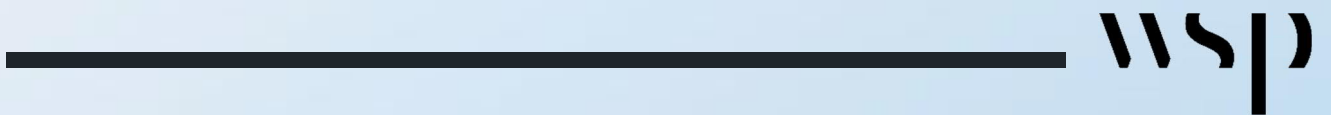


Appendix M

M27 Junction 7 Modelling Results



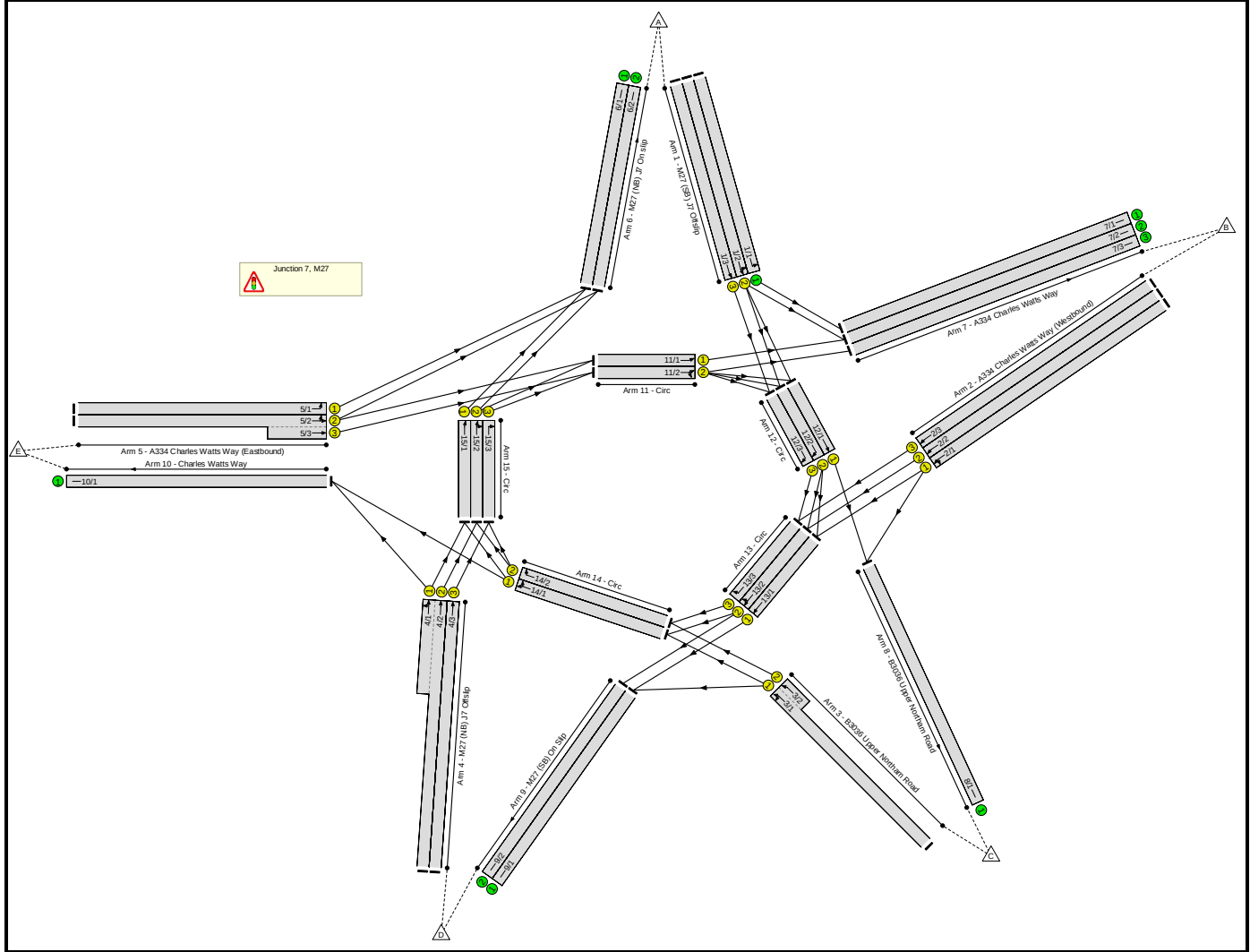
Full Input Data And Results

Full Input Data And Results

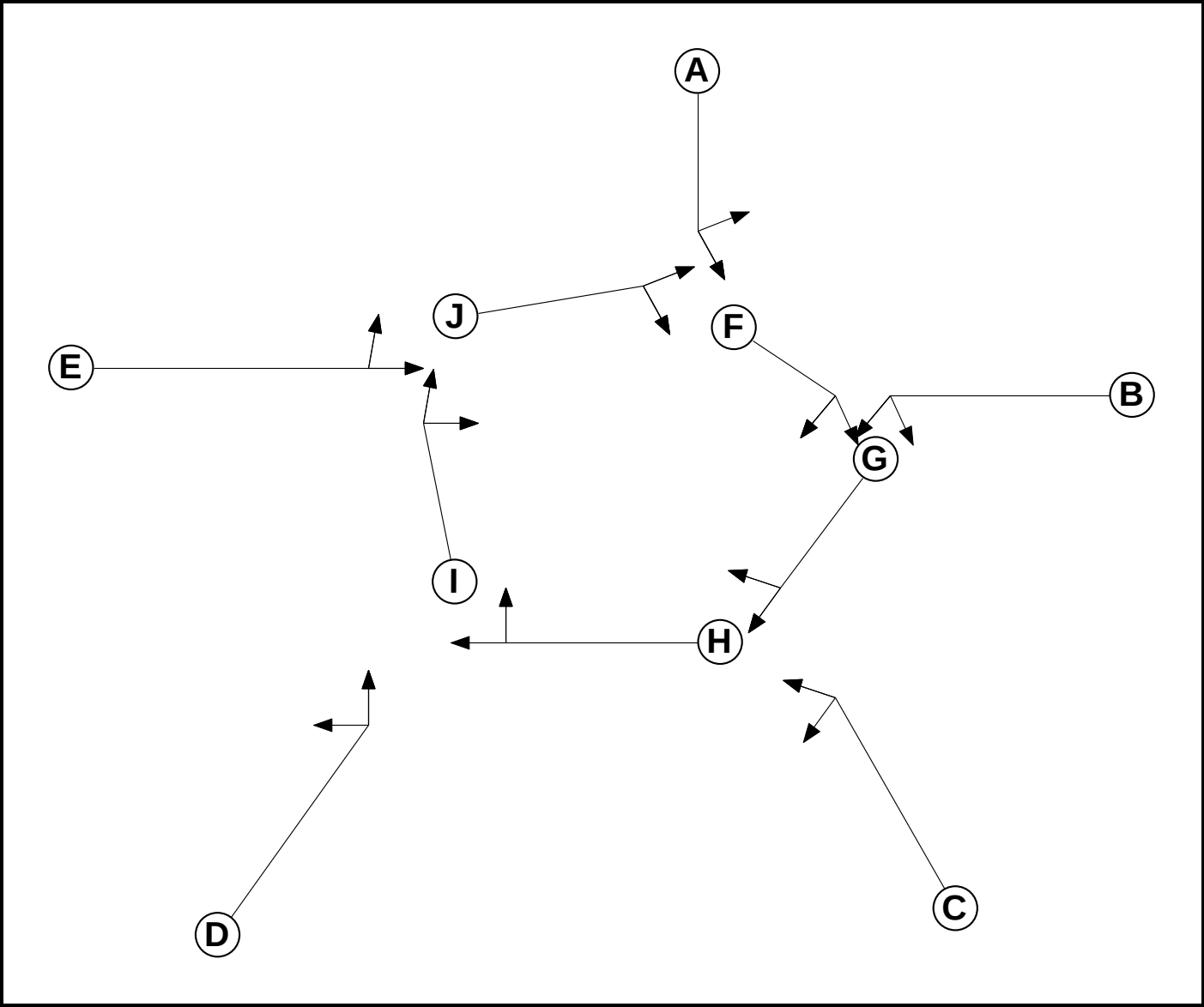
User and Project Details

Project:	Ageas Bowl
Title:	Junction 7, M27
Location:	Hedge End, Southampton
Additional detail:	
File name:	M27 Junction 7.lsg3x
Author:	UKSXG008
Company:	WSP
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Traffic	3		7	7
D	Traffic	4		7	7
E	Traffic	5		7	7
F	Traffic	2		7	7
G	Traffic	3		7	7
H	Traffic	4		7	7
I	Traffic	5		7	7
J	Traffic	1		7	7

Phase Intergreens Matrix

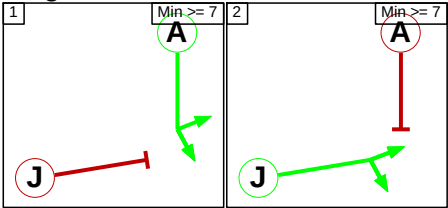
		Starting Phase									
Terminating Phase		A	B	C	D	E	F	G	H	I	J
	A		-	-	-	-	-	-	-	-	6
	B	-		-	-	-	6	-	-	-	-
	C	-	-		-	-	-	6	-	-	-
	D	-	-	-		-	-	-	6	-	-
	E	-	-	-	-		-	-	-	6	-
	F	-	6	-	-	-		-	-	-	-
	G	-	-	6	-	-	-		-	-	-
	H	-	-	-	6	-	-	-		-	-
	I	-	-	-	-	6	-	-	-		-
	J	6	-	-	-	-	-	-	-	-	

Phases in Stage

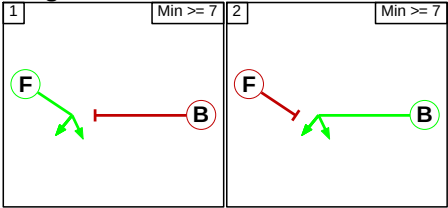
Stream	Stage No.	Phases in Stage
1	1	A
1	2	J
2	1	F
2	2	B
3	1	G
3	2	C
4	1	D
4	2	H
5	1	I
5	2	E

Stage Diagram

Stage Stream: 1

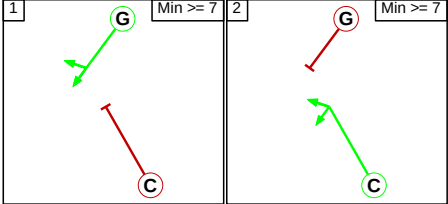


Stage Stream: 2

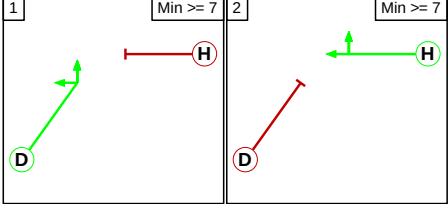


Full Input Data And Results

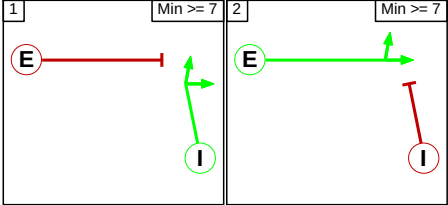
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Stage Stream: 5

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

Prohibited Stage Change

Stage Stream: 1

	To Stage	
From Stage	1	2
	1	6
	2	6

Full Input Data And Results

Stage Stream: 2

From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 3

From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 4

From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 5

From Stage	To Stage		
		1	2
	1		6
	2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Junction 7, M27
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Junction 7, M27												
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 (M27 (SB) J7 Offslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (M27 (SB) J7 Offslip)	U	A	2	3	60.0	Geom	-	3.62	0.00	Y	Arm 7 Left	Inf
1/3 (M27 (SB) J7 Offslip)	U	A	2	3	60.0	Geom	-	3.62	0.00	Y	Arm 12 Ahead	45.96
2/1 (A334 Charles Watts Way (Westbound))	U	B	2	3	60.0	Geom	-	3.47	0.00	Y	Arm 12 Ahead	45.96
2/2 (A334 Charles Watts Way (Westbound))	U	B	2	3	60.0	Geom	-	3.47	0.00	Y	Arm 8 Left	118.54
2/3 (A334 Charles Watts Way (Westbound))	U	B	2	3	60.0	Geom	-	3.47	0.00	Y	Arm 13 Ahead	118.54
2/3 (A334 Charles Watts Way (Westbound))	U	B	2	3	60.0	Geom	-	3.47	0.00	Y	Arm 13 Ahead	118.54
3/1 (B3036 Upper Northam Road)	U	C	2	3	60.0	Geom	-	3.13	0.00	Y	Arm 13 Ahead	118.54
3/1 (B3036 Upper Northam Road)	U	C	2	3	60.0	Geom	-	3.13	0.00	Y	Arm 9 Left	Inf
3/1 (B3036 Upper Northam Road)	U	C	2	3	60.0	Geom	-	3.13	0.00	Y	Arm 14 Ahead	40.89
3/2 (B3036 Upper Northam Road)	U	C	2	3	3.9	Geom	-	3.13	0.00	Y	Arm 14 Ahead	44.00
4/1 (M27 (NB) J7 Offslip)	U	D	2	3	11.7	Geom	-	3.49	0.00	Y	Arm 10 Left	52.64
4/1 (M27 (NB) J7 Offslip)	U	D	2	3	11.7	Geom	-	3.49	0.00	Y	Arm 15 Ahead	Inf
4/2 (M27 (NB) J7 Offslip)	U	D	2	3	60.0	Geom	-	3.49	0.00	Y	Arm 15 Ahead	52.64
4/3 (M27 (NB) J7 Offslip)	U	D	2	3	60.0	Geom	-	3.49	0.00	Y	Arm 15 Ahead	52.64
5/1 (A334 Charles Watts Way (Eastbound))	U	E	2	3	60.0	Geom	-	3.02	0.00	Y	Arm 6 Left	209.52
5/2 (A334 Charles Watts Way (Eastbound))	U	E	2	3	60.0	Geom	-	3.02	0.00	Y	Arm 6 Left	209.52

Full Input Data And Results

Watts Way (Eastbound))											Arm 11 Ahead	209.52
5/3 (A334 Charles Watts Way (Eastbound))	U	E	2	3	7.3	Geom	-	3.02	0.00	Y	Arm 11 Ahead	97.84
6/1 (M27 (NB) J7 On slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (M27 (NB) J7 On slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A334 Charles Watts Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A334 Charles Watts Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (A334 Charles Watts Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B3036 Upper Northam Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (M27 (SB) On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (M27 (SB) On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Charles Watts Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Circ)	U	J	2	3	23.2	Geom	-	3.13	0.00	Y	Arm 7 Ahead	Inf
11/2 (Circ)	U	J	2	3	23.9	Geom	-	3.13	0.00	Y	Arm 7 Ahead	Inf
12/1 (Circ)	U	F	2	3	4.7	Geom	-	2.91	0.00	Y	Arm 12 Right	Inf
12/2 (Circ)	U	F	2	3	5.8	Geom	-	2.91	0.00	Y	Arm 8 Ahead	Inf
12/3 (Circ)	U	F	2	3	7.0	Geom	-	2.91	0.00	Y	Arm 13 Right	49.10
13/1 (Circ)	U	G	2	3	7.8	Geom	-	3.83	0.00	Y	Arm 13 Right	49.10
13/2 (Circ)	U	G	2	3	7.8	Geom	-	3.83	0.00	Y	Arm 9 Ahead	59.48
13/2 (Circ)	U	G	2	3	7.8	Geom	-	3.83	0.00	Y	Arm 9 Ahead	Inf
13/2 (Circ)	U	G	2	3	7.8	Geom	-	3.83	0.00	Y	Arm 14 Right	Inf

Full Input Data And Results

13/3 (Circ)	U	G	2	3	7.9	Geom	-	3.83	0.00	Y	Arm 14 Right	59.48
14/1 (Circ)	U	H	2	3	22.3	Geom	-	3.75	0.00	Y	Arm 10 Ahead	118.12
											Arm 15 Right	118.12
14/2 (Circ)	U	H	2	3	23.3	Geom	-	3.75	0.00	Y	Arm 15 Right	118.12
15/1 (Circ)	U	I	2	3	7.5	Geom	-	3.72	0.00	Y	Arm 6 Ahead	56.64
15/2 (Circ)	U	I	2	3	9.6	Geom	-	3.72	0.00	Y	Arm 6 Ahead	56.64
											Arm 11 Right	56.64
15/3 (Circ)	U	I	2	3	10.1	Geom	-	3.72	0.00	Y	Arm 11 Right	56.64

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'TA Addendum - 2032 Without Development AM'	08:00	09:00	01:00	
2: 'TA Addendum - 2032 Without Development PM'	17:00	18:00	01:00	
3: '2032 With Development AM'	08:00	09:00	01:00	
4: '2032 With Development PM'	17:00	18:00	01:00	

Scenario 1: '2032 AM' (FG1: 'TA Addendum - 2032 Without Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow:

	Destination						
Origin	A	A	B	C	D	E	Tot.
	A	0	985	102	0	163	1250
	B	1089	0	63	762	321	2235
	C	258	18	0	50	124	450
	D	0	587	20	0	323	930
	E	444	436	59	167	0	1106
	Tot.	1791	2026	244	979	931	5971

Traffic Lane Flows

Lane	Scenario 1: 2032 AM
Junction: Junction 7, M27	
1/1	985
1/2	265
1/3	0
2/1	753
2/2	724
2/3	758
3/1 (with short)	450(In) 343(Out)
3/2 (short)	107
4/1 (short)	323
4/2 (with short)	527(In) 204(Out)
4/3	403
5/1	377
5/2 (with short)	729(In) 423(Out)
5/3 (short)	306
6/1	877
6/2	914
7/1	985
7/2	560
7/3	481
8/1	244
9/1	892
9/2	87
10/1	931
11/1	560
11/2	727
12/1	181
12/2	330
12/3	0
13/1	842
13/2	902
13/3	758
14/1	1108
14/2	865
15/1	500
15/2	1051
15/3	421

Lane Saturation Flows

Junction: Junction 7, M27								
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 (M27 (SB) J7 Offslip Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 7 Left Arm 12 Ahead	Inf 45.96	0.0 % 100.0 %	1915	1915
1/3 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 12 Ahead	45.96	0.0 %	1977	1977
2/1 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 8 Left Arm 13 Ahead	118.54 118.54	8.4 % 91.6 %	1937	1937
2/2 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
2/3 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
3/1 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 9 Left Arm 14 Ahead	Inf 40.89	14.6 % 85.4 %	1870	1870
3/2 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 14 Ahead	44.00	100.0 %	1864	1864
4/1 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 10 Left Arm 15 Ahead	52.64 Inf	100.0 % 0.0 %	1909	1909
4/2 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
4/3 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
5/1 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left	209.52	100.0 %	1903	1903
5/2 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left Arm 11 Ahead	209.52 209.52	15.8 % 84.2 %	1903	1903
5/3 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 11 Ahead	97.84	100.0 %	1888	1888
6/1 (M27 (NB) J7 On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (M27 (NB) J7 On slip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A334 Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A334 Charles Watts Way Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A334 Charles Watts Way Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

8/1 (B3036 Upper Northam Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (M27 (SB) On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M27 (SB) On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1928	1928
11/2 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	66.2 %	1928	1928
				Arm 12 Right	Inf	33.8 %		
12/1 (Circ)	2.91	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1906	1906
12/2 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	100.0 %	1850	1850
12/3 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	0.0 %	1906	1906
13/1 (Circ)	3.83	0.00	Y	Arm 9 Ahead	59.48	100.0 %	1949	1949
13/2 (Circ)	3.83	0.00	Y	Arm 9 Ahead	Inf	9.6 %	1998	1998
				Arm 14 Right	Inf	90.4 %		
13/3 (Circ)	3.83	0.00	Y	Arm 14 Right	59.48	100.0 %	1949	1949
14/1 (Circ)	3.75	0.00	Y	Arm 10 Ahead	118.12	54.9 %	1965	1965
				Arm 15 Right	118.12	45.1 %		
14/2 (Circ)	3.75	0.00	Y	Arm 15 Right	118.12	100.0 %	1965	1965
15/1 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	100.0 %	1935	1935
15/2 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	80.6 %	1935	1935
				Arm 11 Right	56.64	19.4 %		
15/3 (Circ)	3.72	0.00	Y	Arm 11 Right	56.64	100.0 %	1935	1935

Scenario 2: '2032 PM' (FG2: 'TA Addendum - 2032 Without Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow:							
	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	1318	201	0	240	1759
	B	803	0	170	548	355	1876
	C	170	59	0	43	139	411
	D	0	747	19	0	421	1187
	E	210	468	115	127	0	920
	Tot.	1183	2592	505	718	1155	6153

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2032 PM
Junction: Junction 7, M27	
1/1	1318
1/2	441
1/3	0
2/1	679
2/2	622
2/3	575
3/1 (with short)	411(In) 221(Out)
3/2 (short)	190
4/1 (short)	421
4/2 (with short)	709(In) 288(Out)
4/3	478
5/1	210
5/2 (with short)	710(In) 439(Out)
5/3 (short)	271
6/1	477
6/2	706
7/1	1318
7/2	728
7/3	546
8/1	505
9/1	678
9/2	40
10/1	1155
11/1	728
11/2	807
12/1	335
12/2	367
12/3	0
13/1	635
13/2	863
13/3	575
14/1	1001
14/2	765
15/1	267
15/2	995
15/3	536

Lane Saturation Flows

Junction: Junction 7, M27								
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 (M27 (SB) J7 Offslip Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 7 Left Arm 12 Ahead	Inf 45.96	0.0 % 100.0 %	1915	1915
1/3 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 12 Ahead	45.96	0.0 %	1977	1977
2/1 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 8 Left Arm 13 Ahead	118.54 118.54	25.0 % 75.0 %	1937	1937
2/2 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
2/3 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
3/1 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 9 Left Arm 14 Ahead	Inf 40.89	19.5 % 80.5 %	1873	1873
3/2 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 14 Ahead	44.00	100.0 %	1864	1864
4/1 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 10 Left Arm 15 Ahead	52.64 Inf	100.0 % 0.0 %	1909	1909
4/2 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
4/3 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
5/1 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left	209.52	100.0 %	1903	1903
5/2 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left Arm 11 Ahead	209.52 209.52	0.0 % 100.0 %	1903	1903
5/3 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 11 Ahead	97.84	100.0 %	1888	1888
6/1 (M27 (NB) J7 On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (M27 (NB) J7 On slip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A334 Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A334 Charles Watts Way Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A334 Charles Watts Way Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

8/1 (B3036 Upper Northam Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (M27 (SB) On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M27 (SB) On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1928	1928
11/2 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	67.7 %	1928	1928
				Arm 12 Right	Inf	32.3 %		
12/1 (Circ)	2.91	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1906	1906
12/2 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	100.0 %	1850	1850
12/3 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	0.0 %	1906	1906
13/1 (Circ)	3.83	0.00	Y	Arm 9 Ahead	59.48	100.0 %	1949	1949
13/2 (Circ)	3.83	0.00	Y	Arm 9 Ahead	Inf	4.6 %	1998	1998
				Arm 14 Right	Inf	95.4 %		
13/3 (Circ)	3.83	0.00	Y	Arm 14 Right	59.48	100.0 %	1949	1949
14/1 (Circ)	3.75	0.00	Y	Arm 10 Ahead	118.12	73.3 %	1965	1965
				Arm 15 Right	118.12	26.7 %		
14/2 (Circ)	3.75	0.00	Y	Arm 15 Right	118.12	100.0 %	1965	1965
15/1 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	100.0 %	1935	1935
15/2 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	71.0 %	1935	1935
				Arm 11 Right	56.64	29.0 %		
15/3 (Circ)	3.72	0.00	Y	Arm 11 Right	56.64	100.0 %	1935	1935

Scenario 3: '2032 + Dev AM' (FG3: '2032 With Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	A	B	C	D	E	Tot.
	A	0	997	102	0	163	1262
	B	1112	0	63	772	321	2268
	C	258	18	0	50	124	450
	D	0	592	20	0	323	935
	E	444	436	59	167	0	1106
	Tot.	1814	2043	244	989	931	6021

Traffic Lane Flows

Lane	Scenario 3: 2032 + Dev AM
Junction: Junction 7, M27	
1/1	997
1/2	265
1/3	0
2/1	752
2/2	720
2/3	796
3/1 (with short)	450(In) 301(Out)
3/2 (short)	149
4/1 (short)	323
4/2 (with short)	451(In) 128(Out)
4/3	484
5/1	415
5/2 (with short)	691(In) 444(Out)
5/3 (short)	247
6/1	858
6/2	956
7/1	997
7/2	543
7/3	503
8/1	244
9/1	878
9/2	111
10/1	931
11/1	543
11/2	749
12/1	181
12/2	330
12/3	0
13/1	828
13/2	911
13/3	796
14/1	1051
14/2	945
15/1	443
15/2	1055
15/3	502

Lane Saturation Flows

Junction: Junction 7, M27								
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 (M27 (SB) J7 Offslip Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 7 Left Arm 12 Ahead	Inf 45.96	0.0 % 100.0 %	1915	1915
1/3 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 12 Ahead	45.96	0.0 %	1977	1977
2/1 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 8 Left Arm 13 Ahead	118.54 118.54	8.4 % 91.6 %	1937	1937
2/2 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
2/3 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
3/1 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 9 Left Arm 14 Ahead	Inf 40.89	16.6 % 83.4 %	1871	1871
3/2 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 14 Ahead	44.00	100.0 %	1864	1864
4/1 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 10 Left Arm 15 Ahead	52.64 Inf	100.0 % 0.0 %	1909	1909
4/2 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
4/3 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
5/1 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left	209.52	100.0 %	1903	1903
5/2 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left Arm 11 Ahead	209.52 209.52	6.5 % 93.5 %	1903	1903
5/3 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 11 Ahead	97.84	100.0 %	1888	1888
6/1 (M27 (NB) J7 On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (M27 (NB) J7 On slip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A334 Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A334 Charles Watts Way Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A334 Charles Watts Way Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

8/1 (B3036 Upper Northam Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (M27 (SB) On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M27 (SB) On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1928	1928
11/2 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	67.2 %	1928	1928
				Arm 12 Right	Inf	32.8 %		
12/1 (Circ)	2.91	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1906	1906
12/2 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	100.0 %	1850	1850
12/3 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	0.0 %	1906	1906
13/1 (Circ)	3.83	0.00	Y	Arm 9 Ahead	59.48	100.0 %	1949	1949
13/2 (Circ)	3.83	0.00	Y	Arm 9 Ahead	Inf	12.2 %	1998	1998
				Arm 14 Right	Inf	87.8 %		
13/3 (Circ)	3.83	0.00	Y	Arm 14 Right	59.48	100.0 %	1949	1949
14/1 (Circ)	3.75	0.00	Y	Arm 10 Ahead	118.12	57.8 %	1965	1965
				Arm 15 Right	118.12	42.2 %		
14/2 (Circ)	3.75	0.00	Y	Arm 15 Right	118.12	100.0 %	1965	1965
15/1 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	100.0 %	1935	1935
15/2 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	87.9 %	1935	1935
				Arm 11 Right	56.64	12.1 %		
15/3 (Circ)	3.72	0.00	Y	Arm 11 Right	56.64	100.0 %	1935	1935

Scenario 4: '2032 + Dev PM' (FG4: '2032 With Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	A	B	C	D	E	Tot.
	A	0	1336	201	0	240	1777
	B	815	0	170	553	355	1893
	C	170	59	0	43	139	411
	D	0	755	19	0	421	1195
	E	210	468	115	127	0	920
	Tot.	1195	2618	505	723	1155	6196

Traffic Lane Flows

Lane	Scenario 4: 2032 + Dev PM
Junction: Junction 7, M27	
1/1	1336
1/2	441
1/3	0
2/1	626
2/2	571
2/3	696
3/1 (with short)	411(In) 337(Out)
3/2 (short)	74
4/1 (short)	421
4/2 (with short)	721(In) 300(Out)
4/3	474
5/1	210
5/2 (with short)	710(In) 449(Out)
5/3 (short)	261
6/1	484
6/2	711
7/1	1336
7/2	749
7/3	533
8/1	505
9/1	626
9/2	97
10/1	1155
11/1	749
11/2	794
12/1	335
12/2	367
12/3	0
13/1	583
13/2	811
13/3	696
14/1	1008
14/2	770
15/1	274
15/2	1011
15/3	533

Lane Saturation Flows

Junction: Junction 7, M27								
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 (M27 (SB) J7 Offslip Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 7 Left Arm 12 Ahead	Inf 45.96	0.0 % 100.0 %	1915	1915
1/3 (M27 (SB) J7 Offslip)	3.62	0.00	Y	Arm 12 Ahead	45.96	0.0 %	1977	1977
2/1 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 8 Left Arm 13 Ahead	118.54 118.54	27.2 % 72.8 %	1937	1937
2/2 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
2/3 (A334 Charles Watts Way (Westbound))	3.47	0.00	Y	Arm 13 Ahead	118.54	100.0 %	1937	1937
3/1 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 9 Left Arm 14 Ahead	Inf 40.89	12.8 % 87.2 %	1869	1869
3/2 (B3036 Upper Northam Road)	3.13	0.00	Y	Arm 14 Ahead	44.00	100.0 %	1864	1864
4/1 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 10 Left Arm 15 Ahead	52.64 Inf	100.0 % 0.0 %	1909	1909
4/2 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
4/3 (M27 (NB) J7 Offslip)	3.49	0.00	Y	Arm 15 Ahead	52.64	100.0 %	1910	1910
5/1 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left	209.52	100.0 %	1903	1903
5/2 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 6 Left Arm 11 Ahead	209.52 209.52	0.0 % 100.0 %	1903	1903
5/3 (A334 Charles Watts Way (Eastbound))	3.02	0.00	Y	Arm 11 Ahead	97.84	100.0 %	1888	1888
6/1 (M27 (NB) J7 On slip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (M27 (NB) J7 On slip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A334 Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A334 Charles Watts Way Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A334 Charles Watts Way Lane 3)	Infinite Saturation Flow						Inf	Inf

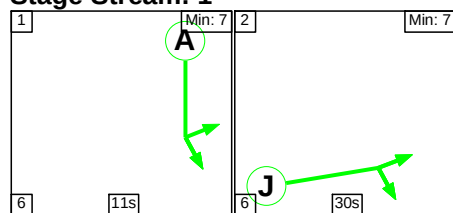
Full Input Data And Results

8/1 (B3036 Upper Northam Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (M27 (SB) On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M27 (SB) On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Charles Watts Way Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1928	1928
11/2 (Circ)	3.13	0.00	Y	Arm 7 Ahead	Inf	67.1 %	1928	1928
				Arm 12 Right	Inf	32.9 %		
12/1 (Circ)	2.91	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1906	1906
12/2 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	100.0 %	1850	1850
12/3 (Circ)	2.91	0.00	Y	Arm 13 Right	49.10	0.0 %	1906	1906
13/1 (Circ)	3.83	0.00	Y	Arm 9 Ahead	59.48	100.0 %	1949	1949
13/2 (Circ)	3.83	0.00	Y	Arm 9 Ahead	Inf	12.0 %	1998	1998
				Arm 14 Right	Inf	88.0 %		
13/3 (Circ)	3.83	0.00	Y	Arm 14 Right	59.48	100.0 %	1949	1949
14/1 (Circ)	3.75	0.00	Y	Arm 10 Ahead	118.12	72.8 %	1965	1965
				Arm 15 Right	118.12	27.2 %		
14/2 (Circ)	3.75	0.00	Y	Arm 15 Right	118.12	100.0 %	1965	1965
15/1 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	100.0 %	1935	1935
15/2 (Circ)	3.72	0.00	Y	Arm 6 Ahead	56.64	70.3 %	1935	1935
				Arm 11 Right	56.64	29.7 %		
15/3 (Circ)	3.72	0.00	Y	Arm 11 Right	56.64	100.0 %	1935	1935

Scenario 1: '2032 AM' (FG1: 'TA Addendum - 2032 Without Development AM', Plan 1: 'Network Control Plan 1')

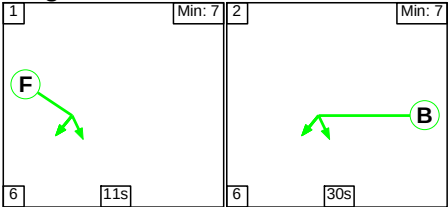
Stage Sequence Diagram

Stage Stream: 1

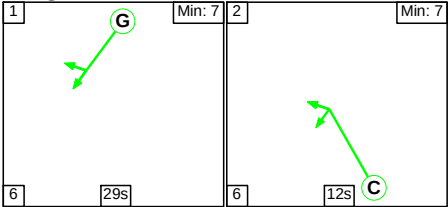


Full Input Data And Results

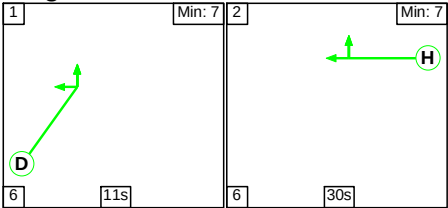
Stage Stream: 2



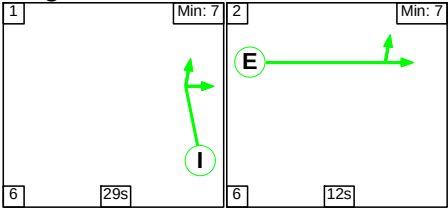
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	11	30
Change Point	0	17

Stage Stream: 2

Stage	1	2
Duration	11	30
Change Point	1	18

Stage Stream: 3

Stage	1	2
Duration	29	12
Change Point	16	51

Stage Stream: 4

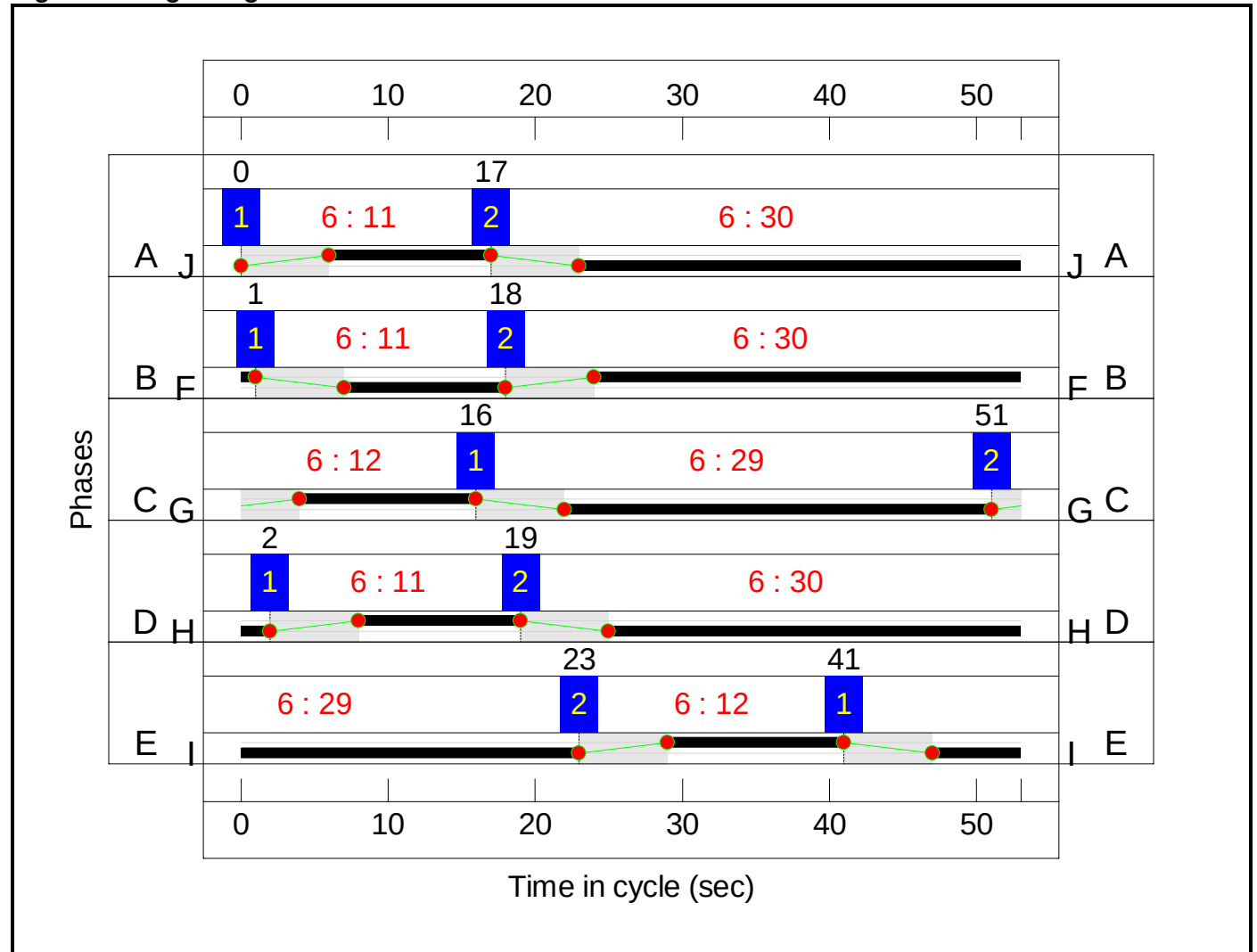
Stage	1	2
Duration	11	30
Change Point	2	19

Full Input Data And Results

Stage Stream: 5

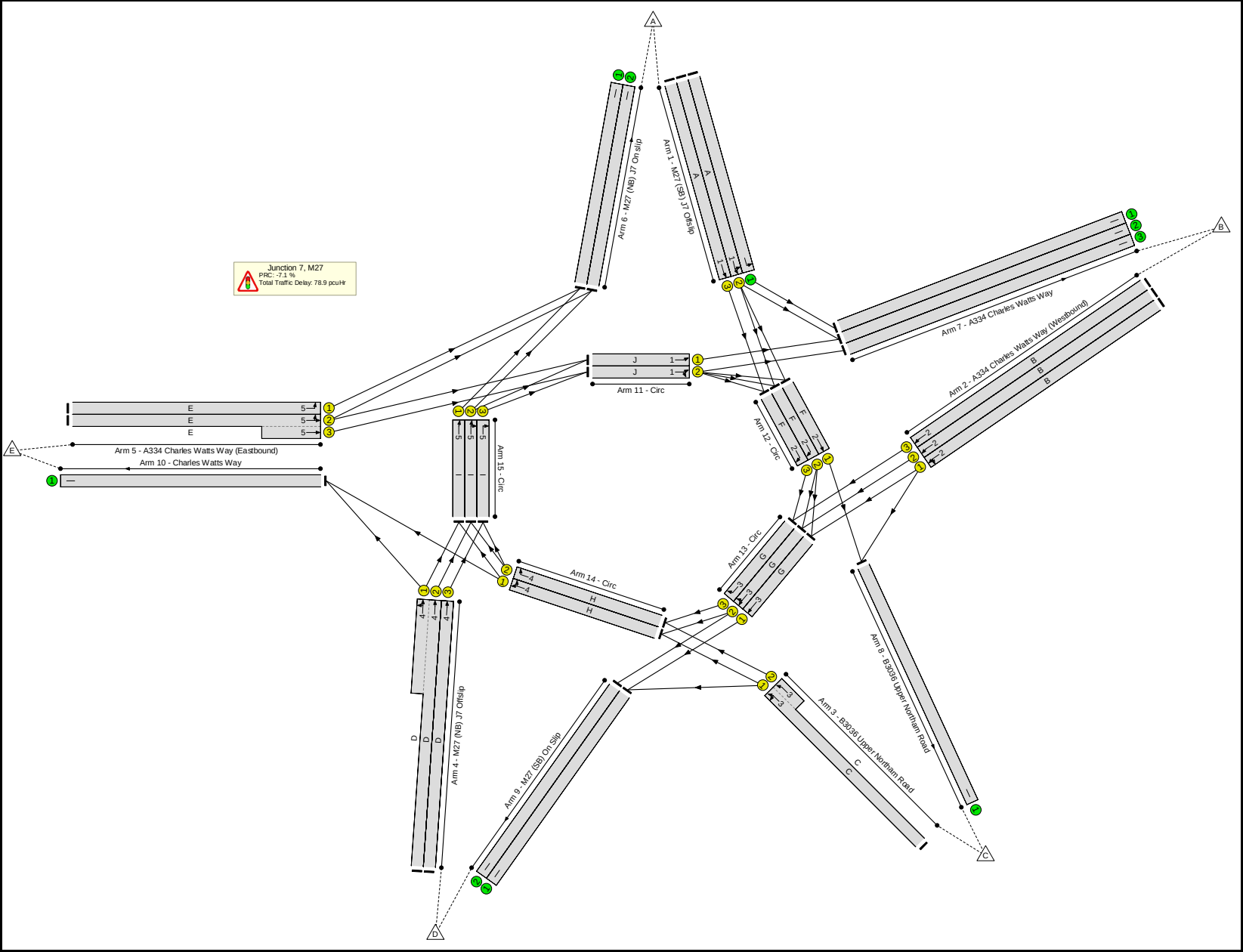
Stage	1	2
Duration	29	12
Change Point	41	23

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	96.4%
Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	96.4%
1/1	M27 (SB) J7 Offslip Left	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
1/2	M27 (SB) J7 Offslip Left Ahead	U	1	N/A	A		1	11	-	265	1915	434	61.1%
1/3	M27 (SB) J7 Offslip Ahead	U	1	N/A	A		1	11	-	0	1977	448	0.0%
2/1	A334 Charles Watts Way (Westbound) Left Ahead	U	2	N/A	B		1	30	-	753	1937	1133	66.5%
2/2	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	30	-	724	1937	1133	63.9%
2/3	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	30	-	758	1937	1133	66.9%
3/1+3/2	B3036 Upper Northam Road Left Ahead	U	3	N/A	C		1	12	-	450	1870:1864	430+134	79.8 : 79.8%
4/2+4/1	M27 (NB) J7 Offslip Left Ahead	U	4	N/A	D		1	11	-	527	1910:1909	342+432	59.6 : 74.7%
4/3	M27 (NB) J7 Offslip Ahead	U	4	N/A	D		1	11	-	403	1910	432	93.2%
5/1	A334 Charles Watts Way (Eastbound) Left	U	5	N/A	E		1	12	-	377	1903	467	80.8%
5/2+5/3	A334 Charles Watts Way (Eastbound) Left Ahead	U	5	N/A	E		1	12	-	729	1903:1888	467+338	90.6 : 90.6%
6/1	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
6/2	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%

Full Input Data And Results

7/1	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
7/2	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/3	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
8/1	B3036 Upper Northam Road	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
9/1	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
9/2	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
10/1	Charles Watts Way	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
11/1	Circ Ahead	U	1	N/A	J		1	30	-	560	1928	1128	49.7%
11/2	Circ Ahead Right	U	1	N/A	J		1	30	-	727	1928	1128	64.5%
12/1	Circ Ahead	U	2	N/A	F		1	11	-	181	1906	432	41.9%
12/2	Circ Right	U	2	N/A	F		1	11	-	330	1850	419	78.8%
12/3	Circ Right	U	2	N/A	F		1	11	-	0	1906	432	0.0%
13/1	Circ Ahead	U	3	N/A	G		1	29	-	842	1949	1103	76.3%
13/2	Circ Ahead Right	U	3	N/A	G		1	29	-	902	1998	1131	79.8%
13/3	Circ Right	U	3	N/A	G		1	29	-	758	1949	1103	68.7%
14/1	Circ Ahead Right	U	4	N/A	H		1	30	-	1108	1965	1149	96.4%
14/2	Circ Right	U	4	N/A	H		1	30	-	865	1965	1149	75.3%
15/1	Circ Ahead	U	5	N/A	I		1	29	-	500	1935	1095	45.7%
15/2	Circ Ahead Right	U	5	N/A	I		1	29	-	1051	1935	1095	96.0%
15/3	Circ Right	U	5	N/A	I		1	29	-	421	1935	1095	38.4%

Full Input Data And Results

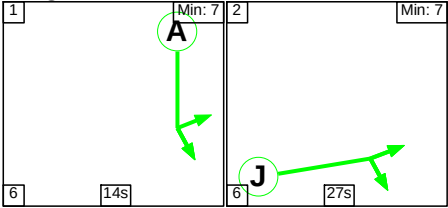
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 7, M27	-	-	0	0	0	32.6	46.3	0.0	78.9	-	-	-	-
Junction 7, M27	-	-	0	0	0	32.6	46.3	0.0	78.9	-	-	-	-
1/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	265	265	-	-	-	1.4	0.8	-	2.1	29.0	3.5	0.8	4.2
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	753	753	-	-	-	1.6	1.0	-	2.5	12.2	7.3	1.0	8.3
2/2	724	724	-	-	-	1.5	0.9	-	2.3	11.7	7.0	0.9	7.9
2/3	758	758	-	-	-	1.6	1.0	-	2.6	12.3	7.6	1.0	8.6
3/1+3/2	450	450	-	-	-	2.3	1.9	-	4.2	33.3	4.8	1.9	6.7
4/2+4/1	527	527	-	-	-	2.7	1.1	-	3.8	25.8	4.4	1.1	5.5
4/3	403	403	-	-	-	2.3	5.1	-	7.3	65.5	5.7	5.1	10.8
5/1	377	377	-	-	-	2.0	2.0	-	4.0	38.0	5.1	2.0	7.1
5/2+5/3	729	729	-	-	-	3.8	4.3	-	8.1	40.2	6.0	4.3	10.3
6/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	560	560	-	-	-	0.5	0.5	-	0.9	6.1	1.3	0.5	1.8
11/2	727	727	-	-	-	0.8	0.9	-	1.7	8.4	2.8	0.9	3.7
12/1	181	181	-	-	-	0.5	0.4	-	0.9	17.9	1.5	0.4	1.8

Full Input Data And Results

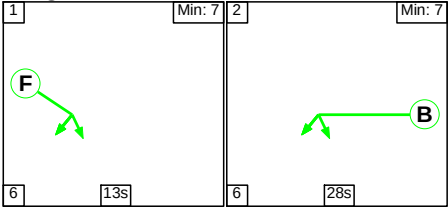
12/2	330	330	-	-	-	1.0	1.8	-	2.8	30.0	3.3	1.8	5.1
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	842	842	-	-	-	1.1	1.6	-	2.7	11.7	4.1	1.6	5.7
13/2	902	902	-	-	-	1.1	1.9	-	3.1	12.2	5.1	1.9	7.0
13/3	758	758	-	-	-	0.8	1.1	-	1.9	8.8	2.1	1.1	3.2
14/1	1108	1108	-	-	-	2.0	9.3	-	11.2	36.5	14.2	9.3	23.5
14/2	865	865	-	-	-	1.4	1.5	-	2.9	12.1	4.6	1.5	6.1
15/1	500	500	-	-	-	1.0	0.4	-	1.4	9.9	6.1	0.4	6.5
15/2	1051	1051	-	-	-	2.8	8.6	-	11.3	38.8	15.2	8.6	23.8
15/3	421	421	-	-	-	0.8	0.3	-	1.1	9.2	2.0	0.3	2.3
C1 Stream: 1 PRC for Signalled Lanes (%): 39.6 Total Delay for Signalled Lanes (pcuHr): 4.77 Cycle Time (s): 53 C1 Stream: 2 PRC for Signalled Lanes (%): 14.2 Total Delay for Signalled Lanes (pcuHr): 11.14 Cycle Time (s): 53 C1 Stream: 3 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 11.81 Cycle Time (s): 53 C1 Stream: 4 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 25.25 Cycle Time (s): 53 C1 Stream: 5 PRC for Signalled Lanes (%): -6.6 Total Delay for Signalled Lanes (pcuHr): 25.90 Cycle Time (s): 53 PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 78.87													

Stage Sequence Diagram

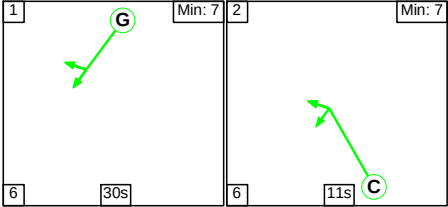
Stage Stream: 1



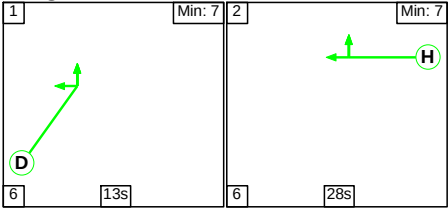
Stage Stream: 2



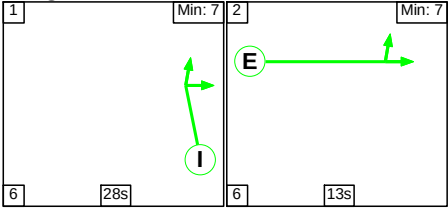
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	14	27
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	13	28
Change Point	1	20

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	30	11
Change Point	22	5

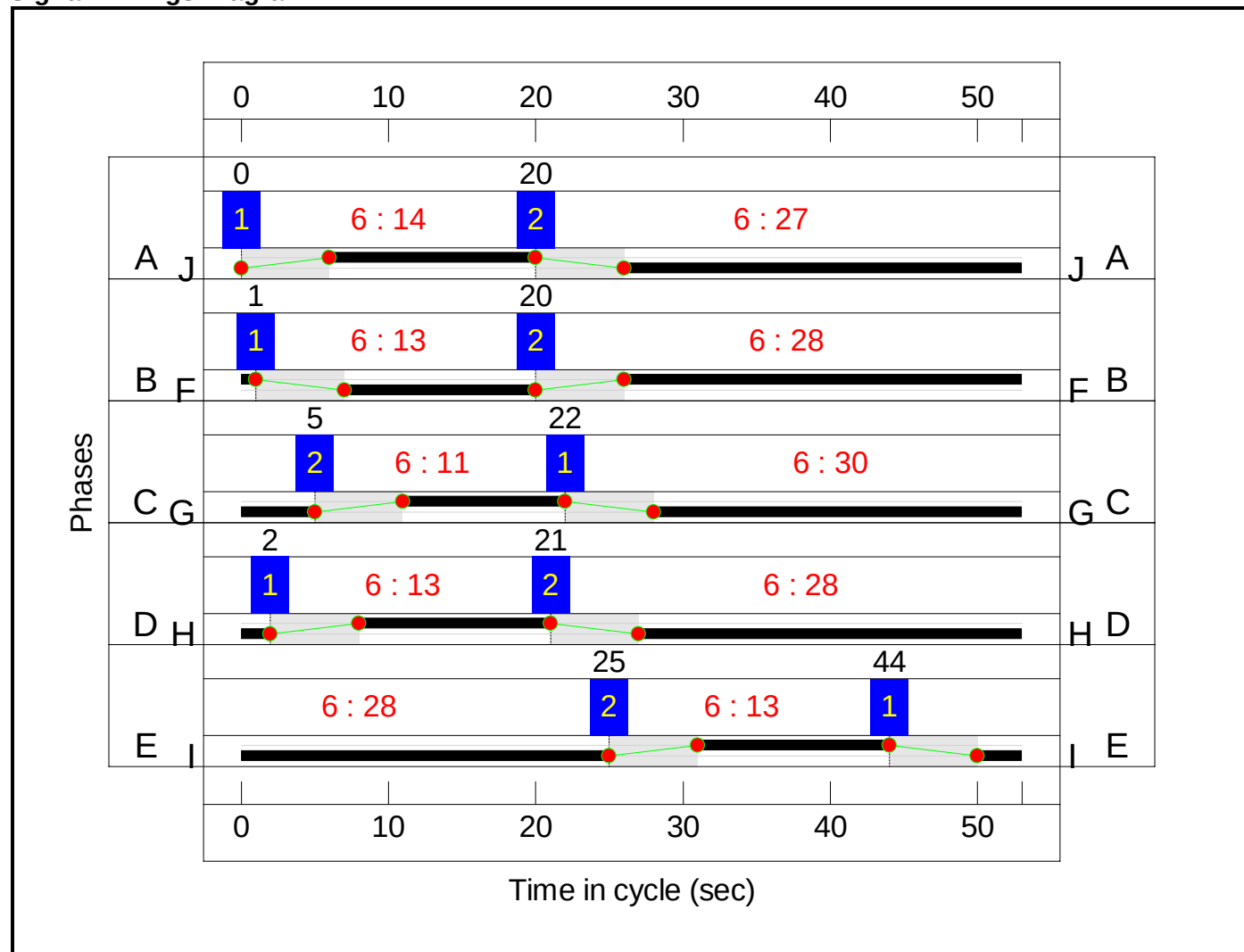
Stage Stream: 4

Stage	1	2
Duration	13	28
Change Point	2	21

Stage Stream: 5

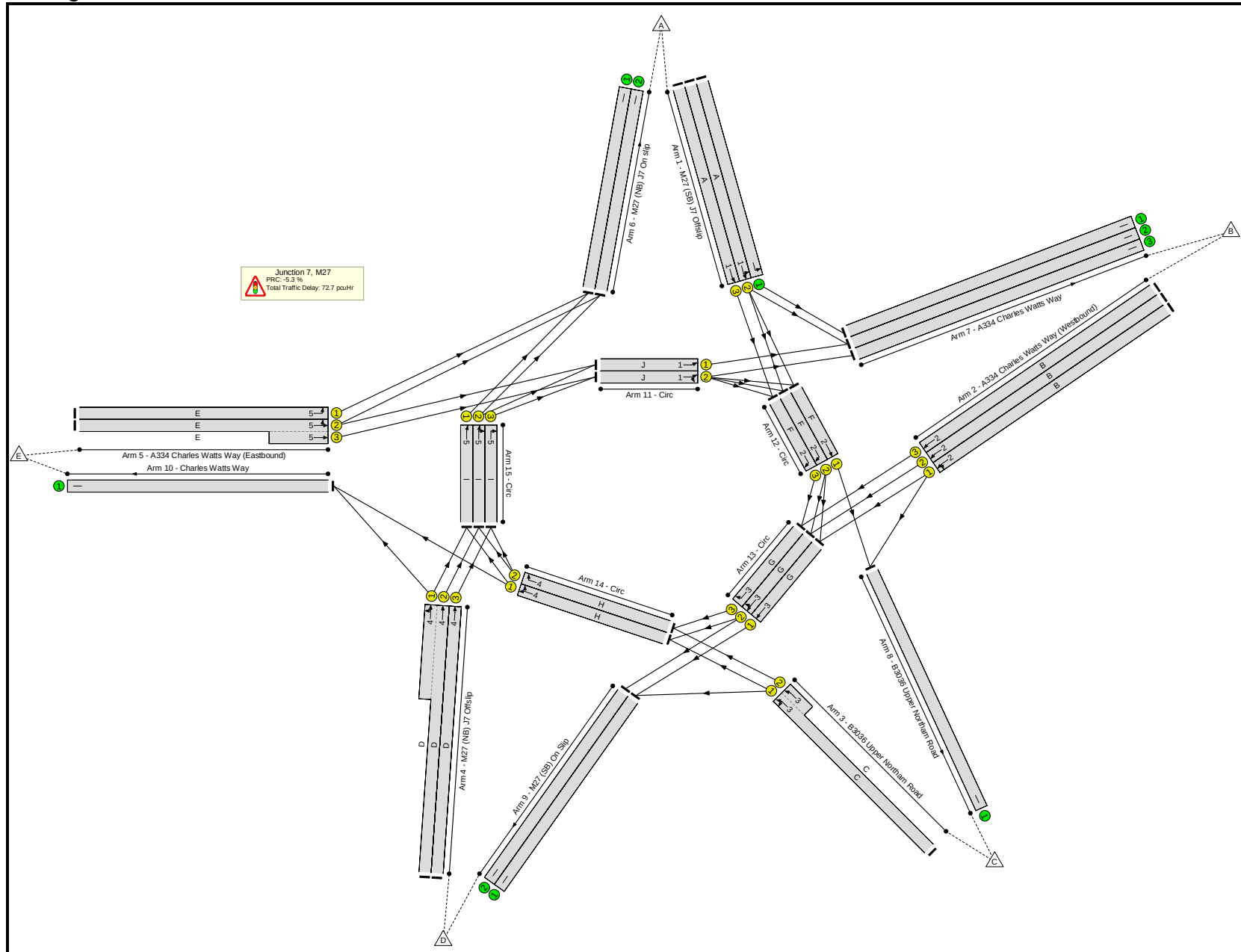
Stage	1	2
Duration	28	13
Change Point	44	25

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	94.7%
Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	94.7%
1/1	M27 (SB) J7 Offslip Left	U	N/A	N/A	-		-	-	-	1318	Inf	Inf	0.0%
1/2	M27 (SB) J7 Offslip Left Ahead	U	1	N/A	A		1	14	-	441	1915	542	81.4%
1/3	M27 (SB) J7 Offslip Ahead	U	1	N/A	A		1	14	-	0	1977	560	0.0%
2/1	A334 Charles Watts Way (Westbound) Left Ahead	U	2	N/A	B		1	28	-	679	1937	1060	64.1%
2/2	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	28	-	622	1937	1060	58.7%
2/3	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	28	-	575	1937	1060	54.3%
3/1+3/2	B3036 Upper Northam Road Left Ahead	U	3	N/A	C		1	11	-	411	1873:1864	363+312	60.9 : 60.9%
4/2+4/1	M27 (NB) J7 Offslip Left Ahead	U	4	N/A	D		1	13	-	709	1910:1909	384+504	75.0 : 83.5%
4/3	M27 (NB) J7 Offslip Ahead	U	4	N/A	D		1	13	-	478	1910	505	94.7%
5/1	A334 Charles Watts Way (Eastbound) Left	U	5	N/A	E		1	13	-	210	1903	503	41.8%
5/2+5/3	A334 Charles Watts Way (Eastbound) Left Ahead	U	5	N/A	E		1	13	-	710	1903:1888	503+310	87.3 : 87.3%
6/1	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
6/2	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%

Full Input Data And Results

7/1	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	1318	Inf	Inf	0.0%
7/2	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
7/3	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
8/1	B3036 Upper Northam Road	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
9/1	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
9/2	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
10/1	Charles Watts Way	U	N/A	N/A	-		-	-	-	1155	Inf	Inf	0.0%
11/1	Circ Ahead	U	1	N/A	J		1	27	-	728	1928	1019	71.5%
11/2	Circ Ahead Right	U	1	N/A	J		1	27	-	807	1928	1019	79.2%
12/1	Circ Ahead	U	2	N/A	F		1	13	-	335	1906	503	66.5%
12/2	Circ Right	U	2	N/A	F		1	13	-	367	1850	489	75.1%
12/3	Circ Right	U	2	N/A	F		1	13	-	0	1906	503	0.0%
13/1	Circ Ahead	U	3	N/A	G		1	30	-	635	1949	1140	55.7%
13/2	Circ Ahead Right	U	3	N/A	G		1	30	-	863	1998	1169	73.8%
13/3	Circ Right	U	3	N/A	G		1	30	-	575	1949	1140	50.4%
14/1	Circ Ahead Right	U	4	N/A	H		1	28	-	1001	1965	1075	93.1%
14/2	Circ Right	U	4	N/A	H		1	28	-	765	1965	1075	71.2%
15/1	Circ Ahead	U	5	N/A	I		1	28	-	267	1935	1059	25.2%
15/2	Circ Ahead Right	U	5	N/A	I		1	28	-	995	1935	1059	94.0%
15/3	Circ Right	U	5	N/A	I		1	28	-	536	1935	1059	50.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 7, M27	-	-	0	0	0	33.6	39.1	0.0	72.7	-	-	-	-
Junction 7, M27	-	-	0	0	0	33.6	39.1	0.0	72.7	-	-	-	-
1/1	1318	1318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	441	441	-	-	-	2.2	2.1	-	4.3	34.8	6.0	2.1	8.1
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	679	679	-	-	-	1.6	0.9	-	2.5	13.1	6.8	0.9	7.7
2/2	622	622	-	-	-	1.4	0.7	-	2.1	12.1	6.0	0.7	6.8
2/3	575	575	-	-	-	1.2	0.6	-	1.8	11.4	5.4	0.6	6.0
3/1+3/2	411	411	-	-	-	2.0	0.8	-	2.8	24.6	2.8	0.8	3.6
4/2+4/1	709	709	-	-	-	3.5	1.9	-	5.4	27.6	5.8	1.9	7.8
4/3	478	478	-	-	-	2.5	6.2	-	8.7	65.5	6.9	6.2	13.1
5/1	210	210	-	-	-	0.9	0.4	-	1.3	22.3	2.5	0.4	2.9
5/2+5/3	710	710	-	-	-	3.5	3.2	-	6.8	34.4	6.1	3.2	9.3
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1318	1318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	728	728	-	-	-	1.1	1.2	-	2.3	11.4	3.4	1.2	4.6
11/2	807	807	-	-	-	1.3	1.9	-	3.2	14.4	7.8	1.9	9.7
12/1	335	335	-	-	-	1.2	1.0	-	2.2	23.5	3.0	1.0	4.0

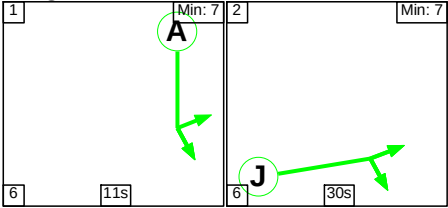
Full Input Data And Results

12/2	367	367	-	-	-	1.3	1.5	-	2.8	27.0	3.3	1.5	4.8
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	635	635	-	-	-	0.6	0.6	-	1.2	6.9	2.4	0.6	3.0
13/2	863	863	-	-	-	1.2	1.4	-	2.6	11.0	10.6	1.4	12.0
13/3	575	575	-	-	-	0.2	0.5	-	0.7	4.2	0.4	0.5	0.9
14/1	1001	1001	-	-	-	2.2	5.8	-	8.0	28.9	7.2	5.8	13.1
14/2	765	765	-	-	-	1.6	1.2	-	2.8	13.3	5.9	1.2	7.2
15/1	267	267	-	-	-	0.5	0.2	-	0.7	8.9	2.5	0.2	2.6
15/2	995	995	-	-	-	2.6	6.5	-	9.1	32.9	14.1	6.5	20.6
15/3	536	536	-	-	-	0.9	0.5	-	1.4	9.7	2.6	0.5	3.1
C1 Stream: 1 PRC for Signalled Lanes (%) 10.6 C1 Stream: 2 PRC for Signalled Lanes (%) 19.8 C1 Stream: 3 PRC for Signalled Lanes (%) 21.9 C1 Stream: 4 PRC for Signalled Lanes (%) -5.3 C1 Stream: 5 PRC for Signalled Lanes (%) -4.4 PRC Over All Lanes (%) -5.3 Total Delay for Signalled Lanes (pcuHr) 9.78 Total Delay for Signalled Lanes (pcuHr) 11.32 Total Delay for Signalled Lanes (pcuHr) 7.34 Total Delay for Signalled Lanes (pcuHr) 24.99 Total Delay for Signalled Lanes (pcuHr) 19.27 Total Delay Over All Lanes(pcuHr) 72.71 Cycle Time (s) 53 Cycle Time (s) 53 Cycle Time (s) 53 Cycle Time (s) 53 Cycle Time (s) 53													

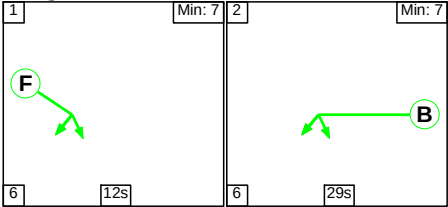
Full Input Data And Results
Scenario 3: '2032 + Dev AM' (FG3: '2032 With Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

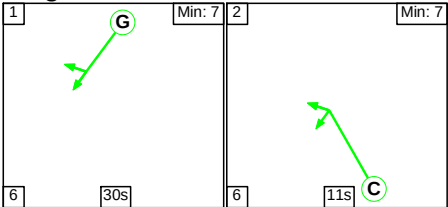
Stage Stream: 1



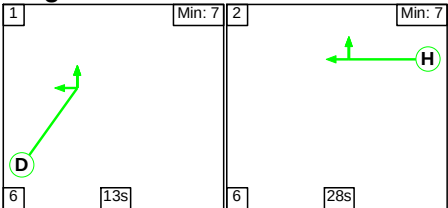
Stage Stream: 2



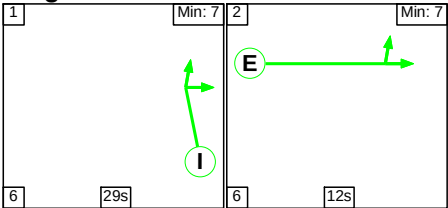
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	11	30
Change Point	0	17

Stage Stream: 2

Stage	1	2
Duration	12	29
Change Point	52	17

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	30	11
Change Point	16	52

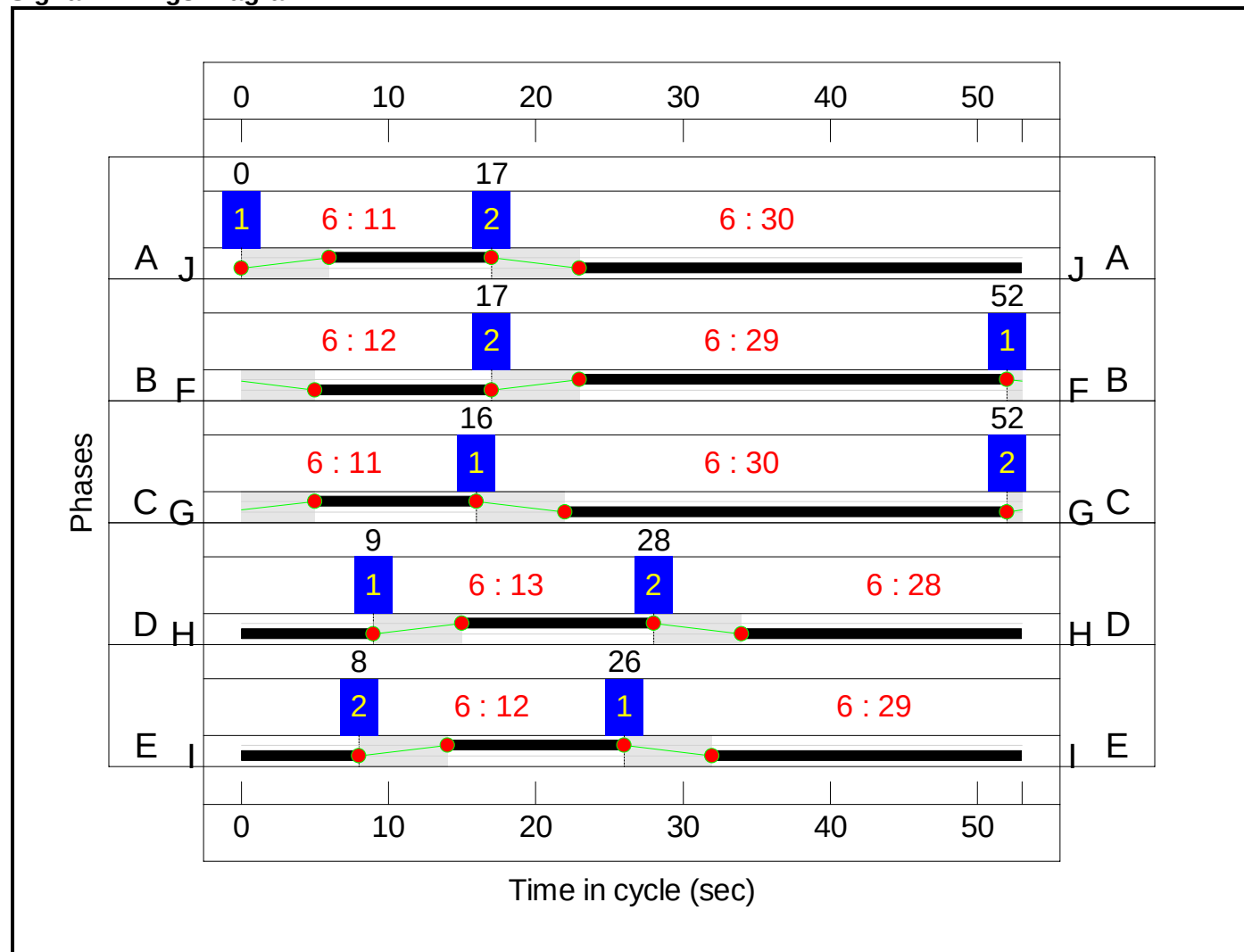
Stage Stream: 4

Stage	1	2
Duration	13	28
Change Point	9	28

Stage Stream: 5

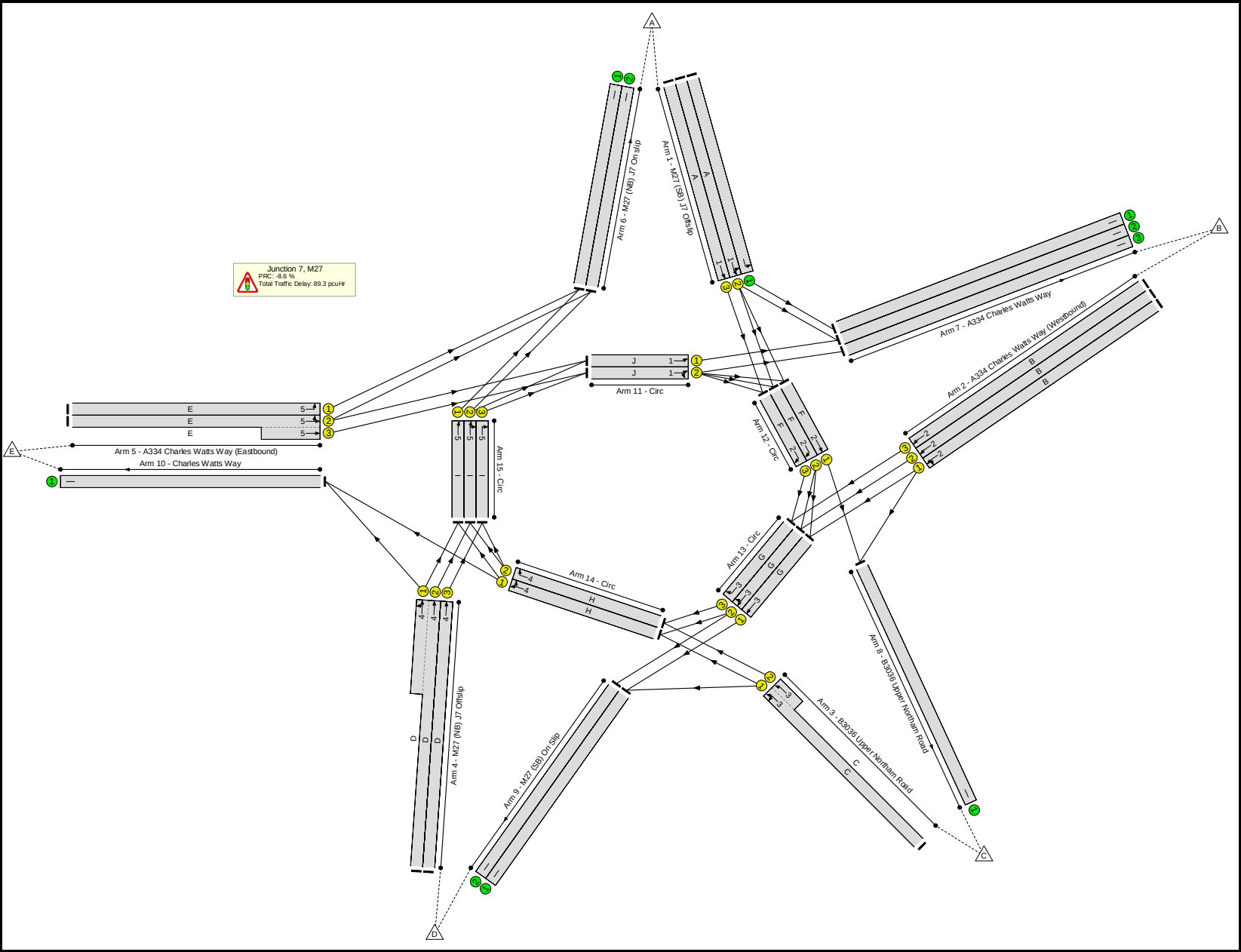
Stage	1	2
Duration	29	12
Change Point	26	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
1/1	M27 (SB) J7 Offslip Left	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
1/2	M27 (SB) J7 Offslip Left Ahead	U	1	N/A	A		1	11	-	265	1915	434	61.1%
1/3	M27 (SB) J7 Offslip Ahead	U	1	N/A	A		1	11	-	0	1977	448	0.0%
2/1	A334 Charles Watts Way (Westbound) Left Ahead	U	2	N/A	B		1	29	-	752	1937	1096	68.6%
2/2	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	29	-	720	1937	1096	65.7%
2/3	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	29	-	796	1937	1096	72.6%
3/1+3/2	B3036 Upper Northam Road Left Ahead	U	3	N/A	C		1	11	-	450	1871:1864	386+191	77.9 : 77.9%
4/2+4/1	M27 (NB) J7 Offslip Left Ahead	U	4	N/A	D		1	13	-	451	1910:1909	200+504	64.1 : 64.1%
4/3	M27 (NB) J7 Offslip Ahead	U	4	N/A	D		1	13	-	484	1910	505	95.9%
5/1	A334 Charles Watts Way (Eastbound) Left	U	5	N/A	E		1	12	-	415	1903	467	88.9%
5/2+5/3	A334 Charles Watts Way (Eastbound) Left Ahead	U	5	N/A	E		1	12	-	691	1903:1888	467+260	95.1 : 95.1%
6/1	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
6/2	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	956	Inf	Inf	0.0%

Full Input Data And Results

7/1	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
7/2	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
7/3	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
8/1	B3036 Upper Northam Road	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
9/1	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
9/2	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%
10/1	Charles Watts Way	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
11/1	Circ Ahead	U	1	N/A	J		1	30	-	543	1928	1128	48.2%
11/2	Circ Ahead Right	U	1	N/A	J		1	30	-	749	1928	1128	66.4%
12/1	Circ Ahead	U	2	N/A	F		1	12	-	181	1906	468	38.7%
12/2	Circ Right	U	2	N/A	F		1	12	-	330	1850	454	72.7%
12/3	Circ Right	U	2	N/A	F		1	12	-	0	1906	468	0.0%
13/1	Circ Ahead	U	3	N/A	G		1	30	-	828	1949	1140	72.6%
13/2	Circ Ahead Right	U	3	N/A	G		1	30	-	911	1998	1169	78.0%
13/3	Circ Right	U	3	N/A	G		1	30	-	796	1949	1140	69.8%
14/1	Circ Ahead Right	U	4	N/A	H		1	28	-	1051	1965	1075	97.8%
14/2	Circ Right	U	4	N/A	H		1	28	-	945	1965	1075	87.9%
15/1	Circ Ahead	U	5	N/A	I		1	29	-	443	1935	1095	40.4%
15/2	Circ Ahead Right	U	5	N/A	I		1	29	-	1055	1935	1095	96.3%
15/3	Circ Right	U	5	N/A	I		1	29	-	502	1935	1095	45.8%

Full Input Data And Results

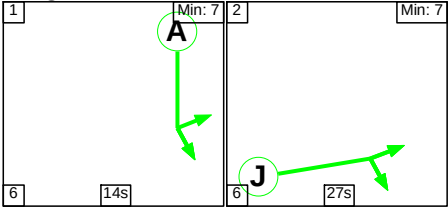
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 7, M27	-	-	0	0	0	33.3	56.0	0.0	89.3	-	-	-	-
Junction 7, M27	-	-	0	0	0	33.3	56.0	0.0	89.3	-	-	-	-
1/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	265	265	-	-	-	1.4	0.8	-	2.1	29.0	3.5	0.8	4.2
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	752	752	-	-	-	1.7	1.1	-	2.8	13.4	7.7	1.1	8.8
2/2	720	720	-	-	-	1.6	1.0	-	2.5	12.7	7.2	1.0	8.2
2/3	796	796	-	-	-	1.9	1.3	-	3.2	14.4	8.6	1.3	9.9
3/1+3/2	450	450	-	-	-	2.3	1.7	-	4.0	32.1	4.2	1.7	5.9
4/2+4/1	451	451	-	-	-	2.1	0.9	-	3.0	23.8	4.1	0.9	5.0
4/3	484	484	-	-	-	2.6	7.0	-	9.6	71.3	7.0	7.0	14.0
5/1	415	415	-	-	-	2.2	3.5	-	5.8	49.9	5.9	3.5	9.4
5/2+5/3	691	691	-	-	-	3.6	7.0	-	10.6	55.3	6.4	7.0	13.4
6/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	543	543	-	-	-	0.3	0.5	-	0.8	5.2	0.9	0.5	1.4
11/2	749	749	-	-	-	1.4	1.0	-	2.4	11.4	5.6	1.0	6.6
12/1	181	181	-	-	-	0.7	0.3	-	1.0	20.3	1.6	0.3	1.9

Full Input Data And Results

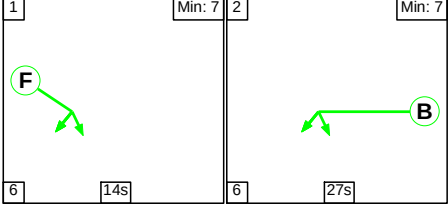
12/2	330	330	-	-	-	1.5	1.3	-	2.8	30.4	3.2	1.3	4.5
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	828	828	-	-	-	0.9	1.3	-	2.2	9.6	3.3	1.3	4.7
13/2	911	911	-	-	-	1.0	1.7	-	2.7	10.7	5.1	1.7	6.8
13/3	796	796	-	-	-	0.6	1.1	-	1.7	7.7	1.5	1.1	2.7
14/1	1051	1051	-	-	-	2.4	11.3	-	13.7	46.9	15.0	11.3	26.3
14/2	945	945	-	-	-	1.2	3.4	-	4.7	17.9	6.6	3.4	10.0
15/1	443	443	-	-	-	0.8	0.3	-	1.2	9.6	2.2	0.3	2.5
15/2	1055	1055	-	-	-	1.9	9.0	-	11.0	37.5	6.5	9.0	15.6
15/3	502	502	-	-	-	1.2	0.4	-	1.6	11.6	7.2	0.4	7.6
C1 Stream: 1 PRC for Signalled Lanes (%) 35.5 C1 Stream: 2 PRC for Signalled Lanes (%) 23.8 C1 Stream: 3 PRC for Signalled Lanes (%) 15.5 C1 Stream: 4 PRC for Signalled Lanes (%) -8.6 C1 Stream: 5 PRC for Signalled Lanes (%) -7.0 PRC Over All Lanes (%) -8.6 Total Delay for Signalled Lanes (pcuHr) 5.29 Total Delay for Signalled Lanes (pcuHr) 12.33 Total Delay for Signalled Lanes (pcuHr) 10.64 Total Delay for Signalled Lanes (pcuHr) 30.94 Total Delay for Signalled Lanes (pcuHr) 30.14 Total Delay Over All Lanes(pcuHr) 89.35 Cycle Time (s) 53 Cycle Time (s) 53 Cycle Time (s) 53 Cycle Time (s) 53 Cycle Time (s) 53													

Stage Sequence Diagram

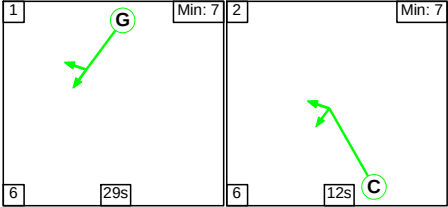
Stage Stream: 1



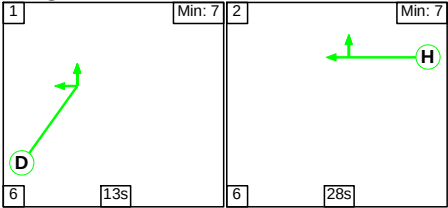
Stage Stream: 2



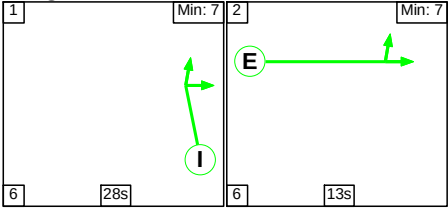
Stage Stream: 3



Stage Stream: 4



Stage Stream: 5



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	14	27
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	14	27
Change Point	2	22

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	29	12
Change Point	23	5

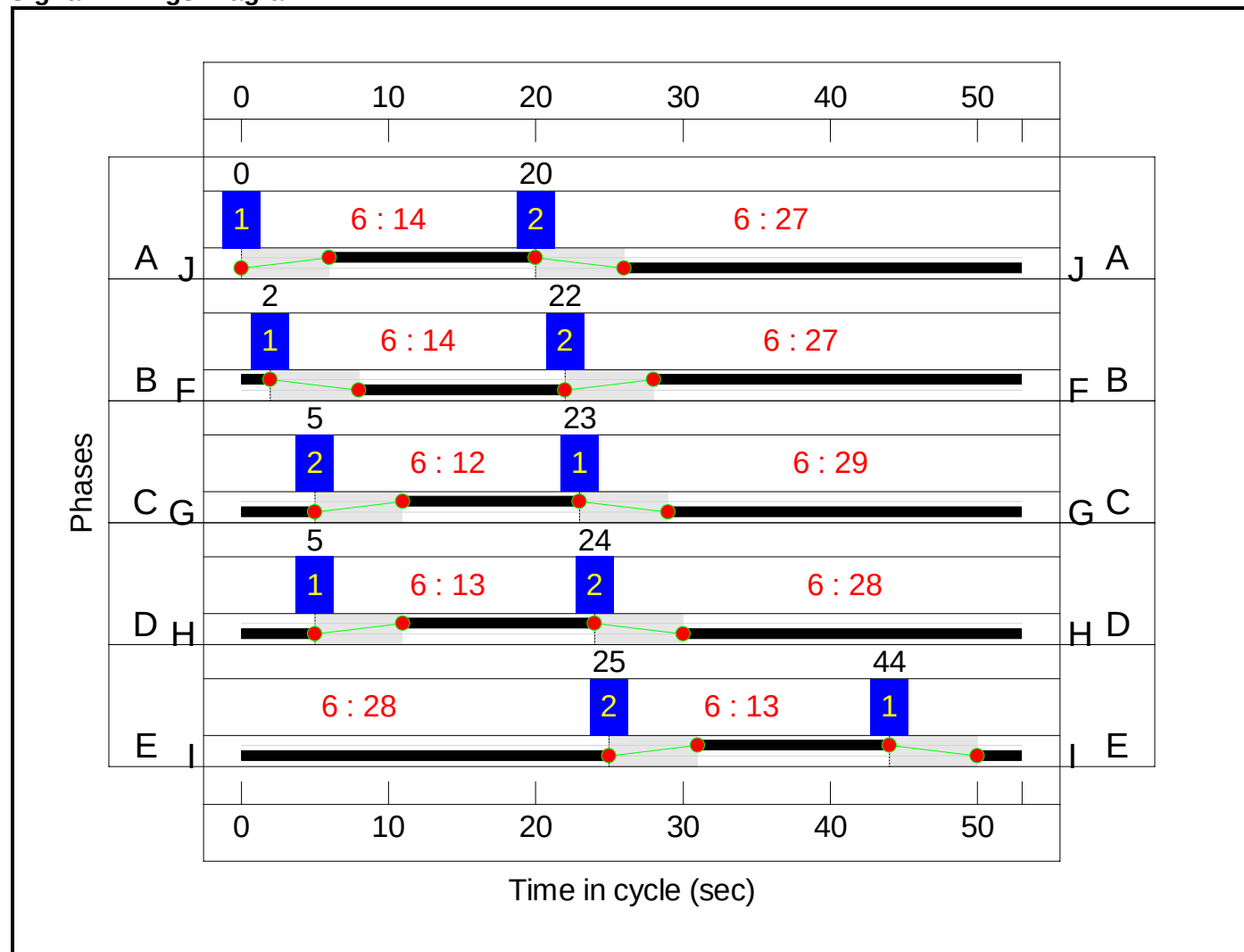
Stage Stream: 4

Stage	1	2
Duration	13	28
Change Point	5	24

Stage Stream: 5

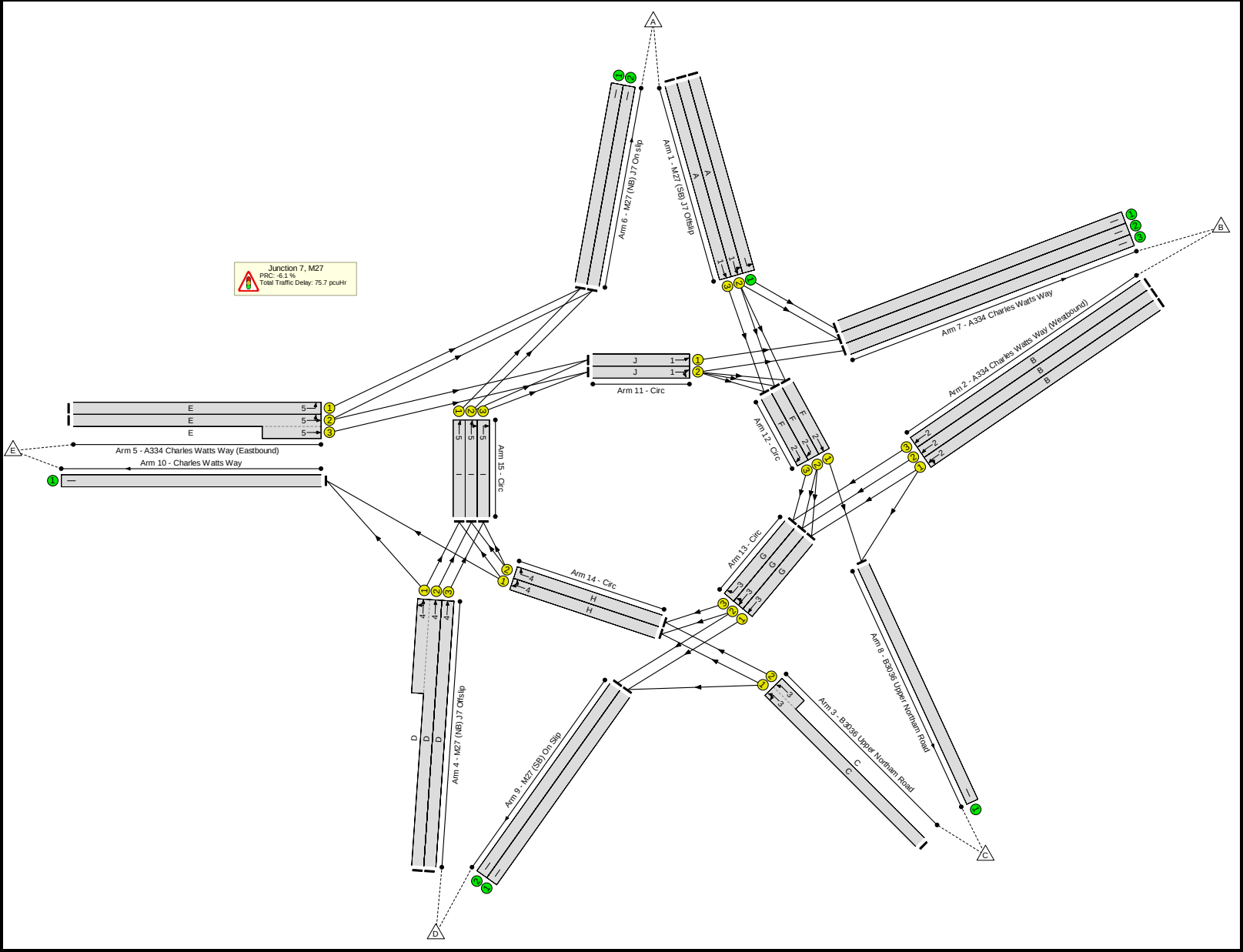
Stage	1	2
Duration	28	13
Change Point	44	25

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
Junction 7, M27	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/1	M27 (SB) J7 Offslip Left	U	N/A	N/A	-		-	-	-	1336	Inf	Inf	0.0%
1/2	M27 (SB) J7 Offslip Left Ahead	U	1	N/A	A		1	14	-	441	1915	542	81.4%
1/3	M27 (SB) J7 Offslip Ahead	U	1	N/A	A		1	14	-	0	1977	560	0.0%
2/1	A334 Charles Watts Way (Westbound) Left Ahead	U	2	N/A	B		1	27	-	626	1937	1023	61.2%
2/2	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	27	-	571	1937	1023	55.8%
2/3	A334 Charles Watts Way (Westbound) Ahead	U	2	N/A	B		1	27	-	696	1937	1023	68.0%
3/1+3/2	B3036 Upper Northam Road Left Ahead	U	3	N/A	C		1	12	-	411	1869:1864	442+97	76.3 : 76.3%
4/2+4/1	M27 (NB) J7 Offslip Left Ahead	U	4	N/A	D		1	13	-	721	1910:1909	421+504	71.2 : 83.5%
4/3	M27 (NB) J7 Offslip Ahead	U	4	N/A	D		1	13	-	474	1910	505	93.9%
5/1	A334 Charles Watts Way (Eastbound) Left	U	5	N/A	E		1	13	-	210	1903	503	41.8%
5/2+5/3	A334 Charles Watts Way (Eastbound) Left Ahead	U	5	N/A	E		1	13	-	710	1903:1888	503+292	89.3 : 89.3%
6/1	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
6/2	M27 (NB) J7 On slip	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%

Full Input Data And Results

7/1	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	1336	Inf	Inf	0.0%
7/2	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
7/3	A334 Charles Watts Way	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
8/1	B3036 Upper Northam Road	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
9/1	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
9/2	M27 (SB) On Slip	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
10/1	Charles Watts Way	U	N/A	N/A	-		-	-	-	1155	Inf	Inf	0.0%
11/1	Circ Ahead	U	1	N/A	J		1	27	-	749	1928	1019	73.5%
11/2	Circ Ahead Right	U	1	N/A	J		1	27	-	794	1928	1019	78.0%
12/1	Circ Ahead	U	2	N/A	F		1	14	-	335	1906	539	62.1%
12/2	Circ Right	U	2	N/A	F		1	14	-	367	1850	524	70.1%
12/3	Circ Right	U	2	N/A	F		1	14	-	0	1906	539	0.0%
13/1	Circ Ahead	U	3	N/A	G		1	29	-	583	1949	1103	52.8%
13/2	Circ Ahead Right	U	3	N/A	G		1	29	-	811	1998	1131	71.7%
13/3	Circ Right	U	3	N/A	G		1	29	-	696	1949	1103	63.1%
14/1	Circ Ahead Right	U	4	N/A	H		1	28	-	1008	1965	1075	93.8%
14/2	Circ Right	U	4	N/A	H		1	28	-	770	1965	1075	71.6%
15/1	Circ Ahead	U	5	N/A	I		1	28	-	274	1935	1059	25.9%
15/2	Circ Ahead Right	U	5	N/A	I		1	28	-	1011	1935	1059	95.5%
15/3	Circ Right	U	5	N/A	I		1	28	-	533	1935	1059	50.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Junction 7, M27	-	-	0	0	0	34.0	41.7	0.0	75.7	-	-	-	-
Junction 7, M27	-	-	0	0	0	34.0	41.7	0.0	75.7	-	-	-	-
1/1	1336	1336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	441	441	-	-	-	2.2	2.1	-	4.3	34.8	6.0	2.1	8.1
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	626	626	-	-	-	1.5	0.8	-	2.3	13.2	6.3	0.8	7.0
2/2	571	571	-	-	-	1.3	0.6	-	2.0	12.3	5.6	0.6	6.2
2/3	696	696	-	-	-	1.8	1.1	-	2.8	14.7	7.5	1.1	8.6
3/1+3/2	411	411	-	-	-	2.1	1.6	-	3.6	31.8	4.6	1.6	6.2
4/2+4/1	721	721	-	-	-	3.6	1.7	-	5.3	26.5	5.8	1.7	7.6
4/3	474	474	-	-	-	2.5	5.7	-	8.2	62.1	6.7	5.7	12.4
5/1	210	210	-	-	-	0.9	0.4	-	1.3	22.3	2.5	0.4	2.9
5/2+5/3	710	710	-	-	-	3.6	3.8	-	7.4	37.5	6.4	3.8	10.2
6/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1336	1336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	749	749	-	-	-	1.3	1.4	-	2.7	12.9	3.9	1.4	5.3
11/2	794	794	-	-	-	1.7	1.7	-	3.4	15.6	7.9	1.7	9.6
12/1	335	335	-	-	-	0.9	0.8	-	1.7	18.3	2.7	0.8	3.5

Full Input Data And Results

12/2	367	367	-	-	-	0.9	1.2	-	2.1	20.1	2.8	1.2	3.9
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	583	583	-	-	-	0.7	0.6	-	1.2	7.6	2.3	0.6	2.9
13/2	811	811	-	-	-	1.1	1.3	-	2.4	10.5	9.7	1.3	10.9
13/3	696	696	-	-	-	0.3	0.9	-	1.1	5.9	0.7	0.9	1.6
14/1	1008	1008	-	-	-	1.8	6.3	-	8.1	28.9	10.4	6.3	16.7
14/2	770	770	-	-	-	1.7	1.3	-	3.0	13.9	4.8	1.3	6.1
15/1	274	274	-	-	-	0.4	0.2	-	0.6	7.7	3.0	0.2	3.2
15/2	1011	1011	-	-	-	2.2	7.9	-	10.1	36.0	11.9	7.9	19.9
15/3	533	533	-	-	-	1.6	0.5	-	2.1	14.4	4.1	0.5	4.7
C1 Stream: 1 PRC for Signalled Lanes (%): 10.6 C1 Stream: 2 PRC for Signalled Lanes (%): 28.4 C1 Stream: 3 PRC for Signalled Lanes (%): 18.0 C1 Stream: 4 PRC for Signalled Lanes (%): -4.4 C1 Stream: 5 PRC for Signalled Lanes (%): -6.1 PRC Over All Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 10.40 Total Delay for Signalled Lanes (pcuHr): 10.85 Total Delay for Signalled Lanes (pcuHr): 8.37 Total Delay for Signalled Lanes (pcuHr): 24.54 Total Delay for Signalled Lanes (pcuHr): 21.52 Total Delay Over All Lanes(pcuHr): 75.68 Cycle Time (s): 53 Cycle Time (s): 53 Cycle Time (s): 53 Cycle Time (s): 53 Cycle Time (s): 53													