

APPENDIX J

CAPACITY ASSESSMENT REPORT OUTPUTS

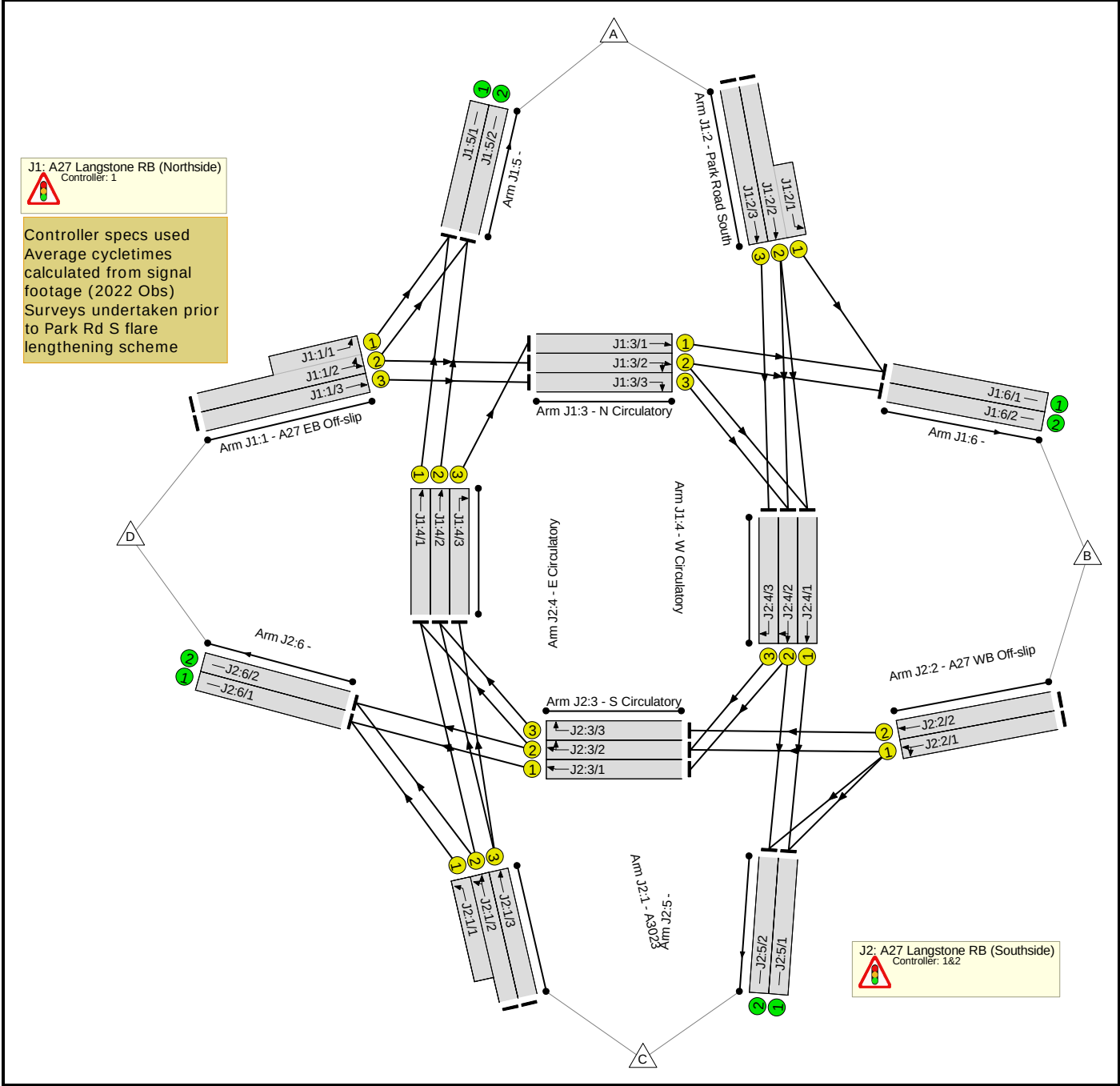
Full Input Data And Results

Full Input Data And Results

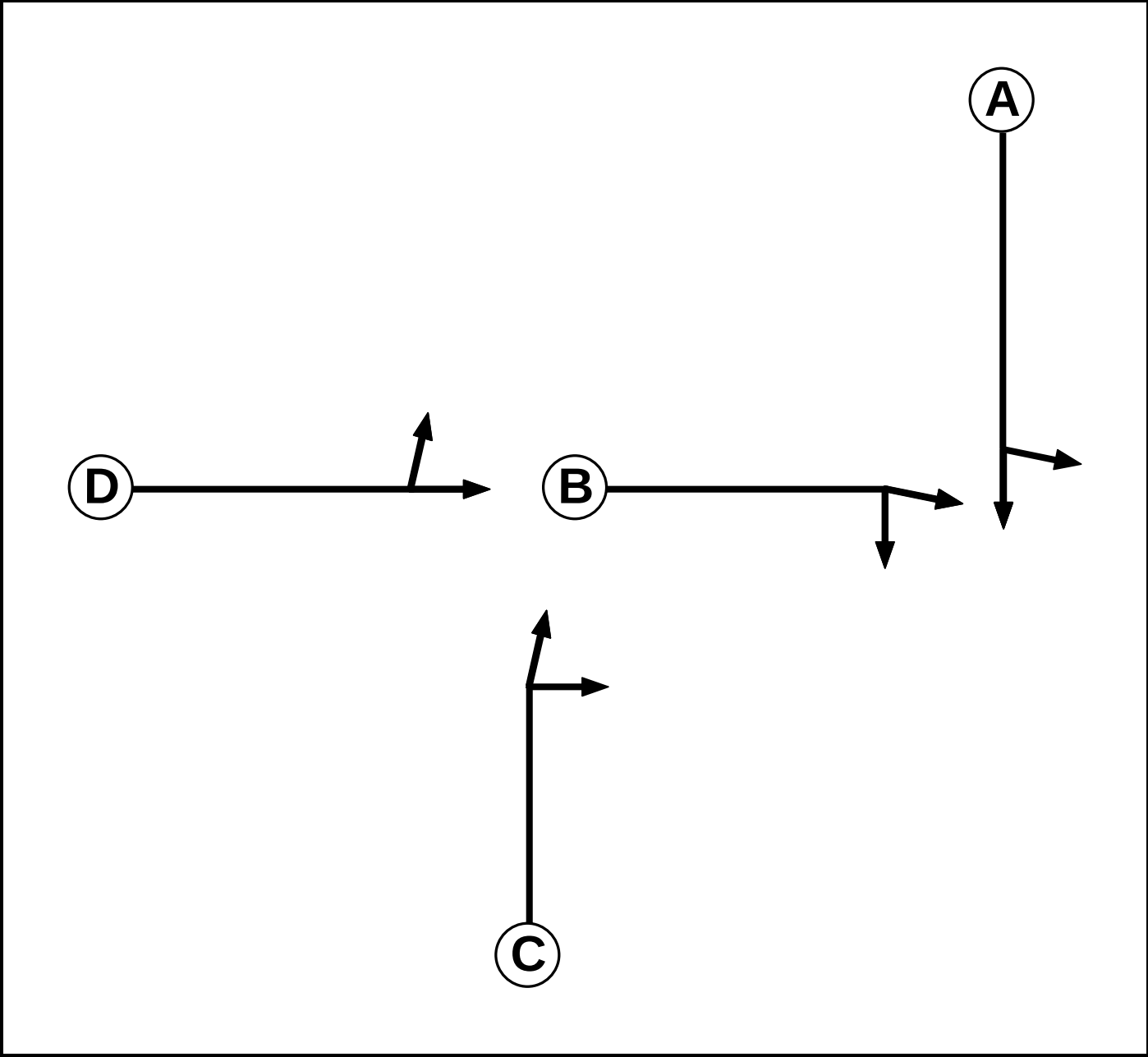
User and Project Details

Project:	Hayling Island
Title:	A27/A3032/Park Road South
Location:	
Additional detail:	Controller specs used
File name:	J1-A27-Langstone RB-pre2024.lsg3x
Author:	David Stoddart
Company:	PRIME Transport Planning
Address:	

Network Layout Diagram



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

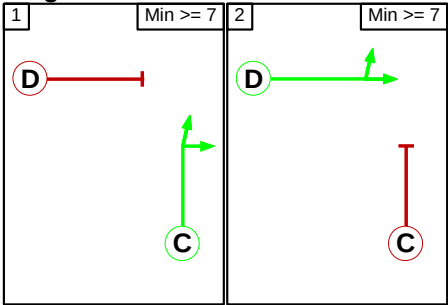
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

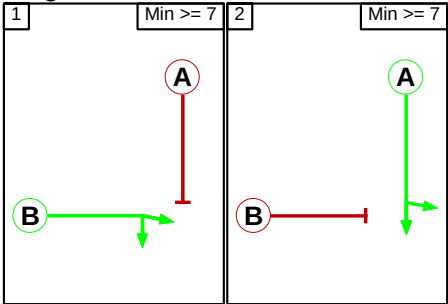
Stream	Stage No.	Phases in Stage
1	1	C
1	2	D
2	1	B
2	2	A

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					

Prohibited Stage Change

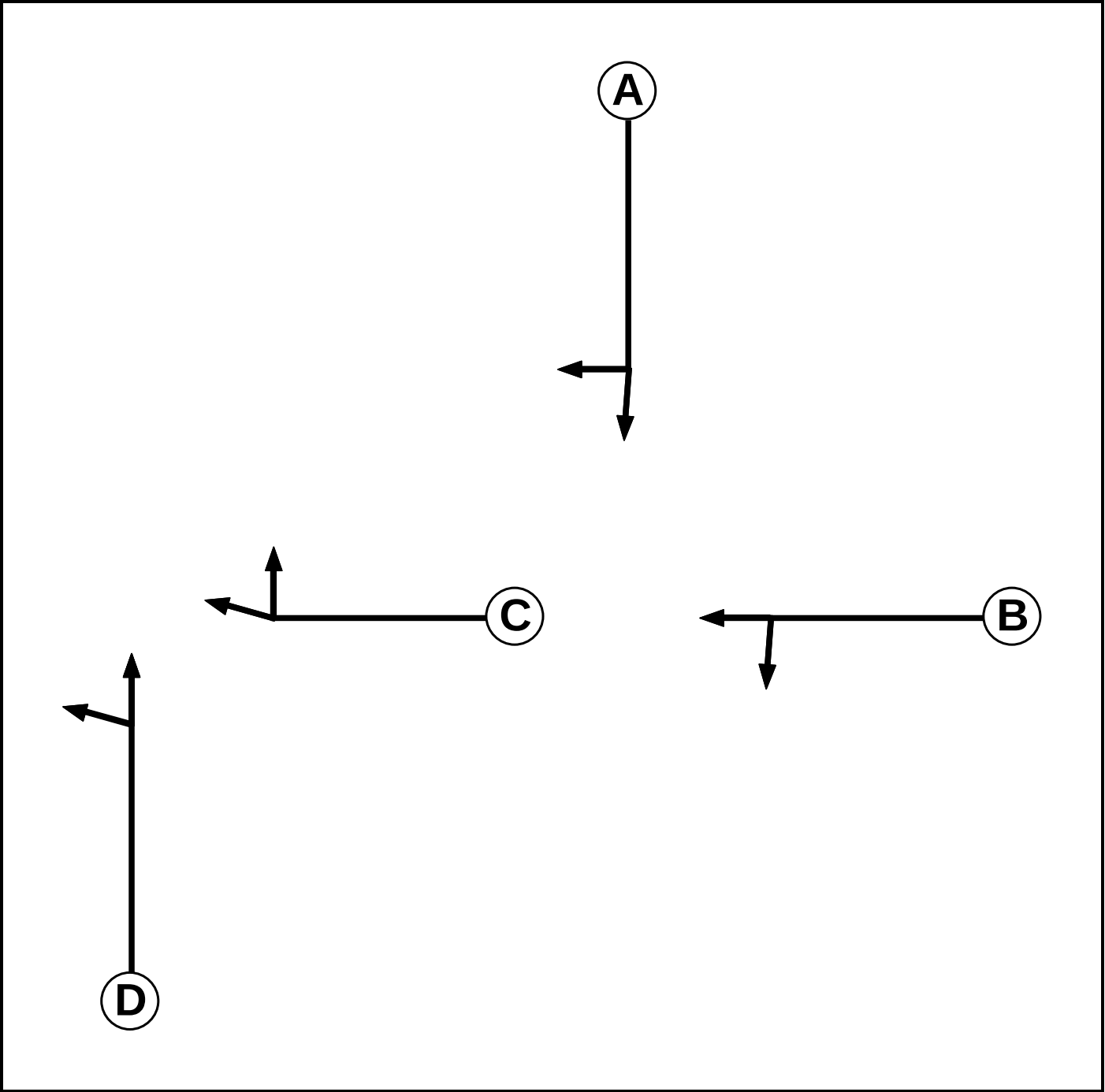
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

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

Full Input Data And Results

Phase Intergreens Matrix

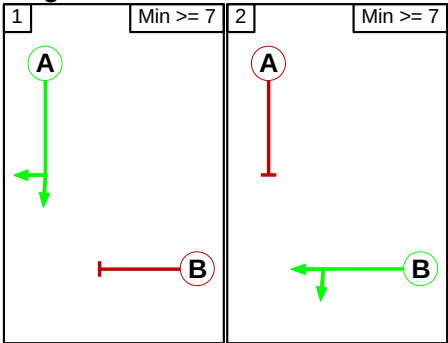
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

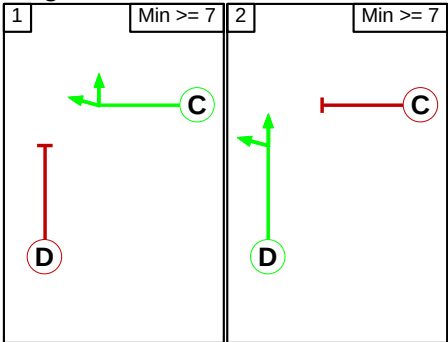
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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					

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

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	7.0	Geom	-	3.50	0.00	Y	Arm J1:5 Left	30.00
J1:1/2 (A27 EB Off-slip)	U	D	2	3	60.0	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	5.7	Geom	-	3.50	0.00	Y	Arm J1:6 Left	30.00
J1:2/2 (Park Road South)	U	A	2	3	60.0	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
											Arm J2:6 Left	30.00
J2:1/3 (A3023)	U	D	2	3	60.0	Geom	-	3.30	0.00	N	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 Arm J2:5 Left	Inf 30.00
J2:2/2 (A27 WB Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	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	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Obs 2022'	08:00	09:00	01:00	
2: 'PM Obs 2022'	16:15	17:15	01:00	
3: 'AM Base 2022'	08:00	09:00	01:00	
4: 'PM Base 2022'	17:00	18:00	01:00	
5: 'AM Base 2022 Summer'	08:00	09:00	01:00	
6: 'PM Base 2022 Summer'	17:00	18:00	01:00	

Scenario 1: 'AM Obs 2022 Calibration' (FG1: 'AM Obs 2022', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	257	367	493	1117
	B	215	0	256	0	471
	C	291	240	0	465	996
	D	585	0	717	0	1302
	Tot.	1091	497	1340	958	3886

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Obs 2022 Calibration
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	431
J1:1/2 (with short)	907(In) 476(Out)
J1:1/3	395
J1:2/1 (short)	257
J1:2/2 (with short)	740(In) 483(Out)
J1:2/3	377
J1:3/1	240
J1:3/2	322
J1:3/3	395
J1:4/1	247
J1:4/2	259
J1:4/3	240
J1:5/1	678
J1:5/2	413
J1:6/1	497
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	338
J2:1/2 (with short)	712(In) 374(Out)
J2:1/3	284
J2:2/1	256
J2:2/2	215
J2:3/1	116
J2:3/2	377
J2:3/3	215
J2:4/1	589
J2:4/2	611
J2:4/3	377
J2:5/1	717
J2:5/2	623
J2:6/1	454
J2:6/2	504

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	Inf	67.6 %	2071	2071
				Arm J1:5 Left	30.00	32.4 %		
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	66.0 %	2050	2050
				Arm J2:6 Left	30.00	34.0 %		
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	0.0 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	100.0 %		
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 2: 'PM Obs 2022 Calibration' (FG2: 'PM Obs 2022', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	154	224	400	778
	B	177	0	174	0	351
	C	374	263	0	704	1341
	D	646	0	649	0	1295
	Tot.	1197	417	1047	1104	3765

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Obs 2022 Calibration
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	434
J1:1/2 (with short)	913(In) 479(Out)
J1:1/3	382
J1:2/1 (short)	154
J1:2/2 (with short)	487(In) 333(Out)
J1:2/3	291
J1:3/1	263
J1:3/2	267
J1:3/3	382
J1:4/1	267
J1:4/2	284
J1:4/3	263
J1:5/1	701
J1:5/2	496
J1:6/1	417
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	462
J2:1/2 (with short)	971(In) 509(Out)
J2:1/3	370
J2:2/1	174
J2:2/2	177
J2:3/1	109
J2:3/2	291
J2:3/3	177
J2:4/1	485
J2:4/2	497
J2:4/3	291
J2:5/1	572
J2:5/2	475
J2:6/1	571
J2:6/2	533

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	Inf	55.7 %	2059	2059
				Arm J1:5 Left	30.00	44.3 %		
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	52.5 %	2037	2037
				Arm J2:6 Left	30.00	47.5 %		
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	0.0 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	100.0 %		
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 3: 'AM Base 2022' (FG3: 'AM Base 2022', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	120	247	329	696
	B	177	0	125	0	302
	C	373	126	0	741	1240
	D	371	0	348	0	719
	Tot.	921	246	720	1070	2957

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM Base 2022
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	246
J1:1/2 (with short)	517(In) 271(Out)
J1:1/3	202
J1:2/1 (short)	120
J1:2/2 (with short)	471(In) 351(Out)
J1:2/3	225
J1:3/1	126
J1:3/2	146
J1:3/3	202
J1:4/1	164
J1:4/2	386
J1:4/3	126
J1:5/1	410
J1:5/2	511
J1:6/1	246
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	421
J2:1/2 (with short)	878(In) 457(Out)
J2:1/3	362
J2:2/1	152
J2:2/2	150
J2:3/1	104
J2:3/2	252
J2:3/3	150
J2:4/1	334
J2:4/2	365
J2:4/3	225
J2:5/1	396
J2:5/2	324
J2:6/1	525
J2:6/2	545

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	Inf	53.9 %	2058	2058
				Arm J1:5 Left	30.00	46.1 %		
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	30.0 %	2014	2014
				Arm J2:6 Left	30.00	70.0 %		
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	17.8 %	1935	1935
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	82.2 %		
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 Base 2022' (FG4: 'PM Base 2022', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	258	303	402	963
	B	206	0	179	0	385
	C	241	139	0	424	804
	D	591	0	592	0	1183
	Tot.	1038	397	1074	826	3335

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM Base 2022
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	403
J1:1/2 (with short)	846(In) 443(Out)
J1:1/3	337
J1:2/1 (short)	258
J1:2/2 (with short)	639(In) 381(Out)
J1:2/3	324
J1:3/1	139
J1:3/2	255
J1:3/3	337
J1:4/1	210
J1:4/2	237
J1:4/3	139
J1:5/1	613
J1:5/2	425
J1:6/1	397
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	296
J2:1/2 (with short)	624(In) 328(Out)
J2:1/3	180
J2:2/1	189
J2:2/2	196
J2:3/1	78
J2:3/2	334
J2:3/3	196
J2:4/1	463
J2:4/2	510
J2:4/3	324
J2:5/1	552
J2:5/2	522
J2:6/1	374
J2:6/2	452

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	Inf	57.6 %	2061	2061
				Arm J1:5 Left	30.00	42.4 %		
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	61.0 %	2045	2045
				Arm J2:6 Left	30.00	39.0 %		
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	5.3 %	1924	1924
				Arm J2:5 Left	30.00	94.7 %		
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 Base 2022 Summer' (FG5: 'AM Base 2022 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	127	263	346	736
	B	147	0	107	0	254
	C	305	102	0	600	1007
	D	439	0	382	0	821
	Tot.	891	229	752	946	2818

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: AM Base 2022 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	283
J1:1/2 (with short)	593(In) 310(Out)
J1:1/3	228
J1:2/1 (short)	127
J1:2/2 (with short)	492(In) 365(Out)
J1:2/3	244
J1:3/1	102
J1:3/2	154
J1:3/3	228
J1:4/1	144
J1:4/2	308
J1:4/3	102
J1:5/1	427
J1:5/2	464
J1:6/1	229
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	348
J2:1/2 (with short)	728(In) 380(Out)
J2:1/3	279
J2:2/1	123
J2:2/2	131
J2:3/1	102
J2:3/2	260
J2:3/3	131
J2:4/1	359
J2:4/2	388
J2:4/3	244
J2:5/1	412
J2:5/2	340
J2:6/1	450
J2:6/2	496

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	Inf	49.7 %	2053	2053
				Arm J1:5 Left	30.00	50.3 %		
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	33.7 %	2018	2018
				Arm J2:6 Left	30.00	66.3 %		
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	13.0 %	1931	1931
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	87.0 %		
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 6: 'PM Base 2022 Summer' (FG6: 'PM Base 2022 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	222	343	313	878
	B	225	0	177	0	402
	C	354	155	0	491	1000
	D	519	0	416	0	935
	Tot.	1098	377	936	804	3215

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM Base 2022 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	335
J1:1/2 (with short)	702(In) 367(Out)
J1:1/3	233
J1:2/1 (short)	222
J1:2/2 (with short)	618(In) 396(Out)
J1:2/3	260
J1:3/1	155
J1:3/2	183
J1:3/3	233
J1:4/1	284
J1:4/2	295
J1:4/3	155
J1:5/1	619
J1:5/2	479
J1:6/1	377
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	355
J2:1/2 (with short)	750(In) 395(Out)
J2:1/3	250
J2:2/1	202
J2:2/2	200
J2:3/1	53
J2:3/2	285
J2:3/3	200
J2:4/1	395
J2:4/2	417
J2:4/3	260
J2:5/1	483
J2:5/2	453
J2:6/1	408
J2:6/2	396

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	Inf	49.9 %	2054	2054
				Arm J1:5 Left	30.00	50.1 %		
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

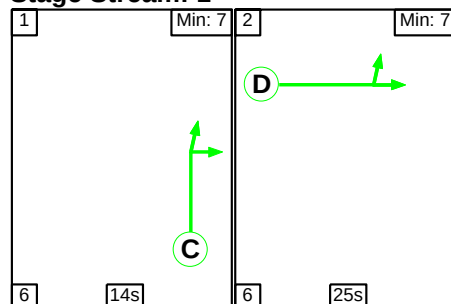
Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	65.6 %	2050	2050
				Arm J2:6 Left	30.00	34.4 %		
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	12.4 %	1930	1930
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	87.6 %		
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 2022 Calibration' (FG1: 'AM Obs 2022', Plan 1: 'Network Control Plan 1')

C1

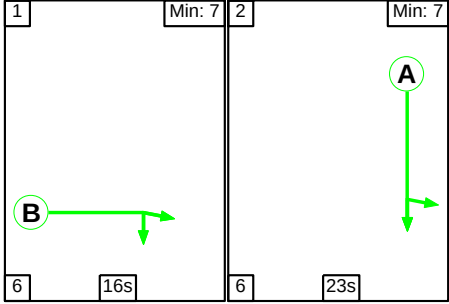
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

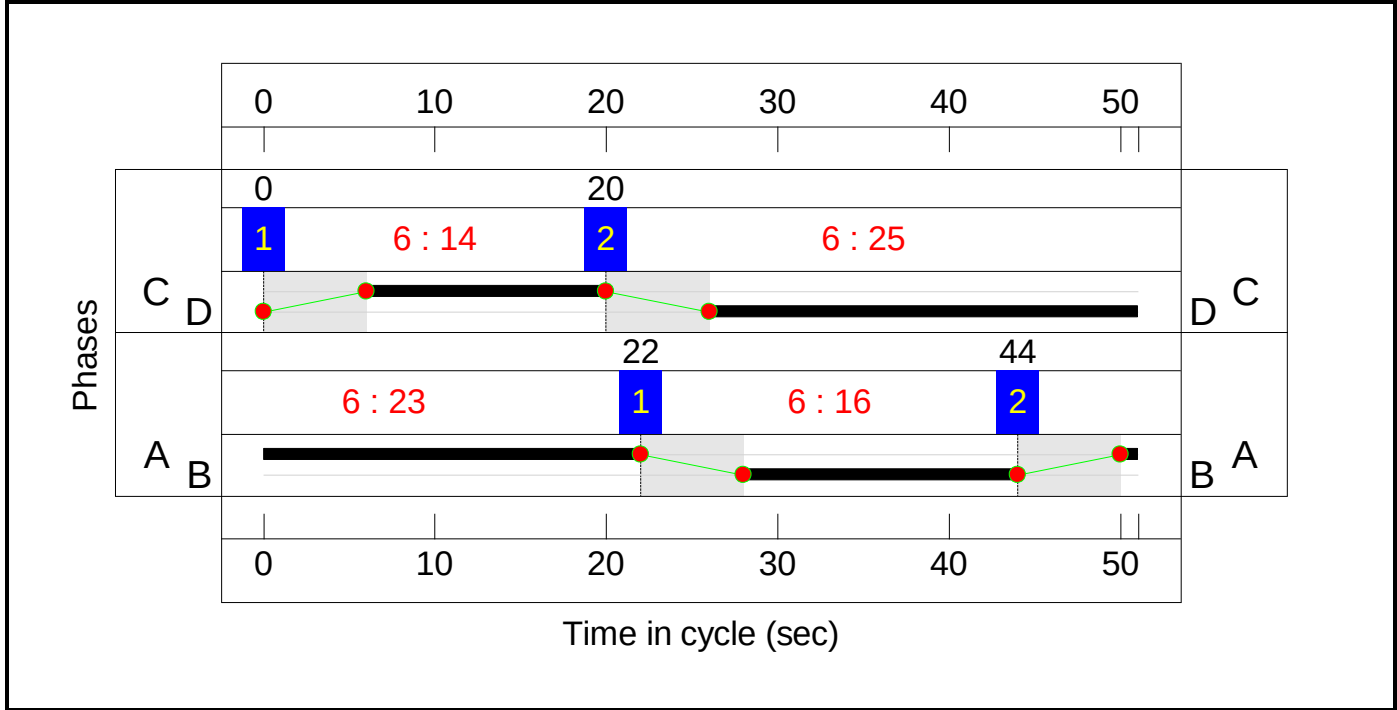
Stage Stream: 1

Stage	1	2
Duration	14	25
Change Point	0	20

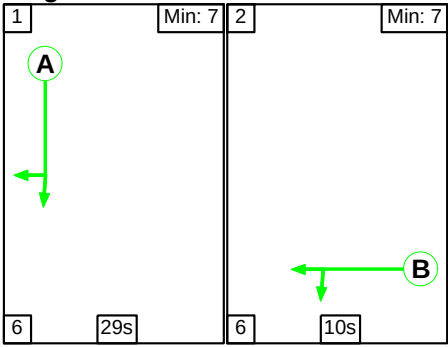
Stage Stream: 2

Stage	1	2
Duration	16	23
Change Point	22	44

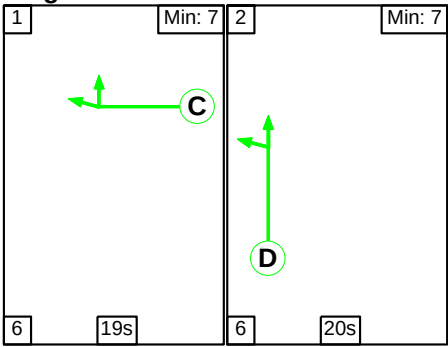
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



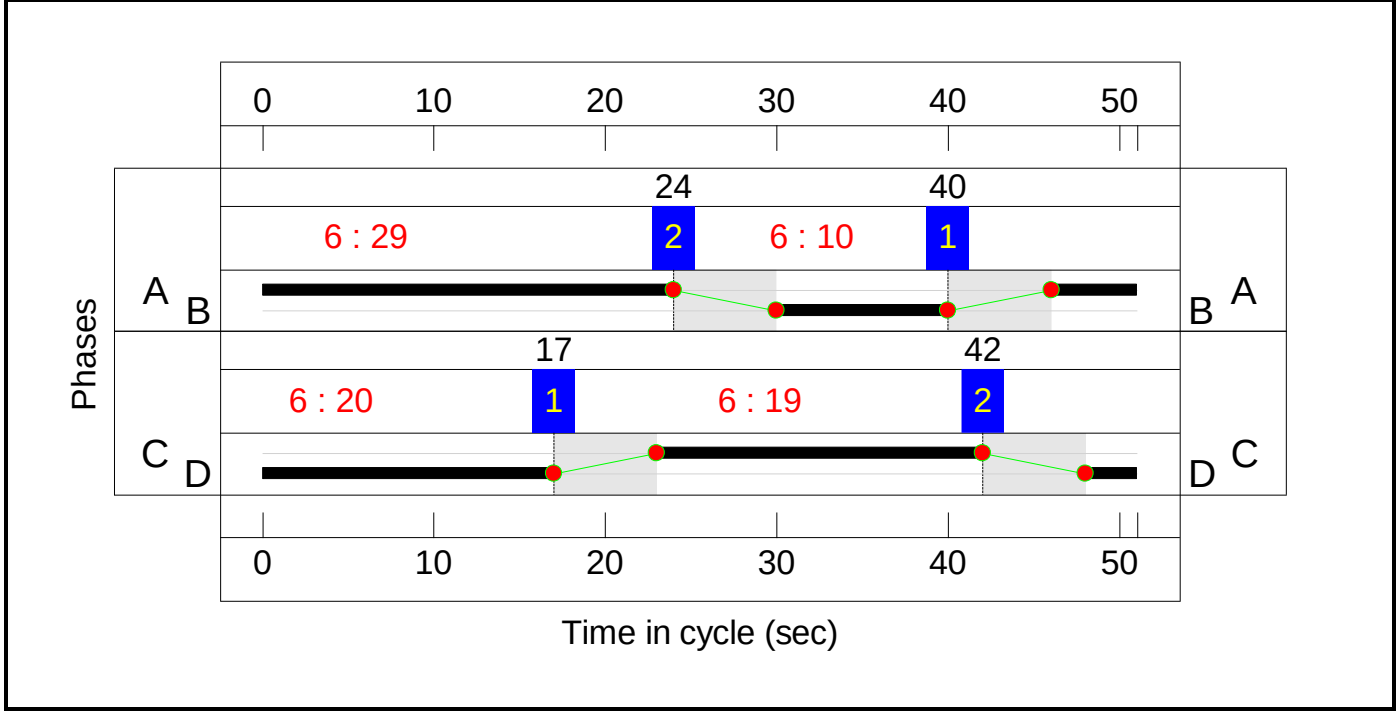
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	40	24

Stage Stream: 2

Stage	1	2
Duration	19	20
Change Point	17	42

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	-	-		-	-	-	-	-	-	62.4%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	25	-	907	2071:1871	778+704	61.2 : 61.2%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	25	-	395	2105	1073	36.8%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	23	-	740	2105:1871	774+412	62.4 : 62.4%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	23	-	377	2105	991	38.1%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	16	-	240	1900	633	37.9%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	16	-	322	1900	633	50.8%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	16	-	395	1900	633	62.4%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	247	1900	559	44.2%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	259	1900	559	46.3%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	14	-	240	1900	559	42.9%
5/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	20	-	712	2050:1852	844+763	44.3 : 44.3%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	20	-	284	2085	859	33.1%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	256	1919	414	61.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	215	2155	465	46.3%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	19	-	116	1900	745	15.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	19	-	377	1900	745	50.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	19	-	215	1900	745	28.9%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	29	-	589	1900	1118	52.7%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	29	-	611	1900	1118	54.7%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	29	-	377	1900	1118	33.7%
5/1		U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%

Full Input Data And Results

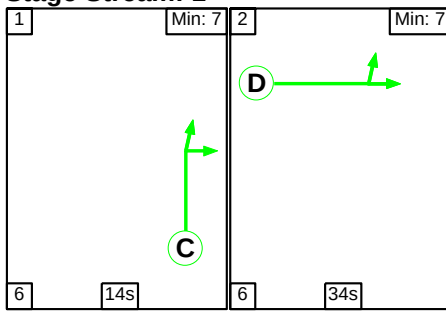
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	19.0	9.1	0.0	28.1	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	9.7	5.1	0.0	14.7	-	-	-	-
1/2+1/1	907	907	-	-	-	2.0	0.8	-	2.8	11.1	4.2	0.8	5.0
1/3	395	395	-	-	-	0.8	0.3	-	1.1	10.2	3.3	0.3	3.6
2/2+2/1	740	740	-	-	-	1.8	0.8	-	2.7	13.0	4.7	0.8	5.5
2/3	377	377	-	-	-	0.9	0.3	-	1.2	11.6	3.4	0.3	3.7
3/1	240	240	-	-	-	1.1	0.3	-	1.4	21.1	3.4	0.3	3.7
3/2	322	322	-	-	-	0.6	0.5	-	1.1	12.8	1.1	0.5	1.6
3/3	395	395	-	-	-	0.8	0.8	-	1.6	14.6	1.6	0.8	2.4
4/1	247	247	-	-	-	0.4	0.4	-	0.8	12.2	0.8	0.4	1.2
4/2	259	259	-	-	-	0.8	0.4	-	1.2	16.8	3.5	0.4	3.9
4/3	240	240	-	-	-	0.4	0.4	-	0.7	11.0	1.2	0.4	1.6
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	497	497	-	-	-	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	9.3	4.1	0.0	13.4	-	-	-	-
1/2+1/1	712	712	-	-	-	2.1	0.4	-	2.5	12.8	3.7	0.4	4.1
1/3	284	284	-	-	-	0.8	0.2	-	1.1	13.4	2.7	0.2	2.9
2/1	256	256	-	-	-	1.3	0.8	-	2.1	29.4	3.3	0.8	4.1
2/2	215	215	-	-	-	1.0	0.4	-	1.5	24.6	2.6	0.4	3.1
3/1	116	116	-	-	-	0.3	0.1	-	0.4	10.9	1.4	0.1	1.5
3/2	377	377	-	-	-	1.4	0.5	-	1.9	17.9	5.3	0.5	5.8
3/3	215	215	-	-	-	0.2	0.2	-	0.4	5.9	0.5	0.2	0.7

Full Input Data And Results

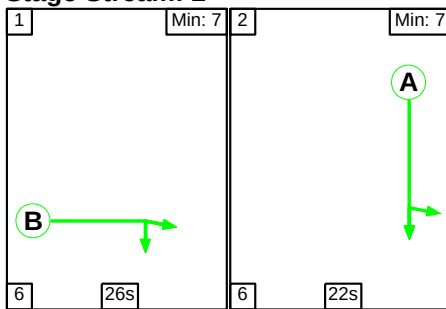
4/1	589	589	-	-	-	0.8	0.6	-	1.4	8.3	5.0	0.6	5.6
4/2	611	611	-	-	-	1.1	0.6	-	1.8	10.3	6.1	0.6	6.7
4/3	377	377	-	-	-	0.3	0.3	-	0.6	5.4	0.9	0.3	1.2
5/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 47.1 C1 Stream: 2 PRC for Signalled Lanes (%): 44.3 C2 Stream: 1 PRC for Signalled Lanes (%): 45.5 C2 Stream: 2 PRC for Signalled Lanes (%): 77.9 PRC Over All Lanes (%): 44.3 Total Delay for Signalled Lanes (pcuHr): 6.69 Total Delay for Signalled Lanes (pcuHr): 8.04 Total Delay for Signalled Lanes (pcuHr): 7.25 Total Delay for Signalled Lanes (pcuHr): 6.17 Total Delay Over All Lanes(pcuHr): 28.14 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

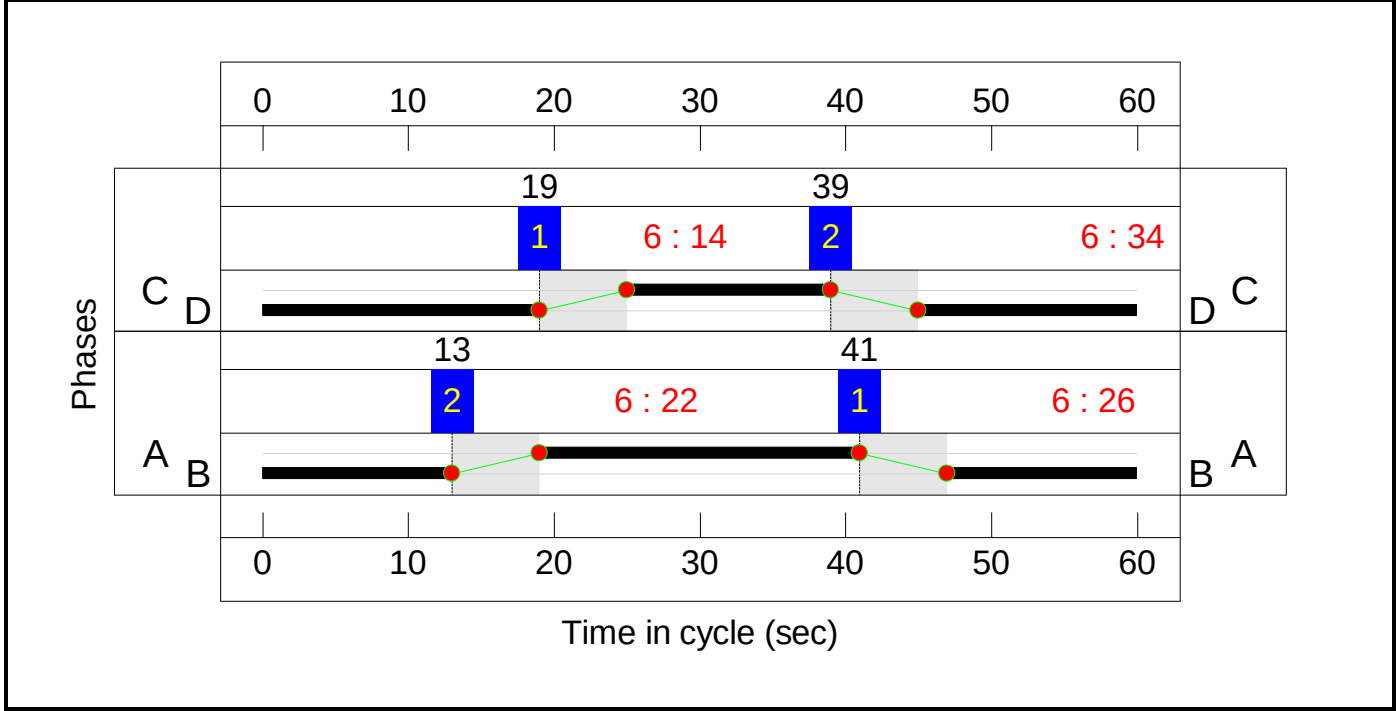
Stage Stream: 1

Stage	1	2
Duration	14	34
Change Point	19	39

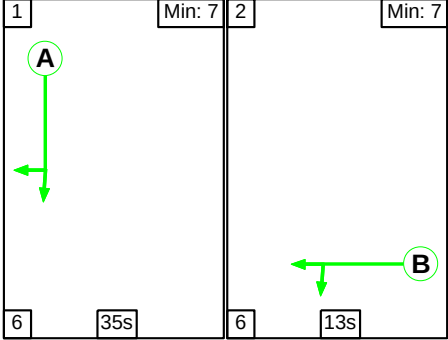
Stage Stream: 2

Stage	1	2
Duration	26	22
Change Point	41	13

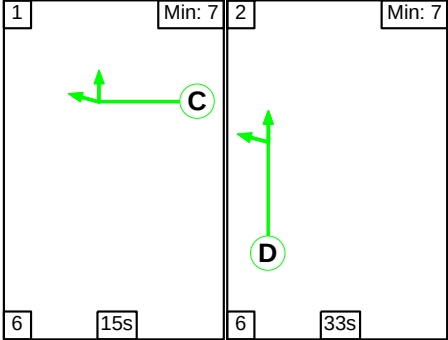
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



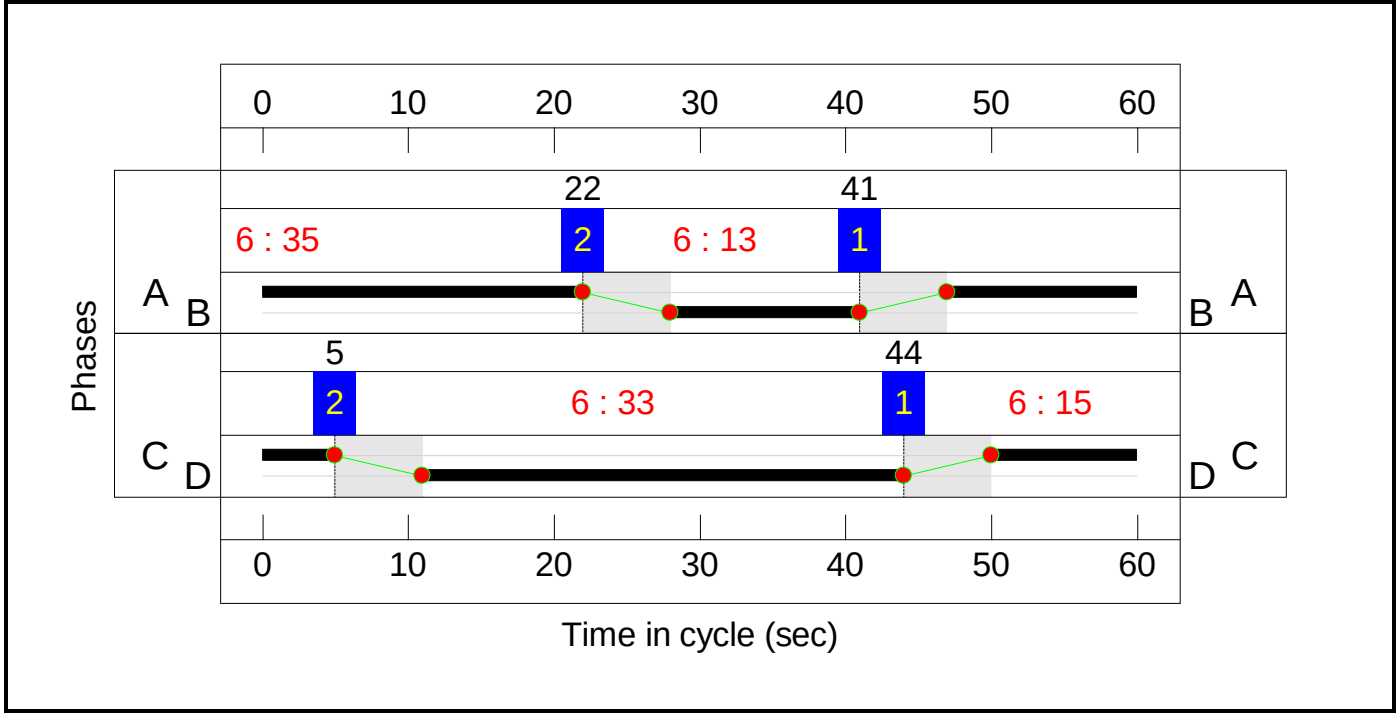
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	41	22

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	15	33
Change Point	44	5

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	-	-		-	-	-	-	-	-	59.8%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	34	-	913	2059:1871	815+739	58.8 : 58.8%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	34	-	382	2105	1228	31.1%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	22	-	487	2105:1871	651+301	51.1 : 51.1%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	22	-	291	2105	807	36.1%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	26	-	263	1900	855	30.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	26	-	267	1900	855	31.2%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	26	-	382	1900	855	44.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	267	1900	475	56.2%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	284	1900	475	59.8%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	14	-	263	1900	475	55.4%
5/1		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	33	-	971	2037:1852	1019+925	49.9 : 49.9%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	33	-	370	2085	1182	31.3%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	13	-	174	1919	448	38.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	13	-	177	2155	503	35.2%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	15	-	109	1900	507	21.5%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	15	-	291	1900	507	57.4%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	15	-	177	1900	507	34.9%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	35	-	485	1900	1140	42.5%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	35	-	497	1900	1140	43.6%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	35	-	291	1900	1140	25.5%
5/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%

Full Input Data And Results

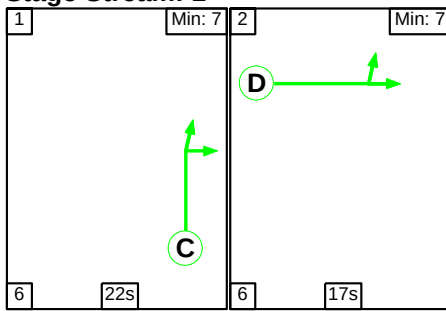
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	19.0	7.9	0.0	26.9	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	11.0	4.6	0.0	15.6	-	-	-	-
1/2+1/1	913	913	-	-	-	1.7	0.7	-	2.4	9.6	4.3	0.7	5.0
1/3	382	382	-	-	-	0.7	0.2	-	0.9	8.5	3.2	0.2	3.4
2/2+2/1	487	487	-	-	-	1.8	0.5	-	2.3	17.1	4.0	0.5	4.5
2/3	291	291	-	-	-	1.1	0.3	-	1.4	16.7	3.4	0.3	3.7
3/1	263	263	-	-	-	1.3	0.2	-	1.5	20.5	4.4	0.2	4.6
3/2	267	267	-	-	-	0.4	0.2	-	0.6	8.4	0.8	0.2	1.1
3/3	382	382	-	-	-	0.6	0.4	-	1.0	9.2	1.2	0.4	1.6
4/1	267	267	-	-	-	0.9	0.6	-	1.6	21.2	3.5	0.6	4.1
4/2	284	284	-	-	-	1.6	0.7	-	2.3	29.6	4.5	0.7	5.2
4/3	263	263	-	-	-	0.9	0.6	-	1.6	21.3	3.7	0.6	4.3
5/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	417	417	-	-	-	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	8.1	3.3	0.0	11.4	-	-	-	-
1/2+1/1	971	971	-	-	-	2.0	0.5	-	2.5	9.4	4.8	0.5	5.3
1/3	370	370	-	-	-	0.7	0.2	-	0.9	9.1	3.2	0.2	3.4
2/1	174	174	-	-	-	0.9	0.3	-	1.3	26.0	2.4	0.3	2.7
2/2	177	177	-	-	-	0.9	0.3	-	1.2	24.7	2.5	0.3	2.7
3/1	109	109	-	-	-	0.0	0.1	-	0.1	4.7	0.0	0.1	0.1
3/2	291	291	-	-	-	0.0	0.7	-	0.7	8.4	0.0	0.7	0.7
3/3	177	177	-	-	-	0.8	0.3	-	1.1	21.6	2.9	0.3	3.2

Full Input Data And Results

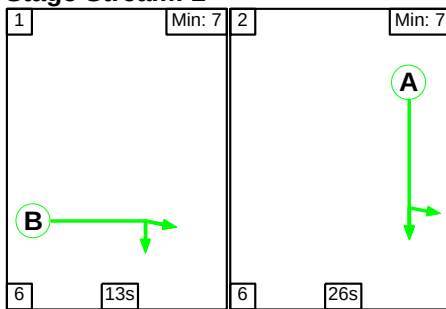
4/1	485	485	-	-	-	0.9	0.4	-	1.3	9.6	3.7	0.4	4.1
4/2	497	497	-	-	-	0.5	0.4	-	0.8	6.1	2.0	0.4	2.3
4/3	291	291	-	-	-	1.3	0.2	-	1.4	17.7	4.8	0.2	5.0
5/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 50.5 C1 Stream: 2 PRC for Signalled Lanes (%): 76.0 C2 Stream: 1 PRC for Signalled Lanes (%): 106.4 C2 Stream: 2 PRC for Signalled Lanes (%): 56.7 PRC Over All Lanes (%): 50.5 Total Delay for Signalled Lanes (pcuHr): 8.80 Total Delay for Signalled Lanes (pcuHr): 6.76 Total Delay for Signalled Lanes (pcuHr): 6.04 Total Delay for Signalled Lanes (pcuHr): 5.34 Total Delay Over All Lanes(pcuHr): 26.94 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

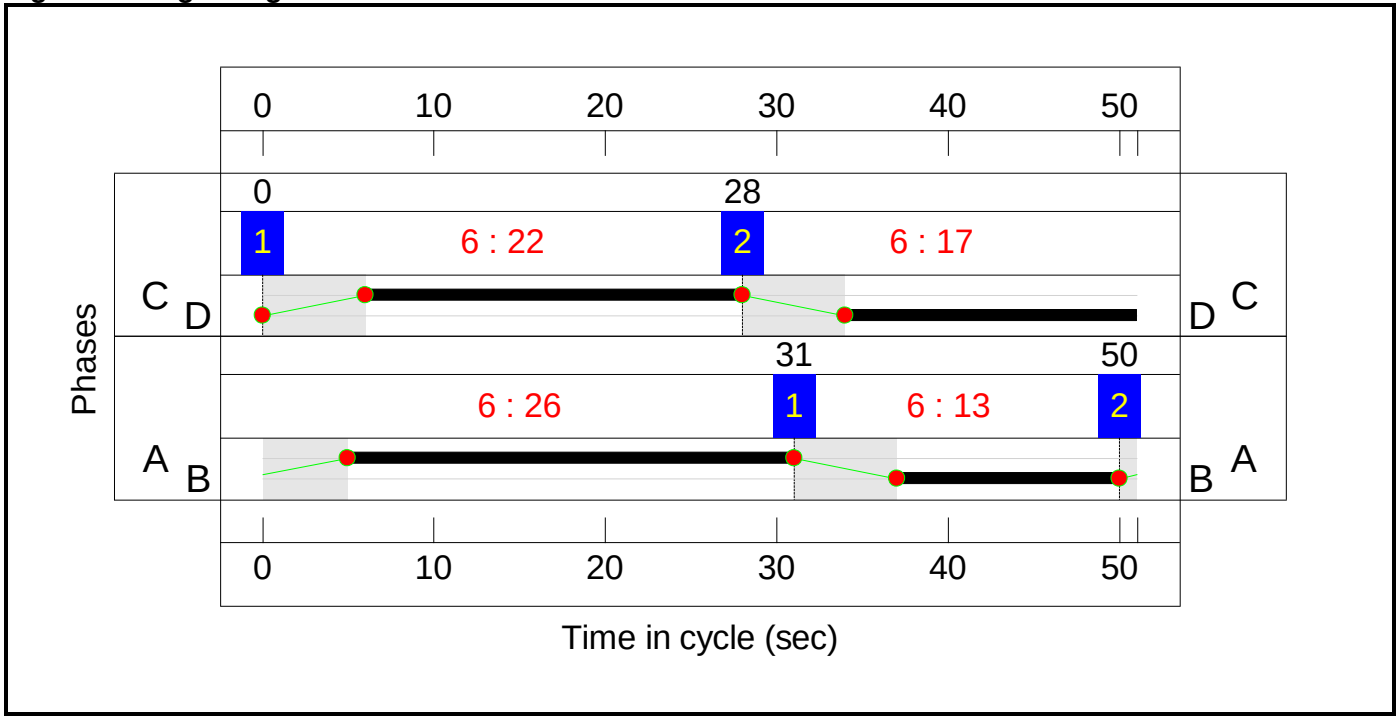
Stage Stream: 1

Stage	1	2
Duration	22	17
Change Point	0	28

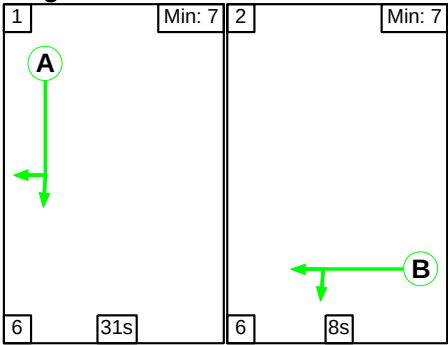
Stage Stream: 2

Stage	1	2
Duration	13	26
Change Point	31	50

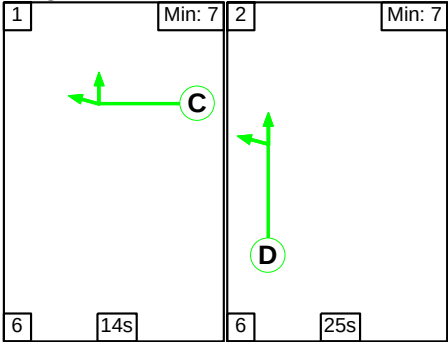
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



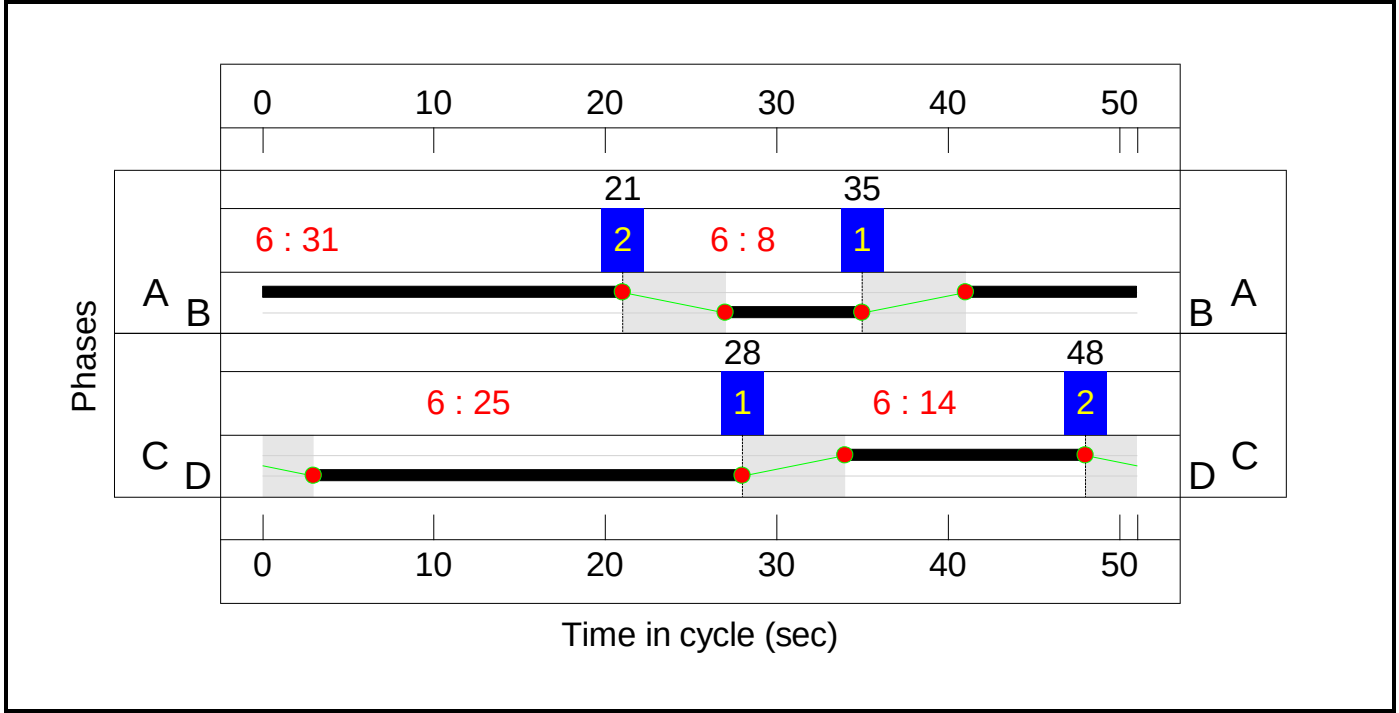
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	31	8
Change Point	35	21

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	14	25
Change Point	28	48

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	-	-		-	-	-	-	-	-	45.4%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	45.0%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	17	-	517	2058:1871	615+559	44.0 : 44.0%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	17	-	202	2105	743	27.2%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	26	-	471	2105:1871	920+315	38.1 : 38.1%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	26	-	225	2105	1114	20.2%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	13	-	126	1900	522	24.2%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	13	-	146	1900	522	28.0%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	13	-	202	1900	522	38.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	22	-	164	1900	857	19.1%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	22	-	386	1900	857	45.0%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	22	-	126	1900	857	14.7%
5/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	45.4%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	25	-	878	2014:1852	1006+927	45.4 : 45.4%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	25	-	362	2085	1063	34.1%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	8	-	152	1935	341	44.5%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	8	-	150	2155	380	39.4%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	14	-	104	1900	559	18.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	14	-	252	1900	559	45.1%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	14	-	150	1900	559	26.8%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	31	-	334	1900	1192	28.0%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	31	-	365	1900	1192	30.6%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	31	-	225	1900	1192	18.9%
5/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%

Full Input Data And Results

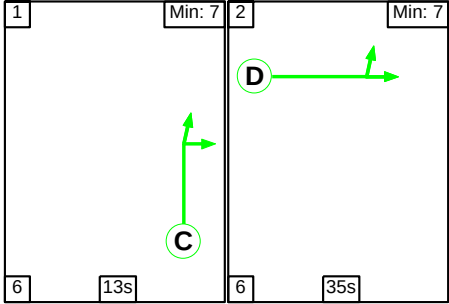
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	12.0	4.9	0.0	17.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	6.0	2.3	0.0	8.3	-	-	-	-
1/2+1/1	517	517	-	-	-	1.8	0.4	-	2.2	15.0	2.9	0.4	3.3
1/3	202	202	-	-	-	0.7	0.2	-	0.9	15.2	2.0	0.2	2.2
2/2+2/1	471	471	-	-	-	0.9	0.3	-	1.2	9.0	2.7	0.3	3.0
2/3	225	225	-	-	-	0.4	0.1	-	0.5	8.4	1.6	0.1	1.8
3/1	126	126	-	-	-	0.7	0.2	-	0.8	23.6	1.8	0.2	1.9
3/2	146	146	-	-	-	0.2	0.2	-	0.4	9.1	0.3	0.2	0.5
3/3	202	202	-	-	-	0.2	0.3	-	0.6	9.9	0.4	0.3	0.7
4/1	164	164	-	-	-	0.3	0.1	-	0.4	8.6	0.9	0.1	1.0
4/2	386	386	-	-	-	0.8	0.4	-	1.2	11.5	2.8	0.4	3.2
4/3	126	126	-	-	-	0.2	0.1	-	0.3	7.4	0.4	0.1	0.5
5/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	246	246	-	-	-	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	6.0	2.6	0.0	8.6	-	-	-	-
1/2+1/1	878	878	-	-	-	1.9	0.4	-	2.4	9.6	4.1	0.4	4.5
1/3	362	362	-	-	-	0.7	0.3	-	1.0	10.0	3.0	0.3	3.3
2/1	152	152	-	-	-	0.8	0.4	-	1.2	28.3	1.9	0.4	2.3
2/2	150	150	-	-	-	0.8	0.3	-	1.1	26.4	1.9	0.3	2.2
3/1	104	104	-	-	-	0.3	0.1	-	0.4	13.4	0.9	0.1	1.0
3/2	252	252	-	-	-	0.6	0.4	-	1.0	14.9	2.2	0.4	2.6
3/3	150	150	-	-	-	0.1	0.2	-	0.3	6.2	1.8	0.2	2.0

Full Input Data And Results

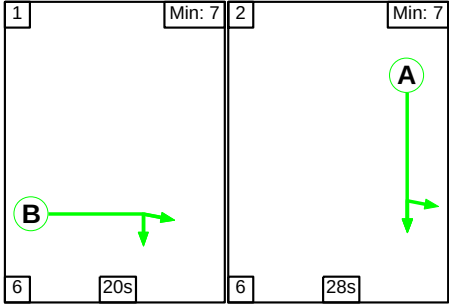
	C1	Stream: 1 PRC for Signalled Lanes (%):	99.8	Total Delay for Signalled Lanes (pcuHr):	4.89	Cycle Time (s):	51
	C1	Stream: 2 PRC for Signalled Lanes (%):	132.4	Total Delay for Signalled Lanes (pcuHr):	3.45	Cycle Time (s):	51
	C2	Stream: 1 PRC for Signalled Lanes (%):	102.2	Total Delay for Signalled Lanes (pcuHr):	3.59	Cycle Time (s):	51
	C2	Stream: 2 PRC for Signalled Lanes (%):	98.1	Total Delay for Signalled Lanes (pcuHr):	5.05	Cycle Time (s):	51
		PRC Over All Lanes (%):	98.1	Total Delay Over All Lanes(pcuHr):	16.98		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

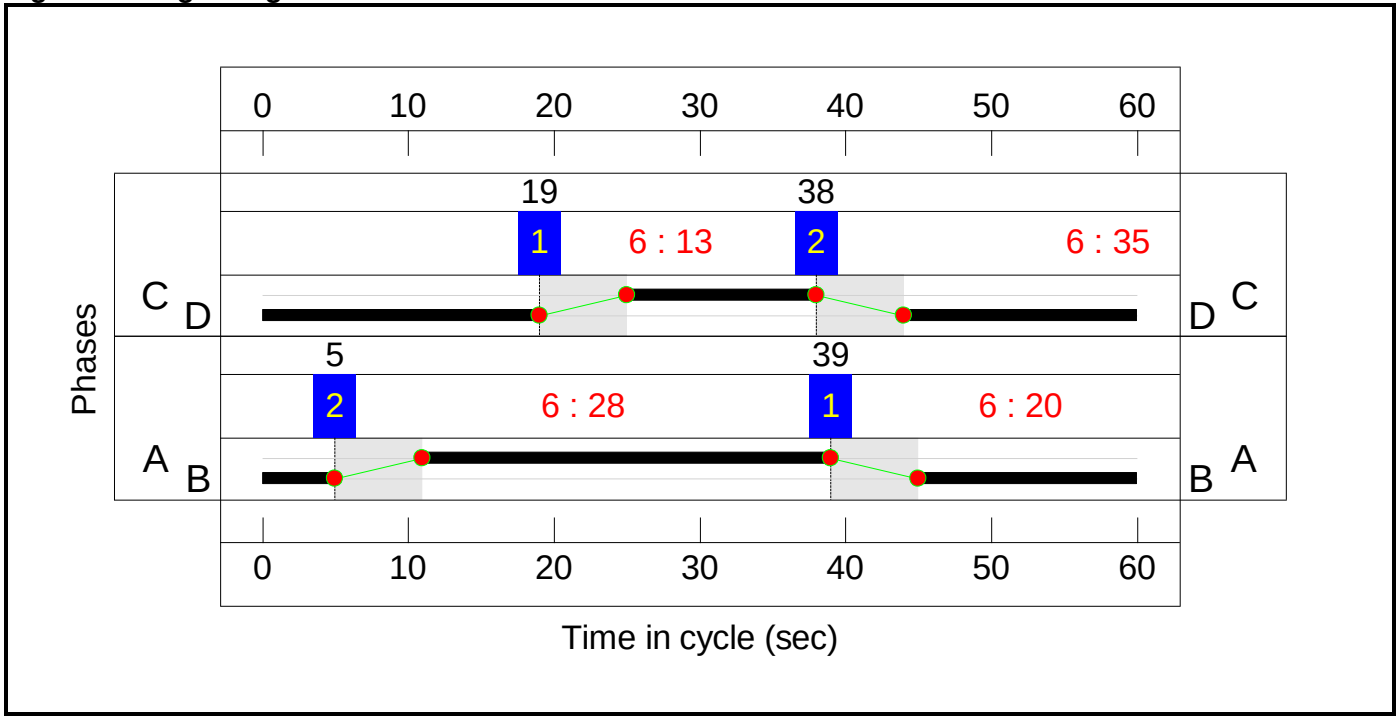
Stage Stream: 1

Stage	1	2
Duration	13	35
Change Point	19	38

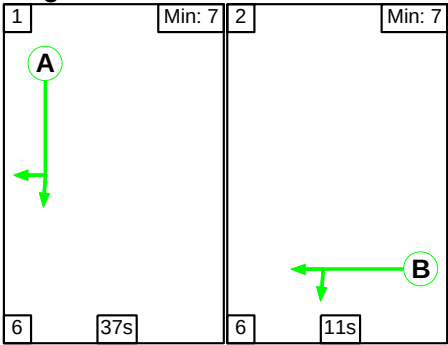
Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	39	5

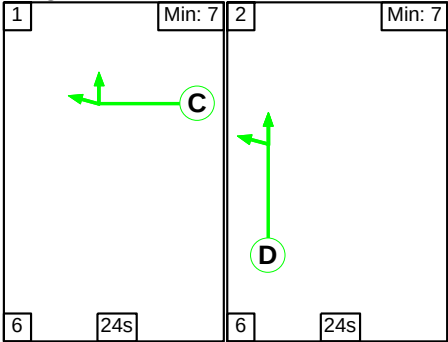
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



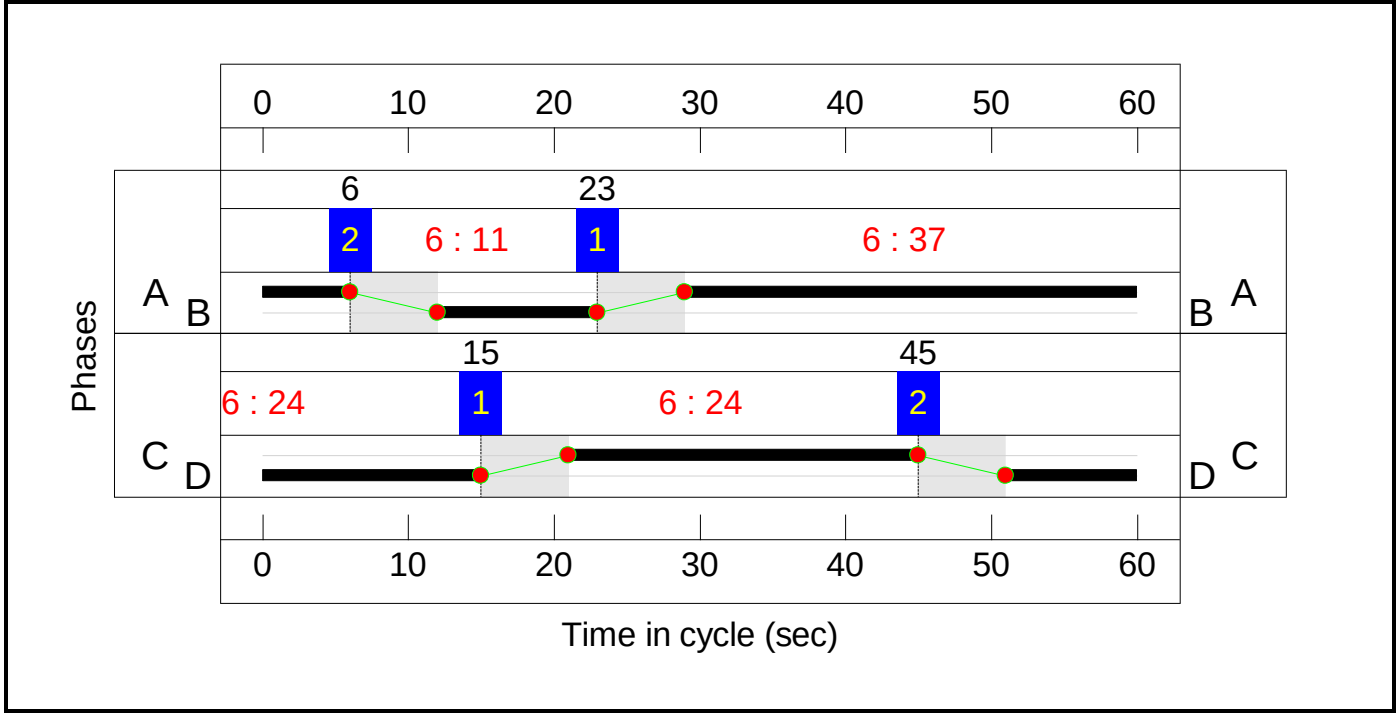
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	37	11
Change Point	23	6

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	24	24
Change Point	15	45

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	-	-		-	-	-	-	-	-	53.5%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	53.5%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	35	-	846	2061:1871	832+757	53.3 : 53.3%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	35	-	337	2105	1263	26.7%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	28	-	639	2105:1871	729+494	52.3 : 52.3%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	28	-	324	2105	1017	31.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	20	-	139	1900	665	20.9%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	20	-	255	1900	665	38.3%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	20	-	337	1900	665	50.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	210	1900	443	47.4%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	237	1900	443	53.5%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	13	-	139	1900	443	31.4%
5/1		U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	49.1%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	24	-	624	2045:1852	852+772	38.5 : 38.4%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	24	-	180	2085	869	20.7%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	11	-	189	1924	385	49.1%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	11	-	196	2155	431	45.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	24	-	78	1900	792	9.9%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	24	-	334	1900	792	42.2%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	24	-	196	1900	792	24.8%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	37	-	463	1900	1203	38.5%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	37	-	510	1900	1203	42.4%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	37	-	324	1900	1203	26.9%
5/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%

Full Input Data And Results

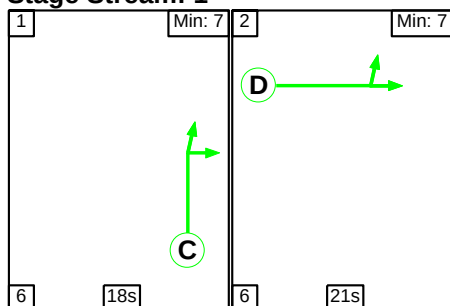
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	16.5	6.5	0.0	23.1	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	9.2	3.7	0.0	13.0	-	-	-	-
1/2+1/1	846	846	-	-	-	1.4	0.6	-	2.0	8.5	3.7	0.6	4.3
1/3	337	337	-	-	-	0.5	0.2	-	0.7	7.7	2.6	0.2	2.8
2/2+2/1	639	639	-	-	-	1.7	0.5	-	2.2	12.7	3.9	0.5	4.5
2/3	324	324	-	-	-	0.9	0.2	-	1.1	12.1	3.2	0.2	3.5
3/1	139	139	-	-	-	0.6	0.1	-	0.7	19.3	2.3	0.1	2.4
3/2	255	255	-	-	-	0.7	0.3	-	1.0	14.3	1.4	0.3	1.7
3/3	337	337	-	-	-	0.9	0.5	-	1.4	15.5	1.8	0.5	2.3
4/1	210	210	-	-	-	1.0	0.4	-	1.5	25.1	3.3	0.4	3.8
4/2	237	237	-	-	-	0.7	0.6	-	1.3	19.2	1.3	0.6	1.9
4/3	139	139	-	-	-	0.7	0.2	-	1.0	25.2	2.3	0.2	2.5
5/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	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	7.3	2.8	0.0	10.1	-	-	-	-
1/2+1/1	624	624	-	-	-	2.1	0.3	-	2.4	14.0	3.7	0.3	4.0
1/3	180	180	-	-	-	0.6	0.1	-	0.7	13.8	1.9	0.1	2.0
2/1	189	189	-	-	-	1.1	0.5	-	1.6	30.5	2.8	0.5	3.3
2/2	196	196	-	-	-	1.2	0.4	-	1.6	28.8	2.8	0.4	3.2
3/1	78	78	-	-	-	0.1	0.1	-	0.2	7.8	0.2	0.1	0.3
3/2	334	334	-	-	-	0.4	0.4	-	0.8	8.5	0.9	0.4	1.3
3/3	196	196	-	-	-	0.2	0.2	-	0.4	6.7	3.0	0.2	3.2

Full Input Data And Results

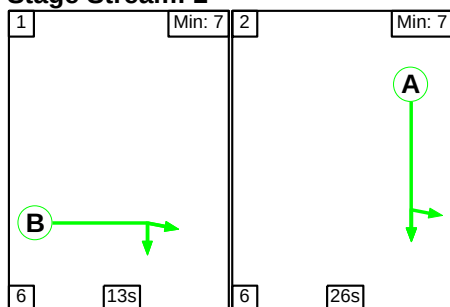
4/1	463	463	-	-	-	0.6	0.3	-	0.9	7.2	3.5	0.3	3.8
4/2	510	510	-	-	-	0.5	0.4	-	0.9	6.4	3.0	0.4	3.4
4/3	324	324	-	-	-	0.5	0.2	-	0.7	7.3	4.0	0.2	4.2
5/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 68.4 Total Delay for Signalled Lanes (pcuHr): 6.43 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 72.2 Total Delay for Signalled Lanes (pcuHr): 6.54 Cycle Time (s): 60 C2 Stream: 1 PRC for Signalled Lanes (%): 83.2 Total Delay for Signalled Lanes (pcuHr): 5.66 Cycle Time (s): 60 C2 Stream: 2 PRC for Signalled Lanes (%): 113.3 Total Delay for Signalled Lanes (pcuHr): 4.43 Cycle Time (s): 60 PRC Over All Lanes (%): 68.4 Total Delay Over All Lanes(pcuHr): 23.06													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

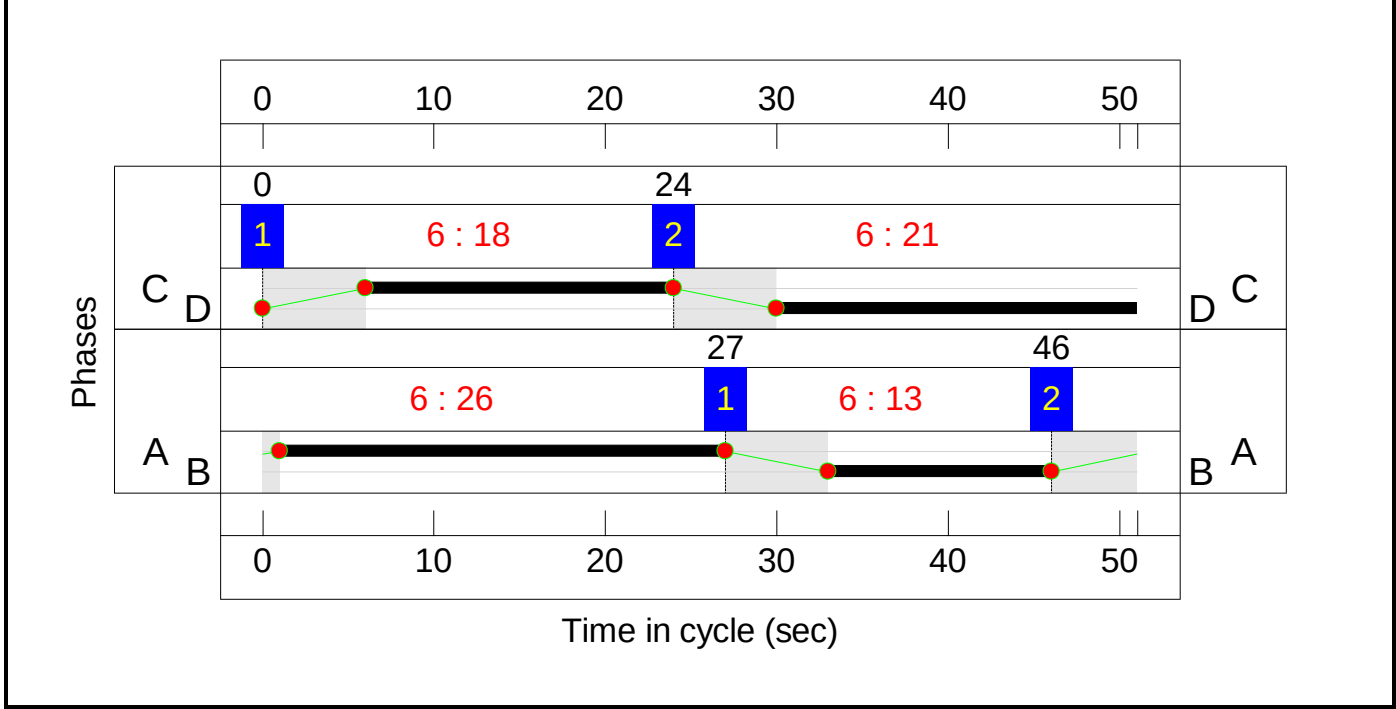
Stage Stream: 1

Stage	1	2
Duration	18	21
Change Point	0	24

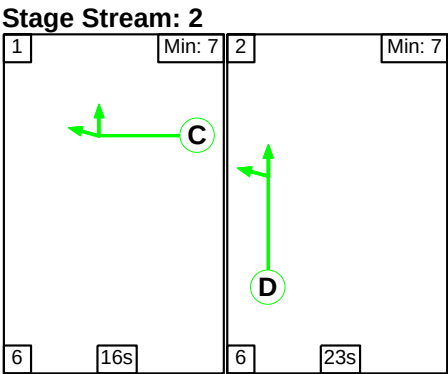
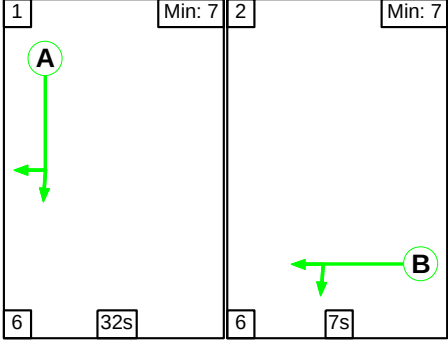
Stage Stream: 2

Stage	1	2
Duration	13	26
Change Point	27	46

Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

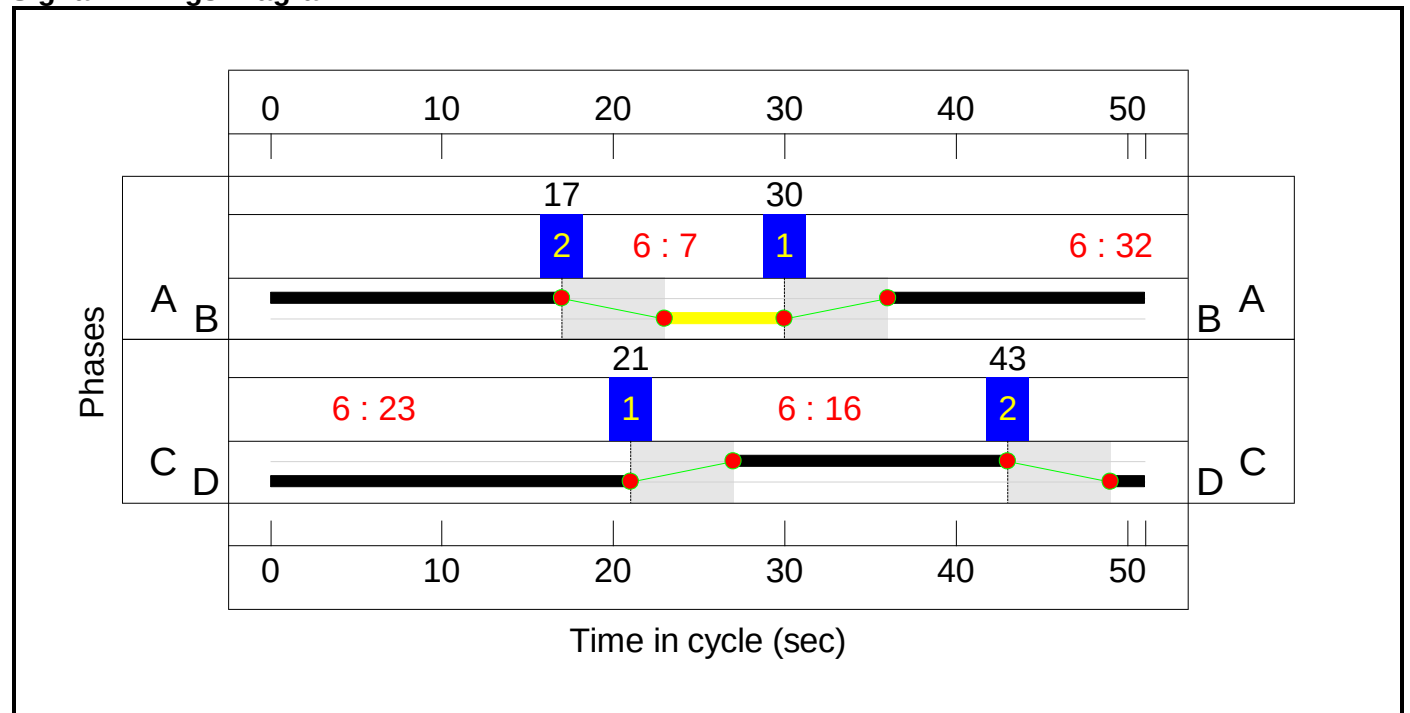
Stage	1	2
Duration	32	7
Change Point	30	17

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	16	23
Change Point	21	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	-	-		-	-	-	-	-	-	44.6%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	44.6%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	21	-	593	2053:1871	695+635	44.6 : 44.6%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	21	-	228	2105	908	25.1%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	26	-	492	2105:1871	918+319	39.8 : 39.8%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	26	-	244	2105	1114	21.9%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	13	-	102	1900	522	19.6%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	13	-	154	1900	522	29.5%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	13	-	228	1900	522	43.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	144	1900	708	20.3%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	308	1900	708	43.5%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	102	1900	708	14.4%
5/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	41.1%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	23	-	728	2018:1852	950+872	40.0 : 39.9%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	23	-	279	2085	981	28.4%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	7	-	123	1931	303	40.6%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	7	-	131	2155	338	38.8%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	16	-	102	1900	633	16.1%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	16	-	260	1900	633	41.1%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	16	-	131	1900	633	20.7%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	32	-	359	1900	1229	29.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	32	-	388	1900	1229	31.6%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	32	-	244	1900	1229	19.8%
5/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%

Full Input Data And Results

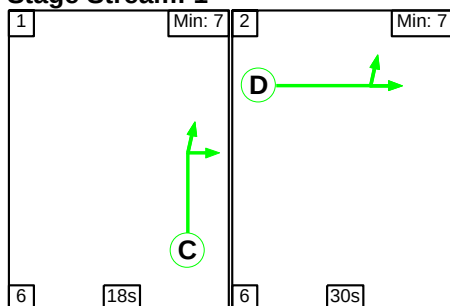
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	11.3	4.7	0.0	16.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	6.0	2.4	0.0	8.4	-	-	-	-
1/2+1/1	593	593	-	-	-	1.6	0.4	-	2.0	12.2	2.9	0.4	3.3
1/3	228	228	-	-	-	0.6	0.2	-	0.8	11.9	2.0	0.2	2.2
2/2+2/1	492	492	-	-	-	0.9	0.3	-	1.2	9.1	2.9	0.3	3.3
2/3	244	244	-	-	-	0.4	0.1	-	0.6	8.5	1.8	0.1	2.0
3/1	102	102	-	-	-	0.5	0.1	-	0.6	22.7	1.4	0.1	1.6
3/2	154	154	-	-	-	0.3	0.2	-	0.5	11.5	0.4	0.2	0.7
3/3	228	228	-	-	-	0.4	0.4	-	0.8	12.8	0.7	0.4	1.0
4/1	144	144	-	-	-	0.2	0.1	-	0.4	9.3	0.6	0.1	0.7
4/2	308	308	-	-	-	0.9	0.4	-	1.3	14.8	3.4	0.4	3.8
4/3	102	102	-	-	-	0.1	0.1	-	0.2	7.3	0.2	0.1	0.3
5/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	229	229	-	-	-	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	5.3	2.3	0.0	7.6	-	-	-	-
1/2+1/1	728	728	-	-	-	1.8	0.3	-	2.1	10.5	3.5	0.3	3.8
1/3	279	279	-	-	-	0.6	0.2	-	0.8	10.8	2.4	0.2	2.6
2/1	123	123	-	-	-	0.7	0.3	-	1.0	29.3	1.5	0.3	1.9
2/2	131	131	-	-	-	0.7	0.3	-	1.0	28.0	1.6	0.3	2.0
3/1	102	102	-	-	-	0.2	0.1	-	0.3	11.1	0.9	0.1	1.0
3/2	260	260	-	-	-	0.6	0.3	-	0.9	12.6	2.2	0.3	2.6
3/3	131	131	-	-	-	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1

Full Input Data And Results

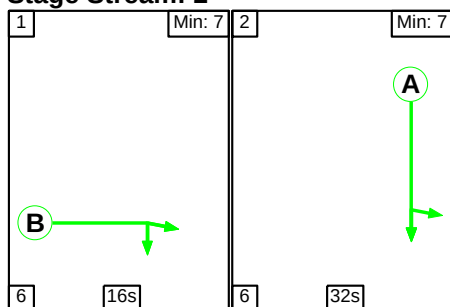
4/1	359	359	-	-	-	0.3	0.2	-	0.5	4.7	1.3	0.2	1.5
4/2	388	388	-	-	-	0.2	0.2	-	0.4	4.0	1.0	0.2	1.2
4/3	244	244	-	-	-	0.3	0.1	-	0.4	6.2	1.4	0.1	1.6
5/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 101.8 C1 Stream: 2 PRC for Signalled Lanes (%): 105.9 C2 Stream: 1 PRC for Signalled Lanes (%): 121.6 C2 Stream: 2 PRC for Signalled Lanes (%): 119.2 PRC Over All Lanes (%): 101.8 Total Delay for Signalled Lanes (pcuHr): 4.60 Total Delay for Signalled Lanes (pcuHr): 3.75 Total Delay for Signalled Lanes (pcuHr): 3.33 Total Delay for Signalled Lanes (pcuHr): 4.31 Total Delay Over All Lanes(pcuHr): 16.00 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

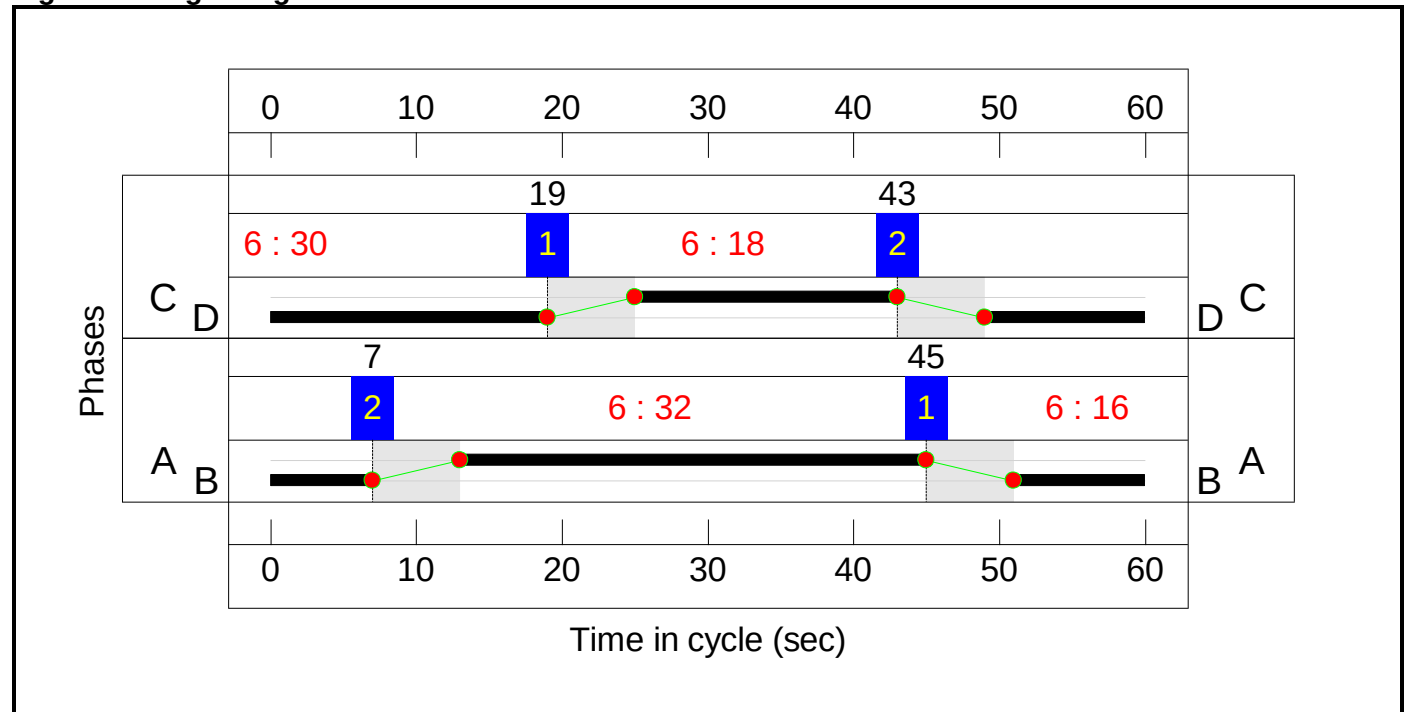
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	19	43

Stage Stream: 2

Stage	1	2
Duration	16	32
Change Point	45	7

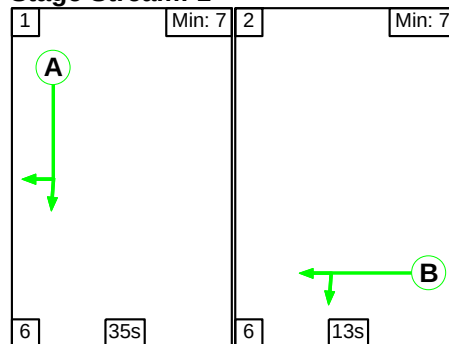
Signal Timings Diagram



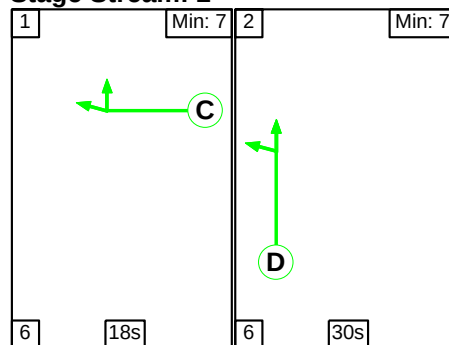
C2

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

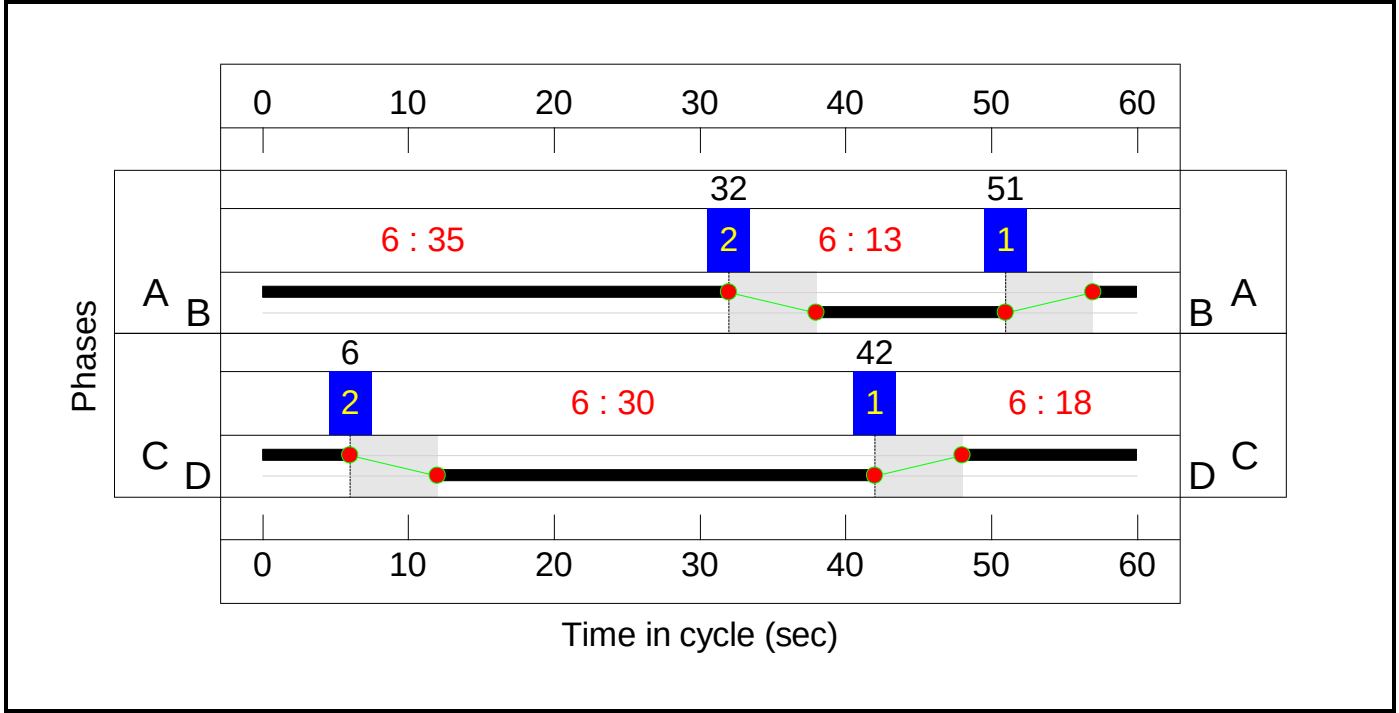
Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	51	32

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	42	6

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	-	-		-	-	-	-	-	-	49.3%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	49.3%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	30	-	702	2054:1871	745+680	49.3 : 49.3%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	30	-	233	2105	1088	21.4%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	32	-	618	2105:1871	846+474	46.8 : 46.8%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	32	-	260	2105	1158	22.5%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	16	-	155	1900	538	28.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	16	-	183	1900	538	34.0%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	16	-	233	1900	538	43.3%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	284	1900	602	47.2%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	18	-	295	1900	602	49.0%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	18	-	155	1900	602	25.8%
5/1		U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	47.4%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	30	-	750	2050:1852	1028+924	38.4 : 38.4%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	30	-	250	2085	1077	23.2%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	13	-	202	1930	450	44.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	13	-	200	2155	503	39.8%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	18	-	53	1900	602	8.8%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	18	-	285	1900	602	47.4%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	18	-	200	1900	602	33.2%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	35	-	395	1900	1140	34.6%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	35	-	417	1900	1140	36.6%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	35	-	260	1900	1140	22.8%
5/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	396	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	15.7	5.8	0.0	21.5	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	8.7	3.1	0.0	11.9	-	-	-	-
1/2+1/1	702	702	-	-	-	1.7	0.5	-	2.2	11.0	3.6	0.5	4.1
1/3	233	233	-	-	-	0.5	0.1	-	0.6	10.0	2.1	0.1	2.2
2/2+2/1	618	618	-	-	-	1.2	0.4	-	1.7	9.8	3.6	0.4	4.1
2/3	260	260	-	-	-	0.5	0.1	-	0.6	8.9	2.2	0.1	2.3
3/1	155	155	-	-	-	0.9	0.2	-	1.1	24.6	2.6	0.2	2.8
3/2	183	183	-	-	-	0.5	0.3	-	0.8	15.3	0.9	0.3	1.1
3/3	233	233	-	-	-	0.7	0.4	-	1.0	16.1	1.1	0.4	1.5
4/1	284	284	-	-	-	0.7	0.4	-	1.2	15.1	3.5	0.4	3.9
4/2	295	295	-	-	-	1.7	0.5	-	2.2	26.4	4.6	0.5	5.1
4/3	155	155	-	-	-	0.3	0.2	-	0.5	11.5	1.7	0.2	1.9
5/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	377	377	-	-	-	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	7.0	2.6	0.0	9.6	-	-	-	-
1/2+1/1	750	750	-	-	-	1.8	0.3	-	2.1	10.2	3.8	0.3	4.2
1/3	250	250	-	-	-	0.6	0.2	-	0.7	10.1	2.2	0.2	2.4
2/1	202	202	-	-	-	1.1	0.4	-	1.5	26.9	2.9	0.4	3.3
2/2	200	200	-	-	-	1.1	0.3	-	1.4	25.4	2.8	0.3	3.1
3/1	53	53	-	-	-	0.2	0.0	-	0.2	13.9	0.5	0.0	0.6
3/2	285	285	-	-	-	1.0	0.4	-	1.4	17.7	3.0	0.4	3.4
3/3	200	200	-	-	-	0.2	0.2	-	0.5	8.9	3.1	0.2	3.3

Full Input Data And Results

	C1	Stream: 1 PRC for Signalised Lanes (%):	82.7	Total Delay for Signalised Lanes (pcuHr):	6.65	Cycle Time (s):	60
	C1	Stream: 2 PRC for Signalised Lanes (%):	92.2	Total Delay for Signalised Lanes (pcuHr):	5.22	Cycle Time (s):	60
	C2	Stream: 1 PRC for Signalised Lanes (%):	100.6	Total Delay for Signalised Lanes (pcuHr):	4.70	Cycle Time (s):	60
	C2	Stream: 2 PRC for Signalised Lanes (%):	90.0	Total Delay for Signalised Lanes (pcuHr):	4.93	Cycle Time (s):	60
		PRC Over All Lanes (%):	82.7	Total Delay Over All Lanes(pcuHr):	21.49		

Full Input Data And Results

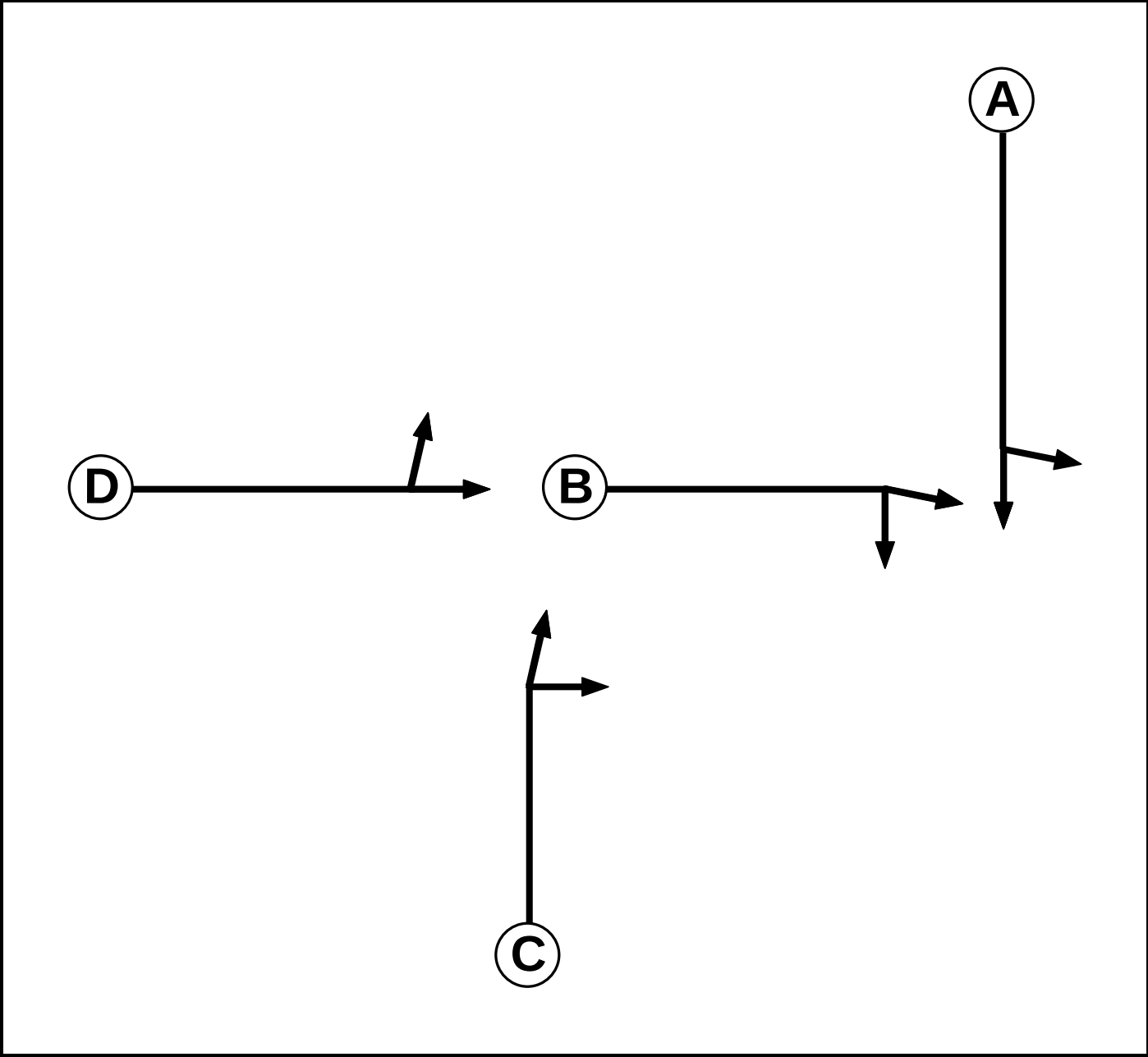
Full Input Data And Results

User and Project Details

Project:	Hayling Island
Title:	A27/A3032/Park Road South
Location:	
Additional detail:	Controller specs used
File name:	J1-A27-Langstone RB-post2024.lsg3x
Author:	David Stoddart
Company:	PRIME Transport Planning
Address:	

Network Layout Diagram

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

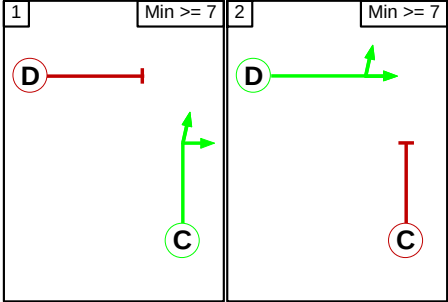
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

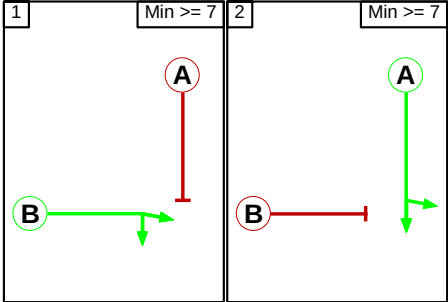
Stream	Stage No.	Phases in Stage
1	1	C
1	2	D
2	1	B
2	2	A

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					

Prohibited Stage Change

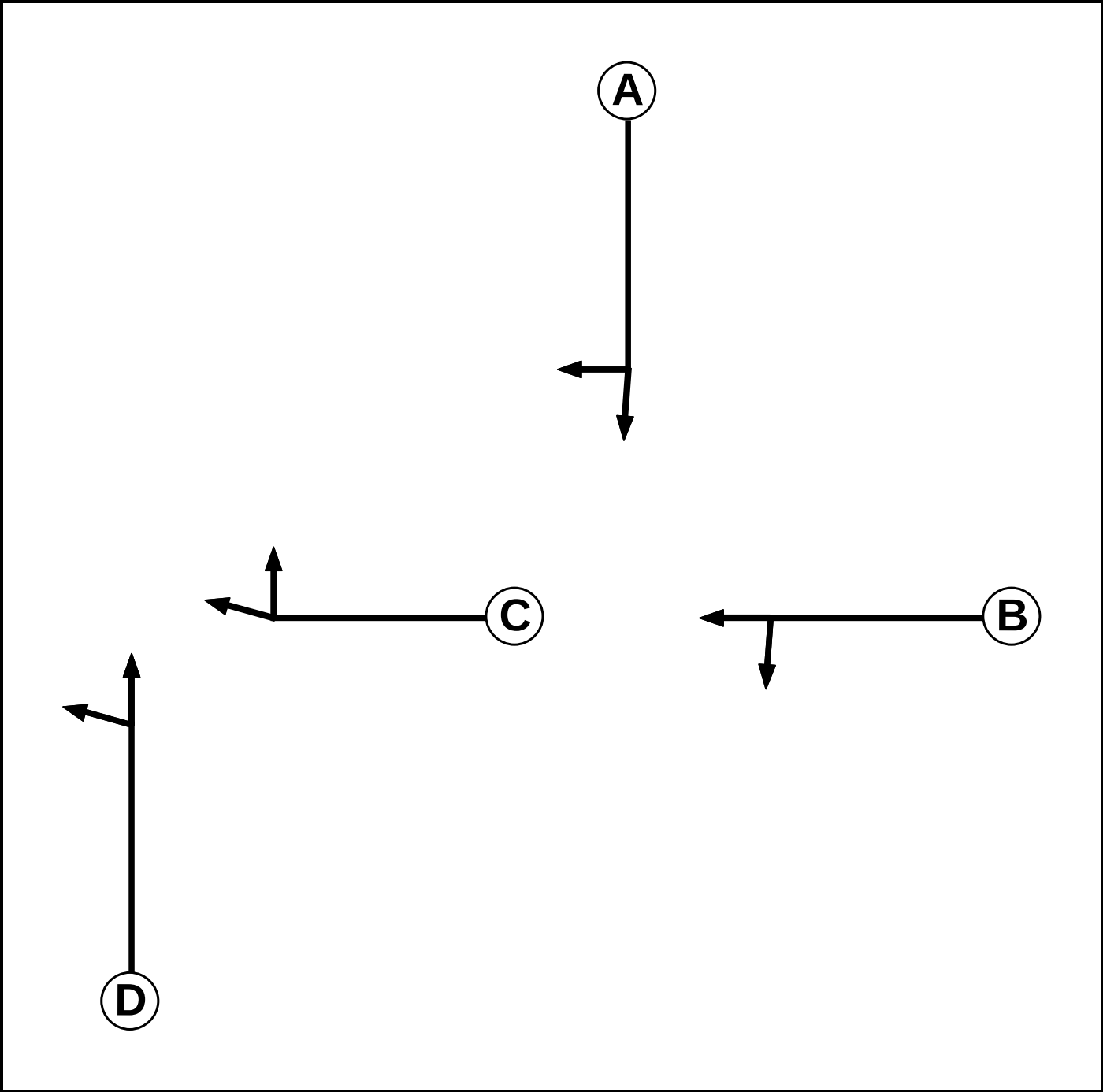
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

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

Full Input Data And Results

Phase Intergreens Matrix

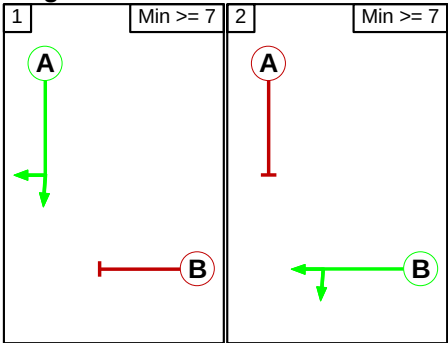
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

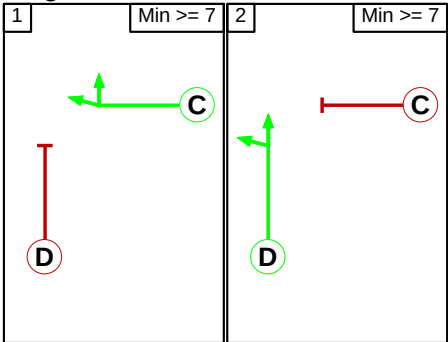
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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					

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	7.0	Geom	-	3.50	0.00	Y	Arm J1:5 Left	30.00
J1:1/2 (A27 EB Off-slip)	U	D	2	3	60.0	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	18.3	Geom	-	3.50	0.00	Y	Arm J1:6 Left	30.00
											Arm J2:4 Ahead	Inf
J1:2/2 (Park Road South)	U	A	2	3	60.0	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
											Arm J2:6 Left	30.00
J2:1/3 (A3023)	U	D	2	3	60.0	Geom	-	3.30	0.00	N	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 Arm J2:5 Left	Inf 30.00
J2:2/2 (A27 WB Off-slip)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	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	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM RC 2035'	08:00	09:00	01:00	
2: 'PM RC 2035'	17:00	18:00	01:00	
3: 'AM S1 2035'	08:00	09:00	01:00	
4: 'PM S1 2035'	17:00	18:00	01:00	
5: 'AM S4 2035'	08:00	09:00	01:00	
6: 'PM S4 2035'	17:00	18:00	01:00	
7: 'AM ST 2035'	08:00	09:00	01:00	
8: 'PM ST 2035'	17:00	18:00	01:00	
9: 'AM RC 2035 Summer'	08:00	09:00	01:00	
10: 'PM RC 2035 Summer'	17:00	18:00	01:00	
11: 'AM S1 2035 Summer'	08:00	09:00	01:00	
12: 'PM S1 2035 Summer'	17:00	18:00	01:00	
13: 'AM S4 2035 Summer'	08:00	09:00	01:00	
14: 'PM S4 2035 Summer'	17:00	18:00	01:00	

Scenario 1: 'AM RC 2035' (FG1: 'AM RC 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	132	247	366	745
	B	195	0	124	0	319
	C	368	125	0	735	1228
	D	414	0	349	0	763
	Tot.	977	257	720	1101	3055

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM RC 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	289
J1:1/2 (with short)	608(In) 319(Out)
J1:1/3	155
J1:2/1 (short)	302
J1:2/2 (with short)	583(In) 281(Out)
J1:2/3	162
J1:3/1	125
J1:3/2	194
J1:3/3	155
J1:4/1	183
J1:4/2	380
J1:4/3	125
J1:5/1	472
J1:5/2	505
J1:6/1	257
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	418
J2:1/2 (with short)	874(In) 456(Out)
J2:1/3	354
J2:2/1	168
J2:2/2	151
J2:3/1	204
J2:3/2	206
J2:3/3	151
J2:4/1	364
J2:4/2	436
J2:4/3	162
J2:5/1	426
J2:5/2	294
J2:6/1	622
J2:6/2	479

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	Inf	60.8 %	2065	2065
				Arm J1:5 Left	30.00	39.2 %		
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	43.7 %	1923	1923
				Arm J2:4 Ahead	Inf	56.3 %		
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	30.5 %	2015	2015
				Arm J2:6 Left	30.00	69.5 %		
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	26.2 %	1943	1943
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	73.8 %		
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 RC 2035' (FG2: 'PM RC 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	287	306	447	1040
	B	227	0	181	0	408
	C	244	142	0	424	810
	D	664	0	600	0	1264
	Tot.	1135	429	1087	871	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM RC 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	451
J1:1/2 (with short)	947(In) 496(Out)
J1:1/3	317
J1:2/1 (short)	420
J1:2/2 (with short)	742(In) 322(Out)
J1:2/3	298
J1:3/1	142
J1:3/2	283
J1:3/3	317
J1:4/1	223
J1:4/2	248
J1:4/3	142
J1:5/1	674
J1:5/2	461
J1:6/1	429
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	300
J2:1/2 (with short)	631(In) 331(Out)
J2:1/3	179
J2:2/1	197
J2:2/2	211
J2:3/1	149
J2:3/2	314
J2:3/3	211
J2:4/1	416
J2:4/2	639
J2:4/3	298
J2:5/1	506
J2:5/2	581
J2:6/1	449
J2:6/2	422

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	Inf	57.1 %	2061	2061
				Arm J1:5 Left	30.00	42.9 %		
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	68.3 %	1900	1900
				Arm J2:4 Ahead	Inf	31.7 %		
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	62.5 %	2047	2047
				Arm J2:6 Left	30.00	37.5 %		
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	8.1 %	1926	1926
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	91.9 %		
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 S1 2035' (FG3: 'AM S1 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	134	250	366	750
	B	197	0	126	0	323
	C	386	131	0	763	1280
	D	407	0	354	0	761
	Tot.	990	265	730	1129	3114

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM S1 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	287
J1:1/2 (with short)	605(In) 318(Out)
J1:1/3	156
J1:2/1 (short)	305
J1:2/2 (with short)	587(In) 282(Out)
J1:2/3	163
J1:3/1	131
J1:3/2	198
J1:3/3	156
J1:4/1	187
J1:4/2	396
J1:4/3	131
J1:5/1	474
J1:5/2	516
J1:6/1	265
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	434
J2:1/2 (with short)	906(In) 472(Out)
J2:1/3	374
J2:2/1	170
J2:2/2	153
J2:3/1	203
J2:3/2	207
J2:3/3	153
J2:4/1	369
J2:4/2	438
J2:4/3	163
J2:5/1	432
J2:5/2	298
J2:6/1	637
J2:6/2	492

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	Inf	62.3 %	2066	2066
				Arm J1:5 Left	30.00	37.7 %		
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	43.9 %	1923	1923
				Arm J2:4 Ahead	Inf	56.1 %		
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	30.3 %	2015	2015
				Arm J2:6 Left	30.00	69.7 %		
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	25.9 %	1943	1943
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	74.1 %		
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 S1 2035' (FG4: 'PM S1 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	287	310	449	1046
	B	228	0	183	0	411
	C	250	142	0	437	829
	D	663	0	617	0	1280
	Tot.	1141	429	1110	886	3566

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM S1 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	455
J1:1/2 (with short)	955(In) 500(Out)
J1:1/3	325
J1:2/1 (short)	420
J1:2/2 (with short)	742(In) 322(Out)
J1:2/3	304
J1:3/1	142
J1:3/2	292
J1:3/3	325
J1:4/1	232
J1:4/2	246
J1:4/3	142
J1:5/1	687
J1:5/2	454
J1:6/1	429
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	311
J2:1/2 (with short)	655(In) 344(Out)
J2:1/3	174
J2:2/1	197
J2:2/2	214
J2:3/1	145
J2:3/2	318
J2:3/3	214
J2:4/1	425
J2:4/2	647
J2:4/3	304
J2:5/1	516
J2:5/2	594
J2:6/1	456
J2:6/2	430

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	Inf	58.4 %	2062	2062
				Arm J1:5 Left	30.00	41.6 %		
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	68.3 %	1900	1900
				Arm J2:4 Ahead	Inf	31.7 %		
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	63.4 %	2048	2048
				Arm J2:6 Left	30.00	36.6 %		
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	7.1 %	1926	1926
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	92.9 %		
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 S4 2035' (FG5: 'AM S4 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	132	249	363	744
	B	196	0	126	0	322
	C	393	137	0	779	1309
	D	412	0	360	0	772
	Tot.	1001	269	735	1142	3147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: AM S4 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	291
J1:1/2 (with short)	612(In) 321(Out)
J1:1/3	160
J1:2/1 (short)	303
J1:2/2 (with short)	582(In) 279(Out)
J1:2/3	162
J1:3/1	137
J1:3/2	200
J1:3/3	160
J1:4/1	188
J1:4/2	401
J1:4/3	137
J1:5/1	479
J1:5/2	522
J1:6/1	269
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	443
J2:1/2 (with short)	925(In) 482(Out)
J2:1/3	384
J2:2/1	168
J2:2/2	154
J2:3/1	201
J2:3/2	204
J2:3/3	154
J2:4/1	371
J2:4/2	439
J2:4/3	162
J2:5/1	434
J2:5/2	301
J2:6/1	644
J2:6/2	498

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	Inf	62.3 %	2066	2066
				Arm J1:5 Left	30.00	37.7 %		
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	43.6 %	1923	1923
				Arm J2:4 Ahead	Inf	56.4 %		
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	30.3 %	2015	2015
				Arm J2:6 Left	30.00	69.7 %		
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	25.0 %	1942	1942
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	75.0 %		
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 6: 'PM S4 2035' (FG6: 'PM S4 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	288	314	448	1050
	B	227	0	186	0	413
	C	254	143	0	447	844
	D	659	0	625	0	1284
	Tot.	1140	431	1125	895	3591

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM S4 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	455
J1:1/2 (with short)	956(In) 501(Out)
J1:1/3	328
J1:2/1 (short)	421
J1:2/2 (with short)	744(In) 323(Out)
J1:2/3	306
J1:3/1	143
J1:3/2	297
J1:3/3	328
J1:4/1	232
J1:4/2	249
J1:4/3	143
J1:5/1	687
J1:5/2	453
J1:6/1	431
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	317
J2:1/2 (with short)	667(In) 350(Out)
J2:1/3	177
J2:2/1	198
J2:2/2	215
J2:3/1	142
J2:3/2	318
J2:3/3	215
J2:4/1	430
J2:4/2	651
J2:4/3	306
J2:5/1	523
J2:5/2	602
J2:6/1	459
J2:6/2	436

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	Inf	59.3 %	2063	2063
				Arm J1:5 Left	30.00	40.7 %		
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	68.4 %	1900	1900
				Arm J2:4 Ahead	Inf	31.6 %		
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	62.9 %	2047	2047
				Arm J2:6 Left	30.00	37.1 %		
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	6.1 %	1925	1925
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	93.9 %		
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 ST 2035' (FG7: 'AM ST 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	269	369	526	1164
	B	234	0	257	0	491
	C	310	250	0	502	1062
	D	625	0	728	0	1353
	Tot.	1169	519	1354	1028	4070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM ST 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	436
J1:1/2 (with short)	917(In) 481(Out)
J1:1/3	436
J1:2/1 (short)	552
J1:2/2 (with short)	772(In) 220(Out)
J1:2/3	392
J1:3/1	250
J1:3/2	292
J1:3/3	436
J1:4/1	275
J1:4/2	269
J1:4/3	250
J1:5/1	711
J1:5/2	458
J1:6/1	519
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	368
J2:1/2 (with short)	777(In) 409(Out)
J2:1/3	285
J2:2/1	257
J2:2/2	234
J2:3/1	134
J2:3/2	392
J2:3/3	234
J2:4/1	575
J2:4/2	656
J2:4/3	392
J2:5/1	703
J2:5/2	651
J2:6/1	502
J2:6/2	526

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	Inf	60.7 %	2064	2064
				Arm J1:5 Left	30.00	39.3 %		
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	48.7 %	1918	1918
				Arm J2:4 Ahead	Inf	51.3 %		
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	67.2 %	2051	2051
				Arm J2:6 Left	30.00	32.8 %		
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	0.0 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	100.0 %		
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 8: 'PM ST 2035' (FG8: 'PM ST 2035', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	184	235	445	864
	B	198	0	180	0	378
	C	386	267	0	727	1380
	D	714	0	682	0	1396
	Tot.	1298	451	1097	1172	4018

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM ST 2035
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	472
J1:1/2 (with short)	991(In) 519(Out)
J1:1/3	405
J1:2/1 (short)	318
J1:2/2 (with short)	587(In) 269(Out)
J1:2/3	277
J1:3/1	267
J1:3/2	277
J1:3/3	405
J1:4/1	301
J1:4/2	283
J1:4/3	267
J1:5/1	773
J1:5/2	525
J1:6/1	451
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	489
J2:1/2 (with short)	1028(In) 539(Out)
J2:1/3	352
J2:2/1	180
J2:2/2	198
J2:3/1	168
J2:3/2	277
J2:3/3	198
J2:4/1	411
J2:4/2	674
J2:4/3	277
J2:5/1	501
J2:5/2	596
J2:6/1	657
J2:6/2	515

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	Inf	53.4 %	2057	2057
				Arm J1:5 Left	30.00	46.6 %		
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	57.9 %	1910	1910
				Arm J2:4 Ahead	Inf	42.1 %		
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	55.8 %	2040	2040
				Arm J2:6 Left	30.00	44.2 %		
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	0.0 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	100.0 %		
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 9: 'AM RC 2035 Summer' (FG9: 'AM RC 2035 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	251	232	336	819
	B	231	0	159	0	390
	C	320	225	0	690	1235
	D	518	0	553	0	1071
	Tot.	1069	476	944	1026	3515

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: AM RC 2035 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	385
J1:1/2 (with short)	811(In) 426(Out)
J1:1/3	260
J1:2/1 (short)	365
J1:2/2 (with short)	656(In) 291(Out)
J1:2/3	163
J1:3/1	225
J1:3/2	293
J1:3/3	260
J1:4/1	195
J1:4/2	356
J1:4/3	225
J1:5/1	580
J1:5/2	489
J1:6/1	476
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	404
J2:1/2 (with short)	845(In) 441(Out)
J2:1/3	390
J2:2/1	199
J2:2/2	191
J2:3/1	173
J2:3/2	203
J2:3/3	191
J2:4/1	407
J2:4/2	551
J2:4/3	163
J2:5/1	486
J2:5/2	458
J2:6/1	577
J2:6/2	449

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	Inf	68.8 %	2073	2073
				Arm J1:5 Left	30.00	31.2 %		
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	68.8 %	1900	1900
				Arm J2:4 Ahead	Inf	31.2 %		
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	35.1 %	2020	2020
				Arm J2:6 Left	30.00	64.9 %		
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	20.1 %	1938	1938
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	79.9 %		
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 RC 2035 Summer' (FG10: 'PM RC 2035 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	187	274	265	726
	B	221	0	235	0	456
	C	306	200	0	590	1096
	D	608	0	737	0	1345
	Tot.	1135	387	1246	855	3623

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: PM RC 2035 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	456
J1:1/2 (with short)	962(In) 506(Out)
J1:1/3	383
J1:2/1 (short)	302
J1:2/2 (with short)	521(In) 219(Out)
J1:2/3	205
J1:3/1	200
J1:3/2	354
J1:3/3	383
J1:4/1	247
J1:4/2	280
J1:4/3	200
J1:5/1	703
J1:5/2	432
J1:6/1	387
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	397
J2:1/2 (with short)	836(In) 439(Out)
J2:1/3	260
J2:2/1	236
J2:2/2	220
J2:3/1	60
J2:3/2	206
J2:3/3	220
J2:4/1	469
J2:4/2	602
J2:4/3	205
J2:5/1	586
J2:5/2	660
J2:6/1	457
J2:6/2	398

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	Inf	70.0 %	2074	2074
				Arm J1:5 Left	30.00	30.0 %		
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	61.9 %	1906	1906
				Arm J2:4 Ahead	Inf	38.1 %		
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	56.0 %	2040	2040
				Arm J2:6 Left	30.00	44.0 %		
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	0.4 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	99.6 %		
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 S1 2035 Summer' (FG11: 'AM S1 2035 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	250	236	335	821
	B	231	0	161	0	392
	C	328	231	0	711	1270
	D	518	0	560	0	1078
	Tot.	1077	481	957	1046	3561

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: AM S1 2035 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	385
J1:1/2 (with short)	812(In) 427(Out)
J1:1/3	266
J1:2/1 (short)	366
J1:2/2 (with short)	657(In) 291(Out)
J1:2/3	164
J1:3/1	231
J1:3/2	294
J1:3/3	266
J1:4/1	195
J1:4/2	364
J1:4/3	231
J1:5/1	580
J1:5/2	497
J1:6/1	481
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	415
J2:1/2 (with short)	867(In) 452(Out)
J2:1/3	403
J2:2/1	200
J2:2/2	192
J2:3/1	171
J2:3/2	203
J2:3/3	192
J2:4/1	410
J2:4/2	557
J2:4/3	164
J2:5/1	490
J2:5/2	467
J2:6/1	586
J2:6/2	460

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	Inf	68.9 %	2073	2073
				Arm J1:5 Left	30.00	31.1 %		
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	68.3 %	1900	1900
				Arm J2:4 Ahead	Inf	31.7 %		
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	34.5 %	2019	2019
				Arm J2:6 Left	30.00	65.5 %		
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	19.5 %	1937	1937
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	80.5 %		
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 S1 2035 Summer' (FG12: 'PM S1 2035 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	188	279	270	737
	B	222	0	237	0	459
	C	301	202	0	588	1091
	D	607	0	743	0	1350
	Tot.	1130	390	1259	858	3637

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: PM S1 2035 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	457
J1:1/2 (with short)	964(In) 507(Out)
J1:1/3	386
J1:2/1 (short)	304
J1:2/2 (with short)	527(In) 223(Out)
J1:2/3	210
J1:3/1	202
J1:3/2	357
J1:3/3	386
J1:4/1	250
J1:4/2	273
J1:4/3	202
J1:5/1	707
J1:5/2	423
J1:6/1	390
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	398
J2:1/2 (with short)	837(In) 439(Out)
J2:1/3	254
J2:2/1	238
J2:2/2	221
J2:3/1	60
J2:3/2	211
J2:3/3	221
J2:4/1	473
J2:4/2	609
J2:4/3	210
J2:5/1	591
J2:5/2	668
J2:6/1	458
J2:6/2	400

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	Inf	70.4 %	2074	2074
				Arm J1:5 Left	30.00	29.6 %		
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	61.8 %	1906	1906
				Arm J2:4 Ahead	Inf	38.2 %		
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	56.7 %	2041	2041
				Arm J2:6 Left	30.00	43.3 %		
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	0.4 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	99.6 %		
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 S4 2035 Summer' (FG13: 'AM S4 2035 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	250	236	335	821
	B	230	0	160	0	390
	C	332	232	0	723	1287
	D	517	0	563	0	1080
	Tot.	1079	482	959	1058	3578

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: AM S4 2035 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	386
J1:1/2 (with short)	813(In) 427(Out)
J1:1/3	267
J1:2/1 (short)	367
J1:2/2 (with short)	659(In) 292(Out)
J1:2/3	162
J1:3/1	232
J1:3/2	296
J1:3/3	267
J1:4/1	193
J1:4/2	369
J1:4/3	232
J1:5/1	579
J1:5/2	500
J1:6/1	482
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	420
J2:1/2 (with short)	877(In) 457(Out)
J2:1/3	410
J2:2/1	199
J2:2/2	191
J2:3/1	173
J2:3/2	201
J2:3/3	191
J2:4/1	413
J2:4/2	559
J2:4/3	162
J2:5/1	493
J2:5/2	466
J2:6/1	593
J2:6/2	465

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	Inf	69.3 %	2073	2073
				Arm J1:5 Left	30.00	30.7 %		
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	68.1 %	1900	1900
				Arm J2:4 Ahead	Inf	31.9 %		
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	33.7 %	2018	2018
				Arm J2:6 Left	30.00	66.3 %		
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	19.6 %	1937	1937
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	80.4 %		
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 S4 2035 Summer' (FG14: 'PM S4 2035 Summer', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	188	277	264	729
	B	222	0	241	0	463
	C	300	199	0	588	1087
	D	609	0	748	0	1357
	Tot.	1131	387	1266	852	3636

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: PM S4 2035 Summer
Junction: J1: A27 Langstone RB (Northside)	
J1:1/1 (short)	459
J1:1/2 (with short)	969(In) 510(Out)
J1:1/3	388
J1:2/1 (short)	302
J1:2/2 (with short)	521(In) 219(Out)
J1:2/3	208
J1:3/1	199
J1:3/2	360
J1:3/3	388
J1:4/1	248
J1:4/2	274
J1:4/3	199
J1:5/1	707
J1:5/2	424
J1:6/1	387
J1:6/2	0
Junction: J2: A27 Langstone RB (Southside)	
J2:1/1 (short)	398
J2:1/2 (with short)	836(In) 438(Out)
J2:1/3	251
J2:2/1	241
J2:2/2	222
J2:3/1	56
J2:3/2	208
J2:3/3	222
J2:4/1	474
J2:4/2	607
J2:4/3	208
J2:5/1	594
J2:5/2	672
J2:6/1	454
J2:6/2	398

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	Inf	70.6 %	2074	2074
				Arm J1:5 Left	30.00	29.4 %		
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	62.3 %	1906	1906
				Arm J2:4 Ahead	Inf	37.7 %		
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

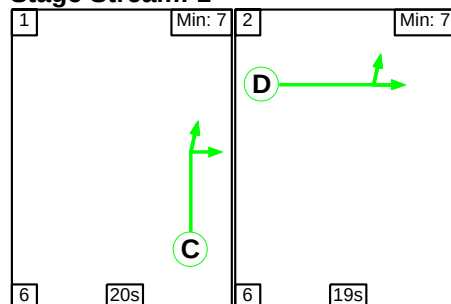
Junction: J2: A27 Langstone RB (Southside)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3023)	3.30	0.00	Y	Arm J2:6 Left	30.00	100.0 %	1852	1852
J2:1/2 (A3023)	3.30	0.00	N	Arm J1:4 Ahead	Inf	56.6 %	2041	2041
				Arm J2:6 Left	30.00	43.4 %		
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	0.0 %	1919	1919
J2:2/2 (A27 WB Off-slip)	4.00	0.00	N	Arm J2:5 Left	30.00	100.0 %		
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 RC 2035' (FG1: 'AM RC 2035', Plan 1: 'Network Control Plan 1')

C1

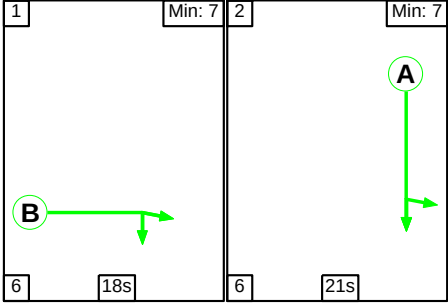
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

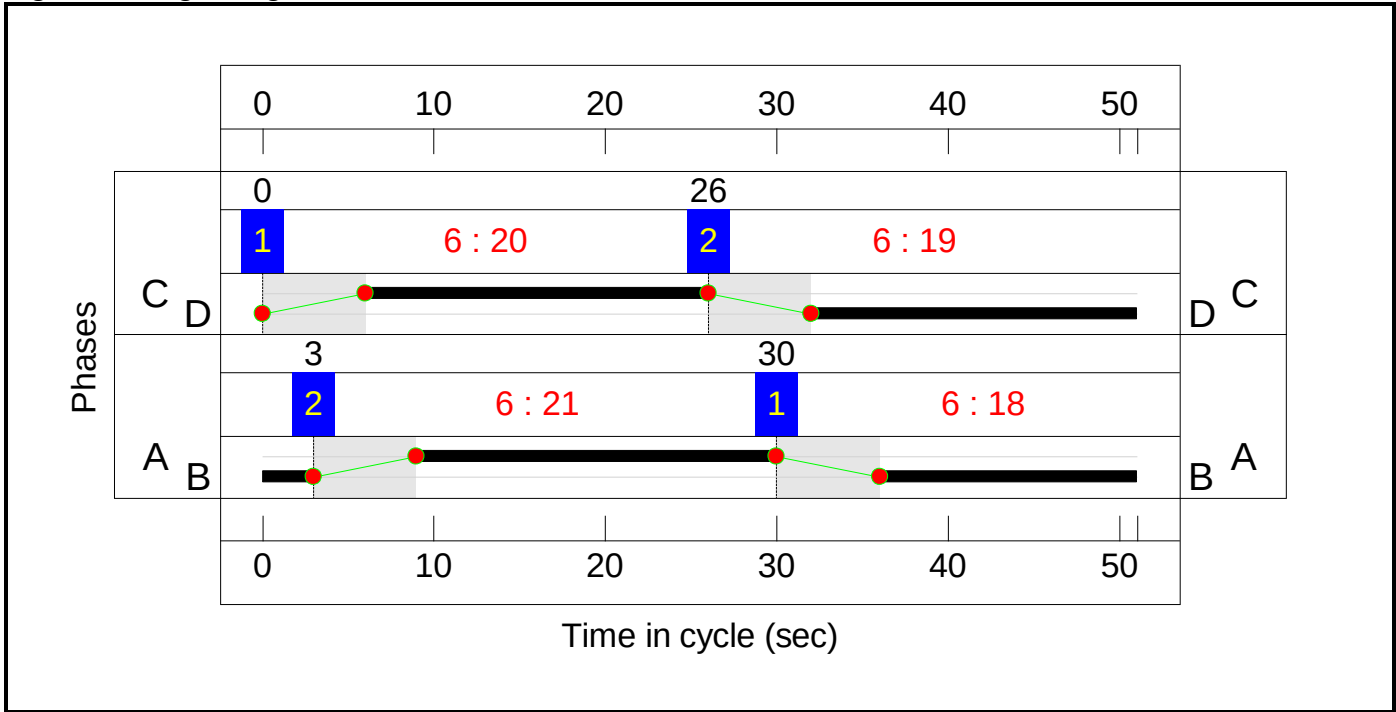
Stage Stream: 1

Stage	1	2
Duration	20	19
Change Point	0	26

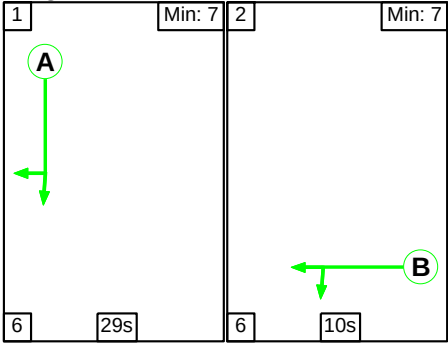
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	30	3

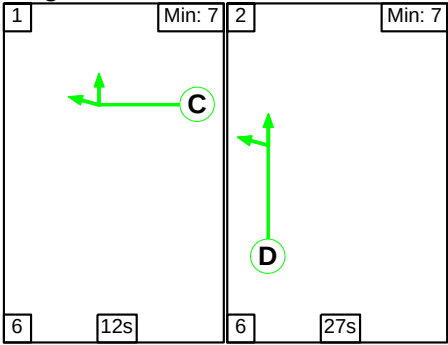
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



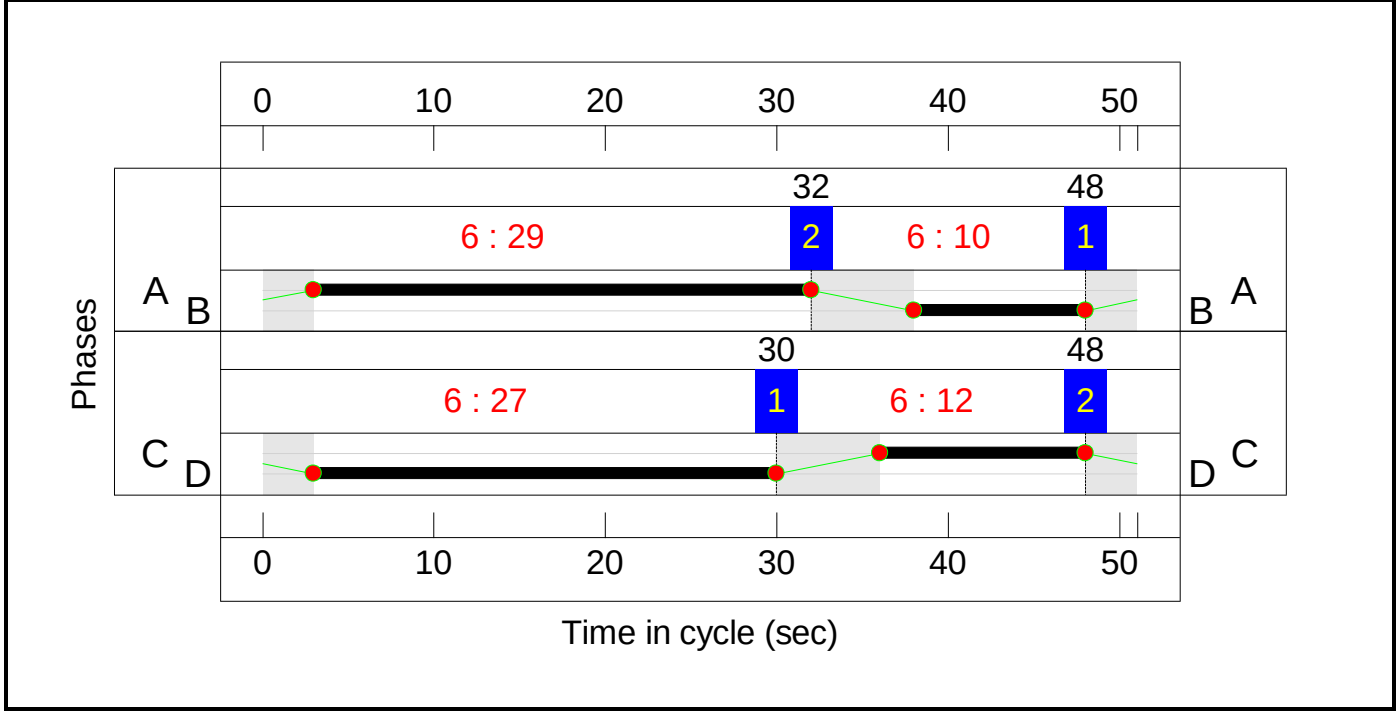
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	48	32

Stage Stream: 2

Stage	1	2
Duration	12	27
Change Point	30	48

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	-	-		-	-	-	-	-	-	48.6%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	48.6%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	19	-	608	2065:1871	656+594	48.6 : 48.6%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	19	-	155	2105	825	18.8%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	21	-	583	2105:1923	908+830	30.9 : 36.4%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	21	-	162	2105	908	17.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	18	-	125	1900	708	17.7%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	18	-	194	1900	708	27.4%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	18	-	155	1900	708	21.9%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	20	-	183	1900	782	23.4%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	20	-	380	1900	782	48.6%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	20	-	125	1900	782	16.0%
5/1		U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	45.2%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	874	2015:1852	1009+925	45.2 : 45.2%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	354	2085	1145	30.9%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	168	1943	419	40.1%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	151	2155	465	32.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	12	-	204	1900	484	42.1%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	12	-	206	1900	484	42.5%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	12	-	151	1900	484	31.2%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	29	-	364	1900	1118	32.6%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	29	-	436	1900	1118	39.0%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	29	-	162	1900	1118	14.5%
5/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%

Full Input Data And Results

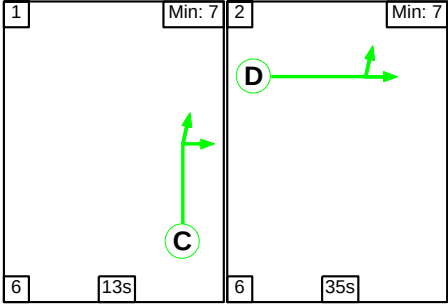
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	12.9	4.9	0.0	17.8	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	6.3	2.1	0.0	8.4	-	-	-	-
1/2+1/1	608	608	-	-	-	1.9	0.5	-	2.4	14.0	3.2	0.5	3.7
1/3	155	155	-	-	-	0.4	0.1	-	0.6	12.9	1.4	0.1	1.5
2/2+2/1	583	583	-	-	-	1.6	0.3	-	1.8	11.2	2.9	0.3	3.1
2/3	162	162	-	-	-	0.4	0.1	-	0.5	11.4	1.4	0.1	1.5
3/1	125	125	-	-	-	0.7	0.1	-	0.8	22.5	1.8	0.1	1.9
3/2	194	194	-	-	-	0.1	0.2	-	0.3	4.9	0.1	0.2	0.3
3/3	155	155	-	-	-	0.1	0.1	-	0.2	4.7	0.1	0.1	0.2
4/1	183	183	-	-	-	0.3	0.2	-	0.5	9.6	1.1	0.2	1.3
4/2	380	380	-	-	-	0.7	0.5	-	1.1	10.8	2.9	0.5	3.4
4/3	125	125	-	-	-	0.2	0.1	-	0.3	9.5	0.5	0.1	0.6
5/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	257	257	-	-	-	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	6.6	2.8	0.0	9.4	-	-	-	-
1/2+1/1	874	874	-	-	-	1.6	0.4	-	2.0	8.4	3.7	0.4	4.1
1/3	354	354	-	-	-	0.6	0.2	-	0.8	8.5	2.7	0.2	2.9
2/1	168	168	-	-	-	0.8	0.3	-	1.1	24.3	2.0	0.3	2.3
2/2	151	151	-	-	-	0.7	0.2	-	0.9	22.6	1.8	0.2	2.0
3/1	204	204	-	-	-	0.8	0.4	-	1.1	20.1	2.9	0.4	3.2
3/2	206	206	-	-	-	0.7	0.4	-	1.1	19.5	2.4	0.4	2.8
3/3	151	151	-	-	-	0.2	0.2	-	0.4	10.4	0.3	0.2	0.5

Full Input Data And Results

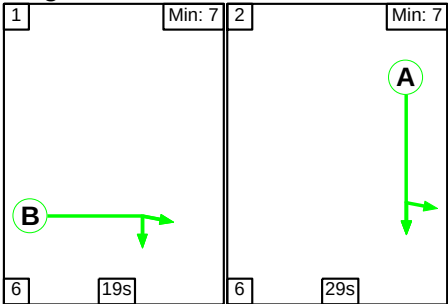
	C1	Stream: 1 PRC for Signalled Lanes (%):	85.1	Total Delay for Signalled Lanes (pcuHr):	4.86	Cycle Time (s):	51
	C1	Stream: 2 PRC for Signalled Lanes (%):	147.2	Total Delay for Signalled Lanes (pcuHr):	3.58	Cycle Time (s):	51
	C2	Stream: 1 PRC for Signalled Lanes (%):	124.5	Total Delay for Signalled Lanes (pcuHr):	3.82	Cycle Time (s):	51
	C2	Stream: 2 PRC for Signalled Lanes (%):	99.1	Total Delay for Signalled Lanes (pcuHr):	5.57	Cycle Time (s):	51
		PRC Over All Lanes (%):	85.1	Total Delay Over All Lanes(pcuHr):	17.84		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

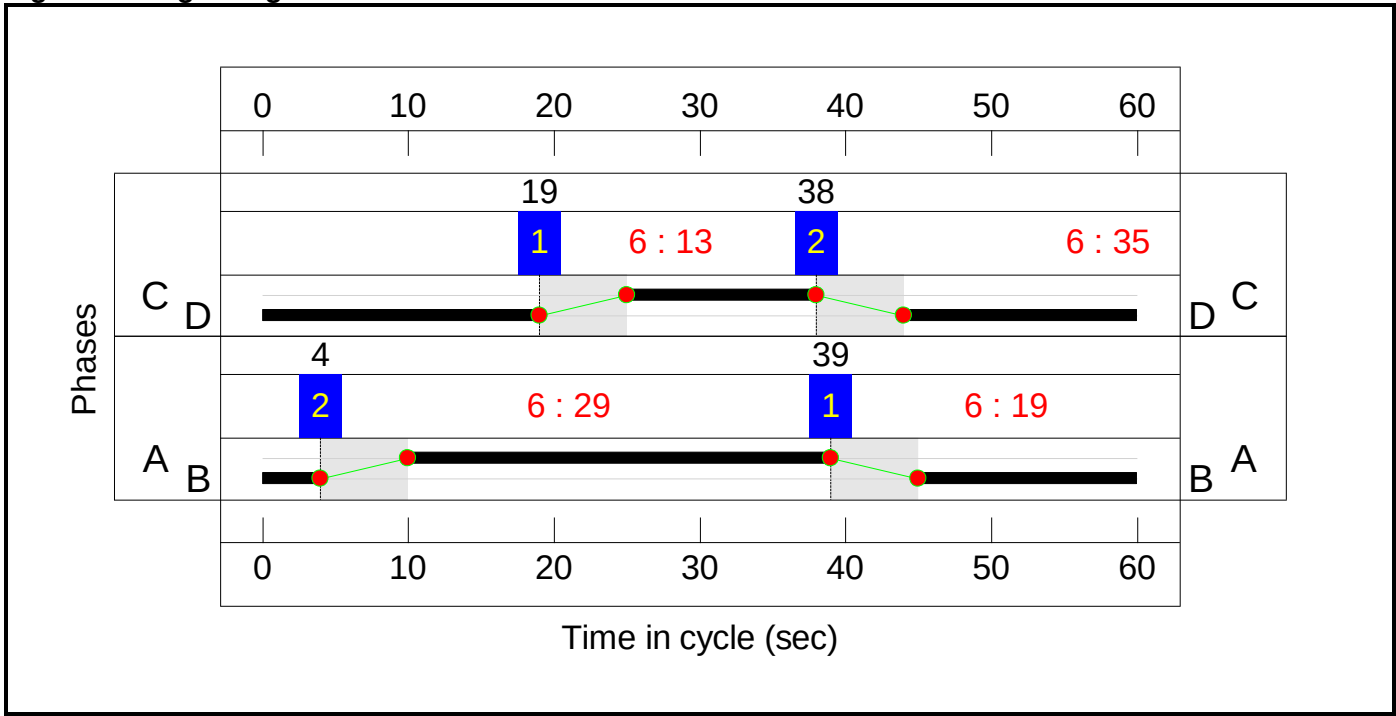
Stage Stream: 1

Stage	1	2
Duration	13	35
Change Point	19	38

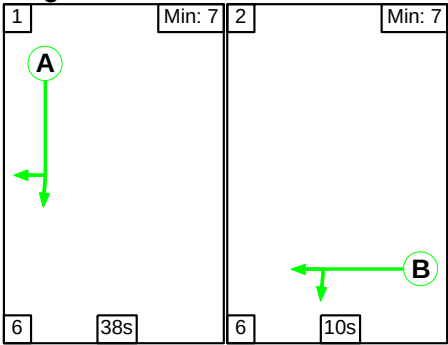
Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	39	4

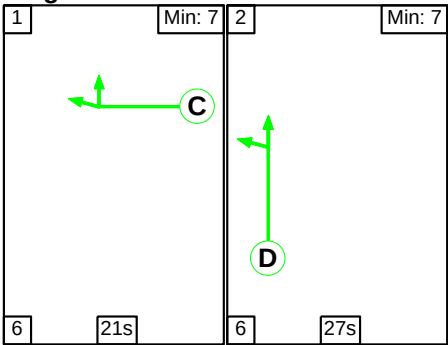
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



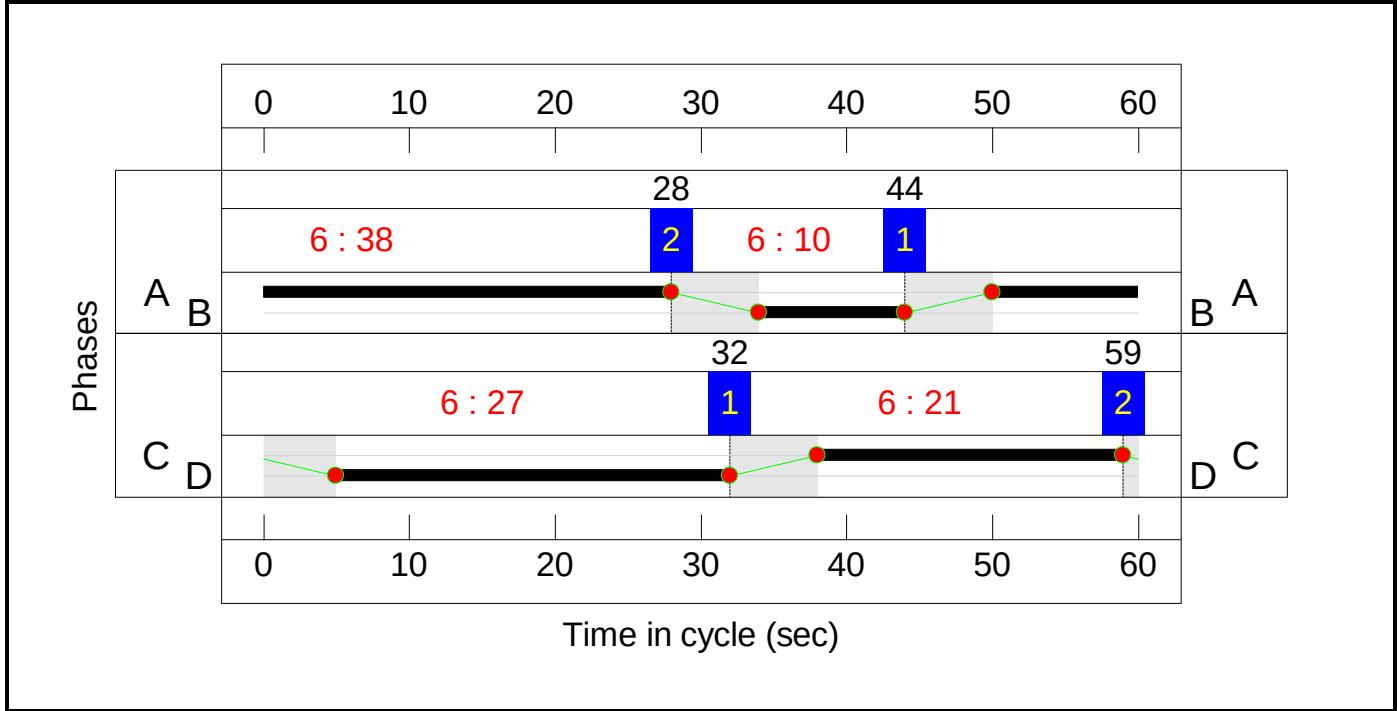
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	38	10
Change Point	44	28

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	21	27
Change Point	32	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	-	-		-	-	-	-	-	-	59.6%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	59.6%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	35	-	947	2061:1871	832+756	59.6 : 59.6%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	35	-	317	2105	1263	25.1%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	29	-	742	2105:1900	728+950	44.2 : 44.2%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	29	-	298	2105	1052	28.3%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	19	-	142	1900	633	22.4%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	19	-	283	1900	633	44.7%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	19	-	317	1900	633	50.1%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	223	1900	443	50.3%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	248	1900	443	55.9%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	13	-	142	1900	443	32.0%
5/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	55.8%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	631	2047:1852	955+864	34.7 : 34.7%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	179	2085	973	18.4%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	197	1926	353	55.8%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	211	2155	395	53.4%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	21	-	149	1900	697	21.4%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	21	-	314	1900	697	45.1%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	21	-	211	1900	697	30.3%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	38	-	416	1900	1235	33.7%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	38	-	639	1900	1235	51.7%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	38	-	298	1900	1235	24.1%
5/1		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	422	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	17.3	7.2	0.0	24.5	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	10.4	3.9	0.0	14.3	-	-	-	-
1/2+1/1	947	947	-	-	-	1.7	0.7	-	2.4	9.1	4.3	0.7	5.0
1/3	317	317	-	-	-	0.5	0.2	-	0.7	7.6	2.5	0.2	2.6
2/2+2/1	742	742	-	-	-	1.9	0.4	-	2.3	11.2	4.4	0.4	4.8
2/3	298	298	-	-	-	0.7	0.2	-	0.9	11.1	2.8	0.2	3.0
3/1	142	142	-	-	-	0.6	0.1	-	0.7	18.8	2.4	0.1	2.5
3/2	283	283	-	-	-	0.8	0.4	-	1.2	15.8	1.6	0.4	2.0
3/3	317	317	-	-	-	0.9	0.5	-	1.4	16.4	1.8	0.5	2.3
4/1	223	223	-	-	-	0.7	0.5	-	1.2	19.6	3.2	0.5	3.7
4/2	248	248	-	-	-	2.1	0.6	-	2.7	39.9	4.1	0.6	4.7
4/3	142	142	-	-	-	0.4	0.2	-	0.6	15.7	1.9	0.2	2.2
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	429	429	-	-	-	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	6.9	3.3	0.0	10.2	-	-	-	-
1/2+1/1	631	631	-	-	-	1.8	0.3	-	2.1	11.7	3.5	0.3	3.8
1/3	179	179	-	-	-	0.5	0.1	-	0.6	11.6	1.7	0.1	1.9
2/1	197	197	-	-	-	1.2	0.6	-	1.8	33.7	3.0	0.6	3.6
2/2	211	211	-	-	-	1.3	0.6	-	1.9	31.9	3.2	0.6	3.7
3/1	149	149	-	-	-	0.3	0.1	-	0.5	11.7	1.6	0.1	1.7
3/2	314	314	-	-	-	0.8	0.4	-	1.2	13.3	3.3	0.4	3.7
3/3	211	211	-	-	-	0.0	0.2	-	0.2	3.7	1.1	0.2	1.3

Full Input Data And Results

4/1	416	416	-	-	-	0.2	0.3	-	0.5	3.9	0.9	0.3	1.2
4/2	639	639	-	-	-	0.5	0.5	-	1.0	5.7	3.3	0.5	3.8
4/3	298	298	-	-	-	0.4	0.2	-	0.6	6.9	1.9	0.2	2.1
5/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1 PRC for Signalled Lanes (%)50.9 Total Delay for Signalled Lanes (pcuHr)7.65 Cycle Time (s)60 C1Stream: 2 PRC for Signalled Lanes (%)79.8 Total Delay for Signalled Lanes (pcuHr)6.66 Cycle Time (s)60 C2Stream: 1 PRC for Signalled Lanes (%)61.3 Total Delay for Signalled Lanes (pcuHr)5.74 Cycle Time (s)60 C2Stream: 2 PRC for Signalled Lanes (%)99.7 Total Delay for Signalled Lanes (pcuHr)4.49 Cycle Time (s)60 PRC Over All Lanes (%)50.9 Total Delay Over All Lanes(pcuHr)24.53													

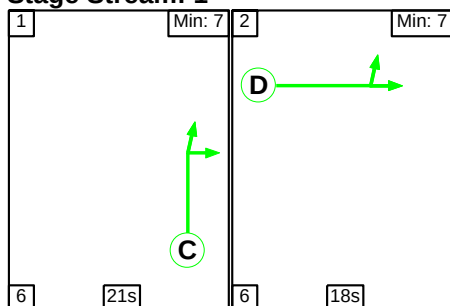
Full Input Data And Results

Scenario 3: 'AM S1 2035' (FG3: 'AM S1 2035', Plan 1: 'Network Control Plan 1')

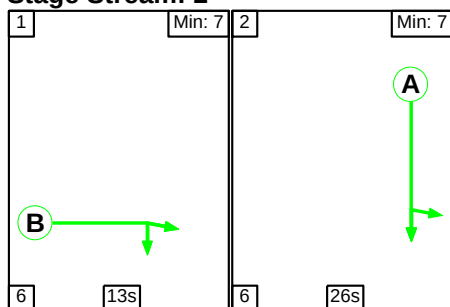
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

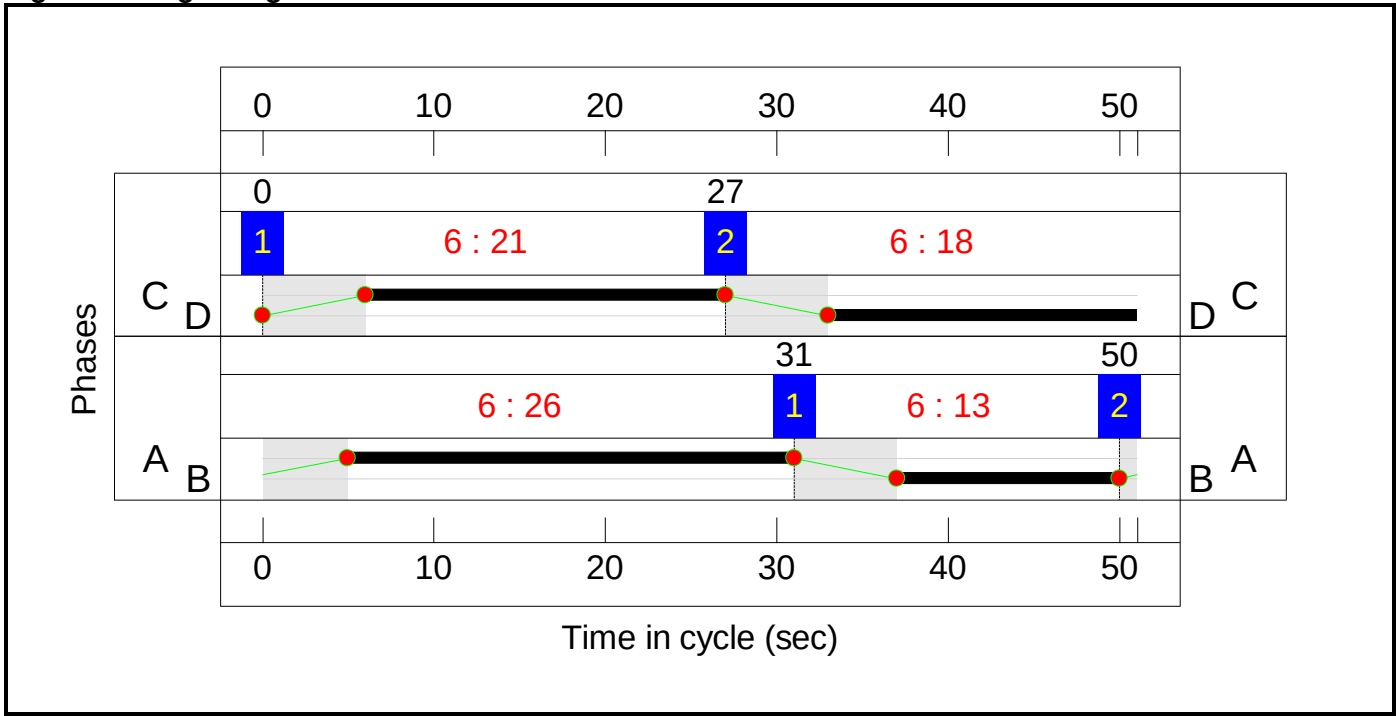
Stage Stream: 1

Stage	1	2
Duration	21	18
Change Point	0	27

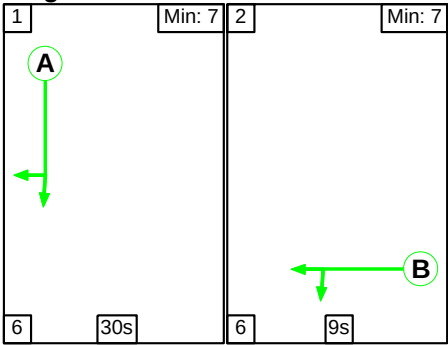
Stage Stream: 2

Stage	1	2
Duration	13	26
Change Point	31	50

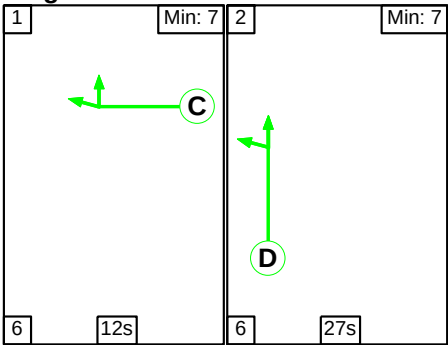
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



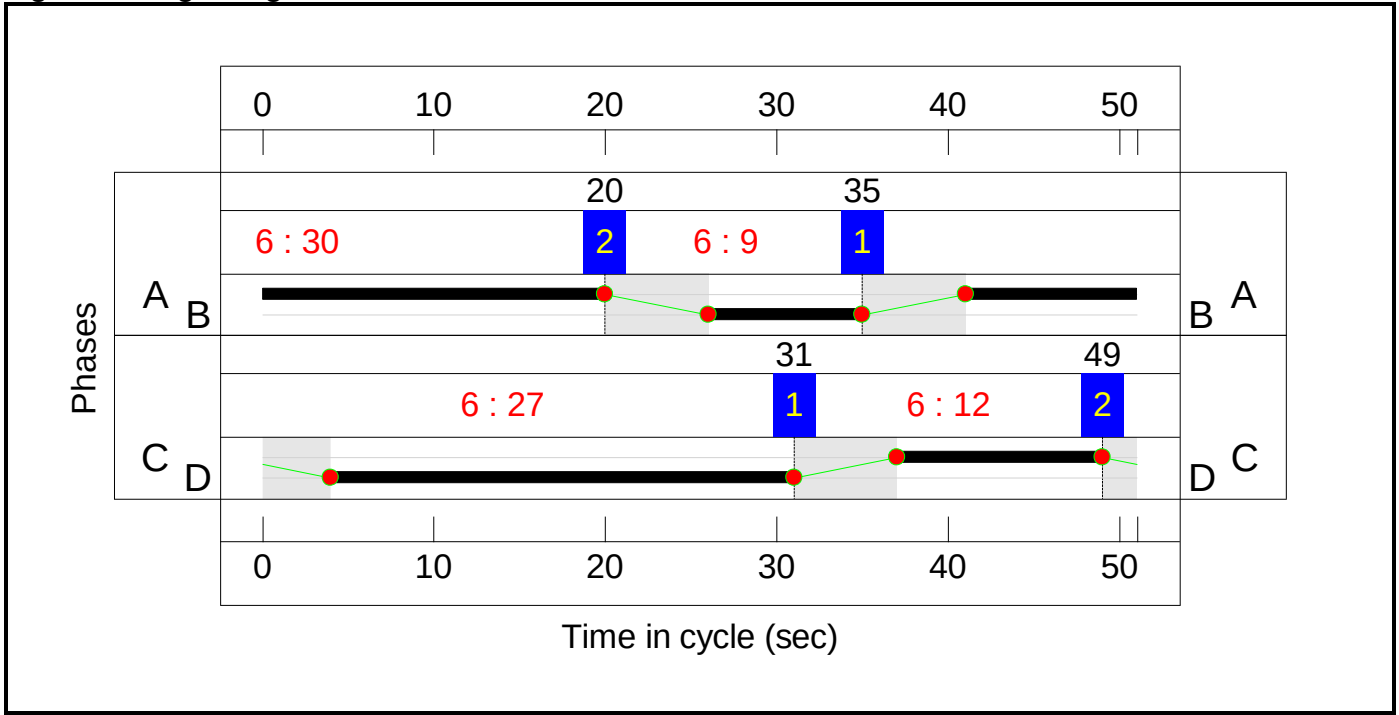
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	30	9
Change Point	35	20

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	12	27
Change Point	31	49

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	-	-		-	-	-	-	-	-	50.0%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	50.0%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	18	-	605	2066:1871	636+574	50.0 : 50.0%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	18	-	156	2105	784	19.9%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	26	-	587	2105:1923	964+1018	29.3 : 30.0%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	26	-	163	2105	1114	14.6%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	13	-	131	1900	522	25.1%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	13	-	198	1900	522	38.0%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	13	-	156	1900	522	29.9%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	21	-	187	1900	820	22.8%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	21	-	396	1900	820	48.3%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	21	-	131	1900	820	16.0%
5/1		U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	46.9%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	906	2015:1852	1007+926	46.9 : 46.9%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	374	2085	1145	32.7%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	9	-	170	1943	381	44.6%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	9	-	153	2155	423	36.2%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	12	-	203	1900	484	41.9%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	12	-	207	1900	484	42.7%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	12	-	153	1900	484	31.6%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	30	-	369	1900	1155	32.0%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	30	-	438	1900	1155	37.9%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	30	-	163	1900	1155	14.1%
5/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%

Full Input Data And Results

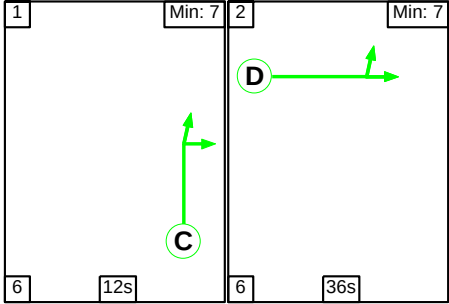
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	12.8	5.3	0.0	18.1	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	6.4	2.3	0.0	8.8	-	-	-	-
1/2+1/1	605	605	-	-	-	2.0	0.5	-	2.5	14.8	3.3	0.5	3.8
1/3	156	156	-	-	-	0.5	0.1	-	0.6	13.7	1.5	0.1	1.6
2/2+2/1	587	587	-	-	-	1.1	0.2	-	1.3	7.9	2.4	0.2	2.6
2/3	163	163	-	-	-	0.3	0.1	-	0.4	8.0	1.2	0.1	1.3
3/1	131	131	-	-	-	0.7	0.2	-	0.9	24.4	1.9	0.2	2.0
3/2	198	198	-	-	-	0.2	0.3	-	0.5	9.9	0.4	0.3	0.7
3/3	156	156	-	-	-	0.2	0.2	-	0.4	9.2	0.3	0.2	0.5
4/1	187	187	-	-	-	0.4	0.1	-	0.5	10.0	1.3	0.1	1.4
4/2	396	396	-	-	-	0.9	0.5	-	1.3	12.1	3.1	0.5	3.6
4/3	131	131	-	-	-	0.2	0.1	-	0.3	9.1	0.6	0.1	0.6
5/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	265	265	-	-	-	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	6.4	3.0	0.0	9.3	-	-	-	-
1/2+1/1	906	906	-	-	-	1.7	0.4	-	2.1	8.5	3.9	0.4	4.4
1/3	374	374	-	-	-	0.7	0.2	-	0.9	8.7	2.9	0.2	3.2
2/1	170	170	-	-	-	0.9	0.4	-	1.3	26.6	2.1	0.4	2.5
2/2	153	153	-	-	-	0.8	0.3	-	1.0	24.4	1.9	0.3	2.2
3/1	203	203	-	-	-	0.7	0.4	-	1.0	18.1	1.7	0.4	2.1
3/2	207	207	-	-	-	0.5	0.4	-	0.9	15.8	1.9	0.4	2.2
3/3	153	153	-	-	-	0.2	0.2	-	0.5	10.9	2.1	0.2	2.4

Full Input Data And Results

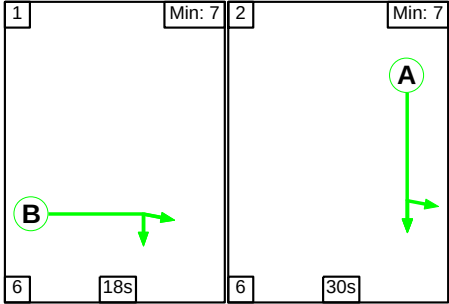
	C1	Stream: 1 PRC for Signalled Lanes (%):	80.0	Total Delay for Signalled Lanes (pcuHr):	5.27	Cycle Time (s):	51
	C1	Stream: 2 PRC for Signalled Lanes (%):	137.1	Total Delay for Signalled Lanes (pcuHr):	3.48	Cycle Time (s):	51
	C2	Stream: 1 PRC for Signalled Lanes (%):	101.7	Total Delay for Signalled Lanes (pcuHr):	3.87	Cycle Time (s):	51
	C2	Stream: 2 PRC for Signalled Lanes (%):	92.1	Total Delay for Signalled Lanes (pcuHr):	5.44	Cycle Time (s):	51
		PRC Over All Lanes (%):	80.0	Total Delay Over All Lanes(pcuHr):	18.06		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

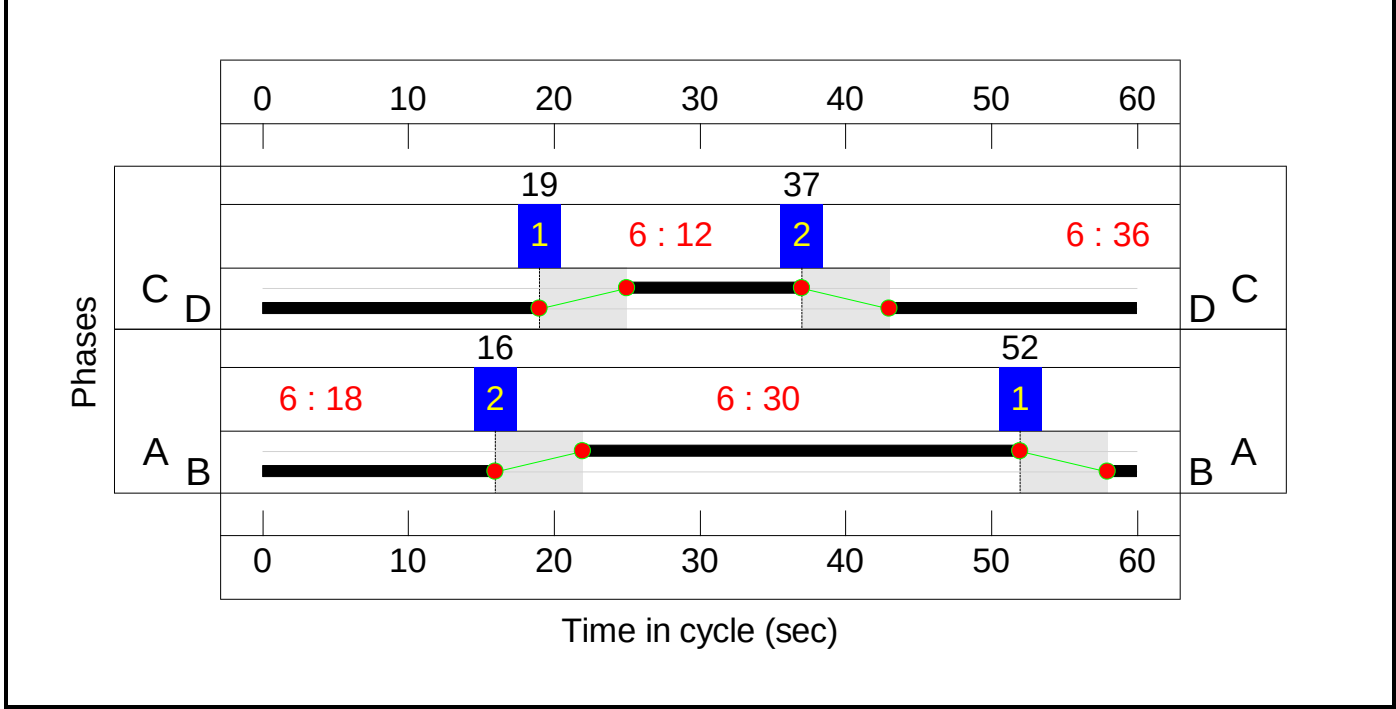
Stage Stream: 1

Stage	1	2
Duration	12	36
Change Point	19	37

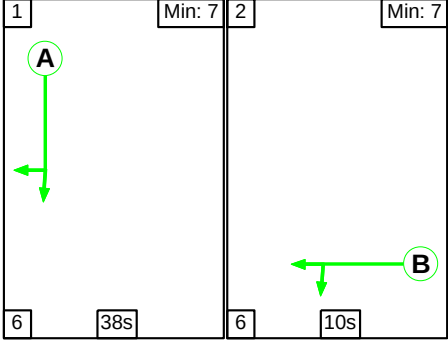
Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	52	16

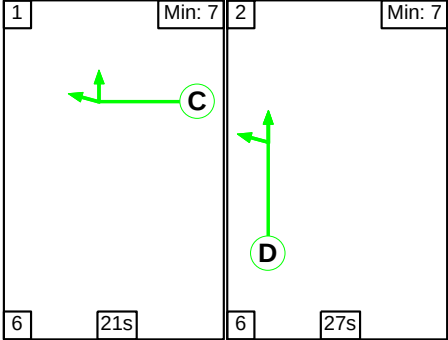
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



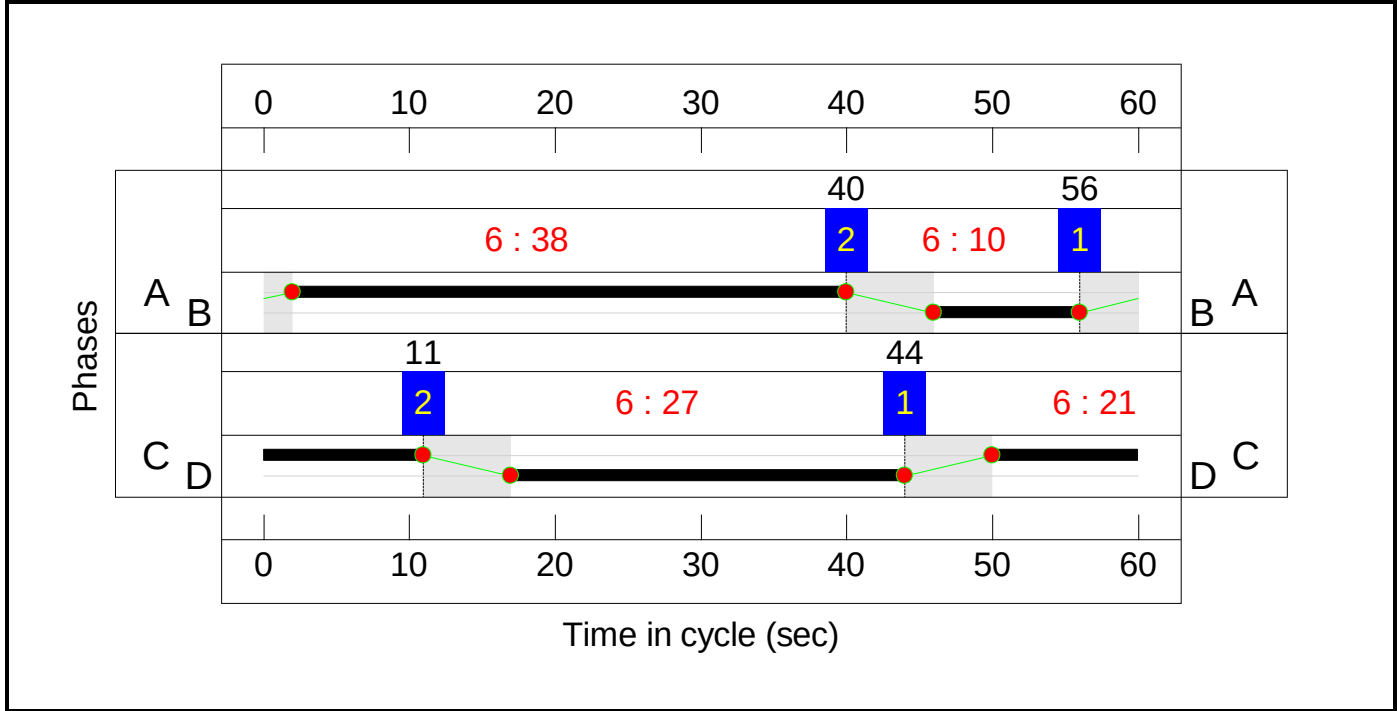
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	38	10
Change Point	56	40

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	21	27
Change Point	44	11

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	-	-		-	-	-	-	-	-	59.8%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	36	-	955	2062:1871	849+773	58.9 : 58.9%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	36	-	325	2105	1298	25.0%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	30	-	742	2105:1900	753+982	42.8 : 42.8%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	30	-	304	2105	1088	28.0%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	18	-	142	1900	602	23.6%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	18	-	292	1900	602	48.5%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	18	-	325	1900	602	54.0%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	12	-	232	1900	412	56.4%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	12	-	246	1900	412	59.8%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	12	-	142	1900	412	34.5%
5/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	55.8%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	655	2048:1852	956+864	36.0 : 36.0%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	174	2085	973	17.9%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	197	1926	353	55.8%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	214	2155	395	54.2%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	21	-	145	1900	697	20.8%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	21	-	318	1900	697	45.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	21	-	214	1900	697	30.7%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	38	-	425	1900	1235	34.4%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	38	-	647	1900	1235	52.4%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	38	-	304	1900	1235	24.6%
5/1		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	430	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	17.4	7.6	0.0	25.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	10.4	4.3	0.0	14.7	-	-	-	-
1/2+1/1	955	955	-	-	-	1.5	0.7	-	2.3	8.5	4.2	0.7	4.9
1/3	325	325	-	-	-	0.5	0.2	-	0.6	7.1	2.4	0.2	2.6
2/2+2/1	742	742	-	-	-	1.8	0.4	-	2.2	10.5	4.3	0.4	4.7
2/3	304	304	-	-	-	0.7	0.2	-	0.9	10.5	2.8	0.2	3.0
3/1	142	142	-	-	-	1.1	0.2	-	1.2	31.5	2.4	0.2	2.5
3/2	292	292	-	-	-	0.9	0.5	-	1.3	16.5	3.9	0.5	4.4
3/3	325	325	-	-	-	1.1	0.6	-	1.6	18.2	4.4	0.6	5.0
4/1	232	232	-	-	-	0.9	0.6	-	1.6	24.6	1.8	0.6	2.4
4/2	246	246	-	-	-	1.4	0.7	-	2.2	31.7	4.0	0.7	4.7
4/3	142	142	-	-	-	0.5	0.3	-	0.7	18.7	1.1	0.3	1.3
5/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	429	429	-	-	-	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	7.0	3.3	0.0	10.4	-	-	-	-
1/2+1/1	655	655	-	-	-	1.9	0.3	-	2.1	11.8	3.6	0.3	3.9
1/3	174	174	-	-	-	0.5	0.1	-	0.6	11.6	1.6	0.1	1.8
2/1	197	197	-	-	-	1.2	0.6	-	1.8	33.7	3.0	0.6	3.6
2/2	214	214	-	-	-	1.3	0.6	-	1.9	32.1	3.2	0.6	3.8
3/1	145	145	-	-	-	0.3	0.1	-	0.5	11.7	1.5	0.1	1.7
3/2	318	318	-	-	-	0.8	0.4	-	1.2	13.3	3.2	0.4	3.7
3/3	214	214	-	-	-	0.0	0.2	-	0.2	3.7	1.1	0.2	1.3

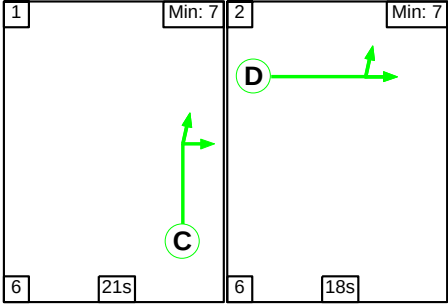
Full Input Data And Results

4/1	425	425	-	-	-	0.2	0.3	-	0.5	3.8	0.9	0.3	1.2
4/2	647	647	-	-	-	0.5	0.5	-	1.0	5.6	2.3	0.5	2.9
4/3	304	304	-	-	-	0.4	0.2	-	0.6	6.9	2.0	0.2	2.2
5/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 50.6 Total Delay for Signalled Lanes (pcuHr): 7.39 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 66.6 Total Delay for Signalled Lanes (pcuHr): 7.27 Cycle Time (s): 60 C2 Stream: 1 PRC for Signalled Lanes (%): 61.3 Total Delay for Signalled Lanes (pcuHr): 5.80 Cycle Time (s): 60 C2 Stream: 2 PRC for Signalled Lanes (%): 97.2 Total Delay for Signalled Lanes (pcuHr): 4.58 Cycle Time (s): 60 PRC Over All Lanes (%): 50.6 Total Delay Over All Lanes(pcuHr): 25.04													

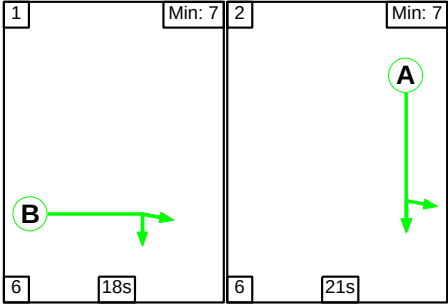
Full Input Data And Results
Scenario 5: 'AM S4 2035' (FG5: 'AM S4 2035', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

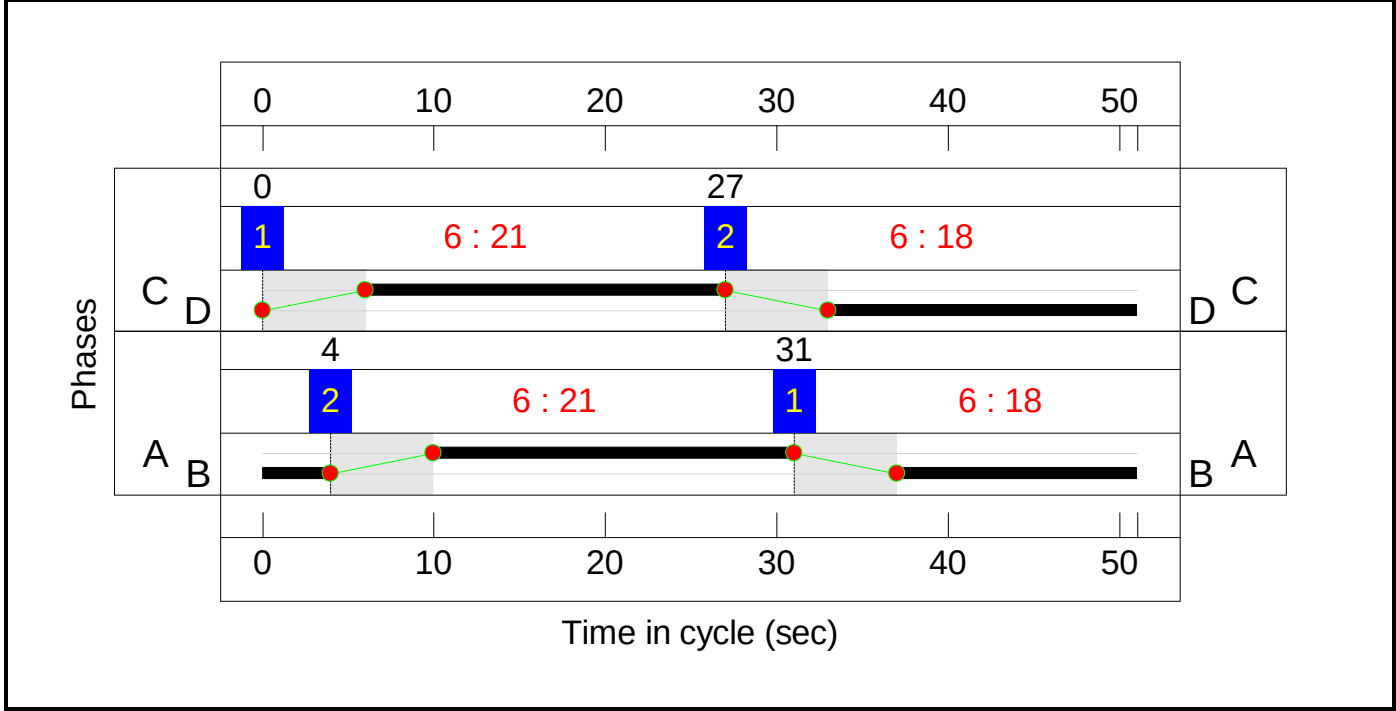
Stage Stream: 1

Stage	1	2
Duration	21	18
Change Point	0	27

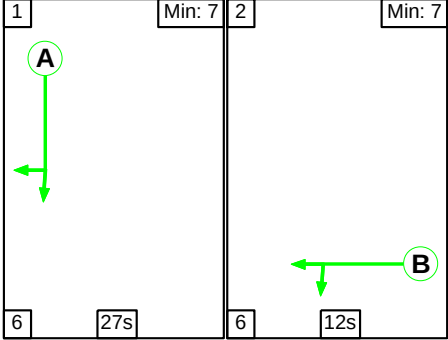
Stage Stream: 2

Stage	1	2
Duration	18	21
Change Point	31	4

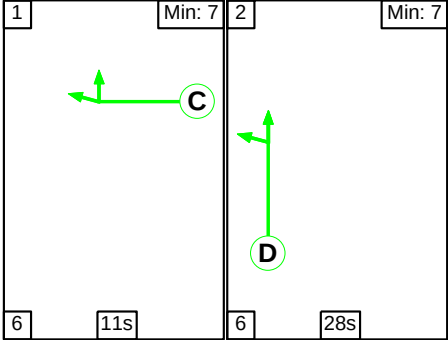
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



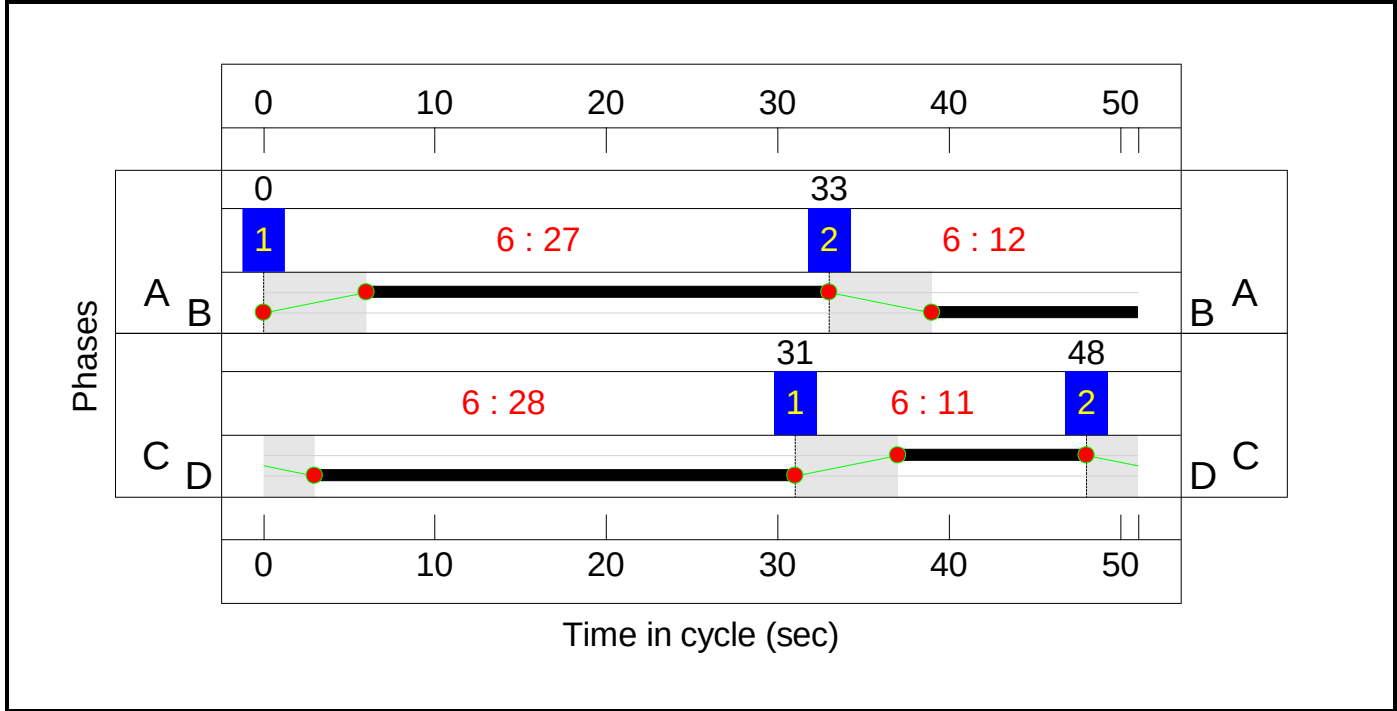
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	27	12
Change Point	0	33

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	11	28
Change Point	31	48

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	-	-		-	-	-	-	-	-	50.5%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	50.5%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	18	-	612	2066:1871	636+576	50.5 : 50.5%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	18	-	160	2105	784	20.4%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	21	-	582	2105:1923	908+830	30.7 : 36.5%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	21	-	162	2105	908	17.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	18	-	137	1900	708	19.4%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	18	-	200	1900	708	28.3%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	18	-	160	1900	708	22.6%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	21	-	188	1900	820	22.9%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	21	-	401	1900	820	48.9%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	21	-	137	1900	820	16.7%
5/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	47.8%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	28	-	925	2015:1852	1008+926	47.8 : 47.8%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	28	-	384	2085	1186	32.4%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	12	-	168	1942	495	33.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	12	-	154	2155	549	28.0%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	11	-	201	1900	447	45.0%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	11	-	204	1900	447	45.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	11	-	154	1900	447	34.4%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	27	-	371	1900	1043	35.6%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	27	-	439	1900	1043	42.1%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	27	-	162	1900	1043	15.5%
5/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%

Full Input Data And Results

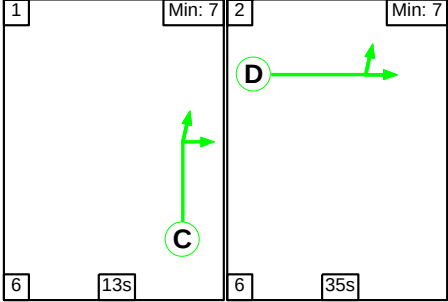
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	13.4	5.2	0.0	18.5	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	6.6	2.2	0.0	8.8	-	-	-	-
1/2+1/1	612	612	-	-	-	2.0	0.5	-	2.5	14.9	3.3	0.5	3.8
1/3	160	160	-	-	-	0.5	0.1	-	0.6	13.8	1.5	0.1	1.6
2/2+2/1	582	582	-	-	-	1.6	0.3	-	1.8	11.2	2.9	0.3	3.1
2/3	162	162	-	-	-	0.4	0.1	-	0.5	11.4	1.4	0.1	1.5
3/1	137	137	-	-	-	0.8	0.1	-	0.9	23.4	1.9	0.1	2.1
3/2	200	200	-	-	-	0.0	0.2	-	0.2	4.4	0.1	0.2	0.3
3/3	160	160	-	-	-	0.0	0.1	-	0.2	4.1	0.1	0.1	0.2
4/1	188	188	-	-	-	0.3	0.1	-	0.5	9.1	1.1	0.1	1.3
4/2	401	401	-	-	-	0.7	0.5	-	1.2	10.4	3.0	0.5	3.5
4/3	137	137	-	-	-	0.2	0.1	-	0.3	9.1	0.6	0.1	0.7
5/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	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	6.8	3.0	0.0	9.8	-	-	-	-
1/2+1/1	925	925	-	-	-	1.6	0.5	-	2.1	8.0	3.7	0.5	4.2
1/3	384	384	-	-	-	0.6	0.2	-	0.9	8.1	2.8	0.2	3.0
2/1	168	168	-	-	-	0.7	0.3	-	1.0	21.0	1.9	0.3	2.2
2/2	154	154	-	-	-	0.7	0.2	-	0.8	19.8	1.7	0.2	1.9
3/1	201	201	-	-	-	0.7	0.4	-	1.1	20.6	2.8	0.4	3.2
3/2	204	204	-	-	-	0.8	0.4	-	1.2	20.9	2.4	0.4	2.8
3/3	154	154	-	-	-	0.3	0.3	-	0.6	13.9	0.5	0.3	0.7

Full Input Data And Results

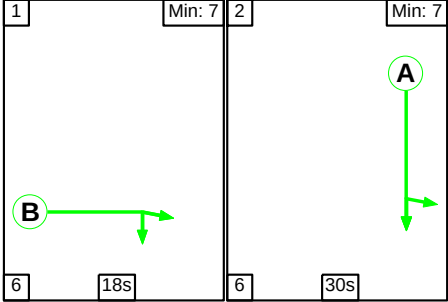
4/1	371	371	-	-	-	0.5	0.3	-	0.8	7.9	3.0	0.3	3.2
4/2	439	439	-	-	-	0.7	0.4	-	1.0	8.4	2.8	0.4	3.2
4/3	162	162	-	-	-	0.1	0.1	-	0.2	5.3	0.4	0.1	0.5
5/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 78.3 C1 Stream: 2 PRC for Signalled Lanes (%): 146.4 C2 Stream: 1 PRC for Signalled Lanes (%): 113.9 C2 Stream: 2 PRC for Signalled Lanes (%): 88.1 PRC Over All Lanes (%): 78.3 Total Delay for Signalled Lanes (pcuHr): 5.12 Total Delay for Signalled Lanes (pcuHr): 3.64 Total Delay for Signalled Lanes (pcuHr): 3.91 Total Delay for Signalled Lanes (pcuHr): 5.85 Total Delay Over All Lanes(pcuHr): 18.53 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

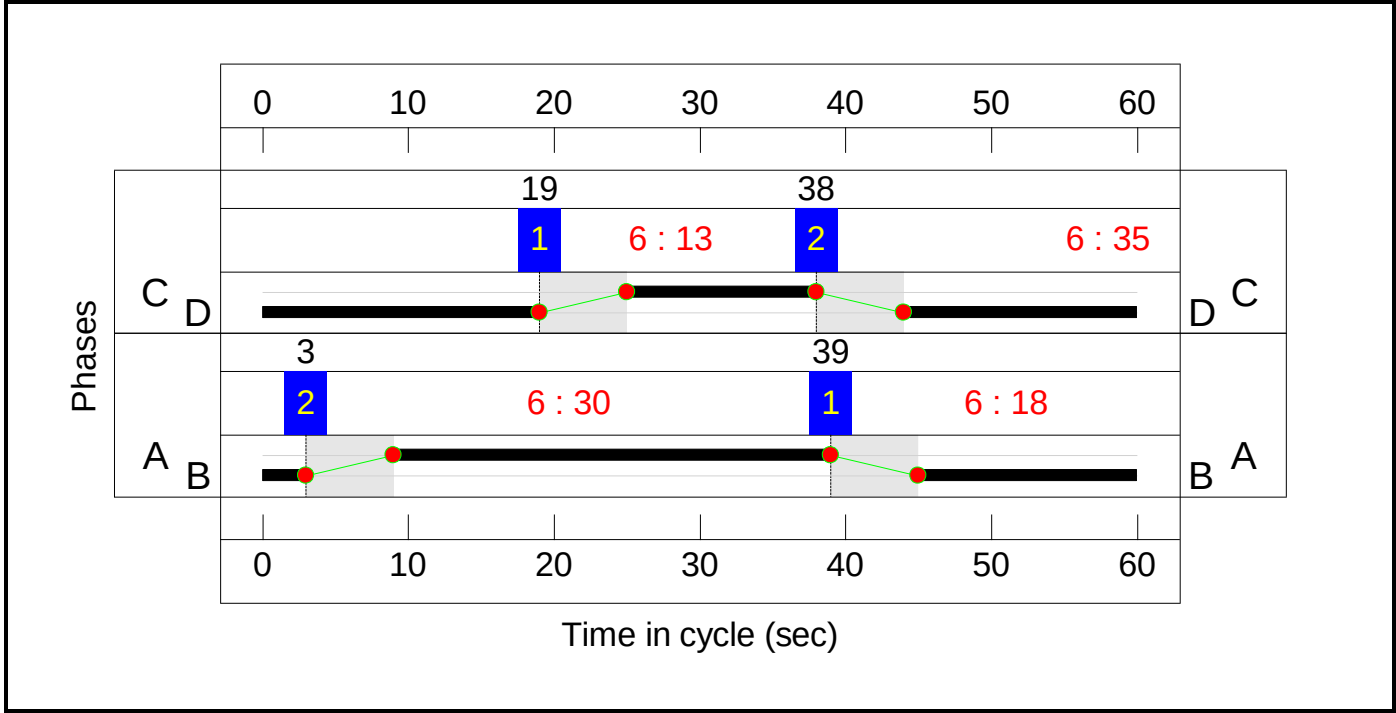
Stage Stream: 1

Stage	1	2
Duration	13	35
Change Point	19	38

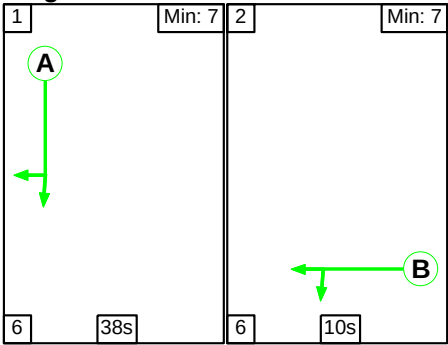
Stage Stream: 2

Stage	1	2
Duration	18	30
Change Point	39	3

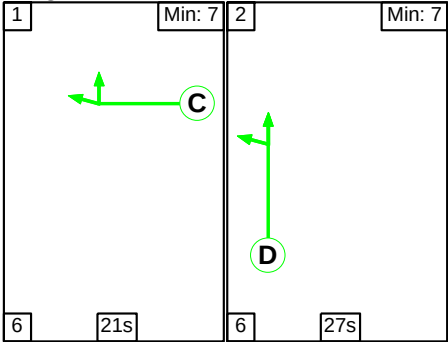
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



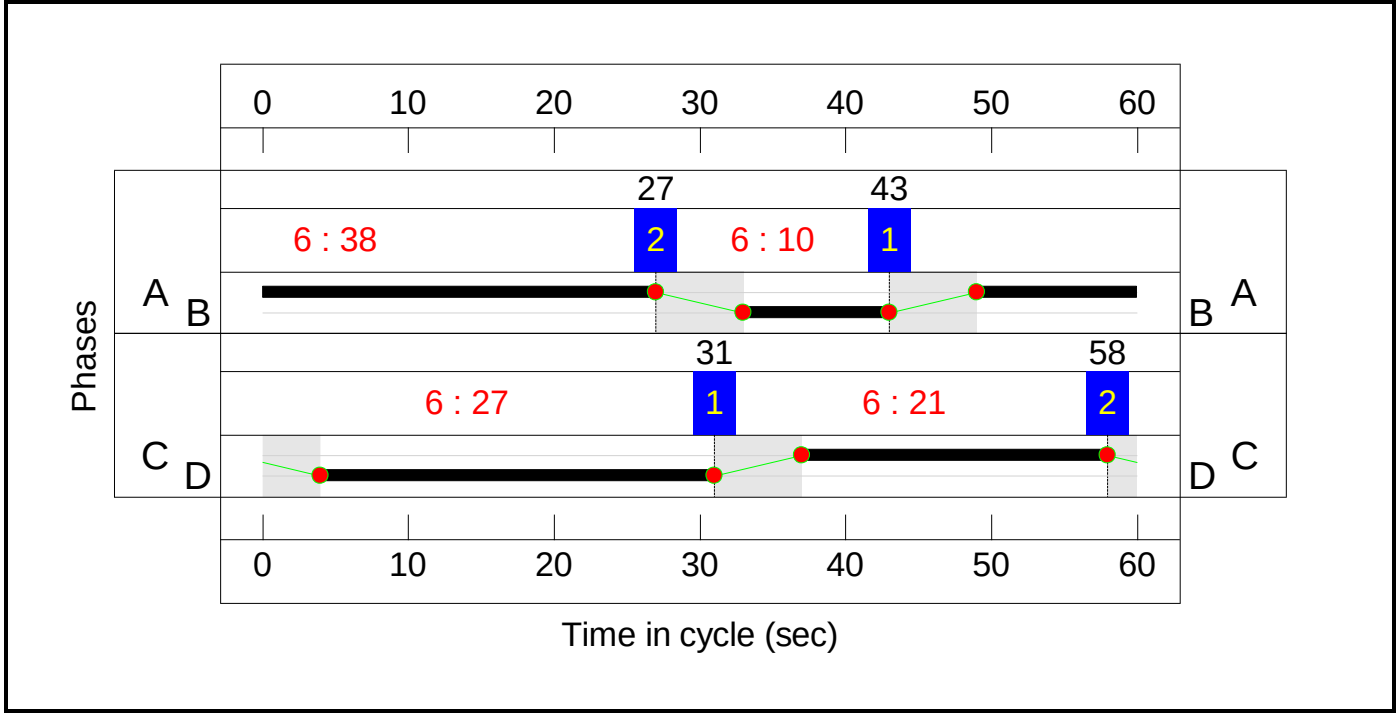
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	38	10
Change Point	43	27

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	21	27
Change Point	31	58

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	-	-		-	-	-	-	-	-	60.2%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	60.2%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	35	-	956	2063:1871	832+756	60.2 : 60.2%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	35	-	328	2105	1263	26.0%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	30	-	744	2105:1900	753+982	42.9 : 42.9%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	30	-	306	2105	1088	28.1%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	18	-	143	1900	602	23.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	18	-	297	1900	602	49.4%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	18	-	328	1900	602	54.5%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	232	1900	443	52.3%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	249	1900	443	56.2%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	13	-	143	1900	443	32.3%
5/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	56.1%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	667	2047:1852	955+864	36.6 : 36.7%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	177	2085	973	18.2%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	198	1925	353	56.1%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	215	2155	395	54.4%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	21	-	142	1900	697	20.4%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	21	-	318	1900	697	45.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	21	-	215	1900	697	30.9%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	38	-	430	1900	1235	34.8%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	38	-	651	1900	1235	52.7%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	38	-	306	1900	1235	24.8%
5/1		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	436	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	17.7	7.5	0.0	25.2	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	10.6	4.2	0.0	14.8	-	-	-	-
1/2+1/1	956	956	-	-	-	1.7	0.8	-	2.4	9.2	4.3	0.8	5.1
1/3	328	328	-	-	-	0.5	0.2	-	0.7	7.6	2.6	0.2	2.7
2/2+2/1	744	744	-	-	-	1.8	0.4	-	2.2	10.5	4.3	0.4	4.7
2/3	306	306	-	-	-	0.7	0.2	-	0.9	10.5	2.8	0.2	3.0
3/1	143	143	-	-	-	0.6	0.2	-	0.8	19.1	2.4	0.2	2.5
3/2	297	297	-	-	-	0.9	0.5	-	1.4	17.3	1.8	0.5	2.3
3/3	328	328	-	-	-	1.0	0.6	-	1.6	18.0	2.2	0.6	2.8
4/1	232	232	-	-	-	0.7	0.5	-	1.3	19.5	3.3	0.5	3.9
4/2	249	249	-	-	-	2.2	0.6	-	2.8	41.0	4.1	0.6	4.7
4/3	143	143	-	-	-	0.4	0.2	-	0.6	15.8	1.9	0.2	2.2
5/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	431	431	-	-	-	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	7.1	3.4	0.0	10.5	-	-	-	-
1/2+1/1	667	667	-	-	-	1.9	0.3	-	2.2	11.9	3.7	0.3	4.0
1/3	177	177	-	-	-	0.5	0.1	-	0.6	11.6	1.7	0.1	1.8
2/1	198	198	-	-	-	1.2	0.6	-	1.9	33.8	3.0	0.6	3.6
2/2	215	215	-	-	-	1.3	0.6	-	1.9	32.2	3.2	0.6	3.8
3/1	142	142	-	-	-	0.3	0.1	-	0.5	11.6	1.5	0.1	1.6
3/2	318	318	-	-	-	0.8	0.4	-	1.2	13.4	3.2	0.4	3.7
3/3	215	215	-	-	-	0.0	0.2	-	0.2	3.7	1.1	0.2	1.3

Full Input Data And Results

4/1	430	430	-	-	-	0.2	0.3	-	0.5	3.8	0.9	0.3	1.2
4/2	651	651	-	-	-	0.5	0.6	-	1.0	5.6	2.3	0.6	2.9
4/3	306	306	-	-	-	0.4	0.2	-	0.6	6.9	2.0	0.2	2.2
5/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1 PRC for Signalled Lanes (%)49.5Total Delay for Signalled Lanes (pcuHr)7.86Cycle Time (s)60 C1Stream: 2 PRC for Signalled Lanes (%)65.1Total Delay for Signalled Lanes (pcuHr)6.89Cycle Time (s)60 C2Stream: 1 PRC for Signalled Lanes (%)60.4Total Delay for Signalled Lanes (pcuHr)5.85Cycle Time (s)60 C2Stream: 2 PRC for Signalled Lanes (%)97.2Total Delay for Signalled Lanes (pcuHr)4.63Cycle Time (s)60 PRC Over All Lanes (%)49.5Total Delay Over All Lanes(pcuHr)25.23													

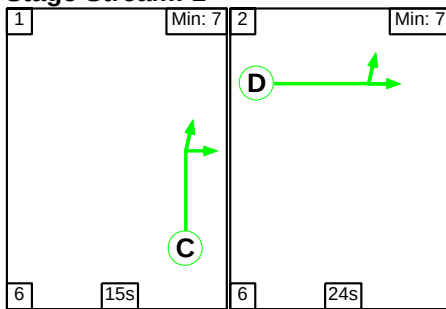
Full Input Data And Results

Scenario 7: 'AM ST 2035' (FG7: 'AM ST 2035', Plan 1: 'Network Control Plan 1')

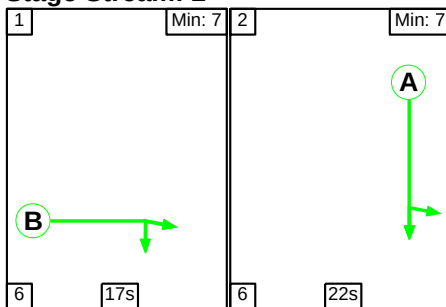
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

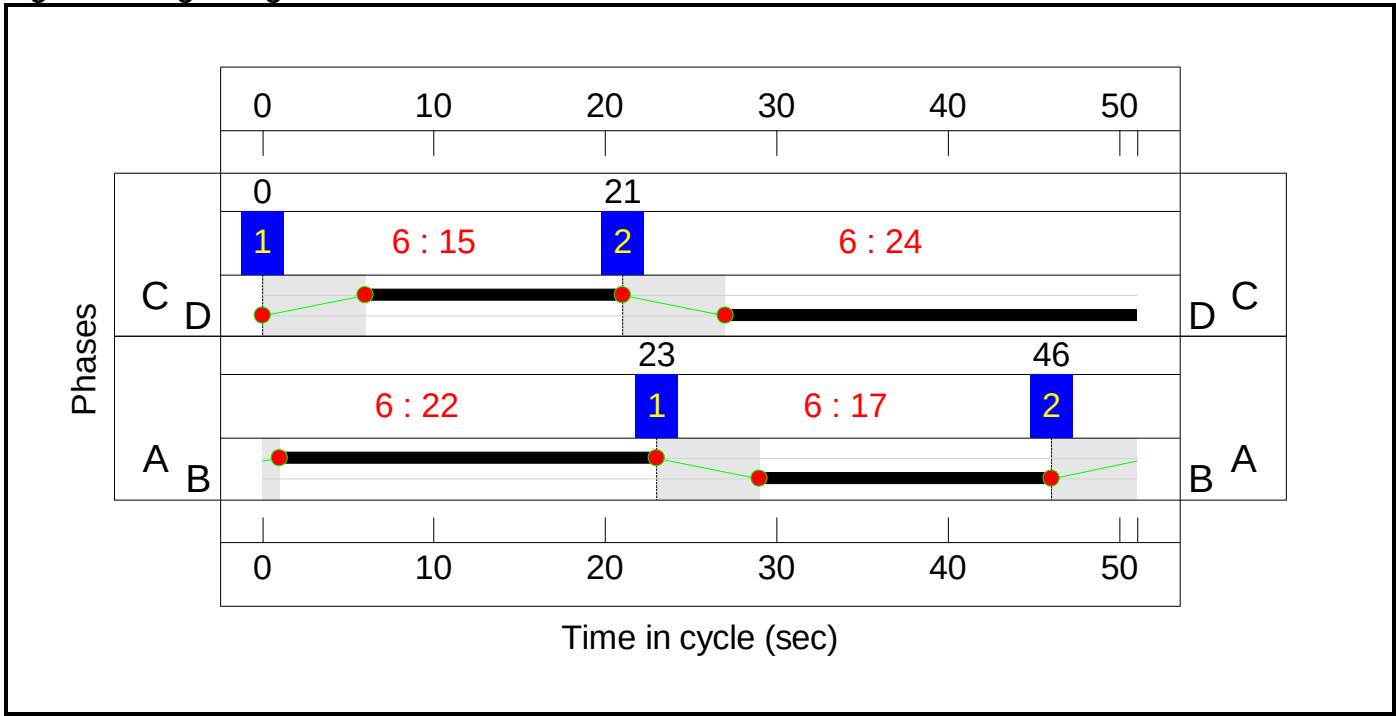
Stage Stream: 1

Stage	1	2
Duration	15	24
Change Point	0	21

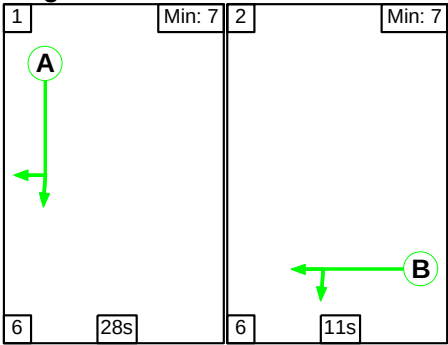
Stage Stream: 2

Stage	1	2
Duration	17	22
Change Point	23	46

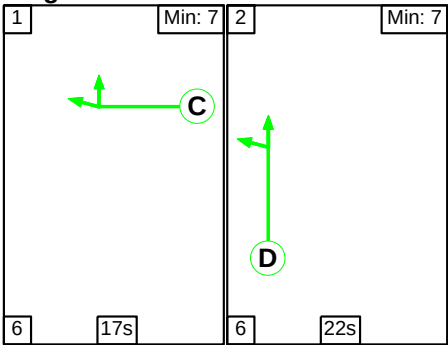
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



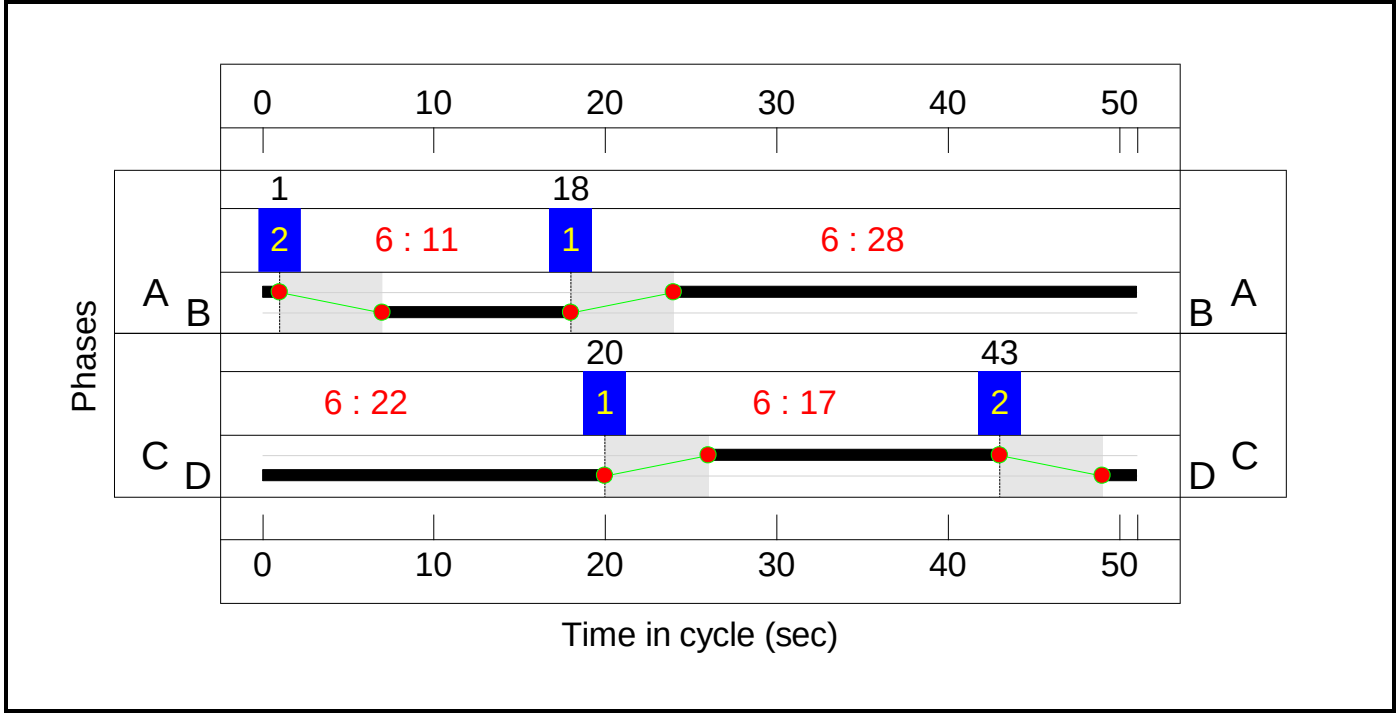
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	28	11
Change Point	18	1

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	17	22
Change Point	20	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	-	-		-	-	-	-	-	-	65.0%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	24	-	917	2064:1871	757+686	63.5 : 63.5%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	24	-	436	2105	1032	42.3%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	22	-	772	2105:1918	345+865	63.8 : 63.8%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	22	-	392	2105	949	41.3%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	17	-	250	1900	671	37.3%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	17	-	292	1900	671	43.5%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	17	-	436	1900	671	65.0%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	15	-	275	1900	596	46.1%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	15	-	269	1900	596	45.1%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	15	-	250	1900	596	41.9%
5/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	60.7%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	22	-	777	2051:1852	925+835	44.2 : 44.1%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	22	-	285	2085	940	30.3%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	11	-	257	1919	452	56.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	11	-	234	2155	507	46.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	17	-	134	1900	671	20.0%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	17	-	392	1900	671	58.5%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	17	-	234	1900	671	34.9%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	28	-	575	1900	1080	53.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	28	-	656	1900	1080	60.7%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	28	-	392	1900	1080	36.3%
5/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%

Full Input Data And Results

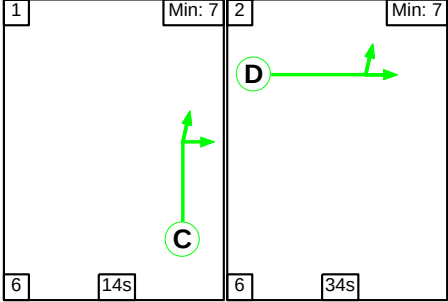
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	20.0	9.7	0.0	29.7	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	11.1	5.3	0.0	16.4	-	-	-	-
1/2+1/1	917	917	-	-	-	2.2	0.9	-	3.1	12.1	4.4	0.9	5.3
1/3	436	436	-	-	-	1.0	0.4	-	1.4	11.4	3.9	0.4	4.2
2/2+2/1	772	772	-	-	-	2.2	0.9	-	3.1	14.3	6.0	0.9	6.9
2/3	392	392	-	-	-	1.0	0.4	-	1.4	12.7	3.7	0.4	4.1
3/1	250	250	-	-	-	1.2	0.3	-	1.5	21.4	3.5	0.3	3.8
3/2	292	292	-	-	-	0.5	0.4	-	0.9	10.6	0.8	0.4	1.2
3/3	436	436	-	-	-	0.7	0.9	-	1.6	13.5	1.6	0.9	2.6
4/1	275	275	-	-	-	0.6	0.4	-	1.0	12.8	0.9	0.4	1.4
4/2	269	269	-	-	-	1.3	0.4	-	1.7	23.0	3.6	0.4	4.0
4/3	250	250	-	-	-	0.4	0.4	-	0.8	11.3	1.1	0.4	1.4
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	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	8.9	4.4	0.0	13.3	-	-	-	-
1/2+1/1	777	777	-	-	-	2.1	0.4	-	2.5	11.4	3.9	0.4	4.3
1/3	285	285	-	-	-	0.7	0.2	-	0.9	11.7	2.5	0.2	2.8
2/1	257	257	-	-	-	1.2	0.7	-	1.9	26.4	3.2	0.7	3.9
2/2	234	234	-	-	-	1.1	0.4	-	1.5	23.3	2.8	0.4	3.2
3/1	134	134	-	-	-	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1
3/2	392	392	-	-	-	0.0	0.7	-	0.7	6.6	0.0	0.7	0.7
3/3	234	234	-	-	-	0.9	0.3	-	1.1	17.6	3.3	0.3	3.6

Full Input Data And Results

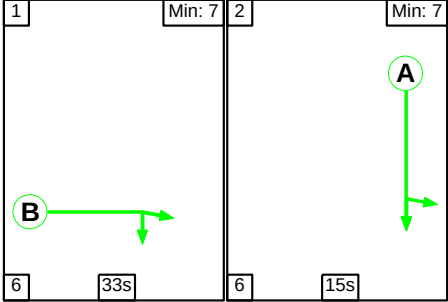
4/1	575	575	-	-	-	0.9	0.6	-	1.5	9.3	4.4	0.6	4.9
4/2	656	656	-	-	-	0.8	0.8	-	1.6	8.9	3.4	0.8	4.1
4/3	392	392	-	-	-	1.2	0.3	-	1.4	13.2	5.4	0.3	5.7
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1Stream: 1 PRC for Signalled Lanes (%):41.7Total Delay for Signalled Lanes (pcuHr):7.93Cycle Time (s):51 C1Stream: 2 PRC for Signalled Lanes (%):38.4Total Delay for Signalled Lanes (pcuHr):8.43Cycle Time (s):51 C2Stream: 1 PRC for Signalled Lanes (%):48.2Total Delay for Signalled Lanes (pcuHr):7.95Cycle Time (s):51 C2Stream: 2 PRC for Signalled Lanes (%):54.0Total Delay for Signalled Lanes (pcuHr):5.39Cycle Time (s):51 PRC Over All Lanes (%):38.4Total Delay Over All Lanes(pcuHr):29.71													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

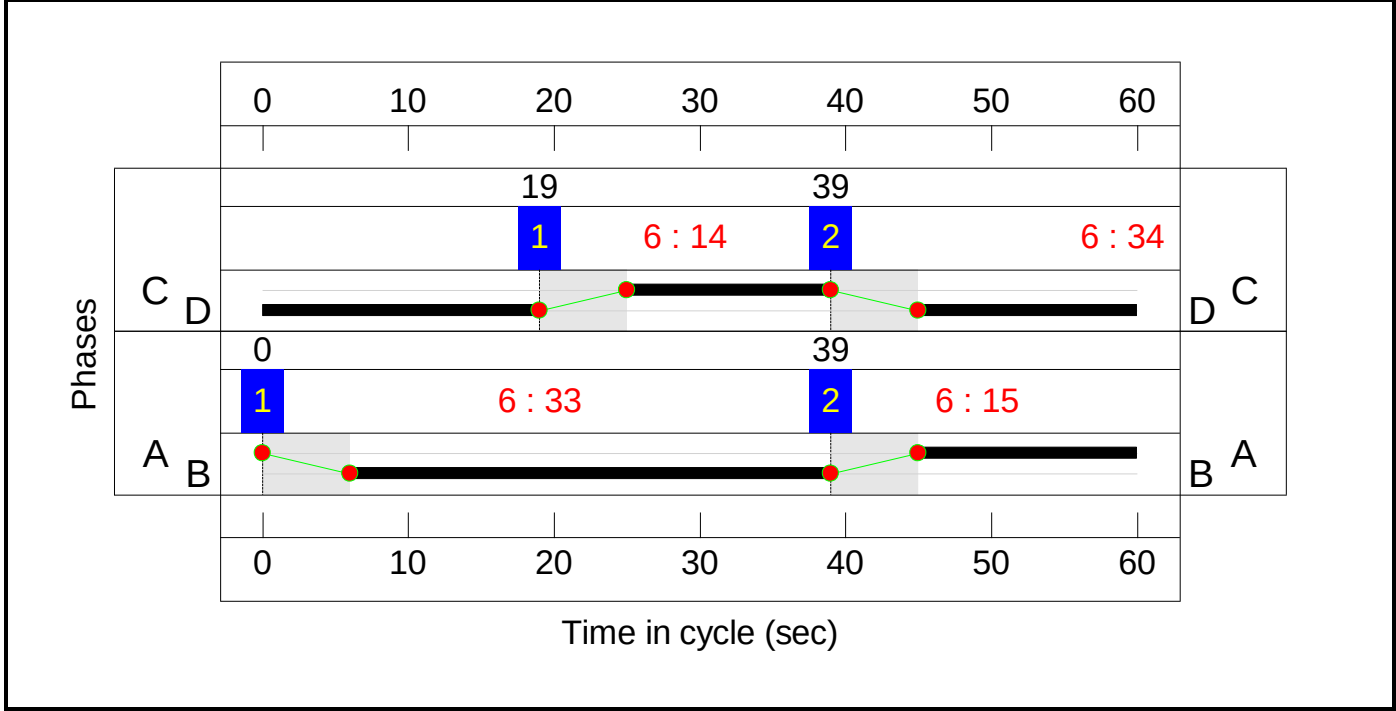
Stage Stream: 1

Stage	1	2
Duration	14	34
Change Point	19	39

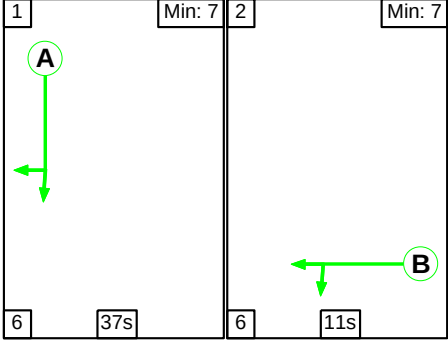
Stage Stream: 2

Stage	1	2
Duration	33	15
Change Point	0	39

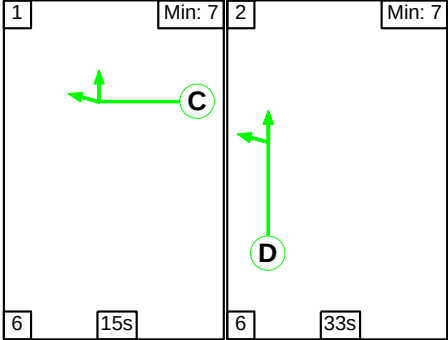
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings
Stage Stream: 1

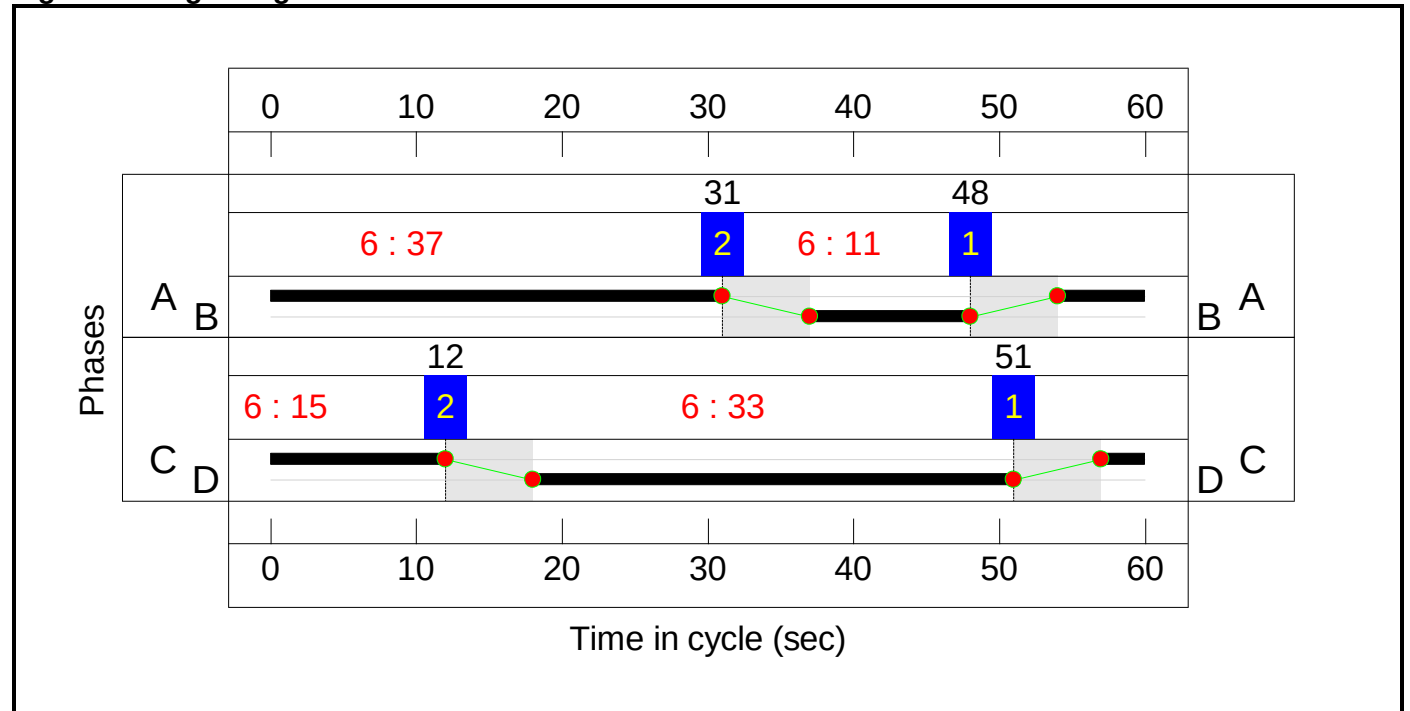
Stage	1	2
Duration	37	11
Change Point	48	31

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	15	33
Change Point	51	12

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	-	-		-	-	-	-	-	-	63.7%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	34	-	991	2057:1871	814+741	63.7 : 63.7%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	34	-	405	2105	1228	33.0%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	15	-	587	2105:1910	561+509	47.9 : 62.4%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	15	-	277	2105	561	49.3%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	33	-	267	1900	1077	24.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	33	-	277	1900	1077	25.7%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	33	-	405	1900	1077	37.6%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	301	1900	475	63.4%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	283	1900	475	59.6%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	14	-	267	1900	475	56.2%
5/1		U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	56.0%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	33	-	1028	2040:1852	1020+926	52.8 : 52.8%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	33	-	352	2085	1182	29.8%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	11	-	180	1919	384	46.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	11	-	198	2155	431	45.9%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	15	-	168	1900	507	33.2%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	15	-	277	1900	507	54.7%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	15	-	198	1900	507	39.1%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	37	-	411	1900	1203	34.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	37	-	674	1900	1203	56.0%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	37	-	277	1900	1203	23.0%
5/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

Full Input Data And Results

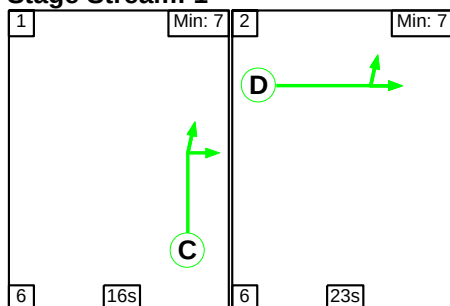
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	19.5	8.9	0.0	28.4	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	13.0	5.1	0.0	18.0	-	-	-	-
1/2+1/1	991	991	-	-	-	1.9	0.9	-	2.8	10.2	4.8	0.9	5.6
1/3	405	405	-	-	-	0.7	0.2	-	1.0	8.6	3.4	0.2	3.6
2/2+2/1	587	587	-	-	-	3.1	0.6	-	3.7	22.7	4.6	0.6	5.2
2/3	277	277	-	-	-	1.4	0.5	-	1.9	24.9	3.8	0.5	4.3
3/1	267	267	-	-	-	0.2	0.2	-	0.4	4.8	0.5	0.2	0.6
3/2	277	277	-	-	-	0.7	0.2	-	0.9	11.4	3.6	0.2	3.8
3/3	405	405	-	-	-	1.2	0.3	-	1.5	13.7	5.7	0.3	6.0
4/1	301	301	-	-	-	1.4	0.9	-	2.2	26.4	2.6	0.9	3.5
4/2	283	283	-	-	-	1.3	0.7	-	2.0	25.5	4.4	0.7	5.1
4/3	267	267	-	-	-	1.0	0.6	-	1.7	22.6	2.3	0.6	3.0
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	451	451	-	-	-	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	6.5	3.8	0.0	10.4	-	-	-	-
1/2+1/1	1028	1028	-	-	-	2.2	0.6	-	2.7	9.6	5.2	0.6	5.8
1/3	352	352	-	-	-	0.7	0.2	-	0.9	9.0	3.0	0.2	3.2
2/1	180	180	-	-	-	1.1	0.4	-	1.5	30.0	2.6	0.4	3.0
2/2	198	198	-	-	-	1.2	0.4	-	1.6	28.9	2.9	0.4	3.3
3/1	168	168	-	-	-	0.2	0.2	-	0.4	9.3	0.3	0.2	0.5
3/2	277	277	-	-	-	0.2	0.6	-	0.8	10.6	0.3	0.6	0.9
3/3	198	198	-	-	-	0.8	0.3	-	1.1	20.4	3.3	0.3	3.6

Full Input Data And Results

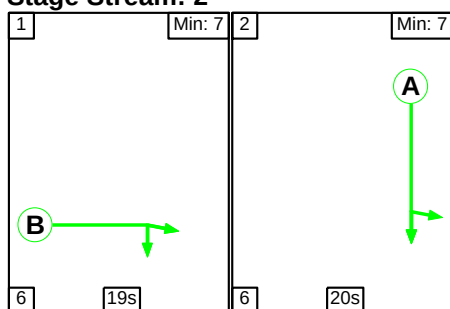
[illegible]

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

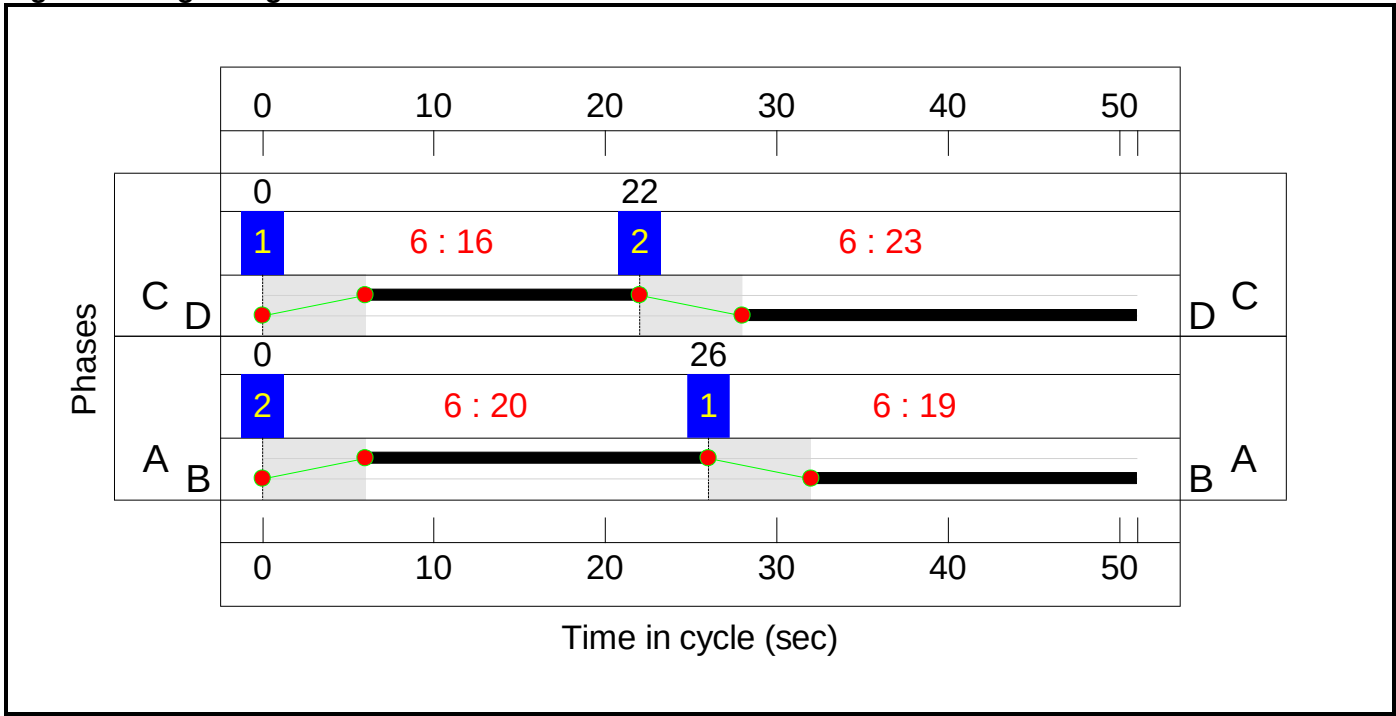
Stage Stream: 1

Stage	1	2
Duration	16	23
Change Point	0	22

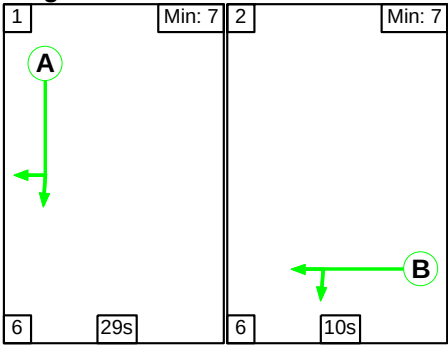
Stage Stream: 2

Stage	1	2
Duration	19	20
Change Point	26	0

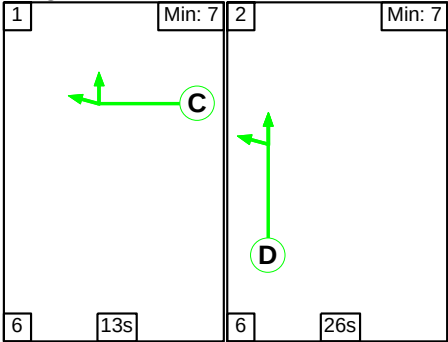
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



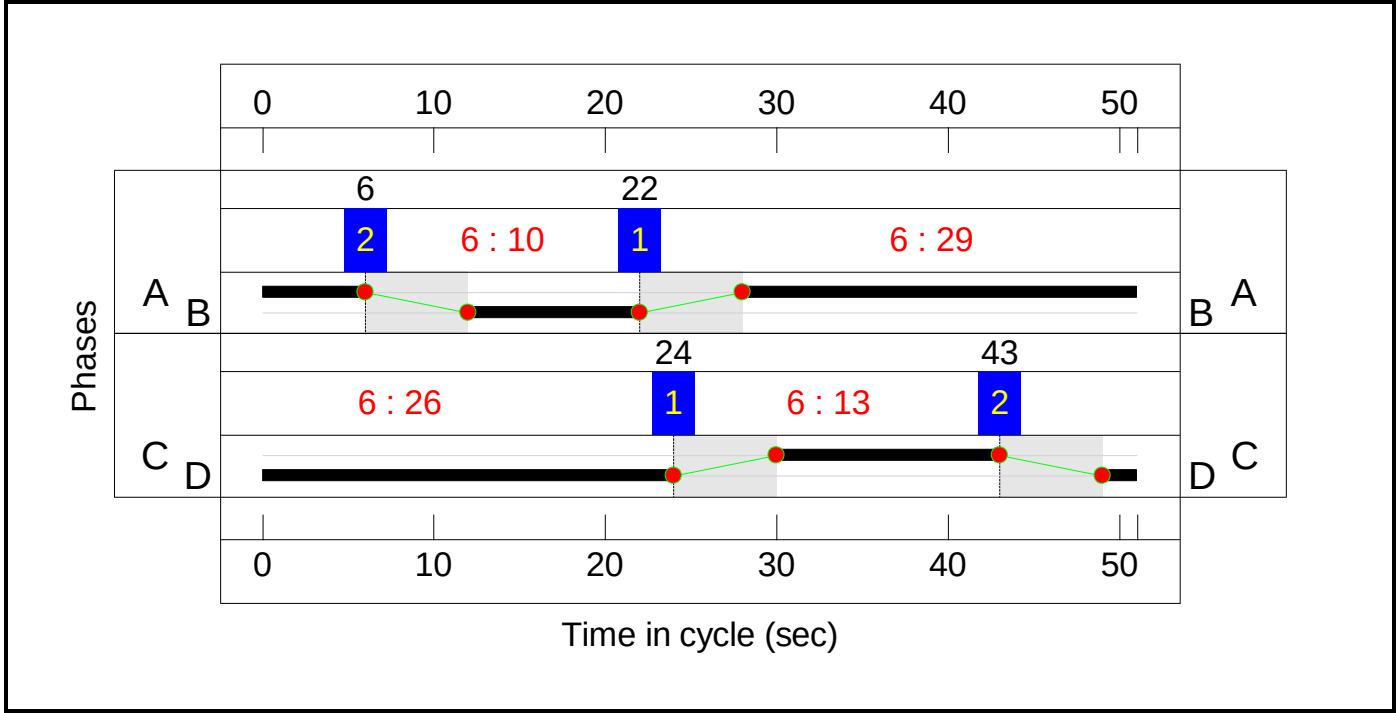
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	29	10
Change Point	22	6

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	13	26
Change Point	24	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	-	-		-	-	-	-	-	-	57.7%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	23	-	811	2073:1871	738+667	57.7 : 57.7%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	23	-	260	2105	991	26.2%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	20	-	656	2105:1900	735+782	39.6 : 46.7%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	20	-	163	2105	867	18.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	19	-	225	1900	745	30.2%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	19	-	293	1900	745	39.3%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	19	-	260	1900	745	34.9%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	16	-	195	1900	633	30.8%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	16	-	356	1900	633	56.2%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	16	-	225	1900	633	35.5%
5/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	49.3%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	26	-	845	2020:1852	1010+926	43.6 : 43.6%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	26	-	390	2085	1104	35.3%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	199	1938	418	47.6%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	191	2155	465	41.1%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	13	-	173	1900	522	33.2%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	13	-	203	1900	522	38.9%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	13	-	191	1900	522	36.6%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	29	-	407	1900	1118	36.4%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	29	-	551	1900	1118	49.3%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	29	-	163	1900	1118	14.6%
5/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%

Full Input Data And Results

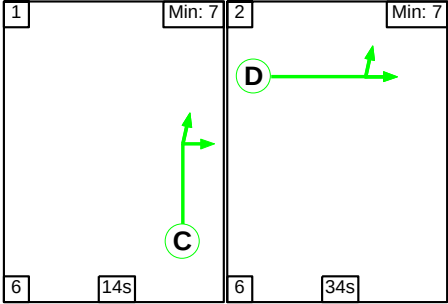
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	15.8	6.5	0.0	22.3	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	8.9	3.3	0.0	12.2	-	-	-	-
1/2+1/1	811	811	-	-	-	2.0	0.7	-	2.7	12.0	3.9	0.7	4.6
1/3	260	260	-	-	-	0.6	0.2	-	0.8	10.6	2.2	0.2	2.3
2/2+2/1	656	656	-	-	-	1.9	0.4	-	2.3	12.7	3.8	0.4	4.1
2/3	163	163	-	-	-	0.4	0.1	-	0.6	12.2	1.4	0.1	1.6
3/1	225	225	-	-	-	1.2	0.2	-	1.4	23.0	3.2	0.2	3.4
3/2	293	293	-	-	-	0.2	0.3	-	0.6	7.0	0.6	0.3	0.9
3/3	260	260	-	-	-	0.2	0.3	-	0.5	6.8	0.6	0.3	0.9
4/1	195	195	-	-	-	0.5	0.2	-	0.7	13.7	1.3	0.2	1.5
4/2	356	356	-	-	-	1.2	0.6	-	1.9	19.0	4.4	0.6	5.1
4/3	225	225	-	-	-	0.5	0.3	-	0.7	11.6	1.1	0.3	1.3
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	476	476	-	-	-	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	6.9	3.2	0.0	10.1	-	-	-	-
1/2+1/1	845	845	-	-	-	1.7	0.4	-	2.1	8.9	3.7	0.4	4.1
1/3	390	390	-	-	-	0.8	0.3	-	1.0	9.5	3.1	0.3	3.4
2/1	199	199	-	-	-	1.0	0.5	-	1.4	25.7	2.4	0.5	2.9
2/2	191	191	-	-	-	0.9	0.3	-	1.3	23.8	2.3	0.3	2.6
3/1	173	173	-	-	-	0.1	0.2	-	0.3	6.5	0.1	0.2	0.3
3/2	203	203	-	-	-	0.1	0.3	-	0.5	8.1	0.6	0.3	0.9
3/3	191	191	-	-	-	0.7	0.3	-	0.9	17.9	2.7	0.3	3.0

Full Input Data And Results

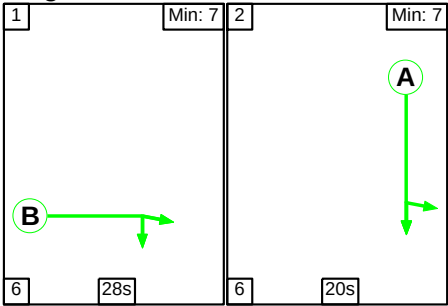
	C1	Stream: 1 PRC for Signalled Lanes (%):	55.9	Total Delay for Signalled Lanes (pcuHr):	6.83	Cycle Time (s):	51
	C1	Stream: 2 PRC for Signalled Lanes (%):	92.9	Total Delay for Signalled Lanes (pcuHr):	5.36	Cycle Time (s):	51
	C2	Stream: 1 PRC for Signalled Lanes (%):	82.6	Total Delay for Signalled Lanes (pcuHr):	5.23	Cycle Time (s):	51
	C2	Stream: 2 PRC for Signalled Lanes (%):	106.2	Total Delay for Signalled Lanes (pcuHr):	4.83	Cycle Time (s):	51
		PRC Over All Lanes (%):	55.9	Total Delay Over All Lanes(pcuHr):	22.26		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

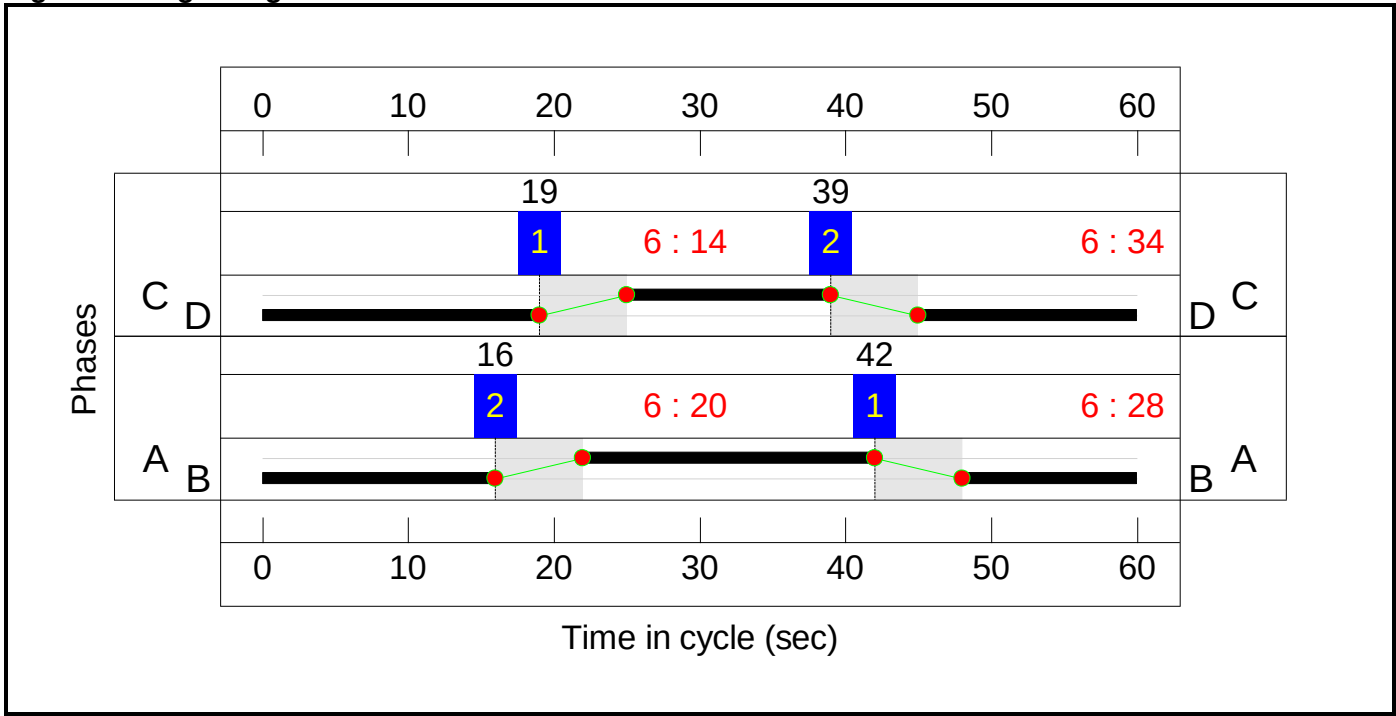
Stage Stream: 1

Stage	1	2
Duration	14	34
Change Point	19	39

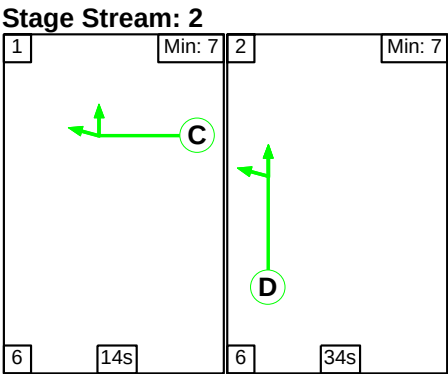
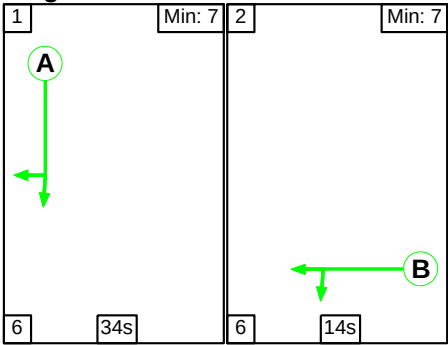
Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	42	16

Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



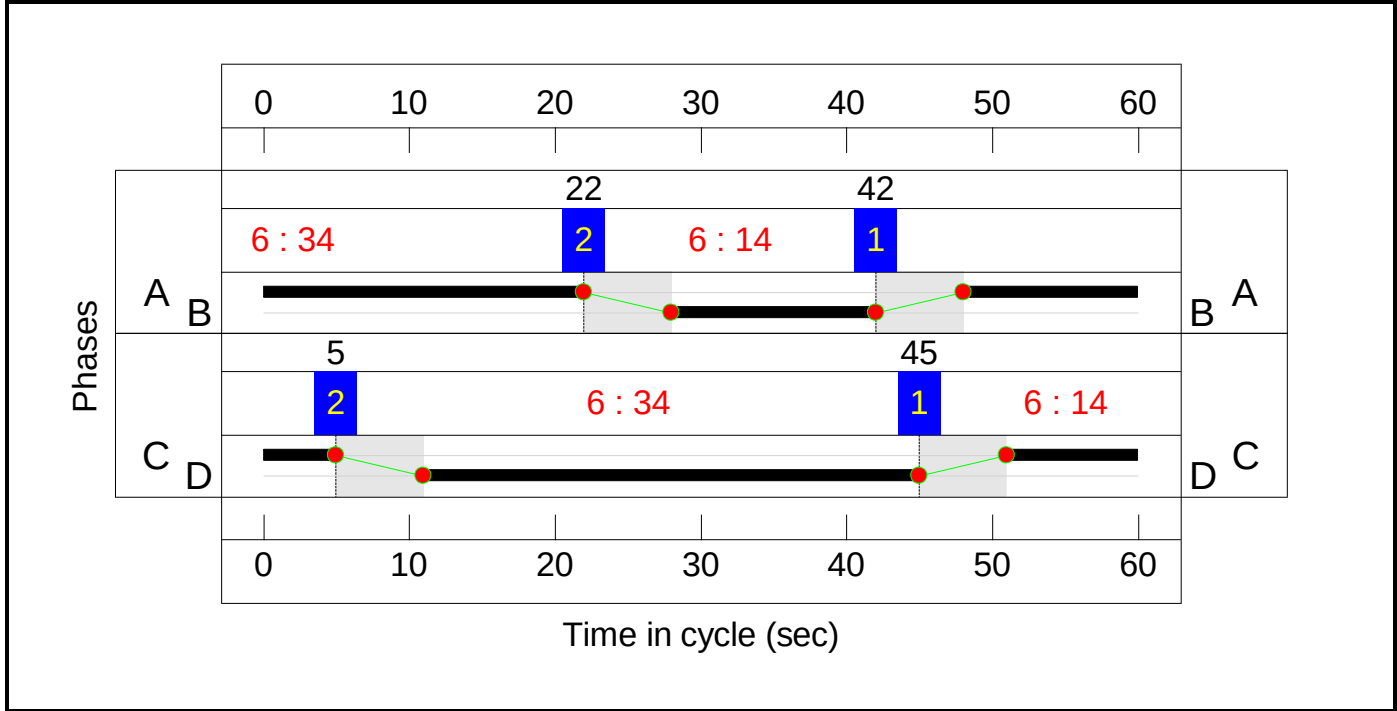
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	42	22

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	14	34
Change Point	45	5

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	-	-		-	-	-	-	-	-	61.9%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	34	-	962	2074:1871	818+737	61.9 : 61.9%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	34	-	383	2105	1228	31.2%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	20	-	521	2105:1906	502+667	43.7 : 45.3%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	20	-	205	2105	737	27.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	28	-	200	1900	918	21.8%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	28	-	354	1900	918	38.5%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	28	-	383	1900	918	41.7%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	247	1900	475	52.0%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	14	-	280	1900	475	58.9%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	14	-	200	1900	475	42.1%
5/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	54.3%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	34	-	836	2040:1852	1022+924	43.0 : 43.0%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	34	-	260	2085	1216	21.4%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	236	1919	480	49.2%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	14	-	220	2155	539	40.8%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	14	-	60	1900	475	12.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	14	-	206	1900	475	43.4%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	14	-	220	1900	475	46.3%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	34	-	469	1900	1108	42.3%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	34	-	602	1900	1108	54.3%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	34	-	205	1900	1108	18.5%
5/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	398	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	18.3	7.4	0.0	25.6	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	10.5	4.1	0.0	14.6	-	-	-	-
1/2+1/1	962	962	-	-	-	1.8	0.8	-	2.7	9.9	4.6	0.8	5.4
1/3	383	383	-	-	-	0.7	0.2	-	0.9	8.5	3.2	0.2	3.4
2/2+2/1	521	521	-	-	-	2.1	0.4	-	2.5	17.5	3.9	0.4	4.3
2/3	205	205	-	-	-	0.8	0.2	-	1.0	17.4	2.4	0.2	2.6
3/1	200	200	-	-	-	1.0	0.1	-	1.2	20.7	3.3	0.1	3.5
3/2	354	354	-	-	-	0.4	0.3	-	0.7	7.0	0.8	0.3	1.1
3/3	383	383	-	-	-	0.4	0.4	-	0.8	7.2	1.1	0.4	1.5
4/1	247	247	-	-	-	0.9	0.5	-	1.4	21.0	3.3	0.5	3.9
4/2	280	280	-	-	-	1.6	0.7	-	2.3	30.1	4.5	0.7	5.3
4/3	200	200	-	-	-	0.7	0.4	-	1.1	19.5	2.7	0.4	3.1
5/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	387	387	-	-	-	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	7.8	3.3	0.0	11.1	-	-	-	-
1/2+1/1	836	836	-	-	-	1.5	0.4	-	1.9	8.3	3.8	0.4	4.2
1/3	260	260	-	-	-	0.4	0.1	-	0.6	7.8	2.0	0.1	2.2
2/1	236	236	-	-	-	1.3	0.5	-	1.7	26.6	3.3	0.5	3.8
2/2	220	220	-	-	-	1.1	0.3	-	1.5	24.4	3.1	0.3	3.4
3/1	60	60	-	-	-	0.0	0.1	-	0.1	4.7	0.0	0.1	0.1
3/2	206	206	-	-	-	0.0	0.4	-	0.4	6.8	0.0	0.4	0.4
3/3	220	220	-	-	-	1.1	0.4	-	1.5	24.3	3.7	0.4	4.1

Full Input Data And Results

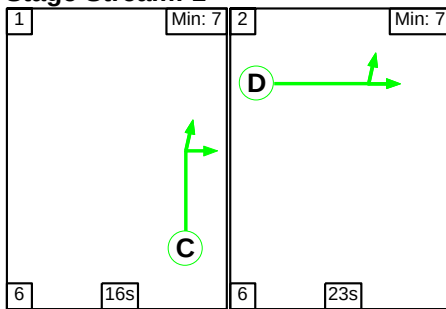
	C1	Stream: 1 PRC for Signalled Lanes (%):	45.4	Total Delay for Signalled Lanes (pcuHr):	8.42	Cycle Time (s):	60
	C1	Stream: 2 PRC for Signalled Lanes (%):	98.8	Total Delay for Signalled Lanes (pcuHr):	6.13	Cycle Time (s):	60
	C2	Stream: 1 PRC for Signalled Lanes (%):	65.7	Total Delay for Signalled Lanes (pcuHr):	6.64	Cycle Time (s):	60
	C2	Stream: 2 PRC for Signalled Lanes (%):	94.3	Total Delay for Signalled Lanes (pcuHr):	4.44	Cycle Time (s):	60
		PRC Over All Lanes (%):	45.4	Total Delay Over All Lanes(pcuHr):	25.63		

Full Input Data And Results

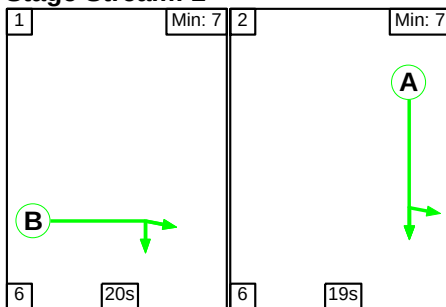
Scenario 11: 'AM S1 2035 Summer' (FG11: 'AM S1 2035 Summer', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

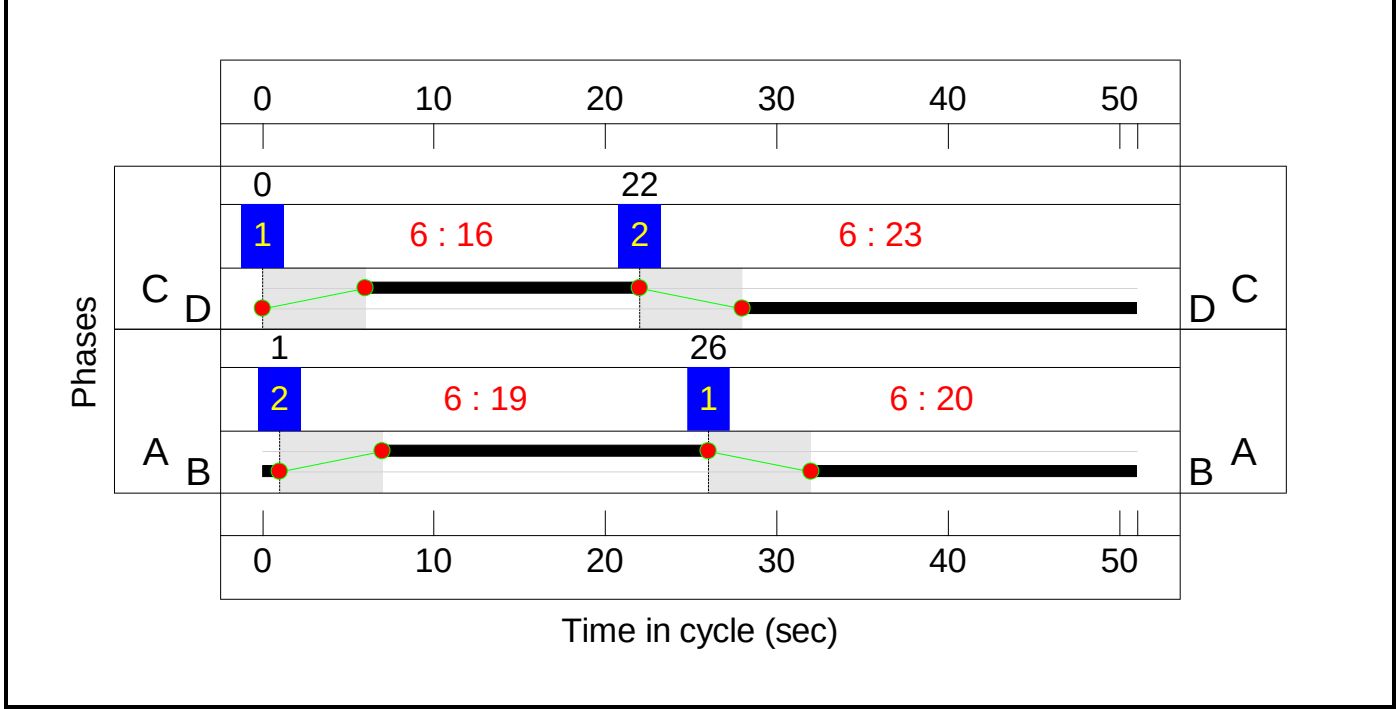
Stage Stream: 1

Stage	1	2
Duration	16	23
Change Point	0	22

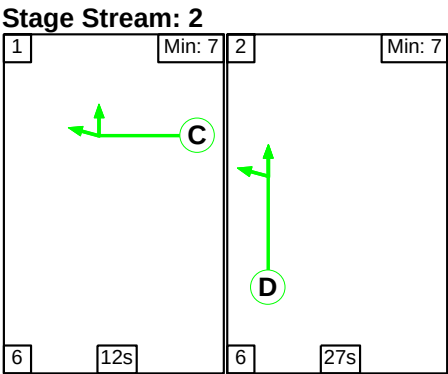
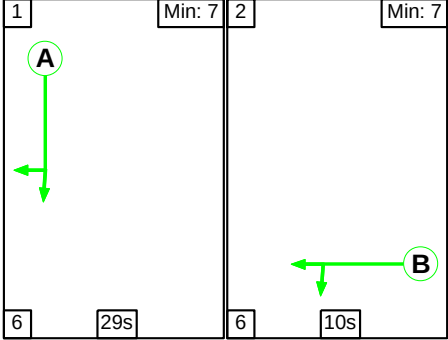
Stage Stream: 2

Stage	1	2
Duration	20	19
Change Point	26	1

Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

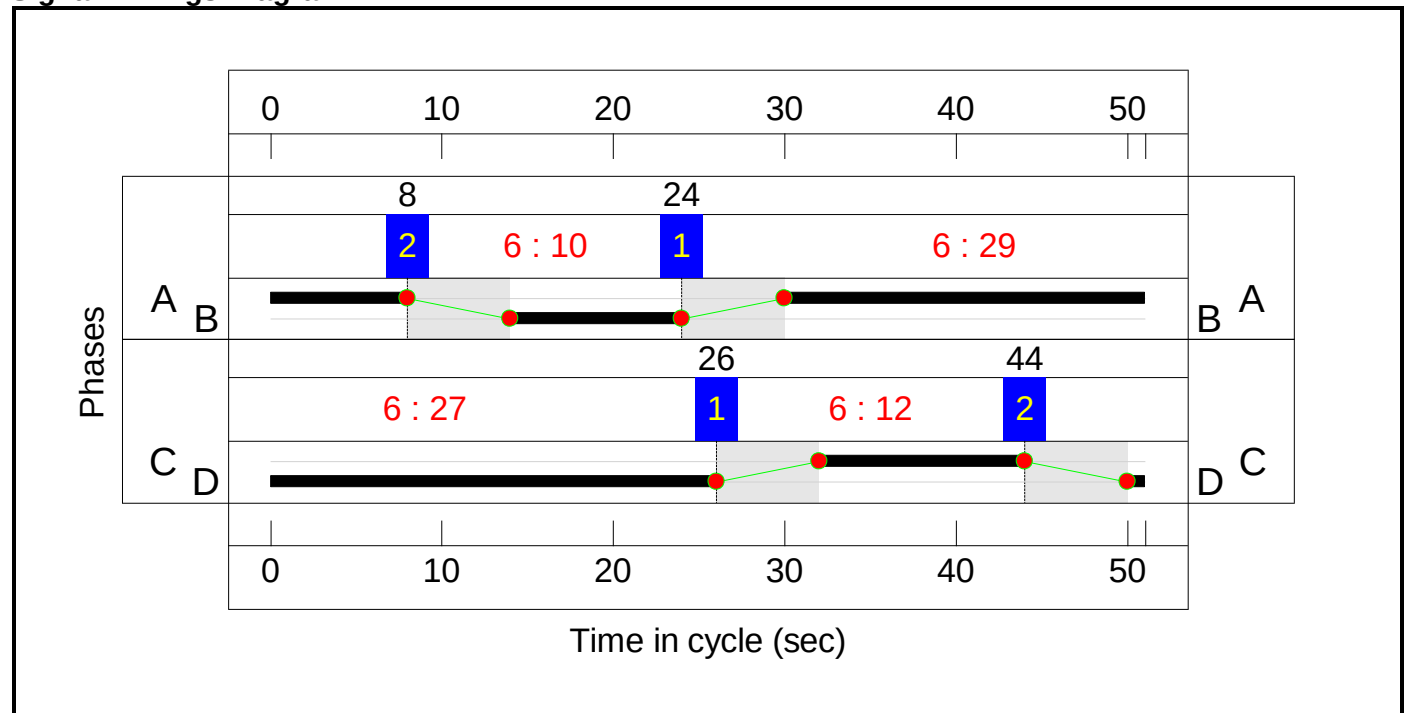
Stage	1	2
Duration	29	10
Change Point	24	8

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	12	27
Change Point	26	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	-	-		-	-	-	-	-	-	57.8%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	57.8%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	23	-	812	2073:1871	738+666	57.8 : 57.8%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	23	-	266	2105	991	26.9%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	19	-	657	2105:1900	742+745	39.2 : 49.1%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	19	-	164	2105	825	19.9%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	20	-	231	1900	782	29.5%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	20	-	294	1900	782	37.6%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	20	-	266	1900	782	34.0%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	16	-	195	1900	633	30.8%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	16	-	364	1900	633	57.5%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	16	-	231	1900	633	36.5%
5/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	49.8%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	867	2019:1852	1009+926	44.8 : 44.8%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	403	2085	1145	35.2%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	10	-	200	1937	418	47.9%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	10	-	192	2155	465	41.3%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	12	-	171	1900	484	35.3%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	12	-	203	1900	484	41.9%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	12	-	192	1900	484	39.6%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	29	-	410	1900	1118	36.7%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	29	-	557	1900	1118	49.8%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	29	-	164	1900	1118	14.7%
5/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%

Full Input Data And Results

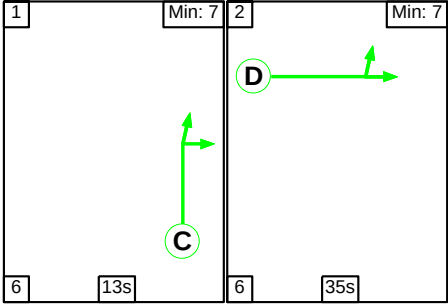
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	16.0	6.7	0.0	22.6	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	9.0	3.3	0.0	12.4	-	-	-	-
1/2+1/1	812	812	-	-	-	2.0	0.7	-	2.7	12.0	4.0	0.7	4.7
1/3	266	266	-	-	-	0.6	0.2	-	0.8	10.7	2.2	0.2	2.4
2/2+2/1	657	657	-	-	-	2.1	0.4	-	2.5	13.5	3.9	0.4	4.3
2/3	164	164	-	-	-	0.5	0.1	-	0.6	13.0	1.5	0.1	1.6
3/1	231	231	-	-	-	1.2	0.2	-	1.5	22.6	3.3	0.2	3.5
3/2	294	294	-	-	-	0.2	0.3	-	0.5	6.1	0.4	0.3	0.7
3/3	266	266	-	-	-	0.2	0.3	-	0.4	5.9	0.6	0.3	0.8
4/1	195	195	-	-	-	0.5	0.2	-	0.8	14.0	1.3	0.2	1.5
4/2	364	364	-	-	-	1.2	0.7	-	1.9	18.5	4.5	0.7	5.1
4/3	231	231	-	-	-	0.5	0.3	-	0.8	12.6	1.1	0.3	1.3
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	481	481	-	-	-	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	6.9	3.3	0.0	10.2	-	-	-	-
1/2+1/1	867	867	-	-	-	1.6	0.4	-	2.0	8.4	3.6	0.4	4.0
1/3	403	403	-	-	-	0.7	0.3	-	1.0	8.9	3.1	0.3	3.4
2/1	200	200	-	-	-	1.0	0.5	-	1.4	25.7	2.4	0.5	2.9
2/2	192	192	-	-	-	0.9	0.4	-	1.3	23.8	2.3	0.4	2.6
3/1	171	171	-	-	-	0.1	0.3	-	0.4	7.5	0.1	0.3	0.4
3/2	203	203	-	-	-	0.1	0.4	-	0.5	8.7	0.6	0.4	0.9
3/3	192	192	-	-	-	0.7	0.3	-	1.0	18.6	2.7	0.3	3.0

Full Input Data And Results

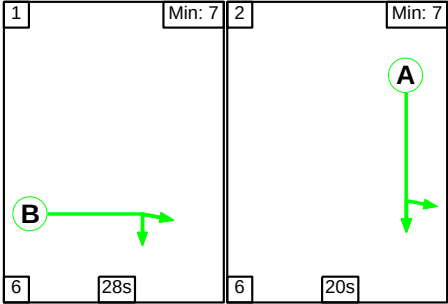
4/1	410	410	-	-	-	0.4	0.3	-	0.7	6.0	1.8	0.3	2.1
4/2	557	557	-	-	-	1.0	0.5	-	1.5	9.4	4.2	0.5	4.7
4/3	164	164	-	-	-	0.5	0.1	-	0.5	11.8	2.1	0.1	2.2
5/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 55.6 C1 Stream: 2 PRC for Signalled Lanes (%): 83.2 C2 Stream: 1 PRC for Signalled Lanes (%): 80.6 C2 Stream: 2 PRC for Signalled Lanes (%): 100.9 PRC Over All Lanes (%): 55.6 Total Delay for Signalled Lanes (pcuHr): 6.94 Total Delay for Signalled Lanes (pcuHr): 5.44 Total Delay for Signalled Lanes (pcuHr): 5.38 Total Delay for Signalled Lanes (pcuHr): 4.85 Total Delay Over All Lanes(pcuHr): 22.61 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

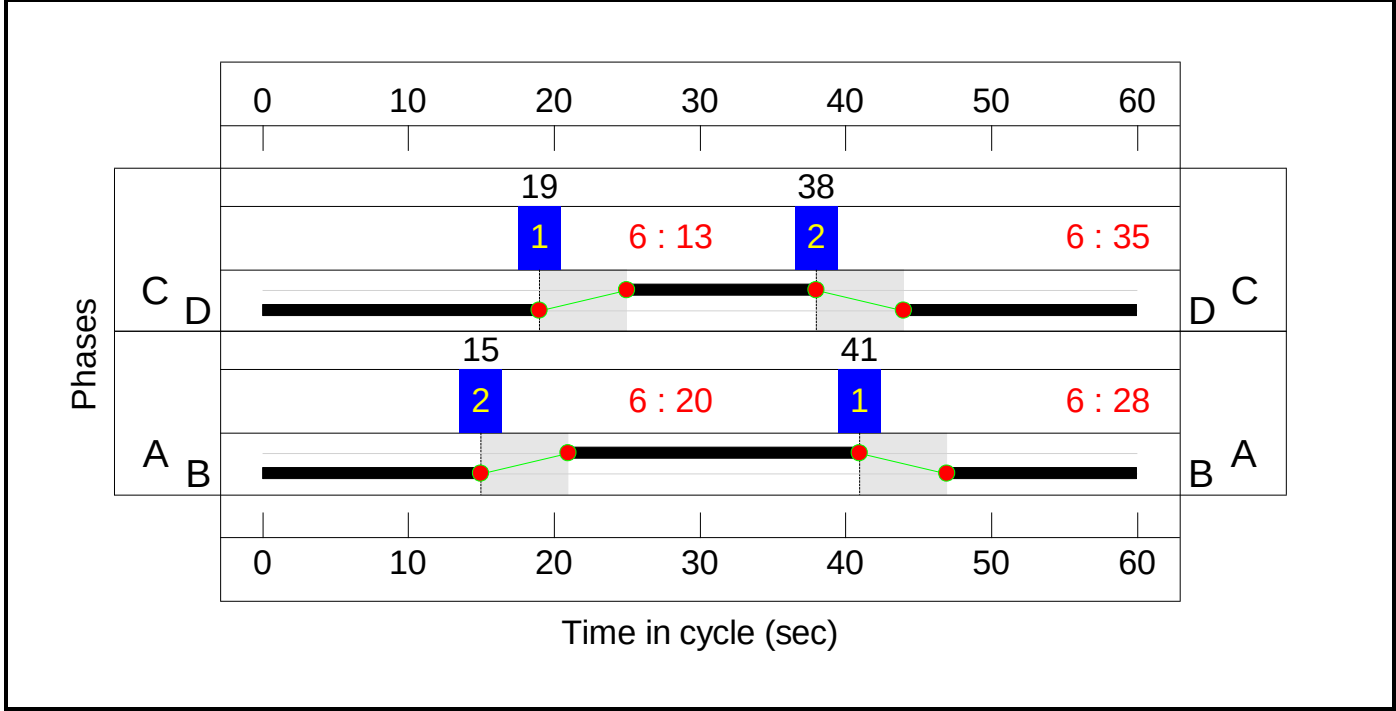
Stage Stream: 1

Stage	1	2
Duration	13	35
Change Point	19	38

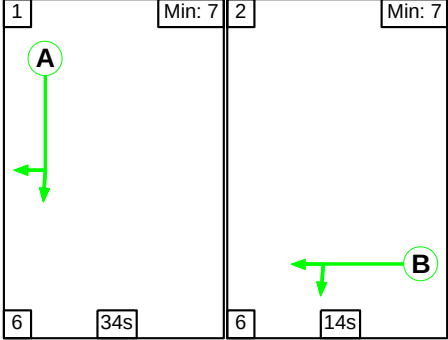
Stage Stream: 2

Stage	1	2
Duration	28	20
Change Point	41	15

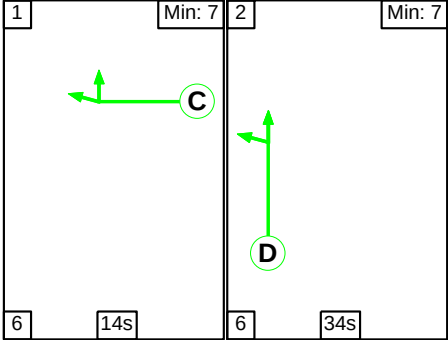
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



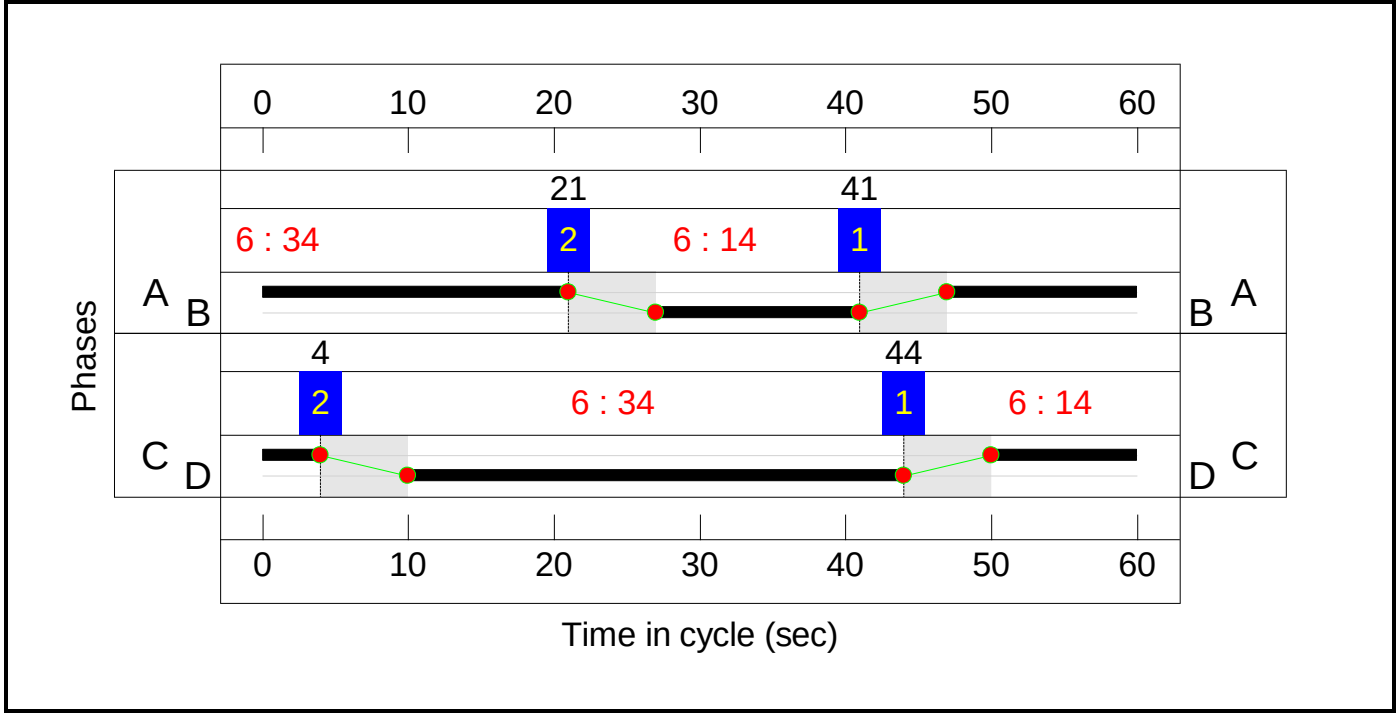
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	41	21

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	14	34
Change Point	44	4

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	-	-		-	-	-	-	-	-	61.6%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	61.6%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	35	-	964	2074:1871	835+753	60.7 : 60.7%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	35	-	386	2105	1263	30.6%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	20	-	527	2105:1906	516+667	43.2 : 45.6%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	20	-	210	2105	737	28.5%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	28	-	202	1900	918	22.0%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	28	-	357	1900	918	38.9%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	28	-	386	1900	918	42.0%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	250	1900	443	56.4%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	273	1900	443	61.6%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	13	-	202	1900	443	45.6%
5/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	54.9%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	34	-	837	2041:1852	1021+926	43.0 : 43.0%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	34	-	254	2085	1216	20.9%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	14	-	238	1919	480	49.6%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	14	-	221	2155	539	41.0%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	14	-	60	1900	475	12.6%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	14	-	211	1900	475	44.4%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	14	-	221	1900	475	46.5%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	34	-	473	1900	1108	42.7%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	34	-	609	1900	1108	54.9%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	34	-	210	1900	1108	18.9%
5/1		U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%

Full Input Data And Results

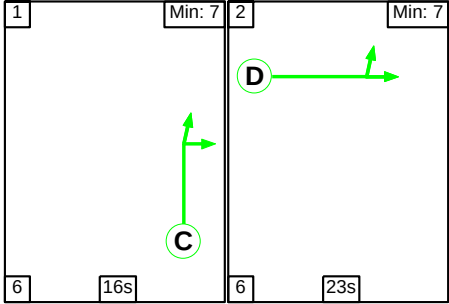
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	18.4	7.6	0.0	26.0	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	10.6	4.3	0.0	14.9	-	-	-	-
1/2+1/1	964	964	-	-	-	1.7	0.8	-	2.5	9.2	4.4	0.8	5.1
1/3	386	386	-	-	-	0.6	0.2	-	0.9	7.9	3.1	0.2	3.3
2/2+2/1	527	527	-	-	-	2.2	0.4	-	2.6	17.5	3.9	0.4	4.3
2/3	210	210	-	-	-	0.8	0.2	-	1.0	17.5	2.5	0.2	2.7
3/1	202	202	-	-	-	1.0	0.1	-	1.1	19.9	3.4	0.1	3.5
3/2	357	357	-	-	-	0.4	0.3	-	0.7	7.4	1.1	0.3	1.4
3/3	386	386	-	-	-	0.5	0.4	-	0.8	7.7	1.6	0.4	2.0
4/1	250	250	-	-	-	1.0	0.6	-	1.6	23.3	3.5	0.6	4.1
4/2	273	273	-	-	-	1.7	0.8	-	2.5	32.4	4.5	0.8	5.3
4/3	202	202	-	-	-	0.8	0.4	-	1.2	21.3	2.8	0.4	3.2
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	390	390	-	-	-	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	7.8	3.3	0.0	11.2	-	-	-	-
1/2+1/1	837	837	-	-	-	1.5	0.4	-	1.9	8.3	3.8	0.4	4.2
1/3	254	254	-	-	-	0.4	0.1	-	0.6	7.8	2.0	0.1	2.1
2/1	238	238	-	-	-	1.3	0.5	-	1.8	26.7	3.4	0.5	3.9
2/2	221	221	-	-	-	1.2	0.3	-	1.5	24.5	3.1	0.3	3.4
3/1	60	60	-	-	-	0.0	0.1	-	0.1	4.7	0.0	0.1	0.1
3/2	211	211	-	-	-	0.0	0.4	-	0.4	7.0	0.0	0.4	0.4
3/3	221	221	-	-	-	1.1	0.4	-	1.5	24.3	3.7	0.4	4.1

Full Input Data And Results

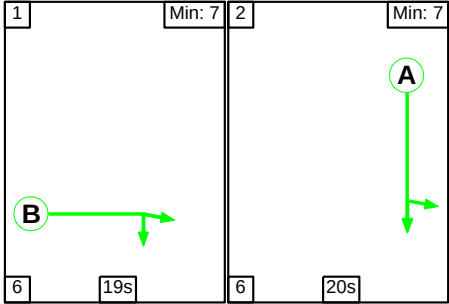
	C1	Stream: 1 PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	8.60	Cycle Time (s):	60
	C1	Stream: 2 PRC for Signalled Lanes (%):	97.5	Total Delay for Signalled Lanes (pcuHr):	6.25	Cycle Time (s):	60
	C2	Stream: 1 PRC for Signalled Lanes (%):	63.8	Total Delay for Signalled Lanes (pcuHr):	6.74	Cycle Time (s):	60
	C2	Stream: 2 PRC for Signalled Lanes (%):	93.4	Total Delay for Signalled Lanes (pcuHr):	4.45	Cycle Time (s):	60
		PRC Over All Lanes (%):	46.2	Total Delay Over All Lanes(pcuHr):	26.04		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

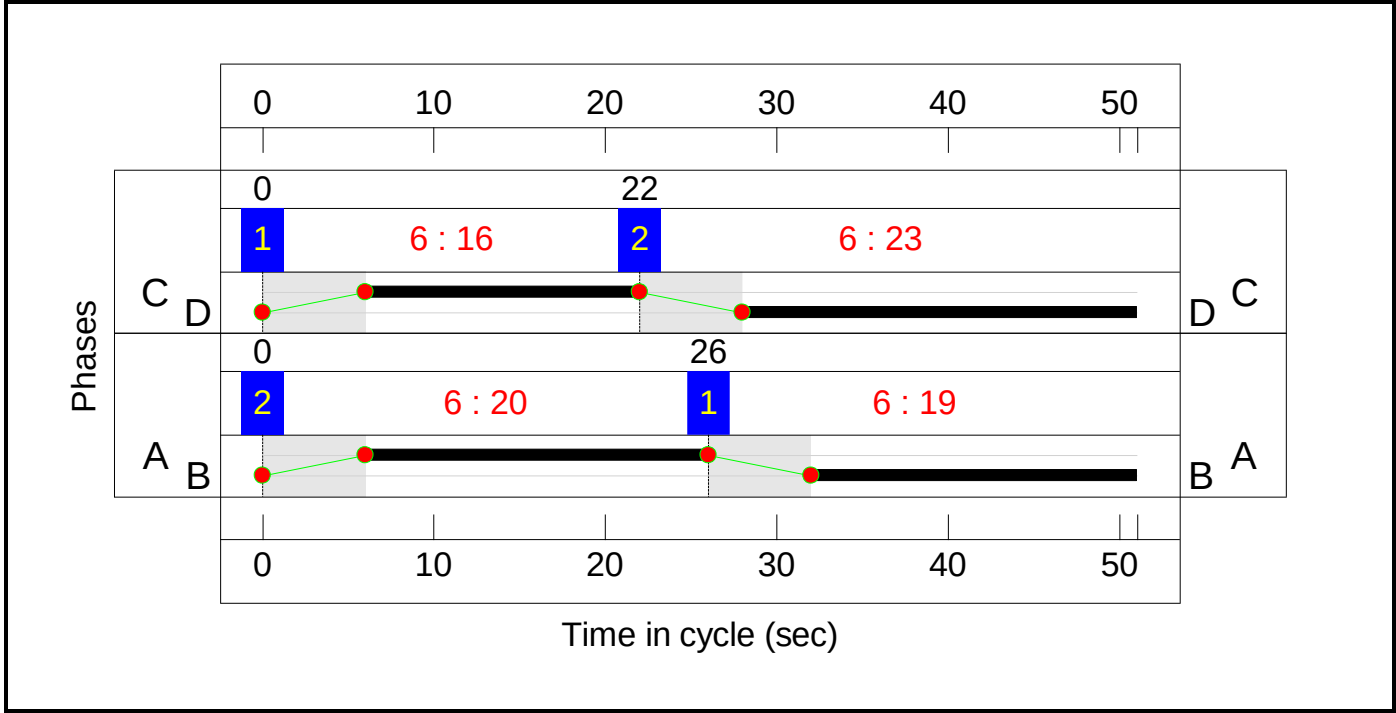
Stage Stream: 1

Stage	1	2
Duration	16	23
Change Point	0	22

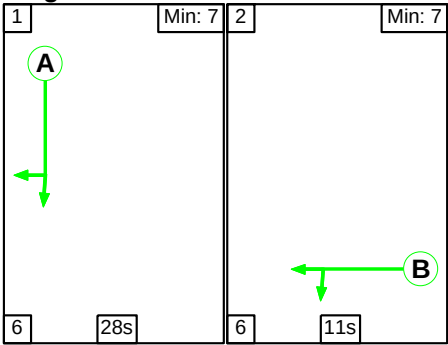
Stage Stream: 2

Stage	1	2
Duration	19	20
Change Point	26	0

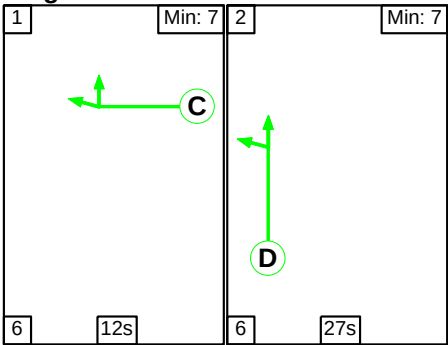
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



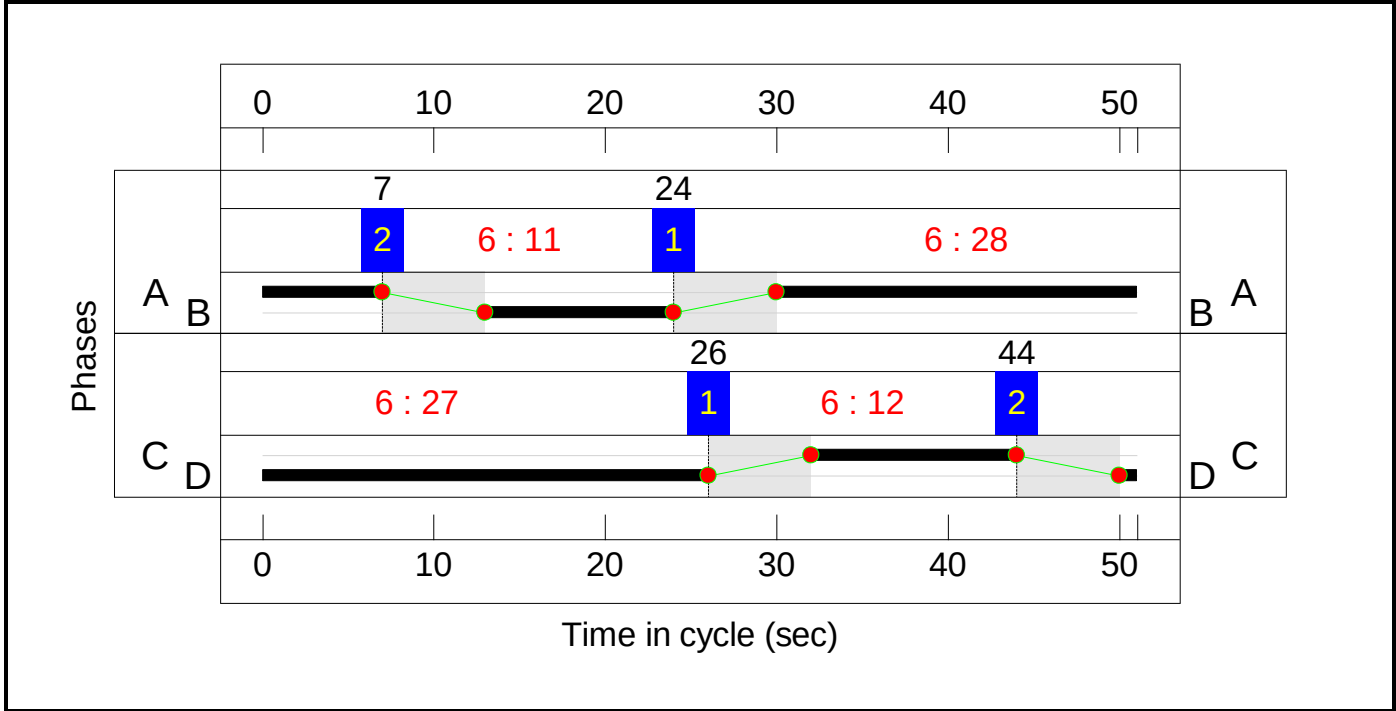
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	28	11
Change Point	24	7

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	12	27
Change Point	26	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	-	-		-	-	-	-	-	-	58.3%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	23	-	813	2073:1871	738+667	57.9 : 57.9%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	23	-	267	2105	991	27.0%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	20	-	659	2105:1900	732+782	39.9 : 46.9%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	20	-	162	2105	867	18.7%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	19	-	232	1900	745	31.1%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	19	-	296	1900	745	39.7%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	19	-	267	1900	745	35.8%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	16	-	193	1900	633	30.5%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	16	-	369	1900	633	58.3%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	16	-	232	1900	633	36.6%
5/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	51.7%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	27	-	877	2018:1852	1008+927	45.3 : 45.3%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	27	-	410	2085	1145	35.8%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	11	-	199	1937	456	43.7%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	11	-	191	2155	507	37.7%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	12	-	173	1900	484	35.7%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	12	-	201	1900	484	41.5%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	12	-	191	1900	484	39.4%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	28	-	413	1900	1080	38.2%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	28	-	559	1900	1080	51.7%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	28	-	162	1900	1080	15.0%
5/1		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%

Full Input Data And Results

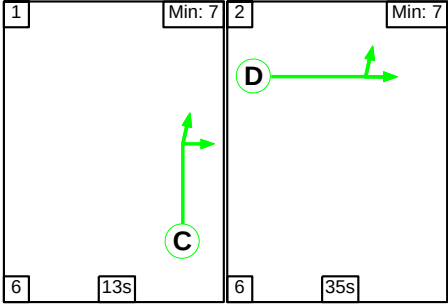
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27/A3032/Park Road South	-	-	0	0	0	16.0	6.7	0.0	22.7	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	9.0	3.4	0.0	12.4	-	-	-	-
1/2+1/1	813	813	-	-	-	2.0	0.7	-	2.7	12.0	4.0	0.7	4.7
1/3	267	267	-	-	-	0.6	0.2	-	0.8	10.7	2.2	0.2	2.4
2/2+2/1	659	659	-	-	-	1.9	0.4	-	2.3	12.7	3.8	0.4	4.2
2/3	162	162	-	-	-	0.4	0.1	-	0.5	12.1	1.4	0.1	1.6
3/1	232	232	-	-	-	1.2	0.2	-	1.5	22.9	3.3	0.2	3.5
3/2	296	296	-	-	-	0.2	0.3	-	0.6	7.0	0.6	0.3	0.9
3/3	267	267	-	-	-	0.2	0.3	-	0.5	6.8	0.6	0.3	0.9
4/1	193	193	-	-	-	0.5	0.2	-	0.8	14.0	1.3	0.2	1.5
4/2	369	369	-	-	-	1.2	0.7	-	1.9	18.6	4.5	0.7	5.2
4/3	232	232	-	-	-	0.5	0.3	-	0.8	12.6	1.1	0.3	1.4
5/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	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	7.0	3.3	0.0	10.3	-	-	-	-
1/2+1/1	877	877	-	-	-	1.6	0.4	-	2.0	8.4	3.7	0.4	4.1
1/3	410	410	-	-	-	0.7	0.3	-	1.0	8.9	3.2	0.3	3.5
2/1	199	199	-	-	-	0.9	0.4	-	1.3	23.6	2.4	0.4	2.8
2/2	191	191	-	-	-	0.9	0.3	-	1.2	22.1	2.2	0.3	2.5
3/1	173	173	-	-	-	0.1	0.3	-	0.4	7.5	0.1	0.3	0.4
3/2	201	201	-	-	-	0.1	0.4	-	0.5	8.8	0.6	0.4	0.9
3/3	191	191	-	-	-	0.7	0.3	-	1.0	19.4	2.7	0.3	3.0

Full Input Data And Results

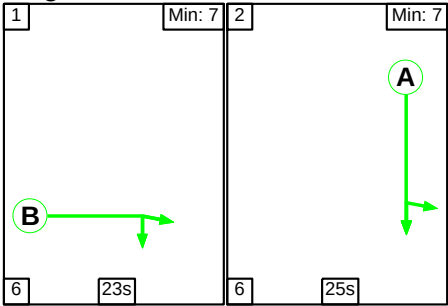
4/1	413	413	-	-	-	0.4	0.3	-	0.7	6.5	1.8	0.3	2.2
4/2	559	559	-	-	-	1.0	0.5	-	1.6	10.1	4.2	0.5	4.8
4/3	162	162	-	-	-	0.5	0.1	-	0.6	12.5	2.1	0.1	2.2
5/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalised Lanes (%): 54.5 C1 Stream: 2 PRC for Signalised Lanes (%): 91.9 C2 Stream: 1 PRC for Signalised Lanes (%): 73.9 C2 Stream: 2 PRC for Signalised Lanes (%): 98.6 PRC Over All Lanes (%): 54.5 Total Delay for Signalised Lanes (pcuHr): 6.98 Total Delay for Signalised Lanes (pcuHr): 5.44 Total Delay for Signalised Lanes (pcuHr): 5.35 Total Delay for Signalised Lanes (pcuHr): 4.95 Total Delay Over All Lanes(pcuHr): 22.71 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51 Cycle Time (s): 51													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

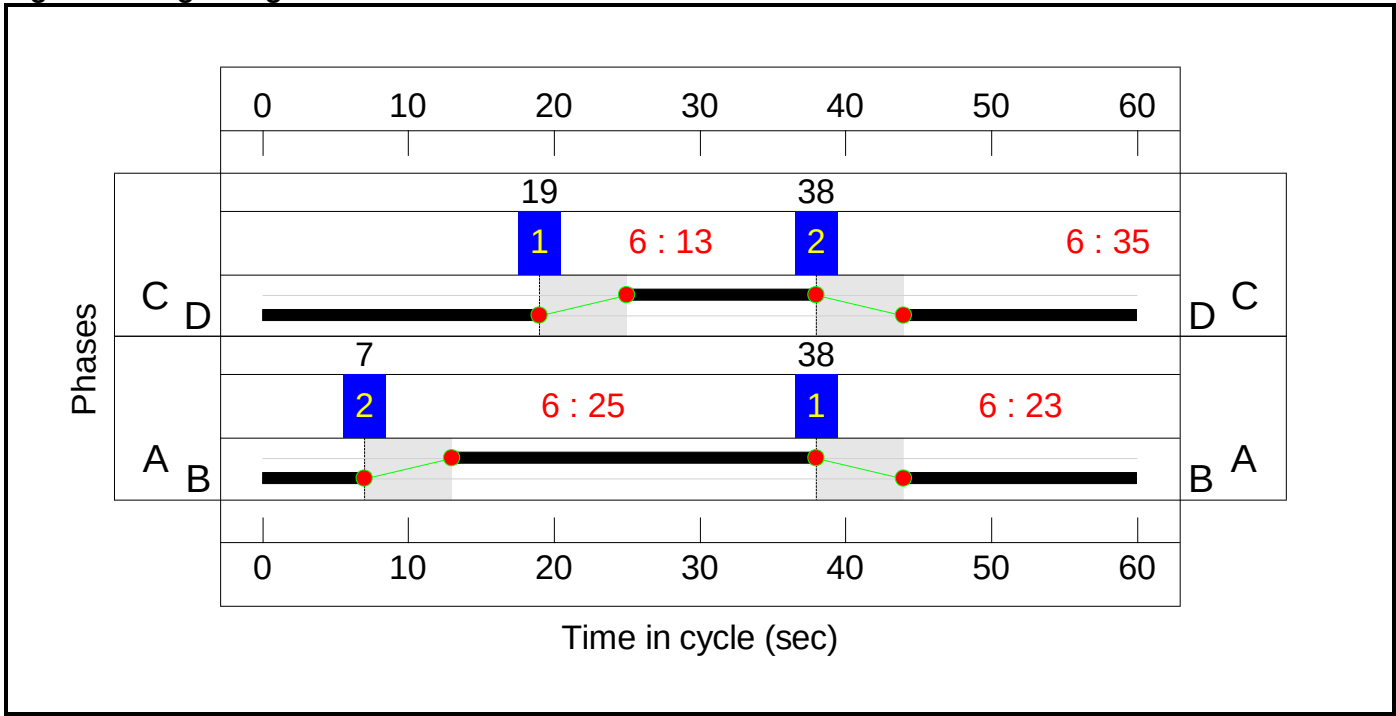
Stage Stream: 1

Stage	1	2
Duration	13	35
Change Point	19	38

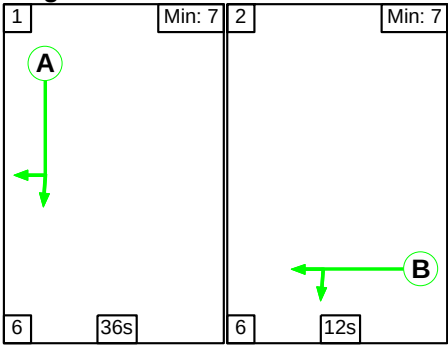
Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	38	7

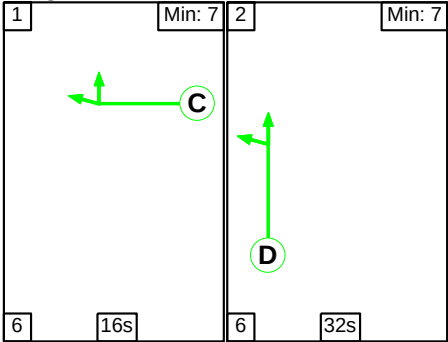
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings
Stage Stream: 1

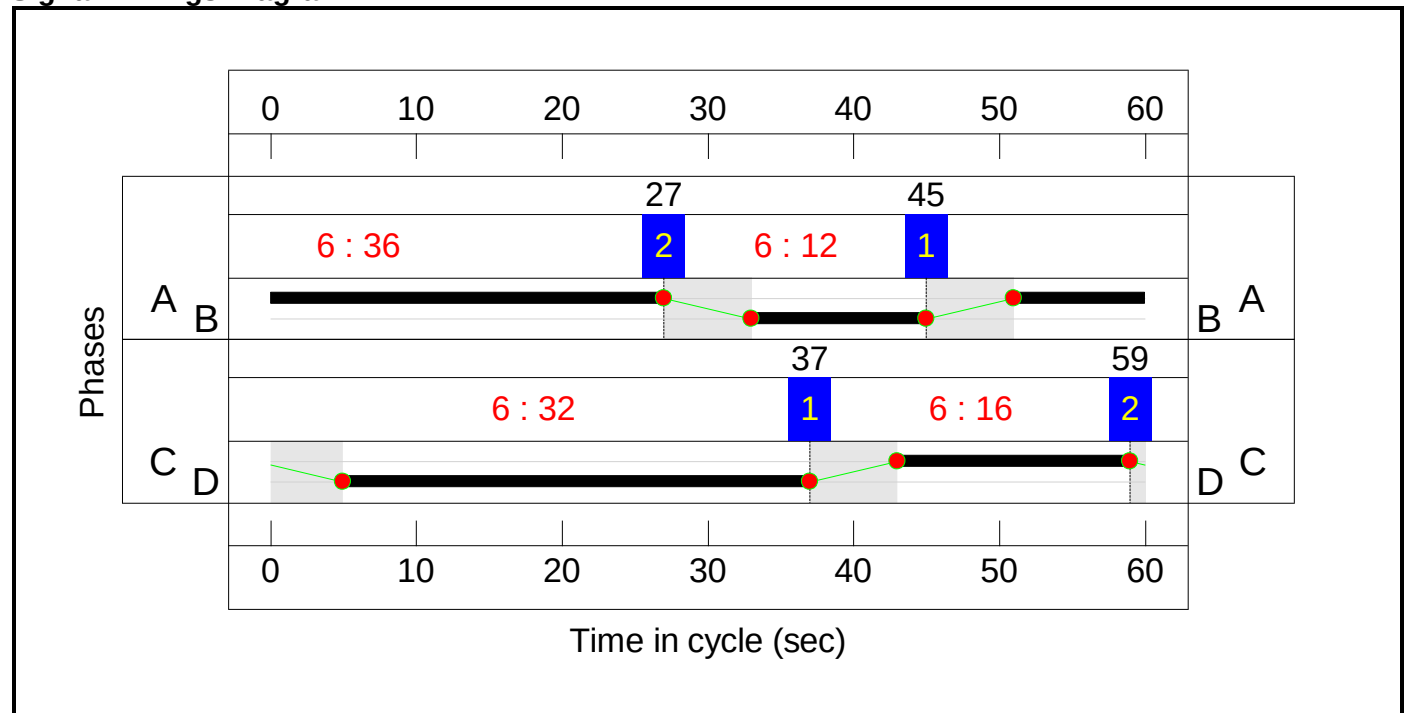
Stage	1	2
Duration	36	12
Change Point	45	27

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	16	32
Change Point	37	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	-	-		-	-	-	-	-	-	61.8%
J1: A27 Langstone RB (Northside)	-	-	N/A	-	-		-	-	-	-	-	-	61.8%
1/2+1/1	A27 EB Off-slip Ahead Left	U	1:1	N/A	C1:D		1	35	-	969	2074:1871	835+752	61.1 : 61.1%
1/3	A27 EB Off-slip Ahead	U	1:1	N/A	C1:D		1	35	-	388	2105	1263	30.7%
2/2+2/1	Park Road South Left Ahead	U	1:2	N/A	C1:A		1	25	-	521	2105:1906	599+826	36.6 : 36.6%
2/3	Park Road South Ahead	U	1:2	N/A	C1:A		1	25	-	208	2105	912	22.8%
3/1	N Circulatory Ahead	U	1:2	N/A	C1:B		1	23	-	199	1900	760	26.2%
3/2	N Circulatory Ahead Right	U	1:2	N/A	C1:B		1	23	-	360	1900	760	47.4%
3/3	N Circulatory Right	U	1:2	N/A	C1:B		1	23	-	388	1900	760	51.1%
4/1	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	248	1900	443	55.9%
4/2	W Circulatory Ahead	U	1:1	N/A	C1:C		1	13	-	274	1900	443	61.8%
4/3	W Circulatory Right	U	1:1	N/A	C1:C		1	13	-	199	1900	443	44.9%
5/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J2: A27 Langstone RB (Southside)	-	-	N/A	-	-		-	-	-	-	-	-	58.0%
1/2+1/1	A3023 Ahead Left	U	2:2	N/A	C2:D		1	32	-	836	2041:1852	1020+927	43.0 : 43.0%

Full Input Data And Results

1/3	A3023 Ahead	U	2:2	N/A	C2:D		1	32	-	251	2085	1147	21.9%
2/1	A27 WB Off-slip Ahead Left	U	2:1	N/A	C2:B		1	12	-	241	1919	416	58.0%
2/2	A27 WB Off-slip Ahead	U	2:1	N/A	C2:B		1	12	-	222	2155	467	47.5%
3/1	S Circulatory Ahead	U	2:2	N/A	C2:C		1	16	-	56	1900	538	10.4%
3/2	S Circulatory Right Ahead	U	2:2	N/A	C2:C		1	16	-	208	1900	538	38.6%
3/3	S Circulatory Right	U	2:2	N/A	C2:C		1	16	-	222	1900	538	41.2%
4/1	E Circulatory Ahead	U	2:1	N/A	C2:A		1	36	-	474	1900	1172	40.5%
4/2	E Circulatory Right Ahead	U	2:1	N/A	C2:A		1	36	-	607	1900	1172	51.8%
4/3	E Circulatory Right	U	2:1	N/A	C2:A		1	36	-	208	1900	1172	17.8%
5/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	398	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	17.9	7.8	0.0	25.7	-	-	-	-
J1: A27 Langstone RB (Northside)	-	-	0	0	0	10.8	4.4	0.0	15.2	-	-	-	-
1/2+1/1	969	969	-	-	-	1.7	0.8	-	2.5	9.3	4.4	0.8	5.2
1/3	388	388	-	-	-	0.6	0.2	-	0.9	7.9	3.1	0.2	3.3
2/2+2/1	521	521	-	-	-	1.6	0.3	-	1.9	13.2	3.4	0.3	3.6
2/3	208	208	-	-	-	0.6	0.1	-	0.8	13.3	2.1	0.1	2.3
3/1	199	199	-	-	-	0.8	0.2	-	1.0	17.6	3.3	0.2	3.5
3/2	360	360	-	-	-	0.8	0.4	-	1.3	12.9	1.7	0.4	2.2
3/3	388	388	-	-	-	0.9	0.5	-	1.4	13.2	1.9	0.5	2.4
4/1	248	248	-	-	-	0.9	0.6	-	1.5	21.8	3.5	0.6	4.2
4/2	274	274	-	-	-	2.1	0.8	-	2.9	37.9	4.5	0.8	5.3
4/3	199	199	-	-	-	0.7	0.4	-	1.1	20.2	2.8	0.4	3.2
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	387	387	-	-	-	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	7.1	3.4	0.0	10.5	-	-	-	-
1/2+1/1	836	836	-	-	-	1.8	0.4	-	2.2	9.4	4.1	0.4	4.5
1/3	251	251	-	-	-	0.5	0.1	-	0.6	8.9	2.1	0.1	2.2
2/1	241	241	-	-	-	1.4	0.7	-	2.1	31.3	3.5	0.7	4.2
2/2	222	222	-	-	-	1.3	0.5	-	1.7	27.9	3.2	0.5	3.7
3/1	56	56	-	-	-	0.2	0.1	-	0.2	13.9	0.6	0.1	0.6
3/2	208	208	-	-	-	0.6	0.3	-	0.9	15.1	1.9	0.3	2.2
3/3	222	222	-	-	-	0.3	0.4	-	0.6	10.3	3.5	0.4	3.9

Full Input Data And Results

4/1	474	474	-	-	-	0.3	0.3	-	0.6	4.6	1.2	0.3	1.5
4/2	607	607	-	-	-	0.5	0.5	-	1.0	6.1	3.8	0.5	4.3
4/3	208	208	-	-	-	0.4	0.1	-	0.5	8.9	1.6	0.1	1.7
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 45.6 Total Delay for Signalled Lanes (pcuHr): 8.86 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 76.3 Total Delay for Signalled Lanes (pcuHr): 6.36 Cycle Time (s): 60 C2 Stream: 1 PRC for Signalled Lanes (%): 55.3 Total Delay for Signalled Lanes (pcuHr): 5.96 Cycle Time (s): 60 C2 Stream: 2 PRC for Signalled Lanes (%): 109.5 Total Delay for Signalled Lanes (pcuHr): 4.52 Cycle Time (s): 60 PRC Over All Lanes (%): 45.6 Total Delay Over All Lanes(pcuHr): 25.69													

Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: Import of J2-A3023-Woodbury-Access.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 10:53:35

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Langstone Road/Woodbury Avenue/Langstone Technology Park Access
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Langstone Road (Southern Arm)		Major
B	Langstone Technology Park Access		Minor
C	A3023 Langstone Road (Northern Arm)		Major
D	Woodbury Avenue		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A3023 Langstone Road (Southern Arm)	11.98			✓	4.40	140.0	✓	6.00
C - A3023 Langstone Road (Northern Arm)	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 Access	One lane plus flare		10.00	6.00	6.00	6.00	6.00		8.00	130	55
D - Woodbury Avenue	One lane	3.68								47	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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
A-D	812	-	-	-	0.233	0.233	0.233	-	0.233	-	-
B-AD	562	0.070	0.176	-	-	-	0.111	0.252	0.111	0.070	0.176
B-C	708	0.076	0.191	-	-	-	-	-	-	0.076	0.191
C-B	841	0.227	0.227	-	-	-	-	-	-	0.227	0.227
D-A	697	-	-	-	0.200	0.079	0.200	-	0.079	-	-
D-BC	550	0.118	0.118	0.268	0.187	0.074	0.187	-	0.074	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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.

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	0.12	9.99	0.1	A	42	63
B-AD	0.17	20.90	0.2	C	31	47
ABCD	0.00	6.05	0.0	A	1	2
AB					23	35
A-C					1090	1635
D-ABC	0.30	14.18	0.4	B	95	143
C-ABD	0.15	8.46	0.2	A	68	102
C-D					39	58
C-A					594	892

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1214	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	79	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	764	100.000
D - Woodbury Avenue		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
A - A3023 Langstone Road (Southern Arm)	0	25	1188	2
B - Langstone Technology Park Access	34	0	46	0
C - A3023 Langstone Road (Northern Arm)	648	74	0	42
D - Woodbury Avenue	67	0	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
A - A3023 Langstone Road (Southern Arm)	5	5	5	5
B - Langstone Technology Park Access	5	5	5	5
C - A3023 Langstone Road (Northern Arm)	5	5	5	5
D - Woodbury Avenue	5	5	5	5

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	951	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	74	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	950	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	9	941	0.90
	B - Langstone Technology Park Access	16	0	58	0
	C - A3023 Langstone Road (Northern Arm)	900	36	0	15
	D - Woodbury Avenue	0	0	34	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.12	7.96	0.1	A	53	79
B-AD	0.08	18.12	0.1	C	15	22
A-BCD	0.00	6.60	0.0	A	0.83	1
A-B					9	13
A-C					863	1295
D-ABC	0.16	18.97	0.2	C	31	47
C-ABD	0.07	6.80	0.1	A	33	49
C-D					13	20
C-A					826	1238

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	675	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	189	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1092	100.000
D - Woodbury Avenue		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	0	18	654	3
	B - Langstone Technology Park Access	38	0	151	0
	C - A3023 Langstone Road (Northern Arm)	1025	56	0	11
	D - Woodbury Avenue	0	0	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.28	8.82	0.4	A	138	207
B-AD	0.16	17.58	0.2	C	35	53
A-BCD	0.01	7.09	0.0	A	3	4
A-B					17	25
A-C					600	900
D-ABC	0.10	17.47	0.1	C	21	32
C-ABD	0.09	6.24	0.1	A	51	77
C-D					10	15
C-A					940	1411

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1207	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	79	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	764	100.000
D - Woodbury Avenue		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	25	1180	2
	B - Langstone Technology Park Access	34	0	45	0
	C - A3023 Langstone Road (Northern Arm)	647	74	0	42
	D - Woodbury Avenue	67	0	36	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.12	9.94	0.1	A	41	62
B-AD	0.17	20.65	0.2	C	31	47
A-BCD	0.00	6.05	0.0	A	2	3
A-B					23	34
A-C					1083	1624
D-ABC	0.30	13.98	0.4	B	95	143
C-ABD	0.15	8.41	0.2	A	68	102
C-D					39	58
C-A					594	891

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	954	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	74	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	928	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	0	10	943	1	
B - Langstone Technology Park Access	16	0	58	0	
C - A3023 Langstone Road (Northern Arm)	877	35	0	15	
D - Woodbury Avenue	0	0	34	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	5	5	5	5	
B - Langstone Technology Park Access	5	5	5	5	
C - A3023 Langstone Road (Northern Arm)	5	5	5	5	
D - Woodbury Avenue	5	5	5	5	

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	0.12	7.98	0.1	A	53	80
B-AD	0.08	17.94	0.1	C	15	22
A-BCD	0.00	6.54	0.0	A	1	2
A-B					9	14
A-C					865	1298
D-ABC	0.16	18.60	0.2	C	31	47
C-ABD	0.06	6.80	0.1	A	32	48
C-D					14	21
C-A					805	1208

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	678	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	190	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1106	100.000
D - Woodbury Avenue		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	18	657	3
	B - Langstone Technology Park Access	39	0	151	0
	C - A3023 Langstone Road (Northern Arm)	1037	57	0	12
	D - Woodbury Avenue	0	0	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.28	8.86	0.4	A	139	208
B-AD	0.17	17.80	0.2	C	35	53
A-BCD	0.01	7.13	0.0	A	3	4
AB					17	25
AC					603	904
D-ABC	0.11	17.78	0.1	C	22	32
C-ABD	0.09	6.27	0.1	A	53	79
C-D					11	16
C-A					951	1427

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1262	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	80	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	773	100.000
D - Woodbury Avenue		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	0	26	1235	2	
B - Langstone Technology Park Access	35	0	46	0	
C - A3023 Langstone Road (Northern Arm)	656	75	0	42	
D - Woodbury Avenue	66	0	36	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	5	5	5	5	
B - Langstone Technology Park Access	5	5	5	5	
C - A3023 Langstone Road (Northern Arm)	5	5	5	5	
D - Woodbury Avenue	5	5	5	5	

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	0.12	10.32	0.1	B	42	63
B-AD	0.18	22.17	0.2	C	32	48
A-BCD	0.00	6.08	0.0	A	2	2
A-B					23	35
A-C					1133	1699
D-ABC	0.30	14.44	0.4	B	94	141
C-ABD	0.16	8.69	0.2	A	68	103
C-D					38	58
C-A					602	903

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	966	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	74	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	925	100.000
D - Woodbury Avenue		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	0	11	954	1	
B - Langstone Technology Park Access	17	0	57	0	
C - A3023 Langstone Road (Northern Arm)	875	34	0	15	
D - Woodbury Avenue	0	0	33	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	5	5	5	5	
B - Langstone Technology Park Access	5	5	5	5	
C - A3023 Langstone Road (Northern Arm)	5	5	5	5	
D - Woodbury Avenue	5	5	5	5	

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	0.12	8.05	0.1	A	52	79
B-AD	0.08	18.04	0.1	C	16	23
A-BCD	0.00	6.54	0.0	A	0.92	1
A-B					10	15
A-C					876	1314
D-ABC	0.15	18.67	0.2	C	31	46
C-ABD	0.06	6.83	0.1	A	32	47
C-D					13	20
C-A					803	1205

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	700	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	189	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1127	100.000
D - Woodbury Avenue		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	0	20	677	3	
B - Langstone Technology Park Access	38	0	151	0	
C - A3023 Langstone Road (Northern Arm)	1058	57	0	11	
D - Woodbury Avenue	0	0	23	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	5	5	5	5	
B - Langstone Technology Park Access	5	5	5	5	
C - A3023 Langstone Road (Northern Arm)	5	5	5	5	
D - Woodbury Avenue	5	5	5	5	

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	0.28	8.92	0.4	A	138	208
B-AD	0.17	18.24	0.2	C	35	52
A-BCD	0.01	7.21	0.0	A	3	4
A-B					18	27
A-C					621	932
D-ABC	0.11	18.31	0.1	C	21	32
C-ABD	0.10	6.32	0.1	A	52	79
C-D					10	16
C-A					971	1457

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1293	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	78	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	779	100.000
D - Woodbury Avenue		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	0	28	1264	2	
B - Langstone Technology Park Access	34	0	45	0	
C - A3023 Langstone Road (Northern Arm)	663	74	0	42	
D - Woodbury Avenue	68	0	36	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
	A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue	
A - A3023 Langstone Road (Southern Arm)	5	5	5	5	
B - Langstone Technology Park Access	5	5	5	5	
C - A3023 Langstone Road (Northern Arm)	5	5	5	5	
D - Woodbury Avenue	5	5	5	5	

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	0.12	10.45	0.1	B	41	61
B-AD	0.18	22.91	0.2	C	31	47
A-BCD	0.00	6.09	0.0	A	1	2
A-B					25	38
A-C					1160	1739
D-ABC	0.31	14.71	0.5	B	96	143
C-ABD	0.16	8.83	0.2	A	68	102
C-D					39	58
C-A					609	913

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	984	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	73	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	934	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	10	973	0.90
	B - Langstone Technology Park Access	15	0	58	0
	C - A3023 Langstone Road (Northern Arm)	885	35	0	15
	D - Woodbury Avenue	0	0	34	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.12	8.05	0.1	A	53	80
B-AD	0.08	18.49	0.1	C	14	21
A-BCD	0.00	6.56	0.0	A	0.83	1
A-B					9	14
A-C					893	1339
D-ABC	0.16	19.08	0.2	C	31	47
C-ABD	0.07	6.89	0.1	A	32	48
C-D					14	21
C-A					812	1218

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	715	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	192	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1146	100.000
D - Woodbury Avenue		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	20	693	3
	B - Langstone Technology Park Access	40	0	152	0
	C - A3023 Langstone Road (Northern Arm)	1077	57	0	12
	D - Woodbury Avenue	0	0	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.29	9.12	0.4	A	139	209
B-AD	0.18	18.82	0.2	C	37	55
A-BCD	0.01	7.27	0.0	A	2	3
A-B					18	27
A-C					635	953
D-ABC	0.12	18.96	0.1	C	22	32
C-ABD	0.10	6.36	0.1	A	53	79
C-D					11	16
C-A					988	1482

D13 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1000	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	57	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	796	100.000
D - Woodbury Avenue		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	0	20	979	2
	B - Langstone Technology Park Access	25	0	32	0
	C - A3023 Langstone Road (Northern Arm)	680	74	0	42
	D - Woodbury Avenue	49	0	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	8.54	0.1	A	29	43
B-AD	0.11	16.33	0.1	C	23	35
A-BCD	0.00	6.11	0.0	A	1	2
A-B					18	27
A-C					898	1347
D-ABC	0.21	12.13	0.3	B	70	106
C-ABD	0.14	7.52	0.2	A	68	102
C-D					39	58
C-A					624	936

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	822	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	46	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	966	100.000
D - Woodbury Avenue		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	0	9	812	1
	B - Langstone Technology Park Access	11	0	35	0
	C - A3023 Langstone Road (Northern Arm)	916	36	0	14
	D - Woodbury Avenue	0	0	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	7.10	0.1	A	32	49
B-AD	0.05	15.80	0.1	C	10	15
A-BCD	0.00	6.64	0.0	A	0.92	1
A-B					8	12
A-C					745	1118
D-ABC	0.09	16.62	0.1	C	19	29
C-ABD	0.06	6.40	0.1	A	33	50
C-D					13	19
C-A					841	1261

D15 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	951	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	74	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	950	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	0	9	941	0.90
	B - Langstone Technology Park Access	16	0	58	0
	C - A3023 Langstone Road (Northern Arm)	900	36	0	15
	D - Woodbury Avenue	0	0	34	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.12	7.96	0.1	A	53	79
B-AD	0.08	18.12	0.1	C	15	22
A-BCD	0.00	6.60	0.0	A	0.83	1
A-B					9	13
A-C					863	1295
D-ABC	0.16	18.97	0.2	C	31	47
C-ABD	0.07	6.80	0.1	A	33	49
C-D					13	20
C-A					826	1238

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1232	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	43	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	960	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	27	1204	2
	B - Langstone Technology Park Access	8	0	35	0
	C - A3023 Langstone Road (Northern Arm)	868	71	0	21
	D - Woodbury Avenue	4	0	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	8.40	0.1	A	32	48
B-AD	0.05	23.37	0.1	C	7	11
A-BCD	0.00	6.51	0.0	A	1	2
A-B					25	37
A-C					1105	1657
D-ABC	0.17	20.38	0.2	C	31	46
C-ABD	0.15	8.44	0.2	A	65	98
C-D					19	28
C-A					797	1195

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1019	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	92	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1246	100.000
D - Woodbury Avenue		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	13	1005	0.90
	B - Langstone Technology Park Access	26	0	66	0
	C - A3023 Langstone Road (Northern Arm)	1197	32	0	18
	D - Woodbury Avenue	0	0	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.14	8.78	0.2	A	60	91
B-AD	0.15	23.18	0.2	C	24	35
A-BCD	0.00	7.67	0.0	A	0.83	1
A-B					12	18
A-C					922	1383
D-ABC	0.14	26.93	0.2	D	20	29
C-ABD	0.06	6.92	0.1	A	29	43
C-D					16	24
C-A					1098	1648

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1061	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	93	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1263	100.000
D - Woodbury Avenue		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	0	14	1046	0.80
	B - Langstone Technology Park Access	35	0	58	0
	C - A3023 Langstone Road (Northern Arm)	1214	32	0	17
	D - Woodbury Avenue	0	0	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
From	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.14	9.38	0.2	A	53	80
B-AD	0.20	24.83	0.3	C	32	48
A-BCD	0.00	7.77	0.0	A	0.73	1
A-B					13	19
A-C					960	1440
D-ABC	0.15	29.21	0.2	D	20	29
C-ABD	0.06	7.05	0.1	A	29	44
C-D					16	24
C-A					1114	1671

D19 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1267	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	43	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	971	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	27	1238	2
	B - Langstone Technology Park Access	8	0	35	0
	C - A3023 Langstone Road (Northern Arm)	881	70	0	21
	D - Woodbury Avenue	4	0	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	8.56	0.1	A	32	48
B-AD	0.05	24.38	0.1	C	7	11
A-BCD	0.00	6.55	0.0	A	1	2
A-B					25	38
A-C					1136	1704
D-ABC	0.17	21.26	0.2	C	31	46
C-ABD	0.15	8.58	0.2	A	64	96
C-D					19	29
C-A					808	1212

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1027	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	91	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1245	100.000
D - Woodbury Avenue		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	12	1014	1
	B - Langstone Technology Park Access	26	0	65	0
	C - A3023 Langstone Road (Northern Arm)	1197	31	0	17
	D - Woodbury Avenue	0	0	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.14	8.81	0.2	A	60	90
B-AD	0.15	23.34	0.2	C	23	35
A-BCD	0.00	7.67	0.0	A	1	2
A-B					11	17
A-C					930	1395
D-ABC	0.14	27.10	0.2	D	20	29
C-ABD	0.06	6.93	0.1	A	29	43
C-D					16	23
C-A					1098	1648

D21 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1057	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	96	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1284	100.000
D - Woodbury Avenue		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	14	1042	1
	B - Langstone Technology Park Access	39	0	57	0
	C - A3023 Langstone Road (Northern Arm)	1234	32	0	18
	D - Woodbury Avenue	0	0	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.14	9.55	0.2	A	52	78
B-AD	0.22	25.37	0.3	D	36	54
A-BCD	0.00	7.88	0.0	A	1	2
A-B					13	19
A-C					956	1434
D-ABC	0.16	30.28	0.2	D	20	30
C-ABD	0.06	7.05	0.1	A	30	45
C-D					16	24
C-A					1132	1698

D22 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1287	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	42	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	966	100.000
D - Woodbury Avenue		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	28	1257	2
	B - Langstone Technology Park Access	8	0	34	0
	C - A3023 Langstone Road (Northern Arm)	881	65	0	21
	D - Woodbury Avenue	4	0	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	8.64	0.1	A	31	47
B-AD	0.05	24.68	0.1	C	7	11
A-BCD	0.00	6.56	0.0	A	2	3
A-B					25	38
A-C					1154	1731
D-ABC	0.17	21.49	0.2	C	31	46
C-ABD	0.14	8.56	0.2	A	59	89
C-D					19	29
C-A					808	1212

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1038	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	93	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1260	100.000
D - Woodbury Avenue		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	13	1023	1
	B - Langstone Technology Park Access	26	0	66	0
	C - A3023 Langstone Road (Northern Arm)	1212	31	0	17
	D - Woodbury Avenue	0	0	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.15	8.91	0.2	A	61	91
B-AD	0.16	23.93	0.2	C	24	36
A-BCD	0.00	7.73	0.0	A	0.92	1
A-B					12	18
A-C					939	1408
D-ABC	0.15	27.97	0.2	D	19	29
C-ABD	0.06	6.96	0.1	A	28	42
C-D					16	24
C-A					1112	1669

D24 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Langstone Technology Park Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023/Woodbury Avenue/Langstone Technology Park Access	Right-Left Slagger	Two-way	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1055	100.000
B - Langstone Technology Park Access		ONE HOUR	✓	97	100.000
C - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1289	100.000
D - Woodbury Avenue		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	0	14	1040	0.90
	B - Langstone Technology Park Access	39	0	58	0
	C - A3023 Langstone Road (Northern Arm)	1240	32	0	17
	D - Woodbury Avenue	0	0	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - A3023 Langstone Road (Southern Arm)	B - Langstone Technology Park Access	C - A3023 Langstone Road (Northern Arm)	D - Woodbury Avenue
	A - A3023 Langstone Road (Southern Arm)	5	5	5	5
	B - Langstone Technology Park Access	5	5	5	5
	C - A3023 Langstone Road (Northern Arm)	5	5	5	5
	D - Woodbury Avenue	5	5	5	5

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	0.14	9.52	0.2	A	53	80
B-AD	0.22	25.44	0.3	D	35	53
A-BCD	0.00	7.90	0.0	A	0.83	1
A-B					13	20
A-C					954	1431
D-ABC	0.16	30.53	0.2	D	20	30
C-ABD	0.06	7.03	0.1	A	29	43
C-D					16	24
C-A					1138	1707

Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: Import of J3-A3023-Northney.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 10:57:04

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Langstone Road/Northney Road
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Langstone Road (Northern Arm)		Major
B	Northney Road		Minor
C	A3023 Langstone Road (Southern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3023 Langstone Road (Southern Arm)	6.00		✓	3.50	110.0	✓	4.00

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 - Northney Road	One lane plus flare	10.00	4.80	3.50	3.50	3.00	✓	1.00	65	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.105	0.265	0.167	0.378
B-C	665	0.102	0.258	-	-
C-B	728	0.282	0.282	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	632	100.000
B - Northney Road		ONE HOUR	✓	94	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1106	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	47	585
	B - Northney Road	76	0	18
	C - A3023 Langstone Road (Southern Arm)	1086	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	9.96	0.1	A	16	24
B-A	0.44	34.88	0.8	D	70	104
C-AB	0.04	7.42	0.0	A	18	28
C-A					996	1494
AB					43	65
A-C					537	805

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	840	100.000
B - Northney Road		ONE HOUR	✓	128	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	820	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	765
	B - Northney Road	96	0	31
	C - A3023 Langstone Road (Southern Arm)	794	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	14.05	0.1	B	29	43
B-A	0.57	47.30	1.3	E	88	133
C-AB	0.06	8.63	0.1	A	24	36
C-A					729	1093
AB					69	104
AC					702	1053

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	985	100.000
B - Northney Road		ONE HOUR	✓	57	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	75	909
	B - Northney Road	51	0	7
	C - A3023 Langstone Road (Southern Arm)	598	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	10.99	0.0	B	6	9
B-A	0.30	28.31	0.4	D	47	70
C-AB	0.02	9.16	0.0	A	8	12
C-A					548	822
AB					69	104
AC					834	1252

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	633	100.000
B - Northney Road		ONE HOUR	✓	91	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1106	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	47	586
	B - Northney Road	74	0	17
	C - A3023 Langstone Road (Southern Arm)	1088	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	9.87	0.1	A	16	24
B-A	0.43	34.31	0.8	D	68	102
C-AB	0.04	7.39	0.0	A	17	25
C-A					998	1497
AB					43	65
AC					538	807

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	820	100.000
B - Northney Road		ONE HOUR	✓	125	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	823	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	71	749
	B - Northney Road	95	0	31
	C - A3023 Langstone Road (Southern Arm)	797	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	13.26	0.1	B	28	42
B-A	0.55	43.73	1.2	E	87	130
C-AB	0.06	8.49	0.1	A	23	35
C-A					731	1097
AB					65	98
AC					687	1030

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	991	100.000
B - Northney Road		ONE HOUR	✓	57	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	915
	B - Northney Road	49	0	8
	C - A3023 Langstone Road (Southern Arm)	600	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	11.00	0.0	B	7	11
B-A	0.29	28.58	0.4	D	45	68
C-AB	0.02	9.22	0.0	A	9	13
C-A					550	825
AB					70	104
AC					840	1260

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	645	100.000
B - Northney Road		ONE HOUR	✓	93	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1163	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	46	599
	B - Northney Road	75	0	19
	C - A3023 Langstone Road (Southern Arm)	1142	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.38	0.1	B	17	26
B-A	0.46	39.79	0.9	E	68	103
C-AB	0.04	7.49	0.0	A	19	29
C-A					1048	1572
AB					42	63
AC					549	824

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	824	100.000
B - Northney Road		ONE HOUR	✓	128	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	840	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	71	753
	B - Northney Road	95	0	33
	C - A3023 Langstone Road (Southern Arm)	813	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.12	13.80	0.1	B	30	45
B-A	0.57	46.68	1.3	E	88	131
C-AB	0.06	8.54	0.1	A	25	37
C-A					746	1119
AB					65	98
AC					691	1036

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1018	100.000
B - Northney Road		ONE HOUR	✓	59	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	77	941
	B - Northney Road	50	0	9
	C - A3023 Langstone Road (Southern Arm)	624	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.03	11.38	0.0	B	9	13
B-A	0.32	31.69	0.5	D	46	69
C-AB	0.02	9.41	0.0	A	8	13
C-A					573	859
AB					70	106
AC					864	1295

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	653	100.000
B - Northney Road		ONE HOUR	✓	95	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1191	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	48	606
	B - Northney Road	76	0	19
	C - A3023 Langstone Road (Southern Arm)	1170	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.88	0.1	B	18	26
B-A	0.50	44.03	1.0	E	70	105
C-AB	0.04	7.53	0.0	A	20	29
C-A					1074	1610
AB					44	66
AC					556	833

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	832	100.000
B - Northney Road		ONE HOUR	✓	127	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	856	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	72	761
	B - Northney Road	95	0	32
	C - A3023 Langstone Road (Southern Arm)	830	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.12	14.31	0.1	B	29	44
B-A	0.58	49.80	1.4	E	88	131
C-AB	0.06	8.58	0.1	A	24	36
C-A					762	1143
AB					66	98
AC					698	1047

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1045	100.000
B - Northney Road		ONE HOUR	✓	58	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	77	969
	B - Northney Road	49	0	9
	C - A3023 Langstone Road (Southern Arm)	639	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.03	11.76	0.0	B	8	13
B-A	0.33	34.82	0.5	D	45	68
C-AB	0.03	9.66	0.0	A	10	15
C-A					586	879
AB					70	105
AC					889	1334

D13 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	649	100.000
B - Northney Road		ONE HOUR	✓	53	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	947	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	49	600
	B - Northney Road	42	0	11
	C - A3023 Langstone Road (Southern Arm)	929	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.03	8.46	0.0	A	10	15
B-A	0.22	22.27	0.3	C	39	58
C-AB	0.04	7.46	0.0	A	17	25
C-A					852	1279
AB					45	68
AC					550	826

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	842	100.000
B - Northney Road		ONE HOUR	✓	84	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	765
	B - Northney Road	63	0	21
	C - A3023 Langstone Road (Southern Arm)	714	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.33	0.1	B	19	28
B-A	0.34	28.48	0.5	D	58	87
C-AB	0.05	8.54	0.1	A	20	30
C-A					656	983
AB					70	105
AC					702	1053

D15 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	840	100.000
B - Northney Road		ONE HOUR	✓	128	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	820	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	765
	B - Northney Road	96	0	31
	C - A3023 Langstone Road (Southern Arm)	794	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	14.05	0.1	B	29	43
B-A	0.57	47.30	1.3	E	88	133
C-AB	0.06	8.63	0.1	A	24	36
C-A					729	1093
AB					69	104
AC					702	1053

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	785	100.000
B - Northney Road		ONE HOUR	✓	87	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1092	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	92	693
	B - Northney Road	71	0	16
	C - A3023 Langstone Road (Southern Arm)	1074	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	11.61	0.1	B	15	22
B-A	0.50	47.32	1.0	E	65	98
C-AB	0.04	8.15	0.0	A	17	26
C-A					985	1478
AB					84	126
AC					636	954

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		32.41	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.41	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1086	100.000
B - Northney Road		ONE HOUR	✓	161	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	902	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	184	902
	B - Northney Road	133	0	28
	C - A3023 Langstone Road (Southern Arm)	879	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	1.26	504.94	4.7	F	26	39
B-A	1.23	414.33	17.6	F	122	183
C-AB	0.06	10.34	0.1	B	21	32
C-A					807	1210
AB					169	254
AC					828	1241

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		31.51	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.51	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1109	100.000
B - Northney Road		ONE HOUR	✓	135	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1007	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	179	930
	B - Northney Road	112	0	24
	C - A3023 Langstone Road (Southern Arm)	981	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	1.37	599.47	4.7	F	22	33
B-A	1.33	505.73	18.4	F	102	153
C-AB	0.07	10.65	0.1	B	24	36
C-A					900	1350
AB					165	247
AC					853	1280

D19 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	799	100.000
B - Northney Road		ONE HOUR	✓	90	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1133	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	90	709
	B - Northney Road	73	0	17
	C - A3023 Langstone Road (Southern Arm)	1112	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	12.95	0.1	B	16	23
B-A	0.56	58.02	1.2	F	67	101
C-AB	0.05	8.29	0.1	A	20	30
C-A					1020	1530
AB					83	124
AC					650	976

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		38.53	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	38.53	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1097	100.000
B - Northney Road		ONE HOUR	✓	161	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	185	912
	B - Northney Road	134	0	28
	C - A3023 Langstone Road (Southern Arm)	899	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	1.35	655.71	5.2	F	26	38
B-A	1.32	491.00	21.0	F	123	184
C-AB	0.07	10.52	0.1	B	23	35
C-A					825	1238
AB					170	255
AC					837	1255

D21 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		35.29	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.29	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1119	100.000
B - Northney Road		ONE HOUR	✓	135	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1019	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	180	939
	B - Northney Road	112	0	24
	C - A3023 Langstone Road (Southern Arm)	993	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	1.44	728.07	5.1	F	22	32
B-A	1.41	562.91	20.5	F	102	153
C-AB	0.07	10.74	0.1	B	24	36
C-A					912	1367
AB					165	247
AC					861	1292

D22 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	800	100.000
B - Northney Road		ONE HOUR	✓	89	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1151	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	90	710
	B - Northney Road	72	0	16
	C - A3023 Langstone Road (Southern Arm)	1129	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	13.09	0.1	B	15	22
B-A	0.56	60.10	1.3	F	66	100
C-AB	0.05	8.30	0.1	A	20	30
C-A					1036	1554
AB					83	124
AC					651	977

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		39.78	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	39.78	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1100	100.000
B - Northney Road		ONE HOUR	✓	161	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	185	915
	B - Northney Road	133	0	28
	C - A3023 Langstone Road (Southern Arm)	905	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	1.37	677.63	5.3	F	25	38
B-A	1.34	512.54	21.9	F	122	183
C-AB	0.08	10.58	0.1	B	24	36
C-A					830	1246
AB					169	254
AC					840	1260

D24 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		33.75	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.75	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		ONE HOUR	✓	1112	100.000
B - Northney Road		ONE HOUR	✓	134	100.000
C - A3023 Langstone Road (Southern Arm)		ONE HOUR	✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	179	934
	B - Northney Road	111	0	23
	C - A3023 Langstone Road (Southern Arm)	998	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	1.41	711.70	4.8	F	21	32
B-A	1.38	540.52	19.6	F	102	153
C-AB	0.07	10.63	0.1	B	22	34
C-A					916	1374
AB					164	246
A-C					857	1285

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution****Filename:** Import of J3-A3023-Northney FLAT.j11**Path:** C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025**Report generation date:** 11/11/2025 10:55:05

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Langstone Road/Northney Road
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2022	Base	Inter Peak	FLAT	15:00	16:00	60	15	✓
D3	2022	Base	PM	FLAT	17:00	18:00	60	15	✓
D4	2035	Reference Case	AM	FLAT	08:00	09:00	60	15	✓
D5	2035	Reference Case	Inter Peak	FLAT	15:00	16:00	60	15	✓
D6	2035	Reference Case	PM	FLAT	17:00	18:00	60	15	✓
D7	2035	S1	AM	FLAT	08:00	09:00	60	15	✓
D8	2035	S1	Inter Peak	FLAT	15:00	16:00	60	15	✓
D9	2035	S1	PM	FLAT	17:00	18:00	60	15	✓
D10	2035	S4	AM	FLAT	08:00	09:00	60	15	✓
D11	2035	S4	Inter Peak	FLAT	15:00	16:00	60	15	✓
D12	2035	S4	PM	FLAT	17:00	18:00	60	15	✓
D13	2022	Base	S AM	FLAT	09:00	10:00	60	15	✓
D14	2022	Base	S Inter Peak	FLAT	12:00	13:00	60	15	✓
D15	2022	Base	S PM	FLAT	15:00	16:00	60	15	✓
D16	2035	Reference Case	S AM	FLAT	09:00	10:00	60	15	✓
D17	2035	Reference Case	S Inter Peak	FLAT	12:00	13:00	60	15	✓
D18	2035	Reference Case	S PM	FLAT	15:00	16:00	60	15	✓
D19	2035	S1	S AM	FLAT	09:00	10:00	60	15	✓
D20	2035	S1	S Inter Peak	FLAT	12:00	13:00	60	15	✓
D21	2035	S1	S PM	FLAT	15:00	16:00	60	15	✓
D22	2035	S4	S AM	FLAT	09:00	10:00	60	15	✓
D23	2035	S4	S Inter Peak	FLAT	12:00	13:00	60	15	✓
D24	2035	S4	S PM	FLAT	15:00	16:00	60	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Langstone Road (Northern Arm)		Major
B	Northney Road		Minor
C	A3023 Langstone Road (Southern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3023 Langstone Road (Southern Arm)	6.00		✓	3.50	110.0	✓	4.00

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 - Northney Road	One lane plus flare	10.00	4.80	3.50	3.50	3.00	✓	1.00	65	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.105	0.265	0.167	0.378
B-C	665	0.102	0.258	-	-
C-B	728	0.282	0.282	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	632	100.000
B - Northney Road		FLAT	✓	94	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1106	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	47	585
	B - Northney Road	76	0	18
	C - A3023 Langstone Road (Southern Arm)	1086	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	8.80	0.0	A	18	18
B-A	0.33	25.04	0.5	D	76	76
C-AB	0.04	7.14	0.0	A	20	20
C-A					1086	1086
A-B					47	47
A-C					585	585

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	840	100.000
B - Northney Road		FLAT	✓	128	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	820	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	765
	B - Northney Road	96	0	31
	C - A3023 Langstone Road (Southern Arm)	794	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.89	0.1	B	31	31
B-A	0.44	30.33	0.8	D	96	96
C-AB	0.05	8.13	0.1	A	26	26
C-A					794	794
AB					76	76
AC					765	765

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2022	Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	985	100.000
B - Northney Road		FLAT	✓	57	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	75	909
	B - Northney Road	51	0	7
	C - A3023 Langstone Road (Southern Arm)	598	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	9.95	0.0	A	7	7
B-A	0.23	21.68	0.3	C	51	51
C-AB	0.02	8.56	0.0	A	9	9
C-A					598	598
AB					75	75
AC					909	909

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	633	100.000
B - Northney Road		FLAT	✓	91	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1106	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	47	586
	B - Northney Road	74	0	17
	C - A3023 Langstone Road (Southern Arm)	1088	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	8.76	0.0	A	17	17
B-A	0.33	24.76	0.5	C	74	74
C-AB	0.03	7.12	0.0	A	18	18
C-A					1087	1087
AB					47	47
AC					586	586

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	820	100.000
B - Northney Road		FLAT	✓	125	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	823	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	71	749
	B - Northney Road	95	0	31
	C - A3023 Langstone Road (Southern Arm)	797	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.58	0.1	B	31	31
B-A	0.42	28.93	0.8	D	95	95
C-AB	0.05	8.02	0.1	A	26	26
C-A					797	797
AB					71	71
AC					749	749

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	991	100.000
B - Northney Road		FLAT	✓	57	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	915
	B - Northney Road	49	0	8
	C - A3023 Langstone Road (Southern Arm)	600	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	9.95	0.0	A	8	8
B-A	0.22	21.84	0.3	C	49	49
C-AB	0.02	8.61	0.0	A	9	9
C-A					600	600
AB					76	76
AC					915	915

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035	S1	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	645	100.000
B - Northney Road		FLAT	✓	93	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1163	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	46	599
	B - Northney Road	75	0	19
	C - A3023 Langstone Road (Southern Arm)	1142	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	8.96	0.0	A	19	19
B-A	0.35	27.25	0.6	D	75	75
C-AB	0.04	7.20	0.0	A	21	21
C-A					1142	1142
AB					46	46
AC					599	599

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	824	100.000
B - Northney Road		FLAT	✓	128	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	840	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	71	753
	B - Northney Road	95	0	33
	C - A3023 Langstone Road (Southern Arm)	813	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.76	0.1	B	33	33
B-A	0.43	30.10	0.8	D	95	95
C-AB	0.05	8.06	0.1	A	27	27
C-A					813	813
AB					71	71
AC					753	753

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035	S1	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1018	100.000
B - Northney Road		FLAT	✓	59	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	77	941
	B - Northney Road	50	0	9
	C - A3023 Langstone Road (Southern Arm)	624	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	10.17	0.0	B	9	9
B-A	0.24	23.46	0.3	C	50	50
C-AB	0.02	8.76	0.0	A	9	9
C-A					624	624
AB					77	77
AC					941	941

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035	S4	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	653	100.000
B - Northney Road		FLAT	✓	95	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1191	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	48	606
	B - Northney Road	76	0	19
	C - A3023 Langstone Road (Southern Arm)	1170	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	9.14	0.0	A	19	19
B-A	0.37	29.01	0.6	D	76	76
C-AB	0.04	7.23	0.0	A	21	21
C-A					1170	1170
AB					48	48
AC					606	606

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	832	100.000
B - Northney Road		FLAT	✓	127	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	856	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	72	761
	B - Northney Road	95	0	32
	C - A3023 Langstone Road (Southern Arm)	830	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.91	0.1	B	32	32
B-A	0.44	31.26	0.8	D	95	95
C-AB	0.05	8.09	0.1	A	26	26
C-A					830	830
AB					72	72
AC					761	761

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2035	S4	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1045	100.000
B - Northney Road		FLAT	✓	58	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	650	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	77	969
	B - Northney Road	49	0	9
	C - A3023 Langstone Road (Southern Arm)	639	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	10.40	0.0	B	9	9
B-A	0.25	24.97	0.3	C	49	49
C-AB	0.02	8.95	0.0	A	11	11
C-A					639	639
AB					77	77
AC					969	969

D13 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	FLAT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	649	100.000
B - Northney Road		FLAT	✓	53	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	947	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	49	600
	B - Northney Road	42	0	11
	C - A3023 Langstone Road (Southern Arm)	929	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.02	8.01	0.0	A	11	11
B-A	0.17	18.28	0.2	C	42	42
C-AB	0.03	7.17	0.0	A	18	18
C-A					929	929
AB					49	49
AC					600	600

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	FLAT	12:00	13:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	842	100.000
B - Northney Road		FLAT	✓	84	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	765
	B - Northney Road	63	0	21
	C - A3023 Langstone Road (Southern Arm)	714	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	9.33	0.1	A	21	21
B-A	0.27	21.86	0.4	C	63	63
C-AB	0.04	8.06	0.0	A	22	22
C-A					714	714
AB					76	76
AC					765	765

D15 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	840	100.000
B - Northney Road		FLAT	✓	128	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	820	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	76	765
	B - Northney Road	96	0	31
	C - A3023 Langstone Road (Southern Arm)	794	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.89	0.1	B	31	31
B-A	0.44	30.33	0.8	D	96	96
C-AB	0.05	8.13	0.1	A	26	26
C-A					794	794
AB					76	76
AC					765	765

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	FLAT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	785	100.000
B - Northney Road		FLAT	✓	87	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1092	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	92	693
	B - Northney Road	71	0	16
	C - A3023 Langstone Road (Southern Arm)	1074	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	9.61	0.0	A	16	16
B-A	0.36	30.26	0.6	D	71	71
C-AB	0.04	7.75	0.0	A	19	19
C-A					1073	1073
AB					92	92
AC					693	693

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		8.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	FLAT	12:00	13:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1086	100.000
B - Northney Road		FLAT	✓	161	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	902	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	184	902
	B - Northney Road	133	0	28
	C - A3023 Langstone Road (Southern Arm)	879	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.33	64.18	0.5	F	28	28
B-A	0.83	122.88	4.2	F	133	133
C-AB	0.05	9.48	0.1	A	23	23
C-A					879	879
AB					184	184
A-C					902	902

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		7.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1109	100.000
B - Northney Road		FLAT	✓	135	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1007	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	179	930
	B - Northney Road	112	0	24
	C - A3023 Langstone Road (Southern Arm)	981	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)	
A - A3023 Langstone Road (Northern Arm)	5	5	5	
B - Northney Road	5	5	5	
C - A3023 Langstone Road (Southern Arm)	5	5	5	

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	0.29	64.51	0.4	F	24	24
B-A	0.82	136.60	3.9	F	112	112
C-AB	0.06	9.72	0.1	A	26	26
C-A					980	980
AB					179	179
AC					930	930

D19 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	FLAT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	799	100.000
B - Northney Road		FLAT	✓	90	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1133	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)	
A - A3023 Langstone Road (Northern Arm)	0	90	709	
B - Northney Road	73	0	17	
C - A3023 Langstone Road (Southern Arm)	1112	22	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.00	0.0	A	17	17
B-A	0.40	33.98	0.7	D	73	73
C-AB	0.04	7.86	0.0	A	22	22
C-A					1112	1112
AB					90	90
AC					709	709

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		13.92	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.92	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	FLAT	12:00	13:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1097	100.000
B - Northney Road		FLAT	✓	161	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	185	912
	B - Northney Road	134	0	28
	C - A3023 Langstone Road (Southern Arm)	899	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.84	338.10	2.2	F	28	28
B-A	0.87	155.09	5.3	F	134	134
C-AB	0.06	9.61	0.1	A	26	26
C-A					899	899
AB					185	185
AC					912	912

D21 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		9.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1119	100.000
B - Northney Road		FLAT	✓	135	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1019	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	180	939
	B - Northney Road	112	0	24
	C - A3023 Langstone Road (Southern Arm)	993	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.53	162.72	0.9	F	24	24
B-A	0.85	158.64	4.5	F	112	112
C-AB	0.06	9.78	0.1	A	26	26
C-A					993	993
AB					180	180
AC					939	939

D22 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		1.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	FLAT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	800	100.000
B - Northney Road		FLAT	✓	89	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1151	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	90	710
	B - Northney Road	72	0	16
	C - A3023 Langstone Road (Southern Arm)	1129	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	10.01	0.0	B	16	16
B-A	0.40	34.62	0.7	D	72	72
C-AB	0.04	7.87	0.0	A	22	22
C-A					1129	1129
AB					90	90
AC					710	710

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		14.74	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.74	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	FLAT	12:00	13:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1100	100.000
B - Northney Road		FLAT	✓	161	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	185	915
	B - Northney Road	133	0	28
	C - A3023 Langstone Road (Southern Arm)	905	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.88	360.90	2.4	F	28	28
B-A	0.88	166.19	5.7	F	133	133
C-AB	0.06	9.66	0.1	A	26	26
C-A					905	905
AB					185	185
AC					915	915

D24 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Northney Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Langstone Road/Northney Road	T-Junction	Two-way	Two-way	Two-way		8.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	FLAT	15:00	16:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Langstone Road (Northern Arm)		FLAT	✓	1112	100.000
B - Northney Road		FLAT	✓	134	100.000
C - A3023 Langstone Road (Southern Arm)		FLAT	✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	0	179	934
	B - Northney Road	111	0	23
	C - A3023 Langstone Road (Southern Arm)	998	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Langstone Road (Northern Arm)	B - Northney Road	C - A3023 Langstone Road (Southern Arm)
	A - A3023 Langstone Road (Northern Arm)	5	5	5
	B - Northney Road	5	5	5
	C - A3023 Langstone Road (Southern Arm)	5	5	5

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	0.37	95.84	0.6	F	23	23
B-A	0.83	148.48	4.2	F	111	111
C-AB	0.06	9.70	0.1	A	25	25
C-A					998	998
AB					179	179
A-C					934	934

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Import of J4-A3023-Church.j11

Path: C:\Users\lb.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 10:58:39

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2035 | S4 ST | AM
»D14 - 2035 | S4 ST | Inter Peak
»D15 - 2035 | S4 ST | PM
»D16 - 2022 | Base | S AM
»D17 - 2022 | Base | S Inter Peak
»D18 - 2022 | Base | S PM
»D19 - 2035 | Reference Case | S AM
»D20 - 2035 | Reference Case | S Inter Peak
»D21 - 2035 | Reference Case | S PM
»D22 - 2035 | S1 | S AM
»D23 - 2035 | S1 | S Inter Peak
»D24 - 2035 | S1 | S PM
»D25 - 2035 | S4 | S AM
»D26 - 2035 | S4 | S Inter Peak
»D27 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Havant Road/A3023 Manor Road/Church Road
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1721217749	120

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓
D14	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D15	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓
D16	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D25	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D26	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D27	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	11.06	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.06	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A3023 Havant Road (Eastern Arm)		
2	Church Road		
3	A3023 Manor Road (Western Arm)		

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)	Entry only	Exit only
1 - A3023 Havant Road (Eastern Arm)	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 Manor Road (Western Arm)	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 Havant Road (Eastern Arm)	0.714	1964
2 - Church Road	0.692	1874
3 - A3023 Manor Road (Western Arm)	0.669	1723

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A3023 Havant Road (Eastern Arm)	Evenly split	10.00
2 - Church Road	Evenly split	10.00
3 - A3023 Manor Road (Western Arm)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - A3023 Havant Road (Eastern Arm)	Entry	1	1	2	✓	23.00			0	99999	
			2	1, 3	✓	23.00			0	99999	
	Exit	1	1	(1, 2, 3)		Infinity					
			1			Infinity					
2 - Church Road	Entry	1	1	3	✓	6.00			0	99999	
			2	1, 2	✓	6.00			0	99999	
	Exit	1	1	(1, 2, 3)		Infinity					
			1			Infinity					
3 - A3023 Manor Road (Western Arm)	Entry	1	1	1	✓	5.00			0	99999	
			2	2, 3	✓	5.00			0	99999	
	Exit	1	1	(1, 2, 3)		Infinity					
			1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A3023 Havant Road (Eastern Arm)	Entry	1	1	0.357	982
			2	0.357	982
2 - Church Road	Entry	1	1	0.346	937
			2	0.346	937
3 - A3023 Manor Road (Western Arm)	Entry	1	1	0.335	861
			2	0.335	861

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			A3023 Havant Road (Eastern Arm)	Church Road	A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	1	1		✓	
		2	✓		✓
2 - Church Road	1	1	✓		✓
		2	✓	✓	
	2	1	✓	✓	✓
3 - A3023 Manor Road (Western Arm)	1	1	✓		
		2		✓	✓
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	539	100.000
2 - Church Road		ONE HOUR	✓	587	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)	
From	1 - A3023 Havant Road (Eastern Arm)	0	373	166
	2 - Church Road	548	0	39
	3 - A3023 Manor Road (Western Arm)	329	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
	1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)	
From	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
	1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)	
From	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.44	6.24	1.2	A	499	748
2 - Church Road	0.69	14.33	2.7	B	542	813
3 - A3023 Manor Road (Western Arm)	0.56	12.99	1.4	B	331	496

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	9.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	722	100.000
2 - Church Road		ONE HOUR	✓	519	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (PCU/hr)

	To
From	1 - A3023 Havant Road (Eastern Arm) 2 - Church Road 3 - A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	0 507 215
2 - Church Road	466 0 52
3 - A3023 Manor Road (Western Arm)	241 58 0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To
From	1 - A3023 Havant Road (Eastern Arm) 2 - Church Road 3 - A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	5 5 5
2 - Church Road	5 5 5
3 - A3023 Manor Road (Western Arm)	5 5 5

Cyclist %

	To
From	1 - A3023 Havant Road (Eastern Arm) 2 - Church Road 3 - A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	0 0 0
2 - Church Road	0 0 0
3 - A3023 Manor Road (Western Arm)	0 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 Havant Road (Eastern Arm)	0.58	8.37	2.0	A	659	989
2 - Church Road	0.61	10.52	1.7	B	472	708
3 - A3023 Manor Road (Western Arm)	0.39	8.84	0.8	A	275	413

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	10.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	816	100.000
2 - Church Road		ONE HOUR	✓	387	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	620	196
	2 - Church Road	348	0	39
	3 - A3023 Manor Road (Western Arm)	156	54	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.72	11.82	3.1	B	752	1127
2 - Church Road	0.46	8.41	1.0	A	357	535
3 - A3023 Manor Road (Western Arm)	0.24	6.55	0.5	A	196	295

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	11.34	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.34	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	548	100.000
2 - Church Road		ONE HOUR	✓	580	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	379	169
	2 - Church Road	542	0	38
	3 - A3023 Manor Road (Western Arm)	332	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.44	6.56	1.4	A	503	755
2 - Church Road	0.70	14.01	2.8	B	533	799
3 - A3023 Manor Road (Western Arm)	0.59	14.30	1.3	B	332	498

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	9.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.63	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	708	100.000
2 - Church Road		ONE HOUR	✓	518	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	502	206
	2 - Church Road	466	0	53
	3 - A3023 Manor Road (Western Arm)	248	61	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.58	9.07	2.1	A	654	981
2 - Church Road	0.59	10.89	1.6	B	475	713
3 - A3023 Manor Road (Western Arm)	0.39	8.82	0.8	A	283	424

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	10.28	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.28	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	832	100.000
2 - Church Road		ONE HOUR	✓	385	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	628	203
	2 - Church Road	346	0	39
	3 - A3023 Manor Road (Western Arm)	159	53	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.73	12.30	3.4	B	770	1154
2 - Church Road	0.44	7.85	1.1	A	349	523
3 - A3023 Manor Road (Western Arm)	0.24	6.64	0.6	A	193	290

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	12.92	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.92	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	566	100.000
2 - Church Road		ONE HOUR	✓	655	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	391	175
	2 - Church Road	605	0	51
	3 - A3023 Manor Road (Western Arm)	323	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.46	6.37	1.3	A	520	780
2 - Church Road	0.78	18.38	4.0	C	597	895
3 - A3023 Manor Road (Western Arm)	0.57	13.36	1.6	B	330	494

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	9.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	727	100.000
2 - Church Road		ONE HOUR	✓	543	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	515	212
	2 - Church Road	483	0	60
	3 - A3023 Manor Road (Western Arm)	247	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.58	8.87	2.2	A	668	1002
2 - Church Road	0.63	11.55	2.5	B	498	747
3 - A3023 Manor Road (Western Arm)	0.42	8.87	0.8	A	295	442

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	11.93	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.93	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	863	100.000
2 - Church Road		ONE HOUR	✓	420	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	659	204
	2 - Church Road	375	0	45
	3 - A3023 Manor Road (Western Arm)	160	67	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.78	15.15	4.1	C	785	1178
2 - Church Road	0.50	8.12	1.2	A	385	577
3 - A3023 Manor Road (Western Arm)	0.25	6.71	0.5	A	205	307

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	13.09	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.09	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	568	100.000
2 - Church Road		ONE HOUR	✓	643	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	389	179
	2 - Church Road	592	0	51
	3 - A3023 Manor Road (Western Arm)	346	36	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.44	6.50	1.1	A	518	778
2 - Church Road	0.78	17.89	3.7	C	594	891
3 - A3023 Manor Road (Western Arm)	0.62	14.71	1.6	B	348	521

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	10.15	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.15	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14.45	16.15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	731	100.000
2 - Church Road		ONE HOUR	✓	546	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	513	218
	2 - Church Road	484	0	62
	3 - A3023 Manor Road (Western Arm)	257	71	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.61	9.31	2.4	A	670	1005
2 - Church Road	0.63	11.83	2.0	B	506	759
3 - A3023 Manor Road (Western Arm)	0.41	9.17	1.1	A	298	446

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	11.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.33	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	874	100.000
2 - Church Road		ONE HOUR	✓	423	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	657	217
	2 - Church Road	377	0	46
	3 - A3023 Manor Road (Western Arm)	170	68	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.76	13.87	3.8	B	798	1198
2 - Church Road	0.48	8.63	1.1	A	388	582
3 - A3023 Manor Road (Western Arm)	0.25	6.86	0.5	A	218	327

D13 - 2035 | S4 ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	15.10	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.10	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	756	100.000
2 - Church Road		ONE HOUR	✓	679	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	361	100.000

Origin-Destination Data

Demand (PCU/hr)

	To
From	1 - A3023 Havant Road (Eastern Arm) 2 - Church Road 3 - A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	0 493 263
2 - Church Road	604 0 75
3 - A3023 Manor Road (Western Arm)	306 54 0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To
From	1 - A3023 Havant Road (Eastern Arm) 2 - Church Road 3 - A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	5 5 5
2 - Church Road	5 5 5
3 - A3023 Manor Road (Western Arm)	5 5 5

Cyclist %

	To
From	1 - A3023 Havant Road (Eastern Arm) 2 - Church Road 3 - A3023 Manor Road (Western Arm)
1 - A3023 Havant Road (Eastern Arm)	0 0 0
2 - Church Road	0 0 0
3 - A3023 Manor Road (Western Arm)	0 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 Havant Road (Eastern Arm)	0.57	8.08	1.8	A	690	1034
2 - Church Road	0.82	24.17	4.9	C	627	941
3 - A3023 Manor Road (Western Arm)	0.52	12.53	1.5	B	328	493

D14 - 2035 | S4 ST | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	10.90	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.90	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2035	S4 ST	Inter Peak	ONE HOUR	14.45	16.15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	868	100.000
2 - Church Road		ONE HOUR	✓	535	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	546	323
	2 - Church Road	473	0	62
	3 - A3023 Manor Road (Western Arm)	274	85	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.63	9.28	2.7	A	806	1209
2 - Church Road	0.65	14.48	2.5	B	487	730
3 - A3023 Manor Road (Western Arm)	0.44	9.58	1.3	A	330	495

D15 - 2035 | S4 ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	11.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.58	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	931	100.000
2 - Church Road		ONE HOUR	✓	465	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	643	288
	2 - Church Road	410	0	55
	3 - A3023 Manor Road (Western Arm)	267	91	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.74	13.61	3.6	B	852	1278
2 - Church Road	0.53	9.60	1.9	A	428	642
3 - A3023 Manor Road (Western Arm)	0.45	8.97	1.4	A	334	501

D16 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	10.65	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.65	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	556	100.000
2 - Church Road		ONE HOUR	✓	573	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	387	169
	2 - Church Road	537	0	35
	3 - A3023 Manor Road (Western Arm)	255	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.43	6.77	1.2	A	510	766
2 - Church Road	0.70	14.59	2.3	B	532	798
3 - A3023 Manor Road (Western Arm)	0.43	10.22	0.8	B	266	399

D17 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	8.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	698	100.000
2 - Church Road		ONE HOUR	✓	481	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	491	207
	2 - Church Road	434	0	48
	3 - A3023 Manor Road (Western Arm)	218	55	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.57	8.39	2.0	A	639	959
2 - Church Road	0.58	9.69	1.5	A	440	660
3 - A3023 Manor Road (Western Arm)	0.34	7.94	0.7	A	247	371

D18 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2022	Base	S PM	ONE HOUR	14.45	16.15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	722	100.000
2 - Church Road		ONE HOUR	✓	519	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	507	215
	2 - Church Road	466	0	52
	3 - A3023 Manor Road (Western Arm)	241	58	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.58	8.13	1.7	A	662	993
2 - Church Road	0.61	11.39	2.1	B	476	714
3 - A3023 Manor Road (Western Arm)	0.38	8.79	0.8	A	271	407

D19 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	13.51	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.51	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	633	100.000
2 - Church Road		ONE HOUR	✓	647	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	425	208
	2 - Church Road	613	0	34
	3 - A3023 Manor Road (Western Arm)	300	46	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.50	6.99	1.3	A	578	867
2 - Church Road	0.81	20.57	4.4	C	599	899
3 - A3023 Manor Road (Western Arm)	0.53	12.08	1.3	B	320	480

D20 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	11.42	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.42	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	853	100.000
2 - Church Road		ONE HOUR	✓	563	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	566	287
	2 - Church Road	504	0	59
	3 - A3023 Manor Road (Western Arm)	274	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.66	10.19	2.9	B	789	1183
2 - Church Road	0.67	14.13	2.7	B	518	777
3 - A3023 Manor Road (Western Arm)	0.44	10.03	1.0	B	309	464

D21 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	12.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.69	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	865	100.000
2 - Church Road		ONE HOUR	✓	585	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	575	290
	2 - Church Road	524	0	61
	3 - A3023 Manor Road (Western Arm)	320	69	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.67	10.70	2.7	B	802	1203
2 - Church Road	0.72	15.99	3.0	C	533	799
3 - A3023 Manor Road (Western Arm)	0.55	12.25	1.7	B	358	537

D22 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	17.52	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.52	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	658	100.000
2 - Church Road		ONE HOUR	✓	700	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	443	215
	2 - Church Road	654	0	46
	3 - A3023 Manor Road (Western Arm)	308	51	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.50	7.12	1.6	A	602	903
2 - Church Road	0.82	29.36	5.9	D	645	968
3 - A3023 Manor Road (Western Arm)	0.57	13.33	1.6	B	333	499

D23 - 2035 | S1 | S Inter Peak

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Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	12.02	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.02	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	875	100.000
2 - Church Road		ONE HOUR	✓	590	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	578	297
	2 - Church Road	522	0	68
	3 - A3023 Manor Road (Western Arm)	278	71	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.67	10.24	3.1	B	799	1199
2 - Church Road	0.72	15.70	2.8	C	540	810
3 - A3023 Manor Road (Western Arm)	0.46	10.27	1.0	B	319	479

D24 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	12.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.88	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S1	S PM	ONE HOUR	14.45	16.15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	885	100.000
2 - Church Road		ONE HOUR	✓	603	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	590	295
	2 - Church Road	536	0	66
	3 - A3023 Manor Road (Western Arm)	316	77	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.69	10.74	3.2	B	816	1224
2 - Church Road	0.74	16.87	3.0	C	556	834
3 - A3023 Manor Road (Western Arm)	0.53	11.57	1.6	B	359	539

D25 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	17.69	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.69	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	659	100.000
2 - Church Road		ONE HOUR	✓	700	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	441	217
	2 - Church Road	654	0	46
	3 - A3023 Manor Road (Western Arm)	317	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.51	7.39	1.8	A	611	917
2 - Church Road	0.86	29.95	6.6	D	641	962
3 - A3023 Manor Road (Western Arm)	0.58	13.01	1.6	B	336	504

D26 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	12.22	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.22	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	877	100.000
2 - Church Road		ONE HOUR	✓	589	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	580	297
	2 - Church Road	521	0	68
	3 - A3023 Manor Road (Western Arm)	282	70	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

From	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.67	10.16	3.0	B	801	1202
2 - Church Road	0.72	16.09	2.9	C	543	814
3 - A3023 Manor Road (Western Arm)	0.47	10.81	1.4	B	323	484

D27 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A3023 Havant Road/A3023 Manor Road/Church Road	Standard Roundabout		1, 2, 3	13.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.12	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2035	S4	S PM	ONE HOUR	14.45	16.15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3023 Havant Road (Eastern Arm)		ONE HOUR	✓	878	100.000
2 - Church Road		ONE HOUR	✓	601	100.000
3 - A3023 Manor Road (Western Arm)		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From				
	1 - A3023 Havant Road (Eastern Arm)	0	580	298
	2 - Church Road	535	0	66
	3 - A3023 Manor Road (Western Arm)	321	76	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From				
	1 - A3023 Havant Road (Eastern Arm)	5	5	5
	2 - Church Road	5	5	5
	3 - A3023 Manor Road (Western Arm)	5	5	5

Cyclist %

	To			
		1 - A3023 Havant Road (Eastern Arm)	2 - Church Road	3 - A3023 Manor Road (Western Arm)
From				
	1 - A3023 Havant Road (Eastern Arm)	0	0	0
	2 - Church Road	0	0	0
	3 - A3023 Manor Road (Western Arm)	0	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 Havant Road (Eastern Arm)	0.69	10.75	3.3	B	801	1201
2 - Church Road	0.73	17.36	3.3	C	552	828
3 - A3023 Manor Road (Western Arm)	0.53	11.88	1.5	B	362	543



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution****Filename:** Import of J5-Elm-St Mary's-Church-Tour.j11**Path:** C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025**Report generation date:** 11/11/2025 11:01:30

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2035 | S4 ST | AM
»D14 - 2035 | S4 ST | Inter Peak
»D15 - 2035 | S4 ST | PM
»D16 - 2022 | Base | S AM
»D17 - 2022 | Base | S Inter Peak
»D18 - 2022 | Base | S PM
»D19 - 2035 | Reference Case | S AM
»D20 - 2035 | Reference Case | S Inter Peak
»D21 - 2035 | Reference Case | S PM
»D22 - 2035 | S1 | S AM
»D23 - 2035 | S1 | S Inter Peak
»D24 - 2035 | S1 | S PM
»D25 - 2035 | S4 | S AM
»D26 - 2035 | S4 | S Inter Peak
»D27 - 2035 | S4 | S PM

File summary

File Description

Title	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓
D14	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D15	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓
D16	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D25	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D26	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D27	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	A

Arms

Arms

Arm	Name	Description	Arm type
A	Elm Grove		Major
B	St Mary's Road		Minor
C	Church Road		Major
D	Tournerbury Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Elm Grove	6.50		✓	2.25	250.0	✓	2.00
C - Church Road	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	4.10								41	36
D - Tournerbury Lane	One lane plus flare		8.20	5.70	4.80	4.40	4.30	✓	2.00	34	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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
AB-D	723	-	-	-	-	-	0.274	0.274	0.274	-	-
B-A	565	0.101	0.254	0.254	-	-	0.160	0.363	-	0.160	0.363
B-CD	718	0.108	0.272	0.272	-	-	-	-	-	-	-
CD-B	723	0.274	0.274	0.274	-	-	-	-	-	-	-
D-AB	604	-	-	-	-	-	0.229	0.229	0.091	-	-
D-C	521	-	0.148	0.335	0.148	0.335	0.235	0.235	0.093	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	495	100.000
B - St Mary's Road		ONE HOUR	✓	97	100.000
C - Church Road		ONE HOUR	✓	424	100.000
D - Tournerville Lane		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerville Lane
From	A - Elm Grove	0	6	466	24
	B - St Mary's Road	6	0	74	17
	C - Church Road	333	76	0	16
	D - Tournerville Lane	13	7	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

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	0.20	8.60	0.3	A	89	133
A-B					5	8
A-C					428	641
A-D					22	33
AB-C-D	0.08	6.83	0.1	A	38	57
AB-C					495	742
D-AB	0.04	8.10	0.0	A	17	26
D-C	0.09	13.41	0.1	B	24	36
C-D					15	22
C-A					305	458
C-B					70	104
CD-AB	0.16	7.68	0.2	A	76	115
CD-A					316	474

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerville Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerville Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	504	100.000
B - St Mary's Road		ONE HOUR	✓	77	100.000
C - Church Road		ONE HOUR	✓	580	100.000
D - Tournerville Lane		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerville Lane
From A - Elm Grove	0	6	471	27
From B - St Mary's Road	6	0	48	23
From C - Church Road	477	81	0	22
From D - Tournerville Lane	20	8	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

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	8.49	0.2	A	71	106
A-B					6	8
A-C					432	648
A-D					25	38
AB-C-D	0.10	7.58	0.1	A	47	70
AB-C					476	713
D-AB	0.06	8.14	0.1	A	26	39
D-C	0.09	16.84	0.1	C	19	28
C-D					20	31
C-A					438	656
C-B					75	112
CD-AB	0.17	7.74	0.2	A	84	126
CD-A					454	682

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerville Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerville Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	363	100.000
B - St Mary's Road		ONE HOUR	✓	63	100.000
C - Church Road		ONE HOUR	✓	703	100.000
D - Tournerville Lane		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerville Lane
From A - Elm Grove	0	6	335	23
From B - St Mary's Road	5	0	44	14
From C - Church Road	597	79	0	27
From D - Tournerville Lane	18	7	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

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	0.12	7.54	0.1	A	58	87
A-B					5	8
A-C					307	461
A-D					21	31
AB-C-D	0.08	8.00	0.1	A	34	51
AB-C					347	521
D-AB	0.06	8.61	0.1	A	23	34
D-C	0.08	16.91	0.1	C	16	24
C-D					25	37
C-A					548	822
C-B					73	109
CD-AB	0.16	7.07	0.2	A	81	121
CD-A					563	844

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	488	100.000
B - St Mary's Road		ONE HOUR	✓	95	100.000
C - Church Road		ONE HOUR	✓	428	100.000
D - Tournerbury Lane		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	6	459	24
From B - St Mary's Road	5	0	73	17
From C - Church Road	338	74	0	17
From D - Tournerbury Lane	13	7	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	8.44	0.2	A	87	130
A-B					5	8
A-C					421	632
A-D					22	33
AB-C-D	0.08	6.84	0.1	A	38	56
AB-C					488	732
D-AB	0.04	8.08	0.0	A	18	27
D-C	0.09	13.43	0.1	B	24	36
C-D					15	23
C-A					310	465
C-B					68	102
CD-AB	0.15	7.63	0.2	A	75	113
CD-A					320	481

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	504	100.000
B - St Mary's Road		ONE HOUR	✓	77	100.000
C - Church Road		ONE HOUR	✓	579	100.000
D - Tournerbury Lane		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	7	469	28
	B - St Mary's Road	6	0	48	24
	C - Church Road	475	81	0	23
	D - Tournerbury Lane	20	8	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

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	8.42	0.2	A	71	106
A-B					6	9
A-C					430	646
A-D					26	38
AB-C-D	0.10	7.58	0.1	A	48	71
AB-C					474	711
D-AB	0.06	8.04	0.1	A	25	38
D-C	0.08	16.81	0.1	C	17	26
C-D					21	32
C-A					435	653
C-B					75	112
CD-AB	0.17	7.74	0.2	A	83	125
CD-A					452	678

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	367	100.000
B - St Mary's Road		ONE HOUR	✓	64	100.000
C - Church Road		ONE HOUR	✓	708	100.000
D - Tournerbury Lane		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	5	338	23
From B - St Mary's Road	5	0	45	15
From C - Church Road	600	82	0	26
From D - Tournerbury Lane	18	7	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.12	7.57	0.1	A	59	88
A-B					5	7
A-C					310	466
A-D					21	32
AB-C-D	0.08	8.03	0.1	A	35	52
AB-C					351	527
D-AB	0.06	8.60	0.1	A	23	34
D-C	0.08	17.08	0.1	C	16	23
C-D					24	36
C-A					550	826
C-B					75	113
CD-AB	0.16	7.11	0.2	A	83	125
CD-A					565	847

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	502	100.000
B - St Mary's Road		ONE HOUR	✓	195	100.000
C - Church Road		ONE HOUR	✓	475	100.000
D - Tournerbury Lane		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	15	460	26
From B - St Mary's Road	26	0	137	32
From C - Church Road	358	101	0	16
From D - Tournerbury Lane	13	7	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.42	12.60	0.7	B	179	269
A-B					14	21
A-C					422	634
A-D					24	36
AB-C-D	0.11	7.21	0.1	A	54	81
AB-C					547	821
D-AB	0.04	8.27	0.0	A	18	27
D-C	0.10	15.02	0.1	C	23	35
C-D					15	23
C-A					328	492
C-B					93	139
CD-AB	0.21	8.06	0.3	A	101	152
CD-A					338	507

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	510	100.000
B - St Mary's Road		ONE HOUR	✓	129	100.000
C - Church Road		ONE HOUR	✓	624	100.000
D - Tournerbury Lane		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	23	458	29
From B - St Mary's Road	20	0	73	36
From C - Church Road	490	110	0	23
From D - Tournerbury Lane	20	8	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.29	10.72	0.4	B	119	178
A-B					21	32
A-C					420	630
A-D					26	40
AB-C-D	0.13	7.97	0.2	A	60	90
AB-C					487	730
D-AB	0.06	8.32	0.1	A	25	38
D-C	0.09	18.18	0.1	C	18	27
C-D					21	32
C-A					450	675
C-B					101	152
CD-AB	0.23	8.13	0.3	A	112	168
CD-A					464	696

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	399	100.000
B - St Mary's Road		ONE HOUR	✓	119	100.000
C - Church Road		ONE HOUR	✓	786	100.000
D - Tournerbury Lane		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	35	340	24
From B - St Mary's Road	24	0	72	23
From C - Church Road	621	138	0	27
From D - Tournerbury Lane	20	8	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	10.39	0.4	B	109	164
A-B					32	48
A-C					312	468
A-D					22	33
AB-C-D	0.11	8.61	0.1	A	44	66
AB-C					377	566
D-AB	0.07	9.02	0.1	A	25	38
D-C	0.09	19.60	0.1	C	16	23
C-D					25	37
C-A					570	854
C-B					127	190
CD-AB	0.27	7.82	0.4	A	142	213
CD-A					580	869

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	490	100.000
B - St Mary's Road		ONE HOUR	✓	196	100.000
C - Church Road		ONE HOUR	✓	473	100.000
D - Tournerbury Lane		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	16	449	26
From B - St Mary's Road	25	0	138	32
From C - Church Road	361	96	0	16
From D - Tournerbury Lane	14	7	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.41	12.34	0.7	B	179	269
A-B					14	22
A-C					412	617
A-D					24	35
AB-C-D	0.11	7.20	0.1	A	54	80
AB-C					538	806
D-AB	0.05	8.19	0.1	A	19	29
D-C	0.10	15.07	0.1	C	23	35
C-D					15	22
C-A					332	497
C-B					88	131
CD-AB	0.20	7.93	0.3	A	96	144
CD-A					342	514

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	515	100.000
B - St Mary's Road		ONE HOUR	✓	126	100.000
C - Church Road		ONE HOUR	✓	617	100.000
D - Tournerbury Lane		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	24	462	28
From B - St Mary's Road	18	0	73	36
From C - Church Road	487	109	0	22
From D - Tournerbury Lane	21	8	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	10.45	0.4	B	116	173
A-B					22	34
A-C					424	636
A-D					26	38
AB-C-D	0.13	7.92	0.2	A	59	89
AB-C					490	735
D-AB	0.07	8.26	0.1	A	27	40
D-C	0.09	18.23	0.1	C	18	27
C-D					20	30
C-A					447	670
C-B					100	149
CD-AB	0.23	8.14	0.3	A	111	166
CD-A					462	693

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	396	100.000
B - St Mary's Road		ONE HOUR	✓	120	100.000
C - Church Road		ONE HOUR	✓	785	100.000
D - Tournerbury Lane		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	32	340	24
From B - St Mary's Road	26	0	71	23
From C - Church Road	618	139	0	27
From D - Tournerbury Lane	20	8	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.27	10.56	0.4	B	110	165
A-B					30	44
A-C					312	468
A-D					22	32
AB-C-D	0.11	8.59	0.1	A	43	65
AB-C					377	565
D-AB	0.07	8.94	0.1	A	25	38
D-C	0.08	19.57	0.1	C	14	22
C-D					25	38
C-A					567	851
C-B					127	191
CD-AB	0.27	7.82	0.4	A	143	214
CD-A					577	866

D13 - 2035 | S4 ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	513	100.000
B - St Mary's Road		ONE HOUR	✓	193	100.000
C - Church Road		ONE HOUR	✓	612	100.000
D - Tournerbury Lane		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	33	447	33
From B - St Mary's Road	23	0	138	32
From C - Church Road	451	87	0	74
From D - Tournerbury Lane	45	24	91	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.41	12.57	0.7	B	177	265
A-B					30	46
A-C					410	615
A-D					30	45
AB-C-D	0.13	7.90	0.2	A	60	91
AB-C					535	802
D-AB	0.19	11.37	0.2	B	63	95
D-C	0.40	24.68	0.7	C	83	125
C-D					68	102
C-A					414	620
C-B					80	119
CD-AB	0.21	8.05	0.3	A	105	157
CD-A					452	678

D14 - 2035 | S4 ST | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	481	100.000
B - St Mary's Road		ONE HOUR	✓	119	100.000
C - Church Road		ONE HOUR	✓	685	100.000
D - Tournerbury Lane		ONE HOUR	✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	29	399	53
From B - St Mary's Road	14	0	70	34
From C - Church Road	534	65	0	86
From D - Tournerbury Lane	71	27	69	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.25	9.77	0.4	A	109	163
A-B					27	40
A-C					366	549
A-D					48	72
AB-C-D	0.19	8.64	0.2	A	82	122
AB-C					428	642
D-AB	0.24	11.29	0.3	B	90	134
D-C	0.34	25.35	0.5	D	63	95
C-D					78	118
C-A					490	735
C-B					60	90
CD-AB	0.18	7.62	0.2	A	87	131
CD-A					552	829

D15 - 2035 | S4 ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	440	100.000
B - St Mary's Road		ONE HOUR	✓	117	100.000
C - Church Road		ONE HOUR	✓	747	100.000
D - Tournerbury Lane		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	32	346	62
From B - St Mary's Road	24	0	70	23
From C - Church Road	579	81	0	87
From D - Tournerbury Lane	68	27	49	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	10.51	0.4	B	107	161
A-B					29	44
A-C					318	476
A-D					57	85
AB-C-D	0.19	9.01	0.2	A	79	119
AB-C					380	570
D-AB	0.23	10.82	0.3	B	87	130
D-C	0.26	24.02	0.4	C	45	68
C-D					79	119
C-A					531	797
C-B					75	112
CD-AB	0.20	7.59	0.3	A	103	154
CD-A					590	885

D16 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	517	100.000
B - St Mary's Road		ONE HOUR	✓	75	100.000
C - Church Road		ONE HOUR	✓	428	100.000
D - Tournerbury Lane		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	6	489	22
	B - St Mary's Road	3	0	58	14
	C - Church Road	342	69	0	17
	D - Tournerbury Lane	11	6	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

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	0.15	8.14	0.2	A	69	103
A-B					6	9
A-C					448	672
A-D					20	30
AB-C-D	0.07	6.77	0.1	A	32	49
AB-C					501	752
D-AB	0.04	8.03	0.0	A	16	24
D-C	0.08	13.29	0.1	B	22	33
C-D					15	23
C-A					314	471
C-B					63	94
CD-AB	0.14	7.67	0.2	A	69	104
CD-A					324	486

D17 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	478	100.000
B - St Mary's Road		ONE HOUR	✓	66	100.000
C - Church Road		ONE HOUR	✓	573	100.000
D - Tournerbury Lane		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	8	444	26
From B - St Mary's Road	6	0	41	20
From C - Church Road	475	76	0	22
From D - Tournerbury Lane	18	7	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.13	8.12	0.2	A	60	91
A-B					7	11
A-C					408	612
A-D					24	36
AB-C-D	0.09	7.49	0.1	A	42	63
AB-C					445	667
D-AB	0.05	7.92	0.1	A	23	34
D-C	0.07	16.15	0.1	C	15	23
C-D					20	31
C-A					436	654
C-B					70	105
CD-AB	0.16	7.55	0.2	A	77	116
CD-A					451	677

D18 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerville Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerville Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	504	100.000
B - St Mary's Road		ONE HOUR	✓	77	100.000
C - Church Road		ONE HOUR	✓	580	100.000
D - Tournerville Lane		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerville Lane
From A - Elm Grove	0	6	471	27
From B - St Mary's Road	6	0	54	18
From C - Church Road	477	81	0	22
From D - Tournerville Lane	20	8	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

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	8.49	0.2	A	71	106
A-B					6	8
A-C					432	648
A-D					25	38
AB-C-D	0.09	7.51	0.1	A	41	62
AB-C					481	721
D-AB	0.06	8.14	0.1	A	26	39
D-C	0.09	16.76	0.1	C	19	28
C-D					20	31
C-A					438	656
C-B					75	112
CD-AB	0.17	7.74	0.2	A	84	126
CD-A					454	682

D19 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	592	100.000
B - St Mary's Road		ONE HOUR	✓	74	100.000
C - Church Road		ONE HOUR	✓	485	100.000
D - Tournerbury Lane		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	6	564	22
From B - St Mary's Road	3	0	58	14
From C - Church Road	391	73	0	21
From D - Tournerbury Lane	12	6	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	8.56	0.2	A	68	102
A-B					6	9
A-C					518	777
A-D					20	30
AB-C-D	0.07	6.98	0.1	A	32	49
AB-C					571	856
D-AB	0.04	8.20	0.0	A	16	25
D-C	0.09	14.72	0.1	B	21	31
C-D					20	29
C-A					359	538
C-B					67	100
CD-AB	0.16	8.07	0.2	A	73	110
CD-A					368	552

D20 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	541	100.000
B - St Mary's Road		ONE HOUR	✓	68	100.000
C - Church Road		ONE HOUR	✓	656	100.000
D - Tournerbury Lane		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	9	509	24
From B - St Mary's Road	7	0	41	20
From C - Church Road	547	86	0	23
From D - Tournerbury Lane	18	7	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.15	8.76	0.2	A	62	93
A-B					8	12
A-C					467	701
A-D					22	32
AB-C-D	0.09	7.83	0.1	A	40	60
AB-C					504	757
D-AB	0.06	8.73	0.1	A	23	35
D-C	0.10	18.06	0.1	C	20	30
C-D					21	32
C-A					501	752
C-B					79	119
CD-AB	0.18	7.93	0.2	A	88	132
CD-A					516	774

D21 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	557	100.000
B - St Mary's Road		ONE HOUR	✓	74	100.000
C - Church Road		ONE HOUR	✓	676	100.000
D - Tournerbury Lane		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	9	524	25
From B - St Mary's Road	7	0	51	17
From C - Church Road	559	91	0	26
From D - Tournerbury Lane	19	8	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	8.97	0.2	A	68	102
A-B					8	12
A-C					481	721
A-D					23	34
AB-C-D	0.09	7.89	0.1	A	38	57
AB-C					527	790
D-AB	0.06	8.84	0.1	A	25	37
D-C	0.11	18.88	0.1	C	21	31
C-D					23	35
C-A					513	769
C-B					84	126
CD-AB	0.20	8.07	0.3	A	94	141
CD-A					527	791

D22 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	600	100.000
B - St Mary's Road		ONE HOUR	✓	153	100.000
C - Church Road		ONE HOUR	✓	529	100.000
D - Tournerbury Lane		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	18	560	22
From B - St Mary's Road	24	0	105	24
From C - Church Road	415	91	0	22
From D - Tournerbury Lane	13	7	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.35	12.32	0.6	B	140	210
A-B					16	24
A-C					514	771
A-D					20	31
AB-C-D	0.09	7.28	0.1	A	43	65
AB-C					609	914
D-AB	0.04	8.38	0.0	A	17	26
D-C	0.10	16.29	0.1	C	21	32
C-D					20	30
C-A					381	572
C-B					84	126
CD-AB	0.20	8.38	0.3	A	92	138
CD-A					390	586

D23 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	557	100.000
B - St Mary's Road		ONE HOUR	✓	111	100.000
C - Church Road		ONE HOUR	✓	698	100.000
D - Tournerbury Lane		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	23	509	25
From B - St Mary's Road	18	0	62	31
From C - Church Road	565	110	0	24
From D - Tournerbury Lane	19	7	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	10.90	0.4	B	102	153
A-B					21	32
A-C					467	700
A-D					23	35
AB-C-D	0.12	8.21	0.1	A	52	77
AB-C					523	785
D-AB	0.06	8.96	0.1	A	24	37
D-C	0.11	19.88	0.1	C	20	31
C-D					22	32
C-A					518	777
C-B					101	151
CD-AB	0.23	8.29	0.3	A	112	169
CD-A					531	796

D24 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	565	100.000
B - St Mary's Road		ONE HOUR	✓	112	100.000
C - Church Road		ONE HOUR	✓	717	100.000
D - Tournerbury Lane		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	21	520	25
From B - St Mary's Road	16	0	72	23
From C - Church Road	584	107	0	26
From D - Tournerbury Lane	20	8	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.26	10.80	0.4	B	102	154
A-B					19	29
A-C					477	715
A-D					23	34
AB-C-D	0.10	8.19	0.1	A	45	67
AB-C					542	813
D-AB	0.07	9.10	0.1	A	25	38
D-C	0.12	20.44	0.1	C	21	32
C-D					24	36
C-A					536	803
C-B					98	148
CD-AB	0.23	8.28	0.3	A	110	165
CD-A					549	823

D25 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	600	100.000
B - St Mary's Road		ONE HOUR	✓	152	100.000
C - Church Road		ONE HOUR	✓	524	100.000
D - Tournerbury Lane		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	17	560	23
From B - St Mary's Road	22	0	105	24
From C - Church Road	414	89	0	21
From D - Tournerbury Lane	12	6	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

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	0.35	12.13	0.6	B	139	209
A-B					15	23
A-C					514	771
A-D					21	32
AB-C-D	0.09	7.27	0.1	A	44	66
AB-C					610	914
D-AB	0.04	8.38	0.0	A	17	25
D-C	0.10	16.13	0.1	C	21	31
C-D					20	29
C-A					379	569
C-B					82	123
CD-AB	0.19	8.34	0.3	A	89	134
CD-A					388	583

D26 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	556	100.000
B - St Mary's Road		ONE HOUR	✓	106	100.000
C - Church Road		ONE HOUR	✓	700	100.000
D - Tournerbury Lane		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	23	509	24
From B - St Mary's Road	18	0	60	29
From C - Church Road	567	110	0	23
From D - Tournerbury Lane	19	7	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.25	10.74	0.3	B	98	146
A-B					21	31
A-C					467	700
A-D					22	33
AB-C-D	0.12	8.19	0.1	A	50	74
AB-C					521	781
D-AB	0.06	8.96	0.1	A	24	37
D-C	0.11	19.81	0.1	C	20	30
C-D					21	32
C-A					520	780
C-B					101	151
CD-AB	0.23	8.28	0.3	A	113	169
CD-A					533	799

D27 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	565	100.000
B - St Mary's Road		ONE HOUR	✓	108	100.000
C - Church Road		ONE HOUR	✓	704	100.000
D - Tournerbury Lane		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	0	20	519	26
From B - St Mary's Road	15	0	70	23
From C - Church Road	572	107	0	25
From D - Tournerbury Lane	20	8	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From A - Elm Grove	5	5	5	5
From B - St Mary's Road	5	5	5	5
From C - Church Road	5	5	5	5
From D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.25	10.58	0.3	B	99	149
A-B					19	28
A-C					476	714
A-D					23	35
AB-C-D	0.10	8.13	0.1	A	45	67
AB-C					540	810
D-AB	0.07	9.04	0.1	A	25	38
D-C	0.12	20.06	0.1	C	21	32
C-D					23	35
C-A					525	787
C-B					98	147
CD-AB	0.23	8.28	0.3	A	109	164
CD-A					538	807

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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Filename: Import of J6-A3023-Station.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 11:32:41

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Manor Road/Station Road
Location	Hayling Island
Site number	
Date	10/04/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Manor Road (Southern Arm)		Major
B	Station Road		Minor
C	A3023 Manor Road (Northern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3023 Manor Road (Northern Arm)	6.50				56.0	✓	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 - Station Road	One lane plus flare	10.00	5.40	3.40	3.00	3.00	✓	1.00	75	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	582	0.104	0.262	0.165	0.374
B-C	712	0.107	0.270	-	-
C-B	606	0.230	0.230	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	328	100.000
B - Station Road		ONE HOUR	✓	125	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	79	250
	B - Station Road	67	0	59
	C - A3023 Manor Road (Northern Arm)	141	49	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	7.06	0.1	A	54	81
B-A	0.16	9.93	0.2	A	61	92
C-AB	0.11	6.73	0.2	A	57	86
C-A					117	175
AB					72	108
A-C					229	344

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	301	100.000
B - Station Road		ONE HOUR	✓	164	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	103	198
	B - Station Road	104	0	60
	C - A3023 Manor Road (Northern Arm)	186	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.12	7.45	0.1	A	55	83
B-A	0.26	11.73	0.4	B	95	143
C-AB	0.15	6.56	0.3	A	78	116
C-A					150	225
AB					94	141
AC					182	273

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	196	100.000
B - Station Road		ONE HOUR	✓	108	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	67	129
	B - Station Road	70	0	38
	C - A3023 Manor Road (Northern Arm)	153	49	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	6.57	0.1	A	34	52
B-A	0.16	9.56	0.2	A	64	96
C-AB	0.11	6.29	0.2	A	58	86
C-A					128	192
AB					61	92
AC					119	178

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	337	100.000
B - Station Road		ONE HOUR	✓	121	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	79	259
	B - Station Road	64	0	57
	C - A3023 Manor Road (Northern Arm)	140	49	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.10	7.04	0.1	A	52	78
B-A	0.16	9.92	0.2	A	59	88
C-AB	0.11	6.77	0.2	A	57	86
C-A					117	175
AB					72	108
A-C					237	356

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	299	100.000
B - Station Road		ONE HOUR	✓	164	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	247	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	95	203
	B - Station Road	103	0	61
	C - A3023 Manor Road (Northern Arm)	185	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.12	7.46	0.1	A	56	83
B-A	0.26	11.73	0.4	B	95	142
C-AB	0.14	6.55	0.3	A	77	115
C-A					150	224
AB					88	131
AC					186	280

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	190	100.000
B - Station Road		ONE HOUR	✓	110	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	65	125
	B - Station Road	71	0	39
	C - A3023 Manor Road (Northern Arm)	154	55	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	6.57	0.1	A	36	54
B-A	0.17	9.62	0.2	A	65	97
C-AB	0.12	6.37	0.2	A	65	98
C-A					127	190
AB					60	89
AC					115	173

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	355	100.000
B - Station Road		ONE HOUR	✓	123	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	91	263
	B - Station Road	68	0	54
	C - A3023 Manor Road (Northern Arm)	147	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.10	7.13	0.1	A	50	75
B-A	0.17	10.11	0.2	B	63	94
C-AB	0.12	6.81	0.2	A	61	91
C-A					121	181
AB					84	126
AC					242	363

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	309	100.000
B - Station Road		ONE HOUR	✓	166	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	103	206
	B - Station Road	105	0	61
	C - A3023 Manor Road (Northern Arm)	194	60	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.12	7.51	0.1	A	56	83
B-A	0.27	11.89	0.4	B	96	145
C-AB	0.14	6.50	0.3	A	76	114
C-A					157	235
AB					95	142
AC					189	283

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	207	100.000
B - Station Road		ONE HOUR	✓	122	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	77	130
	B - Station Road	83	0	39
	C - A3023 Manor Road (Northern Arm)	163	55	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	6.74	0.1	A	36	54
B-A	0.20	10.04	0.3	B	76	114
C-AB	0.12	6.35	0.2	A	66	99
C-A					134	202
AB					71	106
AC					119	179

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	368	100.000
B - Station Road		ONE HOUR	✓	130	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	93	275
	B - Station Road	73	0	58
	C - A3023 Manor Road (Northern Arm)	160	53	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	7.27	0.1	A	53	79
B-A	0.18	10.43	0.2	B	67	100
C-AB	0.13	6.77	0.2	A	64	96
C-A					132	198
AB					85	128
AC					253	379

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	315	100.000
B - Station Road		ONE HOUR	✓	172	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	105	210
	B - Station Road	108	0	64
	C - A3023 Manor Road (Northern Arm)	204	64	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.12	7.55	0.1	A	59	88
B-A	0.26	11.26	0.4	B	99	148
C-AB	0.15	6.52	0.3	A	83	124
C-A					164	245
AB					97	145
AC					193	289

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	227	100.000
B - Station Road		ONE HOUR	✓	125	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	84	143
	B - Station Road	83	0	42
	C - A3023 Manor Road (Northern Arm)	177	60	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	6.81	0.1	A	39	58
B-A	0.20	10.28	0.3	B	76	114
C-AB	0.14	6.39	0.2	A	74	110
C-A					144	216
AB					77	116
AC					131	196

D13 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	247	100.000
B - Station Road		ONE HOUR	✓	128	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	67	179
	B - Station Road	69	0	60
	C - A3023 Manor Road (Northern Arm)	131	47	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	6.79	0.1	A	55	82
B-A	0.16	9.38	0.2	A	63	95
C-AB	0.10	6.53	0.2	A	53	79
C-A					110	165
AB					62	93
AC					164	247

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	268	100.000
B - Station Road		ONE HOUR	✓	143	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	87	181
	B - Station Road	90	0	53
	C - A3023 Manor Road (Northern Arm)	174	60	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.10	7.10	0.1	A	49	73
B-A	0.22	10.89	0.3	B	83	124
C-AB	0.14	6.52	0.2	A	74	111
C-A					141	212
AB					80	120
AC					166	249

D15 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	301	100.000
B - Station Road		ONE HOUR	✓	164	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	103	198
	B - Station Road	104	0	60
	C - A3023 Manor Road (Northern Arm)	186	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.12	7.45	0.1	A	55	83
B-A	0.26	11.73	0.4	B	95	143
C-AB	0.15	6.56	0.3	A	78	116
C-A					150	225
AB					94	141
AC					182	273

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	303	100.000
B - Station Road		ONE HOUR	✓	151	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	92	211
	B - Station Road	80	0	71
	C - A3023 Manor Road (Northern Arm)	188	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	7.21	0.2	A	65	98
B-A	0.20	10.48	0.3	B	73	110
C-AB	0.15	6.56	0.3	A	78	116
C-A					151	227
AB					85	127
AC					193	290

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	335	100.000
B - Station Road		ONE HOUR	✓	177	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	111	224
	B - Station Road	109	0	68
	C - A3023 Manor Road (Northern Arm)	271	68	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	7.74	0.2	A	62	93
B-A	0.28	12.05	0.4	B	100	151
C-AB	0.17	6.23	0.3	A	97	145
C-A					214	320
AB					102	153
AC					206	308

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	379	100.000
B - Station Road		ONE HOUR	✓	189	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	114	265
	B - Station Road	119	0	70
	C - A3023 Manor Road (Northern Arm)	281	73	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.14	8.17	0.2	A	65	97
B-A	0.31	13.16	0.5	B	109	164
C-AB	0.19	6.39	0.4	A	107	161
C-A					217	326
AB					105	157
AC					243	365

D19 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	322	100.000
B - Station Road		ONE HOUR	✓	154	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	101	221
	B - Station Road	84	0	71
	C - A3023 Manor Road (Northern Arm)	198	65	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	7.32	0.2	A	65	97
B-A	0.21	10.77	0.3	B	77	115
C-AB	0.16	6.60	0.3	A	83	124
C-A					158	237
AB					93	139
AC					203	304

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	345	100.000
B - Station Road		ONE HOUR	✓	182	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	116	229
	B - Station Road	117	0	66
	C - A3023 Manor Road (Northern Arm)	276	69	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	7.96	0.2	A	60	91
B-A	0.32	13.56	0.5	B	107	160
C-AB	0.18	6.26	0.4	A	101	151
C-A					217	325
AB					106	159
AC					210	316

D21 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	386	100.000
B - Station Road		ONE HOUR	✓	196	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	122	264
	B - Station Road	126	0	70
	C - A3023 Manor Road (Northern Arm)	286	74	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.15	8.45	0.2	A	64	96
B-A	0.35	14.91	0.6	B	116	174
C-AB	0.19	6.40	0.4	A	109	164
C-A					221	331
AB					112	168
AC					243	364

D22 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	325	100.000
B - Station Road		ONE HOUR	✓	159	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	100	225
	B - Station Road	86	0	73
	C - A3023 Manor Road (Northern Arm)	206	65	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.14	7.39	0.2	A	67	100
B-A	0.21	10.94	0.3	B	79	118
C-AB	0.16	6.56	0.3	A	84	127
C-A					164	246
AB					91	137
AC					206	310

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	356	100.000
B - Station Road		ONE HOUR	✓	186	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	117	239
	B - Station Road	117	0	70
	C - A3023 Manor Road (Northern Arm)	281	73	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.14	7.97	0.2	A	64	96
B-A	0.30	12.72	0.4	B	107	160
C-AB	0.19	6.33	0.4	A	107	160
C-A					218	327
AB					107	160
AC					219	329

D24 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Station Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/Station Road	T-Junction	Two-way	Two-way	Two-way		3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Southern Arm)		ONE HOUR	✓	390	100.000
B - Station Road		ONE HOUR	✓	195	100.000
C - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	0	120	269
	B - Station Road	126	0	69
	C - A3023 Manor Road (Northern Arm)	291	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Southern Arm)	B - Station Road	C - A3023 Manor Road (Northern Arm)
	A - A3023 Manor Road (Southern Arm)	5	5	5
	B - Station Road	5	5	5
	C - A3023 Manor Road (Northern Arm)	5	5	5

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	0.15	8.47	0.2	A	63	95
B-A	0.36	14.97	0.6	B	116	174
C-AB	0.19	6.34	0.4	A	108	162
C-A					225	337
AB					110	165
A-C					247	371

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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Filename: Import of J7-A3023-St Mary's.j11**Path:** C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025**Report generation date:** 11/11/2025 11:07:22

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Manor Road/A3023 Beach Road/St Mary's Road
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Manor Road (Northern Arm)		Major
B	St Mary's Road		Minor
C	A3023 Beach Road (Southern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3023 Beach Road (Southern Arm)	7.00		✓	3.00	85.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - St Mary's Road	Two lanes	2.75	2.75	34	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	497	0.086	0.219	0.138	0.312
B-C	634	0.093	0.235	-	-
C-B	677	0.251	0.251	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	208	100.000
B - St Mary's Road		ONE HOUR	✓	80	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	56	152
	B - St Mary's Road	42	0	38
	C - A3023 Beach Road (Southern Arm)	286	34	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.13	0.1	A	35	52
B-A	0.12	10.71	0.1	B	39	58
C-AB	0.06	6.49	0.1	A	31	47
C-A					262	394
AB					51	77
A-C					139	209

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	289	100.000
B - St Mary's Road		ONE HOUR	✓	108	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	67	222
	B - St Mary's Road	62	0	46
	C - A3023 Beach Road (Southern Arm)	239	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.64	0.1	A	42	63
B-A	0.17	11.69	0.2	B	57	85
C-AB	0.05	6.63	0.1	A	23	35
C-A					219	329
AB					61	92
AC					204	306

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	223	100.000
B - St Mary's Road		ONE HOUR	✓	81	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	46	177
	B - St Mary's Road	46	0	34
	C - A3023 Beach Road (Southern Arm)	150	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.16	0.1	A	32	47
B-A	0.12	10.22	0.1	B	42	64
C-AB	0.03	6.33	0.0	A	16	24
C-A					137	206
AB					42	63
AC					163	244

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	204	100.000
B - St Mary's Road		ONE HOUR	✓	79	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	55	149
	B - St Mary's Road	42	0	37
	C - A3023 Beach Road (Southern Arm)	295	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.11	0.1	A	34	51
B-A	0.12	10.74	0.1	B	39	58
C-AB	0.06	6.49	0.1	A	32	49
C-A					271	406
AB					50	75
AC					137	206

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	289	100.000
B - St Mary's Road		ONE HOUR	✓	105	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	68	221
	B - St Mary's Road	59	0	46
	C - A3023 Beach Road (Southern Arm)	240	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.63	0.1	A	42	63
B-A	0.17	11.56	0.2	B	54	81
C-AB	0.05	6.64	0.1	A	24	35
C-A					220	330
AB					62	94
AC					203	304

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	224	100.000
B - St Mary's Road		ONE HOUR	✓	78	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	49	176
	B - St Mary's Road	43	0	35
	C - A3023 Beach Road (Southern Arm)	147	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.15	0.1	A	32	48
B-A	0.11	10.12	0.1	B	40	59
C-AB	0.03	6.35	0.0	A	17	25
C-A					135	203
AB					45	67
AC					161	242

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	215	100.000
B - St Mary's Road		ONE HOUR	✓	101	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	66	149
	B - St Mary's Road	61	0	41
	C - A3023 Beach Road (Southern Arm)	294	43	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.28	0.1	A	37	56
B-A	0.17	11.52	0.2	B	56	83
C-AB	0.08	6.62	0.1	A	40	60
C-A					270	405
AB					61	91
AC					137	205

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	299	100.000
B - St Mary's Road		ONE HOUR	✓	116	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	77	221
	B - St Mary's Road	68	0	48
	C - A3023 Beach Road (Southern Arm)	240	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.10	7.73	0.1	A	44	65
B-A	0.19	12.08	0.3	B	63	94
C-AB	0.06	6.76	0.1	A	30	45
C-A					221	331
AB					71	107
AC					203	304

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	246	100.000
B - St Mary's Road		ONE HOUR	✓	94	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	66	180
	B - St Mary's Road	58	0	36
	C - A3023 Beach Road (Southern Arm)	149	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.29	0.1	A	33	49
B-A	0.15	10.74	0.2	B	53	80
C-AB	0.04	6.49	0.0	A	23	34
C-A					136	205
AB					61	91
AC					165	248

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	233	100.000
B - St Mary's Road		ONE HOUR	✓	104	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	71	163
	B - St Mary's Road	64	0	41
	C - A3023 Beach Road (Southern Arm)	305	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.36	0.1	A	37	56
B-A	0.18	11.84	0.2	B	58	88
C-AB	0.08	6.69	0.1	A	41	61
C-A					279	419
AB					65	97
AC					149	224

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	312	100.000
B - St Mary's Road		ONE HOUR	✓	112	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	83	228
	B - St Mary's Road	68	0	45
	C - A3023 Beach Road (Southern Arm)	248	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.72	0.1	A	41	61
B-A	0.19	12.13	0.2	B	62	93
C-AB	0.06	6.76	0.1	A	27	41
C-A					227	341
AB					76	115
AC					209	314

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	260	100.000
B - St Mary's Road		ONE HOUR	✓	99	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	68	192
	B - St Mary's Road	63	0	36
	C - A3023 Beach Road (Southern Arm)	164	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.36	0.1	A	33	49
B-A	0.17	11.08	0.2	B	58	87
C-AB	0.04	6.52	0.0	A	22	33
C-A					150	225
AB					63	94
AC					176	264

D13 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	200	100.000
B - St Mary's Road		ONE HOUR	✓	76	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	54	146
	B - St Mary's Road	42	0	34
	C - A3023 Beach Road (Southern Arm)	204	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.03	0.1	A	31	46
B-A	0.11	10.15	0.1	B	39	58
C-AB	0.03	6.29	0.0	A	18	27
C-A					188	281
AB					49	74
AC					134	200

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	264	100.000
B - St Mary's Road		ONE HOUR	✓	97	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	66	198
	B - St Mary's Road	54	0	43
	C - A3023 Beach Road (Southern Arm)	214	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.45	0.1	A	39	59
B-A	0.15	11.02	0.2	B	50	75
C-AB	0.04	6.50	0.0	A	20	29
C-A					196	294
AB					61	91
AC					182	273

D15 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	289	100.000
B - St Mary's Road		ONE HOUR	✓	108	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	67	222
	B - St Mary's Road	62	0	46
	C - A3023 Beach Road (Southern Arm)	239	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.64	0.1	A	42	63
B-A	0.17	11.69	0.2	B	57	85
C-AB	0.05	6.63	0.1	A	23	35
C-A					219	329
AB					61	92
AC					204	306

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	267	100.000
B - St Mary's Road		ONE HOUR	✓	94	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	58	209
	B - St Mary's Road	50	0	44
	C - A3023 Beach Road (Southern Arm)	253	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.48	0.1	A	41	61
B-A	0.14	11.15	0.2	B	46	69
C-AB	0.05	6.56	0.0	A	23	34
C-A					232	348
AB					53	80
AC					192	288

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	380	100.000
B - St Mary's Road		ONE HOUR	✓	121	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	66	314
	B - St Mary's Road	61	0	61
	C - A3023 Beach Road (Southern Arm)	275	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	8.32	0.2	A	56	83
B-A	0.18	12.66	0.2	B	56	83
C-AB	0.04	6.91	0.0	A	21	32
C-A					252	378
AB					61	91
AC					288	432

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	400	100.000
B - St Mary's Road		ONE HOUR	✓	126	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	73	326
	B - St Mary's Road	62	0	64
	C - A3023 Beach Road (Southern Arm)	317	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.14	8.49	0.2	A	59	88
B-A	0.19	13.24	0.2	B	57	85
C-AB	0.05	7.03	0.1	A	24	36
C-A					291	436
AB					67	101
AC					299	449

D19 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	281	100.000
B - St Mary's Road		ONE HOUR	✓	109	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	64	217
	B - St Mary's Road	62	0	47
	C - A3023 Beach Road (Southern Arm)	261	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	7.65	0.1	A	43	65
B-A	0.17	11.77	0.2	B	57	85
C-AB	0.05	6.64	0.1	A	26	38
C-A					239	359
AB					59	88
AC					199	299

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	393	100.000
B - St Mary's Road		ONE HOUR	✓	123	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	76	317
	B - St Mary's Road	67	0	56
	C - A3023 Beach Road (Southern Arm)	278	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.12	8.32	0.1	A	51	77
B-A	0.20	13.15	0.3	B	62	93
C-AB	0.05	7.01	0.1	A	25	37
C-A					255	382
AB					69	104
AC					291	436

D21 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	412	100.000
B - St Mary's Road		ONE HOUR	✓	128	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	83	329
	B - St Mary's Road	68	0	59
	C - A3023 Beach Road (Southern Arm)	318	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	8.48	0.2	A	55	82
B-A	0.21	13.72	0.3	B	63	94
C-AB	0.06	7.12	0.1	A	28	41
C-A					292	437
AB					76	114
AC					302	453

D22 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	291	100.000
B - St Mary's Road		ONE HOUR	✓	109	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	69	222
	B - St Mary's Road	61	0	48
	C - A3023 Beach Road (Southern Arm)	264	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.10	7.68	0.1	A	44	66
B-A	0.17	11.84	0.2	B	56	84
C-AB	0.05	6.69	0.1	A	27	40
C-A					242	363
AB					64	96
AC					204	305

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	398	100.000
B - St Mary's Road		ONE HOUR	✓	128	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	77	321
	B - St Mary's Road	70	0	59
	C - A3023 Beach Road (Southern Arm)	286	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	8.41	0.1	A	54	81
B-A	0.21	13.38	0.3	B	64	96
C-AB	0.05	7.02	0.1	A	25	37
C-A					262	393
AB					70	106
AC					294	442

D24 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		1.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	417	100.000
B - St Mary's Road		ONE HOUR	✓	128	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	82	335
	B - St Mary's Road	69	0	59
	C - A3023 Beach Road (Southern Arm)	321	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	8.51	0.2	A	54	81
B-A	0.22	13.81	0.3	B	63	95
C-AB	0.06	7.12	0.1	A	26	40
C-A					294	442
AB					75	113
A-C					307	460

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Import of J8-Elm-Cherry.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 11:09:21

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	Elm Grove/Cherrywood Gardens
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Arms

Arms

Arm	Name	Description	Arm type
A	Elm Grove (Southern Arm)		Major
B	Cherrywood Gardens		Minor
C	Elm Grove (Northern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Elm Grove (Northern Arm)	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

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	525	0.091	0.231	0.145	0.330
B-C	673	0.099	0.249	-	-
C-B	675	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	466	100.000
B - Cherrywood Gardens		ONE HOUR	✓	49	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	19	447
	B - Cherrywood Gardens	26	0	23
	C - Elm Grove (Northern Arm)	316	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.13	10.25	0.2	B	45	67
C-AB	0.04	5.18	0.1	A	25	37
C-A					281	421
AB					17	26
AC					410	615

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	470	100.000
B - Cherrywood Gardens		ONE HOUR	✓	60	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	33	436
	B - Cherrywood Gardens	35	0	25
	C - Elm Grove (Northern Arm)	476	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.17	11.55	0.2	B	55	82
C-AB	0.07	4.74	0.1	A	45	67
C-A					414	621
AB					31	46
A-C					400	600

D3 - 2022 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	335	100.000
B - Cherrywood Gardens		ONE HOUR	✓	46	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	24	311
	B - Cherrywood Gardens	26	0	19
	C - Elm Grove (Northern Arm)	578	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	10.33	0.1	B	42	63
C-AB	0.07	4.36	0.1	A	48	71
C-A					503	754
AB					22	33
A-C					285	428

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	456	100.000
B - Cherrywood Gardens		ONE HOUR	✓	47	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	17	438
	B - Cherrywood Gardens	25	0	22
	C - Elm Grove (Northern Arm)	318	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
From		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	10.09	0.1	B	43	65
C-AB	0.04	5.16	0.1	A	25	37
C-A					282	424
AB					16	24
A-C					402	603

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	465	100.000
B - Cherrywood Gardens		ONE HOUR	✓	65	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	30	435
	B - Cherrywood Gardens	37	0	28
	C - Elm Grove (Northern Arm)	471	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.18	11.65	0.2	B	59	89
C-AB	0.07	4.76	0.1	A	46	68
C-A					409	613
AB					27	41
A-C					399	598

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	338	100.000
B - Cherrywood Gardens		ONE HOUR	✓	45	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	23	315
	B - Cherrywood Gardens	25	0	20
	C - Elm Grove (Northern Arm)	582	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
From		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	10.21	0.1	B	41	62
C-AB	0.07	4.37	0.1	A	51	77
C-A					505	757
AB					21	32
A-C					289	433

D7 - 2035 | S1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A	Elm Grove (Southern Arm)		ONE HOUR	✓	468	100.000
B	Cherrywood Gardens		ONE HOUR	✓	55	100.000
C	Elm Grove (Northern Arm)		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	20	448
	B - Cherrywood Gardens	31	0	23
	C - Elm Grove (Northern Arm)	332	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.15	10.68	0.2	B	50	75
C-AB	0.04	5.12	0.1	A	24	36
C-A					294	442
AB					19	28
A-C					411	617

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	473	100.000
B - Cherrywood Gardens		ONE HOUR	✓	63	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	31	442
	B - Cherrywood Gardens	39	0	25
	C - Elm Grove (Northern Arm)	484	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.18	11.97	0.2	B	58	87
C-AB	0.07	4.72	0.1	A	44	67
C-A					420	631
AB					28	43
A-C					405	608

D9 - 2035 | S1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	366	100.000
B - Cherrywood Gardens		ONE HOUR	✓	49	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	617	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	0	23	344
	B - Cherrywood Gardens	28	0	21
	C - Elm Grove (Northern Arm)	595	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.13	10.77	0.2	B	45	67
C-AB	0.07	4.34	0.1	A	49	73
C-A					518	777
AB					21	31
A-C					315	473

D10 - 2035 | S4 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	458	100.000
B - Cherrywood Gardens		ONE HOUR	✓	55	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	19	438
	B - Cherrywood Gardens	32	0	23
	C - Elm Grove (Northern Arm)	334	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.15	10.71	0.2	B	50	76
C-AB	0.04	5.11	0.1	A	25	38
C-A					296	444
AB					18	26
A-C					402	603

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A	Elm Grove (Southern Arm)		ONE HOUR	✓	476	100.000
B	Cherrywood Gardens		ONE HOUR	✓	69	100.000
C	Elm Grove (Northern Arm)		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	0	31	445
	B - Cherrywood Gardens	41	0	28
	C - Elm Grove (Northern Arm)	483	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	12.17	0.3	B	63	95
C-AB	0.07	4.72	0.1	A	44	66
C-A					420	630
AB					28	42
A-C					409	613

D12 - 2035 | S4 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	363	100.000
B - Cherrywood Gardens		ONE HOUR	✓	50	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	23	340
	B - Cherrywood Gardens	29	0	21
	C - Elm Grove (Northern Arm)	595	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.13	10.81	0.2	B	45	68
C-AB	0.07	4.36	0.1	A	53	80
C-A					515	772
AB					21	32
A-C					312	469

D13 - 2022 | Base | S AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	479	100.000
B - Cherrywood Gardens		ONE HOUR	✓	48	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	24	455
	B - Cherrywood Gardens	21	0	27
	C - Elm Grove (Northern Arm)	324	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	9.79	0.1	A	44	66
C-AB	0.05	5.18	0.1	A	27	41
C-A					287	430
AB					22	33
A-C					418	627

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	440	100.000
B - Cherrywood Gardens		ONE HOUR	✓	63	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	0	27	413
	B - Cherrywood Gardens	36	0	28
	C - Elm Grove (Northern Arm)	471	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.17	11.29	0.2	B	58	87
C-AB	0.07	4.74	0.1	A	46	68
C-A					409	613
AB					25	37
A-C					379	568

D15 - 2022 | Base | S PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	470	100.000
B - Cherrywood Gardens		ONE HOUR	✓	60	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	0	33	436
	B - Cherrywood Gardens	35	0	25
	C - Elm Grove (Northern Arm)	476	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
From	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.17	11.55	0.2	B	55	82
C-AB	0.07	4.74	0.1	A	45	67
C-A					414	621
AB					31	46
A-C					400	600

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	567	100.000
B - Cherrywood Gardens		ONE HOUR	✓	56	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	28	539
	B - Cherrywood Gardens	26	0	30
	C - Elm Grove (Northern Arm)	376	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.15	11.09	0.2	B	51	76
C-AB	0.05	5.11	0.1	A	31	47
C-A					331	496
AB					25	38
A-C					495	742

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	515	100.000
B - Cherrywood Gardens		ONE HOUR	✓	60	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	33	482
	B - Cherrywood Gardens	34	0	26
	C - Elm Grove (Northern Arm)	551	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.18	12.36	0.2	B	55	83
C-AB	0.08	4.60	0.2	A	56	84
C-A					473	710
AB					30	45
A-C					442	664

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	525	100.000
B - Cherrywood Gardens		ONE HOUR	✓	66	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	592	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	30	495
	B - Cherrywood Gardens	38	0	28
	C - Elm Grove (Northern Arm)	565	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	12.93	0.3	B	61	91
C-AB	0.09	4.58	0.2	A	59	88
C-A					484	726
AB					27	41
A-C					455	682

D19 - 2035 | S1 | S AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	572	100.000
B - Cherrywood Gardens		ONE HOUR	✓	56	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	28	544
	B - Cherrywood Gardens	27	0	29
	C - Elm Grove (Northern Arm)	395	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.16	11.33	0.2	B	52	77
C-AB	0.06	5.06	0.1	A	34	52
C-A					347	520
AB					25	38
A-C					499	749

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	527	100.000
B - Cherrywood Gardens		ONE HOUR	✓	64	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	32	495
	B - Cherrywood Gardens	36	0	28
	C - Elm Grove (Northern Arm)	561	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.19	12.71	0.2	B	58	87
C-AB	0.08	4.59	0.2	A	58	87
C-A					481	721
AB					30	44
A-C					454	681

D21 - 2035 | S1 | S PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	529	100.000
B - Cherrywood Gardens		ONE HOUR	✓	70	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	30	498
	B - Cherrywood Gardens	40	0	30
	C - Elm Grove (Northern Arm)	582	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	13.26	0.3	B	64	96
C-AB	0.09	4.55	0.2	A	63	95
C-A					496	744
AB					28	42
A-C					457	686

D22 - 2035 | S4 | S AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	570	100.000
B - Cherrywood Gardens		ONE HOUR	✓	60	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	29	541
	B - Cherrywood Gardens	28	0	32
	C - Elm Grove (Northern Arm)	392	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.17	11.32	0.2	B	55	83
C-AB	0.06	5.07	0.1	A	34	51
C-A					344	516
AB					26	39
A-C					497	745

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	528	100.000
B - Cherrywood Gardens		ONE HOUR	✓	65	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	32	495
	B - Cherrywood Gardens	39	0	26
	C - Elm Grove (Northern Arm)	562	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	13.07	0.3	B	59	89
C-AB	0.09	4.59	0.2	A	59	89
C-A					481	721
AB					30	45
A-C					454	682

D24 - 2035 | S4 | S PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Elm Grove/Cherrywood Gardens	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove (Southern Arm)		ONE HOUR	✓	528	100.000
B - Cherrywood Gardens		ONE HOUR	✓	71	100.000
C - Elm Grove (Northern Arm)		ONE HOUR	✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	0	29	499
	B - Cherrywood Gardens	41	0	30
	C - Elm Grove (Northern Arm)	568	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Elm Grove (Southern Arm)	B - Cherrywood Gardens	C - Elm Grove (Northern Arm)
	A - Elm Grove (Southern Arm)	5	5	5
	B - Cherrywood Gardens	5	5	5
	C - Elm Grove (Northern Arm)	5	5	5

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	0.22	13.28	0.3	B	65	97
C-AB	0.09	4.59	0.2	A	63	95
C-A					484	727
AB					26	39
A-C					458	687

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Import of J9-Cherry-St Mary's.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 11:11:23

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2022 | Base | S AM
»D14 - 2022 | Base | S Inter Peak
»D15 - 2022 | Base | S PM
»D16 - 2035 | Reference Case | S AM
»D17 - 2035 | Reference Case | S Inter Peak
»D18 - 2035 | Reference Case | S PM
»D19 - 2035 | S1 | S AM
»D20 - 2035 | S1 | S Inter Peak
»D21 - 2035 | S1 | S PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	Cherrywood Gardens/St Mary's Rd
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	St Mary's Road (Western Arm)		Major
B	St Mary's Road (Northern Arm)		Minor
C	Cherrywood Gardens		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cherrywood 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 (Northern Arm)	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

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	610	0.108	0.273	0.172	0.390
B-C	641	0.096	0.241	-	-
C-B	675	0.254	0.254	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	100	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	69	100.000
C - Cherrywood Gardens		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens	
	A - St Mary's Road (Western Arm)	0	62	38
	B - St Mary's Road (Northern Arm)	54	0	15
	C - Cherrywood Gardens	75	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens	
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.39	0.0	A	13	20
B-A	0.10	7.41	0.1	A	50	75
C-AB	0.03	5.57	0.0	A	17	25
C-A					67	100
AB					57	85
A-C					35	52

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	98	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	84	100.000
C - Cherrywood Gardens		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens	
	A - St Mary's Road (Western Arm)	0	52	46
	B - St Mary's Road (Northern Arm)	67	0	17
	C - Cherrywood Gardens	107	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.49	0.0	A	16	23
B-A	0.13	7.72	0.2	A	62	92
C-AB	0.03	5.42	0.0	A	16	25
C-A					96	144
AB					48	72
A-C					42	63

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	65	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	73	100.000
C - Cherrywood Gardens		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	36	29
	B - St Mary's Road (Northern Arm)	56	0	17
	C - Cherrywood Gardens	87	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.34	0.0	A	15	23
B-A	0.11	7.39	0.1	A	52	78
C-AB	0.02	5.43	0.0	A	10	16
C-A					79	118
AB					33	50
A-C					27	40

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	102	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	67	100.000
C - Cherrywood Gardens		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	64	38
	B - St Mary's Road (Northern Arm)	54	0	14
	C - Cherrywood Gardens	74	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.02	6.39	0.0	A	13	19
B-A	0.10	7.38	0.1	A	49	74
C-AB	0.03	5.57	0.0	A	15	23
C-A					67	100
AB					59	88
A-C					35	52

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	103	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	87	100.000
C - Cherrywood Gardens		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	52	51
	B - St Mary's Road (Northern Arm)	69	0	18
	C - Cherrywood Gardens	107	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.52	0.0	A	16	24
B-A	0.14	7.77	0.2	A	64	95
C-AB	0.03	5.42	0.0	A	15	22
C-A					96	144
AB					48	72
A-C					47	70

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	68	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	75	100.000
C - Cherrywood Gardens		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	37	31
	B - St Mary's Road (Northern Arm)	58	0	17
	C - Cherrywood Gardens	88	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.35	0.0	A	15	23
B-A	0.11	7.41	0.1	A	53	79
C-AB	0.02	5.43	0.0	A	10	15
C-A					80	119
AB					34	50
A-C					28	43

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	120	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	101	100.000
C - Cherrywood Gardens		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	82	39
	B - St Mary's Road (Northern Arm)	80	0	22
	C - Cherrywood Gardens	99	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	6.58	0.0	A	20	30
B-A	0.16	7.98	0.2	A	73	110
C-AB	0.03	5.52	0.0	A	19	28
C-A					89	133
AB					75	112
A-C					35	53

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	117	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	96	100.000
C - Cherrywood Gardens		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	69	48
	B - St Mary's Road (Northern Arm)	78	0	18
	C - Cherrywood Gardens	116	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.59	0.0	A	16	24
B-A	0.15	7.96	0.2	A	72	108
C-AB	0.03	5.42	0.0	A	17	26
C-A					103	155
AB					63	95
AC					44	66

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	94	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	94	100.000
C - Cherrywood Gardens		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	63	31
	B - St Mary's Road (Northern Arm)	74	0	19
	C - Cherrywood Gardens	102	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	6.50	0.0	A	18	27
B-A	0.14	7.75	0.2	A	68	102
C-AB	0.02	5.42	0.0	A	11	17
C-A					92	139
AB					58	86
A-C					28	43

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	124	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	101	100.000
C - Cherrywood Gardens		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	83	41
	B - St Mary's Road (Northern Arm)	80	0	21
	C - Cherrywood Gardens	101	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	6.60	0.0	A	19	28
B-A	0.16	7.99	0.2	A	74	111
C-AB	0.03	5.52	0.0	A	18	28
C-A					90	135
AB					77	115
A-C					37	56

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	122	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	96	100.000
C - Cherrywood Gardens		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	69	53
	B - St Mary's Road (Northern Arm)	77	0	20
	C - Cherrywood Gardens	115	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	6.59	0.0	A	18	27
B-A	0.15	7.98	0.2	A	70	105
C-AB	0.03	5.43	0.0	A	17	26
C-A					103	154
AB					64	96
A-C					48	72

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	97	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	93	100.000
C - Cherrywood Gardens		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	65	32
	B - St Mary's Road (Northern Arm)	74	0	19
	C - Cherrywood Gardens	107	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.51	0.0	A	17	26
B-A	0.14	7.75	0.2	A	68	102
C-AB	0.02	5.40	0.0	A	10	14
C-A					97	145
AB					60	89
A-C					29	44

D13 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	82	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	63	100.000
C - Cherrywood Gardens		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	46	35
	B - St Mary's Road (Northern Arm)	50	0	13
	C - Cherrywood Gardens	73	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.02	6.33	0.0	A	12	18
B-A	0.10	7.27	0.1	A	46	69
C-AB	0.02	5.53	0.0	A	13	20
C-A					66	98
AB					42	64
A-C					32	48

D14 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	95	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	77	100.000
C - Cherrywood Gardens		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	45	50
	B - St Mary's Road (Northern Arm)	64	0	13
	C - Cherrywood Gardens	100	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.02	6.46	0.0	A	12	18
B-A	0.12	7.58	0.1	A	59	88
C-AB	0.02	5.43	0.0	A	11	16
C-A					90	135
AB					41	62
A-C					46	69

D15 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	98	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	84	100.000
C - Cherrywood Gardens		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	52	46
	B - St Mary's Road (Northern Arm)	67	0	17
	C - Cherrywood Gardens	107	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.49	0.0	A	16	23
B-A	0.13	7.72	0.2	A	62	92
C-AB	0.03	5.44	0.0	A	16	25
C-A					96	144
AB					48	72
A-C					42	63

D16 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	93	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	72	100.000
C - Cherrywood Gardens		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	49	44
	B - St Mary's Road (Northern Arm)	60	0	12
	C - Cherrywood Gardens	90	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.02	6.41	0.0	A	11	16
B-A	0.12	7.48	0.1	A	55	82
C-AB	0.02	5.47	0.0	A	12	19
C-A					81	121
AB					45	67
A-C					40	61

D17 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	93	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	94	100.000
C - Cherrywood Gardens		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	46	47
	B - St Mary's Road (Northern Arm)	80	0	14
	C - Cherrywood Gardens	120	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.51	0.0	A	13	19
B-A	0.16	7.93	0.2	A	73	110
C-AB	0.02	5.36	0.0	A	13	19
C-A					108	162
AB					43	64
AC					43	65

D18 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	104	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	99	100.000
C - Cherrywood Gardens		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	53	52
	B - St Mary's Road (Northern Arm)	83	0	16
	C - Cherrywood Gardens	125	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.58	0.0	A	15	22
B-A	0.16	8.03	0.2	A	76	114
C-AB	0.02	5.36	0.0	A	13	19
C-A					113	169
AB					48	72
A-C					47	71

D19 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	100	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	91	100.000
C - Cherrywood Gardens		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	59	41
	B - St Mary's Road (Northern Arm)	78	0	14
	C - Cherrywood Gardens	106	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.50	0.0	A	13	19
B-A	0.15	7.84	0.2	A	71	107
C-AB	0.02	5.43	0.0	A	14	21
C-A					96	143
AB					54	81
A-C					38	57

D20 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	109	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	100	100.000
C - Cherrywood Gardens		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	60	49
	B - St Mary's Road (Northern Arm)	84	0	16
	C - Cherrywood Gardens	125	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.58	0.0	A	15	22
B-A	0.16	8.06	0.2	A	77	115
C-AB	0.02	5.38	0.0	A	14	21
C-A					113	169
AB					55	82
AC					45	67

D21 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	118	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	101	100.000
C - Cherrywood Gardens		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	65	53
	B - St Mary's Road (Northern Arm)	84	0	17
	C - Cherrywood Gardens	126	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.61	0.0	A	15	23
B-A	0.16	8.09	0.2	A	77	115
C-AB	0.02	5.39	0.0	A	14	21
C-A					113	170
AB					60	90
A-C					48	73

D22 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	108	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	87	100.000
C - Cherrywood Gardens		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	62	46
	B - St Mary's Road (Northern Arm)	74	0	13
	C - Cherrywood Gardens	105	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.02	6.50	0.0	A	12	18
B-A	0.14	7.81	0.2	A	68	102
C-AB	0.02	5.44	0.0	A	14	20
C-A					95	142
AB					57	86
A-C					42	63

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	107	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	102	100.000
C - Cherrywood Gardens		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	57	50
	B - St Mary's Road (Northern Arm)	85	0	17
	C - Cherrywood Gardens	127	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.59	0.0	A	16	24
B-A	0.17	8.09	0.2	A	78	116
C-AB	0.02	5.37	0.0	A	15	22
C-A					114	171
AB					52	79
A-C					46	69

D24 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - St Mary's Road (Northern Arm) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Cherrywood Gardens/St Mary's Rd	T-Junction	Two-way	Two-way	Two-way		2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (Western Arm)		ONE HOUR	✓	117	100.000
B - St Mary's Road (Northern Arm)		ONE HOUR	✓	102	100.000
C - Cherrywood Gardens		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
	A - St Mary's Road (Western Arm)	0	64	53
	B - St Mary's Road (Northern Arm)	85	0	18
	C - Cherrywood Gardens	125	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - St Mary's Road (Western Arm)	B - St Mary's Road (Northern Arm)	C - Cherrywood Gardens
From	A - St Mary's Road (Western Arm)	5	5	5
	B - St Mary's Road (Northern Arm)	5	5	5
	C - Cherrywood Gardens	5	5	5

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	0.03	6.62	0.0	A	16	24
B-A	0.17	8.11	0.2	A	78	117
C-AB	0.03	5.39	0.0	A	15	23
C-A					112	168
AB					58	87
A-C					49	73

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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Filename: Import of J10-St Mary's-PSA.j11**Path:** C:\Users\lb.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025**Report generation date:** 11/11/2025 11:12:35

»D1 - 2022 | Base | AM
»D2 - 2022 | Base | Inter Peak
»D3 - 2022 | Base | PM
»D4 - 2035 | Reference Case | AM
»D5 - 2035 | Reference Case | Inter Peak
»D6 - 2035 | Reference Case | PM
»D7 - 2035 | S1 | AM
»D8 - 2035 | S1 | Inter Peak
»D9 - 2035 | S1 | PM
»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D13 - 2035 | S4 ST | AM
»D14 - 2035 | S4 ST | Inter Peak
»D15 - 2035 | S4 ST | PM
»D16 - 2022 | Base | S AM
»D17 - 2022 | Base | S Inter Peak
»D18 - 2022 | Base | S PM
»D19 - 2035 | Reference Case | S AM
»D20 - 2035 | Reference Case | S Inter Peak
»D21 - 2035 | Reference Case | S PM
»D22 - 2035 | S1 | S AM
»D23 - 2035 | S1 | S Inter Peak
»D24 - 2035 | S1 | S PM
»D25 - 2035 | S4 | S AM
»D26 - 2035 | S4 | S Inter Peak
»D27 - 2035 | S4 | S PM

File summary

File Description

Title	St Mary's Road/Proposed Site Access
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	D.Stoddart
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D13	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓
D14	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D15	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓
D16	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓
D17	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D18	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓
D19	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓
D20	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D21	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓
D22	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓
D25	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D26	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D27	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	St Mary's Road (South-Western Arm)		Major
B	Proposed Site Access		Minor
C	St Mary's Road (North-Eastern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - St Mary's Road (North-Eastern Arm)	5.50			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 - Proposed Site Access	One lane	3.25	19	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	505	0.094	0.238	0.150	0.340
B-C	652	0.102	0.258	-	-
C-B	690	0.273	0.273	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	97	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	97
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	88	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					81	121
A-B					0	0
A-C					89	133

D2 - 2022 | Base | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	77	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	77
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	95	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					87	131
A-B					0	0
AC					71	106

D3 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	63	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	63
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	92	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	5	5	5	
B - Proposed Site Access	5	5	5	
C - St Mary's Road (North-Eastern Arm)	5	5	5	

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					84	126
A-B					0	0
AC					58	87

D4 - 2035 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Reference Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	95	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	0	0	95	
B - Proposed Site Access	0	0	0	
C - St Mary's Road (North-Eastern Arm)	86	0	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	5	5	5	
B - Proposed Site Access	5	5	5	
C - St Mary's Road (North-Eastern Arm)	5	5	5	

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					79	119
A-B					0	0
AC					87	130

D5 - 2035 | Reference Case | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Reference Case	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	77	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	0	0	77	
B - Proposed Site Access	0	0	0	
C - St Mary's Road (North-Eastern Arm)	96	0	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	5	5	5	
B - Proposed Site Access	5	5	5	
C - St Mary's Road (North-Eastern Arm)	5	5	5	

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					88	132
A-B					0	0
AC					71	106

D6 - 2035 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Reference Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	64	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	94	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	0	0	64	
B - Proposed Site Access	0	0	0	
C - St Mary's Road (North-Eastern Arm)	94	0	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	5	5	5	
B - Proposed Site Access	5	5	5	
C - St Mary's Road (North-Eastern Arm)	5	5	5	

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					87	130
A-B					0	0
AC					59	88

D7 - 2035 | S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	119	100.000
B - Proposed Site Access		ONE HOUR	✓	133	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	0	21	98	
B - Proposed Site Access	36	0	97	
C - St Mary's Road (North-Eastern Arm)	87	36	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.26	9.08	0.4	A	122	183
C-AB	0.06	5.65	0.1	A	37	56
C-A					76	114
A-B					19	29
AC					90	135

D8 - 2035 | S1 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S1	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	97	100.000
B - Proposed Site Access		ONE HOUR	✓	64	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	17	81
	B - Proposed Site Access	15	0	49
	C - St Mary's Road (North-Eastern Arm)	91	50	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	5	5	5	
B - Proposed Site Access	5	5	5	
C - St Mary's Road (North-Eastern Arm)	5	5	5	

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	7.51	0.1	A	58	87
C-AB	0.09	5.72	0.1	A	52	78
C-A					78	116
A-B					15	23
AC					74	111

D9 - 2035 | S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	93	100.000
B - Proposed Site Access		ONE HOUR	✓	79	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)	
A - St Mary's Road (South-Western Arm)	0	29	64	
B - Proposed Site Access	24	0	55	
C - St Mary's Road (North-Eastern Arm)	89	92	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.16	8.08	0.2	A	73	109
C-AB	0.16	6.22	0.2	A	95	143
C-A					71	106
A-B					27	40
AC					59	88

D10 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	118	100.000
B - Proposed Site Access		ONE HOUR	✓	133	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	19	100
	B - Proposed Site Access	37	0	96
	C - St Mary's Road (North-Eastern Arm)	83	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.26	9.10	0.4	A	122	183
C-AB	0.06	5.66	0.1	A	36	54
C-A					72	109
A-B					17	26
AC					91	137

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	95	100.000
B - Proposed Site Access		ONE HOUR	✓	65	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	18	77
	B - Proposed Site Access	16	0	49
	C - St Mary's Road (North-Eastern Arm)	89	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	7.54	0.1	A	59	89
C-AB	0.09	5.75	0.1	A	54	81
C-A					76	113
A-B					16	24
AC					71	106

D12 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	94	100.000
B - Proposed Site Access		ONE HOUR	✓	81	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	30	64
	B - Proposed Site Access	25	0	56
	C - St Mary's Road (North-Eastern Arm)	90	89	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.16	8.11	0.2	A	75	112
C-AB	0.16	6.19	0.2	A	92	139
C-A					72	108
A-B					28	41
AC					58	88

D13 - 2035 | S4 ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	116	100.000
B - Proposed Site Access		ONE HOUR	✓	133	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	19	97
	B - Proposed Site Access	37	0	96
	C - St Mary's Road (North-Eastern Arm)	109	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.26	9.12	0.4	A	122	183
C-AB	0.06	5.52	0.1	A	38	56
C-A					94	141
A-B					17	26
AC					89	133

D14 - 2035 | S4 ST | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	87	100.000
B - Proposed Site Access		ONE HOUR	✓	65	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	18	70
	B - Proposed Site Access	16	0	49
	C - St Mary's Road (North-Eastern Arm)	70	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	7.49	0.1	A	59	89
C-AB	0.09	5.83	0.1	A	52	78
C-A					59	89
A-B					16	24
AC					64	96

D15 - 2035 | S4 ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		4.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	90	100.000
B - Proposed Site Access		ONE HOUR	✓	81	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	30	60
	B - Proposed Site Access	25	0	56
	C - St Mary's Road (North-Eastern Arm)	51	89	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.16	8.04	0.2	A	75	112
C-AB	0.15	6.39	0.2	A	88	131
C-A					41	61
A-B					28	41
AC					55	83

D16 - 2022 | Base | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2022	Base	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	75	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	75
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	81	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					74	111
A-B					0	0
AC					69	103

D17 - 2022 | Base | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2022	Base	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	66	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	66
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	91	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					83	125
A-B					0	0
AC					60	91

D18 - 2022 | Base | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2022	Base	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	77	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	77
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	95	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					87	131
A-B					0	0
AC					71	106

D19 - 2035 | Reference Case | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2035	Reference Case	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	74	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	74
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	85	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					78	117
A-B					0	0
AC					68	102

D20 - 2035 | Reference Case | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2035	Reference Case	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	68	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	68
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	102	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					94	140
A-B					0	0
AC					62	93

D21 - 2035 | Reference Case | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2035	Reference Case	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	74	100.000
B - Proposed Site Access		ONE HOUR	✓	0	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	0	74
	B - Proposed Site Access	0	0	0
	C - St Mary's Road (North-Eastern Arm)	108	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					99	148
A-B					0	0
AC					68	102

D22 - 2035 | S1 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S1	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	85	100.000
B - Proposed Site Access		ONE HOUR	✓	104	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	13	73
	B - Proposed Site Access	25	0	79
	C - St Mary's Road (North-Eastern Arm)	83	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	8.15	0.3	A	96	143
C-AB	0.06	5.56	0.1	A	34	51
C-A					72	108
A-B					11	17
AC					67	100

D23 - 2035 | S1 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S1	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	81	100.000
B - Proposed Site Access		ONE HOUR	✓	56	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	14	68
	B - Proposed Site Access	13	0	44
	C - St Mary's Road (North-Eastern Arm)	95	45	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.11	7.30	0.1	A	52	78
C-AB	0.08	5.61	0.1	A	47	71
C-A					82	122
A-B					12	19
AC					62	93

D24 - 2035 | S1 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S1	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	88	100.000
B - Proposed Site Access		ONE HOUR	✓	47	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	12	77
	B - Proposed Site Access	11	0	35
	C - St Mary's Road (North-Eastern Arm)	97	39	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	7.22	0.1	A	43	64
C-AB	0.07	5.56	0.1	A	41	61
C-A					84	126
A-B					11	16
AC					70	106

D25 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	85	100.000
B - Proposed Site Access		ONE HOUR	✓	103	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	12	73
	B - Proposed Site Access	24	0	79
	C - St Mary's Road (North-Eastern Arm)	79	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	8.10	0.3	A	94	141
C-AB	0.06	5.58	0.1	A	34	51
C-A					69	104
A-B					11	17
AC					67	101

D26 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	78	100.000
B - Proposed Site Access		ONE HOUR	✓	57	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	15	63
	B - Proposed Site Access	13	0	43
	C - St Mary's Road (North-Eastern Arm)	95	45	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	0.11	7.32	0.1	A	52	78
C-AB	0.08	5.61	0.1	A	47	71
C-A					82	122
A-B					14	20
AC					58	87

D27 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - St Mary's Road (North-Eastern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	St Mary's Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D27	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - St Mary's Road (South-Western Arm)		ONE HOUR	✓	86	100.000
B - Proposed Site Access		ONE HOUR	✓	45	100.000
C - St Mary's Road (North-Eastern Arm)		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	0	11	75
	B - Proposed Site Access	12	0	34
	C - St Mary's Road (North-Eastern Arm)	97	38	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - St Mary's Road (South-Western Arm)	B - Proposed Site Access	C - St Mary's Road (North-Eastern Arm)
	A - St Mary's Road (South-Western Arm)	5	5	5
	B - Proposed Site Access	5	5	5
	C - St Mary's Road (North-Eastern Arm)	5	5	5

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	7.22	0.1	A	41	62
C-AB	0.07	5.54	0.1	A	40	59
C-A					84	126
AB					10	15
AC					68	103

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.1.0.2307	
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Filename: Import of J5-Elm-St Mary's-Church-Tour ATEIS.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025

Report generation date: 11/11/2025 10:59:57

- »D1 - 2035 | S4 | AM
- »D2 - 2035 | S4 | Inter Peak
- »D3 - 2035 | S4 | PM
- »D4 - 2035 | S4 ST | AM
- »D5 - 2035 | S4 ST | Inter Peak
- »D6 - 2035 | S4 ST | PM
- »D7 - 2035 | S4 | S AM
- »D8 - 2035 | S4 | S Inter Peak
- »D9 - 2035 | S4 | S PM

File summary

Title Description

Title	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road No GIRT
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHC\b.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D2	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D3	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓
D5	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D6	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D8	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D9	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D1 - 2035 | S4 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Elm Grove		Major
B	St Mary's Road		Minor
C	Church Road		Major
D	Tournerbury Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Elm Grove	6.20			250.0	✓	0.00
C - Church Road	6.20			250.0	✓	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 - St Mary's Road	One lane	3.10								41	36
D - Tournerbury Lane	One lane plus flare		8.20	5.70	4.80	4.40	4.30	✓	2.00	34	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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
AB-D	719	-	-	-	-	0.276	0.276	0.276	-	-	-
B-A	514	0.093	0.234	0.234	-	-	0.147	0.335	-	0.147	0.335
B-CD	653	0.099	0.251	0.251	-	-	-	-	-	-	-
CD-B	719	0.276	0.276	0.276	-	-	-	-	-	-	-
D-AB	617	-	-	-	-	-	0.237	0.237	0.094	-	-
D-C	511	-	0.147	0.333	0.147	0.333	0.233	0.233	0.092	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	490	100.000
B - St Mary's Road		ONE HOUR	✓	196	100.000
C - Church Road		ONE HOUR	✓	473	100.000
D - Tournerbury Lane		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	16	449	26
	B - St Mary's Road	25	0	138	32
	C - Church Road	361	96	0	16
	D - Tournerbury Lane	14	7	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

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	0.46	14.70	0.9	B	179	269
A-B					14	22
A-C					412	617
A-D					24	35
AB-CD	0.17	4.59	0.5	A	126	189
AB-C					465	698
D-AB	0.05	8.22	0.1	A	19	29
D-C	0.10	15.28	0.1	C	23	35
C-D					15	22
C-A					332	497
C-B					88	131
CD-AB	0.26	5.99	0.6	A	166	249
CD-A					273	409

D2 - 2035 | S4 | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	515	100.000
B - St Mary's Road		ONE HOUR	✓	126	100.000
C - Church Road		ONE HOUR	✓	617	100.000
D - Tournbury Lane		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournbury Lane
From	A - Elm Grove	0	24	462	28
	B - St Mary's Road	18	0	73	36
	C - Church Road	487	109	0	22
	D - Tournbury Lane	21	8	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournernbury Lane
	A - Elm Grove	5	5	5
	B - St Mary's Road	5	5	5
	C - Church Road	5	5	5
	D - Tournernbury Lane	5	5	5

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	0.31	12.04	0.5	B	116	173
A-B					22	34
A-C					424	636
A-D					26	38
AB-CD	0.20	4.98	0.5	A	133	200
AB-C					416	624
D-AB	0.07	8.30	0.1	A	27	40
D-C	0.09	18.54	0.1	C	18	27
C-D					20	30
C-A					447	670
C-B					100	149
CD-AB	0.33	6.01	0.9	A	229	344
CD-A					343	515

D3 - 2035 | S4 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournernbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournernbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	396	100.000
B - St Mary's Road		ONE HOUR	✓	120	100.000
C - Church Road		ONE HOUR	✓	785	100.000
D - Tournernbury Lane		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournernbury Lane
	A - Elm Grove	0	32	24
	B - St Mary's Road	26	0	23
	C - Church Road	618	139	27
	D - Tournernbury Lane	20	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5
B - St Mary's Road	5	5	5	5
C - Church Road	5	5	5	5
D - Tournerbury Lane	5	5	5	5

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	12.17	0.4	B	110	165
A-B					30	44
A-C					312	468
A-D					22	32
AB-CD	0.14	5.45	0.4	A	85	128
AB-C					335	502
D-AB	0.07	9.00	0.1	A	25	38
D-C	0.08	19.93	0.1	C	14	22
C-D					25	38
C-A					567	851
C-B					127	191
CD-AB	0.45	6.43	1.6	A	338	507
CD-A					382	573

D4 - 2035 | S4 ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		2.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	S4 ST	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	513	100.000
B - St Mary's Road		ONE HOUR	✓	193	100.000
C - Church Road		ONE HOUR	✓	612	100.000
D - Tournerbury Lane		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	33	447
B - St Mary's Road	23	0	138	32
C - Church Road	451	87	0	74
D - Tournerbury Lane	45	24	91	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

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	0.46	15.00	0.9	C	177	265
A-B					30	46
A-C					410	615
A-D					30	45
AB-CD	0.21	4.86	0.6	A	146	219
AB-C					449	674
D-AB	0.19	11.47	0.2	B	63	95
D-C	0.40	25.33	0.7	D	83	125
C-D					68	102
C-A					414	620
C-B					80	119
CD-AB	0.31	5.87	0.9	A	213	320
CD-A					343	515

D5 - 2035 | S4 ST | Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		2.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	S4 ST	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	481	100.000
B - St Mary's Road		ONE HOUR	✓	119	100.000
C - Church Road		ONE HOUR	✓	685	100.000
D - Tournerbury Lane		ONE HOUR	✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	29	399	53
	B - St Mary's Road	14	0	70	34
	C - Church Road	534	65	0	86
	D - Tournerbury Lane	71	27	69	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	11.19	0.4	B	109	163
A-B					27	40
A-C					366	549
A-D					48	72
AB-CD	0.26	5.85	0.7	A	168	252
AB-C					342	512
D-AB	0.24	11.40	0.3	B	90	134
D-C	0.34	25.98	0.5	D	63	95
C-D					78	118
C-A					490	735
C-B					60	90
CD-AB	0.28	5.15	0.8	A	207	310
CD-A					432	649

D6 - 2035 | S4 ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		2.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	S4 ST	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	440	100.000
B - St Mary's Road		ONE HOUR	✓	117	100.000
C - Church Road		ONE HOUR	✓	747	100.000
D - Tournerbury Lane		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	32	346	62
	B - St Mary's Road	24	0	70	23
	C - Church Road	579	81	0	87
	D - Tournerbury Lane	68	27	49	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
	A - Elm Grove	5	5	5
	B - St Mary's Road	5	5	5
	C - Church Road	5	5	5
	D - Tournerbury Lane	5	5	5

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	0.29	12.10	0.4	B	107	161
A-B					29	44
A-C					318	476
A-D					57	85
AB-CD	0.26	6.17	0.7	A	154	231
AB-C					306	459
D-AB	0.23	10.92	0.3	B	87	130
D-C	0.26	24.57	0.4	C	45	68
C-D					79	119
C-A					531	797
C-B					75	112
CD-AB	0.34	5.38	1.1	A	255	382
CD-A					438	657

D7 - 2035 | S4 | S AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		1.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	600	100.000
B - St Mary's Road		ONE HOUR	✓	152	100.000
C - Church Road		ONE HOUR	✓	524	100.000
D - Tournerbury Lane		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
	A - Elm Grove	0	17	560
	B - St Mary's Road	22	0	105
	C - Church Road	414	89	0
	D - Tournerbury Lane	12	6	23

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

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	0.39	14.23	0.7	B	139	209
A-B					15	23
A-C					514	771
A-D					21	32
AB-CD	0.16	4.38	0.5	A	117	176
AB-C					536	804
D-AB	0.04	8.42	0.0	A	17	25
D-C	0.10	16.39	0.1	C	21	31
C-D					20	29
C-A					379	569
C-B					82	123
CD-AB	0.27	5.97	0.7	A	170	254
CD-A					308	463

D8 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	556	100.000
B - St Mary's Road		ONE HOUR	✓	106	100.000
C - Church Road		ONE HOUR	✓	700	100.000
D - Tournerbury Lane		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	0	23	509	24
	B - St Mary's Road	18	0	60	29
	C - Church Road	567	110	0	23
	D - Tournerbury Lane	19	7	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
	A - Elm Grove	5	5	5
	B - St Mary's Road	5	5	5
	C - Church Road	5	5	5
	D - Tournerbury Lane	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	12.34	0.4	B	98	146
A-B					21	31
A-C					467	700
A-D					22	33
AB-CD	0.18	4.83	0.5	A	121	181
AB-C					450	675
D-AB	0.07	9.02	0.1	A	24	37
D-C	0.12	20.22	0.1	C	20	30
C-D					21	32
C-A					520	780
C-B					101	151
CD-AB	0.37	6.03	1.2	A	262	393
CD-A					383	575

D9 - 2035 | S4 | S PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tournerbury Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Road/Tournerbury Lane/Elm Grove/ St Mary's Road	Left-Right Slagger	Two-way	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Elm Grove		ONE HOUR	✓	565	100.000
B - St Mary's Road		ONE HOUR	✓	108	100.000
C - Church Road		ONE HOUR	✓	704	100.000
D - Tournerbury Lane		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
	A - Elm Grove	0	20	519
	B - St Mary's Road	15	0	70
	C - Church Road	572	107	0
	D - Tournerbury Lane	20	8	23

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Elm Grove	B - St Mary's Road	C - Church Road	D - Tournerbury Lane
From	A - Elm Grove	5	5	5	5
	B - St Mary's Road	5	5	5	5
	C - Church Road	5	5	5	5
	D - Tournerbury Lane	5	5	5	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	12.15	0.4	B	99	149
A-B					19	28
A-C					476	714
A-D					23	35
AB-CD	0.17	4.72	0.5	A	113	169
AB-C					472	708
D-AB	0.07	9.09	0.1	A	25	38
D-C	0.12	20.48	0.1	C	21	32
C-D					23	35
C-A					525	787
C-B					98	147
CD-AB	0.36	5.96	1.2	A	258	386
CD-A					390	585

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307

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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution****Filename:** Import of J7-A3023-St Mary's ATEIS.j11**Path:** C:\Users\lb.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\6.Technical\Models\2025**Report generation date:** 11/11/2025 11:05:32

»D10 - 2035 | S4 | AM
»D11 - 2035 | S4 | Inter Peak
»D12 - 2035 | S4 | PM
»D22 - 2035 | S4 | S AM
»D23 - 2035 | S4 | S Inter Peak
»D24 - 2035 | S4 | S PM

File summary

File Description

Title	A3023 Manor Road/A3023 Beach Road/St Mary's Road No GIRT
Location	Hayling Island
Site number	
Date	11/11/2025
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P21033
Enumerator	GHClb.gaze
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

D10 - 2035 | S4 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3023 Manor Road (Northern Arm)		Major
B	St Mary's Road		Minor
C	A3023 Beach Road (Southern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3023 Beach Road (Southern Arm)	6.20				85.0	✓	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 - St Mary's Road	One lane	3.10	34	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.093	0.235	0.148	0.335
B-C	657	0.100	0.252	-	-
C-B	623	0.239	0.239	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	S4	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	233	100.000
B - St Mary's Road		ONE HOUR	✓	104	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)	
	A - A3023 Manor Road (Northern Arm)	0	71	163	
	B - St Mary's Road	64	0	41	
	C - A3023 Beach Road (Southern Arm)	305	44	0	

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
From		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)	
	A - A3023 Manor Road (Northern Arm)	5	5	5	
	B - St Mary's Road	5	5	5	
	C - A3023 Beach Road (Southern Arm)	5	5	5	

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	10.95	0.3	B	96	143
C-AB	0.11	5.50	0.2	A	65	98
C-A					255	382
A-B					65	97
AC					149	224

D11 - 2035 | S4 | Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035	S4	Inter Peak	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	312	100.000
B - St Mary's Road		ONE HOUR	✓	112	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	83	228
	B - St Mary's Road	68	0	45
	C - A3023 Beach Road (Southern Arm)	248	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.27	11.44	0.4	B	103	154
C-AB	0.07	5.69	0.1	A	40	61
C-A					214	321
A-B					76	115
A-C					209	314

D12 - 2035 | S4 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035	S4	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	260	100.000
B - St Mary's Road		ONE HOUR	✓	99	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	68	192
	B - St Mary's Road	63	0	36
	C - A3023 Beach Road (Southern Arm)	164	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.23	10.42	0.3	B	91	136
C-AB	0.05	5.93	0.1	A	28	43
C-A					143	215
A-B					63	94
A-C					176	264

D22 - 2035 | S4 | S AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2035	S4	S AM	ONE HOUR	08:45	10:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	291	100.000
B - St Mary's Road		ONE HOUR	✓	109	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	69	222
	B - St Mary's Road	61	0	48
	C - A3023 Beach Road (Southern Arm)	264	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.26	11.04	0.4	B	100	150
C-AB	0.07	5.59	0.1	A	41	61
C-A					228	342
A-B					64	96
A-C					204	305

D23 - 2035 | S4 | S Inter Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2035	S4	S Inter Peak	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	398	100.000
B - St Mary's Road		ONE HOUR	✓	128	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
A - A3023 Manor Road (Northern Arm)		0	77	321
B - St Mary's Road		70	0	59
C - A3023 Beach Road (Southern Arm)		286	27	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
A - A3023 Manor Road (Northern Arm)		5	5	5
B - St Mary's Road		5	5	5
C - A3023 Beach Road (Southern Arm)		5	5	5

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	0.32	12.85	0.5	B	118	177
C-AB	0.07	5.63	0.1	A	39	59
C-A					247	371
AB					70	106
AC					294	442

D24 - 2035 | S4 | S PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A3023 Manor Road/A3023 Beach Road/St Mary's Road	T-Junction	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2035	S4	S PM	ONE HOUR	14:45	16:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3023 Manor Road (Northern Arm)		ONE HOUR	✓	417	100.000
B - St Mary's Road		ONE HOUR	✓	128	100.000
C - A3023 Beach Road (Southern Arm)		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	0	82	335
	B - St Mary's Road	69	0	59
	C - A3023 Beach Road (Southern Arm)	321	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A3023 Manor Road (Northern Arm)	B - St Mary's Road	C - A3023 Beach Road (Southern Arm)
	A - A3023 Manor Road (Northern Arm)	5	5	5
	B - St Mary's Road	5	5	5
	C - A3023 Beach Road (Southern Arm)	5	5	5

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	0.33	13.21	0.5	B	118	176
C-AB	0.08	5.53	0.1	A	45	67
C-A					276	414
AB					75	113
AC					307	460