

APPENDIX I

CAPACITY ASSESSMENT REPORT OUTPUTS

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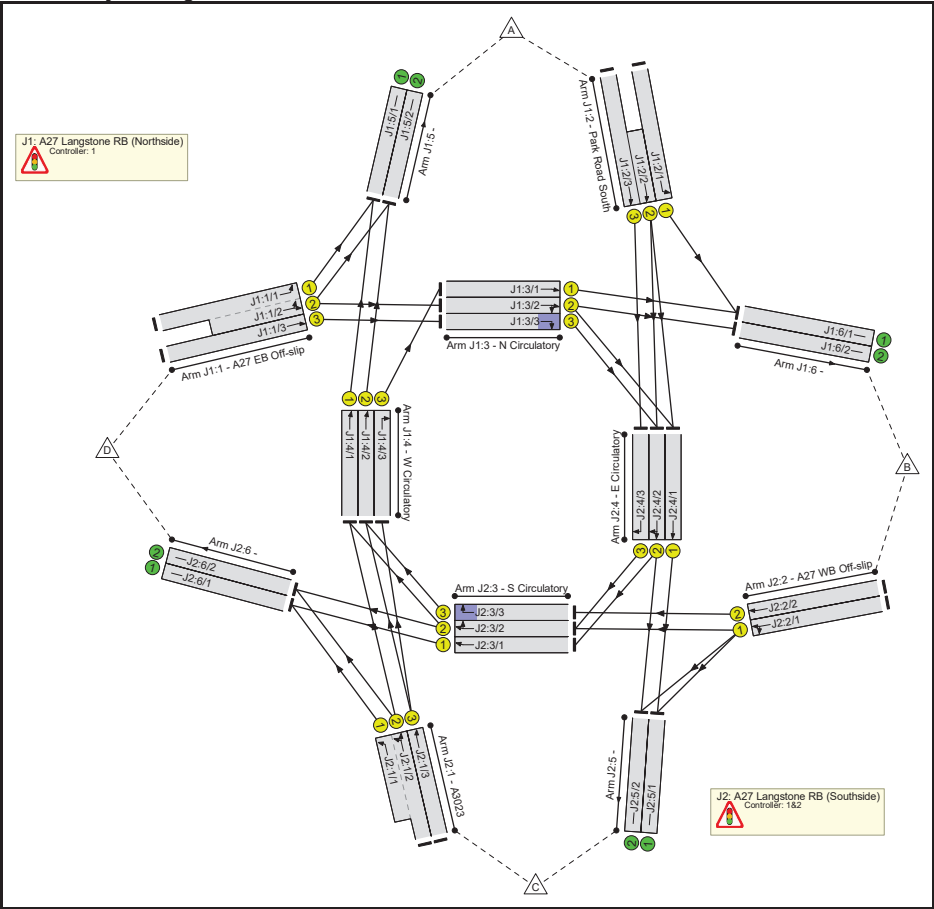
Full Input Data And Results

Full Input Data And Results

User and Project Details

Project:	Hayling Island
Title:	A27/A3032/Park Road South
Location:	
File name:	A27_Langstone RB.lsg3x
Author:	David Stoddart
Company:	PRIME Transport Planning
Address:	
Notes:	Controller specs used

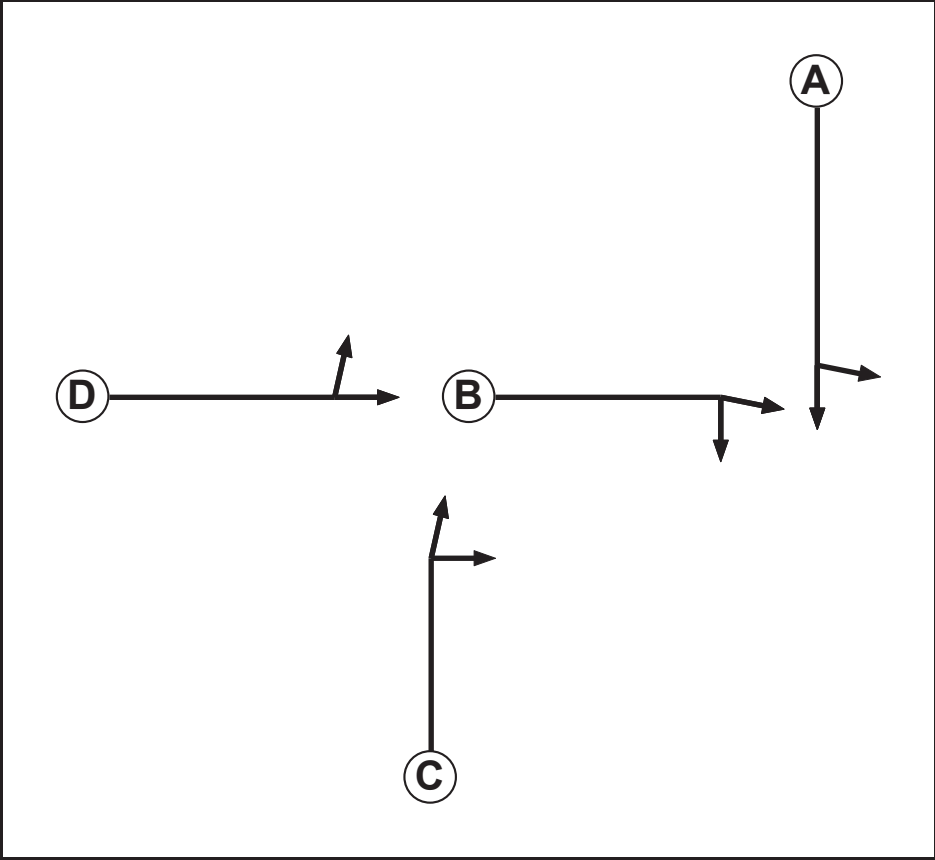
Network Layout Diagram



Full Input Data And Results

C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	2		-9999	7
B	Traffic	2		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7

Full Input Data And Results

Phase Intergreens Matrix

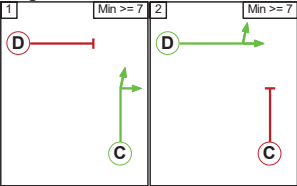
Terminating Phase	Starting Phase				
	A	B	C	D	
	A	6	-	-	
	B	6	-	-	
	C	-	-		6
	D	-	-	6	

Phases in Stage

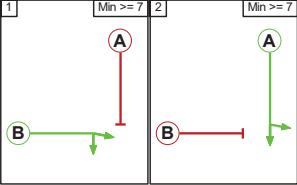
Stream	Stage No.	Phases in Stage
1	1	C
1	2	D
2	1	B
2	2	A

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

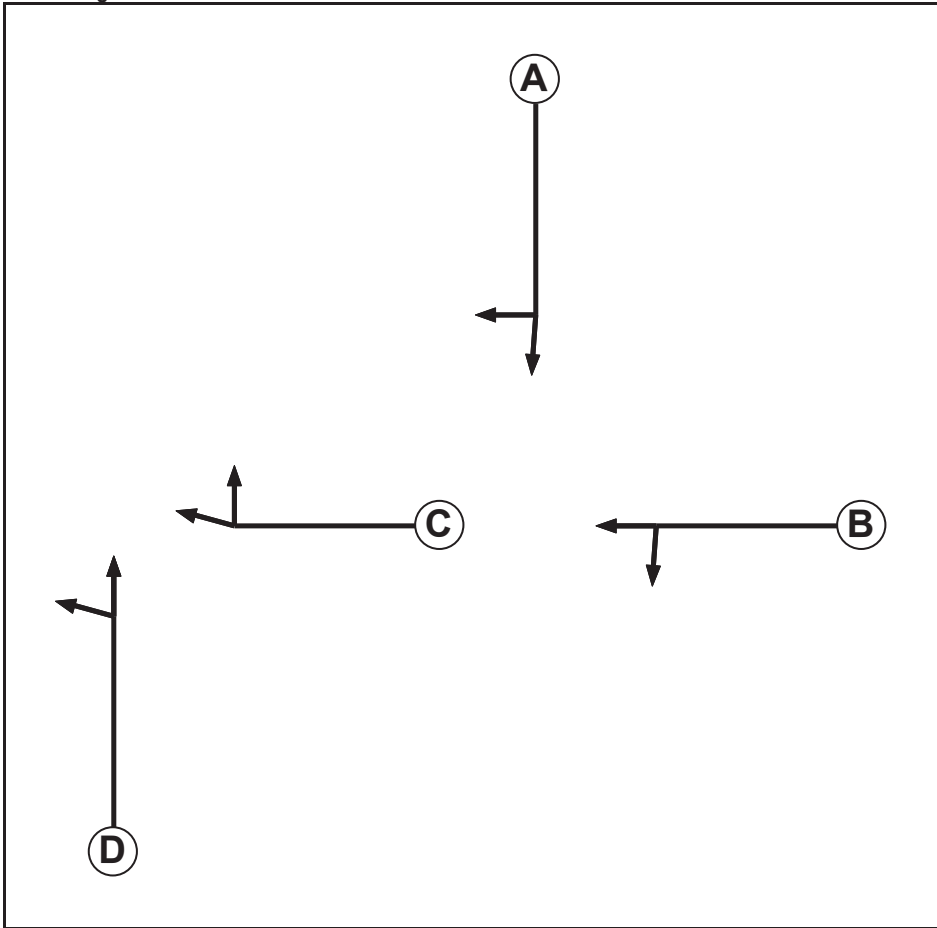
Stage Stream: 1

From Stage	To Stage	
	1	2
	1	6
2	6	

Stage Stream: 2

From Stage	To Stage	
	1	2
	1	6
2	6	

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7

Phase Intergreens Matrix

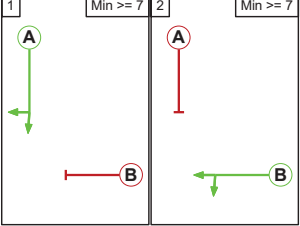
Terminating Phase	Starting Phase				
	A	B	C	D	
	A	6	-	-	
	B	6	-	-	
	C	-	-	6	
	D	-	-	6	

Phases in Stage

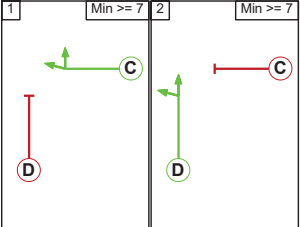
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A27 Langstone RB (Northside)
There are no Opposed Lanes in this Junction

Junction: J2: A27 Langstone RB (Southside)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A27 Langstone RB (Northside)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A27 EB Off-slip)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:5 Left	30.00
J1:1/2 (A27 EB Off-slip)	U	D	2	3	8.7	Geom	-	3.50	0.00	N	Arm J1:3 Ahead	Inf
											Arm J1:5 Left	30.00
J1:1/3 (A27 EB Off-slip)	U	D	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:3 Ahead	Inf
J1:2/1 (Park Road South)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	30.00
J1:2/2 (Park Road South)	U	A	2	3	6.8	Geom	-	3.50	0.00	N	Arm J2:4 Ahead	Inf
J1:2/3 (Park Road South)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:4 Ahead	Inf
J1:3/1 (N Circulatory)	U	B	2	3	8.0	User	1900	-	-	-	-	-
J1:3/2 (N Circulatory)	U	B	2	3	6.6	User	1900	-	-	-	-	-
J1:3/3 (N Circulatory)	U	B	2	3	6.4	User	1900	-	-	-	-	-
J1:4/1 (W Circulatory)	U	C	2	3	18.4	User	1900	-	-	-	-	-
J1:4/2 (W Circulatory)	U	C	2	3	18.1	User	1900	-	-	-	-	-
J1:4/3 (W Circulatory)	U	C	2	3	17.6	User	1900	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A3023)	U	D	2	3	18.4	Geom	-	3.30	0.00	Y	Arm J2:6 Left	30.00
J2:1/2 (A3023)	U	D	2	3	60.0	Geom	-	3.30	0.00	N	Arm J1:4 Ahead	Inf
J2:1/3 (A3023)	U	D	2	3	60.0	Geom	-	3.30	0.00	N	Arm J2:6 Left	30.00
											Arm J1:4 Ahead	Inf
J2:2/1 (A27 WB Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:3 Ahead	Inf
J2:2/2 (A27 WB Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm J2:5 Left	30.00
											Arm J2:3 Ahead	Inf
J2:3/1 (S Circulatory)	U	C	2	3	8.0	User	1900	-	-	-	-	-
J2:3/2 (S Circulatory)	U	C	2	3	8.0	User	1900	-	-	-	-	-
J2:3/3 (S Circulatory)	U	C	2	3	7.8	User	1900	-	-	-	-	-
J2:4/1 (E Circulatory)	U	A	2	3	17.9	User	1900	-	-	-	-	-
J2:4/2 (E Circulatory)	U	A	2	3	17.6	User	1900	-	-	-	-	-
J2:4/3 (E Circulatory)	U	A	2	3	16.7	User	1900	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Obs 2016'	07:45	08:45	01:00	
2: 'PM Obs 2016'	16:45	17:45	01:00	
3: 'AM Without Dev 2021'	07:45	08:45	01:00	
4: 'PM Without Dev 2021'	16:45	17:45	01:00	
5: 'AM With Dev 2021'	07:45	08:45	01:00	
6: 'PM With Dev 2021'	16:45	17:45	01:00	
7: 'AM With Dev ST 2021'	07:45	08:45	01:00	
8: 'PM With Dev ST 2021'	16:45	17:45	01:00	
9: 'AM Without Dev 2026'	07:45	08:45	01:00	
10: 'PM Without Dev 2026'	16:45	17:45	01:00	
11: 'AM With Dev 2026'	07:45	08:45	01:00	
12: 'PM With Dev 2026'	16:45	17:45	01:00	
13: 'AM With Dev ST 2026'	07:45	08:45	01:00	
14: 'PM With Dev ST 2026'	16:45	17:45	01:00	

Scenario 1: 'AM Obs 2016 - Calibration' (FG1: 'AM Obs 2016', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	195	207	401	803
	B	219	0	183	0	402
	C	358	282	0	860	1500
	D	908	0	734	0	1642
	Tot.	1485	477	1124	1261	4347

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Obs 2016 - Calibration
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1086(In) 520(Out)
J1:1/2 (short)	566
J1:1/3	556
J1:2/1	195
J1:2/2 (short)	248
J1:2/3 (with short)	608(In) 360(Out)
J1:3/1	282
J1:3/2	178
J1:3/3	556
J1:4/1	240
J1:4/2	337
J1:4/3	282
J1:5/1	760
J1:5/2	725
J1:6/1	477
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	519
J2:1/2 (with short)	1086(In) 567(Out)
J2:1/3	414
J2:2/1	197
J2:2/2	205
J2:3/1	41
J2:3/2	374
J2:3/3	205
J2:4/1	385
J2:4/2	597
J2:4/3	360
J2:5/1	476
J2:5/2	648
J2:6/1	560
J2:6/2	701

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	31.4 % 68.6 %	2035	2035
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	39.9 % 60.1 %	2024	2024
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	7.1 % 92.9 %	1926	1926
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Obs 2016 - Calibration' (FG2: 'PM Obs 2016', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	343	277	612	1232
	B	209	0	248	0	457
	C	281	213	0	733	1227
	D	566	0	926	0	1492
	Tot.	1056	556	1451	1345	4408

Traffic Lane Flows

Lane	Scenario 2: PM Obs 2016 - Calibration
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1005(In) 475(Out)
J1:1/2 (short)	530
J1:1/3	487
J1:2/1	343
J1:2/2 (short)	461
J1:2/3 (with short)	889(In) 428(Out)
J1:3/1	213
J1:3/2	439
J1:3/3	487
J1:4/1	148
J1:4/2	342
J1:4/3	213
J1:5/1	623
J1:5/2	433
J1:6/1	556
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	422
J2:1/2 (with short)	881(In) 459(Out)
J2:1/3	346
J2:2/1	248
J2:2/2	209
J2:3/1	184
J2:3/2	428
J2:3/3	209
J2:4/1	660
J2:4/2	727
J2:4/3	428
J2:5/1	784
J2:5/2	667
J2:6/1	606
J2:6/2	739

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	82.8 % 17.2 %	2087	2087
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	32.2 % 67.8 %	2017	2017
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	0.0 % 100.0 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM Obs 2016' (FG1: 'AM Obs 2016', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	195	207	401	803
	B	219	0	183	0	402
	C	358	282	0	860	1500
	D	908	0	734	0	1642
	Tot.	1485	477	1124	1261	4347

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM Obs 2016
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1119(In) 535(Out)
J1:1/2 (short)	584
J1:1/3	523
J1:2/1	195
J1:2/2 (short)	306
J1:2/3 (with short)	608(In) 302(Out)
J1:3/1	282
J1:3/2	211
J1:3/3	523
J1:4/1	282
J1:4/2	295
J1:4/3	282
J1:5/1	817
J1:5/2	668
J1:6/1	477
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	528
J2:1/2 (with short)	1106(In) 578(Out)
J2:1/3	394
J2:2/1	219
J2:2/2	183
J2:3/1	99
J2:3/2	338
J2:3/3	183
J2:4/1	418
J2:4/2	622
J2:4/3	302
J2:5/1	509
J2:5/2	615
J2:6/1	627
J2:6/2	634

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	36.1 % 63.9 %	2040	2040
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	42.6 % 57.4 %	2027	2027
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	16.4 % 83.6 %	1934	1934
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Obs 2016' (FG2: 'PM Obs 2016', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	343	277	612	1232
	B	209	0	248	0	457
	C	281	213	0	733	1227
	D	566	0	926	0	1492
	Tot.	1056	556	1451	1345	4408

Traffic Lane Flows

Lane	Scenario 4: PM Obs 2016
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	992(In) 469(Out)
J1:1/2 (short)	523
J1:1/3	500
J1:2/1	343
J1:2/2 (short)	500
J1:2/3 (with short)	889(In) 389(Out)
J1:3/1	213
J1:3/2	426
J1:3/3	500
J1:4/1	227
J1:4/2	263
J1:4/3	213
J1:5/1	696
J1:5/2	360
J1:6/1	556
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	451
J2:1/2 (with short)	945(In) 494(Out)
J2:1/3	282
J2:2/1	263
J2:2/2	194
J2:3/1	223
J2:3/2	404
J2:3/3	194
J2:4/1	684
J2:4/2	742
J2:4/3	389
J2:5/1	808
J2:5/2	643
J2:6/1	674
J2:6/2	671

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	81.5 % 18.5 %	2086	2086
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	42.9 % 57.1 %	2027	2027
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	5.7 % 94.3 %	1924	1924
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM Without Dev 2021' (FG3: 'AM Without Dev 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	208	225	427	860
	B	235	0	198	0	433
	C	388	306	0	942	1636
	D	970	0	797	0	1767
	Tot.	1593	514	1220	1369	4696

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: AM Without Dev 2021
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1287(In) 614(Out)
J1:1/2 (short)	673
J1:1/3	480
J1:2/1	208
J1:2/2 (short)	406
J1:2/3 (with short)	652(In) 246(Out)
J1:3/1	306
J1:3/2	317
J1:3/3	480
J1:4/1	309
J1:4/2	314
J1:4/3	306
J1:5/1	923
J1:5/2	670
J1:6/1	514
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	581
J2:1/2 (with short)	1219(In) 638(Out)
J2:1/3	417
J2:2/1	230
J2:2/2	203
J2:3/1	181
J2:3/2	278
J2:3/3	203
J2:4/1	542
J2:4/2	661
J2:4/3	246
J2:5/1	641
J2:5/2	579
J2:6/1	762
J2:6/2	607

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	47.1 % 52.9 %	2051	2051
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	43.4 % 56.6 %	2028	2028
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	13.9 % 86.1 %	1932	1932
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM Without Dev 2021' (FG4: 'PM Without Dev 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	364	300	651	1315
	B	222	0	268	0	490
	C	304	230	0	797	1331
	D	604	0	1004	0	1608
	Tot.	1130	594	1572	1448	4744

Traffic Lane Flows

Lane	Scenario 6: PM Without Dev 2021
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1074(In) 508(Out)
J1:1/2 (short)	566
J1:1/3	534
J1:2/1	364
J1:2/2 (short)	549
J1:2/3 (with short)	951(In) 402(Out)
J1:3/1	230
J1:3/2	470
J1:3/3	534
J1:4/1	246
J1:4/2	280
J1:4/3	230
J1:5/1	754
J1:5/2	376
J1:6/1	594
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	489
J2:1/2 (with short)	1025(In) 536(Out)
J2:1/3	306
J2:2/1	286
J2:2/2	204
J2:3/1	249
J2:3/2	420
J2:3/3	204
J2:4/1	750
J2:4/2	803
J2:4/3	402
J2:5/1	884
J2:5/2	688
J2:6/1	738
J2:6/2	710

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	83.0 % 17.0 %	2087	2087
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	42.5 % 57.5 %	2027	2027
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	6.3 % 93.7 %	1925	1925
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM With Dev 2021' (FG5: 'AM With Dev 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	208	229	427	864
	B	235	0	202	0	437
	C	400	317	0	989	1706
	D	970	0	814	0	1784
	Tot.	1605	525	1245	1416	4791

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM With Dev 2021
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1250(In) 597(Out)
J1:1/2 (short)	653
J1:1/3	534
J1:2/1	208
J1:2/2 (short)	391
J1:2/3 (with short)	656(In) 265(Out)
J1:3/1	317
J1:3/2	280
J1:3/3	534
J1:4/1	301
J1:4/2	334
J1:4/3	317
J1:5/1	898
J1:5/2	707
J1:6/1	525
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	599
J2:1/2 (with short)	1259(In) 660(Out)
J2:1/3	447
J2:2/1	233
J2:2/2	204
J2:3/1	162
J2:3/2	296
J2:3/3	204
J2:4/1	509
J2:4/2	696
J2:4/3	265
J2:5/1	610
J2:5/2	635
J2:6/1	761
J2:6/2	655

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	42.9 % 57.1 %	2047	2047
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	40.9 % 59.1 %	2025	2025
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	13.3 % 86.7 %	1931	1931
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM With Dev 2021' (FG6: 'PM With Dev 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	364	312	651	1327
	B	222	0	279	0	501
	C	311	237	0	825	1373
	D	604	0	1050	0	1654
	Tot.	1137	601	1641	1476	4855

Traffic Lane Flows

Lane	Scenario 8: PM With Dev 2021
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1098(In) 519(Out)
J1:1/2 (short)	579
J1:1/3	556
J1:2/1	364
J1:2/2 (short)	566
J1:2/3 (with short)	963(In) 397(Out)
J1:3/1	237
J1:3/2	494
J1:3/3	556
J1:4/1	248
J1:4/2	285
J1:4/3	237
J1:5/1	767
J1:5/2	370
J1:6/1	601
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	506
J2:1/2 (with short)	1059(In) 553(Out)
J2:1/3	314
J2:2/1	293
J2:2/2	208
J2:3/1	254
J2:3/2	411
J2:3/3	208
J2:4/1	783
J2:4/2	833
J2:4/3	397
J2:5/1	922
J2:5/2	719
J2:6/1	760
J2:6/2	716

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	85.3 % 14.7 %	2090	2090
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	42.3 % 57.7 %	2027	2027
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	4.8 % 95.2 %	1923	1923
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'AM With Dev ST 2021' (FG7: 'AM With Dev ST 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	208	232	427	867
	B	235	0	205	0	440
	C	409	325	0	1022	1756
	D	970	0	826	0	1796
	Tot.	1614	533	1263	1449	4859

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: AM With Dev ST 2021
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1257(In) 600(Out)
J1:1/2 (short)	657
J1:1/3	539
J1:2/1	208
J1:2/2 (short)	391
J1:2/3 (with short)	659(In) 268(Out)
J1:3/1	325
J1:3/2	287
J1:3/3	539
J1:4/1	305
J1:4/2	339
J1:4/3	325
J1:5/1	905
J1:5/2	709
J1:6/1	533
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	620
J2:1/2 (with short)	1302(In) 682(Out)
J2:1/3	454
J2:2/1	230
J2:2/2	210
J2:3/1	159
J2:3/2	293
J2:3/3	210
J2:4/1	519
J2:4/2	698
J2:4/3	268
J2:5/1	621
J2:5/2	642
J2:6/1	779
J2:6/2	670

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	43.7 % 56.3 %	2047	2047
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	41.1 % 58.9 %	2025	2025
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	10.9 % 89.1 %	1929	1929
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'PM With Dev ST 2021' (FG8: 'PM With Dev ST 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	364	320	651	1335
	B	222	0	287	0	509
	C	316	242	0	845	1403
	D	604	0	1082	0	1686
	Tot.	1142	606	1689	1496	4933

Traffic Lane Flows

Lane	Scenario 10: PM With Dev ST 2021
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1117(In) 528(Out)
J1:1/2 (short)	589
J1:1/3	569
J1:2/1	364
J1:2/2 (short)	563
J1:2/3 (with short)	971(In) 408(Out)
J1:3/1	242
J1:3/2	513
J1:3/3	569
J1:4/1	252
J1:4/2	286
J1:4/3	242
J1:5/1	780
J1:5/2	362
J1:6/1	606
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	519
J2:1/2 (with short)	1088(In) 569(Out)
J2:1/3	315
J2:2/1	296
J2:2/2	213
J2:3/1	243
J2:3/2	417
J2:3/3	213
J2:4/1	799
J2:4/2	846
J2:4/3	408
J2:5/1	942
J2:5/2	747
J2:6/1	762
J2:6/2	734

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	87.1 % 12.9 %	2092	2092
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	42.7 % 57.3 %	2027	2027
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	3.0 % 97.0 %	1922	1922
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'AM Without Dev 2026' (FG9: 'AM Without Dev 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	220	238	453	911
	B	249	0	212	0	461
	C	412	326	0	1001	1739
	D	1033	0	848	0	1881
	Tot.	1694	546	1298	1454	4992

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: AM Without Dev 2026
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1351(In) 645(Out)
J1:1/2 (short)	706
J1:1/3	530
J1:2/1	220
J1:2/2 (short)	444
J1:2/3 (with short)	691(In) 247(Out)
J1:3/1	326
J1:3/2	318
J1:3/3	530
J1:4/1	328
J1:4/2	333
J1:4/3	326
J1:5/1	973
J1:5/2	721
J1:6/1	546
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	622
J2:1/2 (with short)	1305(In) 683(Out)
J2:1/3	434
J2:2/1	236
J2:2/2	225
J2:3/1	206
J2:3/2	271
J2:3/3	225
J2:4/1	554
J2:4/2	738
J2:4/3	247
J2:5/1	660
J2:5/2	638
J2:6/1	828
J2:6/2	626

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	45.0 % 55.0 %	2049	2049
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	44.5 % 55.5 %	2029	2029
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	10.2 % 89.8 %	1928	1928
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'PM Without Dev 2026' (FG10: 'PM Without Dev 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	387	318	692	1397
	B	236	0	285	0	521
	C	322	244	0	847	1413
	D	640	0	1068	0	1708
	Tot.	1198	631	1671	1539	5039

Traffic Lane Flows

Lane	Scenario 12: PM Without Dev 2026
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1146(In) 542(Out)
J1:1/2 (short)	604
J1:1/3	562
J1:2/1	387
J1:2/2 (short)	591
J1:2/3 (with short)	1010(In) 419(Out)
J1:3/1	244
J1:3/2	506
J1:3/3	562
J1:4/1	265
J1:4/2	293
J1:4/3	244
J1:5/1	807
J1:5/2	391
J1:6/1	631
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	522
J2:1/2 (with short)	1094(In) 572(Out)
J2:1/3	319
J2:2/1	303
J2:2/2	218
J2:3/1	273
J2:3/2	437
J2:3/3	218
J2:4/1	802
J2:4/2	857
J2:4/3	419
J2:5/1	944
J2:5/2	727
J2:6/1	795
J2:6/2	744

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	83.8 % 16.2 %	2088	2088
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	43.2 % 56.8 %	2027	2027
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	5.9 % 94.1 %	1924	1924
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'AM With Dev 2026' (FG11: 'AM With Dev 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	220	242	453	915
	B	249	0	216	0	465
	C	424	337	0	1048	1809
	D	1033	0	865	0	1898
	Tot.	1706	557	1323	1501	5087

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: AM With Dev 2026
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1325(In) 633(Out)
J1:1/2 (short)	692
J1:1/3	573
J1:2/1	220
J1:2/2 (short)	386
J1:2/3 (with short)	695(In) 309(Out)
J1:3/1	337
J1:3/2	292
J1:3/3	573
J1:4/1	312
J1:4/2	361
J1:4/3	337
J1:5/1	945
J1:5/2	761
J1:6/1	557
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	631
J2:1/2 (with short)	1320(In) 689(Out)
J2:1/3	489
J2:2/1	256
J2:2/2	209
J2:3/1	144
J2:3/2	349
J2:3/3	209
J2:4/1	534
J2:4/2	717
J2:4/3	309
J2:5/1	642
J2:5/2	681
J2:6/1	775
J2:6/2	726

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	42.2 % 57.8 %	2046	2046
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	39.5 % 60.5 %	2024	2024
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	15.6 % 84.4 %	1933	1933
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'PM With Dev 2026' (FG12: 'PM With Dev 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	387	330	692	1409
	B	236	0	296	0	532
	C	329	251	0	875	1455
	D	640	0	1114	0	1754
	Tot.	1205	638	1740	1567	5150

Traffic Lane Flows

Lane	Scenario 14: PM With Dev 2026
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1174(In) 554(Out)
J1:1/2 (short)	620
J1:1/3	580
J1:2/1	387
J1:2/2 (short)	602
J1:2/3 (with short)	1022(In) 420(Out)
J1:3/1	251
J1:3/2	534
J1:3/3	580
J1:4/1	268
J1:4/2	297
J1:4/3	251
J1:5/1	822
J1:5/2	383
J1:6/1	638
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	536
J2:1/2 (with short)	1123(In) 587(Out)
J2:1/3	332
J2:2/1	316
J2:2/2	216
J2:3/1	272
J2:3/2	440
J2:3/3	216
J2:4/1	836
J2:4/2	880
J2:4/3	420
J2:5/1	984
J2:5/2	756
J2:6/1	808
J2:6/2	759

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	86.1 % 13.9 %	2091	2091
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	42.2 % 57.8 %	2026	2026
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	6.3 % 93.7 %	1925	1925
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'AM With Dev ST 2026' (FG13: 'AM With Dev ST 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	220	245	453	918
	B	249	0	219	0	468
	C	433	345	0	1081	1859
	D	1033	0	877	0	1910
	Tot.	1715	565	1341	1534	5155

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: AM With Dev ST 2026
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1333(In) 637(Out)
J1:1/2 (short)	696
J1:1/3	577
J1:2/1	220
J1:2/2 (short)	394
J1:2/3 (with short)	698(In) 304(Out)
J1:3/1	345
J1:3/2	300
J1:3/3	577
J1:4/1	314
J1:4/2	368
J1:4/3	345
J1:5/1	951
J1:5/2	764
J1:6/1	565
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	646
J2:1/2 (with short)	1351(In) 705(Out)
J2:1/3	508
J2:2/1	263
J2:2/2	205
J2:3/1	149
J2:3/2	348
J2:3/3	205
J2:4/1	545
J2:4/2	726
J2:4/3	304
J2:5/1	654
J2:5/2	687
J2:6/1	795
J2:6/2	739

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	43.1 % 56.9 %	2047	2047
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead Arm J2:6 Left	Inf 30.00	38.3 % 61.7 %	2023	2023
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead Arm J2:5 Left	Inf 30.00	16.7 % 83.3 %	1934	1934
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:5/2	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'PM With Dev ST 2026' (FG14: 'PM With Dev ST 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	387	338	692	1417
	B	236	0	304	0	540
	C	334	256	0	895	1485
	D	640	0	1146	0	1786
	Tot.	1210	643	1788	1587	5228

Traffic Lane Flows

Lane	Scenario 16: PM With Dev ST 2026
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (with short)	1188(In) 561(Out)
J1:1/2 (short)	627
J1:1/3	598
J1:2/1	387
J1:2/2 (short)	597
J1:2/3 (with short)	1030(In) 433(Out)
J1:3/1	256
J1:3/2	548
J1:3/3	598
J1:4/1	265
J1:4/2	305
J1:4/3	256
J1:5/1	826
J1:5/2	384
J1:6/1	643
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	552
J2:1/2 (with short)	1157(In) 605(Out)
J2:1/3	328
J2:2/1	307
J2:2/2	233
J2:3/1	259
J2:3/2	436
J2:3/3	233
J2:4/1	849
J2:4/2	894
J2:4/3	433
J2:5/1	1001
J2:5/2	787
J2:6/1	811
J2:6/2	776

Lane Saturation Flows

Junction: J1: A27 Langstone RB (Northside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A27 EB Off-slip)	3.50	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1871	1871
J1:1/2 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead Arm J1:5 Left	Inf 30.00	87.4 % 12.6 %	2092	2092
J1:1/3 (A27 EB Off-slip)	3.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2105	2105
J1:2/1 (Park Road South)	3.50	0.00	Y	Arm J1:6 Left	30.00	100.0 %	1871	1871
J1:2/2 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:2/3 (Park Road South)	3.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2105	2105
J1:3/1 (N Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (N Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/3 (N Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (W Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/2 (W Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/3 (W Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

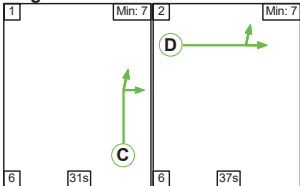
Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	43.3 %	2028	2028
				Arm J2:6 Left	30.00	56.7 %		
J2:1/3 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2085	2085
J2:2/1 (A27 WB Off-slip)	4.00	0.00	Y	Arm J2:3 Ahead	Inf	1.0 %	1920	1920
				Arm J2:5 Left	30.00	99.0 %		
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2155	2155
J2:3/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1				Infinite Saturation Flow			Inf	Inf
J2:5/2				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:6/2				Infinite Saturation Flow			Inf	Inf

Scenario 1: 'AM Obs 2016 - Calibration' (FG1: 'AM Obs 2016', Plan 1: 'Network Control Plan 1')

C1

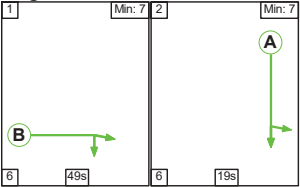
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

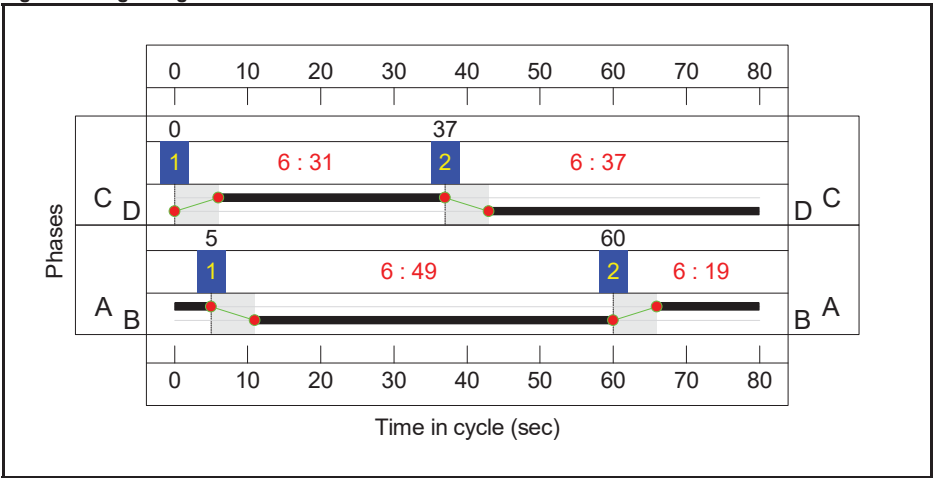
Stage Stream: 1

Stage	1	2
Duration	31	37
Change Point	0	37

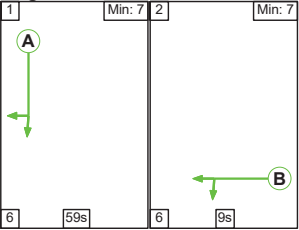
Stage Stream: 2

Stage	1	2
Duration	49	19
Change Point	5	60

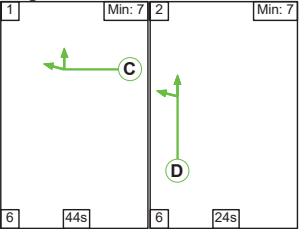
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

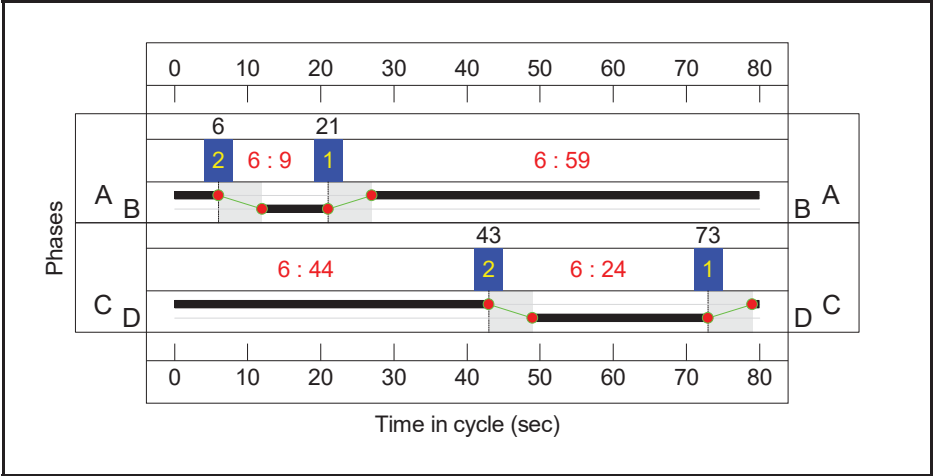
Stage Stream: 1

Stage	1	2
Duration	59	9
Change Point	21	6

Stage Stream: 2

Stage	1	2
Duration	44	24
Change Point	73	43

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	37	-	1086	1871:2035	634+690	82.0 : 82.0%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	37	-	556	2105	1000	55.6%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	19	-	195	1871	468	41.7%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	19	-	608	2105:2105	451+311	79.9 : 79.9%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	49	-	282	1900	1187	23.7%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	49	-	178	1900	1187	15.0%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	49	-	556	1900	1187	46.8%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	31	-	240	1900	760	31.6%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	31	-	337	1900	760	44.3%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	31	-	282	1900	760	37.1%
5/1		U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	24	-	1086	2024:1852	632+579	89.6 : 89.7%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	24	-	414	2085	652	63.5%

Full Input Data And Results

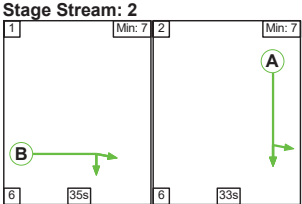
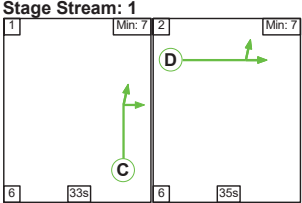
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	9	-	197	1926	241	81.8%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	9	-	205	2155	269	76.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	44	-	41	1900	1069	3.8%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	44	-	374	1900	1069	35.0%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	44	-	205	1900	1069	19.2%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	59	-	385	1900	1425	27.0%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	59	-	597	1900	1425	41.9%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	59	-	360	1900	1425	25.3%
5/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%

Appendix B: Data Tables													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	35.0	16.4	0.0	51.4	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	19.3	6.8	0.0	26.0	-	-	-	-
1/1+1/2	1086	1086	-	-	-	4.6	2.2	-	6.8	22.7	9.9	2.2	12.1
1/3	556	556	-	-	-	2.3	0.6	-	2.9	19.0	8.8	0.6	9.4
2/1	195	195	-	-	-	1.4	0.4	-	1.7	31.7	3.6	0.4	3.9
2/3+2/2	608	608	-	-	-	4.5	1.9	-	6.4	37.9	7.5	1.9	9.4
3/1	282	282	-	-	-	0.1	0.2	-	0.2	3.0	6.0	0.2	6.2
3/2	178	178	-	-	-	0.5	0.1	-	0.6	11.2	1.7	0.1	1.8
3/3	556	556	-	-	-	1.8	0.4	-	2.2	14.4	5.5	0.4	5.9
4/1	240	240	-	-	-	1.2	0.2	-	1.4	21.2	5.1	0.2	5.3
4/2	337	337	-	-	-	1.2	0.4	-	1.6	16.8	3.6	0.4	4.0
4/3	282	282	-	-	-	1.8	0.3	-	2.1	27.3	6.3	0.3	6.6
5/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	15.8	9.6	0.0	25.4	-	-	-	-
1/2+1/1	1086	1086	-	-	-	7.9	4.1	-	12.0	39.8	12.0	4.1	16.0
1/3	414	414	-	-	-	2.7	0.9	-	3.6	31.1	7.8	0.9	8.7
2/1	197	197	-	-	-	1.9	2.1	-	3.9	71.7	4.2	2.1	6.3
2/2	205	205	-	-	-	1.9	1.5	-	3.4	60.6	4.4	1.5	5.9
3/1	41	41	-	-	-	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
3/2	374	374	-	-	-	0.0	0.3	-	0.3	2.6	0.2	0.3	0.5
3/3	205	205	-	-	-	0.0	0.1	-	0.1	2.2	0.1	0.1	0.3

4/1	385	385	-	-	-	0.3	0.2	-	0.5	4.7	2.5	0.2	2.7
4/2	597	597	-	-	-	0.5	0.4	-	0.9	5.2	5.6	0.4	5.9
4/3	360	360	-	-	-	0.5	0.2	-	0.7	6.6	3.3	0.2	3.4
5/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1 Stream: 1 PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	14.91	Cycle Time (s):	80						
		C1 Stream: 2 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	11.13	Cycle Time (s):	80						
		C1 Stream: 1 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	9.40	Cycle Time (s):	80						
		C2 Stream: 2 PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	15.99	Cycle Time (s):	80						
		PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	51.43								

Full Input Data And Results
Scenario 2: 'PM Obs 2016 - Calibration' (FG2: 'PM Obs 2016', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram



Stage Timings

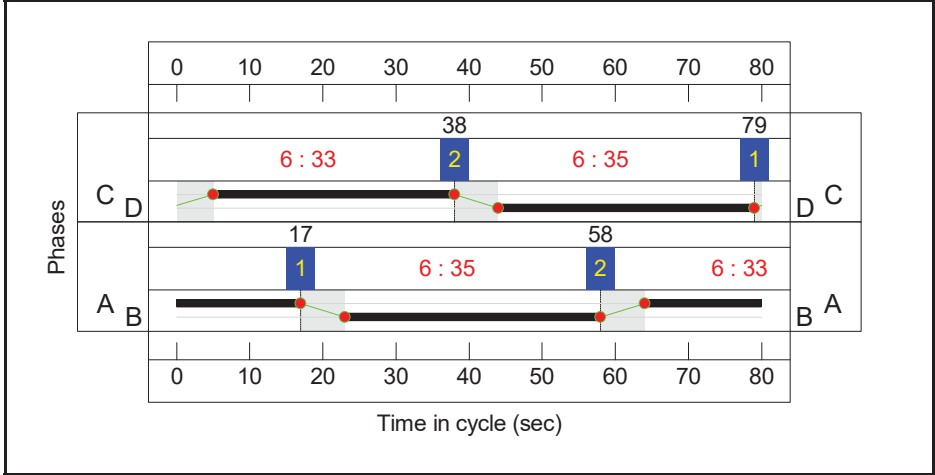
Stage Stream: 1

Stage	1	2
Duration	33	35
Change Point	79	38

Stage Stream: 2

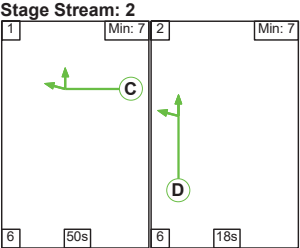
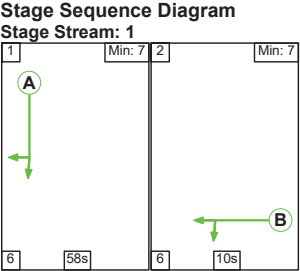
Stage	1	2
Duration	35	33
Change Point	17	58

Signal Timings Diagram



Full Input Data And Results

C2



Stage Timings

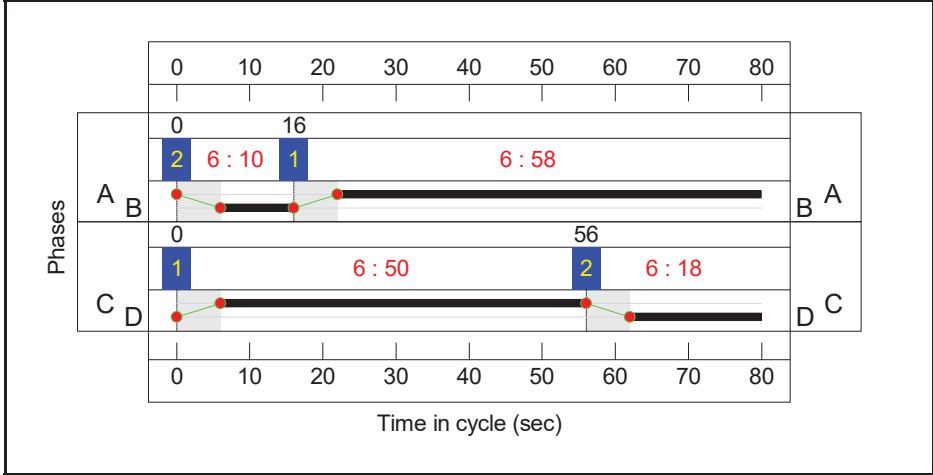
Stage Stream: 1

Stage	1	2
Duration	58	10
Change Point	16	0

Stage Stream: 2

Stage	1	2
Duration	50	18
Change Point	0	56

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	95.9%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	35	-	1005	1871:2087	602+671	78.9 : 78.9%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	35	-	487	2105	947	51.4%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	33	-	343	1871	795	43.1%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	33	-	889	2105:2105	580+624	73.8 : 73.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	35	-	213	1900	855	24.9%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	35	-	439	1900	855	51.3%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	35	-	487	1900	855	57.0%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	33	-	148	1900	808	18.3%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	33	-	342	1900	808	42.4%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	33	-	213	1900	808	26.4%
5/1		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	95.9%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	18	-	881	2017:1852	479+440	95.8 : 95.9%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	18	-	346	2085	495	69.9%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	10	-	248	1919	264	94.0%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	10	-	209	2155	296	70.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	50	-	184	1900	1211	15.2%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	50	-	428	1900	1211	35.3%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	50	-	209	1900	1211	17.3%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	58	-	660	1900	1401	47.1%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	58	-	727	1900	1401	51.9%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	58	-	428	1900	1401	30.5%
5/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	36.9	23.1	0.0	60.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	19.6	6.2	0.0	25.8	-	-	-	-
1/1+1/2	1005	1005	-	-	-	4.5	1.8	-	6.4	22.8	8.5	1.8	10.4
1/3	487	487	-	-	-	2.1	0.5	-	2.7	19.6	7.7	0.5	8.2
2/1	343	343	-	-	-	1.5	0.4	-	1.9	20.2	5.3	0.4	5.7
2/3+2/2	889	889	-	-	-	4.1	1.4	-	5.5	22.5	8.5	1.4	9.9
3/1	213	213	-	-	-	0.8	0.2	-	1.0	16.7	4.7	0.2	4.9
3/2	439	439	-	-	-	2.5	0.5	-	3.1	25.1	5.1	0.5	5.7
3/3	487	487	-	-	-	2.8	0.7	-	3.4	25.3	5.5	0.7	6.2
4/1	148	148	-	-	-	0.2	0.1	-	0.3	8.0	2.8	0.1	2.9
4/2	342	342	-	-	-	0.4	0.4	-	0.7	7.8	2.9	0.4	3.3
4/3	213	213	-	-	-	0.6	0.2	-	0.8	12.9	4.7	0.2	4.8
5/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	17.2	17.0	0.0	34.2	-	-	-	-
1/2+1/1	881	881	-	-	-	7.4	8.1	-	15.5	63.4	9.9	8.1	18.1
1/3	346	346	-	-	-	2.7	1.1	-	3.8	39.8	7.0	1.1	8.2
2/1	248	248	-	-	-	2.4	4.9	-	7.2	104.6	5.4	4.9	10.3
2/2	209	209	-	-	-	1.9	1.2	-	3.1	53.0	4.4	1.2	5.6
3/1	184	184	-	-	-	0.1	0.1	-	0.2	3.5	1.4	0.1	1.5
3/2	428	428	-	-	-	0.4	0.3	-	0.7	5.5	3.7	0.3	4.0
3/3	209	209	-	-	-	0.0	0.1	-	0.1	1.9	0.1	0.1	0.2

Full Input Data And Results

4/1	660	660	-	-	-	0.6	0.4	-	1.0	5.5	3.0	0.4	3.5
4/2	727	727	-	-	-	0.6	0.5	-	1.2	5.8	3.3	0.5	3.8
4/3	428	428	-	-	-	1.2	0.2	-	1.4	12.1	5.8	0.2	6.0
5/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) C1 Stream: 1 PRC for Signalled Lanes (%) C2 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) 14.0 21.9 -4.4 -6.6 -6.6 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr): 10.86 14.94 13.91 20.27 59.98 Cycle Time (s): 80 Cycle Time (s): 80 Cycle Time (s): 80 Cycle Time (s): 80													

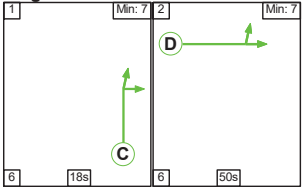
Full Input Data And Results

Scenario 3: 'AM Obs 2016' (FG1: 'AM Obs 2016', Plan 1: 'Network Control Plan 1')

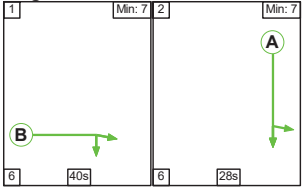
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

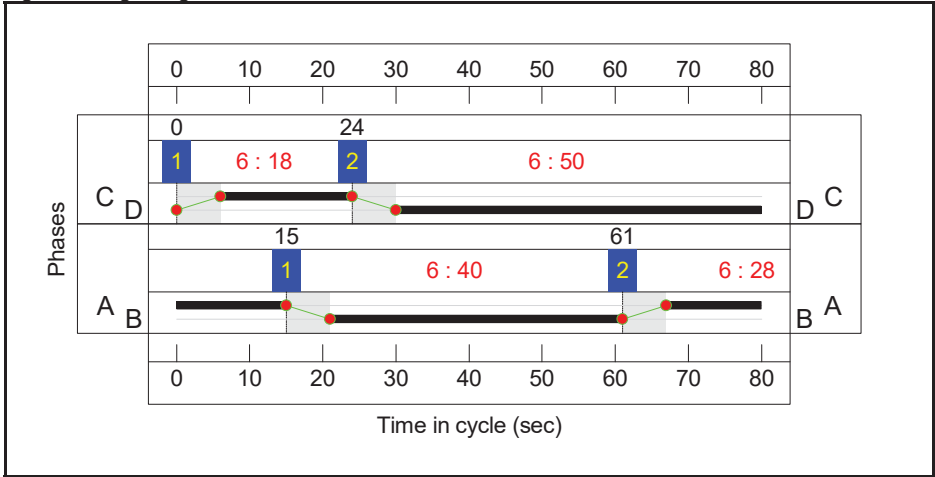
Stage Stream: 1

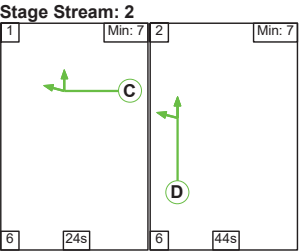
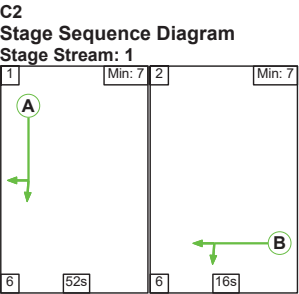
Stage	1	2
Duration	18	50
Change Point	0	24

Stage Stream: 2

Stage	1	2
Duration	40	28
Change Point	15	61

Signal Timings Diagram



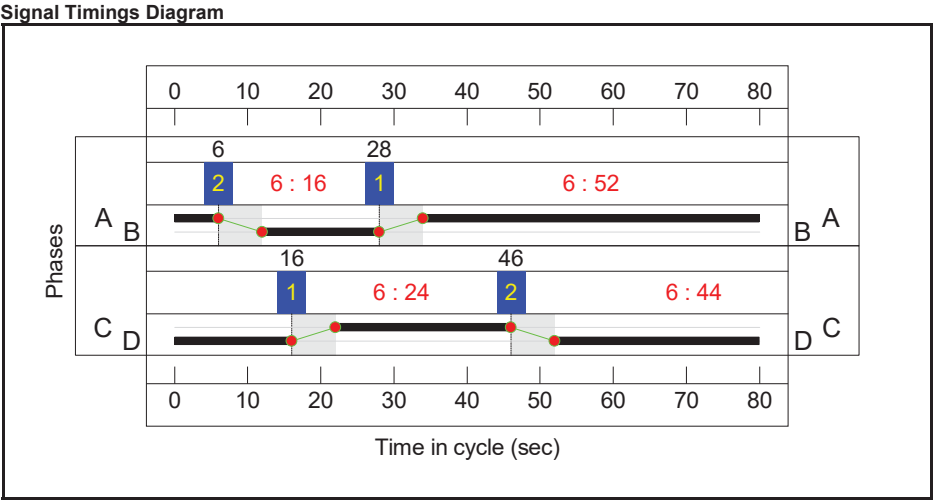


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	52	16
Change Point	28	6

Stage Stream: 2

Stage	1	2
Duration	24	44
Change Point	16	46



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	50	-	1119	1871:2040	785+857	68.2 : 68.2%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	50	-	523	2105	1342	39.0%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	28	-	195	1871	678	28.8%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	28	-	608	2105:2105	541+548	55.8 : 55.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	40	-	282	1900	974	29.0%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	40	-	211	1900	974	21.7%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	40	-	523	1900	974	53.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	282	1900	451	62.5%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	295	1900	451	65.4%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	282	1900	451	62.5%
5/1		U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	44	-	1106	2027:1852	990+904	58.4 : 58.4%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	44	-	394	2085	1173	33.6%

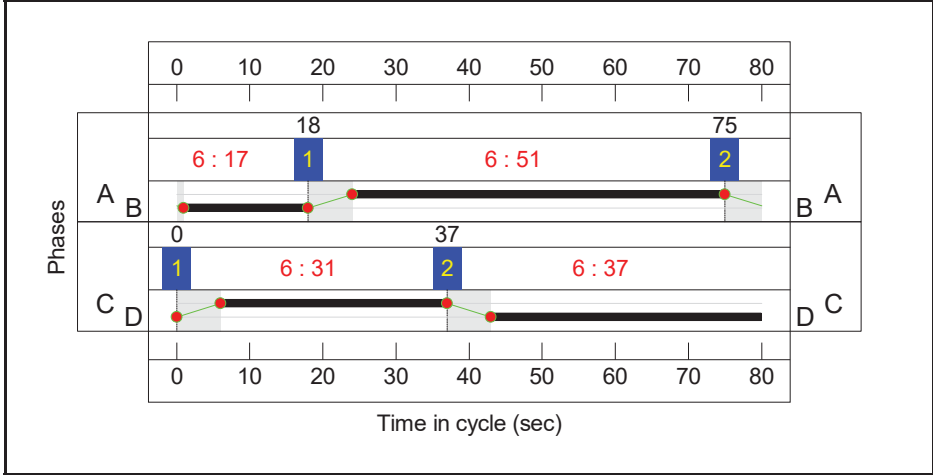
Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	16	-	219	1934	411	53.3%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	16	-	183	2155	458	40.0%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	24	-	99	1900	594	16.7%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	24	-	338	1900	594	56.9%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	24	-	183	1900	594	30.8%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	52	-	418	1900	1259	33.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	52	-	622	1900	1259	49.4%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	52	-	302	1900	1259	24.0%
5/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%

Detailed Data - All Reserves													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	27.1	9.4	0.0	36.6	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	16.5	5.7	0.0	22.2	-	-	-	-
1/1+1/2	1119	1119	-	-	-	2.3	1.1	-	3.4	10.8	6.5	1.1	7.6
1/3	523	523	-	-	-	1.0	0.3	-	1.3	9.2	5.5	0.3	5.8
2/1	195	195	-	-	-	1.0	0.2	-	1.2	21.9	3.0	0.2	3.2
2/3+2/2	608	608	-	-	-	3.2	0.6	-	3.8	22.7	5.0	0.6	5.6
3/1	282	282	-	-	-	0.8	0.2	-	1.0	13.2	6.3	0.2	6.5
3/2	211	211	-	-	-	0.5	0.1	-	0.6	10.9	1.4	0.1	1.6
3/3	523	523	-	-	-	1.3	0.6	-	1.9	13.2	3.5	0.6	4.1
4/1	282	282	-	-	-	1.6	0.8	-	2.4	31.2	5.7	0.8	6.5
4/2	295	295	-	-	-	3.3	0.9	-	4.2	51.7	6.3	0.9	7.3
4/3	282	282	-	-	-	1.4	0.8	-	2.2	28.4	5.6	0.8	6.4
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	10.6	3.7	0.0	14.4	-	-	-	-
1/2+1/1	1106	1106	-	-	-	3.3	0.7	-	4.0	13.0	7.7	0.7	8.4
1/3	394	394	-	-	-	1.0	0.3	-	1.3	11.8	4.7	0.3	5.0
2/1	219	219	-	-	-	1.7	0.6	-	2.3	37.3	4.3	0.6	4.9
2/2	183	183	-	-	-	1.4	0.3	-	1.7	33.6	3.5	0.3	3.8
3/1	99	99	-	-	-	0.3	0.1	-	0.4	15.3	1.5	0.1	1.6
3/2	338	338	-	-	-	1.3	0.7	-	2.0	21.0	5.4	0.7	6.0
3/3	183	183	-	-	-	0.2	0.2	-	0.5	8.9	3.8	0.2	4.0

4/1	418	418	-	-	-	0.5	0.2	-	0.7	6.0	2.8	0.2	3.0	
4/2	622	622	-	-	-	0.4	0.5	-	0.9	5.0	4.1	0.5	4.6	
4/3	302	302	-	-	-	0.5	0.2	-	0.7	8.3	2.1	0.2	2.3	
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
		C1	Stream: 1 PRC for Signalled Lanes (%):			32.0	Total Delay for Signalled Lanes (pcuHr):			13.60	Cycle Time (%):			80
		C1	Stream: 2 PRC for Signalled Lanes (%):			61.2	Total Delay for Signalled Lanes (pcuHr):			8.62	Cycle Time (%):			80
		C2	Stream: 1 PRC for Signalled Lanes (%):			69.9	Total Delay for Signalled Lanes (pcuHr):			6.25	Cycle Time (%):			80
		C2	Stream: 2 PRC for Signalled Lanes (%):			54.1	Total Delay for Signalled Lanes (pcuHr):			8.12	Cycle Time (%):			80
		PRC Over All Lanes (%):				32.0	Total Delay Over All Lanes(pcuHr):			36.59				

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	69.0%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	69.0%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	50	-	992	1871:2086	777+867	60.3 : 60.3%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	50	-	500	2105	1342	37.3%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	38	-	343	1871	912	37.6%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	38	-	889	2105:2105	564+725	69.0 : 69.0%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	30	-	213	1900	736	28.9%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	30	-	426	1900	736	57.9%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	30	-	500	1900	736	67.9%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	227	1900	451	50.3%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	263	1900	451	58.3%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	213	1900	451	47.2%
5/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	60.8%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	37	-	945	2027:1852	901+822	54.8 : 54.8%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	37	-	282	2085	990	28.5%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	17	-	263	1924	433	60.8%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	17	-	194	2155	485	40.0%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	31	-	223	1900	760	29.3%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	31	-	404	1900	760	53.2%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	31	-	194	1900	760	25.5%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	51	-	684	1900	1235	55.4%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	51	-	742	1900	1235	60.1%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	51	-	389	1900	1235	31.5%
5/1		U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	31.0	10.5	0.0	41.5	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	16.3	6.0	0.0	22.4	-	-	-	-
1/1+1/2	992	992	-	-	-	1.9	0.8	-	2.7	9.8	5.5	0.8	6.3
1/3	500	500	-	-	-	1.0	0.3	-	1.3	9.0	5.3	0.3	5.6
2/1	343	343	-	-	-	1.2	0.3	-	1.5	16.0	4.8	0.3	5.1
2/3+2/2	889	889	-	-	-	3.3	1.1	-	4.4	17.9	8.0	1.1	9.1
3/1	213	213	-	-	-	1.1	0.2	-	1.3	21.4	4.7	0.2	4.9
3/2	426	426	-	-	-	1.6	0.7	-	2.2	18.9	3.2	0.7	3.9
3/3	500	500	-	-	-	1.9	1.0	-	2.9	21.1	4.0	1.0	5.1
4/1	227	227	-	-	-	1.5	0.5	-	2.0	31.4	4.8	0.5	5.3
4/2	263	263	-	-	-	1.4	0.7	-	2.1	28.4	2.8	0.7	3.4
4/3	213	213	-	-	-	1.5	0.4	-	2.0	33.5	4.7	0.4	5.1
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	14.7	4.4	0.0	19.1	-	-	-	-
1/2+1/1	945	945	-	-	-	3.8	0.6	-	4.4	16.9	7.5	0.6	8.2
1/3	282	282	-	-	-	1.0	0.2	-	1.2	15.3	3.8	0.2	4.0
2/1	263	263	-	-	-	2.0	0.8	-	2.8	38.3	5.2	0.8	6.0
2/2	194	194	-	-	-	1.4	0.3	-	1.8	32.6	3.7	0.3	4.0
3/1	223	223	-	-	-	0.3	0.2	-	0.5	8.5	1.0	0.2	1.2
3/2	404	404	-	-	-	1.5	0.6	-	2.1	18.5	3.6	0.6	4.1
3/3	194	194	-	-	-	0.0	0.2	-	0.2	3.4	0.2	0.2	0.4

Full Input Data And Results

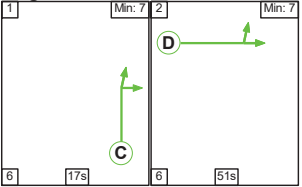
4/1	684	684	-	-	-	1.3	0.6	-	1.9	10.0	5.0	0.6	5.7
4/2	742	742	-	-	-	1.2	0.8	-	1.9	9.3	4.7	0.8	5.4
4/3	389	389	-	-	-	2.1	0.2	-	2.3	21.4	7.4	0.2	7.7
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalised Lanes (%): 49.2 Total Delay for Signalised Lanes (pcuHr): 9.98 Cycle Time (s): 80													
C1 Stream: 2 PRC for Signalised Lanes (%): 30.5 Total Delay for Signalised Lanes (pcuHr): 12.37 Cycle Time (s): 80													
C2 Stream: 1 PRC for Signalised Lanes (%): 48.1 Total Delay for Signalised Lanes (pcuHr): 10.69 Cycle Time (s): 80													
C2 Stream: 2 PRC for Signalised Lanes (%): 64.1 Total Delay for Signalised Lanes (pcuHr): 8.42 Cycle Time (s): 80													
PRC Over All Lanes (%): 30.5 Total Delay Over All Lanes (pcuHr): 41.47													

Full Input Data And Results

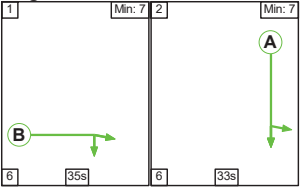
Scenario 5: 'AM Without Dev 2021' (FG3: 'AM Without Dev 2021', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

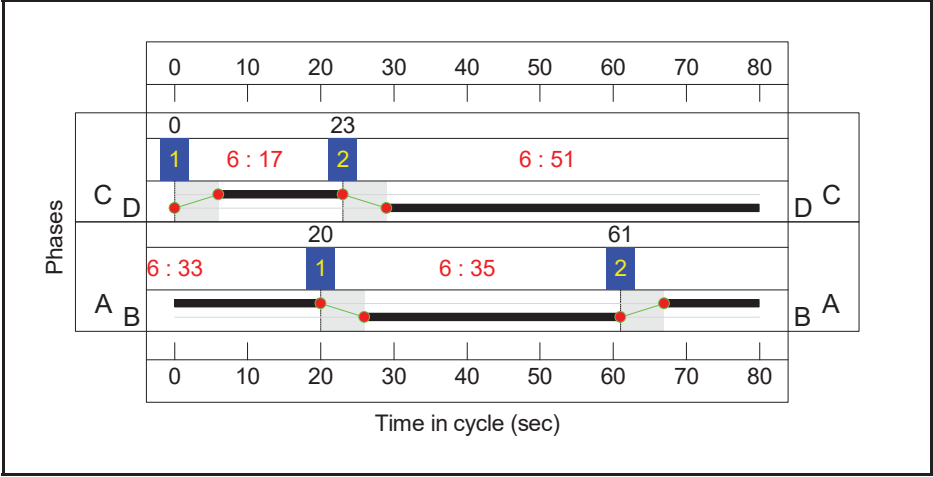
Stage Stream: 1

Stage	1	2
Duration	17	51
Change Point	0	23

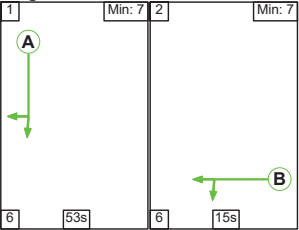
Stage Stream: 2

Stage	1	2
Duration	35	33
Change Point	20	61

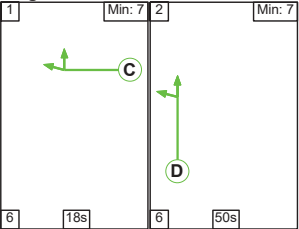
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

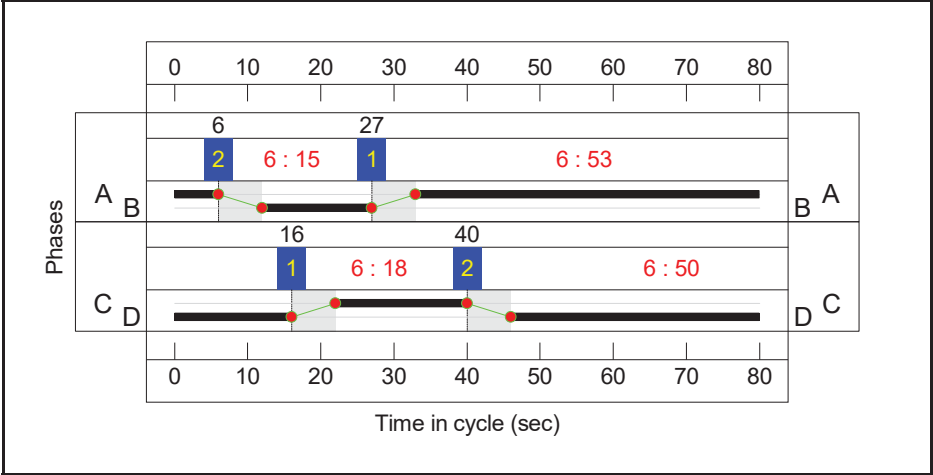
Stage Stream: 1

Stage	1	2
Duration	53	15
Change Point	27	6

Stage Stream: 2

Stage	1	2
Duration	18	50
Change Point	16	40

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	51	-	1287	1871:2051	795+872	77.2% 77.2%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	51	-	480	2105	1368	35.1%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	33	-	208	1871	795	26.2%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	33	-	652	2105:2105	417+688	59.1% 59.1%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	35	-	306	1900	855	35.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	35	-	317	1900	855	37.1%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	35	-	480	1900	855	56.1%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	17	-	309	1900	428	72.3%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	17	-	314	1900	428	73.5%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	17	-	306	1900	428	71.6%
5/1		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	50	-	1219	2028:1852	1015+925	62.8% 62.8%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	50	-	417	2085	1329	31.4%

Full Input Data And Results

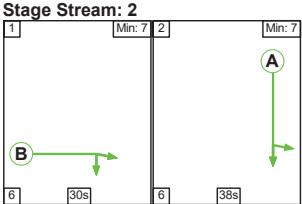
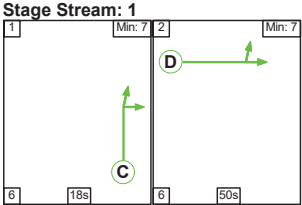
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	15	-	230	1932	386	59.5%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	15	-	203	2155	431	47.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	18	-	181	1900	451	40.1%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	18	-	278	1900	451	61.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	18	-	203	1900	451	45.0%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	53	-	542	1900	1283	42.3%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	53	-	661	1900	1283	51.5%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	53	-	246	1900	1283	19.2%
5/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	28.9	12.7	0.0	41.6	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	18.5	7.9	0.0	26.4	-	-	-	-
1/1+1/2	1287	1287	-	-	-	2.6	1.7	-	4.3	12.0	7.7	1.7	9.3
1/3	480	480	-	-	-	0.8	0.3	-	1.1	8.4	4.8	0.3	5.1
2/1	208	208	-	-	-	0.9	0.2	-	1.0	18.0	2.9	0.2	3.1
2/3+2/2	652	652	-	-	-	2.9	0.7	-	3.6	19.8	6.3	0.7	7.0
3/1	306	306	-	-	-	1.3	0.3	-	1.6	19.0	6.8	0.3	7.1
3/2	317	317	-	-	-	0.9	0.3	-	1.2	13.6	2.1	0.3	2.4
3/3	480	480	-	-	-	1.4	0.6	-	2.1	15.4	3.3	0.6	3.9
4/1	309	309	-	-	-	2.1	1.3	-	3.3	38.9	6.4	1.3	7.7
4/2	314	314	-	-	-	3.7	1.4	-	5.1	58.3	6.8	1.4	8.1
4/3	306	306	-	-	-	1.9	1.2	-	3.1	36.6	6.2	1.2	7.4
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	10.3	4.8	0.0	15.1	-	-	-	-
1/2+1/1	1219	1219	-	-	-	2.6	0.8	-	3.4	10.2	7.4	0.8	8.3
1/3	417	417	-	-	-	0.8	0.2	-	1.0	8.5	4.2	0.2	4.4
2/1	230	230	-	-	-	1.9	0.7	-	2.6	40.5	4.6	0.7	5.3
2/2	203	203	-	-	-	1.6	0.4	-	2.0	36.1	3.9	0.4	4.4
3/1	181	181	-	-	-	0.8	0.3	-	1.2	23.0	2.8	0.3	3.1
3/2	278	278	-	-	-	1.2	0.8	-	2.0	25.6	4.5	0.8	5.3
3/3	203	203	-	-	-	0.3	0.4	-	0.7	11.9	4.2	0.4	4.6

4/1	542	542	-	-	-	0.5	0.4	-	0.8	5.6	3.4	0.4	3.8
4/2	661	661	-	-	-	0.4	0.5	-	0.9	5.1	4.4	0.5	4.9
4/3	246	246	-	-	-	0.4	0.1	-	0.5	7.3	1.9	0.1	2.0
5/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalized Lanes (%):					16.6	Total Delay for Signalized Lanes (pcuHr):			16.94	Cycle Time(s): 80			
C1 Stream: 2 PRC for Signalized Lanes (%):					52.4	Total Delay for Signalized Lanes (pcuHr):			9.51	Cycle Time(s): 80			
C2 Stream: 1 PRC for Signalized Lanes (%):					51.2	Total Delay for Signalized Lanes (pcuHr):			6.91	Cycle Time(s): 80			
C2 Stream: 2 PRC for Signalized Lanes (%):					43.2	Total Delay for Signalized Lanes (pcuHr):			8.23	Cycle Time(s): 80			
PRC Over All Lanes (%):					16.6	Total Delay Over All Lanes(pcuHr):			41.59				

Full Input Data And Results
Scenario 6: 'PM Without Dev 2021' (FG4: 'PM Without Dev 2021', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram



Stage Timings

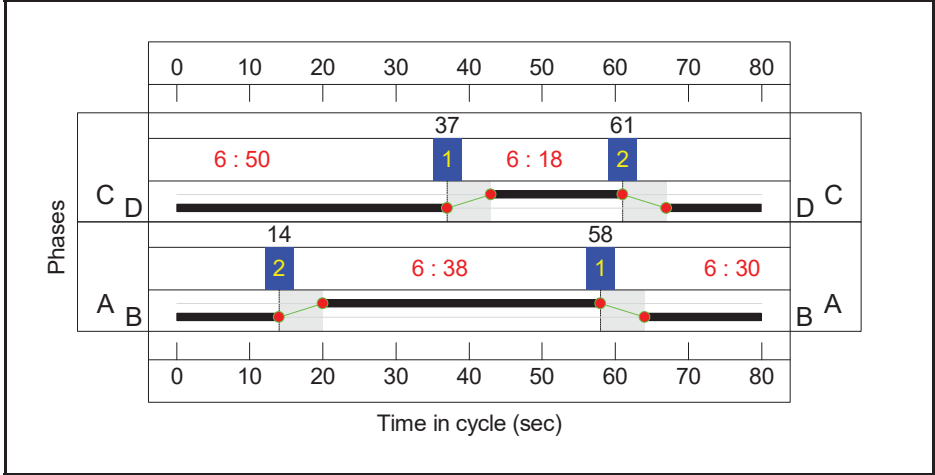
Stage Stream: 1

Stage	1	2
Duration	18	50
Change Point	37	61

Stage Stream: 2

Stage	1	2
Duration	30	38
Change Point	58	14

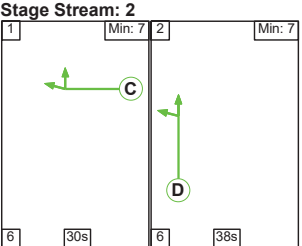
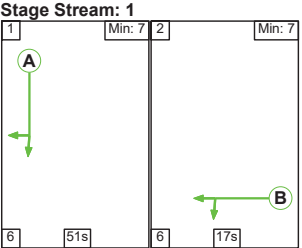
Signal Timings Diagram



Full Input Data And Results

C2

Stage Sequence Diagram



Stage Timings

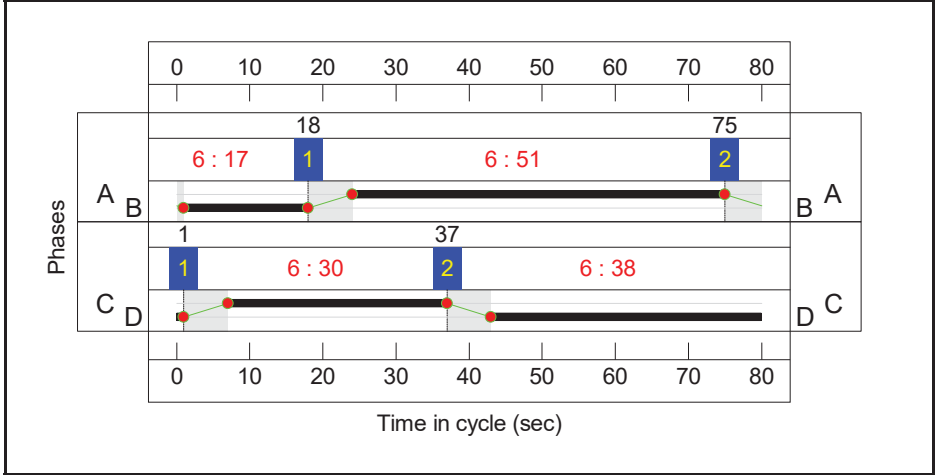
Stage Stream: 1

Stage	1	2
Duration	51	17
Change Point	18	75

Stage Stream: 2

Stage	1	2
Duration	30	38
Change Point	1	37

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	50	-	1074	1871:2087	778+867	65.3 : 65.3%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	50	-	534	2105	1342	39.8%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	38	-	364	1871	912	39.9%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	38	-	951	2105:2105	539+736	74.6 : 74.6%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	30	-	230	1900	736	31.2%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	30	-	470	1900	736	63.8%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	30	-	534	1900	736	72.5%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	246	1900	451	54.5%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	280	1900	451	62.0%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	230	1900	451	51.0%
5/1		U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	66.0%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	38	-	1025	2027:1852	914+833	58.7 : 58.7%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	38	-	306	2085	1016	30.1%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	17	-	286	1925	433	66.0%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	17	-	204	2155	485	42.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	30	-	249	1900	736	33.8%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	30	-	420	1900	736	57.0%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	30	-	204	1900	736	27.7%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	51	-	750	1900	1235	60.7%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	51	-	803	1900	1235	65.0%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	51	-	402	1900	1235	32.6%
5/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	40.7	12.7	0.0	53.4	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	18.4	7.4	0.0	25.8	-	-	-	-
1/1+1/2	1074	1074	-	-	-	2.2	0.9	-	3.1	10.4	6.1	0.9	7.1
1/3	534	534	-	-	-	1.0	0.3	-	1.4	9.3	5.6	0.3	6.0
2/1	364	364	-	-	-	1.3	0.3	-	1.7	16.3	5.1	0.3	5.4
2/3+2/2	951	951	-	-	-	3.7	1.5	-	5.1	19.4	10.1	1.5	11.5
3/1	230	230	-	-	-	0.8	0.2	-	1.1	16.8	5.1	0.2	5.3
3/2	470	470	-	-	-	1.8	0.9	-	2.7	20.3	3.7	0.9	4.6
3/3	534	534	-	-	-	2.1	1.3	-	3.4	22.7	4.5	1.3	5.8
4/1	246	246	-	-	-	2.3	0.6	-	2.9	42.4	3.8	0.6	4.4
4/2	280	280	-	-	-	1.8	0.8	-	2.6	34.0	5.4	0.8	6.2
4/3	230	230	-	-	-	1.4	0.5	-	1.9	29.6	2.2	0.5	2.8
5/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	22.4	5.3	0.0	27.6	-	-	-	-
1/2+1/1	1025	1025	-	-	-	4.1	0.7	-	4.8	16.8	8.2	0.7	8.9
1/3	306	306	-	-	-	1.0	0.2	-	1.3	14.8	4.1	0.2	4.3
2/1	286	286	-	-	-	2.2	1.0	-	3.2	40.3	5.7	1.0	6.7
2/2	204	204	-	-	-	1.5	0.4	-	1.9	32.9	3.9	0.4	4.2
3/1	249	249	-	-	-	2.5	0.3	-	2.7	39.6	5.5	0.3	5.8
3/2	420	420	-	-	-	3.6	0.7	-	4.3	36.8	7.1	0.7	7.8
3/3	204	204	-	-	-	0.1	0.2	-	0.2	4.4	0.7	0.2	0.9

Full Input Data And Results

4/1	750	750	-	-	-	3.4	0.8	-	4.1	19.8	14.0	0.8	14.8
4/2	803	803	-	-	-	3.9	0.9	-	4.9	21.8	14.9	0.9	15.8
4/3	402	402	-	-	-	0.0	0.2	-	0.2	2.2	0.5	0.2	0.8
5/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalised Lanes (%) 37.8 C1 Stream: 2 PRC for Signalised Lanes (%) 20.6 C1 Stream: 1 PRC for Signalised Lanes (%) 36.3 C2 Stream: 2 PRC for Signalised Lanes (%) 53.4 PRC Over All Lanes (%) 20.6 Total Delay for Signalised Lanes (pcuHr) 11.90 Total Delay for Signalised Lanes (pcuHr) 13.86 Total Delay for Signalised Lanes (pcuHr) 14.32 Total Delay for Signalised Lanes (pcuHr) 13.32 Total Delay Over All Lanes (pcuHr) 53.40 Cycle Time (s) 80 Cycle Time (s) 80 Cycle Time (s) 80 Cycle Time (s) 80													

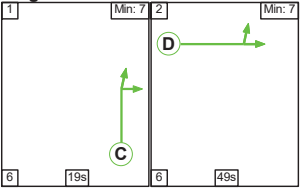
Full Input Data And Results

Scenario 7: 'AM With Dev 2021' (FG5: 'AM With Dev 2021', Plan 1: 'Network Control Plan 1')

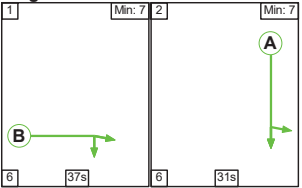
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

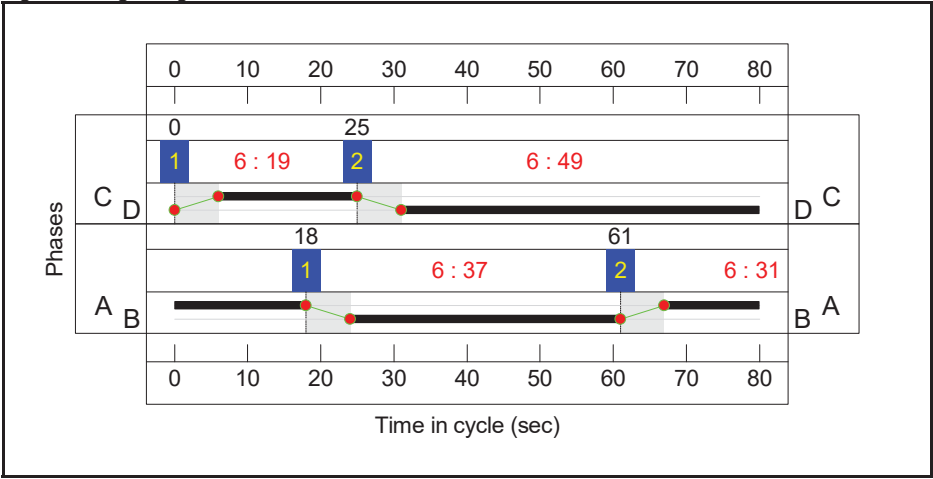
Stage Stream: 1

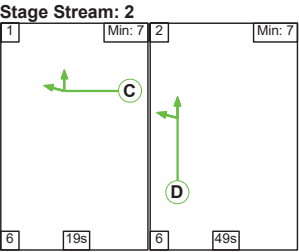
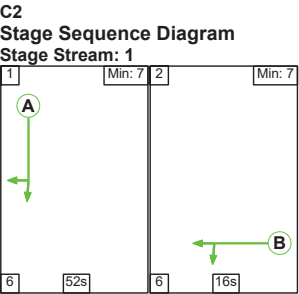
Stage	1	2
Duration	19	49
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	37	31
Change Point	18	61

Signal Timings Diagram



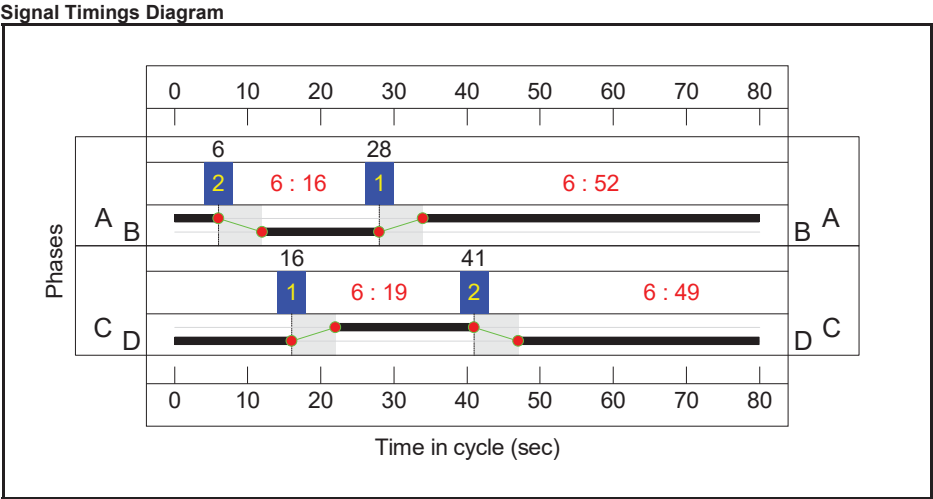


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	52	16
Change Point	28	6

Stage Stream: 2

Stage	1	2
Duration	19	49
Change Point	16	41



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	49	-	1250	1871:2047	773+845	77.3 : 77.3%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	49	-	534	2105	1316	40.6%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	31	-	208	1871	748	27.8%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	31	-	656	2105:2105	434+640	61.1 : 61.1%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	37	-	317	1900	903	35.1%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	37	-	280	1900	903	31.0%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	37	-	534	1900	903	59.2%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	301	1900	475	63.4%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	334	1900	475	70.3%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	19	-	317	1900	475	66.7%
5/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	64.9%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	49	-	1259	2025:1852	1016+922	64.9 : 64.9%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	49	-	447	2085	1303	34.3%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	16	-	233	1931	410	56.8%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	16	-	204	2155	458	44.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	19	-	162	1900	475	34.1%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	19	-	296	1900	475	62.3%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	19	-	204	1900	475	42.9%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	52	-	509	1900	1259	40.4%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	52	-	696	1900	1259	55.3%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	52	-	265	1900	1259	21.1%
5/1		U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%

Full Input Data And Results

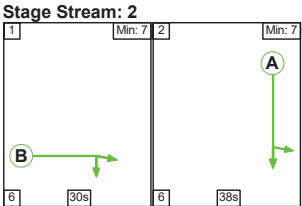
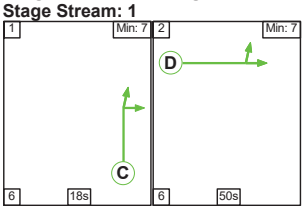
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	29.8	12.0	0.0	41.9	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	18.9	7.2	0.0	26.1	-	-	-	-
1/1+1/2	1250	1250	-	-	-	2.9	1.7	-	4.6	13.1	8.0	1.7	9.7
1/3	534	534	-	-	-	1.1	0.3	-	1.5	9.8	5.9	0.3	6.3
2/1	208	208	-	-	-	0.9	0.2	-	1.1	19.5	3.1	0.2	3.3
2/3+2/2	656	656	-	-	-	3.1	0.8	-	3.9	21.5	6.3	0.8	7.1
3/1	317	317	-	-	-	1.2	0.3	-	1.5	16.7	7.0	0.3	7.3
3/2	280	280	-	-	-	0.7	0.2	-	1.0	12.5	1.9	0.2	2.1
3/3	534	534	-	-	-	1.5	0.7	-	2.2	15.1	3.6	0.7	4.3
4/1	301	301	-	-	-	1.8	0.9	-	2.7	31.8	6.0	0.9	6.9
4/2	334	334	-	-	-	3.8	1.2	-	5.0	53.7	7.2	1.2	8.3
4/3	317	317	-	-	-	1.8	1.0	-	2.8	31.3	6.4	1.0	7.4
5/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	10.9	4.8	0.0	15.7	-	-	-	-
1/2+1/1	1259	1259	-	-	-	2.9	0.9	-	3.8	11.0	8.1	0.9	9.0
1/3	447	447	-	-	-	0.9	0.3	-	1.2	9.3	4.7	0.3	5.0
2/1	233	233	-	-	-	1.8	0.7	-	2.5	38.3	4.6	0.7	5.2
2/2	204	204	-	-	-	1.6	0.4	-	2.0	34.5	3.9	0.4	4.3
3/1	162	162	-	-	-	0.7	0.3	-	1.0	21.2	2.5	0.3	2.7
3/2	296	296	-	-	-	1.3	0.8	-	2.1	25.6	4.8	0.8	5.6
3/3	204	204	-	-	-	0.3	0.4	-	0.6	11.2	4.2	0.4	4.6

Full Input Data And Results

4/1	509	509	-	-	-	-	0.6	0.3	-	0.9	6.4	3.7	0.3	4.0
4/2	696	696	-	-	-	-	0.5	0.6	-	1.1	5.7	4.9	0.6	5.5
4/3	265	265	-	-	-	-	0.4	0.1	-	0.6	7.9	1.9	0.1	2.1
5/1	610	610	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	635	635	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	761	761	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	655	655	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):							16.5	Total Delay for Signalled Lanes (pcu/h):		16.42	Cycle Time (s):		80	
C1 Stream: 2 PRC for Signalled Lanes (%):							47.3	Total Delay for Signalled Lanes (pcu/h):		9.72	Cycle Time (s):		80	
C2 Stream: 1 PRC for Signalled Lanes (%):							58.5	Total Delay for Signalled Lanes (pcu/h):		7.02	Cycle Time (s):		80	
C2 Stream: 2 PRC for Signalled Lanes (%):							38.6	Total Delay for Signalled Lanes (pcu/h):		8.69	Cycle Time (s):		80	
PRC Over All Lanes (%):							16.5	Total Delay Over All Lanes (pcu/h):		41.85				

Full Input Data And Results
Scenario 8: 'PM With Dev 2021' (FG6: 'PM With Dev 2021', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram



Stage Timings

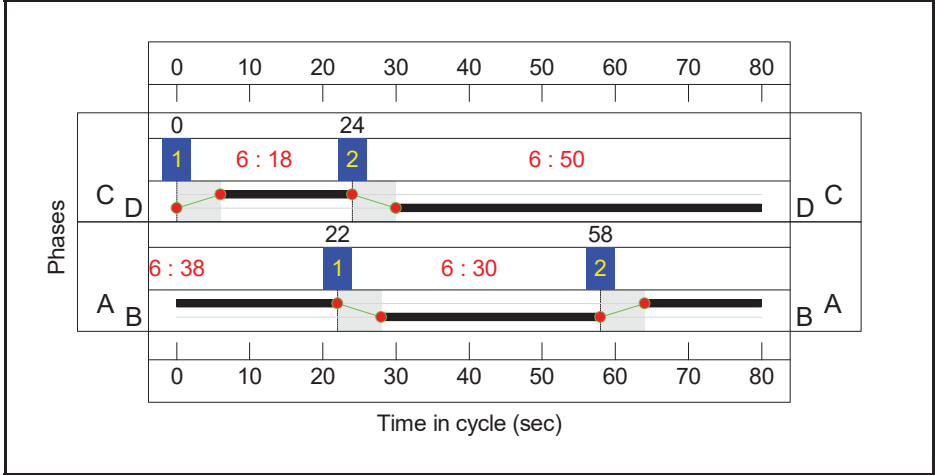
Stage Stream: 1

Stage	1	2
Duration	18	50
Change Point	0	24

Stage Stream: 2

Stage	1	2
Duration	30	38
Change Point	22	58

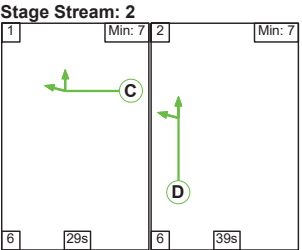
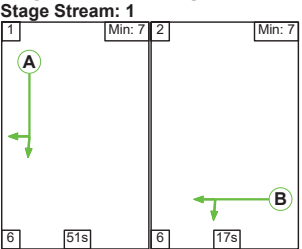
Signal Timings Diagram



Full Input Data And Results

C2

Stage Sequence Diagram



Stage Timings

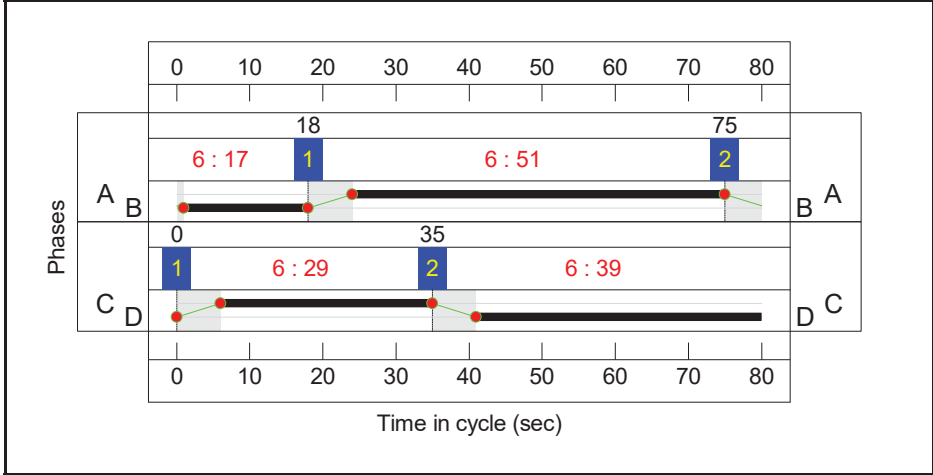
Stage Stream: 1

Stage	1	2
Duration	51	17
Change Point	18	75

Stage Stream: 2

Stage	1	2
Duration	29	39
Change Point	0	35

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-	-	-	-	-	-	-	-	76.1%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-	-	-	-	-	-	-	-	76.1%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D	-	1	50	-	1098	1871:2090	778+867	66.7 : 66.7%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D	-	1	50	-	556	2105	1342	41.4%
2/1	Park Road South Left	U	1:2	N/A	C1:A	-	1	38	-	364	1871	912	39.9%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A	-	1	38	-	963	2105:2105	522+744	76.1 : 76.1%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B	-	1	30	-	237	1900	736	32.2%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B	-	1	30	-	494	1900	736	67.1%
3/3	N Circulatory Right	U	1:2	N/A	C1:B	-	1	30	-	556	1900	736	75.5%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C	-	1	18	-	248	1900	451	55.0%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C	-	1	18	-	285	1900	451	63.2%
4/3	W Circulatory Right	U	1:1	N/A	C1:C	-	1	18	-	237	1900	451	52.5%
5/1		U	N/A	N/A	-	-	-	-	-	767	Inf	Inf	0.0%
5/2		U	N/A	N/A	-	-	-	-	-	370	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	-	601	Inf	Inf	0.0%
6/2		U	N/A	N/A	-	-	-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-	-	-	-	-	-	-	-	67.7%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D	-	1	39	-	1059	2027:1852	926+847	59.7 : 59.7%
1/3	A3023 Ahead	U	2:2	N/A	C2:D	-	1	39	-	314	2085	1043	30.1%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	17	-	293	1923	433	67.7%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	17	-	208	2155	485	42.9%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	29	-	254	1900	713	35.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	29	-	411	1900	713	57.7%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	29	-	208	1900	713	29.2%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	51	-	783	1900	1235	63.4%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	51	-	833	1900	1235	67.4%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	51	-	397	1900	1235	32.1%
5/1		U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%

Full Input Data And Results

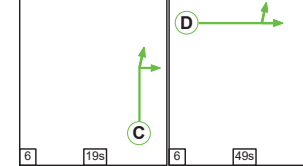
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	36.2	13.7	0.0	49.9	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	18.7	8.0	0.0	26.8	-	-	-	-
1/1+1/2	1098	1098	-	-	-	2.2	1.0	-	3.2	10.6	6.4	1.0	7.4
1/3	556	556	-	-	-	1.1	0.4	-	1.5	9.4	6.0	0.4	6.4
2/1	364	364	-	-	-	1.3	0.3	-	1.7	16.3	5.1	0.3	5.4
2/3+2/2	963	963	-	-	-	3.8	1.6	-	5.3	20.0	10.7	1.6	12.3
3/1	237	237	-	-	-	1.2	0.2	-	1.4	21.5	5.3	0.2	5.5
3/2	494	494	-	-	-	1.8	1.0	-	2.8	20.7	4.3	1.0	5.3
3/3	556	556	-	-	-	2.2	1.5	-	3.7	23.9	4.9	1.5	6.4
4/1	248	248	-	-	-	1.8	0.6	-	2.4	34.3	5.4	0.6	6.0
4/2	285	285	-	-	-	1.6	0.8	-	2.4	30.7	3.1	0.8	3.9
4/3	237	237	-	-	-	1.8	0.6	-	2.4	35.8	5.2	0.6	5.8
5/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	17.5	5.7	0.0	23.1	-	-	-	-
1/2+1/1	1059	1059	-	-	-	4.0	0.7	-	4.8	16.3	8.4	0.7	9.2
1/3	314	314	-	-	-	1.0	0.2	-	1.2	14.2	4.1	0.2	4.3
2/1	293	293	-	-	-	2.3	1.0	-	3.3	41.0	5.9	1.0	7.0
2/2	208	208	-	-	-	1.5	0.4	-	1.9	33.1	3.9	0.4	4.3
3/1	254	254	-	-	-	1.3	0.3	-	1.5	21.7	2.5	0.3	2.7
3/2	411	411	-	-	-	2.4	0.7	-	3.1	26.8	4.8	0.7	5.5
3/3	208	208	-	-	-	0.0	0.2	-	0.2	3.8	0.2	0.2	0.5

4/1	783	783	-	-	-	1.5	0.9	-	2.3	10.7	5.8	0.9	6.6
4/2	833	833	-	-	-	1.4	1.0	-	2.4	10.4	5.5	1.0	6.5
4/3	397	397	-	-	-	2.1	0.2	-	2.3	21.1	7.6	0.2	7.8
5/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream 1 PRC for Signalled Lanes (%):					34.8	Total Delay for Signalled Lanes (pcuHr):			11.82	Cycle Time (s): 80		
C1	Stream 2 PRC for Signalled Lanes (%):					18.2	Total Delay for Signalled Lanes (pcuHr):			14.94	Cycle Time (s): 80		
C2	Stream 1 PRC for Signalled Lanes (%):					32.9	Total Delay for Signalled Lanes (pcuHr):			12.31	Cycle Time (s): 80		
C2	Stream 2 PRC for Signalled Lanes (%):					50.7	Total Delay for Signalled Lanes (pcuHr):			10.83	Cycle Time (s): 80		
	PRC Over All Lanes (%):					18.2	Total Delay Over All Lanes(pcuHr):			49.90			

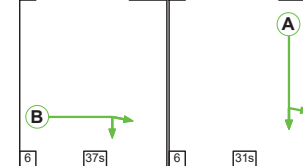
Scenario 9: 'AM With Dev ST 2021' (FG7: 'AM With Dev ST 2021', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

1	Min:
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1	Min:
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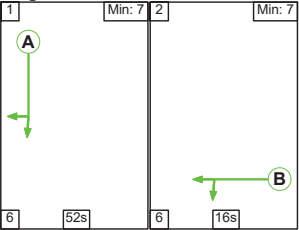
Stage Stream: 1

Stage	1	2
Duration	19	49
Change Point	0	25

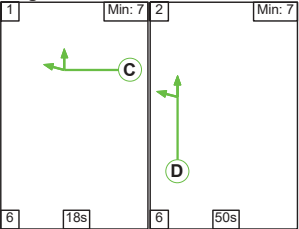
Stage	
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Stage	1	2
Duration	37	31
Change Point	18	61

C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



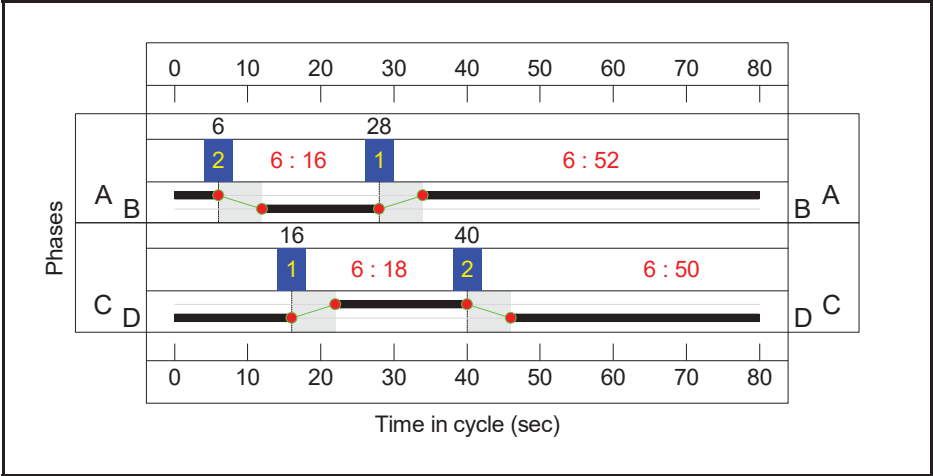
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	52	16
Change Point	28	6

Stage Stream: 2

Stage	1	2
Duration	18	50
Change Point	16	40

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	49	-	1257	1871:2047	772+845	77.7% 77.7%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	49	-	539	2105	1316	41.0%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	31	-	208	1871	748	27.8%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	31	-	659	2105:2105	438+638	61.2% 61.2%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	37	-	325	1900	903	36.0%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	37	-	287	1900	903	31.8%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	37	-	539	1900	903	59.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	305	1900	475	64.2%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	339	1900	475	71.4%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	19	-	325	1900	475	68.4%
5/1		U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	67.2%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	50	-	1302	2025:1852	1016+923	67.2% 67.2%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	50	-	454	2085	1329	34.2%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	16	-	230	1929	410	56.1%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	16	-	210	2155	458	45.9%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	18	-	159	1900	451	35.2%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	18	-	293	1900	451	64.9%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	18	-	210	1900	451	46.5%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	52	-	519	1900	1259	41.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	52	-	698	1900	1259	55.5%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	52	-	268	1900	1259	21.3%
5/1		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%

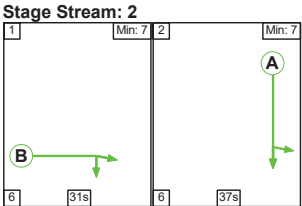
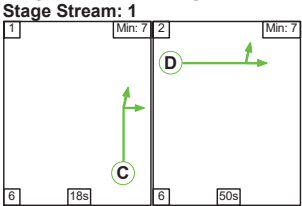
Arriving Data - All Reserves													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	30.5	12.5	0.0	43.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	19.2	7.5	0.0	26.7	-	-	-	-
1/1+1/2	1257	1257	-	-	-	2.9	1.7	-	4.6	13.2	8.0	1.7	9.8
1/3	539	539	-	-	-	1.1	0.3	-	1.5	9.9	6.0	0.3	6.3
2/1	208	208	-	-	-	0.9	0.2	-	1.1	19.5	3.1	0.2	3.3
2/3+2/2	659	659	-	-	-	3.1	0.8	-	3.9	21.5	6.3	0.8	7.1
3/1	325	325	-	-	-	1.2	0.3	-	1.5	16.8	7.2	0.3	7.5
3/2	287	287	-	-	-	0.8	0.2	-	1.0	12.6	1.9	0.2	2.2
3/3	539	539	-	-	-	1.5	0.7	-	2.3	15.1	3.7	0.7	4.4
4/1	305	305	-	-	-	1.8	0.9	-	2.7	31.8	6.1	0.9	7.0
4/2	339	339	-	-	-	3.9	1.2	-	5.1	54.7	7.3	1.2	8.5
4/3	325	325	-	-	-	1.9	1.1	-	2.9	32.5	6.5	1.1	7.6
5/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	11.2	5.1	0.0	16.3	-	-	-	-
1/2+1/1	1302	1302	-	-	-	2.9	1.0	-	3.9	10.7	8.1	1.0	9.2
1/3	454	454	-	-	-	0.8	0.3	-	1.1	8.8	4.7	0.3	4.9
2/1	230	230	-	-	-	1.8	0.6	-	2.4	38.1	4.5	0.6	5.2
2/2	210	210	-	-	-	1.6	0.4	-	2.0	34.7	4.0	0.4	4.4
3/1	159	159	-	-	-	0.8	0.3	-	1.1	25.2	2.6	0.3	2.9
3/2	293	293	-	-	-	1.5	0.9	-	2.4	29.4	5.0	0.9	5.9
3/3	210	210	-	-	-	0.3	0.4	-	0.7	12.1	4.4	0.4	4.8

4/1	519	519	-	-	-	0.6	0.4	-	0.9	6.4	3.8	0.4	4.1
4/2	698	698	-	-	-	0.5	0.6	-	1.1	5.7	4.9	0.6	5.5
4/3	268	268	-	-	-	0.5	0.1	-	0.6	7.9	2.0	0.1	2.1
5/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):					15.8	Total Delay for Signalled Lanes (pcuHr):			16.88	Cycle Time (s): 80			
C1 Stream: 2 PRC for Signalled Lanes (%):					47.0	Total Delay for Signalled Lanes (pcuHr):			9.85	Cycle Time (s): 80			
C2 Stream: 1 PRC for Signalled Lanes (%):					60.4	Total Delay for Signalled Lanes (pcuHr):			7.08	Cycle Time (s): 80			
C2 Stream: 2 PRC for Signalled Lanes (%):					34.0	Total Delay for Signalled Lanes (pcuHr):			9.20	Cycle Time (s): 80			
PRC Over All Lanes (%):					15.8	Total Delay Over All Lanes(pcuHr):			43.00				

Full Input Data And Results
Scenario 10: 'PM With Dev ST 2021' (FG8: 'PM With Dev ST 2021', Plan 1: 'Network Control Plan 1')

C1

Stage Sequence Diagram



Stage Timings

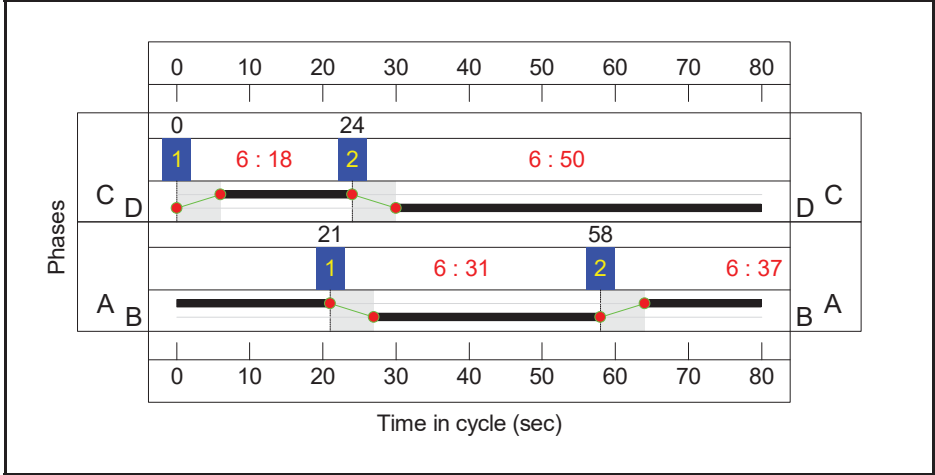
Stage Stream: 1

Stage	1	2
Duration	18	50
Change Point	0	24

Stage Stream: 2

Stage	1	2
Duration	31	37
Change Point	21	58

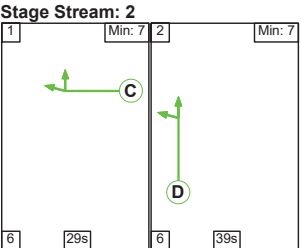
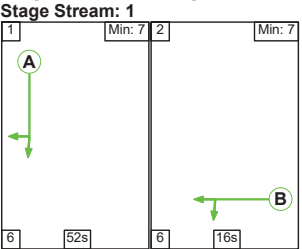
Signal Timings Diagram



Full Input Data And Results

C2

Stage Sequence Diagram



Stage Timings

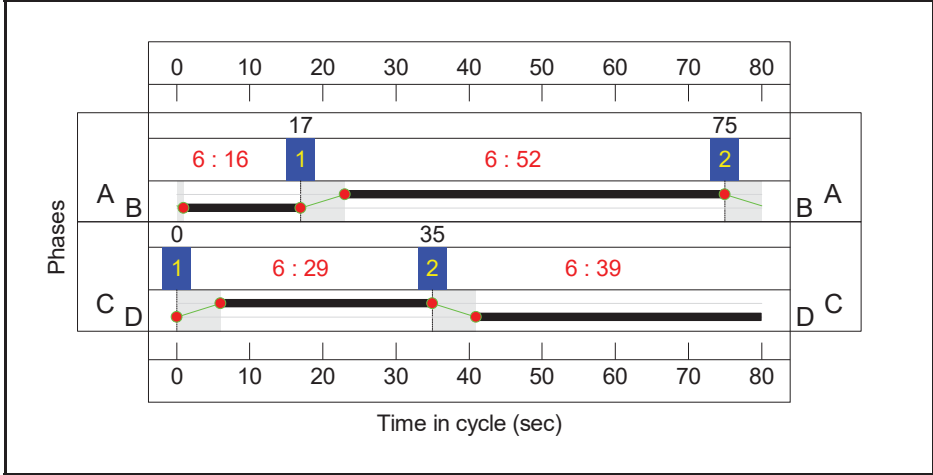
Stage Stream: 1

Stage	1	2
Duration	52	16
Change Point	17	75

Stage Stream: 2

Stage	1	2
Duration	29	39
Change Point	0	35

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	50	-	1117	1871.2092	778+868	67.9 : 67.9%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	50	-	569	2105	1342	42.4%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	37	-	364	1871	889	41.0%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	37	-	971	2105.2105	524+723	77.9 : 77.9%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	31	-	242	1900	760	31.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	31	-	513	1900	760	67.5%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	31	-	569	1900	760	74.9%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	252	1900	451	55.8%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	286	1900	451	63.4%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	242	1900	451	53.6%
5/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	72.5%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	39	-	1088	2027.1852	926+845	61.4 : 61.4%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	39	-	315	2085	1043	30.2%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	16	-	296	1922	408	72.5%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	16	-	213	2155	458	46.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	29	-	243	1900	713	34.1%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	29	-	417	1900	713	58.5%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	29	-	213	1900	713	29.9%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	52	-	799	1900	1259	63.5%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	52	-	846	1900	1259	67.2%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	52	-	408	1900	1259	32.4%
5/1		U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	36.3	14.3	0.0	50.6	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	19.1	8.3	0.0	27.4	-	-	-	-
1/1+1/2	1117	1117	-	-	-	2.3	1.1	-	3.3	10.7	6.5	1.1	7.6
1/3	569	569	-	-	-	1.1	0.4	-	1.5	9.5	6.2	0.4	6.5
2/1	364	364	-	-	-	1.4	0.3	-	1.7	17.1	5.3	0.3	5.6
2/3+2/2	971	971	-	-	-	4.0	1.7	-	5.7	21.3	11.3	1.7	13.0
3/1	242	242	-	-	-	1.1	0.2	-	1.4	20.4	5.4	0.2	5.6
3/2	513	513	-	-	-	1.9	1.0	-	2.9	20.2	3.9	1.0	4.9
3/3	569	569	-	-	-	2.1	1.5	-	3.6	22.7	4.6	1.5	6.0
4/1	252	252	-	-	-	1.7	0.6	-	2.4	33.9	5.5	0.6	6.1
4/2	286	286	-	-	-	1.6	0.9	-	2.4	30.5	3.0	0.9	3.9
4/3	242	242	-	-	-	1.9	0.6	-	2.4	36.1	5.4	0.6	5.9
5/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	17.2	6.0	0.0	23.2	-	-	-	-
1/2+1/1	1088	1088	-	-	-	4.2	0.8	-	5.0	16.5	8.7	0.8	9.5
1/3	315	315	-	-	-	1.0	0.2	-	1.2	14.3	4.1	0.2	4.3
2/1	296	296	-	-	-	2.4	1.3	-	3.7	45.0	6.1	1.3	7.4
2/2	213	213	-	-	-	1.6	0.4	-	2.1	34.9	4.1	0.4	4.5
3/1	243	243	-	-	-	0.9	0.3	-	1.2	17.2	1.9	0.3	2.1
3/2	417	417	-	-	-	2.2	0.7	-	2.9	25.0	4.5	0.7	5.2
3/3	213	213	-	-	-	0.0	0.2	-	0.2	3.8	0.2	0.2	0.5

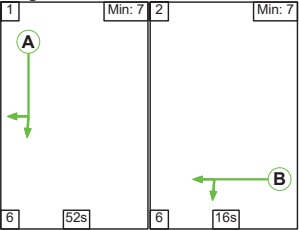
4/1	799	799	-	-	-	1.4	0.9	-	2.3	10.1	5.7	0.9	6.6
4/2	846	846	-	-	-	1.3	1.0	-	2.3	10.0	5.5	1.0	6.5
4/3	408	408	-	-	-	2.1	0.2	-	2.4	20.8	7.8	0.2	8.1
5/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):						32.6	Total Delay for Signalled Lanes (pcuHr):		12.06	Cycle Time (s):		80	
C1 Stream: 2 PRC for Signalled Lanes (%):						15.5	Total Delay for Signalled Lanes (pcuHr):		15.30	Cycle Time (s):		80	
C2 Stream: 1 PRC for Signalled Lanes (%):						24.2	Total Delay for Signalled Lanes (pcuHr):		12.71	Cycle Time (s):		80	
C2 Stream: 2 PRC for Signalled Lanes (%):						46.5	Total Delay for Signalled Lanes (pcuHr):		10.52	Cycle Time (s):		80	
PRC Over All Lanes (%):						15.5	Total Delay Over All Lanes (pcuHr):		50.60				

The diagram shows a 2x2 grid world. The top row is labeled '1' and '2' at the corners. The bottom row is labeled '6' and '51s' at the corners. The left column is labeled 'Min: 7' and the right column is labeled 'Min: 10'. In the bottom-left cell, there is a green circle labeled 'C' with a green arrow pointing up and a green arrow pointing right. In the top-right cell, there is a green circle labeled 'D' with a green arrow pointing up and a green arrow pointing right.

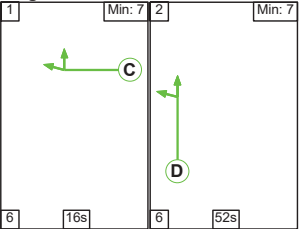
Stage	1	2
Duration	17	51
Change Point	0	23

Stage	1	2
Duration	35	33
Change Point	20	61

C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

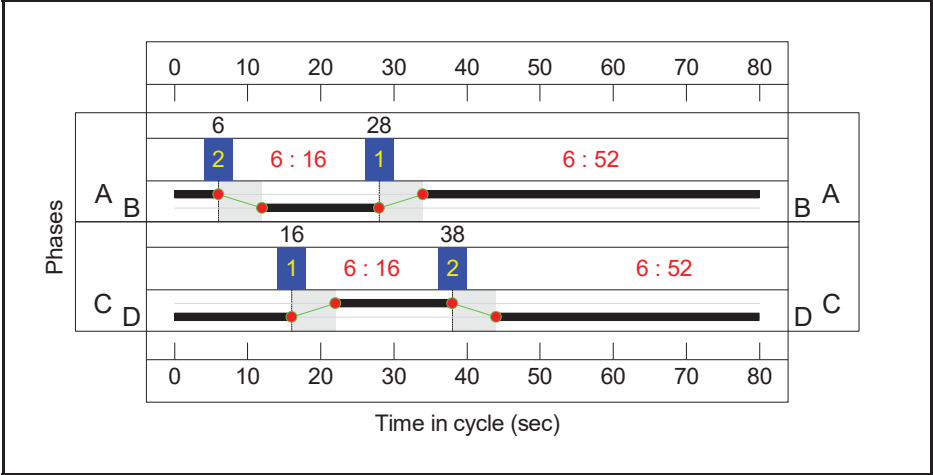
Stage Stream: 1

Stage	1	2
Duration	52	16
Change Point	28	6

Stage Stream: 2

Stage	1	2
Duration	16	52
Change Point	16	38

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	51	-	1351	1871:2049	796+871	81.0 : 81.0%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	51	-	530	2105	1368	38.7%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	33	-	220	1871	795	27.7%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	33	-	691	2105:2105	389+700	63.5 : 63.5%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	35	-	326	1900	855	38.1%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	35	-	318	1900	855	37.2%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	35	-	530	1900	855	62.0%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	17	-	328	1900	428	76.7%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	17	-	333	1900	428	77.9%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	17	-	326	1900	428	76.3%
5/1		U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	67.2%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	52	-	1305	2029:1852	1016+925	67.2 : 67.2%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	52	-	434	2085	1381	31.4%

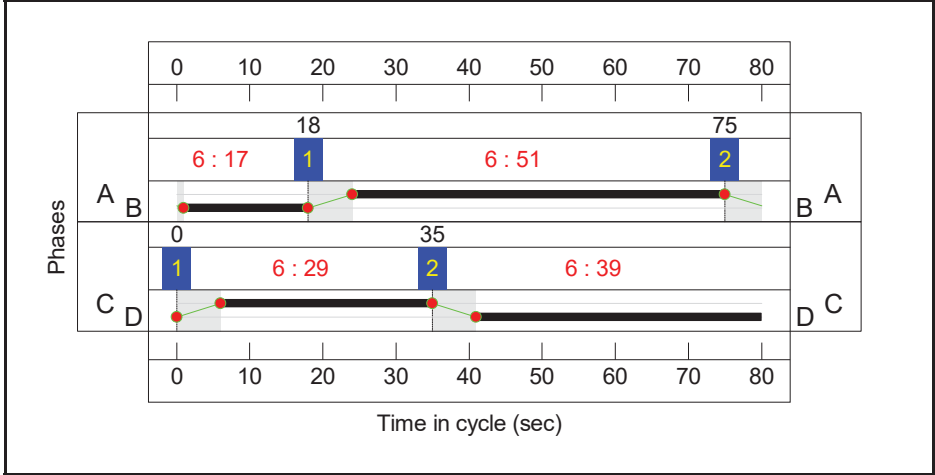
Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	16	-	236	1928	410	57.6%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	16	-	225	2155	458	49.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	16	-	206	1900	404	51.0%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	16	-	271	1900	404	67.1%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	16	-	225	1900	404	55.7%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	52	-	554	1900	1259	44.0%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	52	-	738	1900	1259	58.6%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	52	-	247	1900	1259	19.6%
5/1		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	33.1	15.5	0.0	48.6	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	20.1	9.8	0.0	29.8	-	-	-	-
1/1+1/2	1351	1351	-	-	-	2.8	2.1	-	4.9	13.1	8.2	2.1	10.3
1/3	530	530	-	-	-	1.0	0.3	-	1.3	8.7	5.4	0.3	5.8
2/1	220	220	-	-	-	0.9	0.2	-	1.1	18.1	3.2	0.2	3.4
2/3+2/2	691	691	-	-	-	3.1	0.9	-	4.0	20.6	7.2	0.9	8.0
3/1	326	326	-	-	-	1.4	0.3	-	1.7	19.2	7.2	0.3	7.6
3/2	318	318	-	-	-	0.9	0.3	-	1.2	13.7	2.2	0.3	2.5
3/3	530	530	-	-	-	1.6	0.8	-	2.4	16.3	3.6	0.8	4.4
4/1	328	328	-	-	-	2.2	1.6	-	3.8	41.7	6.9	1.6	8.5
4/2	333	333	-	-	-	4.1	1.7	-	5.8	62.5	7.2	1.7	9.0
4/3	326	326	-	-	-	2.1	1.6	-	3.7	40.5	6.7	1.6	8.3
5/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	13.0	5.8	0.0	18.8	-	-	-	-
1/2+1/1	1305	1305	-	-	-	2.5	1.0	-	3.5	9.7	7.6	1.0	8.6
1/3	434	434	-	-	-	0.7	0.2	-	0.9	7.7	4.1	0.2	4.3
2/1	236	236	-	-	-	1.9	0.7	-	2.5	38.6	4.7	0.7	5.3
2/2	225	225	-	-	-	1.7	0.5	-	2.2	35.4	4.4	0.5	4.9
3/1	206	206	-	-	-	2.1	0.5	-	2.6	45.4	4.4	0.5	4.9
3/2	271	271	-	-	-	2.1	1.0	-	3.1	41.2	5.4	1.0	6.4
3/3	225	225	-	-	-	0.3	0.6	-	0.9	14.8	4.7	0.6	5.3

4/1	554	554	-	-	-	0.6	0.4	-	1.0	6.7	4.2	0.4	4.6
4/2	738	738	-	-	-	0.7	0.7	-	1.4	7.0	11.1	0.7	11.8
4/3	247	247	-	-	-	0.4	0.1	-	0.5	7.8	1.9	0.1	2.0
5/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):					11.0	Total Delay for Signalled Lanes (pcuHr):			19.44	Cycle Time (s): 80			
C1 Stream: 2 PRC for Signalled Lanes (%):					41.8	Total Delay for Signalled Lanes (pcuHr):			10.41	Cycle Time (s): 80			
C2 Stream: 1 PRC for Signalled Lanes (%):					53.5	Total Delay for Signalled Lanes (pcuHr):			7.74	Cycle Time (s): 80			
C2 Stream: 2 PRC for Signalled Lanes (%):					33.8	Total Delay for Signalled Lanes (pcuHr):			11.05	Cycle Time (s): 80			
PRC Over All Lanes (%):					11.0	Total Delay Over All Lanes(pcuHr):			48.64				

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	50	-	1146	1871:2088	778+867	69.7 : 69.7%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	50	-	562	2105	1342	41.9%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	38	-	387	1871	912	42.4%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	38	-	1010	2105:2105	526+742	79.7 : 79.7%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	30	-	244	1900	736	33.1%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	30	-	506	1900	736	68.7%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	30	-	562	1900	736	76.3%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	265	1900	451	58.7%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	293	1900	451	64.9%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	244	1900	451	54.1%
5/1		U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	39	-	1094	2027:1852	926+845	61.8 : 61.8%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	39	-	319	2085	1043	30.6%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	17	-	303	1924	433	70.0%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	17	-	218	2155	485	45.0%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	29	-	273	1900	713	38.3%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	29	-	437	1900	713	61.3%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	29	-	218	1900	713	30.6%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	51	-	802	1900	1235	64.9%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	51	-	857	1900	1235	69.4%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	51	-	419	1900	1235	33.9%
5/1		U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	37.9	15.1	0.0	53.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	19.7	8.9	0.0	28.6	-	-	-	-
1/1+1/2	1146	1146	-	-	-	2.4	1.1	-	3.5	11.0	6.7	1.1	7.9
1/3	562	562	-	-	-	1.1	0.4	-	1.5	9.5	6.1	0.4	6.4
2/1	387	387	-	-	-	1.4	0.4	-	1.8	16.7	5.5	0.4	5.9
2/3+2/2	1010	1010	-	-	-	4.1	1.9	-	6.0	21.3	12.3	1.9	14.2
3/1	244	244	-	-	-	1.1	0.2	-	1.4	20.6	5.4	0.2	5.7
3/2	506	506	-	-	-	1.9	1.1	-	3.0	21.4	4.0	1.1	5.1
3/3	562	562	-	-	-	2.2	1.6	-	3.8	24.3	4.7	1.6	6.3
4/1	265	265	-	-	-	2.0	0.7	-	2.7	36.3	5.8	0.7	6.5
4/2	293	293	-	-	-	1.7	0.9	-	2.6	31.5	3.2	0.9	4.1
4/3	244	244	-	-	-	1.9	0.6	-	2.5	36.2	5.4	0.6	6.0
5/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	18.2	6.2	0.0	24.4	-	-	-	-
1/2+1/1	1094	1094	-	-	-	4.2	0.8	-	5.0	16.6	8.7	0.8	9.5
1/3	319	319	-	-	-	1.0	0.2	-	1.3	14.3	4.2	0.2	4.4
2/1	303	303	-	-	-	2.4	1.1	-	3.5	42.1	6.1	1.1	7.3
2/2	218	218	-	-	-	1.6	0.4	-	2.0	33.5	4.1	0.4	4.5
3/1	273	273	-	-	-	1.4	0.3	-	1.7	22.5	2.8	0.3	3.2
3/2	437	437	-	-	-	2.5	0.8	-	3.3	27.2	5.4	0.8	6.2
3/3	218	218	-	-	-	0.0	0.2	-	0.2	3.8	0.2	0.2	0.5

Full Input Data And Results

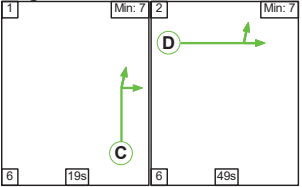
4/1	802	802	-	-	-	1.4	0.9	-	2.4	10.6	5.7	0.9	6.6
4/2	857	857	-	-	-	1.4	1.1	-	2.6	10.7	5.8	1.1	7.0
4/3	419	419	-	-	-	2.1	0.3	-	2.4	20.2	7.6	0.3	7.9
5/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalised Lanes (%) 29.2 C1 Stream: 2 PRC for Signalised Lanes (%) 13.0 C1 Stream: 1 PRC for Signalised Lanes (%) 28.6 C2 Stream: 2 PRC for Signalised Lanes (%) 45.7 PRC Over All Lanes (%) 13.0 Total Delay for Signalised Lanes (pcuHr) 12.67 Total Delay for Signalised Lanes (pcuHr) 15.98 Total Delay for Signalised Lanes (pcuHr) 12.85 Total Delay for Signalised Lanes (pcuHr) 11.54 Total Delay Over All Lanes (pcuHr) 53.03 Cycle Time (s) 80 Cycle Time (s) 80 Cycle Time (s) 80 Cycle Time (s) 80													

Full Input Data And Results

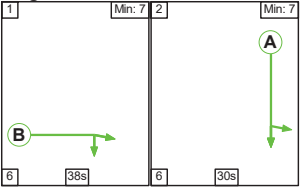
Scenario 13: 'AM With Dev 2026' (FG11: 'AM With Dev 2026', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

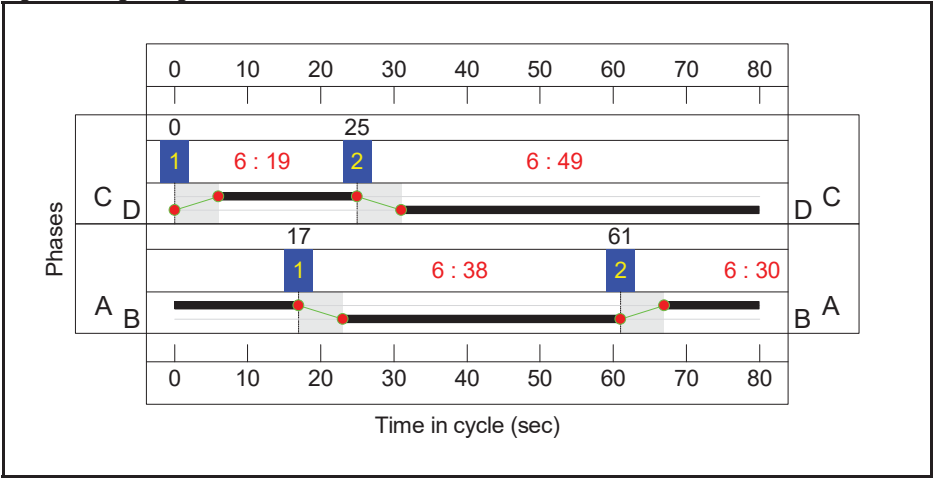
Stage Stream: 1

Stage	1	2
Duration	19	49
Change Point	0	25

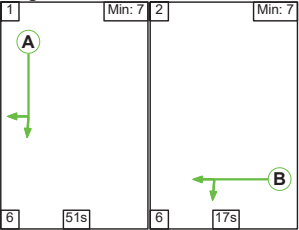
Stage Stream: 2

Stage	1	2
Duration	38	30
Change Point	17	61

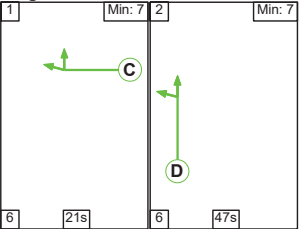
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

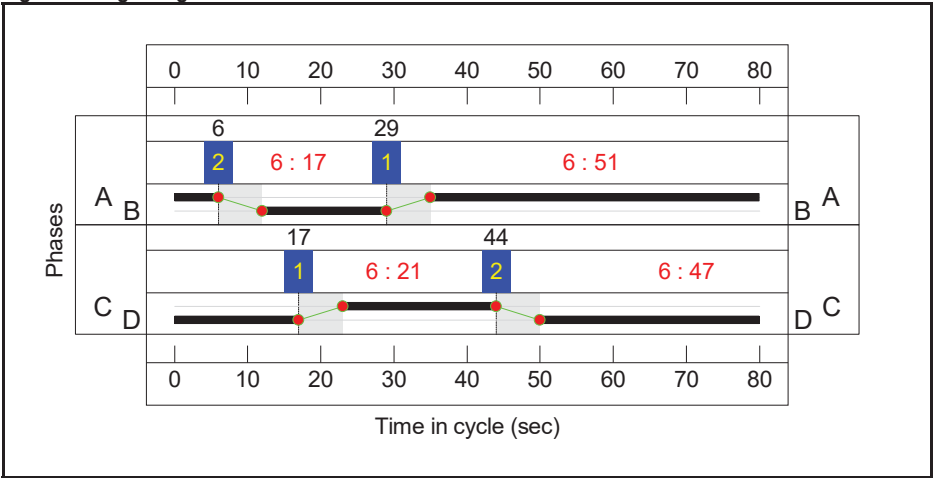
Stage Stream: 1

Stage	1	2
Duration	51	17
Change Point	29	6

Stage Stream: 2

Stage	1	2
Duration	21	47
Change Point	17	44

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	49	-	1325	1871:2046	773+845	81.9 : 81.9%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	49	-	573	2105	1316	43.6%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	30	-	220	1871	725	30.3%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	30	-	695	2105:2105	483+603	64.0 : 64.0%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	38	-	337	1900	926	36.4%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	38	-	292	1900	926	31.5%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	38	-	573	1900	926	61.9%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	312	1900	475	65.7%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	361	1900	475	76.0%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	19	-	337	1900	475	70.9%
5/1		U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	47	-	1320	2024:1852	1012+926	68.1 : 68.1%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	47	-	489	2085	1251	39.1%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	17	-	256	1933	435	58.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	17	-	209	2155	485	43.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	21	-	144	1900	523	27.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	21	-	349	1900	523	66.8%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	21	-	209	1900	523	40.0%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	51	-	534	1900	1235	43.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	51	-	717	1900	1235	58.1%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	51	-	309	1900	1235	25.0%
5/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%

Full Input Data And Results

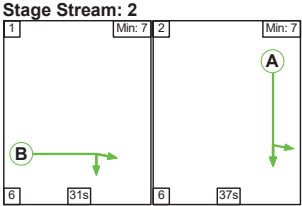
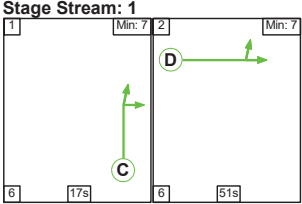
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Storage Area Uniform Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	32.3	14.0	0.0	46.2	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	20.0	8.7	0.0	28.7	-	-	-	-
1/1+1/2	1325	1325	-	-	-	3.1	2.2	-	5.4	14.6	8.6	2.2	10.9
1/3	573	573	-	-	-	1.2	0.4	-	1.6	10.2	6.5	0.4	6.9
2/1	220	220	-	-	-	1.0	0.2	-	1.3	20.6	3.4	0.2	3.6
2/3+2/2	695	695	-	-	-	3.5	0.9	-	4.4	22.6	6.4	0.9	7.3
3/1	337	337	-	-	-	1.2	0.3	-	1.5	15.7	7.5	0.3	7.8
3/2	292	292	-	-	-	0.8	0.2	-	1.0	12.2	2.0	0.2	2.2
3/3	573	573	-	-	-	1.6	0.8	-	2.4	15.1	3.9	0.8	4.7
4/1	312	312	-	-	-	1.8	0.9	-	2.8	32.0	6.3	0.9	7.2
4/2	361	361	-	-	-	3.9	1.5	-	5.5	54.8	7.8	1.5	9.3
4/3	337	337	-	-	-	1.8	1.2	-	3.0	31.8	6.7	1.2	7.9
5/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	12.3	5.2	0.0	17.5	-	-	-	-
1/2+1/1	1320	1320	-	-	-	3.6	1.1	-	4.6	12.6	9.2	1.1	10.3
1/3	489	489	-	-	-	1.1	0.3	-	1.5	10.7	5.6	0.3	5.9
2/1	256	256	-	-	-	2.0	0.7	-	2.7	37.7	5.0	0.7	5.8
2/2	209	209	-	-	-	1.5	0.4	-	1.9	33.1	3.9	0.4	4.3
3/1	144	144	-	-	-	0.5	0.2	-	0.7	17.2	2.1	0.2	2.2
3/2	349	349	-	-	-	1.4	1.0	-	2.4	25.2	5.5	1.0	6.5
3/3	209	209	-	-	-	0.3	0.3	-	0.7	11.2	4.4	0.3	4.7

Full Input Data And Results

4/1	534	534	-	-	-	0.7	0.4	-	1.1	7.1	3.9	0.4	4.3
4/2	717	717	-	-	-	0.6	0.7	-	1.2	6.3	5.9	0.7	6.5
4/3	309	309	-	-	-	0.6	0.2	-	0.8	8.8	2.3	0.2	2.5
5/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1 PRC for Signalled Lanes (%)				9.9	Total Delay for Signalled Lanes (pcu-hr)				18.22	Cycle Time (s): 80		
C1	Stream: 2 PRC for Signalled Lanes (%)				40.6	Total Delay for Signalled Lanes (pcu-hr)				10.48	Cycle Time (s): 80		
C2	Stream: 1 PRC for Signalled Lanes (%)				52.9	Total Delay for Signalled Lanes (pcu-hr)				7.66	Cycle Time (s): 80		
C2	Stream: 2 PRC for Signalled Lanes (%)				32.1	Total Delay for Signalled Lanes (pcu-hr)				9.86	Cycle Time (s): 80		
	PRC Over All Lanes (%)				9.9	Total Delay Over All Lanes (pcu-hr)				46.23			

Full Input Data And Results
Scenario 14: 'PM With Dev 2026' (FG12: 'PM With Dev 2026', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram



Stage Timings

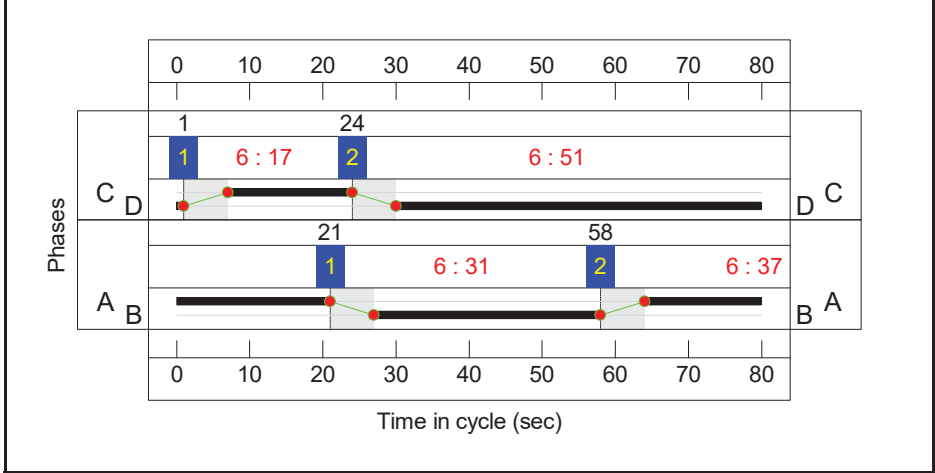
Stage Stream: 1

Stage	1	2
Duration	17	51
Change Point	1	24

Stage Stream: 2

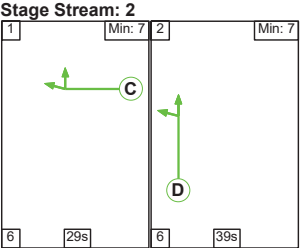
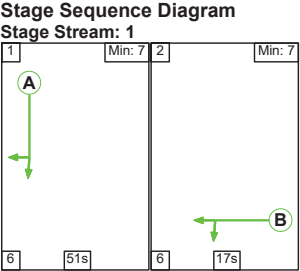
Stage	1	2
Duration	31	37
Change Point	21	58

Signal Timings Diagram



Full Input Data And Results

C2



Stage Timings

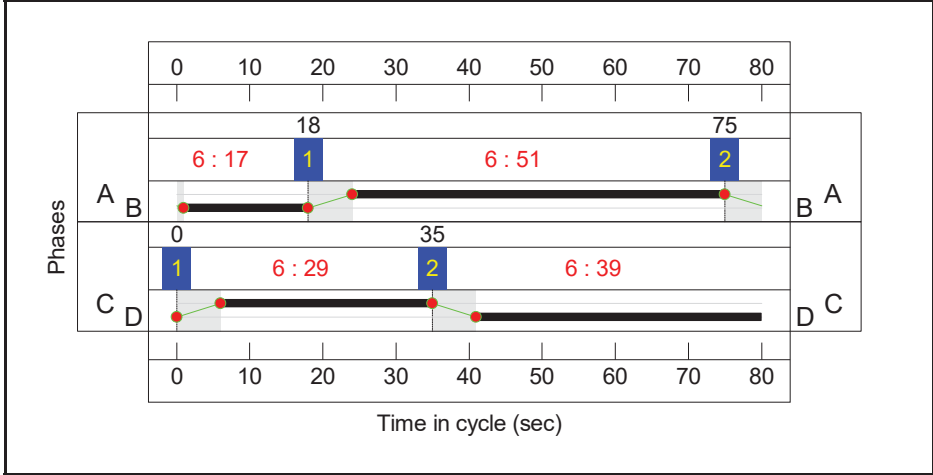
Stage Stream: 1

Stage	1	2
Duration	51	17
Change Point	18	75

Stage Stream: 2

Stage	1	2
Duration	29	39
Change Point	0	35

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	51	-	1174	1871:2091	788+881	70.3 : 70.3%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	51	-	580	2105	1368	42.4%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	37	-	387	1871	889	43.5%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	37	-	1022	2105:2105	509+729	82.6 : 82.6%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	31	-	251	1900	760	33.0%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	31	-	534	1900	760	70.3%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	31	-	580	1900	760	76.3%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	17	-	268	1900	428	62.7%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	17	-	297	1900	428	69.5%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	17	-	251	1900	428	58.7%
5/1		U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	73.0%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	39	-	1123	2026:1852	926+846	63.4 : 63.4%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	39	-	332	2085	1043	31.8%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	17	-	316	1925	433	73.0%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	17	-	216	2155	485	44.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	29	-	272	1900	713	38.2%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	29	-	440	1900	713	61.8%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	29	-	216	1900	713	30.3%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	51	-	836	1900	1235	67.7%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	51	-	880	1900	1235	71.3%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	51	-	420	1900	1235	34.0%
5/1		U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	39.6	16.6	0.0	56.1	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	20.4	9.9	0.0	30.3	-	-	-	-
1/1+1/2	1174	1174	-	-	-	2.3	1.2	-	3.5	10.6	6.7	1.2	7.9
1/3	580	580	-	-	-	1.1	0.4	-	1.5	9.0	6.1	0.4	6.5
2/1	387	387	-	-	-	1.5	0.4	-	1.9	17.5	5.6	0.4	6.0
2/3+2/2	1022	1022	-	-	-	4.4	2.3	-	6.7	23.5	13.4	2.3	15.7
3/1	251	251	-	-	-	1.1	0.2	-	1.4	19.5	5.6	0.2	5.8
3/2	534	534	-	-	-	2.0	1.2	-	3.2	21.3	4.8	1.2	5.9
3/3	580	580	-	-	-	2.3	1.6	-	3.8	23.8	4.8	1.6	6.4
4/1	268	268	-	-	-	2.1	0.8	-	2.9	39.1	5.9	0.8	6.7
4/2	297	297	-	-	-	1.7	1.1	-	2.8	34.4	3.3	1.1	4.4
4/3	251	251	-	-	-	2.0	0.7	-	2.7	38.7	5.6	0.7	6.3
5/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	19.2	6.7	0.0	25.9	-	-	-	-
1/2+1/1	1123	1123	-	-	-	4.4	0.9	-	5.3	16.8	9.1	0.9	10.0
1/3	332	332	-	-	-	1.1	0.2	-	1.3	14.4	4.3	0.2	4.6
2/1	316	316	-	-	-	2.5	1.3	-	3.8	43.8	6.5	1.3	7.8
2/2	216	216	-	-	-	1.6	0.4	-	2.0	33.4	4.1	0.4	4.5
3/1	272	272	-	-	-	1.5	0.3	-	1.8	24.3	2.9	0.3	3.2
3/2	440	440	-	-	-	2.7	0.8	-	3.5	28.8	5.5	0.8	6.3
3/3	216	216	-	-	-	0.0	0.2	-	0.2	3.8	0.2	0.2	0.5

Full Input Data And Results

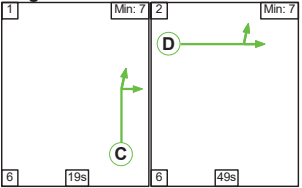
4/1	836	836	-	-	-	1.5	1.0	-	2.6	11.1	6.1	1.0	7.1
4/2	880	880	-	-	-	1.5	1.2	-	2.7	11.2	6.5	1.2	7.7
4/3	420	420	-	-	-	2.3	0.3	-	2.5	21.6	8.1	0.3	8.4
5/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalised Lanes (%) 27.9 Total Delay for Signalised Lanes (pcuHr) 13.36 Cycle Time (s) 80 C1 Stream: 2 PRC for Signalised Lanes (%) 9.0 Total Delay for Signalised Lanes (pcuHr) 16.92 Cycle Time (s) 80 C2 Stream: 1 PRC for Signalised Lanes (%) 23.4 Total Delay for Signalised Lanes (pcuHr) 13.69 Cycle Time (s) 80 C2 Stream: 2 PRC for Signalised Lanes (%) 42.0 Total Delay for Signalised Lanes (pcuHr) 12.18 Cycle Time (s) 80 PRC Over All Lanes (%) 9.0 Total Delay Over All Lanes (pcuHr) 56.14													

Full Input Data And Results

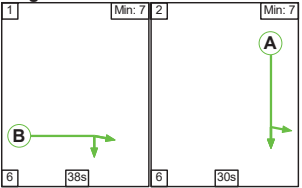
Scenario 15: 'AM With Dev ST 2026' (FG13: 'AM With Dev ST 2026', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

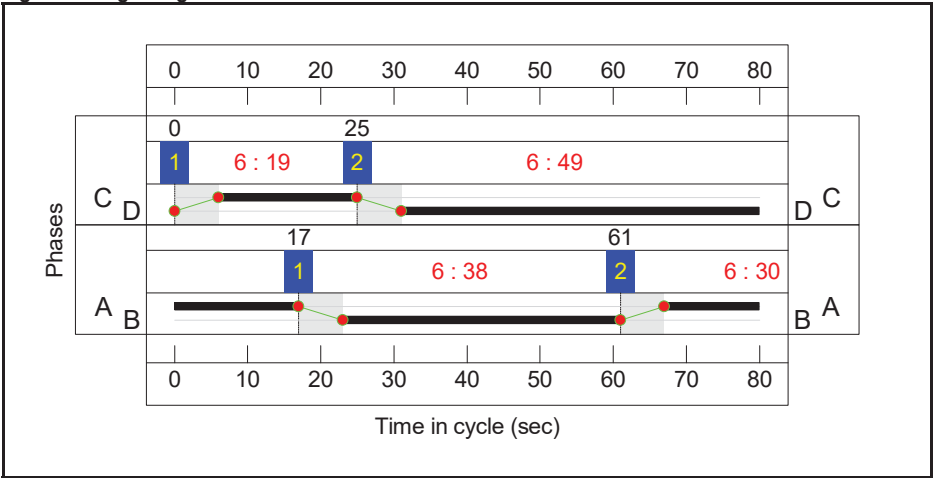
Stage Stream: 1

Stage	1	2
Duration	19	49
Change Point	0	25

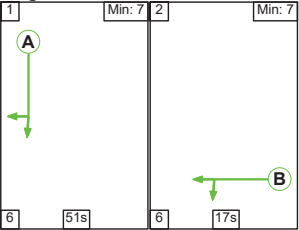
Stage Stream: 2

Stage	1	2
Duration	38	30
Change Point	17	61

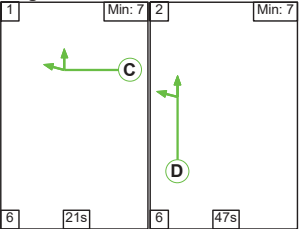
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

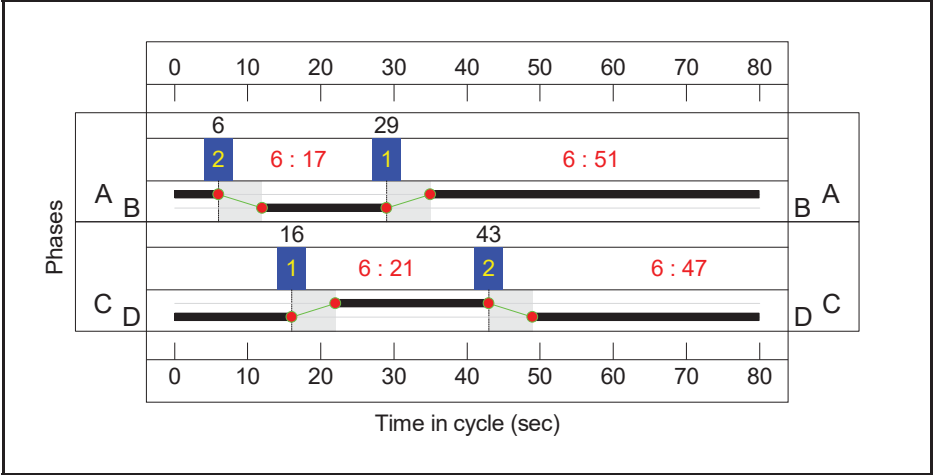
Stage Stream: 1

Stage	1	2
Duration	51	17
Change Point	29	6

Stage Stream: 2

Stage	1	2
Duration	21	47
Change Point	16	43

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	49	-	1333	1871:2047	773+845	82.4 : 82.4%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	49	-	577	2105	1316	43.9%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	30	-	220	1871	725	30.3%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	30	-	698	2105:2105	469+608	64.8 : 64.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	38	-	345	1900	926	37.2%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	38	-	300	1900	926	32.4%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	38	-	577	1900	926	62.3%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	314	1900	475	66.1%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	19	-	368	1900	475	77.5%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	19	-	345	1900	475	72.6%
5/1		U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	47	-	1351	2023:1852	1011+926	69.7 : 69.7%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	47	-	508	2085	1251	40.6%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	17	-	263	1934	435	60.4%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	17	-	205	2155	485	42.3%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	21	-	149	1900	523	28.5%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	21	-	348	1900	523	66.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	21	-	205	1900	523	39.2%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	51	-	545	1900	1235	44.1%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	51	-	726	1900	1235	58.8%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	51	-	304	1900	1235	24.6%
5/1		U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%

Full Input Data And Results

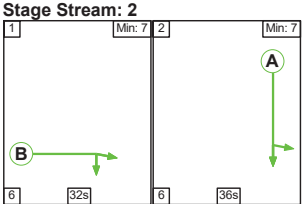
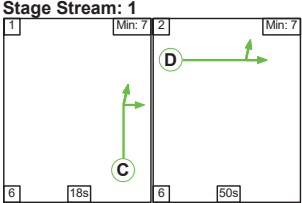
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners in Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	32.8	14.5	0.0	47.3	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	20.3	9.1	0.0	29.4	-	-	-	-
1/1+1/2	1333	1333	-	-	-	3.2	2.3	-	5.5	14.7	8.7	2.3	11.0
1/3	577	577	-	-	-	1.2	0.4	-	1.6	10.2	6.6	0.4	7.0
2/1	220	220	-	-	-	1.0	0.2	-	1.3	20.6	3.4	0.2	3.6
2/3+2/2	698	698	-	-	-	3.5	0.9	-	4.4	22.8	6.6	0.9	7.5
3/1	345	345	-	-	-	1.2	0.3	-	1.5	15.8	7.7	0.3	8.0
3/2	300	300	-	-	-	0.8	0.2	-	1.0	12.2	2.0	0.2	2.3
3/3	577	577	-	-	-	1.6	0.8	-	2.4	15.1	3.9	0.8	4.7
4/1	314	314	-	-	-	1.9	1.0	-	2.8	32.6	6.4	1.0	7.3
4/2	368	368	-	-	-	4.0	1.7	-	5.7	55.7	8.0	1.7	9.6
4/3	345	345	-	-	-	1.8	1.3	-	3.1	32.9	7.0	1.3	8.3
5/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	12.5	5.4	0.0	17.9	-	-	-	-
1/2+1/1	1351	1351	-	-	-	3.7	1.1	-	4.8	12.9	9.6	1.1	10.7
1/3	508	508	-	-	-	1.2	0.3	-	1.5	10.9	5.9	0.3	6.3
2/1	263	263	-	-	-	2.0	0.8	-	2.8	38.2	5.2	0.8	5.9
2/2	205	205	-	-	-	1.5	0.4	-	1.9	33.0	3.9	0.4	4.2
3/1	149	149	-	-	-	0.5	0.2	-	0.7	17.8	2.2	0.2	2.4
3/2	348	348	-	-	-	1.4	1.0	-	2.4	25.0	5.6	1.0	6.6
3/3	205	205	-	-	-	0.3	0.3	-	0.6	10.2	4.2	0.3	4.5

Full Input Data And Results

4/1		545	545	-	-	-	0.7	0.4	-	1.1	7.3	4.0	0.4	4.4
4/2		726	726	-	-	-	0.6	0.7	-	1.3	6.5	6.4	0.7	7.1
4/3		304	304	-	-	-	0.6	0.2	-	0.7	8.7	2.2	0.2	2.4
5/1		654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2		687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1		795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2		739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)			9.3	Total Delay for Signalled Lanes (pcu·hr)			18.78	Cycle Time (s):			80
		C1	Stream: 2 PRC for Signalled Lanes (%)			38.8	Total Delay for Signalled Lanes (pcu·hr)			10.64	Cycle Time (s):			80
		C2	Stream: 1 PRC for Signalled Lanes (%)			48.9	Total Delay for Signalled Lanes (pcu·hr)			7.80	Cycle Time (s):			80
		C2	Stream: 2 PRC for Signalled Lanes (%)			29.1	Total Delay for Signalled Lanes (pcu·hr)			10.11	Cycle Time (s):			80
		PRC Over All Lanes (%)			9.3	Total Delay Over All Lanes (pcu·hr)			47.33					

Full Input Data And Results
Scenario 16: 'PM With Dev ST 2026' (FG14: 'PM With Dev ST 2026', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram



Stage Timings

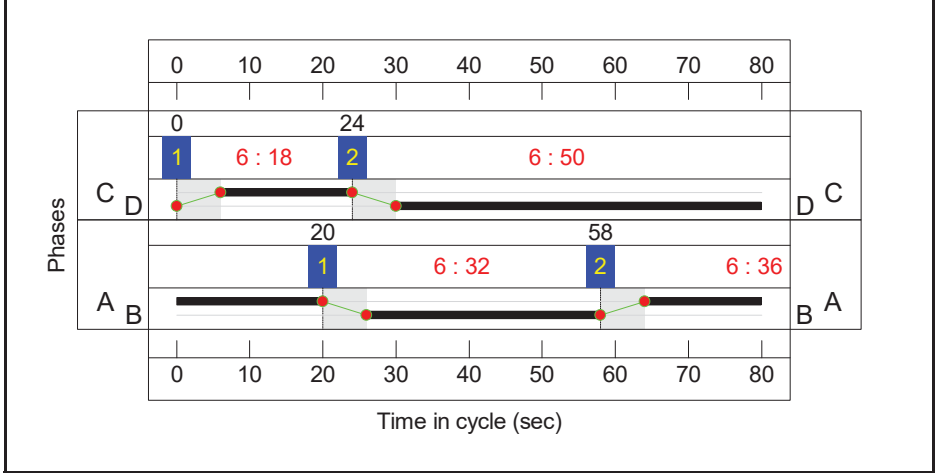
Stage Stream: 1

Stage	1	2
Duration	18	50
Change Point	0	24

Stage Stream: 2

Stage	1	2
Duration	32	36
Change Point	20	58

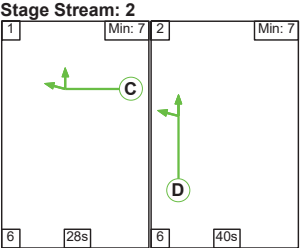
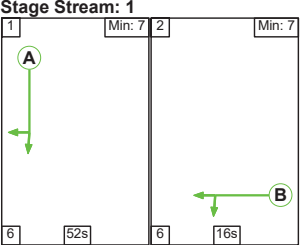
Signal Timings Diagram



Full Input Data And Results

C2

Stage Sequence Diagram



Stage Timings

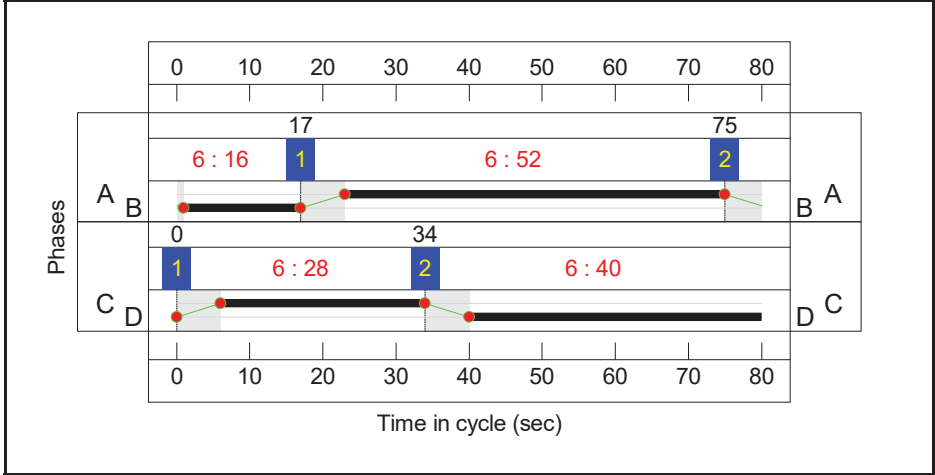
Stage Stream: 1

Stage	1	2
Duration	52	16
Change Point	17	75

Stage Stream: 2

Stage	1	2
Duration	28	40
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27/A3032/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1+1/2	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	50	-	1188	1871:2092	777+868	72.2 : 72.2%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	50	-	598	2105	1342	44.6%
2/1	Park Road South Left	U	1:2	N/A	C1:A		1	36	-	387	1871	865	44.7%
2/3+2/2	Park Road South Ahead	U	1:2	N/A	C1:A		1	36	-	1030	2105:2105	513+707	84.4 : 84.4%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	32	-	256	1900	784	32.7%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	32	-	548	1900	784	69.9%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	32	-	598	1900	784	76.3%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	265	1900	451	58.7%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	305	1900	451	67.6%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	256	1900	451	56.7%
5/1		U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	40	-	1157	2028:1852	939+857	64.4 : 64.4%
1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	40	-	328	2085	1069	30.7%

Full Input Data And Results

2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2-B		1	16	-	307	1920	408	75.2%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2-B		1	16	-	233	2155	458	50.9%
3/1	S Circulatory Ahead	U	2:2	N/A	C2-C		1	28	-	259	1900	689	37.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2-C		1	28	-	436	1900	689	63.3%
3/3	S Circulatory Right	U	2:2	N/A	C2-C		1	28	-	233	1900	689	33.8%
4/1	E Circulatory Ahead	U	2:1	N/A	C2-A		1	52	-	849	1900	1259	67.4%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2-A		1	52	-	894	1900	1259	71.0%
4/3	E Circulatory Right	U	2:1	N/A	C2-A		1	52	-	433	1900	1259	34.4%
5/1		U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	40.1	17.1	0.0	57.2	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	20.8	10.1	0.0	30.9	-	-	-	-
1/1+1/2	1188	1188	-	-	-	2.5	1.3	-	3.8	11.4	7.1	1.3	8.4
1/3	598	598	-	-	-	1.2	0.4	-	1.6	9.8	6.6	0.4	7.0
2/1	387	387	-	-	-	1.6	0.4	-	2.0	18.3	5.8	0.4	6.2
2/3+2/2	1030	1030	-	-	-	4.6	2.6	-	7.3	25.4	13.7	2.6	16.3
3/1	256	256	-	-	-	1.1	0.2	-	1.4	19.3	5.7	0.2	5.9
3/2	548	548	-	-	-	1.9	1.2	-	3.1	20.3	4.2	1.2	5.3
3/3	598	598	-	-	-	2.2	1.6	-	3.7	22.5	4.6	1.6	6.1
4/1	265	265	-	-	-	1.9	0.7	-	2.6	35.0	5.9	0.7	6.6
4/2	305	305	-	-	-	1.8	1.0	-	2.8	33.1	3.3	1.0	4.3
4/3	256	256	-	-	-	2.0	0.7	-	2.7	37.5	5.7	0.7	6.3
5/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A27 Langstone RB (Southside)	-	-	0	0	0	19.3	7.0	0.0	26.3	-	-	-	-
1/2+1/1	1157	1157	-	-	-	4.4	0.9	-	5.3	16.4	9.2	0.9	10.1
1/3	328	328	-	-	-	1.0	0.2	-	1.2	13.7	4.2	0.2	4.4
2/1	307	307	-	-	-	2.5	1.5	-	4.0	46.8	6.3	1.5	7.8
2/2	233	233	-	-	-	1.8	0.5	-	2.3	35.8	4.5	0.5	5.0
3/1	259	259	-	-	-	1.5	0.3	-	1.8	24.3	2.7	0.3	3.0
3/2	436	436	-	-	-	2.9	0.9	-	3.8	31.4	5.5	0.9	6.3
3/3	233	233	-	-	-	0.0	0.3	-	0.3	4.2	0.2	0.3	0.5

Full Input Data And Results

4/1	849	849	-	-	-	1.5	1.0	-	2.5	10.6	6.1	1.0	7.1
4/2	894	894	-	-	-	1.4	1.2	-	2.7	10.7	6.4	1.2	7.6
4/3	433	433	-	-	-	2.3	0.3	-	2.5	21.2	8.4	0.3	8.7
5/1	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 24.6 C1 Stream: 2 PRC for Signalled Lanes (%): 6.6 C2 Stream: 1 PRC for Signalled Lanes (%): 19.6 C2 Stream: 2 PRC for Signalled Lanes (%): 39.7 PRC Over All Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 13.44 Total Delay for Signalled Lanes (pcuHr): 17.44 Total Delay for Signalled Lanes (pcuHr): 14.01 Total Delay for Signalled Lanes (pcuHr): 12.33 Total Delay Over All Lanes (pcuHr): 57.22 Cycle Time (s): 80 Cycle Time (s): 80 Cycle Time (s): 80 Cycle Time (s): 80													

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [i] © Copyright TRL Limited, 2016
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Filename: J2. Langstone Tech Park Access.j9

Path: N:\Projects\IP16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling

Report generation date: 02/12/2016 10:53:01

- »2016 Obs, AM
- »2016 Obs, PM
- »2021 Without Dev, AM
- »2021 Without Dev, PM
- »2021 With Dev, AM
- »2021 With Dev, PM
- »2021 With Dev ST, AM
- »2021 With Dev ST, PM

File summary

File Description

Title	Langstone Technology Park Access
Location	Hayling Island
Site number	
Date	09/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHClm.francis
Description	Checked by D. Stoddart

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

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 Obs	AM	ONE HOUR	07:30	09:00	15	✓
D2	2016 Obs	PM	ONE HOUR	16:30	18:00	15	✓
D3	2021 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓
D4	2021 Without Dev	PM	ONE HOUR	16:30	18:00	15	✓
D5	2021 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2021 With Dev	PM	ONE HOUR	16:30	18:00	15	✓
D7	2021 With Dev ST	AM	ONE HOUR	07:30	09:00	15	✓
D8	2021 With Dev ST	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2016 Obs, 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	untitled	Right-Left Stagger	Two-way	2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Langstone Road (N)		Major
B	Langstone Technology Park		Minor
C	A3023 Langstone Road (S)		Major
D	Woodbury Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A3023 Langstone Road (N)	11.98			✓	4.40	140.0	✓	6.00
C - A3023 Langstone Road (S)	13.00	✓	1.00	✓	4.40	180.0	✓	14.00

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)	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 - Langstone Technology Park	One lane plus flare		10.00	6.00	6.00	6.00	6.00		8.00	130	55
D - Woodbury Road	One lane	3.68								47	45

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-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	812	-	-	-	0.233	0.233	0.233	-	0.233	-	-
1	B-AD	497	0.062	0.156	-	-	-	0.098	0.222	0.098	0.062	0.156
1	B-C	786	0.084	0.212	-	-	-	-	-	0.084	0.212	
1	C-B	841	0.227	0.227	-	-	-	-	-	0.227	0.227	
1	D-A	697	-	-	-	0.200	0.079	0.200	-	0.079	-	-
1	D-BC	550	0.118	0.118	0.268	0.187	0.074	0.187	-	0.074	-	-

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 Obs	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1506	100.000
B - Langstone Technology Park		ONE HOUR	✓	44	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1124	100.000
D - Woodbury Road		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
	A - A3023 Langstone Road (N)	0	73	1432	1
	B - Langstone Technology Park	8	0	36	0
	C - A3023 Langstone Road (S)	860	249	0	15
	D - Woodbury Road	6	0	32	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
	A - A3023 Langstone Road (N)	0	1	3	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	5	0	0	0
	D - Woodbury Road	0	0	0	0

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-C	0.09	9.35	0.1	A	33	50
B-AD	0.10	47.43	0.1	E	7	11
A-BCD	0.00	6.16	0.0	A	0.92	1
AB					67	100
A-C					1314	1971
D-ABC	0.22	23.62	0.3	C	35	52
C-ABD	0.60	19.59	1.5	C	229	343
C-D					14	21
C-A					789	1184

2016 Obs, 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	untitled	Right-Left Stagger	Two-way	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
Dz	2016 Obs	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	917	100.000
B - Langstone Technology Park		ONE HOUR	✓	360	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1451	100.000
D - Woodbury Road		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	20	891	6
	B - Langstone Technology Park	47	0	310	3
	C - A3023 Langstone Road (S)	1339	72	0	40
	D - Woodbury Road	5	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	0	2	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	1	0	0	0
	D - Woodbury Road	25	0	4	0

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-C	0.65	19.47	1.8	C	284	427
B-AD	0.33	31.55	0.5	D	46	69
A-BCD	0.01	8.21	0.0	A	6	8
A-B					18	28
A-C					818	1226
D-ABC	0.22	31.44	0.3	D	28	43
C-ABD	0.13	6.82	0.1	A	66	99
C-D					37	55
C-A					1229	1843

2021 Without 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	untitled	Right-Left Stagger	Two-way	3.41	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	2021 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1646	100.000
B - Langstone Technology Park		ONE HOUR	✓	49	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1221	100.000
D - Woodbury Road		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	81	1564	1
	B - Langstone Technology Park	10	0	39	0
	C - A3023 Langstone Road (S)	938	267	0	16
	D - Woodbury Road	6	0	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	1	3	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	5	0	0	0
	D - Woodbury Road	0	0	0	0

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-C	0.11	10.85	0.1	B	36	54
B-AD	0.23	96.08	0.3	F	9	14
A-BCD	0.00	6.39	0.0	A	0.92	1
A-B					74	111
A-C					1435	2153
D-ABC	0.28	32.14	0.4	D	37	55
C-ABD	0.70	27.53	2.2	D	247	370
C-D					15	22
C-A					859	1289

2021 Without 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	untitled	Right-Left Stagger	Two-way	4.69	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	2021 Without Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1004	100.000
B - Langstone Technology Park		ONE HOUR	✓	386	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1574	100.000
D - Woodbury Road		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	24	974	6
	B - Langstone Technology Park	53	0	330	3
	C - A3023 Langstone Road (S)	1454	77	0	43
	D - Woodbury Road	5	0	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	0	2	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	1	0	0	0
	D - Woodbury Road	25	0	4	0

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-C	0.74	28.02	2.7	D	303	454
B-AD	0.45	46.99	0.8	E	51	77
A-BCD	0.02	8.85	0.0	A	6	8
A-B					22	33
A-C					894	1341
D-ABC	0.31	47.97	0.5	E	30	45
C-ABD	0.15	7.20	0.2	A	71	106
C-D					39	59
C-A					1334	2001

2021 With 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	untitled	Right-Left Stagger	Two-way	4.23	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
DS	2021 With Dev	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1723	100.000
B - Langstone Technology Park		ONE HOUR	✓	52	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1246	100.000
D - Woodbury Road		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	88	1634	1
	B - Langstone Technology Park	13	0	39	0
	C - A3023 Langstone Road (S)	963	267	0	16
	D - Woodbury Road	6	0	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	1	3	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	5	0	0	0
	D - Woodbury Road	0	0	0	0

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-C	0.13	12.65	0.1	B	36	54
B-AD	0.43	179.02	0.6	F	12	18
A-BCD	0.00	6.47	0.0	A	0.92	1
A-B					81	121
A-C					1499	2249
D-ABC	0.32	37.97	0.5	E	37	55
C-ABD	0.73	31.74	2.6	D	248	372
C-D					15	22
C-A					880	1321

2021 With 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	untitled	Right-Left Stagger	Two-way	5.98	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	2021 With Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1050	100.000
B - Langstone Technology Park		ONE HOUR	✓	393	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1643	100.000
D - Woodbury Road		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	28	1016	6
	B - Langstone Technology Park	60	0	330	3
	C - A3023 Langstone Road (S)	1523	77	0	43
	D - Woodbury Road	5	0	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	0	2	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	1	0	0	0
	D - Woodbury Road	25	0	4	0

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-C	0.79	35.01	3.3	E	303	454
B-AD	0.57	67.30	1.2	F	58	87
A-BCD	0.02	9.31	0.0	A	6	8
A-B					26	39
A-C					932	1398
D-ABC	0.39	67.97	0.7	F	30	45
C-ABD	0.15	7.38	0.2	A	71	106
C-D					39	59
C-A					1398	2096

2021 With Dev ST, 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	untitled	Right-Left Stagger	Two-way	5.59	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	2021 With Dev ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1777	100.000
B - Langstone Technology Park		ONE HOUR	✓	54	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1264	100.000
D - Woodbury Road		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	93	1683	1
	B - Langstone Technology Park	15	0	39	0
	C - A3023 Langstone Road (S)	981	267	0	16
	D - Woodbury Road	6	0	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	0	2	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	1	0	0	0
	D - Woodbury Road	25	0	4	0

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-C	0.25	28.28	0.3	D	36	54
B-AD	0.73	328.10	1.5	F	14	21
A-BCD	0.00	6.54	0.0	A	0.92	1
A-B					85	128
A-C					1544	2317
D-ABC	0.35	46.52	0.5	E	37	55
C-ABD	0.76	35.25	3.0	E	251	376
C-D					15	22
C-A					895	1342

2021 With Dev ST, 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	untitled	Right-Left Stagger	Two-way	7.88	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	2021 With Dev ST	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (N)		ONE HOUR	✓	1082	100.000
B - Langstone Technology Park		ONE HOUR	✓	398	100.000
C - A3023 Langstone Road (S)		ONE HOUR	✓	1691	100.000
D - Woodbury Road		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	31	1045	6
	B - Langstone Technology Park	65	0	330	3
	C - A3023 Langstone Road (S)	1571	77	0	43
	D - Woodbury Road	5	0	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Langstone Road (N)	B - Langstone Technology Park	C - A3023 Langstone Road (S)	D - Woodbury Road
From	A - A3023 Langstone Road (N)	0	0	2	0
	B - Langstone Technology Park	0	0	0	0
	C - A3023 Langstone Road (S)	1	0	0	0
	D - Woodbury Road	25	0	4	0

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-C	0.83	45.17	4.3	E	303	454
B-AD	0.68	96.23	1.8	F	62	94
A-BCD	0.02	9.66	0.0	A	6	8
A-B					28	43
A-C					959	1438
D-ABC	0.48	95.93	0.9	F	30	45
C-ABD	0.15	7.50	0.2	A	71	106
C-D					39	59
C-A					1442	2162



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: J3. A3023_Church Road RB.j9

Path: N:\Projects\P16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling

Report generation date: 02/12/2016 09:58:02

»2016 Obs AM - 2016 Obs, AM
»2016 Obs PM - 2016 Obs, PM
»2016 Obs SC PM - 2016 Obs, SC PM
»2021 Without Dev AM - 2021 Without Dev, AM
»2021 Without Dev PM - 2021 Without Dev, PM
»2021 Without Dev SC PM - 2021 Without Dev, SC PM
»2021 With Dev AM - 2021 With Dev, AM
»2021 With Dev PM - 2021 With Dev, PM
»2021 With Dev SC PM - 2021 With Dev, SC PM
»2021 With Dev ST AM - 2021 With Dev ST, AM
»2021 With Dev ST PM - 2021 With Dev ST, PM
»2021 With Dev ST SC PM - 2021 With Dev ST, SC PM

File summary

File Description

Title	A3023/ Church Road RB
Location	Hayling Island
Site number	
Date	09/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHC\m.francis
Description	Checked by D. Stoddart

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

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 Obs	AM	ONE HOUR	07:30	09:00	15	✓
D2	2016 Obs	PM	ONE HOUR	16:30	18:00	15	✓
D3	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓
D4	2021 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓
D5	2021 Without Dev	PM	ONE HOUR	16:30	18:00	15	✓
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D7	2021 With Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2021 With Dev	PM	ONE HOUR	16:30	18:00	15	✓
D9	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D10	2021 With Dev ST	AM	ONE HOUR	07:30	09:00	15	✓
D11	2021 With Dev ST	PM	ONE HOUR	16:30	18:00	15	✓
D12	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

2016 Obs AM - 2016 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2016 Obs AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	7.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		92.67
2 - Church Road	Percentage		69.86
3 - A3023 (W)	Percentage		100.00

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 Obs	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	697	100.000
2 - Church Road		ONE HOUR	✓	792	100.000
3 - A3023 (W)		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	1 - A3023 (E)	27	458	212
	2 - Church Road	761	0	31
	3 - A3023 (W)	225	72	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	1 - A3023 (E)	0	4	5
	2 - Church Road	1	0	0
	3 - A3023 (W)	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.43	3.74	0.8	A	640	959
2 - Church Road	0.74	11.64	2.8	B	727	1090
3 - A3023 (W)	0.29	4.60	0.4	A	273	409

2016 Obs PM - 2016 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2016 Obs PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	6.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		86.33
2 - Church Road	Percentage		71.36
3 - A3023 (W)	Percentage		85.75

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 Obs	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1110	100.000
2 - Church Road		ONE HOUR	✓	439	100.000
3 - A3023 (W)		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	34	783	293
	2 - Church Road	413	0	26
	3 - A3023 (W)	250	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	0	2	2
	2 - Church Road	0	0	0
	3 - A3023 (W)	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.73	7.99	2.7	A	1019	1528
2 - Church Road	0.42	5.35	0.7	A	403	604
3 - A3023 (W)	0.25	4.17	0.3	A	251	377

2016 Obs SC PM - 2016 Obs, SC PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2016 Obs SC PM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	7.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		84.47
2 - Church Road	Percentage		71.60
3 - A3023 (W)	Percentage		81.26

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	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1100	100.000
2 - Church Road		ONE HOUR	✓	464	100.000
3 - A3023 (W)		ONE HOUR	✓	296	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	21	793	286
	2 - Church Road	435	0	29
	3 - A3023 (W)	285	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	0	3	4
	2 - Church Road	1	0	0
	3 - A3023 (W)	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.73	8.39	2.8	A	1009	1514
2 - Church Road	0.43	5.48	0.8	A	426	639
3 - A3023 (W)	0.29	4.77	0.4	A	272	407

2021 Without Dev AM - 2021 Without Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2021 Without Dev AM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	9.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		93.99
2 - Church Road	Percentage		69.80
3 - A3023 (W)	Percentage		100.00

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	2021 Without Dev	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	764	100.000
2 - Church Road		ONE HOUR	✓	861	100.000
3 - A3023 (W)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	29	495	240
	2 - Church Road	828	0	33
	3 - A3023 (W)	261	77	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	0	4	5
	2 - Church Road	1	0	0
	3 - A3023 (W)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.47	3.95	0.9	A	701	1052
2 - Church Road	0.81	16.49	4.2	C	790	1185
3 - A3023 (W)	0.34	5.19	0.5	A	310	465

2021 Without Dev PM - 2021 Without Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	2021 Without Dev PM	✓	✓	D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	8.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		87.31
2 - Church Road	Percentage		71.33
3 - A3023 (W)	Percentage		85.05

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	2021 Without Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1213	100.000
2 - Church Road		ONE HOUR	✓	475	100.000
3 - A3023 (W)		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	36	846	331
	2 - Church Road	447	0	28
	3 - A3023 (W)	287	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	0	2	2
	2 - Church Road	0	0	0
	3 - A3023 (W)	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.79	10.06	3.7	B	1113	1670
2 - Church Road	0.46	5.88	0.8	A	436	654
3 - A3023 (W)	0.30	4.54	0.4	A	286	429

2021 Without Dev SC PM - 2021 Without Dev, SC PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	2021 Without Dev SC PM	✓	✓	D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	8.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		85.17
2 - Church Road	Percentage		71.58
3 - A3023 (W)	Percentage		81.18

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	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1193	100.000
2 - Church Road		ONE HOUR	✓	499	100.000
3 - A3023 (W)		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
From	1 - A3023 (E)	22	853	318
	2 - Church Road	468	0	31
	3 - A3023 (W)	319	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
From	1 - A3023 (E)	0	3	4
	2 - Church Road	1	0	0
	3 - A3023 (W)	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.79	10.49	3.7	B	1095	1642
2 - Church Road	0.48	5.99	0.9	A	458	687
3 - A3023 (W)	0.33	5.14	0.5	A	304	456

2021 With Dev AM - 2021 With Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A7	2021 With Dev AM	✓	✓	D7	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	14.86	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		92.16
2 - Church Road	Percentage		69.57
3 - A3023 (W)	Percentage		100.00

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	2021 With Dev	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	793	100.000
2 - Church Road		ONE HOUR	✓	941	100.000
3 - A3023 (W)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From	1 - A3023 (E)	29	524
		2 - Church Road	908	0
		3 - A3023 (W)	261	77
				0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From	1 - A3023 (E)	0	3
		2 - Church Road	1	0
		3 - A3023 (W)	4	1
				0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.50	4.24	1.0	A	728	1092
2 - Church Road	0.89	27.13	7.4	D	863	1295
3 - A3023 (W)	0.36	5.64	0.6	A	310	465

2021 With Dev PM - 2021 With Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A8	2021 With Dev PM	✓	✓	D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	11.66	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		85.08
2 - Church Road	Percentage		70.93
3 - A3023 (W)	Percentage		85.05

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	2021 With Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1291	100.000
2 - Church Road		ONE HOUR	✓	523	100.000
3 - A3023 (W)		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	1 - A3023 (E)	36	924	331
	2 - Church Road	495	0	28
	3 - A3023 (W)	287	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	1 - A3023 (E)	0	1	2
	2 - Church Road	0	0	0
	3 - A3023 (W)	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.86	15.42	5.9	C	1185	1777
2 - Church Road	0.51	6.51	1.0	A	480	720
3 - A3023 (W)	0.30	4.72	0.4	A	286	429

2021 With Dev SC PM - 2021 With Dev, SC PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A9	2021 With Dev SC PM	✓	✓	D9	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	10.96	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		83.57
2 - Church Road	Percentage		71.24
3 - A3023 (W)	Percentage		81.18

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	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1253	100.000
2 - Church Road		ONE HOUR	✓	537	100.000
3 - A3023 (W)		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	22	913	318
	2 - Church Road	506	0	31
	3 - A3023 (W)	319	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From			
	1 - A3023 (E)	0	2	4
	2 - Church Road	1	0	0
	3 - A3023 (W)	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.84	14.37	5.3	B	1150	1725
2 - Church Road	0.51	6.49	1.1	A	493	739
3 - A3023 (W)	0.34	5.30	0.5	A	304	456

2021 With Dev ST AM - 2021 With Dev ST, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A10	2021 With Dev ST AM	✓	✓	D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	15.52	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		94.48
2 - Church Road	Percentage		69.57
3 - A3023 (W)	Percentage		97.24

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	2021 With Dev ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	813	100.000
2 - Church Road		ONE HOUR	✓	941	100.000
3 - A3023 (W)		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From	1 - A3023 (E)	29	524
		2 - Church Road	908	0
		3 - A3023 (W)	317	77
				0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From	1 - A3023 (E)	0	3
		2 - Church Road	1	0
		3 - A3023 (W)	4	1
				0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.50	4.13	1.0	A	746	1119
2 - Church Road	0.90	29.14	7.9	D	863	1295
3 - A3023 (W)	0.43	6.49	0.8	A	362	542

2021 With Dev ST PM - 2021 With Dev ST, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A11	2021 With Dev ST PM	✓	✓	D11	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	11.40	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		88.64
2 - Church Road	Percentage		70.93
3 - A3023 (W)	Percentage		84.35

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	2021 With Dev ST	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1345	100.000
2 - Church Road		ONE HOUR	✓	523	100.000
3 - A3023 (W)		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	1 - A3023 (E)	36	924	385
	2 - Church Road	495	0	28
	3 - A3023 (W)	320	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	1 - A3023 (E)	0	1	1
	2 - Church Road	0	0	0
	3 - A3023 (W)	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.86	14.80	5.9	B	1234	1851
2 - Church Road	0.52	6.87	1.1	A	480	720
3 - A3023 (W)	0.34	5.01	0.5	A	317	475

2021 With Dev ST SC PM - 2021 With Dev ST, SC PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A12	2021 With Dev ST SC PM	✓	✓	D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	10.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A3023 (E)	
2	Church Road	
3	A3023 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A3023 (E)	6.45	6.45	0.0	18.0	29.6	27.0	
2 - Church Road	4.85	6.57	26.6	14.7	26.4	29.0	
3 - A3023 (W)	3.75	6.26	21.3	27.4	29.6	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3023 (E)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 (W)	0.669	1723

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - A3023 (E)	Percentage		85.77
2 - Church Road	Percentage		71.24
3 - A3023 (W)	Percentage		80.94

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	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 (E)		ONE HOUR	✓	1286	100.000
2 - Church Road		ONE HOUR	✓	537	100.000
3 - A3023 (W)		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From	1 - A3023 (E)	22	913
		2 - Church Road	506	0
		3 - A3023 (W)	347	12
				0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A3023 (E)	2 - Church Road	3 - A3023 (W)
	From	1 - A3023 (E)	0	2
		2 - Church Road	1	0
		3 - A3023 (W)	5	0
				0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A3023 (E)	0.84	14.00	5.3	B	1180	1770
2 - Church Road	0.52	6.71	1.1	A	493	739
3 - A3023 (W)	0.37	5.54	0.6	A	329	494



Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: J4. A3023_Station Rd_St Marys Rd.j9
Path: N:\Projects\P16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling
Report generation date: 02/12/2016 10:51:32

»2016 Obs, AM
»2016 Obs, PM
»2016 Obs, SC PM
»2021 Without Dev, AM
»2021 Without Dev, PM
»2021 Without Dev, SC PM
»2021 With Dev, AM
»2021 With Dev, PM
»2021 With Dev, SC PM
»2021 With Dev ST, AM
»2021 With Dev ST, PM
»2021 With Dev ST, SC PM

File summary

File Description

Title	A3023/ Station Rd/ St Mary's Rd
Location	Hayling Island
Site number	
Date	09/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHC\m.francis
Description	Checked by D. Stoddart

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

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Obs	PM	ONE HOUR	16:15	17:45	15	✓
D3	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓
D4	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓
D5	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D7	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D10	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓
D12	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2016 Obs, 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	untitled	Right-Left Stagger	Two-way	4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Beach Road		Major
B	Station Road		Minor
C	A3023 Manor Road		Major
D	St Mary's Road		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 - A3023 Beach Road	6.90		✓	2.60	95.0	✓	4.00
C - A3023 Manor Road	7.55				140.0	✓	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)	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 - Station Road	One lane	4.37								76	60
D - St Mary's Road	One lane plus flare		10.00	6.76	6.06	6.06	6.06	✓	3.00	46	51

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-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	656	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	605	0.103	0.260	-	-	-	0.163	0.371	0.163	0.103	0.260
1	B-C	752	0.108	0.272	-	-	-	-	-	-	0.108	0.272
1	C-B	655	0.237	0.237	-	-	-	-	-	-	0.237	0.237
1	D-A	647	-	-	-	0.241	0.095	0.241	-	0.095	-	-
1	D-BC	576	0.160	0.160	0.364	0.255	0.101	0.255	-	0.101	-	-

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	295	100.000
B - Station Road		ONE HOUR	✓	144	100.000
C - A3023 Manor Road		ONE HOUR	✓	251	100.000
D - St Mary's Road		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	66	193	36
	B - Station Road	38	0	62	44
	C - A3023 Manor Road	152	64	0	35
	D - St Mary's Road	50	41	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	5	3	3
	B - Station Road	3	0	19	2
	C - A3023 Manor Road	3	14	0	0
	D - St Mary's Road	2	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	10.42	0.5	B	132	198
ABCD	0.07	6.81	0.1	A	33	50
A-B					61	91
A-C					177	266
D-A	0.10	7.31	0.1	A	46	69
D-BC	0.20	10.34	0.3	B	77	116
C-ABD	0.14	6.58	0.3	A	79	118
C-D					28	43
C-A					123	185

2016 Obs, 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	untitled	Right-Left Stagger	Two-way	3.81	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 Obs	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	301	100.000
B - Station Road		ONE HOUR	✓	140	100.000
C - A3023 Manor Road		ONE HOUR	✓	304	100.000
D - St Mary's Road		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	95	187	19
	B - Station Road	53	0	46	41
	C - A3023 Manor Road	213	66	0	25
	D - St Mary's Road	35	49	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	1	2	6
	B - Station Road	0	0	12	3
	C - A3023 Manor Road	0	6	0	0
	D - St Mary's Road	3	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	10.61	0.5	B	128	193
A-BCD	0.04	6.96	0.0	A	17	26
A-B					87	131
A-C					172	257
D-A	0.07	7.72	0.1	A	32	48
D-BC	0.20	10.00	0.3	A	76	114
C-ABD	0.15	5.98	0.3	A	88	132
C-D					20	30
C-A					171	256

2016 Obs, SC 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	untitled	Right-Left Stagger	Two-way	4.35	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	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	321	100.000
B - Station Road		ONE HOUR	✓	180	100.000
C - A3023 Manor Road		ONE HOUR	✓	312	100.000
D - St Mary's Road		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	81	223	17
	B - Station Road	72	0	56	52
	C - A3023 Manor Road	216	66	0	30
	D - St Mary's Road	31	49	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	0	7	0
	B - Station Road	0	0	14	0
	C - A3023 Manor Road	2	14	0	0
	D - St Mary's Road	0	0	4	0

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	0.40	12.54	0.7	B	165	248
A-BCD	0.03	6.70	0.0	A	16	23
A-B					74	111
A-C					205	307
D-A	0.07	7.57	0.1	A	28	43
D-BC	0.19	10.23	0.2	B	72	107
C-ABD	0.15	6.27	0.3	A	89	134
C-D					24	36
C-A					173	260

2021 Without 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	untitled	Right-Left Stagger	Two-way	4.54	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	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	316	100.000
B - Station Road		ONE HOUR	✓	158	100.000
C - A3023 Manor Road		ONE HOUR	✓	266	100.000
D - St Mary's Road		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	72	206	38
	B - Station Road	43	0	65	50
	C - A3023 Manor Road	162	67	0	37
	D - St Mary's Road	53	46	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	4	2	3
	B - Station Road	2	0	18	2
	C - A3023 Manor Road	3	14	0	0
	D - St Mary's Road	2	5	2	0

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	0.33	11.15	0.5	B	145	217
A-BCD	0.07	6.90	0.1	A	35	52
A-B					66	99
A-C					189	284
D-A	0.11	7.51	0.1	A	49	73
D-BC	0.23	10.80	0.3	B	84	127
C-ABD	0.15	6.58	0.3	A	84	126
C-D					30	45
C-A					130	195

2021 Without 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	untitled	Right-Left Stagger	Two-way	4.02	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
DS	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	322	100.000
B - Station Road		ONE HOUR	✓	151	100.000
C - A3023 Manor Road		ONE HOUR	✓	323	100.000
D - St Mary's Road		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	103	199	20
	B - Station Road	58	0	48	45
	C - A3023 Manor Road	226	70	0	27
	D - St Mary's Road	37	54	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	1	2	5
	B - Station Road	0	0	12	2
	C - A3023 Manor Road	0	6	0	0
	D - St Mary's Road	3	0	0	0

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	0.33	11.32	0.5	B	139	208
A-BCD	0.04	7.04	0.0	A	18	28
A-B					95	142
A-C					183	274
D-A	0.08	7.89	0.1	A	34	51
D-BC	0.22	10.48	0.3	B	83	124
C-ABD	0.17	6.01	0.3	A	96	144
C-D					21	32
C-A					179	269

2021 Without Dev, SC 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	untitled	Right-Left Stagger	Two-way	4.70	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	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	343	100.000
B - Station Road		ONE HOUR	✓	195	100.000
C - A3023 Manor Road		ONE HOUR	✓	330	100.000
D - St Mary's Road		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	88	237	18
	B - Station Road	79	0	59	57
	C - A3023 Manor Road	229	69	0	32
	D - St Mary's Road	33	54	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	0	7	0
	B - Station Road	0	0	13	0
	C - A3023 Manor Road	2	13	0	0
	D - St Mary's Road	0	0	3	0

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	0.44	13.77	0.8	B	179	268
A-BCD	0.04	6.80	0.0	A	17	25
A-B					81	121
A-C					217	326
D-A	0.07	7.77	0.1	A	30	45
D-BC	0.22	10.76	0.3	B	78	117
C-ABD	0.17	6.27	0.3	A	96	144
C-D					25	38
C-A					182	272

2021 With 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	untitled	Right-Left Stagger	Two-way	4.67	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	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	317	100.000
B - Station Road		ONE HOUR	✓	160	100.000
C - A3023 Manor Road		ONE HOUR	✓	267	100.000
D - St Mary's Road		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	72	206	39
	B - Station Road	43	0	65	52
	C - A3023 Manor Road	162	67	0	38
	D - St Mary's Road	57	50	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	4	2	3
	B - Station Road	2	0	18	2
	C - A3023 Manor Road	3	14	0	0
	D - St Mary's Road	2	4	2	0

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	0.34	11.28	0.5	B	147	220
A-BCD	0.07	6.92	0.1	A	36	54
A-B					66	99
A-C					189	284
D-A	0.12	7.60	0.1	A	52	78
D-BC	0.24	11.03	0.3	B	90	135
C-ABD	0.15	6.59	0.3	A	84	127
C-D					31	46
C-A					130	195

2021 With 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	untitled	Right-Left Stagger	Two-way	4.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	326	100.000
B - Station Road		ONE HOUR	✓	155	100.000
C - A3023 Manor Road		ONE HOUR	✓	325	100.000
D - St Mary's Road		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	103	199	24
	B - Station Road	58	0	48	49
	C - A3023 Manor Road	226	70	0	29
	D - St Mary's Road	39	56	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	1	2	4
	B - Station Road	0	0	12	2
	C - A3023 Manor Road	0	6	0	0
	D - St Mary's Road	3	0	0	0

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	0.34	11.55	0.5	B	142	213
A-BCD	0.05	7.06	0.1	A	22	33
A-B					95	142
A-C					183	274
D-A	0.08	7.95	0.1	A	36	54
D-BC	0.24	10.71	0.3	B	86	129
C-ABD	0.17	6.01	0.3	A	96	144
C-D					23	34
C-A					179	269

2021 With Dev, SC 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	untitled	Right-Left Stagger	Two-way	4.83	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	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	346	100.000
B - Station Road		ONE HOUR	✓	198	100.000
C - A3023 Manor Road		ONE HOUR	✓	331	100.000
D - St Mary's Road		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	88	237	21
	B - Station Road	79	0	59	60
	C - A3023 Manor Road	229	69	0	33
	D - St Mary's Road	35	56	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	0	7	0
	B - Station Road	0	0	13	0
	C - A3023 Manor Road	2	13	0	0
	D - St Mary's Road	0	0	3	0

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	0.45	14.03	0.8	B	182	273
A-BCD	0.04	6.86	0.0	A	19	29
A-B					81	121
A-C					217	326
D-A	0.08	7.83	0.1	A	32	48
D-BC	0.23	10.97	0.3	B	82	123
C-ABD	0.17	6.27	0.3	A	96	144
C-D					26	39
C-A					182	272

2021 With Dev ST, 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	untitled	Right-Left Stagger	Two-way	4.90	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)	Run automatically
D10	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	319	100.000
B - Station Road		ONE HOUR	✓	173	100.000
C - A3023 Manor Road		ONE HOUR	✓	267	100.000
D - St Mary's Road		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	74	206	39
	B - Station Road	49	0	65	59
	C - A3023 Manor Road	162	67	0	38
	D - St Mary's Road	57	51	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	4	2	3
	B - Station Road	2	0	18	2
	C - A3023 Manor Road	3	14	0	0
	D - St Mary's Road	2	4	2	0

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	0.37	11.92	0.6	B	159	238
A-BCD	0.07	6.97	0.1	A	36	54
AB					68	102
AC					189	284
D-A	0.12	7.65	0.1	A	52	78
D-BC	0.25	11.14	0.3	B	91	136
C-ABD	0.15	6.60	0.3	A	84	127
C-D					31	46
C-A					130	195

2021 With Dev ST, 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	untitled	Right-Left Stagger	Two-way	4.30	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	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	331	100.000
B - Station Road		ONE HOUR	✓	162	100.000
C - A3023 Manor Road		ONE HOUR	✓	325	100.000
D - St Mary's Road		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	108	199	24
	B - Station Road	61	0	48	53
	C - A3023 Manor Road	226	70	0	29
	D - St Mary's Road	39	59	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	1	2	4
	B - Station Road	0	0	12	2
	C - A3023 Manor Road	0	6	0	0
	D - St Mary's Road	3	0	0	0

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	0.36	11.94	0.6	B	149	223
A-BCD	0.05	7.08	0.1	A	22	33
A-B					99	149
A-C					183	274
D-A	0.09	8.02	0.1	A	36	54
D-BC	0.24	10.85	0.3	B	89	134
C-ABD	0.17	6.02	0.3	A	96	144
C-D					23	34
C-A					179	269

2021 With Dev ST, SC 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	untitled	Right-Left Stagger	Two-way	4.99	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	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Beach Road		ONE HOUR	✓	349	100.000
B - Station Road		ONE HOUR	✓	204	100.000
C - A3023 Manor Road		ONE HOUR	✓	331	100.000
D - St Mary's Road		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	91	237	21
	B - Station Road	82	0	59	63
	C - A3023 Manor Road	229	69	0	33
	D - St Mary's Road	35	58	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A3023 Beach Road	B - Station Road	C - A3023 Manor Road	D - St Mary's Road
From	A - A3023 Beach Road	0	0	7	0
	B - Station Road	0	0	13	0
	C - A3023 Manor Road	2	13	0	0
	D - St Mary's Road	0	0	3	0

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	0.47	14.49	0.9	B	187	281
A-BCD	0.04	6.88	0.0	A	19	29
A-B					84	125
A-C					217	326
D-A	0.08	7.88	0.1	A	32	48
D-BC	0.23	11.07	0.3	B	84	125
C-ABD	0.17	6.29	0.3	A	96	144
C-D					26	39
C-A					181	272

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 [1]
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Filename: J5. Elm Grove_Cherrywood Gardens.j9

Path: N:\Projects\P16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling

Report generation date: 02/12/2016 09:54:09

»2016 Obs, AM
»2016 Obs, PM
»2016 Obs, SC PM
»2021 Without Dev, AM
»2021 Without Dev, PM
»2021 Without Dev, SC PM
»2021 With Dev, AM
»2021 With Dev, PM
»2021 With Dev, SC PM
»2021 With Dev ST, AM
»2021 With Dev ST, PM
»2021 With Dev ST, SC PM

File summary

File Description

Title	Elm Grove/ Cherrywood Gardens
Location	Hayling Island
Site number	
Date	09/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHC/m.francis
Description	Checked by D. Stoddart

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

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Obs	PM	ONE HOUR	16:15	17:45	15	✓
D3	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓
D4	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓
D5	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D7	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D10	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓
D12	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2016 Obs, 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	untitled	T-Junction	Two-way	1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Elm Grove (S)		Major
B	Cherrywood Gardens		Minor
C	Elm Grove (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Elm Grove (N)	7.01			175.0	✓	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 - Cherrywood Gardens	One lane	3.43	27	35

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	525	0.091	0.231	0.145	0.330
1	B-C	673	0.099	0.249	-	-
1	C-B	675	0.250	0.250	-	-

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	645	100.000
B - Cherrywood Gardens		ONE HOUR	✓	69	100.000
C - Elm Grove (N)		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)	
A - Elm Grove (S)	0	65	580	
B - Cherrywood Gardens	35	0	34	
C - Elm Grove (N)	430	35	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)	
A - Elm Grove (S)	0	3	1	
B - Cherrywood Gardens	0	0	3	
C - Elm Grove (N)	4	3	0	

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-AC	0.21	12.56	0.3	B	63	95
C-AB	0.11	5.08	0.2	A	65	97
C-A					362	543
AB					60	89
AC					532	798

2016 Obs, 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	untitled	T-Junction	Two-way	1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Obs	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	450	100.000
B - Cherrywood Gardens		ONE HOUR	✓	65	100.000
C - Elm Grove (N)		ONE HOUR	✓	704	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)	
A - Elm Grove (S)	0	52	398	
B - Cherrywood Gardens	47	0	18	
C - Elm Grove (N)	663	41	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)	
A - Elm Grove (S)	0	0	1	
B - Cherrywood Gardens	2	0	0	
C - Elm Grove (N)	2	3	0	

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-AC	0.21	13.54	0.3	B	60	89
C-AB	0.14	4.28	0.4	A	103	154
C-A					543	815
AB					48	72
AC					365	548

2016 Obs, SC 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	untitled	T-Junction	Two-way	1.22	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	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	447	100.000
B - Cherrywood Gardens		ONE HOUR	✓	84	100.000
C - Elm Grove (N)		ONE HOUR	✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	52	395
	B - Cherrywood Gardens	49	0	35
	C - Elm Grove (N)	686	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	2	1
	B - Cherrywood Gardens	2	0	3
	C - Elm Grove (N)	2	6	0

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-AC	0.25	13.34	0.3	B	77	116
C-AB	0.12	4.23	0.3	A	88	132
C-A					573	859
AB					48	72
AC					362	544

2021 Without 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	untitled	T-Junction	Two-way	1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	691	100.000
B - Cherrywood Gardens		ONE HOUR	✓	75	100.000
C - Elm Grove (N)		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	70	621
	B - Cherrywood Gardens	39	0	36
	C - Elm Grove (N)	461	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	3	1
	B - Cherrywood Gardens	0	0	3
	C - Elm Grove (N)	4	3	0

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-AC	0.24	13.77	0.3	B	69	103
C-AB	0.12	5.04	0.3	A	73	109
C-A					384	576
AB					64	96
AC					570	855

2021 Without 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	untitled	T-Junction	Two-way	1.20	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
DS	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	480	100.000
B - Cherrywood Gardens		ONE HOUR	✓	70	100.000
C - Elm Grove (N)		ONE HOUR	✓	750	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	56	424
	B - Cherrywood Gardens	51	0	19
	C - Elm Grove (N)	707	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	0	1
	B - Cherrywood Gardens	2	0	0
	C - Elm Grove (N)	2	2	0

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-AC	0.24	14.70	0.3	B	64	96
C-AB	0.15	4.22	0.4	A	116	174
C-A					572	858
AB					51	77
AC					389	584

2021 Without Dev, SC 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	untitled	T-Junction	Two-way	1.32	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	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	477	100.000
B - Cherrywood Gardens		ONE HOUR	✓	90	100.000
C - Elm Grove (N)		ONE HOUR	✓	767	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	56	421
	B - Cherrywood Gardens	53	0	37
	C - Elm Grove (N)	731	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	2	1
	B - Cherrywood Gardens	2	0	3
	C - Elm Grove (N)	2	6	0

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-AC	0.28	14.51	0.4	B	83	124
C-AB	0.13	4.16	0.3	A	101	151
C-A					603	904
AB					51	77
AC					386	579

2021 With 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	untitled	T-Junction	Two-way	1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	695	100.000
B - Cherrywood Gardens		ONE HOUR	✓	75	100.000
C - Elm Grove (N)		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	70	625
	B - Cherrywood Gardens	39	0	36
	C - Elm Grove (N)	474	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	3	1
	B - Cherrywood Gardens	0	0	3
	C - Elm Grove (N)	3	3	0

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-AC	0.24	13.92	0.3	B	69	103
C-AB	0.12	5.00	0.3	A	74	112
C-A					394	592
AB					64	96
AC					574	860

2021 With 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	untitled	T-Junction	Two-way	1.20	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	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	493	100.000
B - Cherrywood Gardens		ONE HOUR	✓	70	100.000
C - Elm Grove (N)		ONE HOUR	✓	758	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	56	437
	B - Cherrywood Gardens	51	0	19
	C - Elm Grove (N)	715	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	0	1
	B - Cherrywood Gardens	2	0	0
	C - Elm Grove (N)	2	2	0

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-AC	0.24	14.99	0.3	B	64	96
C-AB	0.16	4.21	0.5	A	118	177
C-A					577	866
AB					51	77
AC					401	601

2021 With Dev, SC 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	untitled	T-Junction	Two-way	1.32	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	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	487	100.000
B - Cherrywood Gardens		ONE HOUR	✓	90	100.000
C - Elm Grove (N)		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	56	431
	B - Cherrywood Gardens	53	0	37
	C - Elm Grove (N)	737	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	2	1
	B - Cherrywood Gardens	2	0	3
	C - Elm Grove (N)	2	6	0

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-AC	0.28	14.72	0.4	B	83	124
C-AB	0.13	4.16	0.3	A	102	153
C-A					607	911
AB					51	77
AC					395	593

2021 With Dev ST, 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	untitled	T-Junction	Two-way	1.18	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	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	696	100.000
B - Cherrywood Gardens		ONE HOUR	✓	78	100.000
C - Elm Grove (N)		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	71	625
	B - Cherrywood Gardens	42	0	36
	C - Elm Grove (N)	474	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	3	1
	B - Cherrywood Gardens	0	0	3
	C - Elm Grove (N)	3	3	0

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-AC	0.25	14.30	0.3	B	72	107
C-AB	0.12	5.00	0.3	A	74	112
C-A					394	592
AB					65	98
AC					574	860

2021 With Dev ST, 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	untitled	T-Junction	Two-way	1.24	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
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	496	100.000
B - Cherrywood Gardens		ONE HOUR	✓	72	100.000
C - Elm Grove (N)		ONE HOUR	✓	758	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	59	437
	B - Cherrywood Gardens	53	0	19
	C - Elm Grove (N)	715	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	0	1
	B - Cherrywood Gardens	2	0	0
	C - Elm Grove (N)	2	2	0

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-AC	0.25	15.23	0.3	C	66	99
C-AB	0.16	4.22	0.5	A	118	177
C-A					577	866
AB					54	81
AC					401	601

2021 With Dev ST, SC 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	untitled	T-Junction	Two-way	1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (S)		ONE HOUR	✓	489	100.000
B - Cherrywood Gardens		ONE HOUR	✓	92	100.000
C - Elm Grove (N)		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	58	431
	B - Cherrywood Gardens	55	0	37
	C - Elm Grove (N)	737	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Elm Grove (S)	B - Cherrywood Gardens	C - Elm Grove (N)
From	A - Elm Grove (S)	0	2	1
	B - Cherrywood Gardens	2	0	3
	C - Elm Grove (N)	2	6	0

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-AC	0.29	14.98	0.4	B	84	127
C-AB	0.13	4.16	0.3	A	102	153
C-A					607	911
AB					53	80
AC					395	593

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: J6. St Marys Rd_Cherrywood Gardens.j9

Path: N:\Projects\IP16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling

Report generation date: 02/12/2016 09:52:56

»2016 Obs, AM
 »2016 Obs, PM
 »2016 Obs, SC PM
 »2021 Without Dev, AM
 »2021 Without Dev, PM
 »2021 Without Dev, SC PM
 »2021 With Dev, AM
 »2021 With Dev, PM
 »2021 With Dev, SC PM
 »2021 With Dev ST, AM
 »2021 With Dev ST, PM
 »2021 With Dev ST, SC PM

File summary

File Description

Title	St Marys Rd/ Cherrywood Gardens
Location	Hayling Island
Site number	
Date	09/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHC\m.francis
Description	Checked by D. Stoddart

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

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Obs	PM	ONE HOUR	16:15	17:45	15	✓
D3	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓
D4	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓
D5	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D7	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D10	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓
D12	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2016 Obs, 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	untitled	T-Junction	Two-way	3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	St Mary's Road (W)		Major
B	St Mary's Road (N)		Minor
C	Cherwood Gardens		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cherwood Gardens	6.63			175.0	✓	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	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 - St Mary's Road (N)	One lane plus flare	10.00	9.48	6.64	6.16	6.16	✓	3.00	20	54

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	604	0.107	0.270	0.170	0.386
1	B-C	648	0.097	0.244	-	-
1	C-B	675	0.254	0.254	-	-

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	115	100.000
B - St Mary's Road (N)		ONE HOUR	✓	91	100.000
C - Cherrwood Gardens		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens	
A - St Mary's Road (W)	0	80	35	
B - St Mary's Road (N)	68	0	23	
C - Cherrwood Gardens	50	70	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens	
A - St Mary's Road (W)	0	0	0	
B - St Mary's Road (N)	1	0	0	
C - Cherrwood Gardens	2	3	0	

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-C	0.04	6.18	0.0	A	21	32
B-A	0.14	7.77	0.2	A	62	94
C-AB	0.12	6.23	0.2	A	69	104
C-A					41	62
A-B					73	110
A-C					32	48

2016 Obs, 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	untitled	T-Junction	Two-way	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 Obs	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	91	100.000
B - St Mary's Road (N)		ONE HOUR	✓	115	100.000
C - Cherrwood Gardens		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens	
A - St Mary's Road (W)	0	54	37	
B - St Mary's Road (N)	74	0	41	
C - Cherrwood Gardens	57	23	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens	
A - St Mary's Road (W)	0	4	3	
B - St Mary's Road (N)	0	0	3	
C - Cherrwood Gardens	0	5	0	

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-C	0.07	6.28	0.1	A	38	56
B-A	0.15	7.73	0.2	A	68	102
C-AB	0.04	5.66	0.1	A	23	34
C-A					51	76
AB					50	74
A-C					34	51

2016 Obs, SC 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	untitled	T-Junction	Two-way	3.21	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	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	109	100.000
B - St Mary's Road (N)		ONE HOUR	✓	107	100.000
C - Cherrwood Gardens		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	60	49
	B - St Mary's Road (N)	71	0	36
	C - Cherrwood Gardens	47	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	0	0
	B - St Mary's Road (N)	1	0	0
	C - Cherrwood Gardens	0	0	0

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-C	0.06	6.15	0.1	A	33	50
B-A	0.14	7.78	0.2	A	65	98
C-AB	0.05	5.56	0.1	A	26	38
C-A					41	62
AB					55	83
A-C					45	67

2021 Without 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	untitled	T-Junction	Two-way	3.55	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)	Run automatically
D4	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	126	100.000
B - St Mary's Road (N)		ONE HOUR	✓	99	100.000
C - Cherrwood Gardens		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
A - St Mary's Road (W)	0	87	39
B - St Mary's Road (N)	74	0	25
C - Cherrwood Gardens	54	75	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
A - St Mary's Road (W)	0	0	0
B - St Mary's Road (N)	1	0	0
C - Cherrwood Gardens	2	3	0

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-C	0.05	6.24	0.0	A	23	34
B-A	0.15	7.96	0.2	A	68	102
C-AB	0.13	6.29	0.2	A	74	112
C-A					44	66
AB					80	120
A-C					36	54

2021 Without 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	untitled	T-Junction	Two-way	3.42	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
DS	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	98	100.000
B - St Mary's Road (N)		ONE HOUR	✓	123	100.000
C - Cherrwood Gardens		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
	A - St Mary's Road (W)	0	58	40
	B - St Mary's Road (N)	80	0	43
	C - Cherrwood Gardens	62	24	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
	A - St Mary's Road (W)	0	4	3
	B - St Mary's Road (N)	0	0	2
	C - Cherrwood Gardens	0	4	0

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-C	0.08	6.35	0.1	A	39	59
B-A	0.16	7.86	0.2	A	73	110
C-AB	0.04	5.65	0.1	A	24	36
C-A					55	82
AB					53	80
A-C					37	55

2021 Without Dev, SC 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	untitled	T-Junction	Two-way	3.23	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
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	118	100.000
B - St Mary's Road (N)		ONE HOUR	✓	114	100.000
C - Cherrwood Gardens		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
	A - St Mary's Road (W)	0	65	53
	B - St Mary's Road (N)	76	0	38
	C - Cherrwood Gardens	51	28	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
	A - St Mary's Road (W)	0	0	0
	B - St Mary's Road (N)	1	0	0
	C - Cherrwood Gardens	0	0	0

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-C	0.07	6.21	0.1	A	35	52
B-A	0.15	7.91	0.2	A	70	105
C-AB	0.05	5.59	0.1	A	28	41
C-A					45	67
AB					60	89
A-C					49	73

2021 With 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	untitled	T-Junction	Two-way	3.67	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	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	130	100.000
B - St Mary's Road (N)		ONE HOUR	✓	109	100.000
C - Cherrwood Gardens		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	91	39
	B - St Mary's Road (N)	84	0	25
	C - Cherrwood Gardens	54	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	0	0
	B - St Mary's Road (N)	1	0	0
	C - Cherrwood Gardens	2	3	0

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-C	0.05	6.32	0.0	A	23	34
B-A	0.17	8.12	0.2	A	77	116
C-AB	0.13	6.31	0.2	A	74	112
C-A					44	66
AB					84	125
A-C					36	54

2021 With 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	untitled	T-Junction	Two-way	3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	108	100.000
B - St Mary's Road (N)		ONE HOUR	✓	129	100.000
C - Cherrwood Gardens		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	68	40
	B - St Mary's Road (N)	86	0	43
	C - Cherrwood Gardens	62	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	3	3
	B - St Mary's Road (N)	0	0	2
	C - Cherrwood Gardens	0	4	0

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-C	0.08	6.42	0.1	A	39	59
B-A	0.17	7.95	0.2	A	79	118
C-AB	0.04	5.67	0.1	A	24	36
C-A					55	82
AB					62	94
A-C					37	55

2021 With Dev, SC 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	untitled	T-Junction	Two-way	3.26	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	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	125	100.000
B - St Mary's Road (N)		ONE HOUR	✓	119	100.000
C - Cherrwood Gardens		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
	From			
	A - St Mary's Road (W)	0	72	53
	B - St Mary's Road (N)	81	0	38
	C - Cherrwood Gardens	51	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
	From			
	A - St Mary's Road (W)	0	0	0
	B - St Mary's Road (N)	1	0	0
	C - Cherrwood Gardens	0	0	0

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-C	0.07	6.27	0.1	A	35	52
B-A	0.16	7.97	0.2	A	74	111
C-AB	0.05	5.60	0.1	A	28	42
C-A					45	67
AB					66	99
A-C					49	73

2021 With Dev ST, 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	untitled	T-Junction	Two-way	3.65	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	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	133	100.000
B - St Mary's Road (N)		ONE HOUR	✓	110	100.000
C - Cherrwood Gardens		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	91	42
	B - St Mary's Road (N)	85	0	25
	C - Cherrwood Gardens	55	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	0	0
	B - St Mary's Road (N)	1	0	0
	C - Cherrwood Gardens	2	3	0

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-C	0.05	6.34	0.0	A	23	34
B-A	0.17	8.13	0.2	A	78	117
C-AB	0.13	6.30	0.2	A	75	112
C-A					45	67
AB					84	125
A-C					39	58

2021 With Dev ST, 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	untitled	T-Junction	Two-way	3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	110	100.000
B - St Mary's Road (N)		ONE HOUR	✓	132	100.000
C - Cherrwood Gardens		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	68	42
	B - St Mary's Road (N)	89	0	43
	C - Cherrwood Gardens	65	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	3	2
	B - St Mary's Road (N)	0	0	2
	C - Cherrwood Gardens	0	4	0

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-C	0.08	6.46	0.1	A	39	59
B-A	0.18	8.00	0.2	A	82	123
C-AB	0.04	5.66	0.1	A	24	36
C-A					57	86
AB					62	94
A-C					39	58

2021 With Dev ST, SC 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	untitled	T-Junction	Two-way	3.26	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	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	127	100.000
B - St Mary's Road (N)		ONE HOUR	✓	121	100.000
C - Cherrwood Gardens		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	72	55
	B - St Mary's Road (N)	83	0	38
	C - Cherrwood Gardens	53	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - St Mary's Road (W)	B - St Mary's Road (N)	C - Cherrwood Gardens
From	A - St Mary's Road (W)	0	0	0
	B - St Mary's Road (N)	1	0	0
	C - Cherrwood Gardens	0	0	0

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-C	0.07	6.30	0.1	A	35	52
B-A	0.17	8.01	0.2	A	76	114
C-AB	0.05	5.60	0.1	A	28	42
C-A					47	70
AB					66	99
A-C					50	76

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
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Filename: J7. Church Rd_ Tournbury Ln_ Elm Grove.j9

Path: N:\Projects\16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling

Report generation date: 02/12/2016 09:51:44

»2016 Obs, AM
 »2016 Obs, PM
 »2016 Obs, SC PM
 »2021 Without Dev, AM
 »2021 Without Dev, PM
 »2021 Without Dev, SC PM
 »2021 With Dev, AM
 »2021 With Dev, PM
 »2021 With Dev, SC PM
 »2021 With Dev ST, AM
 »2021 With Dev ST, PM
 »2021 With Dev ST, SC PM

File summary

File Description

Title	Church Rd/ Tournbury Ln/ Elm Grove/ St Mary's Rd
Location	Hayling Island
Site number	
Date	09/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHC\m.francis
Description	Checked by D. Stoddart

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

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Obs	PM	ONE HOUR	16:15	17:45	15	✓
D3	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓
D4	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓
D5	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D7	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓
D10	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓
D12	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2016 Obs, 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	untitled	Left-Right Stagger	Two-way	2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Church Road		Major
B	St Mary's Road		Minor
C	Elm Grove		Major
D	Tournerbury Lane		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 - Church Road	6.50		✓	2.25	250.0	✓	2.00
C - Elm Grove	6.50		✓	2.25	250.0	✓	2.00

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)	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 - St Mary's Road	One lane	3.35								46	35
D - Tournerbury Lane	One lane plus flare		10.00	5.40	4.80	4.76	4.63	✓	3.00	28	31

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-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
1	AB-D	723	-	-	-	-	-	0.274	0.274	0.274	-	-
1	B-A	528	0.094	0.238	0.238	-	-	0.149	0.339	-	0.149	0.339
1	B-CD	669	0.100	0.253	0.253	-	-	-	-	-	-	-
1	CD-B	723	0.274	0.274	0.274	-	-	-	-	-	-	-
1	D-AB	606	-	-	-	-	-	0.230	0.230	0.091	-	-
1	D-C	527	-	0.149	0.339	0.149	0.339	0.237	0.237	0.094	-	-

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 Obs	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	634	100.000
B - St Mary's Road		ONE HOUR	✓	150	100.000
C - Elm Grove		ONE HOUR	✓	536	100.000
D - Tournerville Lane		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
	A - Church Road	0	7	601	26
	B - St Mary's Road	4	0	99	47
	C - Elm Grove	425	61	0	50
	D - Tournerville Lane	39	22	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
	A - Church Road	0	0	2	4
	B - St Mary's Road	0	0	0	4
	C - Elm Grove	4	2	0	2
	D - Tournerville Lane	0	0	0	0

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	0.34	11.55	0.5	B	138	206
A-B					6	10
A-C					551	827
A-D					24	36
AB-CD	0.14	7.55	0.2	A	68	102
AB-C					641	961
D-AB	0.16	10.42	0.2	B	56	84
D-C	0.47	26.76	0.9	D	98	147
C-D					46	69
C-A					390	585
C-B					56	84
CD-AB	0.17	8.05	0.2	A	78	116
CD-A					424	637

2016 Obs, 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	untitled	Left-Right Stagger	Two-way	1.96	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 Obs	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	426	100.000
B - St Mary's Road		ONE HOUR	✓	75	100.000
C - Elm Grove		ONE HOUR	✓	783	100.000
D - Tournerville Lane		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	16	353	57
	B - St Mary's Road	7	0	35	33
	C - Elm Grove	625	66	0	92
	D - Tournerville Lane	69	32	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	0	2	0
	B - St Mary's Road	0	0	0	10
	C - Elm Grove	2	2	0	1
	D - Tournerville Lane	0	0	1	0

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	0.16	8.93	0.2	A	69	103
A-B					15	22
A-C					324	486
A-D					52	78
AB-CD	0.20	9.23	0.3	A	85	127
AB-C					354	531
D-AB	0.27	11.86	0.4	B	93	139
D-C	0.37	26.19	0.6	D	67	100
C-D					84	127
C-A					574	860
C-B					61	91
CD-AB	0.18	7.17	0.2	A	92	139
CD-A					634	951

2016 Obs, SC 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	untitled	Left-Right Stagger	Two-way	1.76	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	2016 Obs	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	453	100.000
B - St Mary's Road		ONE HOUR	✓	86	100.000
C - Elm Grove		ONE HOUR	✓	811	100.000
D - Tournerville Lane		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	11	384	58
	B - St Mary's Road	6	0	56	24
	C - Elm Grove	655	69	0	87
	D - Tournerville Lane	58	29	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	0	5	0
	B - St Mary's Road	0	0	0	0
	C - Elm Grove	3	1	0	2
	D - Tournerville Lane	0	0	0	0

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	0.19	8.78	0.2	A	79	118
A-B					10	15
A-C					352	529
A-D					53	80
AB-CD	0.19	8.97	0.2	A	77	115
AB-C					402	603
D-AB	0.24	11.55	0.3	B	80	120
D-C	0.35	26.53	0.5	D	61	91
C-D					80	120
C-A					601	902
C-B					63	95
CD-AB	0.18	7.27	0.2	A	93	139
CD-A					652	977

2021 Without 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	untitled	Left-Right Stagger	Two-way	3.07	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	2021 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	680	100.000
B - St Mary's Road		ONE HOUR	✓	161	100.000
C - Elm Grove		ONE HOUR	✓	579	100.000
D - Tournerville Lane		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	7	644	29
	B - St Mary's Road	4	0	107	50
	C - Elm Grove	455	66	0	58
	D - Tournerville Lane	43	24	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	0	2	4
	B - St Mary's Road	0	0	0	4
	C - Elm Grove	4	2	0	2
	D - Tournerville Lane	0	0	0	0

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	0.38	12.55	0.6	B	148	222
A-B					6	10
A-C					591	886
A-D					27	40
AB-CD	0.16	7.79	0.2	A	74	112
AB-C					687	1031
D-AB	0.20	12.51	0.3	B	61	92
D-C	0.61	39.07	1.5	E	118	178
C-D					53	80
C-A					418	626
C-B					61	91
CD-AB	0.19	8.38	0.2	A	85	127
CD-A					455	682

2021 Without 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	untitled	Left-Right Stagger	Two-way	2.35	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
Ds	2021 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	454	100.000
B - St Mary's Road		ONE HOUR	✓	80	100.000
C - Elm Grove		ONE HOUR	✓	848	100.000
D - Tournerbury Lane		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerbury Lane
From	A - Church Road	0	17	375	62
	B - St Mary's Road	7	0	38	35
	C - Elm Grove	666	71	0	111
	D - Tournerbury Lane	74	34	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerbury Lane
From	A - Church Road	0	0	2	0
	B - St Mary's Road	0	0	0	9
	C - Elm Grove	2	1	0	1
	D - Tournerbury Lane	0	0	1	0

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	0.18	9.22	0.2	A	73	110
A-B					16	23
A-C					344	516
A-D					57	85
AB-CD	0.23	9.76	0.3	A	92	138
AB-C					376	564
D-AB	0.31	13.70	0.4	B	99	149
D-C	0.47	33.75	0.9	D	79	118
C-D					102	153
C-A					611	917
C-B					65	98
CD-AB	0.20	7.32	0.3	A	100	150
CD-A					676	1013

2021 Without Dev, SC 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	untitled	Left-Right Stagger	Two-way	2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2021 Without Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	483	100.000
B - St Mary's Road		ONE HOUR	✓	93	100.000
C - Elm Grove		ONE HOUR	✓	873	100.000
D - Tournbury Lane		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournbury Lane
From	A - Church Road	0	12	408	63
	B - St Mary's Road	6	0	61	26
	C - Elm Grove	697	74	0	102
	D - Tournbury Lane	63	31	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournbury Lane
From	A - Church Road	0	0	5	0
	B - St Mary's Road	0	0	0	0
	C - Elm Grove	3	1	0	2
	D - Tournbury Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.21	9.15	0.3	A	85	128
A-B					11	17
A-C					374	562
A-D					58	87
AB-CD	0.21	9.50	0.3	A	84	126
AB-C					428	642
D-AB	0.27	13.10	0.4	B	86	129
D-C	0.44	33.87	0.8	D	70	105
C-D					94	140
C-A					640	959
C-B					68	102
CD-AB	0.20	7.44	0.3	A	100	150
CD-A					694	1041

2021 With 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	untitled	Left-Right Stagger	Two-way	4.51	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)	Run automatically
D7	2021 With Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	684	100.000
B - St Mary's Road		ONE HOUR	✓	254	100.000
C - Elm Grove		ONE HOUR	✓	608	100.000
D - Tournerbury Lane		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerbury Lane
From	A - Church Road	0	11	644	29
	B - St Mary's Road	17	0	187	50
	C - Elm Grove	455	95	0	58
	D - Tournerbury Lane	43	24	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerbury Lane
From	A - Church Road	0	0	2	4
	B - St Mary's Road	0	0	0	4
	C - Elm Grove	4	1	0	2
	D - Tournerbury Lane	0	0	0	0

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	0.63	21.82	1.6	C	233	350
A-B					10	15
A-C					591	886
A-D					27	40
AB-CD	0.16	7.89	0.2	A	75	112
AB-C					760	1140
D-AB	0.22	14.15	0.3	B	61	92
D-C	0.67	50.45	1.9	F	118	178
C-D					53	80
C-A					418	626
C-B					87	131
CD-AB	0.25	8.82	0.4	A	114	171
CD-A					452	678

2021 With 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	untitled	Left-Right Stagger	Two-way	3.06	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	2021 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	467	100.000
B - St Mary's Road		ONE HOUR	✓	136	100.000
C - Elm Grove		ONE HOUR	✓	926	100.000
D - Tournerville Lane		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	30	375	62
	B - St Mary's Road	15	0	86	35
	C - Elm Grove	666	149	0	111
	D - Tournerville Lane	74	34	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	0	2	0
	B - St Mary's Road	0	0	0	9
	C - Elm Grove	2	1	0	1
	D - Tournerville Lane	0	0	1	0

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	0.32	11.60	0.5	B	125	187
A-B					28	41
A-C					344	516
A-D					57	85
AB-CD	0.24	10.28	0.3	B	93	139
AB-C					419	629
D-AB	0.34	15.65	0.5	C	99	149
D-C	0.54	44.56	1.1	E	79	118
C-D					102	153
C-A					611	917
C-B					137	205
CD-AB	0.35	8.16	0.6	A	186	279
CD-A					661	992

2021 With Dev, SC 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	untitled	Left-Right Stagger	Two-way	2.59	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	2021 With Dev	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	493	100.000
B - St Mary's Road		ONE HOUR	✓	137	100.000
C - Elm Grove		ONE HOUR	✓	933	100.000
D - Tournbury Lane		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournbury Lane
From	A - Church Road	0	22	408	63
	B - St Mary's Road	12	0	99	26
	C - Elm Grove	697	134	0	102
	D - Tournbury Lane	63	31	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournbury Lane
From	A - Church Road	0	0	5	0
	B - St Mary's Road	0	0	0	0
	C - Elm Grove	3	1	0	2
	D - Tournbury Lane	0	0	0	0

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	0.32	11.18	0.5	B	126	189
A-B					20	30
A-C					374	562
A-D					58	87
AB-CD	0.22	9.89	0.3	A	85	127
AB-C					462	693
D-AB	0.29	14.36	0.4	B	86	129
D-C	0.49	41.88	0.9	E	70	105
C-D					94	140
C-A					640	959
C-B					123	184
CD-AB	0.32	8.06	0.5	A	165	248
CD-A					683	1025

2021 With Dev ST, 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	untitled	Left-Right Stagger	Two-way	4.57	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	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	684	100.000
B - St Mary's Road		ONE HOUR	✓	257	100.000
C - Elm Grove		ONE HOUR	✓	609	100.000
D - Tournerville Lane		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	11	644	29
	B - St Mary's Road	17	0	190	50
	C - Elm Grove	455	96	0	58
	D - Tournerville Lane	43	24	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	0	2	4
	B - St Mary's Road	0	0	0	4
	C - Elm Grove	4	1	0	2
	D - Tournerville Lane	0	0	0	0

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	0.63	22.21	1.7	C	236	354
A-B					10	15
A-C					591	886
A-D					27	40
AB-CD	0.16	7.89	0.2	A	75	112
AB-C					763	1144
D-AB	0.23	14.23	0.3	B	61	92
D-C	0.67	50.99	1.9	F	118	178
C-D					53	80
C-A					418	626
C-B					88	132
CD-AB	0.26	8.84	0.4	A	115	172
CD-A					452	678

2021 With Dev ST, 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	untitled	Left-Right Stagger	Two-way	3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	467	100.000
B - St Mary's Road		ONE HOUR	✓	138	100.000
C - Elm Grove		ONE HOUR	✓	929	100.000
D - Tournerville Lane		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	30	375	62
	B - St Mary's Road	15	0	88	35
	C - Elm Grove	666	152	0	111
	D - Tournerville Lane	74	34	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournerville Lane
From	A - Church Road	0	0	2	0
	B - St Mary's Road	0	0	0	9
	C - Elm Grove	2	1	0	1
	D - Tournerville Lane	0	0	1	0

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	0.33	11.66	0.5	B	127	190
A-B					28	41
A-C					344	516
A-D					57	85
AB-CD	0.24	10.30	0.3	B	93	139
AB-C					421	631
D-AB	0.34	15.75	0.5	C	99	149
D-C	0.54	45.13	1.1	E	79	118
C-D					102	153
C-A					611	917
C-B					139	209
CD-AB	0.35	8.19	0.6	A	189	284
CD-A					660	990

2021 With Dev ST, SC 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	untitled	Left-Right Stagger	Two-way	2.61	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	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Church Road		ONE HOUR	✓	493	100.000
B - St Mary's Road		ONE HOUR	✓	139	100.000
C - Elm Grove		ONE HOUR	✓	935	100.000
D - Tournbury Lane		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournbury Lane
From	A - Church Road	0	22	408	63
	B - St Mary's Road	12	0	101	26
	C - Elm Grove	697	136	0	102
	D - Tournbury Lane	63	31	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Church Road	B - St Mary's Road	C - Elm Grove	D - Tournbury Lane
From	A - Church Road	0	0	5	0
	B - St Mary's Road	0	0	0	0
	C - Elm Grove	3	1	0	2
	D - Tournbury Lane	0	0	0	0

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	0.32	11.24	0.5	B	128	191
A-B					20	30
A-C					374	562
A-D					58	87
AB-CD	0.22	9.91	0.3	A	85	127
AB-C					464	696
D-AB	0.29	14.41	0.4	B	86	129
D-C	0.50	42.26	0.9	E	70	105
C-D					94	140
C-A					640	959
C-B					125	187
CD-AB	0.32	8.08	0.5	A	168	252
CD-A					683	1024

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 [1]
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Filename: J8. Site Access.j9

Path: N:\Projects\P16031 - St Mary's Road, Hayling Island, Hampshire\6. Technical\Modelling

Report generation date: 02/12/2016 09:50:13

»2021 With Dev ST, AM
»2021 With Dev ST, PM
»2021 With Dev ST, SC PM

File summary

File Description

Title	Site Access
Location	Hayling Island
Site number	
Date	24/11/2016
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P16031
Enumerator	GHC\m.francis
Description	Checked by D. Stoddart

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

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	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓
D3	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

2021 With Dev ST, 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	untitled	T-Junction	Two-way	2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	St Mary's Road (W)		Major
B	Site Access		Minor
C	St Mary's Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - St Mary's Road (E)	6.00			200.0	✓	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 - Site Access	One lane	3.00	19	19

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	493	0.090	0.227	0.143	0.324
1	B-C	636	0.097	0.246	-	-
1	C-B	690	0.267	0.267	-	-

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	2021 With Dev ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	168	100.000
B - Site Access		ONE HOUR	✓	103	100.000
C - St Mary's Road (E)		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (W)	B - Site Access	C - St Mary's Road (E)	
A - St Mary's Road (W)	0	4	164	
B - Site Access	10	0	93	
C - St Mary's Road (E)	98	33	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - St Mary's Road (W)	B - Site Access	C - St Mary's Road (E)	
A - St Mary's Road (W)	0	0	1	
B - Site Access	0	0	0	
C - St Mary's Road (E)	1	0	0	

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-AC	0.20	7.90	0.2	A	95	142
C-AB	0.06	5.41	0.1	A	35	52
C-A					85	128
AB					4	6
AC					150	226

2021 With Dev ST, 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	untitled	T-Junction	Two-way	2.85	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	2021 With Dev ST	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	92	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - St Mary's Road (E)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (W)	B - Site Access	C - St Mary's Road (E)	
A - St Mary's Road (W)	0	10	82	
B - Site Access	6	0	56	
C - St Mary's Road (E)	125	91	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - St Mary's Road (W)	B - Site Access	C - St Mary's Road (E)	
A - St Mary's Road (W)	0	0	4	
B - Site Access	0	0	0	
C - St Mary's Road (E)	1	0	0	

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-AC	0.12	6.95	0.1	A	57	85
C-AB	0.16	5.76	0.2	A	99	149
C-A					99	148
AB					9	14
AC					75	113

2021 With Dev ST, SC 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	untitled	T-Junction	Two-way	2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 With Dev ST	SC PM	ONE HOUR	15:15	16:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (W)		ONE HOUR	✓	101	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - St Mary's Road (E)		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - St Mary's Road (W)	B - Site Access	C - St Mary's Road (E)
From	A - St Mary's Road (W)	0	7	94
	B - Site Access	5	0	44
	C - St Mary's Road (E)	119	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - St Mary's Road (W)	B - Site Access	C - St Mary's Road (E)
From	A - St Mary's Road (W)	0	0	0
	B - Site Access	0	0	0
	C - St Mary's Road (E)	1	0	0

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-AC	0.09	6.79	0.1	A	45	67
C-AB	0.13	5.56	0.2	A	76	114
C-A					98	146
AB					6	10
AC					86	129

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APPENDIX J

ROUNDBOUT CAPACITY ADJUSTMENTS

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Arm	Total Intercept	Single Intercept	2021 Without Development - AM Peak							2021 Without Development - PM Peak							2021 Without Development - School PM Peak						
			Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted	Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted	Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted
1. A3023 E	1964	1196	495	269	1.543	1845.95	-118.05	1845.95	93.99%	846	367	1.434	1714.83	-249.17	1714.83	87.31%	853	340	1.399	1672.72	-291.28	1672.72	85.17%
2. Church Rd	1874	1258	828	33	1.040	1308.14	-565.86	1308.14	69.80%	447	28	1.063	1336.80	-537.20	1336.80	71.33%	468	31	1.066	1341.33	-532.67	1341.33	71.58%
3. A3023 W	1723	1348	261	77	1.295	1745.69	22.69	-	N/A	287	25	1.087	1465.42	-257.58	1465.42	85.05%	319	12	1.038	1398.71	-324.29	1398.71	81.18%

Arm	Total Intercept	Single Intercept	2021 With Development - AM Peak							2021 With Development - PM Peak							2021 With Development - School PM Peak						
			Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted	Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted	Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted
1. A3023 E	1964	1196	524	269	1.513	1809.98	-154.02	1809.98	92.16%	924	367	1.397	1671.03	-292.97	1671.03	85.08%	913	340	1.372	1641.39	-322.61	1641.39	83.57%
2. Church Rd	1874	1258	908	33	1.036	1303.72	-570.28	1303.72	69.57%	495	28	1.057	1329.16	-544.84	1329.16	70.93%	506	31	1.061	1335.07	-538.93	1335.07	71.24%
3. A3023 W	1723	1348	261	77	1.295	1745.69	22.69	-	N/A	287	25	1.087	1465.42	-257.58	1465.42	85.05%	319	12	1.038	1398.71	-324.29	1398.71	81.18%

Arm	Total Intercept	Single Intercept	2021 With Development ST - AM Peak							2021 With Development ST - PM Peak							2021 With Development ST - School PM Peak						
			Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted	Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted	Flow 1	Flow 2	Flow %	IWF	ICV	Adjusted	Capacity Adjusted
1. A3023 E	1964	1196	524	289	1.552	1855.63	-108.37	1855.63	94.48%	924	421	1.456	1740.93	-223.07	1740.93	88.64%	913	373	1.409	1684.62	-279.38	1684.62	85.77%
2. Church Rd	1874	1258	908	33	1.036	1303.72	-570.28	1303.72	69.57%	495	28	1.057	1329.16	-544.84	1329.16	70.93%	506	31	1.061	1335.07	-538.93	1335.07	71.24%
3. A3023 W	1723	1348	317	77	1.243	1675.43	-47.57	1675.43	97.24%	320	25	1.078	1453.31	-269.69	1453.31	84.35%	347	12	1.035	1394.62	-328.38	1394.62	80.94%

Notes:

Flow 1 is lane with highest flow

Adjustment is made only if ICV is negative

IWF = Intercept Weighting Factor

ICV = Intercept Correction Value

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