

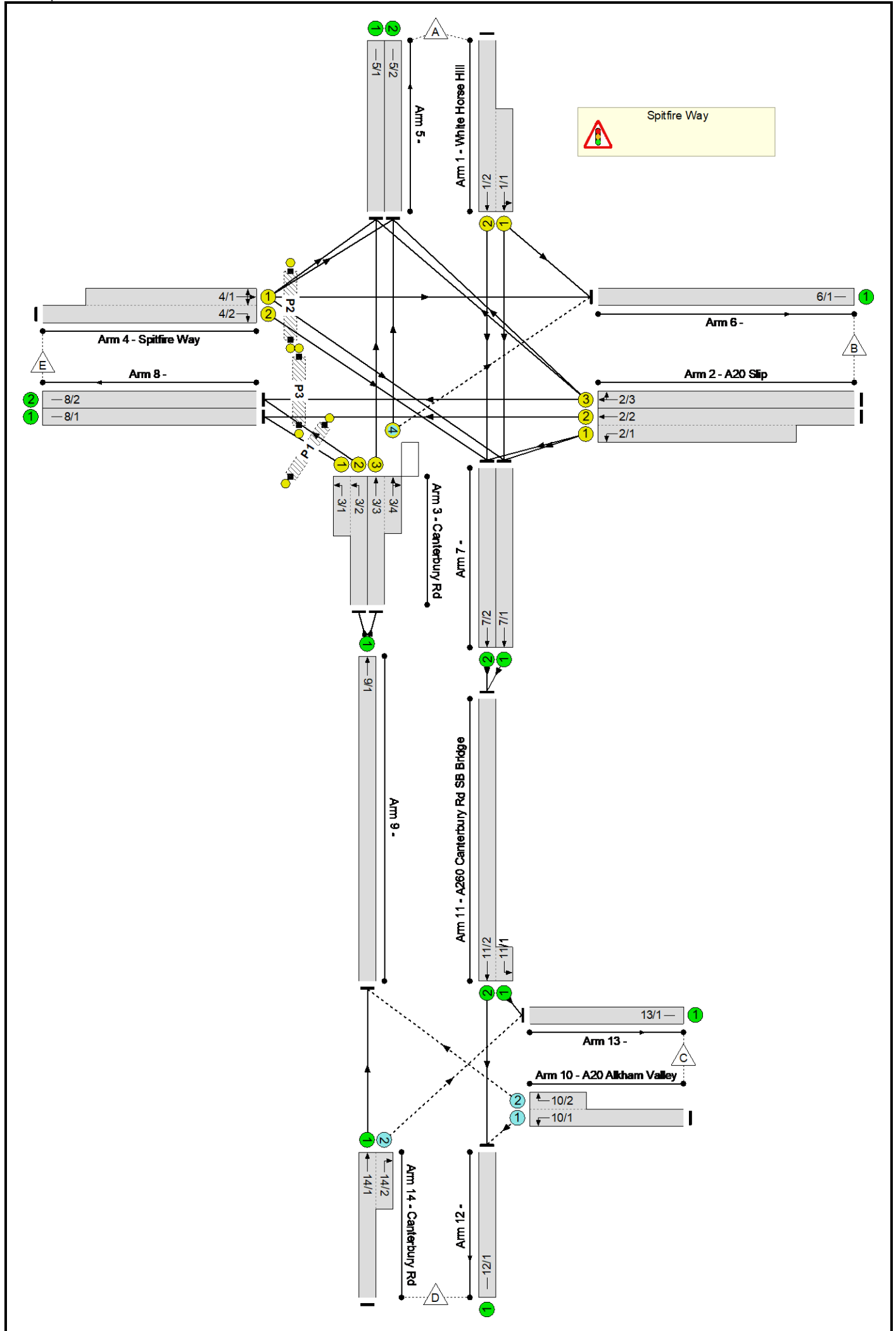
User and Project Details

Project:	
Title:	
Location:	
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File name:	Alkam Valley Spitfire Way_DS_Issue_v3.lsg3x
Author:	
Company:	
Address:	

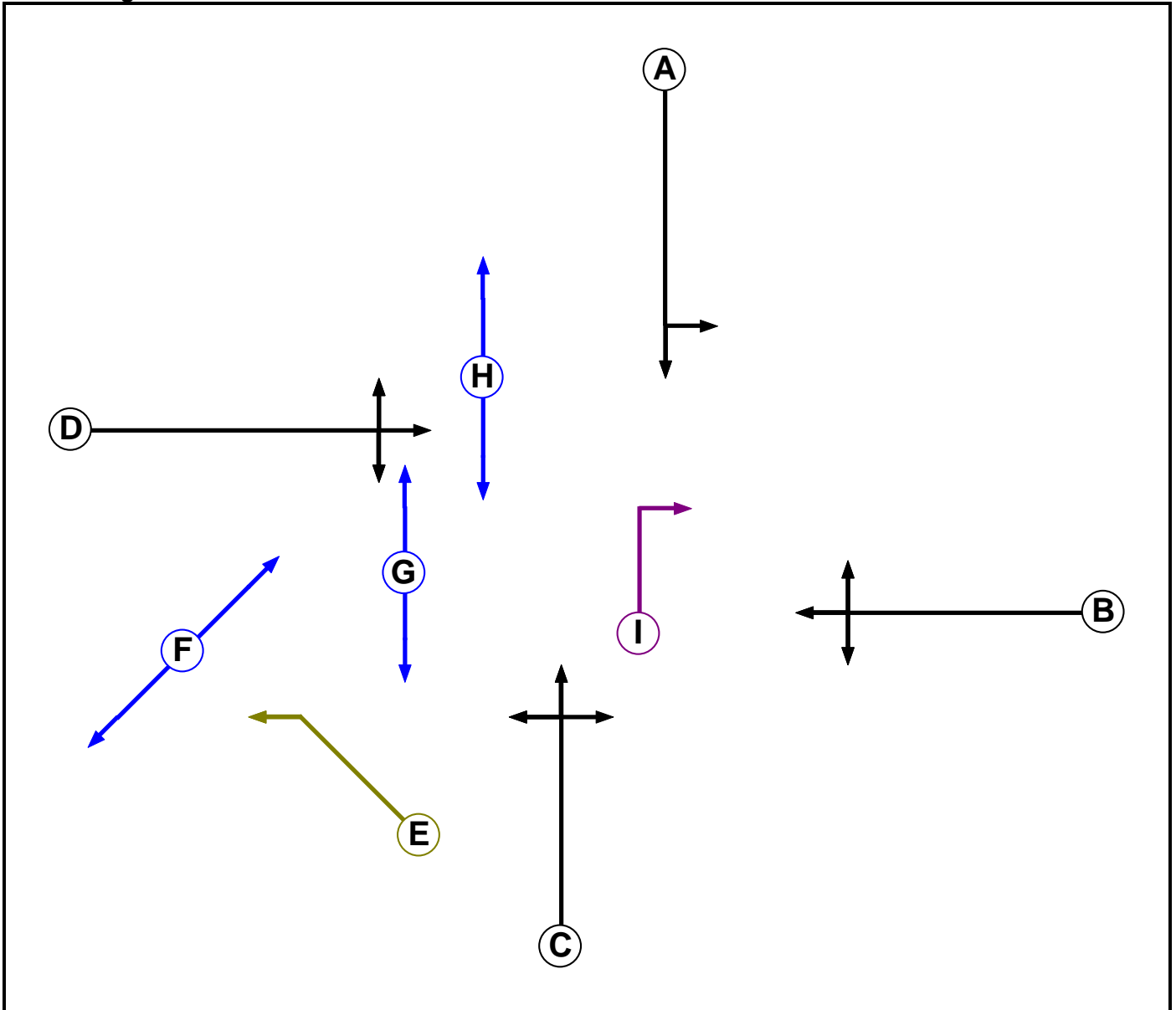
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Filter	C	-9999	4
F	Pedestrian		-9999	6
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6
I	Ind. Arrow	C	-9999	4

Full Input Data And Results

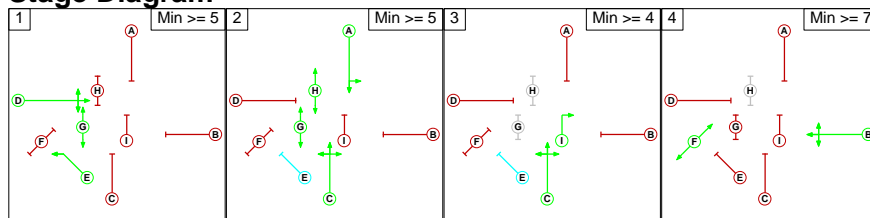
Phase Intergrens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		6	-	6	-	-	-	-	5
	B	6		6	6	7	-	6	-	5
	C	-	6		6	-	5	-	-	-
	D	6	6	6		-	-	-	5	5
	E	-	5	-	-		5	-	-	-
	F	-	-	8	-	8		-	-	-
	G	-	8	-	-	-		-	-	-
	H	-	-	-	8	-	-		-	-
	I	5	5	-	5	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	X	X
	2	8		5	8
	3	6	5		6
	4	8	8	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Spitfire Way											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/4 (Canterbury Rd)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00
				1/2	1.09	To 7/2 (Ahead)					
10/1 (A20 Alkham Valley)	12/1 (Left)	809	0	11/2	0.31	All	-	-	-	-	-
				11/1	0.12	All					
10/2 (A20 Alkham Valley)	9/1 (Right)	519	0	14/1	0.15	All	-	-	-	-	-
				14/2	0.34	All					
				11/2	0.24	To 12/1 (Ahead)					
14/2 (Canterbury Rd)	13/1 (Right)	754	0	11/2	0.29	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Spitfire Way												
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 (White Horse Hill)	U	A	2	3	9.0	Geom	-	3.65	0.00	Y	Arm 6 Left	30.00
											Arm 7 Ahead	Inf
1/2 (White Horse Hill)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Ahead	Inf
2/1 (A20 Slip)	U	B	2	3	17.4	Geom	-	3.65	5.00	Y	Arm 7 Left	30.00
2/2 (A20 Slip)	U	B	2	3	60.0	Geom	-	3.65	5.00	Y	Arm 8 Ahead	Inf
2/3 (A20 Slip)	U	B	2	3	60.0	Geom	-	3.65	5.00	Y	Arm 5 Right	30.00
											Arm 8 Ahead	Inf
3/1 (Canterbury Rd)	U	C E	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 8 Left	30.00
3/2 (Canterbury Rd)	U	C E	2	3	15.7	Geom	-	3.65	0.00	Y	Arm 8 Left	Inf
3/3 (Canterbury Rd)	U	C	2	3	15.7	Geom	-	3.65	0.00	Y	Arm 5 Ahead	Inf
3/4 (Canterbury Rd)	O	C I	2	3	5.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	30.00
4/1 (Spitfire Way)	U	D	2	3	20.9	Geom	-	3.65	0.00	Y	Arm 5 Left	30.00
											Arm 6 Ahead	Inf
											Arm 7 Right	30.00
4/2 (Spitfire Way)	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 7 Right	30.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	17.4	Inf	-	-	-	-	-	-
7/2	U		2	3	17.4	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	25.2	Inf	-	-	-	-	-	-

Full Input Data And Results

10/1 (A20 Alkham Valley)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 12 Left	20.00
10/2 (A20 Alkham Valley)	O		2	3	5.0	Geom	-	3.65	0.00	Y	Arm 9 Right	20.00
11/1 (A260 Canterbury Rd SB Bridge)	U		2	3	3.0	Geom	-	4.00	0.00	Y	Arm 13 Left	30.00
11/2 (A260 Canterbury Rd SB Bridge)	U		2	3	25.2	Geom	-	3.65	0.00	Y	Arm 12 Ahead	Inf
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Canterbury Rd)	U		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 9 Ahead	Inf
14/2 (Canterbury Rd)	O		2	3	5.0	Geom	-	3.65	0.00	Y	Arm 13 Right	22.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2037 DS AM Peak'	08:00	09:00	01:00	
2: '2037 DS PM Peak'	17:00	18:00	01:00	
3: 'Copy of 2037 DS AM Peak'	08:00	09:00	01:00	

Scenario 1: '2037 DS AM Peak' (FG1: '2037 DS AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	30	273	167	0	470
	B	163	0	155	93	606	1017
	C	10	2	0	321	34	367
	D	162	48	169	0	446	825
	E	0	82	856	556	0	1494
	Tot.	335	162	1453	1137	1086	4173

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2037 DS AM Peak
Junction: Spitfire Way	
1/1 (short)	235
1/2 (with short)	470(In) 235(Out)
2/1 (short)	248
2/2 (with short)	679(In) 431(Out)
2/3	338
3/1 (short)	234
3/2 (with short)	480(In) 246(Out)
3/3 (with short)	222(In) 112(Out)
3/4 (short)	110
4/1 (short)	749
4/2 (with short)	1494(In) 745(Out)
5/1	193
5/2	142
6/1	162
7/1	997
7/2	1103
8/1	665
8/2	421
9/1	702
10/1 (with short)	367(In) 321(Out)
10/2 (short)	46
11/1 (short)	1284
11/2 (with short)	2100(In) 816(Out)
12/1	1137
13/1	1453
14/1 (with short)	825(In) 656(Out)
14/2 (short)	169

Full Input Data And Results

Lane Saturation Flows

Junction: Spitfire Way								
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 (White Horse Hill)	3.65	0.00	Y	Arm 6 Left	30.00	12.8 %	1967	1967
				Arm 7 Ahead	Inf	87.2 %		
1/2 (White Horse Hill)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
2/1 (A20 Slip)	3.65	5.00	Y	Arm 7 Left	30.00	100.0 %	1686	1686
2/2 (A20 Slip)	3.65	5.00	Y	Arm 8 Ahead	Inf	100.0 %	1770	1770
2/3 (A20 Slip)	3.65	5.00	Y	Arm 5 Right	30.00	48.2 %	1728	1728
				Arm 8 Ahead	Inf	51.8 %		
3/1 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	30.00	100.0 %	1886	1886
3/2 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	Inf	100.0 %	1980	1980
3/3 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/4 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	54.5 %	1936	1936
				Arm 6 Right	30.00	45.5 %		
4/1 (Spitfire Way)	3.65	0.00	Y	Arm 5 Left	30.00	0.0 %	1896	1896
				Arm 6 Ahead	Inf	10.9 %		
				Arm 7 Right	30.00	89.1 %		
4/2 (Spitfire Way)	3.65	0.00	Y	Arm 7 Right	30.00	100.0 %	1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1 (A20 Alkham Valley)	3.65	0.00	Y	Arm 12 Left	20.00	100.0 %	1842	1842
10/2 (A20 Alkham Valley)	3.65	0.00	Y	Arm 9 Right	20.00	100.0 %	1842	1842
11/1 (A260 Canterbury Rd SB Bridge)	4.00	0.00	Y	Arm 13 Left	30.00	100.0 %	1919	1919
11/2 (A260 Canterbury Rd SB Bridge)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

14/1 (Canterbury Rd)	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
14/2 (Canterbury Rd)	3.65	0.00	Y	Arm 13 Right	22.00	100.0 %	1854	1854

Scenario 2: '2037 DS PM Peak' (FG2: '2037 DS PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	12	221	121	0	354
	B	257	0	336	188	747	1528
	C	9	1	0	213	42	265
	D	202	29	247	0	694	1172
	E	0	26	613	357	0	996
	Tot.	468	68	1417	879	1483	4315

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2037 DS PM Peak
Junction: Spitfire Way	
1/1 (short)	176
1/2 (with short)	354(In) 178(Out)
2/1 (short)	524
2/2 (with short)	1001(In) 477(Out)
2/3	527
3/1 (short)	359
3/2 (with short)	736(In) 377(Out)
3/3 (with short)	241(In) 121(Out)
3/4 (short)	120
4/1 (short)	499
4/2 (with short)	996(In) 497(Out)
5/1	249
5/2	219
6/1	68
7/1	899
7/2	937
8/1	836
8/2	647
9/1	977
10/1 (with short)	265(In) 213(Out)
10/2 (short)	52
11/1 (short)	1170
11/2 (with short)	1836(In) 666(Out)
12/1	879
13/1	1417
14/1 (with short)	1172(In) 925(Out)
14/2 (short)	247

Full Input Data And Results

Lane Saturation Flows

Junction: Spitfire Way								
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 (White Horse Hill)	3.65	0.00	Y	Arm 6 Left	30.00	6.8 %	1973	1973
				Arm 7 Ahead	Inf	93.2 %		
1/2 (White Horse Hill)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
2/1 (A20 Slip)	3.65	5.00	Y	Arm 7 Left	30.00	100.0 %	1686	1686
2/2 (A20 Slip)	3.65	5.00	Y	Arm 8 Ahead	Inf	100.0 %	1770	1770
2/3 (A20 Slip)	3.65	5.00	Y	Arm 5 Right	30.00	48.8 %	1728	1728
				Arm 8 Ahead	Inf	51.2 %		
3/1 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	30.00	100.0 %	1886	1886
3/2 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	Inf	100.0 %	1980	1980
3/3 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/4 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	75.0 %	1956	1956
				Arm 6 Right	30.00	25.0 %		
4/1 (Spitfire Way)	3.65	0.00	Y	Arm 5 Left	30.00	0.0 %	1890	1890
				Arm 6 Ahead	Inf	5.2 %		
				Arm 7 Right	30.00	94.8 %		
4/2 (Spitfire Way)	3.65	0.00	Y	Arm 7 Right	30.00	100.0 %	1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1 (A20 Alkham Valley)	3.65	0.00	Y	Arm 12 Left	20.00	100.0 %	1842	1842
10/2 (A20 Alkham Valley)	3.65	0.00	Y	Arm 9 Right	20.00	100.0 %	1842	1842
11/1 (A260 Canterbury Rd SB Bridge)	4.00	0.00	Y	Arm 13 Left	30.00	100.0 %	1919	1919
11/2 (A260 Canterbury Rd SB Bridge)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

14/1 (Canterbury Rd)	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
14/2 (Canterbury Rd)	3.65	0.00	Y	Arm 13 Right	22.00	100.0 %	1854	1854

Scenario 3: '2037 DS AM Peak (Alternative signal plan)' (FG1: '2037 DS AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	30	273	167	0	470
	B	163	0	155	93	606	1017
	C	10	2	0	321	34	367
	D	162	48	169	0	446	825
	E	0	82	856	556	0	1494
	Tot.	335	162	1453	1137	1086	4173

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2037 DS AM Peak (Alternative signal plan)
Junction: Spitfire Way	
1/1 (short)	234
1/2 (with short)	470(In) 236(Out)
2/1 (short)	248
2/2 (with short)	648(In) 400(Out)
2/3	369
3/1 (short)	234
3/2 (with short)	480(In) 246(Out)
3/3 (with short)	222(In) 112(Out)
3/4 (short)	110
4/1 (short)	749
4/2 (with short)	1494(In) 745(Out)
5/1	193
5/2	142
6/1	162
7/1	996
7/2	1104
8/1	634
8/2	452
9/1	702
10/1 (with short)	367(In) 321(Out)
10/2 (short)	46
11/1 (short)	1284
11/2 (with short)	2100(In) 816(Out)
12/1	1137
13/1	1453
14/1 (with short)	825(In) 656(Out)
14/2 (short)	169

Full Input Data And Results

Lane Saturation Flows

Junction: Spitfire Way								
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 (White Horse Hill)	3.65	0.00	Y	Arm 6 Left	30.00	12.8 %	1967	1967
				Arm 7 Ahead	Inf	87.2 %		
1/2 (White Horse Hill)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
2/1 (A20 Slip)	3.65	5.00	Y	Arm 7 Left	30.00	100.0 %	1686	1686
2/2 (A20 Slip)	3.65	5.00	Y	Arm 8 Ahead	Inf	100.0 %	1770	1770
2/3 (A20 Slip)	3.65	5.00	Y	Arm 5 Right	30.00	44.2 %	1732	1732
				Arm 8 Ahead	Inf	55.8 %		
3/1 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	30.00	100.0 %	1886	1886
3/2 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	Inf	100.0 %	1980	1980
3/3 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/4 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	54.5 %	1936	1936
				Arm 6 Right	30.00	45.5 %		
4/1 (Spitfire Way)	3.65	0.00	Y	Arm 5 Left	30.00	0.0 %	1896	1896
				Arm 6 Ahead	Inf	10.9 %		
				Arm 7 Right	30.00	89.1 %		
4/2 (Spitfire Way)	3.65	0.00	Y	Arm 7 Right	30.00	100.0 %	1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1 (A20 Alkham Valley)	3.65	0.00	Y	Arm 12 Left	20.00	100.0 %	1842	1842
10/2 (A20 Alkham Valley)	3.65	0.00	Y	Arm 9 Right	20.00	100.0 %	1842	1842
11/1 (A260 Canterbury Rd SB Bridge)	4.00	0.00	Y	Arm 13 Left	30.00	100.0 %	1919	1919
11/2 (A260 Canterbury Rd SB Bridge)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

14/1 (Canterbury Rd)	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
14/2 (Canterbury Rd)	3.65	0.00	Y	Arm 13 Right	22.00	100.0 %	1854	1854

Scenario 4: '2037 DS PM Peak (Alternative signal plan)' (FG2: '2037 DS PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	12	221	121	0	354
	B	257	0	336	188	747	1528
	C	9	1	0	213	42	265
	D	202	29	247	0	694	1172
	E	0	26	613	357	0	996
	Tot.	468	68	1417	879	1483	4315

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2037 DS PM Peak (Alternative signal plan)
Junction: Spitfire Way	
1/1 (short)	176
1/2 (with short)	354(In) 178(Out)
2/1 (short)	524
2/2 (with short)	1067(In) 543(Out)
2/3	461
3/1 (short)	354
3/2 (with short)	736(In) 382(Out)
3/3 (with short)	241(In) 121(Out)
3/4 (short)	120
4/1 (short)	499
4/2 (with short)	996(In) 497(Out)
5/1	249
5/2	219
6/1	68
7/1	899
7/2	937
8/1	897
8/2	586
9/1	977
10/1 (with short)	265(In) 213(Out)
10/2 (short)	52
11/1 (short)	1170
11/2 (with short)	1836(In) 666(Out)
12/1	879
13/1	1417
14/1 (with short)	1172(In) 925(Out)
14/2 (short)	247

Full Input Data And Results

Lane Saturation Flows

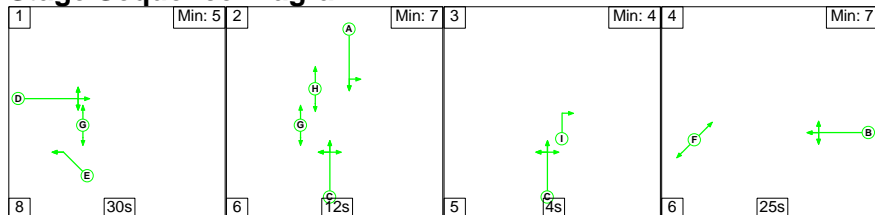
Junction: Spitfire Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (White Horse Hill)	3.65	0.00	Y	Arm 6 Left	30.00	6.8 %	1973	1973
				Arm 7 Ahead	Inf	93.2 %		
1/2 (White Horse Hill)	3.65	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1980	1980
2/1 (A20 Slip)	3.65	5.00	Y	Arm 7 Left	30.00	100.0 %	1686	1686
2/2 (A20 Slip)	3.65	5.00	Y	Arm 8 Ahead	Inf	100.0 %	1770	1770
2/3 (A20 Slip)	3.65	5.00	Y	Arm 5 Right	30.00	55.7 %	1722	1722
				Arm 8 Ahead	Inf	44.3 %		
3/1 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	30.00	100.0 %	1886	1886
3/2 (Canterbury Rd)	3.65	0.00	Y	Arm 8 Left	Inf	100.0 %	1980	1980
3/3 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
3/4 (Canterbury Rd)	3.65	0.00	Y	Arm 5 Ahead	Inf	75.0 %	1956	1956
				Arm 6 Right	30.00	25.0 %		
4/1 (Spitfire Way)	3.65	0.00	Y	Arm 5 Left	30.00	0.0 %	1890	1890
				Arm 6 Ahead	Inf	5.2 %		
				Arm 7 Right	30.00	94.8 %		
4/2 (Spitfire Way)	3.65	0.00	Y	Arm 7 Right	30.00	100.0 %	1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1 (A20 Alkham Valley)	3.65	0.00	Y	Arm 12 Left	20.00	100.0 %	1842	1842
10/2 (A20 Alkham Valley)	3.65	0.00	Y	Arm 9 Right	20.00	100.0 %	1842	1842
11/1 (A260 Canterbury Rd SB Bridge)	4.00	0.00	Y	Arm 13 Left	30.00	100.0 %	1919	1919
11/2 (A260 Canterbury Rd SB Bridge)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

14/1 (Canterbury Rd)	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
14/2 (Canterbury Rd)	3.65	0.00	Y	Arm 13 Right	22.00	100.0 %	1854	1854

Scenario 1: '2037 DS AM Peak' (FG1: '2037 DS AM Peak', Plan 1: 'Network Control Plan 1')

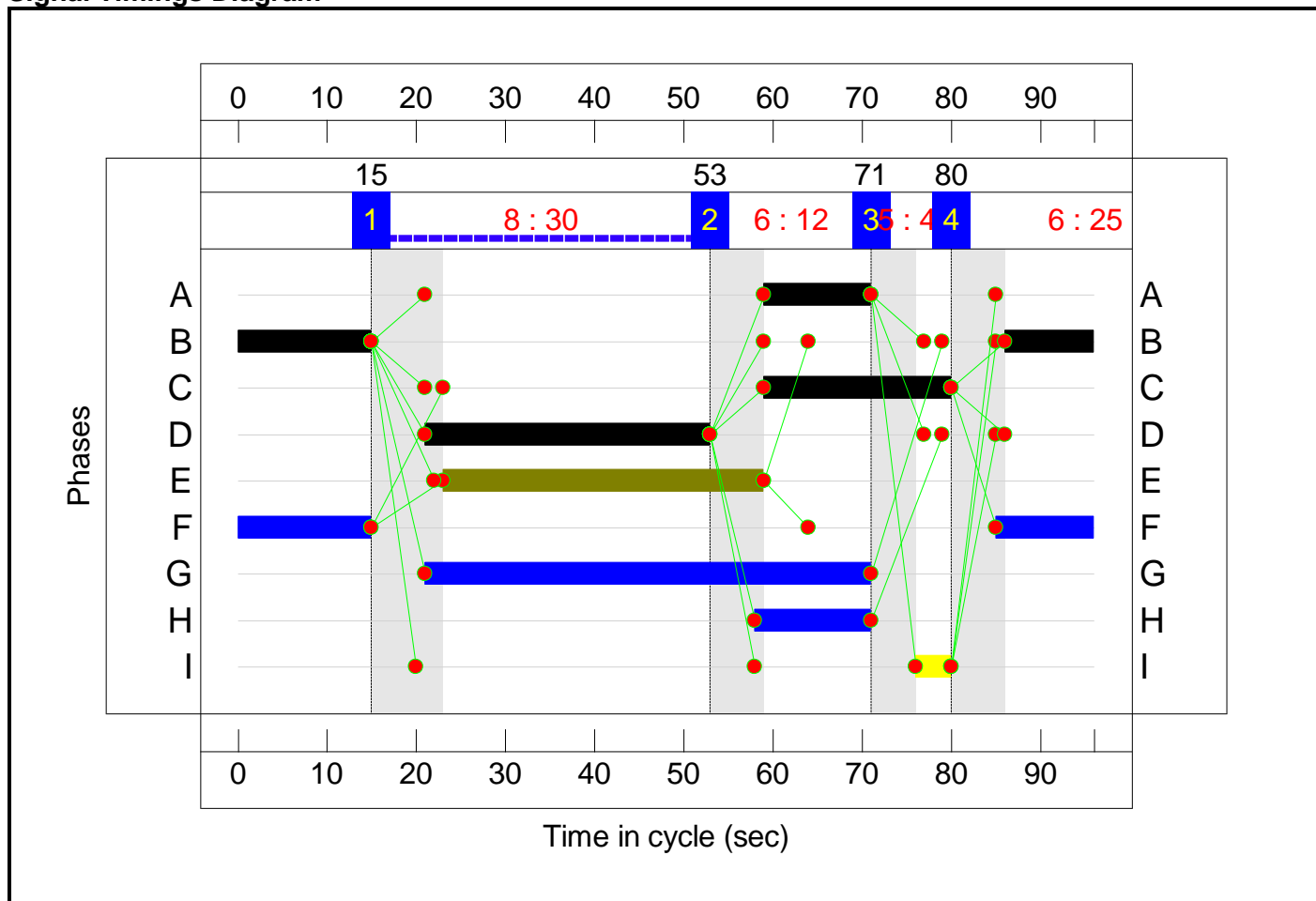
Stage Sequence Diagram



Stage Timings

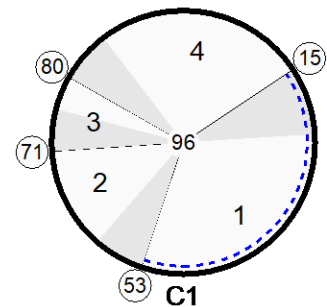
Stage	1	2	3	4
Duration	30	12	4	25
Change Point	15	53	71	80

Signal Timings Diagram

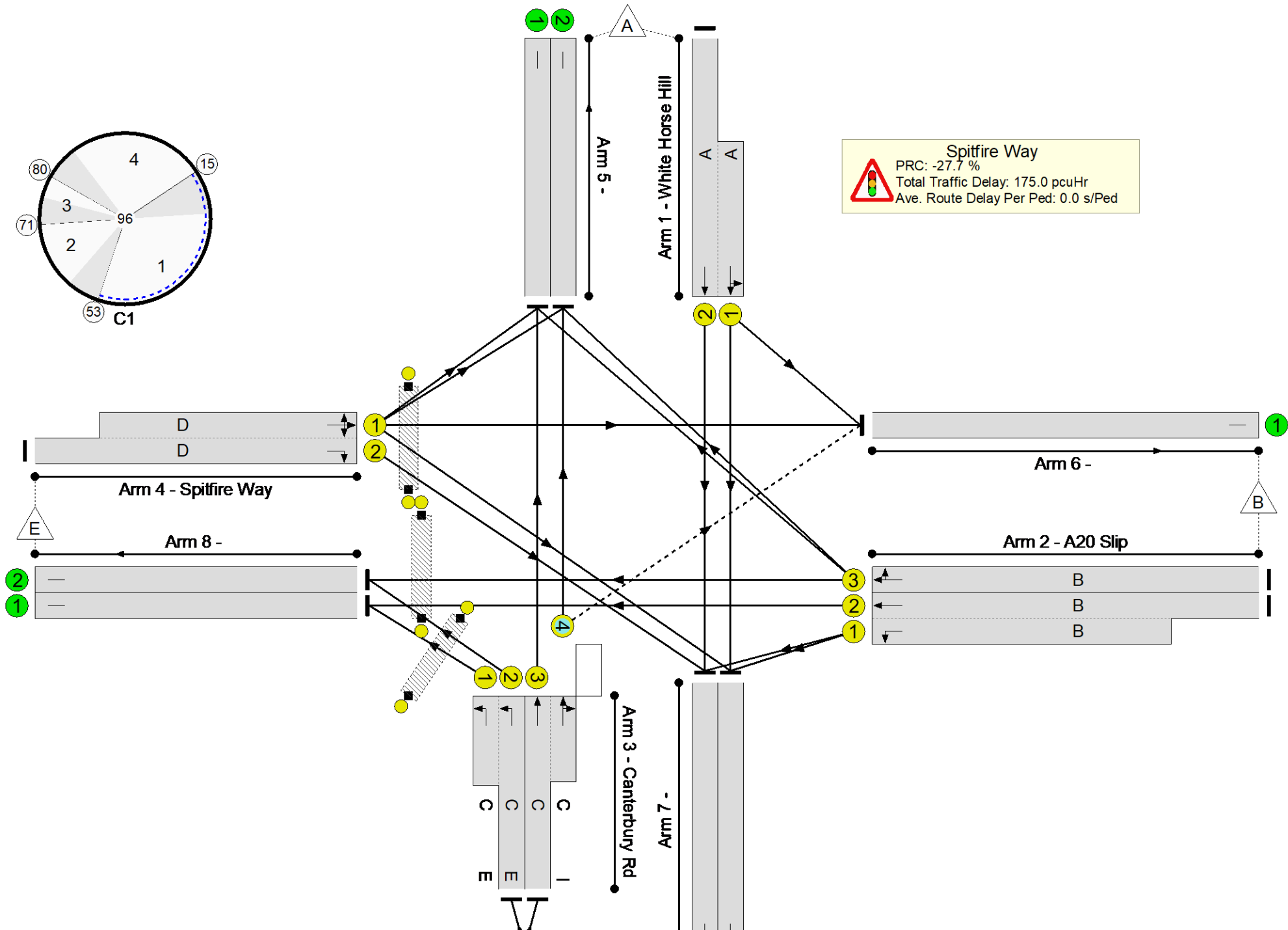


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Spitfire Way
 PRC: -27.7 %
 Total Traffic Delay: 175.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	114.9%
Spitfire Way	-	-	N/A	-	-		-	-	-	-	-	-	114.9%
1/2+1/1	White Horse Hill Left Ahead	U	N/A	N/A	A		1	12	-	470	1980:1967	268+266	87.6 : 88.2%
2/2+2/1	A20 Slip Left Ahead	U	N/A	N/A	B		1	25	-	679	1770:1686	479+276	89.9 : 89.9%
2/3	A20 Slip Right Ahead	U	N/A	N/A	B		1	25	-	338	1728	468	72.2%
3/2+3/1	Canterbury Rd Left	U	N/A	N/A	C	E	1	57	36:36	480	1980:1886	698+664	35.2 : 35.2%
3/3+3/4	Canterbury Rd Ahead Right	U+O	N/A	N/A	C	I	1	21	4	222	1980:1936	321+316	34.9 : 34.9%
4/2+4/1	Spitfire Way Left Ahead Right	U	N/A	N/A	D		1	32	-	1494	1886:1896	648+652	114.9 : 114.9%
5/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
10/1+10/2	A20 Alkham Valley Right Left	O	N/A	N/A	-		-	-	-	367	1842:1842	438+63	73.4 : 73.4%
11/2+11/1	A260 Canterbury Rd SB Bridge Ahead Left	U	N/A	N/A	-		-	-	-	2100	1980:1919	755+1188	98.6 : 98.8%
12/1		U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	1453	Inf	Inf	0.0%
14/1+14/2	Canterbury Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	825	1980:1854	1553+400	42.2 : 42.2%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	26	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	50	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	13	-	0	-	0	0.0%

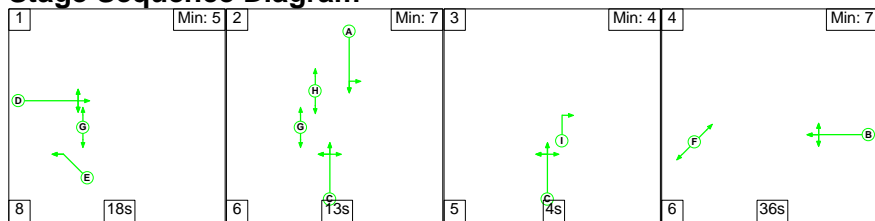
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-27.7	Total Delay for Signalled Lanes (pcuHr):	148.68	Cycle Time (s):	96
	PRC Over All Lanes (%):	-27.7	Total Delay Over All Lanes(pcuHr):	175.02		

Full Input Data And Results

Scenario 2: '2037 DS PM Peak' (FG2: '2037 DS PM Peak', Plan 1: 'Network Control Plan 1')

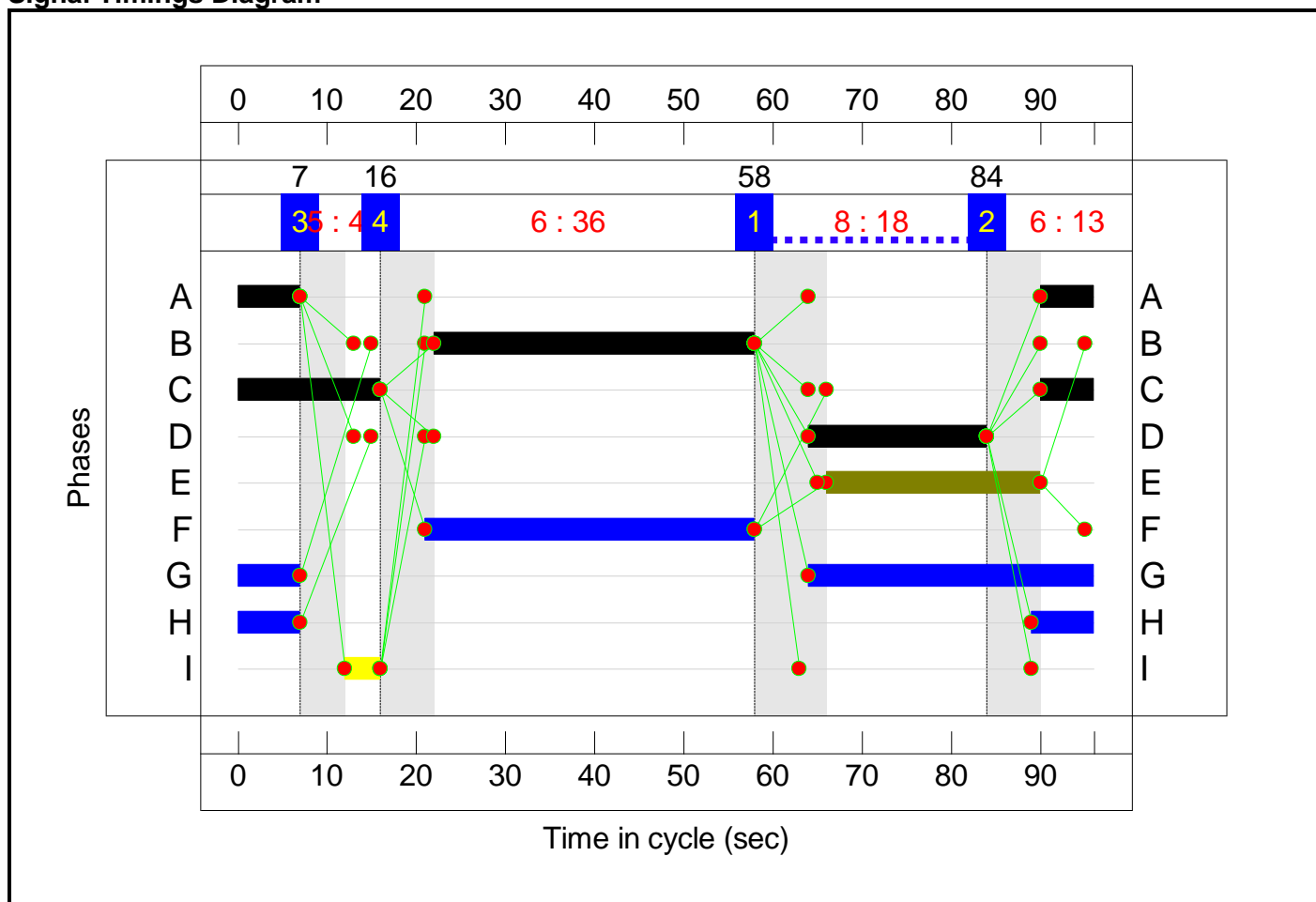
Stage Sequence Diagram



Stage Timings

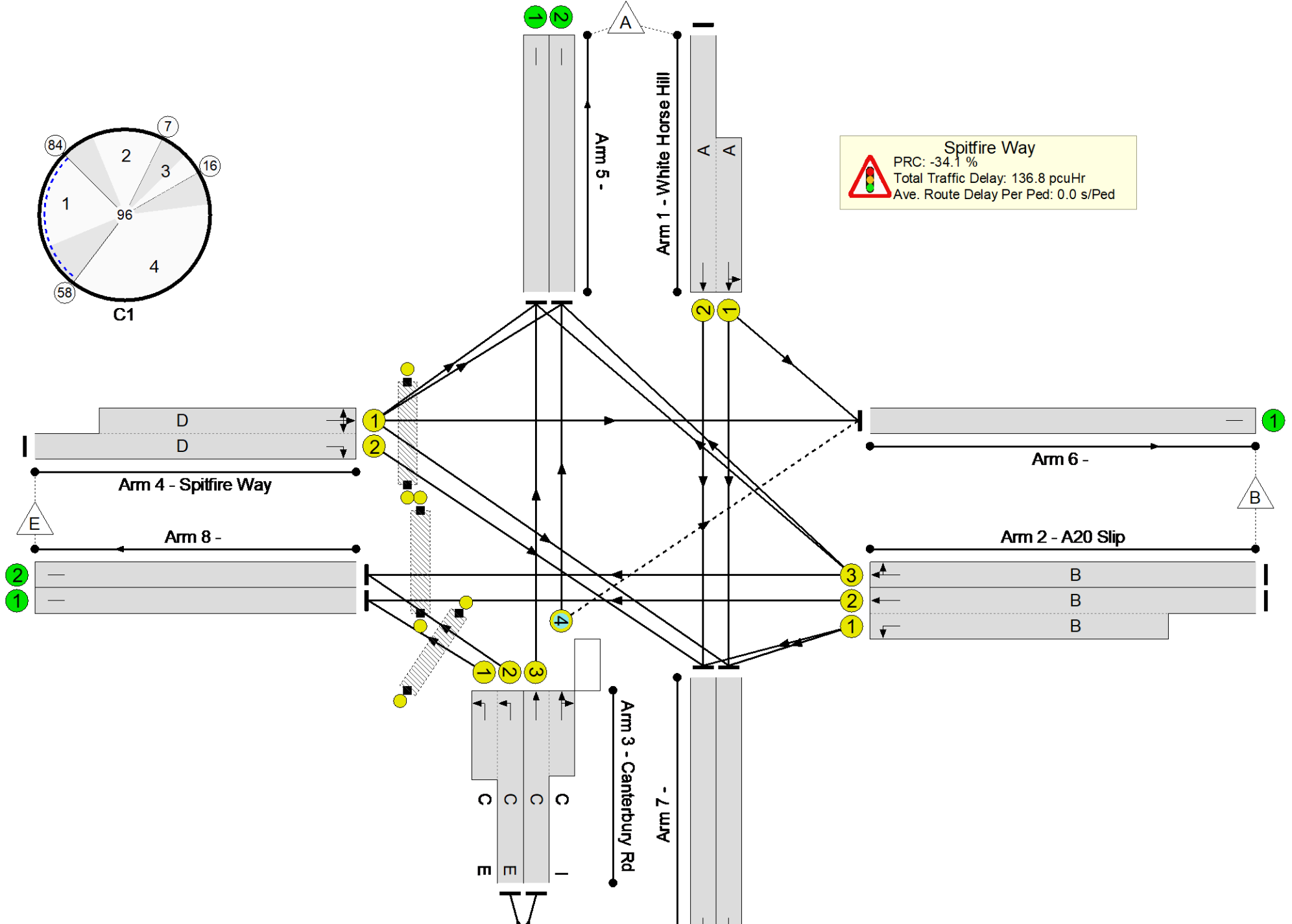
Stage	1	2	3	4
Duration	18	13	4	36
Change Point	58	84	7	16

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	120.7%
Spitfire Way	-	-	N/A	-	-		-	-	-	-	-	-	120.7%
1/2+1/1	White Horse Hill Left Ahead	U	N/A	N/A	A		1	13	-	354	1980:1973	289+288	61.6 : 61.2%
2/2+2/1	A20 Slip Left Ahead	U	N/A	N/A	B		1	36	-	1001	1770:1686	592+650	80.6 : 80.6%
2/3	A20 Slip Right Ahead	U	N/A	N/A	B		1	36	-	527	1728	666	79.1%
3/2+3/1	Canterbury Rd Left	U	N/A	N/A	C	E	1	46	24:24	736	1980:1886	585+557	64.5 : 64.5%
3/3+3/4	Canterbury Rd Ahead Right	U+O	N/A	N/A	C	I	1	22	4	241	1980:1956	332+329	36.5 : 36.5%
4/2+4/1	Spitfire Way Left Ahead Right	U	N/A	N/A	D		1	20	-	996	1886:1890	413+413	120.5 : 120.7%
5/1		U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
10/1+10/2	A20 Alkham Valley Right Left	O	N/A	N/A	-		-	-	-	265	1842:1842	494+120	43.2 : 43.2%
11/2+11/1	A260 Canterbury Rd SB Bridge Ahead Left	U	N/A	N/A	-		-	-	-	1836	1980:1919	704+1237	86.0 : 86.1%
12/1		U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
14/1+14/2	Canterbury Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	1172	1980:1854	1541+411	60.0 : 60.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	39	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%

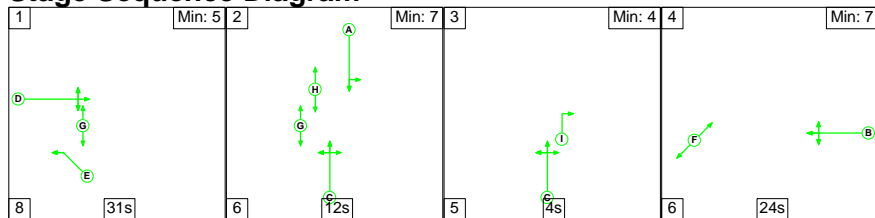
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-34.1	Total Delay for Signalled Lanes (pcuHr):	129.49	Cycle Time (s):	96
	PRC Over All Lanes (%):	-34.1	Total Delay Over All Lanes(pcuHr):	136.81		

Full Input Data And Results

Scenario 3: '2037 DS AM Peak (Alternative signal plan)' (FG1: '2037 DS AM Peak', Plan 1: 'Network Control Plan 1')

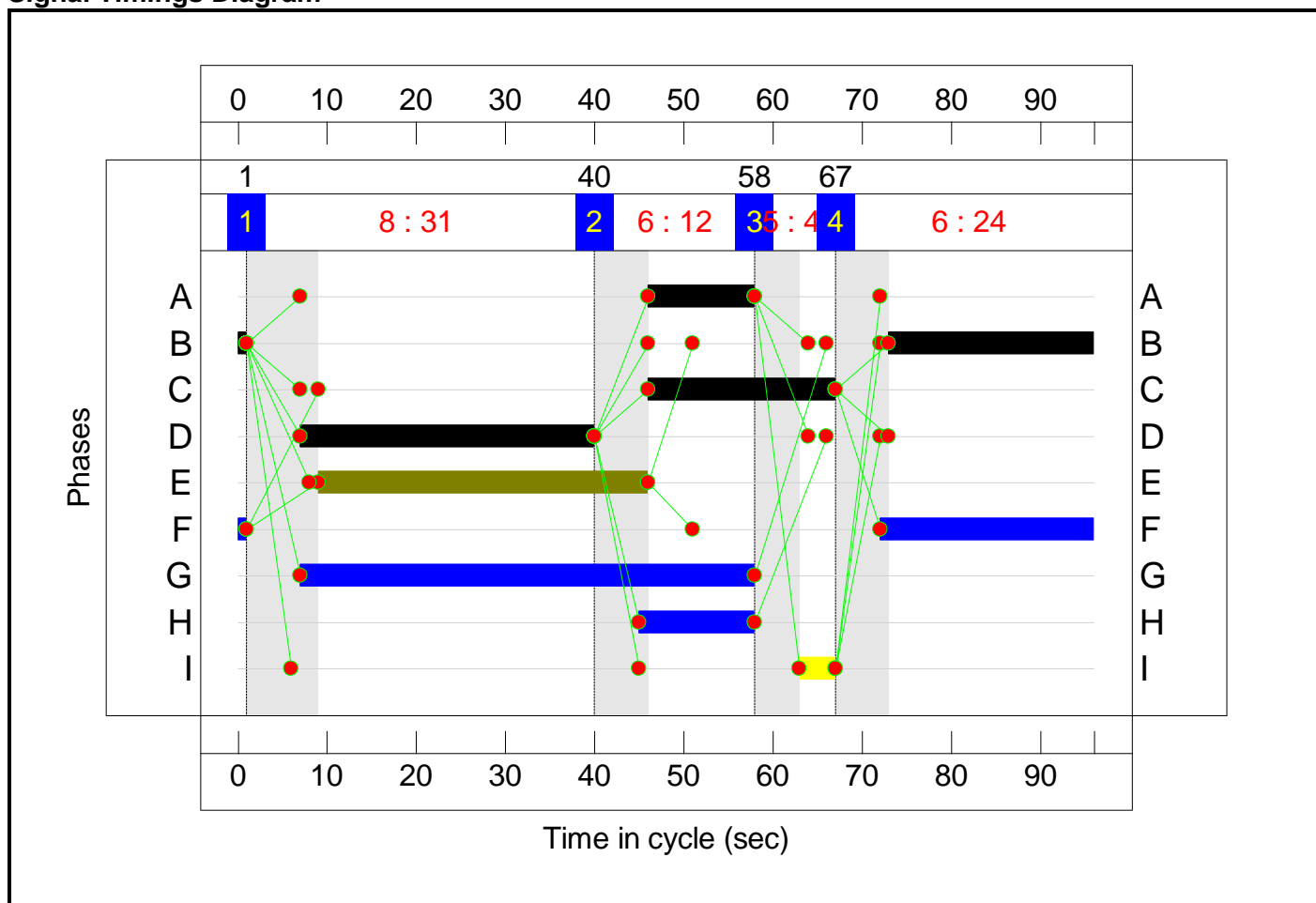
Stage Sequence Diagram



Stage Timings

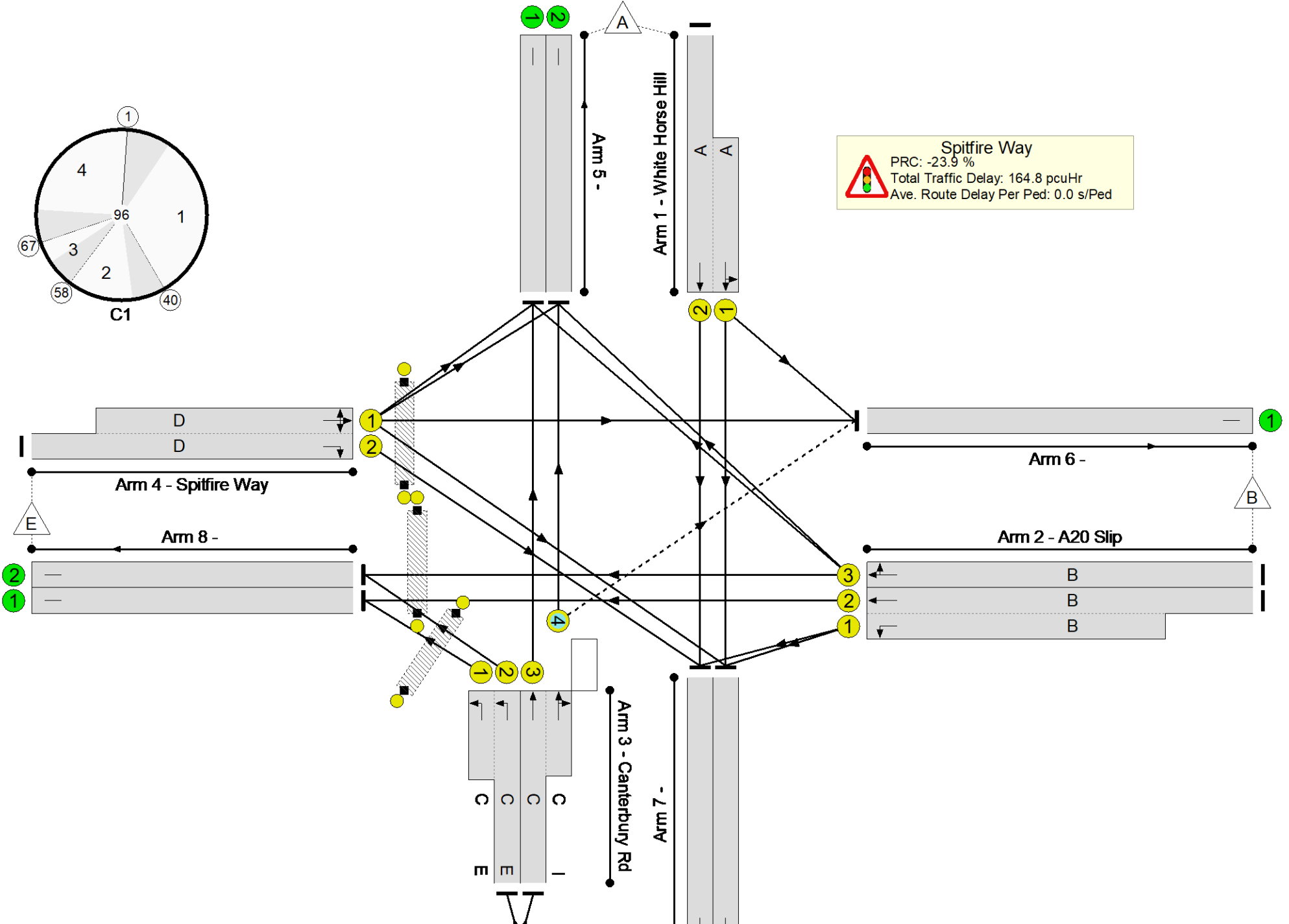
Stage	1	2	3	4
Duration	31	12	4	24
Change Point	1	40	58	67

Signal Timings Diagram

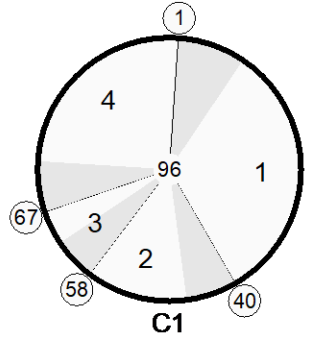


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Spitfire Way
 PRC: -23.9 %
 Total Traffic Delay: 164.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	111.5%
Spitfire Way	-	-	N/A	-	-		-	-	-	-	-	-	111.5%
1/2+1/1	White Horse Hill Left Ahead	U	N/A	N/A	A		1	12	-	470	1980:1967	268+266	88.0 : 87.8%
2/2+2/1	A20 Slip Left Ahead	U	N/A	N/A	B		1	24	-	648	1770:1686	461+286	86.8 : 86.8%
2/3	A20 Slip Right Ahead	U	N/A	N/A	B		1	24	-	369	1732	451	81.8%
3/2+3/1	Canterbury Rd Left	U	N/A	N/A	C	E	1	58	37:37	480	1980:1886	709+674	34.7 : 34.7%
3/3+3/4	Canterbury Rd Ahead Right	U+O	N/A	N/A	C	I	1	21	4	222	1980:1936	321+316	34.9 : 34.9%
4/2+4/1	Spitfire Way Left Ahead Right	U	N/A	N/A	D		1	33	-	1494	1886:1896	668+672	111.5 : 111.5%
5/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	996	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
10/1+10/2	A20 Alkham Valley Right Left	O	N/A	N/A	-		-	-	-	367	1842:1842	433+62	74.2 : 74.2%
11/2+11/1	A260 Canterbury Rd SB Bridge Ahead Left	U	N/A	N/A	-		-	-	-	2100	1980:1919	755+1188	100.5 : 100.7%
12/1		U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	1453	Inf	Inf	0.0%
14/1+14/2	Canterbury Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	825	1980:1854	1553+400	42.2 : 42.2%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	25	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	51	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	13	-	0	-	0	0.0%

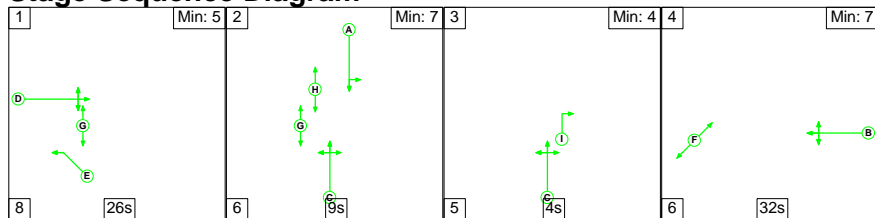
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-23.9	Total Delay for Signalled Lanes (pcuHr):	128.62	Cycle Time (s):	96
	PRC Over All Lanes (%):	-23.9	Total Delay Over All Lanes(pcuHr):	164.83		

Full Input Data And Results

Scenario 4: '2037 DS PM Peak (Alternative signal plan)' (FG2: '2037 DS PM Peak', Plan 1: 'Network Control Plan 1')

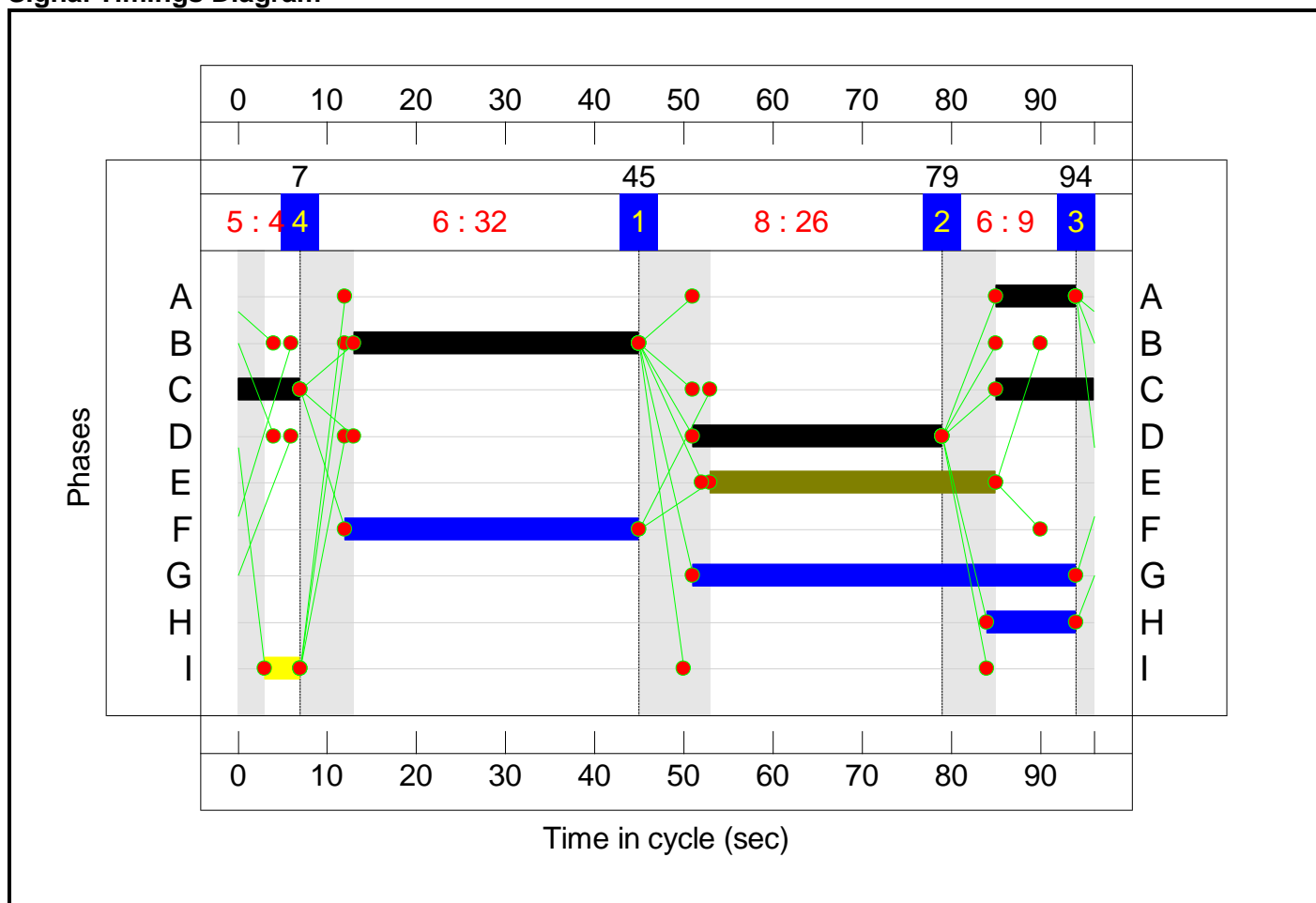
Stage Sequence Diagram



Stage Timings

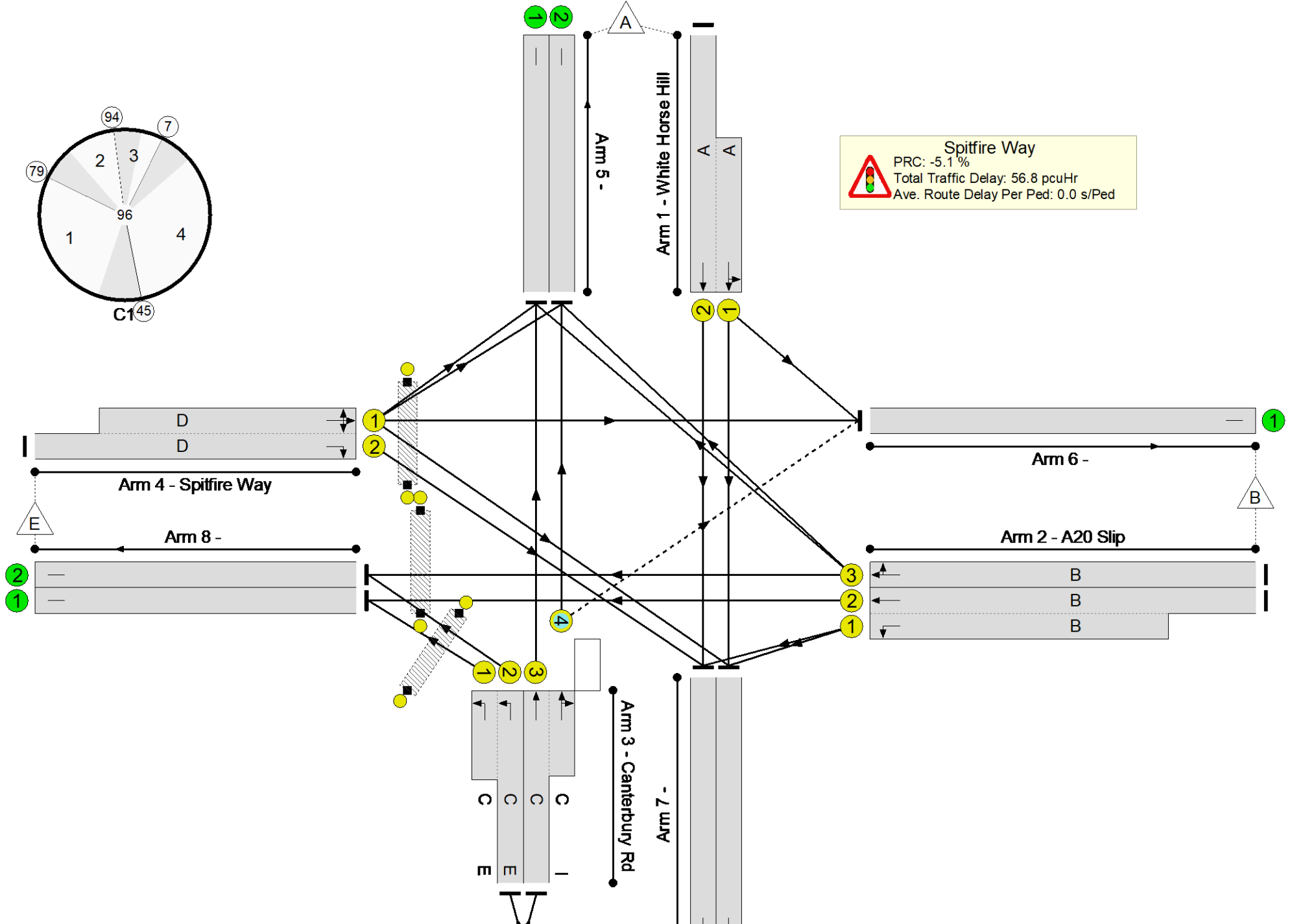
Stage	1	2	3	4
Duration	26	9	4	32
Change Point	45	79	94	7

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
Spitfire Way	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
1/2+1/1	White Horse Hill Left Ahead	U	N/A	N/A	A		1	9	-	354	1980:1973	206+206	86.3 : 85.6%
2/2+2/1	A20 Slip Left Ahead	U	N/A	N/A	B		1	32	-	1067	1770:1686	608+580	89.2 : 90.4%
2/3	A20 Slip Right Ahead	U	N/A	N/A	B		1	32	-	461	1722	592	77.9%
3/2+3/1	Canterbury Rd Left	U	N/A	N/A	C	E	1	50	32:32	736	1980:1886	633+587	60.4 : 60.4%
3/3+3/4	Canterbury Rd Ahead Right	U+O	N/A	N/A	C	I	1	18	4	241	1980:1956	290+288	41.7 : 41.7%
4/2+4/1	Spitfire Way Left Ahead Right	U	N/A	N/A	D		1	28	-	996	1886:1890	570+571	87.2 : 87.4%
5/1		U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
10/1+10/2	A20 Alkham Valley Right Left	O	N/A	N/A	-		-	-	-	265	1842:1842	462+113	46.1 : 46.1%
11/2+11/1	A260 Canterbury Rd SB Bridge Ahead Left	U	N/A	N/A	-		-	-	-	1836	1980:1919	704+1237	94.6 : 94.6%
12/1		U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
14/1+14/2	Canterbury Rd Ahead Right	U+O	N/A	N/A	-		-	-	-	1172	1980:1854	1541+411	60.0 : 60.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	33	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	43	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	10	-	0	-	0	0.0%

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	43.40	Cycle Time (s):	96
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	56.78		