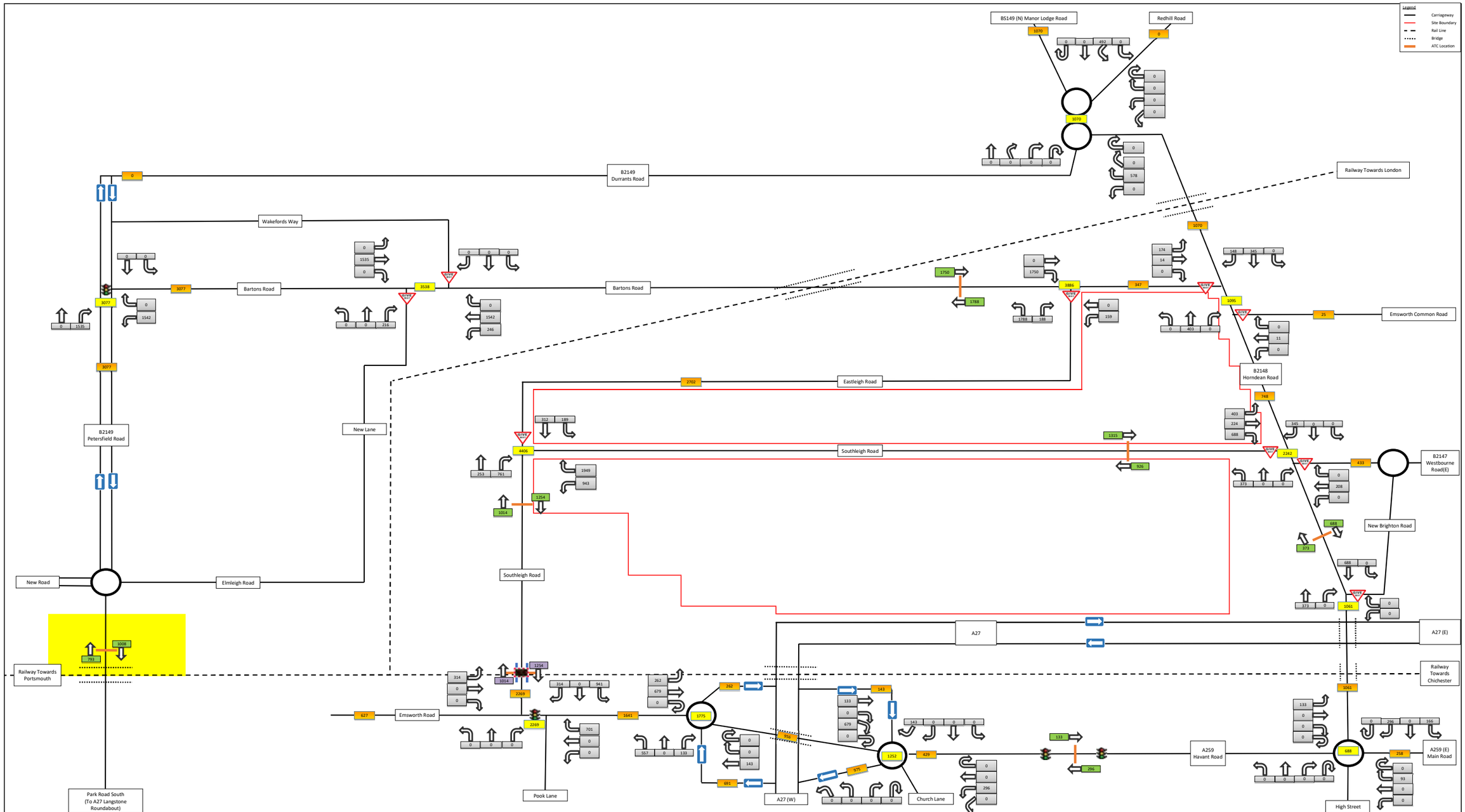


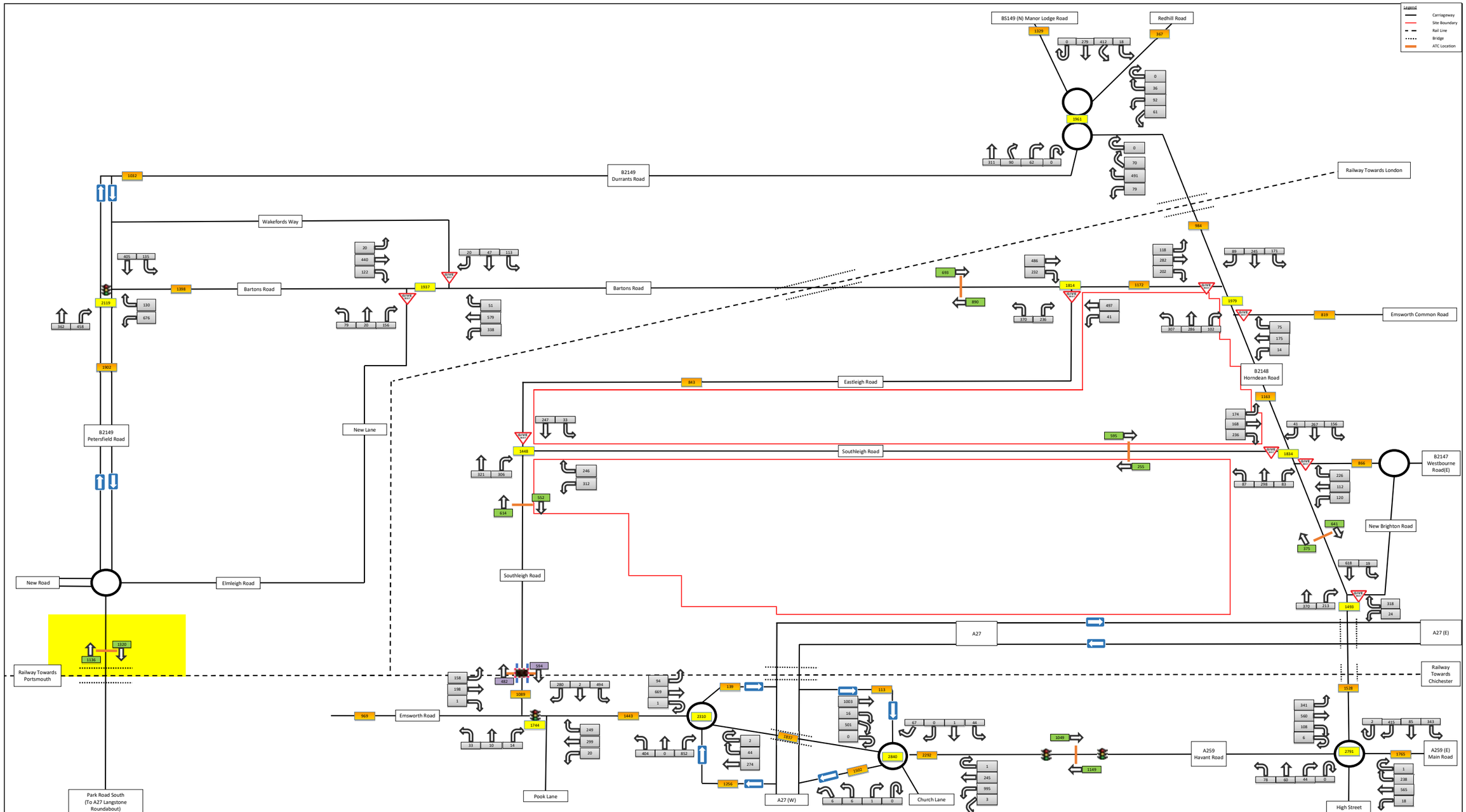
Stantec

Figure Title:

Proposed Development Two-Way - Sustainable Test (S2 - DS) - 07:00 - 19:00

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J2.3



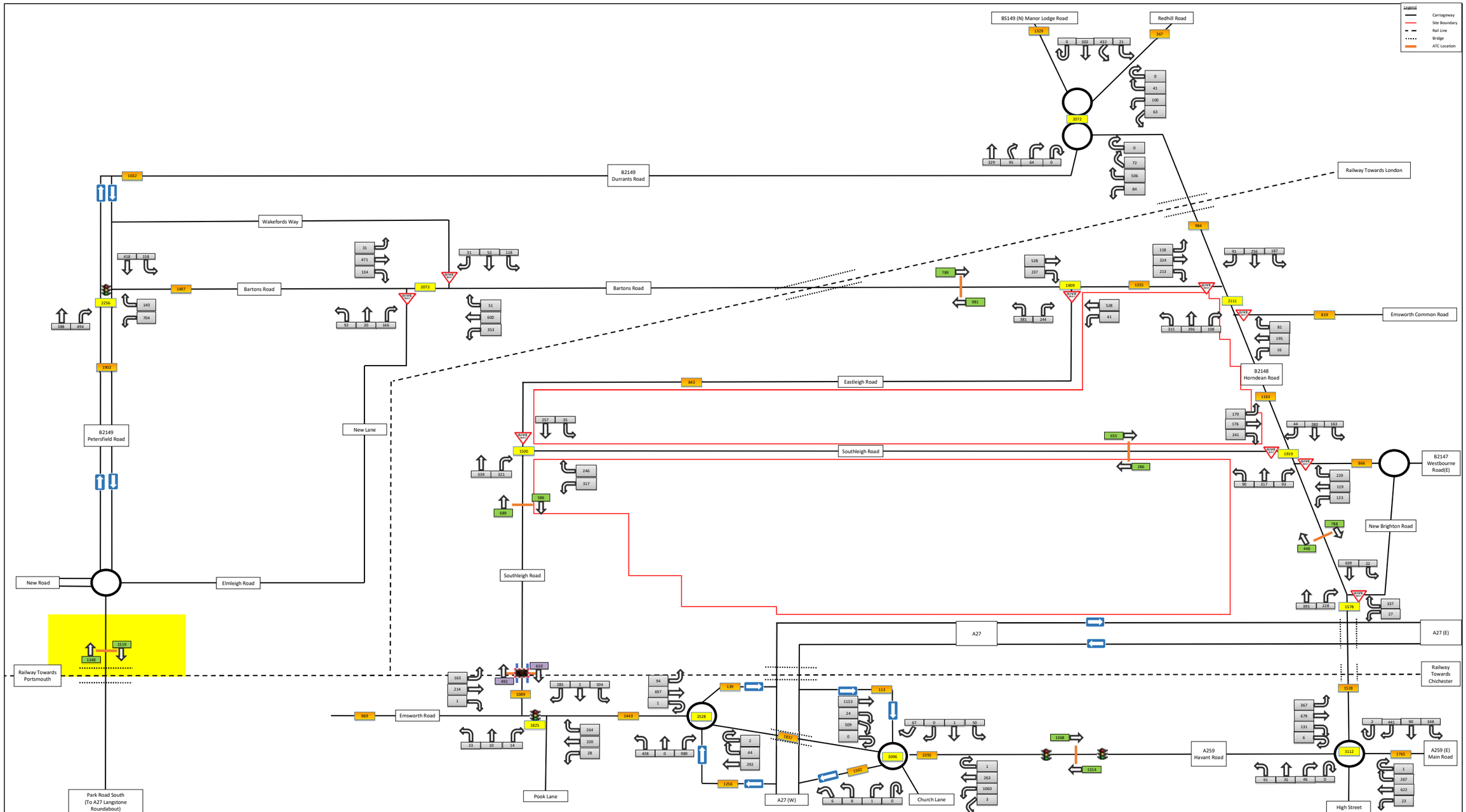
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S2 - DS) All Vehicles - AM Peak Hour (08:00-09:00)

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J2.4



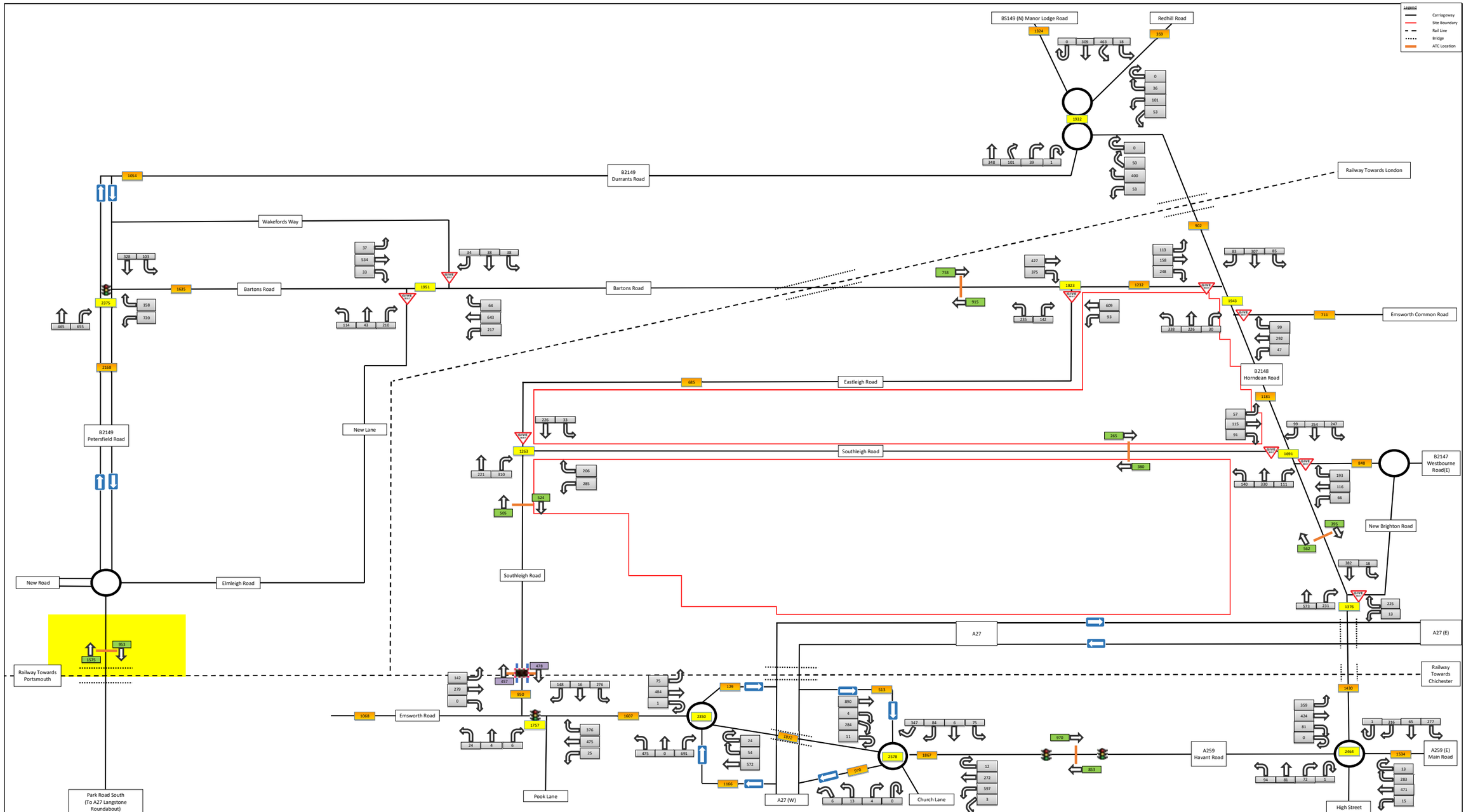
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S2 - DS) Total PCUs - AM Peak Hour (08:00-09:00)

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J2.5



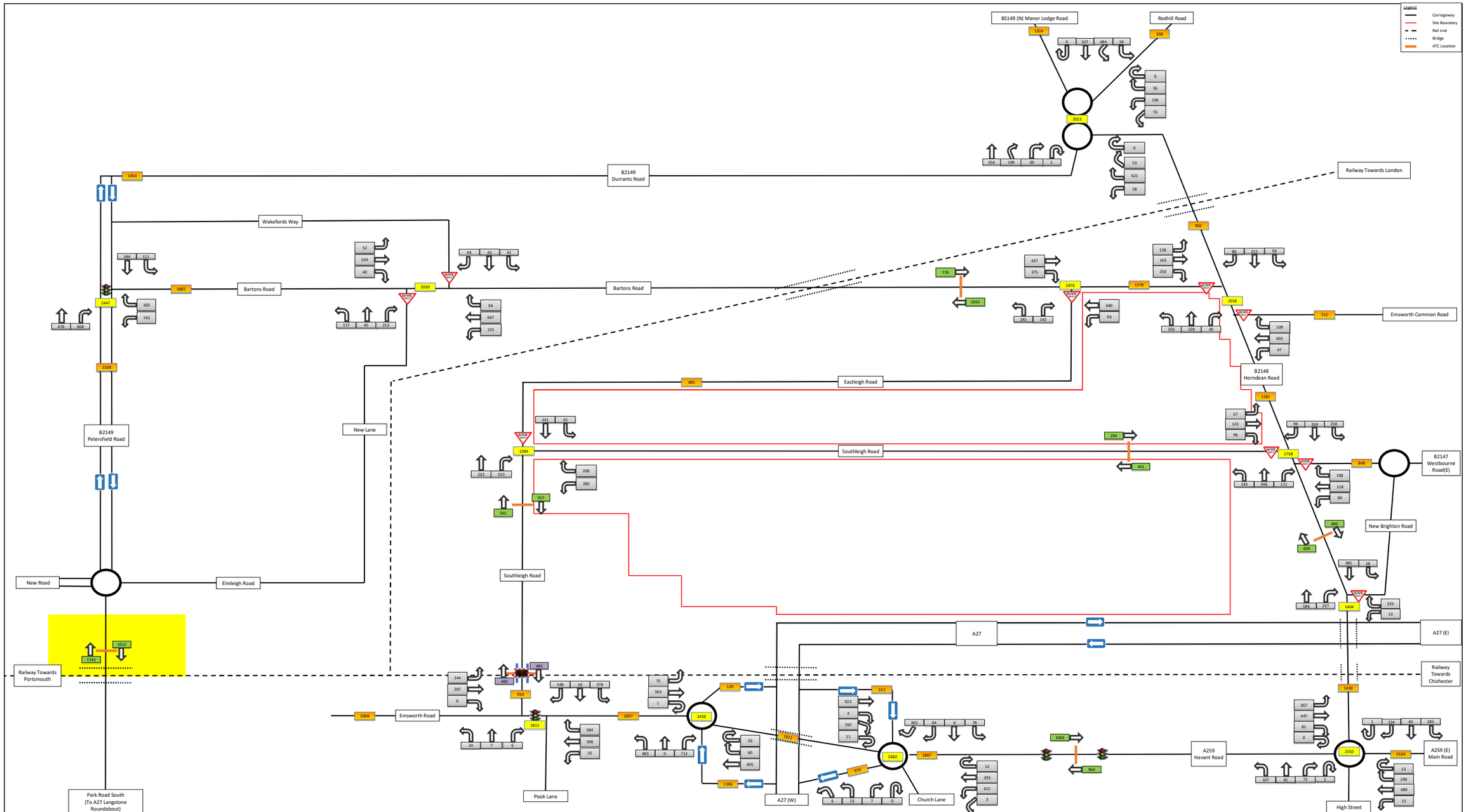
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S2 - DS) All Vehicles - PM Peak Hour (17:00-18:00)

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J2.6



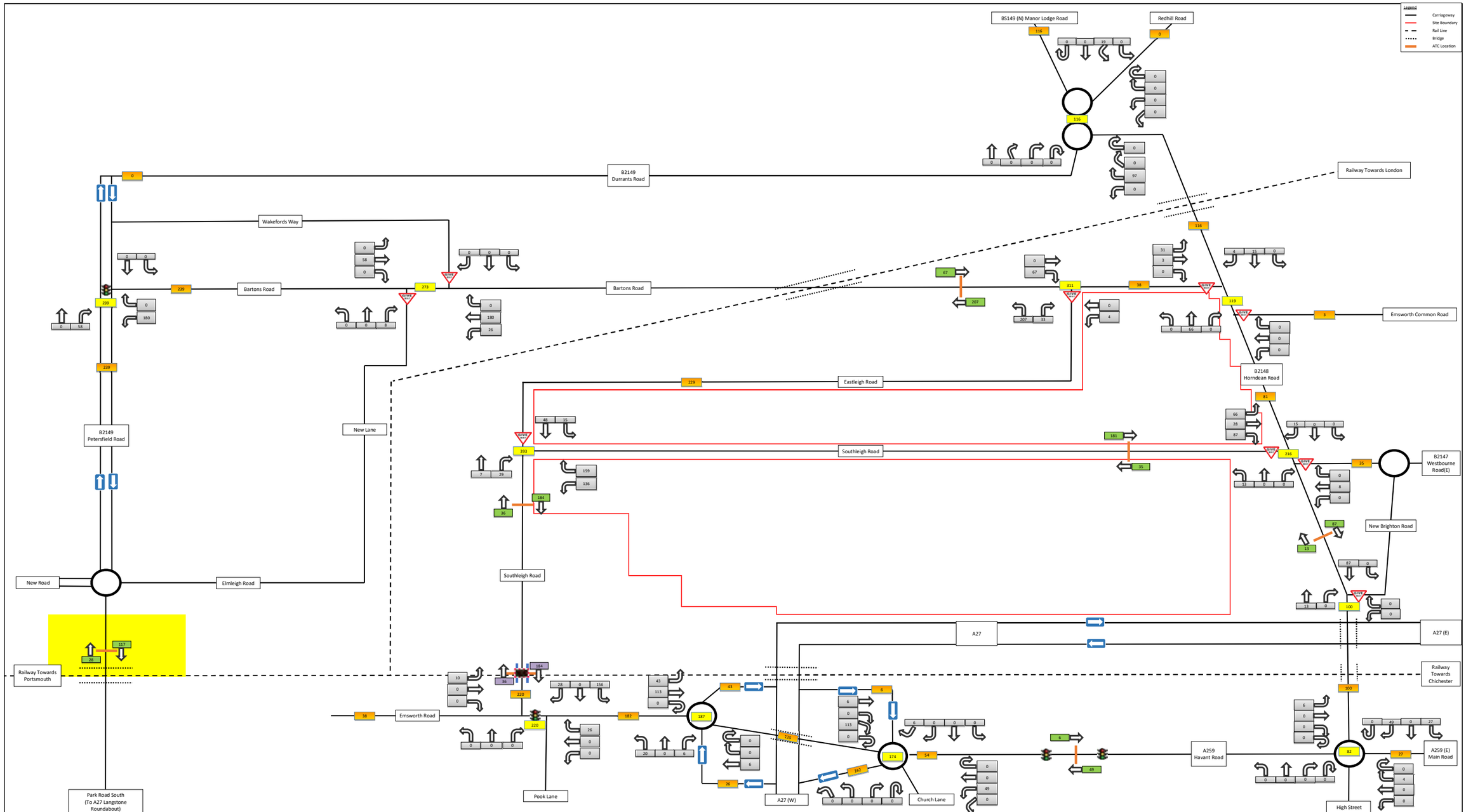
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S2 - DS) Total PCUs - PM Peak Hour (17:00-18:00)

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J2.7



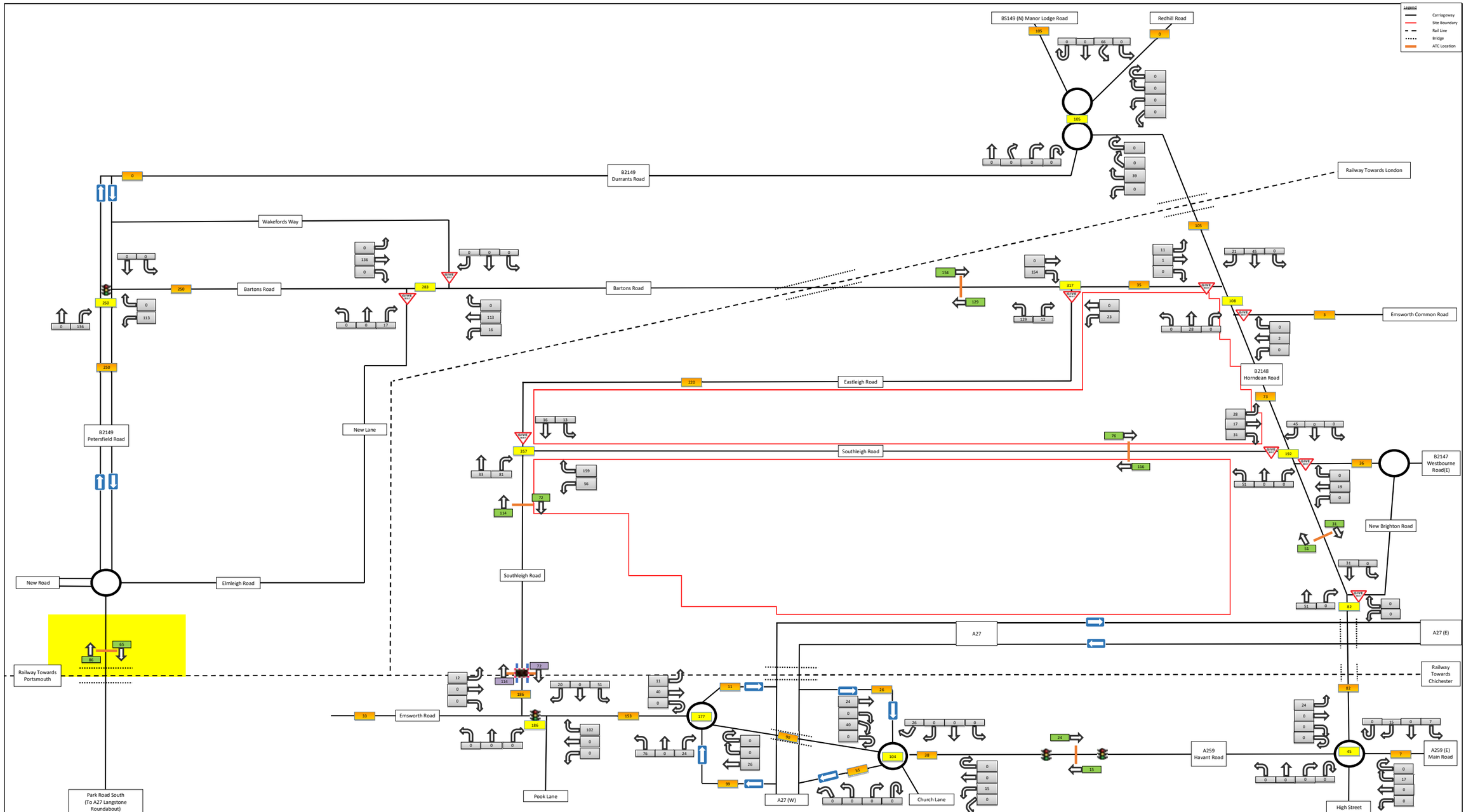
Stantec

Figure Title:

Proposed Development Two-Way - Sustainable Test (S3 - DS+) - AM Peak Hour - With Footbridge

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J3.1



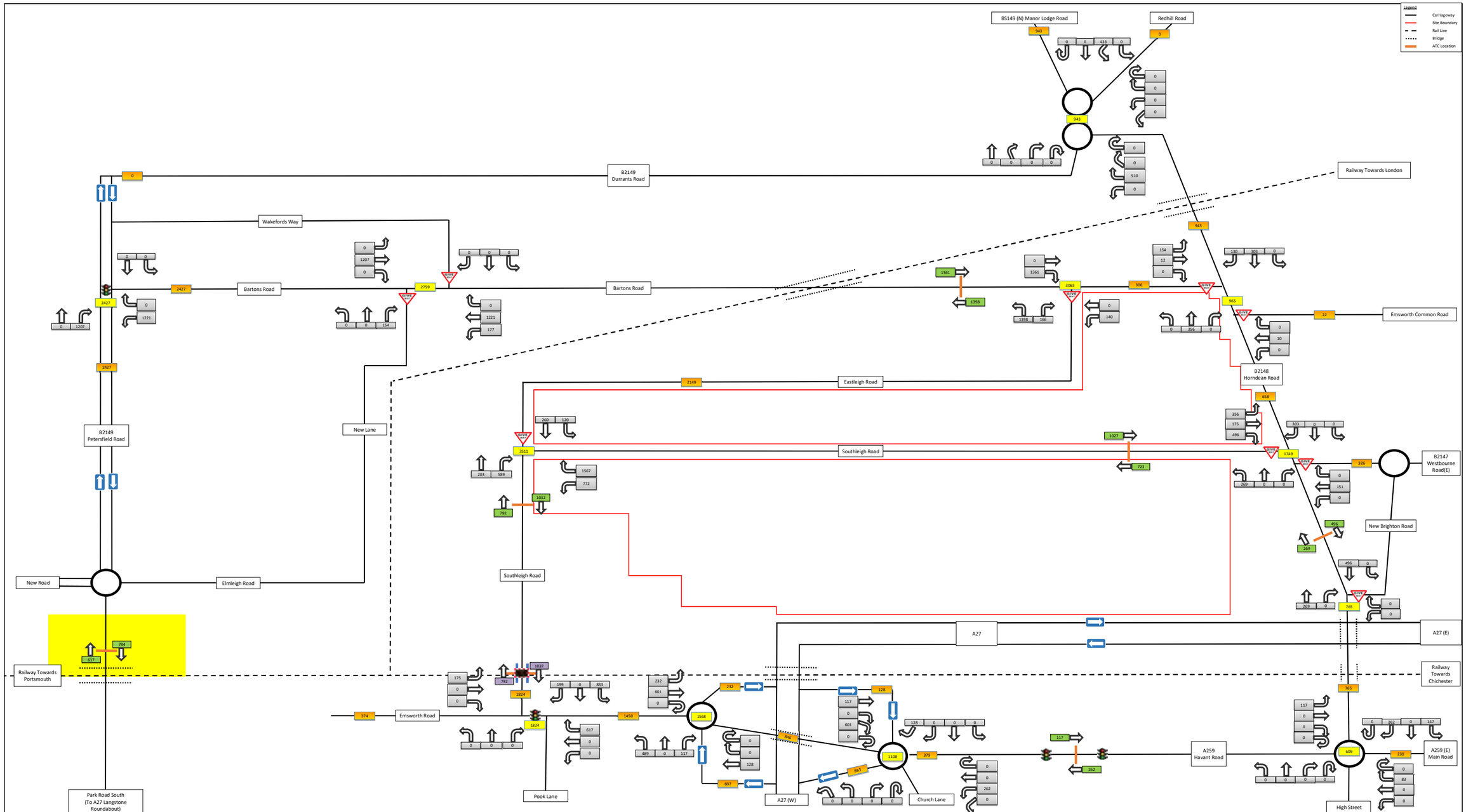
Stantec

Figure Title:

Proposed Development Two-Way - Sustainable Test (S3 - DS+)- PM Peak Hour - With Footbridge

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J3.2



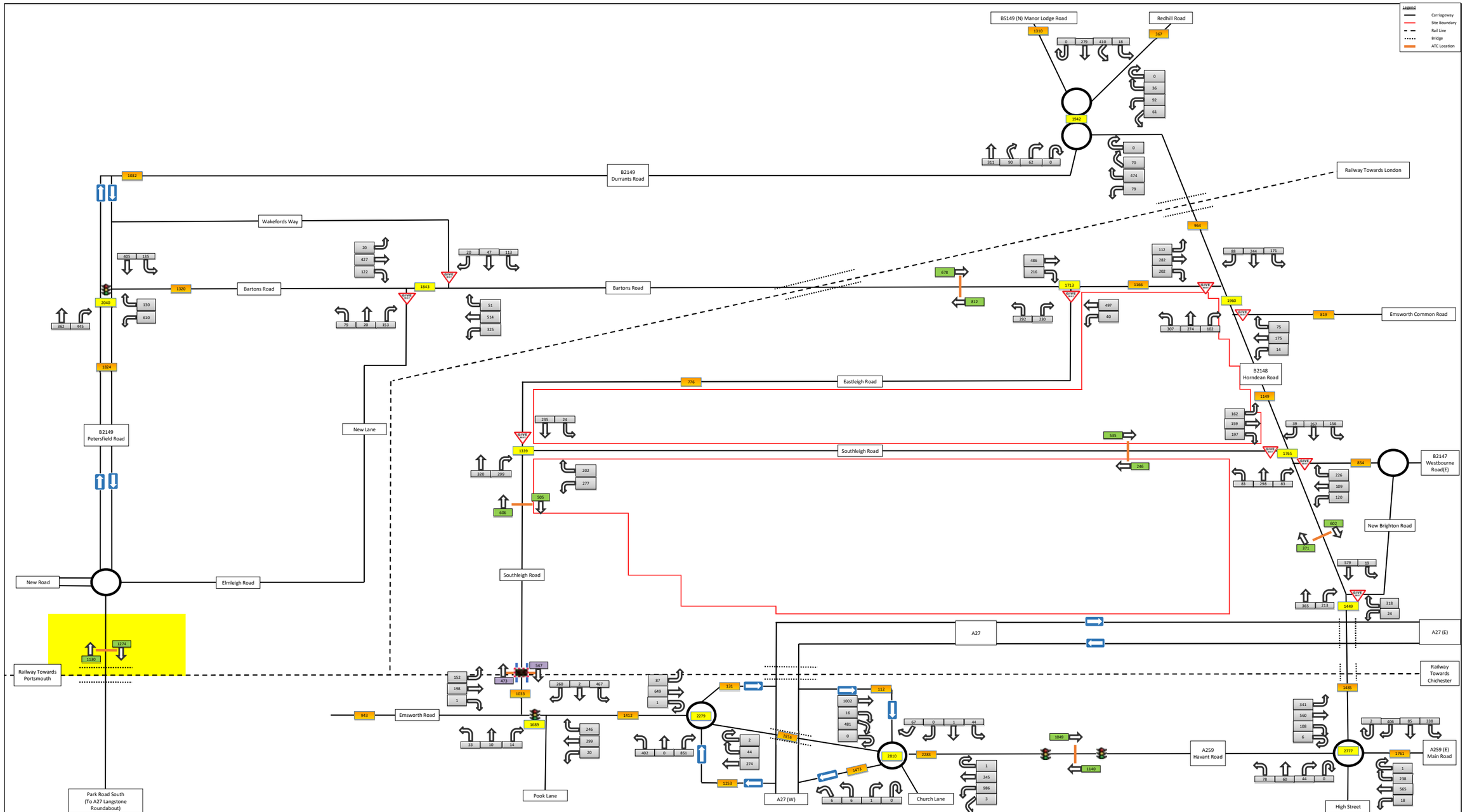
Stantec

Figure Title:

Proposed Development Two-Way - Sustainable Test (S3 - DS+) - 07:00 - 19:00 - With Footbridge

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J3.3



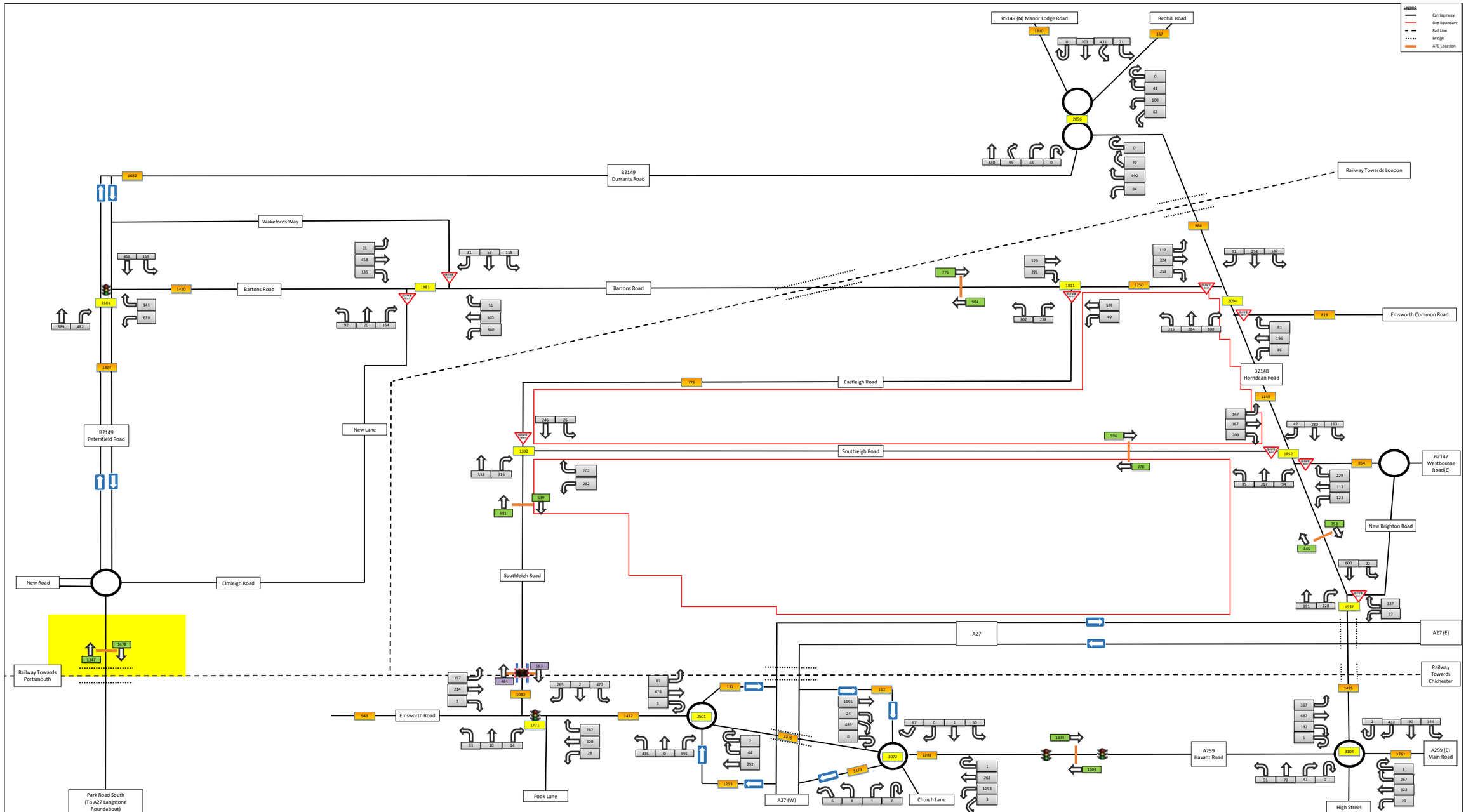
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S3 - DS+ with FB) All Vehicles - AM Peak Hour (08:00-09:00)

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Figure:	Appendix J3.4
Scale	NTS
Drawn	PS
Checked	DC

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec



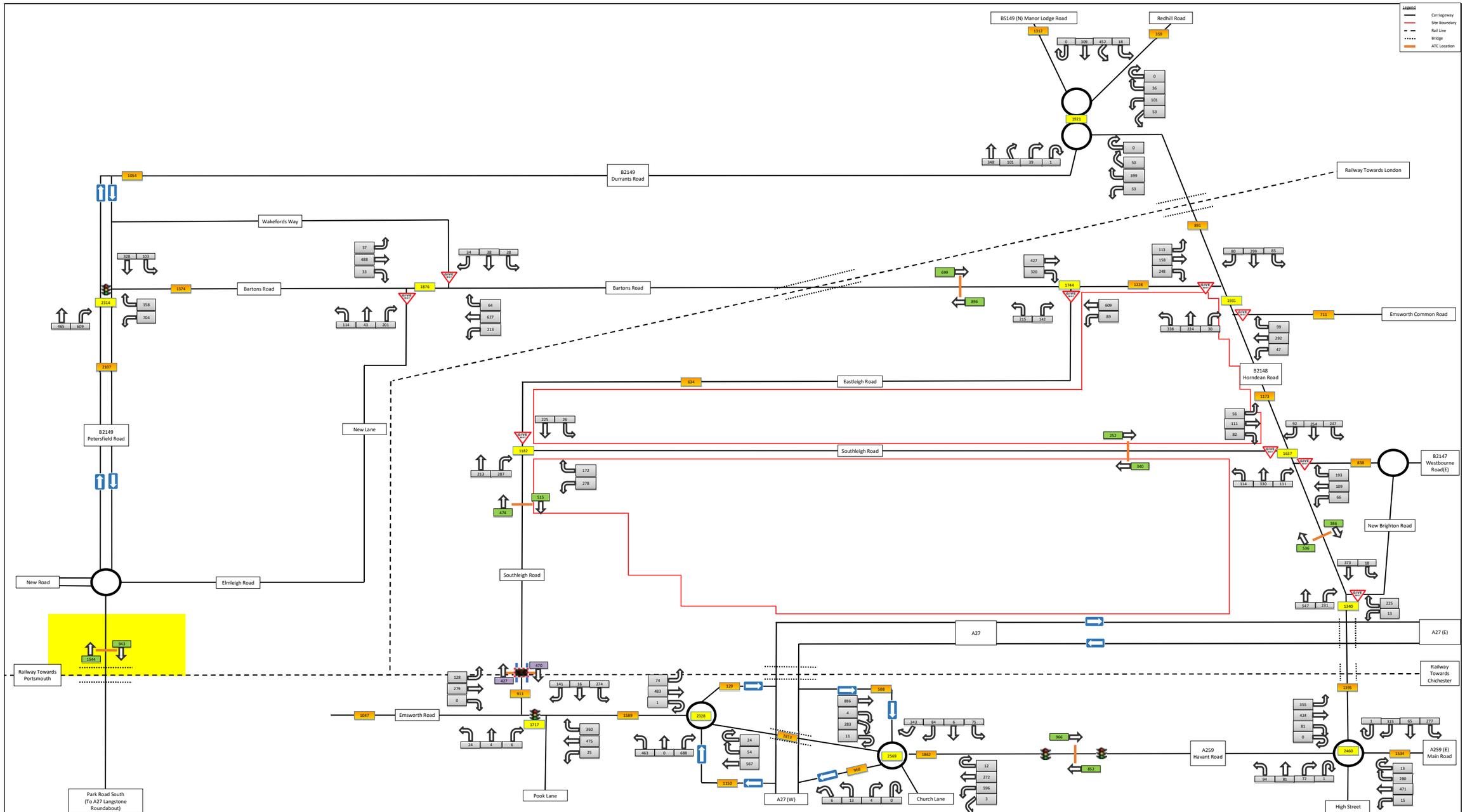
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S3 - DS+ with FB) Total PCUs - AM Peak Hour (08:00-09:00)

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Scale	NTS
Drawn	PS
Checked	DC
Figure:	Appendix J3.5

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec



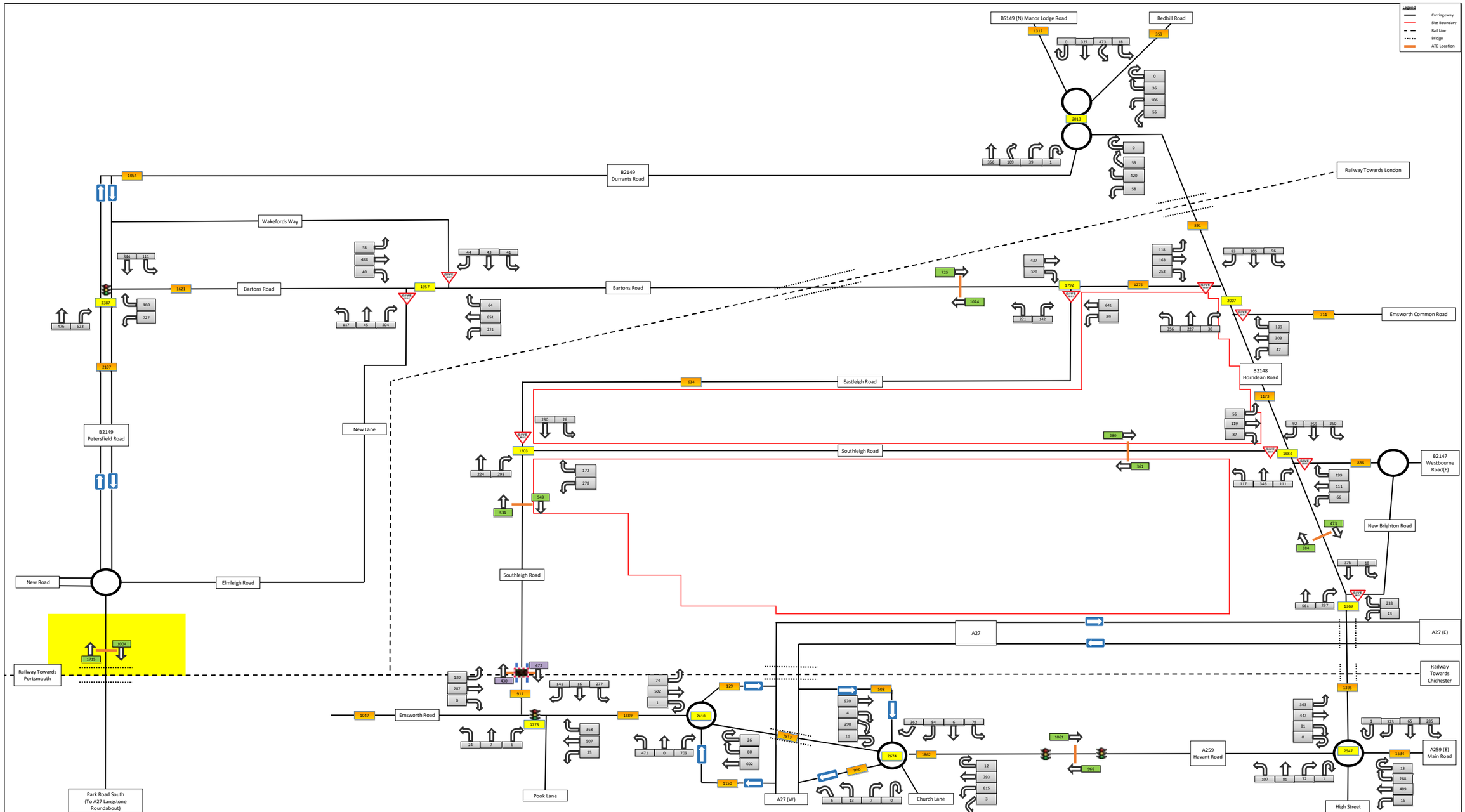
Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S3 - DS+ with FB) All Vehicles - PM Peak Hour (17:00-18:00)

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Figure:	Appendix J3.6
Scale	NTS
Drawn	PS
Checked	DC

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec



Stantec

Figure Title:

2038 Core 1 Plus Committed Development and Proposed Development (Sustainable Test - S3 - DS+ with FB) Total PCUs - PM Peak Hour (17:00-18:00)

Client	Bloor Homes
Job Title	Southleigh Road, Havant
Date	02/11/2023
Figure:	Appendix J3.7
Scale	NTS
Drawn	PS
Checked	DC

Caversham Bridge House, Waterman Pl, Reading RG1 8DN
Tel :0118 950 0761 Email: reading.uk@stantec.com Website: www.stantec.com © Stantec

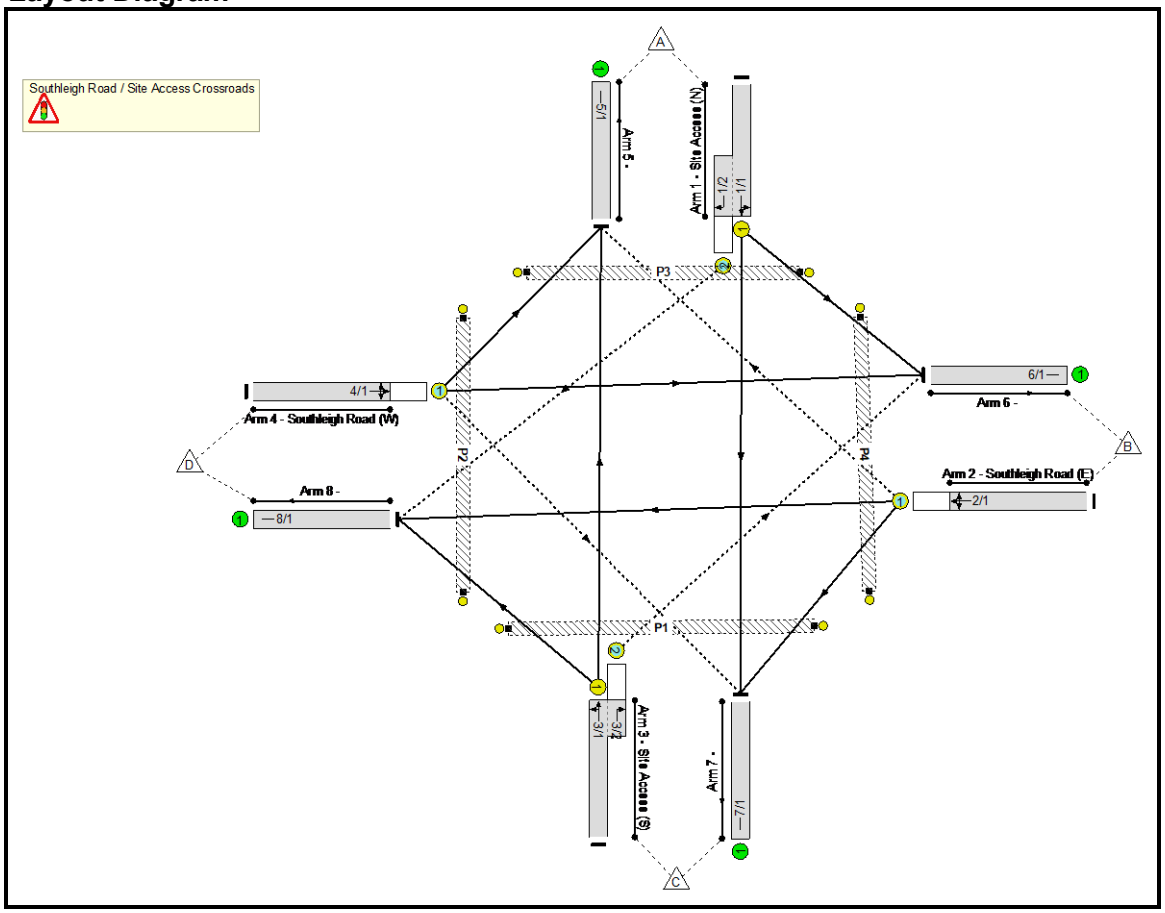
Appendix K Junction Modelling Outputs

Full Input Data And Results

User and Project Details

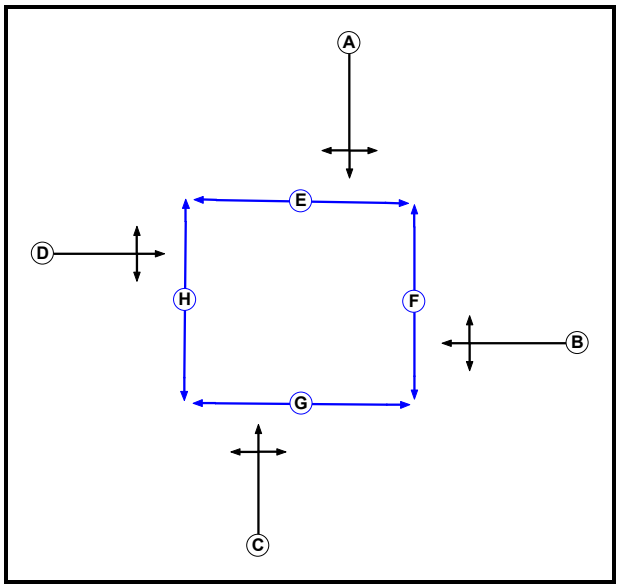
Project:	**Southleigh, Havant**
Title:	**Southleigh Road / Site Access Crossroads**
Location:	
Client:	Bloor Homes
Date Started:	11/12/2023
Additional detail:	
File name:	332310755 - Southleigh Rd Site Access - Small 251120.lsg3x
Author:	Max Law
Company:	Stantec UK
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

Phase Intergreens Matrix

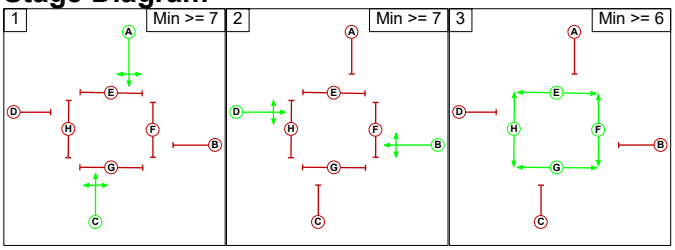
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		6	-	6	5	7	7	7
	B	6		6	-	7	5	7	7
	C	-	6		6	7	7	5	7
	D	6	-	6		7	7	7	5
	E	12	12	12	12		-	-	-
	F	8	8	8	8	-		-	-
	G	12	12	12	12	-	-		-
	H	8	8	8	8	-	-	-	

Phases in Stage

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

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		6	7
	2	6		7
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Southleigh Road / Site Access Crossroads											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Site Access (N))	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	3.00	-	0.50	3	2.00
2/1 (Southleigh Road (E))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	-	0.50	3	2.00
3/2 (Site Access (S))	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	2.00
4/1 (Southleigh Road (W))	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Southleigh Road / Site Access Crossroads												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Site Access (N))	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
1/2 (Site Access (N))	O	A	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 8 Right	20.00
2/1 (Southleigh Road (E))	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
											Arm 7 Left	15.00
											Arm 8 Ahead	Inf
3/1 (Site Access (S))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (Site Access (S))	O	C	2	3	3.0	Geom	-	3.65	0.00	Y	Arm 6 Right	20.00
4/1 (Southleigh Road (W))	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
											Arm 7 Right	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2038 + Dev S1 BaU AM'	08:00	09:00	01:00	
2: '2038 + Dev S1 BaU PM'	17:00	18:00	01:00	
3: '2038 + Dev S2 DS - AM'	08:00	09:00	01:00	
4: '2038 + Dev S2 DS - PM'	17:00	18:00	01:00	
5: '2038 + Dev S2 DS + - AM'	08:00	09:00	01:00	
6: '2038 + Dev S2 DS + - PM'	17:00	18:00	01:00	

Scenario 1: '2038 + Dev S1 BaU AM' (FG1: '2038 + Dev S1 BaU AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	0	49	119
	B	4	0	31	347	382
	C	0	138	0	252	390
	D	10	389	65	0	464
	Tot.	14	597	96	648	1355

Traffic Lane Flows

Lane	Scenario 1: 2038 + Dev S1 BaU AM
Junction: Southleigh Road / Site Access Crossroads	
1/1 (with short)	119(In) 70(Out)
1/2 (short)	49
2/1	382
3/1 (with short)	390(In) 252(Out)
3/2 (short)	138
4/1	464
5/1	14
6/1	597
7/1	96
8/1	648

Full Input Data And Results

Lane Saturation Flows

Junction: Southleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.65	0.00	Y	Arm 6 Left	15.00	100.0 %	1800	1800
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Site Access (N))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (Southleigh Road (E))	3.00	0.00	Y	Arm 5 Right	20.00	1.0 %	1898	1898
				Arm 7 Left	15.00	8.1 %		
				Arm 8 Ahead	Inf	90.8 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1915	1915
				Arm 8 Left	Inf	100.0 %		
3/2 (Site Access (S))	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
4/1 (Southleigh Road (W))	3.00	0.00	Y	Arm 5 Left	Inf	2.2 %	1915	1915
				Arm 6 Ahead	Inf	83.8 %		
				Arm 7 Right	Inf	14.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2038 + Dev S1 BaU PM' (FG2: '2038 + Dev S1 BaU PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	27	0	18	45
	B	17	0	121	265	403
	C	0	49	0	112	161
	D	35	244	166	0	445
	Tot.	52	320	287	395	1054

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2038 + Dev S1 BaU PM
Junction: Southleigh Road / Site Access Crossroads	
1/1 (with short)	45(In) 27(Out)
1/2 (short)	18
2/1	403
3/1 (with short)	161(In) 112(Out)
3/2 (short)	49
4/1	445
5/1	52
6/1	320
7/1	287
8/1	395

Lane Saturation Flows

Junction: Southleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.65	0.00	Y	Arm 6 Left	15.00	100.0 %	1800	1800
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Site Access (N))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (Southleigh Road (E))	3.00	0.00	Y	Arm 5 Right	20.00	4.2 %	1853	1853
				Arm 7 Left	15.00	30.0 %		
				Arm 8 Ahead	Inf	65.8 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1915	1915
				Arm 8 Left	Inf	100.0 %		
3/2 (Site Access (S))	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
4/1 (Southleigh Road (W))	3.00	0.00	Y	Arm 5 Left	Inf	7.9 %	1915	1915
				Arm 6 Ahead	Inf	54.8 %		
				Arm 7 Right	Inf	37.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2038 + Dev S2 DS - AM' (FG3: '2038 + Dev S2 DS - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	61	0	43	104
	B	27	0	26	330	383
	C	0	126	0	220	346
	D	7	381	51	0	439
	Tot.	34	568	77	593	1272

Traffic Lane Flows

Lane	Scenario 3: 2038 + Dev S2 DS - AM
Junction: Southleigh Road / Site Access Crossroads	
1/1 (with short)	104(In) 61(Out)
1/2 (short)	43
2/1	383
3/1 (with short)	346(In) 220(Out)
3/2 (short)	126
4/1	439
5/1	34
6/1	568
7/1	77
8/1	593

Full Input Data And Results

Lane Saturation Flows

Junction: Southleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.65	0.00	Y	Arm 6 Left	15.00	100.0 %	1800	1800
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Site Access (N))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (Southleigh Road (E))	3.00	0.00	Y	Arm 5 Right	20.00	7.0 %	1892	1892
				Arm 7 Left	15.00	6.8 %		
				Arm 8 Ahead	Inf	86.2 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1915	1915
				Arm 8 Left	Inf	100.0 %		
3/2 (Site Access (S))	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
4/1 (Southleigh Road (W))	3.00	0.00	Y	Arm 5 Left	Inf	1.6 %	1915	1915
				Arm 6 Ahead	Inf	86.8 %		
				Arm 7 Right	Inf	11.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2038 + Dev S2 DS - PM' (FG4: '2038 + Dev S2 DS - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	0	16	42
	B	14	0	101	258	373
	C	0	45	0	99	144
	D	28	226	133	0	387
	Tot.	42	297	234	373	946

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 + Dev S2 DS - PM
Junction: Southleigh Road / Site Access Crossroads	
1/1 (with short)	42(In) 26(Out)
1/2 (short)	16
2/1	373
3/1 (with short)	144(In) 99(Out)
3/2 (short)	45
4/1	387
5/1	42
6/1	297
7/1	234
8/1	373

Lane Saturation Flows

Junction: Southleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.65	0.00	Y	Arm 6 Left	15.00	100.0 %	1800	1800
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Site Access (N))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (Southleigh Road (E))	3.00	0.00	Y	Arm 5 Right	20.00	3.8 %	1859	1859
				Arm 7 Left	15.00	27.1 %		
				Arm 8 Ahead	Inf	69.2 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1915	1915
				Arm 8 Left	Inf	100.0 %		
3/2 (Site Access (S))	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
4/1 (Southleigh Road (W))	3.00	0.00	Y	Arm 5 Left	Inf	7.2 %	1915	1915
				Arm 6 Ahead	Inf	58.4 %		
				Arm 7 Right	Inf	34.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2038 + Dev S3 DS + - AM' (FG5: '2038 + Dev S2 DS + - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	52	0	33	85
	B	3	0	21	301	325
	C	0	97	0	166	263
	D	6	376	41	0	423
	Tot.	9	525	62	500	1096

Traffic Lane Flows

Lane	Scenario 5: 2038 + Dev S3 DS + - AM
Junction: Southleigh Road / Site Access Crossroads	
1/1 (with short)	85(In) 52(Out)
1/2 (short)	33
2/1	325
3/1 (with short)	263(In) 166(Out)
3/2 (short)	97
4/1	423
5/1	9
6/1	525
7/1	62
8/1	500

Full Input Data And Results

Lane Saturation Flows

Junction: Southleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.65	0.00	Y	Arm 6 Left	15.00	100.0 %	1800	1800
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Site Access (N))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (Southleigh Road (E))	3.00	0.00	Y	Arm 5 Right	20.00	0.9 %	1901	1901
				Arm 7 Left	15.00	6.5 %		
				Arm 8 Ahead	Inf	92.6 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1915	1915
				Arm 8 Left	Inf	100.0 %		
3/2 (Site Access (S))	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
4/1 (Southleigh Road (W))	3.00	0.00	Y	Arm 5 Left	Inf	1.4 %	1915	1915
				Arm 6 Ahead	Inf	88.9 %		
				Arm 7 Right	Inf	9.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2038 + Dev S3 DS + - PM' (FG6: '2038 + Dev S2 DS + - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	24	0	14	38
	B	9	0	79	251	339
	C	0	39	0	86	125
	D	21	207	98	0	326
	Tot.	30	270	177	351	828

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2038 + Dev S3 DS + - PM
Junction: Southleigh Road / Site Access Crossroads	
1/1 (with short)	38(In) 24(Out)
1/2 (short)	14
2/1	339
3/1 (with short)	125(In) 86(Out)
3/2 (short)	39
4/1	326
5/1	30
6/1	270
7/1	177
8/1	351

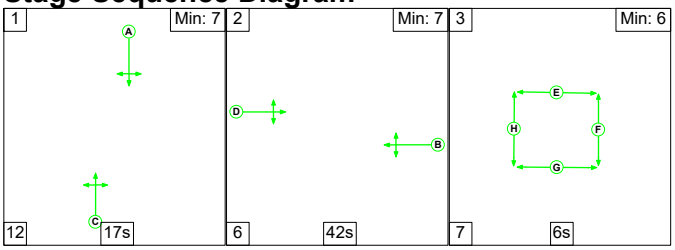
Lane Saturation Flows

Junction: Southleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.65	0.00	Y	Arm 6 Left	15.00	100.0 %	1800	1800
				Arm 7 Ahead	Inf	0.0 %		
1/2 (Site Access (N))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (Southleigh Road (E))	3.00	0.00	Y	Arm 5 Right	20.00	2.7 %	1868	1868
				Arm 7 Left	15.00	23.3 %		
				Arm 8 Ahead	Inf	74.0 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1915	1915
				Arm 8 Left	Inf	100.0 %		
3/2 (Site Access (S))	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
4/1 (Southleigh Road (W))	3.00	0.00	Y	Arm 5 Left	Inf	6.4 %	1915	1915
				Arm 6 Ahead	Inf	63.5 %		
				Arm 7 Right	Inf	30.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2038 + Dev S1 BaU AM' (FG1: '2038 + Dev S1 BaU AM', Plan 1: 'Network Control Plan 1')

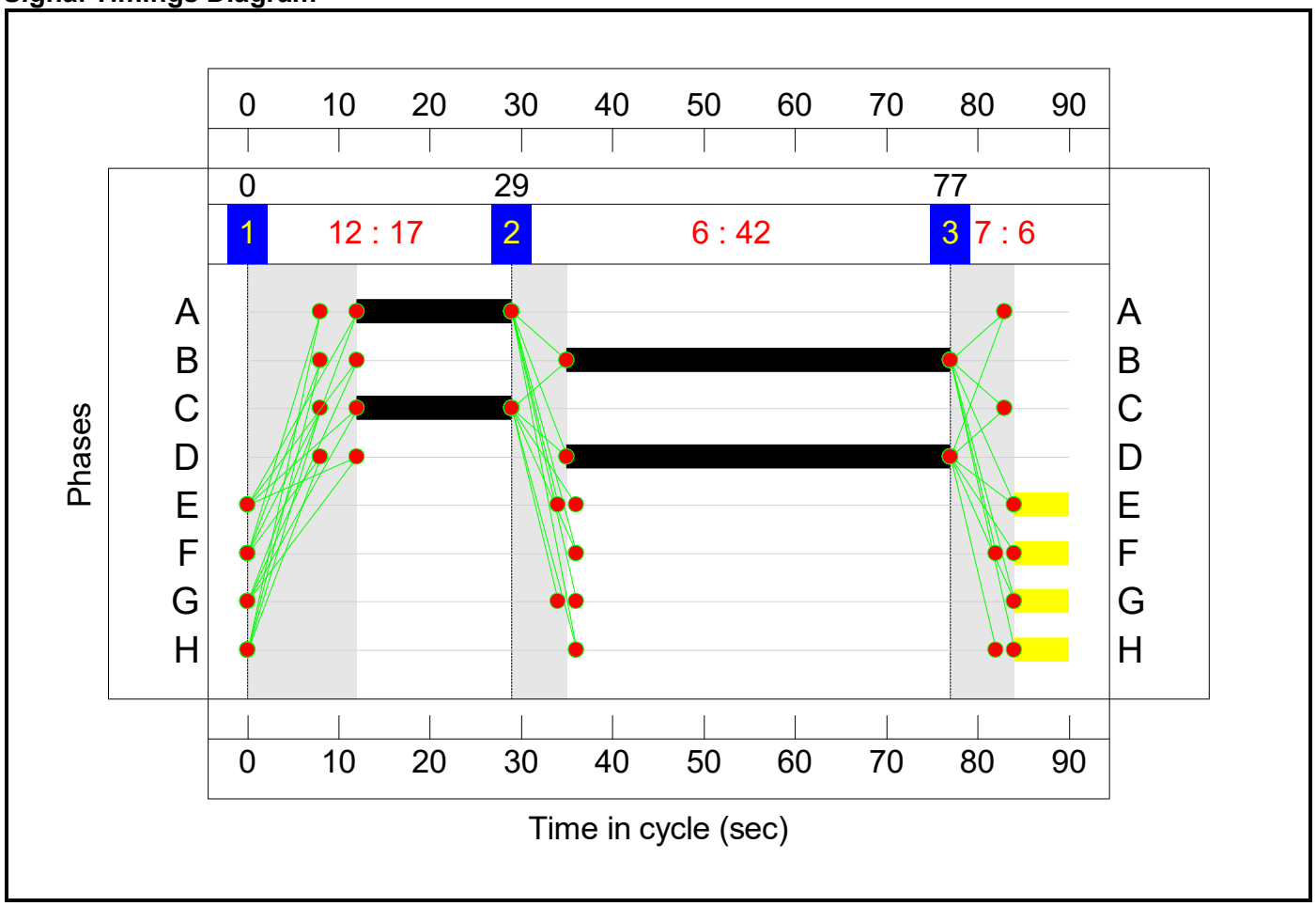
Stage Sequence Diagram



Stage Timings

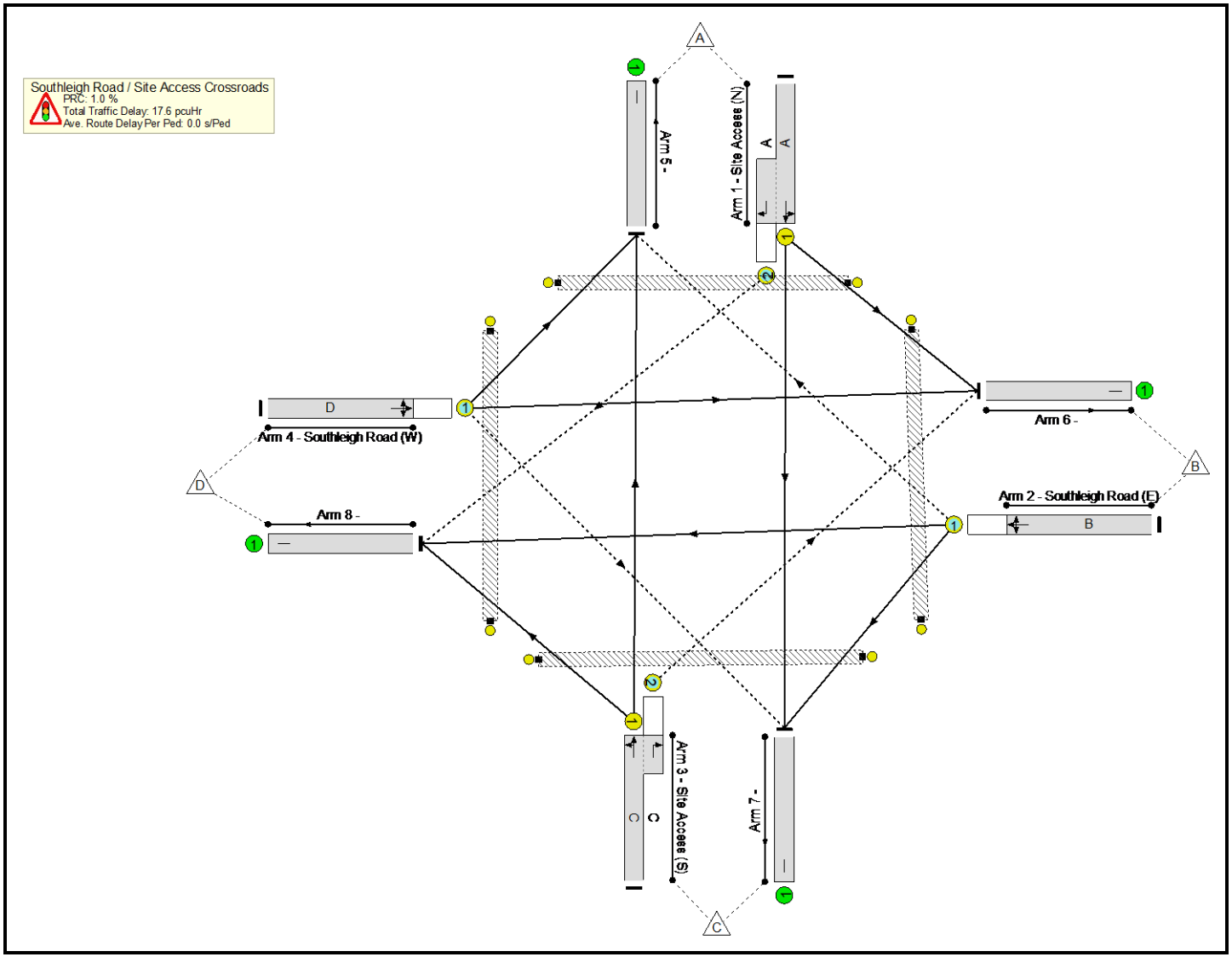
Stage	1	2	3
Duration	17	42	6
Change Point	0	29	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
1/1+1/2	Site Access (N) Left Ahead Right	U+O	N/A	N/A	A		1	17	-	119	1800:1781	184+129	37.9 : 37.9%
2/1	Southleigh Road (E) Right Left Ahead	O	N/A	N/A	B		1	42	-	382	1898	450	84.8%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	17	-	390	1915:1842	283+155	89.1 : 89.1%
4/1	Southleigh Road (W) Left Ahead Right	O	N/A	N/A	D		1	42	-	464	1915	587	79.0%
5/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

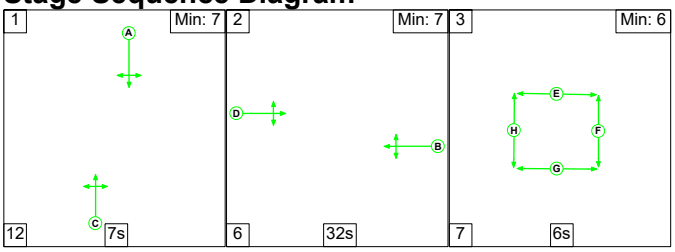
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Southleigh Road / Site Access Crossroads	**-**	**-**	**249**	**0**	**7**	**9.0**	**8.3**	**0.3**	**17.6**	**-**	**-**	**-**	**-**
Southleigh Road / Site Access Crossroads	**-**	**-**	**249**	**0**	**7**	**9.0**	**8.3**	**0.3**	**17.6**	**-**	**-**	**-**	**-**
1/1+1/2	119	119	48	0	1	1.0	0.3	0.2	1.4	43.7	1.4	0.3	1.7
2/1	382	382	4	0	0	1.7	2.6	0.0	4.3	40.4	6.5	2.6	9.1
3/1+3/2	390	390	136	0	2	3.7	3.6	0.0	7.3	67.2	7.8	3.6	11.4
4/1	464	464	61	0	4	2.7	1.8	0.1	4.6	35.4	10.1	1.8	11.9
5/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 17.58 Cycle Time (s): 90
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 17.58

Full Input Data And Results

Scenario 2: '2038 + Dev S1 BaU PM' (FG2: '2038 + Dev S1 BaU PM', Plan 1: 'Network Control Plan 1')

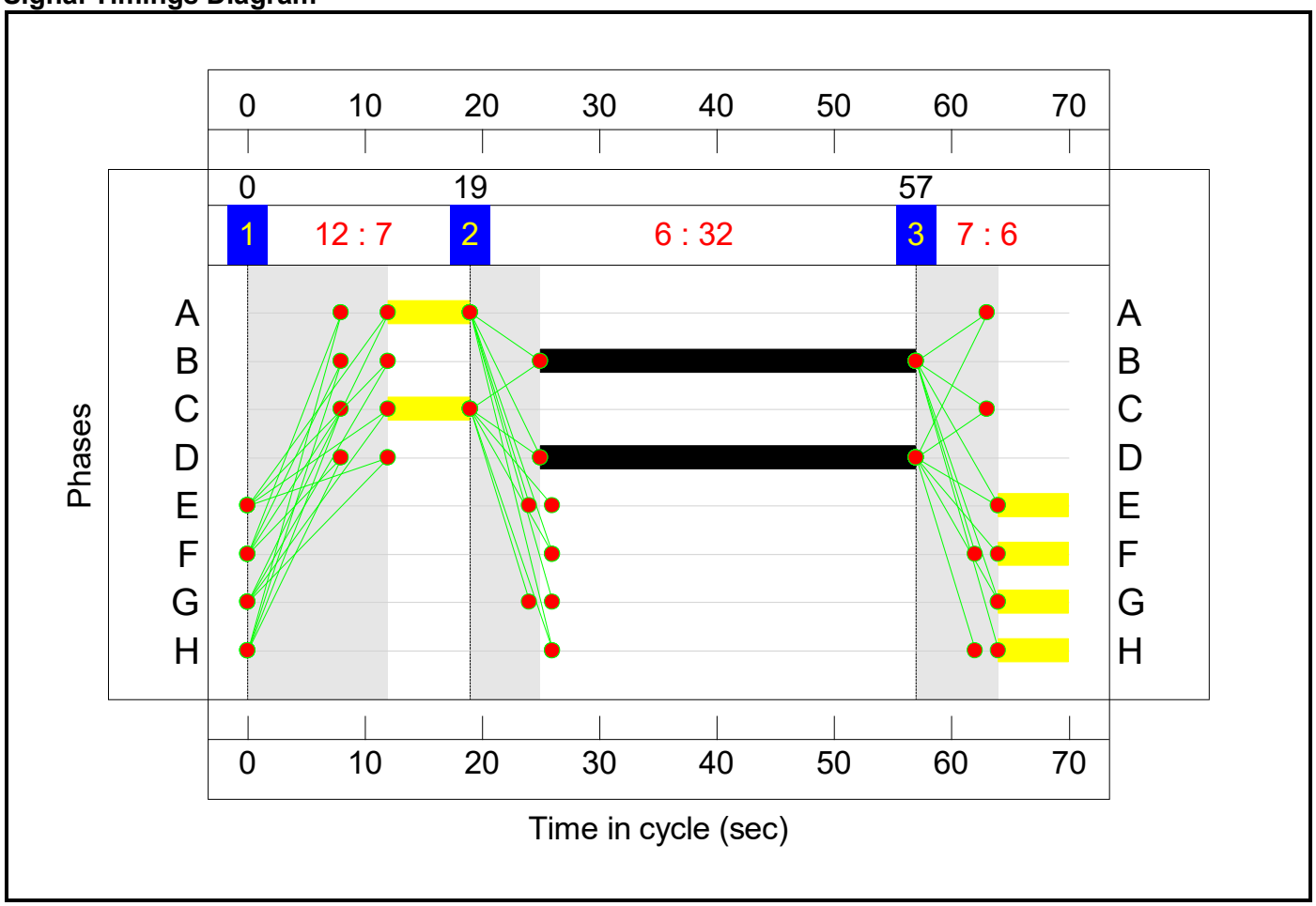
Stage Sequence Diagram



Stage Timings

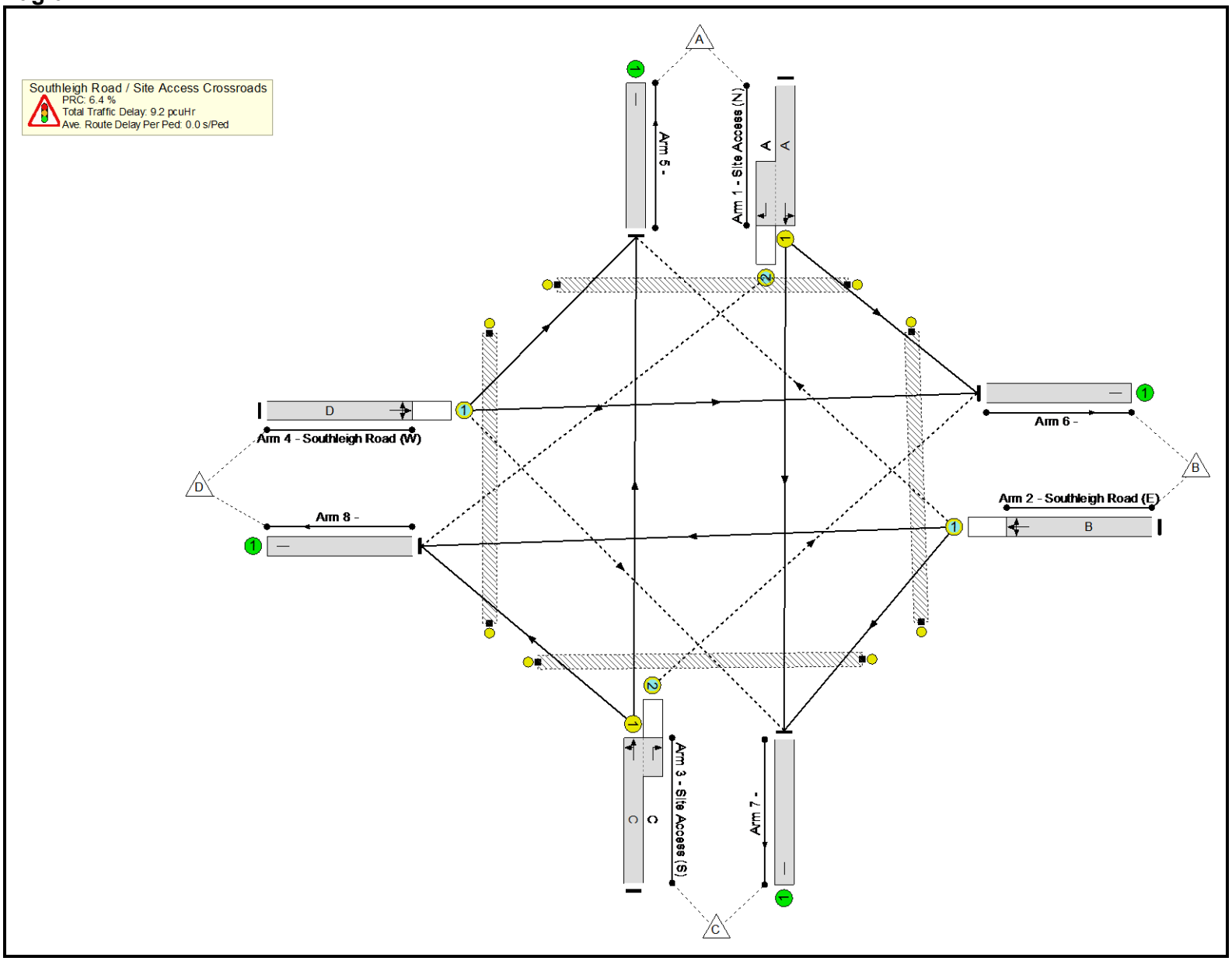
Stage	1	2	3
Duration	7	32	6
Change Point	0	19	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.6%**
Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.6%**
1/1+1/2	Site Access (N) Left Ahead Right	U+O	N/A	N/A	A		1	7	-	45	1800:1781	206+137	13.1 : 13.1%
2/1	Southleigh Road (E) Right Left Ahead	O	N/A	N/A	B		1	32	-	403	1853	862	46.8%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	161	1915:1842	192+84	58.4 : 58.4%
4/1	Southleigh Road (W) Left Ahead Right	O	N/A	N/A	D		1	32	-	445	1915	526	84.6%
5/1		U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

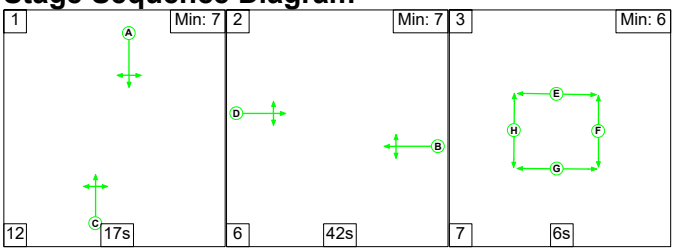
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Southleigh Road / Site Access Crossroads	**-**	**-**	**231**	**0**	**19**	**5.1**	**3.8**	**0.3**	**9.2**	**-**	**-**	**-**	**-**
Southleigh Road / Site Access Crossroads	**-**	**-**	**231**	**0**	**19**	**5.1**	**3.8**	**0.3**	**9.2**	**-**	**-**	**-**	**-**
1/1+1/2	45	45	18	0	0	0.3	0.1	0.0	0.4	35.0	0.5	0.1	0.5
2/1	403	403	16	0	1	1.4	0.4	0.0	1.8	16.4	5.3	0.4	5.7
3/1+3/2	161	161	48	0	1	1.3	0.7	0.0	2.0	44.5	2.0	0.7	2.7
4/1	445	445	149	0	17	2.1	2.6	0.3	4.9	39.7	7.8	2.6	10.4
5/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 6.4 Total Delay for Signalled Lanes (pcuHr): 9.18 Cycle Time (s): 70
PRC Over All Lanes (%): 6.4 Total Delay Over All Lanes(pcuHr): 9.18

Full Input Data And Results

Scenario 3: '2038 + Dev S2 DS - AM' (FG3: '2038 + Dev S2 DS - AM', Plan 1: 'Network Control Plan 1')

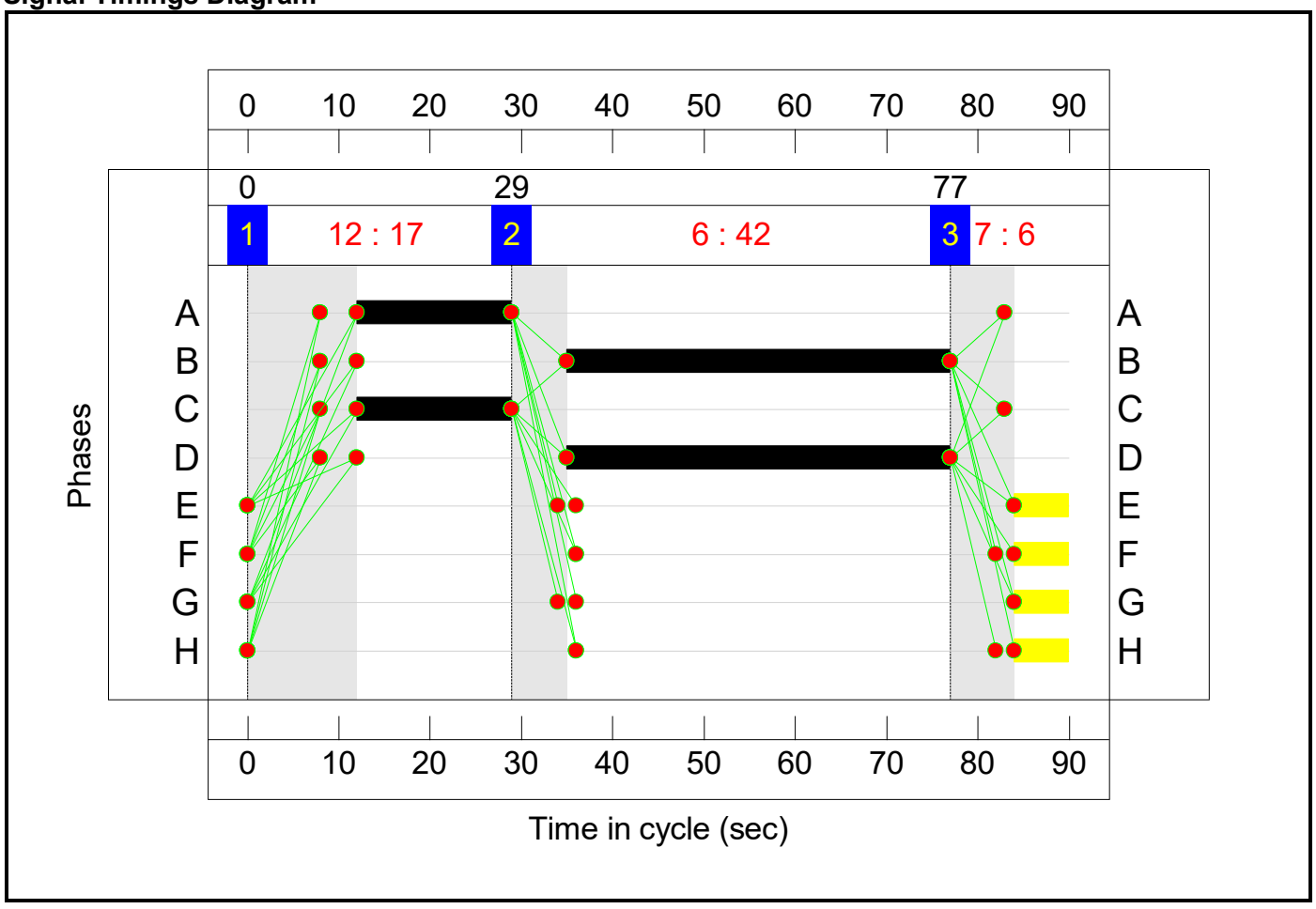
Stage Sequence Diagram



Stage Timings

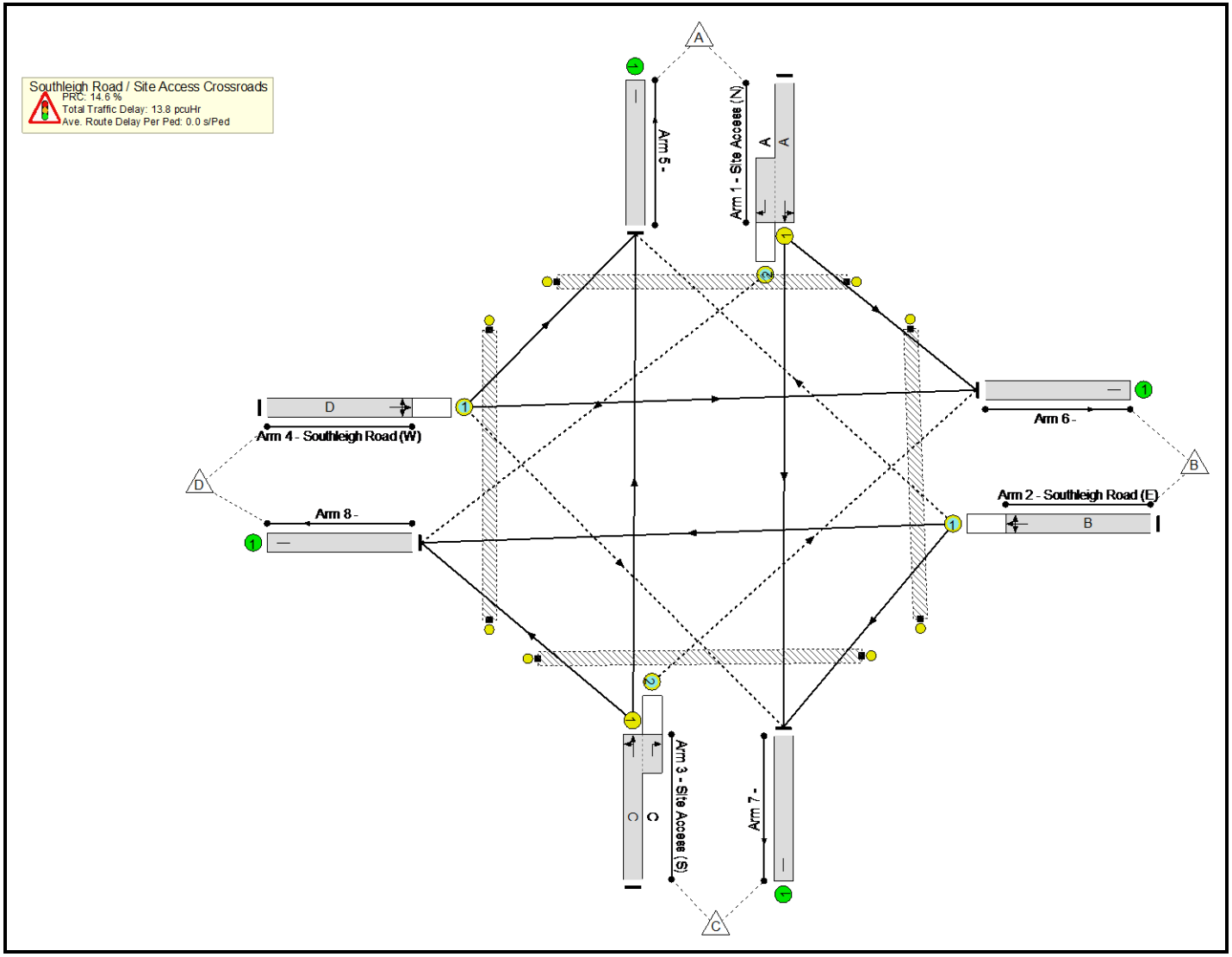
Stage	1	2	3
Duration	17	42	6
Change Point	0	29	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
1/1+1/2	Site Access (N) Left Ahead Right	U+O	N/A	N/A	A		1	17	-	104	1800:1781	274+164	22.2 : 26.2%
2/1	Southleigh Road (E) Right Left Ahead	O	N/A	N/A	B		1	42	-	383	1892	489	78.4%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	17	-	346	1915:1842	280+160	78.6 : 78.6%
4/1	Southleigh Road (W) Left Ahead Right	O	N/A	N/A	D		1	42	-	439	1915	568	77.3%
5/1		U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

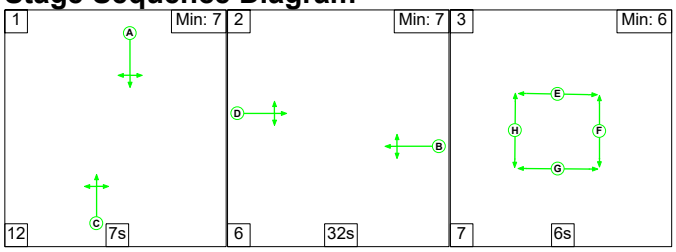
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Southleigh Road / Site Access Crossroads	**-**	**-**	**240**	**0**	**7**	**8.2**	**5.3**	**0.2**	**13.8**	**-**	**-**	**-**	**-**
Southleigh Road / Site Access Crossroads	**-**	**-**	**240**	**0**	**7**	**8.2**	**5.3**	**0.2**	**13.8**	**-**	**-**	**-**	**-**
1/1+1/2	104	104	43	0	0	0.9	0.2	0.1	1.1	38.8	1.3	0.2	1.4
2/1	383	383	26	0	1	1.7	1.8	0.0	3.5	32.6	6.5	1.8	8.2
3/1+3/2	346	346	125	0	1	3.2	1.8	0.0	5.0	51.7	6.4	1.8	8.1
4/1	439	439	47	0	4	2.5	1.7	0.1	4.2	34.4	9.5	1.7	11.2
5/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 13.76 Cycle Time (s): 90
PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 13.76

Full Input Data And Results

Scenario 4: '2038 + Dev S2 DS - PM' (FG4: '2038 + Dev S2 DS - PM', Plan 1: 'Network Control Plan 1')

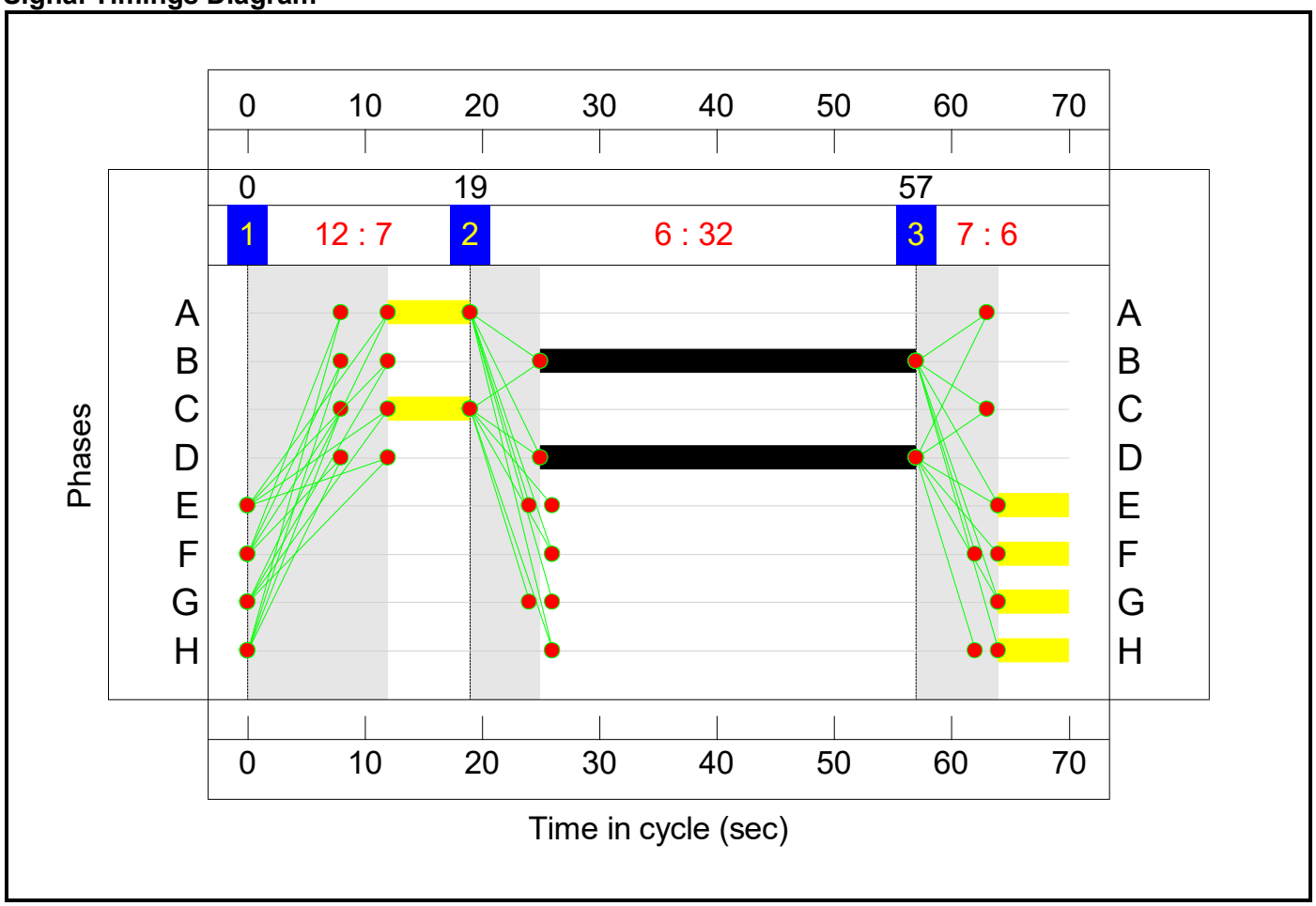
Stage Sequence Diagram



Stage Timings

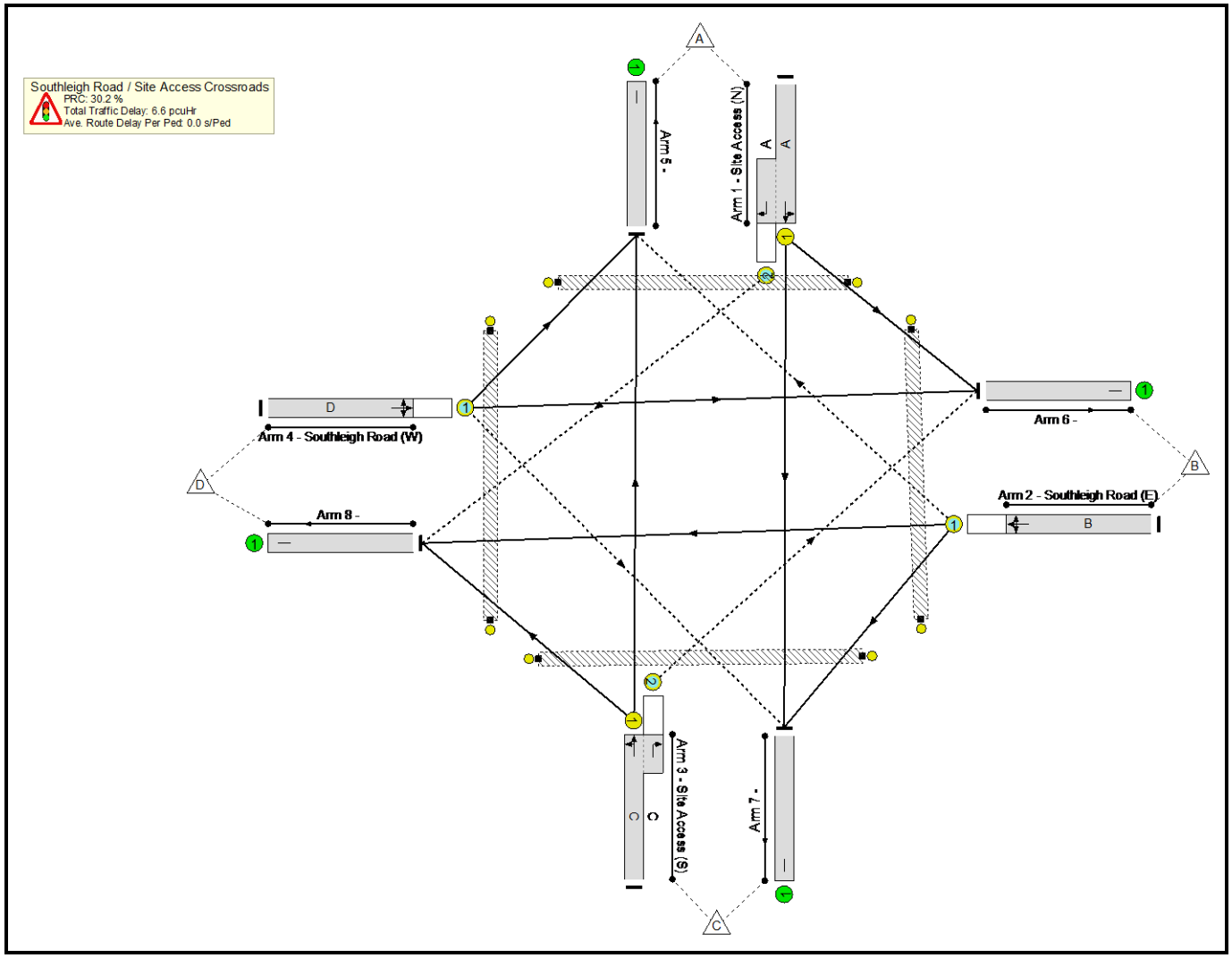
Stage	1	2	3
Duration	7	32	6
Change Point	0	19	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.1%**
Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.1%**
1/1+1/2	Site Access (N) Left Ahead Right	U+O	N/A	N/A	A		1	7	-	42	1800:1781	206+127	12.6 : 12.6%
2/1	Southleigh Road (E) Right Left Ahead	O	N/A	N/A	B		1	32	-	373	1859	863	43.2%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	144	1915:1842	191+87	51.7 : 51.7%
4/1	Southleigh Road (W) Left Ahead Right	O	N/A	N/A	D		1	32	-	387	1915	560	69.1%
5/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

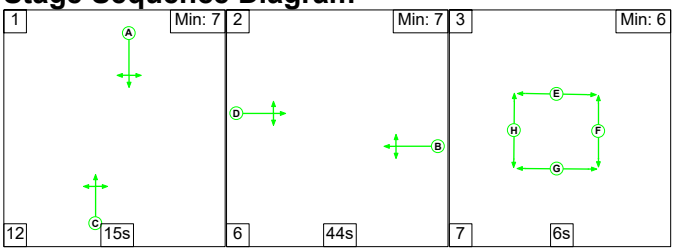
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Southleigh Road / Site Access Crossroads	**-**	**-**	**201**	**0**	**7**	**4.3**	**2.1**	**0.2**	**6.6**	**-**	**-**	**-**	**-**
Southleigh Road / Site Access Crossroads	**-**	**-**	**201**	**0**	**7**	**4.3**	**2.1**	**0.2**	**6.6**	**-**	**-**	**-**	**-**
1/1+1/2	42	42	16	0	0	0.3	0.1	0.0	0.4	34.9	0.4	0.1	0.5
2/1	373	373	13	0	1	1.3	0.4	0.0	1.6	15.9	4.8	0.4	5.1
3/1+3/2	144	144	44	0	1	1.1	0.5	0.0	1.7	42.1	1.8	0.5	2.3
4/1	387	387	127	0	6	1.6	1.1	0.2	2.9	26.8	6.3	1.1	7.4
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 30.2 Total Delay for Signalled Lanes (pcuHr): 6.62 Cycle Time (s): 70
PRC Over All Lanes (%): 30.2 Total Delay Over All Lanes(pcuHr): 6.62

Full Input Data And Results

Scenario 5: '2038 + Dev S3 DS + - AM' (FG5: '2038 + Dev S2 DS + - AM', Plan 1: 'Network Control Plan 1')

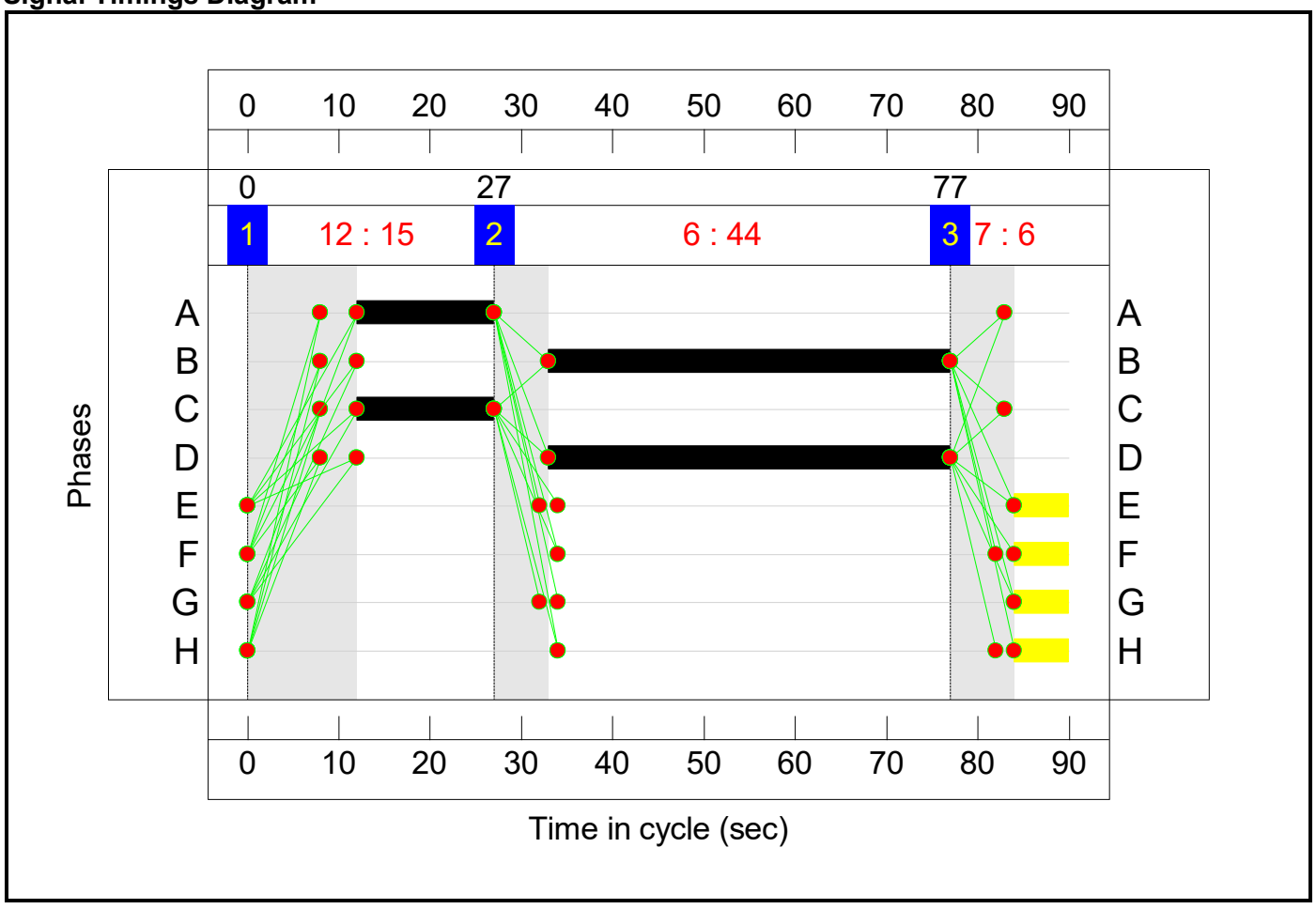
Stage Sequence Diagram



Stage Timings

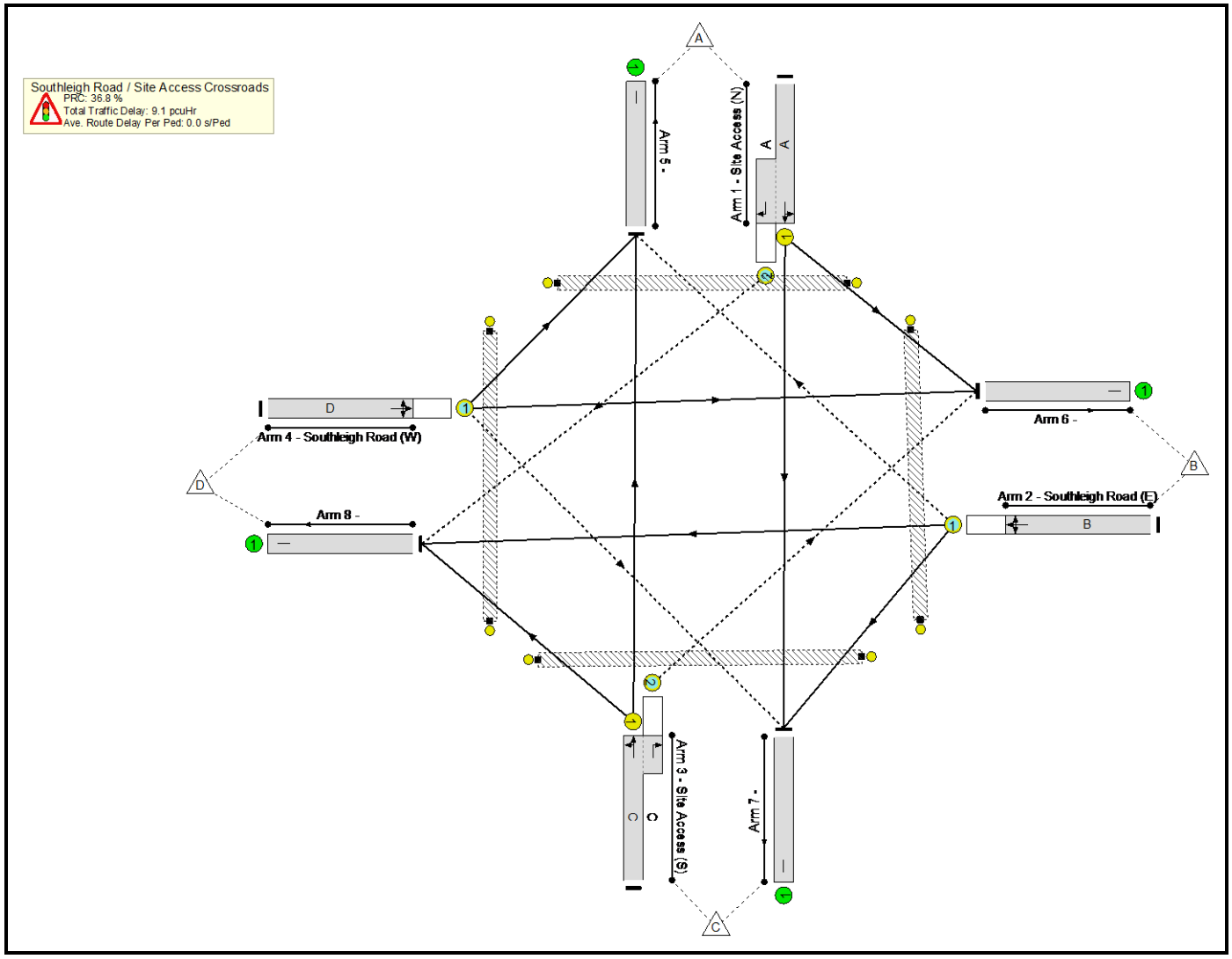
Stage	1	2	3
Duration	15	44	6
Change Point	0	27	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.8%**
Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.8%**
1/1+1/2	Site Access (N) Left Ahead Right	U+O	N/A	N/A	A		1	15	-	85	1800:1781	273+173	19.0 : 19.0%
2/1	Southleigh Road (E) Right Left Ahead	O	N/A	N/A	B		1	44	-	325	1901	578	56.3%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	15	-	263	1915:1842	252+147	65.8 : 65.8%
4/1	Southleigh Road (W) Left Ahead Right	O	N/A	N/A	D		1	44	-	423	1915	656	64.5%
5/1		U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%

Full Input Data And Results

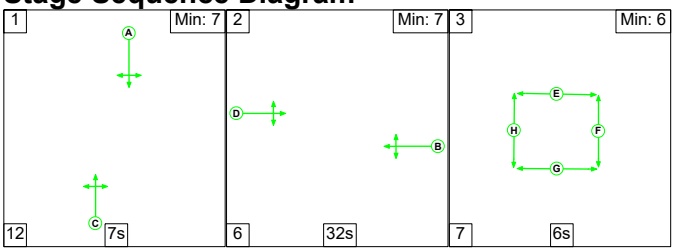
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Southleigh Road / Site Access Crossroads	**-**	**-**	**171**	**0**	**3**	**6.4**	**2.6**	**0.1**	**9.1**	**-**	**-**	**-**	**-**
Southleigh Road / Site Access Crossroads	**-**	**-**	**171**	**0**	**3**	**6.4**	**2.6**	**0.1**	**9.1**	**-**	**-**	**-**	**-**
1/1+1/2	85	85	33	0	0	0.7	0.1	0.1	0.9	38.6	1.1	0.1	1.2
2/1	325	325	3	0	0	1.2	0.6	0.0	1.9	20.9	5.1	0.6	5.7
3/1+3/2	263	263	96	0	1	2.4	0.9	0.0	3.4	46.6	4.2	0.9	5.2
4/1	423	423	40	0	1	2.0	0.9	0.0	2.9	25.0	8.3	0.9	9.2
5/1	9	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 36.8 Total Delay for Signalled Lanes (pcuHr): 9.15 Cycle Time (s): 90
PRC Over All Lanes (%): 36.8 Total Delay Over All Lanes(pcuHr): 9.15

Full Input Data And Results

Scenario 6: '2038 + Dev S3 DS + - PM' (FG6: '2038 + Dev S2 DS + - PM', Plan 1: 'Network Control Plan 1')

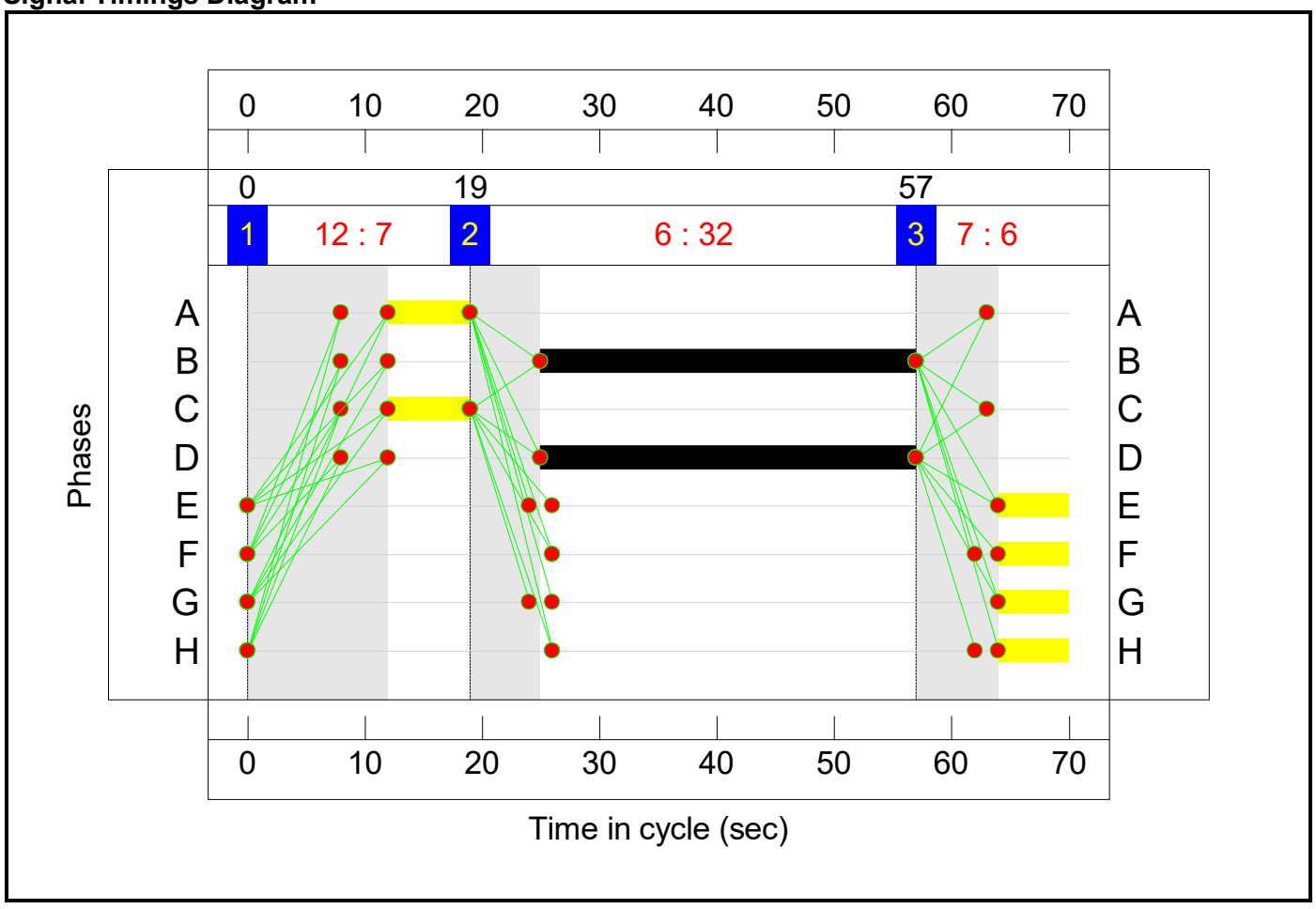
Stage Sequence Diagram



Stage Timings

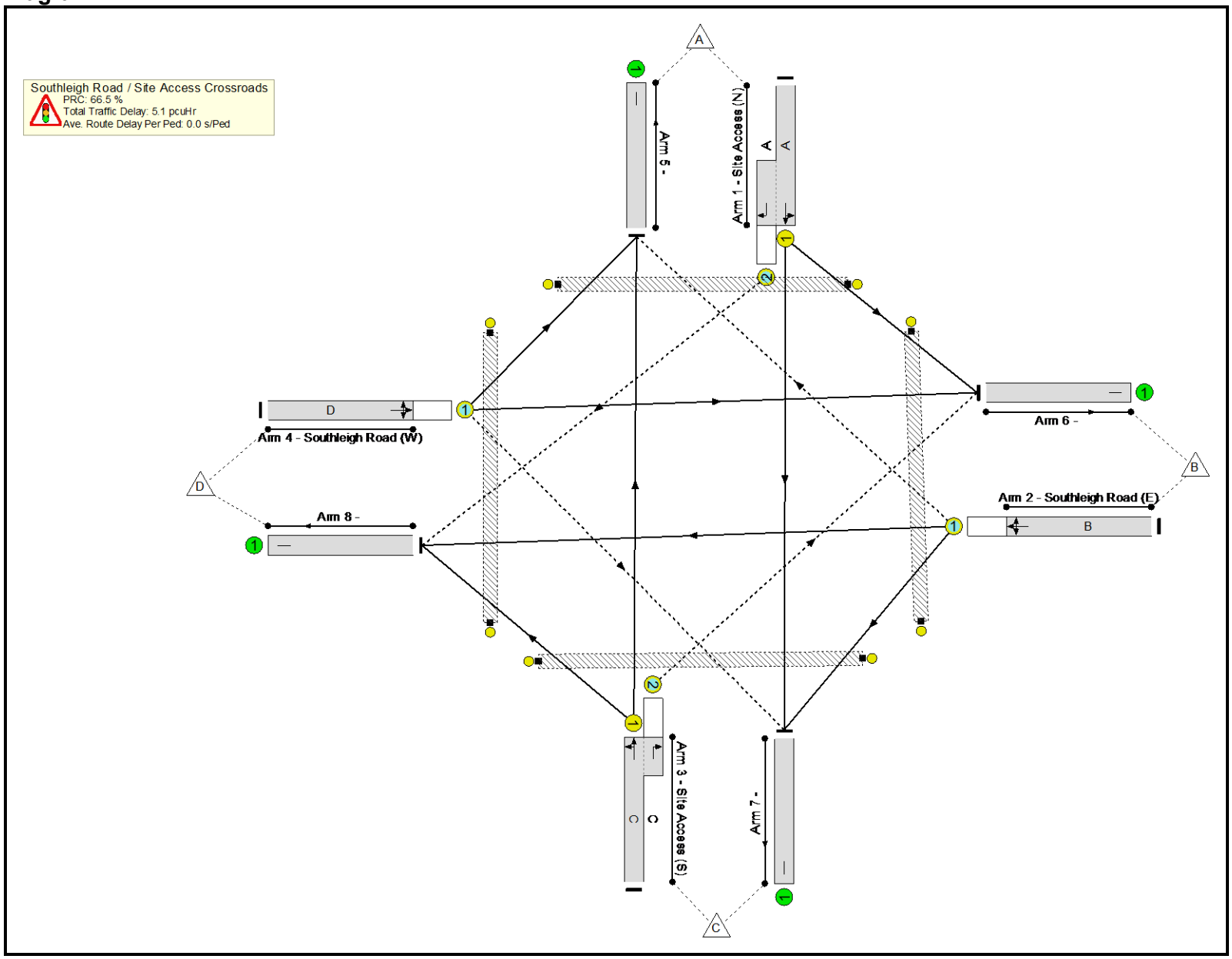
Stage	1	2	3
Duration	7	32	6
Change Point	0	19	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.1%**
Southleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.1%**
1/1+1/2	Site Access (N) Left Ahead Right	U+O	N/A	N/A	A		1	7	-	38	1800:1781	206+120	11.7 : 11.7%
2/1	Southleigh Road (E) Right Left Ahead	O	N/A	N/A	B		1	32	-	339	1868	872	38.9%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	125	1915:1842	191+87	44.9 : 44.9%
4/1	Southleigh Road (W) Left Ahead Right	O	N/A	N/A	D		1	32	-	326	1915	603	54.1%
5/1		U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	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: Southleigh Road / Site Access Crossroads	**-**	**-**	**155**	**0**	**5**	**3.5**	**1.4**	**0.1**	**5.1**	**-**	**-**	**-**	**-**
Southleigh Road / Site Access Crossroads	**-**	**-**	**155**	**0**	**5**	**3.5**	**1.4**	**0.1**	**5.1**	**-**	**-**	**-**	**-**
1/1+1/2	38	38	14	0	0	0.3	0.1	0.0	0.4	34.8	0.4	0.1	0.5
2/1	339	339	9	0	0	1.1	0.3	0.0	1.4	15.3	4.2	0.3	4.6
3/1+3/2	125	125	38	0	1	1.0	0.4	0.0	1.4	40.3	1.5	0.4	1.9
4/1	326	326	94	0	4	1.1	0.6	0.1	1.9	20.5	5.0	0.6	5.6
5/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 66.5 Total Delay for Signalled Lanes (pcuHr): 5.07 Cycle Time (s): 70
PRC Over All Lanes (%): 66.5 Total Delay Over All Lanes(pcuHr): 5.07

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: Nov Flow - 332310755 - Southleigh Rd Site Access rbt.j11
Path: \\Bri-vfps-001\bri\Projects\332310755 - Southleigh Road, Havant\Transport\Junction Modelling\Site Access Models
Report generation date: 01/04/2026 16:50:18

»2038 | Dev S1 BaU | AM
»2038 | Dev S1 BaU | PM
»2038 | Dev S2 DS | AM
»2038 | Dev S2 DS | PM
»2038 | Dev S3 DS + | AM
»2038 | Dev S3 DS + | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2038 - Dev S1 BaU									
Arm 1	D1	1.8	8.22	0.64	A	D2	1.9	8.45	0.66	A
Arm 2		0.5	5.42	0.33	A		0.4	5.66	0.31	A
Arm 3		2.1	11.24	0.68	B		0.3	4.45	0.21	A
	2038 - Dev S2 DS									
Arm 1	D3	1.6	7.65	0.61	A	D4	1.4	7.11	0.59	A
Arm 2		0.4	5.21	0.31	A		0.4	5.33	0.29	A
Arm 3		1.6	9.32	0.62	A		0.2	4.31	0.19	A
	2038 - Dev S3 DS +									
Arm 1	D5	1.5	7.32	0.60	A	D6	1.1	6.14	0.53	A
Arm 2		0.4	4.98	0.28	A		0.4	5.03	0.27	A
Arm 3		1.0	7.17	0.51	A		0.2	4.17	0.16	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Southleigh Rd / Site Access Rbt
Location	Southleigh, Havant
Site number	
Date	11/12/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	332310755
Enumerator	CORP\maxlaw
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

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		

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	2038	Dev S1 BaU	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038	Dev S1 BaU	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	Dev S2 DS	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	Dev S2 DS	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038	Dev S3 DS +	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038	Dev S3 DS +	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 | Dev S1 BaU | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.87	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Southleigh Rd (E)		
2	Site Access		
3	Southleigh Rd (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.00	4.50	11.5	13.0	28.0	18.0		
2	3.10	4.50	29.0	15.0	28.0	47.0		
3	2.85	4.50	14.0	10.0	28.0	29.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.572	1248
2	0.535	1208
3	0.537	1171

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

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	2038	Dev S1 BaU	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		ONE HOUR	✓	712	100.000
2		ONE HOUR	✓	291	100.000
3		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	332	380
	2	283	0	8
	3	578	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	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	0.64	8.22	1.8	A	653	980
2	0.33	5.42	0.5	A	267	401
3	0.68	11.24	2.1	B	570	855

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	134	32	1230	0.436	533	644	0.0	0.8	5.141	A
2	219	55	284	1056	0.207	218	281	0.0	0.3	4.290	A
3	468	117	212	1057	0.442	464	290	0.0	0.8	6.044	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	640	160	39	1226	0.522	639	772	0.8	1.1	6.112	A
2	262	65	341	1026	0.255	261	336	0.3	0.3	4.706	A
3	558	140	254	1034	0.540	557	348	0.8	1.2	7.512	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	784	196	47	1222	0.642	781	944	1.1	1.7	8.126	A
2	320	80	417	985	0.325	320	411	0.3	0.5	5.406	A
3	684	171	311	1004	0.681	680	426	1.2	2.1	10.996	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	784	196	47	1221	0.642	784	948	1.7	1.8	8.223	A
2	320	80	418	984	0.325	320	413	0.5	0.5	5.421	A
3	684	171	312	1004	0.681	684	427	2.1	2.1	11.236	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	640	160	39	1226	0.522	643	778	1.8	1.1	6.199	A
2	262	65	343	1025	0.255	262	339	0.5	0.3	4.725	A
3	558	140	255	1034	0.540	562	350	2.1	1.2	7.684	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	134	32	1230	0.436	537	650	1.1	0.8	5.207	A
2	219	55	287	1055	0.208	219	283	0.3	0.3	4.312	A
3	468	117	213	1056	0.443	469	293	1.2	0.8	6.146	A

2038 | Dev S1 BaU | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.20	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
D2	2038	Dev S1 BaU	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		ONE HOUR	✓	746	100.000
2		ONE HOUR	✓	254	100.000
3		ONE HOUR	✓	198	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	249	497
	2	244	0	10
	3	196	2	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	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	0.66	8.45	1.9	A	685	1027
2	0.31	5.66	0.4	A	233	350
3	0.21	4.45	0.3	A	182	273

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	562	140	1	1248	0.450	558	330	0.0	0.8	5.200	A
2	191	48	372	1009	0.189	190	188	0.0	0.2	4.392	A
3	149	37	183	1073	0.139	148	380	0.0	0.2	3.892	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	671	168	2	1247	0.538	669	395	0.8	1.1	6.211	A
2	228	57	446	970	0.236	228	225	0.2	0.3	4.852	A
3	178	44	219	1053	0.169	178	455	0.2	0.2	4.112	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	821	205	2	1247	0.659	818	484	1.1	1.9	8.337	A
2	280	70	545	916	0.305	279	275	0.3	0.4	5.644	A
3	218	55	268	1027	0.212	218	556	0.2	0.3	4.448	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	821	205	2	1247	0.659	821	484	1.9	1.9	8.446	A
2	280	70	547	915	0.306	280	276	0.4	0.4	5.662	A
3	218	55	269	1027	0.212	218	558	0.3	0.3	4.451	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	671	168	2	1247	0.538	674	396	1.9	1.2	6.303	A
2	228	57	449	968	0.236	229	227	0.4	0.3	4.874	A
3	178	44	220	1053	0.169	178	458	0.3	0.2	4.118	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	562	140	2	1248	0.450	563	332	1.2	0.8	5.271	A
2	191	48	375	1008	0.190	192	189	0.3	0.2	4.414	A
3	149	37	184	1072	0.139	149	383	0.2	0.2	3.903	A

2038 | Dev S2 DS | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.82	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
D3	2038	Dev S2 DS	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		ONE HOUR	✓	682	100.000
2		ONE HOUR	✓	280	100.000
3		ONE HOUR	✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	327	355
	2	272	0	8
	3	524	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	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	0.61	7.65	1.6	A	626	939
2	0.31	5.21	0.4	A	257	385
3	0.62	9.32	1.6	A	520	780

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	513	128	32	1230	0.417	511	596	0.0	0.7	4.985	A
2	211	53	266	1066	0.198	210	277	0.0	0.2	4.200	A
3	427	107	204	1061	0.402	424	272	0.0	0.7	5.626	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	613	153	39	1226	0.500	612	714	0.7	1.0	5.848	A
2	252	63	319	1038	0.243	251	332	0.2	0.3	4.577	A
3	510	127	244	1040	0.490	509	326	0.7	0.9	6.762	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	751	188	47	1222	0.615	749	874	1.0	1.6	7.573	A
2	308	77	390	1000	0.308	308	406	0.3	0.4	5.200	A
3	624	156	299	1010	0.618	622	398	0.9	1.6	9.205	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	751	188	47	1221	0.615	751	876	1.6	1.6	7.647	A
2	308	77	391	999	0.309	308	407	0.4	0.4	5.210	A
3	624	156	299	1010	0.618	624	400	1.6	1.6	9.324	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	613	153	39	1226	0.500	615	718	1.6	1.0	5.916	A
2	252	63	320	1037	0.243	252	334	0.4	0.3	4.590	A
3	510	127	245	1039	0.490	512	328	1.6	1.0	6.860	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	513	128	32	1230	0.417	515	601	1.0	0.7	5.040	A
2	211	53	268	1065	0.198	211	279	0.3	0.2	4.217	A
3	427	107	205	1061	0.402	428	274	1.0	0.7	5.702	A

2038 | Dev S2 DS | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.26	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
D4	2038	Dev S2 DS	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		ONE HOUR	✓	673	100.000
2		ONE HOUR	✓	250	100.000
3		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	235	438
	2	240	0	10
	3	174	2	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	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	0.59	7.11	1.4	A	618	926
2	0.29	5.33	0.4	A	229	344
3	0.19	4.31	0.2	A	162	242

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	507	127	1	1248	0.406	504	310	0.0	0.7	4.823	A
2	188	47	328	1033	0.182	187	177	0.0	0.2	4.254	A
3	133	33	180	1074	0.123	132	335	0.0	0.1	3.818	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	605	151	2	1247	0.485	604	372	0.7	0.9	5.585	A
2	225	56	393	998	0.225	224	213	0.2	0.3	4.654	A
3	158	40	215	1055	0.150	158	402	0.1	0.2	4.013	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	741	185	2	1247	0.594	739	455	0.9	1.4	7.054	A
2	275	69	481	951	0.289	275	260	0.3	0.4	5.321	A
3	194	48	264	1029	0.188	194	492	0.2	0.2	4.307	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	741	185	2	1247	0.594	741	456	1.4	1.4	7.107	A
2	275	69	482	950	0.290	275	261	0.4	0.4	5.333	A
3	194	48	264	1029	0.188	194	493	0.2	0.2	4.310	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	605	151	2	1247	0.485	607	373	1.4	1.0	5.637	A
2	225	56	395	997	0.225	225	214	0.4	0.3	4.667	A
3	158	40	216	1055	0.150	158	404	0.2	0.2	4.017	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	507	127	2	1248	0.406	508	312	1.0	0.7	4.872	A
2	188	47	330	1031	0.182	188	179	0.3	0.2	4.271	A
3	133	33	181	1074	0.123	133	338	0.2	0.1	3.825	A

2038 | Dev S3 DS + | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.84	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
D5	2038	Dev S3 DS +	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		ONE HOUR	✓	663	100.000
2		ONE HOUR	✓	259	100.000
3		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	324	339
	2	251	0	8
	3	430	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	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	0.60	7.32	1.5	A	608	913
2	0.28	4.98	0.4	A	238	356
3	0.51	7.17	1.0	A	434	651

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	125	32	1230	0.406	496	510	0.0	0.7	4.890	A
2	195	49	254	1072	0.182	194	275	0.0	0.2	4.094	A
3	356	89	188	1070	0.333	354	260	0.0	0.5	5.014	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	149	39	1226	0.486	595	611	0.7	0.9	5.692	A
2	233	58	304	1045	0.223	233	329	0.2	0.3	4.428	A
3	425	106	225	1050	0.405	425	311	0.5	0.7	5.751	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	182	47	1221	0.598	728	748	0.9	1.5	7.263	A
2	285	71	372	1009	0.283	285	403	0.3	0.4	4.966	A
3	521	130	276	1023	0.509	519	381	0.7	1.0	7.132	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	182	47	1221	0.598	730	750	1.5	1.5	7.321	A
2	285	71	373	1009	0.283	285	404	0.4	0.4	4.976	A
3	521	130	276	1022	0.509	521	382	1.0	1.0	7.175	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	149	39	1226	0.486	598	614	1.5	1.0	5.748	A
2	233	58	306	1045	0.223	233	331	0.4	0.3	4.440	A
3	425	106	226	1049	0.405	427	313	1.0	0.7	5.793	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	125	32	1230	0.406	500	514	1.0	0.7	4.940	A
2	195	49	256	1071	0.182	195	277	0.3	0.2	4.109	A
3	356	89	189	1069	0.333	357	262	0.7	0.5	5.060	A

2038 | Dev S3 DS + | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.56	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
D6	2038	Dev S3 DS +	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		ONE HOUR	✓	600	100.000
2		ONE HOUR	✓	245	100.000
3		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	222	378
	2	235	0	10
	3	151	2	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	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	0.53	6.14	1.1	A	551	826
2	0.27	5.03	0.4	A	225	337
3	0.16	4.17	0.2	A	140	211

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	452	113	1	1248	0.362	449	289	0.0	0.6	4.497	A
2	184	46	283	1057	0.175	184	168	0.0	0.2	4.120	A
3	115	29	176	1076	0.107	115	291	0.0	0.1	3.741	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	539	135	2	1247	0.432	539	347	0.6	0.8	5.073	A
2	220	55	339	1027	0.215	220	201	0.2	0.3	4.462	A
3	138	34	211	1058	0.130	137	348	0.1	0.1	3.912	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	661	165	2	1247	0.530	659	424	0.8	1.1	6.107	A
2	270	67	415	986	0.274	269	246	0.3	0.4	5.021	A
3	168	42	258	1032	0.163	168	426	0.1	0.2	4.166	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	661	165	2	1247	0.530	661	425	1.1	1.1	6.136	A
2	270	67	416	986	0.274	270	247	0.4	0.4	5.029	A
3	168	42	259	1032	0.163	168	427	0.2	0.2	4.168	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	539	135	2	1247	0.432	541	348	1.1	0.8	5.103	A
2	220	55	341	1026	0.215	221	202	0.4	0.3	4.472	A
3	138	34	212	1057	0.130	138	350	0.2	0.2	3.917	A

18:00 - 18:15

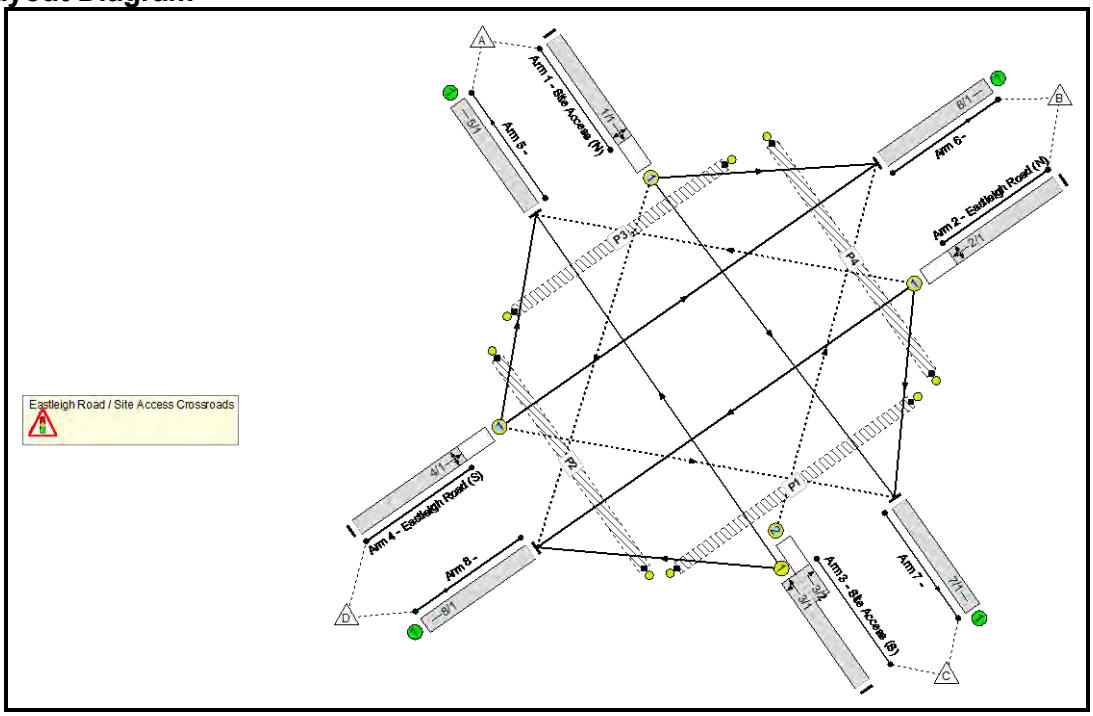
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	452	113	2	1248	0.362	453	291	0.8	0.6	4.531	A
2	184	46	285	1056	0.175	185	169	0.3	0.2	4.135	A
3	115	29	177	1076	0.107	115	293	0.2	0.1	3.747	A

Full Input Data And Results

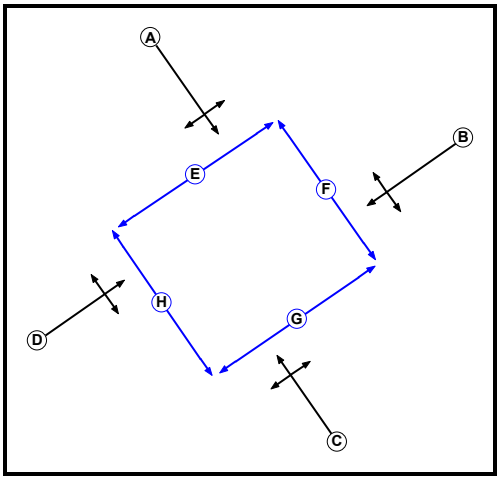
User and Project Details

Project:	**Southleigh, Havant**
Title:	**Eastleigh Road / Site Access Crossroads**
Location:	
Client:	Bloor Homes
Date Started:	11/12/2023
Additional detail:	
File name:	332310755 - Eastleigh Rd Site Access 251120.lsg3x
Author:	Max Law
Company:	Stantec UK
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7

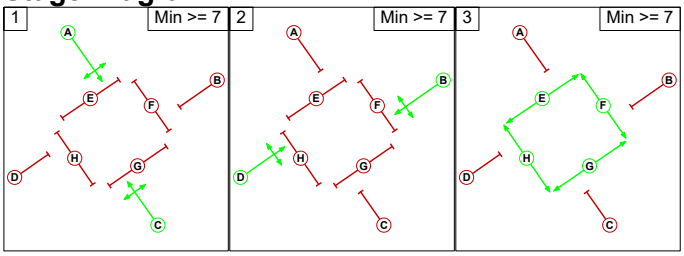
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	6	5	7	7	7
B	6		6	-	7	5	7	7
C	-	6		6	7	7	5	7
D	6	-	6		7	7	7	5
E	12	12	12	12		-	-	-
F	8	8	8	8	-		-	-
G	12	12	12	12	-	-		-
H	8	8	8	8	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		6	7
	2	6		7
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Eastleigh Road / Site Access Crossroads											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Site Access (N))	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	3.00	-	0.50	3	2.00
2/1 (Eastleigh Road (N))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	-	0.50	3	2.00
3/2 (Site Access (S))	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	2.00
4/1 (Eastleigh Road (S))	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Eastleigh Road / Site Access Crossroads												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Site Access (N))	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	Inf
2/1 (Eastleigh Road (N))	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
											Arm 7 Left	15.00
											Arm 8 Ahead	Inf
3/1 (Site Access (S))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (Site Access (S))	O	C	2	3	3.0	Geom	-	3.00	0.00	Y	Arm 6 Right	20.00
4/1 (Eastleigh Road (S))	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
											Arm 7 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2038 + Com Dev + Dev (S1 - BaU) AM '	08:00	09:00	01:00	
2: '2038 + Com Dev + Dev (S1 - BaU) PM'	17:00	18:00	01:00	
3: '2038 + Com Dev + Dev (S2 - DS) AM'	08:00	09:00	01:00	
4: '2038 + Com Dev + Dev (S2 - DS) PM'	17:00	18:00	01:00	
5: '2038 + Com Dev + Dev (S3 - DS+) AM'	08:00	09:00	01:00	
6: '2038 + Com Dev + Dev (S3 - DS+) PM'	17:00	18:00	01:00	

Scenario 1: '2038 + Com Dev + Dev (S1 - BaU) AM' (FG1: '2038 + Com Dev + Dev (S1 - BaU) AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	10	96	200
	B	27	0	10	195	232
	C	1	32	0	0	33
	D	20	355	0	0	375
	Tot.	48	481	20	291	840

Traffic Lane Flows

Lane	Scenario 1: 2038 + Com Dev + Dev (S1 - BaU) AM
Junction: Eastleigh Road / Site Access Crossroads	
1/1	200
2/1	232
3/1 (with short)	33(In) 1(Out)
3/2 (short)	32
4/1	375
5/1	48
6/1	481
7/1	20
8/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: Eastleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.00	0.00	Y	Arm 6 Left	15.00	47.0 %	1829	1829
				Arm 7 Ahead	Inf	5.0 %		
				Arm 8 Right	Inf	48.0 %		
2/1 (Eastleigh Road (N))	3.00	0.00	Y	Arm 5 Right	20.00	11.6 %	1890	1890
				Arm 7 Left	15.00	4.3 %		
				Arm 8 Ahead	Inf	84.1 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	Inf	0.0 %		
3/2 (Site Access (S))	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
4/1 (Eastleigh Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	5.3 %	1915	1915
				Arm 6 Ahead	Inf	94.7 %		
				Arm 7 Right	20.00	0.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2038 + Com Dev + Dev (S1 - BaU) PM' (FG2: '2038 + Com Dev + Dev (S1 - BaU) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	2	35	82
	B	73	0	25	222	320
	C	6	16	0	0	22
	D	68	183	0	0	251
	Tot.	147	244	27	257	675

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2038 + Com Dev + Dev (S1 - BaU) PM
Junction: Eastleigh Road / Site Access Crossroads	
1/1	82
2/1	320
3/1 (with short)	22(In) 6(Out)
3/2 (short)	16
4/1	251
5/1	147
6/1	244
7/1	27
8/1	257

Lane Saturation Flows

Junction: Eastleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.00	0.00	Y	Arm 6 Left	15.00	54.9 %	1815	1815
				Arm 7 Ahead	Inf	2.4 %		
				Arm 8 Right	Inf	42.7 %		
2/1 (Eastleigh Road (N))	3.00	0.00	Y	Arm 5 Right	20.00	22.8 %	1868	1868
				Arm 7 Left	15.00	7.8 %		
				Arm 8 Ahead	Inf	69.4 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	Inf	0.0 %		
3/2 (Site Access (S))	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
4/1 (Eastleigh Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	27.1 %	1915	1915
				Arm 6 Ahead	Inf	72.9 %		
				Arm 7 Right	20.00	0.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2038 + Com Dev + Dev (S2 - DS) AM' (FG3: '2038 + Com Dev + Dev (S2 - DS) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	84	9	85	178
	B	22	0	0	195	217
	C	1	29	0	0	30
	D	15	355	0	0	370
	Tot.	38	468	9	280	795

Traffic Lane Flows

Lane	Scenario 3: 2038 + Com Dev + Dev (S2 - DS) AM
Junction: Eastleigh Road / Site Access Crossroads	
1/1	178
2/1	217
3/1 (with short)	30(In) 1(Out)
3/2 (short)	29
4/1	370
5/1	38
6/1	468
7/1	9
8/1	280

Full Input Data And Results

Lane Saturation Flows

Junction: Eastleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.00	0.00	Y	Arm 6 Left	15.00	47.2 %	1829	1829
				Arm 7 Ahead	Inf	5.1 %		
				Arm 8 Right	Inf	47.8 %		
2/1 (Eastleigh Road (N))	3.00	0.00	Y	Arm 5 Right	20.00	10.1 %	1901	1901
				Arm 7 Left	15.00	0.0 %		
				Arm 8 Ahead	Inf	89.9 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	Inf	0.0 %		
3/2 (Site Access (S))	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
4/1 (Eastleigh Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	4.1 %	1915	1915
				Arm 6 Ahead	Inf	95.9 %		
				Arm 7 Right	20.00	0.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2038 + Com Dev + Dev (S2 - DS) PM' (FG4: '2038 + Com Dev + Dev (S2 - DS) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	40	2	31	73
	B	60	0	21	222	303
	C	5	14	0	0	19
	D	54	183	0	0	237
	Tot.	119	237	23	253	632

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 + Com Dev + Dev (S2 - DS) PM
Junction: Eastleigh Road / Site Access Crossroads	
1/1	73
2/1	303
3/1 (with short)	19(In) 5(Out)
3/2 (short)	14
4/1	237
5/1	119
6/1	237
7/1	23
8/1	253

Lane Saturation Flows

Junction: Eastleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.00	0.00	Y	Arm 6 Left	15.00	54.8 %	1816	1816
				Arm 7 Ahead	Inf	2.7 %		
				Arm 8 Right	Inf	42.5 %		
2/1 (Eastleigh Road (N))	3.00	0.00	Y	Arm 5 Right	20.00	19.8 %	1874	1874
				Arm 7 Left	15.00	6.9 %		
				Arm 8 Ahead	Inf	73.3 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	Inf	0.0 %		
3/2 (Site Access (S))	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
4/1 (Eastleigh Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	22.8 %	1915	1915
				Arm 6 Ahead	Inf	77.2 %		
				Arm 7 Right	20.00	0.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2038 + Com Dev + Dev (S2 - DS+) AM' (FG5: '2038 + Com Dev + Dev (S3 - DS+) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	64	7	64	135
	B	18	0	8	195	221
	C	1	23	0	0	24
	D	12	355	0	0	367
	Tot.	31	442	15	259	747

Traffic Lane Flows

Lane	Scenario 5: 2038 + Com Dev + Dev (S2 - DS+) AM
Junction: Eastleigh Road / Site Access Crossroads	
1/1	135
2/1	221
3/1 (with short)	24(In) 1(Out)
3/2 (short)	23
4/1	367
5/1	31
6/1	442
7/1	15
8/1	259

Full Input Data And Results

Lane Saturation Flows

Junction: Eastleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.00	0.00	Y	Arm 6 Left	15.00	47.4 %	1828	1828
				Arm 7 Ahead	Inf	5.2 %		
				Arm 8 Right	Inf	47.4 %		
2/1 (Eastleigh Road (N))	3.00	0.00	Y	Arm 5 Right	20.00	8.1 %	1897	1897
				Arm 7 Left	15.00	3.6 %		
				Arm 8 Ahead	Inf	88.2 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	Inf	0.0 %		
3/2 (Site Access (S))	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
4/1 (Eastleigh Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	3.3 %	1915	1915
				Arm 6 Ahead	Inf	96.7 %		
				Arm 7 Right	20.00	0.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2038 + Com Dev + Dev (S2 - DS+) PM' (FG6: '2038 + Com Dev + Dev (S3 - DS+) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	36	2	26	64
	B	46	0	17	222	285
	C	4	13	0	0	17
	D	41	183	0	0	224
	Tot.	91	232	19	248	590

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2038 + Com Dev + Dev (S2 - DS+) PM
Junction: Eastleigh Road / Site Access Crossroads	
1/1	64
2/1	285
3/1 (with short)	17(In) 4(Out)
3/2 (short)	13
4/1	224
5/1	91
6/1	232
7/1	19
8/1	248

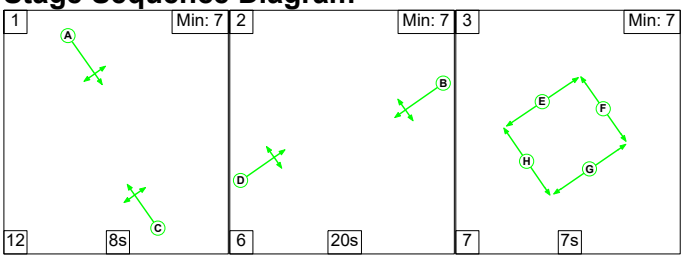
Lane Saturation Flows

Junction: Eastleigh Road / Site Access Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Site Access (N))	3.00	0.00	Y	Arm 6 Left	15.00	56.3 %	1813	1813
				Arm 7 Ahead	Inf	3.1 %		
				Arm 8 Right	Inf	40.6 %		
2/1 (Eastleigh Road (N))	3.00	0.00	Y	Arm 5 Right	20.00	16.1 %	1881	1881
				Arm 7 Left	15.00	6.0 %		
				Arm 8 Ahead	Inf	77.9 %		
3/1 (Site Access (S))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
				Arm 8 Left	Inf	0.0 %		
3/2 (Site Access (S))	3.00	0.00	Y	Arm 6 Right	20.00	100.0 %	1781	1781
4/1 (Eastleigh Road (S))	3.00	0.00	Y	Arm 5 Left	Inf	18.3 %	1915	1915
				Arm 6 Ahead	Inf	81.7 %		
				Arm 7 Right	20.00	0.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2038 + Com Dev + Dev (S1 - BaU) AM' (FG1: '2038 + Com Dev + Dev (S1 - BaU) AM ', Plan 1: 'Network Control Plan 1')

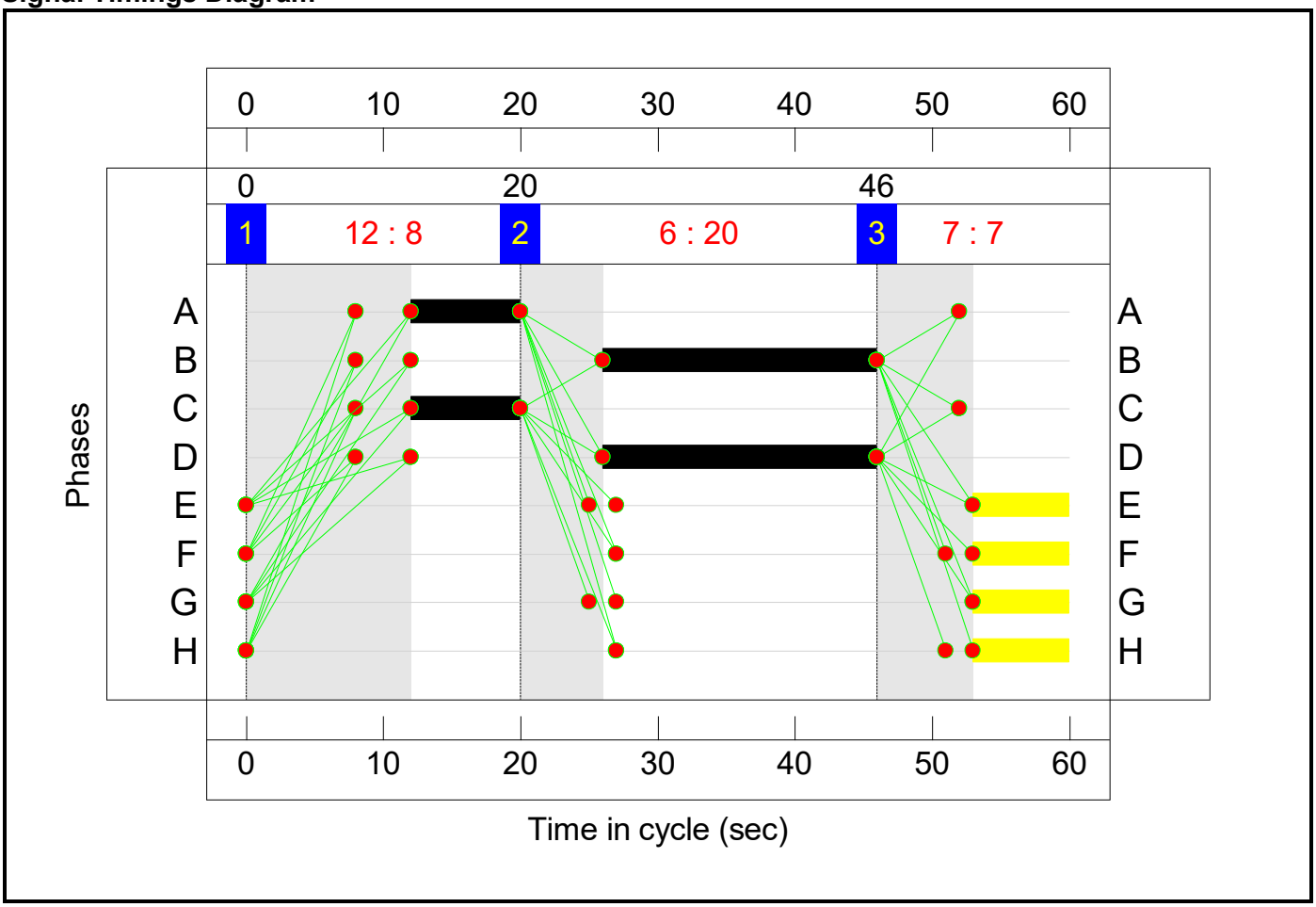
Stage Sequence Diagram



Stage Timings

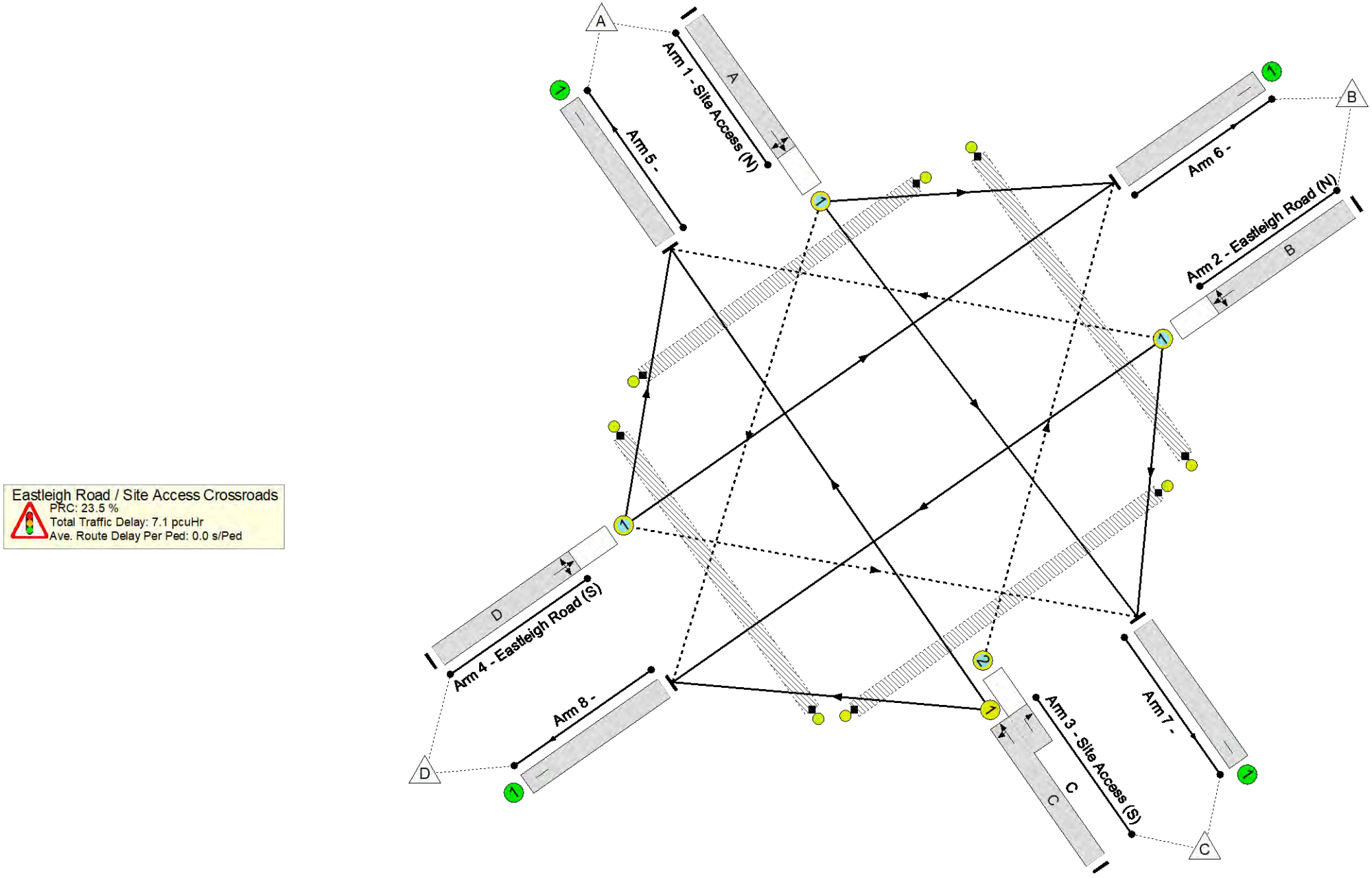
Stage	1	2	3
Duration	8	20	7
Change Point	0	20	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.9%**
Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.9%**
1/1	Site Access (N) Left Ahead Right	O	N/A	N/A	A		1	8	-	200	1829	274	72.9%
2/1	Eastleigh Road (N) Right Left Ahead	O	N/A	N/A	B		1	20	-	232	1890	367	63.3%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	8	-	33	1915:1781	8+244	13.1 : 13.1%
4/1	Eastleigh Road (S) Left Ahead Right	O	N/A	N/A	D		1	20	-	375	1915	670	55.9%
5/1		U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

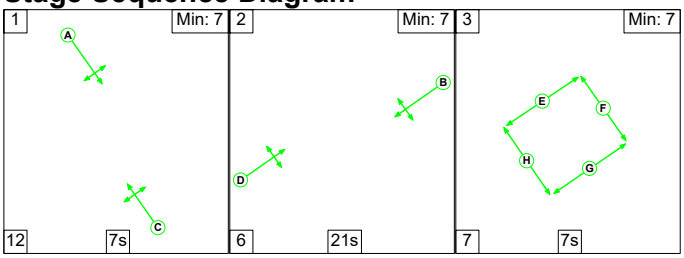
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastleigh Road / Site Access Crossroads	**-**	**-**	**135**	**0**	**20**	**4.1**	**2.9**	**0.1**	**7.1**	**-**	**-**	**-**	**-**
Eastleigh Road / Site Access Crossroads	**-**	**-**	**135**	**0**	**20**	**4.1**	**2.9**	**0.1**	**7.1**	**-**	**-**	**-**	**-**
1/1	200	200	78	0	18	1.4	1.3	0.0	2.7	48.1	3.2	1.3	4.5
2/1	232	232	26	0	1	0.9	0.8	0.0	1.8	28.3	2.8	0.8	3.7
3/1+3/2	33	33	31	0	1	0.2	0.1	0.0	0.3	30.4	0.5	0.1	0.5
4/1	375	375	0	0	0	1.6	0.6	0.0	2.3	21.8	5.0	0.6	5.6
5/1	48	48	-	-	-	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
7/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 23.5 Total Delay for Signalled Lanes (pcuHr): 7.05 Cycle Time (s): 60
PRC Over All Lanes (%): 23.5 Total Delay Over All Lanes(pcuHr): 7.05

Full Input Data And Results

Scenario 2: '2038 + Com Dev + Dev (S1 - BaU) PM' (FG2: '2038 + Com Dev + Dev (S1 - BaU) PM', Plan 1: 'Network Control Plan 1')

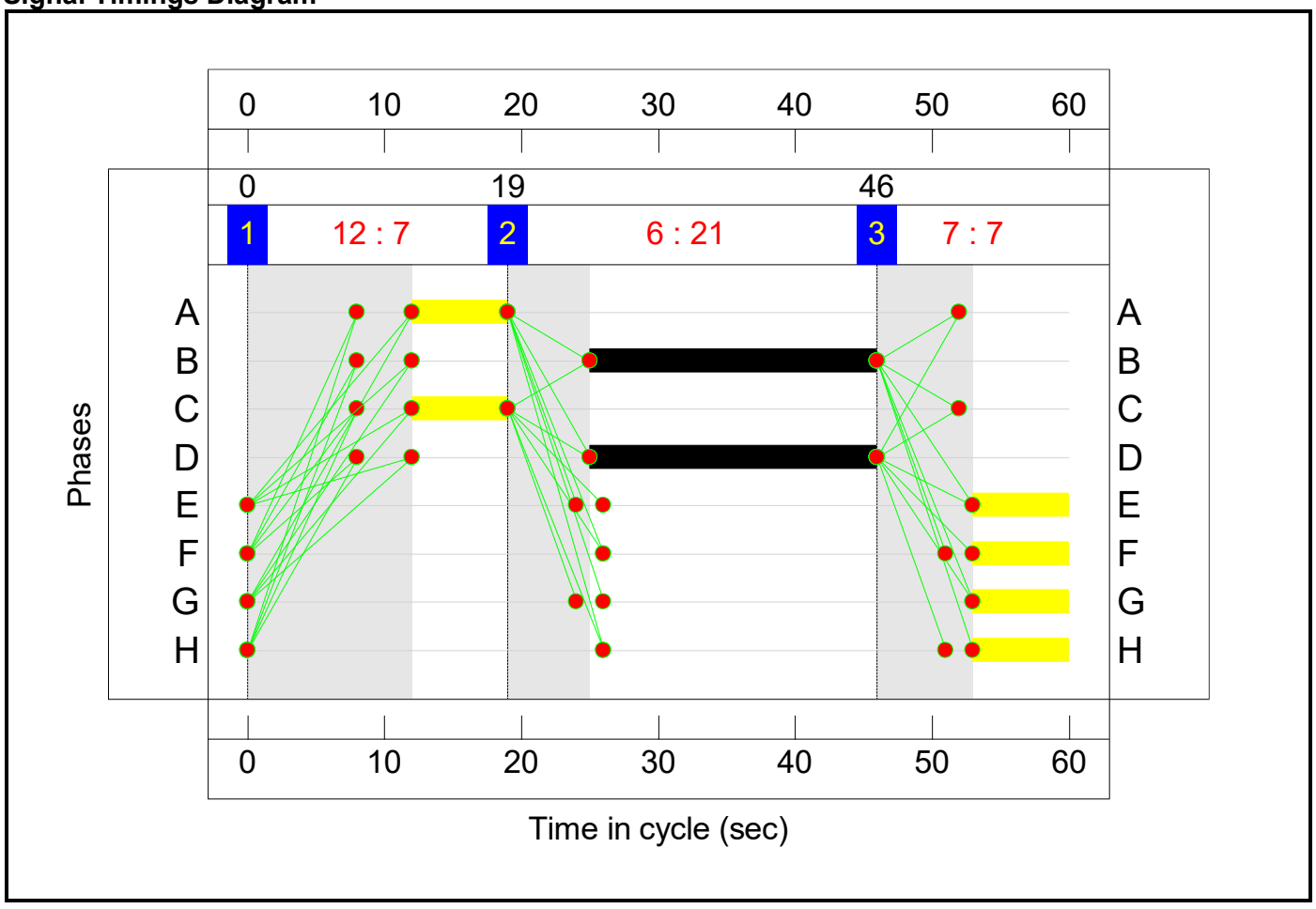
Stage Sequence Diagram



Stage Timings

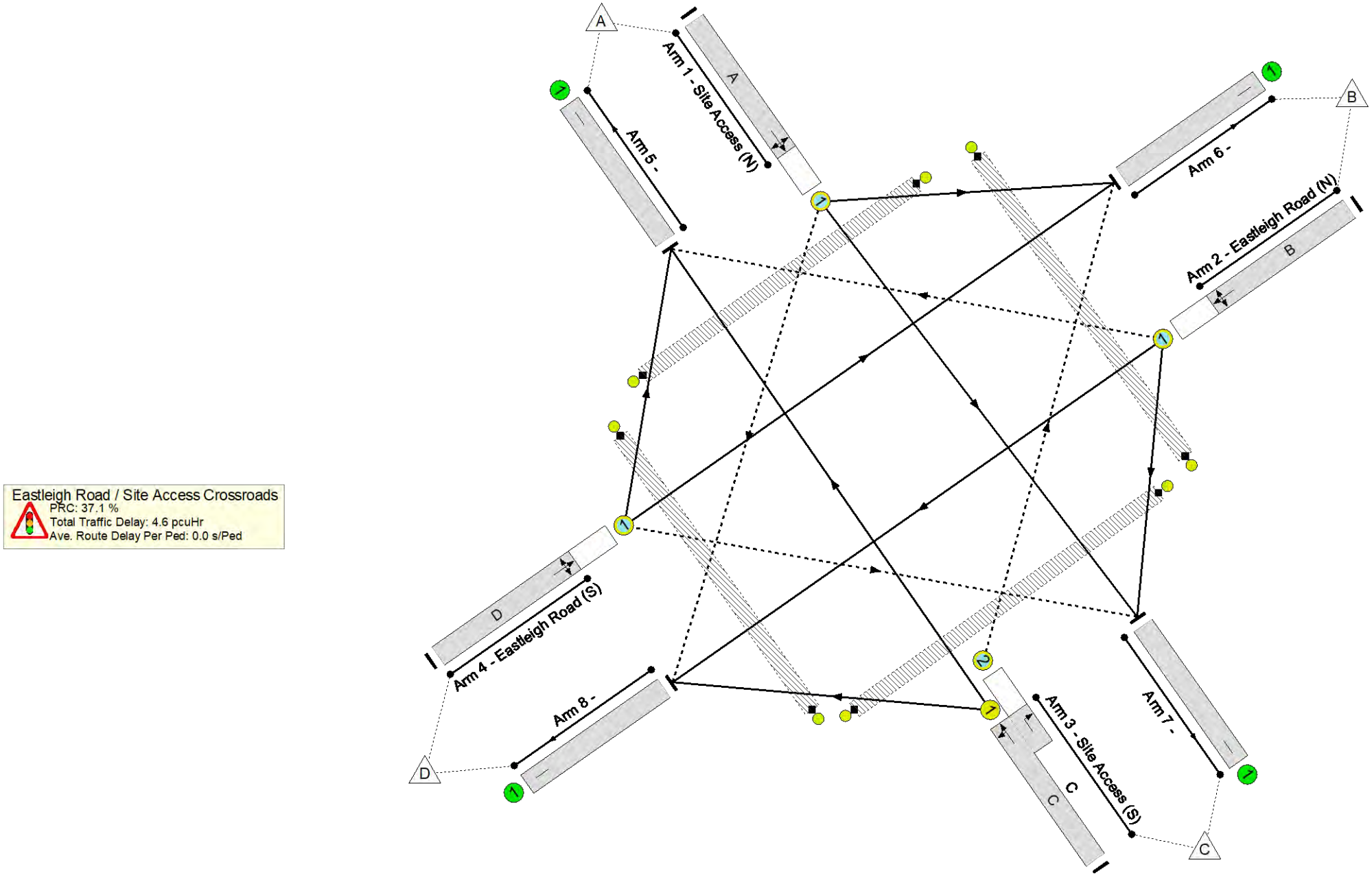
Stage	1	2	3
Duration	7	21	7
Change Point	0	19	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.7%**
Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.7%**
1/1	Site Access (N) Left Ahead Right	O	N/A	N/A	A		1	7	-	82	1815	242	33.9%
2/1	Eastleigh Road (N) Right Left Ahead	O	N/A	N/A	B		1	21	-	320	1868	487	65.7%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	22	1915:1781	84+224	7.1 : 7.1%
4/1	Eastleigh Road (S) Left Ahead Right	O	N/A	N/A	D		1	21	-	251	1915	702	35.7%
5/1		U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

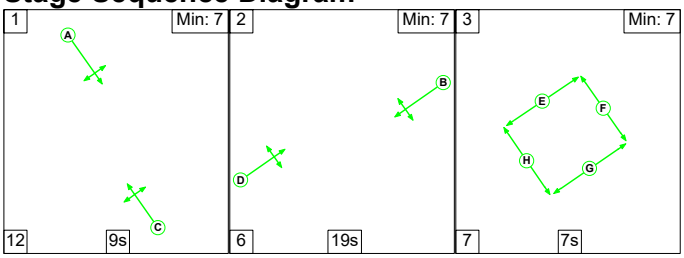
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastleigh Road / Site Access Crossroads	**-**	**-**	**118**	**0**	**6**	**3.0**	**1.5**	**0.1**	**4.6**	**-**	**-**	**-**	**-**
Eastleigh Road / Site Access Crossroads	**-**	**-**	**118**	**0**	**6**	**3.0**	**1.5**	**0.1**	**4.6**	**-**	**-**	**-**	**-**
1/1	82	82	33	0	2	0.5	0.3	0.0	0.8	34.9	1.2	0.3	1.5
2/1	320	320	69	0	4	1.3	0.9	0.1	2.4	26.6	4.7	0.9	5.7
3/1+3/2	22	22	16	0	0	0.1	0.0	0.0	0.2	29.3	0.2	0.0	0.3
4/1	251	251	0	0	0	1.0	0.3	0.0	1.2	17.8	3.0	0.3	3.3
5/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 37.1 Total Delay for Signalled Lanes (pcuHr): 4.58 Cycle Time (s): 60
PRC Over All Lanes (%): 37.1 Total Delay Over All Lanes(pcuHr): 4.58

Full Input Data And Results

Scenario 3: '2038 + Com Dev + Dev (S2 - DS) AM' (FG3: '2038 + Com Dev + Dev (S2 - DS) AM', Plan 1: 'Network Control Plan 1')

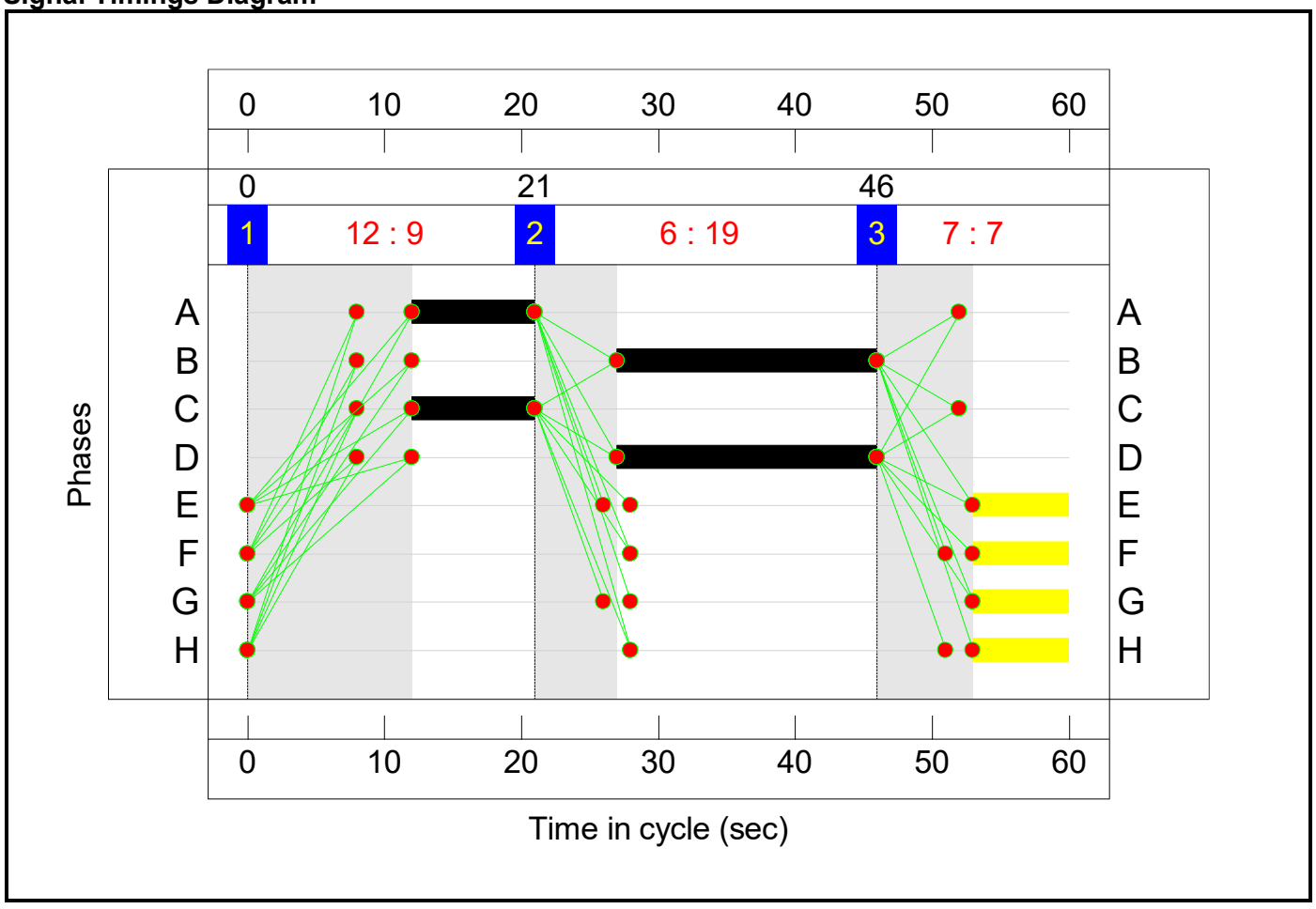
Stage Sequence Diagram



Stage Timings

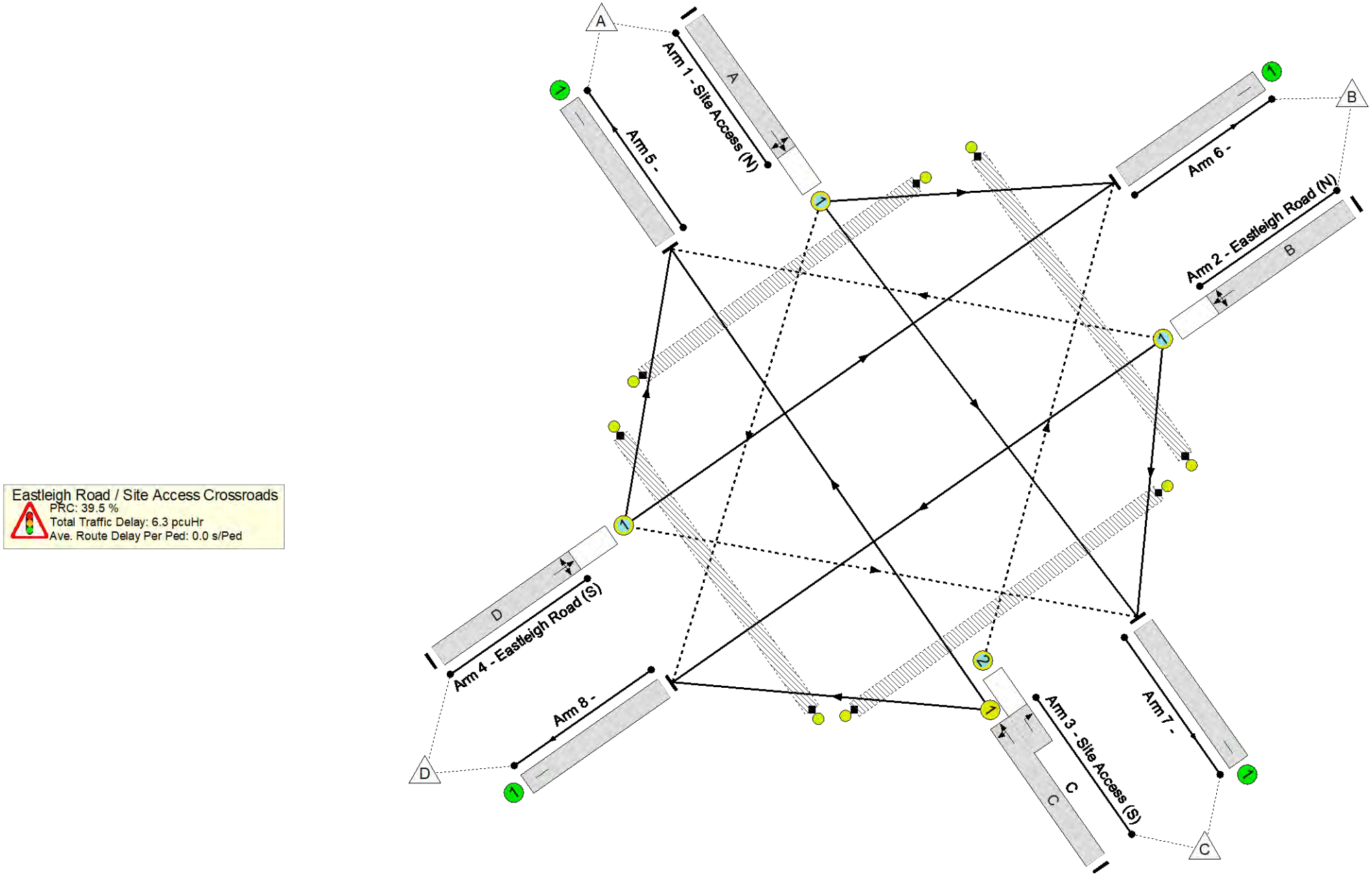
Stage	1	2	3
Duration	9	19	7
Change Point	0	21	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.5%**
Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.5%**
1/1	Site Access (N) Left Ahead Right	O	N/A	N/A	A		1	9	-	178	1829	305	58.4%
2/1	Eastleigh Road (N) Right Left Ahead	O	N/A	N/A	B		1	19	-	217	1901	336	64.5%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	9	-	30	1915:1781	9+264	11.0 : 11.0%
4/1	Eastleigh Road (S) Left Ahead Right	O	N/A	N/A	D		1	19	-	370	1915	638	58.0%
5/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

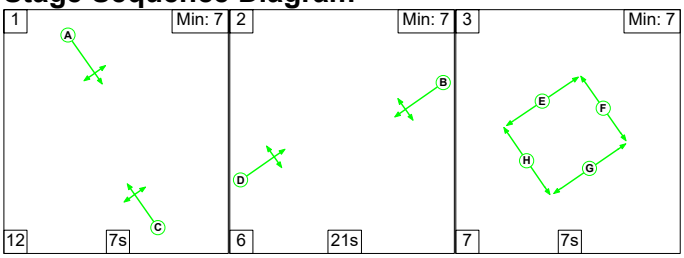
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastleigh Road / Site Access Crossroads	**-**	**-**	**130**	**0**	**6**	**3.9**	**2.3**	**0.0**	**6.3**	**-**	**-**	**-**	**-**
Eastleigh Road / Site Access Crossroads	**-**	**-**	**130**	**0**	**6**	**3.9**	**2.3**	**0.0**	**6.3**	**-**	**-**	**-**	**-**
1/1	178	178	81	0	4	1.1	0.7	0.0	1.8	37.3	2.7	0.7	3.4
2/1	217	217	21	0	1	0.9	0.9	0.0	1.8	30.5	2.7	0.9	3.6
3/1+3/2	30	30	29	0	0	0.2	0.1	0.0	0.2	28.7	0.4	0.1	0.5
4/1	370	370	0	0	0	1.7	0.7	0.0	2.4	23.2	5.0	0.7	5.7
5/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	9	9	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 39.5 Total Delay for Signalled Lanes (pcuHr): 6.31 Cycle Time (s): 60
PRC Over All Lanes (%): 39.5 Total Delay Over All Lanes(pcuHr): 6.31

Full Input Data And Results

Scenario 4: '2038 + Com Dev + Dev (S2 - DS) PM' (FG4: '2038 + Com Dev + Dev (S2 - DS) PM', Plan 1: 'Network Control Plan 1')

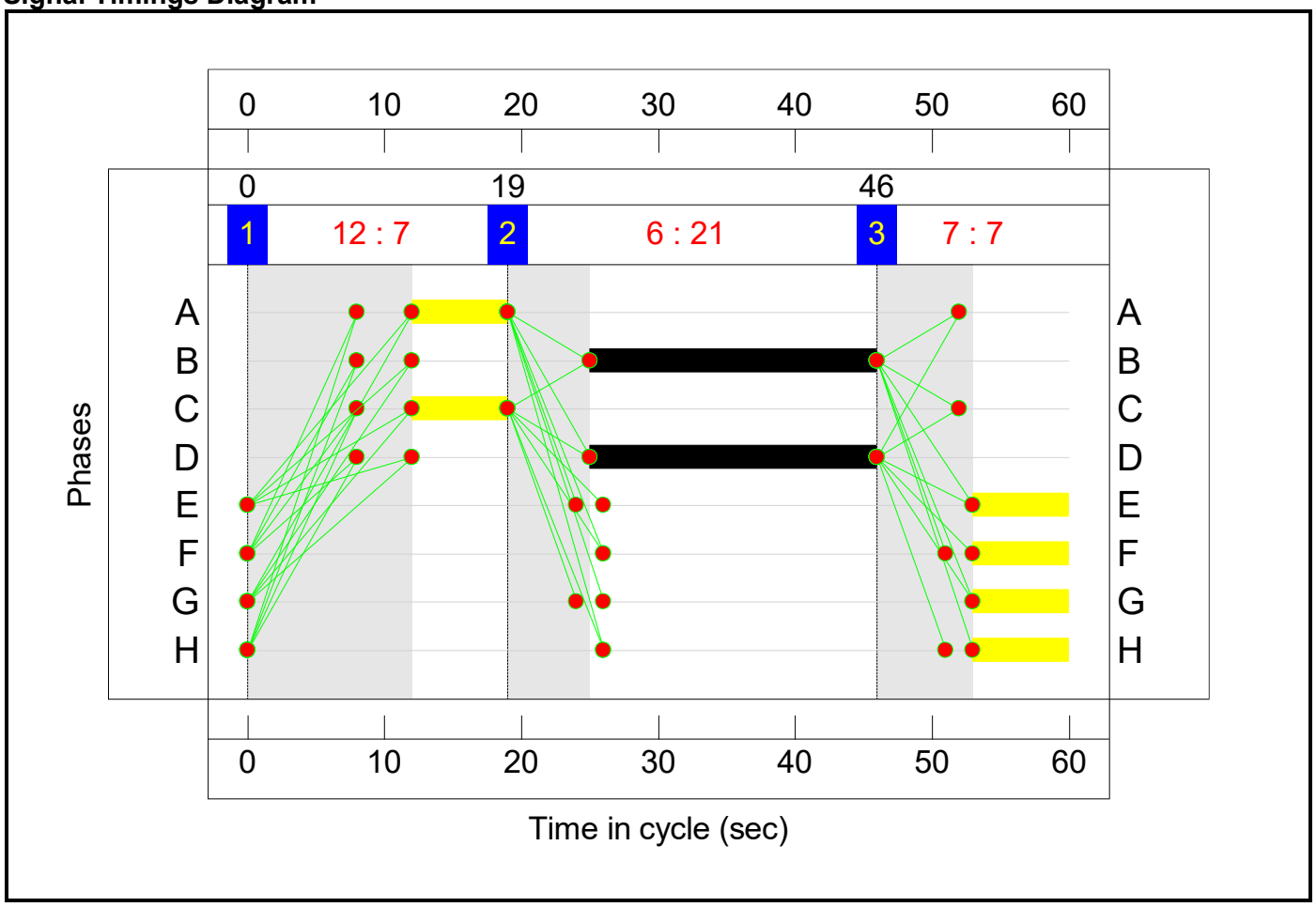
Stage Sequence Diagram



Stage Timings

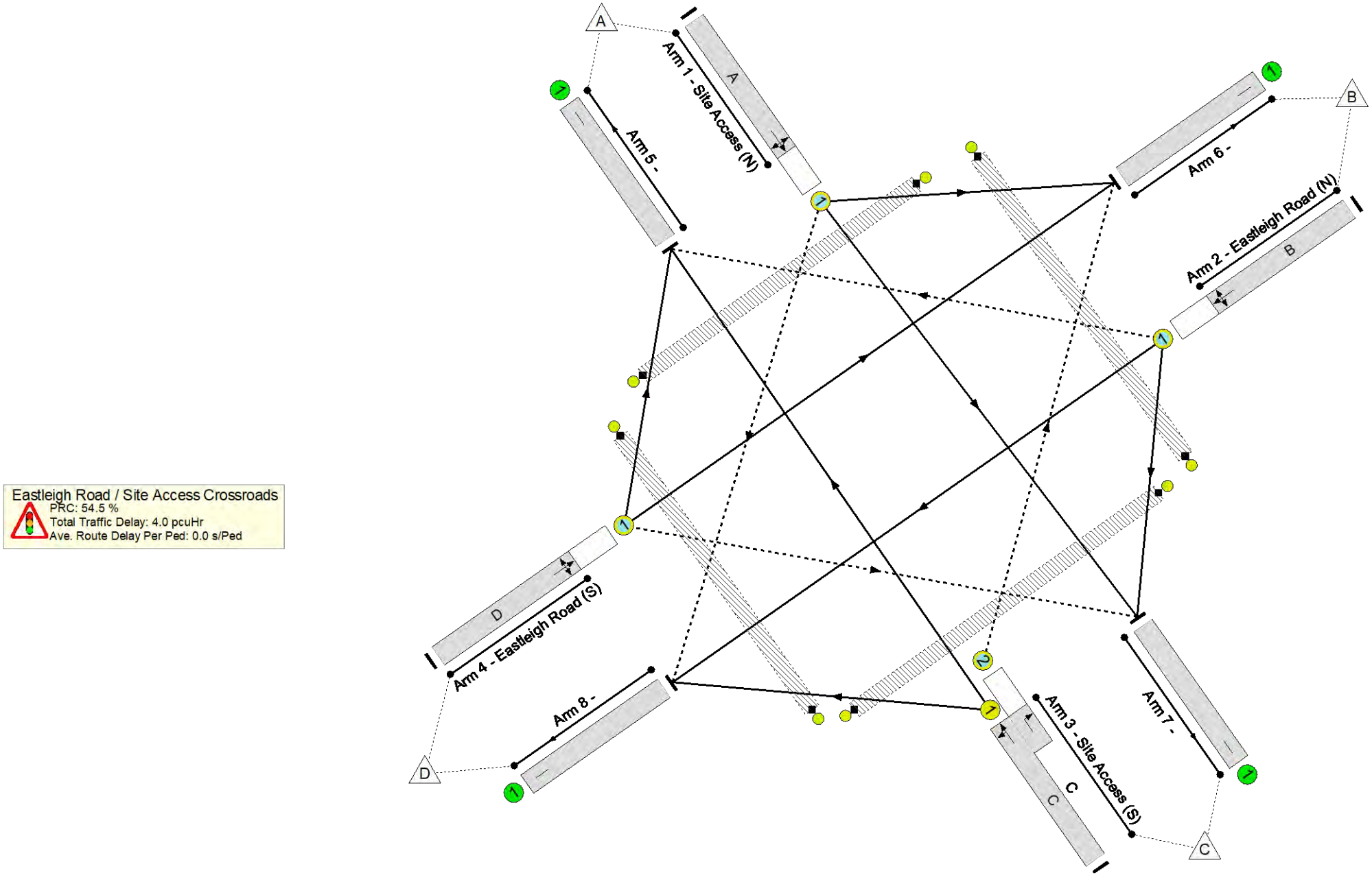
Stage	1	2	3
Duration	7	21	7
Change Point	0	19	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.3%**
Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.3%**
1/1	Site Access (N) Left Ahead Right	O	N/A	N/A	A		1	7	-	73	1816	242	30.1%
2/1	Eastleigh Road (N) Right Left Ahead	O	N/A	N/A	B		1	21	-	303	1874	520	58.3%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	19	1915:1781	80+225	6.2 : 6.2%
4/1	Eastleigh Road (S) Left Ahead Right	O	N/A	N/A	D		1	21	-	237	1915	702	33.8%
5/1		U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

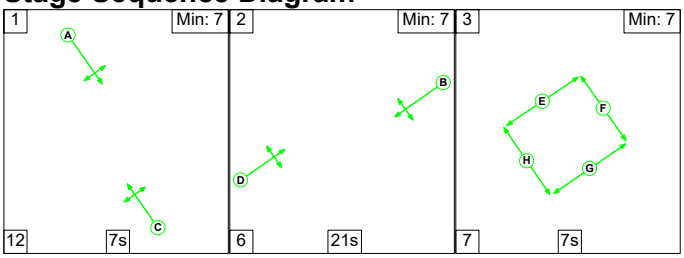
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastleigh Road / Site Access Crossroads	**-**	**-**	**100**	**0**	**5**	**2.7**	**1.2**	**0.1**	**4.0**	**-**	**-**	**-**	**-**
Eastleigh Road / Site Access Crossroads	**-**	**-**	**100**	**0**	**5**	**2.7**	**1.2**	**0.1**	**4.0**	**-**	**-**	**-**	**-**
1/1	73	73	29	0	2	0.5	0.2	0.0	0.7	34.2	1.1	0.2	1.3
2/1	303	303	57	0	3	1.2	0.7	0.1	2.0	23.4	3.8	0.7	4.5
3/1+3/2	19	19	14	0	0	0.1	0.0	0.0	0.2	29.3	0.2	0.0	0.2
4/1	237	237	0	0	0	0.9	0.3	0.0	1.2	17.6	2.8	0.3	3.1
5/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 54.5 Total Delay for Signalled Lanes (pcuHr): 3.98 Cycle Time (s): 60
PRC Over All Lanes (%): 54.5 Total Delay Over All Lanes(pcuHr): 3.98

Full Input Data And Results

Scenario 5: '2038 + Com Dev + Dev (S2 - DS+) AM' (FG5: '2038 + Com Dev + Dev (S3 - DS+) AM', Plan 1: 'Network Control Plan 1')

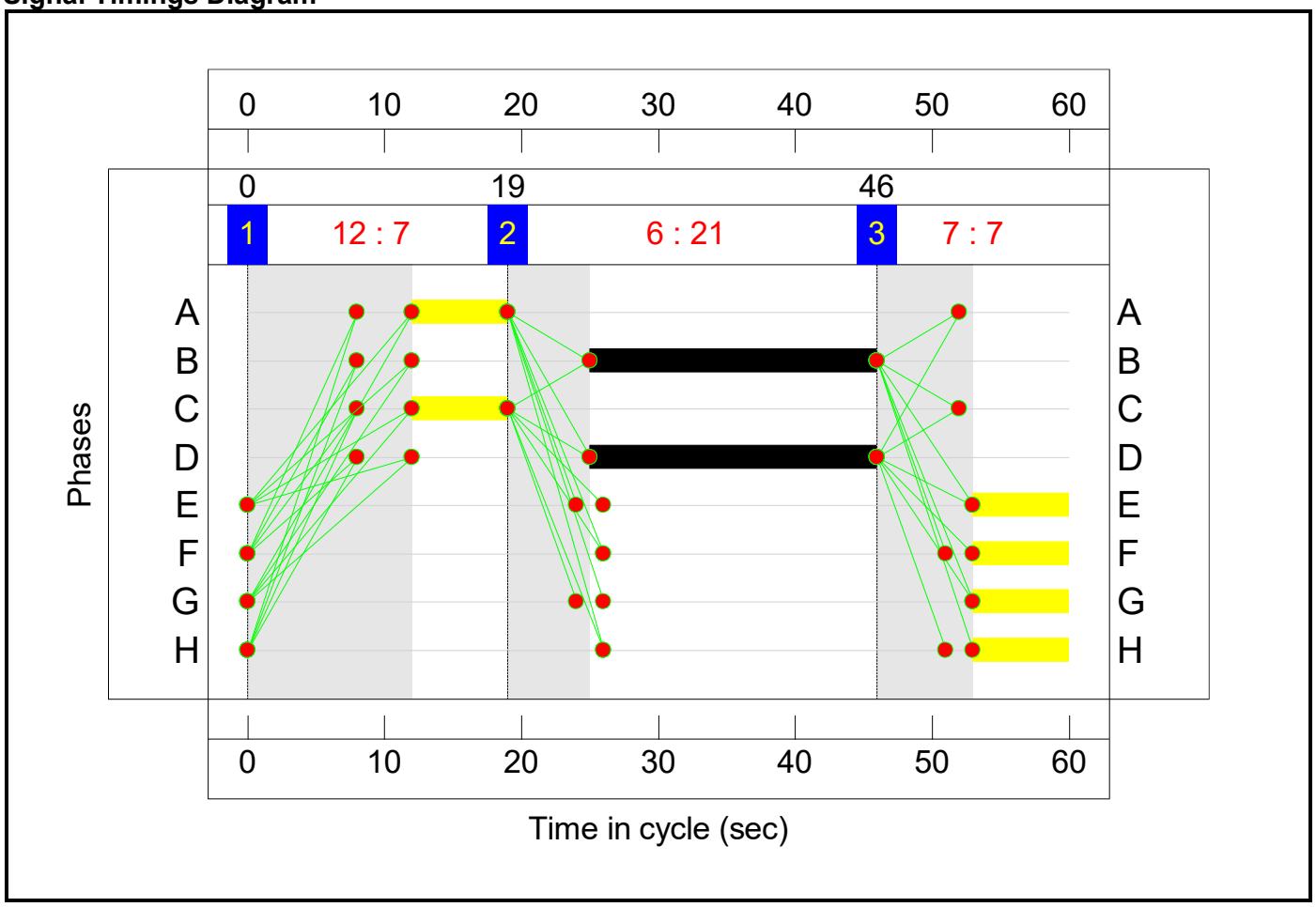
Stage Sequence Diagram



Stage Timings

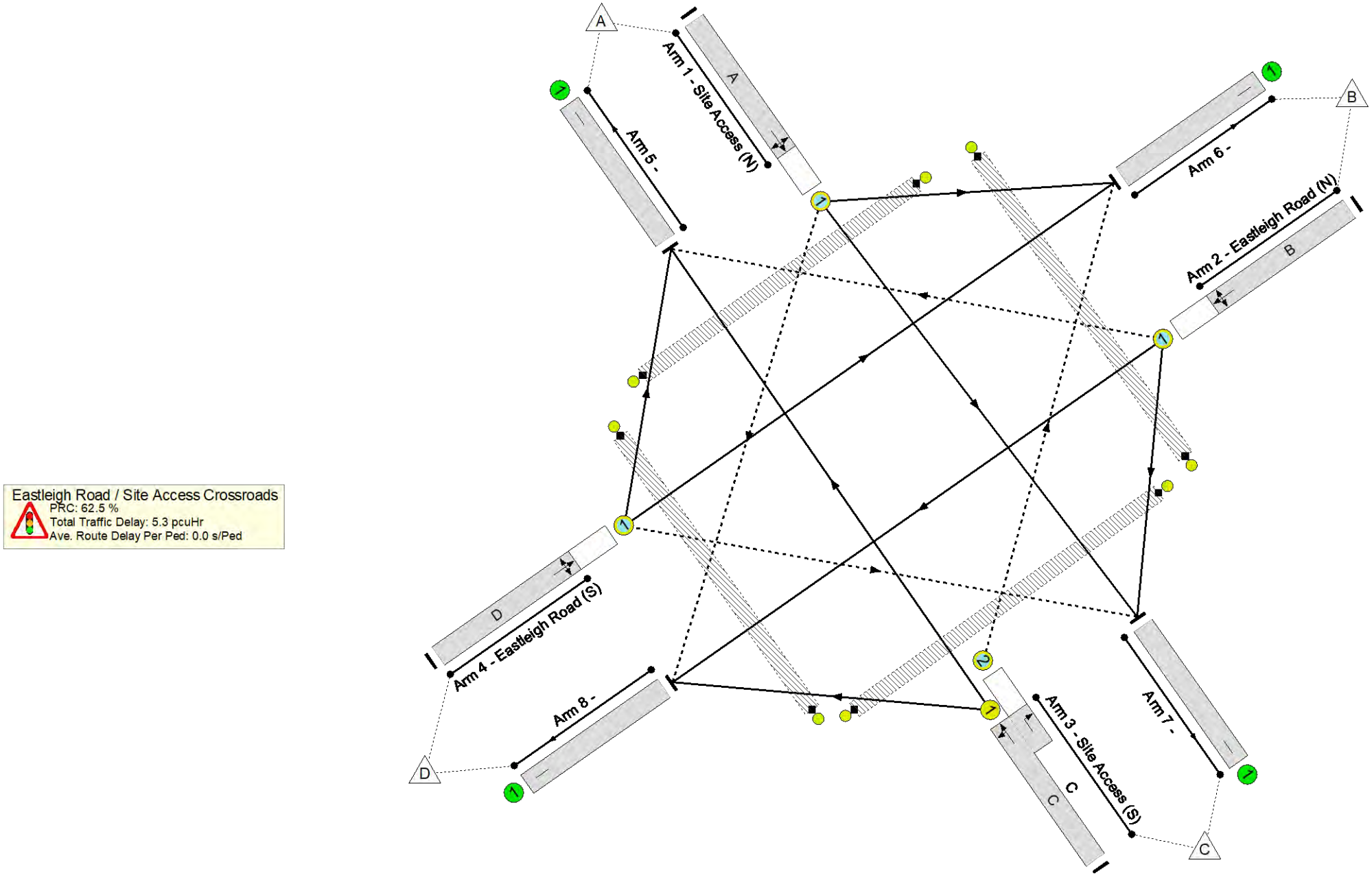
Stage	1	2	3
Duration	7	21	7
Change Point	0	19	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.4%**
Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.4%**
1/1	Site Access (N) Left Ahead Right	O	N/A	N/A	A		1	7	-	135	1828	244	55.4%
2/1	Eastleigh Road (N) Right Left Ahead	O	N/A	N/A	B		1	21	-	221	1897	400	55.3%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	24	1915:1781	10+237	9.7 : 9.7%
4/1	Eastleigh Road (S) Left Ahead Right	O	N/A	N/A	D		1	21	-	367	1915	702	52.3%
5/1		U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

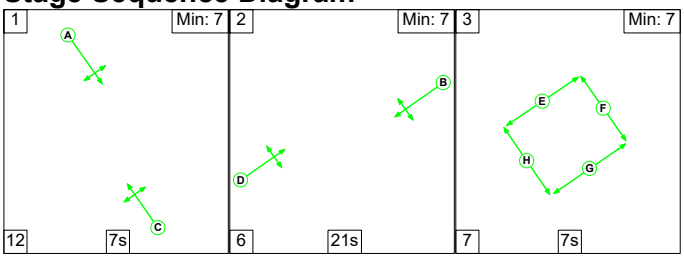
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastleigh Road / Site Access Crossroads	**-**	**-**	**101**	**0**	**4**	**3.4**	**1.8**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
Eastleigh Road / Site Access Crossroads	**-**	**-**	**101**	**0**	**4**	**3.4**	**1.8**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
1/1	135	135	61	0	3	0.9	0.6	0.0	1.5	40.9	2.1	0.6	2.7
2/1	221	221	17	0	1	0.8	0.6	0.0	1.5	24.0	2.6	0.6	3.3
3/1+3/2	24	24	23	0	0	0.2	0.1	0.0	0.2	31.0	0.3	0.1	0.4
4/1	367	367	0	0	0	1.5	0.5	0.0	2.1	20.2	4.8	0.5	5.3
5/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 62.5 Total Delay for Signalled Lanes (pcuHr): 5.28 Cycle Time (s): 60
PRC Over All Lanes (%): 62.5 Total Delay Over All Lanes(pcuHr): 5.28

Full Input Data And Results

Scenario 6: '2038 + Com Dev + Dev (S2 - DS+) PM' (FG6: '2038 + Com Dev + Dev (S3 - DS+) PM', Plan 1: 'Network Control Plan 1')

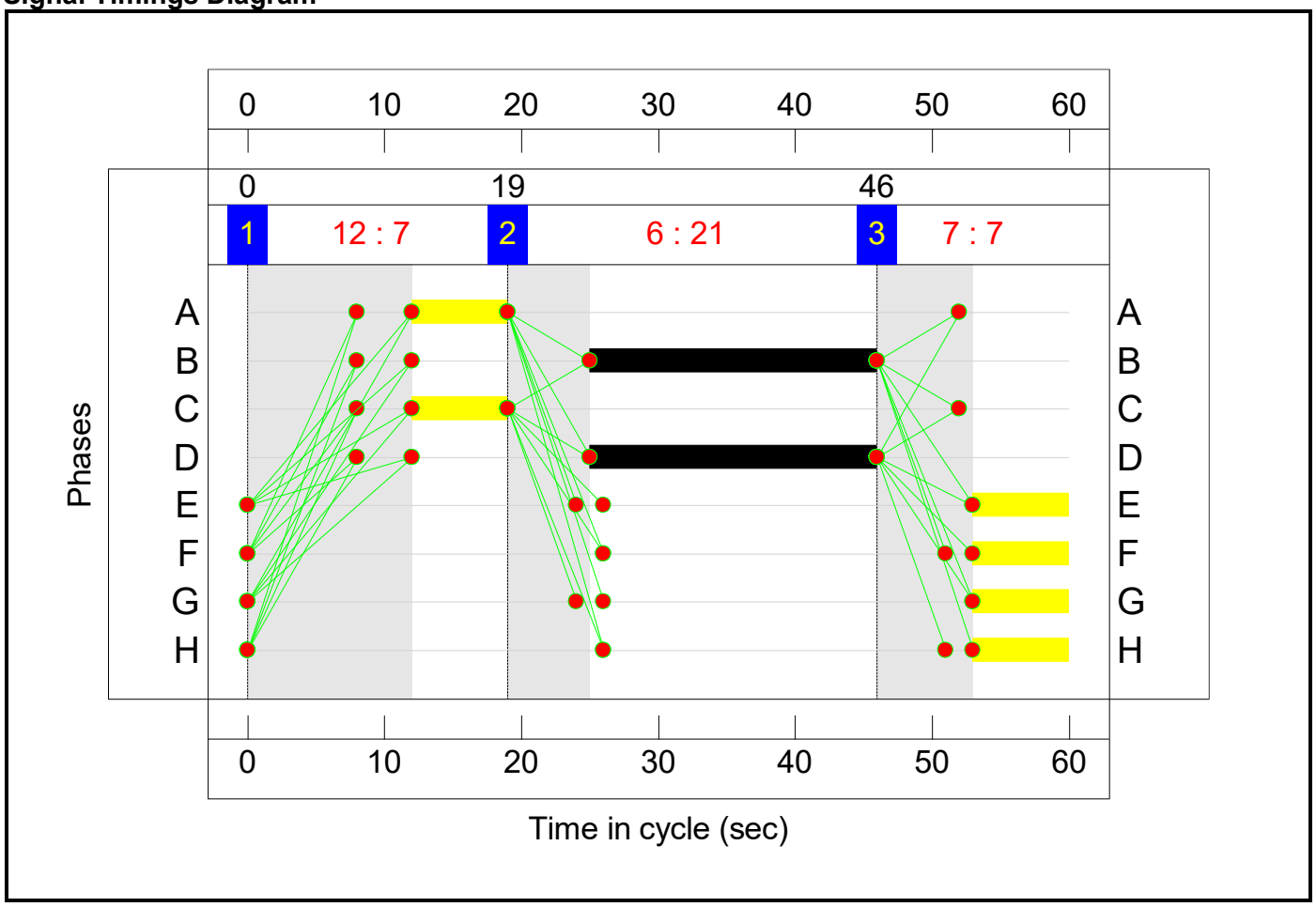
Stage Sequence Diagram



Stage Timings

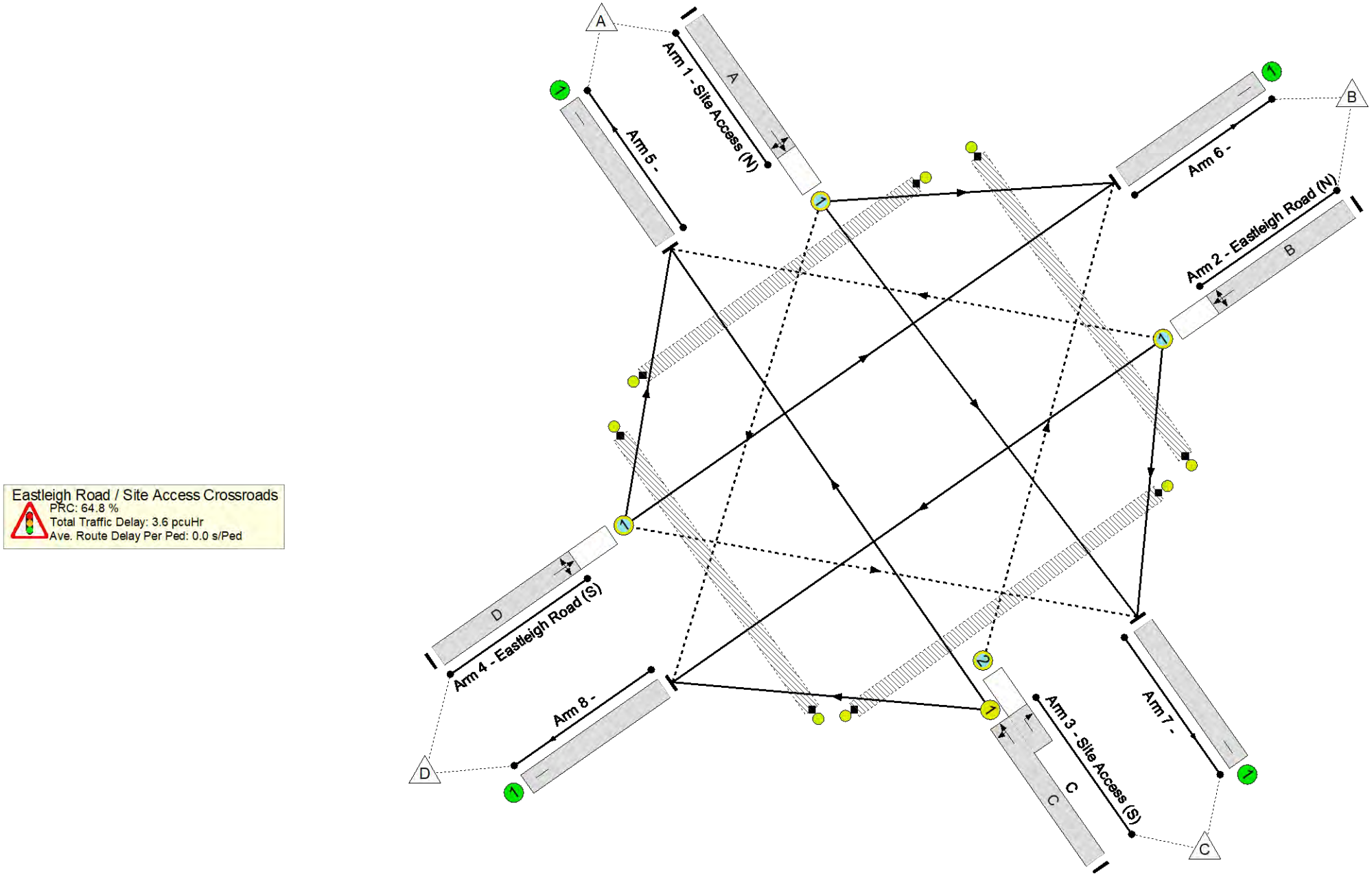
Stage	1	2	3
Duration	7	21	7
Change Point	0	19	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.6%**
Eastleigh Road / Site Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.6%**
1/1	Site Access (N) Left Ahead Right	O	N/A	N/A	A		1	7	-	64	1813	242	26.5%
2/1	Eastleigh Road (N) Right Left Ahead	O	N/A	N/A	B		1	21	-	285	1881	522	54.6%
3/1+3/2	Site Access (S) Ahead Right Left	U+O	N/A	N/A	C		1	7	-	17	1915:1781	70+226	5.7 : 5.7%
4/1	Eastleigh Road (S) Left Ahead Right	O	N/A	N/A	D		1	21	-	224	1915	702	31.9%
5/1		U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	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: Eastleigh Road / Site Access Crossroads	**-**	**-**	**81**	**0**	**4**	**2.5**	**1.0**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
Eastleigh Road / Site Access Crossroads	**-**	**-**	**81**	**0**	**4**	**2.5**	**1.0**	**0.0**	**3.6**	**-**	**-**	**-**	**-**
1/1	64	64	25	0	1	0.4	0.2	0.0	0.6	33.5	0.9	0.2	1.1
2/1	285	285	44	0	2	1.1	0.6	0.0	1.8	22.3	3.5	0.6	4.1
3/1+3/2	17	17	13	0	0	0.1	0.0	0.0	0.1	29.4	0.2	0.0	0.2
4/1	224	224	0	0	0	0.8	0.2	0.0	1.1	17.4	2.7	0.2	2.9
5/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 64.8 Total Delay for Signalled Lanes (pcuHr): 3.58 Cycle Time (s): 60
PRC Over All Lanes (%): 64.8 Total Delay Over All Lanes(pcuHr): 3.58

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J1 - Havant Rd - A27 South Rb.j11
Path: \\Bri-vfps-001\bri\Projects\332310755 - Southleigh Road, Havant\Transport\Junction Modelling\Off-site Junctions\Junction Models
Report generation date: 05/01/2026 11:19:13

»2023 | Base | AM
»2023 | Base | PM
»2038 | Core 1 Future Base | AM
»2038 | Core 1 Future Base | PM
»2038 | Core 1 Future Base + Committed Dev | AM
»2038 | Core 1 Future Base + Committed Dev | PM
»2038 | Core 1 Future Base + CD + Proposed BaU S1 | AM
»2038 | Core 1 Future Base + CD + Proposed BaU S1 | PM
»2038 | Core 1 Future Base + CD + Proposed S2 | AM
»2038 | Core 1 Future Base + CD + Proposed S2 | PM
»2038 | Core 1 Future Base + CD + Proposed S3 | AM
»2038 | Core 1 Future Base + CD + Proposed S3 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 - Base									
1 - Havant Rd	D1	2.7	8.10	0.73	A	D2	1.4	5.81	0.58	A
2 - Church Ln		0.1	33.91	0.11	D		0.2	25.88	0.15	D
4 - Bridge Rd		4.2	10.31	0.80	B		1.6	5.04	0.61	A
5 - A27 off slip		0.1	3.95	0.10	A		0.6	4.52	0.38	A
	2038 - Core 1 Future Base									
1 - Havant Rd	D3	5.0	13.66	0.83	B	D4	2.1	7.83	0.68	A
2 - Church Ln		0.7	177.46	0.44	F		0.5	66.41	0.33	F
4 - Bridge Rd		9.0	20.32	0.90	C		2.2	6.21	0.68	A
5 - A27 off slip		0.2	4.71	0.13	A		0.9	5.65	0.46	A
	2038 - Core 1 Future Base + CD + Proposed BaU S1									
1 - Havant Rd	D7	17.4	44.73	0.97	E	D8	2.7	9.92	0.73	A
2 - Church Ln		8.4	1608.94	9999999999.00	F		3.5	397.80	1.06	F
4 - Bridge Rd		30.8	59.19	1.00	F		2.8	7.38	0.73	A
5 - A27 off slip		0.2	5.54	0.16	A		1.1	6.89	0.53	A
	2038 - Core 1 Future Base + CD + Proposed S2									
1 - Havant Rd	D9	15.5	40.42	0.96	E	D10	2.7	9.67	0.73	A
2 - Church Ln		8.4	1552.64	9999999999.00	F		2.4	306.17	0.87	F
4 - Bridge Rd		27.4	53.96	0.99	F		2.7	7.24	0.73	A
5 - A27 off slip		0.2	5.48	0.16	A		1.1	6.69	0.52	A
	2038 - Core 1 Future Base + CD + Proposed S3									
1 - Havant Rd	D11	13.2	34.80	0.95	D	D12	2.7	9.57	0.73	A
2 - Church Ln		8.4	1505.34	9999999999.00	F		2.1	274.13	0.81	F
4 - Bridge Rd		23.3	47.23	0.98	E		2.6	7.17	0.73	A
5 - A27 off slip		0.2	5.41	0.16	A		1.1	6.62	0.51	A
	2038 - Core 1 Future Base + Committed Dev									
1 - Havant Rd	D5	6.0	16.04	0.86	C	D6	2.2	8.14	0.69	A
2 - Church Ln		1.9	392.41	0.92	F		0.6	77.20	0.37	F
4 - Bridge Rd		9.5	21.20	0.91	C		2.2	6.31	0.69	A
5 - A27 off slip		0.2	4.78	0.14	A		0.9	5.77	0.47	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

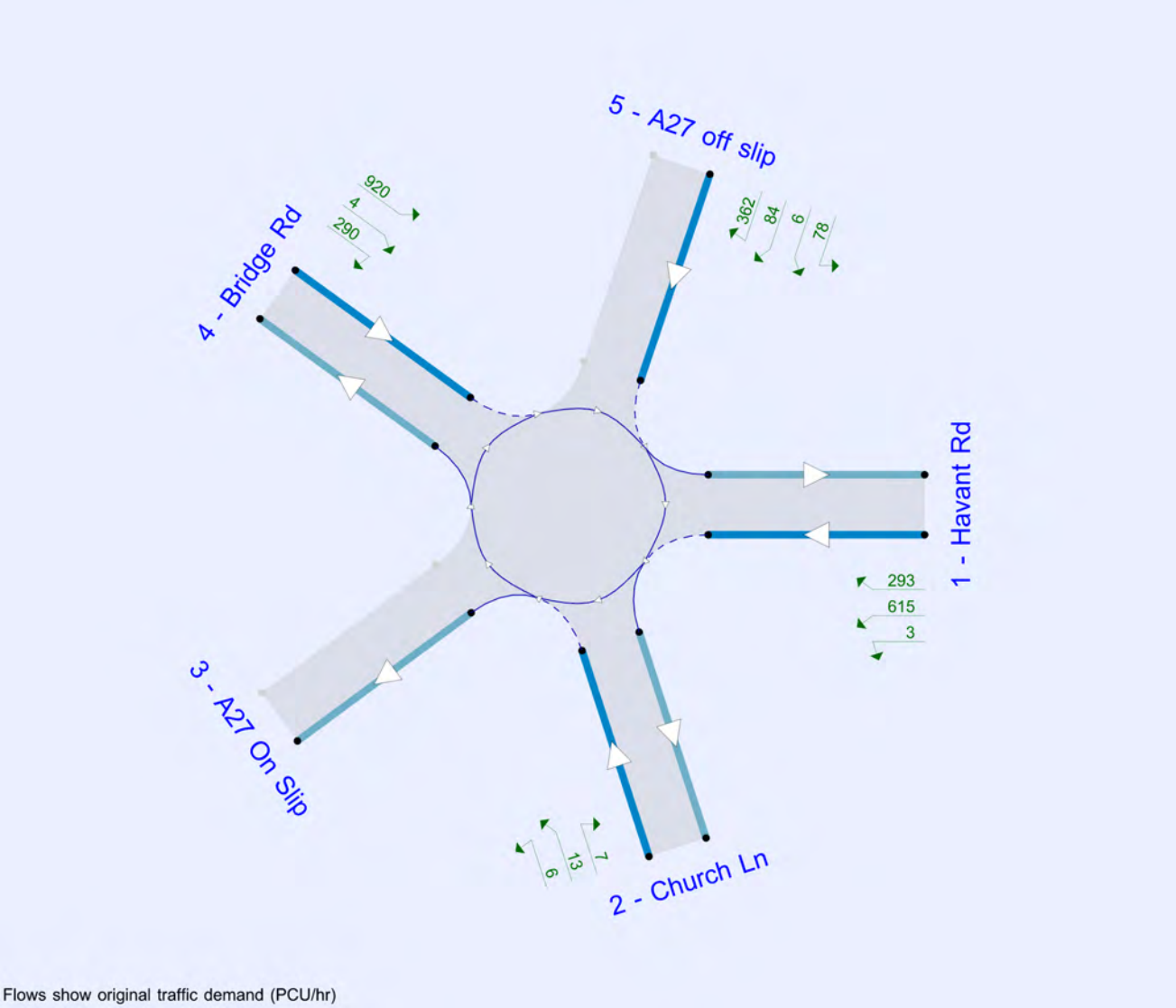
File summary

File Description

Title	Havant Rd - South A27 Rb
Location	Havant
Site number	3
Date	24/04/2024
Version	
Status	(new file)
Identifier	
Client	Bloor Homes
Jobnumber	332310755
Enumerator	CORP\mlelliott
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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		

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	2023	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	Core 1 Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	Core 1 Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038	Core 1 Future Base + Committed Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038	Core 1 Future Base + Committed Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	Core 1 Future Base + CD + Proposed BaU S1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	Core 1 Future Base + CD + Proposed BaU S1	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038	Core 1 Future Base + CD + Proposed S2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038	Core 1 Future Base + CD + Proposed S2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2038	Core 1 Future Base + CD + Proposed S3	AM	ONE HOUR	07:45	09:15	15	✓
D12	2038	Core 1 Future Base + CD + Proposed S3	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.25	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Havant Rd		
2	Church Ln		
3	A27 On Slip		
4	Bridge Rd		
5	A27 off slip		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Havant Rd	3.75	7.00	70.0	20.0	40.0	32.5		
2 - Church Ln	2.50	5.20	2.4	11.5	40.0	35.0		
3 - A27 On Slip								✓
4 - Bridge Rd	6.10	7.50	1.0	12.8	40.0	30.0		
5 - A27 off slip	7.00	7.00	0.0	20.5	40.0	28.0	✓	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Havant Rd	0.694	1976
2 - Church Ln	0.463	885
3 - A27 On Slip		
4 - Bridge Rd	0.668	1873
5 - A27 off slip	0.732	2138

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

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	2023	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 - Havant Rd		ONE HOUR	✓	1095	100.000
2 - Church Ln		ONE HOUR	✓	13	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1366	100.000
5 - A27 off slip		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	1	3	866	225	0
	2 - Church Ln	1	0	5	7	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	1011	21	334	0	0
	5 - A27 off slip	42	1	0	54	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	3	3	0
	2 - Church Ln	0	0	0	20	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	7	21	1	0	0
	5 - A27 off slip	5	0	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 - Havant Rd	0.73	8.10	2.7	A	1005	1507
2 - Church Ln	0.11	33.91	0.1	D	12	18
3 - A27 On Slip						
4 - Bridge Rd	0.80	10.31	4.2	B	1253	1880
5 - A27 off slip	0.10	3.95	0.1	A	89	134

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	824	206	307	1763	0.468	821	790	0.0	0.9	3.920	A
2 - Church Ln	10	2	1109	372	0.026	10	19	0.0	0.0	10.922	B
3 - A27 On Slip			216				903				
4 - Bridge Rd	1028	257	1	1872	0.549	1023	214	0.0	1.3	4.456	A
5 - A27 off slip	73	18	1025	1388	0.053	73	0	0.0	0.1	2.794	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	984	246	368	1721	0.572	983	946	0.9	1.4	5.009	A
2 - Church Ln	12	3	1328	270	0.043	12	22	0.0	0.0	15.276	C
3 - A27 On Slip			258				1081				
4 - Bridge Rd	1228	307	2	1872	0.656	1225	257	1.3	2.0	5.858	A
5 - A27 off slip	87	22	1227	1240	0.070	87	0	0.1	0.1	3.187	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1206	301	449	1664	0.724	1201	1155	1.4	2.6	7.906	A
2 - Church Ln	14	4	1622	134	0.107	14	27	0.0	0.1	32.858	D
3 - A27 On Slip			316				1321				
4 - Bridge Rd	1504	376	2	1871	0.804	1496	314	2.0	4.1	9.901	A
5 - A27 off slip	107	27	1498	1042	0.102	107	0	0.1	0.1	3.929	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1206	301	451	1663	0.725	1205	1161	2.6	2.7	8.096	A
2 - Church Ln	14	4	1629	131	0.109	14	28	0.1	0.1	33.908	D
3 - A27 On Slip			317				1326				
4 - Bridge Rd	1504	376	2	1871	0.804	1504	315	4.1	4.2	10.311	B
5 - A27 off slip	107	27	1506	1036	0.103	107	0	0.1	0.1	3.954	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	984	246	371	1719	0.573	989	955	2.7	1.4	5.118	A
2 - Church Ln	12	3	1338	266	0.044	12	23	0.1	0.1	15.598	C
3 - A27 On Slip			260				1090				
4 - Bridge Rd	1228	307	2	1872	0.656	1237	258	4.2	2.1	6.068	A
5 - A27 off slip	87	22	1238	1232	0.071	87	0	0.1	0.1	3.211	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	824	206	309	1761	0.468	826	797	1.4	0.9	3.972	A
2 - Church Ln	10	2	1117	368	0.027	10	19	0.1	0.0	11.044	B
3 - A27 On Slip			217				909				
4 - Bridge Rd	1028	257	2	1872	0.549	1031	216	2.1	1.3	4.541	A
5 - A27 off slip	73	18	1033	1382	0.053	73	0	0.1	0.1	2.807	A

2023 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.41	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	2023	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 - Havant Rd		ONE HOUR	✓	795	100.000
2 - Church Ln		ONE HOUR	✓	23	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1029	100.000
5 - A27 off slip		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	11	3	524	257	0
	2 - Church Ln	6	0	5	12	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	792	4	223	10	0
	5 - A27 off slip	63	5	75	299	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	1	3	0
	2 - Church Ln	25	0	0	0	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	2	0	1	0	0
	5 - A27 off slip	2	0	0	2	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 - Havant Rd	0.58	5.81	1.4	A	730	1094
2 - Church Ln	0.15	25.88	0.2	D	21	32
3 - A27 On Slip						
4 - Bridge Rd	0.61	5.04	1.6	A	944	1416
5 - A27 off slip	0.38	4.52	0.6	A	406	608

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	599	150	462	1655	0.362	596	654	0.0	0.6	3.447	A
2 - Church Ln	17	4	1049	399	0.043	17	9	0.0	0.0	9.930	A
3 - A27 On Slip			446				620				
4 - Bridge Rd	775	194	13	1864	0.416	772	434	0.0	0.7	3.345	A
5 - A27 off slip	333	83	785	1564	0.213	332	0	0.0	0.3	2.966	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	715	179	553	1592	0.449	714	783	0.6	0.8	4.160	A
2 - Church Ln	21	5	1256	304	0.068	21	11	0.0	0.1	13.409	B
3 - A27 On Slip			534				742				
4 - Bridge Rd	925	231	15	1863	0.497	924	519	0.7	1.0	3.897	A
5 - A27 off slip	397	99	939	1451	0.274	397	0	0.3	0.4	3.469	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	875	219	677	1506	0.581	873	958	0.8	1.4	5.757	A
2 - Church Ln	25	6	1537	174	0.146	25	13	0.1	0.2	25.467	D
3 - A27 On Slip			653				908				
4 - Bridge Rd	1133	283	19	1860	0.609	1131	635	1.0	1.6	5.004	A
5 - A27 off slip	487	122	1149	1297	0.375	486	0	0.4	0.6	4.505	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	875	219	678	1505	0.581	875	960	1.4	1.4	5.805	A
2 - Church Ln	25	6	1540	172	0.147	25	13	0.2	0.2	25.876	D
3 - A27 On Slip			655				910				
4 - Bridge Rd	1133	283	19	1860	0.609	1133	636	1.6	1.6	5.036	A
5 - A27 off slip	487	122	1152	1295	0.376	487	0	0.6	0.6	4.523	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	715	179	555	1591	0.449	717	786	1.4	0.8	4.198	A
2 - Church Ln	21	5	1261	301	0.069	21	11	0.2	0.1	13.571	B
3 - A27 On Slip			537				746				
4 - Bridge Rd	925	231	15	1862	0.497	927	521	1.6	1.0	3.926	A
5 - A27 off slip	397	99	943	1448	0.274	398	0	0.6	0.4	3.489	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	599	150	464	1654	0.362	600	657	0.8	0.6	3.472	A
2 - Church Ln	17	4	1055	397	0.044	17	9	0.1	0.0	10.015	B
3 - A27 On Slip			449				624				
4 - Bridge Rd	775	194	13	1864	0.416	776	436	1.0	0.7	3.368	A
5 - A27 off slip	333	83	789	1561	0.213	333	0	0.4	0.3	2.982	A

2038 | Core 1 Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	17.71	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.71	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
D3	2038	Core 1 Future 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 - Havant Rd		ONE HOUR	✓	1231	100.000
2 - Church Ln		ONE HOUR	✓	15	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1538	100.000
5 - A27 off slip		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	1	3	974	253	0
	2 - Church Ln	1	0	6	8	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	1138	24	376	0	0
	5 - A27 off slip	47	1	0	61	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	3	3	0
	2 - Church Ln	0	0	0	20	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	7	21	1	0	0
	5 - A27 off slip	5	0	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 - Havant Rd	0.83	13.66	5.0	B	1130	1694
2 - Church Ln	0.44	177.46	0.7	F	14	21
3 - A27 On Slip						
4 - Bridge Rd	0.90	20.32	9.0	C	1411	2117
5 - A27 off slip	0.13	4.71	0.2	A	100	150

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	927	232	346	1736	0.534	922	889	0.0	1.2	4.530	A
2 - Church Ln	11	3	1247	308	0.037	11	21	0.0	0.0	13.309	B
3 - A27 On Slip			243				1015				
4 - Bridge Rd	1158	289	1	1872	0.619	1151	241	0.0	1.7	5.231	A
5 - A27 off slip	82	21	1153	1295	0.063	82	0	0.0	0.1	3.030	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1107	277	414	1689	0.655	1104	1063	1.2	1.9	6.303	A
2 - Church Ln	13	3	1493	194	0.069	13	25	0.0	0.1	21.830	C
3 - A27 On Slip			290				1215				
4 - Bridge Rd	1383	346	2	1872	0.739	1378	289	1.7	2.9	7.627	A
5 - A27 off slip	98	24	1380	1129	0.087	98	0	0.1	0.1	3.565	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1355	339	503	1627	0.833	1344	1291	1.9	4.7	12.619	B
2 - Church Ln	17	4	1816	44	0.374	15	30	0.1	0.5	128.172	F
3 - A27 On Slip			353				1478				
4 - Bridge Rd	1693	423	2	1871	0.905	1672	351	2.9	8.3	17.394	C
5 - A27 off slip	120	30	1674	913	0.131	120	0	0.1	0.2	4.630	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1355	339	508	1624	0.835	1354	1305	4.7	5.0	13.665	B
2 - Church Ln	17	4	1832	37	0.444	16	31	0.5	0.7	177.458	F
3 - A27 On Slip			356				1491				
4 - Bridge Rd	1693	423	2	1871	0.905	1691	354	8.3	9.0	20.320	C
5 - A27 off slip	120	30	1693	899	0.133	120	0	0.2	0.2	4.715	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1107	277	422	1684	0.657	1118	1085	5.0	2.0	6.692	A
2 - Church Ln	13	3	1515	184	0.073	16	26	0.7	0.1	23.834	C
3 - A27 On Slip			295				1235				
4 - Bridge Rd	1383	346	2	1871	0.739	1406	293	9.0	3.1	8.573	A
5 - A27 off slip	98	24	1408	1107	0.088	98	0	0.2	0.1	3.644	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	927	232	349	1734	0.535	930	898	2.0	1.2	4.633	A
2 - Church Ln	11	3	1258	303	0.037	11	21	0.1	0.0	13.577	B
3 - A27 On Slip			245				1025				
4 - Bridge Rd	1158	289	2	1872	0.619	1163	243	3.1	1.7	5.408	A
5 - A27 off slip	82	21	1165	1286	0.064	82	0	0.1	0.1	3.053	A

2038 | Core 1 Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.28	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
D4	2038	Core 1 Future 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 - Havant Rd		ONE HOUR	✓	892	100.000
2 - Church Ln		ONE HOUR	✓	26	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1153	100.000
5 - A27 off slip		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	12	3	588	289	0
	2 - Church Ln	7	0	6	13	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	888	4	250	11	0
	5 - A27 off slip	71	6	84	335	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	1	3	0
	2 - Church Ln	25	0	0	0	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	2	0	1	0	0
	5 - A27 off slip	2	0	0	2	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 - Havant Rd	0.68	7.83	2.1	A	819	1228
2 - Church Ln	0.33	66.41	0.5	F	24	36
3 - A27 On Slip						
4 - Bridge Rd	0.68	6.21	2.2	A	1058	1587
5 - A27 off slip	0.46	5.65	0.9	A	455	683

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	672	168	518	1617	0.415	669	733	0.0	0.7	3.846	A
2 - Church Ln	20	5	1176	341	0.057	19	10	0.0	0.1	11.845	B
3 - A27 On Slip			500				696				
4 - Bridge Rd	868	217	14	1863	0.466	865	486	0.0	0.9	3.656	A
5 - A27 off slip	373	93	879	1495	0.250	372	0	0.0	0.3	3.253	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	802	200	619	1546	0.519	800	878	0.7	1.1	4.895	A
2 - Church Ln	23	6	1408	233	0.100	23	12	0.1	0.1	18.091	C
3 - A27 On Slip			599				833				
4 - Bridge Rd	1037	259	17	1861	0.557	1035	582	0.9	1.3	4.425	A
5 - A27 off slip	446	111	1052	1368	0.326	445	0	0.3	0.5	3.961	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	982	246	758	1450	0.677	978	1073	1.1	2.1	7.686	A
2 - Church Ln	29	7	1722	88	0.325	27	14	0.1	0.5	61.241	F
3 - A27 On Slip			731				1018				
4 - Bridge Rd	1269	317	20	1859	0.683	1266	710	1.3	2.1	6.139	A
5 - A27 off slip	546	137	1286	1197	0.456	545	0	0.5	0.8	5.598	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	982	246	760	1449	0.678	982	1077	2.1	2.1	7.831	A
2 - Church Ln	29	7	1727	85	0.335	28	14	0.5	0.5	66.412	F
3 - A27 On Slip			734				1022				
4 - Bridge Rd	1269	317	21	1859	0.683	1269	713	2.1	2.2	6.212	A
5 - A27 off slip	546	137	1290	1194	0.457	546	0	0.8	0.9	5.646	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	802	200	622	1544	0.519	806	883	2.1	1.1	4.981	A
2 - Church Ln	23	6	1416	229	0.102	25	12	0.5	0.1	18.733	C
3 - A27 On Slip			603				838				
4 - Bridge Rd	1037	259	18	1861	0.557	1040	586	2.2	1.3	4.480	A
5 - A27 off slip	446	111	1058	1364	0.327	447	0	0.9	0.5	3.997	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	672	168	520	1615	0.416	673	738	1.1	0.7	3.891	A
2 - Church Ln	20	5	1184	337	0.058	20	10	0.1	0.1	11.996	B
3 - A27 On Slip			503				700				
4 - Bridge Rd	868	217	14	1863	0.466	870	489	1.3	0.9	3.692	A
5 - A27 off slip	373	93	884	1491	0.250	374	0	0.5	0.3	3.278	A

2038 | Core 1 Future Base + Committed Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	20.24	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.24	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
D5	2038	Core 1 Future Base + Committed Dev	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 - Havant Rd		ONE HOUR	✓	1269	100.000
2 - Church Ln		ONE HOUR	✓	15	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1546	100.000
5 - A27 off slip		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	1	3	1002	263	0
	2 - Church Ln	1	0	6	8	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	1146	24	376	0	0
	5 - A27 off slip	50	1	0	61	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	3	3	0
	2 - Church Ln	0	0	0	20	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	7	21	1	0	0
	5 - A27 off slip	5	0	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 - Havant Rd	0.86	16.04	6.0	C	1164	1747
2 - Church Ln	0.92	392.41	1.9	F	14	21
3 - A27 On Slip						
4 - Bridge Rd	0.91	21.20	9.5	C	1419	2128
5 - A27 off slip	0.14	4.78	0.2	A	103	154

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	955	239	346	1736	0.550	950	897	0.0	1.2	4.690	A
2 - Church Ln	11	3	1275	295	0.038	11	21	0.0	0.0	13.921	B
3 - A27 On Slip			250				1036				
4 - Bridge Rd	1164	291	1	1872	0.622	1157	249	0.0	1.7	5.274	A
5 - A27 off slip	84	21	1159	1290	0.065	84	0	0.0	0.1	3.049	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1141	285	414	1689	0.676	1137	1073	1.2	2.1	6.682	A
2 - Church Ln	13	3	1526	179	0.076	13	25	0.0	0.1	23.889	C
3 - A27 On Slip			299				1240				
4 - Bridge Rd	1390	347	2	1872	0.743	1385	298	1.7	3.0	7.735	A
5 - A27 off slip	101	25	1387	1123	0.090	101	0	0.1	0.1	3.595	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1397	349	503	1627	0.859	1383	1302	2.1	5.6	14.415	B
2 - Church Ln	17	4	1855	26	0.630	13	30	0.1	1.0	258.533	F
3 - A27 On Slip			362				1506				
4 - Bridge Rd	1702	426	2	1871	0.910	1679	361	3.0	8.7	17.956	C
5 - A27 off slip	123	31	1681	908	0.136	123	0	0.1	0.2	4.685	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1397	349	508	1624	0.861	1396	1316	5.6	6.0	16.041	C
2 - Church Ln	17	4	1873	18	0.915	13	31	1.0	1.9	392.412	F
3 - A27 On Slip			365				1521				
4 - Bridge Rd	1702	426	2	1871	0.910	1699	363	8.7	9.5	21.201	C
5 - A27 off slip	123	31	1701	893	0.138	123	0	0.2	0.2	4.776	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1141	285	422	1683	0.678	1156	1096	6.0	2.2	7.222	A
2 - Church Ln	13	3	1552	167	0.081	21	26	1.9	0.1	28.327	D
3 - A27 On Slip			308				1265				
4 - Bridge Rd	1390	347	2	1871	0.743	1415	306	9.5	3.2	8.773	A
5 - A27 off slip	101	25	1417	1101	0.091	101	0	0.2	0.1	3.681	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	955	239	349	1734	0.551	959	906	2.2	1.3	4.808	A
2 - Church Ln	11	3	1287	289	0.039	12	21	0.1	0.0	14.240	B
3 - A27 On Slip			252				1046				
4 - Bridge Rd	1164	291	2	1872	0.622	1169	251	3.2	1.8	5.458	A
5 - A27 off slip	84	21	1171	1281	0.066	84	0	0.1	0.1	3.072	A

2038 | Core 1 Future Base + Committed Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.55	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
D6	2038	Core 1 Future Base + Committed Dev	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 - Havant Rd		ONE HOUR	✓	908	100.000
2 - Church Ln		ONE HOUR	✓	26	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1161	100.000
5 - A27 off slip		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	12	3	600	293	0
	2 - Church Ln	7	0	6	13	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	896	4	250	11	0
	5 - A27 off slip	78	6	84	335	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	1	3	0
	2 - Church Ln	25	0	0	0	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	2	0	1	0	0
	5 - A27 off slip	2	0	0	2	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 - Havant Rd	0.69	8.14	2.2	A	833	1250
2 - Church Ln	0.37	77.20	0.6	F	24	36
3 - A27 On Slip						
4 - Bridge Rd	0.69	6.31	2.2	A	1065	1598
5 - A27 off slip	0.47	5.77	0.9	A	462	692

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	684	171	517	1617	0.423	681	745	0.0	0.7	3.907	A
2 - Church Ln	20	5	1188	335	0.058	19	10	0.0	0.1	12.042	B
3 - A27 On Slip			503				705				
4 - Bridge Rd	874	219	14	1863	0.469	870	489	0.0	0.9	3.676	A
5 - A27 off slip	379	95	885	1491	0.254	377	0	0.0	0.3	3.281	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	816	204	619	1546	0.528	815	891	0.7	1.1	4.992	A
2 - Church Ln	23	6	1422	227	0.103	23	12	0.1	0.1	18.682	C
3 - A27 On Slip			602				844				
4 - Bridge Rd	1044	261	17	1861	0.561	1042	585	0.9	1.3	4.464	A
5 - A27 off slip	452	113	1059	1363	0.332	452	0	0.3	0.5	4.011	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1000	250	758	1450	0.689	995	1090	1.1	2.2	7.970	A
2 - Church Ln	29	7	1739	80	0.357	27	14	0.1	0.5	69.763	F
3 - A27 On Slip			735				1031				
4 - Bridge Rd	1278	320	20	1859	0.688	1275	715	1.3	2.2	6.230	A
5 - A27 off slip	554	138	1295	1190	0.465	552	0	0.5	0.9	5.725	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1000	250	760	1449	0.690	1000	1093	2.2	2.2	8.138	A
2 - Church Ln	29	7	1745	77	0.370	28	14	0.5	0.6	77.197	F
3 - A27 On Slip			739				1035				
4 - Bridge Rd	1278	320	21	1859	0.688	1278	718	2.2	2.2	6.307	A
5 - A27 off slip	554	138	1299	1188	0.466	554	0	0.9	0.9	5.773	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	816	204	622	1544	0.529	821	896	2.2	1.2	5.085	A
2 - Church Ln	23	6	1431	223	0.105	25	12	0.6	0.1	19.439	C
3 - A27 On Slip			607				849				
4 - Bridge Rd	1044	261	18	1861	0.561	1047	589	2.2	1.3	4.523	A
5 - A27 off slip	452	113	1065	1359	0.333	454	0	0.9	0.5	4.048	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	684	171	520	1615	0.423	685	749	1.2	0.8	3.941	A
2 - Church Ln	20	5	1196	332	0.059	20	10	0.1	0.1	12.214	B
3 - A27 On Slip			506				709				
4 - Bridge Rd	874	219	14	1863	0.469	876	492	1.3	0.9	3.715	A
5 - A27 off slip	379	95	890	1487	0.255	379	0	0.5	0.3	3.304	A

2038 | Core 1 Future Base + CD + Proposed BaU S1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	58.43	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.43	F

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	2038	Core 1 Future Base + CD + Proposed BaU 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 - Havant Rd		ONE HOUR	✓	1332	100.000
2 - Church Ln		ONE HOUR	✓	15	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1699	100.000
5 - A27 off slip		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	1	3	1065	263	0
	2 - Church Ln	1	0	6	8	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	1154	24	521	0	0
	5 - A27 off slip	50	1	0	68	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	3	3	0
	2 - Church Ln	0	0	0	20	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	6	21	1	0	0
	5 - A27 off slip	5	0	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 - Havant Rd	0.97	44.73	17.4	E	1222	1833
2 - Church Ln	9999999999.00	1608.94	8.4	F	14	21
3 - A27 On Slip						
4 - Bridge Rd	1.00	59.19	30.8	F	1559	2339
5 - A27 off slip	0.16	5.54	0.2	A	109	164

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1003	251	459	1657	0.605	997	902	0.0	1.6	5.561	A
2 - Church Ln	11	3	1435	221	0.051	11	21	0.0	0.1	18.810	C
3 - A27 On Slip			255				1191				
4 - Bridge Rd	1279	320	1	1872	0.683	1270	254	0.0	2.2	6.174	A
5 - A27 off slip	90	22	1272	1208	0.074	89	0	0.0	0.1	3.285	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1197	299	549	1595	0.751	1192	1078	1.6	3.0	9.065	A
2 - Church Ln	13	3	1716	91	0.149	13	25	0.1	0.2	50.488	F
3 - A27 On Slip			305				1424				
4 - Bridge Rd	1527	382	2	1872	0.816	1519	303	2.2	4.4	10.417	B
5 - A27 off slip	107	27	1520	1025	0.104	107	0	0.1	0.1	3.999	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1467	367	653	1523	0.963	1425	1279	3.0	13.5	29.749	D
2 - Church Ln	17	4	2048	0	9999999999.000	0	30	0.2	4.3	1608.938	F
3 - A27 On Slip			357				1691				
4 - Bridge Rd	1871	468	1	1872	0.999	1800	356	4.4	22.0	35.551	E
5 - A27 off slip	131	33	1801	820	0.160	131	0	0.1	0.2	5.327	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1467	367	665	1515	0.968	1451	1303	13.5	17.4	44.726	E
2 - Church Ln	17	4	2085	0	9999999999.000	0	30	4.3	8.4	-5864.112	?
3 - A27 On Slip			362				1723				
4 - Bridge Rd	1871	468	1	1872	0.999	1835	361	22.0	30.8	59.193	F
5 - A27 off slip	131	33	1836	794	0.165	131	0	0.2	0.2	5.537	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1197	299	585	1570	0.763	1253	1156	17.4	3.5	13.602	B
2 - Church Ln	13	3	1812	46	0.290	41	27	8.4	1.5	439.146	F
3 - A27 On Slip			334				1518				
4 - Bridge Rd	1527	382	4	1870	0.817	1630	331	30.8	5.0	21.304	C
5 - A27 off slip	107	27	1634	942	0.114	107	0	0.2	0.1	4.399	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1003	251	466	1653	0.607	1010	916	3.5	1.6	5.834	A
2 - Church Ln	11	3	1455	212	0.053	17	21	1.5	0.1	20.893	C
3 - A27 On Slip			262				1210				
4 - Bridge Rd	1279	320	2	1871	0.683	1290	260	5.0	2.3	6.595	A
5 - A27 off slip	90	22	1292	1193	0.075	90	0	0.1	0.1	3.332	A

2038 | Core 1 Future Base + CD + Proposed BaU S1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.86	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.86	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
D8	2038	Core 1 Future Base + CD + Proposed BaU 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 - Havant Rd		ONE HOUR	✓	924	100.000
2 - Church Ln		ONE HOUR	✓	26	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1239	100.000
5 - A27 off slip		ONE HOUR	✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	12	3	616	293	0
	2 - Church Ln	7	0	6	13	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	929	4	295	11	0
	5 - A27 off slip	78	6	84	373	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	1	3	0
	2 - Church Ln	25	0	0	0	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	2	0	1	0	0
	5 - A27 off slip	1	0	0	2	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 - Havant Rd	0.73	9.92	2.7	A	848	1272
2 - Church Ln	1.06	397.80	3.5	F	24	36
3 - A27 On Slip						
4 - Bridge Rd	0.73	7.38	2.8	A	1137	1705
5 - A27 off slip	0.53	6.89	1.1	A	496	745

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	696	174	580	1574	0.442	692	769	0.0	0.8	4.135	A
2 - Church Ln	20	5	1262	301	0.065	19	10	0.0	0.1	13.502	B
3 - A27 On Slip			531				750				
4 - Bridge Rd	933	233	14	1863	0.501	929	517	0.0	1.0	3.903	A
5 - A27 off slip	407	102	943	1448	0.281	406	0	0.0	0.4	3.502	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	831	208	694	1495	0.556	829	921	0.8	1.3	5.479	A
2 - Church Ln	23	6	1511	186	0.126	23	12	0.1	0.1	23.359	C
3 - A27 On Slip			636				898				
4 - Bridge Rd	1114	278	17	1861	0.598	1112	619	1.0	1.5	4.873	A
5 - A27 off slip	486	122	1129	1312	0.371	486	0	0.4	0.6	4.418	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1017	254	848	1387	0.733	1012	1124	1.3	2.7	9.589	A
2 - Church Ln	29	7	1845	31	0.930	21	14	0.1	2.1	304.333	F
3 - A27 On Slip			771				1095				
4 - Bridge Rd	1364	341	19	1860	0.733	1359	753	1.5	2.7	7.241	A
5 - A27 off slip	596	149	1378	1130	0.527	594	0	0.6	1.1	6.791	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1017	254	851	1385	0.734	1017	1128	2.7	2.7	9.916	A
2 - Church Ln	29	7	1854	27	1.064	23	14	2.1	3.5	397.798	F
3 - A27 On Slip			776				1101				
4 - Bridge Rd	1364	341	19	1860	0.734	1364	757	2.7	2.8	7.379	A
5 - A27 off slip	596	149	1383	1126	0.529	596	0	1.1	1.1	6.892	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	831	208	698	1492	0.557	836	930	2.7	1.3	5.630	A
2 - Church Ln	23	6	1523	180	0.130	37	12	3.5	0.2	28.876	D
3 - A27 On Slip			651				908				
4 - Bridge Rd	1114	278	21	1859	0.599	1119	630	2.8	1.5	4.979	A
5 - A27 off slip	486	122	1139	1304	0.373	488	0	1.1	0.6	4.492	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	696	174	583	1571	0.443	698	774	1.3	0.8	4.196	A
2 - Church Ln	20	5	1271	297	0.066	20	10	0.2	0.1	13.757	B
3 - A27 On Slip			535				756				
4 - Bridge Rd	933	233	14	1863	0.501	935	521	1.5	1.0	3.953	A
5 - A27 off slip	407	102	949	1444	0.282	408	0	0.6	0.4	3.534	A

2038 | Core 1 Future Base + CD + Proposed S2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	53.58	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	53.58	F

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	2038	Core 1 Future Base + CD + Proposed S2	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 - Havant Rd		ONE HOUR	✓	1327	100.000
2 - Church Ln		ONE HOUR	✓	15	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1686	100.000
5 - A27 off slip		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	1	3	1060	263	0
	2 - Church Ln	1	0	6	8	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	1153	24	509	0	0
	5 - A27 off slip	50	1	0	67	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	3	3	0
	2 - Church Ln	0	0	0	20	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	7	21	1	0	0
	5 - A27 off slip	5	0	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 - Havant Rd	0.96	40.42	15.5	E	1218	1827
2 - Church Ln	9999999999.00	1552.64	8.4	F	14	21
3 - A27 On Slip						
4 - Bridge Rd	0.99	53.96	27.4	F	1547	2321
5 - A27 off slip	0.16	5.48	0.2	A	108	162

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	999	250	450	1664	0.600	993	901	0.0	1.5	5.475	A
2 - Church Ln	11	3	1422	227	0.050	11	21	0.0	0.1	18.276	C
3 - A27 On Slip			254				1178				
4 - Bridge Rd	1269	317	1	1872	0.678	1261	253	0.0	2.2	6.118	A
5 - A27 off slip	89	22	1262	1215	0.073	89	0	0.0	0.1	3.263	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1193	298	538	1603	0.744	1187	1078	1.5	2.9	8.806	A
2 - Church Ln	13	3	1700	98	0.137	13	25	0.1	0.2	46.235	E
3 - A27 On Slip			304				1409				
4 - Bridge Rd	1516	379	2	1872	0.810	1507	302	2.2	4.2	10.177	B
5 - A27 off slip	106	27	1509	1034	0.103	106	0	0.1	0.1	3.960	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1461	365	641	1531	0.954	1423	1282	2.9	12.4	27.834	D
2 - Church Ln	17	4	2035	0	9999999999.000	0	30	0.2	4.3	1552.638	F
3 - A27 On Slip			357				1678				
4 - Bridge Rd	1856	464	1	1872	0.992	1793	356	4.2	20.2	33.557	D
5 - A27 off slip	130	32	1794	826	0.157	130	0	0.1	0.2	5.276	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1461	365	653	1523	0.959	1448	1306	12.4	15.5	40.420	E
2 - Church Ln	17	4	2071	0	9999999999.000	0	30	4.3	8.4	-8553.318	?
3 - A27 On Slip			362				1709				
4 - Bridge Rd	1856	464	1	1872	0.992	1827	361	20.2	27.4	53.963	F
5 - A27 off slip	130	32	1829	800	0.162	130	0	0.2	0.2	5.482	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1193	298	569	1581	0.754	1242	1147	15.5	3.3	12.387	B
2 - Church Ln	13	3	1784	59	0.228	45	27	8.4	0.4	325.023	F
3 - A27 On Slip			335				1495				
4 - Bridge Rd	1516	379	4	1870	0.810	1606	331	27.4	4.8	18.586	C
5 - A27 off slip	106	27	1610	960	0.111	106	0	0.2	0.1	4.306	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	999	250	456	1660	0.602	1006	914	3.3	1.6	5.728	A
2 - Church Ln	11	3	1441	218	0.052	13	21	0.4	0.1	19.364	C
3 - A27 On Slip			258				1195				
4 - Bridge Rd	1269	317	2	1872	0.678	1280	257	4.8	2.3	6.510	A
5 - A27 off slip	89	22	1281	1201	0.074	89	0	0.1	0.1	3.305	A

2038 | Core 1 Future Base + CD + Proposed S2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.83	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.83	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	2038	Core 1 Future Base + CD + Proposed S2	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 - Havant Rd		ONE HOUR	✓	923	100.000
2 - Church Ln		ONE HOUR	✓	26	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1230	100.000
5 - A27 off slip		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	12	3	615	293	0
	2 - Church Ln	7	0	6	13	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	923	4	292	11	0
	5 - A27 off slip	78	6	84	365	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	1	3	0
	2 - Church Ln	25	0	0	0	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	2	0	1	0	0
	5 - A27 off slip	1	0	0	2	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 - Havant Rd	0.73	9.67	2.7	A	847	1270
2 - Church Ln	0.87	306.17	2.4	F	24	36
3 - A27 On Slip						
4 - Bridge Rd	0.73	7.24	2.7	A	1129	1693
5 - A27 off slip	0.52	6.69	1.1	A	489	734

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	695	174	571	1580	0.440	692	765	0.0	0.8	4.105	A
2 - Church Ln	20	5	1253	305	0.064	19	10	0.0	0.1	13.304	B
3 - A27 On Slip			525				747				
4 - Bridge Rd	926	232	14	1863	0.497	922	511	0.0	1.0	3.875	A
5 - A27 off slip	401	100	936	1453	0.276	400	0	0.0	0.4	3.465	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	830	207	684	1501	0.553	828	915	0.8	1.2	5.418	A
2 - Church Ln	23	6	1500	191	0.123	23	12	0.1	0.1	22.670	C
3 - A27 On Slip			629				894				
4 - Bridge Rd	1106	276	17	1861	0.594	1104	612	1.0	1.5	4.823	A
5 - A27 off slip	479	120	1121	1318	0.364	478	0	0.4	0.6	4.349	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1016	254	836	1396	0.728	1011	1118	1.2	2.6	9.368	A
2 - Church Ln	29	7	1833	37	0.780	23	14	0.1	1.6	225.356	F
3 - A27 On Slip			764				1091				
4 - Bridge Rd	1354	339	19	1860	0.728	1350	745	1.5	2.6	7.109	A
5 - A27 off slip	587	147	1369	1136	0.516	585	0	0.6	1.1	6.601	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1016	254	839	1394	0.729	1016	1122	2.6	2.7	9.668	A
2 - Church Ln	29	7	1841	33	0.867	25	14	1.6	2.4	306.174	F
3 - A27 On Slip			769				1097				
4 - Bridge Rd	1354	339	20	1859	0.728	1354	749	2.6	2.7	7.244	A
5 - A27 off slip	587	147	1374	1133	0.518	587	0	1.1	1.1	6.695	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	830	207	688	1499	0.554	835	923	2.7	1.3	5.562	A
2 - Church Ln	23	6	1512	185	0.126	33	12	2.4	0.2	26.276	D
3 - A27 On Slip			640				904				
4 - Bridge Rd	1106	276	20	1860	0.595	1110	621	2.7	1.5	4.920	A
5 - A27 off slip	479	120	1130	1311	0.365	481	0	1.1	0.6	4.414	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	695	174	575	1577	0.441	697	770	1.3	0.8	4.165	A
2 - Church Ln	20	5	1262	301	0.065	20	10	0.2	0.1	13.552	B
3 - A27 On Slip			529				753				
4 - Bridge Rd	926	232	14	1863	0.497	928	515	1.5	1.0	3.926	A
5 - A27 off slip	401	100	942	1449	0.277	402	0	0.6	0.4	3.493	A

2038 | Core 1 Future Base + CD + Proposed S3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	47.40	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	47.40	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
D11	2038	Core 1 Future Base + CD + Proposed S3	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 - Havant Rd		ONE HOUR	✓	1320	100.000
2 - Church Ln		ONE HOUR	✓	15	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1668	100.000
5 - A27 off slip		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	1	3	1053	263	0
	2 - Church Ln	1	0	6	8	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	1155	24	489	0	0
	5 - A27 off slip	50	1	0	67	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	3	3	0
	2 - Church Ln	0	0	0	20	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	7	22	1	0	0
	5 - A27 off slip	5	0	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 - Havant Rd	0.95	34.80	13.2	D	1211	1817
2 - Church Ln	9999999999.00	1505.34	8.4	F	14	21
3 - A27 On Slip						
4 - Bridge Rd	0.98	47.23	23.3	E	1531	2296
5 - A27 off slip	0.16	5.41	0.2	A	108	162

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	994	248	435	1674	0.593	988	903	0.0	1.5	5.354	A
2 - Church Ln	11	3	1402	236	0.048	11	21	0.0	0.1	17.525	C
3 - A27 On Slip			254				1158				
4 - Bridge Rd	1256	314	1	1872	0.671	1247	253	0.0	2.1	5.997	A
5 - A27 off slip	89	22	1249	1224	0.073	89	0	0.0	0.1	3.235	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1187	297	520	1615	0.735	1182	1080	1.5	2.8	8.448	A
2 - Church Ln	13	3	1676	109	0.124	13	25	0.1	0.1	41.029	E
3 - A27 On Slip			304				1385				
4 - Bridge Rd	1499	375	2	1872	0.801	1492	303	2.1	4.0	9.787	A
5 - A27 off slip	106	27	1494	1045	0.101	106	0	0.1	0.1	3.912	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1453	363	622	1544	0.941	1421	1289	2.8	10.9	25.225	D
2 - Church Ln	17	4	2013	0	9999999999.000	0	30	0.1	4.3	1505.336	F
3 - A27 On Slip			358				1655				
4 - Bridge Rd	1837	459	1	1872	0.981	1781	357	4.0	17.9	30.821	D
5 - A27 off slip	130	32	1782	834	0.156	130	0	0.1	0.2	5.213	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1453	363	633	1537	0.946	1444	1313	10.9	13.2	34.801	D
2 - Church Ln	17	4	2047	0	9999999999.000	0	30	4.3	8.4	-12463.651	?
3 - A27 On Slip			363				1684				
4 - Bridge Rd	1837	459	1	1872	0.981	1815	362	17.9	23.3	47.232	E
5 - A27 off slip	130	32	1816	809	0.161	130	0	0.2	0.2	5.408	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1187	297	546	1597	0.743	1227	1139	13.2	3.1	11.030	B
2 - Church Ln	13	3	1746	77	0.176	46	26	8.4	0.3	194.398	F
3 - A27 On Slip			333				1459				
4 - Bridge Rd	1499	375	4	1870	0.802	1574	329	23.3	4.5	15.724	C
5 - A27 off slip	106	27	1578	983	0.108	106	0	0.2	0.1	4.193	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	994	248	440	1670	0.595	1000	915	3.1	1.5	5.579	A
2 - Church Ln	11	3	1419	228	0.050	12	21	0.3	0.1	18.359	C
3 - A27 On Slip			258				1173				
4 - Bridge Rd	1256	314	2	1872	0.671	1265	256	4.5	2.2	6.348	A
5 - A27 off slip	89	22	1267	1211	0.073	89	0	0.1	0.1	3.273	A

2038 | Core 1 Future Base + CD + Proposed S3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.45	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.45	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	2038	Core 1 Future Base + CD + Proposed S3	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 - Havant Rd		ONE HOUR	✓	923	100.000
2 - Church Ln		ONE HOUR	✓	26	100.000
3 - A27 On Slip					
4 - Bridge Rd		ONE HOUR	✓	1225	100.000
5 - A27 off slip		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	12	3	615	293	0
	2 - Church Ln	7	0	6	13	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	920	4	290	11	0
	5 - A27 off slip	78	6	84	362	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Havant Rd	2 - Church Ln	3 - A27 On Slip	4 - Bridge Rd	5 - A27 off slip
From	1 - Havant Rd	0	0	1	3	0
	2 - Church Ln	25	0	0	0	0
	3 - A27 On Slip	0	0	0	0	0
	4 - Bridge Rd	2	0	1	0	0
	5 - A27 off slip	2	0	0	2	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 - Havant Rd	0.73	9.57	2.7	A	847	1270
2 - Church Ln	0.81	274.13	2.1	F	24	36
3 - A27 On Slip						
4 - Bridge Rd	0.73	7.17	2.6	A	1124	1686
5 - A27 off slip	0.51	6.62	1.1	A	486	730

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	695	174	568	1582	0.439	692	762	0.0	0.8	4.095	A
2 - Church Ln	20	5	1250	307	0.064	19	10	0.0	0.1	13.230	B
3 - A27 On Slip			523				746				
4 - Bridge Rd	922	231	14	1863	0.495	918	509	0.0	1.0	3.859	A
5 - A27 off slip	399	100	932	1456	0.274	397	0	0.0	0.4	3.453	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	830	207	679	1504	0.552	828	913	0.8	1.2	5.393	A
2 - Church Ln	23	6	1496	193	0.121	23	12	0.1	0.1	22.396	C
3 - A27 On Slip			626				893				
4 - Bridge Rd	1101	275	17	1861	0.592	1099	609	1.0	1.5	4.795	A
5 - A27 off slip	476	119	1116	1321	0.361	476	0	0.4	0.6	4.324	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1016	254	831	1399	0.726	1011	1114	1.2	2.6	9.282	A
2 - Church Ln	29	7	1827	39	0.730	23	14	0.1	1.5	203.373	F
3 - A27 On Slip			761				1089				
4 - Bridge Rd	1349	337	19	1860	0.725	1344	742	1.5	2.6	7.040	A
5 - A27 off slip	584	146	1364	1140	0.512	582	0	0.6	1.0	6.528	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	1016	254	833	1398	0.727	1016	1119	2.6	2.7	9.573	A
2 - Church Ln	29	7	1835	36	0.805	26	14	1.5	2.1	274.135	F
3 - A27 On Slip			766				1095				
4 - Bridge Rd	1349	337	20	1859	0.725	1349	746	2.6	2.6	7.168	A
5 - A27 off slip	584	146	1369	1136	0.513	583	0	1.0	1.1	6.617	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	830	207	683	1502	0.553	835	920	2.7	1.3	5.532	A
2 - Church Ln	23	6	1507	188	0.125	31	12	2.1	0.2	25.482	D
3 - A27 On Slip			637				901				
4 - Bridge Rd	1101	275	19	1860	0.592	1106	617	2.6	1.5	4.888	A
5 - A27 off slip	476	119	1125	1315	0.362	478	0	1.1	0.6	4.386	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Havant Rd	695	174	571	1580	0.440	697	767	1.3	0.8	4.151	A
2 - Church Ln	20	5	1258	303	0.065	20	10	0.2	0.1	13.464	B
3 - A27 On Slip			527				751				
4 - Bridge Rd	922	231	14	1863	0.495	924	512	1.5	1.0	3.910	A
5 - A27 off slip	399	100	939	1451	0.275	400	0	0.6	0.4	3.484	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: J2 - Emsworth Rd - A27 North Rb.j11
Path: \\Bri-vfps-001\bri\Projects\332310755 - Southleigh Road, Havant\Transport\Junction Modelling\Off-site Junctions\Junction Models
Report generation date: 05/01/2026 11:20:36

»2023 | Base | AM
»2023 | Base | PM
»2038 | Core 1 Future Base | AM
»2038 | Core 1 Future Base | PM
»2038 | Core 1 Future Base + Committed Dev | AM
»2038 | Core 1 Future Base + Committed Dev | PM
»2038 | Core 1 Future Base + CD + Proposed BaU | AM
»2038 | Core 1 Future Base + CD + Proposed BaU | PM
»2038 | Core 1 Future Base + CD + Proposed S2 | AM
»2038 | Core 1 Future Base + CD + Proposed S2 | PM
»2038 | Core 1 Future Base + CD + Proposed S3 | AM
»2038 | Core 1 Future Base + CD + Proposed S3 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 - Base									
2 - Havant Rd	D1	0.4	4.75	0.29	A	D2	1.5	8.26	0.59	A
3 - A27 Off Slip		2.8	7.56	0.73	A		1.8	6.32	0.64	A
4 - Emsworth Road		5.2	33.87	0.85	D		1.6	11.52	0.62	B
	2038 - Core 1 Future Base									
2 - Havant Rd	D3	0.5	5.00	0.32	A	D4	1.6	8.70	0.61	A
3 - A27 Off Slip		5.1	12.41	0.83	B		2.7	8.43	0.73	A
4 - Emsworth Road		30.6	157.02	1.07	F		2.4	15.47	0.71	C
	2038 - Core 1 Future Base + CD + Proposed BaU									
2 - Havant Rd	D7	0.5	4.99	0.34	A	D8	2.4	11.25	0.70	B
3 - A27 Off Slip		6.5	15.43	0.87	C		6.8	19.11	0.88	C
4 - Emsworth Road		162.3	773.40	1.48	F		5.4	32.14	0.86	D
	2038 - Core 1 Future Base + CD + Proposed S2									
2 - Havant Rd	D9	0.5	5.00	0.34	A	D10	2.3	10.96	0.70	B
3 - A27 Off Slip		6.3	15.06	0.86	C		5.8	16.51	0.86	C
4 - Emsworth Road		145.7	704.62	1.45	F		5.1	30.40	0.85	D
	2038 - Core 1 Future Base + CD + Proposed S3									
2 - Havant Rd	D11	0.5	5.00	0.34	A	D12	2.2	10.85	0.69	B
3 - A27 Off Slip		6.3	15.07	0.86	C		5.3	15.25	0.85	C
4 - Emsworth Road		129.7	619.98	1.40	F		4.9	29.52	0.84	D
	2038 - Core 1 Future Base + Committed Dev									
2 - Havant Rd	D5	0.5	4.94	0.33	A	D6	2.0	10.12	0.66	B
3 - A27 Off Slip		5.5	13.27	0.84	B		3.2	9.88	0.76	A
4 - Emsworth Road		39.6	195.87	1.11	F		3.3	21.12	0.77	C

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

File summary

File Description

Title	Roman Rd - North A27 Rb
Location	Havant
Site number	2
Date	24/04/2024
Version	
Status	(new file)
Identifier	
Client	Bloor homes
Jobnumber	332310755
Enumerator	CORP\mlelliott
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

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		

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	2023	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	Core 1 Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	Core 1 Future Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038	Core 1 Future Base + Committed Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038	Core 1 Future Base + Committed Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	Core 1 Future Base + CD + Proposed BaU	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	Core 1 Future Base + CD + Proposed BaU	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038	Core 1 Future Base + CD + Proposed S2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038	Core 1 Future Base + CD + Proposed S2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2038	Core 1 Future Base + CD + Proposed S3	AM	ONE HOUR	07:45	09:15	15	✓
D12	2038	Core 1 Future Base + CD + Proposed S3	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.99	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.99	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A27 On Slip		
2	Havant Rd		
3	A27 Off Slip		
4	Emsworth Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A27 On Slip								✓
2 - Havant Rd	3.50	3.50	0.0	13.0	35.0	13.0		
3 - A27 Off Slip	6.20	7.50	2.5	29.6	35.0	24.5	✓	
4 - Emsworth Road	4.00	4.00	0.0	20.0	35.0	20.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 On Slip		
2 - Havant Rd	0.539	1095
3 - A27 Off Slip	0.743	2097
4 - Emsworth Road	0.572	1254

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

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	2023	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	287	100.000
3 - A27 Off Slip		ONE HOUR	✓	1233	100.000
4 - Emsworth Road		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	31	2	0	254
	3 - A27 Off Slip	0	866	0	367
	4 - Emsworth Road	30	501	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	0	0	0	3
	3 - A27 Off Slip	0	7	0	4
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.29	4.75	0.4	A	263	395
3 - A27 Off Slip	0.73	7.56	2.8	A	1131	1697
4 - Emsworth Road	0.85	33.87	5.2	D	488	732

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1025				46				
2 - Havant Rd	216	54	0.75	1095	0.197	215	1025	0.0	0.3	4.197	A
3 - A27 Off Slip	928	232	216	1937	0.479	924	0	0.0	1.0	3.758	A
4 - Emsworth Road	401	100	674	869	0.461	397	466	0.0	0.9	7.724	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1228				55				
2 - Havant Rd	258	65	0.89	1095	0.236	258	1227	0.3	0.3	4.414	A
3 - A27 Off Slip	1108	277	259	1905	0.582	1106	0	1.0	1.5	4.770	A
4 - Emsworth Road	478	120	807	793	0.603	476	558	0.9	1.5	11.474	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1493				66				
2 - Havant Rd	316	79	1	1095	0.289	316	1492	0.3	0.4	4.742	A
3 - A27 Off Slip	1358	339	317	1862	0.729	1352	0	1.5	2.8	7.415	A
4 - Emsworth Road	586	146	986	690	0.849	573	683	1.5	4.7	28.620	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1507				67				
2 - Havant Rd	316	79	1	1095	0.289	316	1505	0.4	0.4	4.745	A
3 - A27 Off Slip	1358	339	317	1862	0.729	1357	0	2.8	2.8	7.565	A
4 - Emsworth Road	586	146	990	688	0.851	584	685	4.7	5.2	33.869	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1249				56				
2 - Havant Rd	258	65	0.93	1095	0.236	258	1248	0.4	0.3	4.422	A
3 - A27 Off Slip	1108	277	259	1905	0.582	1114	0	2.8	1.5	4.861	A
4 - Emsworth Road	478	120	812	790	0.606	493	561	5.2	1.6	12.893	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1036				46				
2 - Havant Rd	216	54	0.76	1095	0.197	216	1035	0.3	0.3	4.207	A
3 - A27 Off Slip	928	232	217	1936	0.479	930	0	1.5	1.0	3.807	A
4 - Emsworth Road	401	100	678	866	0.462	403	469	1.6	0.9	7.975	A

2023 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.10	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
D2	2023	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	586	100.000
3 - A27 Off Slip		ONE HOUR	✓	947	100.000
4 - Emsworth Road		ONE HOUR	✓	464	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	50	23	0	513
	3 - A27 Off Slip	0	603	0	344
	4 - Emsworth Road	52	411	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	4	5	0	3
	3 - A27 Off Slip	0	1	0	1
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.59	8.26	1.5	A	538	807
3 - A27 Off Slip	0.64	6.32	1.8	A	869	1303
4 - Emsworth Road	0.62	11.52	1.6	B	426	639

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			778				76				
2 - Havant Rd	441	110	0.75	1095	0.403	438	777	0.0	0.7	5.635	A
3 - A27 Off Slip	713	178	439	1771	0.403	710	0	0.0	0.7	3.419	A
4 - Emsworth Road	349	87	507	964	0.362	347	643	0.0	0.6	5.915	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			931				91				
2 - Havant Rd	527	132	0.90	1095	0.481	526	930	0.7	0.9	6.516	A
3 - A27 Off Slip	851	213	527	1706	0.499	850	0	0.7	1.0	4.242	A
4 - Emsworth Road	417	104	607	907	0.460	416	770	0.6	0.9	7.444	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1138				112				
2 - Havant Rd	645	161	1	1095	0.589	643	1137	0.9	1.5	8.190	A
3 - A27 Off Slip	1043	261	644	1619	0.644	1039	0	1.0	1.8	6.242	A
4 - Emsworth Road	511	128	742	830	0.616	508	942	0.9	1.6	11.287	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1143				112				
2 - Havant Rd	645	161	1	1095	0.589	645	1142	1.5	1.5	8.261	A
3 - A27 Off Slip	1043	261	646	1617	0.645	1043	0	1.8	1.8	6.324	A
4 - Emsworth Road	511	128	744	828	0.617	511	945	1.6	1.6	11.521	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			938				92				
2 - Havant Rd	527	132	0.91	1095	0.481	529	937	1.5	1.0	6.585	A
3 - A27 Off Slip	851	213	530	1704	0.500	855	0	1.8	1.0	4.298	A
4 - Emsworth Road	417	104	610	905	0.461	420	774	1.6	0.9	7.596	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			783				77				
2 - Havant Rd	441	110	0.76	1095	0.403	442	783	1.0	0.7	5.700	A
3 - A27 Off Slip	713	178	443	1768	0.403	714	0	1.0	0.7	3.456	A
4 - Emsworth Road	349	87	510	962	0.363	351	647	0.9	0.6	5.997	A

2038 | Core 1 Future Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	48.88	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	48.88	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
D3	2038	Core 1 Future 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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	323	100.000
3 - A27 Off Slip		ONE HOUR	✓	1387	100.000
4 - Emsworth Road		ONE HOUR	✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	35	2	0	286
	3 - A27 Off Slip	0	974	0	413
	4 - Emsworth Road	34	564	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	0	0	0	3
	3 - A27 Off Slip	0	7	0	4
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.32	5.00	0.5	A	296	445
3 - A27 Off Slip	0.83	12.41	5.1	B	1273	1909
4 - Emsworth Road	1.07	157.02	30.6	F	550	824

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1152				52				
2 - Havant Rd	243	61	0.74	1095	0.222	242	1151	0.0	0.3	4.328	A
3 - A27 Off Slip	1044	261	243	1917	0.545	1039	0	0.0	1.3	4.327	A
4 - Emsworth Road	451	113	757	821	0.549	446	524	0.0	1.2	9.790	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1378				62				
2 - Havant Rd	290	73	0.89	1095	0.265	290	1377	0.3	0.4	4.593	A
3 - A27 Off Slip	1247	312	291	1881	0.663	1244	0	1.3	2.0	5.961	A
4 - Emsworth Road	538	135	907	736	0.732	533	628	1.2	2.6	17.625	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1629				72				
2 - Havant Rd	356	89	1.00	1095	0.325	355	1628	0.4	0.5	4.994	A
3 - A27 Off Slip	1527	382	356	1833	0.833	1516	0	2.0	4.9	11.639	B
4 - Emsworth Road	660	165	1105	622	1.060	596	767	2.6	18.4	80.822	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1650				73				
2 - Havant Rd	356	89	1	1095	0.325	356	1649	0.5	0.5	5.000	A
3 - A27 Off Slip	1527	382	357	1832	0.833	1526	0	4.9	5.1	12.406	B
4 - Emsworth Road	660	165	1113	618	1.068	610	770	18.4	30.6	157.018	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1497				68				
2 - Havant Rd	290	73	1	1095	0.265	291	1496	0.5	0.4	4.601	A
3 - A27 Off Slip	1247	312	292	1880	0.663	1259	0	5.1	2.1	6.258	A
4 - Emsworth Road	538	135	917	730	0.738	648	633	30.6	3.3	70.496	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1170				52				
2 - Havant Rd	243	61	0.77	1095	0.222	243	1169	0.4	0.3	4.344	A
3 - A27 Off Slip	1044	261	244	1916	0.545	1048	0	2.1	1.3	4.417	A
4 - Emsworth Road	451	113	764	817	0.552	459	528	3.3	1.3	10.455	B

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.17	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.17	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	2038	Core 1 Future 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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	607	100.000
3 - A27 Off Slip		ONE HOUR	✓	1062	100.000
4 - Emsworth Road		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	26	6	0	575
	3 - A27 Off Slip	0	676	0	386
	4 - Emsworth Road	58	461	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	4	5	0	3
	3 - A27 Off Slip	0	1	0	1
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.61	8.70	1.6	A	557	835
3 - A27 Off Slip	0.73	8.43	2.7	A	975	1462
4 - Emsworth Road	0.71	15.47	2.4	C	477	716

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			857				63				
2 - Havant Rd	457	114	0.75	1095	0.417	454	856	0.0	0.7	5.767	A
3 - A27 Off Slip	800	200	455	1759	0.454	796	0	0.0	0.8	3.763	A
4 - Emsworth Road	391	98	531	951	0.412	389	720	0.0	0.7	6.488	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1026				75				
2 - Havant Rd	546	136	0.90	1095	0.499	545	1025	0.7	1.0	6.731	A
3 - A27 Off Slip	955	239	545	1692	0.564	953	0	0.8	1.3	4.907	A
4 - Emsworth Road	467	117	635	891	0.525	466	863	0.7	1.1	8.590	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1252				92				
2 - Havant Rd	668	167	1	1095	0.611	666	1251	1.0	1.6	8.612	A
3 - A27 Off Slip	1169	292	667	1602	0.730	1164	0	1.3	2.6	8.204	A
4 - Emsworth Road	573	143	776	810	0.707	568	1055	1.1	2.3	14.803	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1259				92				
2 - Havant Rd	668	167	1	1095	0.611	668	1258	1.6	1.6	8.699	A
3 - A27 Off Slip	1169	292	669	1600	0.731	1169	0	2.6	2.7	8.426	A
4 - Emsworth Road	573	143	779	808	0.708	572	1059	2.3	2.4	15.466	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1036				76				
2 - Havant Rd	546	136	0.91	1095	0.499	548	1035	1.6	1.0	6.815	A
3 - A27 Off Slip	955	239	549	1690	0.565	960	0	2.7	1.3	5.020	A
4 - Emsworth Road	467	117	640	888	0.526	472	869	2.4	1.2	8.918	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			864				63				
2 - Havant Rd	457	114	0.76	1095	0.417	458	863	1.0	0.7	5.840	A
3 - A27 Off Slip	800	200	459	1756	0.455	801	0	1.3	0.9	3.817	A
4 - Emsworth Road	391	98	534	949	0.413	393	726	1.2	0.7	6.619	A

2038 | Core 1 Future Base + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	59.61	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.61	F

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	2038	Core 1 Future Base + Committed Dev	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	332	100.000
3 - A27 Off Slip		ONE HOUR	✓	1399	100.000
4 - Emsworth Road		ONE HOUR	✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	44	2	0	286
	3 - A27 Off Slip	0	983	0	416
	4 - Emsworth Road	44	564	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	0	0	0	0
	3 - A27 Off Slip	0	7	0	4
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.33	4.94	0.5	A	305	457
3 - A27 Off Slip	0.84	13.27	5.5	B	1284	1926
4 - Emsworth Road	1.11	195.87	39.6	F	559	838

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1159				66				
2 - Havant Rd	250	62	0.74	1095	0.228	249	1158	0.0	0.3	4.249	A
3 - A27 Off Slip	1053	263	250	1912	0.551	1048	0	0.0	1.3	4.394	A
4 - Emsworth Road	458	115	771	813	0.564	453	527	0.0	1.3	10.052	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1385				79				
2 - Havant Rd	298	75	0.89	1095	0.273	298	1384	0.3	0.4	4.517	A
3 - A27 Off Slip	1258	314	299	1875	0.671	1254	0	1.3	2.1	6.119	A
4 - Emsworth Road	547	137	923	726	0.754	541	631	1.3	2.9	19.151	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1625				91				
2 - Havant Rd	366	91	0.97	1095	0.334	365	1624	0.4	0.5	4.931	A
3 - A27 Off Slip	1540	385	366	1825	0.844	1528	0	2.1	5.3	12.334	B
4 - Emsworth Road	671	168	1124	611	1.097	592	770	2.9	22.5	95.025	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1643				92				
2 - Havant Rd	366	91	0.99	1095	0.334	366	1642	0.5	0.5	4.937	A
3 - A27 Off Slip	1540	385	367	1825	0.844	1539	0	5.3	5.5	13.270	B
4 - Emsworth Road	671	168	1132	607	1.106	602	774	22.5	39.6	195.866	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1533				89				
2 - Havant Rd	298	75	1	1095	0.273	299	1532	0.5	0.4	4.527	A
3 - A27 Off Slip	1258	314	300	1874	0.671	1271	0	5.5	2.2	6.459	A
4 - Emsworth Road	547	137	934	720	0.761	688	637	39.6	4.3	115.260	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1180				67				
2 - Havant Rd	250	62	0.77	1095	0.228	250	1180	0.4	0.3	4.266	A
3 - A27 Off Slip	1053	263	251	1911	0.551	1057	0	2.2	1.3	4.492	A
4 - Emsworth Road	458	115	777	810	0.566	470	531	4.3	1.4	11.168	B

2038 | Core 1 Future Base + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.56	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	2038	Core 1 Future Base + Committed Dev	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	661	100.000
3 - A27 Off Slip		ONE HOUR	✓	1080	100.000
4 - Emsworth Road		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	60	57	0	544
	3 - A27 Off Slip	0	685	0	395
	4 - Emsworth Road	63	461	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	4	5	0	3
	3 - A27 Off Slip	0	1	0	1
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.66	10.12	2.0	B	607	910
3 - A27 Off Slip	0.76	9.88	3.2	A	991	1487
4 - Emsworth Road	0.77	21.12	3.3	C	482	723

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			901				92				
2 - Havant Rd	498	124	0.75	1095	0.455	494	900	0.0	0.8	6.156	A
3 - A27 Off Slip	813	203	495	1730	0.470	810	0	0.0	0.9	3.937	A
4 - Emsworth Road	395	99	601	910	0.434	392	704	0.0	0.8	7.028	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1079				110				
2 - Havant Rd	594	149	0.90	1095	0.543	593	1078	0.8	1.2	7.386	A
3 - A27 Off Slip	971	243	594	1656	0.586	969	0	0.9	1.4	5.273	A
4 - Emsworth Road	472	118	719	843	0.560	470	843	0.8	1.3	9.776	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1315				134				
2 - Havant Rd	728	182	1	1095	0.665	725	1313	1.2	2.0	9.964	A
3 - A27 Off Slip	1189	297	726	1558	0.763	1182	0	1.4	3.1	9.502	A
4 - Emsworth Road	578	145	878	752	0.769	571	1030	1.3	3.1	19.471	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1325				135				
2 - Havant Rd	728	182	1	1095	0.665	728	1324	2.0	2.0	10.123	B
3 - A27 Off Slip	1189	297	729	1556	0.764	1189	0	3.1	3.2	9.881	A
4 - Emsworth Road	578	145	883	749	0.772	577	1035	3.1	3.3	21.119	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1094				112				
2 - Havant Rd	594	149	0.91	1095	0.543	597	1093	2.0	1.2	7.519	A
3 - A27 Off Slip	971	243	598	1653	0.587	978	0	3.2	1.5	5.441	A
4 - Emsworth Road	472	118	726	839	0.563	480	850	3.3	1.3	10.402	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			910				93				
2 - Havant Rd	498	124	0.76	1095	0.455	499	909	1.2	0.9	6.256	A
3 - A27 Off Slip	813	203	500	1726	0.471	815	0	1.5	0.9	4.002	A
4 - Emsworth Road	395	99	605	908	0.435	397	710	1.3	0.8	7.206	A

2038 | Core 1 Future Base + CD + Proposed BaU | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	252.14	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	252.14	F

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	2038	Core 1 Future Base + CD + Proposed BaU	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	339	100.000
3 - A27 Off Slip		ONE HOUR	✓	1432	100.000
4 - Emsworth Road		ONE HOUR	✓	811	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	44	2	0	293
	3 - A27 Off Slip	0	990	0	442
	4 - Emsworth Road	100	710	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	0	0	0	0
	3 - A27 Off Slip	0	7	0	4
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.34	4.99	0.5	A	311	467
3 - A27 Off Slip	0.87	15.43	6.5	C	1314	1971
4 - Emsworth Road	1.48	773.40	162.3	F	744	1116

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1268				107				
2 - Havant Rd	255	64	0.74	1095	0.233	254	1267	0.0	0.3	4.276	A
3 - A27 Off Slip	1078	270	255	1908	0.565	1073	0	0.0	1.4	4.542	A
4 - Emsworth Road	611	153	776	810	0.754	599	551	0.0	2.9	16.545	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1488				124				
2 - Havant Rd	305	76	0.84	1095	0.278	304	1487	0.3	0.4	4.553	A
3 - A27 Off Slip	1287	322	305	1871	0.688	1284	0	1.4	2.3	6.464	A
4 - Emsworth Road	729	182	929	723	1.008	683	660	2.9	14.3	61.368	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1613				123				
2 - Havant Rd	373	93	0.75	1095	0.341	373	1613	0.4	0.5	4.983	A
3 - A27 Off Slip	1577	394	373	1820	0.866	1561	0	2.3	6.2	13.988	B
4 - Emsworth Road	893	223	1130	608	1.469	607	805	14.3	85.9	311.443	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1619				123				
2 - Havant Rd	373	93	0.74	1095	0.341	373	1618	0.5	0.5	4.989	A
3 - A27 Off Slip	1577	394	374	1819	0.867	1575	0	6.2	6.5	15.431	C
4 - Emsworth Road	893	223	1140	602	1.483	602	810	85.9	158.6	686.244	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1529				128				
2 - Havant Rd	305	76	0.88	1095	0.278	305	1528	0.5	0.4	4.564	A
3 - A27 Off Slip	1287	322	306	1870	0.688	1304	0	6.5	2.4	6.928	A
4 - Emsworth Road	729	182	943	715	1.020	714	667	158.6	162.3	773.401	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1452				132				
2 - Havant Rd	255	64	0.99	1095	0.233	256	1451	0.4	0.3	4.291	A
3 - A27 Off Slip	1078	270	257	1907	0.565	1082	0	2.4	1.4	4.651	A
4 - Emsworth Road	611	153	783	806	0.757	801	556	162.3	114.6	623.139	F

2038 | Core 1 Future Base + CD + Proposed BaU | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.95	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.95	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
D8	2038	Core 1 Future Base + CD + Proposed BaU	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	699	100.000
3 - A27 Off Slip		ONE HOUR	✓	1218	100.000
4 - Emsworth Road		ONE HOUR	✓	583	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	60	26	0	613
	3 - A27 Off Slip	0	717	0	501
	4 - Emsworth Road	76	506	0	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
From	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	4	62	0	0
	3 - A27 Off Slip	0	1	0	1
	4 - Emsworth Road	0	2	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 - A27 On Slip						
2 - Havant Rd	0.70	11.25	2.4	B	641	962
3 - A27 Off Slip	0.88	19.11	6.8	C	1118	1676
4 - Emsworth Road	0.86	32.14	5.4	D	535	802

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			935				102				
2 - Havant Rd	526	132	0.75	1095	0.481	523	934	0.0	0.9	6.364	A
3 - A27 Off Slip	917	229	523	1709	0.537	912	0	0.0	1.2	4.540	A
4 - Emsworth Road	439	110	601	910	0.482	435	834	0.0	0.9	7.652	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1119				122				
2 - Havant Rd	628	157	0.89	1095	0.574	627	1118	0.9	1.3	7.801	A
3 - A27 Off Slip	1095	274	628	1631	0.671	1092	0	1.2	2.0	6.696	A
4 - Emsworth Road	524	131	720	843	0.622	521	999	0.9	1.6	11.295	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1355				148				
2 - Havant Rd	770	192	1	1095	0.703	766	1354	1.3	2.3	11.009	B
3 - A27 Off Slip	1341	335	767	1528	0.878	1324	0	2.0	6.3	16.616	C
4 - Emsworth Road	642	160	874	755	0.851	629	1217	1.6	4.8	26.833	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1373				149				
2 - Havant Rd	770	192	1	1095	0.703	769	1372	2.3	2.4	11.254	B
3 - A27 Off Slip	1341	335	771	1525	0.879	1339	0	6.3	6.8	19.115	C
4 - Emsworth Road	642	160	883	749	0.857	640	1227	4.8	5.4	32.136	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			1147				124				
2 - Havant Rd	628	157	0.92	1095	0.574	632	1146	2.4	1.4	7.989	A
3 - A27 Off Slip	1095	274	633	1627	0.673	1114	0	6.8	2.1	7.329	A
4 - Emsworth Road	524	131	733	835	0.628	539	1013	5.4	1.8	12.924	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip			946				103				
2 - Havant Rd	526	132	0.76	1095	0.481	528	945	1.4	1.0	6.485	A
3 - A27 Off Slip	917	229	529	1704	0.538	921	0	2.1	1.2	4.660	A
4 - Emsworth Road	439	110	607	907	0.484	442	843	1.8	1.0	7.932	A