

**SHEERWATER ACCESS IMPROVEMENTS  
SHEERWATER LINK ROAD**

**Highways Design Report Addendum**

**February 2012**

**SHEERWATER ACCESS IMPROVEMENTS  
SHEERWATER LINK ROAD**

**Highways Design Report Addendum**

**February 2012**

<b>Project Code:</b>	WBCSheerwater.1
<b>Prepared by:</b>	BEN SMITH-LAING
<b>Position:</b>	Principal Consultant
<b>Approved by:</b>	
<b>Issue Date:</b>	20 <sup>th</sup> February 2012
<b>Status:</b>	DRAFT

**Sheerwater Link Road  
Woking**

**Contents**

- 1.0** Introduction
- 2.0** Proposed Operation and Design Considerations
- 3.0** Capacity Analysis
- 4.0** Summary and Conclusions

**Sheerwater Link Road  
Woking**

**List of Drawings**

**WBCSheerwater.1/11C** Proposed Sheerwater Link Road

**List of Appendices**

**Appendix A** Revised LINSIG Modelling

**Appendix B** Sensitivity Test Traffic Flows

## 1.0 INTRODUCTION

- 1.1 Mayer Brown Limited has been commissioned by Woking Borough Council to prepare this addendum to the November 2011 Highways Design Report submitted in support of a planning application for the Sheerwater Access.
- 1.2 Since the submission of the planning application, a number of key events have occurred.
- discussions with affected third party land owners
  - public consultation event
  - consultation with Surrey County Council (SCC)
  - internal review of signal phasing and design
- 1.3 These have resulted in a number of changes to the proposed layout. This Addendum report sets out the changes, the reasons for them and their combine effect on highways capacity. It extends and builds on the November 2011 report and the two documents should be read in conjunction with each other.
- 1.4 In summary, it is unlikely that it will be possible to provide a suitable turning head on Arnold Road, and it will thus no longer be possible to close this road to through traffic. It will therefore retain its existing one way working arrangement and revert to a priority junction with Monument Road.
- 1.5 SCC has requested some additional footway provision, minor revisions to the signaling arrangements, relocation of some of the pedestrian crossings and some parking controls on Eve Road to facilitate two-way working by introducing passing opportunities.
- 1.6 Given that the intention of the scheme is to promote growth in the Sheerwater Area, SCC has also requested that some sensitive modeling be carried out to examine the effect of additional traffic on the proposals.
- 1.7 The revised proposals are shown on drawing WBCSHEERWATER.1/11C; the drawing is appended to this report.

**1.8** The existing operation and traffic levels are fully discussed in the original November 2011 Design Report and are not covered in this addendum. The remainder of this report is therefore divided into three sections:

- Introduction
- Proposed Operation and Design Considerations
- Capacity Analysis
- Summary and Conclusions

**1.9** The report demonstrates that a new link road into the Sheerwater area would be a significant benefit in terms of highways capacity, can accommodate additional traffic flows, improves residential amenity and pedestrian and cycle infrastructure.

## **2.0 PROPOSED OPERATION AND DESIGN CONSIDERATIONS**

- 2.1** Due to landowner issues, it is no longer proposed that Arnold Road would be closed to through traffic. Eve Road will be closed to motorised through traffic as per the original proposals.
- 2.2** Arnold Road's existing one-way system would be retained. An HGV ban would be implemented and traffic calming introduced to create a low speed environment. The existing signals at its western end would be removed and it would become the minor arm of a priority junction with Monument Road. A single exit lane would be provided.
- 2.3** The existing one-way operation of Maybury Road and Walton Road would be maintained. Monument Way East would be extended east to join up with Albert Drive, creating a new link into the Sheerwater area.
- 2.4** Maybury Road would maintain its existing priority working arrangements. Walton Road would be signalised, as would the Monument Road / Monument Way East junction. The traffic signals controlling the two junctions would be linked in order to avoid excess queues forming between them.
- 2.5** In future it would also be possible to add a fourth arm to the Monument Road / Monument Way East junction, creating direct link to the Boundary Road Business Park. This option does not form part of the current application.
- 2.6** It is anticipated that the existing MOVA system would be retained, optimising signal timings for on and off peak demand.
- 2.7** Bus priority measures would also be incorporated as per the existing arrangements, with buses being routed along the new Link Road.
- 2.8** High level signals would be used on the southbound Monument Road northern stop line. This is due to the proximity of the canal bridge, which has the potential to limit forward visibility to the signals and associated queues. Warning signs would also be installed to the north of the bridge (diagrams 543 – Traffic signals ahead, 584 and 584.1 – Queues likely).
- 2.9** Following discussions with SCC, a 2m footway will be provided on both sides of the new link road.
- 2.10** In discussions, SCC requested a number of revisions to the crossing locations originally proposed. Following an internal review of the practicalities of signalling these crossings safely and effectively, the following crossing locations are proposed:

- pedestrian crossings on all three arms of the signal junction of the link road with Monument road
  - maintain existing Walton Road crossing
  - existing crossing to south of Eve Road converted to a pedestrian / cycle crossing
  - existing crossing to north of Arnold Road converted to a pedestrian / cycle crossing
- 2.11** As set out above the primary objectives of this phase of the proposals are to improve access to the Sheerwater Business Park and to improve the environment along Arnold Road and Eve Road, by diverting the traffic which currently uses these routes along a new link road via the Sheerwater Business Park. The proposals also keep Walton Road open to traffic.
- 2.12** The proposals are also aimed at improving pedestrian and cycle links between the affected area and the town centre. In order provide a balance between not adversely affecting junction capacity and providing for pedestrian desire lines, a controlled crossing has been located north of the Arnold Road.
- 2.13** Eve Road will be closed to through vehicular traffic, and will become a quiet route for cyclists. Traffic levels on Arnold Road will also reduce, and this will also become a recommended cycle route.
- 2.14** Toucan (pedestrian / cycle) crossings across Monument Road will be introduced at the western end of both these roads, with shared footway / cycleway facilities linking through to Walton Road and Maybury Road.
- 2.15** There is currently a high demand for ahead traffic flows from Walton Road into Eve Road. In order to cater for this demand it has been necessary to establish a right turn lane into the proposed link road.
- 2.16** To accommodate the right turn lane, there is a requirement for third party land on both sides of the carriageway along the frontages of Monument Road.
- 2.17** The proposed layout for this arrangement is shown in drawing WBCSheerwater.1/11C appended to this report.

## **Design Considerations**

**2.18** In designing the highway layout Mayer Brown has taken account of the following key factors:

- highways safety
- traffic capacity
- method of signal control
- pedestrian facilities
- cycle facilities
- residential amenity of Eve Road and Arnold Road
- land take requirements

**2.19** These issues are discussed in more detail below.

### **Highways Safety**

**2.20** Given the local constraints, it is important that the junctions are able to accommodate vehicle turning movements without conflicts. The junctions have therefore been subject to swept path analysis to ensure that manoeuvres can be safely accommodated. This has lead to some design changes. For example, the stop line on Walton Road has been set back in order to avoid the rear of a left turning articulated vehicle swinging into the right turn lane.

### **Traffic Capacity**

**2.21** Traffic capacity has been the subject of detailed modelling. This is discussed in full in the next section of this report.

### **Method of Signal Control**

**2.22** The signal phasing and staging has been designed to maximise traffic capacity. This necessitates that on certain arms, different movements are controlled separately in order to make the most efficient use of the available green time.

**2.23** It is common practice to have traffic islands between separately controlled movements on the same arm. However, due to the limited land available, this has not been possible in this instance. It would also result in excessive highways clutter.

**2.24** It is therefore proposed that, where necessary, separate movements are controlled by separate signal heads. These would have arrow markings in order to clarify which movements they control.

**2.25** This is a permitted method of setting out traffic signals, and is successfully in use in a number of locations in Surrey.

- 2.26** As set out above, it is proposed that high mast signals be installed on the northern arm of the Monument Road / Monument way East signal junction in order to provide maximum forward visibility for vehicles arriving over the canal bridge.

#### **Pedestrian and Cycle Facilities**

- 2.27** Signal controlled pedestrian facilities will be provided at both signal controlled junctions. Due to the proposed staging of the junctions and the limited possibilities for staggered pedestrian islands, these will largely take place on an “all red” stage.
- 2.28** At the Walton Road junction, the crossing immediately to the south will become a toucan crossing, with eastbound cyclists on Walton Road being brought onto the southern footway, then crossing Monument Road before heading down Eve Road
- 2.29** A separate signal controlled toucan crossing will be maintained between Arnold Road and Maybury Road.
- 2.30** This will allow westbound cyclists to come down Arnold Road, across the toucan and onto the existing cycle route along Maybury Road.
- 2.31** With the removal of through traffic from Eve Road and a traffic reduction on Arnold Road, it is anticipated that these will become important pedestrian and cycle routes.

#### **Residential Amenity of Eve Road and Arnold Road**

- 2.32** Clearly the removal of through traffic on Eve Road will have a significant benefit for existing residents. It will require the road to revert to two-way working, with turning facilities provided as close to its western end as practical.
- 2.33** The existing on-street parking arrangements will have to be revised, through the use of Traffic Regulation Orders (TROs), to permit two-way working. If parking were permitted along the full length of both sides of the roads, then they would be too narrow to permit two vehicles to pass. However, due to the low residual volumes of traffic, it is anticipated that it will be possible to maintain much of the existing parking, with passing places provided as necessary. It is also necessary to introduce a turning head to allow vehicles to turn around and exit the road in a forward gear. The turning arrangements have been designed to accommodate a large refuse vehicle.
- 2.34** Arnold Road will permit through traffic and maintain its existing one-way arrangement. The signals at its western end will be removed and it will form the minor arm of a priority junction with Monument Road. Traffic calming will be introduced to discourage rat-running.

### **Land Take Requirements**

- 2.35** The existing highways boundaries are too narrow to permit the full changes required to Monument Road. It is therefore necessary for additional land to be obtained, potentially through a compulsory purchase order (CPO) process, to accommodate the proposed scheme.
- 2.36** No buildings will be affected and land take has been minimised wherever possible.

### **3.0 CAPACITY ANALYSIS**

- 3.1** This section considers the implications of the proposed revisions to the road scheme on the capacity of the adjacent highway network.
- 3.2** The previous report dated November 2011 examined the following scenarios in relation to capacity:
- Existing highway layout
  - Phase 1 - Proposed Sheerwater Link Road
  - Phase 2 - Proposed Sheerwater Link Road, with access to Boundary Road Business Park
- 3.3** The existing highway layout remains unchanged and is therefore not discussed in detail within this report. However, a summary of the results is presented for ease of reference.
- 3.4** The overall modelling methodology, choice of software and traffic flows derivation is also fully addressed in the November report and is not discussed here. There are however two points of note that are discussed below.
- 3.5** The first issue is that Arnold Road is to remain open (albeit on a give way basis). The implications of this on the method used to derive the traffic flows are minimal. The modelling zones remain unchanged, but traffic will have additional route choices. The routing of traffic is decided by the LINSIG model using Delay Based Assignment.
- 3.6** The way that this works is that during the assignment process LINSIG shifts traffic from routes with longer travel times to routes with shorter travel times. LINSIG then recalculates route travel times for the changed route flows before repeating the process many times. When no traffic can be moved to a route with a shorter travel time the assignment has 'converged' and is complete.
- 3.7** In this way, the model mimics the actions of drivers who, over time, learn which routes are likely to be delayed and make different choices. Over small networks, these choices tend to equalise journey times between set zones.
- 3.8** As previously, capacities were calculated using the methodologies set out in TRL Research Report 67, based dimensions taken from the various road layout drawings appended to this report. These calculations are performed within the LINSIG program, with the dimensions input when constructing the model.
- 3.9** Base flows and growth factors are as set out in the previous report. Base flows were based on traffic surveys and derived using LINSIG's matrix estimation function.

- 3.10** Signal timings were based on the 85 second cycle time observed on-street during peak hours. The LINSIG models were optimised for capacity, with the staging “double cycled” to replicate the effect of the all red pedestrian phase being called approximately every other cycle.
- 3.11** One limitation of LINSIG is that it does not directly account for the effect of “blocking back” between adjacent junctions. This is regularly observed on Monument Road, with the queuing between the existing signals preventing additional vehicles reaching the next stop line. In LINSIG, no direct account is taken of this, so the model assumes that traffic can keep entering the area between the signals, no matter how much space is available.
- 3.12** In order to account for this, the Optimiser Queue Constraints function has been applied to the two internal links between the stop lines on Monument Road. After experimentation with various values, a Degree of Saturation Weighting of 15% per Excess PCU has been applied to force the model to prioritise the minimisation of queues on these internal links. The Excess Queue Limits have been set at approximately three quarters of the available space (as recommended in the LINSIG 3 User Guide).

### Existing Highway Layout

- 3.13** The modelling of the existing road layout is discussed in detail in the previous report. The summary results tables are reproduced here for ease of reference.

	AM Peak		PM Peak	
	Deg Sat (%)	MMQ (pcu)	Deg Sat (%)	MMQ (pcu)
J1: MONUMENT ROAD / MONUMENT ROAD EAST	31.1	-	32.8	-
J2: EVE ROAD / MONUMENT ROAD / WALTON ROAD	131.9	-	97.1	-
Walton Road Ahead Left	131.9	64.9	82.0	9.5
Walton Road Right	71.4	6.8	97.1	15.5
Monument Road (N) Left Ahead	73.7	15.0	64.7	12.1
Monument Road (S) Right Ahead	90.6	18.6	86.7	17.5
J3: ARNOLD ROAD / MONUMENT ROAD	130.0	-	119.9	-
Monument Road (S) Ahead	54.2	10.5	53.2	9.6
Arnold Road Left Right	130.0	70.7	119.9	61.8
Monument Road (N) Ahead	42.6	6.2	60.7	14.2
J4: MAYBURY ROAD / MONUMENT ROAD / MAYBURY ROAD	96.6	-	121.1	-
J5: EVE ROAD / ARNOLD ROAD / ALBERT DRIVE	25.3	-	24.7	-
J6: BOUNDARY ROAD / BOUNDARY WAY	16.7	-	16.5	-
J7: WALTON TERRACE / MONUMENT WAY WEST	13.7	-	10.4	-
J8: WALTON ROAD / BOUNDARY ROAD	41.5	-	31.6	-
PRC Over Signalled Lanes (%)	<b>-46.5</b>		<b>-34.6</b>	
PRC (%) Over All Lanes	<b>-46.5</b>		<b>-34.6</b>	
CTotal Delay for Signalled Lanes (pcuHr)	<b>157.07</b>		<b>190.54</b>	
Total Delay Over All Lanes (pcuHr)	<b>158.95</b>		<b>192.26</b>	

Table 3.1: 2011 Baseline Modelling Results

	AM Peak		PM Peak	
	Deg Sat (%)	MMQ (pcu)	Deg Sat (%)	MMQ (pcu)
J1: MONUMENT ROAD / MONUMENT ROAD EAST	31.4	-	33.4	-
J2: EVE ROAD / MONUMENT ROAD / WALTON ROAD	146.5	-	103.5	-
Walton Road Ahead Left	146.5	84.1	87.2	10.7
Walton Road Right	79.7	7.4	103.5	22.3
Monument Road (N) Left Ahead	74.3	15.5	66.0	12.1
Monument Road (S) Right Ahead	91.6	18.9	59.6	17.8
J3: ARNOLD ROAD / MONUMENT ROAD	143.0	-	128.3	-
Monument Road (S) Ahead	54.8	10.8	54.2	9.6
Arnold Road Left Right	143.0	91.7	128.3	81.0
Monument Road (N) Ahead	43.3	6.2	61.1	16.0
J4: MAYBURY ROAD / MONUMENT ROAD / MAYBURY ROAD	95.6	-	120.8	-
J5: EVE ROAD / ARNOLD ROAD / ALBERT DRIVE	25.1	-	25.5	-
J6: BOUNDARY ROAD / BOUNDARY WAY	17.3	-	17.0	-
J7: WALTON TERRACE / MONUMENT WAY WEST	14.2	-	10.7	-
J8: WALTON ROAD / BOUNDARY ROAD	43.0	-	32.7	-
C1 PRC Over Signalled Lanes (%)	-62.7		-42.6	
C2 PRC Over Signalled Lanes (%)	-62.7		-42.6	
PRC (%) Over All Lanes	197.38		217.04	
C1 Total Delay for Signalled Lanes (pcuHr)	199.35		218.84	
C2 Total Delay for Signalled Lanes (pcuHr)				
Total Delay Over All Lanes (pcuHr)				

Table 3.2: 2016 Baseline Modelling Results

- 3.14** The tables show that the network is currently operating well over capacity. This results in significant queues and delays on the local highway network.

#### Proposed Highway Layout

- 3.15** In order to provide comparable results, a similar modelling procedure has been followed when assessing the proposed road layout.
- 3.16** Lane capacities have been derived using RR67 calculations.
- 3.17** The existing 85 second cycle time has been retained. As for the base model, the stages have been “double cycled” to simulate the effect of the all red pedestrian phase being activated every other cycle.
- 3.18** Traffic flows have been derived from the OD matrices obtained in the base model. The values have been transposed as necessary to suit the new zone layout.
- 3.19** The Optimiser Queue Constraints function has again been applied to the two internal links between the stop lines on Monument Road. For consistency with the base model, a Degree of Saturation Weighting of 15% per Excess PCU has been applied to force the model to prioritise the minimisation of queues on these internal links. The Excess Queue Limits have been set at approximately three quarters of the available space (as recommended in the LINSIG 3 User Guide).

- 3.20** At present, the two existing sets of signals are controlled by a single controller, with fixed timings offsetting the two junctions. For the new arrangement, two separate controllers have been used to control the two junctions, allowing the software the maximum flexibility to offset timings as necessary to minimise queuing between the two sets of signals
- 3.21** The proposed phasing and staging diagrams are included within the LINSIG modelling outputs.
- 3.22** It should be noted that there has been a change to the proposed phasing when compared to the November report. Previously, the left turn from Walton Road was permitted to run at the same time as the southbound ahead on Monument Road. This maximised junction capacity. However, following an internal review, it was considered that this would not be safe, as larger left turning vehicles are required to swing over the centre line. These two movements are therefore now controlled separately.
- 3.23** The results of the modelling are included as Appendix A of this report. Summary tables are provided below of the key Arnold Road / Monument Road and Walton Road / Monument Road / Eve Road junctions alongside overall network statistics:

	AM Peak		PM Peak	
	Deg Sat (%)	MMQ (pcu)	Deg Sat (%)	MMQ (pcu)
J1: MONUMENT ROAD / MONUMENT WAY EAST	<b>56.4%</b>	-	<b>50.8%</b>	-
Monument Road (N) Left Ahead	44.5%	7.0	38.5%	5.7
Monument Road (S) Ahead Right	56.4%	11.3	48.2%	9.3
Sheerwater Link Road Right Left	46.4%	3.0	50.8%	4.7
J2: MONUMENT ROAD / WALTON ROAD	<b>63.8%</b>	-	<b>57.3%</b>	-
Walton Road Left	63.8%	8.8	46.0%	5.5
Walton Road Right	29.6%	3.7	46.6%	6.3
Monument Road (N) Ahead	38.8%	3.0	42.3%	2.5
Monument Road (S) Ahead	62.9%	9.4	57.3%	7.6
J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL	<b>62.1%</b>	-	<b>71.7%</b>	-
J4: WALTON ROAD / BOUNDARY ROAD	41.4	-	31.6	-
J5: MONUMENT WAY EAST ESTATE	34.0	-	25.8	-
J6: ARNOLD ROAD / EVE ROAD AREA	39.4	-	31.5	-
J7: WALTON TERRACE / MONUMENT WAY WEST	13.7	-	10.4	-
J8: WALTON ROAD / BOUNDARY ROAD	16.7	-	16.5	-
J9: ARNOLD ROAD	59.5	-	68.9	-
C1 PRC Over Signalled Lanes (%)	<b>59.6</b>		<b>77.1</b>	
C2 PRC Over Signalled Lanes (%)	<b>41.0</b>		<b>57.1</b>	
C3 PRC Over Signalled Lanes (%)	<b>226.8</b>		<b>150.9</b>	
PRC (%) Over All Lanes	<b>41.0</b>		<b>25.5</b>	
C1 Total Delay for Signalled Lanes (pcuHr)	<b>3.86</b>		<b>4.25</b>	
C2 Total Delay for Signalled Lanes (pcuHr)	<b>8.77</b>		<b>8.05</b>	
C3 Total Delay for Signalled Lanes (pcuHr)	<b>0.69</b>		<b>0.73</b>	
Total Delay Over All Lanes (pcuHr)	<b>16.89</b>		<b>17.22</b>	

Table 3.3: 2011 Proposed Modelling Results

	AM Peak		PM Peak	
	Deg Sat (%)	MMQ (pcu)	Deg Sat (%)	MMQ (pcu)
J1: MONUMENT ROAD / MONUMENT WAY EAST	<b>60.2%</b>	-	<b>52.6%</b>	-
Monument Road (N) Left Ahead	43.6%	6.4	39.9%	6.3
Monument Road (S) Ahead Right	60.2%	11.4	49.8%	9.8
Sheerwater Link Road Right Left	50.1%	3.1	52.6%	4.9
J2: MONUMENT ROAD / WALTON ROAD	<b>65.9%</b>	-	<b>58.3%</b>	-
Walton Road Left	65.9%	9.3	48.1%	5.9
Walton Road Right	30.6%	3.8	48.9%	6.7
Monument Road (N) Ahead	40.3%	3.3	43.0%	2.7
Monument Road (S) Ahead	65.4%	9.8	58.3%	8.0
J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL	<b>64.8%</b>	-	<b>74.5%</b>	-
J4: WALTON ROAD / BOUNDARY ROAD	42.9	-	32.7	-
J5: MONUMENT WAY EAST ESTATE	35.2	-	27.0	-
J6: ARNOLD ROAD / EVE ROAD AREA	40.8	-	32.6	-
J7: WALTON TERRACE / MONUMENT WAY WEST	14.2	-	10.7	-
J8: WALTON ROAD / BOUNDARY ROAD	17.3	-	17.0	-
J9: ARNOLD ROAD	62.0	-	71.8	-
C1 PRC Over Signalled Lanes (%)	<b>49.5</b>		<b>71.2</b>	
C2 PRC Over Signalled Lanes (%)	<b>36.7</b>		<b>54.4</b>	
C3 PRC Over Signalled Lanes (%)	<b>214.9</b>		<b>142.7</b>	
PRC (%) Over All Lanes	36.7		20.7	
C1 Total Delay for Signalled Lanes (pcuHr)	<b>3.84</b>		<b>4.44</b>	
C2 Total Delay for Signalled Lanes (pcuHr)	<b>9.32</b>		<b>8.48</b>	
C3 Total Delay for Signalled Lanes (pcuHr)	<b>0.78</b>		<b>0.74</b>	
Total Delay Over All Lanes (pcuHr)	<b>17.83</b>		<b>18.32</b>	

Table 3.4: 2016 Proposed Modelling Results

- 3.24** The tables show that the proposals will significantly improve the operation of this section of the highway network.
- 3.25** The proposals would not only significantly improve pedestrian and cycle facilities, residential amenity and access to the Sheerwater area, but also result in improvements to the operation of the local highway network.

### Sensitivity Testing

- 3.26** In discussions, SCC requested that sensitivity testing of the layout be undertaken. The reasoning behind this is that the proposals are intended to enhance access to, and therefore also encourage investment and growth in the Sheerwater area. One potential consequence of this is increased traffic flows.
- 3.27** SCC requested that additional traffic flows were tested for the worst case PM Peak. The traffic flows supplied by SCC are provided as Appendix B. It should be noted that these have been applied in addition to the full local TEMPRO growth rates.
- 3.28** The additional traffic is included in the modelling provided as Appendix A, with a summary table below:

	PM Peak + Sensitivity Flows	
	Deg Sat (%)	MMQ (pcu)
J1: MONUMENT ROAD / MONUMENT WAY EAST	<b>67.9%</b>	-
Monument Road (N) Left Ahead	49.0%	8.3
Monument Road (S) Ahead Right	62.4%	10.3
Sheerwater Link Road Right Left	67.9%	7.7
J2: MONUMENT ROAD / WALTON ROAD	<b>64.6%</b>	-
Walton Road Left	53.7%	7.0
Walton Road Right	48.2%	6.8
Monument Road (N) Ahead	39.9%	2.8
Monument Road (S) Ahead	64.6%	8.7
J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL	<b>85.5%</b>	-
J4: WALTON ROAD / BOUNDARY ROAD	33.2	-
J5: MONUMENT WAY EAST ESTATE	29.5	-
J6: ARNOLD ROAD / EVE ROAD AREA	44.3	-
J7: WALTON TERRACE / MONUMENT WAY WEST	10.7	-
J8: WALTON ROAD / BOUNDARY ROAD	17.0	-
J9: ARNOLD ROAD	89.9	-
C1 PRC Over Signalled Lanes (%)	32.6	
C2 PRC Over Signalled Lanes (%)	39.4	
C3 PRC Over Signalled Lanes (%)	153.5	
PRC (%) Over All Lanes	0.2	
C1 Total Delay for Signalled Lanes (pcuHr)	6.70	
C2 Total Delay for Signalled Lanes (pcuHr)	9.38	
C3 Total Delay for Signalled Lanes (pcuHr)	0.77	
Total Delay Over All Lanes (pcuHr)	26.27	

Table 3.5: 2016 PM Peak Sensitivity Testing Proposed Modelling Results

- 3.29** The above table indicates that, even with the additional sensitivity traffic flows, the network continues to operate within capacity. Whilst the PRC is minimal, this is largely due to the Arnold Road junction. This operates on a give-way basis, so does not affect the operation of Monument Road. The majority of vehicles from Sheerwater heading south use this route. The remaining junctions in the network all operate with significant reserve capacity.

## **4.0 SUMMARY AND CONCLUSIONS**

- 4.1** Mayer Brown Limited has been commissioned by Woking Borough Council to prepare this addendum to the November 2011 Highways Design Report submitted in support of a planning application for the Sheerwater Access.
- 4.2** Since the submission of the planning application, a number of key events have occurred.
- discussions with affected third party land owners
  - public consultation event
  - consultation with Surrey County Council (SCC)
  - internal review of signal phasing and design
- 4.3** These have resulted in a number of changes to the proposed layout; these are shown in drawing WBCSHEERWATER.1/11C appended to this report.
- 4.4** This report provides LINSIG modeling of the proposed layout. It is demonstrated that the proposals would significantly improve the operation of the local highway network.
- 4.5** Further sensitivity modeling has been carried out at the request of SCC, with additional traffic added to the network to represent traffic growth in the Sheerwater area over and above that already predicted by TEMPRO.
- 4.6** The modeling shows that the proposed network could accommodate these additional traffic flows and still operate within its theoretical reserve capacity.



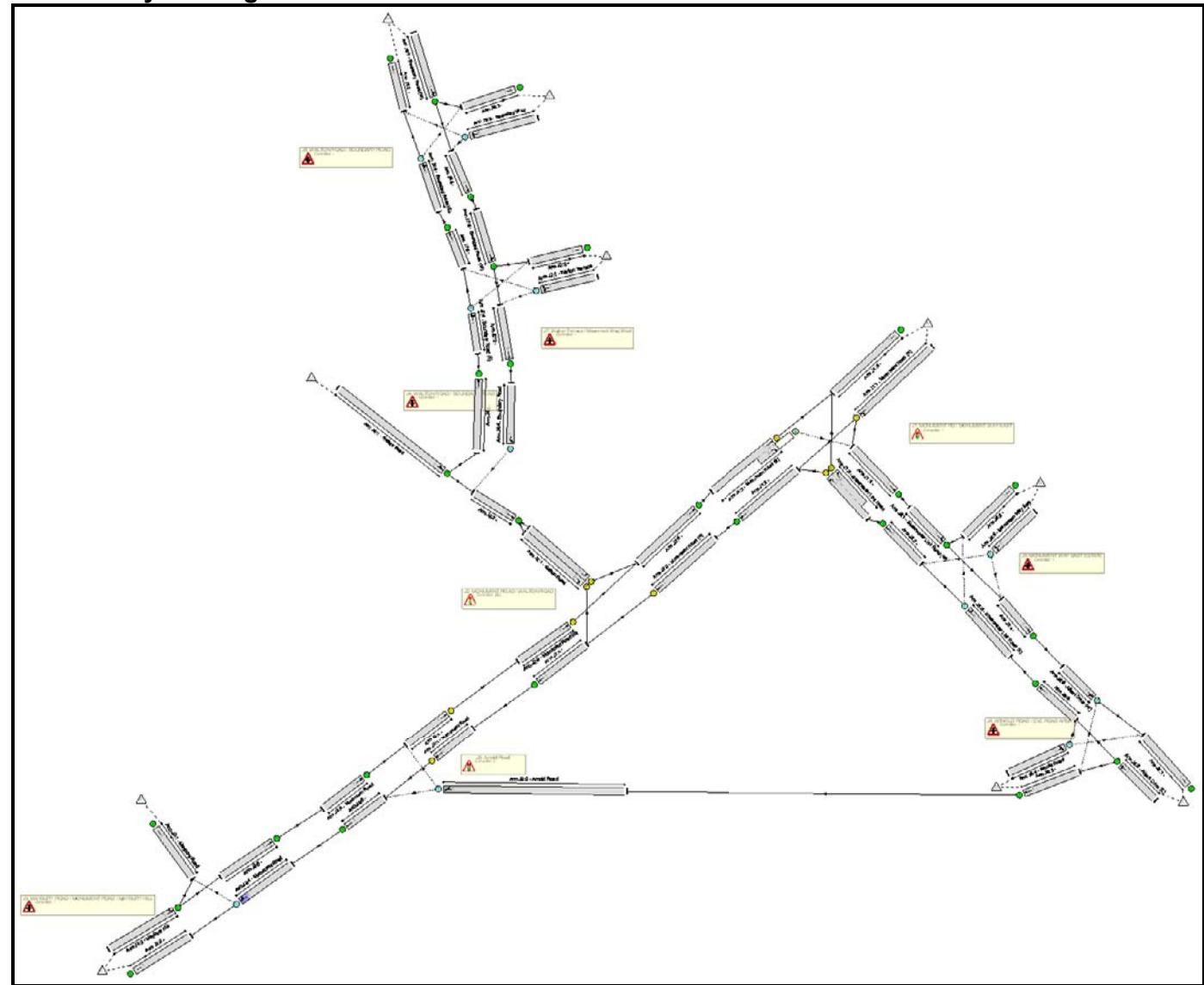
**APPENDIX A**  
Revised LINSIG Modelling

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x  
**Full Input Data And Results**

**Project and User Details**

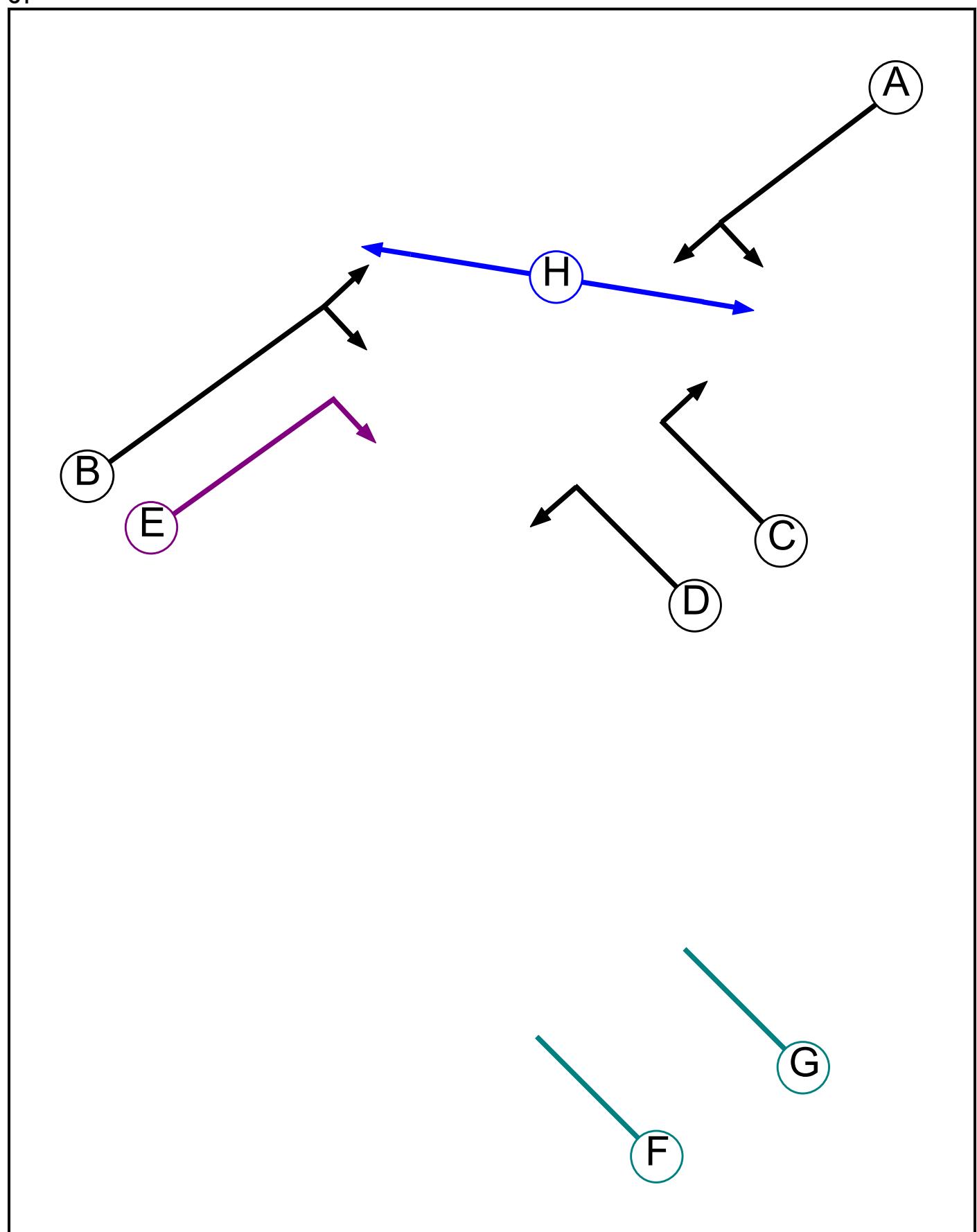
<b>Project:</b>	<b>Sheerwater Link Road</b>
<b>Title:</b>	<b>Update layout and sensitivity testing</b>
<b>Location:</b>	Woking
<b>File name:</b>	Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x
<b>Author:</b>	Ben Smith-Laing
<b>Company:</b>	Mayer Brown
<b>Address:</b>	Lion House, Woking
<b>Notes:</b>	

**Network Layout Diagram**

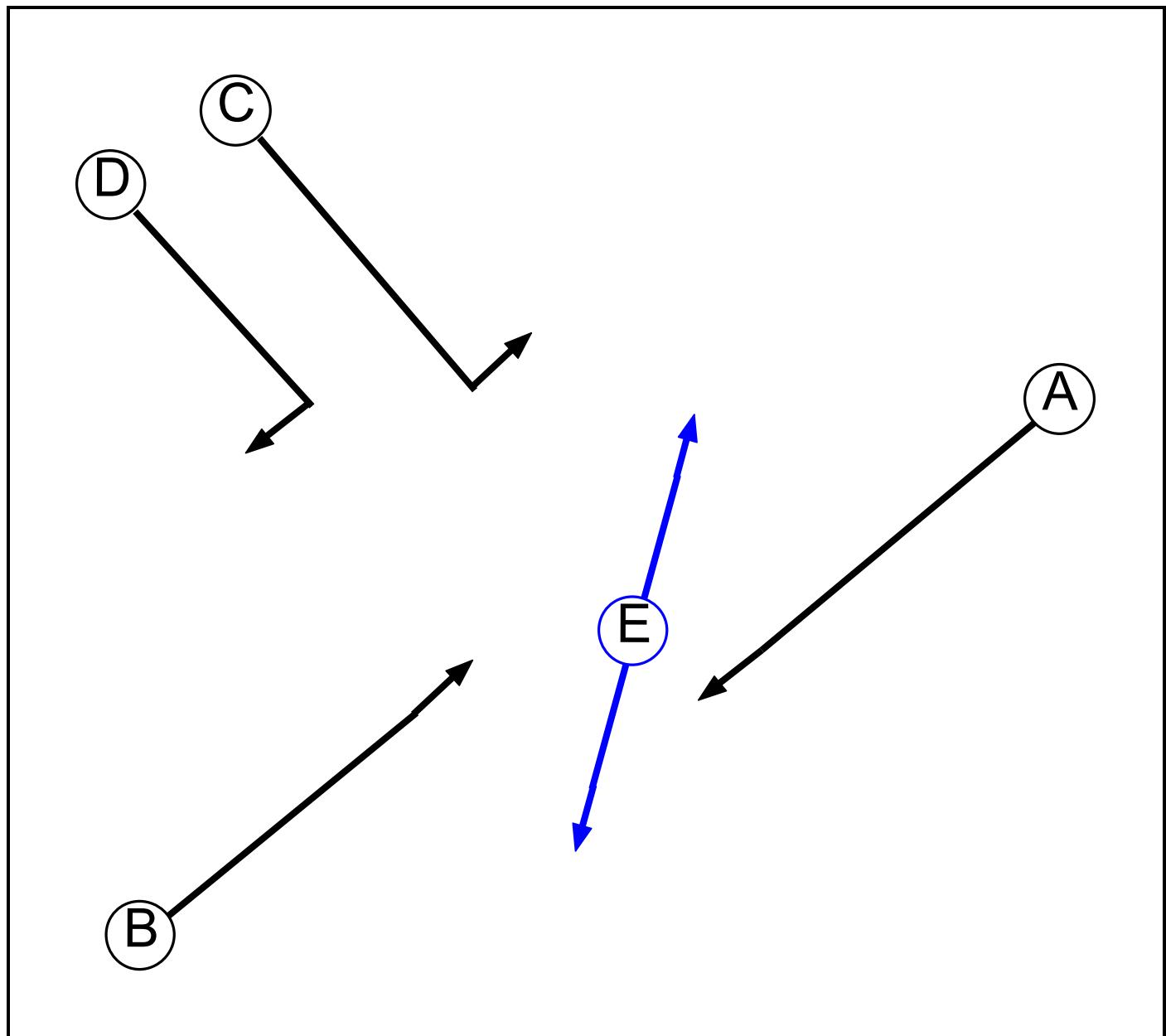


**Phase Diagram**

C1

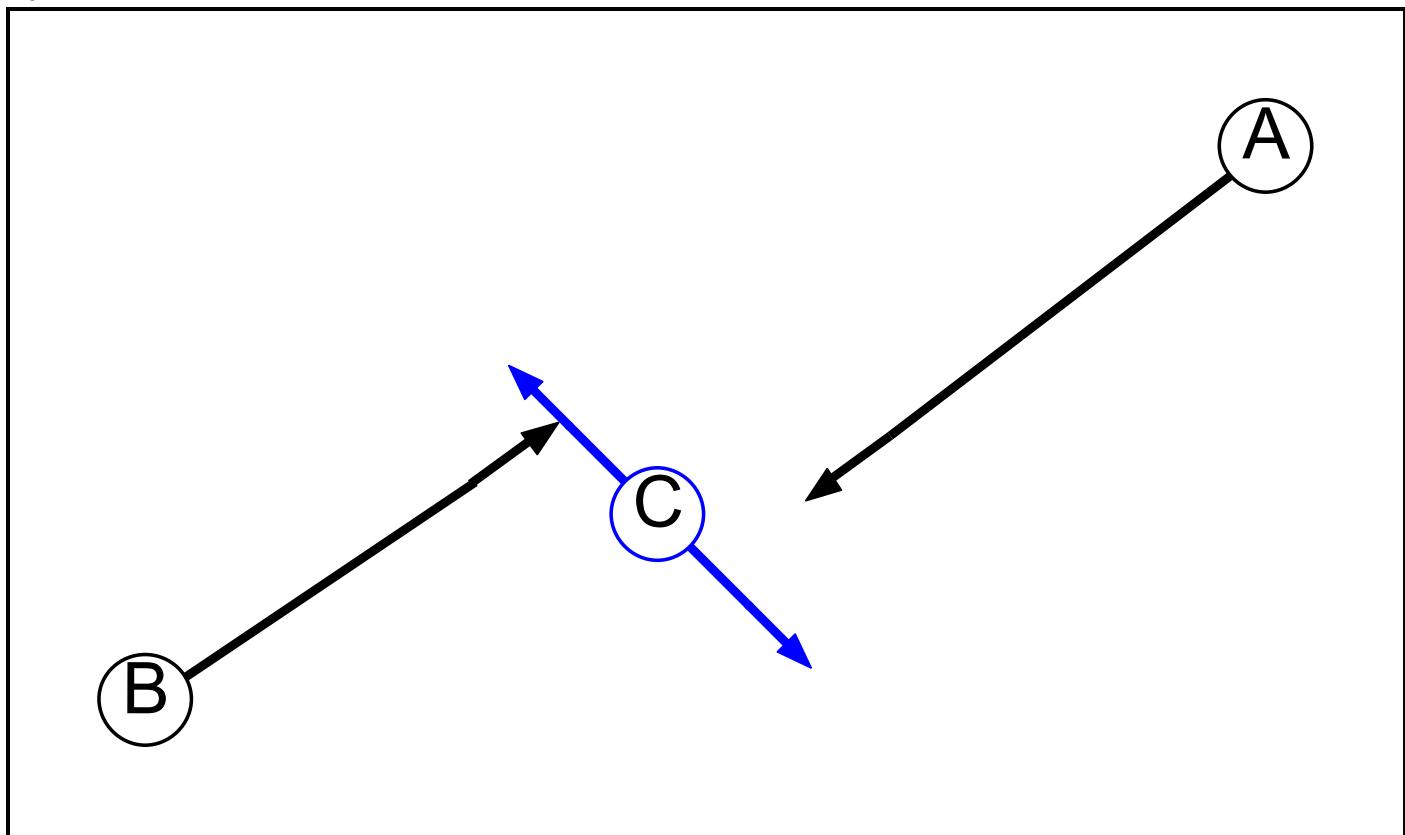


C2



Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

C3



**Phase Input Data**

C1

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	Ind. Arrow	B	4	4
F	Dummy		7	7
G	Dummy		7	7
H	Pedestrian		7	7

C2

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	Pedestrian		7	7

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

C3

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		10	10

Phase Intergreens Matrix

C1

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	-	7	7	8	-	-	10	
	B	-	5	-	-	-	-	-	10
	C	5	5	-	-	7	-	-	10
	D	5	-	-	-	-	-	-	9
	E	5	-	5	-	-	-	-	9
	F	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-	-	-
	H	16	16	16	16	16	-	-	

C2

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	5	7	10	
	B	-	7	7	10	
	C	7	5	-	-	10
	D	5	5	-	-	7
	E	10	10	10	10	

C3

		Starting Phase		
		A	B	C
Terminating Phase	A	-	5	
	B	-	5	
	C	10	10	

Phases in Stage

C1

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

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

C2

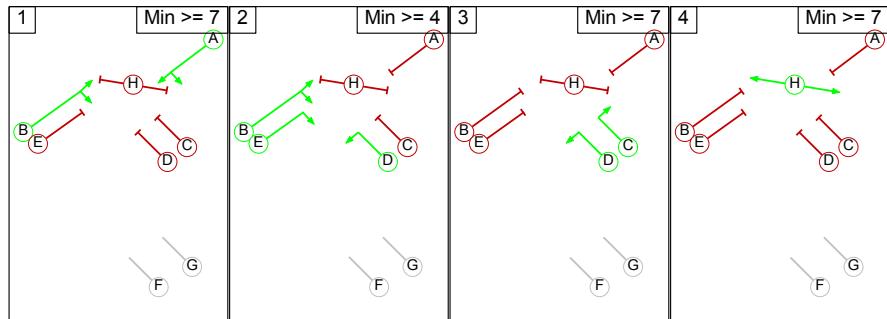
Stage No.	Phases in Stage
1	A B
2	C D
3	E

C3

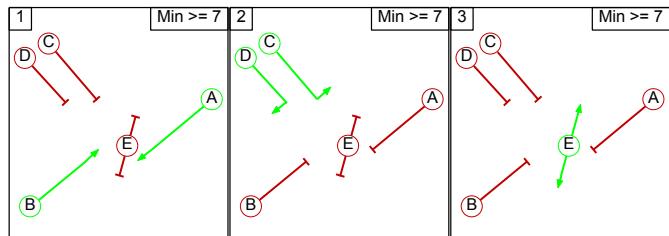
Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram

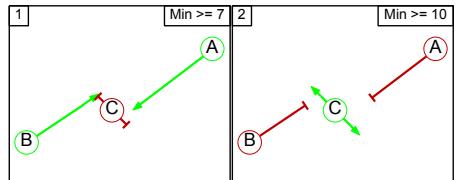
C1



C2



C3



Phase Delays

C1

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

C2

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

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

C3

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

Prohibited Stage Change

C1

From Stage	To Stage				
		1	2	3	4
1			8	7	10
2	5			5	10
3	5	7			10
4	16	16	16		

C2

	To Stage			
		1	2	3
1			7	10
2	7			10
3	10	10		

C3

	To Stage		
		1	2
1			5
2	10		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Give-Way Lane Input Data**

Junction: J1: MONUMENT RD / MONUMENT WAY EAST

Lane	Movement	Max 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)
J1:2/2 (Monument Road (S))	J1:4/1 (Right)	1439	J1:1/1	1.09	J1:1/1	4.00	-	0.50	4	2.00

Junction: J2: MONUMENT ROAD / WALTON ROAD

There are no Opposed Lanes in this Junction

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL

Lane	Movement	Max 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)
J3:4/1 (Monument Road)	J3:1/1 (Right)	850	J3:2/1	0.35	J3:2/1	-	-	-	-	-

Junction: J4: WALTON ROAD / BOUNDARY ROAD

Lane	Movement	Max 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)
J4:4/1 (Boundary Road)	J4:2/1 (Left)	715	J4:1/1	0.22	J4:1/1	-	-	-	-	-

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Junction: J5: MONUMENT WAY EAST ESTATE**

Lane	Movement	Max 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)
J5:5/1 (Sheerwater Link Road (E))	J5:3/1 (Right)	850	J5:1/1	0.35	J5:1/1	-	-	-	-	-
J5:6/1 (Monument Way East)	J5:2/1 (Right)	600	J5:1/1	0.22	J5:1/1	-	-	-	-	-
			J5:5/1	0.19	J5:5/1					
	J5:4/1 (Left)	715	J5:1/1	0.22	J5:1/1					

**Junction: J6: ARNOLD ROAD / EVE ROAD AREA**

Lane	Movement	Max 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)
J6:4/1 (Arnold Road)	J6:1/1 (Right)	600	J6:6/1	0.19	J6:6/1	-	-	-	-	-
			J6:2/1	0.22	J6:2/1					
	J6:5/1 (Left)	715	J6:2/1	0.22	J6:2/1					
J6:6/1 (Albert Drive (W))	J6:3/1 (Right)	850	J6:2/1	0.35	J6:2/1	-	-	-	-	-

**Junction: J7: Walton Terrace / Monument Way West**

Lane	Movement	Max 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)
J7:1/1 (Walton Terrace)	J7:2/1 (Left)	715	J7:5/1	0.22	J7:5/1	-	-	-	-	-
	J7:6/1 (Right)	600	J7:4/1	0.19	J7:4/1					
			J7:5/1	0.22	J7:5/1					
J7:4/1 (Boundary Road (E))	J7:3/1 (Right)	850	J7:5/1	0.35	J7:5/1	-	-	-	-	-

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD										
Lane	Movement	Max 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)
J8:4/1 (Boundary Road (E))	J8:3/1 (Right)	715	J8:1/1	0.35	J8:1/1	-	-	-	-	-
J8:5/1 (Boundary Way)	J8:2/1 (Right)	600	J8:1/1	0.22	J8:1/1	-	-	-	-	-
			J8:4/1	0.19	J8:4/1					
	J8:6/1 (Left)	715	J8:1/1	0.22	J8:1/1					

Junction: J9: Arnold Road										
Lane	Movement	Max 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)
J9:2/1 (Arnold Road)	J9:4/1 (U-Turn)	600	J9:1/1	0.22	J9:1/1	-	-	-	-	-
			J9:3/1	0.19	J9:3/1					
	J9:5/1 (Ahead)	715	J9:1/1	0.22	J9:1/1					

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Lane Input Data

Junction: J1: MONUMENT RD / MONUMENT WAY EAST												
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)
J1:1/1 (Monument Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:4 Left	12.00
											Arm J1:6 Ahead	Inf
J1:2/1 (Monument Road (S))	U	B	2	3	9.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
J1:2/2 (Monument Road (S))	O	B E	2	3	5.0	Geom	-	3.00	0.00	N	Arm J1:4 Right	8.00
J1:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Sheerwater Link Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:6 Left	8.00
J1:5/2 (Sheerwater Link Road)	U	C	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J1:3 Right	15.00
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: MONUMENT ROAD / WALTON ROAD												
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)
J2:1/1 (Walton Road)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:5 Left	5.00
J2:1/2 (Walton Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:4 Right	10.00
J2:2/1 (Monument Road (N))	U	A	2	3	5.0	Geom	-	3.20	0.00	Y	Arm J2:4 Ahead	Inf
J2:3/1 (Monument Road (S))	U	B	2	3	60.0	Geom	-	3.70	0.00	Y	Arm J2:5 Ahead	Inf
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL													
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)	
J3:1/1 (Maybury Road)	U		2	3	60.0	Inf	-	-	-	-	-	-	
J3:2/1 (Maybury Hill)	U		2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:1 Left	7.00	
											Arm J3:5 Ahead	Inf	
J3:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J3:4/1 (Monument Road)	O		2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:1 Right	10.00	
											Arm J3:3 Ahead	Inf	
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-	

Junction: J4: WALTON ROAD / BOUNDARY ROAD													
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)	
J4:1/1 (Walton Road)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J4:2 Ahead Arm J4:3 Left	Inf 10.00	
J4:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J4:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J4:4/1 (Boundary Road)	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:2 Left	20.00	

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE													
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)	
J5:1/1 (Sheerwater Link Road (W))	U		2	3	60.0	Geom	-	4.30	0.00	Y	Arm J5:3 Left	11.00	
											Arm J5:4 Ahead	Inf	
J5:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J5:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J5:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J5:5/1 (Sheerwater Link Road (E))	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J5:2 Ahead	Inf	
											Arm J5:3 Right	6.00	
J5:6/1 (Monument Way East)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm J5:2 Right	20.00	
											Arm J5:4 Left	5.00	

Junction: J6: ARNOLD ROAD / EVE ROAD AREA													
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)	
J6:1/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J6:2/1 (Albert Drive (E))	U		2	3	60.0	Geom	-	3.70	0.00	Y	Arm J6:3 Left	6.00	
											Arm J6:5 Ahead	Inf	
J6:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J6:4/1 (Arnold Road)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm J6:1 Right	8.00	
											Arm J6:5 Left	6.00	
J6:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-	
J6:6/1 (Albert Drive (W))	O		2	3	60.0	Geom	-	3.70	0.00	Y	Arm J6:1 Ahead	Inf	
											Arm J6:3 Right	7.00	

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J7: Walton Terrace / Mounment Way West												
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)
J7:1/1 (Walton Terrace)	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J7:2 Left	5.00
											Arm J7:6 Right	7.50
J7:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:4/1 (Boundary Road (E))	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J7:3 Right	7.50
											Arm J7:6 Ahead	Inf
J7:5/1 (Boundary Road (W))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J7:2 Ahead	Inf
											Arm J7:3 Left	5.00
J7:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J8: WALTON ROAD / BOUNDARY ROAD												
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)
J8:1/1 (Boundary Road (W))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J8:3 Left	10.00
											Arm J8:6 Ahead	Inf
J8:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J8:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J8:4/1 (Boundary Road (E))	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J8:2 Ahead	Inf
											Arm J8:3 Right	10.00
J8:5/1 (Boundary Way)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm J8:2 Right	12.50
											Arm J8:6 Left	10.00
J8:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J9: Arnold Road												
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)
J9:1/1 (Monument Road)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J9:5 Ahead	Inf
J9:2/1 (Arnold Road)	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J9:4 U-Turn	10.00
											Arm J9:5 Ahead	7.00
J9:3/1 (Monument Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J9:4/1	U	B	2	3	2.0	Geom	-	3.00	0.00	Y	Arm J2:3 Ahead	Inf
J9:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

## Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2011'	08:00	09:00	01:00	
2: 'PM Peak 2011'	16:30	17:30	01:00	
3: 'AM Peak 2016'	08:00	09:00	01:00	F1*1.0368
4: 'PM Peak 2016'	16:30	17:30	01:00	F2 * 1.0344
6: 'PM Peak 2016 + Sensitivity'	16:30	17:30	01:00	F4+F5

## FG1: 'AM Peak 2011'

### Traffic Flows, Desired

Desired Flow :

	Destination												
		A	B	C	D	E	F	G	H	I	J	Tot.	
Origin	A	0	48	192	8	179	48	0	0	0	0	475	
	B	33	0	52	2	51	13	0	0	0	0	151	
	C	73	23	0	1	239	63	0	0	0	0	399	
	D	8	2	1	0	24	5	0	0	0	0	40	
	E	322	102	17	0	0	229	0	0	0	0	670	
	F	0	0	0	0	0	0	0	0	0	0	0	
	G	39	12	146	5	82	21	0	0	0	0	305	
	H	27	8	103	4	60	15	0	0	85	5	307	
	I	5	1	19	0	11	3	0	21	0	0	60	
	J	1	0	6	0	4	1	0	12	0	0	24	
Tot.		508	196	536	20	650	398	0	33	85	5	2431	

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Traffic Lane Flows**

Lane	Scenario 1: AM Peak Base 2011	Scenario 2: PM Peak Base 2011	Scenario 3: AM Peak Base 2016	Scenario 4: PM Peak Base 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>				
J1:1/1	475	381	493	395
J1:2/1 (with short)	817(In) 394(Out)	675(In) 406(Out)	846(In) 408(Out)	697(In) 420(Out)
J1:2/2 (short)	423	269	438	277
J1:3/1	508	609	526	630
J1:4/1	671	378	695	390
J1:5/1 (with short)	143(In) 29(Out)	215(In) 12(Out)	148(In) 30(Out)	222(In) 12(Out)
J1:5/2 (short)	114	203	118	210
J1:6/1	256	284	266	294
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>				
J2:1/1	376	267	388	275
J2:1/2	197	306	204	316
J2:2/1	256	284	266	294
J2:3/1	441	408	458	422
J2:4/1	453	590	470	610
J2:5/1	817	675	846	697
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>				
J3:1/1	398	412	412	426
J3:2/1	670	642	695	664
J3:3/1	650	815	674	843
J3:4/1	819	993	849	1027
J3:5/1	441	408	458	422
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>				
J4:1/1	305	390	315	402
J4:2/1	573	573	592	591
J4:3/1	0	16	0	16
J4:4/1	268	199	277	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>				
J5:1/1	671	378	695	390
J5:2/1	143	215	148	222
J5:3/1	196	103	203	107
J5:4/1	618	407	640	420
J5:5/1	135	193	140	199
J5:6/1	151	154	156	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>				
J6:1/1	536	305	556	315
J6:2/1	399	497	414	514

**Full Input Data And Results**

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:3/1	386	426	399	440
J6:4/1	40	20	41	20
J6:5/1	135	193	140	199
J6:6/1	618	407	640	420

**Junction: J7: Walton Terrace / Mounment Way West**

J7:1/1	24	16	24	16
J7:2/1	268	199	277	205
J7:3/1	5	11	5	11
J7:4/1	0	16	0	16
J7:5/1	261	197	270	203
J7:6/1	12	19	12	19

**Junction: J8: WALTON ROAD / BOUNDARY ROAD**

J8:1/1	307	218	318	225
J8:2/1	33	77	34	79
J8:3/1	85	62	88	64
J8:4/1	12	19	12	19
J8:5/1	60	99	62	102
J8:6/1	261	197	270	203

**Junction: J9: Arnold Road**

J9:1/1	453	590	470	610
J9:2/1	366	403	379	417
J9:3/1	441	408	458	422
J9:4/1	441	408	458	422
J9:5/1	819	993	849	1027

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Lane	Scenario 5: PM Peak + Sensitivity 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>	
J1:1/1	455
J1:2/1 (with short)	772(In) 388(Out)
J1:2/2 (short)	384
J1:3/1	687
J1:4/1	583
J1:5/1 (with short)	311(In) 12(Out)
J1:5/2 (short)	299
J1:6/1	268
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>	
J2:1/1	312
J2:1/2	316
J2:2/1	268
J2:3/1	460
J2:4/1	584
J2:5/1	772
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	
J3:1/1	476
J3:2/1	702
J3:3/1	877
J3:4/1	1111
J3:5/1	460
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>	
J4:1/1	439
J4:2/1	628
J4:3/1	16
J4:4/1	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>	
J5:1/1	583
J5:2/1	311
J5:3/1	107
J5:4/1	613
J5:5/1	288
J5:6/1	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>	
J6:1/1	508
J6:2/1	713
J6:3/1	550
J6:4/1	20

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:5/1	288
J6:6/1	613
<b>Junction: J7: Walton Terrace / Mounment Way West</b>	
J7:1/1	16
J7:2/1	205
J7:3/1	11
J7:4/1	16
J7:5/1	203
J7:6/1	19
<b>Junction: J8: WALTON ROAD / BOUNDARY ROAD</b>	
J8:1/1	225
J8:2/1	79
J8:3/1	64
J8:4/1	19
J8:5/1	102
J8:6/1	203
<b>Junction: J9: Arnold Road</b>	
J9:1/1	584
J9:2/1	527
J9:3/1	460
J9:4/1	460
J9:5/1	1111

## Lane Saturation Flows

Scenario 1: 'AM Peak Base 2011' (FG1: 'AM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left Arm J1:6 Ahead	12.00 Inf	52.2 % 47.8 %	1798	1798	
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915	
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731	
J1:3/1	Infinite Saturation Flow						Inf	Inf	
J1:4/1	Infinite Saturation Flow						Inf	Inf	
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613	
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741	
J1:6/1	Infinite Saturation Flow						Inf	Inf	

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.2 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.8 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.5 % 18.5 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.9 % 78.1 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.9 %	1668	1668
				Arm J6:5 Ahead	Inf	24.1 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.5 %	1694	1694
				Arm J6:5 Left	6.00	97.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.6 %	1929	1929
				Arm J6:3 Right	7.00	13.4 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.0 % 65.0 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 2: 'PM Peak Base 2011' (FG2: 'PM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	95.9 %	2003	2003		
				Arm J4:3 Left	10.00	4.1 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.2 % 78.8 %	1988	1988
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	88.1 % 11.9 %	1860	1860
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.2 % 70.8 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.4 %	1882	1882
				Arm J6:3 Right	7.00	25.6 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.6 % 38.4 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

Scenario 3: 'AM Peak Base 2016' (FG3: 'AM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	52.1 %	1798	1798
				Arm J1:6 Ahead	Inf	47.9 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.1 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.9 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.4 % 18.6 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.8 % 78.2 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.8 %	1669	1669
				Arm J6:5 Ahead	Inf	24.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.4 %	1694	1694
				Arm J6:5 Left	6.00	97.6 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.7 %	1930	1930
				Arm J6:3 Right	7.00	13.3 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.5 % 64.5 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 4: 'PM Peak Base 2016' (FG4: 'PM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.0 %	2003	2003		
				Arm J4:3 Left	10.00	4.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.3 % 78.7 %	1987	1987
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	87.9 % 12.1 %	1859	1859
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.5 %	1882	1882
				Arm J6:3 Right	7.00	25.5 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 5: 'PM Peak + Sensitivity 2016' (FG6: 'PM Peak 2016 + Sensitivity', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	43.7 %	1816	1816
				Arm J1:6 Ahead	Inf	56.3 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.5 %	1802	1802	
				Arm J3:5 Ahead	Inf	65.5 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	21.1 %	1876	1876	
				Arm J3:3 Ahead	Inf	78.9 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.4 %	2004	2004		
				Arm J4:3 Left	10.00	3.6 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	14.2 % 85.8 %	2006	2006
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	91.7 % 8.3 %	1876	1876
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	62.1 %	1718	1718
				Arm J6:5 Ahead	Inf	37.9 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	82.5 %	1913	1913
				Arm J6:3 Right	7.00	17.5 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf		Inf
J8:3/1				Infinite Saturation Flow		Inf		Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf		Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf		Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf		Inf

## FG2: 'PM Peak 2011'

### Traffic Flows, Desired

Desired Flow :

Origin	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
	A	0	18	86	5	220	52	0	0	0	0	381
	B	45	0	20	1	72	16	0	0	0	0	154
	C	152	23	0	7	261	54	0	0	0	0	497
	D	6	0	2	0	10	2	0	0	0	0	20
	E	345	56	7	0	0	234	0	0	0	0	642
	F	0	0	0	0	0	0	0	0	0	0	0
	G	40	4	126	7	162	35	0	8	3	5	390
	H	16	2	50	3	68	14	0	0	59	6	218
	I	4	0	12	0	18	4	0	61	0	0	99
	J	1	0	2	0	4	1	0	8	0	0	16
Tot.		609	103	305	23	815	412	0	77	62	11	2417

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Traffic Lane Flows**

Lane	Scenario 1: AM Peak Base 2011	Scenario 2: PM Peak Base 2011	Scenario 3: AM Peak Base 2016	Scenario 4: PM Peak Base 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>				
J1:1/1	475	381	493	395
J1:2/1 (with short)	817(In) 394(Out)	675(In) 406(Out)	846(In) 408(Out)	697(In) 420(Out)
J1:2/2 (short)	423	269	438	277
J1:3/1	508	609	526	630
J1:4/1	671	378	695	390
J1:5/1 (with short)	143(In) 29(Out)	215(In) 12(Out)	148(In) 30(Out)	222(In) 12(Out)
J1:5/2 (short)	114	203	118	210
J1:6/1	256	284	266	294
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>				
J2:1/1	376	267	388	275
J2:1/2	197	306	204	316
J2:2/1	256	284	266	294
J2:3/1	441	408	458	422
J2:4/1	453	590	470	610
J2:5/1	817	675	846	697
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>				
J3:1/1	398	412	412	426
J3:2/1	670	642	695	664
J3:3/1	650	815	674	843
J3:4/1	819	993	849	1027
J3:5/1	441	408	458	422
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>				
J4:1/1	305	390	315	402
J4:2/1	573	573	592	591
J4:3/1	0	16	0	16
J4:4/1	268	199	277	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>				
J5:1/1	671	378	695	390
J5:2/1	143	215	148	222
J5:3/1	196	103	203	107
J5:4/1	618	407	640	420
J5:5/1	135	193	140	199
J5:6/1	151	154	156	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>				
J6:1/1	536	305	556	315
J6:2/1	399	497	414	514

**Full Input Data And Results**

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:3/1	386	426	399	440
J6:4/1	40	20	41	20
J6:5/1	135	193	140	199
J6:6/1	618	407	640	420

**Junction: J7: Walton Terrace / Mounment Way West**

J7:1/1	24	16	24	16
J7:2/1	268	199	277	205
J7:3/1	5	11	5	11
J7:4/1	0	16	0	16
J7:5/1	261	197	270	203
J7:6/1	12	19	12	19

**Junction: J8: WALTON ROAD / BOUNDARY ROAD**

J8:1/1	307	218	318	225
J8:2/1	33	77	34	79
J8:3/1	85	62	88	64
J8:4/1	12	19	12	19
J8:5/1	60	99	62	102
J8:6/1	261	197	270	203

**Junction: J9: Arnold Road**

J9:1/1	453	590	470	610
J9:2/1	366	403	379	417
J9:3/1	441	408	458	422
J9:4/1	441	408	458	422
J9:5/1	819	993	849	1027

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Lane	Scenario 5: PM Peak + Sensitivity 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>	
J1:1/1	455
J1:2/1 (with short)	772(In) 388(Out)
J1:2/2 (short)	384
J1:3/1	687
J1:4/1	583
J1:5/1 (with short)	311(In) 12(Out)
J1:5/2 (short)	299
J1:6/1	268
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>	
J2:1/1	312
J2:1/2	316
J2:2/1	268
J2:3/1	460
J2:4/1	584
J2:5/1	772
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	
J3:1/1	476
J3:2/1	702
J3:3/1	877
J3:4/1	1111
J3:5/1	460
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>	
J4:1/1	439
J4:2/1	628
J4:3/1	16
J4:4/1	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>	
J5:1/1	583
J5:2/1	311
J5:3/1	107
J5:4/1	613
J5:5/1	288
J5:6/1	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>	
J6:1/1	508
J6:2/1	713
J6:3/1	550
J6:4/1	20

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:5/1	288
J6:6/1	613
<b>Junction: J7: Walton Terrace / Mounment Way West</b>	
J7:1/1	16
J7:2/1	205
J7:3/1	11
J7:4/1	16
J7:5/1	203
J7:6/1	19
<b>Junction: J8: WALTON ROAD / BOUNDARY ROAD</b>	
J8:1/1	225
J8:2/1	79
J8:3/1	64
J8:4/1	19
J8:5/1	102
J8:6/1	203
<b>Junction: J9: Arnold Road</b>	
J9:1/1	584
J9:2/1	527
J9:3/1	460
J9:4/1	460
J9:5/1	1111

## Lane Saturation Flows

Scenario 1: 'AM Peak Base 2011' (FG1: 'AM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left Arm J1:6 Ahead	12.00 Inf	52.2 % 47.8 %	1798	1798	
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915	
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731	
J1:3/1	Infinite Saturation Flow						Inf	Inf	
J1:4/1	Infinite Saturation Flow						Inf	Inf	
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613	
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741	
J1:6/1	Infinite Saturation Flow						Inf	Inf	

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.2 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.8 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.5 % 18.5 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.9 % 78.1 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.9 %	1668	1668
				Arm J6:5 Ahead	Inf	24.1 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.5 %	1694	1694
				Arm J6:5 Left	6.00	97.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.6 %	1929	1929
				Arm J6:3 Right	7.00	13.4 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.0 % 65.0 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

Scenario 2: 'PM Peak Base 2011' (FG2: 'PM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	95.9 %	2003	2003		
				Arm J4:3 Left	10.00	4.1 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.2 % 78.8 %	1988	1988
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	88.1 % 11.9 %	1860	1860
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.2 % 70.8 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.4 %	1882	1882
				Arm J6:3 Right	7.00	25.6 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.6 % 38.4 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

Scenario 3: 'AM Peak Base 2016' (FG3: 'AM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	52.1 %	1798	1798
				Arm J1:6 Ahead	Inf	47.9 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.1 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.9 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.4 % 18.6 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.8 % 78.2 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.8 %	1669	1669
				Arm J6:5 Ahead	Inf	24.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.4 %	1694	1694
				Arm J6:5 Left	6.00	97.6 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.7 %	1930	1930
				Arm J6:3 Right	7.00	13.3 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.5 % 64.5 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 4: 'PM Peak Base 2016' (FG4: 'PM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.0 %	2003	2003		
				Arm J4:3 Left	10.00	4.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.3 % 78.7 %	1987	1987
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	87.9 % 12.1 %	1859	1859
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.5 %	1882	1882
				Arm J6:3 Right	7.00	25.5 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 5: 'PM Peak + Sensitivity 2016' (FG6: 'PM Peak 2016 + Sensitivity', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	43.7 %	1816	1816
				Arm J1:6 Ahead	Inf	56.3 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.5 %	1802	1802	
				Arm J3:5 Ahead	Inf	65.5 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	21.1 %	1876	1876	
				Arm J3:3 Ahead	Inf	78.9 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.4 %	2004	2004		
				Arm J4:3 Left	10.00	3.6 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	14.2 % 85.8 %	2006	2006
J5:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:4/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	91.7 % 8.3 %	1876	1876
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	62.1 %	1718	1718
				Arm J6:5 Ahead	Inf	37.9 %		
J6:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	82.5 %	1913	1913
				Arm J6:3 Right	7.00	17.5 %		

Junction: J7: Walton Terrace / Monument Way West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left Arm J7:6 Right	5.00 7.50	50.0 % 50.0 %	1612	1612
J7:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802
				Arm J7:6 Ahead	Inf	68.8 %		
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898
				Arm J7:3 Left	5.00	3.0 %		
J7:6/1	Infinite Saturation Flow					Inf	Inf	Inf

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf		Inf
J8:3/1				Infinite Saturation Flow		Inf		Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf		Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf		Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf		Inf

**FG3: 'AM Peak 2016'**  
**Traffic Flows, Desired**  
**Desired Flow :**

Origin	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
	A	0	50	199	8	186	50	0	0	0	0	493
	B	34	0	54	2	53	13	0	0	0	0	156
	C	76	24	0	1	248	65	0	0	0	0	414
	D	8	2	1	0	25	5	0	0	0	0	41
	E	334	106	18	0	0	237	0	0	0	0	695
	F	0	0	0	0	0	0	0	0	0	0	0
	G	40	12	151	5	85	22	0	0	0	0	315
	H	28	8	107	4	62	16	0	0	88	5	318
	I	5	1	20	0	11	3	0	22	0	0	62
	J	1	0	6	0	4	1	0	12	0	0	24
Tot.		526	203	556	20	674	412	0	34	88	5	2518

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Traffic Lane Flows**

Lane	Scenario 1: AM Peak Base 2011	Scenario 2: PM Peak Base 2011	Scenario 3: AM Peak Base 2016	Scenario 4: PM Peak Base 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>				
J1:1/1	475	381	493	395
J1:2/1 (with short)	817(In) 394(Out)	675(In) 406(Out)	846(In) 408(Out)	697(In) 420(Out)
J1:2/2 (short)	423	269	438	277
J1:3/1	508	609	526	630
J1:4/1	671	378	695	390
J1:5/1 (with short)	143(In) 29(Out)	215(In) 12(Out)	148(In) 30(Out)	222(In) 12(Out)
J1:5/2 (short)	114	203	118	210
J1:6/1	256	284	266	294
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>				
J2:1/1	376	267	388	275
J2:1/2	197	306	204	316
J2:2/1	256	284	266	294
J2:3/1	441	408	458	422
J2:4/1	453	590	470	610
J2:5/1	817	675	846	697
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>				
J3:1/1	398	412	412	426
J3:2/1	670	642	695	664
J3:3/1	650	815	674	843
J3:4/1	819	993	849	1027
J3:5/1	441	408	458	422
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>				
J4:1/1	305	390	315	402
J4:2/1	573	573	592	591
J4:3/1	0	16	0	16
J4:4/1	268	199	277	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>				
J5:1/1	671	378	695	390
J5:2/1	143	215	148	222
J5:3/1	196	103	203	107
J5:4/1	618	407	640	420
J5:5/1	135	193	140	199
J5:6/1	151	154	156	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>				
J6:1/1	536	305	556	315
J6:2/1	399	497	414	514

**Full Input Data And Results**

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:3/1	386	426	399	440
J6:4/1	40	20	41	20
J6:5/1	135	193	140	199
J6:6/1	618	407	640	420

**Junction: J7: Walton Terrace / Mounment Way West**

J7:1/1	24	16	24	16
J7:2/1	268	199	277	205
J7:3/1	5	11	5	11
J7:4/1	0	16	0	16
J7:5/1	261	197	270	203
J7:6/1	12	19	12	19

**Junction: J8: WALTON ROAD / BOUNDARY ROAD**

J8:1/1	307	218	318	225
J8:2/1	33	77	34	79
J8:3/1	85	62	88	64
J8:4/1	12	19	12	19
J8:5/1	60	99	62	102
J8:6/1	261	197	270	203

**Junction: J9: Arnold Road**

J9:1/1	453	590	470	610
J9:2/1	366	403	379	417
J9:3/1	441	408	458	422
J9:4/1	441	408	458	422
J9:5/1	819	993	849	1027

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Lane	Scenario 5: PM Peak + Sensitivity 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>	
J1:1/1	455
J1:2/1 (with short)	772(In) 388(Out)
J1:2/2 (short)	384
J1:3/1	687
J1:4/1	583
J1:5/1 (with short)	311(In) 12(Out)
J1:5/2 (short)	299
J1:6/1	268
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>	
J2:1/1	312
J2:1/2	316
J2:2/1	268
J2:3/1	460
J2:4/1	584
J2:5/1	772
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	
J3:1/1	476
J3:2/1	702
J3:3/1	877
J3:4/1	1111
J3:5/1	460
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>	
J4:1/1	439
J4:2/1	628
J4:3/1	16
J4:4/1	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>	
J5:1/1	583
J5:2/1	311
J5:3/1	107
J5:4/1	613
J5:5/1	288
J5:6/1	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>	
J6:1/1	508
J6:2/1	713
J6:3/1	550
J6:4/1	20

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:5/1	288
J6:6/1	613
<b>Junction: J7: Walton Terrace / Mounment Way West</b>	
J7:1/1	16
J7:2/1	205
J7:3/1	11
J7:4/1	16
J7:5/1	203
J7:6/1	19
<b>Junction: J8: WALTON ROAD / BOUNDARY ROAD</b>	
J8:1/1	225
J8:2/1	79
J8:3/1	64
J8:4/1	19
J8:5/1	102
J8:6/1	203
<b>Junction: J9: Arnold Road</b>	
J9:1/1	584
J9:2/1	527
J9:3/1	460
J9:4/1	460
J9:5/1	1111

## Lane Saturation Flows

Scenario 1: 'AM Peak Base 2011' (FG1: 'AM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left Arm J1:6 Ahead	12.00 Inf	52.2 % 47.8 %	1798	1798	
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915	
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731	
J1:3/1	Infinite Saturation Flow						Inf	Inf	
J1:4/1	Infinite Saturation Flow						Inf	Inf	
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613	
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741	
J1:6/1	Infinite Saturation Flow						Inf	Inf	

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.2 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.8 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.5 % 18.5 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.9 % 78.1 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.9 %	1668	1668
				Arm J6:5 Ahead	Inf	24.1 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.5 %	1694	1694
				Arm J6:5 Left	6.00	97.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.6 %	1929	1929
				Arm J6:3 Right	7.00	13.4 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.0 % 65.0 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 2: 'PM Peak Base 2011' (FG2: 'PM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	95.9 %	2003	2003		
				Arm J4:3 Left	10.00	4.1 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.2 % 78.8 %	1988	1988
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	88.1 % 11.9 %	1860	1860
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.2 % 70.8 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left Arm J6:5 Ahead	6.00 Inf	64.8 % 35.2 %	1708	1708
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right Arm J6:5 Left	8.00 6.00	10.0 % 90.0 %	1701	1701
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead Arm J6:3 Right	Inf 7.00	74.4 % 25.6 %	1882	1882

Junction: J7: Walton Terrace / Monument Way West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left Arm J7:6 Right	5.00 7.50	50.0 % 50.0 %	1612	1612
J7:2/1	Infinite Saturation Flow						Inf	Inf
J7:3/1	Infinite Saturation Flow						Inf	Inf
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right Arm J7:6 Ahead	7.50 Inf	31.3 % 68.8 %	1802	1802
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead Arm J7:3 Left	Inf 5.00	97.0 % 3.0 %	1898	1898
J7:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.6 % 38.4 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

Scenario 3: 'AM Peak Base 2016' (FG3: 'AM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	52.1 %	1798	1798
				Arm J1:6 Ahead	Inf	47.9 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.1 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.9 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.4 % 18.6 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.8 % 78.2 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.8 %	1669	1669
				Arm J6:5 Ahead	Inf	24.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.4 %	1694	1694
				Arm J6:5 Left	6.00	97.6 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.7 %	1930	1930
				Arm J6:3 Right	7.00	13.3 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.5 % 64.5 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 4: 'PM Peak Base 2016' (FG4: 'PM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.0 %	2003	2003		
				Arm J4:3 Left	10.00	4.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.3 % 78.7 %	1987	1987
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	87.9 % 12.1 %	1859	1859
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.5 %	1882	1882
				Arm J6:3 Right	7.00	25.5 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 5: 'PM Peak + Sensitivity 2016' (FG6: 'PM Peak 2016 + Sensitivity', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	43.7 %	1816	1816
				Arm J1:6 Ahead	Inf	56.3 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.5 %	1802	1802	
				Arm J3:5 Ahead	Inf	65.5 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	21.1 %	1876	1876	
				Arm J3:3 Ahead	Inf	78.9 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.4 %	2004	2004		
				Arm J4:3 Left	10.00	3.6 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	14.2 % 85.8 %	2006	2006
J5:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:4/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	91.7 % 8.3 %	1876	1876
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	62.1 %	1718	1718
				Arm J6:5 Ahead	Inf	37.9 %		
J6:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	82.5 %	1913	1913
				Arm J6:3 Right	7.00	17.5 %		

Junction: J7: Walton Terrace / Monument Way West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left Arm J7:6 Right	5.00 7.50	50.0 % 50.0 %	1612	1612
J7:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802
				Arm J7:6 Ahead	Inf	68.8 %		
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898
				Arm J7:3 Left	5.00	3.0 %		
J7:6/1	Infinite Saturation Flow					Inf	Inf	Inf

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf		Inf
J8:3/1				Infinite Saturation Flow		Inf		Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf		Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf		Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf		Inf

## FG4: 'PM Peak 2016'

### Traffic Flows, Desired

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	19	89	5	228	54	0	0	0	0	395
	B	47	0	21	1	74	17	0	0	0	0	160
	C	157	24	0	7	270	56	0	0	0	0	514
	D	6	0	2	0	10	2	0	0	0	0	20
	E	357	58	7	0	0	242	0	0	0	0	664
	F	0	0	0	0	0	0	0	0	0	0	0
	G	41	4	130	7	168	36	0	8	3	5	402
	H	17	2	52	3	70	14	0	0	61	6	225
	I	4	0	12	0	19	4	0	63	0	0	102
	J	1	0	2	0	4	1	0	8	0	0	16
Tot.		630	107	315	23	843	426	0	79	64	11	2498

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Traffic Lane Flows**

Lane	Scenario 1: AM Peak Base 2011	Scenario 2: PM Peak Base 2011	Scenario 3: AM Peak Base 2016	Scenario 4: PM Peak Base 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>				
J1:1/1	475	381	493	395
J1:2/1 (with short)	817(In) 394(Out)	675(In) 406(Out)	846(In) 408(Out)	697(In) 420(Out)
J1:2/2 (short)	423	269	438	277
J1:3/1	508	609	526	630
J1:4/1	671	378	695	390
J1:5/1 (with short)	143(In) 29(Out)	215(In) 12(Out)	148(In) 30(Out)	222(In) 12(Out)
J1:5/2 (short)	114	203	118	210
J1:6/1	256	284	266	294
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>				
J2:1/1	376	267	388	275
J2:1/2	197	306	204	316
J2:2/1	256	284	266	294
J2:3/1	441	408	458	422
J2:4/1	453	590	470	610
J2:5/1	817	675	846	697
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>				
J3:1/1	398	412	412	426
J3:2/1	670	642	695	664
J3:3/1	650	815	674	843
J3:4/1	819	993	849	1027
J3:5/1	441	408	458	422
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>				
J4:1/1	305	390	315	402
J4:2/1	573	573	592	591
J4:3/1	0	16	0	16
J4:4/1	268	199	277	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>				
J5:1/1	671	378	695	390
J5:2/1	143	215	148	222
J5:3/1	196	103	203	107
J5:4/1	618	407	640	420
J5:5/1	135	193	140	199
J5:6/1	151	154	156	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>				
J6:1/1	536	305	556	315
J6:2/1	399	497	414	514

**Full Input Data And Results**

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:3/1	386	426	399	440
J6:4/1	40	20	41	20
J6:5/1	135	193	140	199
J6:6/1	618	407	640	420

**Junction: J7: Walton Terrace / Mounment Way West**

J7:1/1	24	16	24	16
J7:2/1	268	199	277	205
J7:3/1	5	11	5	11
J7:4/1	0	16	0	16
J7:5/1	261	197	270	203
J7:6/1	12	19	12	19

**Junction: J8: WALTON ROAD / BOUNDARY ROAD**

J8:1/1	307	218	318	225
J8:2/1	33	77	34	79
J8:3/1	85	62	88	64
J8:4/1	12	19	12	19
J8:5/1	60	99	62	102
J8:6/1	261	197	270	203

**Junction: J9: Arnold Road**

J9:1/1	453	590	470	610
J9:2/1	366	403	379	417
J9:3/1	441	408	458	422
J9:4/1	441	408	458	422
J9:5/1	819	993	849	1027

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Lane	Scenario 5: PM Peak + Sensitivity 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>	
J1:1/1	455
J1:2/1 (with short)	772(In) 388(Out)
J1:2/2 (short)	384
J1:3/1	687
J1:4/1	583
J1:5/1 (with short)	311(In) 12(Out)
J1:5/2 (short)	299
J1:6/1	268
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>	
J2:1/1	312
J2:1/2	316
J2:2/1	268
J2:3/1	460
J2:4/1	584
J2:5/1	772
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	
J3:1/1	476
J3:2/1	702
J3:3/1	877
J3:4/1	1111
J3:5/1	460
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>	
J4:1/1	439
J4:2/1	628
J4:3/1	16
J4:4/1	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>	
J5:1/1	583
J5:2/1	311
J5:3/1	107
J5:4/1	613
J5:5/1	288
J5:6/1	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>	
J6:1/1	508
J6:2/1	713
J6:3/1	550
J6:4/1	20

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:5/1	288
J6:6/1	613
<b>Junction: J7: Walton Terrace / Mounment Way West</b>	
J7:1/1	16
J7:2/1	205
J7:3/1	11
J7:4/1	16
J7:5/1	203
J7:6/1	19
<b>Junction: J8: WALTON ROAD / BOUNDARY ROAD</b>	
J8:1/1	225
J8:2/1	79
J8:3/1	64
J8:4/1	19
J8:5/1	102
J8:6/1	203
<b>Junction: J9: Arnold Road</b>	
J9:1/1	584
J9:2/1	527
J9:3/1	460
J9:4/1	460
J9:5/1	1111

## Lane Saturation Flows

Scenario 1: 'AM Peak Base 2011' (FG1: 'AM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left Arm J1:6 Ahead	12.00 Inf	52.2 % 47.8 %	1798	1798	
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915	
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731	
J1:3/1	Infinite Saturation Flow						Inf	Inf	
J1:4/1	Infinite Saturation Flow						Inf	Inf	
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613	
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741	
J1:6/1	Infinite Saturation Flow						Inf	Inf	

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.2 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.8 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.5 % 18.5 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.9 % 78.1 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.9 %	1668	1668
				Arm J6:5 Ahead	Inf	24.1 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.5 %	1694	1694
				Arm J6:5 Left	6.00	97.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.6 %	1929	1929
				Arm J6:3 Right	7.00	13.4 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.0 % 65.0 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 2: 'PM Peak Base 2011' (FG2: 'PM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	95.9 %	2003	2003		
				Arm J4:3 Left	10.00	4.1 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.2 % 78.8 %	1988	1988
J5:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:4/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	88.1 % 11.9 %	1860	1860
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.2 % 70.8 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left Arm J6:5 Ahead	6.00 Inf	64.8 % 35.2 %	1708	1708
J6:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right Arm J6:5 Left	8.00 6.00	10.0 % 90.0 %	1701	1701
J6:5/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead Arm J6:3 Right	Inf 7.00	74.4 % 25.6 %	1882	1882

Junction: J7: Walton Terrace / Monument Way West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left Arm J7:6 Right	5.00 7.50	50.0 % 50.0 %	1612	1612
J7:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right Arm J7:6 Ahead	7.50 Inf	31.3 % 68.8 %	1802	1802
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead Arm J7:3 Left	Inf 5.00	97.0 % 3.0 %	1898	1898
J7:6/1	Infinite Saturation Flow					Inf	Inf	Inf

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.6 % 38.4 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

Scenario 3: 'AM Peak Base 2016' (FG3: 'AM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	52.1 %	1798	1798
				Arm J1:6 Ahead	Inf	47.9 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.1 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.9 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.4 % 18.6 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.8 % 78.2 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.8 %	1669	1669
				Arm J6:5 Ahead	Inf	24.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.4 %	1694	1694
				Arm J6:5 Left	6.00	97.6 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.7 %	1930	1930
				Arm J6:3 Right	7.00	13.3 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.5 % 64.5 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 4: 'PM Peak Base 2016' (FG4: 'PM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.0 %	2003	2003		
				Arm J4:3 Left	10.00	4.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.3 % 78.7 %	1987	1987
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	87.9 % 12.1 %	1859	1859
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.5 %	1882	1882
				Arm J6:3 Right	7.00	25.5 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 5: 'PM Peak + Sensitivity 2016' (FG6: 'PM Peak 2016 + Sensitivity', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	43.7 %	1816	1816
				Arm J1:6 Ahead	Inf	56.3 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.5 %	1802	1802	
				Arm J3:5 Ahead	Inf	65.5 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	21.1 %	1876	1876	
				Arm J3:3 Ahead	Inf	78.9 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.4 %	2004	2004		
				Arm J4:3 Left	10.00	3.6 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	14.2 % 85.8 %	2006	2006
J5:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:4/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	91.7 % 8.3 %	1876	1876
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	62.1 %	1718	1718
				Arm J6:5 Ahead	Inf	37.9 %		
J6:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	82.5 %	1913	1913
				Arm J6:3 Right	7.00	17.5 %		

Junction: J7: Walton Terrace / Monument Way West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left Arm J7:6 Right	5.00 7.50	50.0 % 50.0 %	1612	1612
J7:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802
				Arm J7:6 Ahead	Inf	68.8 %		
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898
				Arm J7:3 Left	5.00	3.0 %		
J7:6/1	Infinite Saturation Flow					Inf	Inf	Inf

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf		Inf
J8:3/1				Infinite Saturation Flow		Inf		Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf		Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf		Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf		Inf

## FG6: 'PM Peak 2016 + Sensitivity'

### Traffic Flows, Desired

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	19	175	5	207	49	0	0	0	0	455
	B	47	0	21	1	74	17	0	0	0	0	160
	C	246	24	0	7	325	111	0	0	0	0	713
	D	6	0	2	0	10	2	0	0	0	0	20
	E	341	58	61	0	0	242	0	0	0	0	702
	F	0	0	0	0	0	0	0	0	0	0	0
	G	25	4	183	7	168	36	0	8	3	5	439
	H	17	2	52	3	70	14	0	0	61	6	225
	I	4	0	12	0	19	4	0	63	0	0	102
	J	1	0	2	0	4	1	0	8	0	0	16
Tot.		687	107	508	23	877	476	0	79	64	11	2832

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Traffic Lane Flows**

Lane	Scenario 1: AM Peak Base 2011	Scenario 2: PM Peak Base 2011	Scenario 3: AM Peak Base 2016	Scenario 4: PM Peak Base 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>				
J1:1/1	475	381	493	395
J1:2/1 (with short)	817(In) 394(Out)	675(In) 406(Out)	846(In) 408(Out)	697(In) 420(Out)
J1:2/2 (short)	423	269	438	277
J1:3/1	508	609	526	630
J1:4/1	671	378	695	390
J1:5/1 (with short)	143(In) 29(Out)	215(In) 12(Out)	148(In) 30(Out)	222(In) 12(Out)
J1:5/2 (short)	114	203	118	210
J1:6/1	256	284	266	294
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>				
J2:1/1	376	267	388	275
J2:1/2	197	306	204	316
J2:2/1	256	284	266	294
J2:3/1	441	408	458	422
J2:4/1	453	590	470	610
J2:5/1	817	675	846	697
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>				
J3:1/1	398	412	412	426
J3:2/1	670	642	695	664
J3:3/1	650	815	674	843
J3:4/1	819	993	849	1027
J3:5/1	441	408	458	422
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>				
J4:1/1	305	390	315	402
J4:2/1	573	573	592	591
J4:3/1	0	16	0	16
J4:4/1	268	199	277	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>				
J5:1/1	671	378	695	390
J5:2/1	143	215	148	222
J5:3/1	196	103	203	107
J5:4/1	618	407	640	420
J5:5/1	135	193	140	199
J5:6/1	151	154	156	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>				
J6:1/1	536	305	556	315
J6:2/1	399	497	414	514

**Full Input Data And Results**

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:3/1	386	426	399	440
J6:4/1	40	20	41	20
J6:5/1	135	193	140	199
J6:6/1	618	407	640	420

**Junction: J7: Walton Terrace / Mounment Way West**

J7:1/1	24	16	24	16
J7:2/1	268	199	277	205
J7:3/1	5	11	5	11
J7:4/1	0	16	0	16
J7:5/1	261	197	270	203
J7:6/1	12	19	12	19

**Junction: J8: WALTON ROAD / BOUNDARY ROAD**

J8:1/1	307	218	318	225
J8:2/1	33	77	34	79
J8:3/1	85	62	88	64
J8:4/1	12	19	12	19
J8:5/1	60	99	62	102
J8:6/1	261	197	270	203

**Junction: J9: Arnold Road**

J9:1/1	453	590	470	610
J9:2/1	366	403	379	417
J9:3/1	441	408	458	422
J9:4/1	441	408	458	422
J9:5/1	819	993	849	1027

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Lane	Scenario 5: PM Peak + Sensitivity 2016
<b>Junction: J1: MONUMENT RD / MONUMENT WAY EAST</b>	
J1:1/1	455
J1:2/1 (with short)	772(In) 388(Out)
J1:2/2 (short)	384
J1:3/1	687
J1:4/1	583
J1:5/1 (with short)	311(In) 12(Out)
J1:5/2 (short)	299
J1:6/1	268
<b>Junction: J2: MONUMENT ROAD / WALTON ROAD</b>	
J2:1/1	312
J2:1/2	316
J2:2/1	268
J2:3/1	460
J2:4/1	584
J2:5/1	772
<b>Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	
J3:1/1	476
J3:2/1	702
J3:3/1	877
J3:4/1	1111
J3:5/1	460
<b>Junction: J4: WALTON ROAD / BOUNDARY ROAD</b>	
J4:1/1	439
J4:2/1	628
J4:3/1	16
J4:4/1	205
<b>Junction: J5: MONUMENT WAY EAST ESTATE</b>	
J5:1/1	583
J5:2/1	311
J5:3/1	107
J5:4/1	613
J5:5/1	288
J5:6/1	160
<b>Junction: J6: ARNOLD ROAD / EVE ROAD AREA</b>	
J6:1/1	508
J6:2/1	713
J6:3/1	550
J6:4/1	20

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J6:5/1	288
J6:6/1	613
<b>Junction: J7: Walton Terrace / Mounment Way West</b>	
J7:1/1	16
J7:2/1	205
J7:3/1	11
J7:4/1	16
J7:5/1	203
J7:6/1	19
<b>Junction: J8: WALTON ROAD / BOUNDARY ROAD</b>	
J8:1/1	225
J8:2/1	79
J8:3/1	64
J8:4/1	19
J8:5/1	102
J8:6/1	203
<b>Junction: J9: Arnold Road</b>	
J9:1/1	584
J9:2/1	527
J9:3/1	460
J9:4/1	460
J9:5/1	1111

## Lane Saturation Flows

Scenario 1: 'AM Peak Base 2011' (FG1: 'AM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left Arm J1:6 Ahead	12.00 Inf	52.2 % 47.8 %	1798	1798	
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915	
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731	
J1:3/1	Infinite Saturation Flow						Inf	Inf	
J1:4/1	Infinite Saturation Flow						Inf	Inf	
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613	
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741	
J1:6/1	Infinite Saturation Flow						Inf	Inf	

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.2 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.8 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.5 % 18.5 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.9 % 78.1 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.9 %	1668	1668
				Arm J6:5 Ahead	Inf	24.1 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.5 %	1694	1694
				Arm J6:5 Left	6.00	97.5 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.6 %	1929	1929
				Arm J6:3 Right	7.00	13.4 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.0 % 65.0 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 2: 'PM Peak Base 2011' (FG2: 'PM Peak 2011', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	95.9 %	2003	2003		
				Arm J4:3 Left	10.00	4.1 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.2 % 78.8 %	1988	1988
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	88.1 % 11.9 %	1860	1860
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.2 % 70.8 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.4 %	1882	1882
				Arm J6:3 Right	7.00	25.6 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.6 % 38.4 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

Scenario 3: 'AM Peak Base 2016' (FG3: 'AM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	52.1 %	1798	1798
				Arm J1:6 Ahead	Inf	47.9 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.1 %	1803	1803	
				Arm J3:5 Ahead	Inf	65.9 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	20.6 %	1877	1877	
				Arm J3:3 Ahead	Inf	79.4 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	2015	2015		
				Arm J4:3 Left	10.00	0.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	25.5 % 74.5 %	1976	1976
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	81.4 % 18.6 %	1830	1830
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	21.8 % 78.2 %	1691	1691

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	75.8 %	1669	1669
				Arm J6:5 Ahead	Inf	24.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	2.4 %	1694	1694
				Arm J6:5 Left	6.00	97.6 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	86.7 %	1930	1930
				Arm J6:3 Right	7.00	13.3 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	0.0 %	1915	1915		
				Arm J7:6 Ahead	Inf	0.0 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	98.1 %	1904	1904		
				Arm J7:3 Left	5.00	1.9 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.7 % 72.3 %	1839	1839
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	100.0 % 0.0 %	1915	1915
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	35.5 % 64.5 %	1856	1856
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 4: 'PM Peak Base 2016' (FG4: 'PM Peak 2016', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	28.6 %	1849	1849
				Arm J1:6 Ahead	Inf	71.4 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	36.4 %	1795	1795	
				Arm J3:5 Ahead	Inf	63.6 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	17.9 %	1884	1884	
				Arm J3:3 Ahead	Inf	82.1 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.0 %	2003	2003		
				Arm J4:3 Left	10.00	4.0 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	21.3 % 78.7 %	1987	1987
J5:2/1	Infinite Saturation Flow						Inf	Inf
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:4/1	Infinite Saturation Flow						Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	87.9 % 12.1 %	1859	1859
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow						Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left	6.00	64.8 %	1708	1708
				Arm J6:5 Ahead	Inf	35.2 %		
J6:3/1	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right	8.00	10.0 %	1701	1701
				Arm J6:5 Left	6.00	90.0 %		
J6:5/1	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead	Inf	74.5 %	1882	1882
				Arm J6:3 Right	7.00	25.5 %		

Junction: J7: Walton Terrace / Monument Way West										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left	5.00	50.0 %	1612	1612		
				Arm J7:6 Right	7.50	50.0 %				
J7:2/1	Infinite Saturation Flow						Inf	Inf		
J7:3/1	Infinite Saturation Flow						Inf	Inf		
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right	7.50	31.3 %	1802	1802		
				Arm J7:6 Ahead	Inf	68.8 %				
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead	Inf	97.0 %	1898	1898		
				Arm J7:3 Left	5.00	3.0 %				
J7:6/1	Infinite Saturation Flow						Inf	Inf		

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)				Infinite Saturation Flow		Inf	Inf	Inf
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1				Infinite Saturation Flow		Inf	Inf	Inf

## Scenario 5: 'PM Peak + Sensitivity 2016' (FG6: 'PM Peak 2016 + Sensitivity', Plan 1: 'Network Control Plan 1')

Junction: J1: MONUMENT RD / MONUMENT WAY EAST								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Monument Road (N))	3.00	0.00	Y	Arm J1:4 Left	12.00	43.7 %	1816	1816
				Arm J1:6 Ahead	Inf	56.3 %		
J1:2/1 (Monument Road (S))	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J1:2/2 (Monument Road (S))	3.00	0.00	N	Arm J1:4 Right	8.00	100.0 %	1731	1731
J1:3/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:4/1				Infinite Saturation Flow		Inf	Inf	Inf
J1:5/1 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:6 Left	8.00	100.0 %	1613	1613
J1:5/2 (Sheerwater Link Road)	3.00	0.00	Y	Arm J1:3 Right	15.00	100.0 %	1741	1741
J1:6/1				Infinite Saturation Flow		Inf	Inf	Inf

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J2: MONUMENT ROAD / WALTON ROAD									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J2:1/1 (Walton Road)	3.00	0.00	Y	Arm J2:5 Left	5.00	100.0 %	1473	1473	
J2:1/2 (Walton Road)	3.00	0.00	Y	Arm J2:4 Right	10.00	100.0 %	1665	1665	
J2:2/1 (Monument Road (N))	3.20	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1935	1935	
J2:3/1 (Monument Road (S))	3.70	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1985	1985	
J2:4/1	Infinite Saturation Flow						Inf	Inf	
J2:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J3:1/1 (Maybury Road Lane 1)	Infinite Saturation Flow						Inf	Inf	
J3:2/1 (Maybury Hill)	3.20	0.00	Y	Arm J3:1 Left	7.00	34.5 %	1802	1802	
				Arm J3:5 Ahead	Inf	65.5 %			
J3:3/1	Infinite Saturation Flow						Inf	Inf	
J3:4/1 (Monument Road)	3.20	0.00	Y	Arm J3:1 Right	10.00	21.1 %	1876	1876	
				Arm J3:3 Ahead	Inf	78.9 %			
J3:5/1	Infinite Saturation Flow						Inf	Inf	

Junction: J4: WALTON ROAD / BOUNDARY ROAD										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J4:1/1 (Walton Road)	4.00	0.00	Y	Arm J4:2 Ahead	Inf	96.4 %	2004	2004		
				Arm J4:3 Left	10.00	3.6 %				
J4:2/1	Infinite Saturation Flow						Inf	Inf		
J4:3/1	Infinite Saturation Flow						Inf	Inf		
J4:4/1 (Boundary Road)	3.00	0.00	Y	Arm J4:2 Left	20.00	100.0 %	1781	1781		

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

Junction: J5: MONUMENT WAY EAST ESTATE								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Sheerwater Link Road (W))	4.30	0.00	Y	Arm J5:3 Left Arm J5:4 Ahead	11.00 Inf	14.2 % 85.8 %	2006	2006
J5:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:4/1	Infinite Saturation Flow					Inf	Inf	Inf
J5:5/1 (Sheerwater Link Road (E))	3.00	0.00	Y	Arm J5:2 Ahead Arm J5:3 Right	Inf 6.00	91.7 % 8.3 %	1876	1876
J5:6/1 (Monument Way East)	5.00	0.00	Y	Arm J5:2 Right Arm J5:4 Left	20.00 5.00	29.4 % 70.6 %	1714	1714

Junction: J6: ARNOLD ROAD / EVE ROAD AREA								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J6:1/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:2/1 (Albert Drive (E))	3.70	0.00	Y	Arm J6:3 Left Arm J6:5 Ahead	6.00 Inf	62.1 % 37.9 %	1718	1718
J6:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:4/1 (Arnold Road)	5.00	0.00	Y	Arm J6:1 Right Arm J6:5 Left	8.00 6.00	10.0 % 90.0 %	1701	1701
J6:5/1	Infinite Saturation Flow					Inf	Inf	Inf
J6:6/1 (Albert Drive (W))	3.70	0.00	Y	Arm J6:1 Ahead Arm J6:3 Right	Inf 7.00	82.5 % 17.5 %	1913	1913

Junction: J7: Walton Terrace / Monument Way West								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J7:1/1 (Walton Terrace)	4.00	0.00	Y	Arm J7:2 Left Arm J7:6 Right	5.00 7.50	50.0 % 50.0 %	1612	1612
J7:2/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:3/1	Infinite Saturation Flow					Inf	Inf	Inf
J7:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J7:3 Right Arm J7:6 Ahead	7.50 Inf	31.3 % 68.8 %	1802	1802
J7:5/1 (Boundary Road (W))	3.00	0.00	Y	Arm J7:2 Ahead Arm J7:3 Left	Inf 5.00	97.0 % 3.0 %	1898	1898
J7:6/1	Infinite Saturation Flow					Inf	Inf	Inf

## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

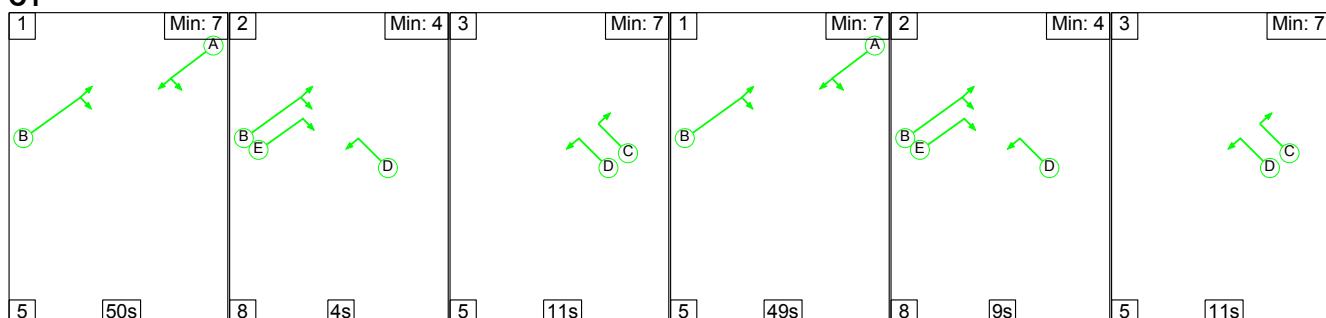
Junction: J8: WALTON ROAD / BOUNDARY ROAD								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J8:1/1 (Boundary Road (W))	3.00	0.00	Y	Arm J8:3 Left Arm J8:6 Ahead	10.00 Inf	27.1 % 72.9 %	1840	1840
J8:2/1	Infinite Saturation Flow					Inf	Inf	
J8:3/1	Infinite Saturation Flow					Inf	Inf	
J8:4/1 (Boundary Road (E))	3.00	0.00	Y	Arm J8:2 Ahead Arm J8:3 Right	Inf 10.00	84.2 % 15.8 %	1871	1871
J8:5/1 (Boundary Way)	5.00	0.00	Y	Arm J8:2 Right Arm J8:6 Left	12.50 10.00	61.8 % 38.2 %	1869	1869
J8:6/1	Infinite Saturation Flow					Inf	Inf	

Junction: J9: Arnold Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J9:1/1 (Monument Road)	3.00	0.00	Y	Arm J9:5 Ahead	Inf	100.0 %	1915	1915
J9:2/1 (Arnold Road)	3.00	0.00	Y	Arm J9:4 U-Turn	10.00	0.0 %	1577	1577
				Arm J9:5 Ahead	7.00	100.0 %		
J9:3/1 (Monument Road Lane 1)	Infinite Saturation Flow					Inf	Inf	
J9:4/1	3.00	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1915	1915
J9:5/1	Infinite Saturation Flow					Inf	Inf	

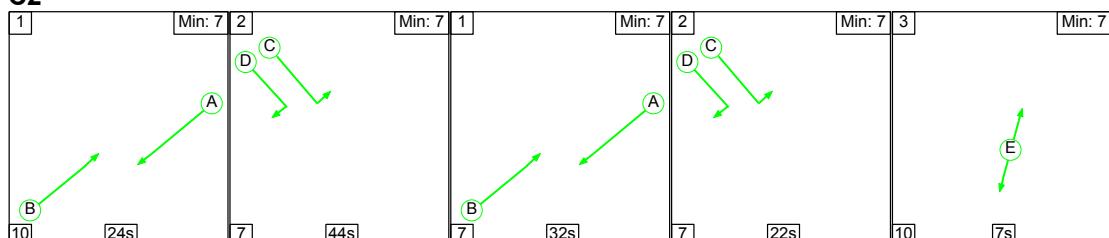
## Stage Sequence Diagram

Scenario 1: 'AM Peak Base 2011' (FG1: 'AM Peak 2011', Plan 1: 'Network Control Plan 1')

C1

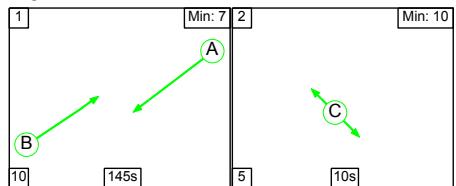


C2



Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

C3



**Stage Timings**

C1

Stage	1	2	3	1	2	3
Duration	50	4	11	49	9	11
Change Point	28	83	95	111	165	12

C2

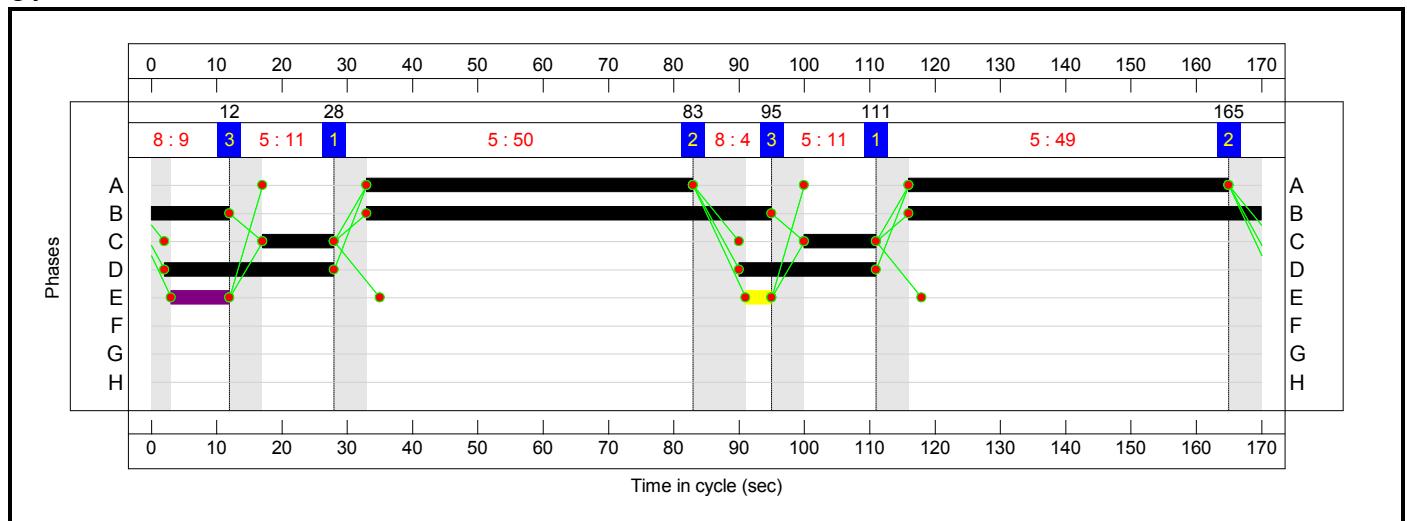
Stage	1	2	1	2	3
Duration	24	44	32	22	7
Change Point	24	58	109	148	7

C3

Stage	1	2
Duration	145	10
Change Point	26	11

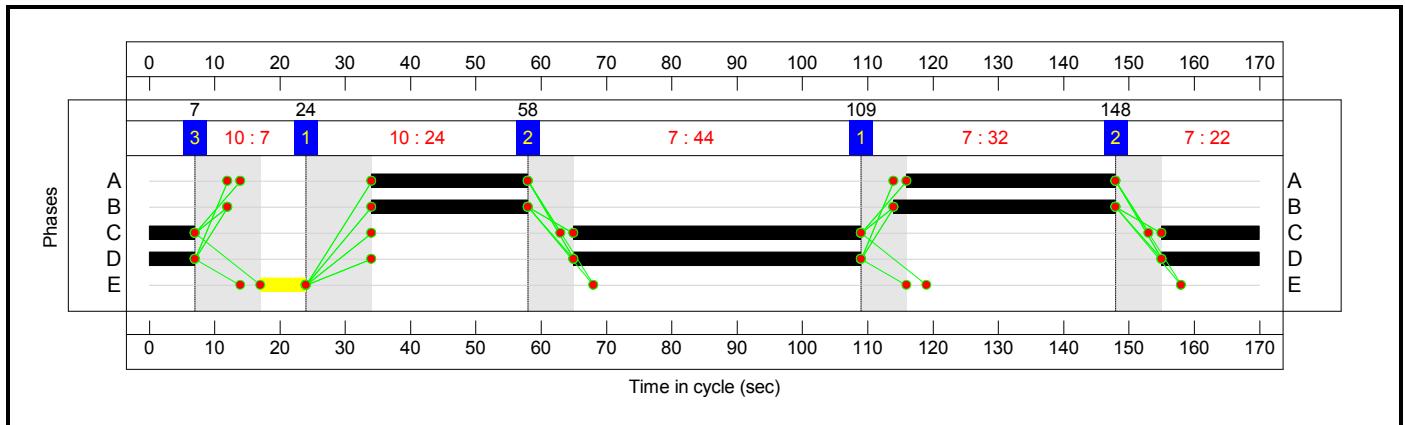
**Signal Timings Diagram**

C1

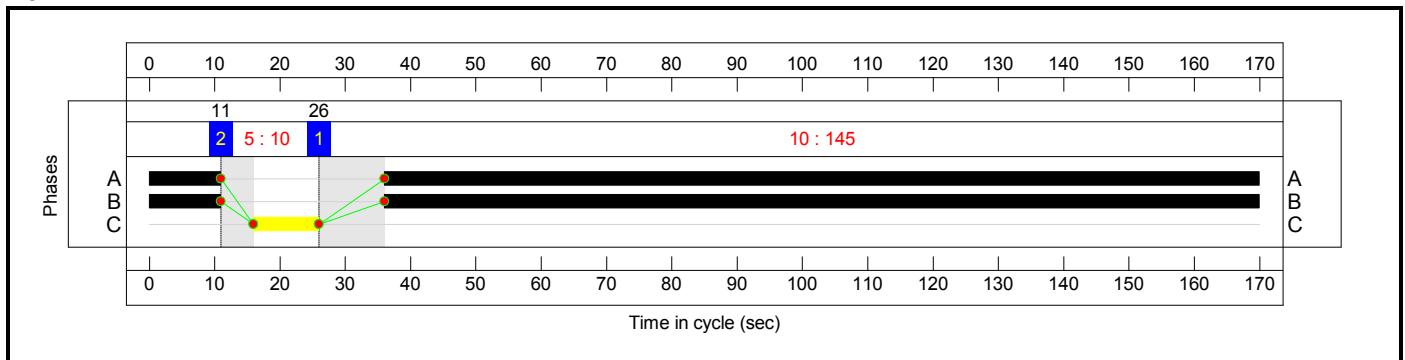


Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

C2



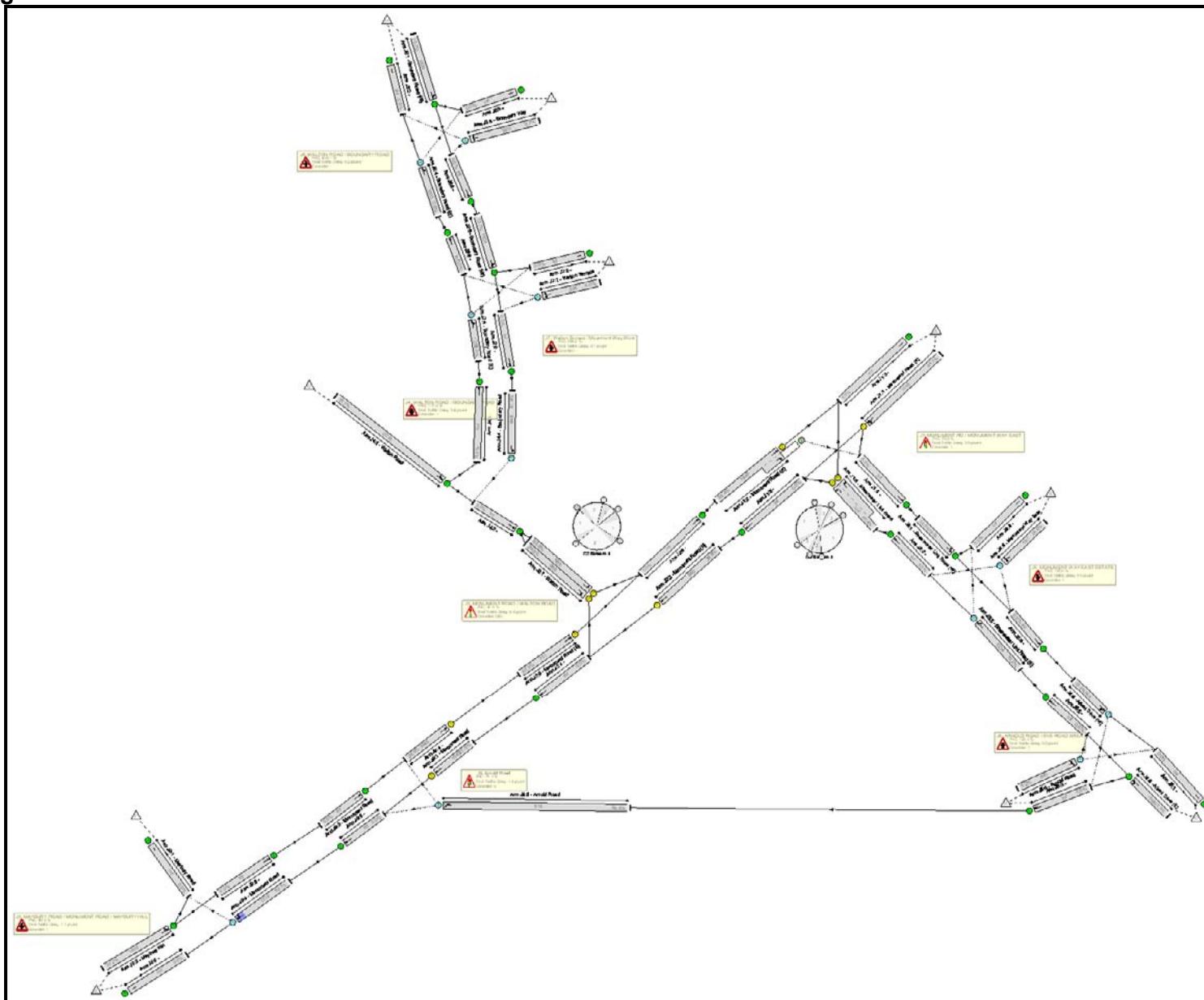
C3



## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

# **Network Layout Diagram**



Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>63.8%</b>
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>56.4%</b>
1/1	Monument Road (N) Left Ahead	U	N/A	N/A	C1:A		2	99	-	475	1798	1068	44.5%
2/1+2/2	Monument Road (S) Ahead Right	U+O	N/A	N/A	C1:B	C1:E	2	128	13	817	1915:1731	1448	56.4%
3/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
5/1+5/2	Sheerwater Link Road Right Left	U	N/A	N/A	C1:D C1:C		2	47:22	-	143	1613:1741	308	46.4%
6/1	Ahead	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>63.8%</b>
1/1	Walton Road Left	U	N/A	N/A	C2:C		2	66	-	376	1473	589	63.8%
1/2	Walton Road Right	U	N/A	N/A	C2:D		2	66	-	197	1665	666	29.6%
2/1	Monument Road (N) Ahead	U	N/A	N/A	C2:A		2	56	-	256	1935	660	38.8%
3/1	Monument Road (S) Ahead	U	N/A	N/A	C2:B		2	58	-	441	1985	701	62.9%
4/1	Ahead	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>62.1%</b>
1/1	Maybury Road	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
2/1	Maybury Hill Left Ahead	U	N/A	N/A	-		-	-	-	670	1803	1803	37.2%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

3/1		U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
4/1	Monument Road Right Ahead	O	N/A	N/A	-		-	-	-	-	819	1877	1319	62.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>41.4%</b>
1/1	Walton Road Ahead Left	U	N/A	N/A	-		-	-	-	-	305	2015	2015	15.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	573	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
4/1	Boujndary Road Left	O	N/A	N/A	-		-	-	-	-	268	1781	648	41.4%
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>34.0%</b>
1/1	Sheerwater Link Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	671	1976	1976	34.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	143	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%
5/1	Sheerwater Link Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	135	1830	1324	10.2%
6/1	Monument Way East Right Left	O	N/A	N/A	-		-	-	-	-	151	1691	567	26.6%
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>39.4%</b>
1/1		U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
2/1	Albert Drive (E) Left Ahead	U	N/A	N/A	-		-	-	-	-	399	1668	1668	23.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
4/1	Arnold Road Right Left	O	N/A	N/A	-		-	-	-	-	40	1694	641	6.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	135	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

6/1	Albert Drive (W) Ahead Right	O	N/A	N/A	-		-	-	-	-	618	1929	1568	39.4%
J7: Walton Terrace / Monument Way West	-	-	N/A	-	-		-	-	-	-	-	-	-	13.7%
1/1	Walton Terrace Left Right	O	N/A	N/A	-		-	-	-	-	24	1612	596	4.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	268	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	5	Inf	Inf	0.0%
4/1	Boundary Road (E) Right Ahead	O	N/A	N/A	-		-	-	-	-	0	1915	1270	0.0%
5/1	Boundary Road (W) Ahead Left	U	N/A	N/A	-		-	-	-	-	261	1904	1904	13.7%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	12	Inf	Inf	0.0%
J8: WALTON ROAD / BOUNDARY ROAD	-	-	N/A	-	-		-	-	-	-	-	-	-	16.7%
1/1	Boundary Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	307	1839	1839	16.7%
2/1		U	N/A	N/A	-		-	-	-	-	33	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	85	Inf	Inf	0.0%
4/1	Boundary Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	12	1915	1915	0.6%
5/1	Boundary Way Right Left	O	N/A	N/A	-		-	-	-	-	60	1856	620	9.7%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	261	Inf	Inf	0.0%
J9: Arnold Road	-	-	N/A	-	-		-	-	-	-	-	-	-	59.5%
1/1	Monument Road Ahead	U	N/A	N/A	C3:A		1	145	-	-	453	1915	1645	27.5%
2/1	Arnold Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	-	366	1577	615	59.5%
3/1	Monument Road Ahead	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	C3:B		1	145	-	-	441	1915	1645	26.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	819	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

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)
<b>Network</b>	-	-	1350	223	36	9.9	6.7	0.3	16.9	-	-	-	-
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	215	172	36	2.7	0.8	0.3	3.9	-	-	-	-
1/1	475	475	-	-	-	1.3	0.4	-	1.7	12.6	6.6	0.4	7.0
2/1+2/2	817	817	215	172	36	0.2	0.0	0.3	0.5	2.3	11.3	0.0	11.3
3/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	143	143	-	-	-	1.2	0.4	-	1.7	42.1	2.5	0.4	3.0
6/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	0	0	0	6.8	1.9	0.0	8.8	-	-	-	-
1/1	376	376	-	-	-	2.2	0.9	-	3.1	29.2	7.9	0.9	8.8
1/2	197	197	-	-	-	1.0	0.2	-	1.2	21.4	3.5	0.2	3.7
2/1	256	256	-	-	-	1.2	0.0	-	1.2	16.4	3.0	0.0	3.0
3/1	441	441	-	-	-	2.5	0.8	-	3.4	27.6	8.6	0.8	9.4
4/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	169	0	0	0.0	1.1	0.0	1.1	-	-	-	-
1/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	670	670	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	819	819	169	0	0	0.0	0.8	-	0.8	3.7	0.4	0.8	1.2
5/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>268</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	305	305	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	268	268	268	0	0	0.0	0.4	-	0.4	4.7	0.0	0.4	0.4
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>176</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	671	671	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	135	135	25	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
6/1	151	151	151	0	0	0.0	0.2	-	0.2	4.3	0.0	0.2	0.2
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>123</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	399	399	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	40	40	40	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
5/1	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	618	618	83	0	0	0.0	0.3	-	0.3	1.9	0.0	0.3	0.3
<b>J7: Walton Terrace / Monument Way West</b>	-	-	<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	24	24	24	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
2/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	261	261	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J8: WALTON ROAD / BOUNDARY ROAD	-	-	<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	307	307	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	12	12	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	60	60	60	0	0	0.0	0.1	-	0.1	3.2	0.0	0.1	0.1
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: Arnold Road	-	-	<b>314</b>	<b>52</b>	<b>0</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>1.4</b>	-	-	-	-
1/1	453	453	-	-	-	0.0	0.2	-	0.2	1.9	0.4	0.2	0.6
2/1	366	366	314	52	0	0.0	0.7	-	0.7	7.2	0.0	0.7	0.7
3/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	441	441	-	-	-	0.3	0.2	-	0.5	3.7	3.8	0.2	4.0
5/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%):			59.6	Total Delay for Signalled Lanes (pcuHr):			3.86	Cycle Time (s):			170	
C2	PRC for Signalled Lanes (%):			41.0	Total Delay for Signalled Lanes (pcuHr):			8.77	Cycle Time (s):			170	
C3	PRC for Signalled Lanes (%):			226.8	Total Delay for Signalled Lanes (pcuHr):			0.69	Cycle Time (s):			170	
	PRC Over All Lanes (%):			41.0	Total Delay Over All Lanes(pcuHr):			16.89					

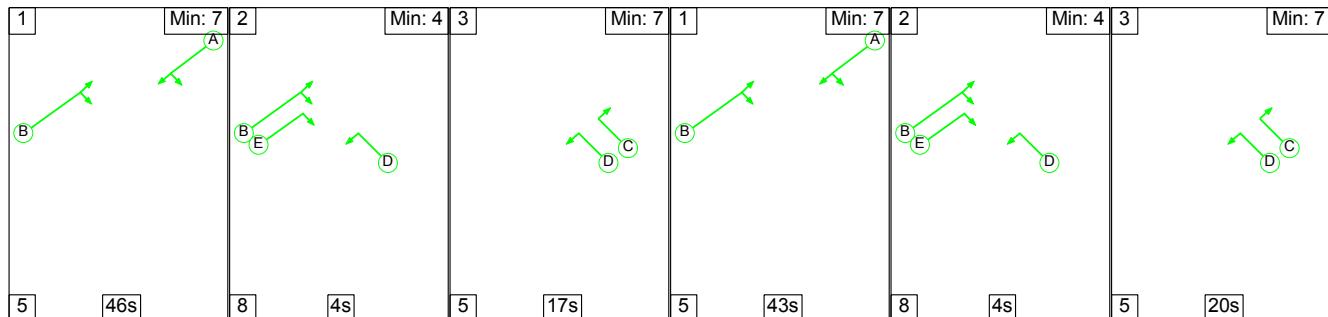
## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

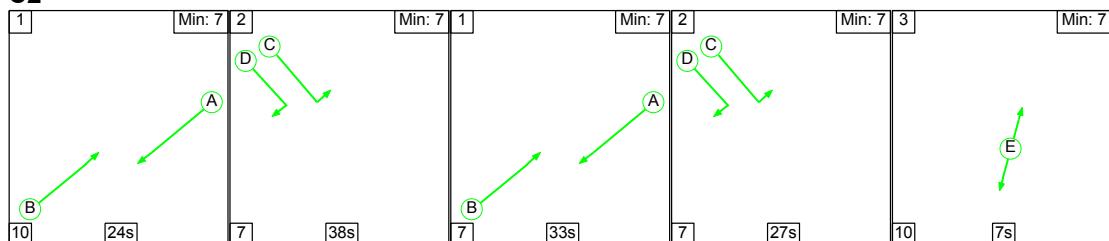
### Stage Sequence Diagram

Scenario 2: 'PM Peak Base 2011' (FG2: 'PM Peak 2011', Plan 1: 'Network Control Plan 1')

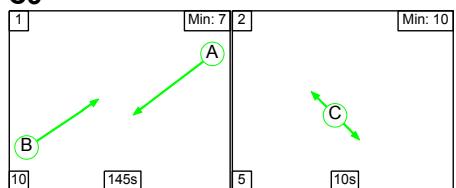
**C1**



**C2**



**C3**



### Stage Timings

**C1**

Stage	1	2	3	1	2	3
Duration	46	4	17	43	4	20
Change Point	11	62	74	96	144	156

**C2**

Stage	1	2	1	2	3
Duration	24	38	33	27	7
Change Point	9	43	88	128	162

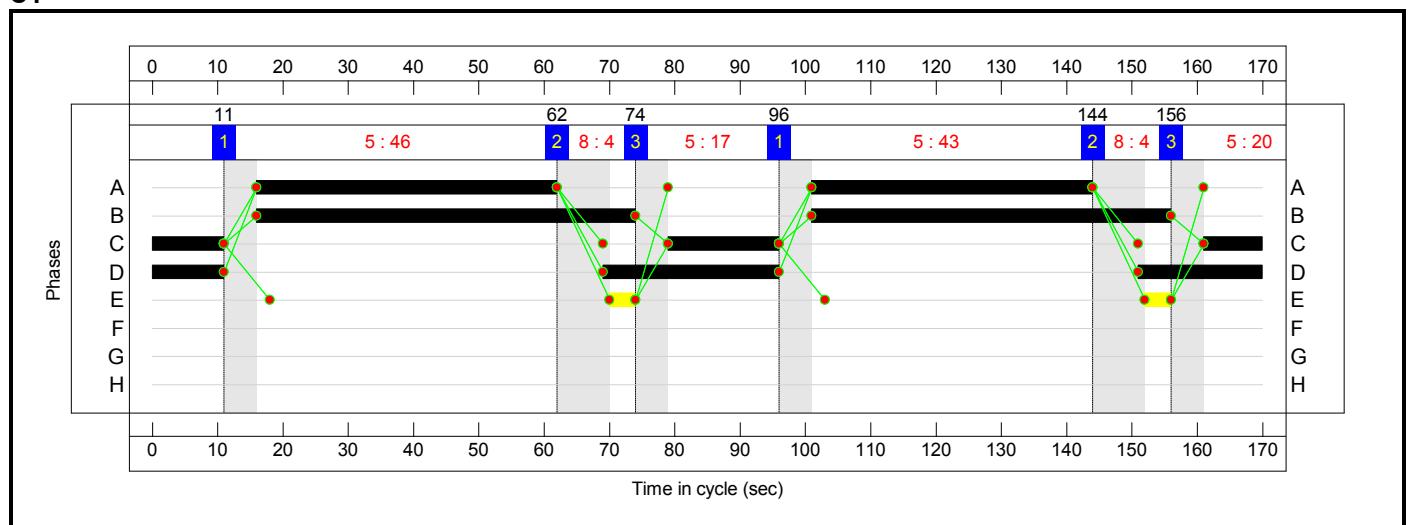
**C3**

Stage	1	2
Duration	145	10
Change Point	14	169

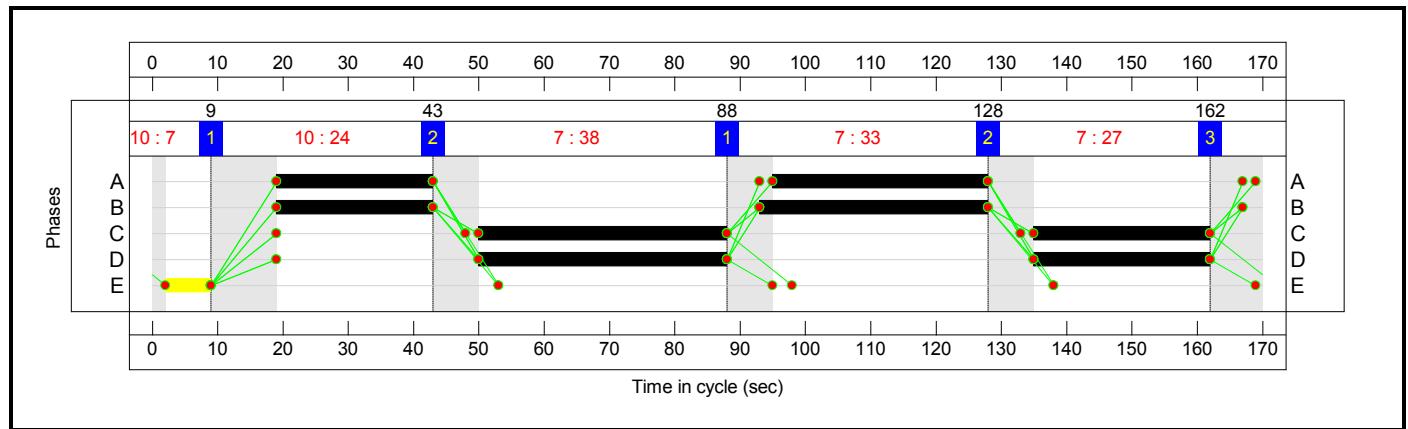
Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Signal Timings Diagram

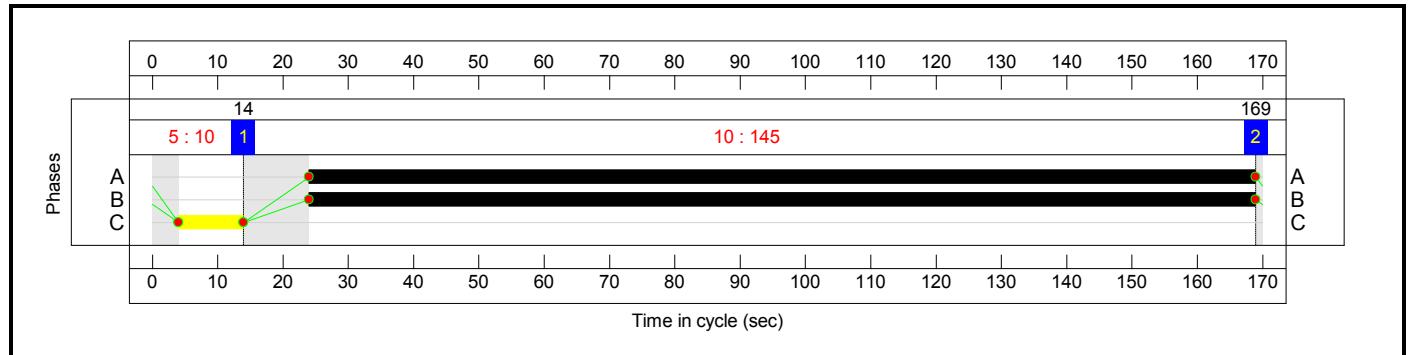
C1



C2



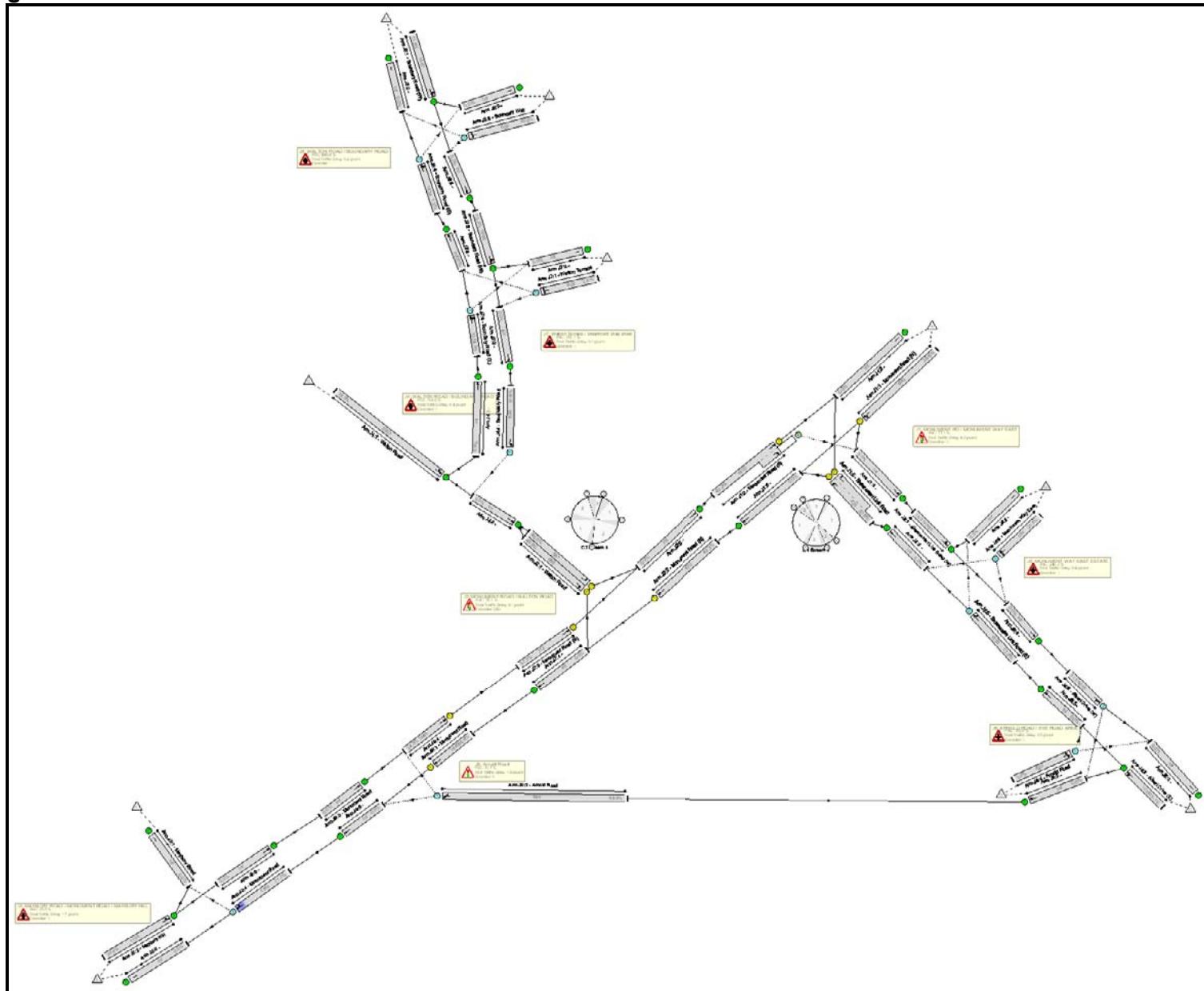
C3



## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

## Network Layout Diagram



Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.7%</b>
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>50.8%</b>
1/1	Monument Road (N) Left Ahead	U	N/A	N/A	C1:A		2	89	-	381	1849	990	38.5%
2/1+2/2	Monument Road (S) Ahead Right	U+O	N/A	N/A	C1:B	C1:E	2	113	8	675	1915:1731	1400	48.2%
3/1		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
5/1+5/2	Sheerwater Link Road Right Left	U	N/A	N/A	C1:D C1:C		2	57:37	-	215	1613:1741	423	50.8%
6/1	Ahead	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>57.3%</b>
1/1	Walton Road Left	U	N/A	N/A	C2:C		2	65	-	267	1473	581	46.0%
1/2	Walton Road Right	U	N/A	N/A	C2:D		2	65	-	306	1665	656	46.6%
2/1	Monument Road (N) Ahead	U	N/A	N/A	C2:A		2	57	-	284	1935	672	42.3%
3/1	Monument Road (S) Ahead	U	N/A	N/A	C2:B		2	59	-	408	1985	712	57.3%
4/1	Ahead	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.7%</b>
1/1	Maybury Road	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
2/1	Maybury Hill Left Ahead	U	N/A	N/A	-		-	-	-	642	1795	1795	35.8%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

3/1		U	N/A	N/A	-		-	-	-	-	815	Inf	Inf	0.0%
4/1	Monument Road Right Ahead	O	N/A	N/A	-		-	-	-	-	993	1884	1384	71.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	408	Inf	Inf	0.0%
<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>31.6%</b>
1/1	Walton Road Ahead Left	U	N/A	N/A	-		-	-	-	-	390	2003	2003	19.5%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	573	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	16	Inf	Inf	0.0%
4/1	Boujndary Road Left	O	N/A	N/A	-		-	-	-	-	199	1781	629	31.6%
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>25.8%</b>
1/1	Sheerwater Link Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	378	1988	1988	19.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	215	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	-	407	Inf	Inf	0.0%
5/1	Sheerwater Link Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	193	1860	1555	12.4%
6/1	Monument Way East Right Left	O	N/A	N/A	-		-	-	-	-	154	1714	596	25.8%
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>31.5%</b>
1/1		U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
2/1	Albert Drive (E) Left Ahead	U	N/A	N/A	-		-	-	-	-	497	1708	1708	29.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
4/1	Arnold Road Right Left	O	N/A	N/A	-		-	-	-	-	20	1701	623	3.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	193	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

6/1	Albert Drive (W) Ahead Right	O	N/A	N/A	-		-	-	-	-	407	1882	1293	31.5%
J7: Walton Terrace / Monument Way West	-	-	N/A	-	-		-	-	-	-	-	-	-	10.4%
1/1	Walton Terrace Left Right	O	N/A	N/A	-		-	-	-	-	16	1612	608	2.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	199	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%
4/1	Boundary Road (E) Right Ahead	O	N/A	N/A	-		-	-	-	-	16	1802	1279	1.3%
5/1	Boundary Road (W) Ahead Left	U	N/A	N/A	-		-	-	-	-	197	1898	1898	10.4%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	19	Inf	Inf	0.0%
J8: WALTON ROAD / BOUNDARY ROAD	-	-	N/A	-	-		-	-	-	-	-	-	-	16.5%
1/1	Boundary Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	218	1840	1840	11.8%
2/1		U	N/A	N/A	-		-	-	-	-	77	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	62	Inf	Inf	0.0%
4/1	Boundary Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	19	1871	1434	1.3%
5/1	Boundary Way Right Left	O	N/A	N/A	-		-	-	-	-	99	1869	602	16.5%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
J9: Arnold Road	-	-	N/A	-	-		-	-	-	-	-	-	-	68.9%
1/1	Monument Road Ahead	U	N/A	N/A	C3:A		1	145	-	-	590	1915	1645	35.9%
2/1	Arnold Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	-	403	1577	585	68.9%
3/1	Monument Road Ahead	U	N/A	N/A	-		-	-	-	-	408	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	C3:B		1	145	-	-	408	1915	1645	24.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	993	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

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)
<b>Network</b>	-	-	1270	171	32	10.2	6.8	0.2	17.2	-	-	-	-
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	123	115	32	3.3	0.8	0.2	4.3	-	-	-	-
1/1	381	381	-	-	-	1.2	0.3	-	1.5	14.5	5.4	0.3	5.7
2/1+2/2	675	675	123	115	32	0.4	0.0	0.2	0.5	2.8	9.3	0.0	9.3
3/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	215	215	-	-	-	1.7	0.5	-	2.2	36.6	4.2	0.5	4.7
6/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	0	0	0	6.5	1.5	0.0	8.1	-	-	-	-
1/1	267	267	-	-	-	1.4	0.4	-	1.9	25.0	5.1	0.4	5.5
1/2	306	306	-	-	-	1.6	0.4	-	2.1	24.5	5.9	0.4	6.3
2/1	284	284	-	-	-	1.2	0.0	-	1.2	14.7	2.5	0.0	2.5
3/1	408	408	-	-	-	2.3	0.7	-	3.0	26.1	6.9	0.7	7.6
4/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	178	0	0	0.1	1.5	0.0	1.7	-	-	-	-
1/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	642	642	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	993	993	178	0	0	0.1	1.3	-	1.4	5.1	4.3	1.3	5.5
5/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>199</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	390	390	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	199	199	199	0	0	0.0	0.2	-	0.2	4.2	0.0	0.2	0.2
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>177</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	378	378	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	193	193	23	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
6/1	154	154	154	0	0	0.0	0.2	-	0.2	4.1	0.0	0.2	0.2
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	497	497	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
3/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	20	20	20	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
5/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	407	407	104	0	0	0.0	0.2	-	0.2	2.0	0.0	0.2	0.2
<b>J7: Walton Terrace / Monument Way West</b>	-	-	<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	16	16	16	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
2/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	16	16	5	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
5/1	197	197	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J8: WALTON ROAD / BOUNDARY ROAD	-	-	<b>102</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	218	218	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	19	19	3	0	0	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
5/1	99	99	99	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
6/1	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: Arnold Road	-	-	<b>346</b>	<b>57</b>	<b>0</b>	<b>0.3</b>	<b>1.5</b>	<b>0.0</b>	<b>1.8</b>	-	-	-	-
1/1	590	590	-	-	-	0.0	0.3	-	0.3	2.0	0.3	0.3	0.6
2/1	403	403	346	57	0	0.0	1.1	-	1.1	9.8	1.2	1.1	2.3
3/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	408	408	-	-	-	0.2	0.2	-	0.4	3.6	3.4	0.2	<b>3.6</b>
5/1	993	993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%):			77.1	Total Delay for Signalled Lanes (pcuHr):			4.25	Cycle Time (s):			170	
C2	PRC for Signalled Lanes (%):			57.1	Total Delay for Signalled Lanes (pcuHr):			8.05	Cycle Time (s):			170	
C3	PRC for Signalled Lanes (%):			150.9	Total Delay for Signalled Lanes (pcuHr):			0.73	Cycle Time (s):			170	
	PRC Over All Lanes (%):			25.5	Total Delay Over All Lanes(pcuHr):			17.22					

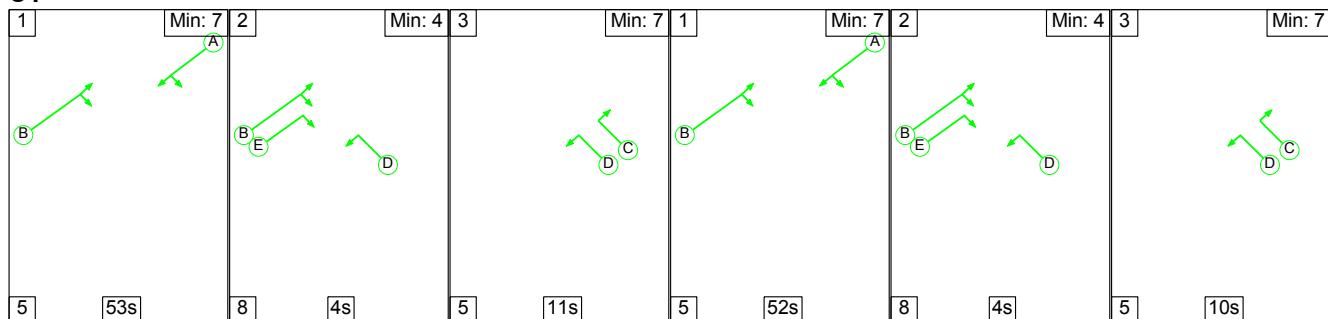
## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

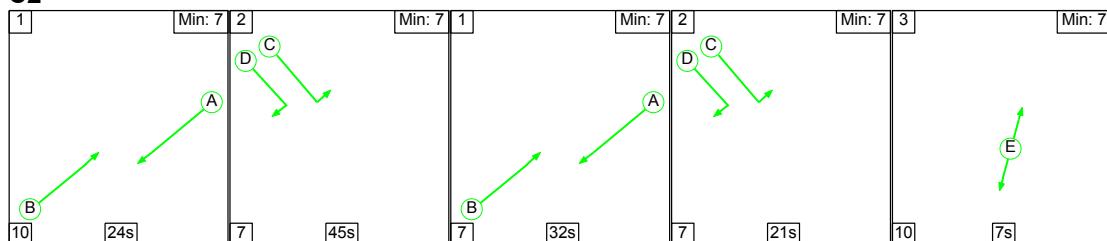
### Stage Sequence Diagram

Scenario 3: 'AM Peak Base 2016' (FG3: 'AM Peak 2016', Plan 1: 'Network Control Plan 1')

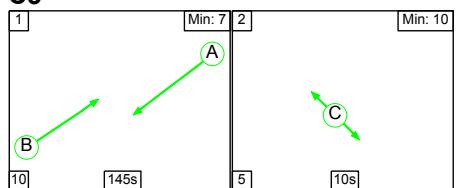
**C1**



**C2**



**C3**



### Stage Timings

**C1**

Stage	1	2	3	1	2	3
Duration	53	4	11	52	4	10
Change Point	32	90	102	118	5	17

**C2**

Stage	1	2	1	2	3
Duration	24	45	32	21	7
Change Point	28	62	114	153	11

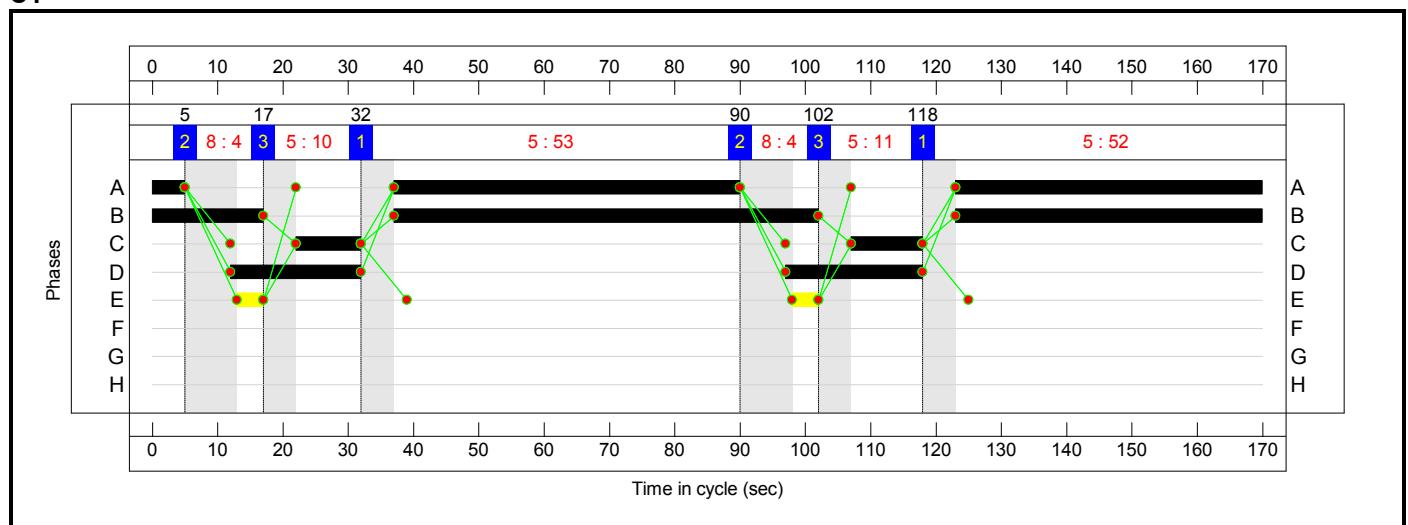
**C3**

Stage	1	2
Duration	145	10
Change Point	114	99

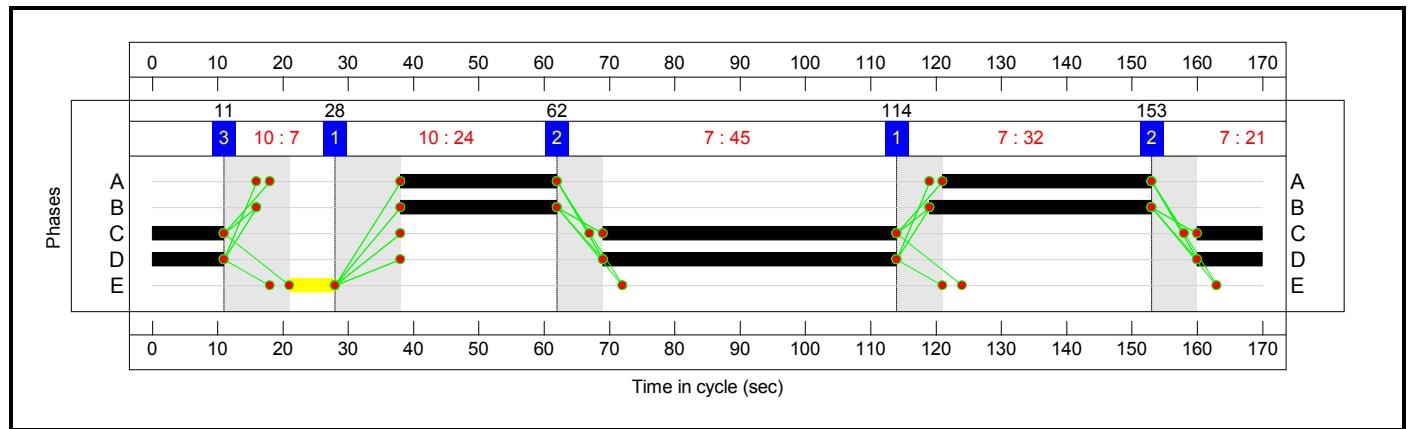
Full Input Data And Results  
Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Signal Timings Diagram

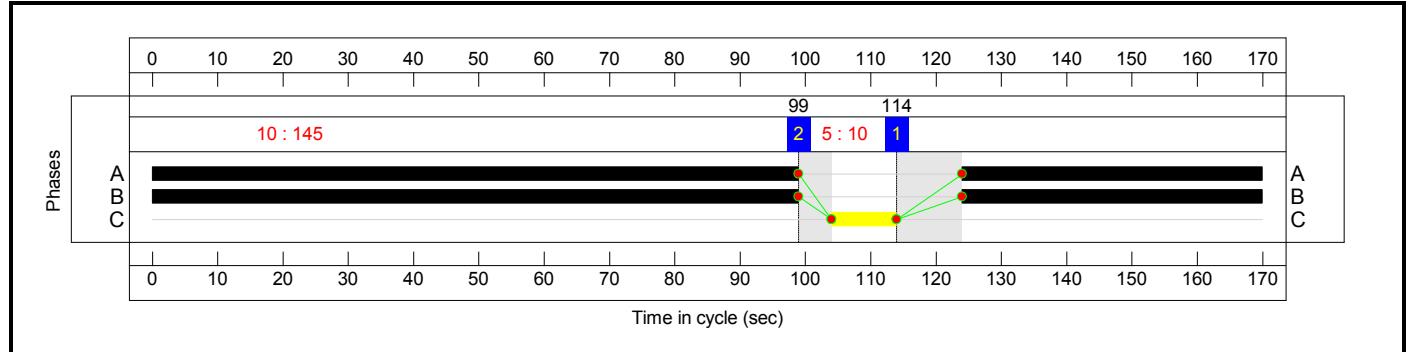
C1



C2



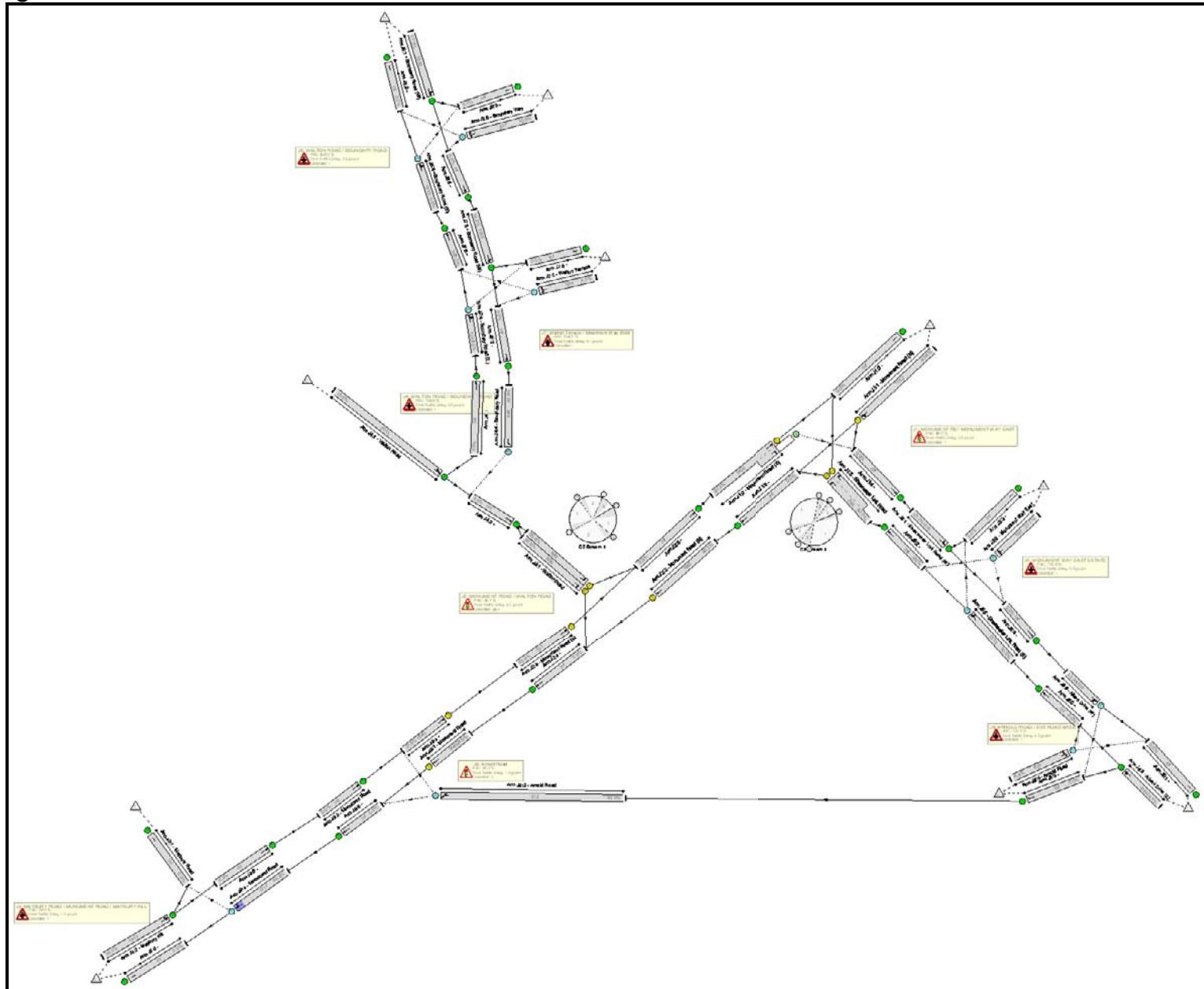
C3



## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Network Layout Diagram



Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

## Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>65.9%</b>
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>60.2%</b>
1/1	Monument Road (N) Left Ahead	U	N/A	N/A	C1:A		2	105	-	493	1798	1132	43.6%
2/1+2/2	Monument Road (S) Ahead Right	U+O	N/A	N/A	C1:B	C1:E	2	129	8	846	1915:1731	1406	60.2%
3/1		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
5/1+5/2	Sheerwater Link Road Right Left	U	N/A	N/A	C1:D C1:C		2	41:21	-	148	1613:1741	295	50.1%
6/1	Ahead	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>65.9%</b>
1/1	Walton Road Left	U	N/A	N/A	C2:C		2	66	-	388	1473	589	65.9%
1/2	Walton Road Right	U	N/A	N/A	C2:D		2	66	-	204	1665	666	30.6%
2/1	Monument Road (N) Ahead	U	N/A	N/A	C2:A		2	56	-	266	1935	660	40.3%
3/1	Monument Road (S) Ahead	U	N/A	N/A	C2:B		2	58	-	458	1985	701	65.4%
4/1	Ahead	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.8%</b>
1/1	Maybury Road	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
2/1	Maybury Hill Left Ahead	U	N/A	N/A	-		-	-	-	695	1803	1803	38.5%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

3/1		U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
4/1	Monument Road Right Ahead	O	N/A	N/A	-		-	-	-	-	849	1877	1311	64.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	458	Inf	Inf	0.0%
<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>42.9%</b>
1/1	Walton Road Ahead Left	U	N/A	N/A	-		-	-	-	-	315	2015	2015	15.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
4/1	Boujndary Road Left	O	N/A	N/A	-		-	-	-	-	277	1781	646	42.9%
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>35.2%</b>
1/1	Sheerwater Link Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	695	1976	1976	35.2%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	148	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	203	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	-	640	Inf	Inf	0.0%
5/1	Sheerwater Link Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	140	1830	1315	10.6%
6/1	Monument Way East Right Left	O	N/A	N/A	-		-	-	-	-	156	1691	563	27.7%
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>40.8%</b>
1/1		U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
2/1	Albert Drive (E) Left Ahead	U	N/A	N/A	-		-	-	-	-	414	1669	1669	24.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	399	Inf	Inf	0.0%
4/1	Arnold Road Right Left	O	N/A	N/A	-		-	-	-	-	41	1694	639	6.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	140	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

6/1	Albert Drive (W) Ahead Right	O	N/A	N/A	-		-	-	-	640	1930	1568	40.8%
<b>J7: Walton Terrace / Monument Way West</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>14.2%</b>
1/1	Walton Terrace Left Right	O	N/A	N/A	-		-	-	-	24	1612	594	4.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
4/1	Boundary Road (E) Right Ahead	O	N/A	N/A	-		-	-	-	0	1915	1267	0.0%
5/1	Boundary Road (W) Ahead Left	U	N/A	N/A	-		-	-	-	270	1904	1904	14.2%
6/1	Ahead	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
<b>J8: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>17.3%</b>
1/1	Boundary Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	318	1839	1839	17.3%
2/1		U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
4/1	Boundary Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	12	1915	1915	0.6%
5/1	Boundary Way Right Left	O	N/A	N/A	-		-	-	-	62	1856	617	10.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
<b>J9: Arnold Road</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>62.0%</b>
1/1	Monument Road Ahead	U	N/A	N/A	C3:A		1	145	-	470	1915	1645	28.6%
2/1	Arnold Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	379	1577	612	62.0%
3/1	Monument Road Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	C3:B		1	145	-	458	1915	1645	27.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

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)
<b>Network</b>	-	-	1426	206	31	10.3	7.2	0.3	17.8	-	-	-	-
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	254	153	31	2.6	0.9	0.3	3.8	-	-	-	-
1/1	493	493	-	-	-	1.1	0.4	-	1.5	10.9	6.0	0.4	6.4
2/1+2/2	846	846	254	153	31	0.2	0.0	0.3	0.5	2.3	11.4	0.0	11.4
3/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	148	148	-	-	-	1.3	0.5	-	1.8	44.2	2.6	0.5	3.1
6/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	0	0	0	7.2	2.1	0.0	9.3	-	-	-	-
1/1	388	388	-	-	-	2.3	1.0	-	3.2	29.9	8.3	1.0	9.3
1/2	204	204	-	-	-	1.0	0.2	-	1.2	21.6	3.6	0.2	3.8
2/1	266	266	-	-	-	1.3	0.0	-	1.3	17.1	3.3	0.0	3.3
3/1	458	458	-	-	-	2.7	0.9	-	3.6	28.4	8.9	0.9	9.8
4/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	175	0	0	0.0	1.2	0.0	1.3	-	-	-	-
1/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	695	695	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	849	849	175	0	0	0.0	0.9	-	1.0	4.1	0.5	0.9	1.4
5/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>277</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	315	315	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	277	277	277	0	0	0.0	0.4	-	0.4	4.9	0.0	0.4	0.4
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>182</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	695	695	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	140	140	26	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
6/1	156	156	156	0	0	0.0	0.2	-	0.2	4.4	0.0	0.2	0.2
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>126</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	414	414	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	41	41	41	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
5/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	85	0	0	0.0	0.3	-	0.3	1.9	0.0	0.3	0.3
<b>J7: Walton Terrace / Monument Way West</b>	-	-	<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	24	24	24	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
2/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	270	270	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J8: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	318	318	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	12	12	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	62	62	62	0	0	0.0	0.1	-	0.1	3.2	0.0	0.1	0.1
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: Arnold Road</b>	-	-	<b>325</b>	<b>54</b>	<b>0</b>	<b>0.4</b>	<b>1.2</b>	<b>0.0</b>	<b>1.6</b>	-	-	-	-
1/1	470	470	-	-	-	0.1	0.2	-	0.3	2.4	1.4	0.2	1.6
2/1	379	379	325	54	0	0.0	0.8	-	0.8	7.7	0.3	0.8	1.1
3/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	458	458	-	-	-	0.3	0.2	-	0.5	3.7	3.9	0.2	4.1
5/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%):			49.5	Total Delay for Signalled Lanes (pcuHr):			3.84	Cycle Time (s): 170				
C2	PRC for Signalled Lanes (%):			36.7	Total Delay for Signalled Lanes (pcuHr):			9.32	Cycle Time (s): 170				
C3	PRC for Signalled Lanes (%):			214.9	Total Delay for Signalled Lanes (pcuHr):			0.78	Cycle Time (s): 170				
	PRC Over All Lanes (%):			36.7	Total Delay Over All Lanes(pcuHr):			17.83					

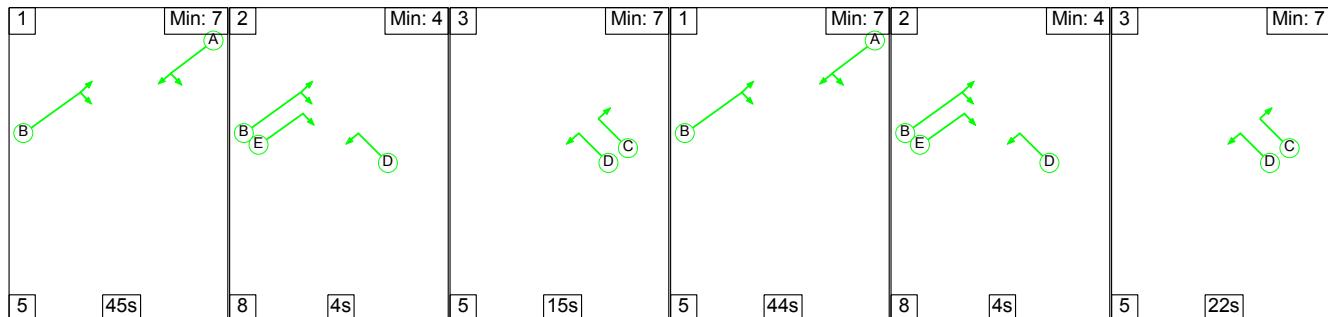
## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

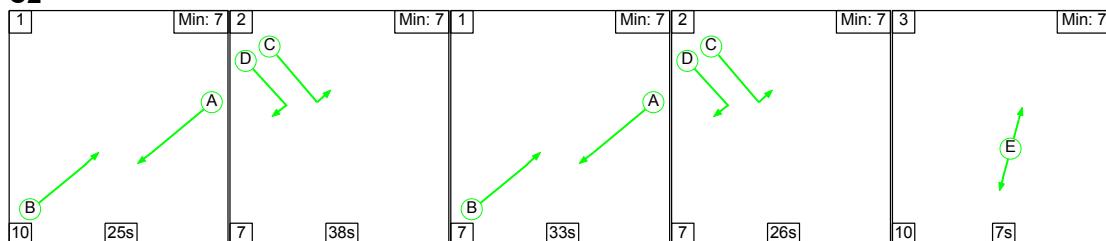
### Stage Sequence Diagram

Scenario 4: 'PM Peak Base 2016' (FG4: 'PM Peak 2016', Plan 1: 'Network Control Plan 1')

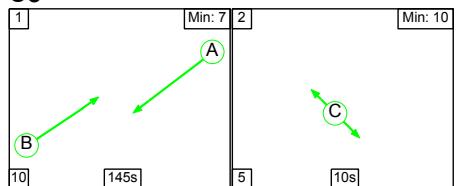
**C1**



**C2**



**C3**



### Stage Timings

**C1**

Stage	1	2	3	1	2	3
Duration	45	4	15	44	4	22
Change Point	78	128	140	160	39	51

**C2**

Stage	1	2	1	2	3
Duration	25	38	33	26	7
Change Point	73	108	153	23	56

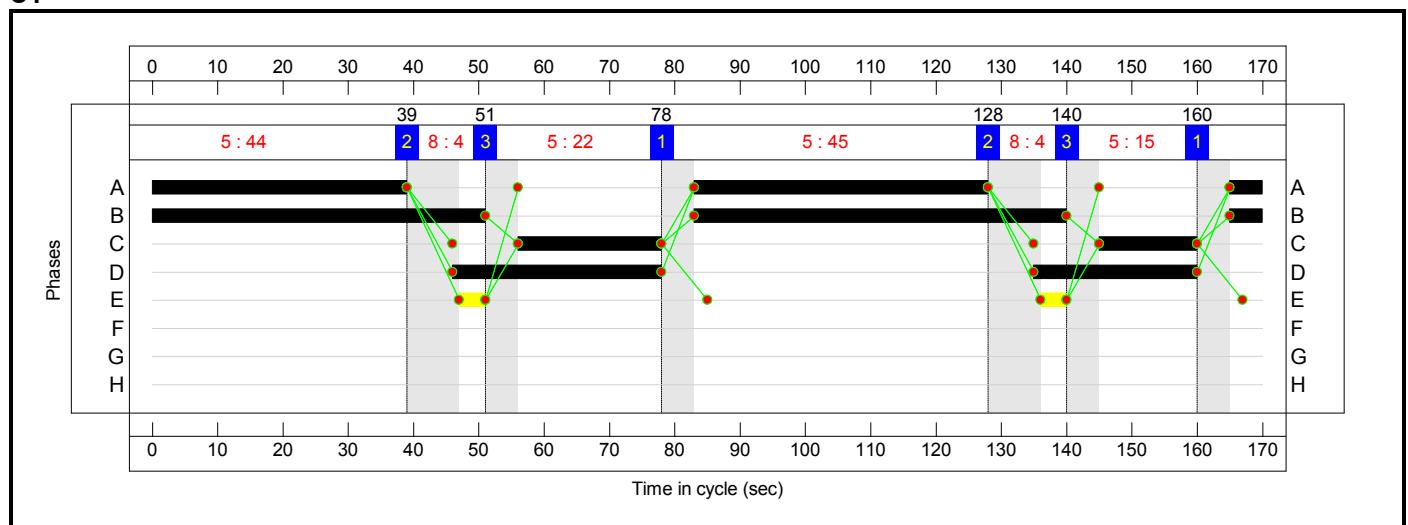
**C3**

Stage	1	2
Duration	145	10
Change Point	80	65

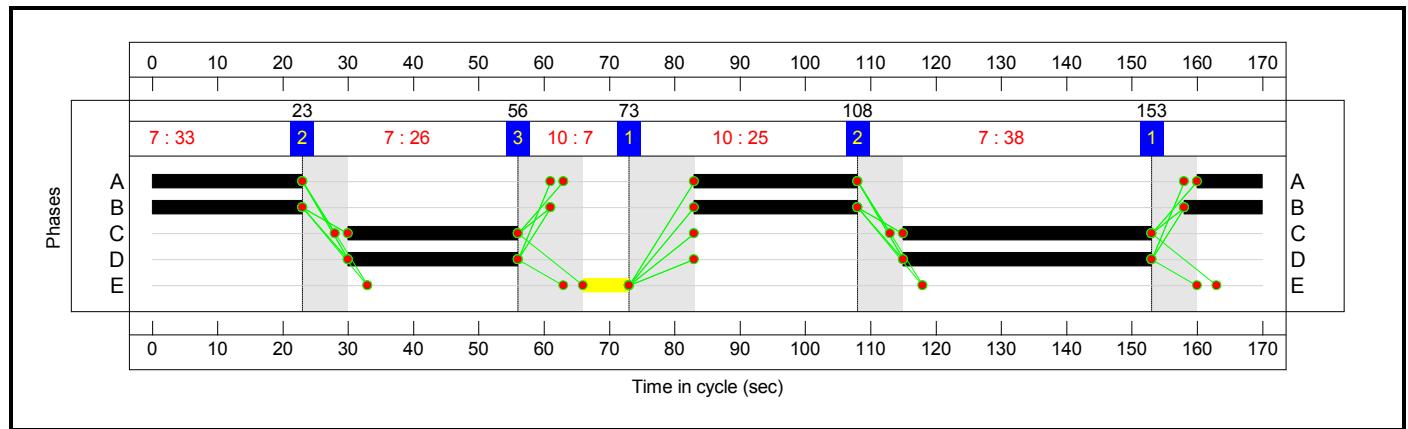
Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Signal Timings Diagram

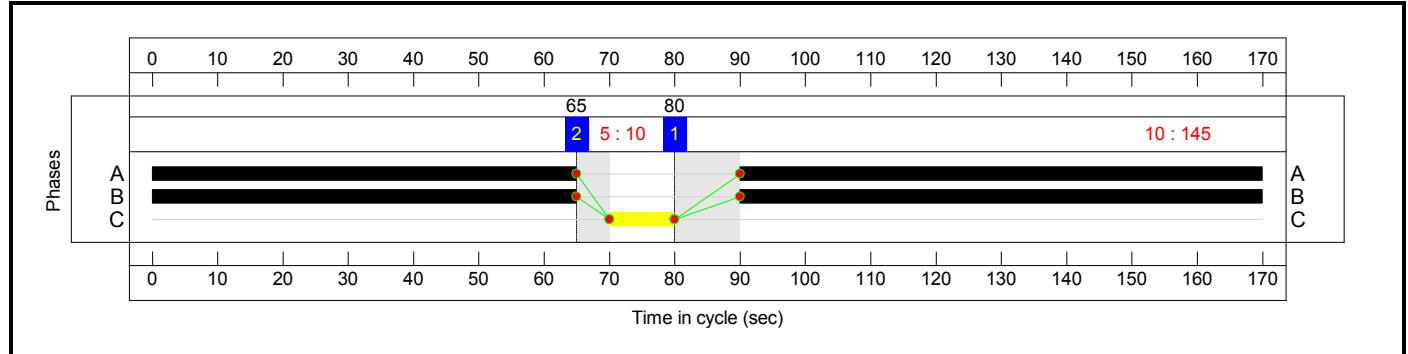
C1



C2



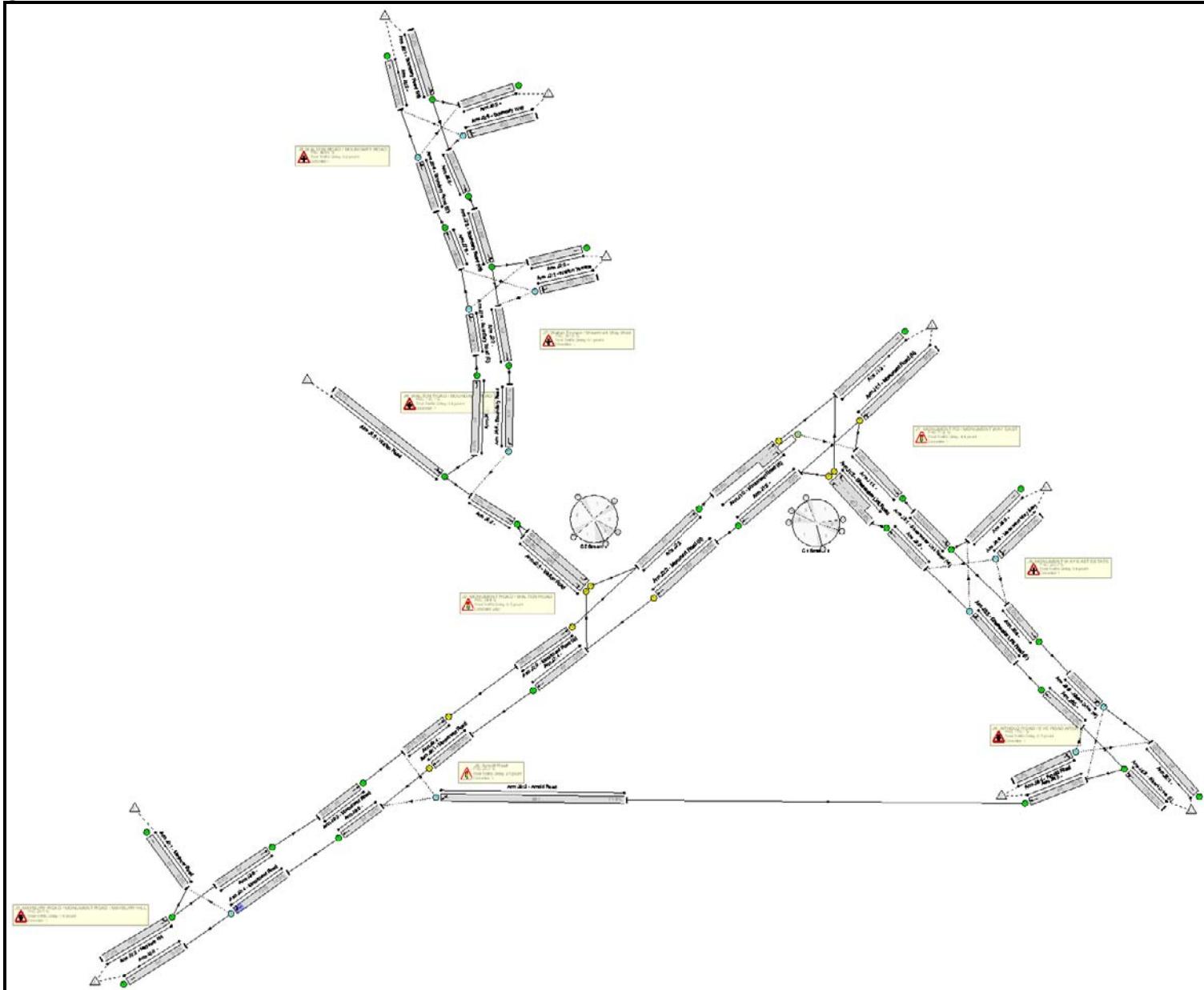
C3



## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Network Layout Diagram



Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.5%</b>
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>52.6%</b>
1/1	Monument Road (N) Left Ahead	U	N/A	N/A	C1:A		2	89	-	395	1849	990	39.9%
2/1+2/2	Monument Road (S) Ahead Right	U+O	N/A	N/A	C1:B	C1:E	2	113	8	697	1915:1731	1400	49.8%
3/1		U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
5/1+5/2	Sheerwater Link Road Right Left	U	N/A	N/A	C1:D C1:C		2	57:37	-	222	1613:1741	422	52.6%
6/1	Ahead	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>58.3%</b>
1/1	Walton Road Left	U	N/A	N/A	C2:C		2	64	-	275	1473	572	48.1%
1/2	Walton Road Right	U	N/A	N/A	C2:D		2	64	-	316	1665	646	48.9%
2/1	Monument Road (N) Ahead	U	N/A	N/A	C2:A		2	58	-	294	1935	683	43.0%
3/1	Monument Road (S) Ahead	U	N/A	N/A	C2:B		2	60	-	422	1985	724	58.3%
4/1	Ahead	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.5%</b>
1/1	Maybury Road	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
2/1	Maybury Hill Left Ahead	U	N/A	N/A	-		-	-	-	664	1795	1795	37.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

3/1		U	N/A	N/A	-		-	-	-	-	843	Inf	Inf	0.0%
4/1	Monument Road Right Ahead	O	N/A	N/A	-		-	-	-	-	1027	1884	1378	74.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
J4: WALTON ROAD / BOUNDARY ROAD	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>32.7%</b>
1/1	Walton Road Ahead Left	U	N/A	N/A	-		-	-	-	-	402	2003	2003	20.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	591	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	16	Inf	Inf	0.0%
4/1	Boujndary Road Left	O	N/A	N/A	-		-	-	-	-	205	1781	627	32.7%
J5: MONUMENT WAY EAST ESTATE	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>27.0%</b>
1/1	Sheerwater Link Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	390	1987	1987	19.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	107	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	-	420	Inf	Inf	0.0%
5/1	Sheerwater Link Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	199	1859	1548	12.9%
6/1	Monument Way East Right Left	O	N/A	N/A	-		-	-	-	-	160	1714	593	27.0%
J6: ARNOLD ROAD / EVE ROAD AREA	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>32.6%</b>
1/1		U	N/A	N/A	-		-	-	-	-	315	Inf	Inf	0.0%
2/1	Albert Drive (E) Left Ahead	U	N/A	N/A	-		-	-	-	-	514	1708	1708	30.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%
4/1	Arnold Road Right Left	O	N/A	N/A	-		-	-	-	-	20	1701	620	3.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	199	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

6/1	Albert Drive (W) Ahead Right	O	N/A	N/A	-		-	-	-	-	420	1882	1288	32.6%
J7: Walton Terrace / Monument Way West	-	-	N/A	-	-		-	-	-	-	-	-	-	10.7%
1/1	Walton Terrace Left Right	O	N/A	N/A	-		-	-	-	-	16	1612	607	2.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%
4/1	Boundary Road (E) Right Ahead	O	N/A	N/A	-		-	-	-	-	16	1802	1278	1.3%
5/1	Boundary Road (W) Ahead Left	U	N/A	N/A	-		-	-	-	-	203	1898	1898	10.7%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	19	Inf	Inf	0.0%
J8: WALTON ROAD / BOUNDARY ROAD	-	-	N/A	-	-		-	-	-	-	-	-	-	17.0%
1/1	Boundary Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	225	1840	1840	12.2%
2/1		U	N/A	N/A	-		-	-	-	-	79	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	64	Inf	Inf	0.0%
4/1	Boundary Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	19	1871	1432	1.3%
5/1	Boundary Way Right Left	O	N/A	N/A	-		-	-	-	-	102	1869	600	17.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	203	Inf	Inf	0.0%
J9: Arnold Road	-	-	N/A	-	-		-	-	-	-	-	-	-	71.8%
1/1	Monument Road Ahead	U	N/A	N/A	C3:A		1	145	-	-	610	1915	1645	37.1%
2/1	Arnold Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	-	417	1577	581	71.8%
3/1	Monument Road Ahead	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	C3:B		1	145	-	-	422	1915	1645	25.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	1027	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

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)
<b>Network</b>	-	-	1313	175	32	10.7	7.5	0.2	18.3	-	-	-	-
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	129	116	32	3.4	0.9	0.2	4.4	-	-	-	-
1/1	395	395	-	-	-	1.3	0.3	-	1.6	14.8	5.9	0.3	6.3
2/1+2/2	697	697	129	116	32	0.3	0.0	0.2	0.5	2.7	9.8	0.0	9.8
3/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	222	222	-	-	-	1.7	0.6	-	2.3	37.1	4.4	0.6	4.9
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	0	0	0	6.8	1.6	0.0	8.5	-	-	-	-
1/1	275	275	-	-	-	1.5	0.5	-	2.0	25.9	5.4	0.5	5.9
1/2	316	316	-	-	-	1.7	0.5	-	2.2	25.3	6.2	0.5	6.7
2/1	294	294	-	-	-	1.2	0.0	-	1.2	14.8	2.7	0.0	2.7
3/1	422	422	-	-	-	2.4	0.7	-	3.1	26.2	7.3	0.7	8.0
4/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	184	0	0	0.2	1.7	0.0	1.9	-	-	-	-
1/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	664	664	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1027	1027	184	0	0	0.2	1.5	-	1.6	5.7	5.1	1.5	6.5
5/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>205</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	402	402	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	205	205	205	0	0	0.0	0.2	-	0.2	4.3	0.0	0.2	0.2
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>184</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	390	390	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	199	199	24	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
6/1	160	160	160	0	0	0.0	0.2	-	0.2	4.2	0.0	0.2	0.2
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>127</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	514	514	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
3/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	20	20	20	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
5/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	420	420	107	0	0	0.0	0.2	-	0.2	2.1	0.0	0.2	0.2
<b>J7: Walton Terrace / Monument Way West</b>	-	-	<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	16	16	16	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
2/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	16	16	5	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

J8: WALTON ROAD / BOUNDARY ROAD	-	-	<b>105</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	225	225	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	19	19	3	0	0	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
5/1	102	102	102	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
6/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: Arnold Road	-	-	<b>358</b>	<b>59</b>	<b>0</b>	<b>0.3</b>	<b>1.7</b>	<b>0.0</b>	<b>2.0</b>	-	-	-	-
1/1	610	610	-	-	-	0.0	0.3	-	0.3	1.9	0.2	0.3	0.5
2/1	417	417	358	59	0	0.0	1.3	-	1.3	10.9	1.5	1.3	2.8
3/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	422	422	-	-	-	0.3	0.2	-	0.4	3.6	3.5	0.2	3.7
5/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%):			71.2	Total Delay for Signalled Lanes (pcuHr):			4.44	Cycle Time (s):			170	
C2	PRC for Signalled Lanes (%):			54.4	Total Delay for Signalled Lanes (pcuHr):			8.48	Cycle Time (s):			170	
C3	PRC for Signalled Lanes (%):			142.7	Total Delay for Signalled Lanes (pcuHr):			0.74	Cycle Time (s):			170	
	PRC Over All Lanes (%):			20.7	Total Delay Over All Lanes(pcuHr):			18.32					

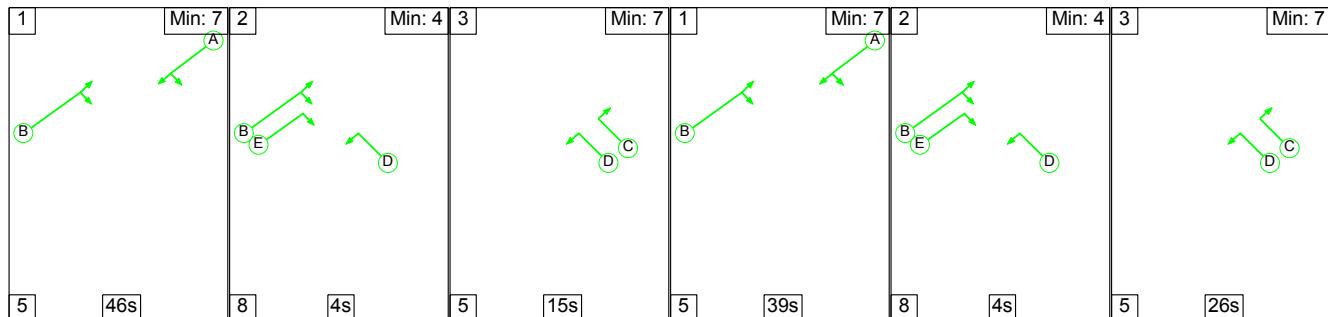
## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

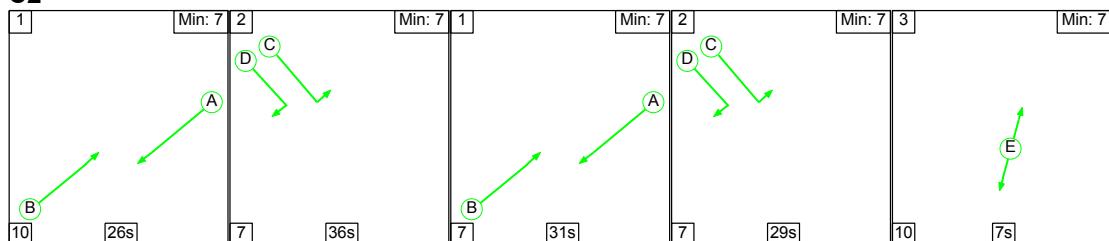
### Stage Sequence Diagram

Scenario 5: 'PM Peak + Sensitivity 2016' (FG6: 'PM Peak 2016 + Sensitivity', Plan 1: 'Network Control Plan 1')

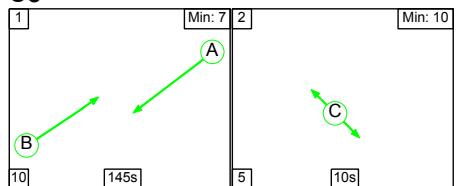
**C1**



**C2**



**C3**



### Stage Timings

**C1**

Stage	1	2	3	1	2	3
Duration	46	4	15	39	4	26
Change Point	0	51	63	83	127	139

**C2**

Stage	1	2	1	2	3
Duration	26	36	31	29	7
Change Point	164	30	73	111	147

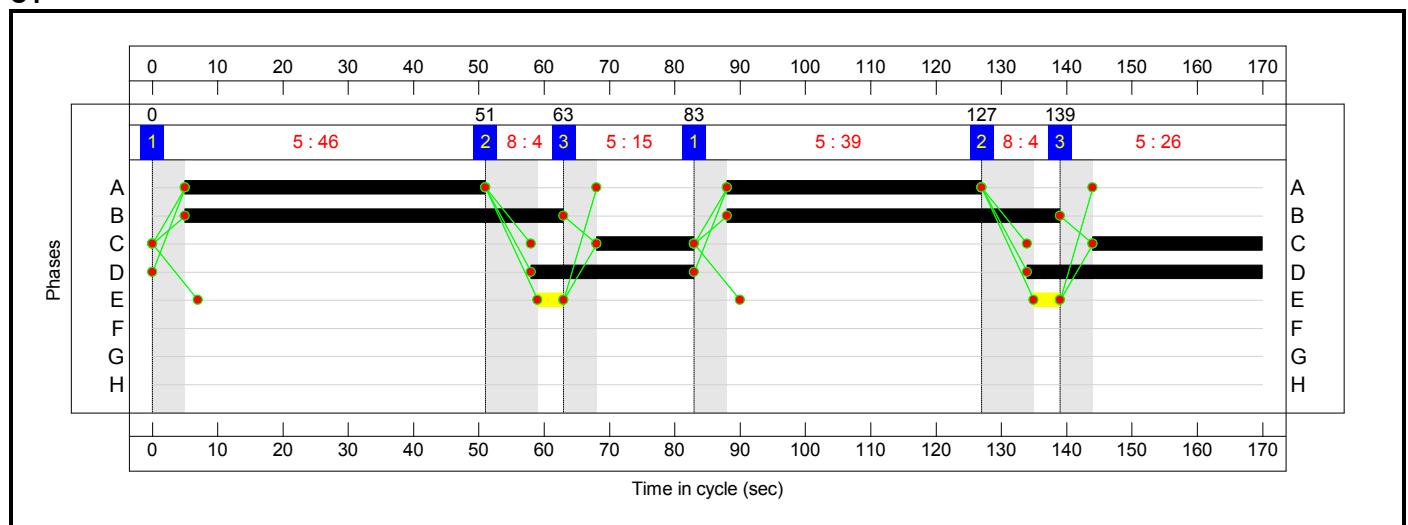
**C3**

Stage	1	2
Duration	145	10
Change Point	3	158

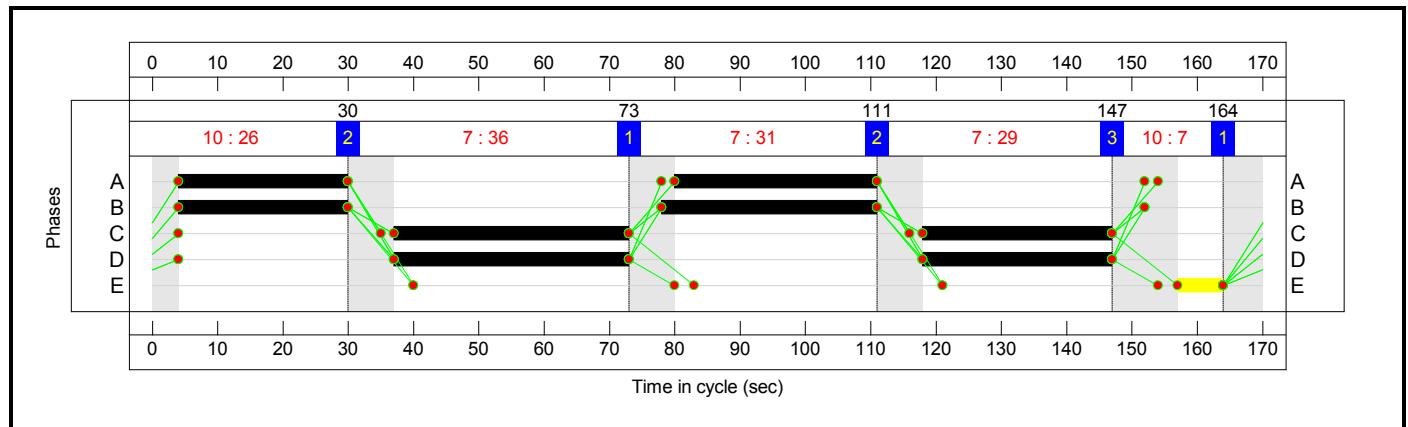
Full Input Data And Results  
 Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

### Signal Timings Diagram

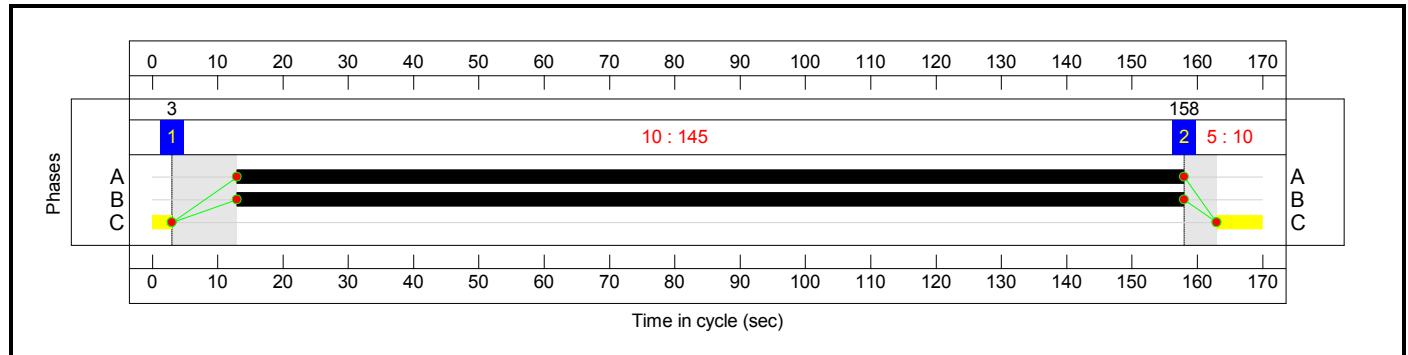
C1



C2



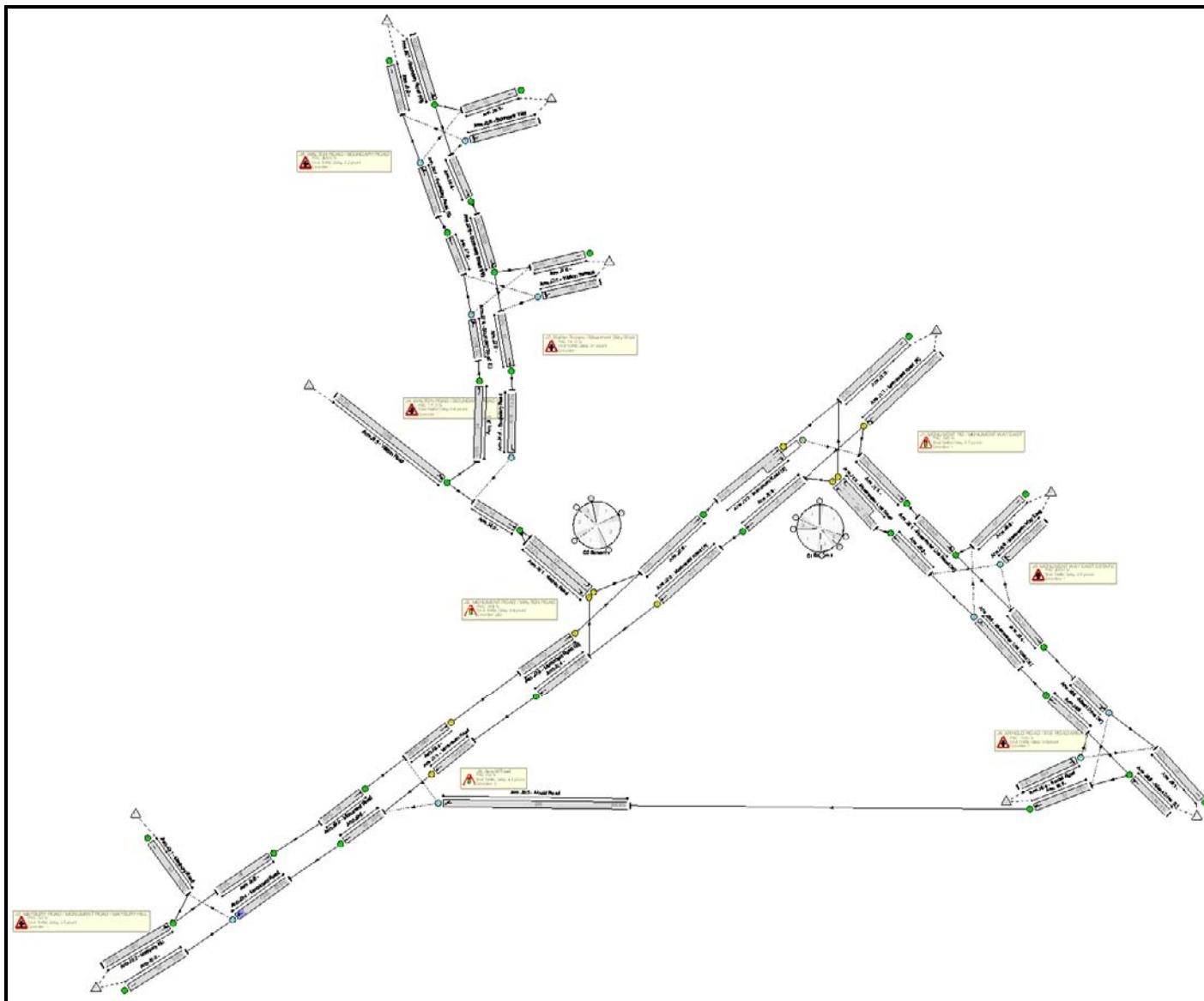
C3



## Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

# Network Layout Diagram



Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>89.9%</b>
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.9%</b>
1/1	Monument Road (N) Left Ahead	U	N/A	N/A	C1:A		2	85	-	455	1816	929	49.0%
2/1+2/2	Monument Road (S) Ahead Right	U+O	N/A	N/A	C1:B	C1:E	2	109	8	772	1915:1731	1237	62.4%
3/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
5/1+5/2	Sheerwater Link Road Right Left	U	N/A	N/A	C1:D C1:C		2	61:41	-	311	1613:1741	458	67.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>64.6%</b>
1/1	Walton Road Left	U	N/A	N/A	C2:C		2	65	-	312	1473	581	53.7%
1/2	Walton Road Right	U	N/A	N/A	C2:D		2	65	-	316	1665	656	48.2%
2/1	Monument Road (N) Ahead	U	N/A	N/A	C2:A		2	57	-	268	1935	672	39.9%
3/1	Monument Road (S) Ahead	U	N/A	N/A	C2:B		2	59	-	460	1985	712	64.6%
4/1	Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.5%</b>
1/1	Maybury Road	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
2/1	Maybury Hill Left Ahead	U	N/A	N/A	-		-	-	-	702	1802	1802	39.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

3/1		U	N/A	N/A	-		-	-	-	-	877	Inf	Inf	0.0%
4/1	Monument Road Right Ahead	O	N/A	N/A	-		-	-	-	-	1111	1876	1300	85.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%
<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>33.2%</b>
1/1	Walton Road Ahead Left	U	N/A	N/A	-		-	-	-	-	439	2004	2004	21.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	16	Inf	Inf	0.0%
4/1	Boujndary Road Left	O	N/A	N/A	-		-	-	-	-	205	1781	618	33.2%
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>29.5%</b>
1/1	Sheerwater Link Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	583	2006	2006	29.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	107	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
5/1	Sheerwater Link Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	288	1876	1604	18.0%
6/1	Monument Way East Right Left	O	N/A	N/A	-		-	-	-	-	160	1714	542	29.5%
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	-	<b>44.3%</b>
1/1		U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%
2/1	Albert Drive (E) Left Ahead	U	N/A	N/A	-		-	-	-	-	713	1718	1718	41.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	-	550	Inf	Inf	0.0%
4/1	Arnold Road Right Left	O	N/A	N/A	-		-	-	-	-	20	1701	589	3.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	288	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

6/1	Albert Drive (W) Ahead Right	O	N/A	N/A	-		-	-	-	-	613	1913	1385	44.3%
J7: Walton Terrace / Monument Way West	-	-	N/A	-	-		-	-	-	-	-	-	-	10.7%
1/1	Walton Terrace Left Right	O	N/A	N/A	-		-	-	-	-	16	1612	607	2.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%
4/1	Boundary Road (E) Right Ahead	O	N/A	N/A	-		-	-	-	-	16	1802	1278	1.3%
5/1	Boundary Road (W) Ahead Left	U	N/A	N/A	-		-	-	-	-	203	1898	1898	10.7%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	19	Inf	Inf	0.0%
J8: WALTON ROAD / BOUNDARY ROAD	-	-	N/A	-	-		-	-	-	-	-	-	-	17.0%
1/1	Boundary Road (W) Left Ahead	U	N/A	N/A	-		-	-	-	-	225	1840	1840	12.2%
2/1		U	N/A	N/A	-		-	-	-	-	79	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	-	64	Inf	Inf	0.0%
4/1	Boundary Road (E) Ahead Right	O	N/A	N/A	-		-	-	-	-	19	1871	1432	1.3%
5/1	Boundary Way Right Left	O	N/A	N/A	-		-	-	-	-	102	1869	600	17.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	-	203	Inf	Inf	0.0%
J9: Arnold Road	-	-	N/A	-	-		-	-	-	-	-	-	-	89.9%
1/1	Monument Road Ahead	U	N/A	N/A	C3:A		1	145	-	-	584	1915	1645	35.5%
2/1	Arnold Road U-Turn Ahead	O	N/A	N/A	-		-	-	-	-	527	1577	586	89.9%
3/1	Monument Road Ahead	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	C3:B		1	145	-	-	460	1915	1645	28.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	-	1111	Inf	Inf	0.0%

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

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)
<b>Network</b>	-	-	1534	204	49	12.8	13.0	0.5	26.3	-	-	-	-
<b>J1: MONUMENT RD / MONUMENT WAY EAST</b>	-	-	205	130	49	4.7	1.5	0.5	6.7	-	-	-	-
1/1	455	455	-	-	-	1.7	0.5	-	2.2	17.5	7.8	0.5	8.3
2/1+2/2	772	772	205	130	49	0.5	0.0	0.5	1.0	4.6	10.3	0.0	10.3
3/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	311	311	-	-	-	2.4	1.0	-	3.5	40.4	6.6	1.0	7.7
6/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: MONUMENT ROAD / WALTON ROAD</b>	-	-	0	0	0	7.4	1.9	0.0	9.4	-	-	-	-
1/1	312	312	-	-	-	1.8	0.6	-	2.3	26.9	6.4	0.6	7.0
1/2	316	316	-	-	-	1.7	0.5	-	2.2	24.9	6.3	0.5	6.8
2/1	268	268	-	-	-	1.2	0.0	-	1.2	16.4	2.8	0.0	2.8
3/1	460	460	-	-	-	2.7	0.9	-	3.6	28.5	7.8	0.9	8.7
4/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: MAYBURY ROAD / MONUMENT ROAD / MAYBURY HILL</b>	-	-	234	0	0	0.3	3.2	0.0	3.5	-	-	-	-
1/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	702	702	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
3/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1111	1111	234	0	0	0.3	2.9	-	3.2	10.3	7.9	2.9	10.8
5/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J4: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>205</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	-	-	-	-
1/1	439	439	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	205	205	205	0	0	0.0	0.2	-	0.2	4.3	0.0	0.2	0.2
<b>J5: MONUMENT WAY EAST ESTATE</b>	-	-	<b>184</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	-	-	-	-
1/1	583	583	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	288	288	24	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
6/1	160	160	160	0	0	0.0	0.2	-	0.2	4.7	0.0	0.2	0.2
<b>J6: ARNOLD ROAD / EVE ROAD AREA</b>	-	-	<b>127</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	-	-	-	-
1/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	713	713	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
3/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	20	20	20	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
5/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	613	613	107	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
<b>J7: Walton Terrace / Monument Way West</b>	-	-	<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	-	-	-	-
1/1	16	16	16	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
2/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	16	16	5	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Phase 1 Proposed Layout 12-02-20 Albert Rd open.lsg3x

<b>J8: WALTON ROAD / BOUNDARY ROAD</b>	-	-	<b>105</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	-	-	-	-
1/1	225	225	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	19	19	3	0	0	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
5/1	102	102	102	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
6/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J9: Arnold Road</b>	-	-	<b>453</b>	<b>74</b>	<b>0</b>	<b>0.4</b>	<b>4.4</b>	<b>0.0</b>	<b>4.8</b>	-	-	-	-
1/1	584	584	-	-	-	0.0	0.3	-	0.3	1.8	0.2	0.3	0.4
2/1	527	527	453	74	0	0.1	3.9	-	4.0	27.3	4.7	3.9	8.6
3/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	460	460	-	-	-	0.3	0.2	-	0.5	3.8	4.0	0.2	4.2
5/1	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%):			32.6	Total Delay for Signalled Lanes (pcuHr):			6.70	Cycle Time (s):			170	
C2	PRC for Signalled Lanes (%):			39.4	Total Delay for Signalled Lanes (pcuHr):			9.38	Cycle Time (s):			170	
C3	PRC for Signalled Lanes (%):			153.5	Total Delay for Signalled Lanes (pcuHr):			0.77	Cycle Time (s):			170	
	PRC Over All Lanes (%):			0.2	Total Delay Over All Lanes(pcuHr):			26.27					

**APPENDIX B**  
Sensitivity Test Traffic Flows

