

Appendix B

WBC PRE-APPLICATION LETTER



Appendix C

ATC SURVEY



ATC Survey available on request

Appendix D

PIA DATA



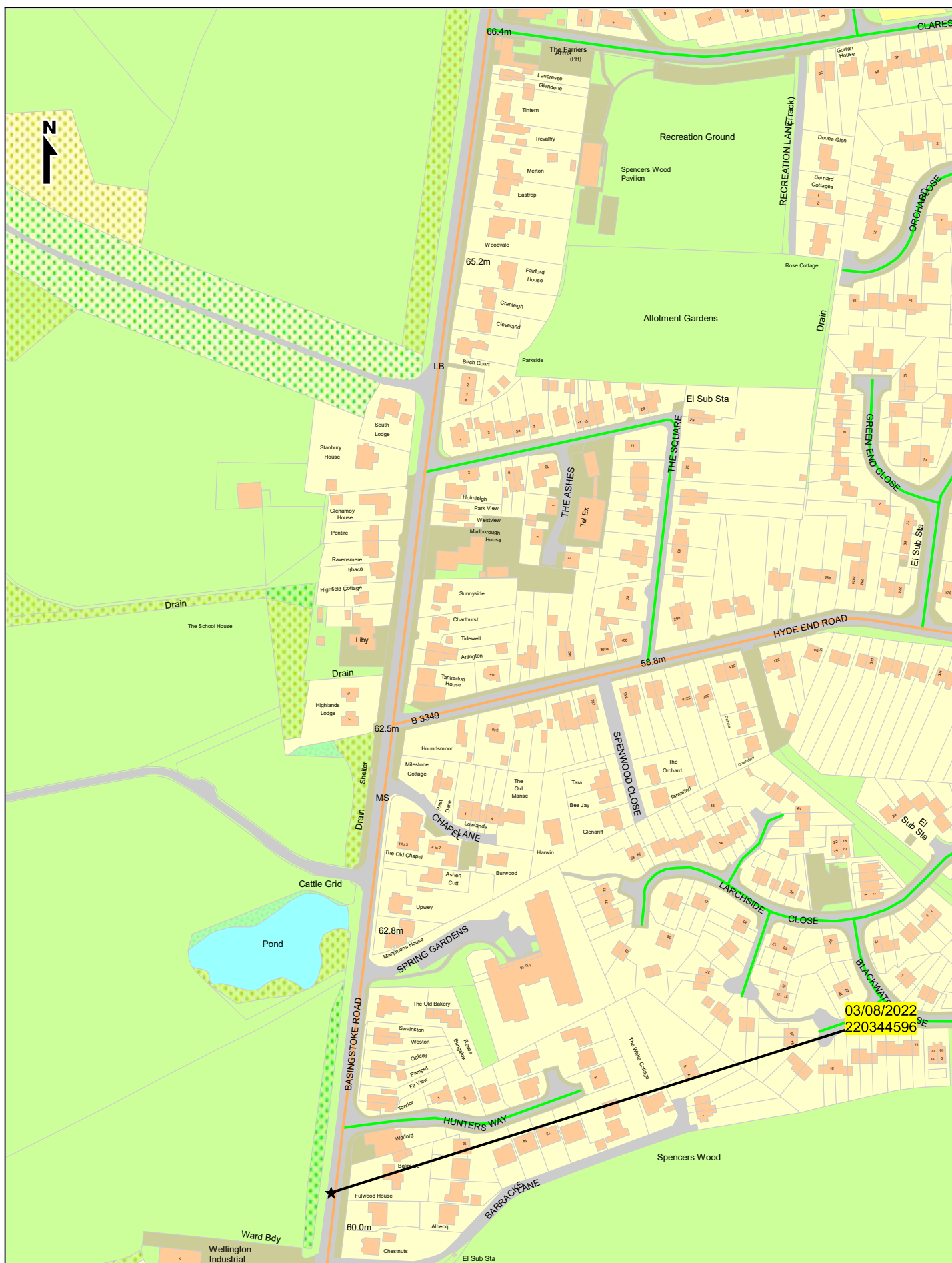
Details of Personal Injury Accidents for Period - 01/10/2019 to 30/09/2024 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

220344596	Wednesday	B3349 BASINGSTOKE ROAD	Veh 1	Car	Going ahead	S	to	N	Dri	M	71	Slight
	03/08/2022	SPENCERS WOOD EX LOC N/K	Veh 2	Goods < 3.5t	Parked	0	to	0	Dri	M	37	Slight
R1: B 3349	1345hrs											
	Daylight:	street lights present										
E 471,457	Dry											
N 166,378	Fine without high winds											
	40 mph											

Causation Factor:	Participant:	Confidence:
1st: Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd: Distraction in vehicle	Vehicle 1	Possible
DRIVER C1 TRAV S TO N SUFFERED MED EP & LST CONT COLL/W LGV2 PRKD ON LAYBY.		



WOKINGHAM
BOROUGH COUNCIL

Basingstoke Road Accidents 01/10/2019 - 30/09/2024
Accident version 4.81
Range of
Accidents

SCALE	1 : 2780
DATE	17/02/2025
DRAWING No.	
DRAWN BY	

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Licence No. 100019592 2025

Accidents between dates 01/03/2018 and 28/02/2023 (60) months
Selection: Notes:
Selected using Pre-defined Query : LA Wokingham

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 03/08/2022 Time 1345 Slight at B3349 BASINGSTOKE ROAD SPENCERS WOOD EX LOC N/K
E: 471457 N: 166378 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
DRIVER C1 TRAV S TO N SUFFERED MED EP & LST CONT COLL/W LGV2 PRKD ON LAYBY.
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 220344596 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation			
	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical Distraction in vehicle	Vehicle 1	Very Likely
2nd:		Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 71 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/03/2018 and 28/02/2023 (60) months
Selection: Notes:
Selected using Pre-defined Query : LA Wokingham

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference	2	Van or Goods	3.5 tonnes mgw and under	Moving from	to	Parked	Left hand drive	No	
On lay-by or hard shoulder				No skidding, jack-knifing or overturning					
First point of impact	Front	Parts damaged:	0	Age of Driver	37	Sex of Driver	Male	Breath test	Negative
Casualty Reference:	2	Age:	37	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2
Seatbelt	Not Applicable			Cycle helmet	Not a cyclist				
Ped. Location	Ped. Movement			Ped. Direction	Ped. Injury	0	School pupil:	0	

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : LA Wokingham

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Number of casualties meeting the criteria: 2

Selected Range of Accidents between dates 01/03/2018 and 28/02/2023
Selected using Manual Selection



03/08/2022
220344596



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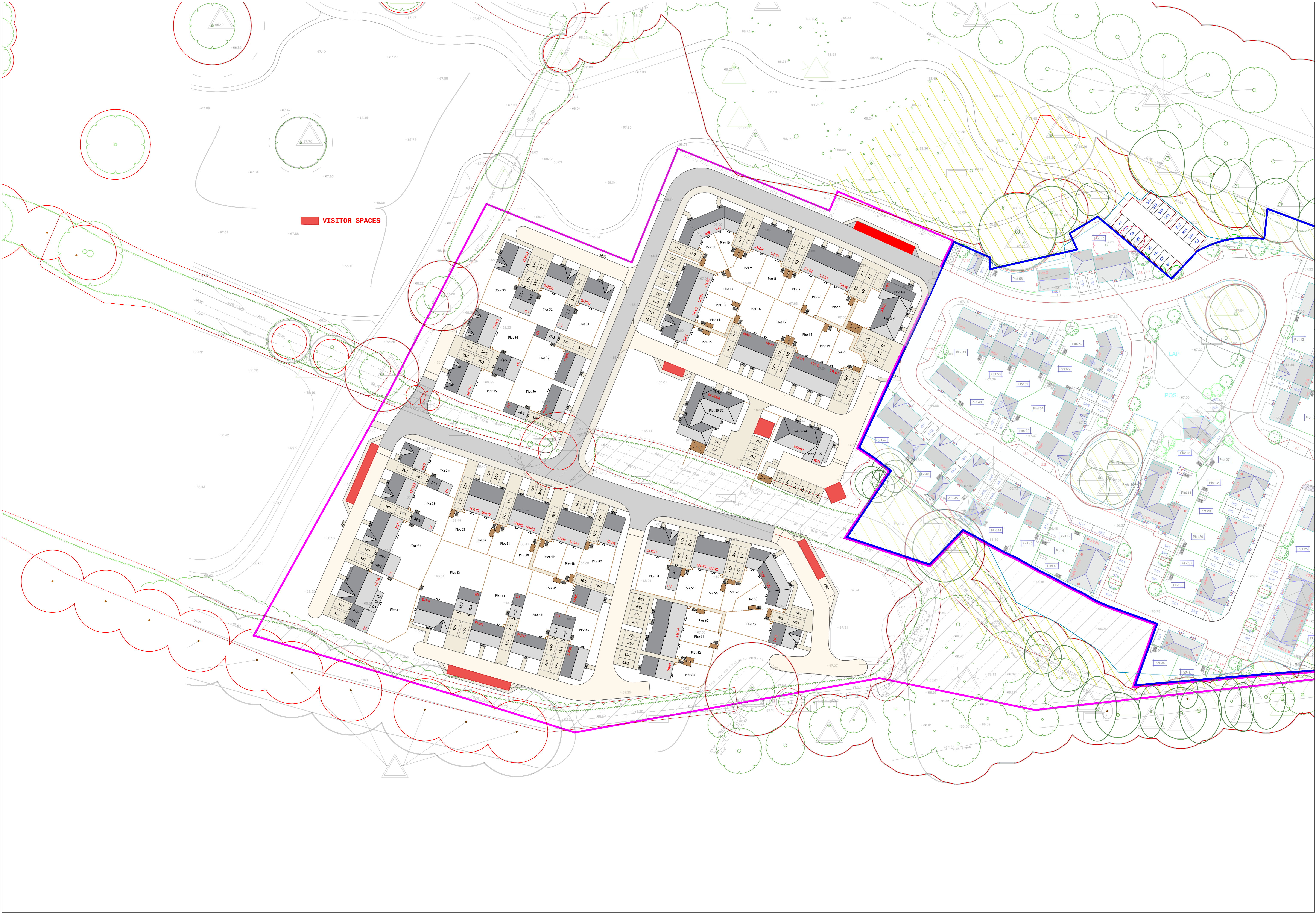
Basingstoke Road Accidents 01/03/2018 - 28/02/2023

SCALE	1 : 5530
DATE	15/06/2023
DRAWING No.	
DRAWN BY	

Appendix E

CAR PARKING





Appendix F

STRATEGIC MODEL FLOW DATA

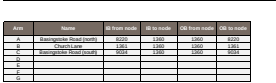


Traffic Model used: WSTM4

Outputs: Modelled Junction Turning Flow (Actual)

Scenario Name	Description
Base	Base
2026 DM	2026 Local plan committed development (SDL) plus committed highway infrastructure schemes (including the 57 units that are currently consented at Stanbury House)
2026 DS	2026 DM including additional 63 units proposed at Stanbury House

Time Periods Modelled	
AM	(0800-0900)
PM	(1700-1800)



Area	Name	ID from node	ID to node	OD from node	OD to node
A	Georgina Road (north)	8220	1260	1260	8220
B	Church Lane	1361	1260	1260	1361
C	Georgina Road (south)	9034	1260	1260	9034
D					
E					
G					

Base PM									
Total # flows, average # delay									
AN		No. min.							
	A	B	C	D	E	F	G	H	TOTAL
A	0	229	252	0	0	0	0	0	
B	721	0	211	0	0	0	0	0	932
C	688	555	0	0	0	0	0	0	688
D	0	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0	0
TOTAL	1309	785	252	0	0	0	0	0	

Power Axis	N. MAG	To Axis						
		A	B	C	D	E	F	G
A			0.00%	0.00%				
B	0.51%			0.69%				
C	1.38%		12.24%					
D								
E								
F								
G								

By Vehicle Type:										
2000-2009	Car	Trucks							TOTAL	
	A	B	C	D	E	F	G			
	A	0	299	222						521
	B	300		10						310
	C	292	133							425
	D									0
	E									0
	F									0
	G									0
	TOTAL	1163	434	480	0	0	0	0		0

LGV	To Area							
	A	B	C	D	E	F	G	TOTAL
A	5	23	5					28
B	17	0	20					37
C	12	7	5					24
D								0
E								0
F								0
G								0
TOTAL	20	30	30	0	0	0	0	80

MGV		10 yrs							TOTAL
		A	B	C	D	E	F	G	
Proc 24x	A	0	0	0					0
	B	4	0	20					24
	C	9	20	0					29
	D								0
	E								0
	F								0
	G								0
	TOTAL	13	20	20	0	0	0	0	53

Base PM									
Total if flows, average if delay									
All		To item							
	A	B	C	D	E	F	G	H	TOTAL
Flow Item	A	215	0	0	0	0	0	0	215
	B	517	0	90	0	0	0	0	607
	C	312	132	0	0	0	0	0	444
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0
	TOTAL	1027	132	90	0	0	0	0	1249

% HOV		To Area						
	A	B	C	D	E	F	G	
From Area	A		0.25%	0.02%				
	B	0.05%		0.00%				
	C	0.41%	0.04%					
	D							
	E							
	F							
	G							

By Vehicle Type:								
Car	By Area							
	A	B	C	D	E	F	G	TOTAL
A	0	222	227					449
B	460		7					467
C	221	154	0					375
D								0
E								0
F								0
G								0
TOTAL	751	377	434	0	0	0	0	1562

LGV		To Arr							
		A	B	C	D	E	F	G	TOTAL
Source Area	A	9	31	4					44
	B	56	0	9					65
	C	20	13	0					33
	D								0
	E								0
	F								0
	G								0
TOTAL		77	44	14	0	0	0	0	135

HGV	F3 Ave								TOTAL
	A	B	C	D	E	F	G		
A	0	1	3					4	
B	0	0	8					8	
C	1	13	0					14	
D								0	
E								0	
F								0	
G								0	
TOTAL	2	14	16	0	0	0	0	32	

2020 DM AM									
		Total II Rows, average X delay							
All		To Bm				To Arm			
Free A/F	A	0	558	0	0	0	0	0	558
	B	434	0	212	0	0	0	0	646
	C	526	129	0	0	0	0	0	655
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0
	TOTAL	1360	129	212	0	0	0	0	1699

% 2002		To: Assets							
From: Assets	A	B	C	D	E	F	G		
	A		0.02%	0.07%					
	B	0.08%		14.90%					
	C	1.15%	14.20%						
	D								
	E								
	F								
	G								

By Vehicle Type:									
From Area	Car	To Area							
	A	B	C	D	E	F	G	TOTAL	
	A	2	565	265					832
	B	231	0	0					231
	C	855	0	0					855
	D								0
	E								0
	F								0
	G								0
	TOTAL	1188	564	463	0	0	0	0	0

LGR		T/F/Ans							
		A	B	C	D	E	F	G	TOTAL
Frage-Aus	A	9	52	13					74
	B	50	5	10					65
	C	18	32	5					55
	D								0
	E								0
	F								0
	G								0
	SUMAL	86	95	23	0	0	0	0	204

To Arr									
HGV		A	B	C	D	E	F	G	TOTAL
FROM ARR	A	0	0	0	0	0	0	0	0
	B	3	0	15					18
	C	30	18	0					48
	D								0
	E								0
	F								0
	G								0
TOTAL		33	18	15	0	0	0	0	66

2026 DM PM									
Total: 8 flows, average 8 delay									
Free Rate	AS	To ASes							
		A	B	C	D	E	F	G	TOTAL
A	0	520	420	0	0	0	0	0	940
B	540	0	171	0	0	0	0	0	711
C	402	24	0	0	0	0	0	0	426
D	0	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0	0
TOTAL	962	544	420	0	0	0	0	0	1926

	N: MGIV	To: Arms						
		A	B	C	D	E	F	G
From: Arms	A			0.27%				
	B	0.10%		2.30%				
	C	0.43%	8.754%					
	D							
	E							
	F							
	G							

By Vehicle Type:									
From Area	Car	To Area							
	A	B	C	D	E	F	G	TOTAL	
	2	552	458					990	
	552	5	503					1055	
								266	
								0	
								0	
								0	
								0	
	TOTAL	504	557	453	572	0	0	0	1586

LGR		7 years							TOTAL
		A	B	C	D	E	F	G	
Foreign Assets	A	0	27	50					77
	B	77	0	16					93
	C	25	9	0					34
	D								0
	E								0
	F								0
	G								0
	TOTAL	122	36	66	0	0	0	0	214

To Arr									
HQV	A	B	C	D	E	F	G	TOTAL	
From Arr	A	0	1	6				5	
	B	1	0	6				7	
	C	2	14	0				16	
	D							0	
	E							0	
	F							0	
	G							0	
TOTAL	3	15	7	0	0	0	0	0	

2024 Q1 AM										
Total 7 items, average 2 days										
All		No item								
From AM	A	B	C	D	E	F	G	H	TOTAL	
	A	0	563	0	0	0	0	0	0	563
	B	434	0	120	0	0	0	0	0	553
	C	817	130	0	0	0	0	0	0	947
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
TOTAL		1354	693	120	0	0	0	0	0	2167

% HDV		By Area						
		A	B	C	D	E	F	G
From Area	A		0.02%	0.07%				
	B	0.68%		13.62%				
	C	1.15%	14.59%					
	D							
	E							
	F							
	G							

By Vehicle Type:										
5' foot Area	Car	Truck							TOTAL	
	A	B	C	D	E	F	G			
	A	2	542	382						924
	B	2								2
	C	51	2	5						58
	D									0
	E									0
	F									0
	G									0
	TOTAL	1182	642	407	0	0	0	0		1729

		B-7 Area							
	LGV	A	B	C	D	E	F	G	TOTAL
Floor Area	A	0	39	19					58
	B	50	0	35					85
	C	17	18	0					35
	D								0
	E								0
	F								0
	TOTAL	67	57	54	0	0	0	0	178

HGV		To Ann							
		A	B	C	D	E	F	G	TOTAL
From Ann	A	0	0	0					0
	B	2	0	15					17
	C	20	18	0					38
	D								0
	E								0
	F								0
	G								0
TOTAL		12	18	15	0	0	0	0	45

2025 DS PM									
Total # Rows, average # delay									
All		To B				To Ann			
		A	B	C	D	E	F	G	Other
From Ann	A	0	239	0	0	0	0	0	0
	B	549	0	216	0	0	0	0	716
	C	89	23	0	0	0	0	0	96
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0
	Total	1437	260	0	0	0	0	0	0

% HGW		To Ann						
		A	B	C	D	E	F	G
From Ann	A		0.27%	0.03%				
	B	0.56%		2.16%				
	C	0.43%	0.97%					
	D							
	E							
	F							
	G							

By Vehicle Type:									
Fleet Area	Car	To Arr							
	A	B	C	D	E	F	G	TOTAL	
	0	492	426					918	
	0	0	150					150	
	0	0	0					0	
								0	
								0	
								0	
								0	
	TOTAL	492	576	0	0	0	0	1068	

LGV		Firm							TOTAL
		A	B	C	D	E	F	G	
From Arts	A	0	27	15	0				27
	B	77	0	15					92
	C	35	5	0					40
	D								0
	E								0
	F								0
	G								0
TOTAL		112	32	25	0	0	0	0	169

HGV		10 Ann								
FIVE ARE	A	0	1	4						TOTAL
	B	1	0	5						1
	C	2	14	0						16
	D									0
	E									0
	F									0
	G									0
	TOTAL	3	15	7	0	0	0	0	0	25

Acn	Name	to from node	to node	OB from node	OB to node
A	Bombaydar Road (north)	4313	1303	1303	4313
B	Vijay Cpt Road	4315	1303	1303	4315
C	Amangalpur Road (south)	4317	1303	1303	4317
D					
E					
F					

Appendix G

CHURCH LANE SIGNAL DATA



Basic Results Summary

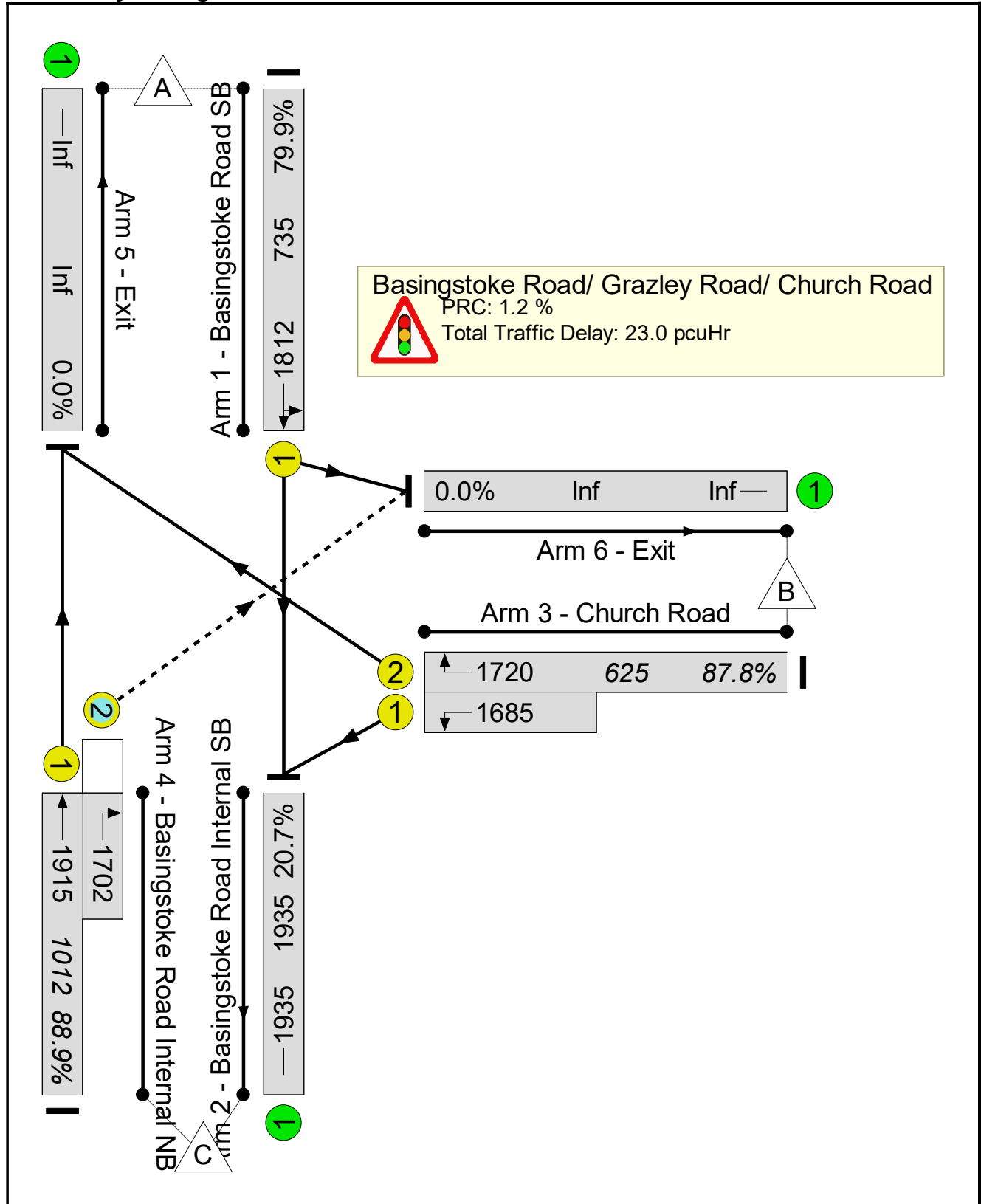
Basic Results Summary

User and Project Details

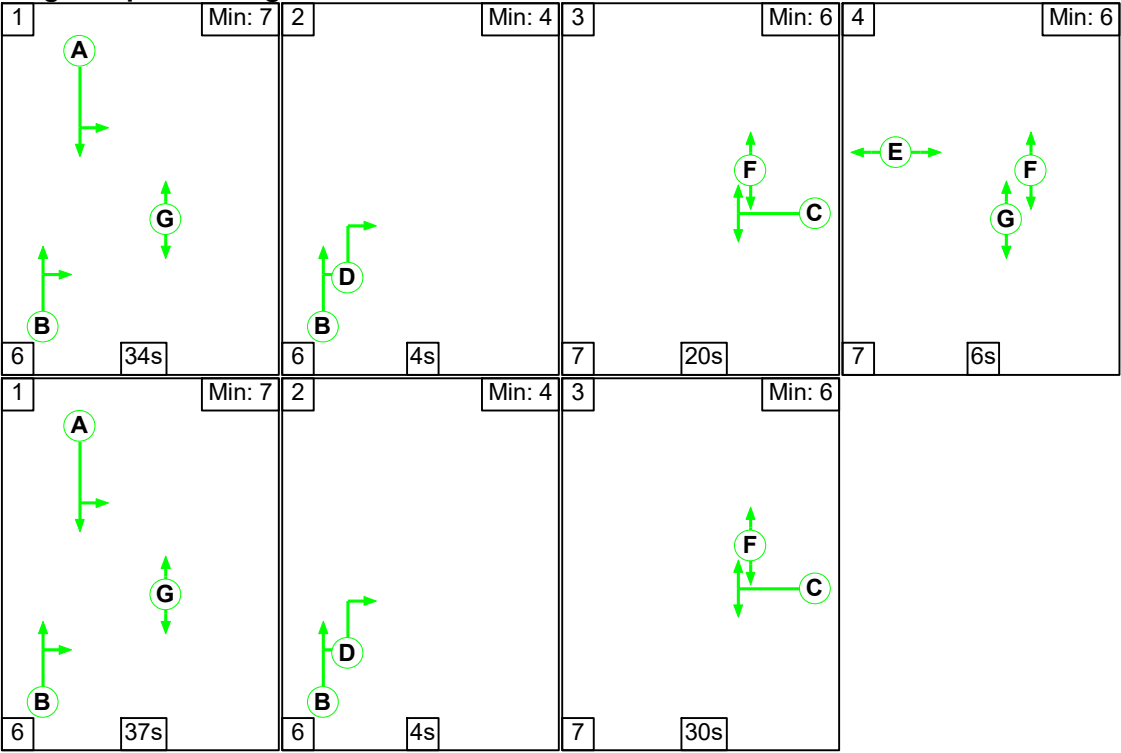
Project:	
Title:	
Location:	
Additional detail:	
File name:	Chruch Road_Basingstoke Road - TA Flows.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2026 With Development Traffic Flows - AM Peak Hour' (FG1: '2026 With Development Traffic Flows - AM Peak Hour', Plan 1: 'Double Cycle')

Network Layout Diagram



Stage Sequence Diagram



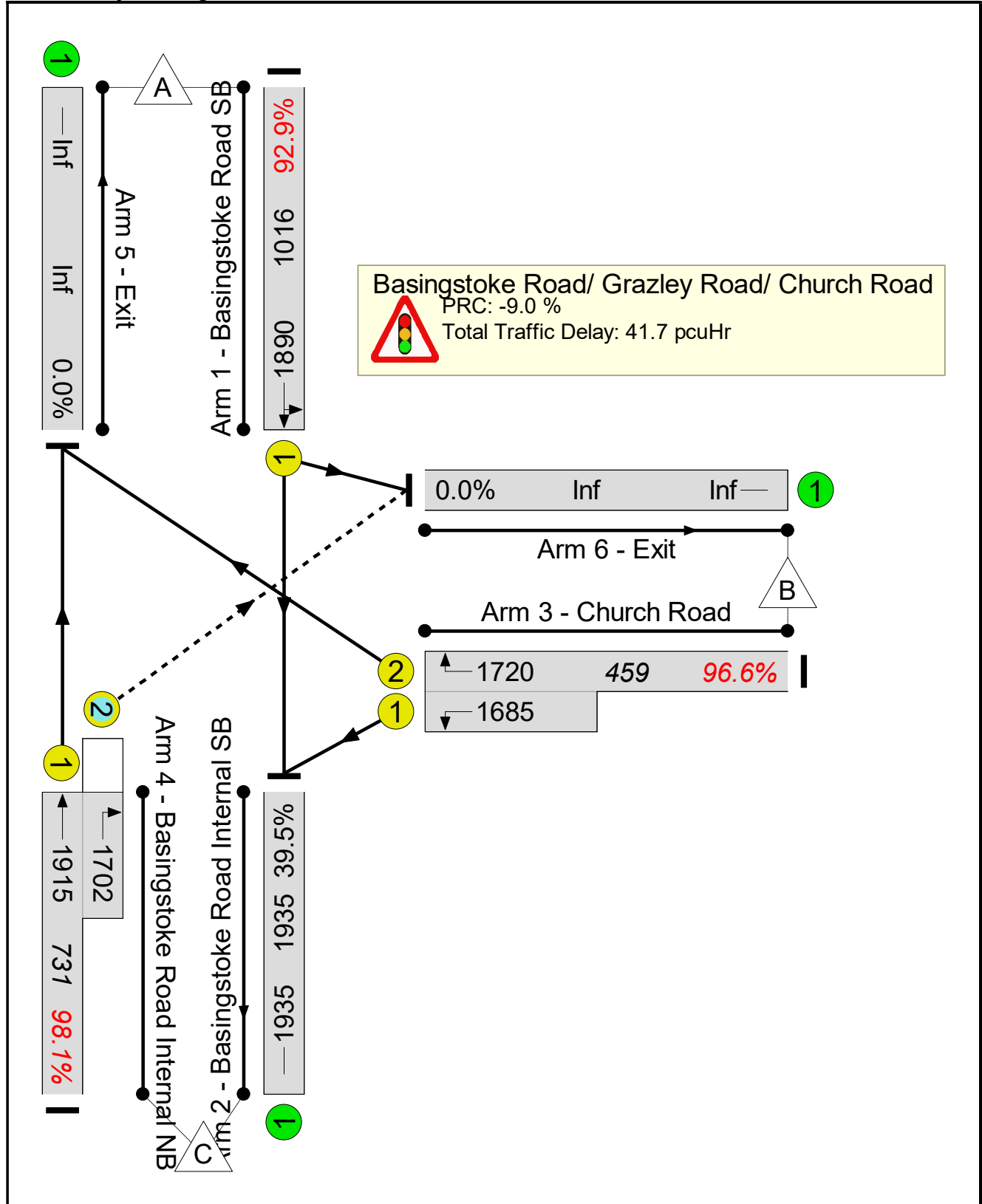
Network Results

[illegible]

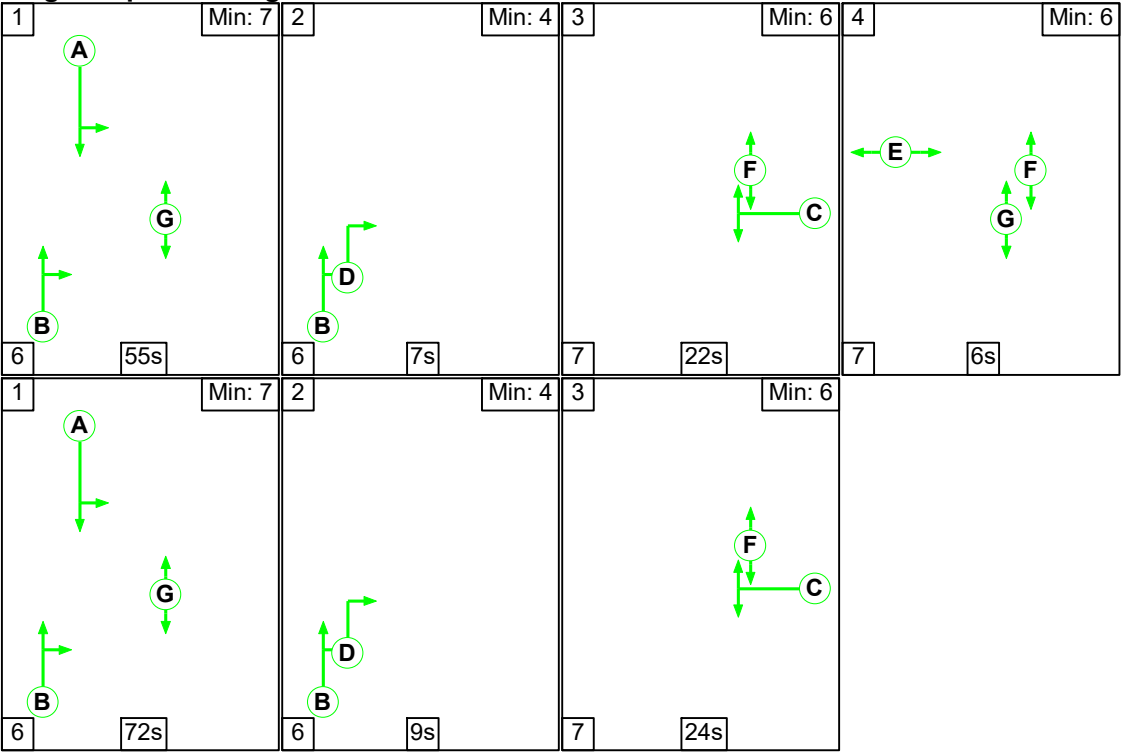
Basic Results Summary

Scenario 2: '2026 With Development Traffic Flows - PM Peak Hour' (FG2: '2026 With Development Traffic Flows - PM Peak Hour', Plan 1: 'Double Cycle')

Network Layout Diagram



Stage Sequence Diagram



Basic Results Summary

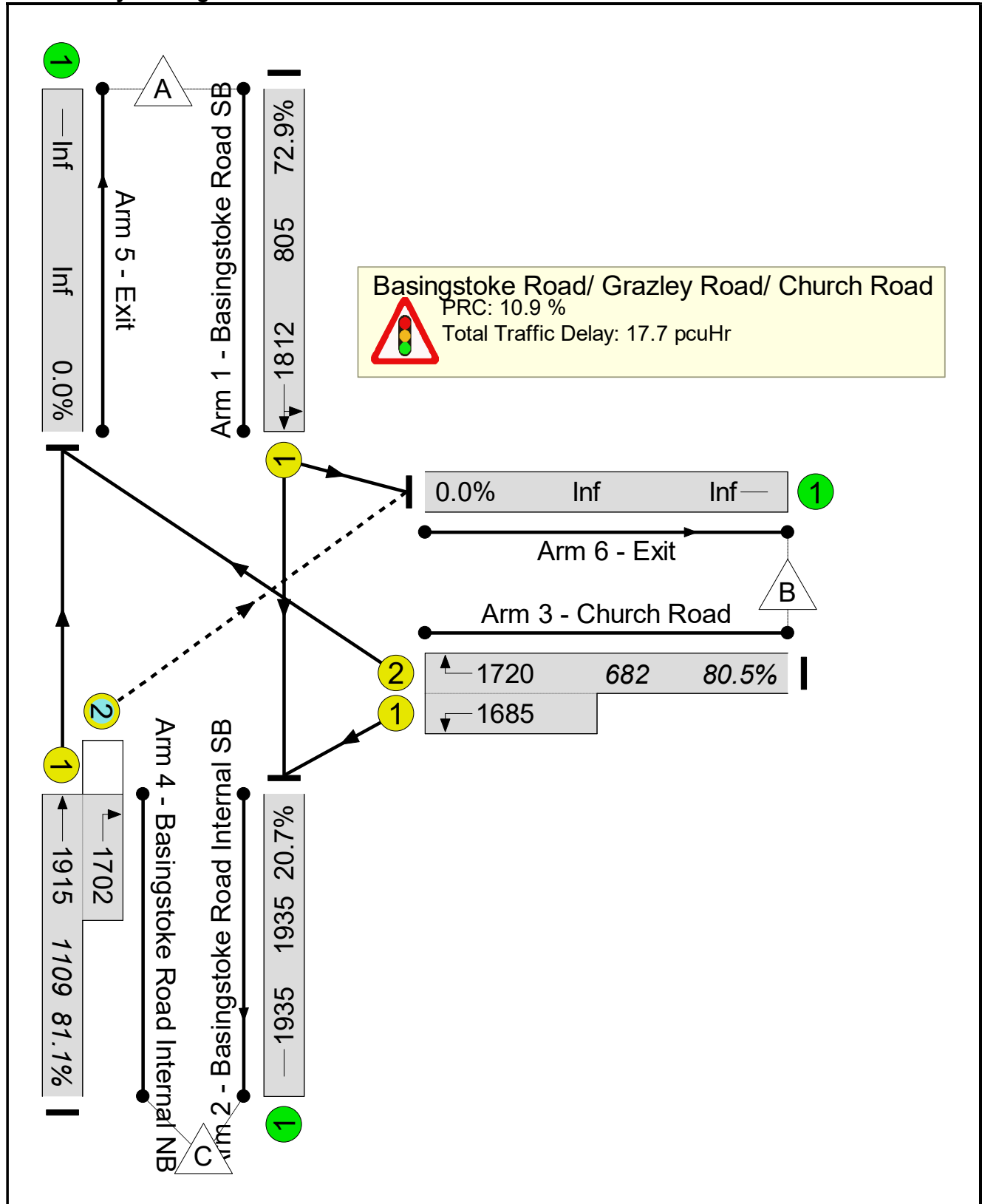
Network Results

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	-	-	-		-	-	-	-	-	-	98.1%	31	170	52	41.7	-	-
Basingstoke Road/ Grazley Road/ Church Road	-	-	-		-	-	-	-	-	-	98.1%	31	170	52	41.7	-	-
1/1	Basingstoke Road SB Ahead Left	U	A		2	127	-	944	1890	1016	92.9%	-	-	-	12.4	47.4	36.9
2/1	Basingstoke Road Internal SB	U	-		-	-	-	765	1935	1935	39.5%	-	-	-	0.0	0.0	0.0
3/2+3/1	Church Road Left Right	U	C		2	48	-	444	1720:1685	459	96.6%	-	-	-	13.5	109.8	21.3
4/1+4/2	Basingstoke Road Internal NB Ahead Right	U+O	B	D	2	155	16:16	717	1915:1702	731	98.1%	31	170	52	15.7	78.8	22.9
C1																	

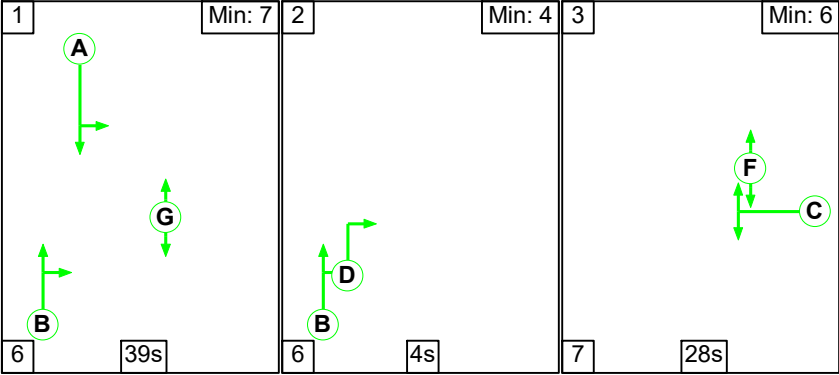
Basic Results Summary

Scenario 3: '2026 With Development AM - No Peds' (FG1: '2026 With Development Traffic Flows - AM Peak Hour', Plan 2: 'No Peds')

Network Layout Diagram



Stage Sequence Diagram



Basic Results Summary

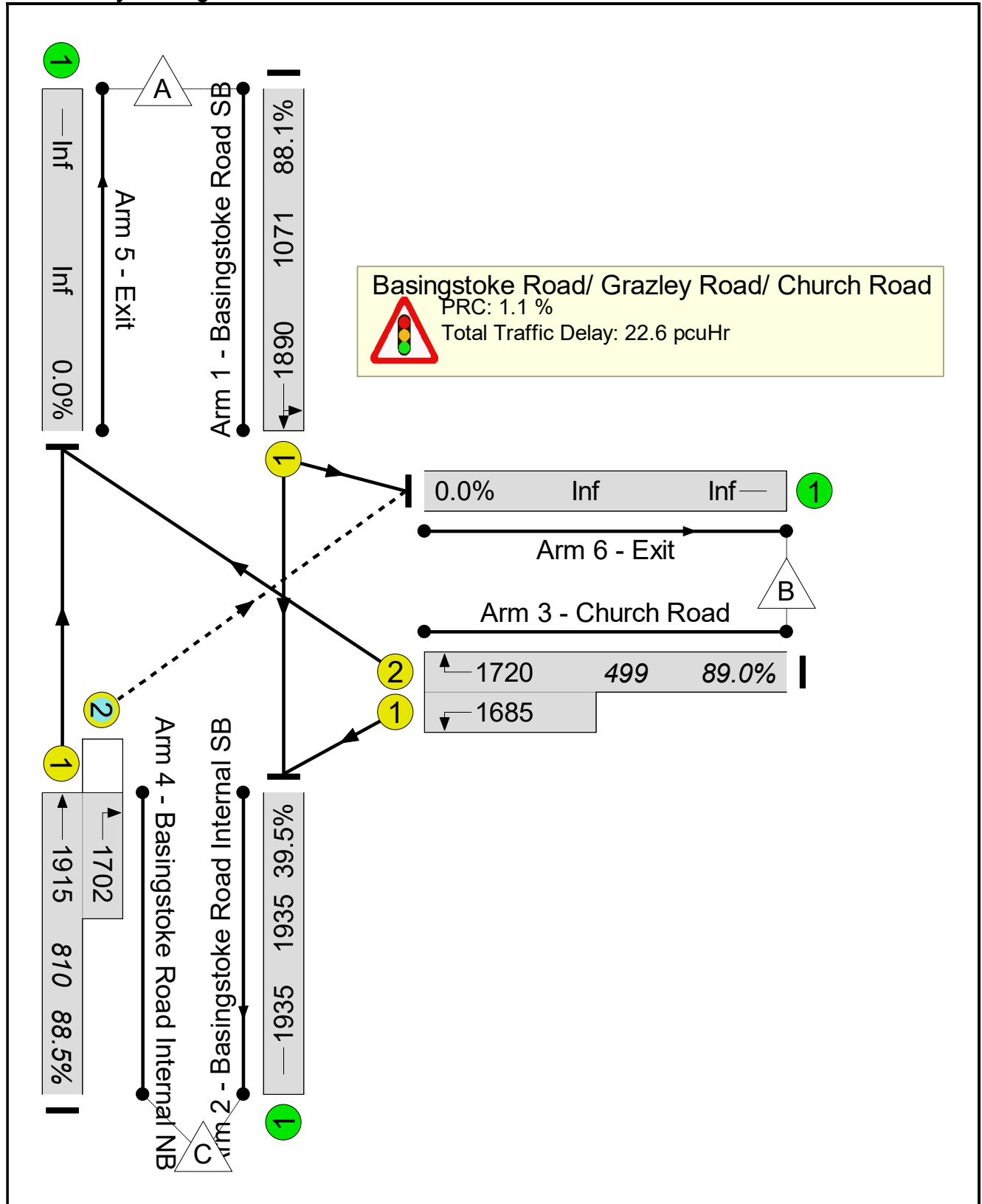
Network Results

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	-	-	-		-	-	-	-	-	-	81.1%	142	140	6	17.7	-	-
Basingstoke Road/ Grazley Road/ Church Road	-	-	-		-	-	-	-	-	-	81.1%	142	140	6	17.7	-	-
1/1	Basingstoke Road SB Ahead Left	U	A		1	39	-	587	1812	805	72.9%	-	-	-	4.7	28.7	13.2
2/1	Basingstoke Road Internal SB	U	-		-	-	-	401	1935	1935	20.7%	-	-	-	0.0	0.0	0.0
3/2+3/1	Church Road Left Right	U	C		1	29	-	549	1720:1685	682	80.5%	-	-	-	5.8	38.3	11.3
4/1+4/2	Basingstoke Road Internal NB Ahead Right	U+O	B	D	1	49	4:4	900	1915:1702	1109	81.1%	142	140	6	7.2	28.6	16.9
C1																	

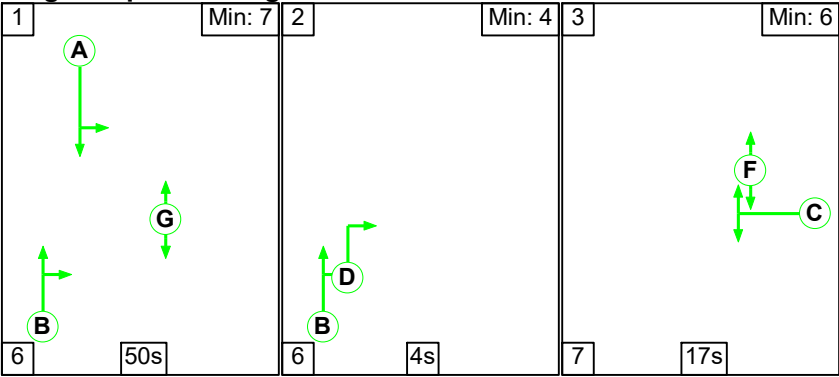
Basic Results Summary

Scenario 4: '2026 With Development PM - No Peds' (FG2: '2026 With Development Traffic Flows - PM Peak Hour', Plan 2: 'No Peds')

Network Layout Diagram



Stage Sequence 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	-	-	-		-	-	-	-	-	-	89.0%	55	151	47	22.6	-	-
Basingstoke Road/ Grazley Road/ Church Road	-	-	-		-	-	-	-	-	-	89.0%	55	151	47	22.6	-	-
1/1	Basingstoke Road SB Ahead Left	U	A		1	50	-	944	1890	1071	88.1%	-	-	-	7.9	30.3	23.7
2/1	Basingstoke Road Internal SB	U	-		-	-	-	765	1935	1935	39.5%	-	-	-	0.0	0.0	0.0
3/2+3/1	Church Road Left Right	U	C		1	18	-	444	1720:1685	499	89.0%	-	-	-	7.6	61.9	10.9
4/1+4/2	Basingstoke Road Internal NB Ahead Right	U+O	B	D	1	60	4:4	717	1915:1702	810	88.5%	55	151	47	7.0	35.2	9.7
C1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 22.60 Cycle Time (s): 90 PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 22.60																	



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KEY

	PROPOSED HIGH CARRIAGEWAY
	PROPOSED FOOTWAY
	PROPOSED VERGE/LANDSCAPING
	PROPOSED TRAFFIC SIGNALS
	DYL PARKING RESTRICTIONS
	PROPOSED RED TACTILES
	PROPOSED BUFF TACTILES
	PROPOSED GULLIES
	PROPOSED PEDESTRIAN GUARDRAIL

Rev	Description	By	CB	Date

MAKING COMPLEX EASY

260 Park Avenue, Aztec West, Almondsbury, Bristol, BS32 4SY
T: +44(0)1454 853 000 E: transport@rpsgroup.com

Client **UNIVERSITY OF READING
TAYLOR WIMPEY
DAVID WILSON HOMES**

Project **SOUTH OF M4 SDL**

Title **GENERAL ARRANGEMENT PLAN**

Status	Scale @ A1	Date Created
INFORMATION	1:250	28/01/2020
Drawn By	Checked By	Approved By
DH	MJB	MJB
Document Number		
RPS10253-RPS-HGN-BS_CL-DR-CH-0100-0001		
Project Code - Originator - Zone - Level - Type - Role - Drawing Number		
RPS Project Number	Suitability	Revision
JNY10253	S1	P01
rpsgroup.com		

Appendix H

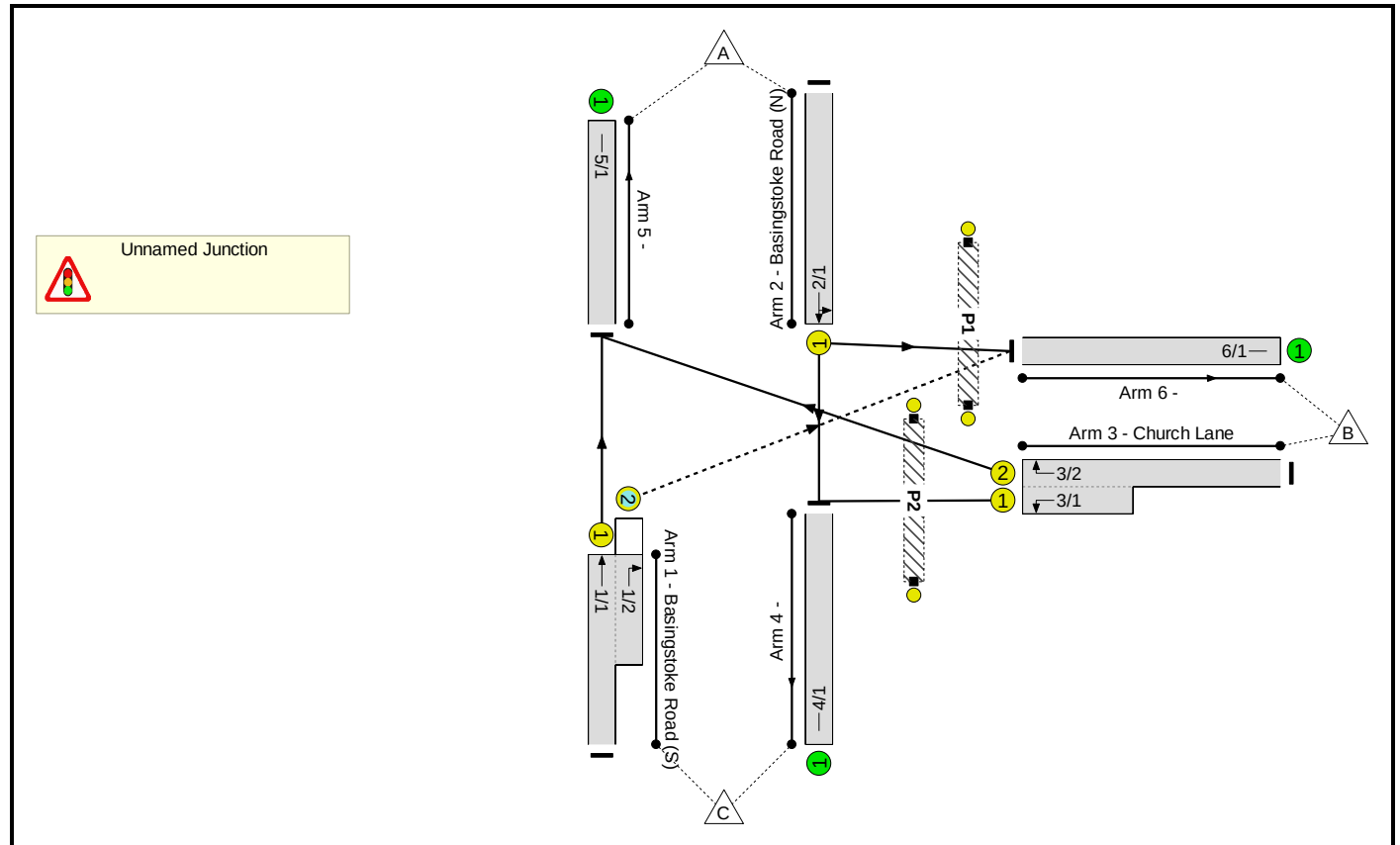
CHURCH LANE LINSIG FILE



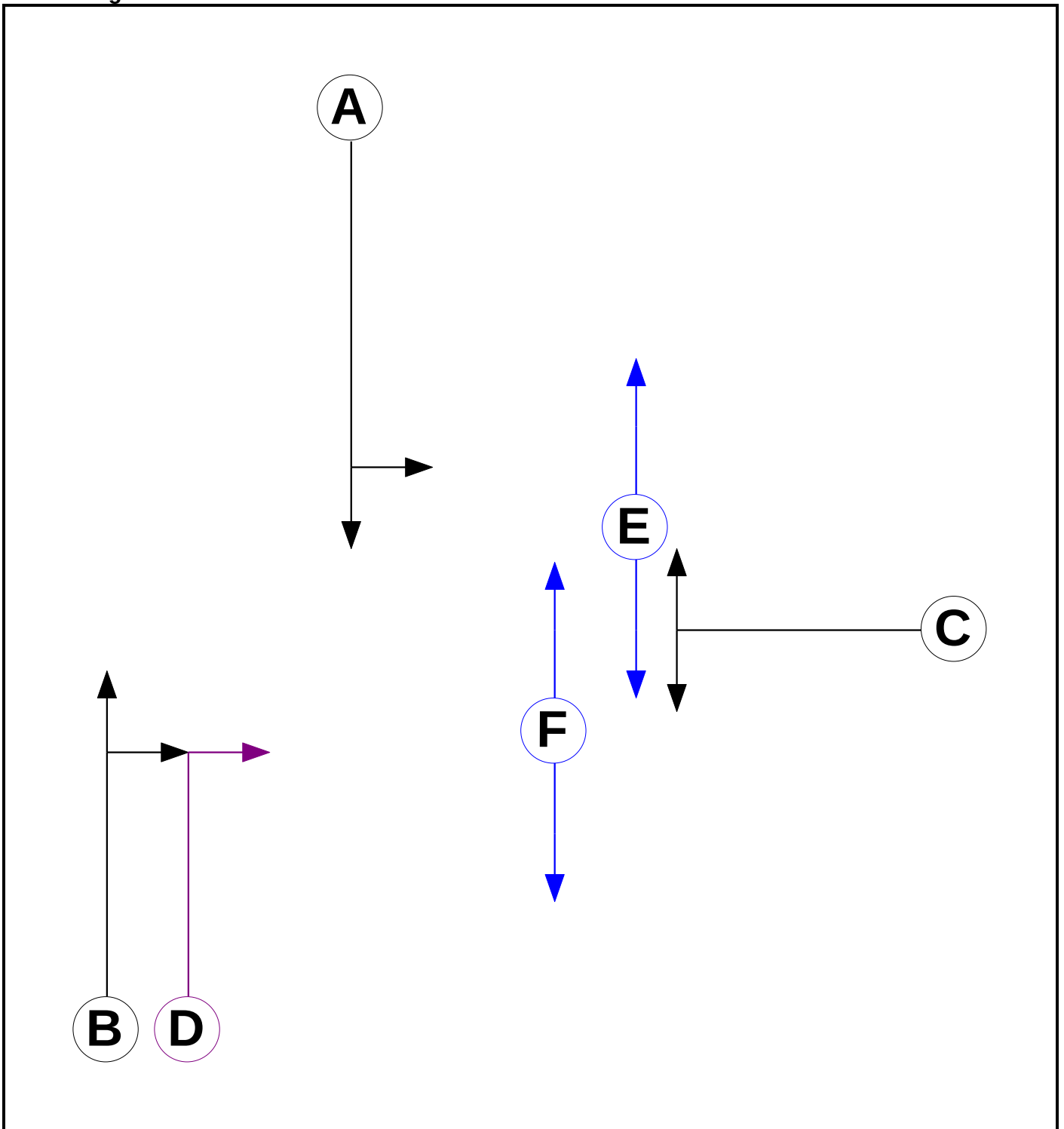
Full Input Data & Results

User and Project Details

Project:	
Title:	
Location:	
File name:	Basingstoke Road_Church Road.lsg3x



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	B	4	4
E	Pedestrian		7	7
F	Pedestrian		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	5	7	-
	B	-		5	-	7	-
	C	5	5		5	-	5
	D	5	-	5		7	-
	E	8	8	-	8		-
	F	-	-	7	-	-	

Phase Delays

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

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Basingstoke Road (S))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

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Road_Church Road.lsg3x

Lane Input Data

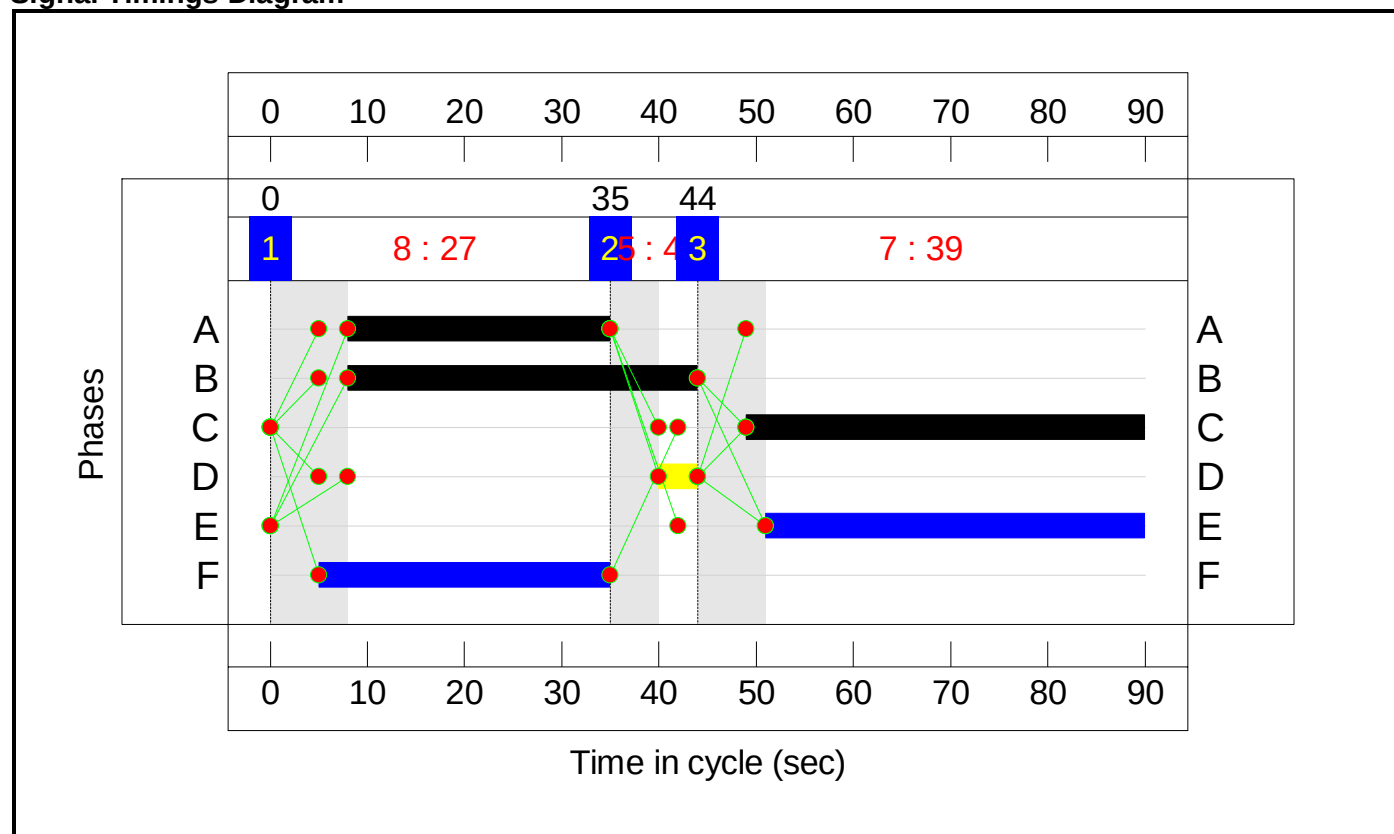
Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Basingstoke Road (S))	U	B	2	3	60.0	User	1915	-	-	-	-	-
1/2 (Basingstoke Road (S))	O	B D	2	3	6.1	User	1702	-	-	-	-	-
2/1 (Basingstoke Road (N))	U	A	2	3	60.0	User	1890	-	-	-	-	-
3/1 (Church Lane)	U	C	2	3	6.1	User	1720	-	-	-	-	-
3/2 (Church Lane)	U	C	2	3	60.0	User	1685	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

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

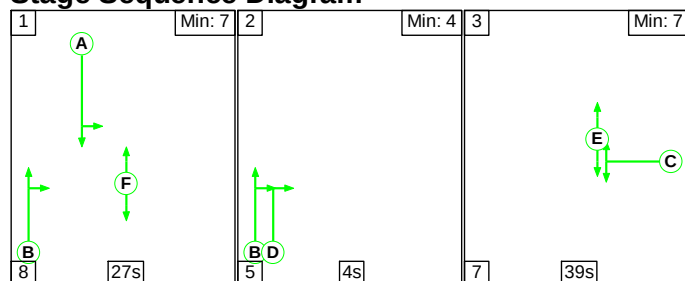
Traffic Flows, Desired**Desired Flow :**

Origin	Destination			
		A	B	C
	A	0	329	333
	B	725	0	231
	C	493	185	0
	Tot.	1218	514	564
		2296		

Signal Timings Diagram



Stage Sequence Diagram



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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	-	-		-	-	-	-	-	-	112.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	112.6%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	36	4	678	1915:1702	533+175	92.4 : 106.0%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	27	-	662	1890	588	112.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	41	-	956	1685:1720	657+209	110.4 : 110.4%
4/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1218	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	39	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	30	-	0	-	0	0.0%

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	-	-	0	132	42	23.6	103.6	0.6	127.8	-	-	-	-
Unnamed Junction	-	-	0	132	42	23.6	103.6	0.6	127.8	-	-	-	-
1/1+1/2	678	668	0	132	42	4.8	12.7	0.6	18.2	96.4	11.8	12.7	24.6
2/1	662	588	-	-	-	8.9	41.0	-	50.0	271.6	18.4	41.0	59.4
3/2+3/1	956	866	-	-	-	9.9	49.8	-	59.7	224.9	25.0	49.8	74.8
4/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -25.1 Total Delay for Signalled Lanes (pcuHr): 127.83 Cycle Time (s): 90 PRC Over All Lanes (%): -25.1 Total Delay Over All Lanes(pcuHr): 127.83													

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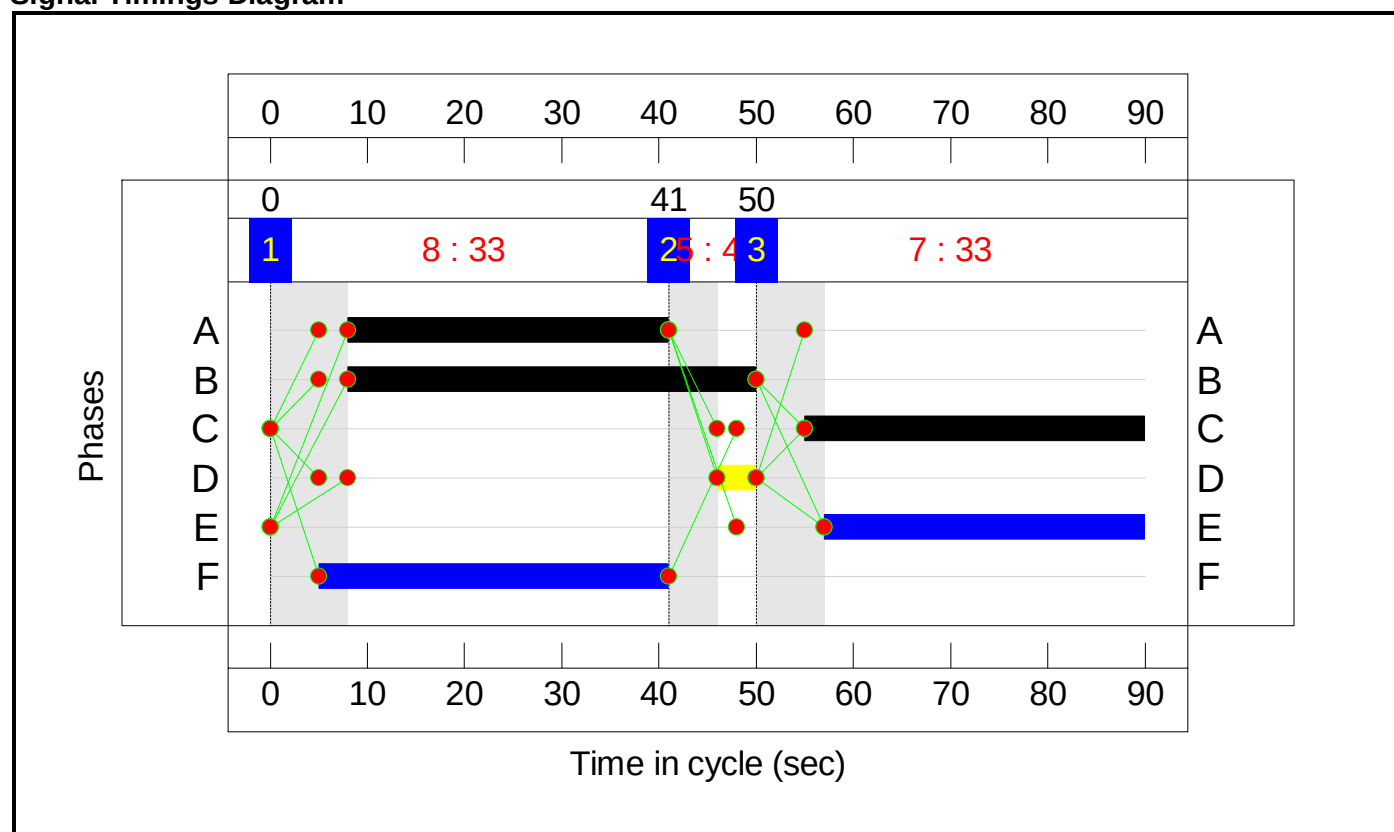
Scenario 2: 'PM Base' (FG2: 'Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

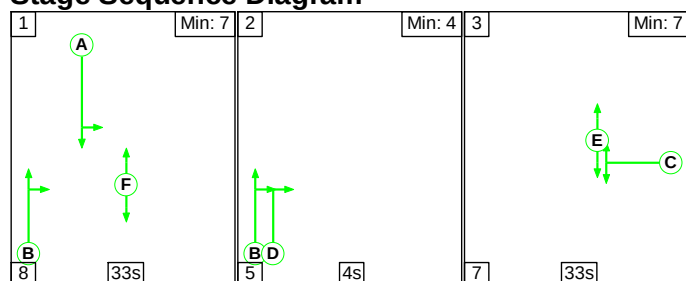
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	245	347	592
	B	517	0	97	614
	C	314	145	0	459
	Tot.	831	390	444	1665

Signal Timings Diagram



Stage Sequence Diagram



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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	-	-		-	-	-	-	-	-	85.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	42	4	459	1915:1702	616+283	50.9 : 51.2%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	33	-	592	1890	714	82.9%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	35	-	614	1685:1720	606+114	85.3 : 85.3%
4/1		U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	33	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	36	-	0	-	0	0.0%

[illegible]

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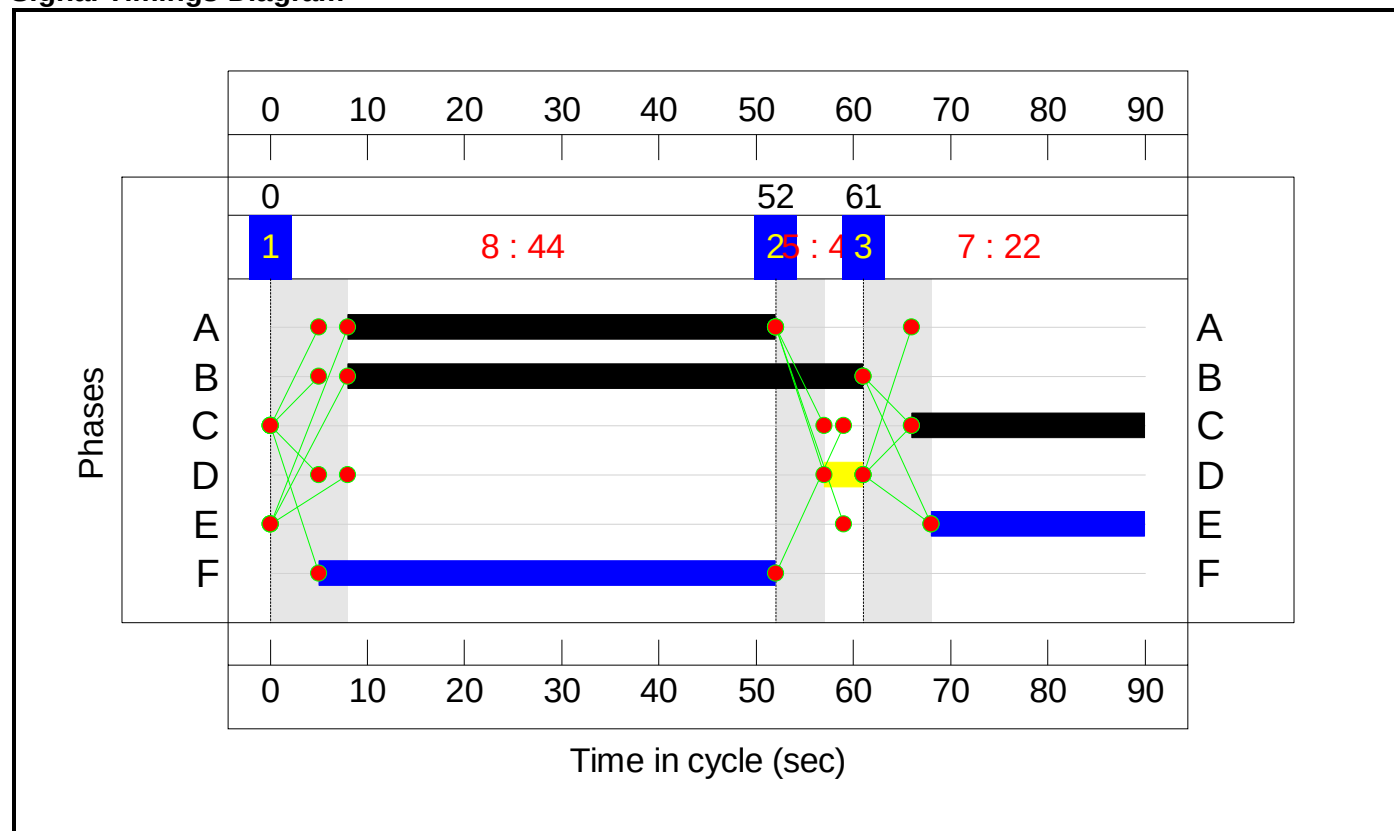
Scenario 3: 'AM 2026 DN ' (FG3: '2026 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

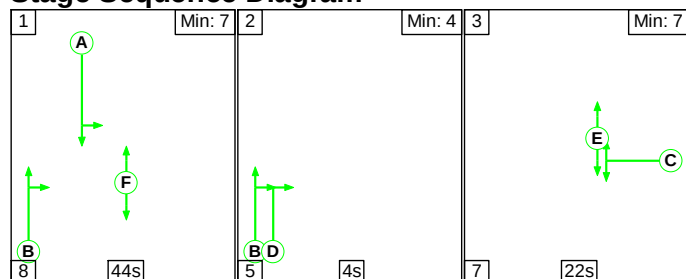
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	599	399	998
	B	437	0	117	554
	C	840	147	0	987
	Tot.	1277	746	516	2539

Signal Timings Diagram



Stage Sequence Diagram



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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	-	-		-	-	-	-	-	-	105.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	105.6%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	53	4	987	1915:1702	1007+175	83.4 : 84.2%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	44	-	998	1890	945	105.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	24	-	554	1685:1720	421+113	103.9 : 103.9%
4/1		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1277	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	47	-	0	-	0	0.0%

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	-	-	0	132	15	17.7	54.3	0.9	72.9	-	-	-	-
Unnamed Junction	-	-	0	132	15	17.7	54.3	0.9	72.9	-	-	-	-
1/1+1/2	987	987	0	132	15	3.9	2.5	0.9	7.2	26.4	18.1	2.5	20.6
2/1	998	945	-	-	-	8.4	33.9	-	42.3	152.5	26.3	33.9	60.1
3/2+3/1	554	533	-	-	-	5.4	18.0	-	23.4	151.8	12.4	18.0	30.4
4/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -17.3 Total Delay for Signalled Lanes (pcuHr): 72.89 Cycle Time (s): 90
 PRC Over All Lanes (%): -17.3 Total Delay Over All Lanes(pcuHr): 72.89

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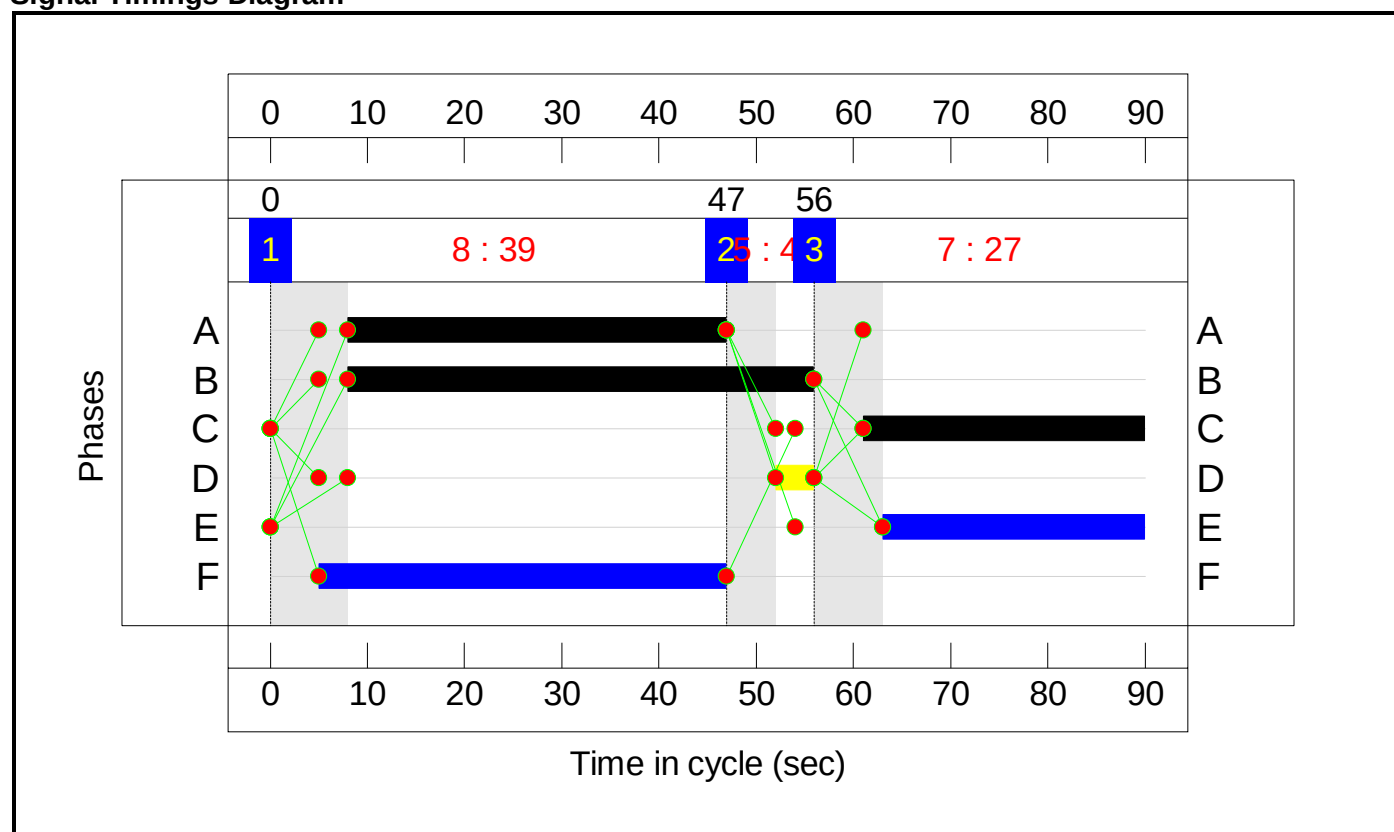
Scenario 4: 'PM 2026 DN' (FG4: '2026 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

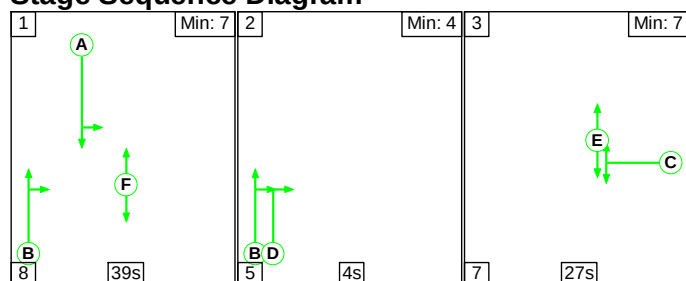
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	521	435	956
	B	549	0	175	724
	C	404	38	0	442
	Tot.	953	559	610	2122

Signal Timings Diagram



Stage Sequence Diagram



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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	-	-		-	-	-	-	-	-	113.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	113.8%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	48	4	442	1915:1702	973+92	41.5 : 41.5%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	39	-	956	1890	840	113.8%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	29	-	724	1685:1720	485+155	113.1 : 113.1%
4/1		U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	27	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	42	-	0	-	0	0.0%

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	-	-	0	37	1	22.4	108.1	0.3	130.7	-	-	-	-
Unnamed Junction	-	-	0	37	1	22.4	108.1	0.3	130.7	-	-	-	-
1/1+1/2	442	442	0	37	1	1.4	0.4	0.3	2.1	16.9	5.7	0.4	6.1
2/1	956	840	-	-	-	11.5	61.9	-	73.4	276.2	26.8	61.9	88.7
3/2+3/1	724	640	-	-	-	9.4	45.9	-	55.3	275.0	18.9	45.9	64.8
4/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -26.5 Total Delay for Signalled Lanes (pcuHr): 130.73 Cycle Time (s): 90 PRC Over All Lanes (%): -26.5 Total Delay Over All Lanes(pcuHr): 130.73													

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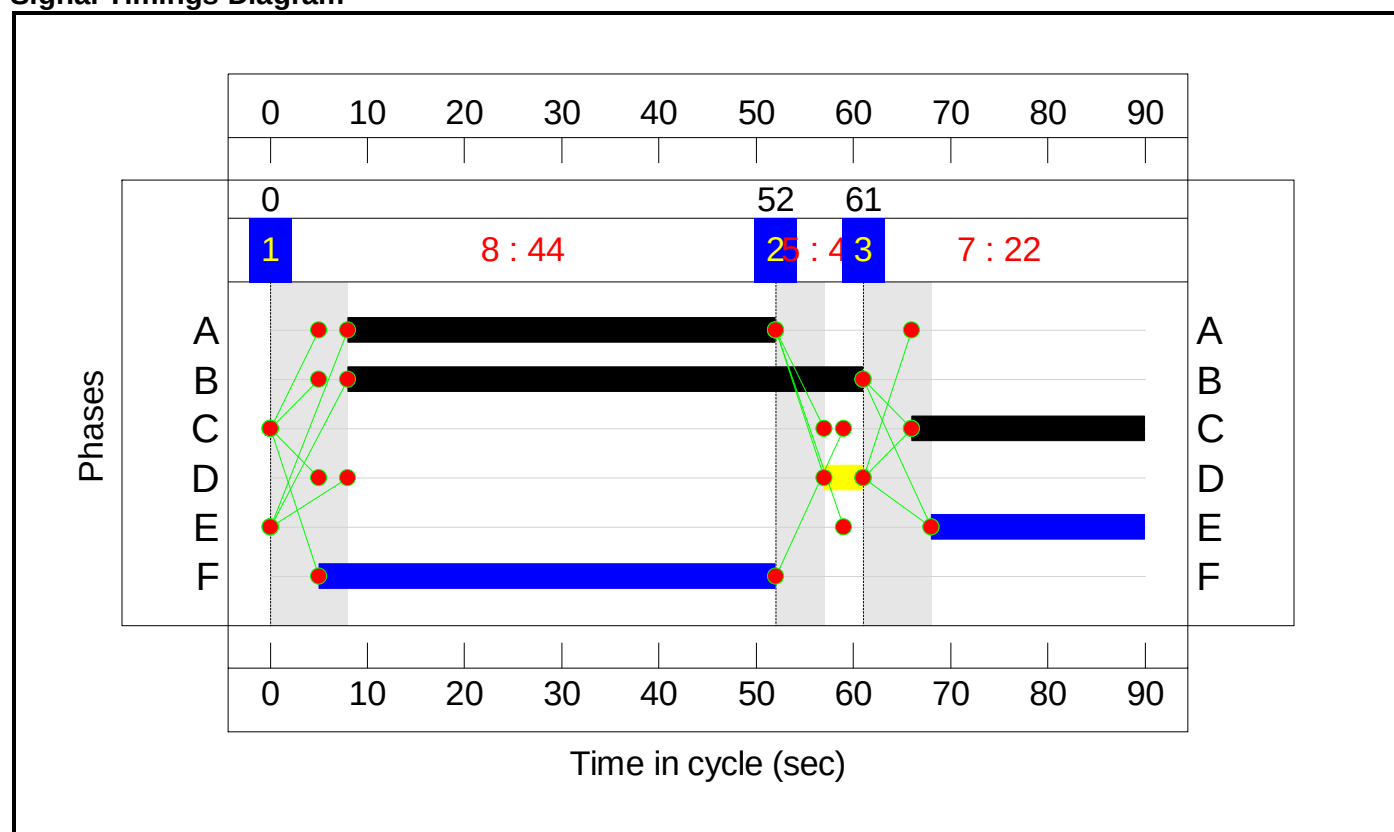
Scenario 5: 'AM 2026 DS' (FG5: '2026 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

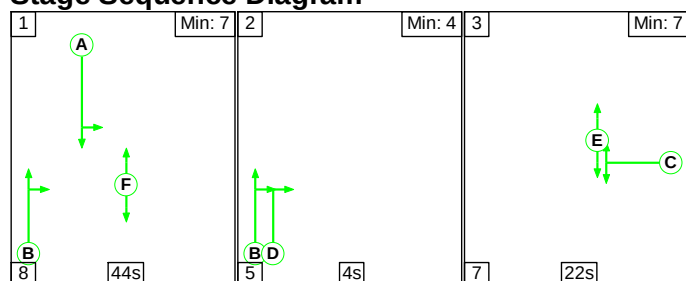
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	596	401	997
	B	437	0	123	560
	C	847	148	0	995
	Tot.	1284	744	524	2552

Signal Timings Diagram



Stage Sequence Diagram



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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	-	-		-	-	-	-	-	-	105.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	105.5%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	53	4	995	1915:1702	1007+175	84.1 : 84.8%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	44	-	997	1890	945	105.5%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	24	-	560	1685:1720	419+118	104.3 : 104.3%
4/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1284	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	47	-	0	-	0	0.0%

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	-	-	0	132	16	17.8	55.0	0.9	73.7	-	-	-	-
Unnamed Junction	-	-	0	132	16	17.8	55.0	0.9	73.7	-	-	-	-
1/1+1/2	995	995	0	132	16	4.0	2.6	0.9	7.4	26.9	18.3	2.6	20.9
2/1	997	945	-	-	-	8.4	33.5	-	41.8	151.0	26.2	33.5	59.7
3/2+3/1	560	537	-	-	-	5.5	19.0	-	24.5	157.2	12.4	19.0	31.4
4/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1266	1266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -17.2 Total Delay for Signalled Lanes (pcuHr): 73.71 Cycle Time (s): 90 PRC Over All Lanes (%): -17.2 Total Delay Over All Lanes(pcuHr): 73.71													

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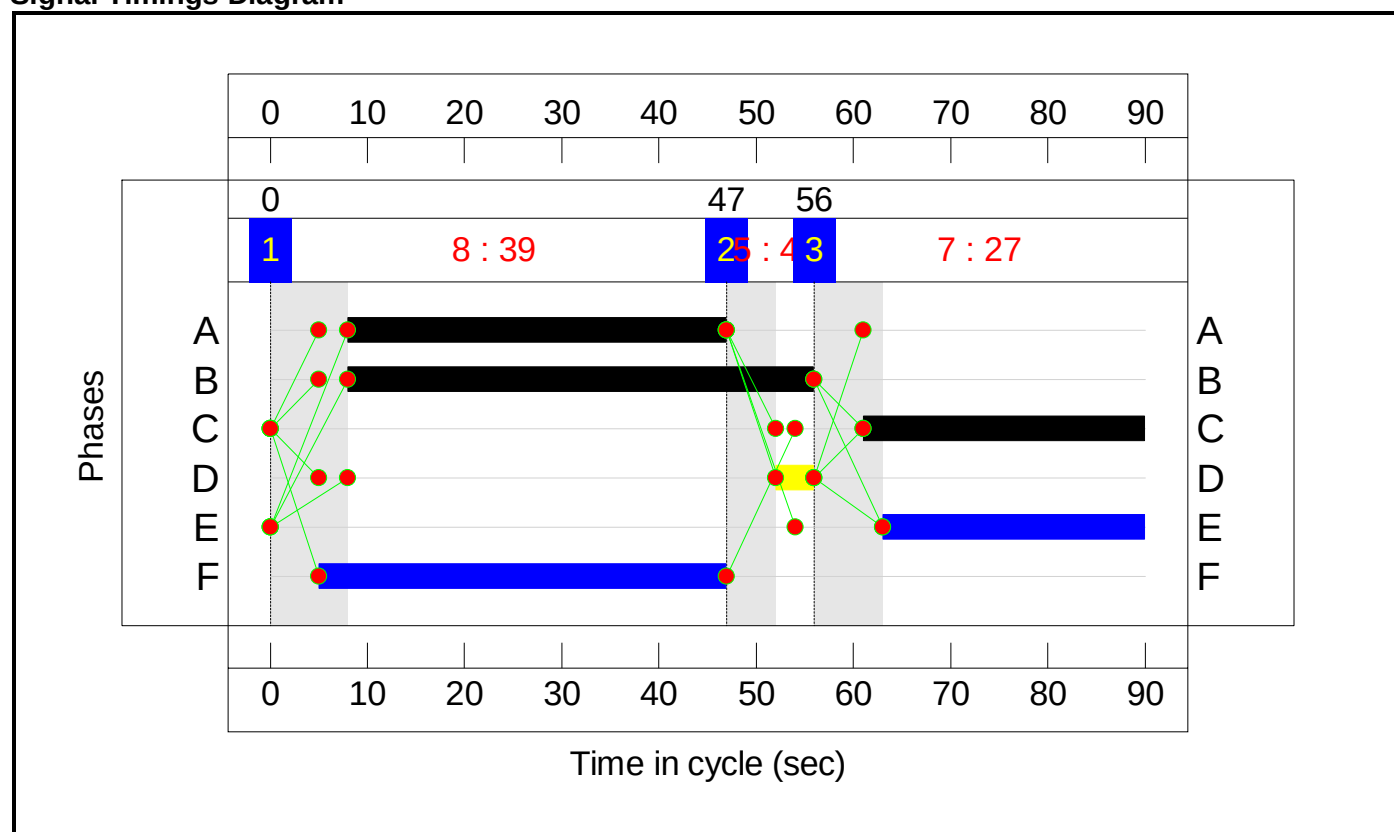
Scenario 6: 'PM 2026 DS' (FG6: '2026 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

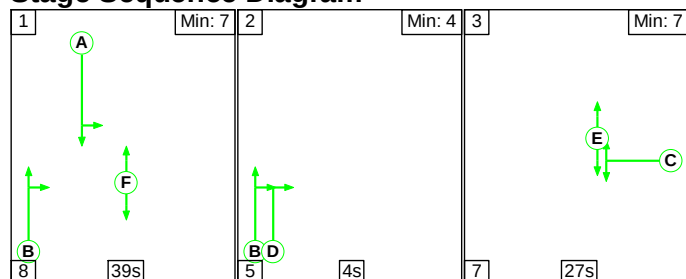
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	520	443	963
	B	549	0	171	720
	C	405	37	0	442
	Tot.	954	557	614	2125

Signal Timings Diagram



Stage Sequence Diagram



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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	-	-		-	-	-	-	-	-	114.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	114.6%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	48	4	442	1915:1702	975+89	41.5 : 41.5%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	39	-	963	1890	840	114.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	29	-	720	1685:1720	487+152	112.8 : 112.8%
4/1		U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	27	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	42	-	0	-	0	0.0%

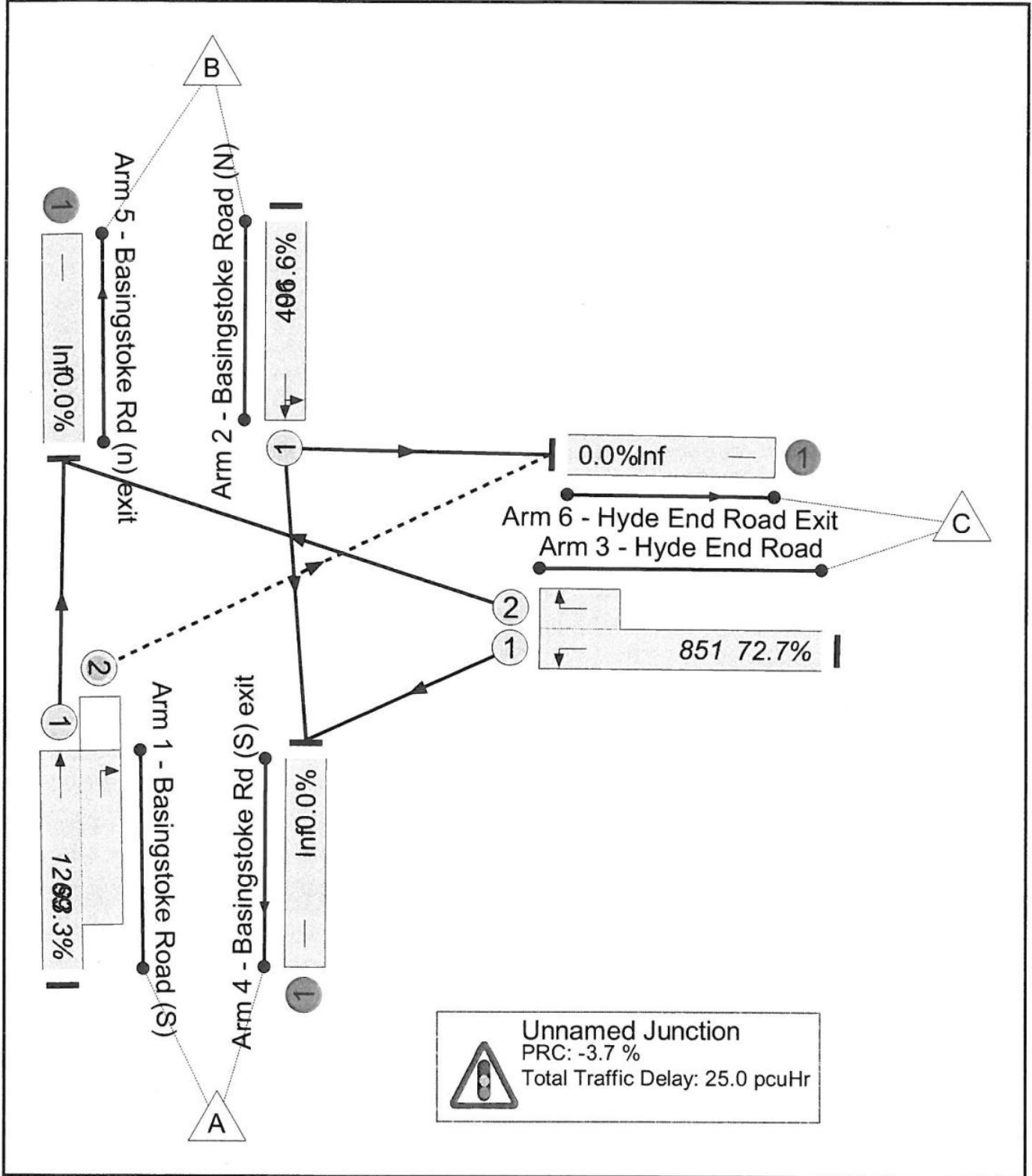
[illegible]

Appendix I

HYDE END ROAD SIGNAL DATA



Junction Layout Diagram

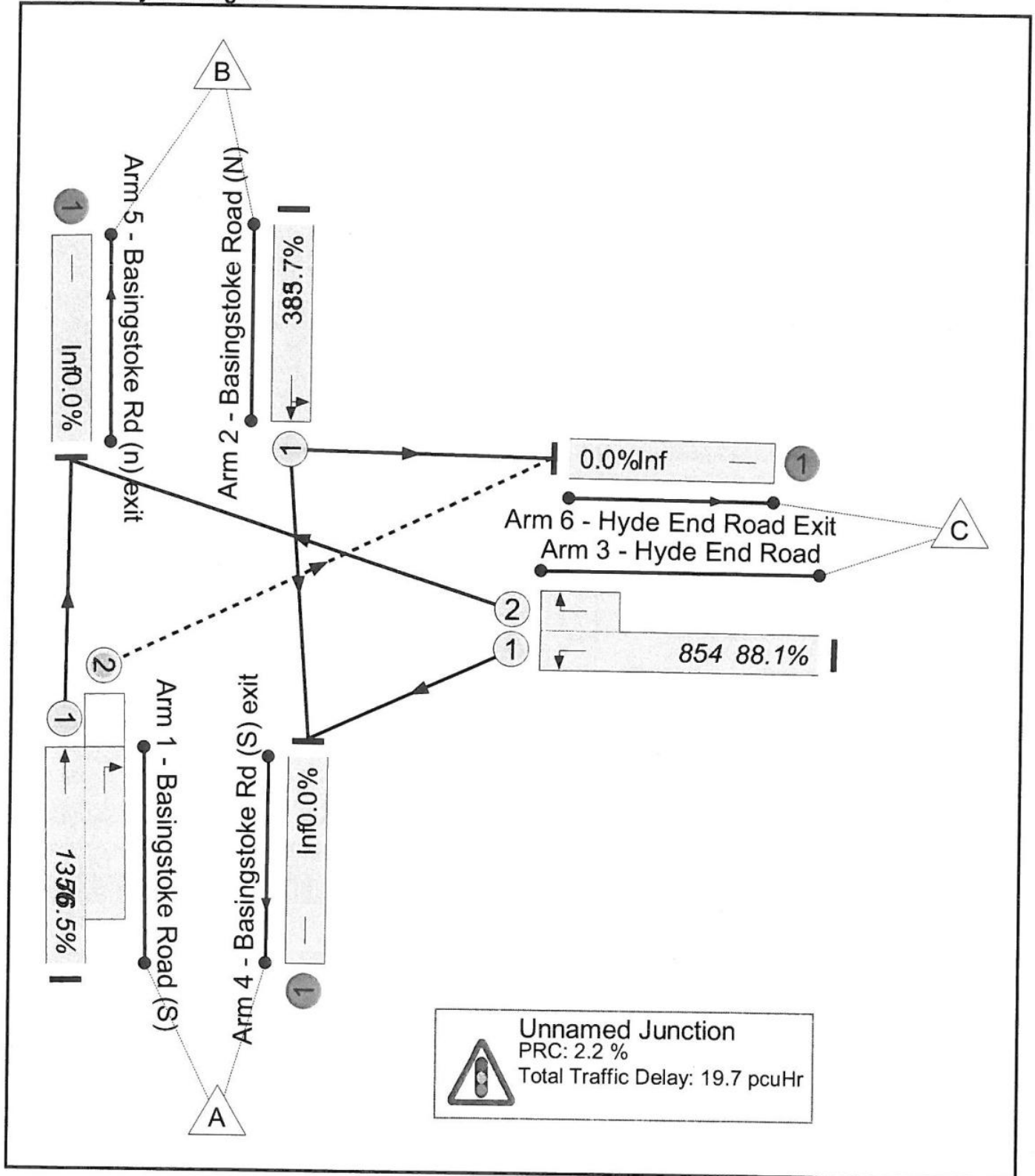


Basic Results Summary
Link Results

2026 Cumulative AM

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	-	-	-	-	-	-	-	-	-	-	93.3%	25	642	15	25.0	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	93.3%	25	642	15	25.0	-	-
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	A	D	1	54	0	1184	1915:1816	1269	93.3%	25	642	15	12.3	37.5	25.9
2/1	Basingstoke Road (N) Ahead Left	U	B	-	1	18	-	372	1924	406	91.6%	-	-	-	7.9	76.7	13.4
3/1+3/2	Hyde End Road Left Right	U	C	E	1	43.7	36	619	1685:1808	851	72.7%	-	-	-	4.8	27.7	13.0
C1																	
PRC for Signalised Lanes (%): -3.7										Total Delay for Signalised Lanes (pcuHr): 25.02					Cycle Time (s): 90		
PRC Over All Lanes (%): -3.7										Total Delay Over All Lanes (pcuHr): 25.02							

Junction Layout Diagram



Basic Results Summary
Link Results

2026 Cumulative PM

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	-	-	-	-	-	-	-	-	-	-	88.1%	36	513	12	19.7	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	88.1%	36	513	12	19.7	-	-
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	A	D	1	54	0	1038	1915:1816	1356	76.5%	36	513	12	6.1	21.1	12.7
2/1	Basingstoke Road (N) Ahead Left	U	B	-	1	17	-	328	1913	383	85.7%	-	-	-	5.9	64.7	10.6
3/1+3/2	Hyde End Road Left Right	U	C	E	1	44:7	37	752	1685:1808	854	88.1%	-	-	-	7.7	36.9	20.1
C1																	
PRC for Signalised Lanes (%):							2.2	Total Delay for Signalised Lanes (pcuHr):							Cycle Time (s):		
PRC Over All Lanes (%):							2.2	Total Delay Over All Lanes (pcuHr):							19.69		
															19.69		



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Appendix J

HYDE END ROAD LINSIG FILE

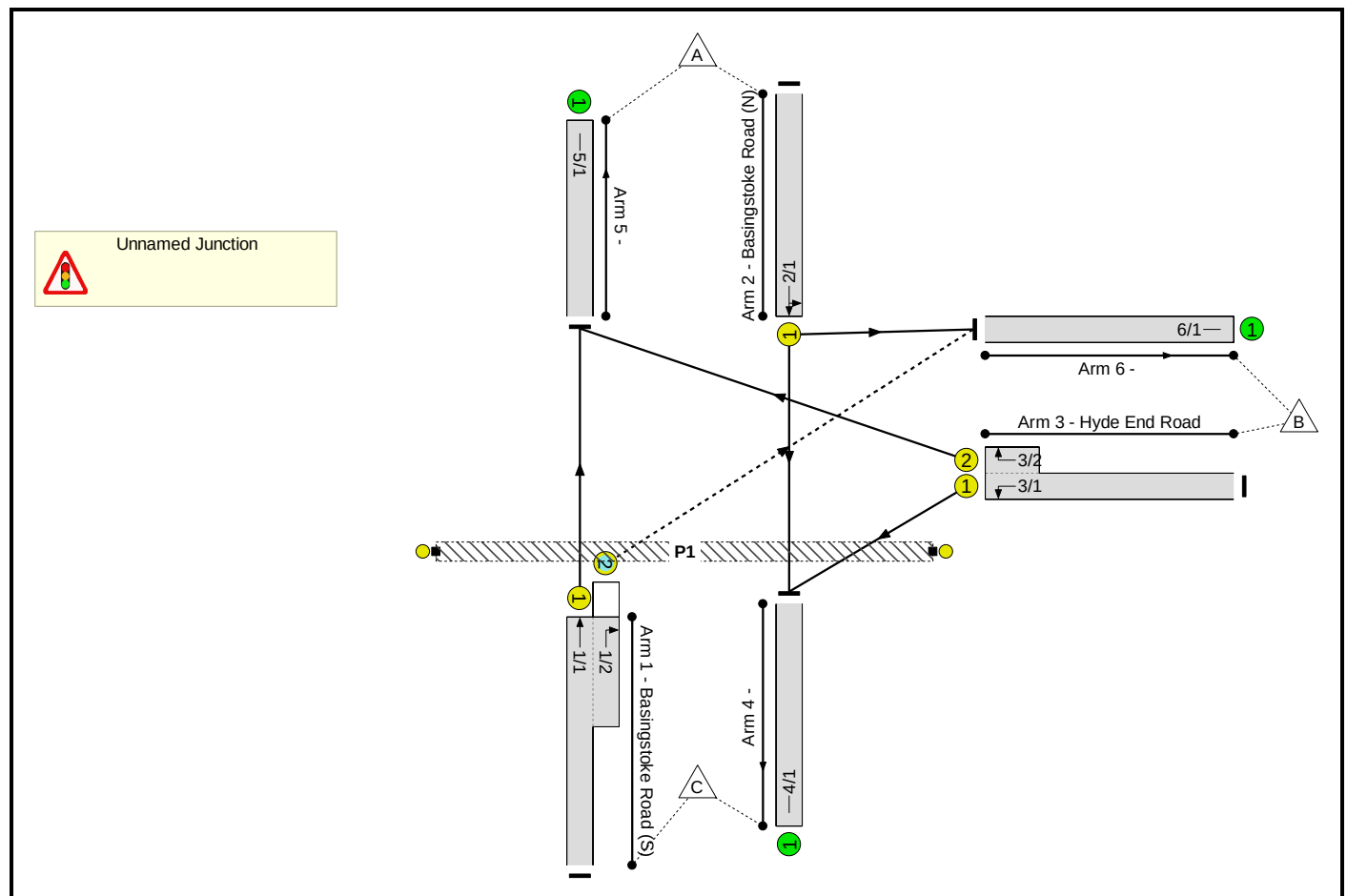


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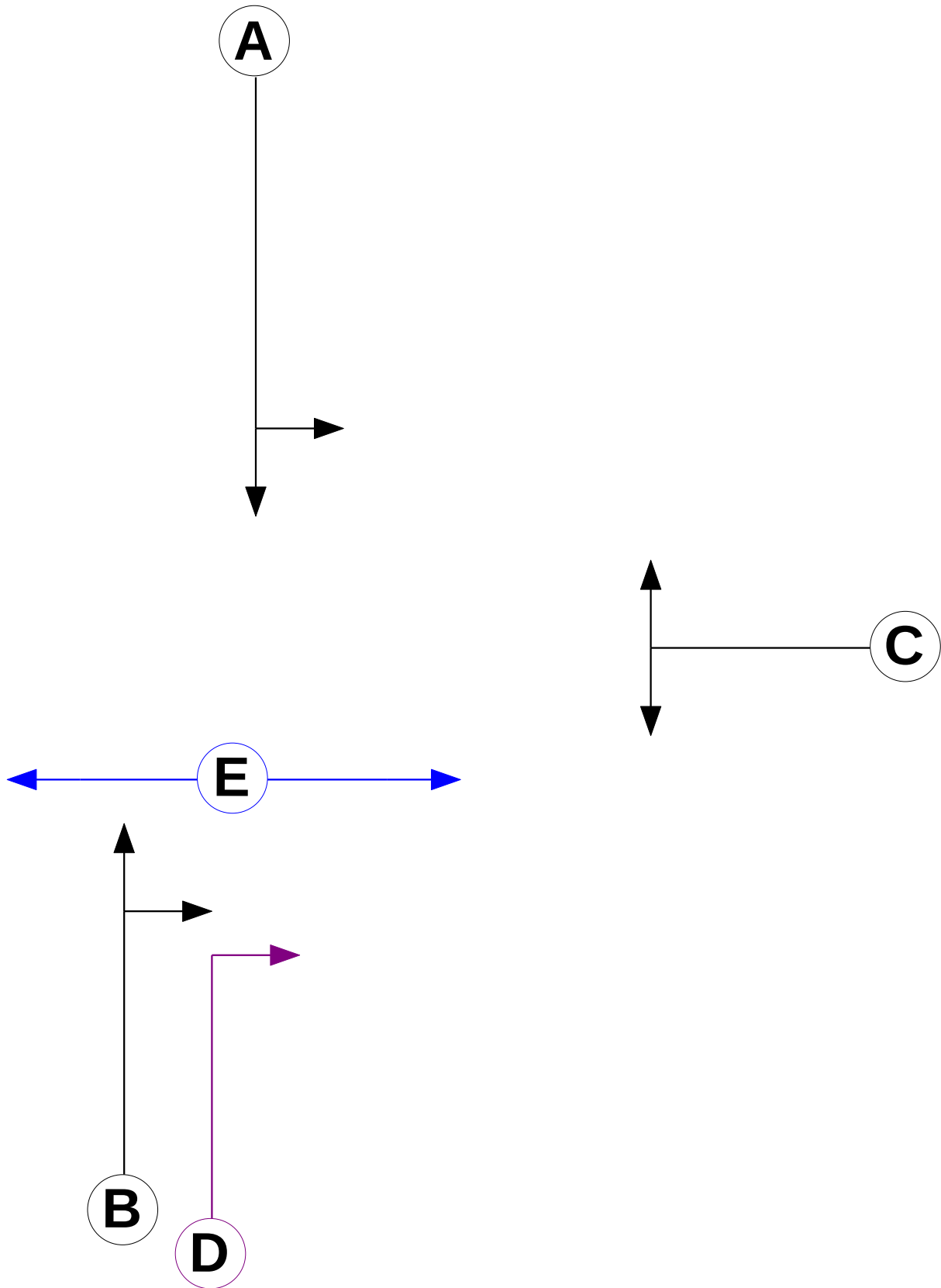
Full Input Data & Results

User and Project Details

Project:	
Title:	
Location:	
File name:	Basingstoke Road_Hyde End Road.lsg3x



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	B	4	4
E	Pedestrian		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	6	5	7
	B	-		5	-	5
	C	5	5		5	6
	D	5	-	5		5
	E	11	11	11	11	

Phase Delays

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

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Basingstoke Road (S))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

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Road_Hyde End Road.lsg3x

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Basingstoke Road (S))	U	B	2	3	60.0	User	1915	-	-	-	-	-
1/2 (Basingstoke Road (S))	O	B D	2	3	6.3	User	1816	-	-	-	-	-
2/1 (Basingstoke Road (N))	U	A	2	3	60.0	User	1924	-	-	-	-	-
3/1 (Hyde End Road)	U	C	2	3	60.0	User	1685	-	-	-	-	-
3/2 (Hyde End Road)	U	C	2	3	3.1	User	1808	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

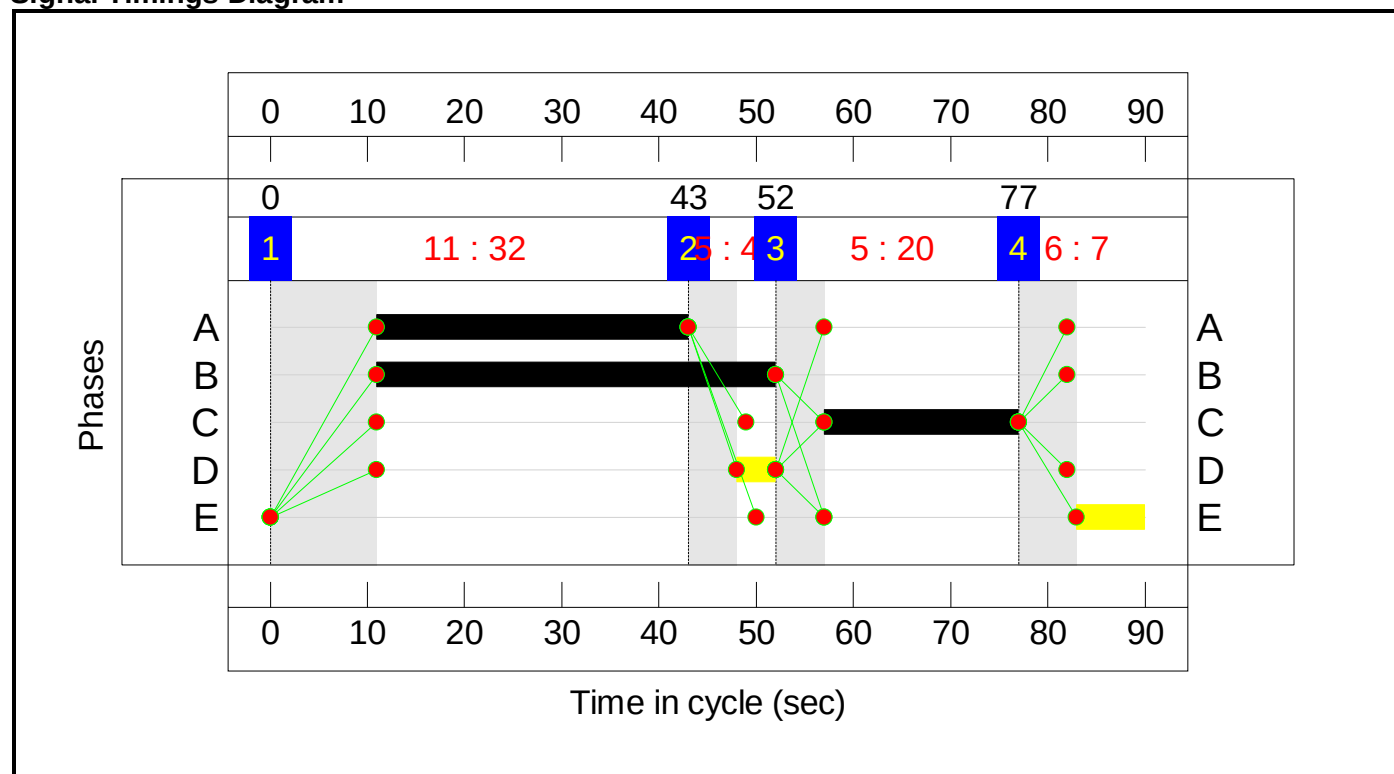
Scenario 1: 'Base AM' (FG1: 'Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

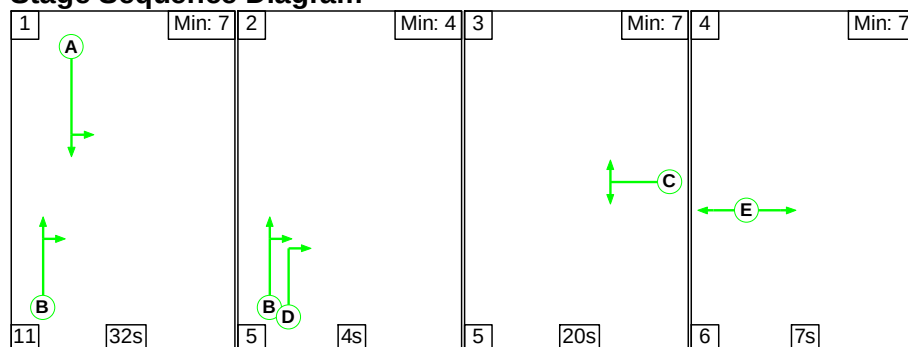
Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	3	343	346
	B	46	0	256	302
	C	481	286	0	767
	Tot.	527	289	599	1415

Signal Timings Diagram



Stage Sequence Diagram



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	-	-		-	-	-	-	-	-	73.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	41	4	767	1915:1816	655+389	73.5 : 73.5%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	32	-	346	1924	705	49.0%
3/1+3/2	Hyde End Road Left Right	U	N/A	N/A	C		1	20	-	302	1685:1808	363+65	70.5 : 70.5%
4/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
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	-	-	238	41	6	8.7	3.0	0.5	12.3	-	-	-	-
Unnamed Junction	-	-	238	41	6	8.7	3.0	0.5	12.3	-	-	-	-
1/1+1/2	767	767	238	41	6	4.0	1.4	0.5	5.9	27.7	10.5	1.4	11.9
2/1	346	346	-	-	-	2.1	0.5	-	2.6	27.0	6.6	0.5	7.1
3/1+3/2	302	302	-	-	-	2.6	1.2	-	3.8	45.0	6.2	1.2	7.4
4/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 22.5 Total Delay for Signalled Lanes (pcuHr): 12.28 Cycle Time (s): 90 PRC Over All Lanes (%): 22.5 Total Delay Over All Lanes(pcuHr): 12.28													

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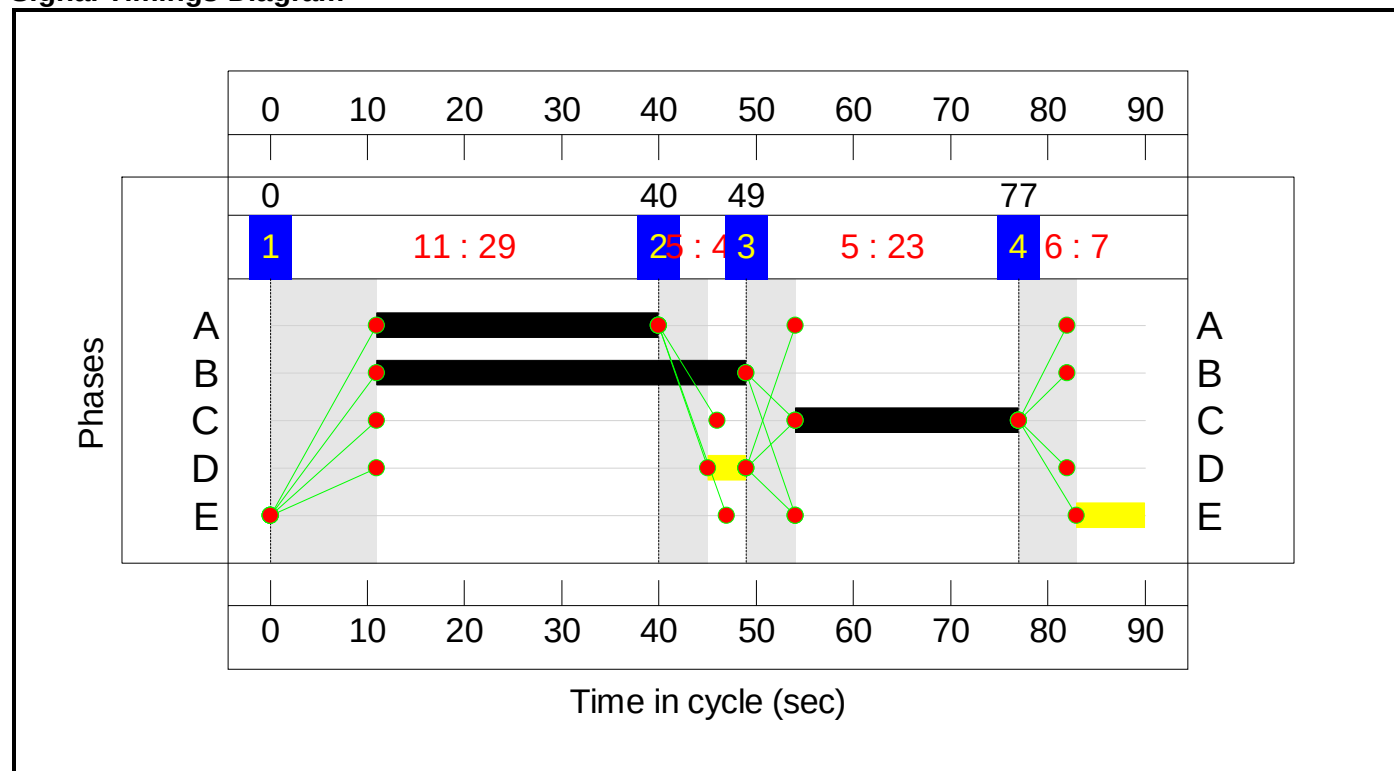
Scenario 2: 'Base PM' (FG2: 'Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

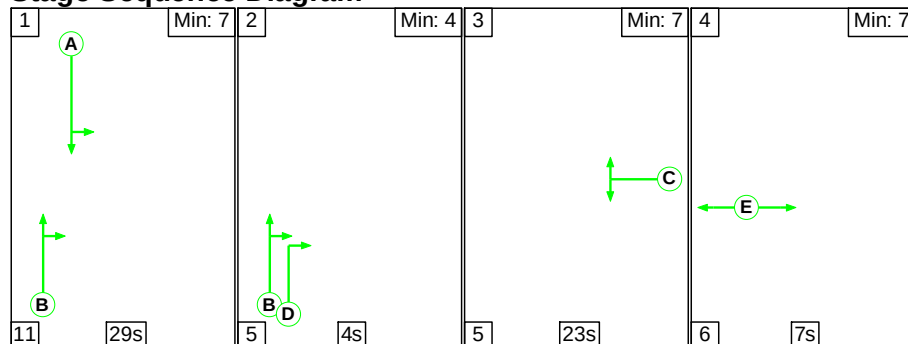
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	32	293	325
	B	8	0	327	335
	C	301	312	0	613
	Tot.	309	344	620	1273

Signal Timings Diagram



Stage Sequence Diagram



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	-	-		-	-	-	-	-	-	72.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	38	4	613	1915:1816	419+434	71.8 : 71.8%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	29	-	325	1924	641	50.7%
3/1+3/2	Hyde End Road Left Right	U	N/A	N/A	C		1	23	-	335	1685:1808	449+11	72.8 : 72.8%
4/1		U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
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	-	-	213	92	7	8.5	3.1	0.5	12.2	-	-	-	-
Unnamed Junction	-	-	213	92	7	8.5	3.1	0.5	12.2	-	-	-	-
1/1+1/2	613	613	213	92	7	3.6	1.3	0.5	5.4	31.5	7.1	1.3	8.4
2/1	325	325	-	-	-	2.2	0.5	-	2.7	29.7	6.5	0.5	7.0
3/1+3/2	335	335	-	-	-	2.8	1.3	-	4.1	44.1	7.5	1.3	8.8
4/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 23.7 Total Delay for Signalled Lanes (pcuHr): 12.15 Cycle Time (s): 90 PRC Over All Lanes (%): 23.7 Total Delay Over All Lanes(pcuHr): 12.15													

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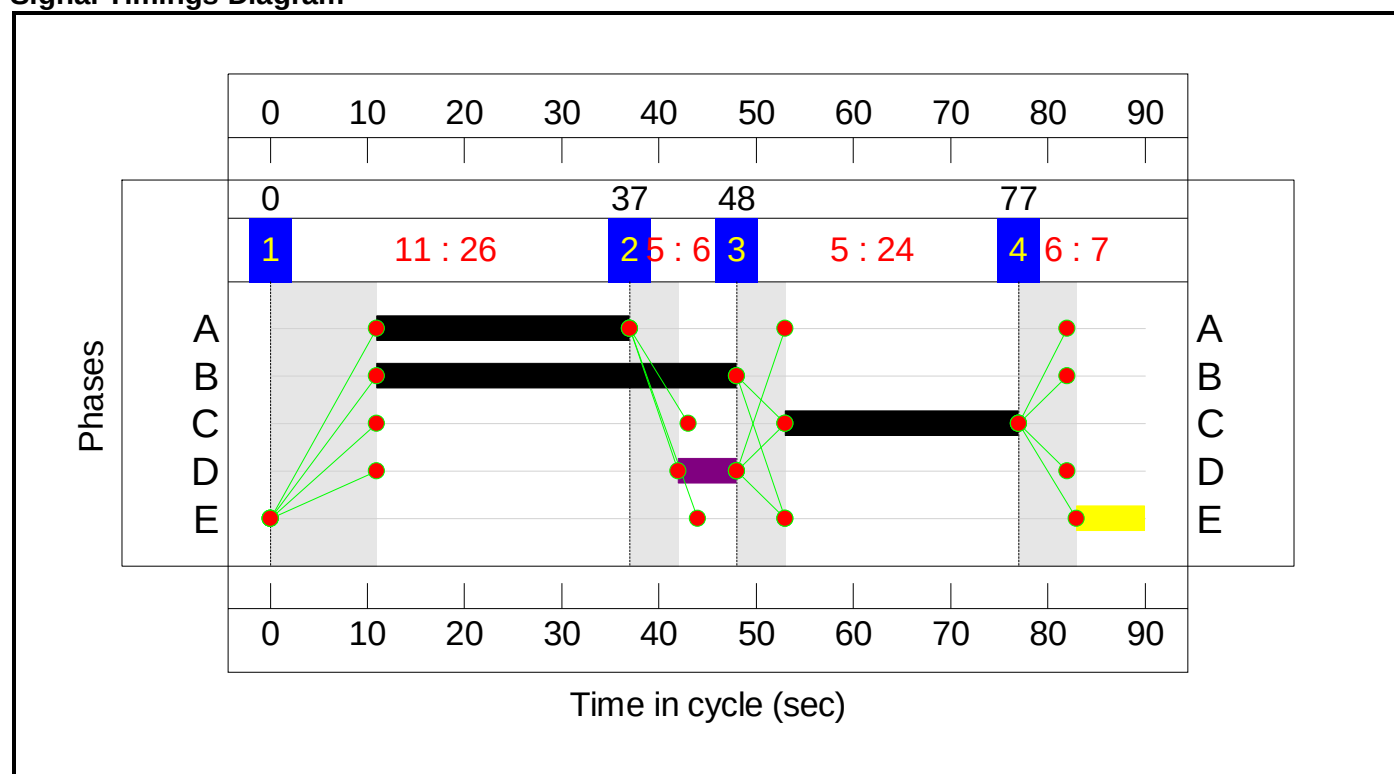
Scenario 3: '2026 DM AM' (FG3: '2026 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

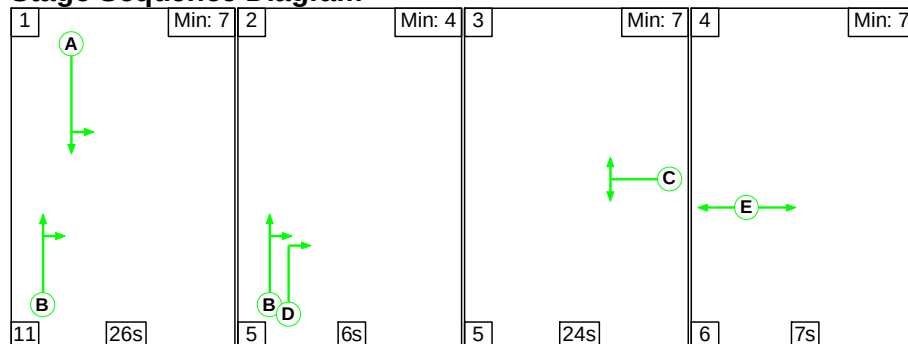
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	7	337	344
	B	70	0	538	608
	C	492	520	0	1012
	Tot.	562	527	875	1964

Signal Timings Diagram



Stage Sequence Diagram



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	-	-		-	-	-	-	-	-	125.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	125.3%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	37	6	1012	1915:1816	393+415	125.3 : 125.3%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	26	-	344	1924	577	59.6%
3/1+3/2	Hyde End Road Left Right	U	N/A	N/A	C		1	24	-	608	1685:1808	440+57	122.3 : 122.3%
4/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
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	-	-	154	182	80	27.6	163.3	0.6	191.5	-	-	-	-
Unnamed Junction	-	-	154	182	80	27.6	163.3	0.6	191.5	-	-	-	-
1/1+1/2	1012	808	154	182	80	15.5	104.5	0.6	120.6	428.9	26.1	104.5	130.6
2/1	344	344	-	-	-	2.6	0.7	-	3.3	34.5	7.3	0.7	8.0
3/1+3/2	608	497	-	-	-	9.5	58.1	-	67.6	400.4	18.7	58.1	76.8
4/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -39.2 Total Delay for Signalled Lanes (pcuHr): 191.50 Cycle Time (s): 90 PRC Over All Lanes (%): -39.2 Total Delay Over All Lanes(pcuHr): 191.50													

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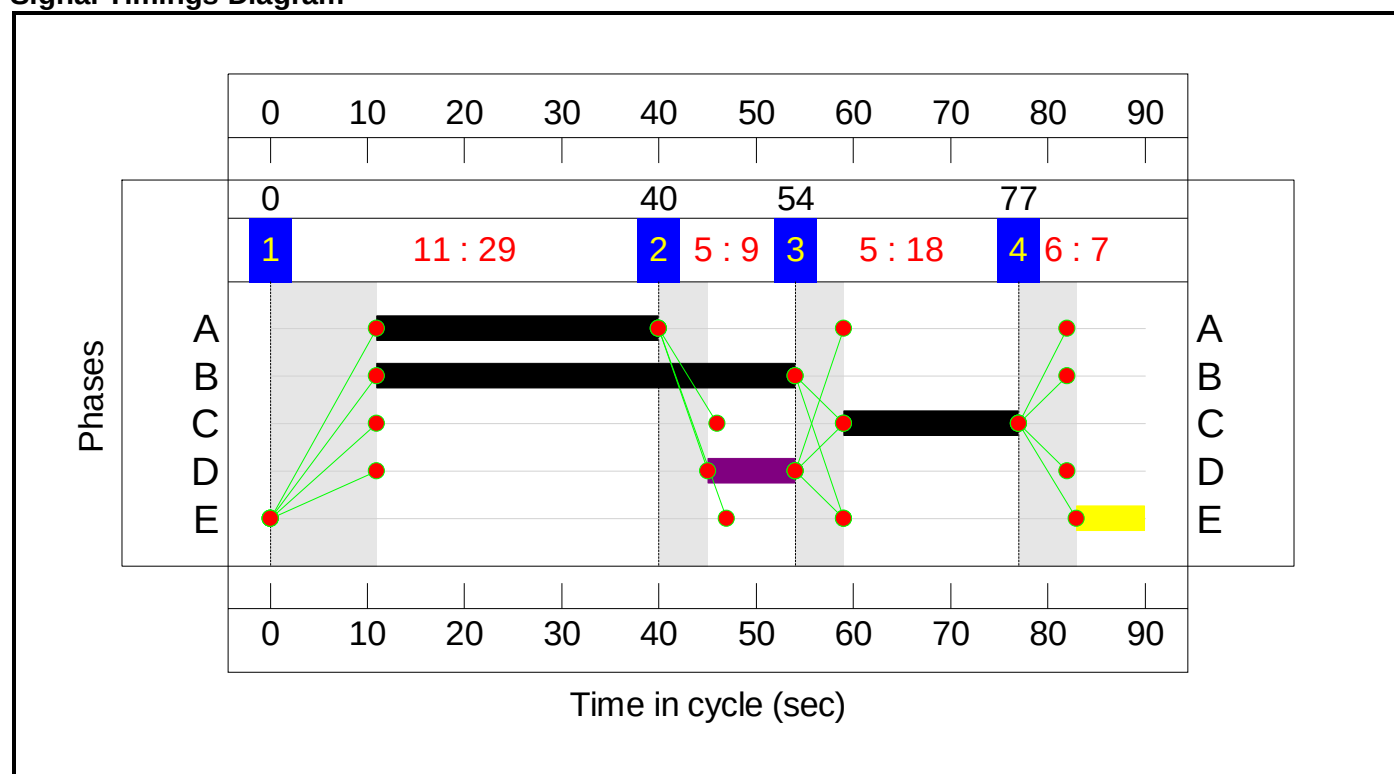
Scenario 4: '2026 DM PM' (FG4: '2026 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

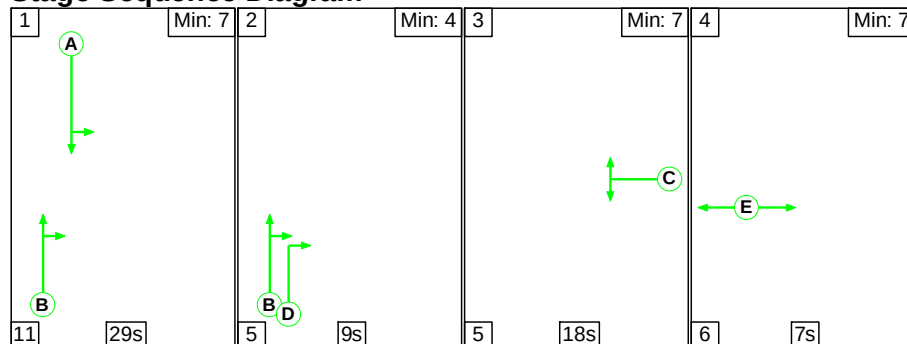
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	34	380	414
	B	18	0	325	343
	C	325	451	0	776
	Tot.	343	485	705	1533

Signal Timings Diagram



Stage Sequence Diagram



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	-	-		-	-	-	-	-	-	96.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.5%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	43	9	776	1915:1816	337+468	96.5 : 96.5%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	29	-	414	1924	641	64.6%
3/1+3/2	Hyde End Road Left Right	U	N/A	N/A	C		1	18	-	343	1685:1808	354+20	91.9 : 91.9%
4/1		U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
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	-	-	145	242	63	11.2	13.8	0.7	25.7	-	-	-	-
Unnamed Junction	-	-	145	242	63	11.2	13.8	0.7	25.7	-	-	-	-
1/1+1/2	776	776	145	242	63	5.0	8.5	0.7	14.2	65.9	11.0	8.5	19.6
2/1	414	414	-	-	-	2.9	0.9	-	3.8	33.3	8.7	0.9	9.6
3/1+3/2	343	343	-	-	-	3.3	4.4	-	7.7	80.7	8.1	4.4	12.5
4/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -7.2 Total Delay for Signalled Lanes (pcuHr): 25.72 Cycle Time (s): 90 PRC Over All Lanes (%): -7.2 Total Delay Over All Lanes(pcuHr): 25.72													

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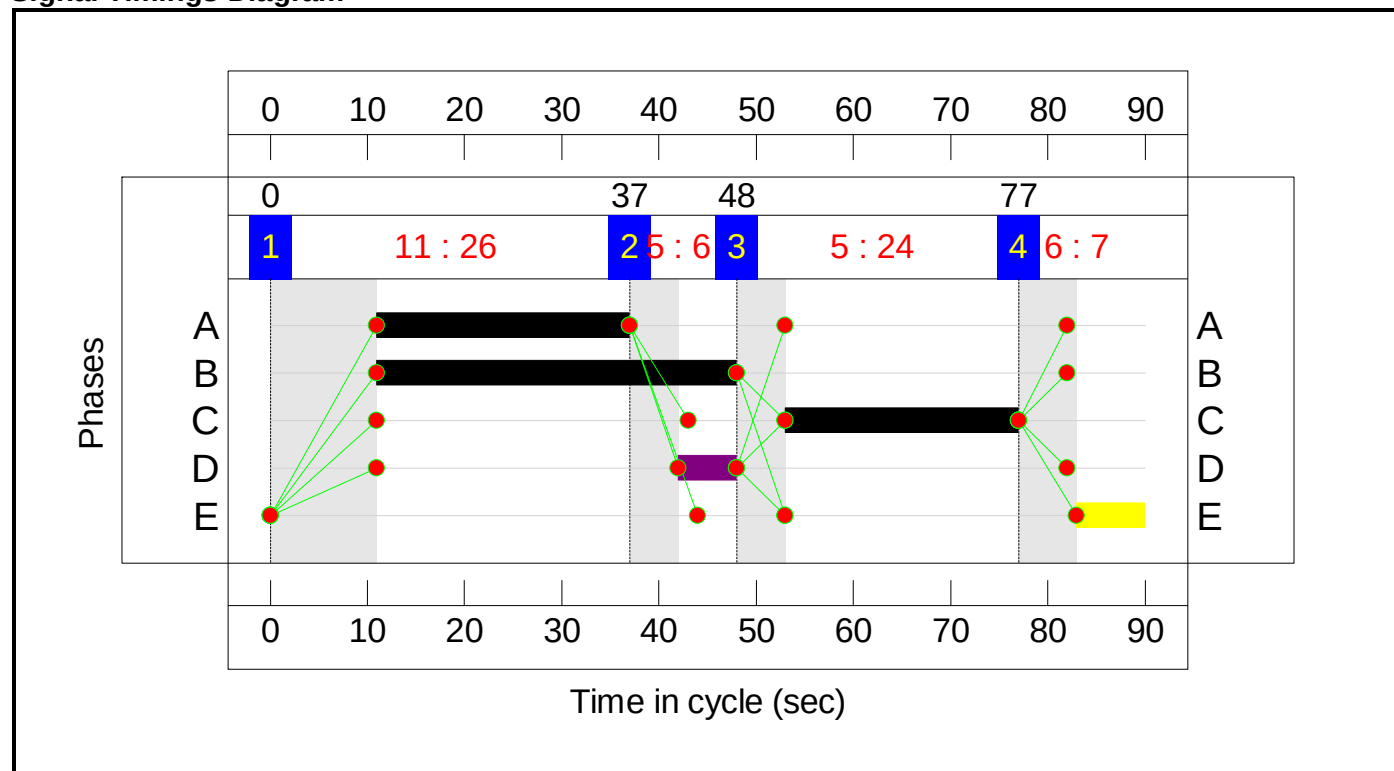
Scenario 5: '2026 DS AM' (FG5: '2026 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

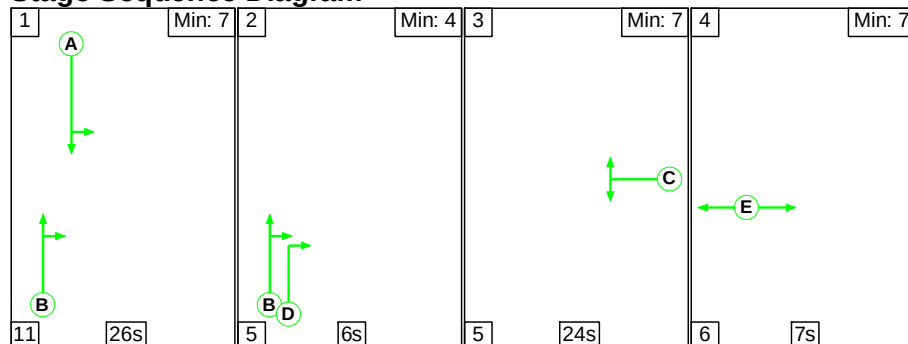
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	13	351	364
	B	70	0	538	608
	C	491	516	0	1007
	Tot.	561	529	889	1979

Signal Timings Diagram



Stage Sequence Diagram



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	-	-		-	-	-	-	-	-	128.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	128.8%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	37	6	1007	1915:1816	381+401	128.8 : 128.8%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	26	-	364	1924	577	63.1%
3/1+3/2	Hyde End Road Left Right	U	N/A	N/A	C		1	24	-	608	1685:1808	440+57	122.3 : 122.3%
4/1		U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
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	-	-	139	182	80	28.5	173.8	0.6	202.9	-	-	-	-
Unnamed Junction	-	-	139	182	80	28.5	173.8	0.6	202.9	-	-	-	-
1/1+1/2	1007	782	139	182	80	16.2	114.8	0.6	131.7	470.8	26.5	114.8	141.3
2/1	364	364	-	-	-	2.8	0.8	-	3.6	35.6	7.8	0.8	8.6
3/1+3/2	608	497	-	-	-	9.5	58.1	-	67.6	400.4	18.7	58.1	76.8
4/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -43.1 Total Delay for Signalled Lanes (pcuHr): 202.90 Cycle Time (s): 90 PRC Over All Lanes (%): -43.1 Total Delay Over All Lanes(pcuHr): 202.90													

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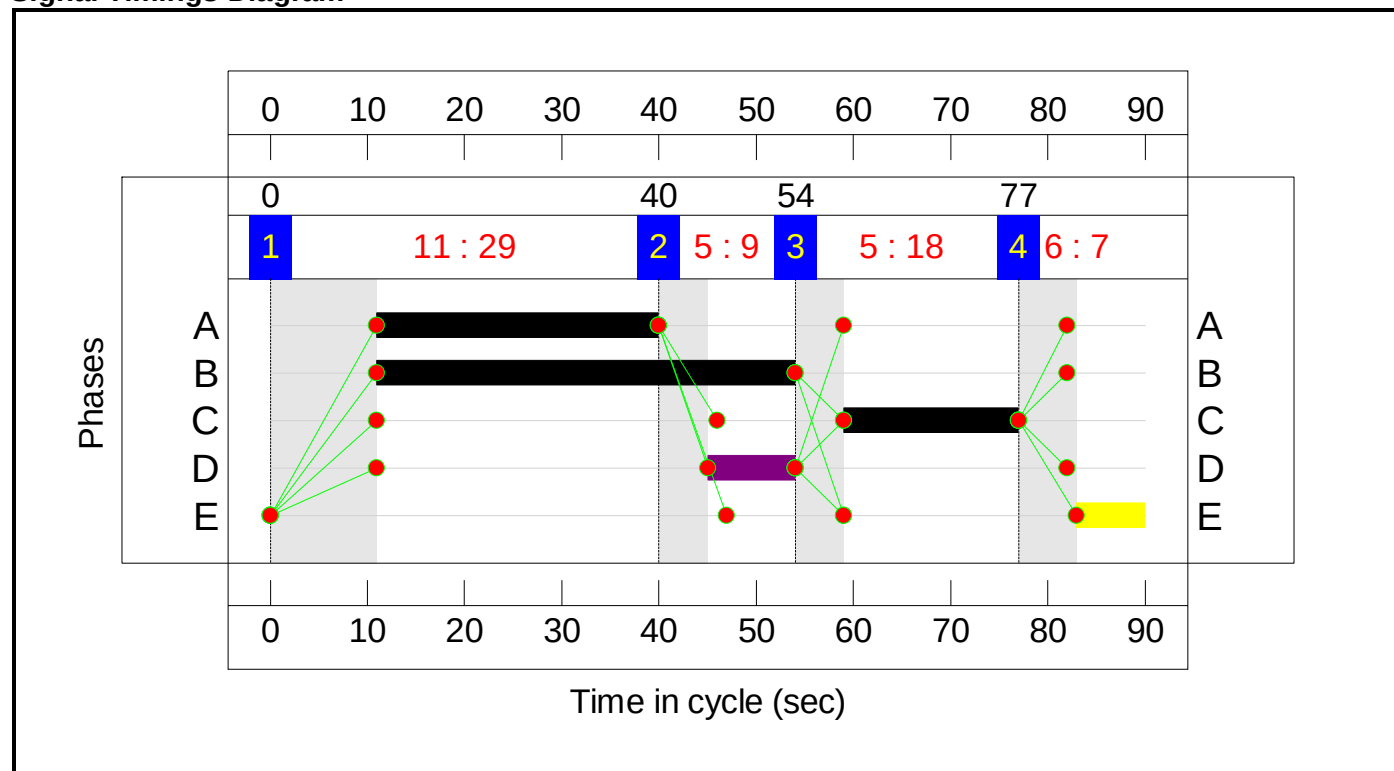
Scenario 6: '2026 DS PM' (FG6: '2026 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

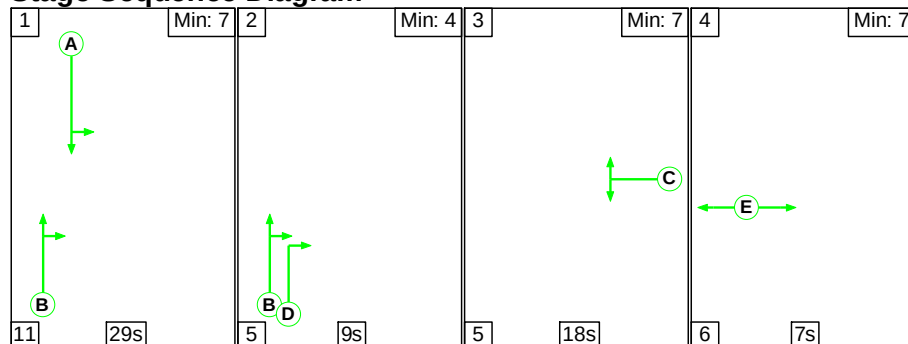
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	37	377	414
	B	22	0	327	349
	C	329	450	0	779
	Tot.	351	487	704	1542

Signal Timings Diagram



Stage Sequence Diagram



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	-	-		-	-	-	-	-	-	96.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/1+1/2	Basingstoke Road (S) Ahead Right	U+O	N/A	N/A	B	D	1	43	9	779	1915:1816	342+468	96.2 : 96.2%
2/1	Basingstoke Road (N) Ahead Left	U	N/A	N/A	A		1	29	-	414	1924	641	64.6%
3/1+3/2	Hyde End Road Left Right	U	N/A	N/A	C		1	18	-	349	1685:1808	351+24	93.1 : 93.1%
4/1		U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
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	-	-	145	242	62	11.3	14.1	0.7	26.1	-	-	-	-
Unnamed Junction	-	-	145	242	62	11.3	14.1	0.7	26.1	-	-	-	-
1/1+1/2	779	779	145	242	62	5.0	8.3	0.7	14.0	64.6	11.0	8.3	19.3
2/1	414	414	-	-	-	2.9	0.9	-	3.8	33.3	8.7	0.9	9.6
3/1+3/2	349	349	-	-	-	3.4	4.9	-	8.2	85.0	8.3	4.9	13.2
4/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -6.9 Total Delay for Signalled Lanes (pcuHr): 26.05 Cycle Time (s): 90 PRC Over All Lanes (%): -6.9 Total Delay Over All Lanes(pcuHr): 26.05													



Matrix House
Basing View
Basingstoke, Hampshire
RG21 4FF

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