

TECHNICAL NOTE

Project:	Hulbert Road, Havant	Office:	Southampton
Project No:	A096474	Prepared by:	GS
Client:	Trustees of the GHM Jackson 1972 Settlement	Approved by:	NW
Date:	May 2021	Status:	For Information

1 INTRODUCTION

- 1.1 This Technical Note (TN) has been produced in support of the proposed development on land at Hulbert Road, Havant. A planning application (ref. APP/20/00441) was submitted in June 2020 and validated in August 2020. In response to the application, Hampshire County Council (HCC), as the local highway authority, have provided comments on the Transport Assessment submitted with the application. This Technical Note relates to the outstanding issues still to be agreed with HCC, which are included as **Appendix A**.

2 JUNCTION CAPACITY ASSESSMENT

- 2.1 HCC have requested an assessment of the capacity of the Pulbrook Way/Hulbert Road signalised roundabout junction to the south of the site.
- 2.2 Using the base model provided by HCC, a 2021, 2026 Base and a 2026 Base + Development scenario have been run to determine the impact of the development on the operation of the junction. Development traffic flows at the junction were assigned in the same proportions as the existing movements.
- 2.3 The 2026 base model within the HCC model was used for the future year scenario, which it is understood includes local committed developments at Dunsbury Hill Farm and land east of College Road. The 2026 base model flows have been derived from historic traffic count data and TEMPRO growth factors, to include committed development.
- 2.4 2021 flows were obtained by dividing the 2026 flows by a TEMPRO-derived 2021-2026 growth factor for Urban/Principal roads within Havant. The growth factor for the AM peak hour is 1.0577 and for the PM peak hour it is 1.0564.
- 2.5 A sensitivity test to include the proposed development at land east of College Road (LPA ref. APP/19/01101) has also been undertaken. Traffic flows have been taken from Appendix K of the Transport Assessment accompanying the planning application.
- 2.6 Table 2.1 and Table 2.2 below set out the results of the modelling. The full outputs are included as **Appendix B**, including a diagram of the junction.

Table 2.1 – Summary of AM Peak Hour Results

Arm		2021 AM Peak			2026 AM Peak			2026 AM Peak + Dev			2026 AM Peak + Dev + Com Dev		
		Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)
Hulbert Road (N) Entry	1/1	47.0%	0.4	4.3	50.4%	1.3	4.6	52.6%	1.6	4.9	53.2%	1.6	5.0
	1/3+1/2	62.1%	3.9	6.3	56.5%	3.0	5.2	58.5%	3.4	5.6	60.2%	3.7	6.0
Purbrook Way (E) Entry	2/1	57.5%	7.9	19.2	53.7%	6.7	15.0	56.0%	7.1	16.1	56.8%	7.2	16.3
	2/2	57.5%	7.9	19.2	57.9%	7.6	15.7	60.1%	7.8	16.9	60.4%	7.9	17.0
Hulbert Road (S) Entry	3/1	55.5%	2.4	12.7	67.7%	3.2	17.7	69.0%	3.4	18.7	70.2%	3.5	19.7
	3/2	66.2%	3.4	16.3	69.8%	3.5	18.7	70.8%	3.6	19.7	71.5%	3.6	20.4
Asda Entry	4/1	36.2%	1.3	7.0	28.4%	0.9	5.6	28.7%	1.0	5.8	28.9%	1.0	5.9
	4/2	19.5%	0.7	4.9	27.1%	0.9	5.2	27.5%	1.0	5.4	27.8%	1.0	5.5
Purbrook Way (W) Entry	5/2+5/1	58.0%	7.5	12.7	63.2%	7.7	13.4	65.0%	8.2	14.4	68.9%	9.0	15.2
	5/3	31.5%	3.7	10.6	34.7%	3.8	10.8	35.8%	4.0	11.5	35.8%	4.0	11.5
Circulatory Lanes	6/1	33.1%	0.2	1.4	35.1%	0.3	1.5	35.1%	0.3	1.5	36.4%	0.3	1.5
	6/2	19.7%	0.1	1.2	20.8%	0.1	1.2	20.8%	0.1	1.2	20.8%	0.1	1.2
	7/1	28.7%	3.4	16.9	56.7%	6.1	22.3	55.4%	6.1	21.3	55.8%	6.1	21.2
	7/2	69.8%	7.7	22.1	63.0%	6.2	23.6	61.2%	5.9	21.8	60.8%	6.0	22.1
	7/3	22.1%	2.8	19.7	26.8%	2.7	17.9	26.8%	2.8	17.5	28.2%	2.9	16.8
	8/1	40.0%	0.3	1.6	41.3%	0.4	1.6	41.9%	0.4	1.6	42.3%	0.4	1.6

	8/2	35.9%	0.3	1.5	39.0%	0.3	1.6	39.6%	0.3	1.6	40.3%	0.3	1.6
	9/1	28.2%	0.2	1.3	29.8%	0.2	1.3	30.2%	0.2	1.4	30.6%	0.2	1.4
	9/2	50.5%	0.5	1.9	53.4%	0.6	2.0	54.1%	0.6	2.1	54.7%	0.6	2.1
	10/1	61.1%	5.2	23.2	65.0%	6.5	20.7	62.9%	5.8	19.1	61.7%	5.7	18.2
	10/2	47.6%	4.5	24.5	47.2%	4.2	22.0	45.9%	4.3	21.2	47.2%	4.4	21.5
	10/3	5.4%	0.5	21.7	5.6%	0.5	18.0	5.4%	0.4	17.4	5.4%	0.4	17.3
Hulbert Road (N) Exit	11/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0
	11/2	10.6%	0.1	1.1	10.5%	0.1	1.1	10.8%	0.1	1.1	11.3%	0.1	1.1
Purbrook Way (E) Exit	12/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0
Hulbert Road (S) Exit	13/1	13.5%	0.1	1.1	22.4%	0.1	1.2	22.8%	0.1	1.2	22.9%	0.1	1.2
	13/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0
Asda Exit	14/1	24.1%	0.2	1.2	25.5%	0.2	1.3	25.8%	0.2	1.3	25.8%	0.2	1.3
Purbrook Way (W) Exit	15/1	36.3%	0.3	1.5	38.4%	0.3	1.5	38.8%	0.3	1.5	39.3%	0.3	1.6
	15/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0

Table 3.2 – Summary of PM Peak Hour Results

Arm		2021 PM Peak			2026 PM Peak			2026 PM Peak + Dev			2026 PM Peak + Dev + Com Dev		
		Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)
Hulbert Road (N) Entry	1/1	57.4%	2.3	5.8	62.0%	3.0	6.7	63.4%	5.0	7.0	63.8%	3.3	7.2
	1/3+1/2	56.2%	3.3	7.6	52.9%	3.0	6.9	53.6%	4.0	7.0	58.0%	3.7	7.9
Purbrook Way (E) Entry	2/1	55.4%	7.7	17.4	51.0%	7.0	14.6	53.5%	11.8	15.7	53.3%	7.5	15.0
	2/2	55.5%	7.7	17.4	57.0%	8.3	15.7	59.5%	6.6	16.8	59.2%	8.8	16.1
Hulbert Road (S) Entry	3/1	55.2%	2.1	13.5	68.8%	3.1	20.1	70.9%	0.4	21.8	73.2%	3.6	24.1
	3/2	67.1%	3.0	17.8	70.5%	3.2	21.1	72.0%	0.2	22.6	74.4%	3.7	25.0
Asda Entry	4/1	71.1%	5.6	14.0	66.9%	4.8	12.1	68.1%	6.2	13.1	69.2%	5.2	13.7
	4/2	45.8%	2.5	6.3	55.8%	3.8	7.9	56.8%	6.4	8.5	58.1%	4.2	8.9
Purbrook Way (W) Entry	5/2+5/1	70.9%	10.5	21.4	74.8%	11.8	22.8	75.0%	2.3	22.9	77.8%	12.6	24.0
	5/3	48.0%	6.2	17.5	50.6%	6.6	17.9	50.6%	0.5	17.9	50.6%	6.6	17.9
Circulatory Lanes	6/1	42.8%	0.4	1.7	45.2%	0.4	1.7	45.2%	0.3	1.7	46.0%	0.4	1.8
	6/2	26.1%	0.2	1.3	27.5%	0.2	1.3	27.5%	0.2	1.3	27.5%	0.2	1.3
	7/1	32.4%	3.6	18.8	56.8%	6.3	24.9	55.2%	0.5	23.9	57.3%	6.4	25.1
	7/2	74.6%	8.2	26.7	69.1%	6.6	26.6	66.7%	9.9	25.1	69.2%	6.6	26.5

	7/3	16.7%	1.9	17.9	19.7%	2.3	21.1	19.4%	7.6	20.2	23.3%	2.7	21.1
	8/1	48.8%	0.5	1.8	49.9%	0.5	1.9	50.6%	1.1	1.9	51.2%	0.5	1.9
	8/2	33.7%	0.3	1.4	37.2%	0.3	1.5	37.8%	0.0	1.5	39.7%	0.3	1.6
	9/1	21.7%	0.1	1.2	22.4%	0.1	1.2	23.3%	0.1	1.2	23.9%	0.2	1.2
	9/2	47.1%	0.5	1.8	50.2%	0.5	1.9	51.0%	0.0	1.9	52.8%	0.6	2.0
	10/1	65.9%	8.5	18.8	71.6%	9.7	20.3	72.7%	0.1	20.7	77.7%	11.8	22.6
	10/2	55.5%	6.2	17.7	56.6%	7.1	21.1	58.9%	0.0	22.0	53.9%	7.1	22.5
	10/3	9.5%	1.0	14.8	10.0%	1.1	16.5	10.0%	0.3	17.3	10.0%	1.2	17.4
Hulbert Road (N) Exit	11/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.3	0.0	0.0%	0.0	0.0
	11/2	10.5%	0.1	1.1	10.3%	0.1	1.1	11.3%	0.0	1.1	9.1%	0.1	1.0
Purbrook Way (E) Exit	12/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%		0.0	0.0%	0.0	0.0
Hulbert Road (S) Exit	13/1	14.6%	0.1	1.1	22.2%	0.1	1.2	22.3%		1.2	22.3%	0.1	1.2
	13/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%		0.0	0.0%	0.0	0.0
Asda Exit	14/1	38.1%	0.3	1.5	40.2%	0.3	1.6	40.3%		1.6	40.3%	0.3	1.6
Purbrook Way (W) Exit	15/1	36.6%	0.3	1.5	38.2%	0.3	1.5	39.0%		1.6	39.6%	0.3	1.6
	15/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%		0.0	0.0%	0.0	0.0

- 2.7 Table 2.1 and Table 2.2 show that there is a negligible difference in the performance of the junction with the addition of the development traffic, with degrees of saturation, mean maximum queues and average delays showing very minor increases across the junction.

3 ASDA ROUNDABOUT IMPROVEMENTS

- 3.1 It is understood that HCC are developing a safety scheme to address an emerging vulnerable user accident record at the Asda roundabout to the south of the site. Once the scheme has been developed, it is understood that a contribution will be sought towards the scheme; any contribution should be proportionate to the impact of the development, which is forecast to add around 1% of additional traffic to the junction. Discussions will continue with HCC as the proposed scheme emerges.

4 PEDESTRIAN AND CYCLE INFRASTRUCTURE

- 4.1 An arboricultural impact assessment is being undertaken to determine which trees will be lost as part of the proposed footway/cycleway. Once this has been undertaken, the potential tree losses will be reviewed and the required CAVAT fee calculated.
- 4.2 The proposed infrastructure has been designed in accordance with LTN1/20, from which the guidance will also be incorporated into the detailed design process.
- 4.3 A review of street lighting will be undertaken as part of the detailed design stage, with consideration given to the impact on highway safety as well as environmental impacts.

5 TRAFFIC CALMING

- 5.1 As the site is subject to an outline planning application only, it is expected that the design of traffic calming measures would be subject to a planning condition, should planning consent be granted, with agreement to be reached with the local highway authority. The speed reduction measures are likely to include additional signage (including vehicle-activated signs), street lighting in the vicinity of the site access, and gateway features on Hulbert Road. These measures will be delivered as part of the Section 278 agreement.
- 5.2 Drawing SK05, showing the forward visibility for right-turning vehicles, is included as **Appendix C**.

6 TRAVEL PLAN

- 6.1 A revised Framework Travel Plan has been submitted separately, which includes:
- A paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit.
 - Commitment to pay HCC's monitoring and approval fees.
 - Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures.

- A target of a 10% reduction in Single Occupancy Vehicles
- A voucher for sustainable travel to be offered to all residents as a part of the Travel Information Pack and included accordingly in the costs.

APPENDIX A – HCC RESPONSE

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- 2.6 Table 2.1 and Table 2.2 below set out the results of the modelling. The full outputs are included as **Appendix B**, including a diagram of the junction.

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Hulbert Road (N) Entry	1/1	47.0%	0.4	4.3	50.4%	1.3	4.6	52.6%	1.6	4.9	53.2%	1.6	5.0
	1/3+1/2	62.1%	3.9	6.3	56.5%	3.0	5.2	58.5%	3.4	5.6	60.2%	3.7	6.0
Purbrook Way (E) Entry	2/1	57.5%	7.9	19.2	53.7%	6.7	15.0	56.0%	7.1	16.1	56.8%	7.2	16.3
	2/2	57.5%	7.9	19.2	57.9%	7.6	15.7	60.1%	7.8	16.9	60.4%	7.9	17.0
Hulbert Road (S) Entry	3/1	55.5%	2.4	12.7	67.7%	3.2	17.7	69.0%	3.4	18.7	70.2%	3.5	19.7
	3/2	66.2%	3.4	16.3	69.8%	3.5	18.7	70.8%	3.6	19.7	71.5%	3.6	20.4
Asda Entry	4/1	36.2%	1.3	7.0	28.4%	0.9	5.6	28.7%	1.0	5.8	28.9%	1.0	5.9
	4/2	19.5%	0.7	4.9	27.1%	0.9	5.2	27.5%	1.0	5.4	27.8%	1.0	5.5
Purbrook Way (W) Entry	5/2+5/1	58.0%	7.5	12.7	63.2%	7.7	13.4	65.0%	8.2	14.4	68.9%	9.0	15.2
	5/3	31.5%	3.7	10.6	34.7%	3.8	10.8	35.8%	4.0	11.5	35.8%	4.0	11.5
Circulatory Lanes	6/1	33.1%	0.2	1.4	35.1%	0.3	1.5	35.1%	0.3	1.5	36.4%	0.3	1.5
	6/2	19.7%	0.1	1.2	20.8%	0.1	1.2	20.8%	0.1	1.2	20.8%	0.1	1.2
	7/1	28.7%	3.4	16.9	56.7%	6.1	22.3	55.4%	6.1	21.3	55.8%	6.1	21.2
	7/2	69.8%	7.7	22.1	63.0%	6.2	23.6	61.2%	5.9	21.8	60.8%	6.0	22.1
	7/3	22.1%	2.8	19.7	26.8%	2.7	17.9	26.8%	2.8	17.5	28.2%	2.9	16.8
	8/1	40.0%	0.3	1.6	41.3%	0.4	1.6	41.9%	0.4	1.6	42.3%	0.4	1.6

	8/2	35.9%	0.3	1.5	39.0%	0.3	1.6	39.6%	0.3	1.6	40.3%	0.3	1.6
	9/1	28.2%	0.2	1.3	29.8%	0.2	1.3	30.2%	0.2	1.4	30.6%	0.2	1.4
	9/2	50.5%	0.5	1.9	53.4%	0.6	2.0	54.1%	0.6	2.1	54.7%	0.6	2.1
	10/1	61.1%	5.2	23.2	65.0%	6.5	20.7	62.9%	5.8	19.1	61.7%	5.7	18.2
	10/2	47.6%	4.5	24.5	47.2%	4.2	22.0	45.9%	4.3	21.2	47.2%	4.4	21.5
	10/3	5.4%	0.5	21.7	5.6%	0.5	18.0	5.4%	0.4	17.4	5.4%	0.4	17.3
Hulbert Road (N) Exit	11/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0
	11/2	10.6%	0.1	1.1	10.5%	0.1	1.1	10.8%	0.1	1.1	11.3%	0.1	1.1
Purbrook Way (E) Exit	12/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0
Hulbert Road (S) Exit	13/1	13.5%	0.1	1.1	22.4%	0.1	1.2	22.8%	0.1	1.2	22.9%	0.1	1.2
	13/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0
Asda Exit	14/1	24.1%	0.2	1.2	25.5%	0.2	1.3	25.8%	0.2	1.3	25.8%	0.2	1.3
Purbrook Way (W) Exit	15/1	36.3%	0.3	1.5	38.4%	0.3	1.5	38.8%	0.3	1.5	39.3%	0.3	1.6
	15/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0

Table 3.2 – Summary of PM Peak Hour Results

Arm		2021 PM Peak			2026 PM Peak			2026 PM Peak + Dev			2026 PM Peak + Dev + Com Dev		
		Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)
Hulbert Road (N) Entry	1/1	57.4%	2.3	5.8	62.0%	3.0	6.7	63.4%	5.0	7.0	63.8%	3.3	7.2
	1/3+1/2	56.2%	3.3	7.6	52.9%	3.0	6.9	53.6%	4.0	7.0	58.0%	3.7	7.9
Purbrook Way (E) Entry	2/1	55.4%	7.7	17.4	51.0%	7.0	14.6	53.5%	11.8	15.7	53.3%	7.5	15.0
	2/2	55.5%	7.7	17.4	57.0%	8.3	15.7	59.5%	6.6	16.8	59.2%	8.8	16.1
Hulbert Road (S) Entry	3/1	55.2%	2.1	13.5	68.8%	3.1	20.1	70.9%	0.4	21.8	73.2%	3.6	24.1
	3/2	67.1%	3.0	17.8	70.5%	3.2	21.1	72.0%	0.2	22.6	74.4%	3.7	25.0
Asda Entry	4/1	71.1%	5.6	14.0	66.9%	4.8	12.1	68.1%	6.2	13.1	69.2%	5.2	13.7
	4/2	45.8%	2.5	6.3	55.8%	3.8	7.9	56.8%	6.4	8.5	58.1%	4.2	8.9
Purbrook Way (W) Entry	5/2+5/1	70.9%	10.5	21.4	74.8%	11.8	22.8	75.0%	2.3	22.9	77.8%	12.6	24.0
	5/3	48.0%	6.2	17.5	50.6%	6.6	17.9	50.6%	0.5	17.9	50.6%	6.6	17.9
Circulatory Lanes	6/1	42.8%	0.4	1.7	45.2%	0.4	1.7	45.2%	0.3	1.7	46.0%	0.4	1.8
	6/2	26.1%	0.2	1.3	27.5%	0.2	1.3	27.5%	0.2	1.3	27.5%	0.2	1.3
	7/1	32.4%	3.6	18.8	56.8%	6.3	24.9	55.2%	0.5	23.9	57.3%	6.4	25.1
	7/2	74.6%	8.2	26.7	69.1%	6.6	26.6	66.7%	9.9	25.1	69.2%	6.6	26.5

	7/3	16.7%	1.9	17.9	19.7%	2.3	21.1	19.4%	7.6	20.2	23.3%	2.7	21.1
	8/1	48.8%	0.5	1.8	49.9%	0.5	1.9	50.6%	1.1	1.9	51.2%	0.5	1.9
	8/2	33.7%	0.3	1.4	37.2%	0.3	1.5	37.8%	0.0	1.5	39.7%	0.3	1.6
	9/1	21.7%	0.1	1.2	22.4%	0.1	1.2	23.3%	0.1	1.2	23.9%	0.2	1.2
	9/2	47.1%	0.5	1.8	50.2%	0.5	1.9	51.0%	0.0	1.9	52.8%	0.6	2.0
	10/1	65.9%	8.5	18.8	71.6%	9.7	20.3	72.7%	0.1	20.7	77.7%	11.8	22.6
	10/2	55.5%	6.2	17.7	56.6%	7.1	21.1	58.9%	0.0	22.0	53.9%	7.1	22.5
	10/3	9.5%	1.0	14.8	10.0%	1.1	16.5	10.0%	0.3	17.3	10.0%	1.2	17.4
Hulbert Road (N) Exit	11/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.3	0.0	0.0%	0.0	0.0
	11/2	10.5%	0.1	1.1	10.3%	0.1	1.1	11.3%	0.0	1.1	9.1%	0.1	1.0
Purbrook Way (E) Exit	12/1	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%		0.0	0.0%	0.0	0.0
Hulbert Road (S) Exit	13/1	14.6%	0.1	1.1	22.2%	0.1	1.2	22.3%		1.2	22.3%	0.1	1.2
	13/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%		0.0	0.0%	0.0	0.0
Asda Exit	14/1	38.1%	0.3	1.5	40.2%	0.3	1.6	40.3%		1.6	40.3%	0.3	1.6
Purbrook Way (W) Exit	15/1	36.6%	0.3	1.5	38.2%	0.3	1.5	39.0%		1.6	39.6%	0.3	1.6
	15/2	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%		0.0	0.0%	0.0	0.0

- 2.7 Table 2.1 and Table 2.2 show that there is a negligible difference in the performance of the junction with the addition of the development traffic, with degrees of saturation, mean maximum queues and average delays showing very minor increases across the junction.

3 ASDA ROUNDABOUT IMPROVEMENTS

- 3.1 It is understood that HCC are developing a safety scheme to address an emerging vulnerable user accident record at the Asda roundabout to the south of the site. Once the scheme has been developed, it is understood that a contribution will be sought towards the scheme; any contribution should be proportionate to the impact of the development, which is forecast to add around 1% of additional traffic to the junction. Discussions will continue with HCC as the proposed scheme emerges.

4 PEDESTRIAN AND CYCLE INFRASTRUCTURE

- 4.1 An arboricultural impact assessment is being undertaken to determine which trees will be lost as part of the proposed footway/cycleway. Once this has been undertaken, the potential tree losses will be reviewed and the required CAVAT fee calculated.
- 4.2 The proposed infrastructure has been designed in accordance with LTN1/20, from which the guidance will also be incorporated into the detailed design process.
- 4.3 A review of street lighting will be undertaken as part of the detailed design stage, with consideration given to the impact on highway safety as well as environmental impacts.

5 TRAFFIC CALMING

- 5.1 As the site is subject to an outline planning application only, it is expected that the design of traffic calming measures would be subject to a planning condition, should planning consent be granted, with agreement to be reached with the local highway authority. The speed reduction measures are likely to include additional signage (including vehicle-activated signs), street lighting in the vicinity of the site access, and gateway features on Hulbert Road. These measures will be delivered as part of the Section 278 agreement.
- 5.2 Drawing SK05, showing the forward visibility for right-turning vehicles, is included as **Appendix C**.

6 TRAVEL PLAN

- 6.1 A revised Framework Travel Plan has been submitted separately, which includes:
- A paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit.
 - Commitment to pay HCC's monitoring and approval fees.
 - Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures.

- A target of a 10% reduction in Single Occupancy Vehicles
- A voucher for sustainable travel to be offered to all residents as a part of the Travel Information Pack and included accordingly in the costs.

APPENDIX A – HCC RESPONSE

APPENDIX B – LINSIG MODELLING OUTPUTS

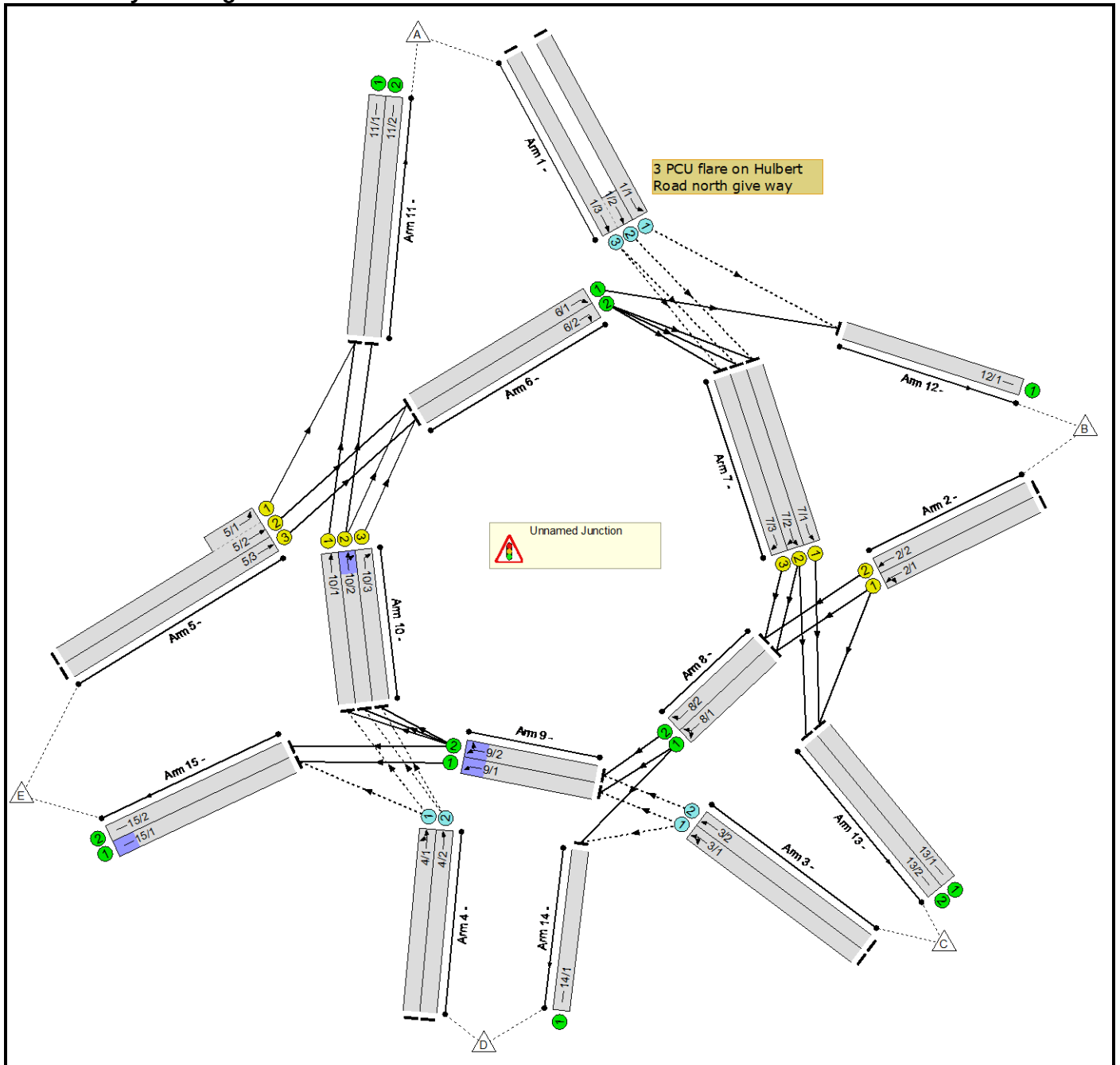
APPENDIX C – DRAWING SK05

APPENDIX B – LINSIG MODELLING OUTPUTS

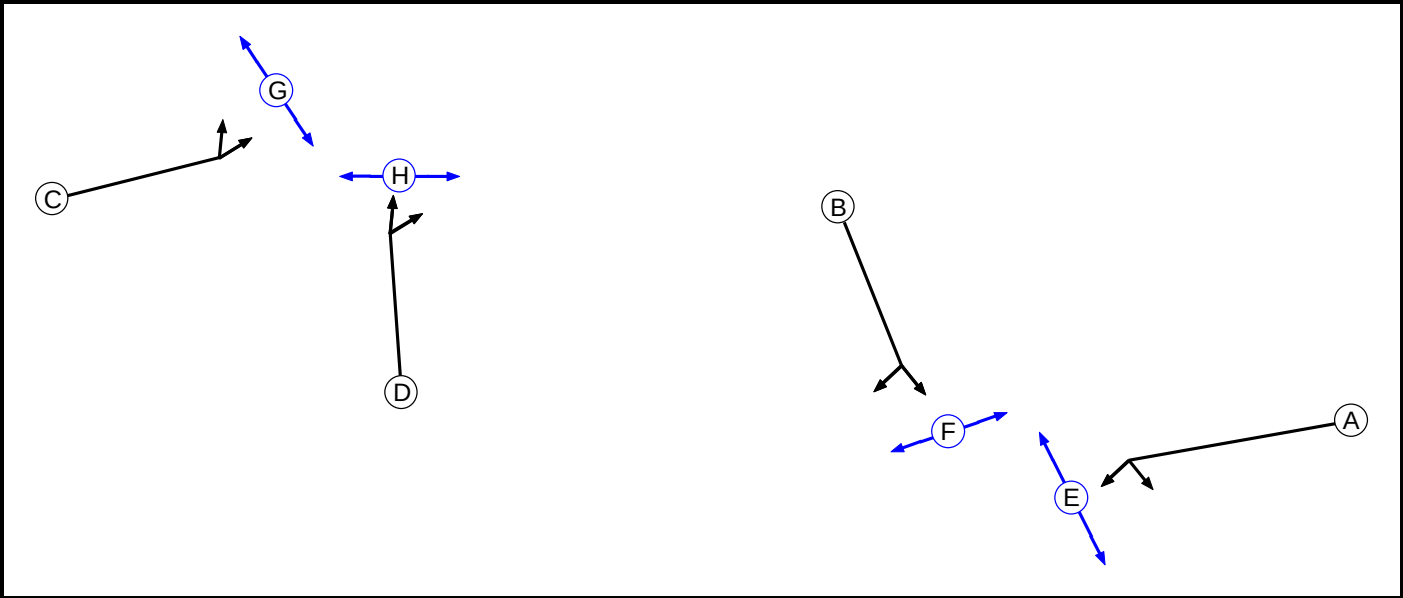
Full Input Data And Results**User and Project Details**

Project:	Asda roundabout Leigh Park
Title:	HCC revised 2026 traffic flows
Location:	
Additional detail:	2026 flows comprise - 1. 2026 flow component based 2011 surveyed turning count + TEMPRO Low growth rate to 2026 (originate from final Atkins Asda rdbt technical report v4 2013). 2. DHF (Dunsbury Hill Farm) based on original turning distribution at rdbt (from DHF TA). Original flows (40% B1; 40% B2; 20% B8 + hotel) reduced to take account of pending planning re-application (100% B8 + hotel). 3. McDonalds flows from final Atkins Asda rdbt technical report v4 (table 2)
File name:	Leigh Park Asda rdbt Purbrook Way REVISED FLOWS Hulbert Rd 3 lane flare single lane exit 3 lane flare entry fiveEntry_Sig2_Elongated May 21.lsg3x
Author:	Jonathan Mundy
Company:	ITS Group
Address:	Hampshire County Council

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

Phase Intergreens Matrix

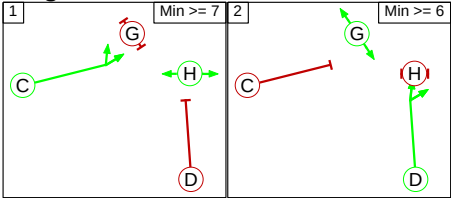
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	-	-	6	-	-	-
	B	5		-	-	-	5	-	-
	C	-	-		5	-	-	6	-
	D	-	-	5		-	-	-	5
	E	6	-	-	-		-	-	-
	F	-	6	-	-	-		-	-
	G	-	-	6	-	-	-		-
	H	-	-	-	6	-	-	-	

Phases in Stage

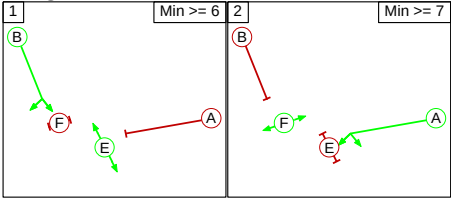
Stream	Stage No.	Phases in Stage
1	1	C H
1	2	D G
2	1	B E
2	2	A F

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	12/1 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
1/2	7/1 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
1/3	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	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	9/2 (Ahead)	839	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
4/1	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	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

Lane Input Data

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	O		2	3	60.0	User	1900	-	-	-	-	-
1/2	O		2	3	3.0	User	1900	-	-	-	-	-
1/3	O		2	3	60.0	User	1900	-	-	-	-	-
2/1	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/2	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/1	O		2	3	60.0	User	1900	-	-	-	-	-
3/2	O		2	3	60.0	User	1900	-	-	-	-	-
4/1	O		2	3	60.0	User	1900	-	-	-	-	-
4/2	O		2	3	60.0	User	1900	-	-	-	-	-
5/1	U	C	2	3	3.0	User	1900	-	-	-	-	-
5/2	U	C	2	3	60.0	User	1900	-	-	-	-	-
5/3	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	-	-	-	-	-	-
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	-	-	-	-	-	-

Full Input Data And Results

Junction: Unnamed Junction												
Lane	Custom Occupancy per Flow Group (PCU)											
	AM Peak 2021 Base	PM Peak 2021 Base	AM Peak 2021 Base + Dev	PM Peak 2021 Base + Dev	AM Peak	PM Peak	AM peak 2026+B8 DHF+McDonalds	PM peak 2026+B8 DHF+McDonalds	AM Peak Development	PM Peak Development	AM Peak + Hulbert Road Dev	PM Peak + Hulbert Road Dev
1/2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5/1	5.0	5.0	5.0	5.0	2.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2021 Base'	08:00	09:00	01:00	F7/1.0577
2: 'PM Peak 2021 Base'	17:00	18:00	01:00	F8/1.0564
3: 'AM Peak 2021 Base + Dev'	08:00	09:00	01:00	F1 + F9
4: 'PM Peak 2021 Base + Dev'	17:00	18:00	01:00	F2+F10
5: 'AM Peak'	08:00	09:00	01:00	
6: 'PM Peak'	17:00	18:00	01:00	
7: 'AM peak 2026+B8 DHF+McDonalds'	08:00	09:00	01:00	
8: 'PM peak 2026+B8 DHF+McDonalds'	17:00	18:00	01:00	
11: 'AM Peak + Hulbert Road Dev'	08:00	09:00	01:00	F7+F9
12: 'PM Peak + Hulbert Road Dev'	17:00	18:00	01:00	F8+F10
15: 'AM Peak 2026 Base + Dev + Com Dev'	08:00	09:00	01:00	F11+F13
16: 'PM Peak 2026 Base + Dev + Com Dev'	17:00	18:00	01:00	F12+F14

Scenario 1: 'AM Peak 2021 Base' (FG1: 'AM Peak 2021 Base', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	372	328	104	181	985
	B	328	0	21	105	548	1002
	C	163	27	0	73	248	511
	D	81	61	33	0	155	330
	E	128	541	165	176	0	1010
	Tot.	700	1001	547	458	1132	3838

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak 2021 Base
Junction: Unnamed Junction	
1/1	372
1/2 (short)	192
1/3 (with short)	613(In) 421(Out)
2/1	501
2/2	501
3/1	233
3/2	278
4/1	200
4/2	130
5/1 (short)	128
5/2 (with short)	669(In) 541(Out)
5/3	341
6/1	629
6/2	374
7/1	235
7/2	571
7/3	181
8/1	760
8/2	682
9/1	535
9/2	960
10/1	371
10/2	289
10/3	33
11/1	499
11/2	201
12/1	1001
13/1	256
13/2	291
14/1	458
15/1	690
15/2	442

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak 2021 Base' (FG2: 'PM Peak 2021 Base', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	420	165	158	128	871
	B	384	0	29	161	451	1025
	C	188	32	0	118	123	461
	D	167	222	78	0	283	750
	E	98	559	132	286	0	1075
	Tot.	837	1233	404	723	985	4182

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak 2021 Base
Junction: Unnamed Junction	
1/1	420
1/2 (short)	118
1/3 (with short)	451(In) 333(Out)
2/1	512
2/2	513
3/1	208
3/2	253
4/1	411
4/2	339
5/1 (short)	98
5/2 (with short)	657(In) 559(Out)
5/3	418
6/1	813
6/2	496
7/1	248
7/2	571
7/3	128
8/1	927
8/2	641
9/1	412
9/2	894
10/1	539
10/2	454
10/3	78
11/1	637
11/2	200
12/1	1233
13/1	277
13/2	127
14/1	723
15/1	695
15/2	290

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM Peak 2021 Base + Dev' (FG3: 'AM Peak 2021 Base + Dev', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	389	333	111	189	1022
	B	336	0	21	105	548	1010
	C	166	27	0	73	248	514
	D	82	61	33	0	155	331
	E	130	541	165	176	0	1012
	Tot.	714	1018	552	465	1140	3889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM Peak 2021 Base + Dev
Junction: Unnamed Junction	
1/1	389
1/2 (short)	263
1/3 (with short)	633(In) 370(Out)
2/1	488
2/2	522
3/1	252
3/2	262
4/1	164
4/2	167
5/1 (short)	130
5/2 (with short)	671(In) 541(Out)
5/3	341
6/1	629
6/2	374
7/1	371
7/2	447
7/3	189
8/1	754
8/2	711
9/1	541
9/2	973
10/1	409
10/2	263
10/3	33
11/1	539
11/2	175
12/1	1018
13/1	392
13/2	160
14/1	465
15/1	696
15/2	444

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Peak 2021 Base + Dev' (FG4: 'PM Peak 2021 Base + Dev', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	430	168	159	131	888
	B	404	0	29	161	451	1045
	C	196	32	0	118	123	469
	D	170	222	78	0	283	753
	E	101	559	132	286	0	1078
	Tot.	871	1243	407	724	988	4233

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM Peak 2021 Base + Dev
Junction: Unnamed Junction	
1/1	430
1/2 (short)	168
1/3 (with short)	458(In) 290(Out)
2/1	491
2/2	554
3/1	231
3/2	238
4/1	334
4/2	419
5/1 (short)	101
5/2 (with short)	660(In) 559(Out)
5/3	418
6/1	813
6/2	496
7/1	376
7/2	447
7/3	131
8/1	907
8/2	685
9/1	414
9/2	923
10/1	589
10/2	435
10/3	78
11/1	690
11/2	181
12/1	1243
13/1	405
13/2	2
14/1	724
15/1	697
15/2	291

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'AM Peak' (FG5: 'AM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	114	37	49	54	254
	B	532	0	0	59	843	1434
	C	201	0	0	142	148	491
	D	46	49	101	0	59	255
	E	145	707	124	168	0	1144
	Tot.	924	870	262	418	1104	3578

Traffic Lane Flows

Lane	Scenario 5: AM Peak
Junction: Unnamed Junction	
1/1	114
1/2 (short)	35
1/3 (with short)	140(In) 105(Out)
2/1	675
2/2	759
3/1	243
3/2	248
4/1	105
4/2	150
5/1 (short)	145
5/2 (with short)	852(In) 707(Out)
5/3	292
6/1	756
6/2	393
7/1	234
7/2	245
7/3	54
8/1	892
8/2	813
9/1	717
9/2	1061
10/1	454
10/2	374
10/3	101
11/1	599
11/2	325
12/1	870
13/1	234
13/2	28
14/1	418
15/1	776
15/2	328

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'PM Peak' (FG6: 'PM Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	562	157	63	143	925
	B	540	0	0	36	693	1269
	C	216	0	0	116	109	441
	D	76	59	146	0	125	406
	E	70	632	86	99	0	887
	Tot.	902	1253	389	314	1070	3928

Traffic Lane Flows

Lane	Scenario 6: PM Peak
Junction: Unnamed Junction	
1/1	562
1/2 (short)	111
1/3 (with short)	363(In) 252(Out)
2/1	593
2/2	676
3/1	215
3/2	226
4/1	200
4/2	206
5/1 (short)	70
5/2 (with short)	702(In) 632(Out)
5/3	185
6/1	691
6/2	331
7/1	271
7/2	280
7/3	143
8/1	755
8/2	819
9/1	656
9/2	1045
10/1	509
10/2	382
10/3	146
11/1	579
11/2	323
12/1	1253
13/1	271
13/2	118
14/1	314
15/1	781
15/2	289

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM 2026 revised flows' (FG7: 'AM peak 2026+B8 DHF+McDonalds', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	393	347	110	191	1041
	B	347	0	22	111	580	1060
	C	172	29	0	77	262	540
	D	86	65	35	0	164	350
	E	135	572	175	186	0	1068
	Tot.	740	1059	579	484	1197	4059

Traffic Lane Flows

Lane	Scenario 7: AM 2026 revised flows
Junction: Unnamed Junction	
1/1	393
1/2 (short)	275
1/3 (with short)	648(In) 373(Out)
2/1	510
2/2	550
3/1	266
3/2	274
4/1	170
4/2	180
5/1 (short)	135
5/2 (with short)	707(In) 572(Out)
5/3	361
6/1	666
6/2	396
7/1	404
7/2	449
7/3	191
8/1	784
8/2	741
9/1	566
9/2	1015
10/1	405
10/2	294
10/3	35
11/1	540
11/2	200
12/1	1059
13/1	426
13/2	153
14/1	484
15/1	730
15/2	467

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM 2026 revised flows' (FG8: 'PM peak 2026+B8 DHF+McDonalds', Plan 1: 'Staging Plan No. 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	444	174	167	135	920
	B	406	0	31	170	476	1083
	C	199	34	0	125	130	488
	D	176	234	82	0	299	791
	E	103	590	139	302	0	1134
	Tot.	884	1302	426	764	1040	4416

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM 2026 revised flows
Junction: Unnamed Junction	
1/1	444
1/2 (short)	174
1/3 (with short)	476(In) 302(Out)
2/1	511
2/2	572
3/1	241
3/2	247
4/1	387
4/2	404
5/1 (short)	103
5/2 (with short)	693(In) 590(Out)
5/3	441
6/1	858
6/2	523
7/1	390
7/2	474
7/3	135
8/1	949
8/2	707
9/1	426
9/2	954
10/1	586
10/2	463
10/3	82
11/1	689
11/2	195
12/1	1302
13/1	421
13/2	5
14/1	764
15/1	725
15/2	315

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'AM 2026 Base + Dev' (FG11: 'AM Peak + Hulbert Road Dev', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	410	352	117	199	1078
	B	355	0	22	111	580	1068
	C	175	29	0	77	262	543
	D	87	65	35	0	164	351
	E	137	572	175	186	0	1070
	Tot.	754	1076	584	491	1205	4110

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: AM 2026 Base + Dev
Junction: Unnamed Junction	
1/1	410
1/2 (short)	281
1/3 (with short)	668(In) 387(Out)
2/1	515
2/2	553
3/1	268
3/2	275
4/1	170
4/2	181
5/1 (short)	137
5/2 (with short)	709(In) 572(Out)
5/3	361
6/1	666
6/2	396
7/1	411
7/2	454
7/3	199
8/1	796
8/2	752
9/1	573
9/2	1027
10/1	411
10/2	300
10/3	35
11/1	548
11/2	206
12/1	1076
13/1	433
13/2	151
14/1	491
15/1	737
15/2	468

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'PM 2026 Base + Dev' (FG12: 'PM Peak + Hulbert Road Dev', Plan 1: 'Staging Plan No. 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	454	177	168	138	937
	B	426	0	31	170	476	1103
	C	207	34	0	125	130	496
	D	179	234	82	0	299	794
	E	106	590	139	302	0	1137
	Tot.	918	1312	429	765	1043	4467

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: PM 2026 Base + Dev
Junction: Unnamed Junction	
1/1	454
1/2 (short)	177
1/3 (with short)	483(In) 306(Out)
2/1	522
2/2	581
3/1	246
3/2	250
4/1	387
4/2	404
5/1 (short)	106
5/2 (with short)	696(In) 590(Out)
5/3	441
6/1	858
6/2	523
7/1	393
7/2	475
7/3	138
8/1	961
8/2	719
9/1	442
9/2	969
10/1	595
10/2	482
10/3	82
11/1	701
11/2	214
12/1	1312
13/1	424
13/2	5
14/1	765
15/1	741
15/2	302

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'AM 2026 Base + Dev + Com Dev' (FG15: 'AM Peak 2026 Base + Dev + Com Dev', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	410	352	117	209	1088
	B	355	0	22	111	591	1079
	C	175	29	0	77	262	543
	D	87	65	35	0	164	351
	E	159	598	175	186	0	1118
	Tot.	776	1102	584	491	1226	4179

Traffic Lane Flows

Lane	Scenario 11: AM 2026 Base + Dev + Com Dev
Junction: Unnamed Junction	
1/1	410
1/2 (short)	285
1/3 (with short)	678(In) 393(Out)
2/1	523
2/2	556
3/1	269
3/2	274
4/1	170
4/2	181
5/1 (short)	159
5/2 (with short)	757(In) 598(Out)
5/3	361
6/1	692
6/2	396
7/1	414
7/2	451
7/3	209
8/1	804
8/2	765
9/1	582
9/2	1039
10/1	403
10/2	308
10/3	35
11/1	562
11/2	214
12/1	1102
13/1	436
13/2	148
14/1	491
15/1	746
15/2	480

Full Input Data And Results

Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'PM 2026 Base + Dev + Com Dev' (FG16: 'PM Peak 2026 Base + Dev + Com Dev', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	454	177	168	160	959
	B	426	0	31	170	501	1128
	C	207	34	0	125	130	496
	D	179	234	82	0	299	794
	E	120	606	139	302	0	1167
	Tot.	932	1328	429	765	1090	4544

Traffic Lane Flows

Lane	Scenario 12: PM 2026 Base + Dev + Com Dev
Junction: Unnamed Junction	
1/1	454
1/2 (short)	177
1/3 (with short)	505(In) 328(Out)
2/1	534
2/2	594
3/1	246
3/2	250
4/1	387
4/2	404
5/1 (short)	120
5/2 (with short)	726(In) 606(Out)
5/3	441
6/1	874
6/2	523
7/1	393
7/2	475
7/3	160
8/1	973
8/2	754
9/1	454
9/2	1004
10/1	636
10/2	441
10/3	82
11/1	756
11/2	173
12/1	1328
13/1	424
13/2	5
14/1	765
15/1	753
15/2	337

Full Input Data And Results

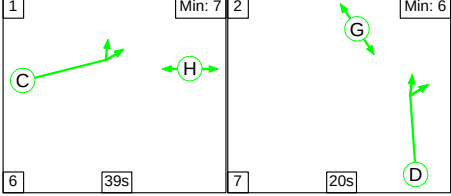
Lane Saturation Flows

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	This lane uses a directly entered Saturation Flow						1900	1900
1/2	This lane uses a directly entered Saturation Flow						1900	1900
1/3	This lane uses a directly entered Saturation Flow						1900	1900
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1900	1900
3/1	This lane uses a directly entered Saturation Flow						1900	1900
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	This lane uses a directly entered Saturation Flow						1900	1900
4/2	This lane uses a directly entered Saturation Flow						1900	1900
5/1	This lane uses a directly entered Saturation Flow						1900	1900
5/2	This lane uses a directly entered Saturation Flow						1900	1900
5/3	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
15/2	Infinite Saturation Flow						Inf	Inf

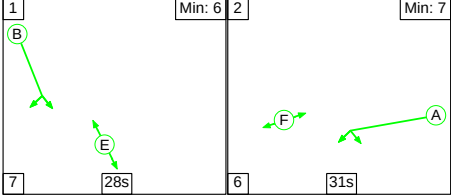
Scenario 1: 'AM Peak 2021 Base' (FG1: 'AM Peak 2021 Base', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

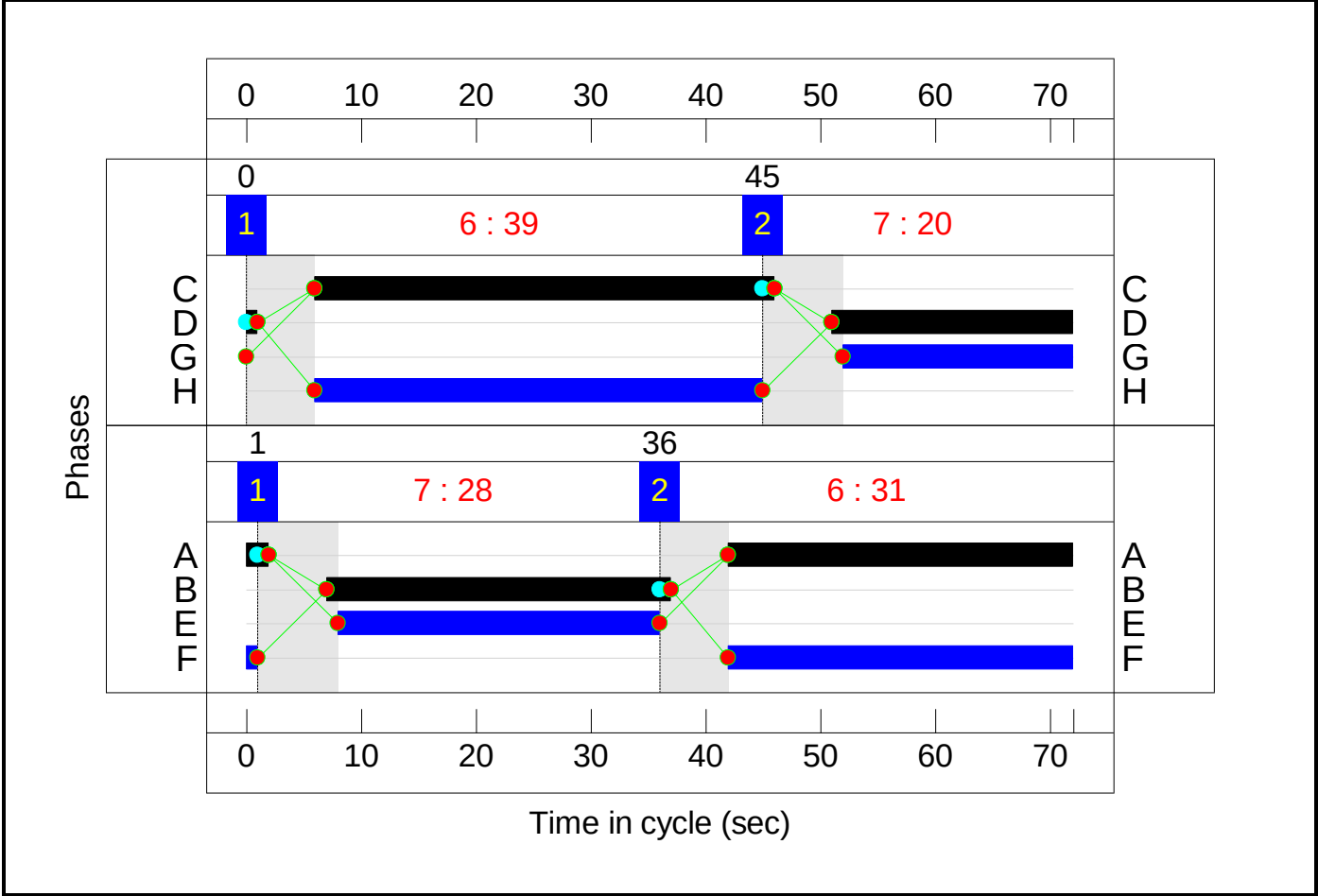
Stage Stream: 1

Stage	1	2
Duration	39	20
Change Point	0	45

Stage Stream: 2

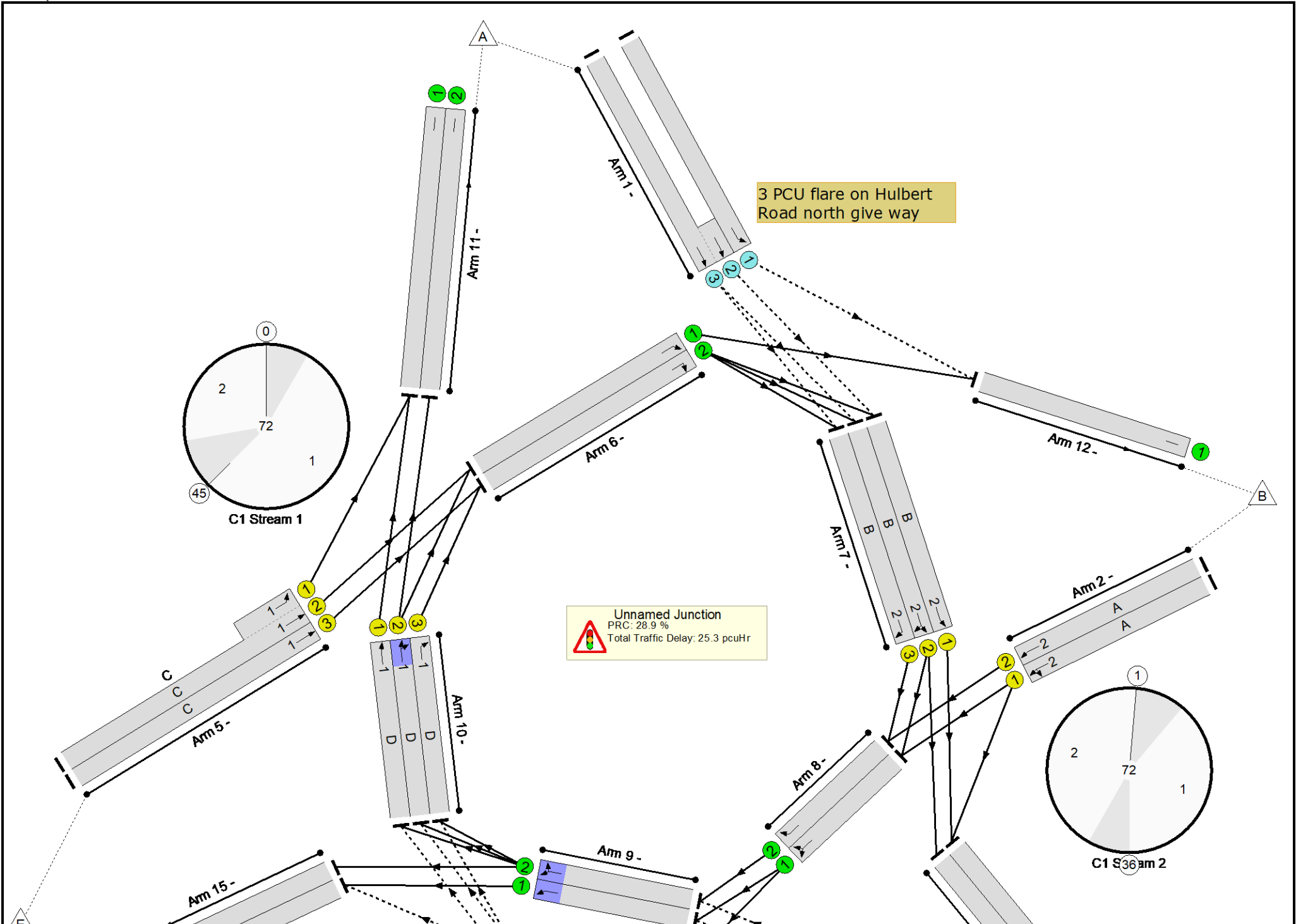
Stage	1	2
Duration	28	31
Change Point	1	36

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
1/1	Ahead	O	N/A	N/A	-		-	-	-	372	1900	792	47.0%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	613	1900:1900	987	62.1%
2/1	Ahead Left	U	2	N/A	A		1	32	-	501	1900	871	57.5%
2/2	Ahead	U	2	N/A	A		1	32	-	501	1900	871	57.5%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	233	1900	420	55.5%
3/2	Ahead	O	N/A	N/A	-		-	-	-	278	1900	420	66.2%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	200	1900	552	36.2%
4/2	Ahead	O	N/A	N/A	-		-	-	-	130	1900	665	19.5%
5/2+5/1	Ahead Left	U	1	N/A	C		1	40	-	669	1900:1900	1154	58.0%
5/3	Ahead	U	1	N/A	C		1	40	-	341	1900	1082	31.5%
6/1	Right	U	N/A	N/A	-		-	-	-	629	1900	1900	33.1%
6/2	Right	U	N/A	N/A	-		-	-	-	374	1900	1900	19.7%
7/1	Ahead	U	2	N/A	B		1	30	-	235	1900	818	28.7%
7/2	Right Ahead	U	2	N/A	B		1	30	-	571	1900	818	69.8%
7/3	Right	U	2	N/A	B		1	30	-	181	1900	818	22.1%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	760	1900	1900	40.0%
8/2	Right	U	N/A	N/A	-		-	-	-	682	1900	1900	35.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	535	1900	1900	28.2%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	960	1900	1900	50.5%
10/1	Ahead	U	1	N/A	D		1	22	-	371	1900	607	61.1%
10/2	Right Ahead	U	1	N/A	D		1	22	-	289	1900	607	47.6%
10/3	Right	U	1	N/A	D		1	22	-	33	1900	607	5.4%
11/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	201	1900	1900	10.6%
12/1		U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	256	1900	1900	13.5%
13/2		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	458	1900	1900	24.1%
15/1		U	N/A	N/A	-		-	-	-	690	1900	1900	36.3%
15/2		U	N/A	N/A	-		-	-	-	442	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: HCC revised 2026 traffic flows	-	-	2439	0	0	14.8	10.5	0.0	25.3	-	-	-	-
Unnamed Junction	-	-	2439	0	0	14.8	10.5	0.0	25.3	-	-	-	-
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	613	613	1226	0	0	0.3	0.8	-	1.1	6.3	3.0	0.8	3.9
2/1	501	501	-	-	-	2.0	0.7	-	2.7	19.2	7.2	0.7	7.9
2/2	501	501	-	-	-	2.0	0.7	-	2.7	19.2	7.2	0.7	7.9
3/1	233	233	233	0	0	0.2	0.6	-	0.8	12.7	1.8	0.6	2.4
3/2	278	278	278	0	0	0.3	1.0	-	1.3	16.3	2.5	1.0	3.4
4/1	200	200	200	0	0	0.1	0.3	-	0.4	7.0	1.1	0.3	1.3
4/2	130	130	130	0	0	0.1	0.1	-	0.2	4.9	0.6	0.1	0.7
5/2+5/1	669	669	-	-	-	1.7	0.7	-	2.4	12.7	6.8	0.7	7.5
5/3	341	341	-	-	-	0.8	0.2	-	1.0	10.6	3.5	0.2	3.7
6/1	629	629	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	374	374	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	235	235	-	-	-	0.9	0.2	-	1.1	16.9	3.2	0.2	3.4
7/2	571	571	-	-	-	2.4	1.1	-	3.5	22.1	6.5	1.1	7.7
7/3	181	181	-	-	-	0.9	0.1	-	1.0	19.7	2.7	0.1	2.8
8/1	760	760	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/2	682	682	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	535	535	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	960	960	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	371	371	-	-	-	1.6	0.8	-	2.4	23.2	4.5	0.8	5.2
10/2	289	289	-	-	-	1.5	0.5	-	2.0	24.5	4.1	0.5	4.5
10/3	33	33	-	-	-	0.2	0.0	-	0.2	21.7	0.5	0.0	0.5
11/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

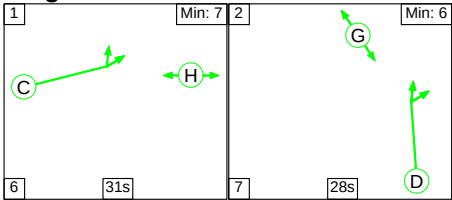
Full Input Data And Results

11/2	201	201	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	256	256	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
15/1	690	690	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 47.2 C1 Stream: 2 PRC for Signalled Lanes (%): 28.9 PRC Over All Lanes (%): 28.9					Total Delay for Signalled Lanes (pcuHr): 7.92 Total Delay for Signalled Lanes (pcuHr): 10.94 Total Delay Over All Lanes(pcuHr): 25.30					Cycle Time (s): 72 Cycle Time (s): 72			

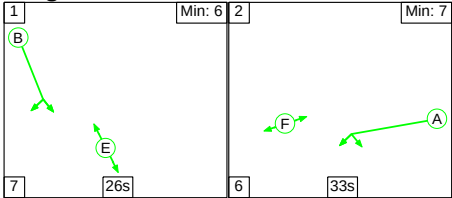
Full Input Data And Results
Scenario 2: 'PM Peak 2021 Base' (FG2: 'PM Peak 2021 Base', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

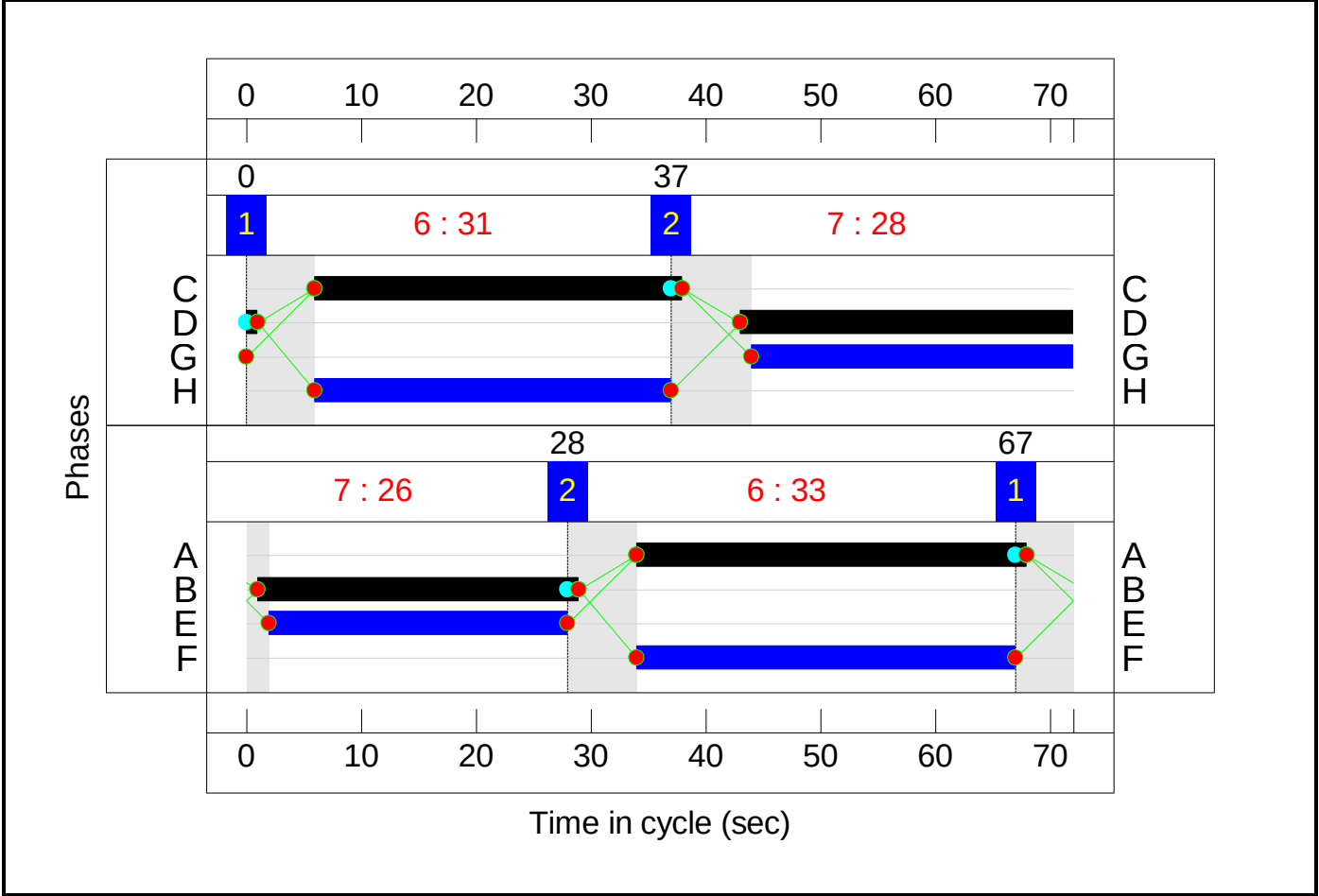
Stage Stream: 1

Stage	1	2
Duration	31	28
Change Point	0	37

Stage Stream: 2

Stage	1	2
Duration	26	33
Change Point	67	28

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1	Ahead	O	N/A	N/A	-		-	-	-	420	1900	731	57.4%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	451	1900:1900	802	56.2%
2/1	Ahead Left	U	2	N/A	A		1	34	-	512	1900	924	55.4%
2/2	Ahead	U	2	N/A	A		1	34	-	513	1900	924	55.5%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	208	1900	377	55.2%
3/2	Ahead	O	N/A	N/A	-		-	-	-	253	1900	377	67.1%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	411	1900	578	71.1%
4/2	Ahead	O	N/A	N/A	-		-	-	-	339	1900	740	45.8%
5/2+5/1	Ahead Left	U	1	N/A	C		1	32	-	657	1900:1900	927	70.9%
5/3	Ahead	U	1	N/A	C		1	32	-	418	1900	871	48.0%
6/1	Right	U	N/A	N/A	-		-	-	-	813	1900	1900	42.8%
6/2	Right	U	N/A	N/A	-		-	-	-	496	1900	1900	26.1%
7/1	Ahead	U	2	N/A	B		1	28	-	248	1900	765	32.4%
7/2	Right Ahead	U	2	N/A	B		1	28	-	571	1900	765	74.6%
7/3	Right	U	2	N/A	B		1	28	-	128	1900	765	16.7%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	927	1900	1900	48.8%
8/2	Right	U	N/A	N/A	-		-	-	-	641	1900	1900	33.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	412	1900	1900	21.7%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	894	1900	1900	47.1%
10/1	Ahead	U	1	N/A	D		1	30	-	539	1900	818	65.9%
10/2	Right Ahead	U	1	N/A	D		1	30	-	454	1900	818	55.5%
10/3	Right	U	1	N/A	D		1	30	-	78	1900	818	9.5%
11/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	200	1900	1900	10.5%
12/1		U	N/A	N/A	-		-	-	-	1233	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	277	1900	1900	14.6%
13/2		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	723	1900	1900	38.1%
15/1		U	N/A	N/A	-		-	-	-	695	1900	1900	36.6%
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: HCC revised 2026 traffic flows	-	-	2533	0	0	17.4	13.5	0.0	30.9	-	-	-	-
Unnamed Junction	-	-	2533	0	0	17.4	13.5	0.0	30.9	-	-	-	-
1/1	420	420	420	0	0	0.0	0.7	-	0.7	5.8	1.6	0.7	2.3
1/3+1/2	451	451	902	0	0	0.3	0.6	-	0.9	7.6	2.7	0.6	3.3
2/1	512	512	-	-	-	1.9	0.6	-	2.5	17.4	7.1	0.6	7.7
2/2	513	513	-	-	-	1.9	0.6	-	2.5	17.4	7.1	0.6	7.7
3/1	208	208	208	0	0	0.2	0.6	-	0.8	13.5	1.4	0.6	2.1
3/2	253	253	253	0	0	0.2	1.0	-	1.3	17.8	2.0	1.0	3.0
4/1	411	411	411	0	0	0.4	1.2	-	1.6	14.0	4.3	1.2	5.6
4/2	339	339	339	0	0	0.2	0.4	-	0.6	6.3	2.1	0.4	2.5
5/2+5/1	657	657	-	-	-	2.7	1.2	-	3.9	21.4	9.3	1.2	10.5
5/3	418	418	-	-	-	1.6	0.5	-	2.0	17.5	5.7	0.5	6.2
6/1	813	813	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	496	496	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	248	248	-	-	-	1.1	0.2	-	1.3	18.8	3.3	0.2	3.6
7/2	571	571	-	-	-	2.8	1.4	-	4.2	26.7	6.8	1.4	8.2
7/3	128	128	-	-	-	0.5	0.1	-	0.6	17.9	1.8	0.1	1.9
8/1	927	927	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	641	641	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/1	412	412	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	894	894	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.5
10/1	539	539	-	-	-	1.9	1.0	-	2.8	18.8	7.5	1.0	8.5
10/2	454	454	-	-	-	1.6	0.6	-	2.2	17.7	5.6	0.6	6.2
10/3	78	78	-	-	-	0.3	0.1	-	0.3	14.8	0.9	0.1	1.0
11/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

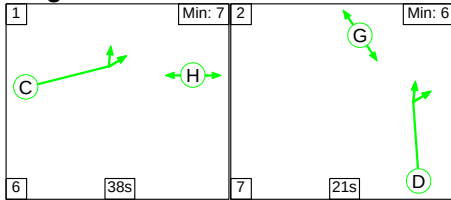
11/2	200	200	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	277	277	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	723	723	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/1	695	695	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C1 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 27.0 20.6 20.6 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 11.31 11.11 30.88 Cycle Time (s): Cycle Time (s): 72 72													

Full Input Data And Results

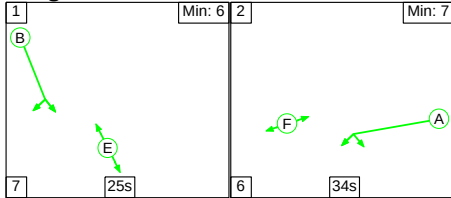
Scenario 3: 'AM Peak 2021 Base + Dev' (FG3: 'AM Peak 2021 Base + Dev', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

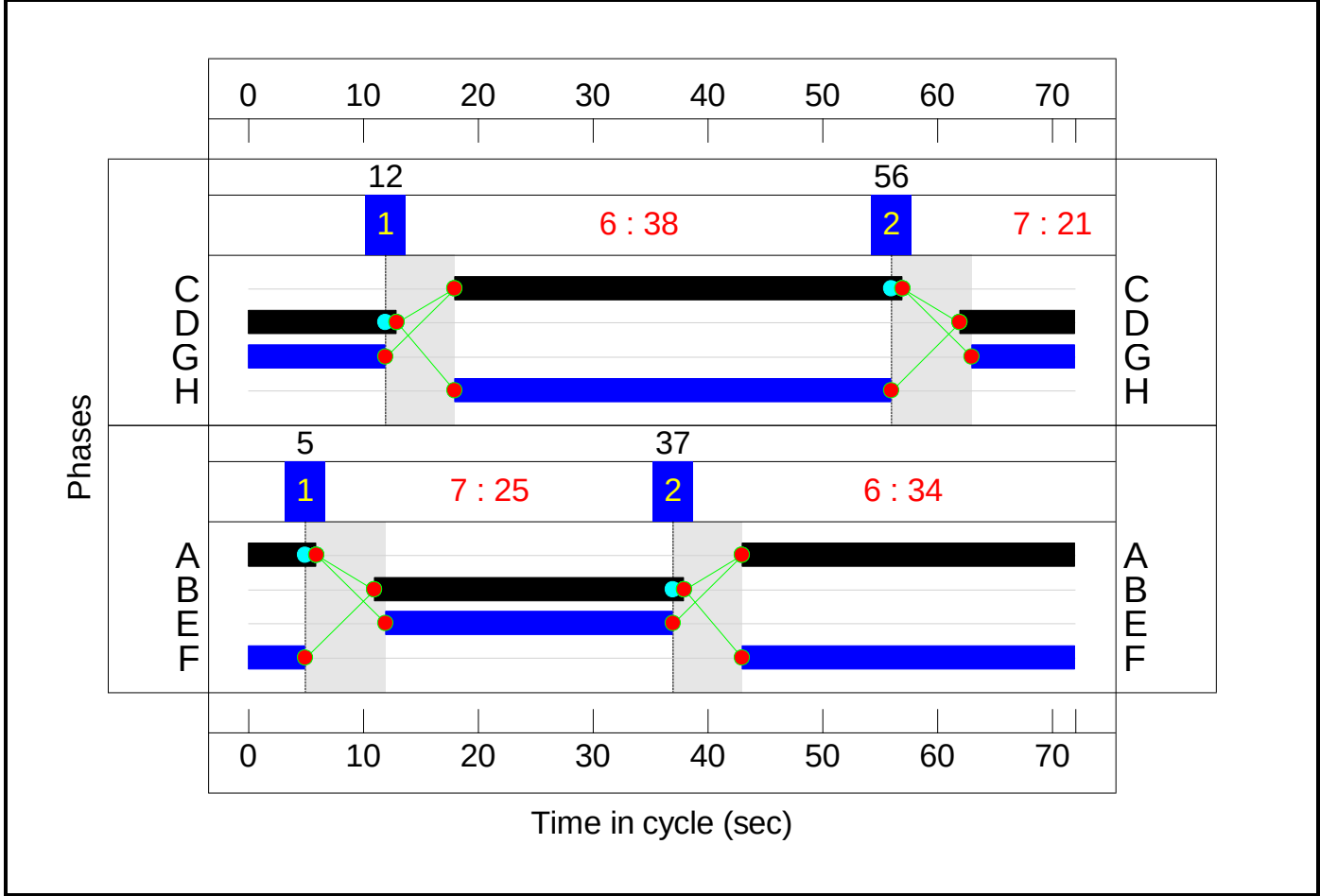
Stage Stream: 1

Stage	1	2
Duration	38	21
Change Point	12	56

Stage Stream: 2

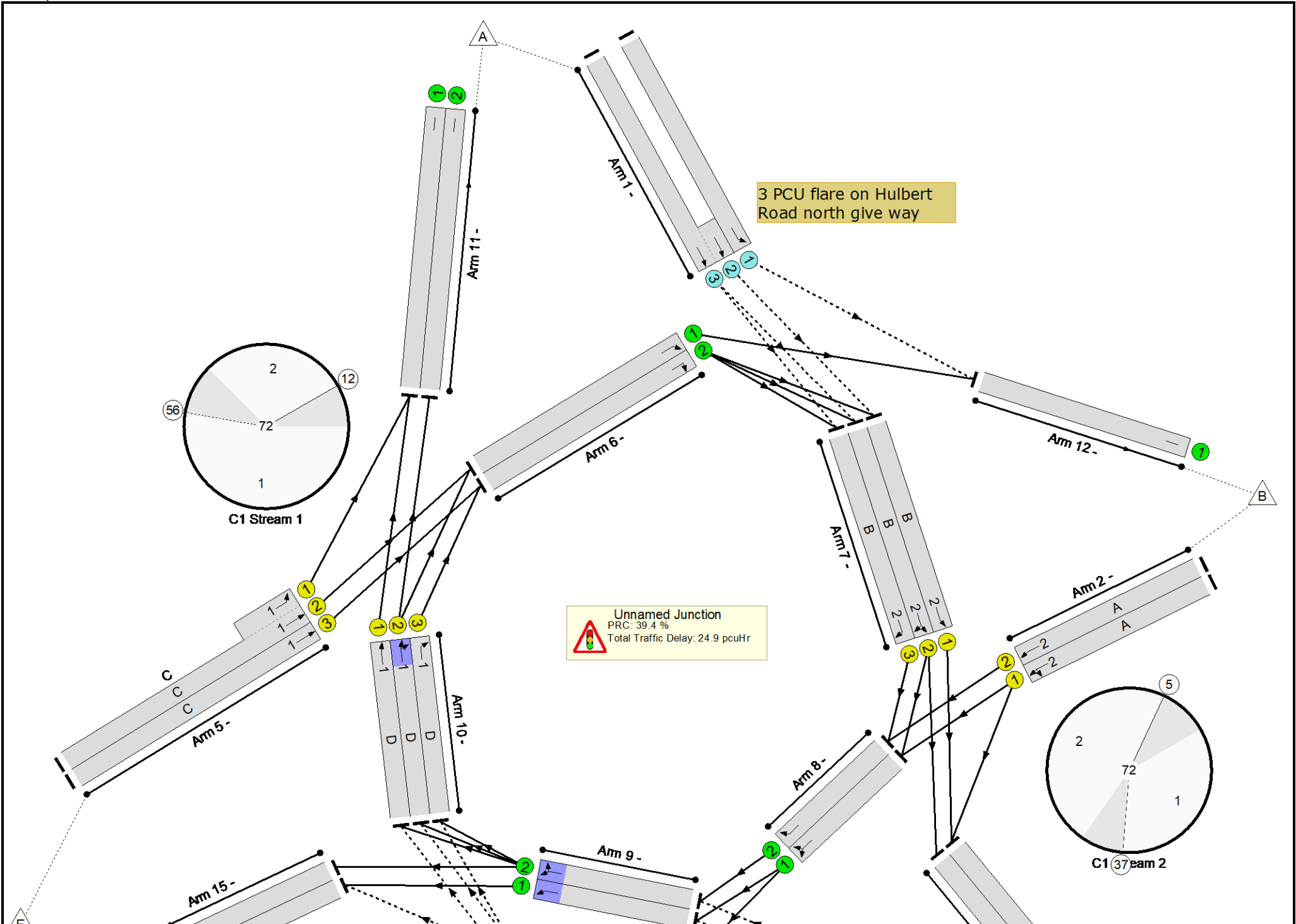
Stage	1	2
Duration	25	34
Change Point	5	37

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	64.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.6%
1/1	Ahead	O	N/A	N/A	-		-	-	-	389	1900	792	49.1%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	633	1900:1900	1162	54.5%
2/1	Ahead Left	U	2	N/A	A		1	35	-	488	1900	950	51.4%
2/2	Ahead	U	2	N/A	A		1	35	-	522	1900	950	54.9%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	252	1900	409	61.6%
3/2	Ahead	O	N/A	N/A	-		-	-	-	262	1900	409	64.0%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	164	1900	605	27.1%
4/2	Ahead	O	N/A	N/A	-		-	-	-	167	1900	690	24.2%
5/2+5/1	Ahead Left	U	1	N/A	C		1	39	-	671	1900:1900	1128	59.5%
5/3	Ahead	U	1	N/A	C		1	39	-	341	1900	1056	32.3%
6/1	Right	U	N/A	N/A	-		-	-	-	629	1900	1900	33.1%
6/2	Right	U	N/A	N/A	-		-	-	-	374	1900	1900	19.7%
7/1	Ahead	U	2	N/A	B		1	27	-	371	1900	739	50.2%
7/2	Right Ahead	U	2	N/A	B		1	27	-	447	1900	739	60.5%
7/3	Right	U	2	N/A	B		1	27	-	189	1900	739	25.6%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	754	1900	1900	39.7%
8/2	Right	U	N/A	N/A	-		-	-	-	711	1900	1900	37.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	541	1900	1900	28.5%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	973	1900	1900	51.2%
10/1	Ahead	U	1	N/A	D		1	23	-	409	1900	633	64.6%
10/2	Right Ahead	U	1	N/A	D		1	23	-	263	1900	633	41.5%
10/3	Right	U	1	N/A	D		1	23	-	33	1900	633	5.2%
11/1		U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	175	1900	1900	9.2%
12/1		U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	392	1900	1900	20.6%
13/2		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	465	1900	1900	24.5%
15/1		U	N/A	N/A	-		-	-	-	696	1900	1900	36.6%
15/2		U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%

Full Input Data And Results

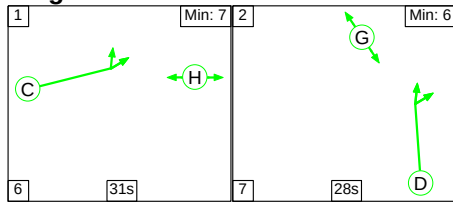
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCC revised 2026 traffic flows	-	-	2500	0	0	14.6	10.3	0.0	24.9	-	-	-	-
Unnamed Junction	-	-	2500	0	0	14.6	10.3	0.0	24.9	-	-	-	-
1/1	389	389	389	0	0	0.0	0.5	-	0.5	4.5	0.6	0.5	1.1
1/3+1/2	633	633	1266	0	0	0.3	0.6	-	0.8	4.8	2.4	0.6	3.0
2/1	488	488	-	-	-	1.6	0.5	-	2.2	16.0	6.5	0.5	7.0
2/2	522	522	-	-	-	1.8	0.6	-	2.4	16.6	7.1	0.6	7.7
3/1	252	252	252	0	0	0.2	0.8	-	1.0	14.7	2.0	0.8	2.8
3/2	262	262	262	0	0	0.3	0.9	-	1.1	15.6	2.1	0.9	3.0
4/1	164	164	164	0	0	0.1	0.2	-	0.2	5.5	0.7	0.2	0.9
4/2	167	167	167	0	0	0.1	0.2	-	0.2	4.9	0.7	0.2	0.9
5/2+5/1	671	671	-	-	-	1.8	0.7	-	2.5	13.6	7.2	0.7	7.9
5/3	341	341	-	-	-	0.8	0.2	-	1.1	11.2	3.6	0.2	3.8
6/1	629	629	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	374	374	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	371	371	-	-	-	1.8	0.5	-	2.3	22.3	5.5	0.5	6.0
7/2	447	447	-	-	-	2.3	0.8	-	3.1	24.7	6.0	0.8	6.7
7/3	189	189	-	-	-	0.8	0.2	-	1.0	18.9	2.7	0.2	2.9
8/1	754	754	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/2	711	711	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	541	541	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	973	973	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	409	409	-	-	-	1.4	0.9	-	2.3	20.7	6.5	0.9	7.4
10/2	263	263	-	-	-	1.1	0.4	-	1.5	20.4	3.4	0.4	3.8
10/3	33	33	-	-	-	0.1	0.0	-	0.2	19.2	0.4	0.0	0.4
11/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

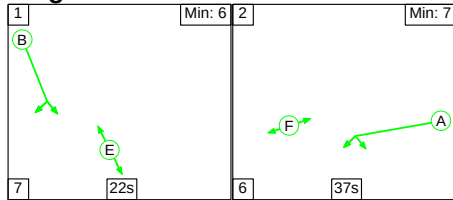
Scenario 4: 'PM Peak 2021 Base + Dev' (FG4: 'PM Peak 2021 Base + Dev', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

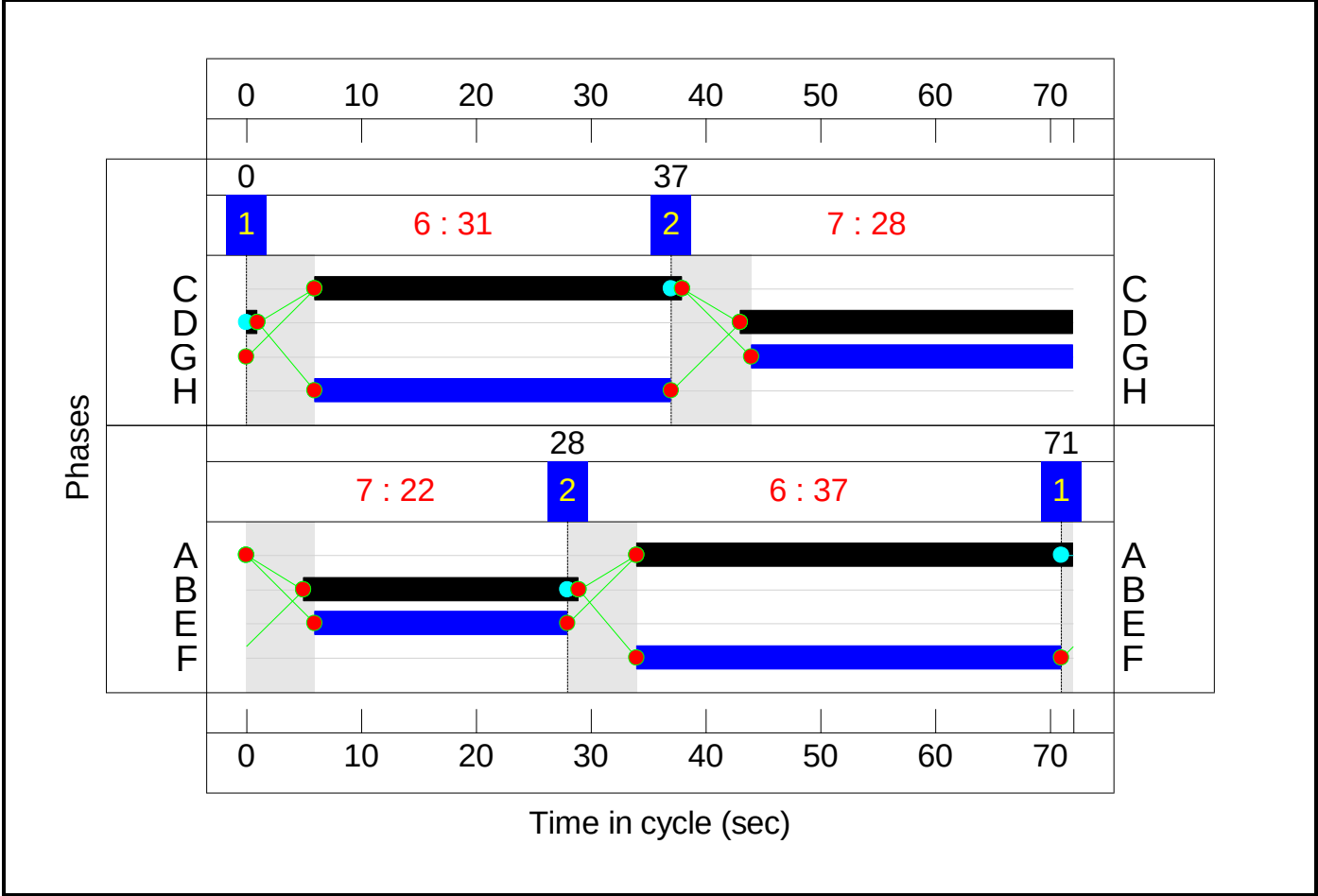
Stage Stream: 1

Stage	1	2
Duration	31	28
Change Point	0	37

Stage Stream: 2

Stage	1	2
Duration	22	37
Change Point	71	28

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1	Ahead	O	N/A	N/A	-		-	-	-	430	1900	731	58.8%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	458	1900:1900	935	49.0%
2/1	Ahead Left	U	2	N/A	A		1	38	-	491	1900	1029	47.7%
2/2	Ahead	U	2	N/A	A		1	38	-	554	1900	1029	53.8%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	231	1900	366	63.1%
3/2	Ahead	O	N/A	N/A	-		-	-	-	238	1900	366	65.1%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	334	1900	614	54.4%
4/2	Ahead	O	N/A	N/A	-		-	-	-	419	1900	754	55.6%
5/2+5/1	Ahead Left	U	1	N/A	C		1	32	-	660	1900:1900	929	71.1%
5/3	Ahead	U	1	N/A	C		1	32	-	418	1900	871	48.0%
6/1	Right	U	N/A	N/A	-		-	-	-	813	1900	1900	42.8%
6/2	Right	U	N/A	N/A	-		-	-	-	496	1900	1900	26.1%
7/1	Ahead	U	2	N/A	B		1	24	-	376	1900	660	57.0%
7/2	Right Ahead	U	2	N/A	B		1	24	-	447	1900	660	67.8%
7/3	Right	U	2	N/A	B		1	24	-	131	1900	660	19.9%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	907	1900	1900	47.7%
8/2	Right	U	N/A	N/A	-		-	-	-	685	1900	1900	36.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	414	1900	1900	21.8%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	923	1900	1900	48.6%
10/1	Ahead	U	1	N/A	D		1	30	-	589	1900	818	72.0%
10/2	Right Ahead	U	1	N/A	D		1	30	-	435	1900	818	53.2%
10/3	Right	U	1	N/A	D		1	30	-	78	1900	818	9.5%
11/1		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	181	1900	1900	9.5%
12/1		U	N/A	N/A	-		-	-	-	1243	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	405	1900	1900	21.3%
13/2		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	724	1900	1900	38.1%
15/1		U	N/A	N/A	-		-	-	-	697	1900	1900	36.7%
15/2		U	N/A	N/A	-		-	-	-	291	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: HCC revised 2026 traffic flows	-	-	2568	0	0	17.4	13.3	0.0	30.7	-	-	-	-
Unnamed Junction	-	-	2568	0	0	17.4	13.3	0.0	30.7	-	-	-	-
1/1	430	430	430	0	0	0.0	0.7	-	0.7	6.1	1.7	0.7	2.4
1/3+1/2	458	458	916	0	0	0.3	0.5	-	0.8	5.9	2.1	0.5	2.6
2/1	491	491	-	-	-	1.4	0.5	-	1.8	13.5	6.0	0.5	6.5
2/2	554	554	-	-	-	1.6	0.6	-	2.2	14.5	7.1	0.6	7.7
3/1	231	231	231	0	0	0.2	0.8	-	1.1	16.5	1.7	0.8	2.5
3/2	238	238	238	0	0	0.2	0.9	-	1.1	17.3	1.8	0.9	2.7
4/1	334	334	334	0	0	0.2	0.6	-	0.7	8.0	2.0	0.6	2.6
4/2	419	419	419	0	0	0.2	0.6	-	0.8	7.3	3.0	0.6	3.6
5/2+5/1	660	660	-	-	-	2.7	1.2	-	3.9	21.4	9.4	1.2	10.6
5/3	418	418	-	-	-	1.6	0.5	-	2.0	17.5	5.7	0.5	6.2
6/1	813	813	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	496	496	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	376	376	-	-	-	2.0	0.7	-	2.7	25.6	5.5	0.7	6.2
7/2	447	447	-	-	-	2.4	1.0	-	3.4	27.6	5.3	1.0	6.3
7/3	131	131	-	-	-	0.7	0.1	-	0.8	21.8	2.0	0.1	2.2
8/1	907	907	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	685	685	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	414	414	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	923	923	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
10/1	589	589	-	-	-	1.9	1.3	-	3.1	19.1	8.6	1.3	9.8
10/2	435	435	-	-	-	1.8	0.6	-	2.4	19.5	5.8	0.6	6.4
10/3	78	78	-	-	-	0.3	0.1	-	0.3	15.2	0.9	0.1	1.0
11/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

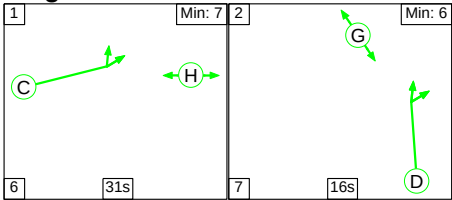
Full Input Data And Results

11/2	181	181	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	1243	1243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	405	405	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	724	724	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/1	697	697	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C1 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 25.0 32.8 25.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 11.77 10.97 30.69 Cycle Time (s): Cycle Time (s): 72 72													

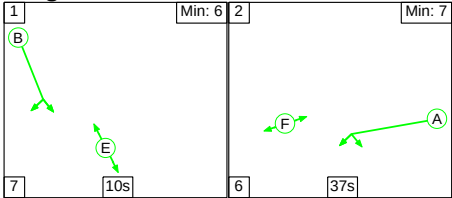
Full Input Data And Results
Scenario 5: 'AM Peak' (FG5: 'AM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

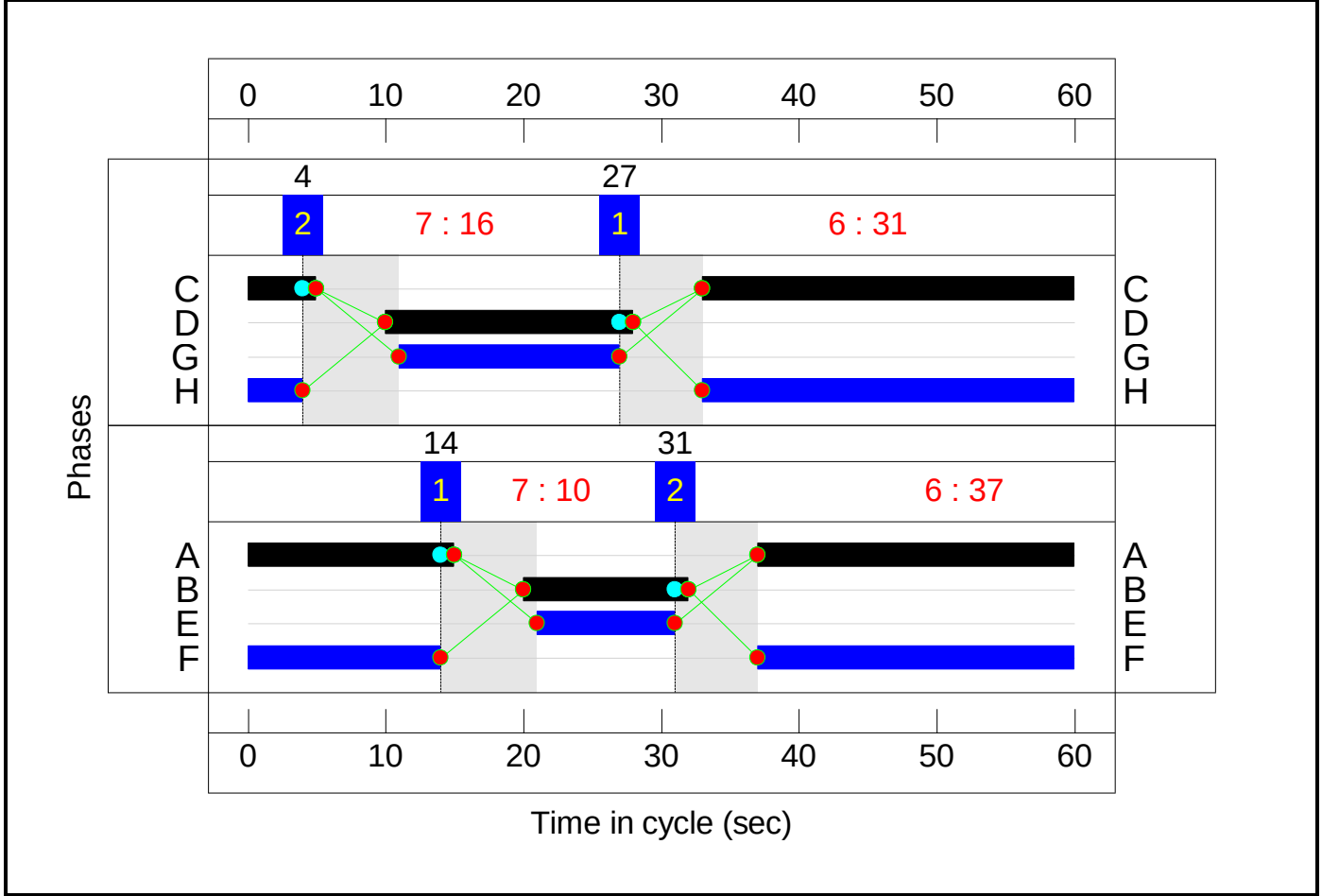
Stage Stream: 1

Stage	1	2
Duration	31	16
Change Point	27	4

Stage Stream: 2

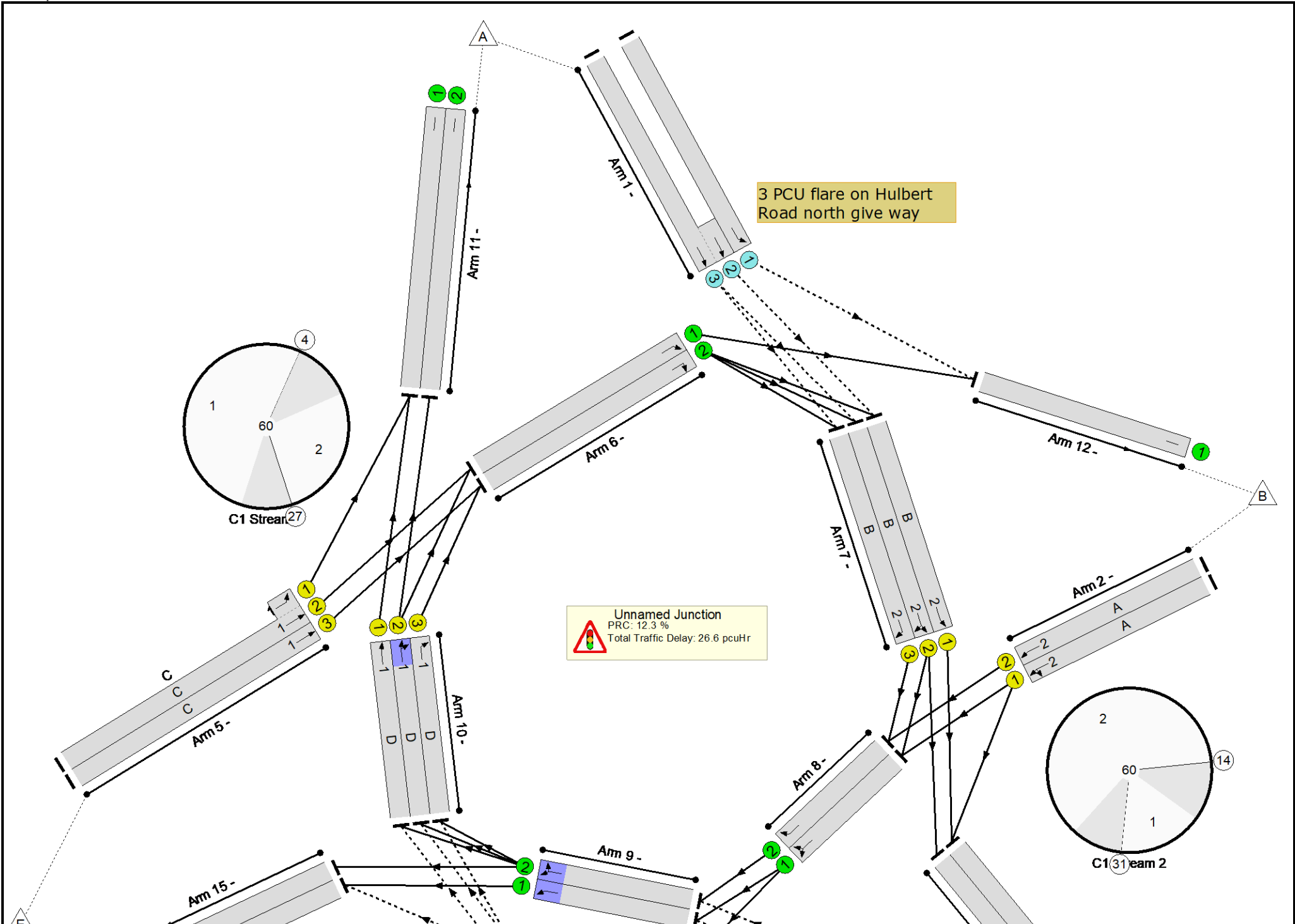
Stage	1	2
Duration	10	37
Change Point	14	31

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/1	Ahead	O	N/A	N/A	-		-	-	-	114	1900	750	15.2%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	140	1900:1900	830	16.9%
2/1	Ahead Left	U	2	N/A	A		1	38	-	675	1900	1235	54.7%
2/2	Ahead	U	2	N/A	A		1	38	-	759	1900	1235	61.5%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	243	1900	340	71.5%
3/2	Ahead	O	N/A	N/A	-		-	-	-	248	1900	340	73.0%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	105	1900	427	24.6%
4/2	Ahead	O	N/A	N/A	-		-	-	-	150	1900	413	36.3%
5/2+5/1	Ahead Left	U	1	N/A	C		1	32	-	852	1900:1900	1063	80.2%
5/3	Ahead	U	1	N/A	C		1	32	-	292	1900	1045	27.9%
6/1	Right	U	N/A	N/A	-		-	-	-	756	1900	1900	39.8%
6/2	Right	U	N/A	N/A	-		-	-	-	393	1900	1900	20.7%
7/1	Ahead	U	2	N/A	B		1	12	-	234	1900	412	56.8%
7/2	Right Ahead	U	2	N/A	B		1	12	-	245	1900	412	59.5%
7/3	Right	U	2	N/A	B		1	12	-	54	1900	412	13.1%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	892	1900	1900	46.9%
8/2	Right	U	N/A	N/A	-		-	-	-	813	1900	1900	42.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	717	1900	1900	37.7%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1061	1900	1900	55.8%
10/1	Ahead	U	1	N/A	D		1	18	-	454	1900	602	75.5%
10/2	Right Ahead	U	1	N/A	D		1	18	-	374	1900	602	62.2%
10/3	Right	U	1	N/A	D		1	18	-	101	1900	602	16.8%
11/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	325	1900	1900	17.1%
12/1		U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	234	1900	1900	12.3%
13/2		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	418	1900	1900	22.0%
15/1		U	N/A	N/A	-		-	-	-	776	1900	1900	40.8%
15/2		U	N/A	N/A	-		-	-	-	328	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: HCC revised 2026 traffic flows	-	-	1140	0	0	13.1	13.5	0.0	26.6	-	-	-	-
Unnamed Junction	-	-	1140	0	0	13.1	13.5	0.0	26.6	-	-	-	-
1/1	114	114	114	0	0	0.0	0.1	-	0.1	2.8	0.0	0.1	0.1
1/3+1/2	140	140	280	0	0	0.0	0.1	-	0.1	2.8	0.1	0.1	0.2
2/1	675	675	-	-	-	1.1	0.6	-	1.7	8.9	6.0	0.6	6.6
2/2	759	759	-	-	-	1.3	0.8	-	2.1	9.9	7.2	0.8	8.0
3/1	243	243	243	0	0	0.4	1.2	-	1.6	23.5	2.7	1.2	3.9
3/2	248	248	248	0	0	0.4	1.3	-	1.7	24.6	2.8	1.3	4.1
4/1	105	105	105	0	0	0.1	0.2	-	0.2	7.5	0.5	0.2	0.7
4/2	150	150	150	0	0	0.1	0.3	-	0.4	9.2	0.9	0.3	1.2
5/2+5/1	852	852	-	-	-	2.5	2.0	-	4.5	18.9	10.7	2.0	12.7
5/3	292	292	-	-	-	0.6	0.2	-	0.8	9.6	2.5	0.2	2.7
6/1	756	756	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/2	393	393	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	234	234	-	-	-	1.2	0.7	-	1.8	28.4	3.3	0.7	3.9
7/2	245	245	-	-	-	1.6	0.7	-	2.4	34.8	3.9	0.7	4.7
7/3	54	54	-	-	-	0.3	0.1	-	0.4	23.9	0.7	0.1	0.8
8/1	892	892	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
8/2	813	813	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
9/1	717	717	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/2	1061	1061	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
10/1	454	454	-	-	-	1.8	1.5	-	3.3	26.4	6.7	1.5	8.2
10/2	374	374	-	-	-	1.5	0.8	-	2.3	22.1	5.1	0.8	5.9
10/3	101	101	-	-	-	0.4	0.1	-	0.5	16.1	1.1	0.1	1.2
11/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

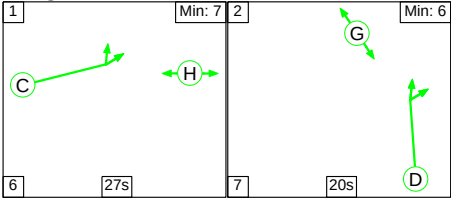
Full Input Data And Results

11/2	325	325	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	234	234	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/1	776	776	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 12.3 C1 Stream: 2 PRC for Signalled Lanes (%): 46.4 PRC Over All Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 11.33 Total Delay for Signalled Lanes (pcuHr): 8.33 Total Delay Over All Lanes(pcuHr): 26.61 Cycle Time (s): 60 Cycle Time (s): 60													

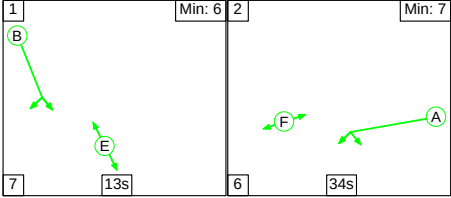
Full Input Data And Results
Scenario 6: 'PM Peak' (FG6: 'PM Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

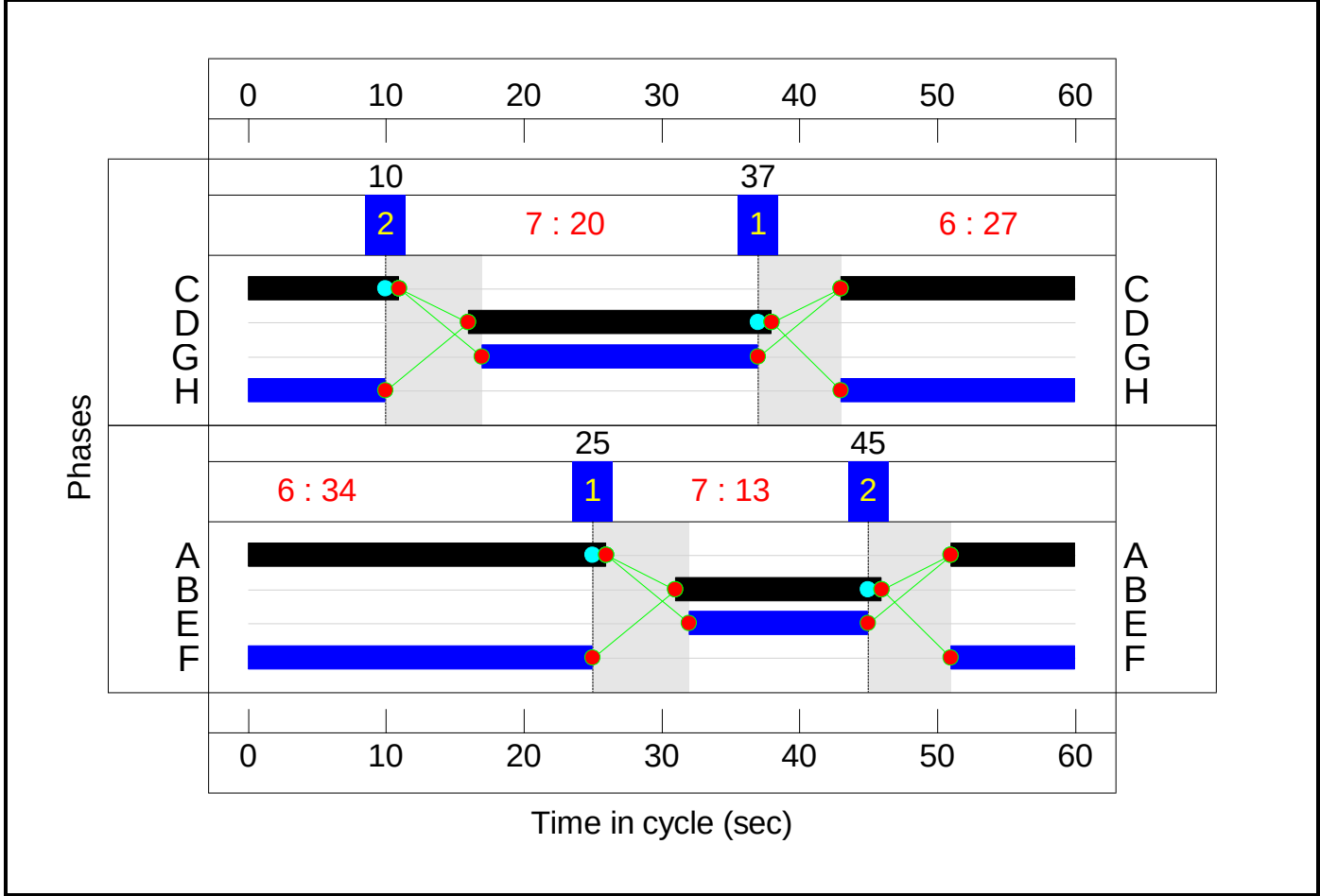
Stage Stream: 1

Stage	1	2
Duration	27	20
Change Point	37	10

Stage Stream: 2

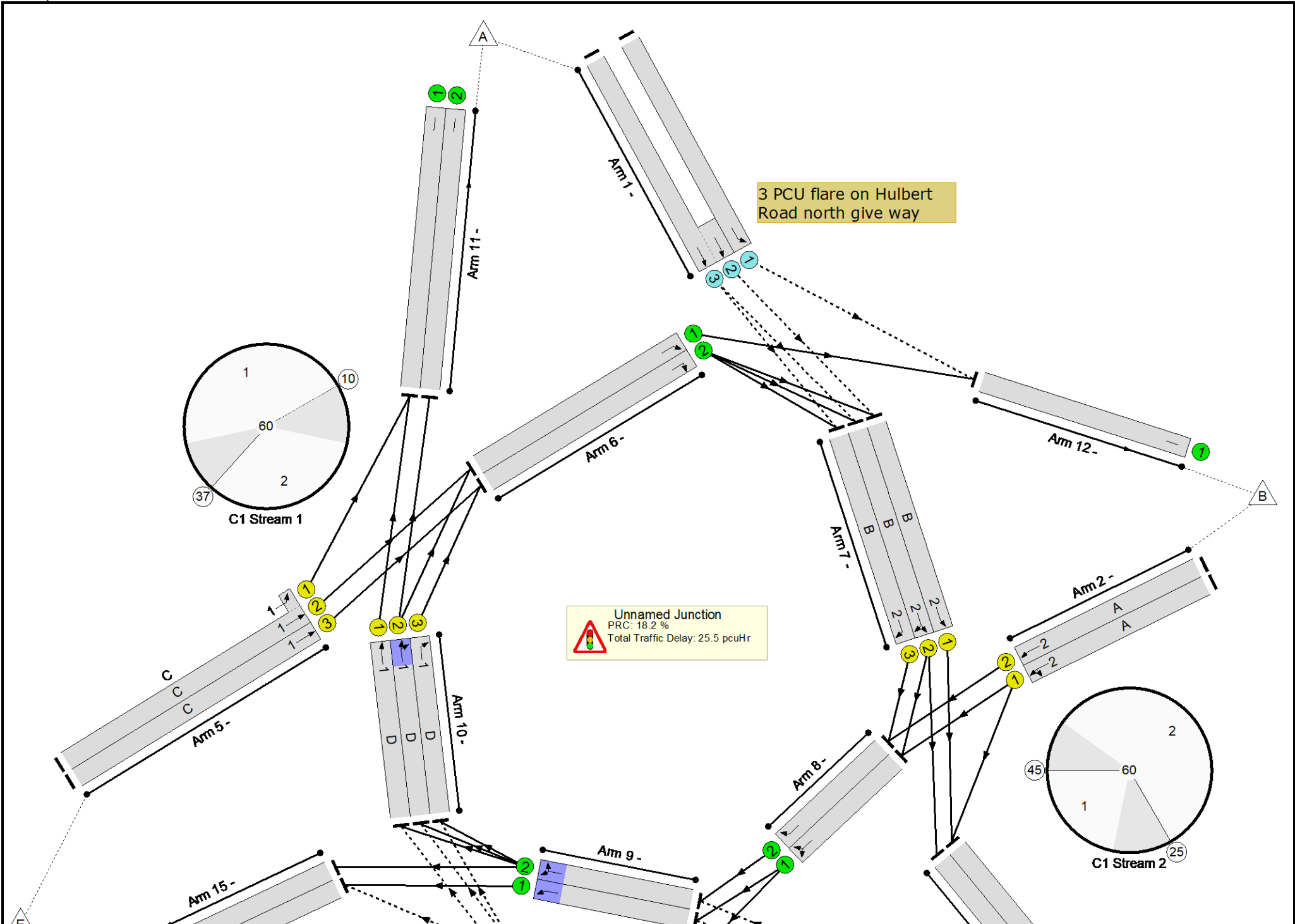
Stage	1	2
Duration	13	34
Change Point	25	45

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	76.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.2%
1/1	Ahead	O	N/A	N/A	-		-	-	-	562	1900	772	72.8%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	363	1900:1900	954	38.0%
2/1	Ahead Left	U	2	N/A	A		1	35	-	593	1900	1140	52.0%
2/2	Ahead	U	2	N/A	A		1	35	-	676	1900	1140	59.3%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	215	1900	378	56.9%
3/2	Ahead	O	N/A	N/A	-		-	-	-	226	1900	378	59.8%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	200	1900	469	42.7%
4/2	Ahead	O	N/A	N/A	-		-	-	-	206	1900	430	47.9%
5/2+5/1	Ahead Left	U	1	N/A	C		1	28	-	702	1900:1900	922	76.2%
5/3	Ahead	U	1	N/A	C		1	28	-	185	1900	918	20.1%
6/1	Right	U	N/A	N/A	-		-	-	-	691	1900	1900	36.4%
6/2	Right	U	N/A	N/A	-		-	-	-	331	1900	1900	17.4%
7/1	Ahead	U	2	N/A	B		1	15	-	271	1900	507	53.5%
7/2	Right Ahead	U	2	N/A	B		1	15	-	280	1900	507	55.3%
7/3	Right	U	2	N/A	B		1	15	-	143	1900	507	28.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	755	1900	1900	39.7%
8/2	Right	U	N/A	N/A	-		-	-	-	819	1900	1900	43.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	656	1900	1900	34.5%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1045	1900	1900	55.0%
10/1	Ahead	U	1	N/A	D		1	22	-	509	1900	728	69.9%
10/2	Right Ahead	U	1	N/A	D		1	22	-	382	1900	728	52.4%
10/3	Right	U	1	N/A	D		1	22	-	146	1900	728	20.0%
11/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	323	1900	1900	17.0%
12/1		U	N/A	N/A	-		-	-	-	1253	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	271	1900	1900	14.3%
13/2		U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	314	1900	1900	16.5%
15/1		U	N/A	N/A	-		-	-	-	781	1900	1900	41.1%
15/2		U	N/A	N/A	-		-	-	-	289	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: HCC revised 2026 traffic flows	-	-	2135	0	0	12.8	12.6	0.0	25.5	-	-	-	-
Unnamed Junction	-	-	2135	0	0	12.8	12.6	0.0	25.5	-	-	-	-
1/1	562	562	562	0	0	0.1	1.3	-	1.4	9.2	3.9	1.3	5.2
1/3+1/2	363	363	726	0	0	0.0	0.3	-	0.3	3.2	0.6	0.3	0.9
2/1	593	593	-	-	-	1.1	0.5	-	1.7	10.3	5.6	0.5	6.1
2/2	676	676	-	-	-	1.4	0.7	-	2.1	11.3	6.9	0.7	7.7
3/1	215	215	215	0	0	0.2	0.7	-	0.9	14.5	1.7	0.7	2.3
3/2	226	226	226	0	0	0.2	0.7	-	1.0	15.4	1.9	0.7	2.6
4/1	200	200	200	0	0	0.1	0.4	-	0.5	8.8	1.1	0.4	1.5
4/2	206	206	206	0	0	0.2	0.5	-	0.6	10.6	1.5	0.5	1.9
5/2+5/1	702	702	-	-	-	2.5	1.6	-	4.0	20.7	9.2	1.6	10.8
5/3	185	185	-	-	-	0.5	0.1	-	0.6	11.3	1.7	0.1	1.9
6/1	691	691	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	331	331	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	271	271	-	-	-	1.3	0.6	-	1.8	24.2	3.8	0.6	4.3
7/2	280	280	-	-	-	1.7	0.6	-	2.3	29.7	4.2	0.6	4.9
7/3	143	143	-	-	-	0.7	0.2	-	0.9	22.2	1.9	0.2	2.1
8/1	755	755	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/2	819	819	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
9/1	656	656	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	1045	1045	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
10/1	509	509	-	-	-	1.4	1.1	-	2.5	17.9	7.0	1.1	8.1
10/2	382	382	-	-	-	1.1	0.5	-	1.6	15.3	4.1	0.5	4.6
10/3	146	146	-	-	-	0.5	0.1	-	0.6	14.2	1.1	0.1	1.3
11/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

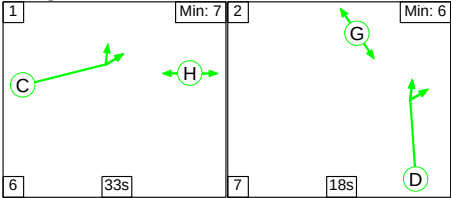
Full Input Data And Results

[illegible]

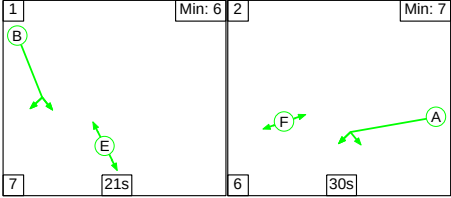
Full Input Data And Results
Scenario 7: 'AM 2026 revised flows' (FG7: 'AM peak 2026+B8 DHF+McDonalds', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

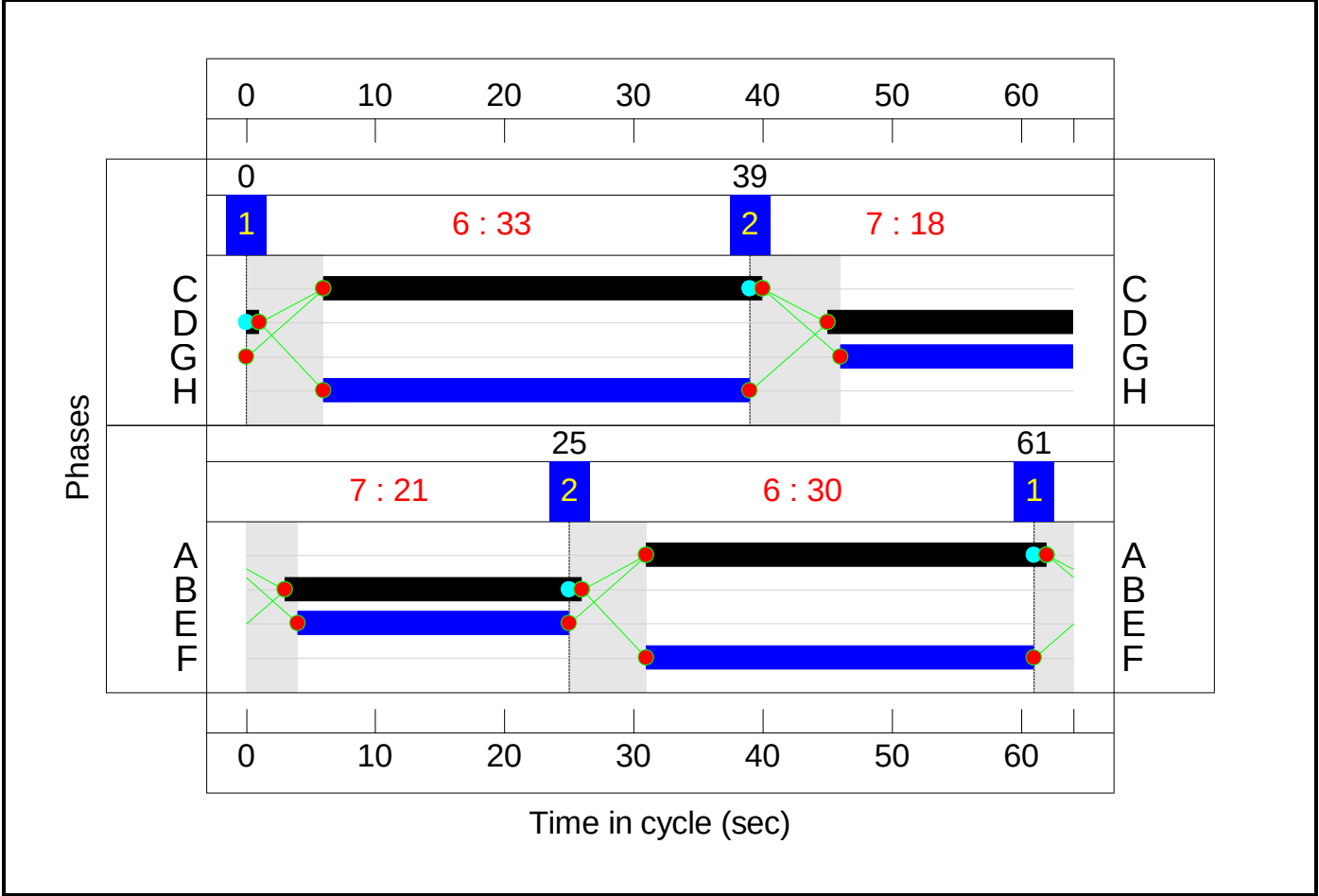
Stage Stream: 1

Stage	1	2
Duration	33	18
Change Point	0	39

Stage Stream: 2

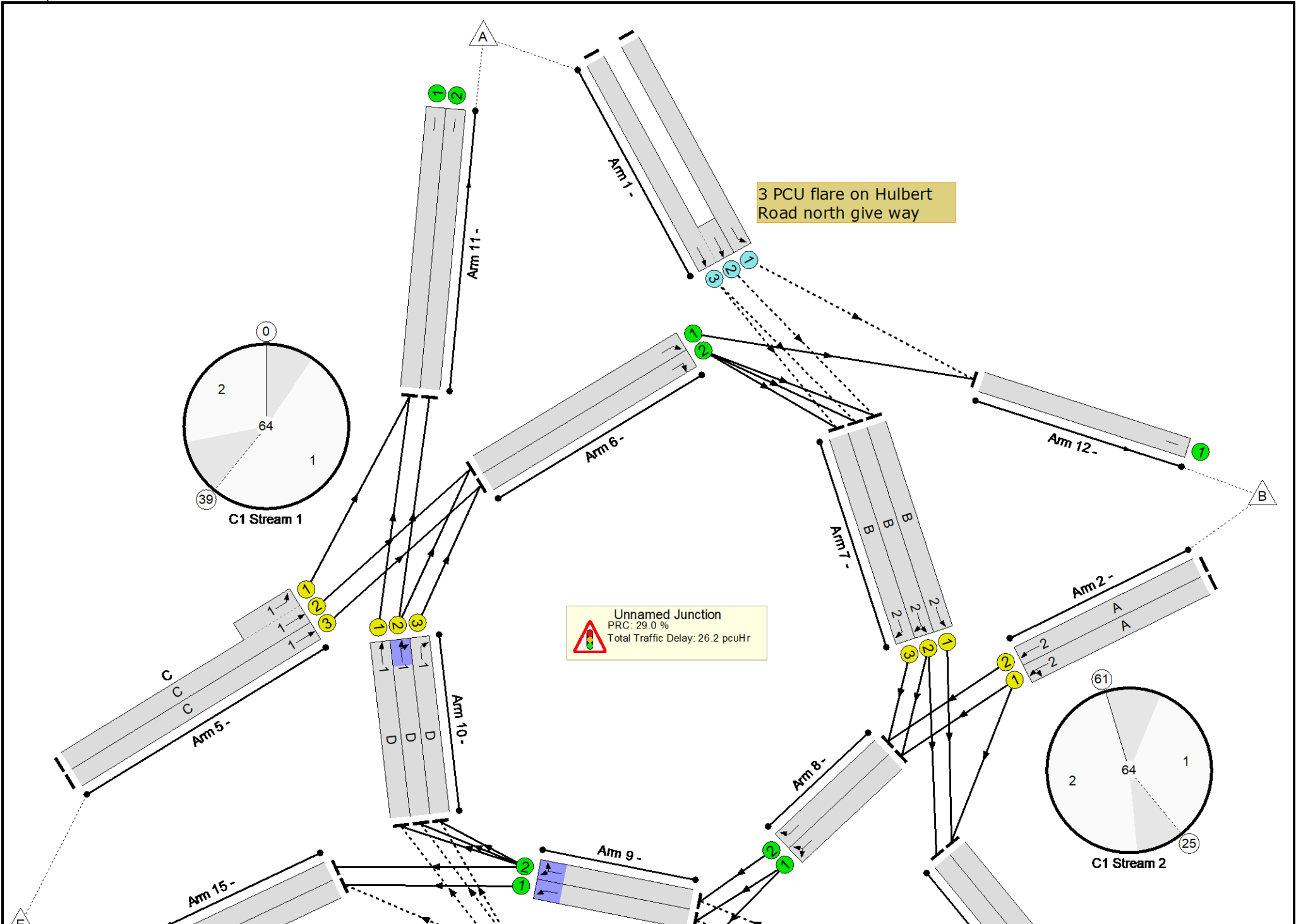
Stage	1	2
Duration	21	30
Change Point	61	25

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.8%
1/1	Ahead	O	N/A	N/A	-		-	-	-	393	1900	780	50.4%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	648	1900:1900	1146	56.5%
2/1	Ahead Left	U	2	N/A	A		1	31	-	510	1900	950	53.7%
2/2	Ahead	U	2	N/A	A		1	31	-	550	1900	950	57.9%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	266	1900	393	67.7%
3/2	Ahead	O	N/A	N/A	-		-	-	-	274	1900	393	69.8%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	170	1900	600	28.4%
4/2	Ahead	O	N/A	N/A	-		-	-	-	180	1900	665	27.1%
5/2+5/1	Ahead Left	U	1	N/A	C		1	34	-	707	1900:1900	1120	63.2%
5/3	Ahead	U	1	N/A	C		1	34	-	361	1900	1039	34.7%
6/1	Right	U	N/A	N/A	-		-	-	-	666	1900	1900	35.1%
6/2	Right	U	N/A	N/A	-		-	-	-	396	1900	1900	20.8%
7/1	Ahead	U	2	N/A	B		1	23	-	404	1900	713	56.7%
7/2	Right Ahead	U	2	N/A	B		1	23	-	449	1900	713	63.0%
7/3	Right	U	2	N/A	B		1	23	-	191	1900	713	26.8%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	784	1900	1900	41.3%
8/2	Right	U	N/A	N/A	-		-	-	-	741	1900	1900	39.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	566	1900	1900	29.8%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1015	1900	1900	53.4%
10/1	Ahead	U	1	N/A	D		1	20	-	405	1900	623	65.0%
10/2	Right Ahead	U	1	N/A	D		1	20	-	294	1900	623	47.2%
10/3	Right	U	1	N/A	D		1	20	-	35	1900	623	5.6%
11/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	200	1900	1900	10.5%
12/1		U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	426	1900	1900	22.4%
13/2		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	484	1900	1900	25.5%
15/1		U	N/A	N/A	-		-	-	-	730	1900	1900	38.4%
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: HCC revised 2026 traffic flows	-	-	2579	0	0	14.5	11.7	0.0	26.2	-	-	-	-
Unnamed Junction	-	-	2579	0	0	14.5	11.7	0.0	26.2	-	-	-	-
1/1	393	393	393	0	0	0.0	0.5	-	0.5	4.6	0.8	0.5	1.3
1/3+1/2	648	648	1296	0	0	0.3	0.6	-	0.9	5.2	2.4	0.6	3.0
2/1	510	510	-	-	-	1.5	0.6	-	2.1	15.0	6.1	0.6	6.7
2/2	550	550	-	-	-	1.7	0.7	-	2.4	15.7	6.9	0.7	7.6
3/1	266	266	266	0	0	0.3	1.0	-	1.3	17.7	2.1	1.0	3.2
3/2	274	274	274	0	0	0.3	1.1	-	1.4	18.7	2.4	1.1	3.5
4/1	170	170	170	0	0	0.1	0.2	-	0.3	5.6	0.7	0.2	0.9
4/2	180	180	180	0	0	0.1	0.2	-	0.3	5.2	0.7	0.2	0.9
5/2+5/1	707	707	-	-	-	1.8	0.9	-	2.6	13.4	6.9	0.9	7.7
5/3	361	361	-	-	-	0.8	0.3	-	1.1	10.8	3.5	0.3	3.8
6/1	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	396	396	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	404	404	-	-	-	1.8	0.7	-	2.5	22.3	5.5	0.7	6.1
7/2	449	449	-	-	-	2.1	0.8	-	2.9	23.6	5.3	0.8	6.2
7/3	191	191	-	-	-	0.8	0.2	-	0.9	17.9	2.5	0.2	2.7
8/1	784	784	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2	741	741	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	566	566	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	1015	1015	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
10/1	405	405	-	-	-	1.4	0.9	-	2.3	20.7	5.6	0.9	6.5
10/2	294	294	-	-	-	1.4	0.4	-	1.8	22.0	3.8	0.4	4.2
10/3	35	35	-	-	-	0.1	0.0	-	0.2	18.0	0.4	0.0	0.5
11/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

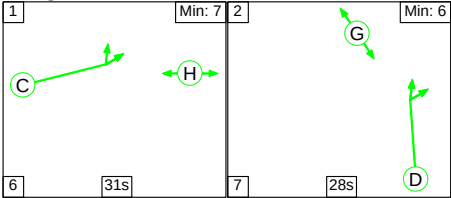
Full Input Data And Results

11/2	200	200	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	426	426	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	484	484	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	730	730	-	-	-	0.0	0.3	-	0.3	1.5	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 C1 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 38.5 42.8 29.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 8.02 10.92 26.19 Cycle Time (s): Cycle Time (s): 64 64													

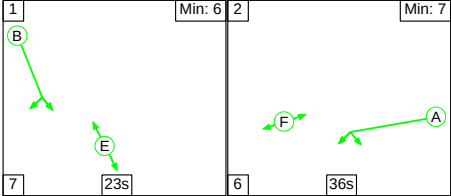
Full Input Data And Results
Scenario 8: 'PM 2026 revised flows' (FG8: 'PM peak 2026+B8 DHF+McDonalds', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

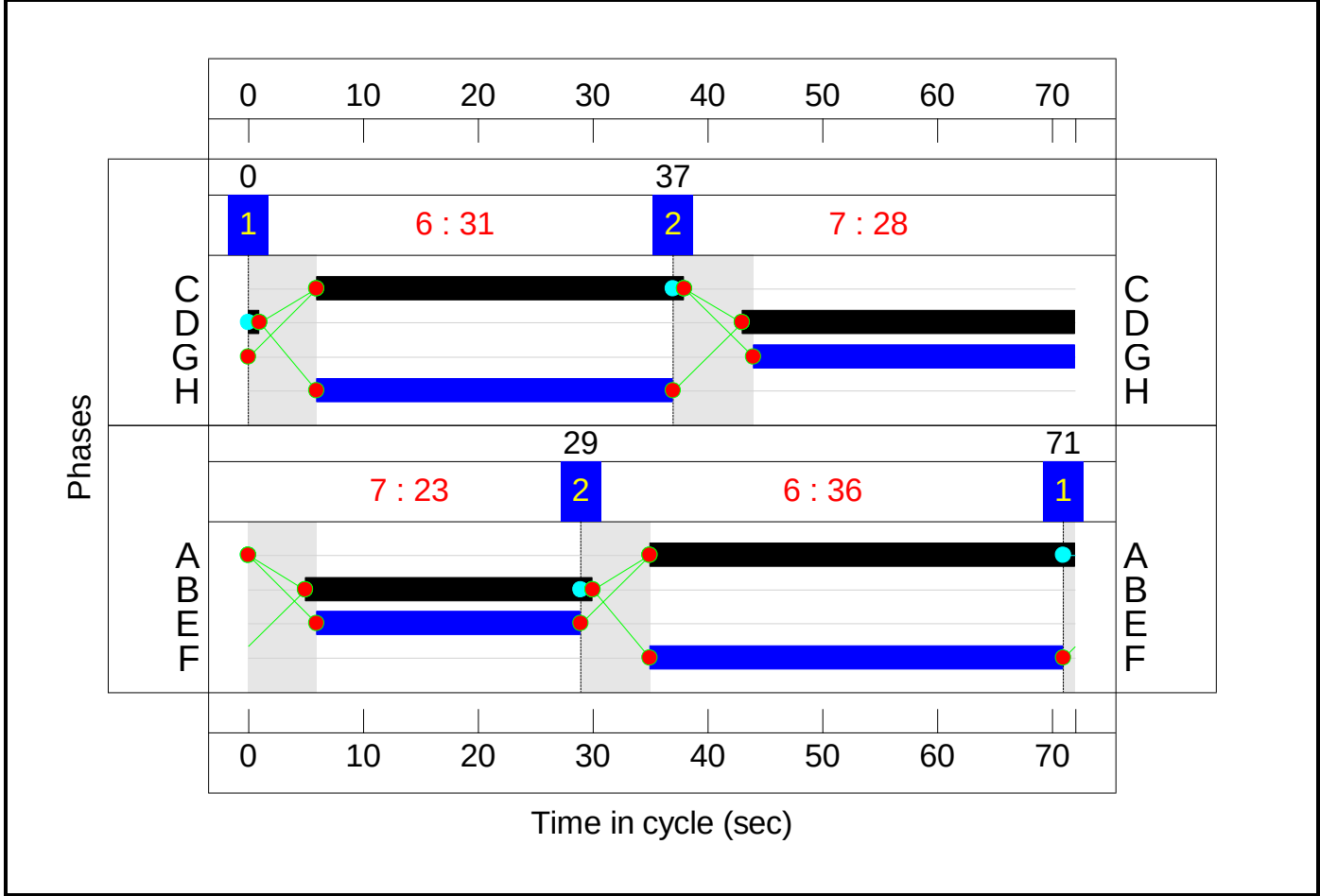
Stage Stream: 1

Stage	1	2
Duration	31	28
Change Point	0	37

Stage Stream: 2

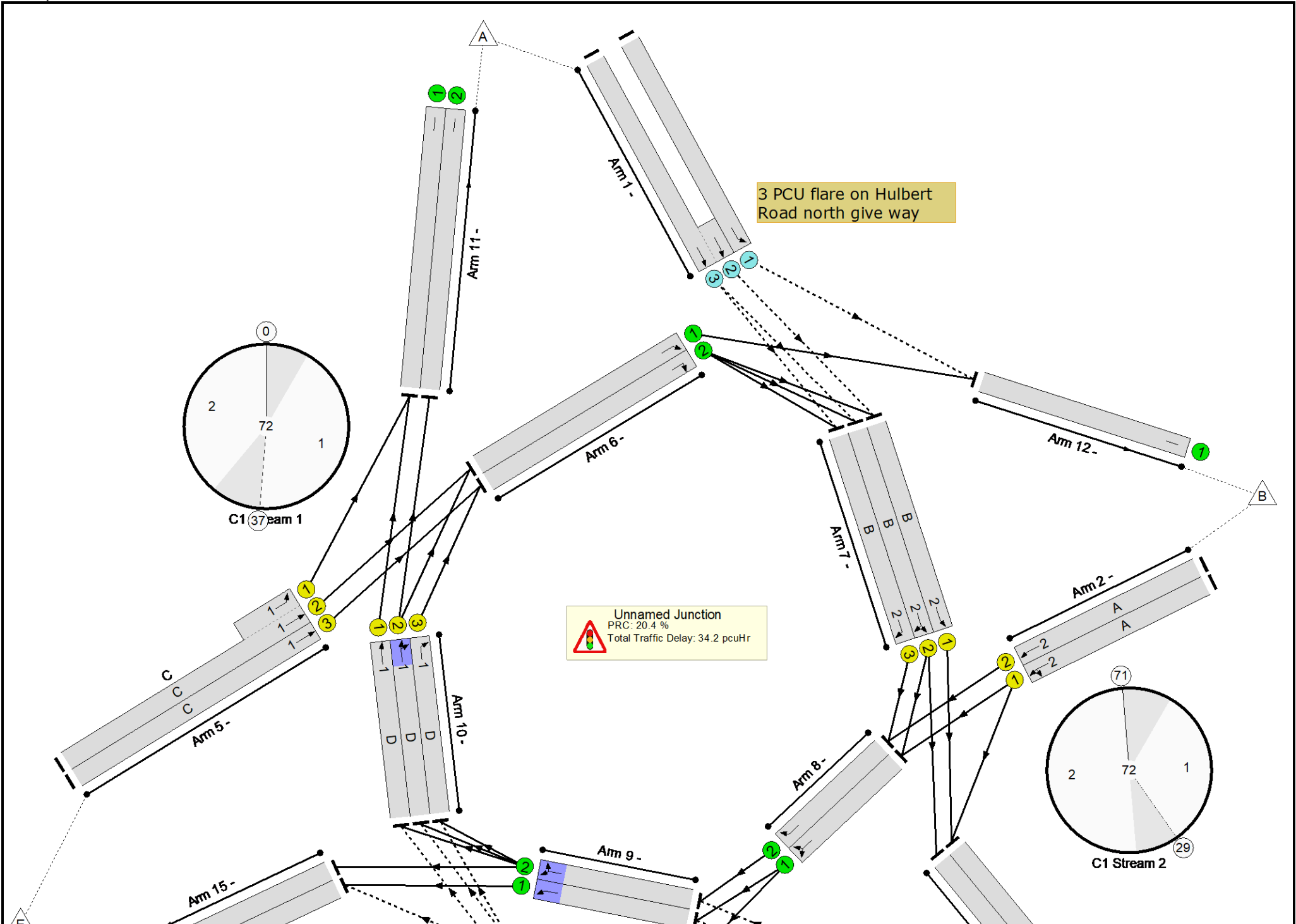
Stage	1	2
Duration	23	36
Change Point	71	29

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	74.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.8%
1/1	Ahead	O	N/A	N/A	-		-	-	-	444	1900	717	62.0%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	476	1900:1900	899	52.9%
2/1	Ahead Left	U	2	N/A	A		1	37	-	511	1900	1003	51.0%
2/2	Ahead	U	2	N/A	A		1	37	-	572	1900	1003	57.0%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	241	1900	350	68.8%
3/2	Ahead	O	N/A	N/A	-		-	-	-	247	1900	350	70.5%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	387	1900	578	66.9%
4/2	Ahead	O	N/A	N/A	-		-	-	-	404	1900	724	55.8%
5/2+5/1	Ahead Left	U	1	N/A	C		1	32	-	693	1900:1900	927	74.8%
5/3	Ahead	U	1	N/A	C		1	32	-	441	1900	871	50.6%
6/1	Right	U	N/A	N/A	-		-	-	-	858	1900	1900	45.2%
6/2	Right	U	N/A	N/A	-		-	-	-	523	1900	1900	27.5%
7/1	Ahead	U	2	N/A	B		1	25	-	390	1900	686	56.8%
7/2	Right Ahead	U	2	N/A	B		1	25	-	474	1900	686	69.1%
7/3	Right	U	2	N/A	B		1	25	-	135	1900	686	19.7%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	949	1900	1900	49.9%
8/2	Right	U	N/A	N/A	-		-	-	-	707	1900	1900	37.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	426	1900	1900	22.4%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	954	1900	1900	50.2%
10/1	Ahead	U	1	N/A	D		1	30	-	586	1900	818	71.6%
10/2	Right Ahead	U	1	N/A	D		1	30	-	463	1900	818	56.6%
10/3	Right	U	1	N/A	D		1	30	-	82	1900	818	10.0%
11/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	195	1900	1900	10.3%
12/1		U	N/A	N/A	-		-	-	-	1302	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	421	1900	1900	22.2%
13/2		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	764	1900	1900	40.2%
15/1		U	N/A	N/A	-		-	-	-	725	1900	1900	38.2%
15/2		U	N/A	N/A	-		-	-	-	315	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: HCC revised 2026 traffic flows	-	-	2675	0	0	19.0	15.1	0.0	34.2	-	-	-	-
Unnamed Junction	-	-	2675	0	0	19.0	15.1	0.0	34.2	-	-	-	-
1/1	444	444	444	0	0	0.0	0.8	-	0.8	6.7	2.2	0.8	3.0
1/3+1/2	476	476	952	0	0	0.4	0.6	-	0.9	6.9	2.4	0.6	3.0
2/1	511	511	-	-	-	1.6	0.5	-	2.1	14.6	6.5	0.5	7.0
2/2	572	572	-	-	-	1.8	0.7	-	2.5	15.7	7.6	0.7	8.3
3/1	241	241	241	0	0	0.3	1.1	-	1.3	20.1	2.0	1.1	3.1
3/2	247	247	247	0	0	0.3	1.2	-	1.4	21.1	2.1	1.2	3.2
4/1	387	387	387	0	0	0.3	1.0	-	1.3	12.1	3.8	1.0	4.8
4/2	404	404	404	0	0	0.3	0.6	-	0.9	7.9	3.1	0.6	3.8
5/2+5/1	693	693	-	-	-	2.9	1.5	-	4.4	22.8	10.3	1.5	11.8
5/3	441	441	-	-	-	1.7	0.5	-	2.2	17.9	6.1	0.5	6.6
6/1	858	858	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	523	523	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	390	390	-	-	-	2.0	0.7	-	2.7	24.9	5.7	0.7	6.3
7/2	474	474	-	-	-	2.4	1.1	-	3.5	26.6	5.5	1.1	6.6
7/3	135	135	-	-	-	0.7	0.1	-	0.8	21.1	2.1	0.1	2.3
8/1	949	949	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
8/2	707	707	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	426	426	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	954	954	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	586	586	-	-	-	2.1	1.2	-	3.3	20.3	8.5	1.2	9.7
10/2	463	463	-	-	-	2.1	0.6	-	2.7	21.1	6.5	0.6	7.1
10/3	82	82	-	-	-	0.3	0.1	-	0.4	16.5	1.0	0.1	1.1
11/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

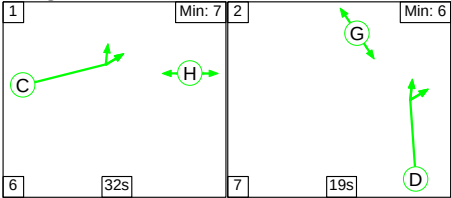
11/2	195	195	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	421	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	764	764	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/1	725	725	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
15/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): C1 Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):					20.4 20.3 20.4	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			12.98 11.56 34.15	Cycle Time (s): Cycle Time (s):	72 72		

Full Input Data And Results

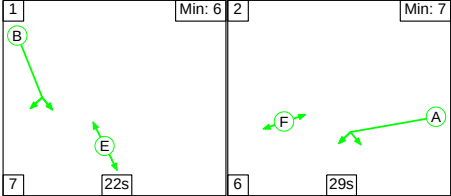
Scenario 9: 'AM 2026 Base + Dev' (FG11: 'AM Peak + Hulbert Road Dev', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

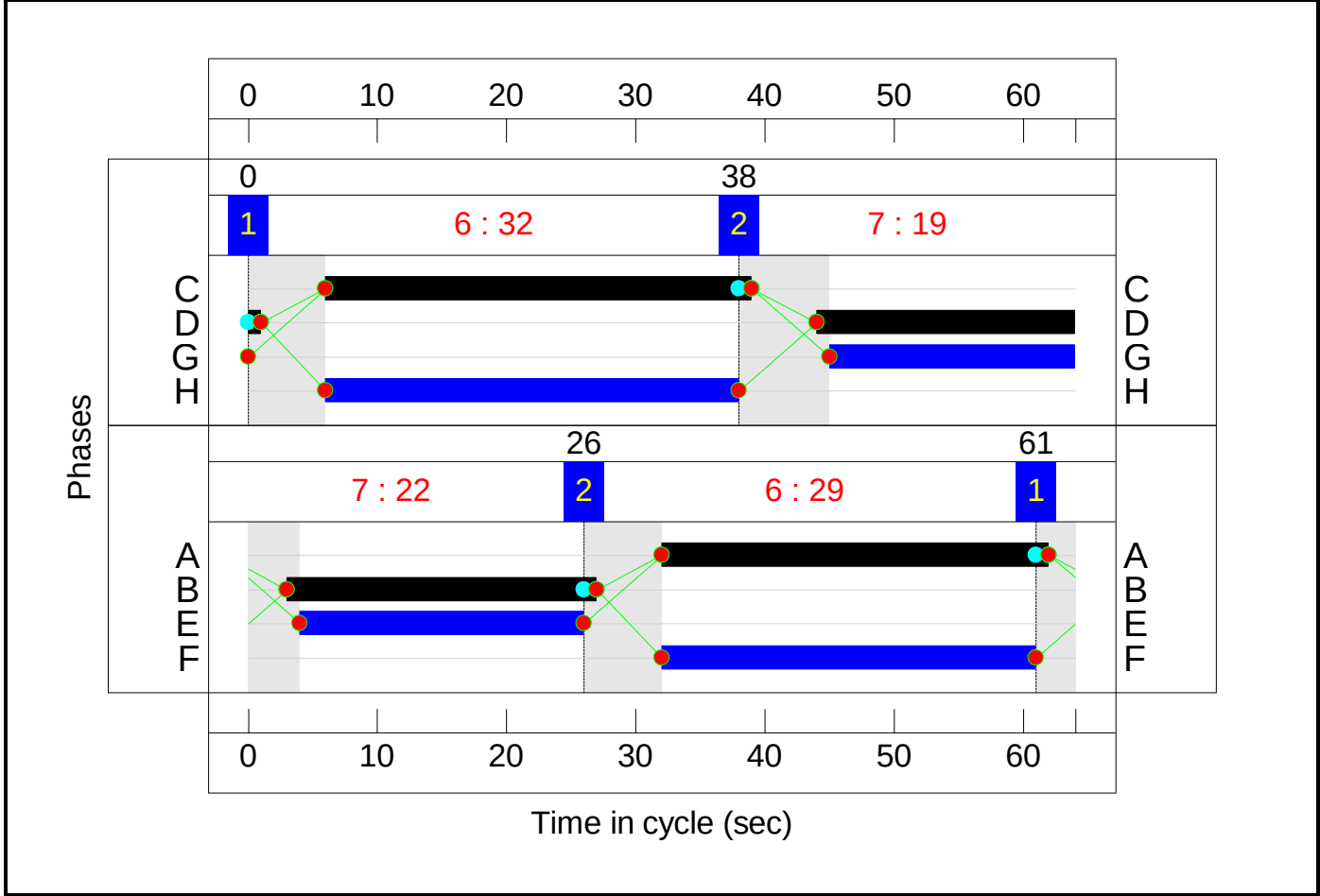
Stage Stream: 1

Stage	1	2
Duration	32	19
Change Point	0	38

Stage Stream: 2

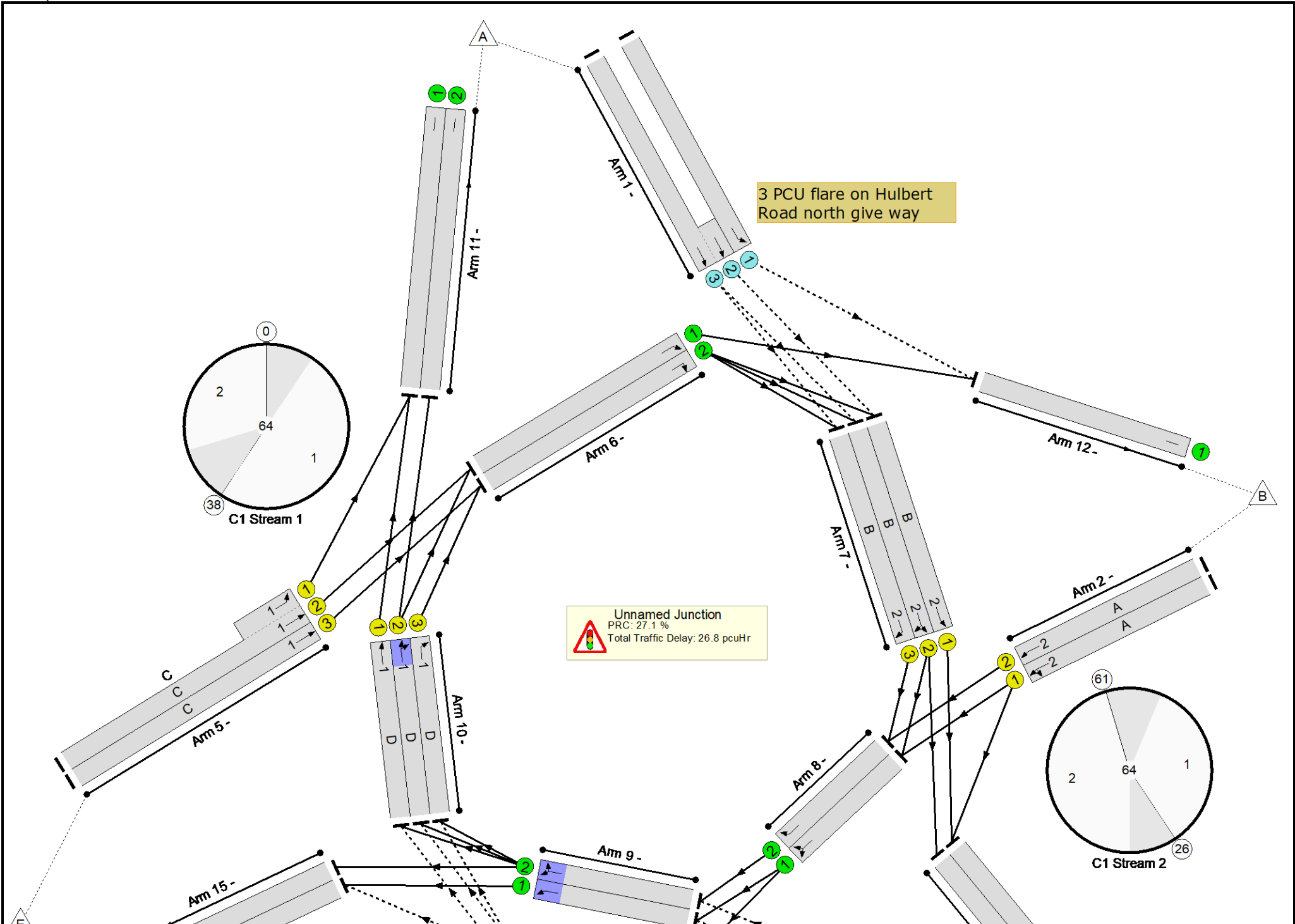
Stage	1	2
Duration	22	29
Change Point	61	26

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
1/1	Ahead	O	N/A	N/A	-		-	-	-	410	1900	780	52.6%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	668	1900:1900	1141	58.5%
2/1	Ahead Left	U	2	N/A	A		1	30	-	515	1900	920	56.0%
2/2	Ahead	U	2	N/A	A		1	30	-	553	1900	920	60.1%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	268	1900	388	69.0%
3/2	Ahead	O	N/A	N/A	-		-	-	-	275	1900	388	70.8%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	170	1900	592	28.7%
4/2	Ahead	O	N/A	N/A	-		-	-	-	181	1900	658	27.5%
5/2+5/1	Ahead Left	U	1	N/A	C		1	33	-	709	1900:1900	1091	65.0%
5/3	Ahead	U	1	N/A	C		1	33	-	361	1900	1009	35.8%
6/1	Right	U	N/A	N/A	-		-	-	-	666	1900	1900	35.1%
6/2	Right	U	N/A	N/A	-		-	-	-	396	1900	1900	20.8%
7/1	Ahead	U	2	N/A	B		1	24	-	411	1900	742	55.4%
7/2	Right Ahead	U	2	N/A	B		1	24	-	454	1900	742	61.2%
7/3	Right	U	2	N/A	B		1	24	-	199	1900	742	26.8%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	796	1900	1900	41.9%
8/2	Right	U	N/A	N/A	-		-	-	-	752	1900	1900	39.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	573	1900	1900	30.2%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1027	1900	1900	54.1%
10/1	Ahead	U	1	N/A	D		1	21	-	411	1900	653	62.9%
10/2	Right Ahead	U	1	N/A	D		1	21	-	300	1900	653	45.9%
10/3	Right	U	1	N/A	D		1	21	-	35	1900	653	5.4%
11/1		U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	206	1900	1900	10.8%
12/1		U	N/A	N/A	-		-	-	-	1076	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	433	1900	1900	22.8%
13/2		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	491	1900	1900	25.8%
15/1		U	N/A	N/A	-		-	-	-	737	1900	1900	38.8%
15/2		U	N/A	N/A	-		-	-	-	468	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: HCC revised 2026 traffic flows	-	-	2640	0	0	14.8	12.0	0.0	26.8	-	-	-	-
Unnamed Junction	-	-	2640	0	0	14.8	12.0	0.0	26.8	-	-	-	-
1/1	410	410	410	0	0	0.0	0.6	-	0.6	4.9	1.0	0.6	1.6
1/3+1/2	668	668	1336	0	0	0.3	0.7	-	1.0	5.6	2.7	0.7	3.4
2/1	515	515	-	-	-	1.7	0.6	-	2.3	16.1	6.4	0.6	7.1
2/2	553	553	-	-	-	1.8	0.7	-	2.6	16.9	7.1	0.7	7.8
3/1	268	268	268	0	0	0.3	1.1	-	1.4	18.7	2.3	1.1	3.4
3/2	275	275	275	0	0	0.3	1.2	-	1.5	19.7	2.4	1.2	3.6
4/1	170	170	170	0	0	0.1	0.2	-	0.3	5.8	0.8	0.2	1.0
4/2	181	181	181	0	0	0.1	0.2	-	0.3	5.4	0.8	0.2	1.0
5/2+5/1	709	709	-	-	-	1.9	0.9	-	2.8	14.4	7.3	0.9	8.2
5/3	361	361	-	-	-	0.9	0.3	-	1.1	11.5	3.7	0.3	4.0
6/1	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	396	396	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	411	411	-	-	-	1.8	0.6	-	2.4	21.3	5.4	0.6	6.1
7/2	454	454	-	-	-	2.0	0.8	-	2.7	21.8	5.1	0.8	5.9
7/3	199	199	-	-	-	0.8	0.2	-	1.0	17.5	2.7	0.2	2.8
8/1	796	796	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2	752	752	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	573	573	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/2	1027	1027	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
10/1	411	411	-	-	-	1.3	0.8	-	2.2	19.1	4.9	0.8	5.8
10/2	300	300	-	-	-	1.3	0.4	-	1.8	21.2	3.8	0.4	4.3
10/3	35	35	-	-	-	0.1	0.0	-	0.2	17.4	0.4	0.0	0.4
11/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

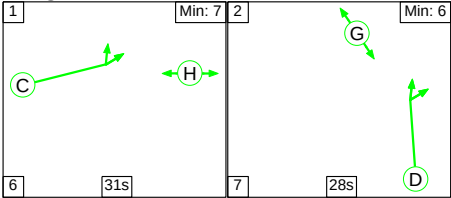
[illegible]

Full Input Data And Results

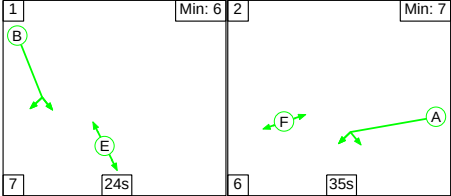
Scenario 10: 'PM 2026 Base + Dev' (FG12: 'PM Peak + Hulbert Road Dev', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

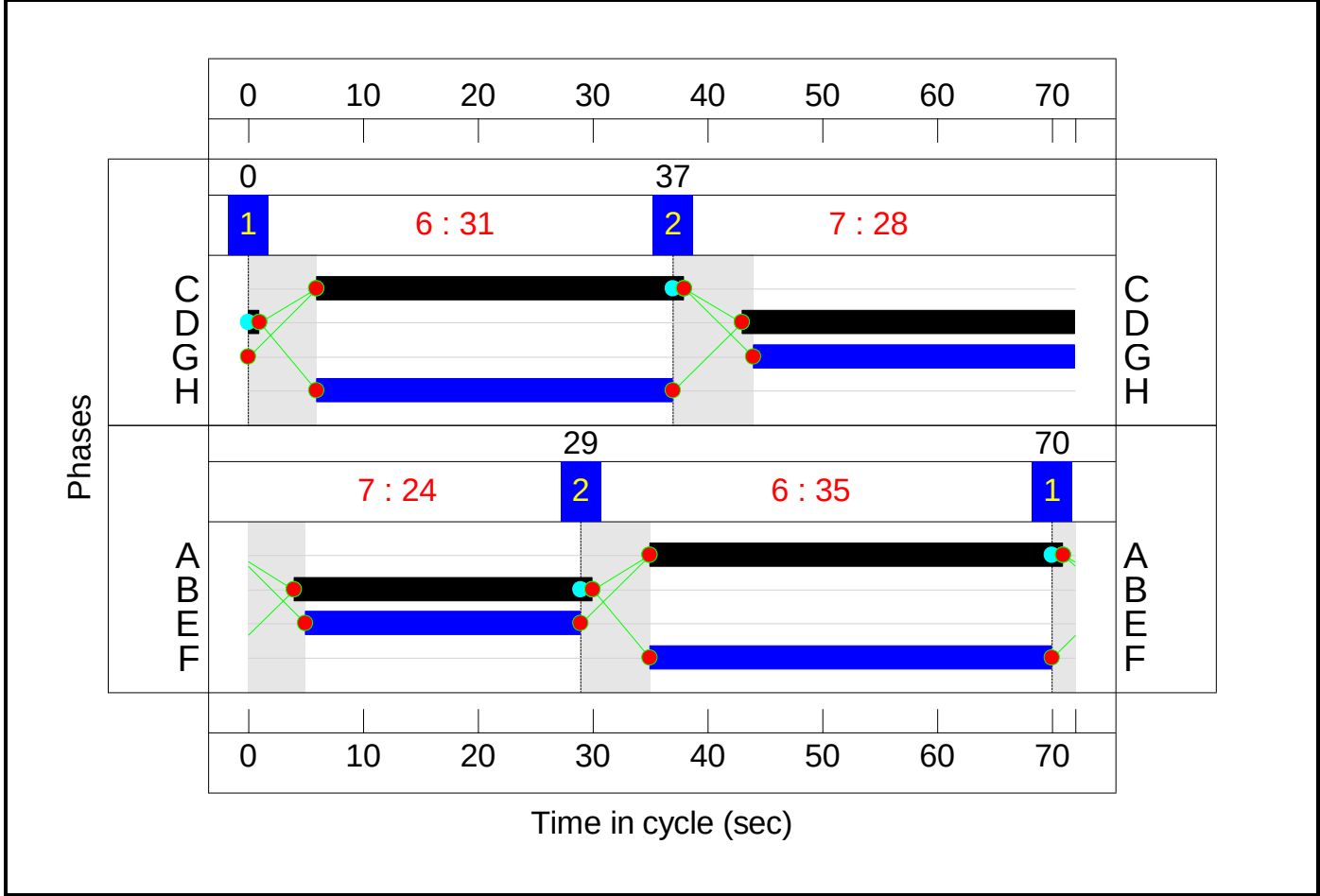
Stage Stream: 1

Stage	1	2
Duration	31	28
Change Point	0	37

Stage Stream: 2

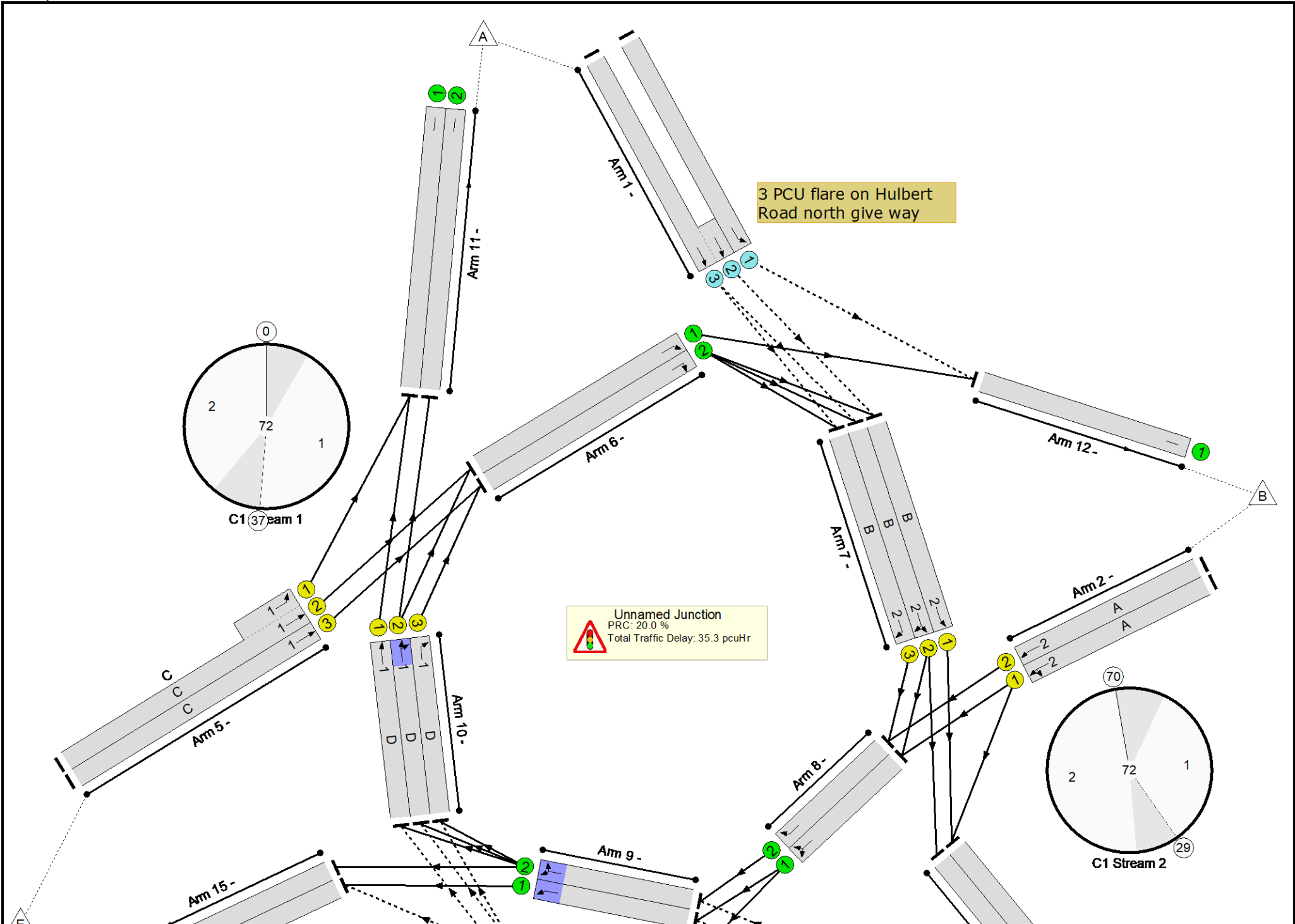
Stage	1	2
Duration	24	35
Change Point	70	29

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1	Ahead	O	N/A	N/A	-		-	-	-	454	1900	717	63.4%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	483	1900:1900	901	53.6%
2/1	Ahead Left	U	2	N/A	A		1	36	-	522	1900	976	53.5%
2/2	Ahead	U	2	N/A	A		1	36	-	581	1900	976	59.5%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	246	1900	347	70.9%
3/2	Ahead	O	N/A	N/A	-		-	-	-	250	1900	347	72.0%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	387	1900	568	68.1%
4/2	Ahead	O	N/A	N/A	-		-	-	-	404	1900	712	56.8%
5/2+5/1	Ahead Left	U	1	N/A	C		1	32	-	696	1900:1900	928	75.0%
5/3	Ahead	U	1	N/A	C		1	32	-	441	1900	871	50.6%
6/1	Right	U	N/A	N/A	-		-	-	-	858	1900	1900	45.2%
6/2	Right	U	N/A	N/A	-		-	-	-	523	1900	1900	27.5%
7/1	Ahead	U	2	N/A	B		1	26	-	393	1900	713	55.2%
7/2	Right Ahead	U	2	N/A	B		1	26	-	475	1900	713	66.7%
7/3	Right	U	2	N/A	B		1	26	-	138	1900	713	19.4%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	961	1900	1900	50.6%
8/2	Right	U	N/A	N/A	-		-	-	-	719	1900	1900	37.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	442	1900	1900	23.3%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	969	1900	1900	51.0%
10/1	Ahead	U	1	N/A	D		1	30	-	595	1900	818	72.7%
10/2	Right Ahead	U	1	N/A	D		1	30	-	482	1900	818	58.9%
10/3	Right	U	1	N/A	D		1	30	-	82	1900	818	10.0%
11/1		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	214	1900	1900	11.3%
12/1		U	N/A	N/A	-		-	-	-	1312	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	424	1900	1900	22.3%
13/2		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	765	1900	1900	40.3%
15/1		U	N/A	N/A	-		-	-	-	741	1900	1900	39.0%
15/2		U	N/A	N/A	-		-	-	-	302	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: HCC revised 2026 traffic flows	-	-	2707	0	0	19.6	15.6	0.0	35.3	-	-	-	-
Unnamed Junction	-	-	2707	0	0	19.6	15.6	0.0	35.3	-	-	-	-
1/1	454	454	454	0	0	0.0	0.9	-	0.9	7.0	2.3	0.9	3.1
1/3+1/2	483	483	966	0	0	0.4	0.6	-	0.9	7.0	2.6	0.6	3.1
2/1	522	522	-	-	-	1.7	0.6	-	2.3	15.7	7.0	0.6	7.5
2/2	581	581	-	-	-	2.0	0.7	-	2.7	16.8	8.1	0.7	8.8
3/1	246	246	246	0	0	0.3	1.2	-	1.5	21.8	2.2	1.2	3.4
3/2	250	250	250	0	0	0.3	1.3	-	1.6	22.6	2.3	1.3	3.5
4/1	387	387	387	0	0	0.4	1.1	-	1.4	13.1	4.0	1.1	5.0
4/2	404	404	404	0	0	0.3	0.7	-	1.0	8.5	3.4	0.7	4.0
5/2+5/1	696	696	-	-	-	2.9	1.5	-	4.4	22.9	10.3	1.5	11.8
5/3	441	441	-	-	-	1.7	0.5	-	2.2	17.9	6.1	0.5	6.6
6/1	858	858	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	523	523	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	393	393	-	-	-	2.0	0.6	-	2.6	23.9	5.6	0.6	6.2
7/2	475	475	-	-	-	2.3	1.0	-	3.3	25.1	5.4	1.0	6.4
7/3	138	138	-	-	-	0.7	0.1	-	0.8	20.2	2.1	0.1	2.3
8/1	961	961	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
8/2	719	719	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/1	442	442	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	969	969	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
10/1	595	595	-	-	-	2.1	1.3	-	3.4	20.7	8.6	1.3	9.9
10/2	482	482	-	-	-	2.2	0.7	-	2.9	22.0	6.9	0.7	7.6
10/3	82	82	-	-	-	0.3	0.1	-	0.4	17.3	1.1	0.1	1.1
11/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

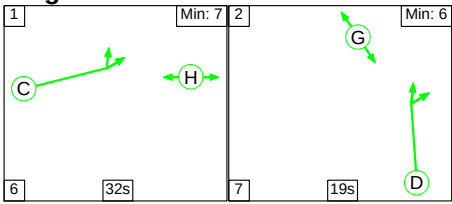
Full Input Data And Results

11/2	214	214	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1312	1312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	424	424	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	765	765	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/1	741	741	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C1 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 20.0 35.0 20.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 13.38 11.68 35.26 Cycle Time (s): Cycle Time (s): 72 72													

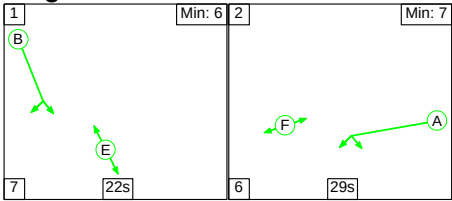
Full Input Data And Results
Scenario 11: 'AM 2026 Base + Dev + Com Dev' (FG15: 'AM Peak 2026 Base + Dev + Com Dev', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

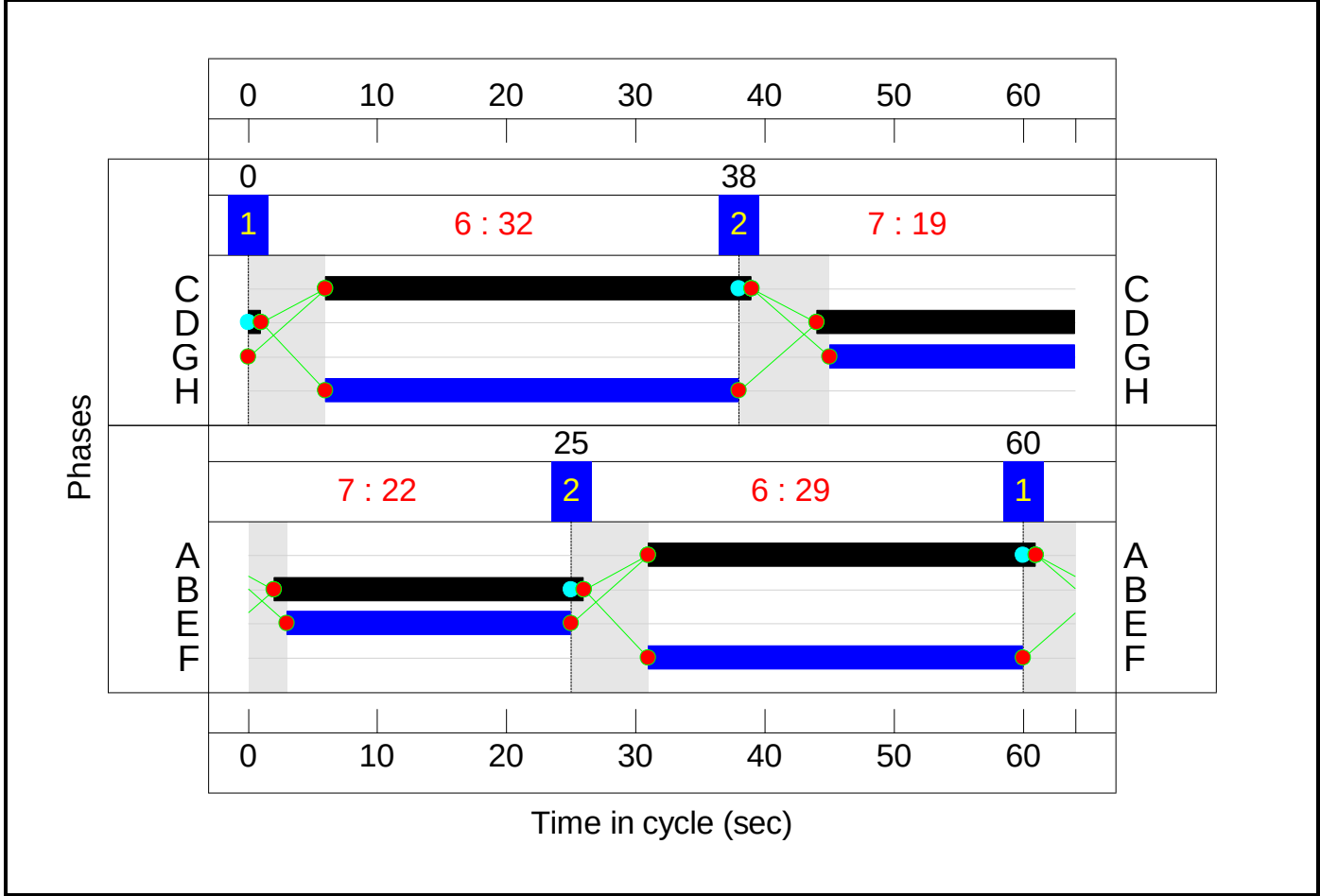
Stage Stream: 1

Stage	1	2
Duration	32	19
Change Point	0	38

Stage Stream: 2

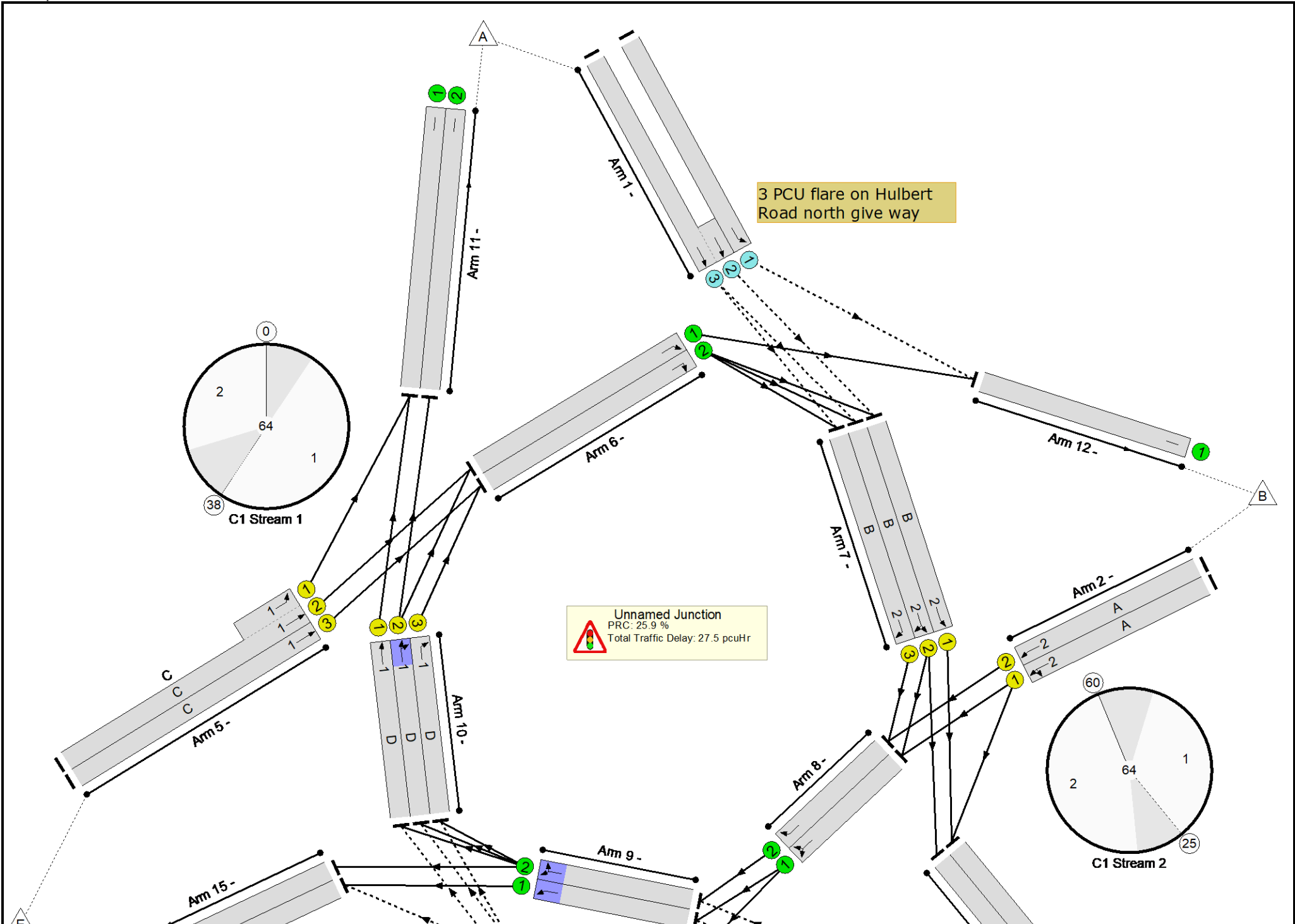
Stage	1	2
Duration	22	29
Change Point	60	25

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1	Ahead	O	N/A	N/A	-		-	-	-	410	1900	771	53.2%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	678	1900:1900	1126	60.2%
2/1	Ahead Left	U	2	N/A	A		1	30	-	523	1900	920	56.8%
2/2	Ahead	U	2	N/A	A		1	30	-	556	1900	920	60.4%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	269	1900	383	70.2%
3/2	Ahead	O	N/A	N/A	-		-	-	-	274	1900	383	71.5%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	170	1900	589	28.9%
4/2	Ahead	O	N/A	N/A	-		-	-	-	181	1900	651	27.8%
5/2+5/1	Ahead Left	U	1	N/A	C		1	33	-	757	1900:1900	1098	68.9%
5/3	Ahead	U	1	N/A	C		1	33	-	361	1900	1009	35.8%
6/1	Right	U	N/A	N/A	-		-	-	-	692	1900	1900	36.4%
6/2	Right	U	N/A	N/A	-		-	-	-	396	1900	1900	20.8%
7/1	Ahead	U	2	N/A	B		1	24	-	414	1900	742	55.8%
7/2	Right Ahead	U	2	N/A	B		1	24	-	451	1900	742	60.8%
7/3	Right	U	2	N/A	B		1	24	-	209	1900	742	28.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	804	1900	1900	42.3%
8/2	Right	U	N/A	N/A	-		-	-	-	765	1900	1900	40.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	582	1900	1900	30.6%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1039	1900	1900	54.7%
10/1	Ahead	U	1	N/A	D		1	21	-	403	1900	653	61.7%
10/2	Right Ahead	U	1	N/A	D		1	21	-	308	1900	653	47.2%
10/3	Right	U	1	N/A	D		1	21	-	35	1900	653	5.4%
11/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	214	1900	1900	11.3%
12/1		U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	436	1900	1900	22.9%
13/2		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	491	1900	1900	25.8%
15/1		U	N/A	N/A	-		-	-	-	746	1900	1900	39.3%
15/2		U	N/A	N/A	-		-	-	-	480	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: HCC revised 2026 traffic flows	-	-	2660	0	0	15.1	12.4	0.0	27.5	-	-	-	-
Unnamed Junction	-	-	2660	0	0	15.1	12.4	0.0	27.5	-	-	-	-
1/1	410	410	410	0	0	0.0	0.6	-	0.6	5.0	1.0	0.6	1.6
1/3+1/2	678	678	1356	0	0	0.4	0.8	-	1.1	6.0	2.9	0.8	3.7
2/1	523	523	-	-	-	1.7	0.7	-	2.4	16.3	6.5	0.7	7.2
2/2	556	556	-	-	-	1.9	0.8	-	2.6	17.0	7.1	0.8	7.9
3/1	269	269	269	0	0	0.3	1.2	-	1.5	19.7	2.3	1.2	3.5
3/2	274	274	274	0	0	0.3	1.2	-	1.6	20.4	2.4	1.2	3.6
4/1	170	170	170	0	0	0.1	0.2	-	0.3	5.9	0.8	0.2	1.0
4/2	181	181	181	0	0	0.1	0.2	-	0.3	5.5	0.8	0.2	1.0
5/2+5/1	757	757	-	-	-	2.1	1.1	-	3.2	15.2	7.9	1.1	9.0
5/3	361	361	-	-	-	0.9	0.3	-	1.1	11.5	3.7	0.3	4.0
6/1	692	692	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	396	396	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	414	414	-	-	-	1.8	0.6	-	2.4	21.2	5.5	0.6	6.1
7/2	451	451	-	-	-	2.0	0.8	-	2.8	22.1	5.2	0.8	6.0
7/3	209	209	-	-	-	0.8	0.2	-	1.0	16.8	2.7	0.2	2.9
8/1	804	804	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2	765	765	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	582	582	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/2	1039	1039	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
10/1	403	403	-	-	-	1.2	0.8	-	2.0	18.2	4.9	0.8	5.7
10/2	308	308	-	-	-	1.4	0.4	-	1.8	21.5	4.0	0.4	4.4
10/3	35	35	-	-	-	0.1	0.0	-	0.2	17.3	0.4	0.0	0.4
11/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

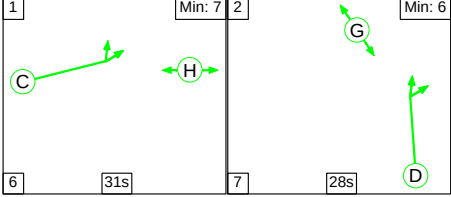
Full Input Data And Results

11/2	214	214	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	436	436	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	491	491	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	746	746	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C1 Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 30.6 48.1 25.9 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 8.39 11.16 27.48 Cycle Time (s): Cycle Time (s): 64 64													

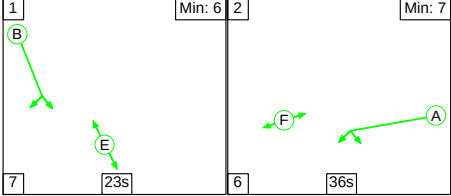
Scenario 12: 'PM 2026 Base + Dev + Com Dev' (FG16: 'PM Peak 2026 Base + Dev + Com Dev', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

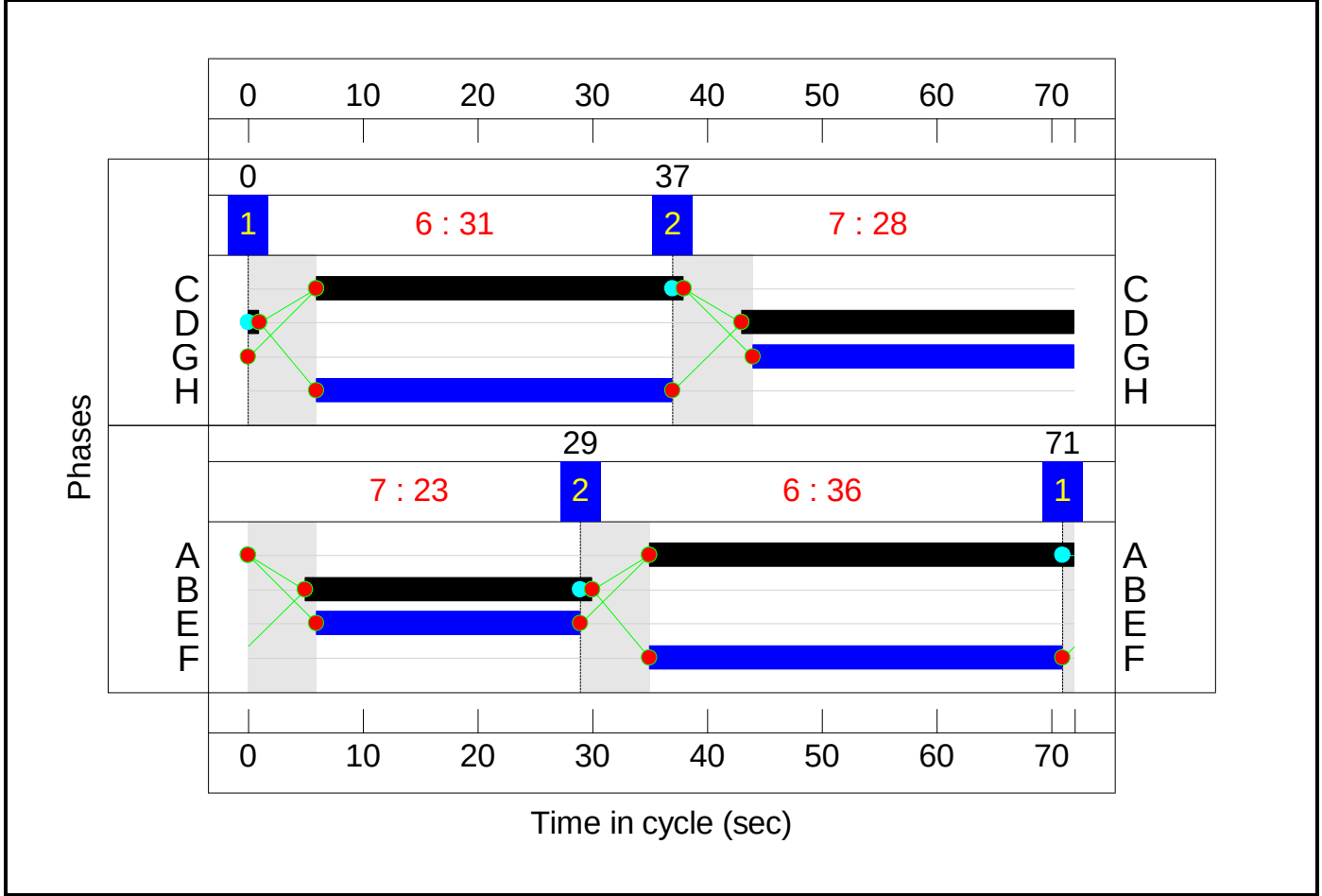
Stage Stream: 1

Stage	1	2
Duration	31	28
Change Point	0	37

Stage Stream: 2

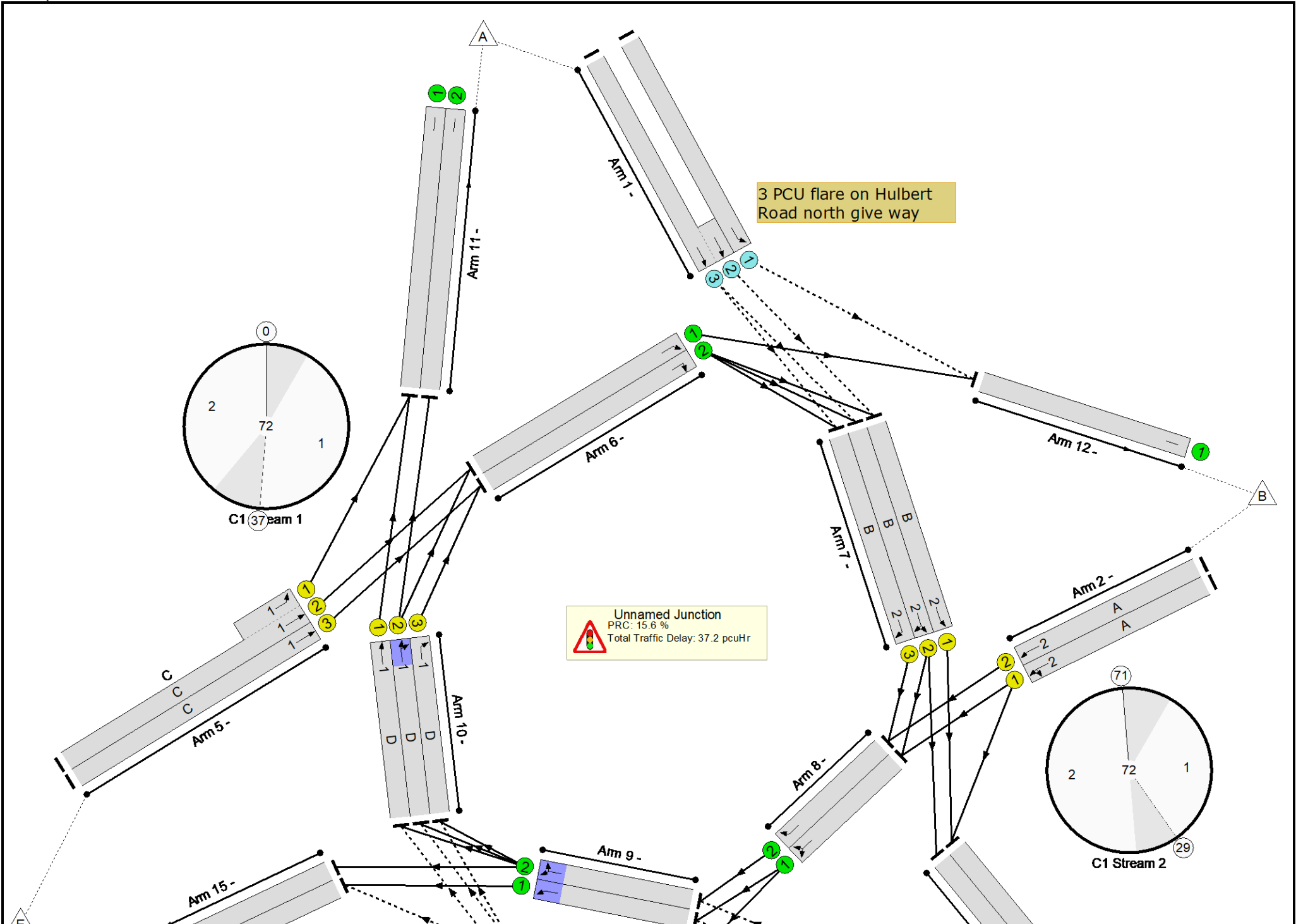
Stage	1	2
Duration	23	36
Change Point	71	29

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: HCC revised 2026 traffic flows	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	Ahead	O	N/A	N/A	-		-	-	-	454	1900	711	63.8%
1/3+1/2	Ahead	O	N/A	N/A	-		-	-	-	505	1900:1900	870	58.0%
2/1	Ahead Left	U	2	N/A	A		1	37	-	534	1900	1003	53.3%
2/2	Ahead	U	2	N/A	A		1	37	-	594	1900	1003	59.2%
3/1	Ahead Left	O	N/A	N/A	-		-	-	-	246	1900	336	73.2%
3/2	Ahead	O	N/A	N/A	-		-	-	-	250	1900	336	74.4%
4/1	Ahead Left	O	N/A	N/A	-		-	-	-	387	1900	559	69.2%
4/2	Ahead	O	N/A	N/A	-		-	-	-	404	1900	695	58.1%
5/2+5/1	Ahead Left	U	1	N/A	C		1	32	-	726	1900:1900	933	77.8%
5/3	Ahead	U	1	N/A	C		1	32	-	441	1900	871	50.6%
6/1	Right	U	N/A	N/A	-		-	-	-	874	1900	1900	46.0%
6/2	Right	U	N/A	N/A	-		-	-	-	523	1900	1900	27.5%
7/1	Ahead	U	2	N/A	B		1	25	-	393	1900	686	57.3%
7/2	Right Ahead	U	2	N/A	B		1	25	-	475	1900	686	69.2%
7/3	Right	U	2	N/A	B		1	25	-	160	1900	686	23.3%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	973	1900	1900	51.2%
8/2	Right	U	N/A	N/A	-		-	-	-	754	1900	1900	39.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	454	1900	1900	23.9%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1004	1900	1900	52.8%
10/1	Ahead	U	1	N/A	D		1	30	-	636	1900	818	77.7%
10/2	Right Ahead	U	1	N/A	D		1	30	-	441	1900	818	53.9%
10/3	Right	U	1	N/A	D		1	30	-	82	1900	818	10.0%
11/1		U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%

Full Input Data And Results

11/2		U	N/A	N/A	-		-	-	-	173	1900	1900	9.1%
12/1		U	N/A	N/A	-		-	-	-	1328	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	424	1900	1900	22.3%
13/2		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	765	1900	1900	40.3%
15/1		U	N/A	N/A	-		-	-	-	753	1900	1900	39.6%
15/2		U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%

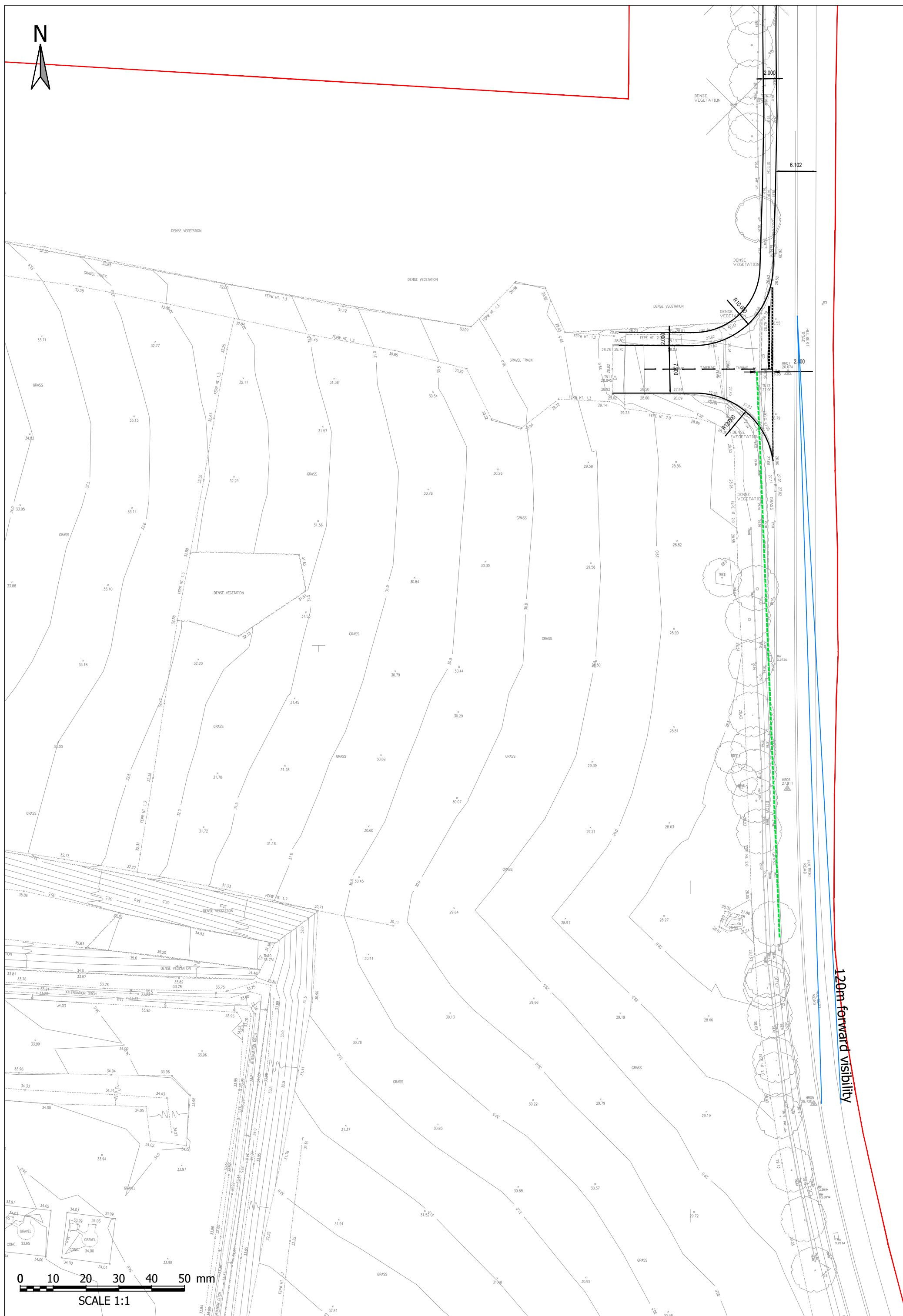
Full Input Data And Results

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: HCC revised 2026 traffic flows	-	-	2751	0	0	20.2	17.0	0.0	37.2	-	-	-	-
Unnamed Junction	-	-	2751	0	0	20.2	17.0	0.0	37.2	-	-	-	-
1/1	454	454	454	0	0	0.0	0.9	-	0.9	7.2	2.4	0.9	3.3
1/3+1/2	505	505	1010	0	0	0.4	0.7	-	1.1	7.9	3.0	0.7	3.7
2/1	534	534	-	-	-	1.7	0.6	-	2.2	15.0	7.0	0.6	7.5
2/2	594	594	-	-	-	1.9	0.7	-	2.7	16.1	8.1	0.7	8.8
3/1	246	246	246	0	0	0.3	1.3	-	1.6	24.1	2.3	1.3	3.6
3/2	250	250	250	0	0	0.3	1.4	-	1.7	25.0	2.3	1.4	3.7
4/1	387	387	387	0	0	0.4	1.1	-	1.5	13.7	4.1	1.1	5.2
4/2	404	404	404	0	0	0.3	0.7	-	1.0	8.9	3.5	0.7	4.2
5/2+5/1	726	726	-	-	-	3.1	1.7	-	4.8	24.0	10.9	1.7	12.6
5/3	441	441	-	-	-	1.7	0.5	-	2.2	17.9	6.1	0.5	6.6
6/1	874	874	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
6/2	523	523	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	393	393	-	-	-	2.1	0.7	-	2.7	25.1	5.7	0.7	6.4
7/2	475	475	-	-	-	2.4	1.1	-	3.5	26.5	5.5	1.1	6.6
7/3	160	160	-	-	-	0.8	0.2	-	0.9	21.1	2.5	0.2	2.7
8/1	973	973	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
8/2	754	754	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
9/1	454	454	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	1004	1004	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
10/1	636	636	-	-	-	2.3	1.7	-	4.0	22.6	10.1	1.7	11.8
10/2	441	441	-	-	-	2.2	0.6	-	2.8	22.5	6.5	0.6	7.1
10/3	82	82	-	-	-	0.3	0.1	-	0.4	17.4	1.1	0.1	1.2
11/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	173	173	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	1328	1328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	424	424	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	765	765	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/1	753	753	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
15/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%): C1 Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%) :	15.6 30.0 15.6	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	14.19 12.05 37.16	Cycle Time (s): Cycle Time (s):	72 72					

APPENDIX C – DRAWING SK05



General

- ### Disclaimer

PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	08.12.2020	RLC	DB	AP
Rev	Description	Date	Dm / Chk / App		

Tetra Tech Leads



TETRA TECH

Trustees of the GHM Jackson 1972 Settlement

Hulbert Road, Havant

Forward Visibility

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
A096474	GS	Mar '21	NW	Mar '21	NW	Mar '21	1:500	S0
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
A096474	- TTE	- 00	- 00	- SK	- O	- 0005	P01	

TTE_MT_v1