

Appendix N

**A3 (M)/A2030
RUSTY CUTTER ROUNDABOUT
& BEDHAMPTON HILL
BEDHAMPTON**

OFF SITE WORKS

STAGE 1 ROAD SAFETY AUDIT

FEBRUARY 2019

GM TRAFFIC CONSULTANTS

Document Ref: GM 19/3149	Prepared by: GM Traffic Consultants (Team Leader)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
DRAFT B	Mark Barrett	Ian Medd		24 February 2019
Designer's Response				
Authority's Response				

Client:
Paul Basham
Associates

Engineer:
GM
Traffic Consultants Ltd
33 Riverside Gardens
Romsey
SO51 8HN

Date: 24 February 2019

GM TRAFFIC CONSULTANTS

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PROJECT DETAILS

Report title	A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill, Bedhampton Off-site Works
RSA Date	24 February 2019
Document reference and revision	19/3149 DRAFT A
Prepared by:	GM Traffic Consultants
On behalf of	Highways England

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site works associated with a residential development of 320 residential dwellings, a 66 bedroom care home, allotments, habitat mitigation zone, provision of public open space and associated infrastructure at Forty Acre Farm on Havant Road in Bedhampton.
- 1.1.2 The off-site works are proposed at the A3 (M)/A2030 Rusty Cutter Roundabout and Bedhampton Hill in Bedhampton. The works intend to improve non motorised connectivity between the western and eastern sides of the A3 (M) at the Rusty Cutter Roundabout. A 3m wide footway/cycleway through the north of the site with a 3m wide footway/cycleway with a 1:20 gradient up to the Rusty Cutter roundabout and the provision of a 3m wide footway/cycleway around the internal roundabout of the Rusty Cutter with guard railing offset 450mm from the kerbline, connecting to an extended 3m wide footway/cycleway at Bedhampton Hill.
- 1.1.3 Two options have been provided for the area under the existing A3 (M) motorway bridge on the south circulatory arm where there is currently a small area of narrowing under the existing A3 (M) bridge as per the northern circulatory arm. The first option keeps this pinch point as existing but includes the provision of guard railing and 'cyclists to dismount' signage. The second option provides a continuous 3m wide footway/cycleway under the A3 (M) motorway bridge of south circulatory arm plus guard railing set 450mm off the kerb edge. In order to achieve this 1m has been taken collectively from the 3 circulatory lanes, reducing lane widths to 3.3m each. The lane widths of the A27 arm have also had to be narrowed to 3.5m wide.
- 1.1.4 To accommodate walk with traffic pedestrian phases, alterations to the location of the stop lines at the A3M northbound off slip, southern circulatory arm and northern circulatory arms would be required. A 3m wide walking area in between studs is proposed, with the stop lines set 3m back from this crossing area. The A3(M) northbound off-slip stop line has been pushed back by 2.6m-3.7m, the southern circulatory arm stop line has been pushed back by 3.4m-3.8m and the northern circulatory arm stop line has been pushed back by 2.8m-4.6m.
- 1.1.5 The RSA was carried out at the request of Patrick Blake, Project Sponsor, Highways England.
- 1.1.6 GM Traffic Consultants Ltd carried out the Audit between 19th February and 24th February 2019. The Road Safety Audit (RSA) Brief, supplied by Paul Basham Associates, has been approved by Glen Strongitharm (Highways England Project Sponsor,) who has also approved the Audit Team who were:

Mark Barrett, Highways England Cert. of Comp

Ian Medd, MCIHT, FSoRSA

The Audit Team accept the RSA Brief.

GM

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- 1.1.7 The Audit Team are independent of the project design and have had no involvement with the design of the project.
- 1.1.8 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) GG119.
- 1.1.9 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.10 The Audit consisted of a desktop study and a site visit which was undertaken on Tuesday 11th February 2019 at 13:00 for one hour. Traffic flows were moderate and it was sunny.
- 1.1.11 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.12 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.1.13 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation which formed the complete Audit Brief as approved by Glen Strongitharm (Highways England Project Sponsor).

Drawing No.	Rev	Title
041.0023.RSAB.1	-	Stage 1 RSA Brief
041.0023.010	A	Route to School Improvement Plan
041.0023.011	A	Route to School Improvement Plan Vehicle Tracking
041.0023.014	C	Indicative Pedestrian Improvement Works at Rusty Cutter Roundabout
041.0023.016	A	Proposed Footpath Link to Connect Into Existing Hard Standing Area (Option 3)
041.0023.018	-	Indicative Pedestrian Improvement Works at Rusty Cutter Roundabout Option 2
041.0023.019	-	Vehicle Tracking & Lane Narrowing at Rusty Cutter Roundabout
041.0023/WCHR/1	-	Walking, Cycling & Horse-Riding Assessment and Review
041.0023 TA1	-	Forty Acre Farm, Bedhampton Transport Assessment
041.0023 SRR2	-	Forty Acre Farm, Bedhampton Sustainability Review Report
041.0023 RCJMSN1	-	Forty Acre Farm, Bedhampton Rusty Cutter Junction Modelling Summary Note

- 2.2 The Personal Injury Collision (PIC) record for the six year period ending 31st December 2017 has been provided within the RSA Brief.
- 2.3 The Audit Team have been informed of a Departure from Standard with regards to the shared footway/cycleway on the on the south circulatory arm. The provision of guardrail without widening would reduce the effective width of the shared facility. The proposals would provide "Cyclists Dismount" signs similar to the existing arrangements on the northern circulatory arm.

3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

3.1 PROBLEM

LOCATION: Shared footway/cycleway

SUMMARY: Risk of cyclists falling of kerb as no safety margin

There is no safety margin on the proposed shared footway. This may increase the risk of cyclists falling off the shared facility into the carriageway.

RECOMMENDATION

It is recommended that a safety margin is provided ensuring the effective width of the shared facility is not compromised.

3.2 PROBLEM

LOCATION: Shared footway/cycleway Bedhampton Hill

SUMMARY: Risk of cyclists injuring themselves on overhanging vegetation

There a number of trees with overhanging branches which could present a hazard for cyclists who could injure themselves if they ride into the branches.

RECOMMENDATION

It is recommended that the offending vegetation is removed to provide safe clearances.

3.3 PROBLEM

LOCATION: Proposed relocated maintenance lay-by

SUMMARY: Risk of maintenance vehicles colliding with vehicles on circulatory carriageway as they cannot see signal aspects

Operatives wishing to re-join the carriageway from the maintenance lay-by will not be able to see any signal aspects and will be unaware of which arm will have a green light. This could result in them attempting to re-join the circulatory carriageway in front of oncoming traffic. This problem is exacerbated by the poor visibility to southbound traffic on the A3 (M) off slip.

RECOMMENDATION

It is recommended that the maintenance lay-by is located where operatives have a clear view of the signal aspects on the adjacent arms.

3.4 PROBLEM

LOCATION: Western extent of shared footway/cycleway

SUMMARY: Risk of cycle/vehicle collisions as no guardrailing preventing cyclists rejoining carriageway

Westbound cyclists may attempt to re-join the carriageway at the point the shared facility deviates into the proposed development. This may increase the risk of collisions with vehicles exiting the roundabout.

RECOMMENDATION

It is recommended that the guardrailing is continued along the shared facility into the development to reduce the opportunities for cyclists to re-join the carriageway.

3.5 PROBLEM

LOCATION: A3 (M) southbound off slip

SUMMARY: Risk of vehicles striking pedestrians/cyclists crossing southbound off slip as no pedestrian/cycle signals

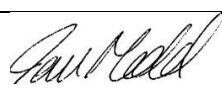
There are no proposals to provide pedestrian/cycle signals on the A3 (M) off southbound off slip where it joins the roundabout. With all other signal arms being provided with pedestrian/cycle signal heads there may be a risk of pedestrians and cyclists attempting to cross when traffic entering the roundabout from the A3 (M) has a green light. This could result in pedestrians being struck by vehicles.

RECOMMENDATION

It is recommended that pedestrian/cycle signal heads on the A3 (M) southbound off slip crossing point are provided.

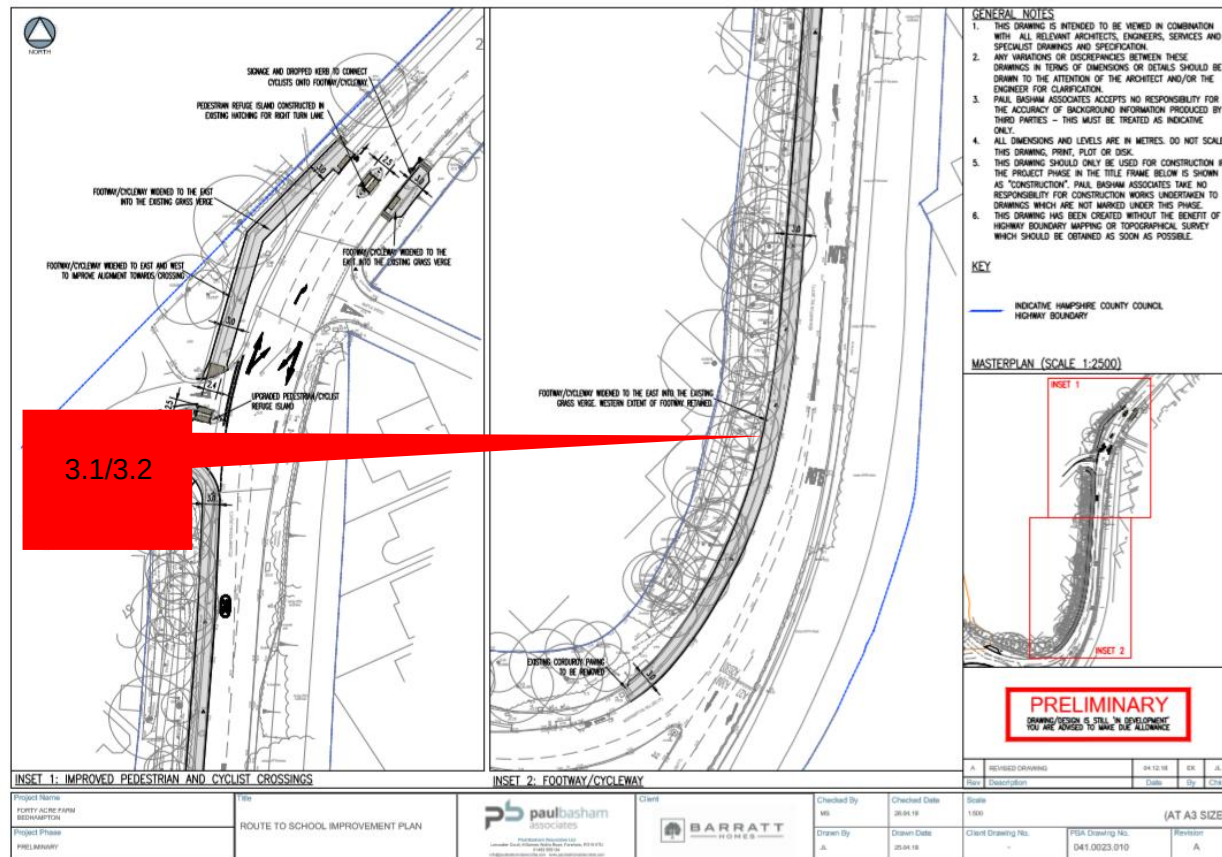
4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in compliance with GG119.

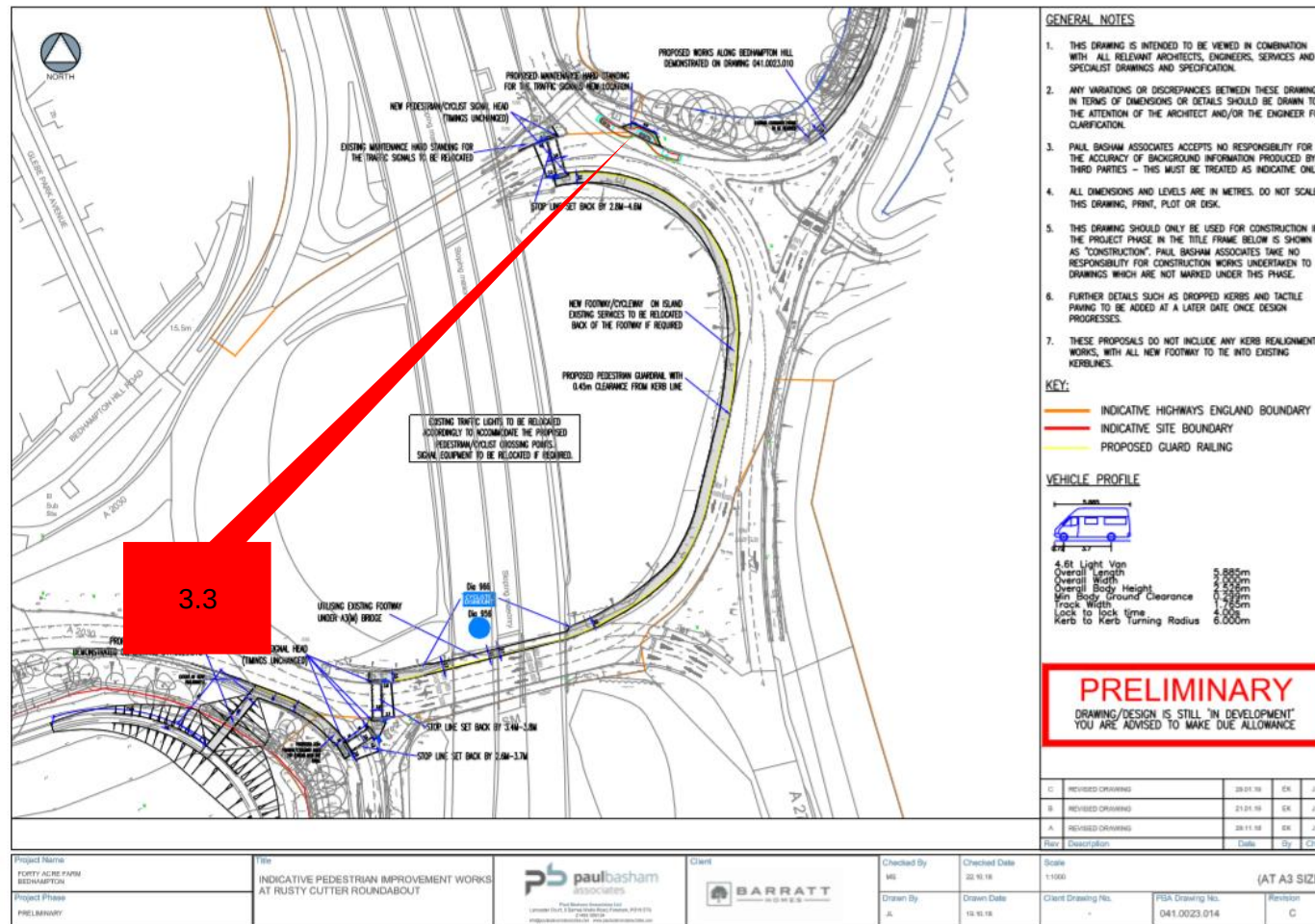
AUDIT TEAM LEADER	
NAME	Mark Barrett
SIGNATURE	
POSITION	Director
ORGANISATION	GM Traffic Consultants
DATE	24 February 2019
CONTACT DETAILS	TEL: 07787 158834 EMAIL: markbarrett3@yahoo.co.uk
AUDIT TEAM MEMBER	
NAME	Ian Medd
SIGNATURE	
POSITION	Road Safety Consultant
ORGANISATION	GM Traffic Consultants
DATE	24 February 2019
PROJECT TITLE	Road Safety Audit – Stage 1 A3/A2030 Rusty Cutter Rbt & Bedhampton Hill Bedhampton Off-site Works
DOC REF	GM 19/3149

Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works

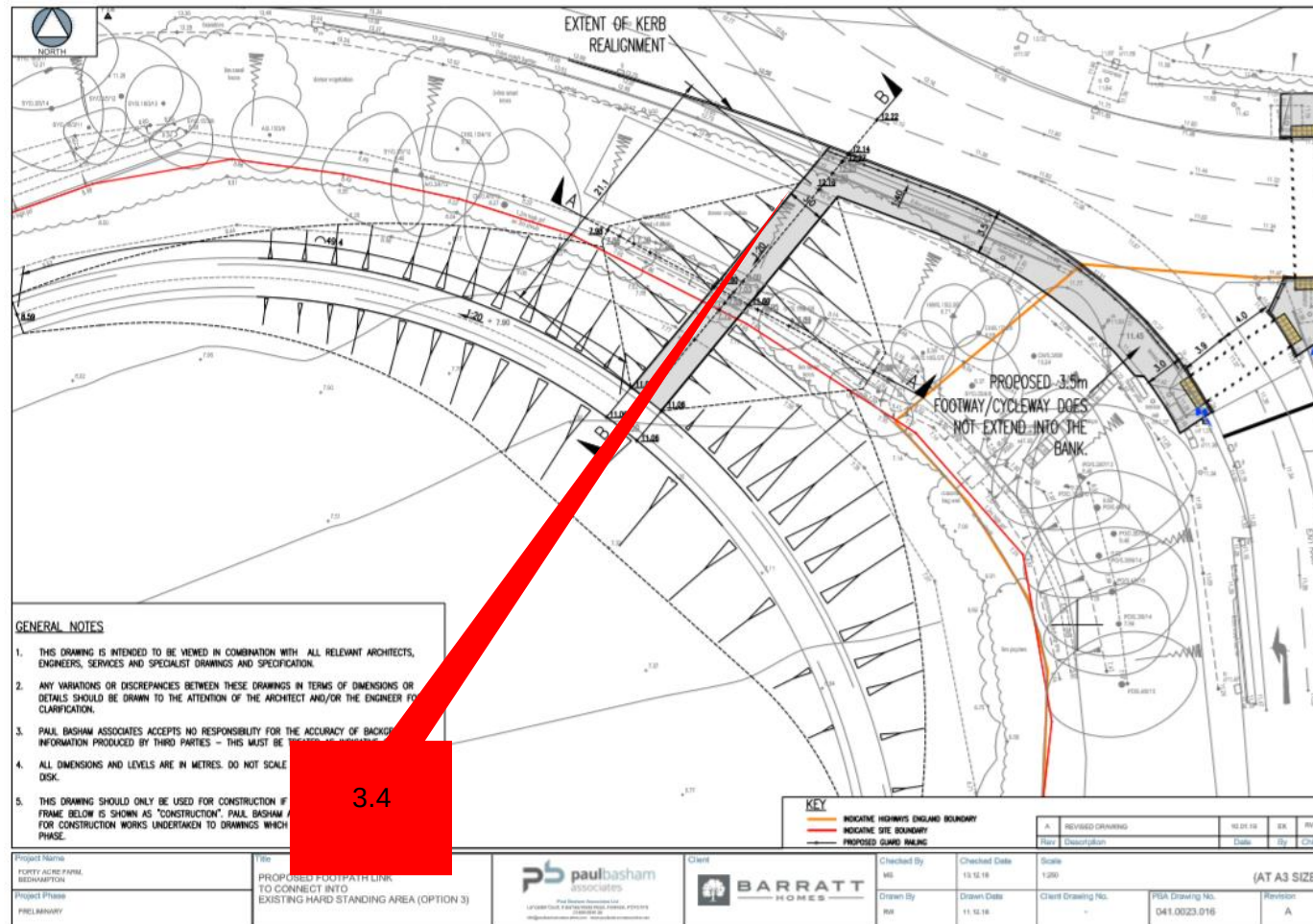
APPENDIX A: LOCATION PLANS



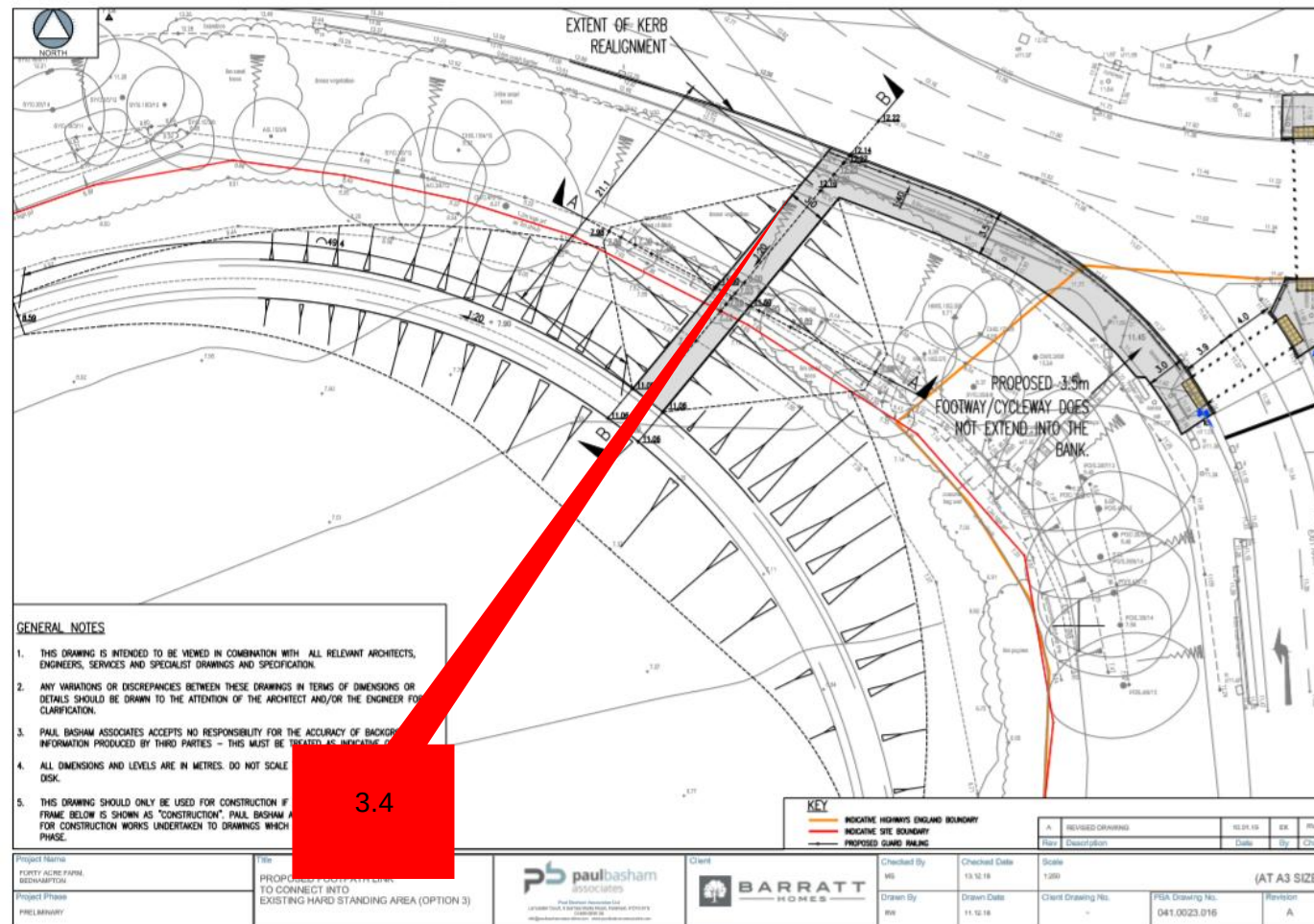
Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works



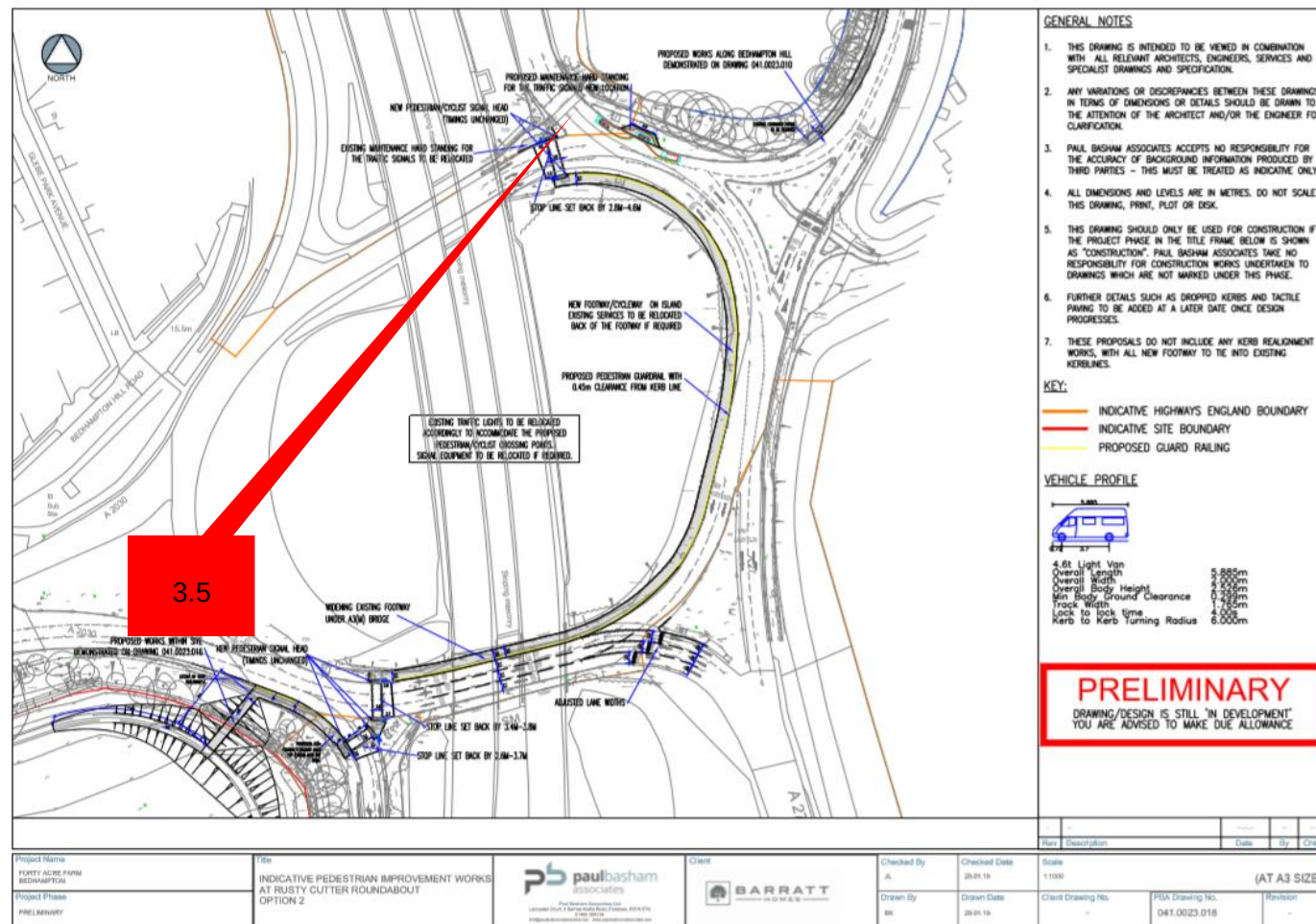
Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works

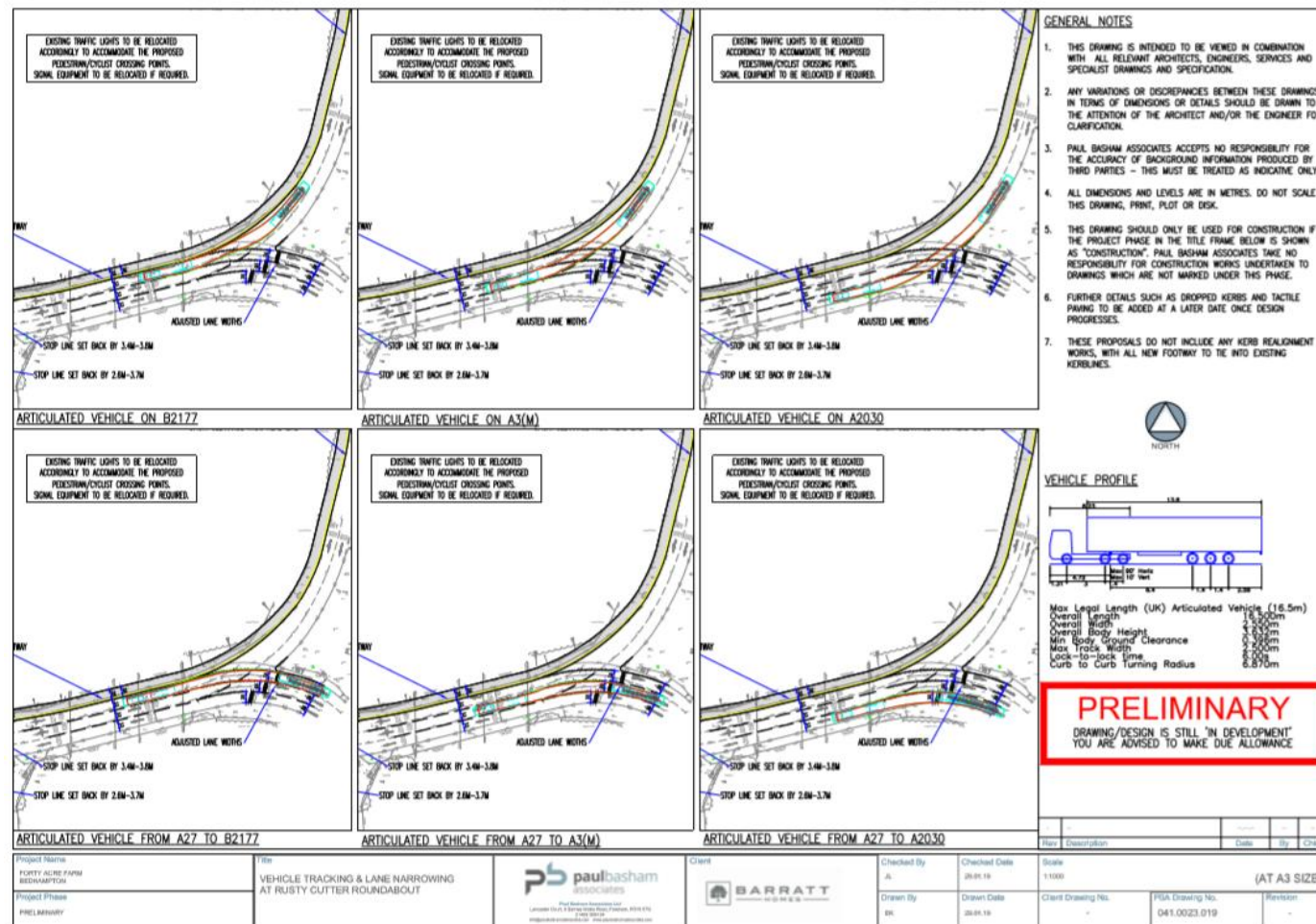


Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works



Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works





Road Safety Audit – Stage 1
A3 (M)/A2030 Rusty Cutter Rbt & Bedhampton Hill
Bedhampton
Off-site Works

ROAD SAFETY AUDIT RESPONSE REPORT

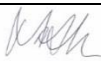
Project Details

Report Title:	Stage 1 Road Safety Audit Response Report
Date:	15/03/2019
Document reference and revision:	041.0023/RSARR/1
Prepared by:	Paul Basham Associates
On behalf of:	Highways England

Authorisation Sheet

<i>Project:</i>	Rusty Cutter Roundabout, Bedhampton
<i>Report Title:</i>	Stage 1 Road Safety Audit Response Report

Prepared By

Name:	Mark Smith
Position:	Director
Signed:	
Organisation:	Paul Basham Associates
Date:	15/03/2019

Approved By

Name:	
Position:	
Signed:	
Organisation:	Highways England
Date:	

ROAD SAFETY AUDIT RESPONSE REPORT

Introduction

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site works associates with a residential development of 320 dwellings, a 66-bedroom care home, allotments, habitat mitigation zone, provision of public open space and associates infrastructure at Forty Acre Farm on Havant Road, Bedhampton.

The off-site works are proposed at the A3(M)/A2030 Rusty Cutter Roundabout and Bedhampton Hill in Bedhampton. The works intend to improve non-motorised connectivity between the western and eastern sides of the A3(M) at the Rusty Cutter Roundabout. The proposals include a 3m wide footway/cycleway through the north of the site with a 3m wide footway/cycleway with a 1:20 gradient and 1:3 tapers up to the Rusty Cutter Roundabout and the provision of a 3m wide footway/cycleway around the internal roundabout of the Rusty Cutter with guard railing offset 450mm from the kerb line, connecting to an extended 3m wide footway/cycleway at Bedhampton Hill.

To accommodate walk with traffic pedestrian phases, alterations to the location of the stop lines at the A3(M) northbound off-slip, southern circulatory arm and northern circulatory arms would be required. A 3m wide walking area in between studs is proposed, with the stop lines set 3m back from this crossing area.

Mark Smith of Paul Basham Associates (Design Organisation) has prepared this Road Safety Audit Response Report.

Key Personnel

Overseeing Organisation:	Highways England (Patrick Blake and Glen Strongitharm)
RSA Team:	Mark Barrett (GM Traffic Consultants) and Ian Medd (GM Traffic Consultant)
Design Organisation:	Paul Basham Associates (Mark Smith)

ROAD SAFETY AUDIT RESPONSE REPORT

Road Safety Audit Decision Log

<i>RSA Problem</i>	<i>RSA Recommendation</i>	<i>Design Organisation Response</i>	<i>Overseeing Organisation Response</i>	<i>Agreed RSA Action</i>
There is no safety margin on the proposed shared footway. This may increase the risk of cyclists falling off the shared facility into the carriageway.	It is recommended that a safety margin is provided ensuring the effective width of the shared facility is not compromised.	Problem and recommendation accepted. It is proposed to include a 0.5m buff margin at the kerbside to provide a safety margin. This is the same method of safety margin along the new footway/cycleway along the site frontage at Havant Road.	XXXXX	XXXX
There are a number of trees with overhanging branches which could present a hazard for cyclists who could injure themselves if they ride into the branches.	It is recommended that the offending vegetation is removed to provide safe clearances.	Problem and recommendation accepted. The highway authority have the rights to maintain any vegetation overhanging their network. Through delivery of the highway works, any obstructive vegetation overhanging the route would be cleared.	XXXXX	XXXXX

ROAD SAFETY AUDIT RESPONSE REPORT

Operatives wishing to re-join the carriageway from the maintenance lay-by will not be able to see any signal aspects and will be unaware of which arm will have a green light. This could result in them attempting to re-join the circulatory carriageway in front of oncoming traffic. This problem is exacerbated by the poor visibility to southbound traffic on the A3 (M) off slip.	It is recommended that the maintenance lay-by is located where operatives have a clear view of the signal aspects on the adjacent arms.	Problem and recommendation accepted. Maintenance layby has been relocated to north western side of the island on Bedhampton Hill, further separating the layby from the busy junction whilst retaining it on HCC land.	XXXXXX	XXXXXX
Westbound cyclists may attempt to re-join the carriageway at the point the shared facility deviates into the proposed development.	It is recommended that the guardrailing is continued along the shared facility into the development to reduce the opportunities for cyclists to re-join the carriageway.	Problem and recommendation accepted. Additional guardrailing is proposed along the footway/cycleway to continue around the corner and partially along the gradient section.	XXXXXX	XXXXXX

ROAD SAFETY AUDIT RESPONSE REPORT

There are no proposals to provide pedestrian/cycle signals on the A3 (M) off southbound off slip where it joins the roundabout. With all other signal arms being provided with pedestrian/cycle signal heads there may be a risk of pedestrians and cyclists attempting to cross when traffic entering the roundabout from the A3 (M) has a green light. This could result in pedestrians being struck by vehicles.	It is recommended that pedestrian/cycle signal heads on the A3 (M) southbound off slip crossing point are provided.	Problem and recommendation accepted. An additional pedestrian/cycle head will be provided at this crossing.	XXXXXX	XXXXXX
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Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Mark Smith
Signed:	
Position:	Director
Organisation:	Paul Basham Associates
Date:	15/03/2019

On behalf of the Overseeing Organisation I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) The agreed RSA actions will be progressed.

ROAD SAFETY AUDIT RESPONSE REPORT

Name:	
Signed:	
Position:	
Organisation:	
Date:	

Appendix O

Calculation Reference: AUDIT-247601-160906-0913

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 51 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3

16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
4	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
5	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
6	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
7	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NE-03-A-02 HANOVER WALK	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE Edge of Town No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
9	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
10	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
11	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
12	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON Edge of Town No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
13	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY
	BYFLEET Edge of Town Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
14	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE
	SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED/TERRACED	SHROPSHIRE	Survey Type: MANUAL
16	SY-03-A-01 A19 BENTLEY ROAD BENTLEY RISE DONCASTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	120	0.068	16	120	0.262	16	120	0.330
08:00 - 09:00	16	120	0.127	16	120	0.381	16	120	0.508
09:00 - 10:00	16	120	0.143	16	120	0.160	16	120	0.303
10:00 - 11:00	16	120	0.137	16	120	0.173	16	120	0.310
11:00 - 12:00	16	120	0.144	16	120	0.145	16	120	0.289
12:00 - 13:00	16	120	0.172	16	120	0.159	16	120	0.331
13:00 - 14:00	16	120	0.158	16	120	0.153	16	120	0.311
14:00 - 15:00	16	120	0.166	16	120	0.174	16	120	0.340
15:00 - 16:00	16	120	0.277	16	120	0.187	16	120	0.464
16:00 - 17:00	16	120	0.281	16	120	0.179	16	120	0.460
17:00 - 18:00	16	120	0.325	16	120	0.189	16	120	0.514
18:00 - 19:00	16	120	0.248	16	120	0.172	16	120	0.420
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.246			2.334			4.580	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 51 - 432 (units:)
 Survey date range: 01/01/08 - 28/09/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-247601-160906-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 17 to 70 (units:)
 Range Selected by User: 17 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C2

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	DC-05-F-02	NURSING HOME		DORSET
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
2	DS-05-F-01	NURSING HOME		DERBYSHIRE
	29 VILLAGE STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	70		
	Survey date: TUESDAY	21/10/14		Survey Type: MANUAL
3	GM-05-F-03	NURSING HOME		GREATER MANCHESTER
	HALIFAX ROAD			
	ROCHDALE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL
4	NY-05-F-01	NURSING HOME		NORTH YORKSHIRE
	HARROGATE ROAD			
	RIPON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	38		
	Survey date: MONDAY	22/09/08		Survey Type: MANUAL
5	SF-05-F-01	CARE HOME		SUFFOLK
	COLCHESTER ROAD			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	17		
	Survey date: FRIDAY	18/09/15		Survey Type: MANUAL
6	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	20/11/12		Survey Type: MANUAL
7	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	43	0.081	8	43	0.058	8	43	0.139
08:00 - 09:00	8	43	0.084	8	43	0.066	8	43	0.150
09:00 - 10:00	8	43	0.058	8	43	0.023	8	43	0.081
10:00 - 11:00	8	43	0.078	8	43	0.058	8	43	0.136
11:00 - 12:00	8	43	0.061	8	43	0.081	8	43	0.142
12:00 - 13:00	8	43	0.055	8	43	0.046	8	43	0.101
13:00 - 14:00	8	43	0.084	8	43	0.064	8	43	0.148
14:00 - 15:00	8	43	0.095	8	43	0.087	8	43	0.182
15:00 - 16:00	8	43	0.055	8	43	0.104	8	43	0.159
16:00 - 17:00	8	43	0.066	8	43	0.058	8	43	0.124
17:00 - 18:00	8	43	0.049	8	43	0.092	8	43	0.141
18:00 - 19:00	8	43	0.049	8	43	0.058	8	43	0.107
19:00 - 20:00	8	43	0.058	8	43	0.049	8	43	0.107
20:00 - 21:00	7	43	0.023	7	43	0.056	7	43	0.079
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.922			0.926			1.848

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

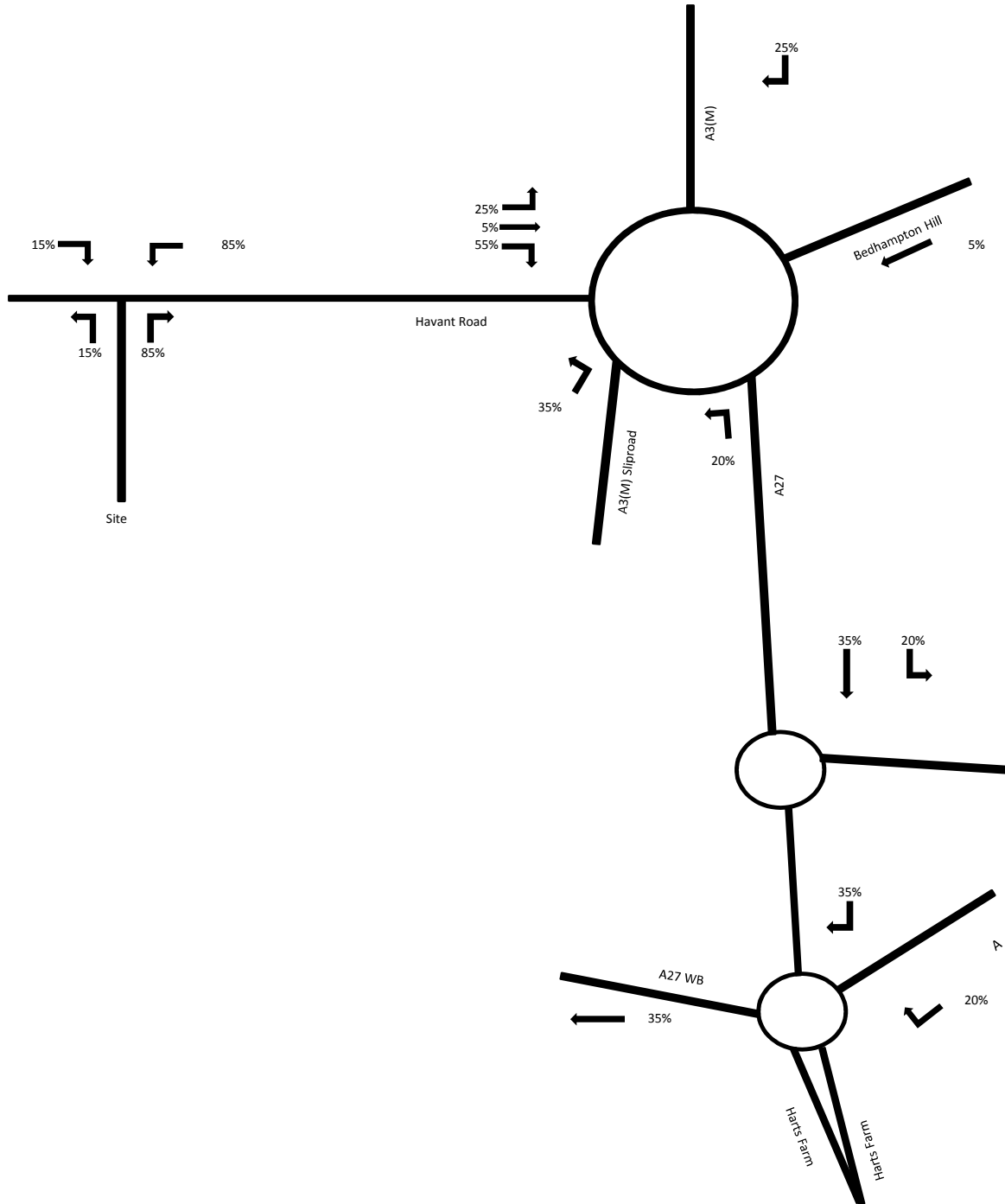
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

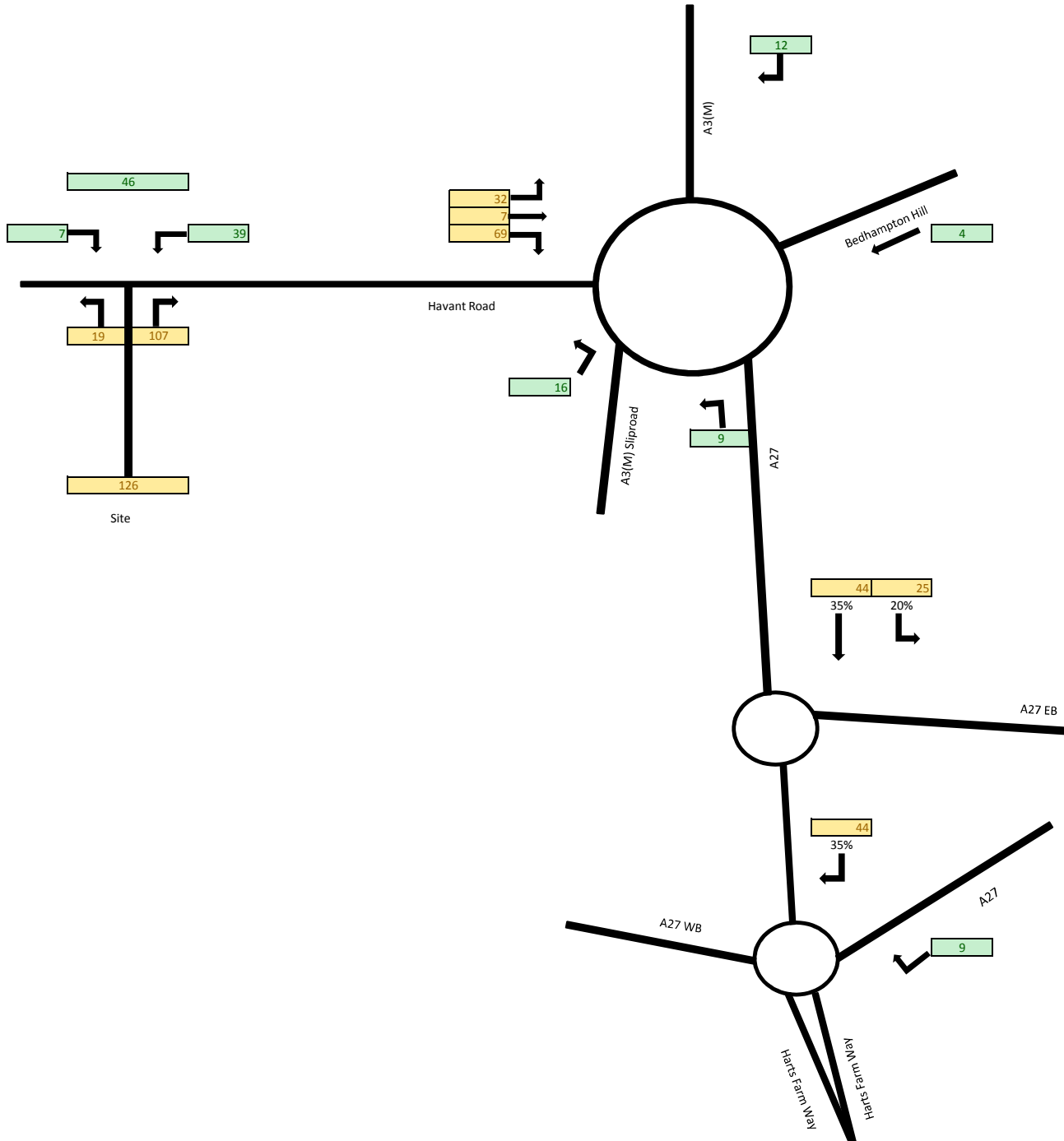
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix P



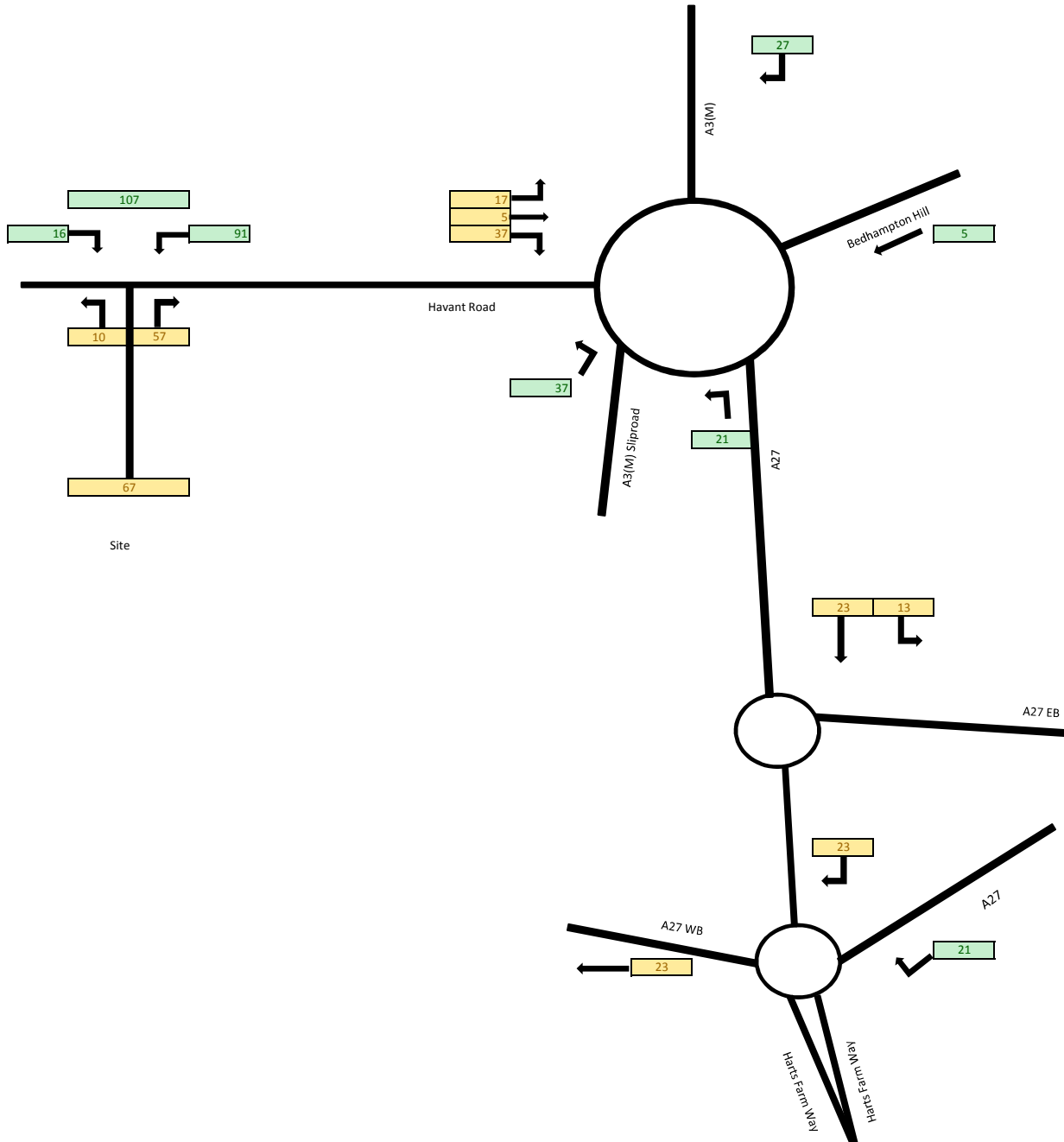
	Arr	Dep
AM	46	126

Departures
Arrivals



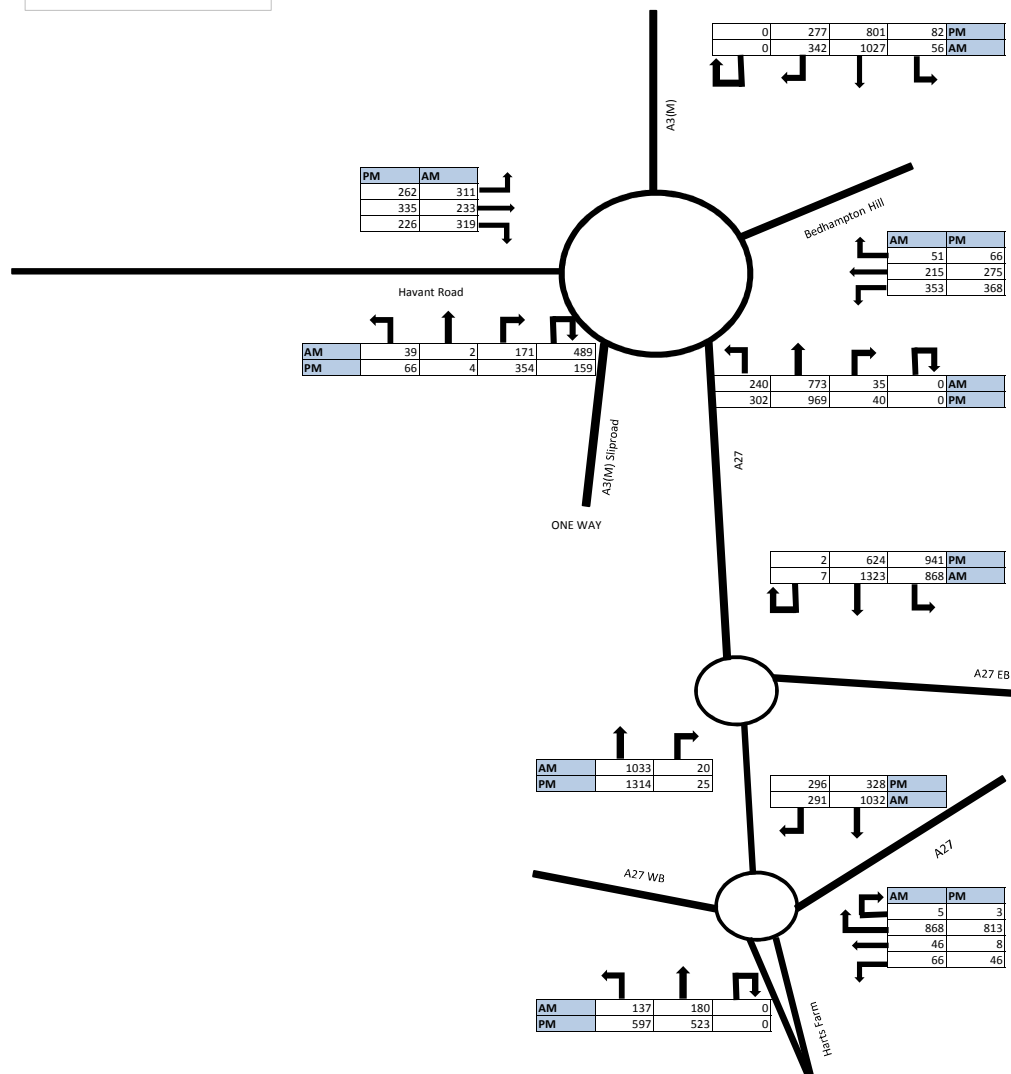
	Arr	Dep
PM	107	67

Departures
Arrivals

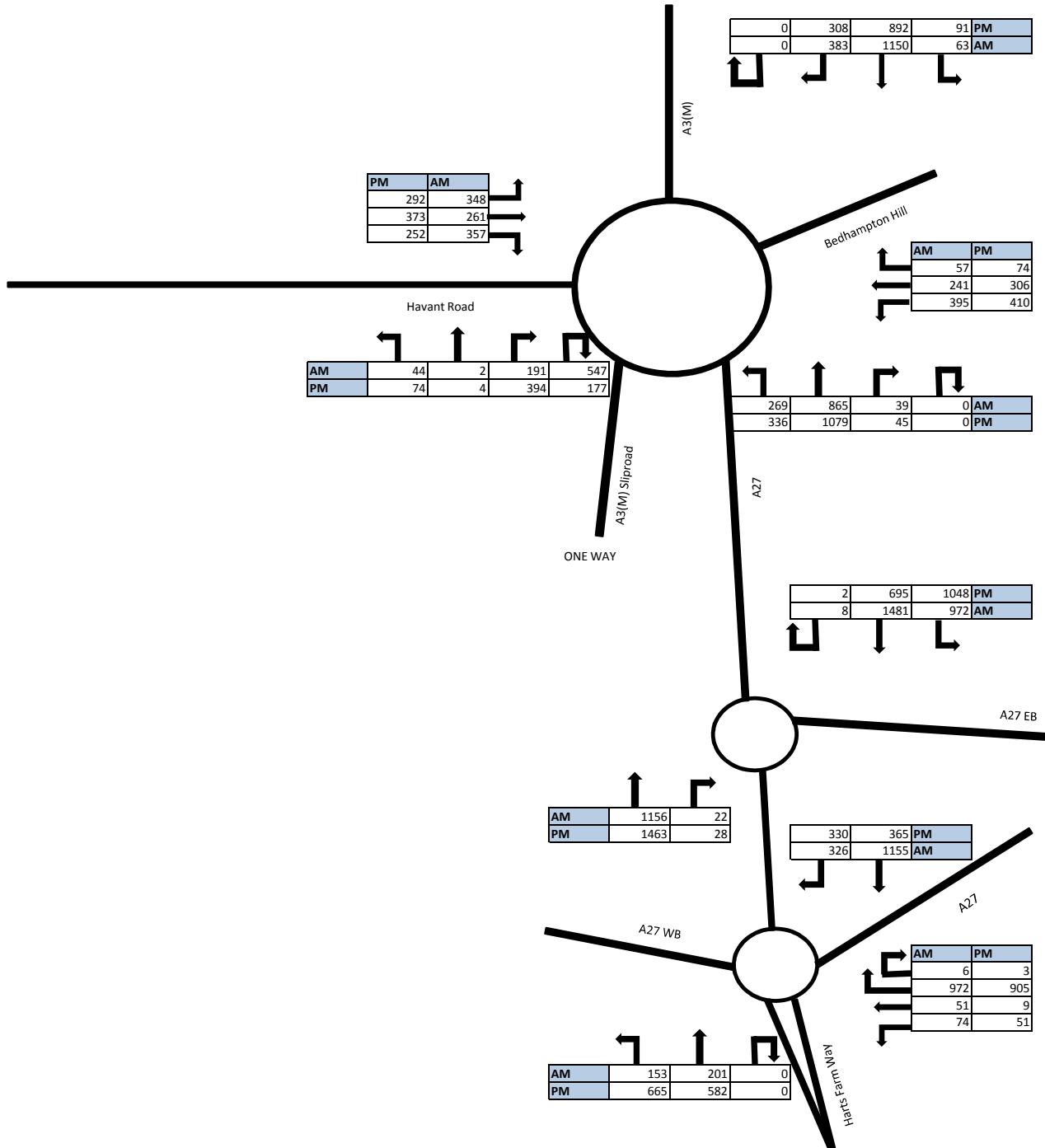


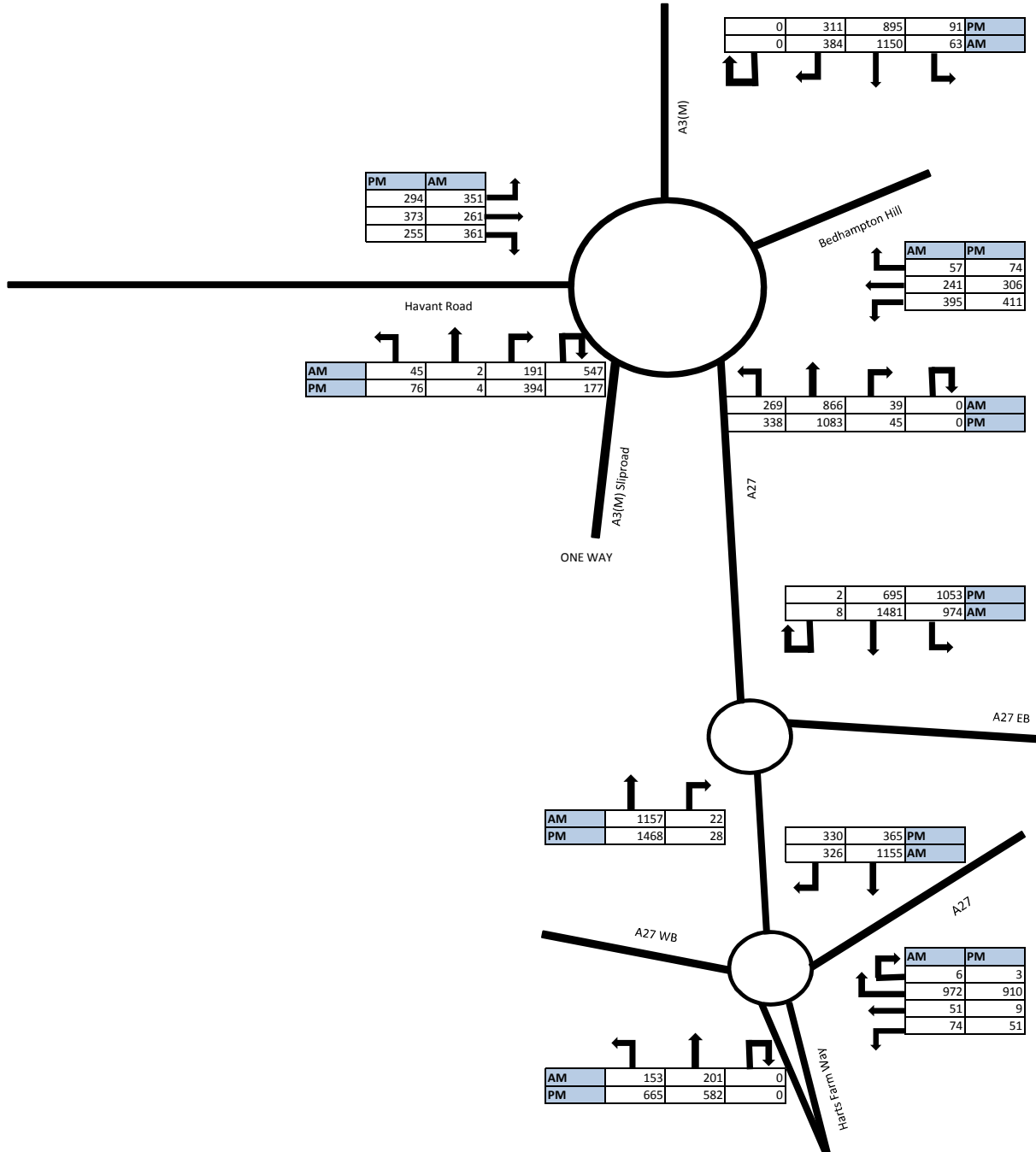
PCU Values					
CAR	LGV	OGV1	OGV2	PSV	MC
1.0	1.0	1.5	2.3	2.0	0.4
					PC
					0.2

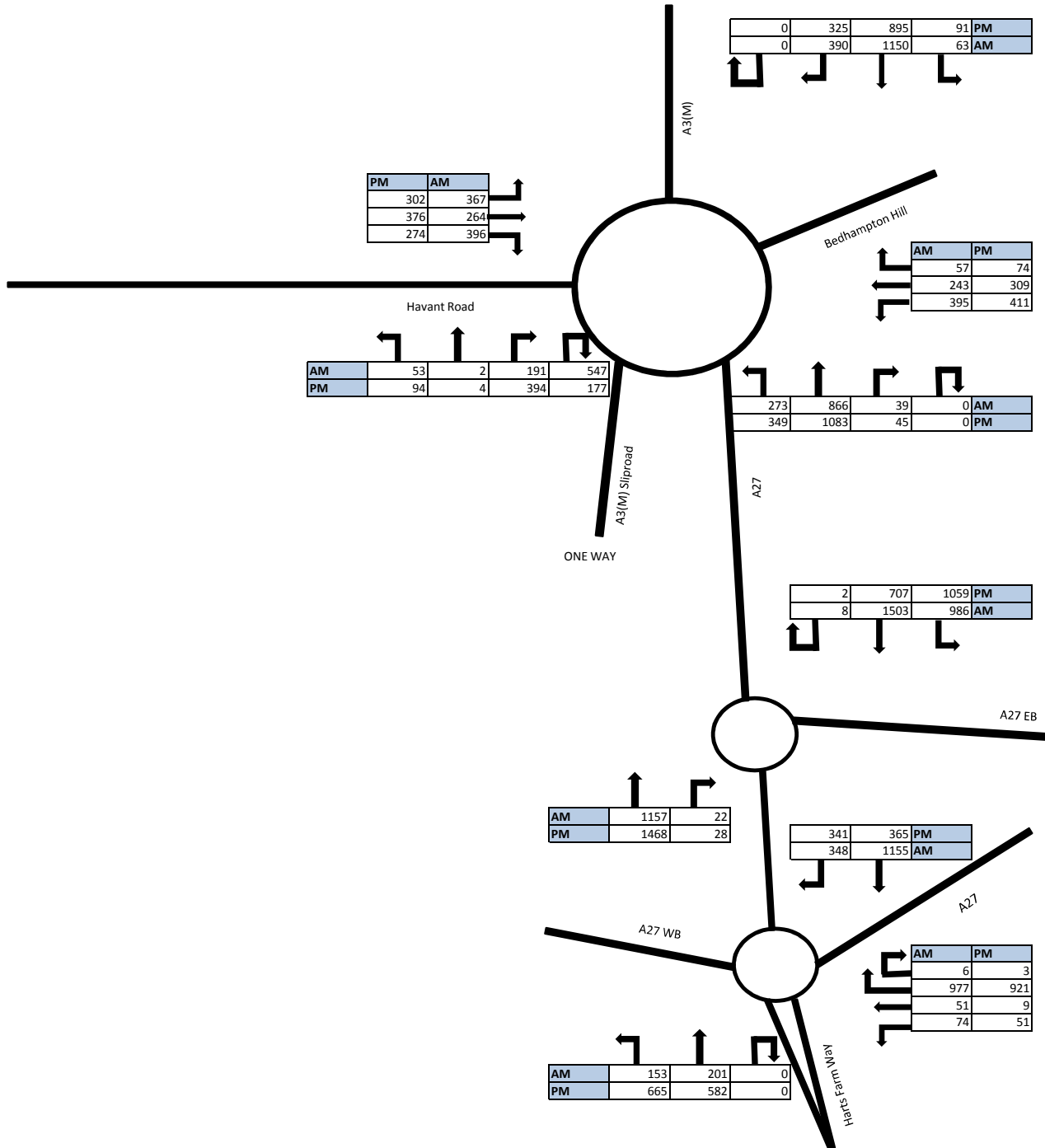
AM: 07:30-08:30



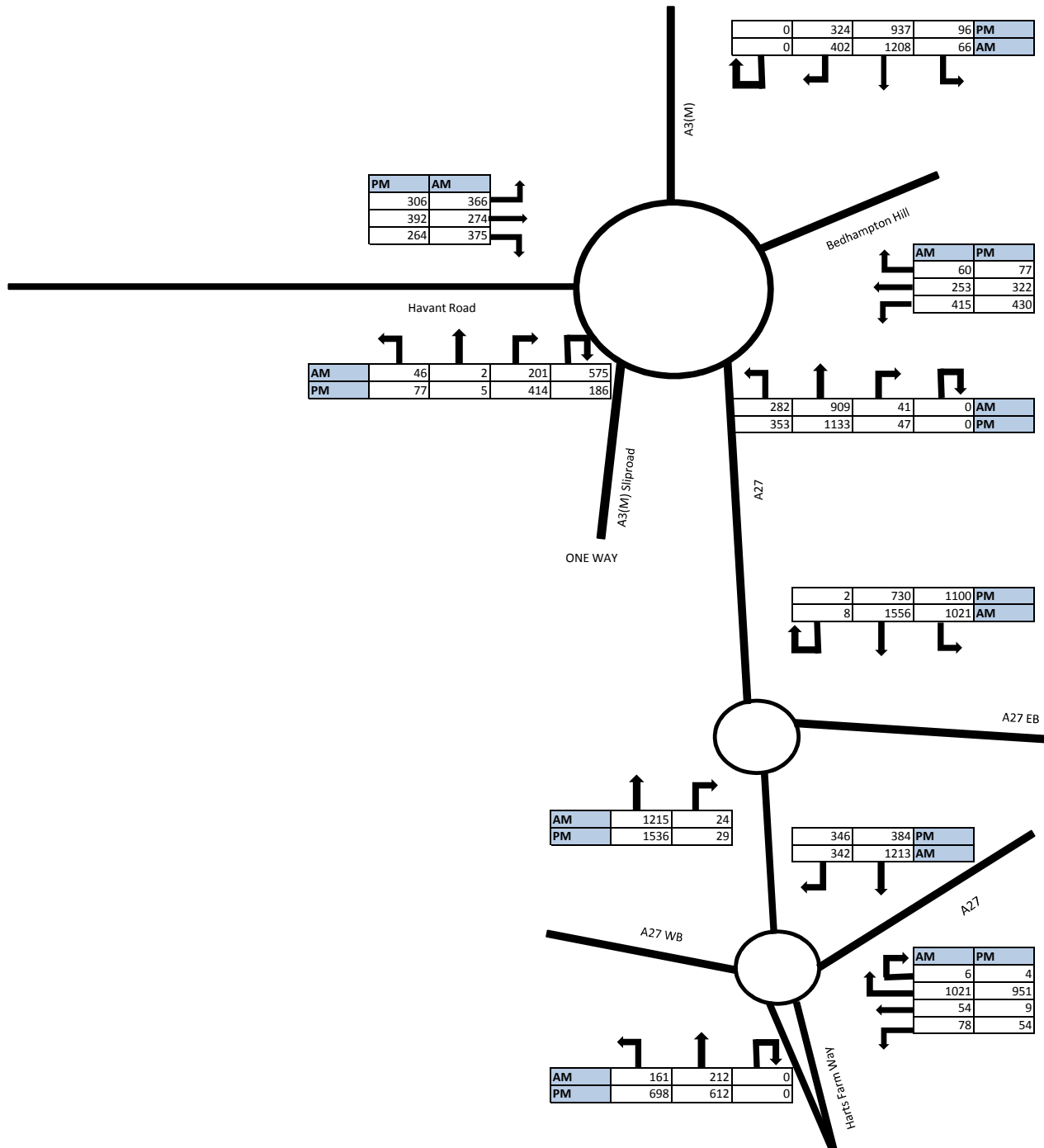
TEMPro 7.0 2023 Growth Rate	
AM	1.1193
PM	1.1137

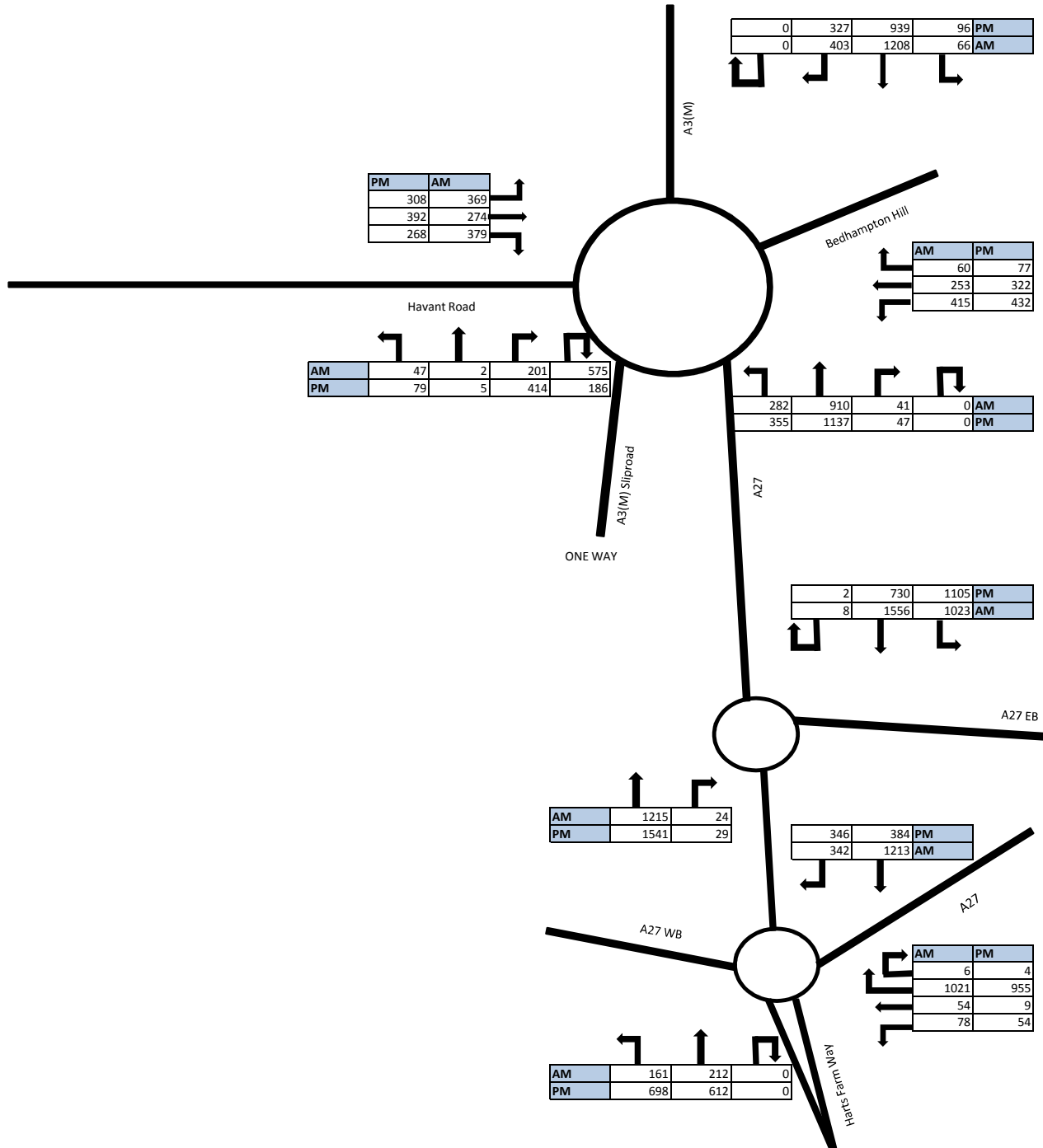


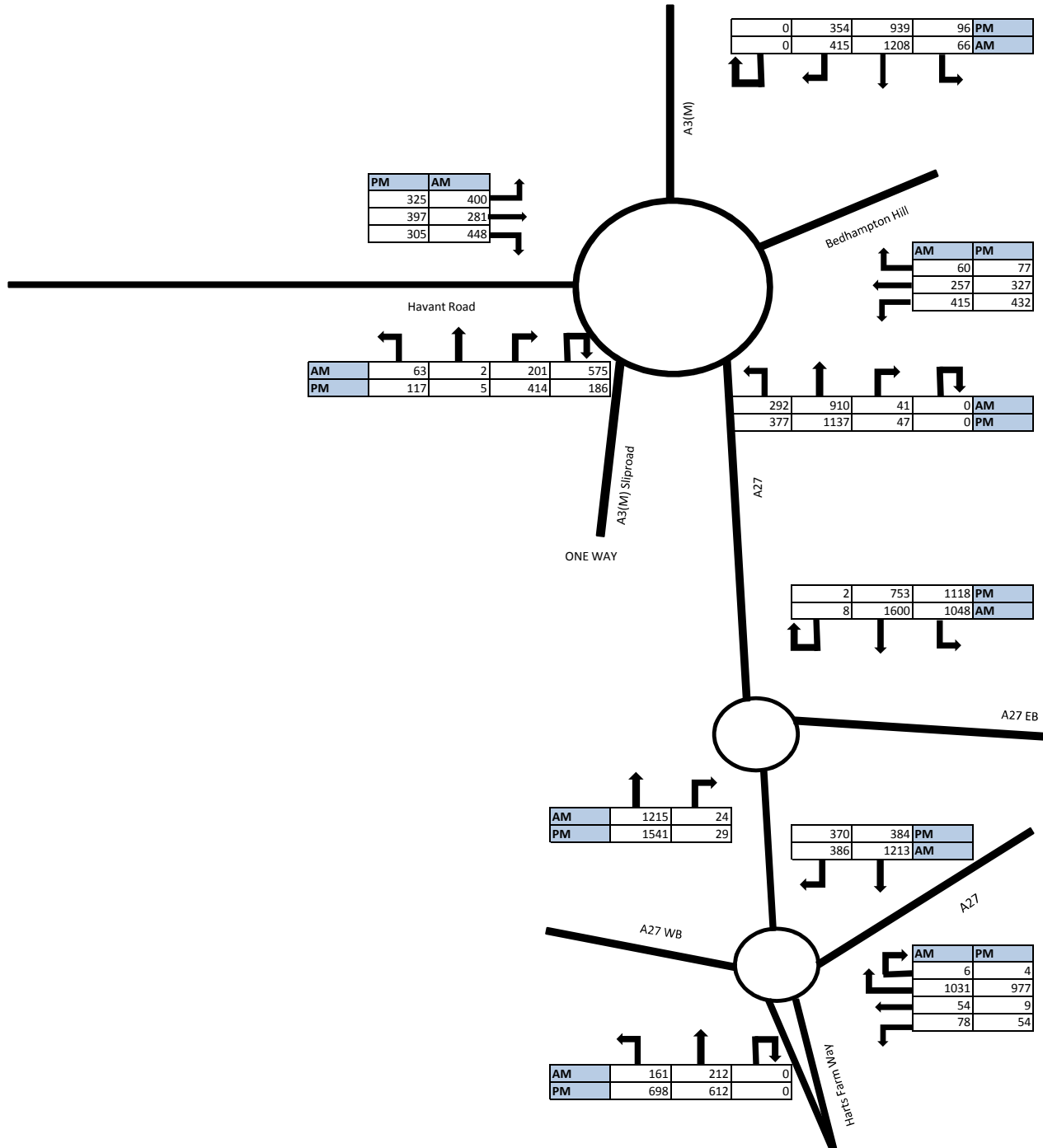


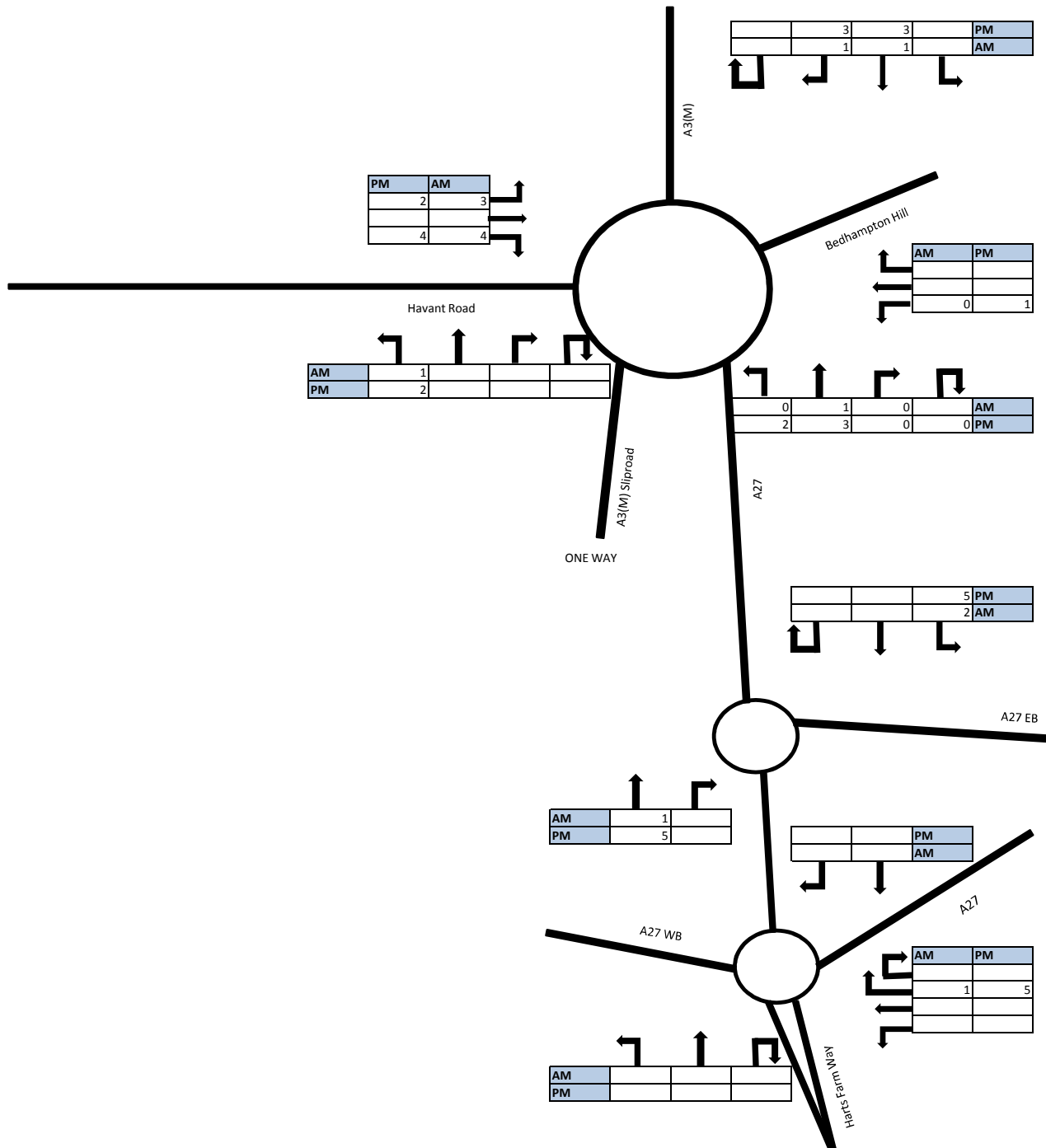


TEMPRO 2028 Growth Rate	
AM	1.1758
PM	1.1693











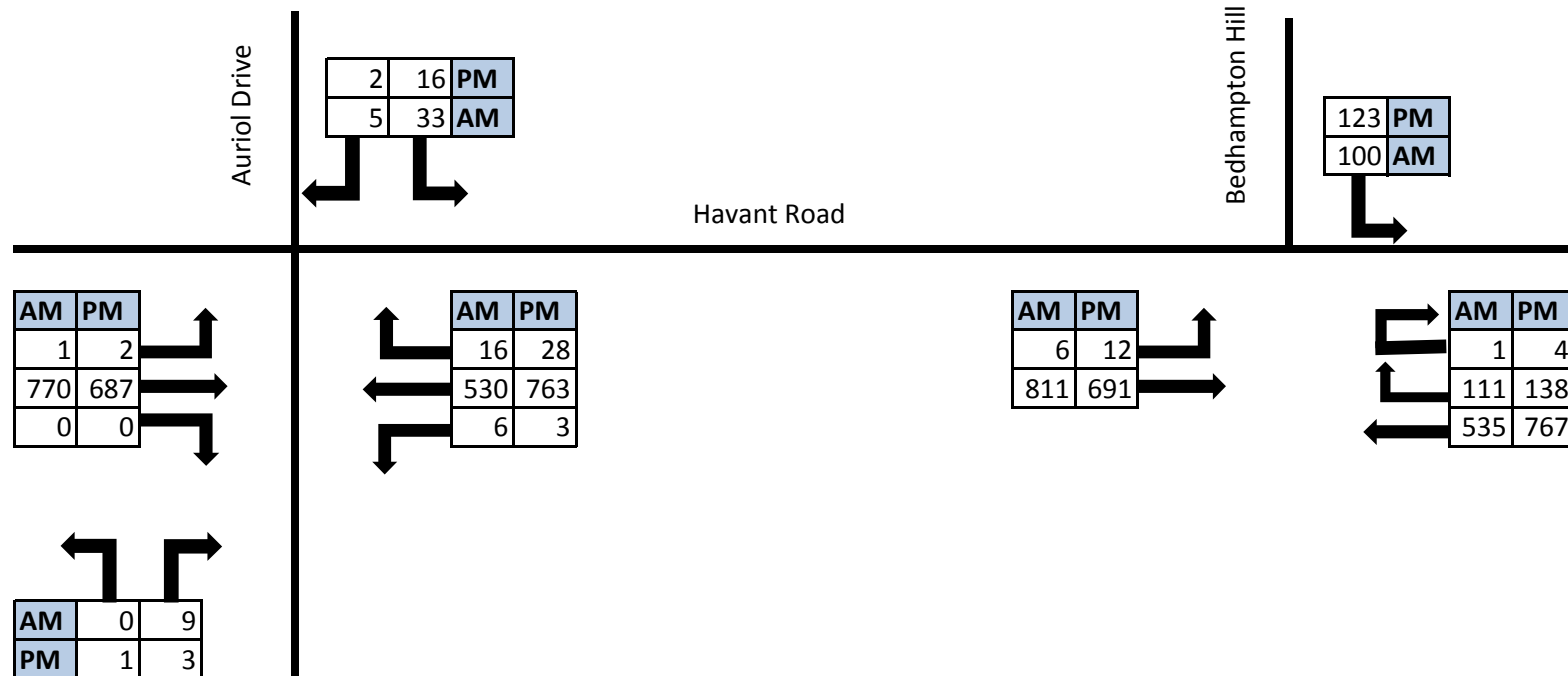
Project Name: Forty Acre Farm, Bedhampton

Project Number: 041.0023

Drawn By: JL

Approved By: MS

Scenario: 2016 Baseline (In PCUs)





Project Name: Forty Acre Farm, Bedhampton

Project Number: 041.0023

Drawn By: JL

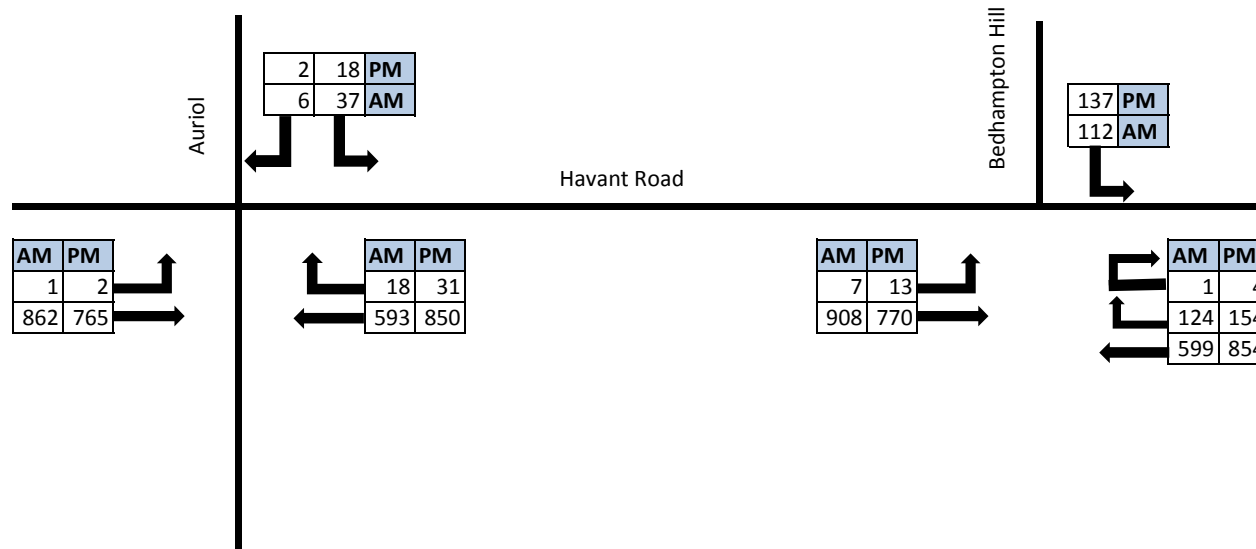
Approved By: MS

Scenario: 2023 Baseline (in PCUs)

TEMPRO 2023 Growth Rate v7

AM 1.1193

PM 1.1137





Project Name: Forty Acre Farm, Bedhampton

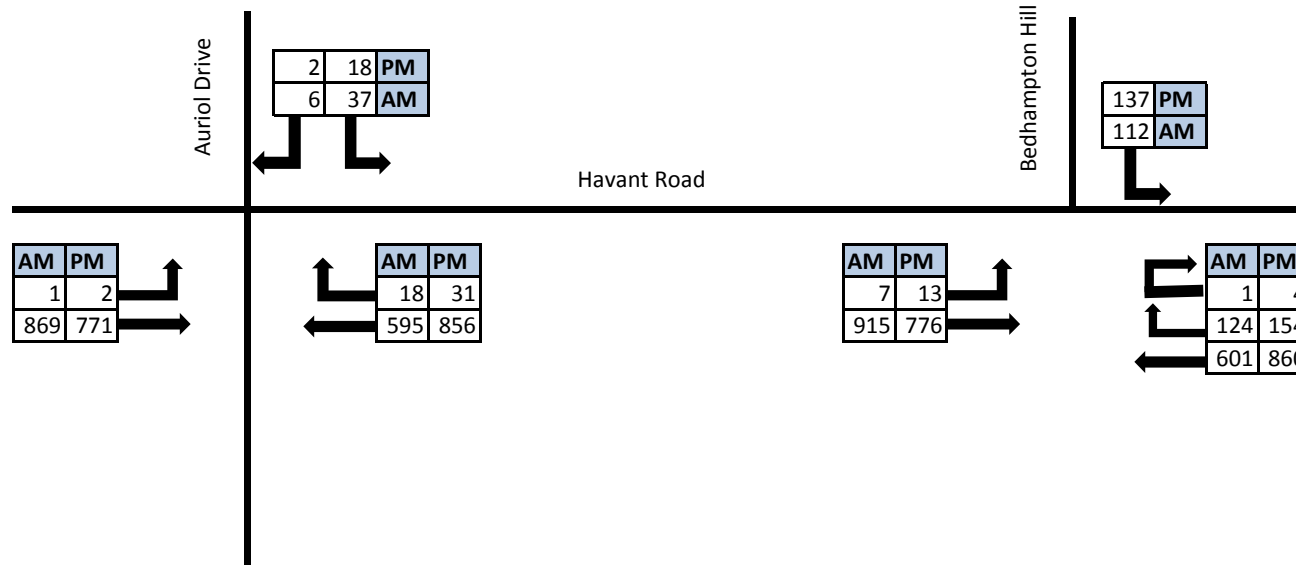
Project Number: 041.0023

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

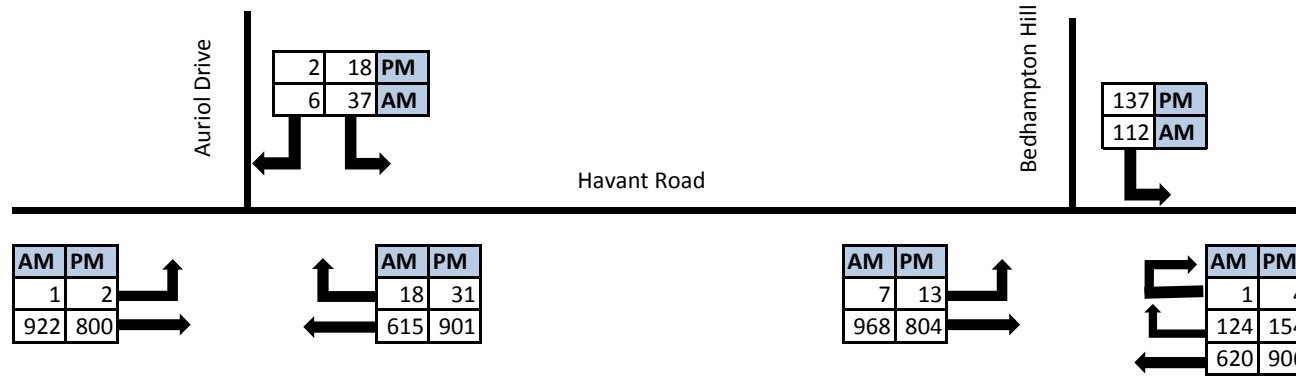
Project Number: 041.0023

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

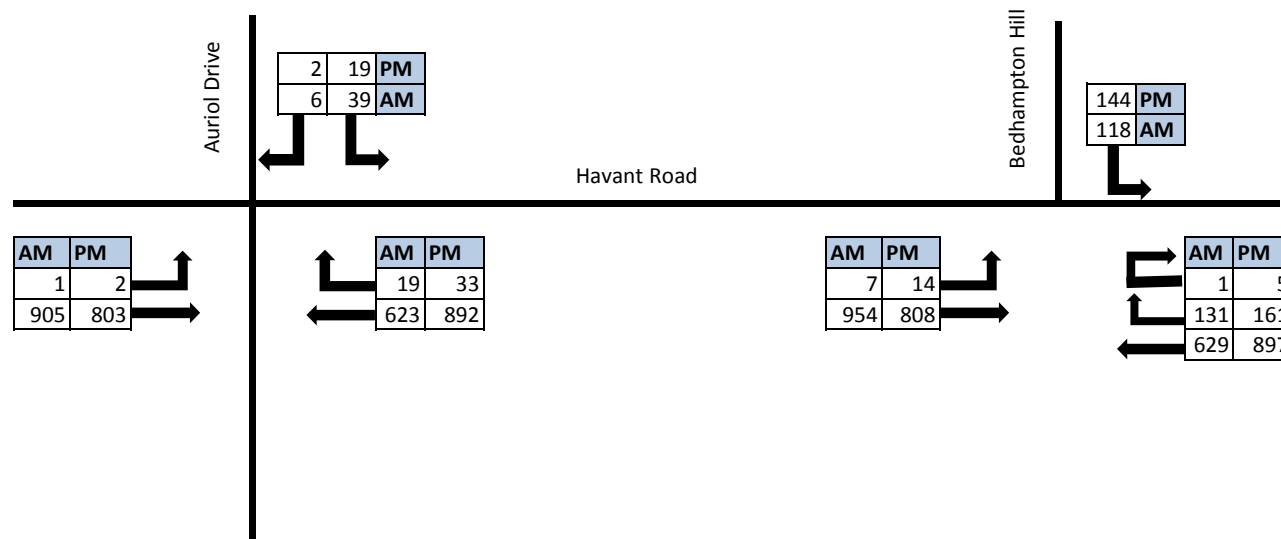
Approved By: MS

Scenario: 2028 Baseline (In PCUs)

TEMPRO 2028 Growth Rate v7

AM 1.1758

PM 1.1693





Project Name: Forty Acre Farm, Bedhampton

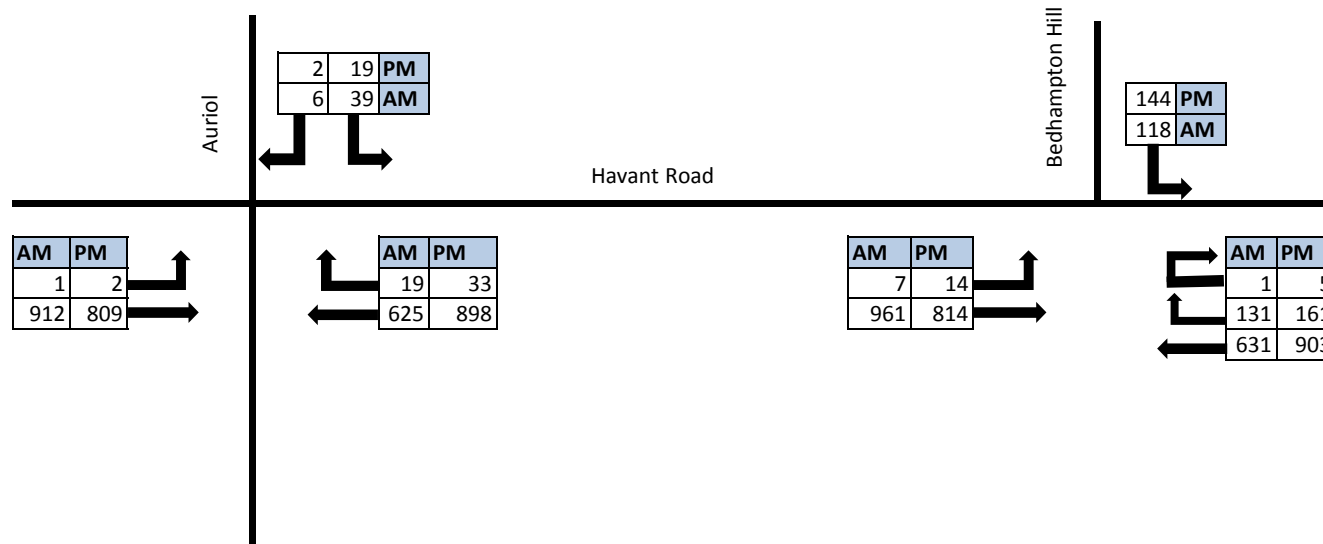
Project Number: 041.0023

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

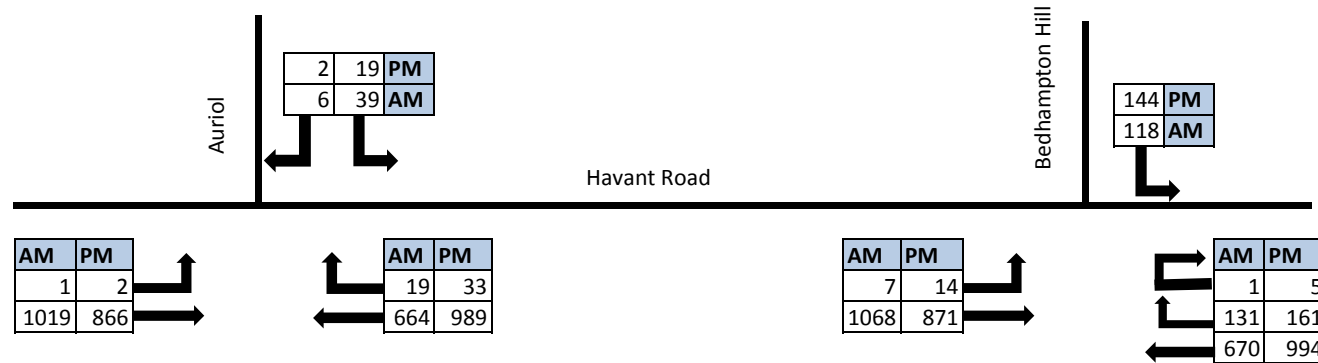
Project Number: 041.0023

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





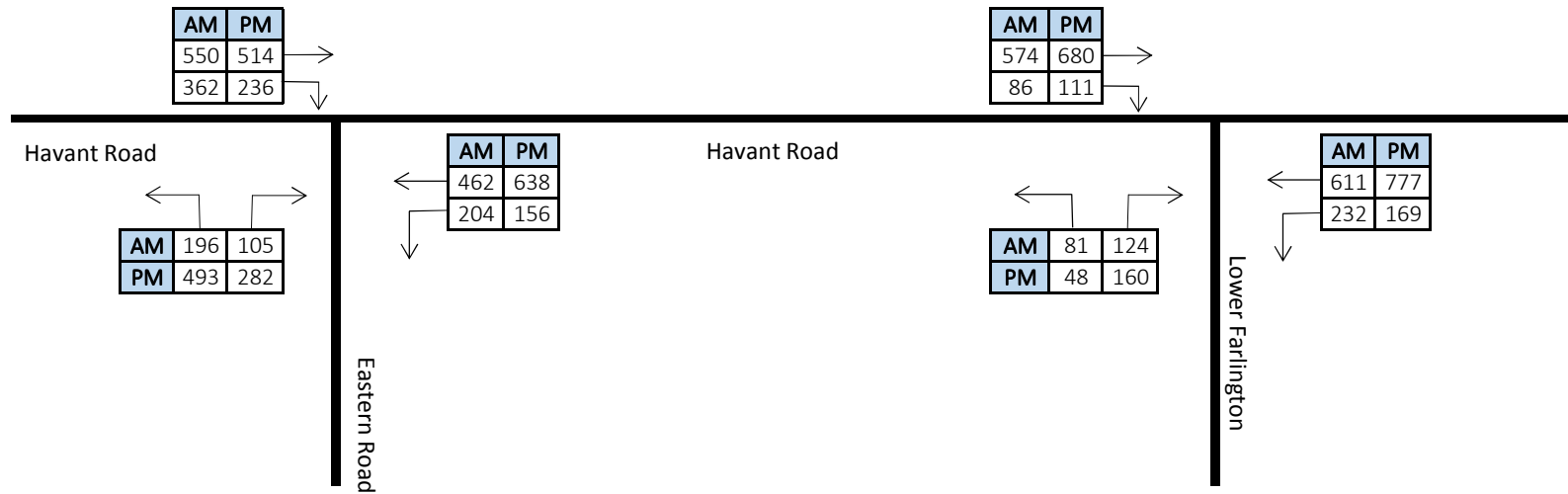
Project Name : Forty Acre Farm, Bedhampton

Project Number : 041.0023

Drawn By: JL

Approved By: MS

Scenario: Baseline 2017





Project Name: Forty Acre Farm, Bedhampton

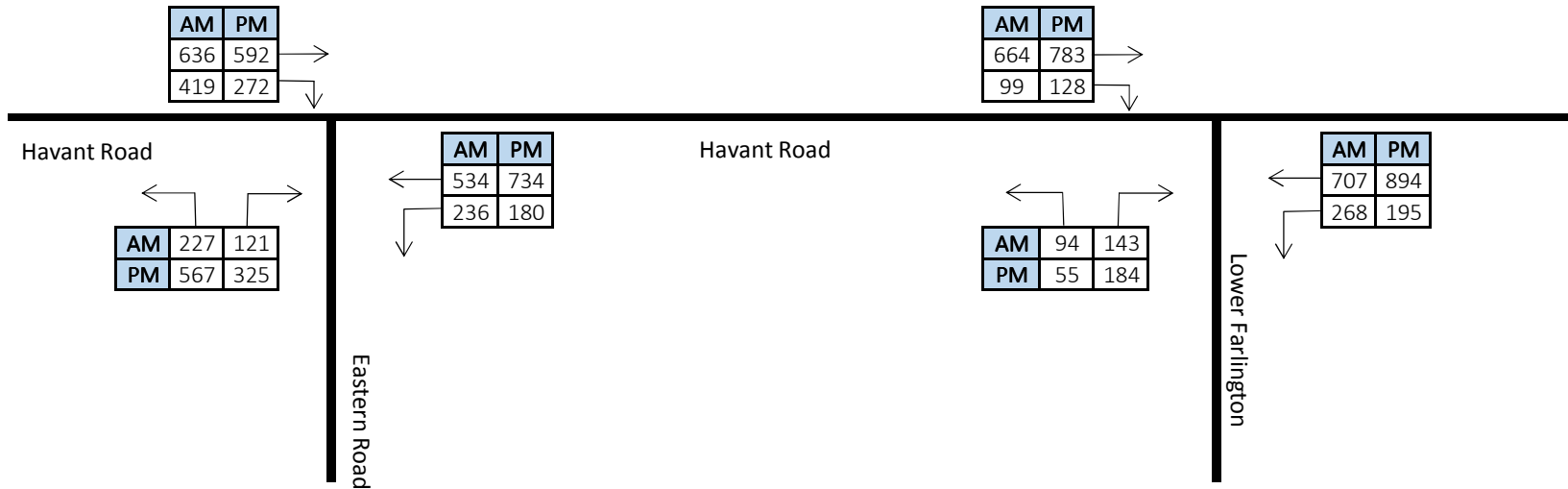
Project Number: 041.0023

Drawn By: JL

Approved By: MS

Scenario: Baseline 2028

Tempo 2017-2028	
AM	1.16
PM	1.15





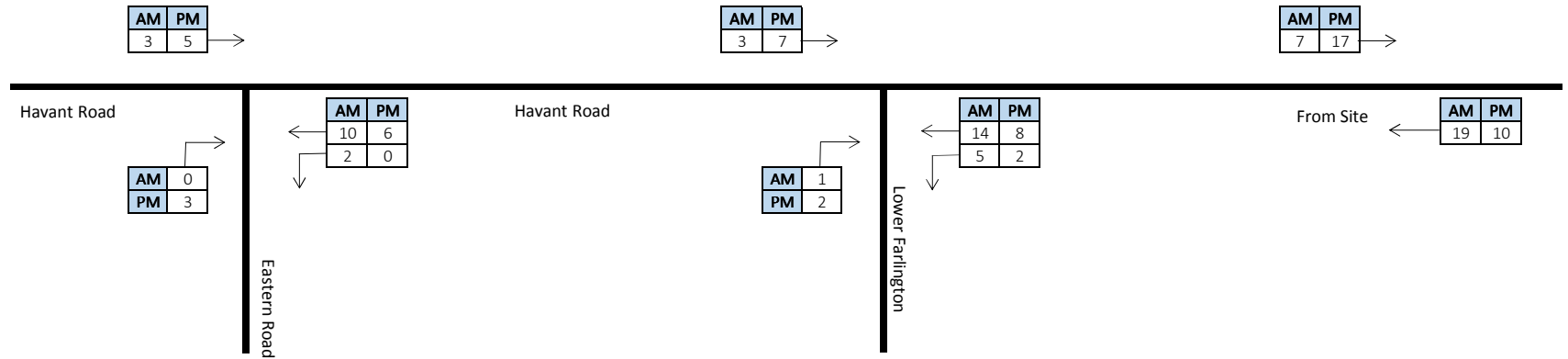
Project Name: Forty Acre Farm, Bedhampton

Project Number: 041.0023

Drawn By: JL

Approved By: MS

Scenario: Development Split





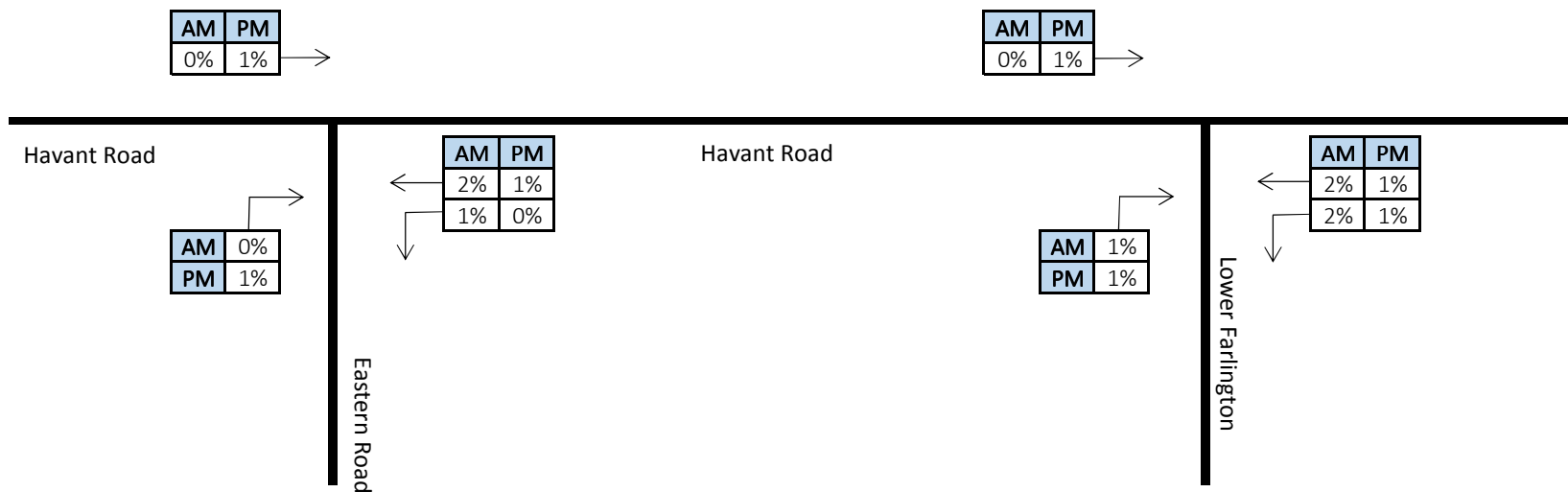
Project Name: Forty Acre Farm, Bedhampton

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

AM	PM
783	516
3	6

AM	PM
566	752
16	36

AM	PM
822	529
4	10

AM	PM
570	782
23	55

Havant Road

Western Access

AM	8	43
PM	4	23

40%

Eastern Access

AM	11	64
PM	6	34

60%



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

AM	PM
822	541
3	6

AM	PM
594	789
16	36

AM	PM
861	554
4	10

AM	PM
598	819
23	55

Havant Road

Western Access

AM	8	43
PM	4	23

40%

Eastern Access

AM	11	64
PM	6	34

60%

Appendix Q

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

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.

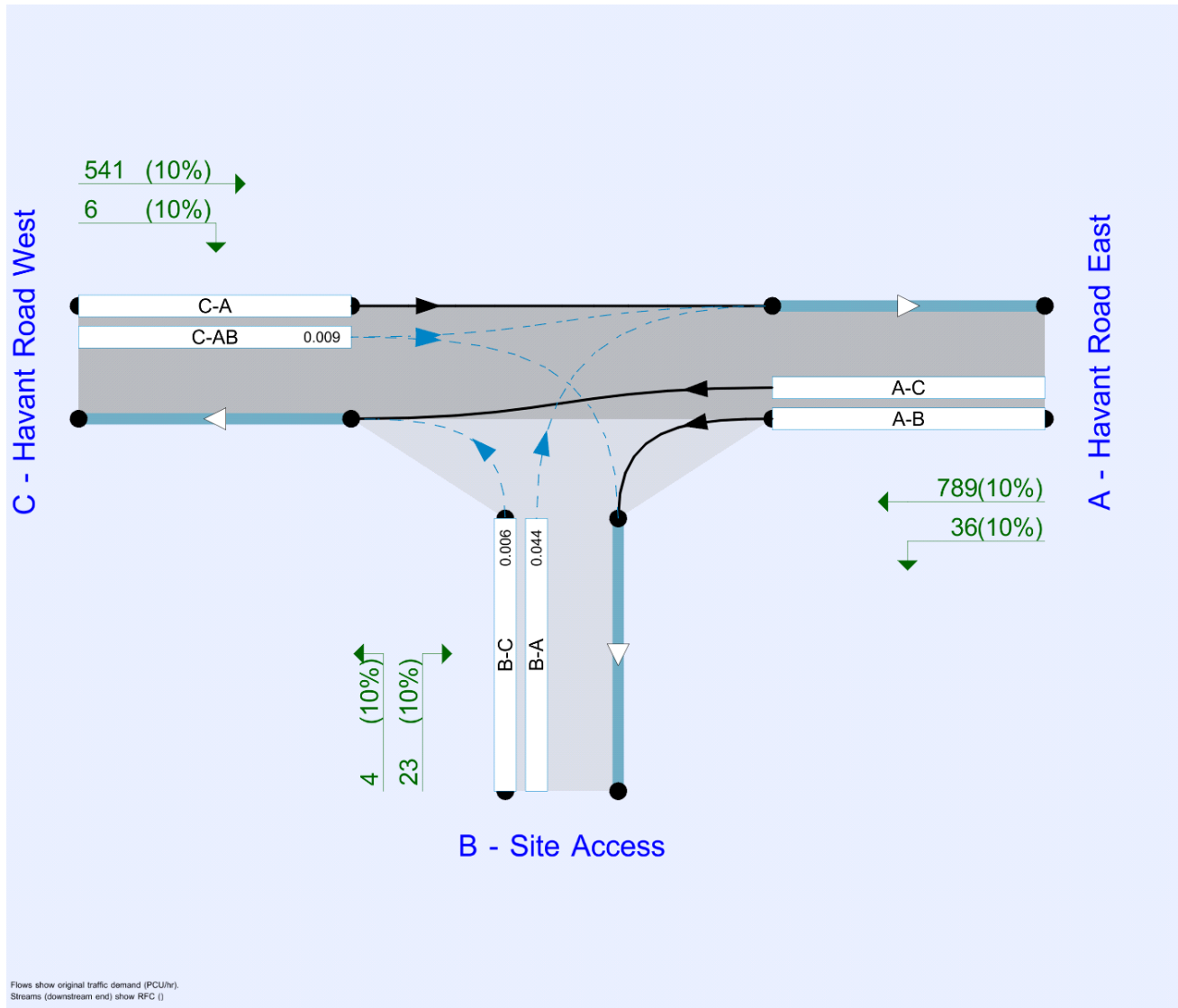
File summary

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ().

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							
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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.

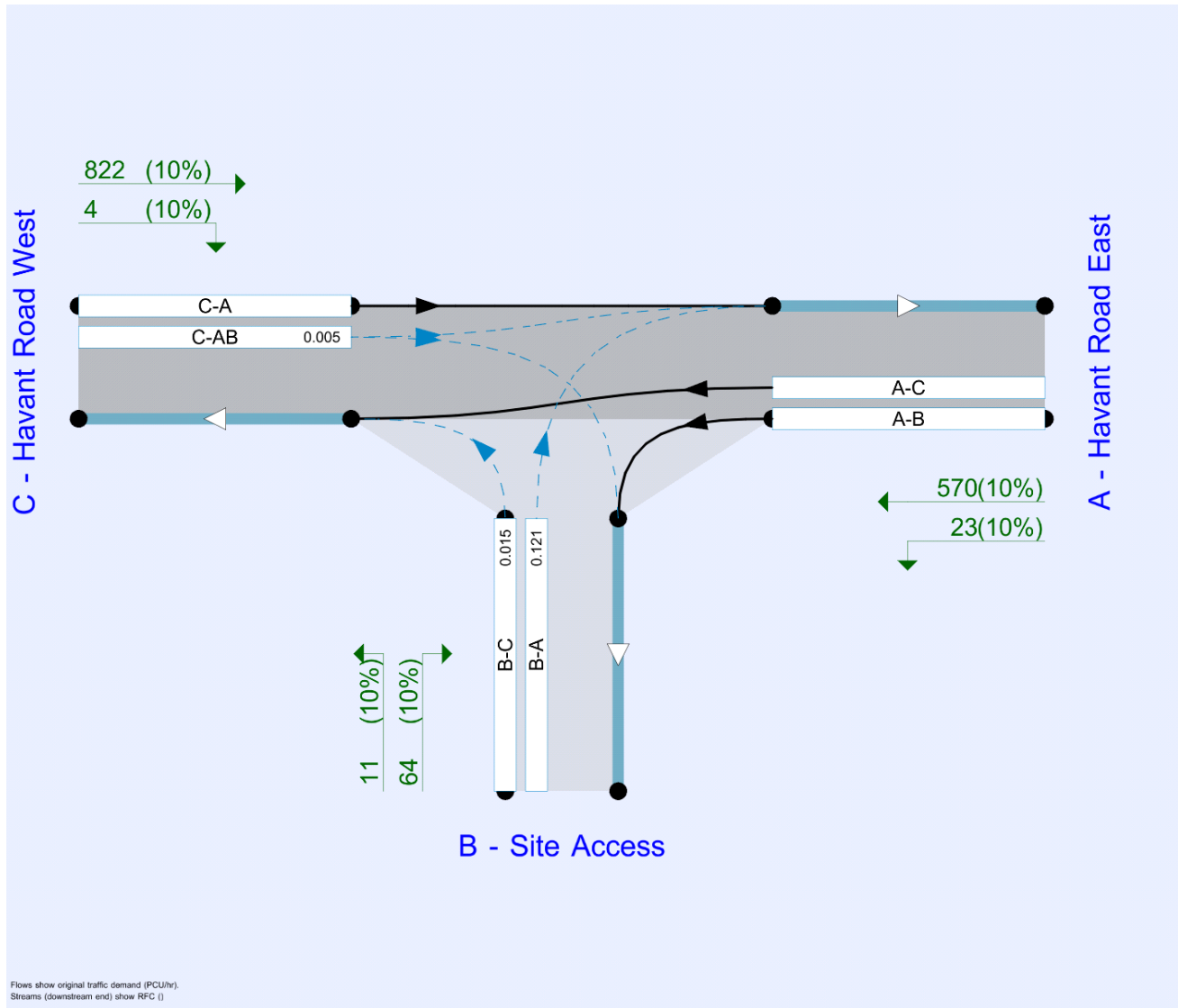
File summary

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 [] © Copyright TRL Limited, 2018
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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.

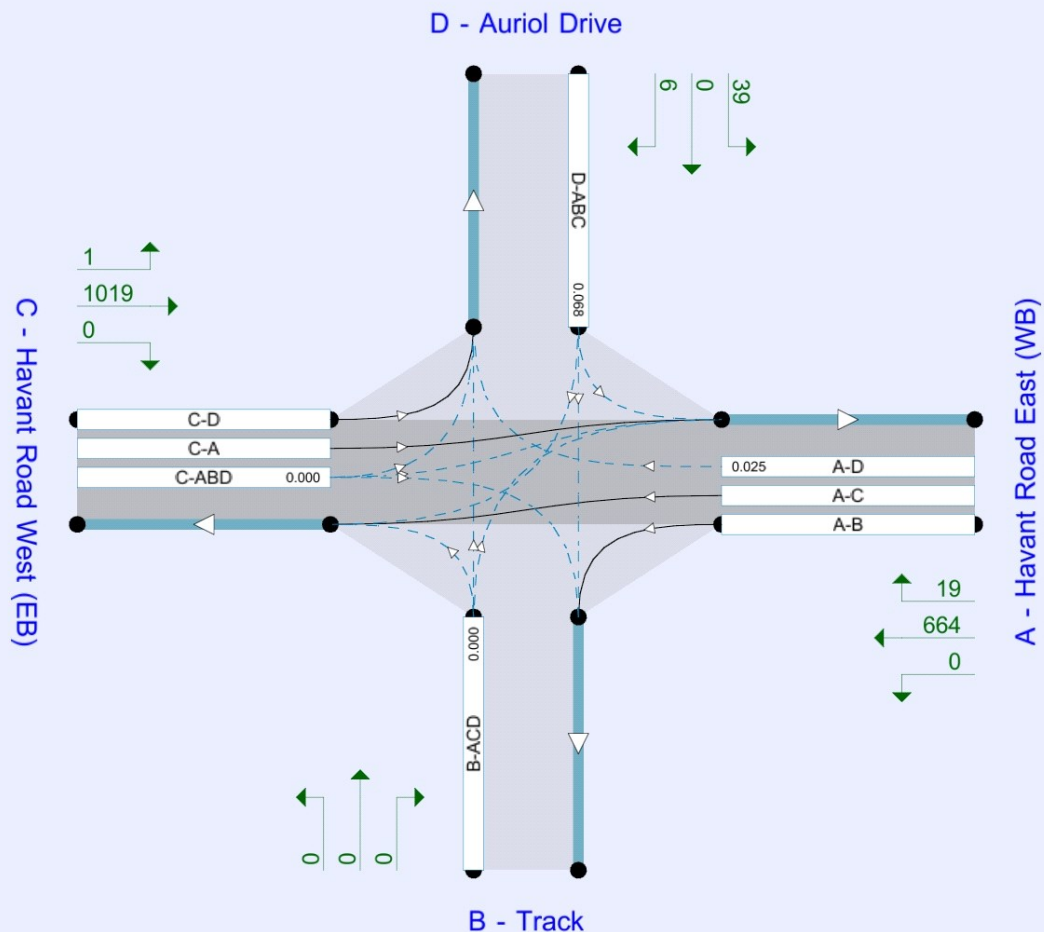
File summary

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-C5VLVNQIARCADY
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

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 (%)
AL	✓	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				