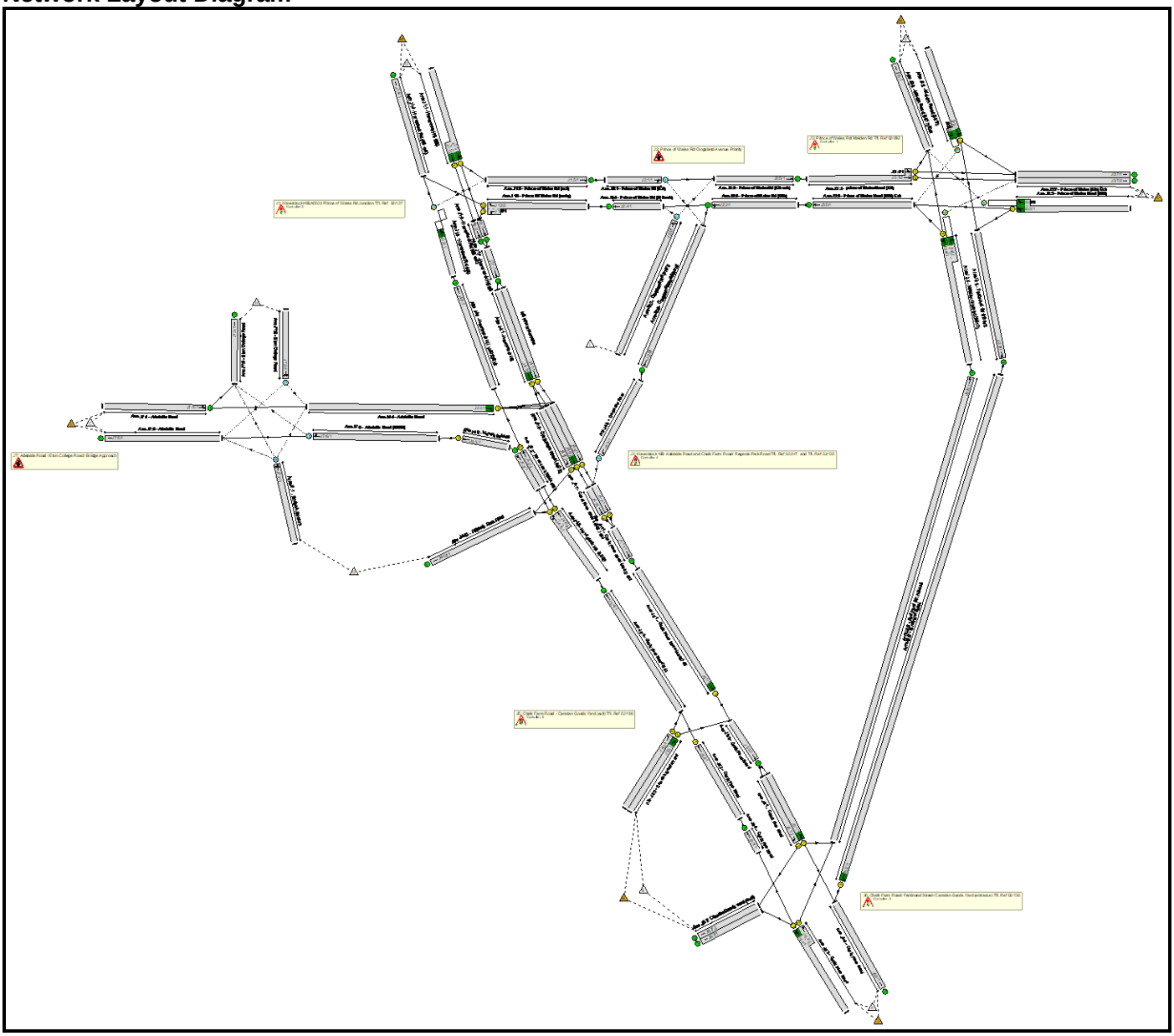
Appendix L – LinSig Results

Full Input Data And Results

User and Project Details

Project:	**Chalk Farm Transport Assessment**
Title:	**Chalk Farm Network**
Location:	Chalk Farm, London Borough of Camden, London
Additional detail:	
File name:	Chalk Farm Base Model_v3.0 ACE Edit.lsg3x
Author:	Alasdair Thomson
Company:	Jacobs
Address:	New City Court, 20 St. Thomas Street, London

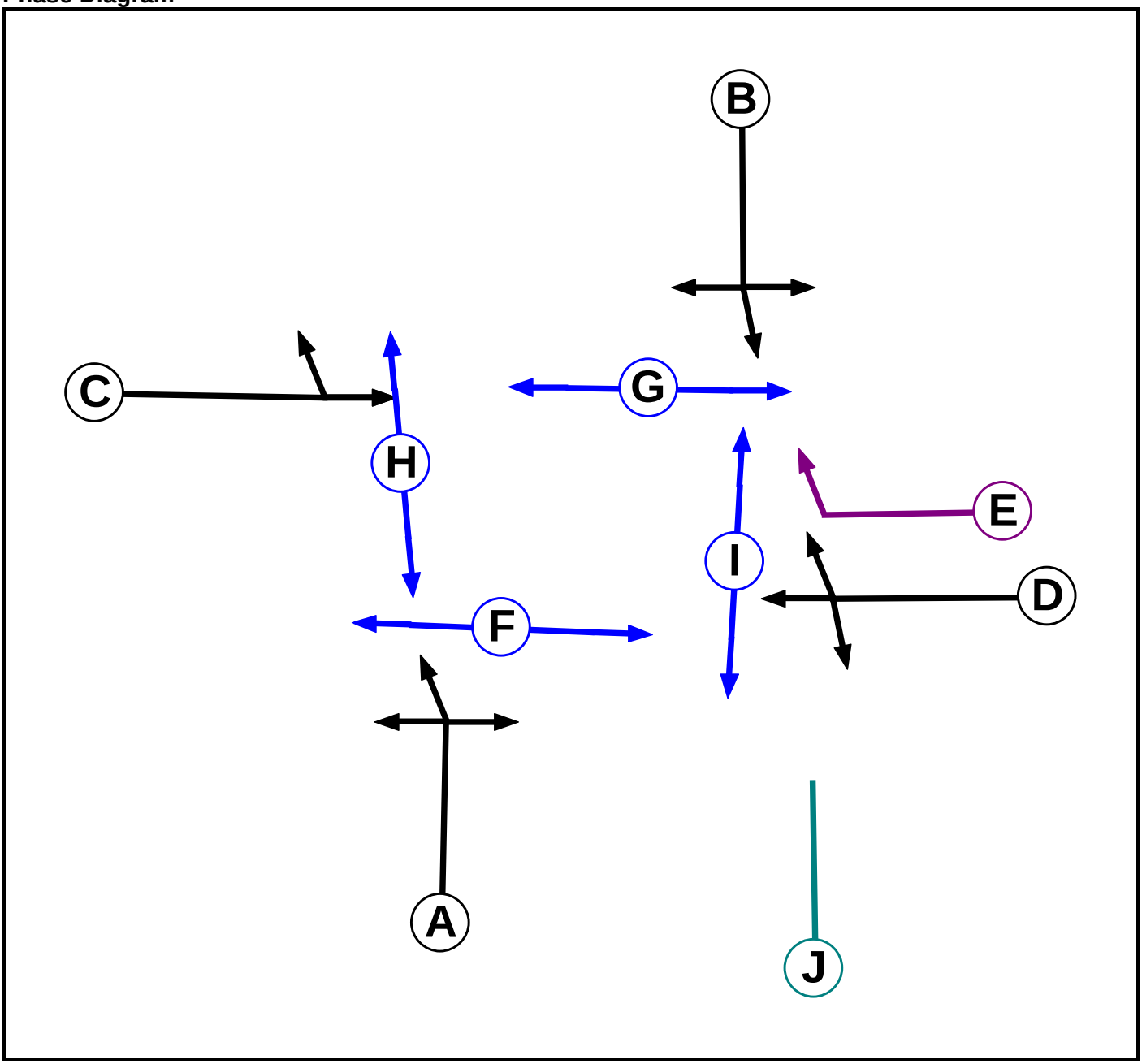
Network Layout Diagram



Full Input Data And Results

C1 - 02/092

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Ind. Arrow	1	D	-9999	4
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Pedestrian	1		-9999	6
I	Pedestrian	1		-9999	6
J	Dummy	1		-9999	3

Phase Intergreens Matrix

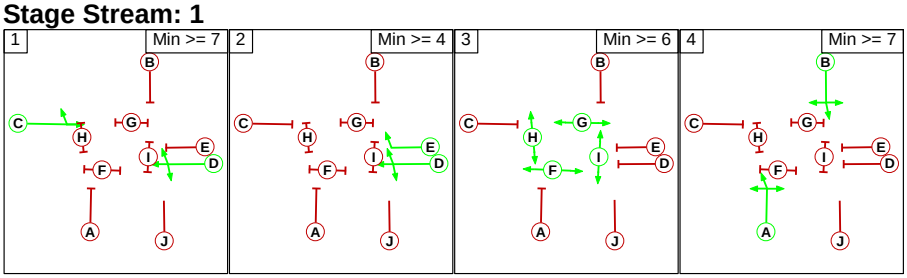
Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	9	9	9	15	15	15	15	3
	B	-		9	9	9	15	15	15	15	3
	C	8	8		-	5	-	15	15	15	3
	D	8	8	-		-	15	15	15	15	3
	E	8	8	9	-		-	15	-	15	3
	F	15	15	-	15	-		-	-	-	7
	G	15	15	15	15	15	-		-	-	7
	H	15	15	15	15	-	-	-		-	7
	I	15	15	15	15	15	-	-	-		7
	J	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	C D
1	2	D E
1	3	F G H I
1	4	A B

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

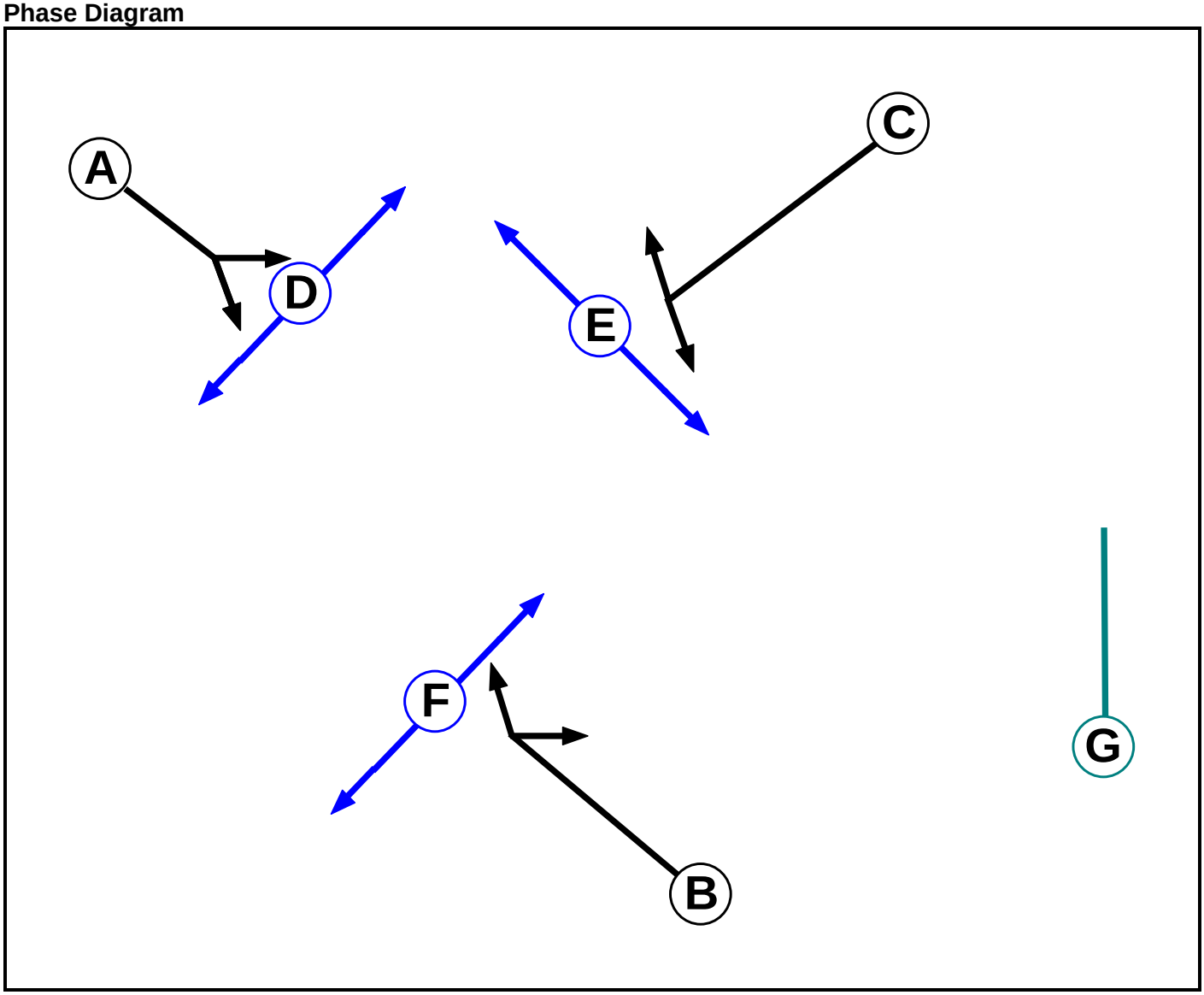
Prohibited Stage Change

Stage Stream: 1

	To Stage				
		1	2	3	4
From Stage	1		5	15	8
	2	9		15	8
	3	15	15		15
	4	9	9	15	

C2 - 02/137

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Pedestrian	1		-9999	6
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Dummy	1		-9999	3

Phase Intergreens Matrix

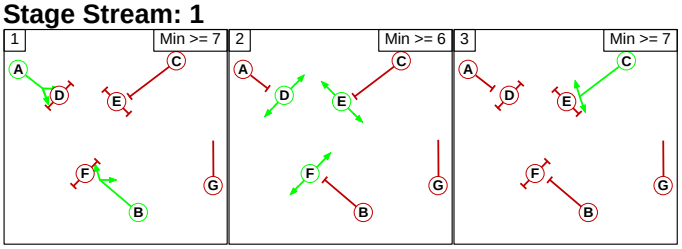
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	9	10	6	3
B	-		6	6	8	9	3
C	5	5		10	6	8	3
D	13	13	13		-	-	7
E	16	16	16	-		-	8
F	12	12	12	-	-		6
G	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	1	D	Losing	3	3
2	1	F	Losing	4	4
2	3	D	Losing	3	3
2	3	F	Losing	4	4

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3
1		10	6
2	16		16
3	5	10	

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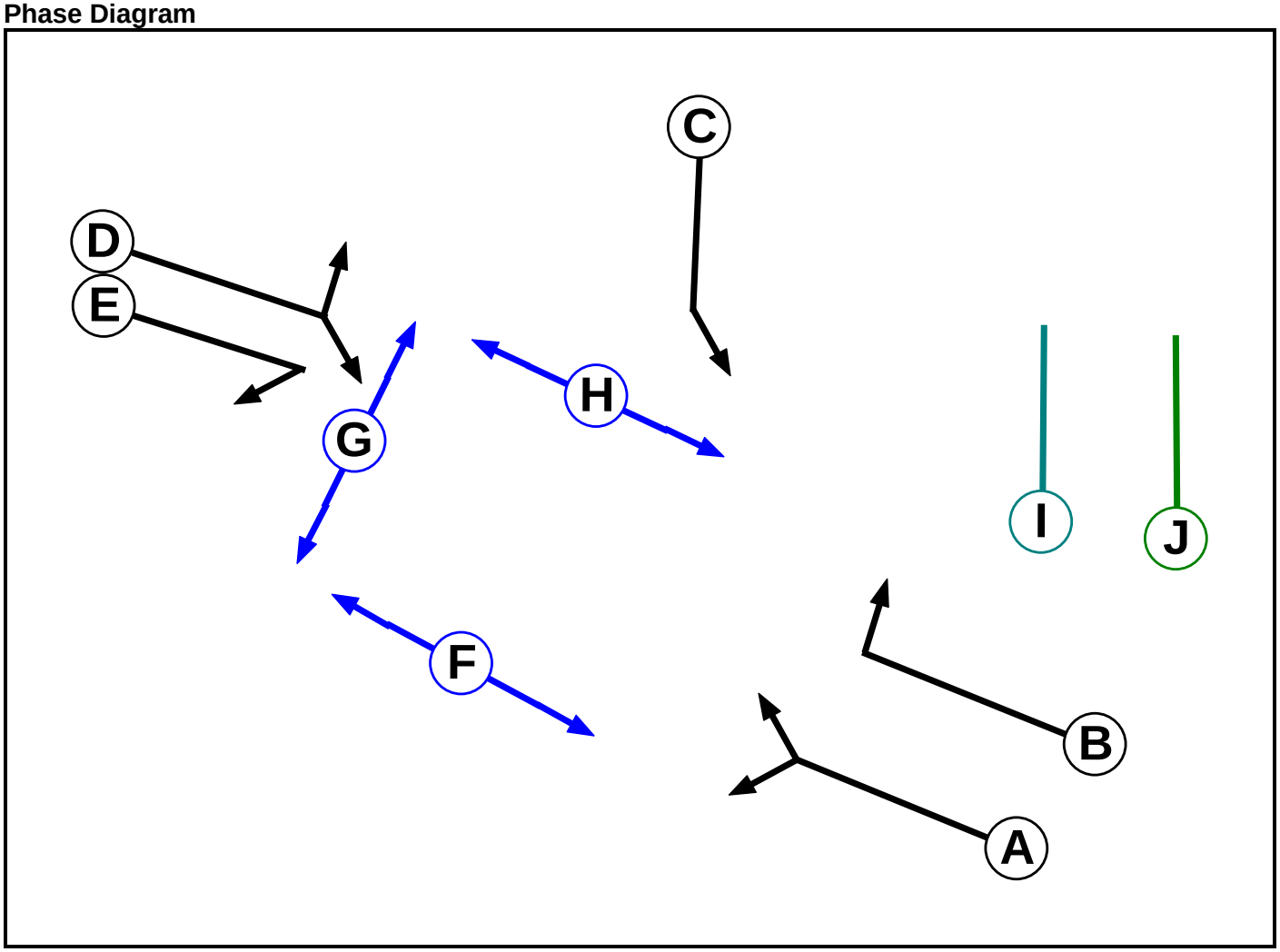
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Pedestrian	1		-9999	6
I	Dummy	1		-9999	3
J	Dummy R/A	1		-9999	1

Phase Intergreens Matrix

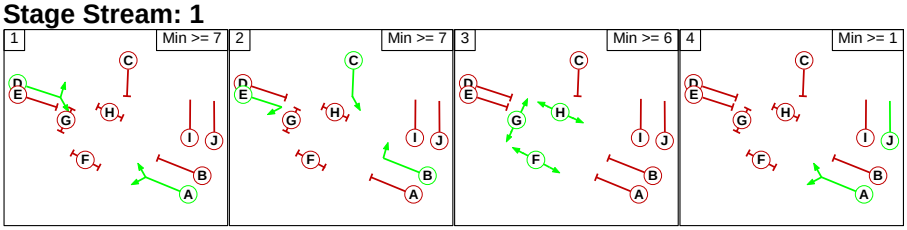
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	-	6	8	8	-	3	-
B	-		-	5	-	-	-	7	3	3
C	-	-		5	-	-	-	6	3	3
D	-	7	7		-	-	6	9	3	3
E	5	-	-	-		8	6	-	3	5
F	14	-	-	-	14		-	-	5	14
G	14	-	-	14	14	-		-	5	14
H	-	14	14	14	-	-	-		5	5
I	2	2	2	2	2	2	2	2		2
J	-	2	2	2	6	8	8	2	3	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C E
1	3	F G H
1	4	A J

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	F	Gaining absolute	9	9
1	3	G	Gaining absolute	9	9
2	3	H	Gaining absolute	8	8

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		7	9	3
2	5		8	5
3	14	14		14
4	2	6	8	

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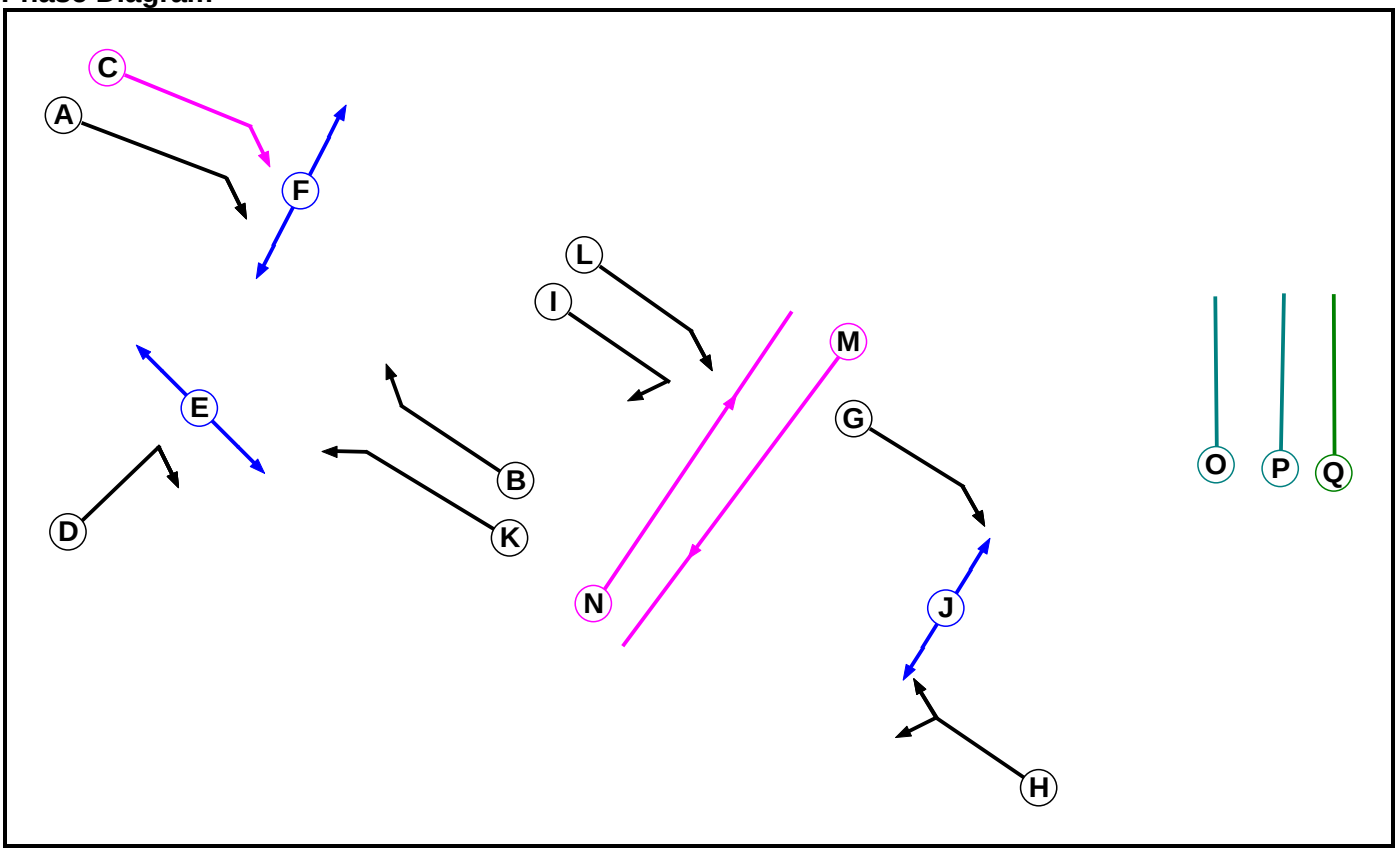
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Bus	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Traffic	2		-9999	7
H	Traffic	2		-9999	7
I	Traffic	2		-9999	7
J	Pedestrian	2		-9999	6
K	Traffic	1		-9999	7
L	Traffic	2		-9999	7
M	Cycle	2		-9999	7
N	Cycle	2		-9999	7
O	Dummy	1		-9999	3
P	Dummy	2		-9999	3
Q	Dummy R/A	1		-9999	1

Full Input Data And Results

Phase Intergreens Matrix

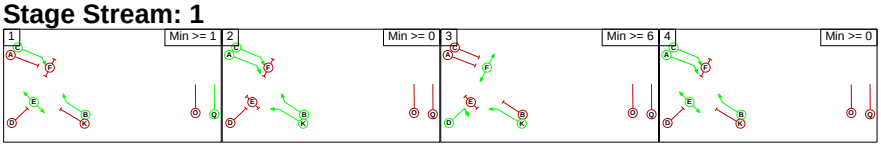
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		-	-	5	-	5	-	-	-	-	-	-	-	-	3	-	3
B	-		-	5	-	7	-	-	-	-	-	-	-	-	3	-	-
C	-	-		5	-	5	-	-	-	-	-	-	-	-	3	-	-
D	5	5	5		5	-	-	-	-	-	-	-	-	-	3	-	5
E	-	-	-	15		-	-	-	-	-	15	-	-	-	7	-	-
F	14	14	14	-	-		-	-	-	-	-	-	-	-	6	-	14
G	-	-	-	-	-	-		-	-	5	-	-	-	-	-	3	-
H	-	-	-	-	-	-	-		7	5	-	-	7	7	-	3	-
I	-	-	-	-	-	-	-	5		-	-	-	-	-	-	3	-
J	-	-	-	-	-	-	14	14	-		-	-	-	-	-	6	-
K	-	-	-	-	5	-	-	-	-	-		-	-	-	3	-	5
L	-	-	-	-	-	-	-	-	-	-	-		5	5	-	3	-
M	-	-	-	-	-	-	-	5	-	-	-	6		-	-	3	-
N	-	-	-	-	-	-	-	5	-	-	-	6	-		-	3	-
O	2	2	2	2	2	2	-	-	-	-	2	-	-	-		-	-
P	-	-	-	-	-	-	2	2	2	2	-	2	2	2	-		-
Q	2	-	-	5	-	7	-	-	-	-	15	-	-	-	-	-	

Phases in Stage

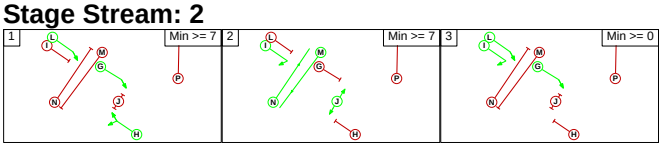
Stream	Stage No.	Phases in Stage
1	1	B C E Q
1	2	A B C K
1	3	D F K
1	4	A B C E
2	1	G H L
2	2	I J M N
2	3	G I L

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	8	8
1	3	C	Losing	10	10
2	3	A	Losing	7	7
2	3	B	Losing	7	7
2	3	C	Losing	7	7
3	1	D	Losing	9	9
3	1	K	Losing	9	9
3	2	D	Losing	10	10
3	2	F	Losing	1	1
3	4	D	Losing	9	9
3	4	K	Losing	9	9
4	3	A	Losing	10	10
4	3	B	Losing	10	10
4	3	C	Losing	10	10

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	2	2
1	2	L	Losing	2	2
2	1	I	Losing	9	9
2	3	L	Gaining absolute	12	10

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		15	15	2
	2	5		14	5
	3	14	15		14
	4	3	15	17	

Stage Stream: 2

		To Stage		
		1	2	3
From Stage	1		7	7
	2	14		14
	3	5	5	

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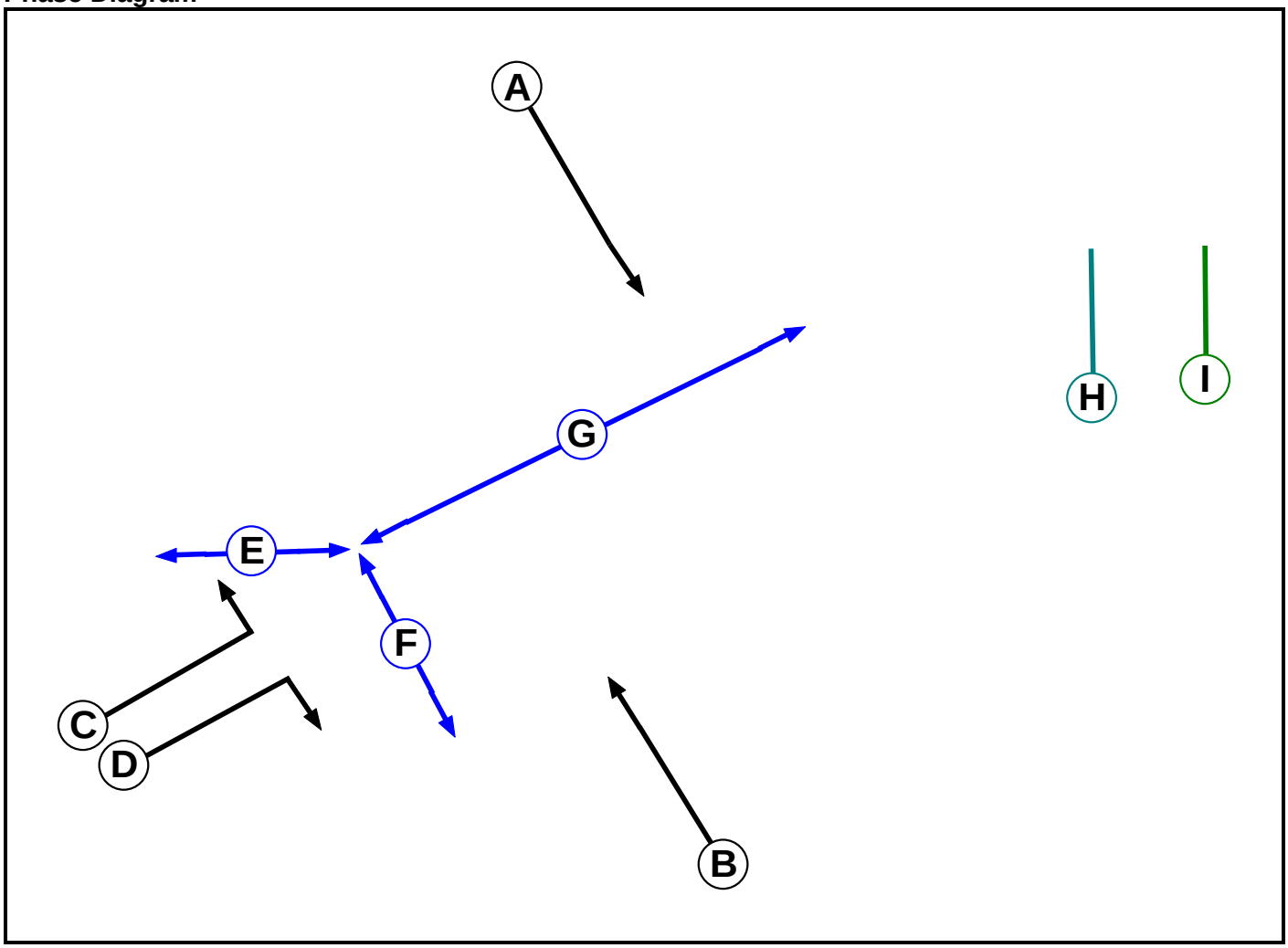
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Dummy	1		-9999	3
I	Dummy R/A	1		-9999	1

Full Input Data And Results

Phase Intergreens Matrix

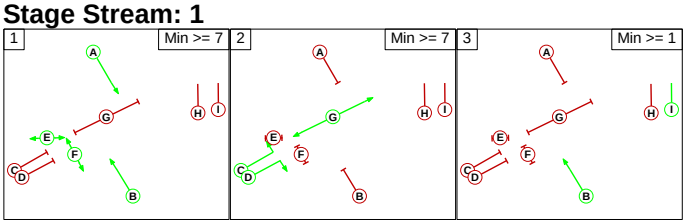
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	-	7	-	-	6	3	3
B	-		7	7	-	-	7	3	-
C	-	5		-	6	-	-	3	5
D	5	5	-		-	6	-	3	5
E	-	-	8	-		-	-	3	3
F	-	-	-	8	-		-	3	3
G	11	11	-	-	-	-		6	11
H	2	2	2	2	2	2	2		2
I	2	-	7	7	2	2	7	3	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	1	1
1	2	B	Losing	1	1
2	1	C	Losing	5	5
2	1	D	Losing	5	5

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3
1		8	3
2	11		11
3	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:3/1 (Haverstock Rd (NB))	J1:5/1 (Right)	1439	0	J1:1/1	1.09	All	4.60	2.50	0.50	5	2.00
				J1:1/2	1.09	All					

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/1 (Prince of Wales Rd (EB))	J2:6/1 (Right)	850	0	J2:2/1	0.35	All	-	-	-	-	-
J2:3/1 (Crogsland Rd (entry))	J2:4/1 (Left)	1439	0	J2:2/1	1.09	To J2:4/1 (Ahead)	-	-	-	-	-
	J2:5/1 (Right)	1439	0	J2:2/1	1.09	To J2:4/1 (Ahead)					
				J2:1/1	1.09	All					

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:2/2 (Malden Road (B517))	J3:5/1 (Right)	1439	0	J3:4/1	1.09	All	2.00	-	0.50	2	2.00
J3:3/2 (Prince of Wales Road (WB))	J3:6/1 (Right)	1439	0	J3:1/1	1.09	All	7.00	-	0.50	7	4.00
				J3:1/2	1.09	All					
J3:4/2 (Malden Crescent (B517))	J3:7/2 (Right)	1439	0	J3:2/1	1.09	All	5.00	-	0.50	5	2.00
				J3:7/1	1.09	All					

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:6/1 (Crogsland Road)	J4:7/1 (Left)	715	0	J4:5/1	0.22	To J4:7/1 (Ahead)	-	-	-	-	-
				J4:5/2	0.22	None					

Junction: J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186
There are no Opposed Lanes in this Junction

Junction: J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136
There are no Opposed Lanes in this Junction

Full Input Data And Results

Junction: J7: Adelaide Road / Eton College Road / Bridge Approach											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J7:1/1 (Bridge Approach)	J4:4/1 (Right)	650	0	J7:4/1	0.19	All	-	-	-	-	-
				J7:6/1	0.22	All					
				J7:2/1	0.22	All					
	J7:3/1 (Ahead)	650	0	J7:4/1	0.19	All					
				J7:6/1	0.22	All					
	J7:5/1 (Left)	650	0	J7:6/1	0.22	All					
J7:2/1 (Eton College Road)	J4:4/1 (Left)	660	0	J7:4/1	0.22	All	-	-	-	-	-
				J7:1/1	0.22	To J4:4/1 (Right)					
	J7:5/1 (Right)	660	0	J7:1/1	0.22	All					
				J7:4/1	0.22	All					
				J7:6/1	0.19	All					
J7:6/1 (Adelaide Road (B509))	J7:3/1 (Right)	850	0	J7:4/1	0.35	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137												
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 (Haverstock Hill (SB))	U	A	2	3	60.0	User	1788	-	-	-	-	-
J1:1/2 (Haverstock Hill (SB))	U	A	2	3	4.9	User	1916	-	-	-	-	-
J1:2/1 (Prince Of Wales Rd (entry))	U	C	2	3	3.1	User	1377	-	-	-	-	-
J1:2/2 (Prince Of Wales Rd (entry))	U	C	2	3	33.6	User	1729	-	-	-	-	-
J1:3/1 (Haverstock Rd (NB))	O	B	2	3	20.9	User	1707	-	-	-	-	-
J1:4/1 (Haverstock Rd (NB exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Prince of Wales Rd (exit))	U		2	3	31.5	User	1821	-	-	-	-	-
J1:6/1 (Haverstock Rd (SB exit))	U		2	3	4.9	User	1889	-	-	-	-	-
J1:6/2 (Haverstock Rd (SB exit))	U		2	3	4.9	User	1889	-	-	-	-	-
J1:7/1 (Haverstock Hill SB)	U		2	3	17.7	User	1969	-	-	-	-	-

Full Input Data And Results

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority												
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 (Prince of Wales Rd (EB))	O		2	3	9.7	User	1769	-	-	-	-	-
J2:2/1 (Prince of Wales Rd (WB))	U		2	3	3.7	User	1761	-	-	-	-	-
J2:3/1 (Crogsland Rd (entry))	O		2	3	60.0	User	1337	-	-	-	-	-
J2:4/1 (Prince of Wales Rd (WB exit))	U		2	3	10.3	Geom	-	4.20	0.00	Y	Arm J1:2 Ahead	Inf
J2:5/1 (Prince of Wales Rd (EB exit))	U		2	3	6.1	User	1916	-	-	-	-	-
J2:6/1 (Crogsland Road SB exit)	U		2	3	30.4	Geom	-	3.45	0.00	Y	Arm J4:6 Ahead	Inf

Full Input Data And Results

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092												
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 (Prince of Wales Road (EB))	U	C	2	3	1.5	User	1746	-	-	-	-	-
J3:1/2 (Prince of Wales Road (EB))	U	C	2	3	5.2	User	1844	-	-	-	-	-
J3:2/1 (Malden Road (B517))	U	B	2	3	60.0	User	1586	-	-	-	-	-
J3:2/2 (Malden Road (B517))	O	B	2	3	2.8	User	1607	-	-	-	-	-
J3:3/1 (Prince of Wales Road (WB))	U	D	2	3	60.0	User	1780	-	-	-	-	-
J3:3/2 (Prince of Wales Road (WB))	O	D E	2	3	3.4	User	1589	-	-	-	-	-
J3:4/1 (Malden Crescent (B517))	U	A	2	3	29.6	User	1786	-	-	-	-	-
J3:4/2 (Malden Crescent (B517))	O	A	2	3	6.3	User	1654	-	-	-	-	-
J3:5/1 (Prince of Wales Road (WB) Exit)	U		2	3	8.9	User	1861	-	-	-	-	-
J3:6/1 (Malden Road (B517) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:7/1 (Prince of Wales (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:7/2 (Prince of Wales (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:8/1 (Ferdinand Str SB exit)	U		2	3	29.6	User	1841	-	-	-	-	-

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135

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 (Haverstock Hill)	U	C	2	3	17.9	User	1884	-	-	-	-	-
J4:1/2 (Haverstock Hill)	U	A	2	3	18.8	User	1664	-	-	-	-	-
J4:2/1 (Haverstock Hill (A502))	U		2	3	5.0	User	1780	-	-	-	-	-
J4:2/2 (Haverstock Hill (A502))	U	B	2	3	5.0	User	1950	-	-	-	-	-
J4:3/1 (Haverstock Hill)	U	K	2	3	0.5	User	1914	-	-	-	-	-
J4:4/1 (Adelaide Road)	U	D	2	3	17.7	User	1726	-	-	-	-	-
J4:5/1 (Chalk Farm Road (A502))	U	L	2	3	5.2	User	1786	-	-	-	-	-
J4:5/2 (Chalk Farm Road (A502))	U	L	2	3	5.2	User	1804	-	-	-	-	-
J4:5/3 (Chalk Farm Road (A502))	U	I	2	3	4.2	User	1576	-	-	-	-	-
J4:6/1 (Crogsland Road)	O		2	3	8.7	User	1530	-	-	-	-	-
J4:7/1 (Chalk Farm Road (A502) Exit)	U	G	2	3	5.6	User	1800	-	-	-	-	-
J4:7/2 (Chalk Farm Road (A502) Exit)	U	G	2	3	5.6	User	1932	-	-	-	-	-
J4:8/1 (Haverstock Hill (A502))	U	H	2	3	10.6	User	1762	-	-	-	-	-
J4:8/2 (Haverstock Hill (A502))	U	H	2	3	4.8	User	1932	-	-	-	-	-
J4:9/1 (Haverstock Hill (A502) Exit)	U		2	3	23.3	User	1974	-	-	-	-	-
J4:10/1 (Regents Park Road)	U		2	3	21.4	Inf	-	-	-	-	-	-
J4:11/1 (Chalk Farm Road (A502) Exit)	U		2	3	3.5	User	2120	-	-	-	-	-

Full Input Data And Results

Junction: J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186												
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 (Chalk Farm Road (A502) SB)	U	A	2	3	22.7	User	1828	-	-	-	-	-
J5:2/1 (Chalk Firm Road)	U	B	2	3	8.3	User	1771	-	-	-	-	-
J5:3/1 (Camden Goods Yard)	U	C	2	3	60.0	User	1741	-	-	-	-	-
J5:3/2 (Camden Goods Yard)	U	D	2	3	60.0	User	1749	-	-	-	-	-
J5:4/1 (Chalk Firm Road Exit)	U		2	3	19.3	User	1936	-	-	-	-	-
J5:5/1 (Chalk Farm Road)	U		2	3	5.6	User	1885	-	-	-	-	-

Full Input Data And Results

Junction: J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136

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 (Chalk Firm Road)	U	D	2	3	3.7	User	1750	-	-	-	-	-
J6:1/2 (Chalk Firm Road)	U	E	2	3	3.7	User	1675	-	-	-	-	-
J6:2/1 (Ferdinand Street)	U	C	2	3	36.5	User	1665	-	-	-	-	-
J6:3/1 (Chalk Farm Road)	U	A	2	3	60.0	User	1761	-	-	-	-	-
J6:3/2 (Chalk Farm Road)	U	B	2	3	5.2	User	1700	-	-	-	-	-
J6:4/1 (Chalk Firm Road)	U		2	3	6.3	User	1812	-	-	-	-	-
J6:5/1 (Ferdinand Str. NB exit)	U		2	3	29.6	User	1860	-	-	-	-	-
J6:6/1 (Chalk Farm Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:7/1 (Camden Goods Yard (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:7/2 (Camden Goods Yard (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J7: Adelaide Road / Eton College Road / Bridge Approach

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 (Bridge Approach)	O		2	3	21.4	User	1521	-	-	-	-	-
J7:2/1 (Eton College Road)	O		2	3	60.0	User	1398	-	-	-	-	-
J7:3/1 (Eton College Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:4/1 (Adelaide Road)	U		2	3	60.0	User	1865	-	-	-	-	-
J7:5/1 (Adelaide Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J7:6/1 (Adelaide Road (B509))	O		2	3	21.7	User	1908	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Flow'	08:30	09:30	01:00	
2: 'PM Flow'	18:00	19:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	Tot.
Origin	A	0	133	166	121	65	38	9	12	0	0	0	0	0	0	0	544
	B	84	0	47	22	11	2	0	3	0	0	0	0	0	0	0	169
	C	166	42	0	15	30	6	22	17	0	0	0	0	0	0	0	298
	D	164	29	0	0	67	328	20	0	0	0	0	0	0	0	0	608
	E	100	15	0	85	0	242	3	0	0	0	0	0	0	0	0	445
	F	40	36	0	221	117	0	7	0	0	0	0	0	0	0	0	421
	G	1	0	36	0	0	0	0	6	0	0	0	0	0	0	0	43
	H	11	3	13	1	2	0	1	0	0	0	0	0	0	0	0	31
	I	1	0	0	4	1	8	0	0	0	0	0	0	0	0	0	14
	J	0	0	0	0	0	0	0	0	0	0	16	20	20	20	0	76
	K	0	0	0	0	0	0	0	0	0	16	0	0	0	0	10	26
	L	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
	M	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
	N	0	0	0	0	0	0	0	0	0	20	0	0	0	0	16	36
	O	0	0	0	0	0	0	0	0	0	0	10	0	0	12	0	22
	Tot.	567	258	262	469	293	624	62	38	0	76	26	20	20	32	26	2773

Traffic Lane Flows

Lane	Scenario 1: Base AM Peak
Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	
J1:1/1 (with short)	628(In) 430(Out)
J1:1/2 (short)	198
J1:2/1 (short)	49
J1:2/2 (with short)	375(In) 326(Out)
J1:3/1	195
J1:4/1	489
J1:5/1	429
J1:6/1	82
J1:6/2	198
J1:7/1	280
Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority	
J2:1/1	429
J2:2/1	421
J2:3/1	14
J2:4/1	375
J2:5/1	436
J2:6/1	53
Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	
J3:1/1 (short)	68
J3:1/2 (with short)	436(In) 368(Out)
J3:2/1 (with short)	481(In) 378(Out)
J3:2/2 (short)	103
J3:3/1 (with short)	443(In) 314(Out)
J3:3/2 (short)	129
J3:4/1 (with short)	168(In) 144(Out)
J3:4/2 (short)	24
J3:5/1	421
J3:6/1	325
J3:7/1	258
J3:7/2	392
J3:8/1	132
Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	
J4:1/1	54

J4:1/2	226
J4:2/1	248
J4:2/2	195
J4:3/1	248
J4:4/1	320
J4:5/1	74
J4:5/2	473
J4:5/3	53
J4:6/1	53
J4:7/1	127
J4:7/2	473
J4:8/1 (with short)	452(In) 257(Out)
J4:8/2 (short)	195
J4:9/1	195
J4:10/1	62
J4:11/1	600
Junction: J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186	
J5:1/1	600
J5:2/1	370
J5:3/1	82
J5:3/2	113
J5:4/1	452
J5:5/1	713
Junction: J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	
J6:1/1	578
J6:1/2	135
J6:2/1	132
J6:3/1 (with short)	620(In) 519(Out)
J6:3/2 (short)	101
J6:4/1	370
J6:5/1	168
J6:6/1	643
J6:7/1	149
J6:7/2	135
Junction: J7: Adelaide Road / Eton College Road / Bridge Approach	
J7:1/1	43
J7:2/1	31
J7:3/1	38
J7:4/1	318
J7:5/1	282
J7:6/1	248

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137								
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 (Haverstock Hill (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1788	1788
J1:1/2 (Haverstock Hill (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1916	1916
J1:2/1 (Prince Of Wales Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1377	1377
J1:2/2 (Prince Of Wales Rd (entry) Lane 2)	This lane uses a directly entered Saturation Flow						1729	1729
J1:3/1 (Haverstock Rd (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1707	1707
J1:4/1 (Haverstock Rd (NB exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Prince of Wales Rd (exit) Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
J1:6/1 (Haverstock Rd (SB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1889	1889
J1:6/2 (Haverstock Rd (SB exit) Lane 2)	This lane uses a directly entered Saturation Flow						1889	1889
J1:7/1 (Haverstock Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1969	1969

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority								
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 (Prince of Wales Rd (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1769	1769
J2:2/1 (Prince of Wales Rd (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J2:3/1 (Crogsland Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1337	1337
J2:4/1 (Prince of Wales Rd (WB exit))	4.20	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2035	2035
J2:5/1 (Prince of Wales Rd (EB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1916	1916
J2:6/1 (Crogsland Road SB exit)	3.45	0.00	Y	Arm J4:6 Ahead	Inf	100.0 %	1960	1960

Full Input Data And Results

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092								
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 (Prince of Wales Road (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1746	1746
J3:1/2 (Prince of Wales Road (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1844	1844
J3:2/1 (Malden Road (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1586	1586
J3:2/2 (Malden Road (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1607	1607
J3:3/1 (Prince of Wales Road (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/2 (Prince of Wales Road (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1589	1589
J3:4/1 (Malden Crescent (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J3:4/2 (Malden Crescent (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1654	1654
J3:5/1 (Prince of Wales Road (WB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1861	1861
J3:6/1 (Malden Road (B517) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/1 (Prince of Wales (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/2 (Prince of Wales (EB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Ferdinand Str SB exit Lane 1)	This lane uses a directly entered Saturation Flow						1841	1841

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135

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 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1884	1884
J4:1/2 (Haverstock Hill Lane 2)	This lane uses a directly entered Saturation Flow						1664	1664
J4:2/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J4:2/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J4:3/1 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1914	1914
J4:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1726	1726
J4:5/1 (Chalk Farm Road (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J4:5/2 (Chalk Farm Road (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1804	1804
J4:5/3 (Chalk Farm Road (A502) Lane 3)	This lane uses a directly entered Saturation Flow						1576	1576
J4:6/1 (Crogsland Road Lane 1)	This lane uses a directly entered Saturation Flow						1530	1530
J4:7/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:7/2 (Chalk Farm Road (A502) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:8/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J4:8/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:9/1 (Haverstock Hill (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1974	1974
J4:10/1 (Regents Park Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						2120	2120

Full Input Data And Results

Junction: J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186								
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 (Chalk Farm Road (A502) SB Lane 1)	This lane uses a directly entered Saturation Flow						1828	1828
J5:2/1 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1771	1771
J5:3/1 (Camden Goods Yard Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J5:3/2 (Camden Goods Yard Lane 2)	This lane uses a directly entered Saturation Flow						1749	1749
J5:4/1 (Chalk Firm Road Exit Lane 1)	This lane uses a directly entered Saturation Flow						1936	1936
J5:5/1 (Chalk Farm Road Lane 1)	This lane uses a directly entered Saturation Flow						1885	1885

Junction: J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136								
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 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
J6:1/2 (Chalk Firm Road Lane 2)	This lane uses a directly entered Saturation Flow						1675	1675
J6:2/1 (Ferdinand Street Lane 1)	This lane uses a directly entered Saturation Flow						1665	1665
J6:3/1 (Chalk Farm Road Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J6:3/2 (Chalk Farm Road Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
J6:4/1 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1812	1812
J6:5/1 (Ferdinand Str. NB exit Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
J6:6/1 (Chalk Farm Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:7/1 (Camden Goods Yard (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:7/2 (Camden Goods Yard (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J7: Adelaide Road / Eton College Road / Bridge Approach								
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 (Bridge Approach Lane 1)	This lane uses a directly entered Saturation Flow						1521	1521
J7:2/1 (Eton College Road Lane 1)	This lane uses a directly entered Saturation Flow						1398	1398
J7:3/1 (Eton College Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1865	1865
J7:5/1 (Adelaide Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/1 (Adelaide Road (B509) Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908

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

Traffic Flows, Desired

Desired Flow :

		Destination															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	Tot.
Origin	A	0	113	151	184	95	55	16	14	0	0	0	0	0	0	0	628
	B	119	0	69	68	16	3	0	5	0	0	0	0	0	0	0	280
	C	147	41	0	22	23	5	11	13	0	0	0	0	0	0	0	262
	D	145	29	0	0	73	263	10	0	0	0	0	0	0	0	0	520
	E	58	6	0	51	0	161	1	0	0	0	0	0	0	0	0	277
	F	35	28	0	261	164	0	4	0	0	0	0	0	0	0	0	492
	G	8	2	22	1	1	0	0	16	0	0	0	0	0	0	0	50
	H	6	2	9	1	1	0	0	0	0	0	0	0	0	0	0	19
	I	1	0	0	2	1	8	0	0	0	0	0	0	0	0	0	12
	J	0	0	0	0	0	0	0	0	0	0	16	20	20	20	0	76
	K	0	0	0	0	0	0	0	0	0	16	0	0	0	0	10	26
	L	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
	M	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16
	N	0	0	0	0	0	0	0	0	0	20	0	0	0	0	14	34
	O	0	0	0	0	0	0	0	0	0	0	10	0	0	12	0	22
	Tot.	519	221	251	590	374	495	42	48	0	72	26	20	20	32	24	2734

Traffic Lane Flows

Lane	Scenario 2: Base PM Peak
Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	
J1:1/1 (with short)	536(In) 387(Out)
J1:1/2 (short)	149
J1:2/1 (short)	37
J1:2/2 (with short)	375(In) 338(Out)
J1:3/1	314
J1:4/1	610
J1:5/1	380
J1:6/1	86
J1:6/2	149
J1:7/1	235
Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority	
J2:1/1	380
J2:2/1	406
J2:3/1	12
J2:4/1	375
J2:5/1	387
J2:6/1	36
Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	
J3:1/1 (short)	74
J3:1/2 (with short)	387(In) 313(Out)
J3:2/1 (with short)	311(In) 253(Out)
J3:2/2 (short)	58
J3:3/1 (with short)	514(In) 338(Out)
J3:3/2 (short)	176
J3:4/1 (with short)	211(In) 180(Out)
J3:4/2 (short)	31
J3:5/1	406
J3:6/1	406
J3:7/1	175
J3:7/2	344
J3:8/1	92
Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	
J4:1/1	58

J4:1/2	177
J4:2/1	259
J4:2/2	314
J4:3/1	259
J4:4/1	291
J4:5/1	78
J4:5/2	422
J4:5/3	26
J4:6/1	36
J4:7/1	114
J4:7/2	422
J4:8/1 (with short)	589(In) 275(Out)
J4:8/2 (short)	314
J4:9/1	314
J4:10/1	42
J4:11/1	536
Junction: J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186	
J5:1/1	536
J5:2/1	437
J5:3/1	152
J5:3/2	154
J5:4/1	589
J5:5/1	690
Junction: J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	
J6:1/1	572
J6:1/2	118
J6:2/1	92
J6:3/1 (with short)	704(In) 566(Out)
J6:3/2 (short)	138
J6:4/1	437
J6:5/1	211
J6:6/1	591
J6:7/1	129
J6:7/2	118
Junction: J7: Adelaide Road / Eton College Road / Bridge Approach	
J7:1/1	50
J7:2/1	19
J7:3/1	48
J7:4/1	282
J7:5/1	271
J7:6/1	259

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137								
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 (Haverstock Hill (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1788	1788
J1:1/2 (Haverstock Hill (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1916	1916
J1:2/1 (Prince Of Wales Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1377	1377
J1:2/2 (Prince Of Wales Rd (entry) Lane 2)	This lane uses a directly entered Saturation Flow						1729	1729
J1:3/1 (Haverstock Rd (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1707	1707
J1:4/1 (Haverstock Rd (NB exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Prince of Wales Rd (exit) Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
J1:6/1 (Haverstock Rd (SB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1889	1889
J1:6/2 (Haverstock Rd (SB exit) Lane 2)	This lane uses a directly entered Saturation Flow						1889	1889
J1:7/1 (Haverstock Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1969	1969

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority								
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 (Prince of Wales Rd (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1769	1769
J2:2/1 (Prince of Wales Rd (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J2:3/1 (Crogsland Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1337	1337
J2:4/1 (Prince of Wales Rd (WB exit))	4.20	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2035	2035
J2:5/1 (Prince of Wales Rd (EB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1916	1916
J2:6/1 (Crogsland Road SB exit)	3.45	0.00	Y	Arm J4:6 Ahead	Inf	100.0 %	1960	1960

Full Input Data And Results

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092								
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 (Prince of Wales Road (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1746	1746
J3:1/2 (Prince of Wales Road (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1844	1844
J3:2/1 (Malden Road (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1586	1586
J3:2/2 (Malden Road (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1607	1607
J3:3/1 (Prince of Wales Road (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/2 (Prince of Wales Road (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1589	1589
J3:4/1 (Malden Crescent (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J3:4/2 (Malden Crescent (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1654	1654
J3:5/1 (Prince of Wales Road (WB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1861	1861
J3:6/1 (Malden Road (B517) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/1 (Prince of Wales (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/2 (Prince of Wales (EB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Ferdinand Str SB exit Lane 1)	This lane uses a directly entered Saturation Flow						1841	1841

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135

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 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1884	1884
J4:1/2 (Haverstock Hill Lane 2)	This lane uses a directly entered Saturation Flow						1664	1664
J4:2/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J4:2/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J4:3/1 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1914	1914
J4:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1726	1726
J4:5/1 (Chalk Farm Road (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J4:5/2 (Chalk Farm Road (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1804	1804
J4:5/3 (Chalk Farm Road (A502) Lane 3)	This lane uses a directly entered Saturation Flow						1576	1576
J4:6/1 (Crogsland Road Lane 1)	This lane uses a directly entered Saturation Flow						1530	1530
J4:7/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:7/2 (Chalk Farm Road (A502) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:8/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J4:8/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:9/1 (Haverstock Hill (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1974	1974
J4:10/1 (Regents Park Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						2120	2120

Full Input Data And Results

Junction: J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186								
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 (Chalk Farm Road (A502) SB Lane 1)	This lane uses a directly entered Saturation Flow						1828	1828
J5:2/1 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1771	1771
J5:3/1 (Camden Goods Yard Lane 1)	This lane uses a directly entered Saturation Flow						1741	1741
J5:3/2 (Camden Goods Yard Lane 2)	This lane uses a directly entered Saturation Flow						1749	1749
J5:4/1 (Chalk Firm Road Exit Lane 1)	This lane uses a directly entered Saturation Flow						1936	1936
J5:5/1 (Chalk Farm Road Lane 1)	This lane uses a directly entered Saturation Flow						1885	1885

Junction: J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136								
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 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1750	1750
J6:1/2 (Chalk Firm Road Lane 2)	This lane uses a directly entered Saturation Flow						1675	1675
J6:2/1 (Ferdinand Street Lane 1)	This lane uses a directly entered Saturation Flow						1665	1665
J6:3/1 (Chalk Farm Road Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J6:3/2 (Chalk Farm Road Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
J6:4/1 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1812	1812
J6:5/1 (Ferdinand Str. NB exit Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
J6:6/1 (Chalk Farm Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:7/1 (Camden Goods Yard (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:7/2 (Camden Goods Yard (exit) Lane 2)	Infinite Saturation Flow						Inf	Inf

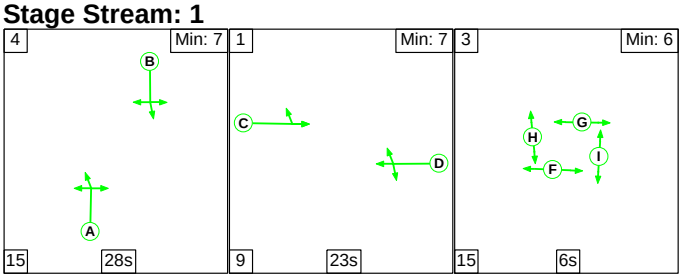
Full Input Data And Results

Junction: J7: Adelaide Road / Eton College Road / Bridge Approach								
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 (Bridge Approach Lane 1)	This lane uses a directly entered Saturation Flow						1521	1521
J7:2/1 (Eton College Road Lane 1)	This lane uses a directly entered Saturation Flow						1398	1398
J7:3/1 (Eton College Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1865	1865
J7:5/1 (Adelaide Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J7:6/1 (Adelaide Road (B509) Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908

Scenario 1: 'Base AM Peak' (FG1: 'AM Flow', Plan 1: 'Network Control Plan 1')
C1 - 02/092

Stage Sequence Diagram

Stage Stream: 1



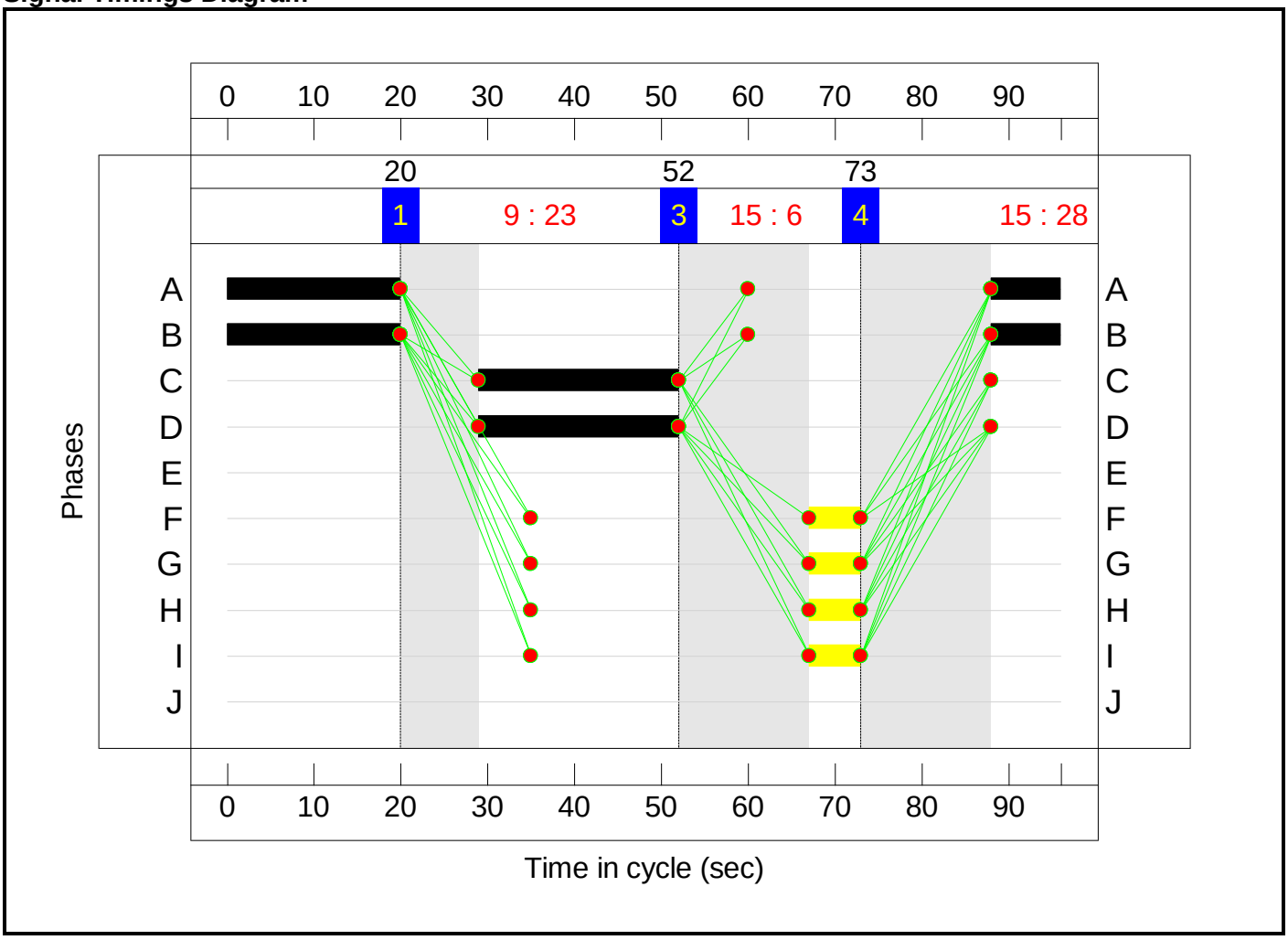
Stage Timings

Stage Stream: 1

Stage	4	1	3
Duration	28	23	6
Change Point	73	20	52

Full Input Data And Results

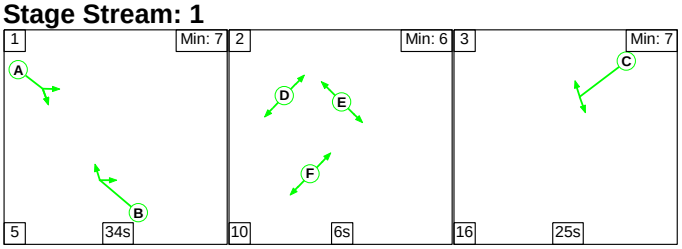
Signal Timings Diagram



C2 - 02/137

Stage Sequence Diagram

Stage Stream: 1



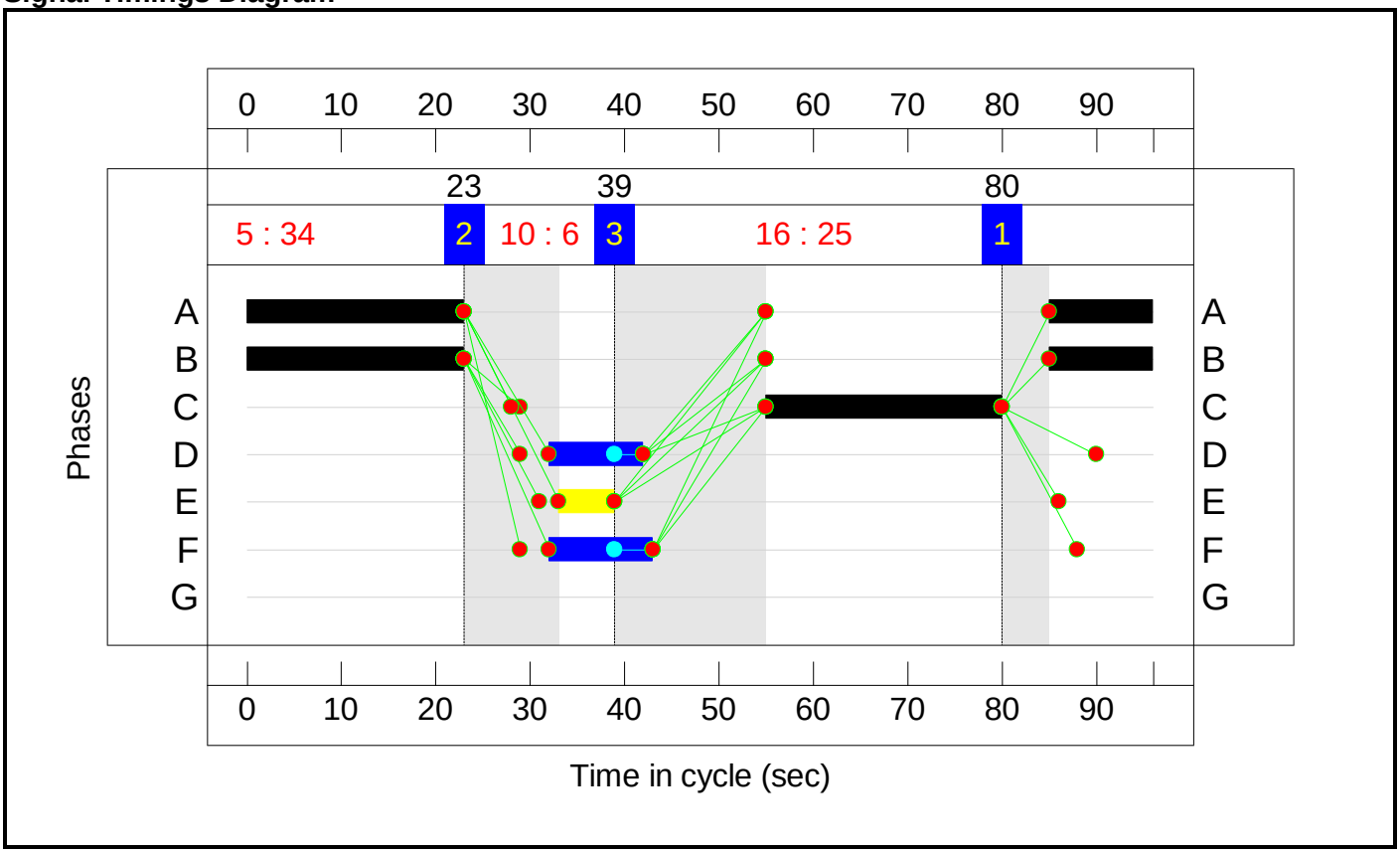
Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	6	25
Change Point	80	23	39

Full Input Data And Results

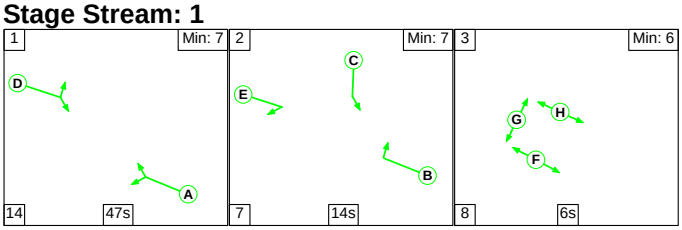
Signal Timings Diagram



C3 - 02/136

Stage Sequence Diagram

Stage Stream: 1



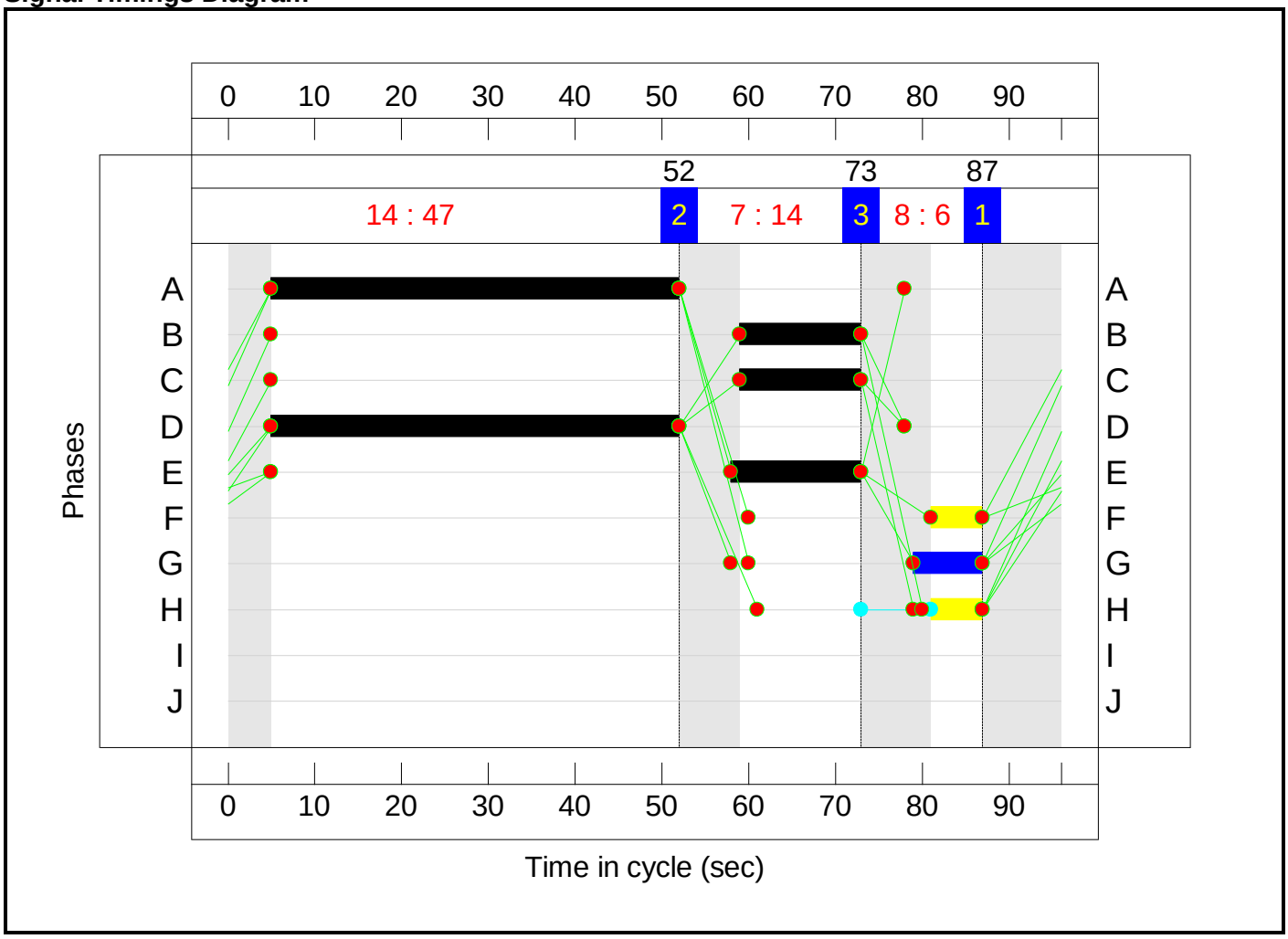
Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	47	14	6
Change Point	87	52	73

Full Input Data And Results

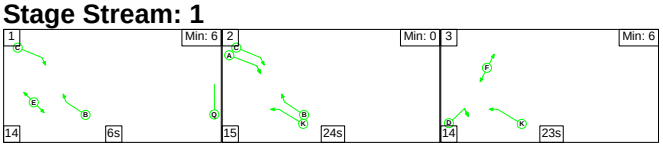
Signal Timings Diagram



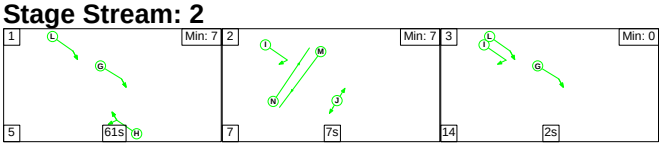
C4 - 02/135

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

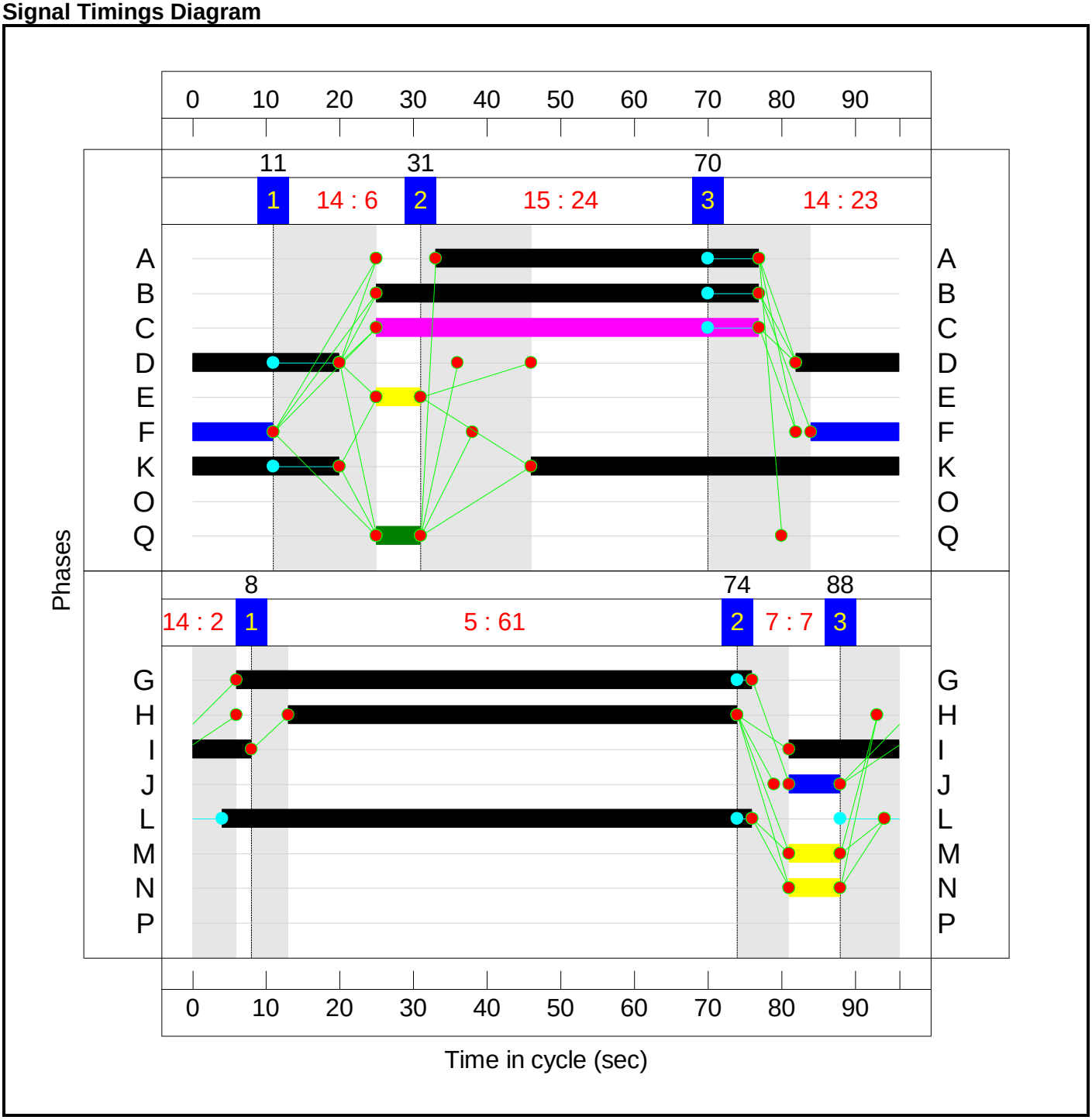
Stage	1	2	3
Duration	6	24	23
Change Point	11	31	70

Full Input Data And Results

Stage Stream: 2

Stage	1	2	3
Duration	61	7	2
Change Point	8	74	88

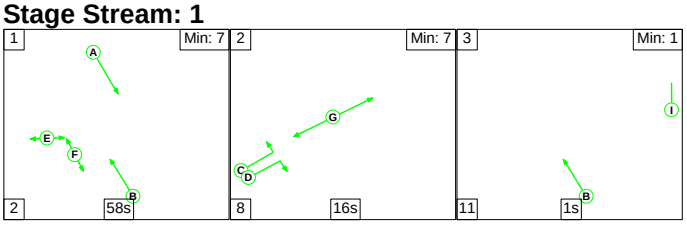
Signal Timings Diagram



C5 - 02/186

Stage Sequence Diagram

Stage Stream: 1



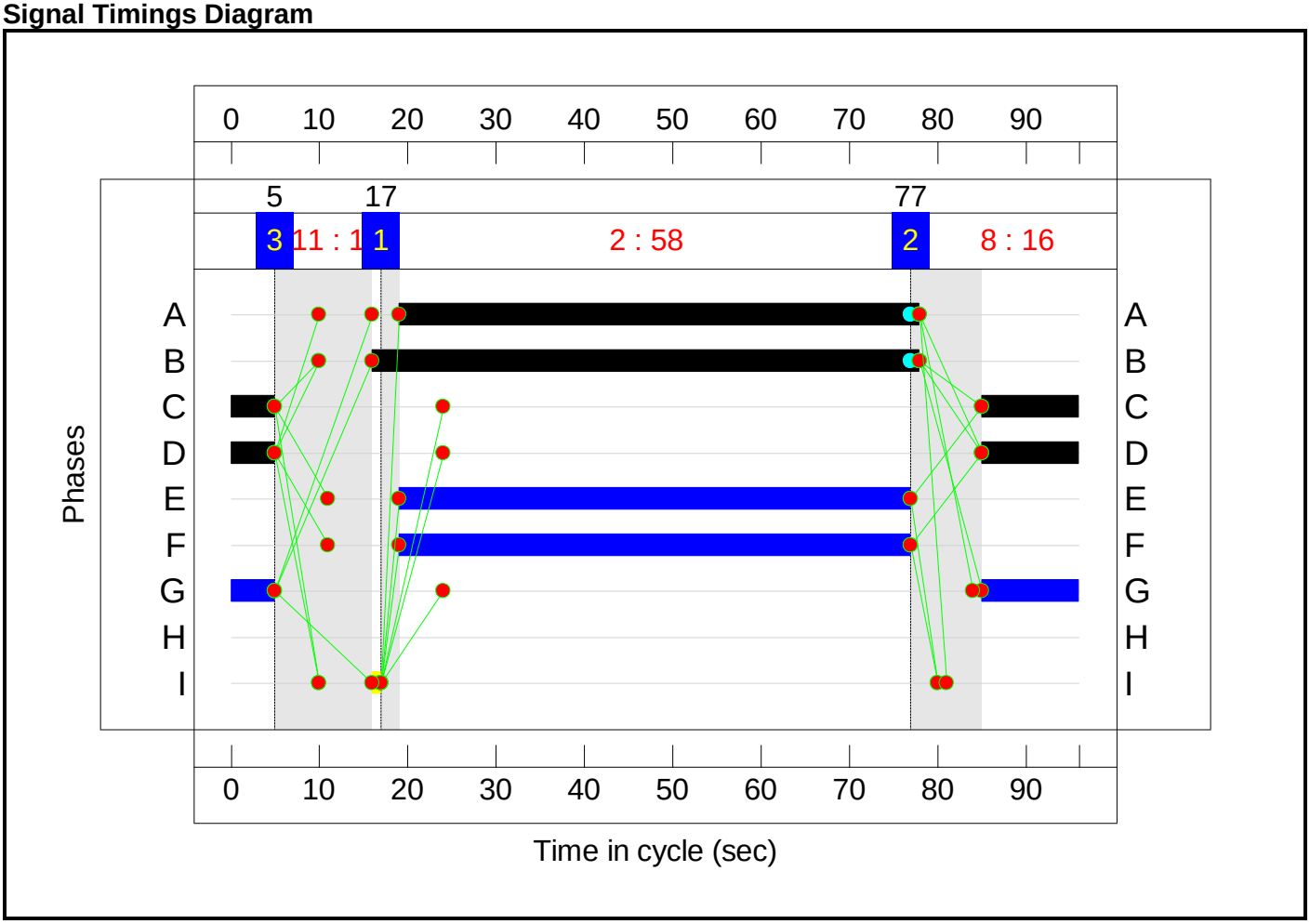
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	58	16	1
Change Point	17	77	5

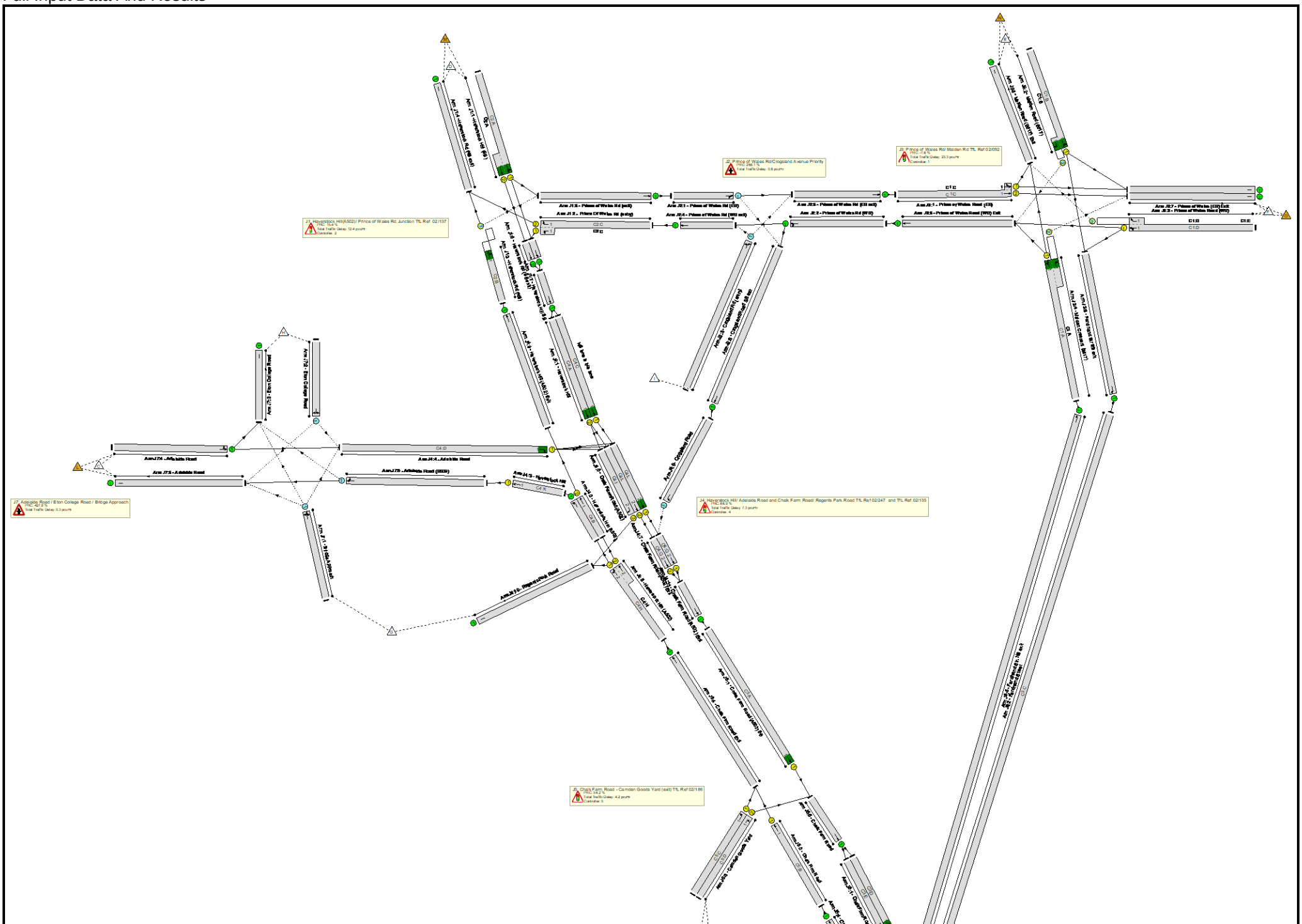
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Chalk Farm Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.4%**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Haverstock Hill (SB) Left Ahead	U	2:1	N/A	C2:A		1	34	-	628	1788:1916	563+259	76.3 : 76.3%
2/2+2/1	Prince Of Wales Rd (entry) Right Left	U	2:1	N/A	C2:C		1	25	-	375	1729:1377	418+63	78.0 : 78.0%
3/1	Haverstock Rd (NB) Ahead Right	O	2:1	N/A	C2:B		1	34	-	195	1707	653	29.9%
4/1	Haverstock Rd (NB exit)	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
5/1	Prince of Wales Rd (exit) Ahead	U	N/A	N/A	-		-	-	-	429	1821	1821	23.6%
6/1	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	82	1889	1889	4.3%
6/2	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	198	1889	1889	10.5%
7/1	Haverstock Hill SB Ahead	U	N/A	N/A	-		-	-	-	280	1969	1969	14.2%
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**24.4%**
1/1	Prince of Wales Rd (EB) Ahead Right	O	N/A	N/A	-		-	-	-	429	1769	1755	24.4%
2/1	Prince of Wales Rd (WB) Ahead Left	U	N/A	N/A	-		-	-	-	421	1761	1761	23.9%
3/1	Crogsland Rd (entry) Left Right	O	N/A	N/A	-		-	-	-	14	1337	653	2.1%

Full Input Data And Results

4/1	Prince of Wales Rd (WB exit) Ahead	U	N/A	N/A	-		-	-	-	375	2035	2035	18.4%
5/1	Prince of Wales Rd (EB exit) Ahead	U	N/A	N/A	-		-	-	-	436	1916	1916	22.8%
6/1	Crogsland Road SB exit Ahead	U	N/A	N/A	-		-	-	-	53	1960	1960	2.7%
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.4%**
1/2+1/1	Prince of Wales Road (EB) Left Ahead	U	1:1	N/A	C1:C		1	23	-	436	1844:1746	403+74	91.4 : 91.4%
2/1+2/2	Malden Road (B517) Right Left Ahead	U+O	1:1	N/A	C1:B		1	28	-	481	1586:1607	421+115	89.9 : 89.9%
3/1+3/2	Prince of Wales Road (WB) Ahead Right Left	U+O	1:1	N/A	C1:D	C1:E	1	23	0	443	1780:1589	352+145	89.2 : 89.2%
4/1+4/2	Malden Crescent (B517) Left Ahead Right	U+O	1:1	N/A	C1:A		1	28	-	168	1786:1654	547+91	26.3 : 26.3%
5/1	Prince of Wales Road (WB) Exit Ahead	U	N/A	N/A	-		-	-	-	421	1861	1861	22.6%
6/1	Malden Road (B517) Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
7/1	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
7/2	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
8/1	Ferdinand Str SB exit Ahead	U	N/A	N/A	-		-	-	-	132	1841	1841	7.2%
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
1/1	Haverstock Hill Ahead	U	4:1	N/A	C4:C		1	52	-	54	1884	883	6.1%

Full Input Data And Results

1/2	Haverstock Hill Ahead	U	4:1	N/A	C4:A		1	44	-	226	1664	745	30.3%
2/1	Haverstock Hill (A502) Left	U	N/A	N/A	-		-	-	-	248	1780	1780	13.9%
2/2	Haverstock Hill (A502) Ahead	U	4:1	N/A	C4:B		1	52	-	195	1950	1077	18.1%
3/1	Haverstock Hill Ahead	U	4:1	N/A	C4:K		1	70	-	248	1914	1416	17.5%
4/1	Adelaide Road Right	U	4:1	N/A	C4:D		1	34	-	320	1726	593	53.9%
5/1	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	74	1786	1339	5.5%
5/2	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	473	1804	1372	34.5%
5/3	Chalk Farm Road (A502) Right	U	4:2	N/A	C4:I		1	23	-	53	1576	394	13.5%
6/1	Crogsland Road Left	O	N/A	N/A	-		-	-	-	53	1530	699	7.6%
7/1	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	127	1800	1331	9.5%
7/2	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	473	1932	1429	33.1%
8/1+8/2	Haverstock Hill (A502) Ahead Left	U	4:2	N/A	C4:H		1	61	-	452	1762:1932	758+575	33.9 : 33.9%
9/1	Haverstock Hill (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	195	1974	1974	9.9%
10/1	Regents Park Road	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
11/1	Chalk Farm Road (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	600	2120	2120	28.3%
J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**

Full Input Data And Results

1/1	Chalk Farm Road (A502) SB Ahead	U	5:1	N/A	C5:A		1	59	-	600	1828	1028	58.4%
2/1	Chalk Firm Road Ahead	U	5:1	N/A	C5:B		1	62	-	370	1771	1162	31.8%
3/1	Camden Goods Yard Left	U	5:1	N/A	C5:C		1	16	-	82	1741	308	26.6%
3/2	Camden Goods Yard Right	U	5:1	N/A	C5:D		1	16	-	113	1749	310	36.5%
4/1	Chalk Firm Road Exit Ahead	U	N/A	N/A	-		-	-	-	452	1936	1936	23.3%
5/1	Chalk Farm Road Ahead	U	N/A	N/A	-		-	-	-	713	1885	1885	37.8%
J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**
1/1	Chalk Firm Road U-Turn Ahead	U	3:1	N/A	C3:D		1	47	-	578	1750	930	62.2%
1/2	Chalk Firm Road Right	U	3:1	N/A	C3:E		1	15	-	135	1675	279	48.4%
2/1	Ferdinand Street Left	U	3:1	N/A	C3:C		1	14	-	132	1665	243	54.4%
3/1+3/2	Chalk Farm Road Ahead Right Left	U	3:1	N/A	C3:A C3:B		1	47:14	-	620	1761:1700	803+156	64.6 : 64.6%
4/1	Chalk Firm Road Ahead	U	N/A	N/A	-		-	-	-	370	1812	1812	20.4%
5/1	Ferdinand Str. NB exit Ahead	U	N/A	N/A	-		-	-	-	168	1860	1860	9.0%
6/1	Chalk Farm Road	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/1	Camden Goods Yard (exit)	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
7/2	Camden Goods Yard (exit)	U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
J7: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.1%**

Full Input Data And Results

1/1	Bridge Approach Right Ahead Left	O	N/A	N/A	-		-	-	-	43	1521	584	7.4%
2/1	Eton College Road Left Right	O	N/A	N/A	-		-	-	-	31	1398	563	5.5%
3/1	Eton College Road	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
4/1	Adelaide Road Ahead Left	U	N/A	N/A	-		-	-	-	318	1865	1865	17.1%
5/1	Adelaide Road	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
6/1	Adelaide Road (B509) Right Ahead	O	N/A	N/A	-		-	-	-	248	1908	1741	14.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Chalk Farm Network	**-**	**-**	**309**	**26**	**112**	**33.4**	**24.1**	**0.7**	**58.2**	**-**	**-**	**-**	**-**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**32**	**0**	**0**	**8.4**	**3.8**	**0.1**	**12.4**	**-**	**-**	**-**	**-**
1/1+1/2	628	628	-	-	-	4.0	1.6	-	5.6	32.2	11.7	1.6	13.3
2/2+2/1	375	375	-	-	-	3.5	1.7	-	5.2	50.3	6.9	1.7	8.6
3/1	195	195	32	0	0	0.9	0.2	0.1	1.2	22.5	4.5	0.2	4.7
4/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	429	429	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	82	82	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	280	280	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**16**	**0**	**0**	**0.0**	**0.6**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	429	429	2	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/1	421	421	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	14	14	14	0	0	0.0	0.0	-	0.0	6.4	0.1	0.0	0.1
4/1	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	436	436	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	53	53	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**144**	**0**	**112**	**10.5**	**12.3**	**0.5**	**23.3**	**-**	**-**	**-**	**-**
1/2+1/1	436	436	-	-	-	1.9	4.4	-	6.3	52.3	10.1	4.4	14.5
2/1+2/2	481	481	103	0	0	4.1	3.9	0.0	8.0	59.7	11.4	3.9	15.3
3/1+3/2	443	443	20	0	109	4.1	3.6	0.4	8.2	66.6	9.8	3.6	13.4
4/1+4/2	168	168	22	0	2	0.4	0.2	0.0	0.6	13.5	1.4	0.2	1.6
5/1	421	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

6/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	132	132	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**27**	**26**	**0**	**4.9**	**2.3**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
1/1	54	54	-	-	-	0.2	0.0	-	0.2	13.9	0.9	0.0	1.0
1/2	226	226	-	-	-	0.6	0.2	-	0.8	13.5	4.7	0.2	4.9
2/1	248	248	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	195	195	-	-	-	0.1	0.1	-	0.2	4.2	1.2	0.1	1.3
3/1	248	248	-	-	-	0.2	0.1	-	0.3	4.8	2.8	0.1	2.9
4/1	320	320	-	-	-	2.3	0.6	-	2.8	31.9	6.8	0.6	7.4
5/1	74	74	-	-	-	0.0	0.0	-	0.1	3.4	0.4	0.0	0.5
5/2	473	473	-	-	-	0.6	0.3	-	0.8	6.3	6.6	0.3	6.9
5/3	53	53	-	-	-	0.4	0.1	-	0.5	34.2	0.9	0.1	1.0
6/1	53	53	27	26	0	0.0	0.0	-	0.0	2.8	0.0	0.0	0.0
7/1	127	127	-	-	-	0.1	0.1	-	0.2	5.0	1.2	0.1	1.3
7/2	473	473	-	-	-	0.0	0.2	-	0.2	1.9	0.0	0.2	0.3
8/1+8/2	452	452	-	-	-	0.3	0.3	-	0.6	4.8	1.3	0.3	1.6
9/1	195	195	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	600	600	-	-	-	0.0	0.2	-	0.2	1.3	4.2	0.2	4.4
J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186	**-**	**-**	**0**	**0**	**0**	**2.4**	**1.9**	**0.0**	**4.2**	**-**	**-**	**-**	**-**
1/1	600	600	-	-	-	0.5	0.7	-	1.2	7.0	2.0	0.7	2.7
2/1	370	370	-	-	-	0.0	0.2	-	0.3	2.5	2.0	0.2	2.2
3/1	82	82	-	-	-	0.8	0.2	-	1.0	42.1	1.9	0.2	2.0
3/2	113	113	-	-	-	1.1	0.3	-	1.4	43.9	2.6	0.3	2.9

Full Input Data And Results

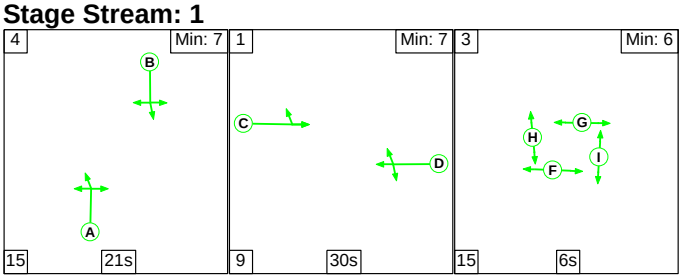
4/1	452	452	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/1	713	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**0**	**0**	**0**	**7.2**	**3.0**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
1/1	578	578	-	-	-	2.2	0.8	-	3.1	19.1	7.4	0.8	8.2
1/2	135	135	-	-	-	0.9	0.5	-	1.4	36.3	3.1	0.5	3.6
2/1	132	132	-	-	-	0.7	0.6	-	1.3	36.2	3.4	0.6	3.9
3/1+3/2	620	620	-	-	-	3.3	0.9	-	4.2	24.4	10.5	0.9	11.4
4/1	370	370	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	168	168	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**89**	**0**	**0**	**0.0**	**0.3**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	43	43	43	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
2/1	31	31	31	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	318	318	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	248	248	15	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 - 02/092	Stream: 1 PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	23.14	Cycle Time (s):	96
C2 - 02/137	Stream: 1 PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	12.07	Cycle Time (s):	96
C3 - 02/136	Stream: 1 PRC for Signalled Lanes (%):	39.3	Total Delay for Signalled Lanes (pcuHr):	9.96	Cycle Time (s):	96
C4 - 02/135	Stream: 1 PRC for Signalled Lanes (%):	66.9	Total Delay for Signalled Lanes (pcuHr):	4.45	Cycle Time (s):	96
C4 - 02/135	Stream: 2 PRC for Signalled Lanes (%):	161.0	Total Delay for Signalled Lanes (pcuHr):	2.43	Cycle Time (s):	96
C5 - 02/186	Stream: 1 PRC for Signalled Lanes (%):	54.2	Total Delay for Signalled Lanes (pcuHr):	3.77	Cycle Time (s):	96
	PRC Over All Lanes (%):	-1.6	Total Delay Over All Lanes(pcuHr):	58.21		

Full Input Data And Results
Scenario 2: 'Base PM Peak' (FG2: 'PM Flow', Plan 1: 'Network Control Plan 1')
C1 - 02/092

Stage Sequence Diagram

Stage Stream: 1

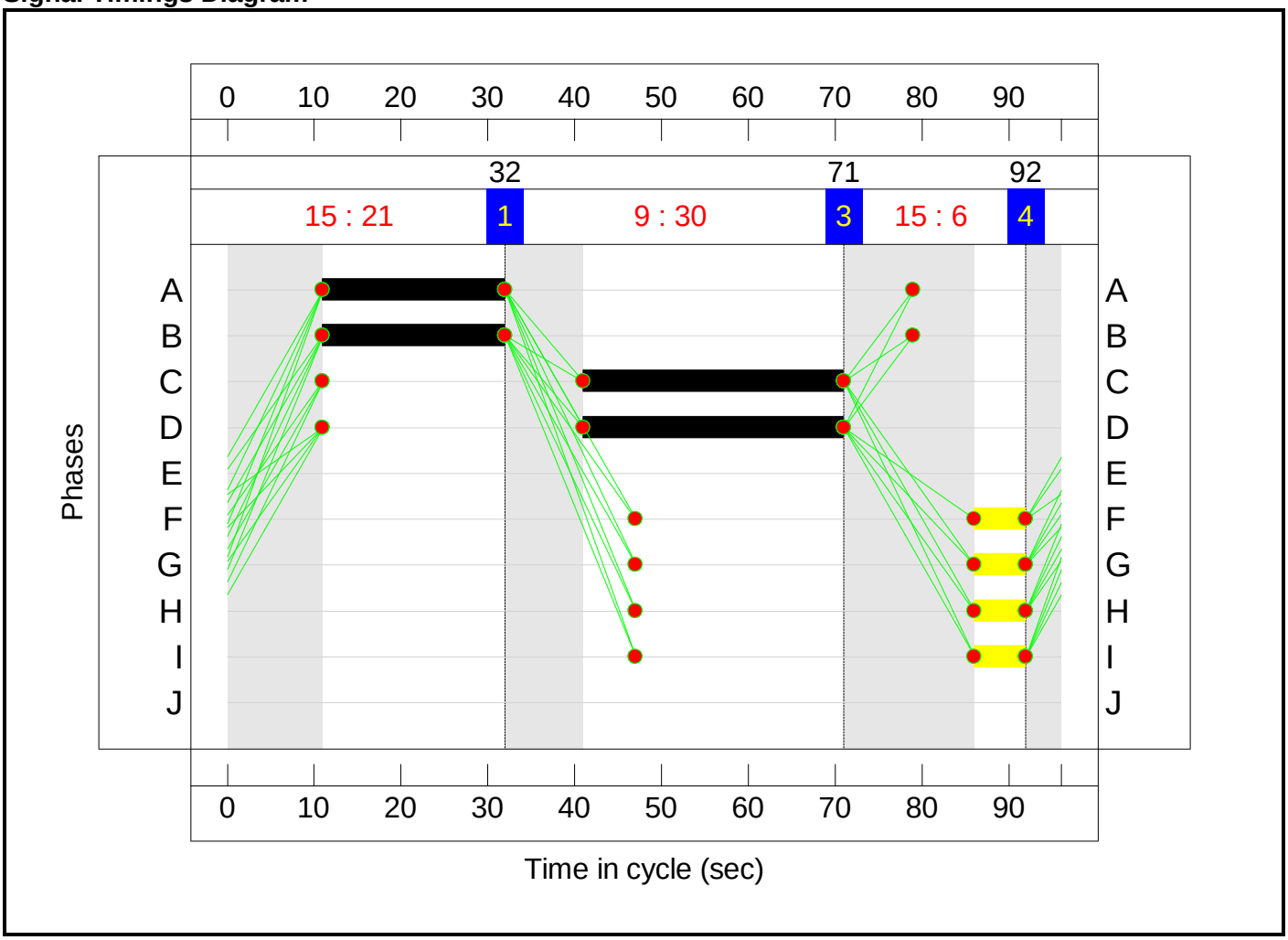


Stage Timings

Stage Stream: 1

Stage	4	1	3
Duration	21	30	6
Change Point	92	32	71

Signal Timings Diagram

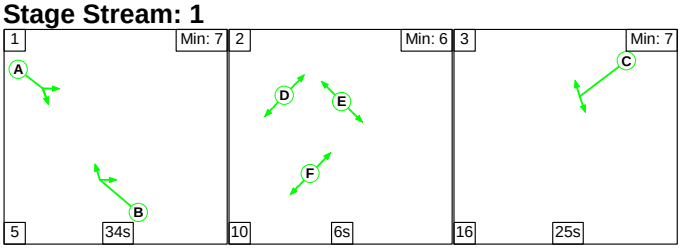


Full Input Data And Results

C2 - 02/137

Stage Sequence Diagram

Stage Stream: 1

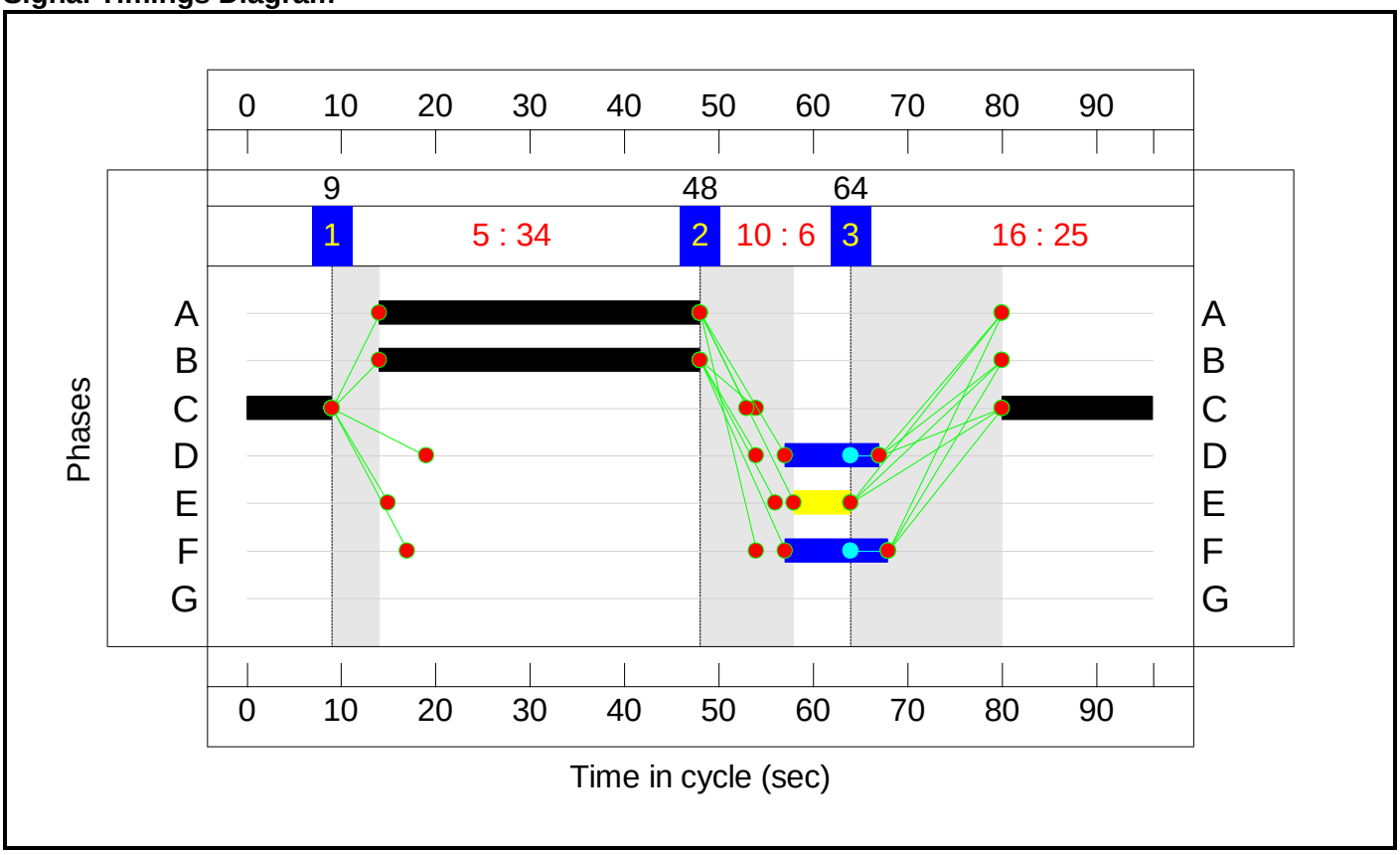


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	6	25
Change Point	9	48	64

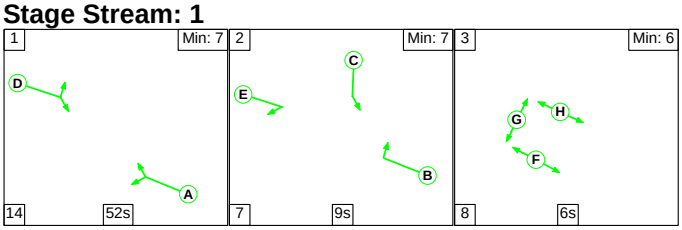
Signal Timings Diagram



C3 - 02/136

Stage Sequence Diagram

Stage Stream: 1



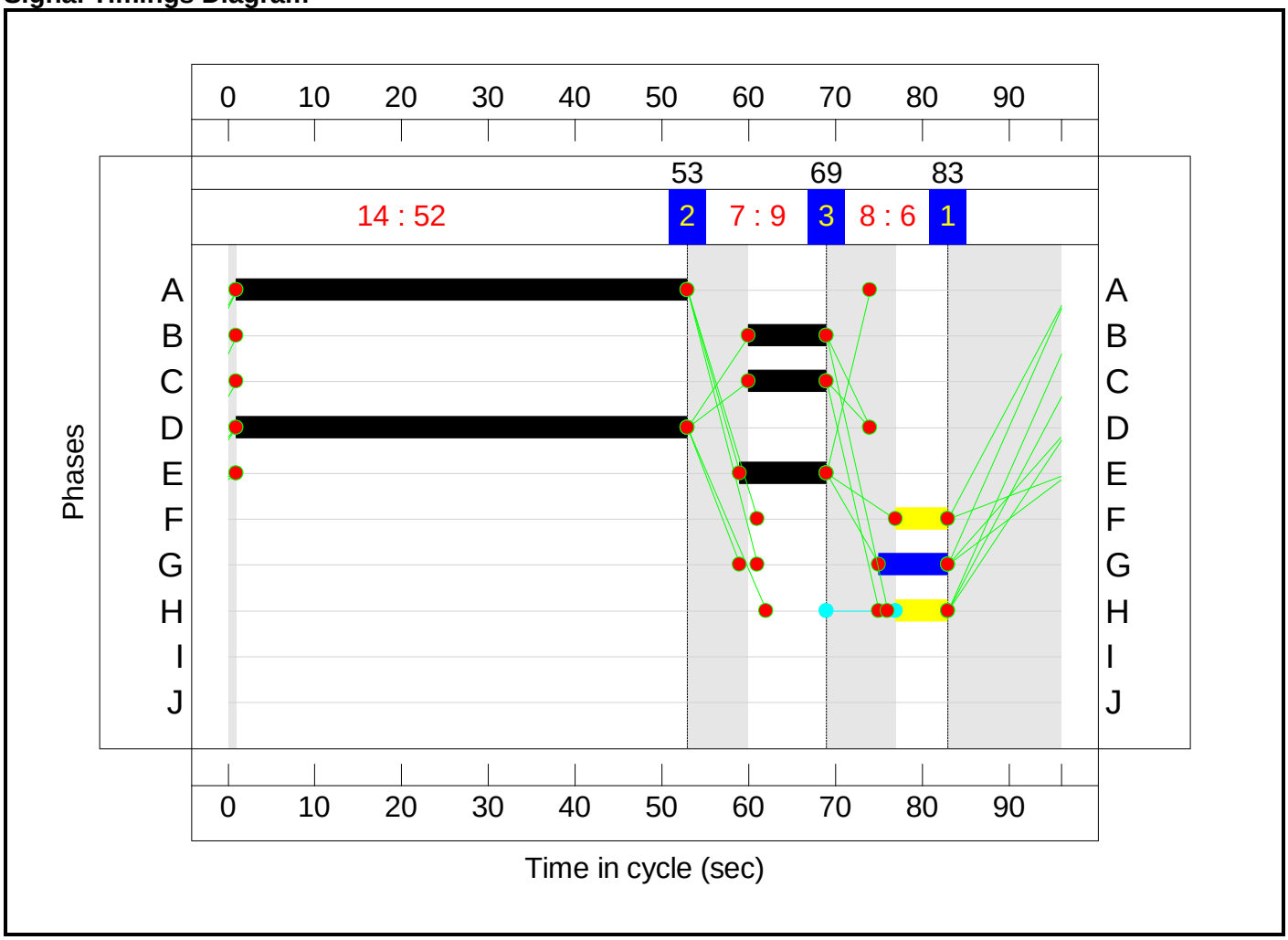
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	52	9	6
Change Point	83	53	69

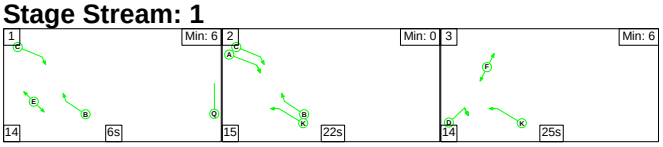
Signal Timings Diagram



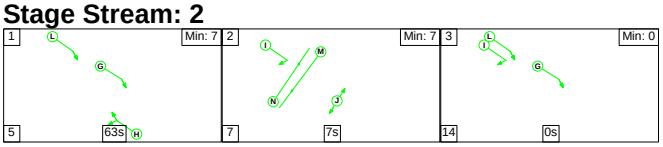
C4 - 02/135

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

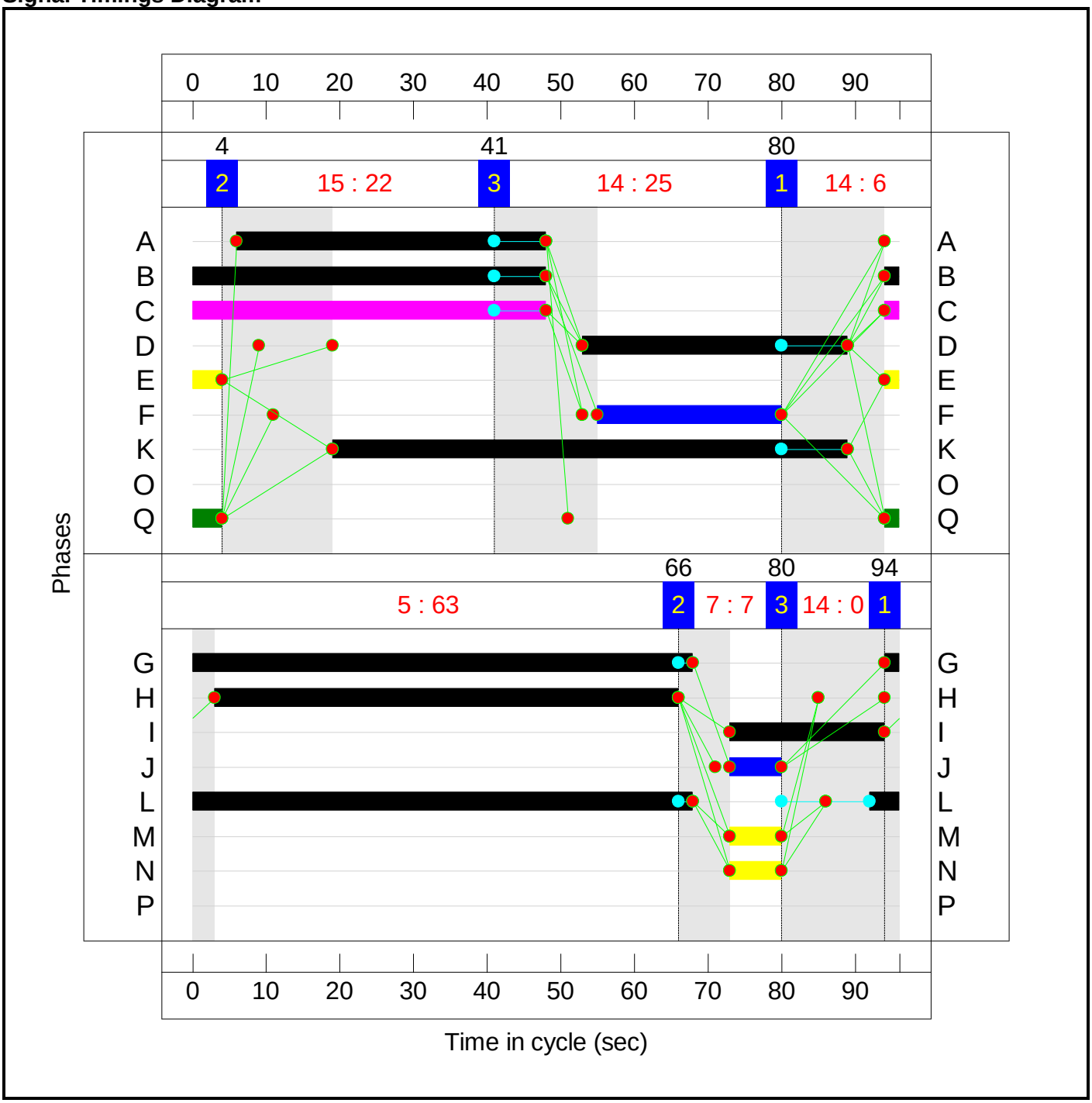
Stage Stream: 1

Stage	1	2	3
Duration	6	22	25
Change Point	80	4	41

Stage Stream: 2

Stage	1	2	3
Duration	63	7	0
Change Point	94	66	80

Signal Timings Diagram

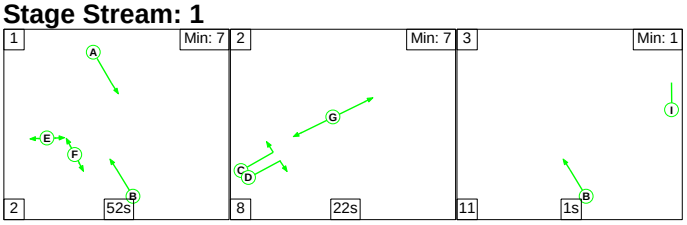


Full Input Data And Results

C5 - 02/186

Stage Sequence Diagram

Stage Stream: 1

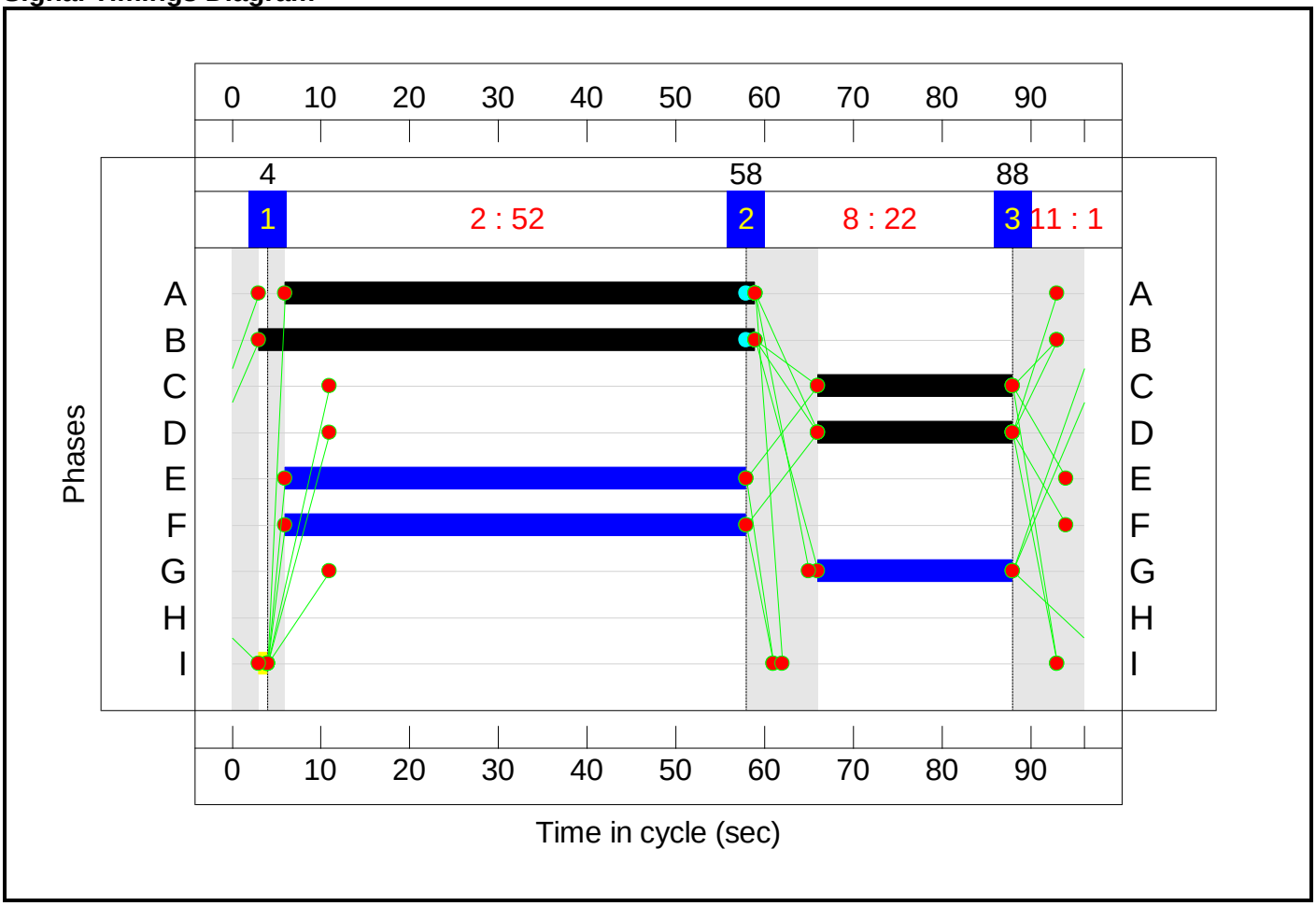


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	52	22	1
Change Point	4	58	88

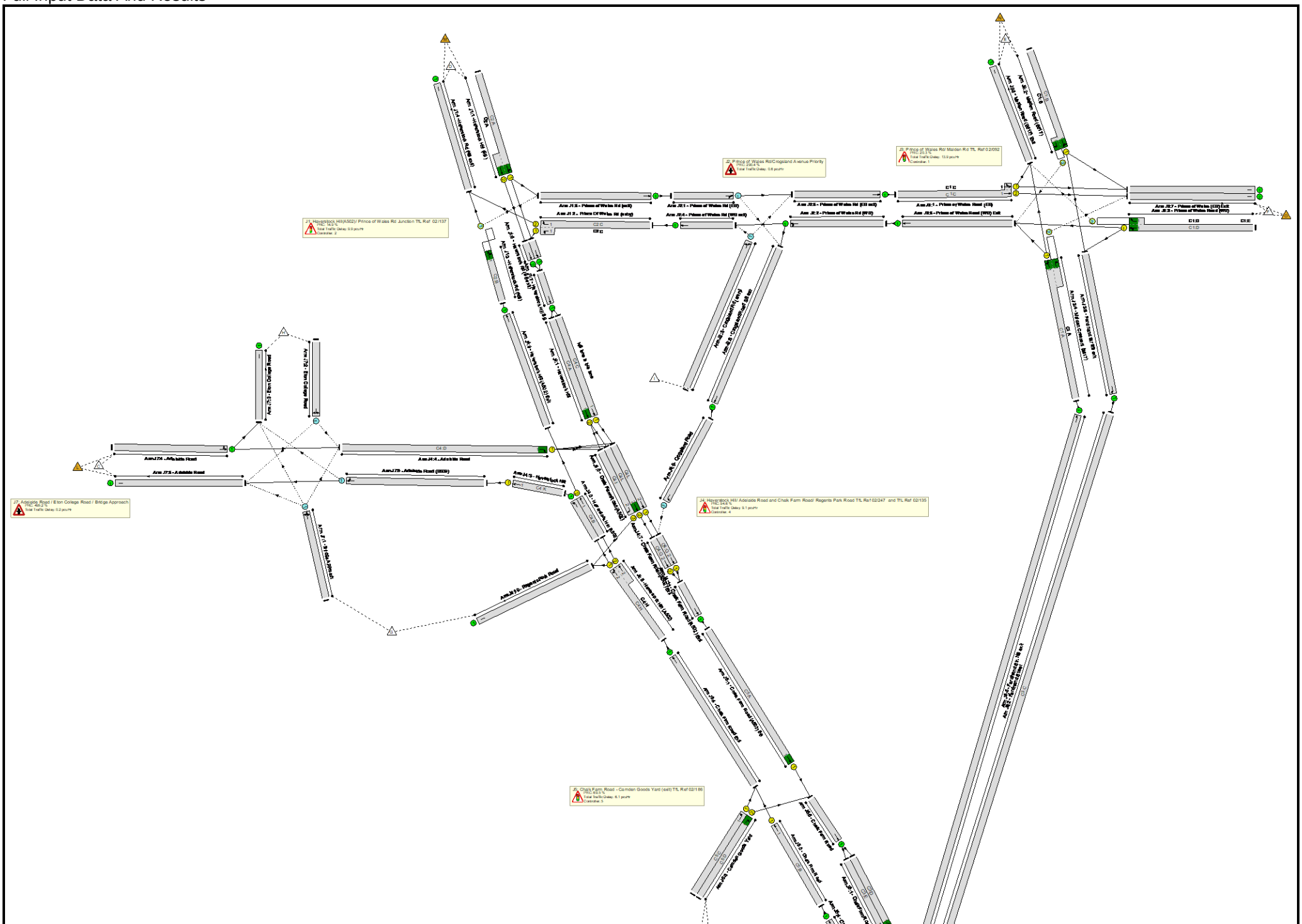
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Chalk Farm Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/1+1/2	Haverstock Hill (SB) Left Ahead	U	2:1	N/A	C2:A		1	34	-	536	1788:1916	597+230	64.9 : 64.9%
2/2+2/1	Prince Of Wales Rd (entry) Right Left	U	2:1	N/A	C2:C		1	25	-	375	1729:1377	432+47	78.3 : 78.3%
3/1	Haverstock Rd (NB) Ahead Right	O	2:1	N/A	C2:B		1	34	-	314	1707	693	45.3%
4/1	Haverstock Rd (NB exit)	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	Prince of Wales Rd (exit) Ahead	U	N/A	N/A	-		-	-	-	380	1821	1821	20.9%
6/1	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	86	1889	1889	4.6%
6/2	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	149	1889	1889	7.9%
7/1	Haverstock Hill SB Ahead	U	N/A	N/A	-		-	-	-	235	1969	1969	11.9%
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**23.1%**
1/1	Prince of Wales Rd (EB) Ahead Right	O	N/A	N/A	-		-	-	-	380	1769	1753	21.7%
2/1	Prince of Wales Rd (WB) Ahead Left	U	N/A	N/A	-		-	-	-	406	1761	1761	23.1%
3/1	Crogsland Rd (entry) Left Right	O	N/A	N/A	-		-	-	-	12	1337	748	1.6%

Full Input Data And Results

4/1	Prince of Wales Rd (WB exit) Ahead	U	N/A	N/A	-		-	-	-	375	2035	2035	18.4%
5/1	Prince of Wales Rd (EB exit) Ahead	U	N/A	N/A	-		-	-	-	387	1916	1916	20.2%
6/1	Crogsland Road SB exit Ahead	U	N/A	N/A	-		-	-	-	36	1960	1960	1.8%
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
1/2+1/1	Prince of Wales Road (EB) Left Ahead	U	1:1	N/A	C1:C		1	30	-	387	1844:1746	495+117	63.2 : 63.2%
2/1+2/2	Malden Road (B517) Right Left Ahead	U+O	1:1	N/A	C1:B		1	21	-	311	1586:1607	351+80	72.1 : 72.1%
3/1+3/2	Prince of Wales Road (WB) Ahead Right Left	U+O	1:1	N/A	C1:D	C1:E	1	30	0	514	1780:1589	452+235	74.8 : 74.8%
4/1+4/2	Malden Crescent (B517) Left Ahead Right	U+O	1:1	N/A	C1:A		1	21	-	211	1786:1654	436+75	41.3 : 41.3%
5/1	Prince of Wales Road (WB) Exit Ahead	U	N/A	N/A	-		-	-	-	406	1861	1861	21.8%
6/1	Malden Road (B517) Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
7/1	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
7/2	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
8/1	Ferdinand Str SB exit Ahead	U	N/A	N/A	-		-	-	-	92	1841	1841	5.0%
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.2%**
1/1	Haverstock Hill Ahead	U	4:1	N/A	C4:C		1	50	-	58	1884	1001	5.8%

Full Input Data And Results

1/2	Haverstock Hill Ahead	U	4:1	N/A	C4:A		1	42	-	177	1664	728	24.3%
2/1	Haverstock Hill (A502) Left	U	N/A	N/A	-		-	-	-	259	1780	1780	14.6%
2/2	Haverstock Hill (A502) Ahead	U	4:1	N/A	C4:B		1	50	-	314	1950	1036	30.3%
3/1	Haverstock Hill Ahead	U	4:1	N/A	C4:K		1	70	-	259	1914	1416	18.3%
4/1	Adelaide Road Right	U	4:1	N/A	C4:D		1	36	-	291	1726	629	46.2%
5/1	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	78	1786	1358	5.7%
5/2	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	422	1804	1334	31.6%
5/3	Chalk Farm Road (A502) Right	U	4:2	N/A	C4:I		1	21	-	26	1576	361	7.2%
6/1	Crogsland Road Left	O	N/A	N/A	-		-	-	-	36	1530	698	5.2%
7/1	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	114	1800	1331	8.6%
7/2	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	422	1932	1429	29.5%
8/1+8/2	Haverstock Hill (A502) Ahead Left	U	4:2	N/A	C4:H		1	63	-	589	1762:1932	664+758	41.4 : 41.4%
9/1	Haverstock Hill (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	314	1974	1974	15.9%
10/1	Regents Park Road	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Chalk Farm Road (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	536	2120	2120	25.3%
J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.1%**

Full Input Data And Results

1/1	Chalk Farm Road (A502) SB Ahead	U	5:1	N/A	C5:A		1	53	-	536	1828	1009	53.1%
2/1	Chalk Firm Road Ahead	U	5:1	N/A	C5:B		1	56	-	437	1771	1052	41.6%
3/1	Camden Goods Yard Left	U	5:1	N/A	C5:C		1	22	-	152	1741	417	36.4%
3/2	Camden Goods Yard Right	U	5:1	N/A	C5:D		1	22	-	154	1749	328	47.0%
4/1	Chalk Firm Road Exit Ahead	U	N/A	N/A	-		-	-	-	589	1936	1936	30.4%
5/1	Chalk Farm Road Ahead	U	N/A	N/A	-		-	-	-	690	1885	1885	36.6%
J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**
1/1	Chalk Firm Road U-Turn Ahead	U	3:1	N/A	C3:D		1	52	-	572	1750	875	65.4%
1/2	Chalk Firm Road Right	U	3:1	N/A	C3:E		1	10	-	118	1675	192	61.5%
2/1	Ferdinand Street Left	U	3:1	N/A	C3:C		1	9	-	92	1665	156	58.9%
3/1+3/2	Chalk Farm Road Ahead Right Left	U	3:1	N/A	C3:A C3:B		1	52:9	-	704	1761:1700	690+177	82.0 : 77.9%
4/1	Chalk Firm Road Ahead	U	N/A	N/A	-		-	-	-	437	1812	1812	24.1%
5/1	Ferdinand Str. NB exit Ahead	U	N/A	N/A	-		-	-	-	211	1860	1860	11.3%
6/1	Chalk Farm Road	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
7/1	Camden Goods Yard (exit)	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
7/2	Camden Goods Yard (exit)	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
J7: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.1%**

Full Input Data And Results

1/1	Bridge Approach Right Ahead Left	O	N/A	N/A	-		-	-	-	50	1521	560	8.9%
2/1	Eton College Road Left Right	O	N/A	N/A	-		-	-	-	19	1398	565	3.4%
3/1	Eton College Road	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
4/1	Adelaide Road Ahead Left	U	N/A	N/A	-		-	-	-	282	1865	1865	15.1%
5/1	Adelaide Road	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/1	Adelaide Road (B509) Right Ahead	O	N/A	N/A	-		-	-	-	259	1908	1714	15.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Chalk Farm Network	**-**	**-**	**348**	**31**	**66**	**34.5**	**17.4**	**0.6**	**52.4**	**-**	**-**	**-**	**-**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**42**	**0**	**0**	**6.4**	**3.3**	**0.1**	**9.9**	**-**	**-**	**-**	**-**
1/1+1/2	536	536	-	-	-	3.2	0.9	-	4.1	27.4	9.1	0.9	10.0
2/2+2/1	375	375	-	-	-	1.9	1.7	-	3.6	34.5	6.5	1.7	8.2
3/1	314	314	42	0	0	1.4	0.4	0.1	1.9	21.8	3.2	0.4	3.6
4/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	380	380	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	86	86	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	149	149	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
7/1	235	235	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**14**	**0**	**0**	**0.0**	**0.5**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	380	380	2	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/1	406	406	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
3/1	12	12	12	0	0	0.0	0.0	-	0.0	6.7	0.1	0.0	0.1
4/1	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	387	387	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	36	36	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**182**	**17**	**66**	**9.3**	**4.1**	**0.5**	**13.9**	**-**	**-**	**-**	**-**
1/2+1/1	387	387	-	-	-	1.8	0.9	-	2.7	24.9	2.9	0.9	3.8
2/1+2/2	311	311	58	0	0	2.8	1.3	0.1	4.1	47.5	6.8	1.3	8.1
3/1+3/2	514	514	94	17	65	3.6	1.5	0.4	5.4	38.1	9.9	1.5	11.4
4/1+4/2	211	211	30	0	1	1.1	0.4	0.1	1.5	25.1	3.9	0.4	4.2
5/1	406	406	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	92	92	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**22**	**14**	**0**	**6.9**	**2.2**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
1/1	58	58	-	-	-	0.3	0.0	-	0.3	21.0	0.9	0.0	0.9
1/2	177	177	-	-	-	1.4	0.2	-	1.6	31.5	3.1	0.2	3.3
2/1	259	259	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	314	314	-	-	-	1.1	0.2	-	1.3	15.0	2.7	0.2	2.9
3/1	259	259	-	-	-	0.3	0.1	-	0.4	5.4	2.3	0.1	2.4
4/1	291	291	-	-	-	1.9	0.4	-	2.3	28.6	5.9	0.4	6.3
5/1	78	78	-	-	-	0.0	0.0	-	0.0	2.2	0.1	0.0	0.2
5/2	422	422	-	-	-	0.9	0.2	-	1.2	9.9	4.4	0.2	4.6
5/3	26	26	-	-	-	0.2	0.0	-	0.3	36.8	0.6	0.0	0.7
6/1	36	36	22	14	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
7/1	114	114	-	-	-	0.0	0.0	-	0.1	2.8	0.3	0.0	0.4
7/2	422	422	-	-	-	0.1	0.2	-	0.3	2.4	0.6	0.2	0.8
8/1+8/2	589	589	-	-	-	0.6	0.4	-	1.0	6.0	2.4	0.4	2.7
9/1	314	314	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	536	536	-	-	-	0.0	0.2	-	0.2	1.2	3.1	0.2	3.3
J5: Chalk Farm Road - Camden Goods Yard (exit) TfL Ref 02/186	**-**	**-**	**0**	**0**	**0**	**3.9**	**2.2**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1	536	536	-	-	-	1.2	0.6	-	1.7	11.6	4.7	0.6	5.2
2/1	437	437	-	-	-	0.0	0.4	-	0.4	2.9	0.0	0.4	0.4
3/1	152	152	-	-	-	1.3	0.3	-	1.6	37.2	3.3	0.3	3.6
3/2	154	154	-	-	-	1.5	0.4	-	1.9	45.1	3.6	0.4	4.1

Full Input Data And Results

4/1	589	589	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	690	690	-	-	-	0.0	0.3	-	0.3	1.5	0.5	0.3	0.8
J6: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**0**	**0**	**0**	**7.9**	**4.7**	**0.0**	**12.7**	**-**	**-**	**-**	**-**
1/1	572	572	-	-	-	1.3	0.9	-	2.2	13.9	4.7	0.9	5.7
1/2	118	118	-	-	-	1.0	0.8	-	1.8	55.3	3.1	0.8	3.9
2/1	92	92	-	-	-	0.7	0.7	-	1.4	53.0	2.1	0.7	2.8
3/1+3/2	704	704	-	-	-	5.0	2.1	-	7.1	36.2	14.6	2.1	16.7
4/1	437	437	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	211	211	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**88**	**0**	**0**	**0.0**	**0.2**	**0.0**	**0.2**	**-**	**-**	**-**	**-**
1/1	50	50	50	0	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
2/1	19	19	19	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
3/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	259	259	19	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

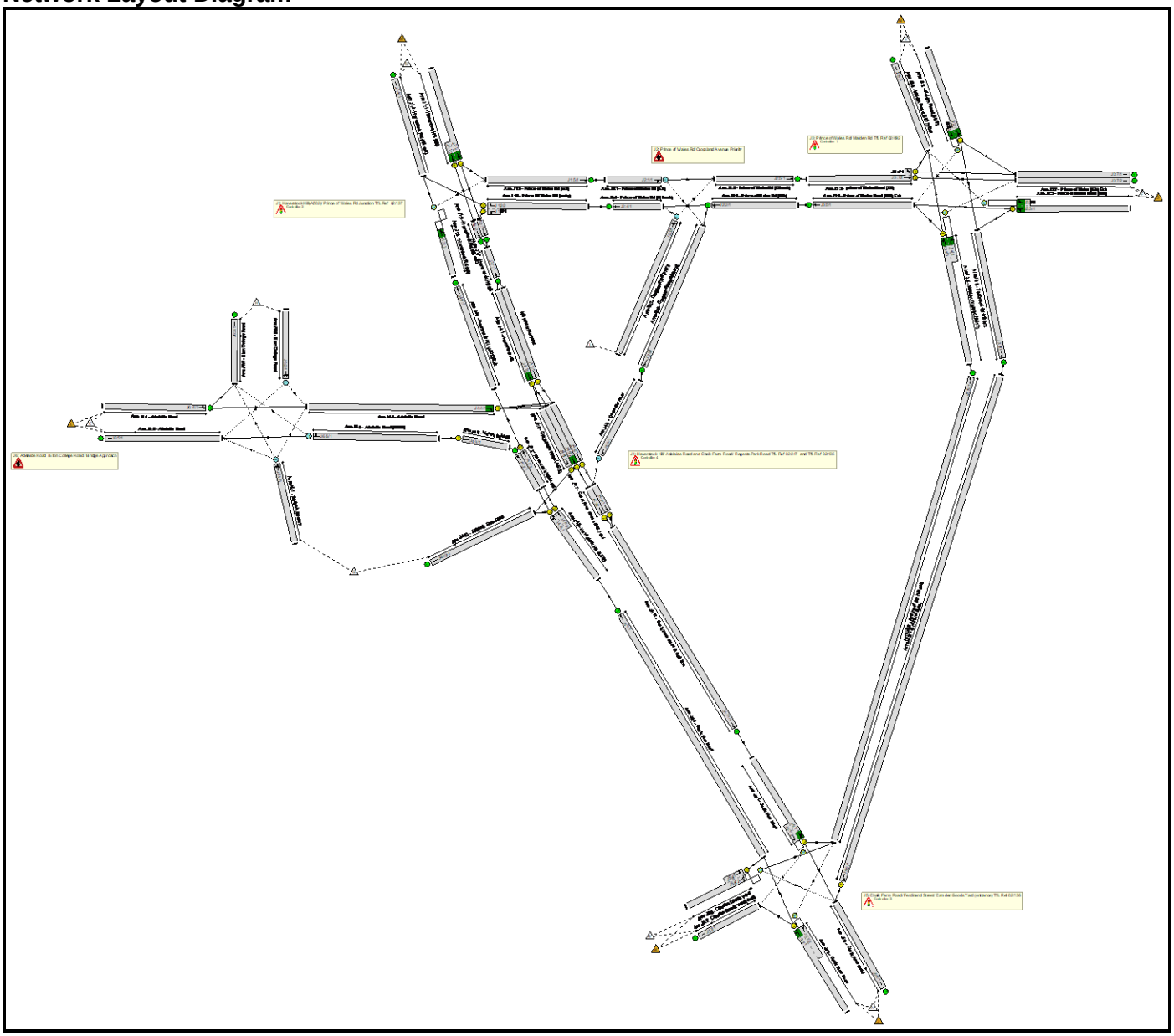
C1 - 02/092	Stream: 1 PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	13.71	Cycle Time (s): 96
C2 - 02/137	Stream: 1 PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	9.58	Cycle Time (s): 96
C3 - 02/136	Stream: 1 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	12.45	Cycle Time (s): 96
C4 - 02/135	Stream: 1 PRC for Signalled Lanes (%):	94.6	Total Delay for Signalled Lanes (pcuHr):	5.90	Cycle Time (s): 96
C4 - 02/135	Stream: 2 PRC for Signalled Lanes (%):	117.3	Total Delay for Signalled Lanes (pcuHr):	2.82	Cycle Time (s): 96
C5 - 02/186	Stream: 1 PRC for Signalled Lanes (%):	69.5	Total Delay for Signalled Lanes (pcuHr):	5.58	Cycle Time (s): 96
	PRC Over All Lanes (%):	9.8	Total Delay Over All Lanes(pcuHr):	52.40	

Full Input Data And Results

User and Project Details

Project:	**Camden Goods Yard**
Title:	**Proposed Chalk Farm Road Signals**
Location:	Chalk Farm, London Borough of Camden, London
Additional detail:	
File name:	Chalk Farm Base Model_v3.0 ACE Edit - ACE Final Scheme (SK49).lsg3x
Author:	ATB
Company:	ACE
Address:	

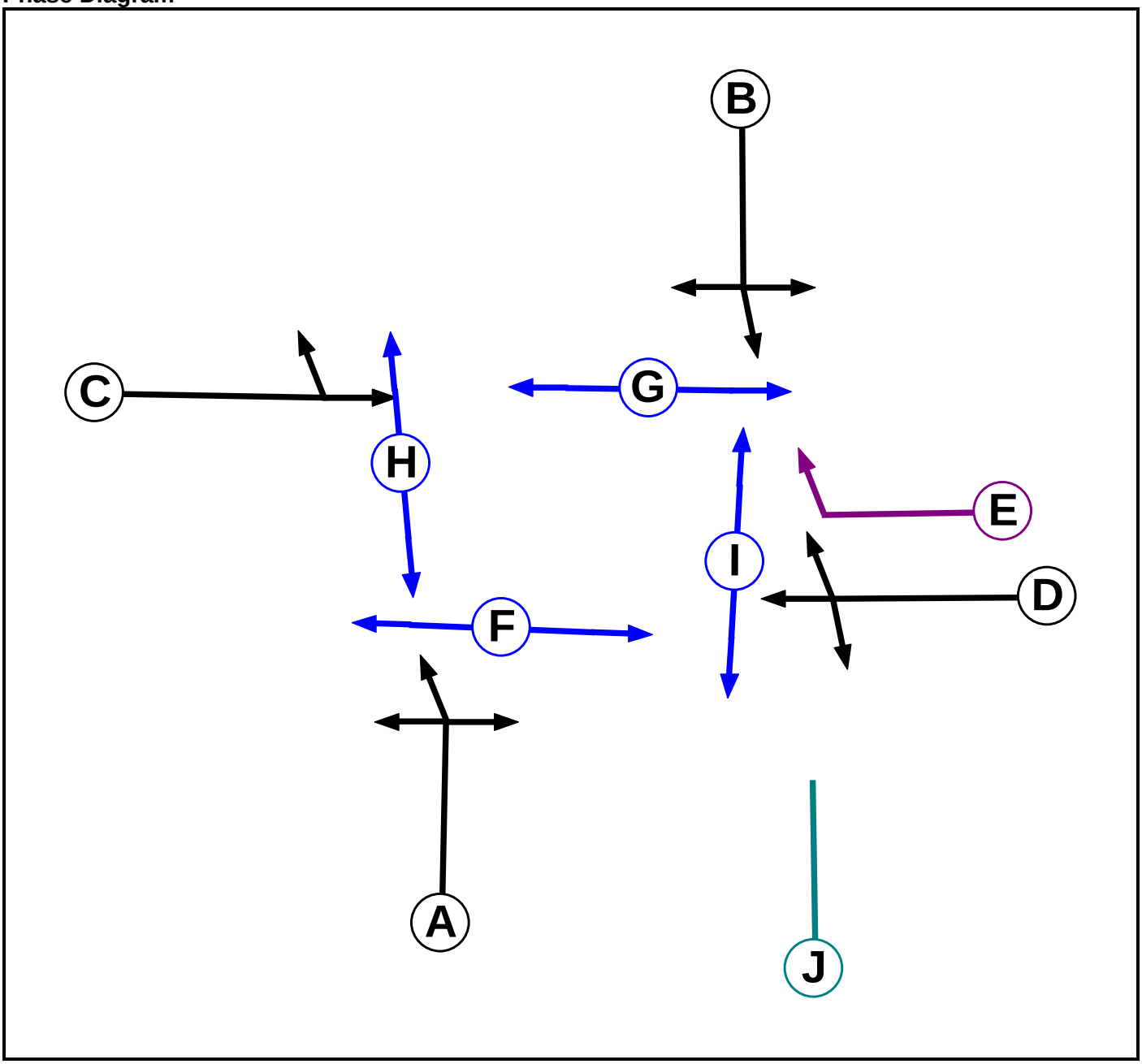
Network Layout Diagram



Full Input Data And Results

C1 - 02/092

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Ind. Arrow	1	D	-9999	4
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Pedestrian	1		-9999	6
I	Pedestrian	1		-9999	6
J	Dummy	1		-9999	3

Phase Intergreens Matrix

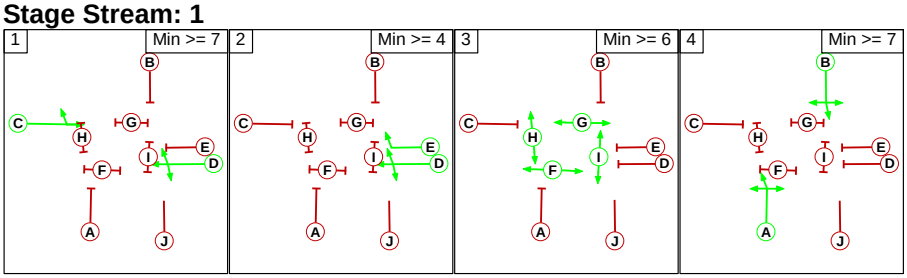
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	9	9	9	15	15	15	15	3
B	-		9	9	9	15	15	15	15	3
C	8	8		-	5	-	15	15	15	3
D	8	8	-		-	15	15	15	15	3
E	8	8	9	-		-	15	-	15	3
F	15	15	-	15	-		-	-	-	7
G	15	15	15	15	15	-		-	-	7
H	15	15	15	15	-	-	-		-	7
I	15	15	15	15	15	-	-	-		7
J	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	C D
1	2	D E
1	3	F G H I
1	4	A B

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

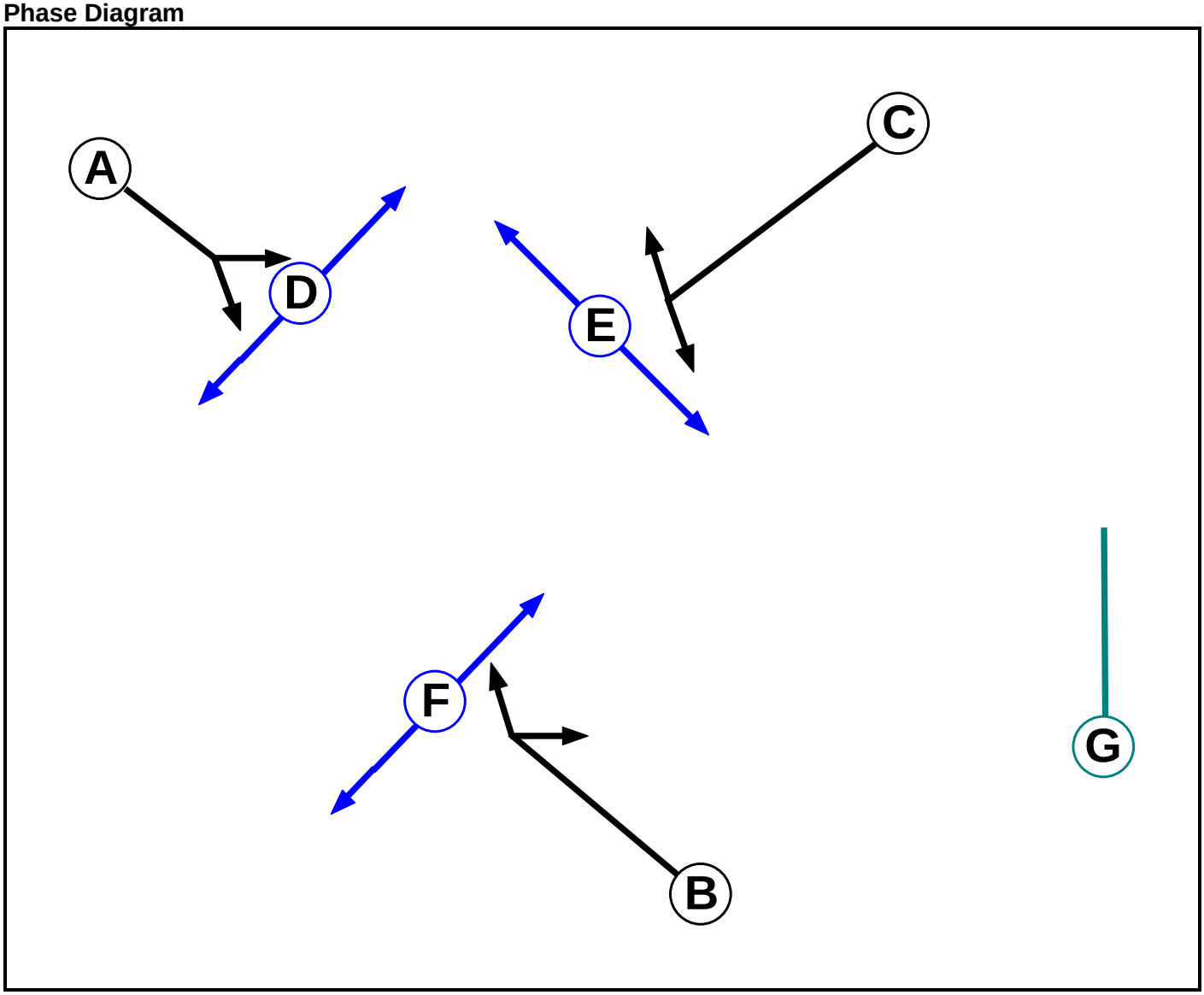
Prohibited Stage Change

Stage Stream: 1

	To Stage				
		1	2	3	4
From Stage	1		5	15	8
	2	9		15	8
	3	15	15		15
	4	9	9	15	

C2 - 02/137

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Pedestrian	1		-9999	6
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Dummy	1		-9999	3

Phase Intergreens Matrix

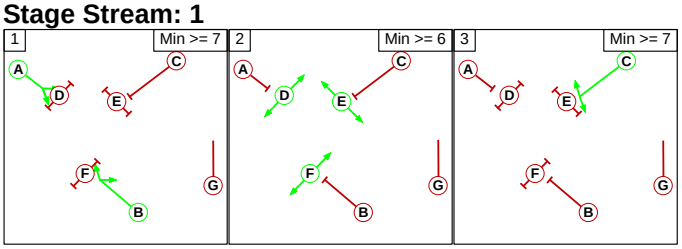
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	9	10	6	3
B	-		6	6	8	9	3
C	5	5		10	6	8	3
D	13	13	13		-	-	7
E	16	16	16	-		-	8
F	12	12	12	-	-		6
G	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	1	D	Losing	3	3
2	1	F	Losing	4	4
2	3	D	Losing	3	3
2	3	F	Losing	4	4

Full Input Data And Results

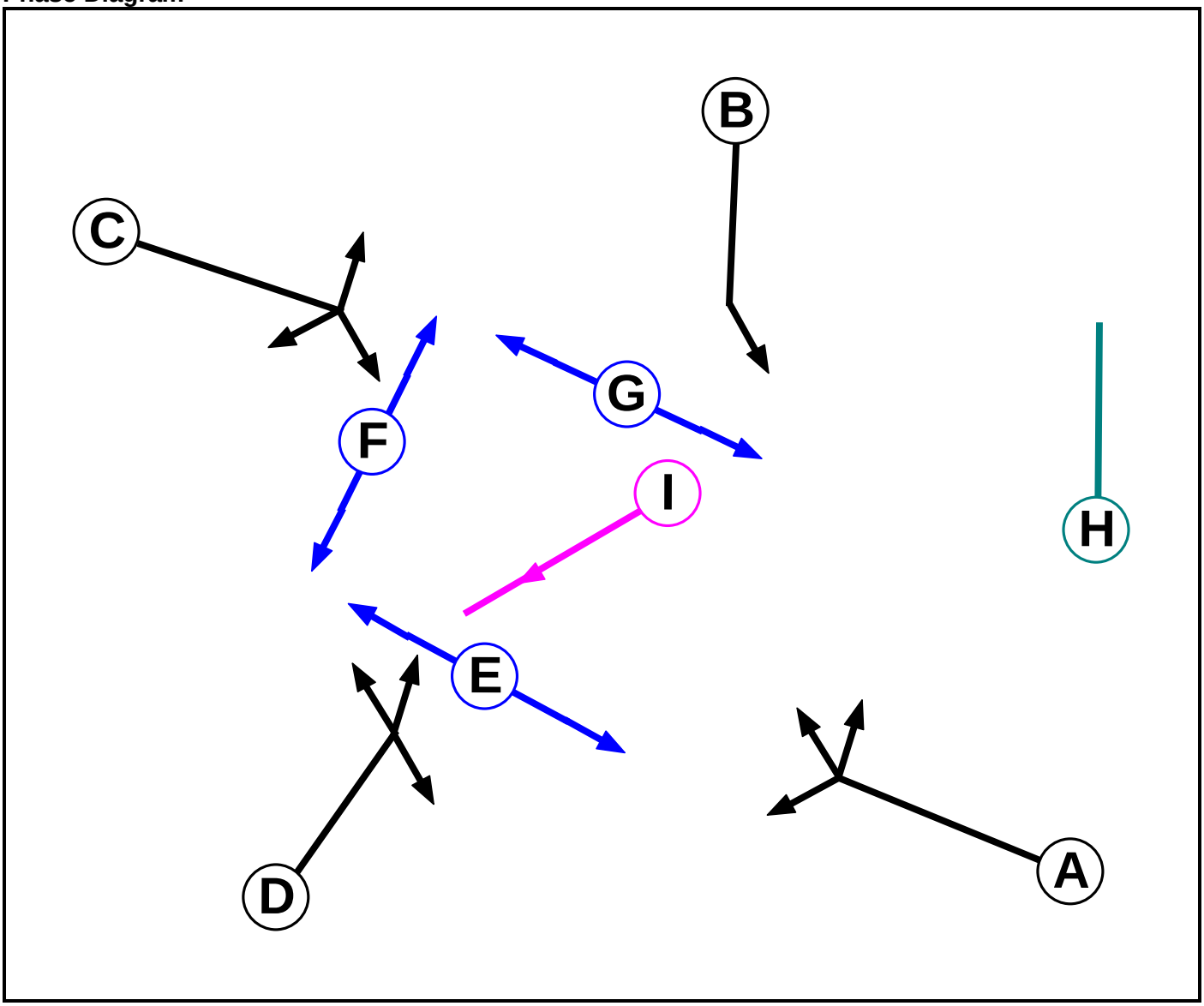
Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3
1		10	6
2	16		16
3	5	10	

C3 - 02/136

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Pedestrian	1		-9999	6
H	Dummy	1		-9999	3
I	Cycle	1		-9999	5

Phase Intergreens Matrix

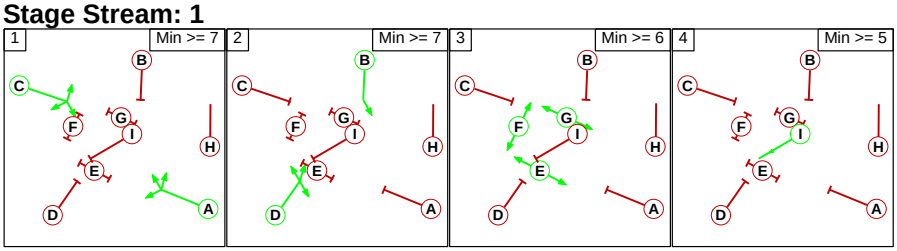
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		7	-	7	8	8	7	3	5
	B	-		5	-	-	-	6	3	5
	C	-	7		7	7	6	9	3	5
	D	7	-	7		5	6	7	3	5
	E	14	-	14	14		-	-	5	14
	F	14	-	14	14	-		-	5	14
	G	14	14	14	14	-	-		5	14
	H	2	2	2	2	2	2	2		5
	I	5	5	5	-	5	5	5	5	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	E	Gaining absolute	9	9
1	3	F	Gaining absolute	9	9

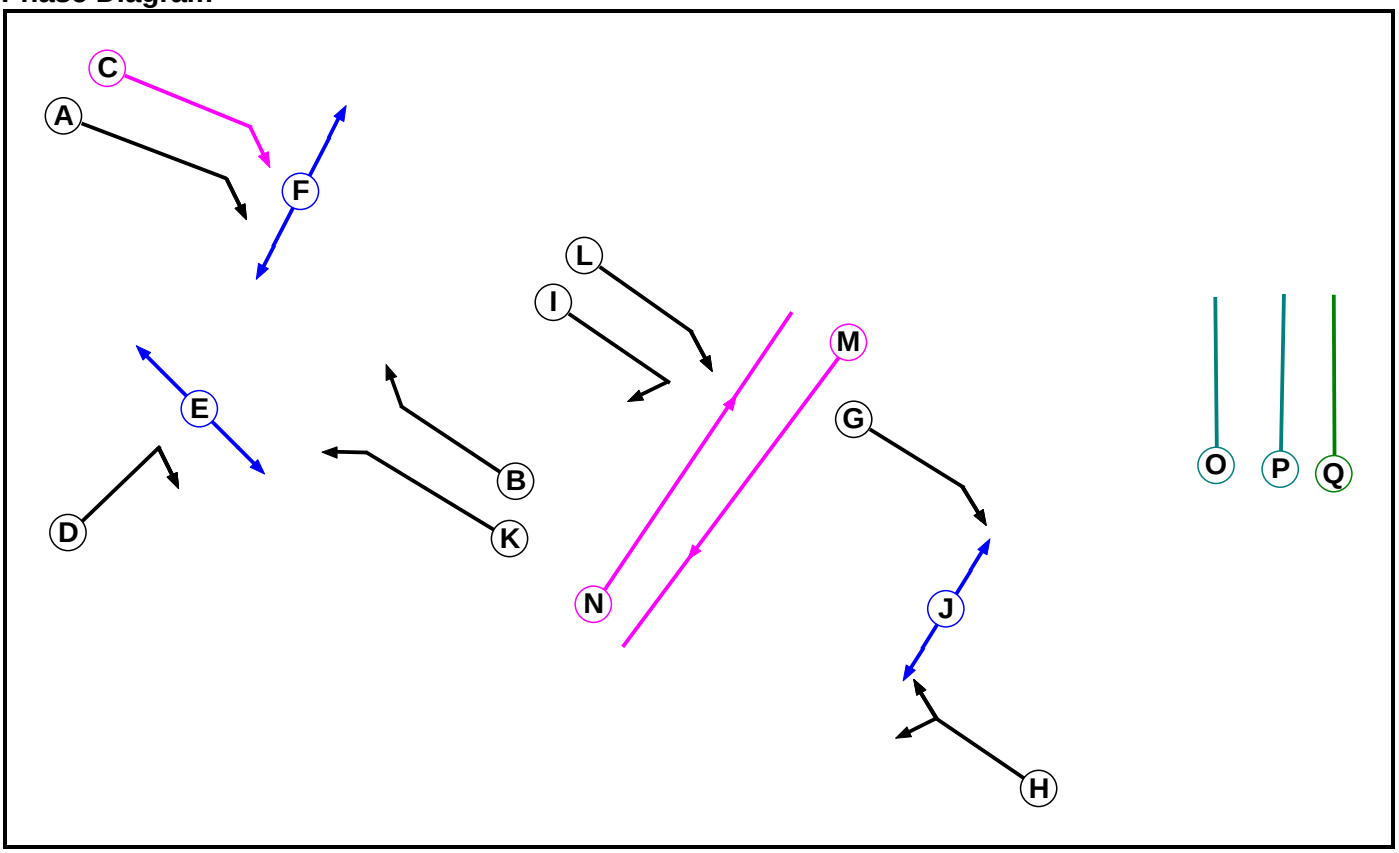
Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		7	9	5
2	7		7	5
3	14	14		14
4	5	5	5	

C4 - 02/135

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Bus	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	1		-9999	6
F	Pedestrian	1		-9999	6
G	Traffic	2		-9999	7
H	Traffic	2		-9999	7
I	Traffic	2		-9999	7
J	Pedestrian	2		-9999	6
K	Traffic	1		-9999	7
L	Traffic	2		-9999	7
M	Cycle	2		-9999	7
N	Cycle	2		-9999	7
O	Dummy	1		-9999	3
P	Dummy	2		-9999	3
Q	Dummy R/A	1		-9999	1

Full Input Data And Results

Phase Intergreens Matrix

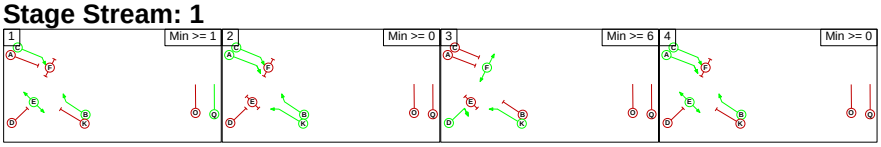
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		-	-	5	-	5	-	-	-	-	-	-	-	-	3	-	3
B	-		-	5	-	7	-	-	-	-	-	-	-	-	3	-	-
C	-	-		5	-	5	-	-	-	-	-	-	-	-	3	-	-
D	5	5	5		5	-	-	-	-	-	-	-	-	-	3	-	5
E	-	-	-	15		-	-	-	-	-	15	-	-	-	7	-	-
F	14	14	14	-	-		-	-	-	-	-	-	-	-	6	-	14
G	-	-	-	-	-	-		-	-	5	-	-	-	-	-	3	-
H	-	-	-	-	-	-	-		7	5	-	-	7	7	-	3	-
I	-	-	-	-	-	-	-	5		-	-	-	-	-	-	3	-
J	-	-	-	-	-	-	14	14	-		-	-	-	-	-	6	-
K	-	-	-	-	5	-	-	-	-	-		-	-	-	3	-	5
L	-	-	-	-	-	-	-	-	-	-	-		5	5	-	3	-
M	-	-	-	-	-	-	-	5	-	-	-	6		-	-	3	-
N	-	-	-	-	-	-	-	5	-	-	-	6	-		-	3	-
O	2	2	2	2	2	2	-	-	-	-	2	-	-	-		-	-
P	-	-	-	-	-	-	2	2	2	2	-	2	2	2	-		-
Q	2	-	-	5	-	7	-	-	-	-	15	-	-	-	-	-	

Phases in Stage

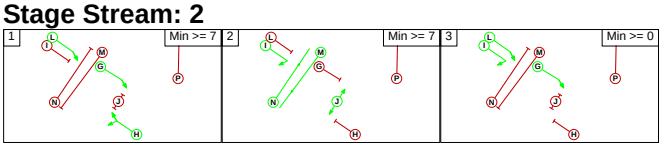
Stream	Stage No.	Phases in Stage
1	1	B C E Q
1	2	A B C K
1	3	D F K
1	4	A B C E
2	1	G H L
2	2	I J M N
2	3	G I L

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	8	8
1	3	C	Losing	10	10
2	3	A	Losing	7	7
2	3	B	Losing	7	7
2	3	C	Losing	7	7
3	1	D	Losing	9	9
3	1	K	Losing	9	9
3	2	D	Losing	10	10
3	2	F	Losing	1	1
3	4	D	Losing	9	9
3	4	K	Losing	9	9
4	3	A	Losing	10	10
4	3	B	Losing	10	10
4	3	C	Losing	10	10

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	2	2
1	2	L	Losing	2	2
2	1	I	Losing	9	9
2	3	L	Gaining absolute	12	10

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		15	15	2
	2	5		14	5
	3	14	15		14
	4	3	15	17	

Stage Stream: 2

		To Stage		
		1	2	3
From Stage	1		7	7
	2	14		14
	3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:3/1 (Haverstock Rd (NB))	J1:5/1 (Right)	1439	0	J1:1/1	1.09	All	4.60	2.50	0.50	5	2.00
				J1:1/2	1.09	All					

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/1 (Prince of Wales Rd (EB))	J2:6/1 (Right)	850	0	J2:2/1	0.35	All	-	-	-	-	-
J2:3/1 (Crogsland Rd (entry))	J2:4/1 (Left)	1439	0	J2:2/1	1.09	To J2:4/1 (Ahead)	-	-	-	-	-
	J2:5/1 (Right)	1439	0	J2:2/1	1.09	To J2:4/1 (Ahead)					
				J2:1/1	1.09	All					

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:2/2 (Malden Road (B517))	J3:5/1 (Right)	1439	0	J3:4/1	1.09	All	2.00	-	0.50	2	2.00
J3:3/2 (Prince of Wales Road (WB))	J3:6/1 (Right)	1439	0	J3:1/1	1.09	All	7.00	-	0.50	7	4.00
				J3:1/2	1.09	All					
J3:4/2 (Malden Crescent (B517))	J3:7/2 (Right)	1439	0	J3:2/1	1.09	All	5.00	-	0.50	5	2.00
				J3:7/1	1.09	All					

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J4:6/1 (Crogsland Road)	J4:7/1 (Left)	715	0	J4:5/1	0.22	To J4:7/1 (Ahead)	-	-	-	-	-
				J4:5/2	0.22	None					

Junction: J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J5:1/2 (Chalk Firm Road)	J5:7/1 (Right)	1439	0	J5:3/1	1.09	All	2.00	-	0.50	2	2.00
J5:3/2 (Chalk Farm Road)	J5:5/1 (Right)	1439	0	J5:1/1	1.09	All	2.00	-	0.50	2	2.00
J5:8/2 (Camden Goods Yard)	J5:6/1 (Right)	1439	0	J5:2/1	1.09	All	3.00	2.00	0.50	3	3.00

Full Input Data And Results

Junction: J6: Adelaide Road / Eton College Road / Bridge Approach											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J6:1/1 (Bridge Approach)	J4:4/1 (Right)	650	0	J6:4/1	0.19	All	-	-	-	-	-
				J6:6/1	0.22	All					
				J6:2/1	0.22	All					
	J6:3/1 (Ahead)	650	0	J6:4/1	0.19	All					
				J6:6/1	0.22	All					
	J6:5/1 (Left)	650	0	J6:6/1	0.22	All					
J6:2/1 (Eton College Road)	J4:4/1 (Left)	660	0	J6:4/1	0.22	All	-	-	-	-	-
				J6:1/1	0.22	To J4:4/1 (Right)					
	J6:5/1 (Right)	660	0	J6:1/1	0.22	All					
				J6:4/1	0.22	All					
				J6:6/1	0.19	All					
J6:6/1 (Adelaide Road (B509))	J6:3/1 (Right)	850	0	J6:4/1	0.35	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137												
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 (Haverstock Hill (SB))	U	A	2	3	60.0	User	1788	-	-	-	-	-
J1:1/2 (Haverstock Hill (SB))	U	A	2	3	4.9	User	1916	-	-	-	-	-
J1:2/1 (Prince Of Wales Rd (entry))	U	C	2	3	3.1	User	1377	-	-	-	-	-
J1:2/2 (Prince Of Wales Rd (entry))	U	C	2	3	33.6	User	1729	-	-	-	-	-
J1:3/1 (Haverstock Rd (NB))	O	B	2	3	20.9	User	1707	-	-	-	-	-
J1:4/1 (Haverstock Rd (NB exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Prince of Wales Rd (exit))	U		2	3	31.5	User	1821	-	-	-	-	-
J1:6/1 (Haverstock Rd (SB exit))	U		2	3	4.9	User	1889	-	-	-	-	-
J1:6/2 (Haverstock Rd (SB exit))	U		2	3	4.9	User	1889	-	-	-	-	-
J1:7/1 (Haverstock Hill SB)	U		2	3	17.7	User	1969	-	-	-	-	-

Full Input Data And Results

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority												
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 (Prince of Wales Rd (EB))	O		2	3	9.7	User	1769	-	-	-	-	-
J2:2/1 (Prince of Wales Rd (WB))	U		2	3	3.7	User	1761	-	-	-	-	-
J2:3/1 (Crogsland Rd (entry))	O		2	3	60.0	User	1337	-	-	-	-	-
J2:4/1 (Prince of Wales Rd (WB exit))	U		2	3	10.3	Geom	-	4.20	0.00	Y	Arm J1:2 Ahead	Inf
J2:5/1 (Prince of Wales Rd (EB exit))	U		2	3	6.1	User	1916	-	-	-	-	-
J2:6/1 (Crogsland Road SB exit)	U		2	3	30.4	Geom	-	3.45	0.00	Y	Arm J4:6 Ahead	Inf

Full Input Data And Results

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092												
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 (Prince of Wales Road (EB))	U	C	2	3	1.5	User	1746	-	-	-	-	-
J3:1/2 (Prince of Wales Road (EB))	U	C	2	3	5.2	User	1844	-	-	-	-	-
J3:2/1 (Malden Road (B517))	U	B	2	3	60.0	User	1586	-	-	-	-	-
J3:2/2 (Malden Road (B517))	O	B	2	3	2.8	User	1607	-	-	-	-	-
J3:3/1 (Prince of Wales Road (WB))	U	D	2	3	60.0	User	1780	-	-	-	-	-
J3:3/2 (Prince of Wales Road (WB))	O	D E	2	3	3.4	User	1589	-	-	-	-	-
J3:4/1 (Malden Crescent (B517))	U	A	2	3	29.6	User	1786	-	-	-	-	-
J3:4/2 (Malden Crescent (B517))	O	A	2	3	6.3	User	1654	-	-	-	-	-
J3:5/1 (Prince of Wales Road (WB) Exit)	U		2	3	8.9	User	1861	-	-	-	-	-
J3:6/1 (Malden Road (B517) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:7/1 (Prince of Wales (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:7/2 (Prince of Wales (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:8/1 (Ferdinand Str SB exit)	U		2	3	29.6	User	1841	-	-	-	-	-

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135

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 (Haverstock Hill)	U	C	2	3	17.9	User	1884	-	-	-	-	-
J4:1/2 (Haverstock Hill)	U	A	2	3	18.8	User	1664	-	-	-	-	-
J4:2/1 (Haverstock Hill (A502))	U		2	3	5.0	User	1780	-	-	-	-	-
J4:2/2 (Haverstock Hill (A502))	U	B	2	3	5.0	User	1950	-	-	-	-	-
J4:3/1 (Haverstock Hill)	U	K	2	3	0.5	User	1914	-	-	-	-	-
J4:4/1 (Adelaide Road)	U	D	2	3	17.7	User	1726	-	-	-	-	-
J4:5/1 (Chalk Farm Road (A502))	U	L	2	3	5.2	User	1786	-	-	-	-	-
J4:5/2 (Chalk Farm Road (A502))	U	L	2	3	5.2	User	1804	-	-	-	-	-
J4:5/3 (Chalk Farm Road (A502))	U	I	2	3	4.2	User	1576	-	-	-	-	-
J4:6/1 (Crogsland Road)	O		2	3	8.7	User	1530	-	-	-	-	-
J4:7/1 (Chalk Farm Road (A502) Exit)	U	G	2	3	5.6	User	1800	-	-	-	-	-
J4:7/2 (Chalk Farm Road (A502) Exit)	U	G	2	3	5.6	User	1932	-	-	-	-	-
J4:8/1 (Haverstock Hill (A502))	U	H	2	3	10.6	User	1762	-	-	-	-	-
J4:8/2 (Haverstock Hill (A502))	U	H	2	3	4.8	User	1932	-	-	-	-	-
J4:9/1 (Haverstock Hill (A502) Exit)	U		2	3	23.3	User	1974	-	-	-	-	-
J4:10/1 (Regents Park Road)	U		2	3	21.4	Inf	-	-	-	-	-	-
J4:11/1 (Chalk Farm Road (A502) Exit)	U		2	3	29.6	User	2120	-	-	-	-	-

Full Input Data And Results

Junction: J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136												
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 (Chalk Firm Road)	U	C	2	3	3.7	User	1815	-	-	-	-	-
J5:1/2 (Chalk Firm Road)	O	C	2	3	5.0	Geom	-	3.75	0.00	N	Arm J5:7 Right	12.00
J5:2/1 (Ferdinand Street)	U	B	2	3	36.5	User	1665	-	-	-	-	-
J5:3/1 (Chalk Farm Road)	U	A	2	3	60.0	User	1761	-	-	-	-	-
J5:3/2 (Chalk Farm Road)	O	A	2	3	9.0	User	1700	-	-	-	-	-
J5:4/1 (Chalk Firm Road)	U		2	3	34.8	User	1812	-	-	-	-	-
J5:5/1 (Ferdinand Str. NB exit)	U		2	3	29.6	User	1860	-	-	-	-	-
J5:6/1 (Chalk Farm Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:7/1 (Camden Goods Yard (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:8/1 (Camden Goods Yard)	U	D	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J5:4 Left	10.00
J5:8/2 (Camden Goods Yard)	O	D	2	3	60.0	Geom	-	2.75	0.00	N	Arm J5:5 Left	Inf
											Arm J5:6 Right	12.00

Full Input Data And Results

Junction: J6: Adelaide Road / Eton College Road / Bridge Approach												
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 (Bridge Approach)	O		2	3	21.4	User	1521	-	-	-	-	-
J6:2/1 (Eton College Road)	O		2	3	60.0	User	1398	-	-	-	-	-
J6:3/1 (Eton College Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:4/1 (Adelaide Road)	U		2	3	60.0	User	1865	-	-	-	-	-
J6:5/1 (Adelaide Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J6:6/1 (Adelaide Road (B509))	O		2	3	21.7	User	1908	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Baseline AM Peak'	08:30	09:30	01:00	
2: '2024 Baseline PM Peak'	18:00	19:00	01:00	
3: '2024 With Development AM Peak'	08:30	09:30	01:00	
4: '2024 With Development PM Peak'	18:00	19:00	01:00	

Scenario 1: '2024 With Development AM Peak' (FG3: '2024 With Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	Tot.
Origin	A	0	144	166	121	65	38	9	12	0	0	0	0	0	0	0	555
	B	93	0	47	22	11	2	9	3	0	0	0	0	0	0	0	187
	C	166	42	0	15	30	6	22	17	0	0	0	0	0	0	0	298
	D	164	29	0	0	67	328	20	0	0	0	0	0	0	0	0	608
	E	100	15	0	85	0	242	3	0	0	0	0	0	0	0	0	445
	F	40	36	0	221	117	0	7	0	0	0	0	0	0	0	0	421
	G	1	10	36	0	0	0	0	6	0	0	0	0	0	0	0	53
	H	11	3	13	1	2	0	1	0	0	0	0	0	0	0	0	31
	I	1	0	0	4	1	8	0	0	0	0	0	0	0	0	0	14
	J	0	0	0	0	0	0	0	0	0	0	16	20	20	20	0	76
	K	0	0	0	0	0	0	0	0	0	16	0	0	0	0	10	26
	L	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
	M	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
	N	0	0	0	0	0	0	0	0	0	20	0	0	0	0	16	36
	O	0	0	0	0	0	0	0	0	0	0	10	0	0	12	0	22
	Tot.	576	279	262	469	293	624	71	38	0	76	26	20	20	32	26	2812

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 With Development AM Peak
Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	
J1:1/1 (with short)	628(In) 396(Out)
J1:1/2 (short)	232
J1:2/1 (short)	11
J1:2/2 (with short)	337(In) 326(Out)
J1:3/1	185
J1:4/1	489
J1:5/1	417
J1:6/1	12
J1:6/2	232
J1:7/1	244
Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority	
J2:1/1	417
J2:2/1	452
J2:3/1	14
J2:4/1	337
J2:5/1	426
J2:6/1	120
Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	
J3:1/1 (short)	80
J3:1/2 (with short)	426(In) 346(Out)
J3:2/1 (with short)	481(In) 358(Out)
J3:2/2 (short)	123
J3:3/1 (with short)	443(In) 314(Out)
J3:3/2 (short)	129
J3:4/1 (with short)	189(In) 155(Out)
J3:4/2 (short)	34
J3:5/1	452
J3:6/1	325
J3:7/1	270
J3:7/2	380
J3:8/1	112
Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	
J4:1/1	213

J4:1/2	31
J4:2/1	248
J4:2/2	185
J4:3/1	248
J4:4/1	330
J4:5/1	310
J4:5/2	211
J4:5/3	53
J4:6/1	120
J4:7/1	430
J4:7/2	211
J4:8/1 (with short)	451(In) 266(Out)
J4:8/2 (short)	185
J4:9/1	185
J4:10/1	71
J4:11/1	641
Junction: J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	
J5:1/1 (with short)	641(In) 485(Out)
J5:1/2 (short)	156
J5:2/1	112
J5:3/1 (with short)	631(In) 519(Out)
J5:3/2 (short)	112
J5:4/1	451
J5:5/1	189
J5:6/1	652
J5:7/1	305
J5:8/1 (short)	81
J5:8/2 (with short)	213(In) 132(Out)
Junction: J6: Adelaide Road / Eton College Road / Bridge Approach	
J6:1/1	53
J6:2/1	31
J6:3/1	38
J6:4/1	318
J6:5/1	282
J6:6/1	248

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137								
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 (Haverstock Hill (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1788	1788
J1:1/2 (Haverstock Hill (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1916	1916
J1:2/1 (Prince Of Wales Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1377	1377
J1:2/2 (Prince Of Wales Rd (entry) Lane 2)	This lane uses a directly entered Saturation Flow						1729	1729
J1:3/1 (Haverstock Rd (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1707	1707
J1:4/1 (Haverstock Rd (NB exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Prince of Wales Rd (exit) Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
J1:6/1 (Haverstock Rd (SB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1889	1889
J1:6/2 (Haverstock Rd (SB exit) Lane 2)	This lane uses a directly entered Saturation Flow						1889	1889
J1:7/1 (Haverstock Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1969	1969

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority								
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 (Prince of Wales Rd (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1769	1769
J2:2/1 (Prince of Wales Rd (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J2:3/1 (Crogsland Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1337	1337
J2:4/1 (Prince of Wales Rd (WB exit))	4.20	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2035	2035
J2:5/1 (Prince of Wales Rd (EB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1916	1916
J2:6/1 (Crogsland Road SB exit)	3.45	0.00	Y	Arm J4:6 Ahead	Inf	100.0 %	1960	1960

Full Input Data And Results

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092								
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 (Prince of Wales Road (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1746	1746
J3:1/2 (Prince of Wales Road (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1844	1844
J3:2/1 (Malden Road (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1586	1586
J3:2/2 (Malden Road (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1607	1607
J3:3/1 (Prince of Wales Road (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/2 (Prince of Wales Road (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1589	1589
J3:4/1 (Malden Crescent (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J3:4/2 (Malden Crescent (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1654	1654
J3:5/1 (Prince of Wales Road (WB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1861	1861
J3:6/1 (Malden Road (B517) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/1 (Prince of Wales (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/2 (Prince of Wales (EB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Ferdinand Str SB exit Lane 1)	This lane uses a directly entered Saturation Flow						1841	1841

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135

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 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1884	1884
J4:1/2 (Haverstock Hill Lane 2)	This lane uses a directly entered Saturation Flow						1664	1664
J4:2/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J4:2/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J4:3/1 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1914	1914
J4:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1726	1726
J4:5/1 (Chalk Farm Road (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J4:5/2 (Chalk Farm Road (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1804	1804
J4:5/3 (Chalk Farm Road (A502) Lane 3)	This lane uses a directly entered Saturation Flow						1576	1576
J4:6/1 (Crogsland Road Lane 1)	This lane uses a directly entered Saturation Flow						1530	1530
J4:7/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:7/2 (Chalk Farm Road (A502) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:8/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J4:8/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:9/1 (Haverstock Hill (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1974	1974
J4:10/1 (Regents Park Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						2120	2120

Full Input Data And Results

Junction: J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136								
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 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J5:1/2 (Chalk Firm Road)	3.75	0.00	N	Arm J5:7 Right	12.00	100.0 %	1893	1893
J5:2/1 (Ferdinand Street Lane 1)	This lane uses a directly entered Saturation Flow						1665	1665
J5:3/1 (Chalk Farm Road Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J5:3/2 (Chalk Farm Road Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
J5:4/1 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1812	1812
J5:5/1 (Ferdinand Str. NB exit Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
J5:6/1 (Chalk Farm Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Camden Goods Yard (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Camden Goods Yard)	3.25	0.00	Y	Arm J5:4 Left	10.00	100.0 %	1687	1687
J5:8/2 (Camden Goods Yard)	2.75	0.00	N	Arm J5:5 Left	Inf	17.4 %	1840	1840
				Arm J5:6 Right	12.00	82.6 %		

Junction: J6: Adelaide Road / Eton College Road / Bridge Approach								
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 (Bridge Approach Lane 1)	This lane uses a directly entered Saturation Flow						1521	1521
J6:2/1 (Eton College Road Lane 1)	This lane uses a directly entered Saturation Flow						1398	1398
J6:3/1 (Eton College Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1865	1865
J6:5/1 (Adelaide Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Adelaide Road (B509) Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908

Full Input Data And Results

Scenario 2: '2024 With Development PM Peak' (FG4: '2024 With Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	Tot.
Origin	A	0	118	151	184	95	55	16	14	0	0	0	0	0	0	0	633
	B	132	0	69	68	16	3	11	5	0	0	0	0	0	0	0	304
	C	147	41	0	22	23	5	11	13	0	0	0	0	0	0	0	262
	D	145	29	0	0	73	263	10	0	0	0	0	0	0	0	0	520
	E	58	6	0	51	0	161	1	0	0	0	0	0	0	0	0	277
	F	35	28	0	261	164	0	4	0	0	0	0	0	0	0	0	492
	G	8	7	22	1	1	0	0	16	0	0	0	0	0	0	0	55
	H	6	2	9	1	1	0	0	0	0	0	0	0	0	0	0	19
	I	1	0	0	2	1	8	0	0	0	0	0	0	0	0	0	12
	J	0	0	0	0	0	0	0	0	0	0	16	20	20	20	0	76
	K	0	0	0	0	0	0	0	0	0	16	0	0	0	0	10	26
	L	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
	M	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16
	N	0	0	0	0	0	0	0	0	0	20	0	0	0	0	14	34
	O	0	0	0	0	0	0	0	0	0	0	10	0	0	12	0	22
	Tot.	532	231	251	590	374	495	53	48	0	72	26	20	20	32	24	2768

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 With Development PM Peak
Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	
J1:1/1 (with short)	536(In) 338(Out)
J1:1/2 (short)	198
J1:2/1 (short)	6
J1:2/2 (with short)	363(In) 357(Out)
J1:3/1	285
J1:4/1	610
J1:5/1	368
J1:6/1	8
J1:6/2	198
J1:7/1	206
Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority	
J2:1/1	368
J2:2/1	450
J2:3/1	12
J2:4/1	363
J2:5/1	377
J2:6/1	90
Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	
J3:1/1 (short)	90
J3:1/2 (with short)	377(In) 287(Out)
J3:2/1 (with short)	311(In) 233(Out)
J3:2/2 (short)	78
J3:3/1 (with short)	514(In) 338(Out)
J3:3/2 (short)	176
J3:4/1 (with short)	245(In) 204(Out)
J3:4/2 (short)	41
J3:5/1	450
J3:6/1	406
J3:7/1	191
J3:7/2	328
J3:8/1	72
Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	
J4:1/1	189

J4:1/2	17
J4:2/1	259
J4:2/2	285
J4:3/1	259
J4:4/1	296
J4:5/1	373
J4:5/2	103
J4:5/3	26
J4:6/1	90
J4:7/1	463
J4:7/2	103
J4:8/1 (with short)	571(In) 286(Out)
J4:8/2 (short)	285
J4:9/1	285
J4:10/1	53
J4:11/1	566
Junction: J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	
J5:1/1 (with short)	566(In) 438(Out)
J5:1/2 (short)	128
J5:2/1	72
J5:3/1 (with short)	709(In) 566(Out)
J5:3/2 (short)	143
J5:4/1	571
J5:5/1	245
J5:6/1	604
J5:7/1	257
J5:8/1 (short)	134
J5:8/2 (with short)	330(In) 196(Out)
Junction: J6: Adelaide Road / Eton College Road / Bridge Approach	
J6:1/1	55
J6:2/1	19
J6:3/1	48
J6:4/1	282
J6:5/1	271
J6:6/1	259

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137								
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 (Haverstock Hill (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1788	1788
J1:1/2 (Haverstock Hill (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1916	1916
J1:2/1 (Prince Of Wales Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1377	1377
J1:2/2 (Prince Of Wales Rd (entry) Lane 2)	This lane uses a directly entered Saturation Flow						1729	1729
J1:3/1 (Haverstock Rd (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1707	1707
J1:4/1 (Haverstock Rd (NB exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Prince of Wales Rd (exit) Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
J1:6/1 (Haverstock Rd (SB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1889	1889
J1:6/2 (Haverstock Rd (SB exit) Lane 2)	This lane uses a directly entered Saturation Flow						1889	1889
J1:7/1 (Haverstock Hill SB Lane 1)	This lane uses a directly entered Saturation Flow						1969	1969

Junction: J2: Prince of Wales Rd/Crogsland Avenue Priority								
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 (Prince of Wales Rd (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1769	1769
J2:2/1 (Prince of Wales Rd (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J2:3/1 (Crogsland Rd (entry) Lane 1)	This lane uses a directly entered Saturation Flow						1337	1337
J2:4/1 (Prince of Wales Rd (WB exit))	4.20	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2035	2035
J2:5/1 (Prince of Wales Rd (EB exit) Lane 1)	This lane uses a directly entered Saturation Flow						1916	1916
J2:6/1 (Crogsland Road SB exit)	3.45	0.00	Y	Arm J4:6 Ahead	Inf	100.0 %	1960	1960

Full Input Data And Results

Junction: J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092								
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 (Prince of Wales Road (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1746	1746
J3:1/2 (Prince of Wales Road (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1844	1844
J3:2/1 (Malden Road (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1586	1586
J3:2/2 (Malden Road (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1607	1607
J3:3/1 (Prince of Wales Road (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J3:3/2 (Prince of Wales Road (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1589	1589
J3:4/1 (Malden Crescent (B517) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J3:4/2 (Malden Crescent (B517) Lane 2)	This lane uses a directly entered Saturation Flow						1654	1654
J3:5/1 (Prince of Wales Road (WB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1861	1861
J3:6/1 (Malden Road (B517) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/1 (Prince of Wales (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:7/2 (Prince of Wales (EB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:8/1 (Ferdinand Str SB exit Lane 1)	This lane uses a directly entered Saturation Flow						1841	1841

Full Input Data And Results

Junction: J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135

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 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1884	1884
J4:1/2 (Haverstock Hill Lane 2)	This lane uses a directly entered Saturation Flow						1664	1664
J4:2/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
J4:2/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
J4:3/1 (Haverstock Hill Lane 1)	This lane uses a directly entered Saturation Flow						1914	1914
J4:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1726	1726
J4:5/1 (Chalk Farm Road (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1786	1786
J4:5/2 (Chalk Farm Road (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1804	1804
J4:5/3 (Chalk Farm Road (A502) Lane 3)	This lane uses a directly entered Saturation Flow						1576	1576
J4:6/1 (Crogsland Road Lane 1)	This lane uses a directly entered Saturation Flow						1530	1530
J4:7/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J4:7/2 (Chalk Farm Road (A502) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:8/1 (Haverstock Hill (A502) Lane 1)	This lane uses a directly entered Saturation Flow						1762	1762
J4:8/2 (Haverstock Hill (A502) Lane 2)	This lane uses a directly entered Saturation Flow						1932	1932
J4:9/1 (Haverstock Hill (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1974	1974
J4:10/1 (Regents Park Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:11/1 (Chalk Farm Road (A502) Exit Lane 1)	This lane uses a directly entered Saturation Flow						2120	2120

Full Input Data And Results

Junction: J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136								
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 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J5:1/2 (Chalk Firm Road)	3.75	0.00	N	Arm J5:7 Right	12.00	100.0 %	1893	1893
J5:2/1 (Ferdinand Street Lane 1)	This lane uses a directly entered Saturation Flow						1665	1665
J5:3/1 (Chalk Farm Road Lane 1)	This lane uses a directly entered Saturation Flow						1761	1761
J5:3/2 (Chalk Farm Road Lane 2)	This lane uses a directly entered Saturation Flow						1700	1700
J5:4/1 (Chalk Firm Road Lane 1)	This lane uses a directly entered Saturation Flow						1812	1812
J5:5/1 (Ferdinand Str. NB exit Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
J5:6/1 (Chalk Farm Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:7/1 (Camden Goods Yard (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:8/1 (Camden Goods Yard)	3.25	0.00	Y	Arm J5:4 Left	10.00	100.0 %	1687	1687
J5:8/2 (Camden Goods Yard)	2.75	0.00	N	Arm J5:5 Left	Inf	24.5 %	1855	1855
				Arm J5:6 Right	12.00	75.5 %		

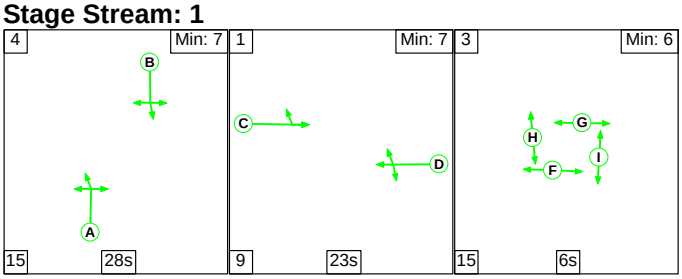
Junction: J6: Adelaide Road / Eton College Road / Bridge Approach								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J6:1/1 (Bridge Approach Lane 1)	This lane uses a directly entered Saturation Flow						1521	1521
J6:2/1 (Eton College Road Lane 1)	This lane uses a directly entered Saturation Flow						1398	1398
J6:3/1 (Eton College Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:4/1 (Adelaide Road Lane 1)	This lane uses a directly entered Saturation Flow						1865	1865
J6:5/1 (Adelaide Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J6:6/1 (Adelaide Road (B509) Lane 1)	This lane uses a directly entered Saturation Flow						1908	1908

Full Input Data And Results

Scenario 1: '2024 With Development AM Peak' (FG3: '2024 With Development AM Peak', Plan 1: 'Network Control Plan 1')
C1 - 02/092

Stage Sequence Diagram

Stage Stream: 1

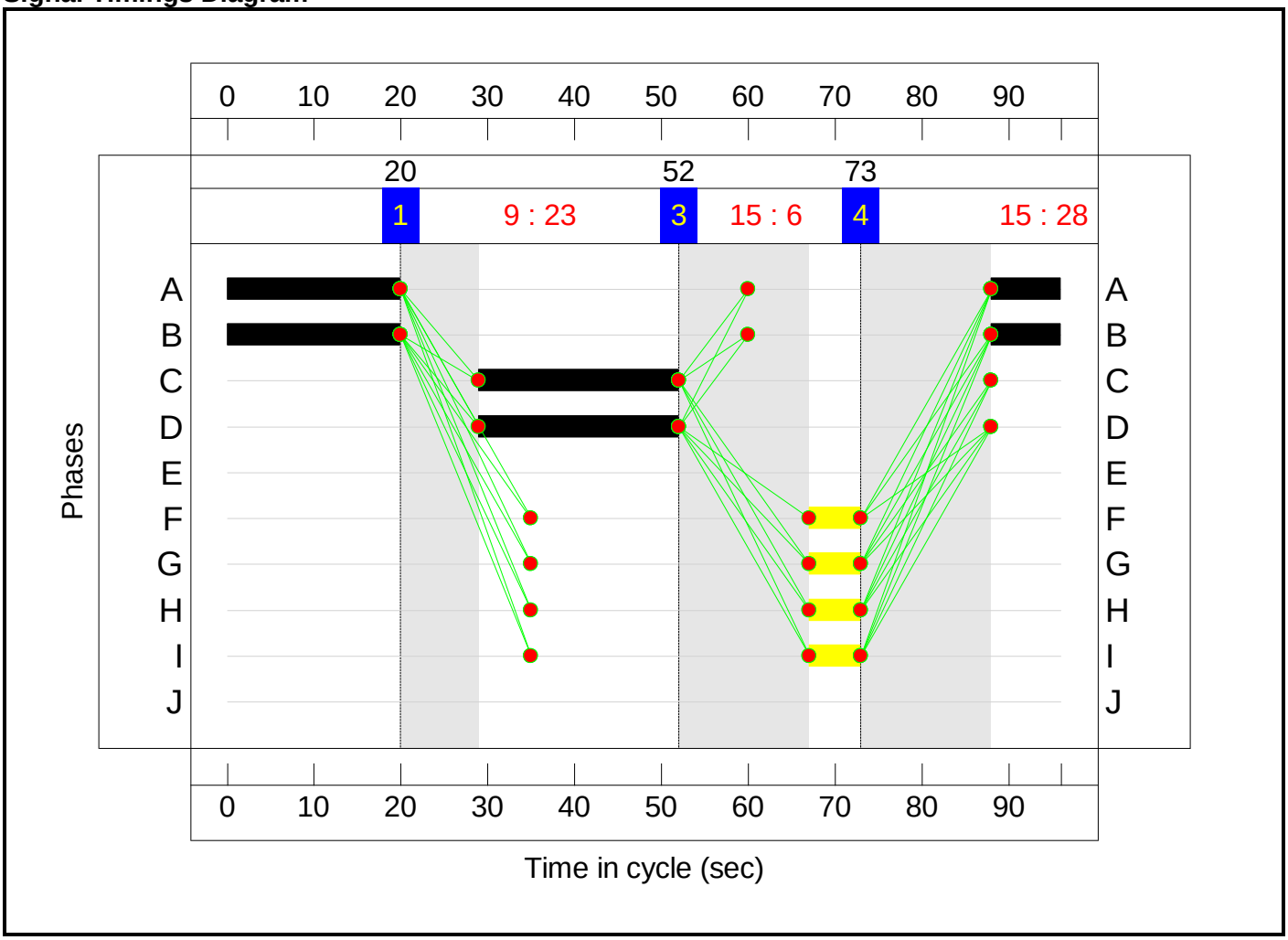


Stage Timings

Stage Stream: 1

Stage	4	1	3
Duration	28	23	6
Change Point	73	20	52

Signal Timings Diagram

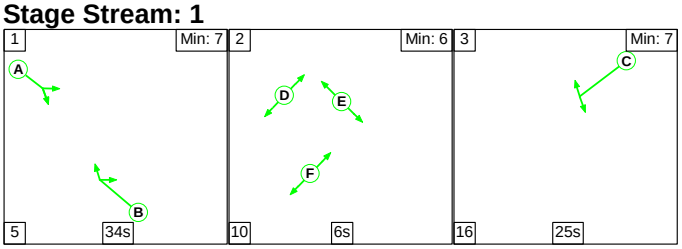


Full Input Data And Results

C2 - 02/137

Stage Sequence Diagram

Stage Stream: 1

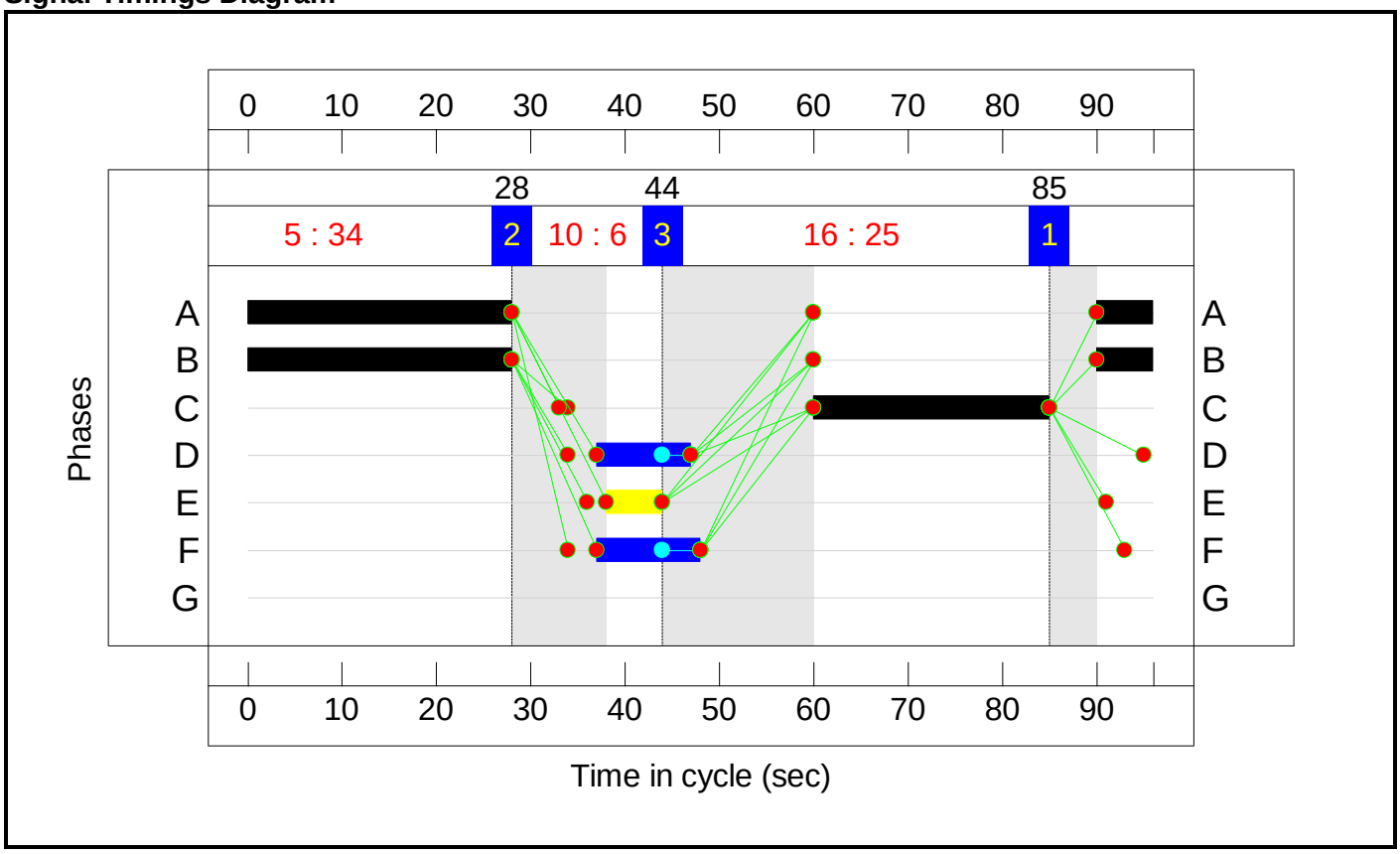


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	6	25
Change Point	85	28	44

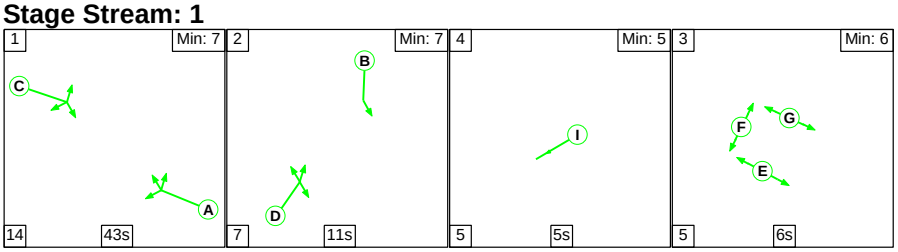
Signal Timings Diagram



C3 - 02/136

Stage Sequence Diagram

Stage Stream: 1

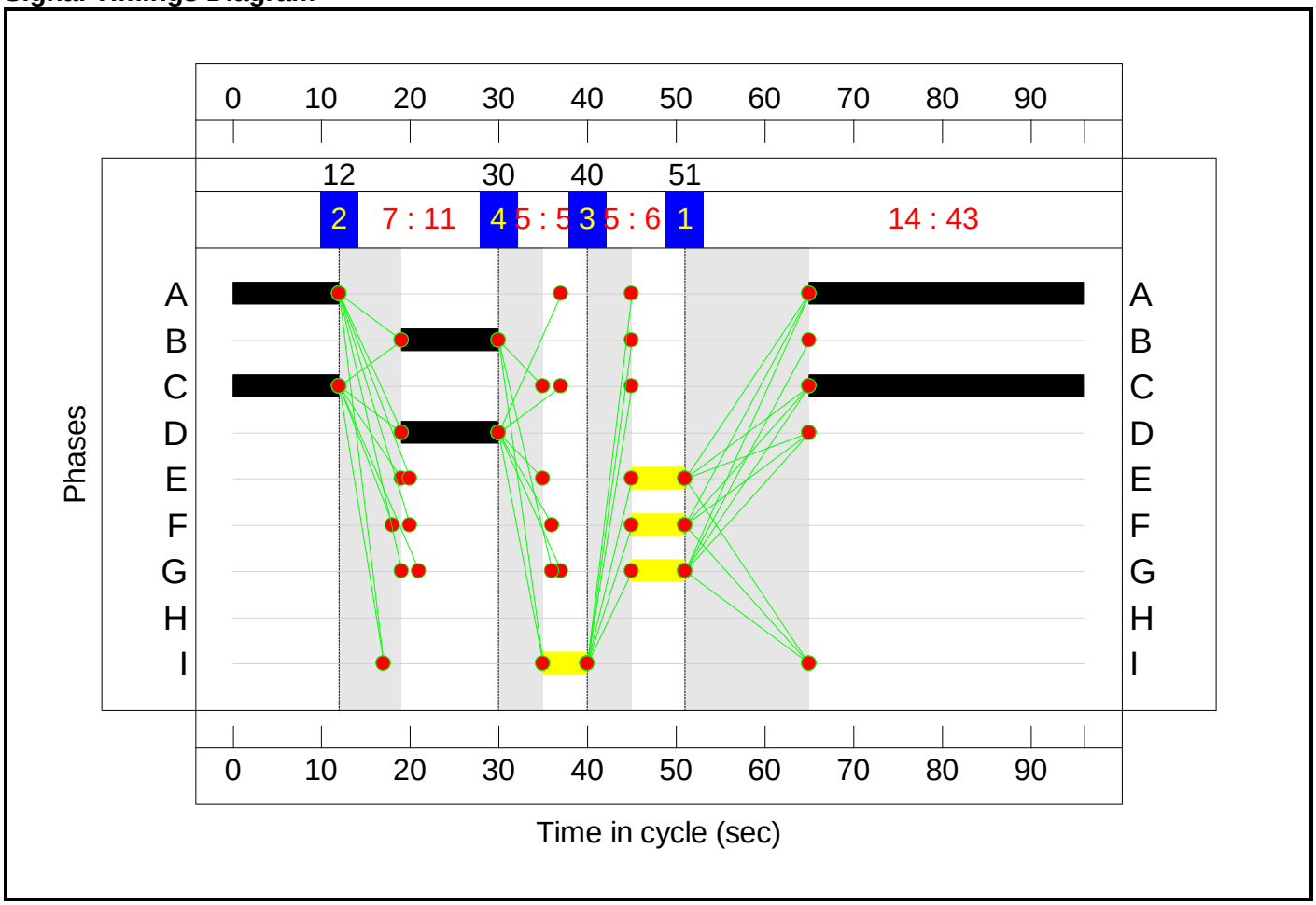


Full Input Data And Results

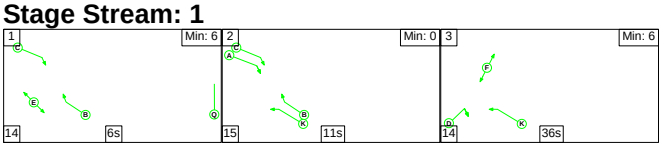
Stage Timings
Stage Stream: 1

Stage	1	2	4	3
Duration	43	11	5	6
Change Point	51	12	30	40

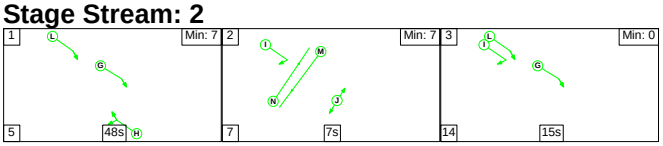
Signal Timings Diagram



C4 - 02/135
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings
Stage Stream: 1

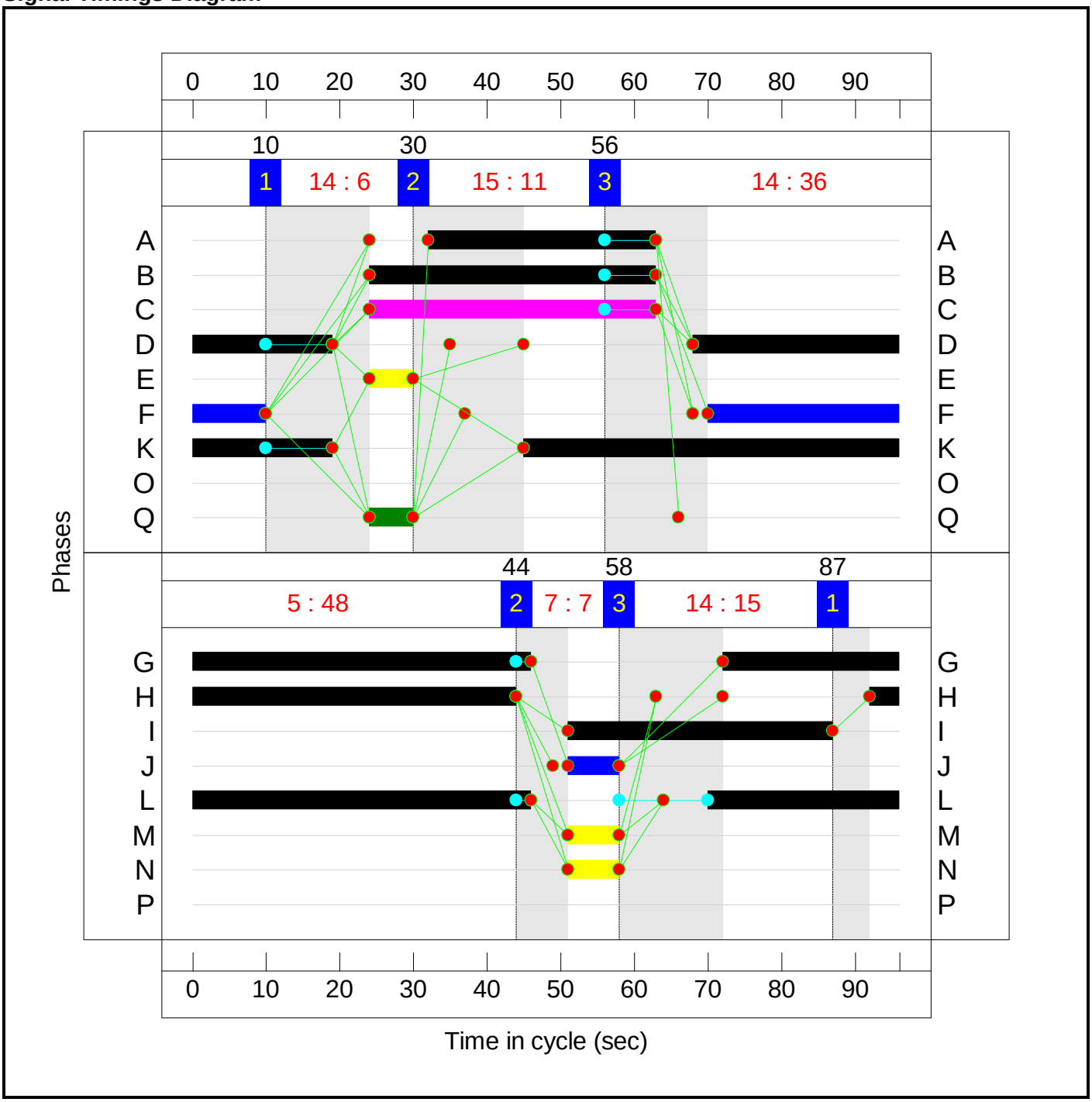
Stage	1	2	3
Duration	6	11	36
Change Point	10	30	56

Full Input Data And Results

Stage Stream: 2

Stage	1	2	3
Duration	48	7	15
Change Point	87	44	58

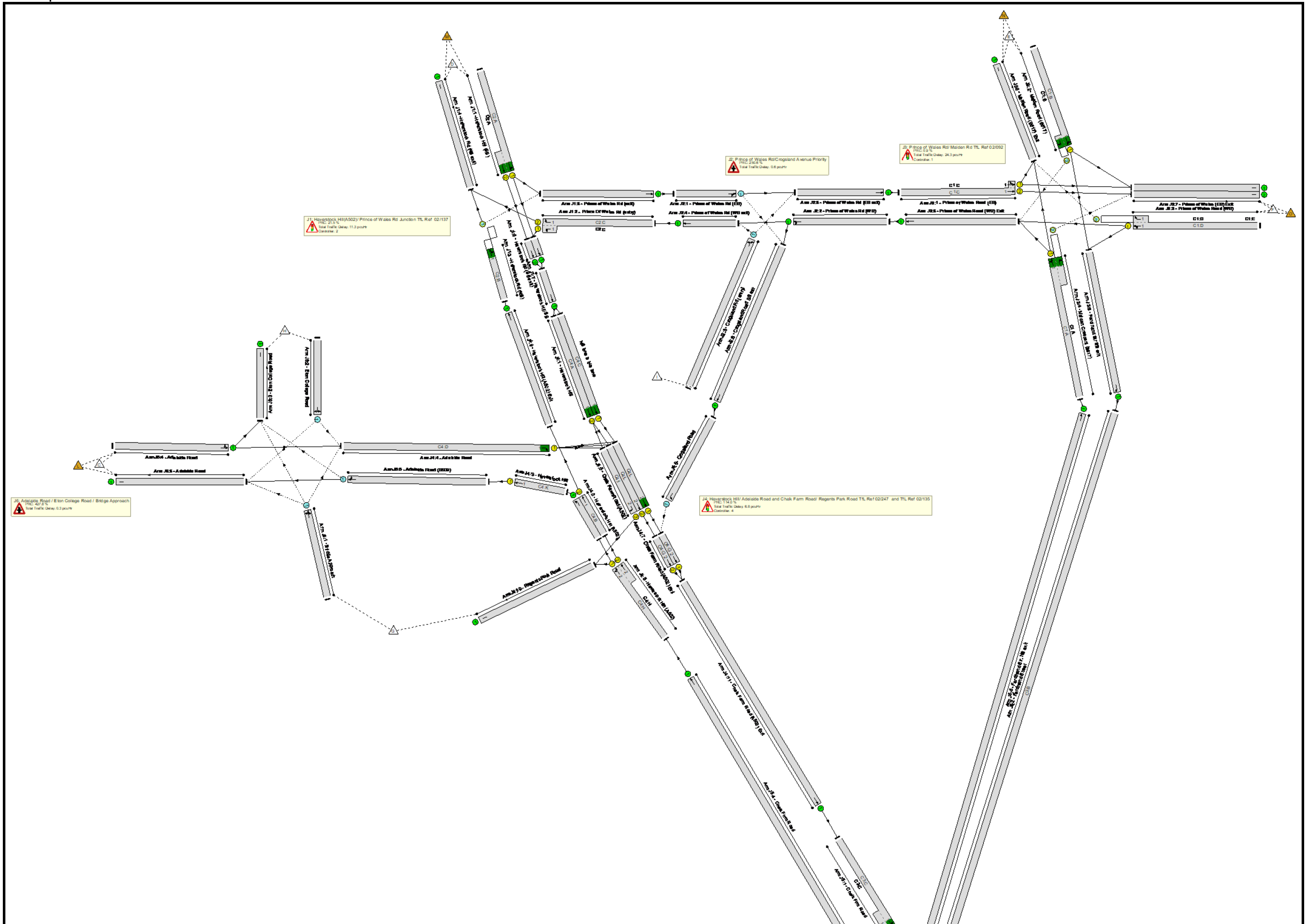
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Chalk Farm Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.1%**
1/1+1/2	Haverstock Hill (SB) Left Ahead	U	2:1	N/A	C2:A		1	34	-	628	1788:1916	535+313	74.1 : 74.1%
2/2+2/1	Prince Of Wales Rd (entry) Right Left	U	2:1	N/A	C2:C		1	25	-	337	1729:1377	460+16	70.8 : 70.8%
3/1	Haverstock Rd (NB) Ahead Right	O	2:1	N/A	C2:B		1	34	-	185	1707	676	27.4%
4/1	Haverstock Rd (NB exit)	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
5/1	Prince of Wales Rd (exit) Ahead	U	N/A	N/A	-		-	-	-	417	1821	1821	22.9%
6/1	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	12	1889	1889	0.6%
6/2	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	232	1889	1889	12.3%
7/1	Haverstock Hill SB Ahead	U	N/A	N/A	-		-	-	-	244	1969	1969	12.4%
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**25.7%**
1/1	Prince of Wales Rd (EB) Ahead Right	O	N/A	N/A	-		-	-	-	417	1769	1769	23.6%
2/1	Prince of Wales Rd (WB) Ahead Left	U	N/A	N/A	-		-	-	-	452	1761	1761	25.7%
3/1	Crogsland Rd (entry) Left Right	O	N/A	N/A	-		-	-	-	14	1337	709	2.0%

Full Input Data And Results

4/1	Prince of Wales Rd (WB exit) Ahead	U	N/A	N/A	-		-	-	-	337	2035	2035	16.6%
5/1	Prince of Wales Rd (EB exit) Ahead	U	N/A	N/A	-		-	-	-	426	1916	1916	22.2%
6/1	Crogsland Road SB exit Ahead	U	N/A	N/A	-		-	-	-	120	1960	1960	6.1%
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
1/2+1/1	Prince of Wales Road (EB) Left Ahead	U	1:1	N/A	C1:C		1	23	-	426	1844:1746	389+90	88.9 : 88.9%
2/1+2/2	Malden Road (B517) Right Left Ahead	U+O	1:1	N/A	C1:B		1	28	-	481	1586:1607	404+139	88.6 : 88.6%
3/1+3/2	Prince of Wales Road (WB) Ahead Right Left	U+O	1:1	N/A	C1:D	C1:E	1	23	0	443	1780:1589	352+145	89.2 : 89.2%
4/1+4/2	Malden Crescent (B517) Left Ahead Right	U+O	1:1	N/A	C1:A		1	28	-	189	1786:1654	533+117	29.1 : 29.1%
5/1	Prince of Wales Road (WB) Exit Ahead	U	N/A	N/A	-		-	-	-	452	1861	1861	24.3%
6/1	Malden Road (B517) Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
7/1	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
7/2	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
8/1	Ferdinand Str SB exit Ahead	U	N/A	N/A	-		-	-	-	112	1841	1841	6.1%
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.1%**
1/1	Haverstock Hill Ahead	U	4:1	N/A	C4:C		1	39	-	213	1884	628	33.9%

Full Input Data And Results

1/2	Haverstock Hill Ahead	U	4:1	N/A	C4:A		1	31	-	31	1664	520	6.0%
2/1	Haverstock Hill (A502) Left	U	N/A	N/A	-		-	-	-	248	1780	1780	13.9%
2/2	Haverstock Hill (A502) Ahead	U	4:1	N/A	C4:B		1	39	-	185	1950	813	22.8%
3/1	Haverstock Hill Ahead	U	4:1	N/A	C4:K		1	70	-	248	1914	1416	17.5%
4/1	Adelaide Road Right	U	4:1	N/A	C4:D		1	47	-	330	1726	827	39.9%
5/1	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	310	1786	1339	23.1%
5/2	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	211	1804	1372	15.4%
5/3	Chalk Farm Road (A502) Right	U	4:2	N/A	C4:I		1	36	-	53	1576	607	8.7%
6/1	Crogsland Road Left	O	N/A	N/A	-		-	-	-	120	1530	647	18.6%
7/1	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	430	1800	1331	32.3%
7/2	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	211	1932	1429	14.8%
8/1+8/2	Haverstock Hill (A502) Ahead Left	U	4:2	N/A	C4:H		1	48	-	451	1762:1932	632+440	42.1 : 42.1%
9/1	Haverstock Hill (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	185	1974	1974	9.4%
10/1	Regents Park Road	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
11/1	Chalk Farm Road (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	641	2120	2120	30.2%
J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**

Full Input Data And Results

1/1+1/2	Chalk Firm Road Left Ahead Right	U+O	3:1	N/A	C3:C		1	43	-	641	1815:1893	722+232	67.2 : 67.2%
2/1	Ferdinand Street Left	U	3:1	N/A	C3:B		1	11	-	112	1665	208	53.8%
3/1+3/2	Chalk Farm Road Ahead Right Left	U+O	3:1	N/A	C3:A		1	43	-	631	1761:1700	757+163	68.5 : 68.5%
4/1	Chalk Firm Road Ahead	U	N/A	N/A	-		-	-	-	451	1812	1812	24.9%
5/1	Ferdinand Str. NB exit Ahead	U	N/A	N/A	-		-	-	-	189	1860	1860	10.2%
6/1	Chalk Farm Road	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
7/1	Camden Goods Yard (exit)	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
8/2+8/1	Camden Goods Yard Left Left2 Right	O+U	3:1	N/A	C3:D		1	11	-	213	1840:1687	190+116	69.6 : 69.6%
J6: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.1%**
1/1	Bridge Approach Right Ahead Left	O	N/A	N/A	-		-	-	-	53	1521	573	9.3%
2/1	Eton College Road Left Right	O	N/A	N/A	-		-	-	-	31	1398	560	5.5%
3/1	Eton College Road	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
4/1	Adelaide Road Ahead Left	U	N/A	N/A	-		-	-	-	318	1865	1865	17.1%
5/1	Adelaide Road	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
6/1	Adelaide Road (B509) Right Ahead	O	N/A	N/A	-		-	-	-	248	1908	1741	14.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Chalk Farm Network	**-**	**-**	**754**	**28**	**137**	**34.8**	**21.3**	**1.6**	**57.8**	**-**	**-**	**-**	**-**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**22**	**0**	**0**	**8.1**	**3.1**	**0.1**	**11.3**	**-**	**-**	**-**	**-**
1/1+1/2	628	628	-	-	-	3.9	1.4	-	5.3	30.5	10.7	1.4	12.1
2/2+2/1	337	337	-	-	-	2.4	1.2	-	3.6	38.0	5.6	1.2	6.8
3/1	185	185	22	0	0	1.8	0.2	0.1	2.1	41.2	4.9	0.2	5.1
4/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	417	417	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
6/1	12	12	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	232	232	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	244	244	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**14**	**0**	**0**	**0.0**	**0.6**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	417	417	0	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	452	452	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	14	14	14	0	0	0.0	0.0	-	0.0	6.0	0.1	0.0	0.1
4/1	337	337	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	426	426	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	120	120	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**177**	**0**	**109**	**12.6**	**11.1**	**0.7**	**24.3**	**-**	**-**	**-**	**-**
1/2+1/1	426	426	-	-	-	2.3	3.5	-	5.8	49.3	8.5	3.5	12.1
2/1+2/2	481	481	123	0	0	4.0	3.5	0.1	7.6	56.8	11.1	3.5	14.5
3/1+3/2	443	443	21	0	108	4.1	3.6	0.4	8.2	66.5	9.8	3.6	13.4
4/1+4/2	189	189	34	0	0	2.1	0.2	0.1	2.5	47.1	3.5	0.2	3.7
5/1	452	452	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

6/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	112	112	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**92**	**28**	**0**	**4.5**	**2.3**	**0.0**	**6.8**	**-**	**-**	**-**	**-**
1/1	213	213	-	-	-	0.4	0.3	-	0.6	10.9	1.7	0.3	1.9
1/2	31	31	-	-	-	0.1	0.0	-	0.1	14.0	0.5	0.0	0.5
2/1	248	248	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	185	185	-	-	-	1.0	0.1	-	1.1	22.0	4.3	0.1	4.5
3/1	248	248	-	-	-	0.3	0.1	-	0.4	5.6	1.9	0.1	2.1
4/1	330	330	-	-	-	1.5	0.3	-	1.8	19.7	5.6	0.3	5.9
5/1	310	310	-	-	-	0.3	0.2	-	0.4	4.8	1.6	0.2	1.7
5/2	211	211	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
5/3	53	53	-	-	-	0.2	0.0	-	0.3	18.1	1.0	0.0	1.0
6/1	120	120	92	28	0	0.0	0.1	-	0.1	3.4	0.0	0.1	0.1
7/1	430	430	-	-	-	0.2	0.2	-	0.4	3.6	2.3	0.2	2.6
7/2	211	211	-	-	-	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
8/1+8/2	451	451	-	-	-	0.6	0.4	-	1.0	7.9	4.0	0.4	4.4
9/1	185	185	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	641	641	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**349**	**0**	**28**	**9.6**	**4.0**	**0.9**	**14.5**	**-**	**-**	**-**	**-**
1/1+1/2	641	641	156	0	0	2.2	1.0	0.5	3.7	20.7	7.6	1.0	8.7
2/1	112	112	-	-	-	1.9	0.6	-	2.5	79.4	2.9	0.6	3.5
3/1+3/2	631	631	112	0	0	3.1	1.1	0.2	4.5	25.5	10.6	1.1	11.7
4/1	451	451	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

5/1	189	189	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	213	213	81	0	28	2.3	1.1	0.2	3.6	60.9	3.3	1.1	4.4
J6: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**99**	**0**	**0**	**0.0**	**0.3**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	53	53	53	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1
2/1	31	31	31	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	318	318	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	248	248	15	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 - 02/092	Stream: 1 PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	24.09	Cycle Time (s): 96
C2 - 02/137	Stream: 1 PRC for Signalled Lanes (%):	21.5	Total Delay for Signalled Lanes (pcuHr):	11.00	Cycle Time (s): 96
C3 - 02/136	Stream: 1 PRC for Signalled Lanes (%):	29.4	Total Delay for Signalled Lanes (pcuHr):	14.23	Cycle Time (s): 96
C4 - 02/135	Stream: 1 PRC for Signalled Lanes (%):	125.6	Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s): 96
C4 - 02/135	Stream: 2 PRC for Signalled Lanes (%):	114.0	Total Delay for Signalled Lanes (pcuHr):	2.29	Cycle Time (s): 96
	PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	57.75	

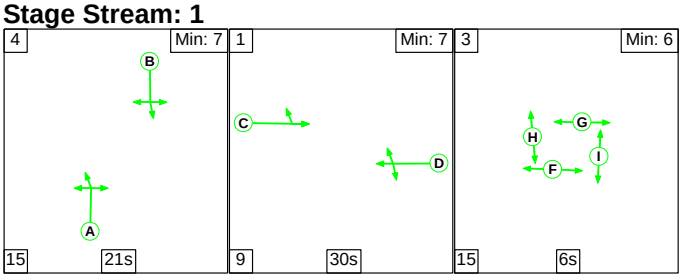
Full Input Data And Results

Scenario 2: '2024 With Development PM Peak' (FG4: '2024 With Development PM Peak', Plan 1: 'Network Control Plan 1')

C1 - 02/092

Stage Sequence Diagram

Stage Stream: 1

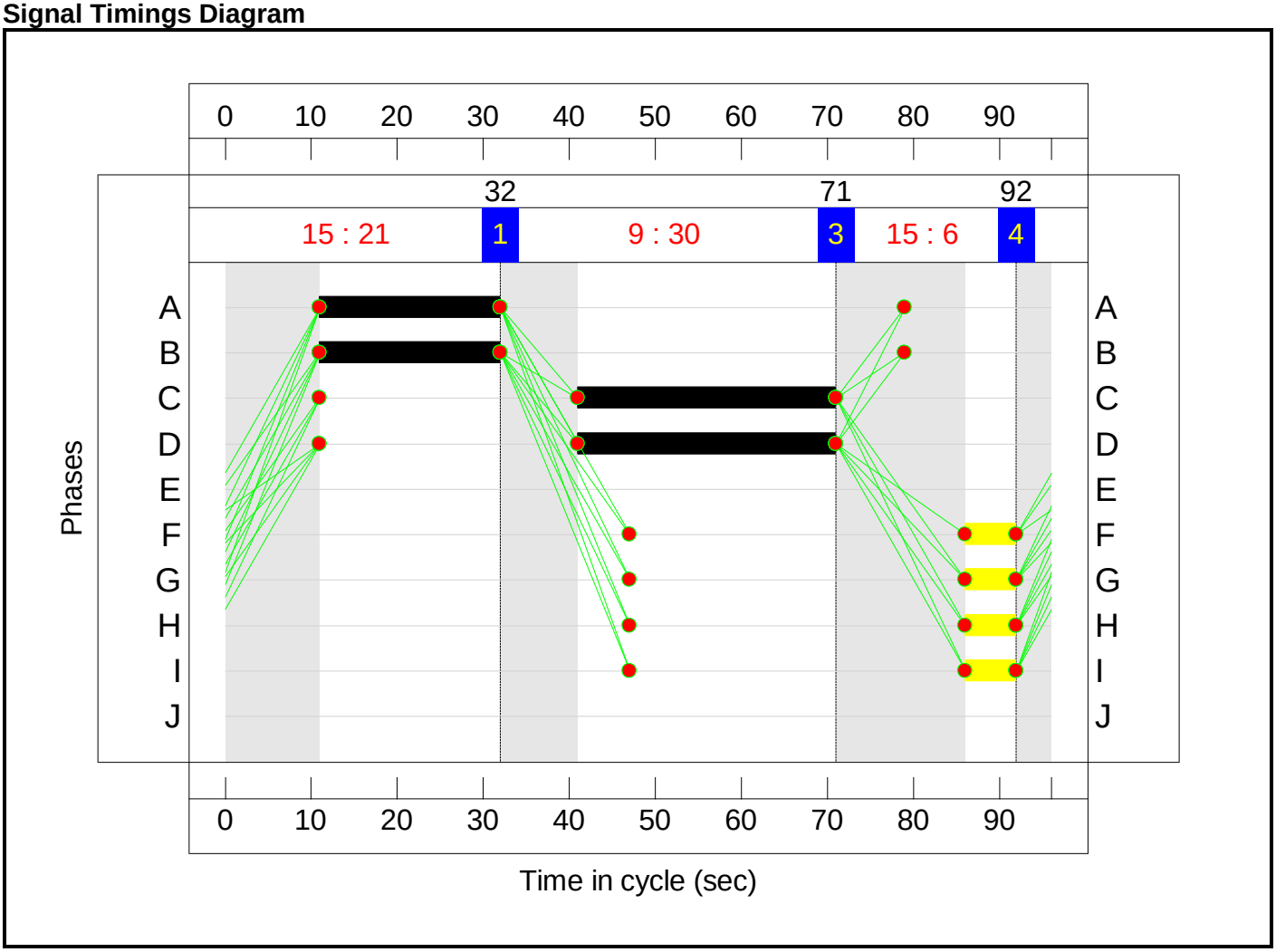


Stage Timings

Stage Stream: 1

Stage	4	1	3
Duration	21	30	6
Change Point	92	32	71

Signal Timings Diagram

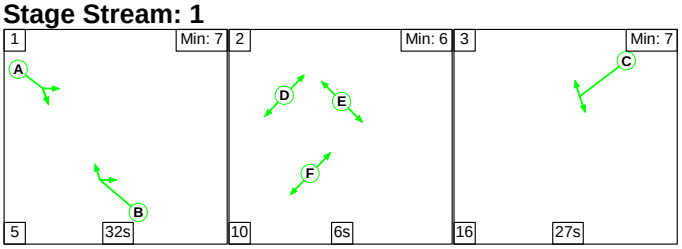


Full Input Data And Results

C2 - 02/137

Stage Sequence Diagram

Stage Stream: 1

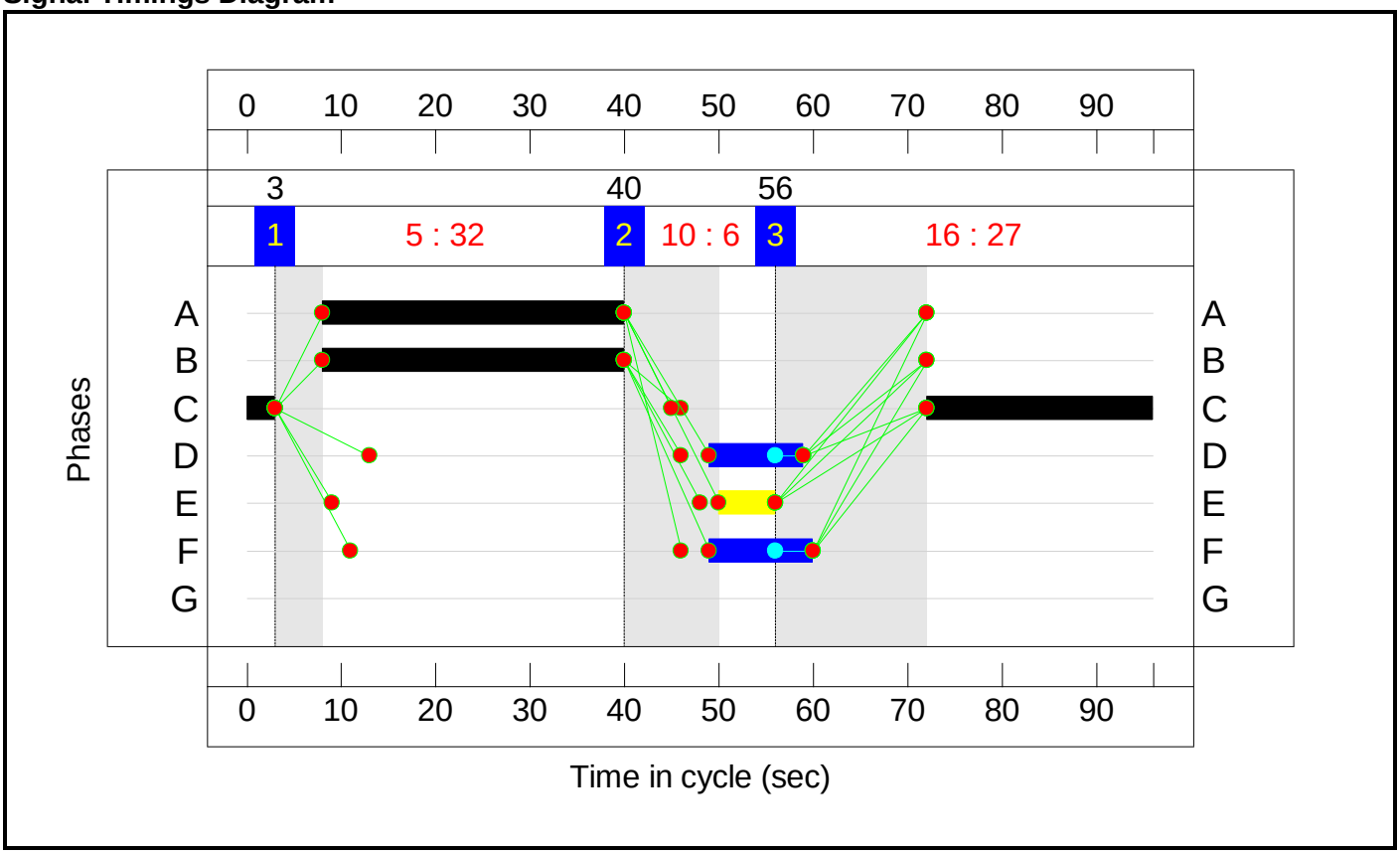


Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	32	6	27
Change Point	3	40	56

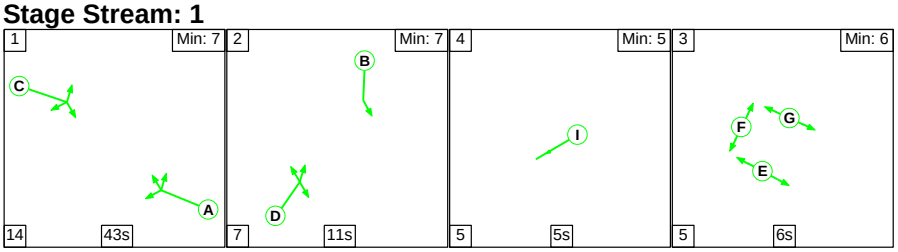
Signal Timings Diagram



C3 - 02/136

Stage Sequence Diagram

Stage Stream: 1

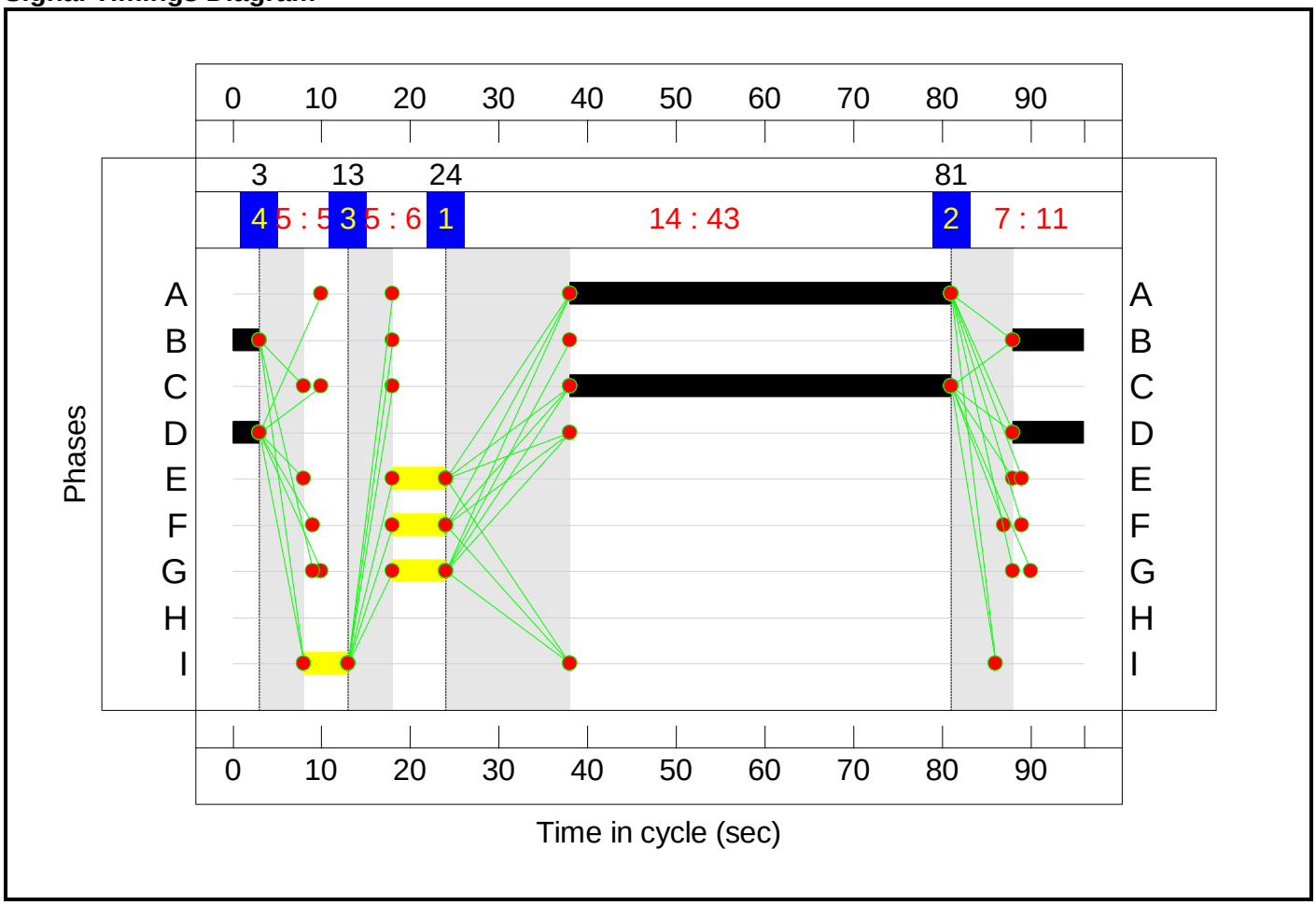


Full Input Data And Results

Stage Timings
Stage Stream: 1

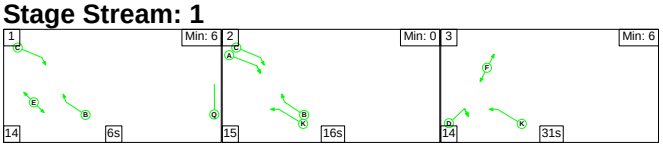
Stage	1	2	4	3
Duration	43	11	5	6
Change Point	24	81	3	13

Signal Timings Diagram

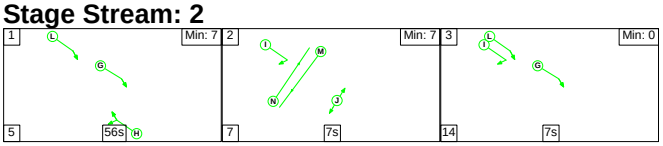


C4 - 02/135

Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings
Stage Stream: 1

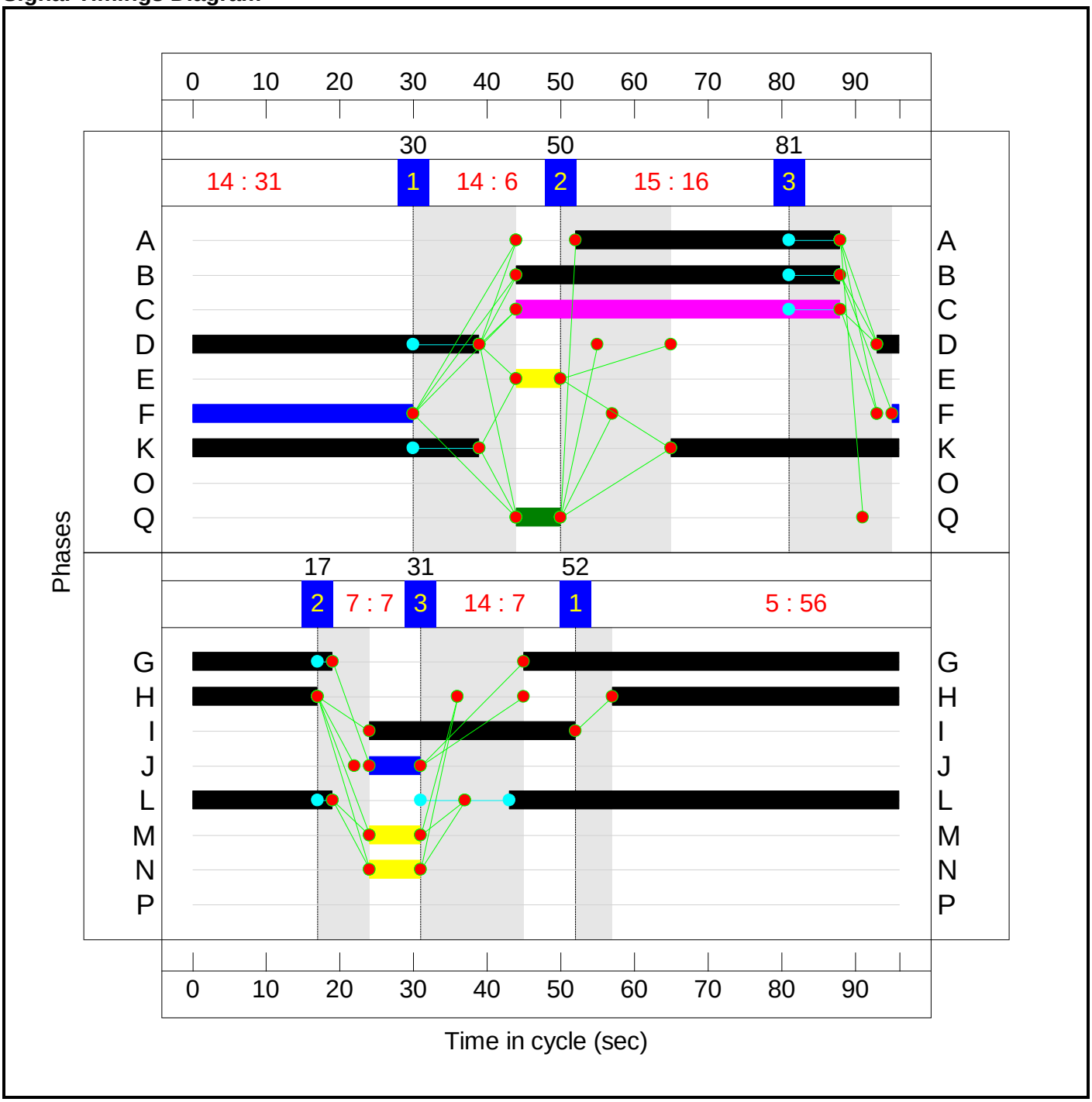
Stage	1	2	3
Duration	6	16	31
Change Point	30	50	81

Full Input Data And Results

Stage Stream: 2

Stage	1	2	3
Duration	56	7	7
Change Point	52	17	31

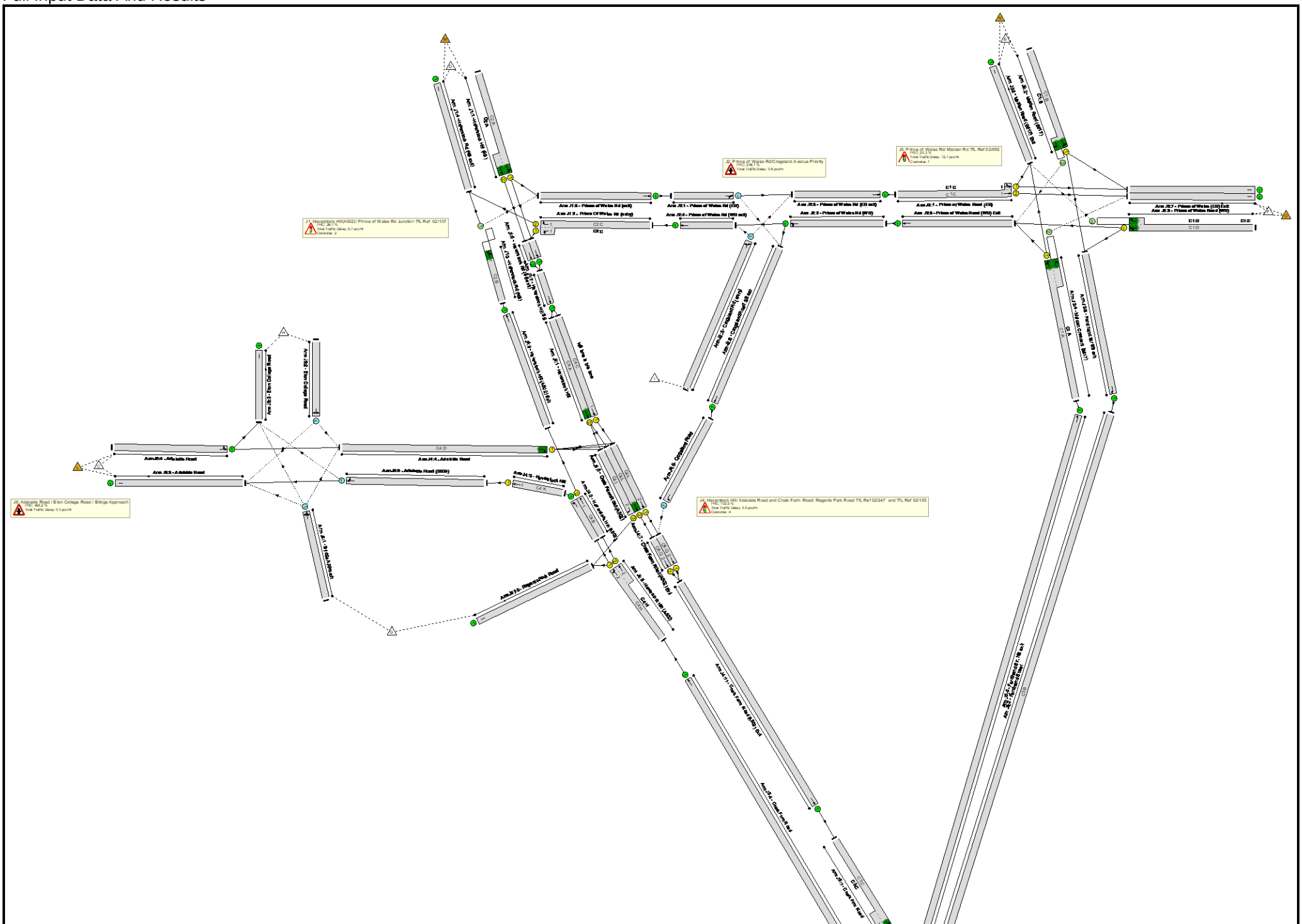
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Chalk Farm Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**
1/1+1/2	Haverstock Hill (SB) Left Ahead	U	2:1	N/A	C2:A		1	32	-	536	1788:1916	523+306	64.7 : 64.7%
2/2+2/1	Prince Of Wales Rd (entry) Right Left	U	2:1	N/A	C2:C		1	27	-	363	1729:1377	503+8	69.9 : 71.0%
3/1	Haverstock Rd (NB) Ahead Right	O	2:1	N/A	C2:B		1	32	-	285	1707	658	43.3%
4/1	Haverstock Rd (NB exit)	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/1	Prince of Wales Rd (exit) Ahead	U	N/A	N/A	-		-	-	-	368	1821	1821	20.2%
6/1	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	8	1889	1889	0.4%
6/2	Haverstock Rd (SB exit) Ahead	U	N/A	N/A	-		-	-	-	198	1889	1889	10.5%
7/1	Haverstock Hill SB Ahead	U	N/A	N/A	-		-	-	-	206	1969	1969	10.5%
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**25.2%**
1/1	Prince of Wales Rd (EB) Ahead Right	O	N/A	N/A	-		-	-	-	368	1769	1769	20.8%
2/1	Prince of Wales Rd (WB) Ahead Left	U	N/A	N/A	-		-	-	-	450	1761	1761	25.2%
3/1	Crogsland Rd (entry) Left Right	O	N/A	N/A	-		-	-	-	12	1337	721	1.7%

Full Input Data And Results

4/1	Prince of Wales Rd (WB exit) Ahead	U	N/A	N/A	-		-	-	-	363	2035	2035	17.6%
5/1	Prince of Wales Rd (EB exit) Ahead	U	N/A	N/A	-		-	-	-	377	1916	1916	19.7%
6/1	Crogsland Road SB exit Ahead	U	N/A	N/A	-		-	-	-	90	1960	1960	4.6%
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
1/2+1/1	Prince of Wales Road (EB) Left Ahead	U	1:1	N/A	C1:C		1	30	-	377	1844:1746	469+147	61.3 : 61.3%
2/1+2/2	Malden Road (B517) Right Left Ahead	U+O	1:1	N/A	C1:B		1	21	-	311	1586:1607	332+111	70.3 : 70.3%
3/1+3/2	Prince of Wales Road (WB) Ahead Right Left	U+O	1:1	N/A	C1:D	C1:E	1	30	0	514	1780:1589	452+235	74.8 : 74.8%
4/1+4/2	Malden Crescent (B517) Left Ahead Right	U+O	1:1	N/A	C1:A		1	21	-	245	1786:1654	431+87	47.3 : 47.3%
5/1	Prince of Wales Road (WB) Exit Ahead	U	N/A	N/A	-		-	-	-	450	1861	1861	23.9%
6/1	Malden Road (B517) Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
7/1	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
7/2	Prince of Wales (EB) Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
8/1	Ferdinand Str SB exit Ahead	U	N/A	N/A	-		-	-	-	72	1841	1841	3.9%
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.4%**
1/1	Haverstock Hill Ahead	U	4:1	N/A	C4:C		1	44	-	189	1884	883	21.4%

Full Input Data And Results

1/2	Haverstock Hill Ahead	U	4:1	N/A	C4:A		1	36	-	17	1664	624	2.7%
2/1	Haverstock Hill (A502) Left	U	N/A	N/A	-		-	-	-	259	1780	1780	14.6%
2/2	Haverstock Hill (A502) Ahead	U	4:1	N/A	C4:B		1	44	-	285	1950	914	31.2%
3/1	Haverstock Hill Ahead	U	4:1	N/A	C4:K		1	70	-	259	1914	1416	18.3%
4/1	Adelaide Road Right	U	4:1	N/A	C4:D		1	42	-	296	1726	737	40.2%
5/1	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	373	1786	1358	27.5%
5/2	Chalk Farm Road (A502) Ahead	U	4:2	N/A	C4:L		1	72	-	103	1804	1334	7.7%
5/3	Chalk Farm Road (A502) Right	U	4:2	N/A	C4:I		1	28	-	26	1576	476	5.5%
6/1	Crogsland Road Left	O	N/A	N/A	-		-	-	-	90	1530	633	14.2%
7/1	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	463	1800	1331	34.8%
7/2	Chalk Farm Road (A502) Exit Ahead	U	4:2	N/A	C4:G		1	70	-	103	1932	1429	7.2%
8/1+8/2	Haverstock Hill (A502) Ahead Left	U	4:2	N/A	C4:H		1	56	-	571	1762:1932	645+642	44.4 : 44.4%
9/1	Haverstock Hill (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	285	1974	1974	14.4%
10/1	Regents Park Road	U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
11/1	Chalk Farm Road (A502) Exit Ahead	U	N/A	N/A	-		-	-	-	566	2120	2120	26.7%
J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**

Full Input Data And Results

1/1+1/2	Chalk Firm Road Left Ahead Right	U+O	3:1	N/A	C3:C		1	43	-	566	1815:1893	616+180	71.1 : 71.1%
2/1	Ferdinand Street Left	U	3:1	N/A	C3:B		1	11	-	72	1665	208	34.6%
3/1+3/2	Chalk Farm Road Ahead Right Left	U+O	3:1	N/A	C3:A		1	43	-	709	1761:1700	585+148	96.8 : 96.8%
4/1	Chalk Firm Road Ahead	U	N/A	N/A	-		-	-	-	571	1812	1812	31.5%
5/1	Ferdinand Str. NB exit Ahead	U	N/A	N/A	-		-	-	-	245	1860	1860	13.2%
6/1	Chalk Farm Road	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	Camden Goods Yard (exit)	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
8/2+8/1	Camden Goods Yard Left Left2 Right	O+U	3:1	N/A	C3:D		1	11	-	330	1855:1687	210+143	93.5 : 93.5%
J6: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**15.1%**
1/1	Bridge Approach Right Ahead Left	O	N/A	N/A	-		-	-	-	55	1521	558	9.9%
2/1	Eton College Road Left Right	O	N/A	N/A	-		-	-	-	19	1398	564	3.4%
3/1	Eton College Road	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
4/1	Adelaide Road Ahead Left	U	N/A	N/A	-		-	-	-	282	1865	1865	15.1%
5/1	Adelaide Road	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/1	Adelaide Road (B509) Right Ahead	O	N/A	N/A	-		-	-	-	259	1908	1714	15.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Chalk Farm Network	**-**	**-**	**700**	**134**	**107**	**30.3**	**25.2**	**2.1**	**57.7**	**-**	**-**	**-**	**-**
J1: Haverstock Hill(A502)/ Prince of Wales Rd Junction TfL Ref 02/137	**-**	**-**	**32**	**0**	**0**	**6.9**	**2.7**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
1/1+1/2	536	536	-	-	-	3.3	0.9	-	4.2	28.1	8.1	0.9	9.1
2/2+2/1	357	357	-	-	-	2.4	1.1	-	3.5	35.3	5.6	1.1	6.7
3/1	285	285	32	0	0	1.3	0.4	0.0	1.7	22.0	7.3	0.4	7.7
4/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	368	368	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	8	8	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	206	206	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Prince of Wales Rd/Crogsland Avenue Priority	**-**	**-**	**12**	**0**	**0**	**0.0**	**0.6**	**0.0**	**0.6**	**-**	**-**	**-**	**-**
1/1	368	368	0	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/1	444	444	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	12	12	12	0	0	0.0	0.0	-	0.0	5.0	0.1	0.0	0.1
4/1	357	357	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	377	377	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	90	90	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
J3: Prince of Wales Rd/ Malden Rd TfL Ref 02/092	**-**	**-**	**206**	**17**	**72**	**7.9**	**4.0**	**0.8**	**12.7**	**-**	**-**	**-**	**-**
1/2+1/1	377	377	-	-	-	0.9	0.8	-	1.7	16.5	1.9	0.8	2.6
2/1+2/2	311	311	78	0	0	2.7	1.2	0.1	4.0	46.3	6.5	1.2	7.7
3/1+3/2	514	514	92	17	68	3.6	1.5	0.6	5.7	39.8	9.9	1.5	11.4
4/1+4/2	245	245	36	0	5	0.6	0.4	0.0	1.1	16.4	3.0	0.4	3.5
5/1	444	444	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

Full Input Data And Results

6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	72	72	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
J4: Haverstock Hill/ Adelaide Road and Chalk Farm Road/ Regents Park Road TfL Ref 02/247 and TfL Ref 02/135	**-**	**-**	**86**	**4**	**0**	**3.3**	**2.2**	**0.0**	**5.5**	**-**	**-**	**-**	**-**
1/1	189	189	-	-	-	0.1	0.1	-	0.3	5.4	2.4	0.1	2.6
1/2	17	17	-	-	-	0.1	0.0	-	0.1	15.2	0.3	0.0	0.3
2/1	259	259	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	285	285	-	-	-	0.6	0.2	-	0.8	10.0	1.5	0.2	1.7
3/1	259	259	-	-	-	0.1	0.1	-	0.2	2.7	2.4	0.1	2.5
4/1	296	296	-	-	-	1.6	0.3	-	1.9	23.1	5.4	0.3	5.8
5/1	373	373	-	-	-	0.2	0.2	-	0.4	3.5	2.1	0.2	2.3
5/2	103	103	-	-	-	0.1	0.0	-	0.2	5.4	0.8	0.0	0.8
5/3	26	26	-	-	-	0.3	0.0	-	0.3	44.5	0.6	0.0	0.7
6/1	90	90	86	4	0	0.0	0.1	-	0.1	3.3	0.0	0.1	0.1
7/1	463	463	-	-	-	0.1	0.3	-	0.4	3.0	1.6	0.3	1.8
7/2	103	103	-	-	-	0.0	0.0	-	0.1	1.8	0.0	0.0	0.1
8/1+8/2	571	571	-	-	-	0.2	0.4	-	0.6	3.7	2.2	0.4	2.6
9/1	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	566	566	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J5: Chalk Farm Road/ Ferdinand Street/ Camden Goods Yard (entrance) TfL Ref 02/136	**-**	**-**	**270**	**114**	**35**	**12.1**	**15.5**	**1.3**	**28.9**	**-**	**-**	**-**	**-**
1/1+1/2	566	566	18	109	1	2.4	1.2	0.7	4.4	27.8	7.1	1.2	8.3
2/1	72	72	-	-	-	0.7	0.3	-	0.9	45.8	1.9	0.3	2.2
3/1+3/2	709	709	136	4	3	5.3	8.7	0.5	14.5	73.6	16.0	8.7	24.7
4/1	571	571	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2

Full Input Data And Results

5/1	245	245	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	330	330	117	0	31	3.7	5.0	0.1	8.9	96.8	5.3	5.0	10.3
J6: Adelaide Road / Eton College Road / Bridge Approach	**-**	**-**	**93**	**0**	**0**	**0.0**	**0.3**	**0.0**	**0.3**	**-**	**-**	**-**	**-**
1/1	55	55	55	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
2/1	19	19	19	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
3/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	259	259	19	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 - 02/092	Stream: 1 PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	12.53	Cycle Time (s): 96
C2 - 02/137	Stream: 1 PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	9.42	Cycle Time (s): 96
C3 - 02/136	Stream: 1 PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	28.64	Cycle Time (s): 96
C4 - 02/135	Stream: 1 PRC for Signalled Lanes (%):	124.1	Total Delay for Signalled Lanes (pcuHr):	3.24	Cycle Time (s): 96
C4 - 02/135	Stream: 2 PRC for Signalled Lanes (%):	102.9	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s): 96
	PRC Over All Lanes (%):	-7.6	Total Delay Over All Lanes(pcuHr):	57.67	

Appendix M – PERS Audit

DOCUMENT CONTROL

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final Issue for Planning	DH	AB ATB	SJH SJH	30.06.17

1.0 INTRODUCTION

1.1 This Technical Note (TN) has been prepared by Ardent Consulting Engineers (ACE) on behalf of Safeway Stores Limited & BDW Trading Limited in connection with the proposed mixed-use re-development of the existing Morrisons Foodstore at Chalk Farm Road, Camden NW1 8AA.

1.2 The site comprises the existing Morrisons Camden Foodstore, which is located to the south-west of Chalk Farm Road, towards the north-western end of Camden Town Centre. The site area includes the Morrisons store and associated car park, which are located to the south-west of the Northern Line underground rail line, as well as the Morrisons Petrol Filling Station (PFS), which is situated in between Chalk Farm Road and the Northern Line. The main part of the site (foodstore) is bound by the site access road to the north-west, the Northern Line to the north-east, residential properties to the south-east, and national rail lines to the south-west.

1.3 The proposals involve:

Demolition of existing buildings (Class A1 foodstore and Sui Generis petrol filling station) and associated highways and site works including removal of existing surface level car parking and retaining walls along with road junction alterations.

Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243 sq m GEA floorspace to accommodate a petrol filling station (Sui Generis), flexible Class A1, A3 and A4 floorspace, Class B1 floorspace and a winter garden; associated cycle parking; public green space; public toilets and other associated works and highways works. For a temporary period of up to thirty months part of the ground and all of the 1st floor of the building will be used for a Class A1 foodstore with associated car parking.

Redevelopment of the main supermarket site to include the erection of buildings (Blocks A to F, including Blocks E1 and E2) of up to 14 storeys accommodating up to 573 homes and up to 60,568 sq m GEA of residential floorspace together with up to 28,333 sq m GEA non-residential floorspace within Class A1 (foodstore), flexible Class A1 and A3, Class B1a and B1c, Class D2 community centre, Sui Generis use at roof level of 'Block B' for food and plant growing/production facility (including small scale brewing and distilling) with associated ancillary office, storage, education, training, café and restaurant activities; together with associated new streets and squares; hard and soft landscaping and play space; lifts; public cycle parking and cycle hire facility; and other associated works, including highways works.

1.4 This TN outlines the results of an Audit of the local area using TRL Software's Pedestrian Environment Review Software (PERS) program, known as a "PERS Audit". It reviews the quality of the key routes/linkages between the site and nearby facilities, including bus stops and outlines the current standard of facilities available.

1.5 The TRL PERS program was co-developed by TRL with Transport for London (TfL) in order to provide a standard and consistent methodology to evaluate pedestrian provision and how to prioritise areas for improvement. PERS creates a systematic framework for the assessment, review and audit of the pedestrian environment.

1.6 ACE has also prepared a Transport Assessment (TA, **ACE Report Ref: 160630-06**) to accompany the planning application and it provides an assessment of the wider transport implications of the proposed redevelopment of the site. The results of this TN have been incorporated into the TA in order to inform the design of any local pedestrian-related mitigation improvements works. It is anticipated that this TN will form an appendix to the TA.

1.7 The study area for the PERS audit is shown in **Appendix A**. This study area matches the one discussed and agreed with both TfL and London Borough of Camden (LBC) during pre-application discussions, and comprises the following:

- Both sides of the access road extending between the roundabout at the site and Chalk Farm Road;
- Both sides of the access road link past the existing PFS;
- Both sides of Chalk Farm Road between Regent's Park Road and Castlehaven Road;
- Formal crossings on the above routes; and
- Bus stops and waiting areas on the above routes.

2.0 METHODOLOGY

2.1 The study area was coded into discrete areas in order to allow a detailed picture of the local environment to be established and discussed in more detail. This was important since the character of a link could change along its length. PERS can be applied to the following types of pedestrian environments:

- Links;
- Crossings
- Routes;
- Public Transport Waiting Areas;
- Interchange Spaces; and
- Public Spaces.

2.2 These are defined with the PERS handbook as follows:

- *"**Routes:** A way that links a trip origin and a trip destination, for example from a public transport interchange to a school. Routes may consist of any number*

of links and crossings (reviewed separately) but has some characteristics specific to itself.

- ***Links:*** *Any footway, footpath or highway to be considered. These may be divided into sections, if level of service varies significantly along them, and reviewed in total or with each side reviewed separately if relevant.*

- ***Crossings:*** *Any designated or undesignated crossing where a pedestrian desire line intersects with a highway. Crossings of side road junctions along links may be reviewed as crossings at the discretion of the reviewer or included within the Link Review if they are not considered unduly significant.*

- ***Public Transport Waiting Areas:*** *Any designated area where people may wait in order to use public transport. This may include bus stops, taxi ranks or tram stops. Larger public transport waiting areas, or those supporting a variety of services or modes, may be considered to be interchange spaces and reviewed accordingly.*

- ***Interchange Spaces:*** *Interchange spaces are the areas around and between public transport stops or termini. Interchange spaces act as gateways to the wider area itself or to the areas they serve for those arriving or leaving by public transport. Interchange spaces also allow travellers to change between transport services or modes."*

2.3 The details at **Appendix A** outline the extent of links, crossings and public transport waiting areas that were identified for the agreed study area, including references that are used in the summary below. Annex A of the PERS handbook provides sample review forms that auditors can use when undertaking an audit. In association with this audit, these forms were utilised with one completed for each reference environment. The following were used: -

- Link Assessment Form;
- Crossing Assessment Form; and
- Public Transport Waiting Area Assessment Form.

2.4 The main PERS audit site visit was undertaken on 19 July 2016 between 1500 and 1700 hours, which was within daylight hours. The weather on the day of the audit was clear and dry. Follow-up site visits have also been undertaken since this date.

2.5 The surveyor completed the appropriate PERS checklist to assess the score of each pedestrian route, link, waiting area, pedestrian crossing and bus stops. The checklist allows the surveyor to assign a score of between -3 and +3 to each element based on their perception, with supporting photographs taken where appropriate.

2.6 The results from the checklist were then entered into the PERS software program. This programme assigns a weighted score to each criterion for the relevant link, crossing etc., with some criteria afforded more significant weight than others. The program also includes a 'RAG' (Red Amber Green) colour coding system to provide a

simple indication of the quality of a particular item, where green indicates 'good', amber indicates 'average', and red indicates 'poor'.

2.7 The results of the audit for the study area are outlined in **Section 3.0** of this TN.

3.0 AUDIT RESULTS

3.1 The results from the PERS assessment are summarised in the following sections covering links, crossings and public transport waiting areas, with the full PERS output data included at **Appendix B**. The naming convention applied in this summary are that the reference has a prefix to identify if the element in question is a Link ("L" prefix), Crossing ("C" prefix), or Public Transport Waiting Area ("PTWA" prefix), with a reference number following this letter prefix to identify each element in turn. This naming convention is outlined within **Appendix A**. Any recommended improvements within the existing pedestrian environment are shown in italics and underlined.

Link Assessment

Overview of scores

3.2 **Table 3.1** below confirms the weighted total score for each of the four links shown in **Appendix A**. The table also expresses the weighted score as a percentage of the total available score, ranging between -100% and 100%, and shows the RAG colour-coded rating, where 25% is defined as the average.

Ref	Link	Score	% of Max. Score	RAG colour
L1	Chalk Farm Road (West of Ferdinand St)	111	69%	Green
L2	Chalk Farm Road (East of Ferdinand St)	112	70%	Green
L3	PFS Service Road	43	27%	Green
L4	Juniper Crescent	49	31%	Green

Table 3.1 – PERS Audit Link Scores

Link L1 – Chalk Farm Road (West of Ferdinand Street)

3.3 This link includes footways on both sides of the carriageway that generally measures in excess of 3 metres wide. On-street parking occurs in designated bays on both sides of the carriageway, and there is an abundance of street furniture within the footways, however this did not appear to affect the free-flow of pedestrians. Dropped kerbs with tactile paving are provided at junctions with sides roads, and there is a generally flat gradient and street lighting present along the length of the link. The footways are generally in good condition and kept clear of litter. Overall this link is considered to be of good quality and no improvements are deemed necessary. **Plate 1** shows the footway at the northern edge of Chalk Farm Road along this link.

Plate 1: Section of footway at northern edge of Chalk Farm Road (west of site)

Link L2 – Chalk Farm Road (East of Ferdinand Street)

3.4 This link includes footways on both sides of the carriageway that generally measures in excess of 2.5 metres wide. On-street parking is limited to designated bays and the general passage of pedestrians was not unduly affected by various street furniture. The footways are of reasonable quality, and there are dropped kerbs with tactile paving provided at junctions with sides roads. These footways are reasonably level and well Lit. Overall this link is considered to be of good quality and no improvements are deemed necessary. **Plate 2** shows the footway at the northern edge of the carriageway on this link.

Plate 2: Footway at northern edge of Chalk Farm Road to east of site

Link L3 – PFS Service Road

3.5 This link includes footways on both sides of the carriageway measuring circa 2 metres wide. The southern footway provides an uninterrupted link to Chalk Farm Road, whilst the norther footway requires pedestrians to cross the PFS access and egress junctions. The footways are generally in good condition, although street furniture near the bus stop at the southern edge of the carriageway partially restricts pedestrians from passing for a short distance.

Plate 3: PFS Service Road

Link L4 – Juniper Crescent

3.6 This link is shown in **Plate 4** below and includes footways on both sides that vary in width but generally measure at least 2 metres wide, with a brief narrowing below the

railway bridge. There is street lighting on this route and the carriageway appears to be in good condition. The footways follow an uphill gradient leading from the railway bridge towards the site, which may cause some difficulties for mobility impaired pedestrians. The footways on this link are continuous and not blocked by other accesses.

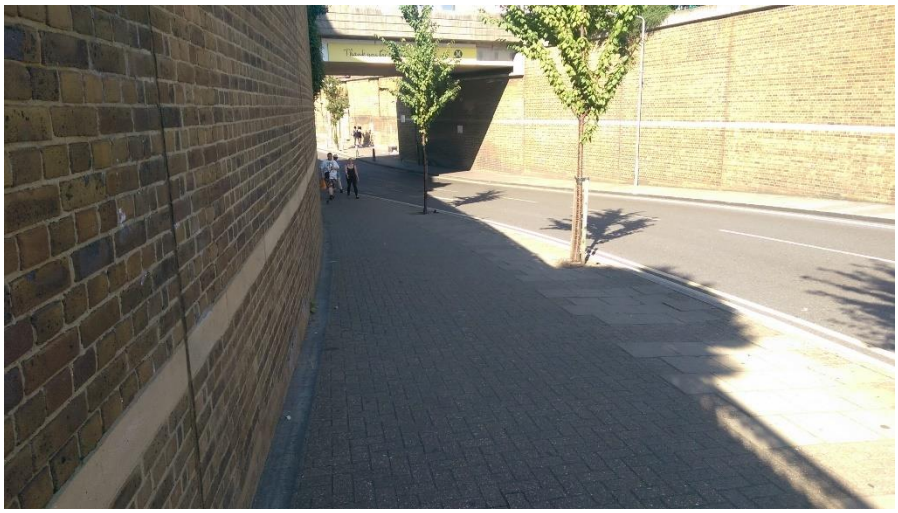


Plate 4: Footways along Juniper Crescent

Summary of links

3.7 Overall, it is considered that the pedestrian environment along the four links described above is generally pleasant and suitable to accommodate the existing footfall in the area.

3.8 In the context of the anticipated increase in movements associated within the proposals as set out in the TA, it is considered that no specific improvements would be required given the existing conditions locally.

Crossing Assessment

Overview of scores

3.9 **Table 3.2** below confirms the weighted total score for each of the five crossings shown in **Appendix A**. The table also expresses the weighted score as a percentage of the total available score, ranging between -100% and 100%, and shows the RAG colour-coded rating, where 25% is defined as the average.

Ref	Link	Score	% of Max. Score	RAG colour
C1	Refuge west of Belmont Street	55	46%	Green
C2	Signal Crossings at PFS exit	70	58%	Green

Ref	Link	Score	% of Max. Score	RAG colour
C3	Signal Crossings at Juniper Crescent	67	56%	Green
C4	Zebra Crossing east of Harmood Street	89	74%	Green
C5	Zebra Crossing east of Hawley Street	85	71%	Green

Table 3.2 – PERS Audit Crossing Scores

Crossing C1 – Refuge west of Belmont Street

3.10 This pedestrian refuge included reflective bollards and dropped kerbs with tactile paving. The refuge is of sufficient depth to allow a pushchair user to wait safely, and is in generally good condition. The crossing is well lit and follows a flat gradient, and visibility of oncoming traffic for pedestrians appears to be sufficient. This crossing provides a safe and convenient crossing location, albeit pedestrians have to give-way to motorists. The crossing is shown in **Plate 5** below.

Plate 5: Refuge west of Belmont Street

Crossing C2 – Signal Crossings at PFS exit

3.11 These crossings comprise three separate crossings that form part of the Chalk Farm Road/Morrisons Exit signal junction. There are two crossings on the minor arm of the junction, and one extending across Chalk Farm Road from the island between the other two crossings. These are all signal-controlled, and included guard railing to prevent indiscriminate crossing movements. There are dropped kerbs with tactile paving at each crossing. **Plate 6** below shows these crossings.

Plate 6: Signal Crossings at PFS exit

Crossing C3 – Signal Crossings at Juniper Crescent

3.12 The Chalk Farm Road/Ferdinand Street/Juniper Crescent signal junction includes controlled crossings on each arm except Chalk Farm Road (east), where guard railing is present to stop pedestrians crossing uncontrolled at this location. Pedestrian were observed to generally wait around 60 seconds to cross, and the junction operates with an all-red pedestrian stage. Dropped kerbs and tactile paving are provided at these crossings. **Plate 7** below shows the crossing at Juniper Crescent.

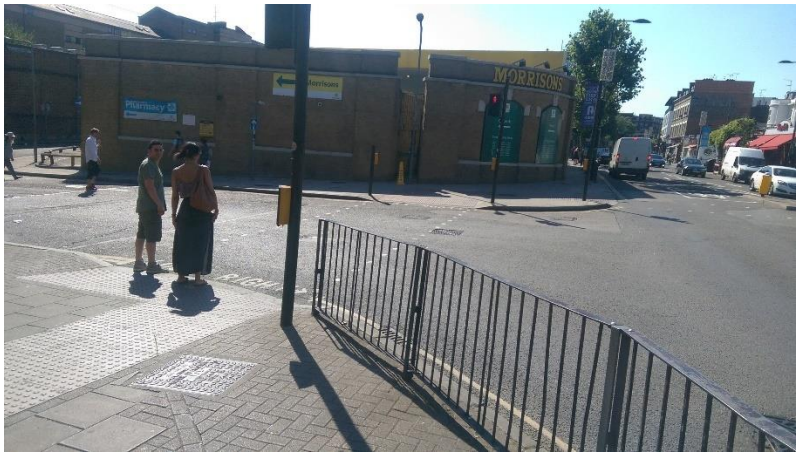


Plate 7: Crossing at Juniper Crescent at signal junction

Crossing C4 – Zebra Crossing East of Harmood Street

3.13 This comprises a Zebra crossing arrangement with central refuge and dropped kerbs with tactile paving. The crossing is in reasonable condition and visibility for

pedestrians wishing to use the crossing is good in both directions and not significantly affected by existing street furniture. **Plate 8** shows this crossing.

Plate 8: Zebra crossing east of Harmood Street

Crossing C5 – Zebra Crossing East of Hawley Street

3.14 This also comprises a Zebra crossing arrangement with central refuge and dropped kerbs with tactile paving, very similar to Crossing C4. The crossing is in good condition and visibility for pedestrians wishing to use the crossing is good in both directions. **Plate 9** shows this crossing.

Plate 9: Zebra crossing east of Hawley Street

Summary of crossings

3.15 The study area includes a number of crossings along the key desire lines to the north of the site, and these are generally of good quality. The assessment of the existing crossing within the study are confirms that these are all of good quality and should be sufficient to continue to serve pedestrians without any improvements required.

Public Transport Waiting Area Assessment

Overview of scores

3.16 **Table 3.3** below confirms the weighted total score for each of the four PTWA shown in **Appendix A**. The table also expresses the weighted score as a percentage of the total available score, ranging between -100% and 100%, and shows the RAG colour-coded rating, where 25% is defined as the average.

Ref	Link	Score	% of Max. Score	RAG colour
PTWA1	The Roundhouse	77	61%	Green
PTWA2	Chalk Farm Road	80	63%	Green
PTWA3	Hartland Road Camden Market	69	54%	Green
PTWA4	Chalk Farm Morrisons	86	68%	Green

Table 3.3 – PERS Audit Public Transport Waiting Area Scores

Link PTWA1 – The Roundhouse

3.17 This stop includes a shelter with seating and bus route maps/timetable information. It is well lit and in a good state of repair. The footway at this point is of sufficient width such that waiting passengers do not obstruct passing pedestrians. This stop is shown in **Plate 10** below.

Plate 10: Bus stop adjacent to Roundhouse on Chalk Farm Road

Link PTWA2 – Chalk Farm Road

3.18 This stop includes a shelter with seating and bus route maps/timetable information. It is well lit and in a reasonable state of repair. On-site observations indicate that this stop is well used and so seating is not always available for waiting passengers. **Plate 11** shows this stop.

Plate 11: Bus stop on Chalk Farm Road near Ferdinand Street

Link PTWA3 – Chalk Farm Road - Hartland Road Camden Market

3.19 This stop includes a shelter with seating and bus route maps/timetable information. It is well lit and in a good state of repair. There is some footway provision both in front of and behind this shelter such that waiting passengers do not obstruct passing pedestrians., although pedestrians may need to give-way to one another during busy periods. Plate 12 shows this stop.

Plate 12: Bus shelter at Chalk Farm Road near Hartland Road

Link PTWA4 – Morrisons Terminus

3.20 This terminus serves two routes and comprises a teardrop-shaped turning area servicing separate stops for each route. Each stop includes a shelter with timetable information and seating. There are crossings either side of the stops to accommodate the desire lines to each stop. **Plate 13** below shows these stops.

Plate 13: Bus stops at Morrisons Terminus

Summary of public transport waiting areas

3.21 The assessment of the existing bus stops within the study are confirms that these are all of good quality and should be sufficient to continue to serve pedestrians without any improvements required.

4.0 SUMMARY AND CONCLUSIONS

4.1 This Technical Note (TN) has been prepared by Ardent Consulting Engineers (ACE) on behalf of Safeway Stores Limited & BDW Trading Limited in connection with the proposed mixed-use re-development of the existing Morrisons Foodstore at Chalk Farm Road, Camden NW1 8AA.

4.2 The proposals, briefly, comprise the redevelopment of the existing Morrisons foodstore site and PFS satellite site to provide: 573 flats, a replacement foodstore and PFS, and new commercial development including offices and workspace.

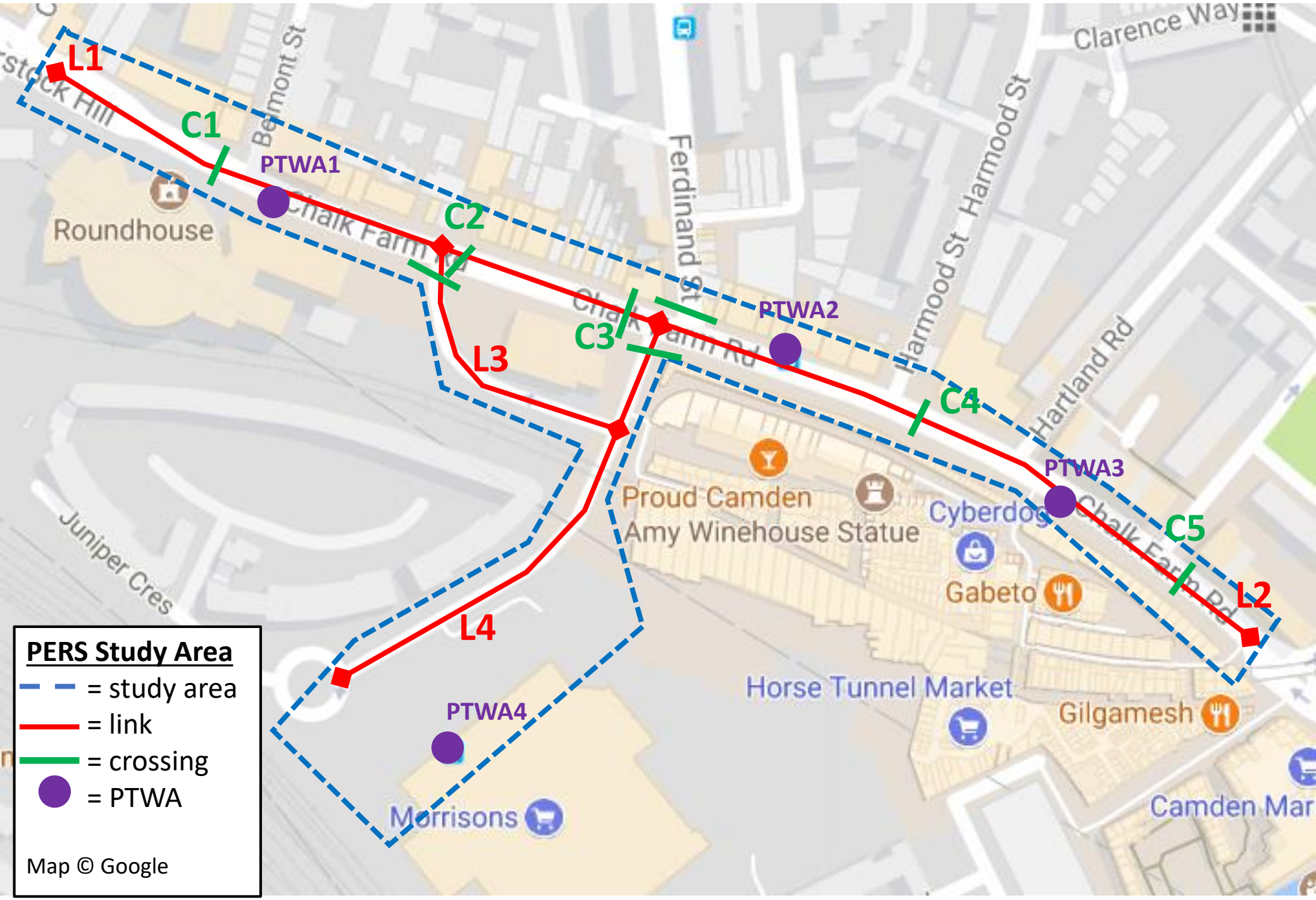
4.3 The results of this PERS Audit have been incorporated into the design of the access arrangements for the site and in connection with identified off-site improvements to improve the pedestrian environment locally as deemed necessary. This audit focusses on a study area agreed with TfL and LBC.

4.4 The results of this PERS Audit confirm that the general local pedestrian environment is of good quality and encourages walking as a main mode of travel. The links, crossings and public transport waiting areas included in the study area have all be defined as good by the audit, and so in theory should be suitable to accommodate increased movements as predicted within the TA.

4.5 In conclusion, this PERS Audit confirms that the existing surrounding pedestrian environment would be suitable to accommodate the increase in walking trips associated with the proposals. Nevertheless, the TA presents details of planned improvements to the pedestrian environment to be delivered as part of the proposals, to further enhance conditions for walking trips.

PERS Audit Appendix A

Study Area


L1
C1
PTWA1
C2
L3
C3
PTWA2
C4
PTWA3
C5
L2
L4
PTWA4
Roundhouse
Chalk Farm Rd
Belmont St
Ferdinand St
Harmood St
Hartland Rd
Clarence Way
Juniper Cres
Proud Camden
Amy Winehouse Statue
Cyberdog
Gabeto
Horse Tunnel Market
Gilgamesh
Morrisons
Camden Mar
PERS Study Area
= study area
= link
= crossing
= PTWA
Map © Google

PERS Audit Appendix B

PERS Output

streetaudit 1.1.10.211 Export File
Weighting Scheme: Default

Route

Link

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
L1	Chalk Farm	Road (west of Ferdinar		00:00:00	23-Jun-17	Neutral	111

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Effective W	2	15			
Dropped Ke	2	9			
Gradient	2	3			
Obstructior	1	6			
Permeabilit	2	9			
Legibility	1	2			
Lighting	2	9			
Tactile Info	2	9			
Colour Con	2	9			
Personal Se	2	15			
Surface Qu	2	9			
User Confli	1	10			
Quality of t	2	3			
Maintenan	2	3			

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
L2	Chalk Farm	Road (east of Ferdinan		00:00:00	23-Jun-17	Neutral	112

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Effective W	2	15			
Dropped Ke	2	9			
Gradient	2	3			
Obstructior	1	6			
Permeabilit	2	9			
Legibility	2	3			
Lighting	2	9			
Tactile Info	2	9			
Colour Con	2	9			
Personal Se	1	10			
Surface Qu	2	9			
User Confli	2	15			
Quality of t	2	3			
Maintenan	2	3			

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
L3	PFS Service	Road		00:00:00	01-Jan-17	Neutral	43

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Effective W	-1	-5			
Dropped Ke	-1	-3			
Gradient	2	3			
Obstructior	0	3			
Permeabilit	2	9			
Legibility	1	2			
Lighting	2	9			
Tactile Info	-1	-3			
Colour Con	0	3			
Personal Se	0	5			
Surface Qu	1	6			
User Confli	1	10			
Quality of t	0	1			
Maintenan	2	3			

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
L4	Juniper Crescent			00:00:00	23-Jun-17	Neutral	49

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Effective W	0	5			
Dropped Ke	N/A	N/A			
Gradient	1	2			
Obstructior	2	9			
Permeabilit	1	6			
Legibility	1	2			
Lighting	1	6			
Tactile Info	1	6			
Colour Con	0	3			
Personal Se	-1	-5			
Surface Qu	1	6			
User Confli	0	5			
Quality of t	0	1			
Maintenan	2	3			

Crossing

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
C1	Refuge west of Belmont St			00:00:00	23-Jun-17	Neutral	55

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Crossing Pr	1	10			
Deviation f	0	3			
Performanc	1	10			
Capacity	1	2			
Delay	0	3			
Legibility	1	2			

Legibility (S	-1	-3
Dropped Ke	2	9
Gradient	3	4
Obstructior	2	3
Surface Qu	2	9
Maintenan	2	3

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
C2	Signal Crossings at PFS Exit			00:00:00	23-Jun-17	Neutral	70

Parameter	Unweighte	Weighted S	Design Con	Maintenance Comments
Crossing Pr	2	15		
Deviation f	2	9		
Performanc	1	10		
Capacity	2	3		
Delay	-1	-3		
Legibility	1	2		
Legibility (S	1	6		
Dropped Ke	2	9		
Gradient	3	4		
Obstructior	2	3		
Surface Qu	2	9		
Maintenan	2	3		

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
C3	Signal Crossings at Juniper Crescer			00:00:00	23-Jun-17	Neutral	67

Parameter	Unweighte	Weighted S	Design Con	Maintenance Comments
Crossing Pr	2	15		
Deviation f	2	9		
Performanc	2	15		
Capacity	1	2		
Delay	-1	-3		
Legibility	1	2		
Legibility (S	1	6		
Dropped Ke	1	6		
Gradient	3	4		
Obstructior	1	2		
Surface Qu	1	6		
Maintenan	2	3		

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
C4	Zebra Crossing east of Harmood St			00:00:00	23-Jun-17	Neutral	89

Parameter	Unweighte	Weighted S	Design Con	Maintenance Comments
Crossing Pr	2	15		
Deviation f	2	9		
Performanc	2	15		
Capacity	2	3		
Delay	2	9		

Legibility	1	2
Legibility (S	2	9
Dropped Ke	2	9
Gradient	3	4
Obstructior	1	2
Surface Qu	2	9
Maintenan	2	3

ID	Name	Descriptior	Surveyor	Time	Date	Facility Typ	Overall Total Score
C5	Zebra Crossing east of Hawley Stre			00:00:00	23-Jun-17	Neutral	85

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Crossing Pr	2	15			
Deviation f	2	9			
Performanc	2	15			
Capacity	2	3			
Delay	2	9			
Legibility	1	2			
Legibility (S	2	9			
Dropped Ke	2	9			
Gradient	3	4			
Obstructior	1	2			
Surface Qu	1	6			
Maintenan	1	2			

PT Waiting Area

ID	Name	Descriptior	Surveyor	Time	Date	Facility Typ	Overall Total Score
PT1	The Roundhouse			00:00:00	23-Jun-17	Neutral	77

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Informatior	1	6			
Infrastructu	2	9			
Boarding Pl	1	10			
Informatior	1	6			
Safety Perc	2	15			
Security Mo	1	10			
Lighting	2	9			
Quality of t	2	3			
Maintenan	2	3			
Waiting Are	1	6			

ID	Name	Descriptior	Surveyor	Time	Date	Facility Typ	Overall Total Score
PT2	Chalk Farm Road			00:00:00	23-Jun-17	Neutral	80

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Informatior	1	6			
Infrastructu	2	9			

Boarding P	2	15
Informatio	1	6
Safety Perc	2	15
Security M	0	5
Lighting	2	9
Quality of t	2	3
Maintenan	2	3
Waiting Are	2	9

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
PT3	Hartland Road	Camden Market		00:00:00	23-Jun-17	Neutral	69

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Informatio	1	6			
Infrastructu	2	9			
Boarding P	1	10			
Informatio	1	6			
Safety Perc	1	10			
Security M	0	5			
Lighting	2	9			
Quality of t	2	3			
Maintenan	1	2			
Waiting Are	2	9			

ID	Name	Description	Surveyor	Time	Date	Facility Typ	Overall Total Score
PT4	Chalk Farm	Morrisons		00:00:00	23-Jun-17	Neutral	86

Parameter	Unweighte	Weighted S	Design Con	Maintenance	Comments
Informatio	0	3			
Infrastructu	1	6			
Boarding P	2	15			
Informatio	2	9			
Safety Perc	2	15			
Security M	2	15			
Lighting	2	9			
Quality of t	1	2			
Maintenan	2	3			
Waiting Are	2	9			

Public Space

Interchange

streetaudit 1.1.10.211
Route

ID	Place Nam	RAG	RAG Index

Link

ID	Place Nam	RAG	RAG Index
L1	Chalk Farm	Green	3
L2	Chalk Farm	Green	3
L3	PFS Service	Green	3
L4	Juniper Cre	Green	3

Crossing

ID	Place Nam	RAG	RAG Index
C1	Refuge we	Green	3
C2	Signal Cros	Green	3
C3	Signal Cros	Green	3
C4	Zebra Cros	Green	3
C5	Zebra Cros	Green	3

PT Waiting Area

ID	Place Nam	RAG	RAG Index
PT1	The Round	Green	3
PT2	Chalk Farm	Green	3
PT3	Hartland R	Green	3
PT4	Chalk Farm	Green	3

Public Space

ID	Place Nam	RAG	RAG Index

Interchange

ID	Place Nam	RAG	RAG Index

Prepared by:
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On behalf of:
Safeway Stores Limited and BDW Trading Limited

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