

Appendix 15.11

A483/A48 Junction

LinSig Results

LinSig V1 style report

User and Project Details

Project:	
Title:	
Location:	
File name:	J42 Earlswood Interchange.lsgx
Author:	
Company:	
Address:	
Controller:	Generic
SCN:	
Notes:	

Phase Input Data

Phase Name	Phase type	Assoc Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7

Phase Intergreens Matrix

	Starting Phase								
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	-	-	-	-	5	8
	B	-		-	-	-	-	5	-
	C	-	-		-	-	10	6	-
	D	-	-	-		7	-	-	5
	E	-	-	-	6		-	-	-
	F	-	-	5	-	-		-	-
	G	6	6	6	-	-	-		9
	H	0	-	-	0	-	-	0	

Phase Delays

There are no phase delays defined in this stage stream

Prohibited Stage Changes

	To Stage						
		1	2	3	4	5	6
From Stage	1		7	7	10	10	10
	2	6		0	10	10	10
	3	6	2		10	10	10
	4	6	5	5		5	6
	5	6	6	6	6		6
	6	6	7	7	7	7	

Phases In Stage

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

Link Input Data

Arm/ Link	Link Name	Link Type	Num Lanes	Phases	Start Disp.	End Disp.
1/1	A48 S/B Ahead	U	2	A	2	3
1/2	A48 S/B Ahead	U	1	B	2	3
2/1	A48 N/B Bridge Ahead Left	U	2	D	2	3
3/1	A48 N/B Internal Ahead	U	2	C	2	3
4/1	A48 S/B Internal Right	U	2	E	2	3
5/1	A483 Right	U	2	G	2	3
5/2	A483 Left	U	2	F	2	3
6/1	A48 S/B Exit	U	1		2	3
7/1	A48 N/B Exit	U	1		2	3
8/1	A483 Exit	U	1		2	3

Give-Way Link Input Data

Lane Input Data

Arm/ Lane	Link Num	Physical Length (PCU)	Expected Usage (PCU)	Sat Flow Type	User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)
1/1 (A48 S/B Lane 1)	Link 1 (A48 S/B Ahead)	Inf	Inf	Geom	1800	3.50	0.00	Y	Arm 6 Ahead (A48 S/B Exit)	Inf
1/2 (A48 S/B Lane 2)	Link 1 (A48 S/B Ahead)	Inf	Inf	Geom	1800	3.50	0.00	N	Arm 6 Ahead (A48 S/B Exit)	Inf
1/3 (A48 S/B Lane 3)	Link 2 (A48 S/B Ahead)	Inf	Inf	Geom	1800	3.50	0.00	N	Arm 4 Ahead (A48 S/B Internal)	Inf
2/1 (A48 N/B Bridge Lane 1)	Link 1 (A48 N/B Bridge Ahead Left)	Inf	Inf	Geom	1800	3.50	0.00	Y	Arm 3 Ahead (A48 N/B Internal) Arm 8 Left (A483 Exit)	Inf 10.00
2/2 (A48 N/B Bridge Lane 2)	Link 1 (A48 N/B Bridge Ahead Left)	Inf	Inf	Geom	1800	3.50	0.00	N	Arm 3 Ahead (A48 N/B Internal)	Inf
3/1 (A48 N/B Internal Lane 1)	Link 1 (A48 N/B Internal Ahead)	Inf	Inf	Geom	1800	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf
3/2 (A48 N/B Internal Lane 2)	Link 1 (A48 N/B Internal Ahead)	Inf	Inf	Geom	1800	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf
4/1 (A48 S/B Internal Lane 1)	Link 1 (A48 S/B Internal Right)	Inf	Inf	Geom	1800	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00
4/2 (A48 S/B Internal Lane 2)	Link 1 (A48 S/B Internal Right)	Inf	Inf	Geom	1800	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00

5/1 (A483 Lane 1)	Link 2 (A483 Left)	1.0	1.0	Geom	1800	2.50	0.00	N	Arm 7 Left (A48 N/B Exit)	Inf
5/2 (A483 Lane 2)	Link 2 (A483 Left)	Inf	Inf	Geom	1800	3.25	0.00	Y	Arm 7 Left (A48 N/B Exit)	Inf
5/3 (A483 Lane 3)	Link 1 (A483 Right)	Inf	Inf	Geom	1800	3.65	0.00	N	Arm 6 Right (A48 S/B Exit)	15.00
5/4 (A483 Lane 4)	Link 1 (A483 Right)	Inf	Inf	Geom	1800	3.65	0.00	Y	Arm 6 Right (A48 S/B Exit)	15.00
6/1 (A48 S/B Exit Lane 1)	Link 1 (A48 S/B Exit)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
7/1 (A48 N/B Exit Lane 1)	Link 1 (A48 N/B Exit)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		
8/1 (A483 Exit Lane 1)	Link 1 (A483 Exit)	Inf	Inf	Inf (Exit)	1800	3.25	0.00	Y		

Lane Saturation Flows**Flow Group 1: '2013 Baseline Saturday 12:00-13:00'**

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A48 S/B Lane 1)	3.50	0.00	Y	Arm 6 Ahead (A48 S/B Exit)	Inf	100.0 %	1965
1/2 (A48 S/B Lane 2)	3.50	0.00	N	Arm 6 Ahead (A48 S/B Exit)	Inf	100.0 %	2105
1/3 (A48 S/B Lane 3)	3.50	0.00	N	Arm 4 Ahead (A48 S/B Internal)	Inf	100.0 %	2105
2/1 (A48 N/B Bridge Lane 1)	3.50	0.00	Y	Arm 3 Ahead (A48 N/B Internal)	Inf	42.3 %	1808
				Arm 8 Left (A483 Exit)	10.00	57.7 %	
2/2 (A48 N/B Bridge Lane 2)	3.50	0.00	N	Arm 3 Ahead (A48 N/B Internal)	Inf	100.0 %	2105
3/1 (A48 N/B Internal Lane 1)	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf	100.0 %	1965
3/2 (A48 N/B Internal Lane 2)	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf	100.0 %	1965
4/1 (A48 S/B Internal Lane 1)	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00	100.0 %	1830
4/2 (A48 S/B Internal Lane 2)	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00	100.0 %	1830
5/1 (A483 Lane 1)	2.50	0.00	N	Arm 7 Left (A48 N/B Exit)	Inf	100.0 %	2005
5/2 (A483 Lane 2)	3.25	0.00	Y	Arm 7 Left (A48 N/B Exit)	Inf	100.0 %	1940
5/3 (A483 Lane 3)	3.65	0.00	N	Arm 6 Right (A48 S/B Exit)	15.00	100.0 %	1927
5/4 (A483 Lane 4)	3.65	0.00	Y	Arm 6 Right (A48 S/B Exit)	15.00	100.0 %	1800
6/1 (A48 S/B Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
7/1 (A48 N/B Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
8/1 (A483 Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

Flow Group 2: '2018 Baseline Saturday 12:00-13:00'

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A48 S/B Lane 1)	3.50	0.00	Y	Arm 6 Ahead (A48 S/B Exit)	Inf	100.0 %	1965
1/2 (A48 S/B Lane 2)	3.50	0.00	N	Arm 6 Ahead (A48 S/B Exit)	Inf	100.0 %	2105
1/3 (A48 S/B Lane 3)	3.50	0.00	N	Arm 4 Ahead (A48 S/B Internal)	Inf	100.0 %	2105
2/1 (A48 N/B Bridge Lane 1)	3.50	0.00	Y	Arm 3 Ahead (A48 N/B Internal) Arm 8 Left (A483 Exit)	Inf 10.00	42.2 % 57.8 %	1808
2/2 (A48 N/B Bridge Lane 2)	3.50	0.00	N	Arm 3 Ahead (A48 N/B Internal)	Inf	100.0 %	2105
3/1 (A48 N/B Internal Lane 1)	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf	100.0 %	1965
3/2 (A48 N/B Internal Lane 2)	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf	100.0 %	1965
4/1 (A48 S/B Internal Lane 1)	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00	100.0 %	1830
4/2 (A48 S/B Internal Lane 2)	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00	100.0 %	1830
5/1 (A483 Lane 1)	2.50	0.00	N	Arm 7 Left (A48 N/B Exit)	Inf	100.0 %	2005
5/2 (A483 Lane 2)	3.25	0.00	Y	Arm 7 Left (A48 N/B Exit)	Inf	100.0 %	1940
5/3 (A483 Lane 3)	3.65	0.00	N	Arm 6 Right (A48 S/B Exit)	15.00	100.0 %	1927
5/4 (A483 Lane 4)	3.65	0.00	Y	Arm 6 Right (A48 S/B Exit)	15.00	100.0 %	1800
6/1 (A48 S/B Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
7/1 (A48 N/B Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
8/1 (A483 Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

Flow Group 3: '2018 Base+Event Saturday 12:00-13:00'

Arm/ Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A48 S/B Lane 1)	3.50	0.00	Y	Arm 6 Ahead (A48 S/B Exit)	Inf	100.0 %	1965
1/2 (A48 S/B Lane 2)	3.50	0.00	N	Arm 6 Ahead (A48 S/B Exit)	Inf	100.0 %	2105
1/3 (A48 S/B Lane 3)	3.50	0.00	N	Arm 4 Ahead (A48 S/B Internal)	Inf	100.0 %	2105
2/1 (A48 N/B Bridge Lane 1)	3.50	0.00	Y	Arm 3 Ahead (A48 N/B Internal) Arm 8 Left (A483 Exit)	Inf 10.00	37.2 % 62.8 %	1796
2/2 (A48 N/B Bridge Lane 2)	3.50	0.00	N	Arm 3 Ahead (A48 N/B Internal)	Inf	100.0 %	2105
3/1 (A48 N/B Internal Lane 1)	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf	100.0 %	1965
3/2 (A48 N/B Internal Lane 2)	3.50	0.00	Y	Arm 7 Ahead (A48 N/B Exit)	Inf	100.0 %	1965
4/1 (A48 S/B Internal Lane 1)	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00	100.0 %	1830
4/2 (A48 S/B Internal Lane 2)	3.50	0.00	N	Arm 8 Right (A483 Exit)	10.00	100.0 %	1830
5/1 (A483 Lane 1)	2.50	0.00	N	Arm 7 Left (A48 N/B Exit)	Inf	100.0 %	2005
5/2 (A483 Lane 2)	3.25	0.00	Y	Arm 7 Left (A48 N/B Exit)	Inf	100.0 %	1940
5/3 (A483 Lane 3)	3.65	0.00	N	Arm 6 Right (A48 S/B Exit)	15.00	100.0 %	1927
5/4 (A483 Lane 4)	3.65	0.00	Y	Arm 6 Right (A48 S/B Exit)	15.00	100.0 %	1800
6/1 (A48 S/B Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
7/1 (A48 N/B Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf
8/1 (A483 Exit Lane 1)	Infinite Saturation Flow (on Exit Link)						Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2013 Baseline Saturday 12:00-13:00'	12:00	13:00	01:00	
2: '2018 Baseline Saturday 12:00-13:00'	12:00	13:00	01:00	
3: '2018 Base+Event Saturday 12:00-13:00'	12:00	13:00	01:00	

Traffic Flow Matrix

Flow Group 1: '2013 Baseline Saturday 12:00-13:00'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	543	318	861
	B	591	0	240	831
	C	243	211	0	454
	Tot.	834	754	558	2146

Flow Group 2: '2018 Baseline Saturday 12:00-13:00'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	571	334	905
	B	622	0	253	875
	C	255	223	0	478
	Tot.	877	794	587	2258

Flow Group 3: '2018 Base+Event Saturday 12:00-13:00'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	571	349	920
	B	622	0	285	907
	C	263	255	0	518
	Tot.	885	826	634	2345

Stage Timings

Scenario 1: 'Scenario 01'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 1: '2013 Baseline Saturday 12:00-13:00'

Stage	1	2	3	4	5	6
Duration	20	0	0	0	0	6
Change Point	0	26	33	33	43	48

Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A48 S/B Ahead	U	N/A	N/A	A		2	35	-	543	4070	4070	2510	21.6
1/2	A48 S/B Ahead	U	N/A	N/A	B		2	35	-	318	2105	2105	1298	24.5
2/1	A48 N/B Bridge Ahead Left	U	N/A	N/A	D		1	32	-	831	3913	3913	2152	38.6
3/1	A48 N/B Internal Ahead	U	N/A	N/A	C		1	27	-	591	3930	3930	1834	32.2
4/1	A48 S/B Internal Right	U	N/A	N/A	E		1	15	-	318	3660	3660	976	32.6
5/1	A483 Right	U	N/A	N/A	G		1	12	-	211	3727	3727	808	26.1
5/2	A483 Left	U	N/A	N/A	F		1	17	-	243	3945	2140	642	37.9
6/1	A48 S/B Exit	U	N/A	N/A	-		-	-	-	754	Inf	Inf	Inf	0.0
7/1	A48 N/B Exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	Inf	0.0
8/1	A483 Exit	U	N/A	N/A	-		-	-	-	558	Inf	Inf	Inf	0.0

LinSig V1 style report

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	543	543	-	-	-	0.7	0.1	-	0.8	5.6	3.8	0.1	3.9	
1/2	318	318	-	-	-	0.4	0.2	-	0.6	6.6	2.2	0.2	2.4	
2/1	831	831	-	-	-	1.8	0.3	-	2.1	9.1	7.8	0.3	8.2	
3/1	591	591	-	-	-	0.7	0.2	-	0.9	5.8	6.7	0.2	7.0	
4/1	318	318	-	-	-	1.2	0.2	-	1.5	16.7	4.3	0.2	4.6	
5/1	211	211	-	-	-	1.1	0.2	-	1.3	22.5	2.9	0.2	3.0	
5/2	243	243	-	-	-	1.1	0.3	-	1.4	20.3	3.0	0.3	3.3	
6/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%): 133.1 Total Delay for Signalled Links (pcuHr): 8.64 PRC Over All Links (%): 133.1 Total Delay Over All Links(pcuHr): 8.64 Cycle Time (s): 60														

Stage Timings

Scenario 2: 'Scenario 02'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 2: '2018 Baseline Saturday 12:00-13:00'

Stage	1	2	3	4	5	6
Duration	20	0	0	0	0	6
Change Point	0	26	33	33	43	48

Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A48 S/B Ahead	U	N/A	N/A	A		2	35	-	571	4070	4070	2510	22.8
1/2	A48 S/B Ahead	U	N/A	N/A	B		2	35	-	334	2105	2105	1298	25.7
2/1	A48 N/B Bridge Ahead Left	U	N/A	N/A	D		1	32	-	875	3913	3913	2152	40.7
3/1	A48 N/B Internal Ahead	U	N/A	N/A	C		1	27	-	622	3930	3930	1834	33.9
4/1	A48 S/B Internal Right	U	N/A	N/A	E		1	15	-	334	3660	3660	976	34.2
5/1	A483 Right	U	N/A	N/A	G		1	12	-	223	3727	3727	808	27.6
5/2	A483 Left	U	N/A	N/A	F		1	17	-	255	3945	2140	642	39.7
6/1	A48 S/B Exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	Inf	0.0
7/1	A48 N/B Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	Inf	0.0
8/1	A483 Exit	U	N/A	N/A	-		-	-	-	587	Inf	Inf	Inf	0.0

LinSig V1 style report

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	571	571	-	-	-	0.7	0.1	-	0.9	5.6	4.0	0.1	4.1	
1/2	334	334	-	-	-	0.4	0.2	-	0.6	6.7	2.4	0.2	2.6	
2/1	875	875	-	-	-	1.9	0.3	-	2.2	9.2	8.3	0.3	8.6	
3/1	622	622	-	-	-	0.7	0.3	-	1.0	5.8	7.1	0.3	7.3	
4/1	334	334	-	-	-	1.3	0.3	-	1.6	16.8	4.6	0.3	4.8	
5/1	223	223	-	-	-	1.2	0.2	-	1.4	22.7	3.0	0.2	3.2	
5/2	255	255	-	-	-	1.1	0.3	-	1.5	20.6	3.3	0.3	3.6	
6/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%): 121.4 PRC Over All Links (%): 121.4 Total Delay for Signalled Links (pcuHr): 9.18 Total Delay Over All Links(pcuHr): 9.18 Cycle Time (s): 60														

Stage Timings

Scenario 3: 'Scenario 03'

Staging Plan 1: 'Staging Plan No. 1'

Flow Group 3: '2018 Base+Event Saturday 12:00-13:00'

Stage	1	2	3	4	5	6
Duration	20	0	0	0	0	6
Change Point	0	26	33	33	43	48

Link Results

Link Num	Link Desc	Link Type	Stage Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Max Sat Flow (pcu/Hr)	Ave Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
1/1	A48 S/B Ahead	U	N/A	N/A	A		2	35	-	571	4070	4070	2510	22.8
1/2	A48 S/B Ahead	U	N/A	N/A	B		2	35	-	349	2105	2105	1298	26.9
2/1	A48 N/B Bridge Ahead Left	U	N/A	N/A	D		1	32	-	907	3901	3901	2146	42.3
3/1	A48 N/B Internal Ahead	U	N/A	N/A	C		1	27	-	622	3930	3930	1834	33.9
4/1	A48 S/B Internal Right	U	N/A	N/A	E		1	15	-	349	3660	3660	976	35.8
5/1	A483 Right	U	N/A	N/A	G		1	12	-	255	3727	3727	808	31.6
5/2	A483 Left	U	N/A	N/A	F		1	17	-	263	3945	2140	642	41.0
6/1	A48 S/B Exit	U	N/A	N/A	-		-	-	-	826	Inf	Inf	Inf	0.0
7/1	A48 N/B Exit	U	N/A	N/A	-		-	-	-	885	Inf	Inf	Inf	0.0
8/1	A483 Exit	U	N/A	N/A	-		-	-	-	634	Inf	Inf	Inf	0.0

LinSig V1 style report

Link Num	Entering (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 Veh (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
1/1	571	571	-	-	-	0.7	0.1	-	0.9	5.6	4.0	0.1	4.1	
1/2	349	349	-	-	-	0.5	0.2	-	0.7	6.8	2.5	0.2	2.7	
2/1	907	907	-	-	-	2.0	0.4	-	2.4	9.4	8.8	0.4	9.2	
3/1	622	622	-	-	-	0.7	0.3	-	1.0	5.7	7.1	0.3	7.3	
4/1	349	349	-	-	-	1.4	0.3	-	1.6	16.9	4.8	0.3	5.1	
5/1	255	255	-	-	-	1.4	0.2	-	1.6	23.0	3.5	0.2	3.8	
5/2	263	263	-	-	-	1.2	0.3	-	1.5	20.7	3.4	0.3	3.7	
6/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
PRC for Signalled Links (%): 112.9 PRC Over All Links (%): 112.9 Total Delay for Signalled Links (pcuHr): 9.69 Total Delay Over All Links(pcuHr): 9.69 Cycle Time (s): 60														