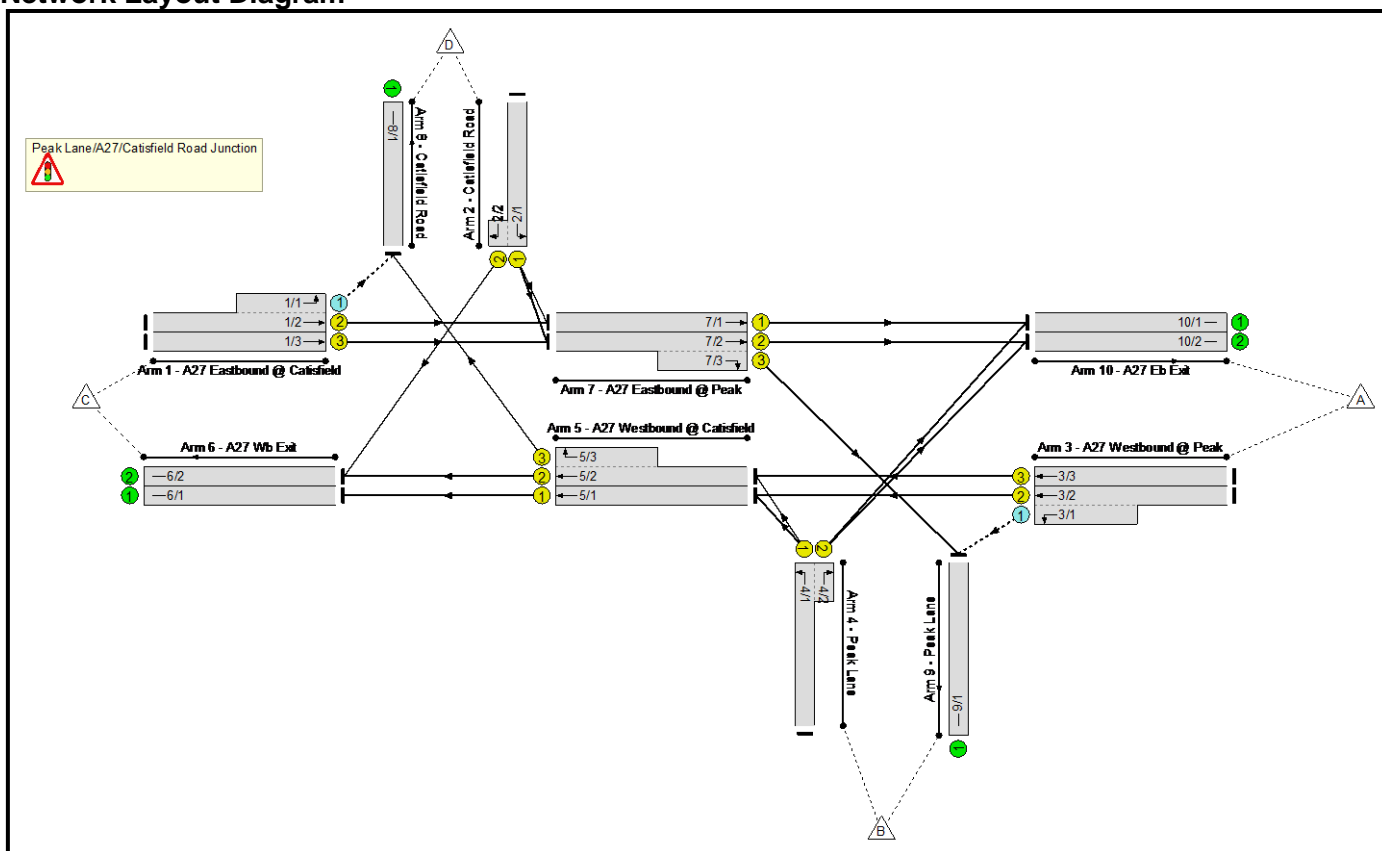


Full Input Data And Results
Full Input Data And Results

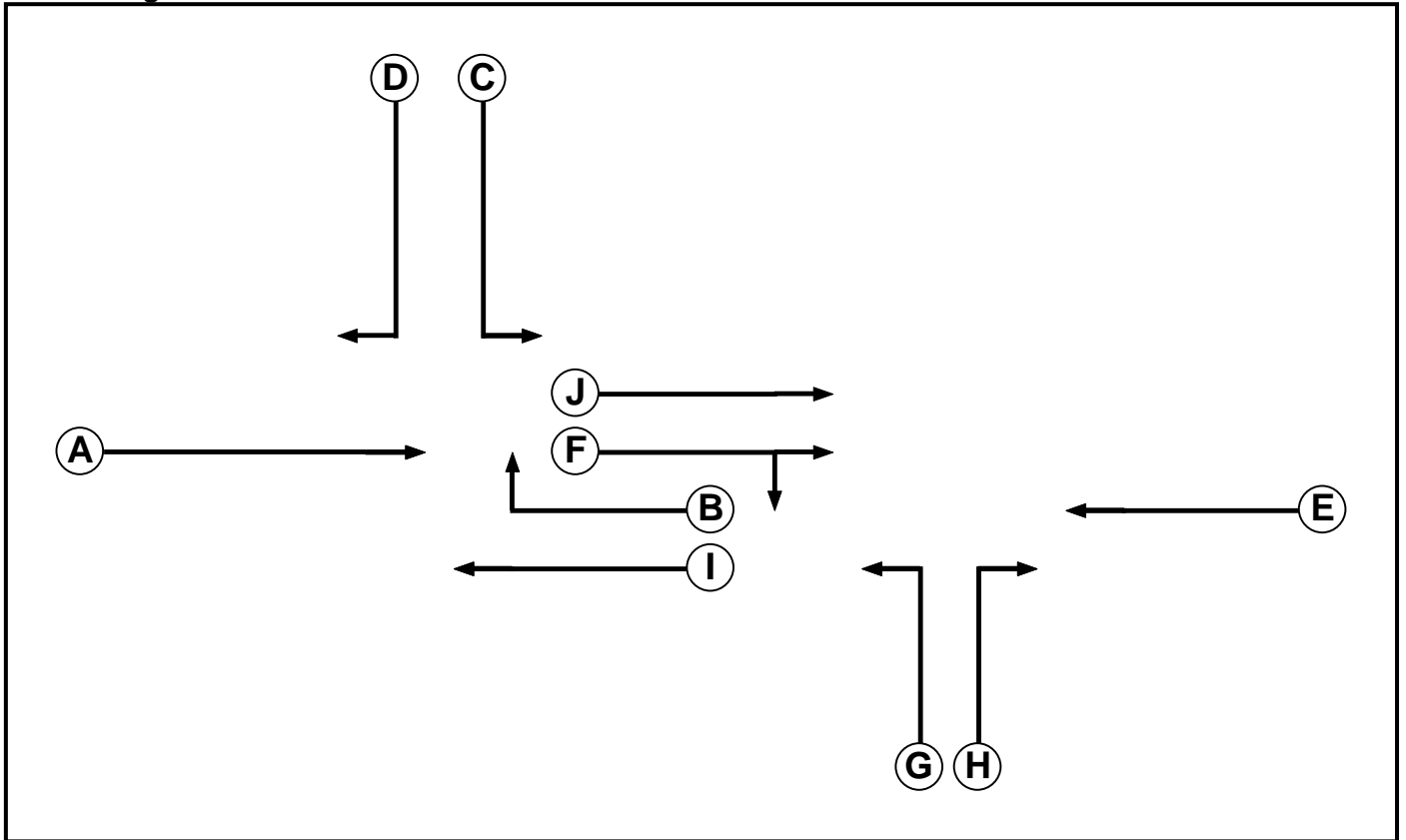
User and Project Details

Project:	048.0013 Oakcroft Lane, Stubbington
Title:	Peak Lane A27 Catisfield Road Signalised Junction
Location:	Stubbington
Additional detail:	
File name:	Peak Lane A27 Catisfield Road Signalised Junction.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Traffic		7	7

Full Input Data And Results

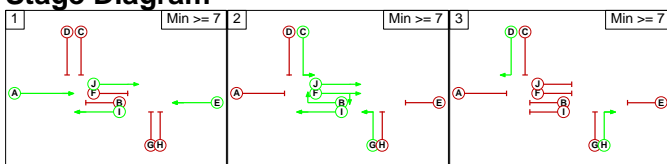
Phase Intergrens Matrix

	Starting Phase									
	A	B	C	D	E	F	G	H	I	J
Terminating Phase	A	6	6	7	-	7	7	7	-	-
B	5	-	7	7	-	-	7	-	-	
C	10	-	7	7	-	-	7	-	-	
D	6	7	7	8	7	7	-	7	7	
E	-	7	7	8	7	7	7	-	-	
F	7	-	7	7	-	-	7	-	-	
G	7	-	7	7	-	-	7	-	-	
H	7	7	7	-	7	7	-	7	7	
I	-	-	7	-	-	-	7	-	-	
J	-	-	7	-	-	-	7	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1	-	7	8
2	10	-	7
3	8	7	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Peak Lane/A27/Catisfield Road Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A27 Eastbound @ Catisfield)	8/1 (Left)	1439	0	5/3	1.09	All	-	-	-	-	-
3/1 (A27 Westbound @ Peak)	9/1 (Left)	1439	0	7/3	1.09	All	-	-	-	-	-

Full Input Data And Results
Lane Input Data

Full Input Data And Results

Junction: Peak Lane/A27/Catisfield Road Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 Eastbound @ Catisfield)	O		2	3	7.0	Geom	-	3.60	0.00	Y	Arm 8 Left	6.00
1/2 (A27 Eastbound @ Catisfield)	U	A	2	3	60.0	Geom	-	3.30	0.00	N	Arm 7 Ahead	Inf
1/3 (A27 Eastbound @ Catisfield)	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 7 Ahead	Inf
2/1 (Catisfield Road)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	12.00
2/2 (Catisfield Road)	U	D	2	3	2.0	Geom	-	3.00	0.00	N	Arm 6 Right	23.00
3/1 (A27 Westbound @ Peak)	O		2	3	8.0	Geom	-	2.75	0.00	Y	Arm 9 Left	13.00
3/2 (A27 Westbound @ Peak)	U	E	2	3	60.0	Geom	-	3.30	0.00	N	Arm 5 Ahead	Inf
3/3 (A27 Westbound @ Peak)	U	E	2	3	60.0	Geom	-	3.20	0.00	N	Arm 5 Ahead	Inf
4/1 (Peak Lane)	U	G	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Left	8.50
4/2 (Peak Lane)	U	H	2	3	3.0	Geom	-	3.30	0.00	N	Arm 10 Right	30.00
5/1 (A27 Westbound @ Catisfield)	U	I	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Ahead	Inf
5/2 (A27 Westbound @ Catisfield)	U	I	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Ahead	Inf
5/3 (A27 Westbound @ Catisfield)	U	B	2	3	8.0	Geom	-	3.25	0.00	N	Arm 8 Right	18.00
6/1 (A27 Wb Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A27 Wb Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

7/1 (A27 Eastbound @ Peak)	U	J	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 10 Ahead	Inf
7/2 (A27 Eastbound @ Peak)	U	F	2	3	60.0	Geom	-	3.80	0.00	N	Arm 10 Ahead	Inf
7/3 (A27 Eastbound @ Peak)	U	F	2	3	7.0	Geom	-	3.00	0.00	N	Arm 9 Right	16.70
8/1 (Catisfield Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Peak Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A27 Eb Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A27 Eb Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Baseline 2018 AM'	08:00	09:00	01:00	
2: 'Baseline 2018 PM'	17:00	18:00	01:00	
3: 'Baseline 2025 AM'	08:00	09:00	01:00	
4: 'Baseline 2025 PM'	17:00	18:00	01:00	
5: 'Baseline 2025 + CD AM'	08:00	09:00	01:00	
6: 'Baseline 2025 + CD PM'	17:00	18:00	01:00	
7: 'Baseline 2025 + CD + PD AM'	08:00	09:00	01:00	
8: 'Baseline 2025 + CD + PD PM'	17:00	18:00	01:00	
9: 'Baseline 2025 w BP AM'	08:00	09:00	01:00	
10: 'Baseline 2025 w BP PM'	17:00	18:00	01:00	
11: 'Baseline 2025 w BP + CD AM'	08:00	09:00	01:00	
12: 'Baseline 2025 w BP + CD PM'	17:00	18:00	01:00	
13: 'Baseline 2025 w BP + CD + PD AM'	08:00	09:00	01:00	
14: 'Baseline 2025 w BP + CD + PD PM'	17:00	18:00	01:00	
15: 'Baseline 2025 + CD + NF + PD AM'	08:00	09:00	01:00	
16: 'Baseline 2025 + CD + NF + PD PM'	17:00	18:00	01:00	
17: 'Baseline 2025 w BP + CD + NF + PD AM'	08:00	09:00	01:00	
18: 'Baseline 2025 w BP + CD + NF + PD PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: 'Baseline 2018 AM' (FG1: 'Baseline 2018 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	171	194	117	482
	B	91	0	74	155	320
	C	270	0	0	0	270
	D	105	55	0	0	160
	Tot.	466	226	268	272	1232

Traffic Lane Flows

Lane	Scenario 1: Baseline 2018 AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	270(In) 270(Out)
1/3	0
2/1 (with short)	160(In) 160(Out)
2/2 (short)	0
3/1 (short)	171
3/2 (with short)	365(In) 194(Out)
3/3	117
4/1 (with short)	320(In) 229(Out)
4/2 (short)	91
5/1	254
5/2 (with short)	286(In) 14(Out)
5/3 (short)	272
6/1	254
6/2	14
7/1	375
7/2 (with short)	55(In) 0(Out)
7/3 (short)	55
8/1	272
9/1	226
10/1	421
10/2	45

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Baseline 2018 PM' (FG2: 'Baseline 2018 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	224	485	84	793
	B	26	0	7	79	112
	C	312	0	0	0	312
	D	110	30	0	0	140
	Tot.	448	254	492	163	1357

Traffic Lane Flows

Lane	Scenario 2: Baseline 2018 PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	312(In) 312(Out)
1/3	0
2/1 (with short)	140(In) 140(Out)
2/2 (short)	0
3/1 (short)	224
3/2 (with short)	547(In) 323(Out)
3/3	246
4/1 (with short)	112(In) 86(Out)
4/2 (short)	26
5/1	330
5/2 (with short)	325(In) 162(Out)
5/3 (short)	163
6/1	330
6/2	162
7/1	422
7/2 (with short)	30(In) 0(Out)
7/3 (short)	30
8/1	163
9/1	254
10/1	435
10/2	13

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Baseline 2025 AM' (FG3: 'Baseline 2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	187	212	128	527
	B	99	0	81	169	349
	C	295	0	0	0	295
	D	115	60	0	0	175
	Tot.	509	247	293	297	1346

Traffic Lane Flows

Lane	Scenario 3: Baseline 2025 AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	295(In) 295(Out)
1/3	0
2/1 (with short)	175(In) 175(Out)
2/2 (short)	0
3/1 (short)	187
3/2 (with short)	399(In) 212(Out)
3/3	128
4/1 (with short)	349(In) 250(Out)
4/2 (short)	99
5/1	280
5/2 (with short)	310(In) 13(Out)
5/3 (short)	297
6/1	280
6/2	13
7/1	410
7/2 (with short)	60(In) 0(Out)
7/3 (short)	60
8/1	297
9/1	247
10/1	460
10/2	49

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'Baseline 2025 PM' (FG4: 'Baseline 2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	241	522	90	853
	B	92	0	8	85	185
	C	335	0	0	0	335
	D	118	32	0	0	150
	Tot.	545	273	530	175	1523

Traffic Lane Flows

Lane	Scenario 4: Baseline 2025 PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	335(In) 335(Out)
1/3	0
2/1 (with short)	150(In) 150(Out)
2/2 (short)	0
3/1 (short)	241
3/2 (with short)	580(In) 339(Out)
3/3	273
4/1 (with short)	185(In) 93(Out)
4/2 (short)	92
5/1	346
5/2 (with short)	359(In) 184(Out)
5/3 (short)	175
6/1	346
6/2	184
7/1	453
7/2 (with short)	32(In) 0(Out)
7/3 (short)	32
8/1	175
9/1	273
10/1	499
10/2	46

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'Baseline 2025 + CD AM' (FG5: 'Baseline 2025 + CD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	187	212	128	527
	B	99	0	81	169	349
	C	295	0	0	0	295
	D	115	60	0	0	175
	Tot.	509	247	293	297	1346

Traffic Lane Flows

Lane	Scenario 5: Baseline 2025 + CD AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	295(In) 295(Out)
1/3	0
2/1 (with short)	175(In) 175(Out)
2/2 (short)	0
3/1 (short)	187
3/2 (with short)	399(In) 212(Out)
3/3	128
4/1 (with short)	349(In) 250(Out)
4/2 (short)	99
5/1	280
5/2 (with short)	310(In) 13(Out)
5/3 (short)	297
6/1	280
6/2	13
7/1	410
7/2 (with short)	60(In) 0(Out)
7/3 (short)	60
8/1	297
9/1	247
10/1	460
10/2	49

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'Baseline 2025 + CD PM' (FG6: 'Baseline 2025 + CD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	241	552	90	883
	B	92	0	8	85	185
	C	335	0	0	0	335
	D	118	32	0	0	150
	Tot.	545	273	560	175	1553

Traffic Lane Flows

Lane	Scenario 6: Baseline 2025 + CD PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	335(In) 335(Out)
1/3	0
2/1 (with short)	150(In) 150(Out)
2/2 (short)	0
3/1 (short)	241
3/2 (with short)	588(In) 347(Out)
3/3	295
4/1 (with short)	185(In) 93(Out)
4/2 (short)	92
5/1	354
5/2 (with short)	381(In) 206(Out)
5/3 (short)	175
6/1	354
6/2	206
7/1	453
7/2 (with short)	32(In) 0(Out)
7/3 (short)	32
8/1	175
9/1	273
10/1	499
10/2	46

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Baseline 2025 + CD + PD AM' (FG7: 'Baseline 2025 + CD + PD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	196	212	128	536
	B	136	0	81	169	386
	C	295	0	0	0	295
	D	115	60	0	0	175
	Tot.	546	256	293	297	1392

Traffic Lane Flows

Lane	Scenario 7: Baseline 2025 + CD + PD AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	295(In) 295(Out)
1/3	0
2/1 (with short)	175(In) 175(Out)
2/2 (short)	0
3/1 (short)	196
3/2 (with short)	408(In) 212(Out)
3/3	128
4/1 (with short)	386(In) 250(Out)
4/2 (short)	136
5/1	279
5/2 (with short)	311(In) 14(Out)
5/3 (short)	297
6/1	279
6/2	14
7/1	410
7/2 (with short)	60(In) 0(Out)
7/3 (short)	60
8/1	297
9/1	256
10/1	478
10/2	68

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Baseline 2025 + CD + PD PM' (FG8: 'Baseline 2025 + CD + PD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	271	522	90	883
	B	105	0	8	85	198
	C	335	0	0	0	335
	D	118	32	0	0	150
	Tot.	558	303	530	175	1566

Traffic Lane Flows

Lane	Scenario 8: Baseline 2025 + CD + PD PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	335(In) 335(Out)
1/3	0
2/1 (with short)	150(In) 150(Out)
2/2 (short)	0
3/1 (short)	271
3/2 (with short)	610(In) 339(Out)
3/3	273
4/1 (with short)	198(In) 93(Out)
4/2 (short)	105
5/1	346
5/2 (with short)	359(In) 184(Out)
5/3 (short)	175
6/1	346
6/2	184
7/1	453
7/2 (with short)	32(In) 0(Out)
7/3 (short)	32
8/1	175
9/1	303
10/1	506
10/2	52

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'Baseline 2025 w BP AM' (FG9: 'Baseline 2025 w BP AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	56	129	215
	B	92	0	72	130	294
	C	289	0	0	0	289
	D	118	28	0	0	146
	Tot.	499	58	128	259	944

Traffic Lane Flows

Lane	Scenario 9: Baseline 2025 w BP AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	289(In) 289(Out)
1/3	0
2/1 (with short)	146(In) 146(Out)
2/2 (short)	0
3/1 (short)	30
3/2 (with short)	86(In) 56(Out)
3/3	129
4/1 (with short)	294(In) 202(Out)
4/2 (short)	92
5/1	114
5/2 (with short)	273(In) 14(Out)
5/3 (short)	259
6/1	114
6/2	14
7/1	407
7/2 (with short)	28(In) 0(Out)
7/3 (short)	28
8/1	259
9/1	58
10/1	453
10/2	46

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: 'Baseline 2025 w BP PM' (FG10: 'Baseline 2025 w BP PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	108	108	316
	B	94	0	1	64	159
	C	320	0	0	0	320
	D	119	10	0	0	129
	Tot.	533	110	109	172	924

Traffic Lane Flows

Lane	Scenario 10: Baseline 2025 w BP PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	320(In) 320(Out)
1/3	0
2/1 (with short)	129(In) 129(Out)
2/2 (short)	0
3/1 (short)	100
3/2 (with short)	208(In) 108(Out)
3/3	108
4/1 (with short)	159(In) 65(Out)
4/2 (short)	94
5/1	109
5/2 (with short)	172(In) 0(Out)
5/3 (short)	172
6/1	109
6/2	0
7/1	439
7/2 (with short)	10(In) 0(Out)
7/3 (short)	10
8/1	172
9/1	110
10/1	486
10/2	47

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	0.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	56	129	215
	B	92	0	72	130	294
	C	289	0	0	0	289
	D	118	28	0	0	146
	Tot.	499	58	128	259	944

Traffic Lane Flows

Lane	Scenario 11: Baseline 2025 w BP + CD AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	289(In) 289(Out)
1/3	0
2/1 (with short)	146(In) 146(Out)
2/2 (short)	0
3/1 (short)	30
3/2 (with short)	86(In) 56(Out)
3/3	129
4/1 (with short)	294(In) 202(Out)
4/2 (short)	92
5/1	114
5/2 (with short)	273(In) 14(Out)
5/3 (short)	259
6/1	114
6/2	14
7/1	407
7/2 (with short)	28(In) 0(Out)
7/3 (short)	28
8/1	259
9/1	58
10/1	453
10/2	46

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	108	108	316
	B	94	0	1	64	159
	C	320	0	0	0	320
	D	119	10	0	0	129
	Tot.	533	110	109	172	924

Traffic Lane Flows

Lane	Scenario 12: Baseline 2025 w BP + CD PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	320(In) 320(Out)
1/3	0
2/1 (with short)	129(In) 129(Out)
2/2 (short)	0
3/1 (short)	100
3/2 (with short)	208(In) 108(Out)
3/3	108
4/1 (with short)	159(In) 65(Out)
4/2 (short)	94
5/1	109
5/2 (with short)	172(In) 0(Out)
5/3 (short)	172
6/1	109
6/2	0
7/1	439
7/2 (with short)	10(In) 0(Out)
7/3 (short)	10
8/1	172
9/1	110
10/1	486
10/2	47

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	0.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: 'Baseline 2025 w BP + CD + PD AM' (FG13: 'Baseline 2025 w BP + CD + PD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	40	56	129	225	
B	129	0	72	130	331	
C	289	0	0	0	289	
D	118	28	0	0	146	
Tot.	536	68	128	259	991	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: Baseline 2025 w BP + CD + PD AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	289(In) 289(Out)
1/3	0
2/1 (with short)	146(In) 146(Out)
2/2 (short)	0
3/1 (short)	40
3/2 (with short)	96(In) 56(Out)
3/3	129
4/1 (with short)	331(In) 202(Out)
4/2 (short)	129
5/1	113
5/2 (with short)	274(In) 15(Out)
5/3 (short)	259
6/1	113
6/2	15
7/1	407
7/2 (with short)	28(In) 0(Out)
7/3 (short)	28
8/1	259
9/1	68
10/1	472
10/2	64

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	130	108	108	346
	B	106	0	1	64	171
	C	320	0	0	0	320
	D	119	10	0	0	129
	Tot.	545	140	109	172	966

Traffic Lane Flows

Lane	Scenario 14: Baseline 2025 w BP + CD + PD PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	320(In) 320(Out)
1/3	0
2/1 (with short)	129(In) 129(Out)
2/2 (short)	0
3/1 (short)	130
3/2 (with short)	238(In) 108(Out)
3/3	108
4/1 (with short)	171(In) 65(Out)
4/2 (short)	106
5/1	109
5/2 (with short)	172(In) 0(Out)
5/3 (short)	172
6/1	109
6/2	0
7/1	439
7/2 (with short)	10(In) 0(Out)
7/3 (short)	10
8/1	172
9/1	140
10/1	492
10/2	53

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	0.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: 'Baseline 2025 + CD + NF + PD AM' (FG15: 'Baseline 2025 + CD + NF + PD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	196	212	128	536	
B	136	0	81	169	386	
C	295	0	0	0	295	
D	115	60	0	0	175	
Tot.	546	256	293	297	1392	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: Baseline 2025 + CD + NF + PD AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	295(In) 295(Out)
1/3	0
2/1 (with short)	175(In) 175(Out)
2/2 (short)	0
3/1 (short)	196
3/2 (with short)	408(In) 212(Out)
3/3	128
4/1 (with short)	386(In) 250(Out)
4/2 (short)	136
5/1	279
5/2 (with short)	311(In) 14(Out)
5/3 (short)	297
6/1	279
6/2	14
7/1	410
7/2 (with short)	60(In) 0(Out)
7/3 (short)	60
8/1	297
9/1	256
10/1	478
10/2	68

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	271	522	90	883
	B	105	0	8	85	198
	C	335	0	0	0	335
	D	118	32	0	0	150
	Tot.	558	303	530	175	1566

Traffic Lane Flows

Lane	Scenario 16: Baseline 2025 + CD + NF + PD PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	335(In) 335(Out)
1/3	0
2/1 (with short)	150(In) 150(Out)
2/2 (short)	0
3/1 (short)	271
3/2 (with short)	610(In) 339(Out)
3/3	273
4/1 (with short)	198(In) 93(Out)
4/2 (short)	105
5/1	346
5/2 (with short)	359(In) 184(Out)
5/3 (short)	175
6/1	346
6/2	184
7/1	453
7/2 (with short)	32(In) 0(Out)
7/3 (short)	32
8/1	175
9/1	303
10/1	506
10/2	52

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 17: 'Baseline 2025 w BP + CD + NF + PD AM' (FG17: 'Baseline 2025 w BP + CD + NF + PD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	40	56	129	225	
B	129	0	72	30	231	
C	289	0	0	0	289	
D	118	28	0	0	146	
Tot.	536	68	128	159	891	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: Baseline 2025 w BP + CD + NF + PD AM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	289(In) 289(Out)
1/3	0
2/1 (with short)	146(In) 146(Out)
2/2 (short)	0
3/1 (short)	40
3/2 (with short)	96(In) 56(Out)
3/3	129
4/1 (with short)	231(In) 102(Out)
4/2 (short)	129
5/1	101
5/2 (with short)	186(In) 27(Out)
5/3 (short)	159
6/1	101
6/2	27
7/1	407
7/2 (with short)	28(In) 0(Out)
7/3 (short)	28
8/1	159
9/1	68
10/1	472
10/2	64

Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	130	108	108	346
	B	106	0	1	64	171
	C	320	0	0	0	320
	D	119	10	0	0	129
	Tot.	545	140	109	172	966

Traffic Lane Flows

Lane	Scenario 18: Baseline 2025 w BP + CD + NF + PD PM
Junction: Peak Lane/A27/Catisfield Road Junction	
1/1 (short)	0
1/2 (with short)	320(In) 320(Out)
1/3	0
2/1 (with short)	129(In) 129(Out)
2/2 (short)	0
3/1 (short)	130
3/2 (with short)	238(In) 108(Out)
3/3	108
4/1 (with short)	171(In) 65(Out)
4/2 (short)	106
5/1	109
5/2 (with short)	172(In) 0(Out)
5/3 (short)	172
6/1	109
6/2	0
7/1	439
7/2 (with short)	10(In) 0(Out)
7/3 (short)	10
8/1	172
9/1	140
10/1	492
10/2	53

Full Input Data And Results

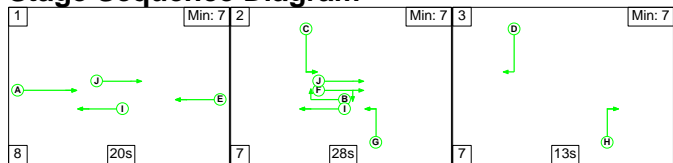
Lane Saturation Flows

Junction: Peak Lane/A27/Catisfield Road 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 (A27 Eastbound @ Catisfield)	3.60	0.00	Y	Arm 8 Left	6.00	0.0 %	1975	1975
1/2 (A27 Eastbound @ Catisfield)	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Eastbound @ Catisfield)	3.40	0.00	N	Arm 7 Ahead	Inf	0.0 %	2095	2095
2/1 (Catisfield Road)	3.00	0.00	Y	Arm 7 Left	12.00	100.0 %	1702	1702
2/2 (Catisfield Road)	3.00	0.00	N	Arm 6 Right	23.00	0.0 %	2055	2055
3/1 (A27 Westbound @ Peak)	2.75	0.00	Y	Arm 9 Left	13.00	100.0 %	1694	1694
3/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 5 Ahead	Inf	100.0 %	2085	2085
3/3 (A27 Westbound @ Peak)	3.20	0.00	N	Arm 5 Ahead	Inf	100.0 %	2075	2075
4/1 (Peak Lane)	3.20	0.00	Y	Arm 5 Left	8.50	100.0 %	1645	1645
4/2 (Peak Lane)	3.30	0.00	N	Arm 10 Right	30.00	100.0 %	1986	1986
5/1 (A27 Westbound @ Catisfield)	5.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/2 (A27 Westbound @ Catisfield)	3.65	0.00	N	Arm 6 Ahead	Inf	0.0 %	2120	2120
5/3 (A27 Westbound @ Catisfield)	3.25	0.00	N	Arm 8 Right	18.00	100.0 %	1920	1920
6/1 (A27 Wb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Wb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1995	1995
7/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 10 Ahead	Inf	0.0 %	2135	2135
7/3 (A27 Eastbound @ Peak)	3.00	0.00	N	Arm 9 Right	16.70	100.0 %	1886	1886
8/1 (Catisfield Road Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'Baseline 2018 AM' (FG1: 'Baseline 2018 AM', Plan 1: 'Network Control Plan 1')

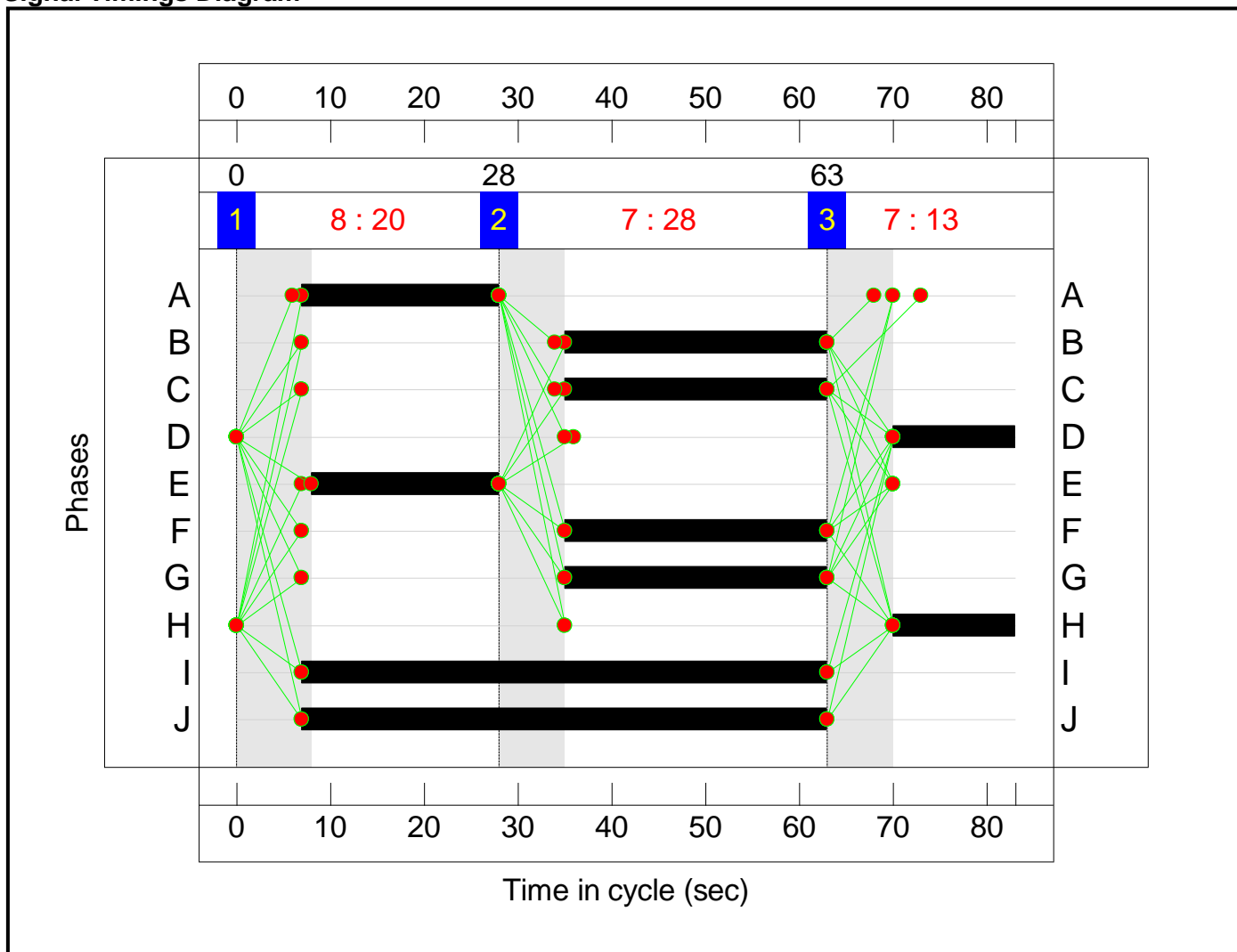
Stage Sequence Diagram



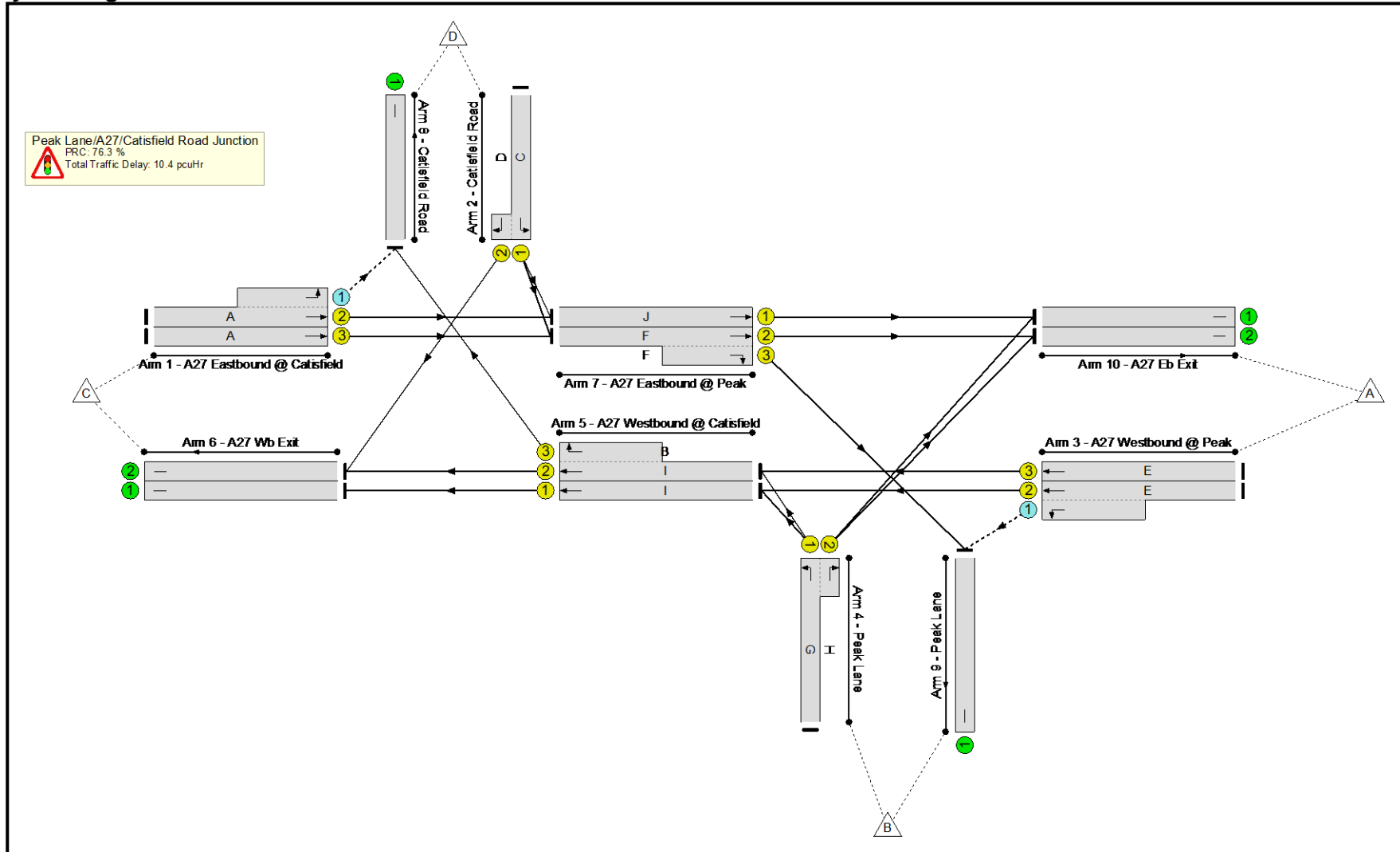
Stage Timings

Stage	1	2	3
Duration	20	28	13
Change Point	0	28	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

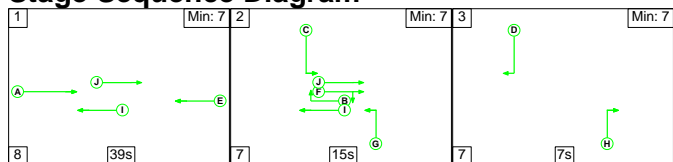
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	51.1%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	51.1%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	21	-	270	2085:1975	553+0	48.9 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	21	-	0	2095	555	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	28:13	-	160	1702:2055	595+0	26.9 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	20	-	365	2085:1694	431+380	45.0 : 45.0%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	20	-	117	2075	525	22.3%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	28:13	-	320	1645:1986	449+179	51.1 : 51.0%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	254	2115	1452	17.5%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:28	-	286	2120:1920	34+656	41.4 : 41.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	375	1995	1370	27.4%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	28	-	55	2135:1886	0+659	0.0 : 8.3%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%

Full Input Data And Results

Scenario 2: 'Baseline 2018 PM' (FG2: 'Baseline 2018 PM', Plan 1: 'Network Control Plan 1')

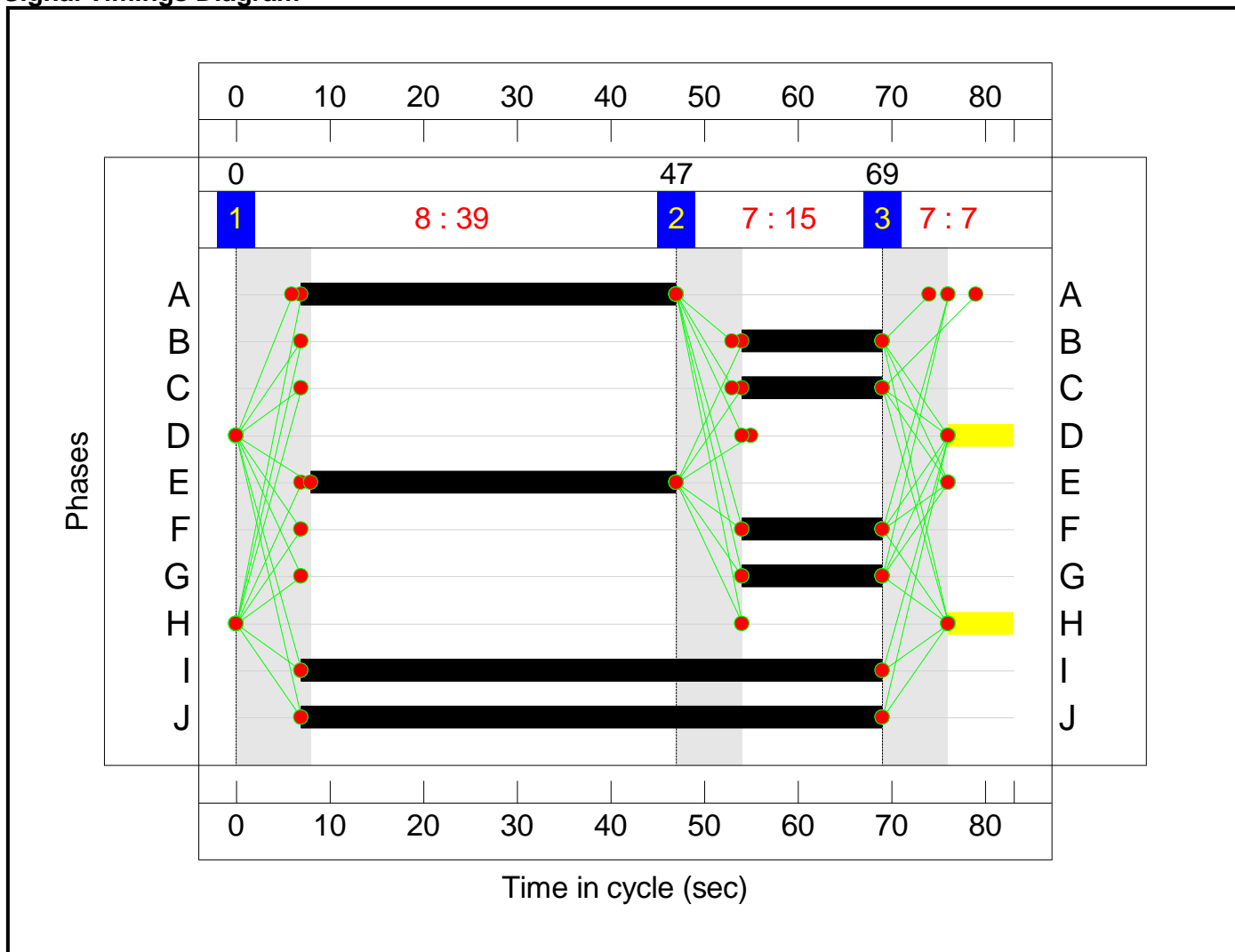
Stage Sequence Diagram



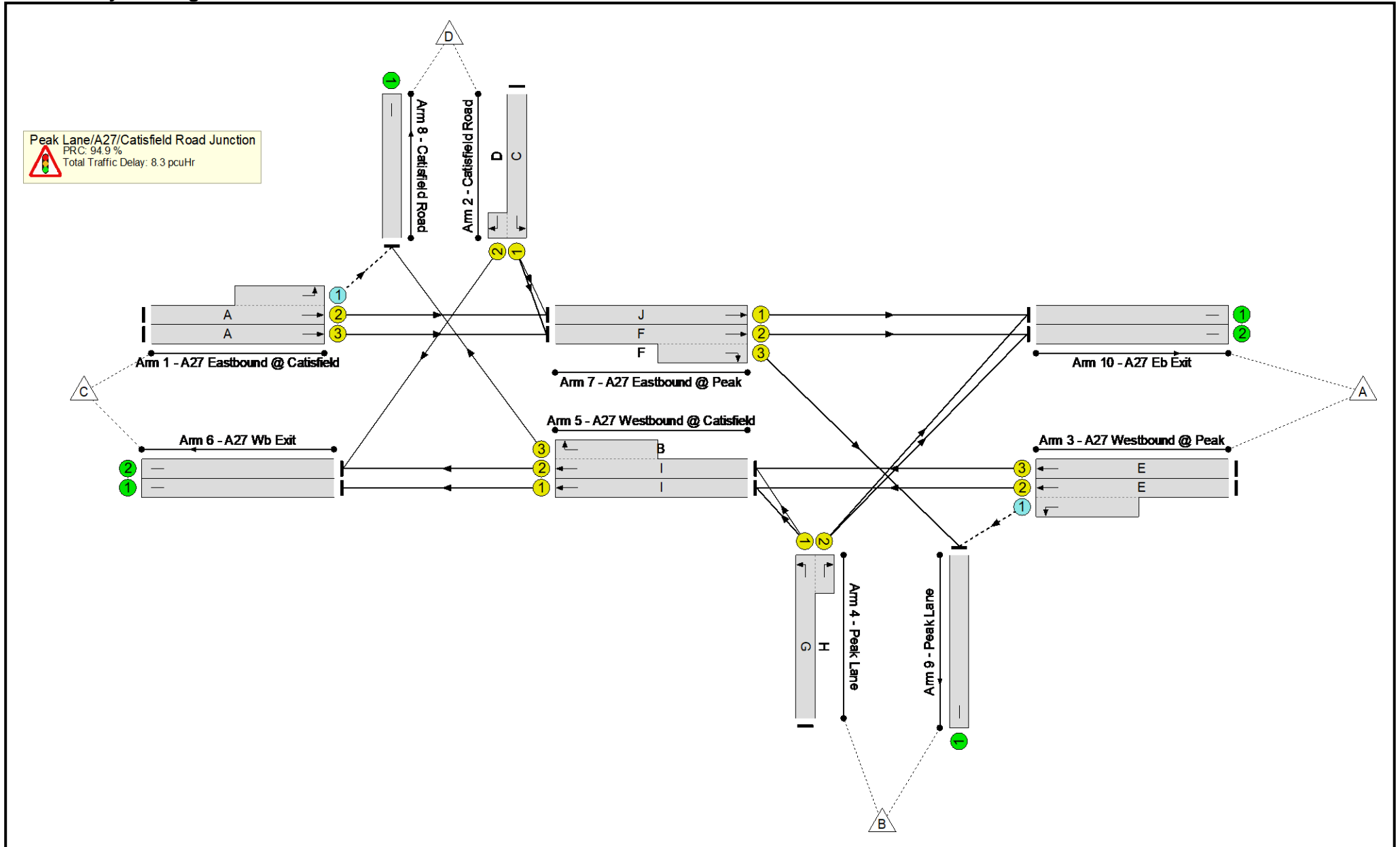
Stage Timings

Stage	1	2	3
Duration	39	15	7
Change Point	0	47	69

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

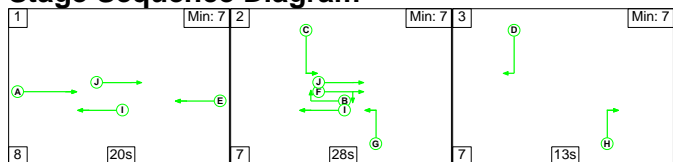
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	46.2%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	46.2%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	40	-	312	2085:1975	1030+0	30.3 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	40	-	0	2095	1035	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	15:7	-	140	1702:2055	328+0	42.7 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	39	-	547	2085:1694	699+485	46.2 : 46.2%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	39	-	246	2075	1000	24.6%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	15:7	-	112	1645:1986	273+82	31.5 : 31.5%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	62	-	330	2115	1605	20.6%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	62:15	-	325	2120:1920	357+359	45.4 : 45.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	62	-	422	1995	1514	27.9%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	15	-	30	2135:1886	0+364	0.0 : 8.3%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%

Full Input Data And Results

Scenario 3: 'Baseline 2025 AM' (FG3: 'Baseline 2025 AM', Plan 1: 'Network Control Plan 1')

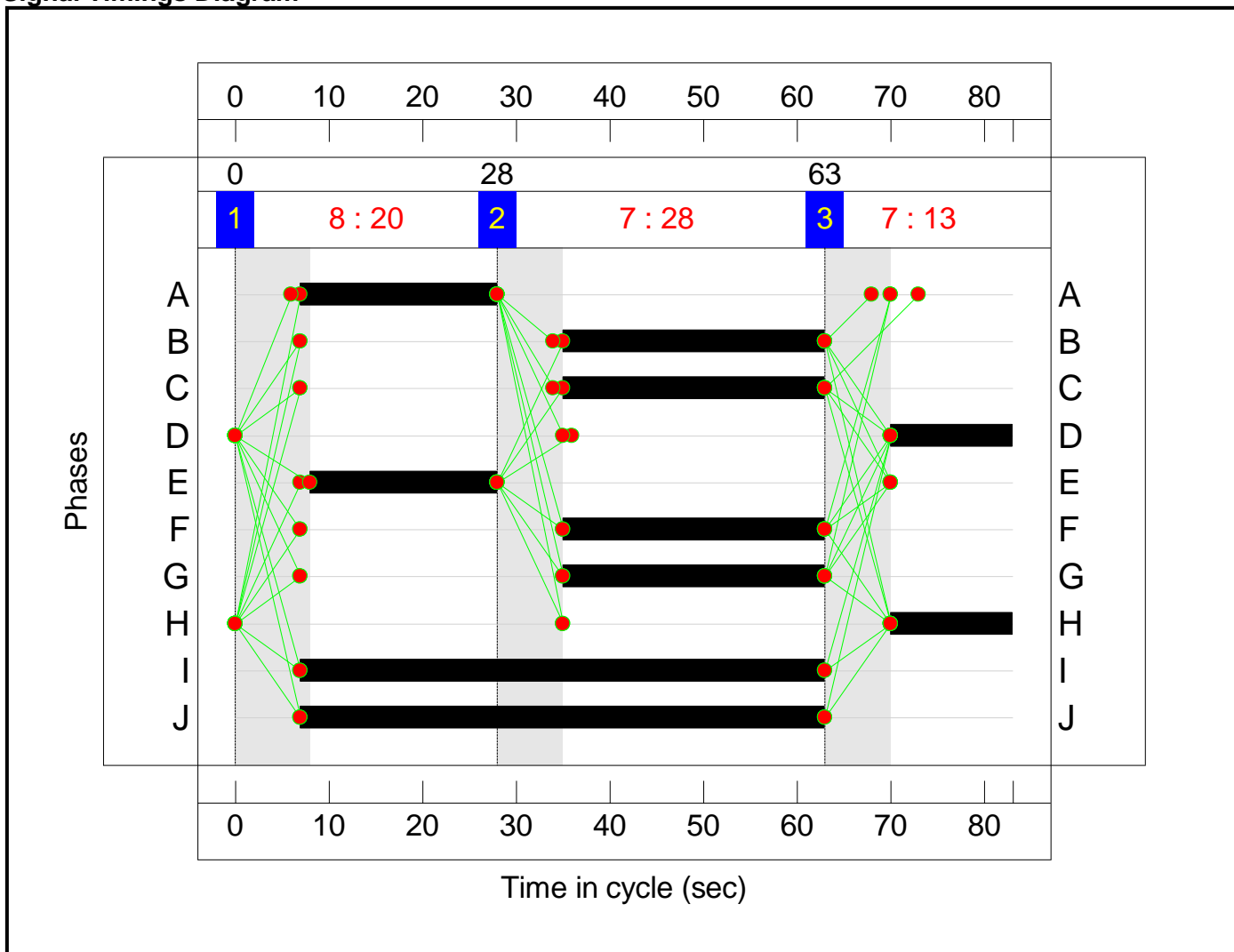
Stage Sequence Diagram



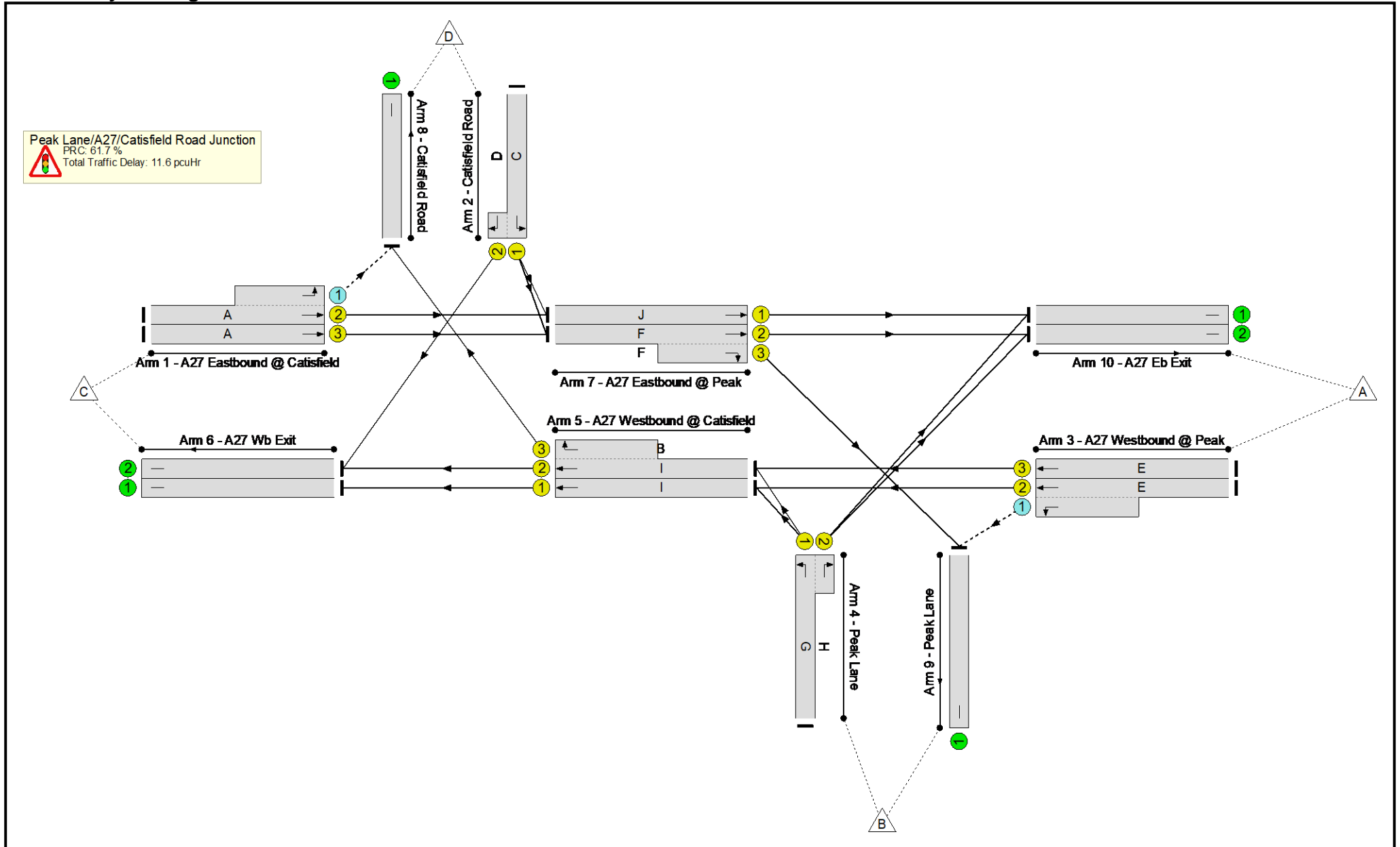
Stage Timings

Stage	1	2	3
Duration	20	28	13
Change Point	0	28	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

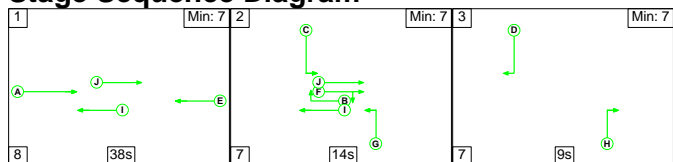
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	55.7%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	55.7%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	21	-	295	2085:1975	553+0	53.4 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	21	-	0	2095	555	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	28:13	-	175	1702:2055	595+0	29.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	20	-	399	2085:1694	431+380	49.2 : 49.2%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	20	-	128	2075	525	24.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	28:13	-	349	1645:1986	449+178	55.7 : 55.6%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	280	2115	1452	19.3%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:28	-	310	2120:1920	29+658	45.1 : 45.1%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	410	1995	1370	29.9%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	28	-	60	2135:1886	0+659	0.0 : 9.1%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%

Full Input Data And Results

Scenario 4: 'Baseline 2025 PM' (FG4: 'Baseline 2025 PM', Plan 1: 'Network Control Plan 1')

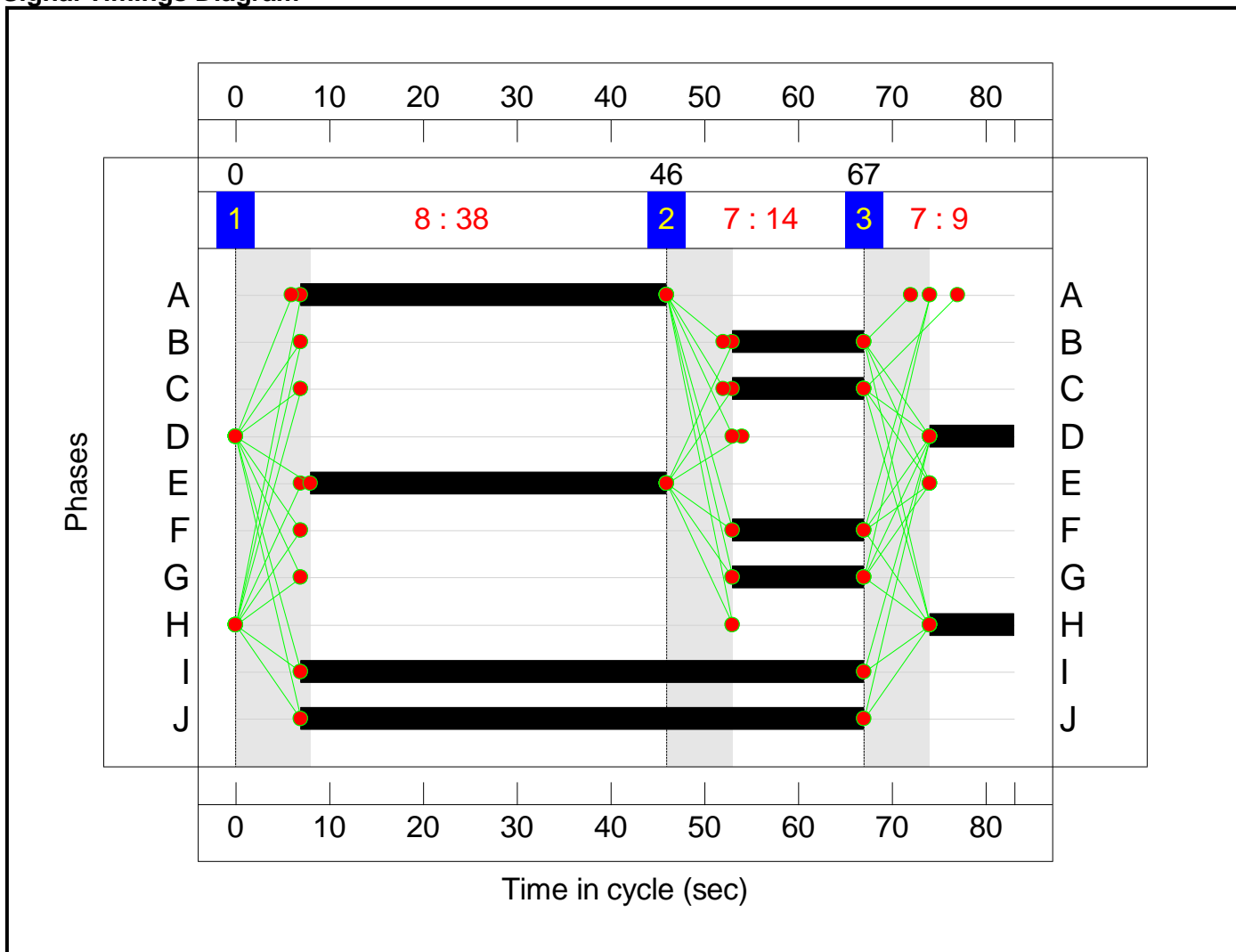
Stage Sequence Diagram



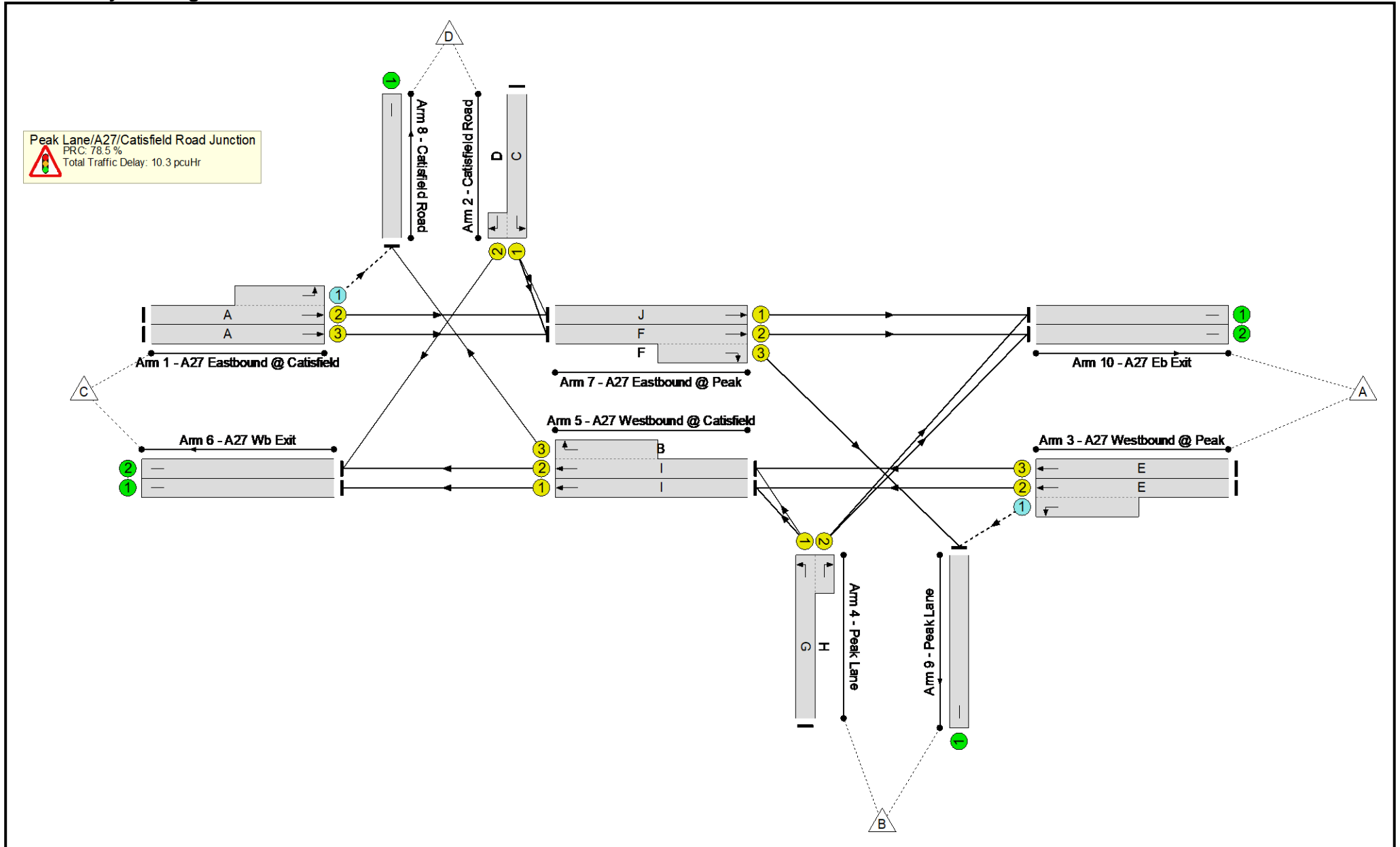
Stage Timings

Stage	1	2	3
Duration	38	14	9
Change Point	0	46	67

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

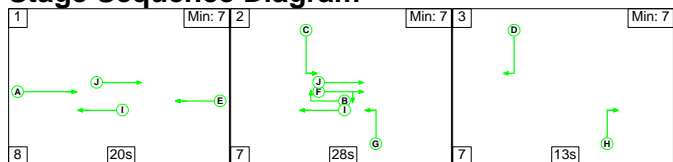
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	50.4%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	50.4%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	39	-	335	2085:1975	1005+0	33.3 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	39	-	0	2095	1010	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	14:9	-	150	1702:2055	308+0	48.8 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	38	-	580	2085:1694	682+485	49.7 : 49.7%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	38	-	273	2075	975	28.0%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	14:9	-	185	1645:1986	186+184	50.0 : 50.0%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	60	-	346	2115	1554	22.3%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	60:14	-	359	2120:1920	365+347	50.4 : 50.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	60	-	453	1995	1466	30.9%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	14	-	32	2135:1886	0+341	0.0 : 9.4%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%

Full Input Data And Results

Scenario 5: 'Baseline 2025 + CD AM' (FG5: 'Baseline 2025 + CD AM', Plan 1: 'Network Control Plan 1')

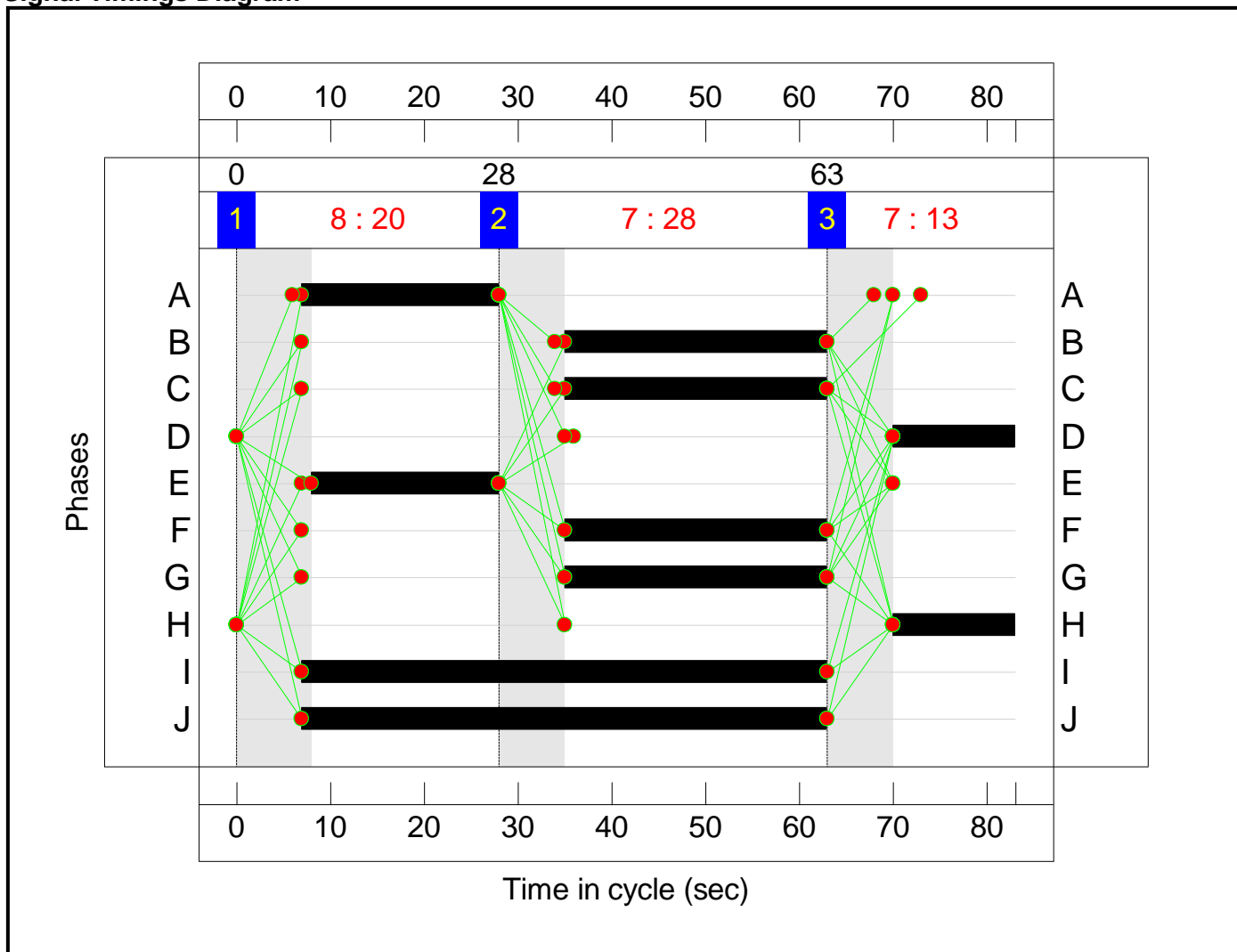
Stage Sequence Diagram



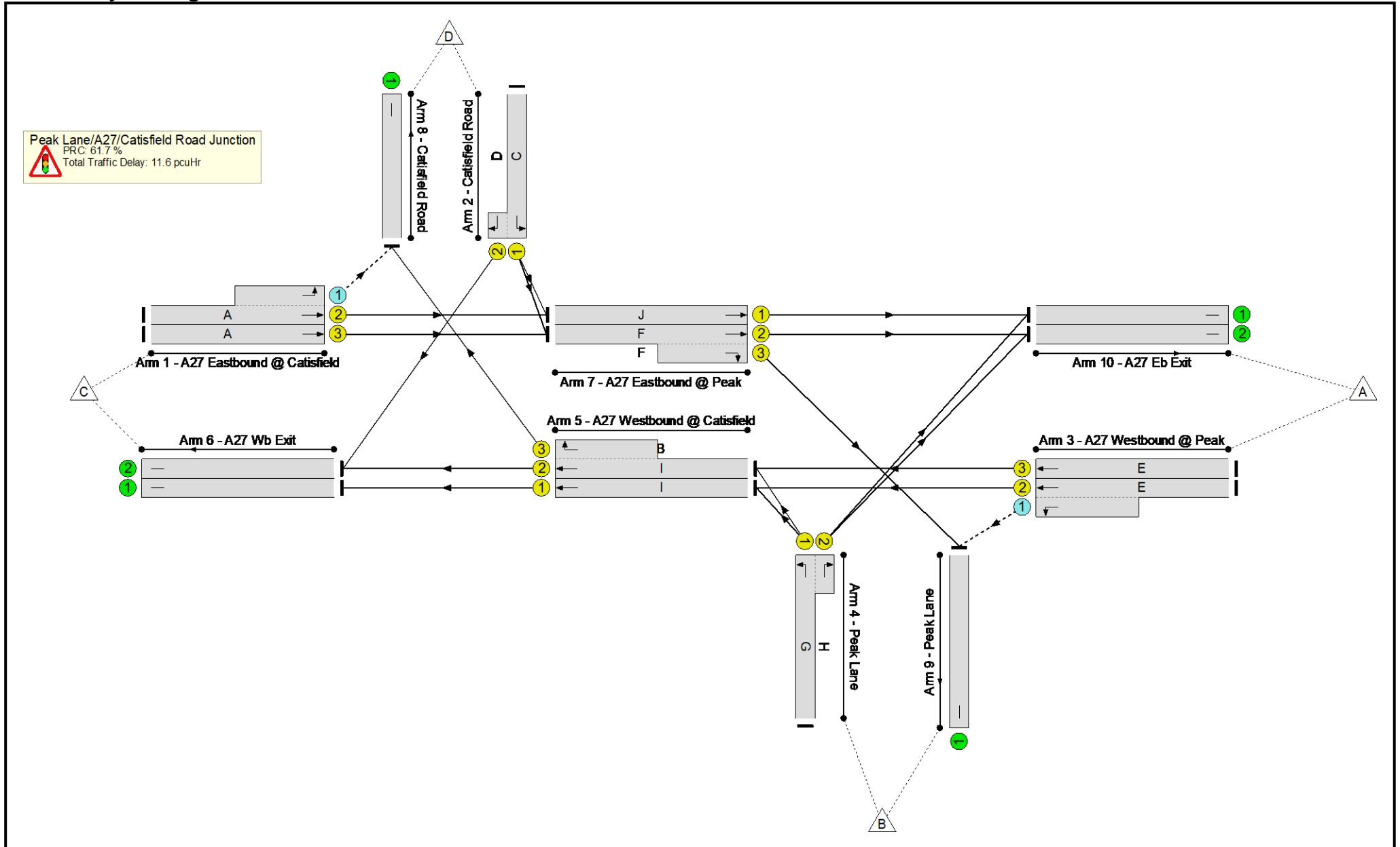
Stage Timings

Stage	1	2	3
Duration	20	28	13
Change Point	0	28	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

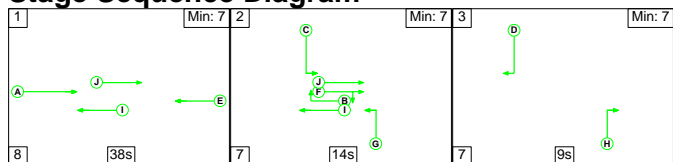
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	55.7%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	55.7%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	21	-	295	2085:1975	553+0	53.4 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	21	-	0	2095	555	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	28:13	-	175	1702:2055	595+0	29.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	20	-	399	2085:1694	431+380	49.2 : 49.2%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	20	-	128	2075	525	24.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	28:13	-	349	1645:1986	449+178	55.7 : 55.6%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	280	2115	1452	19.3%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:28	-	310	2120:1920	29+658	45.1 : 45.1%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	410	1995	1370	29.9%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	28	-	60	2135:1886	0+659	0.0 : 9.1%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%

Full Input Data And Results

Scenario 6: 'Baseline 2025 + CD PM' (FG6: 'Baseline 2025 + CD PM', Plan 1: 'Network Control Plan 1')

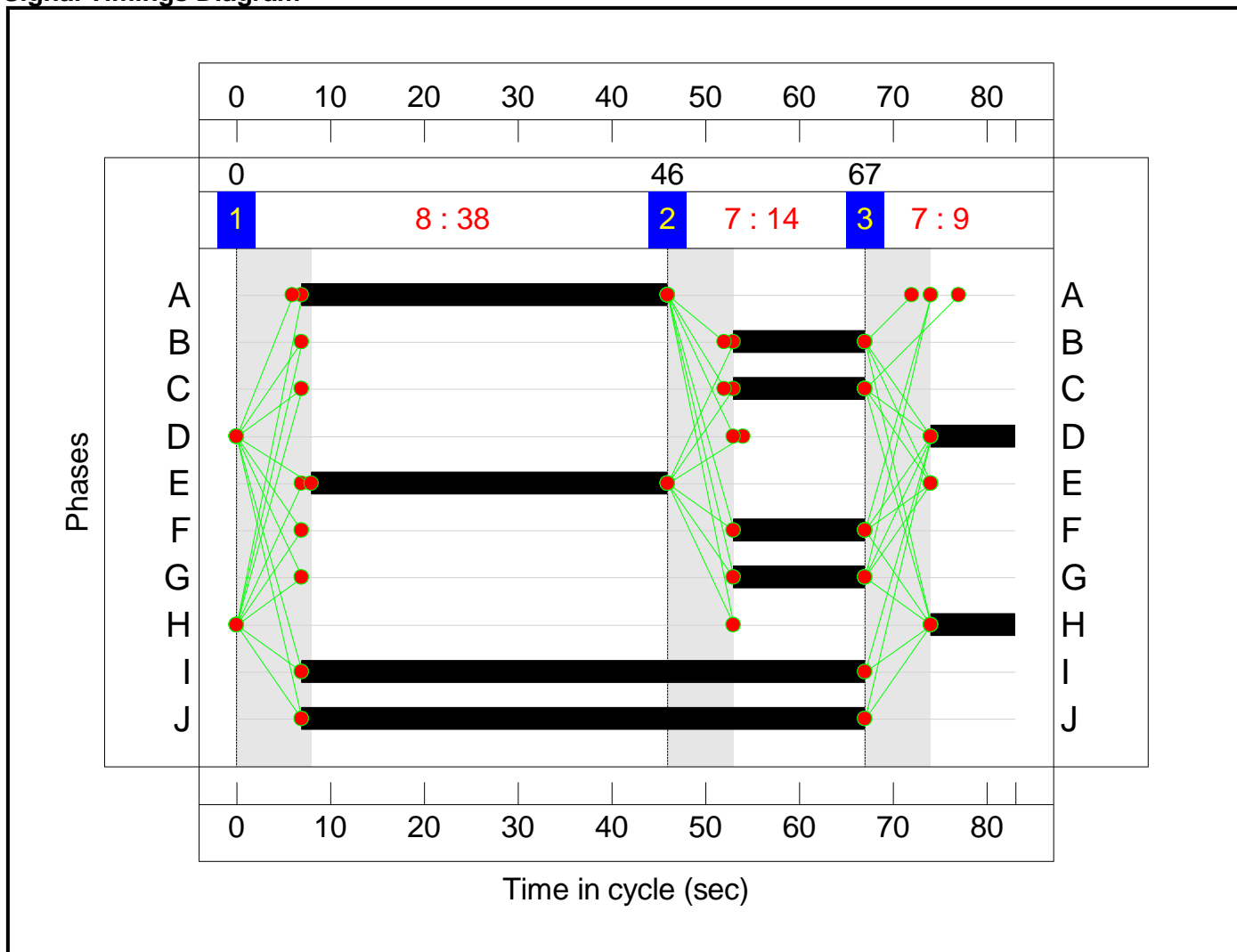
Stage Sequence Diagram



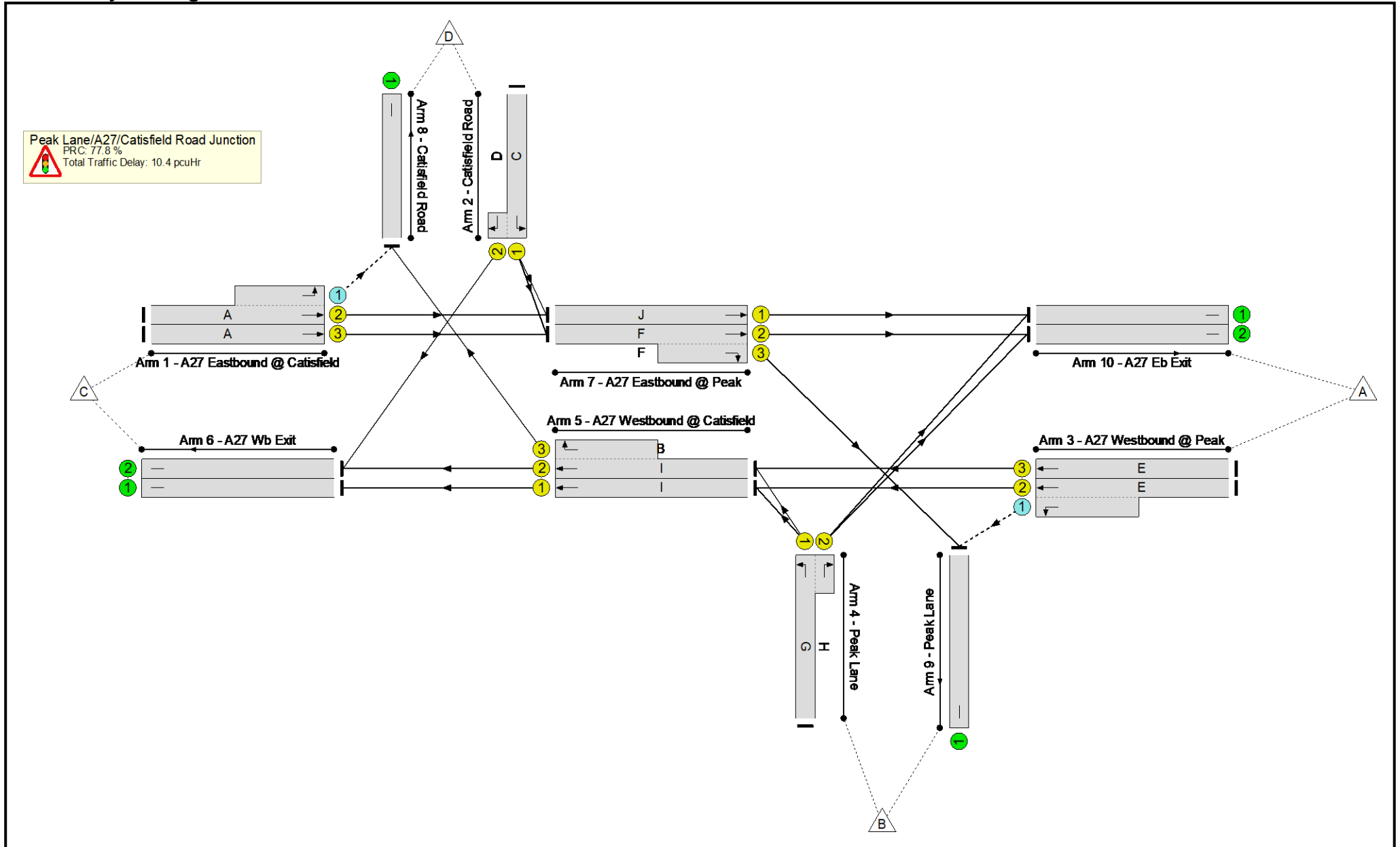
Stage Timings

Stage	1	2	3
Duration	38	14	9
Change Point	0	46	67

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

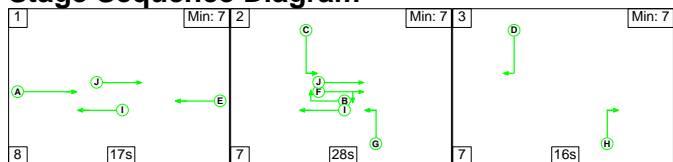
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	50.6%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	50.6%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	39	-	335	2085:1975	1005+0	33.3 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	39	-	0	2095	1010	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	14:9	-	150	1702:2055	308+0	48.8 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	38	-	588	2085:1694	686+476	50.6 : 50.6%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	38	-	295	2075	975	30.3%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	14:9	-	185	1645:1986	186+184	50.0 : 50.0%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	60	-	354	2115	1554	22.8%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	60:14	-	381	2120:1920	408+347	50.4 : 50.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	60	-	453	1995	1466	30.9%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	14	-	32	2135:1886	0+341	0.0 : 9.4%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%

Full Input Data And Results

Scenario 7: 'Baseline 2025 + CD + PD AM' (FG7: 'Baseline 2025 + CD + PD AM', Plan 1: 'Network Control Plan 1')

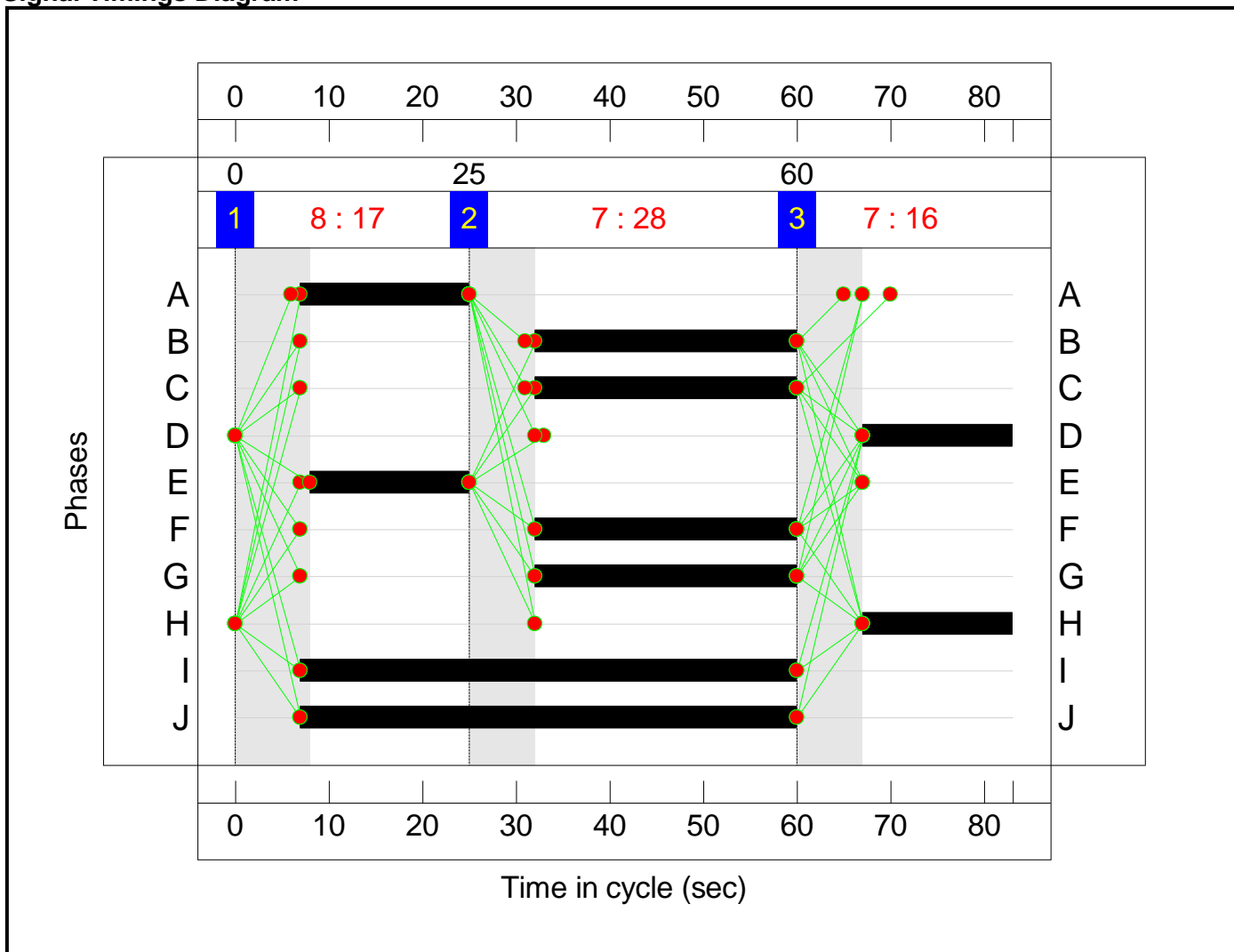
Stage Sequence Diagram



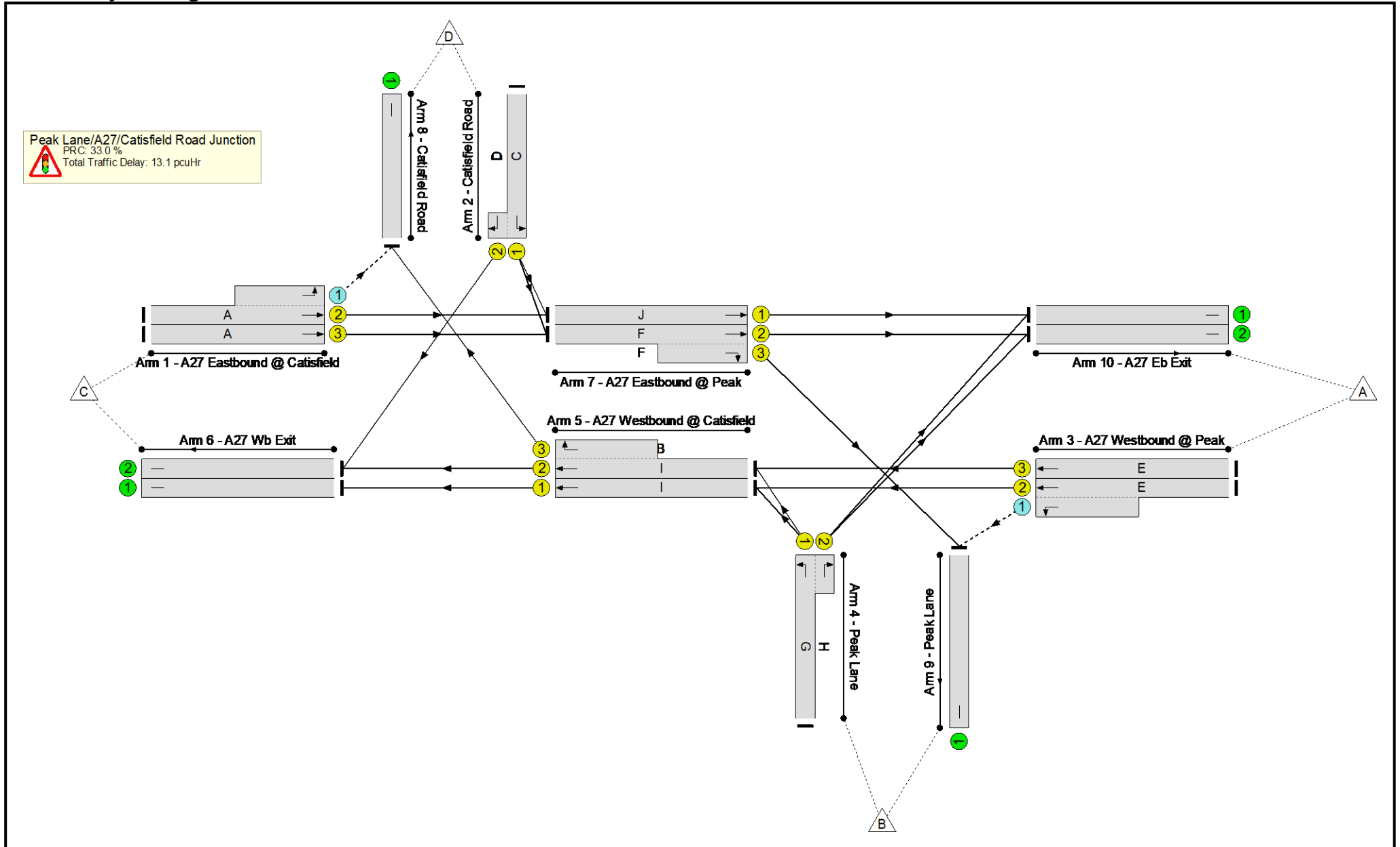
Stage Timings

Stage	1	2	3
Duration	17	28	16
Change Point	0	25	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

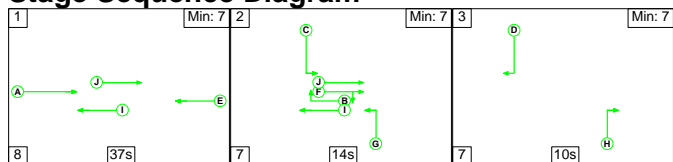
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	18	-	295	2085:1975	477+0	61.8 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	18	-	0	2095	480	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	28:16	-	175	1702:2055	595+0	29.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	17	-	408	2085:1694	394+364	53.8 : 53.8%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	17	-	128	2075	450	28.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	28:16	-	386	1645:1986	369+201	67.7 : 67.7%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	53	-	279	2115	1376	20.3%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	53:28	-	311	2120:1920	31+658	45.2 : 45.2%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	53	-	410	1995	1298	31.6%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	28	-	60	2135:1886	0+659	0.0 : 9.1%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%

Full Input Data And Results

Scenario 8: 'Baseline 2025 + CD + PD PM' (FG8: 'Baseline 2025 + CD + PD PM', Plan 1: 'Network Control Plan 1')

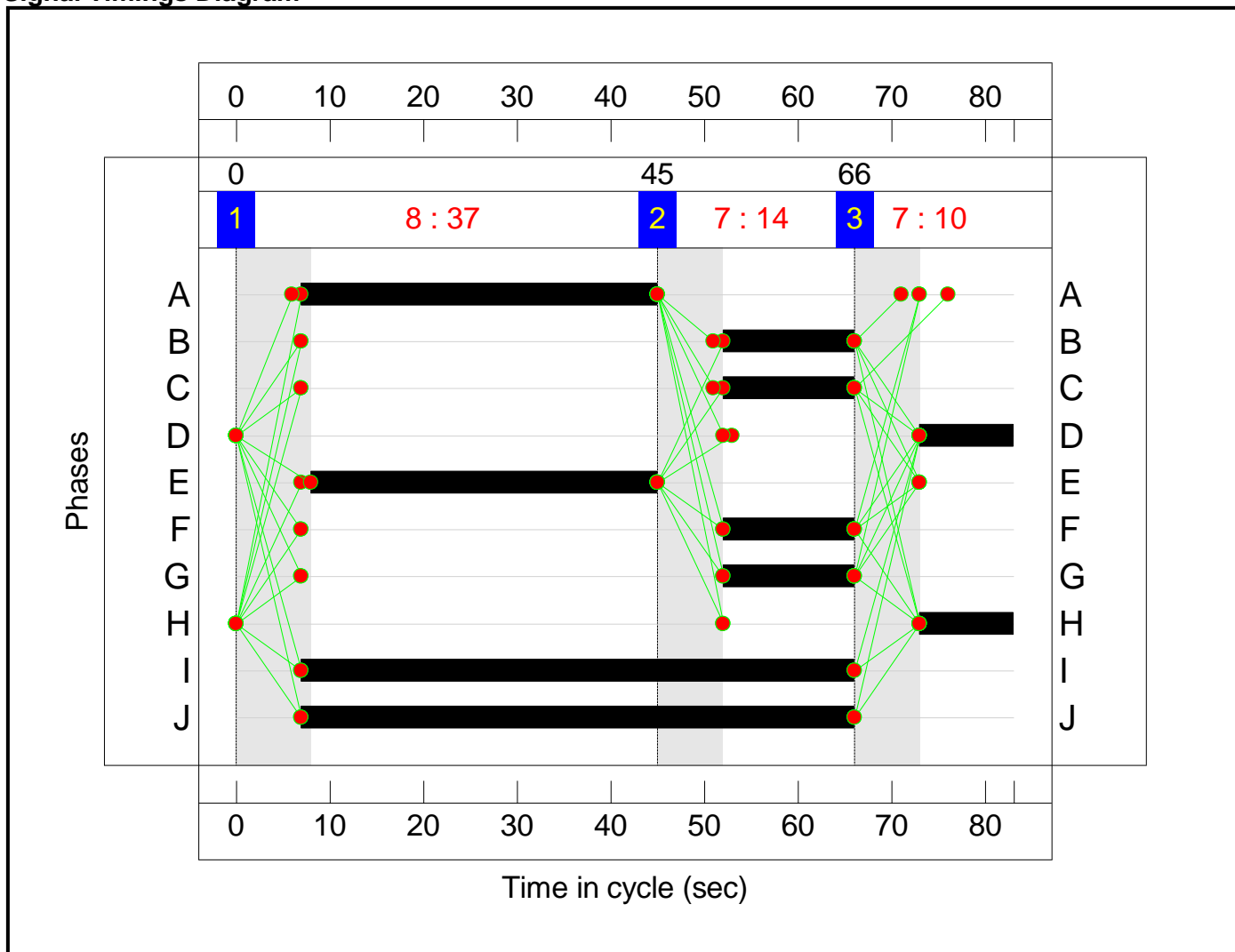
Stage Sequence Diagram



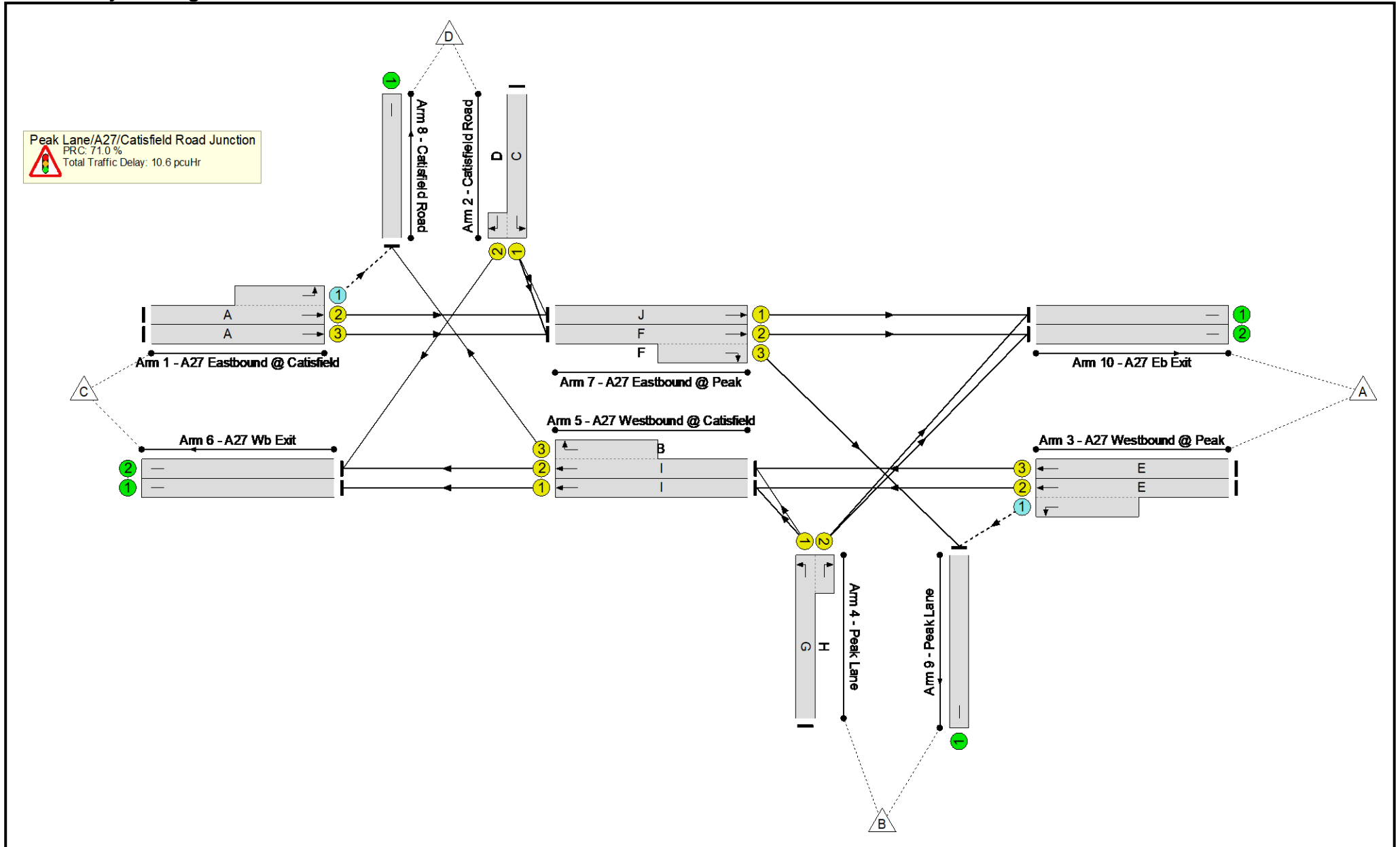
Stage Timings

Stage	1	2	3
Duration	37	14	10
Change Point	0	45	66

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	52.6%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	52.6%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	38	-	335	2085:1975	980+0	34.2 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	38	-	0	2095	984	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	14:10	-	150	1702:2055	308+0	48.8 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	37	-	610	2085:1694	651+520	52.1 : 52.1%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	37	-	273	2075	950	28.7%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	14:10	-	198	1645:1986	177+199	52.6 : 52.6%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	59	-	346	2115	1529	22.6%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	59:14	-	359	2120:1920	365+347	50.4 : 50.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	59	-	453	1995	1442	31.4%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	14	-	32	2135:1886	0+341	0.0 : 9.4%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%

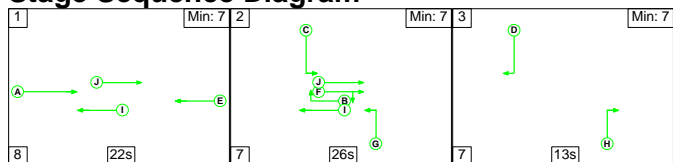
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	49	222	0	7.7	3.0	0.0	10.6	-	-	-	-
Peak Lane/A27/Catisfield Road Junction	-	-	49	222	0	7.7	3.0	0.0	10.6	-	-	-	-
1/2+1/1	335	335	0	0	0	1.3	0.3	-	1.6	16.7	4.8	0.3	5.1
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	150	150	-	-	-	1.3	0.5	-	1.7	41.9	3.1	0.5	3.6
3/2+3/1	610	610	49	222	0	1.4	0.5	-	1.9	11.3	5.0	0.5	5.5
3/3	273	273	-	-	-	1.1	0.2	-	1.3	16.7	3.9	0.2	4.1
4/1+4/2	198	198	-	-	-	1.7	0.6	-	2.3	41.4	2.2	0.6	2.8
5/1	346	346	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.2
5/2+5/3	359	359	-	-	-	0.8	0.5	-	1.4	13.6	11.5	0.5	12.0
6/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	453	453	-	-	-	0.1	0.2	-	0.3	2.3	1.7	0.2	1.9
7/2+7/3	32	32	-	-	-	0.0	0.1	-	0.1	10.6	0.1	0.1	0.1
8/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 71.0 Total Delay for Signalled Lanes (pcuHr): 10.64 Cycle Time (s): 83 PRC Over All Lanes (%): 71.0 Total Delay Over All Lanes(pcuHr): 10.64													

Full Input Data And Results

Scenario 9: 'Baseline 2025 w BP AM' (FG9: 'Baseline 2025 w BP AM', Plan 1: 'Network Control Plan 1')

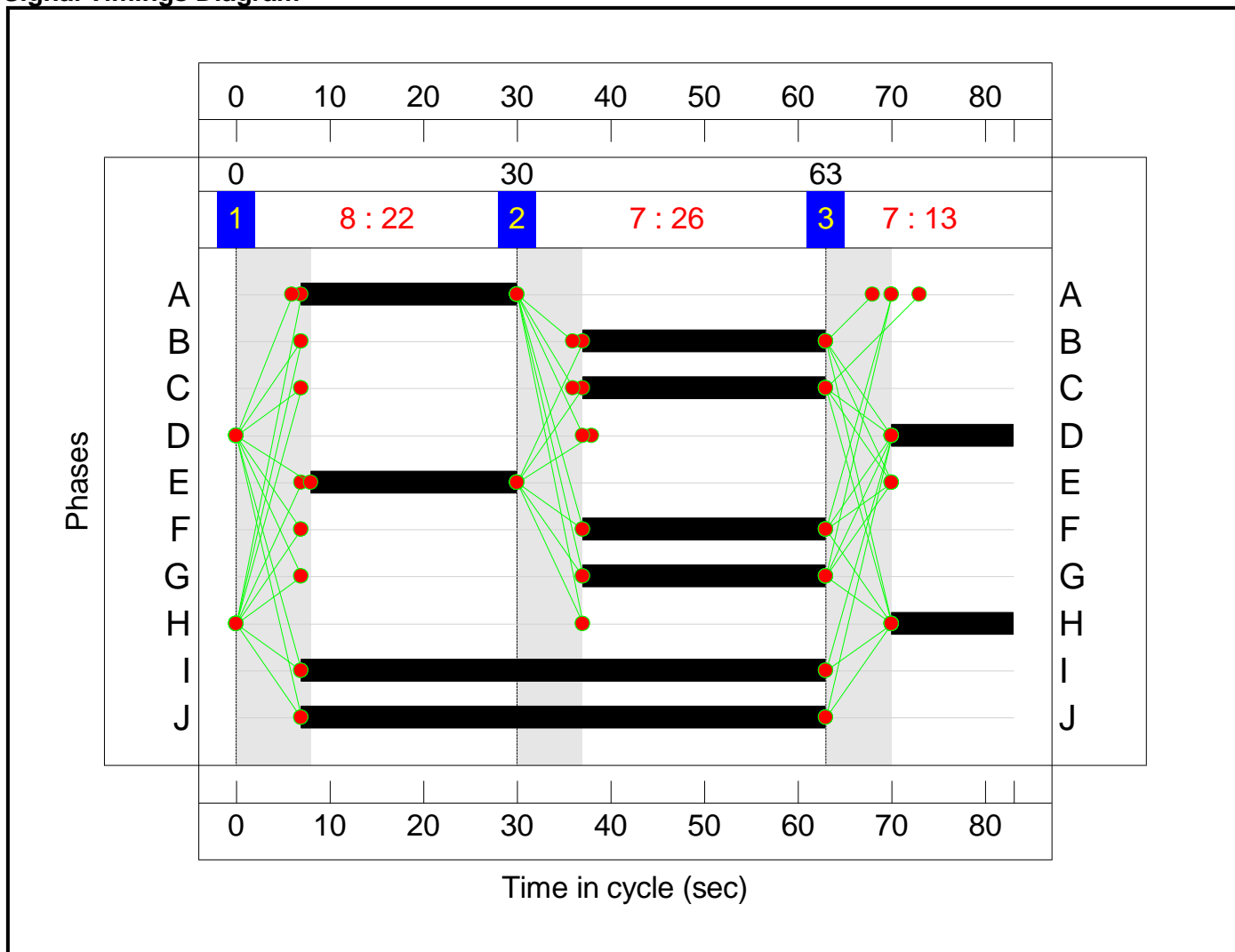
Stage Sequence Diagram



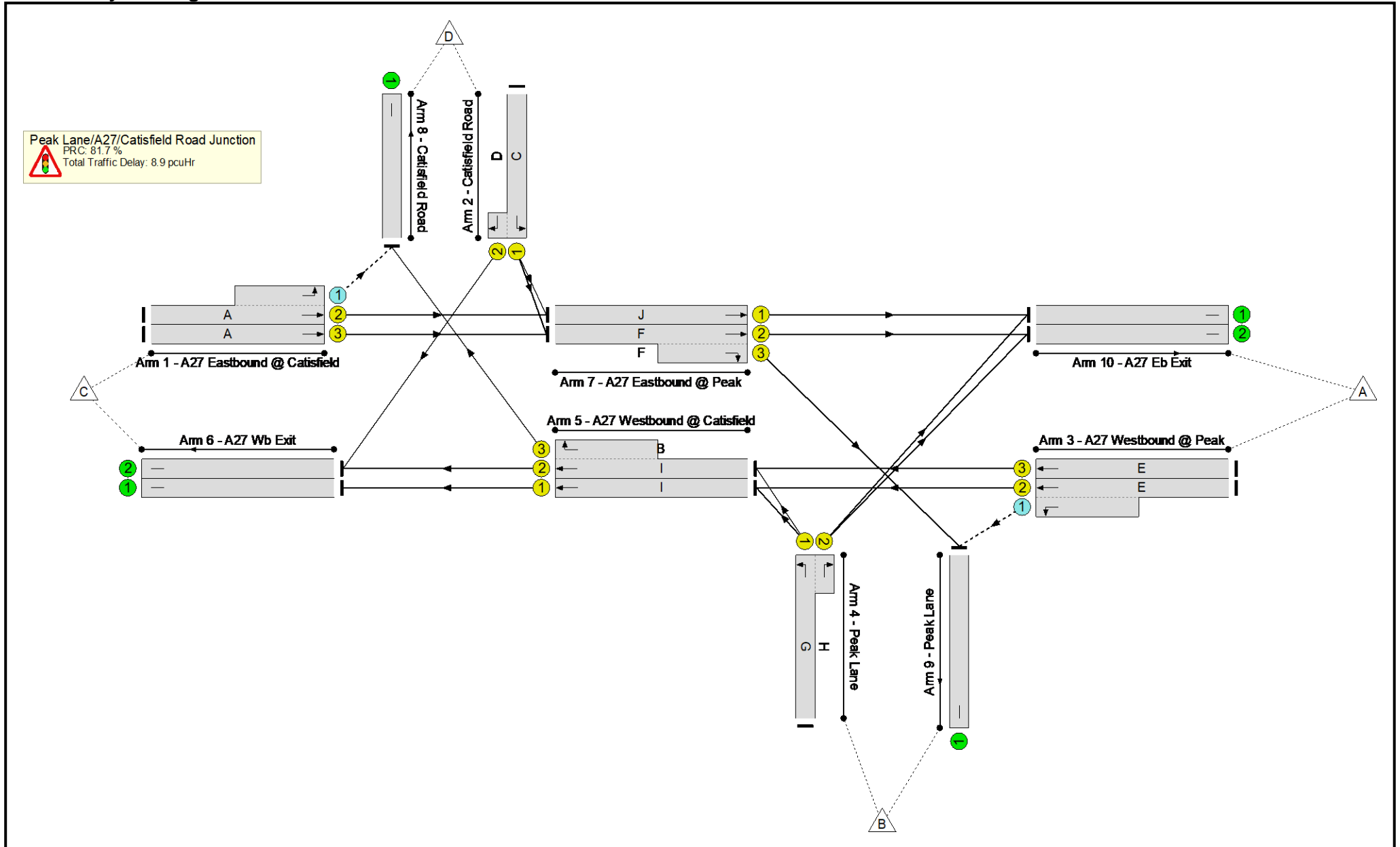
Stage Timings

Stage	1	2	3
Duration	22	26	13
Change Point	0	30	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

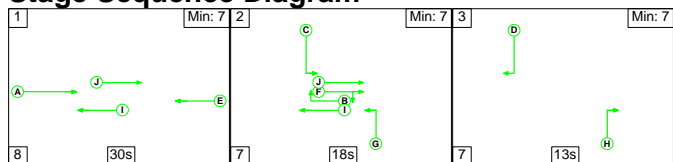
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	23	-	289	2085:1975	603+0	47.9 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	23	-	0	2095	606	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	26:13	-	146	1702:2055	554+0	26.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	22	-	86	2085:1694	483+259	11.6 : 11.6%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	22	-	129	2075	575	22.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	26:13	-	294	1645:1986	408+186	49.5 : 49.4%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	114	2115	1452	7.8%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:26	-	273	2120:1920	33+612	42.3 : 42.3%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	407	1995	1370	29.7%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	26	-	28	2135:1886	0+614	0.0 : 4.6%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%

Full Input Data And Results

Scenario 10: 'Baseline 2025 w BP PM' (FG10: 'Baseline 2025 w BP PM', Plan 1: 'Network Control Plan 1')

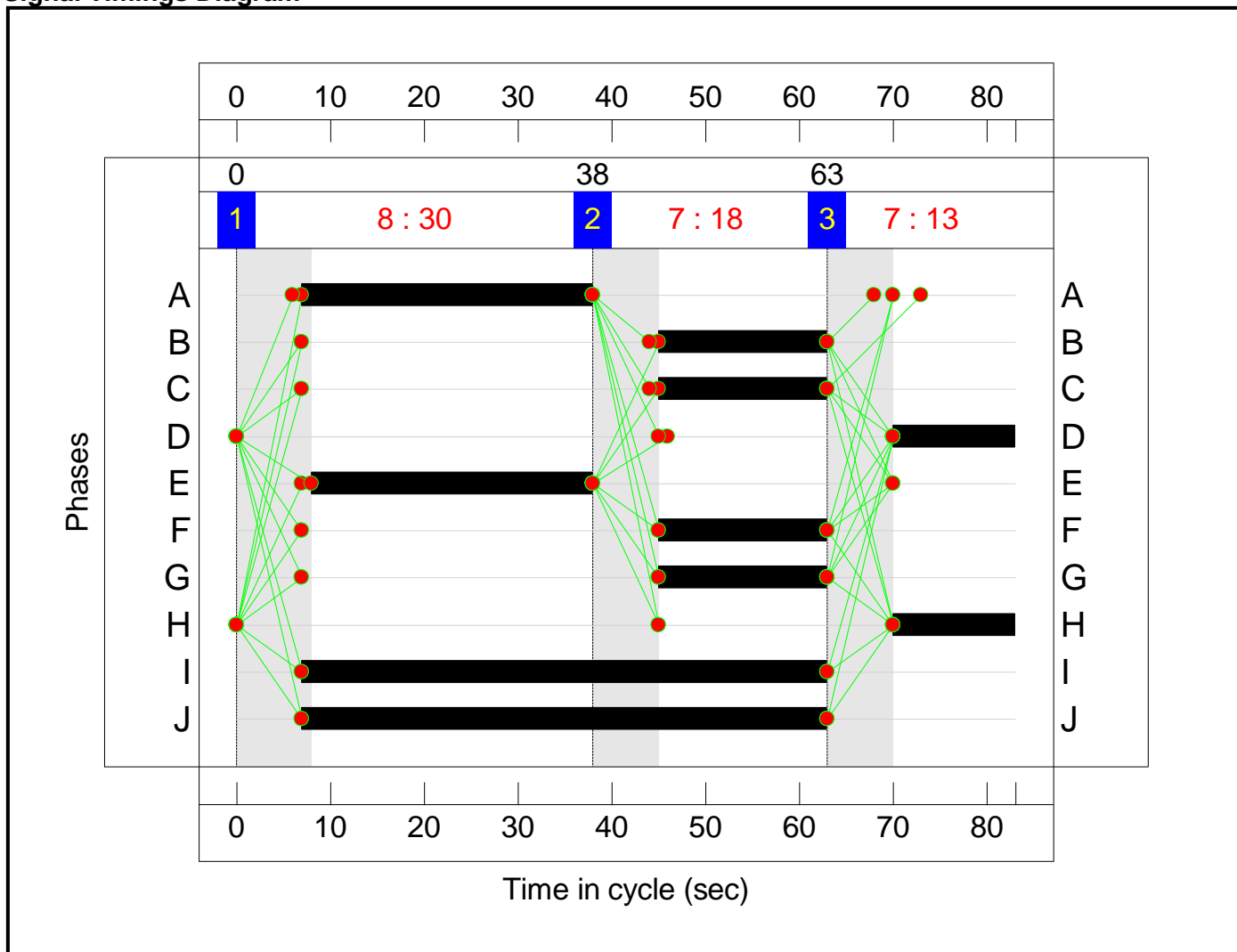
Stage Sequence Diagram



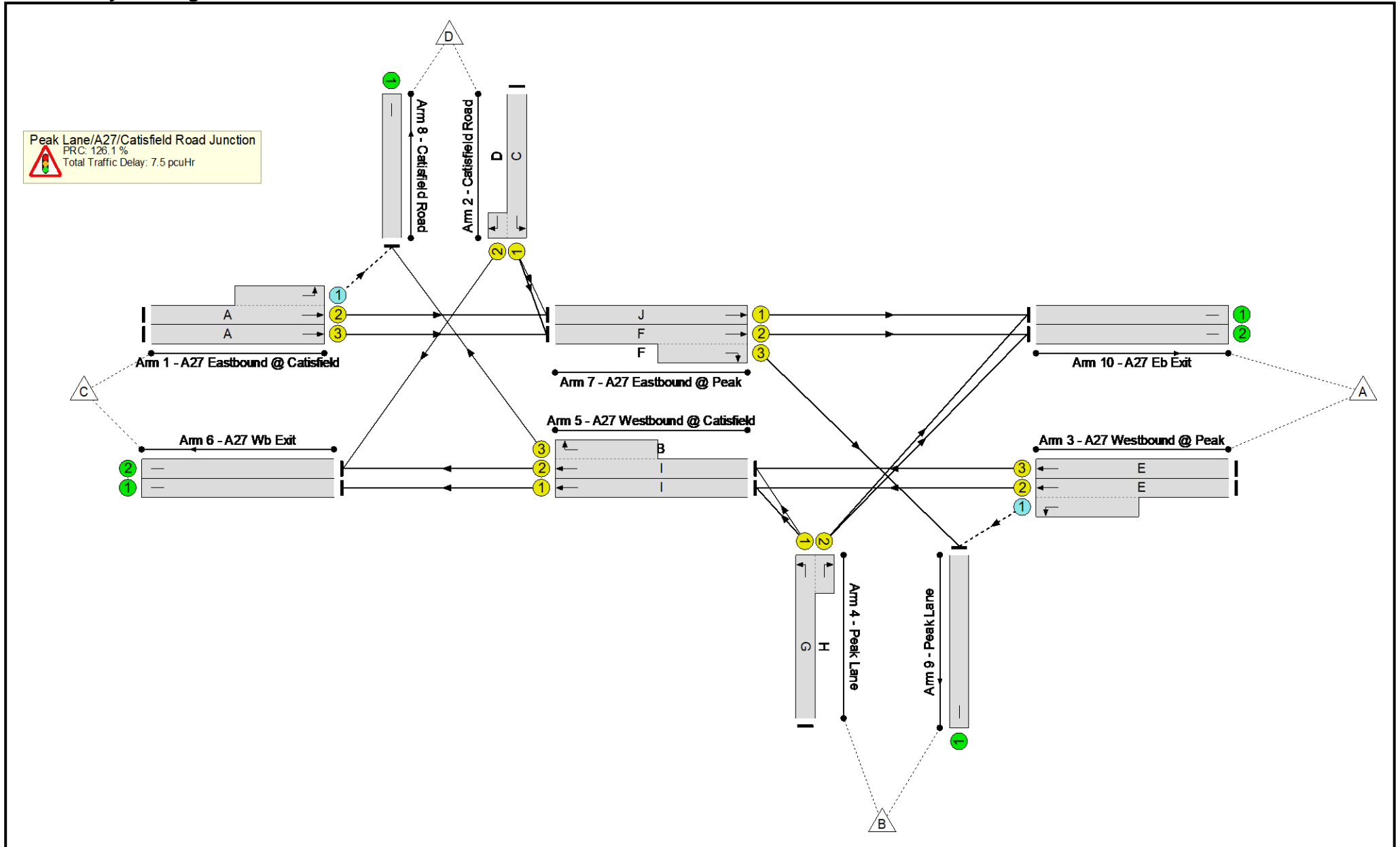
Stage Timings

Stage	1	2	3
Duration	30	18	13
Change Point	0	38	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

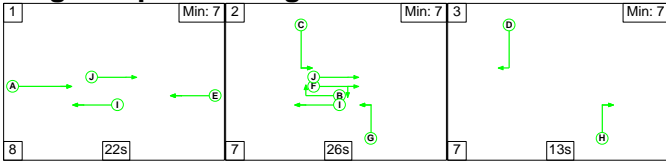
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	39.8%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	39.8%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	31	-	320	2085:1975	804+0	39.8 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	31	-	0	2095	808	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	18:13	-	129	1702:2055	390+0	33.1 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	30	-	208	2085:1694	547+506	19.8 : 19.8%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	30	-	108	2075	775	13.9%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	18:13	-	159	1645:1986	171+247	38.0 : 38.0%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	109	2115	1452	7.5%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:18	-	172	2120:1920	0+440	0.0 : 39.1%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	439	1995	1370	32.0%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	18	-	10	2135:1886	0+432	0.0 : 2.3%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%

Full Input Data And Results

Scenario 11: 'Baseline 2025 w BP + CD AM' (FG11: 'Baseline 2025 w BP + CD AM', Plan 1: 'Network Control Plan 1')

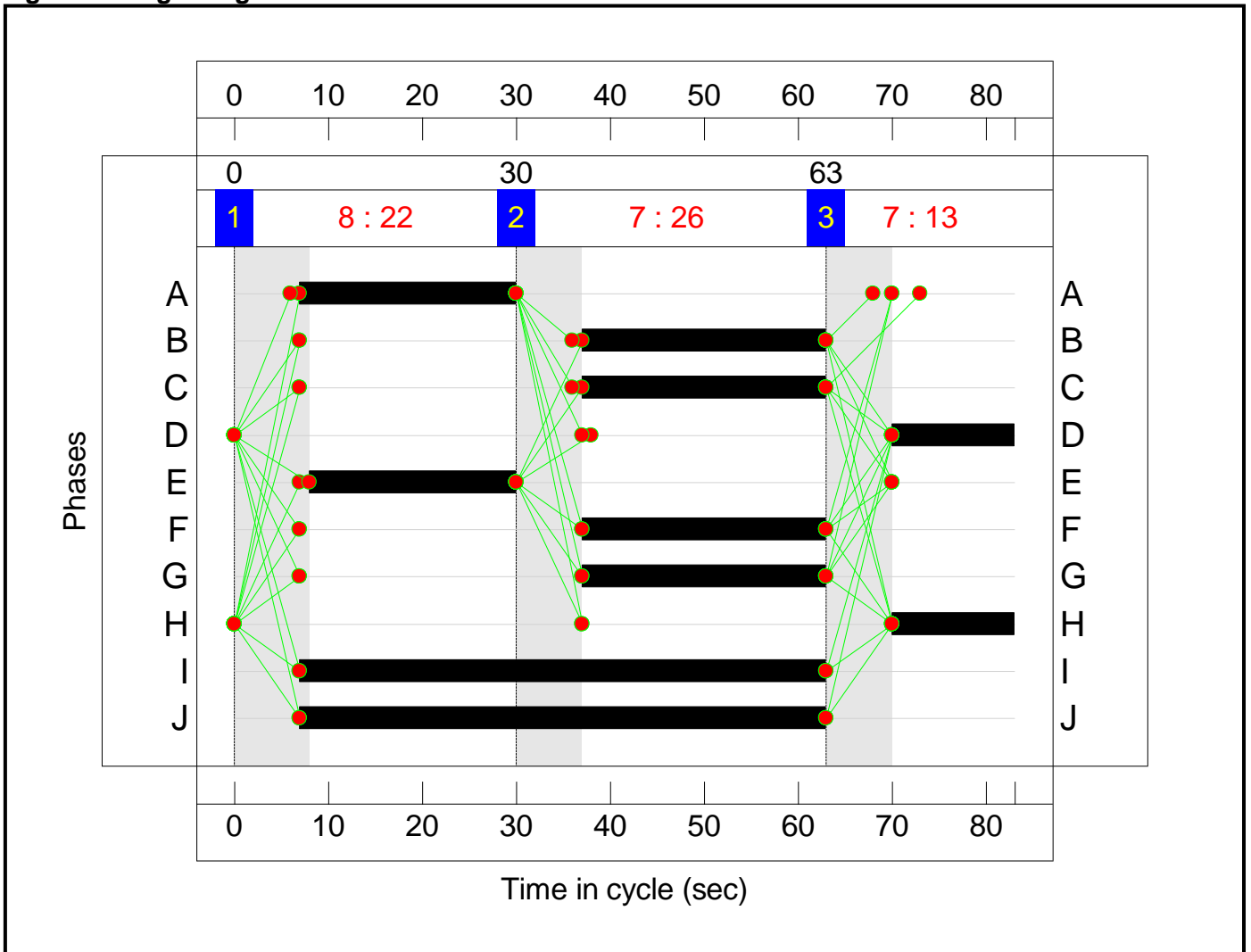
Stage Sequence Diagram



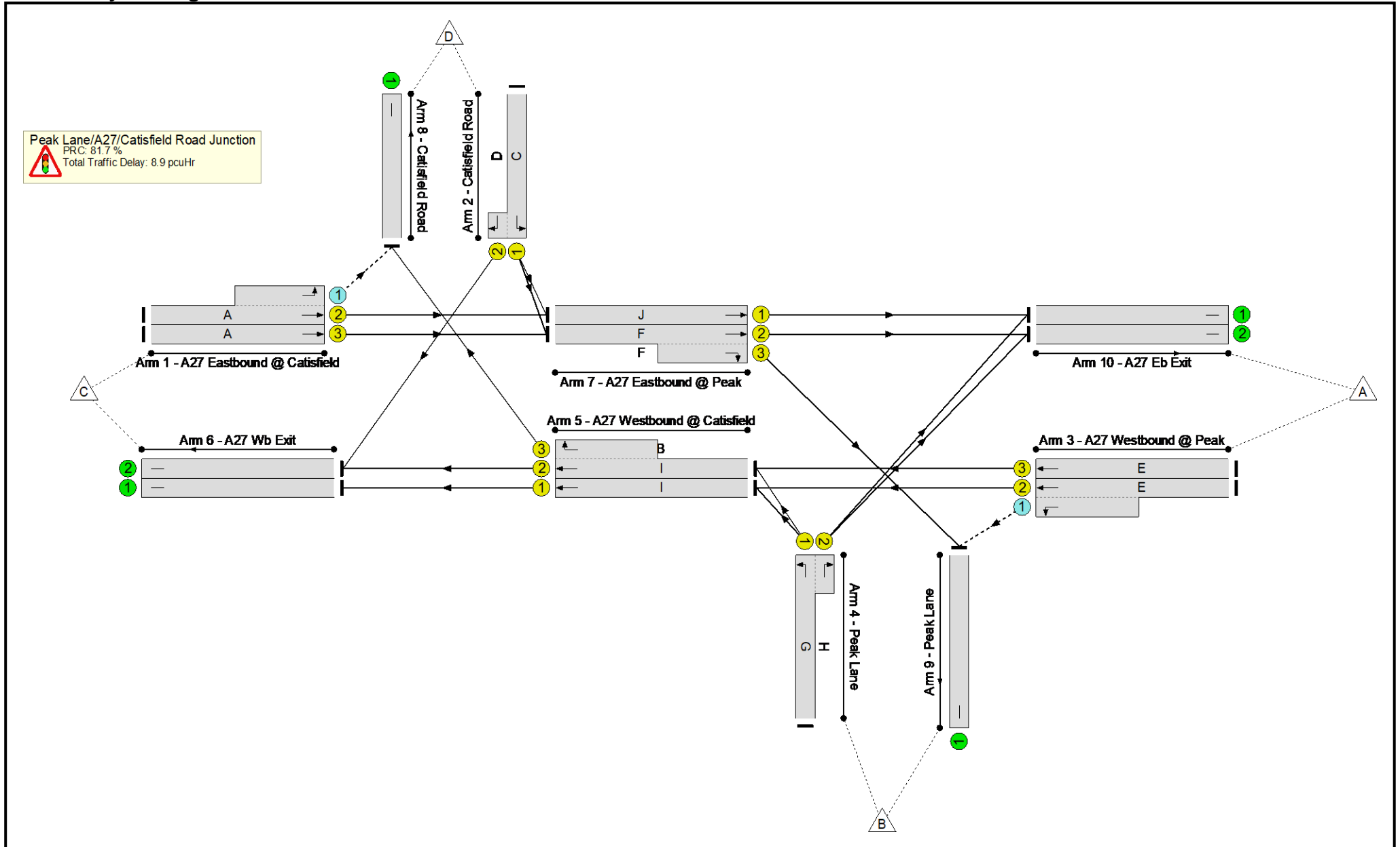
Stage Timings

Stage	1	2	3
Duration	22	26	13
Change Point	0	30	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

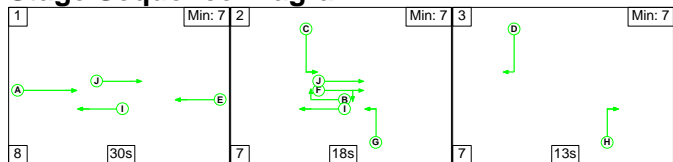
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	23	-	289	2085:1975	603+0	47.9 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	23	-	0	2095	606	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	26:13	-	146	1702:2055	554+0	26.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	22	-	86	2085:1694	483+259	11.6 : 11.6%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	22	-	129	2075	575	22.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	26:13	-	294	1645:1986	408+186	49.5 : 49.4%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	114	2115	1452	7.8%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:26	-	273	2120:1920	33+612	42.3 : 42.3%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	407	1995	1370	29.7%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	26	-	28	2135:1886	0+614	0.0 : 4.6%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%

Full Input Data And Results

Scenario 12: 'Baseline 2025 w BP + CD PM' (FG12: 'Baseline 2025 w BP + CD PM', Plan 1: 'Network Control Plan 1')

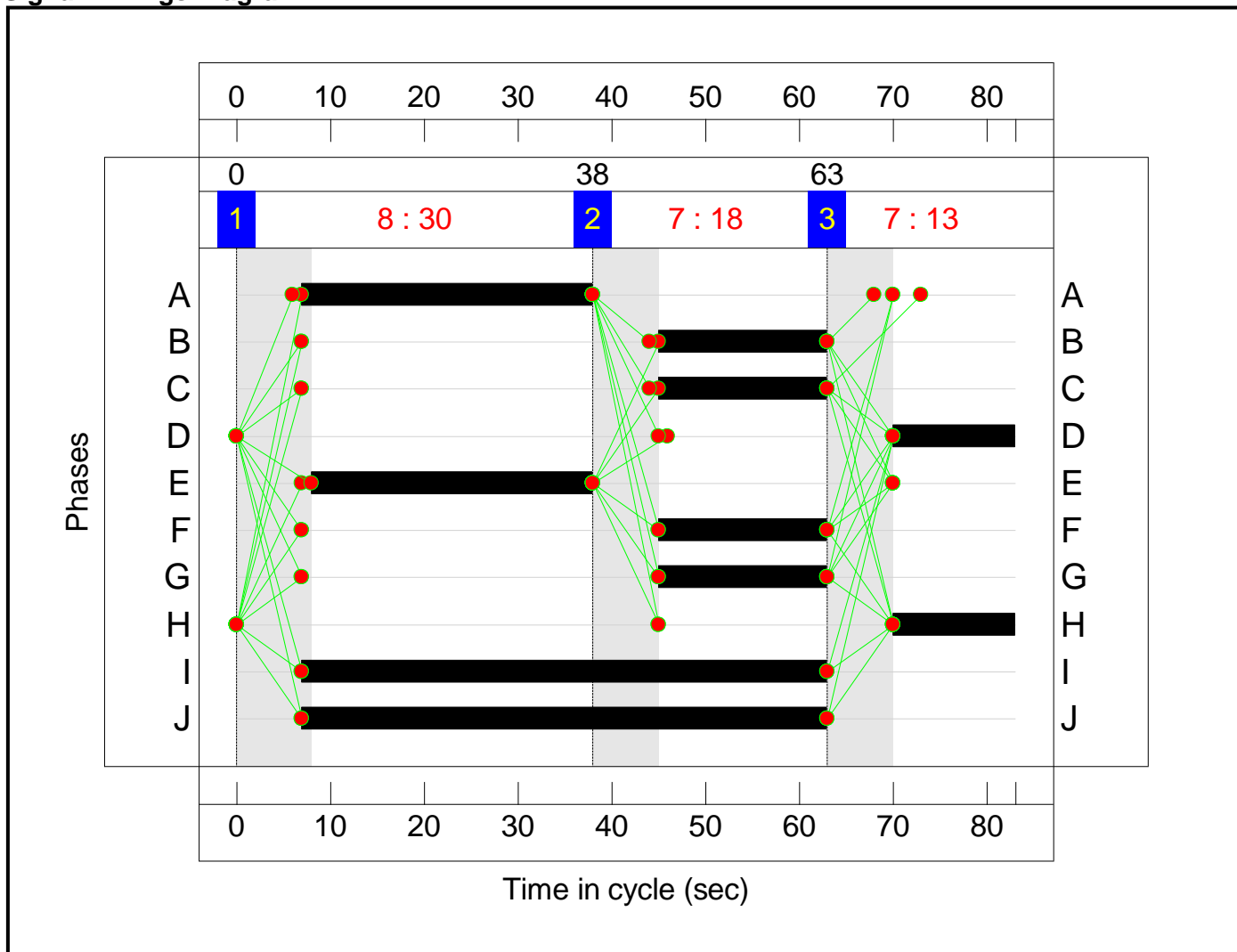
Stage Sequence Diagram



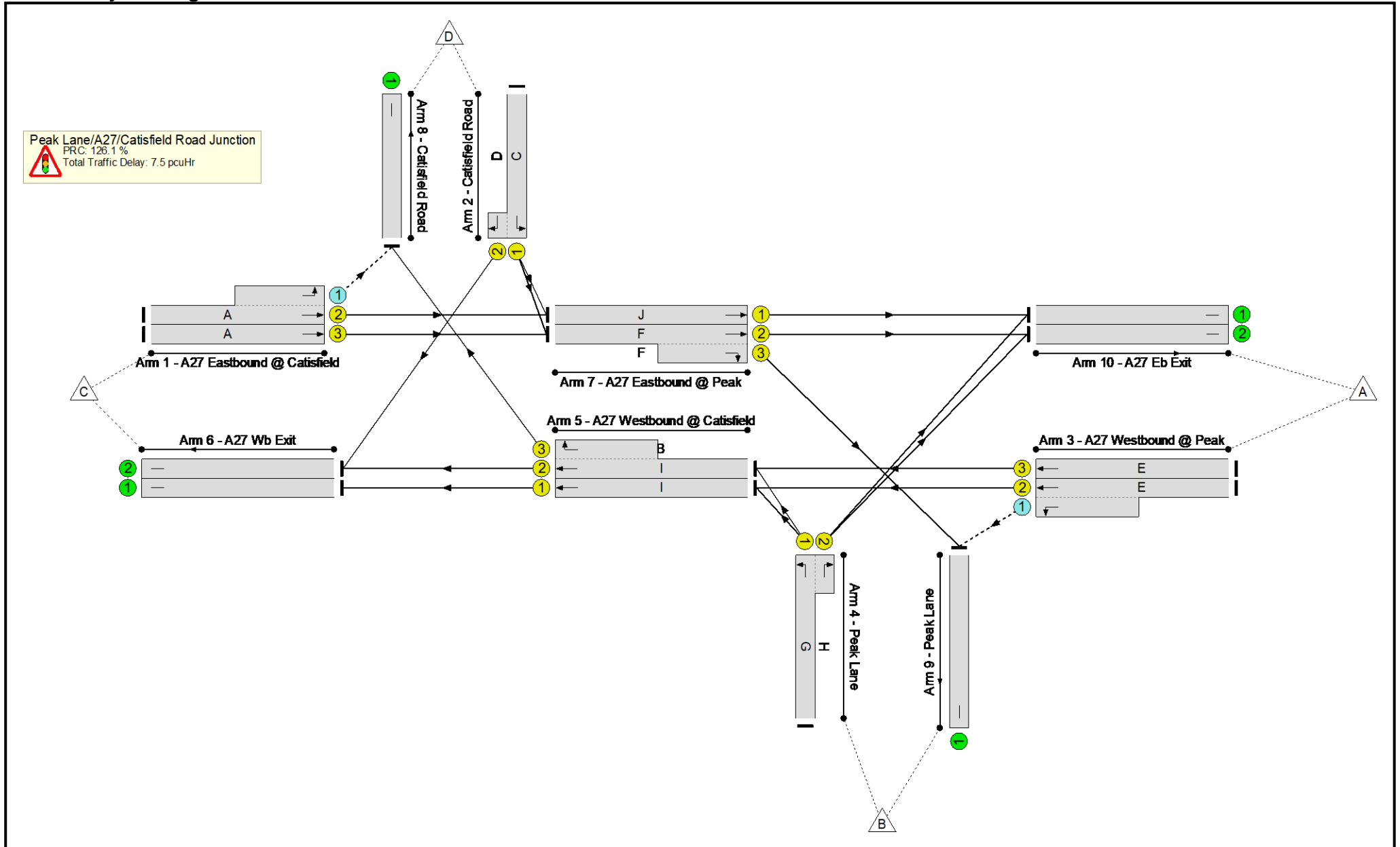
Stage Timings

Stage	1	2	3
Duration	30	18	13
Change Point	0	38	63

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

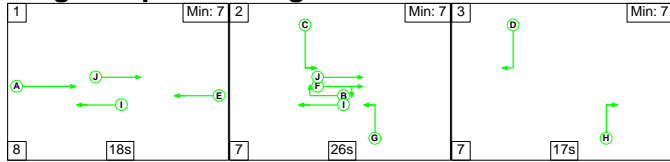
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	39.8%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	39.8%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	31	-	320	2085:1975	804+0	39.8 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	31	-	0	2095	808	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	18:13	-	129	1702:2055	390+0	33.1 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	30	-	208	2085:1694	547+506	19.8 : 19.8%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	30	-	108	2075	775	13.9%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	18:13	-	159	1645:1986	171+247	38.0 : 38.0%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	56	-	109	2115	1452	7.5%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	56:18	-	172	2120:1920	0+440	0.0 : 39.1%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	56	-	439	1995	1370	32.0%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	18	-	10	2135:1886	0+432	0.0 : 2.3%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%

Full Input Data And Results

Scenario 13: 'Baseline 2025 w BP + CD + PD AM' (FG13: 'Baseline 2025 w BP + CD + PD AM', Plan 1: 'Network Control Plan 1')

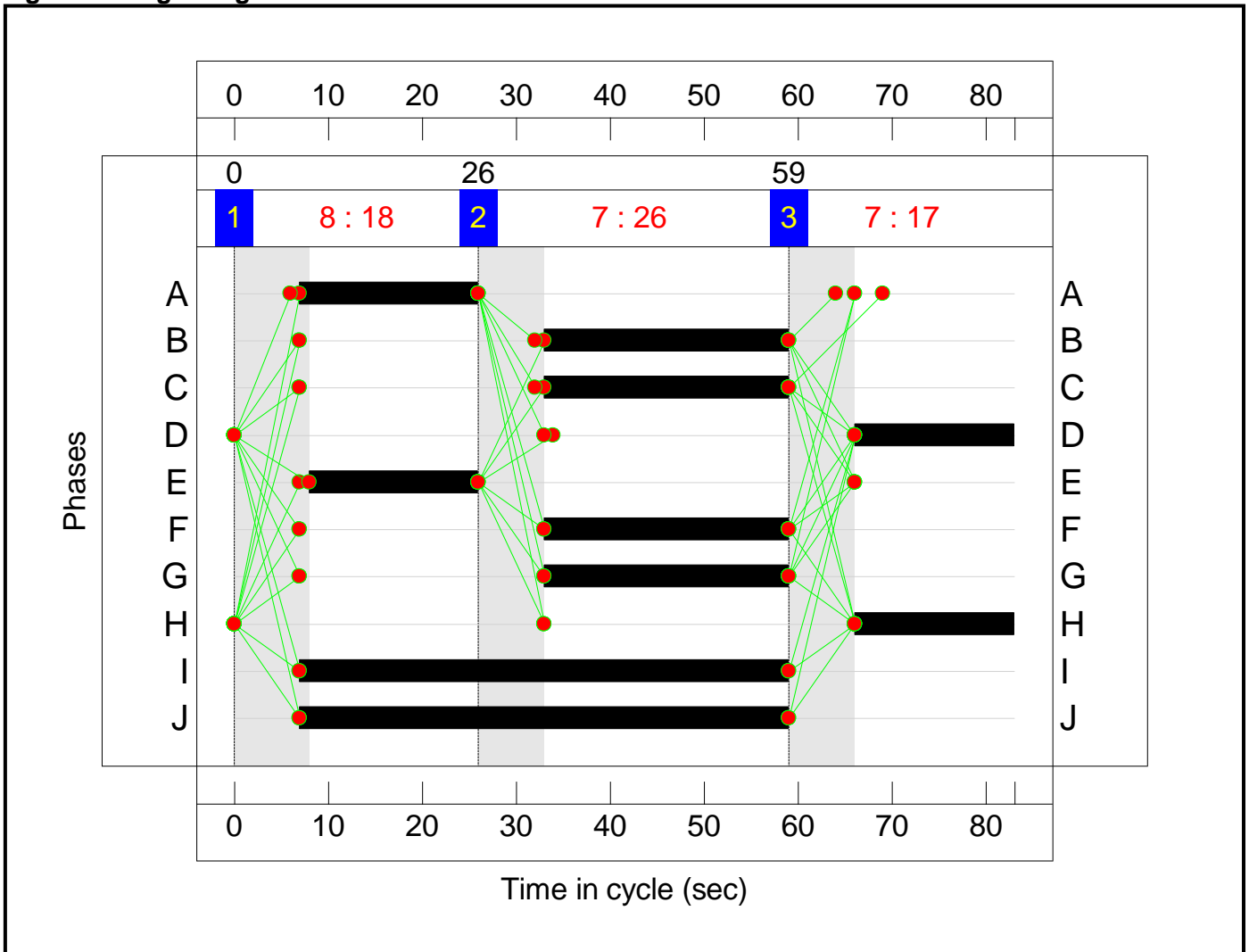
Stage Sequence Diagram



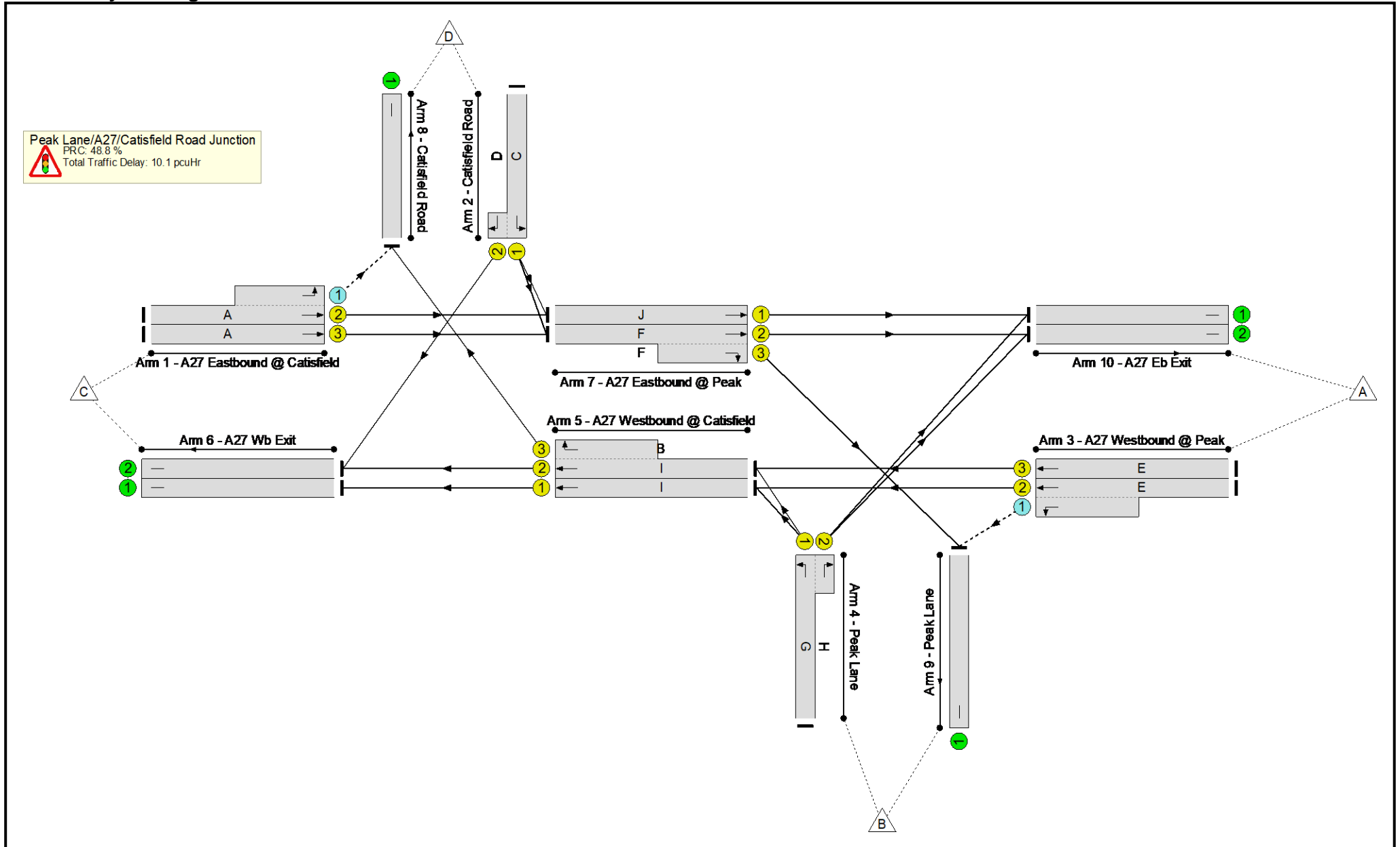
Stage Timings

Stage	1	2	3
Duration	18	26	17
Change Point	0	26	59

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	60.5%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.5%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	19	-	289	2085:1975	502+0	57.5 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	19	-	0	2095	505	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	26:17	-	146	1702:2055	554+0	26.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	18	-	96	2085:1694	414+296	13.5 : 13.5%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	18	-	129	2075	475	27.2%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	26:17	-	331	1645:1986	334+213	60.5 : 60.5%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	52	-	113	2115	1351	8.4%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	52:26	-	274	2120:1920	35+611	42.4 : 42.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	52	-	407	1995	1274	31.9%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	26	-	28	2135:1886	0+614	0.0 : 4.6%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%

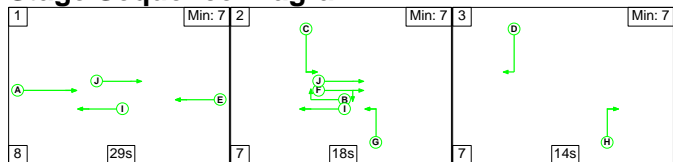
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	13	27	0	7.5	2.5	0.0	10.1	-	-	-	-
Peak Lane/A27/Catisfield Road Junction	-	-	13	27	0	7.5	2.5	0.0	10.1	-	-	-	-
1/2+1/1	289	289	0	0	0	2.2	0.7	-	2.9	36.1	5.9	0.7	6.5
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	146	146	-	-	-	0.8	0.2	-	1.0	25.1	2.5	0.2	2.7
3/2+3/1	96	96	13	27	0	0.4	0.1	-	0.5	17.7	1.0	0.1	1.1
3/3	129	129	-	-	-	0.9	0.2	-	1.1	31.5	2.4	0.2	2.6
4/1+4/2	331	331	-	-	-	2.2	0.8	-	3.0	32.1	4.1	0.8	4.8
5/1	113	113	-	-	-	0.0	0.0	-	0.1	2.4	0.1	0.0	0.1
5/2+5/3	274	274	-	-	-	0.8	0.4	-	1.2	15.3	10.3	0.4	10.7
6/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	407	407	-	-	-	0.1	0.2	-	0.3	2.6	2.8	0.2	3.1
7/2+7/3	28	28	-	-	-	0.0	0.0	-	0.1	6.9	0.0	0.0	0.1
8/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 48.8 Total Delay for Signalled Lanes (pcuHr): 10.06 Cycle Time (s): 83 PRC Over All Lanes (%): 48.8 Total Delay Over All Lanes(pcuHr): 10.06</p>													

Full Input Data And Results

Scenario 14: 'Baseline 2025 w BP + CD + PD PM' (FG14: 'Baseline 2025 w BP + CD + PD PM', Plan 1: 'Network Control Plan 1')

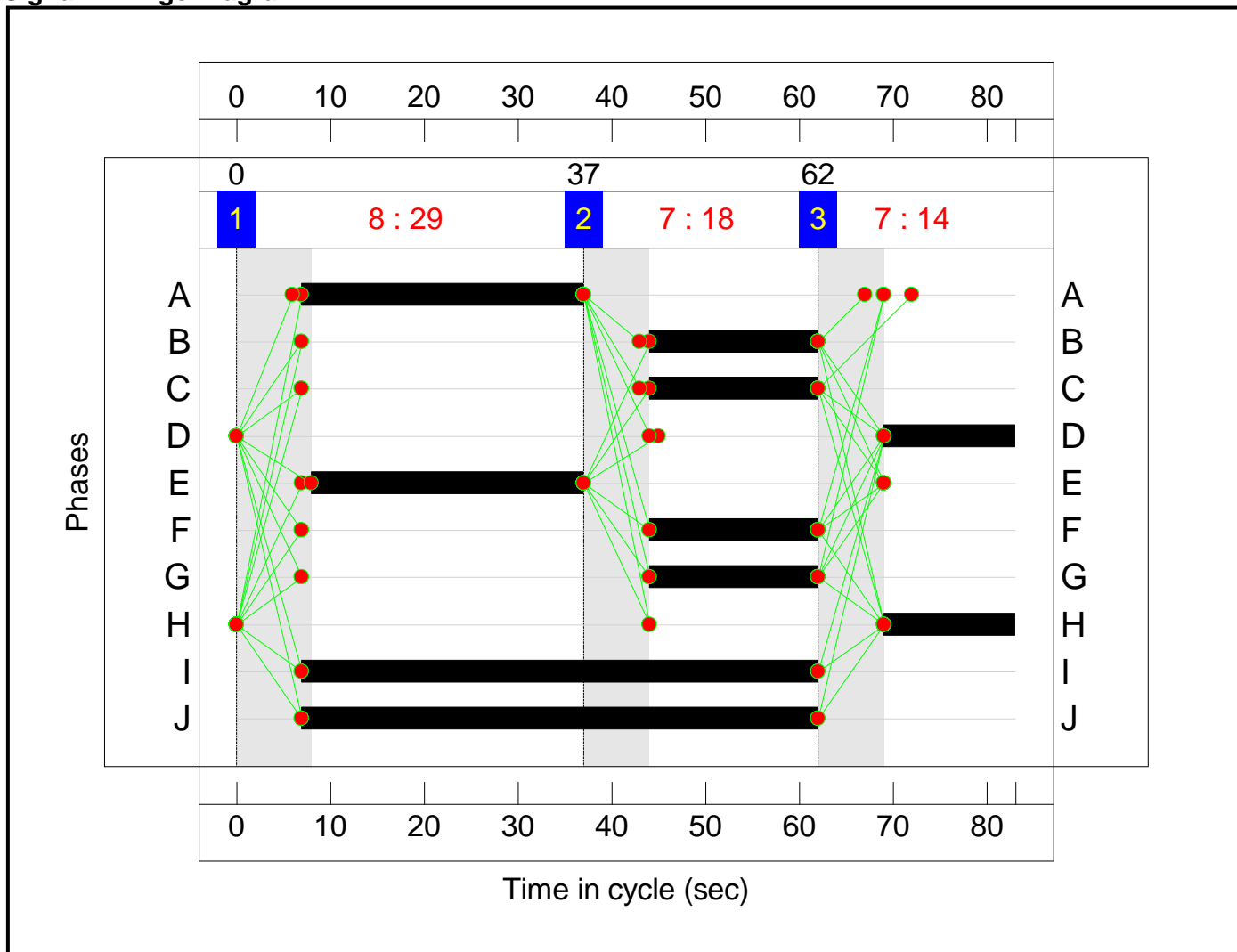
Stage Sequence Diagram



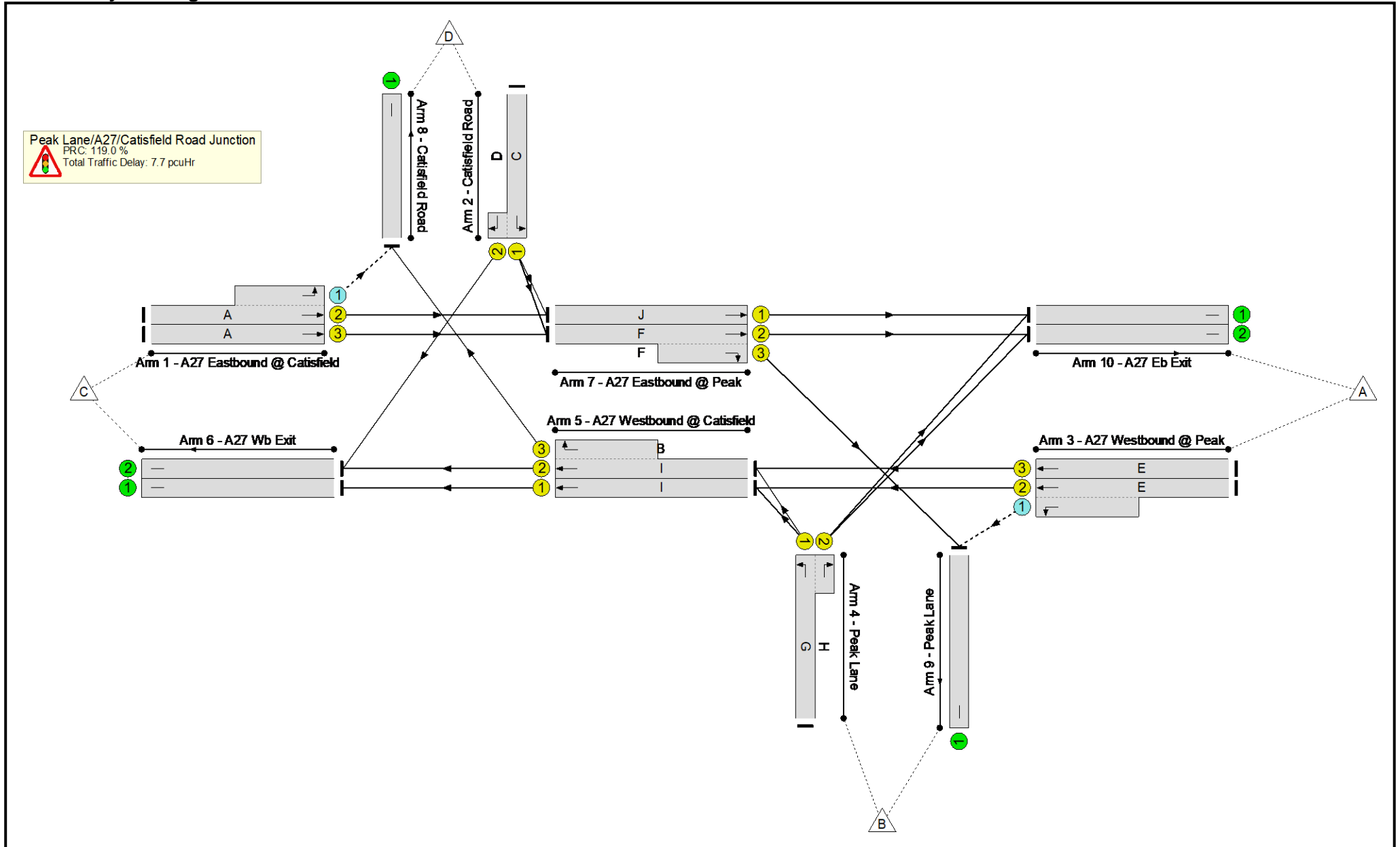
Stage Timings

Stage	1	2	3
Duration	29	18	14
Change Point	0	37	62

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

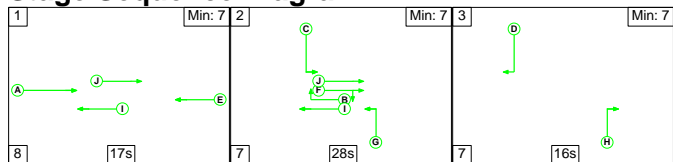
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	41.1%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	41.1%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	30	-	320	2085:1975	779+0	41.1 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	30	-	0	2095	782	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	18:14	-	129	1702:2055	390+0	33.1 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	29	-	238	2085:1694	509+613	21.2 : 21.2%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	29	-	108	2075	750	14.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	18:14	-	171	1645:1986	164+268	39.6 : 39.6%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	55	-	109	2115	1427	7.6%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	55:18	-	172	2120:1920	0+440	0.0 : 39.1%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	55	-	439	1995	1346	32.6%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	18	-	10	2135:1886	0+432	0.0 : 2.3%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%

Full Input Data And Results

Scenario 15: 'Baseline 2025 + CD + NF + PD AM' (FG15: 'Baseline 2025 + CD + NF + PD AM', Plan 1: 'Network Control Plan 1')

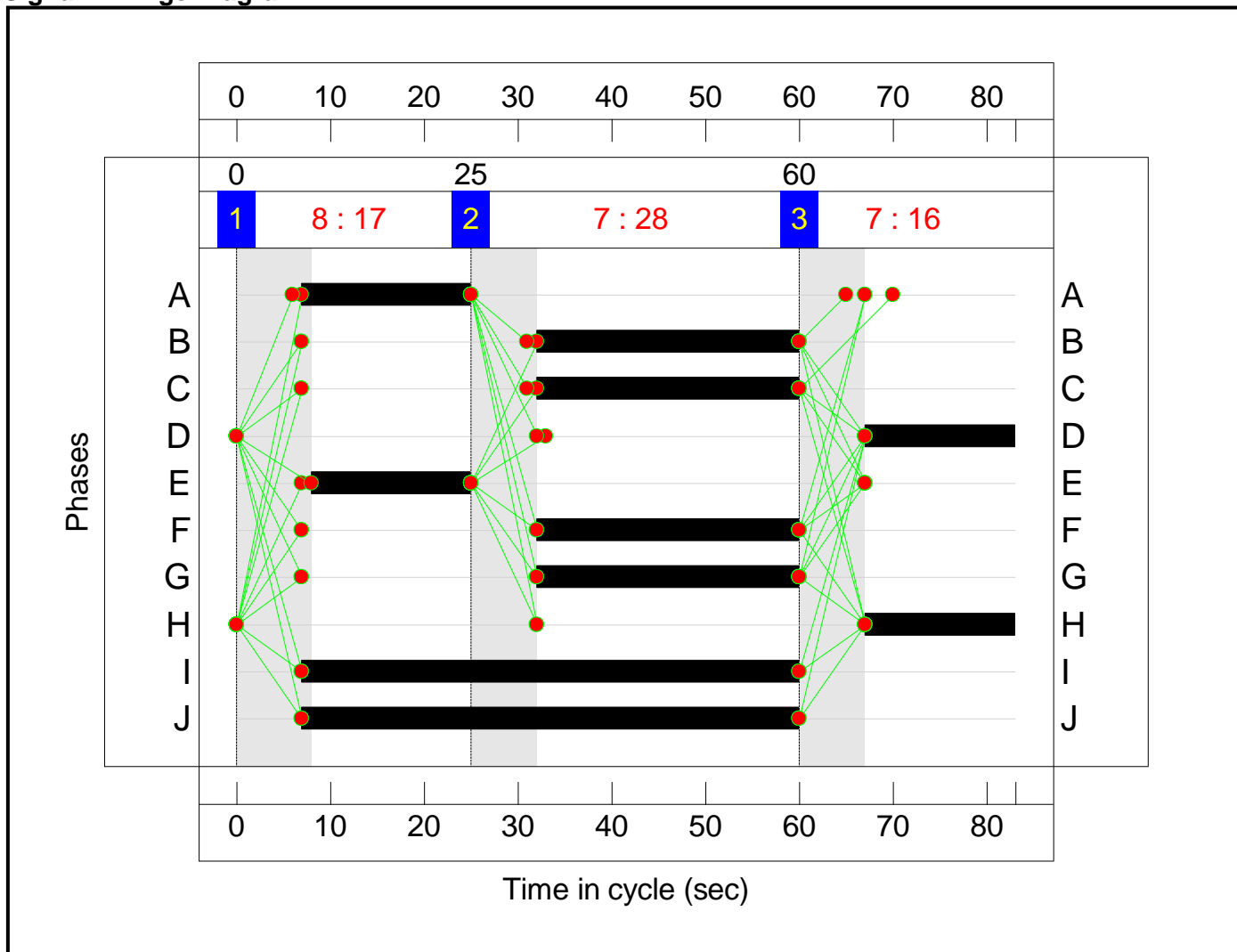
Stage Sequence Diagram



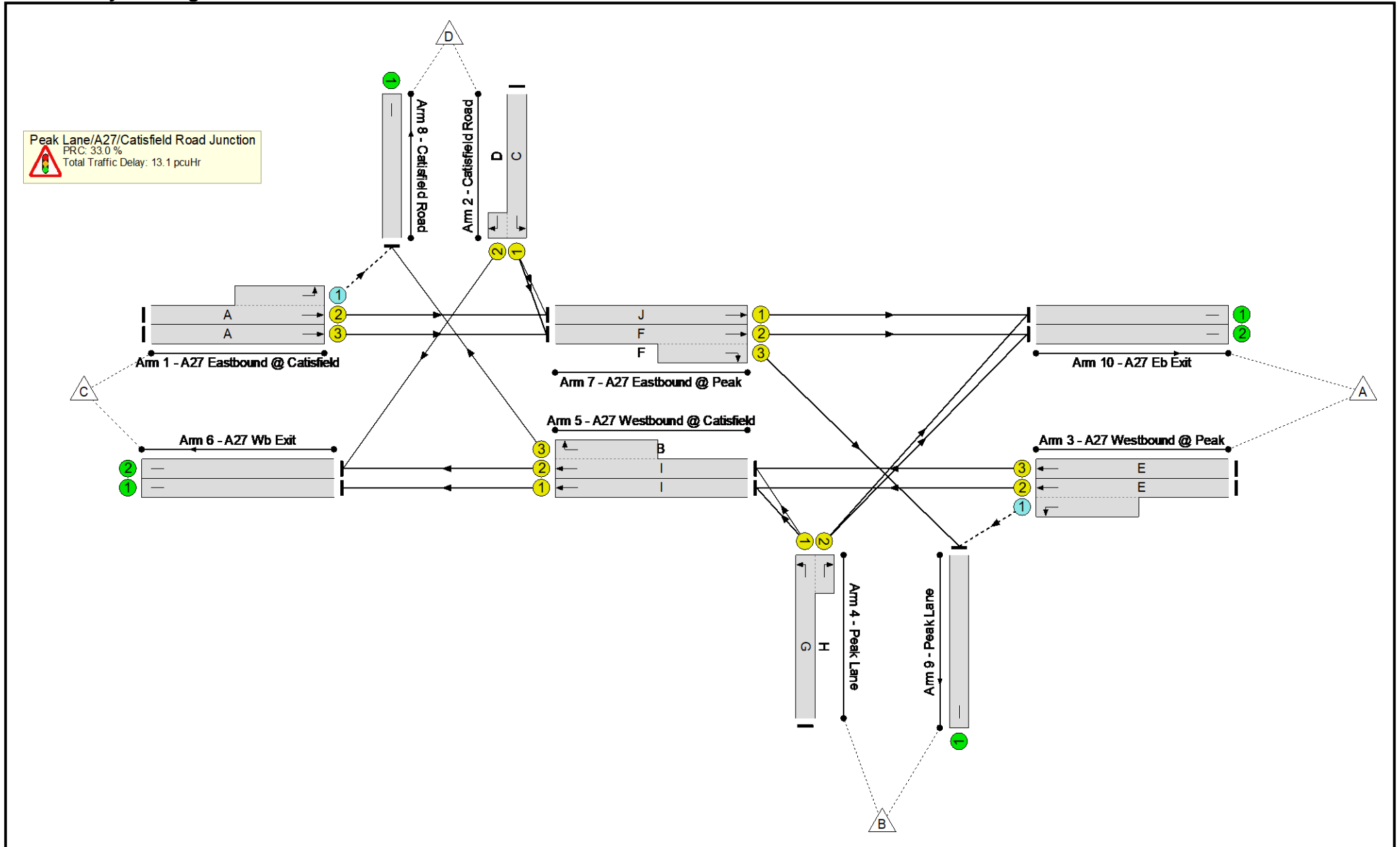
Stage Timings

Stage	1	2	3
Duration	17	28	16
Change Point	0	25	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

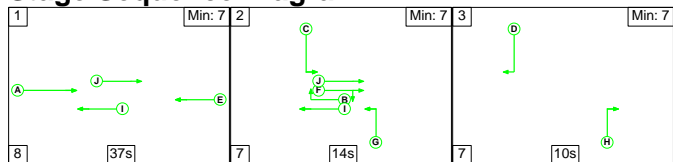
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	18	-	295	2085:1975	477+0	61.8 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	18	-	0	2095	480	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	28:16	-	175	1702:2055	595+0	29.4 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	17	-	408	2085:1694	394+364	53.8 : 53.8%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	17	-	128	2075	450	28.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	28:16	-	386	1645:1986	369+201	67.7 : 67.7%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	53	-	279	2115	1376	20.3%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	53:28	-	311	2120:1920	31+658	45.2 : 45.2%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	53	-	410	1995	1298	31.6%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	28	-	60	2135:1886	0+659	0.0 : 9.1%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%

Full Input Data And Results

Scenario 16: 'Baseline 2025 + CD + NF + PD PM' (FG16: 'Baseline 2025 + CD + NF + PD PM', Plan 1: 'Network Control Plan 1')

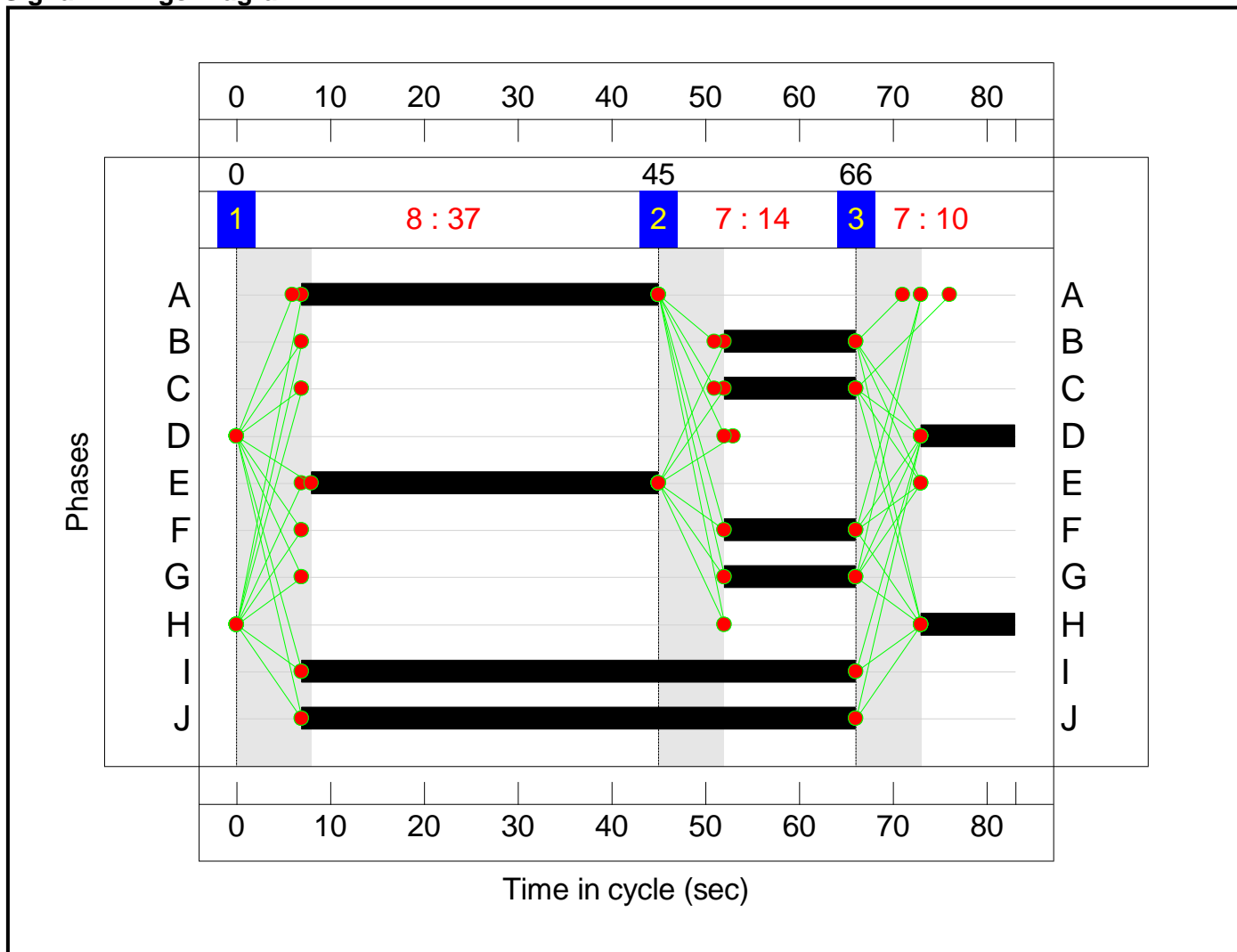
Stage Sequence Diagram



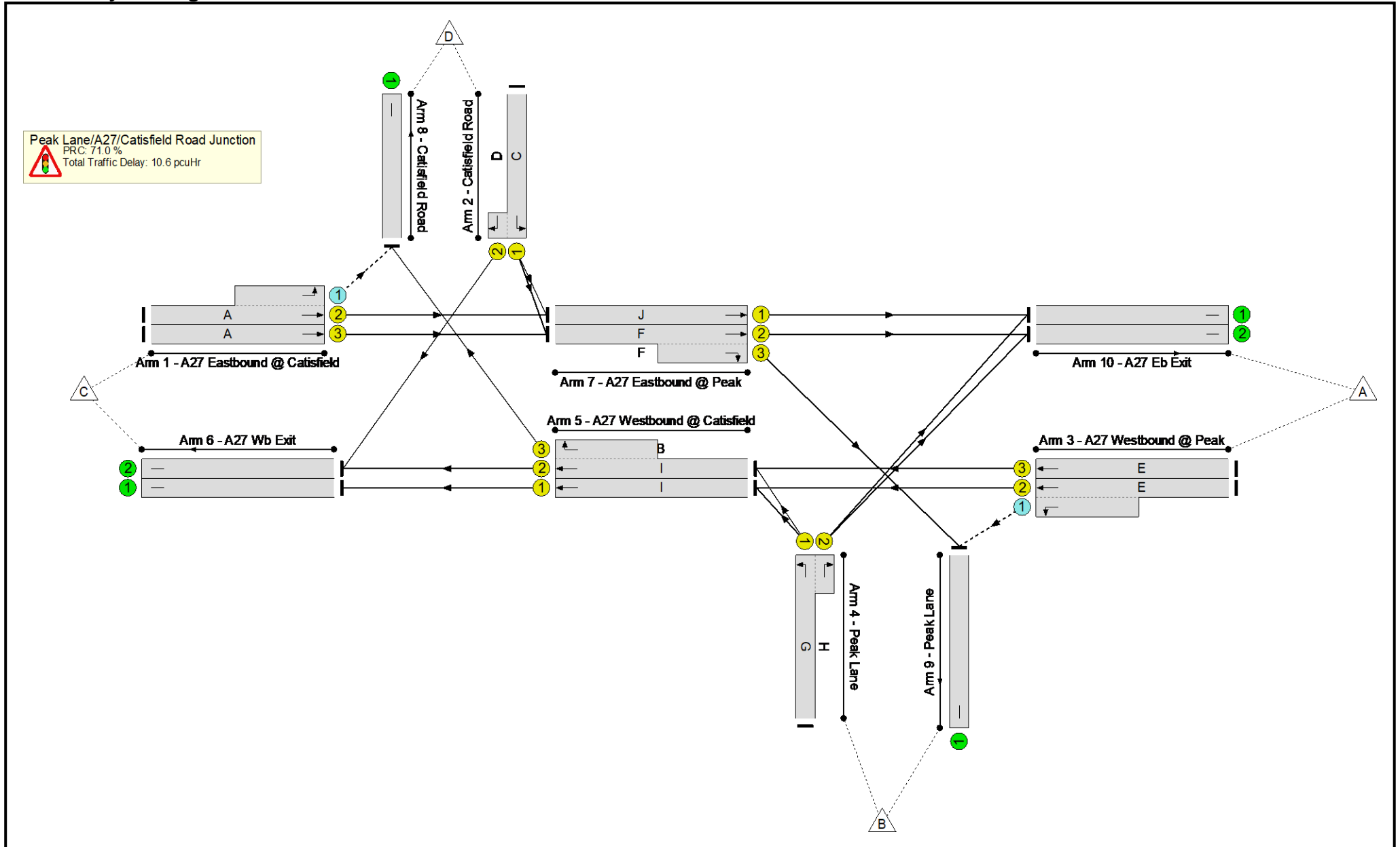
Stage Timings

Stage	1	2	3
Duration	37	14	10
Change Point	0	45	66

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	52.6%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	52.6%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	38	-	335	2085:1975	980+0	34.2 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	38	-	0	2095	984	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	14:10	-	150	1702:2055	308+0	48.8 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	37	-	610	2085:1694	651+520	52.1 : 52.1%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	37	-	273	2075	950	28.7%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	14:10	-	198	1645:1986	177+199	52.6 : 52.6%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	59	-	346	2115	1529	22.6%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	59:14	-	359	2120:1920	365+347	50.4 : 50.4%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	59	-	453	1995	1442	31.4%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	14	-	32	2135:1886	0+341	0.0 : 9.4%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%

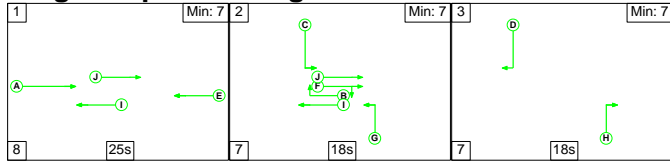
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	49	222	0	7.7	3.0	0.0	10.6	-	-	-	-
Peak Lane/A27/Catisfield Road Junction	-	-	49	222	0	7.7	3.0	0.0	10.6	-	-	-	-
1/2+1/1	335	335	0	0	0	1.3	0.3	-	1.6	16.7	4.8	0.3	5.1
1/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	150	150	-	-	-	1.3	0.5	-	1.7	41.9	3.1	0.5	3.6
3/2+3/1	610	610	49	222	0	1.4	0.5	-	1.9	11.3	5.0	0.5	5.5
3/3	273	273	-	-	-	1.1	0.2	-	1.3	16.7	3.9	0.2	4.1
4/1+4/2	198	198	-	-	-	1.7	0.6	-	2.3	41.4	2.2	0.6	2.8
5/1	346	346	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.2
5/2+5/3	359	359	-	-	-	0.8	0.5	-	1.4	13.6	11.5	0.5	12.0
6/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	453	453	-	-	-	0.1	0.2	-	0.3	2.3	1.7	0.2	1.9
7/2+7/3	32	32	-	-	-	0.0	0.1	-	0.1	10.6	0.1	0.1	0.1
8/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 71.0 Total Delay for Signalled Lanes (pcuHr): 10.64 Cycle Time (s): 83 PRC Over All Lanes (%): 71.0 Total Delay Over All Lanes(pcuHr): 10.64													

Full Input Data And Results

Scenario 17: 'Baseline 2025 w BP + CD + NF + PD AM' (FG17: 'Baseline 2025 w BP + CD + NF + PD AM', Plan 1: 'Network Control Plan 1')

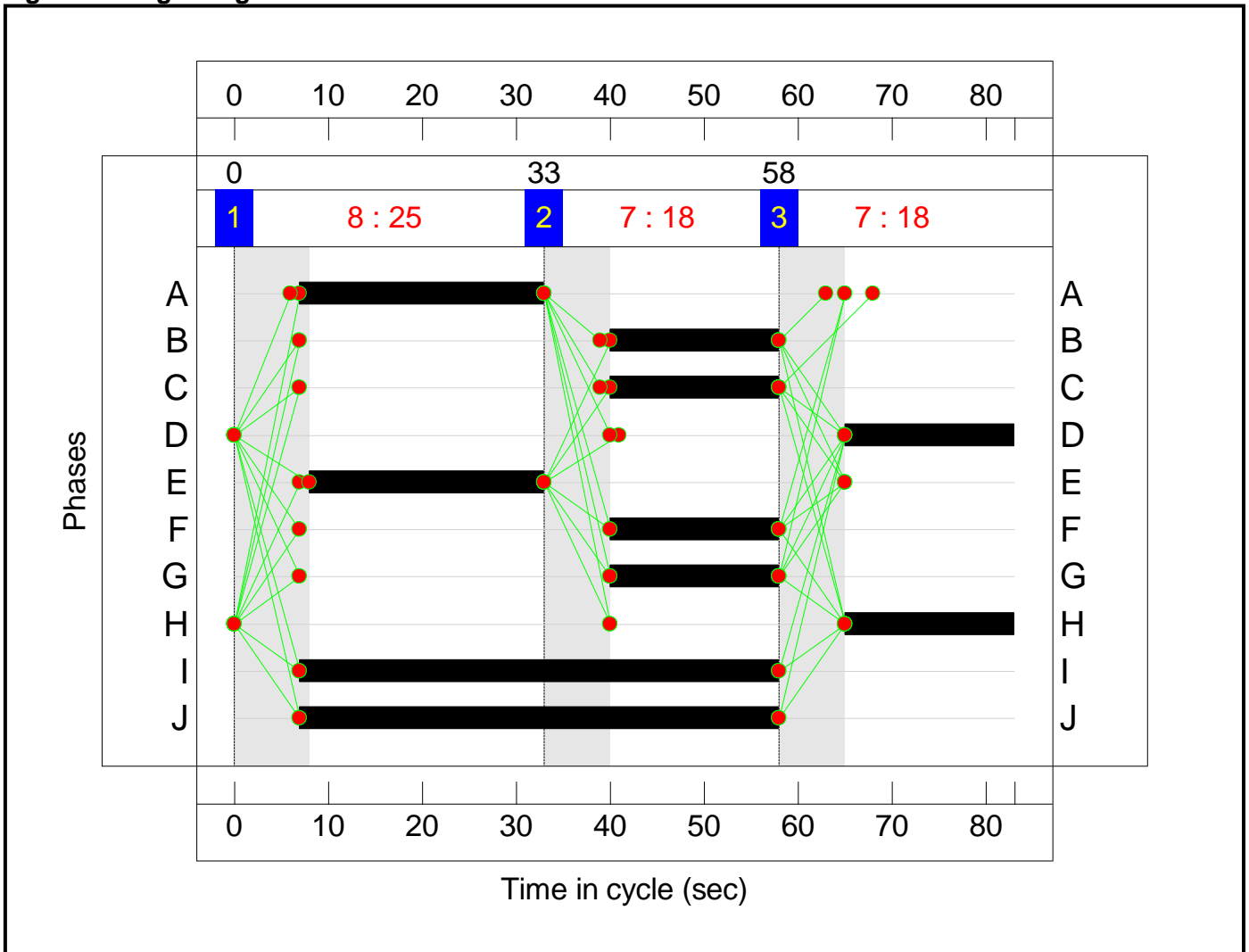
Stage Sequence Diagram



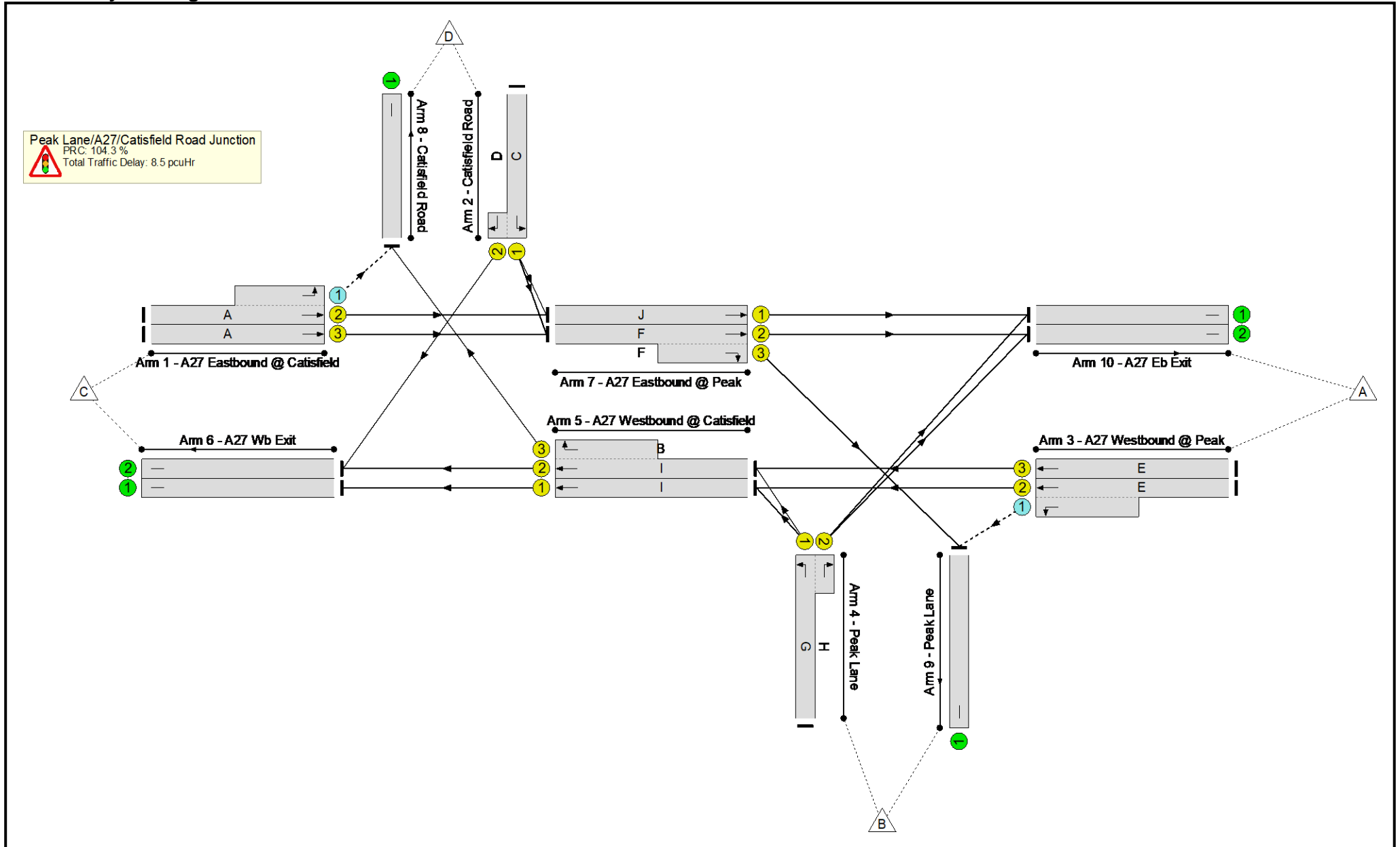
Stage Timings

Stage	1	2	3
Duration	25	18	18
Change Point	0	33	58

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

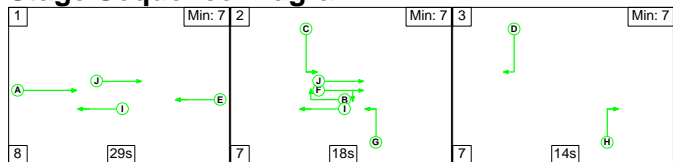
Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	44.1%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	44.1%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	26	-	289	2085:1975	678+0	42.6 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	26	-	0	2095	682	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	18	-	146	1702:2055	390+0	37.5 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	25	-	96	2085:1694	507+362	11.0 : 11.0%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	25	-	129	2075	650	19.8%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	18	-	231	1645:1986	232+293	44.1 : 44.1%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	51	-	101	2115	1325	7.6%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	51:18	-	186	2120:1920	73+427	37.2 : 37.2%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	51	-	407	1995	1250	32.6%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	18	-	28	2135:1886	0+432	0.0 : 6.5%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%

Full Input Data And Results

Scenario 18: 'Baseline 2025 w BP + CD + NF + PD PM' (FG18: 'Baseline 2025 w BP + CD + NF + PD PM', Plan 1: 'Network Control Plan 1')

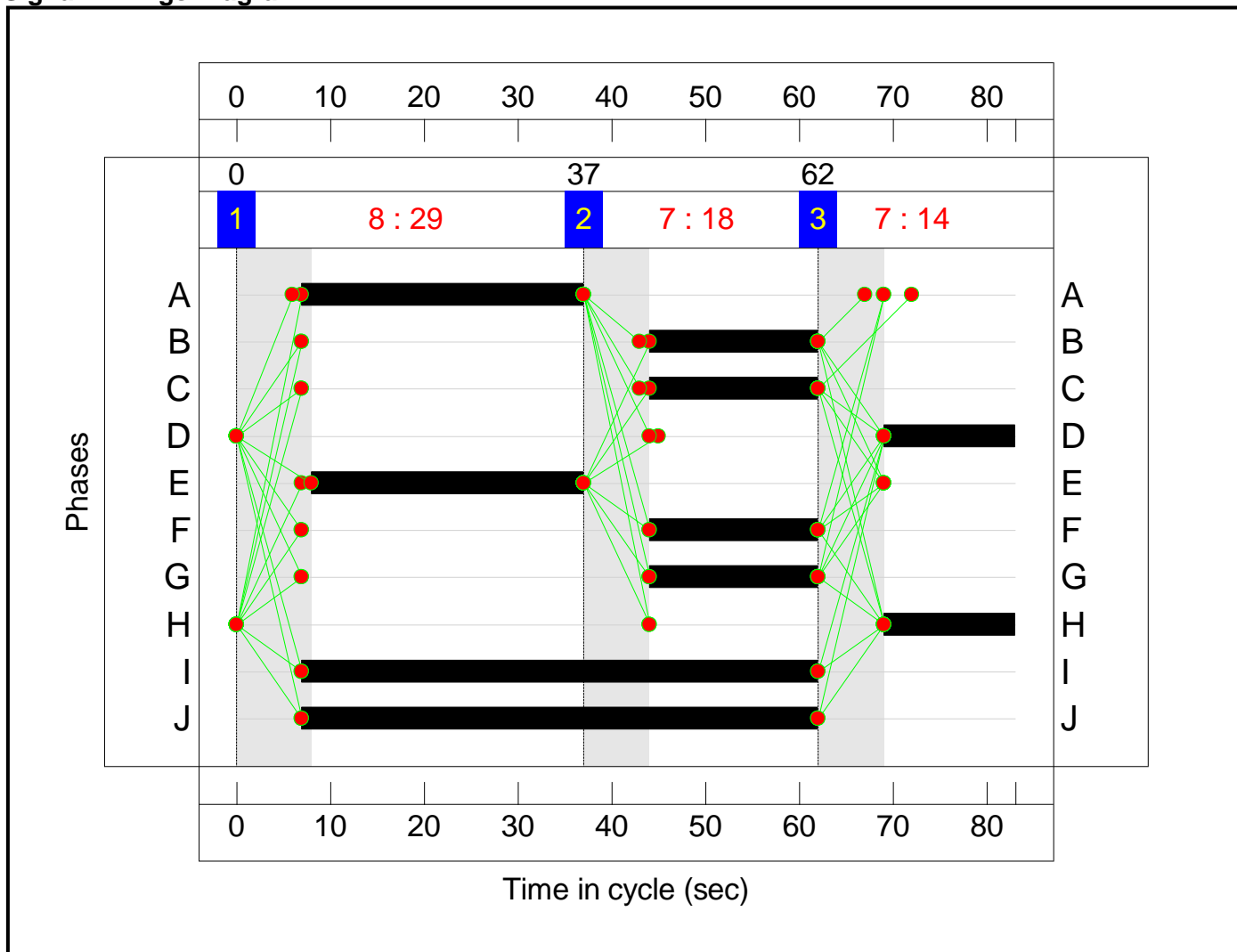
Stage Sequence Diagram



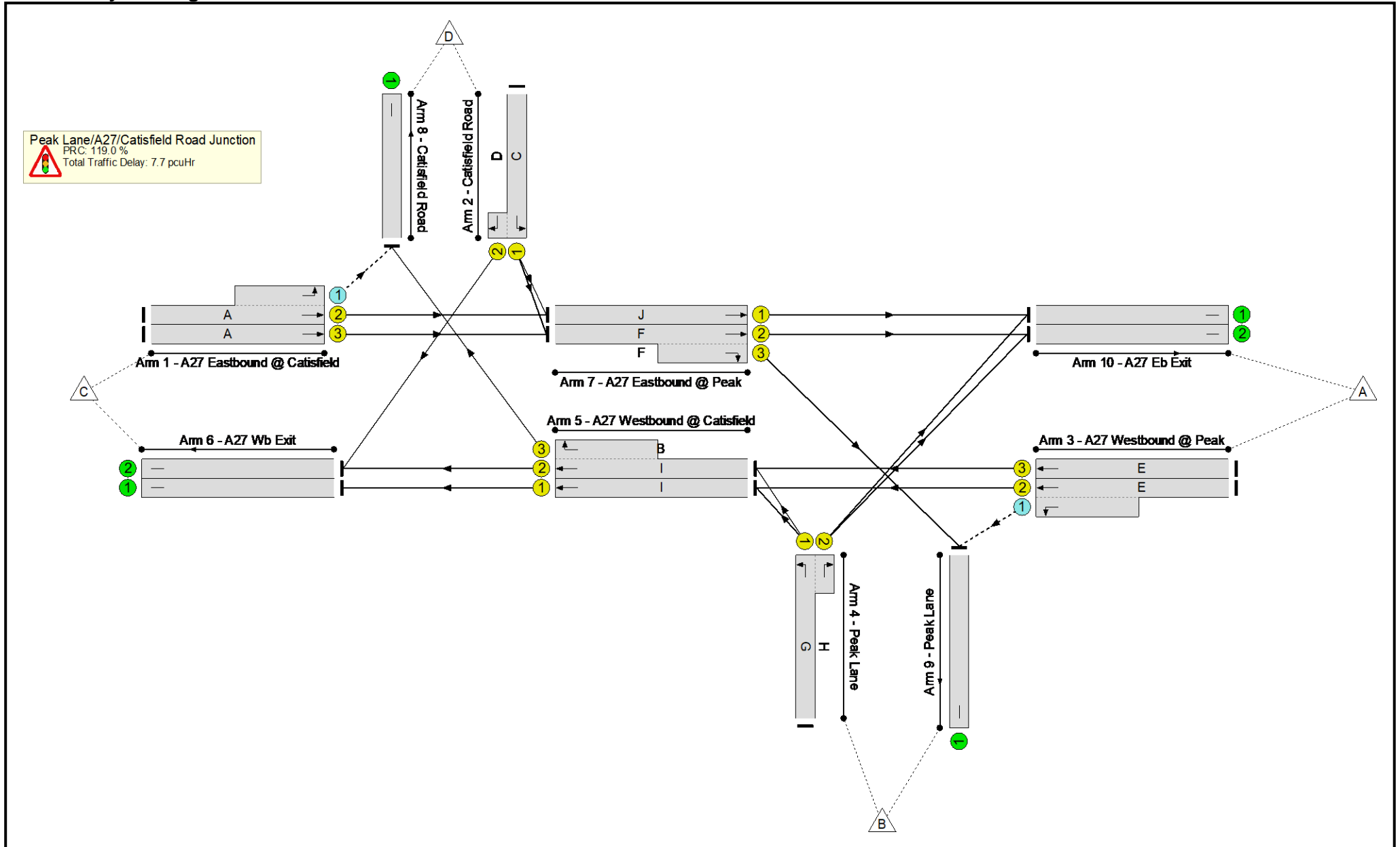
Stage Timings

Stage	1	2	3
Duration	29	18	14
Change Point	0	37	62

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	41.1%
Peak Lane/A27/Catisfield Road Junction	-	-	N/A	-	-		-	-	-	-	-	-	41.1%
1/2+1/1	A27 Eastbound @ Catisfield Ahead Left	U+O	N/A	N/A	A -		1	30	-	320	2085:1975	779+0	41.1 : 0.0%
1/3	A27 Eastbound @ Catisfield Ahead	U	N/A	N/A	A		1	30	-	0	2095	782	0.0%
2/1+2/2	Catisfield Road Right Left	U	N/A	N/A	C D		1	18:14	-	129	1702:2055	390+0	33.1 : 0.0%
3/2+3/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	E -		1	29	-	238	2085:1694	509+613	21.2 : 21.2%
3/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	E		1	29	-	108	2075	750	14.4%
4/1+4/2	Peak Lane Left Right	U	N/A	N/A	G H		1	18:14	-	171	1645:1986	164+268	39.6 : 39.6%
5/1	A27 Westbound @ Catisfield Ahead	U	N/A	N/A	I		1	55	-	109	2115	1427	7.6%
5/2+5/3	A27 Westbound @ Catisfield Ahead Right	U	N/A	N/A	I B		1	55:18	-	172	2120:1920	0+440	0.0 : 39.1%
6/1	A27 Wb Exit	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
6/2	A27 Wb Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	J		1	55	-	439	1995	1346	32.6%
7/2+7/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	F		1	18	-	10	2135:1886	0+432	0.0 : 2.3%
8/1	Catisfield Road	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
9/1	Peak Lane	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
10/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
10/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%

