

Appendix M

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: A3(M) Linked (Existing configuration from Topo) - April 2023.j9

Path: P:\Southern\140-149\147 Dandara\147.0008 College Road, Campdown\Modelling\Modelling - 633 Units - April 2023\A3 Roundabouts

Report generation date: 03/05/2023 11:42:03

-
- »Existing Configuration - 2023 Baseline , AM
 - »Existing Configuration - 2023 Baseline , PM
 - »Existing Configuration - 2025 Baseline, AM
 - »Existing Configuration - 2025 Baseline, PM
 - »Existing Configuration - 2025 Baseline + CD, AM
 - »Existing Configuration - 2025 Baseline + CD, PM
 - »Existing Configuration - 2025 Baseline + Dev + Com Dev, AM
 - »Existing Configuration - 2025 Baseline + Dev + Com Dev, PM
 - »Existing Configuration - 2033 Baseline, AM
 - »Existing Configuration - 2033 Baseline, PM
 - »Existing Configuration - 2033 Baseline + CD, AM
 - »Existing Configuration - 2033 Baseline + CD, PM
 - »Existing Configuration - 2033 Baseline + Dev + Com Dev, AM
 - »Existing Configuration - 2033 Baseline + Dev + Com Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
Existing Configuration - 2023 Baseline								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.7	0.06	0.41	A	0.4	0.05	0.29	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.1	0.08	0.51	A	2.6	0.13	0.72	A
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	4.0	0.20	0.80	B	1.8	0.13	0.64	A
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	2.7	0.13	0.73	A	0.9	0.06	0.46	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	4.0	0.15	0.80	A	3.0	0.12	0.75	A
2 - A3(M) Onslip - 4 - BnQ Access	0.5	0.29	0.31	C	0.5	0.26	0.35	C
Existing Configuration - 2025 Baseline								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.8	0.06	0.43	A	0.4	0.05	0.30	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.2	0.09	0.53	A	2.9	0.14	0.74	A
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	4.7	0.23	0.83	B	2.0	0.14	0.67	A
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	3.1	0.15	0.76	A	0.9	0.06	0.47	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	4.6	0.17	0.82	B	3.4	0.13	0.77	A
2 - A3(M) Onslip - 4 - BnQ Access	0.5	0.33	0.34	C	0.6	0.29	0.38	C
Existing Configuration - 2025 Baseline + CD								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.8	0.06	0.43	A	0.5	0.05	0.32	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.2	0.09	0.54	A	3.2	0.15	0.76	A
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	5.6	0.27	0.85	C	2.4	0.15	0.71	A
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	3.5	0.16	0.78	A	1.0	0.07	0.50	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	5.4	0.20	0.85	B	4.2	0.16	0.81	A
2 - A3(M) Onslip - 4 - BnQ Access	0.9	0.41	0.47	C	1.8	0.54	0.65	D
Existing Configuration - 2025 Baseline + Dev + Com Dev								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.8	0.06	0.44	A	0.5	0.05	0.34	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.4	0.09	0.57	A	5.1	0.23	0.84	B
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	13.9	0.61	0.95	E	3.6	0.22	0.79	B
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	4.6	0.22	0.83	B	1.2	0.07	0.53	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	9.9	0.35	0.92	C	6.9	0.25	0.88	B
2 - A3(M) Onslip - 4 - BnQ Access	1.5	0.73	0.62	E	3.7	1.13	0.82	F
Existing Configuration - 2033 Baseline								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.8	0.06	0.44	A	0.5	0.05	0.31	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.3	0.09	0.56	A	3.5	0.16	0.78	A
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	6.3	0.30	0.87	C	2.3	0.15	0.70	A
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	3.9	0.18	0.80	B	1.0	0.06	0.49	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	5.8	0.21	0.86	B	4.0	0.15	0.81	A
2 - A3(M) Onslip - 4 - BnQ Access	0.7	0.41	0.41	C	0.7	0.35	0.43	C
Existing Configuration - 2033 Baseline + CD								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.8	0.07	0.45	A	0.5	0.05	0.33	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.4	0.10	0.57	A	4.0	0.18	0.80	B
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	7.8	0.36	0.89	C	2.9	0.18	0.74	B
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	4.5	0.21	0.82	B	1.1	0.07	0.52	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	7.2	0.26	0.88	C	5.2	0.19	0.84	B
2 - A3(M) Onslip - 4 - BnQ Access	1.2	0.54	0.55	D	2.6	0.76	0.74	E
Existing Configuration - 2033 Baseline + Dev + Com Dev								
1 - A3(M) Offslip - 1 - Purbrook Way (WB)	0.9	0.07	0.46	A	0.6	0.06	0.35	A
1 - A3(M) Offslip - 2 - A3(M) Offslip (NB)	1.6	0.10	0.60	A	6.9	0.30	0.88	C
1 - A3(M) Offslip - 3 - Purbrook Way (EB)	24.6	0.99	0.99	F	3.8	0.22	0.80	B
2 - A3(M) Onslip - 1 - Purbrook Way (Westbound)	6.2	0.28	0.87	C	1.3	0.08	0.55	A
2 - A3(M) Onslip - 3 - Purbrook Way (Eastbound)	13.5	0.46	0.95	D	6.7	0.24	0.88	B
2 - A3(M) Onslip - 4 - BnQ Access	2.2	1.04	0.72	F	3.9	1.17	0.83	F

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

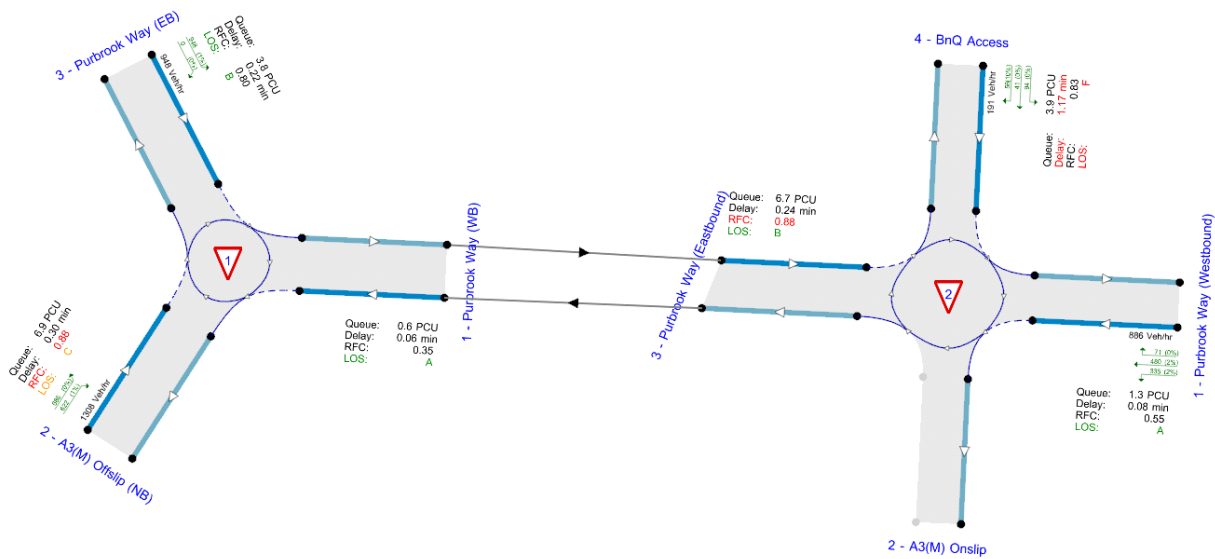
File summary

File Description

Title	A3(M) Roundabouts (existing configuration)
Location	Purbrook
Site number	6
Date	15/07/2022
Version	
Status	Preliminary
Identifier	
Client	Dandara
Jobnumber	147.0008
Enumerator	TW
Description	650 Dwellings

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	Veh	PCU	perHour	min	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2025 Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2025 Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2025 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2033 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D12	2033 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓
D14	2033 Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓
D15	2033 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D16	2033 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Configuration - 2023 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.13	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1 - A3(M) Offslip	1	Purbrook Way (WB)	
	2	A3(M) Offslip (NB)	
	3	Purbrook Way (EB)	
2 - A3(M) Onslip	1	Purbrook Way (Westbound)	
	2	A3(M) Onslip	Exit only
	3	Purbrook Way (Eastbound)	
	4	BnQ Access	

Roundabout Geometry

Junction	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 - A3(M) Offslip	1 - Purbrook Way (WB)	5.94	6.08	10.7	30.3	30.0	54.0	
	2 - A3(M) Offslip (NB)	7.41	7.41	0.0	30.2	30.0	57.0	
	3 - Purbrook Way (EB)	6.00	6.19	19.3	73.4	30.0	55.0	
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	7.23	7.23	0.0	108.8	40.1	43.0	
	2 - A3(M) Onslip							✓
	3 - Purbrook Way (Eastbound)	7.00	7.00	0.0	29.5	40.1	45.0	
	4 - BnQ Access	3.72	3.81	11.4	24.6	40.1	54.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.641	1718
	2 - A3(M) Offslip (NB)	0.710	2072
	3 - Purbrook Way (EB)	0.658	1778
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.736	2179
	2 - A3(M) Onslip		
	3 - Purbrook Way (Eastbound)	0.699	2044
	4 - BnQ Access	0.493	1068

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 segment length (min)	Run automatically
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	699	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1099	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1112	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	433	619	60
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	845	519	0	48
	4 - BnQ Access	37	33	14	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	632
	2 - A3(M) Offslip (NB)	315	0	384
	3 - Purbrook Way (EB)	1099	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M)
Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	3	0	4
	4 - BnQ Access	0	10	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	5
	3 - Purbrook Way (EB)	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.41	0.06	0.7	A	592	888
	2 - A3(M) Offslip (NB)	0.51	0.08	1.1	A	669	1004
	3 - Purbrook Way (EB)	0.80	0.20	4.0	B	1032	1547
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.73	0.13	2.7	A	1040	1560
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.80	0.15	4.0	A	1330	1995
	4 - BnQ Access	0.31	0.29	0.5	C	80	120

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	484	121	0	1718	0.282	482	1087	0.0	0.4	0.049	A
	2 - A3(M) Offslip (NB)	549	137	482	1729	0.317	547	0	0.0	0.5	0.053	A
	3 - Purbrook Way (EB)	846	212	245	1617	0.523	842	785	0.0	1.1	0.079	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	853	213	436	1859	0.459	850	674	0.0	0.9	0.060	A
	2 - A3(M) Onslip			529				757				
	3 - Purbrook Way (Eastbound)	1087	272	45	2012	0.540	1082	484	0.0	1.2	0.066	A
	4 - BnQ Access	66	16	1045	553	0.119	65	82	0.0	0.1	0.128	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	579	145	0	1718	0.337	579	1301	0.4	0.5	0.054	A
	2 - A3(M) Offslip (NB)	656	164	579	1661	0.395	655	0	0.5	0.7	0.062	A
	3 - Purbrook Way (EB)	1011	253	293	1585	0.638	1008	941	1.1	1.8	0.106	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1019	255	523	1794	0.568	1017	808	0.9	1.3	0.078	A
	2 - A3(M) Onslip			633				907				
	3 - Purbrook Way (Eastbound)	1301	325	54	2006	0.648	1298	579	1.2	1.9	0.087	A
	4 - BnQ Access	78	20	1253	450	0.174	78	99	0.1	0.2	0.168	B

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	707	177	0	1718	0.412	707	1587	0.5	0.7	0.061	A
	2 - A3(M) Offslip (NB)	803	201	707	1570	0.511	801	0	0.7	1.1	0.081	A
	3 - Purbrook Way (EB)	1238	309	358	1542	0.803	1229	1150	1.8	3.9	0.191	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1248	312	637	1711	0.729	1243	984	1.3	2.7	0.129	A
	2 - A3(M) Onslip			773				1106				
	3 - Purbrook Way (Eastbound)	1587	397	66	1998	0.795	1580	707	1.9	3.8	0.145	A
	4 - BnQ Access	96	24	1525	316	0.304	95	120	0.2	0.4	0.281	C

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	710	178	0	1718	0.414	710	1596	0.7	0.7	0.061	A
	2 - A3(M) Offslip (NB)	803	201	710	1568	0.512	803	0	1.1	1.1	0.082	A
	3 - Purbrook Way (EB)	1238	309	359	1542	0.803	1237	1154	3.9	4.0	0.201	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1248	312	643	1706	0.731	1248	994	2.7	2.7	0.133	A
	2 - A3(M) Onslip			776				1114				
	3 - Purbrook Way (Eastbound)	1596	399	66	1998	0.799	1596	710	3.8	4.0	0.153	A
	4 - BnQ Access	96	24	1541	308	0.312	96	121	0.4	0.5	0.294	C

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	583	146	0	1718	0.340	584	1313	0.7	0.5	0.054	A
	2 - A3(M) Offslip (NB)	656	164	584	1657	0.396	657	0	1.1	0.7	0.063	A
	3 - Purbrook Way (EB)	1011	253	294	1585	0.638	1019	947	4.0	1.8	0.110	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1019	255	532	1788	0.570	1024	823	2.7	1.4	0.081	A
	2 - A3(M) Onslip			638				919				
	3 - Purbrook Way (Eastbound)	1313	328	54	2006	0.655	1321	583	4.0	2.0	0.091	A
	4 - BnQ Access	78	20	1276	439	0.179	79	100	0.5	0.2	0.174	B

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	487	122	0	1718	0.284	488	1095	0.5	0.4	0.050	A
	2 - A3(M) Offslip (NB)	549	137	488	1726	0.318	550	0	0.7	0.5	0.053	A
	3 - Purbrook Way (EB)	846	212	246	1616	0.524	849	792	1.8	1.1	0.080	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	853	213	442	1854	0.460	855	684	1.4	0.9	0.061	A
	2 - A3(M) Onslip			532				765				
	3 - Purbrook Way (Eastbound)	1095	274	45	2012	0.544	1098	487	2.0	1.2	0.068	A
	4 - BnQ Access	66	16	1060	545	0.121	66	83	0.2	0.1	0.130	A

Existing Configuration - 2023 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.11	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.11	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 segment length (min)	Run automatically
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1121	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	783	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	770	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

		To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	313	416	41
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1015	298	0	51
	4 - BnQ Access	50	35	25	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	436
	2 - A3(M) Offslip (NB)	579	0	542
	3 - Purbrook Way (EB)	783	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.29	0.05	0.4	A	412	618
	2 - A3(M) Offslip (NB)	0.72	0.13	2.6	A	1035	1552
	3 - Purbrook Way (EB)	0.64	0.13	1.8	A	727	1090
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.46	0.06	0.9	A	720	1080
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.75	0.12	3.0	A	1262	1892
	4 - BnQ Access	0.35	0.26	0.5	C	101	151

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	337	84	0	1718	0.196	336	1031	0.0	0.2	0.044	A
	2 - A3(M) Offslip (NB)	849	212	336	1833	0.463	846	0	0.0	0.9	0.061	A
	3 - Purbrook Way (EB)	596	149	438	1490	0.400	594	744	0.0	0.7	0.068	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	591	148	269	1981	0.298	589	802	0.0	0.4	0.044	A
	2 - A3(M) Onslip			368				490				
	3 - Purbrook Way (Eastbound)	1031	258	31	2022	0.510	1027	337	0.0	1.0	0.061	A
	4 - BnQ Access	83	21	989	580	0.143	82	69	0.0	0.2	0.120	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	404	101	0	1718	0.235	403	1235	0.2	0.3	0.046	A
	2 - A3(M) Offslip (NB)	1014	253	403	1786	0.568	1012	0	0.9	1.3	0.078	A
	3 - Purbrook Way (EB)	712	178	524	1433	0.497	711	891	0.7	1.0	0.084	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	705	176	323	1942	0.363	705	963	0.4	0.6	0.049	A
	2 - A3(M) Onslip			440				587				
	3 - Purbrook Way (Eastbound)	1235	309	37	2018	0.612	1232	404	1.0	1.6	0.077	A
	4 - BnQ Access	99	25	1187	483	0.205	99	82	0.2	0.3	0.156	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	494	123	0	1718	0.288	493	1509	0.3	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1242	310	493	1722	0.721	1237	0	1.3	2.5	0.123	A
	3 - Purbrook Way (EB)	872	218	640	1357	0.643	869	1090	1.0	1.8	0.124	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	864	216	394	1890	0.457	863	1174	0.6	0.9	0.059	A
	2 - A3(M) Onslip			539				717				
	3 - Purbrook Way (Eastbound)	1509	377	45	2012	0.750	1504	494	1.6	2.9	0.118	A
	4 - BnQ Access	121	30	1448	354	0.342	120	101	0.3	0.5	0.255	C

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	495	124	0	1718	0.288	495	1515	0.4	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1242	310	495	1721	0.722	1241	0	2.5	2.6	0.126	A
	3 - Purbrook Way (EB)	872	218	643	1355	0.644	872	1094	1.8	1.8	0.126	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	864	216	396	1888	0.458	864	1183	0.9	0.9	0.060	A
	2 - A3(M) Onslip			540				720				
	3 - Purbrook Way (Eastbound)	1515	379	45	2012	0.753	1514	495	2.9	3.0	0.122	A
	4 - BnQ Access	121	30	1458	349	0.347	121	101	0.5	0.5	0.263	C

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	405	101	0	1718	0.236	405	1242	0.4	0.3	0.047	A
	2 - A3(M) Offslip (NB)	1014	253	405	1784	0.568	1019	0	2.6	1.3	0.079	A
	3 - Purbrook Way (EB)	712	178	527	1431	0.498	715	897	1.8	1.0	0.085	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	705	176	327	1939	0.364	706	975	0.9	0.6	0.050	A
	2 - A3(M) Onslip			442				592				
	3 - Purbrook Way (Eastbound)	1242	311	37	2018	0.616	1248	405	3.0	1.6	0.079	A
	4 - BnQ Access	99	25	1202	475	0.208	100	83	0.5	0.3	0.160	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	339	85	0	1718	0.197	339	1038	0.3	0.3	0.044	A
	2 - A3(M) Offslip (NB)	849	212	339	1831	0.464	851	0	1.3	0.9	0.062	A
	3 - Purbrook Way (EB)	596	149	440	1488	0.401	598	749	1.0	0.7	0.068	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	591	148	272	1979	0.298	591	813	0.6	0.4	0.044	A
	2 - A3(M) Onslip			370				494				
	3 - Purbrook Way (Eastbound)	1038	259	31	2022	0.513	1040	339	1.6	1.1	0.062	A
	4 - BnQ Access	83	21	1002	574	0.144	83	69	0.3	0.2	0.122	A

Existing Configuration - 2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.14	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.17	B

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 segment length (min)	Run automatically
D5	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	719	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1129	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1142	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

		To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	445	636	61
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	868	533	0	49
	4 - BnQ Access	37	34	15	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	649
	2 - A3(M) Offslip (NB)	324	0	395
	3 - Purbrook Way (EB)	1129	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	3	0	4
	4 - BnQ Access	0	10	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	5
	3 - Purbrook Way (EB)	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.43	0.06	0.8	A	609	913
	2 - A3(M) Offslip (NB)	0.53	0.09	1.2	A	688	1032
	3 - Purbrook Way (EB)	0.83	0.23	4.7	B	1060	1590
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.76	0.15	3.1	A	1068	1602
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.82	0.17	4.6	B	1367	2050
	4 - BnQ Access	0.34	0.33	0.5	C	82	123

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	498	124	0	1718	0.290	496	1116	0.0	0.4	0.050	A
	2 - A3(M) Offslip (NB)	565	141	496	1720	0.328	563	0	0.0	0.5	0.054	A
	3 - Purbrook Way (EB)	870	217	252	1612	0.539	865	807	0.0	1.2	0.082	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	876	219	448	1849	0.474	873	692	0.0	0.9	0.062	A
	2 - A3(M) Onslip			543				778				
	3 - Purbrook Way (Eastbound)	1116	279	46	2012	0.555	1111	498	0.0	1.3	0.068	A
	4 - BnQ Access	67	17	1073	539	0.125	67	84	0.0	0.1	0.132	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	595	149	0	1718	0.347	595	1336	0.4	0.5	0.054	A
	2 - A3(M) Offslip (NB)	674	169	595	1649	0.409	673	0	0.5	0.7	0.064	A
	3 - Purbrook Way (EB)	1038	260	301	1580	0.657	1035	967	1.2	1.9	0.112	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1046	262	538	1783	0.587	1044	830	0.9	1.4	0.083	A
	2 - A3(M) Onslip			650				932				
	3 - Purbrook Way (Eastbound)	1336	334	55	2006	0.666	1333	595	1.3	2.0	0.091	A
	4 - BnQ Access	80	20	1288	433	0.186	80	100	0.1	0.2	0.177	B

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	727	182	0	1718	0.423	726	1630	0.5	0.7	0.062	A
	2 - A3(M) Offslip (NB)	826	206	726	1556	0.531	824	0	0.7	1.2	0.085	A
	3 - Purbrook Way (EB)	1272	318	368	1536	0.828	1261	1182	1.9	4.6	0.216	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1282	320	654	1698	0.755	1275	1008	1.4	3.0	0.142	A
	2 - A3(M) Onslip			794				1135				
	3 - Purbrook Way (Eastbound)	1630	407	67	1997	0.816	1620	727	2.0	4.3	0.160	A
	4 - BnQ Access	98	25	1565	296	0.332	97	122	0.2	0.5	0.312	C

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	731	183	0	1718	0.425	731	1640	0.7	0.8	0.062	A
	2 - A3(M) Offslip (NB)	826	206	731	1553	0.532	826	0	1.2	1.2	0.086	A
	3 - Purbrook Way (EB)	1272	318	369	1535	0.828	1271	1187	4.6	4.7	0.231	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1282	320	661	1693	0.757	1281	1020	3.0	3.1	0.148	A
	2 - A3(M) Onslip			798				1145				
	3 - Purbrook Way (Eastbound)	1640	410	67	1997	0.821	1639	731	4.3	4.6	0.171	B
	4 - BnQ Access	98	25	1583	287	0.342	98	123	0.5	0.5	0.330	C

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	600	150	0	1718	0.350	601	1351	0.8	0.6	0.055	A
	2 - A3(M) Offslip (NB)	674	169	601	1645	0.410	676	0	1.2	0.7	0.065	A
	3 - Purbrook Way (EB)	1038	260	302	1579	0.658	1049	975	4.7	2.0	0.118	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1046	262	549	1775	0.589	1053	847	3.1	1.5	0.085	A
	2 - A3(M) Onslip			656				946				
	3 - Purbrook Way (Eastbound)	1351	338	55	2005	0.674	1361	600	4.6	2.2	0.097	A
	4 - BnQ Access	80	20	1314	420	0.191	81	102	0.5	0.2	0.185	B

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	501	125	0	1718	0.292	501	1126	0.6	0.4	0.050	A
	2 - A3(M) Offslip (NB)	565	141	501	1716	0.329	566	0	0.7	0.5	0.054	A
	3 - Purbrook Way (EB)	870	217	253	1612	0.540	873	814	2.0	1.2	0.083	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	876	219	455	1844	0.475	879	702	1.5	0.9	0.063	A
	2 - A3(M) Onslip			547				787				
	3 - Purbrook Way (Eastbound)	1126	281	46	2012	0.560	1129	501	2.2	1.3	0.070	A
	4 - BnQ Access	67	17	1090	530	0.127	68	85	0.2	0.2	0.135	A

Existing Configuration - 2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.12	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.12	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 segment length (min)	Run automatically
D6	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1151	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	804	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	790	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

From	To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)
	1 - Purbrook Way (Westbound)	0	321	427
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1041	306	0
	4 - BnQ Access	51	36	26
				0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	447
	2 - A3(M) Offslip (NB)	594	0	557
	3 - Purbrook Way (EB)	804	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.30	0.05	0.4	A	423	635
	2 - A3(M) Offslip (NB)	0.74	0.14	2.9	A	1062	1594
	3 - Purbrook Way (EB)	0.67	0.14	2.0	A	746	1119
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.47	0.06	0.9	A	739	1108
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.77	0.13	3.4	A	1295	1942
	4 - BnQ Access	0.38	0.29	0.6	C	104	156

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	346	87	0	1718	0.202	345	1058	0.0	0.3	0.044	A
	2 - A3(M) Offslip (NB)	872	218	345	1827	0.477	868	0	0.0	0.9	0.063	A
	3 - Purbrook Way (EB)	612	153	449	1483	0.413	609	764	0.0	0.7	0.069	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	606	152	277	1976	0.307	604	823	0.0	0.4	0.045	A
	2 - A3(M) Onslip			378				503				
	3 - Purbrook Way (Eastbound)	1058	265	32	2022	0.523	1054	346	0.0	1.1	0.062	A
	4 - BnQ Access	85	21	1015	567	0.150	84	70	0.0	0.2	0.124	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	414	104	0	1718	0.241	414	1267	0.3	0.3	0.047	A
	2 - A3(M) Offslip (NB)	1041	260	414	1778	0.585	1039	0	0.9	1.4	0.081	A
	3 - Purbrook Way (EB)	731	183	537	1424	0.513	730	916	0.7	1.1	0.087	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	724	181	332	1935	0.374	723	988	0.4	0.6	0.050	A
	2 - A3(M) Onslip			452				603				
	3 - Purbrook Way (Eastbound)	1267	317	38	2017	0.628	1265	414	1.1	1.7	0.080	A
	4 - BnQ Access	102	25	1218	467	0.217	101	84	0.2	0.3	0.164	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	507	127	0	1718	0.295	507	1548	0.3	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1275	319	507	1712	0.745	1269	0	1.4	2.8	0.135	A
	3 - Purbrook Way (EB)	895	224	656	1346	0.665	892	1120	1.1	2.0	0.133	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	886	222	404	1882	0.471	885	1204	0.6	0.9	0.061	A
	2 - A3(M) Onslip			553				736				
	3 - Purbrook Way (Eastbound)	1548	387	46	2012	0.770	1542	507	1.7	3.3	0.127	A
	4 - BnQ Access	124	31	1485	336	0.371	123	103	0.3	0.6	0.281	C

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	508	127	0	1718	0.296	508	1554	0.4	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1275	319	508	1711	0.745	1275	0	2.8	2.9	0.138	A
	3 - Purbrook Way (EB)	895	224	659	1344	0.666	895	1124	2.0	2.0	0.135	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	886	222	408	1879	0.472	886	1214	0.9	0.9	0.062	A
	2 - A3(M) Onslip			554				740				
	3 - Purbrook Way (Eastbound)	1554	389	46	2012	0.773	1554	508	3.3	3.4	0.132	A
	4 - BnQ Access	124	31	1497	330	0.377	124	103	0.6	0.6	0.292	C

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	416	104	0	1718	0.242	416	1276	0.4	0.3	0.047	A
	2 - A3(M) Offslip (NB)	1041	260	416	1776	0.586	1047	0	2.9	1.4	0.083	A
	3 - Purbrook Way (EB)	731	183	541	1422	0.514	735	922	2.0	1.1	0.089	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	724	181	337	1932	0.375	725	1001	0.9	0.6	0.051	A
	2 - A3(M) Onslip			454				608				
	3 - Purbrook Way (Eastbound)	1276	319	38	2017	0.633	1282	416	3.4	1.8	0.083	A
	4 - BnQ Access	102	25	1235	459	0.221	103	85	0.6	0.3	0.169	B

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	348	87	0	1718	0.203	348	1066	0.3	0.3	0.045	A
	2 - A3(M) Offslip (NB)	872	218	348	1825	0.478	874	0	1.4	0.9	0.064	A
	3 - Purbrook Way (EB)	612	153	452	1481	0.414	614	770	1.1	0.7	0.070	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	606	152	280	1973	0.307	607	834	0.6	0.5	0.045	A
	2 - A3(M) Onslip			380				507				
	3 - Purbrook Way (Eastbound)	1066	266	32	2022	0.527	1068	348	1.8	1.1	0.064	A
	4 - BnQ Access	85	21	1029	561	0.152	86	71	0.3	0.2	0.126	A

Existing Configuration - 2025 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.16	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.19	B

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 segment length (min)	Run automatically
D7	2025 Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	726	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1164	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1166	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

		To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	445	638	83
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	872	543	0	63
	4 - BnQ Access	54	35	27	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	668
	2 - A3(M) Offslip (NB)	325	0	401
	3 - Purbrook Way (EB)	1164	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	2	0	4
	4 - BnQ Access	3	0	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	4
	3 - Purbrook Way (EB)	2	0	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.43	0.06	0.8	A	622	932
	2 - A3(M) Offslip (NB)	0.54	0.09	1.2	A	693	1039
	3 - Purbrook Way (EB)	0.85	0.27	5.6	C	1089	1634
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.78	0.16	3.5	A	1090	1635
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.85	0.20	5.4	B	1399	2098
	4 - BnQ Access	0.47	0.41	0.9	C	108	162

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	508	127	0	1718	0.296	506	1142	0.0	0.4	0.050	A
	2 - A3(M) Offslip (NB)	568	142	506	1712	0.332	566	0	0.0	0.5	0.054	A
	3 - Purbrook Way (EB)	894	223	254	1611	0.555	889	819	0.0	1.3	0.084	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	894	224	461	1840	0.486	890	714	0.0	1.0	0.064	A
	2 - A3(M) Onslip			570				781				
	3 - Purbrook Way (Eastbound)	1142	286	62	2000	0.571	1137	508	0.0	1.4	0.071	A
	4 - BnQ Access	89	22	1088	532	0.167	88	111	0.0	0.2	0.137	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	608	152	0	1718	0.354	607	1368	0.4	0.6	0.055	A
	2 - A3(M) Offslip (NB)	679	170	607	1641	0.414	678	0	0.5	0.7	0.065	A
	3 - Purbrook Way (EB)	1067	267	303	1578	0.676	1064	982	1.3	2.1	0.118	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1068	267	553	1772	0.602	1065	857	1.0	1.5	0.086	A
	2 - A3(M) Onslip			682				936				
	3 - Purbrook Way (Eastbound)	1368	342	74	1992	0.687	1364	608	1.4	2.2	0.098	A
	4 - BnQ Access	106	26	1305	424	0.249	105	133	0.2	0.3	0.190	B

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	742	185	0	1718	0.432	741	1666	0.6	0.8	0.063	A
	2 - A3(M) Offslip (NB)	831	208	741	1546	0.538	829	0	0.7	1.2	0.087	A
	3 - Purbrook Way (EB)	1307	327	371	1534	0.852	1294	1199	2.1	5.3	0.243	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1308	327	671	1686	0.776	1300	1039	1.5	3.4	0.156	A
	2 - A3(M) Onslip			833				1139				
	3 - Purbrook Way (Eastbound)	1666	416	91	1980	0.841	1654	742	2.2	5.1	0.183	B
	4 - BnQ Access	130	32	1583	288	0.450	128	162	0.3	0.8	0.376	C

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	746	186	0	1718	0.434	746	1678	0.8	0.8	0.063	A
	2 - A3(M) Offslip (NB)	831	208	746	1542	0.539	831	0	1.2	1.2	0.088	A
	3 - Purbrook Way (EB)	1307	327	372	1533	0.853	1306	1205	5.3	5.6	0.266	C
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1308	327	680	1679	0.779	1307	1054	3.4	3.5	0.164	A
	2 - A3(M) Onslip			837				1150				
	3 - Purbrook Way (Eastbound)	1678	420	91	1980	0.848	1677	746	5.1	5.4	0.201	B
	4 - BnQ Access	130	32	1604	277	0.468	129	164	0.8	0.9	0.411	C

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	614	153	0	1718	0.357	615	1386	0.8	0.6	0.056	A
	2 - A3(M) Offslip (NB)	679	170	615	1635	0.415	681	0	1.2	0.7	0.065	A
	3 - Purbrook Way (EB)	1067	267	305	1577	0.677	1081	991	5.6	2.2	0.126	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1068	267	567	1762	0.606	1075	878	3.5	1.6	0.090	A
	2 - A3(M) Onslip			689				953				
	3 - Purbrook Way (Eastbound)	1386	346	75	1991	0.696	1398	614	5.4	2.4	0.106	A
	4 - BnQ Access	106	26	1337	409	0.259	108	135	0.9	0.4	0.204	B

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	512	128	0	1718	0.298	512	1152	0.6	0.4	0.051	A
	2 - A3(M) Offslip (NB)	568	142	512	1708	0.333	569	0	0.7	0.5	0.055	A
	3 - Purbrook Way (EB)	894	223	255	1610	0.555	897	827	2.2	1.3	0.086	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	894	224	469	1834	0.487	897	726	1.6	1.0	0.065	A
	2 - A3(M) Onslip			574				791				
	3 - Purbrook Way (Eastbound)	1152	288	63	2000	0.576	1156	512	2.4	1.4	0.073	A
	4 - BnQ Access	89	22	1106	523	0.169	89	113	0.4	0.2	0.141	A

Existing Configuration - 2025 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.13	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.16	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 segment length (min)	Run automatically
D8	2025 Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1160	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	853	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	820	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

From	To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)
	1 - Purbrook Way (Westbound)	0	321	429
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1043	312	0
	4 - BnQ Access	92	39	55
				0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	488
	2 - A3(M) Offslip (NB)	597	0	563
	3 - Purbrook Way (EB)	853	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	10	0

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.32	0.05	0.5	A	457	685
	2 - A3(M) Offslip (NB)	0.76	0.15	3.2	A	1071	1606
	3 - Purbrook Way (EB)	0.71	0.15	2.4	A	791	1186
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.50	0.07	1.0	A	766	1149
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.81	0.16	4.2	A	1343	2014
	4 - BnQ Access	0.65	0.54	1.8	D	176	264

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	374	93	0	1718	0.217	372	1097	0.0	0.3	0.045	A
	2 - A3(M) Offslip (NB)	879	220	372	1808	0.486	875	0	0.0	0.9	0.064	A
	3 - Purbrook Way (EB)	649	162	452	1481	0.438	645	795	0.0	0.8	0.072	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	629	157	309	1952	0.322	627	856	0.0	0.5	0.046	A
	2 - A3(M) Onslip			426				510				
	3 - Purbrook Way (Eastbound)	1097	274	53	2007	0.547	1093	374	0.0	1.2	0.066	A
	4 - BnQ Access	144	36	1023	564	0.256	143	123	0.0	0.3	0.146	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	447	112	0	1718	0.260	447	1314	0.3	0.4	0.048	A
	2 - A3(M) Offslip (NB)	1049	262	447	1755	0.598	1047	0	0.9	1.5	0.085	A
	3 - Purbrook Way (EB)	774	194	541	1422	0.545	773	953	0.8	1.2	0.093	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	751	188	371	1906	0.394	750	1027	0.5	0.7	0.053	A
	2 - A3(M) Onslip			510				611				
	3 - Purbrook Way (Eastbound)	1314	328	63	2000	0.657	1311	447	1.2	1.9	0.088	A
	4 - BnQ Access	172	43	1227	463	0.372	171	147	0.3	0.6	0.211	B

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	546	137	0	1718	0.318	546	1604	0.4	0.5	0.052	A
	2 - A3(M) Offslip (NB)	1285	321	546	1684	0.763	1278	0	1.5	3.1	0.146	A
	3 - Purbrook Way (EB)	949	237	661	1343	0.706	944	1164	1.2	2.3	0.150	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	919	230	451	1848	0.498	918	1249	0.7	1.0	0.066	A
	2 - A3(M) Onslip			623				745				
	3 - Purbrook Way (Eastbound)	1604	401	77	1990	0.806	1596	546	1.9	4.0	0.151	A
	4 - BnQ Access	211	53	1494	332	0.636	207	179	0.6	1.7	0.479	D

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	548	137	0	1718	0.319	548	1612	0.5	0.5	0.052	A
	2 - A3(M) Offslip (NB)	1285	321	548	1683	0.764	1285	0	3.1	3.2	0.151	A
	3 - Purbrook Way (EB)	949	237	664	1341	0.707	948	1169	2.3	2.4	0.154	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	919	230	456	1844	0.499	919	1262	1.0	1.0	0.066	A
	2 - A3(M) Onslip			625				750				
	3 - Purbrook Way (Eastbound)	1612	403	77	1990	0.810	1611	548	4.0	4.2	0.160	A
	4 - BnQ Access	211	53	1508	324	0.650	210	180	1.7	1.8	0.536	D

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	450	112	0	1718	0.262	450	1325	0.5	0.4	0.048	A
	2 - A3(M) Offslip (NB)	1049	262	450	1752	0.599	1056	0	3.2	1.5	0.088	A
	3 - Purbrook Way (EB)	774	194	545	1419	0.546	779	961	2.4	1.2	0.095	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	751	188	379	1901	0.395	752	1046	1.0	0.7	0.053	A
	2 - A3(M) Onslip			513				618				
	3 - Purbrook Way (Eastbound)	1325	331	63	2000	0.662	1333	450	4.2	2.0	0.092	A
	4 - BnQ Access	172	43	1248	453	0.380	177	149	1.8	0.6	0.227	B

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	376	94	0	1718	0.219	376	1105	0.4	0.3	0.046	A
	2 - A3(M) Offslip (NB)	879	220	376	1805	0.487	881	0	1.5	1.0	0.065	A
	3 - Purbrook Way (EB)	649	162	455	1478	0.439	650	802	1.2	0.8	0.073	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	629	157	314	1948	0.323	629	869	0.7	0.5	0.046	A
	2 - A3(M) Onslip			428				515				
	3 - Purbrook Way (Eastbound)	1105	276	53	2007	0.551	1109	376	2.0	1.3	0.068	A
	4 - BnQ Access	144	36	1037	557	0.259	145	124	0.6	0.4	0.151	A

Existing Configuration - 2025 Baseline + Dev + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.33	C
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.31	C

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 segment length (min)	Run automatically
D9	2025 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	763	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1296	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1179	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	445	651	83
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	905	642	0	63
	4 - BnQ Access	54	35	27	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	680
	2 - A3(M) Offslip (NB)	325	0	438
	3 - Purbrook Way (EB)	1296	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M)
Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	2	0	4
	4 - BnQ Access	3	0	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	4
	3 - Purbrook Way (EB)	2	0	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.44	0.06	0.8	A	634	950
	2 - A3(M) Offslip (NB)	0.57	0.09	1.4	A	728	1092
	3 - Purbrook Way (EB)	0.95	0.61	13.9	E	1213	1820
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.83	0.22	4.6	B	1102	1653
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.92	0.35	9.9	C	1522	2283
	4 - BnQ Access	0.62	0.73	1.5	E	108	162

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	518	129	0	1718	0.301	516	1242	0.0	0.4	0.051	A
	2 - A3(M) Offslip (NB)	597	149	516	1706	0.350	595	0	0.0	0.6	0.056	A
	3 - Purbrook Way (EB)	995	249	254	1611	0.618	989	858	0.0	1.6	0.097	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	904	226	536	1785	0.507	900	738	0.0	1.0	0.069	A
	2 - A3(M) Onslip			580				856				
	3 - Purbrook Way (Eastbound)	1242	311	62	2000	0.621	1236	518	0.0	1.7	0.080	A
	4 - BnQ Access	89	22	1187	483	0.183	88	111	0.0	0.2	0.154	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	620	155	0	1718	0.361	619	1486	0.4	0.6	0.056	A
	2 - A3(M) Offslip (NB)	713	178	619	1632	0.437	712	0	0.6	0.8	0.068	A
	3 - Purbrook Way (EB)	1188	297	303	1578	0.753	1183	1028	1.6	3.0	0.153	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1080	270	642	1707	0.633	1077	885	1.0	1.7	0.097	A
	2 - A3(M) Onslip			694				1025				
	3 - Purbrook Way (Eastbound)	1486	372	74	1992	0.746	1481	620	1.7	2.9	0.119	A
	4 - BnQ Access	106	26	1423	367	0.288	105	133	0.2	0.4	0.232	B

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	754	189	0	1718	0.439	753	1792	0.6	0.8	0.063	A
	2 - A3(M) Offslip (NB)	874	218	753	1537	0.568	871	0	0.8	1.4	0.093	A
	3 - Purbrook Way (EB)	1455	364	371	1534	0.949	1421	1254	3.0	11.7	0.446	D
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1322	331	768	1614	0.819	1312	1059	1.7	4.3	0.196	B
	2 - A3(M) Onslip			845				1235				
	3 - Purbrook Way (Eastbound)	1792	448	91	1980	0.905	1771	754	2.9	8.2	0.270	C
	4 - BnQ Access	130	32	1701	229	0.565	126	161	0.4	1.2	0.573	D

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	760	190	0	1718	0.442	760	1819	0.8	0.8	0.064	A
	2 - A3(M) Offslip (NB)	874	218	760	1532	0.570	874	0	1.4	1.4	0.095	A
	3 - Purbrook Way (EB)	1455	364	372	1533	0.949	1447	1261	11.7	13.9	0.609	E
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1322	331	786	1601	0.826	1321	1083	4.3	4.6	0.216	B
	2 - A3(M) Onslip			851				1256				
	3 - Purbrook Way (Eastbound)	1819	455	91	1980	0.919	1812	760	8.2	9.9	0.345	C
	4 - BnQ Access	130	32	1740	210	0.617	128	163	1.2	1.5	0.733	E

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	628	157	0	1718	0.366	629	1536	0.8	0.6	0.056	A
	2 - A3(M) Offslip (NB)	713	178	629	1625	0.439	716	0	1.4	0.8	0.069	A
	3 - Purbrook Way (EB)	1188	297	305	1577	0.753	1231	1040	13.9	3.3	0.197	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1080	270	676	1682	0.642	1091	932	4.6	1.9	0.105	A
	2 - A3(M) Onslip			704				1063				
	3 - Purbrook Way (Eastbound)	1536	384	75	1991	0.771	1561	628	9.9	3.6	0.151	A
	4 - BnQ Access	106	26	1499	329	0.321	110	137	1.5	0.5	0.282	C

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	522	131	0	1718	0.304	523	1256	0.6	0.4	0.051	A
	2 - A3(M) Offslip (NB)	597	149	523	1701	0.351	598	0	0.8	0.6	0.057	A
	3 - Purbrook Way (EB)	995	249	255	1610	0.618	1002	866	3.3	1.7	0.102	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	904	226	548	1776	0.509	907	755	1.9	1.1	0.071	A
	2 - A3(M) Onslip			585				870				
	3 - Purbrook Way (Eastbound)	1256	314	63	2000	0.628	1264	522	3.6	1.8	0.084	A
	4 - BnQ Access	89	22	1214	470	0.189	90	113	0.5	0.2	0.161	A

Existing Configuration - 2025 Baseline + Dev + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.19	B
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.25	C

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 segment length (min)	Run automatically
D10	2025 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1260	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	914	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	854	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M) Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	321	463	70
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1059	358	0	94
	4 - BnQ Access	92	39	55	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	522
	2 - A3(M) Offslip (NB)	663	0	597
	3 - Purbrook Way (EB)	914	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	10	0

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.34	0.05	0.5	A	489	733
	2 - A3(M) Offslip (NB)	0.84	0.23	5.1	B	1163	1745
	3 - Purbrook Way (EB)	0.79	0.22	3.6	B	847	1271
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.53	0.07	1.2	A	798	1197
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.88	0.25	6.9	B	1461	2191
	4 - BnQ Access	0.82	1.13	3.7	F	176	264

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	399	100	0	1718	0.233	398	1193	0.0	0.3	0.046	A
	2 - A3(M) Offslip (NB)	954	239	398	1789	0.533	950	0	0.0	1.1	0.072	A
	3 - Purbrook Way (EB)	695	174	502	1448	0.480	691	846	0.0	0.9	0.080	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	655	164	355	1918	0.341	653	902	0.0	0.5	0.048	A
	2 - A3(M) Onslip			452				556				
	3 - Purbrook Way (Eastbound)	1193	298	53	2007	0.594	1187	399	0.0	1.5	0.073	A
	4 - BnQ Access	144	36	1114	519	0.278	143	126	0.0	0.4	0.164	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	478	120	0	1718	0.278	478	1428	0.3	0.4	0.049	A
	2 - A3(M) Offslip (NB)	1140	285	478	1733	0.658	1137	0	1.1	1.9	0.101	A
	3 - Purbrook Way (EB)	830	207	600	1383	0.600	828	1014	0.9	1.5	0.109	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	782	195	426	1866	0.419	781	1081	0.5	0.7	0.056	A
	2 - A3(M) Onslip			541				666				
	3 - Purbrook Way (Eastbound)	1428	357	63	2000	0.714	1424	478	1.5	2.5	0.105	A
	4 - BnQ Access	172	43	1336	409	0.421	171	151	0.4	0.7	0.258	C

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	583	146	0	1718	0.339	582	1739	0.4	0.5	0.054	A
	2 - A3(M) Offslip (NB)	1396	349	582	1658	0.842	1384	0	1.9	4.9	0.211	B
	3 - Purbrook Way (EB)	1016	254	731	1297	0.784	1009	1235	1.5	3.4	0.205	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	958	239	513	1802	0.531	956	1307	0.7	1.1	0.072	A
	2 - A3(M) Onslip			660				809				
	3 - Purbrook Way (Eastbound)	1739	435	77	1990	0.874	1724	583	2.5	6.3	0.216	B
	4 - BnQ Access	211	53	1618	270	0.780	202	183	0.7	2.9	0.824	E

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	586	146	0	1718	0.341	586	1753	0.5	0.5	0.054	A
	2 - A3(M) Offslip (NB)	1396	349	586	1656	0.843	1395	0	4.9	5.1	0.229	B
	3 - Purbrook Way (EB)	1016	254	737	1293	0.786	1016	1244	3.4	3.6	0.218	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	958	239	522	1795	0.533	957	1328	1.1	1.2	0.073	A
	2 - A3(M) Onslip			663				817				
	3 - Purbrook Way (Eastbound)	1753	438	77	1990	0.881	1750	586	6.3	6.9	0.248	B
	4 - BnQ Access	211	53	1642	258	0.817	208	185	2.9	3.7	1.131	F

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	483	121	0	1718	0.281	484	1447	0.5	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1140	285	484	1728	0.659	1152	0	5.1	2.0	0.107	A
	3 - Purbrook Way (EB)	830	207	609	1377	0.602	838	1028	3.6	1.6	0.114	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	782	195	442	1854	0.422	783	1115	1.2	0.7	0.057	A
	2 - A3(M) Onslip			546				679				
	3 - Purbrook Way (Eastbound)	1447	362	63	2000	0.723	1463	483	6.9	2.7	0.116	A
	4 - BnQ Access	172	43	1373	391	0.441	183	153	3.7	0.8	0.313	C

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	402	101	0	1718	0.234	402	1203	0.4	0.3	0.047	A
	2 - A3(M) Offslip (NB)	954	239	402	1786	0.534	958	0	2.0	1.2	0.073	A
	3 - Purbrook Way (EB)	695	174	506	1445	0.481	697	854	1.6	0.9	0.081	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	655	164	362	1913	0.342	656	918	0.7	0.5	0.049	A
	2 - A3(M) Onslip			455				563				
	3 - Purbrook Way (Eastbound)	1203	301	53	2007	0.600	1208	402	2.7	1.5	0.076	A
	4 - BnQ Access	144	36	1134	509	0.283	146	127	0.8	0.4	0.171	B

Existing Configuration - 2033 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.18	B
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.21	B

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 segment length (min)	Run automatically
D11	2033 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	750	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1178	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1192	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	464	664	64
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	905	556	0	51
	4 - BnQ Access	39	36	15	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	677
	2 - A3(M) Offslip (NB)	338	0	412
	3 - Purbrook Way (EB)	1178	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	3	0	4
	4 - BnQ Access	3	9	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	5
	3 - Purbrook Way (EB)	2	0	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.44	0.06	0.8	A	635	952
	2 - A3(M) Offslip (NB)	0.56	0.09	1.3	A	720	1079
	3 - Purbrook Way (EB)	0.87	0.30	6.3	C	1103	1654
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.80	0.18	3.9	B	1115	1672
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.86	0.21	5.8	B	1424	2136
	4 - BnQ Access	0.41	0.41	0.7	C	87	130

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	519	130	0	1718	0.302	517	1163	0.0	0.4	0.051	A
	2 - A3(M) Offslip (NB)	590	148	517	1705	0.346	588	0	0.0	0.6	0.056	A
	3 - Purbrook Way (EB)	905	226	264	1604	0.564	899	842	0.0	1.3	0.086	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	914	229	466	1836	0.498	910	723	0.0	1.0	0.066	A
	2 - A3(M) Onslip			567				810				
	3 - Purbrook Way (Eastbound)	1163	291	48	2010	0.579	1157	519	0.0	1.4	0.072	A
	4 - BnQ Access	71	18	1118	517	0.138	70	87	0.0	0.2	0.141	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	621	155	0	1718	0.361	620	1392	0.4	0.6	0.056	A
	2 - A3(M) Offslip (NB)	705	176	620	1631	0.432	704	0	0.6	0.8	0.068	A
	3 - Purbrook Way (EB)	1080	270	316	1570	0.688	1077	1009	1.3	2.2	0.123	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1092	273	559	1768	0.618	1089	867	1.0	1.6	0.090	A
	2 - A3(M) Onslip			678				970				
	3 - Purbrook Way (Eastbound)	1392	348	57	2004	0.695	1389	621	1.4	2.3	0.100	A
	4 - BnQ Access	85	21	1341	407	0.209	84	105	0.2	0.3	0.195	B

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	757	189	0	1718	0.441	756	1694	0.6	0.8	0.064	A
	2 - A3(M) Offslip (NB)	863	216	756	1535	0.562	861	0	0.8	1.3	0.093	A
	3 - Purbrook Way (EB)	1323	331	386	1524	0.868	1308	1231	2.2	5.9	0.267	C
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1337	334	677	1681	0.796	1329	1050	1.6	3.8	0.170	B
	2 - A3(M) Onslip			827				1179				
	3 - Purbrook Way (Eastbound)	1694	424	70	1995	0.849	1682	757	2.3	5.4	0.190	B
	4 - BnQ Access	104	26	1625	267	0.389	102	127	0.3	0.6	0.379	C

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	762	190	0	1718	0.443	762	1709	0.8	0.8	0.064	A
	2 - A3(M) Offslip (NB)	863	216	762	1531	0.564	863	0	1.3	1.3	0.094	A
	3 - Purbrook Way (EB)	1323	331	387	1523	0.868	1322	1238	5.9	6.3	0.298	C
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1337	334	687	1674	0.799	1337	1065	3.8	3.9	0.181	B
	2 - A3(M) Onslip			832				1191				
	3 - Purbrook Way (Eastbound)	1709	427	70	1995	0.857	1707	762	5.4	5.8	0.212	B
	4 - BnQ Access	104	26	1649	255	0.408	104	129	0.6	0.7	0.415	C

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	628	157	0	1718	0.365	628	1413	0.8	0.6	0.056	A
	2 - A3(M) Offslip (NB)	705	176	628	1626	0.434	707	0	1.3	0.8	0.068	A
	3 - Purbrook Way (EB)	1080	270	317	1569	0.688	1096	1018	6.3	2.3	0.133	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1092	273	574	1757	0.621	1101	890	3.9	1.7	0.094	A
	2 - A3(M) Onslip			686				989				
	3 - Purbrook Way (Eastbound)	1413	353	58	2003	0.705	1426	628	5.8	2.5	0.109	A
	4 - BnQ Access	85	21	1378	389	0.218	86	107	0.7	0.3	0.209	B

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	523	131	0	1718	0.304	523	1174	0.6	0.4	0.051	A
	2 - A3(M) Offslip (NB)	590	148	523	1700	0.347	591	0	0.8	0.6	0.057	A
	3 - Purbrook Way (EB)	905	226	265	1603	0.564	908	850	2.3	1.3	0.089	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	914	229	474	1830	0.500	917	735	1.7	1.0	0.067	A
	2 - A3(M) Onslip			571				820				
	3 - Purbrook Way (Eastbound)	1174	293	48	2010	0.584	1178	523	2.5	1.5	0.075	A
	4 - BnQ Access	71	18	1138	507	0.140	72	88	0.3	0.2	0.145	A

Existing Configuration - 2033 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.14	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.13	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 segment length (min)	Run automatically
D12	2033 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1199	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	837	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	822	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

From	To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)
	1 - Purbrook Way (Westbound)	0	335	444
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1085	319	0
	4 - BnQ Access	53	38	27
				0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	466
	2 - A3(M) Offslip (NB)	619	0	580
	3 - Purbrook Way (EB)	837	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	0	0

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.31	0.05	0.5	A	440	660
	2 - A3(M) Offslip (NB)	0.78	0.16	3.5	A	1106	1659
	3 - Purbrook Way (EB)	0.70	0.15	2.3	A	776	1164
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.49	0.06	1.0	A	769	1153
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.81	0.15	4.0	A	1349	2023
	4 - BnQ Access	0.43	0.35	0.7	C	108	162

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	360	90	0	1718	0.210	359	1102	0.0	0.3	0.045	A
	2 - A3(M) Offslip (NB)	907	227	359	1817	0.499	903	0	0.0	1.0	0.066	A
	3 - Purbrook Way (EB)	636	159	469	1470	0.433	633	794	0.0	0.8	0.072	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	631	158	288	1967	0.321	629	857	0.0	0.5	0.046	A
	2 - A3(M) Onslip			392				525				
	3 - Purbrook Way (Eastbound)	1102	275	32	2021	0.545	1097	360	0.0	1.2	0.065	A
	4 - BnQ Access	89	22	1057	547	0.162	88	72	0.0	0.2	0.131	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	431	108	0	1718	0.251	431	1319	0.3	0.3	0.048	A
	2 - A3(M) Offslip (NB)	1083	271	431	1766	0.613	1081	0	1.0	1.6	0.088	A
	3 - Purbrook Way (EB)	760	190	561	1409	0.539	758	951	0.8	1.2	0.093	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	753	188	346	1925	0.391	752	1028	0.5	0.7	0.052	A
	2 - A3(M) Onslip			470				629				
	3 - Purbrook Way (Eastbound)	1319	330	39	2017	0.654	1316	431	1.2	1.9	0.086	A
	4 - BnQ Access	106	27	1268	443	0.240	106	87	0.2	0.3	0.178	B

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	527	132	0	1718	0.307	527	1611	0.3	0.4	0.051	A
	2 - A3(M) Offslip (NB)	1327	332	527	1698	0.782	1319	0	1.6	3.4	0.156	A
	3 - Purbrook Way (EB)	931	233	684	1328	0.701	926	1162	1.2	2.3	0.149	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	922	231	421	1870	0.493	921	1251	0.7	1.0	0.064	A
	2 - A3(M) Onslip			575				767				
	3 - Purbrook Way (Eastbound)	1611	403	47	2011	0.801	1603	527	1.9	3.9	0.146	A
	4 - BnQ Access	130	32	1544	307	0.424	128	106	0.3	0.7	0.334	C

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	528	132	0	1718	0.308	528	1619	0.4	0.5	0.051	A
	2 - A3(M) Offslip (NB)	1327	332	528	1697	0.782	1327	0	3.4	3.5	0.163	A
	3 - Purbrook Way (EB)	931	233	688	1325	0.702	931	1167	2.3	2.3	0.153	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	922	231	425	1866	0.494	922	1263	1.0	1.0	0.065	A
	2 - A3(M) Onslip			576				772				
	3 - Purbrook Way (Eastbound)	1619	405	47	2011	0.805	1618	528	3.9	4.0	0.154	A
	4 - BnQ Access	130	32	1559	299	0.434	130	107	0.7	0.7	0.353	C

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	432	108	0	1718	0.252	433	1330	0.5	0.3	0.048	A
	2 - A3(M) Offslip (NB)	1083	271	433	1765	0.614	1091	0	3.5	1.6	0.091	A
	3 - Purbrook Way (EB)	760	190	566	1406	0.541	765	958	2.3	1.2	0.095	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	753	188	352	1920	0.392	754	1045	1.0	0.7	0.052	A
	2 - A3(M) Onslip			471				635				
	3 - Purbrook Way (Eastbound)	1330	333	39	2017	0.660	1339	432	4.0	2.0	0.091	A
	4 - BnQ Access	106	27	1290	432	0.246	108	88	0.7	0.3	0.186	B

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	362	90	0	1718	0.211	362	1110	0.3	0.3	0.045	A
	2 - A3(M) Offslip (NB)	907	227	362	1815	0.500	910	0	1.6	1.0	0.067	A
	3 - Purbrook Way (EB)	636	159	472	1467	0.434	638	800	1.2	0.8	0.073	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	631	158	292	1964	0.321	631	869	0.7	0.5	0.046	A
	2 - A3(M) Onslip			394				530				
	3 - Purbrook Way (Eastbound)	1110	278	32	2021	0.549	1113	362	2.0	1.2	0.067	A
	4 - BnQ Access	89	22	1072	539	0.165	89	73	0.3	0.2	0.134	A

Existing Configuration - 2033 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.21	B
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.25	B

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 segment length (min)	Run automatically
D13	2033 Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	757	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1213	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1216	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

From	To			
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)
	1 - Purbrook Way (Westbound)	0	464	666
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	909	566	0
	4 - BnQ Access	56	37	27
				0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	696
	2 - A3(M) Offslip (NB)	339	0	418
	3 - Purbrook Way (EB)	1213	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	2	0	4
	4 - BnQ Access	3	0	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	4
	3 - Purbrook Way (EB)	2	0	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.45	0.07	0.8	A	648	972
	2 - A3(M) Offslip (NB)	0.57	0.10	1.4	A	722	1084
	3 - Purbrook Way (EB)	0.89	0.36	7.8	C	1135	1703
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.82	0.21	4.5	B	1137	1705
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.88	0.26	7.2	C	1458	2187
	4 - BnQ Access	0.55	0.54	1.2	D	112	167

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	529	132	0	1718	0.308	527	1190	0.0	0.5	0.051	A
	2 - A3(M) Offslip (NB)	593	148	527	1697	0.349	590	0	0.0	0.6	0.056	A
	3 - Purbrook Way (EB)	931	233	264	1604	0.581	926	853	0.0	1.4	0.090	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	932	233	480	1826	0.511	928	744	0.0	1.1	0.068	A
	2 - A3(M) Onslip			594				815				
	3 - Purbrook Way (Eastbound)	1190	298	64	1999	0.596	1184	529	0.0	1.5	0.075	A
	4 - BnQ Access	92	23	1134	509	0.180	91	115	0.0	0.2	0.145	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	633	158	0	1718	0.369	633	1425	0.5	0.6	0.056	A
	2 - A3(M) Offslip (NB)	708	177	633	1623	0.436	707	0	0.6	0.8	0.068	A
	3 - Purbrook Way (EB)	1112	278	317	1570	0.709	1108	1023	1.4	2.4	0.131	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1113	278	576	1756	0.634	1111	893	1.1	1.7	0.094	A
	2 - A3(M) Onslip			710				976				
	3 - Purbrook Way (Eastbound)	1425	356	77	1990	0.716	1421	633	1.5	2.5	0.107	A
	4 - BnQ Access	109	27	1360	397	0.275	109	138	0.2	0.4	0.210	B

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	772	193	0	1718	0.449	771	1730	0.6	0.8	0.065	A
	2 - A3(M) Offslip (NB)	867	217	771	1525	0.568	865	0	0.8	1.4	0.094	A
	3 - Purbrook Way (EB)	1362	341	387	1523	0.894	1343	1248	2.4	7.2	0.311	C
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1364	341	695	1668	0.818	1354	1078	1.7	4.3	0.189	B
	2 - A3(M) Onslip			866				1183				
	3 - Purbrook Way (Eastbound)	1730	433	94	1978	0.875	1715	772	2.5	6.4	0.222	B
	4 - BnQ Access	134	33	1641	259	0.518	131	167	0.4	1.0	0.469	D

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	777	194	0	1718	0.452	777	1748	0.8	0.8	0.065	A
	2 - A3(M) Offslip (NB)	867	217	777	1520	0.570	867	0	1.4	1.4	0.095	A
	3 - Purbrook Way (EB)	1362	341	388	1523	0.895	1360	1256	7.2	7.8	0.364	C
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1364	341	707	1659	0.822	1363	1096	4.3	4.5	0.205	B
	2 - A3(M) Onslip			872				1198				
	3 - Purbrook Way (Eastbound)	1748	437	95	1978	0.884	1745	777	6.4	7.2	0.258	C
	4 - BnQ Access	134	33	1670	244	0.548	133	169	1.0	1.2	0.544	D

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	641	160	0	1718	0.373	642	1451	0.8	0.6	0.057	A
	2 - A3(M) Offslip (NB)	708	177	642	1616	0.438	710	0	1.4	0.8	0.069	A
	3 - Purbrook Way (EB)	1112	278	318	1569	0.709	1133	1034	7.8	2.6	0.147	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1113	278	595	1741	0.639	1124	923	4.5	1.8	0.101	A
	2 - A3(M) Onslip			720				1000				
	3 - Purbrook Way (Eastbound)	1451	363	78	1989	0.730	1469	641	7.2	2.8	0.122	A
	4 - BnQ Access	109	27	1406	375	0.292	112	141	1.2	0.4	0.234	B

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	534	133	0	1718	0.311	534	1202	0.6	0.5	0.052	A
	2 - A3(M) Offslip (NB)	593	148	534	1693	0.350	594	0	0.8	0.6	0.057	A
	3 - Purbrook Way (EB)	931	233	266	1603	0.581	936	862	2.6	1.4	0.092	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	932	233	489	1819	0.513	936	758	1.8	1.1	0.069	A
	2 - A3(M) Onslip			599				826				
	3 - Purbrook Way (Eastbound)	1202	300	65	1998	0.601	1207	534	2.8	1.6	0.078	A
	4 - BnQ Access	92	23	1155	498	0.184	92	117	0.4	0.2	0.150	A

Existing Configuration - 2033 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.16	A
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.19	B

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 segment length (min)	Run automatically
D14	2033 Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1208	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	886	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	852	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	335	446	71
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1087	325	0	96
	4 - BnQ Access	94	41	56	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From				
	1 - Purbrook Way (WB)	0	0	507
	2 - A3(M) Offslip (NB)	622	0	586
	3 - Purbrook Way (EB)	886	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M) Onslip

	To				
From		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	10	0

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
From		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.33	0.05	0.5	A	474	711
	2 - A3(M) Offslip (NB)	0.80	0.18	4.0	B	1115	1673
	3 - Purbrook Way (EB)	0.74	0.18	2.9	B	821	1232
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.52	0.07	1.1	A	796	1194
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.84	0.19	5.2	B	1397	2095
	4 - BnQ Access	0.74	0.76	2.6	E	180	271

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	387	97	0	1718	0.225	386	1141	0.0	0.3	0.046	A
	2 - A3(M) Offslip (NB)	915	229	386	1798	0.509	911	0	0.0	1.0	0.068	A
	3 - Purbrook Way (EB)	674	168	471	1468	0.459	670	826	0.0	0.8	0.076	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	653	163	321	1943	0.336	651	890	0.0	0.5	0.047	A
	2 - A3(M) Onslip			441				532				
	3 - Purbrook Way (Eastbound)	1141	285	53	2007	0.569	1136	387	0.0	1.3	0.069	A
	4 - BnQ Access	148	37	1064	543	0.272	146	125	0.0	0.4	0.155	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	464	116	0	1718	0.270	463	1366	0.3	0.4	0.049	A
	2 - A3(M) Offslip (NB)	1093	273	463	1743	0.627	1090	0	1.0	1.7	0.092	A
	3 - Purbrook Way (EB)	804	201	563	1407	0.572	803	990	0.8	1.3	0.100	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	780	195	385	1896	0.411	779	1067	0.5	0.7	0.055	A
	2 - A3(M) Onslip			527				637				
	3 - Purbrook Way (Eastbound)	1366	341	64	1999	0.683	1363	464	1.3	2.1	0.095	A
	4 - BnQ Access	177	44	1277	438	0.403	176	150	0.4	0.7	0.234	B

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	566	141	0	1718	0.329	565	1667	0.4	0.5	0.053	A
	2 - A3(M) Offslip (NB)	1338	335	565	1670	0.801	1329	0	1.7	3.8	0.173	B
	3 - Purbrook Way (EB)	985	246	687	1326	0.743	979	1208	1.3	2.8	0.172	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	955	239	466	1836	0.520	954	1295	0.7	1.1	0.069	A
	2 - A3(M) Onslip			644				776				
	3 - Purbrook Way (Eastbound)	1667	417	78	1989	0.838	1656	566	2.1	4.9	0.176	B
	4 - BnQ Access	216	54	1551	303	0.714	210	182	0.7	2.2	0.628	E

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	568	142	0	1718	0.331	568	1676	0.5	0.5	0.053	A
	2 - A3(M) Offslip (NB)	1338	335	568	1668	0.802	1338	0	3.8	4.0	0.182	B
	3 - Purbrook Way (EB)	985	246	691	1323	0.745	985	1215	2.8	2.9	0.179	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	955	239	473	1831	0.522	955	1312	1.1	1.1	0.070	A
	2 - A3(M) Onslip			646				782				
	3 - Purbrook Way (Eastbound)	1676	419	78	1989	0.843	1675	568	4.9	5.2	0.192	B
	4 - BnQ Access	216	54	1570	294	0.736	215	184	2.2	2.6	0.761	E

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	467	117	0	1718	0.272	468	1380	0.5	0.4	0.049	A
	2 - A3(M) Offslip (NB)	1093	273	468	1740	0.628	1102	0	4.0	1.7	0.096	A
	3 - Purbrook Way (EB)	804	201	569	1403	0.573	810	1000	2.9	1.4	0.103	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	780	195	396	1888	0.413	782	1092	1.1	0.7	0.055	A
	2 - A3(M) Onslip			531				646				
	3 - Purbrook Way (Eastbound)	1380	345	64	1999	0.690	1391	467	5.2	2.3	0.102	A
	4 - BnQ Access	177	44	1304	425	0.416	184	152	2.6	0.8	0.263	C

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	390	97	0	1718	0.227	390	1150	0.4	0.3	0.046	A
	2 - A3(M) Offslip (NB)	915	229	390	1795	0.510	918	0	1.7	1.1	0.069	A
	3 - Purbrook Way (EB)	674	168	474	1466	0.460	676	833	1.4	0.9	0.077	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	653	163	326	1939	0.337	654	904	0.7	0.5	0.048	A
	2 - A3(M) Onslip			443				537				
	3 - Purbrook Way (Eastbound)	1150	288	54	2006	0.573	1154	390	2.3	1.4	0.071	A
	4 - BnQ Access	148	37	1081	535	0.277	149	126	0.8	0.4	0.161	A

Existing Configuration - 2033 Baseline + Dev + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.51	D
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.41	C

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 segment length (min)	Run automatically
D15	2033 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	794	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	1345	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	1228	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	464	678	86
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	943	665	0	65
	4 - BnQ Access	56	37	27	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	708
	2 - A3(M) Offslip (NB)	339	0	455
	3 - Purbrook Way (EB)	1345	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M)
Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	3	2	0	4
	4 - BnQ Access	3	0	0	10

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	4	0	4
	3 - Purbrook Way (EB)	2	0	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.46	0.07	0.9	A	659	988
	2 - A3(M) Offslip (NB)	0.60	0.10	1.6	A	758	1137
	3 - Purbrook Way (EB)	0.99	0.99	24.6	F	1259	1888
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.87	0.28	6.2	C	1148	1722
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.95	0.46	13.5	D	1581	2371
	4 - BnQ Access	0.72	1.04	2.2	F	112	167

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	538	135	0	1718	0.313	536	1290	0.0	0.5	0.052	A
	2 - A3(M) Offslip (NB)	622	155	536	1691	0.368	619	0	0.0	0.6	0.058	A
	3 - Purbrook Way (EB)	1033	258	264	1604	0.644	1026	891	0.0	1.8	0.105	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	942	235	554	1771	0.532	937	768	0.0	1.1	0.073	A
	2 - A3(M) Onslip			603				889				
	3 - Purbrook Way (Eastbound)	1290	323	64	1999	0.645	1283	538	0.0	1.8	0.085	A
	4 - BnQ Access	92	23	1232	460	0.199	91	115	0.0	0.2	0.164	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	644	161	0	1718	0.375	643	1543	0.5	0.6	0.057	A
	2 - A3(M) Offslip (NB)	742	186	643	1615	0.460	741	0	0.6	0.9	0.071	A
	3 - Purbrook Way (EB)	1233	308	316	1570	0.786	1226	1068	1.8	3.6	0.175	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1124	281	664	1691	0.665	1121	921	1.1	2.0	0.107	A
	2 - A3(M) Onslip			721				1064				
	3 - Purbrook Way (Eastbound)	1543	386	77	1990	0.775	1537	644	1.8	3.4	0.134	A
	4 - BnQ Access	109	27	1476	340	0.322	109	138	0.2	0.5	0.262	C

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	782	196	0	1718	0.455	781	1840	0.6	0.8	0.065	A
	2 - A3(M) Offslip (NB)	909	227	781	1517	0.599	907	0	0.9	1.5	0.102	A
	3 - Purbrook Way (EB)	1510	378	387	1523	0.992	1453	1301	3.6	18.0	0.611	E
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1377	344	784	1602	0.859	1363	1086	2.0	5.6	0.242	B
	2 - A3(M) Onslip			876				1271				
	3 - Purbrook Way (Eastbound)	1840	460	94	1978	0.930	1812	782	3.4	10.4	0.326	C
	4 - BnQ Access	134	33	1741	210	0.639	130	165	0.5	1.6	0.724	E

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	789	197	0	1718	0.460	789	1872	0.8	0.9	0.066	A
	2 - A3(M) Offslip (NB)	909	227	789	1511	0.602	909	0	1.5	1.6	0.104	A
	3 - Purbrook Way (EB)	1510	378	388	1523	0.992	1484	1310	18.0	24.6	0.992	F
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1377	344	804	1588	0.867	1375	1114	5.6	6.2	0.281	C
	2 - A3(M) Onslip			884				1295				
	3 - Purbrook Way (Eastbound)	1872	468	95	1978	0.947	1860	789	10.4	13.5	0.456	D
	4 - BnQ Access	134	33	1786	187	0.716	132	168	1.6	2.2	1.042	F

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	656	164	0	1718	0.382	657	1634	0.9	0.6	0.058	A
	2 - A3(M) Offslip (NB)	742	186	657	1606	0.462	745	0	1.6	0.9	0.073	A
	3 - Purbrook Way (EB)	1233	308	318	1569	0.786	1316	1084	24.6	4.0	0.313	C
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	1124	281	719	1650	0.682	1140	998	6.2	2.2	0.123	A
	2 - A3(M) Onslip			734				1125				
	3 - Purbrook Way (Eastbound)	1634	408	78	1989	0.821	1668	656	13.5	5.0	0.209	B
	4 - BnQ Access	109	27	1602	278	0.393	115	144	2.2	0.7	0.386	C

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	544	136	0	1718	0.316	544	1307	0.6	0.5	0.052	A
	2 - A3(M) Offslip (NB)	622	155	544	1685	0.369	623	0	0.9	0.6	0.059	A
	3 - Purbrook Way (EB)	1033	258	266	1603	0.644	1041	901	4.0	1.9	0.111	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	942	235	570	1760	0.535	946	791	2.2	1.2	0.076	A
	2 - A3(M) Onslip			609				907				
	3 - Purbrook Way (Eastbound)	1307	327	65	1998	0.654	1319	544	5.0	2.0	0.092	A
	4 - BnQ Access	92	23	1267	443	0.207	93	117	0.7	0.3	0.175	B

Existing Configuration - 2033 Baseline + Dev + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A3(M) Offslip	Standard Roundabout	1, 2, 3	0.23	B
2	A3(M) Onslip	Standard Roundabout	1, 2, 3, 4	0.25	C

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 segment length (min)	Run automatically
D16	2033 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	2	3	Queue limited	Normal	0	100.00	19.00
2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	1	1	Queue limited	Normal	0	100.00	38.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	✓				
	2 - A3(M) Offslip (NB)		ONE HOUR	✓	1308	100.000
	3 - Purbrook Way (EB)		ONE HOUR	✓	948	100.000
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)		ONE HOUR	✓	886	100.000
	2 - A3(M) Onslip					
	3 - Purbrook Way (Eastbound)	✓				
	4 - BnQ Access		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (Veh/hr)

2 - A3(M)
Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	335	480	71
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1102	370	0	96
	4 - BnQ Access	94	41	56	0

Demand (Veh/hr)

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	541
	2 - A3(M) Offslip (NB)	622	0	686
	3 - Purbrook Way (EB)	948	0	0

Vehicle Mix

Heavy Vehicle Percentages

2 - A3(M)
Onslip

	To				
		1 - Purbrook Way (Westbound)	2 - A3(M) Onslip	3 - Purbrook Way (Eastbound)	4 - BnQ Access
From	1 - Purbrook Way (Westbound)	0	2	2	0
	2 - A3(M) Onslip	Exit-only	Exit-only	Exit-only	Exit-only
	3 - Purbrook Way (Eastbound)	1	1	0	0
	4 - BnQ Access	0	0	10	0

Heavy Vehicle Percentages

1 - A3(M) Offslip

	To			
		1 - Purbrook Way (WB)	2 - A3(M) Offslip (NB)	3 - Purbrook Way (EB)
From	1 - Purbrook Way (WB)	0	0	2
	2 - A3(M) Offslip (NB)	1	0	0
	3 - Purbrook Way (EB)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3(M) Offslip	1 - Purbrook Way (WB)	0.35	0.06	0.6	A	505	758
	2 - A3(M) Offslip (NB)	0.88	0.30	6.9	C	1207	1811
	3 - Purbrook Way (EB)	0.80	0.22	3.8	B	879	1318
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	0.55	0.08	1.3	A	828	1242
	2 - A3(M) Onslip						
	3 - Purbrook Way (Eastbound)	0.88	0.24	6.7	B	1454	2181
	4 - BnQ Access	0.83	1.17	3.9	F	180	271

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	413	103	0	1718	0.241	412	1188	0.0	0.3	0.047	A
	2 - A3(M) Offslip (NB)	990	248	412	1779	0.557	985	0	0.0	1.2	0.076	A
	3 - Purbrook Way (EB)	721	180	471	1468	0.491	717	927	0.0	1.0	0.080	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	679	170	355	1918	0.354	677	902	0.0	0.6	0.049	A
	2 - A3(M) Onslip			467				566				
	3 - Purbrook Way (Eastbound)	1188	297	53	2007	0.592	1182	413	0.0	1.4	0.073	A
	4 - BnQ Access	148	37	1110	521	0.284	146	125	0.0	0.4	0.164	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	495	124	0	1718	0.288	494	1421	0.3	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1183	296	494	1721	0.687	1179	0	1.2	2.2	0.111	A
	3 - Purbrook Way (EB)	861	215	563	1407	0.612	858	1110	1.0	1.6	0.110	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	811	203	426	1866	0.435	810	1081	0.6	0.8	0.058	A
	2 - A3(M) Onslip			558				678				
	3 - Purbrook Way (Eastbound)	1421	355	64	1999	0.711	1417	495	1.4	2.4	0.104	A
	4 - BnQ Access	177	44	1332	411	0.430	175	150	0.4	0.8	0.260	C

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	603	151	0	1718	0.351	602	1729	0.4	0.5	0.055	A
	2 - A3(M) Offslip (NB)	1448	362	602	1644	0.881	1431	0	2.2	6.5	0.264	C
	3 - Purbrook Way (EB)	1054	264	683	1328	0.794	1046	1350	1.6	3.6	0.209	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	993	248	512	1802	0.551	992	1306	0.8	1.2	0.075	A
	2 - A3(M) Onslip			681				823				
	3 - Purbrook Way (Eastbound)	1729	432	78	1989	0.869	1715	603	2.4	6.1	0.210	B
	4 - BnQ Access	216	54	1611	274	0.791	207	182	0.8	3.0	0.839	F

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	606	151	0	1718	0.353	606	1744	0.5	0.6	0.055	A
	2 - A3(M) Offslip (NB)	1448	362	606	1642	0.882	1447	0	6.5	6.9	0.302	C
	3 - Purbrook Way (EB)	1054	264	691	1323	0.797	1054	1362	3.6	3.8	0.223	B
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	993	248	522	1795	0.553	993	1328	1.2	1.3	0.076	A
	2 - A3(M) Onslip			684				831				
	3 - Purbrook Way (Eastbound)	1744	436	78	1989	0.877	1742	606	6.1	6.7	0.241	B
	4 - BnQ Access	216	54	1636	261	0.829	213	184	3.0	3.9	1.171	F

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	500	125	0	1718	0.291	501	1443	0.6	0.4	0.050	A
	2 - A3(M) Offslip (NB)	1183	296	501	1716	0.689	1201	0	6.9	2.3	0.121	A
	3 - Purbrook Way (EB)	861	215	574	1400	0.615	869	1129	3.8	1.6	0.116	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	811	203	443	1854	0.438	813	1117	1.3	0.8	0.059	A
	2 - A3(M) Onslip			564				691				
	3 - Purbrook Way (Eastbound)	1443	361	64	1999	0.722	1459	500	6.7	2.7	0.115	A
	4 - BnQ Access	177	44	1371	392	0.451	189	152	3.9	0.9	0.320	C

18:00 - 18:15

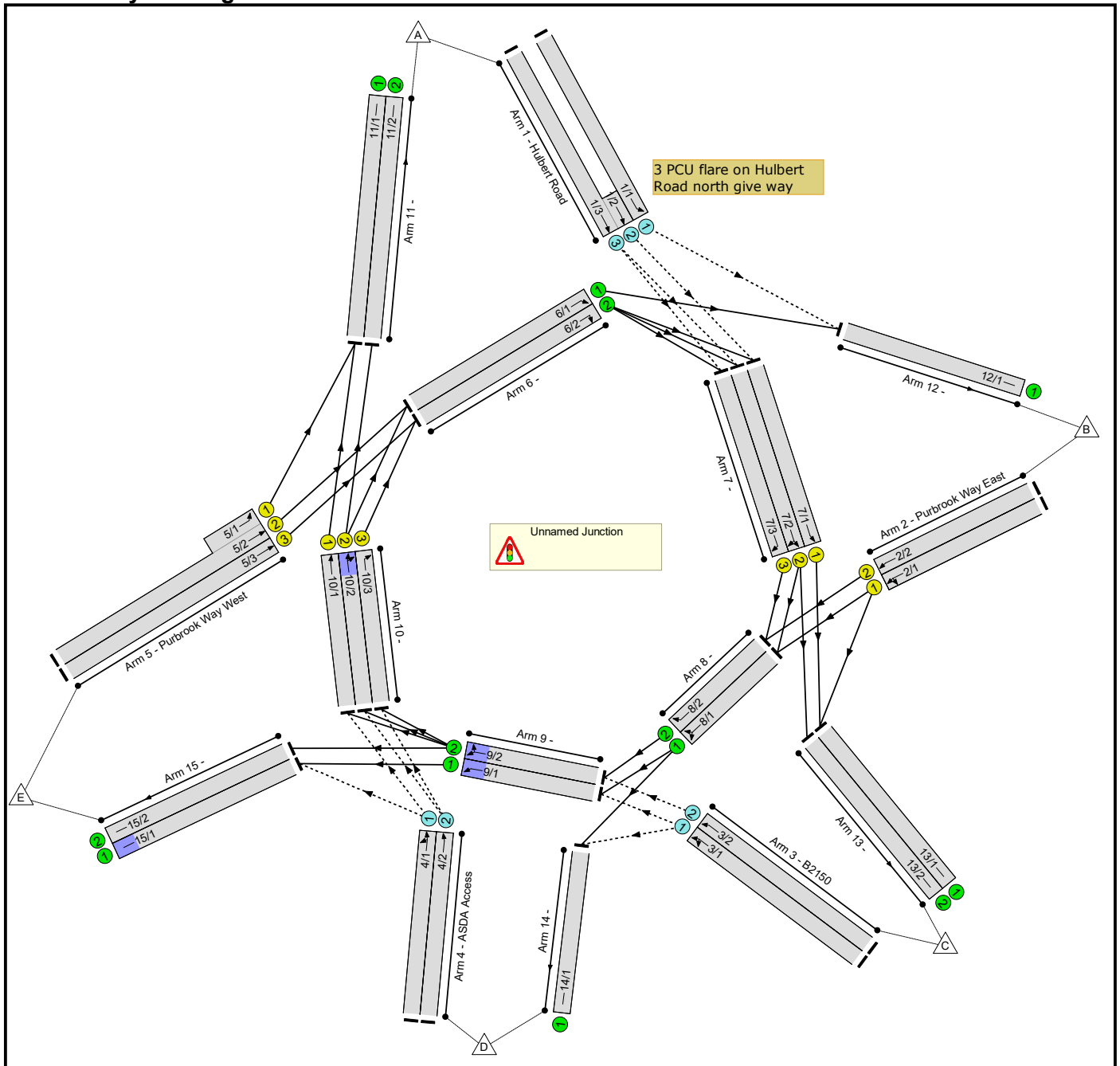
Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1 - A3(M) Offslip	1 - Purbrook Way (WB)	416	104	0	1718	0.242	416	1198	0.4	0.3	0.047	A
	2 - A3(M) Offslip (NB)	990	248	416	1776	0.558	994	0	2.3	1.3	0.078	A
	3 - Purbrook Way (EB)	721	180	475	1465	0.492	723	936	1.6	1.0	0.082	A
2 - A3(M) Onslip	1 - Purbrook Way (Westbound)	679	170	362	1913	0.355	680	918	0.8	0.6	0.050	A
	2 - A3(M) Onslip			470				572				
	3 - Purbrook Way (Eastbound)	1198	300	54	2006	0.597	1203	416	2.7	1.5	0.076	A
	4 - BnQ Access	148	37	1130	511	0.290	150	126	0.9	0.4	0.172	B

Appendix N

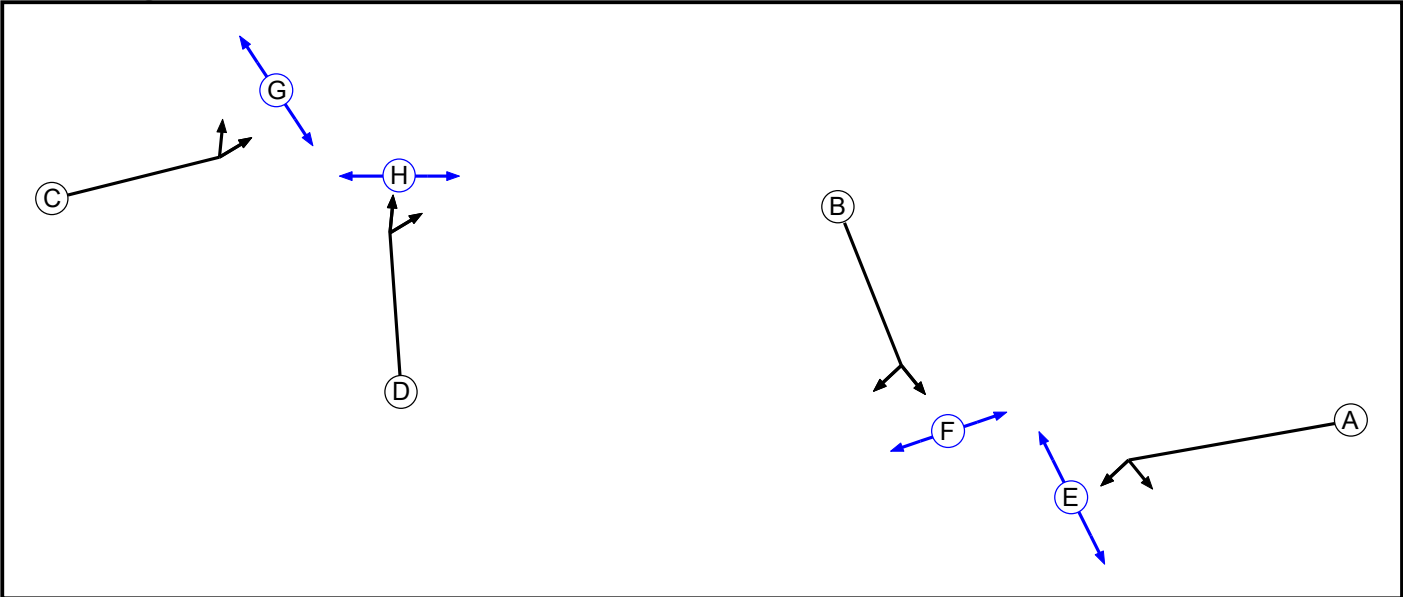
Full Input Data And Results**User and Project Details**

Project:	Asda roundabout Leigh Park
Title:	628 units (2023 baseline and 2033)
Location:	
Client:	Dandara
Site Ref(s):	College Road, Campdown
Additional detail:	
File name:	Leigh Park Asda rdbt Purbrook Way - April 23.lsg3x
Author:	C Duff
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	2		-9999	7
B	Traffic	2		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Pedestrian	2		-9999	6
F	Pedestrian	2		-9999	6
G	Pedestrian	1		-9999	6
H	Pedestrian	1		-9999	6

Full Input Data And Results

Phase Intergreens Matrix

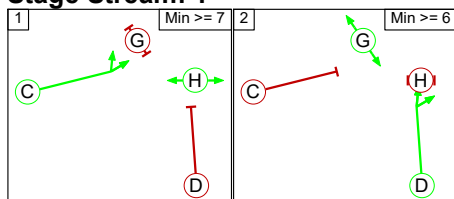
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	-	-	6	-	-	-
	B	5		-	-	-	5	-	-
	C	-	-		5	-	-	6	-
	D	-	-	5		-	-	-	5
	E	6	-	-	-		-	-	-
	F	-	6	-	-	-		-	-
	G	-	-	6	-	-	-		-
	H	-	-	-	6	-	-	-	

Phases in Stage

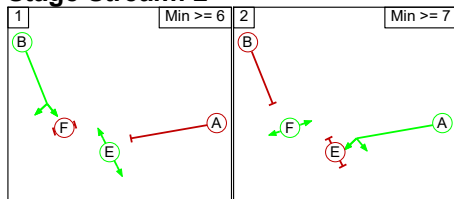
Stream	Stage No.	Phases in Stage
1	1	C H
1	2	D G
2	1	B E
2	2	A F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Hulbert Road)	12/1 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
1/2 (Hulbert Road)	7/1 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
1/3 (Hulbert Road)	7/2 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
	7/3 (Ahead)	1000	0	6/1	0.33	All					
				6/2	0.33	All					
3/1 (B2150)	9/1 (Ahead)	839	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
	14/1 (Left)	839	0	8/1	0.33	All					
				8/2	0.33	All					
3/2 (B2150)	9/2 (Ahead)	839	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
4/1 (ASDA Access)	10/1 (Ahead)	880	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
	15/1 (Left)	880	0	9/1	0.33	All					
4/2 (ASDA Access)	10/2 (Ahead)	1400	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
	10/3 (Ahead)	880	0	9/1	0.33	All					
				9/2	0.33	All					

Full Input Data And Results

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Hulbert Road)	O		2	3	60.0	User	1900	-	-	-	-	-
1/2 (Hulbert Road)	O		2	3	3.0	User	1900	-	-	-	-	-
1/3 (Hulbert Road)	O		2	3	60.0	User	1900	-	-	-	-	-
2/1 (Purbrook Way East)	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/2 (Purbrook Way East)	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/1 (B2150)	O		2	3	60.0	User	1900	-	-	-	-	-
3/2 (B2150)	O		2	3	60.0	User	1900	-	-	-	-	-
4/1 (ASDA Access)	O		2	3	60.0	User	1900	-	-	-	-	-
4/2 (ASDA Access)	O		2	3	60.0	User	1900	-	-	-	-	-
5/1 (Purbrook Way West)	U	C	2	3	3.0	User	1900	-	-	-	-	-
5/2 (Purbrook Way West)	U	C	2	3	60.0	User	1900	-	-	-	-	-
5/3 (Purbrook Way West)	U	C	2	3	60.0	User	1900	-	-	-	-	-
6/1	U		2	3	60.0	User	1900	-	-	-	-	-
6/2	U		2	3	60.0	User	1900	-	-	-	-	-
7/1	U	B	2	3	60.0	User	1900	-	-	-	-	-
7/2	U	B	2	3	60.0	User	1900	-	-	-	-	-
7/3	U	B	2	3	60.0	User	1900	-	-	-	-	-
8/1	U		2	3	60.0	User	1900	-	-	-	-	-
8/2	U		2	3	60.0	User	1900	-	-	-	-	-
9/1	U		2	3	60.0	User	1900	-	-	-	-	-
9/2	U		2	3	60.0	User	1900	-	-	-	-	-
10/1	U	D	2	3	60.0	User	1900	-	-	-	-	-
10/2	U	D	2	3	60.0	User	1900	-	-	-	-	-
10/3	U	D	2	3	60.0	User	1900	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

11/2	U		2	3	60.0	User	1900	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	User	1900	-	-	-	-	-
13/2	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1	U		2	3	60.0	User	1900	-	-	-	-	-
15/1	U		2	3	60.0	User	1900	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: Unnamed Junction								
Lane	Custom Occupancy per Flow Group (PCU)							
	2023 Base - AM Peak	2023 Base - PM Peak	2023 Base - AM Peak	2023 Base - PM Peak	2023 Base + Comitted Dev - AM Peak	2023 Base + Comitted Dev - PM Peak	2023 Base + Comitted Dev + Dev - AM Peak	2023 Base + Comitted Dev + Dev - PM Peak
1/2 (Hulbert Road Lane 2)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5/1 (Purbrook Way West Lane 1)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base - AM Peak'	08:00	09:00	01:00	
2: '2023 Base - PM Peak '	17:00	18:00	01:00	
3: '2023 Base - AM Peak'	08:00	09:00	01:00	
4: '2023 Base - PM Peak '	17:00	18:00	01:00	
5: '2023 Base + Comitted Dev - AM Peak'	08:00	09:00	01:00	
6: '2023 Base + Comitted Dev - PM Peak'	17:00	18:00	01:00	
7: '2023 Base + Comitted Dev + Dev - AM Peak'	08:00	09:00	01:00	
8: '2023 Base + Comitted Dev + Dev - PM Peak'	17:00	18:00	01:00	

Scenario 1: '2023 Base - AM Peak' (FG1: '2023 Base - AM Peak', Plan 1: 'Staging Plan No. 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	347	124	78	100	649
	B	308	0	20	118	684	1130
	C	137	24	0	94	186	441
	D	58	85	46	0	130	319
	E	92	484	132	167	0	875
	Tot.	595	940	322	457	1100	3414

Traffic Lane Flows

Lane	Scenario 1: 2023 Base - AM Peak
Junction: Unnamed Junction	
1/1	347
1/2 (short)	123
1/3 (with short)	302(In) 179(Out)
2/1	565
2/2	565
3/1	210
3/2	231
4/1	141
4/2	178
5/1 (short)	92
5/2 (with short)	576(In) 484(Out)
5/3	299
6/1	593
6/2	345
7/1	185
7/2	362
7/3	100
8/1	790
8/2	665
9/1	543
9/2	896
10/1	314
10/2	298
10/3	46
11/1	406
11/2	189
12/1	940
13/1	205
13/2	117
14/1	457
15/1	673
15/2	427

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 2: '2023 Base - PM Peak' (FG2: '2023 Base - PM Peak ', Plan 1: 'Staging Plan No. 1')
Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	360	99	105	61	625
	B	268	0	23	166	404	861
	C	121	20	0	98	90	329
	D	102	211	96	0	221	630
	E	60	689	95	225	0	1069
	Tot.	551	1280	313	594	776	3514

Traffic Lane Flows

Lane	Scenario 2: 2023 Base - PM Peak
Junction: Unnamed Junction	
1/1	360
1/2 (short)	95
1/3 (with short)	265(In) 170(Out)
2/1	415
2/2	446
3/1	146
3/2	183
4/1	309
4/2	395
5/1 (short)	60
5/2 (with short)	749(In) 689(Out)
5/3	320
6/1	920
6/2	416
7/1	210
7/2	410
7/3	61
8/1	722
8/2	507
9/1	274
9/2	690
10/1	423
10/2	373
10/3	96
11/1	483
11/2	142
12/1	1280
13/1	233
13/2	80
14/1	594
15/1	495
15/2	281

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 3: '2033 Base - AM Peak' (FG3: '2033 Base - AM Peak', Plan 1: 'Staging Plan No. 1') Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	B	C	D	E	Tot.	
	A	0	372	133	84	108	697
	B	330	0	22	126	733	1211
	C	129	22	0	97	105	353
	D	62	91	49	0	139	341
	E	99	518	141	179	0	937
	Tot.	620	1003	345	486	1085	3539

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2033 Base - AM Peak
Junction: Unnamed Junction	
1/1	372
1/2 (short)	117
1/3 (with short)	325(In) 208(Out)
2/1	597
2/2	614
3/1	167
3/2	186
4/1	159
4/2	182
5/1 (short)	99
5/2 (with short)	617(In) 518(Out)
5/3	320
6/1	631
6/2	369
7/1	211
7/2	375
7/3	108
8/1	838
8/2	722
9/1	519
9/2	908
10/1	333
10/2	301
10/3	49
11/1	432
11/2	188
12/1	1003
13/1	233
13/2	112
14/1	486
15/1	658
15/2	427

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 4: '2033 Base - PM Peak' (FG4: '2033 Base - PM Peak ', Plan 1: 'Staging Plan No. 1') Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	B	C	D	E	Tot.	
	A	0	385	106	113	65	669
	B	286	0	25	178	432	921
	C	127	21	0	104	95	347
	D	109	225	103	0	236	673
	E	65	738	102	241	0	1146
	Tot.	587	1369	336	636	828	3756

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2033 Base - PM Peak
Junction: Unnamed Junction	
1/1	385
1/2 (short)	106
1/3 (with short)	284(In) 178(Out)
2/1	450
2/2	471
3/1	159
3/2	188
4/1	324
4/2	416
5/1 (short)	65
5/2 (with short)	803(In) 738(Out)
5/3	343
6/1	984
6/2	446
7/1	254
7/2	411
7/3	65
8/1	779
8/2	536
9/1	302
9/2	724
10/1	423
10/2	412
10/3	103
11/1	488
11/2	166
12/1	1369
13/1	279
13/2	57
14/1	636
15/1	538
15/2	290

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 5: '2033 Base + Comitted Dev - AM Peak' (FG5: '2033 Base + Comitted Dev - AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	372	133	84	109	698
	B	330	0	22	126	743	1221
	C	129	22	0	105	103	359
	D	62	98	54	0	139	353
	E	100	520	141	179	0	940
	Tot.	621	1012	350	494	1094	3571

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2033 Base + Comitted Dev - AM Peak
Junction: Unnamed Junction	
1/1	372
1/2 (short)	132
1/3 (with short)	326(In) 194(Out)
2/1	575
2/2	646
3/1	172
3/2	187
4/1	157
4/2	196
5/1 (short)	100
5/2 (with short)	620(In) 520(Out)
5/3	320
6/1	640
6/2	374
7/1	278
7/2	313
7/3	109
8/1	816
8/2	755
9/1	494
9/2	942
10/1	378
10/2	263
10/3	54
11/1	478
11/2	143
12/1	1012
13/1	300
13/2	50
14/1	494
15/1	633
15/2	461

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 6: '2033 Base + Comitted Dev - PM Peak' (FG6: '2033 Base + Comitted Dev - PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	385	106	113	66	670
	B	286	0	25	178	449	938
	C	127	21	0	104	107	359
	D	109	242	115	0	236	702
	E	65	738	102	241	0	1146
	Tot.	587	1386	348	636	858	3815

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2033 Base + Comitted Dev - PM Peak
Junction: Unnamed Junction	
1/1	385
1/2 (short)	106
1/3 (with short)	285(In) 179(Out)
2/1	430
2/2	508
3/1	167
3/2	192
4/1	306
4/2	396
5/1 (short)	65
5/2 (with short)	803(In) 738(Out)
5/3	343
6/1	1001
6/2	458
7/1	297
7/2	380
7/3	66
8/1	759
8/2	574
9/1	290
9/2	766
10/1	455
10/2	330
10/3	115
11/1	520
11/2	67
12/1	1386
13/1	322
13/2	26
14/1	636
15/1	526
15/2	332

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 7: '2033 Base + Comitted Dev + Dev - AM Peak' (FG7: '2033 Base + Comitted Dev + Dev - AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	372	133	84	114	703
	B	330	0	22	126	749	1227
	C	129	22	0	105	103	359
	D	62	98	54	0	139	353
	E	116	538	141	179	0	974
	Tot.	637	1030	350	494	1105	3616

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2033 Base + Comitted Dev + Dev - AM Peak
Junction: Unnamed Junction	
1/1	372
1/2 (short)	133
1/3 (with short)	331(In) 198(Out)
2/1	579
2/2	648
3/1	173
3/2	186
4/1	157
4/2	196
5/1 (short)	116
5/2 (with short)	654(In) 538(Out)
5/3	320
6/1	658
6/2	374
7/1	275
7/2	316
7/3	114
8/1	820
8/2	762
9/1	499
9/2	948
10/1	378
10/2	263
10/3	54
11/1	494
11/2	143
12/1	1030
13/1	297
13/2	53
14/1	494
15/1	638
15/2	467

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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Scenario 8: '2033 Base + Comitted Dev + Dev - PM Peak' (FG8: '2033 Base + Comitted Dev + Dev - PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	385	106	113	82	686
	B	286	0	25	178	468	957
	C	127	21	0	104	107	359
	D	109	242	115	0	236	702
	E	72	746	102	241	0	1161
	Tot.	594	1394	348	636	893	3865

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2033 Base + Comitted Dev + Dev - PM Peak
Junction: Unnamed Junction	
1/1	385
1/2 (short)	106
1/3 (with short)	301(In) 195(Out)
2/1	439
2/2	518
3/1	168
3/2	191
4/1	307
4/2	395
5/1 (short)	72
5/2 (with short)	818(In) 746(Out)
5/3	343
6/1	1009
6/2	458
7/1	300
7/2	377
7/3	82
8/1	768
8/2	600
9/1	300
9/2	791
10/1	456
10/2	329
10/3	115
11/1	528
11/2	66
12/1	1394
13/1	325
13/2	23
14/1	636
15/1	536
15/2	357

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Hulbert Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Hulbert Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (Hulbert Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Purbrook Way East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Purbrook Way East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2150 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2150 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ASDA Access Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (ASDA Access Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Purbrook Way West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Purbrook Way West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (Purbrook Way West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1	This lane uses a directly entered Saturation Flow						1900	1900
6/2	This lane uses a directly entered Saturation Flow						1900	1900
7/1	This lane uses a directly entered Saturation Flow						1900	1900
7/2	This lane uses a directly entered Saturation Flow						1900	1900
7/3	This lane uses a directly entered Saturation Flow						1900	1900
8/1	This lane uses a directly entered Saturation Flow						1900	1900
8/2	This lane uses a directly entered Saturation Flow						1900	1900
9/1	This lane uses a directly entered Saturation Flow						1900	1900
9/2	This lane uses a directly entered Saturation Flow						1900	1900
10/1	This lane uses a directly entered Saturation Flow						1900	1900
10/2	This lane uses a directly entered Saturation Flow						1900	1900
10/3	This lane uses a directly entered Saturation Flow						1900	1900
11/1	Infinite Saturation Flow						Inf	Inf
11/2	This lane uses a directly entered Saturation Flow						1900	1900
12/1	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1900	1900
13/2	Infinite Saturation Flow						Inf	Inf
14/1	This lane uses a directly entered Saturation Flow						1900	1900
15/1	This lane uses a directly entered Saturation Flow						1900	1900

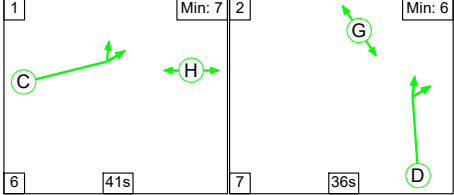
Full Input Data And Results

15/2	Infinite Saturation Flow	Inf	Inf
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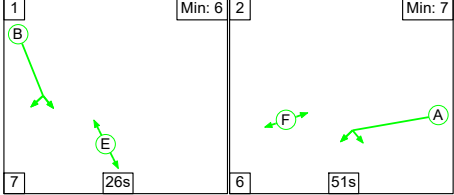
Scenario 1: '2023 Base - AM Peak' (FG1: '2023 Base - AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

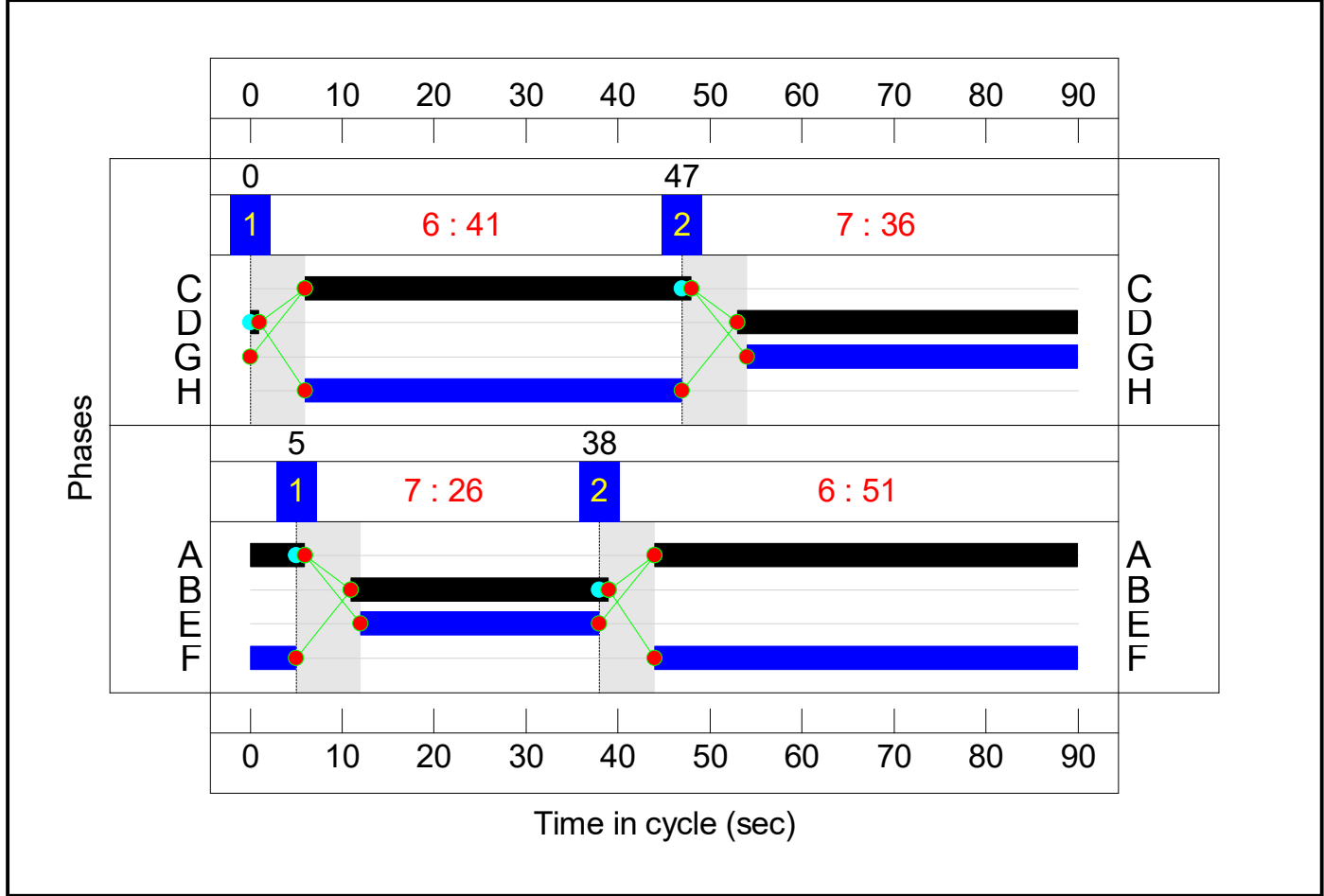
Stage Stream: 1

Stage	1	2
Duration	41	36
Change Point	0	47

Stage Stream: 2

Stage	1	2
Duration	26	51
Change Point	5	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	60.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.3%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	347	1900	804	43.2%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	302	1900:1900	1186	25.5%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	52	-	565	1900	1119	50.5%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	52	-	565	1900	1119	50.5%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	210	1900	413	50.8%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	231	1900	413	55.9%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	141	1900	609	23.2%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	178	1900	686	25.9%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	42	-	576	1900:1900	956	60.3%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	42	-	299	1900	908	32.9%
6/1	Right	U	N/A	N/A	-		-	-	-	593	1900	1900	31.2%
6/2	Right	U	N/A	N/A	-		-	-	-	345	1900	1900	18.2%
7/1	Ahead	U	2	N/A	B		1	28	-	185	1900	612	30.2%
7/2	Right Ahead	U	2	N/A	B		1	28	-	362	1900	612	59.1%
7/3	Right	U	2	N/A	B		1	28	-	100	1900	612	16.3%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	790	1900	1900	41.6%
8/2	Right	U	N/A	N/A	-		-	-	-	665	1900	1900	35.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	543	1900	1900	28.6%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	896	1900	1900	47.2%
10/1	Ahead	U	1	N/A	D		1	38	-	314	1900	823	38.1%
10/2	Right Ahead	U	1	N/A	D		1	38	-	298	1900	823	36.2%
10/3	Right	U	1	N/A	D		1	38	-	46	1900	823	5.6%
11/1		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	189	1900	1900	9.9%
12/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	205	1900	1900	10.8%
13/2		U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	457	1900	1900	24.1%
15/1		U	N/A	N/A	-		-	-	-	673	1900	1900	35.4%
15/2		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	1711	0	0	13.8	7.8	0.0	21.6	-	-	-	-
Unnamed Junction	-	-	1711	0	0	13.8	7.8	0.0	21.6	-	-	-	-
1/1	347	347	347	0	0	0.0	0.4	-	0.4	3.9	0.0	0.4	0.4
1/3+1/2	302	302	604	0	0	0.1	0.2	-	0.2	2.9	0.9	0.2	1.1
2/1	565	565	-	-	-	1.7	0.5	-	2.2	14.1	8.2	0.5	8.7
2/2	565	565	-	-	-	1.7	0.5	-	2.2	14.1	8.2	0.5	8.7
3/1	210	210	210	0	0	0.2	0.5	-	0.7	11.8	1.7	0.5	2.3
3/2	231	231	231	0	0	0.2	0.6	-	0.8	13.1	2.1	0.6	2.7
4/1	141	141	141	0	0	0.1	0.2	-	0.2	5.2	0.7	0.2	0.8
4/2	178	178	178	0	0	0.1	0.2	-	0.3	5.2	1.0	0.2	1.2
5/2+5/1	576	576	-	-	-	2.6	0.8	-	3.4	21.0	9.3	0.8	10.0
5/3	299	299	-	-	-	1.2	0.2	-	1.5	17.5	4.6	0.2	4.8
6/1	593	593	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	345	345	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	185	185	-	-	-	1.0	0.2	-	1.3	24.4	2.7	0.2	3.0
7/2	362	362	-	-	-	1.8	0.7	-	2.5	25.3	4.4	0.7	5.2
7/3	100	100	-	-	-	0.7	0.1	-	0.8	27.3	1.9	0.1	2.0
8/1	790	790	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2	665	665	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	543	543	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	896	896	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
10/1	314	314	-	-	-	1.0	0.3	-	1.3	15.5	3.2	0.3	3.5
10/2	298	298	-	-	-	1.2	0.3	-	1.5	18.1	4.0	0.3	4.3
10/3	46	46	-	-	-	0.2	0.0	-	0.2	17.2	0.7	0.0	0.7

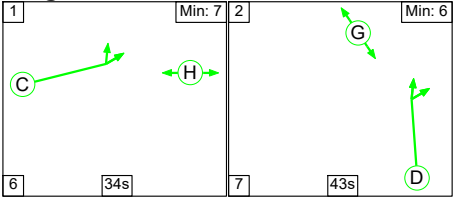
Full Input Data And Results

11/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	189	189	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	205	205	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	457	457	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
15/1	673	673	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/2	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%) 49.3 Total Delay for Signalled Lanes (pcuHr): 7.89 Cycle Time (s): 90 C1 Stream: 2 PRC for Signalled Lanes (%) 52.2 Total Delay for Signalled Lanes (pcuHr): 8.98 Cycle Time (s): 90 PRC Over All Lanes (%) 49.3 Total Delay Over All Lanes(pcuHr): 21.63													

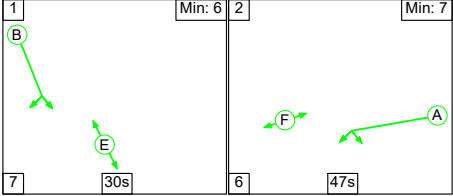
Full Input Data And Results
Scenario 2: '2023 Base - PM Peak' (FG2: '2023 Base - PM Peak ', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

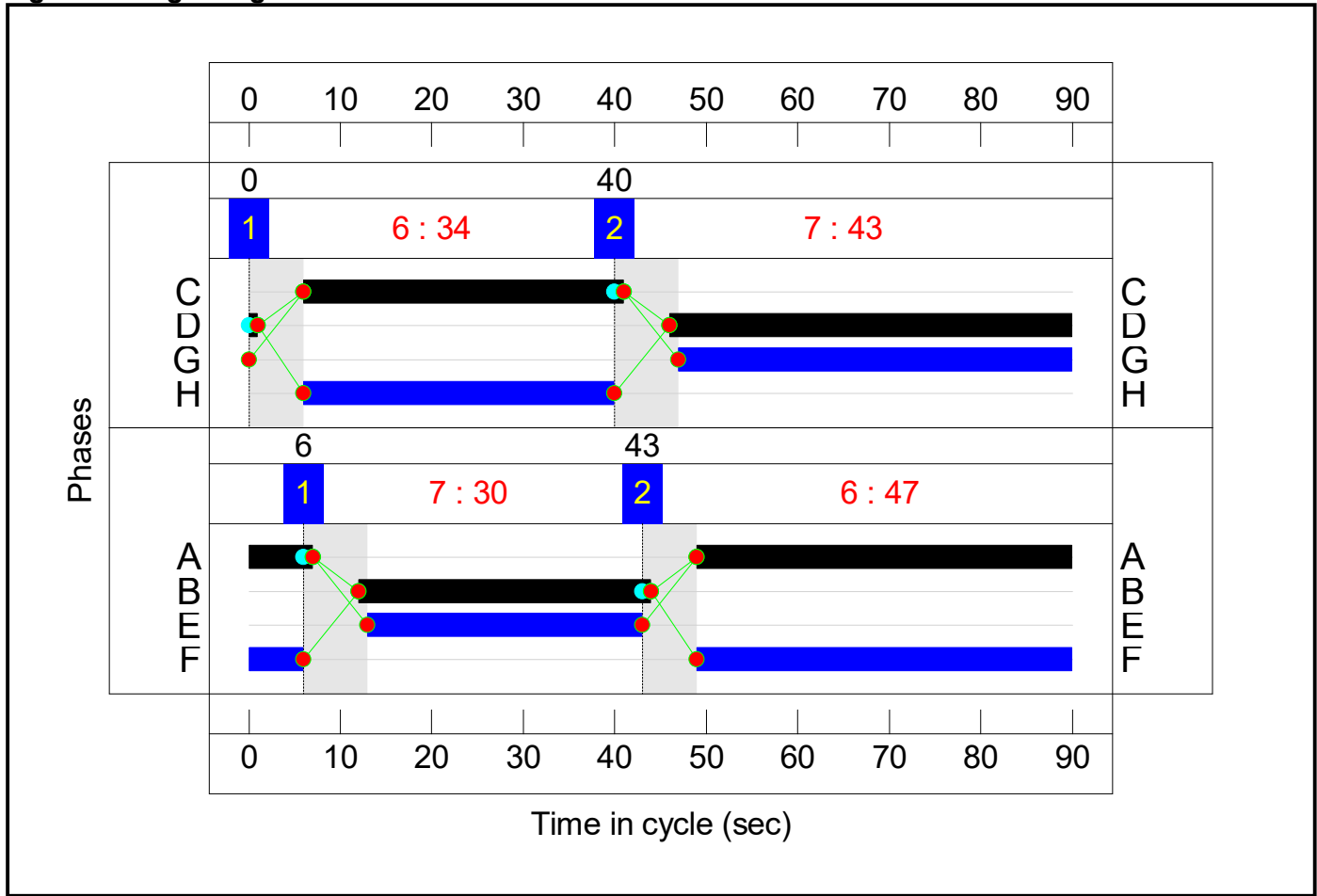
Stage Stream: 1

Stage	1	2
Duration	34	43
Change Point	0	40

Stage Stream: 2

Stage	1	2
Duration	30	47
Change Point	6	43

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.1%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	360	1900	696	51.7%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	265	1900:1900	901	29.4%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	48	-	415	1900	1034	40.1%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	48	-	446	1900	1034	43.1%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	146	1900	468	31.2%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	183	1900	468	39.1%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	309	1900	670	46.1%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	395	1900	860	46.0%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	35	-	749	1900:1900	787	95.1%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	35	-	320	1900	760	42.1%
6/1	Right	U	N/A	N/A	-		-	-	-	920	1900	1900	48.4%
6/2	Right	U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%
7/1	Ahead	U	2	N/A	B		1	32	-	210	1900	697	30.1%
7/2	Right Ahead	U	2	N/A	B		1	32	-	410	1900	697	58.9%
7/3	Right	U	2	N/A	B		1	32	-	61	1900	697	8.8%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%
8/2	Right	U	N/A	N/A	-		-	-	-	507	1900	1900	26.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	274	1900	1900	14.4%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	690	1900	1900	36.3%
10/1	Ahead	U	1	N/A	D		1	45	-	423	1900	971	43.6%
10/2	Right Ahead	U	1	N/A	D		1	45	-	373	1900	971	38.4%
10/3	Right	U	1	N/A	D		1	45	-	96	1900	971	9.9%
11/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	142	1900	1900	7.5%
12/1		U	N/A	N/A	-		-	-	-	1280	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	233	1900	1900	12.3%
13/2		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	594	1900	1900	31.3%
15/1		U	N/A	N/A	-		-	-	-	495	1900	1900	26.1%
15/2		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	1923	0	0	16.3	14.0	0.0	30.3	-	-	-	-
Unnamed Junction	-	-	1923	0	0	16.3	14.0	0.0	30.3	-	-	-	-
1/1	360	360	360	0	0	0.0	0.5	-	0.5	5.3	0.0	0.5	0.5
1/3+1/2	265	265	530	0	0	0.1	0.2	-	0.3	4.3	1.2	0.2	1.4
2/1	415	415	-	-	-	1.4	0.3	-	1.7	14.9	6.0	0.3	6.3
2/2	446	446	-	-	-	1.5	0.4	-	1.9	15.3	6.6	0.4	6.9
3/1	146	146	146	0	0	0.1	0.2	-	0.3	6.8	0.7	0.2	1.0
3/2	183	183	183	0	0	0.1	0.3	-	0.4	7.7	1.0	0.3	1.3
4/1	309	309	309	0	0	0.1	0.4	-	0.5	6.0	1.5	0.4	2.0
4/2	395	395	395	0	0	0.1	0.4	-	0.5	5.0	2.2	0.4	2.6
5/2+5/1	749	749	-	-	-	5.3	7.1	-	12.5	59.9	17.5	7.1	24.6
5/3	320	320	-	-	-	1.7	0.4	-	2.1	23.6	5.7	0.4	6.1
6/1	920	920	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
6/2	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	210	210	-	-	-	1.2	0.2	-	1.4	24.5	3.5	0.2	3.7
7/2	410	410	-	-	-	1.5	0.7	-	2.2	19.5	3.9	0.7	4.6
7/3	61	61	-	-	-	0.4	0.0	-	0.4	24.3	1.1	0.0	1.1
8/1	722	722	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/2	507	507	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/1	274	274	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	690	690	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
10/1	423	423	-	-	-	1.2	0.4	-	1.6	13.6	4.0	0.4	4.4
10/2	373	373	-	-	-	1.3	0.3	-	1.6	15.6	5.1	0.3	5.4
10/3	96	96	-	-	-	0.3	0.1	-	0.4	13.4	1.2	0.1	1.3

Full Input Data And Results

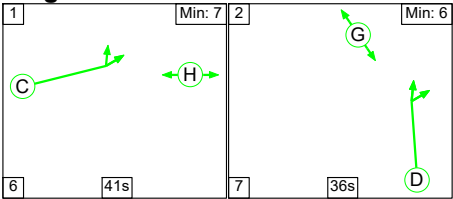
11/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	142	142	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
12/1	1280	1280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	233	233	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	594	594	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
15/1	495	495	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -5.7 C1 Stream: 2 PRC for Signalled Lanes (%): 52.9 PRC Over All Lanes (%): -5.7 Total Delay for Signalled Lanes (pcuHr): 18.12 Total Delay for Signalled Lanes (pcuHr): 7.66 Total Delay Over All Lanes(pcuHr): 30.34 Cycle Time (s): 90 Cycle Time (s): 90													

Full Input Data And Results

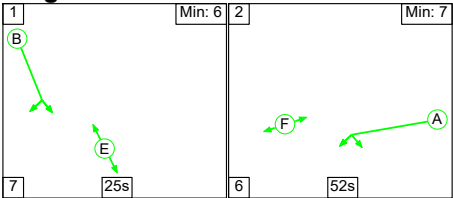
Scenario 3: '2033 Base - AM Peak' (FG3: '2033 Base - AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

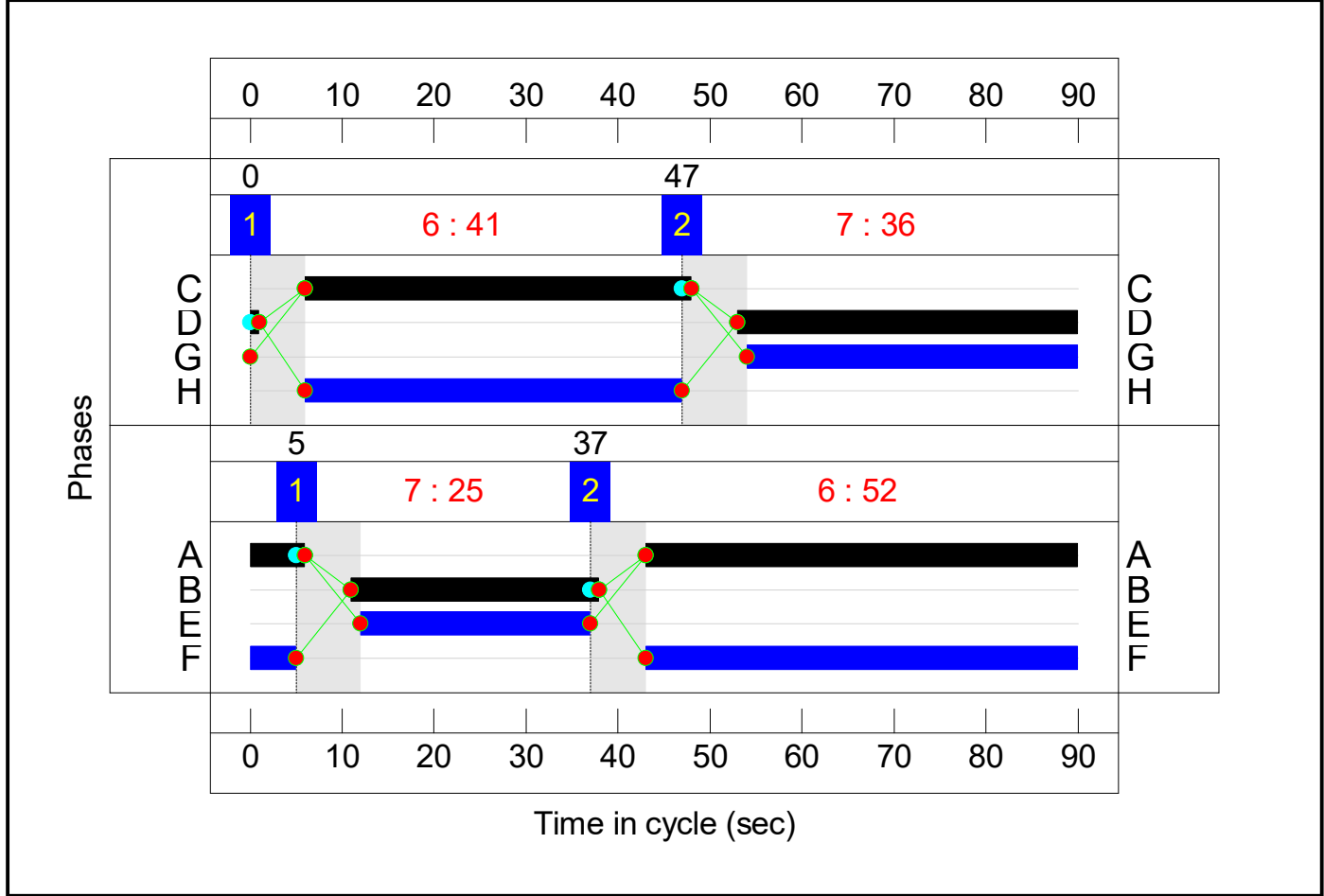
Stage Stream: 1

Stage	1	2
Duration	41	36
Change Point	0	47

Stage Stream: 2

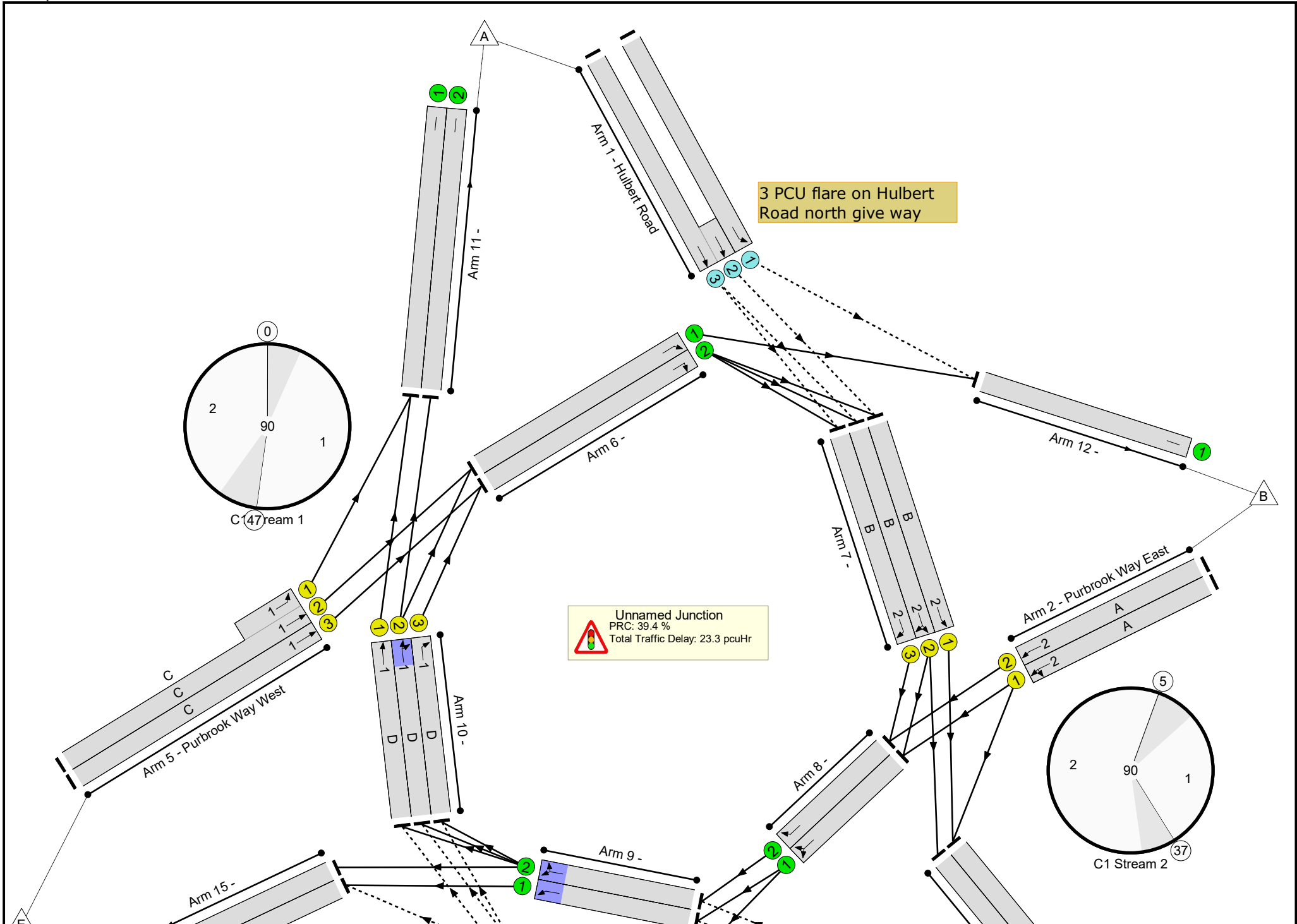
Stage	1	2
Duration	25	52
Change Point	5	37

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	372	1900	791	47.0%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	325	1900:1900	1070	30.4%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	53	-	597	1900	1140	52.4%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	53	-	614	1900	1140	53.9%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	167	1900	384	43.5%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	186	1900	384	48.4%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	159	1900	595	26.7%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	182	1900	683	26.6%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	42	-	617	1900:1900	956	64.5%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	42	-	320	1900	908	35.3%
6/1	Right	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%
6/2	Right	U	N/A	N/A	-		-	-	-	369	1900	1900	19.4%
7/1	Ahead	U	2	N/A	B		1	27	-	211	1900	591	35.7%
7/2	Right Ahead	U	2	N/A	B		1	27	-	375	1900	591	63.4%
7/3	Right	U	2	N/A	B		1	27	-	108	1900	591	18.3%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	838	1900	1900	44.1%
8/2	Right	U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	519	1900	1900	27.3%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	908	1900	1900	47.8%
10/1	Ahead	U	1	N/A	D		1	38	-	333	1900	823	40.4%
10/2	Right Ahead	U	1	N/A	D		1	38	-	301	1900	823	36.6%
10/3	Right	U	1	N/A	D		1	38	-	49	1900	823	6.0%
11/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	188	1900	1900	9.9%
12/1		U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	233	1900	1900	12.3%
13/2		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	486	1900	1900	25.6%
15/1		U	N/A	N/A	-		-	-	-	658	1900	1900	34.6%
15/2		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	1716	0	0	14.9	8.4	0.0	23.3	-	-	-	-
Unnamed Junction	-	-	1716	0	0	14.9	8.4	0.0	23.3	-	-	-	-
1/1	372	372	372	0	0	0.0	0.4	-	0.4	4.3	0.0	0.4	0.4
1/3+1/2	325	325	650	0	0	0.1	0.2	-	0.3	3.5	1.2	0.2	1.4
2/1	597	597	-	-	-	1.7	0.5	-	2.3	13.8	8.6	0.5	9.2
2/2	614	614	-	-	-	1.8	0.6	-	2.4	14.1	9.0	0.6	9.6
3/1	167	167	167	0	0	0.1	0.4	-	0.5	11.3	1.3	0.4	1.7
3/2	186	186	186	0	0	0.2	0.5	-	0.6	12.4	1.6	0.5	2.1
4/1	159	159	159	0	0	0.1	0.2	-	0.3	5.9	0.9	0.2	1.1
4/2	182	182	182	0	0	0.1	0.2	-	0.3	5.5	1.1	0.2	1.3
5/2+5/1	617	617	-	-	-	2.9	0.9	-	3.8	22.1	10.4	0.9	11.3
5/3	320	320	-	-	-	1.3	0.3	-	1.6	17.8	5.0	0.3	5.2
6/1	631	631	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	369	369	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	211	211	-	-	-	1.3	0.3	-	1.6	26.6	3.4	0.3	3.7
7/2	375	375	-	-	-	2.0	0.9	-	2.9	27.8	4.8	0.9	5.7
7/3	108	108	-	-	-	0.8	0.1	-	0.9	31.1	2.2	0.1	2.3
8/1	838	838	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/2	722	722	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	519	519	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	908	908	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
10/1	333	333	-	-	-	1.0	0.3	-	1.4	14.9	3.3	0.3	3.7
10/2	301	301	-	-	-	1.2	0.3	-	1.5	18.2	4.2	0.3	4.5
10/3	49	49	-	-	-	0.2	0.0	-	0.2	17.2	0.7	0.0	0.7

Full Input Data And Results

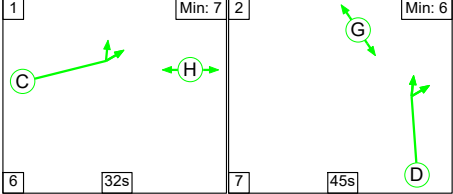
11/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	188	188	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	233	233	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	486	486	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	658	658	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
15/2	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):					39.4	Total Delay for Signalled Lanes (pcuHr):			8.50	Cycle Time (s):	90		
C1 Stream: 2 PRC for Signalled Lanes (%):					41.9	Total Delay for Signalled Lanes (pcuHr):			10.08	Cycle Time (s):	90		
PRC Over All Lanes (%):					39.4	Total Delay Over All Lanes(pcuHr):			23.32				

Full Input Data And Results

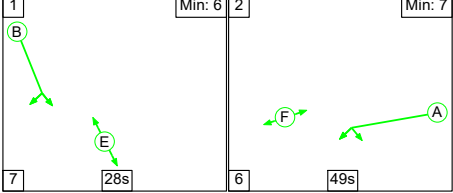
Scenario 4: '2033 Base - PM Peak' (FG4: '2033 Base - PM Peak ', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

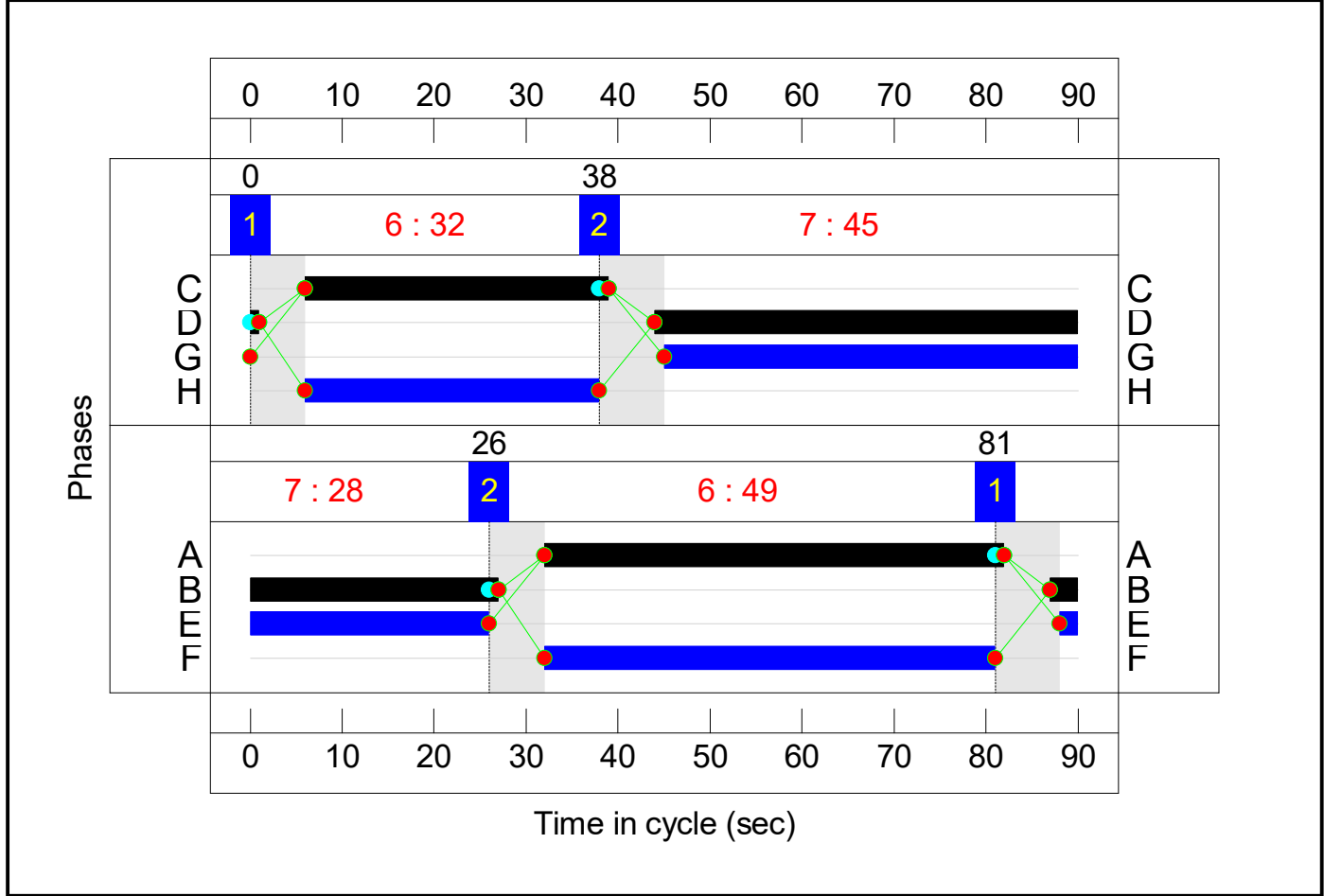
Stage Stream: 1

Stage	1	2
Duration	32	45
Change Point	0	38

Stage Stream: 2

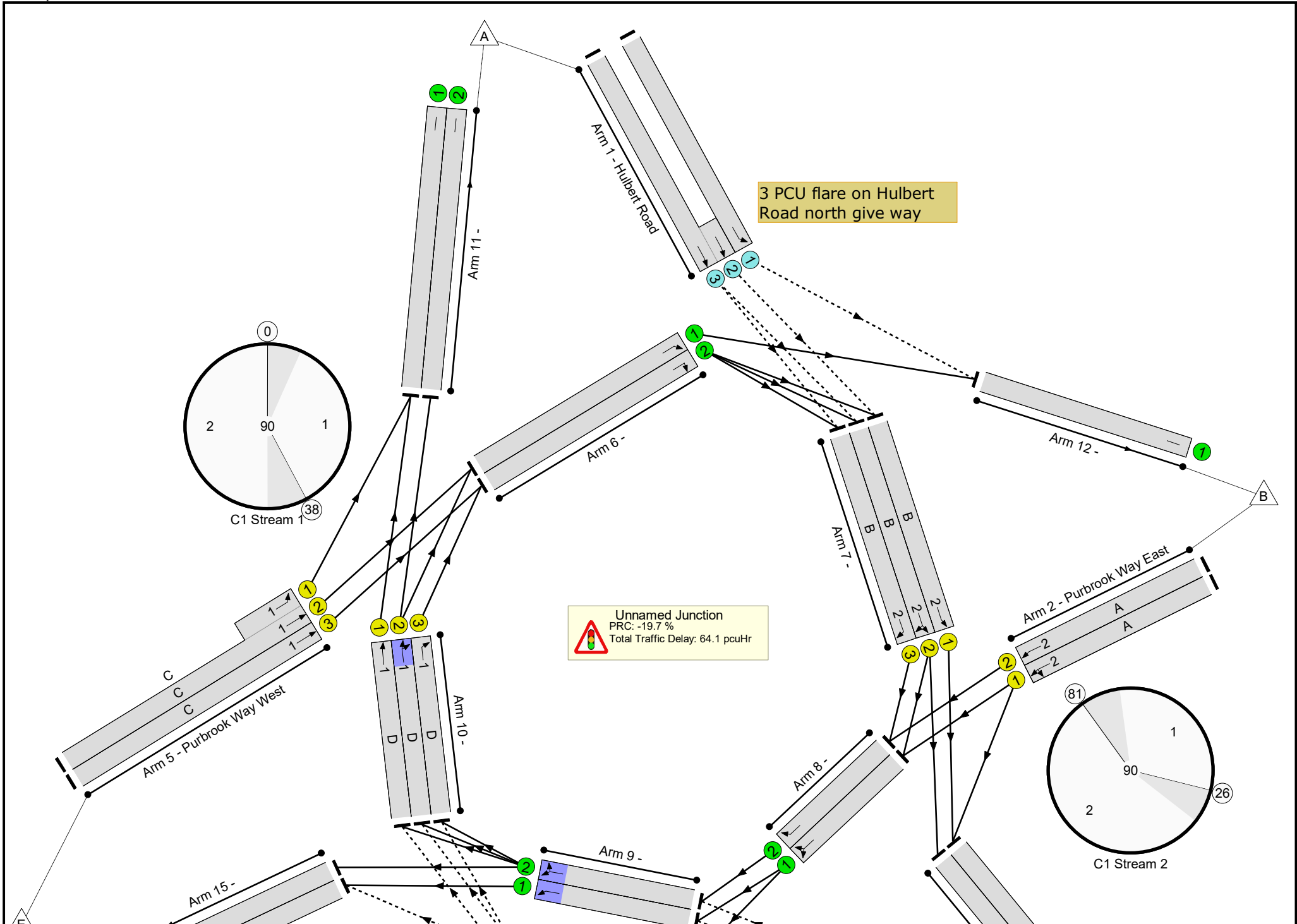
Stage	1	2
Duration	28	49
Change Point	81	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	385	1900	692	55.6%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	284	1900:1900	907	31.3%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	50	-	450	1900	1077	41.8%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	50	-	471	1900	1077	43.7%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	159	1900	443	35.9%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	188	1900	443	42.4%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	324	1900	657	49.3%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	416	1900	833	49.9%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	33	-	803	1900:1900	745	107.7%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	33	-	343	1900	718	47.8%
6/1	Right	U	N/A	N/A	-		-	-	-	984	1900	1900	49.0%
6/2	Right	U	N/A	N/A	-		-	-	-	446	1900	1900	23.5%
7/1	Ahead	U	2	N/A	B		1	30	-	254	1900	654	38.8%
7/2	Right Ahead	U	2	N/A	B		1	30	-	411	1900	654	62.8%
7/3	Right	U	2	N/A	B		1	30	-	65	1900	654	9.9%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	779	1900	1900	41.0%
8/2	Right	U	N/A	N/A	-		-	-	-	536	1900	1900	28.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	302	1900	1900	15.9%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	724	1900	1900	38.1%
10/1	Ahead	U	1	N/A	D		1	47	-	423	1900	1013	41.7%
10/2	Right Ahead	U	1	N/A	D		1	47	-	412	1900	1013	40.7%
10/3	Right	U	1	N/A	D		1	47	-	103	1900	1013	10.2%
11/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	166	1900	1900	8.7%
12/1		U	N/A	N/A	-		-	-	-	1369	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	279	1900	1900	14.7%
13/2		U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	636	1900	1900	33.5%
15/1		U	N/A	N/A	-		-	-	-	538	1900	1900	28.3%
15/2		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	2040	0	0	21.7	42.4	0.0	64.1	-	-	-	-
Unnamed Junction	-	-	2040	0	0	21.7	42.4	0.0	64.1	-	-	-	-
1/1	385	385	385	0	0	0.0	0.6	-	0.6	5.8	1.2	0.6	1.8
1/3+1/2	284	284	568	0	0	0.2	0.2	-	0.4	4.8	1.6	0.2	1.8
2/1	450	450	-	-	-	1.4	0.4	-	1.7	13.9	6.4	0.4	6.7
2/2	471	471	-	-	-	1.5	0.4	-	1.9	14.2	6.7	0.4	7.1
3/1	159	159	159	0	0	0.1	0.3	-	0.3	7.9	0.8	0.3	1.1
3/2	188	188	188	0	0	0.1	0.4	-	0.5	8.8	1.1	0.4	1.5
4/1	324	324	324	0	0	0.1	0.5	-	0.6	6.6	1.8	0.5	2.3
4/2	416	416	416	0	0	0.2	0.5	-	0.6	5.6	2.7	0.5	3.2
5/2+5/1	803	745	-	-	-	8.6	34.6	-	43.2	193.9	22.0	34.6	56.6
5/3	343	343	-	-	-	2.0	0.5	-	2.5	26.1	6.5	0.5	6.9
6/1	931	931	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/2	446	446	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	254	254	-	-	-	1.8	0.3	-	2.1	29.6	4.5	0.3	4.8
7/2	411	411	-	-	-	3.2	0.8	-	4.0	35.3	7.0	0.8	7.8
7/3	65	65	-	-	-	0.4	0.1	-	0.4	23.5	1.2	0.1	1.2
8/1	779	779	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/2	536	536	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/1	302	302	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	724	724	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
10/1	423	423	-	-	-	0.7	0.4	-	1.1	9.0	4.4	0.4	4.8
10/2	412	412	-	-	-	1.3	0.3	-	1.6	14.4	5.2	0.3	5.6
10/3	103	103	-	-	-	0.3	0.1	-	0.4	12.4	1.3	0.1	1.3

Full Input Data And Results

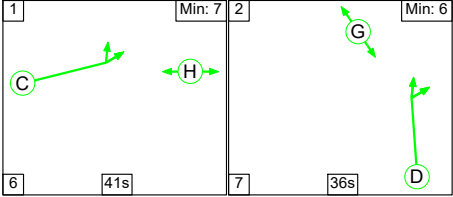
11/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	166	166	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
12/1	1316	1316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	279	279	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
15/1	538	538	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -19.7					Total Delay for Signalled Lanes (pcuHr): 48.79				Cycle Time (s): 90				
C1 Stream: 2 PRC for Signalled Lanes (%): 43.3					Total Delay for Signalled Lanes (pcuHr): 10.14				Cycle Time (s): 90				
PRC Over All Lanes (%): -19.7					Total Delay Over All Lanes(pcuHr): 64.15								

Full Input Data And Results

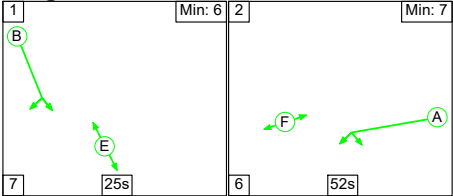
Scenario 5: '2033 Base + Comitted Dev - AM Peak' (FG5: '2033 Base + Comitted Dev - AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

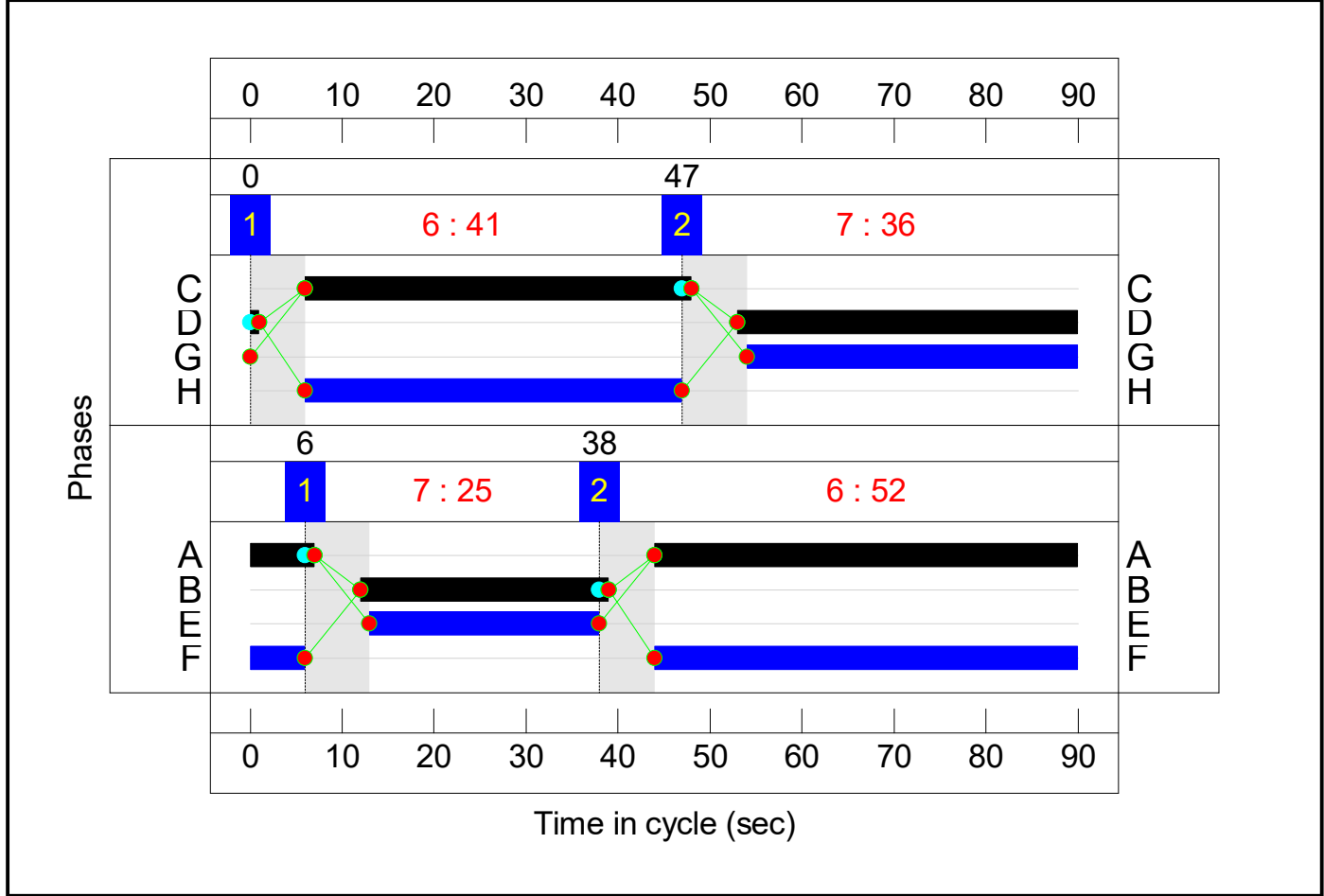
Stage Stream: 1

Stage	1	2
Duration	41	36
Change Point	0	47

Stage Stream: 2

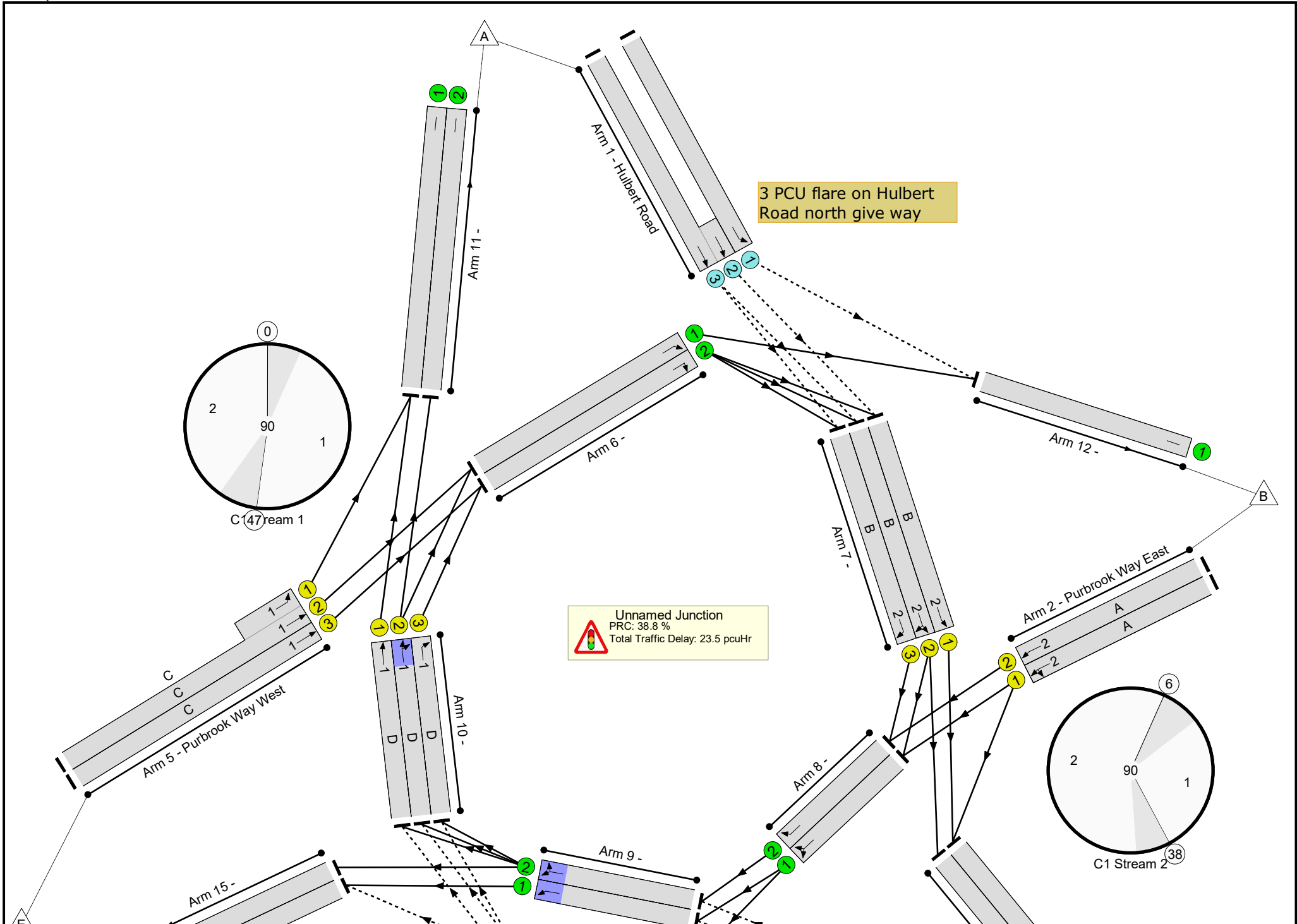
Stage	1	2
Duration	25	52
Change Point	6	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	64.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.8%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	372	1900	789	47.2%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	326	1900:1900	1143	28.5%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	53	-	575	1900	1140	50.4%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	53	-	646	1900	1140	56.7%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	172	1900	381	45.2%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	187	1900	381	49.1%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	157	1900	599	26.2%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	196	1900	674	29.1%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	42	-	620	1900:1900	956	64.8%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	42	-	320	1900	908	35.3%
6/1	Right	U	N/A	N/A	-		-	-	-	640	1900	1900	33.7%
6/2	Right	U	N/A	N/A	-		-	-	-	374	1900	1900	19.7%
7/1	Ahead	U	2	N/A	B		1	27	-	278	1900	591	47.0%
7/2	Right Ahead	U	2	N/A	B		1	27	-	313	1900	591	53.0%
7/3	Right	U	2	N/A	B		1	27	-	109	1900	591	18.4%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	816	1900	1900	42.9%
8/2	Right	U	N/A	N/A	-		-	-	-	755	1900	1900	39.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	494	1900	1900	26.0%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	942	1900	1900	49.6%
10/1	Ahead	U	1	N/A	D		1	38	-	378	1900	823	45.9%
10/2	Right Ahead	U	1	N/A	D		1	38	-	263	1900	823	31.9%
10/3	Right	U	1	N/A	D		1	38	-	54	1900	823	6.6%
11/1		U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	143	1900	1900	7.5%
12/1		U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	300	1900	1900	15.8%
13/2		U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	494	1900	1900	26.0%
15/1		U	N/A	N/A	-		-	-	-	633	1900	1900	33.3%
15/2		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	1736	0	0	15.2	8.4	0.0	23.5	-	-	-	-
Unnamed Junction	-	-	1736	0	0	15.2	8.4	0.0	23.5	-	-	-	-
1/1	372	372	372	0	0	0.0	0.4	-	0.4	4.3	0.0	0.4	0.4
1/3+1/2	326	326	652	0	0	0.1	0.2	-	0.3	3.3	1.1	0.2	1.3
2/1	575	575	-	-	-	1.6	0.5	-	2.2	13.5	8.1	0.5	8.7
2/2	646	646	-	-	-	2.0	0.7	-	2.6	14.5	9.7	0.7	10.3
3/1	172	172	172	0	0	0.2	0.4	-	0.6	12.1	1.5	0.4	1.9
3/2	187	187	187	0	0	0.2	0.5	-	0.7	12.9	1.7	0.5	2.2
4/1	157	157	157	0	0	0.1	0.2	-	0.3	5.9	0.9	0.2	1.0
4/2	196	196	196	0	0	0.1	0.2	-	0.3	5.8	1.3	0.2	1.5
5/2+5/1	620	620	-	-	-	2.9	0.9	-	3.8	22.1	10.4	0.9	11.3
5/3	320	320	-	-	-	1.3	0.3	-	1.6	17.8	5.0	0.3	5.2
6/1	640	640	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	374	374	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	278	278	-	-	-	1.7	0.4	-	2.1	27.5	4.5	0.4	5.0
7/2	313	313	-	-	-	1.6	0.6	-	2.2	24.8	3.5	0.6	4.1
7/3	109	109	-	-	-	0.8	0.1	-	0.9	30.3	2.2	0.1	2.3
8/1	816	816	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/2	755	755	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	494	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	942	942	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	378	378	-	-	-	1.3	0.4	-	1.7	16.1	3.9	0.4	4.3
10/2	263	263	-	-	-	1.1	0.2	-	1.4	18.7	3.8	0.2	4.0
10/3	54	54	-	-	-	0.2	0.0	-	0.3	17.3	0.8	0.0	0.8

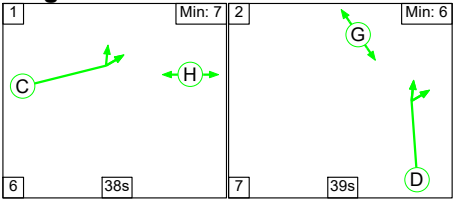
Full Input Data And Results

11/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
12/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	300	300	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	494	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	633	633	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
15/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%) 38.8 Total Delay for Signalled Lanes (pcuHr) 8.71 Cycle Time (s) 90 C1 Stream: 2 PRC for Signalled Lanes (%) 58.8 Total Delay for Signalled Lanes (pcuHr) 9.96 Cycle Time (s) 90 PRC Over All Lanes (%) 38.8 Total Delay Over All Lanes(pcuHr) 23.54													

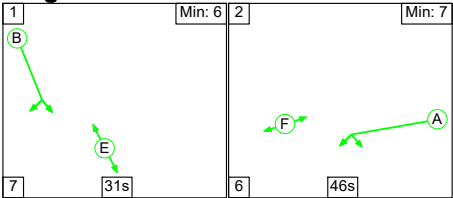
Full Input Data And Results
Scenario 6: '2033 Base + Comitted Dev - PM Peak' (FG6: '2033 Base + Comitted Dev - PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

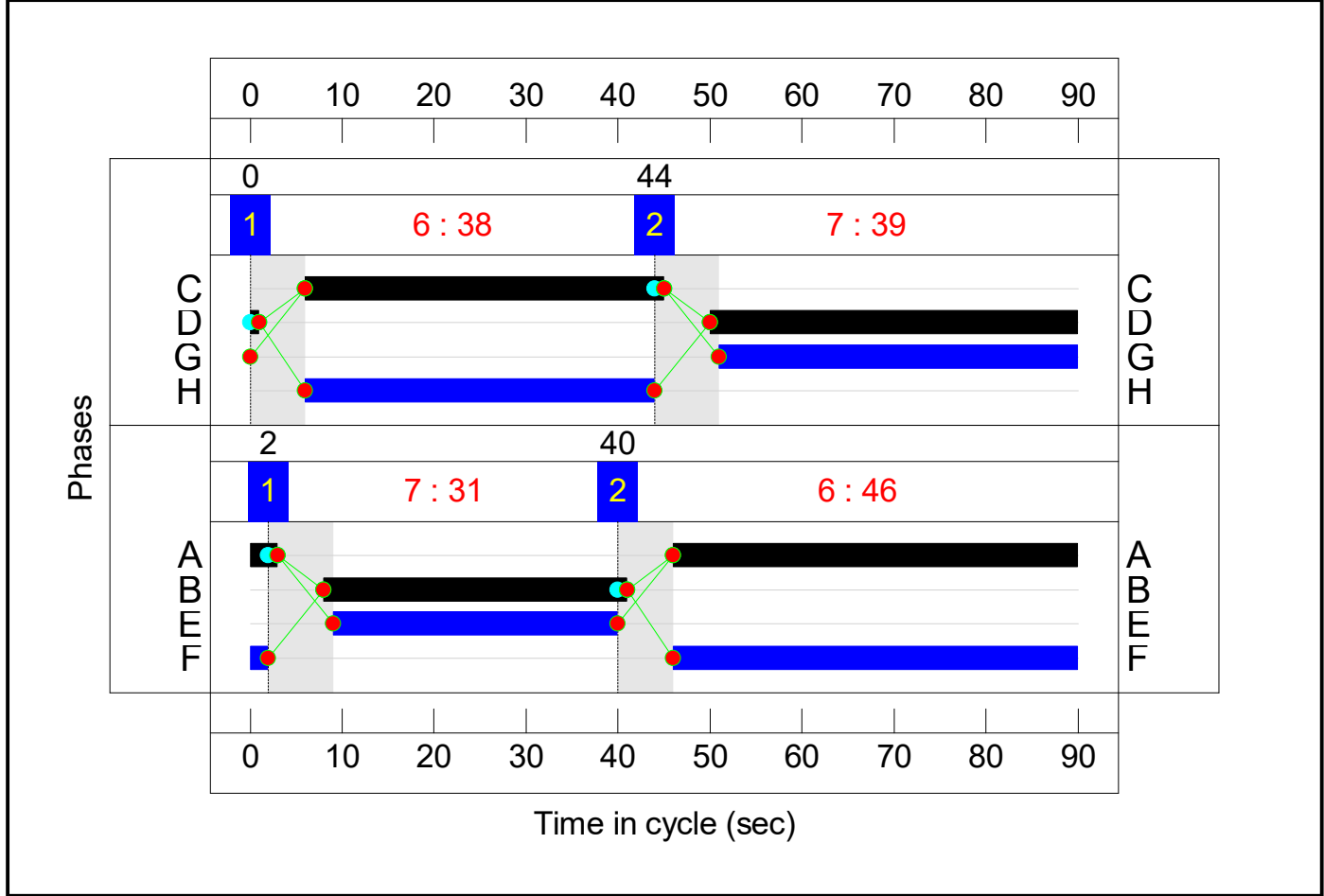
Stage Stream: 1

Stage	1	2
Duration	38	39
Change Point	0	44

Stage Stream: 2

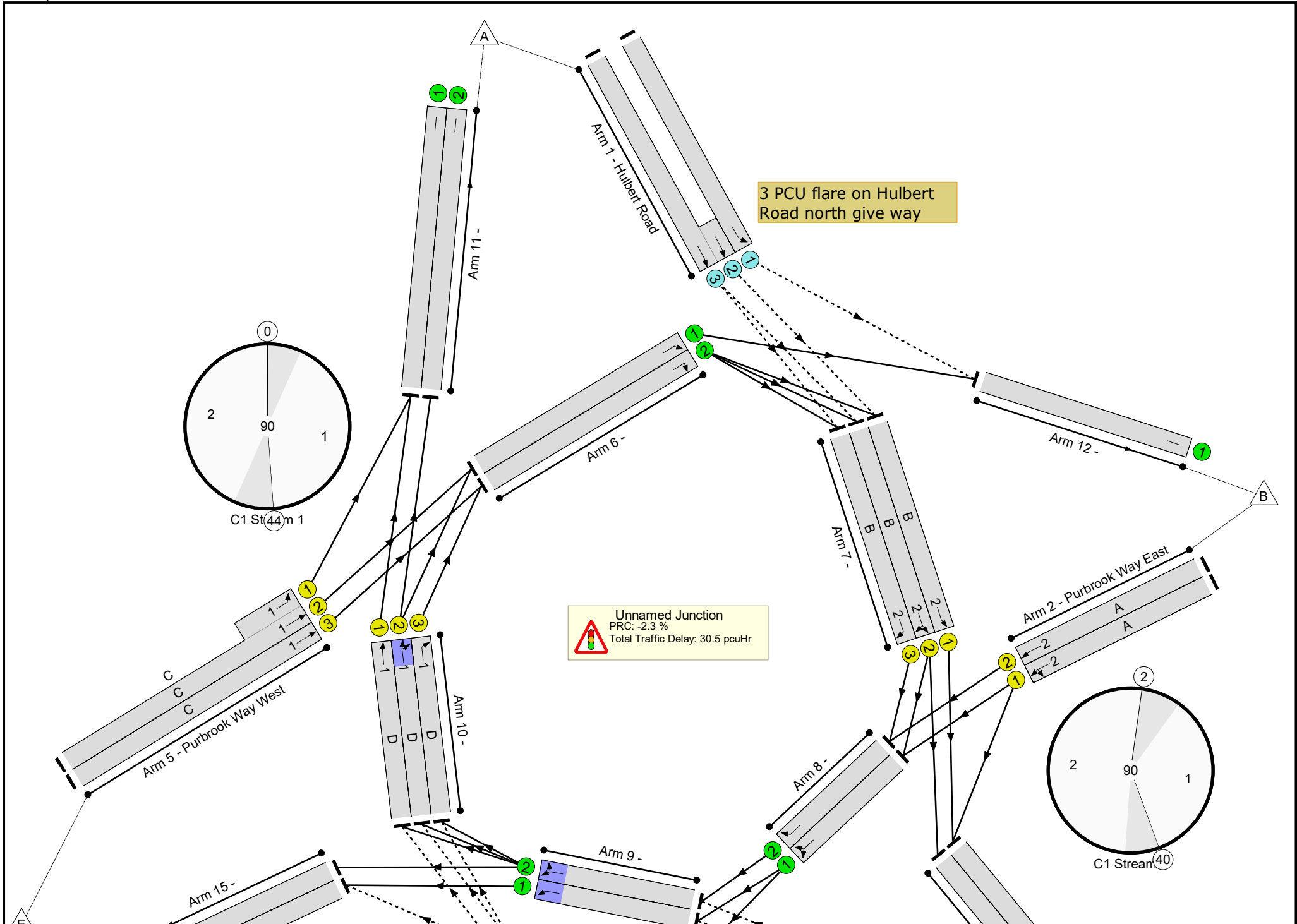
Stage	1	2
Duration	31	46
Change Point	2	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	92.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.1%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	385	1900	669	57.5%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	285	1900:1900	856	33.3%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	47	-	430	1900	1013	42.4%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	47	-	508	1900	1013	50.1%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	167	1900	439	38.0%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	192	1900	439	43.7%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	306	1900	657	46.6%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	396	1900	794	49.9%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	39	-	803	1900:1900	872	92.1%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	39	-	343	1900	844	40.6%
6/1	Right	U	N/A	N/A	-		-	-	-	1001	1900	1900	52.7%
6/2	Right	U	N/A	N/A	-		-	-	-	458	1900	1900	24.1%
7/1	Ahead	U	2	N/A	B		1	33	-	297	1900	718	41.4%
7/2	Right Ahead	U	2	N/A	B		1	33	-	380	1900	718	52.9%
7/3	Right	U	2	N/A	B		1	33	-	66	1900	718	9.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	759	1900	1900	39.9%
8/2	Right	U	N/A	N/A	-		-	-	-	574	1900	1900	30.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	290	1900	1900	15.3%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	766	1900	1900	40.3%
10/1	Ahead	U	1	N/A	D		1	41	-	455	1900	887	51.3%
10/2	Right Ahead	U	1	N/A	D		1	41	-	330	1900	887	37.2%
10/3	Right	U	1	N/A	D		1	41	-	115	1900	887	13.0%
11/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	67	1900	1900	3.5%
12/1		U	N/A	N/A	-		-	-	-	1386	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	322	1900	1900	16.9%
13/2		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	636	1900	1900	33.5%
15/1		U	N/A	N/A	-		-	-	-	526	1900	1900	27.7%
15/2		U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	2016	0	0	17.6	12.9	0.0	30.5	-	-	-	-
Unnamed Junction	-	-	2016	0	0	17.6	12.9	0.0	30.5	-	-	-	-
1/1	385	385	385	0	0	0.0	0.7	-	0.7	6.3	1.2	0.7	1.9
1/3+1/2	285	285	570	0	0	0.1	0.2	-	0.4	4.8	1.4	0.2	1.7
2/1	430	430	-	-	-	1.5	0.4	-	1.9	15.8	6.4	0.4	6.8
2/2	508	508	-	-	-	1.9	0.5	-	2.4	16.9	8.0	0.5	8.5
3/1	167	167	167	0	0	0.1	0.3	-	0.4	8.6	1.0	0.3	1.3
3/2	192	192	192	0	0	0.1	0.4	-	0.5	9.4	1.3	0.4	1.7
4/1	306	306	306	0	0	0.1	0.4	-	0.5	6.4	1.8	0.4	2.2
4/2	396	396	396	0	0	0.2	0.5	-	0.7	6.2	3.0	0.5	3.5
5/2+5/1	803	803	-	-	-	5.1	5.1	-	10.2	45.7	18.3	5.1	23.4
5/3	343	343	-	-	-	1.6	0.3	-	2.0	20.5	5.8	0.3	6.2
6/1	1001	1001	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/2	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	297	297	-	-	-	1.6	0.4	-	2.0	23.8	4.9	0.4	5.2
7/2	380	380	-	-	-	1.6	0.6	-	2.2	20.7	4.0	0.6	4.5
7/3	66	66	-	-	-	0.4	0.1	-	0.5	25.3	1.2	0.1	1.3
8/1	759	759	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/2	574	574	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/1	290	290	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	766	766	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
10/1	455	455	-	-	-	1.3	0.5	-	1.9	14.7	4.1	0.5	4.6
10/2	330	330	-	-	-	1.4	0.3	-	1.7	18.2	5.0	0.3	5.3
10/3	115	115	-	-	-	0.4	0.1	-	0.5	16.0	1.6	0.1	1.7

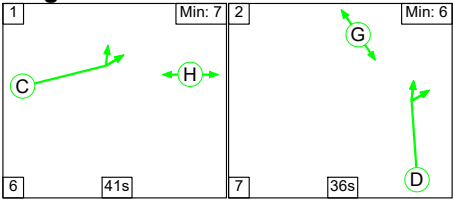
Full Input Data And Results

11/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	67	67	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
12/1	1386	1386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	322	322	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
15/1	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -2.3 C1 Stream: 2 PRC for Signalled Lanes (%): 70.0 PRC Over All Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 16.20 Total Delay for Signalled Lanes (pcuHr): 8.88 Total Delay Over All Lanes(pcuHr): 30.53 Cycle Time (s): 90 Cycle Time (s): 90													

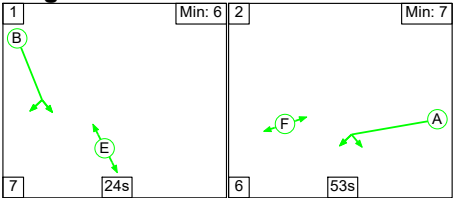
Full Input Data And Results
Scenario 7: '2033 Base + Comitted Dev + Dev - AM Peak' (FG7: '2033 Base + Comitted Dev + Dev - AM Peak',
Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

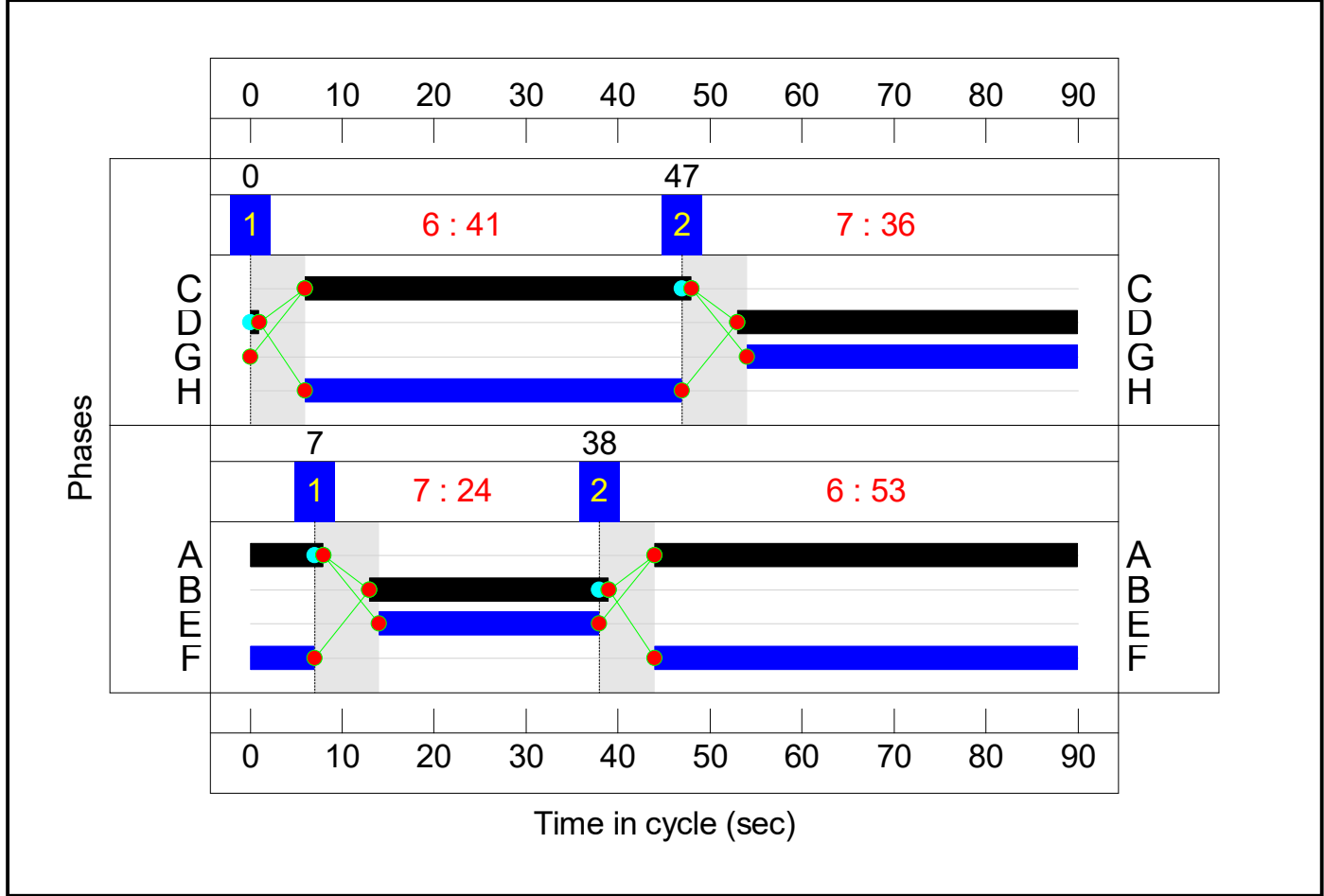
Stage Stream: 1

Stage	1	2
Duration	41	36
Change Point	0	47

Stage Stream: 2

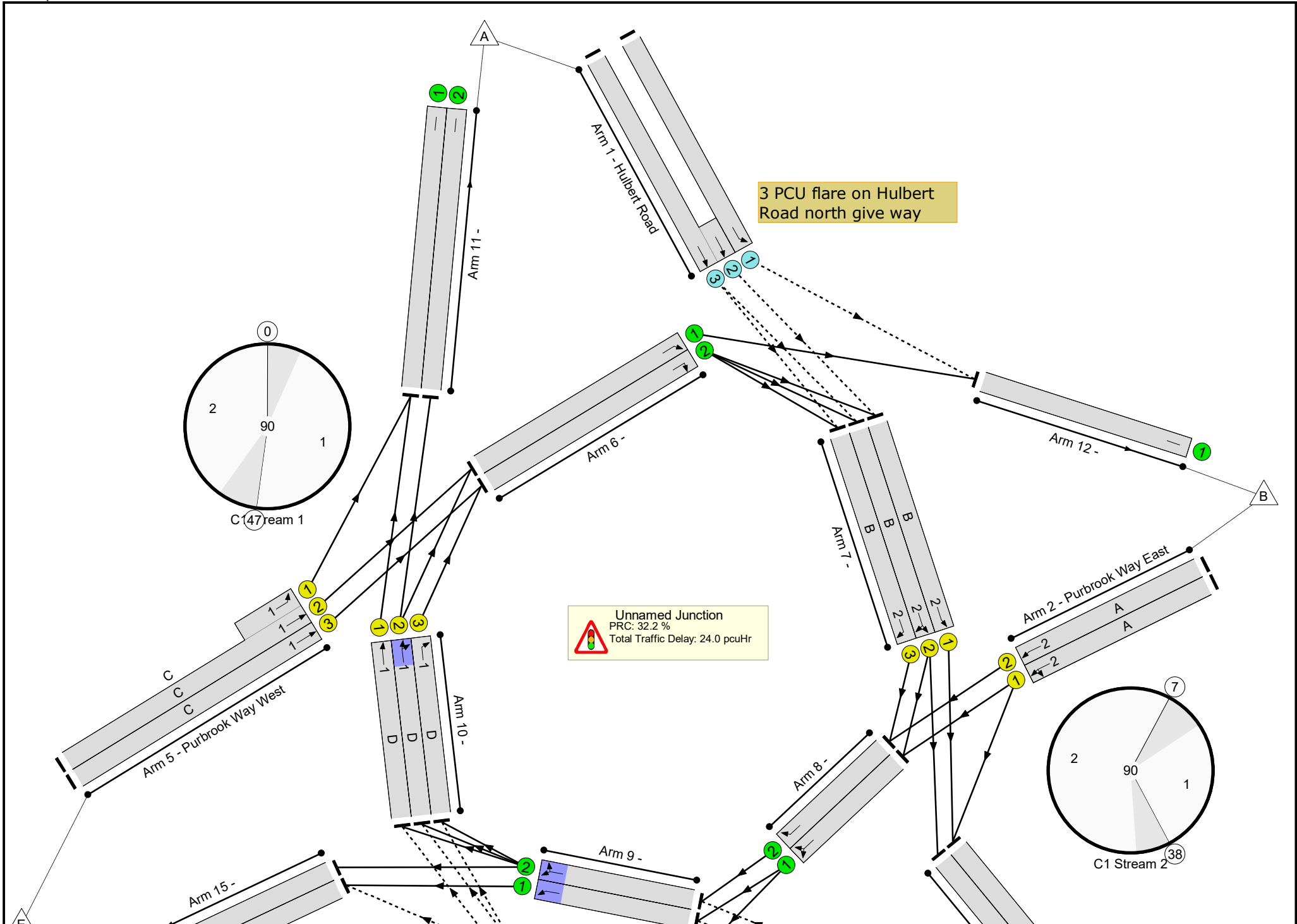
Stage	1	2
Duration	24	53
Change Point	7	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	372	1900	783	47.5%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	331	1900:1900	1127	29.4%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	54	-	579	1900	1161	49.9%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	54	-	648	1900	1161	55.8%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	173	1900	376	46.0%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	186	1900	376	49.4%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	157	1900	598	26.3%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	196	1900	670	29.3%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	42	-	654	1900:1900	961	68.1%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	42	-	320	1900	908	35.3%
6/1	Right	U	N/A	N/A	-		-	-	-	658	1900	1900	34.6%
6/2	Right	U	N/A	N/A	-		-	-	-	374	1900	1900	19.7%
7/1	Ahead	U	2	N/A	B		1	26	-	275	1900	570	48.2%
7/2	Right Ahead	U	2	N/A	B		1	26	-	316	1900	570	55.4%
7/3	Right	U	2	N/A	B		1	26	-	114	1900	570	20.0%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	820	1900	1900	43.2%
8/2	Right	U	N/A	N/A	-		-	-	-	762	1900	1900	40.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	499	1900	1900	26.3%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	948	1900	1900	49.9%
10/1	Ahead	U	1	N/A	D		1	38	-	378	1900	823	45.9%
10/2	Right Ahead	U	1	N/A	D		1	38	-	263	1900	823	31.9%
10/3	Right	U	1	N/A	D		1	38	-	54	1900	823	6.6%
11/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	143	1900	1900	7.5%
12/1		U	N/A	N/A	-		-	-	-	1030	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	297	1900	1900	15.6%
13/2		U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	494	1900	1900	26.0%
15/1		U	N/A	N/A	-		-	-	-	638	1900	1900	33.6%
15/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	1746	0	0	15.3	8.7	0.0	24.0	-	-	-	-
Unnamed Junction	-	-	1746	0	0	15.3	8.7	0.0	24.0	-	-	-	-
1/1	372	372	372	0	0	0.0	0.5	-	0.5	4.4	0.0	0.5	0.5
1/3+1/2	331	331	662	0	0	0.1	0.2	-	0.3	3.4	1.2	0.2	1.4
2/1	579	579	-	-	-	1.6	0.5	-	2.1	12.9	8.0	0.5	8.5
2/2	648	648	-	-	-	1.9	0.6	-	2.5	13.8	9.5	0.6	10.2
3/1	173	173	173	0	0	0.2	0.4	-	0.6	12.2	1.4	0.4	1.9
3/2	186	186	186	0	0	0.2	0.5	-	0.7	13.0	1.7	0.5	2.1
4/1	157	157	157	0	0	0.1	0.2	-	0.3	5.8	0.9	0.2	1.1
4/2	196	196	196	0	0	0.1	0.2	-	0.3	5.8	1.3	0.2	1.5
5/2+5/1	654	654	-	-	-	3.1	1.1	-	4.2	22.9	11.1	1.1	12.2
5/3	320	320	-	-	-	1.3	0.3	-	1.6	17.8	5.0	0.3	5.2
6/1	658	658	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	374	374	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	275	275	-	-	-	1.7	0.5	-	2.2	28.4	4.6	0.5	5.1
7/2	316	316	-	-	-	1.7	0.6	-	2.3	25.9	3.9	0.6	4.5
7/3	114	114	-	-	-	0.9	0.1	-	1.0	31.3	2.3	0.1	2.4
8/1	820	820	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/2	762	762	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	499	499	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	948	948	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	378	378	-	-	-	1.3	0.4	-	1.7	16.2	4.0	0.4	4.4
10/2	263	263	-	-	-	1.1	0.2	-	1.4	18.6	3.8	0.2	4.0
10/3	54	54	-	-	-	0.2	0.0	-	0.3	17.3	0.8	0.0	0.8

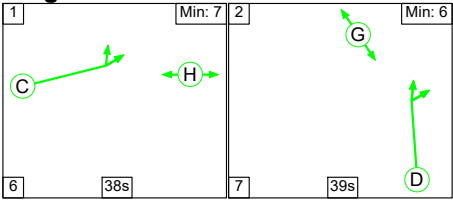
Full Input Data And Results

11/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
12/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	297	297	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	494	494	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	638	638	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
15/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 32.2 C1 Stream: 2 PRC for Signalled Lanes (%): 61.3 PRC Over All Lanes (%): 32.2 Total Delay for Signalled Lanes (pcuHr): 9.07 Total Delay for Signalled Lanes (pcuHr): 10.00 Total Delay Over All Lanes(pcuHr): 24.00 Cycle Time (s): 90 Cycle Time (s): 90													

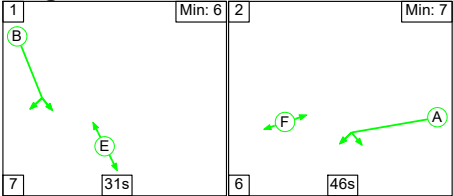
Full Input Data And Results
Scenario 8: '2033 Base + Comitted Dev + Dev - PM Peak' (FG8: '2033 Base + Comitted Dev + Dev - PM Peak',
Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

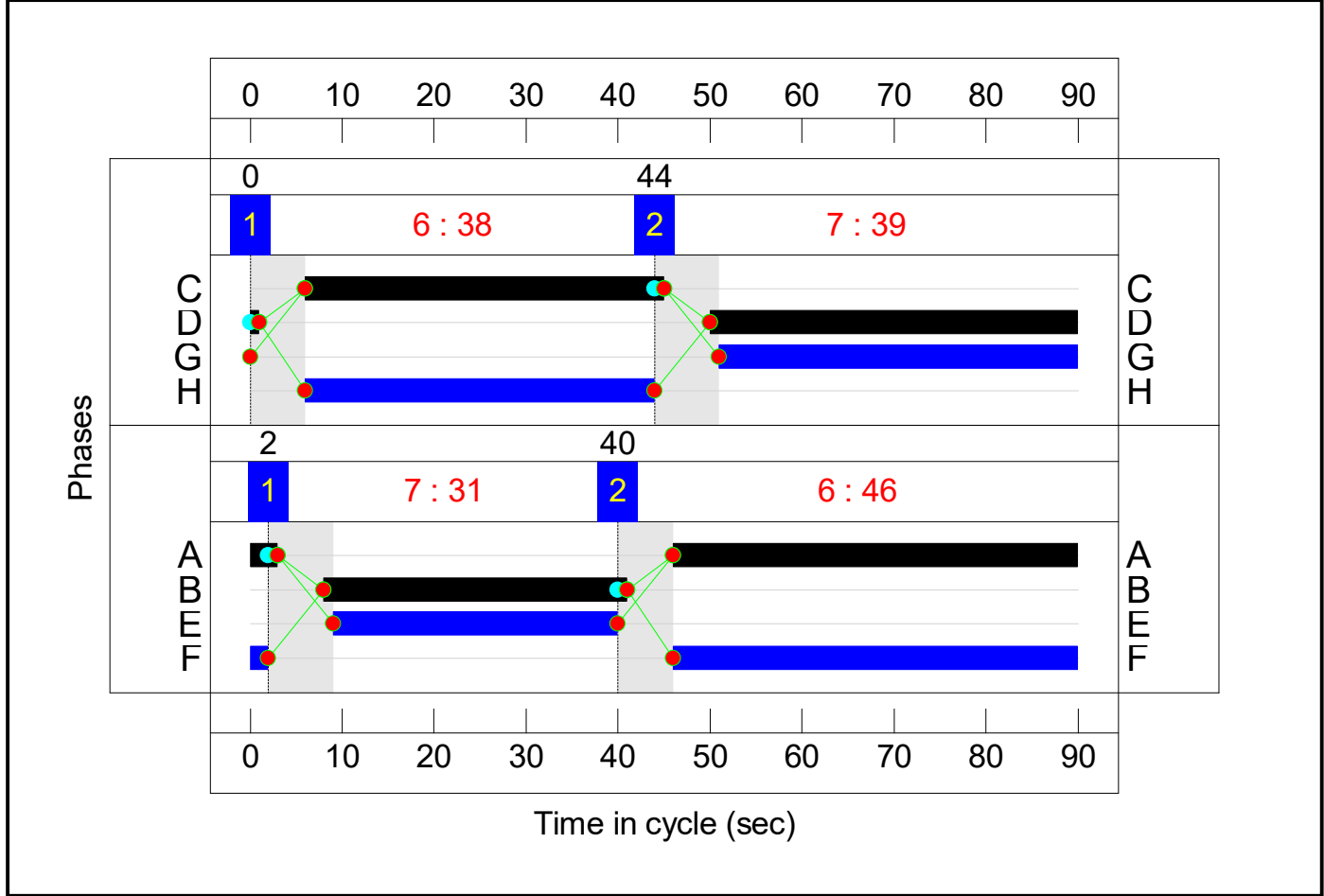
Stage Stream: 1

Stage	1	2
Duration	38	39
Change Point	0	44

Stage Stream: 2

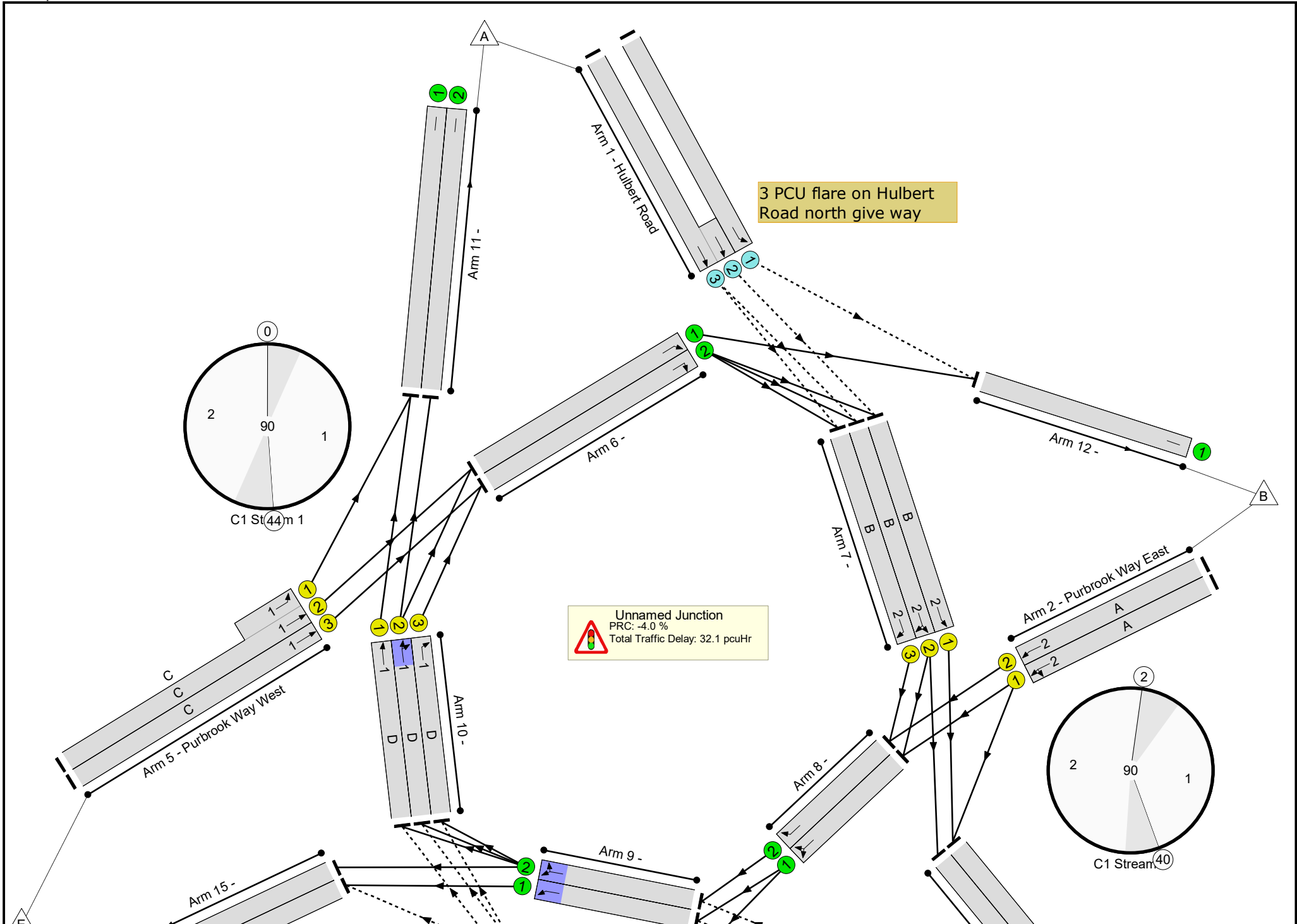
Stage	1	2
Duration	31	46
Change Point	2	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	385	1900	667	57.7%
1/3+1/2	Hulbert Road Ahead	O	N/A	N/A	-		-	-	-	301	1900:1900	826	36.4%
2/1	Purbrook Way East Ahead Left	U	2	N/A	A		1	47	-	439	1900	1013	43.3%
2/2	Purbrook Way East Ahead	U	2	N/A	A		1	47	-	518	1900	1013	51.1%
3/1	B2150 Ahead Left	O	N/A	N/A	-		-	-	-	168	1900	430	39.0%
3/2	B2150 Ahead	O	N/A	N/A	-		-	-	-	191	1900	430	44.4%
4/1	ASDA Access Ahead Left	O	N/A	N/A	-		-	-	-	307	1900	648	47.4%
4/2	ASDA Access Ahead	O	N/A	N/A	-		-	-	-	395	1900	780	50.6%
5/2+5/1	Purbrook Way West Ahead Left	U	1	N/A	C		1	39	-	818	1900:1900	874	93.6%
5/3	Purbrook Way West Ahead	U	1	N/A	C		1	39	-	343	1900	844	40.6%
6/1	Right	U	N/A	N/A	-		-	-	-	1009	1900	1900	53.1%
6/2	Right	U	N/A	N/A	-		-	-	-	458	1900	1900	24.1%
7/1	Ahead	U	2	N/A	B		1	33	-	300	1900	718	41.8%
7/2	Right Ahead	U	2	N/A	B		1	33	-	377	1900	718	52.5%
7/3	Right	U	2	N/A	B		1	33	-	82	1900	718	11.4%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	768	1900	1900	40.4%
8/2	Right	U	N/A	N/A	-		-	-	-	600	1900	1900	31.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	300	1900	1900	15.8%

Full Input Data And Results

9/2	Right Ahead	U	N/A	N/A	-		-	-	-	791	1900	1900	41.6%
10/1	Ahead	U	1	N/A	D		1	41	-	456	1900	887	51.4%
10/2	Right Ahead	U	1	N/A	D		1	41	-	329	1900	887	37.1%
10/3	Right	U	1	N/A	D		1	41	-	115	1900	887	13.0%
11/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	66	1900	1900	3.5%
12/1		U	N/A	N/A	-		-	-	-	1394	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	325	1900	1900	17.1%
13/2		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	636	1900	1900	33.5%
15/1		U	N/A	N/A	-		-	-	-	536	1900	1900	28.2%
15/2		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: 633 ubits (2023 baseline, 2025 opening year and 2033)	-	-	2048	0	0	18.0	14.1	0.0	32.1	-	-	-	-
Unnamed Junction	-	-	2048	0	0	18.0	14.1	0.0	32.1	-	-	-	-
1/1	385	385	385	0	0	0.0	0.7	-	0.7	6.4	1.1	0.7	1.7
1/3+1/2	301	301	602	0	0	0.1	0.3	-	0.4	5.2	1.7	0.3	2.0
2/1	439	439	-	-	-	1.6	0.4	-	1.9	15.9	6.6	0.4	7.0
2/2	518	518	-	-	-	1.9	0.5	-	2.5	17.1	8.2	0.5	8.7
3/1	168	168	168	0	0	0.1	0.3	-	0.4	9.0	1.1	0.3	1.4
3/2	191	191	191	0	0	0.1	0.4	-	0.5	9.9	1.3	0.4	1.7
4/1	307	307	307	0	0	0.1	0.4	-	0.6	6.7	1.9	0.4	2.3
4/2	395	395	395	0	0	0.2	0.5	-	0.7	6.6	3.1	0.5	3.6
5/2+5/1	818	818	-	-	-	5.3	6.0	-	11.3	49.8	18.8	6.0	24.9
5/3	343	343	-	-	-	1.6	0.3	-	2.0	20.5	5.8	0.3	6.2
6/1	1009	1009	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/2	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	300	300	-	-	-	1.6	0.4	-	2.0	23.9	4.9	0.4	5.3
7/2	377	377	-	-	-	1.6	0.6	-	2.2	20.6	3.9	0.6	4.5
7/3	82	82	-	-	-	0.5	0.1	-	0.6	25.8	1.5	0.1	1.6
8/1	768	768	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/2	600	600	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/1	300	300	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	791	791	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
10/1	456	456	-	-	-	1.3	0.5	-	1.9	14.8	4.1	0.5	4.6
10/2	329	329	-	-	-	1.4	0.3	-	1.7	18.3	5.0	0.3	5.3
10/3	115	115	-	-	-	0.4	0.1	-	0.5	16.1	1.6	0.1	1.7

Full Input Data And Results

11/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	66	66	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
12/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	325	325	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	636	636	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
15/1	536	536	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	17.32	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	71.4	Total Delay for Signalled Lanes (pcuHr):	9.13	Cycle Time (s):	90
		PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	32.12		

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: Crookhorn Lane - Portsdown Hill Road - J9.j9

Path: P:\Southern\140-149\147 Dandara\147.0008 College Road, Campdown\Modelling\Modelling - 633 Units - April 2023
\Crookhorn Lane

Report generation date: 15/05/2023 11:47:55

- »Existing Configuration - 2023 Baseline, AM
- »Existing Configuration - 2023 Baseline , PM
- »Existing Configuration - 2033 Baseline, AM
- »Existing Configuration - 2033 Baseline, PM
- »Existing Configuration - 2033 Baseline + CD, AM
- »Existing Configuration - 2033 Baseline + CD, PM
- »Existing Configuration - 2033 Baseline + Dev + Com Dev, AM
- »Existing Configuration - 2033 Baseline + Dev + Com Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Configuration - 2023 Baseline								
Stream B-C	0.4	11.56	0.26	B	0.1	8.16	0.13	A
Stream B-A	2.9	45.19	0.76	E	0.9	19.66	0.49	C
Stream C-AB	0.3	7.04	0.23	A	0.2	5.76	0.13	A
Existing Configuration - 2033 Baseline								
Stream B-C	0.4	12.93	0.30	B	0.2	8.59	0.14	A
Stream B-A	5.1	76.28	0.87	F	1.2	23.78	0.56	C
Stream C-AB	0.3	7.42	0.25	A	0.2	6.68	0.16	A
Existing Configuration - 2033 Baseline + CD								
Stream B-C	0.4	12.59	0.30	B	0.2	8.50	0.14	A
Stream B-A	5.2	77.49	0.87	F	1.2	23.13	0.55	C
Stream C-AB	0.3	7.44	0.25	A	0.2	5.99	0.15	A
Existing Configuration - 2033 Baseline + Dev + Com Dev								
Stream B-C	0.6	14.30	0.37	B	0.2	9.13	0.18	A
Stream B-A	12.5	154.70	1.01	F	1.6	28.92	0.63	D
Stream C-AB	0.4	7.67	0.27	A	0.2	6.37	0.18	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	Crookhorn Lane - Portsdown Hill Road
Location	Havant
Site number	
Date	15/07/2022
Version	
Status	Preliminary
Identifier	
Client	Dandara
Jobnumber	147.0008
Enumerator	TW
Description	650 Dwellings

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	Veh	Veh	perHour	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	60.00	30.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D11	2033 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D12	2033 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓
D14	2033 Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓
D15	2033 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D16	2033 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing Configuration - 2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	8.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Portsdown Hill (EB)		Major
B	Crookhorn Lane		Minor
C	Portsdown Hill (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Portsdown Hill (WB)	6.60		✓	5.00	250.0	✓	9.00

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	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Crookhorn Lane	Two lanes	3.50	3.50	115	140

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	616	0.109	0.276	0.174	0.395
1	B-C	748	0.112	0.282	-	-
1	C-B	938	0.354	0.354	-	-

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	546	100.000
B - Crookhorn Lane		ONE HOUR	✓	322	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	584	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	200	346
	B - Crookhorn Lane	221	0	101
	C - Portsdown Hill (WB)	445	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	5	3
	B - Crookhorn Lane	3	0	16
	C - Portsdown Hill (WB)	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.26	11.56	0.4	B	93	139
B-A	0.76	45.19	2.9	E	203	304
C-AB	0.23	7.04	0.3	A	128	191
C-A					408	613
A-B					184	275
A-C					317	476

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	507	0.150	75	0.0	0.2	8.333	A
B-A	166	42	408	0.407	164	0.0	0.7	14.564	B
C-AB	105	26	729	0.144	104	0.0	0.2	5.757	A
C-A	335	84			335				
A-B	151	38			151				
A-C	260	65			260				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	91	23	474	0.192	91	0.2	0.2	9.379	A
B-A	199	50	371	0.535	197	0.7	1.1	20.427	C
C-AB	125	31	701	0.178	125	0.2	0.2	6.241	A
C-A	400	100			400				
A-B	180	45			180				
A-C	311	78			311				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	425	0.262	111	0.2	0.3	11.436	B
B-A	243	61	320	0.759	237	1.1	2.7	40.429	E
C-AB	153	38	664	0.230	153	0.2	0.3	7.036	A
C-A	490	122			490				
A-B	220	55			220				
A-C	381	95			381				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	111	28	422	0.263	111	0.3	0.4	11.564	B
B-A	243	61	320	0.760	243	2.7	2.9	45.185	E
C-AB	153	38	664	0.230	153	0.3	0.3	7.044	A
C-A	490	122			490				
A-B	220	55			220				
A-C	381	95			381				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	91	23	471	0.193	91	0.4	0.2	9.496	A
B-A	199	50	371	0.535	205	2.9	1.2	22.500	C
C-AB	125	31	701	0.178	125	0.3	0.2	6.250	A
C-A	400	100			400				
A-B	180	45			180				
A-C	311	78			311				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	76	19	505	0.151	76	0.2	0.2	8.402	A
B-A	166	42	408	0.408	168	1.2	0.7	15.138	C
C-AB	105	26	729	0.144	105	0.2	0.2	5.775	A
C-A	335	84			335				
A-B	151	38			151				
A-C	260	65			260				

Existing Configuration - 2023 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	3.47	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 segment length (min)	Run automatically
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	556	100.000
B - Crookhorn Lane		ONE HOUR	✓	219	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	178	378
	B - Crookhorn Lane	160	0	59
	C - Portsdown Hill (WB)	356	86	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	3	0
	B - Crookhorn Lane	4	0	5
	C - Portsdown Hill (WB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	8.16	0.1	A	54	81
B-A	0.49	19.66	0.9	C	147	220
C-AB	0.13	5.76	0.2	A	79	118
C-A					327	490
A-B					163	245
A-C					347	520

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	44	11	578	0.077	44	0.0	0.1	6.740	A
B-A	120	30	433	0.278	119	0.0	0.4	11.411	B
C-AB	65	16	788	0.082	64	0.0	0.1	4.971	A
C-A	268	67			268				
A-B	134	34			134				
A-C	285	71			285				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	53	13	549	0.097	53	0.1	0.1	7.261	A
B-A	144	36	402	0.358	143	0.4	0.5	13.880	B
C-AB	77	19	759	0.102	77	0.1	0.1	5.278	A
C-A	320	80			320				
A-B	160	40			160				
A-C	340	85			340				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	65	16	507	0.128	65	0.1	0.1	8.140	A
B-A	176	44	359	0.491	175	0.5	0.9	19.361	C
C-AB	95	24	719	0.132	95	0.1	0.2	5.762	A
C-A	392	98			392				
A-B	196	49			196				
A-C	416	104			416				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	65	16	506	0.128	65	0.1	0.1	8.156	A
B-A	176	44	359	0.491	176	0.9	0.9	19.662	C
C-AB	95	24	719	0.132	95	0.2	0.2	5.765	A
C-A	392	98			392				
A-B	196	49			196				
A-C	416	104			416				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	53	13	548	0.097	53	0.1	0.1	7.281	A
B-A	144	36	402	0.358	145	0.9	0.6	14.117	B
C-AB	77	19	759	0.102	77	0.2	0.1	5.281	A
C-A	320	80			320				
A-B	160	40			160				
A-C	340	85			340				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	44	11	577	0.077	45	0.1	0.1	6.761	A
B-A	120	30	433	0.278	121	0.6	0.4	11.579	B
C-AB	65	16	788	0.082	65	0.1	0.1	4.978	A
C-A	268	67			268				
A-B	134	34			134				
A-C	285	71			285				

Existing Configuration - 2033 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	13.20	B

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 segment length (min)	Run automatically
D11	2033 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	585	100.000
B - Crookhorn Lane		ONE HOUR	✓	346	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	214	371
	B - Crookhorn Lane	237	0	109
	C - Portsdown Hill (WB)	477	149	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	5	3
	B - Crookhorn Lane	3	0	16
	C - Portsdown Hill (WB)	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	12.93	0.4	B	100	150
B-A	0.87	76.28	5.1	F	217	326
C-AB	0.25	7.42	0.3	A	137	205
C-A					438	657
A-B					196	295
A-C					340	511

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	82	21	495	0.166	81	0.0	0.2	8.679	A
B-A	178	45	395	0.452	175	0.0	0.8	16.174	C
C-AB	112	28	719	0.156	111	0.0	0.2	5.921	A
C-A	359	90			359				
A-B	161	40			161				
A-C	279	70			279				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	24	459	0.213	98	0.2	0.3	9.952	A
B-A	213	53	355	0.600	211	0.8	1.4	24.500	C
C-AB	134	33	690	0.194	134	0.2	0.2	6.473	A
C-A	429	107			429				
A-B	192	48			192				
A-C	334	83			334				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	403	0.297	119	0.3	0.4	12.649	B
B-A	261	65	300	0.869	249	1.4	4.4	59.858	F
C-AB	164	41	649	0.253	164	0.2	0.3	7.404	A
C-A	525	131			525				
A-B	236	59			236				
A-C	408	102			408				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	398	0.301	120	0.4	0.4	12.933	B
B-A	261	65	300	0.869	258	4.4	5.1	76.284	F
C-AB	164	41	649	0.253	164	0.3	0.3	7.416	A
C-A	525	131			525				
A-B	236	59			236				
A-C	408	102			408				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	98	24	452	0.217	99	0.4	0.3	10.189	B
B-A	213	53	355	0.601	227	5.1	1.6	30.725	D
C-AB	134	33	690	0.194	134	0.3	0.2	6.489	A
C-A	429	107			429				
A-B	192	48			192				
A-C	334	83			334				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	82	21	493	0.166	82	0.3	0.2	8.775	A
B-A	178	45	394	0.452	181	1.6	0.9	17.132	C
C-AB	112	28	719	0.156	112	0.2	0.2	5.942	A
C-A	359	90			359				
A-B	161	40			161				
A-C	279	70			279				

Existing Configuration - 2033 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	4.13	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 segment length (min)	Run automatically
D12	2033 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	595	100.000
B - Crookhorn Lane		ONE HOUR	✓	234	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	191	404
	B - Crookhorn Lane	171	0	63
	C - Portsdown Hill (WB)	380	92	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	3	0
	B - Crookhorn Lane	4	0	5
	C - Portsdown Hill (WB)	0	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	8.59	0.2	A	58	87
B-A	0.56	23.78	1.2	C	157	235
C-AB	0.16	6.68	0.2	A	84	127
C-A					349	523
A-B					175	263
A-C					371	556

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	47	12	567	0.084	47	0.0	0.1	6.913	A
B-A	129	32	419	0.307	127	0.0	0.4	12.245	B
C-AB	69	17	707	0.098	69	0.0	0.1	5.637	A
C-A	286	72			286				
A-B	144	36			144				
A-C	304	76			304				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	57	14	536	0.106	57	0.1	0.1	7.511	A
B-A	154	38	386	0.399	153	0.4	0.6	15.416	C
C-AB	83	21	679	0.122	83	0.1	0.1	6.036	A
C-A	342	85			342				
A-B	172	43			172				
A-C	363	91			363				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	489	0.142	69	0.1	0.2	8.563	A
B-A	188	47	339	0.555	186	0.6	1.2	23.209	C
C-AB	101	25	640	0.158	101	0.1	0.2	6.682	A
C-A	418	105			418				
A-B	210	53			210				
A-C	445	111			445				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	488	0.142	69	0.2	0.2	8.589	A
B-A	188	47	339	0.555	188	1.2	1.2	23.775	C
C-AB	101	25	640	0.158	101	0.2	0.2	6.685	A
C-A	418	105			418				
A-B	210	53			210				
A-C	445	111			445				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	57	14	534	0.106	57	0.2	0.1	7.539	A
B-A	154	38	385	0.399	156	1.2	0.7	15.823	C
C-AB	83	21	679	0.122	83	0.2	0.1	6.044	A
C-A	342	85			342				
A-B	172	43			172				
A-C	363	91			363				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	47	12	566	0.084	48	0.1	0.1	6.938	A
B-A	129	32	419	0.307	130	0.7	0.5	12.476	B
C-AB	69	17	707	0.098	69	0.1	0.1	5.648	A
C-A	286	72			286				
A-B	144	36			144				
A-C	304	76			304				

Existing Configuration - 2033 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	13.37	B

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 segment length (min)	Run automatically
D13	2033 Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	587	100.000
B - Crookhorn Lane		ONE HOUR	✓	351	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	216	371
	B - Crookhorn Lane	240	0	111
	C - Portsdown Hill (WB)	477	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	5	3
	B - Crookhorn Lane	2	0	13
	C - Portsdown Hill (WB)	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	12.59	0.4	B	102	153
B-A	0.87	77.49	5.2	F	220	330
C-AB	0.25	7.44	0.3	A	138	206
C-A					438	657
A-B					198	297
A-C					340	511

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	508	0.165	83	0.0	0.2	8.451	A
B-A	181	45	398	0.454	177	0.0	0.8	16.089	C
C-AB	113	28	718	0.157	112	0.0	0.2	5.934	A
C-A	359	90			359				
A-B	163	41			163				
A-C	279	70			279				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	471	0.212	100	0.2	0.3	9.696	A
B-A	216	54	358	0.603	213	0.8	1.4	24.452	C
C-AB	135	34	689	0.196	135	0.2	0.2	6.491	A
C-A	429	107			429				
A-B	194	49			194				
A-C	334	83			334				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	122	31	413	0.296	122	0.3	0.4	12.316	B
B-A	264	66	303	0.873	252	1.4	4.5	60.395	F
C-AB	165	41	649	0.255	165	0.2	0.3	7.433	A
C-A	525	131			525				
A-B	238	59			238				
A-C	408	102			408				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	122	31	408	0.300	122	0.4	0.4	12.595	B
B-A	264	66	302	0.874	261	4.5	5.2	77.488	F
C-AB	165	41	649	0.255	165	0.3	0.3	7.444	A
C-A	525	131			525				
A-B	238	59			238				
A-C	408	102			408				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	464	0.215	100	0.4	0.3	9.921	A
B-A	216	54	358	0.603	230	5.2	1.6	30.894	D
C-AB	135	34	689	0.196	135	0.3	0.2	6.507	A
C-A	429	107			429				
A-B	194	49			194				
A-C	334	83			334				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	84	21	506	0.165	84	0.3	0.2	8.544	A
B-A	181	45	398	0.454	184	1.6	0.9	17.049	C
C-AB	113	28	718	0.157	113	0.2	0.2	5.954	A
C-A	359	90			359				
A-B	163	41			163				
A-C	279	70			279				

Existing Configuration - 2033 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	3.97	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 segment length (min)	Run automatically
D14	2033 Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	596	100.000
B - Crookhorn Lane		ONE HOUR	✓	237	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	192	404
	B - Crookhorn Lane	173	0	64
	C - Portsdown Hill (WB)	380	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	3	0
	B - Crookhorn Lane	3	0	4
	C - Portsdown Hill (WB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	8.50	0.2	A	59	88
B-A	0.55	23.13	1.2	C	159	238
C-AB	0.15	5.99	0.2	A	85	128
C-A					349	523
A-B					176	264
A-C					371	556

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	48	12	573	0.084	48	0.0	0.1	6.850	A
B-A	130	33	426	0.306	129	0.0	0.4	12.046	B
C-AB	70	18	777	0.090	70	0.0	0.1	5.084	A
C-A	286	72			286				
A-B	145	36			145				
A-C	304	76			304				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	14	541	0.106	57	0.1	0.1	7.441	A
B-A	156	39	392	0.397	155	0.4	0.6	15.111	C
C-AB	84	21	746	0.112	83	0.1	0.1	5.431	A
C-A	342	85			342				
A-B	173	43			173				
A-C	363	91			363				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	18	495	0.142	70	0.1	0.2	8.479	A
B-A	190	48	346	0.551	188	0.6	1.2	22.575	C
C-AB	102	26	703	0.146	102	0.1	0.2	5.987	A
C-A	418	105			418				
A-B	211	53			211				
A-C	445	111			445				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	70	18	494	0.143	70	0.2	0.2	8.504	A
B-A	190	48	346	0.551	190	1.2	1.2	23.130	C
C-AB	102	26	703	0.146	102	0.2	0.2	5.990	A
C-A	418	105			418				
A-B	211	53			211				
A-C	445	111			445				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	14	540	0.107	58	0.2	0.1	7.471	A
B-A	156	39	392	0.397	158	1.2	0.7	15.494	C
C-AB	84	21	746	0.112	84	0.2	0.1	5.436	A
C-A	342	85			342				
A-B	173	43			173				
A-C	363	91			363				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	48	12	572	0.084	48	0.1	0.1	6.877	A
B-A	130	33	425	0.306	131	0.7	0.4	12.270	B
C-AB	70	18	777	0.090	70	0.1	0.1	5.089	A
C-A	286	72			286				
A-B	145	36			145				
A-C	304	76			304				

Existing Configuration - 2033 Baseline + Dev + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	27.15	D

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 segment length (min)	Run automatically
D15	2033 Baseline + Dev + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	598	100.000
B - Crookhorn Lane		ONE HOUR	✓	402	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	227	371
	B - Crookhorn Lane	269	0	133
	C - Portsdown Hill (WB)	477	159	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	5	3
	B - Crookhorn Lane	3	0	13
	C - Portsdown Hill (WB)	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.37	14.30	0.6	B	122	183
B-A	1.01	154.70	12.5	F	247	370
C-AB	0.27	7.67	0.4	A	146	219
C-A					438	657
A-B					208	312
A-C					340	511

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	498	0.201	99	0.0	0.2	9.003	A
B-A	203	51	391	0.518	198	0.0	1.0	18.364	C
C-AB	120	30	715	0.167	119	0.0	0.2	6.030	A
C-A	359	90			359				
A-B	171	43			171				
A-C	279	70			279				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	457	0.261	119	0.2	0.3	10.633	B
B-A	242	60	350	0.691	238	1.0	2.0	31.020	D
C-AB	143	36	686	0.209	143	0.2	0.3	6.628	A
C-A	429	107			429				
A-B	204	51			204				
A-C	334	83			334				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	146	37	398	0.368	146	0.3	0.6	14.213	B
B-A	296	74	294	1.007	269	2.0	8.7	96.845	F
C-AB	175	44	644	0.272	175	0.3	0.4	7.656	A
C-A	525	131			525				
A-B	250	62			250				
A-C	408	102			408				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	146	37	398	0.368	146	0.6	0.6	14.301	B
B-A	296	74	294	1.007	281	8.7	12.5	154.697	F
C-AB	175	44	644	0.272	175	0.4	0.4	7.668	A
C-A	525	131			525				
A-B	250	62			250				
A-C	408	102			408				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	120	30	439	0.272	120	0.6	0.4	11.322	B
B-A	242	60	350	0.691	281	12.5	2.6	67.885	F
C-AB	143	36	686	0.209	143	0.4	0.3	6.644	A
C-A	429	107			429				
A-B	204	51			204				
A-C	334	83			334				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	100	25	494	0.203	101	0.4	0.3	9.159	A
B-A	203	51	390	0.519	208	2.6	1.1	20.374	C
C-AB	120	30	715	0.167	120	0.3	0.2	6.049	A
C-A	359	90			359				
A-B	171	43			171				
A-C	279	70			279				

Existing Configuration - 2033 Baseline + Dev + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Crookham Lane - Portsdown Hill Road	T-Junction	Two-way	5.08	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 segment length (min)	Run automatically
D16	2033 Baseline + Dev + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Portsdown Hill (EB)		ONE HOUR	✓	625	100.000
B - Crookhorn Lane		ONE HOUR	✓	267	100.000
C - Portsdown Hill (WB)		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	221	404
	B - Crookhorn Lane	190	0	77
	C - Portsdown Hill (WB)	380	115	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Portsdown Hill (EB)	B - Crookhorn Lane	C - Portsdown Hill (WB)
From	A - Portsdown Hill (EB)	0	3	0
	B - Crookhorn Lane	3	0	4
	C - Portsdown Hill (WB)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	9.13	0.2	A	71	106
B-A	0.63	28.92	1.6	D	174	262
C-AB	0.18	6.37	0.2	A	106	158
C-A					349	523
A-B					203	304
A-C					371	556

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	14	565	0.103	58	0.0	0.1	7.087	A
B-A	143	36	417	0.343	141	0.0	0.5	12.955	B
C-AB	87	22	769	0.113	86	0.0	0.1	5.264	A
C-A	286	72			286				
A-B	166	42			166				
A-C	304	76			304				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	531	0.130	69	0.1	0.1	7.796	A
B-A	171	43	382	0.448	170	0.5	0.8	16.900	C
C-AB	103	26	737	0.140	103	0.1	0.2	5.680	A
C-A	342	85			342				
A-B	199	50			199				
A-C	363	91			363				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	85	21	480	0.177	85	0.1	0.2	9.091	A
B-A	209	52	333	0.628	206	0.8	1.6	27.704	D
C-AB	127	32	692	0.183	126	0.2	0.2	6.365	A
C-A	418	105			418				
A-B	243	61			243				
A-C	445	111			445				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	85	21	479	0.177	85	0.2	0.2	9.133	A
B-A	209	52	333	0.629	209	1.6	1.6	28.920	D
C-AB	127	32	692	0.183	127	0.2	0.2	6.370	A
C-A	418	105			418				
A-B	243	61			243				
A-C	445	111			445				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	69	17	529	0.131	69	0.2	0.2	7.839	A
B-A	171	43	381	0.448	174	1.6	0.8	17.598	C
C-AB	103	26	737	0.140	104	0.2	0.2	5.688	A
C-A	342	85			342				
A-B	199	50			199				
A-C	363	91			363				

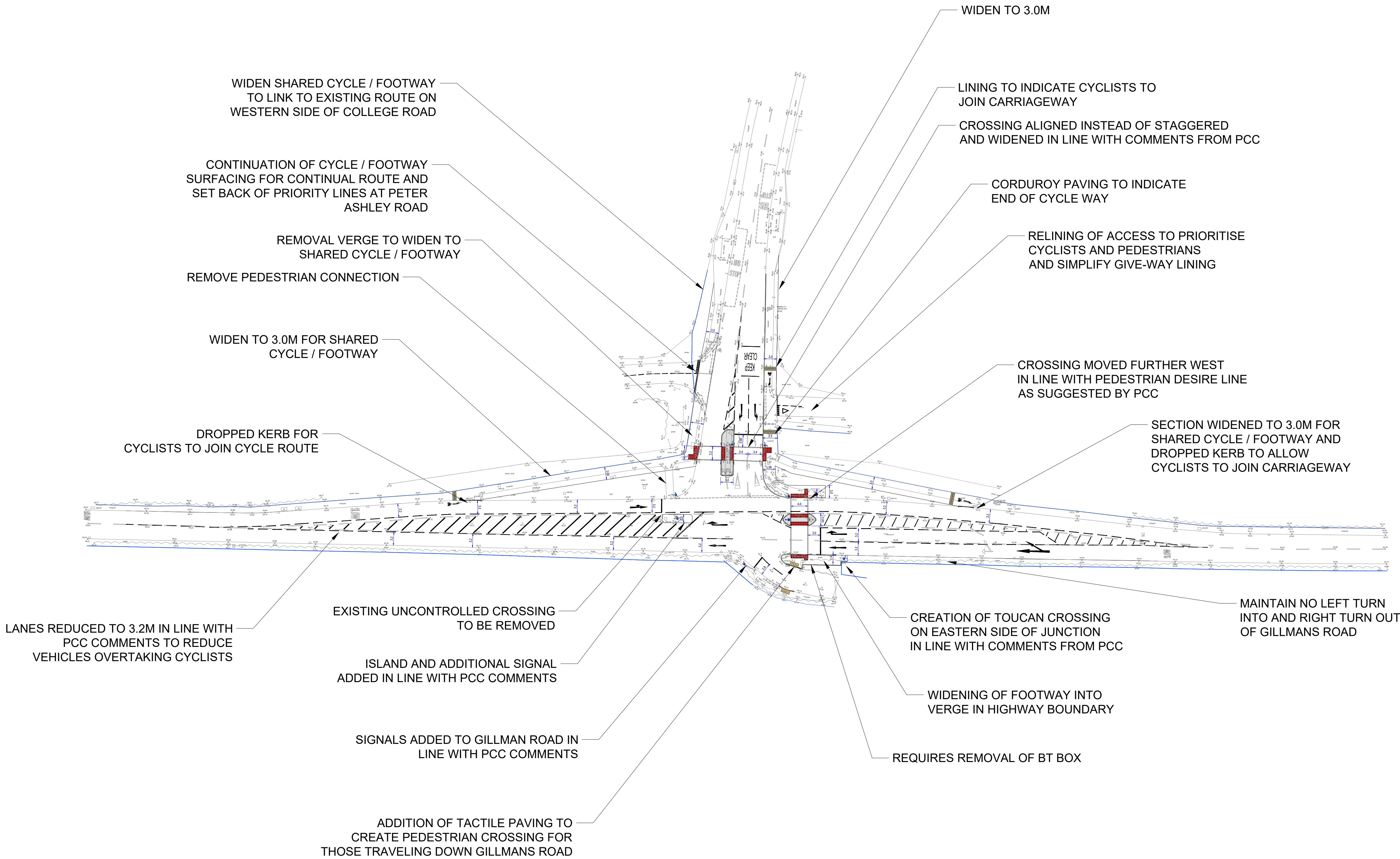
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	58	14	564	0.103	58	0.2	0.1	7.120	A
B-A	143	36	417	0.343	144	0.8	0.5	13.274	B
C-AB	87	22	769	0.113	87	0.2	0.1	5.273	A
C-A	286	72			286				
A-B	166	42			166				
A-C	304	76			304				

Appendix P

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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PRELIMINARY

DRAWING/DESIGN IS STILL "IN DEVELOPMENT"
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



NORTH

A	UPDATED JUNCTION DESIGN	30.03.23	CT	MS
Rev	Description	Date	By	Chkd



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Client

dandara

Project Name
COLLEGE ROAD
CAMPDOWN

Title
PROPOSED SIGNALISATION OF CROOKHORN LANE/
PORTSDOWN HILL ROAD JUNCTION

Project Phase
PRELIMINARY

Checked By JL	Checked Date 28.07.22	Drawn By CT	Drawn Date 14.07.22
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Client Drawing No. -	Scale 1:500	(AT A1 SIZE)
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PBA Drawing No. 147.0008.003	Revision A
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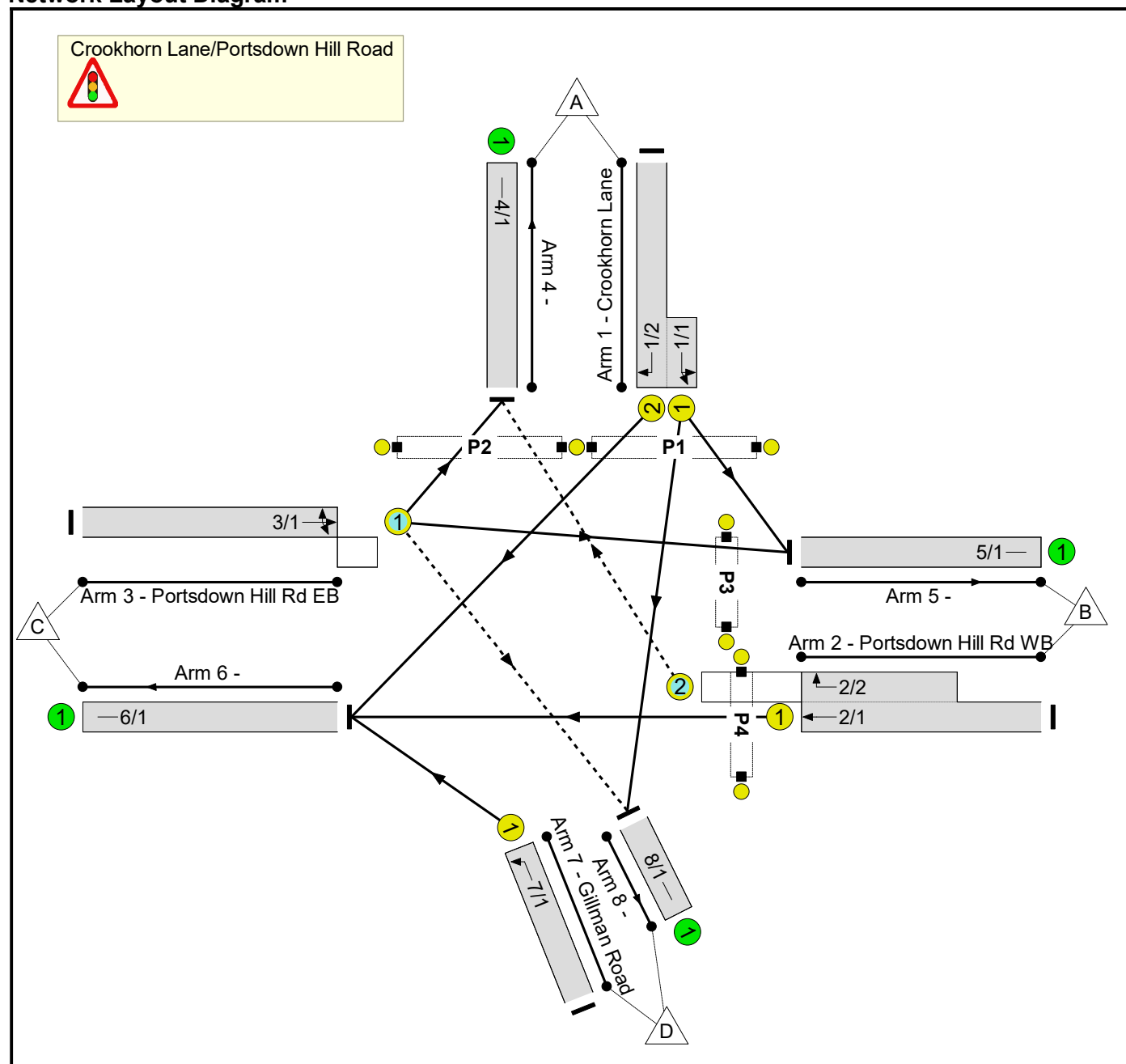
Appendix Q

Full Input Data And Results
Full Input Data And Results

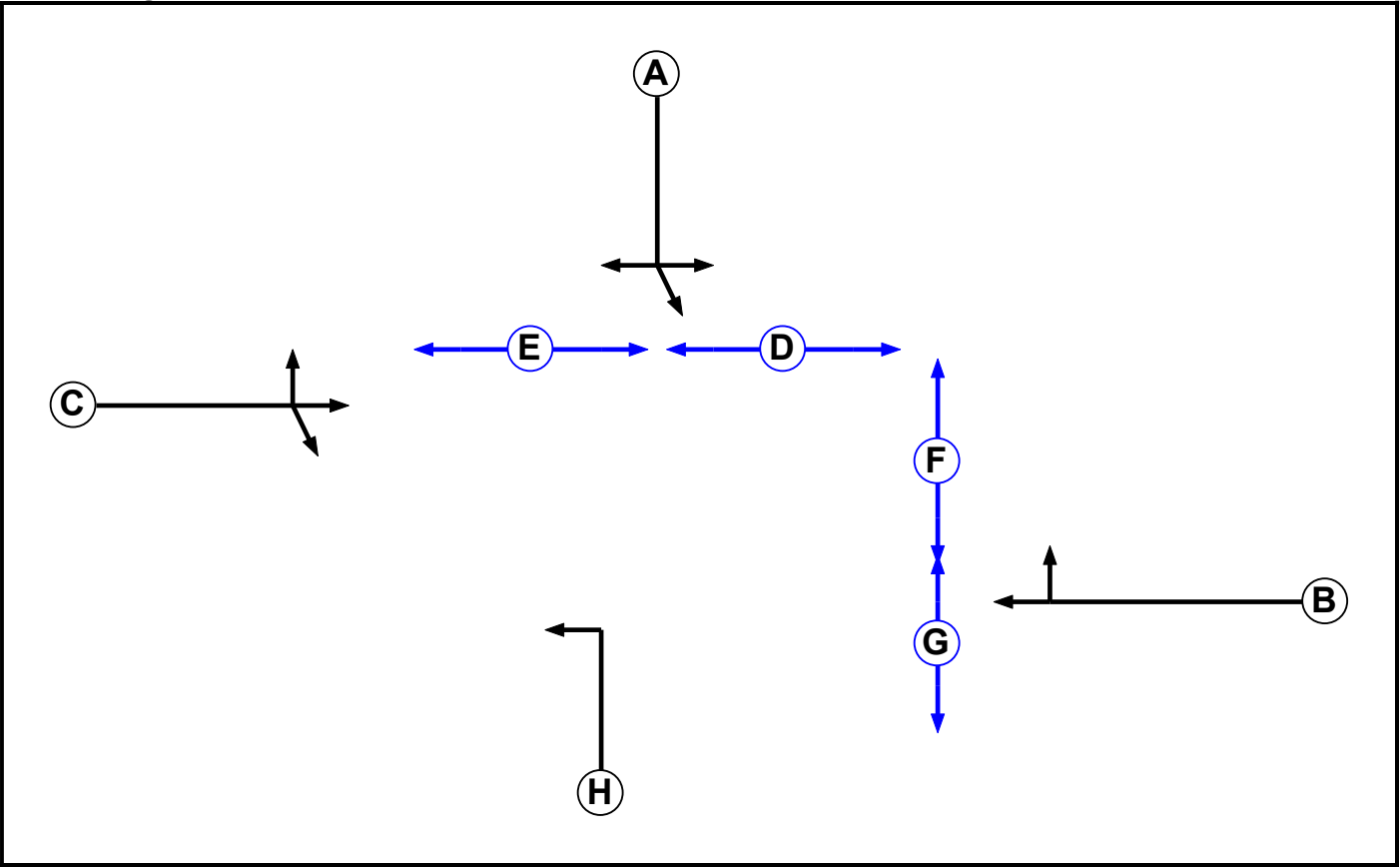
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Crookhorn Lane - Portsdown Hill Road jct v1 Improved.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

Full Input Data And Results

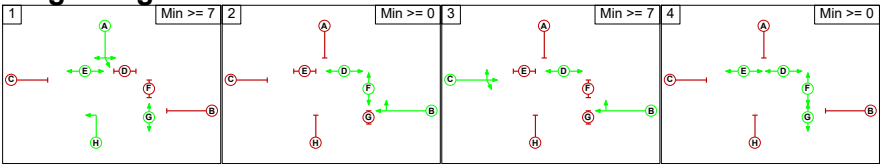
Phase Intergreens Matrix

		Starting Phase							
Terminating Phase		A	B	C	D	E	F	G	H
	A		5	5	5	-	-	-	-
	B	5		-	-	-	-	-	-
	C	5	-		-	5	-	-	-
	D	7	-	-		-	-	-	7
	E	-	7	7	-		-	-	-
	F	7	-	7	-	-		-	7
	G	-	7	7	-	-	-		-
	H	-	5	5	-	-	-	-	

Phases in Stage

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

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	
	1		7	7	5	
	2	7		7	0	
	3	7	0		5	
	4	7	7	7		

Full Input Data And Results

Give-Way Lane Input Data

Junction: Crookhorn Lane/Portsmouth Hill Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Portsmouth Hill Rd WB)	4/1 (Right)	1439	0	3/1	1.09	All	5.00	-	0.50	5	5.00
3/1 (Portsmouth Hill Rd EB)	8/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Crookhorn Lane/Portsdown Hill Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Crookhorn Lane)	U	A	2	3	3.5	Geom	-	3.40	0.00	Y	Arm 5 Left	9.00
											Arm 8 Ahead	Inf
1/2 (Crookhorn Lane)	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 6 Right	18.00
2/1 (Portsdown Hill Rd WB)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	Inf
2/2 (Portsdown Hill Rd WB)	O	B	2	3	7.8	Geom	-	3.20	0.00	N	Arm 4 Right	15.00
3/1 (Portsdown Hill Rd EB)	O	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Left	15.00
											Arm 5 Ahead	Inf
											Arm 8 Right	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Gillman Road)	U	H	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 6 Left	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base - AM'	08:00	09:00	01:00	
2: '2023 Base - PM'	17:00	18:00	01:00	
3: '2033 Base - AM'	08:00	09:00	01:00	
4: '2033 Base - PM'	17:00	18:00	01:00	
5: '2033 Base + Committed Dev AM'	08:00	09:00	01:00	
6: '2033 Base + Committed Dev PM'	17:00	18:00	01:00	
7: '2033 Base + Committed Development + Dev AM'	08:00	09:00	01:00	
8: '2033 Base + Committed Development + Dev PM'	08:00	09:00	01:00	

Scenario 1: '2023 Base - AM' (FG1: '2023 Base - AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	101	221	0	322
	B	139	0	445	0	584
	C	200	346	0	0	546
	D	0	0	0	0	0
	Tot.	339	447	666	0	1452

Traffic Lane Flows

Lane	Scenario 1: 2023 Base - AM
Junction: Crookhorn Lane/Portsmouth Hill Road	
1/1 (short)	101
1/2 (with short)	322(In) 221(Out)
2/1 (with short)	584(In) 445(Out)
2/2 (short)	139
3/1	546
4/1	339
5/1	447
6/1	666
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portstown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	100.0 %	1676	1676
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	100.0 %	1934	1934
2/1 (Portstown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1935	1935
2/2 (Portstown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	100.0 %	1886	1886
3/1 (Portstown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	36.6 %	1867	1867
				Arm 5 Ahead	Inf	63.4 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base - PM ' (FG2: '2023 Base - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	59	160	0	219
	B	86	0	356	0	442
	C	178	346	0	0	524
	D	0	0	0	0	0
	Tot.	264	405	516	0	1185

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base - PM
Junction: Crookhorn Lane/Portsmouth Hill Road	
1/1 (short)	59
1/2 (with short)	219(In) 160(Out)
2/1 (with short)	442(In) 356(Out)
2/2 (short)	86
3/1	524
4/1	264
5/1	405
6/1	516
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portsdown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	100.0 %	1676	1676
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	100.0 %	1934	1934
2/1 (Portsdown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1935	1935
2/2 (Portsdown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	100.0 %	1886	1886
3/1 (Portsdown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	34.0 %	1871	1871
				Arm 5 Ahead	Inf	66.0 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2033 Base - AM' (FG3: '2033 Base - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	109	237	0	346
	B	149	0	477	0	626
	C	214	371	0	0	585
	D	0	0	0	0	0
	Tot.	363	480	714	0	1557

Traffic Lane Flows

Lane	Scenario 3: 2033 Base - AM
Junction: Crookhorn Lane/Portsmouth Hill Road	
1/1 (short)	109
1/2 (with short)	346(In) 237(Out)
2/1 (with short)	626(In) 477(Out)
2/2 (short)	149
3/1	585
4/1	363
5/1	480
6/1	714
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portsdown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	100.0 %	1676	1676
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	100.0 %	1934	1934
2/1 (Portsdown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1935	1935
2/2 (Portsdown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	100.0 %	1886	1886
3/1 (Portsdown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	36.6 %	1867	1867
				Arm 5 Ahead	Inf	63.4 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2033 Base - PM' (FG4: '2033 Base - PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	63	171	0	234
	B	92	0	380	0	472
	C	191	404	0	0	595
	D	0	0	0	0	0
	Tot.	283	467	551	0	1301

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2033 Base - PM
Junction: Crookhorn Lane/Portsmouth Hill Road	
1/1 (short)	63
1/2 (with short)	234(In) 171(Out)
2/1 (with short)	472(In) 380(Out)
2/2 (short)	92
3/1	595
4/1	283
5/1	467
6/1	551
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portsdown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	100.0 %	1676	1676
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	100.0 %	1934	1934
2/1 (Portsdown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1935	1935
2/2 (Portsdown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	100.0 %	1886	1886
3/1 (Portsdown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	32.1 %	1875	1875
				Arm 5 Ahead	Inf	67.9 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2033 Base + Development - AM' (FG5: '2033 Base + Committed Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	111	240	0	351
	B	150	0	477	0	627
	C	216	371	0	0	587
	D	0	0	0	0	0
	Tot.	366	482	717	0	1565

Traffic Lane Flows

Lane	Scenario 5: 2033 Base + Development - AM
Junction: Crookhorn Lane/Portsdown Hill Road	
1/1 (short)	111
1/2 (with short)	351(In) 240(Out)
2/1 (with short)	627(In) 477(Out)
2/2 (short)	150
3/1	587
4/1	366
5/1	482
6/1	717
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portsdown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	100.0 %	1676	1676
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	100.0 %	1934	1934
2/1 (Portsdown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1935	1935
2/2 (Portsdown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	100.0 %	1886	1886
3/1 (Portsdown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	36.8 %	1866	1866
				Arm 5 Ahead	Inf	63.2 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2033 Base + Committed Development - PM' (FG6: '2033 Base + Committed Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	64	173	0	237
	B	93	0	380	0	473
	C	192	404	0	0	596
	D	0	0	0	0	0
	Tot.	285	468	553	0	1306

Traffic Lane Flows

Lane	Scenario 6: 2033 Base + Committed Development - PM
Junction: Crookhorn Lane/Portstown Hill Road	
1/1 (short)	64
1/2 (with short)	237(In) 173(Out)
2/1 (with short)	473(In) 380(Out)
2/2 (short)	93
3/1	596
4/1	285
5/1	468
6/1	553
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portstown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	100.0 %	1676	1676
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	100.0 %	1934	1934
2/1 (Portstown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1935	1935
2/2 (Portstown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	100.0 %	1886	1886
3/1 (Portstown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	32.2 %	1875	1875
				Arm 5 Ahead	Inf	67.8 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2033 Base + Committed Development + Committed Development AM' (FG7: '2033 Base + Committed Development + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	133	269	0	402
	B	159	0	477	0	636
	C	227	371	0	0	598
	D	0	0	0	0	0
	Tot.	386	504	746	0	1636

Traffic Lane Flows

Lane	Scenario 7: 2033 Base + Committed Development + Committed Development AM
Junction: Crookhorn Lane/Portsmouth Hill Road	
1/1 (short)	0
1/2 (with short)	0(In) 0(Out)
2/1 (with short)	0(In) 0(Out)
2/2 (short)	0
3/1	0
4/1	0
5/1	0
6/1	0
7/1	0
8/1	0

Lane Saturation Flows

Junction: Crookhorn Lane/Portsdown Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	0.0 %	1955	1955
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	0.0 %	2095	2095
2/1 (Portsdown Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1935	1935
2/2 (Portsdown Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	0.0 %	2075	2075
3/1 (Portsdown Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	0.0 %	1935	1935
				Arm 5 Ahead	Inf	0.0 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2033 Base + Committed Development + Development PM ' (FG8: '2033 Base + Committed Development + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	77	190	0	267
	B	115	380	0	0	495
	C	221	404	0	0	625
	D	0	0	0	0	0
	Tot.	336	861	190	0	1387

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2033 Base + Committed Development + Development PM
Junction: Crookhorn Lane/Portsmouth Hill Road	
1/1 (short)	0
1/2 (with short)	0(In) 0(Out)
2/1 (with short)	0(In) 0(Out)
2/2 (short)	0
3/1	0
4/1	0
5/1	0
6/1	0
7/1	0
8/1	0

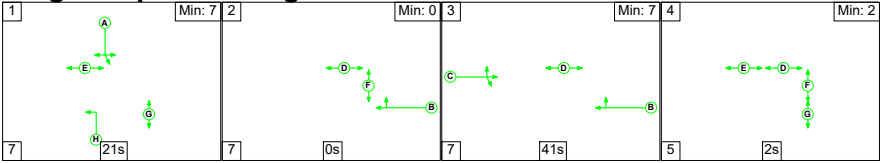
Lane Saturation Flows

Junction: Crookhorn Lane/Portsmouth Hill Road								
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 (Crookhorn Lane)	3.40	0.00	Y	Arm 5 Left	9.00	0.0 %	1955	1955
				Arm 8 Ahead	Inf	0.0 %		
1/2 (Crookhorn Lane)	3.40	0.00	N	Arm 6 Right	18.00	0.0 %	2095	2095
2/1 (Portsmouth Hill Rd WB)	3.20	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1935	1935
2/2 (Portsmouth Hill Rd WB)	3.20	0.00	N	Arm 4 Right	15.00	0.0 %	2075	2075
3/1 (Portsmouth Hill Rd EB)	3.20	0.00	Y	Arm 4 Left	15.00	0.0 %	1935	1935
				Arm 5 Ahead	Inf	0.0 %		
				Arm 8 Right	Inf	0.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Gillman Road)	2.90	0.00	Y	Arm 6 Left	Inf	0.0 %	1905	1905
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2023 Base - AM' (FG1: '2023 Base - AM', Plan 1: 'Network Control Plan 1')

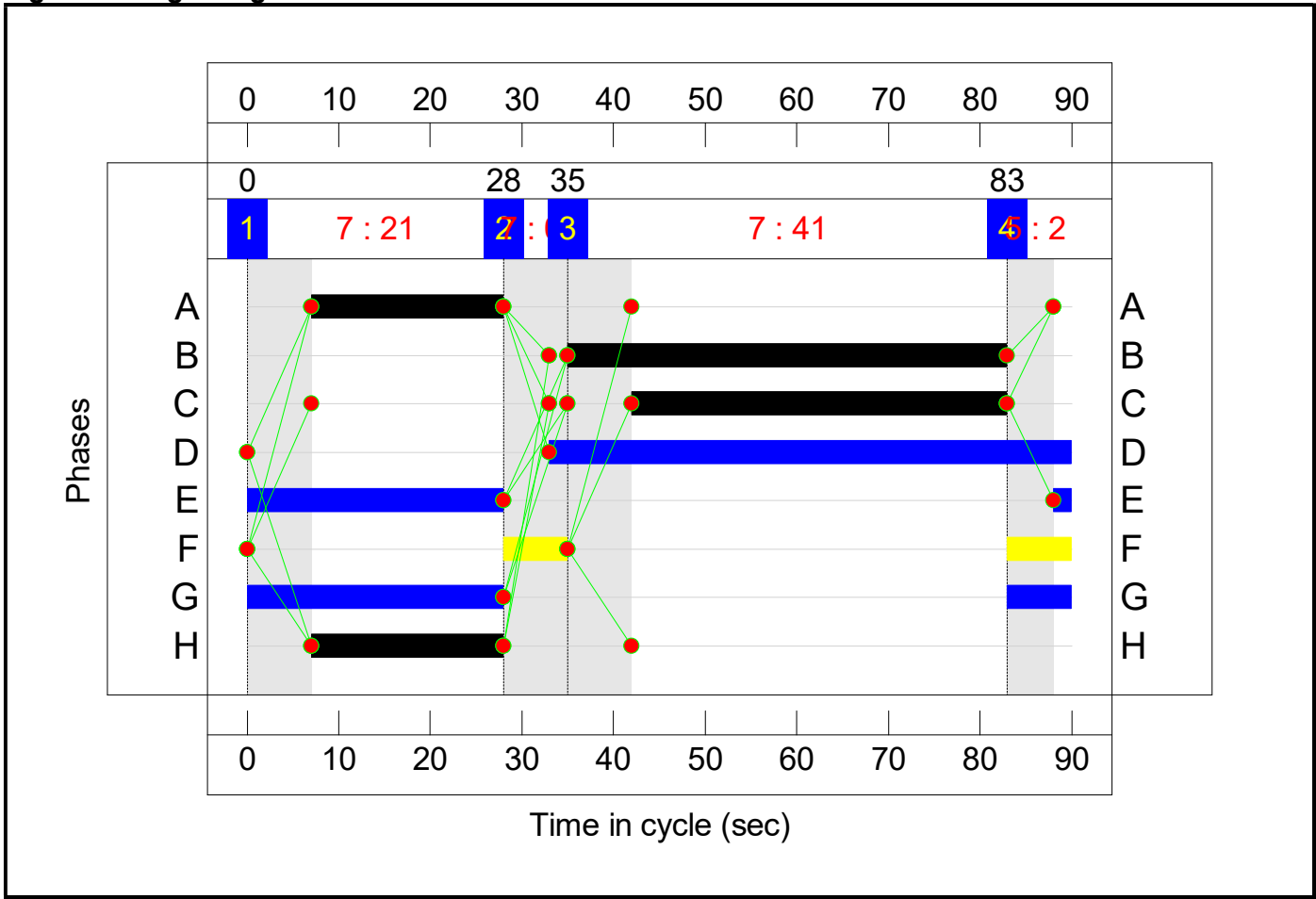
Stage Sequence Diagram



Stage Timings

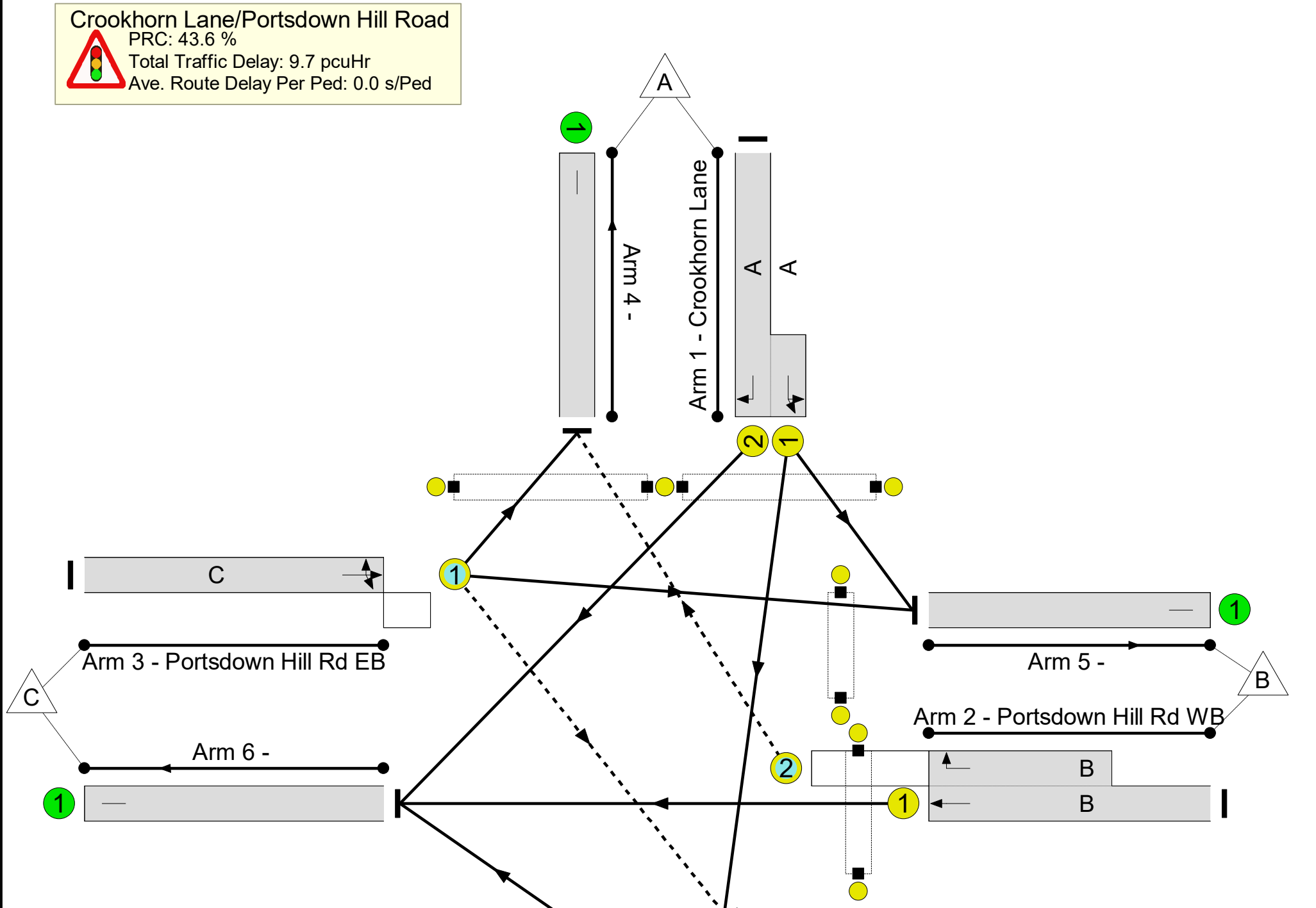
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Duration	21	0	41	2
Change Point	0	28	35	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

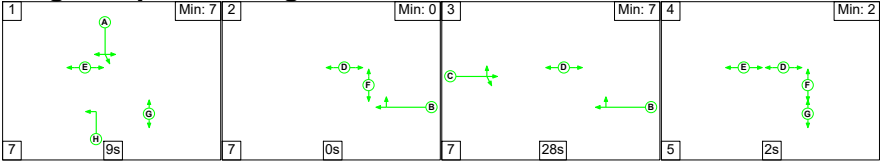
Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	62.7%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	62.7%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	21	-	322	1934:1676	360+164	61.5 : 61.5%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	48	-	584	1935:1886	886+277	50.2 : 50.2%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	41	-	546	1867	871	62.7%
4/1		U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	21	-	0	1905	466	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	57	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	30	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	0	0.0%

Full Input Data And Results

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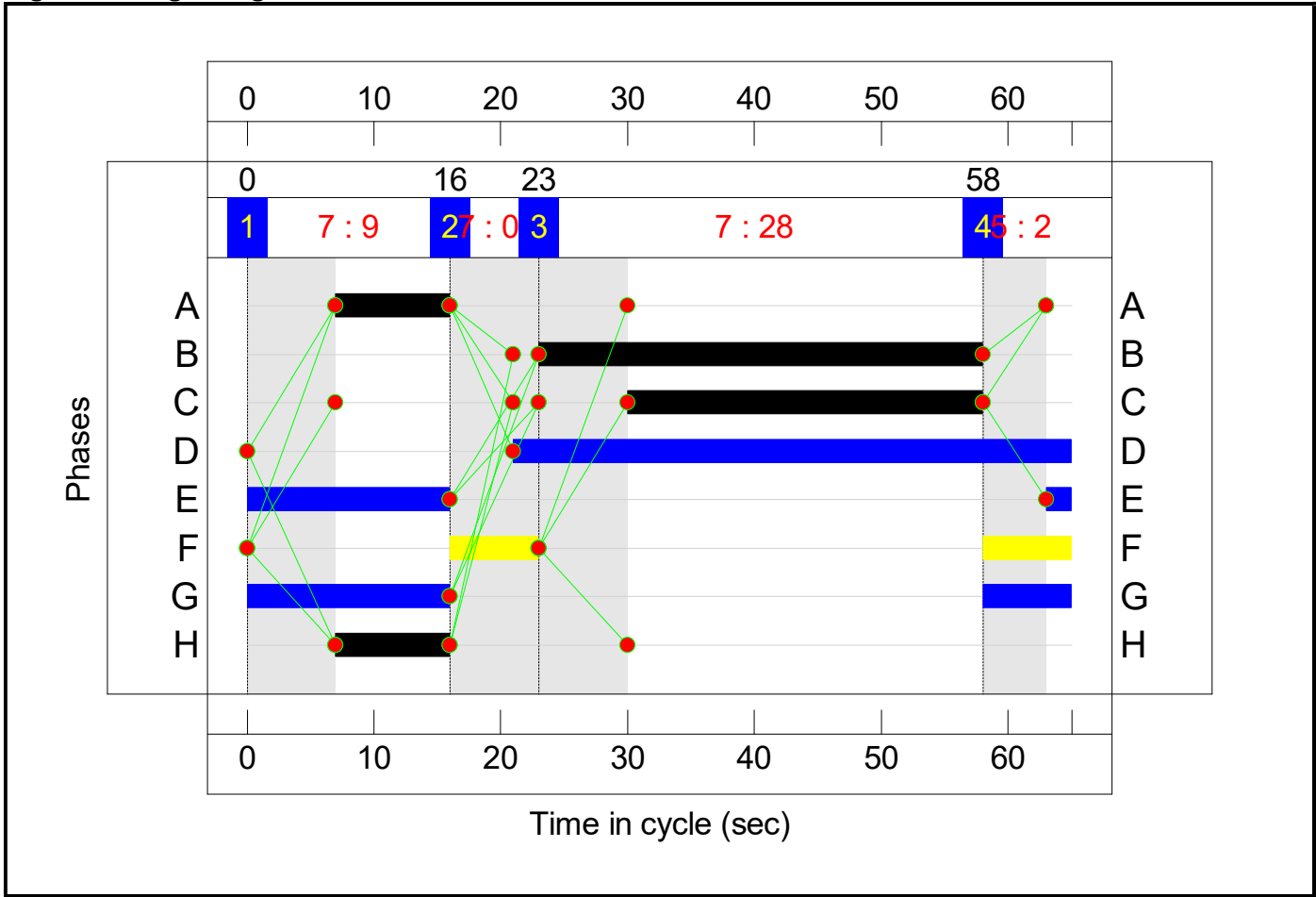
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	9	0	28	2
Change Point	0	16	23	58

Signal Timings Diagram



Full Input Data And Results

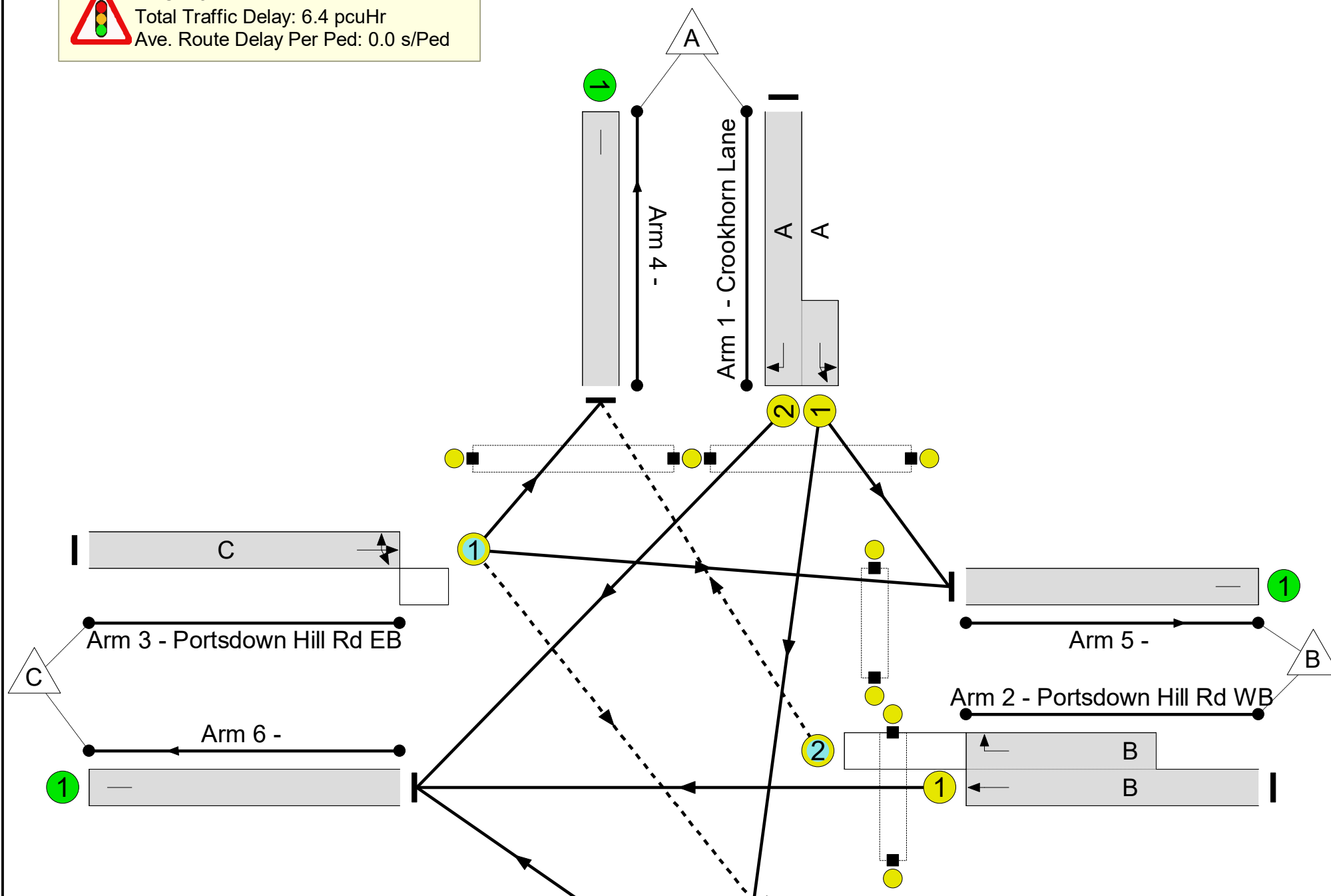
Network Layout Diagram

Crookhorn Lane/Portdown Hill Road

PRC: 43.4 %

Total Traffic Delay: 6.4 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	9	-	219	1934:1676	269+99	59.5 : 59.5%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	35	-	442	1935:1886	963+233	37.0 : 37.0%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	28	-	524	1871	835	62.8%
4/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	9	-	0	1905	293	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	23	-	0	-	0	0.0%

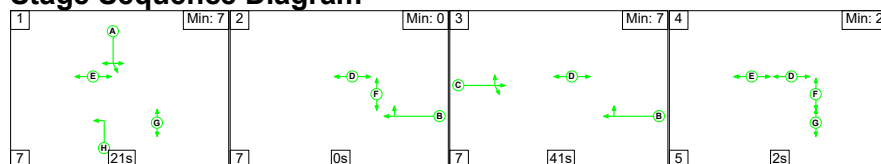
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: '2033 Base - AM' (FG3: '2033 Base - AM', Plan 1: 'Network Control Plan 1')

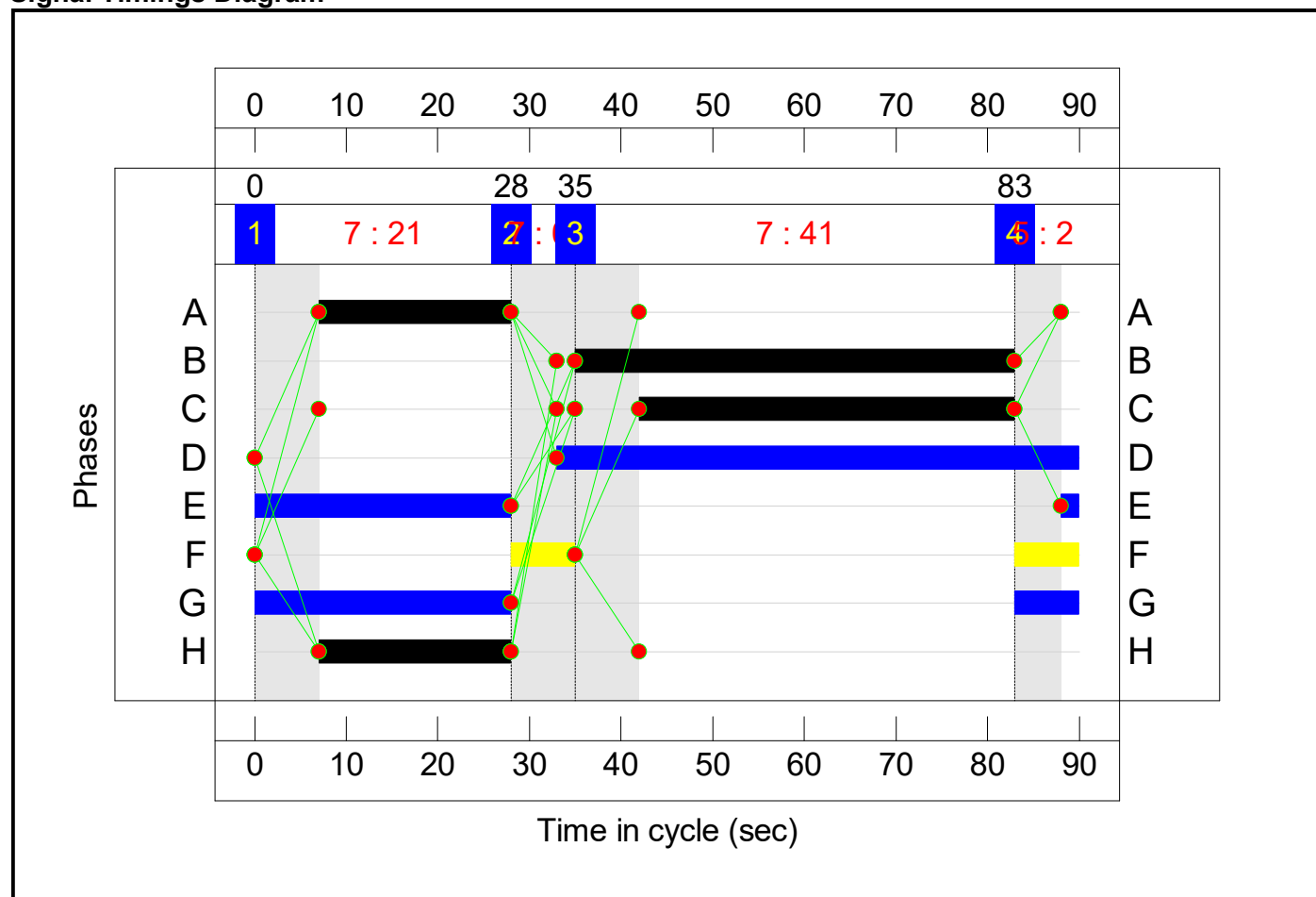
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	21	0	41	2
Change Point	0	28	35	83

Signal Timings Diagram



Full Input Data And Results

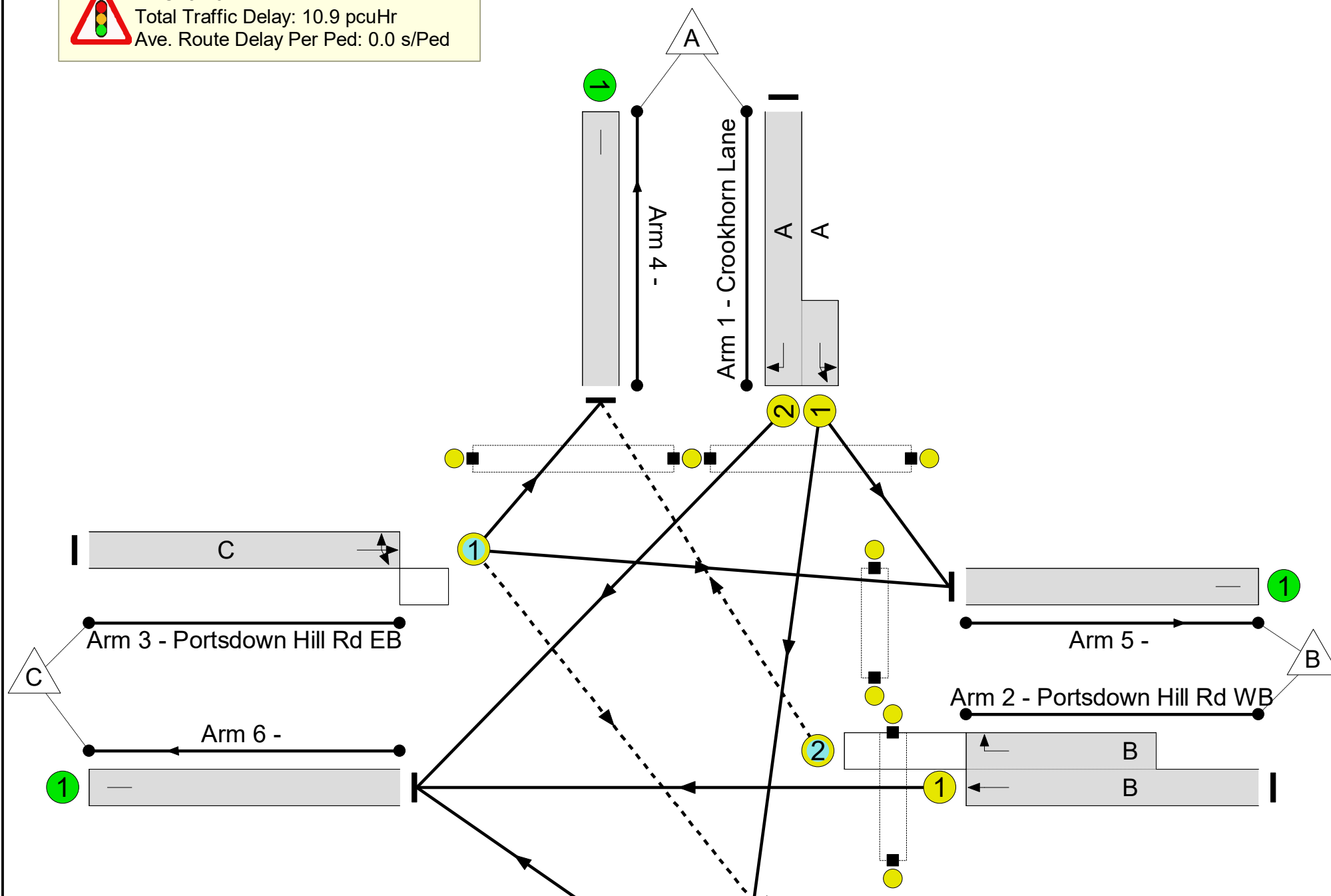
Network Layout Diagram

Crookhorn Lane/Portsdown Hill Road

PRC: 34.0 %

Total Traffic Delay: 10.9 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	21	-	346	1934:1676	359+165	66.0 : 66.0%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	48	-	626	1935:1886	886+277	53.8 : 53.8%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	41	-	585	1867	871	67.1%
4/1		U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	21	-	0	1905	466	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	57	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	30	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	0	0.0%

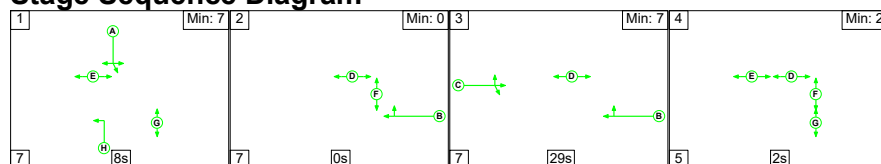
Full Input Data And Results

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	-	-	102	42	5	7.9	2.6	0.4	10.9	-	-	-	-
Crookhorn Lane/Portsmouth Hill Road	-	-	102	42	5	7.9	2.6	0.4	10.9	-	-	-	-
1/2+1/1	346	346	-	-	-	2.8	1.0	-	3.8	39.2	6.0	1.0	6.9
2/1+2/2	626	626	102	42	5	2.1	0.6	0.4	3.1	17.6	7.2	0.6	7.7
3/1	585	585	0	0	0	3.0	1.0	0.0	4.0	24.9	11.2	1.0	12.2
4/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	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 PRC for Signalled Lanes (%): 34.0 Total Delay for Signalled Lanes (pcuHr): 10.87 Cycle Time (s): 90 PRC Over All Lanes (%): 34.0 Total Delay Over All Lanes(pcuHr): 10.87													

Full Input Data And Results

Scenario 4: '2033 Base - PM' (FG4: '2033 Base - PM', Plan 1: 'Network Control Plan 1')

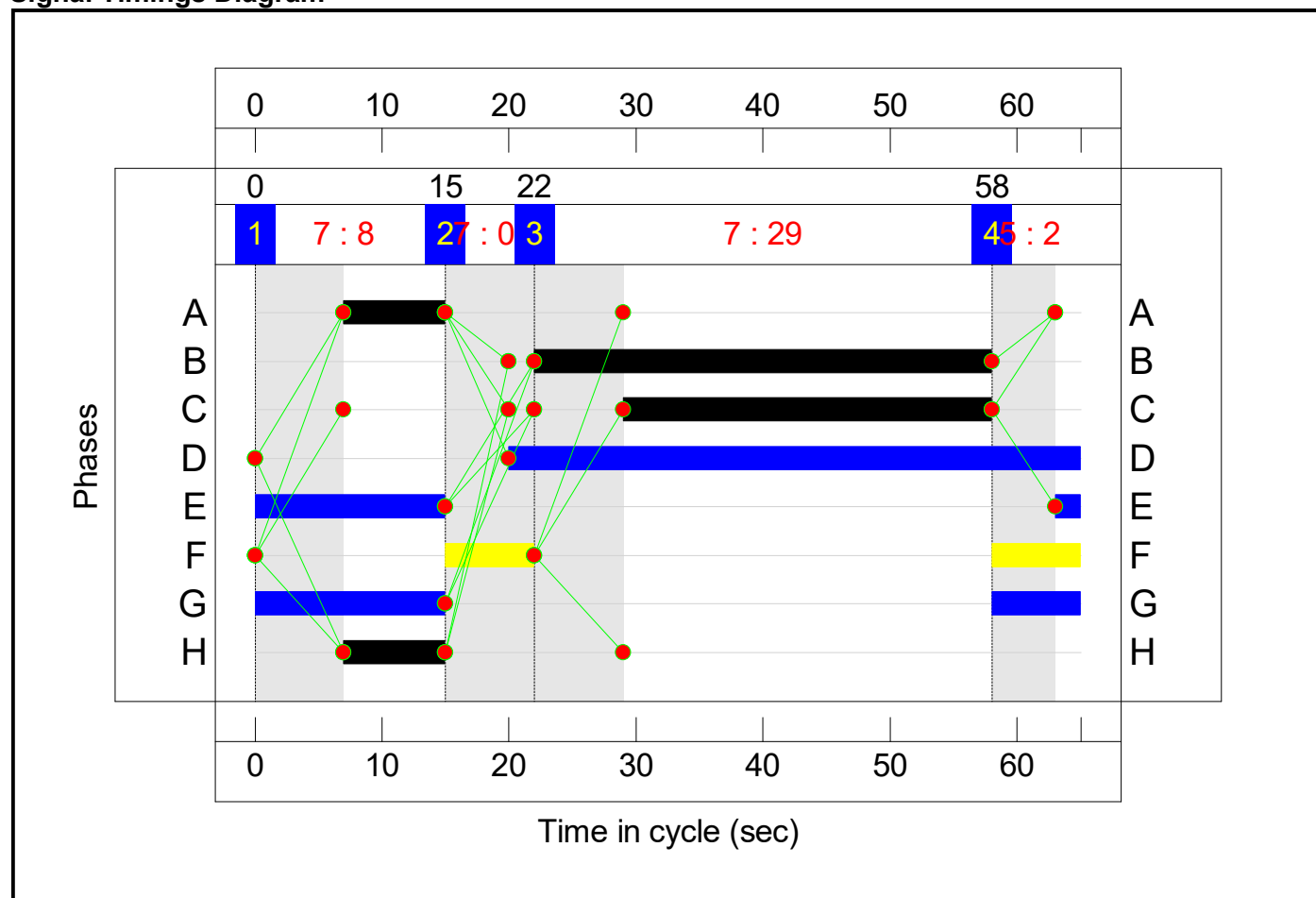
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	8	0	29	2
Change Point	0	15	22	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

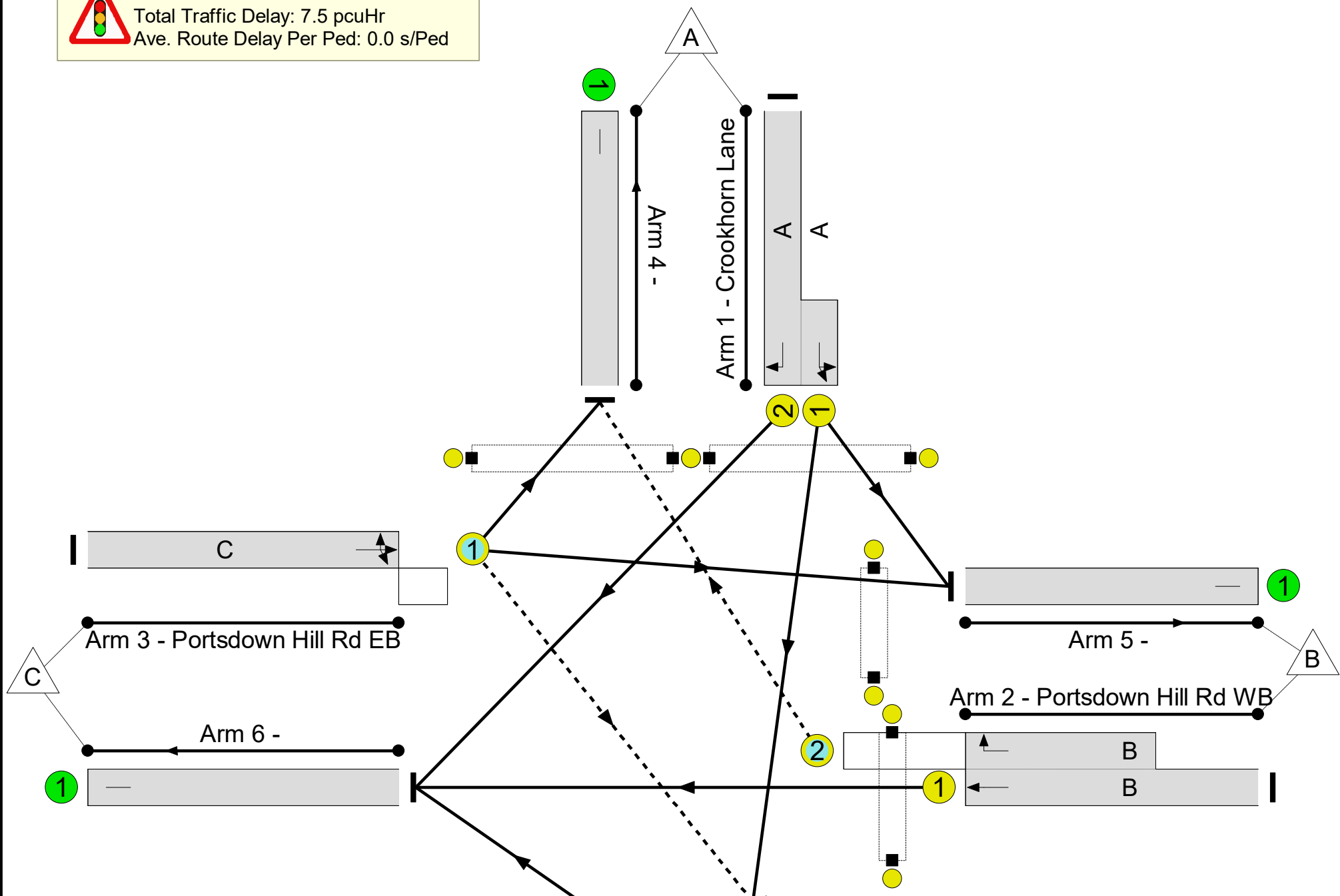


Crookhorn Lane/Portdown Hill Road

PRC: 30.5 %

Total Traffic Delay: 7.5 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

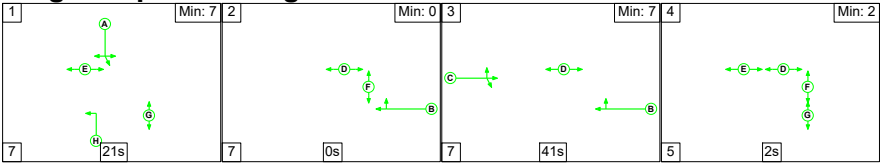
Network Results

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	-	-	N/A	-	-		-	-	-	-	-	-	69.0%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	69.0%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	8	-	234	1934:1676	248+91	69.0 : 69.0%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	36	-	472	1935:1886	986+239	38.5 : 38.5%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	29	-	595	1875	865	68.8%
4/1		U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	8	-	0	1905	264	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	17	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	22	-	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	-	-	45	42	4	4.9	2.5	0.1	7.5	-	-	-	-
Crookhorn Lane/Portsmouth Hill Road	-	-	45	42	4	4.9	2.5	0.1	7.5	-	-	-	-
1/2+1/1	234	234	-	-	-	1.7	1.1	-	2.8	42.9	2.9	1.1	4.0
2/1+2/2	472	472	45	42	4	1.0	0.3	0.1	1.3	10.3	3.6	0.3	3.9
3/1	595	595	0	0	0	2.3	1.1	0.0	3.4	20.4	8.4	1.1	9.5
4/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	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 PRC for Signalled Lanes (%): 30.5 Total Delay for Signalled Lanes (pcuHr): 7.50 Cycle Time (s): 65 PRC Over All Lanes (%): 30.5 Total Delay Over All Lanes(pcuHr): 7.50													

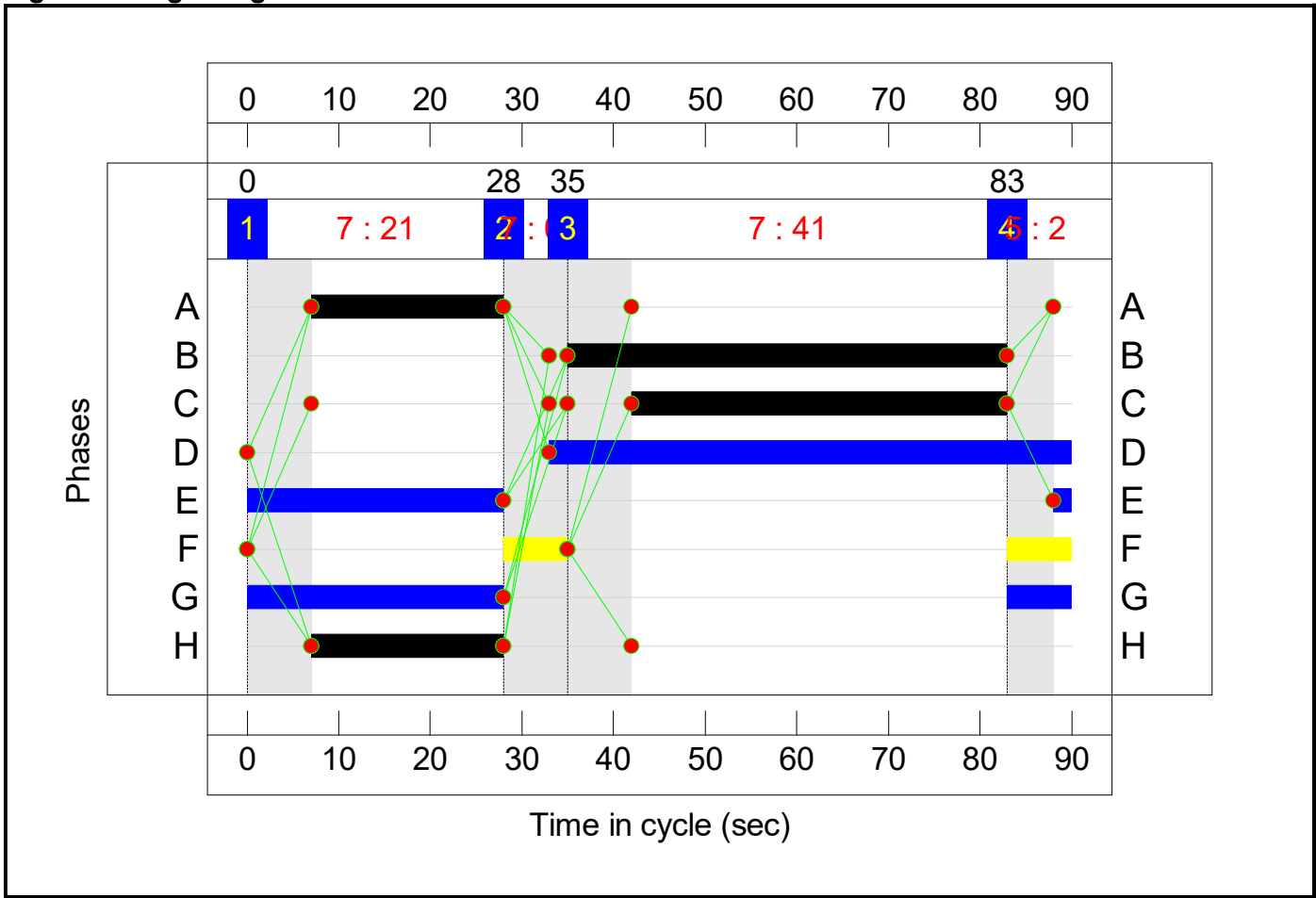
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	21	0	41	2
Change Point	0	28	35	83

Signal Timings Diagram



Full Input Data And Results

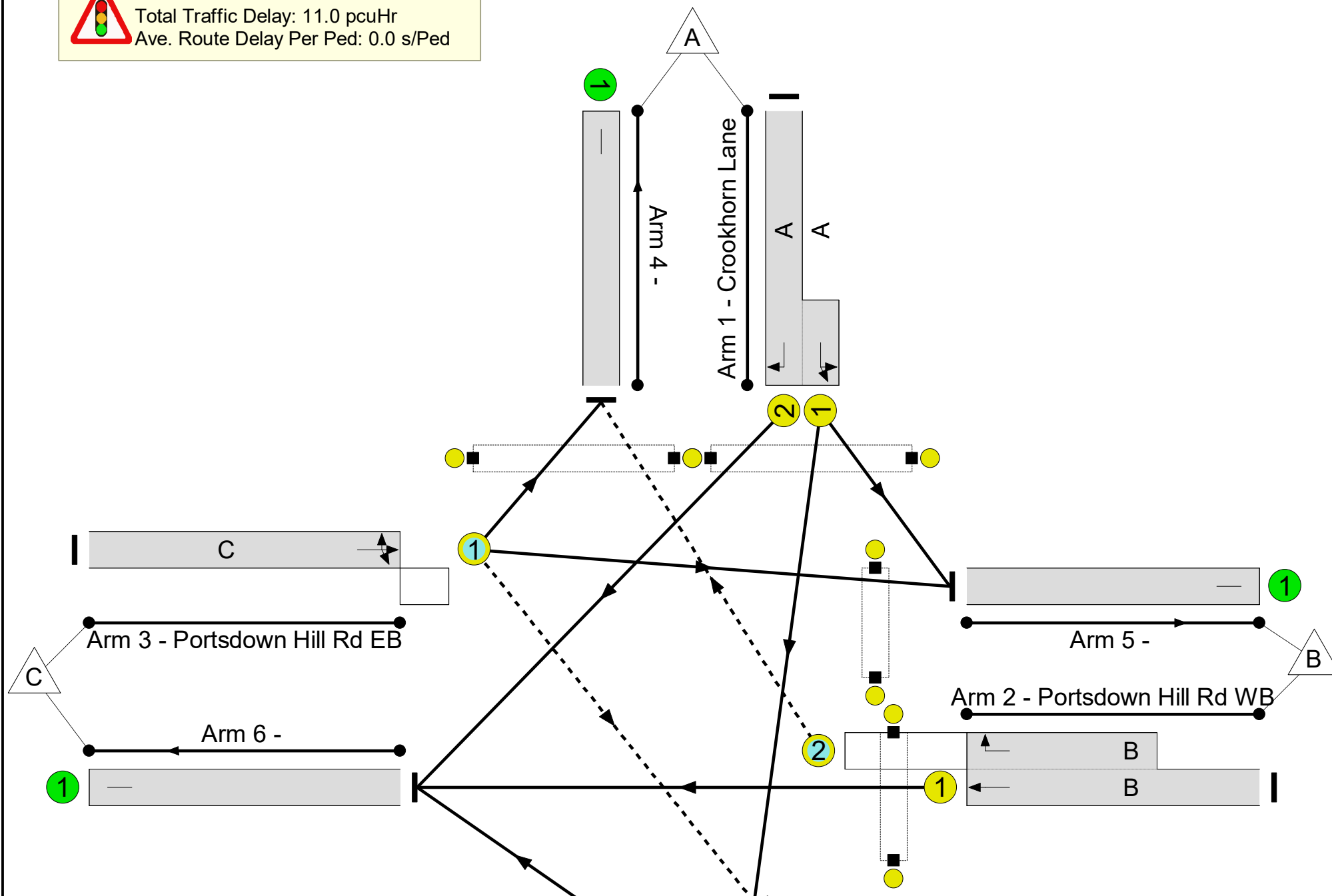
Network Layout Diagram

Crookhorn Lane/Portsdown Hill Road

PRC: 33.5 %

Total Traffic Delay: 11.0 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-	N/A	-	-		-	-	-	-	-	-	67.4%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	67.4%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	21	-	351	1934:1676	359+166	66.9 : 66.9%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	48	-	627	1935:1886	885+278	53.9 : 53.9%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	41	-	587	1866	871	67.4%
4/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	21	-	0	1905	466	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	57	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	30	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	0	0.0%

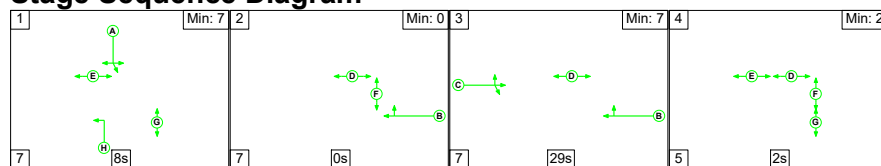
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: '2033 Base + Committed Development - PM' (FG6: '2033 Base + Committed Dev PM', Plan 1: 'Network Control Plan 1')

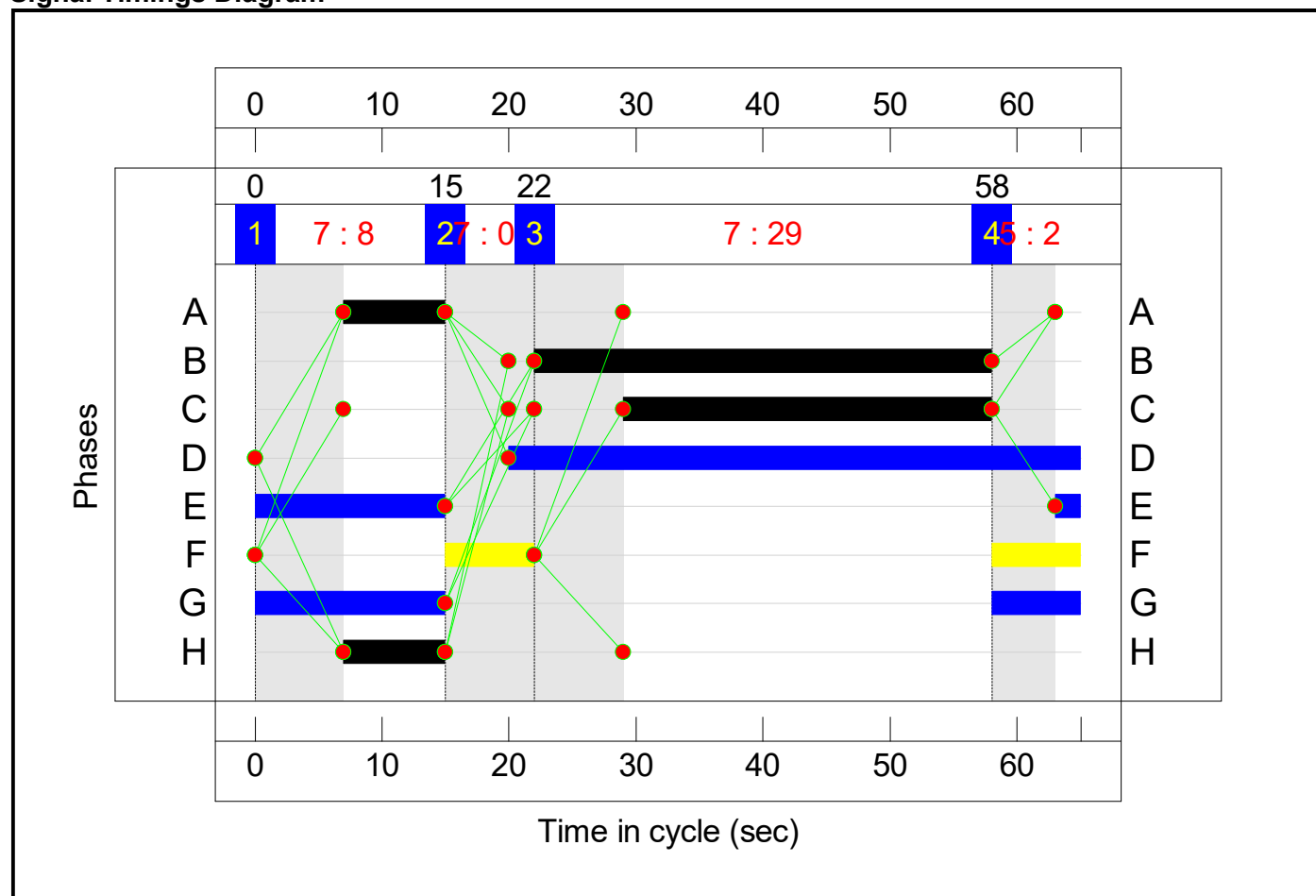
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	8	0	29	2
Change Point	0	15	22	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

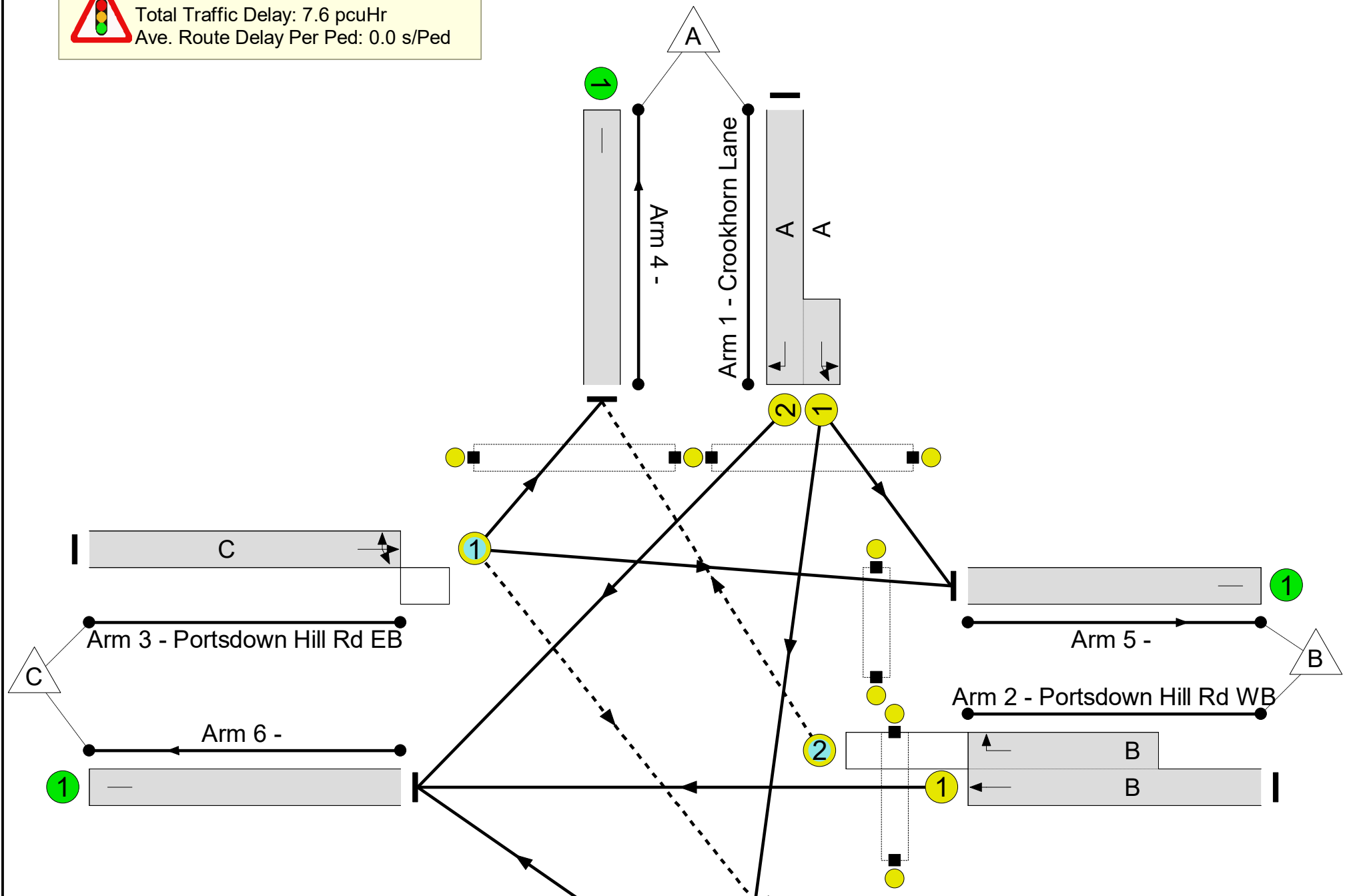
Crookhorn Lane/Portsdown Hill Road



PRC: 28.9 %

Total Traffic Delay: 7.6 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	8	-	237	1934:1676	248+92	69.8 : 69.8%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	36	-	473	1935:1886	985+241	38.6 : 38.6%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	29	-	596	1875	865	68.9%
4/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	8	-	0	1905	264	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	17	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	14	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	22	-	0	-	0	0.0%

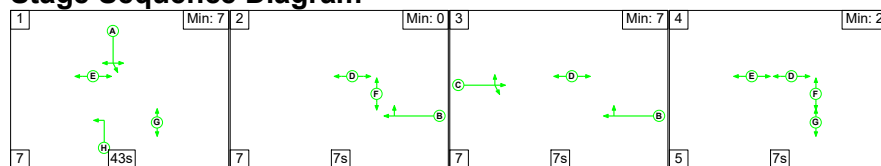
Full Input Data And Results

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	-	-	46	43	4	5.0	2.5	0.1	7.6	-	-	-	-
Crookhorn Lane/Portsmouth Hill Road	-	-	46	43	4	5.0	2.5	0.1	7.6	-	-	-	-
1/2+1/1	237	237	-	-	-	1.7	1.1	-	2.9	43.3	2.9	1.1	4.1
2/1+2/2	473	473	46	43	4	1.0	0.3	0.1	1.3	10.3	3.6	0.3	3.9
3/1	596	596	0	0	0	2.3	1.1	0.0	3.4	20.4	8.4	1.1	9.5
4/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	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 PRC for Signalled Lanes (%): 28.9 Total Delay for Signalled Lanes (pcuHr): 7.59 Cycle Time (s): 65 PRC Over All Lanes (%): 28.9 Total Delay Over All Lanes(pcuHr): 7.59													

Full Input Data And Results

Scenario 7: '2033 Base + Committed Development + Committed Development AM' (FG7: '2033 Base + Committed Development + Dev AM', Plan 1: 'Network Control Plan 1')

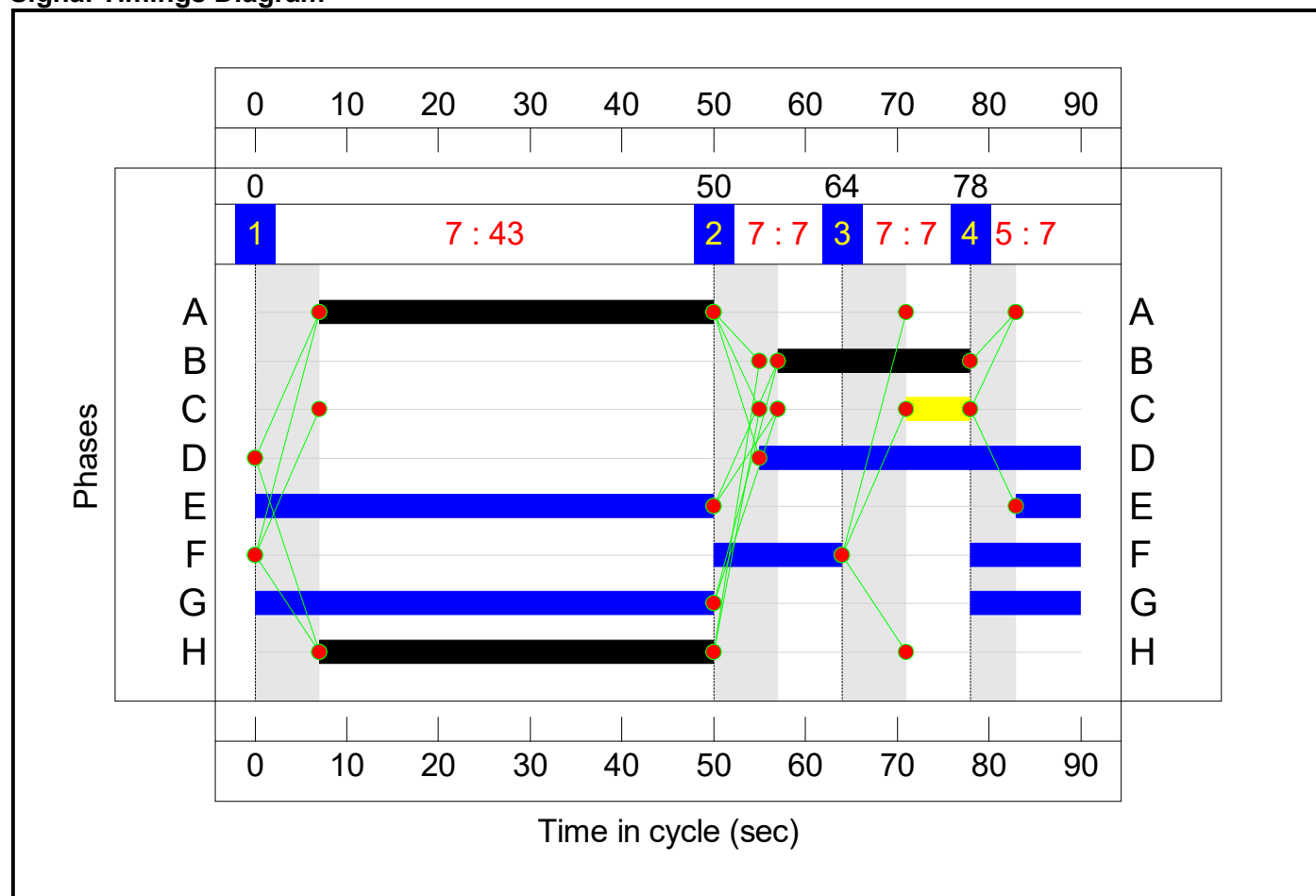
Stage Sequence Diagram



Stage Timings

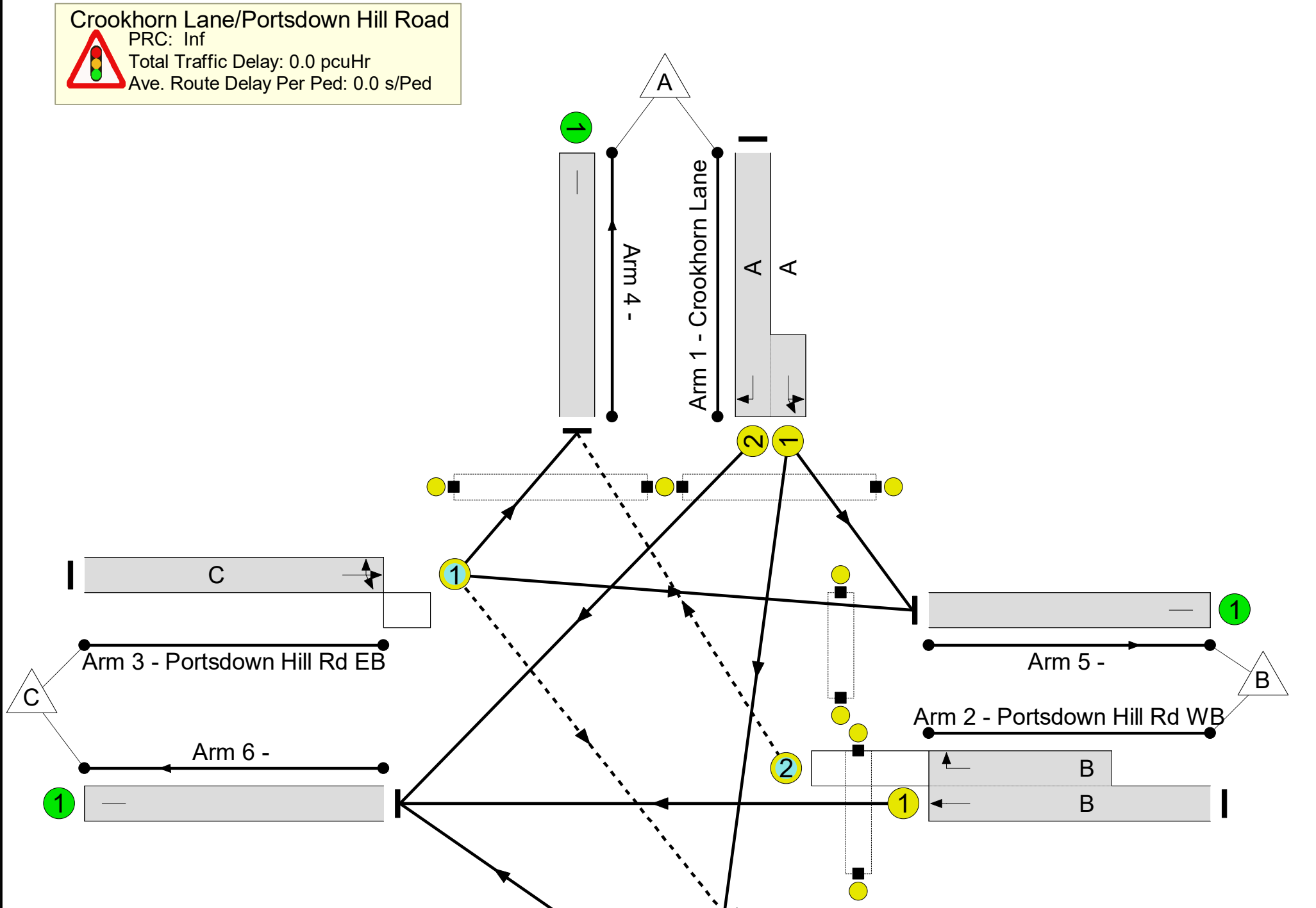
Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	50	64	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	43	-	0	2095:1955	429+644	0.0 : 0.0%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	21	-	0	1935:2075	405+405	0.0 : 0.0%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	7	-	0	1935	172	0.0%
4/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	43	-	0	1905	931	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	57	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	62	-	0	-	0	0.0%

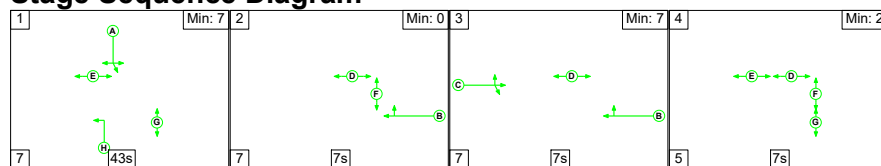
Full Input Data And Results

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	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
Crookhorn Lane/Portsmouth Hill Road	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/2+1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	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 PRC for Signalled Lanes (%): Inf Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90 PRC Over All Lanes (%): Inf Total Delay Over All Lanes(pcuHr): 0.00													

Full Input Data And Results

Scenario 8: '2033 Base + Committed Development + Development PM ' (FG8: '2033 Base + Committed Development + Dev PM', Plan 1: 'Network Control Plan 1')

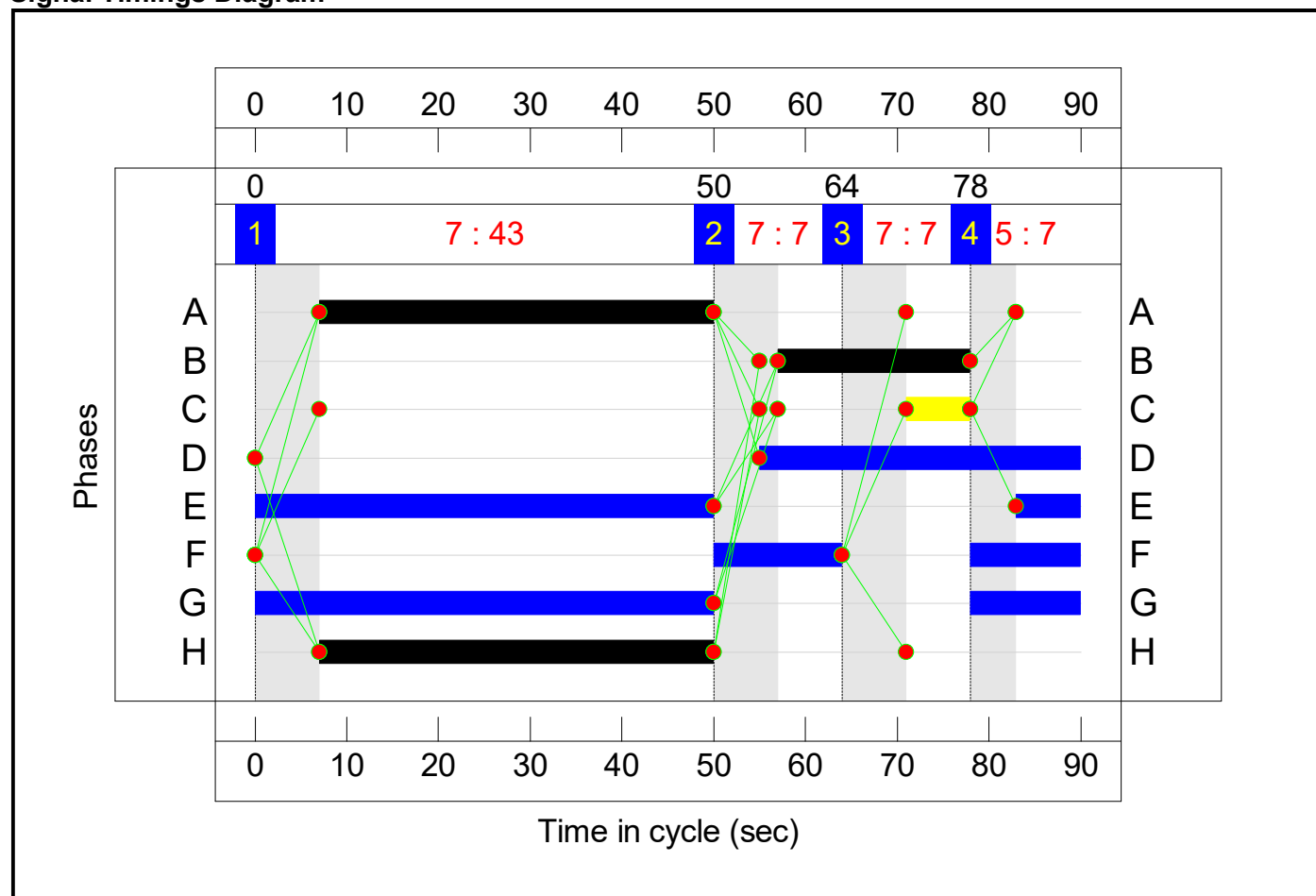
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	50	64	78

Signal Timings Diagram



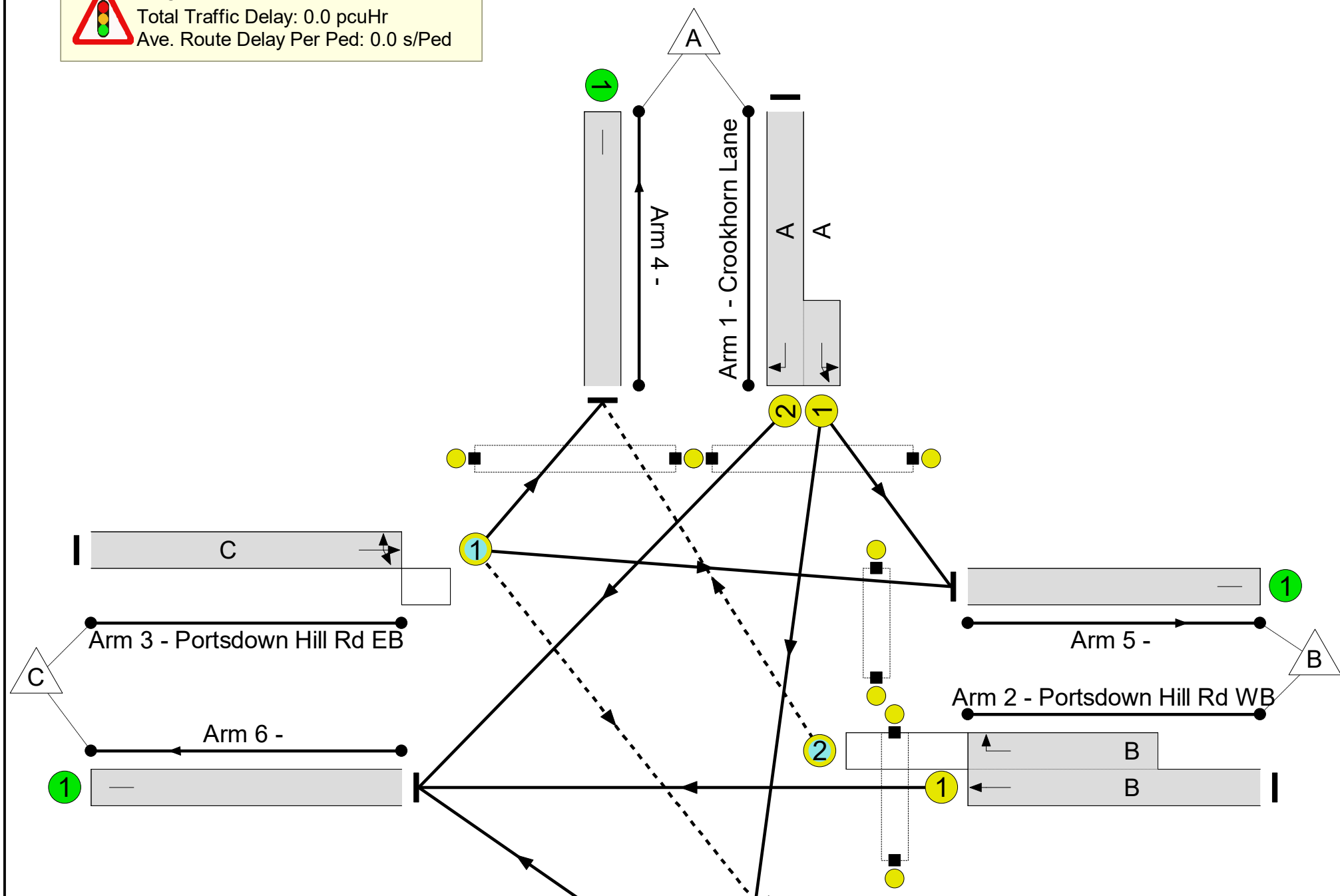
Full Input Data And Results

Network Layout Diagram

PRC: Inf

Total Traffic Delay: 0.0 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
Crookhorn Lane/Portsmouth Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/2+1/1	Crookhorn Lane Left Right Ahead	U	N/A	N/A	A		1	43	-	0	2095:1955	348+697	0.0 : 0.0%
2/1+2/2	Portsmouth Hill Rd WB Right Ahead	U+O	N/A	N/A	B		1	21	-	0	1935:2075	405+405	0.0 : 0.0%
3/1	Portsmouth Hill Rd EB Left Ahead Right	O	N/A	N/A	C		1	7	-	0	1935	172	0.0%
4/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	Gillman Road Left	U	N/A	N/A	H		1	43	-	0	1905	931	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	57	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		2	26	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	62	-	0	-	0	0.0%

Full Input Data And Results

[illegible]