8	8.0
2/1+2/2	RIBP Ahead Left	U	C		1	7	-	68	1856:1968	185+155	20.1 : 20.1%	-	-	-	0.7	39.7	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	-	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	22.8	0.1
4/1	A33 Southbound (N) Left Ahead	U	H		1	45	-	531	1950	1121	47.4%	-	-	-	1.9	13.0	7.2
4/2+4/3	A33 Southbound (N) Ahead	U	H		1	45	-	1013	1950:2090	749+802	65.3 : 65.3%	-	-	-	3.7	13.0	7.5
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	-		-	-	-	20	1940	1940	1.0%	-	-	-	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%	-	-	-	-	-	-

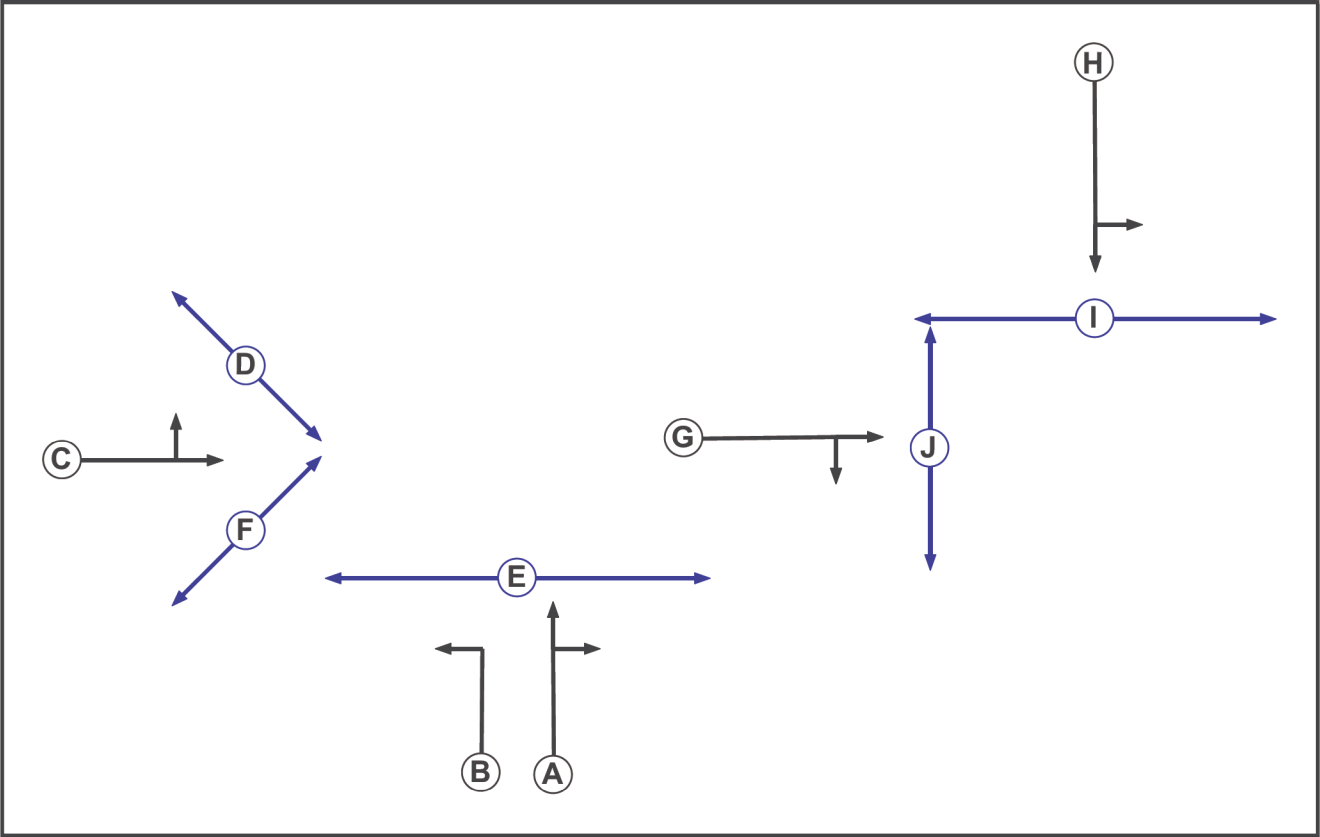
Ped Link:	Gyratory Arm	-	J	1	45	-	0	-	0	0.0%	-	-	-	-	-
P4															
Ped Link:	A33 NB	-	I	1	25	-	0	-	0	0.0%	-	-	-	-	-
P5															

C1	Stream: 1 PRC for Signalled Lanes (%)	57.0	Total Delay for Signalled Lanes (pcurH):			5.12	Cycle Time (s):	80
C1	Stream: 2 PRC for Signalled Lanes (%)	37.8	Total Delay for Signalled Lanes (pcurH):			5.64	Cycle Time (s):	80
C1	Stream: 3 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcurH):			0.00	Cycle Time (s):	80
	PRC Over All Lanes (%):	37.8	Total Delay Over All Lanes(pcurH):			10.77		

Scenario 4: 'B1a Extant (PM)' (FG4: 'B1a Extant (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

Junction: Little Lea Gyratory												
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 (Gyratory Arm (NB))	U	B	2	3	5.0	Geom	-	5.00	0.00	Y	Arm 5 Left	21.00
1/2 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.42	0.00	Y	Arm 6 Ahead	Inf
1/3 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.45	0.00	N	Arm 6 Ahead	Inf
1/4 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.84	0.00	Y	Arm 3 Right	30.00
											Arm 6 Ahead	Inf
2/1 (RIBP)	U	C	2	3	7.5	Geom	-	3.74	0.00	Y	Arm 3 Ahead	Inf
											Arm 6 Left	21.00
2/2 (RIBP)	U	C	2	3	4.1	Geom	-	3.53	0.00	Y	Arm 3 Ahead	Inf
3/1 (Gyratory Arm)	U	G	2	3	4.4	Geom	-	3.50	0.00	Y	Arm 7 Ahead	Inf
3/2 (Gyratory Arm)	U	G	2	3	4.5	Geom	-	4.24	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	Inf
3/3 (Gyratory Arm)	U	G	2	3	5.6	Geom	-	4.22	0.00	N	Arm 8 Right	Inf
4/1 (A33 Southbound (N))	U	H	2	3	33.0	Geom	-	3.35	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf

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

Lane Saturation Flows

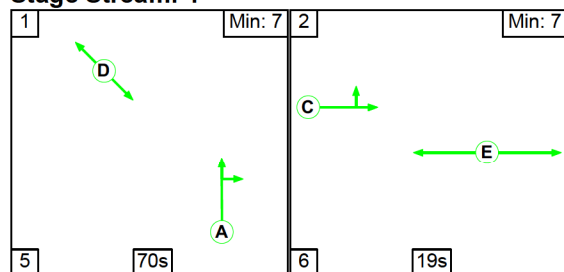
Junction: Little Lea Gyratory								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Gyratory Arm (NB))	5.00	0.00	Y	Arm 5 Left	21.00	100.0 %	1974	1974
1/2 (Gyratory Arm (NB))	3.42	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1957	1957
1/3 (Gyratory Arm (NB))	3.45	0.00	N	Arm 6 Ahead	Inf	100.0 %	2100	2100
1/4 (Gyratory Arm (NB))	3.84	0.00	Y	Arm 3 Right	30.00	3.4 %	1996	1996
				Arm 6 Ahead	Inf	96.6 %		
2/1 (RIBP)	3.74	0.00	Y	Arm 3 Ahead	Inf	9.9 %	1869	1869
				Arm 6 Left	21.00	90.1 %		
2/2 (RIBP)	3.53	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1968	1968
3/1 (Gyratory Arm)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
3/2 (Gyratory Arm)	4.24	0.00	Y	Arm 7 Ahead	Inf	0.0 %	2039	2039
				Arm 8 Right	Inf	100.0 %		
3/3 (Gyratory Arm)	4.22	0.00	N	Arm 8 Right	Inf	100.0 %	2177	2177
4/1 (A33 Southbound (N))	3.35	0.00	Y	Arm 7 Left	Inf	0.9 %	1950	1950
				Arm 8 Ahead	Inf	99.1 %		
4/2 (A33 Southbound (N))	3.35	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1950	1950
4/3 (A33 Southbound (N))	3.35	0.00	N	Arm 8 Ahead	Inf	100.0 %	2090	2090
4/4 (A33 Southbound (N))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (RIBP (Exit))	3.25	0.00	Y				1940	1940
6/1 (A33 Northbound (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A33 Northbound (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A33 Northbound (N) Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Basingstoke Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Basingstoke Road (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Gyratory Arm (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Gyratory Arm (SB) Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Gyratory Arm (SB) Lane 3)	Infinite Saturation Flow						Inf	Inf
8/4 (Gyratory Arm (SB) Lane 4)	Infinite Saturation Flow						Inf	Inf

Lane Connector Input Data

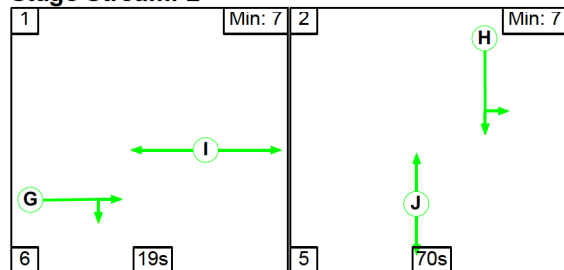
Junction: Little Lea Gyratory				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	5/1	Internal	31	35
1/2	6/1	Internal	31	35
1/3	6/2	Internal	31	35
1/4	3/3	Internal	4	N/A
1/4	6/3	Internal	31	35
2/1	3/1	Internal	5	N/A
2/1	6/1	Internal	5	35
2/2	3/2	Internal	5	N/A
3/1	7/1	Internal	31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

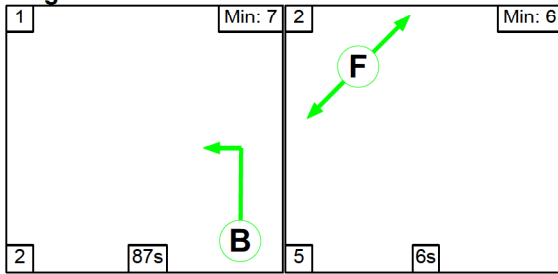
Stage Stream: 1



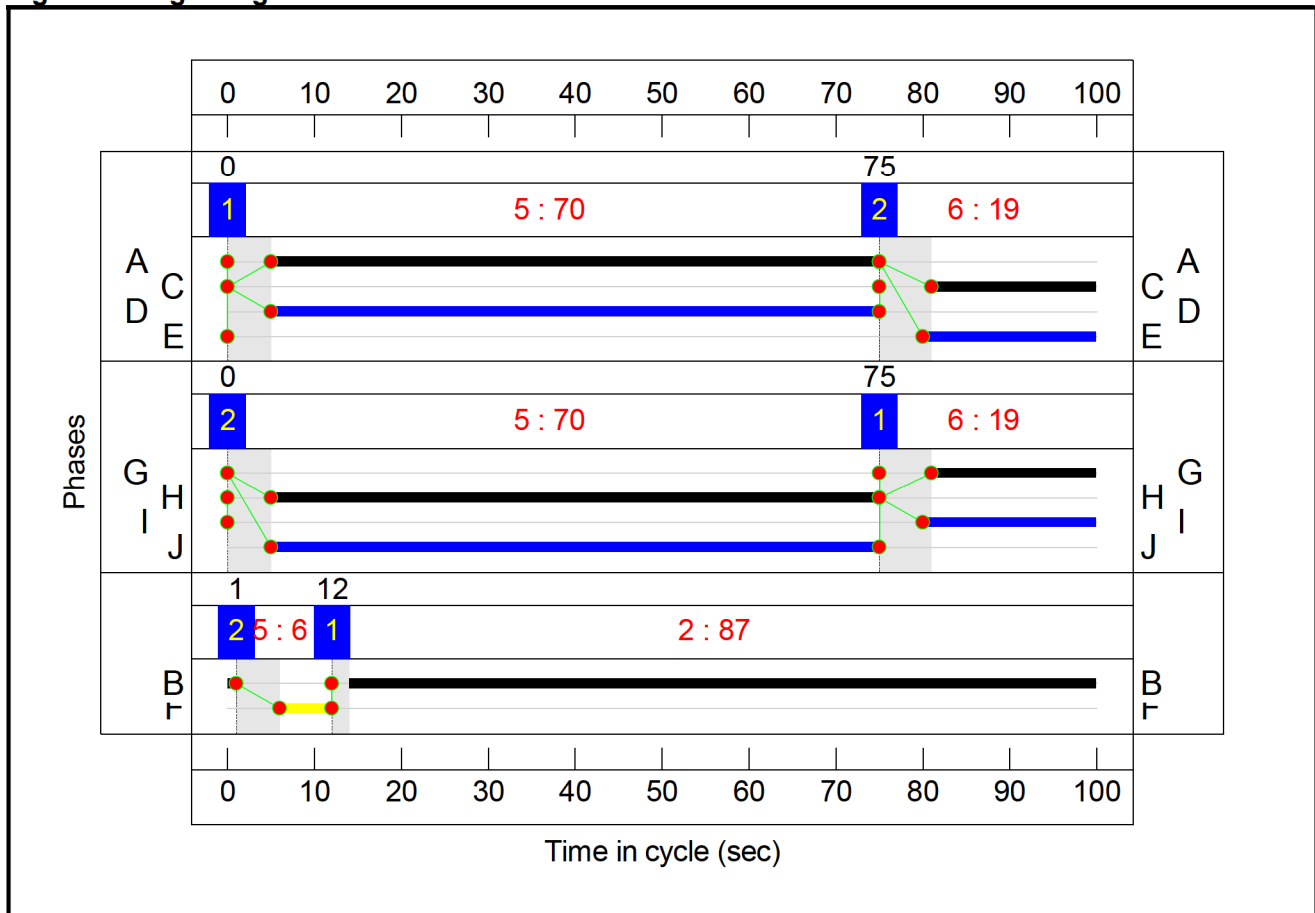
Stage Stream: 2



Stage Stream: 3



Signal Timings Diagram

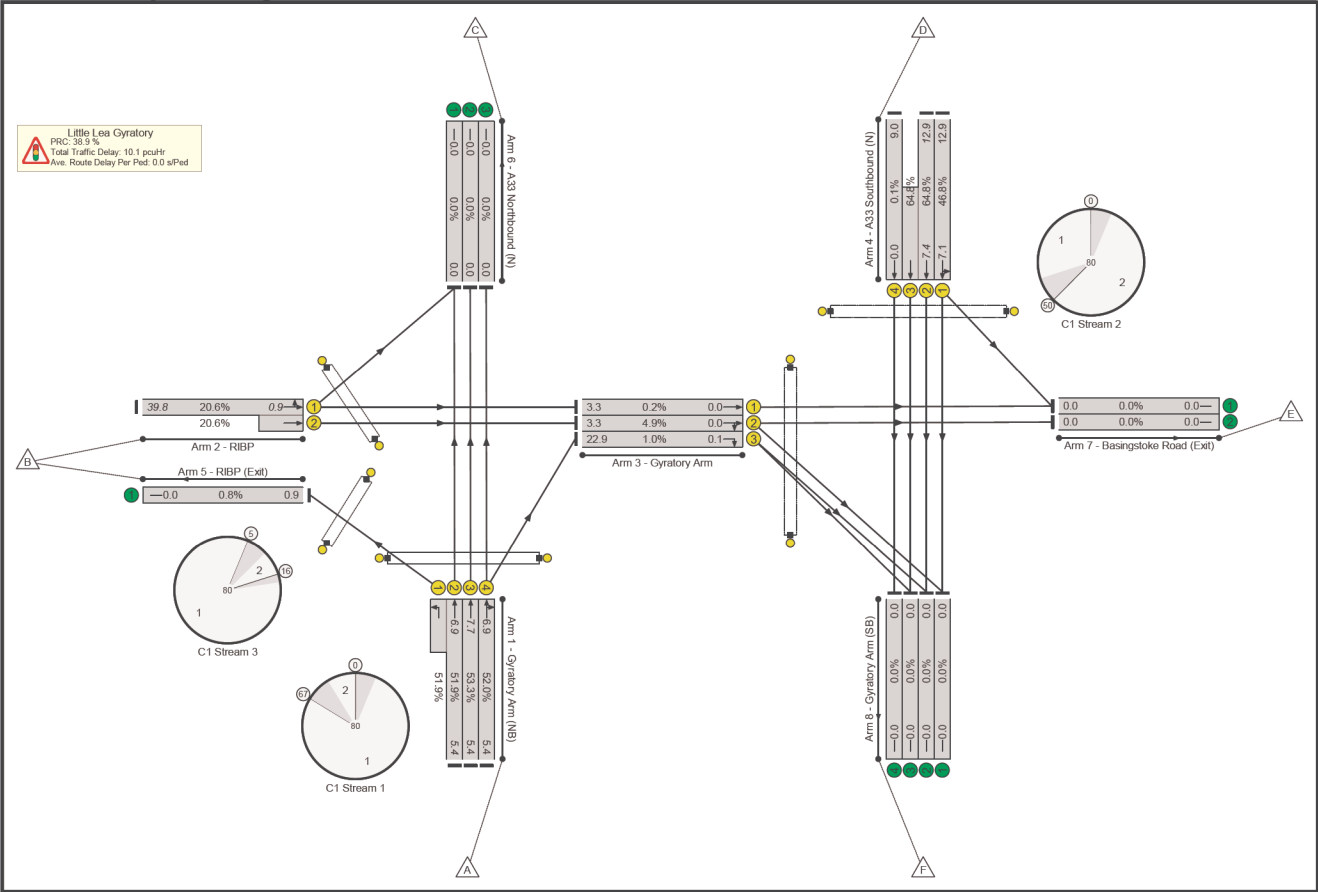


Network Results

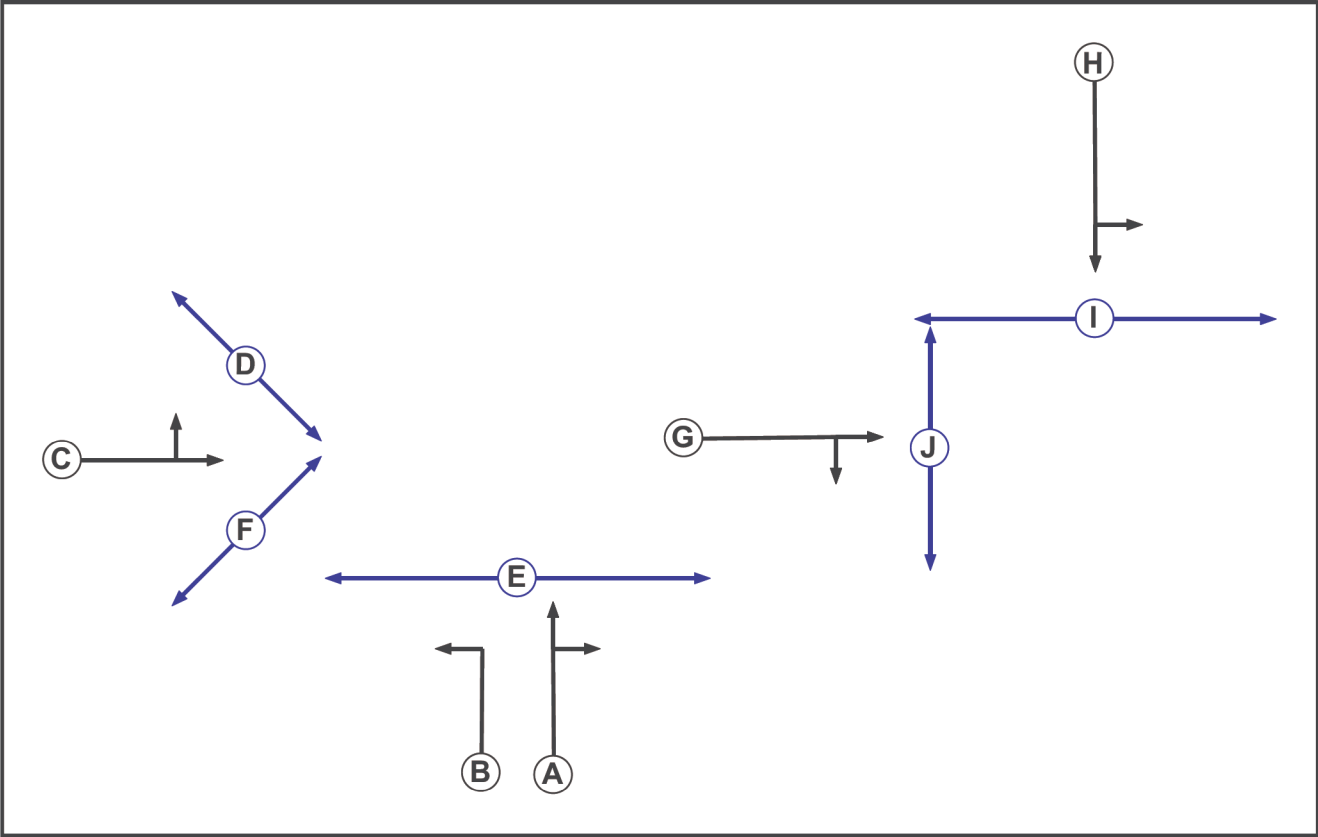
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: 43337	-	-	-		-	-	-	-	-	-	89.3%	0	0	0	21.0	-	-
Little Lea Gyratory	-	-	-		-	-	-	-	-	-	89.3%	0	0	0	21.0	-	-
1/2+1/1	Gyratory Arm (NB) Left Ahead	U	A B		1	70:87	-	604	1957:1974	1365+32	43.2 : 43.2%	-	-	-	1.4	8.2	7.1
1/3	Gyratory Arm (NB) Ahead	U	A		1	70	-	658	2100	1491	44.1%	-	-	-	1.5	8.3	8.1
1/4	Gyratory Arm (NB) Right Ahead	U	A		1	70	-	610	1996	1417	43.0%	-	-	-	1.4	8.3	7.3
2/1+2/2	RIBP Ahead Left	U	C		1	19	-	313	1869:1968	170+309	65.4 : 65.4%	-	-	-	4.0	46.1	6.4
3/1	Gyratory Arm Ahead	U	G		1	19	-	11	1965	393	2.8%	-	-	-	0.0	3.9	0.0
3/2	Gyratory Arm Ahead Right	U	G		1	19	-	202	2039	408	49.5%	-	-	-	0.2	3.9	0.3
3/3	Gyratory Arm Right	U	G		1	19	-	21	2177	435	4.8%	-	-	-	0.3	45.4	0.6
4/1	A33 Southbound (N) Left Ahead	U	H		1	70	-	1115	1950	1385	80.5%	-	-	-	5.1	16.4	22.8
4/2+4/3	A33 Southbound (N) Ahead	U	H		1	70	-	1556	1950:2090	835+907	89.3 : 89.3%	-	-	-	7.1	16.4	21.8
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: P4	Gyratory Arm	-	J	1	70	-	0	-	0	0.0%	-	-	-	-	
Ped Link: P5	A33 NB	-	I	1	20	-	0	-	0	0.0%	-	-	-	-	
C1		Stream: 1 PRC for Signalled Lanes (%):				37.6		Total Delay for Signalled Lanes (pcount):				8.29		Cycle Time (s):	100
C1		Stream: 2 PRC for Signalled Lanes (%):				0.8		Total Delay for Signalled Lanes (pcount):				12.67		Cycle Time (s):	100
C1		Stream: 3 PRC for Signalled Lanes (%):				0.0		Total Delay for Signalled Lanes (pcount):				0.00		Cycle Time (s):	100
		PRC Over All Lanes (%):				0.8		Total Delay Over All Lanes(pcount):				20.97			

Scenario 5: 'B2 (AM)' (FG5: 'B2 (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

Junction: Little Lea Gyratory												
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 (Gyratory Arm (NB))	U	B	2	3	5.0	Geom	-	5.00	0.00	Y	Arm 5 Left	21.00
1/2 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.42	0.00	Y	Arm 6 Ahead	Inf
1/3 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.45	0.00	N	Arm 6 Ahead	Inf
1/4 (Gyratory Arm (NB))	U	A	2	3	20.0	Geom	-	3.84	0.00	Y	Arm 3 Right	30.00
											Arm 6 Ahead	Inf
2/1 (RIBP)	U	C	2	3	7.5	Geom	-	3.74	0.00	Y	Arm 3 Ahead	Inf
											Arm 6 Left	21.00
2/2 (RIBP)	U	C	2	3	4.1	Geom	-	3.53	0.00	Y	Arm 3 Ahead	Inf
3/1 (Gyratory Arm)	U	G	2	3	4.4	Geom	-	3.50	0.00	Y	Arm 7 Ahead	Inf
3/2 (Gyratory Arm)	U	G	2	3	4.5	Geom	-	4.24	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	Inf
3/3 (Gyratory Arm)	U	G	2	3	5.6	Geom	-	4.22	0.00	N	Arm 8 Right	Inf
4/1 (A33 Southbound (N))	U	H	2	3	33.0	Geom	-	3.35	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf

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