

Land North of Solent Road, Havant

Transport Assessment Addendum

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Client:	Portsmouth Water Ltd	Job No	J325257
Date:	21 December 2023	Approved by:	CH
Prepared by:	MM		

1. Introduction

1.1 Overview

- 1.1.1 This Transport Assessment Addendum (TAA) has been prepared by mode transport planning (mode) on behalf of Portsmouth Water Ltd to support the proposed development of office units located on land to the north of Solent Road, Havant, within which Hampshire County Council (HCC) is the acting highway authority.
- 1.1.2 The development proposals are for the construction of new Office space totalling a Gross Internal Area (GIA) of 1,848m² to be occupied by Portsmouth Water (PW). Access is to be taken via Solent Road. The latest submission is for the construction of solely office space, where previously industrial units were also sought for permission. No industrial units are now proposed, and the GIA of office space sought remains unchanged from what was previously proposed.
- 1.1.3 A Transport Assessment was submitted on the 10th April 2023, which set out the new proposals (removing the industrial units and retaining the office space), with a formal response received (20th October 2023) setting out various matters to be addressed. It should be noted that a meeting was held with mode and HCC Highways Officers (22nd November 2023) to discuss the latest highways response, from which the scope of this TAA has been agreed upon.
- 1.1.4 On the above basis, this TAA covers the following:
- A revised junction capacity assessment – updated with TEMPRO growth rates as stated within HCC's formal response;
 - Additional swept path analysis assessments at the proposed site access with Solent Road, for a 16.5m articulated lorry and 12m rigid truck.
 - Details on the proposed design of the shared footway/cycleway and crossing points along Solent Road.

- Changes to the associated Travel Plan – including how car parking will be managed.

1.1.5 This TAA focuses solely on the matters outlined above – with all other highways and transport-related considerations remaining as per the submitted TA and otherwise resolved to the satisfaction of HCC.

1.2 Report Structure

1.2.1 The remainder of the report is structured as follows:

- **Section 2: Junction Capacity Assessment**

This section outlines the results of the revised junction capacity assessments.

- **Section 3: Site Access**

This section describes the latest access design in full including details on the proposed shared foot/cycleway and swept path analysis assessments.

- **Section 4: Travel Plan Updates.**

This section outlines the revisions made to the Travel Plan

- **Section 5: Conclusions**

This section concludes the report.

2. Junction Capacity Assessment

2.1 Overview

2.1.1 This section sets out the revised modelling assessment undertaken at the request of HCC – inclusive of revised TEMPRO growth factors for the 2026 base year.

2.2 Methodology of Assessment

2.2.1 The revised junction capacity assessment has been carried out utilising new TEMPRO growth factors for the years 2020-2026. These growth factors have been outlined by HCC as per their formal response.

2.2.2 The growth factors utilised within the revised assessment are summarised in **Table 2.1**. The methodology for obtaining the TEMPRO growth factors remains consistent with the submitted TA.

Table 2.1 TEMPRO Growth Factors – 2020-2026

Years	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2020-2026	1.0565	1.0547

2.2.3 As outlined above, the change in TEMPRO growth factors is the sole amendment to the methodology of assessment within the submitted TA. As per the TA, the following junctions have been modelled with corresponding revised flows:

- Site Access / Solent Road;
- Solent Road / Brockhampton Road / Marples Way Roundabout;
- Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane Roundabout; and
- Solent Road / Park Road signalised junction.

2.2.4 Only scenarios where future year flows have been revised have been included within this TAA. These include:

- 2026 Baseline;
- 2026 Baseline + Committed Development; and
- 2026 Baseline + Committed Development + Proposed Development.

2.3 Junctions 9 Modelling Outputs

2.3.1 Full Junctions 9 modelling outputs are provided in [Appendix A](#) for reference, whilst a summary of the results for each of the junctions tested in Junctions 9 is provided in [Tables 2.2 to 2.4](#).

Table 2.2 Site Access / Solent Road Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Baseline						
Access to Solent Road (E)	0.1	6.83	0.7	0.1	6.59	0.06
Access to Solent Road (W)	0.1	14.55	0.7	0.0	12.64	0.04
Solent Road (E) to Access	0.3	4.89	0.15	0.1	5.11	0.07
2026 Baseline + Committed						
Access to Solent Road (E)	0.1	6.83	0.07	0.1	6.59	0.06
Access to Solent Road (W)	0.1	14.55	0.07	0.0	12.64	0.04
Solent Road (E) to Access	0.3	4.89	0.15	0.1	5.11	0.07
2026 Baseline + Committed + Development						
Access to Solent Road (E)	0.1	7.23	0.08	0.1	7.71	0.12
Access to Solent Road (W)	0.1	15.21	0.09	0.2	13.30	0.14
Solent Road (E) to Access	0.5	5.34	0.22	0.1	5.17	0.08

Table 2.3 Solent Road / Brockhampton Road / Marples Way Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Baseline						
Brockhampton Road (N)	0.5	5.00	0.32	0.2	4.49	0.20
Solent Road	0.9	5.38	0.47	0.6	4.36	0.36
Brockhampton Road (S)	0.9	6.19	0.48	1.1	6.65	0.54
Marples Way	0.1	4.54	0.06	0.3	5.54	0.21
2026 Baseline + Committed						
Brockhampton Road (N)	0.5	4.97	0.32	0.2	4.49	0.20
Solent Road	0.9	5.44	0.47	0.6	4.36	0.36
Brockhampton Road (S)	0.9	6.18	0.48	1.1	6.65	0.54
Marples Way	0.1	4.31	0.06	0.3	5.54	0.21
2026 Baseline + Committed + Development						
Brockhampton Road (N)	0.5	5.12	0.33	0.3	4.50	0.20
Solent Road	0.9	5.41	0.47	0.6	4.53	0.39

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Brockhampton Road (S)	1.0	6.50	0.51	1.2	6.76	0.54
Marples Way	0.1	4.63	0.06	0.3	5.60	0.22

Table 2.4 Brockhampton Rd / Harts Farm Way / Brookside Rd / Southmoor Ln Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Baseline						
Brockhampton Road (N)	0.8	4.56	0.43	0.4	3.00	0.27
Brookside Road	0.3	10.28	0.21	0.4	8.60	0.30
Southmoor Lane	0.5	4.32	0.30	0.6	4.77	0.38
Harts Farm Way	1.6	7.19	0.62	0.8	5.03	0.45
2026 Baseline + Committed						
Brockhampton Road (N)	0.8	4.56	0.43	0.4	3.00	0.27
Brookside Road	0.3	10.28	0.21	0.4	8.60	0.30
Southmoor Lane	0.5	4.32	0.30	0.6	4.77	0.38
Harts Farm Way	1.6	7.19	0.62	0.8	5.03	0.45
2026 Baseline + Committed + Development						
Brockhampton Road (N)	0.8	4.58	0.43	0.4	3.07	0.29
Brookside Road	0.3	10.32	0.21	0.4	8.82	0.31
Southmoor Lane	0.5	4.33	0.30	0.6	4.87	0.39
Harts Farm Way	1.8	7.54	0.64	0.8	5.06	0.45

2.3.2 **Tables 2.2 to 2.4** demonstrate that when in the 2026 modelling scenarios, the operation of all junctions will not be impacted negatively considering the revised flows included within the assessment. During the worst-case scenario (2026 Baseline + Committed + Development) all RFC values are below 0.85 across all arms, with queuing not exceeding 1.6 vehicles for any of the assessed junctions.

2.4 LinSig Modelling Outputs for Solent Road / Park Road Signalised Junction

2.4.1 The summary LinSig results are provided in **Table 2.5** with the full LinSig outputs are provided in **Appendix B**. For comparative purposes, results associated with the 2020 baseline scenario have been included in the Table.

Table 2.5 Solent Road / Park Road Summary Results

Arm	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation (%)	Mean Max Queue (PCU)	Degree of Saturation (%)	Mean Max Queue (PCU)
2020 Baseline				
Park Road (S) Left / Ahead	97.5 / 97.5	39.0	83.3 / 83.3	12.3
Park Road (S) Ahead	102.8	54.8	68.0	13.3
Park Road (N) Ahead	74.3	22.2	69.8	16.6
Park Road (N) Ahead / Right	0.0 / 103.4	33.9	82.6 / 82.6	11.1
Solent Road Right / Left	102.0 / 102.1	23.6	82.5 / 82.5	15.4
2026 Baseline + Committed				
Park Road (S) Left / Ahead	106.0 : 106.0%	89.2	88.1 : 88.1%	19.4
Park Road (S) Ahead	105.1%	72.1	76.0%	19.5
Park Road (N) Ahead	72.5%	26.4	90.1%	33.0
Park Road (N) Ahead / Right	0.0 : 104.2%	42.8	86.3 : 86.3%	15.1
Solent Road Right / Left	101.7 : 101.3%	26.0	93.0 : 93.0%	26.3
2026 Baseline + Committed + Development				
Park Road (S) Left / Ahead	100.1 : 100.1%	47.3	81.6 : 81.6%	11.9
Park Road (S) Ahead	98.7%	41.7	66.4%	13.1
Park Road (N) Ahead	72.7%	21.4	78.2%	19.9
Park Road (N) Ahead / Right	0.0 : 103.6%	34.5	81.2 : 81.2%	10.7
Solent Road Right / Left	100.8 : 101.0%	21.7	82.9 : 82.9%	15.5

2.4.2 As per the submitted TA, **Table 2.5** demonstrates that the Solent Road / Park Road signalised junction is forecast to operate within capacity in the PM peak hour period in all assessed scenarios, with and without development traffic. However, during the AM peak hour period, the junction is already operating at or just over capacity on certain arms in the 2020 baseline scenario. Traffic growth exacerbates this further into the 2023 and 2026 future baseline years, and the inclusion of development traffic has no significant impact upon these baseline conditions.

- 2.4.3 It should be noted that adjustments to signal timings have been made in the future year models with development traffic to better balance traffic signal stages.

3. Site Access

3.1 Overview

- 3.1.1 This section outlines revisions made to the proposed site access with regard to the inclusion of a proposed shared footway/cycleway in and around the access arrangement on Solent Road.

3.2 Shared Footway / Cycleway

- 3.2.1 Through HCC's formal response, it was stated that:

"...there is no off-carriageway cycle route on Solent Road to connection with National Cycle Network (NCN) Route 22, along Brockhampton Road or Park Road North. Solent Road is not conducive to on-carriageway cycling due to the traffic volumes and road widths and the Highway Authority has a desire to connect cyclists along Solent Road from the Harts Farm Way infrastructure via the Brockhampton Road / Marples Way roundabout to the Brockhampton Lane junction via off-carriageway shared use provision".

- 3.2.2 In light of the above and through subsequent discussions with HCC, a shared footway/cycleway is to be provided along the eastbound extent of Solent Road, extending from the existing site access to Brockhampton Lane to the east.
- 3.2.3 The shared footway/cycleway will be provided at 3m in length. Improvements will be made to both the Site Access / Solent Road and Solent Road / Brockhampton Lane junctions, which will be provided with tactile paving and a refuge island. The existing guardrails in close proximity to the Brockhampton Lane / Solent Road junction will be removed. Additionally, street signage will be provided to inform road users where the shared footway / cycleway begins and terminates. The proposed shared footway / cycleway is demonstrated on **mode drawing J32-5257-PS-016** in **Appendix D**. As noted within drawing **J32-5257-PS-016**, the site access will be provided with a zebra crossing designed to a height of 500mm, with 1/20 ramps on either side – implemented as a traffic calming measure.
- 3.2.4 In order to demonstrate that the site access is suitable to accommodate the largest vehicle that may utilise the junction, a swept path analysis assessment has been undertaken utilising a 16.5m articulated vehicle can access and egress the site via two-way movements of these vehicles. The same tracking exercise has also been undertaken utilising a 12m rigid lorry. All swept path drawings are provided in **Appendix E**.

- 3.2.5 It should be noted that the applicant is prepared to make inclusion for the additional cycleway improvements as per the above-described design on the provision that HCC still consider there to be a need to off-set perceived traffic impacts at the Solent Road / Park Road traffic signals.
- 3.2.6 There are otherwise no recognised traffic impacts to and from the west on Solent Road. Moreover, the change in traffic flows resulting from the development proposals to the west on Solent Road is considered to be negligible and by no means significant enough to distinguish a requirement between cyclists remaining on Solent Road or being segregated.
- 3.2.7 The proposed footway/cycleway is to extend along the site frontage with Solent Road and will extend towards the proposed in-line crossing point at the Solent Road / Brockhampton Lane junction. This is demonstrated in [Appendix D](#).
- 3.2.8 A gated pedestrian access is to be provided allowing secure access to PW employees. Gates will be accessible to staff during the working day, with on-site facility management responsible for their operation outside of the site's hours of operation.

3.3 Internal HGV Swept Paths

- 3.3.1 At the request of HCC, further swept path analysis has been undertaken to demonstrate that an articulated HGV could turn around within the PW Offices car park outside of operational hours. This is provided by way of [mode drawing J32-5257-AT-A04](#), as per [Appendix E](#).

4. Travel Plan Amendments

4.1 Overview

- 4.1.1 The submitted Staff Travel Plan has been updated in response to comments provided by HCC in their consultation response. This is submitted under separate cover.

4.2 Car Park Management

- 4.2.1 In addition to the above, in order to ensure that future employees of the site do not park in spaces allocated for the Bosmere Medical Centre, all staff will be made aware of and informed only to park in spaces associated with their office space. This has been included within the updated Staff Travel Plan as a Travel Plan Co-ordinator responsibility – to ensure that all staff, as well as new starters, are aware of where they may park their car.

4.3 Electric Vehicle Charging (EV) Points

- 4.3.1 Havant Borough Council's "Parking" Supplementary Planning Document (SPD) (most recently updated September 2019) does not stipulate EV charging requirements for office developments. Therefore, it is considered appropriate to provide 20% of the overall parking provision with EV charging capabilities from day one of occupation.
- 4.3.2 Based on the proposed provision of 100 parking spaces, a total of 20 spaces with EV charging capabilities will be provided.

5. Conclusions

- 5.1.1 This TAA has been prepared to respond to comments raised by HCC received on the 20th of October 2023. This TAA has included for and demonstrated:
- A revised junction capacity assessment inclusive of an updated 2026 baseline, recalculated through TEMPRO growth factors set out within HCC's formal response. For all assessed junctions aside from the Solent Road / Park Road signalised junction, RFC values do not exceed 0.85 in any modelled scenario nor do queue lengths exceed 1.6 vehicles. Regarding the Solent Road / Park Road junction, the revised assessment demonstrates that within the 2020 base year, the DoS exceeds that associated with a junction operating within capacity. When trips associated with the development proposals are considered alongside the revised 2026 base year, the result is a negligible change in impact at the junction. This is consistent with the conclusions within the submitted TA.
 - A new shared footway / cycleway is to be provided along Solent Road, with associated improvements to be made at the crossing points of both the Site Access and Brockhampton Lane junctions with Solent Road. The design of the shared footway / cycleway is provided in [Appendix D](#). It should be noted that the applicant is prepared to make inclusion for the additional cycleway improvements on the proviso that HCC still consider there to be a need to off-set perceived traffic impacts at the Solent Road / Park Road traffic signals.
 - There are otherwise no recognised traffic impacts to and from the west on Solent Road. Moreover, the change in traffic flows resulting from the development proposals to the west on Solent Road is considered to be negligible and by no means significant enough to distinguish a requirement between cyclists remaining on Solent Road or being segregated.
 - Swept Path Analysis assessment have been carried out which demonstrate that the largest vehicles which may be required to access the site are able to do so. All swept path analysis drawings are provided in [Appendix E](#).
 - The Travel Plan which comprises the suite of submission documents has been updated which includes a commitment to inform all future staff of the site that they are not to utilise any car parking spaces associated with the Bosmere Medical Centre.

APPENDIX A

HCC Highways Response

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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 20 October 2023

My reference 050865

Your reference APP/21/00601

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land north of Solent Road (adjacent to Bosmere Medical Centre) Havant

Proposed Portsmouth Water Headquarters building (Use Class E(g)(i) use); widened access onto Solent Road; and associated access, car parking, landscaping and works; including the felling of 7No. trees the subject of TPO No.1801 in order to improve the access and allow for the development.

Thank you for your re-consultation on the above full planning application. Since the Highway Authority previously responded (09 September 2021), the applicant seeks consent only for the Portsmouth Water offices, with the industrial units removed from the development proposals. The footprint for the offices remains unchanged.

The submitted Transport Assessment (hereafter TA), dated 10 April 2023, to support this application consolidates the previous TA and TAA with reference to the industrial units removed. The Highway Authority have reviewed this revised TA and have the following comments to make.

Policy Status

The application site has been allocated in the adopted version of the Havant Borough Council Local Plan (Allocations) dated July 2014 under policy reference BD14 for 6,600m² of new office floorspace. The adopted local plan also referred to the potential relocation of the Portsmouth Water offices from the current site (H14) to this site. The applicant is proposing to construct 1,848m² of new office accommodation which falls within the allocation.

Sustainable Access

Walking and Cycling:

Following the previous response as referred to above, discussions have been

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undertaken with the applicant regarding the pedestrian and cycle infrastructure within the vicinity of the site. The Highway Authority do not agree with the assessment undertaken within the WCHAR submitted as part of the Transport Assessment Addendum in January 2022 as the routes considered do not holistically review the walking and cycling routes to the town centre and the other facilities along Solent Road. The commentary within the TA also does not identify any deficits in the infrastructure within the vicinity of the site that would benefit from improvements to encourage travel by sustainable travel modes and reduce the reliance on the private car.

The Highway Authority have identified that there is no off-carriageway cycle route on Solent Road to connect in with National Cycle Network (NCN) Route 22, along Brockhampton Road or Park Road North. Solent Road is not conducive to on-carriageway cycling due to the traffic volumes and road widths and the Highway Authority have a desire to connect cyclists along Solent Road from the Harts Farm Way infrastructure via the Brockhampton Road / Marples Way roundabout to the Brockhampton Lane junction via off-carriageway shared use provision.

No reference has been made within this revised TA towards the inline crossing point along Brockhampton Lane to cater for those east/west movements for cyclists wishing to access the wider retail offer. It was requested that opportunities were also provided for cyclists to re-join the carriageway at this point along Brockhampton Lane and Solent Road or dismount to utilise the retail offer. Extensive discussions have been undertaken with the applicant regarding the provision of this, and a drawing had been circulated informally showing these works. It was agreed that this inline crossing provision would be provided as part of the s278 for the site access works, along with the provision of a 3.0m shared use path along the site frontage from the site access junction to connect in with this point. This drawing should be submitted formally for comment by the Highway Authority.

Since the previous response, further assessment work has since come forward identifying a scheme to improve the Solent Road / Brockhampton Road / Marples Way roundabout and provided a shared-use footway/cycleway along the northern side of Solent Road to connect in with the site access as part of the Kingscroft application. The applicant would be required to provide a proportionate contribution towards these works to mitigate the impact of development in addition to the S278 access works being provided.

Public Transport:

Whilst assessment work has been undertaken on the routes to both Bedhampton and Havant railway stations, it is understood that due to the frequency of the service, Havant station is likely to be more attractive for employees at this site. As noted above, improvements are to be sought as part of this application to improve the connectivity to Havant railway station through the provision of an inline crossing point along Brockhampton Lane.

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Personal Injury Accidents (PIA)

The applicant has supplied PIA data for a 5-year period from 01 May 2016 - 30 April 2021 using Hampshire Constabulary records. The study area along the Solent Road corridor has previously been agreed with the Highway Authority. The data supplied is over 2-years out of date and is therefore unacceptable. The Highway Authority have undertaken an internal review for the most recent 5-year period (01 June 2018 – 31 May 2023) and note 14 PIA's (12 'slight' and 2 'serious') have occurred in the study area over this time.

There are a cluster of 10 accidents recorded in the vicinity of the Solent Road/B2149 Park Road South signalised junction. Whilst the collisions recorded are fairly mixed in nature, the Highway Authority are concerned that these have occurred possibly due to driver frustration considering the volume of traffic which travels through this junction. Matters regarding the accidents recorded and the operational safety of this junction are discussed further within this response.

One slight accident has been recorded at the site access junction however there doesn't not appear to be any particular trend with this accident that is likely to be exacerbated by the additional development.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken a Stage One Road Safety Audit on the development proposals, supported by a designer's response. The auditor has raised several problems (2.1-4.2) which are referenced where appropriate throughout this response. For clarity, audit problems 3.1 and 4.2 have been resolved and it is agreed that audit items 2.1 and 4.1 can be resolved at the detailed design stage.

Site Access

Access to the site is to remain unchanged following the omission of the industrial unit and is shown within drawing J32-5257-005 Rev E. As previously requested, the highway boundary has been overlayed on this drawing.

For clarity, the existing 'T' junction is to be extended to provide access to the development with the access road widened to accommodate vehicle movements. The existing access is to be modified through a larger kerb radius to accommodate HGV movements and the provision of a 2.0m wide refuge island supported with dropped kerbs and tactile paving. Access to the Bosmere Medical Centre is to remain unchanged. The applicant should widen the refuse island to support cycle movements to not prejudice against the future shared use aspirations along Solent Road.

As previously agreed, visibility splays of 2.4m X 90.0m are shown at the site access as shown within drawing J32-5257-005 Rev E, which are in excess of the requirements as laid out within HCC TG3 for a 30mph design speed and demonstrate appropriate visibility is achievable. The Highway Authority are satisfied that achievable visibility

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would be able to be provided when recorded speeds are required at the detailed design stage.

It is noted that audit problem 3.1 of the RSA1 requires vegetation to be cut back or replaced with low level vegetation to ensure visibility is maintained at all times. The designer's response notes trees are to be removed as part of the site access works to achieve the required visibility. Considering that this is to be ensured as part of the site access works it is agreed that this audit item is resolved. The applicant is reminded that any trees to be removed that fall within the highway boundary will require a S278 license for their removal and subject to a CAVAT payment in accordance with HCC TG15.

As requested previously, pedestrian visibility splays at the crossing access point as shown within drawing J32-5237-012 Rev A. These are agreed. Cyclist visibility splays in accordance with HCC TG3 should also be provided. The applicant has been made aware that vegetation maintenance will be required to ensure appropriate visibility can be maintained which was picked up within item 4.2 of the RSA1. Visibility will be suitably conditioned as part of any future planning consent to ensure that obstructions do not exceed 0.6m in height. Annotations have been provided on drawing J32-5257-012 Rev A to state that vegetation maintenance will be required. It is therefore agreed that this audit item has been resolved.

Additionally, the Highway Authority requested that the applicant engaged in conversations with the OWC team at HCC to discuss the culvert and the implications that the site access works may have on this. Additional OWC consent may be required to implement these works and the applicant should determine directly whether these works are agreeable. The Highway Authority are unclear as to whether these discussions have taken place and welcome sight of these comments.

Protective fencing is to be provided at the site access to prevent pedestrians inadvertently entering the culvert in response to item 4.1 of the RSA1. It is agreed that the extent of any mitigation required can be agreed at the detailed design stage.

HGV tracking at the site access has been shown within drawing J32-5257-003 Rev E and J32-5257-004 Rev E, which has been previously agreed with the Highway Authority. Whilst the industrial unit element has been removed from this application, the TA refers to the fact that occasional access may be required for larger vehicles outside of working hours. Should this be the case then HGV tracking should be provided internally to ensure this movement is achievable within the car parking layout.

The TA notes that the vehicular access into the site is to be gated. Further commentary is requested from the applicant regarding the operation of the gates. The applicant should ensure that the provision of gates does not lead to blocking back onto the highway. Confirmation is requested on this point.

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Gary Westbrook

Tracking for an 11.20m 'super large' refuse vehicle and 12.0m rigid truck within the office site area has been shown within drawing J32-5237-011 Rev A. The tracking is as previously agreed and is discussed further within this response.

Pedestrian Access and Routeing:

Concerns were raised within the previous response regarding the pedestrian connections into the site from Solent Road and the interaction with the zebra crossing adjacent to the medical centre access. The revised site layout as shown within drawing 23002-TP-003 Rev L shows tactile provision along the footway on the western side of the carriageway upon accessing the zebra crossing point, with the footway on the eastern side to tie in with the existing provision at the medical centre. As requested previously, this crossing point should be supported by HCC TG3 compliant visibility splays.

Considering the time in which additional information has been submitted to the Highway Authority, HCC TG10 has been released requiring all footways to be 2.0m. The widths of the proposed footways should be confirmed to ensure that these meet the required standards.

Following the removal of the industrial units it is unclear why the footway on the western side of the carriageway extends and leads to nowhere with no further opportunities to cross the access road. The footway should either terminate at the zebra crossing point or extended to tie in with the existing provision within the office car park.

Zebra Crossing into Portsmouth Water Offices:

In response to the previous comments, further consideration has been given to the interaction of the proposed zebra crossing and refuse/servicing movements. The tacking shown for the refuse and rigid truck requires manoeuvring over the crossing point to access the bin store and therefore, appropriate forward visibility should be provided to ensure that conflicts at the crossing point do not occur.

25.0m forward visibility in accordance with HCC TG3 for a 20mph design speed has been shown within drawing J32-5237-012 Rev A. The TA is misleading when suggesting that this has already been agreed with the Highway Authority. Whilst the forward visibility shown is acceptable in principle, there is limited evidence within the design to ensure that a 20mph design speed will be maintained considering the straight alignment of the access road. The virtual road humps as shown within drawing 23002-TP-003 Rev L are not considered to be an acceptable measure to reduce vehicle speeds sufficiently. It was requested that a gradual raise of the crossing to 50mm above the carriageway level and 1:20 ramps would be a satisfactory method to reduce speeds. Additional speed reducing measures will also be required past the gates into the offices before the bend to further reduce vehicle speeds. A variety of speed reduction measures should be used making vehicle users feel that they are in a space prioritised for pedestrians. The same method of the raised hump (without the

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addition of the crossing point could be utilised as an example). These matters are outstanding, and it is requested that further details are provided.

Bosmere Medical Centre Access:

Whilst the Highway Authority do not have any safety concerns with the access proposals, the applicant has proposed additional measures to ensure that the access arrangement will not compromise the operation of the Bosmere Medical Centre. The TA states that the site layout has been revised to include a stop line on the northern side of the zebra crossing to further raise awareness of the medical centre access on the approach. The Highway Authority raised during direct discussions with the applicant that this arrangement is not supported as it could cause confusion to vehicle users and consequently compromise on highway safety. It is also not a TSRGD compliant use of a stop line. As requested, it appears that this has been removed from drawing 23002-TP-003 Rev L, and consistency should be provided between the drawings submitted and commentary within the TA.

Notwithstanding the above, the Highway Authority support the provision of the 'keep clear' markings to allow those accessing Bosmere Medical Centre a clear path, particularly during the network peak hours.

Parking Provision

The applicant is proposing 100 vehicle parking spaces for the offices. This exceeds the minimum requirement of 1 space per 30m² of office space as laid out within Havant Borough Councils Parking SPD. The spaces are to measure 2.4m X 4.8m with accord with the minimum standards. No reference has been made to EV charging provision however this will be Havant Borough Council's responsibility as Local Parking Authority to raise this matter. EV charging space requirements should be confirmed with the Planning Authority as this may need additional space to accommodate the charging infrastructure and for safe operation.

The applicant has undertaken a parking accumulation analysis to support the car parking quantum. As previously stated, the Highway Authority are satisfied that the proposed parking provided will not lead to any overspill parking on the wider highway network, nor will it encourage any parking within the adjacent Bosmere Medical Centre car park. Notwithstanding the above, as per the previous response dated 09 September 2021, confirmation was requested as to how Portsmouth Water would ensure employees would not park in the medical centre car park. To date, no consideration has been given to this point.

Regarding cycle parking provision, the applicant is proposing 12 long stay and 4 short stay spaces to be provided within secure and sheltered storage with accords with standards.

The final decision regarding parking quantum is for Havant Borough Council to determine as the Local Parking Authority. The Highway Authority will be satisfied that

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appropriate parking provision has been provided subject to written confirmation from Havant Borough Council that this is agreed.

Trip Generation

For clarity, the agreed trip rates for the Portsmouth Water offices have been based on the TRICS database in conjunction with Portsmouth Water staff 'Travel to Work' data. It was assumed that due to the locality of the office relocation, staff are to travel to work as per existing arrangements. The modal split of vehicle drivers is 81.3%. The previously agreed trip rates are as follows:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dept.	Total.	Arr.	Dept.	Total.
Trip Generation	52	4	56	8	50	58

Whilst the removal of the industrial units will lead to a reduction in trips generated by the development, this only leads to a reduction of 15 and 11 vehicle trips in the AM and PM peaks respectively. The trips generated by the office use still contributes 79% in the AM peak and 85% in the PM peak of the previously agreed trip rates.

Given the percentage of people (81.3%) that drive to work, it is even more imperative that improvements are made towards the sustainable infrastructure improvements to encourage travel to work via sustainable travel modes and offset the impact of the additional vehicular trips along the Solent Road corridor network.

Multimodal trip generation:

The applicant has used the same method for vehicular trip generation to analyse the proposed multimodal trip generation. The applicant will be providing a proportionate contribution towards walking and cycling improvements along the Solent Road corridor to accommodate the 10 walking and cycling trips (assuming that access to bus and rail services would be or should be on foot or cycle given the location of these facilities) in the AM and PM peaks and encourage modal shift for those 81.3% of employees that currently utilise the private car to travel to work.

Traffic Distribution/Assignment

For clarity the agreed trip distribution is as follows:

- North on Brockhampton Road – 12%;
- East on Solent Road – 46%; and
- South on Brockhampton Road – 42%

Baseline Traffic Data Collection:

Methods of collecting baseline traffic data for assessment were previously agreed with the Highway Authority.

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Committed Developments:

As previously requested by the Highway Authority the Forty Acres Farm development (planning reference APP/18/00450) has been included as a committed development. Turning moments from this development have been added to the network for the 2023 and 2026 future year scenarios.

It is noted that the committed developments do not include the Palk Road (APP/22/01231) and Kingscroft Farm (APP/22/00669) developments which have become live planning applications whilst this application has been dormant and following agreement of the traffic distribution scope. These development sites have however modelled the Solent Road / Brockhampton Road / Marples Way roundabout and the Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout. Due to the trips from these sites dispersing across a number of routes they have not been required to consider the Solent Road / Park Road South signalised junction. The assessment of the wider junction network within the Palk Road and Kingscroft applications would utilise TEMPRO growth rates which would allow for growth as a result of this committed development through its allocation in the Local Plan. It is therefore considered that the Palk Road and Kingscroft development sites will be considering this development within their assessment work appropriately and it would be unnecessary for this application to consider these schemes through revised assessment parameters.

Traffic Growth:

The applicant has utilised the following TEMPRO growth rates for the Havant 014 Super Output Area within the junction modelling:

Growth Factor	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2020-2023	1.029185	1.027984
2020-2026	1.048028	1.046421

Whilst reference to the TEMPRO growth rates notes 2023 and 2026, commentary within the TA appears to suggest that growth rates have been considered for 2023 and 2025. The Highway Authority have reviewed the previously submitted TAA (dated October 2021) and understand that the 2020-2026 TEMPRO growth rates should be 1.0565 and 1.0547 or the AM and PM peaks respectively, with the growth rates provided within this TA consistent with those previously provided for 2020-2025. It is therefore requested that the correct growth rates are applied to accurately assess the traffic growth.

Junction Assessments

The scope of the modelling has been previously agreed with the Highway Authority which is as follows:

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- Site Access / Solent Road;
- Solent Road / Brockhampton Road / Marples Way roundabout;
- Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout; and
- Solent Road / Park Road South signalised junction

The agreed scenarios to be modelled are as follows:

- 2020 baseline (with Covid-19 adjustment factor);
- 2023 baseline + committed development;
- 2023 baseline + committed development + development;
- 2026 baseline + committed development; and
- 2026 baseline + committed development + development

All junctions have been modelled with Junctions 9, except for the Solent Road / Park Road South signalised junction which has been modelled with LinSig. Whilst the modelling has been reviewed at this stage, it is requested that modelling is re-run utilising the correct TEMPRO growth rates for 2026 to ensure that the full impact at these junctions have been considered appropriately. Notwithstanding the above, the modelling results have been reviewed and the Highway Authority have the following comments to make.

The maximum RFC values for the junctions modelled via Junctions 9 for the 2026 baseline + committed development + development scenario are as follows:

Junction	RFC
Site Access / Solent Road junction	0.21
Solent Road / Rockhampton Road / Marples Way roundabout	0.54
Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout	0.63

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Whilst in theory the above junctions are able to operate within capacity for the 2026 baseline + committed development + development scenario, this does not negate the need for the identified improvements to the sustainable travel infrastructure within this response to reduce the reliance on the private car. The RFC values at the site access that is shared with the Bosmere Medical Centre is well under capacity in both the AM and PM peak periods, showing that the proposed development should not hinder emergency access, and access to the medical centre to both staff and patients.

Solent Road / Park Road South signalised junction:

The ITS team have reviewed the junction modelling at this signalised junction and are content that the model structure is generally appropriate; however, the Highway Authority wish to make the following comments on the model build.

In previous models the cycle time remained consistent at 120 seconds across all modelled scenarios. The new model 'with dev' scenarios has increased the cycle time to 150 seconds which is not an appropriate form of mitigation. 120 seconds is considered the maximum cycle time during which a pedestrian is prepared to wait for a green light to cross, particularly where a staggered crossing is present. An additional 30 second delay is unacceptable as would be detrimental to pedestrians and may result in unsafe pedestrian movements against the red pedestrian signal. Additionally, the junction forms part of the Havant SCOOT region which operates a maximum cycle time of 120 seconds and therefore this model cycle time should be consistent.

The Stage 5 is run in every cycle in the modelling whereas on site it will be demanded dependent phase I (Park Road Southbound exit ped). This is representative of the AM peak which has a high pedestrian demand. In the PM peak the demand level for crossing is likely to be lower and two cycles should be modelled with stage 5 appearing only once.

Pedestrian Phase G runs for a significant length of time and it is reasonably unlikely a pedestrian crossing would extend through the inter-green past the traffic-to-traffic interstage. The modelling has the inter-green from Phase G delaying phase D by 1 second which seems unlikely. It is suggested that Phase G is removed from stage 2 in this instance.

Finally, it would be helpful for any future revised model submissions to have the scenario name replicate the flow group scenario as this makes it easier to review the model.

Given the accident history, private car use, proposed distribution and operational capacity of this junction, improvements to the sustainable travel infrastructure along the Solent Road corridor are considered vital and directly related to the development to mitigate against any additional vehicular trips through this junction. This is only like to be exacerbated following the amendments to the model build and use of the correct TEMPRO growth rates.

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Harts Farm Way / A27 'teardrop' junction:

The Highway Authority recommended that the applicant engaged in discussions with National Highways regarding the impact of the development traffic on the A27 'tear drops' arrangement. Whilst it is acknowledged that 0.58% additional trips in 2026 for both the AM and PM peaks are to travel through this junction, the Highway Authority needed to be satisfied that the addition of the development traffic would still allow the junction to operate satisfactorily.

The Highway Authority understand that National Highways have no concerns with the ongoing operation of the junction considering the additional development traffic. This is further confirmed with a no objections response provided by National Highways on 21st October 2021. Considering as this junction falls within the jurisdiction of National Highways, the Highway Authority are satisfied that further assessment work at this junction is not required.

Travel Plan

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans*. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

Introduction (Section 1):

The end occupiers view on travel planning/sustainable travel should be included. If they don't have such policies, a statement of support from Portsmouth Water for the contents of the travel plan should be included.

A summary of key policies related to travel planning should also be included (e.g. NPPF, HCC's draft LTP4, local parking standards, among others).

Development details (Section 2):

Walking and cycling isochrone maps should be included in this section, or as an appendix if necessary.

Travel plan strategy (Section 5):

Contact details of the travel plan coordinator should be provided to HCC when available.

A cost estimate for the travel plan coordinator should be given. This should include the number of hours expected to work on the travel plan per year, and an hourly rate.

Monitoring (Section 6):

Snapshot surveys should be conducted in years where full surveys are not carried out. A minimum response rate of 35% for surveys should be aimed for. Measures to encourage survey completion (e.g. entry into a prize draw for shopping vouchers) should be included.

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An alternative method of survey should be included (e.g. automatic traffic counts/TRICS surveys) if the survey response rate falls noticeably below 35%.

Measures and initiatives (Section 8):

The following measures should be considered for inclusion in the travel plan:

- The provision of showers and changing facilities with lockers
- On site security
- Bike service stations or bike repair equipment to be provided to staff
- Formation of a bicycle users group (BUG)
- Introduction of the cycle to work scheme, or a loan scheme for cycles
- The travel plan coordinator to collaborate with local public transport providers to improve services, negotiate discounts, and trial initiatives.
- Employee loans for public transport season tickets
- The provision of priority car parking spaces for car sharers
- The use of a dedicated website or social media to advertise the travel plan
- The travel plan coordinator to offer personalised journey planning

Action plan (Section 9):

The action plan in Table 9.1 must include cost estimates for each measure, including a cost estimate for the travel plan coordinator. This information is used to determine the value of the travel plan cash deposit, and the travel plan cannot be approved without this information.

Delivery and enforcement:

A section should be included which lays out the following:

- That the travel plan will be secured via a Section 106 agreement
- A commitment to pay HCC's evaluation and monitoring fees
- Commitment to pay a travel plan cash deposit equal in value to the cost of the action plan (including TPC) plus a surety of 10%.

Recommendations:

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

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Recommendations

Whilst the majority of matters regarding the site access and internal layout are agreed, further information is requested from the applicant regarding the traffic impact for the proposed development and sustainable travel measures as mitigation towards any additional trips generated by the development particularly at the Solent Road / Park Road South junction. These improvements to the infrastructure are key to ensure that the development can be regarded as sustainable to offset any additional vehicular trips.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

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APPENDIX B

Junctions 9 Outputs

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
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Filename: 210317 325257 Brookside Rd roundabout.j9

Path: D:\mode Dropbox\Project\London\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9\230302 Revised Assessment\230302 Junction Models

Report generation date: 11/12/2023 14:40:17

-
- »2020 Base, AM
 - »2020 Base, PM
 - »2023 Base, AM
 - »2023 Base, PM
 - »2026 Base, AM
 - »2026 Base, PM
 - »2026 + Committed, AM
 - »2026 + Committed, PM
 - »2026 + Committed + Development, AM
 - »2026 + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base									
1 - Brockhampton Rd	0.7	4.41	0.41	A	52 % [2 - Brookside Road]	0.3	2.95	0.25	A	92 % [2 - Brookside Road]
2 - Brookside Road	0.5	10.98	0.32	B		0.4	8.58	0.31	A	
3 - Southmoor Lane	0.5	4.26	0.29	A		0.6	4.54	0.36	A	
4 - Harts Farm Way	1.4	6.57	0.59	A		0.8	5.09	0.45	A	
	2023 Base									
1 - Brockhampton Rd	0.8	4.54	0.43	A	47 % [2 - Brookside Road]	0.4	3.00	0.26	A	87 % [2 - Brookside Road]
2 - Brookside Road	0.5	11.48	0.33	B		0.5	8.79	0.32	A	
3 - Southmoor Lane	0.5	4.35	0.30	A		0.6	4.69	0.37	A	
4 - Harts Farm Way	1.6	6.97	0.61	A		0.9	5.23	0.46	A	
	2026 Base									
1 - Brockhampton Rd	0.8	4.56	0.43	A	50 % [4 - Harts Farm Way]	0.4	3.00	0.27	A	89 % [3 - Southmoor Lane]
2 - Brookside Road	0.3	10.28	0.21	B		0.4	8.60	0.30	A	
3 - Southmoor Lane	0.5	4.32	0.30	A		0.6	4.77	0.38	A	
4 - Harts Farm Way	1.6	7.19	0.62	A		0.8	5.03	0.45	A	
	2026 + Committed									
1 - Brockhampton Rd	0.8	4.56	0.43	A	50 % [4 - Harts Farm Way]	0.4	3.00	0.27	A	89 % [3 - Southmoor Lane]
2 - Brookside Road	0.3	10.28	0.21	B		0.4	8.60	0.30	A	
3 - Southmoor Lane	0.5	4.32	0.30	A		0.6	4.77	0.38	A	
4 - Harts Farm Way	1.6	7.19	0.62	A		0.8	5.03	0.45	A	
	2026 + Committed + Development									
1 - Brockhampton Rd	0.8	4.58	0.43	A	46 % [4 - Harts Farm Way]	0.4	3.07	0.29	A	85 % [2 - Brookside Road]
2 - Brookside Road	0.3	10.32	0.21	B		0.4	8.82	0.31	A	
3 - Southmoor Lane	0.5	4.33	0.30	A		0.6	4.87	0.39	A	
4 - Harts Farm Way	1.8	7.54	0.64	A		0.8	5.06	0.45	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Solent Road, Havant
Location	Brookside Road Roundabout
Site number	8
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D8	2026 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D9	2026 + Committed + Development	AM	DIRECT	08:00	09:00	60	15	✓
D10	2026 + Committed + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.68	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	52	2 - Brookside Road

Arms

Arms

Arm	Name	Description
1	Brockhampton Rd	
2	Brookside Road	
3	Southmoor Lane	
4	Harts Farm Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Brockhampton Rd	3.77	7.62	9.2	36.0	26.0	13.0	
2 - Brookside Road	2.97	4.24	7.6	4.5	26.0	72.0	
3 - Southmoor Lane	3.99	7.03	19.7	6.5	26.0	40.0	
4 - Harts Farm Way	3.81	5.20	13.8	15.5	26.0	40.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Brockhampton Rd	0.701	443.124
2 - Brookside Road	0.377	197.542
3 - Southmoor Lane	0.594	394.254
4 - Harts Farm Way	0.584	350.224

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	18.00	37.00	83.00
	2 - Brookside Road	3.00	0.00	2.00	12.00
	3 - Southmoor Lane	27.00	2.00	0.00	69.00
	4 - Harts Farm Way	85.00	22.00	63.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	15.00	32.00	88.00
	2 - Brookside Road	8.00	0.00	3.00	27.00
	3 - Southmoor Lane	13.00	2.00	2.00	41.00
	4 - Harts Farm Way	76.00	35.00	86.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	18.00	42.00	91.00
	2 - Brookside Road	8.00	0.00	7.00	8.00
	3 - Southmoor Lane	21.00	0.00	0.00	32.00
	4 - Harts Farm Way	76.00	22.00	90.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	24.00	90.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	30.00	2.00	0.00	32.00
	4 - Harts Farm Way	93.00	18.00	51.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	0	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.41	4.41	0.7	A	138.50	554.00
2 - Brookside Road	0.32	10.98	0.5	B	21.75	87.00
3 - Southmoor Lane	0.29	4.26	0.5	A	68.25	273.00
4 - Harts Farm Way	0.59	6.57	1.4	A	179.75	719.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	140.00	140.00	86.46	382.49	0.366	139.42	116.30	0.0	0.6	3.740	A
2 - Brookside Road	17.00	17.00	184.10	128.22	0.133	16.85	41.78	0.0	0.2	8.070	A
3 - Southmoor Lane	98.00	98.00	99.51	335.19	0.292	97.54	101.43	0.0	0.5	4.261	A
4 - Harts Farm Way	170.00	170.00	33.83	330.45	0.514	168.93	163.22	0.0	1.1	5.644	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	135.00	135.00	124.65	355.70	0.380	134.96	97.00	0.6	0.6	4.133	A
2 - Brookside Road	38.00	38.00	207.73	119.33	0.318	37.69	51.89	0.2	0.5	10.983	B
3 - Southmoor Lane	58.00	58.00	122.66	321.45	0.180	58.22	122.76	0.5	0.2	3.749	A
4 - Harts Farm Way	197.00	197.00	25.00	335.61	0.587	196.64	155.88	1.1	1.4	6.569	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	151.00	151.00	112.08	364.52	0.414	150.88	104.98	0.6	0.7	4.408	A
2 - Brookside Road	23.00	23.00	222.88	113.62	0.202	23.20	40.08	0.5	0.3	9.976	A
3 - Southmoor Lane	53.00	53.00	107.20	330.63	0.160	53.04	138.88	0.2	0.2	3.464	A
4 - Harts Farm Way	188.00	188.00	29.00	333.28	0.564	188.06	131.24	1.4	1.4	6.443	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	128.00	128.00	73.35	391.68	0.327	128.24	126.98	0.7	0.5	3.467	A
2 - Brookside Road	9.00	9.00	169.51	133.72	0.067	9.18	32.08	0.3	0.1	7.239	A
3 - Southmoor Lane	64.00	64.00	101.20	334.19	0.192	63.95	77.50	0.2	0.3	3.652	A
4 - Harts Farm Way	164.00	164.00	36.02	329.17	0.498	164.32	129.13	1.4	1.0	5.691	A

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	1.00	5.00	4.00	94.00
		2 - Brookside Road	15.00	0.00	0.00	32.00
		3 - Southmoor Lane	35.00	7.00	0.00	69.00
		4 - Harts Farm Way	97.00	14.00	25.00	0.00

Demand (PCU/TS)

17:15 - 17:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	4.00	9.00	75.00
		2 - Brookside Road	9.00	0.00	0.00	30.00
		3 - Southmoor Lane	20.00	5.00	0.00	47.00
		4 - Harts Farm Way	109.00	23.00	15.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	2.00	9.00	70.00
	2 - Brookside Road	4.00	0.00	3.00	27.00
	3 - Southmoor Lane	24.00	0.00	0.00	60.00
	4 - Harts Farm Way	61.00	7.00	17.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	91.00
	2 - Brookside Road	7.00	0.00	1.00	16.00
	3 - Southmoor Lane	19.00	2.00	3.00	23.00
	4 - Harts Farm Way	60.00	12.00	10.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.25	2.95	0.3	A	93.50	374.00
2 - Brookside Road	0.31	8.58	0.4	A	36.00	144.00
3 - Southmoor Lane	0.36	4.54	0.6	A	78.50	314.00
4 - Harts Farm Way	0.45	5.09	0.8	A	113.00	452.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	104.00	104.00	45.74	411.04	0.253	103.66	147.13	0.0	0.3	2.954	A
2 - Brookside Road	47.00	47.00	123.53	151.03	0.311	46.55	25.87	0.0	0.4	8.580	A
3 - Southmoor Lane	111.00	111.00	141.24	310.42	0.358	110.44	28.85	0.0	0.6	4.543	A
4 - Harts Farm Way	136.00	136.00	57.64	316.53	0.430	135.23	194.04	0.0	0.8	5.086	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	88.00	88.00	43.02	412.95	0.213	88.07	138.10	0.3	0.3	2.770	A
2 - Brookside Road	39.00	39.00	99.12	160.22	0.243	39.11	31.97	0.4	0.3	7.772	A
3 - Southmoor Lane	72.00	72.00	114.19	326.48	0.221	72.26	24.04	0.6	0.3	3.678	A
4 - Harts Farm Way	147.00	147.00	34.18	330.25	0.445	146.95	152.27	0.8	0.8	5.053	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	81.00	81.00	24.13	426.20	0.190	81.03	89.38	0.3	0.2	2.643	A
2 - Brookside Road	34.00	34.00	96.04	161.38	0.211	34.06	9.13	0.3	0.3	7.398	A
3 - Southmoor Lane	84.00	84.00	101.11	334.25	0.251	83.93	28.99	0.3	0.4	3.891	A
4 - Harts Farm Way	85.00	85.00	28.04	333.83	0.255	85.46	157.00	0.8	0.4	3.745	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	101.00	101.00	28.98	422.80	0.239	100.92	87.01	0.2	0.3	2.831	A
2 - Brookside Road	24.00	24.00	111.94	155.39	0.154	24.10	17.97	0.3	0.2	6.861	A
3 - Southmoor Lane	47.00	47.00	116.99	324.82	0.145	47.18	19.05	0.4	0.2	3.463	A
4 - Harts Farm Way	84.00	84.00	31.99	331.53	0.253	84.01	132.18	0.4	0.3	3.712	A

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	19.00	38.00	86.00
		2 - Brookside Road	3.00	0.00	2.00	12.00
		3 - Southmoor Lane	28.00	2.00	0.00	71.00
		4 - Harts Farm Way	87.00	22.00	65.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	15.00	33.00	91.00
		2 - Brookside Road	9.00	0.00	3.00	27.00
		3 - Southmoor Lane	14.00	2.00	2.00	43.00
		4 - Harts Farm Way	78.00	36.00	89.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	19.00	44.00	93.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	21.00	0.00	0.00	33.00
	4 - Harts Farm Way	78.00	22.00	92.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	25.00	93.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	31.00	3.00	0.00	33.00
	4 - Harts Farm Way	96.00	19.00	53.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.43	4.54	0.8	A	143.00	572.00
2 - Brookside Road	0.33	11.48	0.5	B	22.50	90.00
3 - Southmoor Lane	0.30	4.35	0.5	A	70.75	283.00
4 - Harts Farm Way	0.61	6.97	1.6	A	184.75	739.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	145.00	145.00	88.43	381.10	0.380	144.38	119.27	0.0	0.6	3.840	A
2 - Brookside Road	17.00	17.00	190.04	125.99	0.135	16.85	42.77	0.0	0.2	8.235	A
3 - Southmoor Lane	101.00	101.00	102.49	333.43	0.303	100.51	104.40	0.0	0.5	4.346	A
4 - Harts Farm Way	174.00	174.00	34.82	329.87	0.527	172.88	168.18	0.0	1.1	5.806	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	139.00	139.00	128.60	352.93	0.394	138.96	100.96	0.6	0.7	4.263	A
2 - Brookside Road	39.00	39.00	214.68	116.71	0.334	38.66	52.88	0.2	0.5	11.483	B
3 - Southmoor Lane	61.00	61.00	126.63	319.10	0.191	61.23	126.72	0.5	0.3	3.826	A
4 - Harts Farm Way	203.00	203.00	26.99	334.45	0.607	202.57	160.86	1.1	1.6	6.972	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	156.00	156.00	114.12	363.09	0.430	155.87	108.00	0.7	0.8	4.544	A
2 - Brookside Road	25.00	25.00	228.90	111.36	0.225	25.20	41.09	0.5	0.3	10.469	B
3 - Southmoor Lane	54.00	54.00	111.21	328.25	0.165	54.05	142.89	0.3	0.2	3.504	A
4 - Harts Farm Way	192.00	192.00	30.00	332.69	0.577	192.11	135.25	1.6	1.4	6.662	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	132.00	132.00	77.35	388.88	0.339	132.26	130.98	0.8	0.5	3.563	A
2 - Brookside Road	9.00	9.00	175.53	131.45	0.068	9.22	34.07	0.3	0.1	7.378	A
3 - Southmoor Lane	67.00	67.00	104.23	332.39	0.202	66.93	80.52	0.2	0.3	3.741	A
4 - Harts Farm Way	170.00	170.00	38.02	328.00	0.518	170.31	133.14	1.4	1.1	5.948	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	87	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	1.00	5.00	4.00	97.00
		2 - Brookside Road	15.00	0.00	0.00	33.00
		3 - Southmoor Lane	36.00	8.00	0.00	71.00
		4 - Harts Farm Way	100.00	14.00	26.00	0.00

Demand (PCU/TS)

17:15 - 17:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	4.00	9.00	77.00
		2 - Brookside Road	9.00	0.00	0.00	31.00
		3 - Southmoor Lane	20.00	5.00	0.00	48.00
		4 - Harts Farm Way	112.00	23.00	16.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	71.00
	2 - Brookside Road	4.00	0.00	3.00	28.00
	3 - Southmoor Lane	24.00	0.00	0.00	62.00
	4 - Harts Farm Way	63.00	8.00	17.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	93.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	19.00	3.00	3.00	24.00
	4 - Harts Farm Way	61.00	12.00	10.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.26	3.00	0.4	A	96.00	384.00
2 - Brookside Road	0.32	8.79	0.5	A	37.25	149.00
3 - Southmoor Lane	0.37	4.69	0.6	A	80.75	323.00
4 - Harts Farm Way	0.46	5.23	0.9	A	116.25	465.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	107.00	107.00	47.73	409.65	0.261	106.64	151.08	0.0	0.4	2.996	A
2 - Brookside Road	48.00	48.00	127.51	149.53	0.321	47.53	26.86	0.0	0.5	8.786	A
3 - Southmoor Lane	115.00	115.00	145.21	308.07	0.373	114.40	29.84	0.0	0.6	4.690	A
4 - Harts Farm Way	140.00	140.00	59.62	315.38	0.444	139.19	199.99	0.0	0.8	5.233	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	90.00	90.00	44.03	412.24	0.218	90.07	141.12	0.4	0.3	2.794	A
2 - Brookside Road	40.00	40.00	102.13	159.09	0.251	40.11	31.98	0.5	0.4	7.915	A
3 - Southmoor Lane	73.00	73.00	117.20	324.70	0.225	73.30	25.05	0.6	0.3	3.724	A
4 - Harts Farm Way	151.00	151.00	34.19	330.24	0.457	150.95	156.30	0.8	0.9	5.166	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	84.00	84.00	25.14	425.49	0.197	84.03	91.40	0.3	0.3	2.676	A
2 - Brookside Road	35.00	35.00	98.05	160.63	0.218	35.06	11.12	0.4	0.3	7.489	A
3 - Southmoor Lane	86.00	86.00	103.11	333.05	0.258	85.92	29.99	0.3	0.4	3.993	A
4 - Harts Farm Way	88.00	88.00	28.04	333.83	0.264	88.49	160.99	0.9	0.4	3.785	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	103.00	103.00	30.98	421.40	0.244	102.92	89.01	0.3	0.3	2.860	A
2 - Brookside Road	26.00	26.00	114.93	154.27	0.169	26.09	18.97	0.3	0.2	7.027	A
3 - Southmoor Lane	49.00	49.00	121.97	321.86	0.152	49.19	19.05	0.4	0.2	3.522	A
4 - Harts Farm Way	86.00	86.00	33.98	330.37	0.260	86.01	137.19	0.4	0.4	3.761	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	4 - Harts Farm Way

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	20.00	38.00	87.00
		2 - Brookside Road	4.00	0.00	2.00	13.00
		3 - Southmoor Lane	29.00	2.00	0.00	67.00
		4 - Harts Farm Way	89.00	22.00	69.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	14.00	33.00	96.00
		2 - Brookside Road	9.00	0.00	4.00	11.00
		3 - Southmoor Lane	14.00	2.00	2.00	38.00
		4 - Harts Farm Way	80.00	36.00	91.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	18.00	43.00	94.00
	2 - Brookside Road	9.00	0.00	7.00	7.00
	3 - Southmoor Lane	22.00	0.00	0.00	33.00
	4 - Harts Farm Way	80.00	22.00	94.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	24.00	96.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	33.00	2.00	0.00	33.00
	4 - Harts Farm Way	100.00	16.00	51.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.43	4.56	0.8	A	145.00	580.00
2 - Brookside Road	0.21	10.28	0.3	B	18.75	75.00
3 - Southmoor Lane	0.30	4.32	0.5	A	69.25	277.00
4 - Harts Farm Way	0.62	7.19	1.6	A	188.00	752.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	147.00	147.00	92.38	378.34	0.389	146.36	123.21	0.0	0.6	3.918	A
2 - Brookside Road	19.00	19.00	194.98	124.13	0.153	18.82	43.75	0.0	0.2	8.532	A
3 - Southmoor Lane	98.00	98.00	105.45	331.67	0.295	97.53	108.35	0.0	0.5	4.315	A
4 - Harts Farm Way	180.00	180.00	36.81	328.71	0.548	178.78	166.18	0.0	1.2	6.072	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	143.00	143.00	130.61	351.52	0.407	142.95	103.00	0.6	0.7	4.371	A
2 - Brookside Road	24.00	24.00	221.67	114.08	0.210	23.92	51.89	0.2	0.3	9.973	A
3 - Southmoor Lane	56.00	56.00	115.86	325.49	0.172	56.24	129.72	0.5	0.2	3.652	A
4 - Harts Farm Way	207.00	207.00	27.02	334.43	0.619	206.58	145.08	1.2	1.6	7.192	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	155.00	155.00	116.12	361.69	0.429	154.91	110.98	0.7	0.8	4.556	A
2 - Brookside Road	23.00	23.00	230.93	110.59	0.208	23.00	40.10	0.3	0.3	10.276	B
3 - Southmoor Lane	55.00	55.00	110.03	328.95	0.167	55.01	143.90	0.2	0.2	3.507	A
4 - Harts Farm Way	196.00	196.00	30.98	332.12	0.590	196.11	134.06	1.6	1.5	6.887	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	135.00	135.00	71.43	393.02	0.343	135.25	136.98	0.8	0.5	3.541	A
2 - Brookside Road	9.00	9.00	175.58	131.43	0.068	9.19	31.10	0.3	0.1	7.372	A
3 - Southmoor Lane	68.00	68.00	107.20	330.63	0.206	67.93	77.57	0.2	0.3	3.745	A
4 - Harts Farm Way	169.00	169.00	39.02	327.42	0.516	169.40	136.11	1.5	1.1	5.932	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	89	3 - Southmoor Lane

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	4.00	102.00
	2 - Brookside Road	13.00	0.00	0.00	32.00
	3 - Southmoor Lane	35.00	8.00	0.00	74.00
	4 - Harts Farm Way	101.00	11.00	23.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	9.00	77.00
	2 - Brookside Road	9.00	0.00	0.00	23.00
	3 - Southmoor Lane	20.00	5.00	0.00	42.00
	4 - Harts Farm Way	117.00	15.00	15.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	9.00	67.00
	2 - Brookside Road	4.00	0.00	1.00	22.00
	3 - Southmoor Lane	26.00	0.00	0.00	55.00
	4 - Harts Farm Way	66.00	7.00	15.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	4.00	97.00
	2 - Brookside Road	8.00	0.00	1.00	13.00
	3 - Southmoor Lane	20.00	1.00	1.00	20.00
	4 - Harts Farm Way	62.00	8.00	11.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.27	3.00	0.4	A	96.50	386.00
2 - Brookside Road	0.30	8.60	0.4	A	31.50	126.00
3 - Southmoor Lane	0.38	4.77	0.6	A	76.75	307.00
4 - Harts Farm Way	0.45	5.03	0.8	A	113.50	454.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	112.00	112.00	41.77	413.83	0.271	111.63	149.12	0.0	0.4	3.000	A
2 - Brookside Road	45.00	45.00	129.52	148.78	0.302	44.57	23.88	0.0	0.4	8.602	A
3 - Southmoor Lane	117.00	117.00	147.23	306.87	0.381	116.38	26.86	0.0	0.6	4.769	A
4 - Harts Farm Way	135.00	135.00	56.65	317.12	0.426	134.25	206.97	0.0	0.8	5.033	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	89.00	89.00	35.05	418.54	0.213	89.10	146.07	0.4	0.3	2.734	A
2 - Brookside Road	32.00	32.00	101.14	159.46	0.201	32.16	23.01	0.4	0.3	7.378	A
3 - Southmoor Lane	67.00	67.00	109.27	329.40	0.203	67.35	24.03	0.6	0.3	3.564	A
4 - Harts Farm Way	147.00	147.00	34.18	330.25	0.445	146.94	142.44	0.8	0.8	5.033	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	79.00	79.00	22.09	427.63	0.185	79.04	96.39	0.3	0.2	2.620	A
2 - Brookside Road	27.00	27.00	91.06	163.26	0.165	27.06	10.07	0.3	0.2	6.736	A
3 - Southmoor Lane	81.00	81.00	93.11	338.99	0.239	80.93	25.01	0.3	0.3	3.760	A
4 - Harts Farm Way	88.00	88.00	30.04	332.67	0.265	88.44	144.00	0.8	0.4	3.791	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	106.00	106.00	23.99	426.29	0.249	105.90	91.02	0.2	0.3	2.835	A
2 - Brookside Road	22.00	22.00	116.90	153.52	0.143	22.03	12.99	0.2	0.2	6.851	A
3 - Southmoor Lane	42.00	42.00	121.91	321.90	0.130	42.18	17.03	0.3	0.2	3.366	A
4 - Harts Farm Way	84.00	84.00	30.99	332.11	0.253	84.03	133.10	0.4	0.3	3.678	A

2026 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	4 - Harts Farm Way

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	20.00	38.00	87.00
		2 - Brookside Road	4.00	0.00	2.00	13.00
		3 - Southmoor Lane	29.00	2.00	0.00	67.00
		4 - Harts Farm Way	89.00	22.00	69.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	14.00	33.00	96.00
		2 - Brookside Road	9.00	0.00	4.00	11.00
		3 - Southmoor Lane	14.00	2.00	2.00	38.00
		4 - Harts Farm Way	80.00	36.00	91.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	18.00	43.00	94.00
	2 - Brookside Road	9.00	0.00	7.00	7.00
	3 - Southmoor Lane	22.00	0.00	0.00	33.00
	4 - Harts Farm Way	80.00	22.00	94.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	24.00	96.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	33.00	2.00	0.00	33.00
	4 - Harts Farm Way	100.00	16.00	51.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	4	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.43	4.56	0.8	A	145.00	580.00
2 - Brookside Road	0.21	10.28	0.3	B	18.75	75.00
3 - Southmoor Lane	0.30	4.32	0.5	A	69.25	277.00
4 - Harts Farm Way	0.62	7.19	1.6	A	188.00	752.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	147.00	147.00	92.38	378.34	0.389	146.36	123.21	0.0	0.6	3.918	A
2 - Brookside Road	19.00	19.00	194.98	124.13	0.153	18.82	43.75	0.0	0.2	8.532	A
3 - Southmoor Lane	98.00	98.00	105.45	331.67	0.295	97.53	108.35	0.0	0.5	4.315	A
4 - Harts Farm Way	180.00	180.00	36.81	328.71	0.548	178.78	166.18	0.0	1.2	6.072	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	143.00	143.00	130.61	351.52	0.407	142.95	103.00	0.6	0.7	4.371	A
2 - Brookside Road	24.00	24.00	221.67	114.08	0.210	23.92	51.89	0.2	0.3	9.973	A
3 - Southmoor Lane	56.00	56.00	115.86	325.49	0.172	56.24	129.72	0.5	0.2	3.652	A
4 - Harts Farm Way	207.00	207.00	27.02	334.43	0.619	206.58	145.08	1.2	1.6	7.192	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	155.00	155.00	116.12	361.68	0.429	154.91	110.98	0.7	0.8	4.556	A
2 - Brookside Road	23.00	23.00	230.93	110.59	0.208	23.00	40.10	0.3	0.3	10.276	B
3 - Southmoor Lane	55.00	55.00	110.03	328.95	0.167	55.01	143.91	0.2	0.2	3.510	A
4 - Harts Farm Way	196.00	196.00	30.98	332.12	0.590	196.12	134.06	1.6	1.5	6.858	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	135.00	135.00	71.43	393.03	0.343	135.25	136.98	0.8	0.5	3.541	A
2 - Brookside Road	9.00	9.00	175.58	131.43	0.068	9.19	31.09	0.3	0.1	7.372	A
3 - Southmoor Lane	68.00	68.00	107.20	330.63	0.206	67.93	77.57	0.2	0.3	3.745	A
4 - Harts Farm Way	169.00	169.00	39.02	327.42	0.516	169.39	136.11	1.5	1.1	5.931	A

2026 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	89	3 - Southmoor Lane

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	4.00	102.00
	2 - Brookside Road	13.00	0.00	0.00	32.00
	3 - Southmoor Lane	35.00	8.00	0.00	74.00
	4 - Harts Farm Way	101.00	11.00	23.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	9.00	77.00
	2 - Brookside Road	9.00	0.00	0.00	23.00
	3 - Southmoor Lane	20.00	5.00	0.00	42.00
	4 - Harts Farm Way	117.00	15.00	15.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	9.00	67.00
	2 - Brookside Road	4.00	0.00	1.00	22.00
	3 - Southmoor Lane	26.00	0.00	0.00	55.00
	4 - Harts Farm Way	66.00	7.00	15.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	4.00	97.00
	2 - Brookside Road	8.00	0.00	1.00	13.00
	3 - Southmoor Lane	20.00	1.00	1.00	20.00
	4 - Harts Farm Way	62.00	8.00	11.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.27	3.00	0.4	A	96.50	386.00
2 - Brookside Road	0.30	8.60	0.4	A	31.50	126.00
3 - Southmoor Lane	0.38	4.77	0.6	A	76.75	307.00
4 - Harts Farm Way	0.45	5.03	0.8	A	113.50	454.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	112.00	112.00	41.77	413.83	0.271	111.63	149.12	0.0	0.4	3.000	A
2 - Brookside Road	45.00	45.00	129.52	148.78	0.302	44.57	23.88	0.0	0.4	8.602	A
3 - Southmoor Lane	117.00	117.00	147.23	306.87	0.381	116.38	26.86	0.0	0.6	4.769	A
4 - Harts Farm Way	135.00	135.00	56.65	317.12	0.426	134.25	206.97	0.0	0.8	5.033	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	89.00	89.00	35.05	418.54	0.213	89.10	146.07	0.4	0.3	2.734	A
2 - Brookside Road	32.00	32.00	101.14	159.46	0.201	32.16	23.01	0.4	0.3	7.378	A
3 - Southmoor Lane	67.00	67.00	109.27	329.40	0.203	67.35	24.03	0.6	0.3	3.564	A
4 - Harts Farm Way	147.00	147.00	34.18	330.25	0.445	146.94	142.44	0.8	0.8	5.033	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	79.00	79.00	22.09	427.63	0.185	79.04	96.39	0.3	0.2	2.620	A
2 - Brookside Road	27.00	27.00	91.06	163.26	0.165	27.06	10.07	0.3	0.2	6.736	A
3 - Southmoor Lane	81.00	81.00	93.11	338.99	0.239	80.93	25.01	0.3	0.3	3.760	A
4 - Harts Farm Way	88.00	88.00	30.04	332.67	0.265	88.44	144.00	0.8	0.4	3.791	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	106.00	106.00	23.99	426.29	0.249	105.90	91.02	0.2	0.3	2.835	A
2 - Brookside Road	22.00	22.00	116.90	153.52	0.143	22.03	12.99	0.2	0.2	6.851	A
3 - Southmoor Lane	42.00	42.00	121.91	321.90	0.130	42.18	17.03	0.3	0.2	3.366	A
4 - Harts Farm Way	84.00	84.00	30.99	332.11	0.253	84.03	133.10	0.4	0.3	3.678	A

2026 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	46	4 - Harts Farm Way

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2026 + Committed + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	20.00	38.00	88.00
		2 - Brookside Road	4.00	0.00	2.00	13.00
		3 - Southmoor Lane	29.00	2.00	0.00	67.00
		4 - Harts Farm Way	95.00	22.00	69.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	14.00	33.00	97.00
		2 - Brookside Road	9.00	0.00	4.00	11.00
		3 - Southmoor Lane	14.00	2.00	2.00	38.00
		4 - Harts Farm Way	86.00	36.00	91.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	18.00	43.00	95.00
	2 - Brookside Road	9.00	0.00	7.00	7.00
	3 - Southmoor Lane	22.00	0.00	0.00	33.00
	4 - Harts Farm Way	86.00	22.00	94.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	24.00	97.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	33.00	2.00	0.00	33.00
	4 - Harts Farm Way	106.00	16.00	51.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.43	4.58	0.8	A	146.00	584.00
2 - Brookside Road	0.21	10.32	0.3	B	18.75	75.00
3 - Southmoor Lane	0.30	4.33	0.5	A	69.25	277.00
4 - Harts Farm Way	0.64	7.54	1.8	A	194.00	776.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	148.00	148.00	92.35	378.35	0.391	147.35	129.15	0.0	0.6	3.933	A
2 - Brookside Road	19.00	19.00	195.96	123.76	0.154	18.82	43.75	0.0	0.2	8.562	A
3 - Southmoor Lane	98.00	98.00	106.45	331.08	0.296	97.53	108.33	0.0	0.5	4.326	A
4 - Harts Farm Way	186.00	186.00	36.80	328.71	0.566	184.69	167.17	0.0	1.3	6.318	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	144.00	144.00	130.58	351.54	0.410	143.95	108.99	0.6	0.7	4.391	A
2 - Brookside Road	24.00	24.00	222.65	113.71	0.211	23.92	51.88	0.2	0.3	10.014	B
3 - Southmoor Lane	56.00	56.00	116.86	324.89	0.172	56.24	129.71	0.5	0.2	3.657	A
4 - Harts Farm Way	213.00	213.00	27.02	334.43	0.637	212.55	146.08	1.3	1.8	7.538	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	156.00	156.00	116.12	361.68	0.431	155.91	116.98	0.7	0.8	4.579	A
2 - Brookside Road	23.00	23.00	231.93	110.21	0.209	23.00	40.10	0.3	0.3	10.318	B
3 - Southmoor Lane	55.00	55.00	111.03	328.36	0.168	55.01	143.90	0.2	0.2	3.515	A
4 - Harts Farm Way	202.00	202.00	30.98	332.12	0.608	202.12	135.06	1.8	1.6	7.209	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	136.00	136.00	71.46	393.01	0.346	136.25	143.00	0.8	0.5	3.554	A
2 - Brookside Road	9.00	9.00	176.61	131.04	0.069	9.19	31.10	0.3	0.1	7.398	A
3 - Southmoor Lane	68.00	68.00	108.20	330.04	0.206	67.93	77.60	0.2	0.3	3.753	A
4 - Harts Farm Way	175.00	175.00	39.02	327.42	0.534	175.43	137.11	1.6	1.2	6.164	A

2026 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 + Committed + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	1.00	5.00	4.00	109.00
		2 - Brookside Road	13.00	0.00	0.00	32.00
		3 - Southmoor Lane	35.00	8.00	0.00	74.00
		4 - Harts Farm Way	102.00	11.00	23.00	0.00

Demand (PCU/TS)

17:15 - 17:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	3.00	9.00	83.00
		2 - Brookside Road	9.00	0.00	0.00	23.00
		3 - Southmoor Lane	20.00	5.00	0.00	42.00
		4 - Harts Farm Way	118.00	15.00	15.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	9.00	74.00
	2 - Brookside Road	4.00	0.00	1.00	22.00
	3 - Southmoor Lane	26.00	0.00	0.00	55.00
	4 - Harts Farm Way	67.00	7.00	15.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	4.00	103.00
	2 - Brookside Road	8.00	0.00	1.00	13.00
	3 - Southmoor Lane	20.00	1.00	1.00	20.00
	4 - Harts Farm Way	63.00	8.00	11.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.29	3.07	0.4	A	103.00	412.00
2 - Brookside Road	0.31	8.82	0.4	A	31.50	126.00
3 - Southmoor Lane	0.39	4.87	0.6	A	76.75	307.00
4 - Harts Farm Way	0.45	5.06	0.8	A	114.50	458.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	119.00	119.00	41.77	413.83	0.288	118.59	150.11	0.0	0.4	3.070	A
2 - Brookside Road	45.00	45.00	136.48	146.15	0.308	44.56	23.88	0.0	0.4	8.822	A
3 - Southmoor Lane	117.00	117.00	154.19	302.74	0.386	116.37	26.86	0.0	0.6	4.873	A
4 - Harts Farm Way	136.00	136.00	56.64	317.12	0.429	135.24	213.92	0.0	0.8	5.058	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	95.00	95.00	35.05	418.54	0.227	95.11	147.08	0.4	0.3	2.783	A
2 - Brookside Road	32.00	32.00	107.15	157.20	0.204	32.17	23.01	0.4	0.3	7.512	A
3 - Southmoor Lane	67.00	67.00	115.29	325.83	0.206	67.36	24.03	0.6	0.3	3.616	A
4 - Harts Farm Way	148.00	148.00	34.19	330.24	0.448	147.94	148.46	0.8	0.8	5.060	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	86.00	86.00	22.09	427.63	0.201	86.04	97.39	0.3	0.3	2.670	A
2 - Brookside Road	27.00	27.00	98.06	160.62	0.168	27.06	10.07	0.3	0.2	6.871	A
3 - Southmoor Lane	81.00	81.00	100.11	334.84	0.242	80.93	25.01	0.3	0.3	3.822	A
4 - Harts Farm Way	89.00	89.00	30.04	332.67	0.268	89.45	151.00	0.8	0.4	3.806	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	112.00	112.00	23.99	426.30	0.263	111.90	92.02	0.3	0.4	2.888	A
2 - Brookside Road	22.00	22.00	122.90	151.27	0.145	22.04	12.99	0.2	0.2	6.971	A
3 - Southmoor Lane	42.00	42.00	127.91	318.34	0.132	42.18	17.03	0.3	0.2	3.407	A
4 - Harts Farm Way	85.00	85.00	30.99	332.11	0.256	85.03	139.10	0.4	0.4	3.692	A

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.0.6896									
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Filename: 211012 325257 Site Access.j9

Path: D:\mode Dropbox\Project\London\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9\230302 Revised Assessment\230302 Junction Models

Report generation date: 11/12/2023 14:27:00

«2026 Base + Committed + Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base									
Stream B-C	0.1	6.85	0.07	A	93 % [Stream B-A]	0.1	6.74	0.06	A	121 % [Stream B-A]
Stream B-A	0.1	14.02	0.07	B		0.0	12.52	0.05	B	
Stream C-AB	0.3	4.89	0.14	A		0.1	5.01	0.06	A	
	2023 Base									
Stream B-C	0.1	6.88	0.07	A	99 % [Stream B-A]	0.1	6.78	0.06	A	112 % [Stream B-A]
Stream B-A	0.1	12.20	0.07	B		0.0	12.51	0.05	B	
Stream C-AB	0.3	4.89	0.14	A		0.1	5.04	0.07	A	
	2026 Base									
Stream B-C	0.1	6.83	0.07	A	80 % [Stream B-A]	0.1	6.59	0.06	A	109 % [Stream B-A]
Stream B-A	0.1	14.55	0.07	B		0.0	12.64	0.04	B	
Stream C-AB	0.3	4.89	0.15	A		0.1	5.11	0.07	A	
	2026 + Committed									
Stream B-C	0.1	6.83	0.07	A	80 % [Stream B-A]	0.1	6.59	0.06	A	109 % [Stream B-A]
Stream B-A	0.1	14.55	0.07	B		0.0	12.64	0.04	B	
Stream C-AB	0.3	4.89	0.15	A		0.1	5.11	0.07	A	
	2026 Base + Committed + Development									
Stream B-C	0.1	7.23	0.08	A	67 % [Stream B-A]	0.1	7.71	0.12	A	81 % [Stream B-A]
Stream B-A	0.1	15.21	0.09	C		0.2	13.30	0.14	B	
Stream C-AB	0.5	5.34	0.22	A		0.1	5.17	0.08	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Solent Road, Havant
Location	Site Access
Site number	1
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 Base + Committed + Development	PM	DIRECT	17:00	18:00	60	15	✓

2026 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	81	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Solent Road W		Major
B	Site Access		Minor
C	Solent Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.69			175.5	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.43	5.16	5.16	5.16	✓	3.00	26	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	122.385	0.083	0.209	0.131	0.298
1	B-C	170.098	0.097	0.244	-	-
1	C-B	168.898	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	4.00	128.00
	B	11.00	0.00	16.00
	C	108.00	7.00	0.00

Demand (PCU/TS)

17:15 - 17:30

	To			
		A	B	C
From	A	0.00	4.00	127.00
	B	11.00	0.00	14.00
	C	77.00	9.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To			
		A	B	C
From	A	0.00	4.00	108.00
	B	9.00	0.00	15.00
	C	83.00	3.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To			
		A	B	C
From	A	0.00	3.00	74.00
	B	8.00	0.00	12.00
	C	97.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A	B	C
From	A	0	0	1
	B	1	0	1
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A	B	C
From	A	0	0	1
	B	1	0	1
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A	B	C
	A	0	0	0
	B	2	0	1
From	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.12	7.71	0.1	A	14.25	57.00
B-A	0.14	13.30	0.2	B	9.75	39.00
C-AB	0.08	5.17	0.1	A	10.03	40.11
C-A					86.72	346.89
A-B					3.75	15.00
A-C					109.25	437.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	133.63	0.120	15.86	0.0	0.1	7.710	A
B-A	11.00	11.00	79.05	0.139	10.84	0.0	0.2	13.296	B
C-AB	14.27	14.27	212.03	0.067	14.15	0.0	0.1	4.617	A
C-A	100.73	100.73			100.73				
A-B	4.00	4.00			4.00				
A-C	128.00	128.00			128.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	132.21	0.106	14.02	0.1	0.1	7.693	A
B-A	11.00	11.00	83.96	0.131	11.01	0.2	0.2	12.462	B
C-AB	15.14	15.14	190.71	0.079	15.11	0.1	0.1	5.169	A
C-A	70.86	70.86			70.86				
A-B	4.00	4.00			4.00				
A-C	127.00	127.00			127.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	141.29	0.106	15.00	0.1	0.1	7.199	A
B-A	9.00	9.00	86.48	0.104	9.04	0.2	0.1	11.742	B
C-AB	5.22	5.22	198.63	0.026	5.33	0.1	0.0	4.669	A
C-A	80.78	80.78			80.78				
A-B	4.00	4.00			4.00				
A-C	108.00	108.00			108.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	148.80	0.081	12.03	0.1	0.1	6.649	A
B-A	8.00	8.00	92.78	0.086	8.02	0.1	0.1	10.773	B
C-AB	5.49	5.49	214.85	0.026	5.49	0.0	0.0	4.326	A
C-A	94.51	94.51			94.51				
A-B	3.00	3.00			3.00				
A-C	74.00	74.00			74.00				

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: 211012 325257 Solent Road Brockhampton Rd roundabout.j9

Path: D:\mode Dropbox\Project\London\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9\230302 Revised Assessment\230302 Junction Models

Report generation date: 11/12/2023 14:49:35

-
- »2020 Base, AM
 - »2020 Base, PM
 - »2023 Base, AM
 - »2023 Base, PM
 - »2026 Base, AM
 - »2026 Base, PM
 - »2026 + Committed, AM
 - »2026 + Committed, PM
 - »2026 + Committed + Development, AM
 - »2026 + Committed + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base								
1 - Brockhampton Road N	0.5	4.90	0.31	A	0.2	4.46	0.19	A
2 - Solent Rd	0.8	5.14	0.44	A	0.5	4.14	0.34	A
3 - Brockhampton Road S	0.8	5.83	0.44	A	1.1	6.75	0.53	A
4 - Marples Way	0.1	4.16	0.06	A	0.2	5.33	0.20	A
2023 Base								
1 - Brockhampton Road N	0.5	5.01	0.32	A	0.2	4.40	0.19	A
2 - Solent Rd	0.9	5.30	0.46	A	0.6	4.28	0.35	A
3 - Brockhampton Road S	0.8	5.76	0.45	A	1.2	6.73	0.54	A
4 - Marples Way	0.1	4.44	0.06	A	0.3	5.51	0.21	A
2026 Base								
1 - Brockhampton Road N	0.5	5.00	0.32	A	0.2	4.49	0.20	A
2 - Solent Rd	0.9	5.38	0.47	A	0.6	4.36	0.36	A
3 - Brockhampton Road S	0.9	6.19	0.48	A	1.1	6.65	0.54	A
4 - Marples Way	0.1	4.54	0.06	A	0.3	5.54	0.21	A
2026 + Committed								
1 - Brockhampton Road N	0.5	4.97	0.32	A	0.2	4.49	0.20	A
2 - Solent Rd	0.9	5.44	0.47	A	0.6	4.36	0.36	A
3 - Brockhampton Road S	0.9	6.18	0.48	A	1.1	6.65	0.54	A
4 - Marples Way	0.1	4.31	0.06	A	0.3	5.54	0.21	A
2026 + Committed + Development								
1 - Brockhampton Road N	0.5	5.12	0.33	A	0.3	4.50	0.20	A
2 - Solent Rd	0.9	5.41	0.47	A	0.6	4.53	0.39	A
3 - Brockhampton Road S	1.0	6.50	0.51	A	1.2	6.76	0.54	A
4 - Marples Way	0.1	4.63	0.06	A	0.3	5.60	0.22	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	12/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026 + Committed	AM	DIRECT	08:00	09:00	60	15	✓
D8	2026 + Committed	PM	DIRECT	17:00	18:00	60	15	✓
D9	2026 + Committed + Development	AM	DIRECT	08:00	09:00	60	15	✓
D10	2026 + Committed + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Brockhampton Road N	
2	Solent Rd	
3	Brockhampton Road S	
4	Marples Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Brockhampton Road N	3.27	4.66	6.7	25.7	34.0	29.0	
2 - Solent Rd	3.56	4.64	8.0	52.9	23.6	19.0	
3 - Brockhampton Road S	3.48	4.01	5.1	29.4	24.5	14.0	
4 - Marples Way	3.30	4.02	7.4	38.7	33.1	9.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Brockhampton Road N	0.568	315.436
2 - Solent Rd	0.622	349.213
3 - Brockhampton Road S	0.594	314.639
4 - Marples Way	0.597	319.196

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	39.00	45.00	2.00
	2 - Solent Rd	10.00	0.00	90.00	10.00
	3 - Brockhampton Road S	35.00	67.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	30.00	42.00	3.00
	2 - Solent Rd	19.00	0.00	99.00	23.00
	3 - Brockhampton Road S	27.00	56.00	0.00	18.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	30.00	37.00	3.00
	2 - Solent Rd	13.00	2.00	101.00	15.00
	3 - Brockhampton Road S	18.00	77.00	0.00	12.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	28.00	33.00	3.00
	2 - Solent Rd	22.00	0.00	85.00	27.00
	3 - Brockhampton Road S	22.00	85.00	0.00	18.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	3	3	0
	2 - Solent Rd	3	0	1	0
	3 - Brockhampton Road S	0	4	0	3
	4 - Marples Way	0	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.31	4.90	0.5	A	73.75	295.00
2 - Solent Rd	0.44	5.14	0.8	A	129.00	516.00
3 - Brockhampton Road S	0.44	5.83	0.8	A	111.75	447.00
4 - Marples Way	0.06	4.16	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	86.00	86.00	70.61	275.30	0.312	85.54	46.75	0.0	0.5	4.836	A
2 - Solent Rd	110.00	110.00	48.74	318.91	0.345	109.47	107.41	0.0	0.5	4.357	A
3 - Brockhampton Road S	114.00	114.00	21.89	301.65	0.378	113.37	136.32	0.0	0.6	4.982	A
4 - Marples Way	6.00	6.00	111.39	252.65	0.024	5.98	23.87	0.0	0.0	3.647	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	75.00	75.00	66.04	277.90	0.270	75.08	50.97	0.5	0.4	4.543	A
2 - Solent Rd	141.00	141.00	50.01	318.12	0.443	140.73	91.11	0.5	0.8	5.137	A
3 - Brockhampton Road S	101.00	101.00	44.85	288.02	0.351	101.08	145.89	0.6	0.6	4.897	A
4 - Marples Way	15.00	15.00	102.05	258.23	0.058	14.96	43.88	0.0	0.1	3.699	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	70.00	70.00	84.89	267.18	0.262	70.00	34.09	0.4	0.4	4.901	A
2 - Solent Rd	131.00	131.00	43.02	322.47	0.406	131.10	111.87	0.8	0.7	4.779	A
3 - Brockhampton Road S	107.00	107.00	33.08	295.01	0.363	106.96	141.04	0.6	0.6	5.006	A
4 - Marples Way	9.00	9.00	109.96	253.51	0.036	9.02	30.08	0.1	0.0	3.680	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	64.00	64.00	98.85	259.25	0.247	64.04	43.92	0.4	0.3	4.744	A
2 - Solent Rd	134.00	134.00	45.00	321.24	0.417	133.98	117.90	0.7	0.7	4.860	A
3 - Brockhampton Road S	125.00	125.00	51.90	283.84	0.440	124.79	127.08	0.6	0.8	5.827	A
4 - Marples Way	14.00	14.00	128.80	242.25	0.058	13.97	47.89	0.0	0.1	4.162	A

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	24.00	11.00	2.00
	2 - Solent Rd	35.00	2.00	71.00	4.00
	3 - Brockhampton Road S	57.00	91.00	0.00	4.00
	4 - Marples Way	9.00	16.00	16.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	17.00	0.00
	2 - Solent Rd	21.00	1.00	65.00	1.00
	3 - Brockhampton Road S	47.00	88.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	30.00	20.00	1.00
	2 - Solent Rd	31.00	1.00	55.00	2.00
	3 - Brockhampton Road S	34.00	55.00	0.00	0.00
	4 - Marples Way	2.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	16.00	0.00
	2 - Solent Rd	25.00	0.00	76.00	0.00
	3 - Brockhampton Road S	31.00	51.00	0.00	4.00
	4 - Marples Way	4.00	2.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.19	4.46	0.2	A	39.75	159.00
2 - Solent Rd	0.34	4.14	0.5	A	97.50	390.00
3 - Brockhampton Road S	0.53	6.75	1.1	A	116.00	464.00
4 - Marples Way	0.20	5.33	0.2	A	22.50	90.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	37.00	37.00	124.12	244.88	0.151	36.82	100.36	0.0	0.2	4.460	A
2 - Solent Rd	112.00	112.00	28.84	331.28	0.338	111.49	132.10	0.0	0.5	4.137	A
3 - Brockhampton Road S	152.00	152.00	42.80	289.24	0.526	150.86	97.53	0.0	1.1	6.751	A
4 - Marples Way	41.00	41.00	183.72	209.44	0.196	40.76	9.94	0.0	0.2	5.327	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	36.00	36.00	104.25	256.18	0.141	36.01	69.25	0.2	0.2	4.213	A
2 - Solent Rd	88.00	88.00	24.04	334.26	0.263	88.15	116.22	0.5	0.4	3.711	A
3 - Brockhampton Road S	137.00	137.00	24.10	300.34	0.456	137.28	88.10	1.1	0.9	5.636	A
4 - Marples Way	16.00	16.00	157.34	225.20	0.071	16.16	4.04	0.2	0.1	4.308	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	51.00	51.00	77.26	271.52	0.188	50.93	67.08	0.2	0.2	4.299	A
2 - Solent Rd	89.00	89.00	30.97	329.96	0.270	88.99	97.21	0.4	0.4	3.779	A
3 - Brockhampton Road S	89.00	89.00	34.95	293.89	0.303	89.42	85.01	0.9	0.4	4.517	A
4 - Marples Way	23.00	23.00	121.36	246.70	0.093	22.97	3.01	0.1	0.1	4.023	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	35.00	35.00	57.11	282.97	0.124	35.10	60.04	0.2	0.1	3.635	A
2 - Solent Rd	101.00	101.00	20.06	336.74	0.300	100.95	72.15	0.4	0.4	3.817	A
3 - Brockhampton Road S	86.00	86.00	25.04	299.78	0.287	86.04	95.97	0.4	0.4	4.212	A
4 - Marples Way	10.00	10.00	107.09	255.22	0.039	10.06	3.99	0.1	0.0	3.933	A

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	40.00	46.00	2.00
	2 - Solent Rd	10.00	0.00	93.00	10.00
	3 - Brockhampton Road S	36.00	69.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	43.00	3.00
	2 - Solent Rd	20.00	0.00	102.00	24.00
	3 - Brockhampton Road S	27.00	57.00	0.00	19.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	39.00	3.00
	2 - Solent Rd	14.00	2.00	104.00	15.00
	3 - Brockhampton Road S	19.00	79.00	0.00	13.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	29.00	34.00	3.00
	2 - Solent Rd	22.00	0.00	87.00	27.00
	3 - Brockhampton Road S	22.00	87.00	0.00	19.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.32	5.01	0.5	A	76.00	304.00
2 - Solent Rd	0.46	5.30	0.9	A	132.50	530.00
3 - Brockhampton Road S	0.45	5.76	0.8	A	114.75	459.00
4 - Marples Way	0.06	4.44	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	88.00	88.00	72.60	274.17	0.321	87.52	47.74	0.0	0.5	4.915	A
2 - Solent Rd	113.00	113.00	49.73	318.30	0.355	112.44	110.39	0.0	0.6	4.432	A
3 - Brockhampton Road S	117.00	117.00	21.89	301.65	0.388	116.34	140.28	0.0	0.7	5.062	A
4 - Marples Way	6.00	6.00	114.36	250.88	0.024	5.98	23.87	0.0	0.0	3.674	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	77.00	77.00	67.04	277.32	0.278	77.08	51.97	0.5	0.4	4.602	A
2 - Solent Rd	146.00	146.00	51.01	317.50	0.460	145.70	93.12	0.6	0.9	5.301	A
3 - Brockhampton Road S	103.00	103.00	46.84	286.84	0.359	103.08	149.88	0.7	0.6	4.982	A
4 - Marples Way	15.00	15.00	104.05	257.04	0.058	14.96	45.87	0.0	0.1	3.717	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	73.00	73.00	86.88	266.05	0.274	72.99	36.09	0.4	0.4	5.009	A
2 - Solent Rd	135.00	135.00	45.01	321.23	0.420	135.11	114.85	0.9	0.7	4.912	A
3 - Brockhampton Road S	111.00	111.00	34.09	294.41	0.377	110.95	146.04	0.6	0.6	5.131	A
4 - Marples Way	9.00	9.00	113.94	251.13	0.036	9.02	31.09	0.1	0.0	3.719	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	66.00	66.00	100.86	258.10	0.256	66.06	43.94	0.4	0.3	4.691	A
2 - Solent Rd	136.00	136.00	46.01	320.61	0.424	136.01	120.92	0.7	0.7	4.875	A
3 - Brockhampton Road S	128.00	128.00	51.91	283.83	0.451	127.82	130.11	0.6	0.8	5.761	A
4 - Marples Way	14.00	14.00	130.83	241.04	0.058	13.97	48.89	0.0	0.1	4.437	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	24.00	11.00	3.00
	2 - Solent Rd	36.00	3.00	73.00	4.00
	3 - Brockhampton Road S	59.00	93.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	18.00	0.00
	2 - Solent Rd	22.00	1.00	66.00	1.00
	3 - Brockhampton Road S	49.00	91.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	20.00	1.00
	2 - Solent Rd	32.00	1.00	57.00	3.00
	3 - Brockhampton Road S	34.00	56.00	0.00	0.00
	4 - Marples Way	3.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	17.00	0.00
	2 - Solent Rd	26.00	0.00	78.00	0.00
	3 - Brockhampton Road S	32.00	52.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.19	4.40	0.2	A	40.75	163.00
2 - Solent Rd	0.35	4.28	0.6	A	100.75	403.00
3 - Brockhampton Road S	0.54	6.73	1.2	A	119.00	476.00
4 - Marples Way	0.21	5.51	0.3	A	23.50	94.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	129.08	242.06	0.157	37.81	103.33	0.0	0.2	4.403	A
2 - Solent Rd	116.00	116.00	30.83	330.05	0.351	115.45	136.07	0.0	0.6	4.285	A
3 - Brockhampton Road S	156.00	156.00	45.78	287.47	0.543	154.83	100.50	0.0	1.2	6.734	A
4 - Marples Way	43.00	43.00	189.68	205.88	0.209	42.74	10.94	0.0	0.3	5.507	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	37.00	37.00	107.25	254.47	0.145	37.01	72.25	0.2	0.2	4.138	A
2 - Solent Rd	90.00	90.00	25.05	333.64	0.270	90.18	119.21	0.6	0.4	3.698	A
3 - Brockhampton Road S	142.00	142.00	25.11	299.73	0.474	142.25	90.12	1.2	0.9	5.767	A
4 - Marples Way	16.00	16.00	163.32	221.63	0.072	16.18	4.04	0.3	0.1	4.721	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	52.00	52.00	78.29	270.93	0.192	51.93	69.09	0.2	0.2	4.108	A
2 - Solent Rd	93.00	93.00	30.98	329.95	0.282	92.97	99.25	0.4	0.4	3.866	A
3 - Brockhampton Road S	90.00	90.00	36.95	292.71	0.307	90.47	87.01	0.9	0.4	4.459	A
4 - Marples Way	24.00	24.00	123.41	245.47	0.098	23.97	4.00	0.1	0.1	4.289	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	36.00	36.00	59.11	281.84	0.128	36.09	62.04	0.2	0.1	3.662	A
2 - Solent Rd	104.00	104.00	21.06	336.12	0.309	103.95	74.14	0.4	0.5	3.933	A
3 - Brockhampton Road S	88.00	88.00	26.05	299.18	0.294	88.03	98.96	0.4	0.4	4.262	A
4 - Marples Way	11.00	11.00	110.07	253.44	0.043	11.07	4.00	0.1	0.0	3.714	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	40.00	45.00	2.00
	2 - Solent Rd	11.00	0.00	96.00	11.00
	3 - Brockhampton Road S	38.00	69.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	29.00	43.00	2.00
	2 - Solent Rd	20.00	0.00	105.00	24.00
	3 - Brockhampton Road S	29.00	58.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	36.00	2.00
	2 - Solent Rd	14.00	2.00	105.00	16.00
	3 - Brockhampton Road S	18.00	81.00	0.00	11.00
	4 - Marples Way	4.00	4.00	4.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	33.00	4.00
	2 - Solent Rd	24.00	0.00	92.00	29.00
	3 - Brockhampton Road S	24.00	92.00	0.00	20.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.32	5.00	0.5	A	75.00	300.00
2 - Solent Rd	0.47	5.38	0.9	A	137.25	549.00
3 - Brockhampton Road S	0.48	6.19	0.9	A	118.25	473.00
4 - Marples Way	0.06	4.54	0.1	A	11.75	47.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	87.00	87.00	72.59	274.17	0.317	86.53	50.72	0.0	0.5	4.892	A
2 - Solent Rd	118.00	118.00	48.74	318.91	0.370	117.41	110.38	0.0	0.6	4.526	A
3 - Brockhampton Road S	120.00	120.00	23.88	300.47	0.399	119.31	142.27	0.0	0.7	5.169	A
4 - Marples Way	6.00	6.00	117.33	249.10	0.024	5.98	25.86	0.0	0.0	3.701	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	74.00	74.00	68.04	276.76	0.267	74.10	53.98	0.5	0.4	4.545	A
2 - Solent Rd	149.00	149.00	50.01	318.12	0.468	148.71	92.12	0.6	0.9	5.378	A
3 - Brockhampton Road S	107.00	107.00	45.85	287.43	0.372	107.08	152.87	0.7	0.6	5.074	A
4 - Marples Way	15.00	15.00	107.06	255.24	0.059	14.96	45.87	0.0	0.1	3.745	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	71.00	71.00	90.87	263.78	0.269	70.98	36.11	0.4	0.4	4.997	A
2 - Solent Rd	137.00	137.00	42.02	323.09	0.424	137.13	119.83	0.9	0.8	4.916	A
3 - Brockhampton Road S	110.00	110.00	34.08	294.41	0.374	109.98	145.07	0.6	0.6	5.099	A
4 - Marples Way	12.00	12.00	114.96	250.52	0.048	12.01	29.10	0.1	0.1	3.772	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	68.00	68.00	105.81	255.29	0.266	68.03	47.90	0.4	0.4	4.807	A
2 - Solent Rd	145.00	145.00	45.98	320.62	0.452	144.94	127.85	0.8	0.8	5.120	A
3 - Brockhampton Road S	136.00	136.00	56.87	280.89	0.484	135.70	134.05	0.6	0.9	6.187	A
4 - Marples Way	14.00	14.00	139.72	235.73	0.059	13.98	52.84	0.1	0.1	4.543	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	26.00	12.00	3.00
	2 - Solent Rd	36.00	3.00	77.00	3.00
	3 - Brockhampton Road S	59.00	93.00	0.00	3.00
	4 - Marples Way	8.00	18.00	18.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	20.00	18.00	0.00
	2 - Solent Rd	23.00	1.00	66.00	1.00
	3 - Brockhampton Road S	51.00	94.00	0.00	1.00
	4 - Marples Way	0.00	8.00	7.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	32.00	20.00	1.00
	2 - Solent Rd	32.00	1.00	51.00	3.00
	3 - Brockhampton Road S	36.00	59.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	20.00	18.00	0.00
	2 - Solent Rd	27.00	0.00	81.00	0.00
	3 - Brockhampton Road S	32.00	55.00	0.00	3.00
	4 - Marples Way	3.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.20	4.49	0.2	A	42.50	170.00
2 - Solent Rd	0.36	4.36	0.6	A	101.25	405.00
3 - Brockhampton Road S	0.54	6.65	1.1	A	121.50	486.00
4 - Marples Way	0.21	5.54	0.3	A	23.75	95.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	41.00	41.00	131.08	240.93	0.170	40.80	102.34	0.0	0.2	4.492	A
2 - Solent Rd	119.00	119.00	32.82	328.81	0.362	118.42	139.06	0.0	0.6	4.359	A
3 - Brockhampton Road S	155.00	155.00	44.78	288.06	0.538	153.85	106.46	0.0	1.1	6.652	A
4 - Marples Way	44.00	44.00	189.69	205.88	0.214	43.73	8.95	0.0	0.3	5.541	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	111.21	252.22	0.151	38.03	74.23	0.2	0.2	4.203	A
2 - Solent Rd	91.00	91.00	26.06	333.01	0.273	91.20	123.18	0.6	0.4	3.724	A
3 - Brockhampton Road S	146.00	146.00	26.11	299.14	0.488	146.18	91.15	1.1	1.0	5.911	A
4 - Marples Way	16.00	16.00	169.25	218.09	0.073	16.18	3.04	0.3	0.1	4.806	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	53.00	53.00	82.30	268.65	0.197	52.93	71.10	0.2	0.2	4.171	A
2 - Solent Rd	87.00	87.00	31.98	329.33	0.264	87.01	103.26	0.4	0.4	3.780	A
3 - Brockhampton Road S	95.00	95.00	36.95	292.71	0.325	95.48	82.04	1.0	0.5	4.573	A
4 - Marples Way	25.00	25.00	128.44	242.47	0.103	24.97	4.00	0.1	0.1	4.359	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	62.12	280.13	0.136	38.09	62.05	0.2	0.2	3.721	A
2 - Solent Rd	108.00	108.00	22.06	335.50	0.322	107.89	78.14	0.4	0.5	4.011	A
3 - Brockhampton Road S	90.00	90.00	27.04	298.59	0.301	90.05	102.91	0.5	0.4	4.316	A
4 - Marples Way	10.00	10.00	114.08	251.04	0.040	10.08	3.00	0.1	0.0	3.736	A

2026 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026 + Committed	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	40.00	45.00	2.00
	2 - Solent Rd	11.00	0.00	96.00	11.00
	3 - Brockhampton Road S	38.00	69.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	29.00	43.00	2.00
	2 - Solent Rd	20.00	0.00	105.00	24.00
	3 - Brockhampton Road S	29.00	58.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	36.00	2.00
	2 - Solent Rd	14.00	2.00	105.00	16.00
	3 - Brockhampton Road S	18.00	81.00	0.00	11.00
	4 - Marples Way	4.00	4.00	4.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	33.00	4.00
	2 - Solent Rd	24.00	0.00	92.00	29.00
	3 - Brockhampton Road S	24.00	92.00	0.00	20.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	15	0	0
	2 - Solent Rd	0	2	0	0
	3 - Brockhampton Road S	4	0	17	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	20	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.32	4.97	0.5	A	75.00	300.00
2 - Solent Rd	0.47	5.44	0.9	A	137.25	549.00
3 - Brockhampton Road S	0.48	6.18	0.9	A	118.25	473.00
4 - Marples Way	0.06	4.31	0.1	A	11.75	47.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	87.00	87.00	72.59	274.17	0.317	86.53	50.72	0.0	0.5	4.892	A
2 - Solent Rd	118.00	118.00	48.74	318.91	0.370	117.41	110.38	0.0	0.6	4.526	A
3 - Brockhampton Road S	120.00	120.00	23.88	300.47	0.399	119.31	142.27	0.0	0.7	5.169	A
4 - Marples Way	6.00	6.00	117.33	249.10	0.024	5.98	25.86	0.0	0.0	3.701	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	74.00	74.00	68.04	276.76	0.267	74.10	53.98	0.5	0.4	4.543	A
2 - Solent Rd	149.00	149.00	50.01	318.12	0.468	148.70	92.12	0.6	0.9	5.437	A
3 - Brockhampton Road S	107.00	107.00	45.85	287.43	0.372	107.08	152.87	0.7	0.6	5.074	A
4 - Marples Way	15.00	15.00	107.05	255.24	0.059	14.96	45.87	0.0	0.1	3.745	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	71.00	71.00	90.88	263.77	0.269	70.98	36.11	0.4	0.4	4.967	A
2 - Solent Rd	137.00	137.00	42.02	323.09	0.424	137.15	119.84	0.9	0.7	4.845	A
3 - Brockhampton Road S	110.00	110.00	34.09	294.41	0.374	110.01	145.08	0.6	0.6	4.911	A
4 - Marples Way	12.00	12.00	114.99	250.50	0.048	12.01	29.11	0.1	0.1	3.923	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	68.00	68.00	105.80	255.30	0.266	68.03	47.89	0.4	0.4	4.809	A
2 - Solent Rd	145.00	145.00	45.99	320.62	0.452	144.93	127.84	0.7	0.8	5.120	A
3 - Brockhampton Road S	136.00	136.00	56.86	280.89	0.484	135.67	134.05	0.6	0.9	6.184	A
4 - Marples Way	14.00	14.00	139.70	235.74	0.059	13.99	52.84	0.1	0.1	4.314	A

2026 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026 + Committed	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	26.00	12.00	3.00
	2 - Solent Rd	36.00	3.00	77.00	3.00
	3 - Brockhampton Road S	59.00	93.00	0.00	3.00
	4 - Marples Way	8.00	18.00	18.00	0.00

Demand (PCU/TS)

17:15 -
17:30

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	20.00	18.00	0.00
	2 - Solent Rd	23.00	1.00	66.00	1.00
	3 - Brockhampton Road S	51.00	94.00	0.00	1.00
	4 - Marples Way	0.00	8.00	7.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	32.00	20.00	1.00
	2 - Solent Rd	32.00	1.00	51.00	3.00
	3 - Brockhampton Road S	36.00	59.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	20.00	18.00	0.00
	2 - Solent Rd	27.00	0.00	81.00	0.00
	3 - Brockhampton Road S	32.00	55.00	0.00	3.00
	4 - Marples Way	3.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	2	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.20	4.49	0.2	A	42.50	170.00
2 - Solent Rd	0.36	4.36	0.6	A	101.25	405.00
3 - Brockhampton Road S	0.54	6.65	1.1	A	121.50	486.00
4 - Marples Way	0.21	5.54	0.3	A	23.75	95.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	41.00	41.00	131.08	240.93	0.170	40.80	102.34	0.0	0.2	4.492	A
2 - Solent Rd	119.00	119.00	32.82	328.81	0.362	118.42	139.06	0.0	0.6	4.359	A
3 - Brockhampton Road S	155.00	155.00	44.78	288.06	0.538	153.85	106.46	0.0	1.1	6.652	A
4 - Marples Way	44.00	44.00	189.69	205.88	0.214	43.73	8.95	0.0	0.3	5.541	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	111.21	252.22	0.151	38.03	74.23	0.2	0.2	4.203	A
2 - Solent Rd	91.00	91.00	26.06	333.01	0.273	91.20	123.18	0.6	0.4	3.724	A
3 - Brockhampton Road S	146.00	146.00	26.11	299.14	0.488	146.18	91.15	1.1	1.0	5.911	A
4 - Marples Way	16.00	16.00	169.25	218.09	0.073	16.18	3.04	0.3	0.1	4.806	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	53.00	53.00	82.30	268.65	0.197	52.93	71.10	0.2	0.2	4.171	A
2 - Solent Rd	87.00	87.00	31.98	329.33	0.264	87.01	103.26	0.4	0.4	3.780	A
3 - Brockhampton Road S	95.00	95.00	36.95	292.71	0.325	95.48	82.04	1.0	0.5	4.573	A
4 - Marples Way	25.00	25.00	128.44	242.47	0.103	24.97	4.00	0.1	0.1	4.359	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	62.12	280.13	0.136	38.09	62.05	0.2	0.2	3.718	A
2 - Solent Rd	108.00	108.00	22.06	335.50	0.322	107.90	78.14	0.4	0.5	3.953	A
3 - Brockhampton Road S	90.00	90.00	27.04	298.59	0.301	90.05	102.92	0.5	0.4	4.318	A
4 - Marples Way	10.00	10.00	114.09	251.04	0.040	10.08	3.00	0.1	0.0	3.736	A

2026 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2026 + Committed + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	42.00	45.00	2.00
	2 - Solent Rd	11.00	0.00	97.00	11.00
	3 - Brockhampton Road S	38.00	76.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	43.00	2.00
	2 - Solent Rd	20.00	0.00	106.00	24.00
	3 - Brockhampton Road S	29.00	65.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	34.00	36.00	2.00
	2 - Solent Rd	15.00	2.00	106.00	16.00
	3 - Brockhampton Road S	18.00	88.00	0.00	11.00
	4 - Marples Way	4.00	4.00	4.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	33.00	4.00
	2 - Solent Rd	24.00	0.00	93.00	29.00
	3 - Brockhampton Road S	24.00	99.00	0.00	20.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	4	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	7	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.33	5.12	0.5	A	76.75	307.00
2 - Solent Rd	0.47	5.41	0.9	A	138.50	554.00
3 - Brockhampton Road S	0.51	6.50	1.0	A	125.25	501.00
4 - Marples Way	0.06	4.63	0.1	A	11.75	47.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	89.00	89.00	79.53	270.23	0.329	88.50	50.71	0.0	0.5	5.031	A
2 - Solent Rd	119.00	119.00	48.73	318.92	0.373	118.40	119.31	0.0	0.6	4.547	A
3 - Brockhampton Road S	127.00	127.00	23.88	300.47	0.423	126.25	143.25	0.0	0.8	5.354	A
4 - Marples Way	6.00	6.00	124.27	244.96	0.024	5.98	25.86	0.0	0.0	3.765	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	76.00	76.00	75.04	272.78	0.279	76.10	53.98	0.5	0.4	4.686	A
2 - Solent Rd	150.00	150.00	50.01	318.12	0.472	149.71	101.13	0.6	0.9	5.408	A
3 - Brockhampton Road S	114.00	114.00	45.85	287.43	0.397	114.08	153.87	0.8	0.7	5.284	A
4 - Marples Way	15.00	15.00	114.06	251.06	0.060	14.96	45.87	0.0	0.1	3.811	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	72.00	72.00	97.86	259.81	0.277	71.99	37.10	0.4	0.4	5.125	A
2 - Solent Rd	139.00	139.00	42.02	323.09	0.430	139.12	127.82	0.9	0.8	4.971	A
3 - Brockhampton Road S	117.00	117.00	35.08	293.82	0.398	116.98	146.07	0.7	0.7	5.315	A
4 - Marples Way	12.00	12.00	122.95	245.74	0.049	12.01	29.11	0.1	0.1	3.850	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	70.00	70.00	112.79	251.32	0.279	70.03	47.90	0.4	0.4	4.965	A
2 - Solent Rd	146.00	146.00	45.98	320.62	0.455	145.95	136.83	0.8	0.8	5.150	A
3 - Brockhampton Road S	143.00	143.00	56.87	280.88	0.509	142.67	135.06	0.7	1.0	6.496	A
4 - Marples Way	14.00	14.00	146.71	231.55	0.060	13.98	52.84	0.1	0.1	4.630	A

2026 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 + Committed + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	26.00	12.00	3.00
	2 - Solent Rd	38.00	3.00	83.00	3.00
	3 - Brockhampton Road S	59.00	94.00	0.00	3.00
	4 - Marples Way	8.00	18.00	18.00	0.00

Demand (PCU/TS)

17:15 -
17:30

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	21.00	18.00	0.00
	2 - Solent Rd	25.00	1.00	72.00	1.00
	3 - Brockhampton Road S	51.00	95.00	0.00	1.00
	4 - Marples Way	0.00	8.00	7.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	20.00	1.00
	2 - Solent Rd	34.00	1.00	57.00	3.00
	3 - Brockhampton Road S	36.00	60.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	21.00	18.00	0.00
	2 - Solent Rd	29.00	0.00	87.00	0.00
	3 - Brockhampton Road S	32.00	56.00	0.00	3.00
	4 - Marples Way	3.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.20	4.50	0.3	A	43.25	173.00
2 - Solent Rd	0.39	4.53	0.6	A	109.25	437.00
3 - Brockhampton Road S	0.54	6.76	1.2	A	122.50	490.00
4 - Marples Way	0.22	5.60	0.3	A	23.75	95.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	41.00	41.00	132.06	240.37	0.171	40.80	104.32	0.0	0.2	4.505	A
2 - Solent Rd	127.00	127.00	32.81	328.81	0.386	126.36	140.04	0.0	0.6	4.526	A
3 - Brockhampton Road S	156.00	156.00	46.76	286.88	0.544	154.83	112.41	0.0	1.2	6.757	A
4 - Marples Way	44.00	44.00	192.64	204.11	0.216	43.73	8.95	0.0	0.3	5.602	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	39.00	39.00	112.21	251.65	0.155	39.02	76.23	0.2	0.2	4.234	A
2 - Solent Rd	99.00	99.00	26.06	333.01	0.297	99.21	125.18	0.6	0.4	3.852	A
3 - Brockhampton Road S	147.00	147.00	28.11	297.95	0.493	147.18	97.16	1.2	1.0	6.000	A
4 - Marples Way	16.00	16.00	172.26	216.29	0.074	16.19	3.04	0.3	0.1	4.849	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	54.00	54.00	83.31	268.08	0.201	53.93	73.10	0.2	0.3	4.202	A
2 - Solent Rd	95.00	95.00	31.98	329.33	0.288	95.01	105.27	0.4	0.4	3.909	A
3 - Brockhampton Road S	96.00	96.00	38.95	291.52	0.329	96.49	88.04	1.0	0.5	4.627	A
4 - Marples Way	25.00	25.00	131.45	240.67	0.104	24.97	4.00	0.1	0.1	4.395	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	39.00	39.00	63.12	279.56	0.140	39.09	64.05	0.3	0.2	3.746	A
2 - Solent Rd	116.00	116.00	22.06	335.50	0.346	115.88	80.15	0.4	0.5	4.157	A
3 - Brockhampton Road S	91.00	91.00	29.04	297.40	0.306	91.05	108.90	0.5	0.4	4.363	A
4 - Marples Way	10.00	10.00	117.09	249.25	0.040	10.08	3.00	0.1	0.0	3.767	A

APPENDIX C

LinSig Outputs

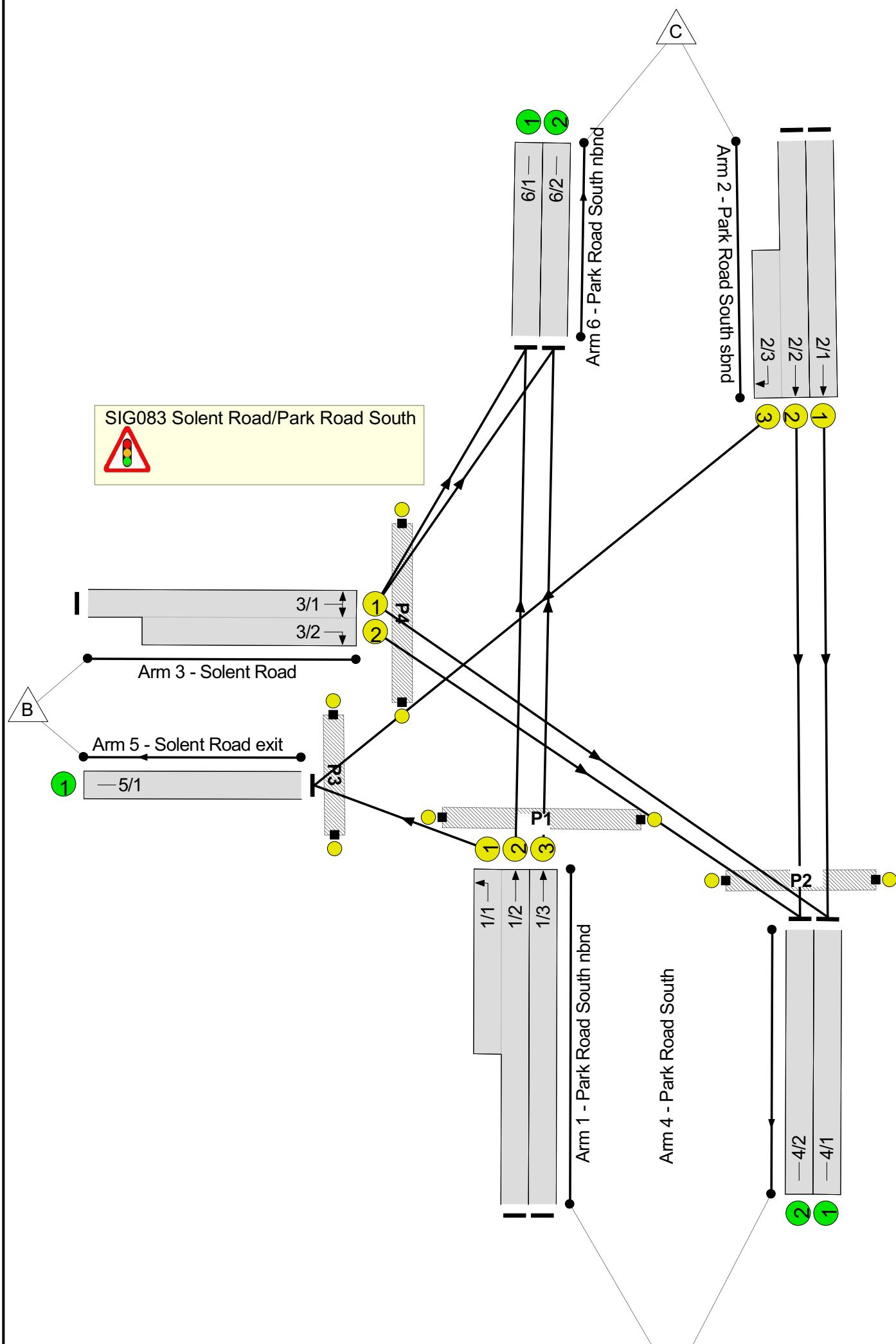
Full Input Data And Results

User and Project Details

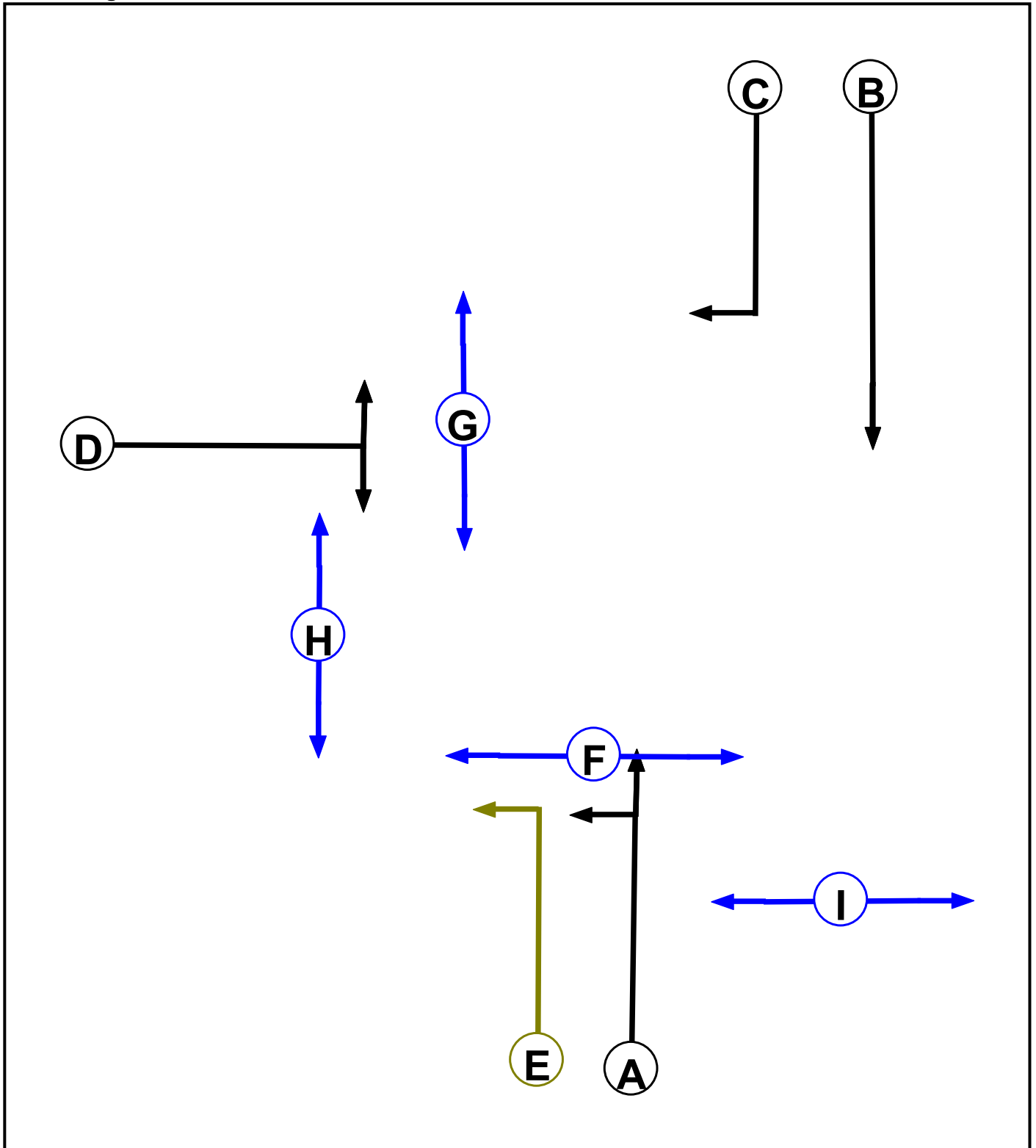
Project:	TCF - Park Road South corridor, Havant
Title:	Elm Lane junction improvements
Location:	
Additional detail:	
File name:	Solent Rd_Park Rd RL Dev Optimised.lsg3x
Author:	Jonathan Mundy
Company:	Hampshire County Council
Address:	The Castle, Winchester

Full Input Data And Results

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	A	4	0
F	Pedestrian		7	7
G	Pedestrian		4	4
H	Pedestrian		5	5
I	Pedestrian		7	7

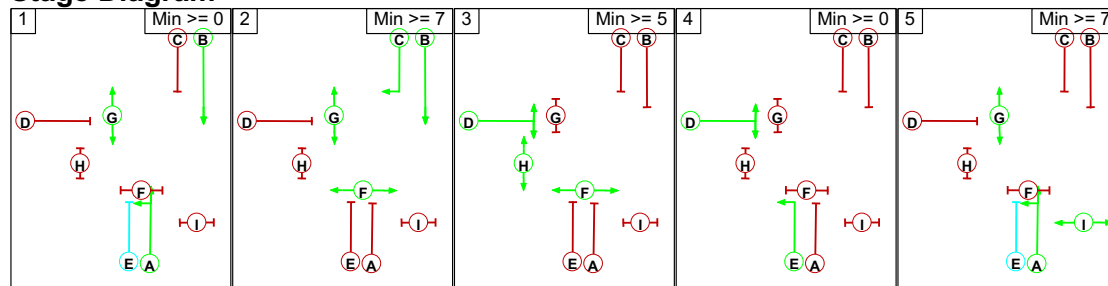
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage				
From Stage		1	2	3	4	5
	1		7	8	7	8
	2	6		9	6	8
	3	7	7		6	10
	4	7	X	X		10
	5	6	7	8	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: SIG083 Solent Road/Park Road South
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: SIG083 Solent Road/Park Road South												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Park Road South nbnd)	U	A E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
1/2 (Park Road South nbnd)	U	A	2	3	30.4	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
1/3 (Park Road South nbnd)	U	A	2	3	30.4	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (Park Road South sbnd)	U	B	2	3	51.3	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
2/2 (Park Road South sbnd)	U	B	2	3	51.3	Geom	-	3.30	0.00	N	Arm 4 Ahead	Inf
2/3 (Park Road South sbnd)	U	C	2	3	8.0	Geom	-	3.30	0.00	N	Arm 5 Right	9.00
3/1 (Solent Road)	U	D	2	3	47.0	Geom	-	2.80	0.00	Y	Arm 4 Right	12.00
3/2 (Solent Road)	U	D	2	3	16.0	Geom	-	2.80	0.00	N	Arm 6 Left	9.00
											Arm 4 Right	7.00
4/1 (Park Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Park Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Solent Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Park Road South nbnd)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Park Road South nbnd)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 AM Baseline (Covid19 adjustment)'	08:00	09:00	01:00	
2: '2020 PM Baseline (Covid19 adjustment)'	17:00	18:00	01:00	
3: '2023 AM Baseline (+Com Dev)'	08:00	09:00	01:00	
4: '2023 PM Baseline (+Com Dev)'	17:00	18:00	01:00	
5: '2026 AM Baseline (+Com Dev)'	08:00	09:00	01:00	
6: '2026 PM Baseline (+Com Dev)'	17:00	18:00	01:00	
7: '2023 AM Baseline + Com + Dev'	08:00	09:00	01:00	
8: '2023 PM Baseline + Com + Dev'	17:00	18:00	01:00	
9: '2026 AM Baseline + Dev'	08:00	09:00	01:00	
10: '2026 PM Baseline + Dev'	17:00	18:00	01:00	
11: '2026 AM Baseline + Com + Dev'	08:00	09:00	01:00	
12: '2026 PM Baseline + Com + Dev'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2020 AM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	688	1293	1981
	B	289	0	245	534
	C	891	508	0	1399
	Tot.	1180	1196	1538	3914

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	688
1/2 (with short)	1092(In) 404(Out)
1/3	889
2/1	891
2/2 (with short)	508(In) 0(Out)
2/3 (short)	508
3/1 (with short)	534(In) 263(Out)
3/2 (short)	271
4/1	909
4/2	271
5/1	1196
6/1	526
6/2	1012

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	6.8 % 93.2 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2020 PM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	437	772	1209
	B	577	0	309	886
	C	765	274	0	1039
	Tot.	1342	711	1081	3134

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	437
1/2 (with short)	787(In) 350(Out)
1/3	422
2/1	613
2/2 (with short)	426(In) 152(Out)
2/3 (short)	274
3/1 (with short)	886(In) 438(Out)
3/2 (short)	448
4/1	742
4/2	600
5/1	711
6/1	504
6/2	577

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right	12.00	29.5 %	1642	1642
				Arm 6 Left	9.00	70.5 %		
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2023 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	708	1331	2039
	B	297	0	252	549
	C	917	523	0	1440
	Tot.	1214	1231	1583	4028

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	708
1/2 (with short)	1120(In) 412(Out)
1/3	919
2/1	917
2/2 (with short)	523(In) 0(Out)
2/3 (short)	523
3/1 (with short)	549(In) 271(Out)
3/2 (short)	278
4/1	936
4/2	278
5/1	1231
6/1	538
6/2	1045

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	7.0 % 93.0 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2023 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	449	794	1243
	B	593	0	318	911
	C	786	282	0	1068
	Tot.	1379	731	1112	3222

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	449
1/2 (with short)	805(In) 356(Out)
1/3	438
2/1	640
2/2 (with short)	428(In) 146(Out)
2/3 (short)	282
3/1 (with short)	911(In) 451(Out)
3/2 (short)	460
4/1	773
4/2	606
5/1	731
6/1	515
6/2	597

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right	12.00	29.5 %	1642	1642
				Arm 6 Left	9.00	70.5 %		
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '7' (FG5: '2026 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	704	1271	1975
	B	288	0	240	528
	C	872	509	0	1381
	Tot.	1160	1213	1511	3884

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 7
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	704
1/2 (with short)	1079(In) 375(Out)
1/3	896
2/1	872
2/2 (with short)	509(In) 0(Out)
2/3 (short)	509
3/1 (with short)	528(In) 260(Out)
3/2 (short)	268
4/1	892
4/2	268
5/1	1213
6/1	495
6/2	1016

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	7.7 % 92.3 %	1629	1629
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '8' (FG6: '2026 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	442	771	1213
	B	586	0	305	891
	C	769	271	0	1040
	Tot.	1355	713	1076	3144

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 8
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	442
1/2 (with short)	792(In) 350(Out)
1/3	421
2/1	634
2/2 (with short)	406(In) 135(Out)
2/3 (short)	271
3/1 (with short)	891(In) 441(Out)
3/2 (short)	450
4/1	770
4/2	585
5/1	713
6/1	502
6/2	574

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right	12.00	30.8 %	1642	1642
				Arm 6 Left	9.00	69.2 %		
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '9' (FG7: '2023 AM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	724	1331	2055
	B	299	0	253	552
	C	917	531	0	1448
	Tot.	1216	1255	1584	4055

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 9
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	724
1/2 (with short)	1135(In) 411(Out)
1/3	920
2/1	917
2/2 (with short)	531(In) 0(Out)
2/3 (short)	531
3/1 (with short)	552(In) 272(Out)
3/2 (short)	280
4/1	936
4/2	280
5/1	1255
6/1	537
6/2	1047

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	7.0 % 93.0 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '10' (FG8: '2023 PM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	452	794	1246
	B	608	0	326	934
	C	786	283	0	1069
	Tot.	1394	735	1120	3249

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 10
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	452
1/2 (with short)	784(In) 332(Out)
1/3	462
2/1	724
2/2 (with short)	345(In) 62(Out)
2/3 (short)	283
3/1 (with short)	934(In) 462(Out)
3/2 (short)	472
4/1	860
4/2	534
5/1	735
6/1	495
6/2	625

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right	12.00	29.4 %	1642	1642
				Arm 6 Left	9.00	70.6 %		
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '13' (FG11: '2026 AM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	760	1343	2103
	B	305	0	254	559
	C	921	546	0	1467
	Tot.	1226	1306	1597	4129

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 13
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	760
1/2 (with short)	1153(In) 393(Out)
1/3	950
2/1	921
2/2 (with short)	546(In) 0(Out)
2/3 (short)	546
3/1 (with short)	559(In) 276(Out)
3/2 (short)	283
4/1	943
4/2	283
5/1	1306
6/1	520
6/2	1077

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	8.0 % 92.0 %	1629	1629
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '14' (FG12: '2026 PM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	486	813	1299
	B	633	0	330	963
	C	811	287	0	1098
	Tot.	1444	773	1143	3360

Full Input Data And Results

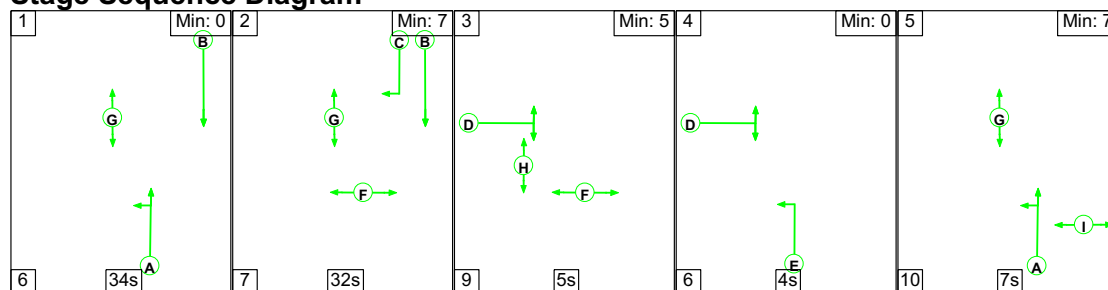
Traffic Lane Flows

Lane	Scenario 10: 14
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	486
1/2 (with short)	820(In) 334(Out)
1/3	479
2/1	748
2/2 (with short)	350(In) 63(Out)
2/3 (short)	287
3/1 (with short)	963(In) 476(Out)
3/2 (short)	487
4/1	894
4/2	550
5/1	773
6/1	499
6/2	644

Lane Saturation Flows

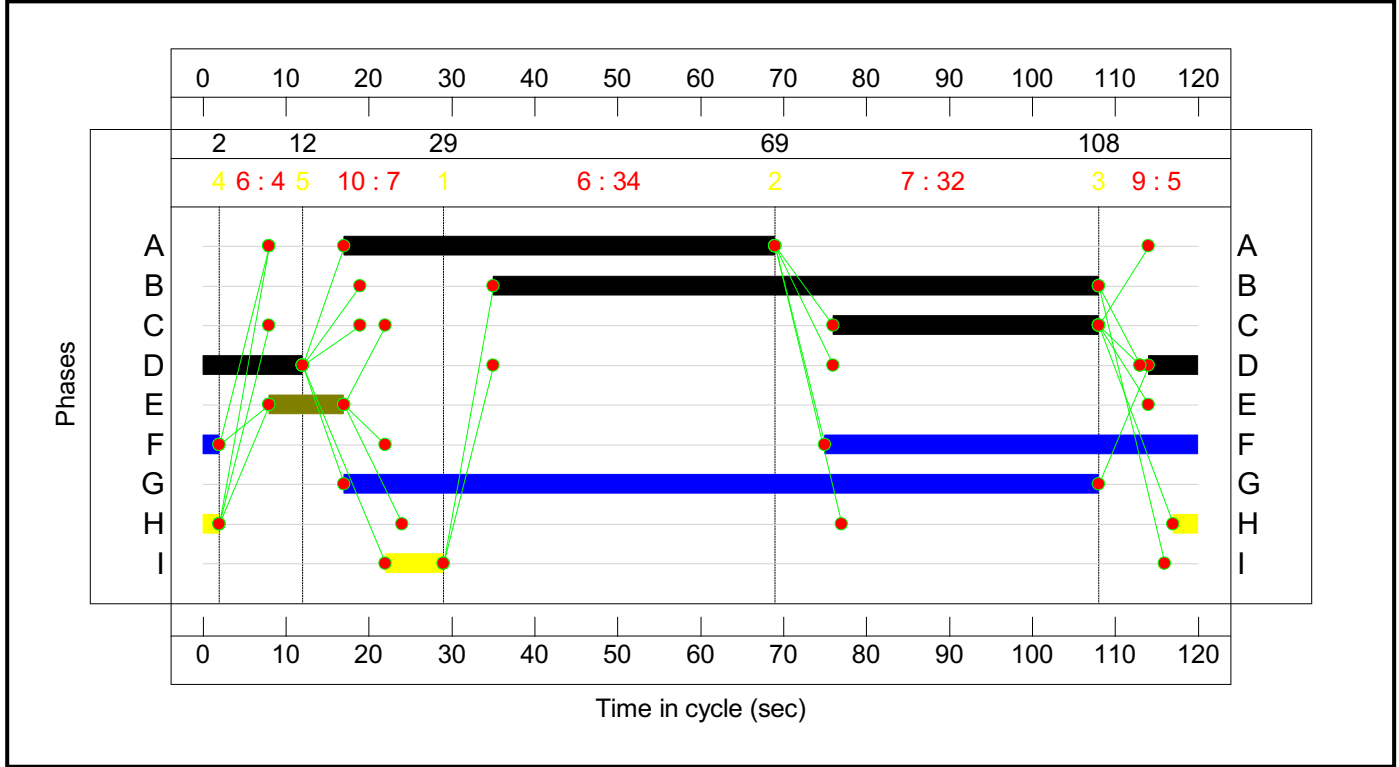
Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	30.7 % 69.3 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2020 AM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram**Stage Timings**

Stage	1	2	3	4	5
Duration	34	32	5	4	7
Change Point	29	69	108	2	12

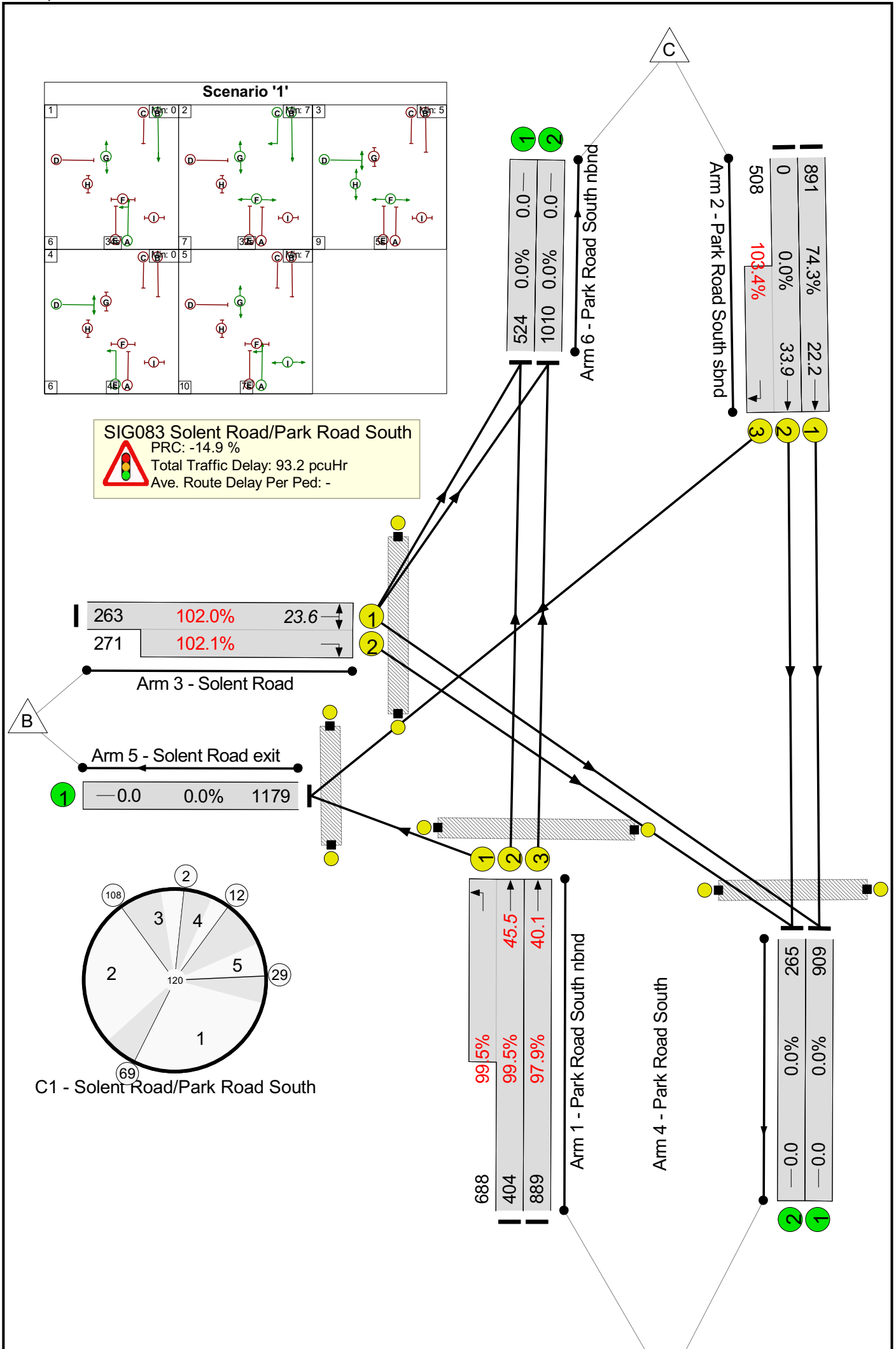
Signal Timings Diagram



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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	103.4%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	103.4%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	52:61	9	1092	2055:1702	406+691	99.5 : 99.5%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	52	-	889	2055	908	97.9%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	891	1945	1199	74.3%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:32	-	508	2085:1787	0+491	0.0 : 103.4%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	534	1628:1676	258+265	102.0 : 102.1%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	47	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

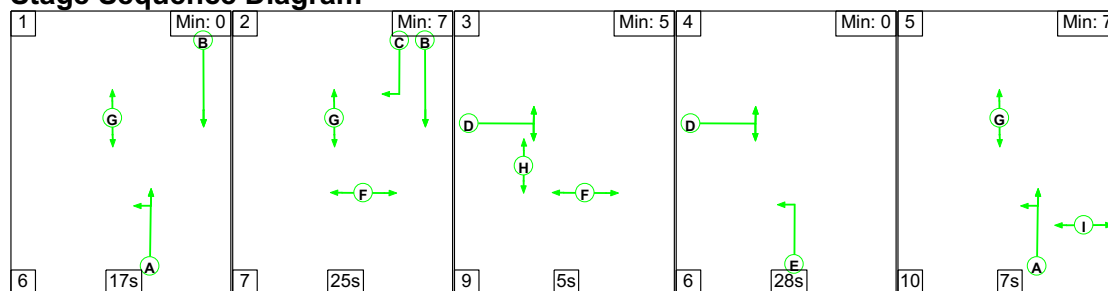
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	34.8	58.4	0.0	93.2	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	34.8	58.4	0.0	93.2	-	-	-	-
1/2+1/1	1092	1092	-	-	-	8.0	15.3	-	23.3	76.7	30.2	15.3	45.5
1/3	889	889	-	-	-	8.1	11.0	-	19.1	77.4	29.1	11.0	40.1
2/1	891	891	-	-	-	4.0	1.4	-	5.5	22.1	20.8	1.4	22.2
2/2+2/3	508	491	-	-	-	6.8	16.2	-	23.0	162.7	17.8	16.2	33.9
3/1+3/2	534	523	-	-	-	7.8	14.6	-	22.4	151.2	9.0	14.6	23.6
4/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-14.9	Total Delay for Signalled Lanes (pcuHr):		93.20	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-14.9	Total Delay Over All Lanes(pcuHr):		93.20					

Full Input Data And Results

Scenario 2: '2' (FG2: '2020 PM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

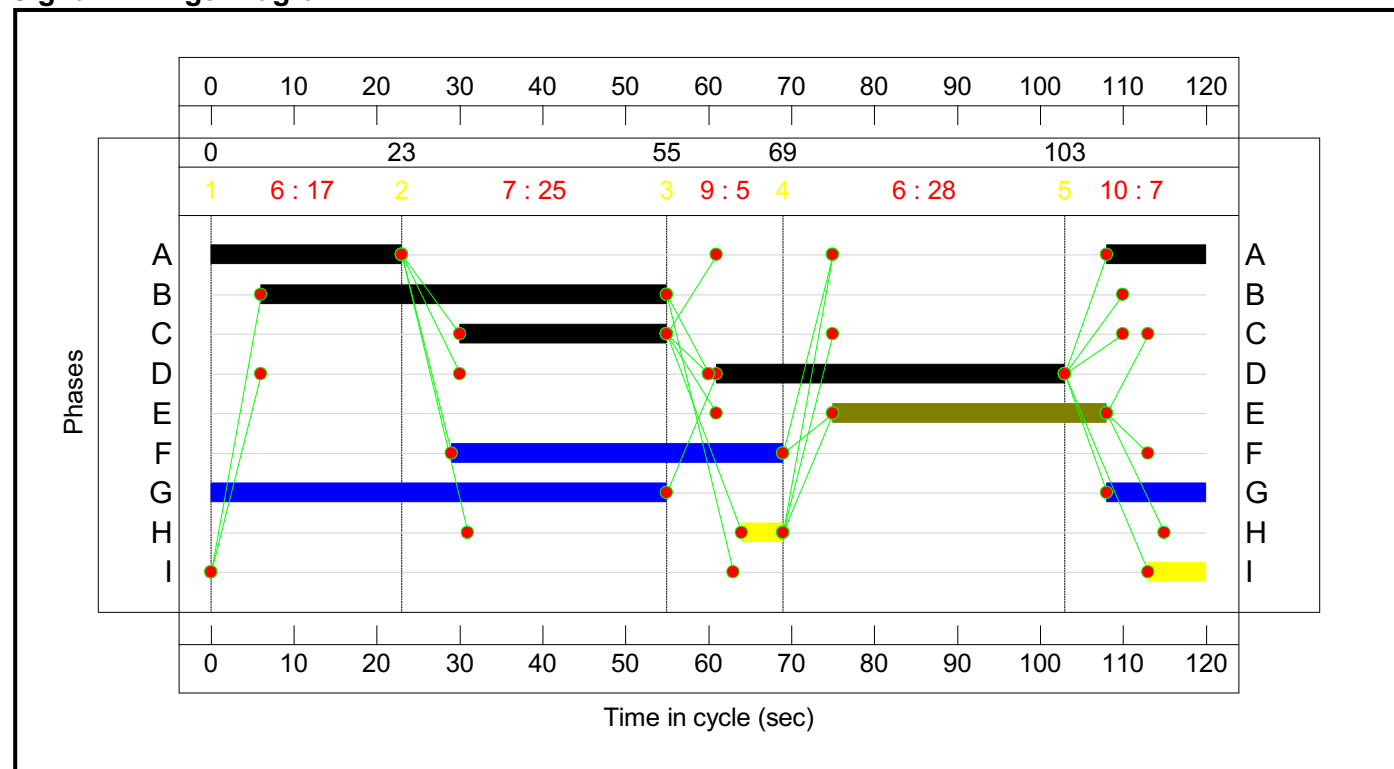
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	17	25	5	28	7
Change Point	0	23	55	69	103

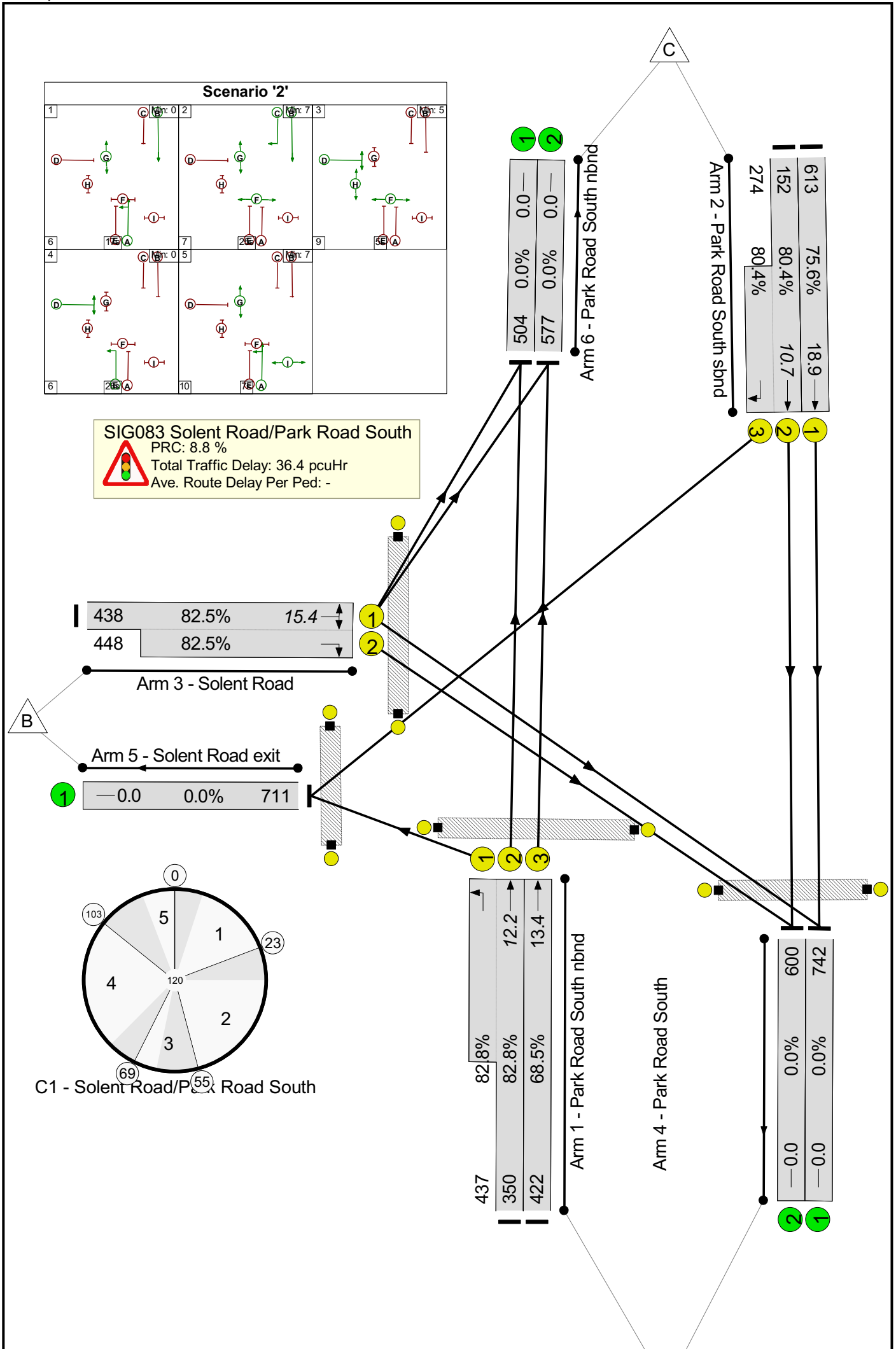
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

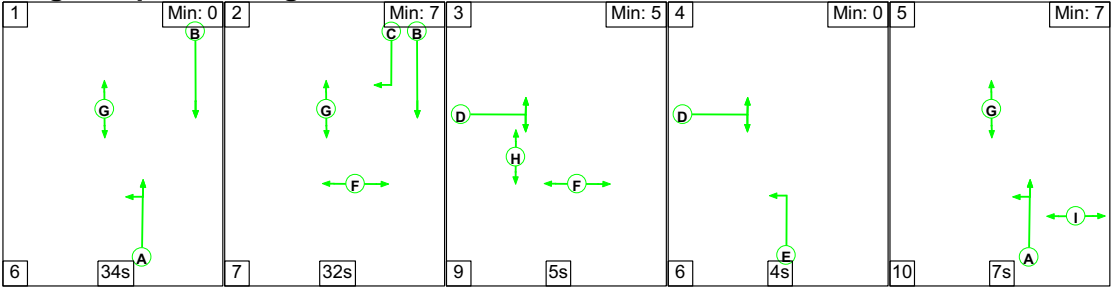
Network Results

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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	35:68	33	787	2055:1702	423+528	82.8 : 82.8%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	35	-	422	2055	617	68.5%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	613	1945	810	75.6%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:25	-	426	2085:1787	189+341	80.4 : 80.4%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	886	1642:1676	531+543	82.5 : 82.5%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	40	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	27.2	9.2	0.0	36.4	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	27.2	9.2	0.0	36.4	-	-	-	-
1/2+1/1	787	787	-	-	-	5.2	2.3	-	7.5	34.5	9.8	2.3	12.2
1/3	422	422	-	-	-	4.3	1.1	-	5.4	46.2	12.3	1.1	13.4
2/1	613	613	-	-	-	5.1	1.5	-	6.6	38.8	17.4	1.5	18.9
2/2+2/3	426	426	-	-	-	4.2	2.0	-	6.2	52.6	8.7	2.0	10.7
3/1+3/2	886	886	-	-	-	8.3	2.3	-	10.6	43.1	13.1	2.3	15.4
4/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		8.8	Total Delay for Signalled Lanes (pcuHr):		36.38	Cycle Time (s): 120				
			PRC Over All Lanes (%):		8.8	Total Delay Over All Lanes(pcuHr):		36.38					

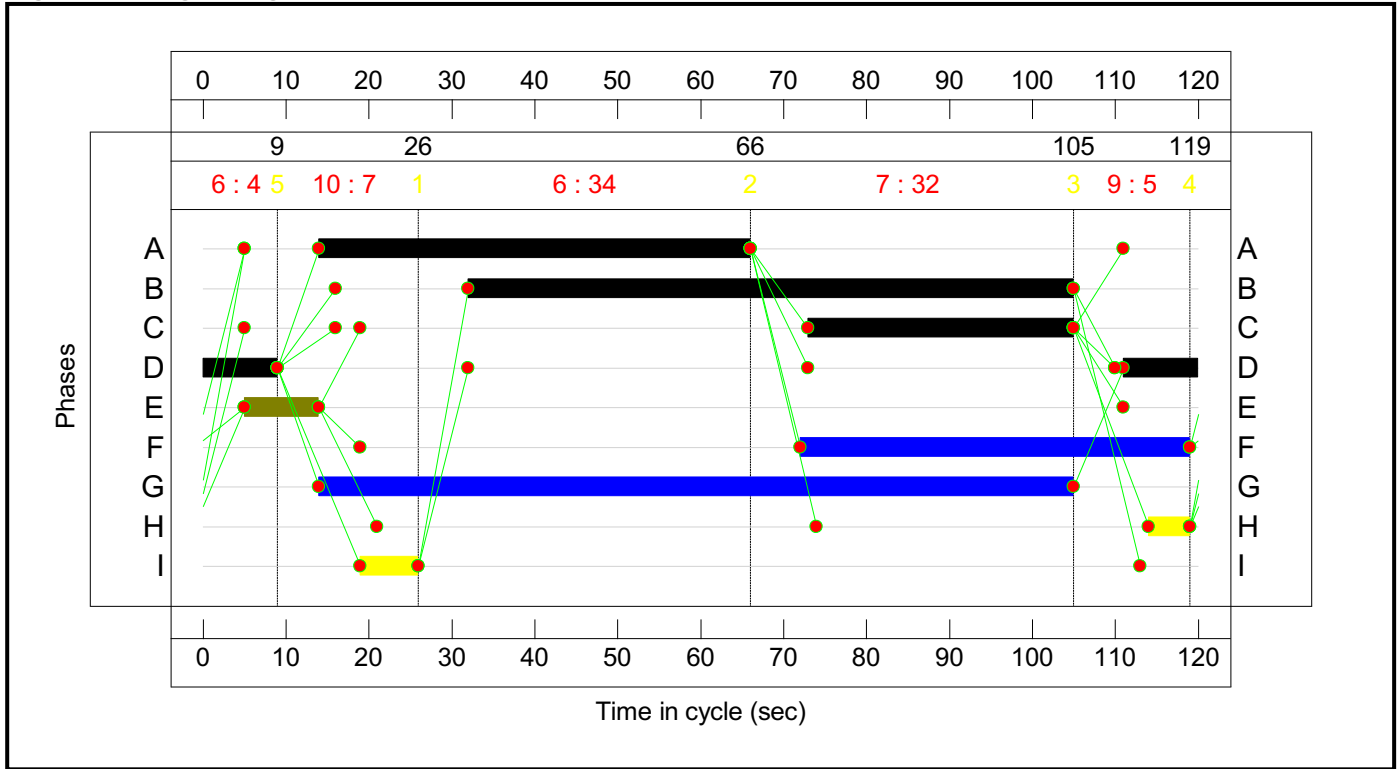
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	34	32	5	4	7
Change Point	26	66	105	119	9

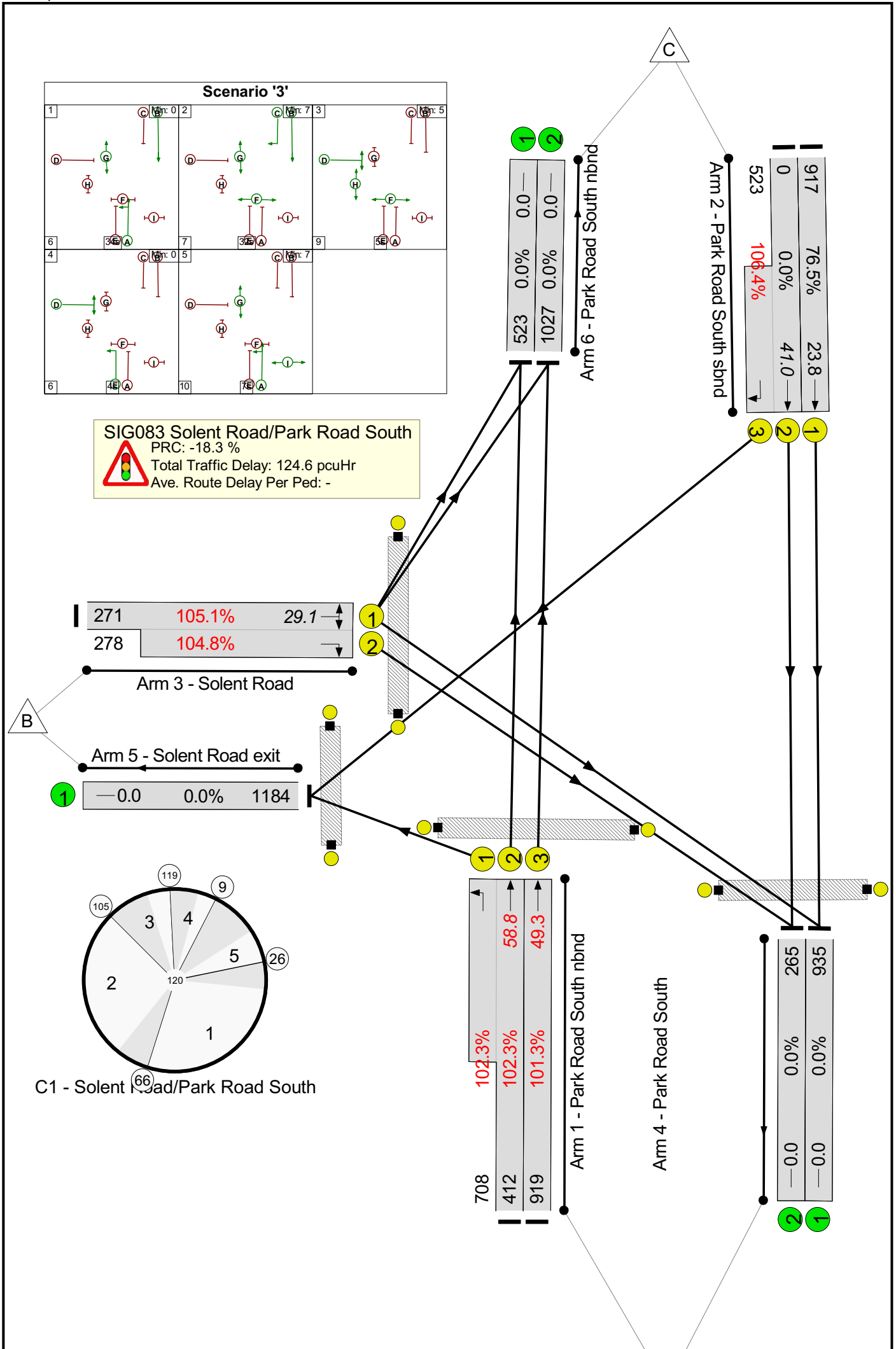
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

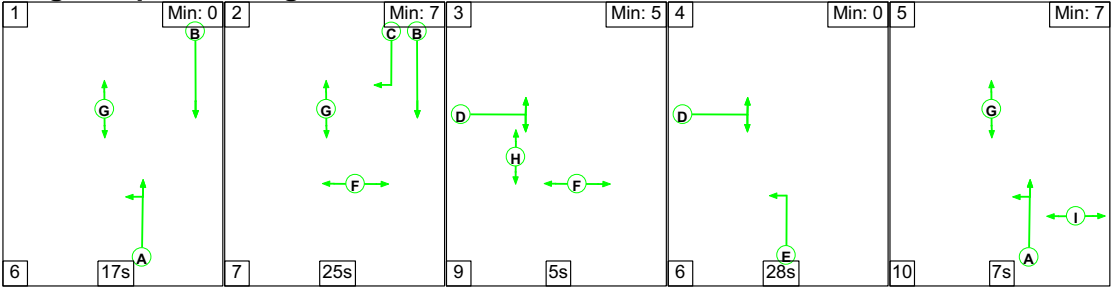
Network Results

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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	52:61	9	1120	2055:1702	403+692	102.3 : 102.3%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	52	-	919	2055	908	101.3%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	917	1945	1199	76.5%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:32	-	523	2085:1787	0+491	0.0 : 106.4%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	549	1628:1676	258+265	105.1 : 104.8%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	47	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	39.1	85.5	0.0	124.6	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	39.1	85.5	0.0	124.6	-	-	-	-
1/2+1/1	1120	1095	-	-	-	9.5	24.0	-	33.5	107.7	34.8	24.0	58.8
1/3	919	908	-	-	-	9.2	18.3	-	27.4	107.5	31.0	18.3	49.3
2/1	917	917	-	-	-	4.2	1.6	-	5.9	23.0	22.2	1.6	23.8
2/2+2/3	523	491	-	-	-	7.6	21.8	-	29.4	202.5	19.2	21.8	41.0
3/1+3/2	549	523	-	-	-	8.5	19.8	-	28.4	186.2	9.3	19.8	29.1
4/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -18.3 PRC Over All Lanes (%): -18.3		Total Delay for Signalled Lanes (pcuHr): 124.61 Total Delay Over All Lanes(pcuHr): 124.61		Cycle Time (s): 120						

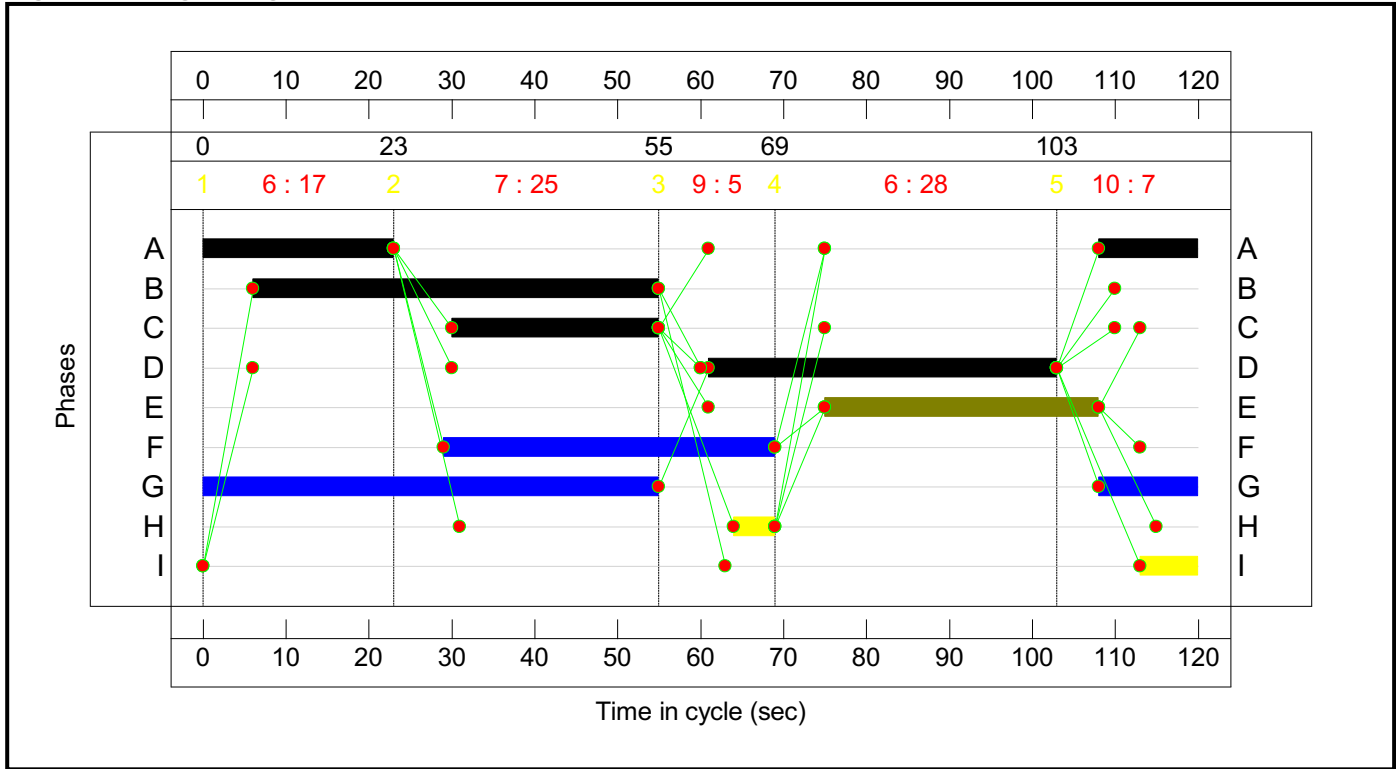
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	17	25	5	28	7
Change Point	0	23	55	69	103

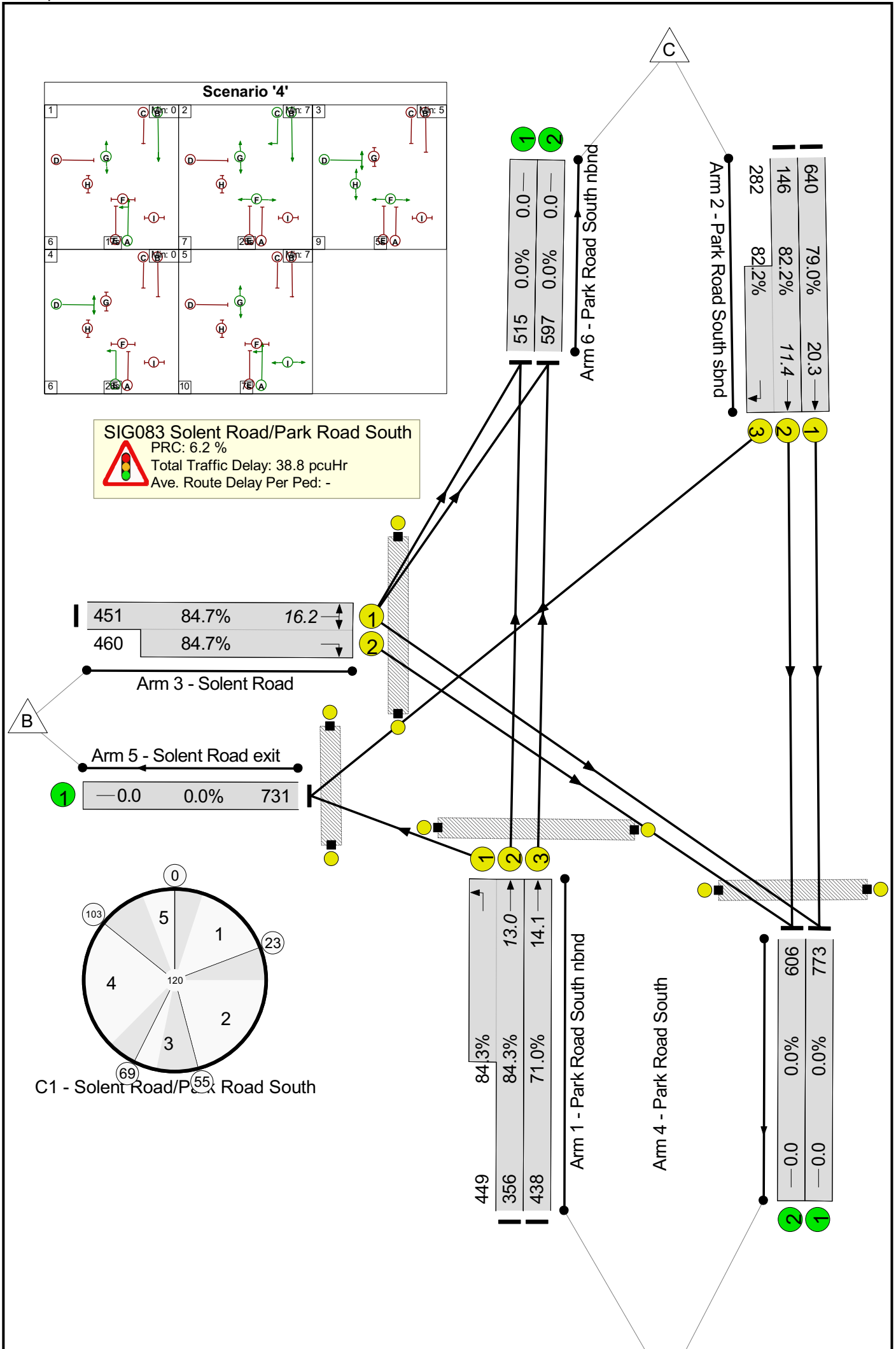
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

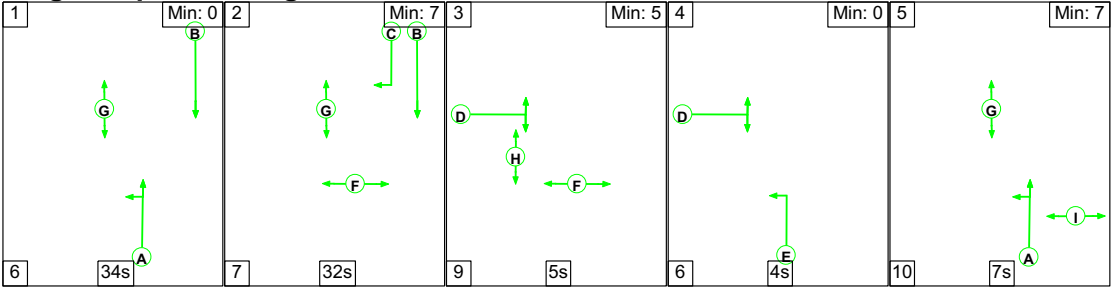
Network Results

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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	35:68	33	805	2055:1702	422+532	84.3 : 84.3%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	35	-	438	2055	617	71.0%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	640	1945	810	79.0%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:25	-	428	2085:1787	178+343	82.2 : 82.2%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	911	1642:1676	532+543	84.7 : 84.7%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	40	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	28.3	10.5	0.0	38.8	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	28.3	10.5	0.0	38.8	-	-	-	-
1/2+1/1	805	805	-	-	-	5.4	2.6	-	8.0	35.6	10.4	2.6	13.0
1/3	438	438	-	-	-	4.5	1.2	-	5.8	47.3	12.9	1.2	14.1
2/1	640	640	-	-	-	5.4	1.8	-	7.2	40.8	18.5	1.8	20.3
2/2+2/3	428	428	-	-	-	4.3	2.2	-	6.5	54.9	9.2	2.2	11.4
3/1+3/2	911	911	-	-	-	8.6	2.7	-	11.3	44.7	13.5	2.7	16.2
4/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): PRC Over All Lanes (%):		6.2 6.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		38.80 38.80	Cycle Time (s): 120				

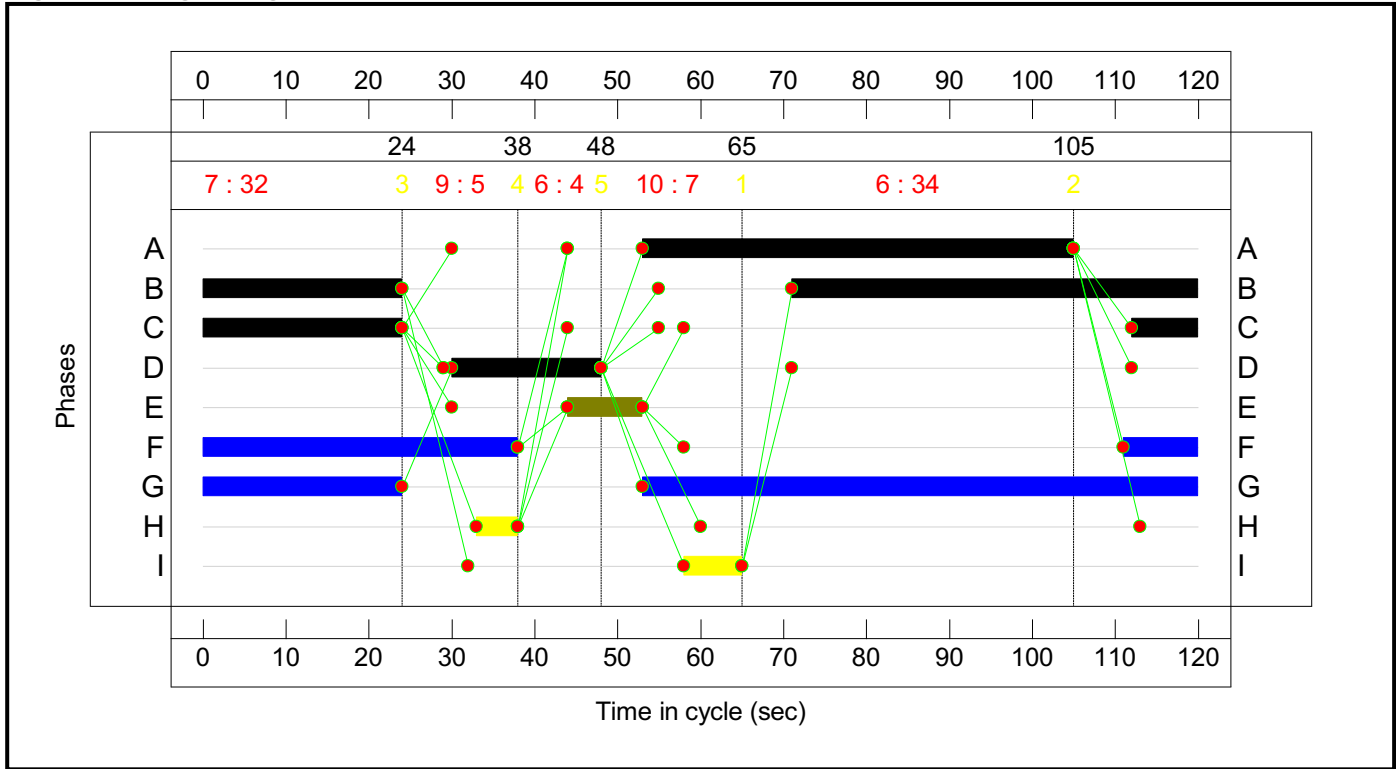
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	34	32	5	4	7
Change Point	65	105	24	38	48

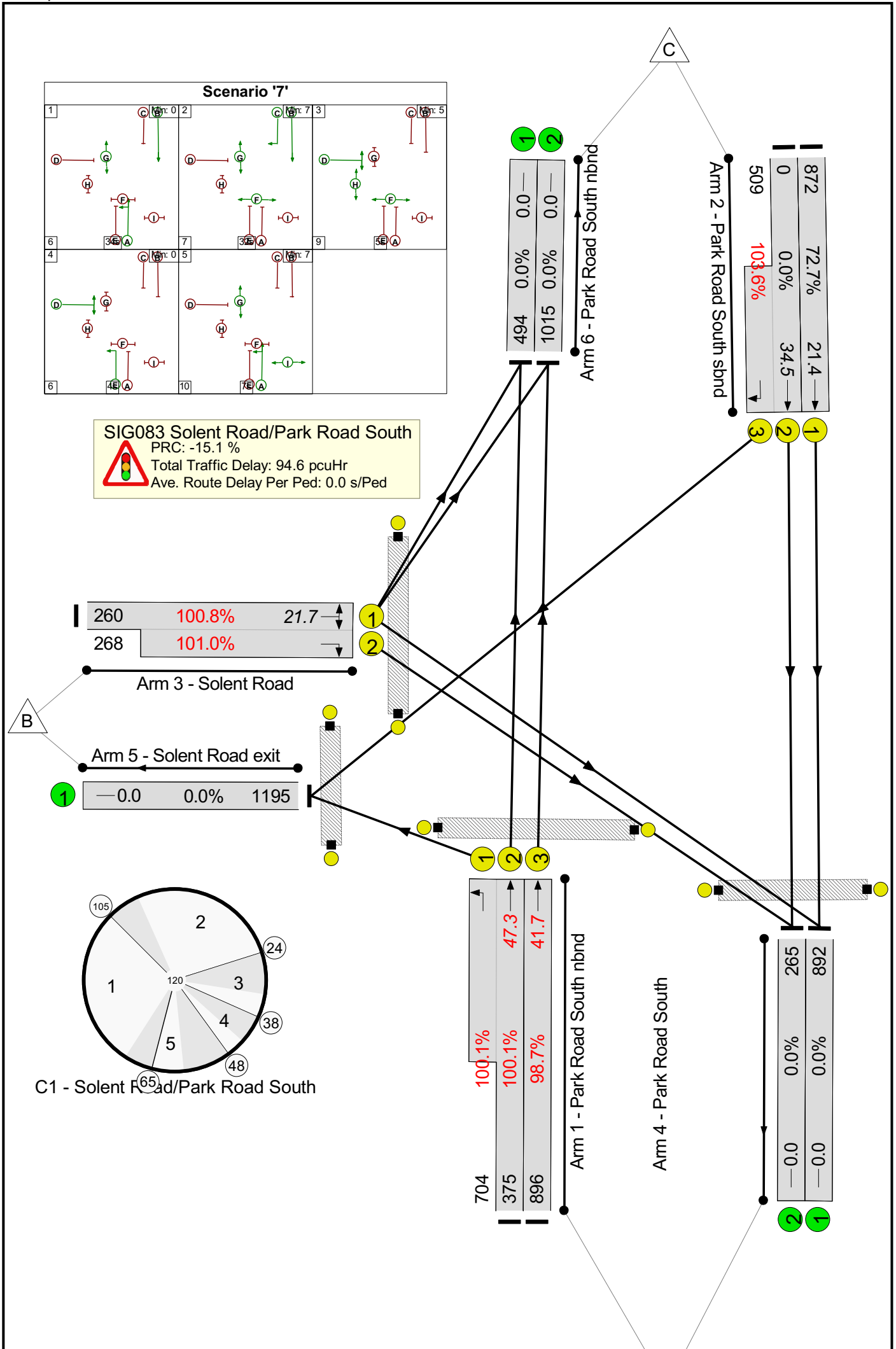
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

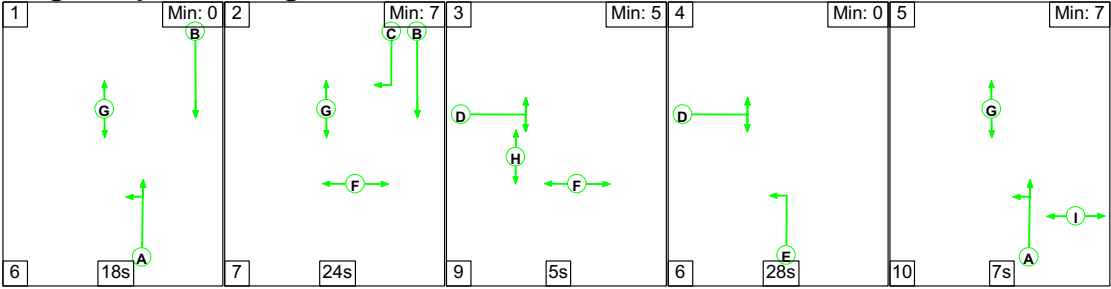
Network Results

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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	103.6%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	103.6%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	52:61	9	1079	2055:1702	375+704	100.1 : 100.1%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	52	-	896	2055	908	98.7%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	872	1945	1199	72.7%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:32	-	509	2085:1787	0+491	0.0 : 103.6%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	528	1629:1676	258+265	100.8 : 101.0%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1213	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	47	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	35.1	59.5	0.0	94.6	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	35.1	59.5	0.0	94.6	-	-	-	-
1/2+1/1	1079	1079	-	-	-	8.0	16.6	-	24.6	82.1	30.7	16.6	47.3
1/3	896	896	-	-	-	8.3	12.3	-	20.6	82.7	29.4	12.3	41.7
2/1	872	872	-	-	-	3.9	1.3	-	5.2	21.4	20.1	1.3	21.4
2/2+2/3	509	491	-	-	-	7.3	16.5	-	23.8	168.1	18.0	16.5	34.5
3/1+3/2	528	523	-	-	-	7.7	12.7	-	20.4	139.0	9.0	12.7	21.7
4/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1195	1195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-15.1	Total Delay for Signalled Lanes (pcuHr):		94.55	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-15.1	Total Delay Over All Lanes(pcuHr):		94.55					

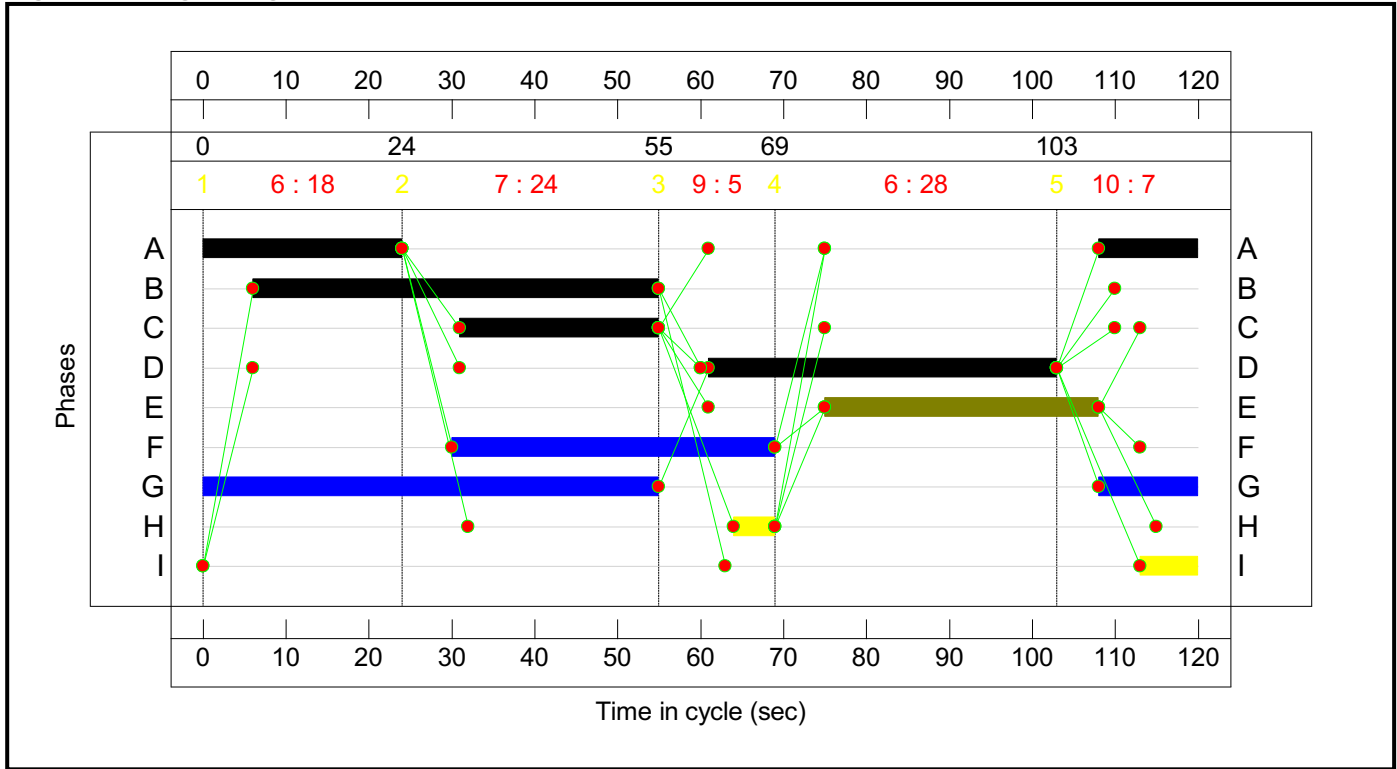
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	18	24	5	28	7
Change Point	0	24	55	69	103

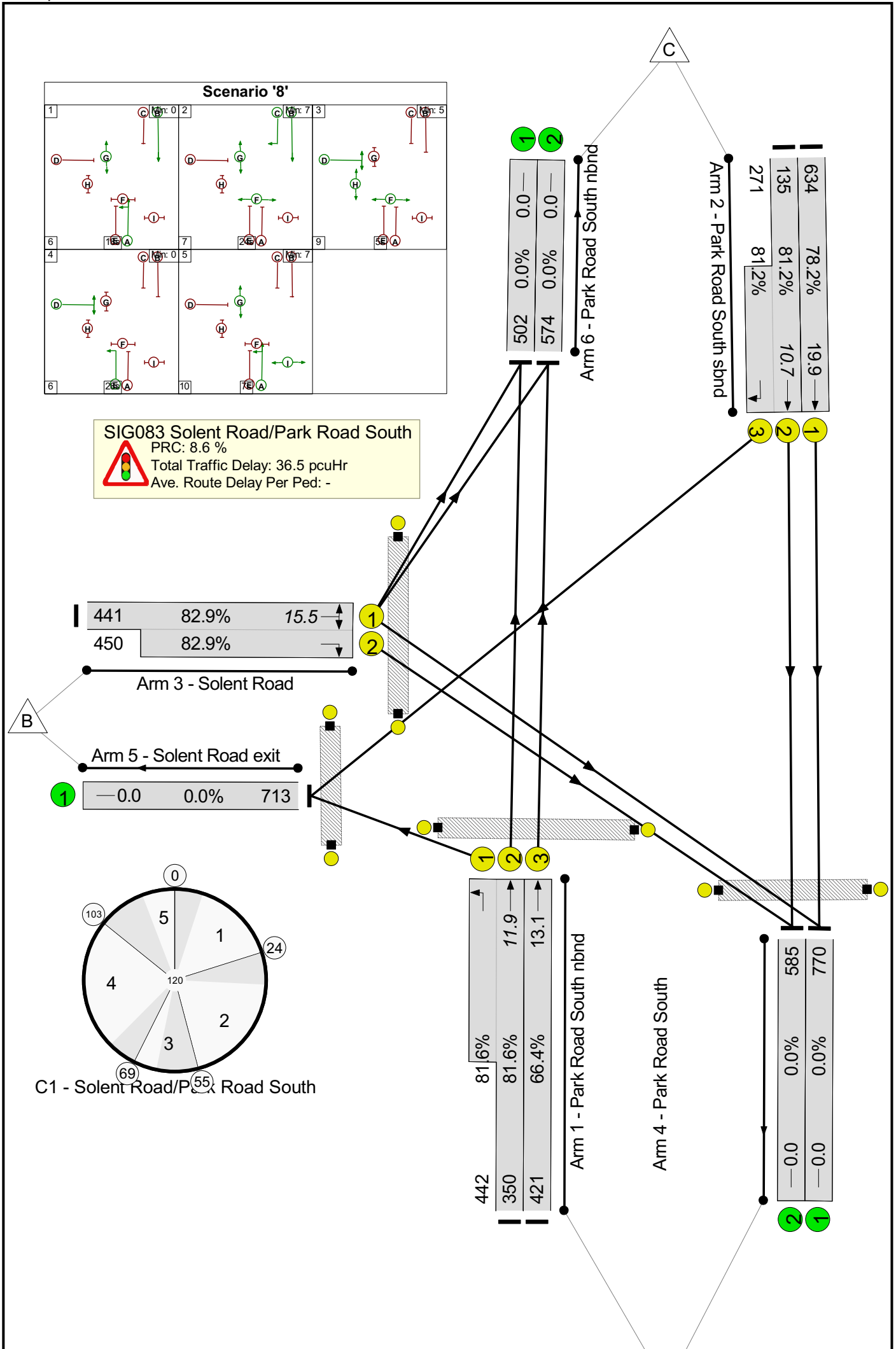
Signal Timings Diagram



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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	36:69	33	792	2055:1702	429+542	81.6 : 81.6%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	36	-	421	2055	634	66.4%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	634	1945	810	78.2%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:24	-	406	2085:1787	166+334	81.2 : 81.2%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	891	1642:1676	532+543	82.9 : 82.9%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	39	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

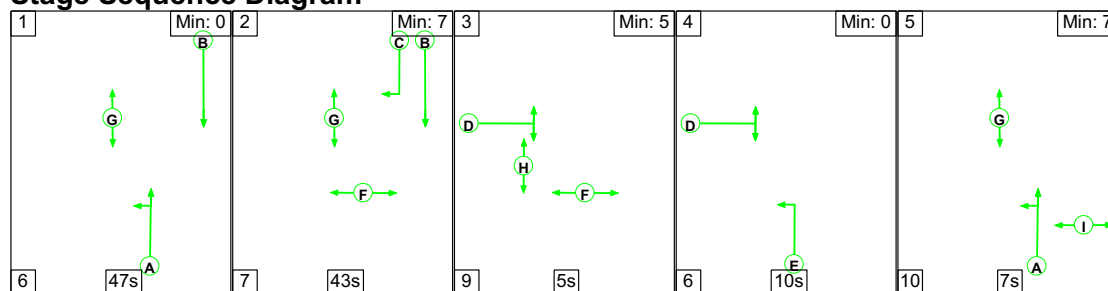
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	27.2	9.3	0.0	36.5	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	27.2	9.3	0.0	36.5	-	-	-	-
1/2+1/1	792	792	-	-	-	5.1	2.2	-	7.3	33.0	9.7	2.2	11.9
1/3	421	421	-	-	-	4.2	1.0	-	5.2	44.5	12.2	1.0	13.1
2/1	634	634	-	-	-	5.3	1.8	-	7.1	40.3	18.1	1.8	19.9
2/2+2/3	406	406	-	-	-	4.2	2.1	-	6.2	55.2	8.7	2.1	10.7
3/1+3/2	891	891	-	-	-	8.4	2.4	-	10.7	43.3	13.1	2.4	15.5
4/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		8.6	Total Delay for Signalled Lanes (pcuHr):		36.50	Cycle Time (s): 120				
			PRC Over All Lanes (%):		8.6	Total Delay Over All Lanes(pcuHr):		36.50					

Full Input Data And Results

Scenario 7: '9' (FG7: '2023 AM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

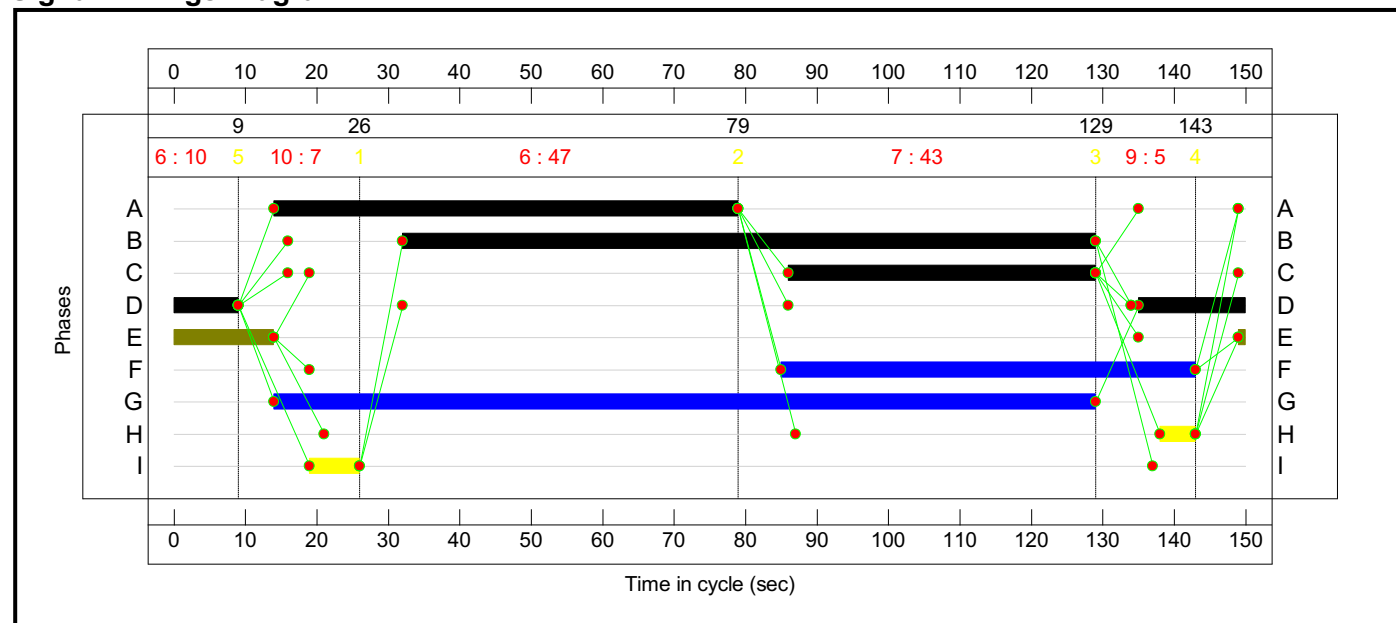
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	43	5	10	7
Change Point	26	79	129	143	9

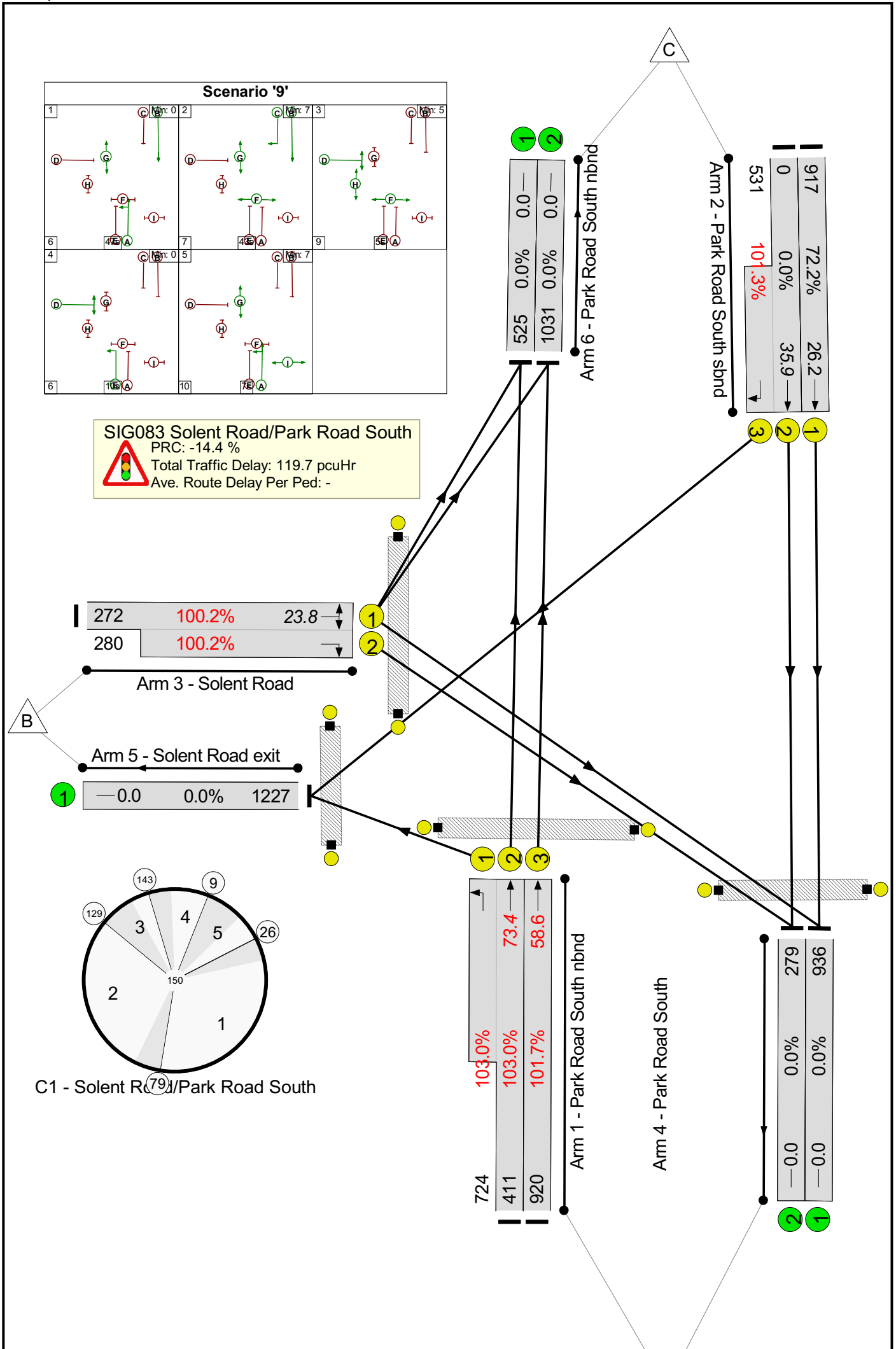
Signal Timings Diagram



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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	103.0%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	103.0%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	65:80	15	1135	2055:1702	399+703	103.0 : 103.0%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	65	-	920	2055	904	101.7%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	97	-	917	1945	1271	72.2%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	97:43	-	531	2085:1787	0+524	0.0 : 101.3%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	24	-	552	1628:1676	271+279	100.2 : 100.2%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	58	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

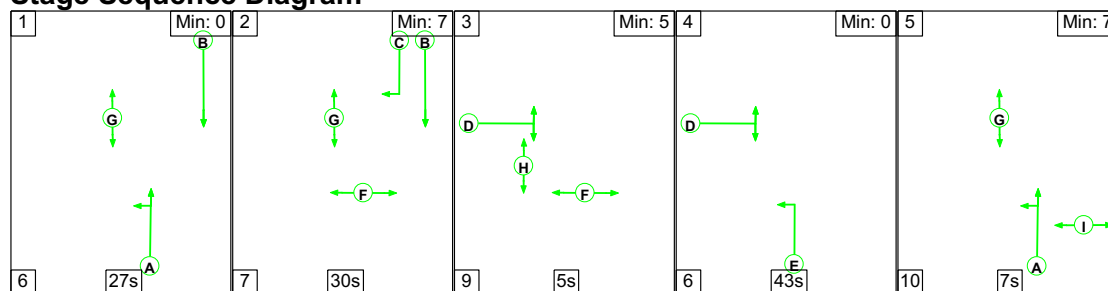
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	46.4	73.3	0.0	119.7	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	46.4	73.3	0.0	119.7	-	-	-	-
1/2+1/1	1135	1102	-	-	-	12.4	26.9	-	39.3	124.7	46.4	26.9	73.4
1/3	920	904	-	-	-	11.8	19.6	-	31.5	123.1	39.0	19.6	58.6
2/1	917	917	-	-	-	4.3	1.3	-	5.6	22.1	25.0	1.3	26.2
2/2+2/3	531	524	-	-	-	8.2	13.4	-	21.5	146.0	22.6	13.4	35.9
3/1+3/2	552	551	-	-	-	9.6	12.1	-	21.7	141.7	11.7	12.1	23.8
4/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1227	1227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -14.4 PRC Over All Lanes (%): -14.4		Total Delay for Signalled Lanes (pcuHr): 119.67 Total Delay Over All Lanes(pcuHr): 119.67		Cycle Time (s): 150						

Full Input Data And Results

Scenario 8: '10' (FG8: '2023 PM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

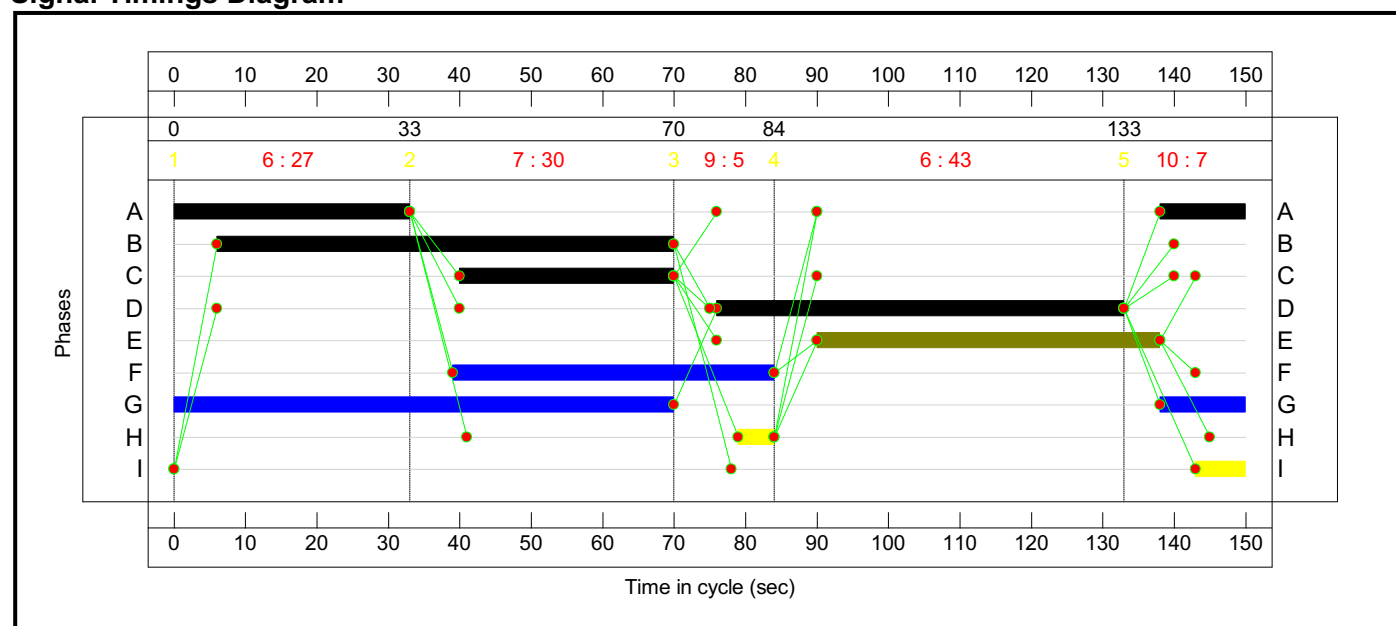
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	27	30	5	43	7
Change Point	0	33	70	84	133

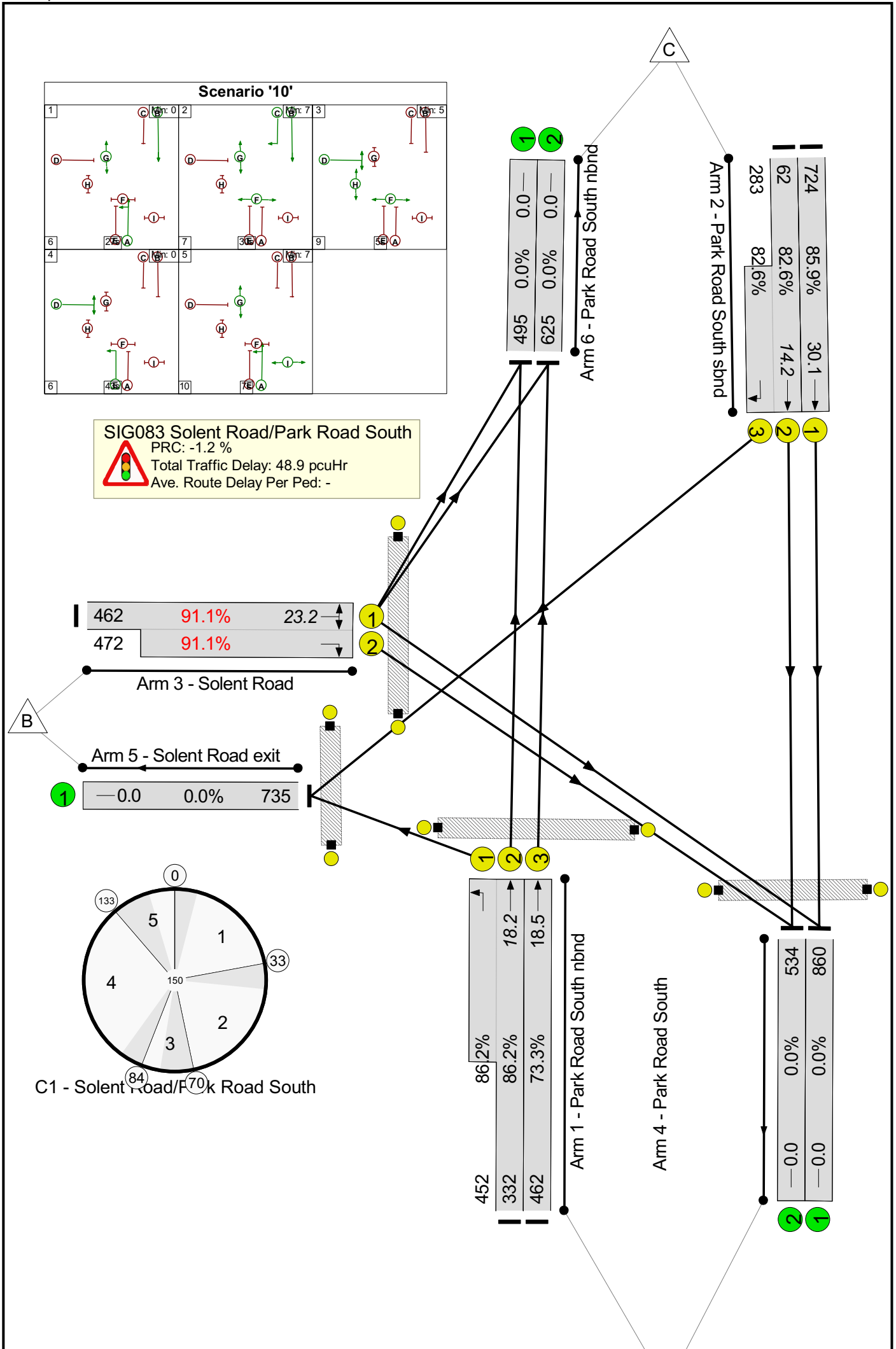
Signal Timings Diagram



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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	45:93	48	784	2055:1702	385+524	86.2 : 86.2%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	45	-	462	2055	630	73.3%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	64	-	724	1945	843	85.9%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	64:30	-	345	2085:1787	75+342	82.6 : 82.6%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	57	-	934	1642:1676	507+518	91.1 : 91.1%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	45	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

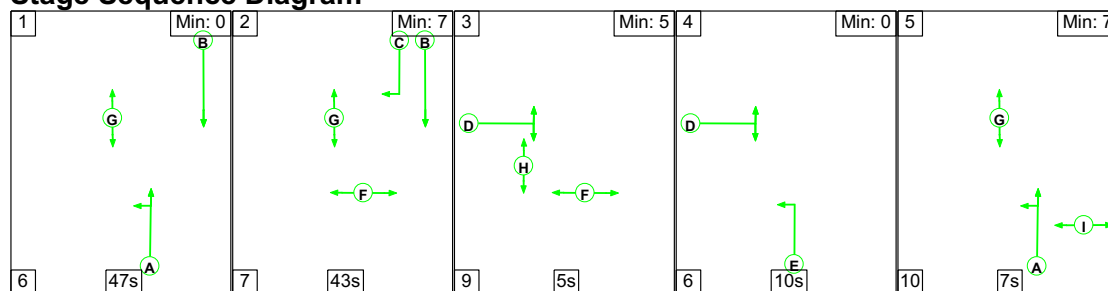
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	34.7	14.1	0.0	48.9	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	34.7	14.1	0.0	48.9	-	-	-	-
1/2+1/1	784	784	-	-	-	5.9	3.0	-	8.9	40.9	15.2	3.0	18.2
1/3	462	462	-	-	-	6.0	1.4	-	7.3	57.0	17.2	1.4	18.5
2/1	724	724	-	-	-	7.7	2.9	-	10.6	52.8	27.1	2.9	30.1
2/2+2/3	345	345	-	-	-	4.9	2.2	-	7.2	74.8	11.9	2.2	14.2
3/1+3/2	934	934	-	-	-	10.2	4.6	-	14.8	57.2	18.6	4.6	23.2
4/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-1.2	Total Delay for Signalled Lanes (pcuHr):		48.86	Cycle Time (s): 150				
			PRC Over All Lanes (%):		-1.2	Total Delay Over All Lanes(pcuHr):		48.86					

Full Input Data And Results

Scenario 9: '13' (FG11: '2026 AM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

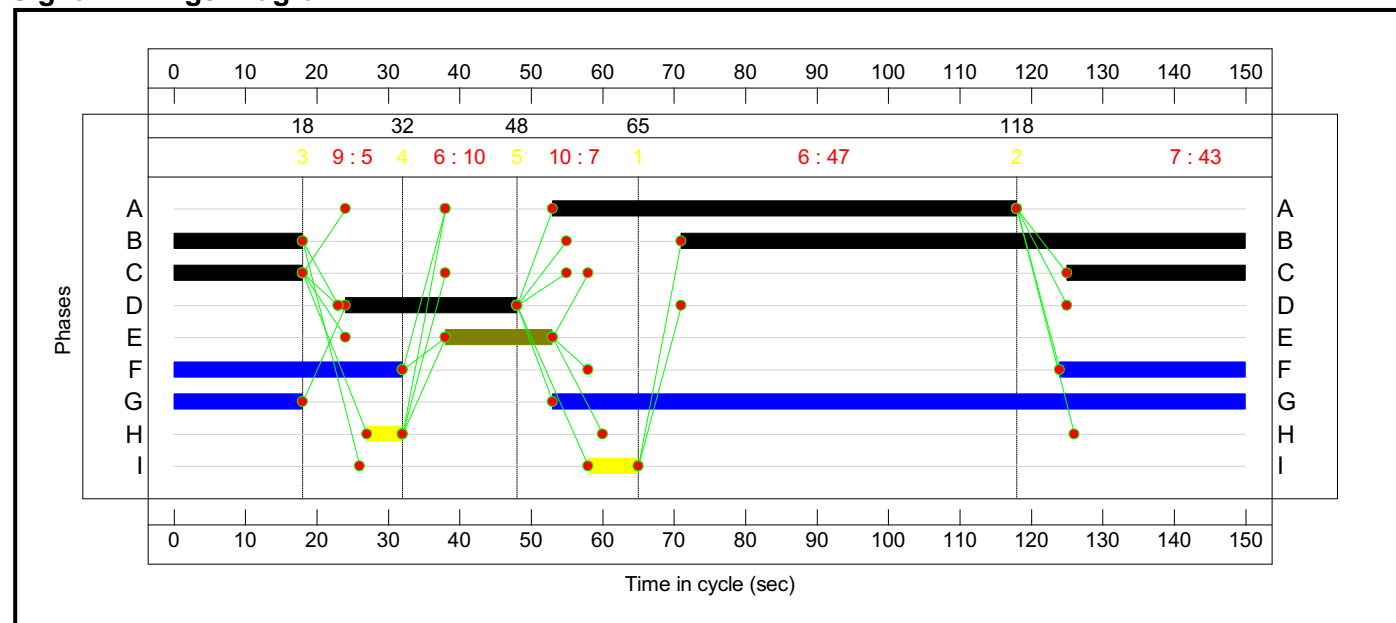
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	43	5	10	7
Change Point	65	118	18	32	48

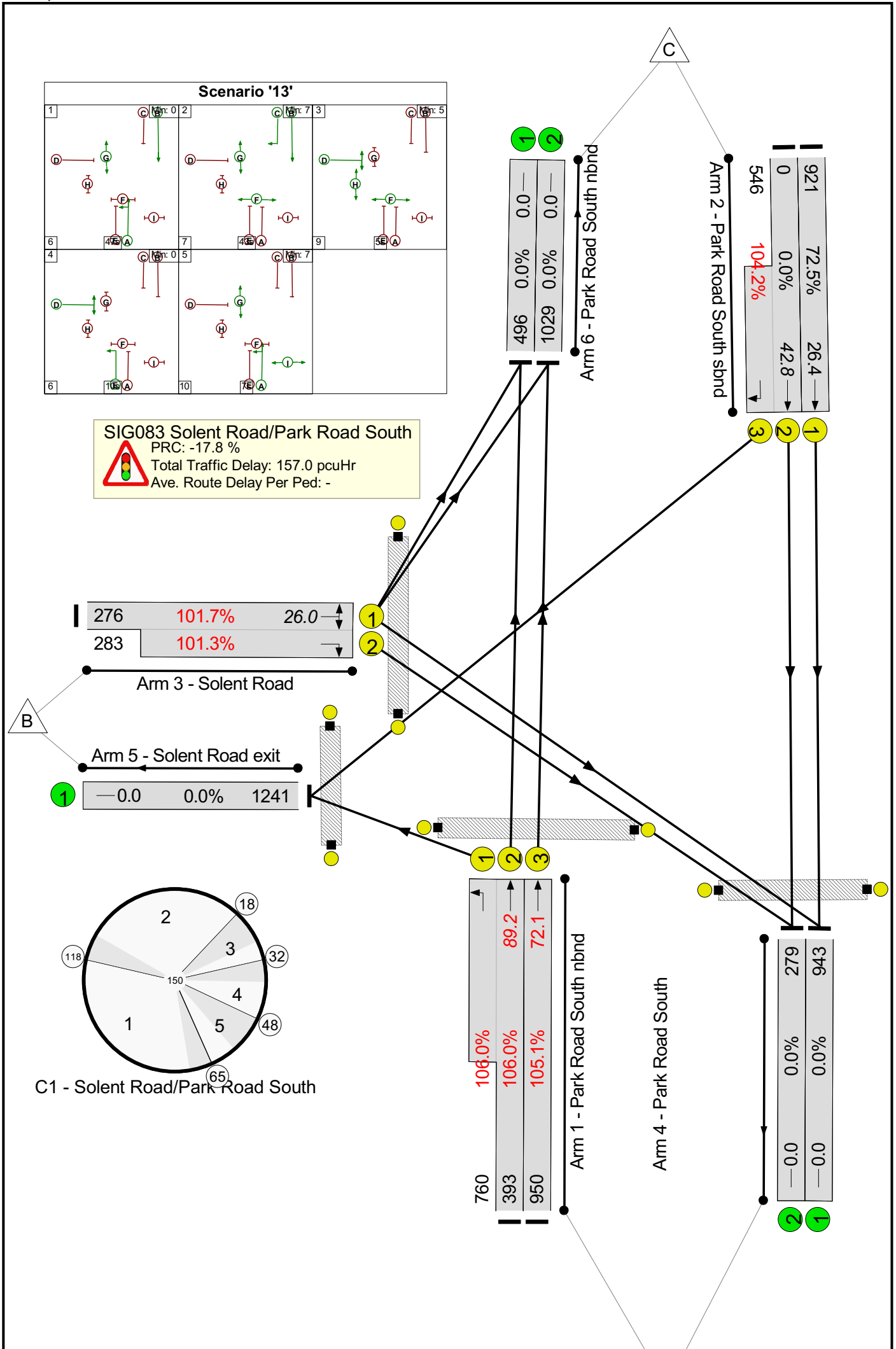
Signal Timings Diagram



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: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	65:80	15	1153	2055:1702	371+717	106.0 : 106.0%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	65	-	950	2055	904	105.1%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	97	-	921	1945	1271	72.5%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	97:43	-	546	2085:1787	0+524	0.0 : 104.2%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	24	-	559	1629:1676	272+279	101.7 : 101.3%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1306	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	58	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

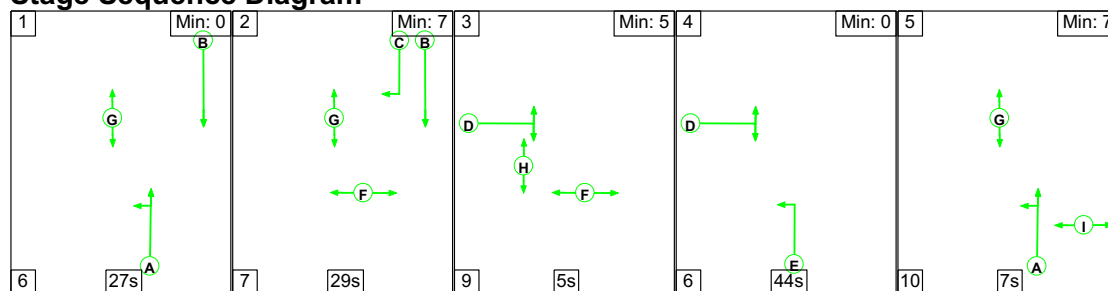
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	52.6	104.4	0.0	157.0	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	52.6	104.4	0.0	157.0	-	-	-	-
1/2+1/1	1153	1087	-	-	-	14.3	40.1	-	54.4	169.7	49.1	40.1	89.2
1/3	950	904	-	-	-	13.8	30.6	-	44.4	168.4	41.5	30.6	72.1
2/1	921	921	-	-	-	4.4	1.3	-	5.7	22.2	25.1	1.3	26.4
2/2+2/3	546	524	-	-	-	9.9	18.3	-	28.2	186.0	24.4	18.3	42.8
3/1+3/2	559	551	-	-	-	10.3	14.0	-	24.3	156.7	11.9	14.0	26.0
4/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1241	1241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-17.8	Total Delay for Signalled Lanes (pcuHr):		157.02	Cycle Time (s): 150				
			PRC Over All Lanes (%):		-17.8	Total Delay Over All Lanes(pcuHr):		157.02					

Full Input Data And Results

Scenario 10: '14' (FG12: '2026 PM Baseline + Com + Dev', Plan 1: 'Network Control Plan 1')

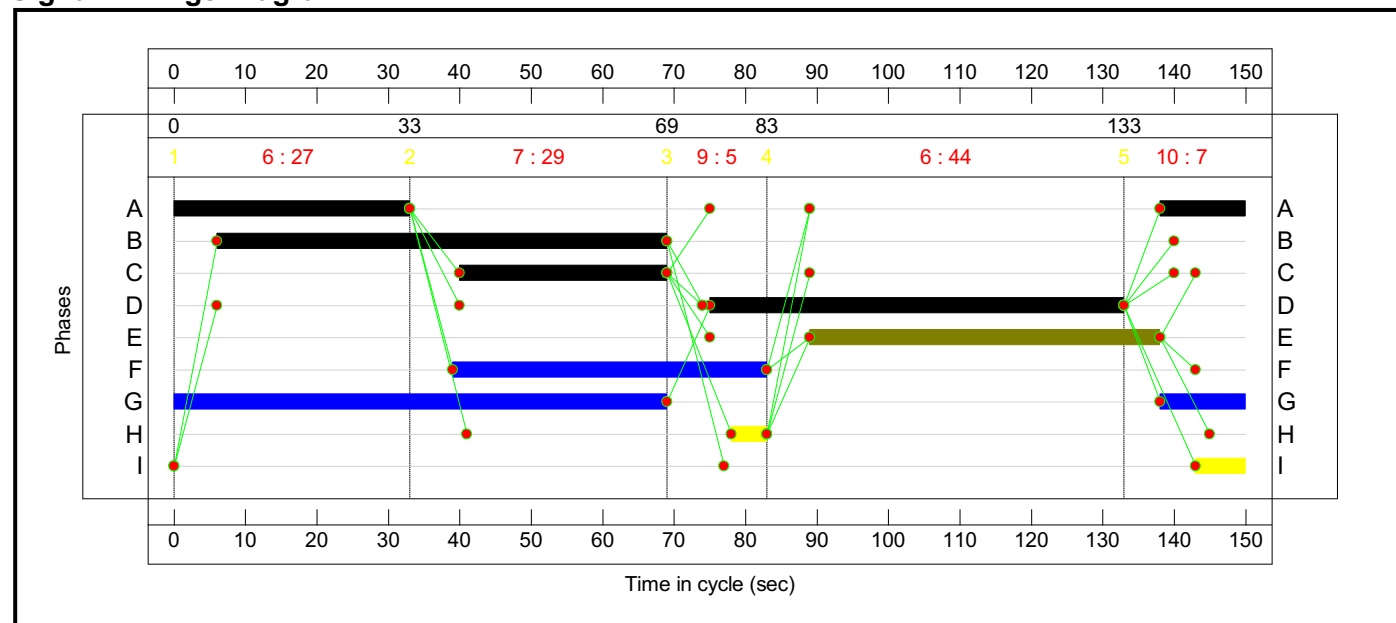
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	27	29	5	44	7
Change Point	0	33	69	83	133

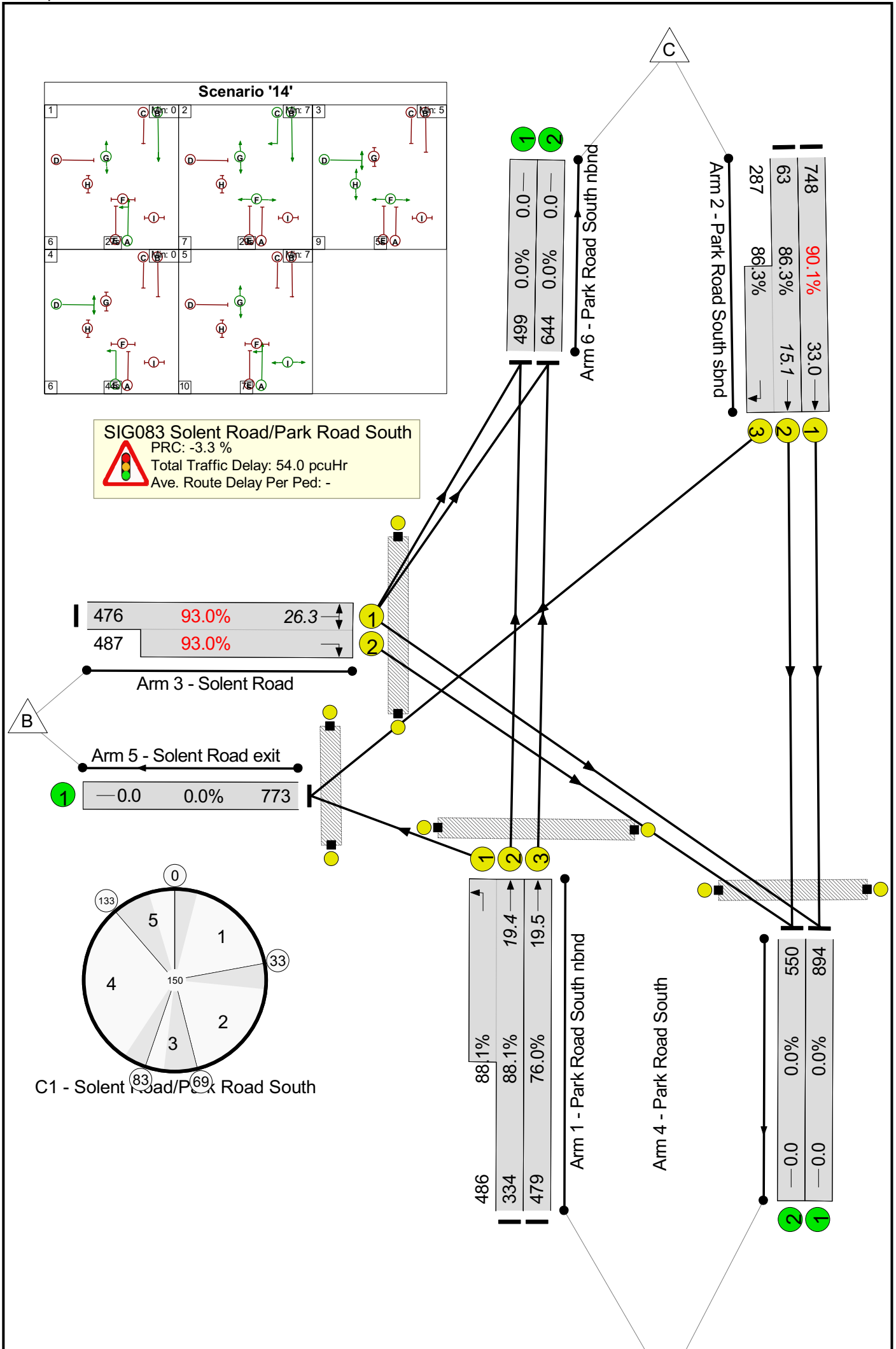
Signal Timings Diagram



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

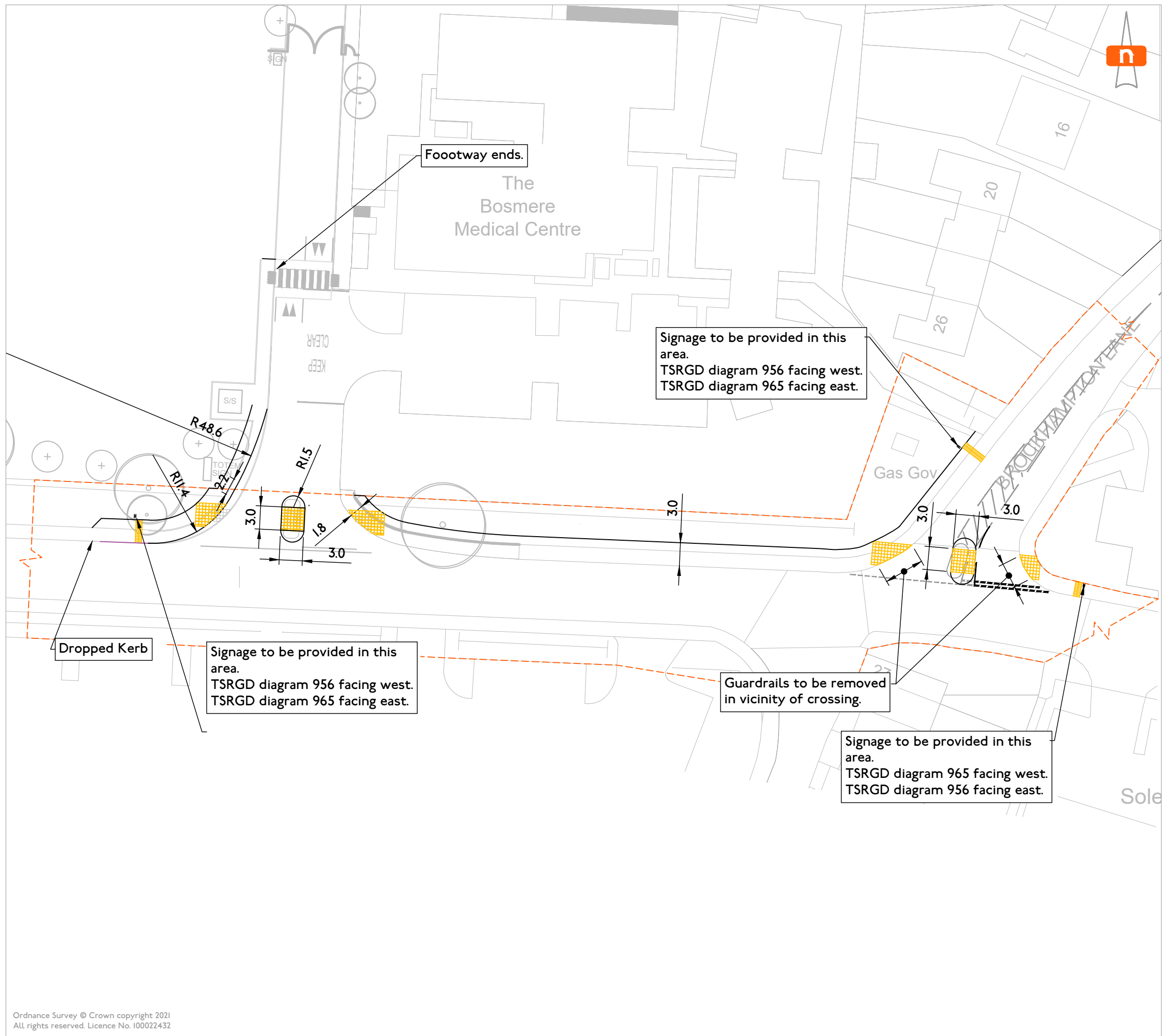
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	45:94	49	820	2055:1702	379+552	88.1 : 88.1%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	45	-	479	2055	630	76.0%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	63	-	748	1945	830	90.1%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	63:29	-	350	2085:1787	73+332	86.3 : 86.3%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	58	-	963	1642:1676	512+524	93.0 : 93.0%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	44	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	36.2	17.8	0.0	54.0	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	36.2	17.8	0.0	54.0	-	-	-	-
1/2+1/1	820	820	-	-	-	6.1	3.5	-	9.6	42.1	15.9	3.5	19.4
1/3	479	479	-	-	-	6.3	1.6	-	7.8	58.7	18.0	1.6	19.5
2/1	748	748	-	-	-	8.3	4.1	-	12.5	60.0	28.9	4.1	33.0
2/2+2/3	350	350	-	-	-	5.1	2.9	-	8.0	82.0	12.3	2.9	15.1
3/1+3/2	963	963	-	-	-	10.4	5.7	-	16.2	60.4	20.5	5.7	26.3
4/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South													
PRC for Signalled Lanes (%):			-3.3		Total Delay for Signalled Lanes (pcuHr):			54.00		Cycle Time (s): 150			
PRC Over All Lanes (%):			-3.3		Total Delay Over All Lanes(pcuHr):			54.00					

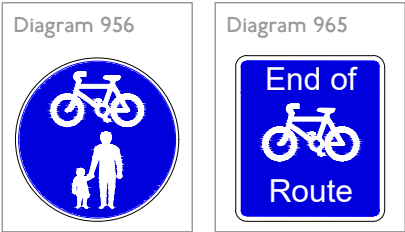
APPENDIX D

Proposed shared Footway / Cycleway



- Note:
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 3. Do not scale from this drawing. Work from figured dimensions only.
 4. All dimensions are shown in metres unless noted otherwise.
 5. Drawing based on Cornish Architects layout: TP_003H_Site Plan As Proposed_I9003.dwg
 6. The site access zebra crossing will be designed to a height of 50mm with 1/20 ramps either side to create a traffic calming measurement

TSRGD Signage Diagrams:



Key:
--- Highway boundary

A	12.12.2023	Footway Revised
-	12.04.2022	Initial Issue
REV	DATE	REMARKS

CLIENT

Portsmouth Water Ltd

JOB TITLE

Solent Road, Havant

DRAWING TITLE

Proposed Shared Footway/Cycleway & Crossing
Solent Road

DRAWING NO.

J32-5257-PS-016

DRAWN	PS	CHECKED	MF
CREATED	Dec '22	SCALE	1:500 at A3

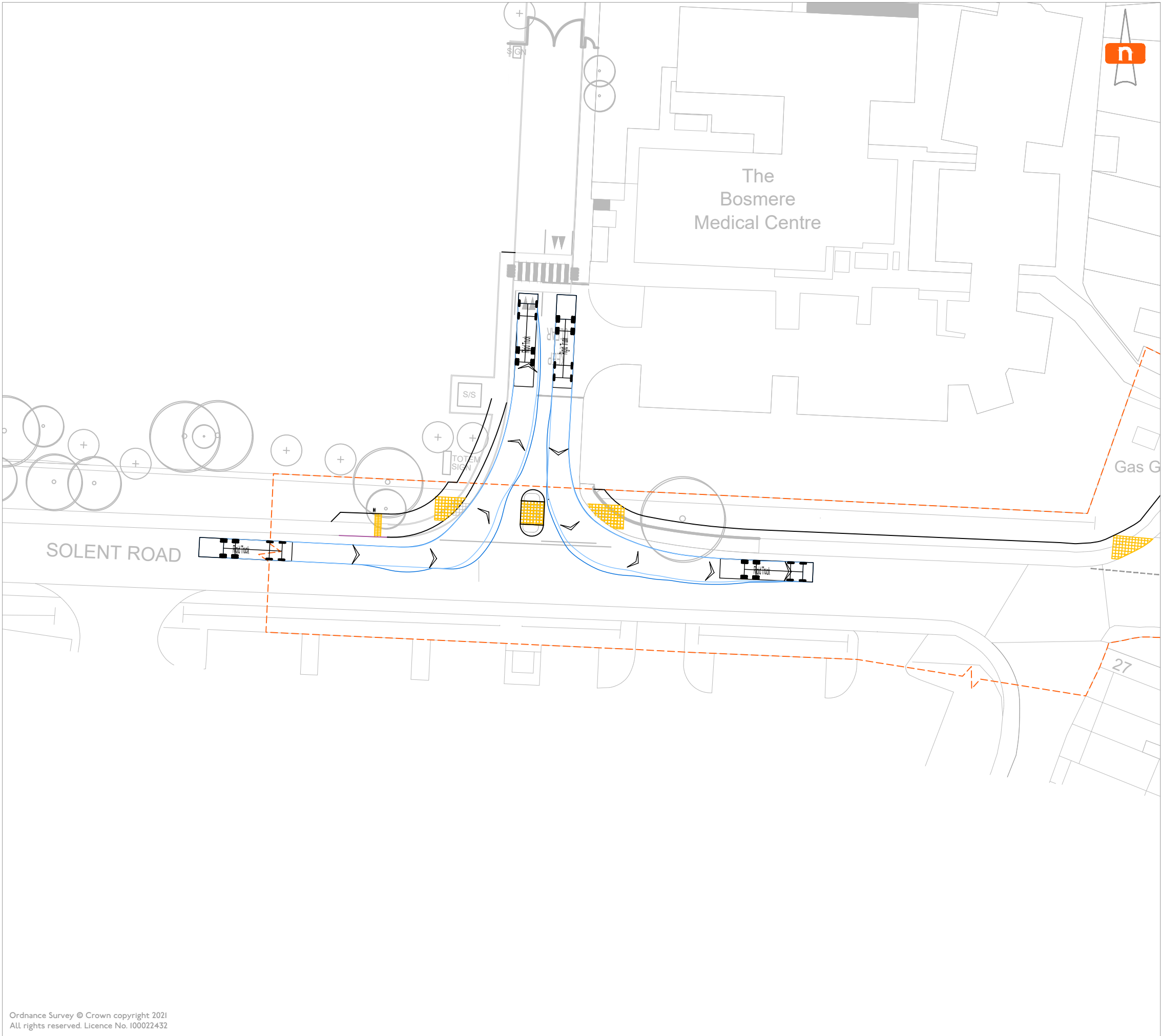
mode transport planning
Butler House
177 - 178 Tottenham Court Road
London
W1T 7NY



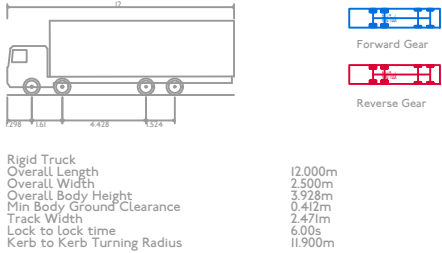
T 020 7000 9389
E info@modetransport.co.uk
W www.modetransport.co.uk

APPENDIX E

Swept Path Analysis



- Note:
- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 - Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 - Do not scale from this drawing. Work from figured dimensions only.
 - All dimensions are shown in metres unless noted otherwise.
 - Drawing based on Cornish Architects layout: TP_003H_Site Plan As Proposed_I9003.dwg



-	12.12.2023	Initial Issue
REV	DATE	REMARKS

CLIENT

Portsmouth Water Ltd

JOB TITLE

Solent Road, Havant

DRAWING TITLE

Swept Path Analysis
Rigid Truck

DRAWING NO.

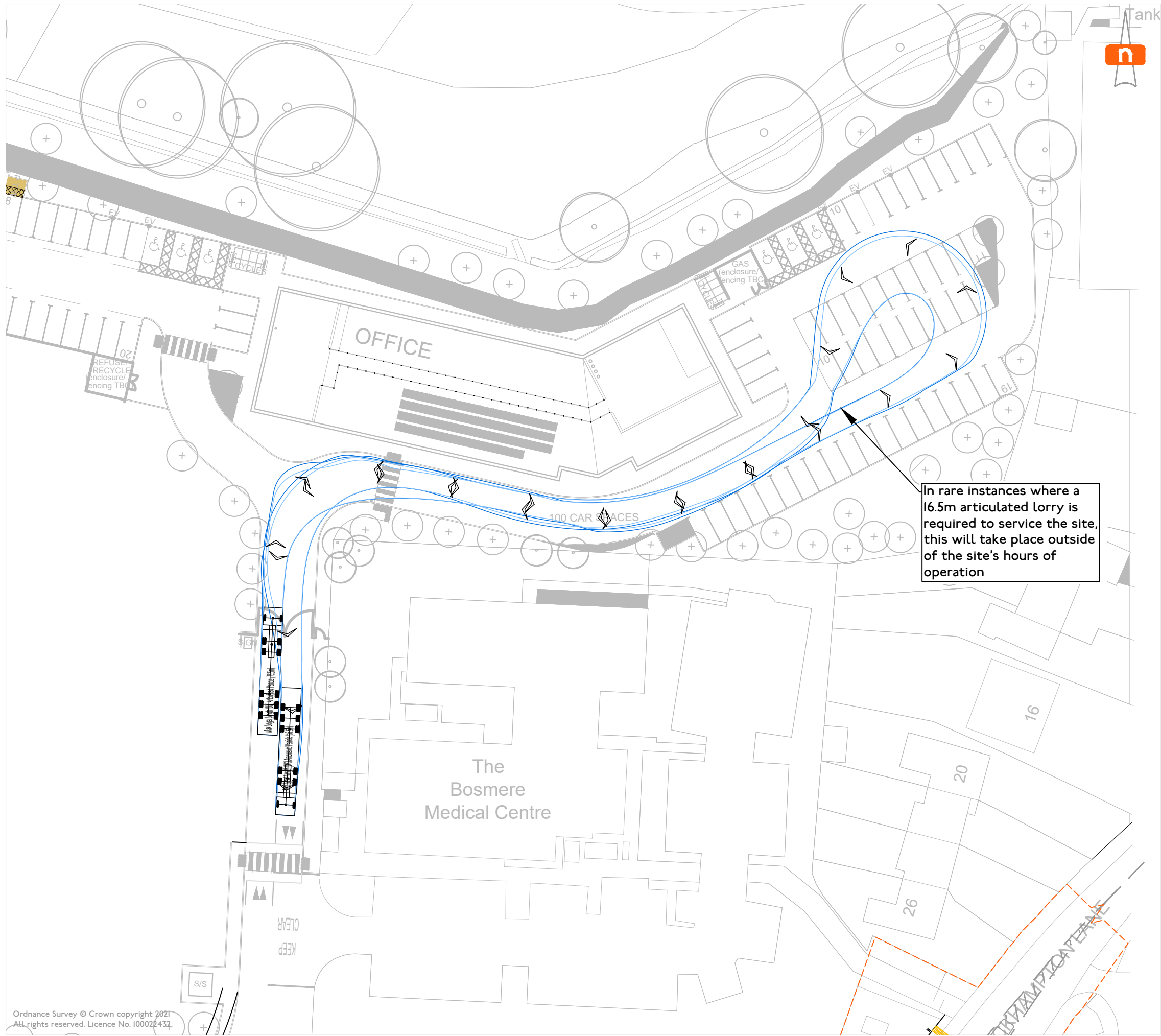
J32-5257-AT-A02

DRAWN	PS	CHECKED	MF
CREATED	Dec '23	SCALE	1:500 at A3

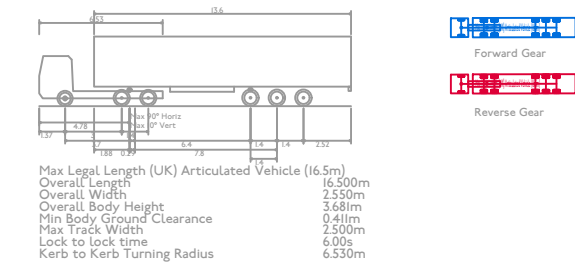
mode transport planning
Butler House
177 - 178 Tottenham Court Road
London
W1T 7NY

mode

transport planning



- Note:
- 1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 - 2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 - 3. Do not scale from this drawing. Work from figured dimensions only.
 - 4. All dimensions are shown in metres unless noted otherwise.
 - 5. Drawing based on Cornish Architects layout: TP_003H_Site Plan As Proposed_19003.dwg



-	13.12.2023	Initial Issue
REV	DATE	REMARKS

CLIENT

Portsmouth Water Ltd

JOB TITLE

Solent Road, Havant

DRAWING TITLE

Swept Path Analysis
16.5m Articulated Lorry

DRAWING NO.

J32-5257-AT-A04

DRAWN	MM	CHECKED	CH
CREATED	Dec '23	SCALE	1:500 at A3

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