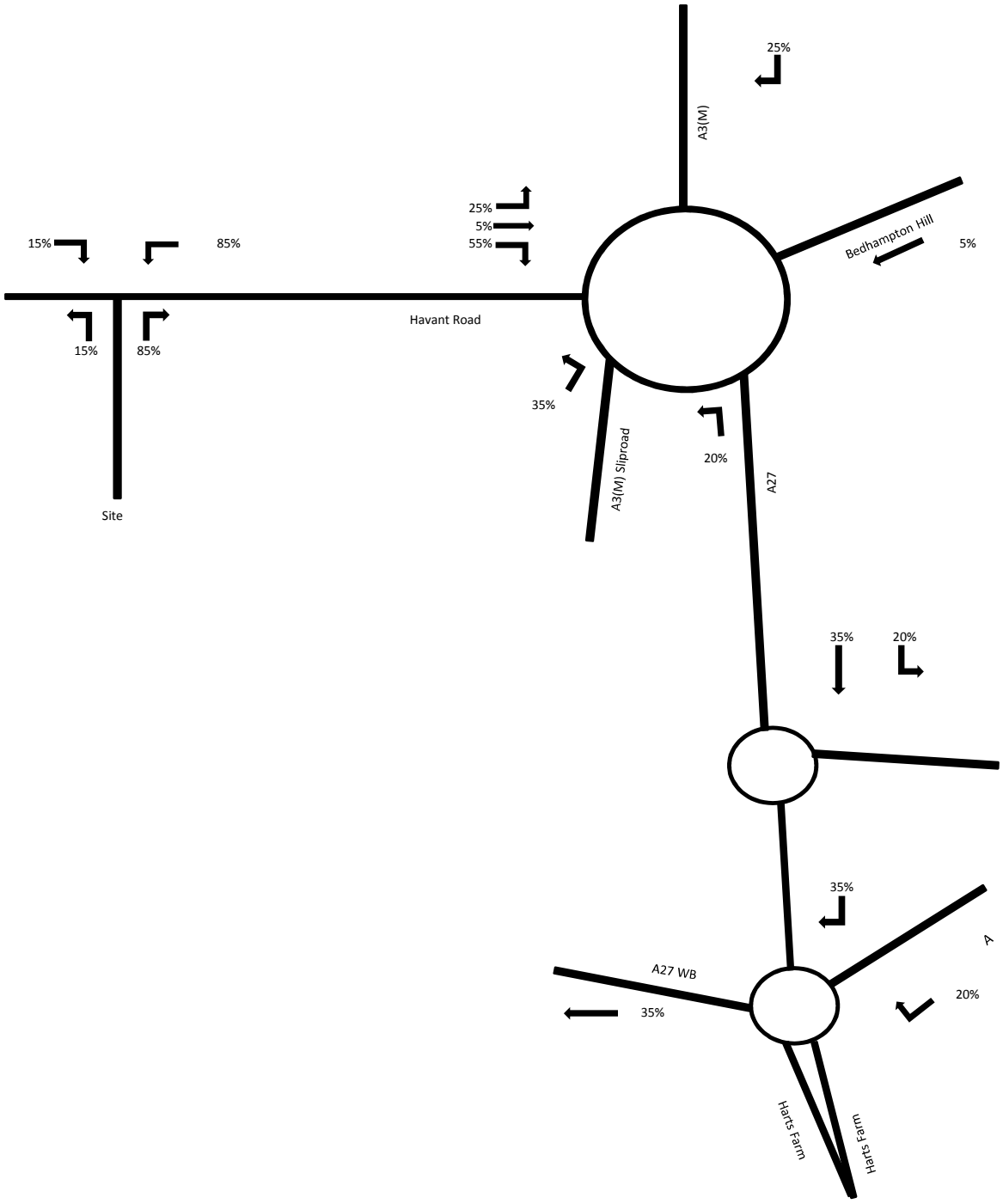
Appendix P

Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Percentage Distribution using 2011 Census

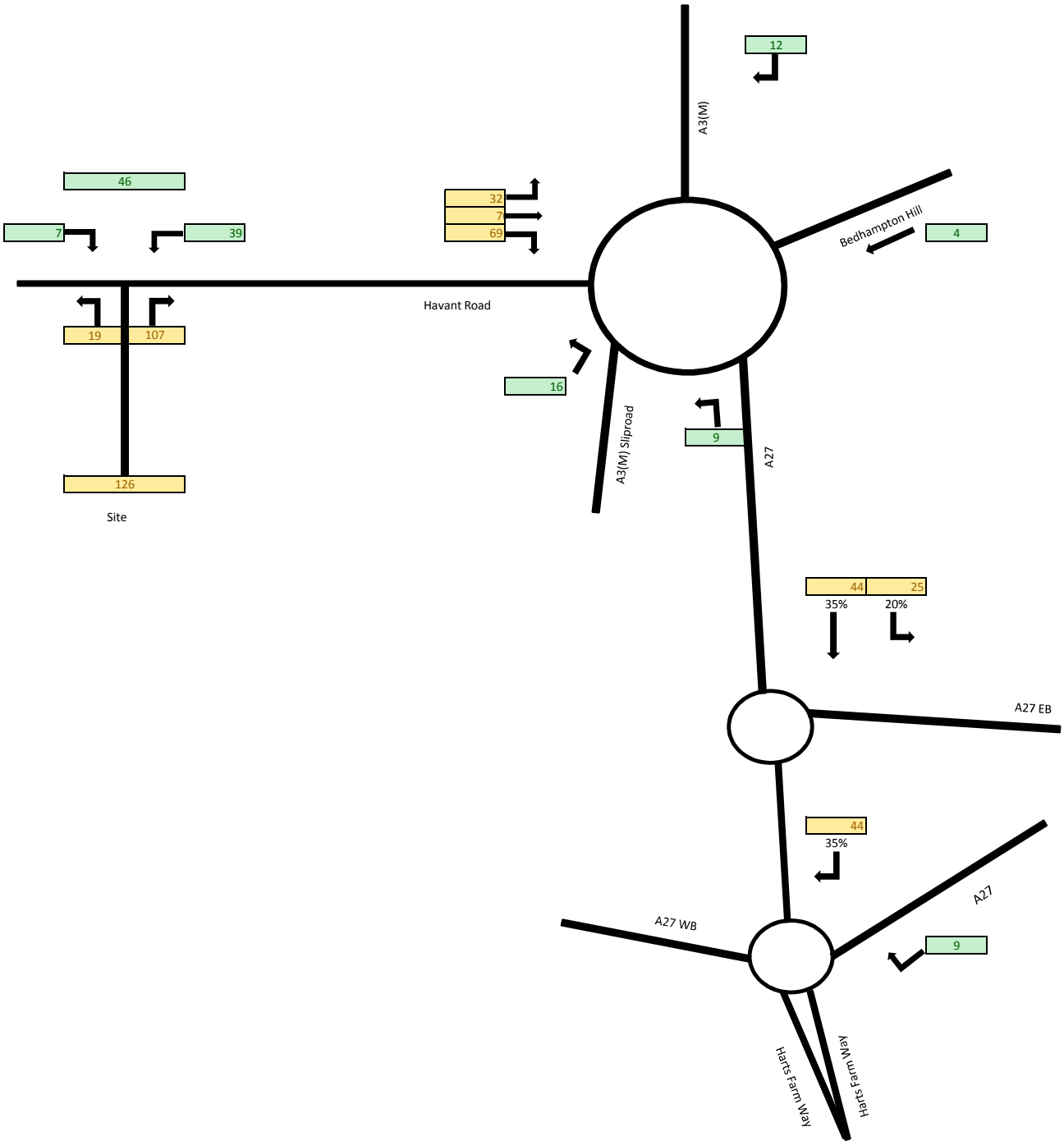


Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: AM Distribution using 2011 Census

	Arr	Dep
AM	46	126

Departures
Arrivals

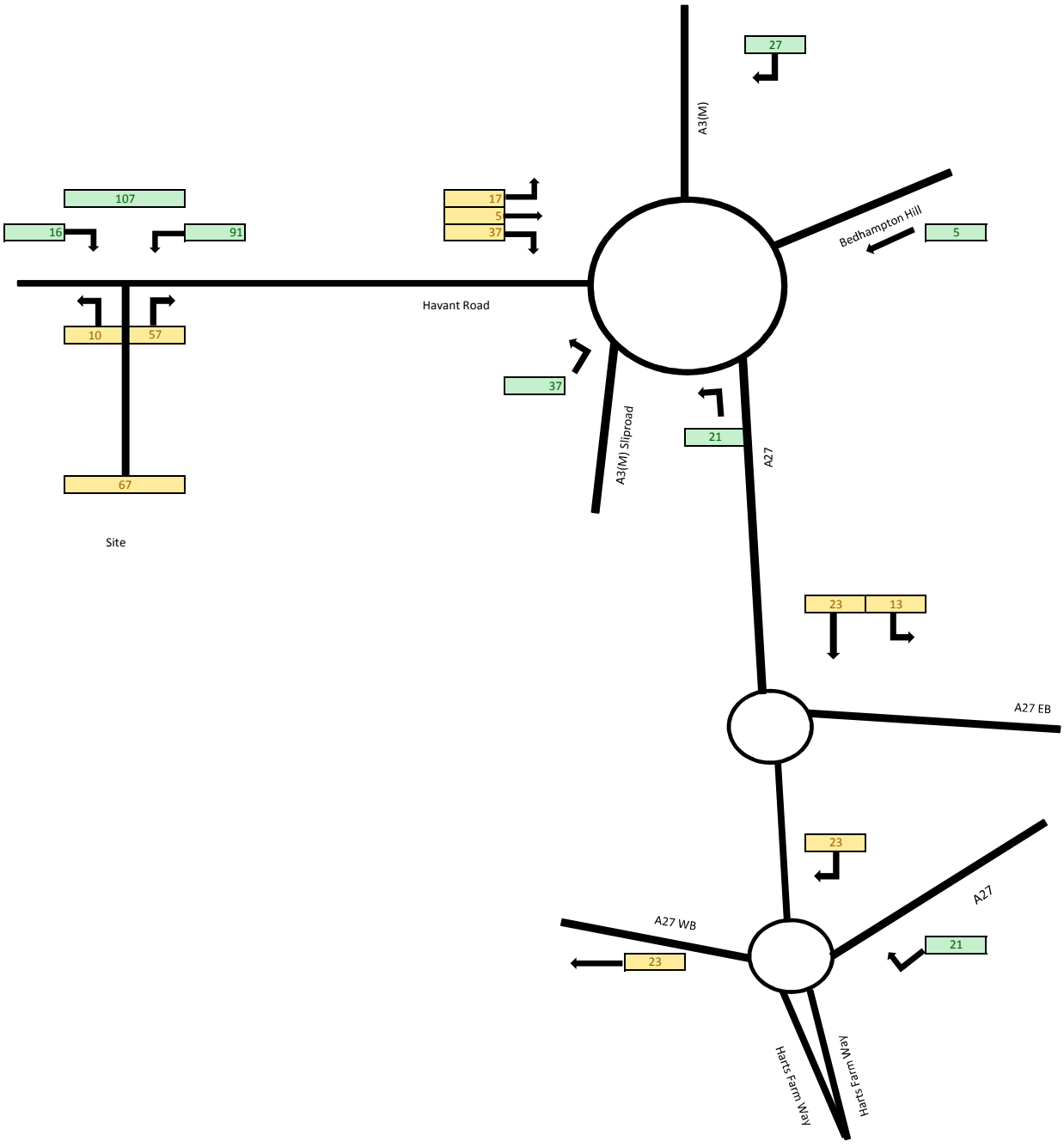


Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: PM Distribution using 2011 Census

	Arr	Dep
PM	107	67

Departures
Arrivals

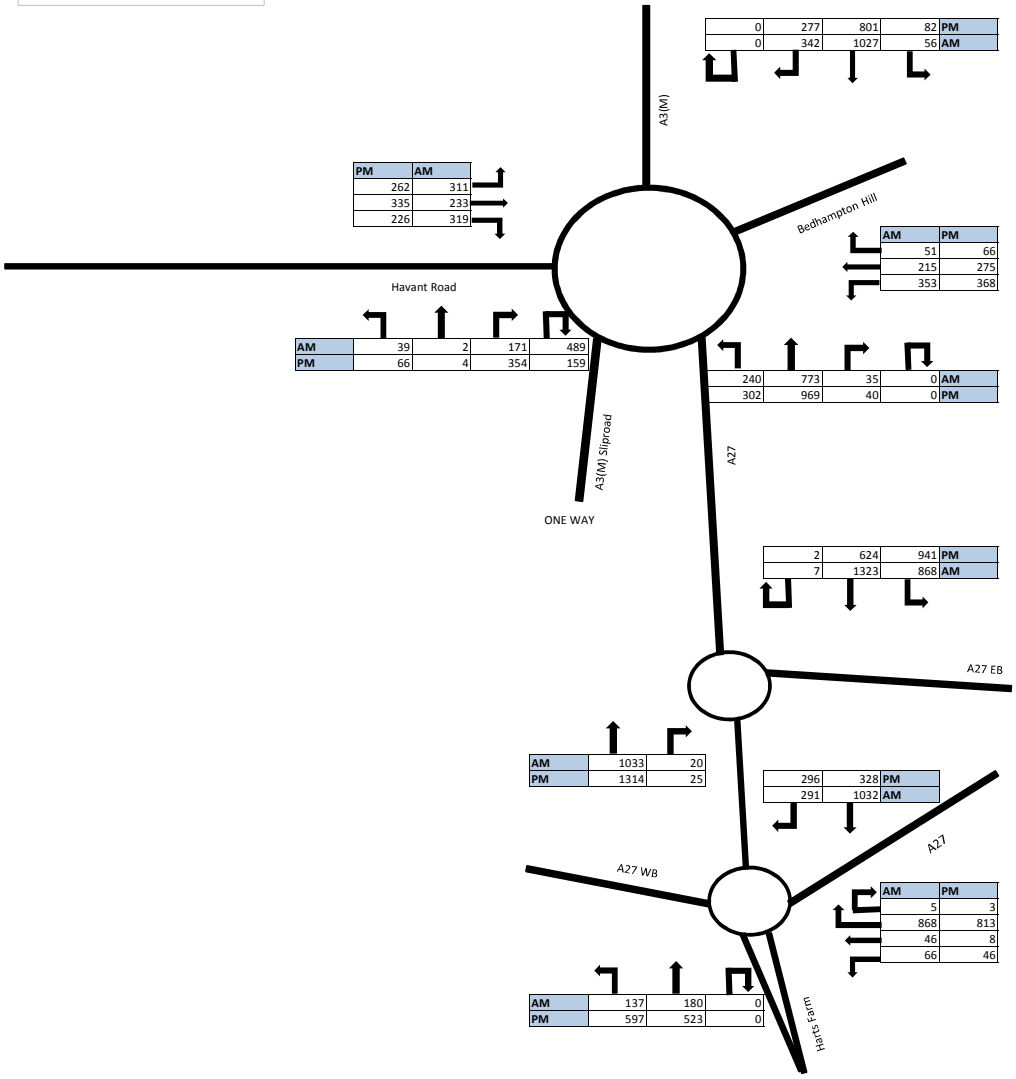


Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: JL

Scenario: Baseline 2016 (In PCUs)

PCU Values						
CAR	LGV	OGV1	OGV2	PSV	MC	PC
1.0	1.0	1.5	2.3	2.0	0.4	0.2

AM: 07:30-08:30



0	277	801	82	PM
0	342	1027	56	AM

PM	AM
262	311
335	233
226	319

	AM	PM
	51	66
	215	275
	353	368

AM	39	2	171	489
PM	66	4	354	159

240	773	35	0	AM
302	969	40	0	PM

2	624	941	PM
7	1323	868	AM

AM	1033	20	
PM	1314	25	

296	328	PM	
291	1032	AM	

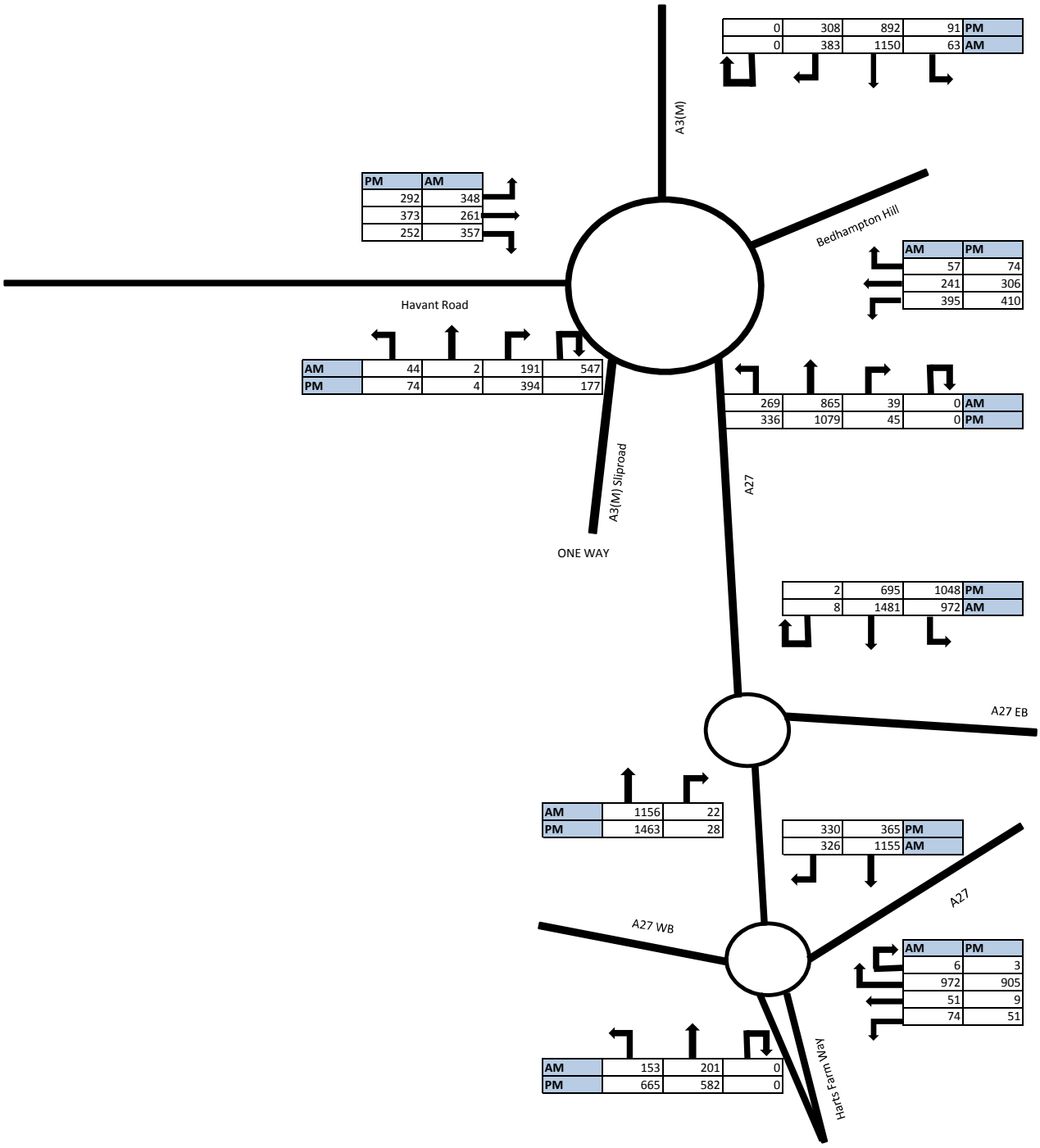
	AM	PM
	5	3
	868	813
	46	8
	66	46

AM	137	180	0
PM	597	523	0

Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

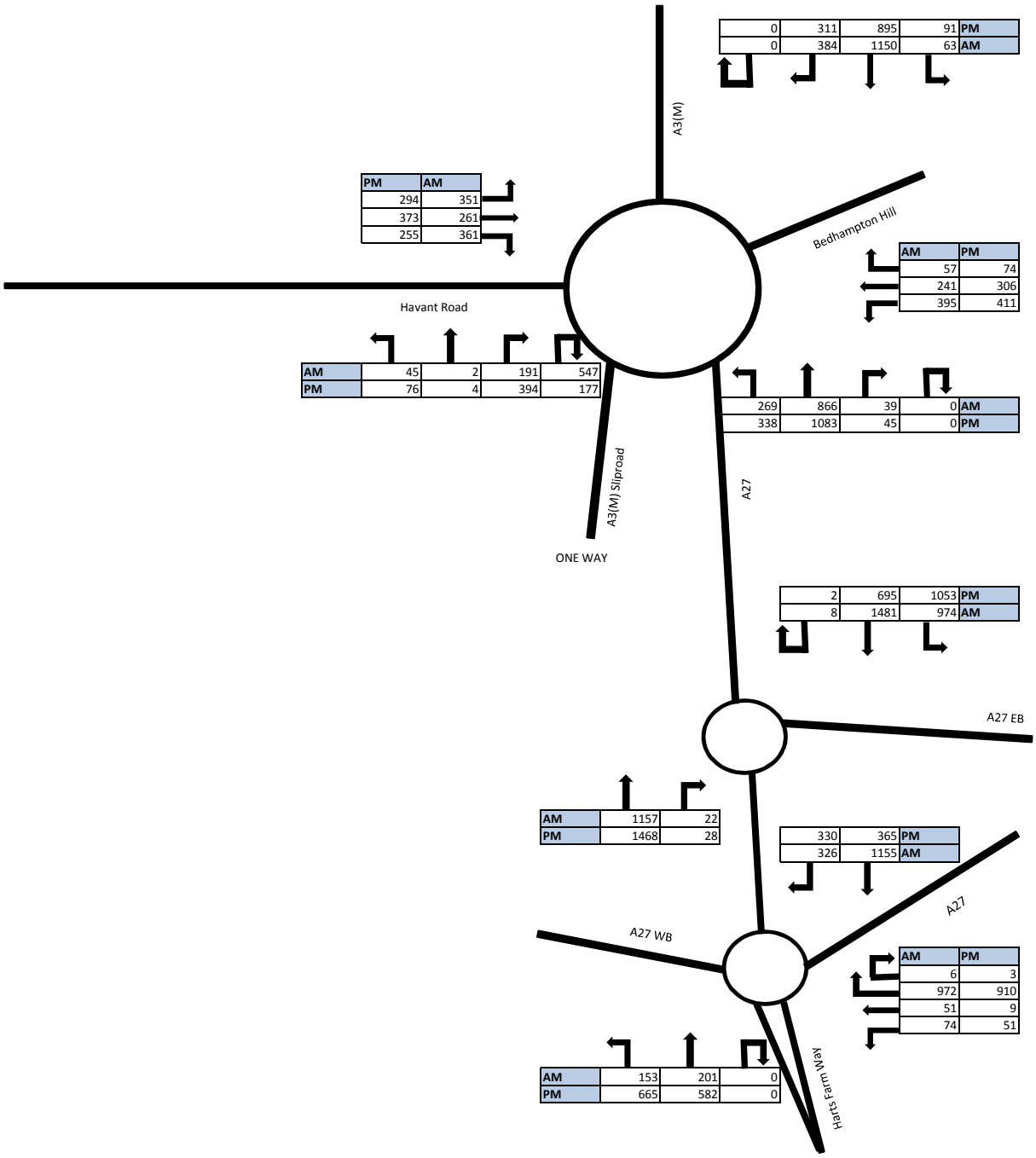
Scenario: Baseline 2023

TEMPro 7.0 2023 Growth Rate	
AM	1.1193
PM	1.1137



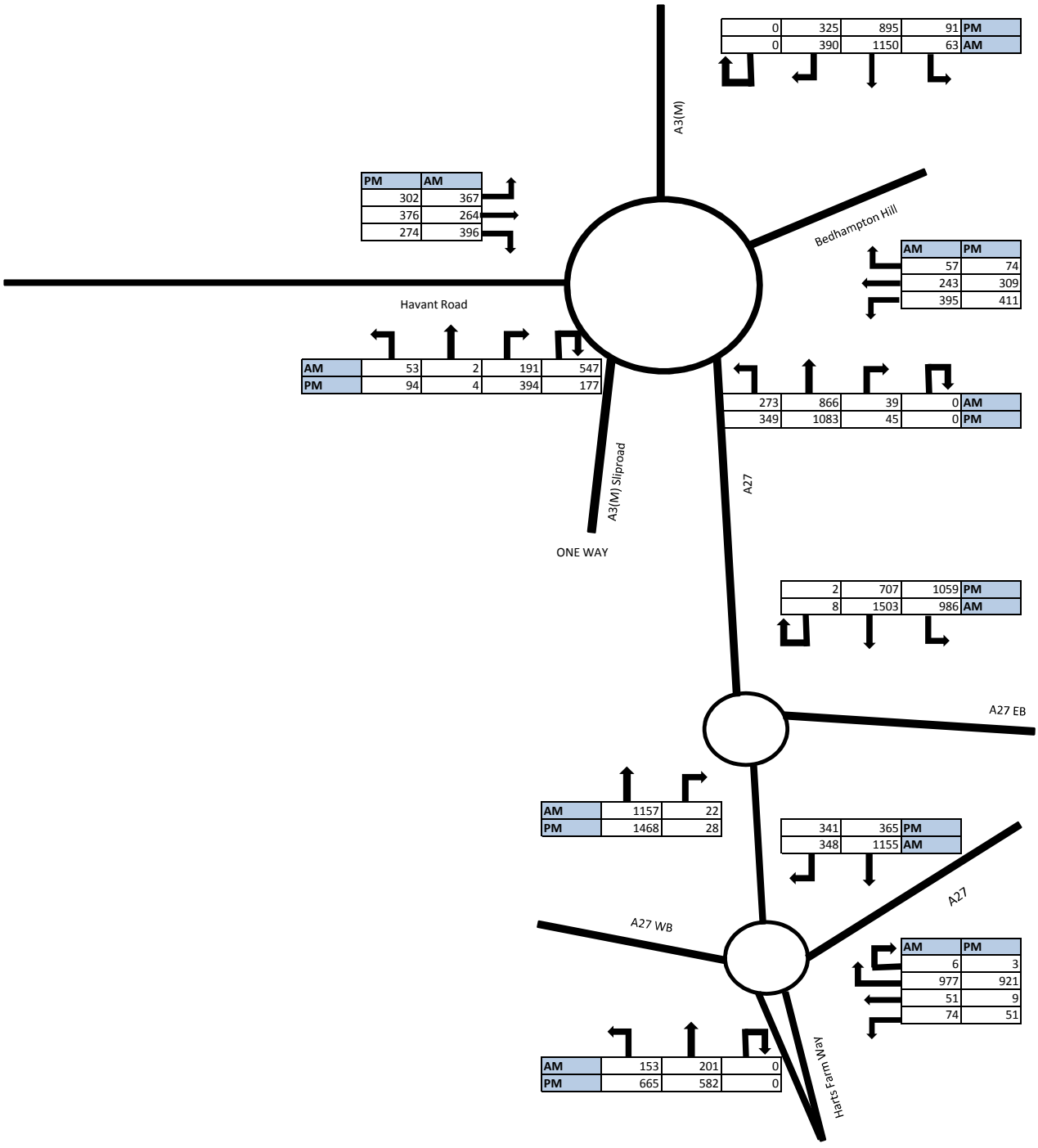
Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Baseline 2023 Plus Committed Development



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Baseline 2023 Plus Committed Development
Plus 50% of Proposed Development



0	325	895	91	PM
0	390	1150	63	AM

PM	AM
302	367
376	264
274	396

AM	PM
57	74
243	309
395	411

AM	53	2	191	547
PM	94	4	394	177

273	866	39	0	AM
349	1083	45	0	PM

2	707	1059	PM	
8	1503	986	AM	

AM	1157	22	
PM	1468	28	

341	365	PM	
348	1155	AM	

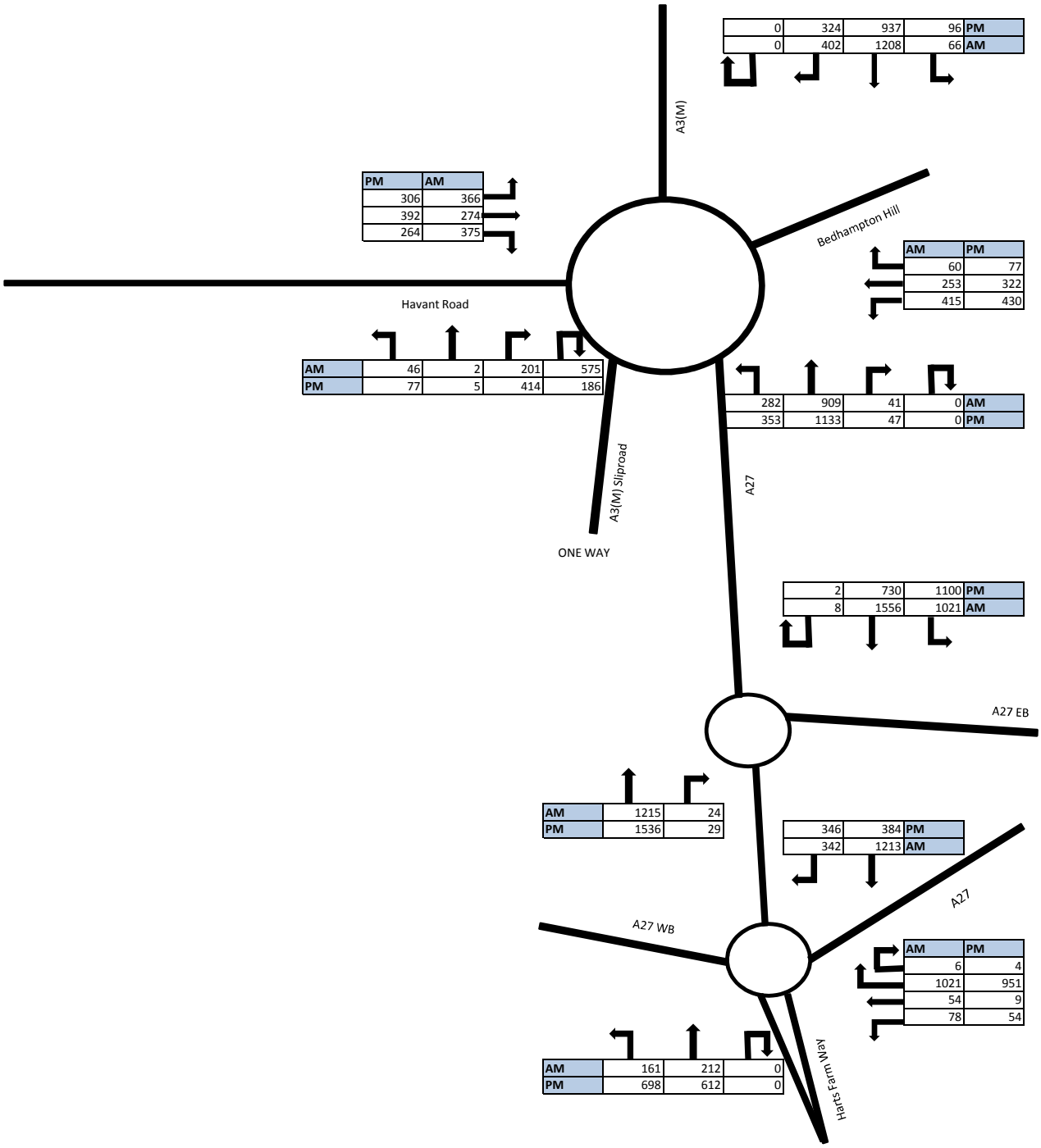
AM	PM
6	3
977	921
51	9
74	51

AM	153	201	0
PM	665	582	0

Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

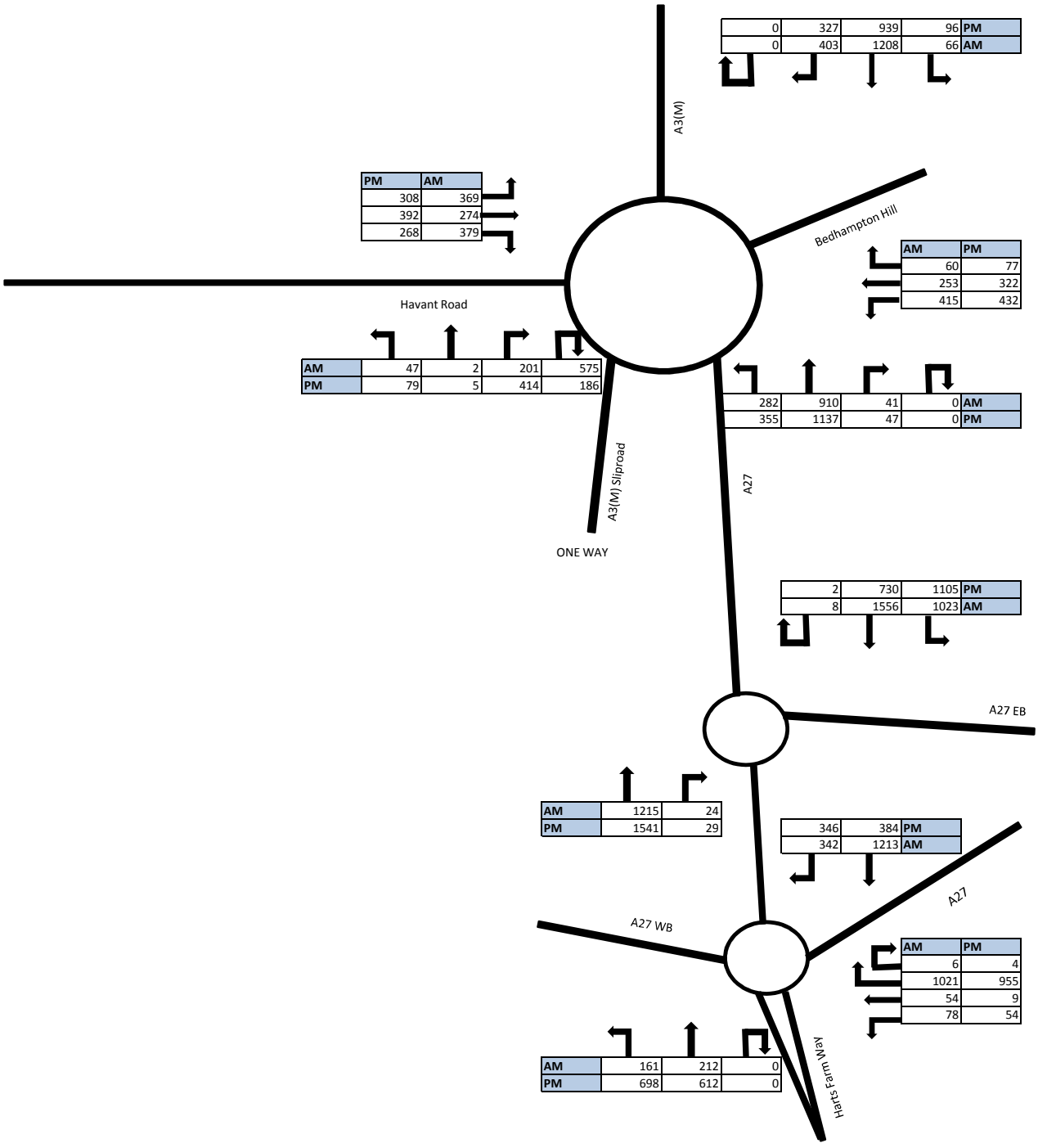
Scenario: Baseline 2028

TEMPRO 2028 Growth Rate	
AM	1.1758
PM	1.1693



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Baseline 2028 Plus Comitted Development



0	327	939	96	PM
0	403	1208	66	AM

PM	AM
308	369
392	274
268	379

AM	PM
60	77
253	322
415	432

AM	47	2	201	575
PM	79	5	414	186

282	910	41	0	AM
355	1137	47	0	PM

2	730	1105	PM	
8	1556	1023	AM	

AM	1215	24	
PM	1541	29	

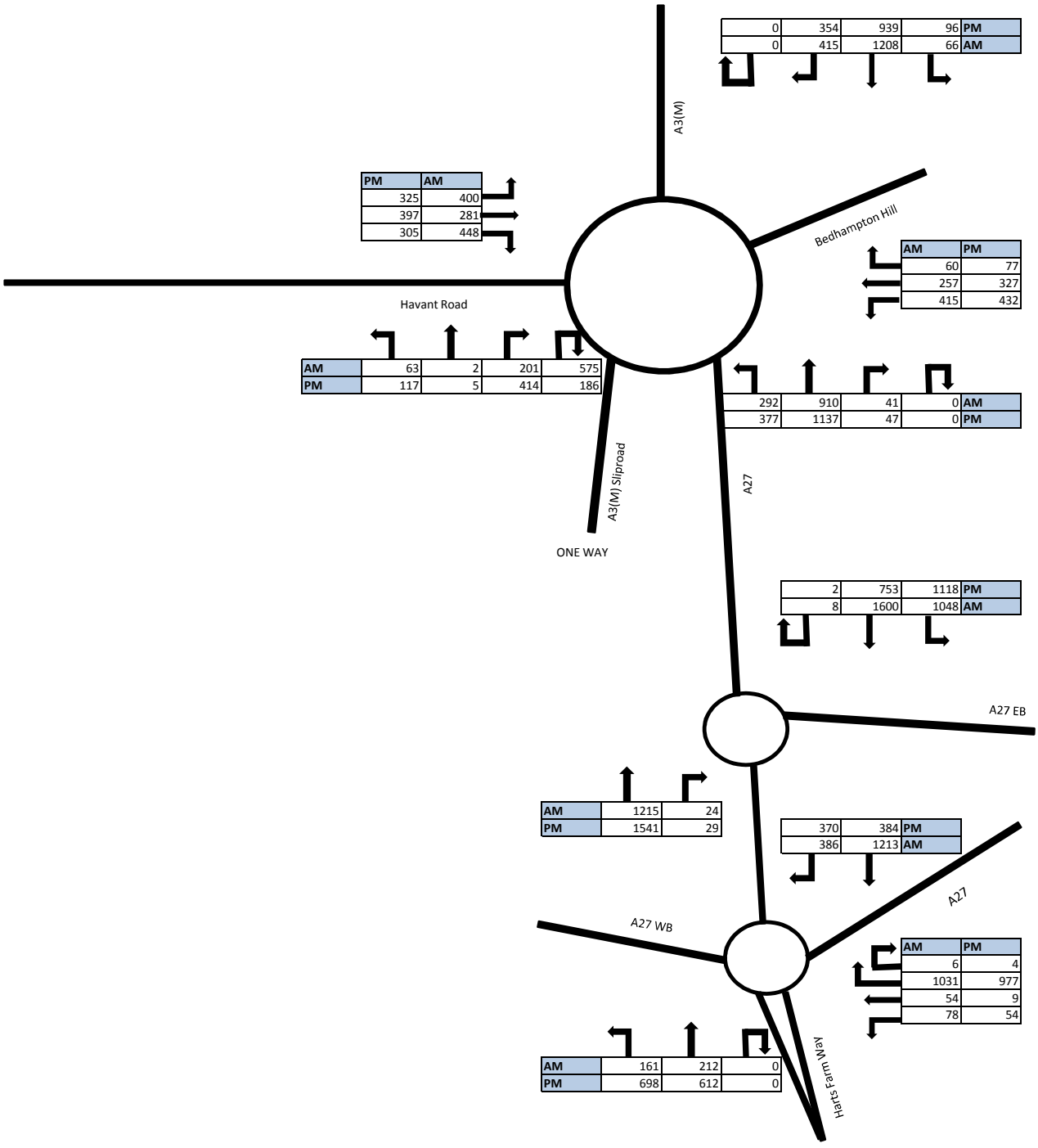
346	384	PM	
342	1213	AM	

AM	PM
6	4
1021	955
54	9
78	54

AM	161	212	0	
PM	698	612	0	

Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Baseline 2028 Plus Comitted Development
Plus Proposed Development



0	354	939	96	PM
0	415	1208	66	AM

PM	AM
325	400
397	281
305	448

AM	PM
60	77
257	327
415	432

AM	63	2	201	575
PM	117	5	414	186

292	910	41	0	AM
377	1137	47	0	PM

2	753	1118	PM
8	1600	1048	AM

AM	1215	24	
PM	1541	29	

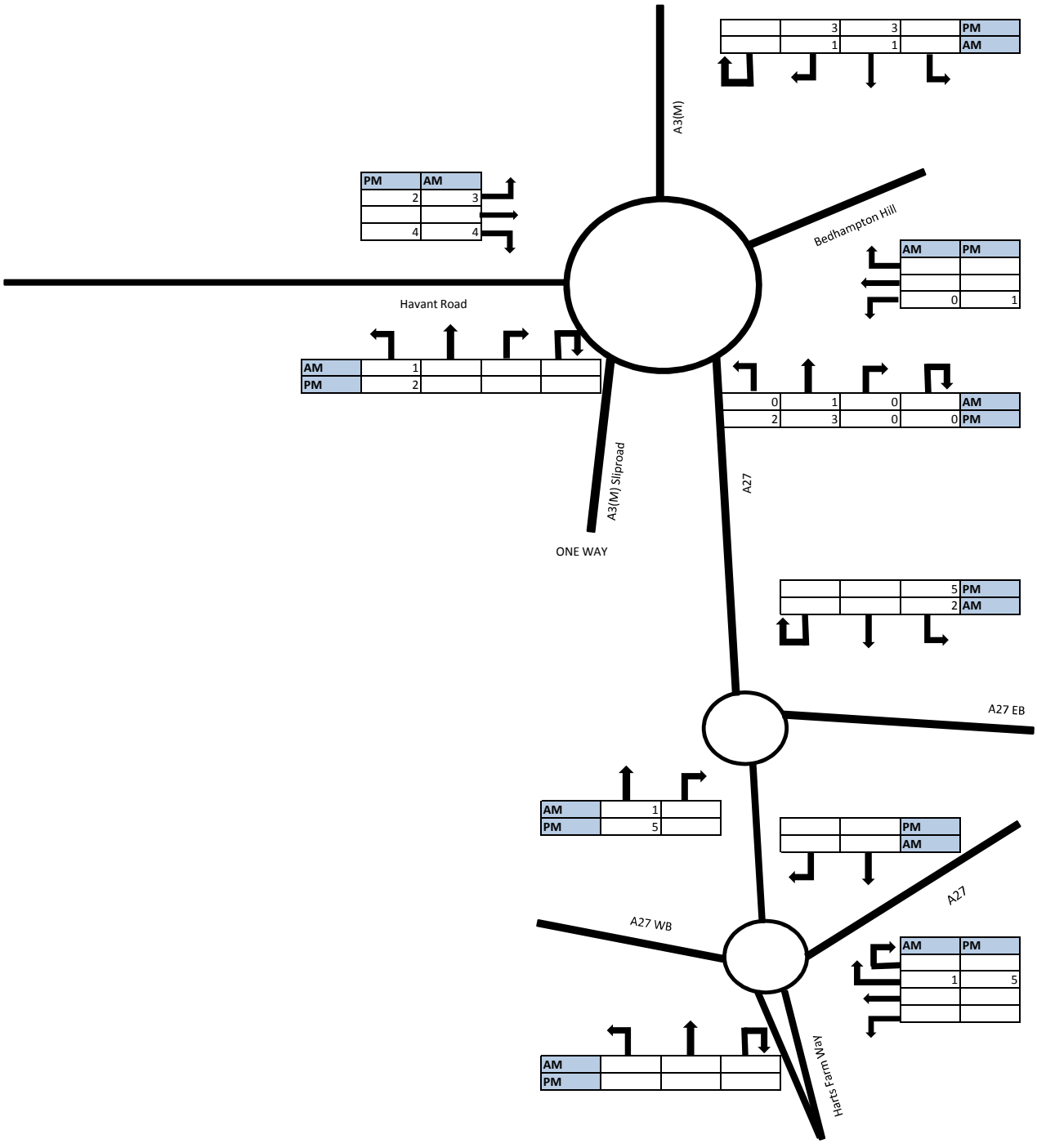
370	384	PM
386	1213	AM

AM	PM
6	4
1031	977
54	9
78	54

AM	161	212	0
PM	698	612	0

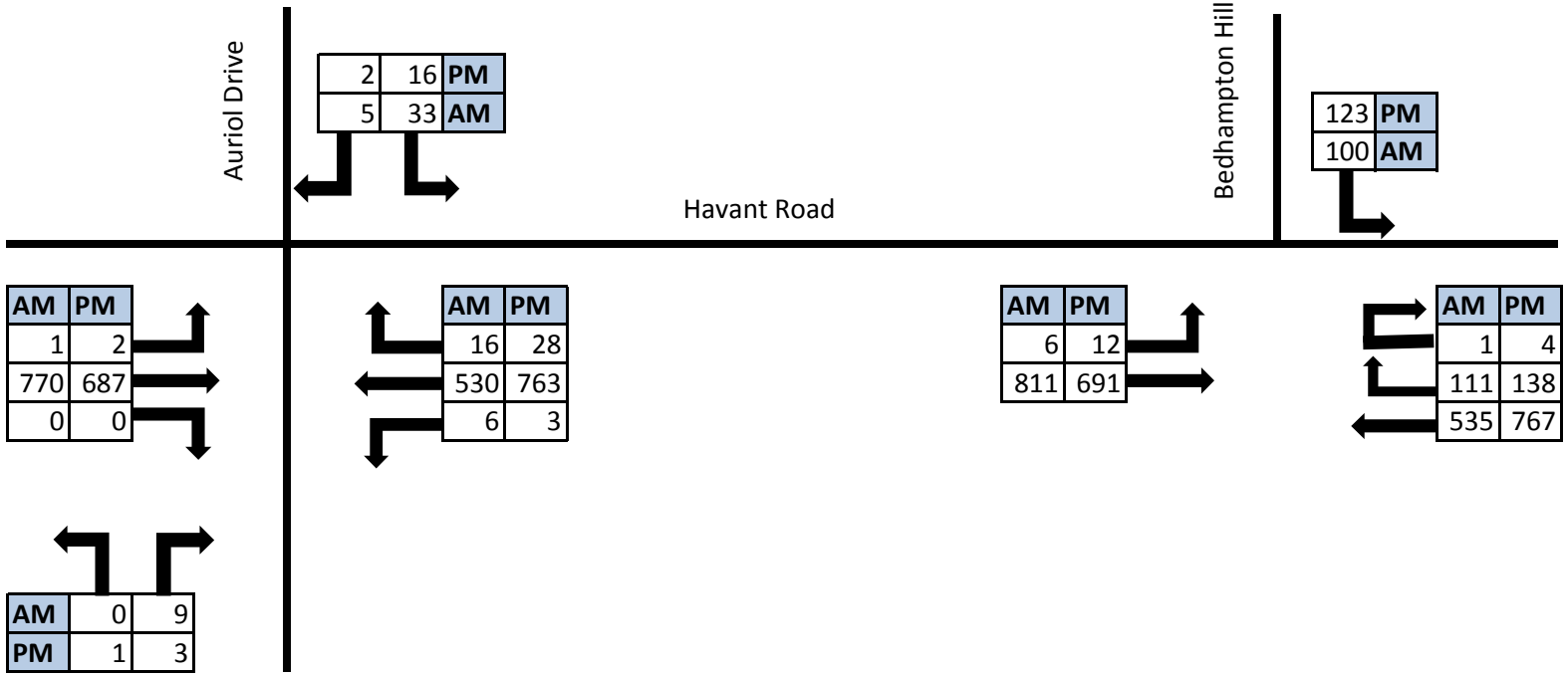
Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Total Committed Development



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

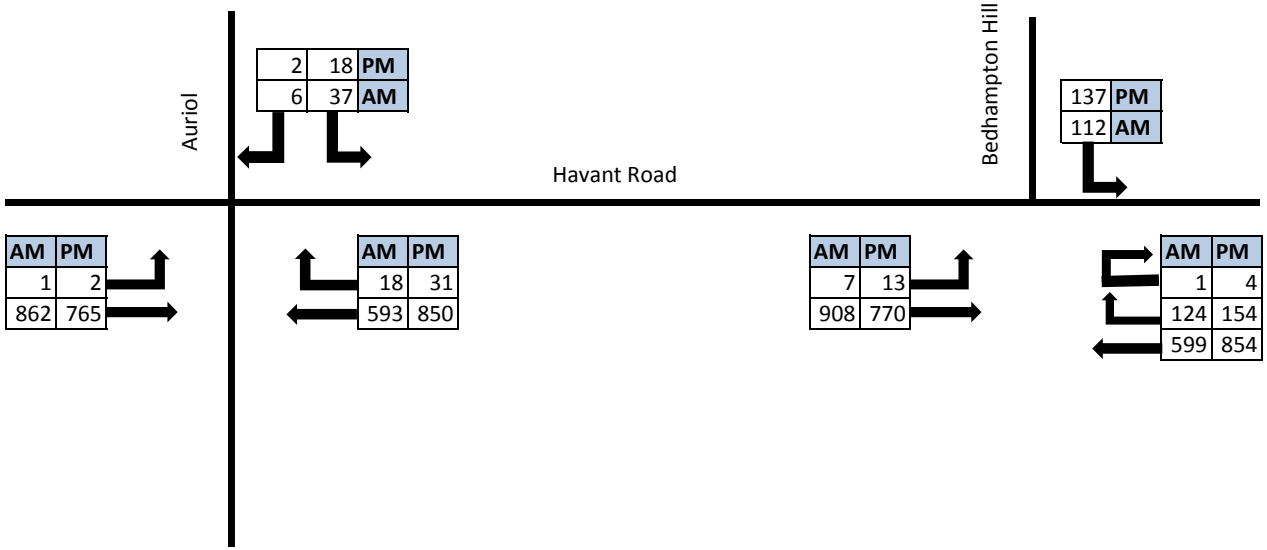
Scenario: 2016 Baseline (In PCUs)



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: 2023 Baseline (in PCUs)

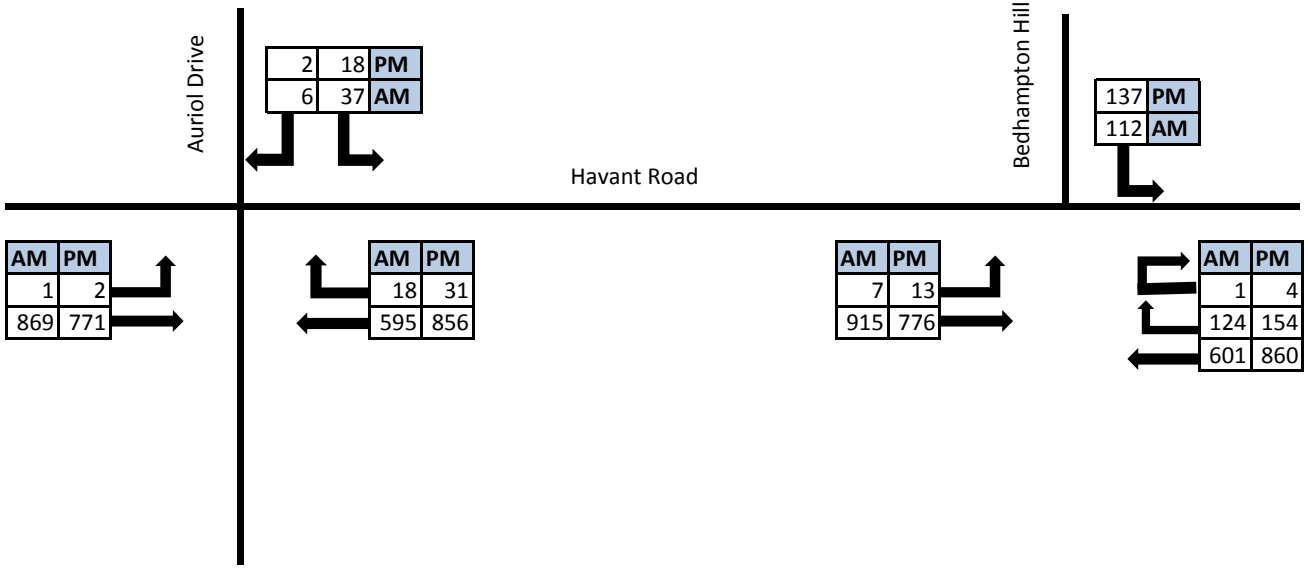
TEMPRO 2023 Growth Rate v7	
AM	1.1193
PM	1.1137



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: 2023 Baseline plus Committed Development

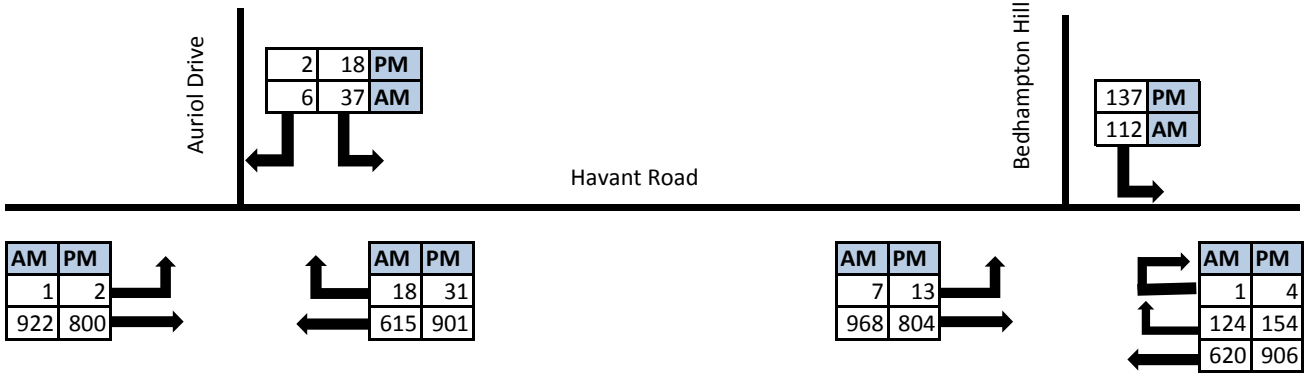
TEMPRO 2023 Growth Rate	
AM	1.1026
PM	1.0974



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: 2023 Baseline plus Committed Development plus 50% of proposed development

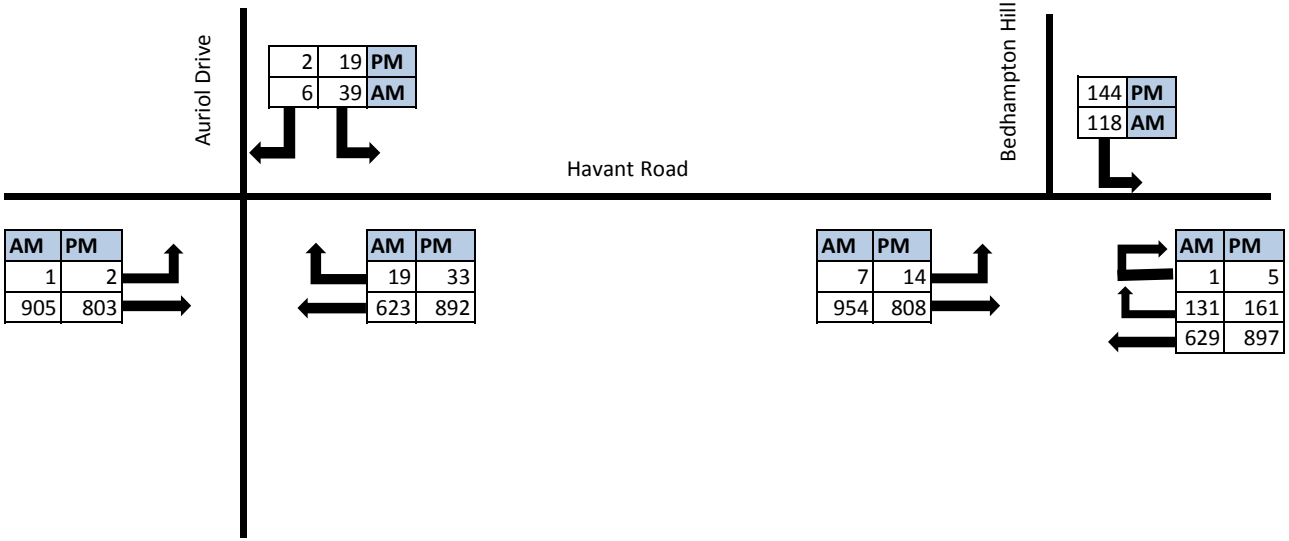
TEMPRO 2023 Growth Rate	
AM	1.1026
PM	1.0974



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: 2028 Baseline (In PCUs)

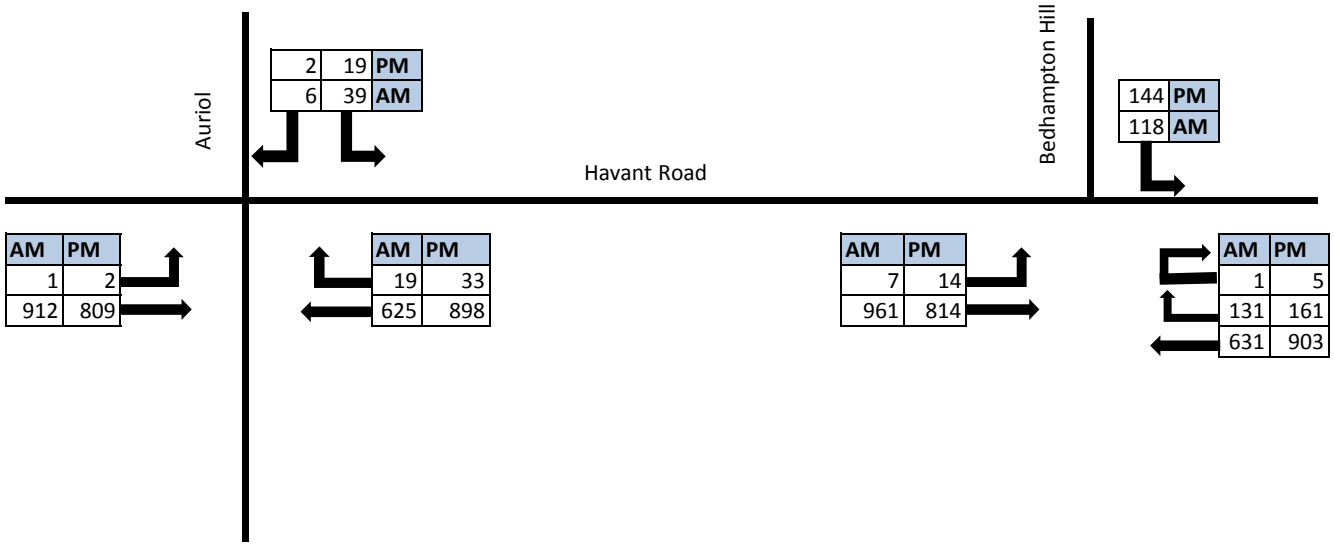
TEMPRO 2028 Growth Rate v7	
AM	1.1758
PM	1.1693



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: 2028 Baseline plus Committed Development

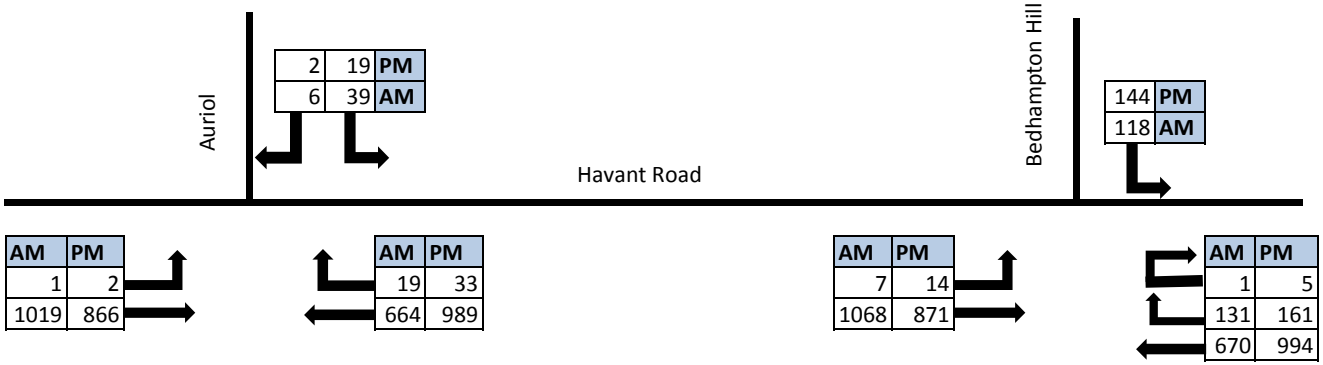
TEMPRO 2028 Growth Rate	
AM	1.1686
PM	1.162



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

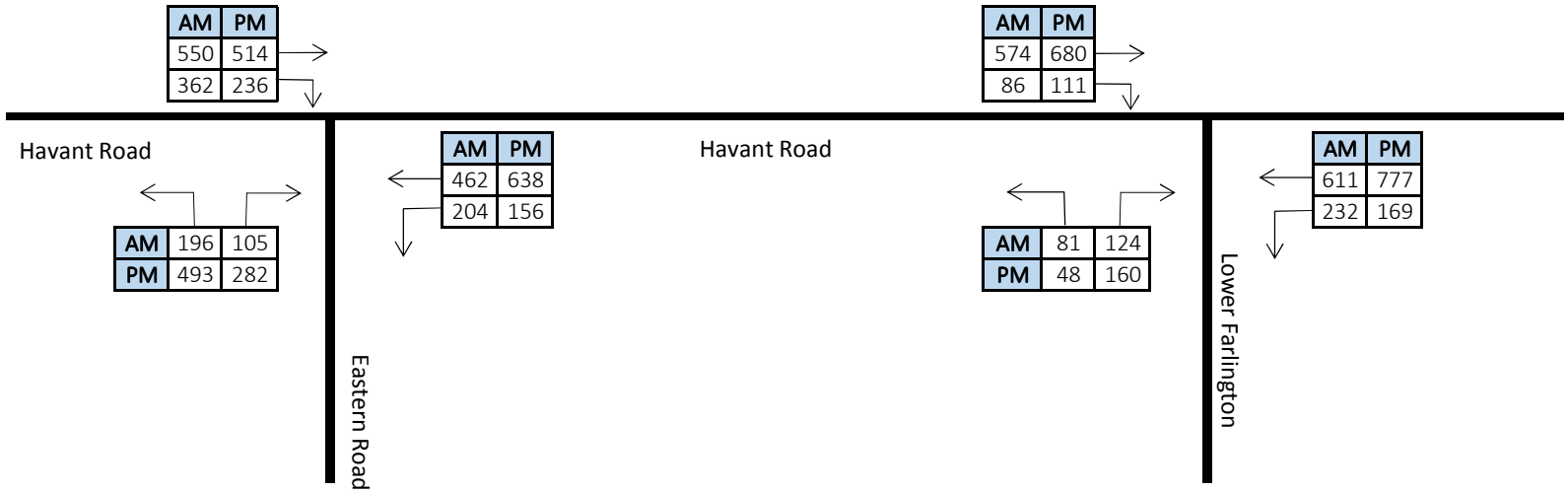
Scenario: 2028 Baseline plus Committed Development plus Proposed Development

TEMPRO 2028 Growth Rate	
AM	1.1686
PM	1.162



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

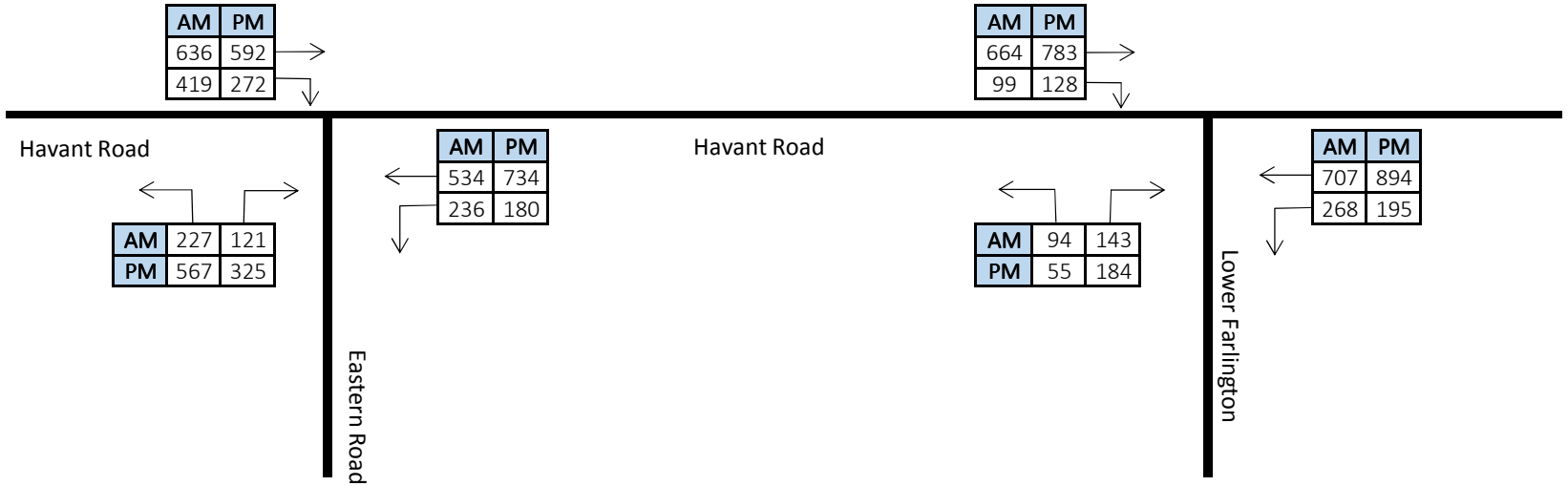
Scenario: Baseline 2017



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

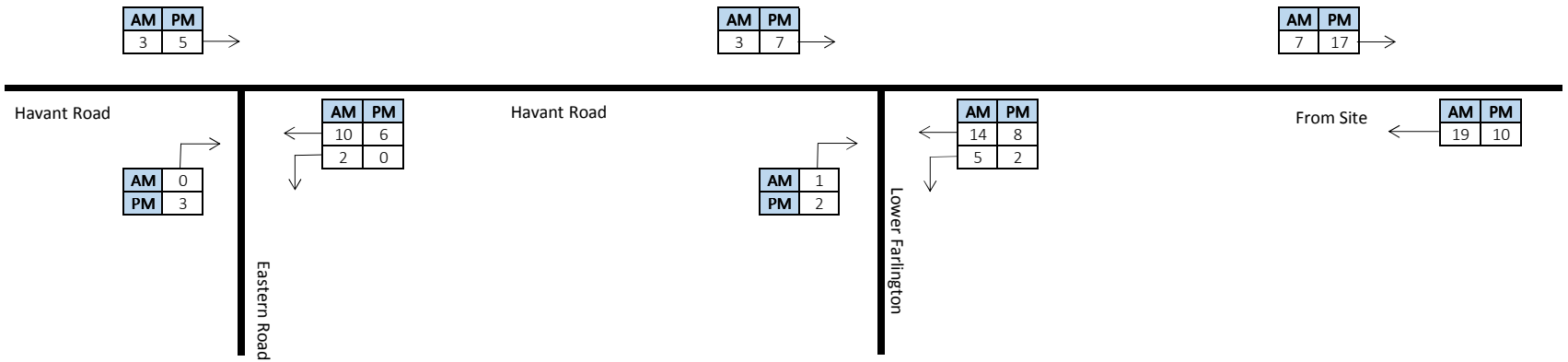
Scenario: Baseline 2028

Tempro 2017-2028	
AM	1.16
PM	1.15



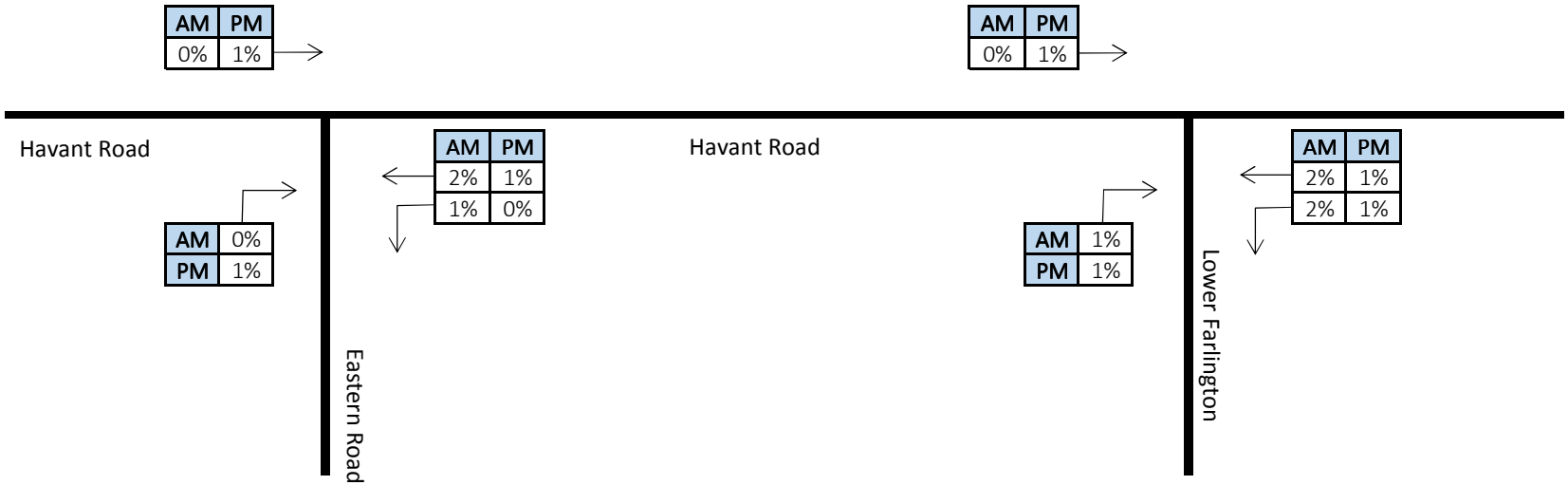
Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Development Split



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

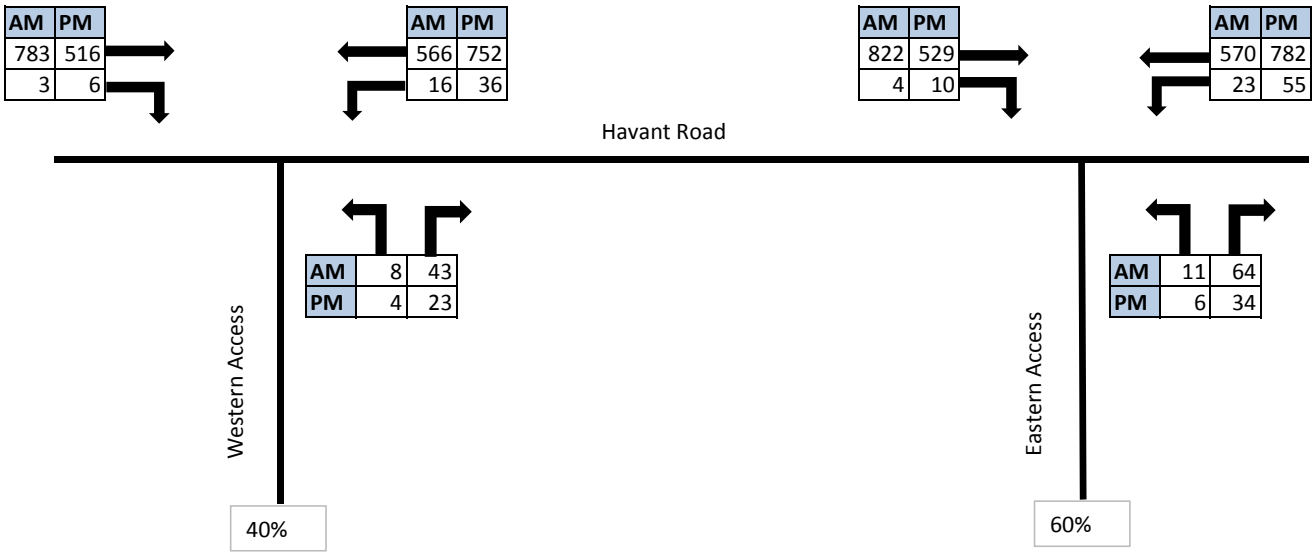
Scenario: 2028 Percentage Impact



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Baseline 2023 Plus Committed Development plus Proposed Development

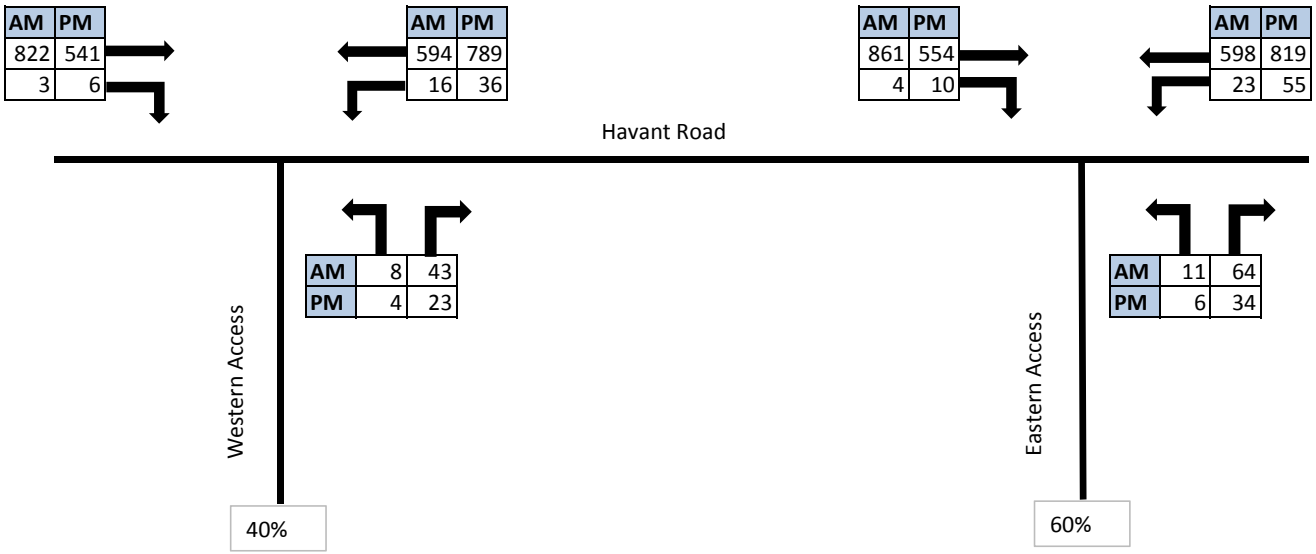
TEMPRO 2015-2023 Growth Rate	
AM	1.1299
PM	1.126



Project Name: Forty Acre Farm, Bedhampton
Project Number: 041.0023
Drawn By: JL
Approved By: MS

Scenario: Baseline 2028 Plus Committed Development plus Proposed Development

TEMPRO 2015-2027 Growth Rate	
AM	1.1869
PM	1.1821



Appendix Q

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: 041.0023 Western Access v5.j9
Path: Z:\Projects\040-049\041 Barratt Homes\041.0023 Forty Acre Farm, Bedhampton\Modelling
Report generation date: 08/03/2019 14:31:37

»Western Site Access - 2023 plus com dev plus prop dev, AM
»Western Site Access - 2023 plus com dev plus prop dev, PM
»Western Site Access - 2028 plus com dev plus prop dev, AM
»Western Site Access - 2028 plus com dev plus prop dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Western Site Access - 2023 plus com dev plus prop dev							
Stream B-C	0.0	8.12	0.02	A	0.0	8.85	0.01	A
Stream B-A	0.2	15.81	0.16	C	0.1	15.06	0.09	C
Stream C-AB	0.0	7.70	0.01	A	0.0	8.79	0.01	A
	Western Site Access - 2028 plus com dev plus prop dev							
Stream B-C	0.0	8.28	0.02	A	0.0	9.08	0.01	A
Stream B-A	0.2	16.96	0.17	C	0.1	16.12	0.09	C
Stream C-AB	0.0	7.83	0.01	A	0.0	9.00	0.01	A

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

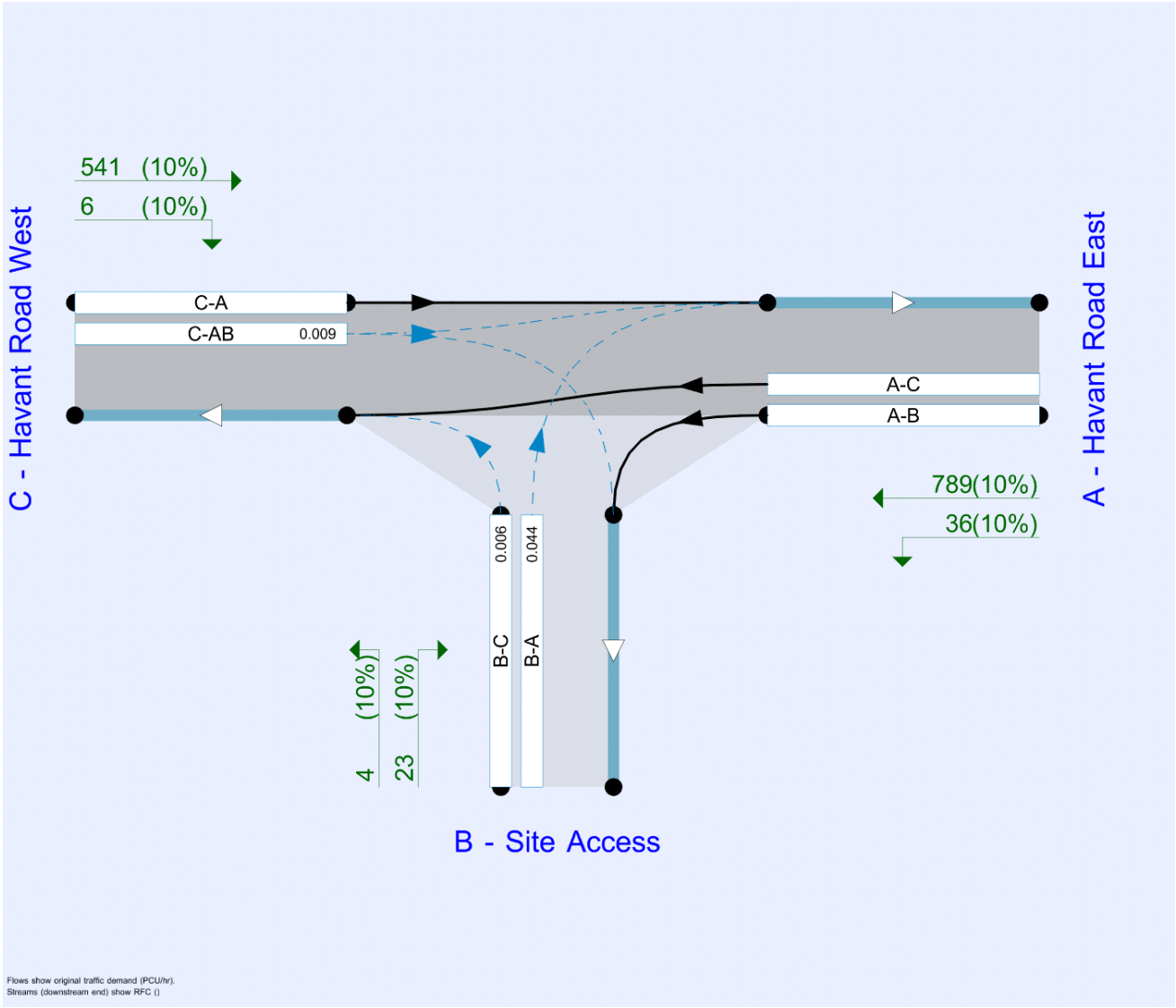
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	20/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LISA\LisaB
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15
D2	2023 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15
D3	2028 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15
D4	2028 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Western Site Access	100.000

Western Site Access - 2023 plus com dev plus prop dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Havant Road East		Major
B	Site Access		Minor
C	Havant Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Havant Road West	6.13		✓	3.00	100.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	7.70	4.70	3.70	3.20		1.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	646	0.117	0.296	0.186	0.422
1	B-C	686	0.105	0.264	-	-
1	C-B	687	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	582	100.000
B - Site Access		✓	51	100.000
C - Havant Road West		✓	786	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	16	566
	B - Site Access	43	0	8
	C - Havant Road West	783	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.12	0.0	A
B-A	0.16	15.81	0.2	C
C-AB	0.01	7.70	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	561	0.011	6	0.0	7.138	A
B-A	32	408	0.079	32	0.1	10.522	B
C-AB	2	571	0.004	2	0.0	6.962	A
C-A	589			589			
A-B	12			12			
A-C	426			426			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	535	0.013	7	0.0	7.506	A
B-A	39	362	0.107	39	0.1	12.247	B
C-AB	3	548	0.005	3	0.0	7.255	A
C-A	704			704			
A-B	14			14			
A-C	509			509			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	497	0.018	9	0.0	8.119	A
B-A	47	298	0.159	47	0.2	15.771	C
C-AB	3	517	0.006	3	0.0	7.703	A
C-A	862			862			
A-B	18			18			
A-C	623			623			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	496	0.018	9	0.0	8.122	A
B-A	47	298	0.159	47	0.2	15.806	C
C-AB	3	517	0.006	3	0.0	7.703	A
C-A	862			862			
A-B	18			18			
A-C	623			623			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	534	0.013	7	0.0	7.513	A
B-A	39	362	0.107	39	0.1	12.280	B
C-AB	3	548	0.005	3	0.0	7.255	A
C-A	704			704			
A-B	14			14			
A-C	509			509			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	560	0.011	6	0.0	7.144	A
B-A	32	408	0.079	33	0.1	10.553	B
C-AB	2	571	0.004	2	0.0	6.962	A
C-A	589			589			
A-B	12			12			
A-C	426			426			

Western Site Access - 2023 plus com dev plus prop dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	788	100.000
B - Site Access		✓	27	100.000
C - Havant Road West		✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	36	752
	B - Site Access	23	0	4
	C - Havant Road West	516	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	8.85	0.0	A
B-A	0.09	15.06	0.1	C
C-AB	0.01	8.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	527	0.006	3	0.0	7.552	A
B-A	17	401	0.043	17	0.0	10.297	B
C-AB	5	530	0.009	4	0.0	7.536	A
C-A	388			388			
A-B	27			27			
A-C	566			566			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	496	0.007	4	0.0	8.043	A
B-A	21	354	0.058	21	0.1	11.876	B
C-AB	5	499	0.011	5	0.0	8.015	A
C-A	464			464			
A-B	32			32			
A-C	676			676			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	452	0.010	4	0.0	8.847	A
B-A	25	288	0.088	25	0.1	15.047	C
C-AB	7	457	0.014	7	0.0	8.786	A
C-A	568			568			
A-B	40			40			
A-C	828			828			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	452	0.010	4	0.0	8.849	A
B-A	25	288	0.088	25	0.1	15.062	C
C-AB	7	457	0.014	7	0.0	8.786	A
C-A	568			568			
A-B	40			40			
A-C	828			828			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	496	0.007	4	0.0	8.045	A
B-A	21	354	0.058	21	0.1	11.891	B
C-AB	5	499	0.011	5	0.0	8.015	A
C-A	464			464			
A-B	32			32			
A-C	676			676			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	527	0.006	3	0.0	7.554	A
B-A	17	401	0.043	17	0.1	10.313	B
C-AB	5	530	0.009	5	0.0	7.539	A
C-A	388			388			
A-B	27			27			
A-C	566			566			

Western Site Access - 2028 plus com dev plus prop dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	610	100.000
B - Site Access		✓	51	100.000
C - Havant Road West		✓	825	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	16	594
	B - Site Access	43	0	8
	C - Havant Road West	822	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.28	0.0	A
B-A	0.17	16.96	0.2	C
C-AB	0.01	7.83	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	555	0.011	6	0.0	7.213	A
B-A	32	396	0.082	32	0.1	10.861	B
C-AB	2	565	0.004	2	0.0	7.031	A
C-A	619			619			
A-B	12			12			
A-C	447			447			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	528	0.014	7	0.0	7.609	A
B-A	39	348	0.111	39	0.1	12.797	B
C-AB	3	542	0.005	3	0.0	7.344	A
C-A	739			739			
A-B	14			14			
A-C	534			534			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	487	0.018	9	0.0	8.279	A
B-A	47	281	0.169	47	0.2	16.918	C
C-AB	3	509	0.006	3	0.0	7.828	A
C-A	905			905			
A-B	18			18			
A-C	654			654			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	487	0.018	9	0.0	8.284	A
B-A	47	281	0.169	47	0.2	16.964	C
C-AB	3	509	0.006	3	0.0	7.828	A
C-A	905			905			
A-B	18			18			
A-C	654			654			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	527	0.014	7	0.0	7.614	A
B-A	39	348	0.111	39	0.1	12.836	B
C-AB	3	542	0.005	3	0.0	7.348	A
C-A	739			739			
A-B	14			14			
A-C	534			534			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	555	0.011	6	0.0	7.217	A
B-A	32	396	0.082	33	0.1	10.891	B
C-AB	2	565	0.004	2	0.0	7.031	A
C-A	619			619			
A-B	12			12			
A-C	447			447			

Western Site Access - 2028 plus com dev plus prop dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	825	100.000
B - Site Access		✓	27	100.000
C - Havant Road West		✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	36	789
	B - Site Access	23	0	4
	C - Havant Road West	541	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	9.08	0.0	A
B-A	0.09	16.12	0.1	C
C-AB	0.01	9.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	520	0.006	3	0.0	7.661	A
B-A	17	390	0.044	17	0.1	10.621	B
C-AB	5	523	0.009	4	0.0	7.643	A
C-A	407			407			
A-B	27			27			
A-C	594			594			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	487	0.007	4	0.0	8.192	A
B-A	21	340	0.061	21	0.1	12.398	B
C-AB	5	491	0.011	5	0.0	8.160	A
C-A	486			486			
A-B	32			32			
A-C	709			709			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	441	0.010	4	0.0	9.075	A
B-A	25	271	0.093	25	0.1	16.096	C
C-AB	7	447	0.015	7	0.0	9.001	A
C-A	596			596			
A-B	40			40			
A-C	869			869			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	441	0.010	4	0.0	9.077	A
B-A	25	271	0.093	25	0.1	16.116	C
C-AB	7	447	0.015	7	0.0	9.001	A
C-A	596			596			
A-B	40			40			
A-C	869			869			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	4	487	0.007	4	0.0	8.196	A
B-A	21	340	0.061	21	0.1	12.415	B
C-AB	5	491	0.011	5	0.0	8.162	A
C-A	486			486			
A-B	32			32			
A-C	709			709			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	520	0.006	3	0.0	7.664	A
B-A	17	390	0.044	17	0.1	10.636	B
C-AB	5	523	0.009	5	0.0	7.646	A
C-A	407			407			
A-B	27			27			
A-C	594			594			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: 041.0023 Eastern Access v5.j9
Path: Z:\Projects\040-049\041 Barratt Homes\041.0023 Forty Acre Farm, Bedhampton\Modelling
Report generation date: 08/03/2019 14:30:47

»Eastern Site Access - 2023 plus com dev plus prop dev, AM
»Eastern Site Access - 2023 plus com dev plus prop dev, PM
»Eastern Site Access - 2028 plus com dev plus prop dev, AM
»Eastern Site Access - 2028 plus com dev plus prop dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Eastern Site Access - 2023 plus com dev plus prop dev							
Stream B-C	0.0	8.58	0.03	A	0.0	9.30	0.02	A
Stream B-A	0.4	18.41	0.25	C	0.2	17.06	0.14	C
Stream C-AB	0.0	7.77	0.01	A	0.0	9.17	0.02	A
	Eastern Site Access - 2028 plus com dev plus prop dev							
Stream B-C	0.0	8.79	0.03	A	0.0	9.56	0.02	A
Stream B-A	0.4	19.99	0.26	C	0.2	18.41	0.15	C
Stream C-AB	0.0	7.89	0.01	A	0.0	9.40	0.03	A

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

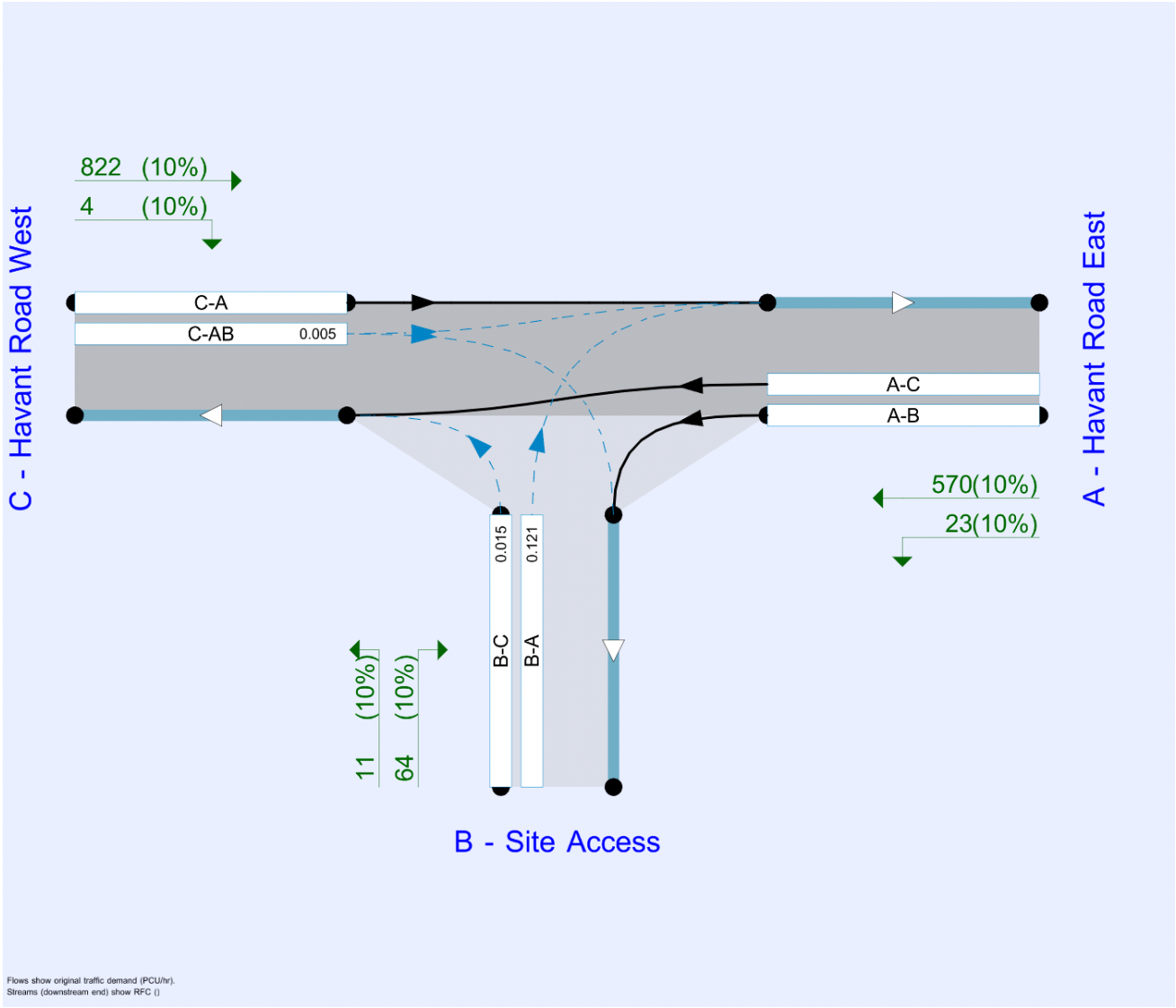
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	20/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LISA\LisaB
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15
D2	2023 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15
D3	2028 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15
D4	2028 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Eastern Site Access	100.000

Eastern Site Access - 2023 plus com dev plus prop dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Havant Road East		Major
B	Site Access		Minor
C	Havant Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Havant Road West	6.13		✓	3.00	100.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	7.60	4.40	3.60	3.18	✓	1.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	642	0.116	0.294	0.185	0.420
1	B-C	682	0.104	0.263	-	-
1	C-B	687	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	593	100.000
B - Site Access		✓	75	100.000
C - Havant Road West		✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	23	570
	B - Site Access	64	0	11
	C - Havant Road West	822	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.58	0.0	A
B-A	0.25	18.41	0.4	C
C-AB	0.01	7.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	549	0.015	8	0.0	7.321	A
B-A	48	398	0.121	48	0.1	11.273	B
C-AB	3	569	0.005	3	0.0	6.998	A
C-A	619			619			
A-B	17			17			
A-C	429			429			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	10	520	0.019	10	0.0	7.764	A
B-A	58	351	0.164	57	0.2	13.475	B
C-AB	4	546	0.007	4	0.0	7.302	A
C-A	739			739			
A-B	21			21			
A-C	512			512			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	12	474	0.026	12	0.0	8.568	A
B-A	70	285	0.247	70	0.4	18.324	C
C-AB	4	514	0.009	4	0.0	7.768	A
C-A	905			905			
A-B	25			25			
A-C	628			628			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	12	474	0.026	12	0.0	8.576	A
B-A	70	285	0.247	70	0.4	18.413	C
C-AB	4	514	0.009	4	0.0	7.768	A
C-A	905			905			
A-B	25			25			
A-C	628			628			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	10	519	0.019	10	0.0	7.774	A
B-A	58	351	0.164	58	0.2	13.547	B
C-AB	4	546	0.007	4	0.0	7.305	A
C-A	739			739			
A-B	21			21			
A-C	512			512			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	549	0.015	8	0.0	7.330	A
B-A	48	398	0.121	48	0.2	11.329	B
C-AB	3	569	0.005	3	0.0	7.001	A
C-A	619			619			
A-B	17			17			
A-C	429			429			

Eastern Site Access - 2023 plus com dev plus prop dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	837	100.000
B - Site Access		✓	40	100.000
C - Havant Road West		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	55	782
	B - Site Access	34	0	6
	C - Havant Road West	529	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	9.30	0.0	A
B-A	0.14	17.06	0.2	C
C-AB	0.02	9.17	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	514	0.009	4	0.0	7.767	A
B-A	26	387	0.066	25	0.1	10.928	B
C-AB	8	520	0.014	7	0.0	7.723	A
C-A	398			398			
A-B	41			41			
A-C	589			589			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	481	0.011	5	0.0	8.332	A
B-A	31	338	0.090	30	0.1	12.873	B
C-AB	9	488	0.018	9	0.0	8.270	A
C-A	476			476			
A-B	49			49			
A-C	703			703			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	432	0.015	7	0.0	9.298	A
B-A	37	270	0.139	37	0.2	17.020	C
C-AB	11	443	0.025	11	0.0	9.166	A
C-A	582			582			
A-B	61			61			
A-C	861			861			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	432	0.015	7	0.0	9.302	A
B-A	37	270	0.139	37	0.2	17.056	C
C-AB	11	443	0.025	11	0.0	9.166	A
C-A	582			582			
A-B	61			61			
A-C	861			861			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	480	0.011	5	0.0	8.337	A
B-A	31	338	0.090	31	0.1	12.904	B
C-AB	9	488	0.018	9	0.0	8.273	A
C-A	476			476			
A-B	49			49			
A-C	703			703			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	514	0.009	5	0.0	7.772	A
B-A	26	387	0.066	26	0.1	10.956	B
C-AB	8	520	0.014	8	0.0	7.725	A
C-A	398			398			
A-B	41			41			
A-C	589			589			

Eastern Site Access - 2028 plus com dev plus prop dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 plus com dev plus prop dev	AM	ONE HOUR	07:15	08:45	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	621	100.000
B - Site Access		✓	75	100.000
C - Havant Road West		✓	865	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	23	598
	B - Site Access	64	0	11
	C - Havant Road West	861	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.79	0.0	A
B-A	0.26	19.99	0.4	C
C-AB	0.01	7.89	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	543	0.015	8	0.0	7.403	A
B-A	48	387	0.125	48	0.2	11.658	B
C-AB	3	563	0.005	3	0.0	7.068	A
C-A	648			648			
A-B	17			17			
A-C	450			450			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	10	512	0.019	10	0.0	7.880	A
B-A	58	337	0.171	57	0.2	14.139	B
C-AB	4	539	0.007	4	0.0	7.393	A
C-A	774			774			
A-B	21			21			
A-C	538			538			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	12	463	0.026	12	0.0	8.777	A
B-A	70	268	0.262	70	0.4	19.874	C
C-AB	4	506	0.009	4	0.0	7.895	A
C-A	948			948			
A-B	25			25			
A-C	658			658			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	12	463	0.026	12	0.0	8.788	A
B-A	70	268	0.262	70	0.4	19.992	C
C-AB	4	506	0.009	4	0.0	7.895	A
C-A	948			948			
A-B	25			25			
A-C	658			658			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	10	512	0.019	10	0.0	7.891	A
B-A	58	337	0.171	58	0.2	14.227	B
C-AB	4	539	0.007	4	0.0	7.393	A
C-A	774			774			
A-B	21			21			
A-C	538			538			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	543	0.015	8	0.0	7.410	A
B-A	48	387	0.125	48	0.2	11.718	B
C-AB	3	563	0.005	3	0.0	7.068	A
C-A	648			648			
A-B	17			17			
A-C	450			450			

Eastern Site Access - 2028 plus com dev plus prop dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way	0.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 plus com dev plus prop dev	PM	ONE HOUR	15:45	17:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East		✓	874	100.000
B - Site Access		✓	40	100.000
C - Havant Road West		✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	0	55	819
	B - Site Access	34	0	6
	C - Havant Road West	554	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Havant Road East	B - Site Access	C - Havant Road West
From	A - Havant Road East	10	10	10
	B - Site Access	10	10	10
	C - Havant Road West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	9.56	0.0	A
B-A	0.15	18.41	0.2	C
C-AB	0.03	9.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	507	0.009	4	0.0	7.882	A
B-A	26	376	0.068	25	0.1	11.290	B
C-AB	8	513	0.015	7	0.0	7.836	A
C-A	417			417			
A-B	41			41			
A-C	617			617			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	472	0.011	5	0.0	8.494	A
B-A	31	324	0.094	30	0.1	13.484	B
C-AB	9	479	0.019	9	0.0	8.425	A
C-A	498			498			
A-B	49			49			
A-C	736			736			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	421	0.016	7	0.0	9.559	A
B-A	37	253	0.148	37	0.2	18.361	C
C-AB	11	432	0.025	11	0.0	9.400	A
C-A	610			610			
A-B	61			61			
A-C	902			902			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	421	0.016	7	0.0	9.564	A
B-A	37	253	0.148	37	0.2	18.409	C
C-AB	11	432	0.025	11	0.0	9.400	A
C-A	610			610			
A-B	61			61			
A-C	902			902			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	471	0.011	5	0.0	8.500	A
B-A	31	324	0.094	31	0.1	13.521	B
C-AB	9	479	0.019	9	0.0	8.428	A
C-A	498			498			
A-B	49			49			
A-C	736			736			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	507	0.009	5	0.0	7.888	A
B-A	26	376	0.068	26	0.1	11.319	B
C-AB	8	513	0.015	8	0.0	7.838	A
C-A	417			417			
A-B	41			41			
A-C	617			617			

Appendix R

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Auriol Drive and Havant Road v3.j9
Path: C:\Users\Pree\Desktop
Report generation date: 11/04/2018 13:11:54

»2016 Baseline, AM
»2016 Baseline, PM
»2023 Baseline, AM
»2023 Baseline, PM
»2023 Baseline + CD, AM
»2023 Baseline + CD, PM
»2023 Baseline + CD + 50PD, AM
»2023 Baseline + CD + 50PD, PM
»2028 Baseline, AM
»2028 Baseline, PM
»2028 Baseline + CD, AM
»2028 Baseline + CD, PM
»2028 Baseline + CD + PD, AM
»2028 Baseline + CD + PD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2016 Baseline							
Stream B-ACD	0.0	11.36	0.03	B	0.0	0.00	0.00	A
Stream A-D	0.0	7.29	0.03	A	0.1	7.15	0.05	A
Stream D-ABC	0.1	9.09	0.09	A	0.0	8.36	0.04	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2023 Baseline							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-D	0.0	7.70	0.04	A	0.1	7.50	0.06	A
Stream D-ABC	0.1	9.93	0.11	A	0.1	8.82	0.05	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2023 Baseline + CD							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-D	0.0	7.73	0.04	A	0.1	7.53	0.06	A
Stream D-ABC	0.1	9.99	0.11	A	0.1	8.86	0.05	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2023 Baseline + CD + 50PD							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-D	0.0	7.96	0.04	A	0.1	7.65	0.06	A
Stream D-ABC	0.1	10.41	0.11	B	0.1	9.09	0.05	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2028 Baseline							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-D	0.0	7.90	0.04	A	0.1	7.69	0.07	A
Stream D-ABC	0.1	10.31	0.11	B	0.1	9.08	0.05	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2028 Baseline + CD							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-D	0.0	7.94	0.04	A	0.1	7.72	0.07	A
Stream D-ABC	0.1	10.36	0.11	B	0.1	9.12	0.05	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2028 Baseline + CD + PD							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-D	0.0	8.46	0.04	A	0.1	7.98	0.07	A
Stream D-ABC	0.2	11.36	0.12	B	0.1	9.63	0.05	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

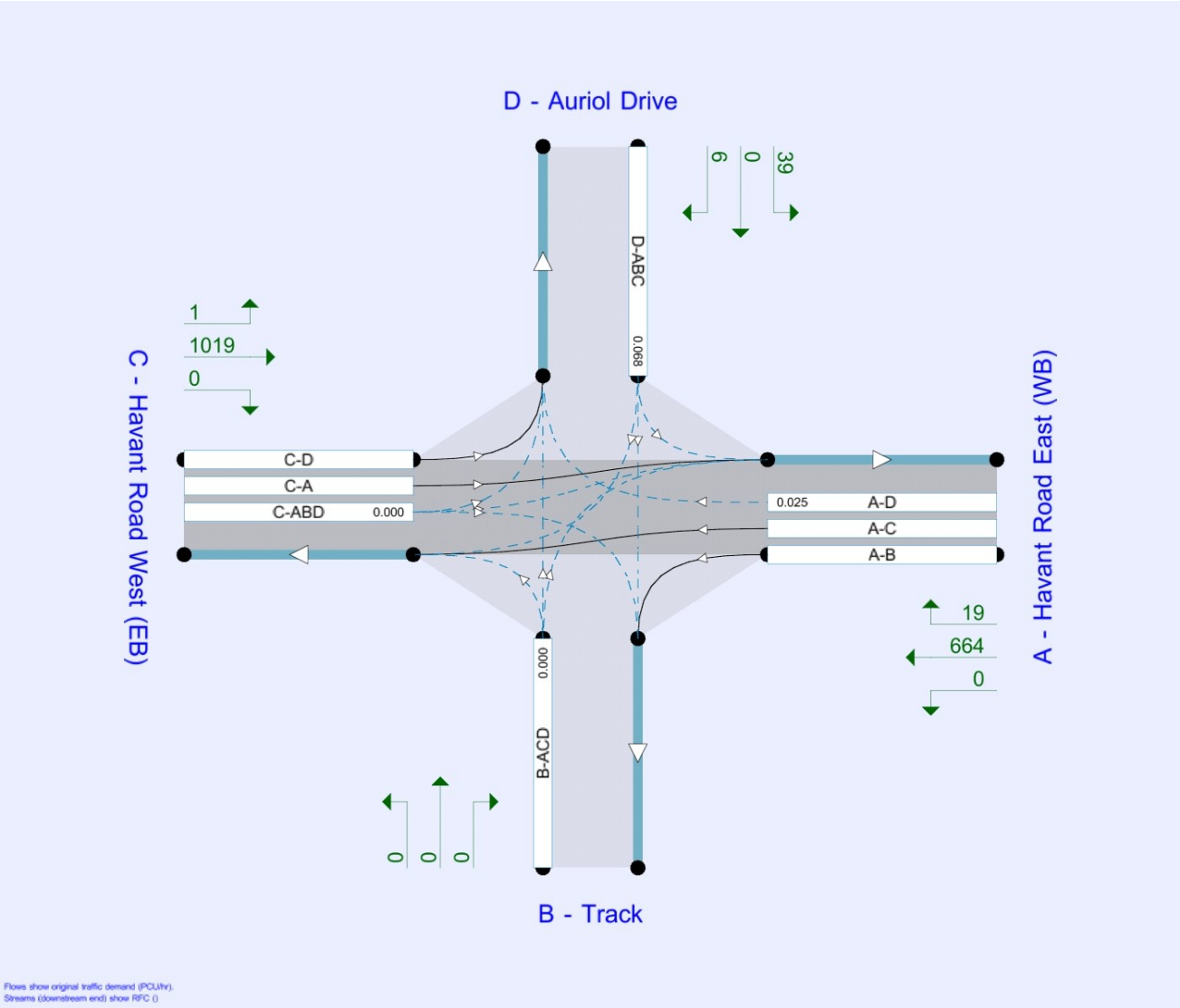
File summary

File Description

Title	Auriol Drive and Havant Road
Location	Auriol Drive and Havant Road
Site number	041.0023
Date	14/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-C5VLVNQ\ARCADY
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Baseline	AM	ONE HOUR	07:15	08:45	15	✓
D2	2016 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D3	2023 Baseline	AM	ONE HOUR	07:15	08:45	15	✓
D4	2023 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D5	2023 Baseline + CD	AM	ONE HOUR	07:15	08:45	15	✓
D6	2023 Baseline + CD	PM	ONE HOUR	15:45	17:15	15	✓
D7	2023 Baseline + CD + 50PD	AM	ONE HOUR	07:15	08:45	15	✓
D8	2023 Baseline + CD + 50PD	PM	ONE HOUR	15:45	17:15	15	✓
D9	2028 Baseline	AM	ONE HOUR	07:15	08:45	15	✓
D10	2028 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D11	2028 Baseline + CD	AM	ONE HOUR	07:15	08:45	15	✓
D12	2028 Baseline + CD	PM	ONE HOUR	15:45	17:15	15	✓
D13	2028 Baseline + CD + PD	AM	ONE HOUR	07:15	08:45	15	✓
D14	2028 Baseline + CD + PD	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Havant Road East (WB)		Major
B	Track		Minor
C	Havant Road West (EB)		Major
D	Auriol Drive		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Havant Road East (WB)	9.20		✓	3.30	215.0		-
C - Havant Road West (EB)	9.20				215.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Track	One lane	3.12	215	215
D - Auriol Drive	One lane	2.48	215	215

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	782	-	-	-	-	-	-	0.261	0.373	0.261	-	-	-
1	B-A	672	0.105	0.266	0.266	-	-	-	0.168	0.380	-	0.266	0.266	0.133
1	B-C	768	0.101	0.256	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	672	0.105	0.266	0.266	-	-	-	0.168	0.380	0.168	-	-	-
1	B-D, offside lane	672	0.105	0.266	0.266	-	-	-	0.168	0.380	0.168	-	-	-
1	C-B	698	0.233	0.233	0.333	-	-	-	-	-	-	-	-	-
1	D-A	720	-	-	-	-	-	-	0.240	-	0.095	-	-	-
1	D-B, nearside lane	629	0.157	0.157	0.356	-	-	-	0.249	0.249	0.099	-	-	-
1	D-B, offside lane	629	0.157	0.157	0.356	-	-	-	0.249	0.249	0.099	-	-	-
1	D-C	629	-	0.157	0.356	0.125	0.249	0.249	0.249	0.249	0.099	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Baseline	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	552	100.000
B - Track		ONE HOUR	✓	9	100.000
C - Havant Road West (EB)		ONE HOUR	✓	771	100.000
D - Auriol Drive		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	6	530	16
	B - Track	9	0	0	0
	C - Havant Road West (EB)	770	0	0	1
	D - Auriol Drive	33	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.03	11.36	0.0	B	8	12
A-B					6	8
A-C					486	730
A-D	0.03	7.29	0.0	A	15	22
D-ABC	0.09	9.09	0.1	A	35	52
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					707	1060

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	7	2	458	0.015	7	0.0	0.0	8.778	A
A-B	5	1			5				
A-C	399	100			399				
A-D	12	3	631	0.019	12	0.0	0.0	6.400	A
D-ABC	29	7	552	0.052	28	0.0	0.1	7.558	A
C-ABD	0	0	600	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	580	145			580				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	8	2	416	0.019	8	0.0	0.0	9.704	A
A-B	5	1			5				
A-C	476	119			476				
A-D	14	4	601	0.024	14	0.0	0.0	6.746	A
D-ABC	34	9	521	0.066	34	0.1	0.1	8.131	A
C-ABD	0	0	581	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	692	173			692				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	10	2	359	0.028	10	0.0	0.0	11.353	B
A-B	7	2			7				
A-C	584	146			584				
A-D	18	4	561	0.031	18	0.0	0.0	7.291	A
D-ABC	42	10	477	0.088	42	0.1	0.1	9.091	A
C-ABD	0	0	555	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	848	212			848				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	10	2	359	0.028	10	0.0	0.0	11.356	B
A-B	7	2			7				
A-C	584	146			584				
A-D	18	4	561	0.031	18	0.0	0.0	7.291	A
D-ABC	42	10	477	0.088	42	0.1	0.1	9.094	A
C-ABD	0	0	555	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	848	212			848				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	8	2	416	0.019	8	0.0	0.0	9.709	A
A-B	5	1			5				
A-C	476	119			476				
A-D	14	4	601	0.024	14	0.0	0.0	6.749	A
D-ABC	34	9	521	0.066	34	0.1	0.1	8.136	A
C-ABD	0	0	581	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	692	173			692				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	7	2	458	0.015	7	0.0	0.0	8.783	A
A-B	5	1			5				
A-C	399	100			399				
A-D	12	3	631	0.019	12	0.0	0.0	6.403	A
D-ABC	29	7	552	0.052	29	0.1	0.1	7.566	A
C-ABD	0	0	600	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	580	145			580				

2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	794	100.000
B - Track		ONE HOUR	✓	4	100.000
C - Havant Road West (EB)		ONE HOUR	✓	689	100.000
D - Auriol Drive		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	3	763	28
	B - Track	3	0	1	0
	C - Havant Road West (EB)	687	0	0	2
	D - Auriol Drive	16	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					700	1050
A-D	0.05	7.15	0.1	A	26	39
D-ABC	0.04	8.36	0.0	A	17	25
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					630	946

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	574	144			574				
A-D	21	5	647	0.033	21	0.0	0.0	6.325	A
D-ABC	14	3	565	0.024	13	0.0	0.0	7.175	A
C-ABD	0	0	557	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	517	129			517				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	415	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	686	171			686				
A-D	25	6	621	0.041	25	0.0	0.0	6.650	A
D-ABC	16	4	536	0.030	16	0.0	0.0	7.617	A
C-ABD	0	0	530	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	618	154			618				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	349	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	840	210			840				
A-D	31	8	584	0.053	31	0.0	0.1	7.154	A
D-ABC	20	5	494	0.040	20	0.0	0.0	8.354	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	756	189			756				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	349	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	840	210			840				
A-D	31	8	584	0.053	31	0.1	0.1	7.154	A
D-ABC	20	5	494	0.040	20	0.0	0.0	8.356	A
C-ABD	0	0	492	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	756	189			756				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	415	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	686	171			686				
A-D	25	6	621	0.041	25	0.1	0.0	6.654	A
D-ABC	16	4	536	0.030	16	0.0	0.0	7.618	A
C-ABD	0	0	530	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	618	154			618				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	461	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	574	144			574				
A-D	21	5	647	0.033	21	0.0	0.0	6.331	A
D-ABC	14	3	565	0.024	14	0.0	0.0	7.176	A
C-ABD	0	0	557	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	517	129			517				

2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	611	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	863	100.000
D - Auriol Drive		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	593	18
	B - Track	0	0	0	0
	C - Havant Road West (EB)	862	0	0	1
	D - Auriol Drive	37	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					544	816
A-D	0.04	7.70	0.0	A	17	25
D-ABC	0.11	9.93	0.1	A	39	59
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					791	1186

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	446	112			446				
A-D	14	3	613	0.022	13	0.0	0.0	6.609	A
D-ABC	32	8	532	0.061	32	0.0	0.1	7.925	A
C-ABD	0	0	590	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	649	162			649				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	434	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	533	133			533				
A-D	16	4	580	0.028	16	0.0	0.0	7.026	A
D-ABC	39	10	496	0.078	39	0.1	0.1	8.652	A
C-ABD	0	0	569	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	775	194			775				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	372	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	653	163			653				
A-D	20	5	534	0.037	20	0.0	0.0	7.697	A
D-ABC	47	12	446	0.106	47	0.1	0.1	9.929	A
C-ABD	0	0	540	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	949	237			949				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	372	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	653	163			653				
A-D	20	5	534	0.037	20	0.0	0.0	7.697	A
D-ABC	47	12	446	0.106	47	0.1	0.1	9.935	A
C-ABD	0	0	540	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	949	237			949				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	433	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	533	133			533				
A-D	16	4	580	0.028	16	0.0	0.0	7.029	A
D-ABC	39	10	496	0.078	39	0.1	0.1	8.658	A
C-ABD	0	0	569	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	775	194			775				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	446	112			446				
A-D	14	3	613	0.022	14	0.0	0.0	6.612	A
D-ABC	32	8	532	0.061	32	0.1	0.1	7.937	A
C-ABD	0	0	590	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	649	162			649				

2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	881	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	767	100.000
D - Auriol Drive		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	850	31
	B - Track	0	0	0	0
	C - Havant Road West (EB)	765	0	0	2
	D - Auriol Drive	18	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					780	1170
A-D	0.06	7.50	0.1	A	28	43
D-ABC	0.05	8.82	0.1	A	18	28
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					702	1053

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	640	160			640				
A-D	23	6	631	0.037	23	0.0	0.0	6.508	A
D-ABC	15	4	551	0.027	15	0.0	0.0	7.378	A
C-ABD	0	0	542	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	576	144			576				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	382	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	764	191			764				
A-D	28	7	602	0.046	28	0.0	0.1	6.893	A
D-ABC	18	4	519	0.035	18	0.0	0.0	7.909	A
C-ABD	0	0	511	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	688	172			688				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	308	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	936	234			936				
A-D	34	9	562	0.061	34	0.1	0.1	7.503	A
D-ABC	22	6	471	0.047	22	0.0	0.1	8.822	A
C-ABD	0	0	469	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	842	211			842				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	308	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	936	234			936				
A-D	34	9	562	0.061	34	0.1	0.1	7.503	A
D-ABC	22	6	471	0.047	22	0.1	0.1	8.824	A
C-ABD	0	0	469	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	842	211			842				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	382	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	764	191			764				
A-D	28	7	602	0.046	28	0.1	0.1	6.895	A
D-ABC	18	4	519	0.035	18	0.1	0.0	7.912	A
C-ABD	0	0	511	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	688	172			688				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	640	160			640				
A-D	23	6	631	0.037	23	0.1	0.0	6.511	A
D-ABC	15	4	551	0.027	15	0.0	0.0	7.385	A
C-ABD	0	0	542	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	576	144			576				

2023 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 Baseline + CD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	613	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	870	100.000
D - Auriol Drive		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	595	18
	B - Track	0	0	0	0
	C - Havant Road West (EB)	869	0	0	1
	D - Auriol Drive	37	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					546	819
A-D	0.04	7.73	0.0	A	17	25
D-ABC	0.11	9.99	0.1	A	39	59
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					797	1196

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	448	112			448				
A-D	14	3	611	0.022	13	0.0	0.0	6.624	A
D-ABC	32	8	530	0.061	32	0.0	0.1	7.946	A
C-ABD	0	0	590	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	654	164			654				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	432	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	535	134			535				
A-D	16	4	578	0.028	16	0.0	0.0	7.046	A
D-ABC	39	10	495	0.078	39	0.1	0.1	8.683	A
C-ABD	0	0	568	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	781	195			781				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	370	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	655	164			655				
A-D	20	5	532	0.037	20	0.0	0.0	7.727	A
D-ABC	47	12	444	0.107	47	0.1	0.1	9.984	A
C-ABD	0	0	539	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	957	239			957				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	370	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	655	164			655				
A-D	20	5	532	0.037	20	0.0	0.0	7.727	A
D-ABC	47	12	444	0.107	47	0.1	0.1	9.987	A
C-ABD	0	0	539	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	957	239			957				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	432	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	535	134			535				
A-D	16	4	578	0.028	16	0.0	0.0	7.050	A
D-ABC	39	10	495	0.078	39	0.1	0.1	8.690	A
C-ABD	0	0	568	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	781	195			781				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	448	112			448				
A-D	14	3	611	0.022	14	0.0	0.0	6.625	A
D-ABC	32	8	530	0.061	32	0.1	0.1	7.957	A
C-ABD	0	0	590	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	654	164			654				

2023 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Baseline + CD	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	887	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	773	100.000
D - Auriol Drive		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	856	31
	B - Track	0	0	0	0
	C - Havant Road West (EB)	771	0	0	2
	D - Auriol Drive	18	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					785	1178
A-D	0.06	7.53	0.1	A	28	43
D-ABC	0.05	8.86	0.1	A	18	28
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					707	1061

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	433	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	644	161			644				
A-D	23	6	630	0.037	23	0.0	0.0	6.521	A
D-ABC	15	4	550	0.027	15	0.0	0.0	7.396	A
C-ABD	0	0	541	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	580	145			580				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	770	192			770				
A-D	28	7	601	0.046	28	0.0	0.1	6.910	A
D-ABC	18	4	517	0.035	18	0.0	0.0	7.934	A
C-ABD	0	0	510	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	693	173			693				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	305	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	942	236			942				
A-D	34	9	560	0.061	34	0.1	0.1	7.528	A
D-ABC	22	6	469	0.047	22	0.0	0.1	8.863	A
C-ABD	0	0	467	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	849	212			849				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	305	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	942	236			942				
A-D	34	9	560	0.061	34	0.1	0.1	7.528	A
D-ABC	22	6	469	0.047	22	0.1	0.1	8.865	A
C-ABD	0	0	467	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	849	212			849				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	770	192			770				
A-D	28	7	601	0.046	28	0.1	0.1	6.914	A
D-ABC	18	4	517	0.035	18	0.1	0.0	7.936	A
C-ABD	0	0	510	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	693	173			693				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	433	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	644	161			644				
A-D	23	6	630	0.037	23	0.1	0.0	6.524	A
D-ABC	15	4	550	0.027	15	0.0	0.0	7.403	A
C-ABD	0	0	541	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	580	145			580				

2023 Baseline + CD + 50PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Baseline + CD + 50PD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	633	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	923	100.000
D - Auriol Drive		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	615	18
	B - Track	0	0	0	0
	C - Havant Road West (EB)	922	0	0	1
	D - Auriol Drive	37	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					564	847
A-D	0.04	7.96	0.0	A	17	25
D-ABC	0.11	10.41	0.1	B	39	59
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					846	1269

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	463	116			463				
A-D	14	3	601	0.023	13	0.0	0.0	6.742	A
D-ABC	32	8	520	0.062	32	0.0	0.1	8.115	A
C-ABD	0	0	586	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	694	174			694				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	553	138			553				
A-D	16	4	566	0.029	16	0.0	0.0	7.205	A
D-ABC	39	10	482	0.080	39	0.1	0.1	8.931	A
C-ABD	0	0	564	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	829	207			829				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	354	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	677	169			677				
A-D	20	5	517	0.038	20	0.0	0.0	7.964	A
D-ABC	47	12	428	0.111	47	0.1	0.1	10.406	B
C-ABD	0	0	534	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	1015	254			1015				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	354	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	677	169			677				
A-D	20	5	517	0.038	20	0.0	0.0	7.964	A
D-ABC	47	12	428	0.111	47	0.1	0.1	10.415	B
C-ABD	0	0	534	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	1015	254			1015				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	553	138			553				
A-D	16	4	566	0.029	16	0.0	0.0	7.209	A
D-ABC	39	10	482	0.080	39	0.1	0.1	8.941	A
C-ABD	0	0	564	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	829	207			829				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	463	116			463				
A-D	14	3	601	0.023	14	0.0	0.0	6.745	A
D-ABC	32	8	520	0.062	32	0.1	0.1	8.130	A
C-ABD	0	0	586	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	694	174			694				

2023 Baseline + CD + 50PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Baseline + CD + 50PD	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	932	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	802	100.000
D - Auriol Drive		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	901	31
	B - Track	0	0	0	0
	C - Havant Road West (EB)	800	0	0	2
	D - Auriol Drive	18	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					827	1240
A-D	0.06	7.65	0.1	A	28	43
D-ABC	0.05	9.09	0.1	A	18	28
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					734	1101

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	678	170			678				
A-D	23	6	625	0.037	23	0.0	0.0	6.582	A
D-ABC	15	4	544	0.028	15	0.0	0.0	7.488	A
C-ABD	0	0	533	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	602	151			602				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	365	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	810	202			810				
A-D	28	7	594	0.047	28	0.0	0.1	6.993	A
D-ABC	18	4	509	0.035	18	0.0	0.0	8.067	A
C-ABD	0	0	500	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	719	180			719				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	286	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	992	248			992				
A-D	34	9	552	0.062	34	0.1	0.1	7.649	A
D-ABC	22	6	458	0.048	22	0.0	0.1	9.088	A
C-ABD	0	0	456	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	881	220			881				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	286	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	992	248			992				
A-D	34	9	552	0.062	34	0.1	0.1	7.649	A
D-ABC	22	6	458	0.048	22	0.1	0.1	9.090	A
C-ABD	0	0	456	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	881	220			881				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	365	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	810	202			810				
A-D	28	7	594	0.047	28	0.1	0.1	6.998	A
D-ABC	18	4	509	0.035	18	0.1	0.0	8.070	A
C-ABD	0	0	500	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	719	180			719				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	678	170			678				
A-D	23	6	625	0.037	23	0.1	0.0	6.588	A
D-ABC	15	4	544	0.028	15	0.0	0.0	7.492	A
C-ABD	0	0	533	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	602	151			602				

2028 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Baseline	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	642	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	906	100.000
D - Auriol Drive		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	623	19
	B - Track	0	0	0	0
	C - Havant Road West (EB)	905	0	0	1
	D - Auriol Drive	39	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					572	858
A-D	0.04	7.90	0.0	A	17	26
D-ABC	0.11	10.31	0.1	B	41	62
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					830	1246

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	469	117			469				
A-D	14	4	604	0.024	14	0.0	0.0	6.712	A
D-ABC	34	8	524	0.065	34	0.0	0.1	8.070	A
C-ABD	0	0	584	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	681	170			681				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	560	140			560				
A-D	17	4	570	0.030	17	0.0	0.0	7.165	A
D-ABC	40	10	487	0.083	40	0.1	0.1	8.866	A
C-ABD	0	0	562	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	814	203			814				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	354	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	686	171			686				
A-D	21	5	522	0.040	21	0.0	0.0	7.904	A
D-ABC	50	12	434	0.114	49	0.1	0.1	10.300	B
C-ABD	0	0	532	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	996	249			996				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	354	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	686	171			686				
A-D	21	5	522	0.040	21	0.0	0.0	7.904	A
D-ABC	50	12	434	0.114	50	0.1	0.1	10.308	B
C-ABD	0	0	532	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	996	249			996				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	560	140			560				
A-D	17	4	570	0.030	17	0.0	0.0	7.169	A
D-ABC	40	10	487	0.083	41	0.1	0.1	8.876	A
C-ABD	0	0	562	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	814	203			814				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	469	117			469				
A-D	14	4	604	0.024	14	0.0	0.0	6.713	A
D-ABC	34	8	524	0.065	34	0.1	0.1	8.083	A
C-ABD	0	0	584	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	681	170			681				

2028 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	925	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	805	100.000
D - Auriol Drive		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	892	33
	B - Track	0	0	0	0
	C - Havant Road West (EB)	803	0	0	2
	D - Auriol Drive	19	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					819	1228
A-D	0.07	7.69	0.1	A	30	45
D-ABC	0.05	9.08	0.1	A	19	29
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					737	1105

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	672	168			672				
A-D	25	6	624	0.040	25	0.0	0.0	6.605	A
D-ABC	16	4	545	0.029	16	0.0	0.0	7.485	A
C-ABD	0	0	534	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	605	151			605				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	366	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	802	200			802				
A-D	30	7	593	0.050	30	0.0	0.1	7.024	A
D-ABC	19	5	510	0.037	19	0.0	0.0	8.062	A
C-ABD	0	0	502	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	722	180			722				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	287	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	982	246			982				
A-D	36	9	551	0.066	36	0.1	0.1	7.693	A
D-ABC	23	6	459	0.050	23	0.0	0.1	9.078	A
C-ABD	0	0	458	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	884	221			884				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	287	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	982	246			982				
A-D	36	9	551	0.066	36	0.1	0.1	7.695	A
D-ABC	23	6	459	0.050	23	0.1	0.1	9.080	A
C-ABD	0	0	457	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	884	221			884				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	366	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	802	200			802				
A-D	30	7	593	0.050	30	0.1	0.1	7.026	A
D-ABC	19	5	510	0.037	19	0.1	0.0	8.064	A
C-ABD	0	0	502	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	722	180			722				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	672	168			672				
A-D	25	6	624	0.040	25	0.1	0.0	6.609	A
D-ABC	16	4	545	0.029	16	0.0	0.0	7.492	A
C-ABD	0	0	534	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	605	151			605				

2028 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Baseline + CD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	644	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	913	100.000
D - Auriol Drive		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	625	19
	B - Track	0	0	0	0
	C - Havant Road West (EB)	912	0	0	1
	D - Auriol Drive	39	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					574	860
A-D	0.04	7.94	0.0	A	17	26
D-ABC	0.11	10.36	0.1	B	41	62
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					837	1255

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	465	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	471	118			471				
A-D	14	4	603	0.024	14	0.0	0.0	6.728	A
D-ABC	34	8	523	0.065	34	0.0	0.1	8.093	A
C-ABD	0	0	584	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	687	172			687				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	418	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	562	140			562				
A-D	17	4	568	0.030	17	0.0	0.0	7.187	A
D-ABC	40	10	485	0.083	40	0.1	0.1	8.899	A
C-ABD	0	0	562	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	820	205			820				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	352	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	688	172			688				
A-D	21	5	520	0.040	21	0.0	0.0	7.936	A
D-ABC	50	12	432	0.115	49	0.1	0.1	10.356	B
C-ABD	0	0	531	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	1004	251			1004				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	352	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	688	172			688				
A-D	21	5	520	0.040	21	0.0	0.0	7.936	A
D-ABC	50	12	432	0.115	50	0.1	0.1	10.365	B
C-ABD	0	0	531	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	1004	251			1004				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	418	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	562	140			562				
A-D	17	4	568	0.030	17	0.0	0.0	7.188	A
D-ABC	40	10	485	0.083	41	0.1	0.1	8.911	A
C-ABD	0	0	562	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	820	205			820				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	465	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	471	118			471				
A-D	14	4	603	0.024	14	0.0	0.0	6.731	A
D-ABC	34	8	523	0.065	34	0.1	0.1	8.107	A
C-ABD	0	0	584	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	687	172			687				

2028 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Baseline + CD	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	931	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	811	100.000
D - Auriol Drive		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	898	33
	B - Track	0	0	0	0
	C - Havant Road West (EB)	809	0	0	2
	D - Auriol Drive	19	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					824	1236
A-D	0.07	7.72	0.1	A	30	45
D-ABC	0.05	9.12	0.1	A	19	29
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					742	1114

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	419	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	676	169			676				
A-D	25	6	623	0.040	25	0.0	0.0	6.618	A
D-ABC	16	4	543	0.029	16	0.0	0.0	7.503	A
C-ABD	0	0	533	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	609	152			609				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	807	202			807				
A-D	30	7	592	0.050	30	0.0	0.1	7.042	A
D-ABC	19	5	508	0.037	19	0.0	0.0	8.088	A
C-ABD	0	0	500	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	727	182			727				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	284	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	989	247			989				
A-D	36	9	549	0.066	36	0.1	0.1	7.719	A
D-ABC	23	6	457	0.051	23	0.0	0.1	9.122	A
C-ABD	0	0	456	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	891	223			891				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	284	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	989	247			989				
A-D	36	9	549	0.066	36	0.1	0.1	7.721	A
D-ABC	23	6	457	0.051	23	0.1	0.1	9.124	A
C-ABD	0	0	456	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	891	223			891				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	807	202			807				
A-D	30	7	592	0.050	30	0.1	0.1	7.044	A
D-ABC	19	5	508	0.037	19	0.1	0.0	8.092	A
C-ABD	0	0	500	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	727	182			727				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	419	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	676	169			676				
A-D	25	6	623	0.040	25	0.1	0.0	6.622	A
D-ABC	16	4	543	0.029	16	0.0	0.0	7.507	A
C-ABD	0	0	533	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	609	152			609				

2028 Baseline + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Baseline + CD + PD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	683	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	1020	100.000
D - Auriol Drive		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	664	19
	B - Track	0	0	0	0
	C - Havant Road West (EB)	1019	0	0	1
	D - Auriol Drive	39	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					609	914
A-D	0.04	8.46	0.0	A	17	26
D-ABC	0.12	11.36	0.2	B	41	62
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					935	1403

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	445	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	500	125			500				
A-D	14	4	582	0.025	14	0.0	0.0	6.977	A
D-ABC	34	8	501	0.068	34	0.0	0.1	8.460	A
C-ABD	0	0	577	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	767	192			767				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	597	149			597				
A-D	17	4	543	0.031	17	0.0	0.0	7.529	A
D-ABC	40	10	459	0.088	40	0.1	0.1	9.449	A
C-ABD	0	0	554	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	916	229			916				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	321	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	731	183			731				
A-D	21	5	489	0.043	21	0.0	0.0	8.455	A
D-ABC	50	12	398	0.124	49	0.1	0.2	11.346	B
C-ABD	0	0	521	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	1122	280			1122				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	321	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	731	183			731				
A-D	21	5	489	0.043	21	0.0	0.0	8.456	A
D-ABC	50	12	398	0.124	50	0.2	0.2	11.357	B
C-ABD	0	0	521	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	1122	280			1122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	597	149			597				
A-D	17	4	543	0.031	17	0.0	0.0	7.531	A
D-ABC	40	10	459	0.088	41	0.2	0.1	9.463	A
C-ABD	0	0	554	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	916	229			916				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	445	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	500	125			500				
A-D	14	4	582	0.025	14	0.0	0.0	6.980	A
D-ABC	34	8	501	0.068	34	0.1	0.1	8.474	A
C-ABD	0	0	577	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	767	192			767				

2028 Baseline + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Auriol Drive and Havant Road	Crossroads	Two-way	0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Baseline + CD + PD	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road East (WB)		ONE HOUR	✓	1022	100.000
B - Track		ONE HOUR	✓	0	100.000
C - Havant Road West (EB)		ONE HOUR	✓	868	100.000
D - Auriol Drive		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	0	0	989	33
	B - Track	0	0	0	0
	C - Havant Road West (EB)	866	0	0	2
	D - Auriol Drive	19	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road East (WB)	B - Track	C - Havant Road West (EB)	D - Auriol Drive
From	A - Havant Road East (WB)	10	10	10	10
	B - Track	10	10	10	10
	C - Havant Road West (EB)	10	10	10	10
	D - Auriol Drive	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					908	1361
A-D	0.07	7.98	0.1	A	30	45
D-ABC	0.05	9.63	0.1	A	19	29
C-ABD	0.00	0.00	0.0	A	0	0
C-D					2	3
C-A					795	1192

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	745	186			745				
A-D	25	6	612	0.041	25	0.0	0.0	6.745	A
D-ABC	16	4	530	0.030	16	0.0	0.0	7.695	A
C-ABD	0	0	517	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	652	163			652				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	333	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	889	222			889				
A-D	30	7	579	0.051	30	0.0	0.1	7.213	A
D-ABC	19	5	492	0.038	19	0.0	0.0	8.370	A
C-ABD	0	0	481	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	779	195			779				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	245	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	1089	272			1089				
A-D	36	9	533	0.068	36	0.1	0.1	7.974	A
D-ABC	23	6	434	0.053	23	0.0	0.1	9.630	A
C-ABD	0	0	433	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	953	238			953				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	245	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	1089	272			1089				
A-D	36	9	533	0.068	36	0.1	0.1	7.975	A
D-ABC	23	6	434	0.053	23	0.1	0.1	9.632	A
C-ABD	0	0	433	0.000	0	0.0	0.0	0.000	A
C-D	2	0.55			2				
C-A	953	238			953				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	333	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	889	222			889				
A-D	30	7	579	0.051	30	0.1	0.1	7.215	A
D-ABC	19	5	492	0.038	19	0.1	0.0	8.374	A
C-ABD	0	0	481	0.000	0	0.0	0.0	0.000	A
C-D	2	0.45			2				
C-A	779	195			779				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	745	186			745				
A-D	25	6	612	0.041	25	0.1	0.0	6.751	A
D-ABC	16	4	530	0.030	16	0.0	0.0	7.699	A
C-ABD	0	0	517	0.000	0	0.0	0.0	0.000	A
C-D	2	0.38			2				
C-A	652	163			652				

Appendix S

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Bedhampton Hill and Havant Road v3.j9
Path: C:\Users\Pree\Desktop
Report generation date: 27/04/2018 14:43:12

»2016 Baseline - 2016 Baseline, AM
»2016 Baseline - 2016 Baseline, PM
»2016 Baseline - 2023 Baseline, AM
»2016 Baseline - 2023 Baseline, PM
»2016 Baseline - 2023 Baseline +CD, AM
»2016 Baseline - 2023 Baseline +CD, PM
»2016 Baseline - 2023 Baseline +CD +50 PD, AM
»2016 Baseline - 2023 Baseline +CD +50 PD, PM
»2016 Baseline - 2028 Baseline, AM
»2016 Baseline - 2028 Baseline, PM
»2016 Baseline - 2028 Baseline + CD, AM
»2016 Baseline - 2028 Baseline + CD, PM
»2016 Baseline - 2028 Baseline + CD + PD, AM
»2016 Baseline - 2028 Baseline + CD + PD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2016 Baseline - 2016 Baseline							
Stream B-ACD	0.3	9.39	0.21	A	0.4	9.48	0.24	A
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.4	11.94	0.27	B	0.6	12.85	0.34	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2016 Baseline - 2023 Baseline							
Stream B-ACD	0.3	10.13	0.24	B	0.4	10.21	0.28	B
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.5	12.83	0.31	B	0.7	13.96	0.38	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2016 Baseline - 2023 Baseline +CD							
Stream B-ACD	0.3	10.16	0.24	B	0.4	10.24	0.28	B
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.5	12.85	0.31	B	0.7	13.99	0.38	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2016 Baseline - 2023 Baseline +CD +50 PD							
Stream B-ACD	0.4	10.42	0.25	B	0.4	10.37	0.28	B
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.5	13.05	0.31	B	0.7	14.11	0.38	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2016 Baseline - 2028 Baseline							
Stream B-ACD	0.4	10.53	0.26	B	0.5	10.61	0.30	B
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.5	13.34	0.33	B	0.7	14.60	0.40	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2016 Baseline - 2028 Baseline + CD							
Stream B-ACD	0.4	10.57	0.26	B	0.5	10.64	0.30	B
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.5	13.36	0.33	B	0.7	14.63	0.40	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2016 Baseline - 2028 Baseline + CD + PD							
Stream B-ACD	0.4	11.15	0.27	B	0.5	10.94	0.30	B
Stream A-BCD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream D-ABC	0.6	13.80	0.34	B	0.7	14.90	0.41	B
Stream C-ABD	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

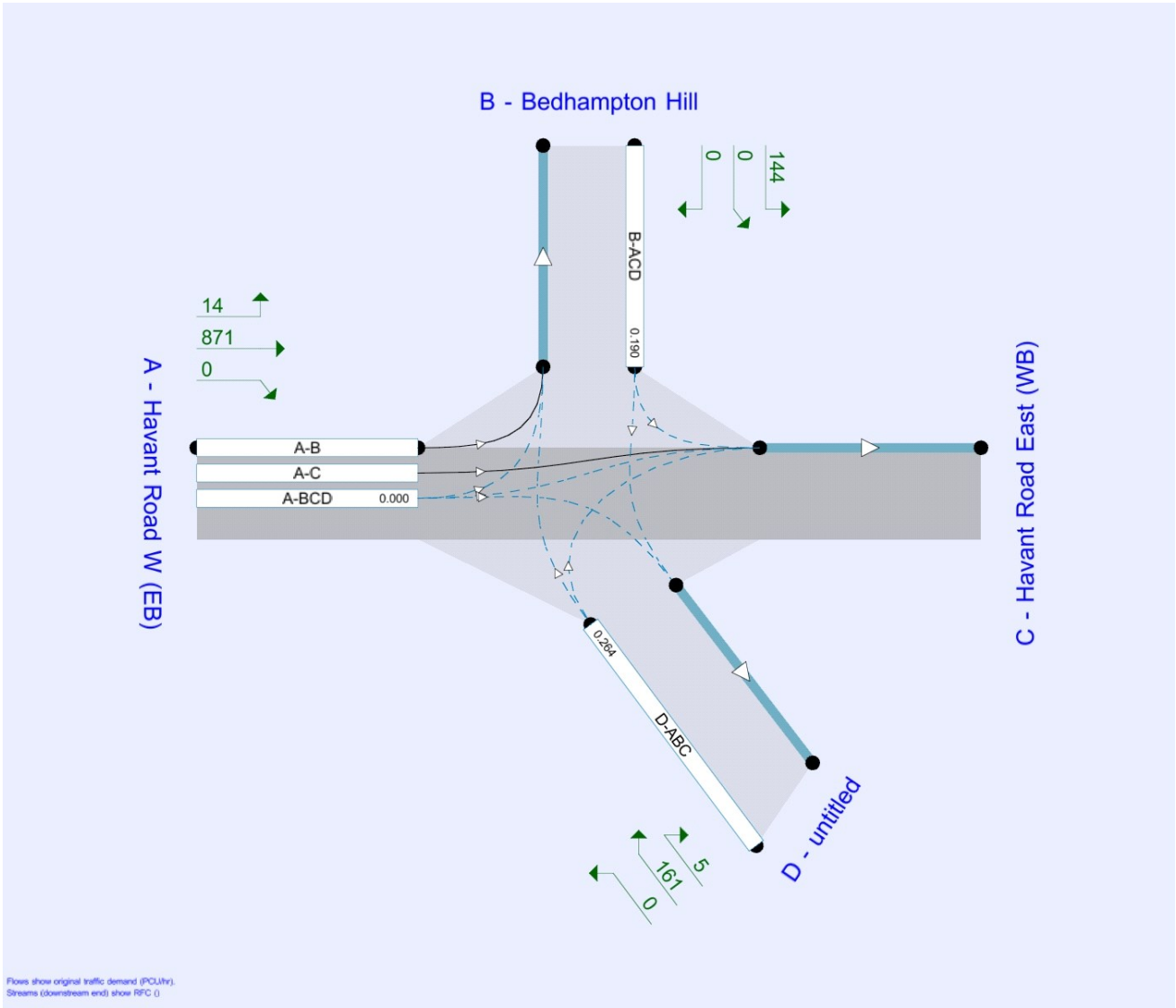
File summary

File Description

Title	Bedhampton Hill and Havant Road
Location	Bedhampton Hill and Havant Road
Site number	041.0023
Date	14/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-C5VLVNQ\ARCADY
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Baseline	AM	ONE HOUR	07:15	08:45	15	✓
D2	2016 Baseline	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline	AM	ONE HOUR	07:15	08:45	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 Baseline +CD	AM	ONE HOUR	07:15	08:45	15	✓
D6	2023 Baseline +CD	PM	ONE HOUR	16:00	17:30	15	✓
D7	2023 Baseline +CD +50 PD	AM	ONE HOUR	07:15	08:45	15	✓
D8	2023 Baseline +CD +50 PD	PM	ONE HOUR	16:00	17:30	15	✓
D9	2028 Baseline	AM	ONE HOUR	07:15	08:45	15	✓
D10	2028 Baseline	PM	ONE HOUR	16:00	17:30	15	✓
D11	2028 Baseline + CD	AM	ONE HOUR	07:15	08:45	15	✓
D12	2028 Baseline + CD	PM	ONE HOUR	16:00	17:30	15	✓
D13	2028 Baseline + CD + PD	AM	ONE HOUR	07:15	08:45	15	✓
D14	2028 Baseline + CD + PD	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2016 Baseline	✓	100.000	100.000

2016 Baseline - 2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Havant Road W (EB)		Major
B	Bedhampton Hill	Left out only	Minor
C	Havant Road East (WB)		Major
D	untitled		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Havant Road W (EB)	7.30	✓	8.87			0.0	✓	0.00
C - Havant Road East (WB)	7.30	✓	8.87	✓			✓	

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Bedhampton Hill	One lane	2.89	70	100
D - untitled	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	574	-	-	-	-	-	-	0.139	0.199	0.139	-	-	-
1	B-A	652	0.062	0.157	0.157	-	-	-	0.099	0.224	-	0.157	0.157	0.078
1	B-C	679	0.065	0.165	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	652	0.062	0.157	0.157	-	-	-	0.099	0.224	0.099	-	-	-
1	B-D, offside lane	652	0.062	0.157	0.157	-	-	-	0.099	0.224	0.099	-	-	-
1	C-B	824	0.200	0.200	0.286	-	-	-	-	-	-	-	-	-
1	D-A	574	-	-	-	-	-	-	0.139	-	0.055	-	-	-
1	D-B, nearside lane	527	0.080	0.080	0.181	-	-	-	0.127	0.127	0.050	-	-	-
1	D-B, offside lane	527	0.080	0.080	0.181	-	-	-	0.127	0.127	0.050	-	-	-
1	D-C	527	-	0.080	0.181	0.063	0.127	0.127	0.127	0.127	0.050	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 Baseline	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	817	100.000
B - Bedhampton Hill		ONE HOUR	✓	100	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	6	811	0
	B - Bedhampton Hill	0	0	100	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	111	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.21	9.39	0.3	A	92	138
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	8
A-C					744	1116
D-ABC	0.27	11.94	0.4	B	103	154
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	75	19	578	0.130	75	0.0	0.2	7.849	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	611	153			611				
D-ABC	84	21	478	0.177	83	0.0	0.2	10.024	B
C-ABD	0	0	1403	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	90	22	559	0.161	90	0.2	0.2	8.436	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	729	182			729				
D-ABC	101	25	468	0.215	100	0.2	0.3	10.765	B
C-ABD	0	0	1355	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	110	28	532	0.207	110	0.2	0.3	9.377	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	893	223			893				
D-ABC	123	31	455	0.271	123	0.3	0.4	11.913	B
C-ABD	0	0	1289	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	110	28	532	0.207	110	0.3	0.3	9.390	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	893	223			893				
D-ABC	123	31	455	0.271	123	0.4	0.4	11.944	B
C-ABD	0	0	1289	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	90	22	559	0.161	90	0.3	0.2	8.455	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	729	182			729				
D-ABC	101	25	468	0.215	101	0.4	0.3	10.805	B
C-ABD	0	0	1355	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	75	19	578	0.130	75	0.2	0.2	7.877	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	611	153			611				
D-ABC	84	21	478	0.177	85	0.3	0.2	10.086	B
C-ABD	0	0	1403	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Baseline	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	703	100.000
B - Bedhampton Hill		ONE HOUR	✓	123	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	12	691	0
	B - Bedhampton Hill	0	0	123	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	138	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.24	9.48	0.4	A	113	169
A-BCD	0.00	0.00	0.0	A	0	0
A-B					11	17
A-C					634	951
D-ABC	0.34	12.85	0.6	B	130	195
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	93	23	593	0.156	92	0.0	0.2	7.888	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	520	130			520				
D-ABC	107	27	484	0.221	106	0.0	0.3	10.431	B
C-ABD	0	0	1437	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	111	28	576	0.192	110	0.2	0.3	8.494	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	621	155			621				
D-ABC	128	32	476	0.268	127	0.3	0.4	11.348	B
C-ABD	0	0	1396	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	135	34	553	0.245	135	0.3	0.4	9.463	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	761	190			761				
D-ABC	156	39	464	0.337	156	0.4	0.5	12.800	B
C-ABD	0	0	1339	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	135	34	553	0.245	135	0.4	0.4	9.479	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	761	190			761				
D-ABC	156	39	464	0.337	156	0.5	0.6	12.847	B
C-ABD	0	0	1339	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	111	28	576	0.192	111	0.4	0.3	8.515	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	621	155			621				
D-ABC	128	32	476	0.268	128	0.6	0.4	11.408	B
C-ABD	0	0	1396	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	93	23	593	0.156	93	0.3	0.2	7.920	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	520	130			520				
D-ABC	107	27	484	0.221	107	0.4	0.3	10.519	B
C-ABD	0	0	1437	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	915	100.000
B - Bedhampton Hill		ONE HOUR	✓	112	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	7	908	0
	B - Bedhampton Hill	0	0	112	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	124	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.24	10.13	0.3	B	103	154
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					833	1250
D-ABC	0.31	12.83	0.5	B	115	172
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	21	566	0.149	84	0.0	0.2	8.202	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	684	171			684				
D-ABC	94	24	472	0.200	93	0.0	0.3	10.430	B
C-ABD	0	0	1373	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	101	25	544	0.185	100	0.2	0.2	8.914	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	816	204			816				
D-ABC	112	28	461	0.244	112	0.3	0.3	11.338	B
C-ABD	0	0	1320	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	514	0.240	123	0.2	0.3	10.112	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1000	250			1000				
D-ABC	138	34	446	0.308	137	0.3	0.5	12.789	B
C-ABD	0	0	1246	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	514	0.240	123	0.3	0.3	10.131	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1000	250			1000				
D-ABC	138	34	446	0.308	138	0.5	0.5	12.828	B
C-ABD	0	0	1246	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	101	25	544	0.185	101	0.3	0.3	8.938	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	816	204			816				
D-ABC	112	28	461	0.244	113	0.5	0.4	11.393	B
C-ABD	0	0	1320	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	21	566	0.149	85	0.3	0.2	8.224	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	684	171			684				
D-ABC	94	24	472	0.200	94	0.4	0.3	10.508	B
C-ABD	0	0	1373	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	783	100.000
B - Bedhampton Hill		ONE HOUR	✓	137	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	13	770	0
	B - Bedhampton Hill	0	0	137	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	154	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	10.21	0.4	B	126	189
A-BCD	0.00	0.00	0.0	A	0	0
A-B					12	18
A-C					707	1060
D-ABC	0.38	13.96	0.7	B	145	217
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	103	26	583	0.177	102	0.0	0.2	8.218	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	580	145			580				
D-ABC	119	30	479	0.248	118	0.0	0.4	10.903	B
C-ABD	0	0	1413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	565	0.218	123	0.2	0.3	8.961	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	692	173			692				
D-ABC	142	36	470	0.302	142	0.4	0.5	12.034	B
C-ABD	0	0	1367	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	151	38	539	0.280	150	0.3	0.4	10.184	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	848	212			848				
D-ABC	174	43	457	0.380	173	0.5	0.7	13.890	B
C-ABD	0	0	1304	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	151	38	539	0.280	151	0.4	0.4	10.208	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	848	212			848				
D-ABC	174	43	457	0.380	174	0.7	0.7	13.961	B
C-ABD	0	0	1304	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	565	0.218	124	0.4	0.3	8.990	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	692	173			692				
D-ABC	142	36	470	0.302	143	0.7	0.5	12.122	B
C-ABD	0	0	1367	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	103	26	583	0.177	103	0.3	0.2	8.260	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	580	145			580				
D-ABC	119	30	479	0.248	119	0.5	0.4	11.016	B
C-ABD	0	0	1413	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2023 Baseline +CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 Baseline +CD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	922	100.000
B - Bedhampton Hill		ONE HOUR	✓	112	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	7	915	0
	B - Bedhampton Hill	0	0	112	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	124	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.24	10.16	0.3	B	103	154
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					840	1259
D-ABC	0.31	12.85	0.5	B	115	172
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	21	566	0.149	84	0.0	0.2	8.191	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	689	172			689				
D-ABC	94	24	471	0.200	93	0.0	0.3	10.442	B
C-ABD	0	0	1371	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	101	25	543	0.185	100	0.2	0.2	8.935	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	823	206			823				
D-ABC	112	28	460	0.244	112	0.3	0.3	11.354	B
C-ABD	0	0	1317	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	513	0.240	123	0.2	0.3	10.145	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1007	252			1007				
D-ABC	138	34	446	0.309	137	0.3	0.5	12.811	B
C-ABD	0	0	1243	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	513	0.240	123	0.3	0.3	10.164	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1007	252			1007				
D-ABC	138	34	446	0.309	138	0.5	0.5	12.853	B
C-ABD	0	0	1243	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	101	25	543	0.185	101	0.3	0.3	8.960	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	823	206			823				
D-ABC	112	28	460	0.244	113	0.5	0.4	11.408	B
C-ABD	0	0	1317	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	21	566	0.149	85	0.3	0.2	8.237	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	689	172			689				
D-ABC	94	24	471	0.200	94	0.4	0.3	10.520	B
C-ABD	0	0	1371	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2023 Baseline +CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 Baseline +CD	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	789	100.000
B - Bedhampton Hill		ONE HOUR	✓	137	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	13	776	0
	B - Bedhampton Hill	0	0	137	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	154	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	10.24	0.4	B	126	189
A-BCD	0.00	0.00	0.0	A	0	0
A-B					12	18
A-C					712	1068
D-ABC	0.38	13.99	0.7	B	145	217
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	103	26	582	0.177	102	0.0	0.2	8.230	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	584	146			584				
D-ABC	119	30	479	0.248	118	0.0	0.4	10.914	B
C-ABD	0	0	1411	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	564	0.219	123	0.2	0.3	8.979	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	698	174			698				
D-ABC	142	36	470	0.302	142	0.4	0.5	12.050	B
C-ABD	0	0	1365	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	151	38	538	0.281	150	0.3	0.4	10.213	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	854	214			854				
D-ABC	174	43	457	0.381	173	0.5	0.7	13.916	B
C-ABD	0	0	1302	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	151	38	538	0.281	151	0.4	0.4	10.237	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	854	214			854				
D-ABC	174	43	457	0.381	174	0.7	0.7	13.987	B
C-ABD	0	0	1302	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	564	0.219	124	0.4	0.3	9.010	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	698	174			698				
D-ABC	142	36	470	0.302	143	0.7	0.5	12.140	B
C-ABD	0	0	1365	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	103	26	582	0.177	103	0.3	0.2	8.271	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	584	146			584				
D-ABC	119	30	479	0.248	119	0.5	0.4	11.027	B
C-ABD	0	0	1411	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2023 Baseline +CD +50 PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Baseline +CD +50 PD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	975	100.000
B - Bedhampton Hill		ONE HOUR	✓	112	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	7	968	0
	B - Bedhampton Hill	0	0	112	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	124	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.25	10.42	0.4	B	103	154
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					888	1332
D-ABC	0.31	13.05	0.5	B	115	172
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	21	559	0.151	84	0.0	0.2	8.317	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	729	182			729				
D-ABC	94	24	468	0.201	93	0.0	0.3	10.528	B
C-ABD	0	0	1355	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	101	25	536	0.188	100	0.2	0.3	9.096	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	870	218			870				
D-ABC	112	28	457	0.246	112	0.3	0.4	11.479	B
C-ABD	0	0	1298	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	503	0.245	123	0.3	0.4	10.399	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1066	266			1066				
D-ABC	138	34	441	0.312	137	0.4	0.5	13.007	B
C-ABD	0	0	1220	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	503	0.245	123	0.4	0.4	10.422	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1066	266			1066				
D-ABC	138	34	441	0.312	138	0.5	0.5	13.050	B
C-ABD	0	0	1220	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	101	25	536	0.188	101	0.4	0.3	9.123	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	870	218			870				
D-ABC	112	28	457	0.246	113	0.5	0.4	11.537	B
C-ABD	0	0	1298	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	84	21	559	0.151	85	0.3	0.2	8.353	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	729	182			729				
D-ABC	94	24	468	0.201	94	0.4	0.3	10.610	B
C-ABD	0	0	1355	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2023 Baseline +CD +50 PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Baseline +CD +50 PD	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	817	100.000
B - Bedhampton Hill		ONE HOUR	✓	137	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	13	804	0
	B - Bedhampton Hill	0	0	137	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	154	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	10.37	0.4	B	126	189
A-BCD	0.00	0.00	0.0	A	0	0
A-B					12	18
A-C					738	1107
D-ABC	0.38	14.11	0.7	B	145	217
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	103	26	579	0.178	102	0.0	0.2	8.293	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	605	151			605				
D-ABC	119	30	477	0.249	118	0.0	0.4	10.963	B
C-ABD	0	0	1403	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	560	0.220	123	0.2	0.3	9.064	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	723	181			723				
D-ABC	142	36	468	0.304	142	0.4	0.5	12.124	B
C-ABD	0	0	1355	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	151	38	533	0.283	150	0.3	0.4	10.346	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	885	221			885				
D-ABC	174	43	454	0.383	173	0.5	0.7	14.035	B
C-ABD	0	0	1289	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	151	38	533	0.283	151	0.4	0.4	10.373	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	885	221			885				
D-ABC	174	43	454	0.383	174	0.7	0.7	14.110	B
C-ABD	0	0	1289	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	123	31	560	0.220	124	0.4	0.3	9.096	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	723	181			723				
D-ABC	142	36	468	0.304	143	0.7	0.5	12.214	B
C-ABD	0	0	1355	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	103	26	579	0.178	103	0.3	0.2	8.333	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	605	151			605				
D-ABC	119	30	477	0.249	119	0.5	0.4	11.081	B
C-ABD	0	0	1403	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2028 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Baseline	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	961	100.000
B - Bedhampton Hill		ONE HOUR	✓	118	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	7	954	0
	B - Bedhampton Hill	0	0	118	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	131	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	10.53	0.4	B	108	162
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					875	1313
D-ABC	0.33	13.34	0.5	B	121	182
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	89	22	561	0.158	88	0.0	0.2	8.364	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	718	180			718				
D-ABC	99	25	469	0.212	98	0.0	0.3	10.650	B
C-ABD	0	0	1360	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	106	27	538	0.197	106	0.2	0.3	9.163	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	858	214			858				
D-ABC	119	30	458	0.259	118	0.3	0.4	11.656	B
C-ABD	0	0	1303	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	130	32	506	0.257	129	0.3	0.4	10.515	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1050	263			1050				
D-ABC	145	36	442	0.329	145	0.4	0.5	13.283	B
C-ABD	0	0	1226	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	130	32	506	0.257	130	0.4	0.4	10.534	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1050	263			1050				
D-ABC	145	36	442	0.329	145	0.5	0.5	13.335	B
C-ABD	0	0	1226	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	106	27	538	0.197	106	0.4	0.3	9.193	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	858	214			858				
D-ABC	119	30	458	0.259	119	0.5	0.4	11.719	B
C-ABD	0	0	1303	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	89	22	561	0.158	89	0.3	0.2	8.403	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	718	180			718				
D-ABC	99	25	469	0.212	100	0.4	0.3	10.739	B
C-ABD	0	0	1360	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2028 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Baseline	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	822	100.000
B - Bedhampton Hill		ONE HOUR	✓	144	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	14	808	0
	B - Bedhampton Hill	0	0	144	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	161	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	10.61	0.5	B	132	198
A-BCD	0.00	0.00	0.0	A	0	0
A-B					13	19
A-C					741	1112
D-ABC	0.40	14.60	0.7	B	152	228
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	108	27	578	0.187	107	0.0	0.3	8.390	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	608	152			608				
D-ABC	125	31	477	0.262	123	0.0	0.4	11.156	B
C-ABD	0	0	1401	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	129	32	559	0.232	129	0.3	0.3	9.209	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	726	182			726				
D-ABC	149	37	467	0.319	149	0.4	0.5	12.411	B
C-ABD	0	0	1353	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	159	40	532	0.298	158	0.3	0.5	10.580	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	890	222			890				
D-ABC	183	46	454	0.403	182	0.5	0.7	14.508	B
C-ABD	0	0	1287	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	159	40	532	0.298	159	0.5	0.5	10.609	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	890	222			890				
D-ABC	183	46	454	0.403	183	0.7	0.7	14.597	B
C-ABD	0	0	1287	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	129	32	559	0.232	130	0.5	0.3	9.245	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	726	182			726				
D-ABC	149	37	467	0.319	150	0.7	0.5	12.515	B
C-ABD	0	0	1353	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	108	27	578	0.187	109	0.3	0.3	8.437	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	608	152			608				
D-ABC	125	31	477	0.262	125	0.5	0.4	11.284	B
C-ABD	0	0	1401	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2028 Baseline + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Baseline + CD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	968	100.000
B - Bedhampton Hill		ONE HOUR	✓	118	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	7	961	0
	B - Bedhampton Hill	0	0	118	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	131	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	10.57	0.4	B	108	162
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					882	1323
D-ABC	0.33	13.36	0.5	B	121	182
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	89	22	560	0.159	88	0.0	0.2	8.380	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	723	181			723				
D-ABC	99	25	468	0.212	98	0.0	0.3	10.662	B
C-ABD	0	0	1357	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	106	27	537	0.198	106	0.2	0.3	9.186	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	864	216			864				
D-ABC	119	30	457	0.260	118	0.3	0.4	11.674	B
C-ABD	0	0	1301	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	130	32	505	0.258	129	0.3	0.4	10.542	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1058	265			1058				
D-ABC	145	36	442	0.329	145	0.4	0.5	13.311	B
C-ABD	0	0	1223	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	130	32	505	0.258	130	0.4	0.4	10.570	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1058	265			1058				
D-ABC	145	36	442	0.329	145	0.5	0.5	13.363	B
C-ABD	0	0	1223	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	106	27	537	0.198	106	0.4	0.3	9.215	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	864	216			864				
D-ABC	119	30	457	0.260	119	0.5	0.4	11.738	B
C-ABD	0	0	1301	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	89	22	560	0.159	89	0.3	0.2	8.418	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	723	181			723				
D-ABC	99	25	468	0.212	100	0.4	0.3	10.749	B
C-ABD	0	0	1357	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2028 Baseline + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Baseline + CD	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	828	100.000
B - Bedhampton Hill		ONE HOUR	✓	144	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	14	814	0
	B - Bedhampton Hill	0	0	144	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	161	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	10.64	0.5	B	132	198
A-BCD	0.00	0.00	0.0	A	0	0
A-B					13	19
A-C					747	1120
D-ABC	0.40	14.63	0.7	B	152	228
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	108	27	578	0.188	107	0.0	0.3	8.403	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	613	153			613				
D-ABC	125	31	477	0.262	123	0.0	0.4	11.167	B
C-ABD	0	0	1400	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	129	32	558	0.232	129	0.3	0.3	9.228	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	732	183			732				
D-ABC	149	37	467	0.320	149	0.4	0.5	12.428	B
C-ABD	0	0	1351	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	159	40	531	0.299	158	0.3	0.5	10.611	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	896	224			896				
D-ABC	183	46	453	0.403	182	0.5	0.7	14.537	B
C-ABD	0	0	1284	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	159	40	531	0.299	159	0.5	0.5	10.640	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	896	224			896				
D-ABC	183	46	453	0.403	183	0.7	0.7	14.625	B
C-ABD	0	0	1284	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	129	32	558	0.232	130	0.5	0.3	9.263	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	732	183			732				
D-ABC	149	37	467	0.320	150	0.7	0.5	12.535	B
C-ABD	0	0	1351	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	108	27	578	0.188	109	0.3	0.3	8.451	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	613	153			613				
D-ABC	125	31	477	0.262	125	0.5	0.4	11.298	B
C-ABD	0	0	1400	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2028 Baseline + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Baseline + CD + PD	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	1075	100.000
B - Bedhampton Hill		ONE HOUR	✓	118	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	7	1068	0
	B - Bedhampton Hill	0	0	118	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	131	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.27	11.15	0.4	B	108	162
A-BCD	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					980	1470
D-ABC	0.34	13.80	0.6	B	121	182
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	89	22	547	0.163	88	0.0	0.2	8.621	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	804	201			804				
D-ABC	99	25	462	0.215	98	0.0	0.3	10.849	B
C-ABD	0	0	1325	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	106	27	521	0.204	106	0.2	0.3	9.537	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	960	240			960				
D-ABC	119	30	450	0.264	118	0.3	0.4	11.942	B
C-ABD	0	0	1262	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	130	32	485	0.268	129	0.3	0.4	11.119	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1176	294			1176				
D-ABC	145	36	432	0.336	145	0.4	0.5	13.741	B
C-ABD	0	0	1176	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	130	32	485	0.268	130	0.4	0.4	11.148	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	1176	294			1176				
D-ABC	145	36	432	0.336	145	0.5	0.6	13.800	B
C-ABD	0	0	1176	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	106	27	521	0.204	107	0.4	0.3	9.570	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	960	240			960				
D-ABC	119	30	450	0.264	119	0.6	0.4	12.011	B
C-ABD	0	0	1262	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	89	22	547	0.163	89	0.3	0.2	8.662	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	804	201			804				
D-ABC	99	25	462	0.215	100	0.4	0.3	10.943	B
C-ABD	0	0	1325	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

2016 Baseline - 2028 Baseline + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Hill and Havant Road	Crossroads	One-way from A to C	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Baseline + CD + PD	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Havant Road W (EB)		ONE HOUR	✓	885	100.000
B - Bedhampton Hill		ONE HOUR	✓	144	100.000
C - Havant Road East (WB)		ONE HOUR	✓	0	100.000
D - untitled		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	0	14	871	0
	B - Bedhampton Hill	0	0	144	0
	C - Havant Road East (WB)	0	0	0	0
	D - untitled	0	161	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Havant Road W (EB)	B - Bedhampton Hill	C - Havant Road East (WB)	D - untitled
From	A - Havant Road W (EB)	10	10	10	10
	B - Bedhampton Hill	10	10	10	10
	C - Havant Road East (WB)	10	10	10	10
	D - untitled	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	10.94	0.5	B	132	198
A-BCD	0.00	0.00	0.0	A	0	0
A-B					13	19
A-C					799	1199
D-ABC	0.41	14.90	0.7	B	152	228
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					0	0

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	108	27	571	0.190	107	0.0	0.3	8.530	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	656	164			656				
D-ABC	125	31	473	0.264	123	0.0	0.4	11.275	B
C-ABD	0	0	1382	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	129	32	550	0.236	129	0.3	0.3	9.420	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	783	196			783				
D-ABC	149	37	463	0.322	149	0.4	0.5	12.590	B
C-ABD	0	0	1331	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	159	40	520	0.305	158	0.3	0.5	10.910	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	959	240			959				
D-ABC	183	46	448	0.408	182	0.5	0.7	14.804	B
C-ABD	0	0	1259	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	159	40	520	0.305	159	0.5	0.5	10.944	B
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	959	240			959				
D-ABC	183	46	448	0.408	183	0.7	0.7	14.901	B
C-ABD	0	0	1259	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	129	32	550	0.236	130	0.5	0.3	9.452	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	783	196			783				
D-ABC	149	37	463	0.322	150	0.7	0.5	12.699	B
C-ABD	0	0	1331	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	108	27	571	0.190	109	0.3	0.3	8.579	A
A-BCD	0	0	574	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	656	164			656				
D-ABC	125	31	473	0.264	126	0.5	0.4	11.410	B
C-ABD	0	0	1382	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	0	0			0				

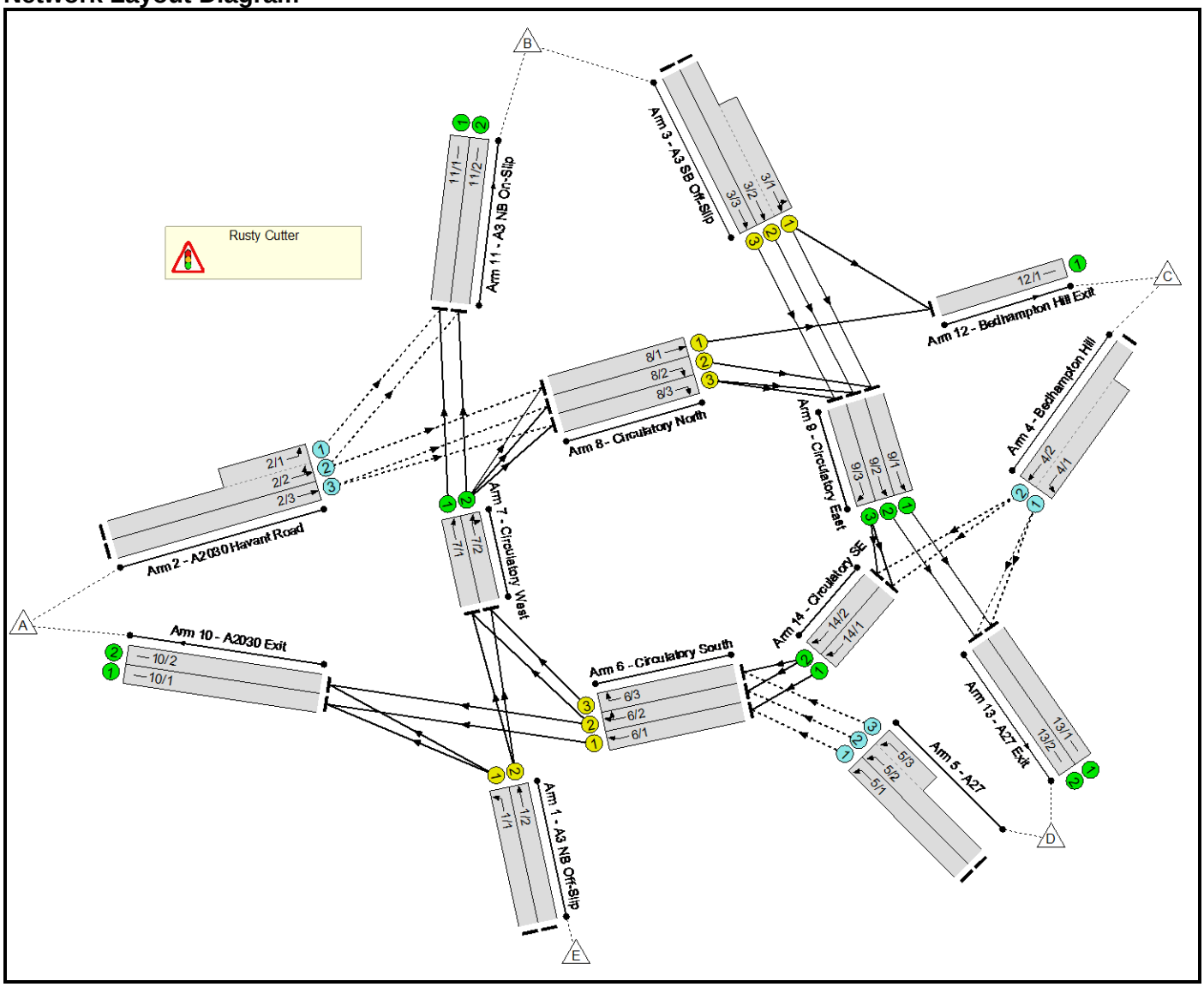
Appendix T

Full Input Data And Results

User and Project Details

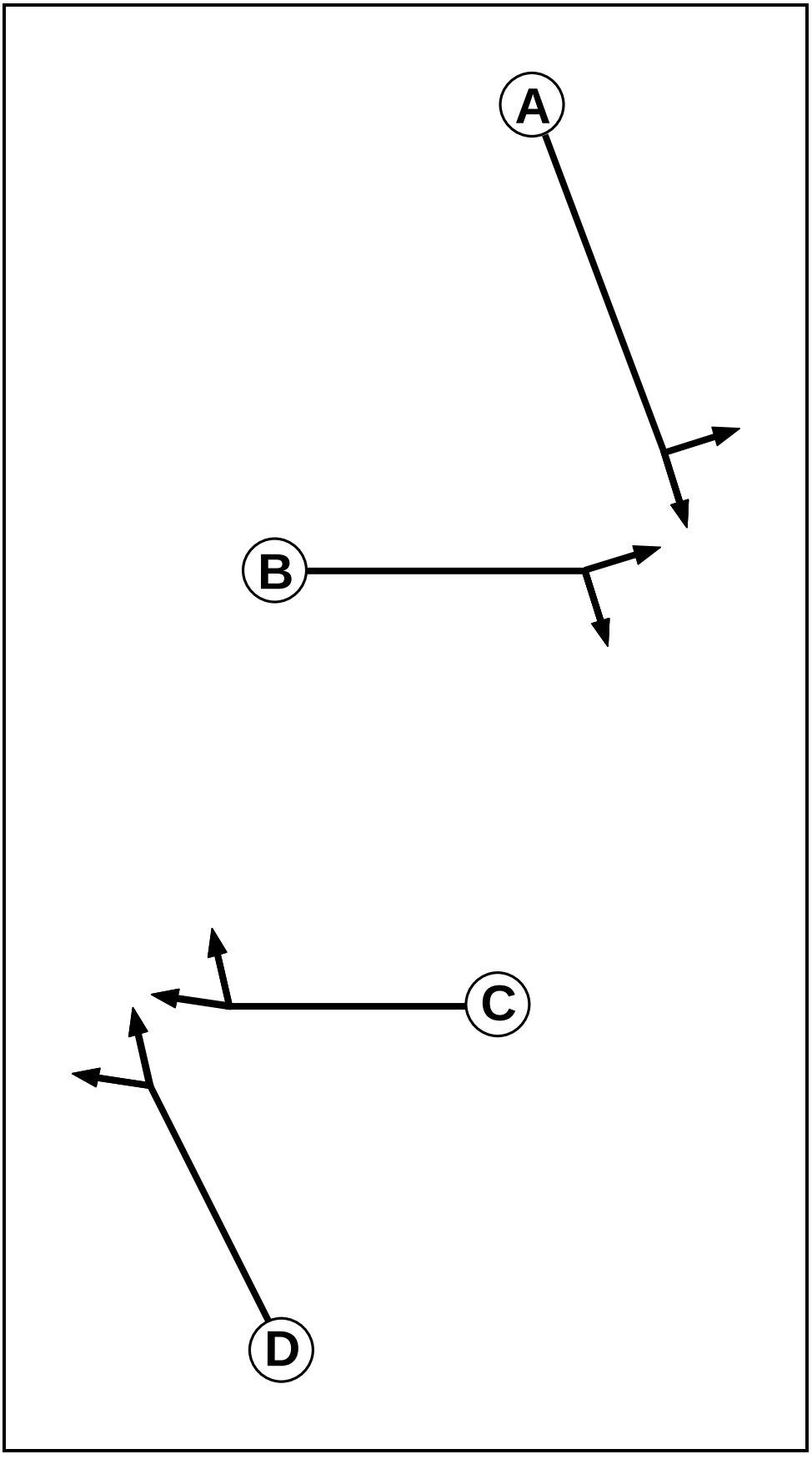
Project:	**Forty Acre Farm, Bedhampton**
Title:	**Rusty Cutter Roundabout Modelling**
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v11 2016 Base AM - RAD - With Optimisation (Revised Stop Lines).lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

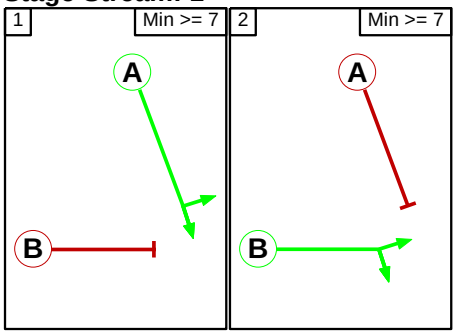
		Starting Phase			
		A	B	C	D
Terminating Phase	A		7	-	-
	B	7		-	-
	C	-	-		7
	D	-	-	7	

Phases in Stage

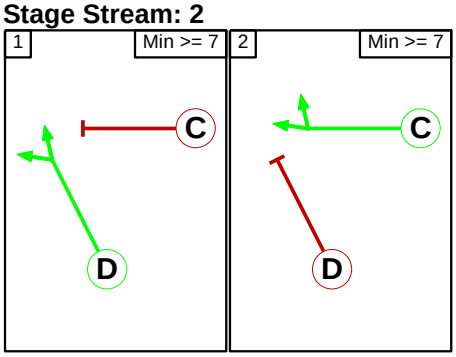
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	7	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rusty Cutter

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	11/2 (Left)	1181	0	7/1	0.34	All					
				7/2	0.34	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1181	0	7/1	0.34	All					
				7/2	0.34	All					
	8/3 (Ahead)	1181	0	7/1	0.34	All					
				7/2	0.34	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
	13/2 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
4/2 (Bedhampton Hill)	14/1 (Ahead)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
				9/3	0.39	All					
	14/2 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					
5/1 (A27)	6/1 (Left)	1185	0	14/1	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1185	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	To 6/2 (Ahead)					

Full Input Data And Results

5/3 (A27)	6/3 (Left)	1185	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	All					

Full Input Data And Results

Lane Input Data

Junction: Rusty Cutter

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 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
1/2 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
2/1 (A2030 Havant Road)	O		2	3	7.0	User	1950	-	-	-	-	-
2/2 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
2/3 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	User	1950	-	-	-	-	-
3/2 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
3/3 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
4/1 (Bedhampton Hill)	O		2	3	12.5	User	1950	-	-	-	-	-
4/2 (Bedhampton Hill)	O		2	3	60.0	User	1950	-	-	-	-	-
5/1 (A27)	O		2	3	42.6	User	1950	-	-	-	-	-
5/2 (A27)	O		2	3	7.0	User	1950	-	-	-	-	-
5/3 (A27)	O		2	3	5.2	User	1950	-	-	-	-	-
6/1 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/2 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/3 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
7/1 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-

8/2 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
8/3 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
9/1 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-
14/2 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 AM Peak'	07:30	08:30	01:00	
2: '2023 AM Peak'	07:30	08:30	01:00	
3: '2023 AM Peak Plus Com Dev'	07:30	08:30	01:00	
4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev'	07:30	08:30	01:00	
5: '2028 AM Peak'	07:30	08:30	01:00	
6: '2028 AM Peak Plus Com Dev'	07:30	08:30	01:00	
7: '2028 AM Peak Plus Com Dev Plus Prop Dev'	07:30	08:30	01:00	
8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test'	07:30	08:30	01:00	

Scenario 1: '2016 AM Peak' (FG1: '2016 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	311	233	319	0	863
	B	342	0	56	1027	0	1425
	C	215	51	0	353	0	619
	D	240	773	35	0	0	1048
	E	39	2	171	489	0	701
	Tot.	836	1137	495	2188	0	4656

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 AM Peak
Junction: Rusty Cutter	
1/1	39
1/2	662
2/1 (short)	272
2/2 (with short)	544(In) 272(Out)
2/3	319
3/1 (short)	541
3/2 (with short)	1083(In) 542(Out)
3/3	342
4/1 (short)	353
4/2 (with short)	619(In) 266(Out)
5/1	240
5/2 (with short)	808(In) 404(Out)
5/3 (short)	404
6/1	518
6/2	709
6/3	429
7/1	431
7/2	1090
8/1	439
8/2	405
8/3	403
9/1	890
9/2	945
9/3	342
10/1	538
10/2	298
11/1	703
11/2	434
12/1	495
13/1	1066
13/2	1122
14/1	278
14/2	330

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	348	261	357	0	966
	B	383	0	63	1150	0	1596
	C	241	57	0	395	0	693
	D	269	865	39	0	0	1173
	E	44	2	191	547	0	784
	Tot.	937	1272	554	2449	0	5212

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 AM Peak
Junction: Rusty Cutter	
1/1	44
1/2	740
2/1 (short)	304
2/2 (with short)	609(In) 305(Out)
2/3	357
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	383
4/1 (short)	395
4/2 (with short)	693(In) 298(Out)
5/1	269
5/2 (with short)	904(In) 452(Out)
5/3 (short)	452
6/1	580
6/2	794
6/3	480
7/1	482
7/2	1219
8/1	491
8/2	453
8/3	451
9/1	997
9/2	1057
9/3	383
10/1	602
10/2	335
11/1	786
11/2	486
12/1	554
13/1	1194
13/2	1255
14/1	311
14/2	370

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

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

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	351	261	361	0	973
	B	384	0	63	1150	0	1597
	C	241	57	0	395	0	693
	D	269	866	39	0	0	1174
	E	45	2	191	547	0	785
	Tot.	939	1276	554	2453	0	5222

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2023 AM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	45
1/2	740
2/1 (short)	306
2/2 (with short)	612(In) 306(Out)
2/3	361
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	384
4/1 (short)	395
4/2 (with short)	693(In) 298(Out)
5/1	269
5/2 (with short)	905(In) 452(Out)
5/3 (short)	453
6/1	581
6/2	794
6/3	481
7/1	482
7/2	1220
8/1	491
8/2	455
8/3	453
9/1	999
9/2	1059
9/3	384
10/1	604
10/2	335
11/1	788
11/2	488
12/1	554
13/1	1196
13/2	1257
14/1	312
14/2	370

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	367	264	396	0	1027
	B	390	0	63	1150	0	1603
	C	243	57	0	395	0	695
	D	273	866	39	0	0	1178
	E	53	2	191	547	0	793
	Tot.	959	1292	557	2488	0	5296

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2023 AM Peak Plus Com Dev Plus 50% Prop Dev
Junction: Rusty Cutter	
1/1	53
1/2	740
2/1 (short)	315
2/2 (with short)	631(In) 316(Out)
2/3	396
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	390
4/1 (short)	395
4/2 (with short)	695(In) 300(Out)
5/1	273
5/2 (with short)	905(In) 453(Out)
5/3 (short)	452
6/1	589
6/2	799
6/3	480
7/1	483
7/2	1219
8/1	494
8/2	472
8/3	471
9/1	1016
9/2	1077
9/3	390
10/1	616
10/2	343
11/1	798
11/2	494
12/1	557
13/1	1213
13/2	1275
14/1	316
14/2	374

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 5: '2028 AM Peak' (FG5: '2028 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	366	274	375	0	1015
	B	402	0	66	1208	0	1676
	C	253	60	0	415	0	728
	D	282	909	41	0	0	1232
	E	46	2	201	575	0	824
	Tot.	983	1337	582	2573	0	5475

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 AM Peak
Junction: Rusty Cutter	
1/1	46
1/2	778
2/1 (short)	320
2/2 (with short)	640(In) 320(Out)
2/3	375
3/1 (short)	637
3/2 (with short)	1274(In) 637(Out)
3/3	402
4/1 (short)	415
4/2 (with short)	728(In) 313(Out)
5/1	282
5/2 (with short)	950(In) 475(Out)
5/3 (short)	475
6/1	609
6/2	833
6/3	505
7/1	506
7/2	1282
8/1	516
8/2	476
8/3	474
9/1	1047
9/2	1111
9/3	402
10/1	632
10/2	351
11/1	826
11/2	511
12/1	582
13/1	1254
13/2	1319
14/1	327
14/2	388

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 6: '2028 AM Peak Plus Com Dev' (FG6: '2028 AM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	369	274	379	0	1022
	B	403	0	66	1208	0	1677
	C	253	60	0	415	0	728
	D	282	910	41	0	0	1233
	E	47	2	201	575	0	825
	Tot.	985	1341	582	2577	0	5485

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 AM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	47
1/2	778
2/1 (short)	321
2/2 (with short)	643(In) 322(Out)
2/3	379
3/1 (short)	637
3/2 (with short)	1274(In) 637(Out)
3/3	403
4/1 (short)	415
4/2 (with short)	728(In) 313(Out)
5/1	282
5/2 (with short)	951(In) 476(Out)
5/3 (short)	475
6/1	610
6/2	834
6/3	505
7/1	507
7/2	1282
8/1	516
8/2	478
8/3	476
9/1	1049
9/2	1113
9/3	403
10/1	634
10/2	351
11/1	828
11/2	513
12/1	582
13/1	1256
13/2	1321
14/1	328
14/2	388

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 7: '2028 AM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 AM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	400	281	448	0	1129
	B	415	0	66	1208	0	1689
	C	257	60	0	415	0	732
	D	292	910	41	0	0	1243
	E	63	2	201	575	0	841
	Tot.	1027	1372	589	2646	0	5634

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2028 AM Peak Plus Com Dev Plus Prop Dev
Junction: Rusty Cutter	
1/1	63
1/2	778
2/1 (short)	340
2/2 (with short)	681(In) 341(Out)
2/3	448
3/1 (short)	637
3/2 (with short)	1274(In) 637(Out)
3/3	415
4/1 (short)	415
4/2 (with short)	732(In) 317(Out)
5/1	292
5/2 (with short)	951(In) 475(Out)
5/3 (short)	476
6/1	627
6/2	842
6/3	506
7/1	506
7/2	1283
8/1	523
8/2	512
8/3	511
9/1	1083
9/2	1148
9/3	415
10/1	658
10/2	369
11/1	846
11/2	526
12/1	589
13/1	1290
13/2	1356
14/1	335
14/2	397

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	400	281	448	0	1129
	B	415	0	66	1228	0	1709
	C	257	60	0	415	0	732
	D	292	917	41	0	0	1250
	E	63	2	201	575	0	841
	Tot.	1027	1379	589	2666	0	5661

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test
Junction: Rusty Cutter	
1/1	63
1/2	778
2/1 (short)	340
2/2 (with short)	681(In) 341(Out)
2/3	448
3/1 (short)	647
3/2 (with short)	1294(In) 647(Out)
3/3	415
4/1 (short)	415
4/2 (with short)	732(In) 317(Out)
5/1	292
5/2 (with short)	958(In) 479(Out)
5/3 (short)	479
6/1	627
6/2	846
6/3	509
7/1	510
7/2	1286
8/1	523
8/2	512
8/3	511
9/1	1093
9/2	1158
9/3	415
10/1	658
10/2	369
11/1	850
11/2	529
12/1	589
13/1	1300
13/2	1366
14/1	335

Full Input Data And Results

14/2	397

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

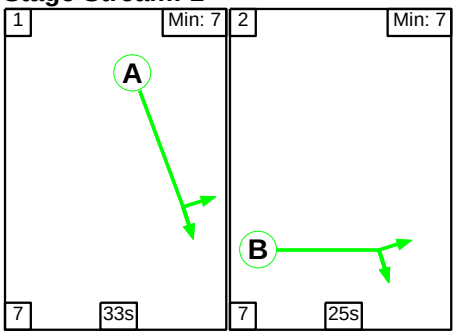
Full Input Data And Results

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

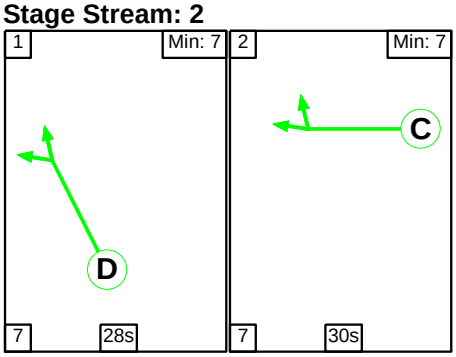
Scenario 1: '2016 AM Peak' (FG1: '2016 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

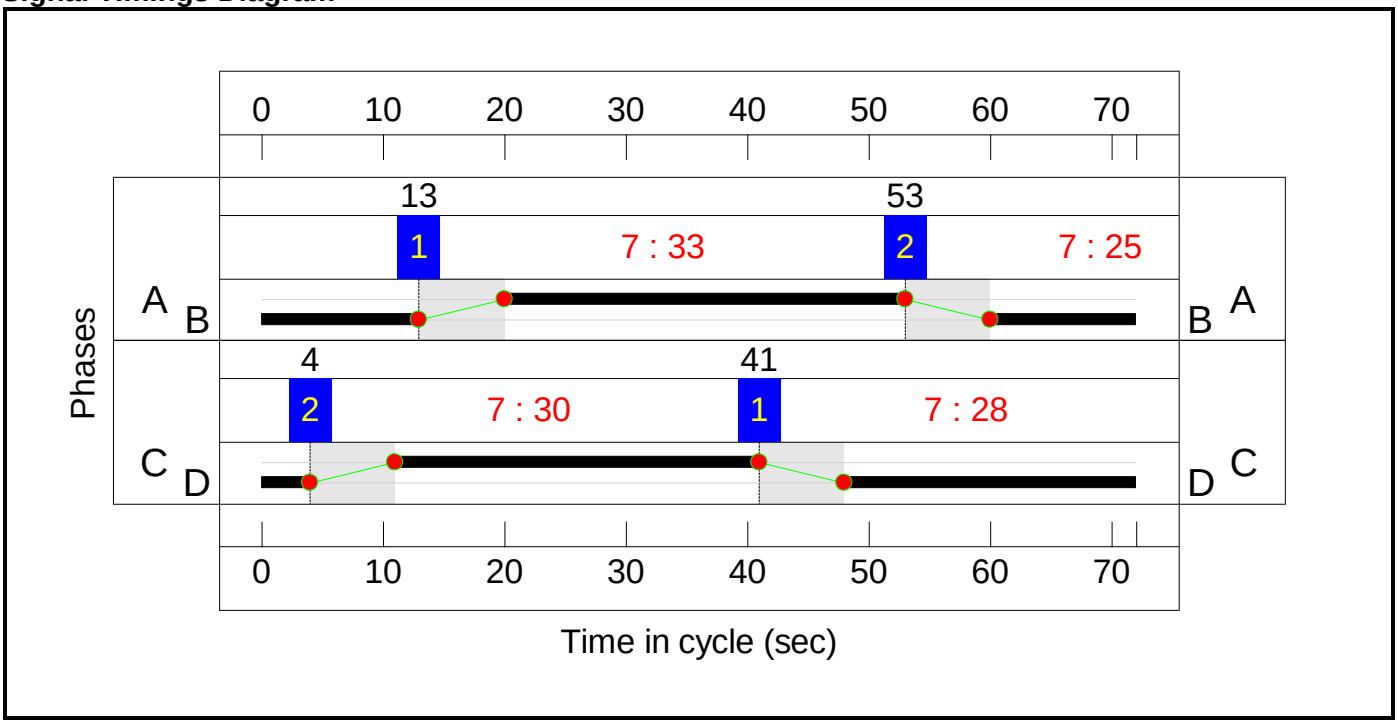
Stage	1	2
Duration	33	25
Change Point	13	53

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	41	4

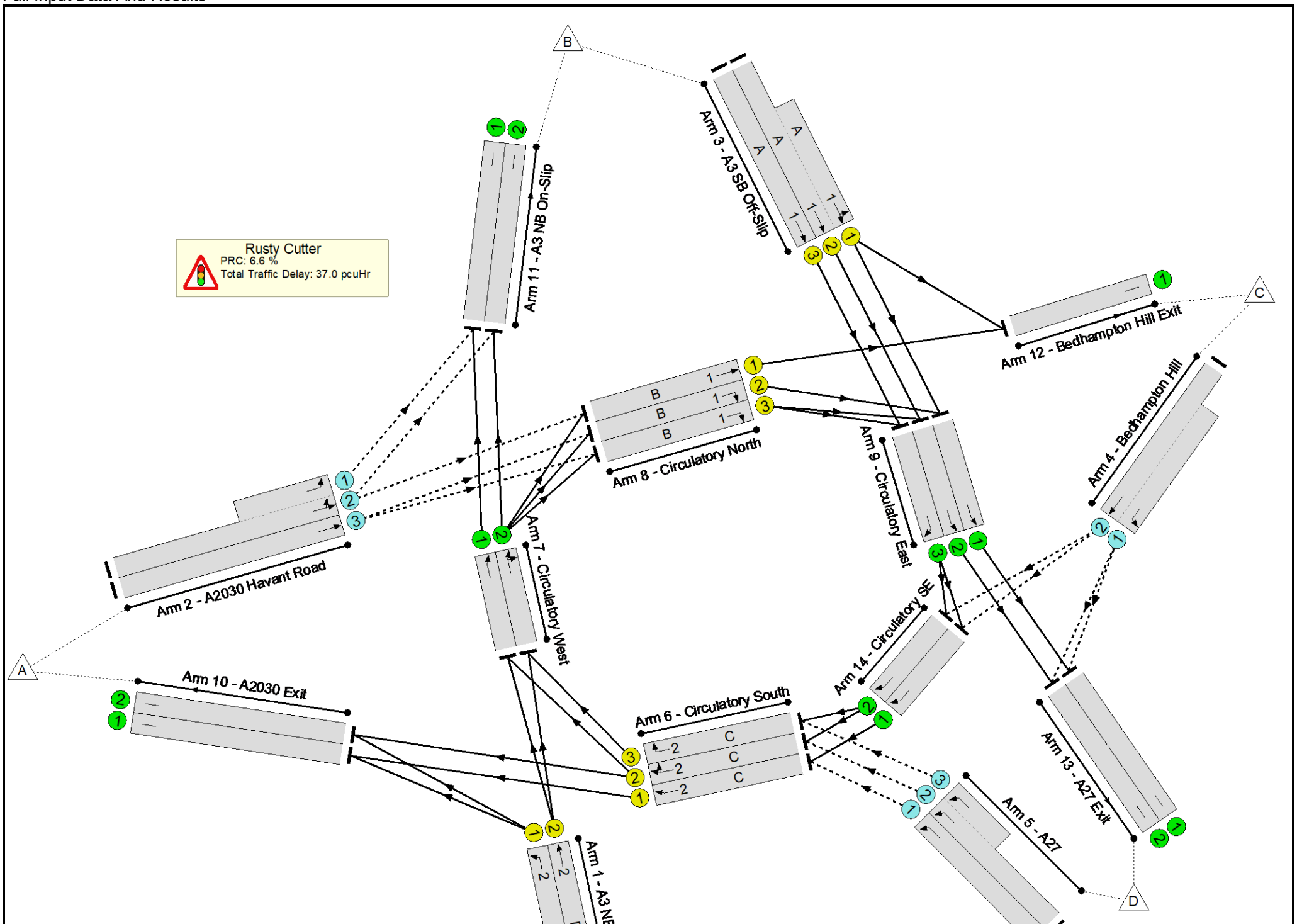
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	39	1950	785	5.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	662	1950	785	84.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	544	1950:1950	683+683	39.8 : 39.8%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	319	1950	664	48.1%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	33	-	1083	1950:1950	703+701	77.1 : 77.1%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	33	-	342	1950	921	37.1%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	619	1950:1950	662+732	40.2 : 48.2%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	240	1950	1076	22.3%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	808	1950:1950	957+948	42.2 : 42.6%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	518	1950	840	61.7%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	709	1950	840	84.4%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	429	1950	840	51.1%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	431	1950	1950	22.1%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1090	1950	1950	55.9%
8/1	Circulatory North Ahead	U	1	N/A	B		1	25	-	439	1950	704	62.3%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	25	-	405	1950	704	57.5%
8/3	Circulatory North Right	U	1	N/A	B		1	25	-	403	1950	704	57.2%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	890	1950	1950	45.6%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	945	1950	1950	48.5%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	342	1950	1950	17.5%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	278	1950	1950	14.3%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	330	1950	1950	16.9%

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	**-**	**-**	**4501**	**0**	**0**	**22.7**	**14.3**	**0.0**	**37.0**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**4501**	**0**	**0**	**22.7**	**14.3**	**0.0**	**37.0**	**-**	**-**	**-**	**-**
1/1	39	39	-	-	-	0.1	0.0	-	0.2	15.6	0.5	0.0	0.5
1/2	662	662	-	-	-	3.6	2.6	-	6.1	33.4	12.0	2.6	14.5
2/2+2/1	544	544	1088	0	0	0.0	0.3	-	0.3	2.2	0.6	0.3	0.9
2/3	319	319	319	0	0	0.0	0.5	-	0.5	5.4	1.2	0.5	1.6
3/2+3/1	1083	1083	-	-	-	4.2	1.7	-	5.8	19.4	7.8	1.7	9.5
3/3	342	342	-	-	-	1.2	0.3	-	1.5	15.3	4.4	0.3	4.7
4/2+4/1	619	619	1238	0	0	0.3	0.4	-	0.7	4.1	1.9	0.4	2.3
5/1	240	240	240	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
5/2+5/3	808	808	1616	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	518	518	-	-	-	2.8	0.8	-	3.6	24.7	7.8	0.8	8.6
6/2	709	709	-	-	-	4.0	2.6	-	6.6	33.8	11.9	2.6	14.5
6/3	429	429	-	-	-	1.8	0.5	-	2.3	19.3	6.2	0.5	6.7
7/1	431	431	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	1090	1090	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
8/1	439	439	-	-	-	1.9	0.8	-	2.7	22.2	5.6	0.8	6.4
8/2	405	405	-	-	-	1.4	0.7	-	2.1	18.6	3.6	0.7	4.3
8/3	403	403	-	-	-	1.4	0.7	-	2.1	18.5	3.6	0.7	4.3
9/1	890	890	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
9/2	945	945	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
9/3	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	278	278	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	330	330	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

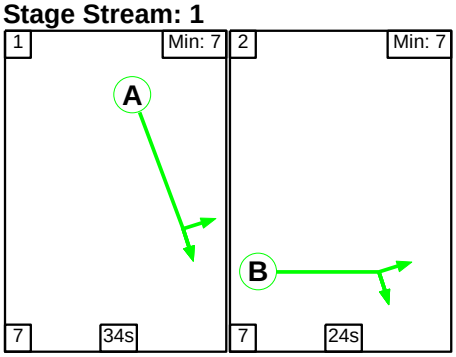
C1	Stream: 1 PRC for Signalled Lanes (%):	16.7	Total Delay for Signalled Lanes (pcuHr):	14.17	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	18.82	Cycle Time (s):	72
	PRC Over All Lanes (%):	6.6	Total Delay Over All Lanes(pcuHr):	36.98		

Full Input Data And Results

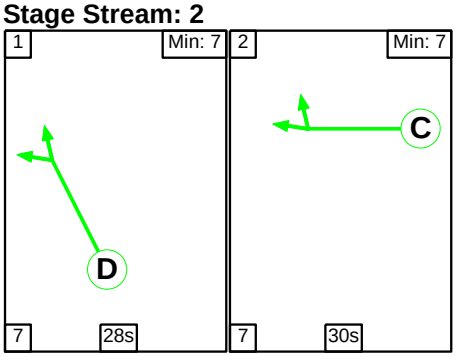
Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

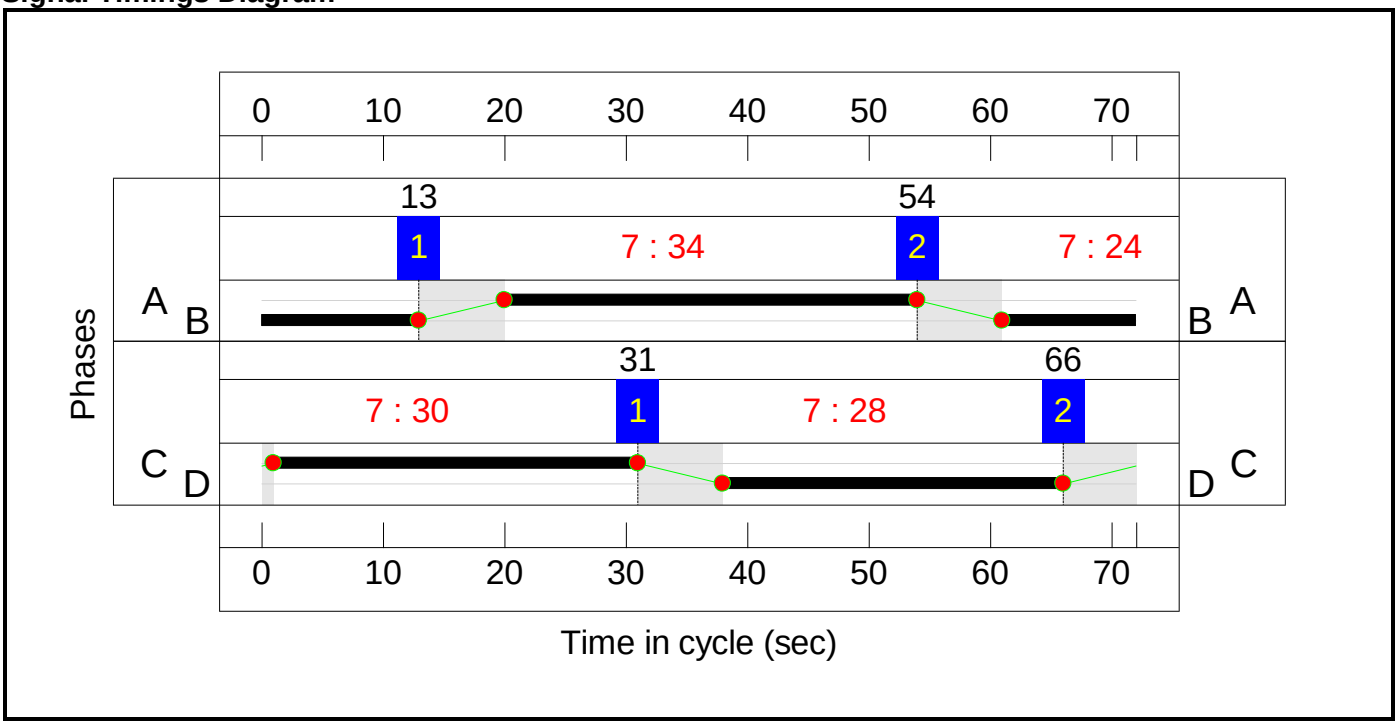
Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

Full Input Data And Results

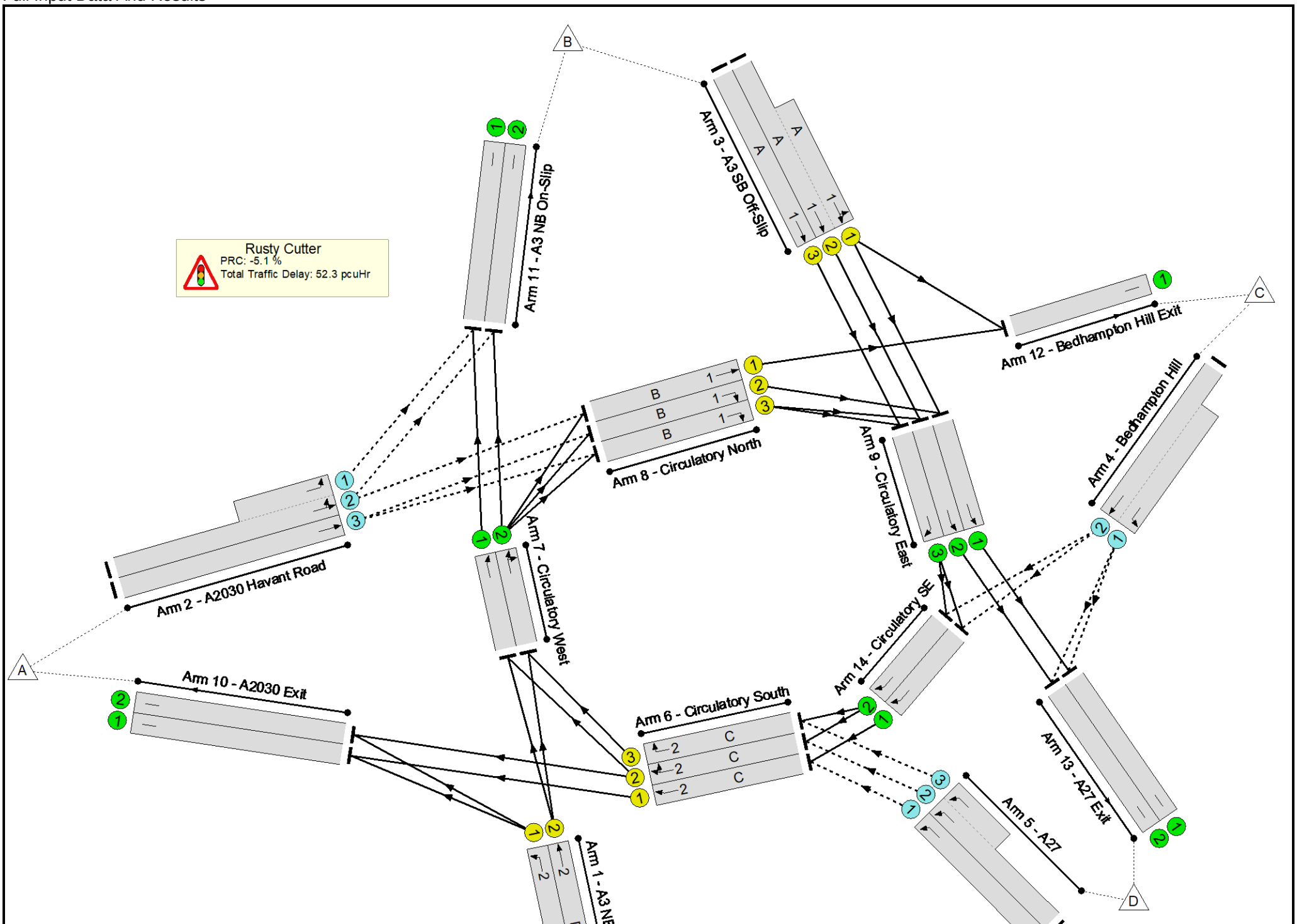
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	44	1950	785	5.6%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	740	1950	785	94.2%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	609	1950:1950	623+621	48.9 : 48.9%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	357	1950	602	59.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1213	1950:1950	715+716	84.8 : 84.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	383	1950	948	40.4%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	693	1950:1950	576+649	51.7 : 60.9%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	269	1950	1063	25.3%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	904	1950:1950	930+919	48.6 : 49.2%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	580	1950	840	69.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	794	1950	840	94.6%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	480	1950	840	57.2%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	482	1950	1950	24.7%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1219	1950	1950	62.5%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	491	1950	677	72.5%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	453	1950	677	66.9%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	451	1950	677	66.6%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	997	1950	1950	51.1%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1057	1950	1950	54.2%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	383	1950	1950	19.6%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	311	1950	1950	15.9%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	370	1950	1950	19.0%

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	**-**	**-**	**5038**	**0**	**0**	**26.2**	**26.2**	**0.0**	**52.3**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5038**	**0**	**0**	**26.2**	**26.2**	**0.0**	**52.3**	**-**	**-**	**-**	**-**
1/1	44	44	-	-	-	0.2	0.0	-	0.2	15.6	0.5	0.0	0.6
1/2	740	740	-	-	-	4.3	6.4	-	10.6	51.7	14.2	6.4	20.5
2/2+2/1	609	609	1218	0	0	0.0	0.5	-	0.5	2.9	0.8	0.5	1.2
2/3	357	357	357	0	0	0.0	0.7	-	0.7	7.6	1.4	0.7	2.1
3/2+3/1	1213	1213	-	-	-	4.7	2.7	-	7.4	21.9	8.9	2.7	11.7
3/3	383	383	-	-	-	1.3	0.3	-	1.6	15.0	4.9	0.3	5.2
4/2+4/1	693	693	1386	0	0	0.7	0.7	-	1.3	7.0	2.6	0.7	3.3
5/1	269	269	269	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	904	904	1808	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	580	580	-	-	-	3.5	1.1	-	4.6	28.4	10.0	1.1	11.1
6/2	794	794	-	-	-	5.2	6.7	-	11.9	53.9	15.4	6.7	22.1
6/3	480	480	-	-	-	2.0	0.7	-	2.7	20.3	7.2	0.7	7.8
7/1	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1219	1219	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
8/1	491	491	-	-	-	2.1	1.3	-	3.4	24.7	7.9	1.3	9.2
8/2	453	453	-	-	-	1.2	1.0	-	2.2	17.5	6.1	1.0	7.1
8/3	451	451	-	-	-	1.2	1.0	-	2.2	17.4	6.1	1.0	7.1
9/1	997	997	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
9/2	1057	1057	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/3	383	383	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	370	370	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

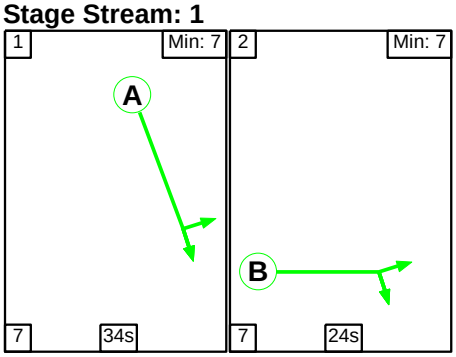
C1	Stream: 1 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	16.70	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	29.97	Cycle Time (s):	72
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	52.34		

Full Input Data And Results

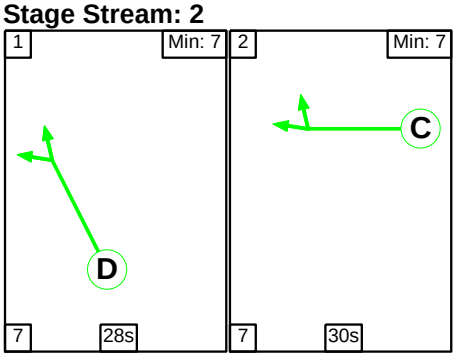
Scenario 3: '2023 AM Peak Plus Com Dev' (FG3: '2023 AM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

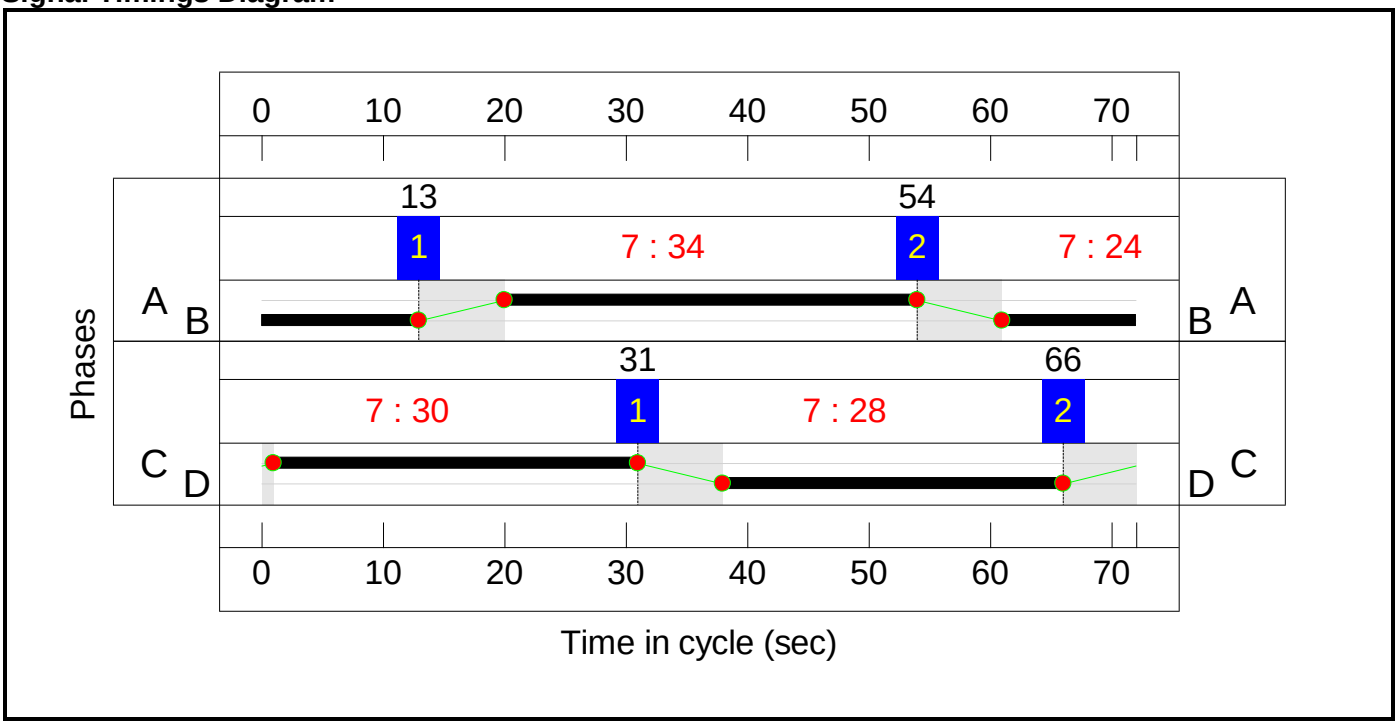
Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

Full Input Data And Results

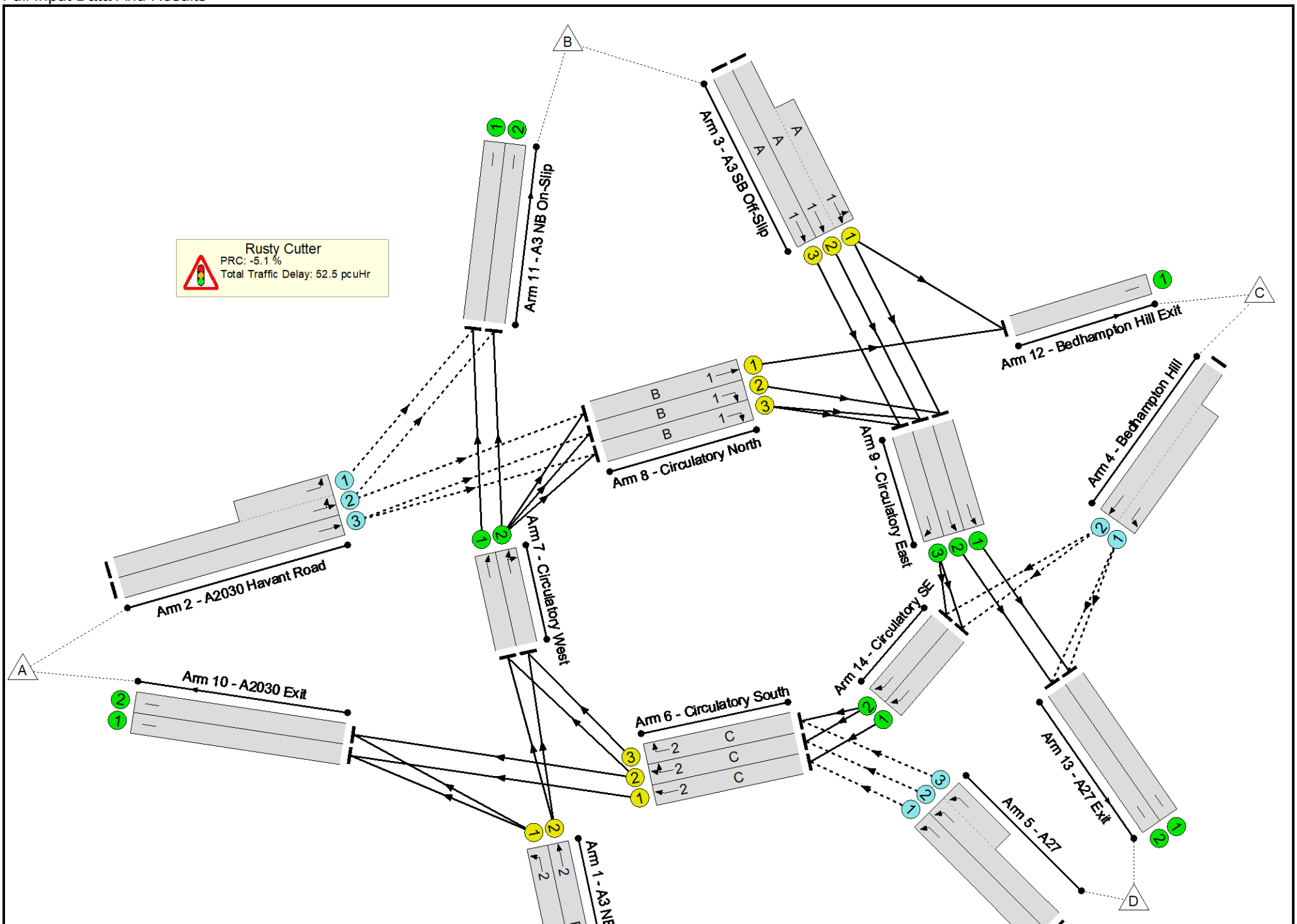
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	45	1950	785	5.7%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	740	1950	785	94.2%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	612	1950:1950	624+624	49.1 : 49.1%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	361	1950	602	60.0%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1213	1950:1950	715+716	84.8 : 84.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	384	1950	948	40.5%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	693	1950:1950	574+647	51.9 : 61.0%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	269	1950	1063	25.3%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	905	1950:1950	930+919	48.6 : 49.3%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	581	1950	840	69.2%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	794	1950	840	94.6%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	481	1950	840	57.3%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	482	1950	1950	24.7%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1220	1950	1950	62.6%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	491	1950	677	72.5%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	455	1950	677	67.2%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	453	1950	677	66.9%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	999	1950	1950	51.2%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1059	1950	1950	54.3%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	384	1950	1950	19.7%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	312	1950	1950	16.0%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	370	1950	1950	19.0%

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	**-**	**-**	**5050**	**0**	**0**	**26.2**	**26.3**	**0.0**	**52.5**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5050**	**0**	**0**	**26.2**	**26.3**	**0.0**	**52.5**	**-**	**-**	**-**	**-**
1/1	45	45	-	-	-	0.2	0.0	-	0.2	15.6	0.6	0.0	0.6
1/2	740	740	-	-	-	4.3	6.4	-	10.6	51.7	14.2	6.4	20.5
2/2+2/1	612	612	1224	0	0	0.0	0.5	-	0.5	2.9	0.8	0.5	1.3
2/3	361	361	361	0	0	0.0	0.7	-	0.8	7.7	1.6	0.7	2.3
3/2+3/1	1213	1213	-	-	-	4.7	2.7	-	7.4	21.9	8.9	2.7	11.7
3/3	384	384	-	-	-	1.3	0.3	-	1.6	15.0	4.9	0.3	5.2
4/2+4/1	693	693	1386	0	0	0.7	0.7	-	1.3	7.0	2.6	0.7	3.3
5/1	269	269	269	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	905	905	1810	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	581	581	-	-	-	3.5	1.1	-	4.6	28.5	10.0	1.1	11.1
6/2	794	794	-	-	-	5.2	6.7	-	11.9	53.9	15.4	6.7	22.1
6/3	481	481	-	-	-	2.0	0.7	-	2.7	20.3	7.2	0.7	7.9
7/1	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1220	1220	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
8/1	491	491	-	-	-	2.1	1.3	-	3.4	24.7	7.9	1.3	9.2
8/2	455	455	-	-	-	1.2	1.0	-	2.2	17.6	6.2	1.0	7.2
8/3	453	453	-	-	-	1.2	1.0	-	2.2	17.5	6.1	1.0	7.1
9/1	999	999	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
9/2	1059	1059	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/3	384	384	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	312	312	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	370	370	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

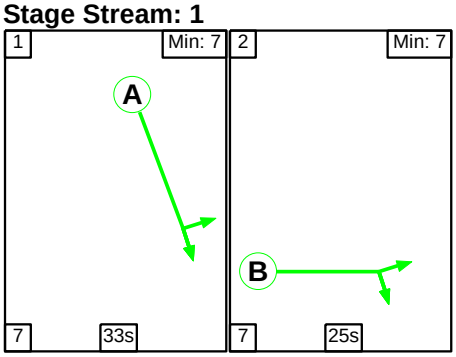
C1	Stream: 1 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	16.76	Cycle Time (s): 72
C1	Stream: 2 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	30.00	Cycle Time (s): 72
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	52.48	

Full Input Data And Results

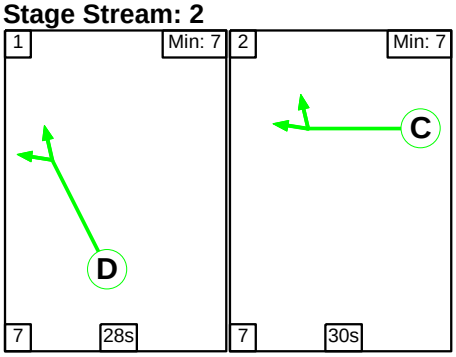
Scenario 4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 AM Peak Plus Com Dev Plus 50% Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

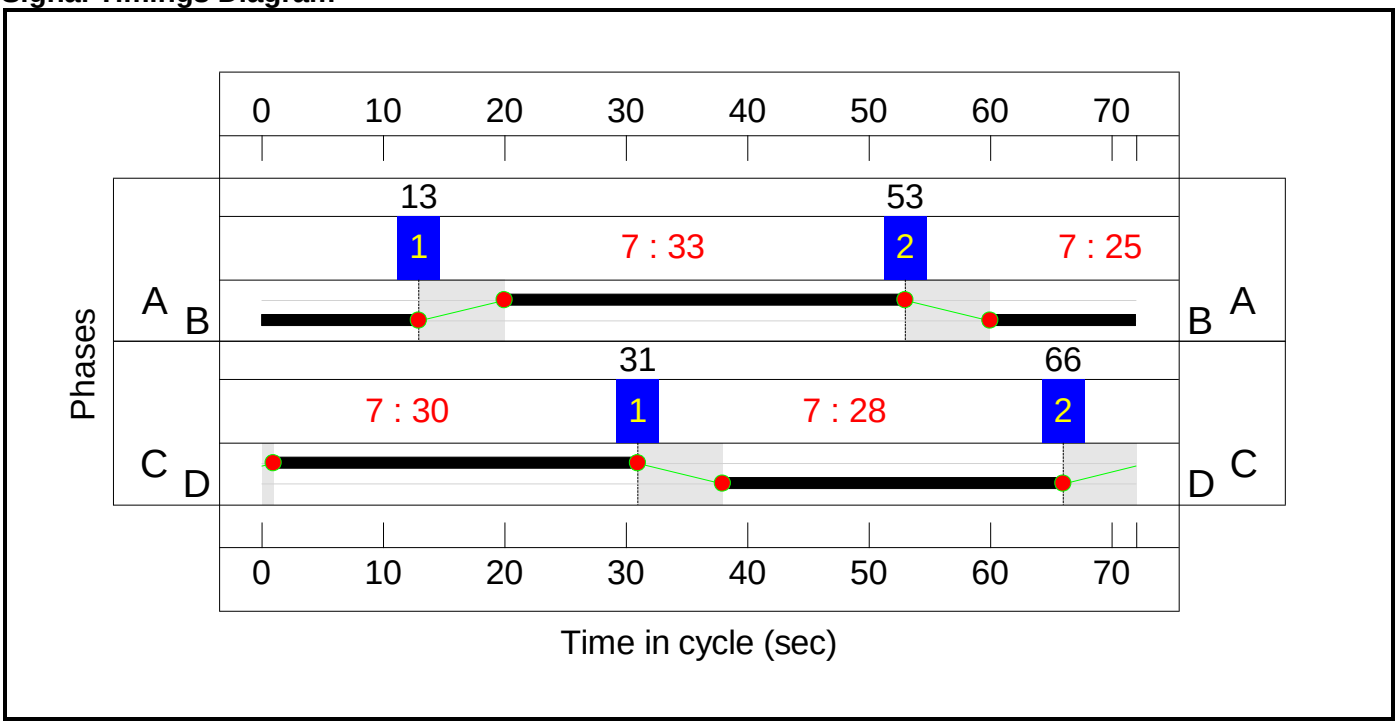
Stage	1	2
Duration	33	25
Change Point	13	53

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

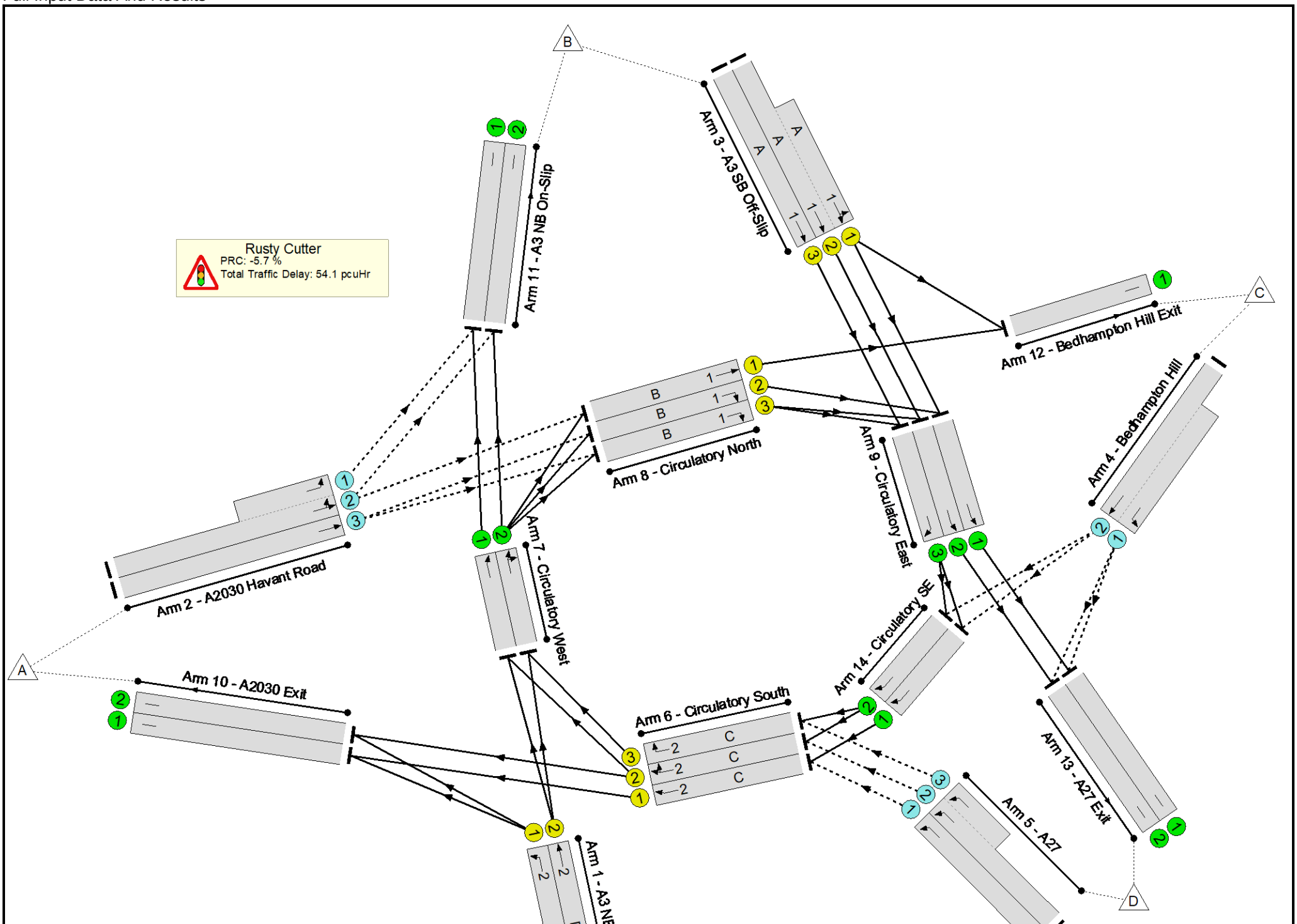
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Rusty Cutter
PRC: -5.7 %
Total Traffic Delay: 54.1 pcuHr
A
B
C
D
Arm 1 - A3 NB Off-Slip
Arm 2 - A2030 Havant Road
Arm 3 - A3 SB Off-Slip
Arm 4 - Bedhampton Hill
Arm 5 - A27
Arm 6 - Circulatory South
Arm 7 - Circulatory West
Arm 8 - Circulatory North
Arm 9 - Circulatory East
Arm 10 - A2030 Exit
Arm 11 - A3 NB On-Slip
Arm 12 - Bedhampton Hill Exit
Arm 13 - A27 Exit
Arm 14 - Circulatory SE

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**
Rusty Cutter	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.2%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	53	1950	785	6.7%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	740	1950	785	94.2%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	631	1950:1950	626+624	50.5 : 50.5%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	396	1950	602	65.8%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	33	-	1213	1950:1950	701+703	86.4 : 86.4%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	33	-	390	1950	921	42.4%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	695	1950:1950	563+633	53.3 : 62.4%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	273	1950	1062	25.7%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	905	1950:1950	927+916	48.9 : 49.4%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	589	1950	840	70.2%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	799	1950	840	95.2%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	480	1950	840	57.2%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	483	1950	1950	24.8%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1219	1950	1950	62.5%
8/1	Circulatory North Ahead	U	1	N/A	B		1	25	-	494	1950	704	70.2%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	25	-	472	1950	704	67.0%
8/3	Circulatory North Right	U	1	N/A	B		1	25	-	471	1950	704	66.9%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1016	1950	1950	52.1%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1077	1950	1950	55.2%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	390	1950	1950	20.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1213	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1275	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	316	1950	1950	16.2%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	374	1950	1950	19.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**5131**	**0**	**0**	**26.7**	**27.4**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5131**	**0**	**0**	**26.7**	**27.4**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
1/1	53	53	-	-	-	0.2	0.0	-	0.2	15.7	0.6	0.0	0.7
1/2	740	740	-	-	-	4.3	6.4	-	10.6	51.7	14.2	6.4	20.5
2/2+2/1	631	631	1262	0	0	0.0	0.5	-	0.5	3.0	0.9	0.5	1.4
2/3	396	396	396	0	0	0.0	1.0	-	1.0	9.1	2.2	1.0	3.2
3/2+3/1	1213	1213	-	-	-	4.9	3.1	-	8.0	23.7	9.3	3.1	12.4
3/3	390	390	-	-	-	1.4	0.4	-	1.7	15.9	5.1	0.4	5.5
4/2+4/1	695	695	1390	0	0	0.7	0.7	-	1.4	7.4	2.7	0.7	3.4
5/1	273	273	273	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	905	905	1810	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	589	589	-	-	-	3.6	1.2	-	4.7	28.9	10.1	1.2	11.3
6/2	799	799	-	-	-	5.2	7.3	-	12.5	56.2	15.5	7.3	22.7
6/3	480	480	-	-	-	2.0	0.7	-	2.7	20.3	7.2	0.7	7.8
7/1	483	483	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1219	1219	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
8/1	494	494	-	-	-	2.0	1.2	-	3.1	22.9	7.7	1.2	8.9
8/2	472	472	-	-	-	1.2	1.0	-	2.2	17.0	6.2	1.0	7.2
8/3	471	471	-	-	-	1.2	1.0	-	2.2	17.0	6.2	1.0	7.2
9/1	1016	1016	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
9/2	1077	1077	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
9/3	390	390	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1275	1275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	374	374	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

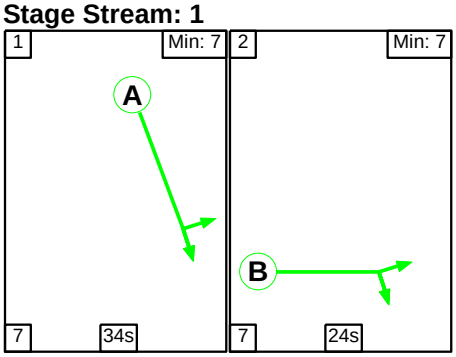
C1	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	17.29	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-5.7	Total Delay for Signalled Lanes (pcuHr):	30.75	Cycle Time (s):	72
	PRC Over All Lanes (%):	-5.7	Total Delay Over All Lanes(pcuHr):	54.14		

Full Input Data And Results

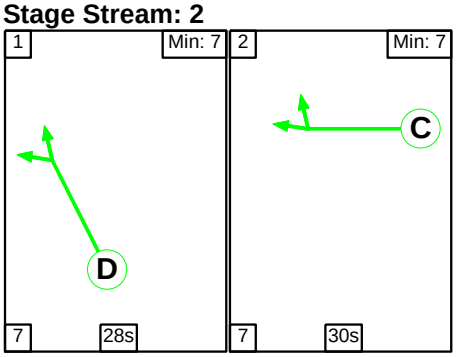
Scenario 5: '2028 AM Peak' (FG5: '2028 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

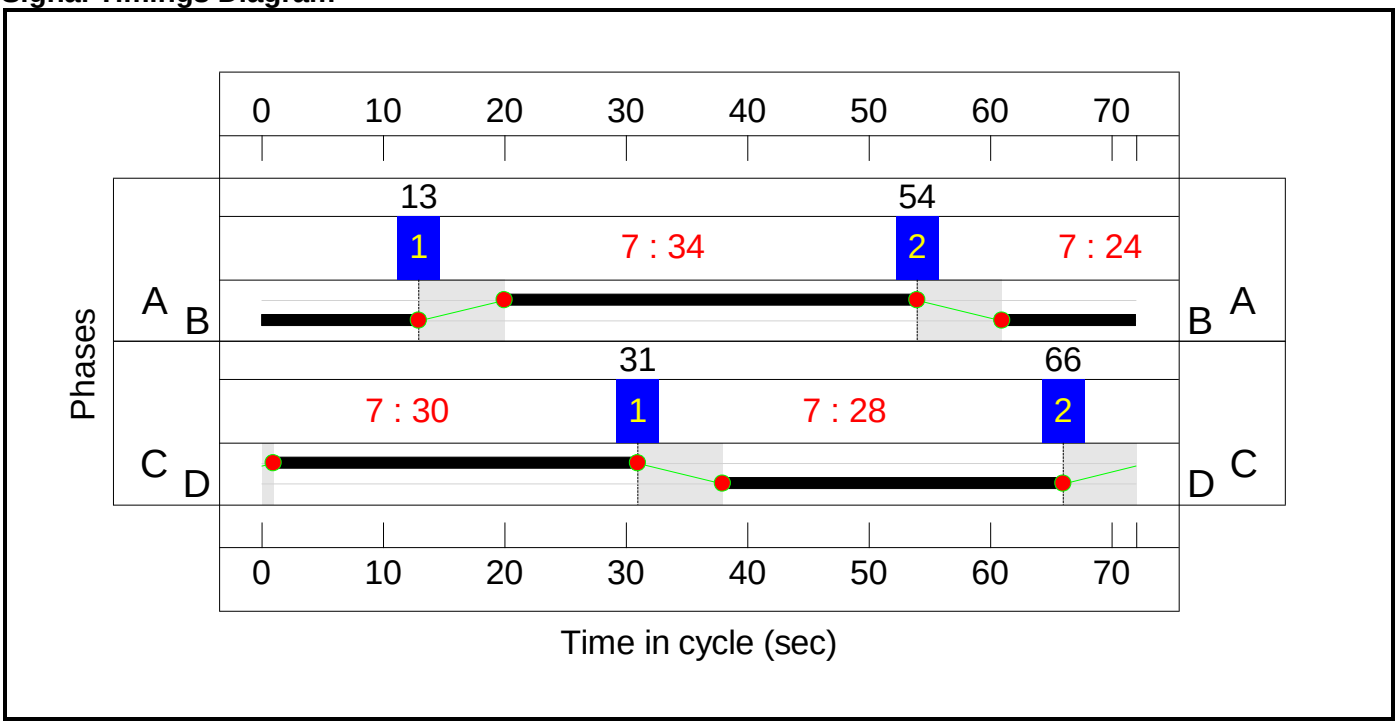
Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

Full Input Data And Results

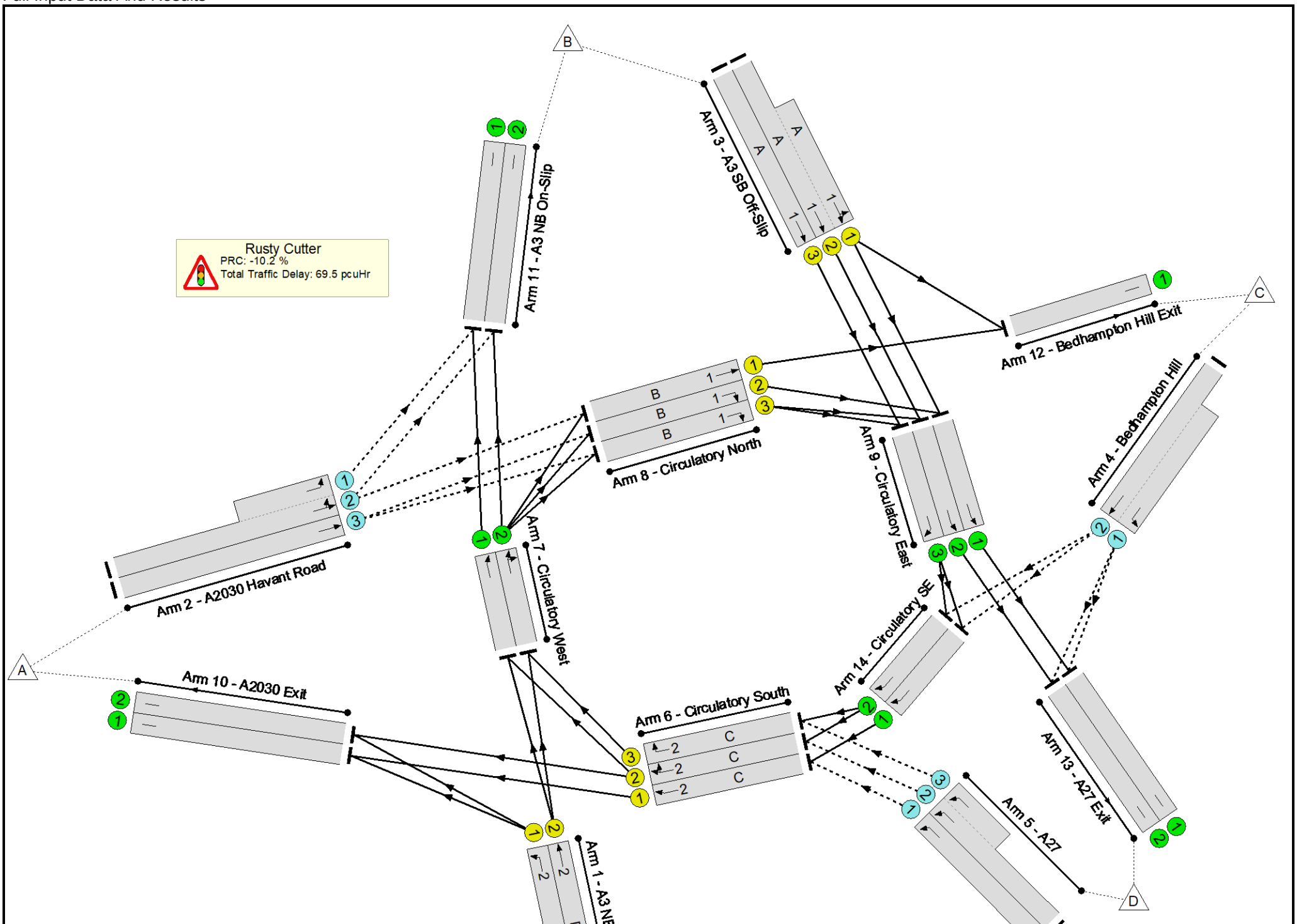
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
Rusty Cutter	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	46	1950	785	5.9%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	778	1950	785	99.1%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	640	1950:1950	595+595	53.8 : 53.8%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	375	1950	573	65.5%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1274	1950:1950	716+716	89.0 : 89.0%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	402	1950	948	42.4%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	728	1950:1950	537+609	58.3 : 68.1%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	282	1950	1057	26.7%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	950	1950:1950	918+906	51.8 : 52.4%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	609	1950	840	72.5%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	833	1950	840	99.2%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	505	1950	840	60.1%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	506	1950	1950	25.9%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1282	1950	1950	65.7%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	516	1950	677	76.2%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	476	1950	677	70.3%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	474	1950	677	70.0%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1047	1950	1950	53.7%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1111	1950	1950	57.0%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	402	1950	1950	20.6%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1254	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1319	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	327	1950	1950	16.8%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	388	1950	1950	19.9%

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	**-**	**-**	**5293**	**0**	**0**	**28.3**	**41.1**	**0.0**	**69.5**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5293**	**0**	**0**	**28.3**	**41.1**	**0.0**	**69.5**	**-**	**-**	**-**	**-**
1/1	46	46	-	-	-	0.2	0.0	-	0.2	15.6	0.6	0.0	0.6
1/2	778	778	-	-	-	4.6	12.2	-	16.8	77.9	15.3	12.2	27.6
2/2+2/1	640	640	1280	0	0	0.0	0.6	-	0.6	3.4	1.2	0.6	1.7
2/3	375	375	375	0	0	0.0	0.9	-	1.0	9.5	2.0	0.9	2.9
3/2+3/1	1274	1274	-	-	-	5.0	3.9	-	8.9	25.0	10.3	3.9	14.2
3/3	402	402	-	-	-	1.3	0.4	-	1.7	15.3	5.1	0.4	5.5
4/2+4/1	728	728	1456	0	0	0.9	0.9	-	1.8	8.8	3.1	0.9	4.0
5/1	282	282	282	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	950	950	1900	0	0	0.0	0.5	-	0.5	2.1	0.1	0.5	0.7
6/1	609	609	-	-	-	3.7	1.3	-	5.0	29.5	10.6	1.3	11.9
6/2	833	833	-	-	-	5.5	12.9	-	18.4	79.6	16.5	12.9	29.4
6/3	505	505	-	-	-	2.2	0.8	-	2.9	20.9	7.7	0.8	8.4
7/1	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1282	1282	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
8/1	516	516	-	-	-	2.2	1.6	-	3.8	26.5	8.4	1.6	10.0
8/2	476	476	-	-	-	1.3	1.2	-	2.5	18.7	6.6	1.2	7.8
8/3	474	474	-	-	-	1.3	1.2	-	2.4	18.6	6.6	1.2	7.7
9/1	1047	1047	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/2	1111	1111	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
9/3	402	402	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1319	1319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	327	327	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	388	388	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

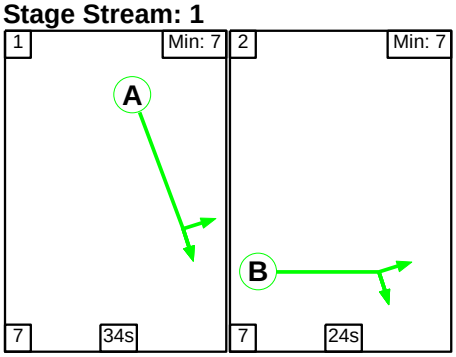
C1	Stream: 1 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	19.28	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	43.37	Cycle Time (s):	72
	PRC Over All Lanes (%):	-10.2	Total Delay Over All Lanes(pcuHr):	69.47		

Full Input Data And Results

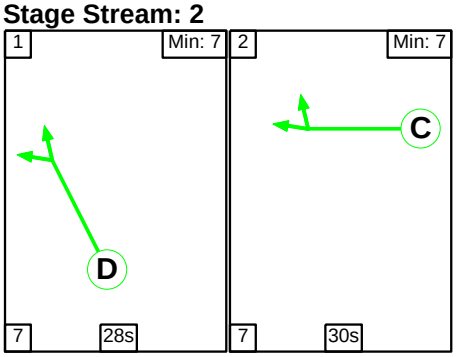
Scenario 6: '2028 AM Peak Plus Com Dev' (FG6: '2028 AM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

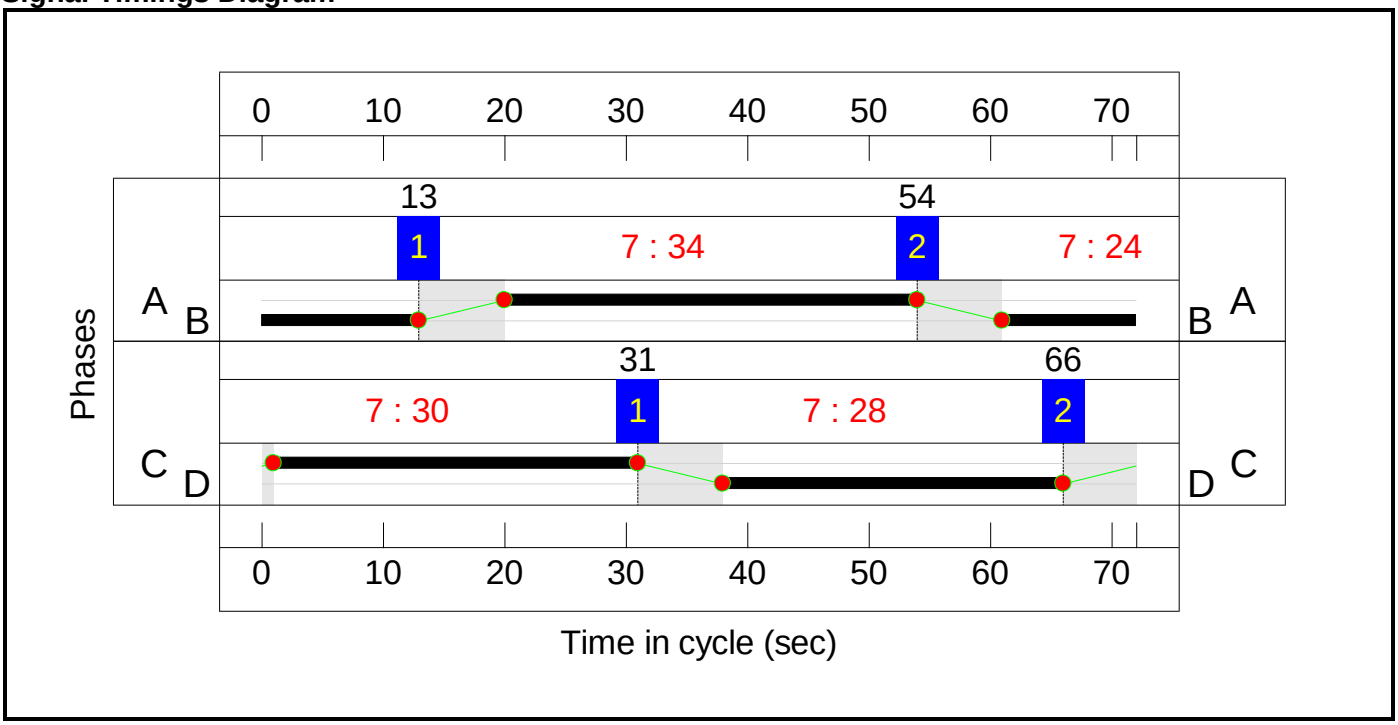
Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

Full Input Data And Results

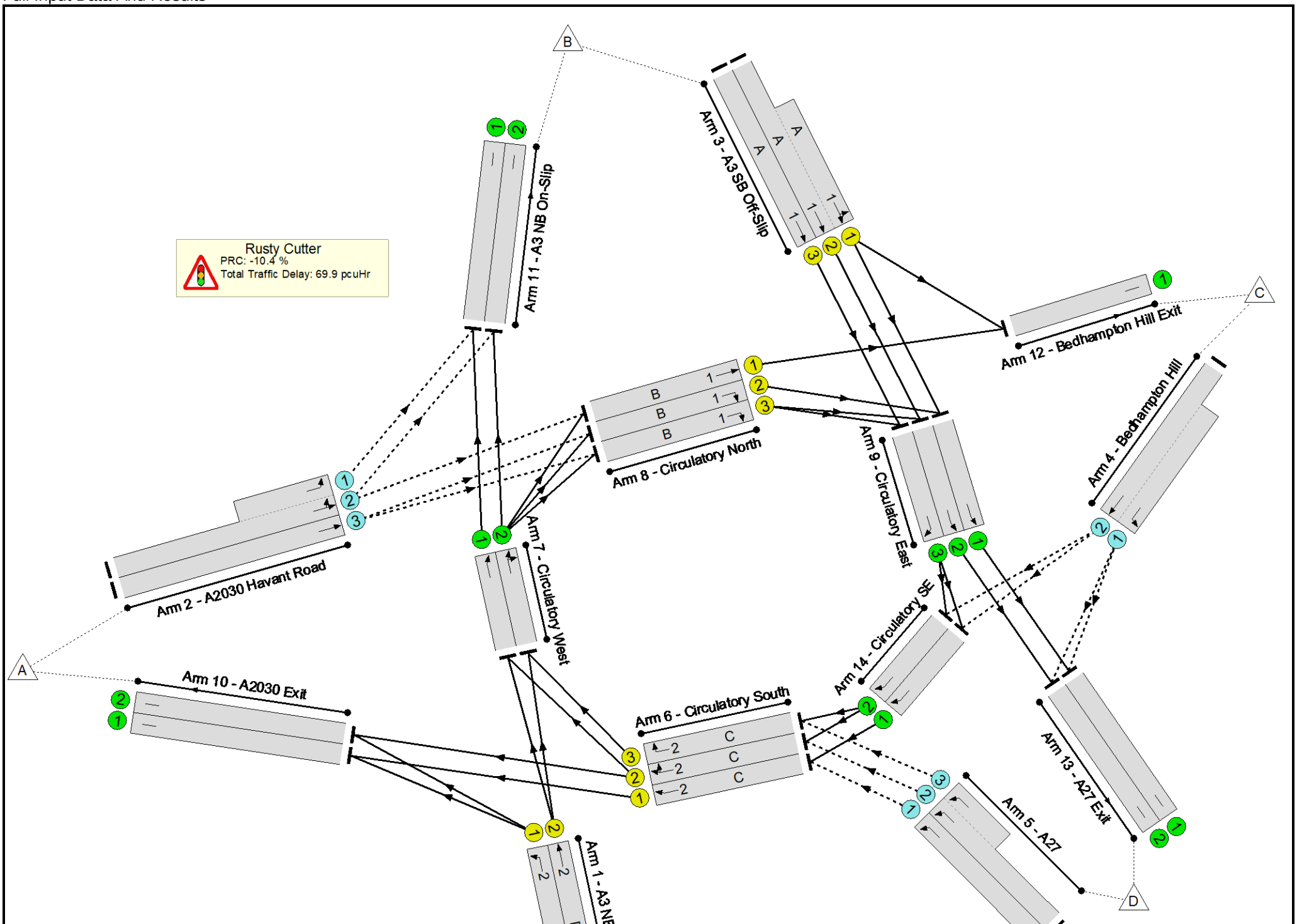
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	47	1950	785	6.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	778	1950	785	99.1%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	643	1950:1950	595+593	54.1 : 54.1%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	379	1950	573	66.2%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1274	1950:1950	716+716	89.0 : 89.0%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	403	1950	948	42.5%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	728	1950:1950	535+607	58.5 : 68.3%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	282	1950	1057	26.7%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	951	1950:1950	917+906	51.9 : 52.5%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	610	1950	840	72.7%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	834	1950	840	99.3%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	505	1950	840	60.1%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	507	1950	1950	26.0%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1282	1950	1950	65.7%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	516	1950	677	76.2%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	478	1950	677	70.6%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	476	1950	677	70.3%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1049	1950	1950	53.8%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1113	1950	1950	57.1%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	403	1950	1950	20.7%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1256	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1321	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	328	1950	1950	16.8%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	388	1950	1950	19.9%

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	**-**	**-**	**5305**	**0**	**0**	**28.4**	**41.5**	**0.0**	**69.9**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5305**	**0**	**0**	**28.4**	**41.5**	**0.0**	**69.9**	**-**	**-**	**-**	**-**
1/1	47	47	-	-	-	0.2	0.0	-	0.2	15.6	0.6	0.0	0.6
1/2	778	778	-	-	-	4.6	12.2	-	16.8	77.9	15.3	12.2	27.6
2/2+2/1	643	643	1286	0	0	0.0	0.6	-	0.6	3.4	1.2	0.6	1.8
2/3	379	379	379	0	0	0.1	1.0	-	1.0	9.7	2.1	1.0	3.1
3/2+3/1	1274	1274	-	-	-	5.0	3.9	-	8.9	25.0	10.3	3.9	14.2
3/3	403	403	-	-	-	1.3	0.4	-	1.7	15.3	5.1	0.4	5.5
4/2+4/1	728	728	1456	0	0	0.9	0.9	-	1.8	8.9	3.1	0.9	4.0
5/1	282	282	282	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	951	951	1902	0	0	0.0	0.5	-	0.5	2.1	0.1	0.5	0.7
6/1	610	610	-	-	-	3.7	1.3	-	5.0	29.6	10.6	1.3	11.9
6/2	834	834	-	-	-	5.5	13.1	-	18.7	80.5	16.5	13.1	29.6
6/3	505	505	-	-	-	2.2	0.8	-	2.9	20.9	7.7	0.8	8.4
7/1	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1282	1282	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
8/1	516	516	-	-	-	2.2	1.6	-	3.8	26.5	8.4	1.6	10.0
8/2	478	478	-	-	-	1.3	1.2	-	2.5	18.8	6.6	1.2	7.8
8/3	476	476	-	-	-	1.3	1.2	-	2.5	18.7	6.6	1.2	7.8
9/1	1049	1049	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/2	1113	1113	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
9/3	403	403	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1321	1321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	328	328	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	388	388	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

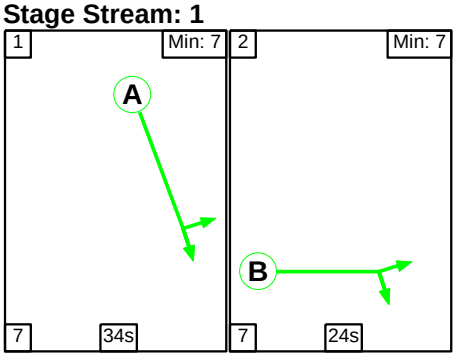
C1	Stream: 1 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	19.34	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	43.63	Cycle Time (s):	72
	PRC Over All Lanes (%):	-10.4	Total Delay Over All Lanes(pcuHr):	69.86		

Full Input Data And Results

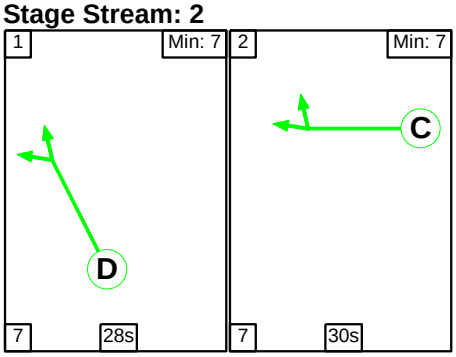
Scenario 7: '2028 AM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 AM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

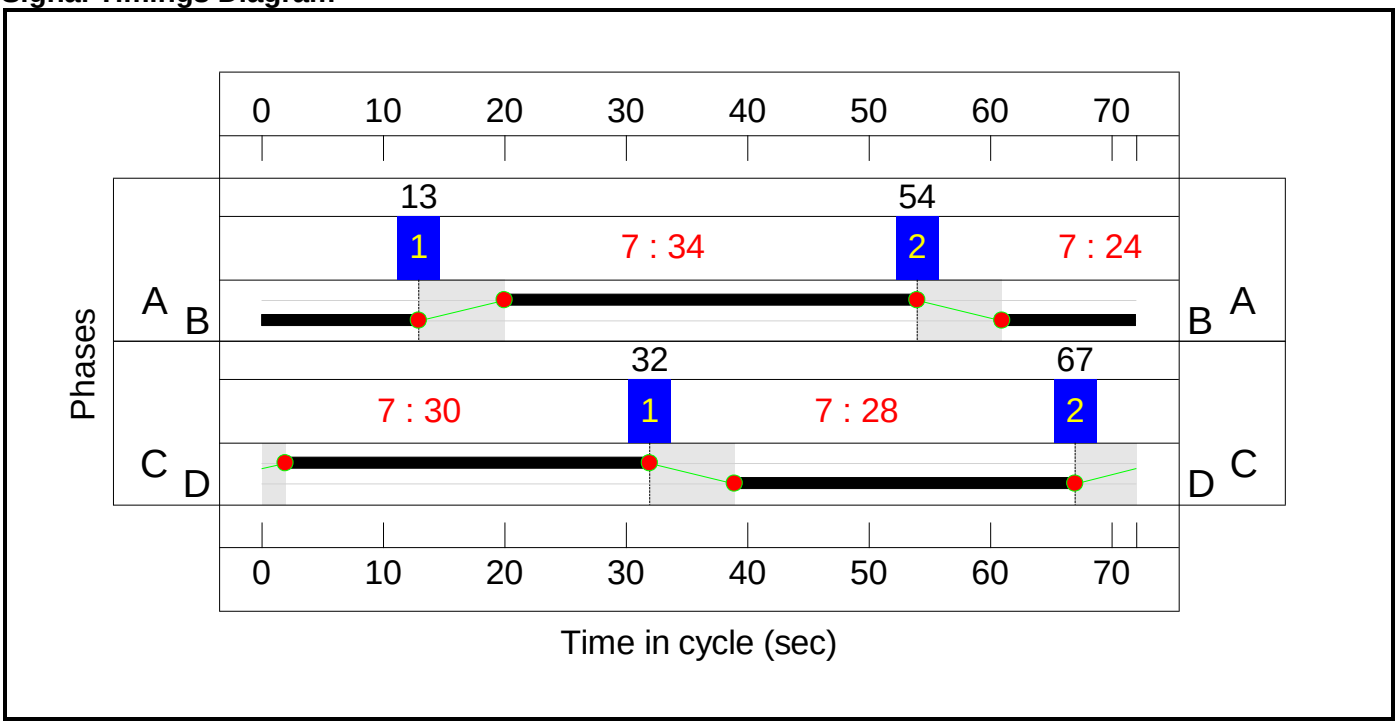
Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	32	67

Full Input Data And Results

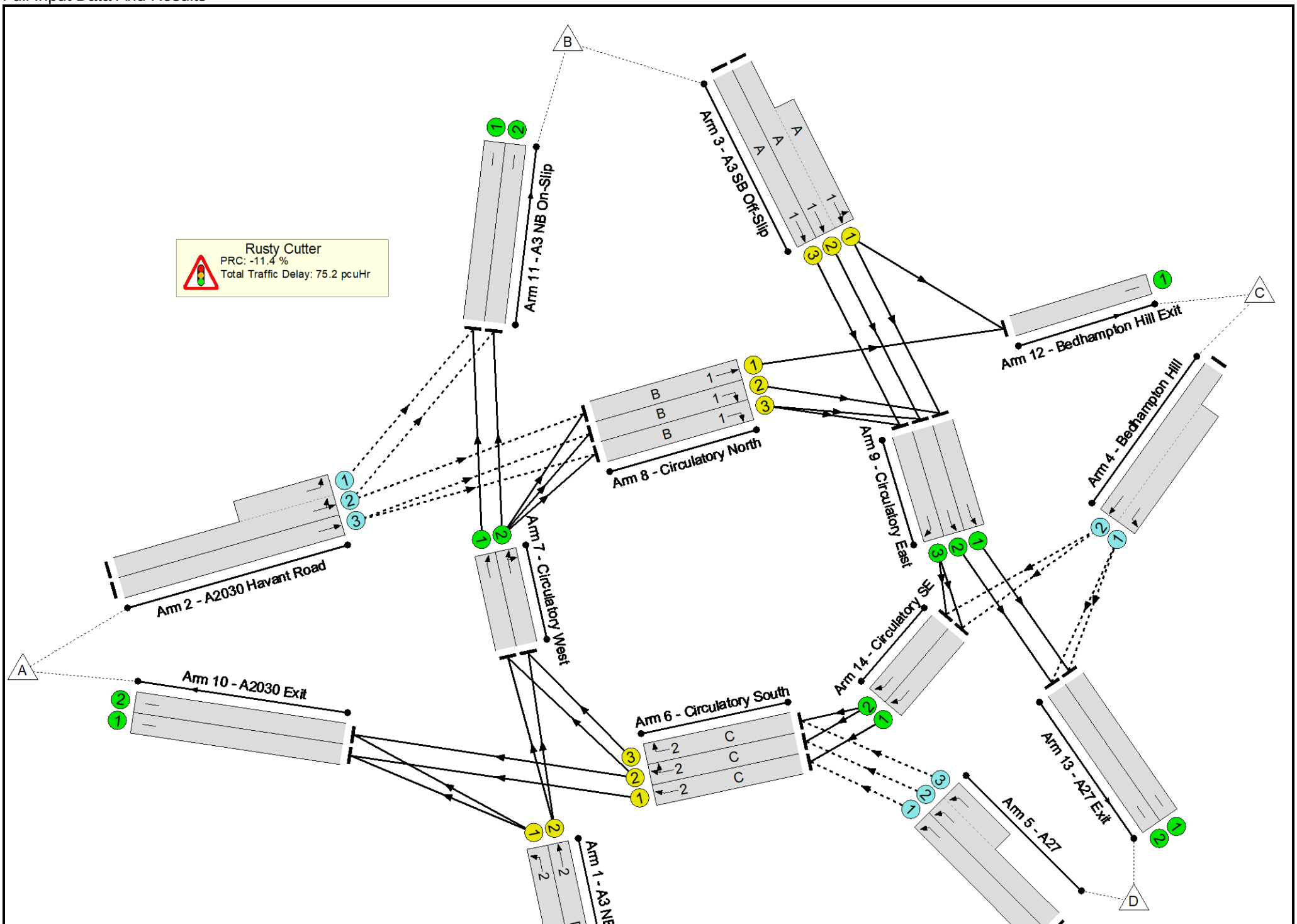
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
Rusty Cutter	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	63	1950	785	8.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	778	1950	785	99.1%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	681	1950:1950	600+598	56.8 : 56.8%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	448	1950	573	78.2%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1274	1950:1950	716+716	89.0 : 89.0%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	415	1950	948	43.8%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	732	1950:1950	509+582	62.3 : 71.3%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	292	1950	1054	27.7%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	951	1950:1950	911+899	52.1 : 52.9%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	627	1950	840	74.7%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	842	1950	840	100.3%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	506	1950	840	60.3%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	506	1950	1950	25.9%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1283	1950	1950	65.8%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	523	1950	677	77.2%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	512	1950	677	75.6%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	511	1950	677	75.5%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1083	1950	1950	55.5%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1148	1950	1950	58.9%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	415	1950	1950	21.3%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1290	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1356	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	335	1950	1950	17.2%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	397	1950	1950	20.4%

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	**-**	**-**	**5468**	**0**	**0**	**29.7**	**45.5**	**0.0**	**75.2**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5468**	**0**	**0**	**29.7**	**45.5**	**0.0**	**75.2**	**-**	**-**	**-**	**-**
1/1	63	63	-	-	-	0.2	0.0	-	0.3	15.8	0.8	0.0	0.8
1/2	778	778	-	-	-	4.6	12.2	-	16.8	77.9	15.3	12.2	27.6
2/2+2/1	681	681	1362	0	0	0.0	0.7	-	0.7	3.6	1.3	0.7	2.0
2/3	448	448	448	0	0	0.1	1.7	-	1.9	15.2	3.7	1.7	5.5
3/2+3/1	1274	1274	-	-	-	5.0	3.9	-	8.9	25.0	10.3	3.9	14.2
3/3	415	415	-	-	-	1.4	0.4	-	1.8	15.5	5.4	0.4	5.8
4/2+4/1	732	732	1464	0	0	1.0	1.0	-	2.0	10.1	3.1	1.0	4.1
5/1	292	292	292	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
5/2+5/3	951	951	1902	0	0	0.0	0.6	-	0.6	2.1	0.3	0.6	0.8
6/1	627	627	-	-	-	3.9	1.5	-	5.4	30.8	11.0	1.5	12.4
6/2	842	840	-	-	-	5.8	15.1	-	20.9	89.4	16.9	15.1	32.0
6/3	506	506	-	-	-	2.2	0.8	-	2.9	21.0	7.7	0.8	8.5
7/1	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1283	1283	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
8/1	523	523	-	-	-	2.3	1.7	-	3.9	27.1	8.7	1.7	10.3
8/2	512	512	-	-	-	1.5	1.5	-	3.0	21.4	7.6	1.5	9.1
8/3	511	511	-	-	-	1.5	1.5	-	3.0	21.3	7.6	1.5	9.1
9/1	1083	1083	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
9/2	1148	1148	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
9/3	415	415	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1356	1356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	335	335	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	397	397	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

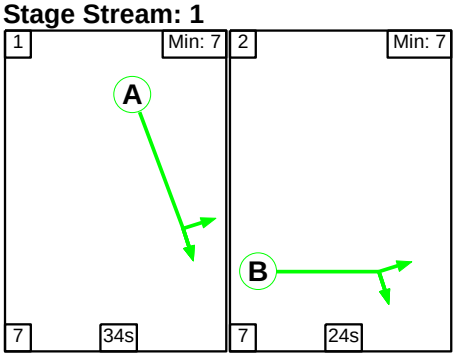
C1	Stream: 1 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	20.65	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-11.4	Total Delay for Signalled Lanes (pcuHr):	46.34	Cycle Time (s):	72
	PRC Over All Lanes (%):	-11.4	Total Delay Over All Lanes(pcuHr):	75.19		

Full Input Data And Results

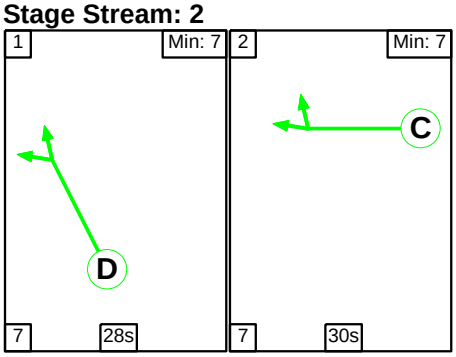
Scenario 8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 AM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

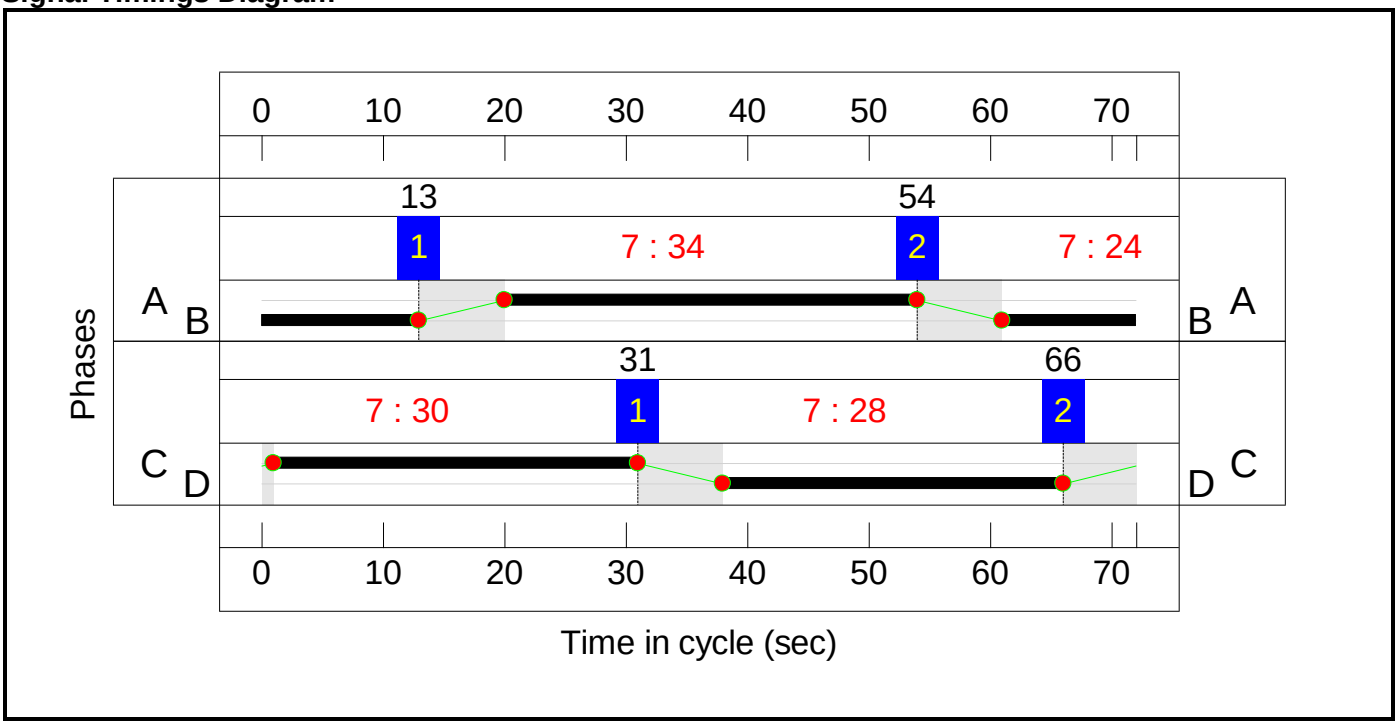
Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

Full Input Data And Results

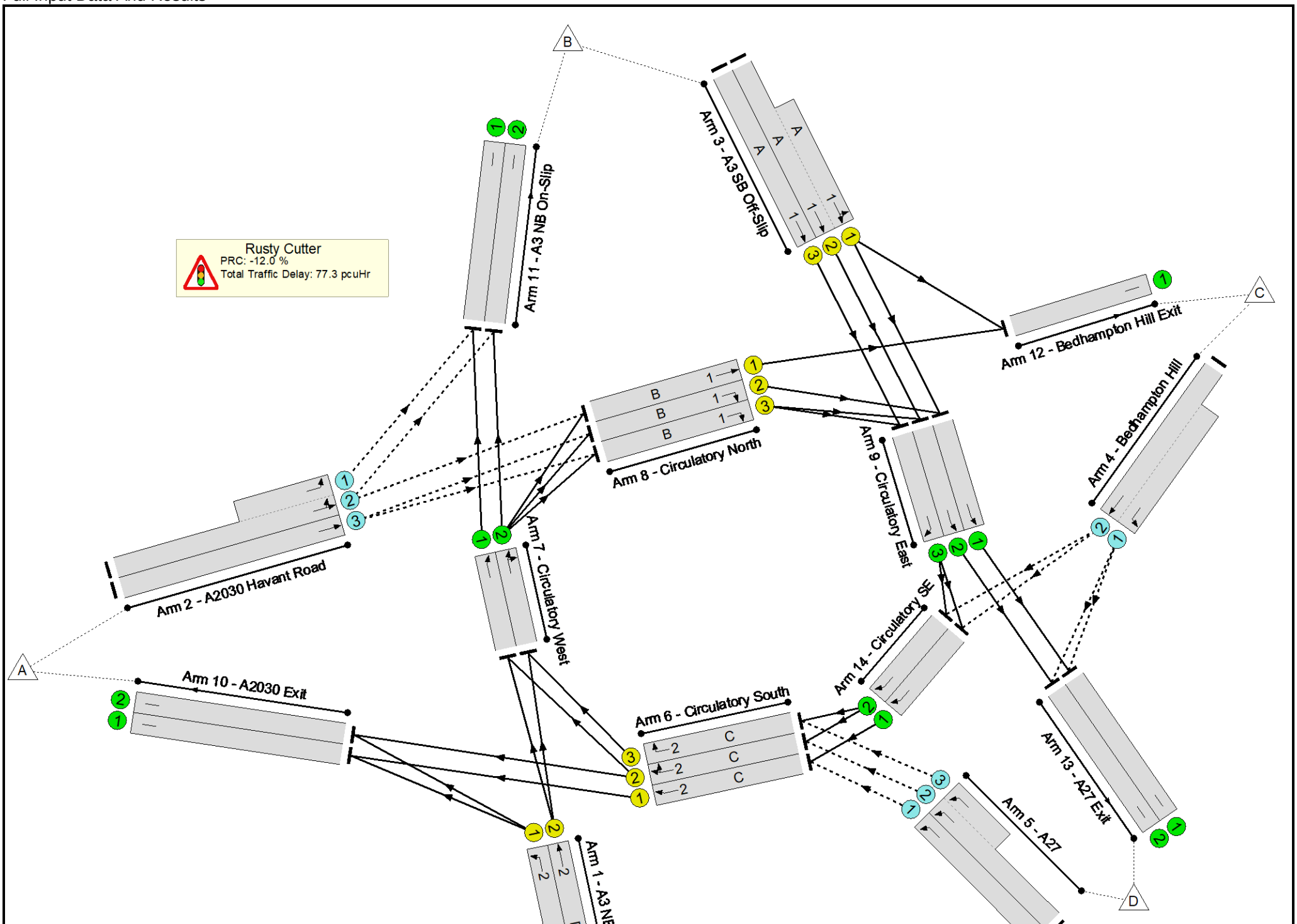
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.8%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.8%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	63	1950	785	8.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	778	1950	785	99.1%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	681	1950:1950	599+597	57.0 : 57.0%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	448	1950	572	78.4%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1294	1950:1950	716+716	90.4 : 90.4%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	415	1950	948	43.8%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	732	1950:1950	502+575	63.2 : 72.2%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	292	1950	1054	27.7%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	958	1950:1950	911+899	52.6 : 53.3%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	627	1950	840	74.7%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	846	1950	840	100.8%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	509	1950	840	60.6%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	510	1950	1950	25.9%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1286	1950	1950	65.9%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	523	1950	677	77.2%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	512	1950	677	75.6%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	511	1950	677	75.5%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1093	1950	1950	56.1%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1158	1950	1950	59.4%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	415	1950	1950	21.3%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1300	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1366	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	335	1950	1950	17.2%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	397	1950	1950	20.4%

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	**-**	**-**	**5482**	**0**	**0**	**29.9**	**47.3**	**0.0**	**77.3**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5482**	**0**	**0**	**29.9**	**47.3**	**0.0**	**77.3**	**-**	**-**	**-**	**-**
1/1	63	63	-	-	-	0.2	0.0	-	0.3	15.8	0.8	0.0	0.8
1/2	778	778	-	-	-	4.6	12.2	-	16.8	77.9	15.3	12.2	27.6
2/2+2/1	681	681	1362	0	0	0.0	0.7	-	0.7	3.7	1.4	0.7	2.1
2/3	448	448	448	0	0	0.2	1.8	-	1.9	15.4	4.0	1.8	5.7
3/2+3/1	1294	1294	-	-	-	5.1	4.4	-	9.5	26.6	11.4	4.4	15.8
3/3	415	415	-	-	-	1.4	0.4	-	1.8	15.5	5.4	0.4	5.8
4/2+4/1	732	732	1464	0	0	1.1	1.1	-	2.2	10.6	3.2	1.1	4.3
5/1	292	292	292	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
5/2+5/3	958	958	1916	0	0	0.0	0.6	-	0.6	2.1	0.3	0.6	0.8
6/1	627	627	-	-	-	3.9	1.5	-	5.3	30.6	11.0	1.5	12.5
6/2	846	840	-	-	-	5.9	16.2	-	22.2	94.3	17.0	16.2	33.3
6/3	509	509	-	-	-	2.2	0.8	-	3.0	21.1	7.8	0.8	8.5
7/1	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1286	1286	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
8/1	523	523	-	-	-	2.3	1.7	-	3.9	27.1	8.8	1.7	10.4
8/2	512	512	-	-	-	1.5	1.5	-	3.0	21.3	7.7	1.5	9.2
8/3	511	511	-	-	-	1.5	1.5	-	3.0	21.2	7.7	1.5	9.2
9/1	1093	1093	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
9/2	1158	1158	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
9/3	415	415	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1300	1300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1366	1366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	335	335	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	397	397	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

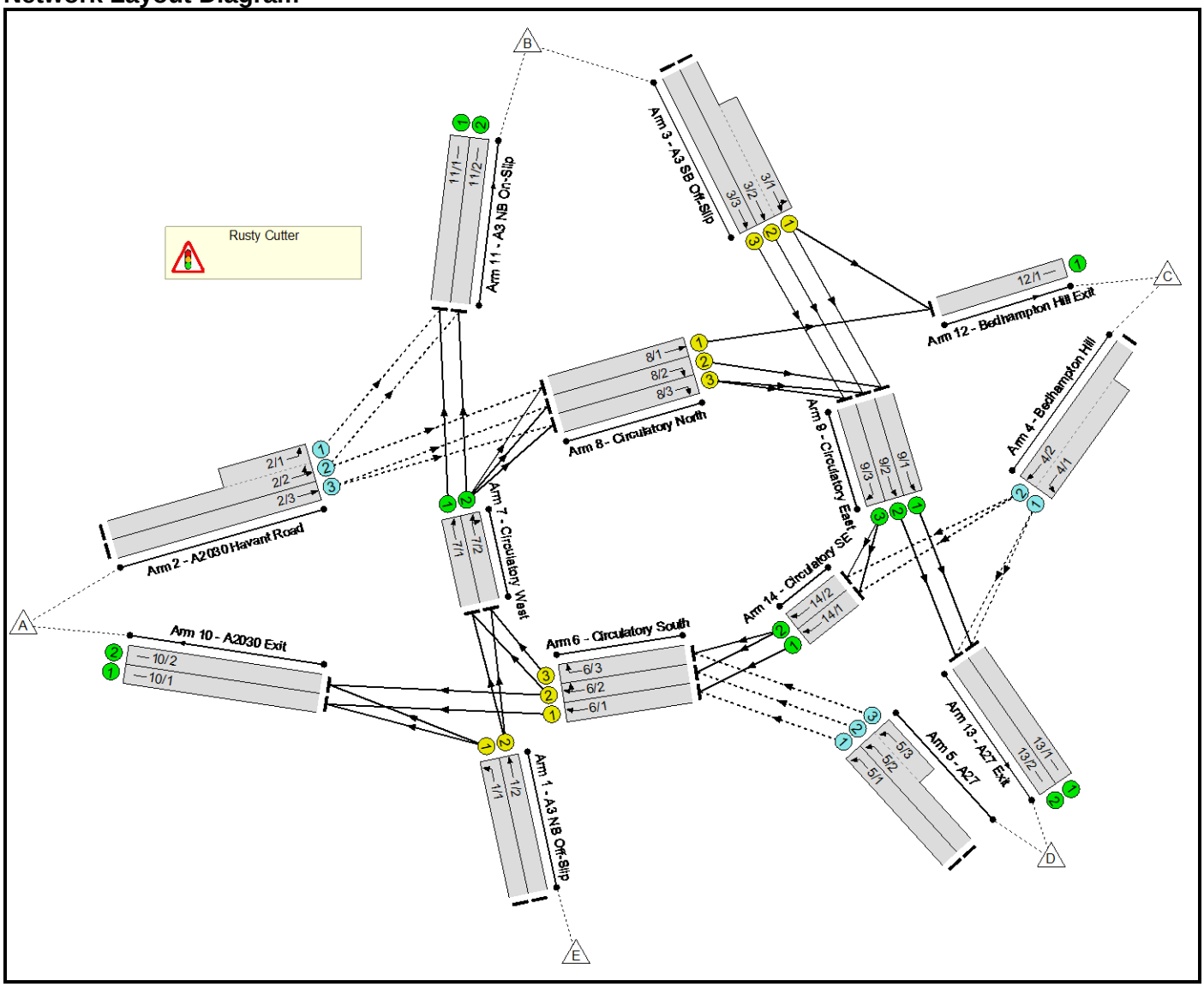
C1	Stream: 1 PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	21.30	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-12.0	Total Delay for Signalled Lanes (pcuHr):	47.58	Cycle Time (s):	72
	PRC Over All Lanes (%):	-12.0	Total Delay Over All Lanes(pcuHr):	77.26		

Full Input Data And Results

User and Project Details

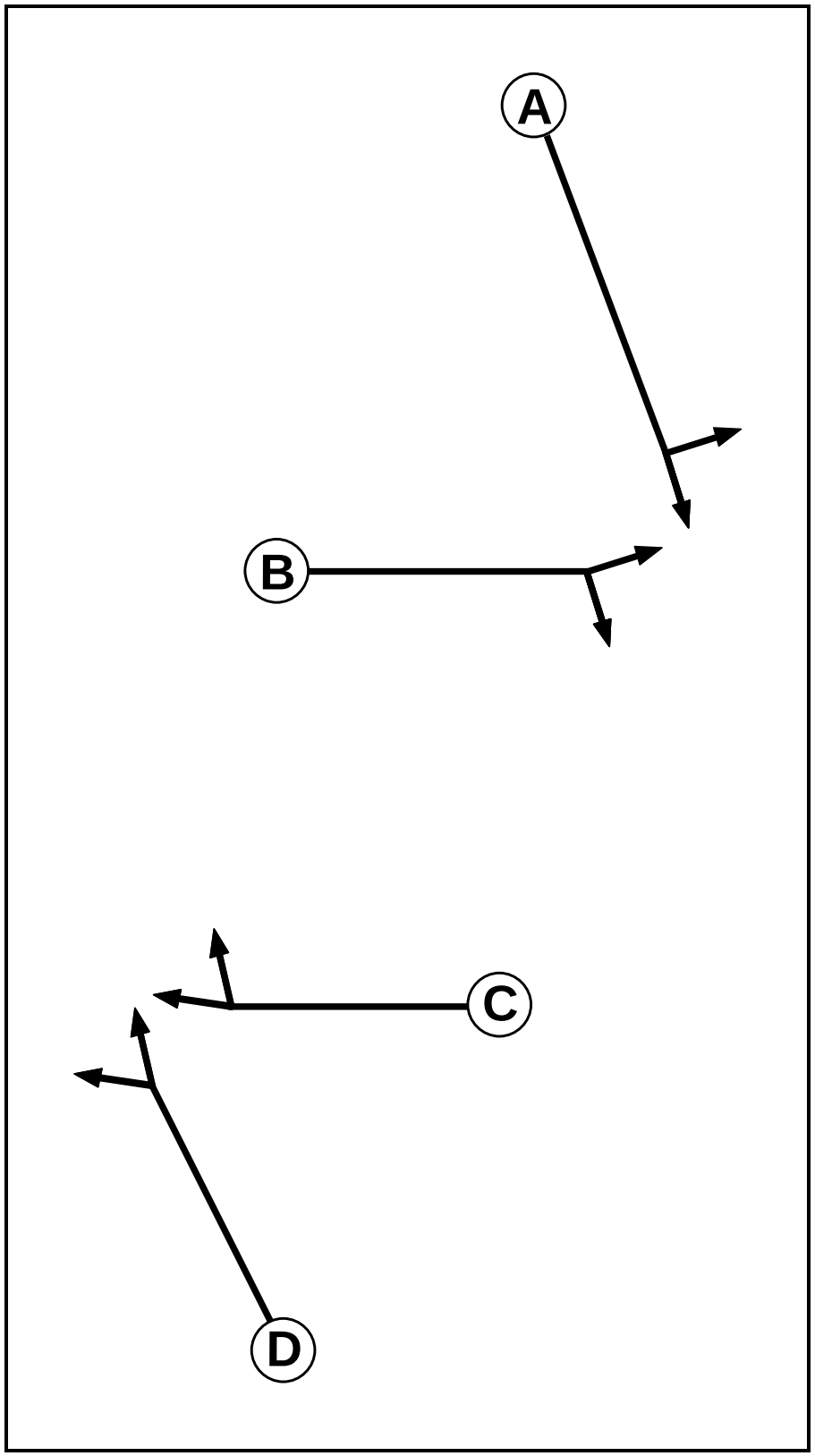
Project:	**Forty Acre Farm, Bedhampton**
Title:	**Rusty Cutter Roundabout Modelling**
Location:	Bedhampton
Additional detail:	
File name:	Rusty Cutter v11 2016 Base PM - RAD - With Optimisation (Revised Stop Lines).lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

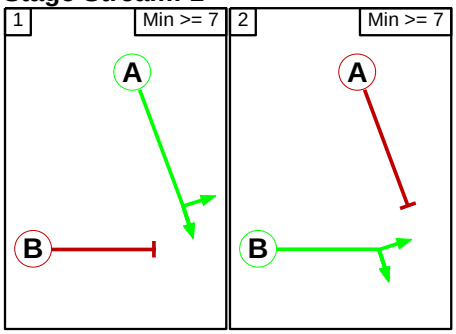
		Starting Phase			
		A	B	C	D
Terminating Phase	A		7	-	-
	B	7		-	-
	C	-	-		7
	D	-	-	7	

Phases in Stage

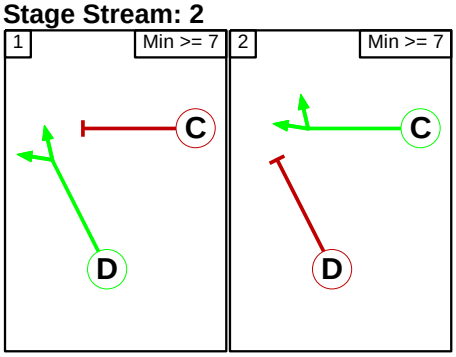
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		7
	2	7	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rusty Cutter

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	11/2 (Left)	1175	0	7/1	0.33	All					
				7/2	0.33	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1175	0	7/1	0.33	All					
				7/2	0.33	All					
	8/3 (Ahead)	1175	0	7/1	0.33	All					
				7/2	0.33	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
	13/2 (Left)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
4/2 (Bedhampton Hill)	14/1 (Ahead)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
				9/3	0.47	All					
	14/2 (Ahead)	1531	0	9/1	0.47	All					
				9/2	0.47	All					
				9/3	0.47	All					
5/1 (A27)	6/1 (Left)	1184	0	14/1	0.39	All	-	-	-	-	-
5/2 (A27)	6/2 (Left)	1184	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	To 6/2 (Ahead)					

Full Input Data And Results

5/3 (A27)	6/3 (Left)	1184	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	All					

Full Input Data And Results

Lane Input Data

Junction: Rusty Cutter

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 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
1/2 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
2/1 (A2030 Havant Road)	O		2	3	7.0	User	1950	-	-	-	-	-
2/2 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
2/3 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	User	1950	-	-	-	-	-
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	User	1950	-	-	-	-	-
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	User	1950	-	-	-	-	-
4/1 (Bedhampton Hill)	O		2	3	12.5	User	1950	-	-	-	-	-
4/2 (Bedhampton Hill)	O		2	3	60.0	User	1950	-	-	-	-	-
5/1 (A27)	O		2	3	60.0	User	1950	-	-	-	-	-
5/2 (A27)	O		2	3	7.0	User	1950	-	-	-	-	-
5/3 (A27)	O		2	3	5.2	User	1950	-	-	-	-	-
6/1 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/2 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/3 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
7/1 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-

8/2 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
8/3 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
9/1 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-
14/2 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 PM Peak'	16:00	17:00	01:00	
2: '2023 PM Peak'	16:00	17:00	01:00	
3: '2023 PM Peak Plus Com Dev'	16:00	17:00	01:00	
4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev'	16:00	17:00	01:00	
5: '2028 PM Peak'	16:00	17:00	01:00	
6: '2028 PM Peak Plus Com Dev'	16:00	17:00	01:00	
7: '2028 PM Peak Plus Com Dev Plus Prop Dev'	16:00	17:00	01:00	
8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivty Test'	16:00	17:00	01:00	

Scenario 1: '2016 PM Peak' (FG1: '2016 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	262	335	226	0	823
	B	277	0	82	801	0	1160
	C	275	66	0	368	0	709
	D	302	969	40	0	0	1311
	E	66	4	354	159	0	583
	Tot.	920	1301	811	1554	0	4586

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 PM Peak
Junction: Rusty Cutter	
1/1	66
1/2	517
2/1 (short)	262
2/2 (with short)	597(In) 335(Out)
2/3	226
3/1 (short)	442
3/2 (with short)	883(In) 441(Out)
3/3	277
4/1 (short)	368
4/2 (with short)	709(In) 341(Out)
5/1	302
5/2 (with short)	1009(In) 504(Out)
5/3 (short)	505
6/1	578
6/2	813
6/3	538
7/1	539
7/2	1053
8/1	729
8/2	193
8/3	192
9/1	553
9/2	633
9/3	277
10/1	611
10/2	309
11/1	801
11/2	500
12/1	811
13/1	737
13/2	817
14/1	276
14/2	342

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

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

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	292	373	252	0	917
	B	308	0	91	892	0	1291
	C	306	74	0	410	0	790
	D	336	1079	45	0	0	1460
	E	74	4	394	177	0	649
	Tot.	1024	1449	903	1731	0	5107

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 PM Peak
Junction: Rusty Cutter	
1/1	74
1/2	575
2/1 (short)	292
2/2 (with short)	665(In) 373(Out)
2/3	252
3/1 (short)	491
3/2 (with short)	983(In) 492(Out)
3/3	308
4/1 (short)	410
4/2 (with short)	790(In) 380(Out)
5/1	336
5/2 (with short)	1124(In) 562(Out)
5/3 (short)	562
6/1	643
6/2	906
6/3	599
7/1	601
7/2	1172
8/1	812
8/2	215
8/3	214
9/1	615
9/2	706
9/3	308
10/1	680
10/2	344
11/1	893
11/2	556
12/1	903
13/1	820
13/2	911
14/1	307
14/2	381

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 3: '2023 PM Peak Plus Com Dev' (FG3: '2023 PM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	294	373	255	0	922
	B	311	0	91	895	0	1297
	C	306	74	0	411	0	791
	D	338	1083	45	0	0	1466
	E	76	4	394	177	0	651
	Tot.	1031	1455	903	1738	0	5127

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2023 PM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	76
1/2	575
2/1 (short)	294
2/2 (with short)	667(In) 373(Out)
2/3	255
3/1 (short)	493
3/2 (with short)	986(In) 493(Out)
3/3	311
4/1 (short)	411
4/2 (with short)	791(In) 380(Out)
5/1	338
5/2 (with short)	1128(In) 564(Out)
5/3 (short)	564
6/1	647
6/2	909
6/3	601
7/1	603
7/2	1174
8/1	812
8/2	217
8/3	215
9/1	619
9/2	708
9/3	311
10/1	685
10/2	346
11/1	897
11/2	558
12/1	903
13/1	824
13/2	914
14/1	309
14/2	382

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	302	376	274	0	952
	B	325	0	91	895	0	1311
	C	309	74	0	411	0	794
	D	349	1083	45	0	0	1477
	E	94	4	394	177	0	669
	Tot.	1077	1463	906	1757	0	5203

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2023 PM Peak Plus Com Dev Plus 50% Prop Dev
Junction: Rusty Cutter	
1/1	94
1/2	575
2/1 (short)	302
2/2 (with short)	678(In) 376(Out)
2/3	274
3/1 (short)	493
3/2 (with short)	986(In) 493(Out)
3/3	325
4/1 (short)	411
4/2 (with short)	794(In) 383(Out)
5/1	349
5/2 (with short)	1128(In) 564(Out)
5/3 (short)	564
6/1	666
6/2	918
6/3	601
7/1	603
7/2	1174
8/1	815
8/2	226
8/3	225
9/1	628
9/2	718
9/3	325
10/1	713
10/2	364
11/1	905
11/2	558
12/1	906
13/1	833
13/2	924
14/1	317
14/2	391

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 5: '2028 PM Peak' (FG5: '2028 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	306	392	264	0	962
	B	324	0	96	937	0	1357
	C	322	77	0	430	0	829
	D	353	1133	47	0	0	1533
	E	77	5	414	186	0	682
	Tot.	1076	1521	949	1817	0	5363

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 PM Peak
Junction: Rusty Cutter	
1/1	77
1/2	605
2/1 (short)	306
2/2 (with short)	698(In) 392(Out)
2/3	264
3/1 (short)	516
3/2 (with short)	1033(In) 517(Out)
3/3	324
4/1 (short)	430
4/2 (with short)	829(In) 399(Out)
5/1	353
5/2 (with short)	1180(In) 590(Out)
5/3 (short)	590
6/1	676
6/2	952
6/3	628
7/1	632
7/2	1230
8/1	853
8/2	225
8/3	225
9/1	645
9/2	742
9/3	324
10/1	715
10/2	361
11/1	938
11/2	583
12/1	949
13/1	860
13/2	957
14/1	323
14/2	400

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 6: '2028 PM Peak Plus Com Dev' (FG6: '2028 PM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	308	392	268	0	968
	B	327	0	96	939	0	1362
	C	322	77	0	432	0	831
	D	355	1137	47	0	0	1539
	E	79	5	414	186	0	684
	Tot.	1083	1527	949	1825	0	5384

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 PM Peak Plus Com Dev
Junction: Rusty Cutter	
1/1	79
1/2	605
2/1 (short)	308
2/2 (with short)	700(In) 392(Out)
2/3	268
3/1 (short)	517
3/2 (with short)	1035(In) 518(Out)
3/3	327
4/1 (short)	432
4/2 (with short)	831(In) 399(Out)
5/1	355
5/2 (with short)	1184(In) 592(Out)
5/3 (short)	592
6/1	680
6/2	955
6/3	630
7/1	634
7/2	1232
8/1	853
8/2	227
8/3	227
9/1	648
9/2	745
9/3	327
10/1	720
10/2	363
11/1	942
11/2	585
12/1	949
13/1	864
13/2	961
14/1	325
14/2	401

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 7: '2028 PM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 PM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	325	397	305	0	1027
	B	354	0	96	939	0	1389
	C	327	77	0	432	0	836
	D	377	1137	47	0	0	1561
	E	117	5	414	186	0	722
	Tot.	1175	1544	954	1862	0	5535

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2028 PM Peak Plus Com Dev Plus Prop Dev
Junction: Rusty Cutter	
1/1	117
1/2	605
2/1 (short)	325
2/2 (with short)	722(In) 397(Out)
2/3	305
3/1 (short)	518
3/2 (with short)	1035(In) 517(Out)
3/3	354
4/1 (short)	432
4/2 (with short)	836(In) 404(Out)
5/1	377
5/2 (with short)	1184(In) 592(Out)
5/3 (short)	592
6/1	717
6/2	972
6/3	630
7/1	634
7/2	1232
8/1	858
8/2	246
8/3	245
9/1	668
9/2	762
9/3	354
10/1	776
10/2	399
11/1	959
11/2	585
12/1	954
13/1	884
13/2	978
14/1	340
14/2	418

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

Scenario 8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivty Test', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	325	397	305	0	1027
	B	354	0	96	949	0	1399
	C	327	77	0	432	0	836
	D	377	1154	47	0	0	1578
	E	117	5	414	186	0	722
	Tot.	1175	1561	954	1872	0	5562

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test
Junction: Rusty Cutter	
1/1	117
1/2	605
2/1 (short)	325
2/2 (with short)	722(In) 397(Out)
2/3	305
3/1 (short)	523
3/2 (with short)	1045(In) 522(Out)
3/3	354
4/1 (short)	432
4/2 (with short)	836(In) 404(Out)
5/1	377
5/2 (with short)	1201(In) 600(Out)
5/3 (short)	601
6/1	717
6/2	980
6/3	639
7/1	642
7/2	1241
8/1	858
8/2	246
8/3	245
9/1	673
9/2	767
9/3	354
10/1	776
10/2	399
11/1	967
11/2	594
12/1	954
13/1	889
13/2	983
14/1	340

Full Input Data And Results

14/2	418

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
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 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

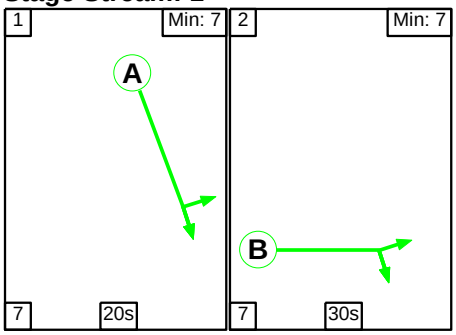
Full Input Data And Results

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

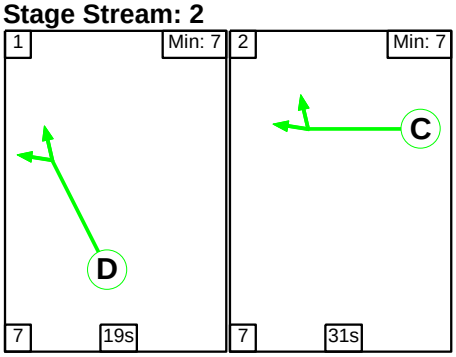
Scenario 1: '2016 PM Peak' (FG1: '2016 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

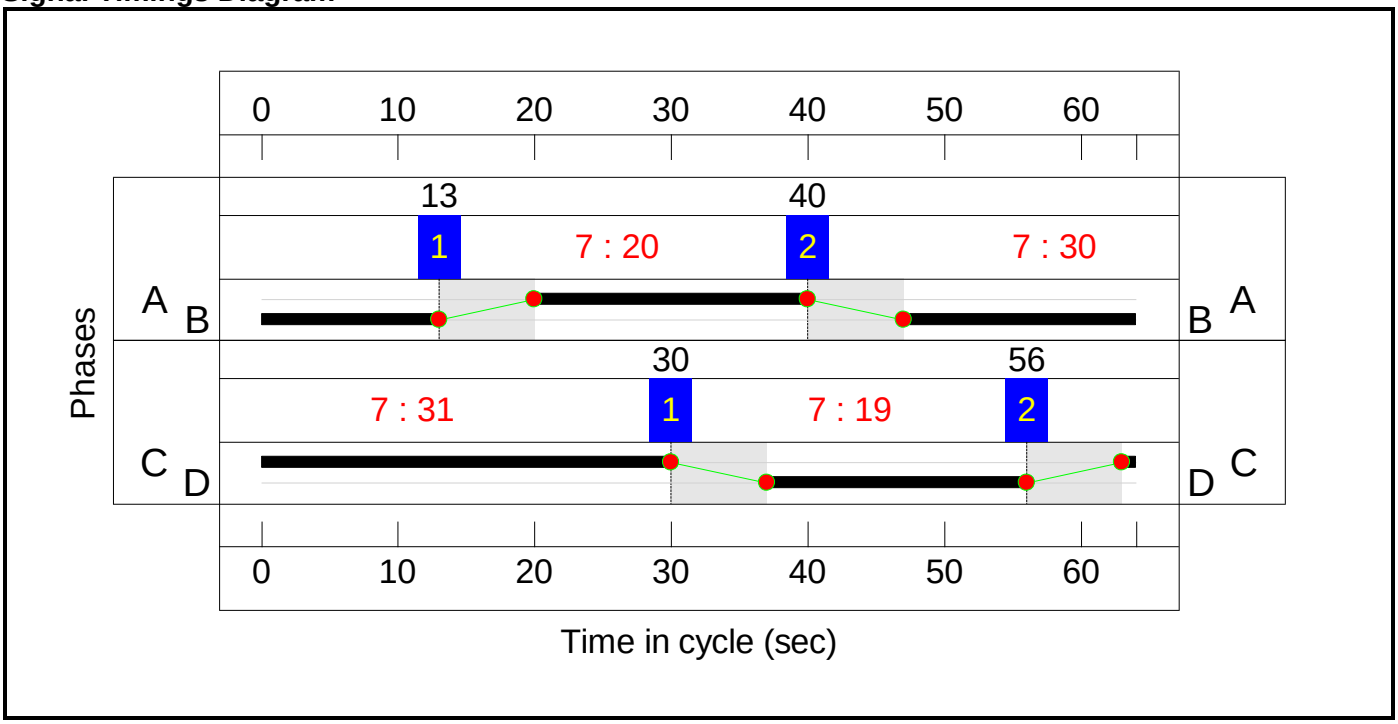
Stage	1	2
Duration	20	30
Change Point	13	40

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

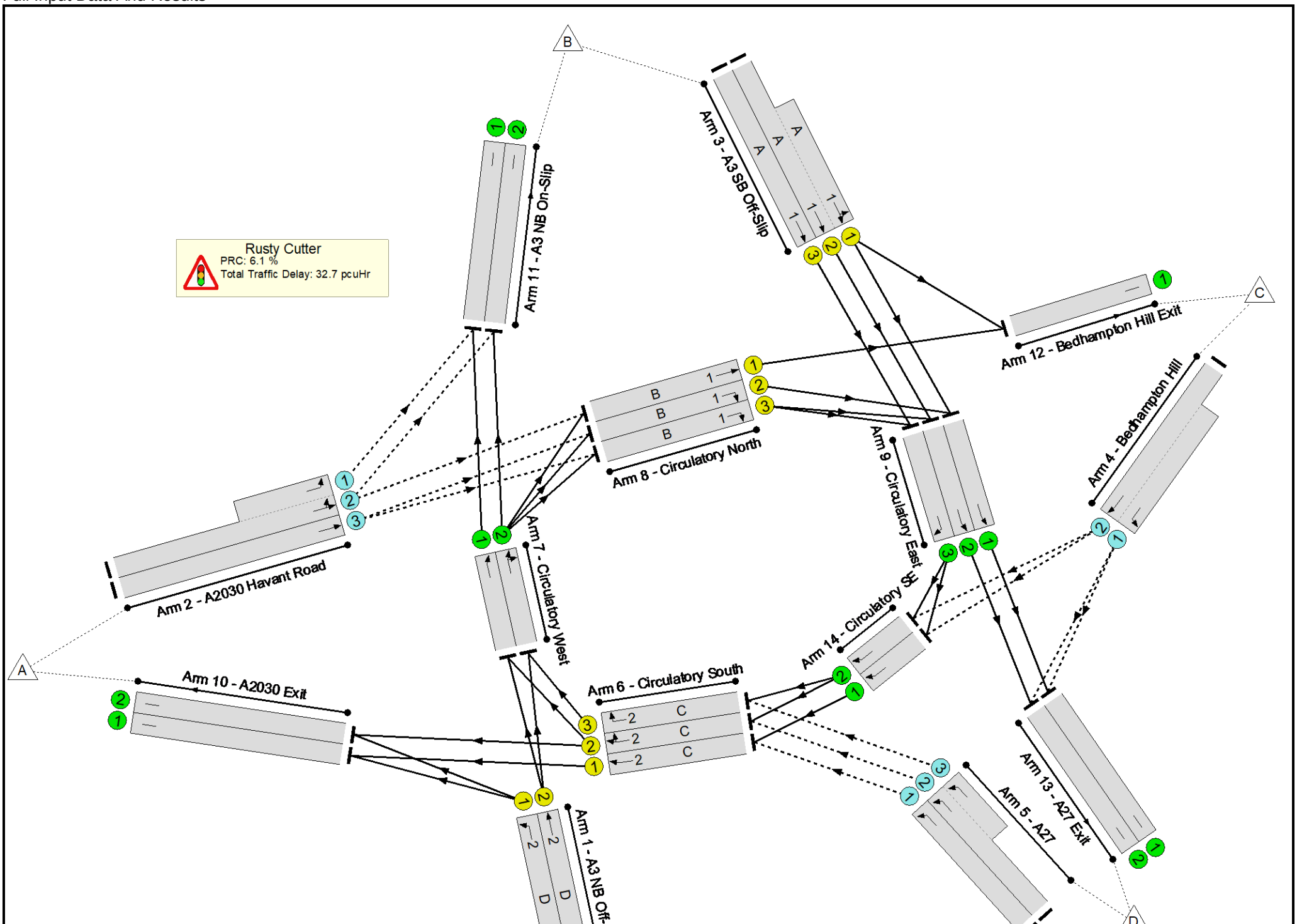
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	66	1950	609	10.8%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	517	1950	609	84.8%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	597	1950:1950	649+508	51.6 : 51.6%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	226	1950	649	34.8%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	20	-	883	1950:1950	591+592	74.6 : 74.6%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	277	1950	640	43.3%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	709	1950:1950	934+981	36.5 : 37.5%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	302	1950	1076	28.1%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1009	1950:1950	956+943	52.7 : 53.6%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	578	1950	975	59.3%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	813	1950	975	83.4%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	538	1950	975	55.2%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	539	1950	1950	27.6%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1053	1950	1950	54.0%
8/1	Circulatory North Ahead	U	1	N/A	B		1	30	-	729	1950	945	77.2%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	30	-	193	1950	945	20.4%
8/3	Circulatory North Right	U	1	N/A	B		1	30	-	192	1950	945	20.3%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	553	1950	1950	28.4%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	633	1950	1950	32.5%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	277	1950	1950	14.2%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	276	1950	1950	14.2%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	342	1950	1950	17.5%

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	**-**	**-**	**5158**	**0**	**0**	**19.1**	**13.6**	**0.0**	**32.7**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5158**	**0**	**0**	**19.1**	**13.6**	**0.0**	**32.7**	**-**	**-**	**-**	**-**
1/1	66	66	-	-	-	0.3	0.1	-	0.3	19.0	0.8	0.1	0.9
1/2	517	517	-	-	-	3.0	2.6	-	5.6	39.0	8.5	2.6	11.1
2/2+2/1	597	597	1194	0	0	0.0	0.5	-	0.6	3.3	1.2	0.5	1.7
2/3	226	226	226	0	0	0.0	0.3	-	0.3	4.3	0.3	0.3	0.6
3/2+3/1	883	883	-	-	-	4.6	1.5	-	6.0	24.6	6.8	1.5	8.2
3/3	277	277	-	-	-	1.3	0.4	-	1.7	21.8	3.8	0.4	4.2
4/2+4/1	709	709	1418	0	0	0.3	0.3	-	0.6	3.2	2.0	0.3	2.3
5/1	302	302	302	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	1009	1009	2018	0	0	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	578	578	-	-	-	2.4	0.7	-	3.1	19.2	8.2	0.7	8.9
6/2	813	813	-	-	-	3.7	2.4	-	6.1	27.1	12.8	2.4	15.2
6/3	538	538	-	-	-	1.6	0.6	-	2.2	15.0	6.6	0.6	7.2
7/1	539	539	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	1053	1053	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
8/1	729	729	-	-	-	1.3	1.7	-	3.0	14.9	6.1	1.7	7.7
8/2	193	193	-	-	-	0.3	0.1	-	0.4	8.0	1.1	0.1	1.3
8/3	192	192	-	-	-	0.3	0.1	-	0.4	8.0	1.1	0.1	1.3
9/1	553	553	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	633	633	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/3	277	277	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

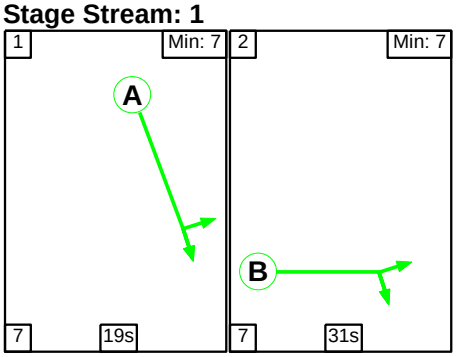
C1	Stream: 1 PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	11.58	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	17.39	Cycle Time (s):	64
	PRC Over All Lanes (%):	6.1	Total Delay Over All Lanes(pcuHr):	32.67		

Full Input Data And Results

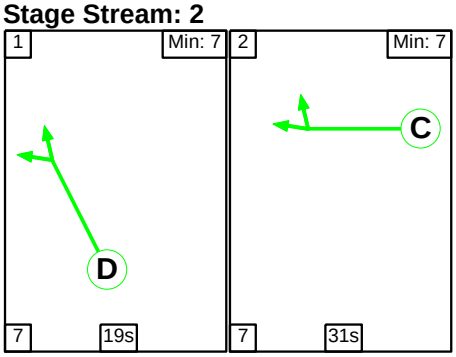
Scenario 2: '2023 PM Peak' (FG2: '2023 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

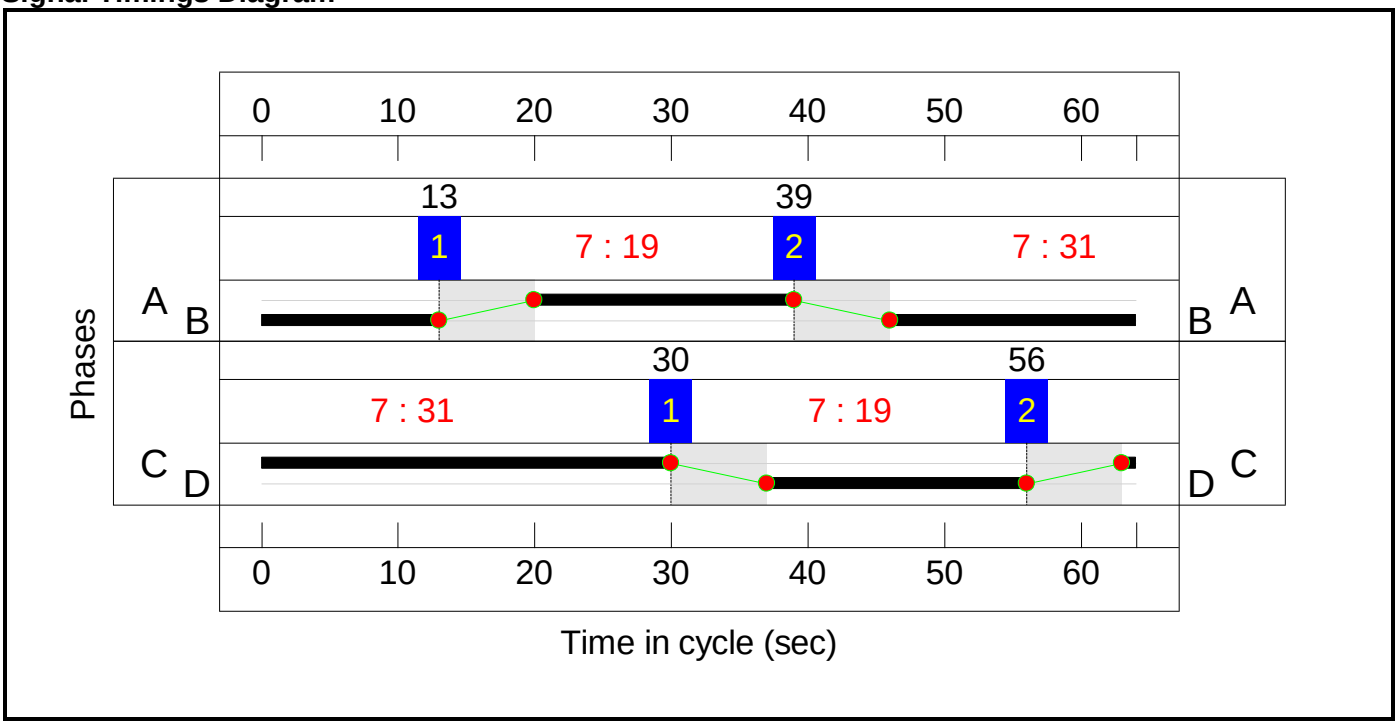
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

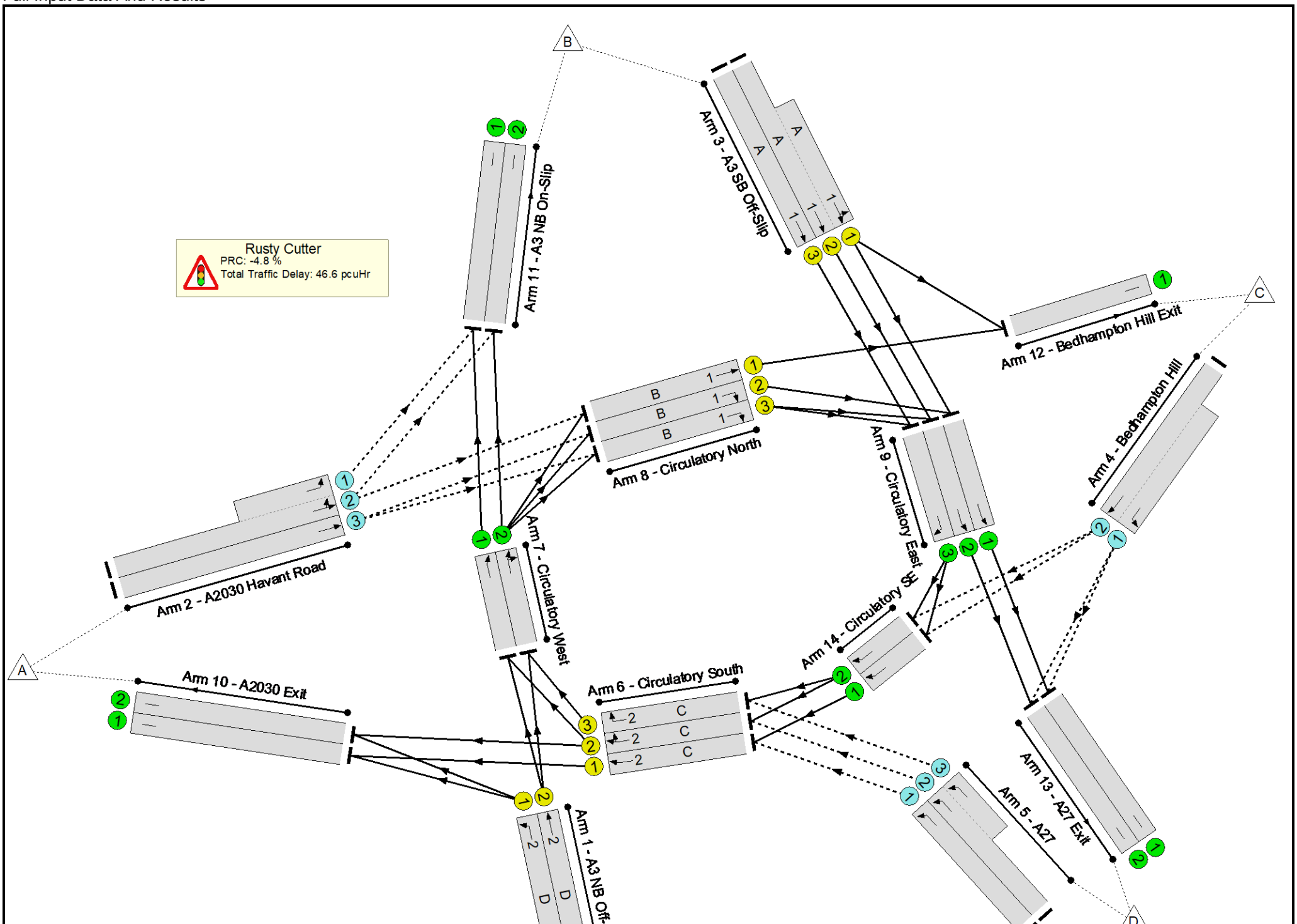
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	74	1950	609	12.1%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	575	1950	609	94.4%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	665	1950:1950	590+462	63.3 : 63.3%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	252	1950	590	42.7%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	983	1950:1950	577+576	85.3 : 85.3%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	308	1950	609	50.5%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	790	1950:1950	881+922	43.1 : 44.5%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	336	1950	1064	31.6%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1124	1950:1950	930+915	60.4 : 61.4%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	643	1950	975	65.9%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	906	1950	975	92.9%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	599	1950	975	61.4%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	601	1950	1950	30.8%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1172	1950	1950	60.1%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	812	1950	975	83.3%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	215	1950	975	22.1%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	214	1950	975	21.9%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	615	1950	1950	31.5%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	706	1950	1950	36.2%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	308	1950	1950	15.8%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	307	1950	1950	15.7%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	381	1950	1950	19.5%

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	**-**	**-**	**5746**	**0**	**0**	**22.5**	**24.1**	**0.0**	**46.6**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5746**	**0**	**0**	**22.5**	**24.1**	**0.0**	**46.6**	**-**	**-**	**-**	**-**
1/1	74	74	-	-	-	0.3	0.1	-	0.4	19.1	0.9	0.1	1.0
1/2	575	575	-	-	-	3.4	6.2	-	9.6	60.0	9.9	6.2	16.1
2/2+2/1	665	665	1330	0	0	0.1	0.9	-	1.0	5.2	2.7	0.9	3.6
2/3	252	252	252	0	0	0.0	0.4	-	0.4	5.4	0.6	0.4	0.9
3/2+3/1	983	983	-	-	-	5.5	2.8	-	8.3	30.5	7.9	2.8	10.7
3/3	308	308	-	-	-	1.5	0.5	-	2.0	23.9	4.4	0.5	5.0
4/2+4/1	790	790	1580	0	0	0.6	0.4	-	0.9	4.3	2.5	0.4	2.9
5/1	336	336	336	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	1124	1124	2248	0	0	0.0	0.8	-	0.8	2.5	0.8	0.8	1.6
6/1	643	643	-	-	-	2.7	1.0	-	3.7	20.5	9.4	1.0	10.4
6/2	906	906	-	-	-	4.4	5.6	-	10.0	39.8	15.3	5.6	20.9
6/3	599	599	-	-	-	1.9	0.8	-	2.7	16.1	7.7	0.8	8.4
7/1	601	601	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	1172	1172	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
8/1	812	812	-	-	-	1.4	2.4	-	3.8	17.1	7.1	2.4	9.5
8/2	215	215	-	-	-	0.3	0.1	-	0.5	7.8	1.2	0.1	1.4
8/3	214	214	-	-	-	0.3	0.1	-	0.5	7.8	1.2	0.1	1.4
9/1	615	615	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/2	706	706	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/3	308	308	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	381	381	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

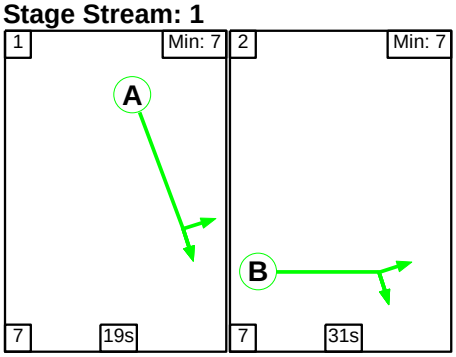
C1	Stream: 1 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	15.15	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	26.33	Cycle Time (s):	64
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	46.57		

Full Input Data And Results

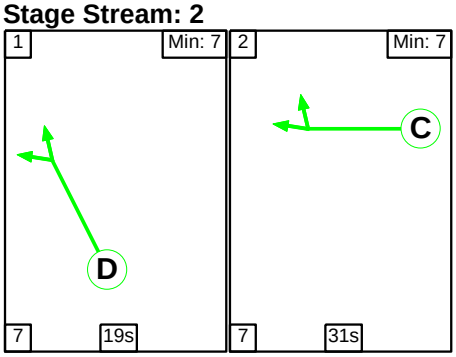
Scenario 3: '2023 PM Peak Plus Com Dev' (FG3: '2023 PM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

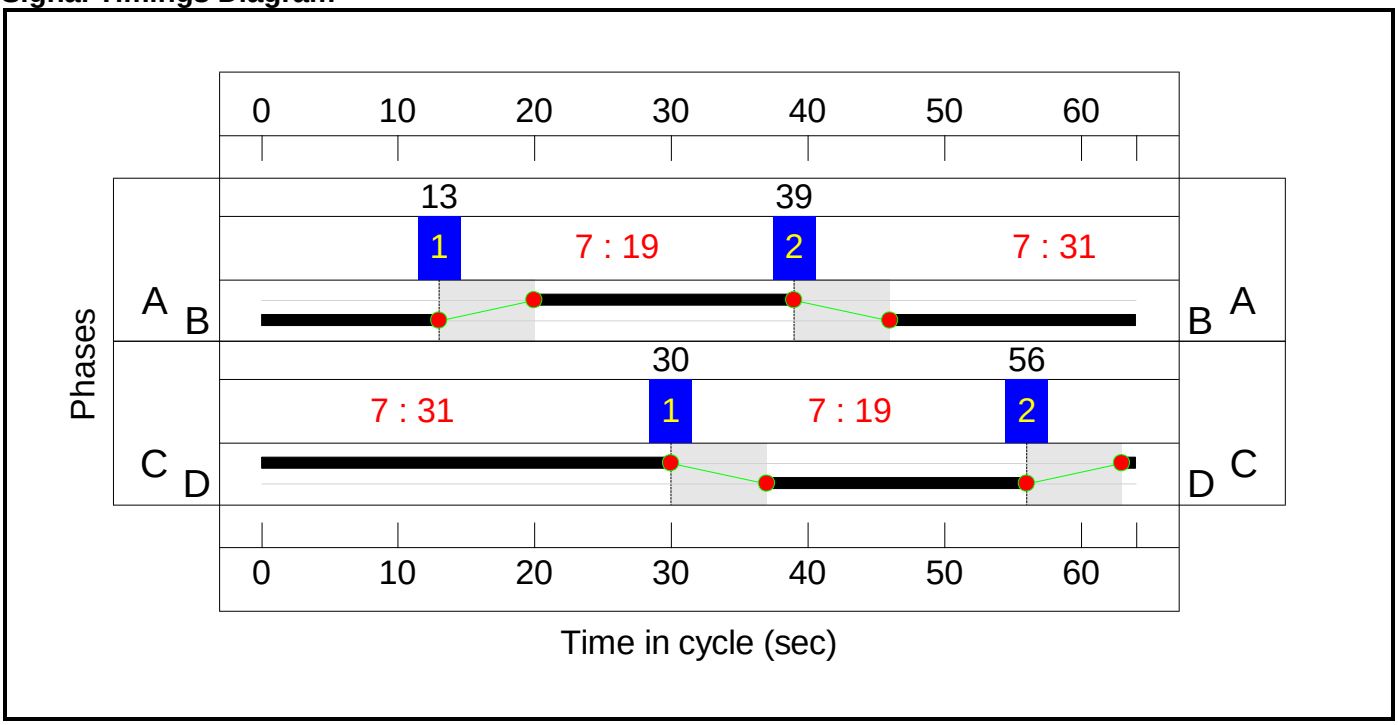
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

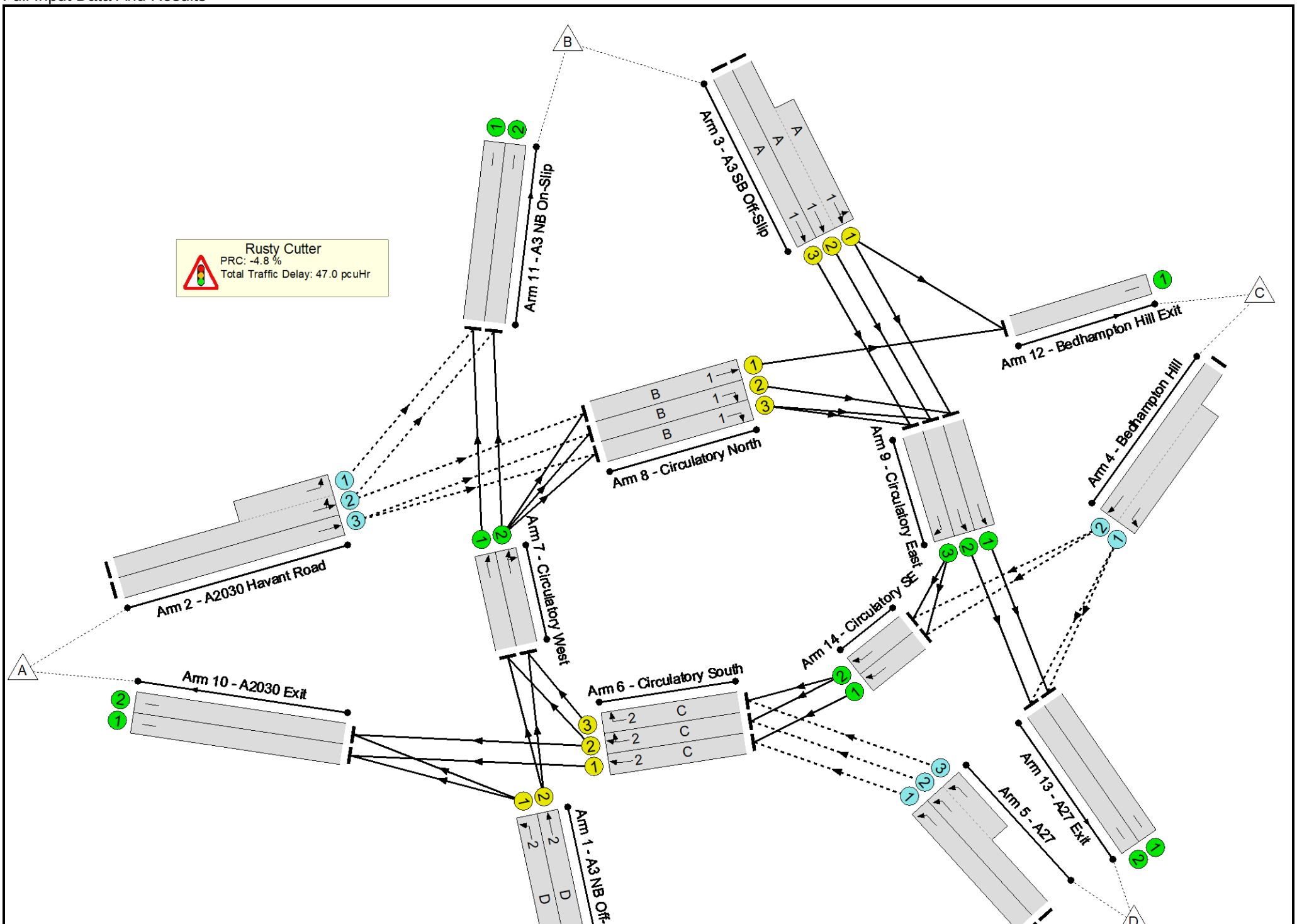
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	76	1950	609	12.5%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	575	1950	609	94.4%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	667	1950:1950	588+464	63.4 : 63.4%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	255	1950	588	43.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	986	1950:1950	577+577	85.5 : 85.5%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	311	1950	609	51.0%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	791	1950:1950	878+920	43.3 : 44.7%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	338	1950	1063	31.8%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1128	1950:1950	929+914	60.7 : 61.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	647	1950	975	66.4%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	909	1950	975	93.2%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	601	1950	975	61.6%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	603	1950	1950	30.9%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1174	1950	1950	60.2%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	812	1950	975	83.3%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	217	1950	975	22.3%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	215	1950	975	22.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	619	1950	1950	31.7%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	708	1950	1950	36.3%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	311	1950	1950	15.9%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	309	1950	1950	15.8%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	382	1950	1950	19.6%

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	**-**	**-**	**5765**	**0**	**0**	**22.6**	**24.4**	**0.0**	**47.0**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5765**	**0**	**0**	**22.6**	**24.4**	**0.0**	**47.0**	**-**	**-**	**-**	**-**
1/1	76	76	-	-	-	0.3	0.1	-	0.4	19.1	0.9	0.1	1.0
1/2	575	575	-	-	-	3.4	6.2	-	9.6	60.0	9.9	6.2	16.1
2/2+2/1	667	667	1334	0	0	0.1	0.9	-	1.0	5.2	2.8	0.9	3.7
2/3	255	255	255	0	0	0.0	0.4	-	0.4	5.5	0.6	0.4	0.9
3/2+3/1	986	986	-	-	-	5.5	2.9	-	8.4	30.7	7.9	2.9	10.8
3/3	311	311	-	-	-	1.6	0.5	-	2.1	24.0	4.5	0.5	5.0
4/2+4/1	791	791	1582	0	0	0.6	0.4	-	0.9	4.3	2.5	0.4	2.9
5/1	338	338	338	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	1128	1128	2256	0	0	0.0	0.8	-	0.8	2.5	0.8	0.8	1.6
6/1	647	647	-	-	-	2.7	1.0	-	3.7	20.6	9.5	1.0	10.4
6/2	909	909	-	-	-	4.4	5.8	-	10.2	40.6	15.3	5.8	21.2
6/3	601	601	-	-	-	1.9	0.8	-	2.7	16.2	7.7	0.8	8.5
7/1	603	603	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	1174	1174	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
8/1	812	812	-	-	-	1.4	2.4	-	3.8	17.1	7.1	2.4	9.5
8/2	217	217	-	-	-	0.3	0.1	-	0.5	7.8	1.3	0.1	1.4
8/3	215	215	-	-	-	0.3	0.1	-	0.5	7.8	1.3	0.1	1.4
9/1	619	619	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/2	708	708	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/3	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	309	309	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	382	382	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

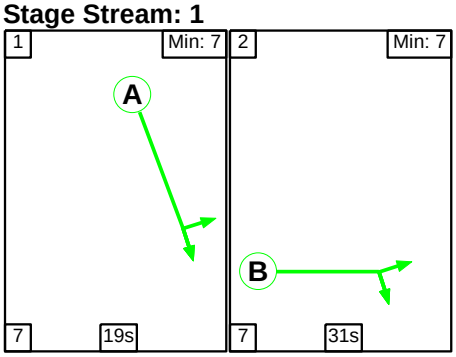
C1	Stream: 1 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	15.26	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	26.64	Cycle Time (s):	64
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	47.03		

Full Input Data And Results

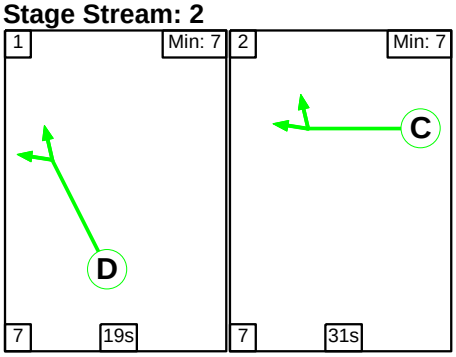
Scenario 4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev' (FG4: '2023 PM Peak Plus Com Dev Plus 50% Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

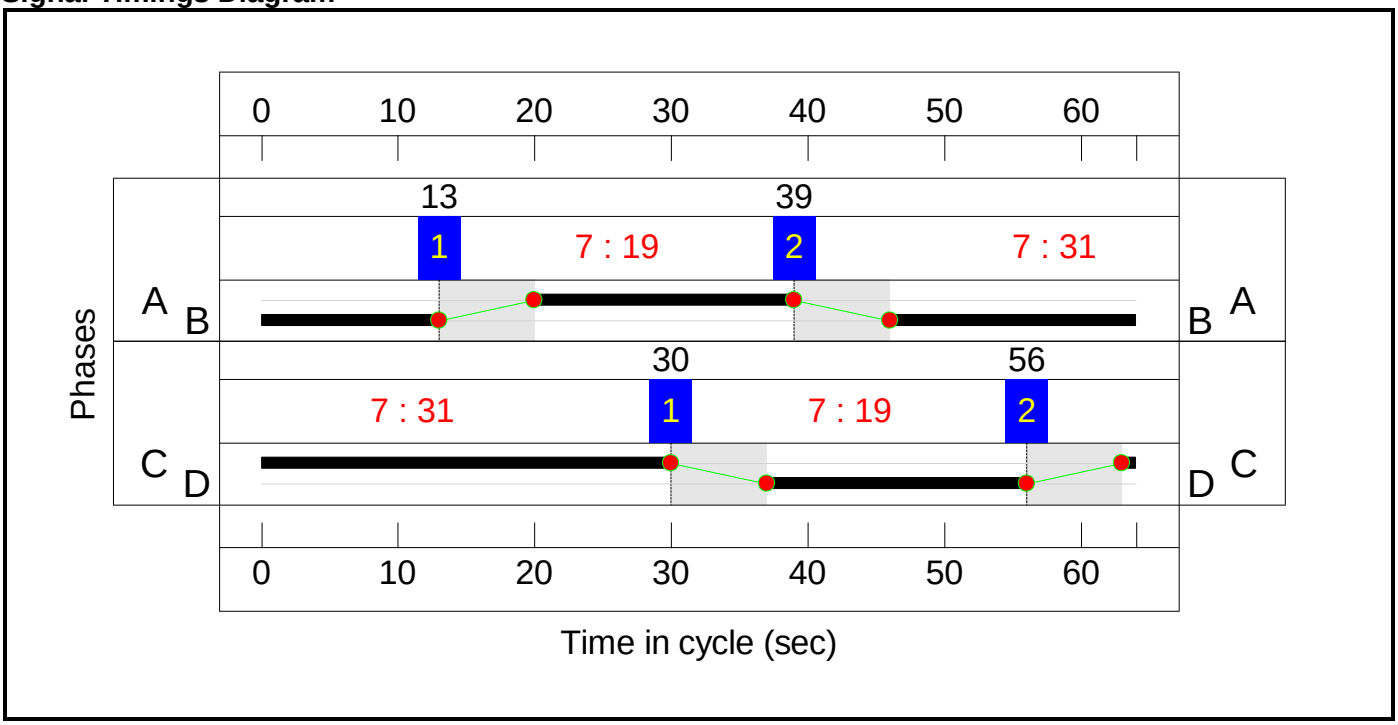
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

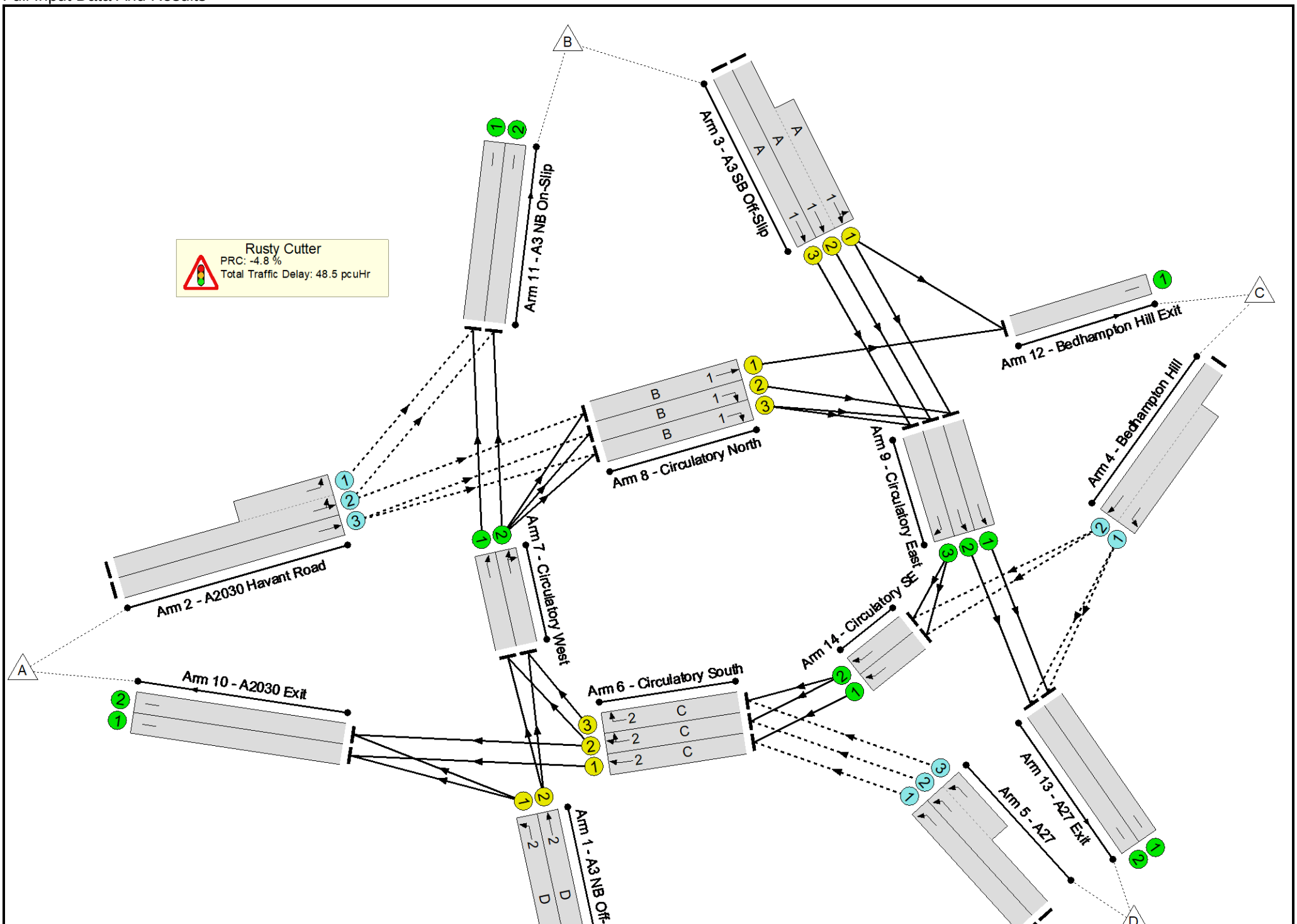
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	94	1950	609	15.4%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	575	1950	609	94.4%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	678	1950:1950	588+472	63.9 : 63.9%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	274	1950	588	46.6%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	986	1950:1950	577+577	85.5 : 85.5%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	325	1950	609	53.3%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	794	1950:1950	868+911	44.1 : 45.1%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	349	1950	1060	32.9%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1128	1950:1950	922+908	61.2 : 62.1%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	666	1950	975	68.3%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	918	1950	975	94.2%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	601	1950	975	61.6%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	603	1950	1950	30.9%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1174	1950	1950	60.2%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	815	1950	975	83.6%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	226	1950	975	23.2%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	225	1950	975	23.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	628	1950	1950	32.2%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	718	1950	1950	36.8%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	325	1950	1950	16.7%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	317	1950	1950	16.3%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	391	1950	1950	20.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**5823**	**0**	**0**	**23.1**	**25.5**	**0.0**	**48.5**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**5823**	**0**	**0**	**23.1**	**25.5**	**0.0**	**48.5**	**-**	**-**	**-**	**-**
1/1	94	94	-	-	-	0.4	0.1	-	0.5	19.4	1.2	0.1	1.3
1/2	575	575	-	-	-	3.4	6.2	-	9.6	60.0	9.9	6.2	16.1
2/2+2/1	678	678	1356	0	0	0.1	0.9	-	1.0	5.2	2.8	0.9	3.7
2/3	274	274	274	0	0	0.0	0.4	-	0.4	5.8	0.8	0.4	1.2
3/2+3/1	986	986	-	-	-	5.5	2.9	-	8.4	30.7	7.9	2.9	10.8
3/3	325	325	-	-	-	1.6	0.6	-	2.2	24.5	4.7	0.6	5.3
4/2+4/1	794	794	1588	0	0	0.6	0.4	-	1.0	4.4	2.6	0.4	3.0
5/1	349	349	349	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
5/2+5/3	1128	1128	2256	0	0	0.0	0.8	-	0.8	2.6	0.9	0.8	1.7
6/1	666	666	-	-	-	2.9	1.1	-	3.9	21.2	9.9	1.1	11.0
6/2	918	918	-	-	-	4.5	6.5	-	11.0	43.3	15.5	6.5	22.0
6/3	601	601	-	-	-	1.9	0.8	-	2.7	16.2	7.7	0.8	8.5
7/1	603	603	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	1174	1174	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
8/1	815	815	-	-	-	1.4	2.5	-	3.9	17.3	7.2	2.5	9.6
8/2	226	226	-	-	-	0.4	0.2	-	0.5	8.0	1.4	0.2	1.5
8/3	225	225	-	-	-	0.4	0.1	-	0.5	8.0	1.4	0.1	1.5
9/1	628	628	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/2	718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/3	325	325	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	317	317	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	391	391	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

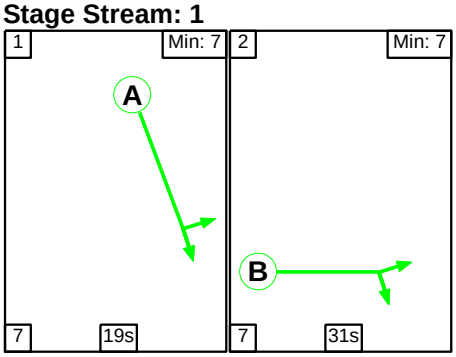
C1	Stream: 1 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	15.52	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	27.75	Cycle Time (s):	64
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	48.55		

Full Input Data And Results

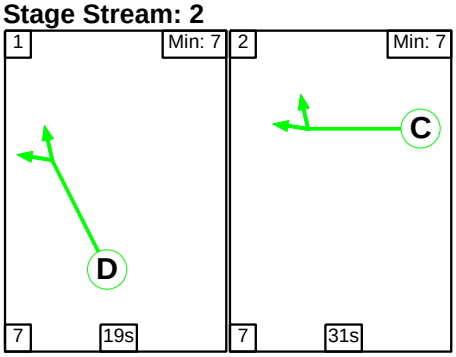
Scenario 5: '2028 PM Peak' (FG5: '2028 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

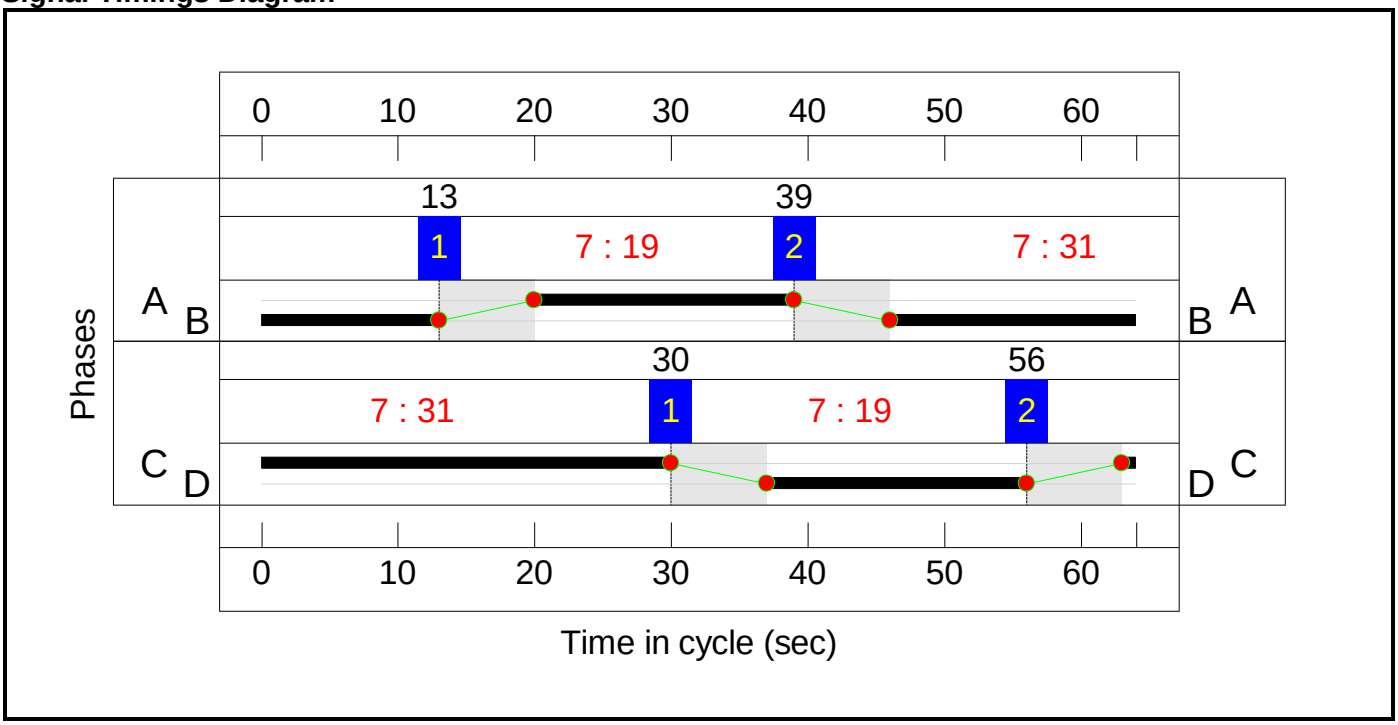
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

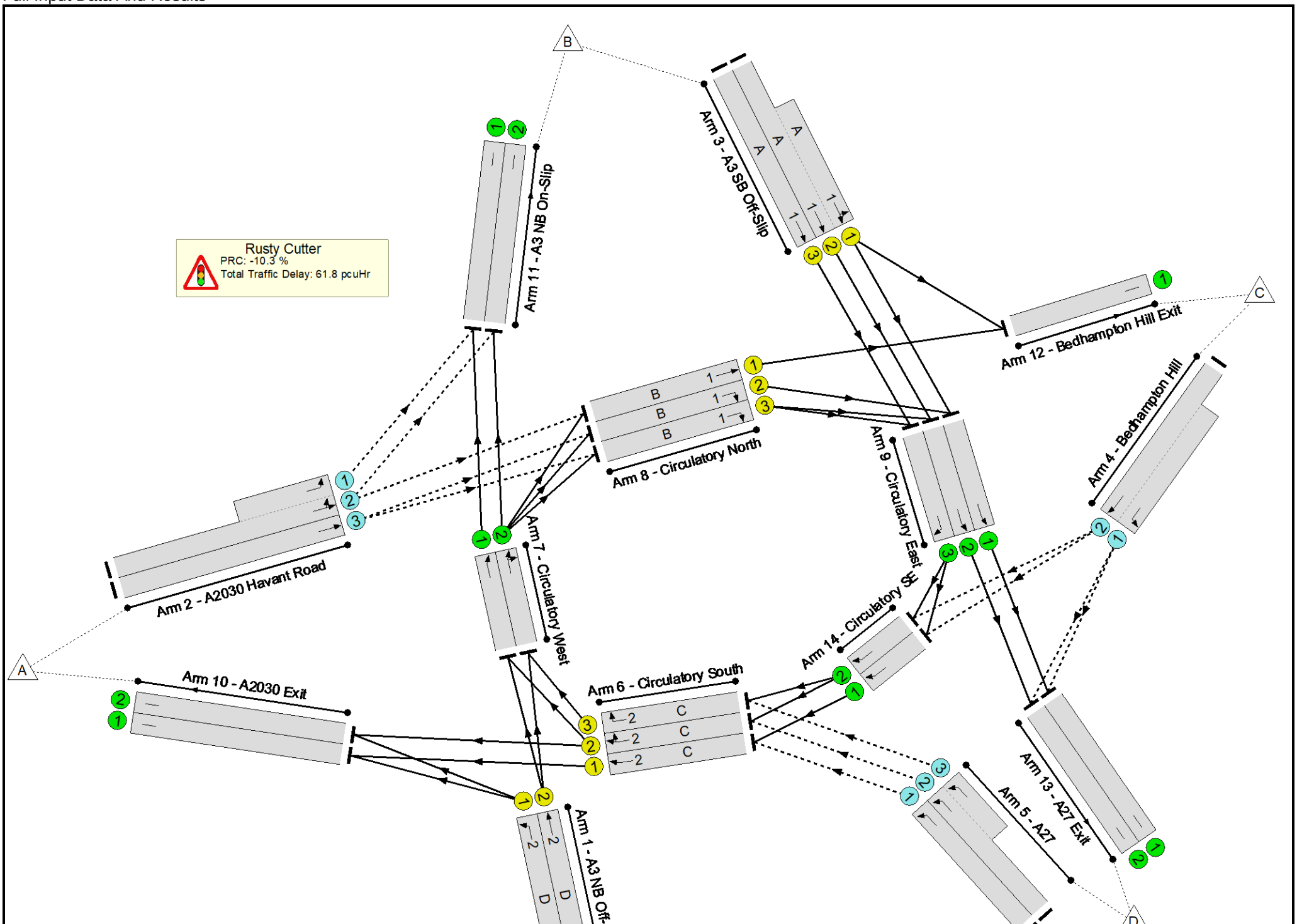
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	77	1950	609	12.6%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	605	1950	609	99.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	698	1950:1950	560+437	70.0 : 70.0%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	264	1950	560	47.1%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	1033	1950:1950	577+576	89.6 : 89.6%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	324	1950	609	53.2%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	829	1950:1950	854+893	46.7 : 48.1%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	353	1950	1058	33.4%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1180	1950:1950	917+902	64.4 : 65.4%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	676	1950	975	69.3%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	952	1950	975	97.6%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	628	1950	975	64.4%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	632	1950	1950	32.4%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1230	1950	1950	63.1%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	853	1950	975	87.5%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	225	1950	975	23.1%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	225	1950	975	23.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	645	1950	1950	33.1%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	742	1950	1950	38.1%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	324	1950	1950	16.6%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	323	1950	1950	16.6%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	400	1950	1950	20.5%

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	**-**	**-**	**6031**	**0**	**0**	**24.3**	**37.5**	**0.0**	**61.8**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**6031**	**0**	**0**	**24.3**	**37.5**	**0.0**	**61.8**	**-**	**-**	**-**	**-**
1/1	77	77	-	-	-	0.3	0.1	-	0.4	19.2	1.0	0.1	1.0
1/2	605	605	-	-	-	3.7	11.3	-	14.9	88.9	10.6	11.3	21.8
2/2+2/1	698	698	1396	0	0	0.2	1.2	-	1.3	6.9	3.4	1.2	4.5
2/3	264	264	264	0	0	0.0	0.4	-	0.5	6.3	0.7	0.4	1.2
3/2+3/1	1033	1033	-	-	-	5.9	4.0	-	9.9	34.6	8.5	4.0	12.5
3/3	324	324	-	-	-	1.6	0.6	-	2.2	24.4	4.7	0.6	5.2
4/2+4/1	829	829	1658	0	0	0.7	0.5	-	1.1	4.9	2.9	0.5	3.3
5/1	353	353	353	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
5/2+5/3	1180	1180	2360	0	0	0.0	0.9	-	0.9	2.8	1.3	0.9	2.2
6/1	676	676	-	-	-	2.9	1.1	-	4.0	21.3	10.0	1.1	11.1
6/2	952	952	-	-	-	4.7	10.7	-	15.5	58.5	16.5	10.7	27.2
6/3	628	628	-	-	-	2.0	0.9	-	2.9	16.7	8.2	0.9	9.1
7/1	632	632	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	1230	1230	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
8/1	853	853	-	-	-	1.5	3.3	-	4.8	20.4	8.8	3.3	12.1
8/2	225	225	-	-	-	0.3	0.1	-	0.5	7.9	1.3	0.1	1.5
8/3	225	225	-	-	-	0.3	0.1	-	0.5	7.9	1.3	0.1	1.5
9/1	645	645	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/2	742	742	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/3	324	324	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	323	323	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	400	400	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

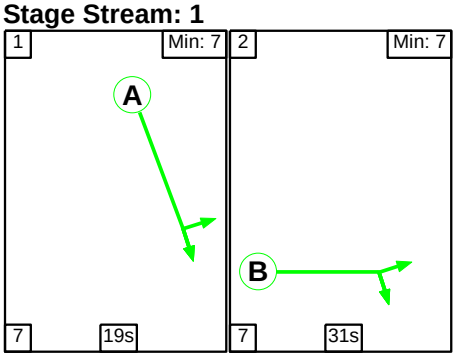
C1	Stream: 1 PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	17.96	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	37.73	Cycle Time (s):	64
	PRC Over All Lanes (%):	-10.3	Total Delay Over All Lanes(pcuHr):	61.75		

Full Input Data And Results

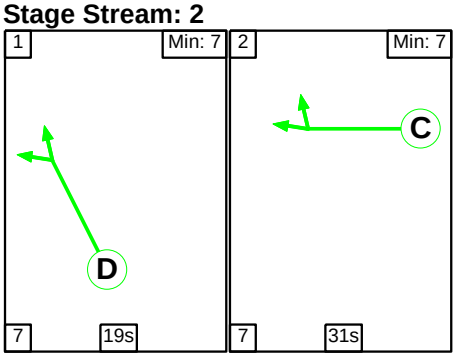
Scenario 6: '2028 PM Peak Plus Com Dev' (FG6: '2028 PM Peak Plus Com Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

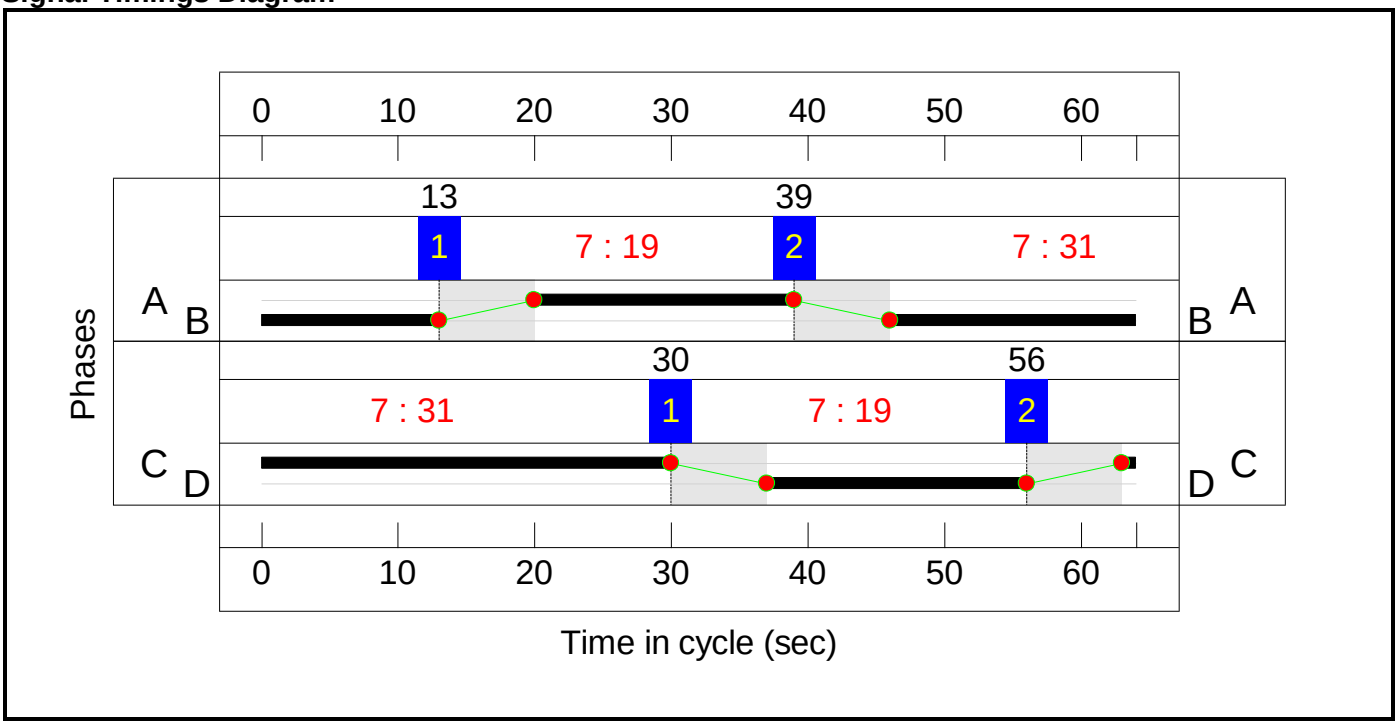
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

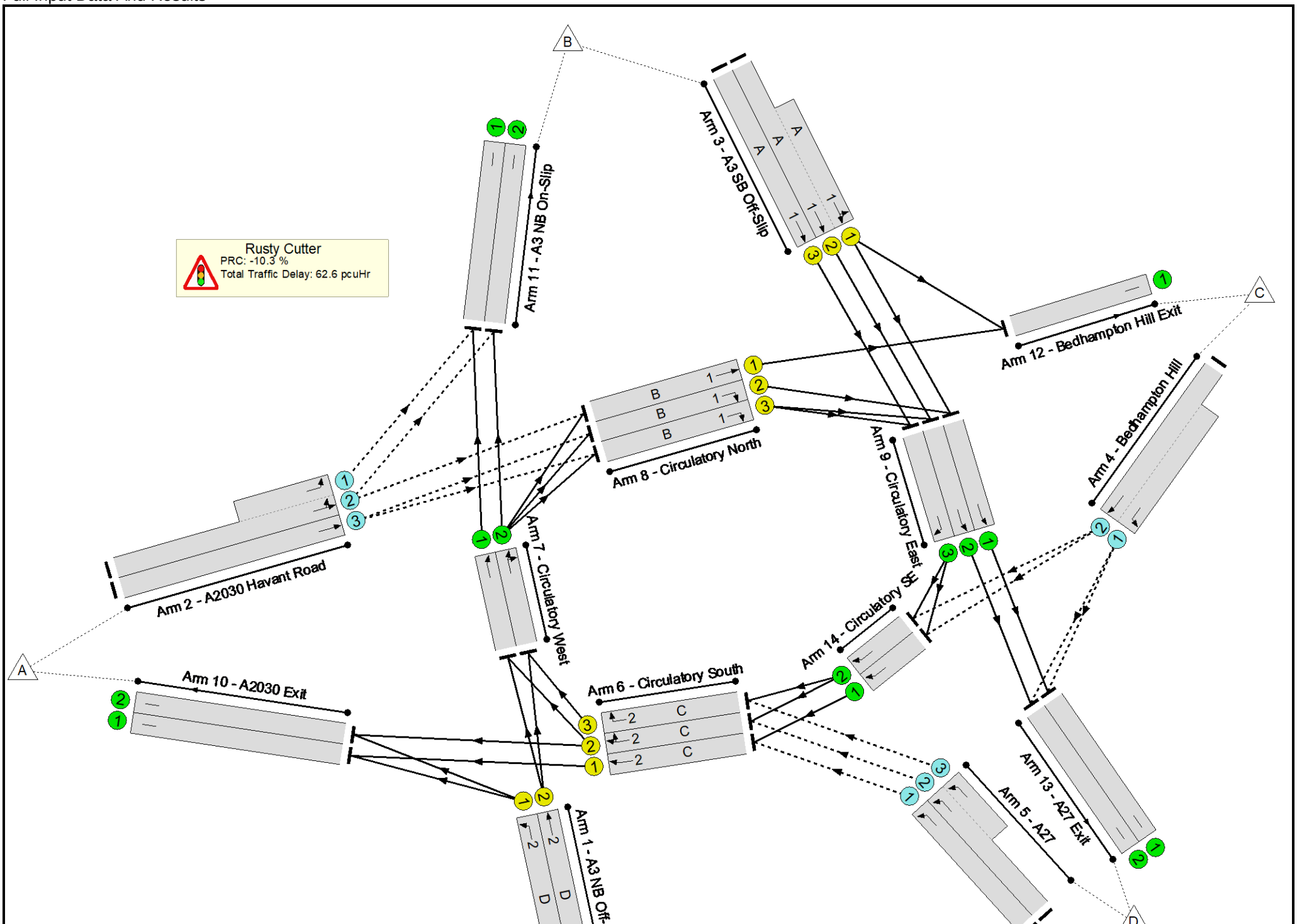
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.3%**
Rusty Cutter	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.3%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	79	1950	609	13.0%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	605	1950	609	99.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	700	1950:1950	559+439	70.1 : 70.1%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	268	1950	559	48.0%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	1035	1950:1950	577+576	89.8 : 89.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	327	1950	609	53.7%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	831	1950:1950	851+891	46.9 : 48.5%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	355	1950	1057	33.6%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1184	1950:1950	915+901	64.7 : 65.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	680	1950	975	69.7%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	955	1950	975	97.9%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	630	1950	975	64.6%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	634	1950	1950	32.5%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1232	1950	1950	63.2%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	853	1950	975	87.5%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	227	1950	975	23.3%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	227	1950	975	23.3%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	648	1950	1950	33.2%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	745	1950	1950	38.2%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	327	1950	1950	16.8%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	864	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	325	1950	1950	16.7%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	401	1950	1950	20.6%

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	**-**	**-**	**6053**	**0**	**0**	**24.4**	**38.2**	**0.0**	**62.6**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**6053**	**0**	**0**	**24.4**	**38.2**	**0.0**	**62.6**	**-**	**-**	**-**	**-**
1/1	79	79	-	-	-	0.3	0.1	-	0.4	19.2	1.0	0.1	1.1
1/2	605	605	-	-	-	3.7	11.3	-	14.9	88.9	10.6	11.3	21.8
2/2+2/1	700	700	1400	0	0	0.2	1.2	-	1.3	6.9	3.4	1.2	4.5
2/3	268	268	268	0	0	0.0	0.5	-	0.5	6.4	0.7	0.5	1.2
3/2+3/1	1035	1035	-	-	-	5.9	4.1	-	10.0	34.9	8.5	4.1	12.6
3/3	327	327	-	-	-	1.7	0.6	-	2.2	24.5	4.7	0.6	5.3
4/2+4/1	831	831	1662	0	0	0.7	0.5	-	1.1	4.9	2.9	0.5	3.3
5/1	355	355	355	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
5/2+5/3	1184	1184	2368	0	0	0.0	0.9	-	0.9	2.9	1.3	0.9	2.2
6/1	680	680	-	-	-	2.9	1.1	-	4.1	21.5	10.1	1.1	11.2
6/2	955	955	-	-	-	4.8	11.2	-	16.0	60.4	16.5	11.2	27.8
6/3	630	630	-	-	-	2.0	0.9	-	2.9	16.8	8.2	0.9	9.1
7/1	634	634	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	1232	1232	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
8/1	853	853	-	-	-	1.5	3.3	-	4.8	20.4	8.8	3.3	12.1
8/2	227	227	-	-	-	0.3	0.2	-	0.5	7.9	1.3	0.2	1.5
8/3	227	227	-	-	-	0.3	0.2	-	0.5	7.9	1.3	0.2	1.5
9/1	648	648	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/2	745	745	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/3	327	327	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	325	325	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	401	401	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

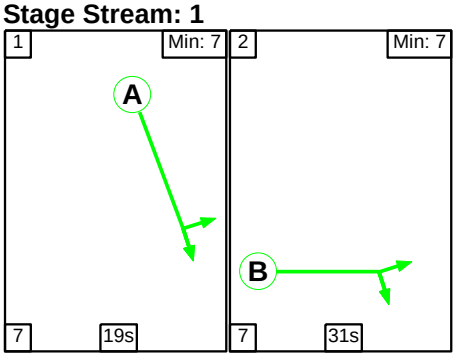
C1	Stream: 1 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	18.08	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	38.36	Cycle Time (s):	64
	PRC Over All Lanes (%):	-10.3	Total Delay Over All Lanes(pcuHr):	62.58		

Full Input Data And Results

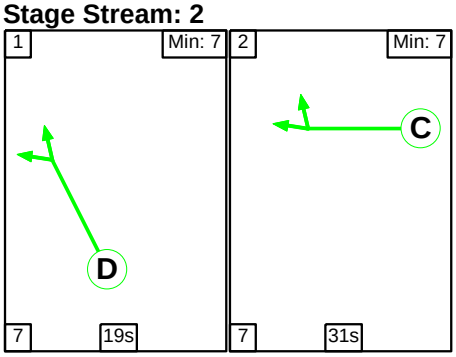
Scenario 7: '2028 PM Peak Plus Com Dev Plus Prop Dev' (FG7: '2028 PM Peak Plus Com Dev Plus Prop Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

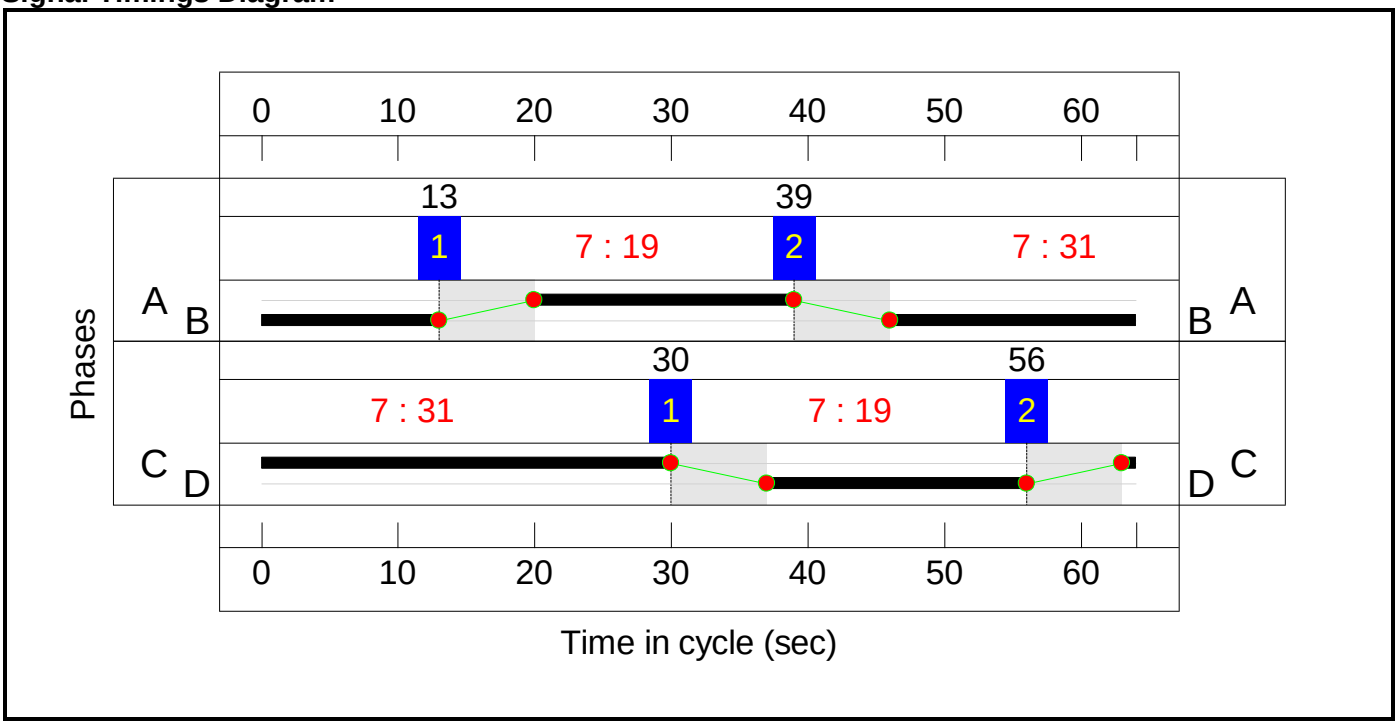
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

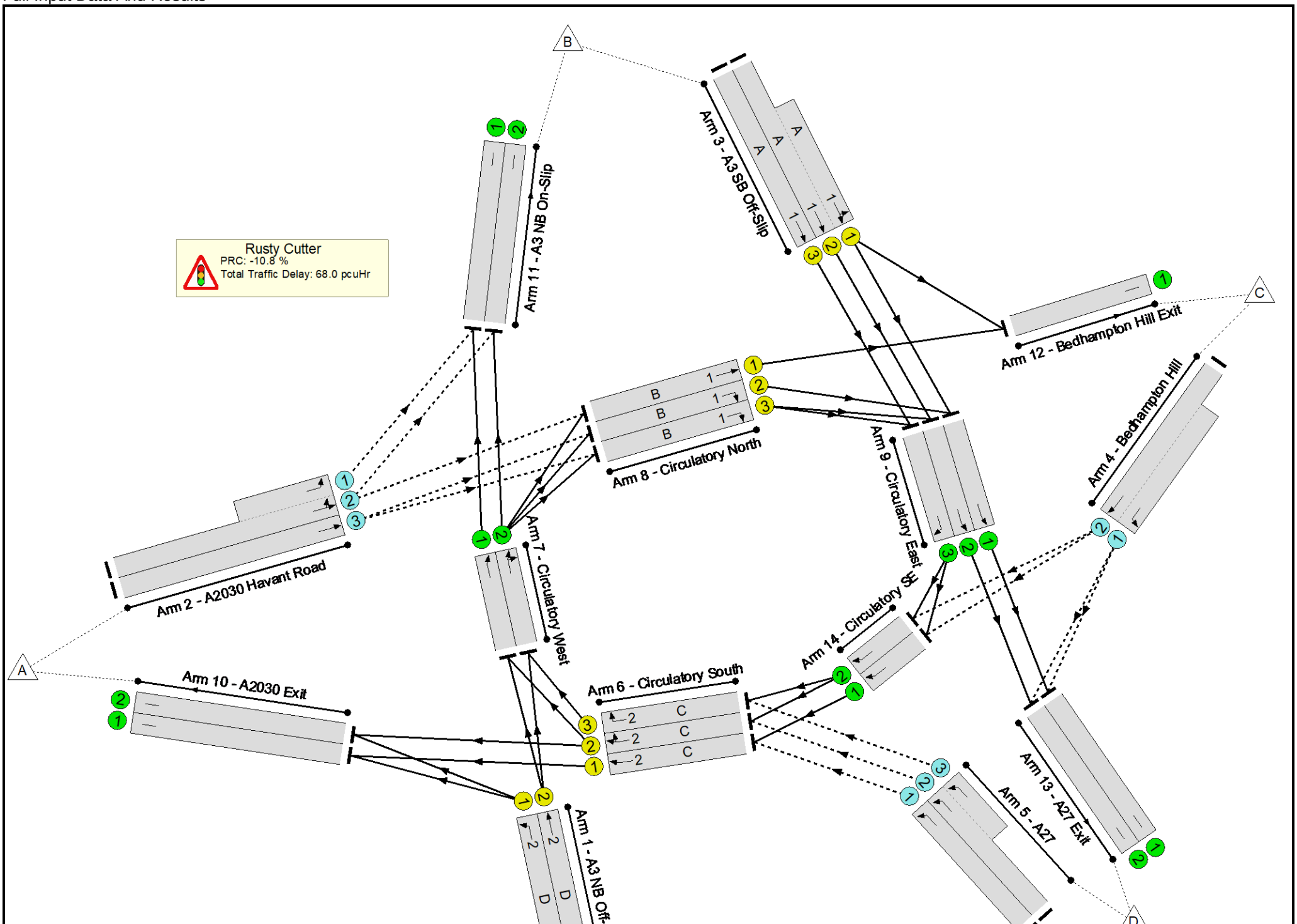
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.7%**
Rusty Cutter	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.7%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	117	1950	609	19.2%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	605	1950	609	99.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	722	1950:1950	559+458	71.0 : 71.0%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	305	1950	559	54.6%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	1035	1950:1950	576+577	89.8 : 89.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	354	1950	609	58.1%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	836	1950:1950	832+874	48.6 : 49.5%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	377	1950	1051	35.9%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1184	1950:1950	903+888	65.6 : 66.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	717	1950	975	73.5%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	972	1950	975	99.7%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	630	1950	975	64.6%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	634	1950	1950	32.5%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1232	1950	1950	63.2%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	858	1950	975	88.0%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	246	1950	975	25.2%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	245	1950	975	25.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	668	1950	1950	34.3%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	762	1950	1950	39.1%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	354	1950	1950	18.2%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	340	1950	1950	17.4%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	418	1950	1950	21.4%

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	**-**	**-**	**6166**	**0**	**0**	**25.3**	**42.7**	**0.0**	**68.0**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**6166**	**0**	**0**	**25.3**	**42.7**	**0.0**	**68.0**	**-**	**-**	**-**	**-**
1/1	117	117	-	-	-	0.5	0.1	-	0.6	19.8	1.5	0.1	1.6
1/2	605	605	-	-	-	3.7	11.3	-	14.9	88.9	10.6	11.3	21.8
2/2+2/1	722	722	1444	0	0	0.2	1.2	-	1.4	6.9	3.4	1.2	4.6
2/3	305	305	305	0	0	0.0	0.6	-	0.6	7.3	1.4	0.6	2.0
3/2+3/1	1035	1035	-	-	-	5.9	4.1	-	10.0	34.9	8.5	4.1	12.6
3/3	354	354	-	-	-	1.8	0.7	-	2.5	25.5	5.2	0.7	5.9
4/2+4/1	836	836	1672	0	0	0.7	0.5	-	1.2	5.0	3.3	0.5	3.7
5/1	377	377	377	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
5/2+5/3	1184	1184	2368	0	0	0.0	1.0	-	1.0	3.0	1.6	1.0	2.6
6/1	717	717	-	-	-	3.2	1.4	-	4.5	22.8	10.9	1.4	12.3
6/2	972	972	-	-	-	5.0	14.9	-	19.8	73.4	17.1	14.9	31.9
6/3	630	630	-	-	-	2.0	0.9	-	2.9	16.7	8.2	0.9	9.1
7/1	634	634	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	1232	1232	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
8/1	858	858	-	-	-	1.5	3.5	-	5.0	21.0	9.3	3.5	12.7
8/2	246	246	-	-	-	0.4	0.2	-	0.6	8.2	1.5	0.2	1.7
8/3	245	245	-	-	-	0.4	0.2	-	0.6	8.2	1.5	0.2	1.7
9/1	668	668	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	762	762	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/3	354	354	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

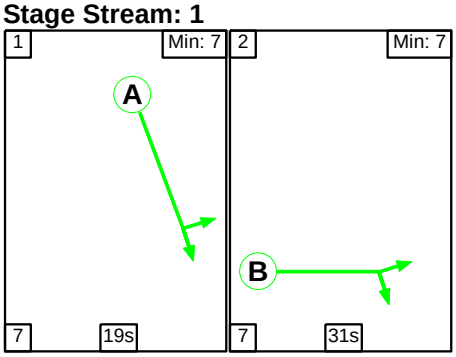
C1	Stream: 1 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	18.66	Cycle Time (s):	64
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.8	Total Delay for Signalled Lanes (pcuHr):	42.87	Cycle Time (s):	64
	PRC Over All Lanes (%):	-10.8	Total Delay Over All Lanes(pcuHr):	68.01		

Full Input Data And Results

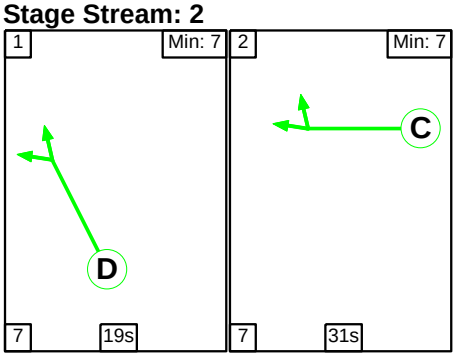
Scenario 8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivity Test' (FG8: '2028 PM Peak Plus Com Dev Plus Prop Dev Plus Sensitivty Test', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

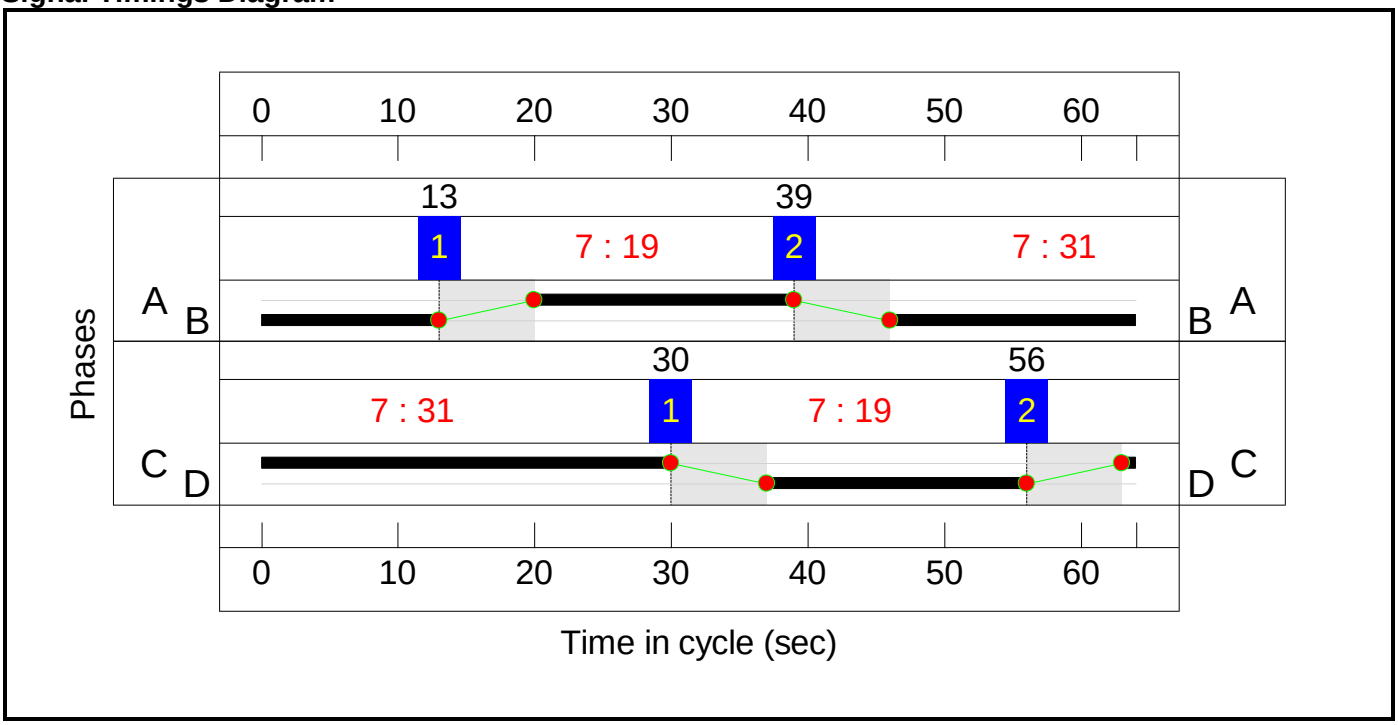
Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	30	56

Full Input Data And Results

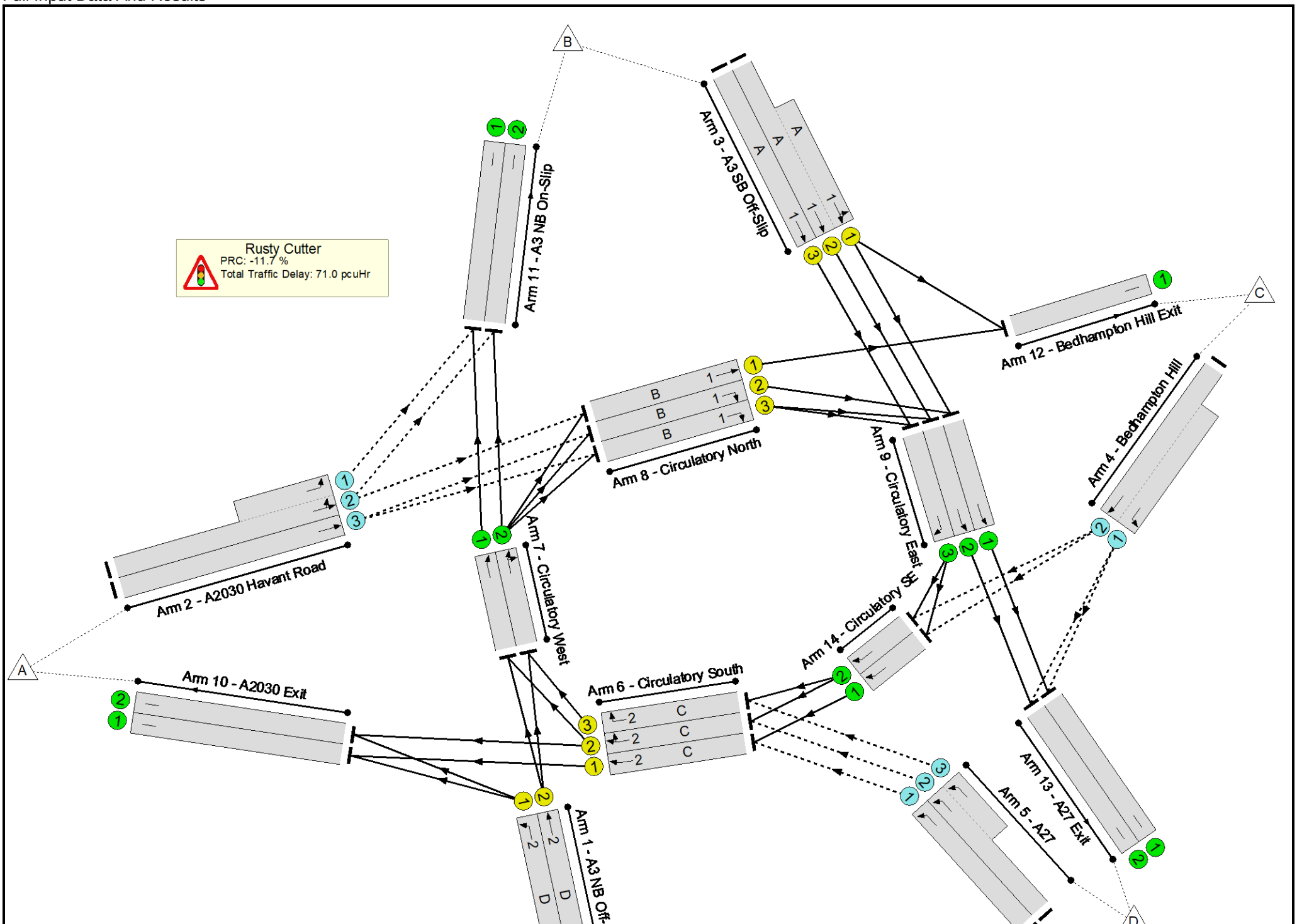
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.5%**
Rusty Cutter	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.5%**
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	19	-	117	1950	609	19.2%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	19	-	605	1950	609	99.3%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	722	1950:1950	555+454	71.6 : 71.6%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	305	1950	555	55.0%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	19	-	1045	1950:1950	576+577	90.6 : 90.6%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	19	-	354	1950	609	58.1%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	836	1950:1950	828+870	48.8 : 49.7%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	377	1950	1051	35.9%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	1201	1950:1950	903+888	66.5 : 67.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	31	-	717	1950	975	73.5%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	31	-	980	1950	975	100.5%
6/3	Circulatory South Right	U	2	N/A	C		1	31	-	639	1950	975	65.5%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	642	1950	1950	32.7%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1241	1950	1950	63.6%
8/1	Circulatory North Ahead	U	1	N/A	B		1	31	-	858	1950	975	88.0%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	31	-	246	1950	975	25.2%
8/3	Circulatory North Right	U	1	N/A	B		1	31	-	245	1950	975	25.1%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	673	1950	1950	34.5%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	767	1950	1950	39.3%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	354	1950	1950	18.2%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	340	1950	1950	17.4%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	418	1950	1950	21.4%

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	**-**	**-**	**6200**	**0**	**0**	**25.7**	**45.3**	**0.0**	**71.0**	**-**	**-**	**-**	**-**
Rusty Cutter	**-**	**-**	**6200**	**0**	**0**	**25.7**	**45.3**	**0.0**	**71.0**	**-**	**-**	**-**	**-**
1/1	117	117	-	-	-	0.5	0.1	-	0.6	19.8	1.5	0.1	1.6
1/2	605	605	-	-	-	3.7	11.3	-	14.9	88.9	10.6	11.3	21.8
2/2+2/1	722	722	1444	0	0	0.2	1.2	-	1.4	7.1	3.4	1.2	4.7
2/3	305	305	305	0	0	0.0	0.6	-	0.6	7.5	1.5	0.6	2.1
3/2+3/1	1045	1045	-	-	-	6.0	4.5	-	10.5	36.1	8.7	4.5	13.2
3/3	354	354	-	-	-	1.8	0.7	-	2.5	25.5	5.2	0.7	5.9
4/2+4/1	836	836	1672	0	0	0.7	0.5	-	1.2	5.2	3.3	0.5	3.7
5/1	377	377	377	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
5/2+5/3	1201	1201	2402	0	0	0.0	1.0	-	1.0	3.1	1.7	1.0	2.7
6/1	717	717	-	-	-	3.2	1.4	-	4.5	22.8	10.9	1.4	12.3
6/2	980	975	-	-	-	5.2	17.0	-	22.1	81.2	17.5	17.0	34.5
6/3	639	639	-	-	-	2.1	0.9	-	3.0	16.9	8.3	0.9	9.3
7/1	638	638	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	1241	1241	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
8/1	858	858	-	-	-	1.5	3.5	-	5.0	20.9	9.3	3.5	12.7
8/2	246	246	-	-	-	0.4	0.2	-	0.6	8.2	1.5	0.2	1.7
8/3	245	245	-	-	-	0.4	0.2	-	0.6	8.2	1.5	0.2	1.7
9/1	673	673	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	767	767	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
9/3	354	354	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1	Stream: 1 PRC for Signalled Lanes (%):	-0.7	Total Delay for Signalled Lanes (pcuHr):	19.09	Cycle Time (s): 64
C1	Stream: 2 PRC for Signalled Lanes (%):	-11.7	Total Delay for Signalled Lanes (pcuHr):	45.23	Cycle Time (s): 64
	PRC Over All Lanes (%):	-11.7	Total Delay Over All Lanes(pcuHr):	70.96	