

T23591

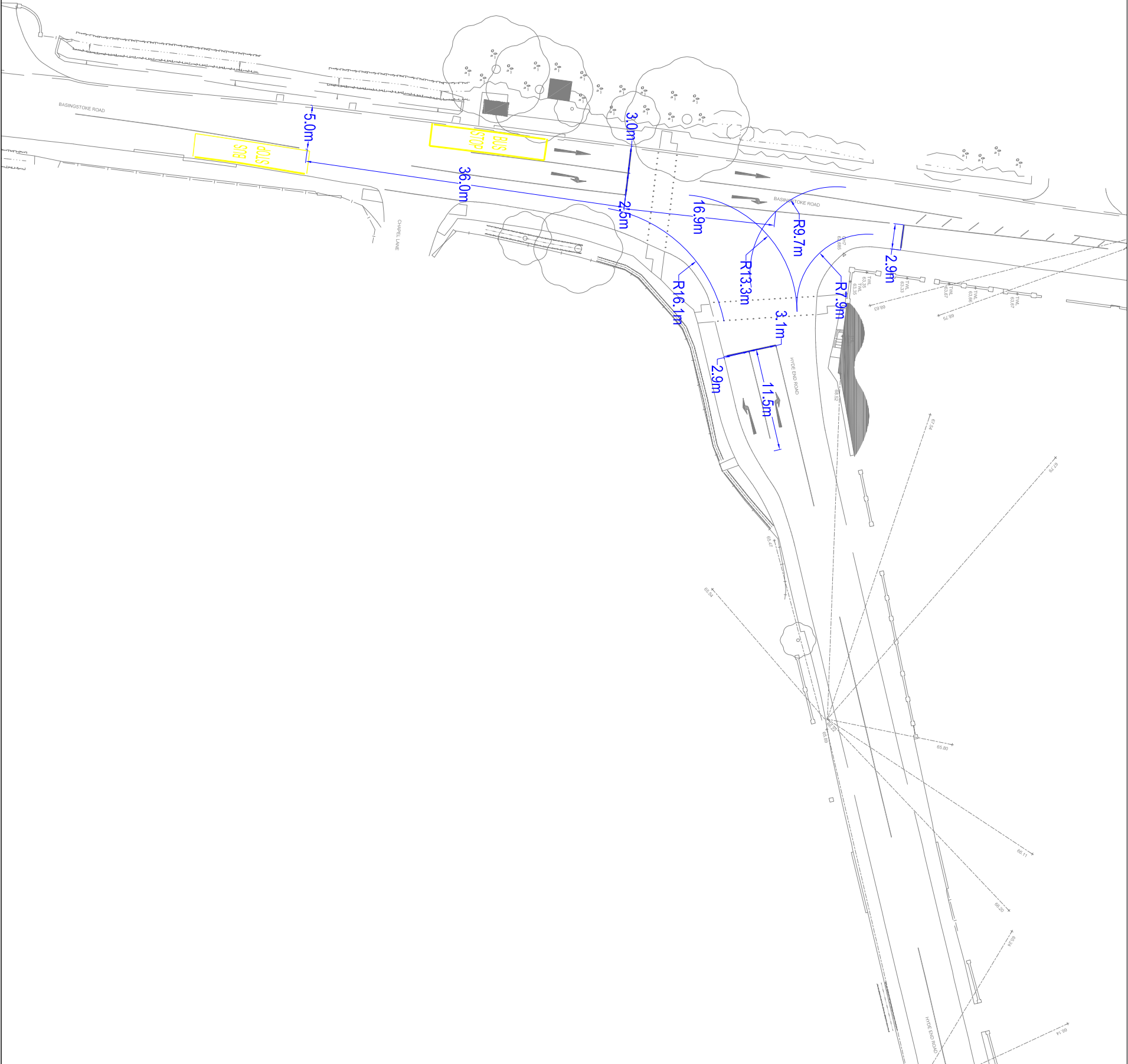
Land off Basingstoke Road, Spencers Wood



Appendix T

Appendix T1 B3349 Basingstoke Road/Hyde End Road Existing Traffic Signal Junction – Dimensions

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



T23591

Land off Basingstoke Road, Spencers Wood



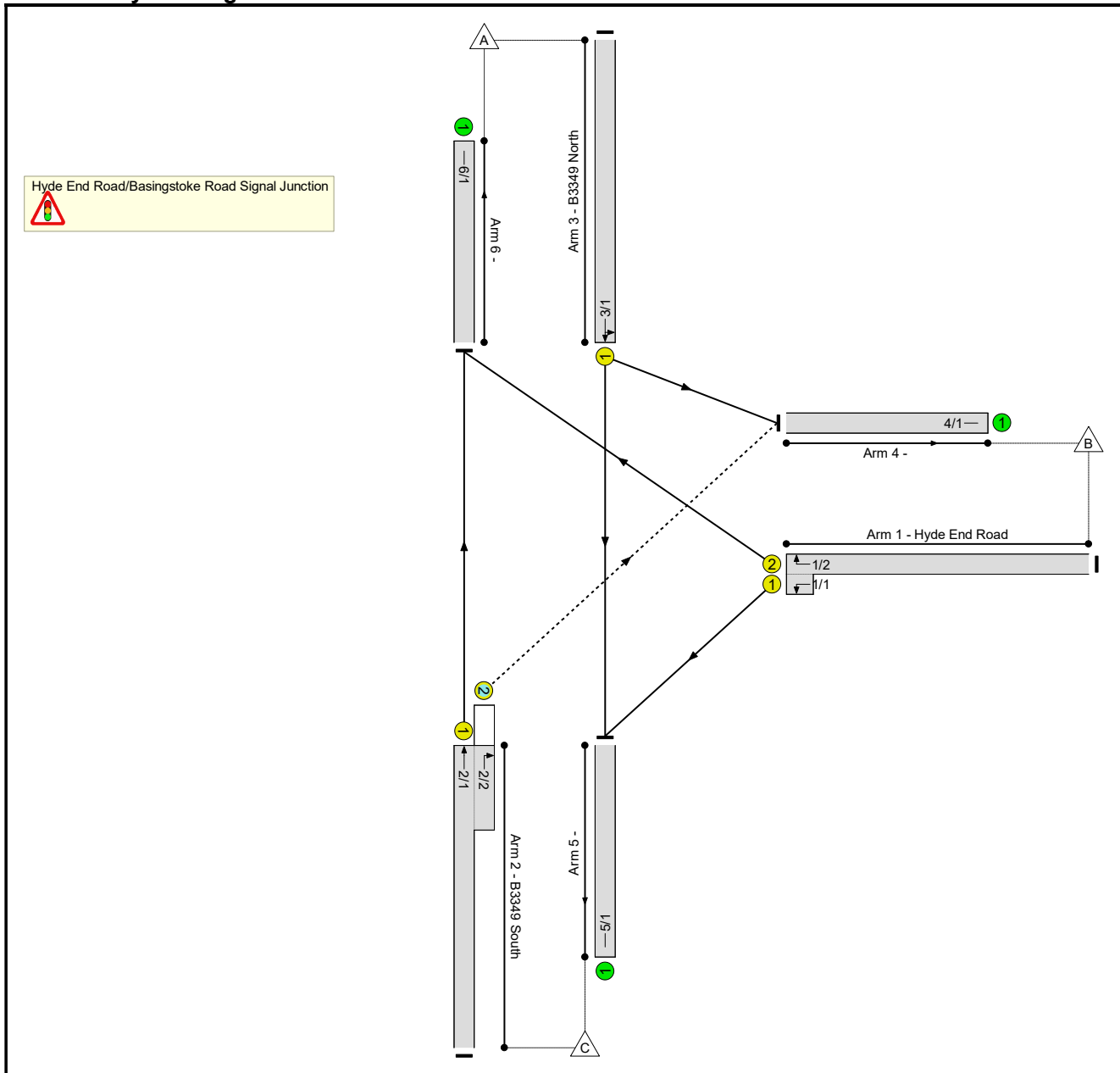
Appendix T2 B3349 Basingstoke Road/Hyde End Road Existing Traffic Signal Junction – LinSig Output

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	T23591 Spencers Wood
Title:	Hyde End Road/Basingstoke Road Base Model
Location:	Spencers Wood
Additional detail:	
File name:	Hyde End Road Base Model.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



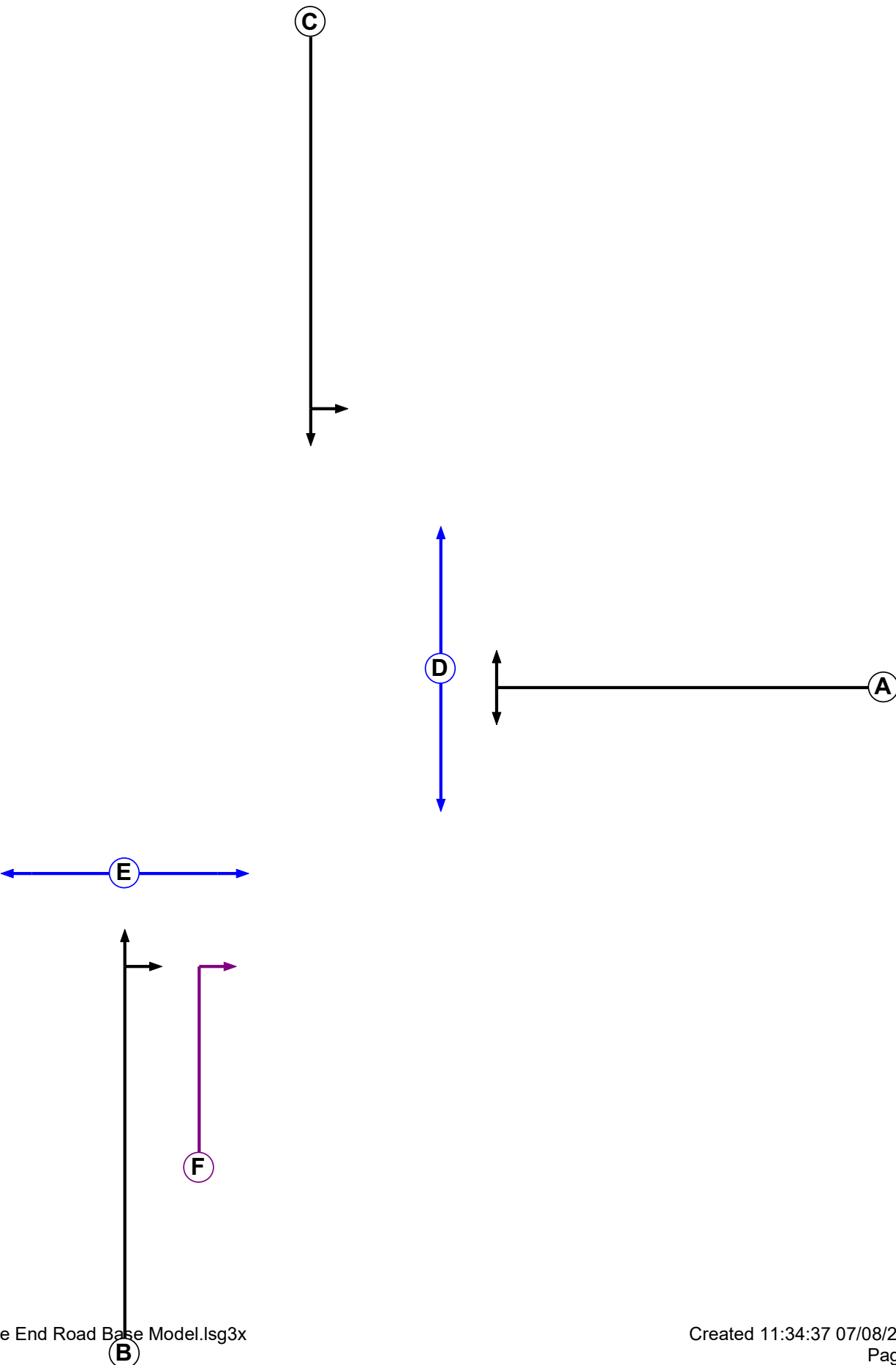
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Base AM	2025 Base AM	Peds every cycle	08:00 - 09:00	73	7.3	13.46
2	Peds every other 2025 Base PM	2025 Base PM	Peds every other cycle	17:00 - 18:00	100	13.4	11.30
3	2032 DM AM	2032 DM AM	Peds every cycle	08:00 - 09:00	120	-63.5	362.55
4	2032 DM PM	2032 DM PM	Peds every other cycle	17:00 - 18:00	100	-39.0	172.50
5	2038 DM AM	2038 DM AM	Peds every cycle	08:00 - 09:00	73	-87.9	423.08
6	2038 DM PM	2038 DM PM	Peds every other cycle	17:00 - 18:00	100	-42.6	194.87
7	2032 DS AM	2032 DS AM	Peds every cycle	08:00 - 09:00	73	-105.2	459.32
8	2032 DS PM	2032 DS PM	Peds every other cycle	17:00 - 18:00	100	-46.9	239.46
9	2038 DS AM	2038 DS AM	Peds every cycle	08:00 - 09:00	73	-99.5	512.25
10	2038 DS PM	2038 DS PM	Peds every other cycle	17:00 - 18:00	100	-48.5	249.32

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	6	4	Hyde End Road/Basingstoke Road Signal Junction	

Phase Diagram



Phase Input Data

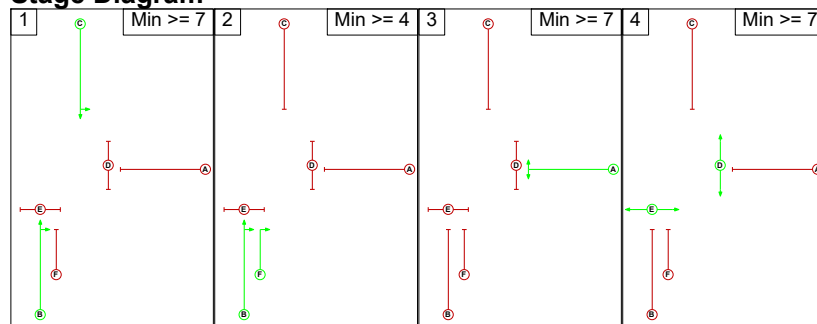
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Ind. Arrow	B	4	4

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
	A	B	C	D	E	F	
	A	5	6	5	7	5	
	B	5	-	8	5	-	
	C	5	-	7	8	5	
	D	11	11	-	-	11	
	E	11	11	-	-	11	
	F	6	-	6	8	5	

Phases in Stage

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

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

		To Stage				
From Stage		1	2	3	4	
	1		5	5	8	
	2	6		6	8	
	3	6	5		7	
	4	11	11	11		

Lane Input Data

Junction: Hyde End Road/Basingstoke Road Signal Junction													
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)	
1/1 (Hyde End Road)	U	A	2	3	2.0	Geom	-	2.85	0.00	Y	Arm 5 Left	16.00	
1/2 (Hyde End Road)	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Right	9.00	
2/1 (B3349 South)	U	B	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 6 Ahead	Inf	
2/2 (B3349 South)	O	B F	2	3	6.3	Geom	-	2.47	0.00	Y	Arm 4 Right	11.00	
3/1 (B3349 North)	U	C	2	3	60.0	Geom	-	2.85	0.00	Y	Arm 4 Left	7.00	
											Arm 5 Ahead	Inf	
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-	

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: Hyde End Road/Basingstoke Road Signal 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)
2/2 (B3349 South)	4/1 (Right)	850	0	3/1	0.35	All	3.00	-	0.50	3	2.00

Lane Connector Input Data

Junction: Hyde End Road/Basingstoke Road Signal Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/2	6/1	Internal	5	35
2/1	6/1	Internal	5	35
2/2	4/1	Internal	5	35
3/1	4/1	Internal	5	35
3/1	5/1	Internal	5	35

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peds every cycle')

Lane Saturation Flows

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	22.5 %	1813	1813		
				Arm 5 Ahead	Inf	77.5 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: 'Peds every other 2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	25.2 %	1803	1803		
				Arm 5 Ahead	Inf	74.8 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2032 DM AM' (FG3: '2032 DM AM', Plan 1: 'Peds every cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	5.5 %	1878	1878		
				Arm 5 Ahead	Inf	94.5 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2032 DM PM' (FG4: '2032 DM PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	10.6 %	1858	1858		
				Arm 5 Ahead	Inf	89.4 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2038 DM AM' (FG5: '2038 DM AM', Plan 1: 'Peds every cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	7.3 %	1871	1871		
				Arm 5 Ahead	Inf	92.7 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2038 DM PM' (FG6: '2038 DM PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction									
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737	
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650	
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920	
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639	
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	10.7 %	1858	1858	
				Arm 5 Ahead	Inf	89.3 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2032 DS AM' (FG7: '2032 DS AM', Plan 1: 'Peds every cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	2.7 %	1889	1889		
				Arm 5 Ahead	Inf	97.3 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2032 DS PM' (FG8: '2032 DS PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction									
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737	
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650	
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920	
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639	
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	8.0 %	1868	1868	
				Arm 5 Ahead	Inf	92.0 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2038 DS AM' (FG9: '2038 DS AM', Plan 1: 'Peds every cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction										
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737		
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	3.6 %	1885	1885		
				Arm 5 Ahead	Inf	96.4 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2038 DS PM' (FG10: '2038 DS PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Hyde End Road/Basingstoke Road Signal Junction									
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 (Hyde End Road)	2.85	0.00	Y	Arm 5 Left	16.00	100.0 %	1737	1737	
1/2 (Hyde End Road)	3.10	0.00	Y	Arm 6 Right	9.00	100.0 %	1650	1650	
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920	
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639	
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	8.4 %	1866	1866	
				Arm 5 Ahead	Inf	91.6 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2032 DM AM'	08:00	09:00	01:00	
4: '2032 DM PM'	17:00	18:00	01:00	
5: '2038 DM AM'	08:00	09:00	01:00	
6: '2038 DM PM'	17:00	18:00	01:00	
7: '2032 DS AM'	08:00	09:00	01:00	
8: '2032 DS PM'	17:00	18:00	01:00	
9: '2038 DS AM'	08:00	09:00	01:00	
10: '2038 DS PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Base AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	75	259	334
	B	68	0	254	322
	C	286	246	0	532
	Tot.	354	321	513	1188

FG2: '2025 Base PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	83	246	329
	B	77	0	235	312
	C	470	274	0	744
	Tot.	547	357	481	1385

FG3: '2032 DM AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	18	312	330
	B	112	0	547	659
	C	407	572	0	979
	Tot.	519	590	859	1968

FG4: '2032 DM PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	47	396	443
	B	16	0	334	350
	C	322	464	0	786
	Tot.	338	511	730	1579

Detailed Input Data And Results

FG5: '2038 DM AM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	26	328	354
	B	56	0	563	619
	C	392	562	0	954
	Tot.	448	588	891	1927

FG6: '2038 DM PM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	49	410	459
	B	16	0	339	355
	C	332	476	0	808
	Tot.	348	525	749	1622

FG7: '2032 DS AM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	12	434	446
	B	15	0	567	582
	C	556	552	0	1108
	Tot.	571	564	1001	2136

FG8: '2032 DS PM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	41	471	512
	B	16	0	366	382
	C	389	474	0	863
	Tot.	405	515	837	1757

FG9: '2038 DS AM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	17	453	470
	B	42	0	588	630
	C	520	563	0	1083
	Tot.	562	580	1041	2183

Detailed Input Data And Results

FG10: '2038 DS PM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	45	489	534
	B	16	0	370	386
	C	389	473	0	862
	Tot.	405	518	859	1782

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	75	259	334
	B	68	0	254	322
	C	286	246	0	532
	Tot.	354	321	513	1188

Traffic Flows, Difference

Difference :

		Destination			
Origin		A	B	C	Tot.
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: 'Peds every other 2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	83	246	329
	B	77	0	235	312
	C	470	274	0	744
	Tot.	547	357	481	1385

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2032 DM AM' (FG3: '2032 DM AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	18	312	330
	B	112	0	547	659
	C	407	572	0	979
	Tot.	519	590	859	1968

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2032 DM PM' (FG4: '2032 DM PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	47	396	443
	B	16	0	334	350
	C	322	464	0	786
	Tot.	338	511	730	1579

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 5: '2038 DM AM' (FG5: '2038 DM AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	26	328	354
	B	56	0	563	619
	C	392	562	0	954
	Tot.	448	588	891	1927

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2038 DM PM' (FG6: '2038 DM PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	49	410	459
	B	16	0	339	355
	C	332	476	0	808
	Tot.	348	525	749	1622

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin		0	0	0	0
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 7: '2032 DS AM' (FG7: '2032 DS AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin		0	12	434	446
	A	0	12	434	446
	B	15	0	567	582
	C	556	552	0	1108
	Tot.	571	564	1001	2136

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin		0	0	0	0
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 8: '2032 DS PM' (FG8: '2032 DS PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin		0	41	471	512
	A	0	41	471	512
	B	16	0	366	382
	C	389	474	0	863
	Tot.	405	515	837	1757

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin		0	0	0	0
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 9: '2038 DS AM' (FG9: '2038 DS AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin		0	17	453	470
	A	0	17	453	470
	B	42	0	588	630
	C	520	563	0	1083
	Tot.	562	580	1041	2183

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin		0	0	0	0
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 10: '2038 DS PM' (FG10: '2038 DS PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin		0	45	489	534
	A	0	45	489	534
	B	16	0	370	386
	C	389	473	0	862
	Tot.	405	518	859	1782

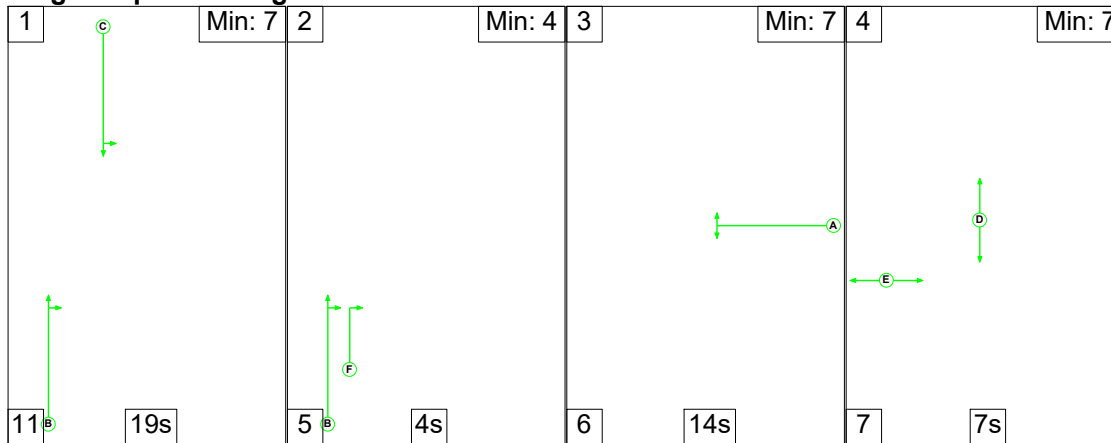
Traffic Flows, Difference**Difference :**

	Destination				
Origin		A	B	C	Tot.
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM	Scenario 2: Peds every other 2025 Base PM	Scenario 3: 2032 DM AM	Scenario 4: 2032 DM PM	Scenario 5: 2038 DM AM	Scenario 6: 2038 DM PM
Junction: Hyde End Road/Basingstoke Road Signal Junction						
1/1 (short)	254	235	547	334	563	339
1/2 (with short)	322(In) 68(Out)	312(In) 77(Out)	659(In) 112(Out)	350(In) 16(Out)	619(In) 56(Out)	355(In) 16(Out)
2/1 (with short)	532(In) 286(Out)	744(In) 470(Out)	979(In) 407(Out)	786(In) 322(Out)	954(In) 392(Out)	808(In) 332(Out)
2/2 (short)	246	274	572	464	562	476
3/1	334	329	330	443	354	459
4/1	321	357	590	511	588	525
5/1	513	481	859	730	891	749
6/1	354	547	519	338	448	348

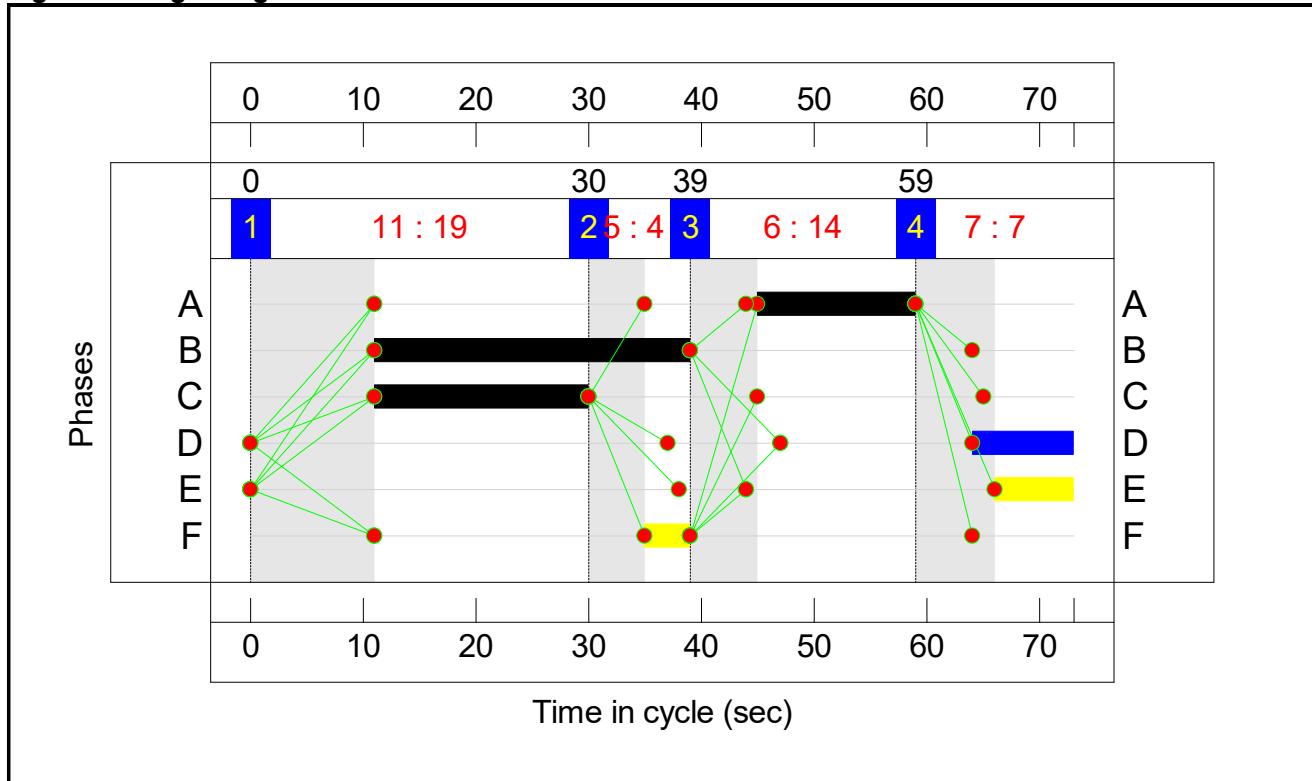
Lane	Scenario 7: 2032 DS AM	Scenario 8: 2032 DS PM	Scenario 9: 2038 DS AM	Scenario 10: 2038 DS PM
Junction: Hyde End Road/Basingstoke Road Signal Junction				
1/1 (short)	567	366	588	370
1/2 (with short)	582(In) 15(Out)	382(In) 16(Out)	630(In) 42(Out)	386(In) 16(Out)
2/1 (with short)	1108(In) 556(Out)	863(In) 389(Out)	1083(In) 520(Out)	862(In) 389(Out)
2/2 (short)	552	474	563	473
3/1	446	512	470	534
4/1	564	515	580	518
5/1	1001	837	1041	859
6/1	571	405	562	405

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peds every cycle')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4
Duration	19	4	14	7
Change Point	0	30	39	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	14	45	59
B	B3349 South Right Ahead B3349 South	Traffic	28	11	39
C	B3349 North Left Ahead B3349 North	Traffic	19	11	30
D	Pedestrians across Hyde End Road	Pedestrian	9	64	0
E	Pedestrians across B3349 South	Pedestrian	7	66	0
F	B3349 South Right IGA	Ind. Arrow	4	35	39

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	45	59
1/2	Hyde End Road Right	U	A	45	59
2/1	B3349 South Ahead	U	B	11	39
2/2	B3349 South Right	O	B F	11	39
3/1	B3349 North Left Ahead	U	C	11	30

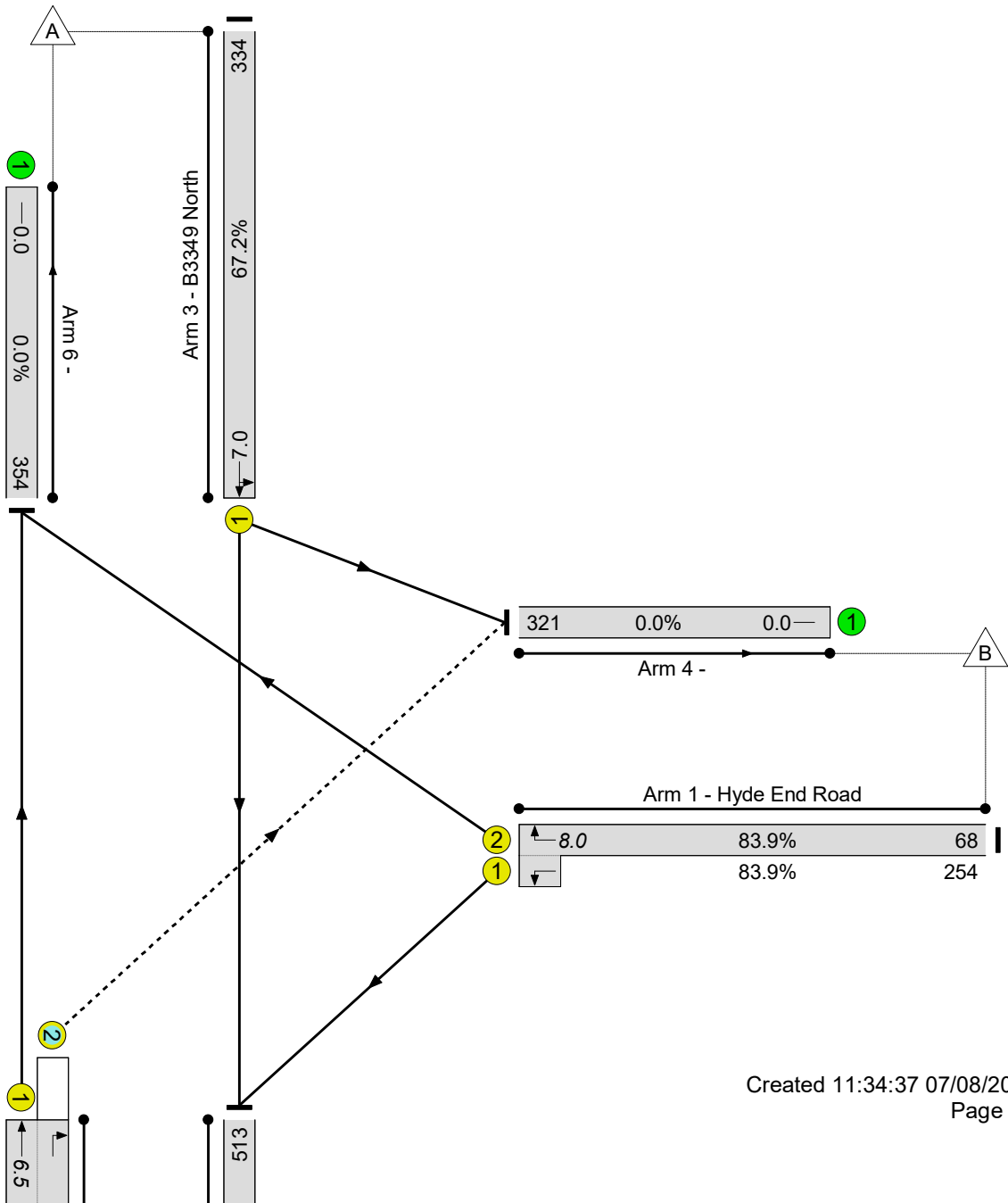
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: 7.3 %

Total Traffic Delay: 13.5 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	83.9%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	83.9%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		1	14	-	-	322	1650:1737	81+303	83.9 : 83.9%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	28	4	-	532	1920:1639	344+296	83.1 : 83.1%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	19	-	-	334	1813	497	67.2%
4/1		U	N/A	N/A	-		-	-	-	-	321	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	513	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	354	Inf	Inf	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	-	-	113	82	51	7.0	5.8	0.7	13.5	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	113	82	51	7.0	5.8	0.7	13.5	-	-	-	-	
1/2+1/1	322	322	-	-	-	2.4	2.4	-	4.9	54.2	5.6	2.4	8.0	
2/1+2/2	532	532	113	82	51	2.3	2.4	0.7	5.4	36.6	4.1	2.4	6.5	
3/1	334	334	-	-	-	2.2	1.0	-	3.2	34.5	5.9	1.0	7.0	
4/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

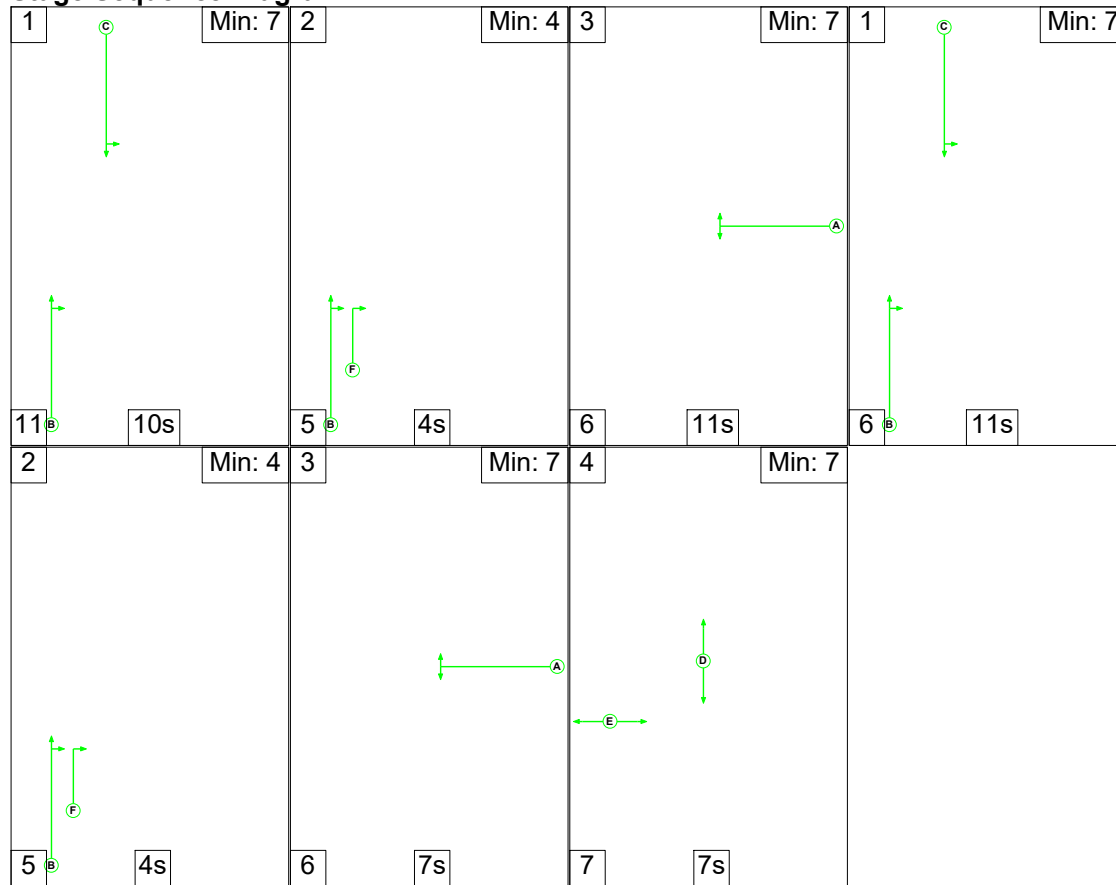
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	13.46	Cycle Time (s):	73
	PRC Over All Lanes (%):	7.3	Total Delay Over All Lanes(pcuHr):	13.46		

Detailed Input Data And Results

Scenario 2: 'Peds every other 2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

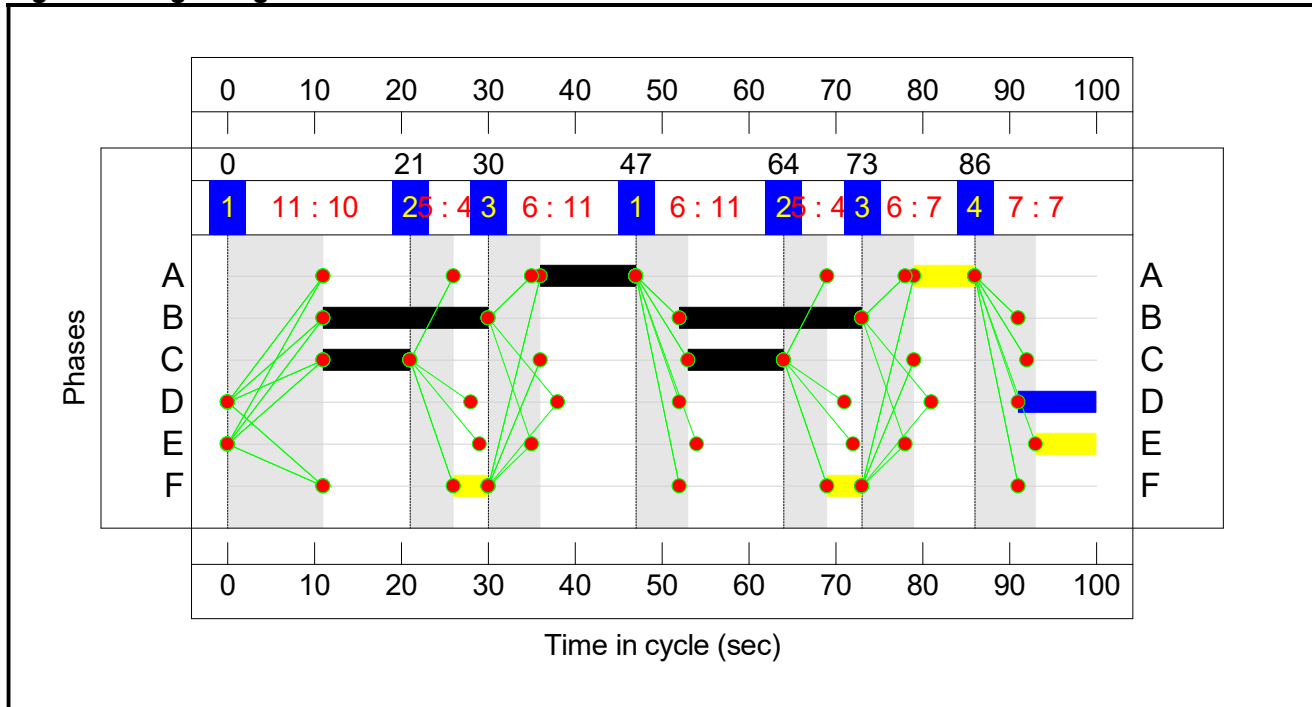


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	4	11	11	4	7	7
Change Point	0	21	30	47	64	73	86

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	11	36	47	7	79	86
B	B3349 South Right Ahead B3349 South	Traffic	19	11	30	21	52	73
C	B3349 North Left Ahead B3349 North	Traffic	10	11	21	11	53	64
D	Pedestrians across Hyde End Road	Pedestrian	9	91	0			
E	Pedestrians across B3349 South	Pedestrian	7	93	0			
F	B3349 South Right IGA	Ind. Arrow	4	26	30	4	69	73

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	36	47
				79	86
1/2	Hyde End Road Right	U	A	36	47
				79	86
2/1	B3349 South Ahead	U	B	11	30
				52	73
2/2	B3349 South Right	O	B F	11	30
				52	73
3/1	B3349 North Left Ahead	U	C	11	21
				53	64

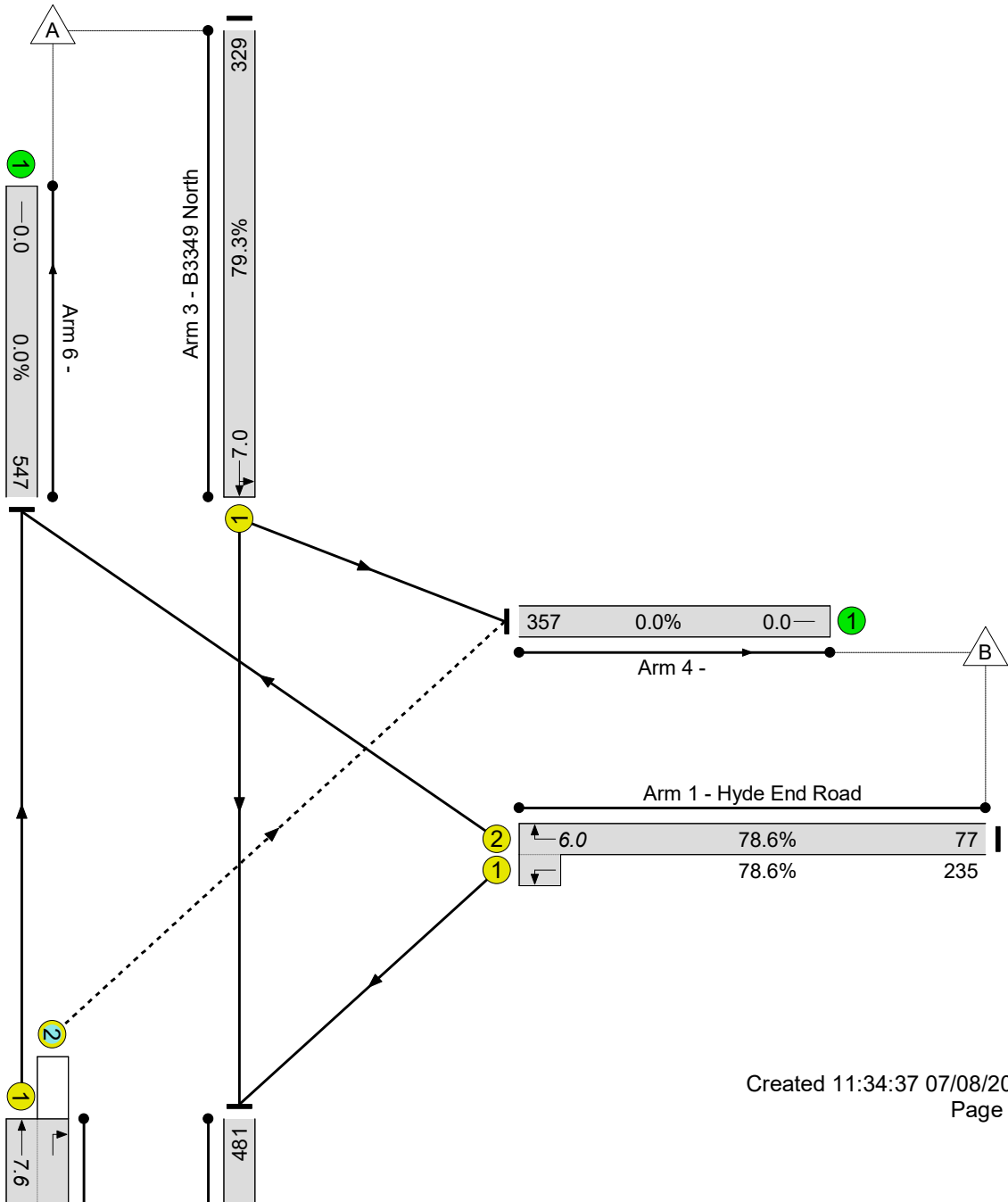
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: 13.4 %

Total Traffic Delay: 11.3 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	79.3%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	79.3%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		2	18	-	-	312	1650:1737	98+299	78.6 : 78.6%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	2	40	8	-	744	1920:1639	677+352	69.4 : 77.9%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	21	-	-	329	1803	415	79.3%
4/1		U	N/A	N/A	-		-	-	-	-	357	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	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	-	-	78	117	79	5.8	4.9	0.6	11.3	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	78	117	79	5.8	4.9	0.6	11.3	-	-	-	-	
1/2+1/1	312	312	-	-	-	1.7	1.8	-	3.4	39.7	4.3	1.8	6.0	
2/1+2/2	744	744	78	117	79	2.4	1.3	0.6	4.3	20.8	6.3	1.3	7.6	
3/1	329	329	-	-	-	1.7	1.8	-	3.6	39.0	5.1	1.8	7.0	
4/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

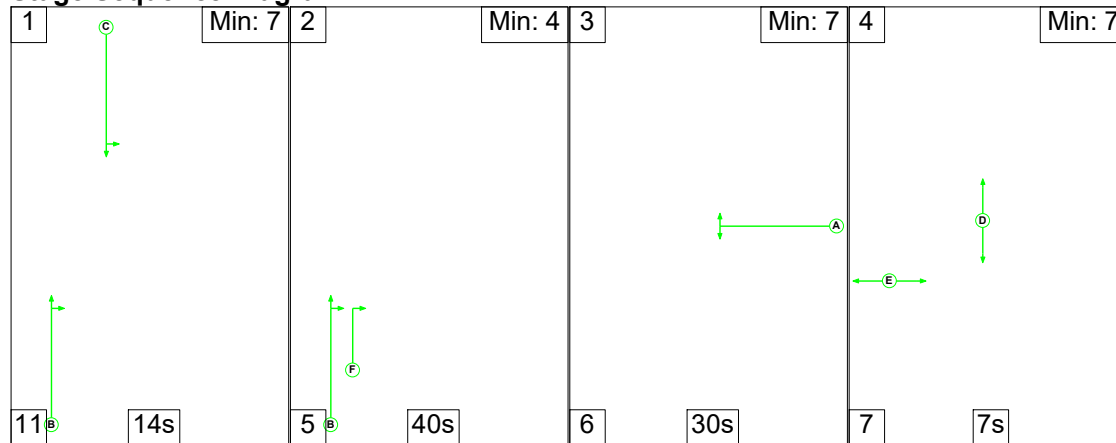
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	11.30	Cycle Time (s):	100
	PRC Over All Lanes (%):	13.4	Total Delay Over All Lanes(pcuHr):	11.30		

Detailed Input Data And Results

Scenario 3: '2032 DM AM' (FG3: '2032 DM AM', Plan 1: 'Peds every cycle')

Stage Sequence Diagram

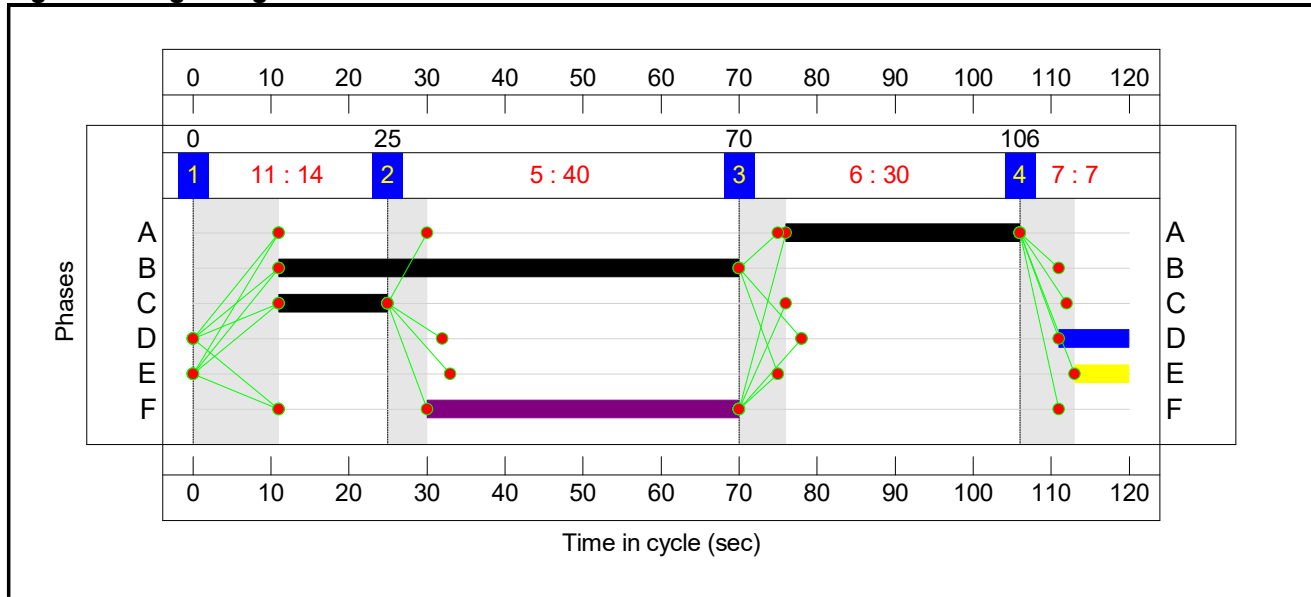


Stage Timings

Stage	1	2	3	4
Duration	14	40	30	7
Change Point	0	25	70	106

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	30	76	106
B	B3349 South Right Ahead B3349 South	Traffic	59	11	70
C	B3349 North Left Ahead B3349 North	Traffic	14	11	25
D	Pedestrians across Hyde End Road	Pedestrian	9	111	0
E	Pedestrians across B3349 South	Pedestrian	7	113	0
F	B3349 South Right IGA	Ind. Arrow	40	30	70

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	76	106
1/2	Hyde End Road Right	U	A	76	106
2/1	B3349 South Ahead	U	B	11	70
2/2	B3349 South Right	O	B F	11	70
3/1	B3349 North Left Ahead	U	C	11	25

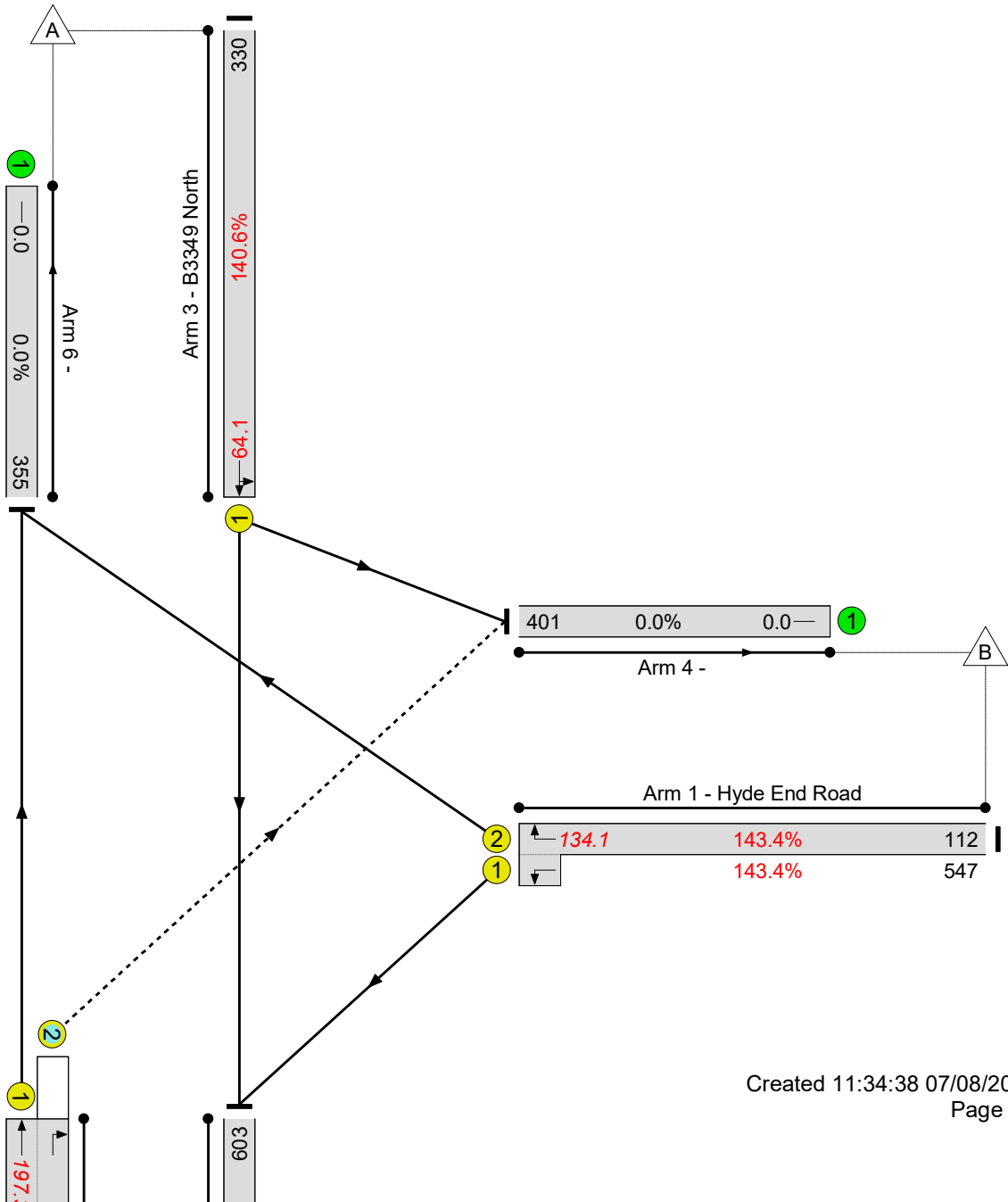
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: -63.5 %

Total Traffic Delay: 362.5 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	147.2%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	147.2%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		1	30	-	-	659	1650:1737	78+382	143.4 : 143.4%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	59	40	-	979	1920:1639	277+389	147.2 : 147.2%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	14	-	-	330	1878	235	140.6%
4/1		U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	519	Inf	Inf	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	-	-	24	305	60	51.8	309.0	1.7	362.5	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	24	305	60	51.8	309.0	1.7	362.5	-	-	-	-	
1/2+1/1	659	460	-	-	-	20.5	101.3	-	121.8	665.4	32.8	101.3	134.1	
2/1+2/2	979	665	24	305	60	20.7	158.4	1.7	180.8	664.9	38.9	158.4	197.3	
3/1	330	235	-	-	-	10.6	49.3	-	59.9	653.8	14.8	49.3	64.1	
4/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

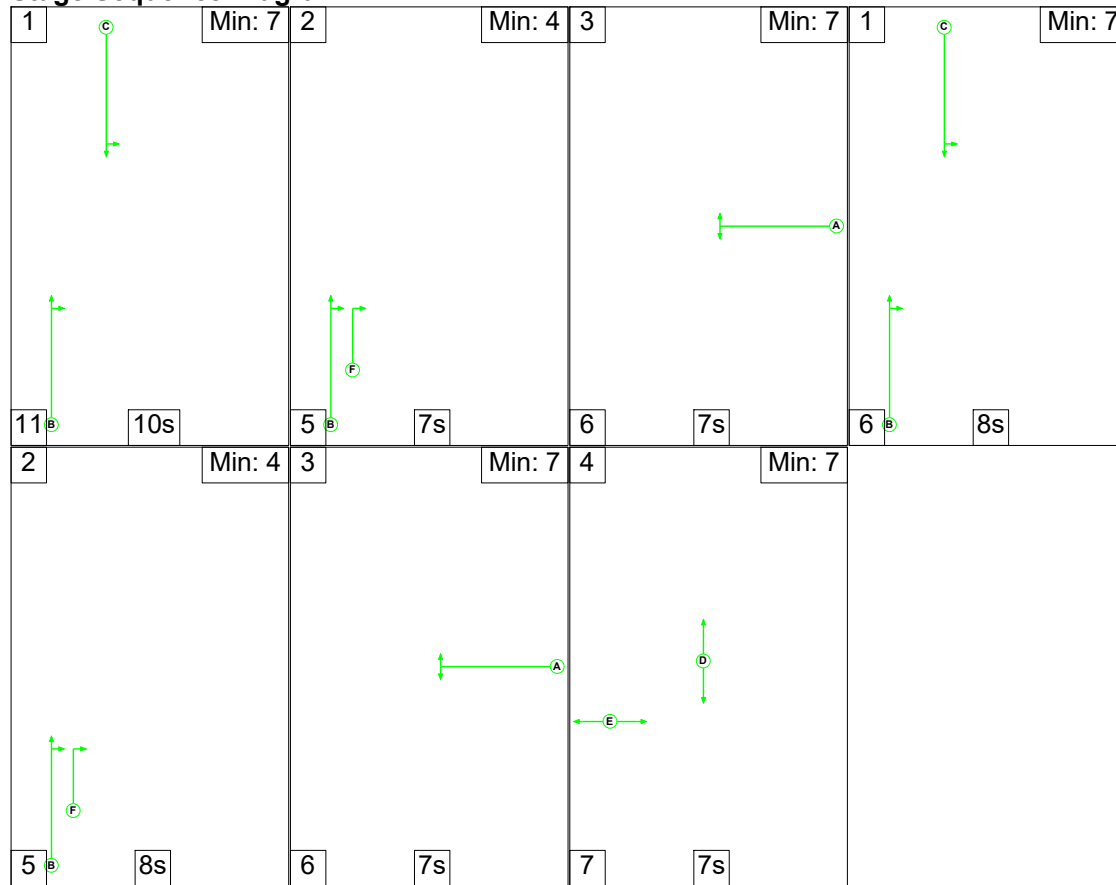
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-63.5	Total Delay for Signalled Lanes (pcuHr):	362.55	Cycle Time (s):	120
	PRC Over All Lanes (%):	-63.5	Total Delay Over All Lanes(pcuHr):	362.55		

Detailed Input Data And Results

Scenario 4: '2032 DM PM' (FG4: '2032 DM PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

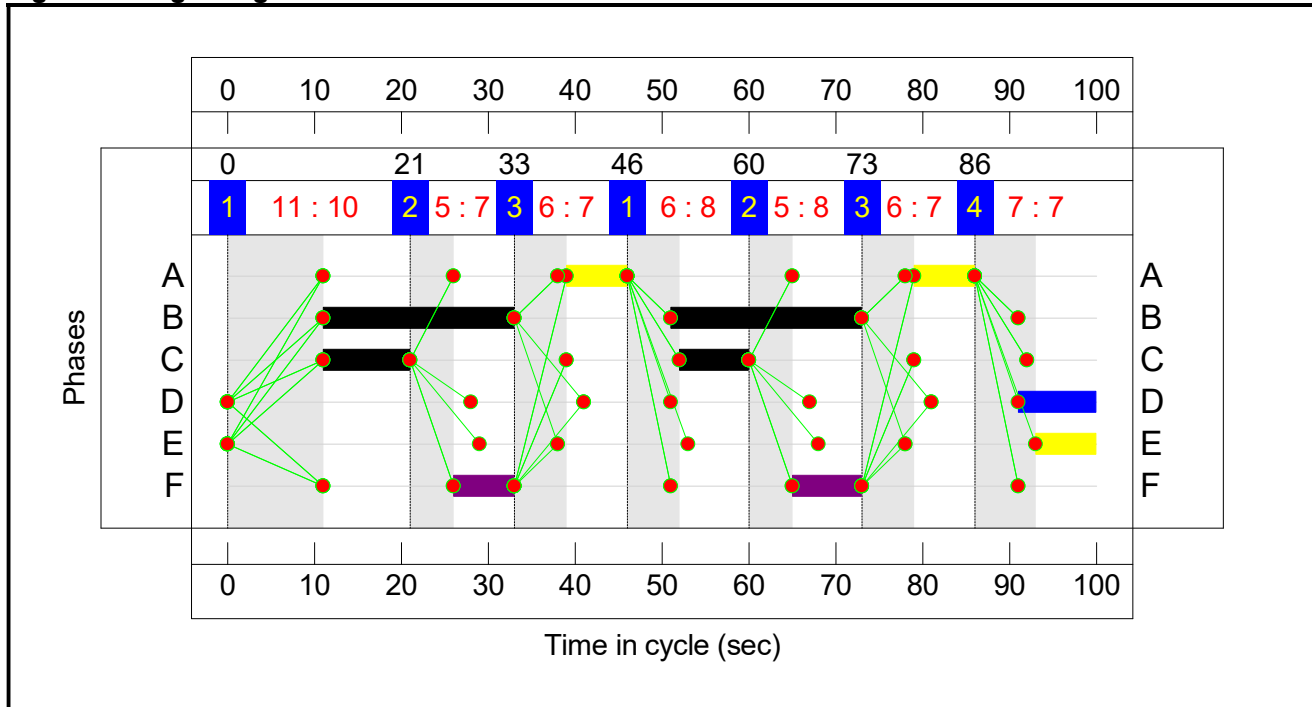


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	7	7	8	8	7	7
Change Point	0	21	33	46	60	73	86

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	7	39	46	7	79	86
B	B3349 South Right Ahead B3349 South	Traffic	22	11	33	22	51	73
C	B3349 North Left Ahead B3349 North	Traffic	10	11	21	8	52	60
D	Pedestrians across Hyde End Road	Pedestrian	9	91	0			
E	Pedestrians across B3349 South	Pedestrian	7	93	0			
F	B3349 South Right IGA	Ind. Arrow	7	26	33	8	65	73

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	39	46
				79	86
1/2	Hyde End Road Right	U	A	39	46
				79	86
2/1	B3349 South Ahead	U	B	11	33
				51	73
2/2	B3349 South Right	O	B F	11	33
				51	73
3/1	B3349 North Left Ahead	U	C	11	21
				52	60

Detailed Input Data And Results
Network Layout Diagram

Hyde End Road/Basingstoke Road Signal Junction
 PRC: -39.0 %
 Total Traffic Delay: 172.5 pcuHr

The diagram illustrates the traffic flow and lane configuration at the Hyde End Road/Basingstoke Road Signal Junction. The junction is a T-junction where Hyde End Road (Arm 1) meets Basingstoke Road (Arms 3, 4, and 6).

Arm 1 - Hyde End Road: This arm has two lanes. The left lane has a left-turn arrow and a lane width of 40.9. The right lane has a through-right-turn arrow and a lane width of 16. The total width is 334. The signal phase for this arm is 120.9% for both directions.

Arm 3 - B3349 North: This arm has two lanes. The left lane has a left-turn arrow and a lane width of 48.2. The right lane has a through-right-turn arrow and a lane width of 443. The total width is 608. The signal phase for this arm is 119.2% for both directions.

Arm 4: This arm has two lanes. The left lane has a left-turn arrow and a lane width of 410. The right lane has a through-right-turn arrow and a lane width of 0.0. The total width is 410. The signal phase for this arm is 0.0% for both directions.

Arm 6: This arm has two lanes. The left lane has a left-turn arrow and a lane width of 0.0. The right lane has a through-right-turn arrow and a lane width of 335. The total width is 335. The signal phase for this arm is 0.0% for both directions.

The diagram also shows the signal phases for the junction. The signal phases are 1, 2, and 3. Phase 1 is for the left-turn movement of Arm 1 and the through-right-turn movement of Arm 3. Phase 2 is for the left-turn movement of Arm 3 and the through-right-turn movement of Arm 1. Phase 3 is for the through-right-turn movement of Arm 4 and the through-right-turn movement of Arm 6.

Hyde End Road Base Model.lsg3x

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Hyde End Road Base Model.lsg3x

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Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	125.1%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	125.1%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		2	14	-	-	350	1650:1737	13+276	120.9 : 120.9%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	2	44	15	-	786	1920:1639	257+371	125.1 : 125.1%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	18	-	-	443	1858	372	119.2%
4/1		U	N/A	N/A	-		-	-	-	-	511	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	338	Inf	Inf	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	-	-	40	187	144	18.1	152.7	1.7	172.5	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	40	187	144	18.1	152.7	1.7	172.5	-	-	-	-	
1/2+1/1	350	290	-	-	-	5.2	32.9	-	38.1	392.0	8.0	32.9	40.9	
2/1+2/2	786	693	40	187	144	6.6	81.2	1.7	89.5	410.0	11.8	81.2	93.1	
3/1	443	372	-	-	-	6.3	38.6	-	44.9	364.6	9.6	38.6	48.2	
4/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

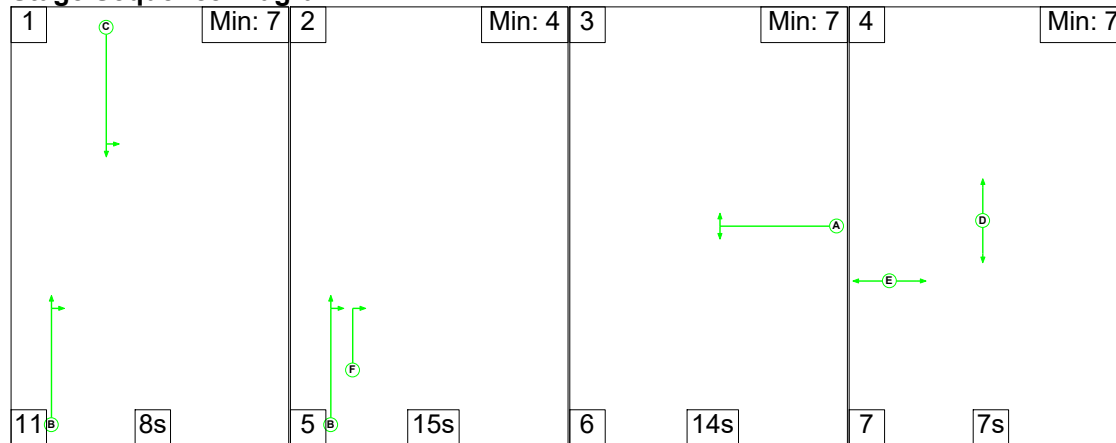
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-39.0	Total Delay for Signalled Lanes (pcuHr):	172.50	Cycle Time (s):	100
	PRC Over All Lanes (%):	-39.0	Total Delay Over All Lanes(pcuHr):	172.50		

Detailed Input Data And Results

Scenario 5: '2038 DM AM' (FG5: '2038 DM AM', Plan 1: 'Peds every cycle')

Stage Sequence Diagram

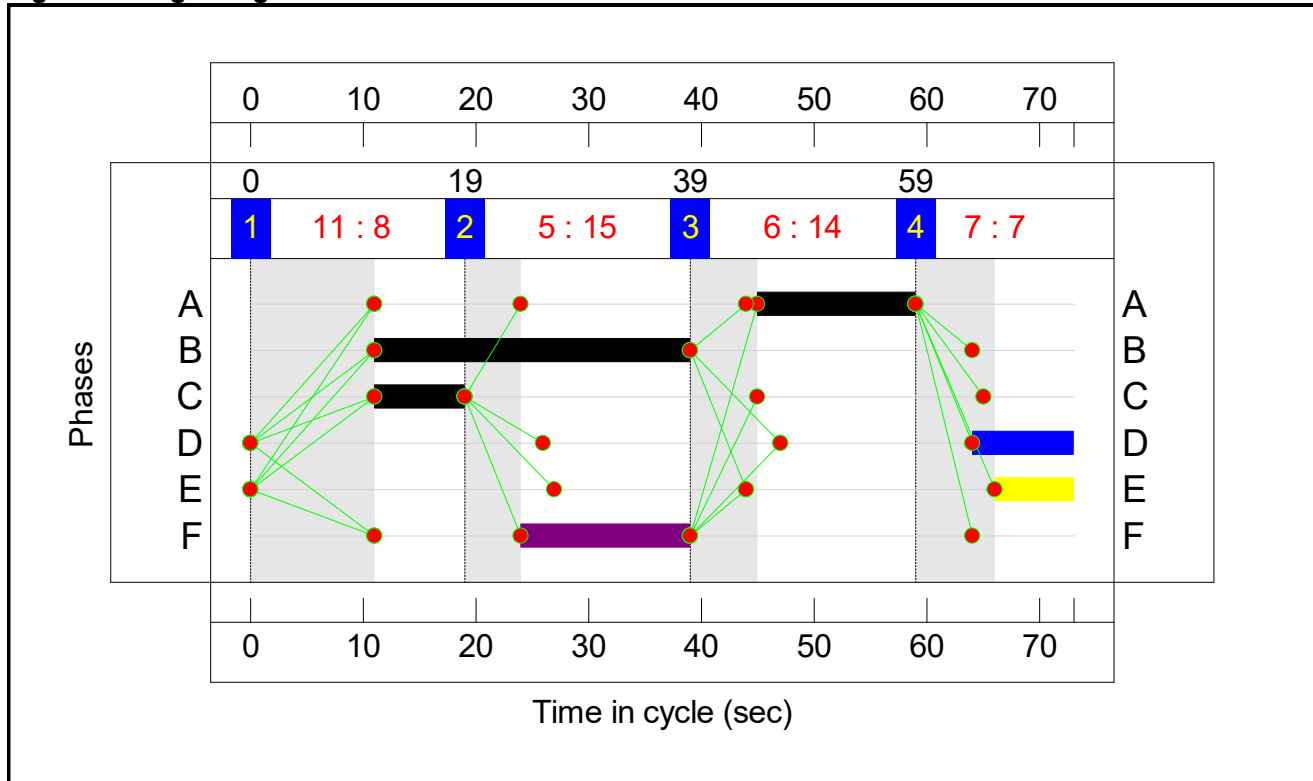


Stage Timings

Stage	1	2	3	4
Duration	8	15	14	7
Change Point	0	19	39	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	14	45	59
B	B3349 South Right Ahead B3349 South	Traffic	28	11	39
C	B3349 North Left Ahead B3349 North	Traffic	8	11	19
D	Pedestrians across Hyde End Road	Pedestrian	9	64	0
E	Pedestrians across B3349 South	Pedestrian	7	66	0
F	B3349 South Right IGA	Ind. Arrow	15	24	39

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	45	59
1/2	Hyde End Road Right	U	A	45	59
2/1	B3349 South Ahead	U	B	11	39
2/2	B3349 South Right	O	B F	11	39
3/1	B3349 North Left Ahead	U	C	11	19

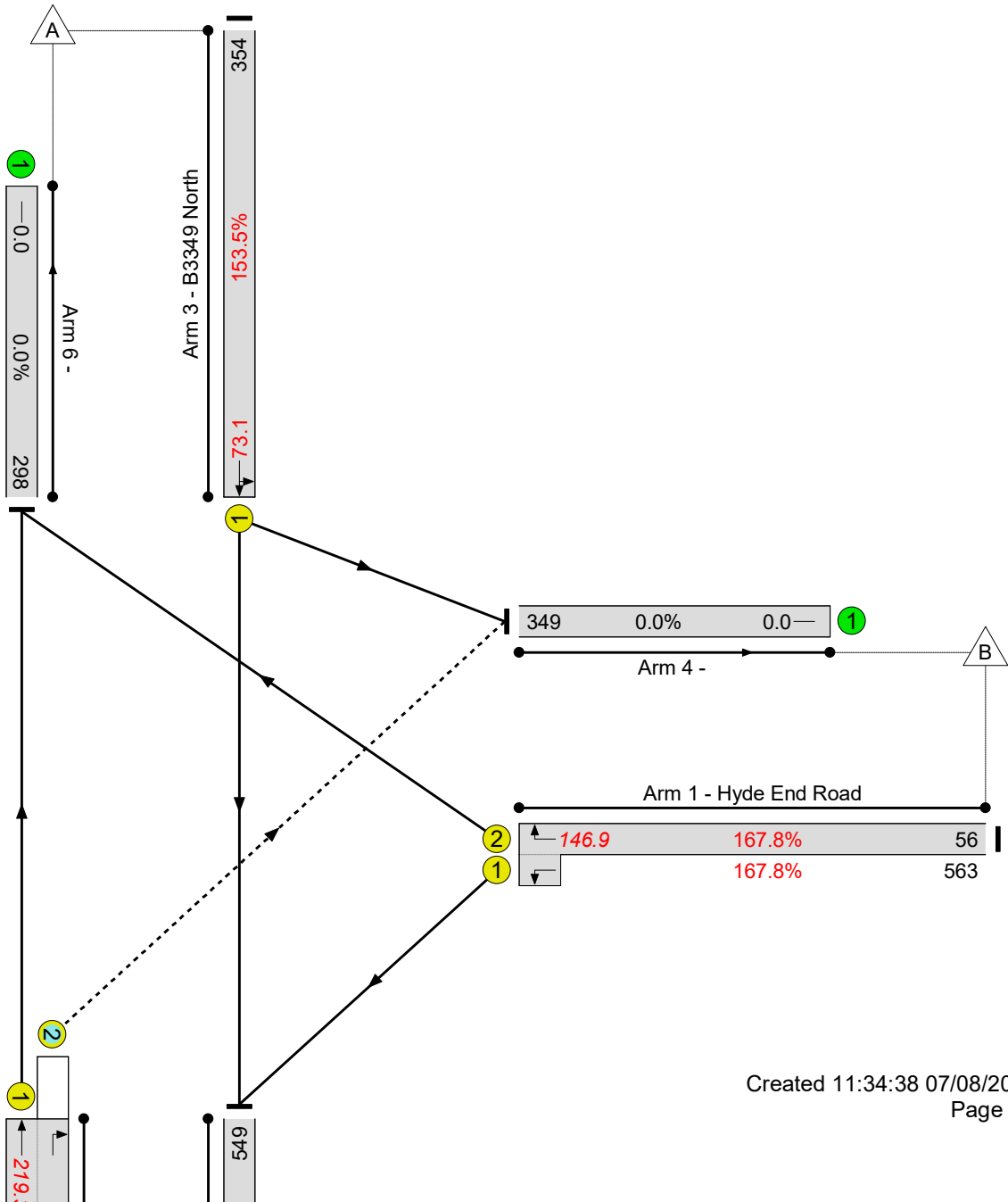
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: -87.9 %

Total Traffic Delay: 423.1 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	169.1%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	169.1%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		1	14	-	-	619	1650:1737	33+336	167.8 : 167.8%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	28	15	-	954	1920:1639	232+332	169.1 : 169.1%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	8	-	-	354	1871	231	153.5%
4/1		U	N/A	N/A	-		-	-	-	-	588	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	448	Inf	Inf	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	-	-	24	210	99	36.0	385.5	1.6	423.1	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	24	210	99	36.0	385.5	1.6	423.1	-	-	-	-	
1/2+1/1	619	369	-	-	-	14.2	126.3	-	140.4	816.8	20.6	126.3	146.9	
2/1+2/2	954	597	24	210	99	14.2	196.2	1.6	212.0	800.0	23.1	196.2	219.3	
3/1	354	231	-	-	-	7.6	63.1	-	70.6	718.3	10.0	63.1	73.1	
4/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

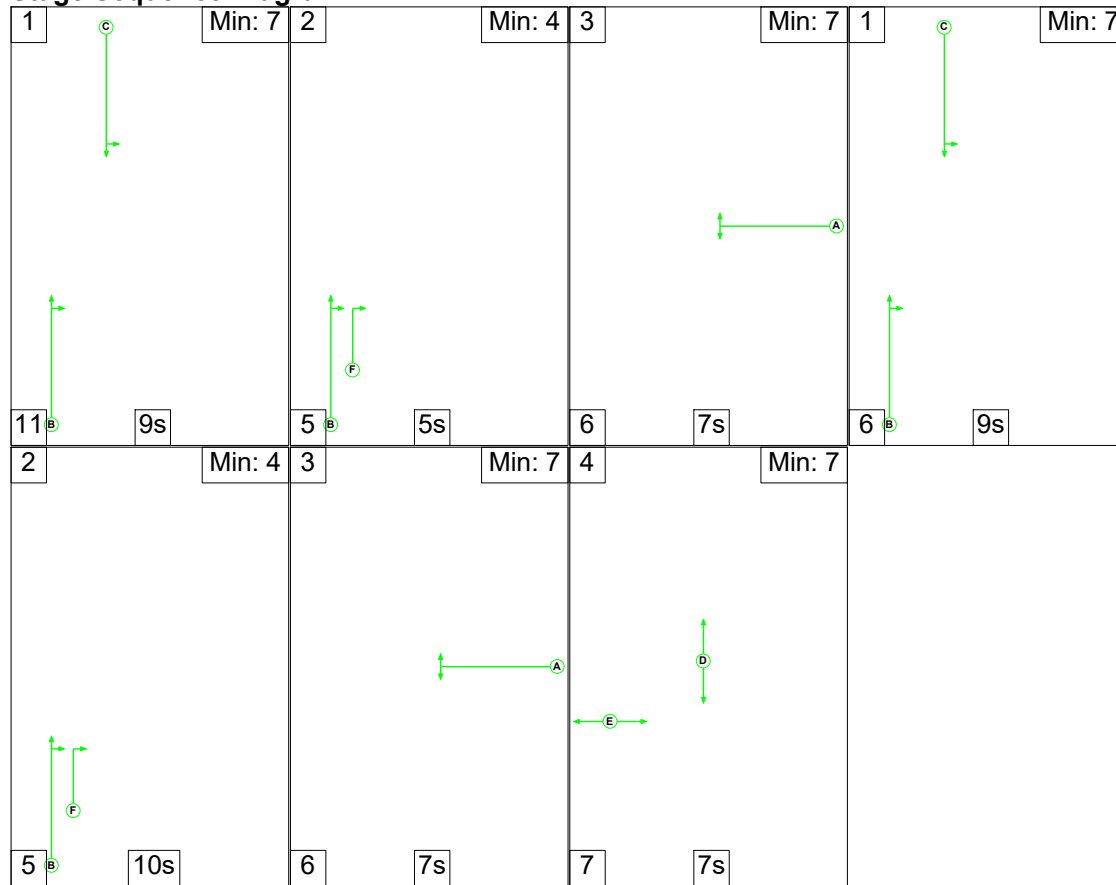
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-87.9	Total Delay for Signalled Lanes (pcuHr):	423.08	Cycle Time (s):	73
	PRC Over All Lanes (%):	-87.9	Total Delay Over All Lanes(pcuHr):	423.08		

Detailed Input Data And Results

Scenario 6: '2038 DM PM' (FG6: '2038 DM PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

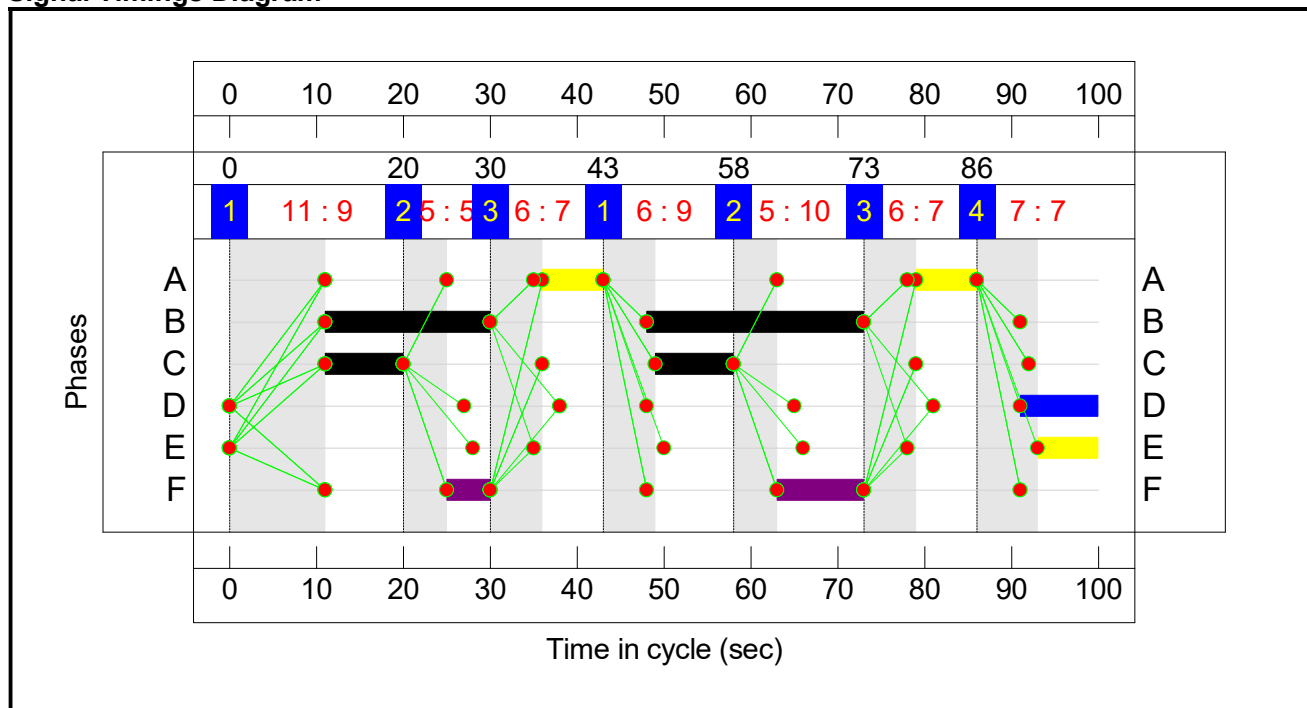


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	9	5	7	9	10	7	7
Change Point	0	20	30	43	58	73	86

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	7	36	43	7	79	86
B	B3349 South Right Ahead B3349 South	Traffic	19	11	30	25	48	73
C	B3349 North Left Ahead B3349 North	Traffic	9	11	20	9	49	58
D	Pedestrians across Hyde End Road	Pedestrian	9	91	0			
E	Pedestrians across B3349 South	Pedestrian	7	93	0			
F	B3349 South Right IGA	Ind. Arrow	5	25	30	10	63	73

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	36	43
				79	86
1/2	Hyde End Road Right	U	A	36	43
				79	86
2/1	B3349 South Ahead	U	B	11	30
				48	73
2/2	B3349 South Right	O	B F	11	30
				48	73
3/1	B3349 North Left Ahead	U	C	11	20
				49	58

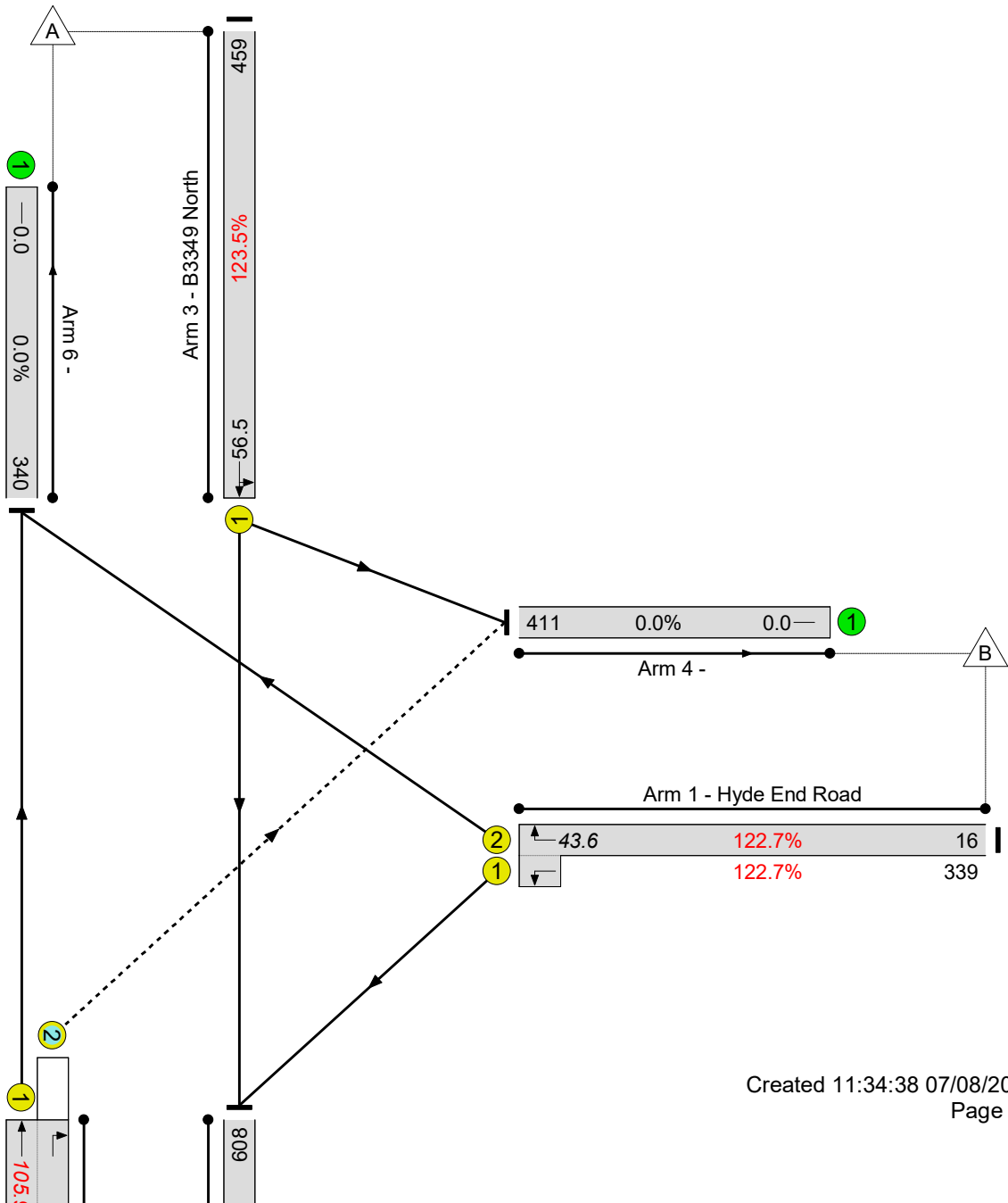
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction



PRC: -42.6 %
Total Traffic Delay: 194.9 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	128.3%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	128.3%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		2	14	-	-	355	1650:1737	13+276	122.7 : 122.7%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	2	44	15	-	808	1920:1639	259+371	128.3 : 128.3%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	18	-	-	459	1858	372	123.5%
4/1		U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	749	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	348	Inf	Inf	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	-	-	40	187	144	20.3	172.9	1.7	194.9	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	40	187	144	20.3	172.9	1.7	194.9	-	-	-	-	
1/2+1/1	355	289	-	-	-	5.4	35.3	-	40.7	413.2	8.3	35.3	43.6	
2/1+2/2	808	698	40	187	144	7.6	91.4	1.7	100.7	448.5	14.5	91.4	105.9	
3/1	459	372	-	-	-	7.3	46.2	-	53.5	419.4	10.3	46.2	56.5	
4/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

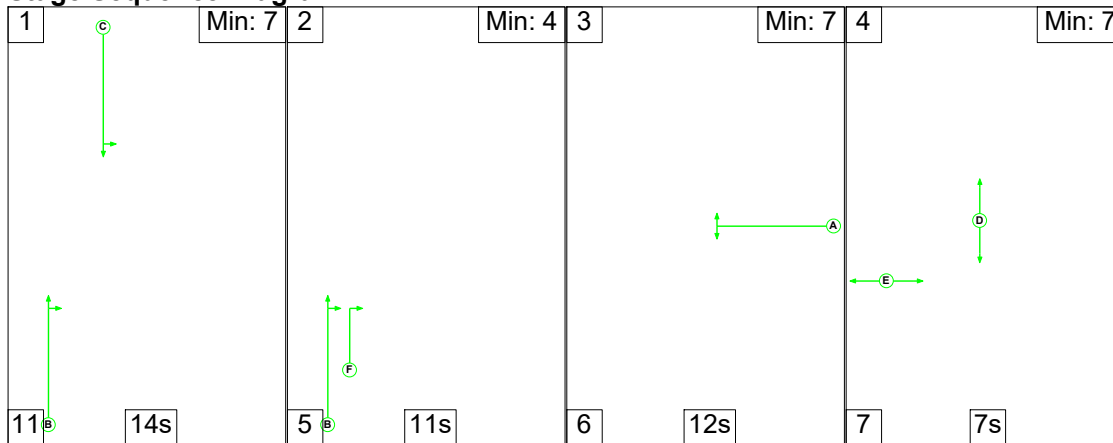
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-42.6	Total Delay for Signalled Lanes (pcuHr):	194.87	Cycle Time (s):	100
	PRC Over All Lanes (%):	-42.6	Total Delay Over All Lanes(pcuHr):	194.87		

Detailed Input Data And Results

Scenario 7: '2032 DS AM' (FG7: '2032 DS AM', Plan 1: 'Peds every cycle')

Stage Sequence Diagram

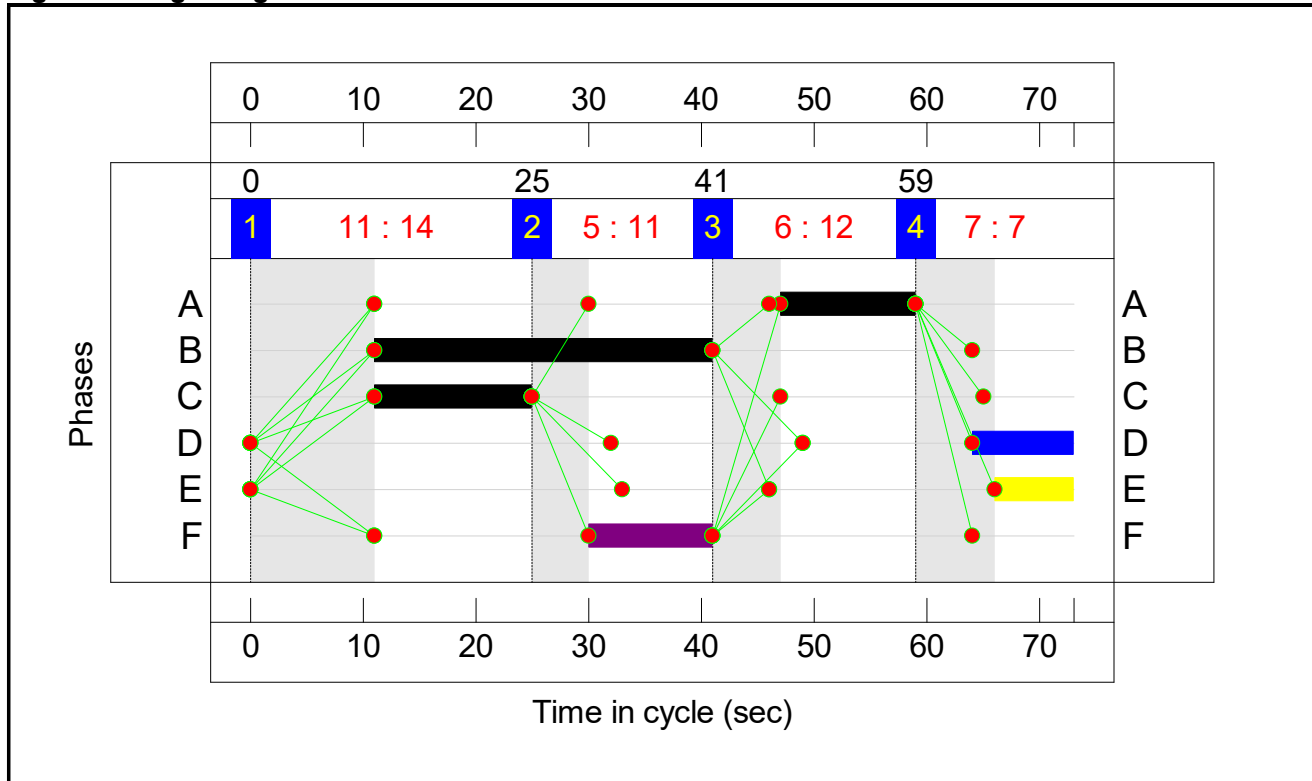


Stage Timings

Stage	1	2	3	4
Duration	14	11	12	7
Change Point	0	25	41	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	12	47	59
B	B3349 South Right Ahead B3349 South	Traffic	30	11	41
C	B3349 North Left Ahead B3349 North	Traffic	14	11	25
D	Pedestrians across Hyde End Road	Pedestrian	9	64	0
E	Pedestrians across B3349 South	Pedestrian	7	66	0
F	B3349 South Right IGA	Ind. Arrow	11	30	41

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	47	59
1/2	Hyde End Road Right	U	A	47	59
2/1	B3349 South Ahead	U	B	11	41
2/2	B3349 South Right	O	B F	11	41
3/1	B3349 North Left Ahead	U	C	11	25

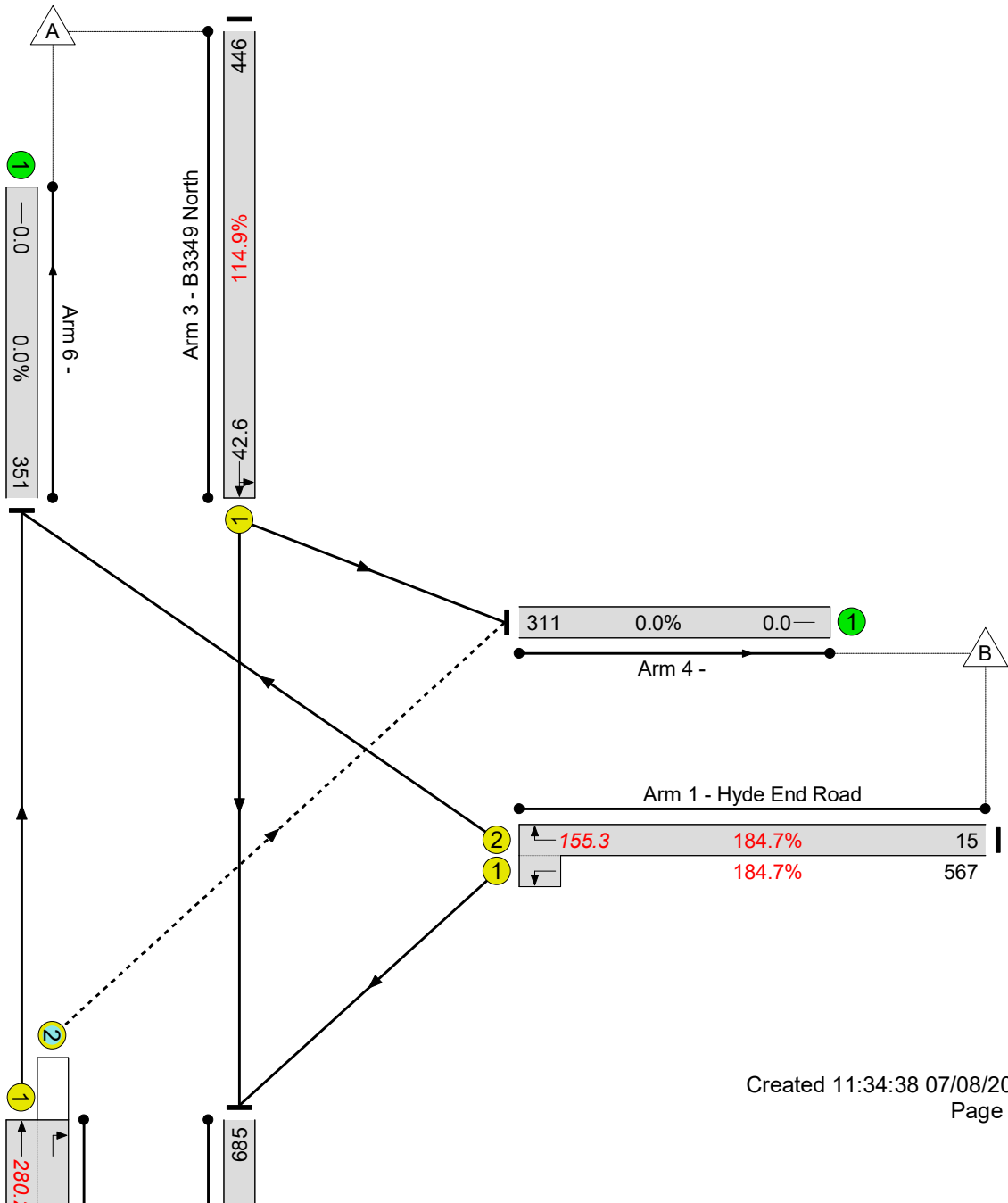
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: -105.2 %

Total Traffic Delay: 459.3 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	184.7%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	184.7%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		1	12	-	-	582	1650:1737	8+307	184.7 : 184.7%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	30	11	-	1108	1920:1639	303+300	183.7 : 183.7%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	14	-	-	446	1889	388	114.9%
4/1		U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	1001	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	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	-	-	39	163	99	37.2	420.5	1.7	459.3	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	39	163	99	37.2	420.5	1.7	459.3	-	-	-	-	
1/2+1/1	582	315	-	-	-	14.9	134.5	-	149.4	924.3	20.8	134.5	155.3	
2/1+2/2	1108	644	39	163	99	16.7	253.6	1.7	271.9	883.4	26.6	253.6	280.2	
3/1	446	388	-	-	-	5.6	32.4	-	38.0	306.6	10.2	32.4	42.6	
4/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

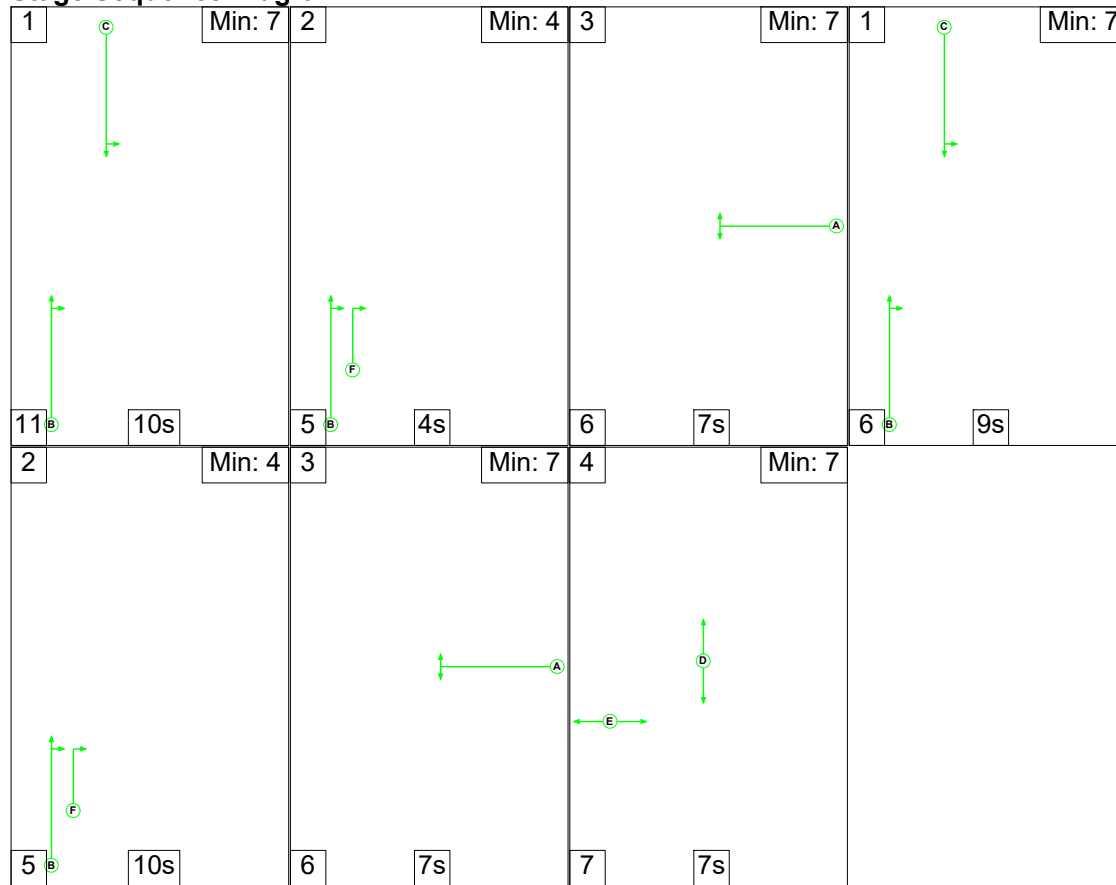
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-105.2	Total Delay for Signalled Lanes (pcuHr):	459.32	Cycle Time (s):	73
	PRC Over All Lanes (%):	-105.2	Total Delay Over All Lanes(pcuHr):	459.32		

Detailed Input Data And Results

Scenario 8: '2032 DS PM' (FG8: '2032 DS PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

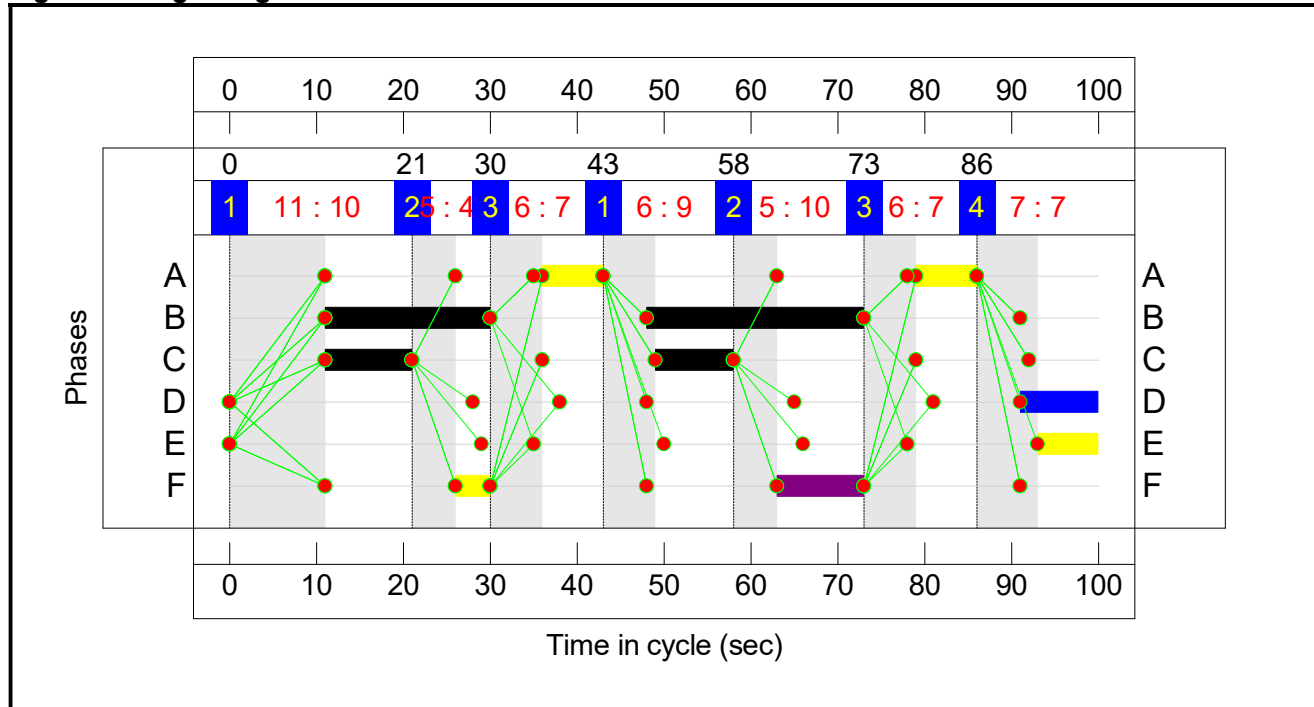


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	4	7	9	10	7	7
Change Point	0	21	30	43	58	73	86

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	7	36	43	7	79	86
B	B3349 South Right Ahead B3349 South	Traffic	19	11	30	25	48	73
C	B3349 North Left Ahead B3349 North	Traffic	10	11	21	9	49	58
D	Pedestrians across Hyde End Road	Pedestrian	9	91	0			
E	Pedestrians across B3349 South	Pedestrian	7	93	0			
F	B3349 South Right IGA	Ind. Arrow	4	26	30	10	63	73

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	36	43
				79	86
1/2	Hyde End Road Right	U	A	36	43
				79	86
2/1	B3349 South Ahead	U	B	11	30
				48	73
2/2	B3349 South Right	O	B F	11	30
				48	73
3/1	B3349 North Left Ahead	U	C	11	21
				49	58

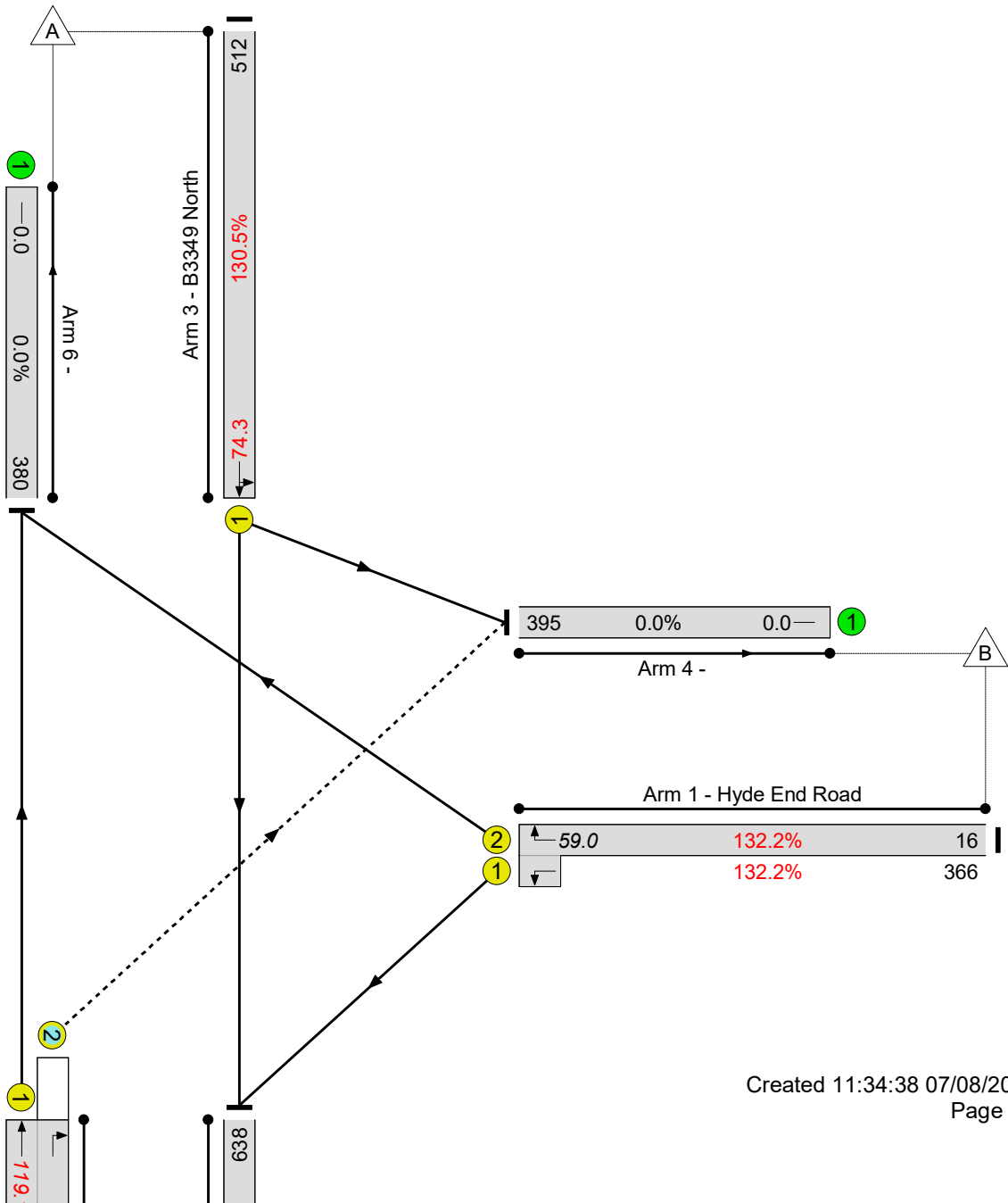
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: -46.9 %

Total Traffic Delay: 239.5 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	132.2%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	132.2%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		2	14	-	-	382	1650:1737	12+277	132.2 : 132.2%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	2	44	14	-	863	1920:1639	298+364	130.3 : 130.3%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	19	-	-	512	1868	392	130.5%
4/1		U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	837	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	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	-	-	41	178	144	24.8	212.9	1.7	239.5	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	41	178	144	24.8	212.9	1.7	239.5	-	-	-	-	
1/2+1/1	382	289	-	-	-	7.3	48.5	-	55.8	526.2	10.5	48.5	59.0	
2/1+2/2	863	732	41	178	144	8.4	102.5	1.7	112.6	469.5	16.6	102.5	119.1	
3/1	512	392	-	-	-	9.1	61.9	-	71.1	499.7	12.4	61.9	74.3	
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

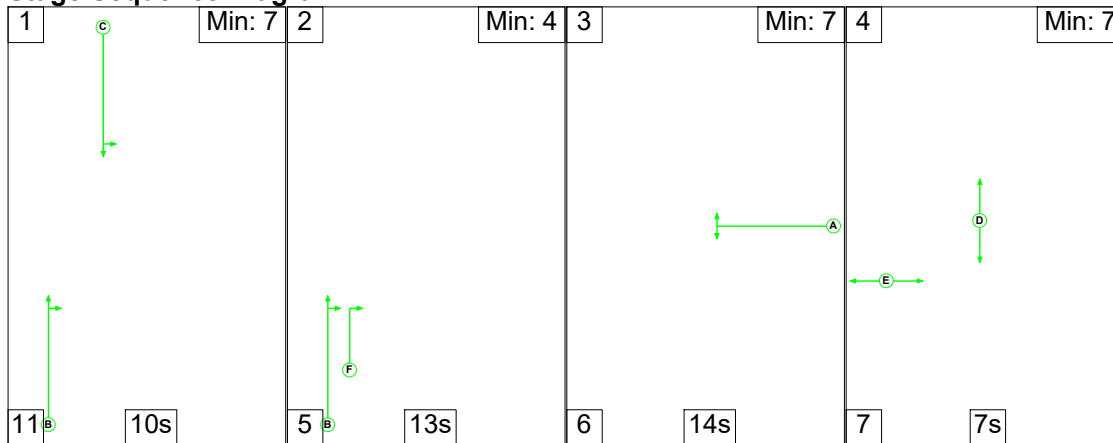
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-46.9	Total Delay for Signalled Lanes (pcuHr):	239.46	Cycle Time (s):	100
	PRC Over All Lanes (%):	-46.9	Total Delay Over All Lanes(pcuHr):	239.46		

Detailed Input Data And Results

Scenario 9: '2038 DS AM' (FG9: '2038 DS AM', Plan 1: 'Peds every cycle')

Stage Sequence Diagram

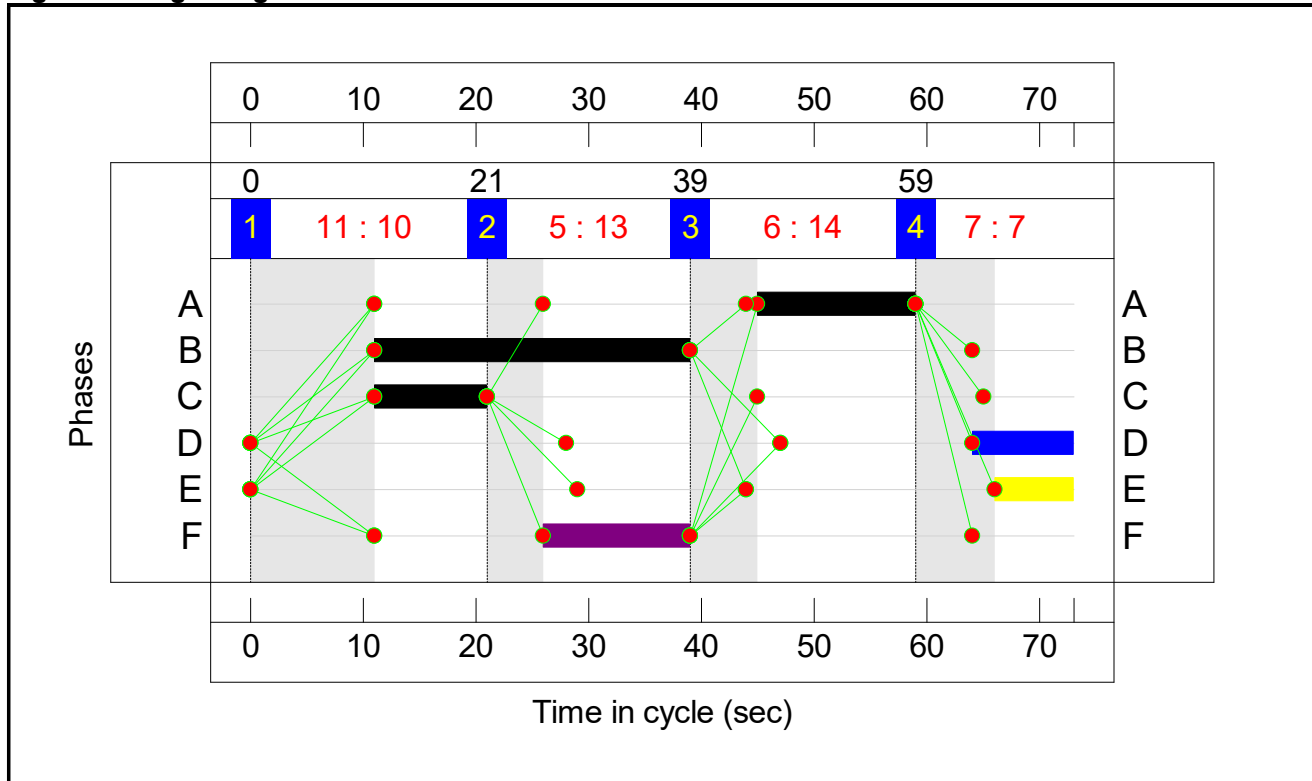


Stage Timings

Stage	1	2	3	4
Duration	10	13	14	7
Change Point	0	21	39	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	14	45	59
B	B3349 South Right Ahead B3349 South	Traffic	28	11	39
C	B3349 North Left Ahead B3349 North	Traffic	10	11	21
D	Pedestrians across Hyde End Road	Pedestrian	9	64	0
E	Pedestrians across B3349 South	Pedestrian	7	66	0
F	B3349 South Right IGA	Ind. Arrow	13	26	39

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	45	59
1/2	Hyde End Road Right	U	A	45	59
2/1	B3349 South Ahead	U	B	11	39
2/2	B3349 South Right	O	B F	11	39
3/1	B3349 North Left Ahead	U	C	11	21

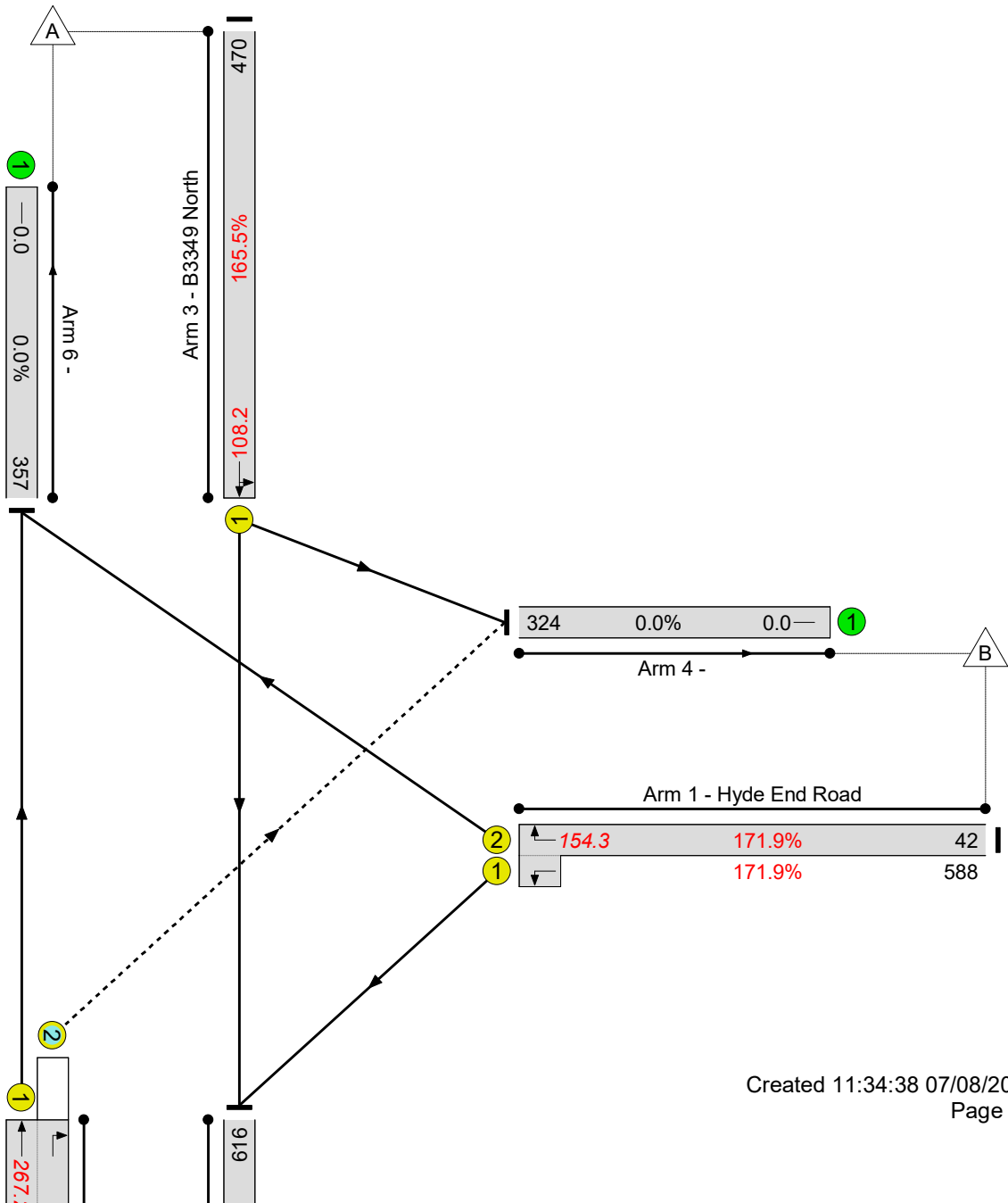
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction

PRC: -99.5 %

Total Traffic Delay: 512.3 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	179.5%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	179.5%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		1	14	-	-	630	1650:1737	24+342	171.9 : 171.9%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	28	13	-	1083	1920:1639	290+314	179.5 : 179.5%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	10	-	-	470	1885	284	165.5%
4/1		U	N/A	N/A	-		-	-	-	-	580	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	1041	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	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	-	-	29	186	99	42.5	468.2	1.6	512.3	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	29	186	99	42.5	468.2	1.6	512.3	-	-	-	-	
1/2+1/1	630	366	-	-	-	14.9	132.9	-	147.8	844.6	21.4	132.9	154.3	
2/1+2/2	1083	646	29	186	99	17.0	241.0	1.6	259.6	862.8	26.2	241.0	267.2	
3/1	470	284	-	-	-	10.7	94.2	-	104.9	803.4	13.9	94.2	108.2	
4/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

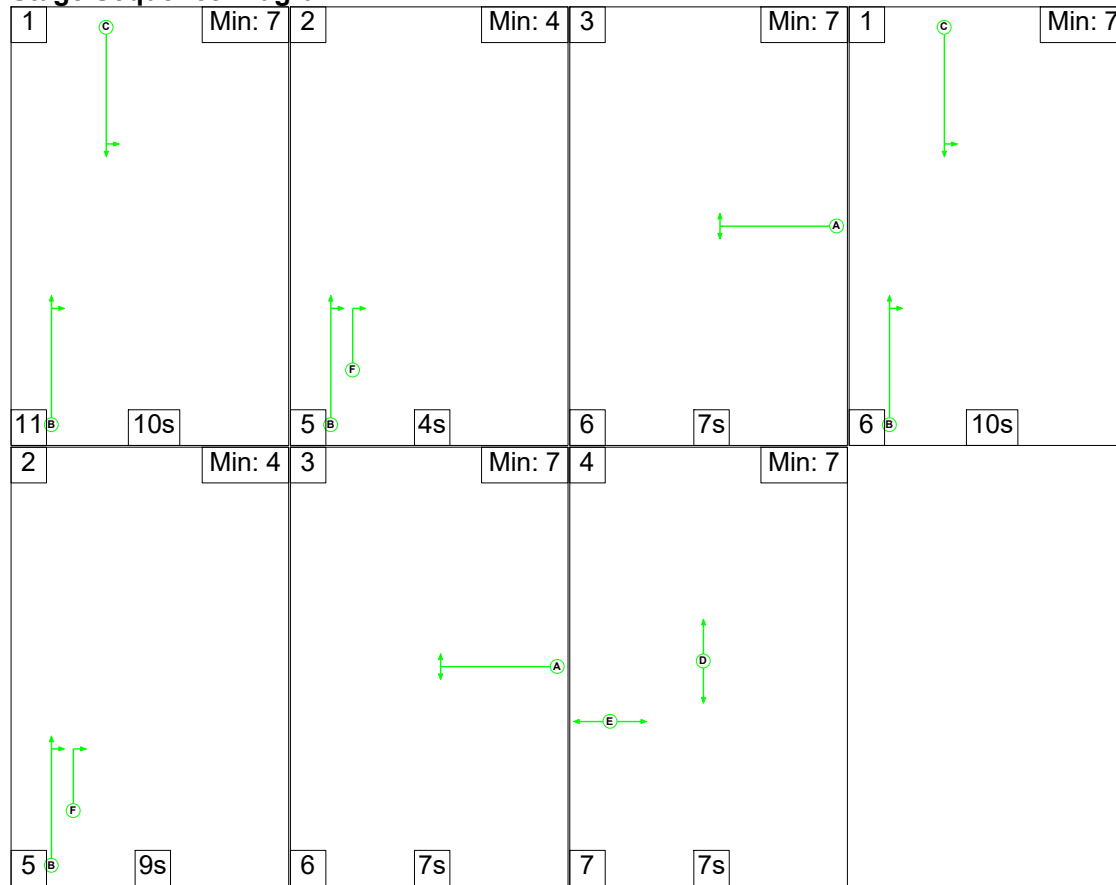
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-99.5	Total Delay for Signalled Lanes (pcuHr):	512.25	Cycle Time (s):	73
	PRC Over All Lanes (%):	-99.5	Total Delay Over All Lanes(pcuHr):	512.25		

Detailed Input Data And Results

Scenario 10: '2038 DS PM' (FG10: '2038 DS PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

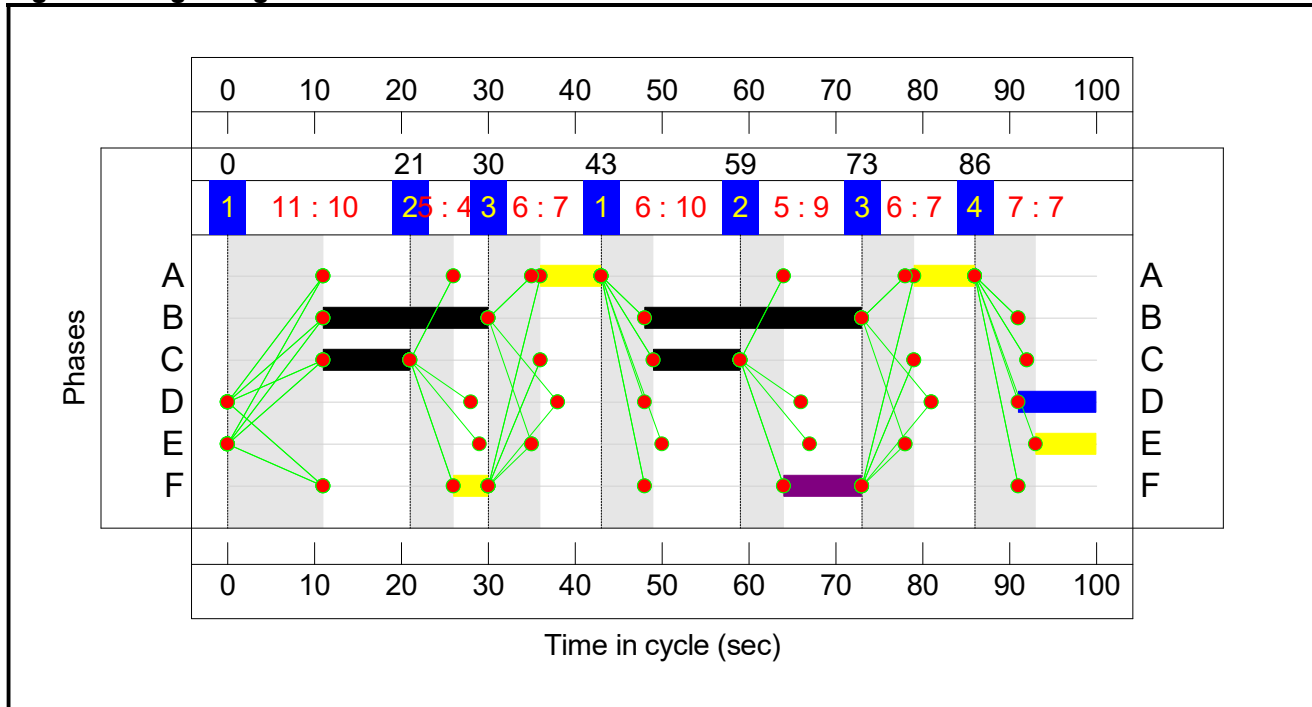


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	4	7	10	9	7	7
Change Point	0	21	30	43	59	73	86

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Right Hyde End Road	Traffic	7	36	43	7	79	86
B	B3349 South Right Ahead B3349 South	Traffic	19	11	30	25	48	73
C	B3349 North Left Ahead B3349 North	Traffic	10	11	21	10	49	59
D	Pedestrians across Hyde End Road	Pedestrian	9	91	0			
E	Pedestrians across B3349 South	Pedestrian	7	93	0			
F	B3349 South Right IGA	Ind. Arrow	4	26	30	9	64	73

Signal Timings Diagram**Lane Green Times**

Junction: Hyde End Road/Basingstoke Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	36	43
				79	86
1/2	Hyde End Road Right	U	A	36	43
				79	86
2/1	B3349 South Ahead	U	B	11	30
				48	73
2/2	B3349 South Right	O	B F	11	30
				48	73
3/1	B3349 North Left Ahead	U	C	11	21
				49	59

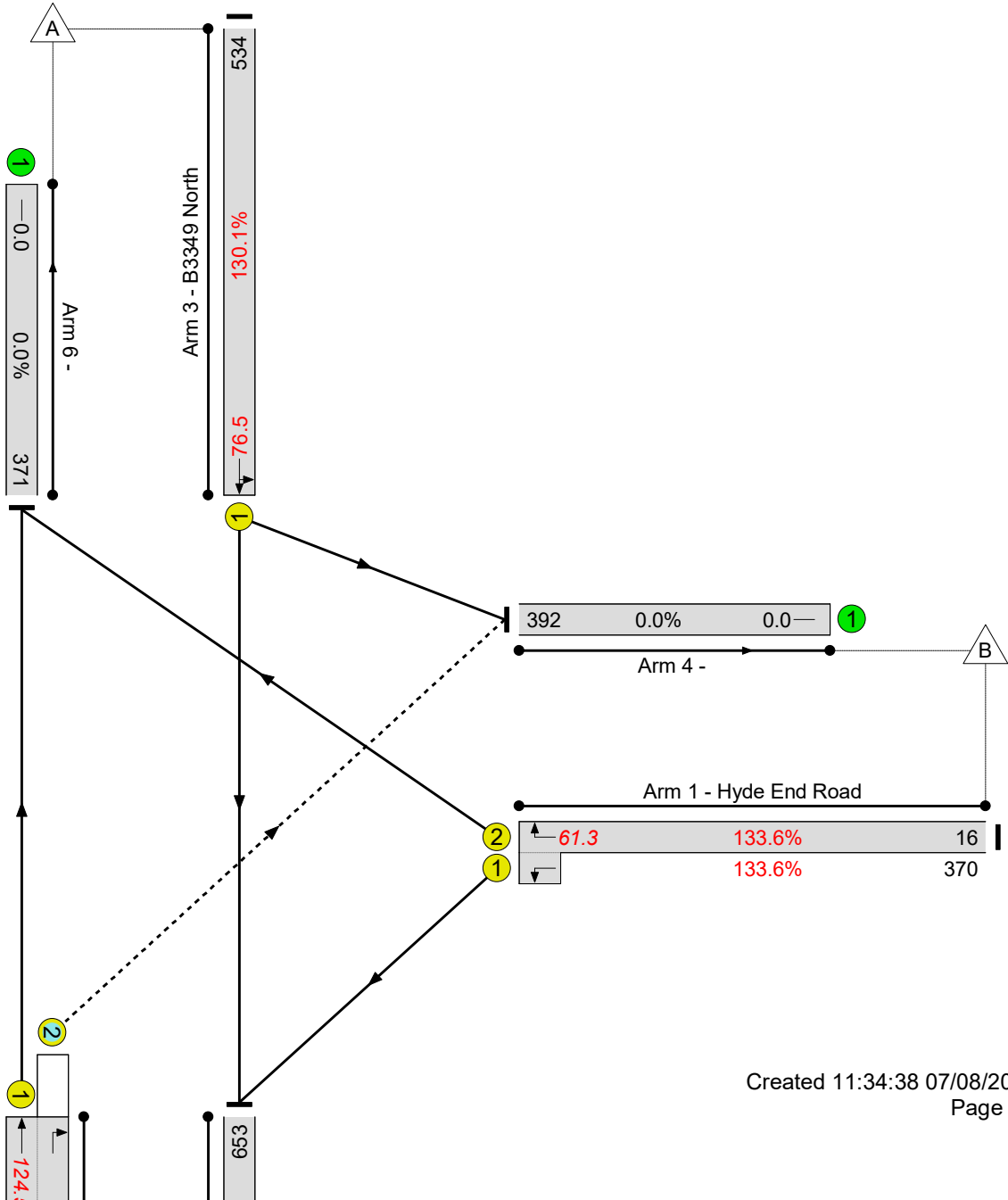
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Hyde End Road/Basingstoke Road Signal Junction



PRC: -48.5 %
Total Traffic Delay: 249.3 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	133.6%
Hyde End Road/Basingstoke Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	133.6%
1/2+1/1	Hyde End Road Left Right	U	N/A	N/A	A		2	14	-	-	386	1650:1737	12+277	133.6 : 133.6%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	2	44	13	-	862	1920:1639	294+357	132.4 : 132.4%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	20	-	-	534	1866	411	130.1%
4/1		U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	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	-	-	43	170	144	25.9	221.7	1.7	249.3	-	-	-	-	
Hyde End Road/Basingstoke Road Signal Junction	-	-	43	170	144	25.9	221.7	1.7	249.3	-	-	-	-	
1/2+1/1	386	289	-	-	-	7.6	50.5	-	58.1	541.8	10.8	50.5	61.3	
2/1+2/2	862	717	43	170	144	8.9	107.4	1.7	118.0	492.9	17.1	107.4	124.5	
3/1	534	411	-	-	-	9.4	63.8	-	73.2	493.5	12.6	63.8	76.5	
4/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-48.5	Total Delay for Signalled Lanes (pcuHr):	249.32	Cycle Time (s):	100
	PRC Over All Lanes (%):	-48.5	Total Delay Over All Lanes(pcuHr):	249.32		

T23591

Land off Basingstoke Road, Spencers Wood



Appendix U

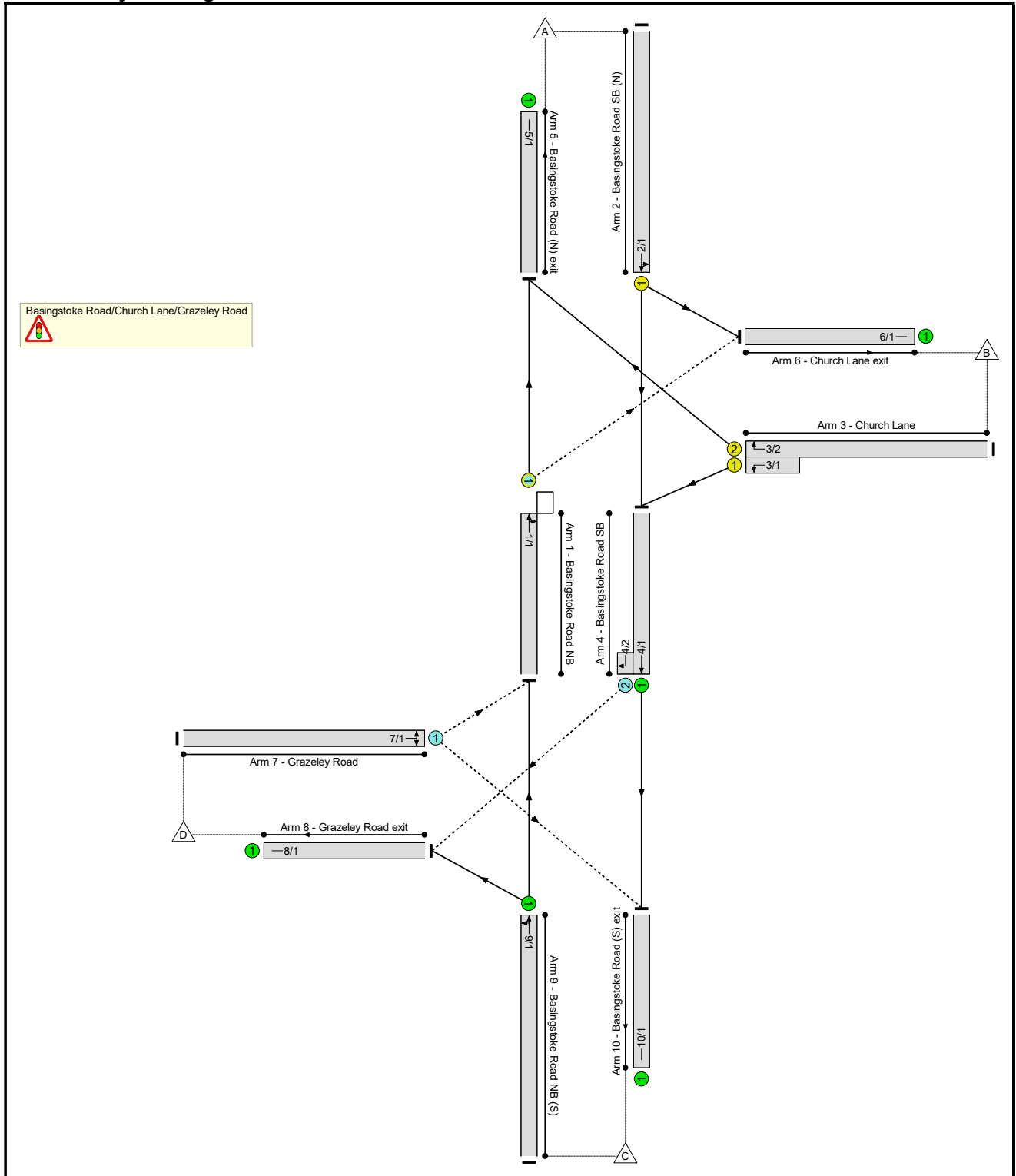
B3349 Basingstoke Road/Church Lane Traffic Signal Junction – LinSig Output

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	T23591 Spencers Wood
Title:	Basingstoke Road Church Lane Grazeley Road Base Model
Location:	Spencers Wood
Additional detail:	
File name:	Basingstoke Road Church Lane Grazeley Road.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



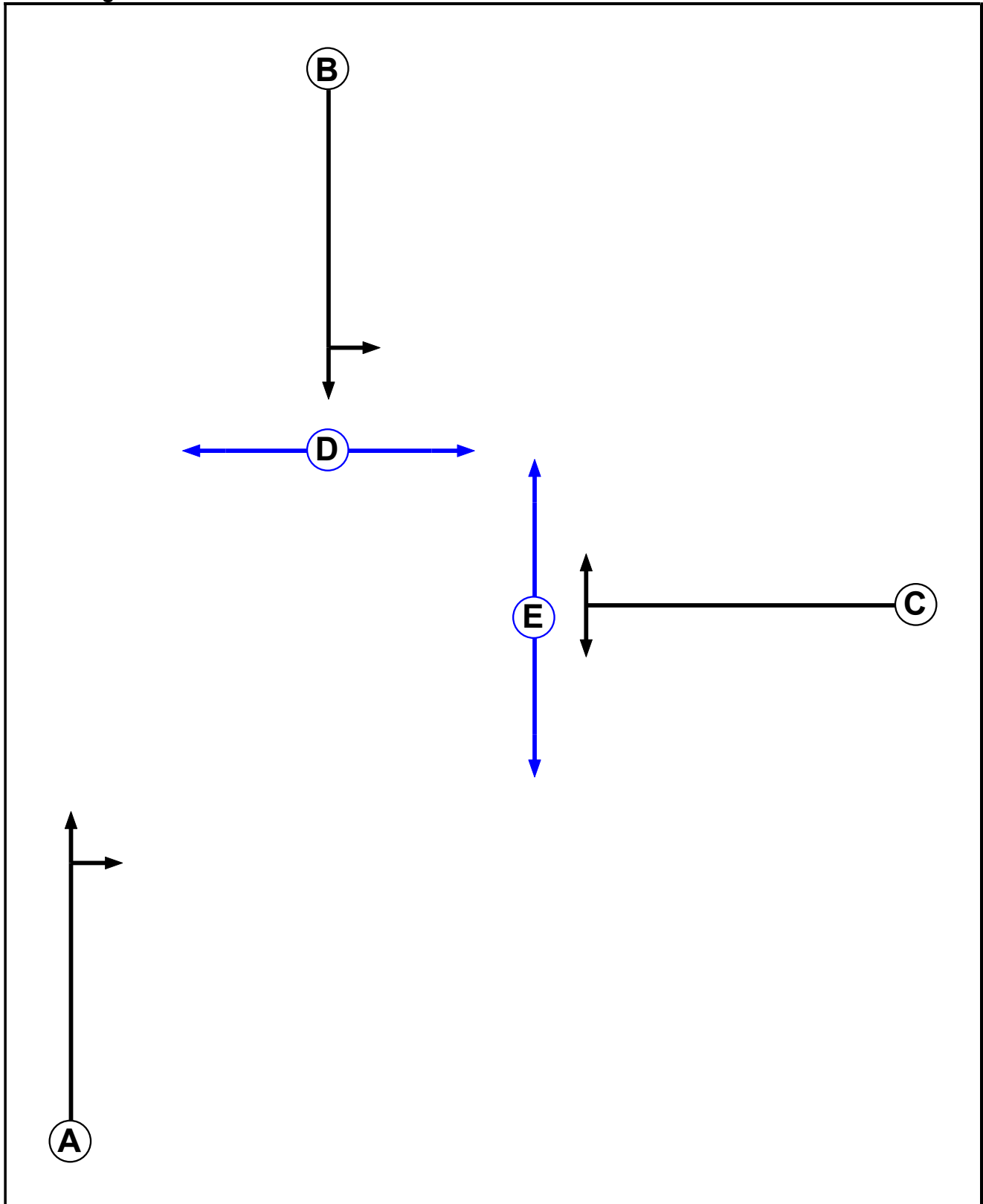
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2032 DM AM	2032 Do Minimum AM	Network Control Plan 1	08:00 - 09:00	100	-221.3	358.53
2	2032 DM PM	2032 Do Minimum PM	Network Control Plan 1	17:00 - 18:00	110	-65.1	334.54
3	2038 DM AM	2038 Do Minimum AM	Network Control Plan 1	08:00 - 09:00	110	-222.8	372.95
4	2038 DM PM	2038 Do Minimum PM	Network Control Plan 1	17:00 - 18:00	110	-78.6	377.11
5	2032 DS AM	2032 Do Something AM	Network Control Plan 1	08:00 - 09:00	110	-361.7	558.87
6	2032 DS PM	2032 Do Something PM	Network Control Plan 1	17:00 - 18:00	110	-95.2	449.90
7	2038 DS AM	2038 Do Something AM	Network Control Plan 1	08:00 - 09:00	110	-382.6	573.16
8	2038 DS PM	2038 Do Something PM	Network Control Plan 1	17:00 - 18:00	110	-93.5	482.19
9	2032 DM AM No Peds	2032 Do Minimum AM	No Peds	08:00 - 09:00	80	-23.5	133.27
10	2032 DM PM No Peds	2032 Do Minimum PM	No Peds	17:00 - 18:00	100	-27.9	166.09
11	2038 DM AM No Peds	2038 Do Minimum AM	No Peds	08:00 - 09:00	90	-25.5	163.33
12	2038 DM PM No Peds	2038 Do Minimum PM	No Peds	17:00 - 18:00	100	-32.9	206.56
13	2032 DS AM No Peds	2032 Do Something AM	No Peds	08:00 - 09:00	100	-142.8	303.97
14	2032 DS PM No Peds	2032 Do Something PM	No Peds	17:00 - 18:00	100	-85.5	283.70
15	2038 DS AM No Peds	2038 Do Something AM	No Peds	08:00 - 09:00	100	-152.3	316.56
16	2038 DS PM No Peds	2038 Do Something PM	No Peds	17:00 - 18:00	100	-75.9	311.97

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	5	3	Basingstoke Road/Church Lane/Grazeley Road	

Phase Diagram



Phase Input Data

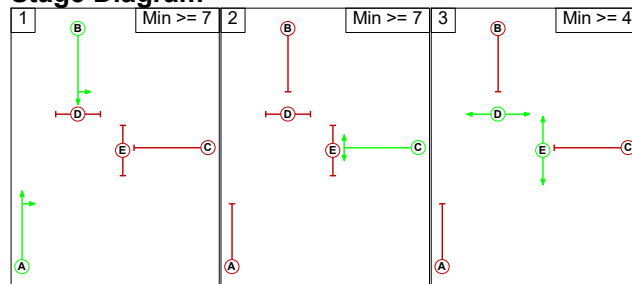
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		4	4
E	Pedestrian		4	4

Phase Intergreens Matrix

	Starting Phase					
Terminating Phase		A	B	C	D	E
	A		-	5	7	8
	B	-		5	5	7
	C	6	6		9	5
	D	8	8	8		-
	E	11	11	11	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		5	8
	2	6		9
	3	11	11	

Lane Input Data

Junction: Basingstoke Road/Church Lane/Grazeley Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	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 NB)	O	A	2	3	2.3	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	12.00
2/1 (Basingstoke Road SB (N))	U	B	2	3	60.0	Geom	-	3.15	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	6.00
3/1 (Church Lane)	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 4 Left	17.00
3/2 (Church Lane)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
4/1 (Basingstoke Road SB)	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 10 Ahead	Inf
4/2 (Basingstoke Road SB)	O		2	3	2.0	Geom	-	3.00	0.00	Y	Arm 8 Right	8.00
5/1 (Basingstoke Road (N) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Church Lane exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Grazeley Road)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 1 Left	8.00
											Arm 10 Right	9.00
8/1 (Grazeley Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Basingstoke Road NB (S))	U		2	3	60.0	Geom	-	2.85	0.00	Y	Arm 1 Ahead	Inf
											Arm 8 Left	8.00
10/1 (Basingstoke Road (S) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: Basingstoke Road/Church Lane/Grazeley Road											
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)
1/1 (Basingstoke Road NB)	6/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00
4/2 (Basingstoke Road SB)	8/1 (Right)	850	0	9/1	0.35	All	-	-	-	-	-
7/1 (Grazeley Road)	1/1 (Left)	715	0	9/1	0.22	To 1/1 (Ahead)	-	-	-	-	-
	10/1 (Right)	600	0	9/1	0.22	To 1/1 (Ahead)					
				4/1	0.19	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: Basingstoke Road/Church Lane/Grazeley Road				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/1	6/1	Internal	5	35
2/1	4/1	Internal	26	35
2/1	6/1	Internal	5	35
3/1	4/1	Internal	52	35
3/2	5/1	Internal	5	35
4/1	10/1	Internal	39	35
4/2	8/1	Internal	5	35
7/1	1/1	Internal	2	35
7/1	10/1	Internal	5	35
9/1	1/1	Internal	1	35
9/1	8/1	Internal	5	35

Scenario 1: '2032 DM AM' (FG1: '2032 Do Minimum AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.8 %	1886	1886
				Arm 6 Right	12.00	12.2 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	42.0 %	1686	1686
				Arm 6 Left	6.00	58.0 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.2 %	1894	1894
				Arm 8 Left	8.00	1.8 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2032 DM PM' (FG2: '2032 Do Minimum PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.2 %	1878	1878
				Arm 6 Right	12.00	15.8 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	41.3 %	1683	1683
				Arm 6 Left	6.00	58.7 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	94.1 %	1879	1879
				Arm 8 Left	8.00	5.9 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2038 DM AM' (FG3: '2038 Do Minimum AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1888	1888
				Arm 6 Right	12.00	11.5 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	41.8 %	1685	1685
				Arm 6 Left	6.00	58.2 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.1 %	1893	1893
				Arm 8 Left	8.00	1.9 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2038 DM PM' (FG4: '2038 Do Minimum PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.3 %	1878	1878
				Arm 6 Right	12.00	15.7 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	40.5 %	1680	1680
				Arm 6 Left	6.00	59.5 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	94.3 %	1880	1880
				Arm 8 Left	8.00	5.7 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2032 DS AM' (FG5: '2032 Do Something AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	83.2 %	1876	1876
				Arm 6 Right	12.00	16.8 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	47.9 %	1707	1707
				Arm 6 Left	6.00	52.1 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.4 %	1894	1894
				Arm 8 Left	8.00	1.6 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2032 DS PM' (FG6: '2032 Do Something PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	79.6 %	1867	1867
				Arm 6 Right	12.00	20.4 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1699	1699
				Arm 6 Left	6.00	54.3 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	95.0 %	1882	1882
				Arm 8 Left	8.00	5.0 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2038 DS AM' (FG7: '2038 Do Something AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	83.1 %	1875	1875
				Arm 6 Right	12.00	16.9 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	48.3 %	1709	1709
				Arm 6 Left	6.00	51.7 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.4 %	1894	1894
				Arm 8 Left	8.00	1.6 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2038 DS PM' (FG8: '2038 Do Something PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	79.8 %	1868	1868
				Arm 6 Right	12.00	20.2 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	45.1 %	1697	1697
				Arm 6 Left	6.00	54.9 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	95.0 %	1882	1882
				Arm 8 Left	8.00	5.0 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2032 DM AM No Peds' (FG1: '2032 Do Minimum AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.8 %	1886	1886
				Arm 6 Right	12.00	12.2 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	42.0 %	1686	1686
				Arm 6 Left	6.00	58.0 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.2 %	1894	1894
				Arm 8 Left	8.00	1.8 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2032 DM PM No Peds' (FG2: '2032 Do Minimum PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.2 %	1878	1878
				Arm 6 Right	12.00	15.8 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	41.3 %	1683	1683
				Arm 6 Left	6.00	58.7 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	94.1 %	1879	1879
				Arm 8 Left	8.00	5.9 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2038 DM AM No Peds' (FG3: '2038 Do Minimum AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1888	1888
				Arm 6 Right	12.00	11.5 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	41.8 %	1685	1685
				Arm 6 Left	6.00	58.2 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.1 %	1893	1893
				Arm 8 Left	8.00	1.9 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2038 DM PM No Peds' (FG4: '2038 Do Minimum PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.3 %	1878	1878
				Arm 6 Right	12.00	15.7 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	40.5 %	1680	1680
				Arm 6 Left	6.00	59.5 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	94.3 %	1880	1880
				Arm 8 Left	8.00	5.7 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2032 DS AM No Peds' (FG5: '2032 Do Something AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	83.2 %	1876	1876
				Arm 6 Right	12.00	16.8 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	47.9 %	1707	1707
				Arm 6 Left	6.00	52.1 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.4 %	1894	1894
				Arm 8 Left	8.00	1.6 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2032 DS PM No Peds' (FG6: '2032 Do Something PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	79.6 %	1867	1867
				Arm 6 Right	12.00	20.4 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1699	1699
				Arm 6 Left	6.00	54.3 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	95.0 %	1882	1882
				Arm 8 Left	8.00	5.0 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Scenario 15: '2038 DS AM No Peds' (FG7: '2038 Do Something AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	83.1 %	1875	1875
				Arm 6 Right	12.00	16.9 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	48.3 %	1709	1709
				Arm 6 Left	6.00	51.7 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.4 %	1894	1894
				Arm 8 Left	8.00	1.6 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 15

Scenario 16: '2038 DS PM No Peds' (FG8: '2038 Do Something PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	79.8 %	1868	1868
				Arm 6 Right	12.00	20.2 %		
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	45.1 %	1697	1697
				Arm 6 Left	6.00	54.9 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	95.0 %	1882	1882
				Arm 8 Left	8.00	5.0 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 16

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2032 Do Minimum AM'	08:00	09:00	01:00	
2: '2032 Do Minimum PM'	17:00	18:00	01:00	
3: '2038 Do Minimum AM'	08:00	09:00	01:00	
4: '2038 Do Minimum PM'	17:00	18:00	01:00	
5: '2032 Do Something AM'	08:00	09:00	01:00	
6: '2032 Do Something PM'	17:00	18:00	01:00	
7: '2038 Do Something AM'	08:00	09:00	01:00	
8: '2038 Do Something PM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2032 Do Minimum AM'****Desired Flow :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	543	354	40	937
	B	647	0	83	29	759
	C	613	31	0	12	656
	D	56	62	23	0	141
	Tot.	1316	636	460	81	2493

FG2: '2032 Do Minimum PM'**Desired Flow :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	614	392	40	1046
	B	588	0	135	36	759
	C	386	47	0	27	460
	D	23	30	15	0	68
	Tot.	997	691	542	103	2333

Detailed Input Data And Results

FG3: '2038 Do Minimum AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	566	366	40	972
	B	670	0	78	29	777
	C	601	23	0	12	636
	D	56	62	23	0	141
	Tot.	1327	651	467	81	2526

FG4: '2038 Do Minimum PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	658	407	40	1105
	B	595	0	137	36	768
	C	397	48	0	27	472
	D	23	30	15	0	68
	Tot.	1015	736	559	103	2413

FG5: '2032 Do Something AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	539	455	40	1034
	B	680	0	89	29	798
	C	672	85	0	12	769
	D	56	62	23	0	141
	Tot.	1408	686	567	81	2742

FG6: '2032 Do Something PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	592	459	40	1091
	B	586	0	142	36	764
	C	425	85	0	27	537
	D	23	30	15	0	68
	Tot.	1034	707	616	103	2460

Detailed Input Data And Results

FG7: '2038 Do Something AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	549	472	40	1061
	B	672	0	92	29	793
	C	662	84	0	12	758
	D	56	62	23	0	141
	Tot.	1390	695	587	81	2753

FG8: '2038 Do Something PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	632	480	40	1152
	B	585	0	142	36	763
	C	426	84	0	27	537
	D	23	30	15	0	68
	Tot.	1034	746	637	103	2520

Scenario 1: '2032 DM AM' (FG1: '2032 Do Minimum AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	543	354	40	937
	B	647	0	83	29	759
	C	613	31	0	12	656
	D	56	62	23	0	141
	Tot.	1316	636	460	81	2493

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 2: '2032 DM PM' (FG2: '2032 Do Minimum PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	614	392	40	1046
	B	588	0	135	36	759
	C	386	47	0	27	460
	D	23	30	15	0	68
	Tot.	997	691	542	103	2333

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2038 DM AM' (FG3: '2038 Do Minimum AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	566	366	40	972
	B	670	0	78	29	777
	C	601	23	0	12	636
	D	56	62	23	0	141
	Tot.	1327	651	467	81	2526

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 4: '2038 DM PM' (FG4: '2038 Do Minimum PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	658	407	40	1105
	B	595	0	137	36	768
	C	397	48	0	27	472
	D	23	30	15	0	68
	Tot.	1015	736	559	103	2413

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '2032 DS AM' (FG5: '2032 Do Something AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	539	455	40	1034
	B	680	0	89	29	798
	C	672	85	0	12	769
	D	56	62	23	0	141
	Tot.	1408	686	567	81	2742

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 6: '2032 DS PM' (FG6: '2032 Do Something PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	592	459	40	1091
	B	586	0	142	36	764
	C	425	85	0	27	537
	D	23	30	15	0	68
	Tot.	1034	707	616	103	2460

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 7: '2038 DS AM' (FG7: '2038 Do Something AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	549	472	40	1061
	B	672	0	92	29	793
	C	662	84	0	12	758
	D	56	62	23	0	141
	Tot.	1390	695	587	81	2753

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 8: '2038 DS PM' (FG8: '2038 Do Something PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	632	480	40	1152
	B	585	0	142	36	763
	C	426	84	0	27	537
	D	23	30	15	0	68
	Tot.	1034	746	637	103	2520

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 9: '2032 DM AM No Peds' (FG1: '2032 Do Minimum AM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	543	354	40	937
	B	647	0	83	29	759
	C	613	31	0	12	656
	D	56	62	23	0	141
	Tot.	1316	636	460	81	2493

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 10: '2032 DM PM No Peds' (FG2: '2032 Do Minimum PM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	614	392	40	1046
	B	588	0	135	36	759
	C	386	47	0	27	460
	D	23	30	15	0	68
	Tot.	997	691	542	103	2333

Traffic Flows, Difference**Difference :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 11: '2038 DM AM No Peds' (FG3: '2038 Do Minimum AM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	566	366	40	972
	B	670	0	78	29	777
	C	601	23	0	12	636
	D	56	62	23	0	141
	Tot.	1327	651	467	81	2526

Traffic Flows, Difference**Difference :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 12: '2038 DM PM No Peds' (FG4: '2038 Do Minimum PM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	658	407	40	1105
	B	595	0	137	36	768
	C	397	48	0	27	472
	D	23	30	15	0	68
	Tot.	1015	736	559	103	2413

Traffic Flows, Difference**Difference :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 13: '2032 DS AM No Peds' (FG5: '2032 Do Something AM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	539	455	40	1034
	B	680	0	89	29	798
	C	672	85	0	12	769
	D	56	62	23	0	141
	Tot.	1408	686	567	81	2742

Traffic Flows, Difference**Difference :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 14: '2032 DS PM No Peds' (FG6: '2032 Do Something PM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	592	459	40	1091
	B	586	0	142	36	764
	C	425	85	0	27	537
	D	23	30	15	0	68
	Tot.	1034	707	616	103	2460

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 15: '2038 DS AM No Peds' (FG7: '2038 Do Something AM', Plan 2: 'No Peds')**Traffic Flows, Actual****Actual Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	549	472	40	1061
	B	672	0	92	29	793
	C	662	84	0	12	758
	D	56	62	23	0	141
	Tot.	1390	695	587	81	2753

Traffic Flows, Difference**Difference :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 16: '2038 DS PM No Peds' (FG8: '2038 Do Something PM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	632	480	40	1152
	B	585	0	142	36	763
	C	426	84	0	27	537
	D	23	30	15	0	68
	Tot.	1034	746	637	103	2520

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

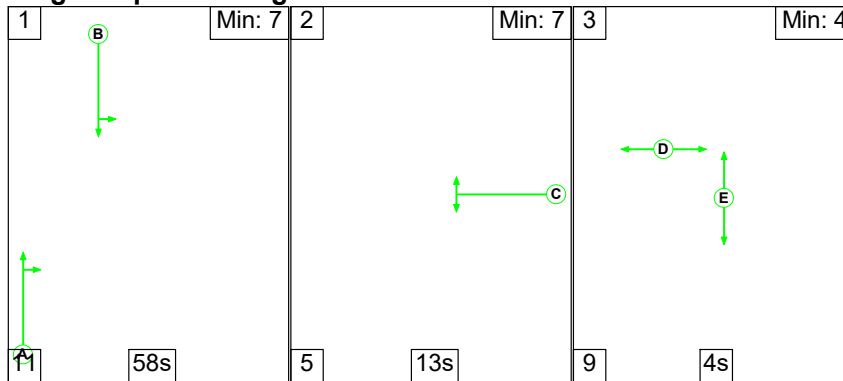
Traffic Lane Flows

Lane	Scenario 1: 2032 DM AM	Scenario 2: 2032 DM PM	Scenario 3: 2038 DM AM	Scenario 4: 2038 DM PM	Scenario 5: 2032 DS AM	Scenario 6: 2032 DS PM
Junction: Basingstoke Road/Church Lane/Grazeley Road						
1/1	762	486	742	498	875	563
2/1	937	1046	972	1105	1034	1091
3/1 (short)	112	171	107	173	118	178
3/2 (with short)	759(In) 647(Out)	759(In) 588(Out)	777(In) 670(Out)	768(In) 595(Out)	798(In) 680(Out)	764(In) 586(Out)
4/1 (with short)	506(In) 437(Out)	603(In) 527(Out)	513(In) 444(Out)	620(In) 544(Out)	613(In) 544(Out)	677(In) 601(Out)
4/2 (short)	69	76	69	76	69	76
5/1	1316	997	1327	1015	1408	1034
6/1	636	691	651	736	686	707
7/1	141	68	141	68	141	68
8/1	81	103	81	103	81	103
9/1	656	460	636	472	769	537
10/1	460	542	467	559	567	616

Detailed Input Data And Results

Lane	Scenario 7: 2038 DS AM	Scenario 8: 2038 DS PM	Scenario 9: 2032 DM AM No Peds	Scenario 10: 2032 DM PM No Peds	Scenario 11: 2038 DM AM No Peds	Scenario 12: 2038 DM PM No Peds
Junction: Basingstoke Road/Church Lane/Grazeley Road						
1/1	864	563	762	486	742	498
2/1	1061	1152	937	1046	972	1105
3/1 (short)	121	178	112	171	107	173
3/2 (with short)	793(In) 672(Out)	763(In) 585(Out)	759(In) 647(Out)	759(In) 588(Out)	777(In) 670(Out)	768(In) 595(Out)
4/1 (with short)	633(In) 564(Out)	698(In) 622(Out)	506(In) 437(Out)	603(In) 527(Out)	513(In) 444(Out)	620(In) 544(Out)
4/2 (short)	69	76	69	76	69	76
5/1	1390	1034	1316	997	1327	1015
6/1	695	746	636	691	651	736
7/1	141	68	141	68	141	68
8/1	81	103	81	103	81	103
9/1	758	537	656	460	636	472
10/1	587	637	460	542	467	559

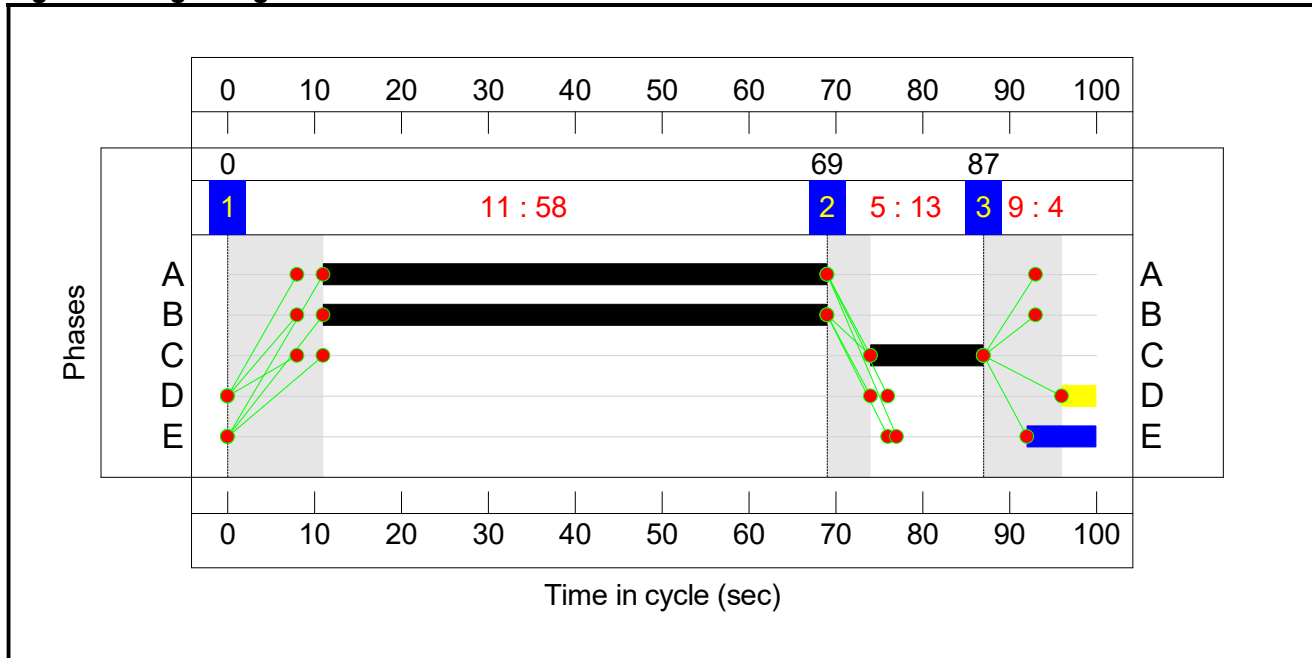
Lane	Scenario 13: 2032 DS AM No Peds	Scenario 14: 2032 DS PM No Peds	Scenario 15: 2038 DS AM No Peds	Scenario 16: 2038 DS PM No Peds
Junction: Basingstoke Road/Church Lane/Grazeley Road				
1/1	875	563	864	563
2/1	1034	1091	1061	1152
3/1 (short)	118	178	121	178
3/2 (with short)	798(In) 680(Out)	764(In) 586(Out)	793(In) 672(Out)	763(In) 585(Out)
4/1 (with short)	613(In) 544(Out)	677(In) 601(Out)	633(In) 564(Out)	698(In) 622(Out)
4/2 (short)	69	76	69	76
5/1	1408	1034	1390	1034
6/1	686	707	695	746
7/1	141	68	141	68
8/1	81	103	81	103
9/1	769	537	758	537
10/1	567	616	587	637

Scenario 1: '2032 DM AM' (FG1: '2032 Do Minimum AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3
Duration	58	13	4
Change Point	0	69	87

Phase Timings

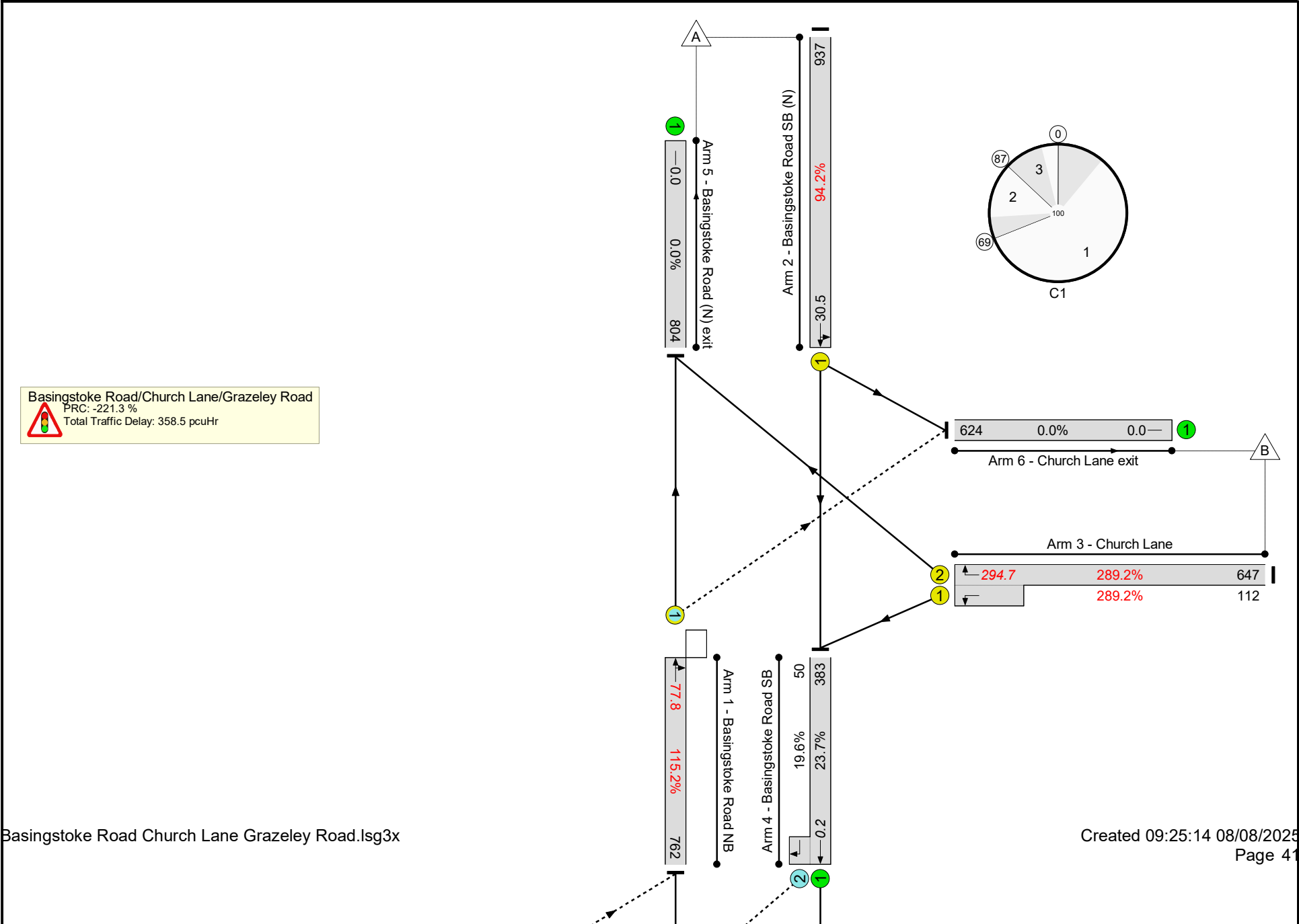
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	58	11	69
B	Basingstoke Road SB (N) Ahead Left	Traffic	58	11	69
C	Church Lane Left Right	Traffic	13	74	87
D	Pedestrians across	Pedestrian	4	96	0
E	Pedestrians across	Pedestrian	8	92	0

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	69
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	69
3/1	Church Lane Left	U	C	74	87
3/2	Church Lane Right	U	C	74	87

Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results



Detailed Input Data And Results

Network Results

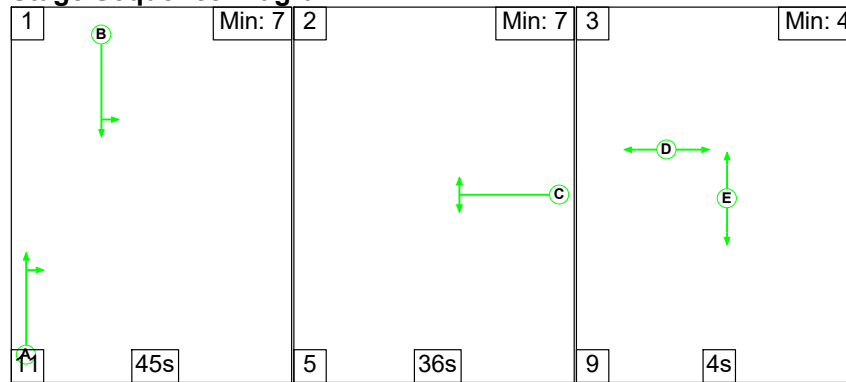
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	289.2%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	289.2%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	58	-	-	762	1886	661	115.2%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	58	-	-	937	1686	995	94.2%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	13	-	-	759	1702:1760	224+39	289.2 : 289.2%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	506	1915:1613	1613+255	23.7 : 19.6%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1316	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	530	26.6%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	656	1894	1894	34.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%

Detailed 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	-	-	222	0	50	47.6	310.1	0.9	358.5	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	222	0	50	47.6	310.1	0.9	358.5	-	-	-	-	
1/1	762	661	31	0	50	7.0	53.9	0.9	61.8	291.9	24.0	53.9	77.8	
2/1	937	937	-	-	-	4.9	6.6	-	11.5	44.3	23.9	6.6	30.5	
3/2+3/1	759	262	-	-	-	35.6	249.0	-	284.6	1350.0	45.7	249.0	294.7	
4/1+4/2	433	433	50	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2	
8/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	656	656	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -221.3 Total Delay for Signalled Lanes (pcuHr): 357.93 Cycle Time (s): 100 PRC Over All Lanes (%): -221.3 Total Delay Over All Lanes(pcuHr): 358.53														

Scenario 2: '2032 DM PM' (FG2: '2032 Do Minimum PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



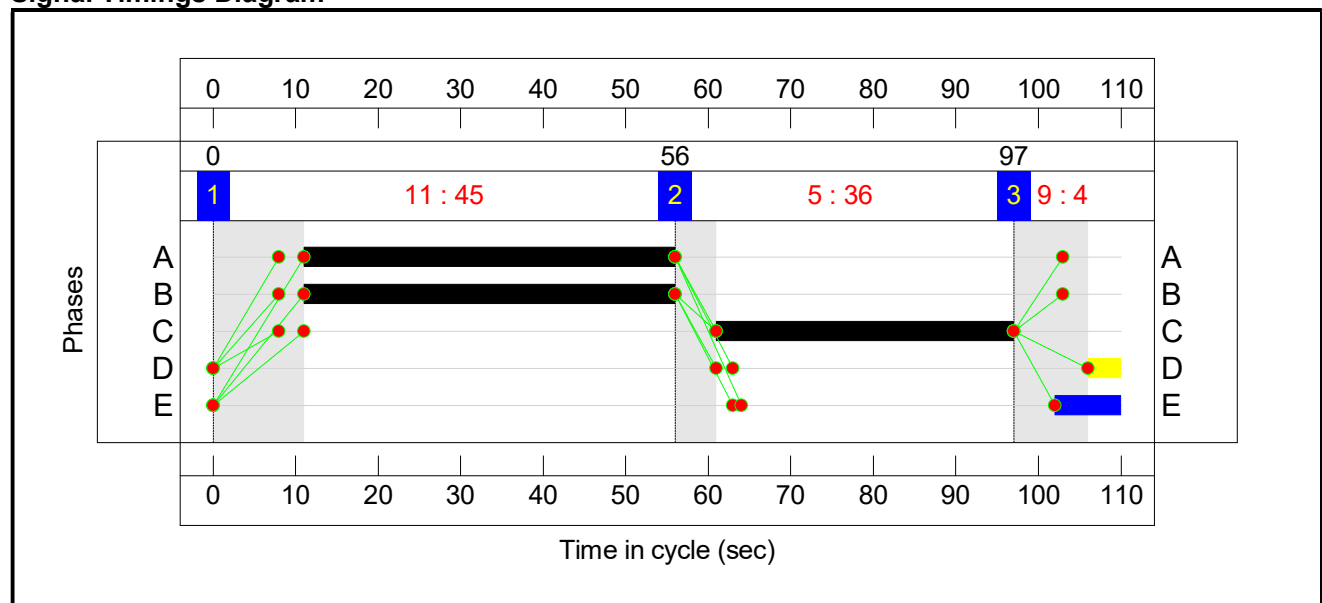
Stage Timings

Stage	1	2	3
Duration	45	36	4
Change Point	0	56	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	45	11	56
B	Basingstoke Road SB (N) Ahead Left	Traffic	45	11	56
C	Church Lane Left Right	Traffic	36	61	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

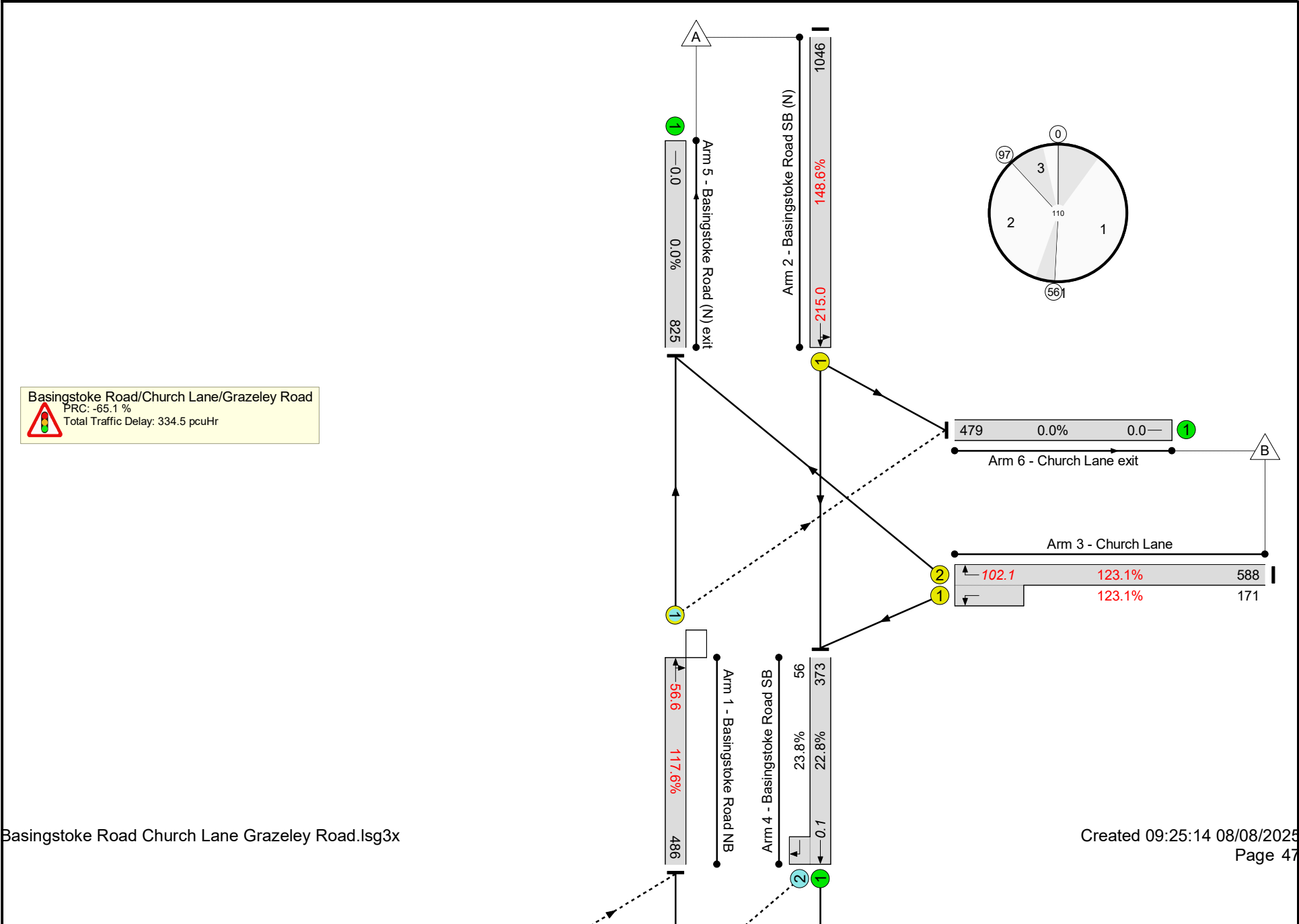
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	56
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	56
3/1	Church Lane Left	U	C	61	97
3/2	Church Lane Right	U	C	61	97

Detailed Input Data And Results



Detailed Input Data And Results

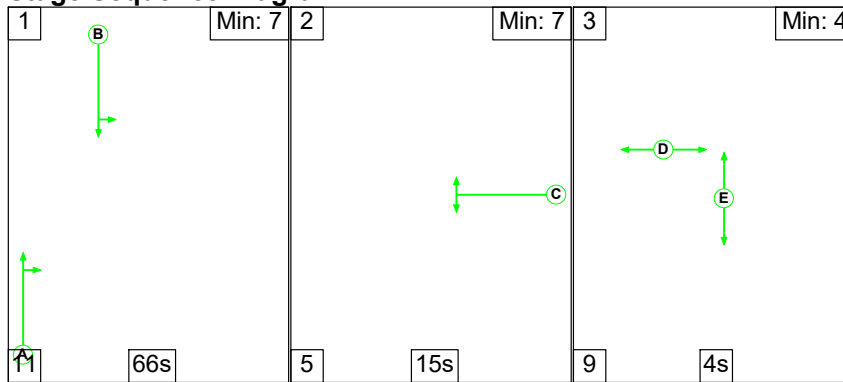
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	148.6%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	148.6%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	45	-	-	486	1878	413	117.6%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	45	-	-	1046	1683	704	148.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	36	-	-	759	1702:1760	478+139	123.1 : 123.1%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	603	1915:1613	1635+236	22.8 : 23.8%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	691	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	565	12.0%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	460	1879	1879	24.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%

Detailed 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	-	-	124	0	65	47.6	286.3	0.7	334.5	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	124	0	65	47.6	286.3	0.7	334.5	-	-	-	-	
1/1	486	413	0	0	65	6.8	39.5	0.7	47.0	348.0	17.1	39.5	56.6	
2/1	1046	704	-	-	-	26.8	172.6	-	199.5	686.4	42.4	172.6	215.0	
3/2+3/1	759	617	-	-	-	13.9	73.8	-	87.7	416.1	28.3	73.8	102.1	
4/1+4/2	430	430	56	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
5/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	
8/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	460	460	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -65.1 Total Delay for Signalled Lanes (pcuHr): 334.16 Cycle Time (s): 110 PRC Over All Lanes (%): -65.1 Total Delay Over All Lanes(pcuHr): 334.54														

Stage Sequence Diagram



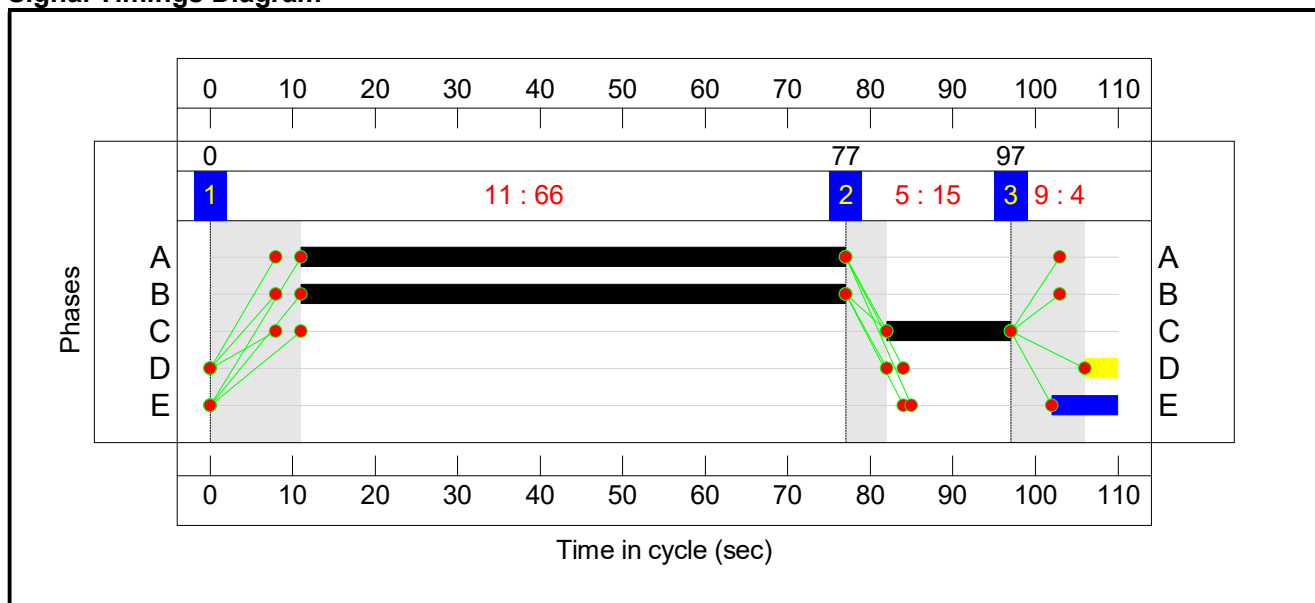
Stage Timings

Stage	1	2	3
Duration	66	15	4
Change Point	0	77	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	66	11	77
B	Basingstoke Road SB (N) Ahead Left	Traffic	66	11	77
C	Church Lane Left Right	Traffic	15	82	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

Signal Timings Diagram

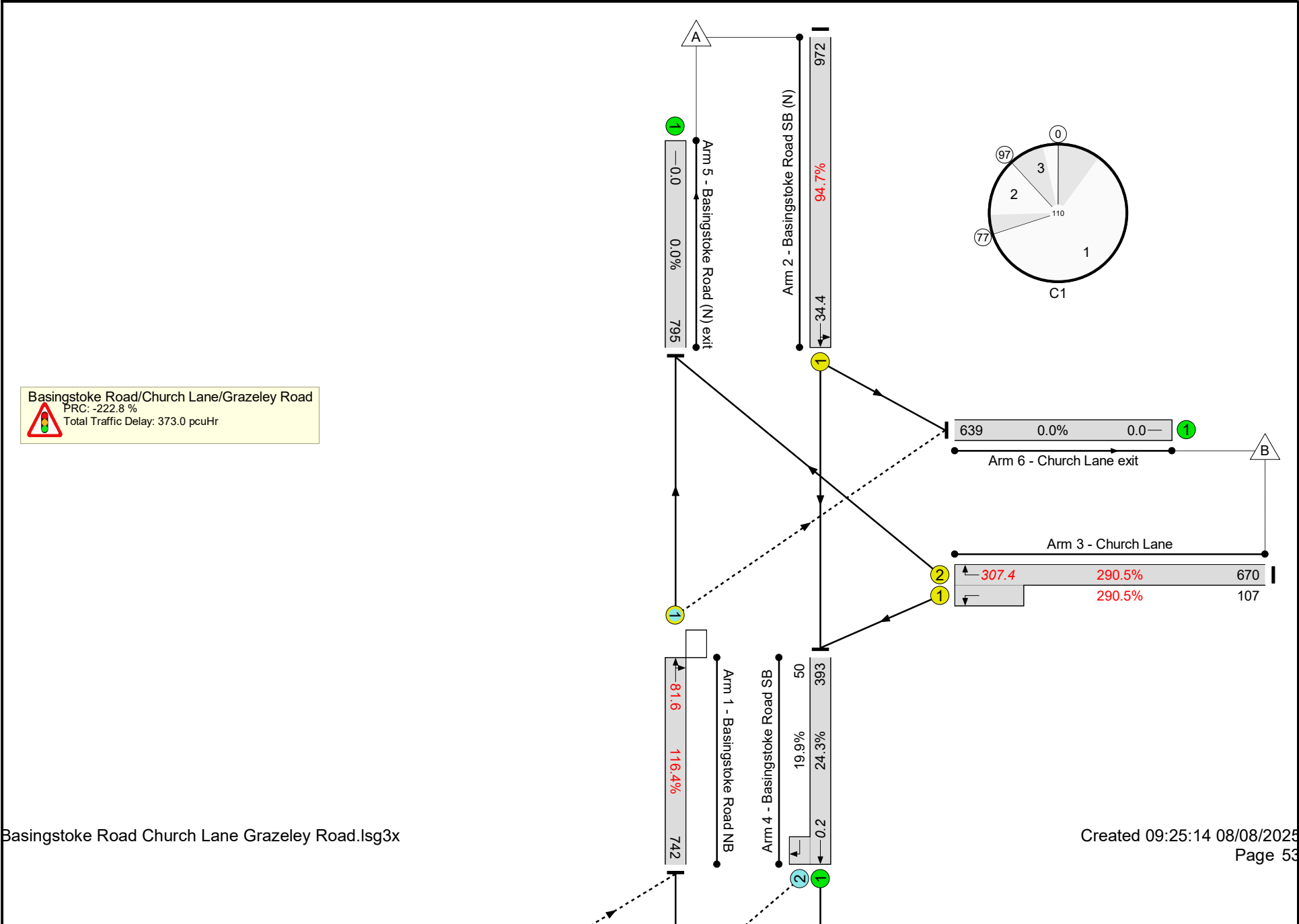


Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	77
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	77
3/1	Church Lane Left	U	C	82	97
3/2	Church Lane Right	U	C	82	97

Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results



Detailed Input Data And Results

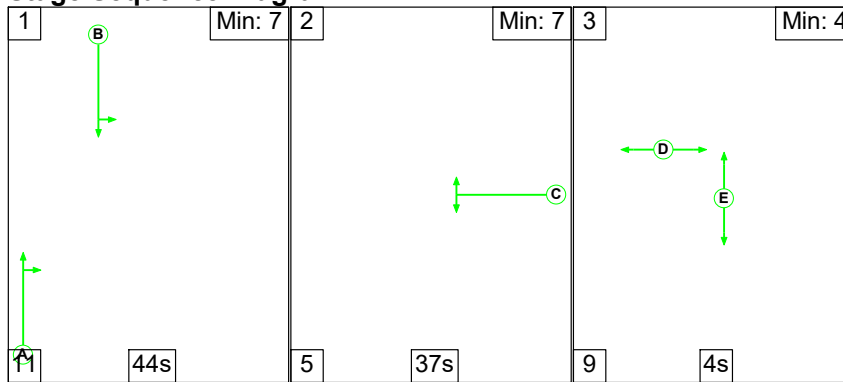
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	290.5%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	290.5%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	66	-	-	742	1888	637	116.4%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	66	-	-	972	1685	1026	94.7%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	15	-	-	777	1702:1760	231+37	290.5 : 290.5%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	513	1915:1613	1617+251	24.3 : 19.9%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1327	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	651	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	534	26.4%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	636	1893	1893	33.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%

Detailed 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	-	-	219	0	45	53.1	318.9	0.9	373.0	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	219	0	45	53.1	318.9	0.9	373.0	-	-	-	-	
1/1	742	637	28	0	45	7.4	55.7	0.9	64.0	310.7	25.9	55.7	81.6	
2/1	972	972	-	-	-	5.4	7.1	-	12.5	46.1	27.3	7.1	34.4	
3/2+3/1	777	267	-	-	-	40.4	255.5	-	295.9	1370.9	51.9	255.5	307.4	
4/1+4/2	443	443	50	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2	
8/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
10/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -222.8 PRC Over All Lanes (%): -222.8 Total Delay for Signalled Lanes (pcuHr): 372.37 Total Delay Over All Lanes(pcuHr): 372.95 Cycle Time (s): 110														

Stage Sequence Diagram



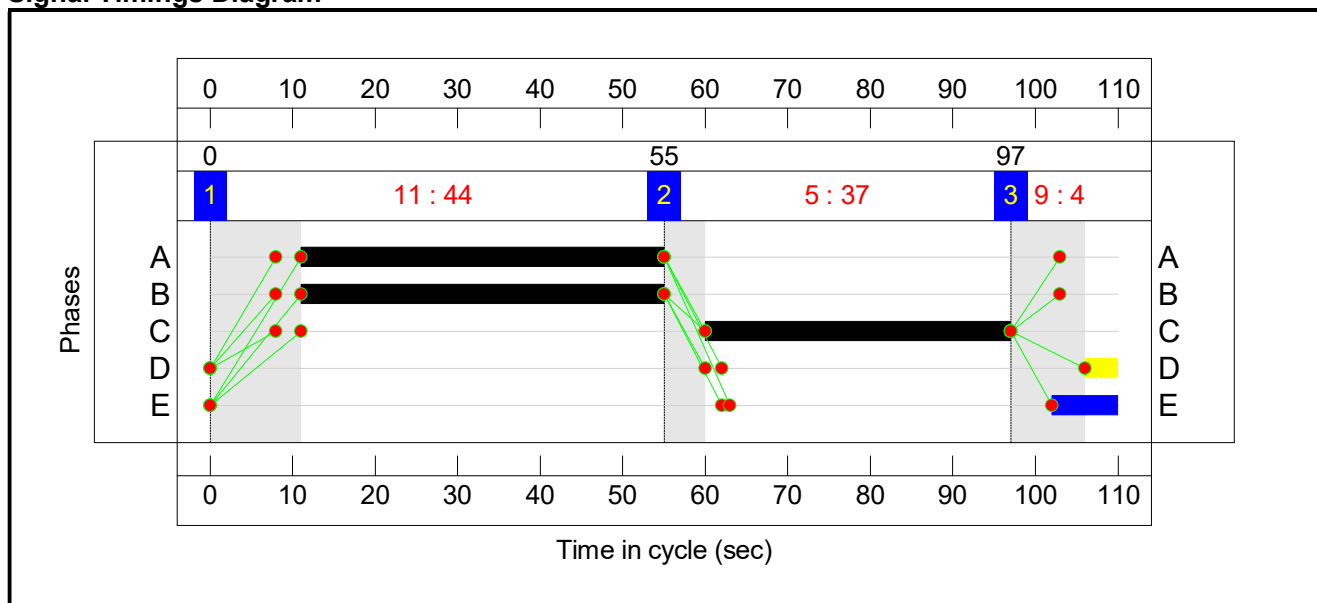
Stage Timings

Stage	1	2	3
Duration	44	37	4
Change Point	0	55	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	44	11	55
B	Basingstoke Road SB (N) Ahead Left	Traffic	44	11	55
C	Church Lane Left Right	Traffic	37	60	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

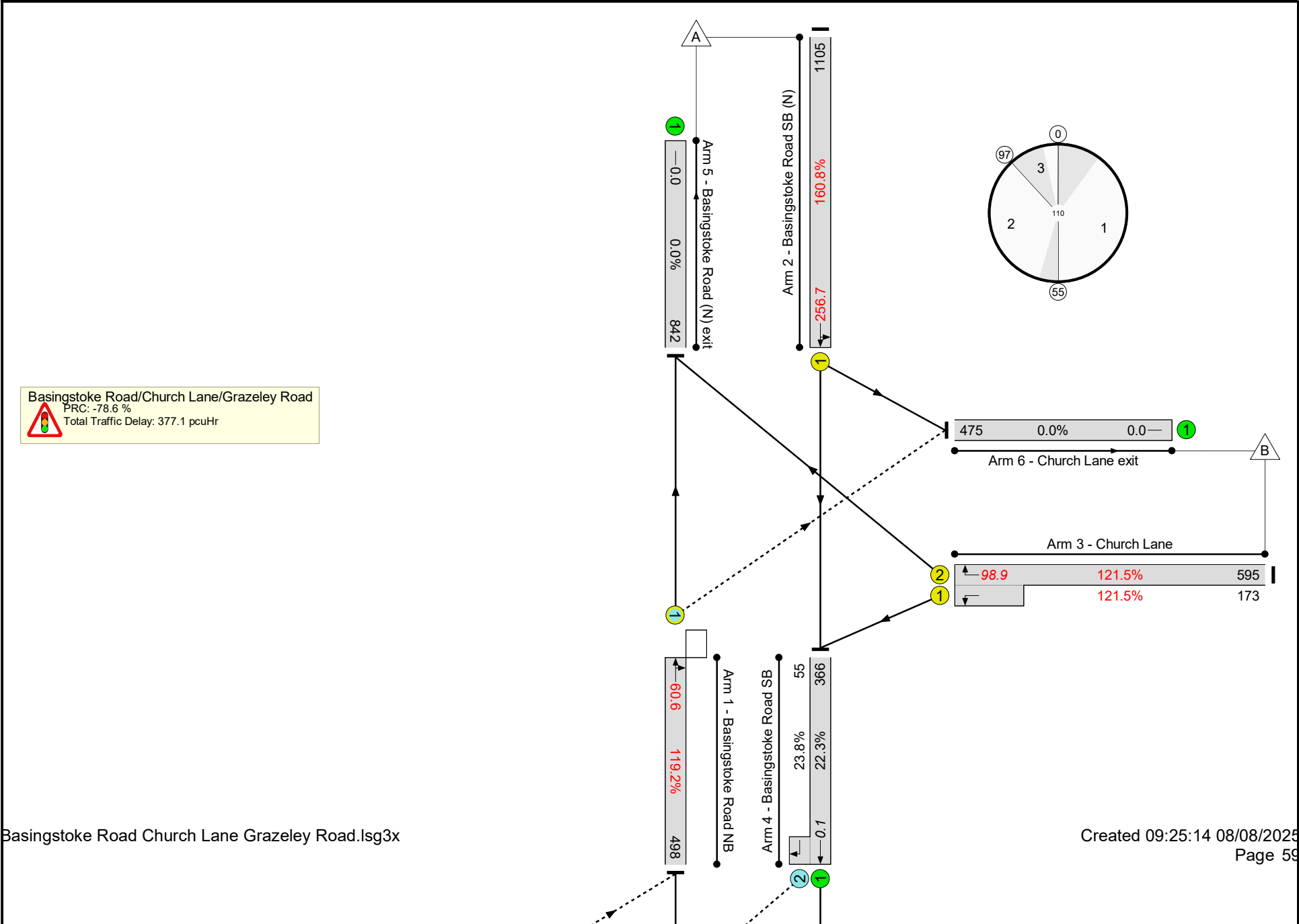
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	55
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	55
3/1	Church Lane Left	U	C	60	97
3/2	Church Lane Right	U	C	60	97

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	160.8%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	160.8%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	44	-	-	498	1878	418	119.2%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	44	-	-	1105	1680	687	160.8%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	37	-	-	768	1702:1760	490+142	121.5 : 121.5%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	620	1915:1613	1643+229	22.3 : 23.8%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	736	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	563	12.1%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	472	1880	1880	25.1%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%

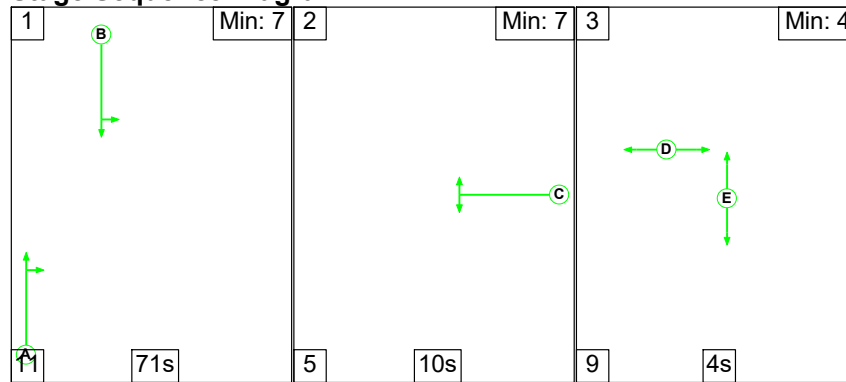
Detailed Input Data And Results

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	-	-	123	0	65	52.3	324.2	0.6	377.1	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	123	0	65	52.3	324.2	0.6	377.1	-	-	-	-	
1/1	498	418	0	0	65	7.4	42.9	0.6	51.0	368.8	17.7	42.9	60.6	
2/1	1105	687	-	-	-	31.4	210.2	-	241.6	787.2	46.5	210.2	256.7	
3/2+3/1	768	632	-	-	-	13.4	70.7	-	84.1	394.2	28.2	70.7	98.9	
4/1+4/2	420	420	55	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
5/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1	
8/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	472	472	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -78.6 PRC Over All Lanes (%): -78.6 Total Delay for Signalled Lanes (pcuHr): 376.73 Total Delay Over All Lanes(pcuHr): 377.11 Cycle Time (s): 110														

Detailed Input Data And Results

Scenario 5: '2032 DS AM' (FG5: '2032 Do Something AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



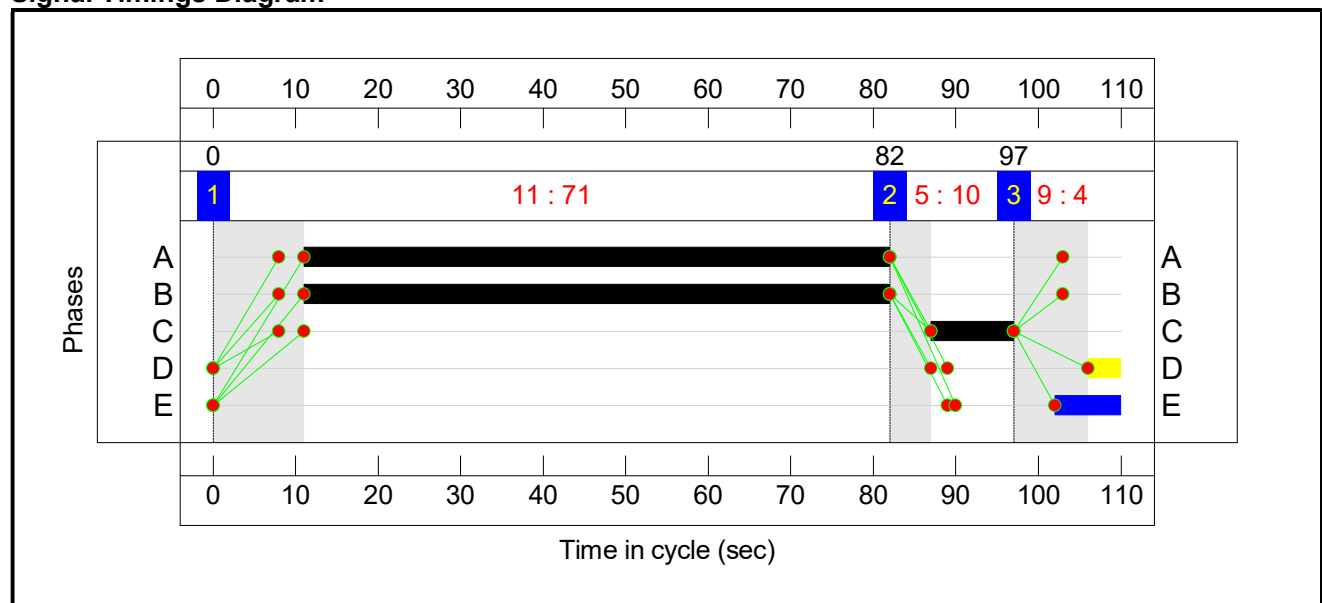
Stage Timings

Stage	1	2	3
Duration	71	10	4
Change Point	0	82	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	71	11	82
B	Basingstoke Road SB (N) Ahead Left	Traffic	71	11	82
C	Church Lane Left Right	Traffic	10	87	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

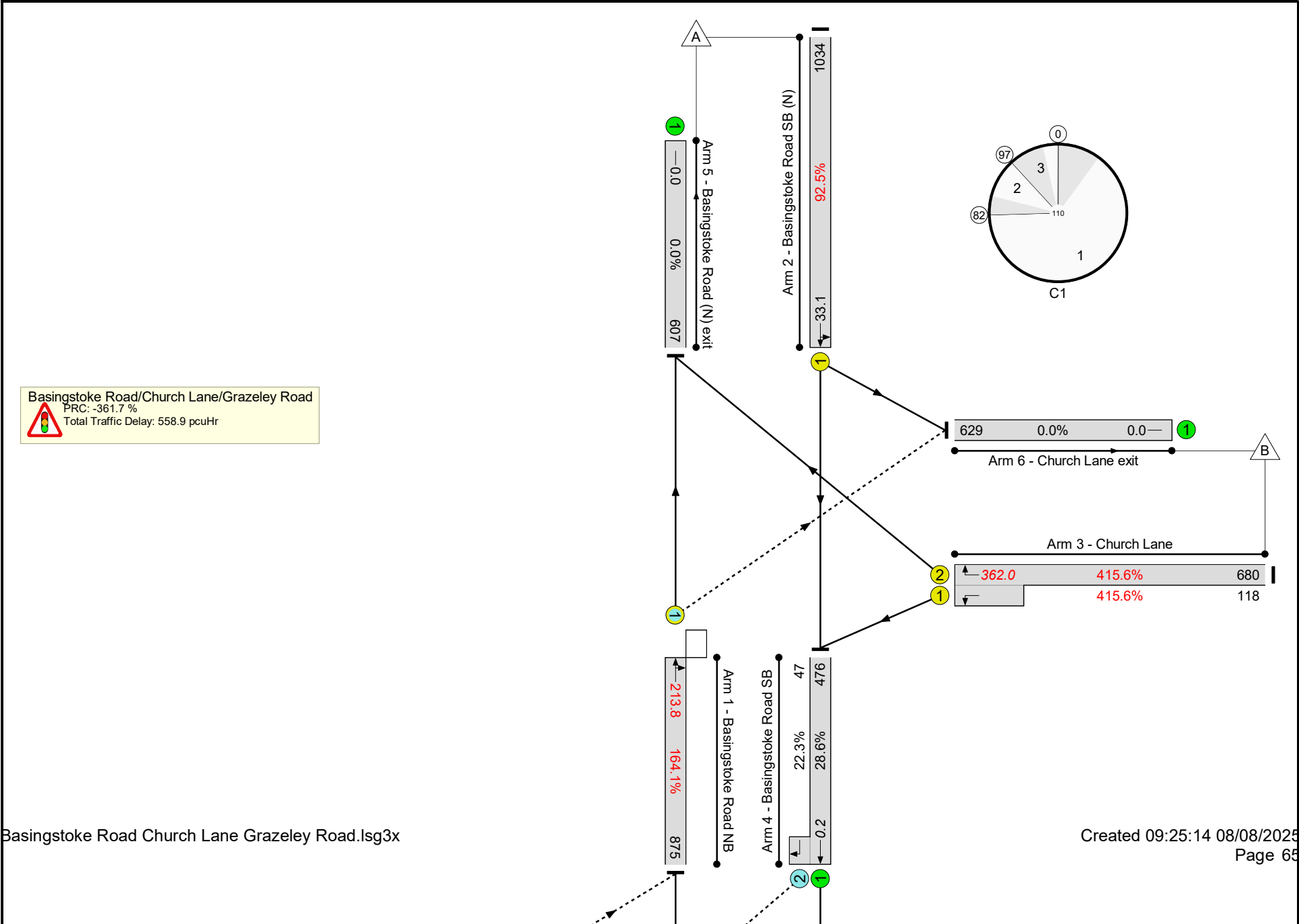
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	82
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	82
3/1	Church Lane Left	U	C	87	97
3/2	Church Lane Right	U	C	87	97

Detailed Input Data And Results



Detailed Input Data And Results

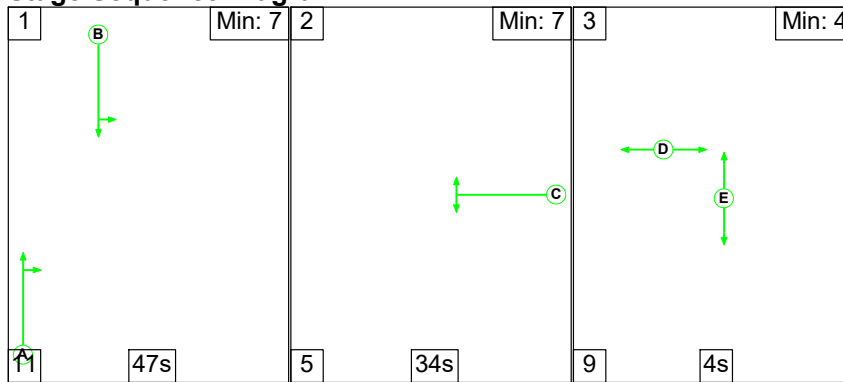
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	415.6%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	415.6%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	71	-	-	875	1876	533	164.1%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	71	-	-	1034	1707	1117	92.5%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	10	-	-	798	1702:1760	164+28	415.6 : 415.6%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	613	1915:1613	1664+211	28.6 : 22.3%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1408	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	497	28.4%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	769	1894	1894	40.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%

Detailed 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	-	-	225	0	52	75.7	482.1	1.1	558.9	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	225	0	52	75.7	482.1	1.1	558.9	-	-	-	-	
1/1	875	533	37	0	52	23.9	172.2	1.1	197.2	811.2	41.6	172.2	213.8	
2/1	1034	1034	-	-	-	4.8	5.5	-	10.3	35.7	27.6	5.5	33.1	
3/2+3/1	798	192	-	-	-	47.1	303.6	-	350.7	1582.2	58.3	303.6	362.0	
4/1+4/2	523	523	47	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	5.0	0.0	0.2	0.2	
8/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	769	769	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -361.7 PRC Over All Lanes (%): -361.7 Total Delay for Signalled Lanes (pcuHr): 558.14 Total Delay Over All Lanes(pcuHr): 558.87 Cycle Time (s): 110														

Stage Sequence Diagram



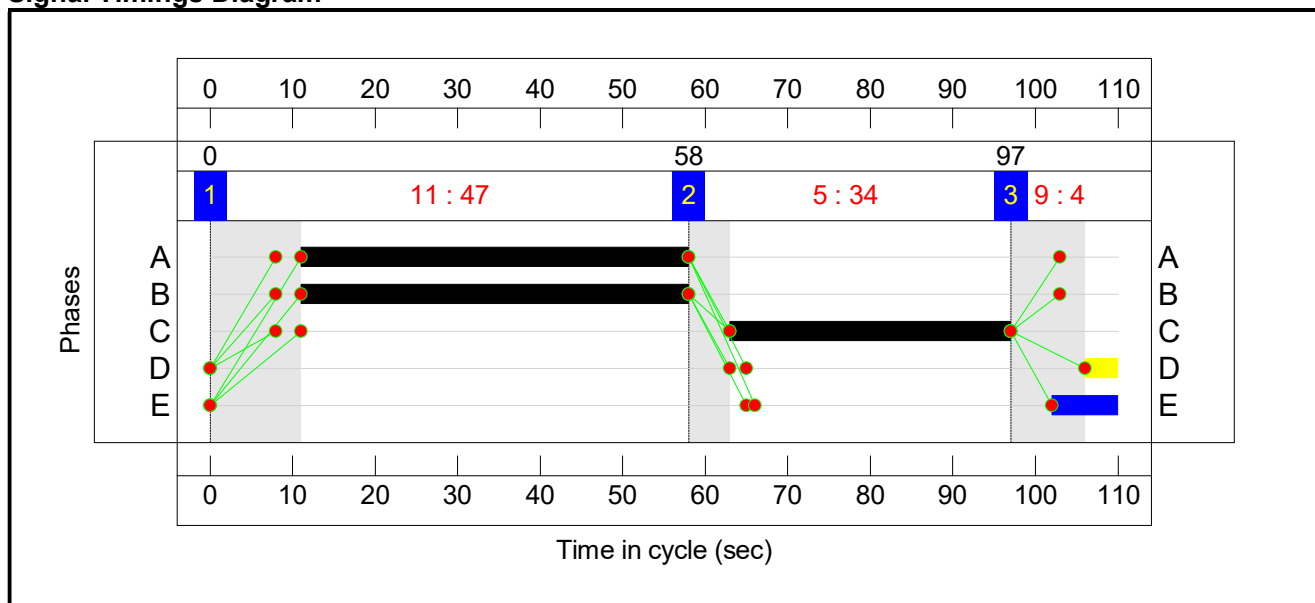
Stage Timings

Stage	1	2	3
Duration	47	34	4
Change Point	0	58	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	47	11	58
B	Basingstoke Road SB (N) Ahead Left	Traffic	47	11	58
C	Church Lane Left Right	Traffic	34	63	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

Signal Timings Diagram

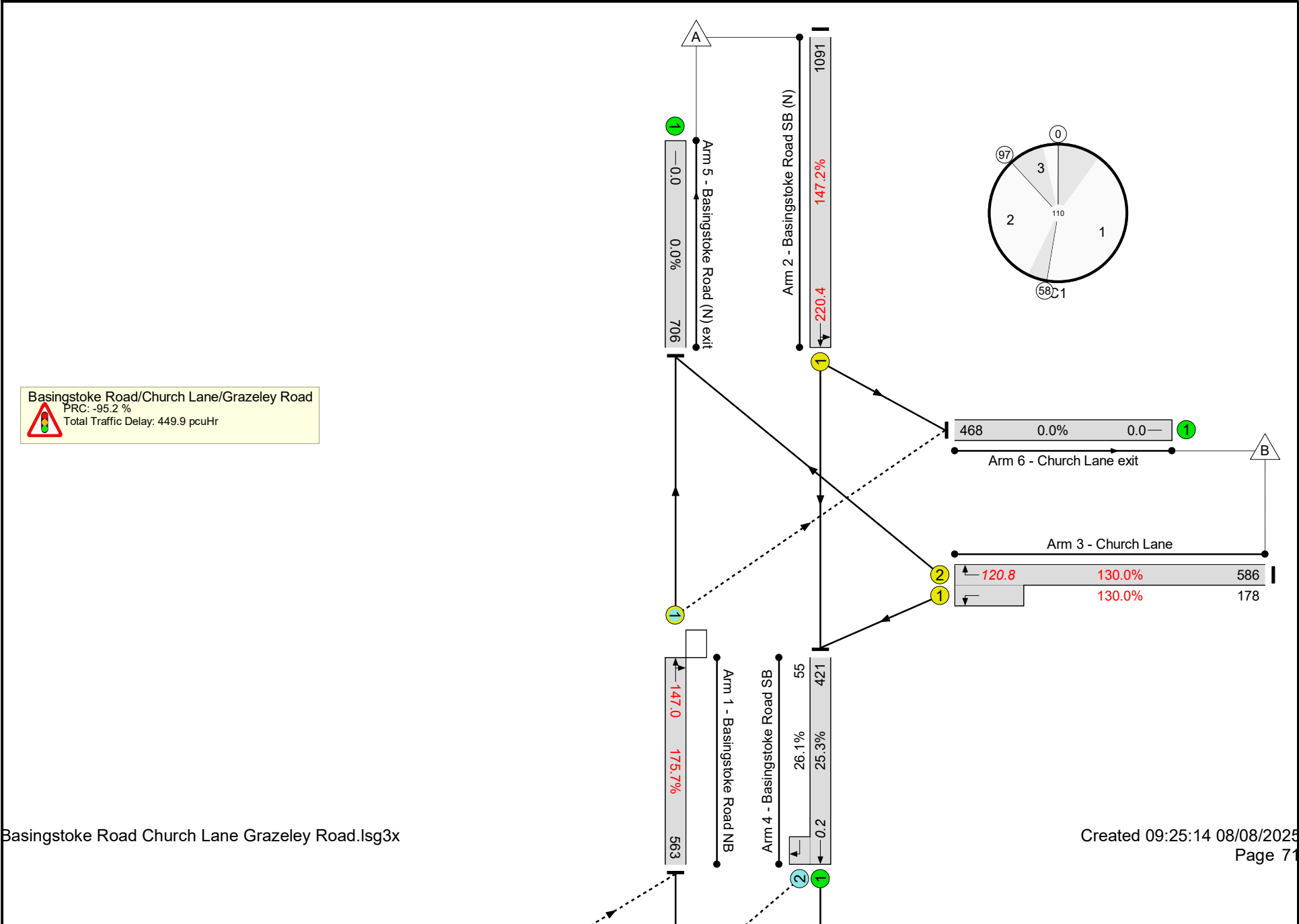


Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	58
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	58
3/1	Church Lane Left	U	C	63	97
3/2	Church Lane Right	U	C	63	97

Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results



Detailed Input Data And Results

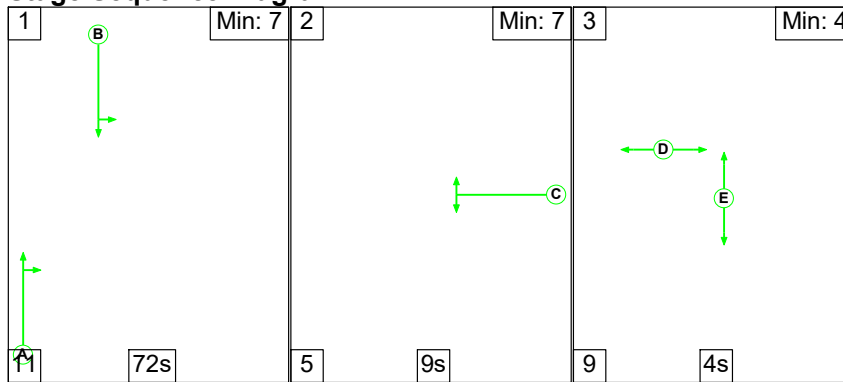
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	175.7%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	175.7%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	47	-	-	563	1867	320	175.7%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	47	-	-	1091	1699	741	147.2%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	34	-	-	764	1702:1760	451+137	130.0 : 130.0%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	677	1915:1613	1665+211	25.3 : 26.1%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1034	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	707	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	544	12.5%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	537	1882	1882	28.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%

Detailed 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	-	-	123	0	65	59.6	389.6	0.7	449.9	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	123	0	65	59.6	389.6	0.7	449.9	-	-	-	-	
1/1	563	320	0	0	65	15.9	122.4	0.7	139.1	889.4	24.6	122.4	147.0	
2/1	1091	741	-	-	-	27.2	176.4	-	203.6	671.7	44.0	176.4	220.4	
3/2+3/1	764	588	-	-	-	16.5	90.3	-	106.8	503.2	30.5	90.3	120.8	
4/1+4/2	476	476	55	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1	
8/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	537	537	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -95.2 PRC Over All Lanes (%): -95.2 Total Delay for Signalled Lanes (pcuHr): 449.46 Total Delay Over All Lanes(pcuHr): 449.90 Cycle Time (s): 110														

Stage Sequence Diagram



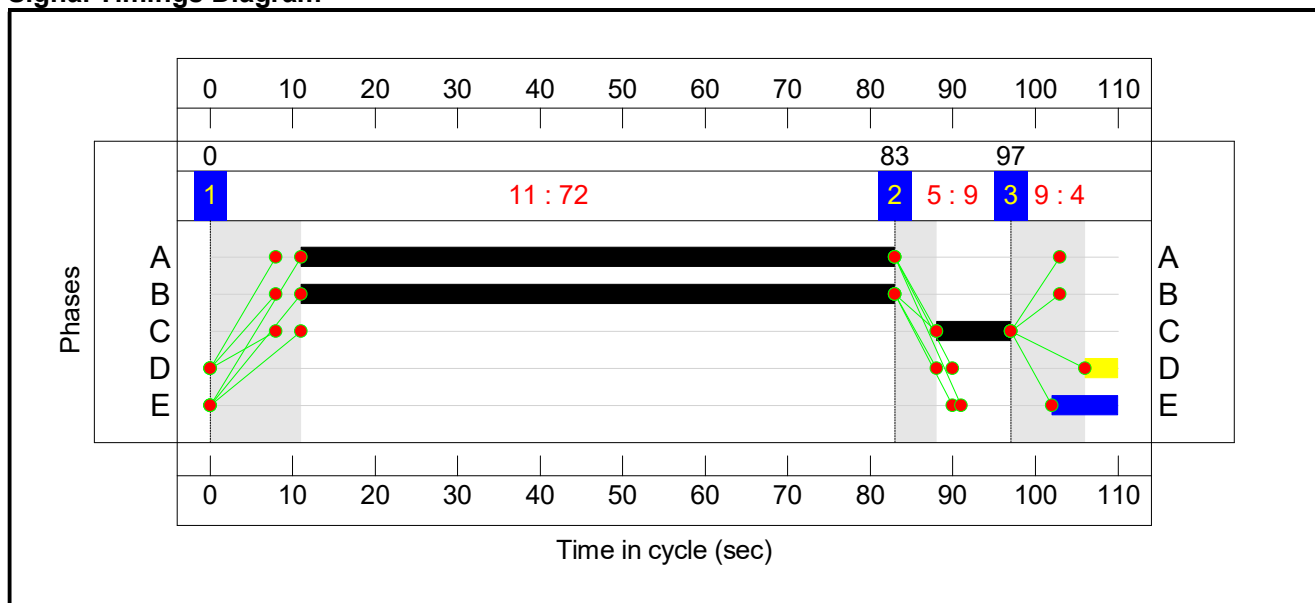
Stage Timings

Stage	1	2	3
Duration	72	9	4
Change Point	0	83	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	72	11	83
B	Basingstoke Road SB (N) Ahead Left	Traffic	72	11	83
C	Church Lane Left Right	Traffic	9	88	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

Signal Timings Diagram

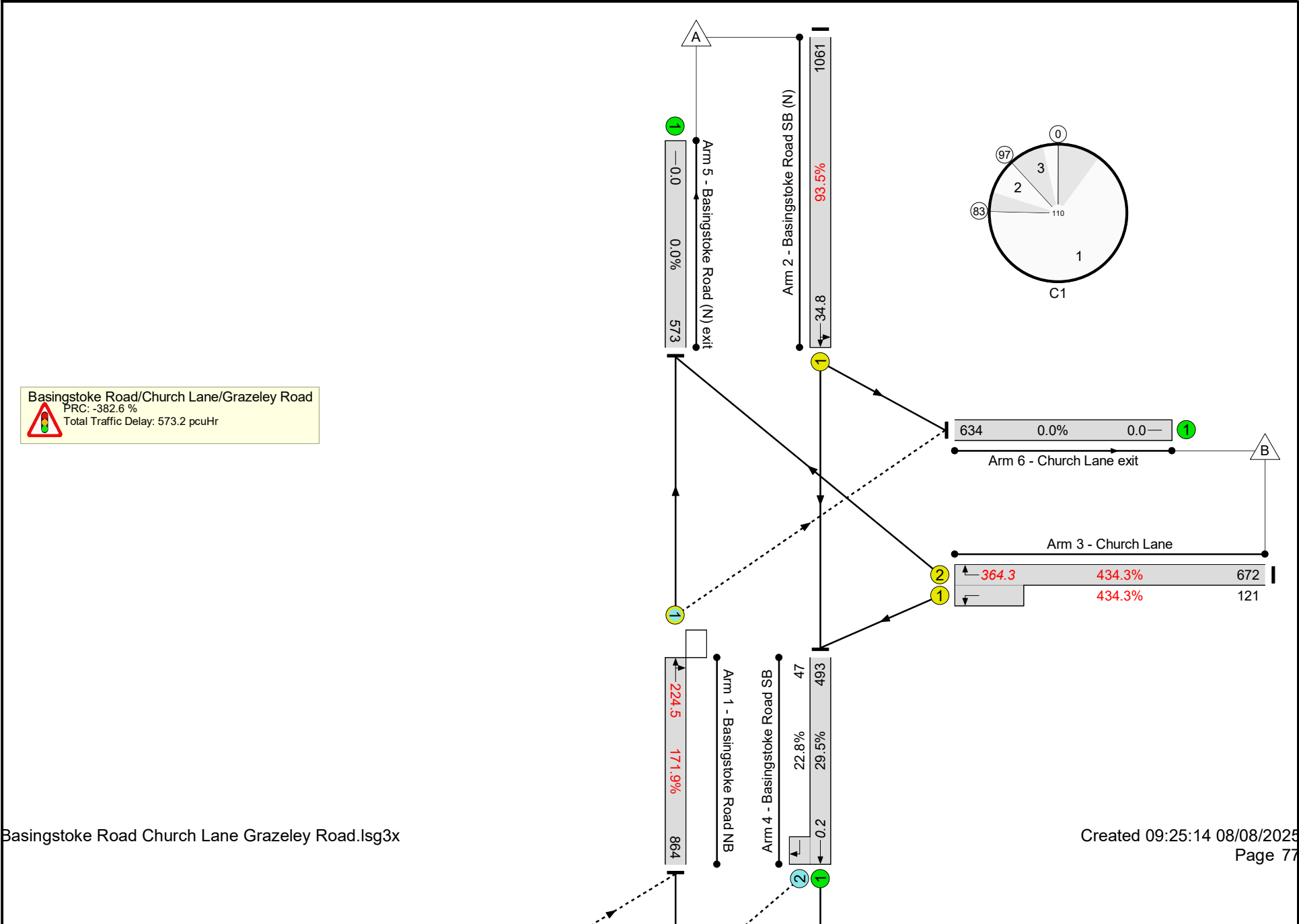


Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	83
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	83
3/1	Church Lane Left	U	C	88	97
3/2	Church Lane Right	U	C	88	97

Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results



Detailed Input Data And Results

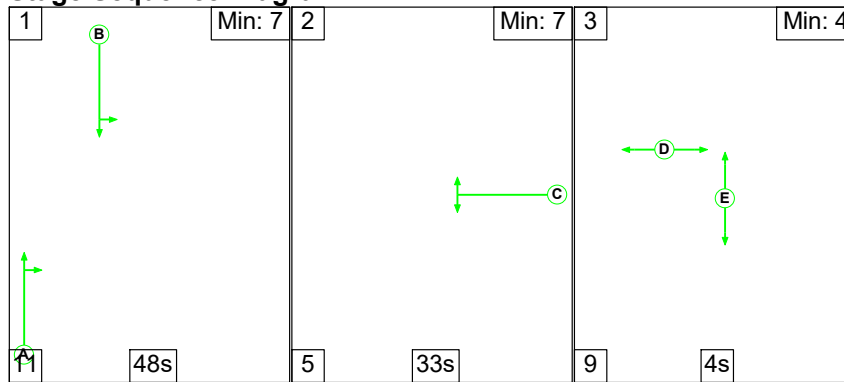
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	434.3%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	434.3%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	72	-	-	864	1875	503	171.9%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	72	-	-	1061	1709	1134	93.5%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	9	-	-	793	1702:1760	155+28	434.3 : 434.3%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	633	1915:1613	1672+205	29.5 : 22.8%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1390	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	499	28.3%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	758	1894	1894	40.0%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	587	Inf	Inf	0.0%

Detailed 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	-	-	218	0	54	77.4	494.6	1.1	573.2	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	218	0	54	77.4	494.6	1.1	573.2	-	-	-	-	
1/1	864	503	31	0	54	25.2	181.8	1.1	208.2	867.4	42.7	181.8	224.5	
2/1	1061	1061	-	-	-	4.8	6.2	-	11.0	37.5	28.6	6.2	34.8	
3/2+3/1	793	183	-	-	-	47.4	305.9	-	353.2	1603.6	58.4	305.9	364.3	
4/1+4/2	540	540	47	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	5.0	0.0	0.2	0.2	
8/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	758	758	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -382.6 PRC Over All Lanes (%): -382.6 Total Delay for Signalled Lanes (pcuHr): 572.43 Total Delay Over All Lanes(pcuHr): 573.16 Cycle Time (s): 110														

Stage Sequence Diagram



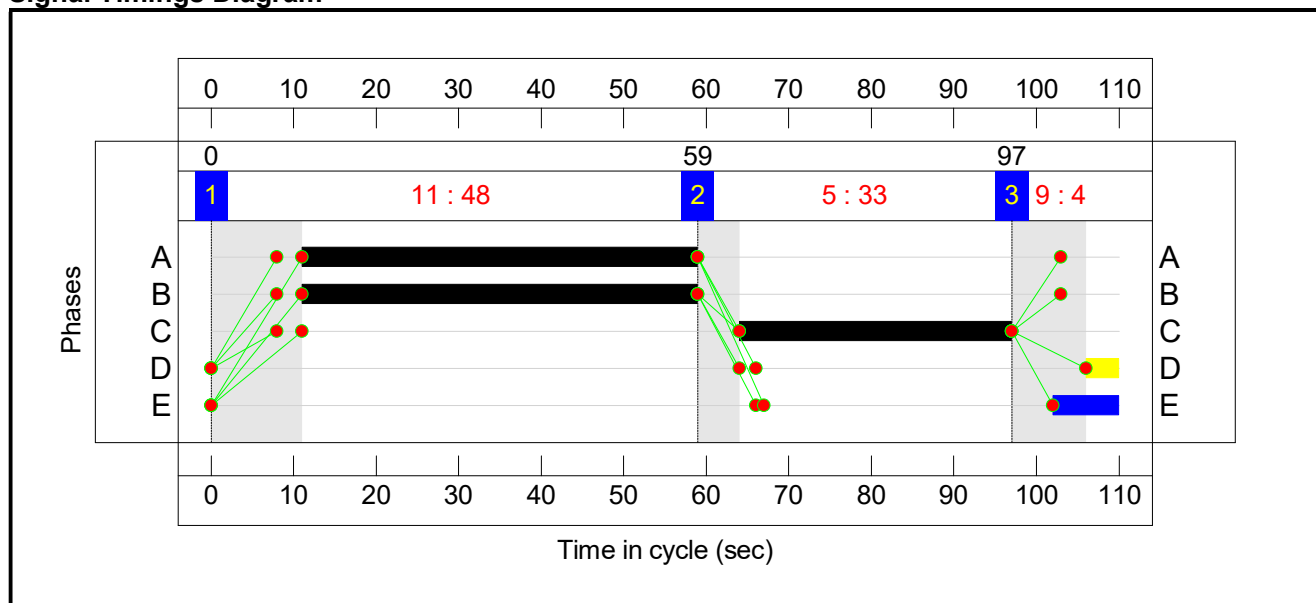
Stage Timings

Stage	1	2	3
Duration	48	33	4
Change Point	0	59	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	48	11	59
B	Basingstoke Road SB (N) Ahead Left	Traffic	48	11	59
C	Church Lane Left Right	Traffic	33	64	97
D	Pedestrians across	Pedestrian	4	106	0
E	Pedestrians across	Pedestrian	8	102	0

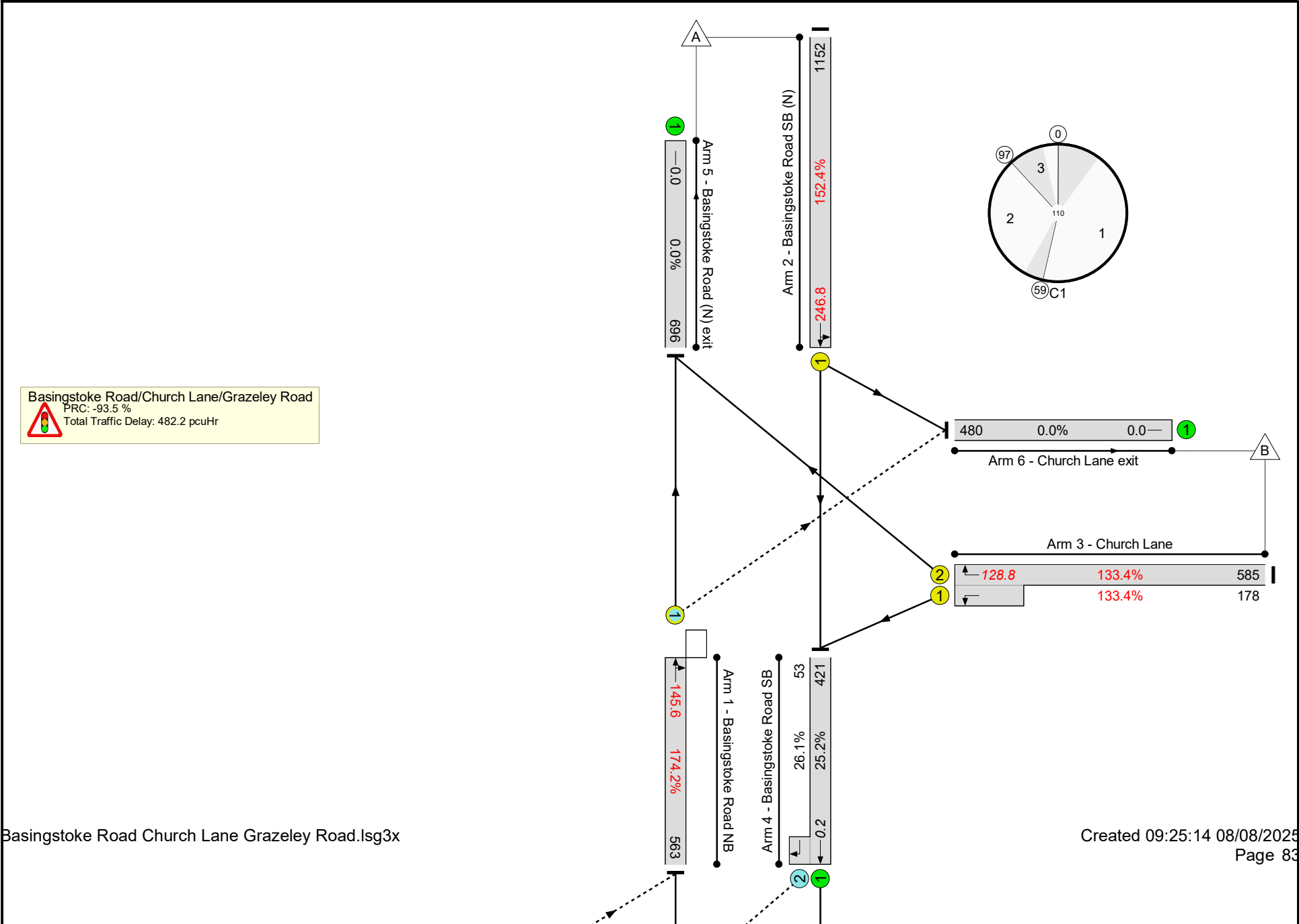
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	11	59
2/1	Basingstoke Road SB (N) Ahead Left	U	B	11	59
3/1	Church Lane Left	U	C	64	97
3/2	Church Lane Right	U	C	64	97

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	174.2%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	174.2%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	48	-	-	563	1868	323	174.2%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	48	-	-	1152	1697	756	152.4%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	33	-	-	763	1702:1760	439+133	133.4 : 133.4%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	698	1915:1613	1672+204	25.2 : 26.1%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1034	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	746	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	544	12.5%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	537	1882	1882	28.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%

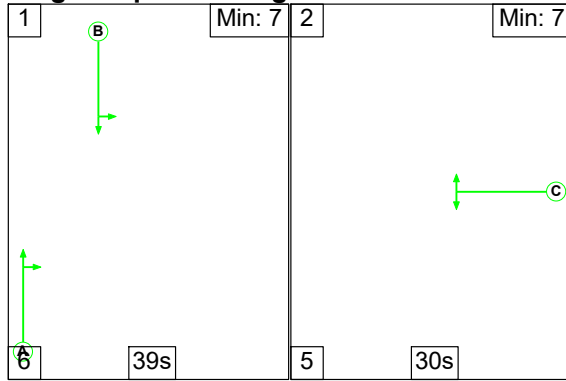
Detailed Input Data And Results

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	-	-	121	0	65	63.1	418.4	0.8	482.2	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	121	0	65	63.1	418.4	0.8	482.2	-	-	-	-	
1/1	563	323	0	0	65	15.6	121.0	0.8	137.4	878.7	24.5	121.0	145.6	
2/1	1152	756	-	-	-	29.9	199.5	-	229.4	716.8	47.3	199.5	246.8	
3/2+3/1	763	572	-	-	-	17.5	97.4	-	115.0	542.4	31.3	97.4	128.8	
4/1+4/2	475	475	53	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1	
8/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	537	537	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -93.5 PRC Over All Lanes (%): -93.5 Total Delay for Signalled Lanes (pcuHr): 481.75 Total Delay Over All Lanes(pcuHr): 482.19 Cycle Time (s): 110														

Detailed Input Data And Results

Scenario 9: '2032 DM AM No Peds' (FG1: '2032 Do Minimum AM', Plan 2: 'No Peds')

Stage Sequence Diagram

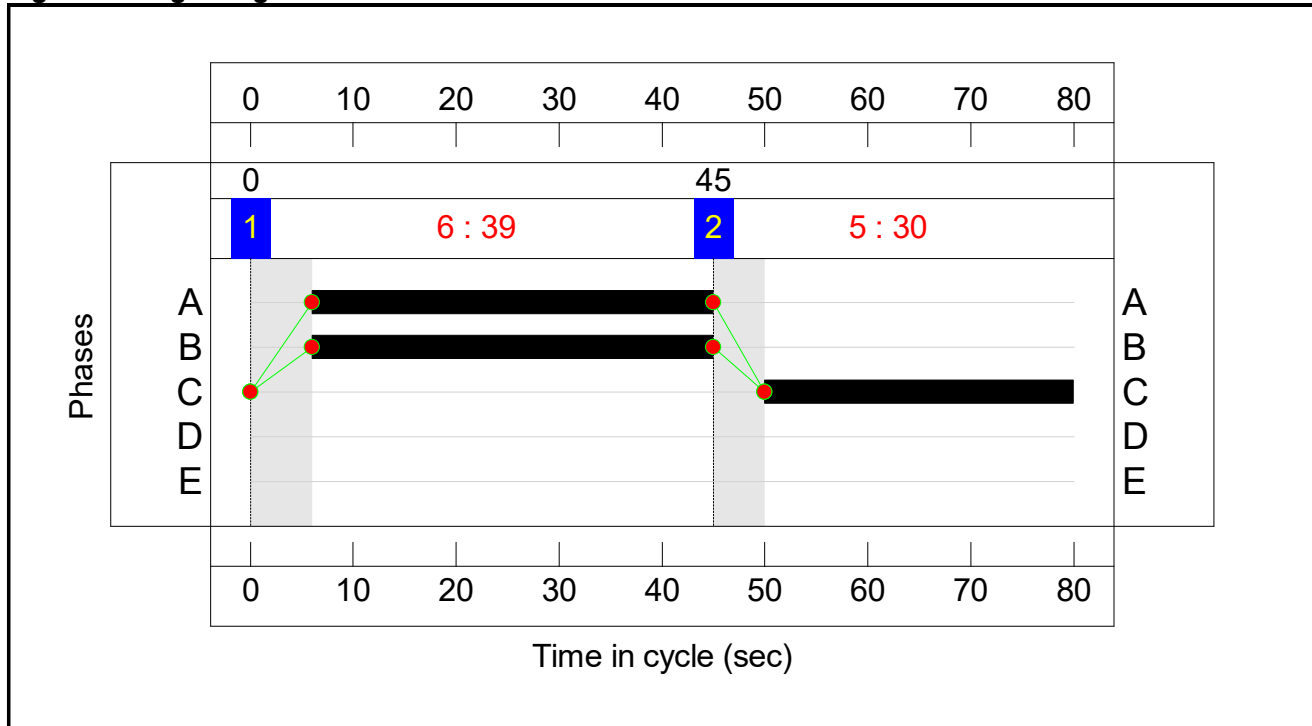


Stage Timings

Stage	1	2
Duration	39	30
Change Point	0	45

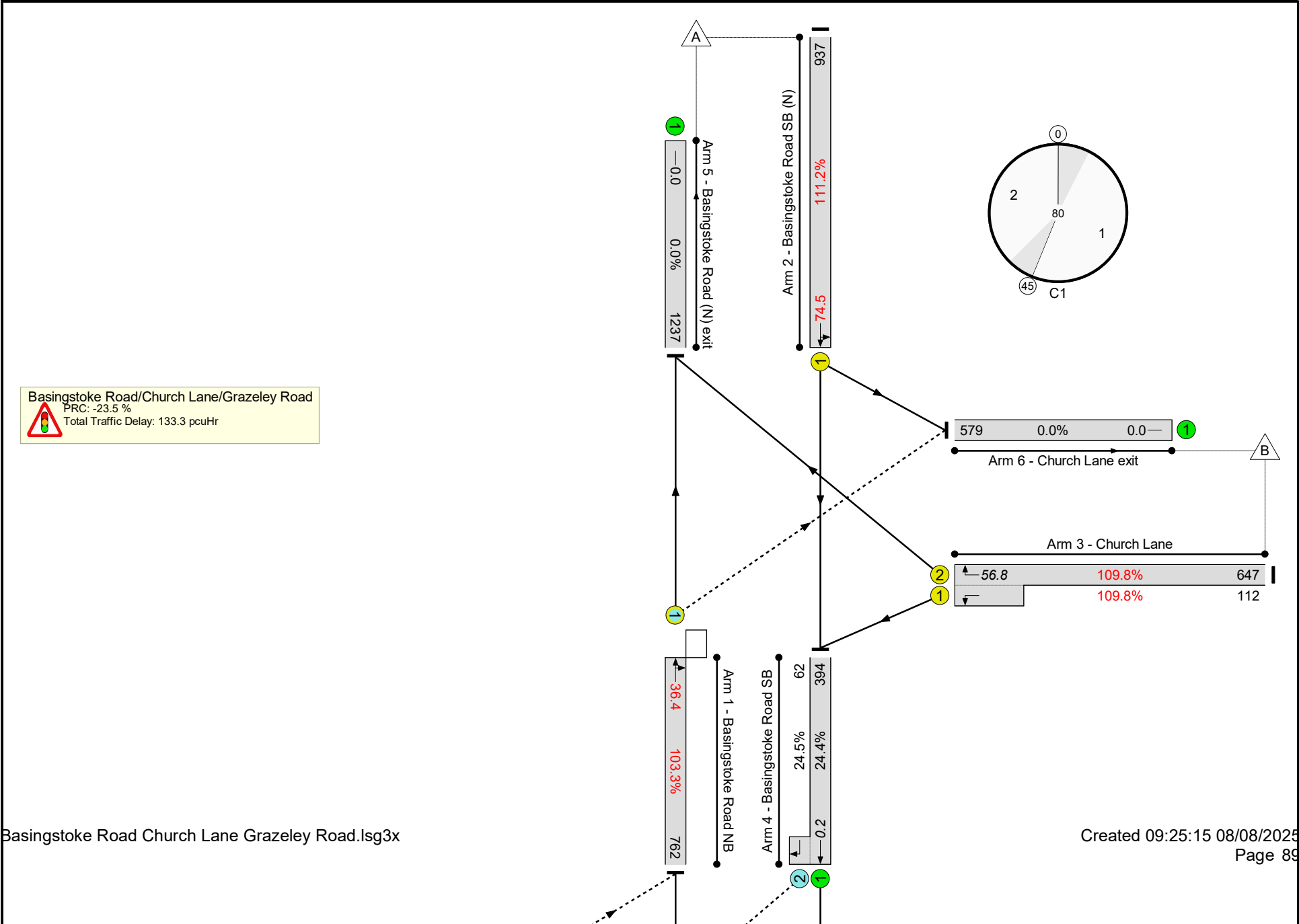
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	39	6	45
B	Basingstoke Road SB (N) Ahead Left	Traffic	39	6	45
C	Church Lane Left Right	Traffic	30	50	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	45
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	45
3/1	Church Lane Left	U	C	50	0
3/2	Church Lane Right	U	C	50	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	111.2%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	111.2%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	39	-	-	762	1886	737	103.3%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	39	-	-	937	1686	843	111.2%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	30	-	-	759	1702:1760	589+102	109.8 : 109.8%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	506	1915:1613	1613+255	24.4 : 24.5%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1316	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	529	26.7%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	656	1894	1894	34.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%

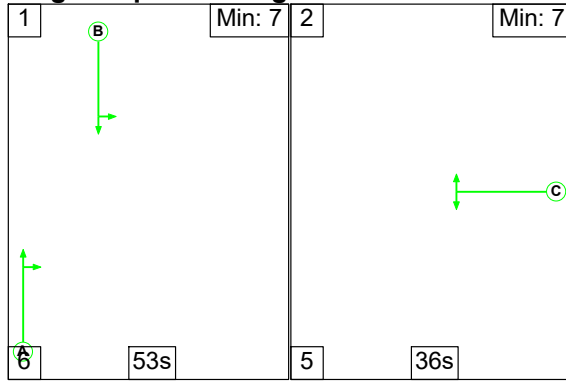
Detailed Input Data And Results

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	-	-	203	0	90	20.5	112.1	0.7	133.3	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	203	0	90	20.5	112.1	0.7	133.3	-	-	-	-	
1/1	762	737	0	0	90	4.3	21.3	0.7	26.2	123.8	15.2	21.3	36.4	
2/1	937	843	-	-	-	8.7	51.5	-	60.2	231.3	22.9	51.5	74.5	
3/2+3/1	759	692	-	-	-	7.6	38.6	-	46.2	219.4	18.1	38.6	56.8	
4/1+4/2	457	457	62	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1237	1237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2	
8/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	656	656	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -23.5 PRC Over All Lanes (%): -23.5 Total Delay for Signalled Lanes (pcuHr): 132.66 Total Delay Over All Lanes(pcuHr): 133.27 Cycle Time (s): 80														

Detailed Input Data And Results

Scenario 10: '2032 DM PM No Peds' (FG2: '2032 Do Minimum PM', Plan 2: 'No Peds')

Stage Sequence Diagram

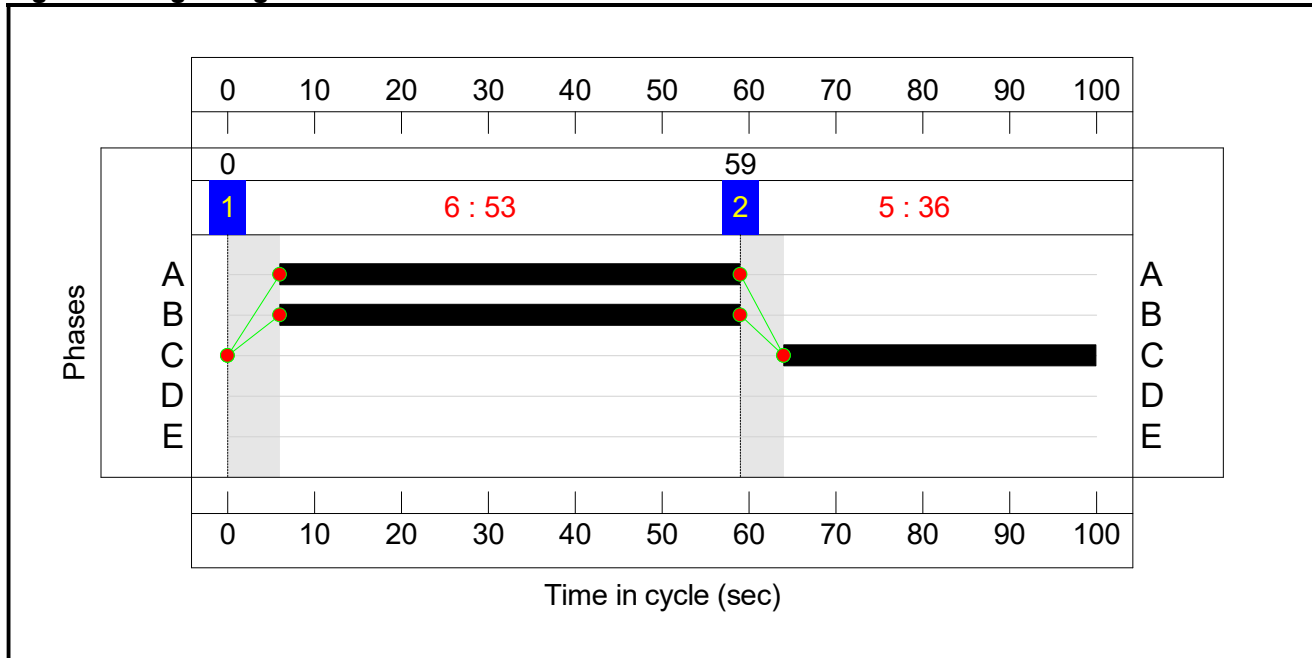


Stage Timings

Stage	1	2
Duration	53	36
Change Point	0	59

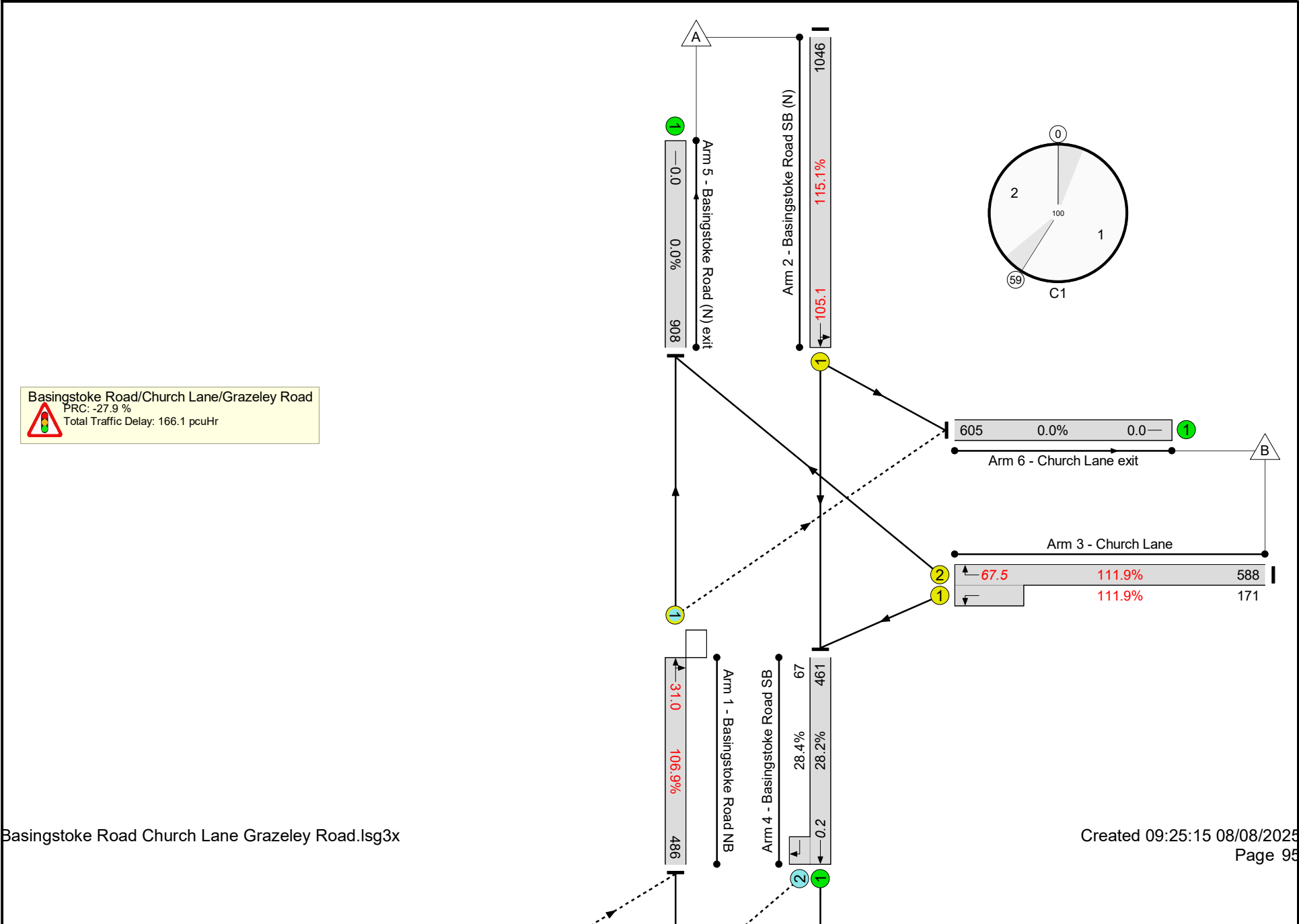
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	53	6	59
B	Basingstoke Road SB (N) Ahead Left	Traffic	53	6	59
C	Church Lane Left Right	Traffic	36	64	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	59
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	59
3/1	Church Lane Left	U	C	64	0
3/2	Church Lane Right	U	C	64	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	115.1%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	115.1%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	53	-	-	486	1878	454	106.9%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	53	-	-	1046	1683	909	115.1%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	36	-	-	759	1702:1760	525+153	111.9 : 111.9%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	603	1915:1613	1635+236	28.2 : 28.4%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	691	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	558	12.2%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	460	1879	1879	24.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%

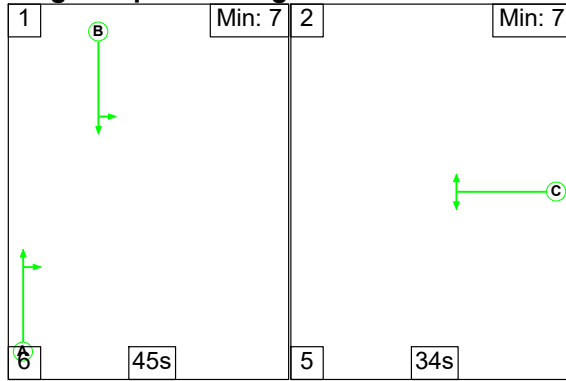
Detailed Input Data And Results

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	-	-	135	0	72	26.5	138.7	0.8	166.1	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	135	0	72	26.5	138.7	0.8	166.1	-	-	-	-	
1/1	486	454	0	0	72	2.9	21.4	0.8	25.2	186.9	9.5	21.4	31.0	
2/1	1046	909	-	-	-	13.0	72.2	-	85.2	293.2	32.9	72.2	105.1	
3/2+3/1	759	678	-	-	-	10.6	44.7	-	55.2	262.0	22.9	44.7	67.5	
4/1+4/2	528	528	67	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	
8/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	460	460	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -27.9 PRC Over All Lanes (%): -27.9 Total Delay for Signalled Lanes (pcuHr): 165.67 Total Delay Over All Lanes(pcuHr): 166.09 Cycle Time (s): 100														

Detailed Input Data And Results

Scenario 11: '2038 DM AM No Peds' (FG3: '2038 Do Minimum AM', Plan 2: 'No Peds')

Stage Sequence Diagram

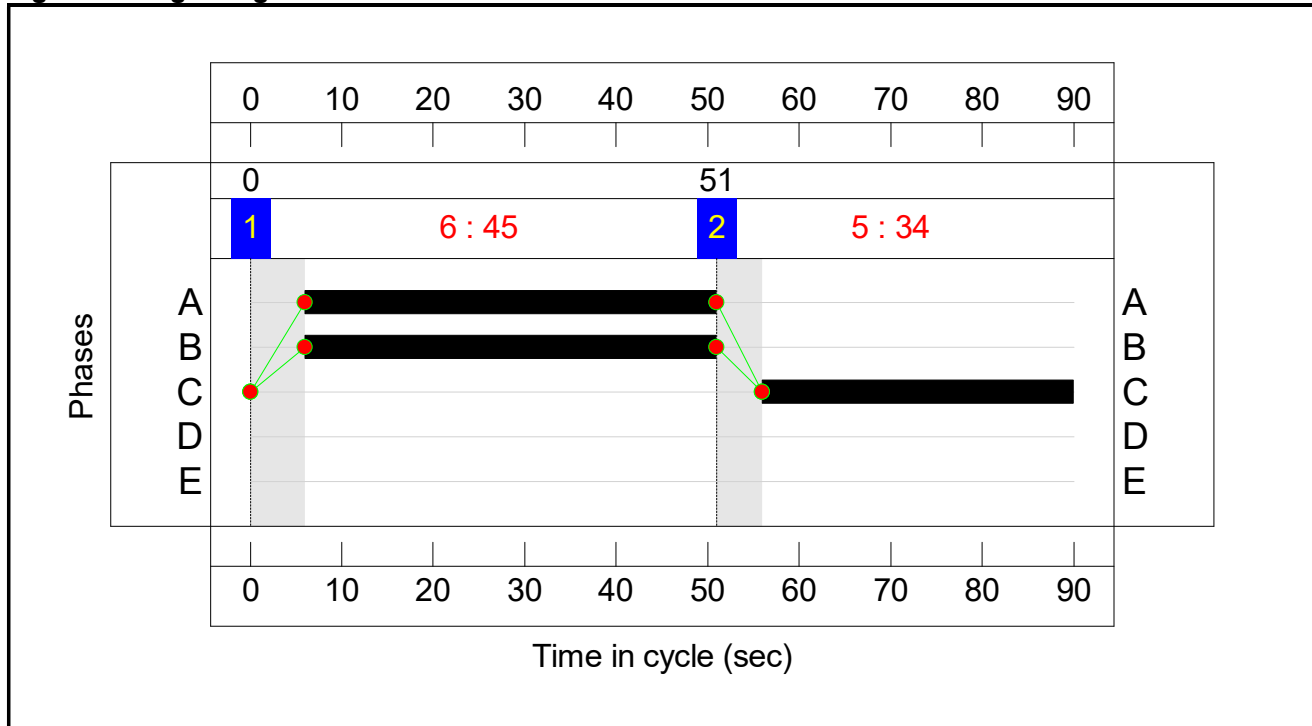


Stage Timings

Stage	1	2
Duration	45	34
Change Point	0	51

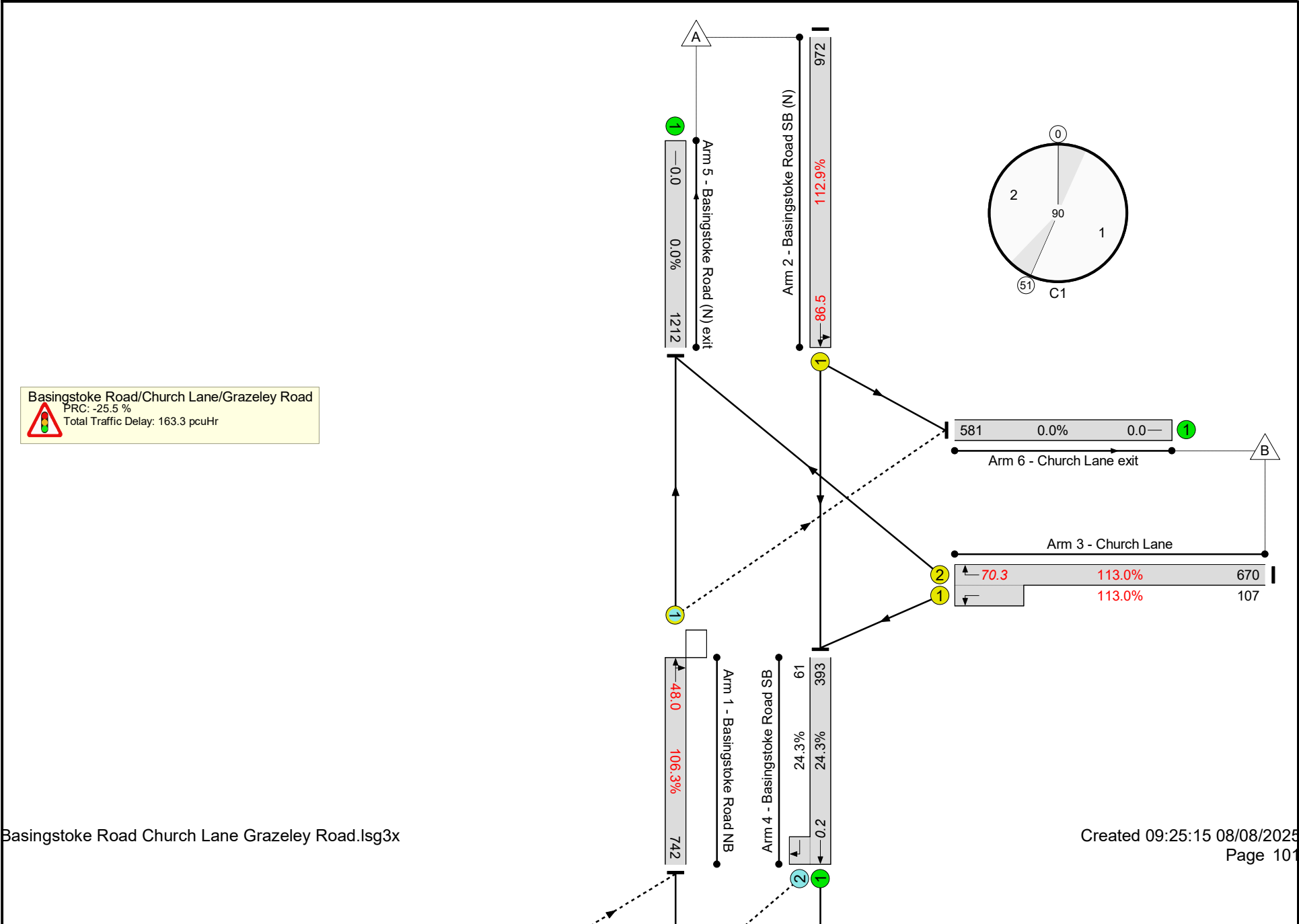
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	45	6	51
B	Basingstoke Road SB (N) Ahead Left	Traffic	45	6	51
C	Church Lane Left Right	Traffic	34	56	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	51
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	51
3/1	Church Lane Left	U	C	56	0
3/2	Church Lane Right	U	C	56	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	113.0%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	113.0%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	45	-	-	742	1888	698	106.3%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	45	-	-	972	1685	861	112.9%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	34	-	-	777	1702:1760	593+95	113.0 : 113.0%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	513	1915:1613	1617+251	24.3 : 24.3%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1327	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	651	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	533	26.4%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	636	1893	1893	33.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%

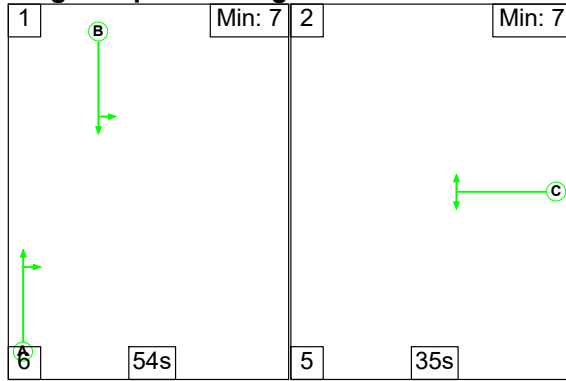
Detailed Input Data And Results

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	-	-	202	0	80	25.6	137.0	0.7	163.3	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	202	0	80	25.6	137.0	0.7	163.3	-	-	-	-	
1/1	742	698	0	0	80	5.1	28.4	0.7	34.2	165.9	19.6	28.4	48.0	
2/1	972	861	-	-	-	10.5	59.5	-	70.0	259.3	27.1	59.5	86.5	
3/2+3/1	777	688	-	-	-	10.0	48.6	-	58.5	271.1	21.8	48.6	70.3	
4/1+4/2	454	454	61	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1212	1212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2	
8/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
10/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -25.5 PRC Over All Lanes (%): -25.5 Total Delay for Signalled Lanes (pcuHr): 162.74 Total Delay Over All Lanes(pcuHr): 163.33 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 12: '2038 DM PM No Peds' (FG4: '2038 Do Minimum PM', Plan 2: 'No Peds')

Stage Sequence Diagram

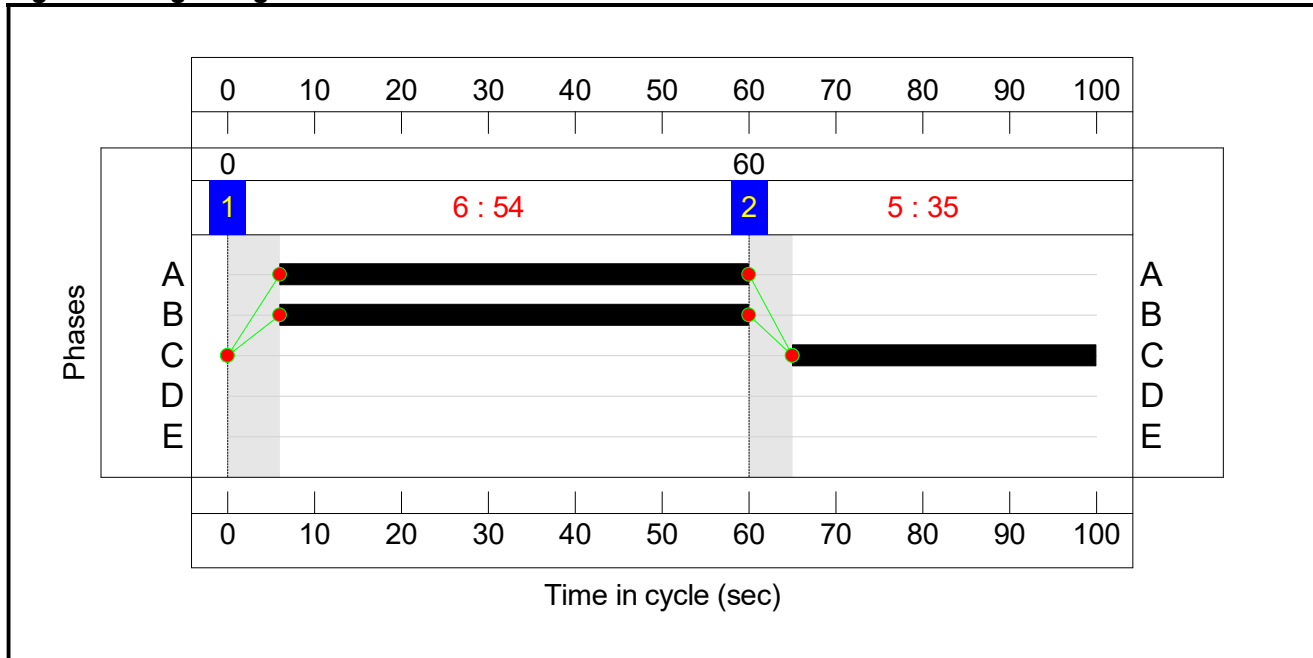


Stage Timings

Stage	1	2
Duration	54	35
Change Point	0	60

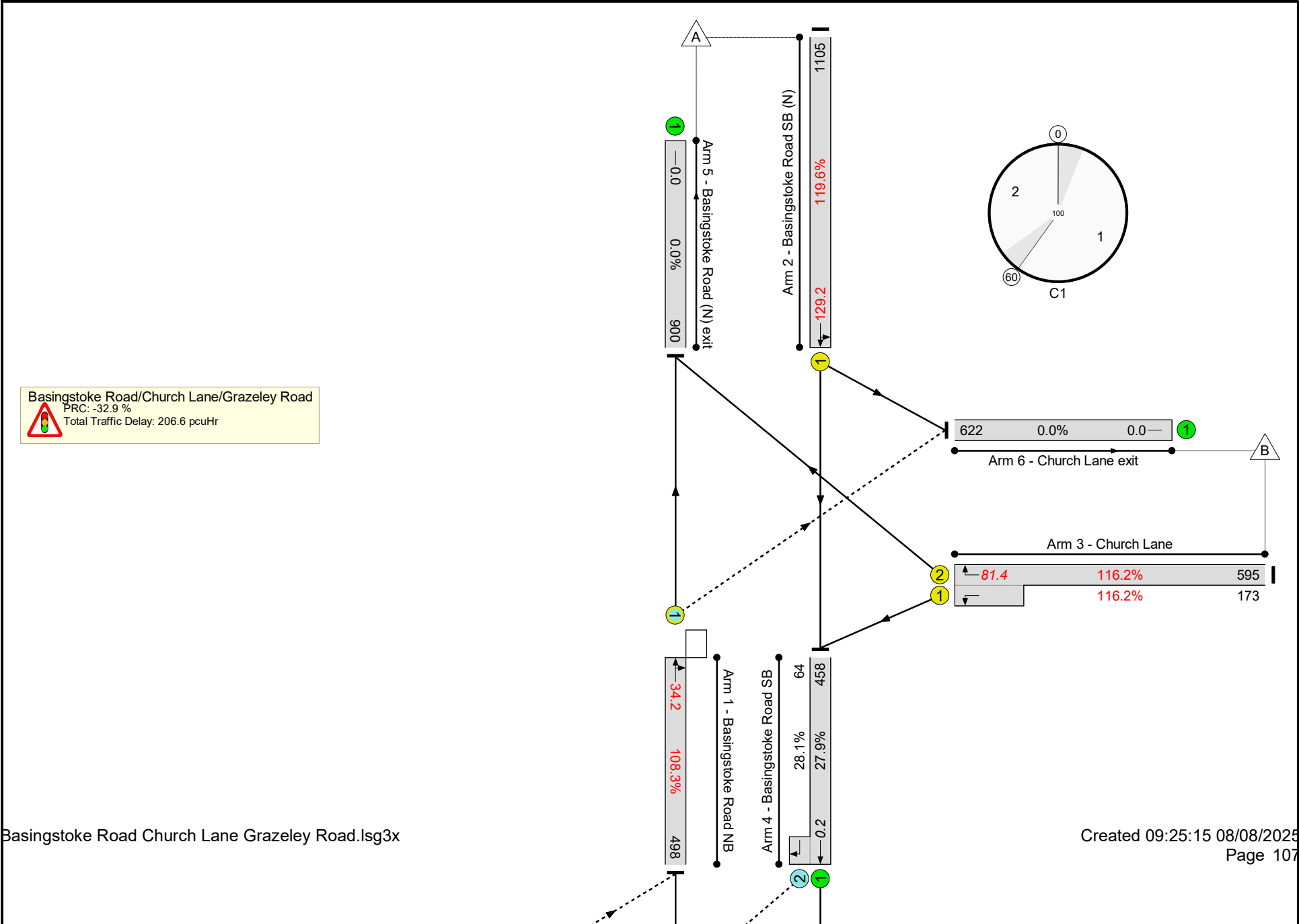
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	54	6	60
B	Basingstoke Road SB (N) Ahead Left	Traffic	54	6	60
C	Church Lane Left Right	Traffic	35	65	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	60
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	60
3/1	Church Lane Left	U	C	65	0
3/2	Church Lane Right	U	C	65	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	119.6%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	119.6%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	54	-	-	498	1878	460	108.3%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	54	-	-	1105	1680	924	119.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	35	-	-	768	1702:1760	512+149	116.2 : 116.2%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	620	1915:1613	1643+229	27.9 : 28.1%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	736	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	555	12.2%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	472	1880	1880	25.1%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%

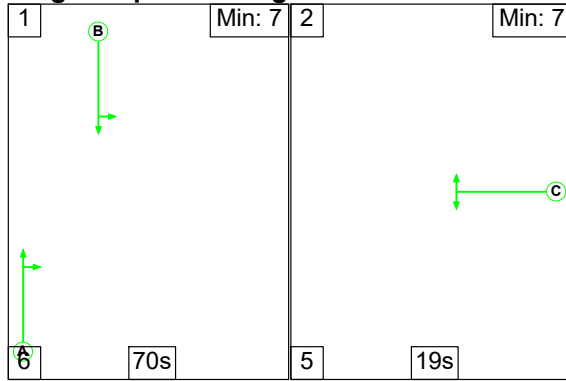
Detailed Input Data And Results

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	-	-	132	0	72	30.7	175.0	0.9	206.6	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	132	0	72	30.7	175.0	0.9	206.6	-	-	-	-	
1/1	498	460	0	0	72	3.1	24.3	0.9	28.3	204.5	9.9	24.3	34.2	
2/1	1105	924	-	-	-	15.2	93.5	-	108.7	354.0	35.7	93.5	129.2	
3/2+3/1	768	661	-	-	-	12.3	56.9	-	69.2	324.3	24.5	56.9	81.4	
4/1+4/2	523	523	64	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	
8/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	472	472	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -32.9 PRC Over All Lanes (%): -32.9 Total Delay for Signalled Lanes (pcuHr): 206.13 Total Delay Over All Lanes(pcuHr): 206.56 Cycle Time (s): 100														

Detailed Input Data And Results

Scenario 13: '2032 DS AM No Peds' (FG5: '2032 Do Something AM', Plan 2: 'No Peds')

Stage Sequence Diagram

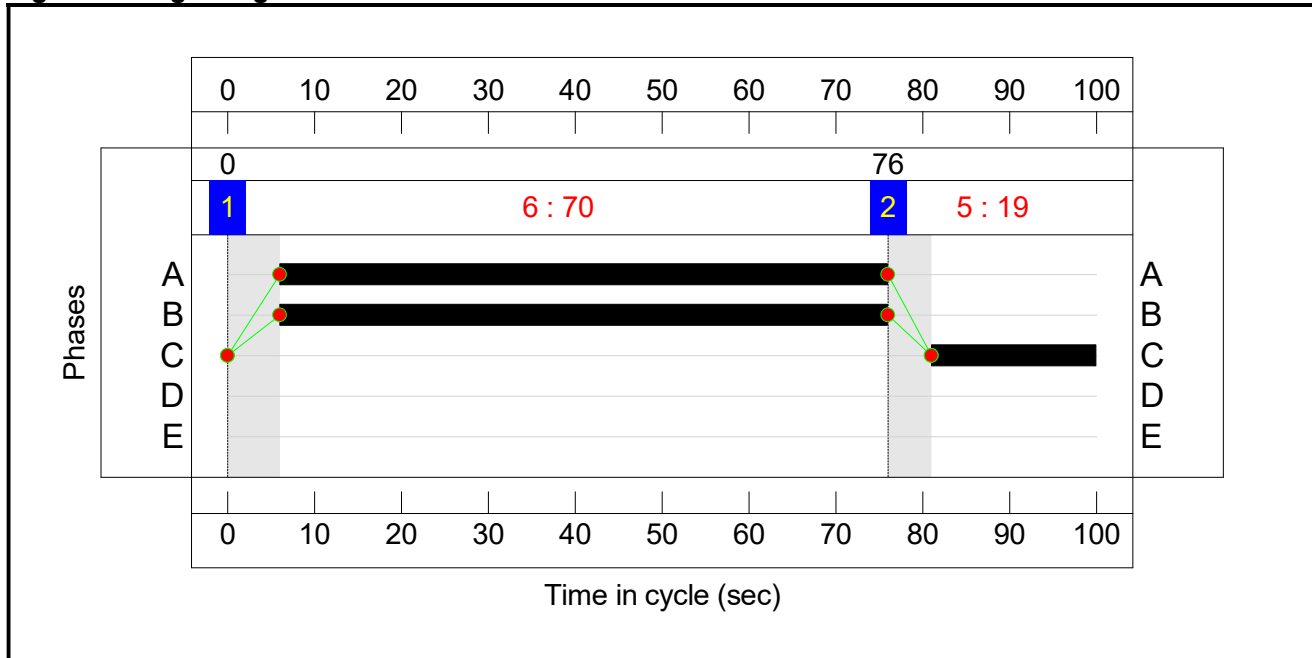


Stage Timings

Stage	1	2
Duration	70	19
Change Point	0	76

Phase Timings

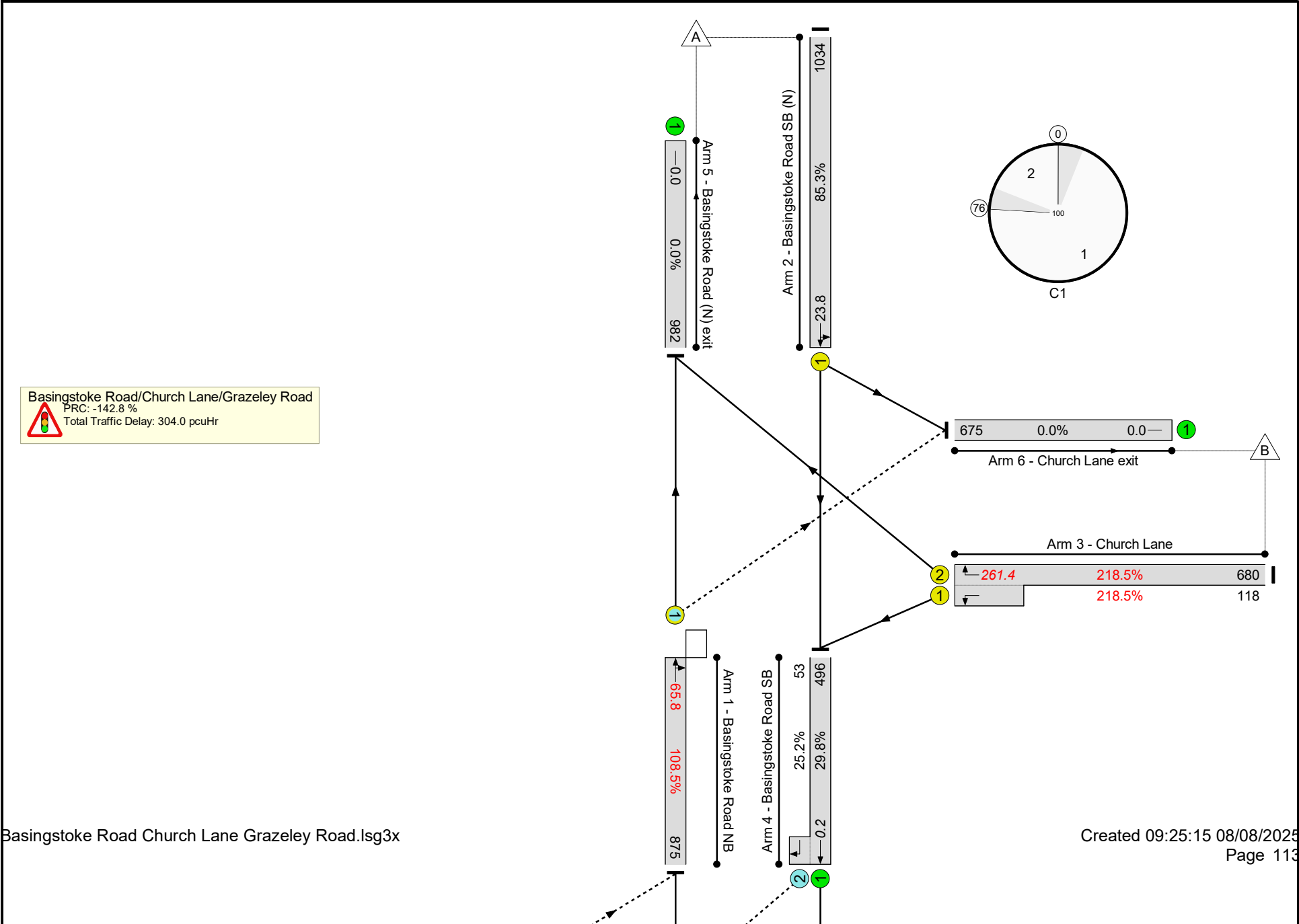
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	70	6	76
B	Basingstoke Road SB (N) Ahead Left	Traffic	70	6	76
C	Church Lane Left Right	Traffic	19	81	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	76
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	76
3/1	Church Lane Left	U	C	81	0
3/2	Church Lane Right	U	C	81	0

Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	218.5%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	218.5%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	70	-	-	875	1876	807	108.5%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	70	-	-	1034	1707	1212	85.3%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	19	-	-	798	1702:1760	311+54	218.5 : 218.5%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	613	1915:1613	1664+211	29.8 : 25.2%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1408	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	496	28.4%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	769	1894	1894	40.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%

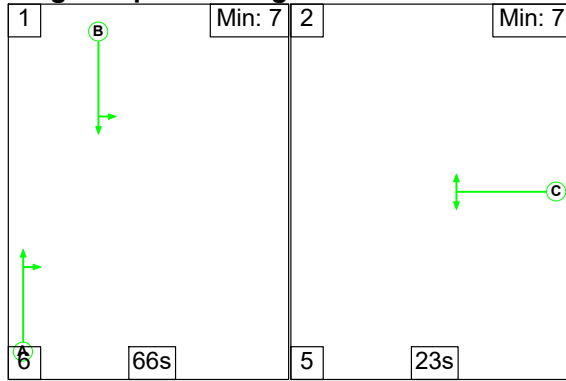
Detailed Input Data And Results

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	-	-	275	0	54	42.3	260.5	1.1	304.0	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	275	0	54	42.3	260.5	1.1	304.0	-	-	-	-	
1/1	875	807	81	0	54	6.2	39.6	1.1	47.0	193.2	26.2	39.6	65.8	
2/1	1034	1034	-	-	-	3.1	2.8	-	5.9	20.5	21.0	2.8	23.8	
3/2+3/1	798	365	-	-	-	33.0	217.3	-	250.4	1129.5	44.0	217.3	261.4	
4/1+4/2	549	549	53	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	5.1	0.0	0.2	0.2	
8/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	769	769	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -142.8 PRC Over All Lanes (%): -142.8 Total Delay for Signalled Lanes (pcuHr): 303.22 Total Delay Over All Lanes(pcuHr): 303.97 Cycle Time (s): 100														

Detailed Input Data And Results

Scenario 14: '2032 DS PM No Peds' (FG6: '2032 Do Something PM', Plan 2: 'No Peds')

Stage Sequence Diagram

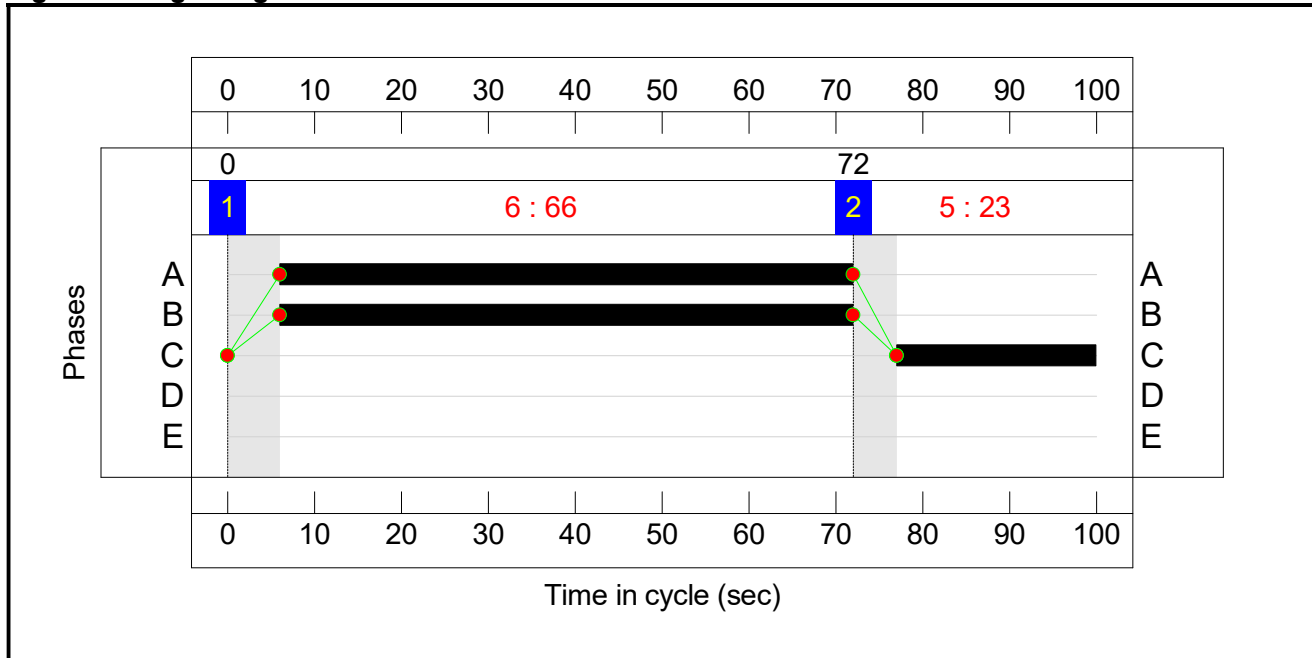


Stage Timings

Stage	1	2
Duration	66	23
Change Point	0	72

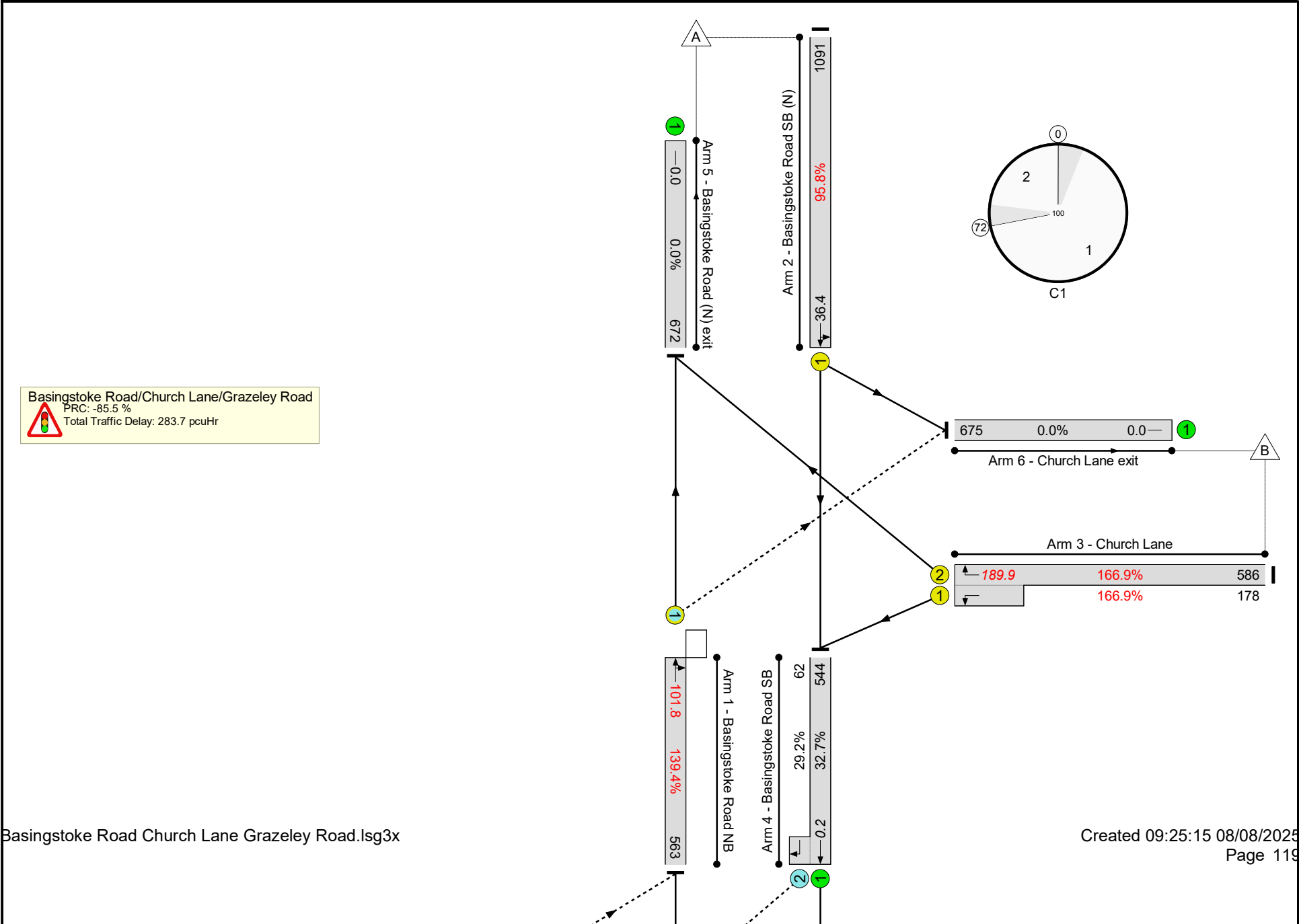
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	66	6	72
B	Basingstoke Road SB (N) Ahead Left	Traffic	66	6	72
C	Church Lane Left Right	Traffic	23	77	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	72
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	72
3/1	Church Lane Left	U	C	77	0
3/2	Church Lane Right	U	C	77	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	166.9%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	166.9%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	66	-	-	563	1867	404	139.4%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	66	-	-	1091	1699	1138	95.8%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	23	-	-	764	1702:1760	351+107	166.9 : 166.9%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	677	1915:1613	1665+211	32.7 : 29.2%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1034	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	707	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	533	12.8%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	537	1882	1882	28.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%

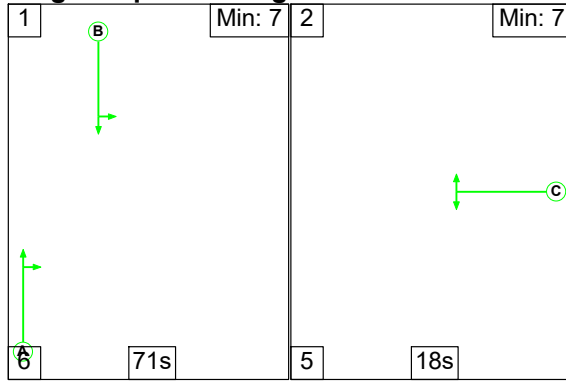
Detailed Input Data And Results

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	-	-	148	0	64	37.9	244.7	1.2	283.7	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	148	0	64	37.9	244.7	1.2	283.7	-	-	-	-	
1/1	563	404	19	0	64	8.2	81.2	1.2	90.6	579.5	20.6	81.2	101.8	
2/1	1091	1091	-	-	-	4.6	8.5	-	13.1	43.2	27.9	8.5	36.4	
3/2+3/1	764	458	-	-	-	25.0	154.4	-	179.5	845.6	35.4	154.4	189.9	
4/1+4/2	606	606	62	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1	
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	537	537	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -85.5 PRC Over All Lanes (%): -85.5 Total Delay for Signalled Lanes (pcuHr): 283.19 Total Delay Over All Lanes(pcuHr): 283.70 Cycle Time (s): 100														

Detailed Input Data And Results

Scenario 15: '2038 DS AM No Peds' (FG7: '2038 Do Something AM', Plan 2: 'No Peds')

Stage Sequence Diagram

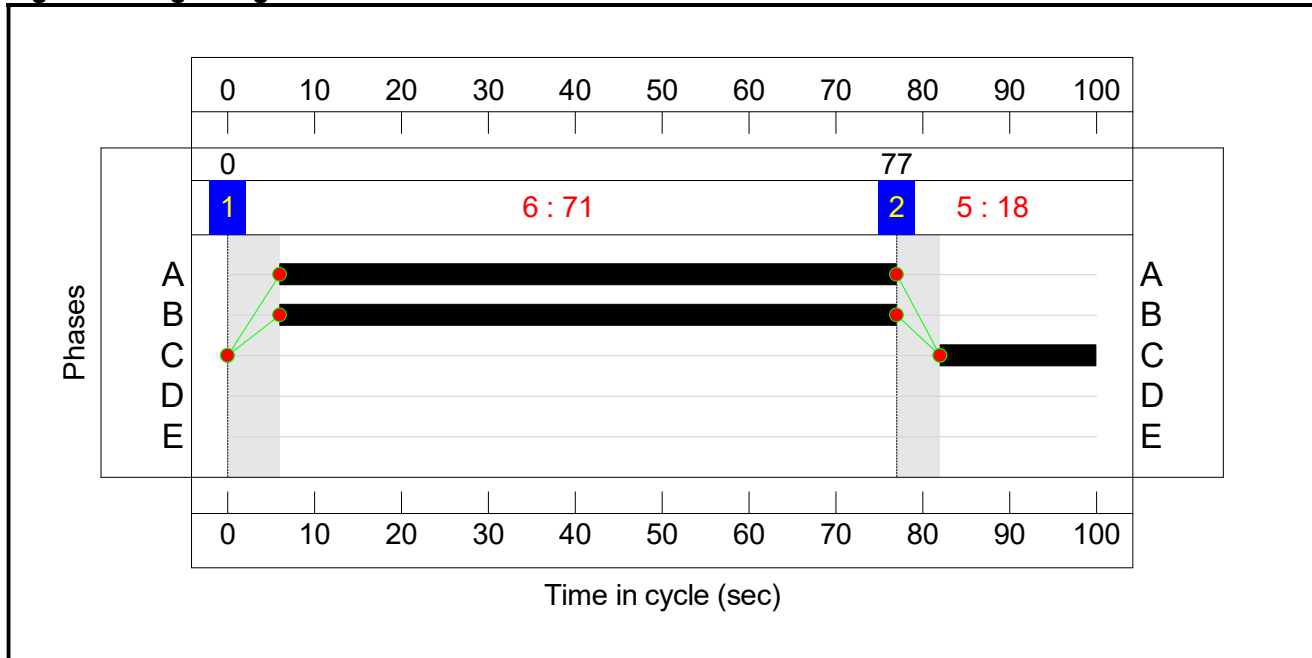


Stage Timings

Stage	1	2
Duration	71	18
Change Point	0	77

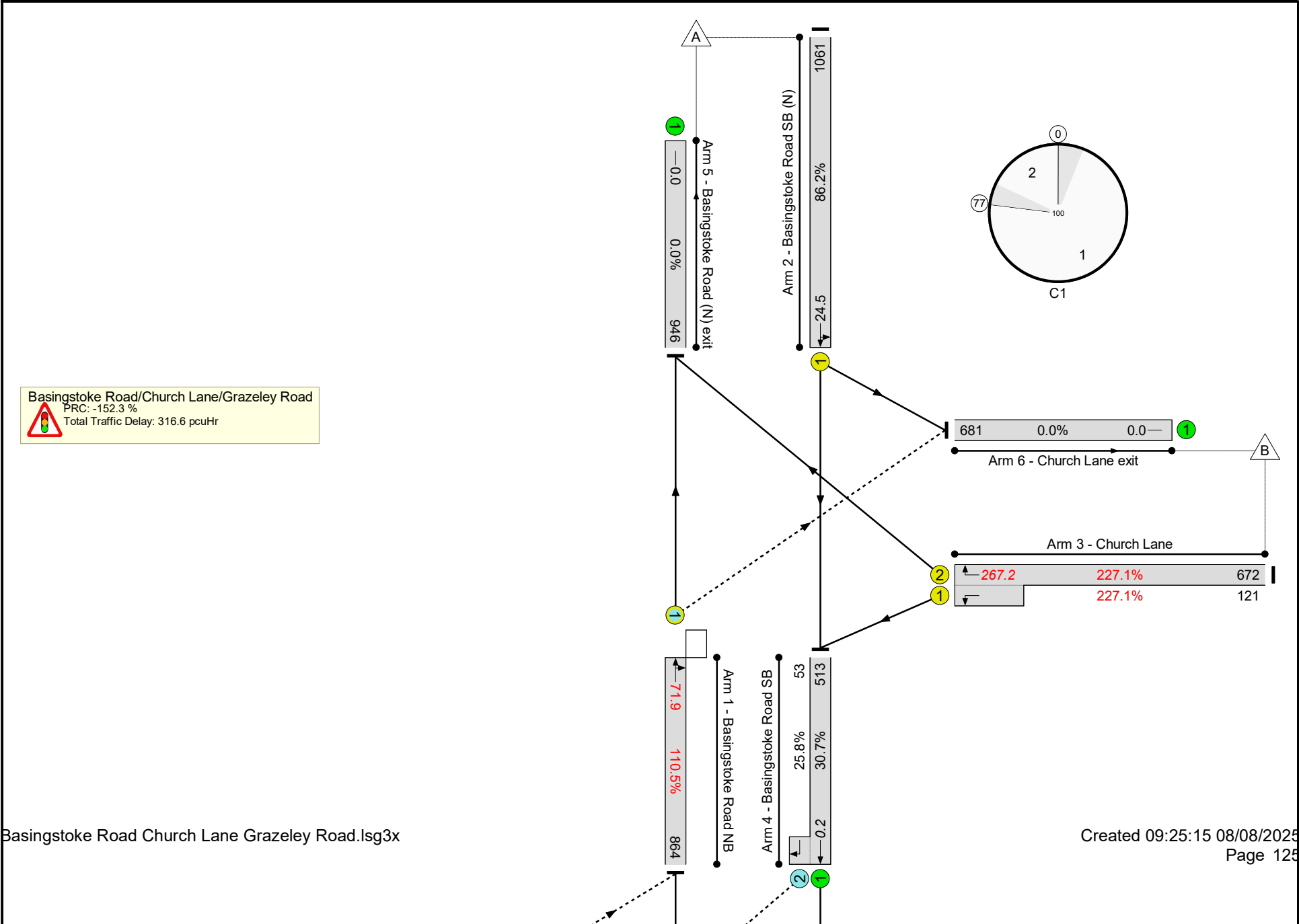
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	71	6	77
B	Basingstoke Road SB (N) Ahead Left	Traffic	71	6	77
C	Church Lane Left Right	Traffic	18	82	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	77
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	77
3/1	Church Lane Left	U	C	82	0
3/2	Church Lane Right	U	C	82	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	227.1%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	227.1%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	71	-	-	864	1875	782	110.5%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	71	-	-	1061	1709	1230	86.2%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	18	-	-	793	1702:1760	296+53	227.1 : 227.1%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	633	1915:1613	1672+205	30.7 : 25.8%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1390	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	497	28.3%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	758	1894	1894	40.0%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	587	Inf	Inf	0.0%

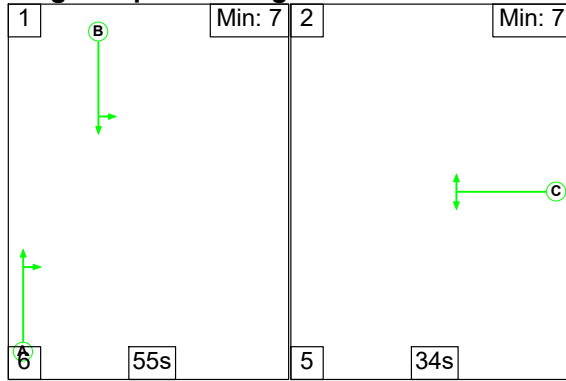
Detailed Input Data And Results

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	-	-	267	0	59	43.2	272.2	1.2	316.6	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	267	0	59	43.2	272.2	1.2	316.6	-	-	-	-	
1/1	864	782	73	0	59	6.5	45.7	1.2	53.3	222.2	26.3	45.7	71.9	
2/1	1061	1061	-	-	-	3.0	3.0	-	6.1	20.6	21.5	3.0	24.5	
3/2+3/1	793	349	-	-	-	33.7	222.8	-	256.4	1164.1	44.5	222.8	267.2	
4/1+4/2	565	565	53	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	5.0	0.0	0.2	0.2	
8/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	758	758	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -152.3 PRC Over All Lanes (%): -152.3 Total Delay for Signalled Lanes (pcuHr): 315.82 Total Delay Over All Lanes(pcuHr): 316.56 Cycle Time (s): 100														

Detailed Input Data And Results

Scenario 16: '2038 DS PM No Peds' (FG8: '2038 Do Something PM', Plan 2: 'No Peds')

Stage Sequence Diagram

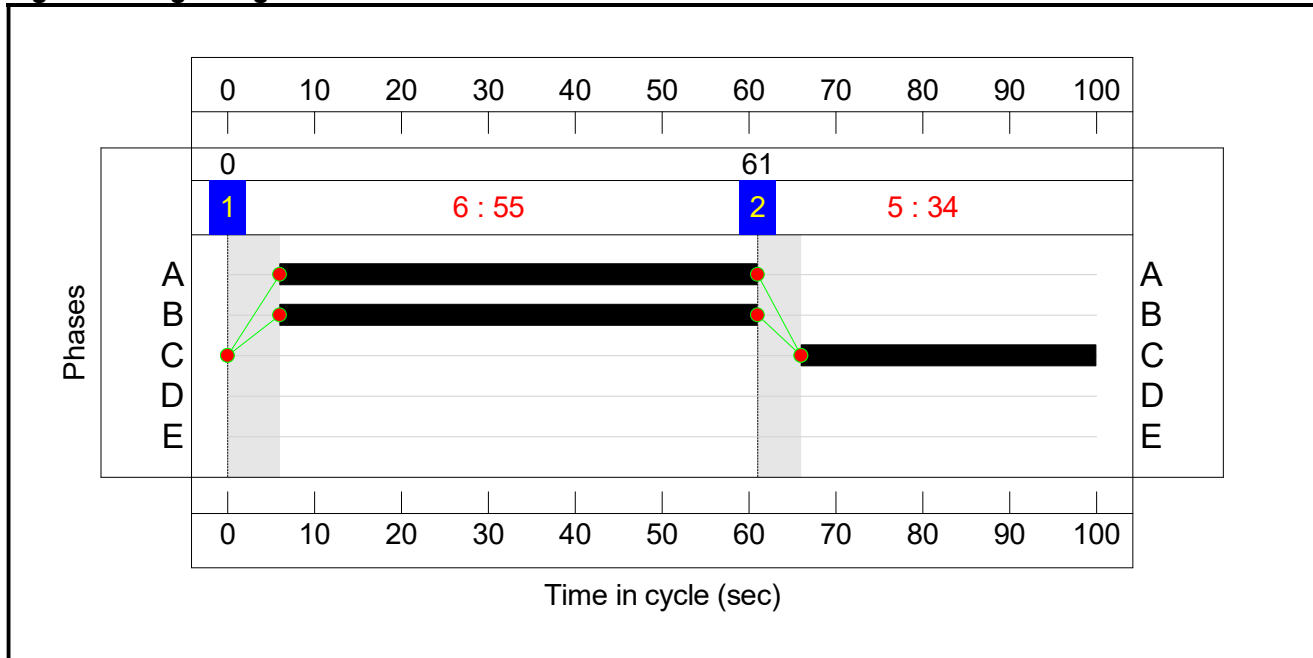


Stage Timings

Stage	1	2
Duration	55	34
Change Point	0	61

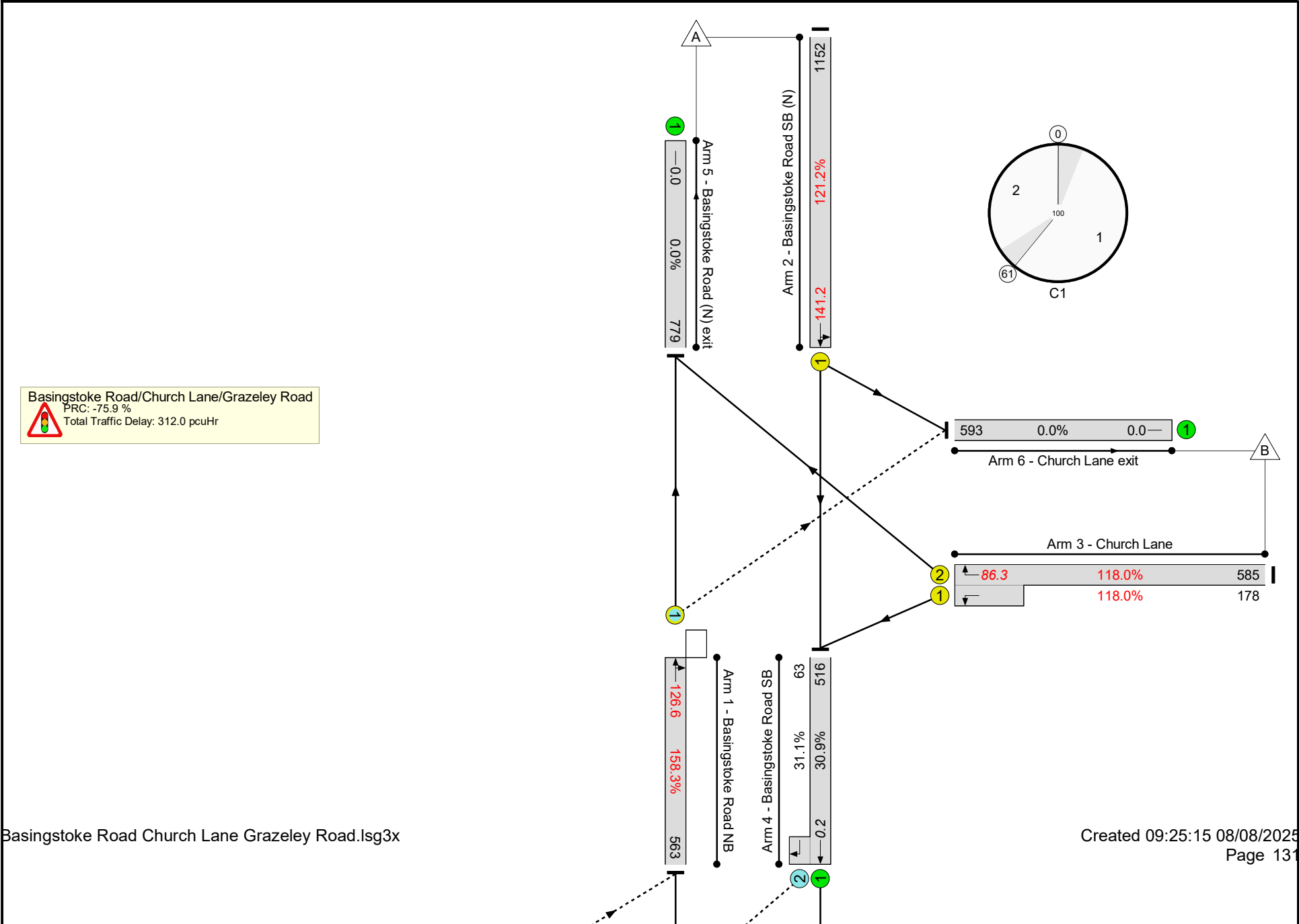
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead Right	Traffic	55	6	61
B	Basingstoke Road SB (N) Ahead Left	Traffic	55	6	61
C	Church Lane Left Right	Traffic	34	66	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead Right	O	A	6	61
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	61
3/1	Church Lane Left	U	C	66	0
3/2	Church Lane Right	U	C	66	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	158.3%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	158.3%
1/1	Basingstoke Road NB Ahead Right	O	N/A	N/A	A		1	55	-	-	563	1868	356	158.3%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	55	-	-	1152	1697	950	121.2%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	34	-	-	763	1702:1760	496+151	118.0 : 118.0%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	698	1915:1613	1672+204	30.9 : 31.1%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1034	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	746	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	535	12.7%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	537	1882	1882	28.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%

Detailed 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	-	-	131	0	72	40.4	270.6	1.0	312.0	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	131	0	72	40.4	270.6	1.0	312.0	-	-	-	-	
1/1	563	356	0	0	72	11.2	105.1	1.0	117.3	749.8	21.5	105.1	126.6	
2/1	1152	950	-	-	-	16.3	103.6	-	119.9	374.6	37.6	103.6	141.2	
3/2+3/1	763	646	-	-	-	12.9	61.4	-	74.3	350.7	24.9	61.4	86.3	
4/1+4/2	580	580	63	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1	
8/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	537	537	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -75.9 PRC Over All Lanes (%): -75.9 Total Delay for Signalled Lanes (pcuHr): 311.48 Total Delay Over All Lanes(pcuHr): 311.97 Cycle Time (s): 100														

T23591

Land off Basingstoke Road, Spencers Wood



Appendix V

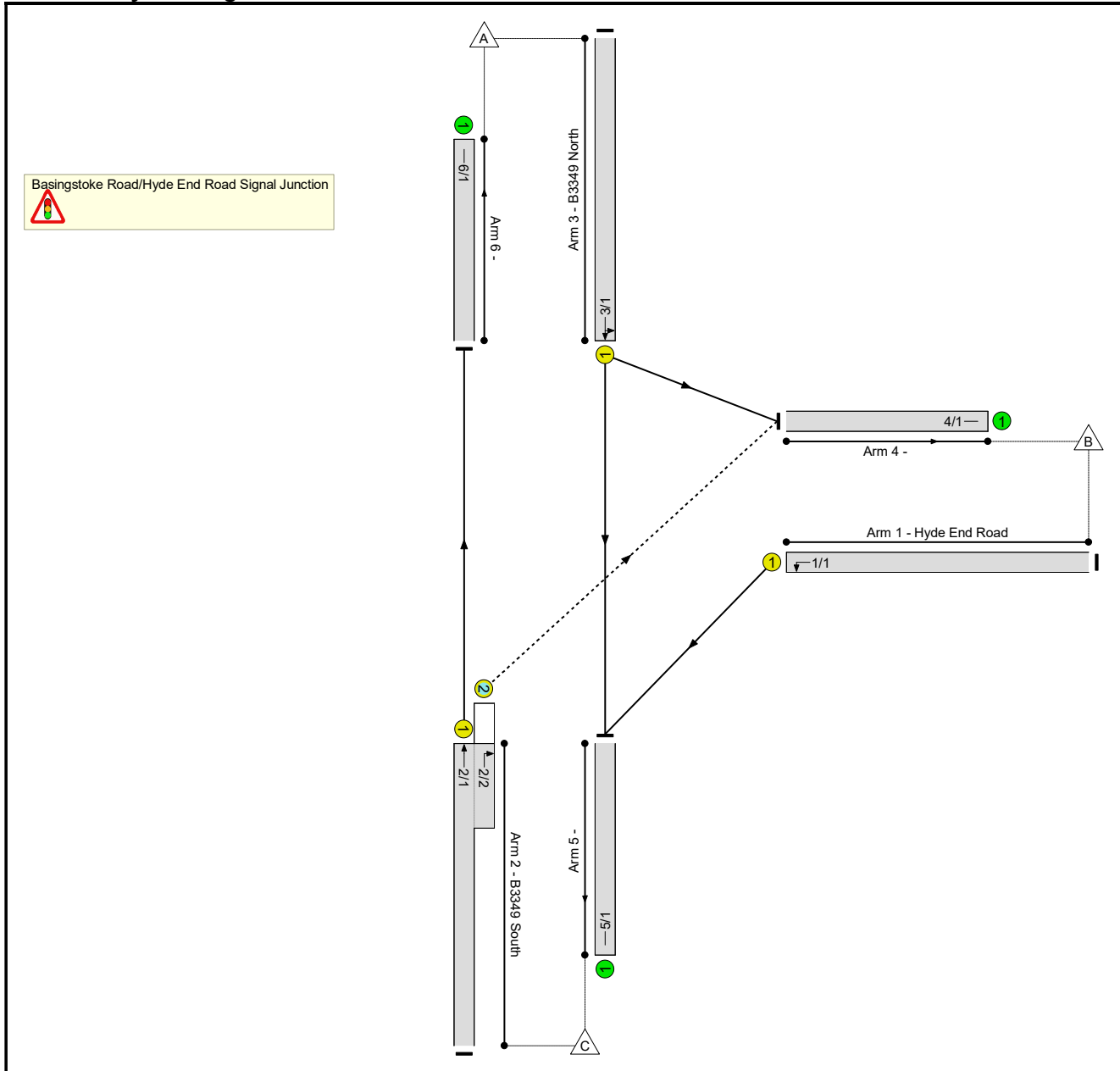
B3349 Basingstoke Road/Hyde End Road Traffic Signal Junction Mitigation – LinSig Output

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hyde End Road Mitigation Test - Banned Right Turn.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



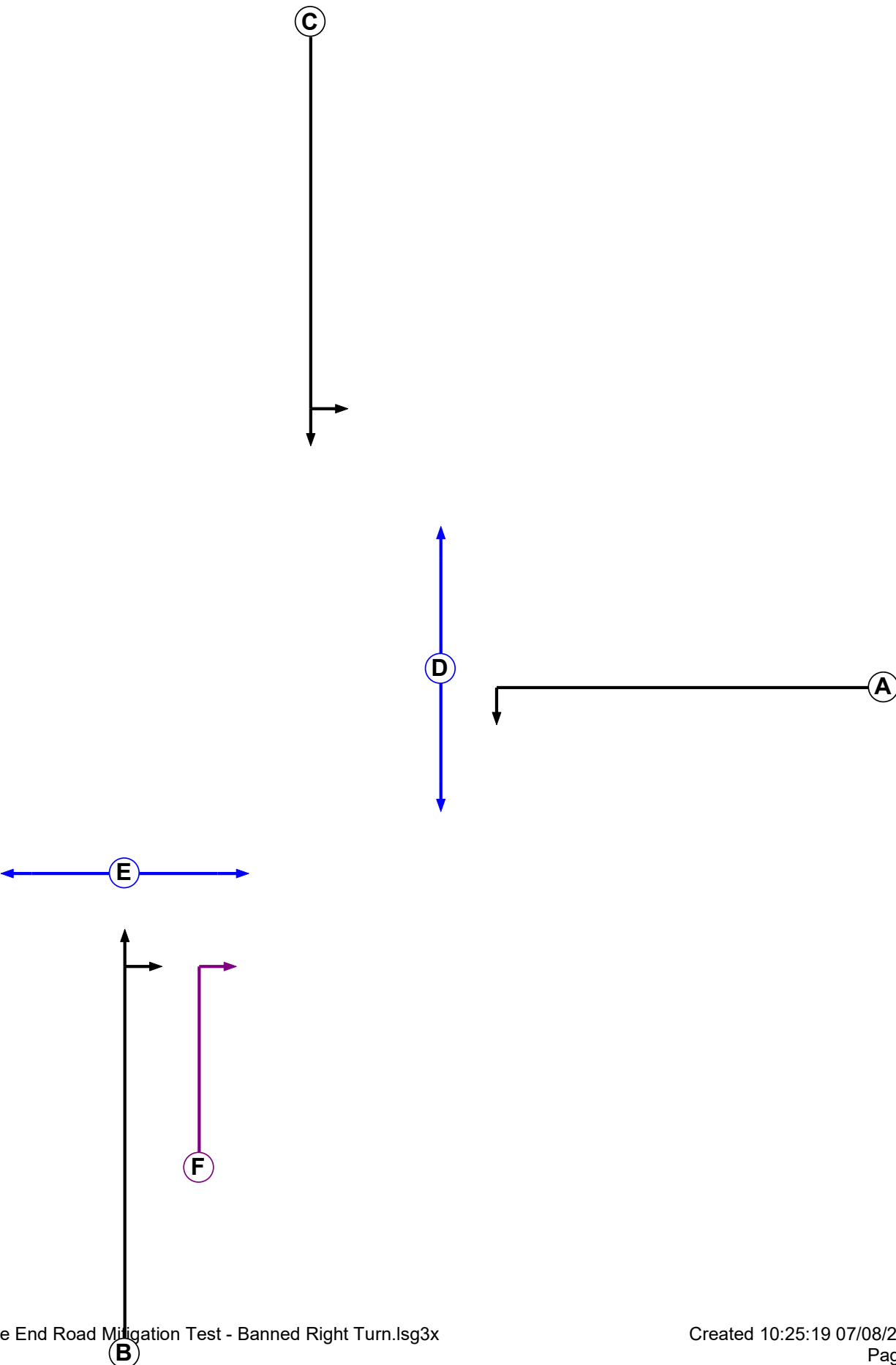
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2032 DS AM	2032 DS AM	Peds every cycle	08:00 - 09:00	180	-1.1	22.27
2	2032 DS PM	2032 DS PM	Peds every other cycle	17:00 - 18:00	120	-0.2	12.99
3	2038 DS AM	2038 DS AM	Peds every cycle	08:00 - 09:00	180	-4.6	25.79
4	2038 DS PM	2038 DS PM	Peds every other cycle	17:00 - 18:00	120	-1.5	14.08

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	6	3	Basingstoke Road/Hyde End Road Signal Junction	

Phase Diagram



Phase Input Data

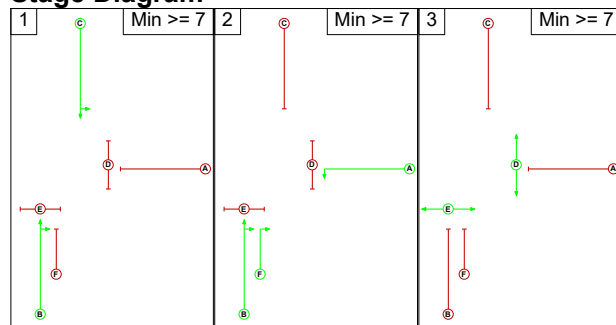
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Ind. Arrow	B	4	4

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
	A	B	C	D	E	F	
	A	-	6	5	7	-	
	B	-	-	8	5	-	
	C	5	-	7	8	5	
	D	9	9	9	-	9	
	E	11	11	11	-	11	
	F	-	-	6	8	5	

Phases in Stage

Stage No.	Phases in Stage
1	B C
2	A B F
3	D E

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

		To Stage			
From Stage		1	2	3	
	1			5	8
	2	6			8
	3	11	11		

Lane Input Data

Junction: Basingstoke Road/Hyde End Road Signal Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Hyde End Road)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	16.00
2/1 (B3349 South)	U	B	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 6 Ahead	Inf
2/2 (B3349 South)	O	B F	2	3	6.3	Geom	-	2.47	0.00	Y	Arm 4 Right	11.00
3/1 (B3349 North)	U	C	2	3	60.0	Geom	-	2.85	0.00	Y	Arm 4 Left	7.00
											Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: Basingstoke Road/Hyde End Road Signal 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)
2/2 (B3349 South)	4/1 (Right)	850	0	3/1	0.35	All	3.00	-	0.50	3	2.00

Lane Connector Input Data

Junction: Basingstoke Road/Hyde End Road Signal Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
2/1	6/1	Internal	5	35
2/2	4/1	Internal	5	35
3/1	4/1	Internal	5	35
3/1	5/1	Internal	5	35

Scenario 1: '2032 DS AM' (FG1: '2032 DS AM', Plan 1: 'Peds every cycle')

Lane Saturation Flows

Junction: Basingstoke Road/Hyde End Road Signal Junction										
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 (Hyde End Road)	3.50	0.00	Y	Arm 5 Left	16.00	100.0 %	1797	1797		
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920		
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639		
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	2.7 %	1889	1889		
				Arm 5 Ahead	Inf	97.3 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2032 DS PM' (FG2: '2032 DS PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Basingstoke Road/Hyde End Road Signal Junction									
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 (Hyde End Road)	3.50	0.00	Y	Arm 5 Left	16.00	100.0 %	1797	1797	
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920	
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639	
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	8.0 %	1868	1868	
				Arm 5 Ahead	Inf	92.0 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2038 DS AM' (FG3: '2038 DS AM', Plan 1: 'Peds every cycle')**Lane Saturation Flows**

Junction: Basingstoke Road/Hyde End Road Signal Junction									
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 (Hyde End Road)	3.50	0.00	Y	Arm 5 Left	16.00	100.0 %	1797	1797	
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920	
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639	
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	3.6 %	1885	1885	
				Arm 5 Ahead	Inf	96.4 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2038 DS PM' (FG4: '2038 DS PM', Plan 2: 'Peds every other cycle')**Lane Saturation Flows**

Junction: Basingstoke Road/Hyde End Road Signal Junction									
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 (Hyde End Road)	3.50	0.00	Y	Arm 5 Left	16.00	100.0 %	1797	1797	
2/1 (B3349 South)	3.05	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1920	1920	
2/2 (B3349 South)	2.47	0.00	Y	Arm 4 Right	11.00	100.0 %	1639	1639	
3/1 (B3349 North)	2.85	0.00	Y	Arm 4 Left	7.00	8.4 %	1866	1866	
				Arm 5 Ahead	Inf	91.6 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2032 DS AM'	08:00	09:00	01:00	
2: '2032 DS PM'	17:00	18:00	01:00	
3: '2038 DS AM'	08:00	09:00	01:00	
4: '2038 DS PM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2032 DS AM'****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	12	434	446
	B	0	0	567	567
	C	556	552	0	1108
	Tot.	556	564	1001	2121

Detailed Input Data And Results

FG2: '2032 DS PM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	41	471	512
	B	0	0	366	366
	C	389	474	0	863
	Tot.	389	515	837	1741

FG3: '2038 DS AM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	17	453	470
	B	0	0	588	588
	C	520	563	0	1083
	Tot.	520	580	1041	2141

FG4: '2038 DS PM'

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	45	489	534
	B	0	0	370	370
	C	389	473	0	862
	Tot.	389	518	859	1766

Scenario 1: '2032 DS AM' (FG1: '2032 DS AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	12	434	446
	B	0	0	567	567
	C	556	552	0	1108
	Tot.	556	564	1001	2121

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin		0	0	0	0
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2032 DS PM' (FG2: '2032 DS PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin		0	41	471	512
	A	0	41	471	512
	B	0	0	366	366
	C	389	474	0	863
	Tot.	389	515	837	1741

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin		0	0	0	0
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2038 DS AM' (FG3: '2038 DS AM', Plan 1: 'Peds every cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin		0	17	453	470
	A	0	17	453	470
	B	0	0	588	588
	C	520	563	0	1083
	Tot.	520	580	1041	2141

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2038 DS PM' (FG4: '2038 DS PM', Plan 2: 'Peds every other cycle')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	45	489	534
	B	0	0	370	370
	C	389	473	0	862
	Tot.	389	518	859	1766

Traffic Flows, Difference

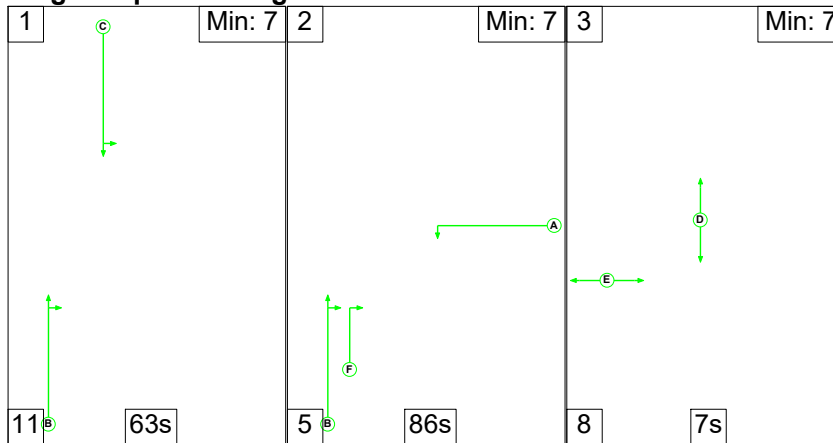
Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2032 DS AM	Scenario 2: 2032 DS PM	Scenario 3: 2038 DS AM	Scenario 4: 2038 DS PM
Junction: Basingstoke Road/Hyde End Road Signal Junction				
1/1	567	366	588	370
2/1 (with short)	1108(In) 556(Out)	863(In) 389(Out)	1083(In) 520(Out)	862(In) 389(Out)
2/2 (short)	552	474	563	473
3/1	446	512	470	534
4/1	564	515	580	518
5/1	1001	837	1041	859
6/1	556	389	520	389

Scenario 1: '2032 DS AM' (FG1: '2032 DS AM', Plan 1: 'Peds every cycle')
Stage Sequence Diagram



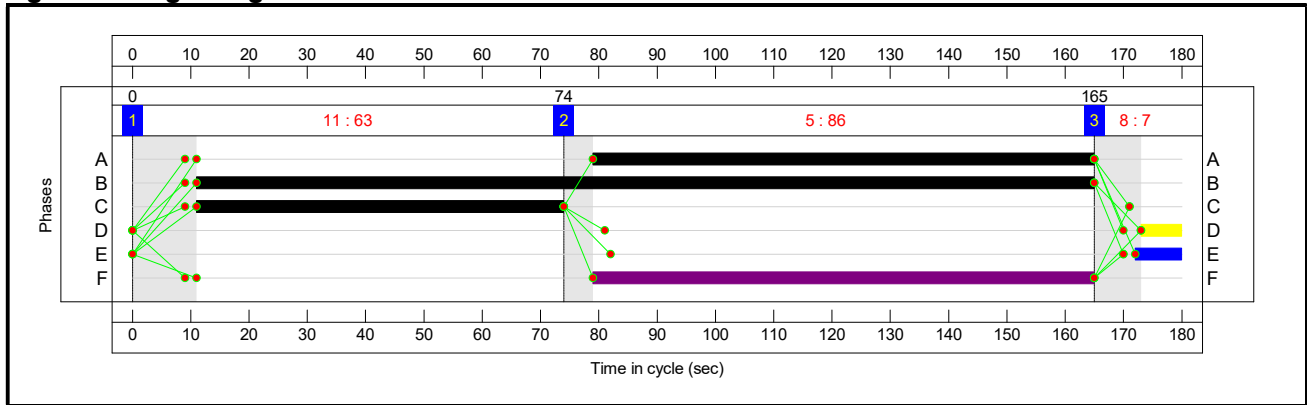
Stage Timings

Stage	1	2	3
Duration	63	86	7
Change Point	0	74	165

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Hyde End Road	Traffic	86	79	165
B	B3349 South Right Ahead B3349 South	Traffic	154	11	165
C	B3349 North Left Ahead B3349 North	Traffic	63	11	74
D	Pedestrians across Hyde End Road	Pedestrian	7	173	0
E	Pedestrians across B3349 South	Pedestrian	8	172	0
F	B3349 South Right IGA	Ind. Arrow	86	79	165

Signal Timings Diagram



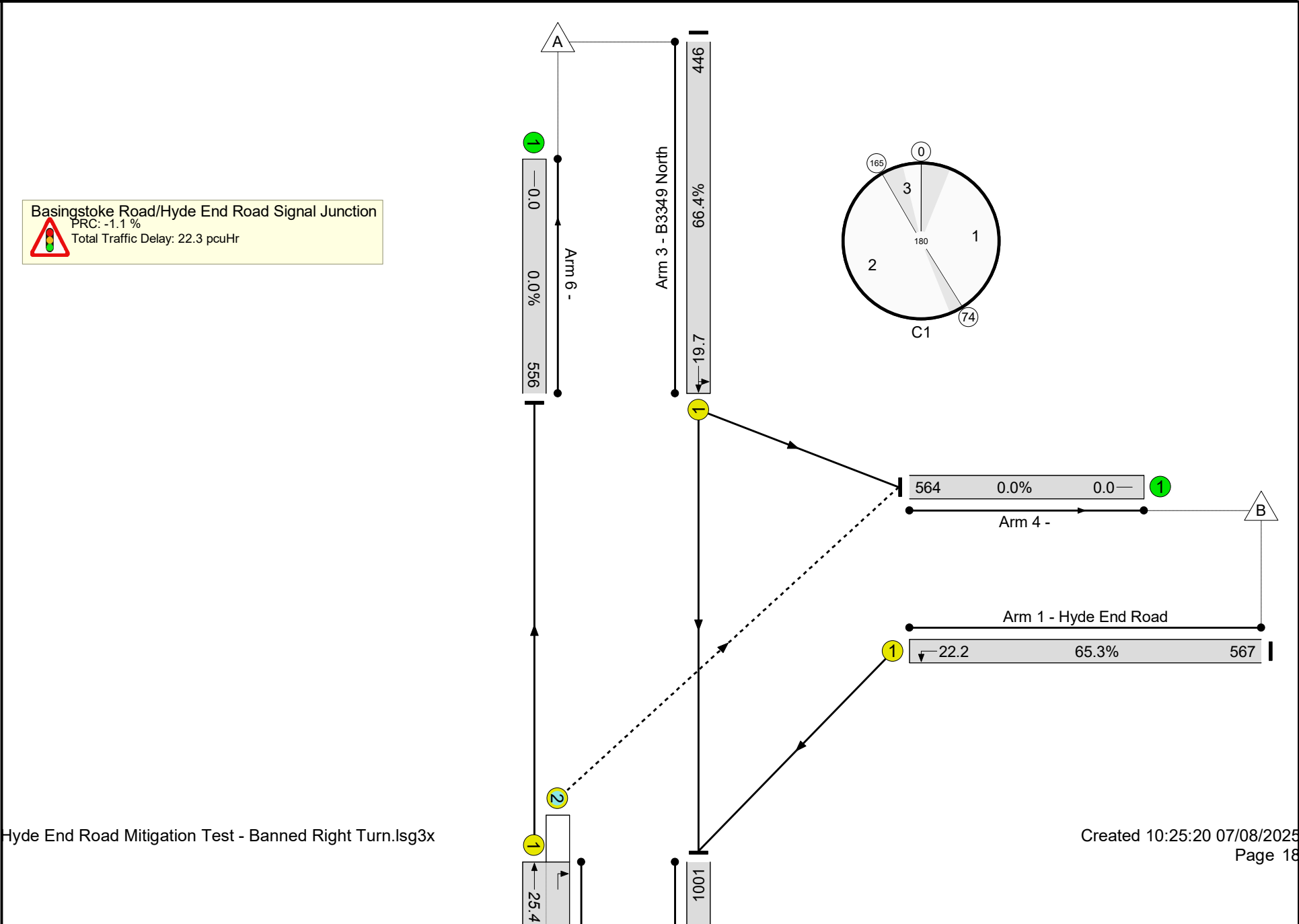
Lane Green Times

Junction: Basingstoke Road/Hyde End Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	79	165
2/1	B3349 South Ahead	U	B	11	165
2/2	B3349 South Right	O	B F	11	165
3/1	B3349 North Left Ahead	U	C	11	74

Detailed Input Data And Results

Network Layout Diagram

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	91.0%
Basingstoke Road/Hyde End Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	91.0%
1/1	Hyde End Road Left	U	N/A	N/A	A		1	86	-	-	567	1797	869	65.3%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	154	86	-	1108	1920:1639	611+606	91.0 : 91.0%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	63	-	-	446	1889	672	66.4%
4/1		U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	1001	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	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	398	9	14.0	6.6	1.7	22.3	-	-	-	-	
Basingstoke Road/Hyde End Road Signal Junction	-	-	145	398	9	14.0	6.6	1.7	22.3	-	-	-	-	
1/1	567	567	-	-	-	5.5	0.9	-	6.5	41.0	21.3	0.9	22.2	
2/1+2/2	1108	1108	145	398	9	2.4	4.7	1.7	8.8	28.5	20.7	4.7	25.4	
3/1	446	446	-	-	-	6.1	1.0	-	7.0	56.8	18.7	1.0	19.7	
4/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

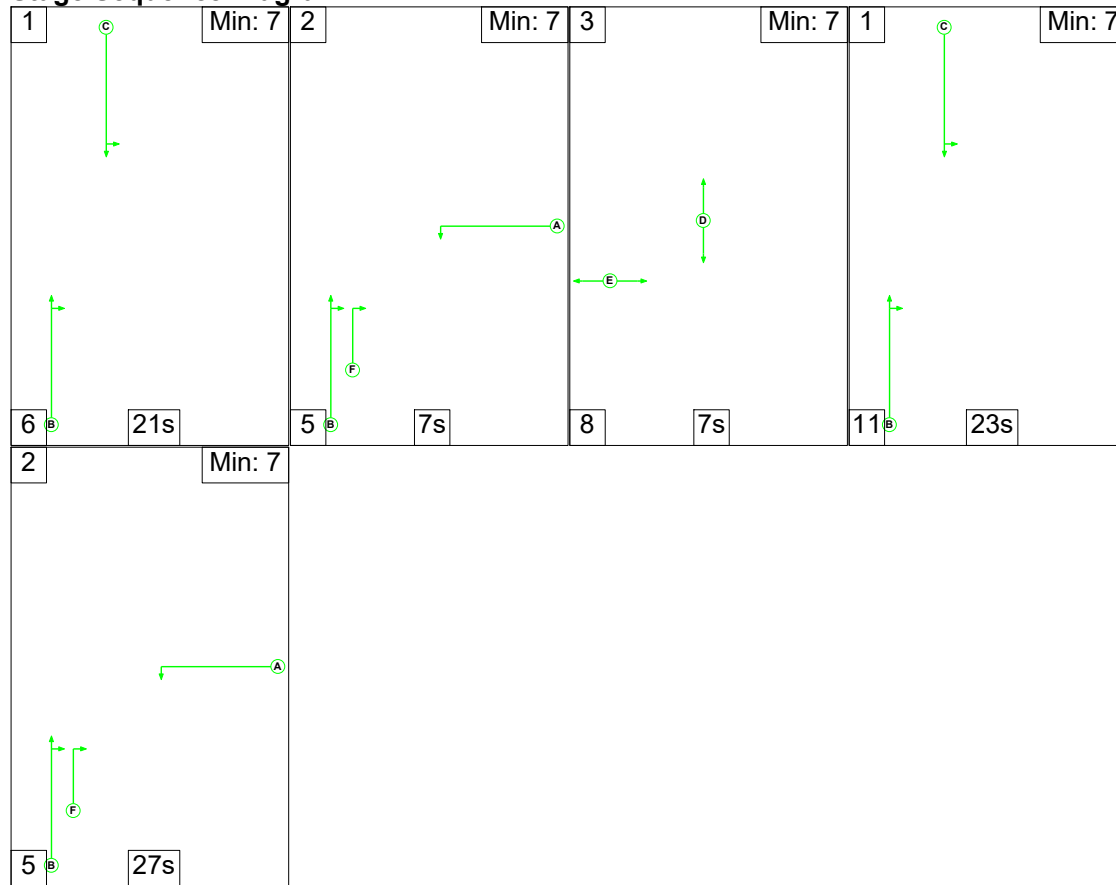
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	22.27	Cycle Time (s):	180
	PRC Over All Lanes (%):	-1.1	Total Delay Over All Lanes(pcuHr):	22.27		

Detailed Input Data And Results

Scenario 2: '2032 DS PM' (FG2: '2032 DS PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

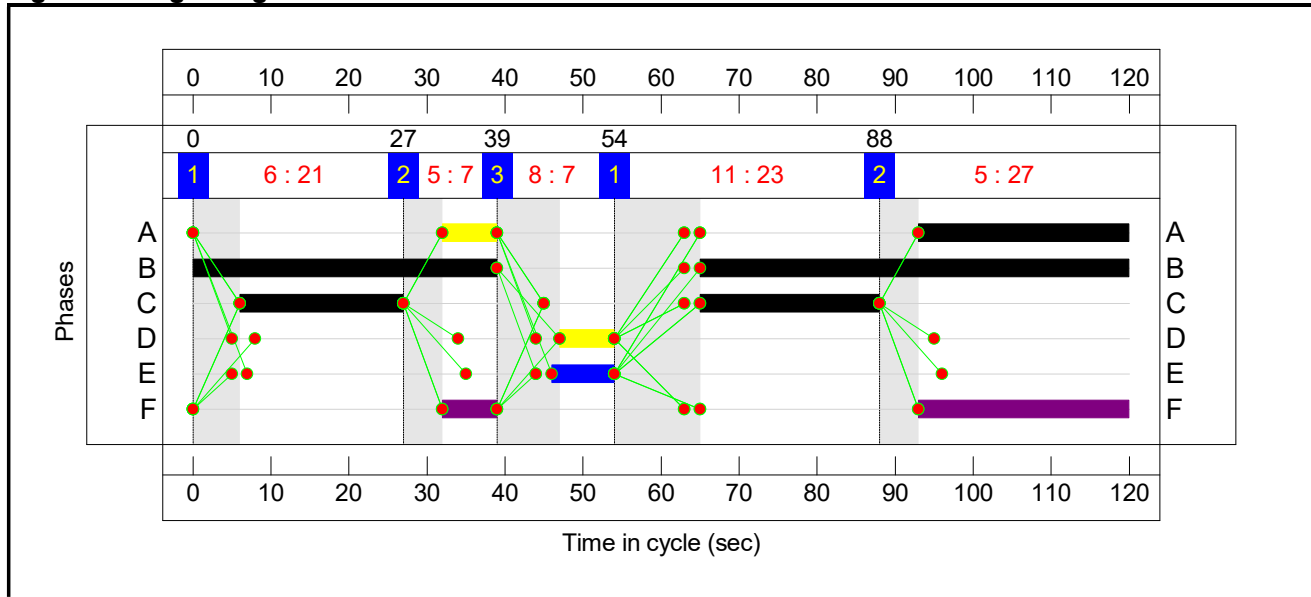


Stage Timings

Stage	1	2	3	1	2
Duration	21	7	7	23	27
Change Point	0	27	39	54	88

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Hyde End Road	Traffic	7	32	39	27	93	0
B	B3349 South Right Ahead B3349 South	Traffic	94	65	39			
C	B3349 North Left Ahead B3349 North	Traffic	21	6	27	23	65	88
D	Pedestrians across Hyde End Road	Pedestrian	7	47	54			
E	Pedestrians across B3349 South	Pedestrian	8	46	54			
F	B3349 South Right IGA	Ind. Arrow	7	32	39	27	93	0

Signal Timings Diagram**Lane Green Times**

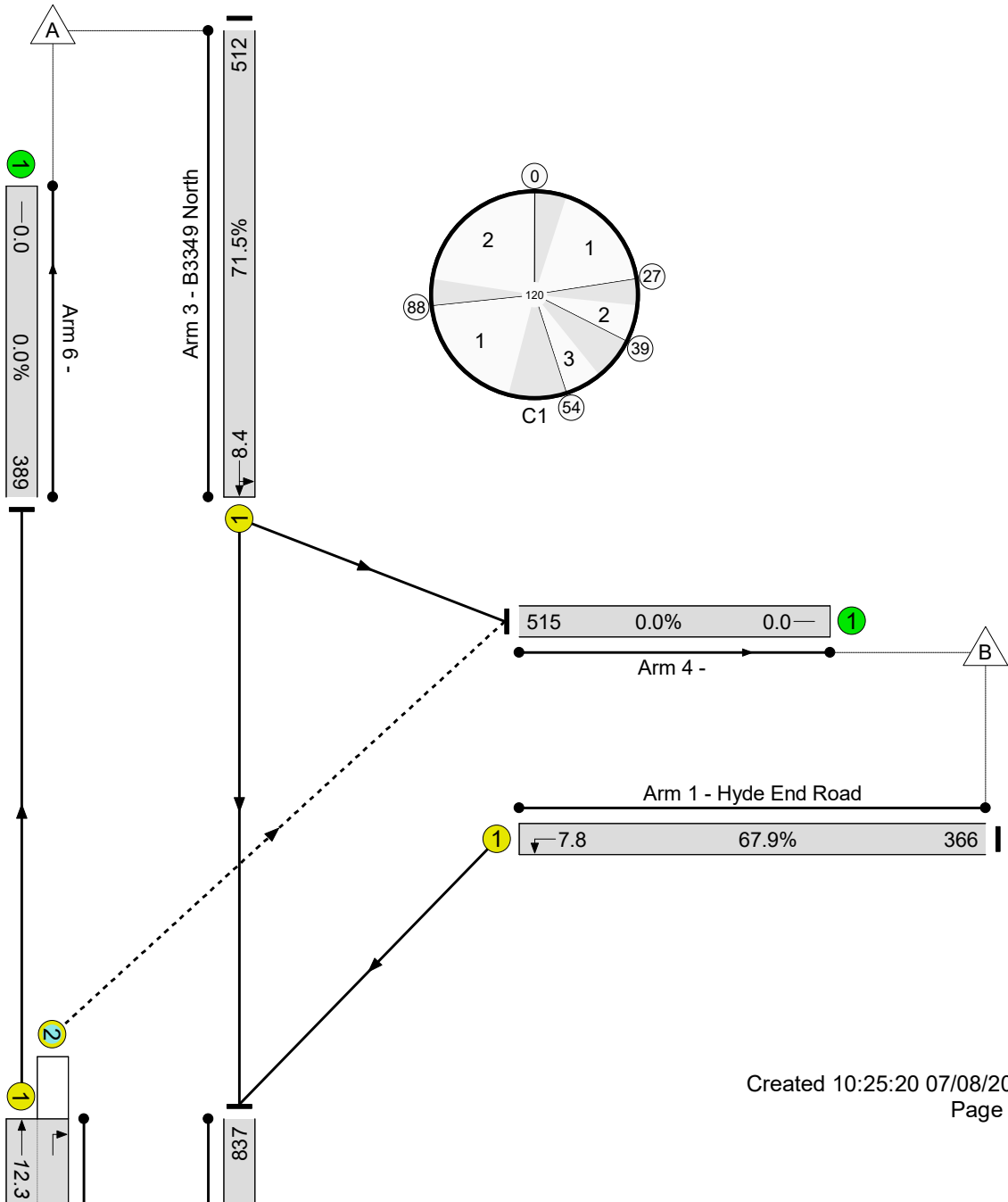
Junction: Basingstoke Road/Hyde End Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	32	39
				93	0
2/1	B3349 South Ahead	U	B	65	39
2/2	B3349 South Right	O	B F	65	39
3/1	B3349 North Left Ahead	U	C	6	27
				65	88

Detailed Input Data And Results

Basingstoke Road/Hyde End Road Signal Junction

PRC: -0.2 %

Total Traffic Delay: 13.0 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	90.2%
Basingstoke Road/Hyde End Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	90.2%
1/1	Hyde End Road Left	U	N/A	N/A	A		2	34	-	-	366	1797	539	67.9%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	94	34	-	863	1920:1639	431+525	90.2 : 90.2%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	44	-	-	512	1868	716	71.5%
4/1		U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	837	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	389	Inf	Inf	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	317	12	5.3	6.5	1.1	13.0	-	-	-	-	
Basingstoke Road/Hyde End Road Signal Junction	-	-	145	317	12	5.3	6.5	1.1	13.0	-	-	-	-	
1/1	366	366	-	-	-	2.0	1.0	-	3.1	30.0	6.7	1.0	7.8	
2/1+2/2	863	863	145	317	12	1.1	4.2	1.1	6.5	26.9	8.0	4.2	12.3	
3/1	512	512	-	-	-	2.2	1.2	-	3.5	24.4	7.1	1.2	8.4	
4/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

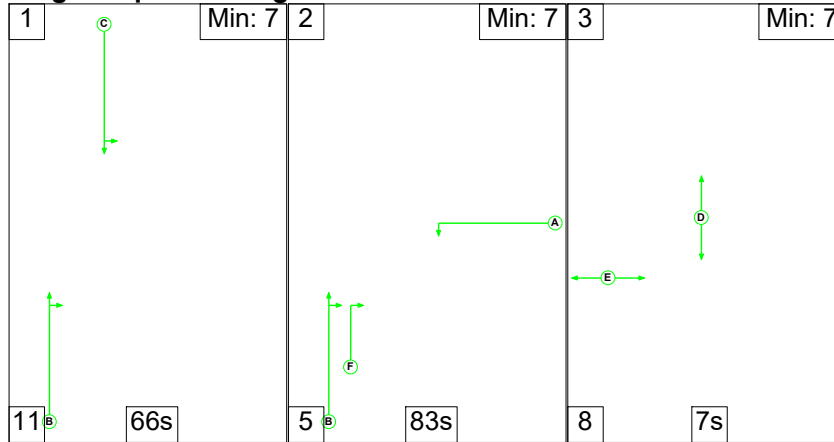
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	12.99	Cycle Time (s):	120
	PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	12.99		

Detailed Input Data And Results

Scenario 3: '2038 DS AM' (FG3: '2038 DS AM', Plan 1: 'Peds every cycle')

Stage Sequence Diagram



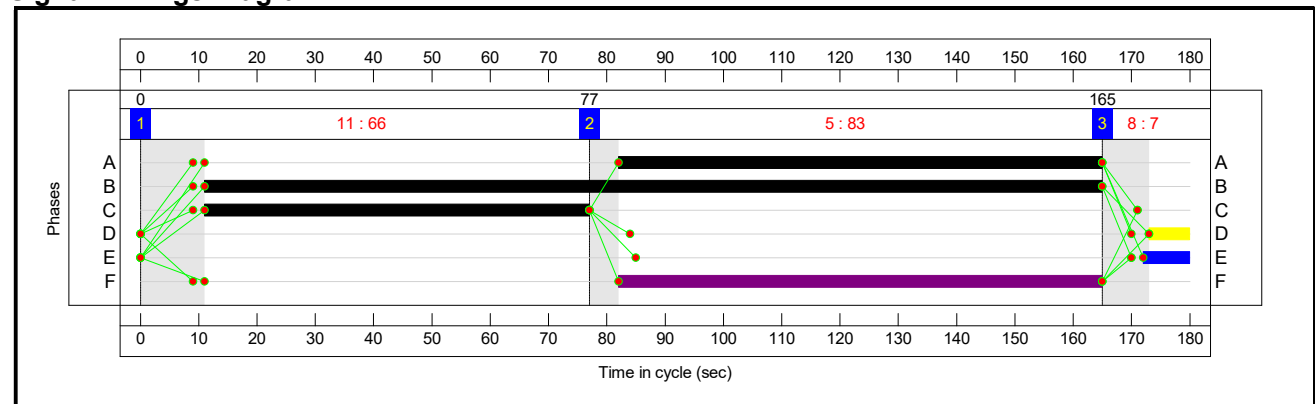
Stage Timings

Stage	1	2	3
Duration	66	83	7
Change Point	0	77	165

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Hyde End Road Left Hyde End Road	Traffic	83	82	165
B	B3349 South Right Ahead B3349 South	Traffic	154	11	165
C	B3349 North Left Ahead B3349 North	Traffic	66	11	77
D	Pedestrians across Hyde End Road	Pedestrian	7	173	0
E	Pedestrians across B3349 South	Pedestrian	8	172	0
F	B3349 South Right IGA	Ind. Arrow	83	82	165

Signal Timings Diagram

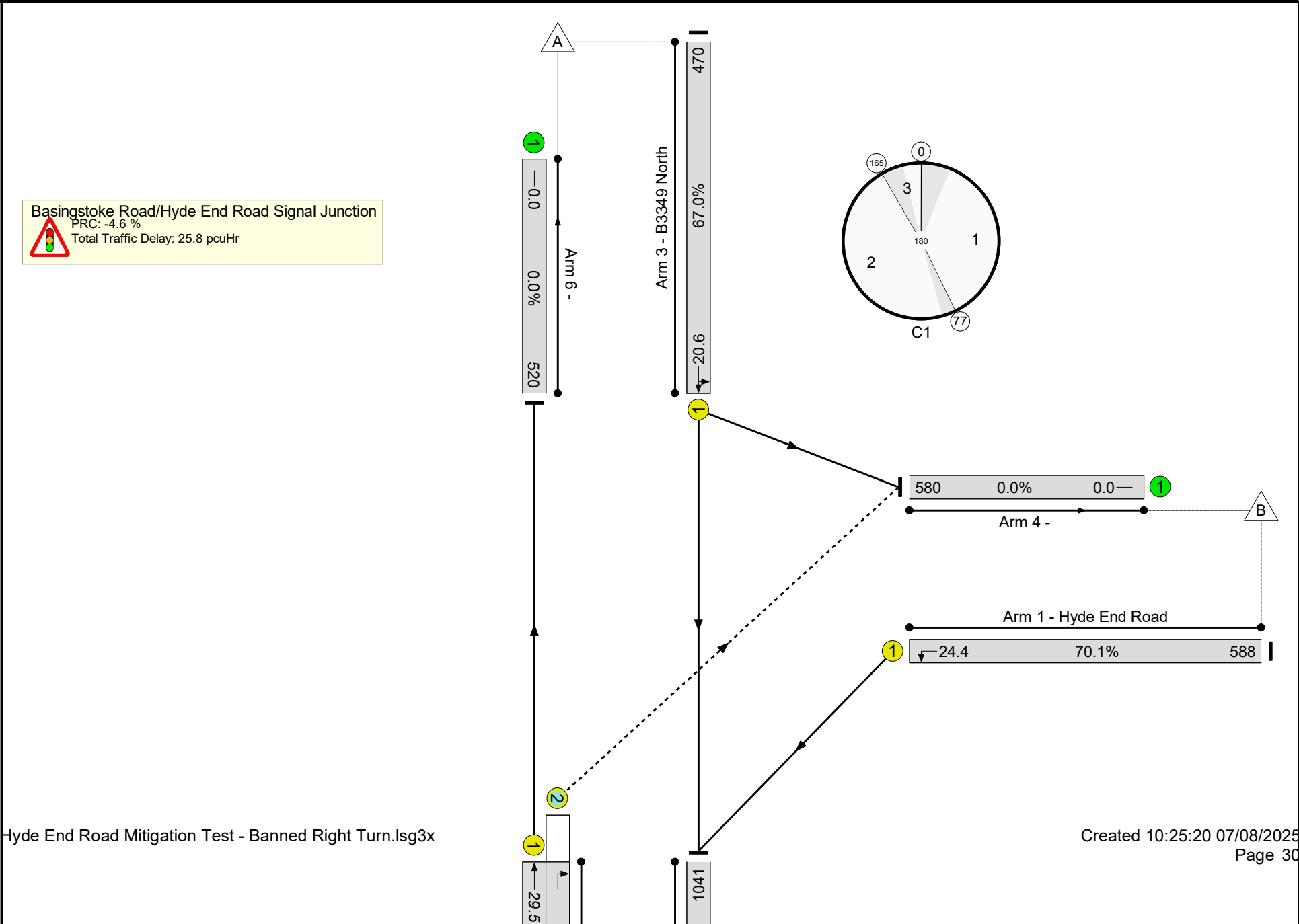


Lane Green Times

Junction: Basingstoke Road/Hyde End Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	82	165
2/1	B3349 South Ahead	U	B	11	165
2/2	B3349 South Right	O	B F	11	165
3/1	B3349 North Left Ahead	U	C	11	77

Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	94.1%
Basingstoke Road/Hyde End Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	94.1%
1/1	Hyde End Road Left	U	N/A	N/A	A		1	83	-	-	588	1797	839	70.1%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	154	83	-	1083	1920:1639	552+598	94.1 : 94.1%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		1	66	-	-	470	1885	702	67.0%
4/1		U	N/A	N/A	-		-	-	-	-	580	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	1041	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	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	-	-	151	403	9	15.1	8.9	1.8	25.8	-	-	-	-	
Basingstoke Road/Hyde End Road Signal Junction	-	-	151	403	9	15.1	8.9	1.8	25.8	-	-	-	-	
1/1	588	588	-	-	-	6.2	1.2	-	7.4	45.2	23.2	1.2	24.4	
2/1+2/2	1083	1083	151	403	9	2.7	6.7	1.8	11.2	37.4	22.8	6.7	29.5	
3/1	470	470	-	-	-	6.2	1.0	-	7.2	55.0	19.6	1.0	20.6	
4/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

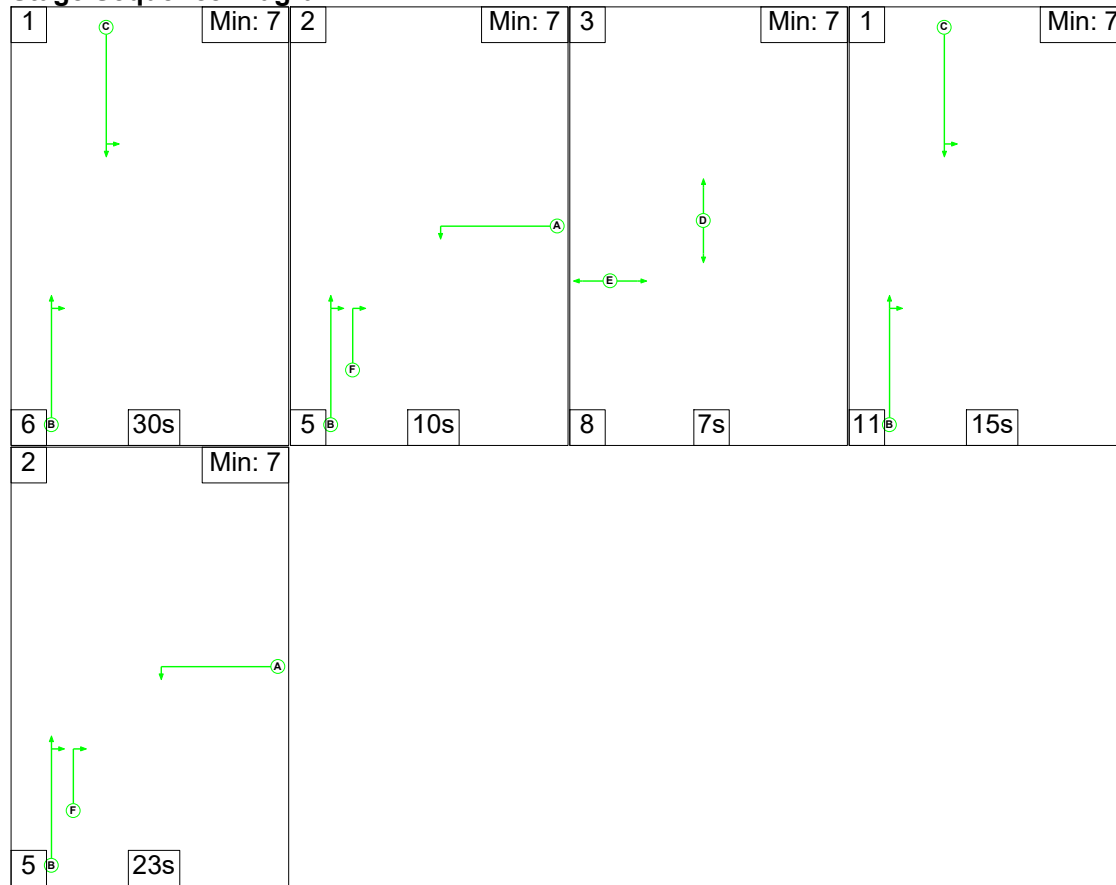
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-4.6	Total Delay for Signalled Lanes (pcuHr):	25.79	Cycle Time (s):	180
	PRC Over All Lanes (%):	-4.6	Total Delay Over All Lanes(pcuHr):	25.79		

Detailed Input Data And Results

Scenario 4: '2038 DS PM' (FG4: '2038 DS PM', Plan 2: 'Peds every other cycle')

Stage Sequence Diagram

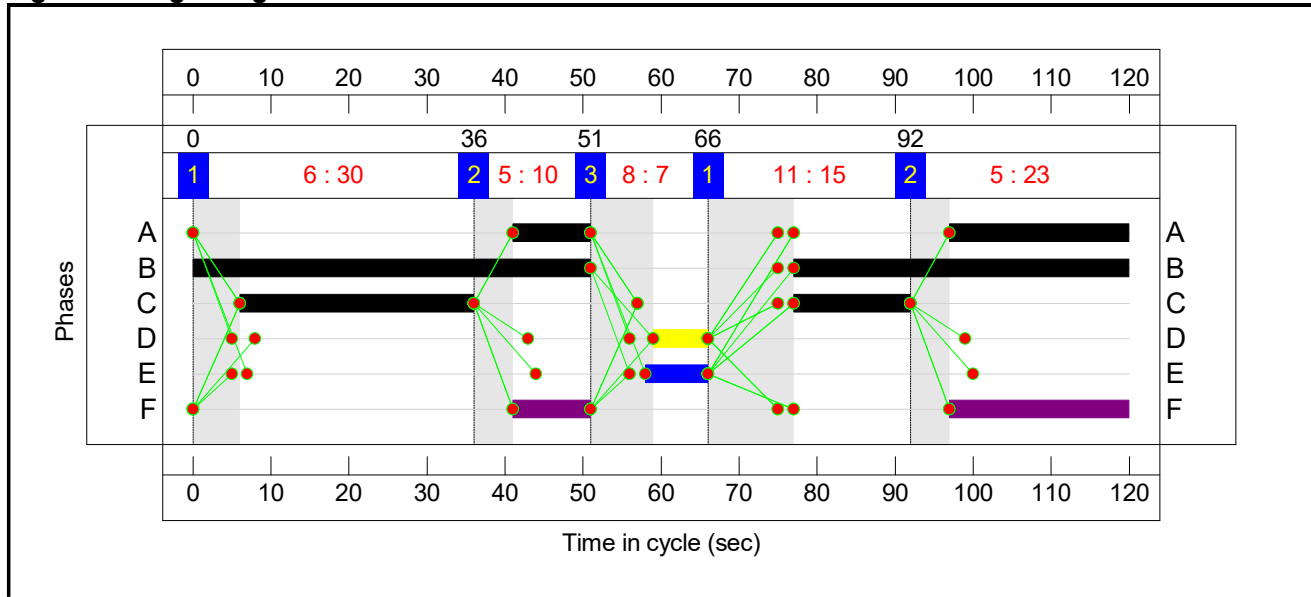


Stage Timings

Stage	1	2	3	1	2
Duration	30	10	7	15	23
Change Point	0	36	51	66	92

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	Hyde End Road Left Hyde End Road	Traffic	10	41	51	23	97	0
B	B3349 South Right Ahead B3349 South	Traffic	94	77	51			
C	B3349 North Left Ahead B3349 North	Traffic	30	6	36	15	77	92
D	Pedestrians across Hyde End Road	Pedestrian	7	59	66			
E	Pedestrians across B3349 South	Pedestrian	8	58	66			
F	B3349 South Right IGA	Ind. Arrow	10	41	51	23	97	0

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Hyde End Road Signal Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Hyde End Road Left	U	A	41	51
				97	0
2/1	B3349 South Ahead	U	B	77	51
2/2	B3349 South Right	O	B F	77	51
3/1	B3349 North Left Ahead	U	C	6	36
				77	92

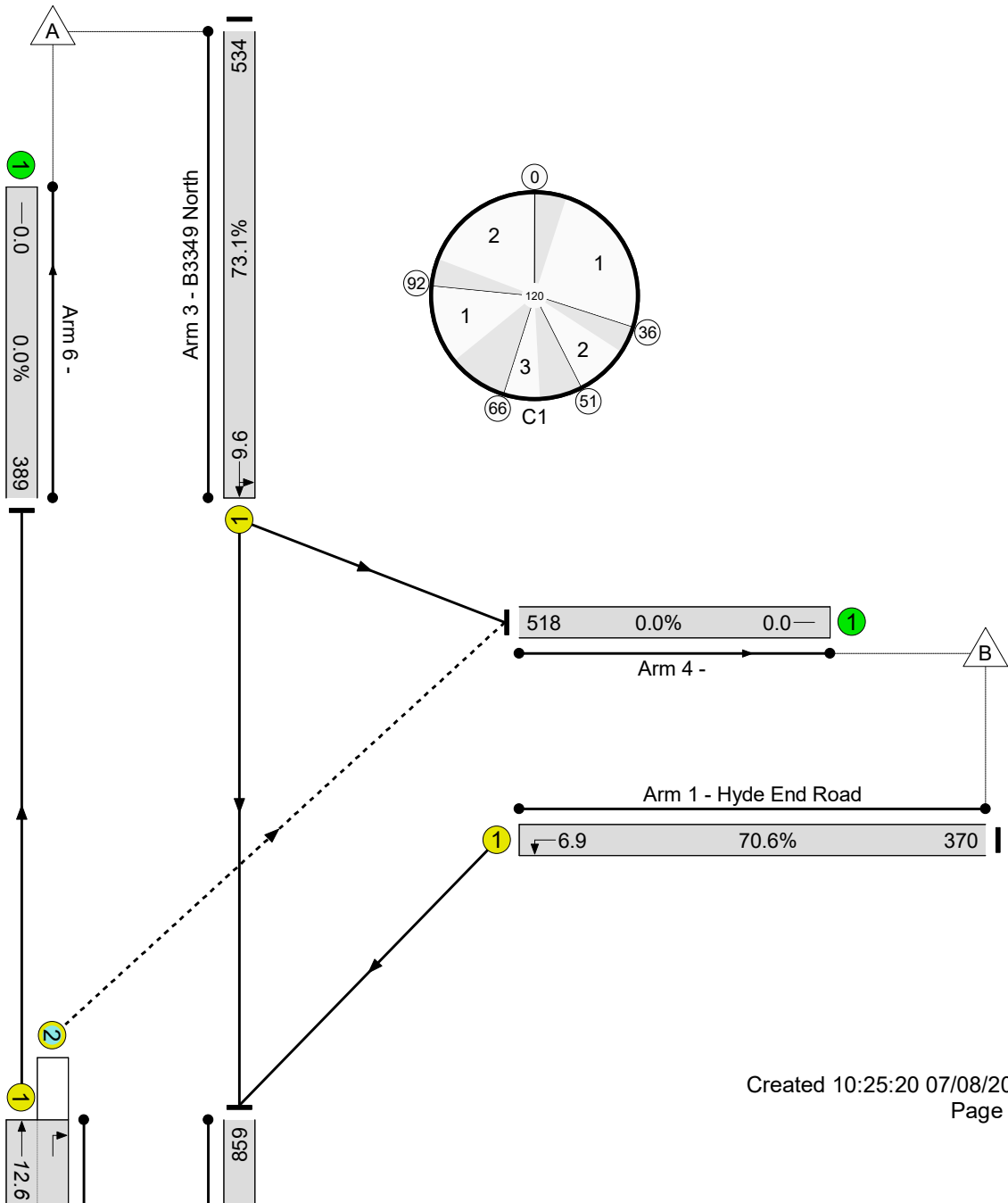
Detailed Input Data And Results
Network Layout Diagram

Detailed Input Data And Results

Basingstoke Road/Hyde End Road Signal Junction

PRC: -1.5 %

Total Traffic Delay: 14.1 pcuHr



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	91.4%
Basingstoke Road/Hyde End Road Signal Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	91.4%
1/1	Hyde End Road Left	U	N/A	N/A	A		2	33	-	-	370	1797	524	70.6%
2/1+2/2	B3349 South Right Ahead	U+O	N/A	N/A	B	F	1	94	33	-	862	1920:1639	426+518	91.4 : 91.4%
3/1	B3349 North Left Ahead	U	N/A	N/A	C		2	45	-	-	534	1866	731	73.1%
4/1		U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	389	Inf	Inf	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	-	-	144	312	17	5.4	7.3	1.4	14.1	-	-	-	-	
Basingstoke Road/Hyde End Road Signal Junction	-	-	144	312	17	5.4	7.3	1.4	14.1	-	-	-	-	
1/1	370	370	-	-	-	2.0	1.2	-	3.1	30.5	5.8	1.2	6.9	
2/1+2/2	862	862	144	312	17	1.1	4.7	1.4	7.3	30.4	7.9	4.7	12.6	
3/1	534	534	-	-	-	2.3	1.3	-	3.7	24.8	8.3	1.3	9.6	
4/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	14.08	Cycle Time (s):	120
	PRC Over All Lanes (%):	-1.5	Total Delay Over All Lanes(pcuHr):	14.08		

T23591

Land off Basingstoke Road, Spencers Wood



Appendix W

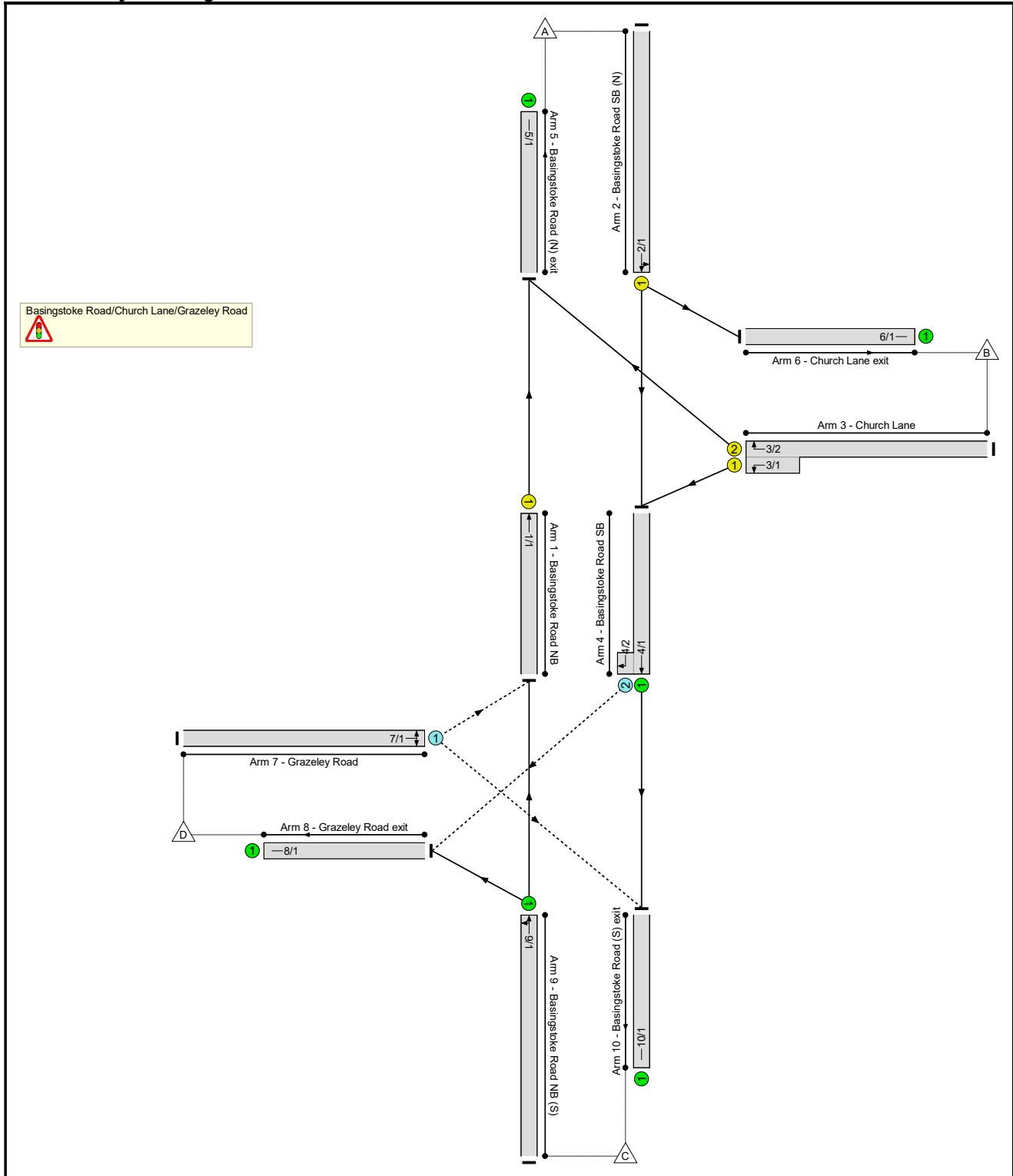
B3349 Basingstoke Road/Church Lane Traffic Signal Junction Mitigation – LinSig Output

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	T23591 Spencers Wood
Title:	Basingstoke Road Church Lane Grazeley Road Mitigation
Location:	Spencers Wood
Additional detail:	
File name:	Basingstoke Road Church Lane Grazeley Road Mitigation - Banned Right Turn.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



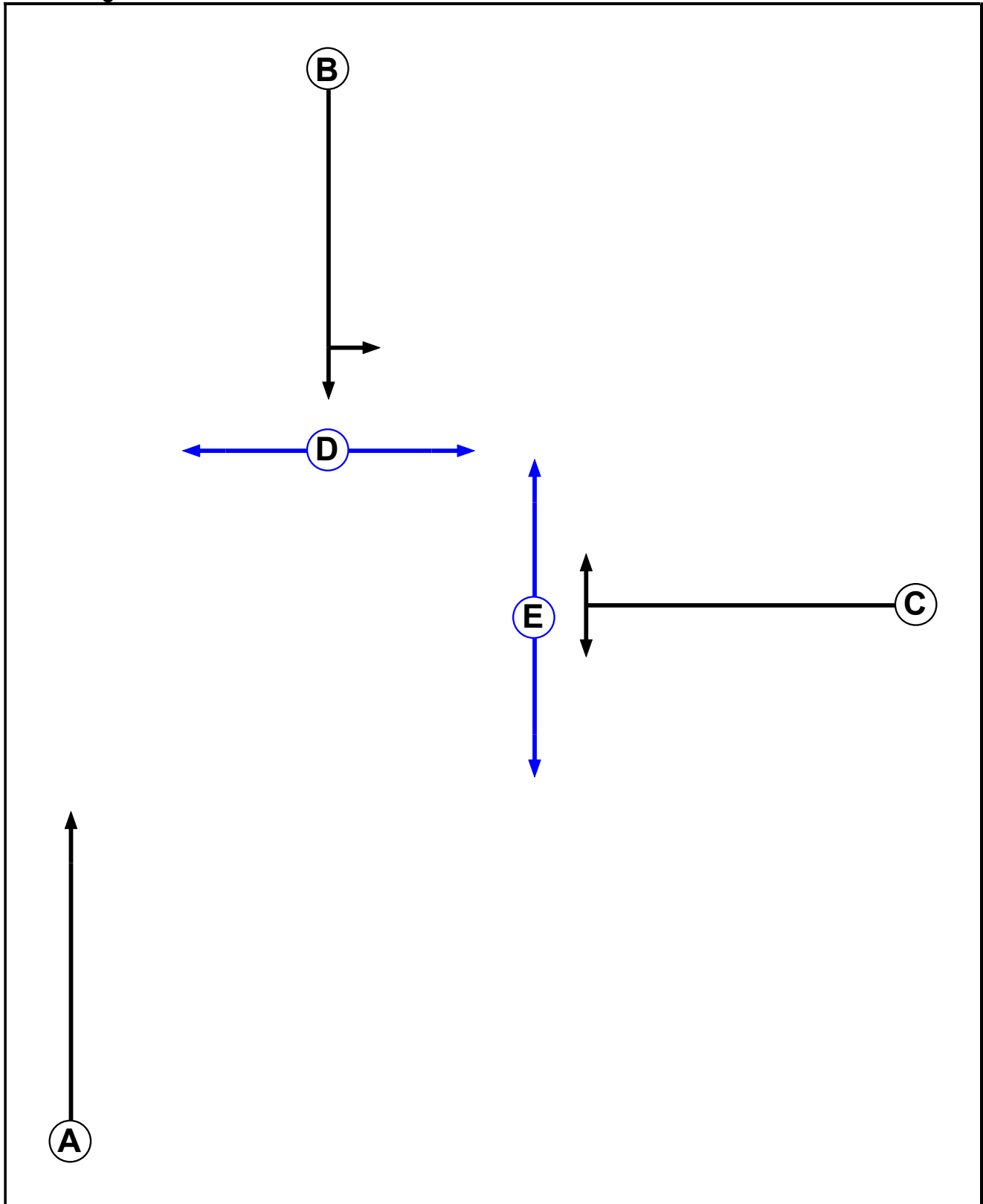
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2032 DM AM	2032 Do Minimum AM	No Peds	08:00 - 09:00	120	-22.4	95.20
2	2032 DM PM	2032 Do Minimum PM	No Peds	17:00 - 18:00	120	-25.6	138.63
3	2038 DM AM	2038 Do Minimum AM	No Peds	08:00 - 09:00	120	-24.1	122.94
4	2038 DM PM	2038 Do Minimum PM	No Peds	17:00 - 18:00	120	-30.9	176.62
5	2032 DS AM	2032 Do Something AM	No Peds	08:00 - 09:00	120	-31.4	162.96
6	2032 DS PM	2032 Do Something PM	No Peds	17:00 - 18:00	120	-27.8	160.56
7	2038 DS AM	2038 Do Something AM	No Peds	08:00 - 09:00	120	-30.4	173.19
8	2038 DS PM	2038 Do Something PM	No Peds	17:00 - 18:00	120	-32.7	193.89

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	5	3	Basingstoke Road/Church Lane/Grazeley Road	

Phase Diagram



Phase Input Data

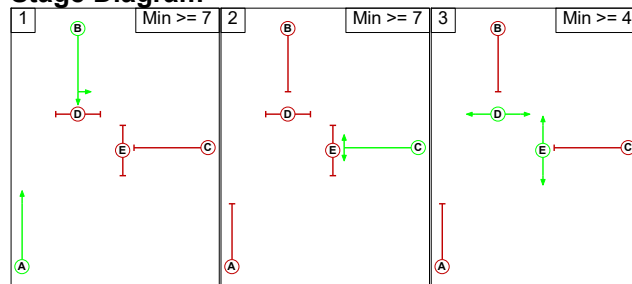
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		4	4
E	Pedestrian		4	4

Phase Intergreens Matrix

	Starting Phase					
Terminating Phase		A	B	C	D	E
	A		-	5	7	8
	B	-		5	5	7
	C	6	6		9	5
	D	8	8	8		-
	E	11	11	11	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

		To Stage		
From Stage		1	2	3
	1		5	8
	2	6		9
	3	11	11	

Lane Input Data

Junction: Basingstoke Road/Church Lane/Grazeley Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	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 NB)	U	A	2	3	2.3	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/1 (Basingstoke Road SB (N))	U	B	2	3	60.0	Geom	-	3.15	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	6.00
3/1 (Church Lane)	U	C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 4 Left	17.00
3/2 (Church Lane)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	12.00
4/1 (Basingstoke Road SB)	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 10 Ahead	Inf
4/2 (Basingstoke Road SB)	O		2	3	2.0	Geom	-	3.00	0.00	Y	Arm 8 Right	8.00
5/1 (Basingstoke Road (N) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Church Lane exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Grazeley Road)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 1 Left	8.00
											Arm 10 Right	9.00
8/1 (Grazeley Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Basingstoke Road NB (S))	U		2	3	60.0	Geom	-	2.85	0.00	Y	Arm 1 Ahead	Inf
											Arm 8 Left	8.00
10/1 (Basingstoke Road (S) exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: Basingstoke Road/Church Lane/Grazeley Road											
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)
4/2 (Basingstoke Road SB)	8/1 (Right)	850	0	9/1	0.35	All	-	-	-	-	-
7/1 (Grazeley Road)	1/1 (Left)	715	0	9/1	0.22	To 1/1 (Ahead)	-	-	-	-	-
	10/1 (Right)	600	0	9/1	0.22	To 1/1 (Ahead)					
				4/1	0.19	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: Basingstoke Road/Church Lane/Grazeley Road				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
2/1	4/1	Internal	26	35
2/1	6/1	Internal	5	35
3/1	4/1	Internal	52	35
3/2	5/1	Internal	5	35
4/1	10/1	Internal	39	35
4/2	8/1	Internal	5	35
7/1	1/1	Internal	2	35
7/1	10/1	Internal	5	35
9/1	1/1	Internal	1	35
9/1	8/1	Internal	5	35

Scenario 1: '2032 DM AM' (FG1: '2032 Do Minimum AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	42.0 %	1686	1686
				Arm 6 Left	6.00	58.0 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.2 %	1894	1894
				Arm 8 Left	8.00	1.8 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2032 DM PM' (FG2: '2032 Do Minimum PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	41.3 %	1683	1683
				Arm 6 Left	6.00	58.7 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	94.1 %	1879	1879
				Arm 8 Left	8.00	5.9 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2038 DM AM' (FG3: '2038 Do Minimum AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	41.8 %	1685	1685
				Arm 6 Left	6.00	58.2 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.1 %	1893	1893
				Arm 8 Left	8.00	1.9 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2038 DM PM' (FG4: '2038 Do Minimum PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	40.5 %	1680	1680
				Arm 6 Left	6.00	59.5 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	94.3 %	1880	1880
				Arm 8 Left	8.00	5.7 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2032 DS AM' (FG5: '2032 Do Something AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	47.9 %	1707	1707
				Arm 6 Left	6.00	52.1 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.4 %	1894	1894
				Arm 8 Left	8.00	1.6 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2032 DS PM' (FG6: '2032 Do Something PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	45.7 %	1699	1699
				Arm 6 Left	6.00	54.3 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	95.0 %	1882	1882
				Arm 8 Left	8.00	5.0 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2038 DS AM' (FG7: '2038 Do Something AM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	48.3 %	1709	1709
				Arm 6 Left	6.00	51.7 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	83.7 %	1786	1786
				Arm 10 Right	9.00	16.3 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	98.4 %	1894	1894
				Arm 8 Left	8.00	1.6 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2038 DS PM' (FG8: '2038 Do Something PM', Plan 2: 'No Peds')**Lane Saturation Flows**

Junction: Basingstoke Road/Church Lane/Grazeley Road								
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 (Basingstoke Road NB)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Basingstoke Road SB (N))	3.15	0.00	Y	Arm 4 Ahead	Inf	45.1 %	1697	1697
				Arm 6 Left	6.00	54.9 %		
3/1 (Church Lane)	3.00	0.00	Y	Arm 4 Left	17.00	100.0 %	1760	1760
3/2 (Church Lane)	3.00	0.00	Y	Arm 5 Right	12.00	100.0 %	1702	1702
4/1 (Basingstoke Road SB)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
4/2 (Basingstoke Road SB)	3.00	0.00	Y	Arm 8 Right	8.00	100.0 %	1613	1613
5/1 (Basingstoke Road (N) exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Grazeley Road)	5.00	0.00	Y	Arm 1 Left	8.00	77.9 %	1788	1788
				Arm 10 Right	9.00	22.1 %		
8/1 (Grazeley Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Basingstoke Road NB (S))	2.85	0.00	Y	Arm 1 Ahead	Inf	95.0 %	1882	1882
				Arm 8 Left	8.00	5.0 %		
10/1 (Basingstoke Road (S) exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2032 Do Minimum AM'	08:00	09:00	01:00	
2: '2032 Do Minimum PM'	17:00	18:00	01:00	
3: '2038 Do Minimum AM'	08:00	09:00	01:00	
4: '2038 Do Minimum PM'	17:00	18:00	01:00	
5: '2032 Do Something AM'	08:00	09:00	01:00	
6: '2032 Do Something PM'	17:00	18:00	01:00	
7: '2038 Do Something AM'	08:00	09:00	01:00	
8: '2038 Do Something PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2032 Do Minimum AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	543	354	40	937
	B	647	0	83	29	759
	C	644	0	0	12	656
	D	118	0	23	0	141
	Tot.	1409	543	460	81	2493

FG2: '2032 Do Minimum PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	614	392	40	1046
	B	588	0	135	36	759
	C	433	0	0	27	460
	D	53	0	15	0	68
	Tot.	1074	614	542	103	2333

Detailed Input Data And Results

FG3: '2038 Do Minimum AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	566	366	40	972
	B	670	0	78	29	777
	C	624	0	23	12	659
	D	118	0	23	0	141
	Tot.	1412	566	490	81	2549

FG4: '2038 Do Minimum PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	658	407	40	1105
	B	595	0	137	36	768
	C	444	0	0	27	471
	D	53	0	15	0	68
	Tot.	1092	658	559	103	2412

FG5: '2032 Do Something AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	539	455	40	1034
	B	680	0	89	29	798
	C	757	0	0	12	769
	D	118	0	23	0	141
	Tot.	1555	539	567	81	2742

FG6: '2032 Do Something PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	592	459	40	1091
	B	586	0	142	36	764
	C	510	0	0	27	537
	D	53	0	15	0	68
	Tot.	1149	592	616	103	2460

Detailed Input Data And Results

FG7: '2038 Do Something AM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	549	472	40	1061
	B	672	0	92	29	793
	C	746	0	0	12	758
	D	118	0	23	0	141
	Tot.	1536	549	587	81	2753

FG8: '2038 Do Something PM'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	632	480	40	1152
	B	585	0	142	36	763
	C	511	0	0	27	538
	D	53	0	15	0	68
	Tot.	1149	632	637	103	2521

Scenario 1: '2032 DM AM' (FG1: '2032 Do Minimum AM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	543	354	40	937
	B	647	0	83	29	759
	C	644	0	0	12	656
	D	118	0	23	0	141
	Tot.	1409	543	460	81	2493

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 2: '2032 DM PM' (FG2: '2032 Do Minimum PM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	614	392	40	1046
	B	588	0	135	36	759
	C	433	0	0	27	460
	D	53	0	15	0	68
	Tot.	1074	614	542	103	2333

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '2038 DM AM' (FG3: '2038 Do Minimum AM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	566	366	40	972
	B	670	0	78	29	777
	C	624	0	0	12	636
	D	118	0	23	0	141
	Tot.	1412	566	467	81	2526

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	-23	0	-23
	D	0	0	0	0	0
	Tot.	0	0	-23	0	-23

Detailed Input Data And Results

Scenario 4: '2038 DM PM' (FG4: '2038 Do Minimum PM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	658	407	40	1105
	B	595	0	137	36	768
	C	444	0	0	27	471
	D	53	0	15	0	68
	Tot.	1092	658	559	103	2412

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '2032 DS AM' (FG5: '2032 Do Something AM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	539	455	40	1034
	B	680	0	89	29	798
	C	757	0	0	12	769
	D	118	0	23	0	141
	Tot.	1555	539	567	81	2742

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '2032 DS PM' (FG6: '2032 Do Something PM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	592	459	40	1091
	B	586	0	142	36	764
	C	510	0	0	27	537
	D	53	0	15	0	68
	Tot.	1149	592	616	103	2460

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 7: '2038 DS AM' (FG7: '2038 Do Something AM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	549	472	40	1061
	B	672	0	92	29	793
	C	746	0	0	12	758
	D	118	0	23	0	141
	Tot.	1536	549	587	81	2753

Traffic Flows, Difference

Difference :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 8: '2038 DS PM' (FG8: '2038 Do Something PM', Plan 2: 'No Peds')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	632	480	40	1152
	B	585	0	142	36	763
	C	511	0	0	27	538
	D	53	0	15	0	68
	Tot.	1149	632	637	103	2521

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

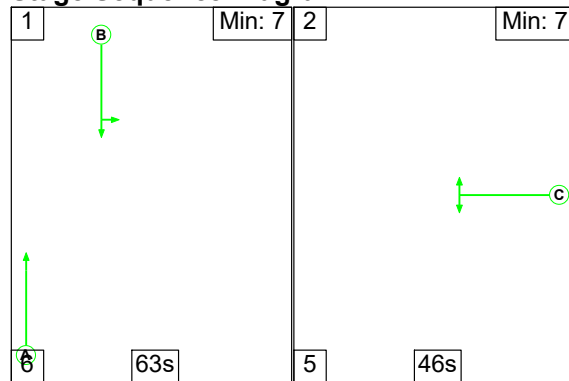
Lane	Scenario 1: 2032 DM AM	Scenario 2: 2032 DM PM	Scenario 3: 2038 DM AM	Scenario 4: 2038 DM PM	Scenario 5: 2032 DS AM	Scenario 6: 2032 DS PM
Junction: Basingstoke Road/Church Lane/Grazeley Road						
1/1	762	486	742	497	875	563
2/1	937	1046	972	1105	1034	1091
3/1 (short)	112	171	107	173	118	178
3/2 (with short)	759(In) 647(Out)	759(In) 588(Out)	777(In) 670(Out)	768(In) 595(Out)	798(In) 680(Out)	764(In) 586(Out)
4/1 (with short)	506(In) 437(Out)	603(In) 527(Out)	513(In) 444(Out)	620(In) 544(Out)	613(In) 544(Out)	677(In) 601(Out)
4/2 (short)	69	76	69	76	69	76
5/1	1409	1074	1412	1092	1555	1149
6/1	543	614	566	658	539	592
7/1	141	68	141	68	141	68
8/1	81	103	81	103	81	103
9/1	656	460	636	471	769	537
10/1	460	542	467	559	567	616

Detailed Input Data And Results

Lane	Scenario 7: 2038 DS AM	Scenario 8: 2038 DS PM
Junction: Basingstoke Road/Church Lane/Grazeley Road		
1/1	864	564
2/1	1061	1152
3/1 (short)	121	178
3/2 (with short)	793(In) 672(Out)	763(In) 585(Out)
4/1 (with short)	633(In) 564(Out)	698(In) 622(Out)
4/2 (short)	69	76
5/1	1536	1149
6/1	549	632
7/1	141	68
8/1	81	103
9/1	758	538
10/1	587	637

Scenario 1: '2032 DM AM' (FG1: '2032 Do Minimum AM', Plan 2: 'No Peds')

Stage Sequence Diagram

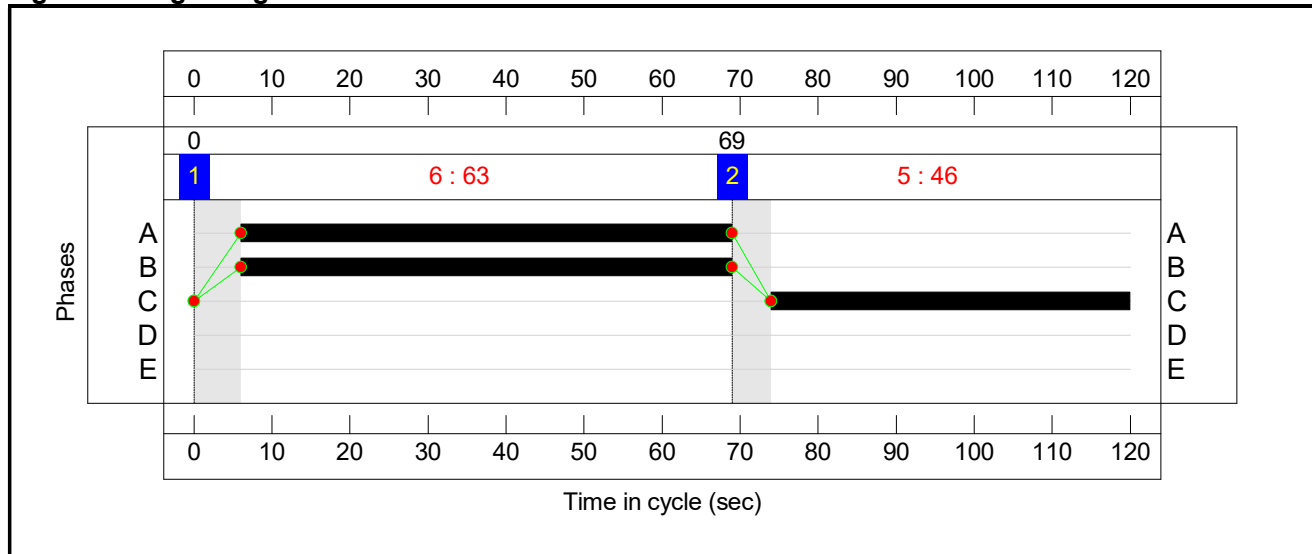


Stage Timings

Stage	1	2
Duration	63	46
Change Point	0	69

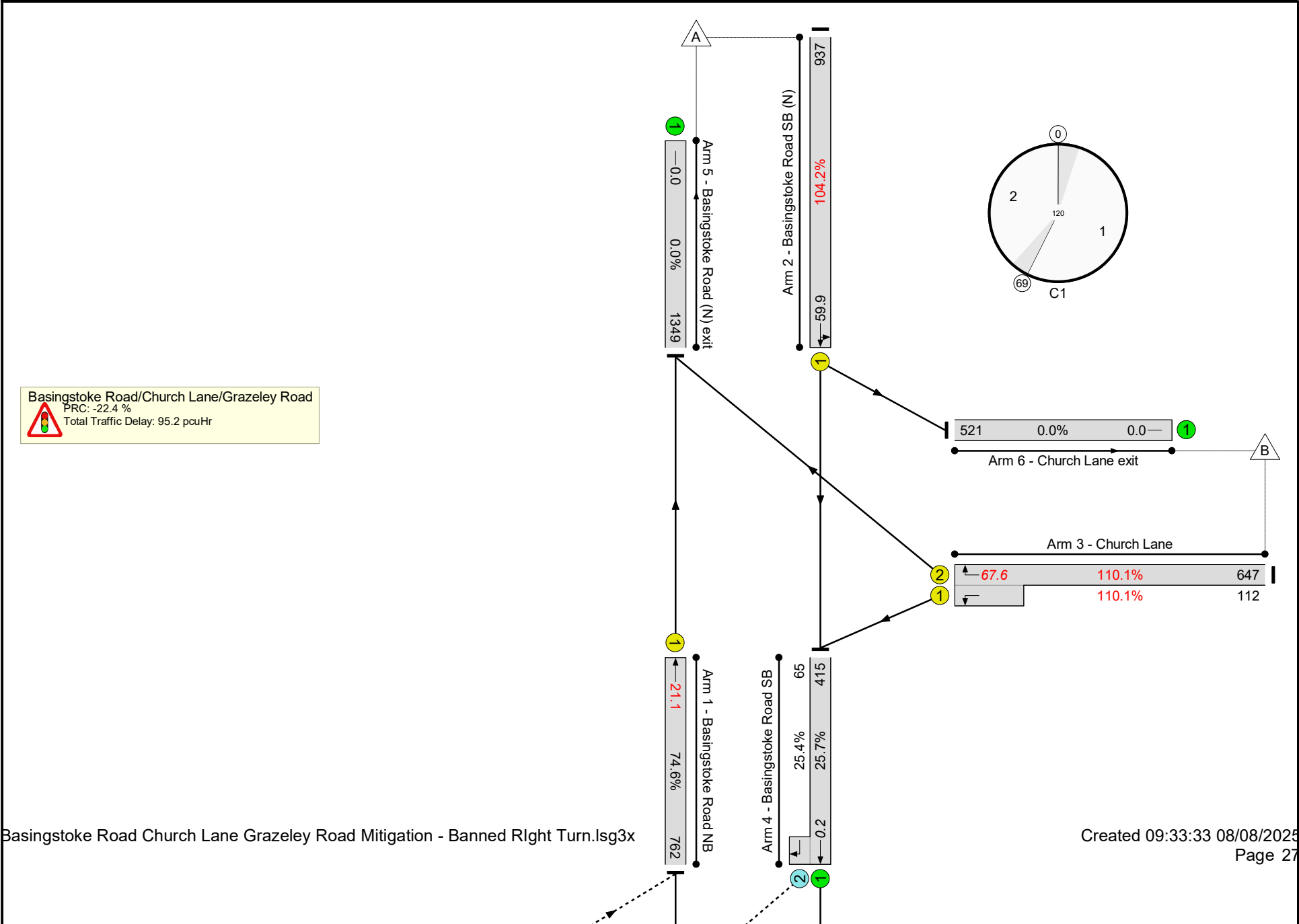
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	63	6	69
B	Basingstoke Road SB (N) Ahead Left	Traffic	63	6	69
C	Church Lane Left Right	Traffic	46	74	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	69
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	69
3/1	Church Lane Left	U	C	74	0
3/2	Church Lane Right	U	C	74	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	110.1%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	110.1%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	63	-	-	762	1915	1021	74.6%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	63	-	-	937	1686	899	104.2%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	46	-	-	759	1702:1760	587+102	110.1 : 110.1%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	506	1915:1613	1613+255	25.7 : 25.4%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1409	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	543	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	527	26.7%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	656	1894	1894	34.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%

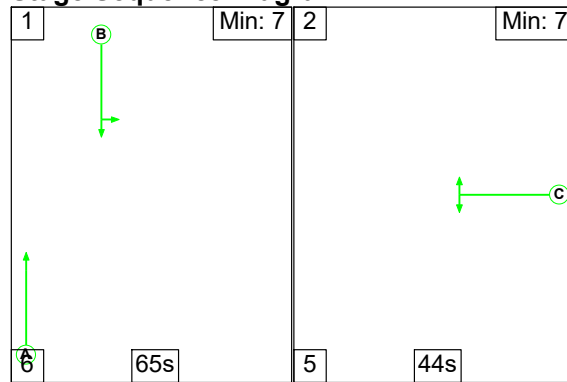
Detailed Input Data And Results

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	-	-	206	0	0	25.9	69.3	0.0	95.2	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	206	0	0	25.9	69.3	0.0	95.2	-	-	-	-	
1/1	762	762	-	-	-	4.6	1.5	-	6.0	28.6	19.7	1.5	21.1	
2/1	937	899	-	-	-	9.4	27.4	-	36.8	141.5	32.5	27.4	59.9	
3/2+3/1	759	689	-	-	-	12.0	39.7	-	51.7	245.2	27.8	39.7	67.6	
4/1+4/2	480	480	65	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1349	1349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	4.7	0.0	0.2	0.2	
8/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	656	656	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -22.4 PRC Over All Lanes (%): -22.4 Total Delay for Signalled Lanes (pcuHr): 94.58 Total Delay Over All Lanes(pcuHr): 95.20 Cycle Time (s): 120														

Detailed Input Data And Results

Scenario 2: '2032 DM PM' (FG2: '2032 Do Minimum PM', Plan 2: 'No Peds')

Stage Sequence Diagram



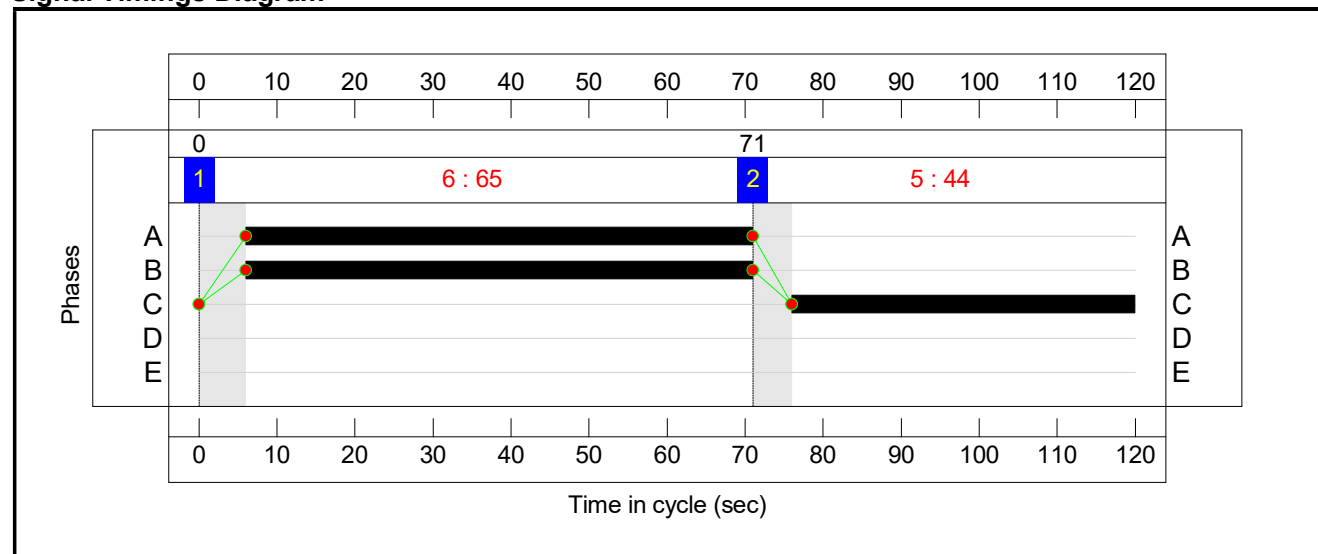
Stage Timings

Stage	1	2
Duration	65	44
Change Point	0	71

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	65	6	71
B	Basingstoke Road SB (N) Ahead Left	Traffic	65	6	71
C	Church Lane Left Right	Traffic	44	76	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	71
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	71
3/1	Church Lane Left	U	C	76	0
3/2	Church Lane Right	U	C	76	0

Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	113.0%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	113.0%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	65	-	-	486	1915	1053	46.1%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	65	-	-	1046	1683	926	113.0%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	44	-	-	759	1702:1760	526+153	111.7 : 111.7%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	603	1915:1613	1635+236	28.6 : 28.7%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1074	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	614	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	557	12.2%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	460	1879	1879	24.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%

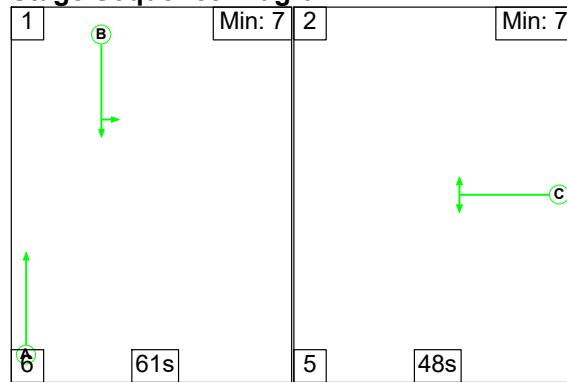
Detailed Input Data And Results

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	-	-	136	0	0	29.4	109.2	0.0	138.6	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	136	0	0	29.4	109.2	0.0	138.6	-	-	-	-	
1/1	486	486	-	-	-	2.2	0.4	-	2.6	19.5	9.7	0.4	10.1	
2/1	1046	926	-	-	-	14.5	64.2	-	78.8	271.1	38.9	64.2	103.1	
3/2+3/1	759	679	-	-	-	12.7	44.1	-	56.8	269.5	27.9	44.1	72.0	
4/1+4/2	535	535	68	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	
8/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	460	460	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -25.6 PRC Over All Lanes (%): -25.6 Total Delay for Signalled Lanes (pcuHr): 138.20 Total Delay Over All Lanes(pcuHr): 138.63 Cycle Time (s): 120														

Detailed Input Data And Results

Scenario 3: '2038 DM AM' (FG3: '2038 Do Minimum AM', Plan 2: 'No Peds')

Stage Sequence Diagram



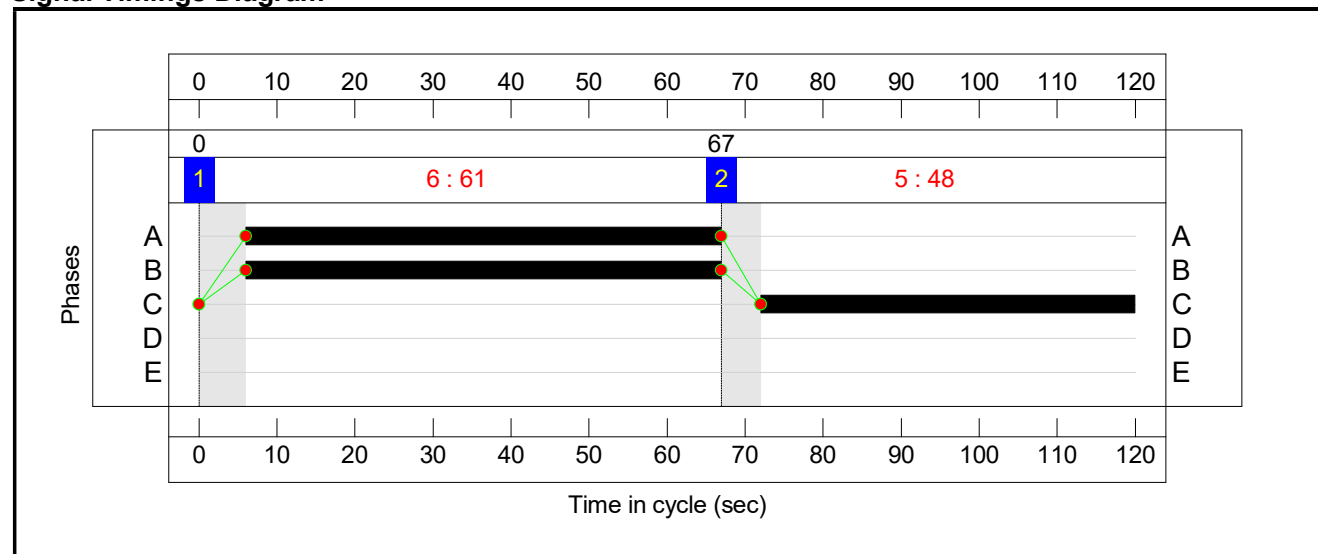
Stage Timings

Stage	1	2
Duration	61	48
Change Point	0	67

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	61	6	67
B	Basingstoke Road SB (N) Ahead Left	Traffic	61	6	67
C	Church Lane Left Right	Traffic	48	72	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

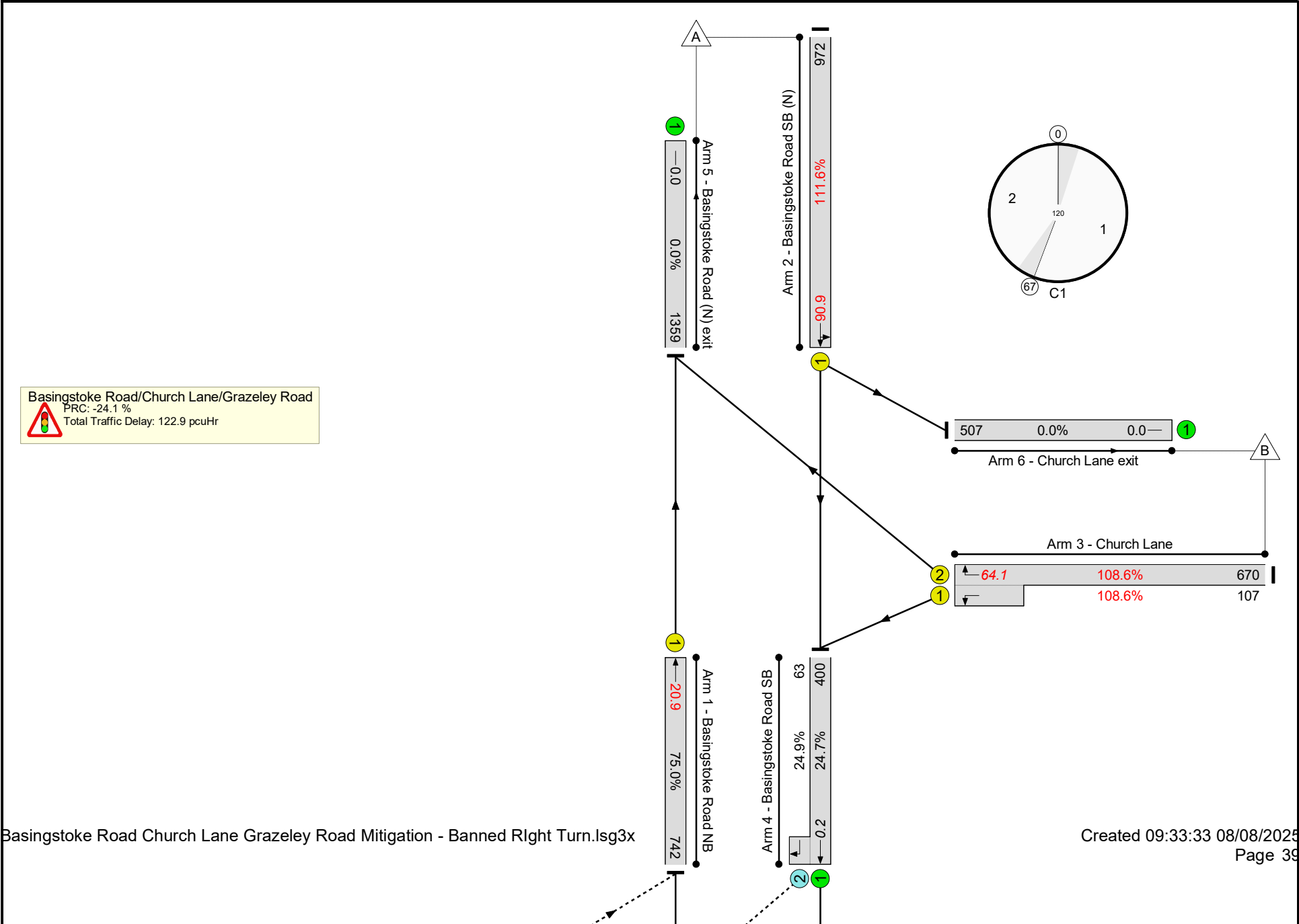
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	67
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	67
3/1	Church Lane Left	U	C	72	0
3/2	Church Lane Right	U	C	72	0

Detailed Input Data And Results



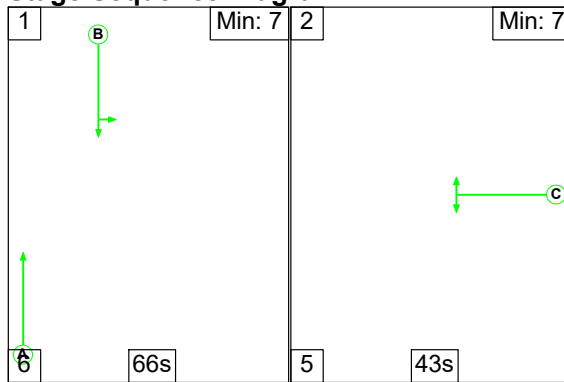
Detailed Input Data And Results

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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	111.6%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	111.6%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	61	-	-	742	1915	989	75.0%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	61	-	-	972	1685	871	111.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	48	-	-	777	1702:1760	617+99	108.6 : 108.6%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	513	1915:1613	1617+251	24.7 : 24.9%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1412	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	533	26.5%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	636	1893	1893	33.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%

Detailed Input Data And Results

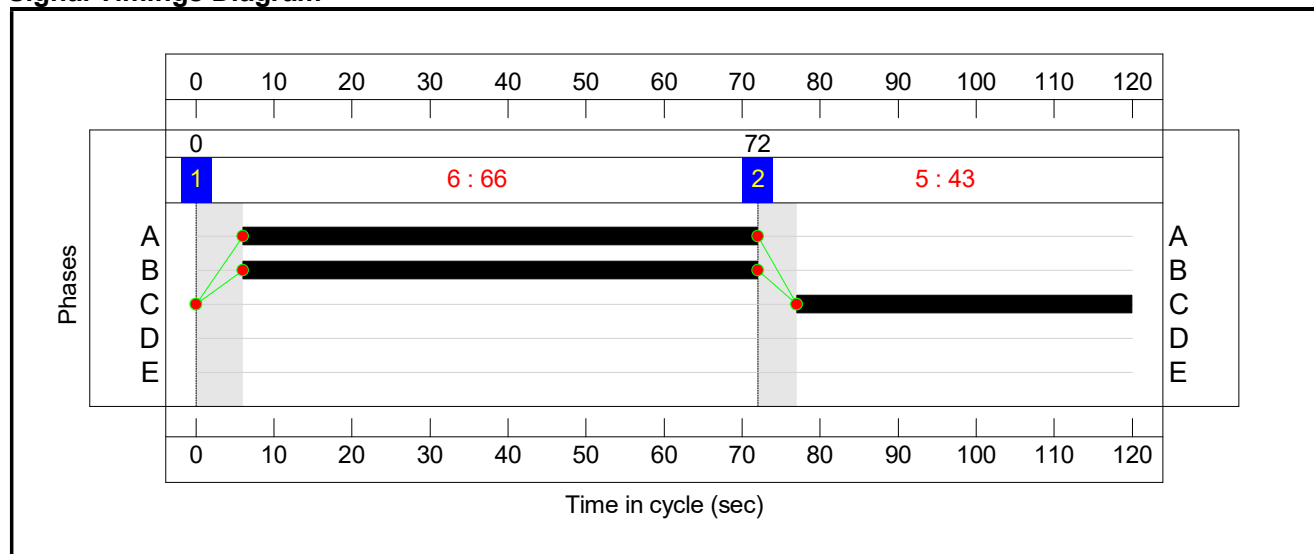
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	204	0	0	29.6	93.4	0.0	122.9	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	204	0	0	29.6	93.4	0.0	122.9	-	-	-	-	
1/1	742	742	-	-	-	4.7	1.5	-	6.2	30.1	19.4	1.5	20.9	
2/1	972	871	-	-	-	13.5	55.1	-	68.6	254.2	35.8	55.1	90.9	
3/2+3/1	777	715	-	-	-	11.3	36.2	-	47.5	220.2	27.9	36.2	64.1	
4/1+4/2	462	462	63	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1359	1359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2	
8/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
10/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -24.1 PRC Over All Lanes (%): -24.1 Total Delay for Signalled Lanes (pcuHr): 122.34 Total Delay Over All Lanes(pcuHr): 122.94 Cycle Time (s): 120														

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	66	43
Change Point	0	72

Phase Timings

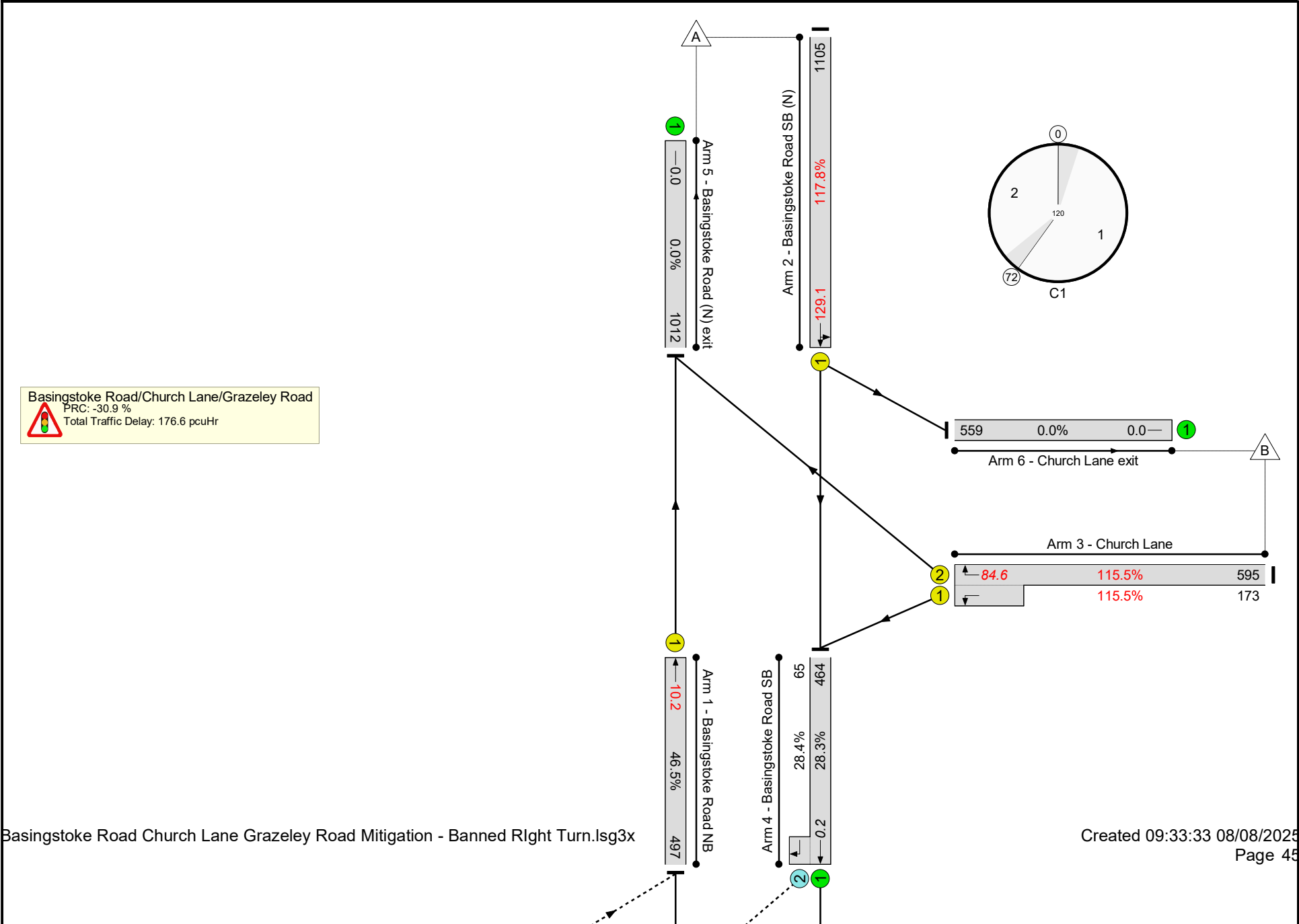
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	66	6	72
B	Basingstoke Road SB (N) Ahead Left	Traffic	66	6	72
C	Church Lane Left Right	Traffic	43	77	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram

Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	72
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	72
3/1	Church Lane Left	U	C	77	0
3/2	Church Lane Right	U	C	77	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	117.8%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	117.8%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	66	-	-	497	1915	1069	46.5%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	66	-	-	1105	1680	938	117.8%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	43	-	-	768	1702:1760	515+150	115.5 : 115.5%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	620	1915:1613	1643+229	28.3 : 28.4%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1092	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	555	12.2%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	471	1880	1880	25.1%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%

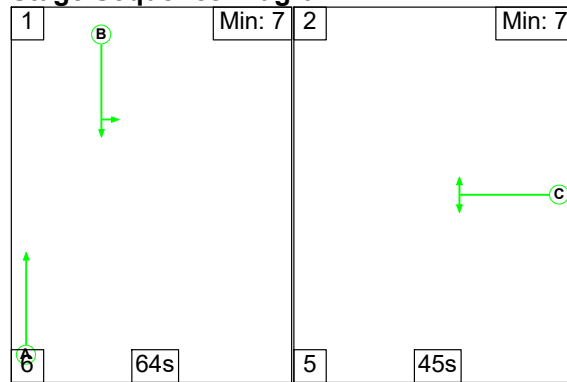
Detailed Input Data And Results

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	-	-	133	0	0	34.2	142.5	0.0	176.6	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	133	0	0	34.2	142.5	0.0	176.6	-	-	-	-	
1/1	497	497	-	-	-	2.2	0.4	-	2.6	19.0	9.8	0.4	10.2	
2/1	1105	938	-	-	-	17.4	86.7	-	104.1	339.0	42.4	86.7	129.1	
3/2+3/1	768	665	-	-	-	14.6	54.9	-	69.5	325.9	29.7	54.9	84.6	
4/1+4/2	529	529	65	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1	
8/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	471	471	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -30.9 PRC Over All Lanes (%): -30.9 Total Delay for Signalled Lanes (pcuHr): 176.19 Total Delay Over All Lanes(pcuHr): 176.62 Cycle Time (s): 120														

Detailed Input Data And Results

Scenario 5: '2032 DS AM' (FG5: '2032 Do Something AM', Plan 2: 'No Peds')

Stage Sequence Diagram



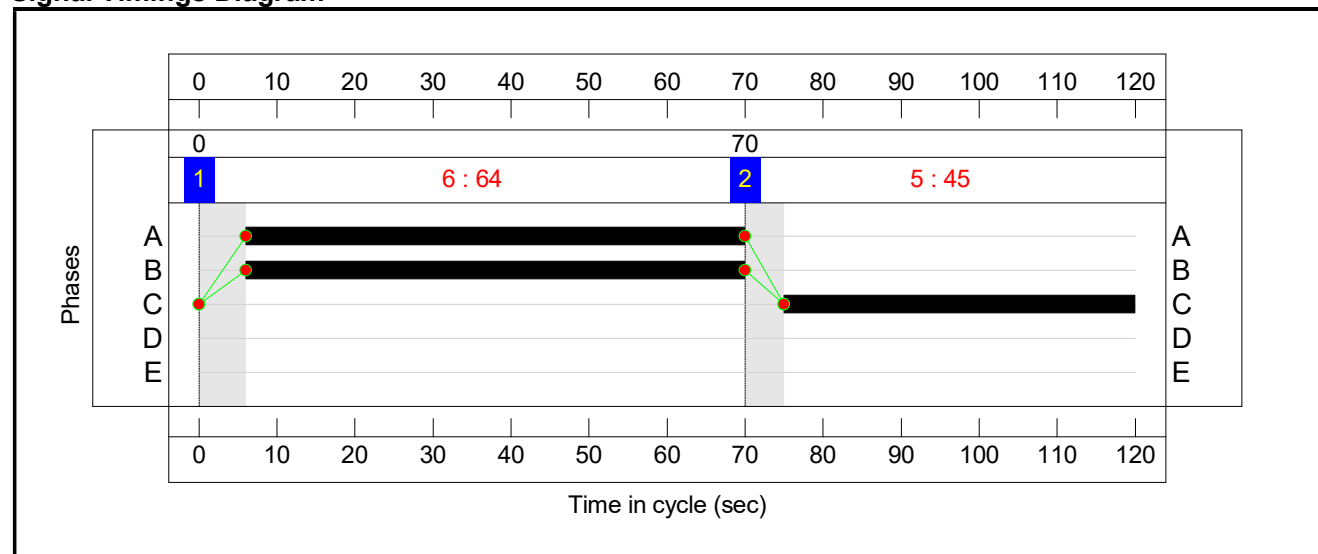
Stage Timings

Stage	1	2
Duration	64	45
Change Point	0	70

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	64	6	70
B	Basingstoke Road SB (N) Ahead Left	Traffic	64	6	70
C	Church Lane Left Right	Traffic	45	75	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram



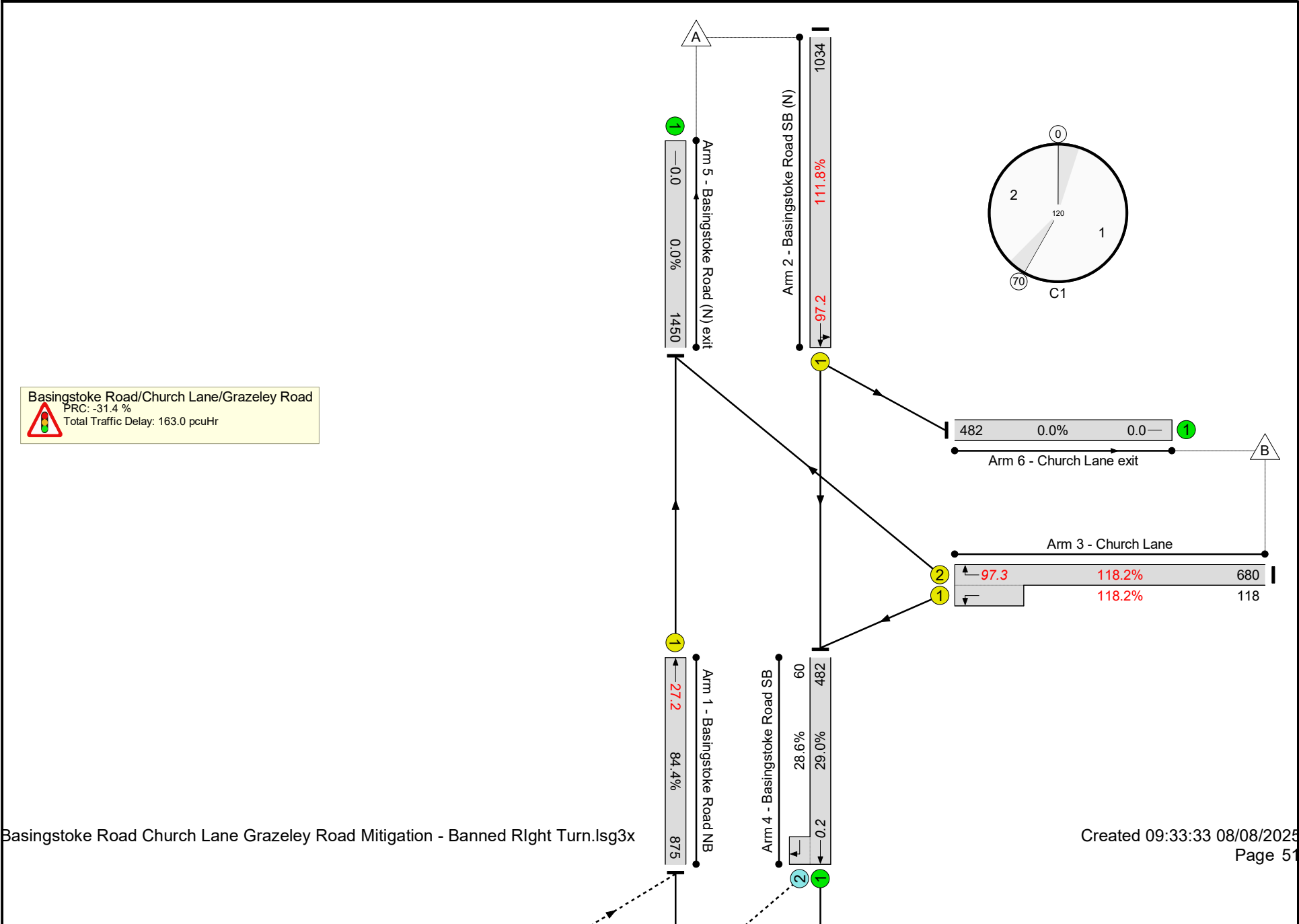
Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	70
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	70
3/1	Church Lane Left	U	C	75	0
3/2	Church Lane Right	U	C	75	0

Detailed Input Data And Results

Network Layout Diagram

Detailed Input Data And Results



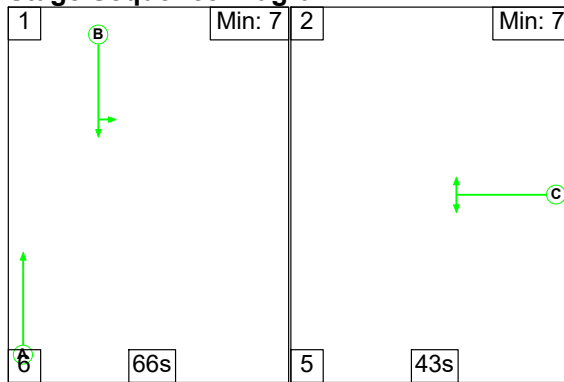
Detailed Input Data And Results

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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	118.2%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	118.2%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	64	-	-	875	1915	1037	84.4%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	64	-	-	1034	1707	925	111.8%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	45	-	-	798	1702:1760	575+100	118.2 : 118.2%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	613	1915:1613	1664+211	29.0 : 28.6%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1555	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	539	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	496	28.4%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	769	1894	1894	40.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%

Detailed Input Data And Results

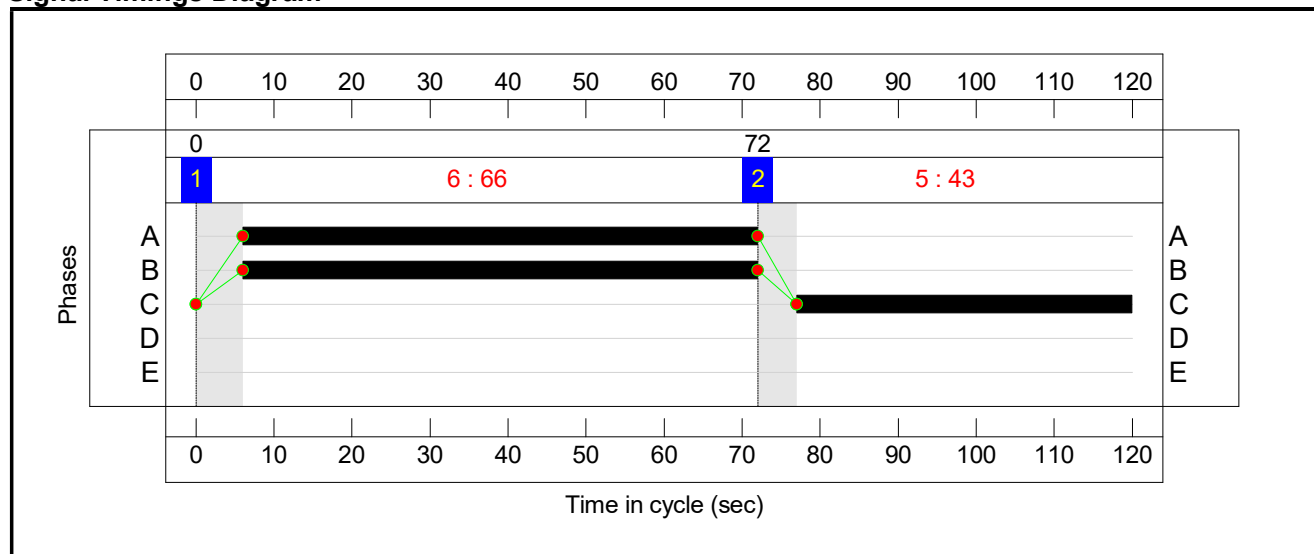
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	201	0	0	35.9	127.1	0.0	163.0	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	201	0	0	35.9	127.1	0.0	163.0	-	-	-	-	
1/1	875	875	-	-	-	5.6	2.6	-	8.3	34.0	24.5	2.6	27.2	
2/1	1034	925	-	-	-	14.0	59.1	-	73.0	254.3	38.1	59.1	97.2	
3/2+3/1	798	675	-	-	-	16.3	64.6	-	80.9	365.1	32.6	64.6	97.3	
4/1+4/2	542	542	60	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	1450	1450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	5.1	0.0	0.2	0.2	
8/1	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	769	769	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -31.4 PRC Over All Lanes (%): -31.4 Total Delay for Signalled Lanes (pcuHr): 162.22 Total Delay Over All Lanes(pcuHr): 162.96 Cycle Time (s): 120														

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	66	43
Change Point	0	72

Phase Timings

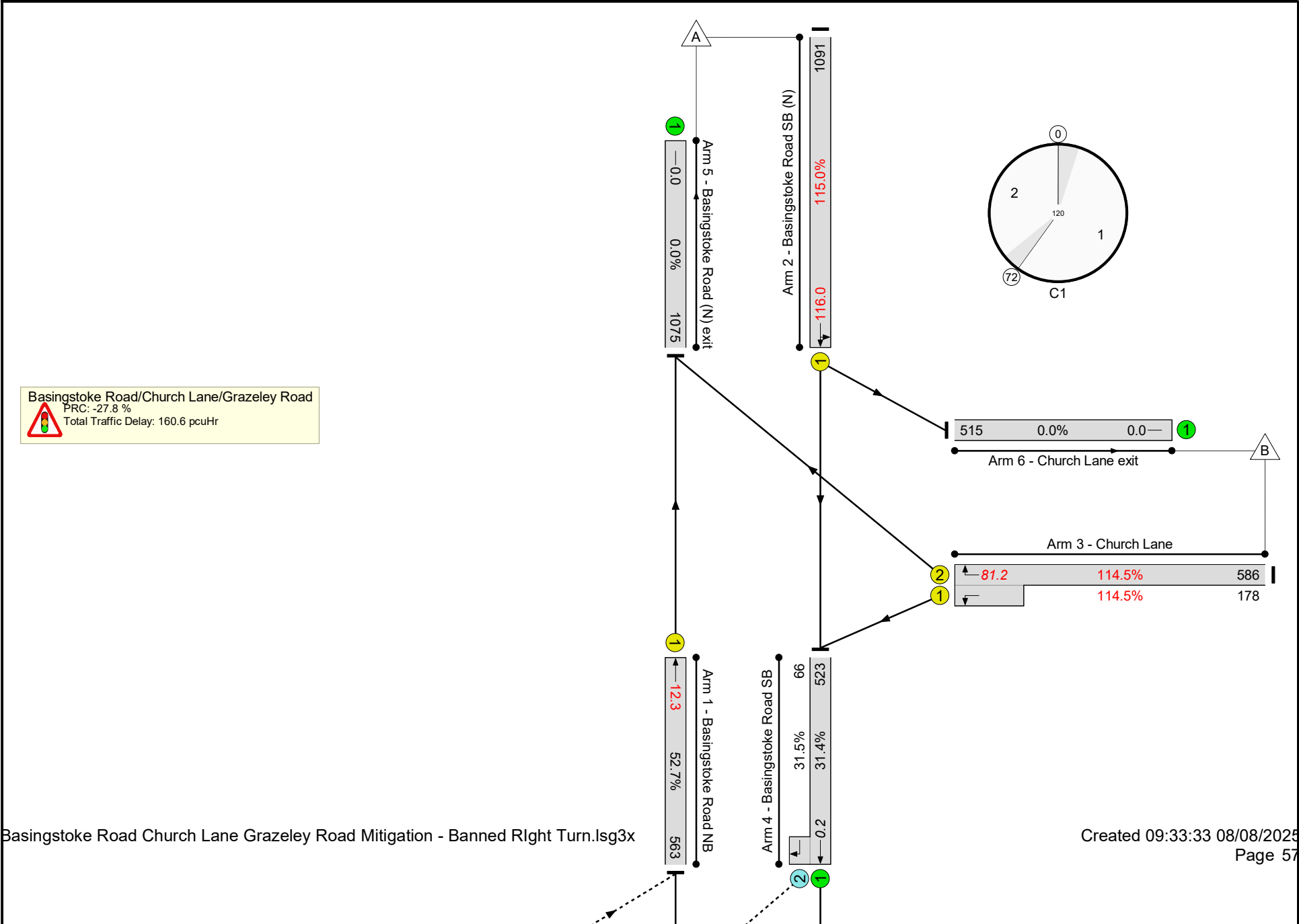
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	66	6	72
B	Basingstoke Road SB (N) Ahead Left	Traffic	66	6	72
C	Church Lane Left Right	Traffic	43	77	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

Signal Timings Diagram

Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	72
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	72
3/1	Church Lane Left	U	C	77	0
3/2	Church Lane Right	U	C	77	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	115.0%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	115.0%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	66	-	-	563	1915	1069	52.7%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	66	-	-	1091	1699	949	115.0%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	43	-	-	764	1702:1760	512+155	114.5 : 114.5%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	677	1915:1613	1665+211	31.4 : 31.5%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1149	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	535	12.7%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	537	1882	1882	28.5%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%

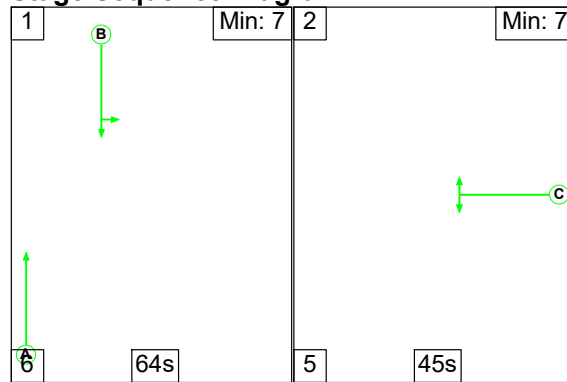
Detailed Input Data And Results

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	-	-	134	0	0	32.6	127.9	0.0	160.6	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	134	0	0	32.6	127.9	0.0	160.6	-	-	-	-	
1/1	563	563	-	-	-	2.6	0.6	-	3.1	20.1	11.7	0.6	12.3	
2/1	1091	949	-	-	-	15.9	74.8	-	90.7	299.4	41.1	74.8	116.0	
3/2+3/1	764	667	-	-	-	14.1	52.1	-	66.2	311.8	29.1	52.1	81.2	
4/1+4/2	589	589	66	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1	
8/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	537	537	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -27.8 PRC Over All Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 160.06 Total Delay Over All Lanes(pcuHr): 160.56 Cycle Time (s): 120														

Detailed Input Data And Results

Scenario 7: '2038 DS AM' (FG7: '2038 Do Something AM', Plan 2: 'No Peds')

Stage Sequence Diagram



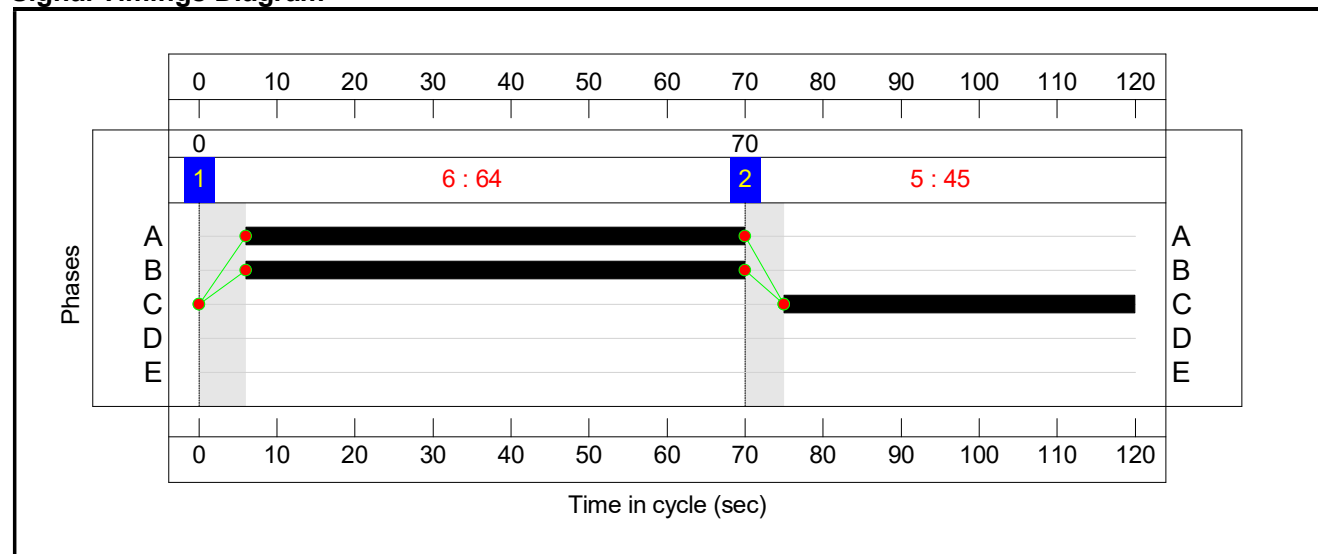
Stage Timings

Stage	1	2
Duration	64	45
Change Point	0	70

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	64	6	70
B	Basingstoke Road SB (N) Ahead Left	Traffic	64	6	70
C	Church Lane Left Right	Traffic	45	75	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

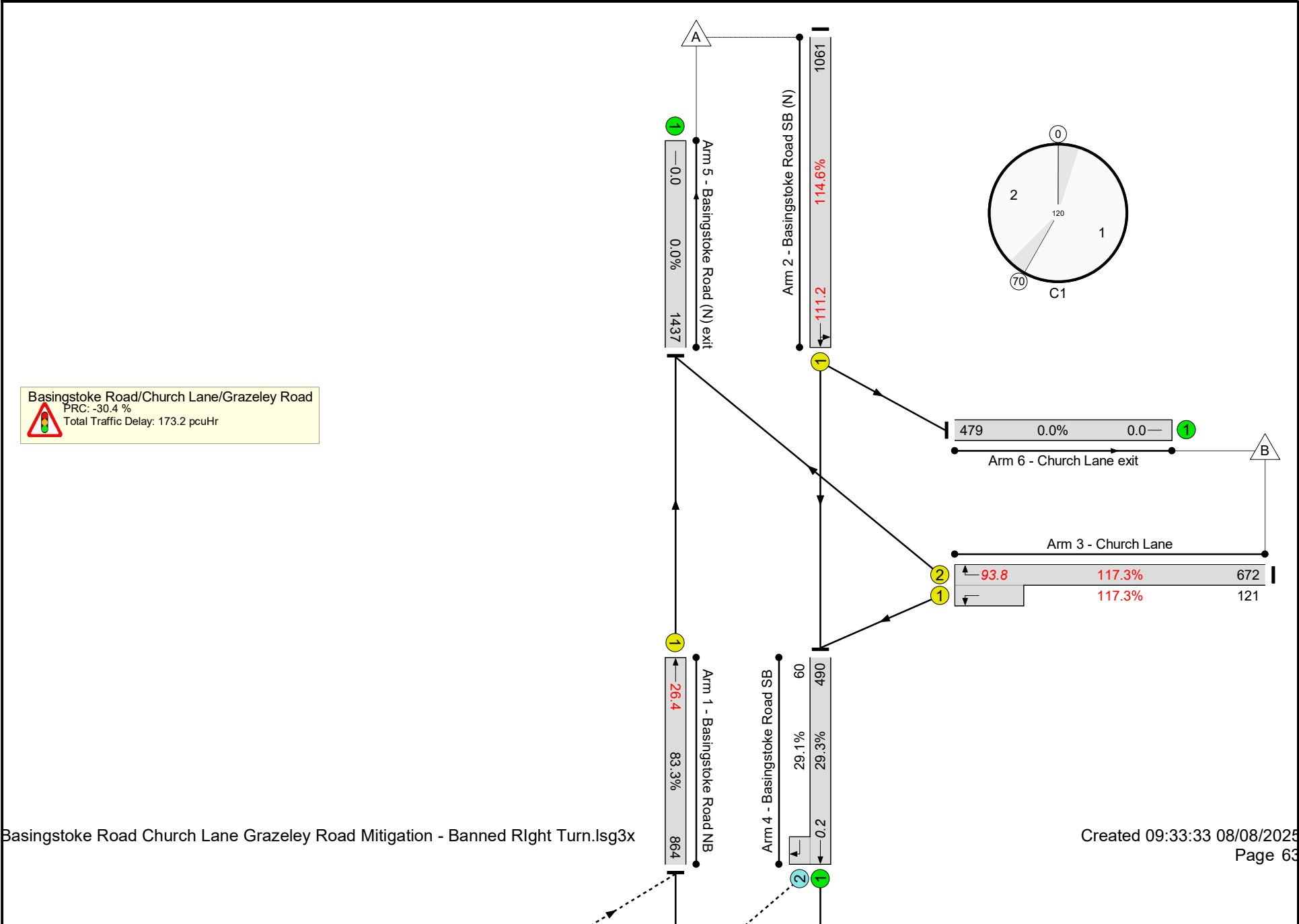
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	70
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	70
3/1	Church Lane Left	U	C	75	0
3/2	Church Lane Right	U	C	75	0

Detailed Input Data And Results



Detailed Input Data And Results

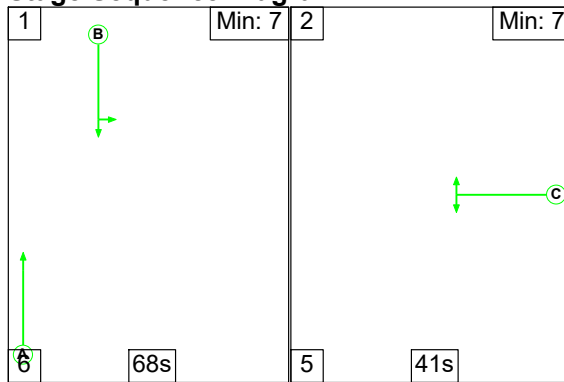
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	117.3%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	117.3%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	64	-	-	864	1915	1037	83.3%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	64	-	-	1061	1709	926	114.6%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	45	-	-	793	1702:1760	573+103	117.3 : 117.3%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	633	1915:1613	1672+205	29.3 : 29.1%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1536	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	549	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	141	1786	498	28.3%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	81	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	758	1894	1894	40.0%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	587	Inf	Inf	0.0%

Detailed 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	-	-	201	0	0	36.9	136.3	0.0	173.2	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	201	0	0	36.9	136.3	0.0	173.2	-	-	-	-	
1/1	864	864	-	-	-	5.5	2.4	-	7.9	33.1	24.0	2.4	26.4	
2/1	1061	926	-	-	-	15.6	71.4	-	87.0	295.1	39.9	71.4	111.2	
3/2+3/1	793	676	-	-	-	15.8	61.7	-	77.5	352.0	32.0	61.7	93.8	
4/1+4/2	550	550	60	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	1437	1437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	141	141	141	0	0	0.0	0.2	-	0.2	5.0	0.0	0.2	0.2	
8/1	72	72	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	758	758	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
10/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -30.4 PRC Over All Lanes (%): -30.4 Total Delay for Signalled Lanes (pcuHr): 172.45 Total Delay Over All Lanes(pcuHr): 173.19 Cycle Time (s): 120														

Stage Sequence Diagram



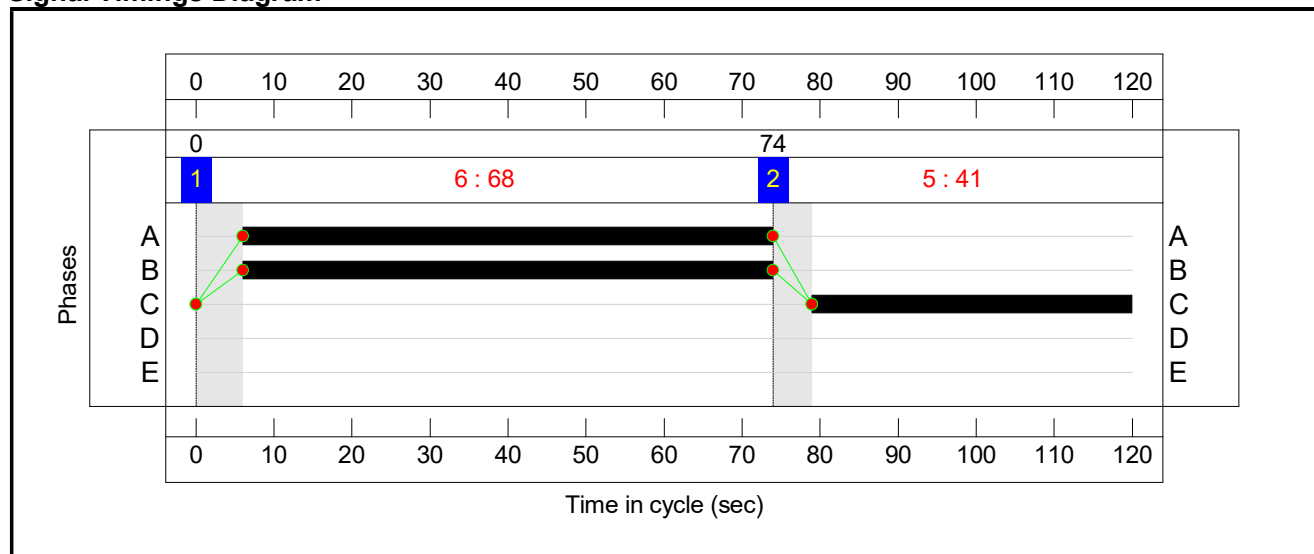
Stage Timings

Stage	1	2
Duration	68	41
Change Point	0	74

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Basingstoke Road NB Ahead	Traffic	68	6	74
B	Basingstoke Road SB (N) Ahead Left	Traffic	68	6	74
C	Church Lane Left Right	Traffic	41	79	0
D	Pedestrians across	Pedestrian			
E	Pedestrians across	Pedestrian			

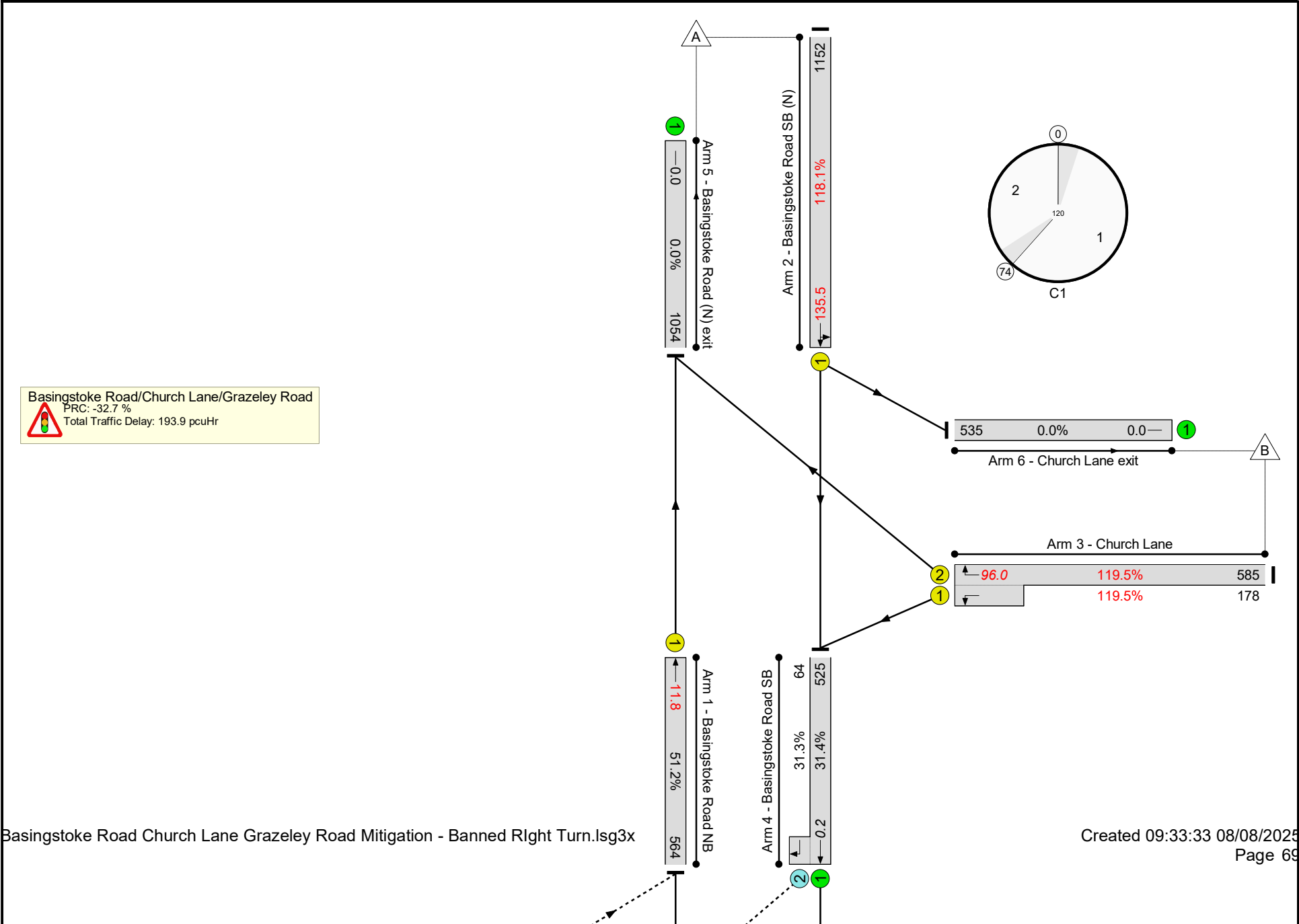
Signal Timings Diagram



Lane Green Times

Junction: Basingstoke Road/Church Lane/Grazeley Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Basingstoke Road NB Ahead	U	A	6	74
2/1	Basingstoke Road SB (N) Ahead Left	U	B	6	74
3/1	Church Lane Left	U	C	79	0
3/2	Church Lane Right	U	C	79	0

Detailed Input Data And Results



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	119.5%
Basingstoke Road/Church Lane/Grazeley Road	-	-	N/A	-	-		-	-	-	-	-	-	-	119.5%
1/1	Basingstoke Road NB Ahead	U	N/A	N/A	A		1	68	-	-	564	1915	1101	51.2%
2/1	Basingstoke Road SB (N) Ahead Left	U	N/A	N/A	B		1	68	-	-	1152	1697	976	118.1%
3/2+3/1	Church Lane Left Right	U	N/A	N/A	C		1	41	-	-	763	1702:1760	490+149	119.5 : 119.5%
4/1+4/2	Basingstoke Road SB Right Ahead	U+O	N/A	N/A	-		-	-	-	-	698	1915:1613	1672+204	31.4 : 31.3%
5/1	Basingstoke Road (N) exit	U	N/A	N/A	-		-	-	-	-	1149	Inf	Inf	0.0%
6/1	Church Lane exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
7/1	Grazeley Road Left Right	O	N/A	N/A	-		-	-	-	-	68	1788	534	12.7%
8/1	Grazeley Road exit	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
9/1	Basingstoke Road NB (S) Ahead Left	U	N/A	N/A	-		-	-	-	-	538	1882	1882	28.6%
10/1	Basingstoke Road (S) exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%

Detailed 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	-	-	132	0	0	36.5	157.4	0.0	193.9	-	-	-	-	
Basingstoke Road/Church Lane/Grazeley Road	-	-	132	0	0	36.5	157.4	0.0	193.9	-	-	-	-	
1/1	564	564	-	-	-	2.4	0.5	-	2.9	18.7	11.3	0.5	11.8	
2/1	1152	976	-	-	-	17.9	91.3	-	109.1	341.0	44.3	91.3	135.5	
3/2+3/1	763	639	-	-	-	16.3	65.1	-	81.3	383.8	30.9	65.1	96.0	
4/1+4/2	589	589	64	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	68	68	68	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1	
8/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	538	538	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -32.7 PRC Over All Lanes (%): -32.7 Total Delay for Signalled Lanes (pcuHr): 193.39 Total Delay Over All Lanes(pcuHr): 193.89 Cycle Time (s): 120														