

2038 | Core 1 Future Base + CD + Proposed S2 | 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	227.31	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	227.31	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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	338	100.000
3 - A27 Off Slip		ONE HOUR	✓	1427	100.000
4 - Emsworth Road		ONE HOUR	✓	792	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	292
	3 - A27 Off Slip	0	989	0	438
	4 - Emsworth Road	94	697	0	1

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	0	100	0	0
	3 - A27 Off Slip	0	7	0	4
	4 - Emsworth Road	10	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	5.00	0.5	A	310	465
3 - A27 Off Slip	0.86	15.06	6.3	C	1309	1964
4 - Emsworth Road	1.45	704.62	145.7	F	727	1090

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			1258				102				
2 - Havant Rd	254	64	0.74	1095	0.232	253	1258	0.0	0.3	4.284	A
3 - A27 Off Slip	1074	269	254	1909	0.563	1069	0	0.0	1.4	4.519	A
4 - Emsworth Road	596	149	775	811	0.735	586	548	0.0	2.7	15.785	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			1483				120				
2 - Havant Rd	304	76	0.85	1095	0.278	304	1482	0.3	0.4	4.561	A
3 - A27 Off Slip	1283	321	304	1871	0.686	1279	0	1.4	2.3	6.410	A
4 - Emsworth Road	712	178	928	723	0.984	675	656	2.7	12.0	54.410	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			1615				120				
2 - Havant Rd	372	93	0.77	1095	0.340	372	1615	0.4	0.5	4.990	A
3 - A27 Off Slip	1571	393	372	1821	0.863	1556	0	2.3	6.0	13.715	B
4 - Emsworth Road	872	218	1129	608	1.433	607	799	12.0	78.4	282.748	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			1621				120				
2 - Havant Rd	372	93	0.76	1095	0.340	372	1621	0.5	0.5	4.996	A
3 - A27 Off Slip	1571	393	373	1820	0.863	1570	0	6.0	6.3	15.064	C
4 - Emsworth Road	872	218	1139	603	1.446	603	804	78.4	145.7	632.210	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				124				
2 - Havant Rd	304	76	0.90	1095	0.278	304	1528	0.5	0.4	4.573	A
3 - A27 Off Slip	1283	321	305	1871	0.686	1299	0	6.3	2.4	6.854	A
4 - Emsworth Road	712	178	941	716	0.995	712	662	145.7	145.7	704.618	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			1455				128				
2 - Havant Rd	254	64	1	1095	0.232	255	1454	0.4	0.3	4.302	A
3 - A27 Off Slip	1074	269	256	1907	0.563	1078	0	2.4	1.4	4.628	A
4 - Emsworth Road	596	149	782	807	0.739	801	552	145.7	94.5	541.187	F

2038 | Core 1 Future Base + CD + Proposed S2 | 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	18.22	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.22	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
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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	691	100.000
3 - A27 Off Slip		ONE HOUR	✓	1195	100.000
4 - Emsworth Road		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	60	26	0	605
	3 - A27 Off Slip	0	712	0	483
	4 - Emsworth Road	75	503	0	1

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
	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	10.96	2.3	B	634	951
3 - A27 Off Slip	0.86	16.51	5.8	C	1097	1645
4 - Emsworth Road	0.85	30.40	5.1	D	531	797

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			929				101				
2 - Havant Rd	520	130	0.75	1095	0.475	517	928	0.0	0.9	6.301	A
3 - A27 Off Slip	900	225	517	1713	0.525	895	0	0.0	1.1	4.422	A
4 - Emsworth Road	436	109	598	912	0.478	432	815	0.0	0.9	7.573	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			1112				121				
2 - Havant Rd	621	155	0.89	1095	0.567	620	1111	0.9	1.3	7.687	A
3 - A27 Off Slip	1074	269	620	1636	0.657	1071	0	1.1	1.9	6.397	A
4 - Emsworth Road	521	130	715	845	0.616	518	976	0.9	1.6	11.102	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			1348				147				
2 - Havant Rd	761	190	1	1095	0.695	757	1347	1.3	2.2	10.740	B
3 - A27 Off Slip	1316	329	758	1534	0.858	1301	0	1.9	5.5	14.816	B
4 - Emsworth Road	637	159	870	757	0.842	625	1190	1.6	4.6	25.814	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			1365				148				
2 - Havant Rd	761	190	1	1095	0.695	761	1364	2.2	2.3	10.961	B
3 - A27 Off Slip	1316	329	762	1531	0.859	1314	0	5.5	5.8	16.511	C
4 - Emsworth Road	637	159	878	752	0.848	636	1198	4.6	5.1	30.402	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			1137				123				
2 - Havant Rd	621	155	0.92	1095	0.567	625	1136	2.3	1.4	7.861	A
3 - A27 Off Slip	1074	269	626	1632	0.658	1089	0	5.8	2.0	6.875	A
4 - Emsworth Road	521	130	727	838	0.621	534	988	5.1	1.7	12.521	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			940				102				
2 - Havant Rd	520	130	0.76	1095	0.475	522	939	1.4	0.9	6.416	A
3 - A27 Off Slip	900	225	523	1709	0.526	903	0	2.0	1.1	4.529	A
4 - Emsworth Road	436	109	603	909	0.479	439	823	1.7	1.0	7.839	A

2038 | Core 1 Future Base + CD + Proposed S3 | 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	196.80	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	196.80	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
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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	338	100.000
3 - A27 Off Slip		ONE HOUR	✓	1427	100.000
4 - Emsworth Road		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	44	2	0	292
	3 - A27 Off Slip	0	991	0	436
	4 - Emsworth Road	87	678	0	1

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
	1 - A27 On Slip	0	0	0	0
	2 - Havant Rd	0	100	0	0
	3 - A27 Off Slip	0	7	0	4
	4 - Emsworth Road	10	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	5.00	0.5	A	310	465
3 - A27 Off Slip	0.86	15.07	6.3	C	1309	1964
4 - Emsworth Road	1.40	619.98	129.7	F	703	1054

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			1246				97				
2 - Havant Rd	254	64	0.74	1095	0.232	253	1246	0.0	0.3	4.284	A
3 - A27 Off Slip	1074	269	254	1909	0.563	1069	0	0.0	1.4	4.519	A
4 - Emsworth Road	577	144	777	810	0.712	567	546	0.0	2.4	14.724	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			1475				114				
2 - Havant Rd	304	76	0.86	1095	0.278	304	1474	0.3	0.4	4.561	A
3 - A27 Off Slip	1283	321	304	1871	0.686	1279	0	1.4	2.3	6.410	A
4 - Emsworth Road	689	172	930	722	0.953	660	654	2.4	9.6	46.080	E

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			1619				117				
2 - Havant Rd	372	93	0.79	1095	0.340	372	1618	0.4	0.5	4.990	A
3 - A27 Off Slip	1571	393	372	1821	0.863	1556	0	2.3	6.0	13.716	B
4 - Emsworth Road	843	211	1131	607	1.389	605	797	9.6	69.2	249.556	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			1626				117				
2 - Havant Rd	372	93	0.79	1095	0.340	372	1625	0.5	0.5	4.996	A
3 - A27 Off Slip	1571	393	373	1820	0.863	1570	0	6.0	6.3	15.066	C
4 - Emsworth Road	843	211	1141	602	1.402	601	802	69.2	129.7	567.058	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			1532				120				
2 - Havant Rd	304	76	0.93	1095	0.278	304	1531	0.5	0.4	4.573	A
3 - A27 Off Slip	1283	321	305	1871	0.686	1299	0	6.3	2.4	6.852	A
4 - Emsworth Road	689	172	943	715	0.964	709	661	129.7	124.6	619.979	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			1459				124				
2 - Havant Rd	254	64	1	1095	0.232	255	1458	0.4	0.3	4.302	A
3 - A27 Off Slip	1074	269	256	1907	0.563	1078	0	2.4	1.4	4.627	A
4 - Emsworth Road	577	144	783	806	0.715	799	551	124.6	68.9	437.831	F

2038 | Core 1 Future Base + CD + Proposed S3 | 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	17.38	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.38	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
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 - A27 On Slip					
2 - Havant Rd		ONE HOUR	✓	688	100.000
3 - A27 Off Slip		ONE HOUR	✓	1180	100.000
4 - Emsworth Road		ONE HOUR	✓	577	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	602
	3 - A27 Off Slip	0	709	0	471
	4 - Emsworth Road	74	502	0	1

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A27 On Slip	2 - Havant Rd	3 - A27 Off Slip	4 - Emsworth Road
	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	0.69	10.85	2.2	B	631	947
3 - A27 Off Slip	0.85	15.25	5.3	C	1083	1624
4 - Emsworth Road	0.84	29.52	4.9	D	529	794

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			926				100				
2 - Havant Rd	518	129	0.75	1095	0.473	514	925	0.0	0.9	6.277	A
3 - A27 Off Slip	888	222	515	1715	0.518	884	0	0.0	1.1	4.355	A
4 - Emsworth Road	434	109	595	914	0.476	431	804	0.0	0.9	7.532	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			1109				120				
2 - Havant Rd	618	155	0.89	1095	0.565	617	1108	0.9	1.3	7.646	A
3 - A27 Off Slip	1061	265	618	1638	0.647	1058	0	1.1	1.8	6.230	A
4 - Emsworth Road	519	130	713	847	0.613	516	963	0.9	1.6	10.995	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			1345				146				
2 - Havant Rd	758	189	1	1095	0.692	754	1344	1.3	2.2	10.642	B
3 - A27 Off Slip	1299	325	755	1536	0.846	1286	0	1.8	5.0	13.876	B
4 - Emsworth Road	635	159	867	758	0.838	624	1174	1.6	4.5	25.282	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			1361				147				
2 - Havant Rd	758	189	1	1095	0.692	757	1360	2.2	2.2	10.855	B
3 - A27 Off Slip	1299	325	758	1534	0.847	1298	0	5.0	5.3	15.255	C
4 - Emsworth Road	635	159	875	754	0.843	634	1182	4.5	4.9	29.519	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			1132				122				
2 - Havant Rd	618	155	0.92	1095	0.565	622	1132	2.2	1.3	7.815	A
3 - A27 Off Slip	1061	265	623	1635	0.649	1074	0	5.3	1.9	6.641	A
4 - Emsworth Road	519	130	723	840	0.617	532	974	4.9	1.7	12.322	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			937				101				
2 - Havant Rd	518	129	0.76	1095	0.473	520	936	1.3	0.9	6.394	A
3 - A27 Off Slip	888	222	520	1711	0.519	892	0	1.9	1.1	4.455	A
4 - Emsworth Road	434	109	601	911	0.477	437	811	1.7	0.9	7.789	A

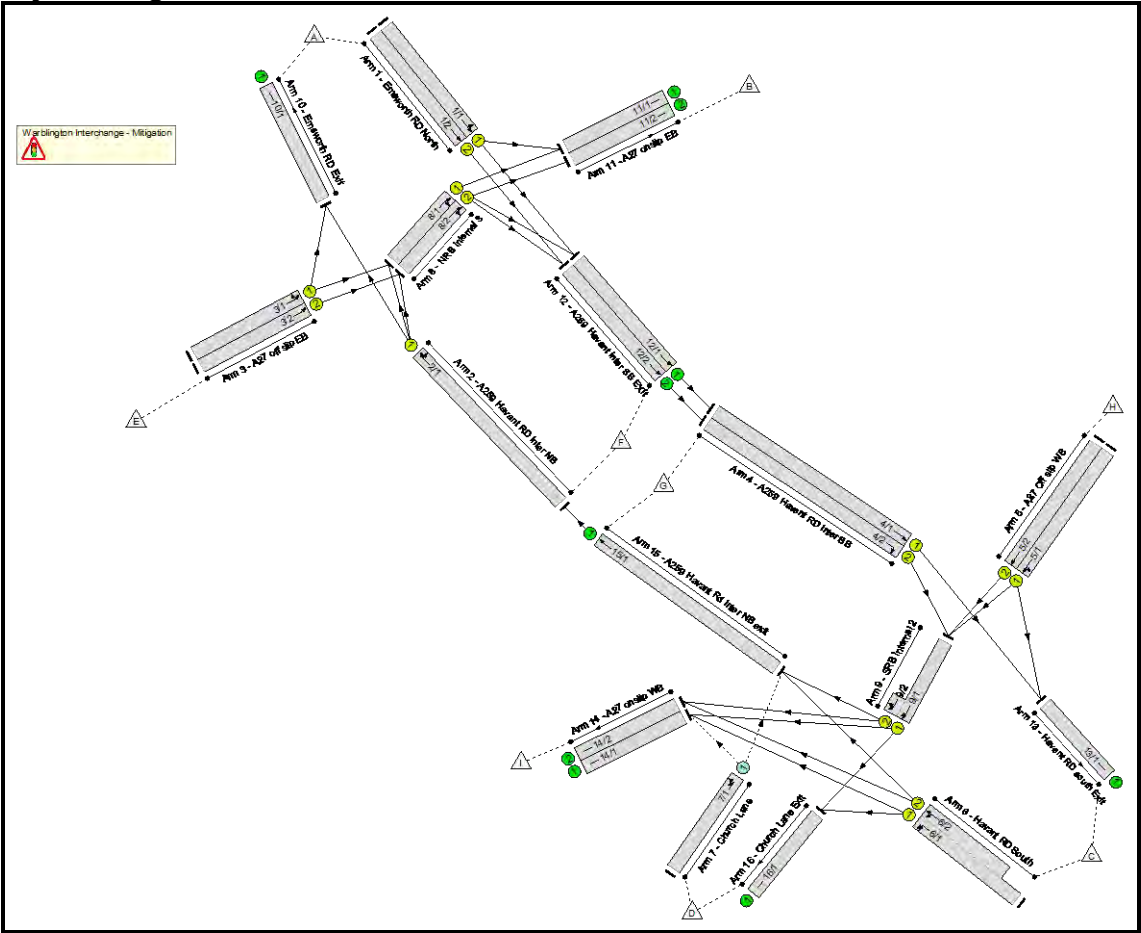
Full Input Data And Results

Full Input Data And Results

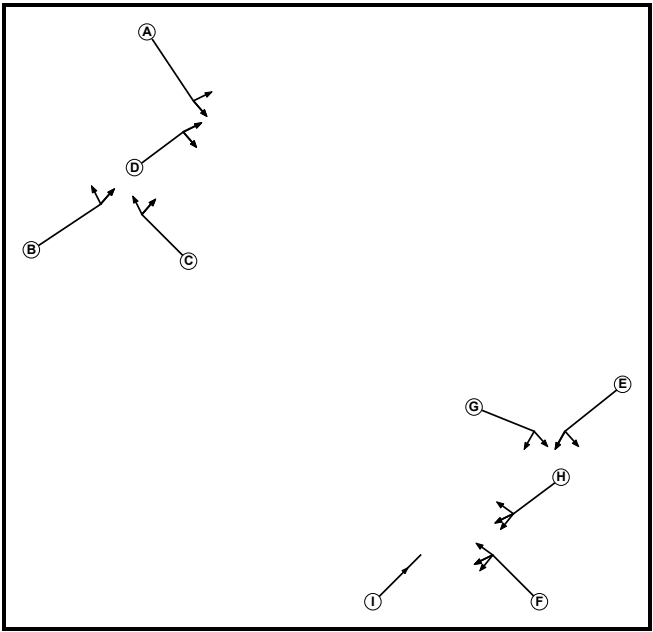
User and Project Details

Project:	Southleigh, Havant
Title:	Warblington Interchange - Mitigation
Location:	
Additional detail:	
File name:	332310755 - A27 Warblington Interchange Miti - Teardrop Op 251120.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Traffic	2		7	7
H	Traffic	2		7	7
I	Traffic			7	7

Phase Intergreens Matrix

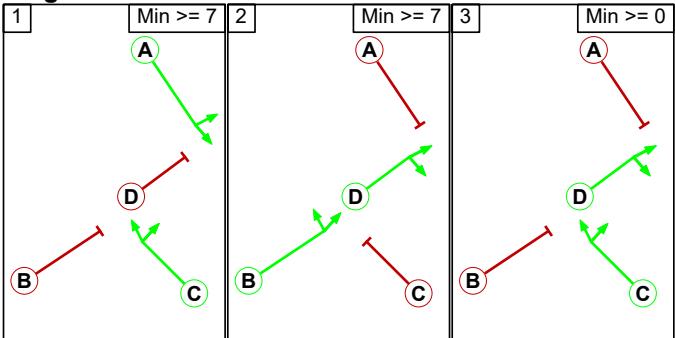
Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	5	-	-	-	-	-
	B	-		5	-	-	-	-	-	-
	C	-	5		-	-	-	-	-	-
	D	5	-	-		-	-	-	-	-
	E	-	-	-	-		-	5	-	-
	F	-	-	-	-	-		-	5	-
	G	-	-	-	-	5	-		-	-
	H	-	-	-	-	-	5	-		-
	I	-	-	-	-	-	-	-	-	

Phases in Stage

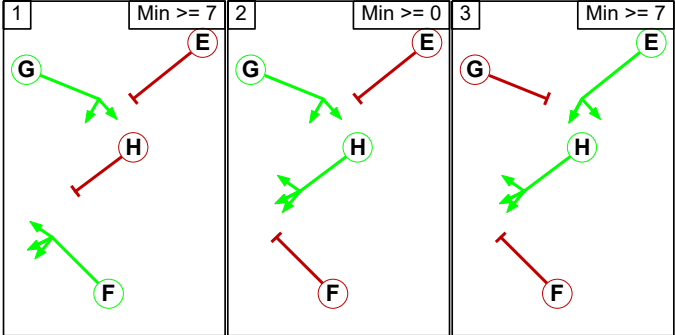
Stream	Stage No.	Phases in Stage
1	1	A C
1	2	B D
1	3	C D
2	1	F G
2	2	G H
2	3	E H

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	H	Gaining absolute	2	2
3	1	H	Losing	2	2

Prohibited Stage Change

Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		5	5
	2	5		5
	3	5	5	

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		5	5
	2	5		5
	3	7	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Warblington Interchange - Mitigation											
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)
7/1 (Church Lane)	14/1 (U-Turn)	1439	0	6/1	1.09	All	-	-	-	-	-
				6/2	1.09	All					
				9/1	1.09	All					
				9/2	1.09	All					
	15/1 (Left)	1439	0	6/1	1.09	All					
				6/2	1.09	All					
				9/1	1.09	All					
				9/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Warblington Interchange - Mitigation												
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 (Emsworth RD North)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 11 Left	Inf
											Arm 12 Ahead	Inf
1/2 (Emsworth RD North)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 12 Ahead	Inf
2/1 (A259 Havant RD Inter NB)	U	C	2	3	14.8	Geom	-	3.50	0.00	Y	Arm 8 Right	Inf
											Arm 10 Ahead	Inf
3/1 (A27 off slip EB)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
											Arm 10 Left	Inf
3/2 (A27 off slip EB)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
4/1 (A259 Havant RD Inter SB)	U	G	2	3	14.8	Geom	-	3.60	0.00	Y	Arm 13 Ahead	Inf
4/2 (A259 Havant RD Inter SB)	U	G	2	3	14.8	Geom	-	3.60	0.00	Y	Arm 9 Right	Inf
5/1 (A27 Off slip WB)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf
											Arm 13 Left	Inf
5/2 (A27 Off slip WB)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf
6/1 (Havant RD South)	U	F	2	3	15.7	Geom	-	3.50	0.00	Y	Arm 14 Left	Inf
											Arm 16 Left	Inf
6/2 (Havant RD South)	U	F	2	3	17.4	Geom	-	3.50	0.00	Y	Arm 14 Left	Inf
											Arm 15 Ahead	Inf
7/1 (Church Lane)	O		2	3	60.0	Geom	-	4.50	0.00	Y	Arm 14 U-Turn	Inf
											Arm 15 Left	Inf
8/1 (NRB Internal 3)	U	D	2	3	1.2	Geom	-	4.50	0.00	Y	Arm 11 Ahead	Inf
											Arm 12 Right	Inf

Full Input Data And Results

8/2 (NRB Internal 3)	U	D	2	3	1.2	Geom	-	4.50	0.00	Y	Arm 11 Ahead	Inf
											Arm 12 Right	Inf
9/1 (SRB Internal 2)	U	H	2	3	3.5	Geom	-	4.00	0.00	Y	Arm 14 Ahead	Inf
											Arm 16 Ahead	Inf
9/2 (SRB Internal 2)	U	H	2	3	2.0	Geom	-	4.00	0.00	Y	Arm 14 Ahead	Inf
											Arm 15 Right	Inf
10/1 (Emsworth RD Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A27 onslip EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A27 onslip EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A259 Havant Inter SB EXit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A259 Havant Inter SB EXit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Havent RD south Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (A27 onslip WB)	U		2	3	60.0	Geom	-	3.50	0.00	Y		
14/2 (A27 onslip WB)	U		2	3	60.0	Geom	-	3.50	0.00	Y		
15/1 (A259 Havant Rd inter NB exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm 2 Ahead	Inf
16/1 (Church Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

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

Scenario 1: '2038 Future + BaU AM' (FG1: '2038 - Core 1 + Prop BaU AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

		Destination									
Origin		A	B	C	D	E	F	G	H	I	Tot.
	A	1	100	0	0	0	710	0	0	0	811
	B	0	0	0	0	0	0	0	0	0	0
	C	0	0	1	3	0	0	263	0	1065	1332
	D	0	0	1	0	0	0	8	0	6	15
	E	442	0	0	0	0	990	0	0	0	1432
	F	293	44	0	0	0	2	0	0	0	339
	G	0	0	1154	24	0	0	0	0	521	1699
	H	0	0	50	1	0	0	68	0	0	119
	I	0	0	0	0	0	0	0	0	0	0
	Tot.	736	144	1206	28	0	1702	339	0	1592	5747

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2038 Future + BaU AM
Junction: Warblington Interchange - Mitigation	
1/1	405
1/2	405
2/1	338
3/1	716
3/2	716
4/1	1155
4/2	545
5/1	59
5/2	60
6/1 (with short)	1331(In) 665(Out)
6/2 (short)	666
7/1	15
8/1	297
8/2	738
9/1 (with short)	614(In) 286(Out)
9/2 (short)	328
10/1	735
11/1	122
11/2	22
12/1	580
12/2	1121
13/1	1205
14/1	929
14/2	663
15/1	340
16/1	28

Lane Saturation Flows

Junction: Warblington Interchange - Mitigation								
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 (Emsworth RD North)	3.25	0.00	Y	Arm 11 Left	Inf	24.7 %	1940	1940
				Arm 12 Ahead	Inf	75.3 %		
1/2 (Emsworth RD North)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
2/1 (A259 Havant RD Inter NB)	3.50	0.00	Y	Arm 8 Right	Inf	13.3 %	1965	1965
				Arm 10 Ahead	Inf	86.7 %		
3/1 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	38.3 %	1965	1965
				Arm 10 Left	Inf	61.7 %		
3/2 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
4/1 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1975	1975
4/2 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
5/1 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	15.3 %	1965	1965
				Arm 13 Left	Inf	84.7 %		
5/2 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
6/1 (Havant RD South)	3.50	0.00	Y	Arm 14 Left	Inf	99.5 %	1965	1965
				Arm 16 Left	Inf	0.5 %		
6/2 (Havant RD South)	3.50	0.00	Y	Arm 14 Left Arm 15 Ahead	Inf Inf	60.5 % 39.5 %	1965	1965
7/1 (Church Lane)	4.50	0.00	Y	Arm 14 U-Turn	Inf	40.0 %	2065	2065
				Arm 15 Left	Inf	60.0 %		
8/1 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead Arm 12 Right	Inf Inf	7.4 % 92.6 %	2065	2065
8/2 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	3.0 %	2065	2065
				Arm 12 Right	Inf	97.0 %		
9/1 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	91.3 %	2015	2015
				Arm 16 Ahead	Inf	8.7 %		
9/2 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	79.3 %	2015	2015
				Arm 15 Right	Inf	20.7 %		
10/1 (Emsworth RD Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (A27 onslip EB Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A27 onslip EB Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A259 Havant Inter SB EXit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A259 Havant Inter SB EXit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Havent RD south Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A27 onslip WB)	3.50	0.00	Y				1965	1965
14/2 (A27 onslip WB)	3.50	0.00	Y				1965	1965
15/1 (A259 Havant Rd inter NB exit)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
16/1 (Church Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2038 Future + BaU PM' (FG2: '2038 - Core 1 + Prop BaU PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	1	76	0	0	0	506	0	0	0	583
	B	0	0	0	0	0	0	0	0	0	0
	C	0	0	12	3	0	0	293	0	616	924
	D	0	0	7	0	0	0	13	0	6	26
	E	501	0	0	0	0	717	0	0	0	1218
	F	612	60	0	0	0	26	0	0	0	698
	G	0	0	929	4	0	0	11	0	295	1239
	H	0	0	78	6	0	0	373	0	84	541
	I	0	0	0	0	0	0	0	0	0	0
	Tot.	1114	136	1026	13	0	1249	690	0	1001	5229

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2038 Future + BaU PM
Junction: Warblington Interchange - Mitigation	
1/1	291
1/2	291
2/1	679
3/1	609
3/2	609
4/1	936
4/2	299
5/1	269
5/2	272
6/1 (with short)	912(In) 456(Out)
6/2 (short)	456
7/1	26
8/1	145
8/2	639
9/1 (with short)	762(In) 200(Out)
9/2 (short)	562
10/1	1113
11/1	106
11/2	30
12/1	330
12/2	900
13/1	1014
14/1	649
14/2	352
15/1	686
16/1	13

Lane Saturation Flows

Junction: Warblington Interchange - Mitigation								
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 (Emsworth RD North)	3.25	0.00	Y	Arm 11 Left	Inf	26.1 %	1940	1940
				Arm 12 Ahead	Inf	73.9 %		
1/2 (Emsworth RD North)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
2/1 (A259 Havant RD Inter NB)	3.50	0.00	Y	Arm 8 Right	Inf	9.9 %	1965	1965
				Arm 10 Ahead	Inf	90.1 %		
3/1 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	17.7 %	1965	1965
				Arm 10 Left	Inf	82.3 %		
3/2 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
4/1 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1975	1975
4/2 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
5/1 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	71.0 %	1965	1965
				Arm 13 Left	Inf	29.0 %		
5/2 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
6/1 (Havant RD South)	3.50	0.00	Y	Arm 14 Left	Inf	99.3 %	1965	1965
				Arm 16 Left	Inf	0.7 %		
6/2 (Havant RD South)	3.50	0.00	Y	Arm 14 Left Arm 15 Ahead	Inf Inf	35.7 % 64.3 %	1965	1965
7/1 (Church Lane)	4.50	0.00	Y	Arm 14 U-Turn	Inf	23.1 %	2065	2065
				Arm 15 Left	Inf	76.9 %		
8/1 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	20.7 %	2065	2065
				Arm 12 Right	Inf	79.3 %		
8/2 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	4.7 %	2065	2065
				Arm 12 Right	Inf	95.3 %		
9/1 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	95.0 %	2015	2015
				Arm 16 Ahead	Inf	5.0 %		
9/2 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	33.6 %	2015	2015
				Arm 15 Right	Inf	66.4 %		
10/1 (Emsworth RD Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (A27 onslip EB Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A27 onslip EB Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A259 Havant Inter SB EXit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A259 Havant Inter SB EXit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Havent RD south Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A27 onslip WB)	3.50	0.00	Y				1965	1965
14/2 (A27 onslip WB)	3.50	0.00	Y				1965	1965
15/1 (A259 Havant Rd inter NB exit)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
16/1 (Church Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2038 Future + DS AM' (FG3: '2038 - Core 1 + Prop DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	1	94	0	0	0	697	0	0	0	792
	B	0	0	0	0	0	0	0	0	0	0
	C	0	0	1	3	0	0	263	0	1060	1327
	D	0	0	1	0	0	0	8	0	6	15
	E	438	0	0	0	0	989	0	0	0	1427
	F	292	44	0	0	0	2	0	0	0	338
	G	0	0	1153	24	0	0	0	0	509	1686
	H	0	0	50	1	0	0	67	0	0	118
	I	0	0	0	0	0	0	0	0	0	0
	Tot.	731	138	1205	28	0	1688	338	0	1575	5703

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2038 Future + DS AM
Junction: Warblington Interchange - Mitigation	
1/1	396
1/2	395
2/1	337
3/1	714
3/2	713
4/1	1154
4/2	533
5/1	59
5/2	59
6/1 (with short)	1326(In) 663(Out)
6/2 (short)	663
7/1	15
8/1	299
8/2	735
9/1 (with short)	601(In) 280(Out)
9/2 (short)	321
10/1	730
11/1	116
11/2	22
12/1	579
12/2	1108
13/1	1204
14/1	921
14/2	654
15/1	339
16/1	28

Full Input Data And Results

Lane Saturation Flows

Junction: Warblington Interchange - Mitigation								
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 (Emsworth RD North)	3.25	0.00	Y	Arm 11 Left	Inf	23.7 %	1940	1940
				Arm 12 Ahead	Inf	76.3 %		
1/2 (Emsworth RD North)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
2/1 (A259 Havant RD Inter NB)	3.50	0.00	Y	Arm 8 Right	Inf	13.4 %	1965	1965
				Arm 10 Ahead	Inf	86.6 %		
3/1 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	38.7 %	1965	1965
				Arm 10 Left	Inf	61.3 %		
3/2 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
4/1 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1975	1975
4/2 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
5/1 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	15.3 %	1965	1965
				Arm 13 Left	Inf	84.7 %		
5/2 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
6/1 (Havant RD South)	3.50	0.00	Y	Arm 14 Left	Inf	99.5 %	1965	1965
				Arm 16 Left	Inf	0.5 %		
6/2 (Havant RD South)	3.50	0.00	Y	Arm 14 Left Arm 15 Ahead	Inf Inf	60.3 % 39.7 %	1965	1965
7/1 (Church Lane)	4.50	0.00	Y	Arm 14 U-Turn	Inf	40.0 %	2065	2065
				Arm 15 Left	Inf	60.0 %		
8/1 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead Arm 12 Right	Inf Inf	7.4 % 92.6 %	2065	2065
8/2 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	3.0 %	2065	2065
				Arm 12 Right	Inf	97.0 %		
9/1 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	91.1 %	2015	2015
				Arm 16 Ahead	Inf	8.9 %		
9/2 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	79.1 %	2015	2015
				Arm 15 Right	Inf	20.9 %		
10/1 (Emsworth RD Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (A27 onslip EB Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A27 onslip EB Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A259 Havant Inter SB EXit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A259 Havant Inter SB EXit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Havent RD south Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A27 onslip WB)	3.50	0.00	Y				1965	1965
14/2 (A27 onslip WB)	3.50	0.00	Y				1965	1965
15/1 (A259 Havant Rd inter NB exit)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
16/1 (Church Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2038 Future + DS PM' (FG4: '2038 - Core 1 + Prop DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	1	75	0	0	0	503	0	0	0	579
	B	0	0	0	0	0	0	0	0	0	0
	C	0	0	12	3	0	0	293	0	615	923
	D	0	0	7	0	0	0	13	0	6	26
	E	483	0	0	0	0	712	0	0	0	1195
	F	605	60	0	0	0	26	0	0	0	691
	G	0	0	923	4	0	0	11	0	292	1230
	H	0	0	78	6	0	0	365	0	84	533
	I	0	0	0	0	0	0	0	0	0	0
	Tot.	1089	135	1020	13	0	1241	682	0	997	5177

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 Future + DS PM
Junction: Warblington Interchange - Mitigation	
1/1	289
1/2	289
2/1	672
3/1	598
3/2	597
4/1	930
4/2	296
5/1	265
5/2	268
6/1 (with short)	911(In) 456(Out)
6/2 (short)	455
7/1	26
8/1	152
8/2	627
9/1 (with short)	751(In) 198(Out)
9/2 (short)	553
10/1	1088
11/1	105
11/2	30
12/1	336
12/2	886
13/1	1008
14/1	647
14/2	350
15/1	678
16/1	13

Lane Saturation Flows

Junction: Warblington Interchange - Mitigation								
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 (Emsworth RD North)	3.25	0.00	Y	Arm 11 Left	Inf	26.0 %	1940	1940
				Arm 12 Ahead	Inf	74.0 %		
1/2 (Emsworth RD North)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
2/1 (A259 Havant RD Inter NB)	3.50	0.00	Y	Arm 8 Right	Inf	10.0 %	1965	1965
				Arm 10 Ahead	Inf	90.0 %		
3/1 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	19.2 %	1965	1965
				Arm 10 Left	Inf	80.8 %		
3/2 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
4/1 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1975	1975
4/2 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
5/1 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	70.6 %	1965	1965
				Arm 13 Left	Inf	29.4 %		
5/2 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
6/1 (Havant RD South)	3.50	0.00	Y	Arm 14 Left	Inf	99.3 %	1965	1965
				Arm 16 Left	Inf	0.7 %		
6/2 (Havant RD South)	3.50	0.00	Y	Arm 14 Left Arm 15 Ahead	Inf Inf	35.6 % 64.4 %	1965	1965
7/1 (Church Lane)	4.50	0.00	Y	Arm 14 U-Turn	Inf	23.1 %	2065	2065
				Arm 15 Left	Inf	76.9 %		
8/1 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead Arm 12 Right	Inf Inf	19.7 % 80.3 %	2065	2065
8/2 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	4.8 %	2065	2065
				Arm 12 Right	Inf	95.2 %		
9/1 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	94.9 %	2015	2015
				Arm 16 Ahead	Inf	5.1 %		
9/2 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	34.0 %	2015	2015
				Arm 15 Right	Inf	66.0 %		
10/1 (Emsworth RD Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (A27 onslip EB Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A27 onslip EB Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A259 Havant Inter SB EXit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A259 Havant Inter SB EXit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Havent RD south Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A27 onslip WB)	3.50	0.00	Y				1965	1965
14/2 (A27 onslip WB)	3.50	0.00	Y				1965	1965
15/1 (A259 Havant Rd inter NB exit)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
16/1 (Church Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2038 Future + DS+ AM' (FG5: '2038 - Core 1 + Prop DS+ AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	1	87	0	0	0	678	0	0	0	766
	B	0	0	0	0	0	0	0	0	0	0
	C	0	0	1	3	0	0	263	0	1053	1320
	D	0	0	1	0	0	0	8	0	6	15
	E	436	0	0	0	0	991	0	0	0	1427
	F	292	44	0	0	0	2	0	0	0	338
	G	0	0	1155	24	0	0	0	0	489	1668
	H	0	0	50	1	0	0	67	0	0	118
	I	0	0	0	0	0	0	0	0	0	0
	Tot.	729	131	1207	28	0	1671	338	0	1548	5652

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2038 Future + DS+ AM
Junction: Warblington Interchange - Mitigation	
1/1	383
1/2	382
2/1	337
3/1	714
3/2	713
4/1	1156
4/2	513
5/1	59
5/2	59
6/1 (with short)	1319(In) 659(Out)
6/2 (short)	660
7/1	15
8/1	301
8/2	735
9/1 (with short)	581(In) 270(Out)
9/2 (short)	311
10/1	728
11/1	109
11/2	22
12/1	575
12/2	1095
13/1	1206
14/1	907
14/2	641
15/1	339
16/1	28

Lane Saturation Flows

Junction: Warblington Interchange - Mitigation								
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 (Emsworth RD North)	3.25	0.00	Y	Arm 11 Left	Inf	22.7 %	1940	1940
				Arm 12 Ahead	Inf	77.3 %		
1/2 (Emsworth RD North)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
2/1 (A259 Havant RD Inter NB)	3.50	0.00	Y	Arm 8 Right	Inf	13.4 %	1965	1965
				Arm 10 Ahead	Inf	86.6 %		
3/1 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	38.9 %	1965	1965
				Arm 10 Left	Inf	61.1 %		
3/2 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
4/1 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1975	1975
4/2 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
5/1 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	15.3 %	1965	1965
				Arm 13 Left	Inf	84.7 %		
5/2 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
6/1 (Havant RD South)	3.50	0.00	Y	Arm 14 Left	Inf	99.5 %	1965	1965
				Arm 16 Left	Inf	0.5 %		
6/2 (Havant RD South)	3.50	0.00	Y	Arm 14 Left Arm 15 Ahead	Inf Inf	60.2 % 39.8 %	1965	1965
7/1 (Church Lane)	4.50	0.00	Y	Arm 14 U-Turn	Inf	40.0 %	2065	2065
				Arm 15 Left	Inf	60.0 %		
8/1 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead Arm 12 Right	Inf Inf	7.3 % 92.7 %	2065	2065
8/2 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	3.0 %	2065	2065
				Arm 12 Right	Inf	97.0 %		
9/1 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	90.7 %	2015	2015
				Arm 16 Ahead	Inf	9.3 %		
9/2 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	78.5 %	2015	2015
				Arm 15 Right	Inf	21.5 %		
10/1 (Emsworth RD Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

11/1 (A27 onslip EB Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A27 onslip EB Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A259 Havant Inter SB EXit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A259 Havant Inter SB EXit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Havent RD south Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A27 onslip WB)	3.50	0.00	Y				1965	1965
14/2 (A27 onslip WB)	3.50	0.00	Y				1965	1965
15/1 (A259 Havant Rd inter NB exit)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
16/1 (Church Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2038 Future + DS+ PM' (FG6: '2038 - Core 1 + Prop DS+ PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	1	74	0	0	0	502	0	0	0	577
	B	0	0	0	0	0	0	0	0	0	0
	C	0	0	12	3	0	0	293	0	615	923
	D	0	0	7	0	0	0	13	0	6	26
	E	471	0	0	0	0	709	0	0	0	1180
	F	602	60	0	0	0	26	0	0	0	688
	G	0	0	920	4	0	0	11	0	290	1225
	H	0	0	78	6	0	0	366	0	84	534
	I	0	0	0	0	0	0	0	0	0	0
	Tot.	1074	134	1017	13	0	1237	683	0	995	5153

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2038 Future + DS+ PM
Junction: Warblington Interchange - Mitigation	
1/1	288
1/2	288
2/1	669
3/1	590
3/2	590
4/1	927
4/2	294
5/1	266
5/2	268
6/1 (with short)	911(In) 456(Out)
6/2 (short)	455
7/1	26
8/1	156
8/2	620
9/1 (with short)	750(In) 197(Out)
9/2 (short)	553
10/1	1073
11/1	104
11/2	30
12/1	340
12/2	878
13/1	1005
14/1	646
14/2	349
15/1	679
16/1	13

Junction: Warblington Interchange - Mitigation								
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 (Emsworth RD North)	3.25	0.00	Y	Arm 11 Left	Inf	25.7 %	1940	1940
				Arm 12 Ahead	Inf	74.3 %		
1/2 (Emsworth RD North)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
2/1 (A259 Havant RD Inter NB)	3.50	0.00	Y	Arm 8 Right	Inf	10.0 %	1965	1965
				Arm 10 Ahead	Inf	90.0 %		
3/1 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	20.2 %	1965	1965
				Arm 10 Left	Inf	79.8 %		
3/2 (A27 off slip EB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
4/1 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1975	1975
4/2 (A259 Havent RD Inter SB)	3.60	0.00	Y	Arm 9 Right	Inf	100.0 %	1975	1975
5/1 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	70.7 %	1965	1965
				Arm 13 Left	Inf	29.3 %		
5/2 (A27 Off slip WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
6/1 (Havant RD South)	3.50	0.00	Y	Arm 14 Left	Inf	99.3 %	1965	1965
				Arm 16 Left	Inf	0.7 %		
6/2 (Havant RD South)	3.50	0.00	Y	Arm 14 Left Arm 15 Ahead	Inf Inf	35.6 % 64.4 %	1965	1965
7/1 (Church Lane)	4.50	0.00	Y	Arm 14 U-Turn	Inf	23.1 %	2065	2065
				Arm 15 Left	Inf	76.9 %		
8/1 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead Arm 12 Right	Inf Inf	19.2 % 80.8 %	2065	2065
8/2 (NRB Internal 3)	4.50	0.00	Y	Arm 11 Ahead	Inf	4.8 %	2065	2065
				Arm 12 Right	Inf	95.2 %		
9/1 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	94.9 %	2015	2015
				Arm 16 Ahead	Inf	5.1 %		
9/2 (SRB Internal 2)	4.00	0.00	Y	Arm 14 Ahead	Inf	33.8 %	2015	2015
				Arm 15 Right	Inf	66.2 %		
10/1 (Emsworth RD Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

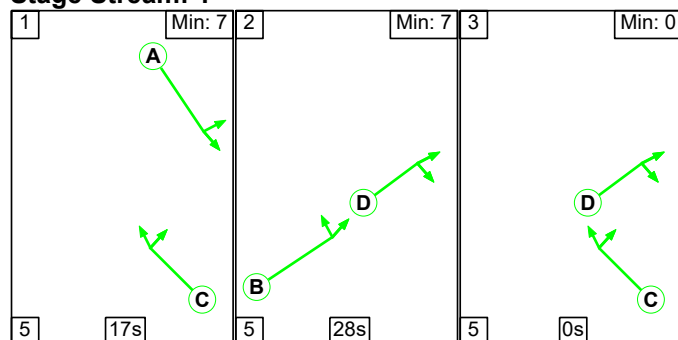
Full Input Data And Results

11/1 (A27 onslip EB Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A27 onslip EB Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A259 Havant Inter SB EXit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A259 Havant Inter SB EXit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Havent RD south Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A27 onslip WB)	3.50	0.00	Y				1965	1965
14/2 (A27 onslip WB)	3.50	0.00	Y				1965	1965
15/1 (A259 Havant Rd inter NB exit)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
16/1 (Church Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

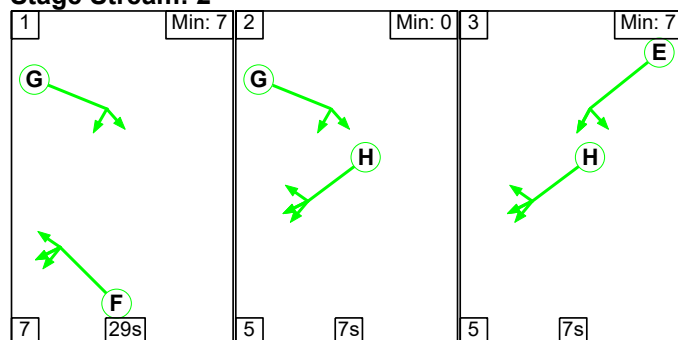
Scenario 1: '2038 Future + BaU AM' (FG1: '2038 - Core 1 + Prop BaU AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

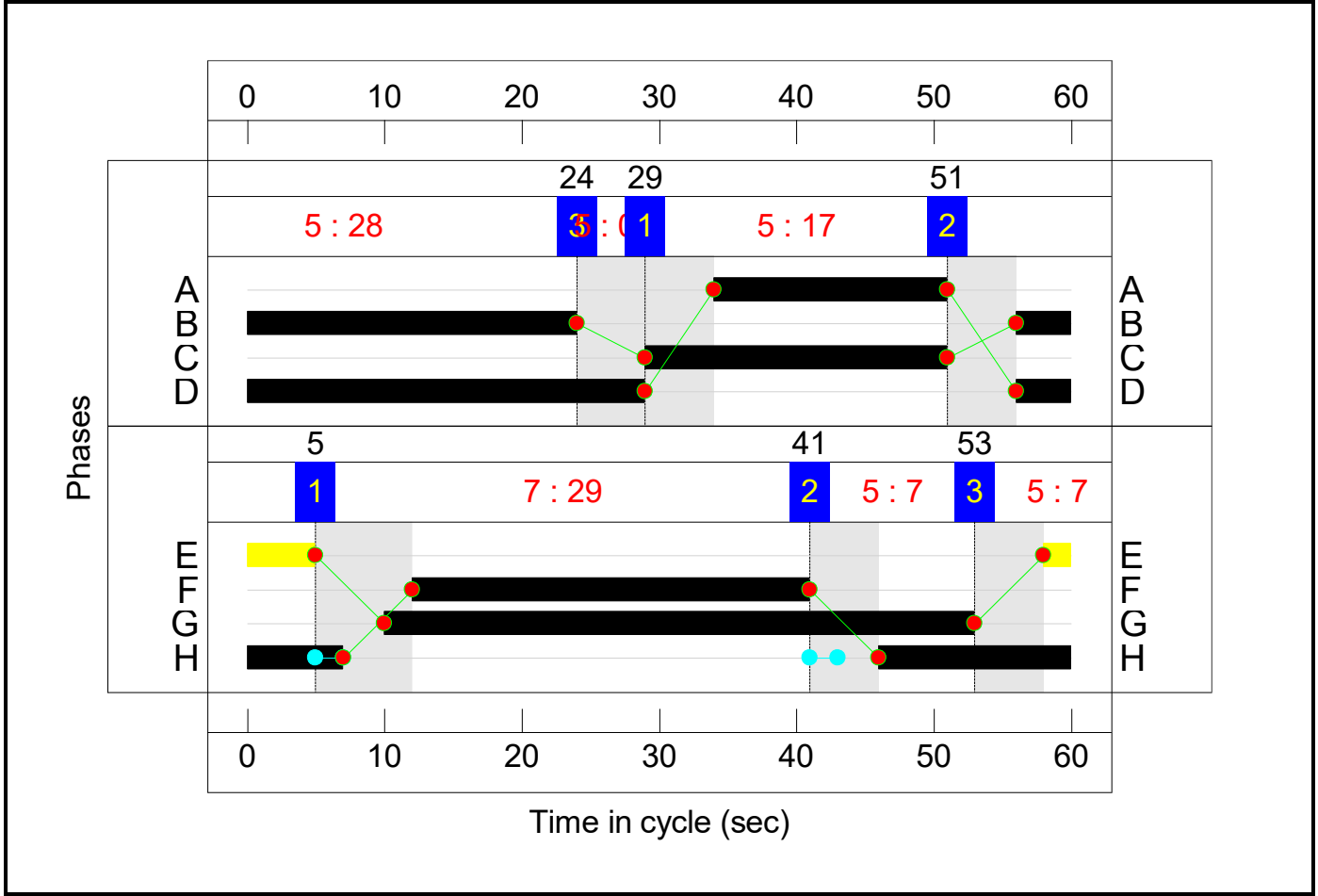
Stage	1	2	3
Duration	17	28	0
Change Point	29	51	24

Full Input Data And Results

Stage Stream: 2

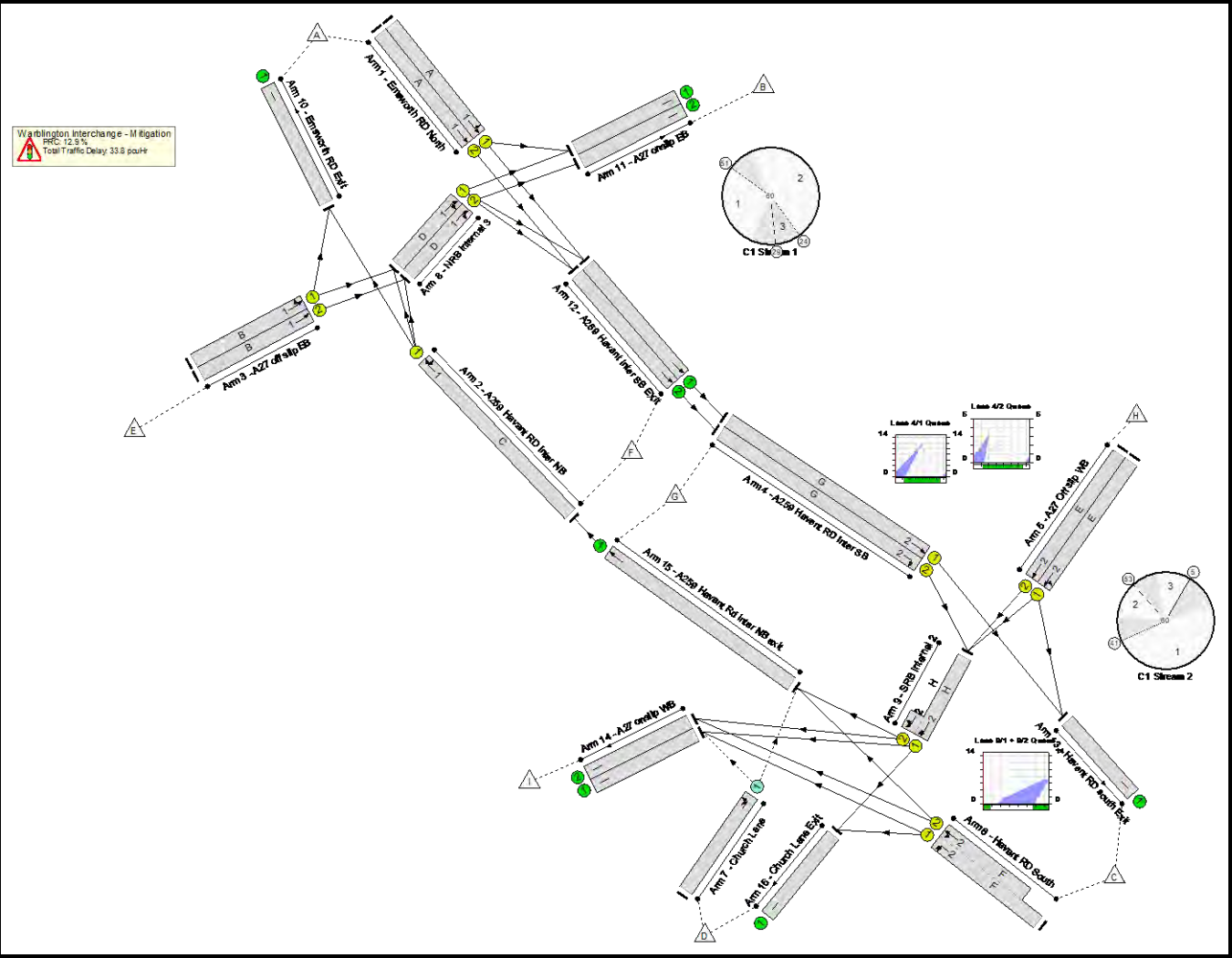
Stage	1	2	3
Duration	29	7	7
Change Point	5	41	53

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: Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1	Emsworth RD North Left Ahead	U	1	N/A	A		1	17	-	405	1940	582	69.6%
1/2	Emsworth RD North Ahead	U	1	N/A	A		1	17	-	405	1940	582	69.6%
2/1	A259 Havant RD Inter NB Right Ahead	U	1	N/A	C		1	22	-	338	1965	753	44.9%
3/1	A27 off slip EB Ahead Left	U	1	N/A	B		1	28	-	716	1965	950	75.4%
3/2	A27 off slip EB Ahead	U	1	N/A	B		1	28	-	716	1965	950	75.4%
4/1	A259 Havant RD Inter SB Ahead	U	2	N/A	G		1	43	-	1155	1975	1448	79.7%
4/2	A259 Havant RD Inter SB Right	U	2	N/A	G		1	43	-	545	1975	1448	37.6%
5/1	A27 Off slip WB Ahead Left	U	2	N/A	E		1	7	-	59	1965	262	22.5%
5/2	A27 Off slip WB Ahead	U	2	N/A	E		1	7	-	60	1965	262	22.9%
6/1+6/2	Havant RD South Left Ahead Left2	U	2	N/A	F		1	29	-	1331	1965:1965	982+982	67.7 : 67.8%
7/1	Church Lane U-Turn Left	O	N/A	N/A	-		-	-	-	15	2065	421	3.6%
8/1	NRB Internal 3 Ahead Right	U	1	N/A	D		1	33	-	297	2065	1170	25.4%
8/2	NRB Internal 3 Ahead Right	U	1	N/A	D		1	33	-	738	2065	1170	63.1%

Full Input Data And Results

9/1+9/2	SRB Internal 2 Ahead Right Ahead2	U	2	N/A	H		1	21	-	614	2015:2015	386+443	74.1 : 74.1%
10/1	Emsworth RD Exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
11/1	A27 onslip EB	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
11/2	A27 onslip EB	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
12/1	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
12/2	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
13/1	Havent RD south Exit	U	N/A	N/A	-		-	-	-	1205	Inf	Inf	0.0%
14/1	A27 onslip WB	U	N/A	N/A	-		-	-	-	929	1965	1965	47.3%
14/2	A27 onslip WB	U	N/A	N/A	-		-	-	-	663	1965	1965	33.7%
15/1	A259 Havant Rd inter NB exit Ahead	U	N/A	N/A	-		-	-	-	340	2015	2015	16.9%
16/1	Church Lane Exit	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Warblington Interchange - Mitigation	-	-	6	10	0	21.3	12.5	0.0	33.8	-	-	-	-
Warblington Interchange - Mitigation	-	-	6	10	0	21.3	12.5	0.0	33.8	-	-	-	-
1/1	405	405	-	-	-	2.1	1.1	-	3.2	28.6	6.0	1.1	7.1
1/2	405	405	-	-	-	2.1	1.1	-	3.2	28.6	6.0	1.1	7.1
2/1	338	338	-	-	-	1.3	0.4	-	1.7	18.1	4.1	0.4	4.5
3/1	716	716	-	-	-	2.5	1.5	-	4.0	20.2	9.5	1.5	11.1
3/2	716	716	-	-	-	2.5	1.5	-	4.0	20.2	9.5	1.5	11.1
4/1	1155	1155	-	-	-	1.6	1.9	-	3.6	11.2	12.2	1.9	14.1
4/2	545	545	-	-	-	0.4	0.3	-	0.7	4.9	3.3	0.3	3.6
5/1	59	59	-	-	-	0.4	0.1	-	0.5	32.1	0.9	0.1	1.0
5/2	60	60	-	-	-	0.4	0.1	-	0.5	32.2	0.9	0.1	1.0
6/1+6/2	1331	1331	-	-	-	4.2	1.0	-	5.2	14.2	8.3	1.0	9.4
7/1	15	15	6	10	0	0.0	0.0	-	0.1	13.7	0.1	0.0	0.1
8/1	297	297	-	-	-	0.1	0.2	-	0.3	3.6	0.4	0.2	0.6
8/2	738	738	-	-	-	0.1	0.9	-	1.0	4.7	0.4	0.9	1.2
9/1+9/2	614	614	-	-	-	3.5	1.4	-	4.9	28.5	7.3	1.4	8.7
10/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	929	929	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	663	663	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

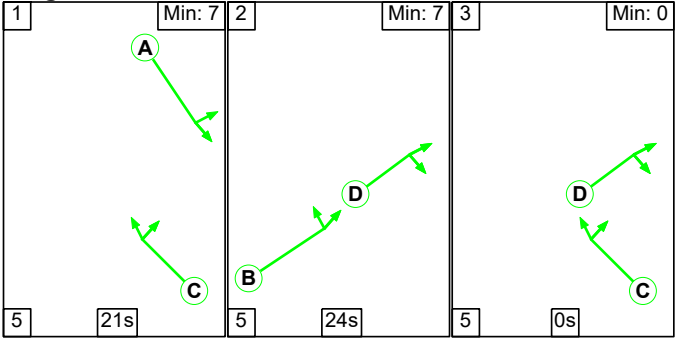
Full Input Data And Results

15/1	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div>Stream: 1</div> <div>PRC for Signalled Lanes (%):</div> <div>19.4</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>17.44</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div>C1</div> <div>Stream: 2</div> <div>PRC for Signalled Lanes (%):</div> <div>12.9</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>15.51</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div></div> <div>PRC Over All Lanes (%):</div> <div>12.9</div> <div>Total Delay Over All Lanes(pcuHr):</div> <div>33.81</div> </div>													

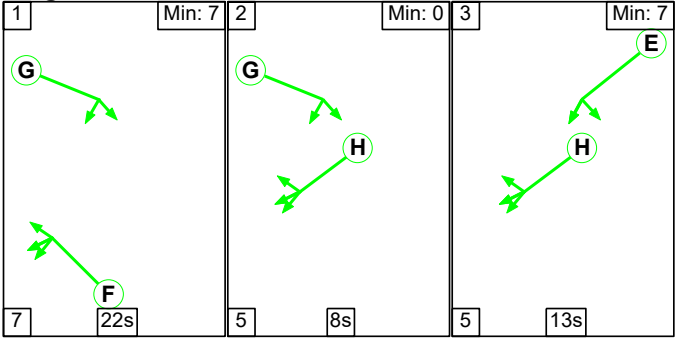
Full Input Data And Results
Scenario 2: '2038 Future + BaU PM' (FG2: '2038 - Core 1 + Prop BaU PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

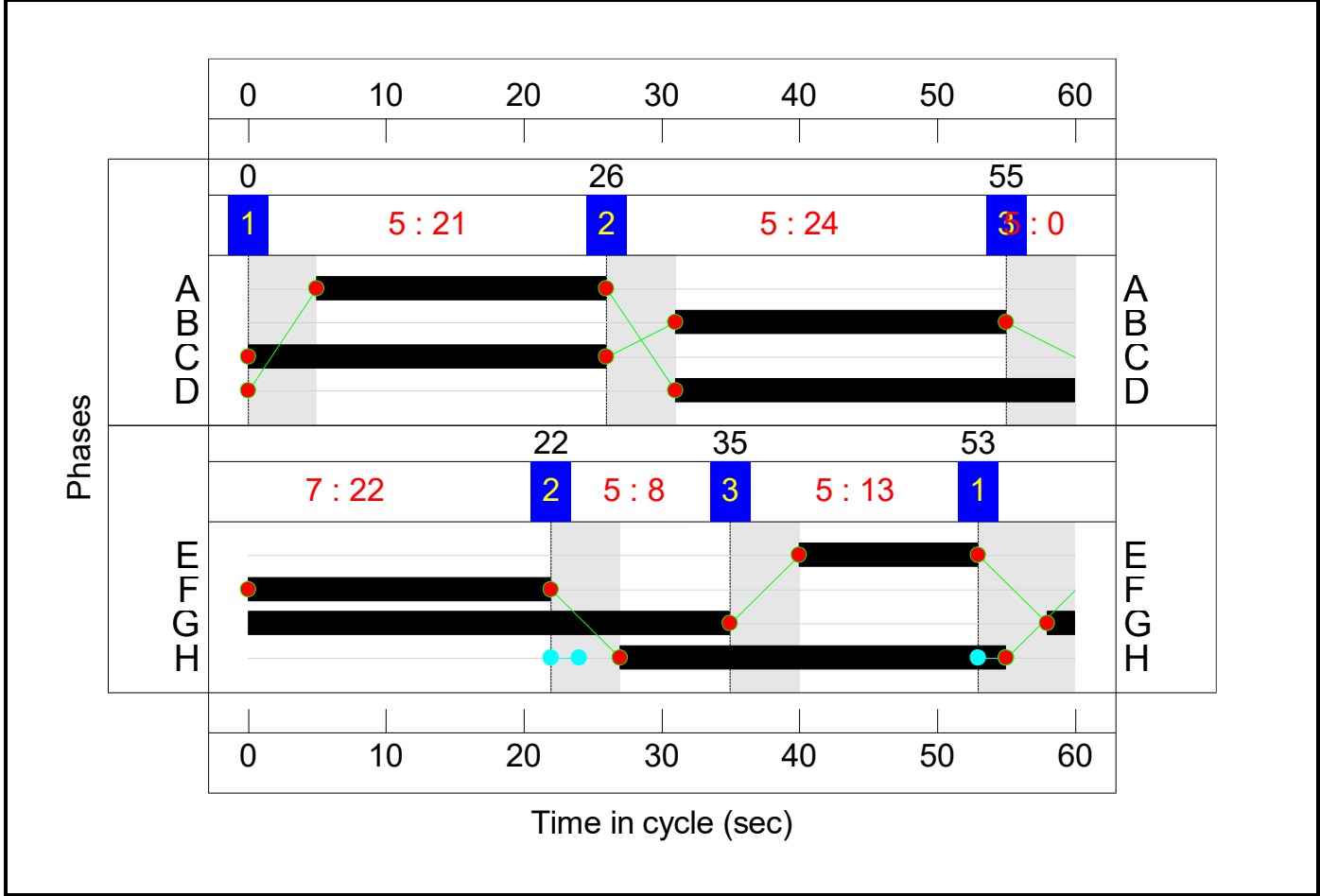
Stage Stream: 1

Stage	1	2	3
Duration	21	24	0
Change Point	0	26	55

Stage Stream: 2

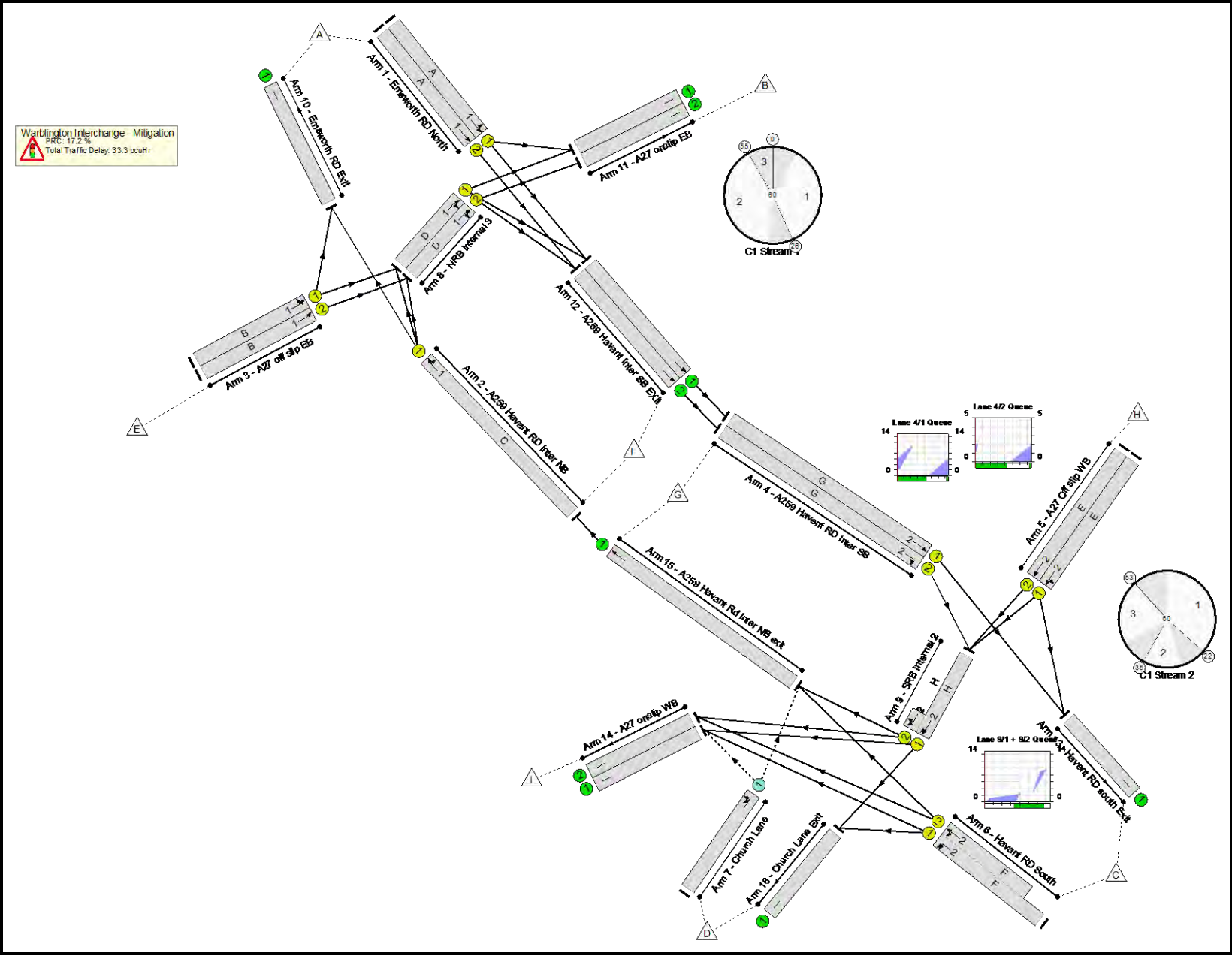
Stage	1	2	3
Duration	22	8	13
Change Point	53	22	35

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: Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1	Emsworth RD North Left Ahead	U	1	N/A	A		1	21	-	291	1940	711	40.9%
1/2	Emsworth RD North Ahead	U	1	N/A	A		1	21	-	291	1940	711	40.9%
2/1	A259 Havant RD Inter NB Right Ahead	U	1	N/A	C		1	26	-	679	1965	884	76.8%
3/1	A27 off slip EB Ahead Left	U	1	N/A	B		1	24	-	609	1965	819	74.4%
3/2	A27 off slip EB Ahead	U	1	N/A	B		1	24	-	609	1965	819	74.4%
4/1	A259 Havant RD Inter SB Ahead	U	2	N/A	G		1	37	-	936	1975	1251	74.8%
4/2	A259 Havant RD Inter SB Right	U	2	N/A	G		1	37	-	299	1975	1251	23.9%
5/1	A27 Off slip WB Ahead Left	U	2	N/A	E		1	13	-	269	1965	458	58.7%
5/2	A27 Off slip WB Ahead	U	2	N/A	E		1	13	-	272	1965	458	59.3%
6/1+6/2	Havant RD South Left Ahead Left2	U	2	N/A	F		1	22	-	912	1965:1965	753+753	60.5 : 60.5%
7/1	Church Lane U-Turn Left	O	N/A	N/A	-		-	-	-	26	2065	564	4.6%
8/1	NRB Internal 3 Ahead Right	U	1	N/A	D		1	29	-	145	2065	1032	14.0%
8/2	NRB Internal 3 Ahead Right	U	1	N/A	D		1	29	-	639	2065	1032	61.9%

Full Input Data And Results

9/1+9/2	SRB Internal 2 Ahead Right Ahead2	U	2	N/A	H		1	28	-	762	2015:2015	263+739	76.0 : 76.0%
10/1	Emsworth RD Exit	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
11/1	A27 onslip EB	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
11/2	A27 onslip EB	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
12/1	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
12/2	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
13/1	Havent RD south Exit	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
14/1	A27 onslip WB	U	N/A	N/A	-		-	-	-	649	1965	1965	33.0%
14/2	A27 onslip WB	U	N/A	N/A	-		-	-	-	352	1965	1965	17.9%
15/1	A259 Havant Rd inter NB exit Ahead	U	N/A	N/A	-		-	-	-	686	2015	2015	34.0%
16/1	Church Lane Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Warblington Interchange - Mitigation	-	-	16	10	0	21.2	12.1	0.0	33.3	-	-	-	-
Warblington Interchange - Mitigation	-	-	16	10	0	21.2	12.1	0.0	33.3	-	-	-	-
1/1	291	291	-	-	-	1.1	0.3	-	1.5	18.4	3.6	0.3	3.9
1/2	291	291	-	-	-	1.1	0.3	-	1.5	18.4	3.6	0.3	3.9
2/1	679	679	-	-	-	2.6	1.6	-	4.2	22.5	9.4	1.6	11.1
3/1	609	609	-	-	-	2.5	1.4	-	3.9	23.3	8.5	1.4	9.9
3/2	609	609	-	-	-	2.5	1.4	-	3.9	23.3	8.5	1.4	9.9
4/1	936	936	-	-	-	2.0	1.5	-	3.4	13.3	10.7	1.5	12.1
4/2	299	299	-	-	-	0.4	0.2	-	0.6	6.6	2.1	0.2	2.2
5/1	269	269	-	-	-	1.5	0.7	-	2.2	29.9	4.0	0.7	4.7
5/2	272	272	-	-	-	1.5	0.7	-	2.3	30.1	4.0	0.7	4.7
6/1+6/2	912	912	-	-	-	3.8	0.8	-	4.5	17.9	6.1	0.8	6.8
7/1	26	26	16	10	0	0.0	0.0	-	0.0	6.6	0.1	0.0	0.1
8/1	145	145	-	-	-	0.2	0.1	-	0.3	7.0	0.6	0.1	0.7
8/2	639	639	-	-	-	0.2	0.8	-	1.0	5.5	0.5	0.8	1.3
9/1+9/2	762	762	-	-	-	1.7	1.6	-	3.3	15.5	9.6	1.6	11.2
10/1	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	649	649	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
14/2	352	352	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

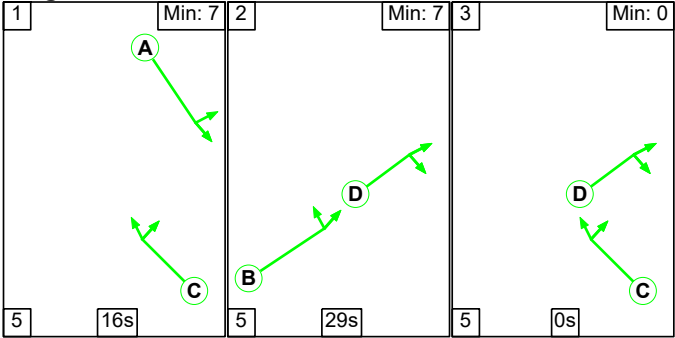
Full Input Data And Results

15/1	686	686	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div>Stream: 1</div> <div>PRC for Signalled Lanes (%):</div> <div>17.2</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>16.34</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div>C1</div> <div>Stream: 2</div> <div>PRC for Signalled Lanes (%):</div> <div>18.4</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>16.32</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div></div> <div>PRC Over All Lanes (%):</div> <div>17.2</div> <div>Total Delay Over All Lanes(pcuHr):</div> <div>33.33</div> </div>													

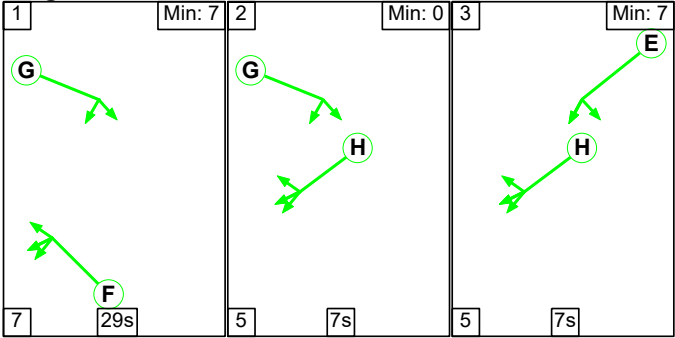
Full Input Data And Results
Scenario 3: '2038 Future + DS AM' (FG3: '2038 - Core 1 + Prop DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

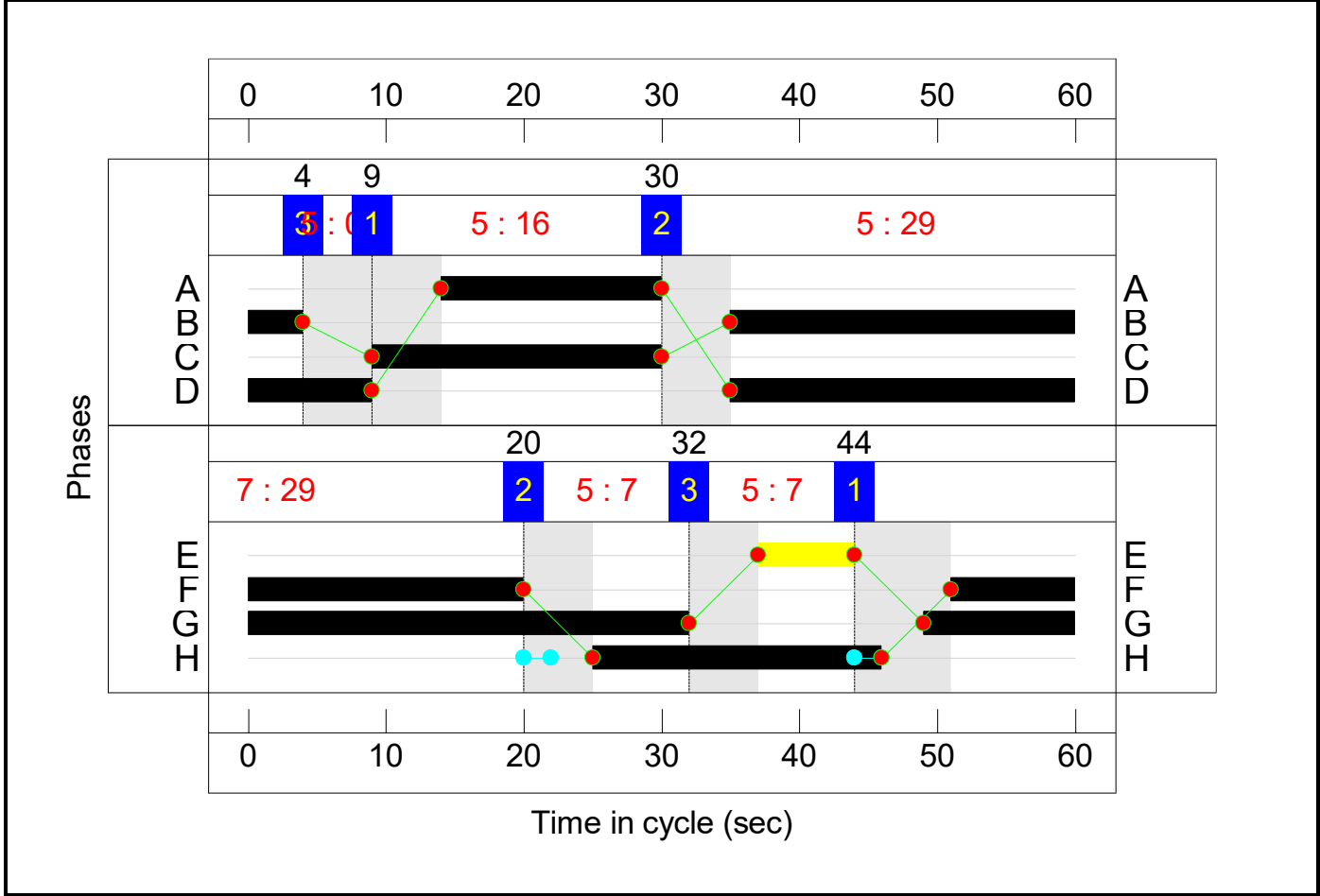
Stage Stream: 1

Stage	1	2	3
Duration	16	29	0
Change Point	9	30	4

Stage Stream: 2

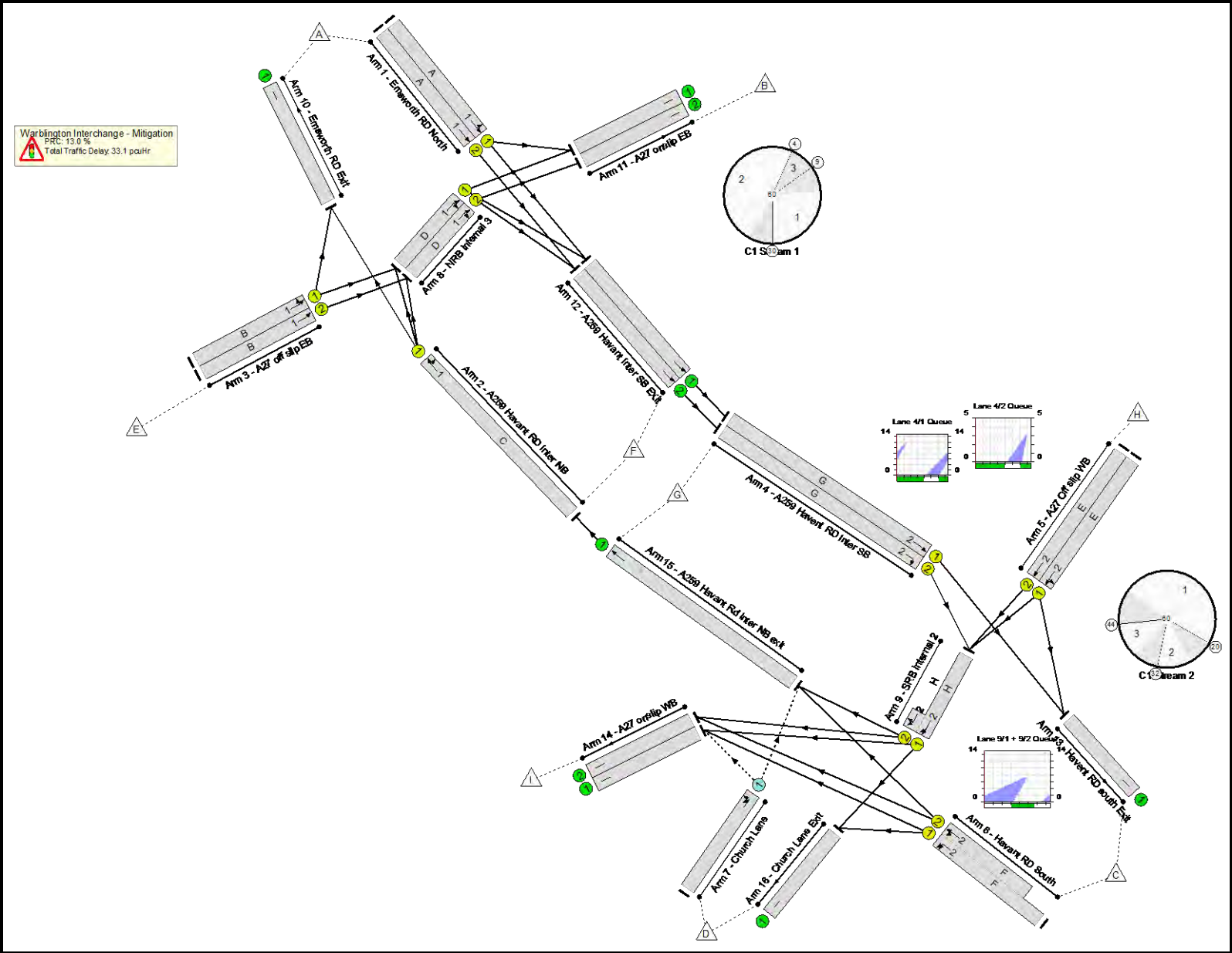
Stage	1	2	3
Duration	29	7	7
Change Point	44	20	32

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: Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1	Emsworth RD North Left Ahead	U	1	N/A	A		1	16	-	396	1940	550	72.0%
1/2	Emsworth RD North Ahead	U	1	N/A	A		1	16	-	395	1940	550	71.9%
2/1	A259 Havant RD Inter NB Right Ahead	U	1	N/A	C		1	21	-	337	1965	721	46.8%
3/1	A27 off slip EB Ahead Left	U	1	N/A	B		1	29	-	714	1965	982	72.7%
3/2	A27 off slip EB Ahead	U	1	N/A	B		1	29	-	713	1965	982	72.6%
4/1	A259 Havant RD Inter SB Ahead	U	2	N/A	G		1	43	-	1154	1975	1448	79.7%
4/2	A259 Havant RD Inter SB Right	U	2	N/A	G		1	43	-	533	1975	1448	36.8%
5/1	A27 Off slip WB Ahead Left	U	2	N/A	E		1	7	-	59	1965	262	22.5%
5/2	A27 Off slip WB Ahead	U	2	N/A	E		1	7	-	59	1965	262	22.5%
6/1+6/2	Havant RD South Left Ahead Left2	U	2	N/A	F		1	29	-	1326	1965:1965	982+982	67.5 : 67.5%
7/1	Church Lane U-Turn Left	O	N/A	N/A	-		-	-	-	15	2065	434	3.5%
8/1	NRB Internal 3 Ahead Right	U	1	N/A	D		1	34	-	299	2065	1205	24.8%
8/2	NRB Internal 3 Ahead Right	U	1	N/A	D		1	34	-	735	2065	1205	61.0%

Full Input Data And Results

9/1+9/2	SRB Internal 2 Ahead Right Ahead2	U	2	N/A	H		1	21	-	601	2015:2015	386+443	72.5 : 72.5%
10/1	Emsworth RD Exit	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
11/1	A27 onslip EB	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
11/2	A27 onslip EB	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
12/1	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
12/2	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
13/1	Havent RD south Exit	U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
14/1	A27 onslip WB	U	N/A	N/A	-		-	-	-	921	1965	1965	46.9%
14/2	A27 onslip WB	U	N/A	N/A	-		-	-	-	654	1965	1965	33.3%
15/1	A259 Havant Rd inter NB exit Ahead	U	N/A	N/A	-		-	-	-	339	2015	2015	16.8%
16/1	Church Lane Exit	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Warblington Interchange - Mitigation	-	-	6	10	0	20.9	12.2	0.0	33.1	-	-	-	-
Warblington Interchange - Mitigation	-	-	6	10	0	20.9	12.2	0.0	33.1	-	-	-	-
1/1	396	396	-	-	-	2.1	1.3	-	3.4	30.9	5.9	1.3	7.2
1/2	395	395	-	-	-	2.1	1.3	-	3.4	30.8	5.8	1.3	7.1
2/1	337	337	-	-	-	1.4	0.4	-	1.8	19.2	4.2	0.4	4.6
3/1	714	714	-	-	-	2.3	1.3	-	3.7	18.4	9.3	1.3	10.6
3/2	713	713	-	-	-	2.3	1.3	-	3.6	18.4	9.3	1.3	10.6
4/1	1154	1154	-	-	-	1.6	1.9	-	3.6	11.2	12.2	1.9	14.1
4/2	533	533	-	-	-	0.4	0.3	-	0.7	4.9	3.1	0.3	3.4
5/1	59	59	-	-	-	0.4	0.1	-	0.5	32.1	0.9	0.1	1.0
5/2	59	59	-	-	-	0.4	0.1	-	0.5	32.1	0.9	0.1	1.0
6/1+6/2	1326	1326	-	-	-	4.2	1.0	-	5.2	14.1	8.3	1.0	9.3
7/1	15	15	6	10	0	0.0	0.0	-	0.1	13.6	0.1	0.0	0.1
8/1	299	299	-	-	-	0.1	0.2	-	0.3	3.4	0.4	0.2	0.5
8/2	735	735	-	-	-	0.1	0.8	-	0.9	4.4	0.4	0.8	1.1
9/1+9/2	601	601	-	-	-	3.4	1.3	-	4.7	27.9	7.1	1.3	8.4
10/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	921	921	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	654	654	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2

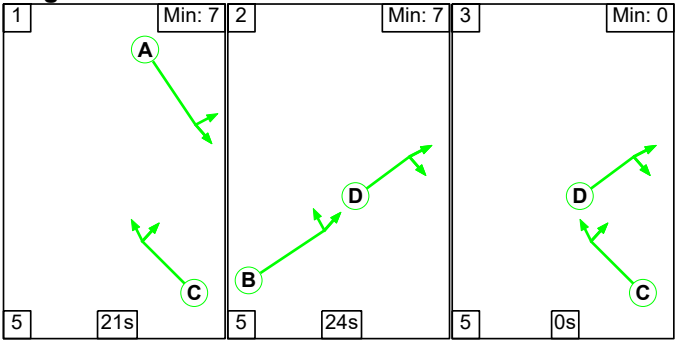
Full Input Data And Results

15/1	339	339	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div>Stream: 1</div> <div>PRC for Signalled Lanes (%):</div> <div>23.8</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>17.05</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div>C1</div> <div>Stream: 2</div> <div>PRC for Signalled Lanes (%):</div> <div>13.0</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>15.22</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div></div> <div>PRC Over All Lanes (%):</div> <div>13.0</div> <div>Total Delay Over All Lanes(pcuHr):</div> <div>33.12</div> </div>													

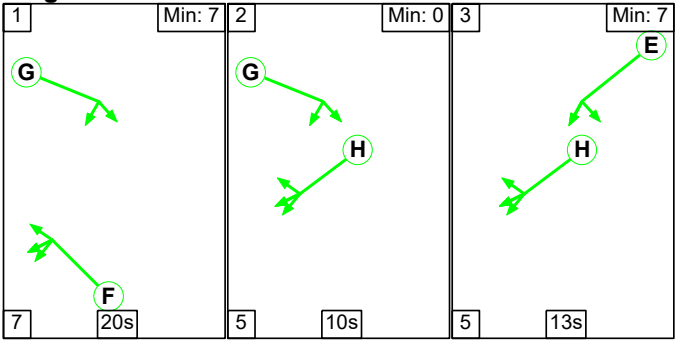
Full Input Data And Results
Scenario 4: '2038 Future + DS PM' (FG4: '2038 - Core 1 + Prop DS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

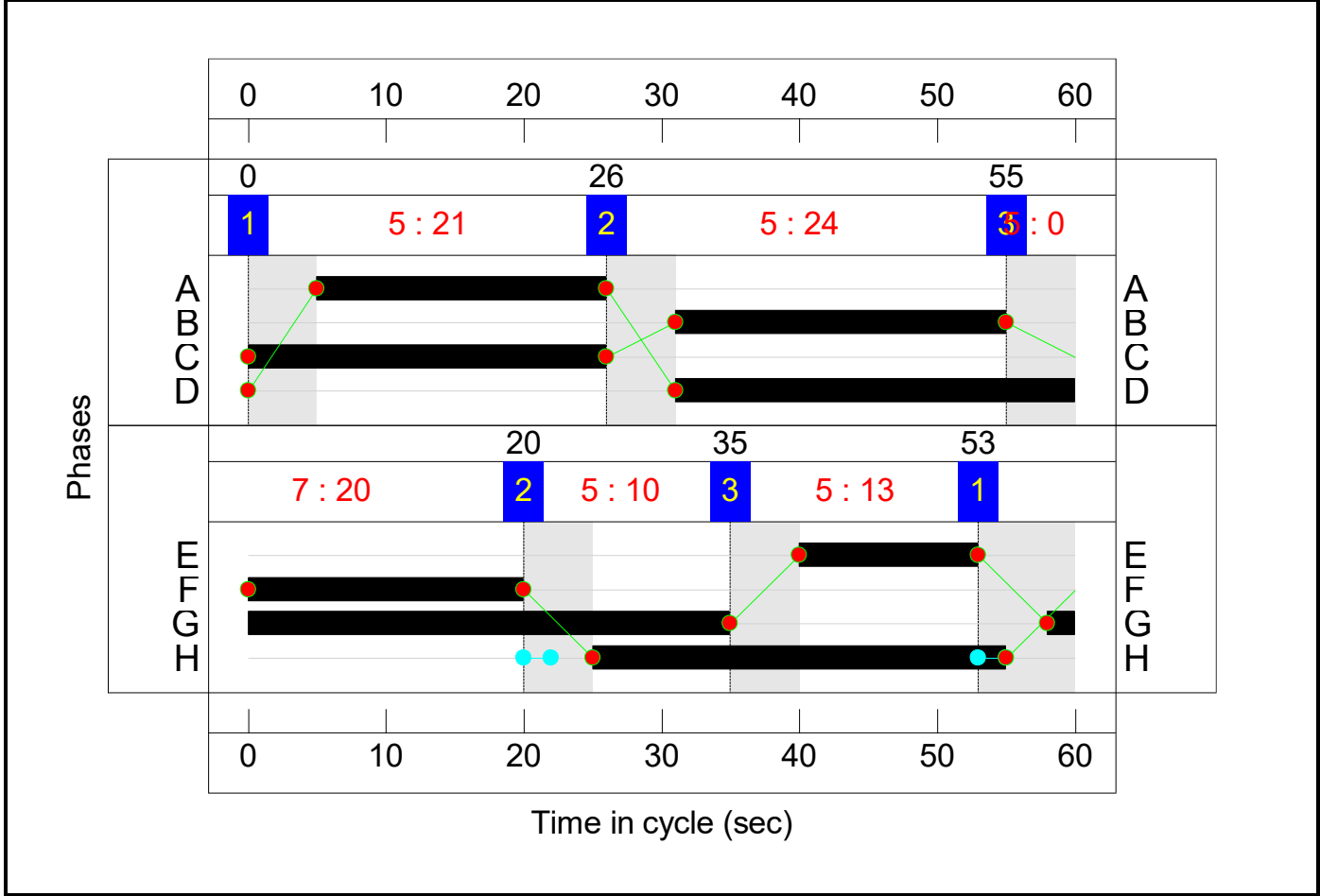
Stage Stream: 1

Stage	1	2	3
Duration	21	24	0
Change Point	0	26	55

Stage Stream: 2

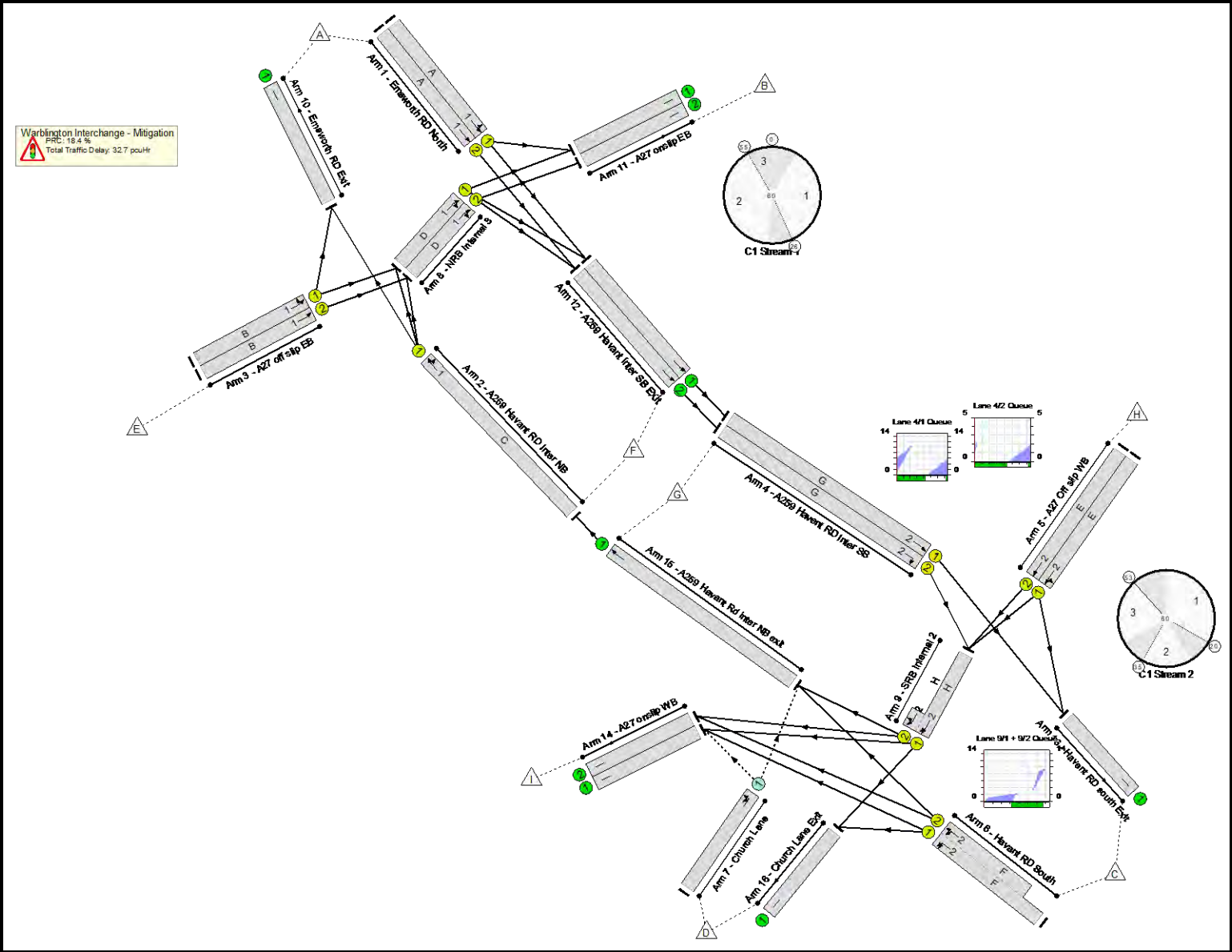
Stage	1	2	3
Duration	20	10	13
Change Point	53	20	35

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: Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
1/1	Emsworth RD North Left Ahead	U	1	N/A	A		1	21	-	289	1940	711	40.6%
1/2	Emsworth RD North Ahead	U	1	N/A	A		1	21	-	289	1940	711	40.6%
2/1	A259 Havant RD Inter NB Right Ahead	U	1	N/A	C		1	26	-	672	1965	884	76.0%
3/1	A27 off slip EB Ahead Left	U	1	N/A	B		1	24	-	598	1965	819	73.0%
3/2	A27 off slip EB Ahead	U	1	N/A	B		1	24	-	597	1965	819	72.9%
4/1	A259 Havant RD Inter SB Ahead	U	2	N/A	G		1	37	-	930	1975	1251	74.4%
4/2	A259 Havant RD Inter SB Right	U	2	N/A	G		1	37	-	296	1975	1251	23.7%
5/1	A27 Off slip WB Ahead Left	U	2	N/A	E		1	13	-	265	1965	458	57.8%
5/2	A27 Off slip WB Ahead	U	2	N/A	E		1	13	-	268	1965	458	58.5%
6/1+6/2	Havant RD South Left Ahead Left2	U	2	N/A	F		1	20	-	911	1965:1965	688+688	66.3 : 66.2%
7/1	Church Lane U-Turn Left	O	N/A	N/A	-		-	-	-	26	2065	593	4.4%
8/1	NRB Internal 3 Ahead Right	U	1	N/A	D		1	29	-	152	2065	1032	14.7%
8/2	NRB Internal 3 Ahead Right	U	1	N/A	D		1	29	-	627	2065	1032	60.7%

Full Input Data And Results

9/1+9/2	SRB Internal 2 Ahead Right Ahead2	U	2	N/A	H		1	30	-	751	2015:2015	282+788	70.2 : 70.2%
10/1	Emsworth RD Exit	U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%
11/1	A27 onslip EB	U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
11/2	A27 onslip EB	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
12/1	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
12/2	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
13/1	Havent RD south Exit	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
14/1	A27 onslip WB	U	N/A	N/A	-		-	-	-	647	1965	1965	32.9%
14/2	A27 onslip WB	U	N/A	N/A	-		-	-	-	350	1965	1965	17.8%
15/1	A259 Havant Rd inter NB exit Ahead	U	N/A	N/A	-		-	-	-	678	2015	2015	33.6%
16/1	Church Lane Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Warblington Interchange - Mitigation	-	-	20	6	0	21.2	11.5	0.0	32.7	-	-	-	-
Warblington Interchange - Mitigation	-	-	20	6	0	21.2	11.5	0.0	32.7	-	-	-	-
1/1	289	289	-	-	-	1.1	0.3	-	1.5	18.4	3.5	0.3	3.9
1/2	289	289	-	-	-	1.1	0.3	-	1.5	18.4	3.5	0.3	3.9
2/1	672	672	-	-	-	2.6	1.6	-	4.1	22.1	9.3	1.6	10.9
3/1	598	598	-	-	-	2.4	1.3	-	3.8	22.7	8.3	1.3	9.6
3/2	597	597	-	-	-	2.4	1.3	-	3.8	22.7	8.3	1.3	9.6
4/1	930	930	-	-	-	2.0	1.4	-	3.4	13.1	10.6	1.4	12.0
4/2	296	296	-	-	-	0.4	0.2	-	0.5	6.6	2.1	0.2	2.2
5/1	265	265	-	-	-	1.5	0.7	-	2.2	29.6	3.9	0.7	4.6
5/2	268	268	-	-	-	1.5	0.7	-	2.2	29.8	3.9	0.7	4.6
6/1+6/2	911	911	-	-	-	4.2	1.0	-	5.2	20.4	6.3	1.0	7.3
7/1	26	26	20	6	0	0.0	0.0	-	0.0	6.2	0.1	0.0	0.1
8/1	152	152	-	-	-	0.2	0.1	-	0.3	6.8	0.6	0.1	0.7
8/2	627	627	-	-	-	0.2	0.8	-	0.9	5.3	0.5	0.8	1.3
9/1+9/2	751	751	-	-	-	1.5	1.2	-	2.7	13.0	9.5	1.2	10.6
10/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	647	647	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
14/2	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

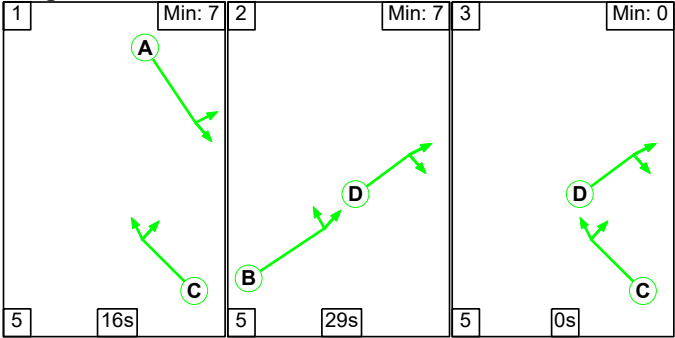
Full Input Data And Results

15/1	678	678	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
16/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div>Stream: 1 PRC for Signalled Lanes (%): 18.4</div> <div>Total Delay for Signalled Lanes (pcuHr): 15.84</div> <div>Cycle Time (s): 60</div> </div> <div> <div>C1</div> <div>Stream: 2 PRC for Signalled Lanes (%): 21.0</div> <div>Total Delay for Signalled Lanes (pcuHr): 16.21</div> <div>Cycle Time (s): 60</div> </div> <div> <div></div> <div>PRC Over All Lanes (%): 18.4</div> <div>Total Delay Over All Lanes(pcuHr): 32.70</div> </div>													

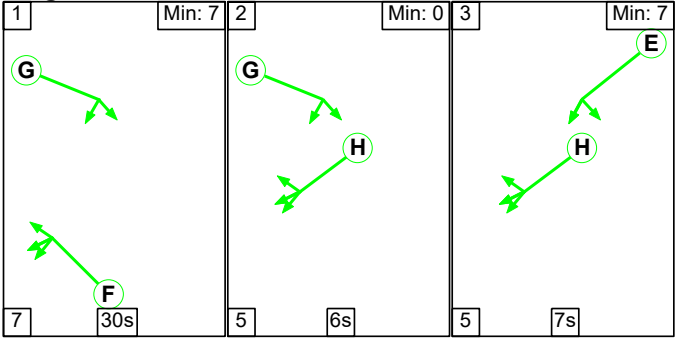
Full Input Data And Results
Scenario 5: '2038 Future + DS+ AM' (FG5: '2038 - Core 1 + Prop DS+ AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

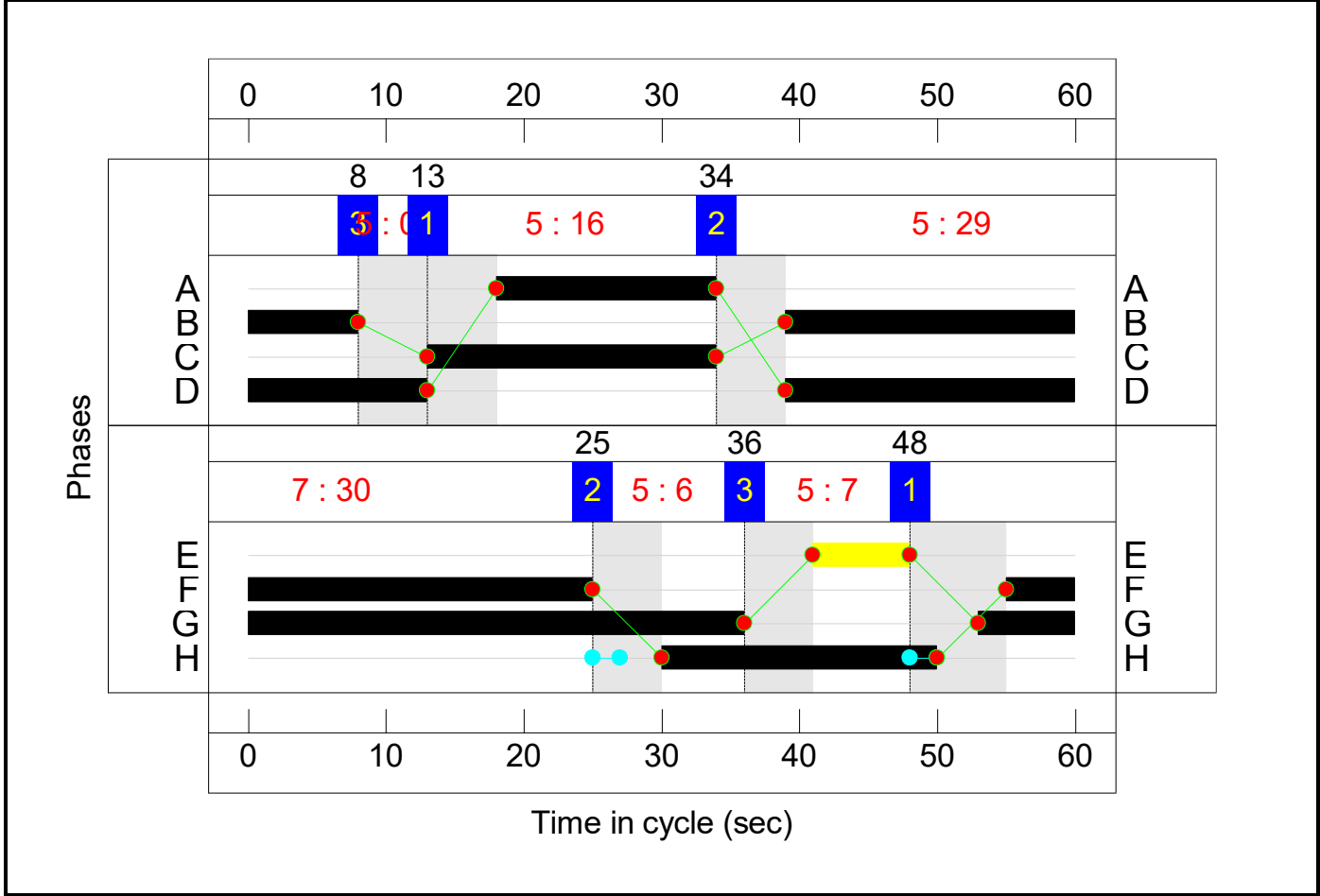
Stage Stream: 1

Stage	1	2	3
Duration	16	29	0
Change Point	13	34	8

Stage Stream: 2

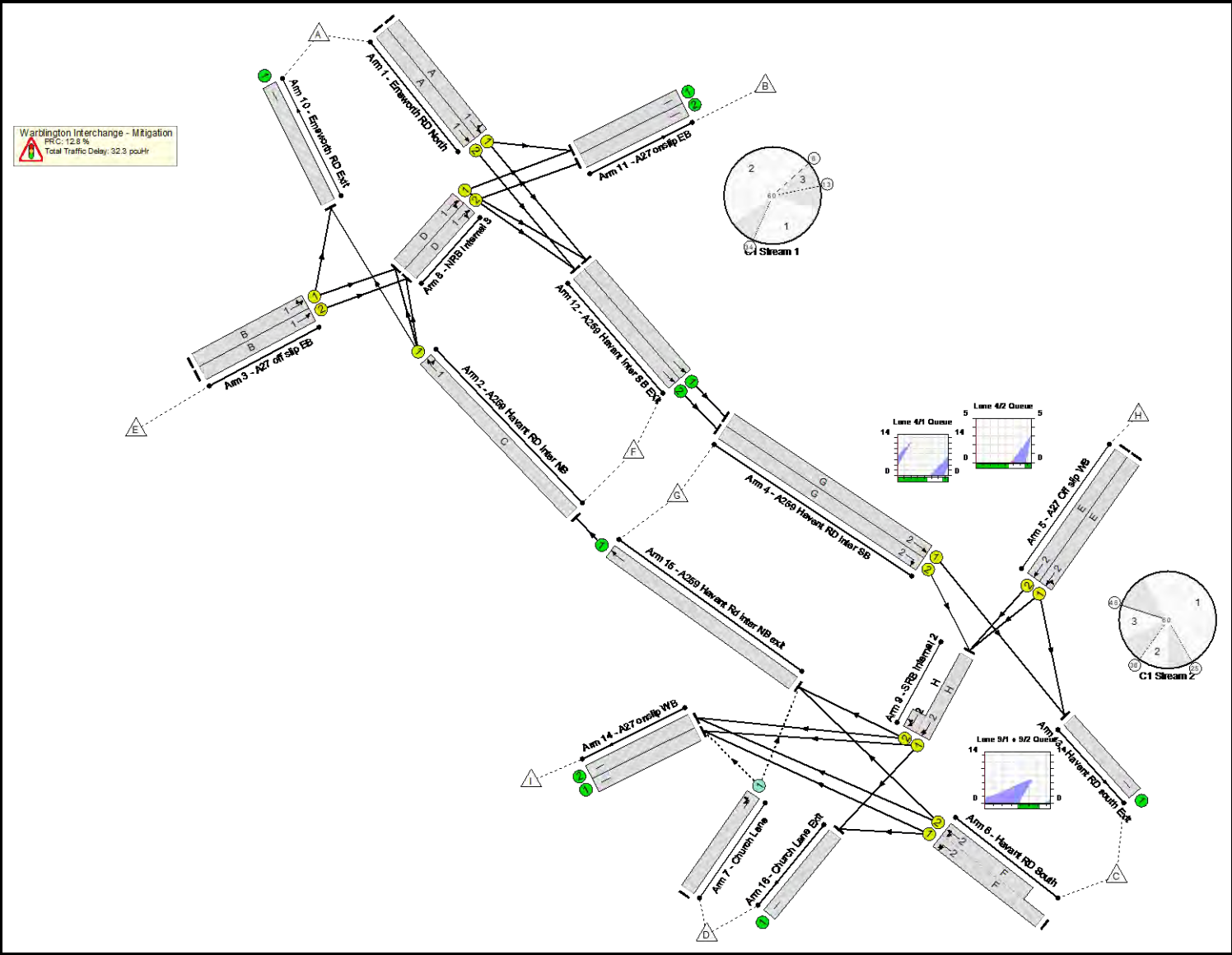
Stage	1	2	3
Duration	30	6	7
Change Point	48	25	36

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: Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
1/1	Emsworth RD North Left Ahead	U	1	N/A	A		1	16	-	383	1940	550	69.7%
1/2	Emsworth RD North Ahead	U	1	N/A	A		1	16	-	382	1940	550	69.5%
2/1	A259 Havant RD Inter NB Right Ahead	U	1	N/A	C		1	21	-	337	1965	721	46.8%
3/1	A27 off slip EB Ahead Left	U	1	N/A	B		1	29	-	714	1965	982	72.7%
3/2	A27 off slip EB Ahead	U	1	N/A	B		1	29	-	713	1965	982	72.6%
4/1	A259 Havant RD Inter SB Ahead	U	2	N/A	G		1	43	-	1156	1975	1448	79.8%
4/2	A259 Havant RD Inter SB Right	U	2	N/A	G		1	43	-	513	1975	1448	35.4%
5/1	A27 Off slip WB Ahead Left	U	2	N/A	E		1	7	-	59	1965	262	22.5%
5/2	A27 Off slip WB Ahead	U	2	N/A	E		1	7	-	59	1965	262	22.5%
6/1+6/2	Havant RD South Left Ahead Left2	U	2	N/A	F		1	30	-	1319	1965:1965	982+983	67.1 : 67.1%
7/1	Church Lane U-Turn Left	O	N/A	N/A	-		-	-	-	15	2065	419	3.6%
8/1	NRB Internal 3 Ahead Right	U	1	N/A	D		1	34	-	301	2065	1205	25.0%
8/2	NRB Internal 3 Ahead Right	U	1	N/A	D		1	34	-	735	2065	1205	61.0%

Full Input Data And Results

9/1+9/2	SRB Internal 2 Ahead Right Ahead2	U	2	N/A	H		1	20	-	581	2015:2015	369+426	73.1 : 73.1%
10/1	Emsworth RD Exit	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
11/1	A27 onslip EB	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
11/2	A27 onslip EB	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
12/1	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
12/2	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%
13/1	Havent RD south Exit	U	N/A	N/A	-		-	-	-	1206	Inf	Inf	0.0%
14/1	A27 onslip WB	U	N/A	N/A	-		-	-	-	907	1965	1965	46.2%
14/2	A27 onslip WB	U	N/A	N/A	-		-	-	-	641	1965	1965	32.6%
15/1	A259 Havant Rd inter NB exit Ahead	U	N/A	N/A	-		-	-	-	339	2015	2015	16.8%
16/1	Church Lane Exit	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Warblington Interchange - Mitigation	-	-	6	9	0	20.4	11.9	0.0	32.3	-	-	-	-
Warblington Interchange - Mitigation	-	-	6	9	0	20.4	11.9	0.0	32.3	-	-	-	-
1/1	383	383	-	-	-	2.0	1.1	-	3.2	29.9	5.6	1.1	6.8
1/2	382	382	-	-	-	2.0	1.1	-	3.2	29.8	5.6	1.1	6.7
2/1	337	337	-	-	-	1.4	0.4	-	1.8	19.2	4.2	0.4	4.6
3/1	714	714	-	-	-	2.3	1.3	-	3.7	18.4	9.3	1.3	10.6
3/2	713	713	-	-	-	2.3	1.3	-	3.6	18.4	9.3	1.3	10.6
4/1	1156	1156	-	-	-	1.7	2.0	-	3.6	11.2	12.2	2.0	14.1
4/2	513	513	-	-	-	0.4	0.3	-	0.7	4.8	3.0	0.3	3.3
5/1	59	59	-	-	-	0.4	0.1	-	0.5	32.1	0.9	0.1	1.0
5/2	59	59	-	-	-	0.4	0.1	-	0.5	32.1	0.9	0.1	1.0
6/1+6/2	1319	1319	-	-	-	3.9	1.0	-	4.9	13.3	7.9	1.0	8.9
7/1	15	15	6	9	0	0.0	0.0	-	0.1	13.9	0.1	0.0	0.1
8/1	301	301	-	-	-	0.1	0.2	-	0.3	3.4	0.4	0.2	0.5
8/2	735	735	-	-	-	0.1	0.8	-	0.9	4.4	0.4	0.8	1.1
9/1+9/2	581	581	-	-	-	3.3	1.3	-	4.7	29.0	6.7	1.3	8.1
10/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1206	1206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	907	907	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	641	641	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2

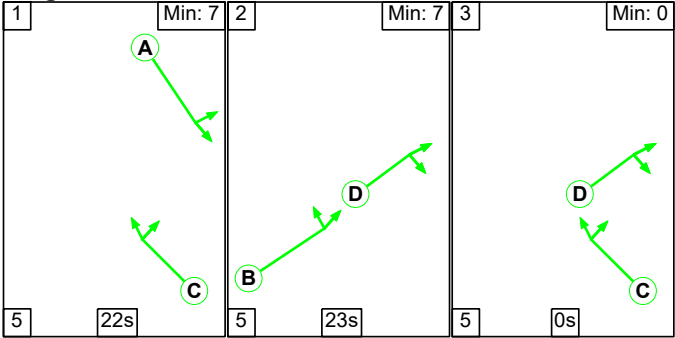
Full Input Data And Results

15/1	339	339	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div>Stream: 1</div> <div>PRC for Signalled Lanes (%):</div> <div>23.8</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>16.61</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div>C1</div> <div>Stream: 2</div> <div>PRC for Signalled Lanes (%):</div> <div>12.8</div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>14.91</div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div></div> <div>PRC Over All Lanes (%):</div> <div>12.8</div> <div>Total Delay Over All Lanes(pcuHr):</div> <div>32.35</div> </div>													

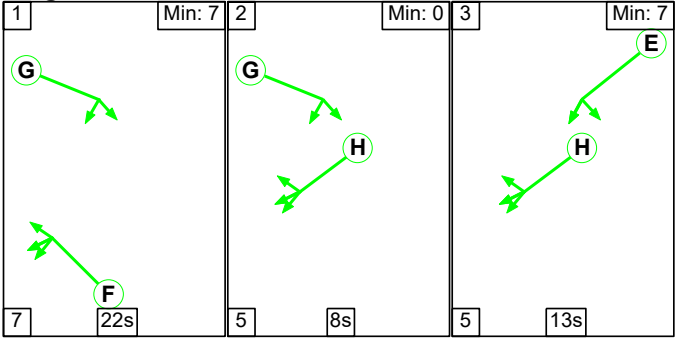
Full Input Data And Results
Scenario 6: '2038 Future + DS+ PM' (FG6: '2038 - Core 1 + Prop DS+ PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

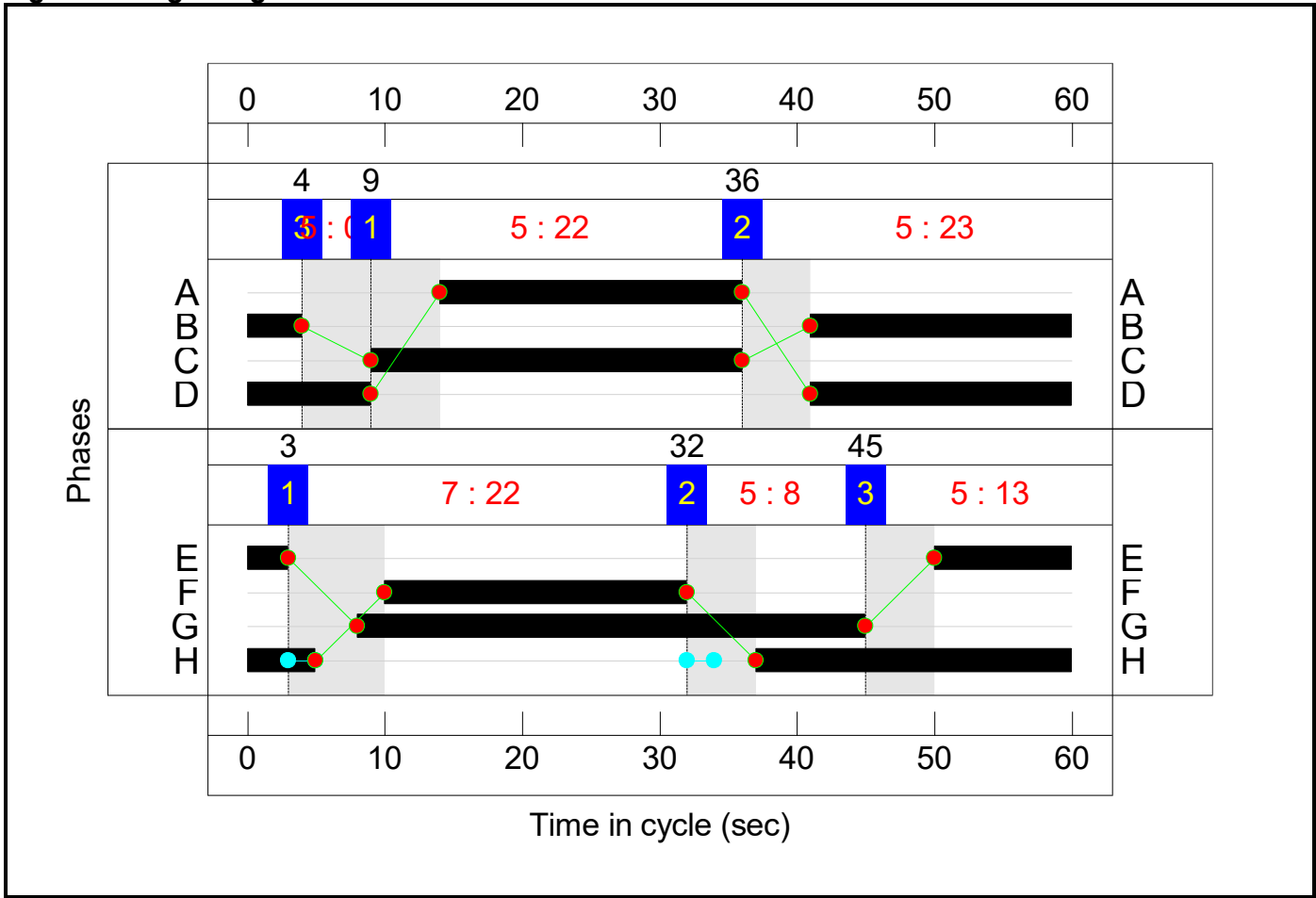
Stage Stream: 1

Stage	1	2	3
Duration	22	23	0
Change Point	9	36	4

Stage Stream: 2

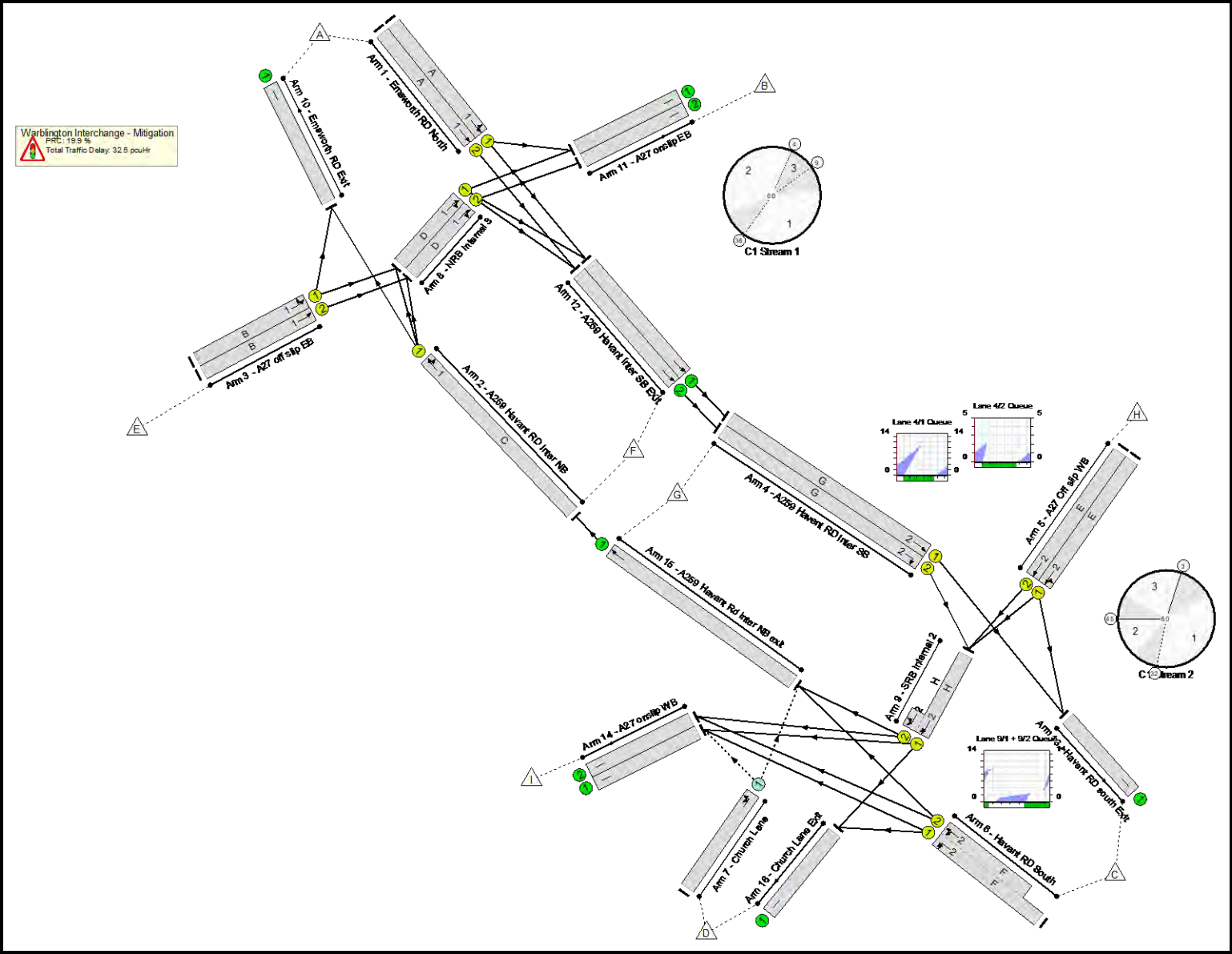
Stage	1	2	3
Duration	22	8	13
Change Point	3	32	45

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: Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
Warblington Interchange - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
1/1	Emsworth RD North Left Ahead	U	1	N/A	A		1	22	-	288	1940	744	38.7%
1/2	Emsworth RD North Ahead	U	1	N/A	A		1	22	-	288	1940	744	38.7%
2/1	A259 Havant RD Inter NB Right Ahead	U	1	N/A	C		1	27	-	669	1965	917	73.0%
3/1	A27 off slip EB Ahead Left	U	1	N/A	B		1	23	-	590	1965	786	75.1%
3/2	A27 off slip EB Ahead	U	1	N/A	B		1	23	-	590	1965	786	75.1%
4/1	A259 Havant RD Inter SB Ahead	U	2	N/A	G		1	37	-	927	1975	1251	74.1%
4/2	A259 Havant RD Inter SB Right	U	2	N/A	G		1	37	-	294	1975	1251	23.5%
5/1	A27 Off slip WB Ahead Left	U	2	N/A	E		1	13	-	266	1965	458	58.0%
5/2	A27 Off slip WB Ahead	U	2	N/A	E		1	13	-	268	1965	458	58.5%
6/1+6/2	Havant RD South Left Ahead Left2	U	2	N/A	F		1	22	-	911	1965:1965	753+753	60.5 : 60.4%
7/1	Church Lane U-Turn Left	O	N/A	N/A	-		-	-	-	26	2065	568	4.6%
8/1	NRB Internal 3 Ahead Right	U	1	N/A	D		1	28	-	156	2065	998	15.6%
8/2	NRB Internal 3 Ahead Right	U	1	N/A	D		1	28	-	620	2065	998	62.1%

Full Input Data And Results

9/1+9/2	SRB Internal 2 Ahead Right Ahead2	U	2	N/A	H		1	28	-	750	2015:2015	263+739	74.8 : 74.8%
10/1	Emsworth RD Exit	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
11/1	A27 onslip EB	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
11/2	A27 onslip EB	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
12/1	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
12/2	A259 Havant Inter SB EXit Ahead	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
13/1	Havent RD south Exit	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
14/1	A27 onslip WB	U	N/A	N/A	-		-	-	-	646	1965	1965	32.9%
14/2	A27 onslip WB	U	N/A	N/A	-		-	-	-	349	1965	1965	17.8%
15/1	A259 Havant Rd inter NB exit Ahead	U	N/A	N/A	-		-	-	-	679	2015	2015	33.7%
16/1	Church Lane Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Warblington Interchange - Mitigation	-	-	19	7	0	20.8	11.7	0.0	32.5	-	-	-	-
Warblington Interchange - Mitigation	-	-	19	7	0	20.8	11.7	0.0	32.5	-	-	-	-
1/1	288	288	-	-	-	1.1	0.3	-	1.4	17.4	3.4	0.3	3.8
1/2	288	288	-	-	-	1.1	0.3	-	1.4	17.4	3.4	0.3	3.8
2/1	669	669	-	-	-	2.4	1.3	-	3.7	20.1	8.9	1.3	10.3
3/1	590	590	-	-	-	2.5	1.5	-	4.0	24.5	8.4	1.5	9.8
3/2	590	590	-	-	-	2.5	1.5	-	4.0	24.5	8.4	1.5	9.8
4/1	927	927	-	-	-	1.9	1.4	-	3.4	13.0	10.5	1.4	12.0
4/2	294	294	-	-	-	0.4	0.2	-	0.5	6.6	2.0	0.2	2.2
5/1	266	266	-	-	-	1.5	0.7	-	2.2	29.7	3.9	0.7	4.6
5/2	268	268	-	-	-	1.5	0.7	-	2.2	29.8	3.9	0.7	4.6
6/1+6/2	911	911	-	-	-	3.8	0.8	-	4.5	17.9	6.1	0.8	6.8
7/1	26	26	19	7	0	0.0	0.0	-	0.0	6.5	0.1	0.0	0.1
8/1	156	156	-	-	-	0.2	0.1	-	0.3	6.9	0.6	0.1	0.7
8/2	620	620	-	-	-	0.2	0.8	-	1.0	5.7	0.5	0.8	1.3
9/1+9/2	750	750	-	-	-	1.7	1.5	-	3.2	15.1	9.5	1.5	10.9
10/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1005	1005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	646	646	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
14/2	349	349	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

Full Input Data And Results

15/1	679	679	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
16/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div>Stream: 1</div> <div>PRC for Signalled Lanes (%):</div> <div>19.9</div> </div> <div> <div>C1</div> <div>Stream: 2</div> <div>PRC for Signalled Lanes (%):</div> <div>20.3</div> </div> <div> <div></div> <div></div> <div>PRC Over All Lanes (%):</div> <div>19.9</div> </div> <div> <div></div> <div></div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>15.83</div> </div> <div> <div></div> <div></div> <div>Total Delay for Signalled Lanes (pcuHr):</div> <div>15.99</div> </div> <div> <div></div> <div></div> <div>Total Delay Over All Lanes(pcuHr):</div> <div>32.47</div> </div> <div> <div></div> <div></div> <div>Cycle Time (s):</div> <div>60</div> </div> <div> <div></div> <div></div> <div>Cycle Time (s):</div> <div>60</div> </div>													

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.0.0.2177	
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Filename: J4 - Horndean Rd - Bartons Rd - Emsw Com Rd.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 11:22:03

»2023 | | AM
 »2023 | | PM
 »2038 | Future Baseline | AM
 »2038 | Future Baseline | PM
 »2038 | Future Baseline + Committed Dev | AM
 »2038 | Future Baseline + Committed Dev | PM
 »2038 | Future Baseline + CD + Proposed BaU | AM
 »2038 | Future Baseline + CD + Proposed BaU | PM
 »2038 | Future Baseline + CD + Proposed S2 | AM
 »2038 | Future Baseline + CD + Proposed S2 | PM
 »2038 | Future Baseline + CD + Proposed S3 | AM
 »2038 | Future Baseline + 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									
Stream B-C	D1	0.2	8.31	0.15	A	D2	0.2	8.68	0.20	A
Stream B-AD		11.3	84.31	0.96	F		2.5	24.48	0.72	C
Stream A-BCD		0.3	9.41	0.21	A		0.1	6.83	0.05	A
Stream D-A		0.0	10.07	0.04	B		0.1	10.41	0.12	B
Stream D-BC		3.3	46.53	0.78	E		19.9	176.91	1.05	F
Stream C-ABD		0.2	8.21	0.16	A		0.1	8.99	0.12	A
	2038 - Future Baseline									
Stream B-C	D3	0.2	8.82	0.17	A	D4	0.3	10.20	0.24	B
Stream B-AD		42.7	255.05	1.14	F		5.3	48.44	0.87	E
Stream A-BCD		0.4	11.04	0.27	B		0.1	7.22	0.06	A
Stream D-A		0.1	11.46	0.05	B		0.2	11.00	0.14	B
Stream D-BC		10.9	133.46	0.99	F		55.4	475.51	1.27	F
Stream C-ABD		0.2	9.02	0.19	A		0.2	10.42	0.16	B
	2038 - Future Baseline + CD + Proposed BaU									
Stream B-C	D7	0.4	10.93	0.29	B	D8	0.4	11.81	0.30	B
Stream B-AD		73.9	513.07	1.29	F		17.4	134.05	1.04	F
Stream A-BCD		0.4	11.93	0.29	B		0.1	7.85	0.07	A
Stream D-A		0.1	11.98	0.05	B		0.2	11.89	0.15	B
Stream D-BC		23.6	270.21	1.16	F		83.0	788.84	1.45	F
Stream C-ABD		0.3	10.41	0.23	B		0.3	12.74	0.26	B
	2038 - Future Baseline + CD + Proposed S2									
Stream B-C	D9	0.4	10.81	0.28	B	D10	0.4	11.73	0.29	B
Stream B-AD		72.6	500.52	1.28	F		16.3	126.80	1.03	F
Stream A-BCD		0.4	11.89	0.29	B		0.1	7.80	0.07	A
Stream D-A		0.1	11.96	0.05	B		0.2	11.82	0.15	B
Stream D-BC		22.9	262.44	1.15	F		80.9	767.83	1.44	F
Stream C-ABD		0.3	10.32	0.22	B		0.3	12.50	0.24	B
	2038 - Future Baseline + CD + Proposed S3									
Stream B-C	D11	0.4	10.51	0.26	B	D12	0.4	11.71	0.29	B
Stream B-AD		70.6	481.50	1.27	F		15.6	121.51	1.02	F
Stream A-BCD		0.4	11.84	0.29	B		0.1	7.76	0.07	A
Stream D-A		0.1	11.92	0.05	B		0.2	11.76	0.14	B
Stream D-BC		22.3	254.08	1.14	F		79.2	750.96	1.43	F
Stream C-ABD		0.3	10.22	0.22	B		0.3	12.33	0.24	B
	2038 - Future Baseline + Committed Dev									
Stream B-C	D5	0.2	9.16	0.19	A	D6	0.4	10.93	0.26	B
Stream B-AD		56.0	348.01	1.20	F		9.9	82.02	0.96	F
Stream A-BCD		0.4	11.41	0.28	B		0.1	7.49	0.06	A
Stream D-A		0.1	11.69	0.05	B		0.2	11.38	0.14	B
Stream D-BC		15.7	183.89	1.06	F		65.8	604.59	1.35	F
Stream C-ABD		0.3	9.52	0.20	A		0.2	10.95	0.17	B

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	Horndean Rd - EmsW Com Rd
Location	Havant
Site number	4
Date	23/04/2024
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		AM	ONE HOUR	07:45	09:15	15	✓
D2	2023		PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038	Future Baseline + Committed Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038	Future Baseline + Committed Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	Future Baseline + CD + Proposed BaU	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	Future Baseline + CD + Proposed BaU	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038	Future Baseline + CD + Proposed S2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038	Future Baseline + CD + Proposed S2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2038	Future Baseline + CD + Proposed S3	AM	ONE HOUR	07:45	09:15	15	✓
D12	2038	Future Baseline + 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 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		29.98	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.98	D

Arms

Arms

Arm	Name	Description	Arm type
A	Horndean Rd S		Major
B	Bartons Rd		Minor
C	Horndean Rd N		Major
D	Emsworth Common Rd		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Horndean Rd S	7.55	✓	1.20	✓	2.95	208.0	✓	3.00
C - Horndean Rd N	7.35	✓	1.40	✓	3.06	147.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Bartons Rd	Two lanes	3.81	2.88	43	206
D - Emsworth Common Rd	Two lanes	2.76	3.28	44	77

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	B-AD	✓	Calibration	140
2	D-BC	✓	Calibration	40

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	751	-	-	-	0.272	0.272	0.272	-	0.272	-	-
B-AD	744	0.100	0.254	-	-	-	0.160	0.363	0.160	0.100	0.254
B-C	815	0.118	0.297	-	-	-	-	-	-	0.118	0.297
C-B	721	0.263	0.263	-	-	-	-	-	-	0.263	0.263
D-A	656	-	-	-	0.237	0.094	0.237	-	0.094	-	-
D-BC	599	0.147	0.147	0.334	0.234	0.093	0.234	-	0.093	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd S		ONE HOUR	✓	514	100.000
B - Bartons Rd		ONE HOUR	✓	531	100.000
C - Horndean Rd N		ONE HOUR	✓	450	100.000
D - Emsworth Common Rd		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	246	172	96
	B - Bartons Rd	178	0	69	284
	C - Horndean Rd N	208	76	0	166
	D - Emsworth Common Rd	14	172	72	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	1	2	2
	B - Bartons Rd	2	0	0	6
	C - Horndean Rd N	2	1	0	4
	D - Emsworth Common Rd	8	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	8.31	0.2	A	63	95
B-AD	0.96	84.31	11.3	F	424	636
A-BCD	0.21	9.41	0.3	A	89	133
A-B					225	338
A-C					158	236
D-A	0.04	10.07	0.0	B	13	19
D-BC	0.78	46.53	3.3	E	224	336
C-ABD	0.16	8.21	0.2	A	70	105
C-D					152	228
C-A					191	286

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	0.00	618	0.084	52	0.0	0.1	6.348	A
B-AD	348	87	0.00	600	0.579	342	0.0	1.4	14.283	B
A-BCD	72	18	0.00	581	0.125	72	0.0	0.1	7.201	A
A-B	185	46	0.00			185				
A-C	129	32	0.00			129				
D-A	11	3	0.00	496	0.021	10	0.0	0.0	8.005	A
D-BC	184	46	0.00	430	0.428	181	0.0	0.8	14.941	B
C-ABD	57	14	0.00	590	0.097	57	0.0	0.1	6.815	A
C-D	125	31	0.00			125				
C-A	157	39	0.00			157				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	575	0.108	62	0.1	0.1	7.014	A
B-AD	415	104	0.00	572	0.726	411	1.4	2.6	22.674	C
A-BCD	87	22	0.00	548	0.158	86	0.1	0.2	7.959	A
A-B	221	55	0.00			221				
A-C	155	39	0.00			155				
D-A	13	3	0.00	460	0.027	13	0.0	0.0	8.689	A
D-BC	219	55	0.00	396	0.554	217	0.8	1.2	20.859	C
C-ABD	68	17	0.00	564	0.121	68	0.1	0.1	7.337	A
C-D	149	37	0.00			149				
C-A	187	47	0.00			187				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	514	0.148	76	0.1	0.2	8.206	A
B-AD	509	127	0.00	533	0.955	484	2.6	8.8	58.346	F
ABCD	107	27	0.00	504	0.212	106	0.2	0.3	9.238	A
AB	270	68	0.00			270				
AC	189	47	0.00			189				
D-A	15	4	0.00	408	0.038	15	0.0	0.0	9.898	A
D-BC	269	67	0.00	349	0.769	262	1.2	2.9	40.169	E
C-ABD	84	21	0.00	528	0.159	84	0.1	0.2	8.174	A
C-D	183	46	0.00			183				
C-A	229	57	0.00			229				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	509	0.149	76	0.2	0.2	8.313	A
B-AD	509	127	0.00	532	0.957	499	8.8	11.3	84.313	F
ABCD	107	27	0.00	497	0.215	107	0.3	0.3	9.409	A
AB	270	68	0.00			270				
AC	189	47	0.00			189				
D-A	15	4	0.00	402	0.038	15	0.0	0.0	10.067	B
D-BC	269	67	0.00	346	0.778	267	2.9	3.3	46.526	E
C-ABD	84	21	0.00	526	0.159	84	0.2	0.2	8.213	A
C-D	183	46	0.00			183				
C-A	229	57	0.00			229				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	0.00	561	0.111	62	0.2	0.1	7.218	A
B-AD	415	104	0.00	570	0.728	448	11.3	3.1	36.606	E
ABCD	87	22	0.00	537	0.161	87	0.3	0.2	8.167	A
AB	221	55	0.00			221				
AC	155	39	0.00			155				
D-A	13	3	0.00	450	0.028	13	0.0	0.0	8.884	A
D-BC	219	55	0.00	390	0.563	227	3.3	1.4	23.993	C
C-ABD	68	17	0.00	561	0.122	69	0.2	0.1	7.385	A
C-D	149	37	0.00			149				
C-A	187	47	0.00			187				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	0.00	614	0.085	52	0.1	0.1	6.412	A
B-AD	348	87	0.00	599	0.580	354	3.1	1.5	15.710	C
ABCD	72	18	0.00	578	0.125	73	0.2	0.1	7.271	A
AB	185	46	0.00			185				
AC	129	32	0.00			129				
D-A	11	3	0.00	492	0.021	11	0.0	0.0	8.069	A
D-BC	184	46	0.00	427	0.430	186	1.4	0.8	15.725	C
C-ABD	57	14	0.00	588	0.097	57	0.1	0.1	6.848	A
C-D	125	31	0.00			125				
C-A	157	39	0.00			157				

2023 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		44.15	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	44.15	E

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd S		ONE HOUR	✓	497	100.000
B - Bartons Rd		ONE HOUR	✓	439	100.000
C - Horndean Rd N		ONE HOUR	✓	351	100.000
D - Emsworth Common Rd		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	302	168	27
B - Bartons Rd	201	0	94	144
C - Horndean Rd N	214	52	0	85
D - Emsworth Common Rd	42	267	97	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	2	1	0
	B - Bartons Rd	1	0	2	1
	C - Horndean Rd N	1	2	0	5
	D - Emsworth Common Rd	0	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	8.68	0.2	A	86	129
B-AD	0.72	24.48	2.5	C	317	475
ABCD	0.05	6.83	0.1	A	25	37
AB					277	416
AC					154	231
D-A	0.12	10.41	0.1	B	39	58
D-BC	1.05	176.91	19.9	F	334	501
C-ABD	0.12	8.99	0.1	A	48	72
C-D					78	117
C-A					196	295

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	629	0.113	70	0.0	0.1	6.570	A
B-AD	260	65	0.00	600	0.433	257	0.0	0.8	10.490	B
ABCD	20	5	0.00	620	0.033	20	0.0	0.0	6.002	A
AB	227	57	0.00			227				
AC	126	32	0.00			126				
D-A	32	8	0.00	480	0.066	31	0.0	0.1	8.017	A
D-BC	274	69	0.00	451	0.607	268	0.0	1.5	19.594	C
C-ABD	39	10	0.00	556	0.070	39	0.0	0.1	7.098	A
C-D	64	16	0.00			64				
C-A	161	40	0.00			161				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	589	0.143	84	0.1	0.2	7.272	A
B-AD	310	78	0.00	572	0.543	309	0.8	1.2	13.734	B
ABCD	24	6	0.00	593	0.041	24	0.0	0.0	6.324	A
AB	271	68	0.00			271				
AC	151	38	0.00			151				
D-A	38	9	0.00	440	0.086	38	0.1	0.1	8.950	A
D-BC	327	82	0.00	422	0.775	321	1.5	3.1	34.547	D
C-ABD	47	12	0.00	522	0.090	47	0.1	0.1	7.723	A
C-D	76	19	0.00			76				
C-A	192	48	0.00			192				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	534	0.194	103	0.2	0.2	8.509	A
B-AD	380	95	0.00	532	0.714	375	1.2	2.3	22.520	C
ABCD	30	7	0.00	558	0.053	30	0.0	0.1	6.817	A
AB	333	83	0.00			333				
AC	185	46	0.00			185				
D-A	46	12	0.00	393	0.118	46	0.1	0.1	10.386	B
D-BC	401	100	0.00	382	1.049	361	3.1	12.9	102.770	F
C-ABD	57	14	0.00	476	0.120	57	0.1	0.1	8.758	A
C-D	94	23	0.00			94				
C-A	236	59	0.00			236				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	526	0.197	103	0.2	0.2	8.683	A
B-AD	380	95	0.00	526	0.722	379	2.3	2.5	24.484	C
ABCD	30	7	0.00	556	0.053	30	0.1	0.1	6.834	A
AB	333	83	0.00			333				
AC	185	46	0.00			185				
D-A	46	12	0.00	392	0.118	46	0.1	0.1	10.412	B
D-BC	401	100	0.00	381	1.051	373	12.9	19.9	176.906	F
C-ABD	57	14	0.00	466	0.123	57	0.1	0.1	8.985	A
C-D	94	23	0.00			94				
C-A	236	59	0.00			236				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	575	0.147	85	0.2	0.2	7.498	A
B-AD	310	78	0.00	561	0.553	315	2.5	1.3	15.040	C
ABCD	24	6	0.00	592	0.041	24	0.1	0.0	6.346	A
AB	271	68	0.00			271				
AC	151	38	0.00			151				
D-A	38	9	0.00	415	0.091	38	0.1	0.1	9.559	A
D-BC	327	82	0.00	421	0.777	388	19.9	4.8	113.715	F
C-ABD	47	12	0.00	503	0.093	47	0.1	0.1	8.056	A
C-D	76	19	0.00			76				
C-A	192	48	0.00			192				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	0.00	624	0.113	71	0.2	0.1	6.640	A
B-AD	260	65	0.00	598	0.435	262	1.3	0.8	10.888	B
A-BCD	20	5	0.00	618	0.033	20	0.0	0.0	6.019	A
A-B	227	57	0.00			227				
A-C	126	32	0.00			126				
D-A	32	8	0.00	473	0.067	32	0.1	0.1	8.158	A
D-BC	274	69	0.00	450	0.608	286	4.8	1.7	24.007	C
C-ABD	39	10	0.00	551	0.071	39	0.1	0.1	7.182	A
C-D	64	16	0.00			64				
C-A	161	40	0.00			161				

2038 | Future Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		87.18	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	87.18	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
D3	2038	Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd S		ONE HOUR	✓	579	100.000
B - Bartons Rd		ONE HOUR	✓	598	100.000
C - Horndean Rd N		ONE HOUR	✓	507	100.000
D - Emsworth Common Rd		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From A - Horndean Rd S	0	277	194	108
From B - Bartons Rd	201	0	78	319
From C - Horndean Rd N	234	86	0	187
From D - Emsworth Common Rd	16	194	81	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	1	2	2
	B - Bartons Rd	2	0	0	6
	C - Horndean Rd N	2	1	0	4
	D - Emsworth Common Rd	8	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	8.82	0.2	A	72	107
B-AD	1.14	255.05	42.7	F	477	716
ABCD	0.27	11.04	0.4	B	100	150
AB					253	380
AC					178	266
D-A	0.05	11.46	0.1	B	15	22
D-BC	0.99	133.46	10.9	F	252	379
C-ABD	0.19	9.02	0.2	A	79	118
C-D					172	257
C-A					215	322

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	592	0.099	58	0.0	0.1	6.742	A
B-AD	391	98	0.00	582	0.673	383	0.0	2.0	18.260	C
ABCD	81	20	0.00	560	0.145	81	0.0	0.2	7.647	A
AB	208	52	0.00			208				
AC	146	36	0.00			146				
D-A	12	3	0.00	474	0.025	12	0.0	0.0	8.412	A
D-BC	207	52	0.00	408	0.507	203	0.0	1.0	17.979	C
C-ABD	65	16	0.00	573	0.113	64	0.0	0.1	7.136	A
C-D	141	35	0.00			141				
C-A	176	44	0.00			176				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	0.00	541	0.130	70	0.1	0.1	7.636	A
B-AD	467	117	0.00	550	0.850	457	2.0	4.7	36.664	E
ABCD	98	24	0.00	523	0.187	97	0.2	0.2	8.632	A
AB	249	62	0.00			249				
AC	174	44	0.00			174				
D-A	14	4	0.00	431	0.033	14	0.0	0.0	9.325	A
D-BC	247	62	0.00	370	0.669	244	1.0	1.9	29.000	D
C-ABD	77	19	0.00	544	0.142	77	0.1	0.2	7.793	A
C-D	168	42	0.00			168				
C-A	210	53	0.00			210				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	497	0.173	86	0.1	0.2	8.753	A
B-AD	573	143	0.00	506	1.132	493	4.7	24.5	127.065	F
ABCD	121	30	0.00	474	0.256	121	0.2	0.4	10.371	B
AB	304	76	0.00			304				
AC	213	53	0.00			213				
D-A	18	4	0.00	368	0.048	18	0.0	0.1	11.092	B
D-BC	303	76	0.00	317	0.956	282	1.9	7.1	80.490	F
C-ABD	95	24	0.00	503	0.188	95	0.2	0.2	8.886	A
C-D	206	51	0.00			206				
C-A	258	64	0.00			258				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	494	0.174	86	0.2	0.2	8.818	A
B-AD	573	143	0.00	502	1.140	500	24.5	42.7	255.048	F
ABCD	122	30	0.00	454	0.268	122	0.4	0.4	11.037	B
AB	303	76	0.00			303				
AC	212	53	0.00			212				
D-A	18	4	0.00	357	0.049	18	0.1	0.1	11.460	B
D-BC	303	76	0.00	305	0.993	288	7.1	10.9	133.462	F
C-ABD	95	24	0.00	498	0.190	95	0.2	0.2	9.017	A
C-D	206	51	0.00			206				
C-A	258	64	0.00			258				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	0.00	513	0.137	70	0.2	0.2	8.136	A
B-AD	467	117	0.00	544	0.860	531	42.7	26.9	238.280	F
ABCD	98	24	0.00	479	0.204	98	0.4	0.3	9.649	A
AB	249	62	0.00			249				
AC	174	44	0.00			174				
D-A	14	4	0.00	391	0.037	14	0.1	0.0	10.326	B
D-BC	247	62	0.00	345	0.716	279	10.9	3.1	68.354	F
C-ABD	77	19	0.00	533	0.145	78	0.2	0.2	7.984	A
C-D	168	42	0.00			168				
C-A	210	53	0.00			210				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	557	0.105	59	0.2	0.1	7.233	A
B-AD	391	98	0.00	580	0.675	489	26.9	2.4	69.280	F
A-BCD	82	20	0.00	531	0.153	82	0.3	0.2	8.177	A
A-B	208	52	0.00			208				
A-C	146	36	0.00			146				
D-A	12	3	0.00	453	0.027	12	0.0	0.0	8.817	A
D-BC	207	52	0.00	392	0.528	214	3.1	1.2	21.957	C
C-ABD	65	16	0.00	570	0.114	65	0.2	0.1	7.203	A
C-D	141	35	0.00			141				
C-A	176	44	0.00			176				

2038 | Future Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		113.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	113.54	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
D4	2038	Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd S		ONE HOUR	✓	558	100.000
B - Bartons Rd		ONE HOUR	✓	491	100.000
C - Horndean Rd N		ONE HOUR	✓	394	100.000
D - Emsworth Common Rd		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From A - Horndean Rd S	0	339	189	30
From B - Bartons Rd	225	0	105	161
From C - Horndean Rd N	239	59	0	96
From D - Emsworth Common Rd	47	300	109	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	2	1	0
	B - Bartons Rd	1	0	2	1
	C - Horndean Rd N	1	2	0	5
	D - Emsworth Common Rd	0	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	10.20	0.3	B	96	145
B-AD	0.87	48.44	5.3	E	354	531
ABCD	0.06	7.22	0.1	A	28	41
AB					311	467
AC					173	260
D-A	0.14	11.00	0.2	B	43	65
D-BC	1.27	475.51	55.4	F	375	563
C-ABD	0.16	10.42	0.2	B	54	81
C-D					88	132
C-A					219	329

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	605	0.131	78	0.0	0.2	6.965	A
B-AD	291	73	0.00	583	0.499	287	0.0	1.0	12.135	B
ABCD	23	6	0.00	604	0.037	22	0.0	0.0	6.188	A
AB	255	64	0.00			255				
AC	142	36	0.00			142				
D-A	35	9	0.00	457	0.077	35	0.0	0.1	8.538	A
D-BC	308	77	0.00	434	0.710	299	0.0	2.3	25.956	D
C-ABD	44	11	0.00	535	0.083	44	0.0	0.1	7.469	A
C-D	72	18	0.00			72				
C-A	180	45	0.00			180				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	560	0.169	94	0.2	0.2	7.885	A
B-AD	347	87	0.00	550	0.631	344	1.0	1.6	17.464	C
ABCD	27	7	0.00	574	0.047	27	0.0	0.0	6.575	A
AB	305	76	0.00			305				
AC	170	42	0.00			170				
D-A	42	11	0.00	409	0.103	42	0.1	0.1	9.803	A
D-BC	368	92	0.00	401	0.917	352	2.3	6.3	60.816	F
C-ABD	53	13	0.00	497	0.107	53	0.1	0.1	8.267	A
C-D	86	22	0.00			86				
C-A	215	54	0.00			215				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	495	0.233	115	0.2	0.3	9.649	A
B-AD	425	106	0.00	504	0.843	414	1.6	4.3	36.735	E
ABCD	33	8	0.00	534	0.062	33	0.0	0.1	7.182	A
AB	373	93	0.00			373				
AC	208	52	0.00			208				
D-A	52	13	0.00	381	0.136	52	0.1	0.2	10.937	B
D-BC	450	113	0.00	356	1.265	351	6.3	31.1	215.704	F
C-ABD	65	16	0.00	443	0.147	65	0.1	0.2	9.700	A
C-D	106	26	0.00			106				
C-A	263	66	0.00			263				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	475	0.243	116	0.3	0.3	10.203	B
B-AD	425	106	0.00	490	0.867	421	4.3	5.3	48.441	E
ABCD	33	8	0.00	531	0.062	33	0.1	0.1	7.223	A
AB	373	93	0.00			373				
AC	208	52	0.00			208				
D-A	52	13	0.00	379	0.136	52	0.2	0.2	10.995	B
D-BC	450	113	0.00	354	1.272	353	31.1	55.4	443.197	F
C-ABD	65	16	0.00	417	0.156	65	0.2	0.2	10.424	B
C-D	106	26	0.00			106				
C-A	263	66	0.00			263				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	0.00	519	0.182	95	0.3	0.2	8.663	A
B-AD	347	87	0.00	520	0.668	360	5.3	2.2	24.248	C
ABCD	27	7	0.00	570	0.047	27	0.1	0.1	6.636	A
AB	305	76	0.00			305				
AC	170	42	0.00			170				
D-A	42	11	0.00	399	0.106	42	0.2	0.1	10.101	B
D-BC	368	92	0.00	398	0.924	390	55.4	49.7	475.513	F
C-ABD	53	13	0.00	441	0.120	53	0.2	0.1	9.468	A
C-D	86	22	0.00			86				
C-A	215	54	0.00			215				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	570	0.139	79	0.2	0.2	7.494	A
B-AD	291	73	0.00	554	0.524	295	2.2	1.1	14.213	B
A-BCD	23	6	0.00	602	0.038	23	0.1	0.0	6.216	A
A-B	255	64	0.00			255				
A-C	142	36	0.00			142				
D-A	35	9	0.00	415	0.085	35	0.1	0.1	9.482	A
D-BC	308	77	0.00	432	0.713	423	49.7	20.8	305.796	F
C-ABD	44	11	0.00	483	0.092	45	0.1	0.1	8.376	A
C-D	72	18	0.00			72				
C-A	180	45	0.00			180				

2038 | Future Baseline + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		116.09	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	116.09	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	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	641	100.000
B - Bartons Rd		ONE HOUR	✓	615	100.000
C - Horndean Rd N		ONE HOUR	✓	513	100.000
D - Emsworth Common Rd		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	315	218	108
B - Bartons Rd	213	0	82	320
C - Horndean Rd N	239	87	0	187
D - Emsworth Common Rd	16	195	81	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	1	2	2
	B - Bartons Rd	2	0	0	6
	C - Horndean Rd N	2	1	0	4
	D - Emsworth Common Rd	8	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	9.16	0.2	A	75	113
B-AD	1.20	348.01	56.0	F	489	734
ABCD	0.28	11.41	0.4	B	101	151
AB					288	432
AC					199	299
D-A	0.05	11.69	0.1	B	15	22
D-BC	1.06	183.89	15.7	F	253	380
C-ABD	0.20	9.52	0.3	A	80	120
C-D					172	257
C-A					219	329

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	580	0.107	61	0.0	0.1	6.938	A
B-AD	401	100	0.00	574	0.700	392	0.0	2.3	19.852	C
ABCD	82	20	0.00	557	0.146	81	0.0	0.2	7.704	A
AB	237	59	0.00			237				
AC	164	41	0.00			164				
D-A	12	3	0.00	469	0.026	12	0.0	0.0	8.498	A
D-BC	208	52	0.00	398	0.522	203	0.0	1.1	18.907	C
C-ABD	66	16	0.00	561	0.117	65	0.0	0.1	7.326	A
C-D	141	35	0.00			141				
C-A	180	45	0.00			180				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	526	0.140	74	0.1	0.2	7.952	A
B-AD	479	120	0.00	540	0.888	465	2.3	5.8	43.552	E
ABCD	98	24	0.00	518	0.189	98	0.2	0.2	8.717	A
AB	283	71	0.00			283				
AC	196	49	0.00			196				
D-A	14	4	0.00	425	0.034	14	0.0	0.0	9.474	A
D-BC	248	62	0.00	358	0.694	244	1.1	2.1	31.915	D
C-ABD	78	20	0.00	529	0.148	78	0.1	0.2	8.067	A
C-D	168	42	0.00			168				
C-A	215	54	0.00			215				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	487	0.185	90	0.2	0.2	9.063	A
B-AD	587	147	0.00	493	1.190	485	5.8	31.2	157.681	F
ABCD	122	30	0.00	470	0.259	121	0.2	0.4	10.531	B
AB	345	86	0.00			345				
AC	239	60	0.00			239				
D-A	18	4	0.00	362	0.049	18	0.0	0.1	11.291	B
D-BC	304	76	0.00	301	1.008	276	2.1	9.1	98.974	F
C-ABD	96	24	0.00	485	0.198	96	0.2	0.2	9.328	A
C-D	206	51	0.00			206				
C-A	263	66	0.00			263				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	483	0.187	90	0.2	0.2	9.156	A
B-AD	587	147	0.00	489	1.200	488	31.2	56.0	331.069	F
ABCD	123	31	0.00	444	0.276	122	0.4	0.4	11.409	B
AB	345	86	0.00			345				
AC	239	60	0.00			239				
D-A	18	4	0.00	350	0.050	18	0.1	0.1	11.687	B
D-BC	304	76	0.00	286	1.062	277	9.1	15.7	183.886	F
C-ABD	96	24	0.00	478	0.201	96	0.2	0.3	9.519	A
C-D	206	51	0.00			206				
C-A	263	66	0.00			263				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	503	0.147	74	0.2	0.2	8.402	A
B-AD	479	120	0.00	531	0.903	521	56.0	45.5	348.012	F
ABCD	98	25	0.00	462	0.213	99	0.4	0.3	10.129	B
AB	283	71	0.00			283				
AC	196	49	0.00			196				
D-A	14	4	0.00	368	0.039	14	0.1	0.0	11.007	B
D-BC	248	62	0.00	325	0.763	293	15.7	4.4	121.646	F
C-ABD	78	20	0.00	513	0.152	79	0.3	0.2	8.368	A
C-D	168	42	0.00			168				
C-A	215	54	0.00			215				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	525	0.118	62	0.2	0.1	7.783	A
B-AD	401	100	0.00	571	0.703	558	45.5	6.3	176.813	F
A-BCD	82	20	0.00	508	0.161	82	0.3	0.2	8.628	A
A-B	237	59	0.00			237				
A-C	164	41	0.00			164				
D-A	12	3	0.00	434	0.028	12	0.0	0.0	9.208	A
D-BC	208	52	0.00	371	0.561	220	4.4	1.4	26.647	D
C-ABD	66	16	0.00	556	0.118	66	0.2	0.1	7.419	A
C-D	141	35	0.00			141				
C-A	180	45	0.00			180				

2038 | Future Baseline + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		143.63	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	143.63	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
D6	2038	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	585	100.000
B - Bartons Rd		ONE HOUR	✓	522	100.000
C - Horndean Rd N		ONE HOUR	✓	417	100.000
D - Emsworth Common Rd		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	356	199	30
	B - Bartons Rd	253	0	107	162
	C - Horndean Rd N	259	62	0	96
	D - Emsworth Common Rd	47	301	109	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	2	1	0
	B - Bartons Rd	1	0	2	1
	C - Horndean Rd N	1	2	0	5
	D - Emsworth Common Rd	0	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	10.93	0.4	B	98	147
B-AD	0.96	82.02	9.9	F	381	571
ABCD	0.06	7.49	0.1	A	28	41
A-B					327	490
A-C					183	274
D-A	0.14	11.38	0.2	B	43	65
D-BC	1.35	604.59	65.8	F	376	564
C-ABD	0.17	10.95	0.2	B	57	85
C-D					88	132
C-A					238	356

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	594	0.136	80	0.0	0.2	7.129	A
B-AD	312	78	0.00	576	0.542	308	0.0	1.2	13.336	B
ABCD	23	6	0.00	594	0.038	22	0.0	0.0	6.296	A
A-B	268	67	0.00			268				
A-C	150	37	0.00			150				
D-A	35	9	0.00	447	0.079	35	0.0	0.1	8.738	A
D-BC	309	77	0.00	422	0.731	299	0.0	2.5	28.106	D
C-ABD	47	12	0.00	530	0.088	46	0.0	0.1	7.587	A
C-D	72	18	0.00			72				
C-A	195	49	0.00			195				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	546	0.176	96	0.2	0.2	8.154	A
B-AD	373	93	0.00	542	0.688	369	1.2	2.1	20.623	C
ABCD	27	7	0.00	562	0.048	27	0.0	0.1	6.724	A
AB	320	80	0.00			320				
AC	179	45	0.00			179				
D-A	42	11	0.00	396	0.107	42	0.1	0.1	10.163	B
D-BC	369	92	0.00	387	0.953	348	2.5	7.6	71.543	F
C-ABD	56	14	0.00	490	0.114	56	0.1	0.1	8.446	A
C-D	86	22	0.00			86				
C-A	233	58	0.00			233				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	0.00	477	0.247	117	0.2	0.3	10.201	B
B-AD	457	114	0.00	494	0.925	438	2.1	6.9	52.302	F
ABCD	33	8	0.00	519	0.064	33	0.1	0.1	7.405	A
AB	392	98	0.00			392				
AC	219	55	0.00			219				
D-A	52	13	0.00	371	0.140	52	0.1	0.2	11.271	B
D-BC	451	113	0.00	339	1.333	336	7.6	36.6	261.360	F
C-ABD	68	17	0.00	434	0.157	68	0.1	0.2	10.035	B
C-D	106	26	0.00			106				
C-A	285	71	0.00			285				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	0.00	453	0.260	118	0.3	0.4	10.932	B
B-AD	457	114	0.00	477	0.957	445	6.9	9.9	82.022	F
ABCD	33	8	0.00	514	0.064	33	0.1	0.1	7.486	A
AB	392	98	0.00			392				
AC	219	55	0.00			219				
D-A	52	13	0.00	368	0.141	52	0.2	0.2	11.375	B
D-BC	451	113	0.00	335	1.347	335	36.6	65.8	542.913	F
C-ABD	68	17	0.00	403	0.169	68	0.2	0.2	10.953	B
C-D	106	26	0.00			106				
C-A	285	71	0.00			285				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	493	0.195	97	0.4	0.3	9.270	A
B-AD	373	93	0.00	506	0.737	400	9.9	3.2	40.182	E
ABCD	27	7	0.00	553	0.049	27	0.1	0.1	6.850	A
AB	320	80	0.00			320				
AC	179	45	0.00			179				
D-A	42	11	0.00	389	0.109	42	0.2	0.1	10.404	B
D-BC	369	92	0.00	381	0.968	375	65.8	64.2	604.589	F
C-ABD	56	14	0.00	424	0.132	56	0.2	0.2	9.989	A
C-D	86	22	0.00			86				
C-A	233	58	0.00			233				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	548	0.147	81	0.3	0.2	7.866	A
B-AD	312	78	0.00	540	0.579	319	3.2	1.4	16.980	C
A-BCD	23	6	0.00	591	0.038	23	0.1	0.0	6.340	A
A-B	268	67	0.00			268				
A-C	150	37	0.00			150				
D-A	35	9	0.00	408	0.087	35	0.1	0.1	9.662	A
D-BC	309	77	0.00	420	0.735	413	64.2	38.1	449.124	F
C-ABD	47	12	0.00	462	0.101	47	0.2	0.1	8.842	A
C-D	72	18	0.00			72				
C-A	195	49	0.00			195				

2038 | Future Baseline + CD + Proposed BaU | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		160.05	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	160.05	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	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	725	100.000
B - Bartons Rd		ONE HOUR	✓	657	100.000
C - Horndean Rd N		ONE HOUR	✓	537	100.000
D - Emsworth Common Rd		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	316	301	108
B - Bartons Rd	213	0	120	324
C - Horndean Rd N	258	92	0	187
D - Emsworth Common Rd	16	195	81	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	1	2	2
	B - Bartons Rd	2	0	0	6
	C - Horndean Rd N	2	1	0	4
	D - Emsworth Common Rd	8	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	10.93	0.4	B	110	165
B-AD	1.29	513.07	73.9	F	493	739
ABCD	0.29	11.93	0.4	B	101	152
A-B					289	433
A-C					275	413
D-A	0.05	11.98	0.1	B	15	22
D-BC	1.16	270.21	23.6	F	253	380
C-ABD	0.23	10.41	0.3	B	85	127
C-D					172	257
C-A					237	355

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	559	0.162	90	0.0	0.2	7.654	A
B-AD	404	101	0.00	554	0.730	394	0.0	2.6	22.266	C
ABCD	82	20	0.00	552	0.148	81	0.0	0.2	7.776	A
A-B	238	59	0.00			238				
A-C	226	57	0.00			226				
D-A	12	3	0.00	464	0.026	12	0.0	0.0	8.602	A
D-BC	208	52	0.00	385	0.539	203	0.0	1.2	20.164	C
C-ABD	69	17	0.00	544	0.127	69	0.0	0.1	7.637	A
C-D	141	35	0.00			141				
C-A	194	49	0.00			194				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	501	0.215	108	0.2	0.3	9.150	A
B-AD	483	121	0.00	516	0.935	462	2.6	7.7	55.315	F
ABCD	98	24	0.00	513	0.191	98	0.2	0.2	8.831	A
AB	284	71	0.00			284				
AC	270	68	0.00			270				
D-A	14	4	0.00	417	0.035	14	0.0	0.0	9.660	A
D-BC	248	62	0.00	342	0.726	243	1.2	2.4	36.235	E
C-ABD	83	21	0.00	509	0.163	83	0.1	0.2	8.526	A
C-D	168	42	0.00			168				
C-A	232	58	0.00			232				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	33	0.00	466	0.283	132	0.3	0.4	10.740	B
B-AD	591	148	0.00	464	1.274	460	7.7	40.5	208.909	F
ABCD	123	31	0.00	463	0.265	122	0.2	0.4	10.749	B
AB	346	87	0.00			346				
AC	330	82	0.00			330				
D-A	18	4	0.00	357	0.049	18	0.0	0.1	11.453	B
D-BC	304	76	0.00	281	1.080	265	2.4	12.2	128.592	F
C-ABD	102	25	0.00	461	0.220	101	0.2	0.3	10.096	B
C-D	206	51	0.00			206				
C-A	284	71	0.00			284				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	33	0.00	461	0.286	132	0.4	0.4	10.930	B
B-AD	591	148	0.00	458	1.290	458	40.5	73.9	451.130	F
ABCD	124	31	0.00	431	0.287	124	0.4	0.4	11.934	B
AB	345	86	0.00			345				
AC	329	82	0.00			329				
D-A	18	4	0.00	342	0.052	18	0.1	0.1	11.982	B
D-BC	304	76	0.00	262	1.161	258	12.2	23.6	270.213	F
C-ABD	102	25	0.00	451	0.225	102	0.3	0.3	10.408	B
C-D	206	51	0.00			206				
C-A	284	71	0.00			284				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	0.00	482	0.224	108	0.4	0.3	9.649	A
B-AD	483	121	0.00	503	0.960	496	73.9	70.6	513.066	F
ABCD	99	25	0.00	438	0.225	99	0.4	0.3	10.836	B
AB	283	71	0.00			283				
AC	270	67	0.00			270				
D-A	14	4	0.00	351	0.041	14	0.1	0.0	11.548	B
D-BC	248	62	0.00	299	0.829	287	23.6	14.0	240.414	F
C-ABD	83	21	0.00	485	0.171	83	0.3	0.2	9.049	A
C-D	168	42	0.00			168				
C-A	232	58	0.00			232				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	0.00	506	0.179	91	0.3	0.2	8.677	A
B-AD	404	101	0.00	546	0.741	538	70.6	37.3	364.693	F
A-BCD	82	20	0.00	477	0.172	82	0.3	0.2	9.317	A
A-B	238	59	0.00			238				
A-C	226	57	0.00			226				
D-A	12	3	0.00	399	0.030	12	0.0	0.0	10.061	B
D-BC	208	52	0.00	343	0.606	257	14.0	1.8	61.190	F
C-ABD	69	17	0.00	529	0.131	70	0.2	0.2	7.910	A
C-D	141	35	0.00			141				
C-A	194	49	0.00			194				

2038 | Future Baseline + CD + Proposed BaU | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		181.53	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	181.53	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
D8	2038	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	616	100.000
B - Bartons Rd		ONE HOUR	✓	535	100.000
C - Horndean Rd N		ONE HOUR	✓	506	100.000
D - Emsworth Common Rd		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	356	230	30
B - Bartons Rd	253	0	119	163
C - Horndean Rd N	320	90	0	96
D - Emsworth Common Rd	47	303	109	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	2	1	0
	B - Bartons Rd	1	0	2	1
	C - Horndean Rd N	1	2	0	5
	D - Emsworth Common Rd	0	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	11.81	0.4	B	109	164
B-AD	1.04	134.05	17.4	F	382	573
ABCD	0.07	7.85	0.1	A	28	41
AB					327	490
AC					211	317
D-A	0.15	11.89	0.2	B	43	65
D-BC	1.45	788.84	83.0	F	378	567
C-ABD	0.26	12.74	0.3	B	83	124
C-D					88	132
C-A					293	440

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	584	0.153	89	0.0	0.2	7.399	A
B-AD	313	78	0.00	555	0.564	308	0.0	1.3	14.451	B
ABCD	23	6	0.00	581	0.039	22	0.0	0.0	6.439	A
AB	268	67	0.00			268				
AC	173	43	0.00			173				
D-A	35	9	0.00	434	0.082	35	0.0	0.1	9.020	A
D-BC	310	78	0.00	408	0.760	299	0.0	2.8	31.365	D
C-ABD	68	17	0.00	523	0.129	67	0.0	0.2	8.038	A
C-D	72	18	0.00			72				
C-A	241	60	0.00			241				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	533	0.201	107	0.2	0.3	8.612	A
B-AD	374	93	0.00	516	0.724	369	1.3	2.4	23.946	C
ABCD	27	7	0.00	547	0.049	27	0.0	0.1	6.921	A
AB	320	80	0.00			320				
AC	207	52	0.00			207				
D-A	42	11	0.00	384	0.110	42	0.1	0.1	10.540	B
D-BC	370	93	0.00	370	1.002	342	2.8	9.9	89.817	F
C-ABD	81	20	0.00	482	0.168	81	0.2	0.2	9.139	A
C-D	86	22	0.00			86				
C-A	288	72	0.00			288				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	459	0.286	130	0.3	0.4	11.158	B
B-AD	458	115	0.00	462	0.992	427	2.4	10.2	72.482	F
ABCD	33	8	0.00	500	0.066	33	0.1	0.1	7.703	A
AB	392	98	0.00			392				
AC	253	63	0.00			253				
D-A	52	13	0.00	359	0.144	52	0.1	0.2	11.716	B
D-BC	454	113	0.00	318	1.428	316	9.9	44.3	333.839	F
C-ABD	99	25	0.00	423	0.235	99	0.2	0.3	11.315	B
C-D	106	26	0.00			106				
C-A	352	88	0.00			352				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	442	0.297	131	0.4	0.4	11.805	B
B-AD	458	115	0.00	442	1.036	429	10.2	17.4	134.047	F
ABCD	33	8	0.00	492	0.067	33	0.1	0.1	7.846	A
AB	392	98	0.00			392				
AC	253	63	0.00			253				
D-A	52	13	0.00	354	0.146	52	0.2	0.2	11.894	B
D-BC	454	113	0.00	312	1.454	312	44.3	79.8	691.275	F
C-ABD	100	25	0.00	388	0.257	100	0.3	0.3	12.742	B
C-D	106	26	0.00			106				
C-A	352	88	0.00			352				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	461	0.232	107	0.4	0.3	10.409	B
B-AD	374	93	0.00	473	0.791	424	17.4	4.8	86.244	F
ABCD	27	7	0.00	530	0.051	27	0.1	0.1	7.167	A
AB	320	80	0.00			320				
AC	207	52	0.00			207				
D-A	42	11	0.00	375	0.113	42	0.2	0.1	10.837	B
D-BC	370	93	0.00	358	1.034	357	79.8	83.0	788.835	F
C-ABD	81	20	0.00	402	0.202	81	0.3	0.3	11.476	B
C-D	86	22	0.00			86				
C-A	288	72	0.00			288				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	523	0.171	90	0.3	0.2	8.484	A
B-AD	313	78	0.00	508	0.617	325	4.8	1.7	21.129	C
A-BCD	23	6	0.00	576	0.039	23	0.1	0.0	6.503	A
A-B	268	67	0.00			268				
A-C	173	43	0.00			173				
D-A	35	9	0.00	399	0.089	36	0.1	0.1	9.904	A
D-BC	310	78	0.00	404	0.767	399	83.0	60.7	649.834	F
C-ABD	68	17	0.00	436	0.155	68	0.3	0.2	9.985	A
C-D	72	18	0.00			72				
C-A	241	60	0.00			241				

2038 | Future Baseline + CD + Proposed S2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		156.79	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	156.79	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	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	719	100.000
B - Bartons Rd		ONE HOUR	✓	655	100.000
C - Horndean Rd N		ONE HOUR	✓	534	100.000
D - Emsworth Common Rd		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	315	296	108
B - Bartons Rd	213	0	118	324
C - Horndean Rd N	256	91	0	187
D - Emsworth Common Rd	16	195	81	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	1	2	2
	B - Bartons Rd	2	0	0	6
	C - Horndean Rd N	2	1	0	4
	D - Emsworth Common Rd	8	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	10.81	0.4	B	108	162
B-AD	1.28	500.52	72.6	F	493	739
ABCD	0.29	11.89	0.4	B	101	152
AB					288	432
AC					271	406
D-A	0.05	11.96	0.1	B	15	22
D-BC	1.15	262.44	22.9	F	253	380
C-ABD	0.22	10.32	0.3	B	84	125
C-D					172	257
C-A					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	560	0.159	88	0.0	0.2	7.621	A
B-AD	404	101	0.00	556	0.728	394	0.0	2.5	22.083	C
ABCD	82	20	0.00	553	0.148	81	0.0	0.2	7.771	A
AB	237	59	0.00			237				
AC	223	56	0.00			223				
D-A	12	3	0.00	464	0.026	12	0.0	0.0	8.593	A
D-BC	208	52	0.00	386	0.538	203	0.0	1.2	20.059	C
C-ABD	69	17	0.00	545	0.126	68	0.0	0.1	7.606	A
C-D	141	35	0.00			141				
C-A	193	48	0.00			193				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	27	0.00	502	0.211	106	0.2	0.3	9.069	A
B-AD	483	121	0.00	518	0.932	463	2.5	7.5	54.374	F
ABCD	98	24	0.00	514	0.191	98	0.2	0.2	8.821	A
AB	283	71	0.00			283				
AC	266	66	0.00			266				
D-A	14	4	0.00	417	0.034	14	0.0	0.0	9.645	A
D-BC	248	62	0.00	343	0.723	243	1.2	2.4	35.858	E
C-ABD	82	20	0.00	510	0.160	82	0.1	0.2	8.480	A
C-D	168	42	0.00			168				
C-A	230	58	0.00			230				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	32	0.00	468	0.278	129	0.3	0.4	10.626	B
B-AD	591	148	0.00	467	1.267	462	7.5	39.8	204.833	F
ABCD	122	31	0.00	464	0.264	122	0.2	0.4	10.730	B
AB	345	86	0.00			345				
AC	324	81	0.00			324				
D-A	18	4	0.00	357	0.049	18	0.0	0.1	11.437	B
D-BC	304	76	0.00	283	1.074	266	2.4	11.9	125.938	F
C-ABD	100	25	0.00	463	0.217	100	0.2	0.3	10.019	B
C-D	206	51	0.00			206				
C-A	282	70	0.00			282				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	32	0.00	463	0.281	130	0.4	0.4	10.810	B
B-AD	591	148	0.00	461	1.283	460	39.8	72.6	441.843	F
ABCD	124	31	0.00	432	0.286	124	0.4	0.4	11.893	B
AB	344	86	0.00			344				
AC	324	81	0.00			324				
D-A	18	4	0.00	343	0.051	18	0.1	0.1	11.956	B
D-BC	304	76	0.00	264	1.153	260	11.9	22.9	262.438	F
C-ABD	100	25	0.00	453	0.222	100	0.3	0.3	10.318	B
C-D	206	51	0.00			206				
C-A	282	70	0.00			282				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	27	0.00	483	0.220	106	0.4	0.3	9.566	A
B-AD	483	121	0.00	505	0.956	498	72.6	68.8	500.520	F
ABCD	99	25	0.00	440	0.224	99	0.4	0.3	10.780	B
AB	282	71	0.00			282				
AC	265	66	0.00			265				
D-A	14	4	0.00	352	0.041	14	0.1	0.0	11.515	B
D-BC	248	62	0.00	301	0.824	288	22.9	12.9	229.261	F
C-ABD	82	20	0.00	487	0.168	82	0.3	0.2	8.982	A
C-D	168	42	0.00			168				
C-A	230	58	0.00			230				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	507	0.175	89	0.3	0.2	8.615	A
B-AD	404	101	0.00	548	0.738	540	68.8	35.0	350.018	F
A-BCD	82	20	0.00	479	0.171	82	0.3	0.2	9.263	A
A-B	237	59	0.00			237				
A-C	223	56	0.00			223				
D-A	12	3	0.00	402	0.030	12	0.0	0.0	9.975	A
D-BC	208	52	0.00	345	0.602	253	12.9	1.7	55.395	F
C-ABD	69	17	0.00	532	0.129	69	0.2	0.2	7.856	A
C-D	141	35	0.00			141				
C-A	193	48	0.00			193				

2038 | Future Baseline + CD + Proposed S2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		177.22	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	177.22	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
D10	2038	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	614	100.000
B - Bartons Rd		ONE HOUR	✓	534	100.000
C - Horndean Rd N		ONE HOUR	✓	494	100.000
D - Emsworth Common Rd		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	356	228	30
B - Bartons Rd	253	0	118	163
C - Horndean Rd N	312	86	0	96
D - Emsworth Common Rd	47	303	109	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	2	1	0
	B - Bartons Rd	1	0	2	1
	C - Horndean Rd N	1	2	0	5
	D - Emsworth Common Rd	0	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	11.73	0.4	B	108	162
B-AD	1.03	126.80	16.3	F	382	573
ABCD	0.07	7.80	0.1	A	28	41
AB					327	490
AC					209	314
D-A	0.15	11.82	0.2	B	43	65
D-BC	1.44	767.83	80.9	F	378	567
C-ABD	0.24	12.50	0.3	B	79	119
C-D					88	132
C-A					286	429

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	585	0.152	88	0.0	0.2	7.375	A
B-AD	313	78	0.00	557	0.562	308	0.0	1.2	14.319	B
ABCD	23	6	0.00	583	0.039	22	0.0	0.0	6.420	A
AB	268	67	0.00			268				
AC	172	43	0.00			172				
D-A	35	9	0.00	435	0.081	35	0.0	0.1	8.985	A
D-BC	310	78	0.00	410	0.757	299	0.0	2.8	30.996	D
C-ABD	65	16	0.00	524	0.124	64	0.0	0.1	7.980	A
C-D	72	18	0.00			72				
C-A	235	59	0.00			235				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	27	0.00	534	0.199	106	0.2	0.2	8.571	A
B-AD	374	93	0.00	519	0.720	369	1.2	2.4	23.525	C
ABCD	27	7	0.00	549	0.049	27	0.0	0.1	6.895	A
AB	320	80	0.00			320				
AC	205	51	0.00			205				
D-A	42	11	0.00	385	0.110	42	0.1	0.1	10.500	B
D-BC	370	93	0.00	372	0.996	343	2.8	9.6	87.725	F
C-ABD	77	19	0.00	483	0.160	77	0.1	0.2	9.048	A
C-D	86	22	0.00			86				
C-A	280	70	0.00			280				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	32	0.00	460	0.283	129	0.2	0.4	11.100	B
B-AD	458	115	0.00	465	0.984	429	2.4	9.7	69.802	F
ABCD	33	8	0.00	503	0.066	33	0.1	0.1	7.664	A
AB	392	98	0.00			392				
AC	251	63	0.00			251				
D-A	52	13	0.00	360	0.144	52	0.1	0.2	11.660	B
D-BC	454	113	0.00	320	1.417	318	9.6	43.5	325.221	F
C-ABD	95	24	0.00	424	0.224	95	0.2	0.3	11.143	B
C-D	106	26	0.00			106				
C-A	343	86	0.00			343				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	32	0.00	443	0.293	130	0.4	0.4	11.729	B
B-AD	458	115	0.00	446	1.027	432	9.7	16.3	126.795	F
ABCD	33	8	0.00	495	0.067	33	0.1	0.1	7.797	A
AB	392	98	0.00			392				
AC	251	63	0.00			251				
D-A	52	13	0.00	356	0.145	52	0.2	0.2	11.823	B
D-BC	454	113	0.00	315	1.441	314	43.5	78.3	673.949	F
C-ABD	95	24	0.00	389	0.245	95	0.3	0.3	12.499	B
C-D	106	26	0.00			106				
C-A	343	86	0.00			343				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	27	0.00	464	0.229	107	0.4	0.3	10.277	B
B-AD	374	93	0.00	477	0.785	421	16.3	4.5	78.083	F
ABCD	27	7	0.00	533	0.051	27	0.1	0.1	7.120	A
AB	320	80	0.00			320				
AC	205	51	0.00			205				
D-A	42	11	0.00	377	0.112	42	0.2	0.1	10.778	B
D-BC	370	93	0.00	361	1.026	360	78.3	80.9	767.827	F
C-ABD	77	19	0.00	404	0.192	78	0.3	0.2	11.276	B
C-D	86	22	0.00			86				
C-A	280	70	0.00			280				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	526	0.169	89	0.3	0.2	8.416	A
B-AD	313	78	0.00	511	0.612	325	4.5	1.7	20.491	C
A-BCD	23	6	0.00	578	0.039	23	0.1	0.0	6.483	A
A-B	268	67	0.00			268				
A-C	172	43	0.00			172				
D-A	35	9	0.00	400	0.088	36	0.1	0.1	9.869	A
D-BC	310	78	0.00	406	0.763	401	80.9	58.2	626.158	F
C-ABD	65	16	0.00	439	0.148	65	0.2	0.2	9.833	A
C-D	72	18	0.00			72				
C-A	235	59	0.00			235				

2038 | Future Baseline + CD + Proposed S3 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		152.48	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	152.48	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
D11	2038	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	707	100.000
B - Bartons Rd		ONE HOUR	✓	649	100.000
C - Horndean Rd N		ONE HOUR	✓	532	100.000
D - Emsworth Common Rd		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	315	284	108
B - Bartons Rd	213	0	112	324
C - Horndean Rd N	254	91	0	187
D - Emsworth Common Rd	16	196	81	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	1	2	2
	B - Bartons Rd	2	0	0	6
	C - Horndean Rd N	2	1	0	4
	D - Emsworth Common Rd	8	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	10.51	0.4	B	103	154
B-AD	1.27	481.50	70.6	F	493	739
ABCD	0.29	11.84	0.4	B	101	151
AB					288	432
AC					260	390
D-A	0.05	11.92	0.1	B	15	22
D-BC	1.14	254.08	22.3	F	254	381
C-ABD	0.22	10.22	0.3	B	84	125
C-D					172	257
C-A					233	350

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	0.00	563	0.150	84	0.0	0.2	7.496	A
B-AD	404	101	0.00	558	0.725	394	0.0	2.5	21.798	C
ABCD	82	20	0.00	553	0.147	81	0.0	0.2	7.765	A
AB	237	59	0.00			237				
AC	214	53	0.00			214				
D-A	12	3	0.00	465	0.026	12	0.0	0.0	8.586	A
D-BC	209	52	0.00	388	0.538	204	0.0	1.2	19.962	C
C-ABD	69	17	0.00	548	0.125	68	0.0	0.1	7.570	A
C-D	141	35	0.00			141				
C-A	191	48	0.00			191				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	506	0.199	100	0.2	0.2	8.876	A
B-AD	483	121	0.00	521	0.927	464	2.5	7.3	52.924	F
ABCD	98	24	0.00	514	0.190	98	0.2	0.2	8.811	A
AB	283	71	0.00			283				
AC	255	64	0.00			255				
D-A	14	4	0.00	418	0.034	14	0.0	0.0	9.631	A
D-BC	249	62	0.00	345	0.721	244	1.2	2.4	35.508	E
C-ABD	82	20	0.00	513	0.160	82	0.1	0.2	8.429	A
C-D	168	42	0.00			168				
C-A	228	57	0.00			228				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	471	0.262	123	0.2	0.3	10.342	B
B-AD	591	148	0.00	470	1.258	465	7.3	38.8	198.548	F
ABCD	122	31	0.00	464	0.264	122	0.2	0.4	10.710	B
AB	345	86	0.00			345				
AC	311	78	0.00			311				
D-A	18	4	0.00	358	0.049	18	0.0	0.1	11.420	B
D-BC	305	76	0.00	286	1.068	268	2.4	11.7	123.196	F
C-ABD	100	25	0.00	466	0.216	100	0.2	0.3	9.932	A
C-D	206	51	0.00			206				
C-A	280	70	0.00			280				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	466	0.265	123	0.3	0.4	10.508	B
B-AD	591	148	0.00	465	1.273	464	38.8	70.6	427.603	F
ABCD	124	31	0.00	433	0.285	123	0.4	0.4	11.840	B
AB	344	86	0.00			344				
AC	310	78	0.00			310				
D-A	18	4	0.00	344	0.051	18	0.1	0.1	11.924	B
D-BC	305	76	0.00	267	1.143	263	11.7	22.3	254.085	F
C-ABD	100	25	0.00	456	0.220	100	0.3	0.3	10.219	B
C-D	206	51	0.00			206				
C-A	280	70	0.00			280				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	486	0.207	101	0.4	0.3	9.363	A
B-AD	483	121	0.00	508	0.949	501	70.6	66.0	481.504	F
ABCD	99	25	0.00	442	0.223	99	0.4	0.3	10.705	B
AB	282	71	0.00			282				
AC	255	64	0.00			255				
D-A	14	4	0.00	353	0.041	14	0.1	0.0	11.476	B
D-BC	249	62	0.00	304	0.818	291	22.3	11.8	217.384	F
C-ABD	82	20	0.00	491	0.167	82	0.3	0.2	8.909	A
C-D	168	42	0.00			168				
C-A	228	57	0.00			228				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	0.00	510	0.165	85	0.3	0.2	8.473	A
B-AD	404	101	0.00	551	0.734	542	66.0	31.6	328.112	F
A-BCD	82	20	0.00	482	0.169	82	0.3	0.2	9.184	A
A-B	237	59	0.00			237				
A-C	214	53	0.00			214				
D-A	12	3	0.00	406	0.030	12	0.0	0.0	9.880	A
D-BC	209	52	0.00	348	0.599	249	11.8	1.7	49.875	E
C-ABD	69	17	0.00	535	0.128	69	0.2	0.1	7.802	A
C-D	141	35	0.00			141				
C-A	191	48	0.00			191				

2038 | Future Baseline + CD + Proposed S3 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		173.75	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	173.75	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
D12	2038	Future Baseline + 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 (%)
A - Horndean Rd S		ONE HOUR	✓	613	100.000
B - Bartons Rd		ONE HOUR	✓	534	100.000
C - Horndean Rd N		ONE HOUR	✓	484	100.000
D - Emsworth Common Rd		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
From				
A - Horndean Rd S	0	356	227	30
B - Bartons Rd	253	0	118	163
C - Horndean Rd N	305	83	0	96
D - Emsworth Common Rd	47	303	109	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		A - Horndean Rd S	B - Bartons Rd	C - Horndean Rd N	D - Emsworth Common Rd
	A - Horndean Rd S	0	2	1	0
	B - Bartons Rd	1	0	2	1
	C - Horndean Rd N	1	2	0	5
	D - Emsworth Common Rd	0	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	11.71	0.4	B	108	162
B-AD	1.02	121.51	15.6	F	382	573
ABCD	0.07	7.76	0.1	A	28	41
AB					327	490
AC					208	312
D-A	0.14	11.76	0.2	B	43	65
D-BC	1.43	750.96	79.2	F	378	567
C-ABD	0.24	12.33	0.3	B	76	114
C-D					88	132
C-A					280	420

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	586	0.152	88	0.0	0.2	7.368	A
B-AD	313	78	0.00	559	0.560	308	0.0	1.2	14.126	B
ABCD	23	6	0.00	584	0.039	22	0.0	0.0	6.404	A
AB	268	67	0.00			268				
AC	171	43	0.00			171				
D-A	35	9	0.00	437	0.081	35	0.0	0.1	8.954	A
D-BC	310	78	0.00	411	0.755	299	0.0	2.8	30.698	D
C-ABD	62	16	0.00	524	0.119	62	0.0	0.1	7.942	A
C-D	72	18	0.00			72				
C-A	230	57	0.00			230				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	27	0.00	535	0.198	106	0.2	0.2	8.556	A
B-AD	374	93	0.00	522	0.717	370	1.2	2.4	23.217	C
ABCD	27	7	0.00	551	0.049	27	0.0	0.1	6.872	A
AB	320	80	0.00			320				
AC	204	51	0.00			204				
D-A	42	11	0.00	386	0.109	42	0.1	0.1	10.466	B
D-BC	370	93	0.00	373	0.992	344	2.8	9.4	86.016	F
C-ABD	75	19	0.00	483	0.155	74	0.1	0.2	8.985	A
C-D	86	22	0.00			86				
C-A	274	69	0.00			274				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	32	0.00	460	0.282	129	0.2	0.4	11.080	B
B-AD	458	115	0.00	468	0.978	430	2.4	9.4	67.838	F
ABCD	33	8	0.00	505	0.065	33	0.1	0.1	7.630	A
AB	392	98	0.00			392				
AC	250	62	0.00			250				
D-A	52	13	0.00	362	0.143	52	0.1	0.2	11.606	B
D-BC	454	113	0.00	322	1.409	320	9.4	42.8	318.313	F
C-ABD	92	23	0.00	424	0.216	91	0.2	0.3	11.022	B
C-D	106	26	0.00			106				
C-A	336	84	0.00			336				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	32	0.00	443	0.293	130	0.4	0.4	11.707	B
B-AD	458	115	0.00	449	1.020	433	9.4	15.6	121.513	F
ABCD	33	8	0.00	497	0.066	33	0.1	0.1	7.756	A
AB	392	98	0.00			392				
AC	250	62	0.00			250				
D-A	52	13	0.00	358	0.145	52	0.2	0.2	11.763	B
D-BC	454	113	0.00	317	1.431	317	42.8	77.0	660.065	F
C-ABD	92	23	0.00	389	0.236	92	0.3	0.3	12.328	B
C-D	106	26	0.00			106				
C-A	336	84	0.00			336				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	27	0.00	467	0.227	107	0.4	0.3	10.203	B
B-AD	374	93	0.00	480	0.780	419	15.6	4.3	72.444	F
ABCD	27	7	0.00	535	0.050	27	0.1	0.1	7.085	A
AB	320	80	0.00			320				
AC	204	51	0.00			204				
D-A	42	11	0.00	378	0.112	42	0.2	0.1	10.729	B
D-BC	370	93	0.00	363	1.020	362	77.0	79.2	750.959	F
C-ABD	75	19	0.00	405	0.184	75	0.3	0.2	11.133	B
C-D	86	22	0.00			86				
C-A	274	69	0.00			274				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	528	0.168	89	0.3	0.2	8.379	A
B-AD	313	78	0.00	514	0.609	324	4.3	1.7	20.045	C
A-BCD	23	6	0.00	580	0.039	23	0.1	0.0	6.464	A
A-B	268	67	0.00			268				
A-C	171	43	0.00			171				
D-A	35	9	0.00	401	0.088	36	0.1	0.1	9.841	A
D-BC	310	78	0.00	408	0.761	403	79.2	56.1	607.278	F
C-ABD	63	16	0.00	441	0.142	63	0.2	0.2	9.720	A
C-D	72	18	0.00			72				
C-A	230	57	0.00			230				

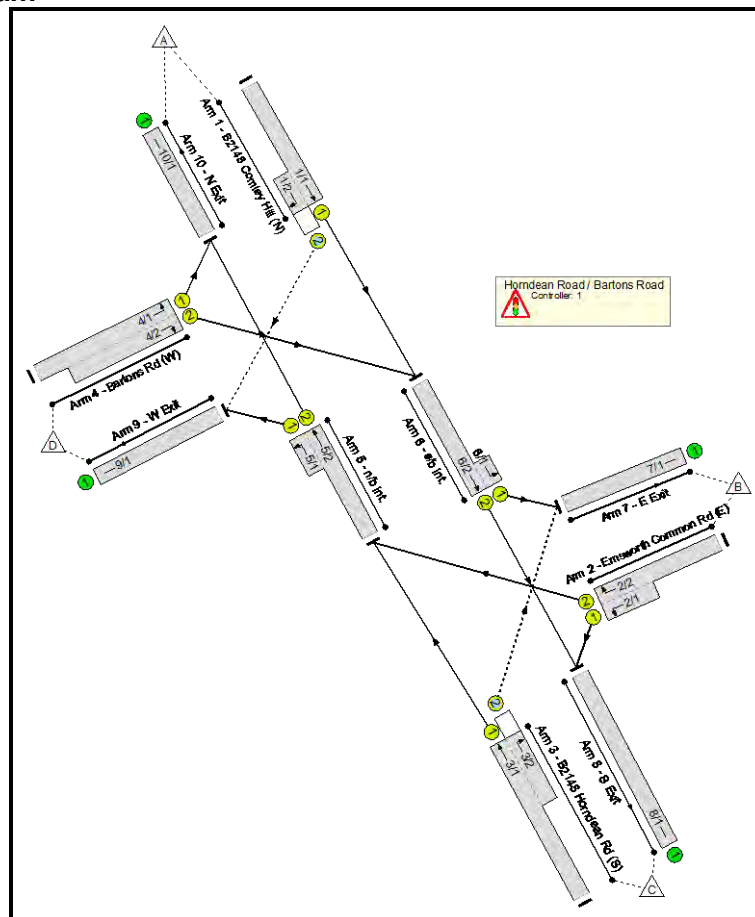
Full Input Data And Results

Full Input Data And Results

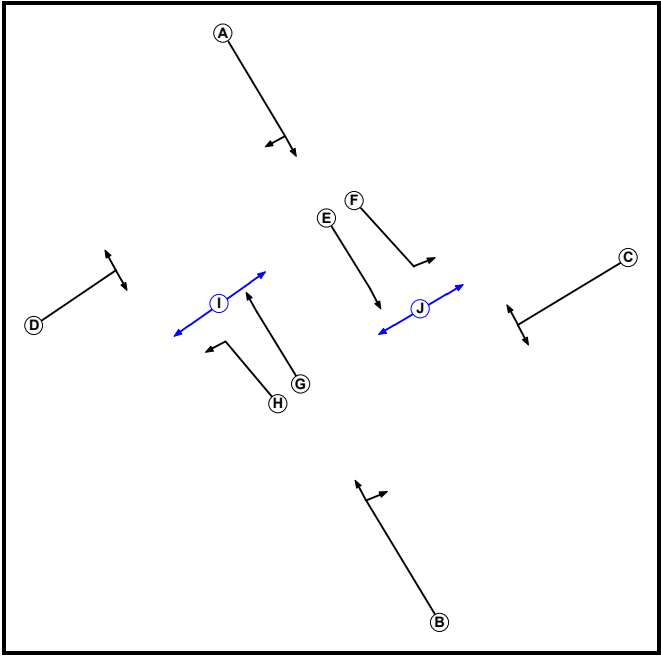
User and Project Details

Project:	Southleigh, Havant
Title:	Horndean Road / Bartons Road - Mitigation
Location:	
Additional detail:	
File name:	332310755 - Horndean Rd-Bartons Rd Miti 251120.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1
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	Traffic		7	3
F	Traffic		7	7
G	Traffic		7	3
H	Traffic		7	7
I	Pedestrian		6	6
J	Pedestrian		6	6

Full Input Data And Results

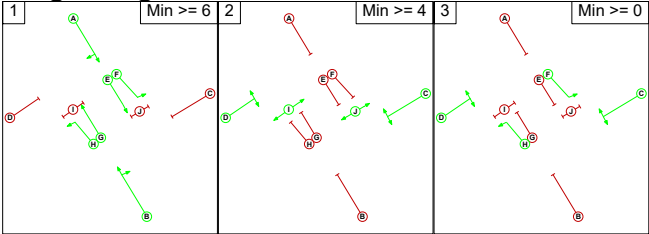
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

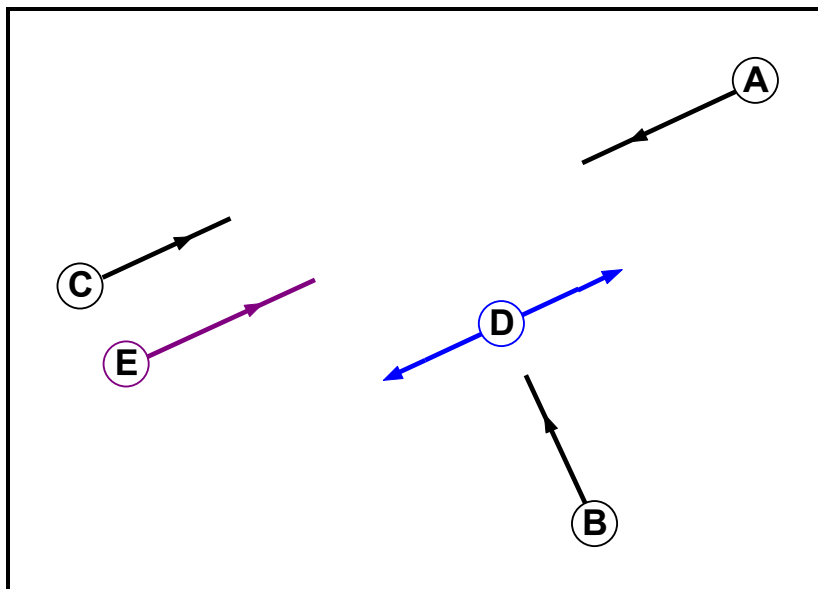
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	4	4
1	2	F	Losing	4	4
1	2	G	Losing	4	4
1	2	H	Losing	4	4
1	3	E	Losing	4	4
1	3	G	Losing	4	4

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	
	1		11	11
	2	8		8
	3	7	5	

C2

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	Pedestrian		5	5
E	Ind. Arrow	C	4	4

Phase Intergreens Matrix

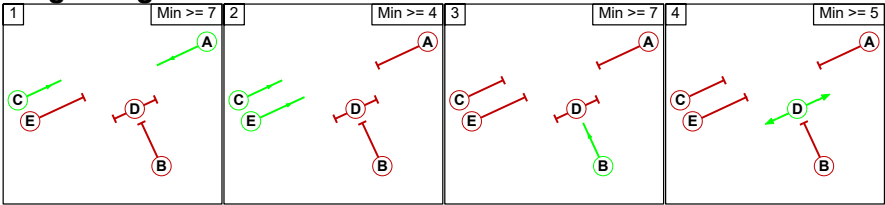
	Starting Phase					
		A	B	C	D	E
	A		5	-	10	5
	B	5		5	10	5
	C	-	5		10	-
	D	10	10	10		5
	E	5	5	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C E
3	B
4	D

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			
From Stage		1	2	3	4
	1		5	5	10
	2	5		5	10
	3	5	5		10
	4	10	X	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Horndean Road / Bartons Road											
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 (B2148 Comley Hill (N))	9/1 (Right)	1439	0	5/2	1.09	All	2.00	-	0.50	2	2.00
				5/1	1.09	All					
3/2 (B2148 Horndean Rd (S))	7/1 (Right)	1439	0	6/2	1.09	All	2.00	-	0.50	2	2.00
				6/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Horndean Road / Bartons Road												
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 (B2148 Comley Hill (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
1/2 (B2148 Comley Hill (N))	O	A	2	3	3.5	Geom	-	3.00	0.00	Y	Arm 9 Right	15.00
2/1 (Emsworth Common Rd (E))	U	C	2	3	4.9	Geom	-	4.40	0.00	Y	Arm 8 Left	12.00
2/2 (Emsworth Common Rd (E))	U	C	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Right	15.00
3/1 (B2148 Horndean Rd (S))	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Ahead	Inf
3/2 (B2148 Horndean Rd (S))	O	B	2	3	6.6	Geom	-	3.50	0.00	Y	Arm 7 Right	15.00
4/1 (Bartons Rd (W))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 10 Left	12.00
4/2 (Bartons Rd (W))	U	D	2	3	10.8	Geom	-	3.00	0.00	Y	Arm 6 Right	15.00
5/1 (n/b int.)	U	H	2	3	3.5	Geom	-	3.40	0.00	Y	Arm 9 Left	15.00
5/2 (n/b int.)	U	G	2	3	5.2	Geom	-	3.40	0.00	N	Arm 10 Ahead	Inf
6/1 (s/b int.)	U	F	2	3	2.4	Geom	-	3.60	0.00	Y	Arm 7 Left	15.00
6/2 (s/b int.)	U	E	2	3	4.5	Geom	-	3.60	0.00	N	Arm 8 Ahead	Inf
7/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (N Exit)	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 S3 DS + - AM'	08:00	09:00	01:00	
6: '2038 + Dev S3 DS + - PM'	17:00	18:00	01:00	

Scenario 1: '2038 - Dev S1 - BaU - AM' (FG1: '2038 + Dev S1 BaU - AM', Plan 1: '9-Network Control Plan 1 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	187	258	92	537
	B	81	0	16	195	292
	C	301	108	0	315	724
	D	120	324	213	0	657
	Tot.	502	619	487	602	2210

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2038 - Dev S1 - BaU - AM
Junction: Horndean Road / Bartons Road	
1/1 (with short)	537(In) 445(Out)
1/2 (short)	92
2/1 (short)	16
2/2 (with short)	292(In) 276(Out)
3/1 (with short)	724(In) 616(Out)
3/2 (short)	108
4/1 (with short)	657(In) 120(Out)
4/2 (short)	537
5/1 (short)	510
5/2 (with short)	892(In) 382(Out)
6/1 (short)	511
6/2 (with short)	982(In) 471(Out)
7/1	619
8/1	487
9/1	602
10/1	502

Lane Saturation Flows

Junction: Horndean Road / Bartons Road								
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 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 9 Right	15.00	100.0 %	1741	1741
2/1 (Emsworth Common Rd (E))	4.40	0.00	Y	Arm 8 Left	12.00	100.0 %	1827	1827
2/2 (Emsworth Common Rd (E))	3.40	0.00	Y	Arm 5 Right	15.00	100.0 %	1777	1777
3/1 (B2148 Horndean Rd (S))	3.60	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1975	1975
3/2 (B2148 Horndean Rd (S))	3.50	0.00	Y	Arm 7 Right	15.00	100.0 %	1786	1786
4/1 (Bartons Rd (W))	3.00	0.00	Y	Arm 10 Left	12.00	100.0 %	1702	1702
4/2 (Bartons Rd (W))	3.00	0.00	Y	Arm 6 Right	15.00	100.0 %	1741	1741
5/1 (n/b int.)	3.40	0.00	Y	Arm 9 Left	15.00	100.0 %	1777	1777
5/2 (n/b int.)	3.40	0.00	N	Arm 10 Ahead	Inf	100.0 %	2095	2095
6/1 (s/b int.)	3.60	0.00	Y	Arm 7 Left	15.00	100.0 %	1795	1795
6/2 (s/b int.)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2038 - Dev S1 - BaU - PM' (FG2: '2038 + Dev S1 BaU - PM', Plan 1: '9-Network Control Plan 1 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	96	320	90	506
	B	109	0	47	303	459
	C	230	30	0	356	616
	D	119	163	253	0	535
	Tot.	458	289	620	749	2116

Traffic Lane Flows

Lane	Scenario 2: 2038 - Dev S1 - BaU - PM
Junction: Horndean Road / Bartons Road	
1/1 (with short)	506(In) 416(Out)
1/2 (short)	90
2/1 (short)	47
2/2 (with short)	459(In) 412(Out)
3/1 (with short)	616(In) 586(Out)
3/2 (short)	30
4/1 (with short)	535(In) 119(Out)
4/2 (short)	416
5/1 (short)	659
5/2 (with short)	998(In) 339(Out)
6/1 (short)	259
6/2 (with short)	832(In) 573(Out)
7/1	289
8/1	620
9/1	749
10/1	458

Lane Saturation Flows

Junction: Horndean Road / Bartons Road								
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 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 9 Right	15.00	100.0 %	1741	1741
2/1 (Emsworth Common Rd (E))	4.40	0.00	Y	Arm 8 Left	12.00	100.0 %	1827	1827
2/2 (Emsworth Common Rd (E))	3.40	0.00	Y	Arm 5 Right	15.00	100.0 %	1777	1777
3/1 (B2148 Horndean Rd (S))	3.60	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1975	1975
3/2 (B2148 Horndean Rd (S))	3.50	0.00	Y	Arm 7 Right	15.00	100.0 %	1786	1786
4/1 (Bartons Rd (W))	3.00	0.00	Y	Arm 10 Left	12.00	100.0 %	1702	1702
4/2 (Bartons Rd (W))	3.00	0.00	Y	Arm 6 Right	15.00	100.0 %	1741	1741
5/1 (n/b int.)	3.40	0.00	Y	Arm 9 Left	15.00	100.0 %	1777	1777
5/2 (n/b int.)	3.40	0.00	N	Arm 10 Ahead	Inf	100.0 %	2095	2095
6/1 (s/b int.)	3.60	0.00	Y	Arm 7 Left	15.00	100.0 %	1795	1795
6/2 (s/b int.)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2038 - Dev S2 - DS - AM' (FG3: '2038 + Dev S2 DS - AM', Plan 1: '9-Network Control Plan 1 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	187	256	91	534
	B	81	0	16	195	292
	C	296	108	0	315	719
	D	118	324	213	0	655
	Tot.	495	619	485	601	2200

Traffic Lane Flows

Lane	Scenario 3: 2038 - Dev S2 - DS - AM
Junction: Horndean Road / Bartons Road	
1/1 (with short)	534(In) 443(Out)
1/2 (short)	91
2/1 (short)	16
2/2 (with short)	292(In) 276(Out)
3/1 (with short)	719(In) 611(Out)
3/2 (short)	108
4/1 (with short)	655(In) 118(Out)
4/2 (short)	537
5/1 (short)	510
5/2 (with short)	887(In) 377(Out)
6/1 (short)	511
6/2 (with short)	980(In) 469(Out)
7/1	619
8/1	485
9/1	601
10/1	495

Lane Saturation Flows

Junction: Horndean Road / Bartons Road								
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 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 9 Right	15.00	100.0 %	1741	1741
2/1 (Emsworth Common Rd (E))	4.40	0.00	Y	Arm 8 Left	12.00	100.0 %	1827	1827
2/2 (Emsworth Common Rd (E))	3.40	0.00	Y	Arm 5 Right	15.00	100.0 %	1777	1777
3/1 (B2148 Horndean Rd (S))	3.60	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1975	1975
3/2 (B2148 Horndean Rd (S))	3.50	0.00	Y	Arm 7 Right	15.00	100.0 %	1786	1786
4/1 (Bartons Rd (W))	3.00	0.00	Y	Arm 10 Left	12.00	100.0 %	1702	1702
4/2 (Bartons Rd (W))	3.00	0.00	Y	Arm 6 Right	15.00	100.0 %	1741	1741
5/1 (n/b int.)	3.40	0.00	Y	Arm 9 Left	15.00	100.0 %	1777	1777
5/2 (n/b int.)	3.40	0.00	N	Arm 10 Ahead	Inf	100.0 %	2095	2095
6/1 (s/b int.)	3.60	0.00	Y	Arm 7 Left	15.00	100.0 %	1795	1795
6/2 (s/b int.)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2038 - Dev S2 - DS - PM' (FG4: '2038 + Dev S2 DS - PM', Plan 1: '9-Network Control Plan 1 AM')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	96	312	86	494
	B	109	0	47	303	459
	C	228	30	0	356	614
	D	118	163	253	0	534
	Tot.	455	289	612	745	2101

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 - Dev S2 - DS - PM
Junction: Horndean Road / Bartons Road	
1/1 (with short)	494(In) 408(Out)
1/2 (short)	86
2/1 (short)	47
2/2 (with short)	459(In) 412(Out)
3/1 (with short)	614(In) 584(Out)
3/2 (short)	30
4/1 (with short)	534(In) 118(Out)
4/2 (short)	416
5/1 (short)	659
5/2 (with short)	996(In) 337(Out)
6/1 (short)	259
6/2 (with short)	824(In) 565(Out)
7/1	289
8/1	612
9/1	745
10/1	455

Lane Saturation Flows

Junction: Horndean Road / Bartons Road								
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 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 9 Right	15.00	100.0 %	1741	1741
2/1 (Emsworth Common Rd (E))	4.40	0.00	Y	Arm 8 Left	12.00	100.0 %	1827	1827
2/2 (Emsworth Common Rd (E))	3.40	0.00	Y	Arm 5 Right	15.00	100.0 %	1777	1777
3/1 (B2148 Horndean Rd (S))	3.60	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1975	1975
3/2 (B2148 Horndean Rd (S))	3.50	0.00	Y	Arm 7 Right	15.00	100.0 %	1786	1786
4/1 (Bartons Rd (W))	3.00	0.00	Y	Arm 10 Left	12.00	100.0 %	1702	1702
4/2 (Bartons Rd (W))	3.00	0.00	Y	Arm 6 Right	15.00	100.0 %	1741	1741
5/1 (n/b int.)	3.40	0.00	Y	Arm 9 Left	15.00	100.0 %	1777	1777
5/2 (n/b int.)	3.40	0.00	N	Arm 10 Ahead	Inf	100.0 %	2095	2095
6/1 (s/b int.)	3.60	0.00	Y	Arm 7 Left	15.00	100.0 %	1795	1795
6/2 (s/b int.)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2038 - Dev S3 - DS+ - AM' (FG5: '2038 + Dev S3 DS + - AM', Plan 1: '9-Network Control Plan 1 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	187	254	91	532
	B	81	0	16	196	293
	C	284	108	0	315	707
	D	112	324	213	0	649
	Tot.	477	619	483	602	2181

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2038 - Dev S3 - DS+ - AM
Junction: Horndean Road / Bartons Road	
1/1 (with short)	532(In) 441(Out)
1/2 (short)	91
2/1 (short)	16
2/2 (with short)	293(In) 277(Out)
3/1 (with short)	707(In) 599(Out)
3/2 (short)	108
4/1 (with short)	649(In) 112(Out)
4/2 (short)	537
5/1 (short)	511
5/2 (with short)	876(In) 365(Out)
6/1 (short)	511
6/2 (with short)	978(In) 467(Out)
7/1	619
8/1	483
9/1	602
10/1	477

Lane Saturation Flows

Junction: Horndean Road / Bartons Road								
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 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 9 Right	15.00	100.0 %	1741	1741
2/1 (Emsworth Common Rd (E))	4.40	0.00	Y	Arm 8 Left	12.00	100.0 %	1827	1827
2/2 (Emsworth Common Rd (E))	3.40	0.00	Y	Arm 5 Right	15.00	100.0 %	1777	1777
3/1 (B2148 Horndean Rd (S))	3.60	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1975	1975
3/2 (B2148 Horndean Rd (S))	3.50	0.00	Y	Arm 7 Right	15.00	100.0 %	1786	1786
4/1 (Bartons Rd (W))	3.00	0.00	Y	Arm 10 Left	12.00	100.0 %	1702	1702
4/2 (Bartons Rd (W))	3.00	0.00	Y	Arm 6 Right	15.00	100.0 %	1741	1741
5/1 (n/b int.)	3.40	0.00	Y	Arm 9 Left	15.00	100.0 %	1777	1777
5/2 (n/b int.)	3.40	0.00	N	Arm 10 Ahead	Inf	100.0 %	2095	2095
6/1 (s/b int.)	3.60	0.00	Y	Arm 7 Left	15.00	100.0 %	1795	1795
6/2 (s/b int.)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2038 - Dev S3 - DS+ - PM' (FG6: '2038 + Dev S3 DS + - PM', Plan 1: '9-Network Control Plan 1 AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	96	305	83	484
	B	109	0	47	303	459
	C	227	30	0	356	613
	D	118	163	253	0	534
	Tot.	454	289	605	742	2090

Full Input Data And Results

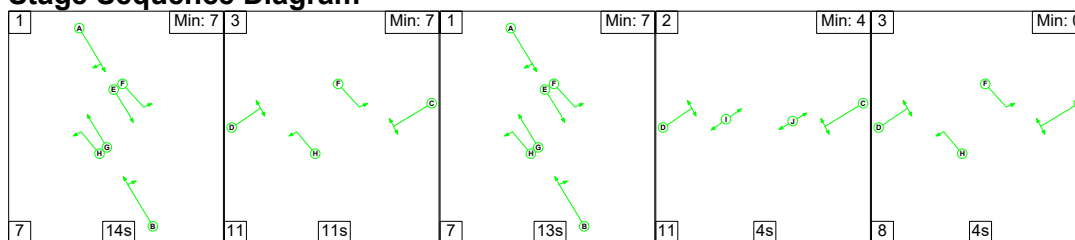
Traffic Lane Flows

Lane	Scenario 6: 2038 - Dev S3 - DS+ - PM
Junction: Horndean Road / Bartons Road	
1/1 (with short)	484(In) 401(Out)
1/2 (short)	83
2/1 (short)	47
2/2 (with short)	459(In) 412(Out)
3/1 (with short)	613(In) 583(Out)
3/2 (short)	30
4/1 (with short)	534(In) 118(Out)
4/2 (short)	416
5/1 (short)	659
5/2 (with short)	995(In) 336(Out)
6/1 (short)	259
6/2 (with short)	817(In) 558(Out)
7/1	289
8/1	605
9/1	742
10/1	454

Lane Saturation Flows

Junction: Horndean Road / Bartons Road								
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 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
1/2 (B2148 Comley Hill (N))	3.00	0.00	Y	Arm 9 Right	15.00	100.0 %	1741	1741
2/1 (Emsworth Common Rd (E))	4.40	0.00	Y	Arm 8 Left	12.00	100.0 %	1827	1827
2/2 (Emsworth Common Rd (E))	3.40	0.00	Y	Arm 5 Right	15.00	100.0 %	1777	1777
3/1 (B2148 Horndean Rd (S))	3.60	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1975	1975
3/2 (B2148 Horndean Rd (S))	3.50	0.00	Y	Arm 7 Right	15.00	100.0 %	1786	1786
4/1 (Bartons Rd (W))	3.00	0.00	Y	Arm 10 Left	12.00	100.0 %	1702	1702
4/2 (Bartons Rd (W))	3.00	0.00	Y	Arm 6 Right	15.00	100.0 %	1741	1741
5/1 (n/b int.)	3.40	0.00	Y	Arm 9 Left	15.00	100.0 %	1777	1777
5/2 (n/b int.)	3.40	0.00	N	Arm 10 Ahead	Inf	100.0 %	2095	2095
6/1 (s/b int.)	3.60	0.00	Y	Arm 7 Left	15.00	100.0 %	1795	1795
6/2 (s/b int.)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
7/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

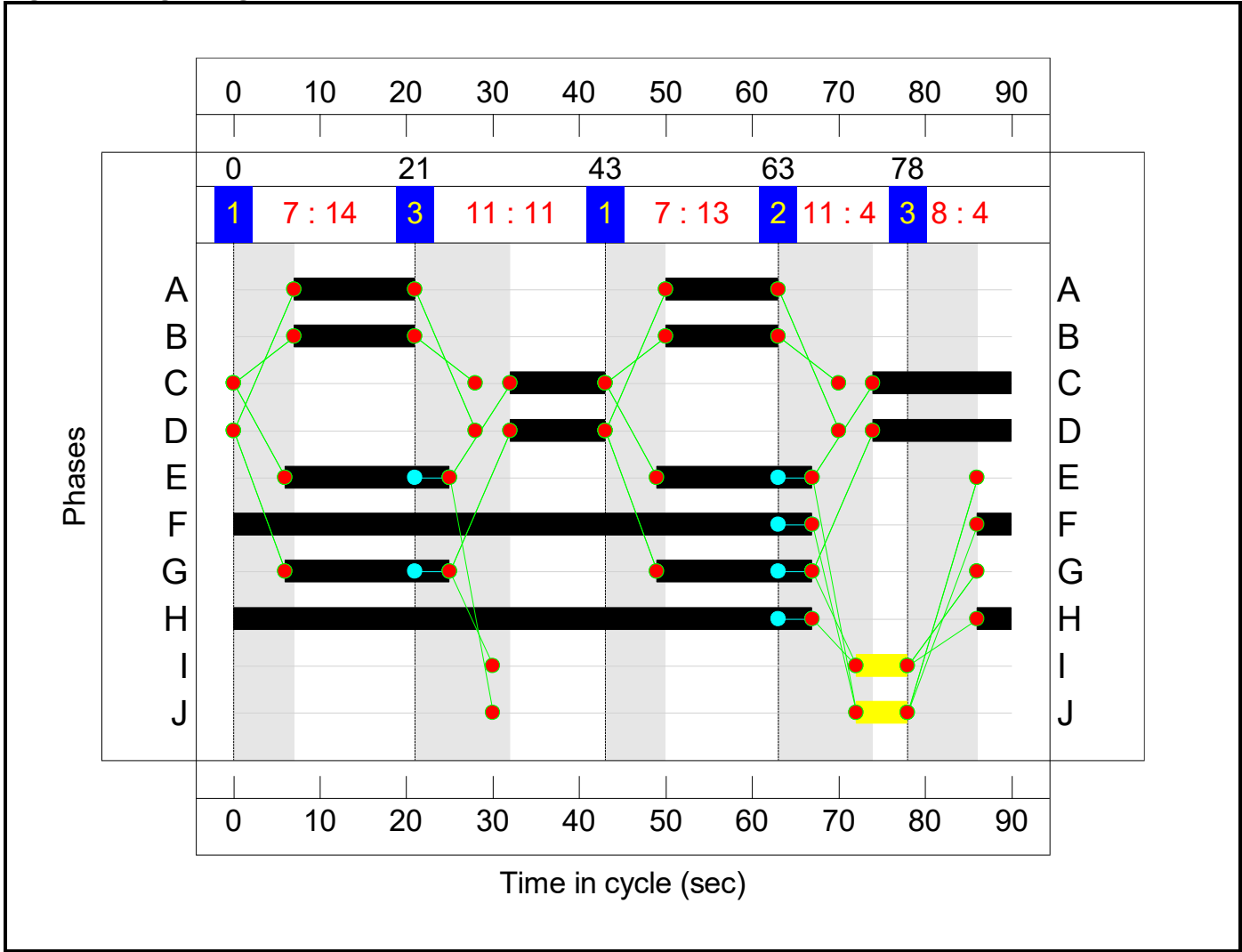
Scenario 1: '2038 - Dev S1 - BaU - AM' (FG1: '2038 + Dev S1 BaU - AM', Plan 1: '9-Network Control Plan 1 AM')
C1

Stage Sequence Diagram

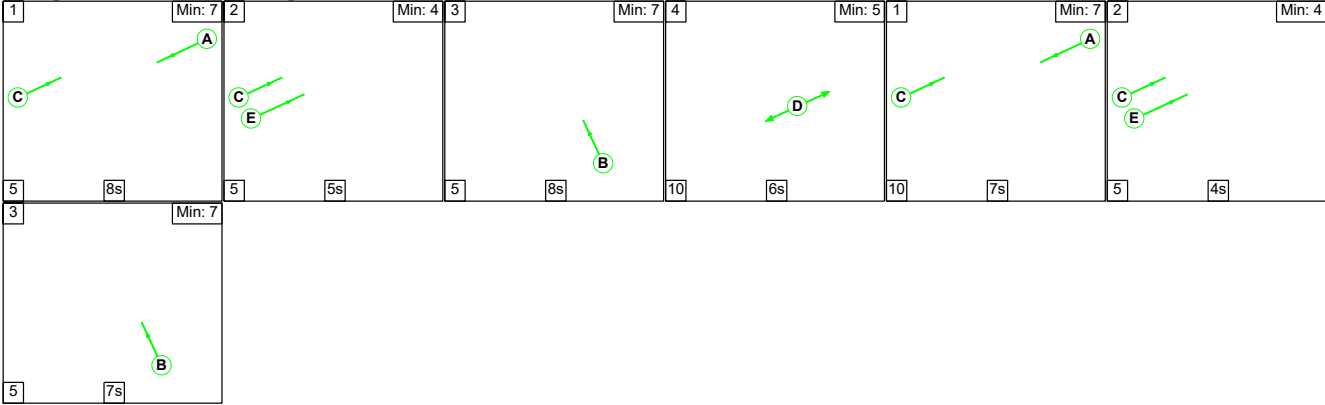
Stage Timings

Stage	1	3	1	2	3
Duration	14	11	13	4	4
Change Point	0	21	43	63	78

Signal Timings Diagram



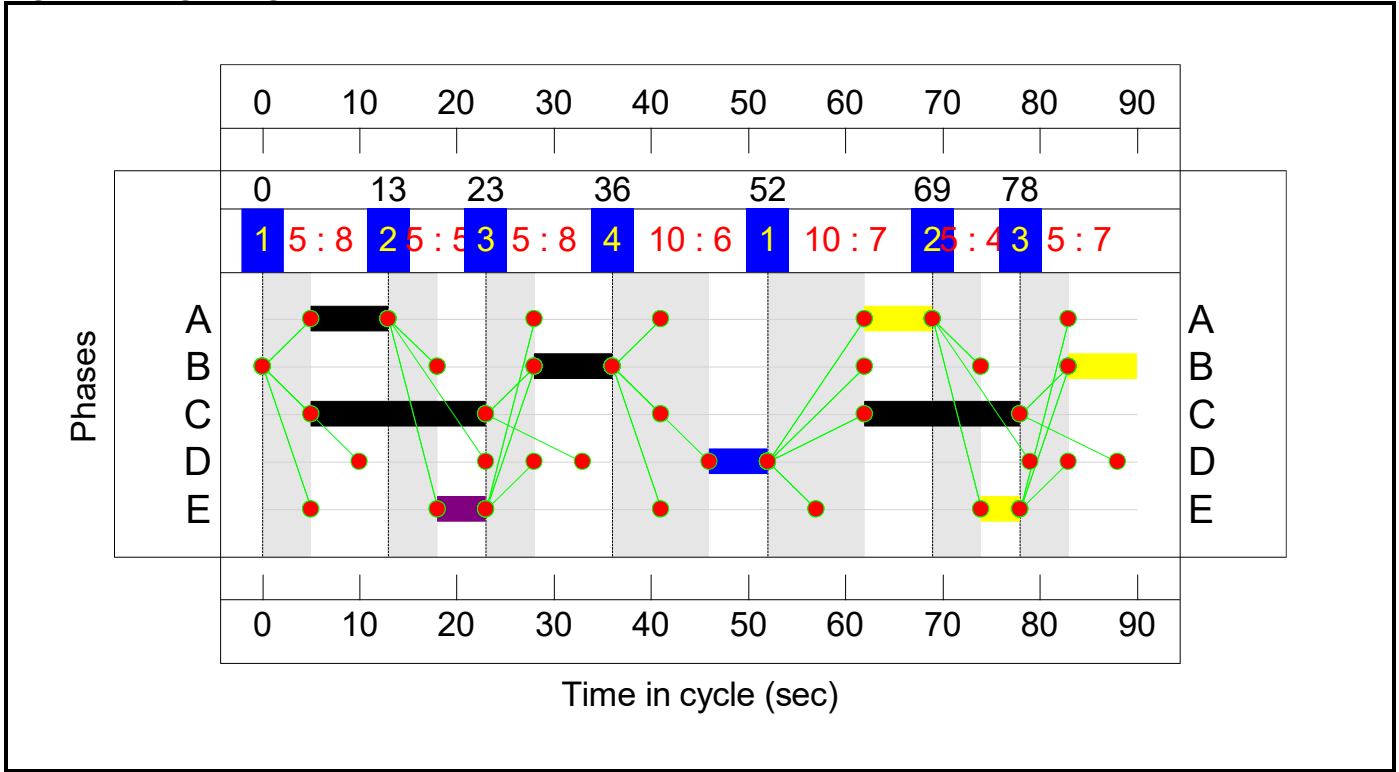
C2
Stage Sequence Diagram



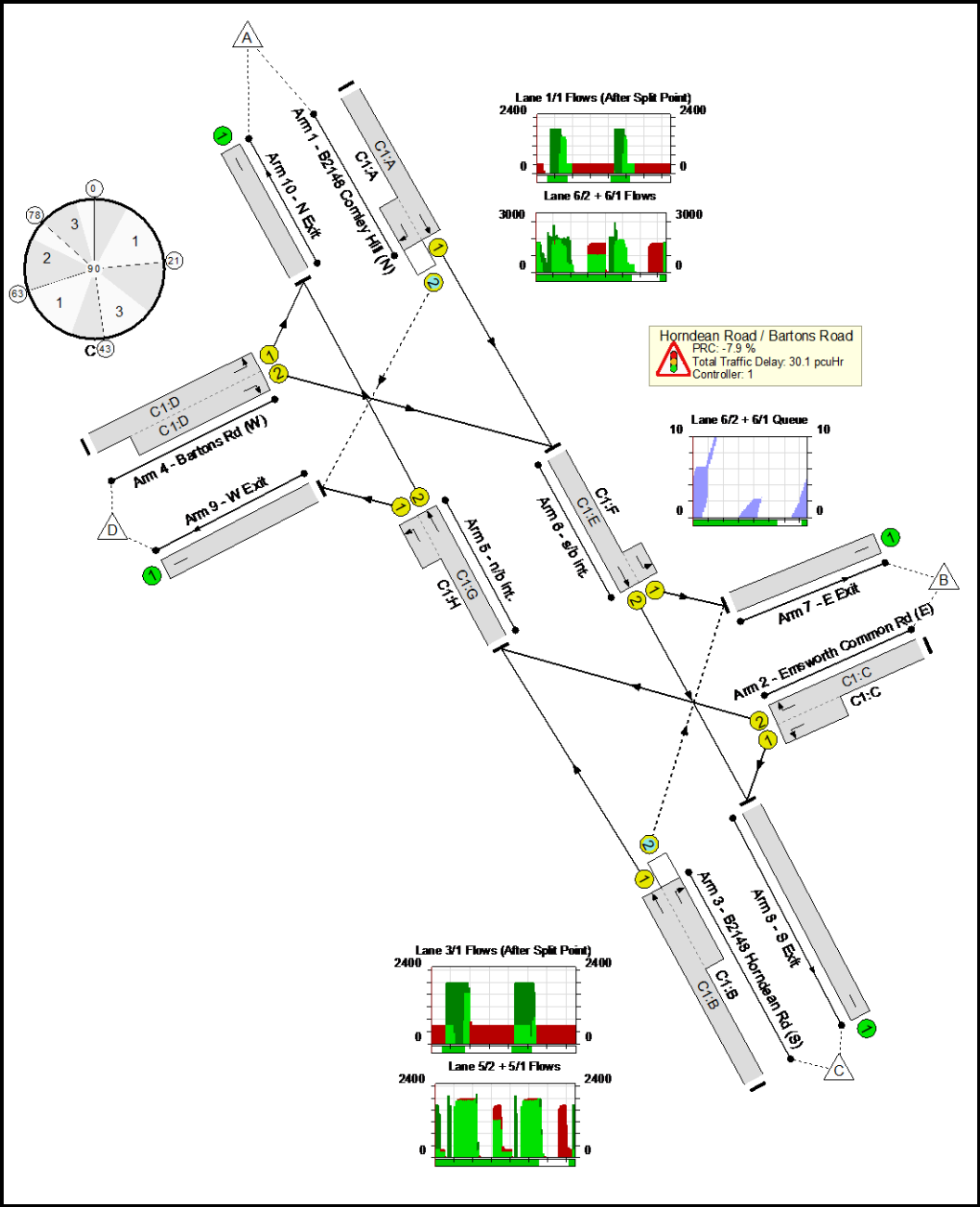
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	8	5	8	6	7	4	7
Change Point	0	13	23	36	52	69	78

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: Horndean Road / Bartons Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
Horndean Road / Bartons Road	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	C1:A		2	27	-	537	1915:1741	559+116	79.6 : 79.6%
2/2+2/1	Emsworth Common Rd (E) Right Left	U	N/A	N/A	C1:C		2	27	-	292	1777:1827	573+33	48.2 : 48.2%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	C1:B		2	27	-	724	1975:1786	635+111	97.1 : 97.1%
4/1+4/2	Bartons Rd (W) Right Left	U	N/A	N/A	C1:D		2	27	-	657	1702:1741	125+561	95.7 : 95.7%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	C1:G C1:H		2:1	37:71	-	892	2095:1777	537+717	71.1 : 71.1%
6/2+6/1	s/b int. Left Ahead	U	N/A	N/A	C1:E C1:F		2:1	37:71	-	982	2115:1795	528+573	89.3 : 89.3%
7/1	E Exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
8/1	S Exit	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%

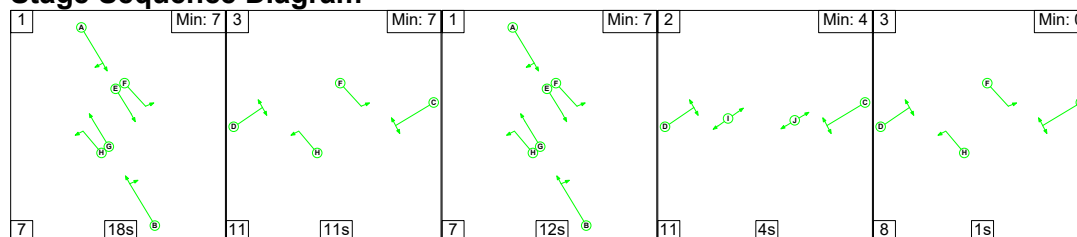
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Road / Bartons Road - Mitigation	-	-	192	0	8	10.6	18.9	0.6	30.1	-	-	-	-
Horndean Road / Bartons Road	-	-	192	0	8	10.6	18.9	0.6	30.1	-	-	-	-
1/1+1/2	537	537	84	0	8	2.0	1.9	0.2	4.1 (3.3+0.8)	27.3 (26.3:31.8)	5.7	1.9	7.6
2/2+2/1	292	292	-	-	-	1.0	0.5	-	1.5 (1.4+0.1)	17.9 (18.0:16.4)	2.8	0.5	3.2
3/1+3/2	724	724	108	0	0	3.0	9.1	0.4	12.4 (10.3+2.1)	61.7 (60.3:69.8)	8.6	9.1	17.7
4/1+4/2	657	657	-	-	-	2.9	7.4	-	10.3 (1.7+8.6)	56.6 (51.9:57.6)	7.3	7.4	14.8
5/2+5/1	892	892	-	-	-	0.5	0.0	-	0.5 (0.3+0.2)	2.1 (2.9:1.4)	10.1	0.0	10.1
6/2+6/1	982	982	-	-	-	1.3	0.0	-	1.3 (0.8+0.5)	4.8 (6.4:3.2)	11.9	0.0	11.9
7/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		-7.9		Total Delay for Signalled Lanes (pcuHr):		30.07		Cycle Time (s):		90	
C2		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90	
		PRC Over All Lanes (%):		-7.9		Total Delay Over All Lanes(pcuHr):		30.07					

Full Input Data And Results

Scenario 2: '2038 - Dev S1 - BaU - PM' (FG2: '2038 + Dev S1 BaU - PM', Plan 1: '9-Network Control Plan 1 AM')
C1

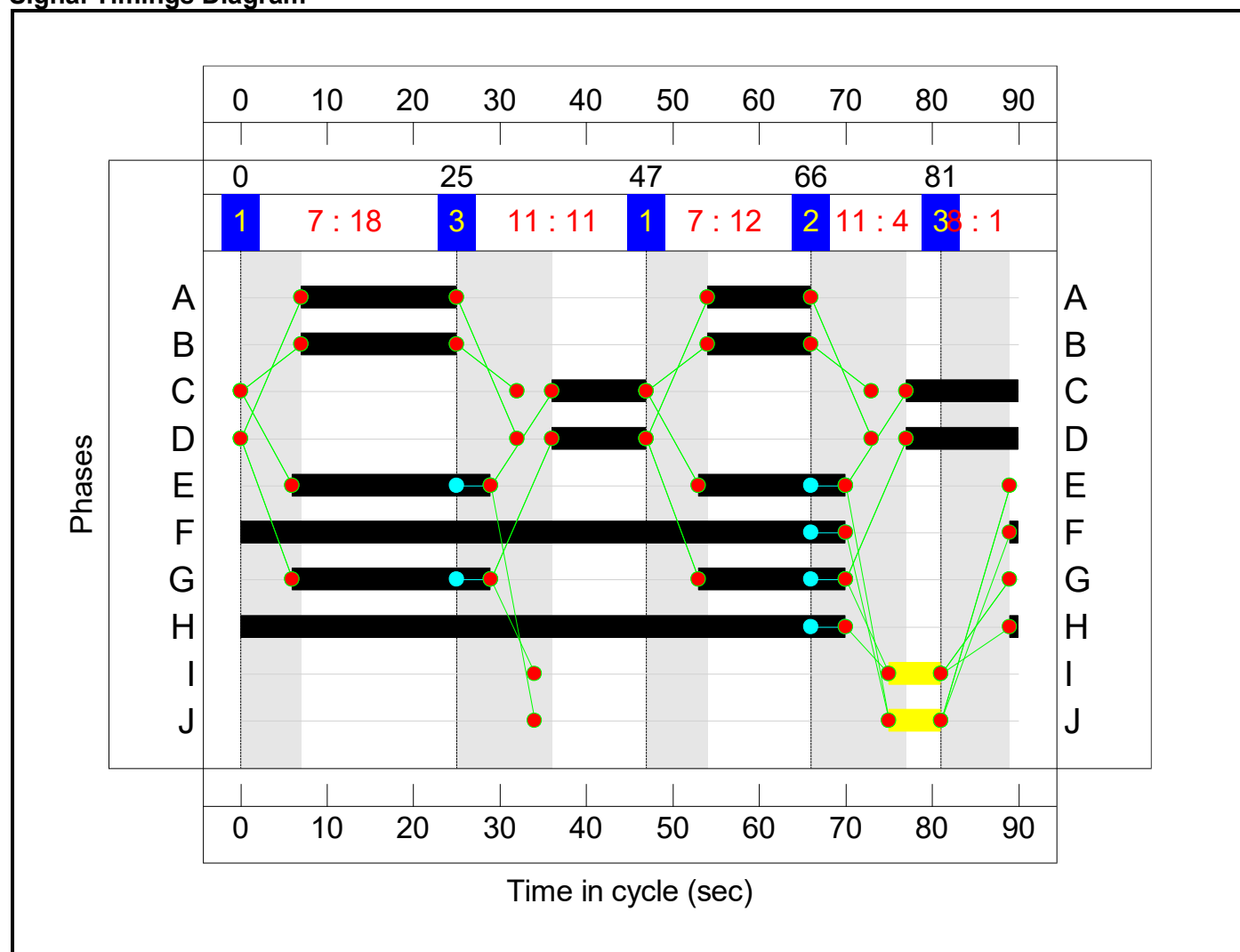
Stage Sequence Diagram



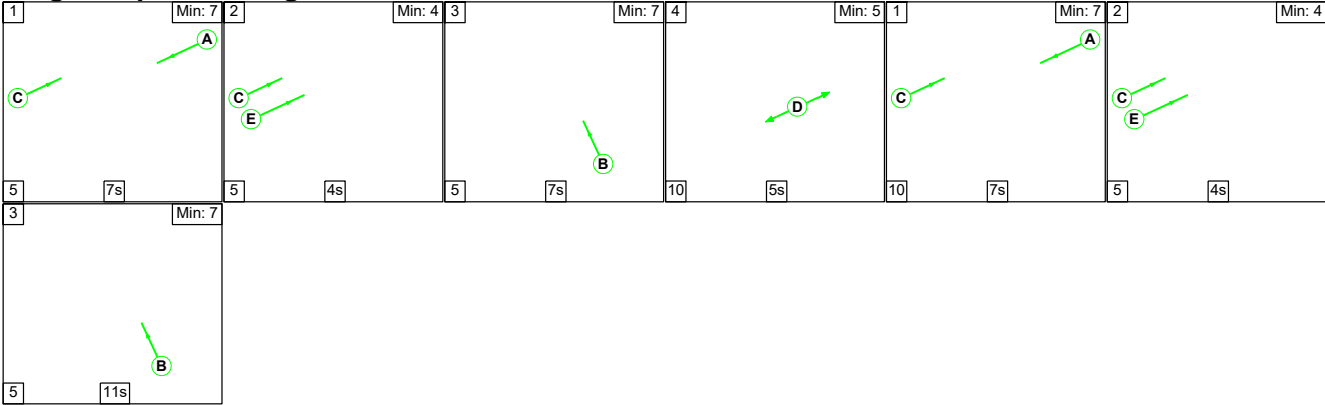
Stage Timings

Stage	1	3	1	2	3
Duration	18	11	12	4	1
Change Point	0	25	47	66	81

Signal Timings Diagram



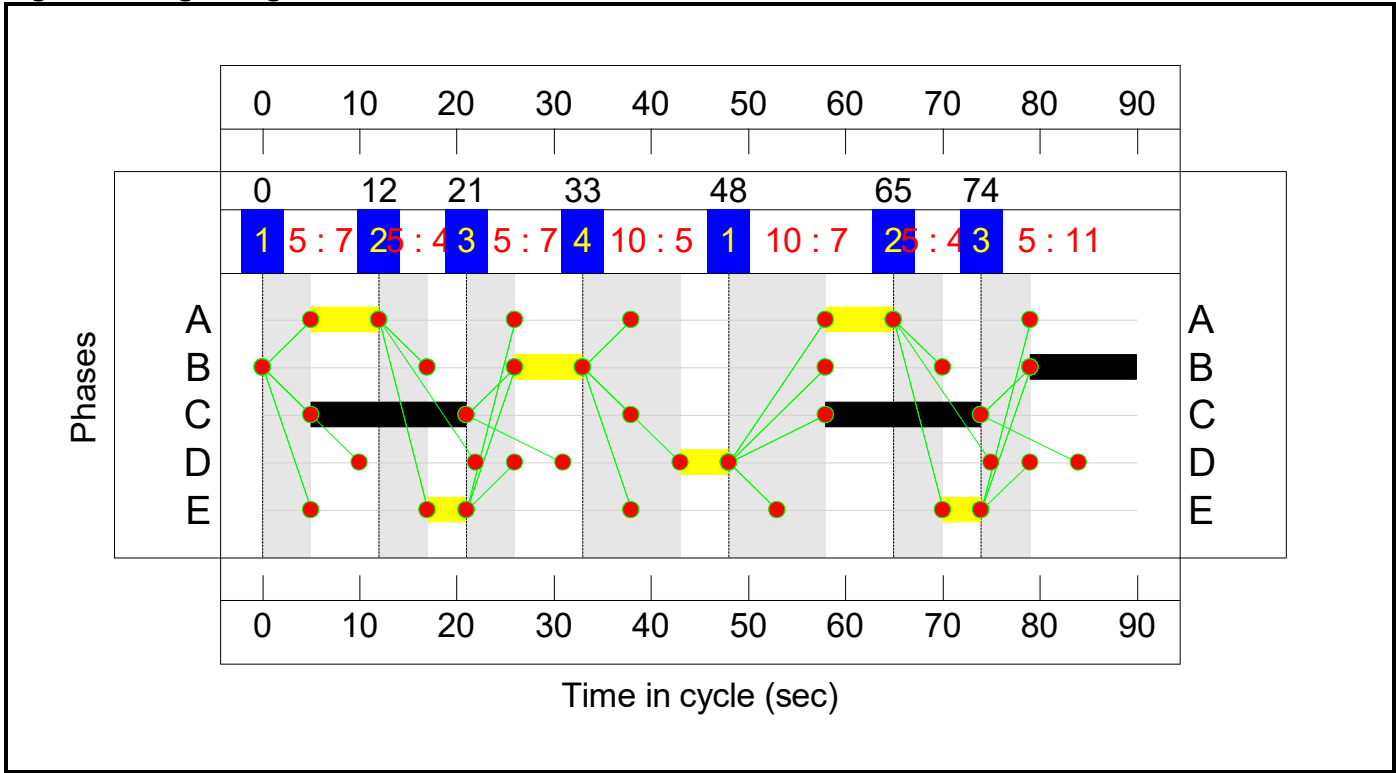
C2
Stage Sequence Diagram



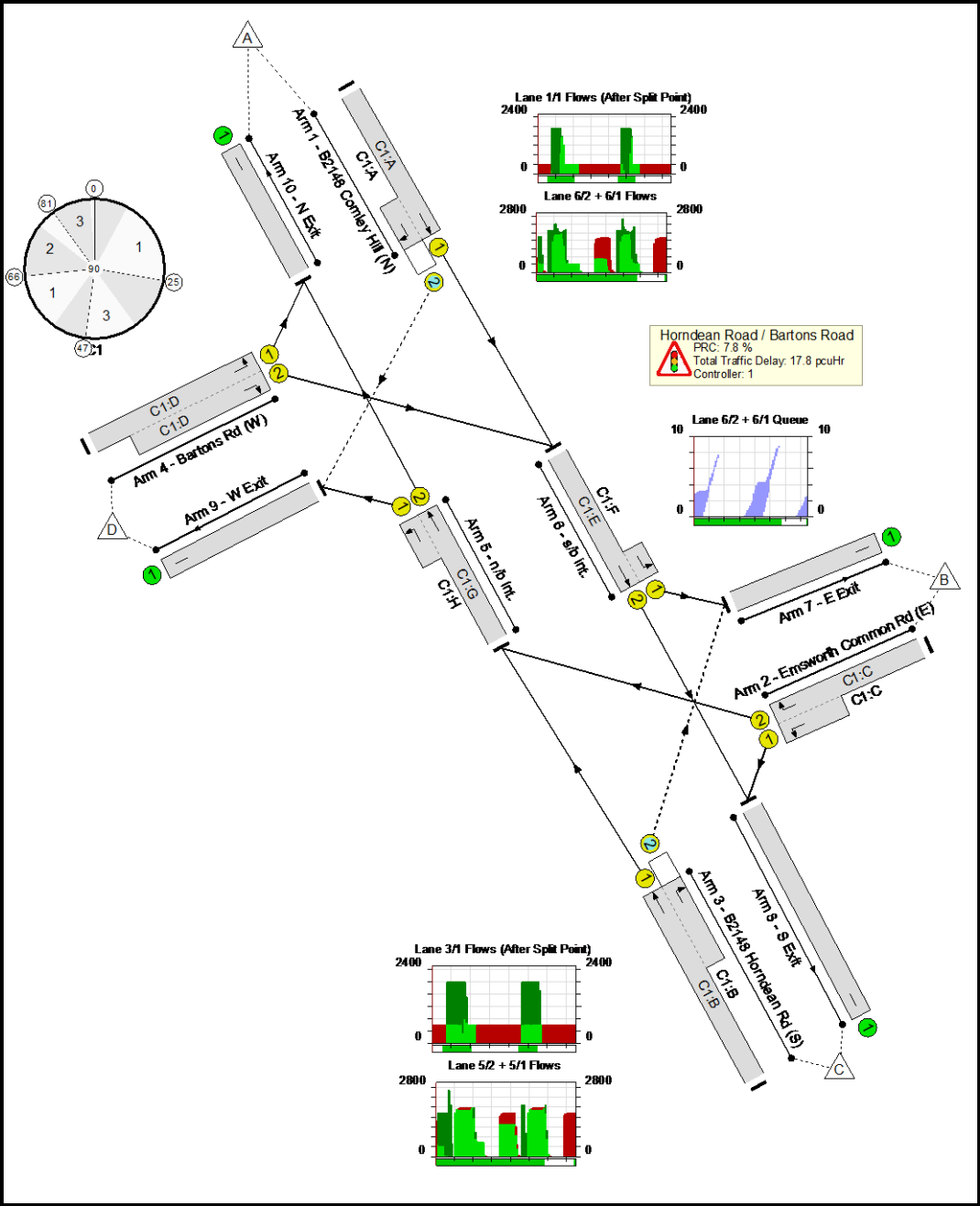
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	7	4	7	5	7	4	11
Change Point	0	12	21	33	48	65	74

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: Horndean Road / Bartons Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
Horndean Road / Bartons Road	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	C1:A		2	30	-	506	1915:1741	608+132	68.4 : 68.4%
2/2+2/1	Emsworth Common Rd (E) Right Left	U	N/A	N/A	C1:C		2	24	-	459	1777:1827	513+59	80.3 : 80.3%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	C1:B		2	30	-	616	1975:1786	702+36	83.4 : 83.4%
4/1+4/2	Bartons Rd (W) Right Left	U	N/A	N/A	C1:D		2	24	-	535	1702:1741	144+503	82.7 : 82.7%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	C1:G C1:H		2:1	40:71	-	998	2095:1777	476+926	71.2 : 71.2%
6/2+6/1	s/b int. Left Ahead	U	N/A	N/A	C1:E C1:F		2:1	40:71	-	832	2115:1795	735+332	78.0 : 78.0%
7/1	E Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1	S Exit	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%

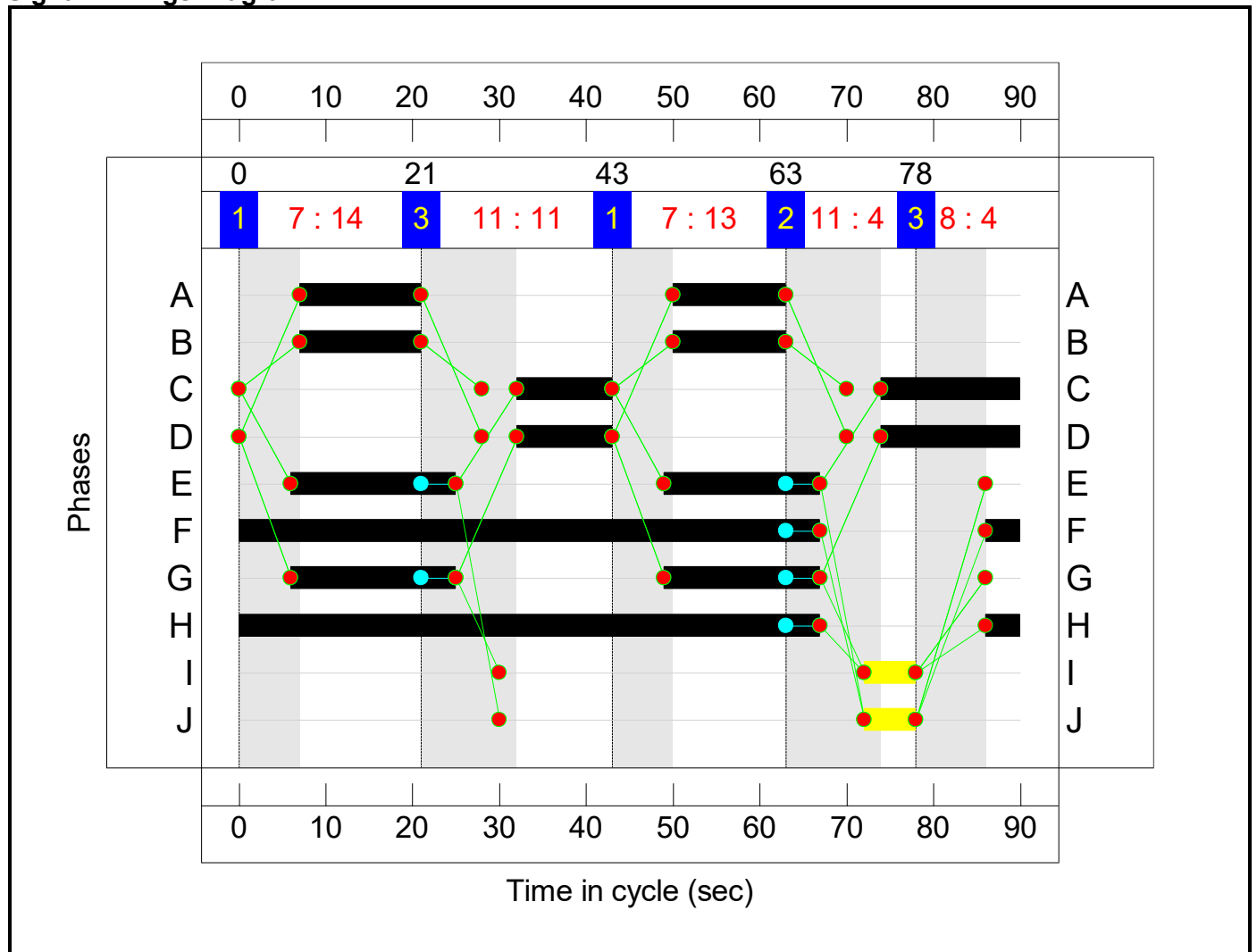
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Road / Bartons Road - Mitigation	-	-	113	0	7	9.8	7.8	0.2	17.8	-	-	-	-
Horndean Road / Bartons Road	-	-	113	0	7	9.8	7.8	0.2	17.8	-	-	-	-
1/1+1/2	506	506	83	0	7	1.6	1.1	0.2	2.9 (2.3+0.6)	20.4 (19.6:24.3)	4.6	1.1	5.7
2/2+2/1	459	459	-	-	-	1.9	2.0	-	3.8 (3.5+0.4)	30.0 (30.4:27.2)	5.2	2.0	7.1
3/1+3/2	616	616	30	0	0	2.2	2.4	0.1	4.8 (4.5+0.3)	27.8 (27.5:33.8)	6.9	2.4	9.4
4/1+4/2	535	535	-	-	-	2.2	2.3	-	4.4 (0.9+3.5)	29.9 (27.8:30.5)	5.2	2.3	7.5
5/2+5/1	998	998	-	-	-	0.6	0.0	-	0.6 (0.3+0.3)	2.3 (3.5:1.7)	9.4	0.0	9.4
6/2+6/1	832	832	-	-	-	1.3	0.0	-	1.3 (1.0+0.2)	5.6 (6.5:3.4)	8.7	0.0	8.7
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C2 PRC for Signalled Lanes (%): 7.8 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 17.84 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes(pcuHr): 17.84 Cycle Time (s): 90 Cycle Time (s): 90													

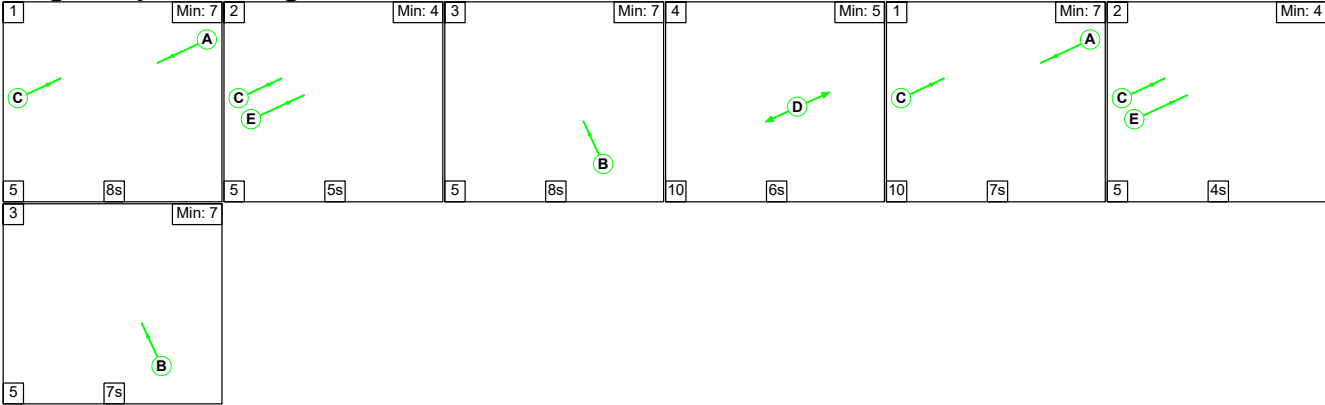
Stage Sequence Diagram



Signal Timings Diagram



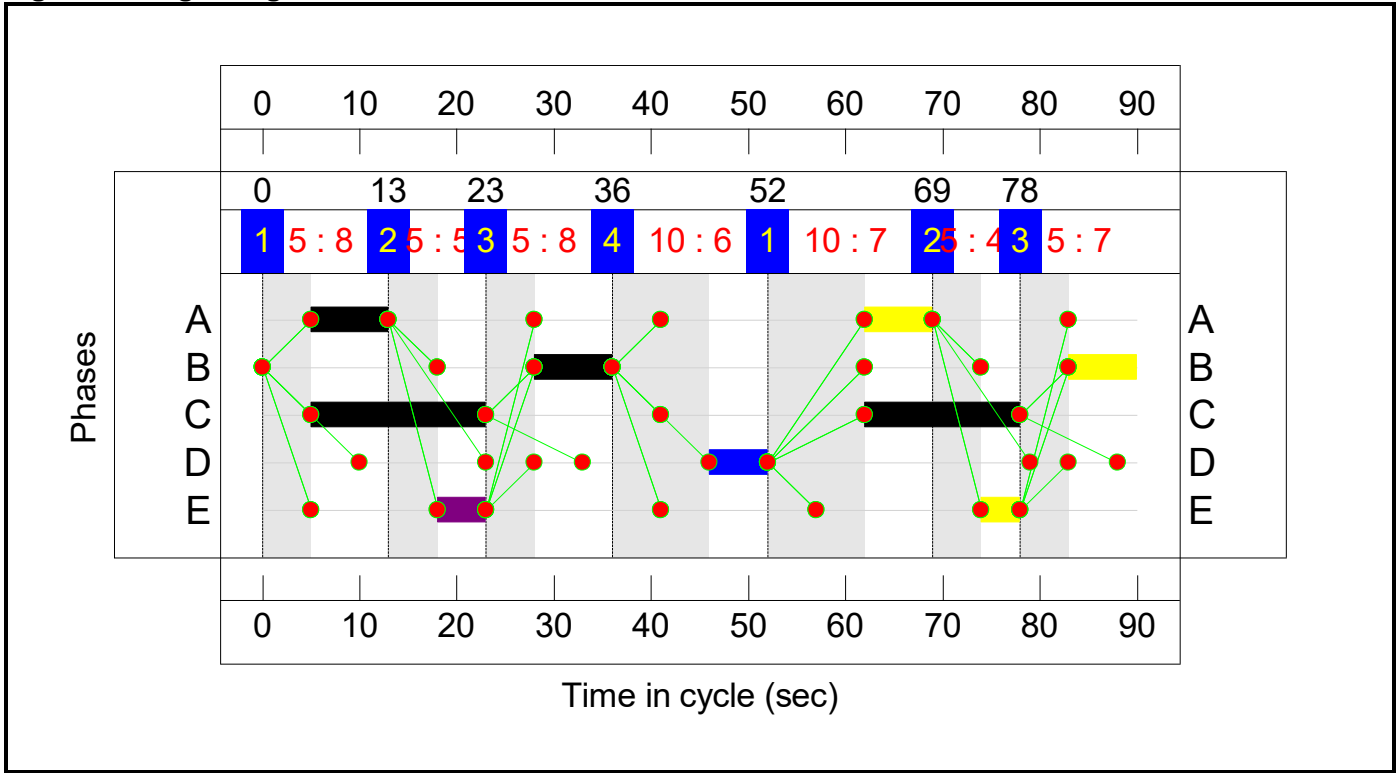
C2
Stage Sequence Diagram



Stage Timings

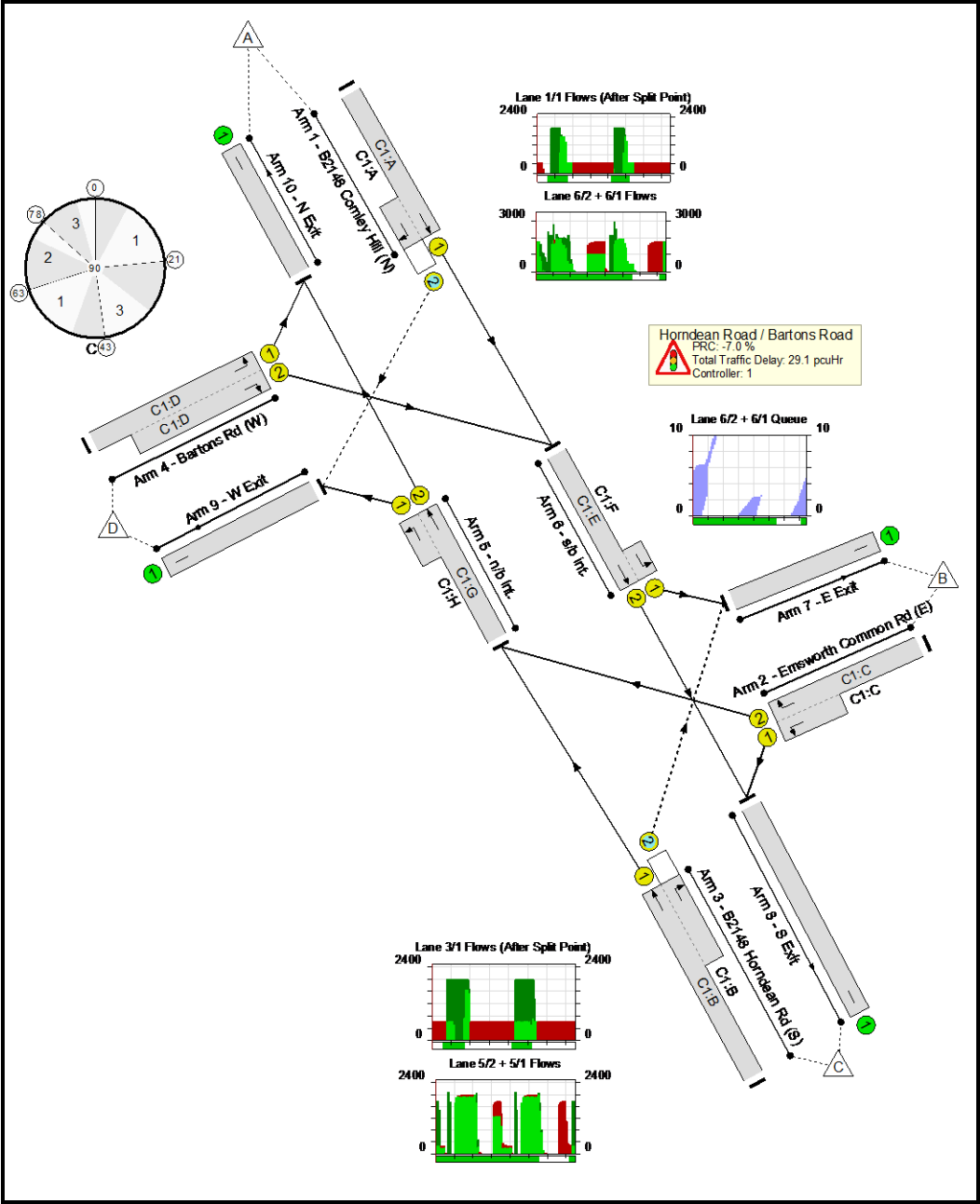
Stage	1	2	3	4	1	2	3
Duration	8	5	8	6	7	4	7
Change Point	0	13	23	36	52	69	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

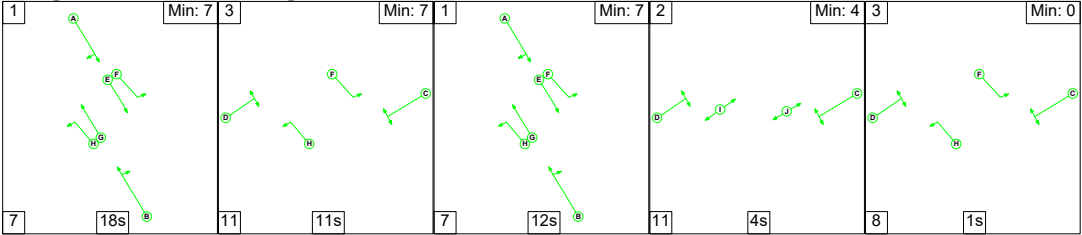
Network Results

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: Horndean Road / Bartons Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	96.3%
Horndean Road / Bartons Road	-	-	N/A	-	-		-	-	-	-	-	-	96.3%
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	C1:A		2	27	-	534	1915:1741	559+115	79.2 : 79.2%
2/2+2/1	Emsworth Common Rd (E) Right Left	U	N/A	N/A	C1:C		2	27	-	292	1777:1827	573+33	48.2 : 48.2%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	C1:B		2	27	-	719	1975:1786	634+112	96.3 : 96.3%
4/1+4/2	Bartons Rd (W) Right Left	U	N/A	N/A	C1:D		2	27	-	655	1702:1741	123+561	95.7 : 95.7%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	C1:G C1:H		2:1	37:71	-	887	2095:1777	535+724	70.4 : 70.4%
6/2+6/1	s/b int. Left Ahead	U	N/A	N/A	C1:E C1:F		2:1	37:71	-	980	2115:1795	527+574	89.0 : 89.0%
7/1	E Exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
8/1	S Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Road / Bartons Road - Mitigation	-	-	193	0	6	10.6	17.9	0.6	29.1	-	-	-	-
Horndean Road / Bartons Road	-	-	193	0	6	10.6	17.9	0.6	29.1	-	-	-	-
1/1+1/2	534	534	85	0	6	2.0	1.9	0.2	4.0 (3.2+0.8)	27.0 (26.1:31.4)	5.7	1.9	7.5
2/2+2/1	292	292	-	-	-	1.0	0.5	-	1.5 (1.4+0.1)	17.9 (18.0:16.4)	2.8	0.5	3.2
3/1+3/2	719	719	108	0	0	2.9	8.2	0.4	11.5 (9.5+2.0)	57.5 (56.0:65.5)	8.4	8.2	16.6
4/1+4/2	655	655	-	-	-	2.9	7.4	-	10.3 (1.7+8.6)	56.7 (51.9:57.7)	7.3	7.4	14.7
5/2+5/1	887	887	-	-	-	0.5	0.0	-	0.5 (0.3+0.2)	2.1 (2.9:1.4)	10.0	0.0	10.0
6/2+6/1	980	980	-	-	-	1.3	0.0	-	1.3 (0.8+0.5)	4.8 (6.4:3.2)	11.9	0.0	11.9
7/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C2 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 29.05 Cycle Time (s): 90 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90 PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 29.05													

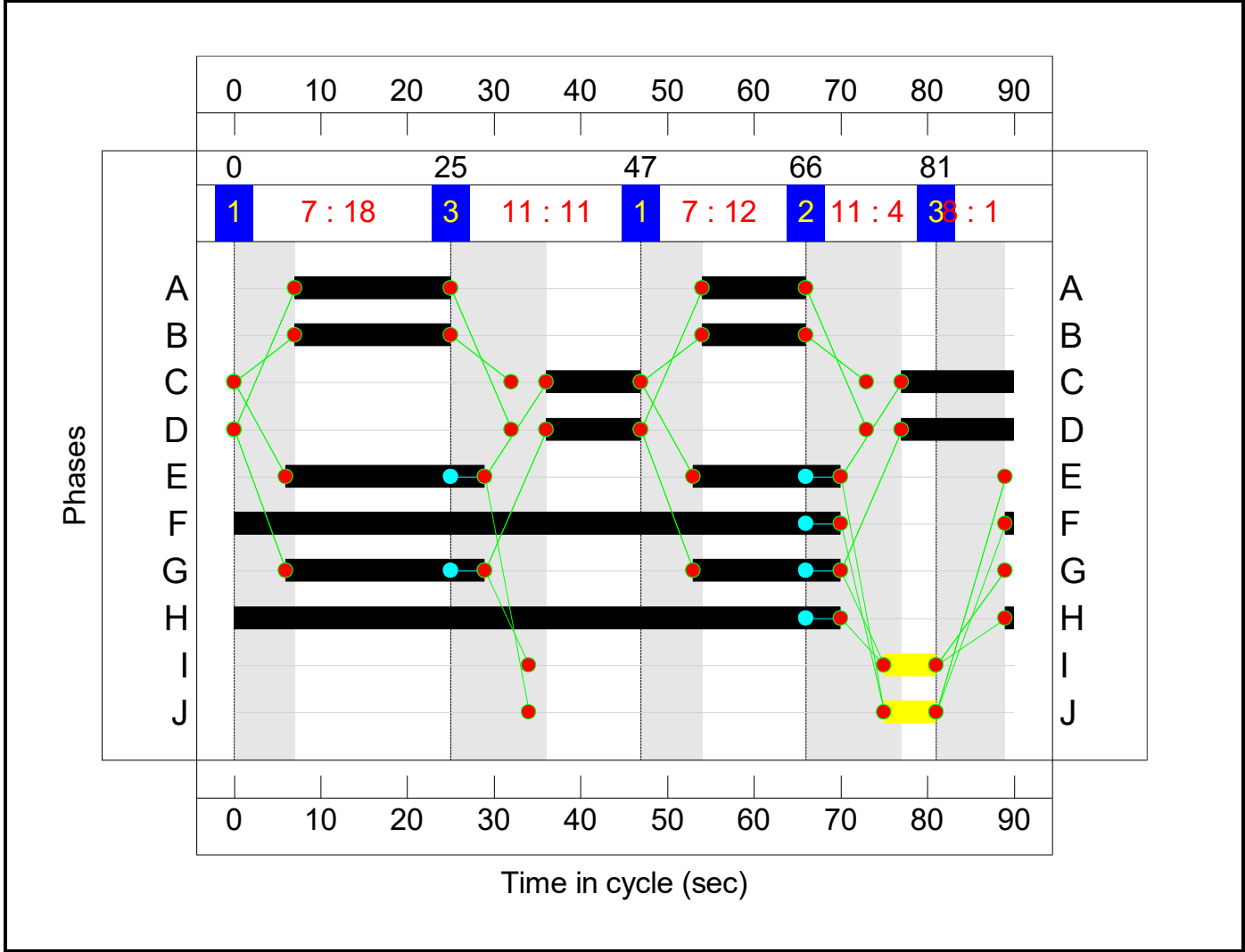
Stage Sequence Diagram



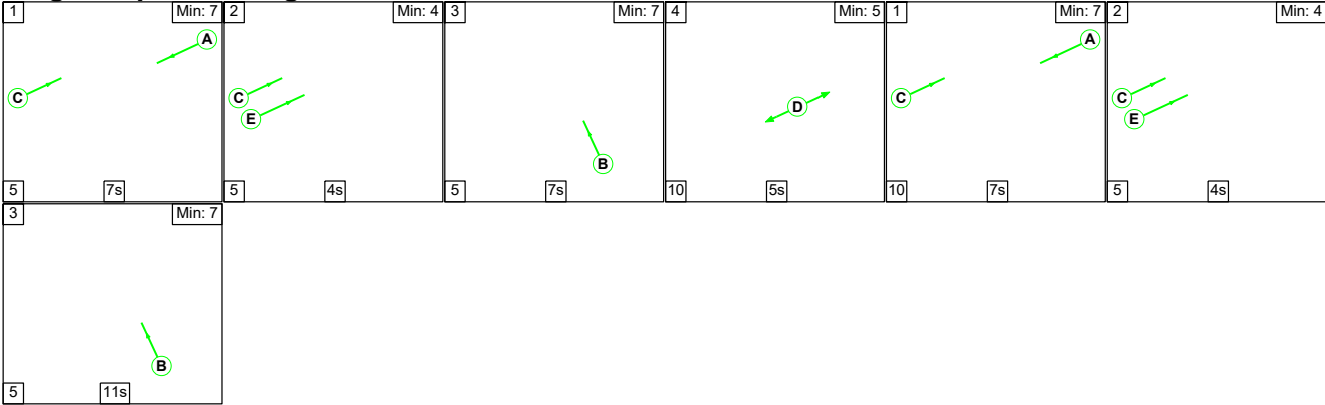
Stage Timings

Stage	1	3	1	2	3
Duration	18	11	12	4	1
Change Point	0	25	47	66	81

Signal Timings Diagram



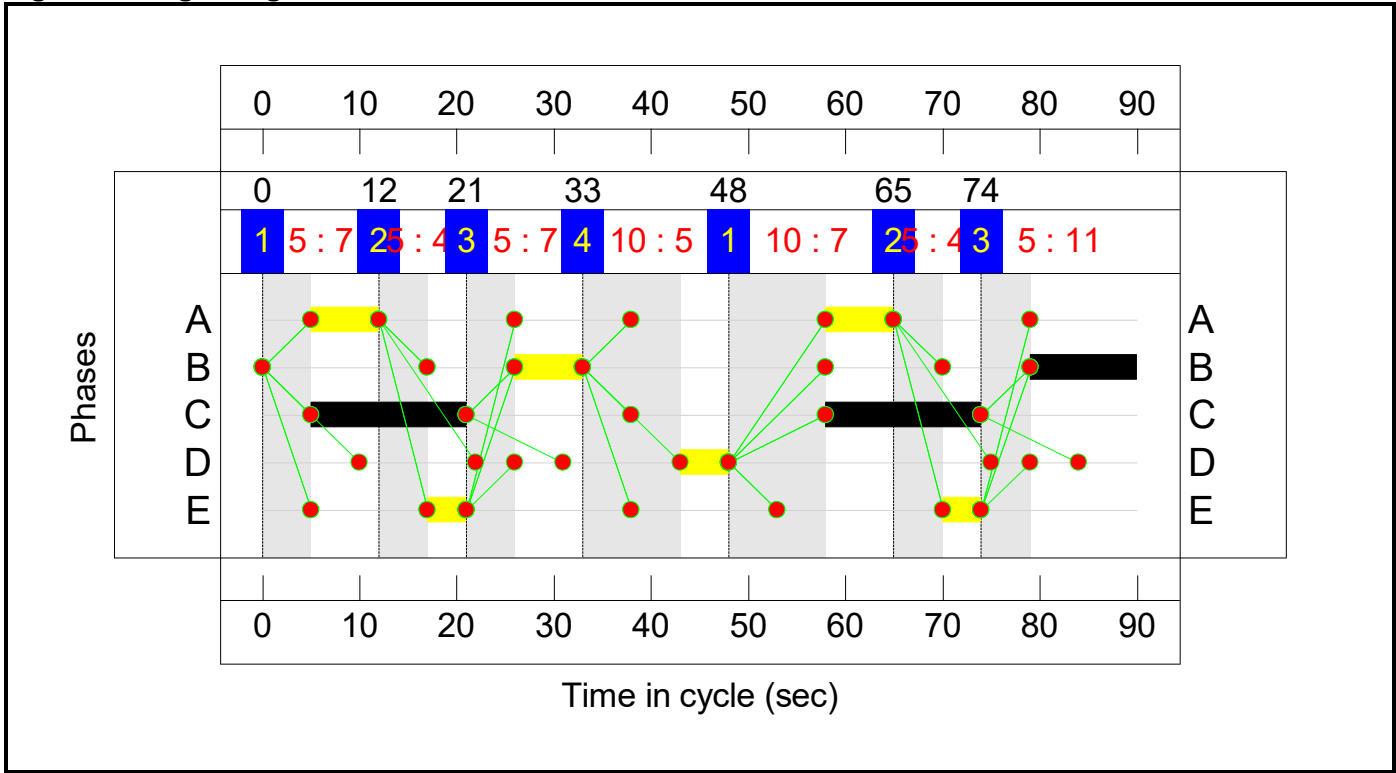
C2
Stage Sequence Diagram



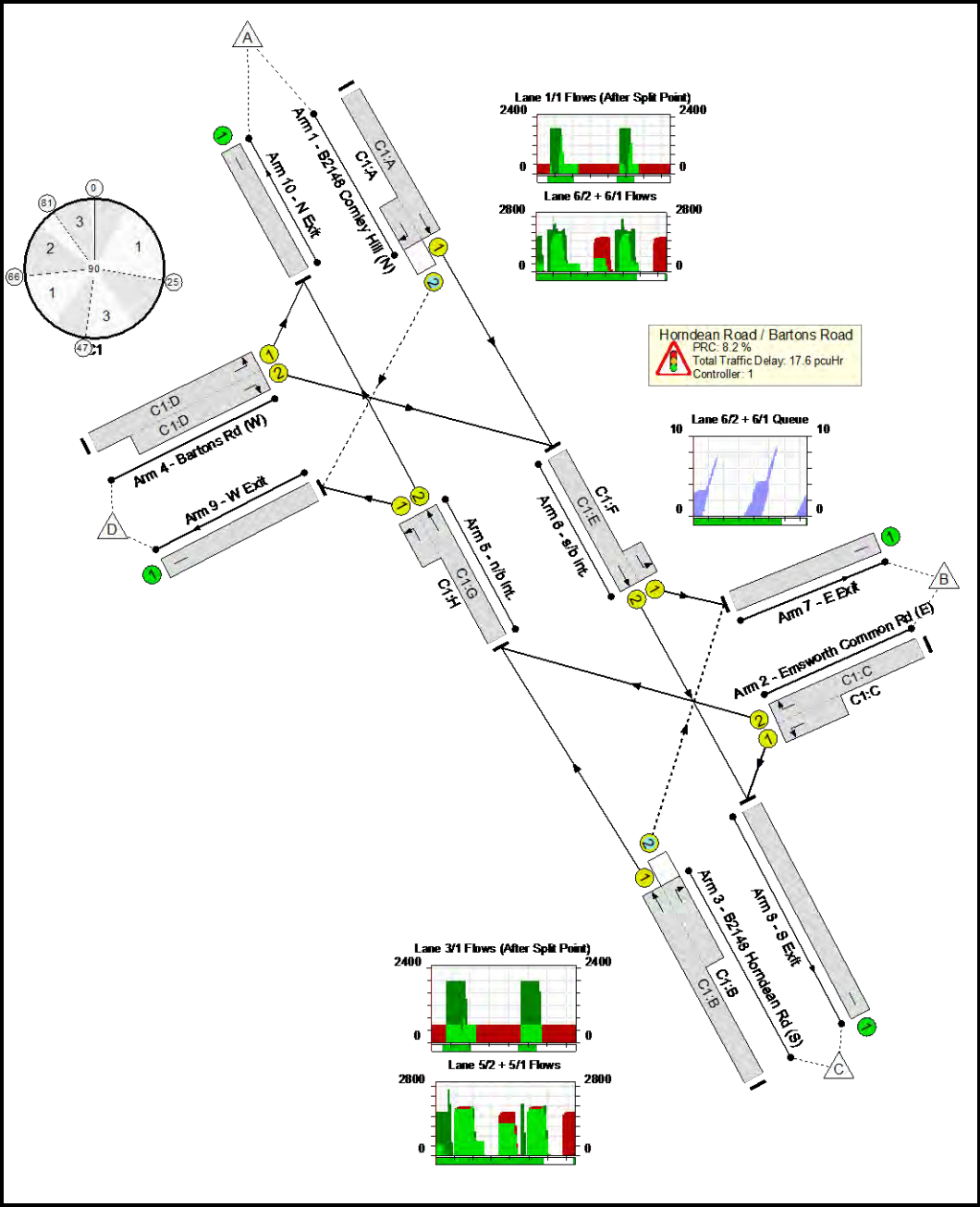
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	7	4	7	5	7	4	11
Change Point	0	12	21	33	48	65	74

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: Horndean Road / Bartons Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
Horndean Road / Bartons Road	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	C1:A		2	30	-	494	1915:1741	610+129	66.9 : 66.9%
2/2+2/1	Emsworth Common Rd (E) Right Left	U	N/A	N/A	C1:C		2	24	-	459	1777:1827	513+59	80.3 : 80.3%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	C1:B		2	30	-	614	1975:1786	702+36	83.2 : 83.2%
4/1+4/2	Bartons Rd (W) Right Left	U	N/A	N/A	C1:D		2	24	-	534	1702:1741	143+503	82.7 : 82.7%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	C1:G C1:H		2:1	40:71	-	996	2095:1777	475+928	71.0 : 71.0%
6/2+6/1	s/b int. Left Ahead	U	N/A	N/A	C1:E C1:F		2:1	40:71	-	824	2115:1795	732+336	77.2 : 77.2%
7/1	E Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1	S Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%

Full Input Data And Results

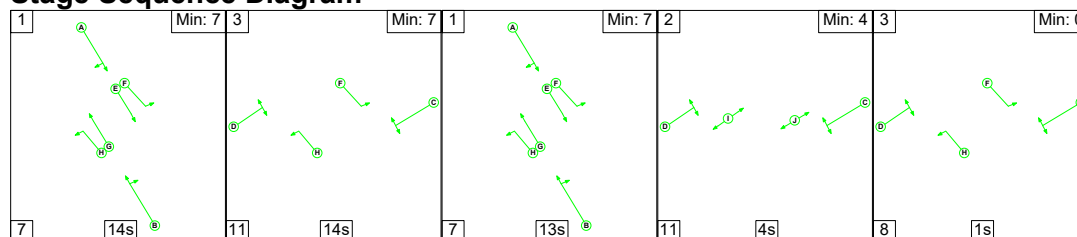
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Road / Bartons Road - Mitigation	-	-	111	0	5	9.8	7.6	0.2	17.6	-	-	-	-
Horndean Road / Bartons Road	-	-	111	0	5	9.8	7.6	0.2	17.6	-	-	-	-
1/1+1/2	494	494	81	0	5	1.6	1.0	0.1	2.7 (2.2+0.6)	20.0 (19.2:23.7)	4.5	1.0	5.5
2/2+2/1	459	459	-	-	-	1.9	2.0	-	3.8 (3.5+0.4)	30.0 (30.4:27.2)	5.2	2.0	7.1
3/1+3/2	614	614	30	0	0	2.2	2.4	0.1	4.7 (4.4+0.3)	27.5 (27.2:33.5)	6.8	2.4	9.2
4/1+4/2	534	534	-	-	-	2.1	2.3	-	4.4 (0.9+3.5)	30.0 (27.8:30.6)	5.2	2.3	7.5
5/2+5/1	996	996	-	-	-	0.6	0.0	-	0.6 (0.3+0.3)	2.3 (3.5:1.7)	9.4	0.0	9.4
6/2+6/1	824	824	-	-	-	1.3	0.0	-	1.3 (1.0+0.2)	5.6 (6.6:3.4)	8.7	0.0	8.7
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C2													
PRC for Signalised Lanes (%):			8.2		Total Delay for Signalised Lanes (pcuHr):			17.64		Cycle Time (s): 90			
PRC for Signalised Lanes (%):			0.0		Total Delay for Signalised Lanes (pcuHr):			0.00		Cycle Time (s): 90			
PRC Over All Lanes (%):			8.2		Total Delay Over All Lanes(pcuHr):			17.64					

Full Input Data And Results

Scenario 5: '2038 - Dev S3 - DS+ - AM' (FG5: '2038 + Dev S3 DS + - AM', Plan 1: '9-Network Control Plan 1 AM')

C1

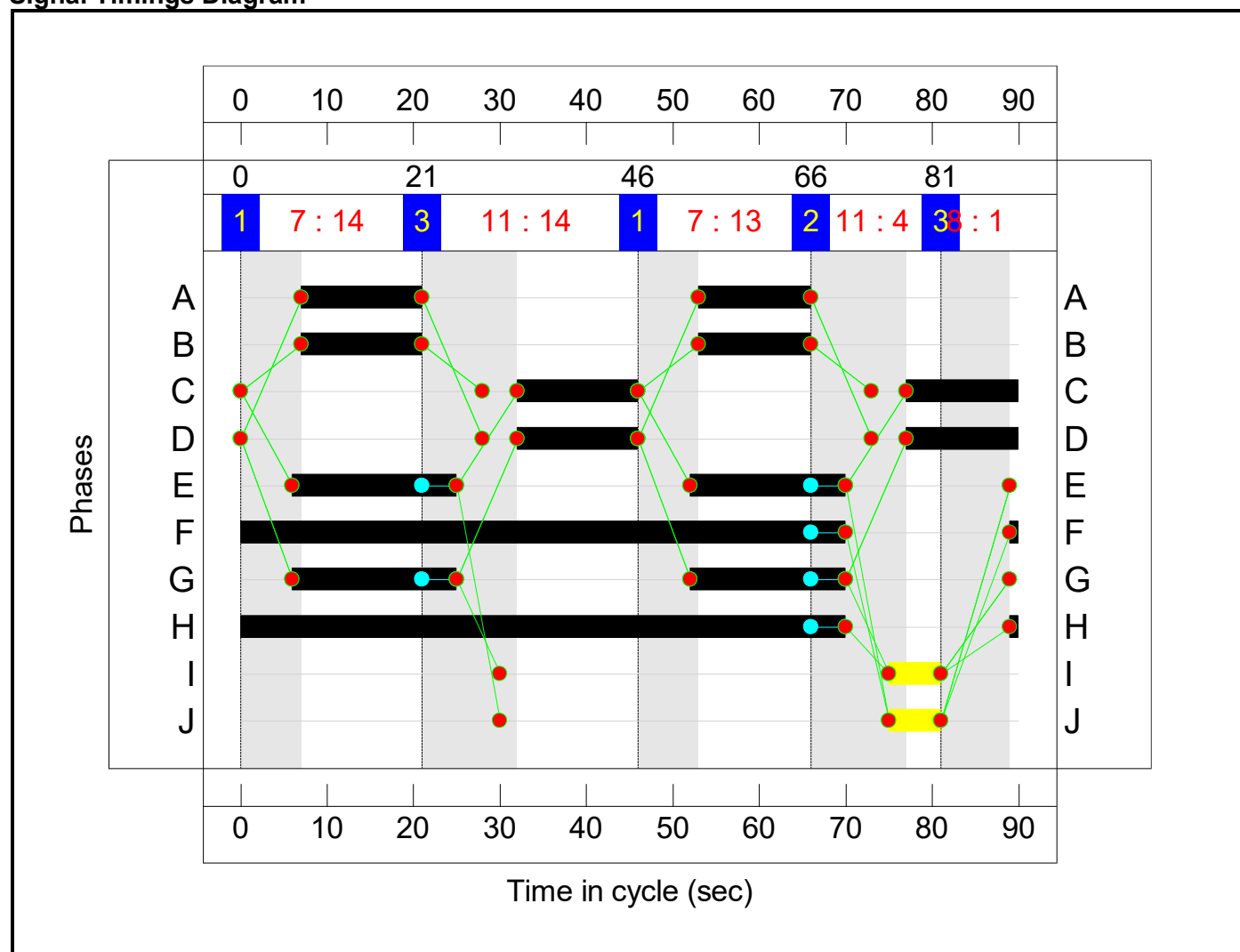
Stage Sequence Diagram



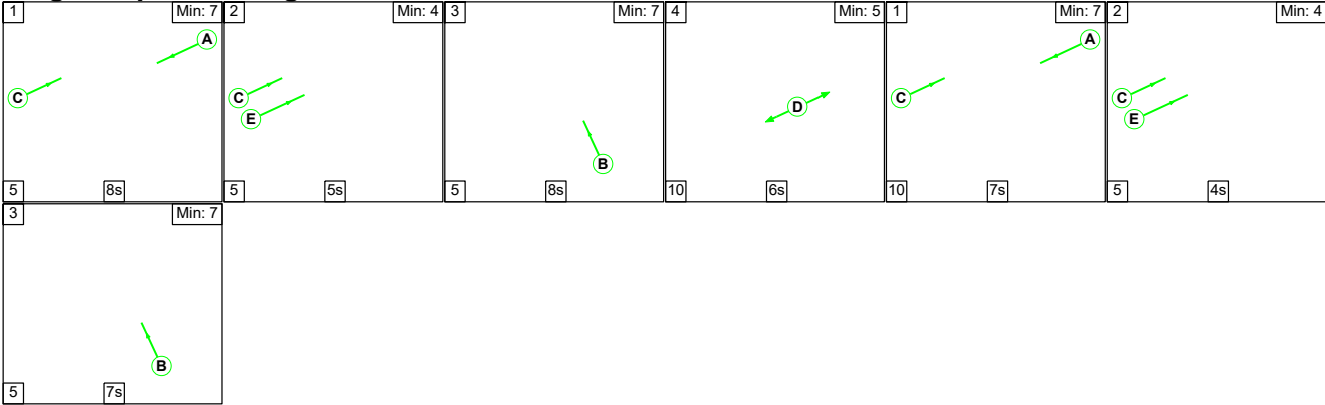
Stage Timings

Stage	1	3	1	2	3
Duration	14	14	13	4	1
Change Point	0	21	46	66	81

Signal Timings Diagram



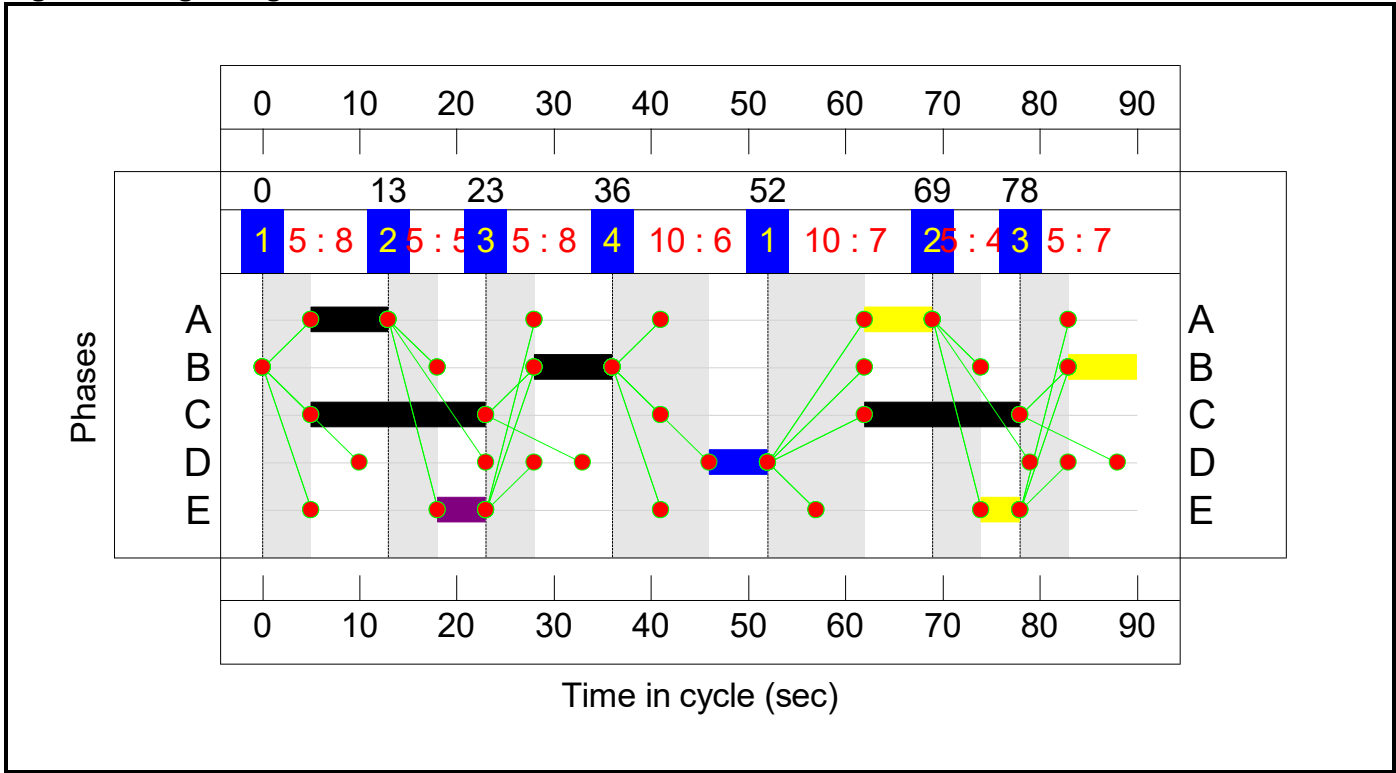
C2
Stage Sequence Diagram



Stage Timings

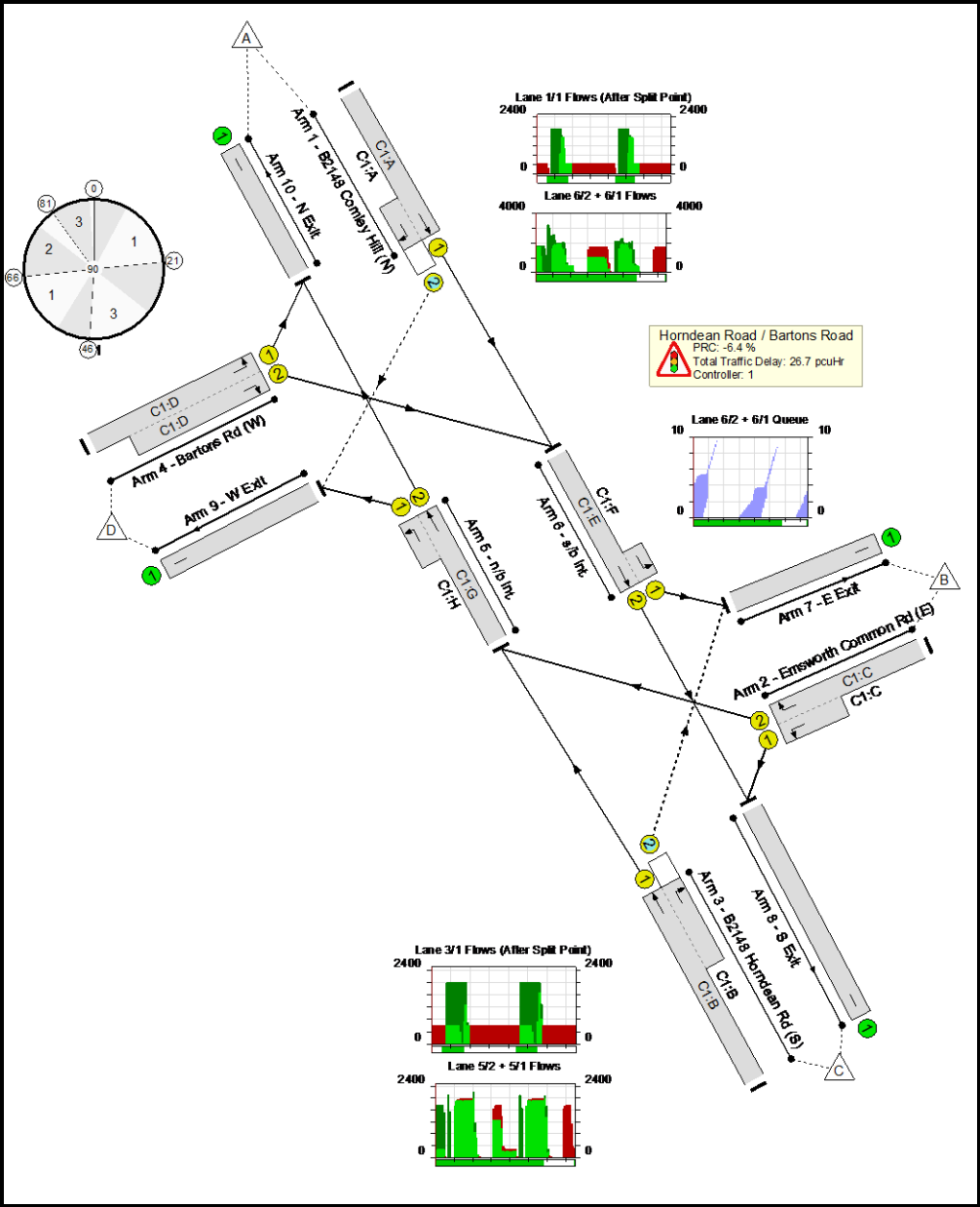
Stage	1	2	3	4	1	2	3
Duration	8	5	8	6	7	4	7
Change Point	0	13	23	36	52	69	78

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: Horndean Road / Bartons Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
Horndean Road / Bartons Road	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	C1:A		2	27	-	532	1915:1741	559+115	78.9 : 78.9%
2/2+2/1	Emsworth Common Rd (E) Right Left	U	N/A	N/A	C1:C		2	27	-	293	1777:1827	573+33	48.4 : 48.4%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	C1:B		2	27	-	707	1975:1786	634+114	94.4 : 94.4%
4/1+4/2	Bartons Rd (W) Right Left	U	N/A	N/A	C1:D		2	27	-	649	1702:1741	117+561	95.7 : 95.7%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	C1:G C1:H		2:1	37:71	-	876	2095:1777	529+741	68.9 : 68.9%
6/2+6/1	s/b int. Left Ahead	U	N/A	N/A	C1:E C1:F		2:1	37:71	-	978	2115:1795	526+576	88.8 : 88.8%
7/1	E Exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
8/1	S Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%

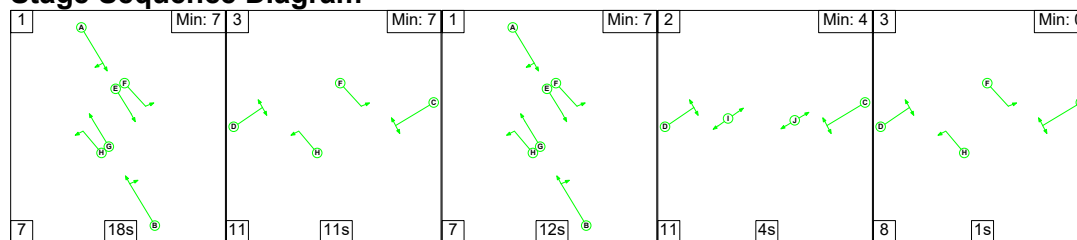
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Road / Bartons Road - Mitigation	-	-	182	0	17	10.0	16.2	0.5	26.7	-	-	-	-
Horndean Road / Bartons Road	-	-	182	0	17	10.0	16.2	0.5	26.7	-	-	-	-
1/1+1/2	532	532	74	0	17	2.0	1.8	0.2	3.9 (3.2+0.8)	26.7 (25.8:31.0)	5.2	1.8	7.0
2/2+2/1	293	293	-	-	-	1.0	0.5	-	1.5 (1.4+0.1)	17.9 (18.0:16.4)	2.8	0.5	3.2
3/1+3/2	707	707	108	0	0	2.8	6.5	0.4	9.7 (8.0+1.7)	49.1 (47.8:56.4)	7.6	6.5	14.1
4/1+4/2	649	649	-	-	-	2.6	7.4	-	10.0 (1.6+8.4)	55.4 (52.2:56.0)	6.6	7.4	14.0
5/2+5/1	876	876	-	-	-	0.5	0.0	-	0.5 (0.3+0.2)	2.1 (3.0:1.4)	10.0	0.0	10.0
6/2+6/1	978	978	-	-	-	1.2	0.0	-	1.2 (0.8+0.4)	4.4 (6.2:2.7)	9.9	0.0	9.9
7/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.4 Total Delay for Signalled Lanes (pcuHr): 26.73 Cycle Time (s): 90													
C2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90													
PRC Over All Lanes (%): -6.4 Total Delay Over All Lanes(pcuHr): 26.73													

Full Input Data And Results

Scenario 6: '2038 - Dev S3 - DS+ - PM' (FG6: '2038 + Dev S3 DS + - PM', Plan 1: '9-Network Control Plan 1 AM')
C1

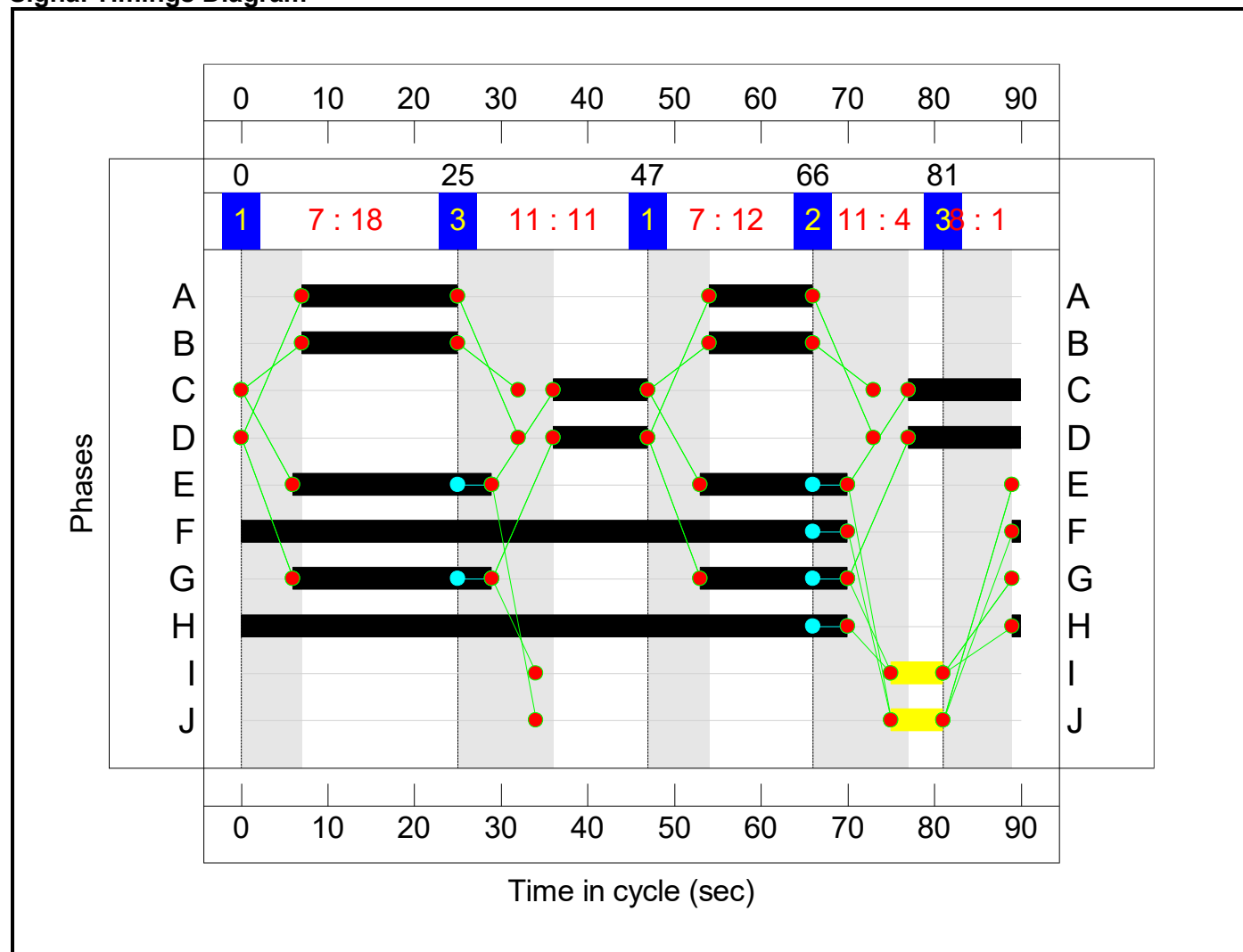
Stage Sequence Diagram



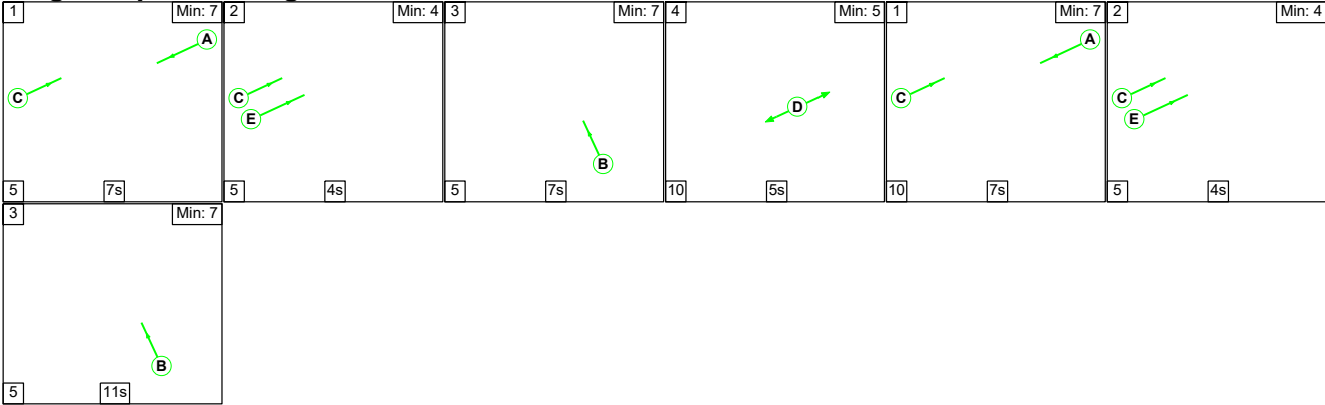
Stage Timings

Stage	1	3	1	2	3
Duration	18	11	12	4	1
Change Point	0	25	47	66	81

Signal Timings Diagram



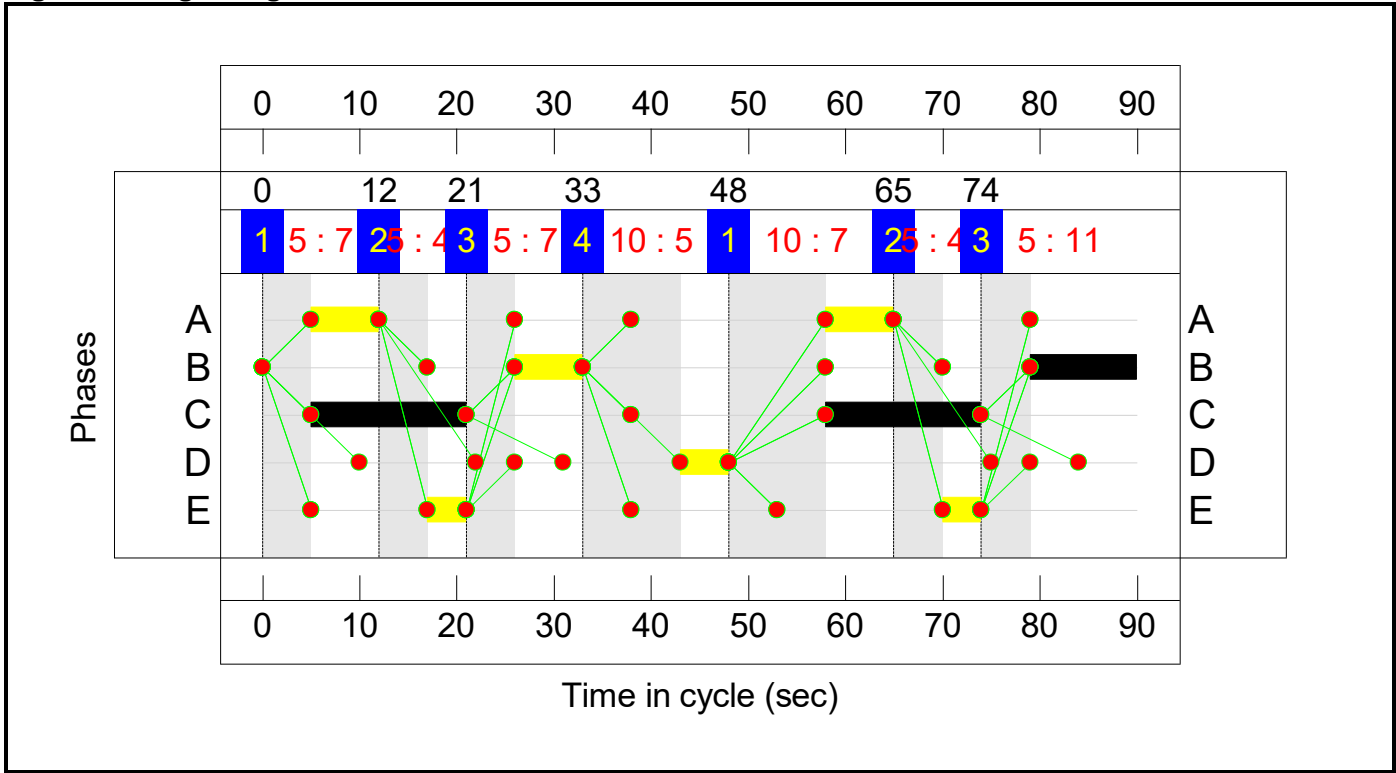
C2
Stage Sequence Diagram



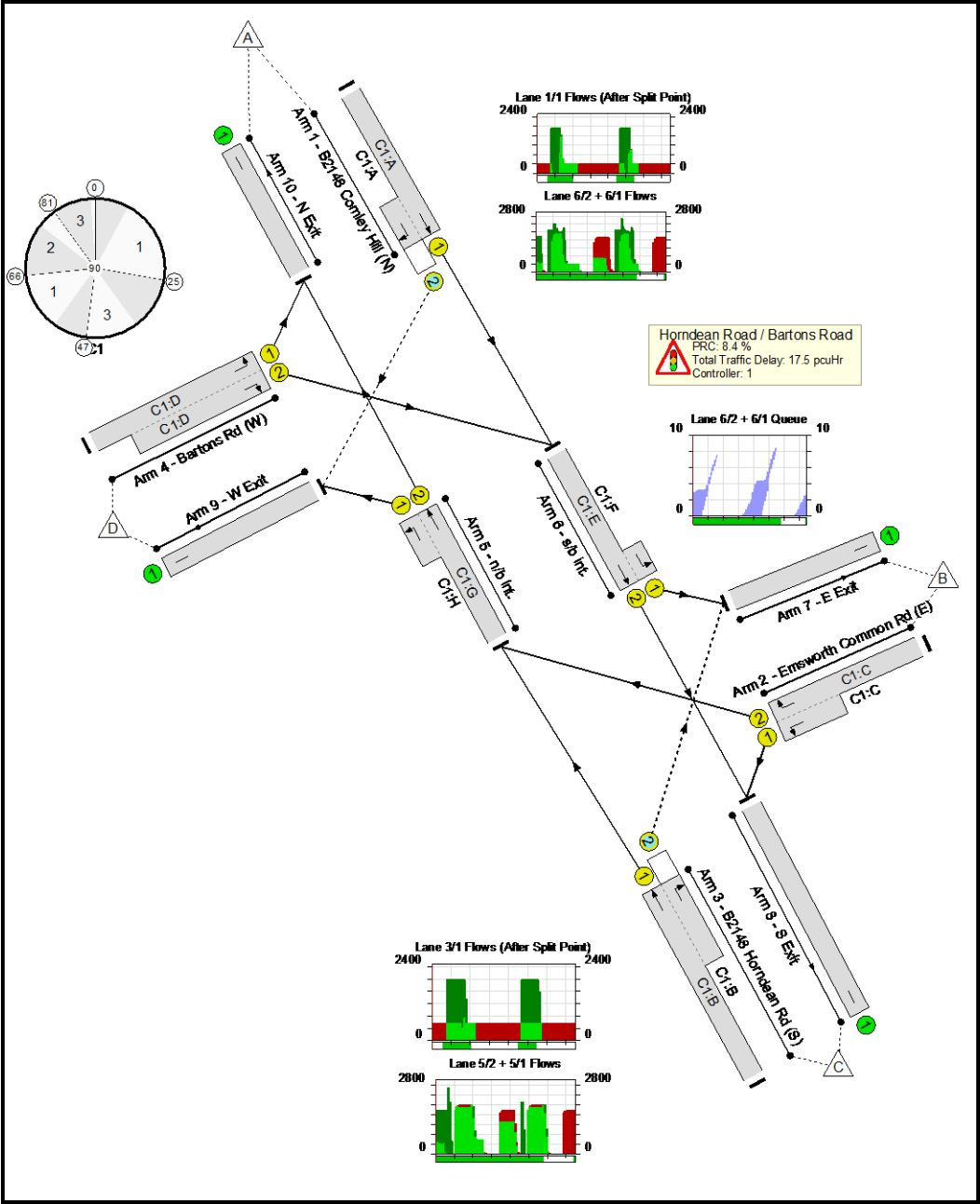
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	7	4	7	5	7	4	11
Change Point	0	12	21	33	48	65	74

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: Horndean Road / Bartons Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
Horndean Road / Bartons Road	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	C1:A		2	30	-	484	1915:1741	611+126	65.6 : 65.6%
2/2+2/1	Emsworth Common Rd (E) Right Left	U	N/A	N/A	C1:C		2	24	-	459	1777:1827	513+59	80.3 : 80.3%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	C1:B		2	30	-	613	1975:1786	702+36	83.0 : 83.0%
4/1+4/2	Bartons Rd (W) Right Left	U	N/A	N/A	C1:D		2	24	-	534	1702:1741	143+503	82.7 : 82.7%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	C1:G C1:H		2:1	40:71	-	995	2095:1777	474+929	70.9 : 70.9%
6/2+6/1	s/b int. Left Ahead	U	N/A	N/A	C1:E C1:F		2:1	40:71	-	817	2115:1795	730+339	76.5 : 76.5%
7/1	E Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
8/1	S Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
9/1	W Exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Road / Bartons Road - Mitigation	-	-	110	0	3	9.7	7.6	0.2	17.5	-	-	-	-
Horndean Road / Bartons Road	-	-	110	0	3	9.7	7.6	0.2	17.5	-	-	-	-
1/1+1/2	484	484	80	0	3	1.6	0.9	0.1	2.6 (2.1+0.5)	19.6 (18.9:23.1)	4.4	0.9	5.3
2/2+2/1	459	459	-	-	-	1.9	2.0	-	3.8 (3.5+0.4)	30.0 (30.4:27.2)	5.2	2.0	7.1
3/1+3/2	613	613	30	0	0	2.2	2.4	0.1	4.7 (4.4+0.3)	27.4 (27.1:33.3)	6.8	2.4	9.2
4/1+4/2	534	534	-	-	-	2.1	2.3	-	4.4 (0.9+3.5)	30.0 (27.8:30.6)	5.2	2.3	7.5
5/2+5/1	995	995	-	-	-	0.6	0.0	-	0.6 (0.3+0.3)	2.3 (3.6:1.7)	9.4	0.0	9.4
6/2+6/1	817	817	-	-	-	1.3	0.0	-	1.3 (1.0+0.2)	5.6 (6.7:3.4)	8.5	0.0	8.5
7/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 C2													
PRC for Signalled Lanes (%):			8.4		Total Delay for Signalled Lanes (pcuHr):			17.51		Cycle Time (s): 90			
PRC for Signalled Lanes (%):			0.0		Total Delay for Signalled Lanes (pcuHr):			0.00		Cycle Time (s): 90			
PRC Over All Lanes (%):			8.4		Total Delay Over All Lanes(pcuHr):			17.51					

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.0.0.2177	
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Filename: J6 - Horndean Rd - Southleigh Rd.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 11:25:37

»2023 | | AM
 »2023 | | PM
 »2038 | Future Baseline | AM
 »2038 | Future Baseline | PM
 »2038 | Future Baseline + Committed Dev | AM
 »2038 | Future Baseline + Committed Dev | PM
 »2038 | Future Baseline + CD + Proposed BaU | AM
 »2038 | Future Baseline + CD + Proposed BaU | PM
 »2038 | Future Baseline + CD + Proposed S2 | AM
 »2038 | Future Baseline + CD + Proposed S2 | PM
 »2038 | Future Baseline + CD + Proposed S3 | AM
 »2038 | Future Baseline + 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									
Stream B-C	D1	0.3	9.15	0.20	A	D2	0.1	7.16	0.05	A
Stream B-AD		1.7	25.89	0.64	D		0.7	16.92	0.40	C
Stream A-BCD		0.1	6.37	0.12	A		0.1	5.83	0.12	A
Stream D-A		0.3	13.32	0.23	B		0.1	10.84	0.13	B
Stream D-BC		1.6	21.90	0.62	C		1.3	19.10	0.58	C
Stream C-ABD		0.0	6.26	0.04	A		0.1	6.21	0.07	A
	2038 - Future Baseline									
Stream B-C	D3	0.3	10.43	0.24	B	D4	0.1	7.66	0.06	A
Stream B-AD		3.1	41.94	0.77	E		1.0	21.26	0.49	C
Stream A-BCD		0.2	6.77	0.14	A		0.2	6.14	0.13	A
Stream D-A		0.5	21.16	0.35	C		0.2	14.14	0.18	B
Stream D-BC		2.8	35.34	0.75	E		2.1	26.65	0.68	D
Stream C-ABD		0.1	6.58	0.05	A		0.1	6.55	0.09	A
	2038 - Future Baseline + CD + Proposed BaU									
Stream B-C	D7	0.6	14.95	0.36	B	D8	0.2	9.67	0.16	A
Stream B-AD		59.5	682.99	1.40	F		11.7	124.15	0.98	F
Stream A-BCD		0.1	6.97	0.08	A		0.2	6.66	0.18	A
Stream D-A		41.6	987.61	1.45	F		0.2	13.31	0.19	B
Stream D-BC		97.1	964.36	1.47	F		1.7	25.22	0.64	D
Stream C-ABD		0.3	10.02	0.21	B		0.3	7.85	0.21	A
	2038 - Future Baseline + CD + Proposed S2									
Stream B-C	D9	0.5	14.48	0.35	B	D10	0.2	9.53	0.15	A
Stream B-AD		50.0	568.55	1.34	F		17.2	177.43	1.04	F
Stream A-BCD		0.1	6.87	0.08	A		0.2	7.28	0.18	A
Stream D-A		34.8	805.86	1.38	F		0.3	17.14	0.23	C
Stream D-BC		79.8	781.45	1.40	F		2.1	33.59	0.69	D
Stream C-ABD		0.3	9.65	0.21	A		0.3	7.81	0.21	A
	2038 - Future Baseline + CD + Proposed S3									
Stream B-C	D11	0.5	13.44	0.33	B	D12	0.2	9.58	0.16	A
Stream B-AD		38.6	374.99	1.23	F		13.0	141.38	1.00	F
Stream A-BCD		0.1	6.76	0.08	A		0.2	6.99	0.16	A
Stream D-A		20.6	466.30	1.22	F		0.2	14.69	0.20	B
Stream D-BC		43.8	440.18	1.25	F		1.7	28.32	0.64	D
Stream C-ABD		0.3	8.88	0.20	A		0.3	7.73	0.21	A
	2038 - Future Baseline + Committed Dev									
Stream B-C	D5	0.3	11.41	0.26	B	D6	0.1	7.91	0.06	A
Stream B-AD		4.2	57.64	0.83	F		1.2	24.49	0.53	C
Stream A-BCD		0.2	7.00	0.16	A		0.2	6.69	0.19	A
Stream D-A		7.0	192.81	1.00	F		0.4	20.82	0.30	C
Stream D-BC		14.0	136.67	1.01	F		3.1	37.22	0.77	E
Stream C-ABD		0.1	6.95	0.05	A		0.1	6.69	0.09	A

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

File summary

File Description

Title	Southleigh Rd - Horndean Rd
Location	Havan
Site number	6
Date	23/04/2024
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

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023		AM	ONE HOUR	07:45	09:15	15
D2	2023		PM	ONE HOUR	16:45	18:15	15
D3	2038	Future Baseline	AM	ONE HOUR	07:45	09:15	15
D4	2038	Future Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2038	Future Baseline + Committed Dev	AM	ONE HOUR	07:45	09:15	15
D6	2038	Future Baseline + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D7	2038	Future Baseline + CD + Proposed BaU	AM	ONE HOUR	07:45	09:15	15
D8	2038	Future Baseline + CD + Proposed BaU	PM	ONE HOUR	16:45	18:15	15
D9	2038	Future Baseline + CD + Proposed S2	AM	ONE HOUR	07:45	09:15	15
D10	2038	Future Baseline + CD + Proposed S2	PM	ONE HOUR	16:45	18:15	15
D11	2038	Future Baseline + CD + Proposed S3	AM	ONE HOUR	07:45	09:15	15
D12	2038	Future Baseline + CD + Proposed S3	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		9.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Horndean Rd South		Major
B	Southleigh Rd - West		Minor
C	Horndean Rd - North		Major
D	Southleigh Rd - East		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Horndean Rd South	9.10	✓	4.00	✓	4.22	250.0	✓	4.00
C - Horndean Rd - North	7.40	✓	2.30	✓	3.56	250.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Southleigh Rd - West	Two lanes	4.24	3.96								30	64
D - Southleigh Rd - East	One lane plus flare			10.00	7.30	4.60	3.78	3.70	✓	1.00	47	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	877	-	-	-	0.294	0.294	0.294	-	0.294	-	-
B-AD	598	0.097	0.246	-	-	-	0.155	0.351	0.155	0.097	0.246
B-C	746	0.107	0.272	-	-	-	-	-	-	0.107	0.272
C-B	825	0.300	0.300	-	-	-	-	-	-	0.300	0.300
D-A	642	-	-	-	0.215	0.085	0.215	-	0.085	-	-
D-BC	649	0.149	0.149	0.339	0.237	0.094	0.237	-	0.094	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	412	100.000
B - Southleigh Rd - West		✓	315	100.000
C - Horndean Rd - North		✓	404	100.000
D - Southleigh Rd - East		✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
	A - Horndean Rd South	0	64	275	73
	B - Southleigh Rd - West	103	0	90	122
	C - Horndean Rd - North	249	24	0	131
	D - Southleigh Rd - East	75	91	155	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
	A - Horndean Rd South	0	2	3	6
	B - Southleigh Rd - West	2	0	2	3
	C - Horndean Rd - North	2	5	0	2
	D - Southleigh Rd - East	1	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	9.15	0.3	A
B-AD	0.64	25.89	1.7	D
ABCD	0.12	6.37	0.1	A
A-B				
A-C				
D-A	0.23	13.32	0.3	B
D-BC	0.62	21.90	1.6	C
C-ABD	0.04	6.26	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	0.00	586	0.116	67	0.1	7.071	A
B-AD	169	0.00	456	0.371	167	0.6	12.671	B
ABCD	55	0.00	743	0.074	55	0.1	5.542	A
A-B	48	0.00			48			
A-C	207	0.00			207			
D-A	56	0.00	495	0.114	56	0.1	8.269	A
D-BC	185	0.00	509	0.364	183	0.6	11.186	B
C-ABD	18	0.00	693	0.026	18	0.0	5.600	A
C-D	99	0.00			99			
C-A	187	0.00			187			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	0.00	551	0.147	81	0.2	7.804	A
B-AD	202	0.00	428	0.472	201	0.9	16.167	C
ABCD	66	0.00	716	0.092	66	0.1	5.864	A
A-B	58	0.00			58			
A-C	247	0.00			247			
D-A	67	0.00	447	0.151	67	0.2	9.563	A
D-BC	221	0.00	480	0.460	220	0.8	14.058	B
C-ABD	22	0.00	667	0.032	22	0.0	5.860	A
C-D	118	0.00			118			
C-A	224	0.00			224			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	0.00	502	0.197	99	0.2	9.094	A
B-AD	248	0.00	390	0.635	245	1.7	24.862	C
ABCD	80	0.00	680	0.118	80	0.1	6.360	A
AB	70	0.00			70			
AC	303	0.00			303			
D-A	83	0.00	360	0.230	82	0.3	13.073	B
D-BC	271	0.00	439	0.617	268	1.6	21.174	C
C-ABD	26	0.00	631	0.042	26	0.0	6.254	A
C-D	144	0.00			144			
C-A	274	0.00			274			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	0.00	500	0.198	99	0.3	9.148	A
B-AD	248	0.00	389	0.636	247	1.7	25.893	D
ABCD	80	0.00	679	0.118	80	0.1	6.372	A
AB	70	0.00			70			
AC	303	0.00			303			
D-A	83	0.00	355	0.232	83	0.3	13.320	B
D-BC	271	0.00	438	0.618	271	1.6	21.895	C
C-ABD	26	0.00	630	0.042	26	0.0	6.263	A
C-D	144	0.00			144			
C-A	274	0.00			274			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	0.00	549	0.147	81	0.2	7.863	A
B-AD	202	0.00	427	0.473	205	1.0	16.851	C
ABCD	66	0.00	715	0.092	66	0.1	5.878	A
AB	58	0.00			58			
AC	247	0.00			247			
D-A	67	0.00	443	0.152	68	0.2	9.708	A
D-BC	221	0.00	479	0.461	224	0.9	14.541	B
C-ABD	22	0.00	665	0.032	22	0.0	5.874	A
C-D	118	0.00			118			
C-A	224	0.00			224			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	0.00	584	0.116	68	0.1	7.119	A
B-AD	169	0.00	455	0.372	171	0.6	13.027	B
ABCD	55	0.00	742	0.074	55	0.1	5.556	A
AB	48	0.00			48			
AC	207	0.00			207			
D-A	56	0.00	492	0.115	57	0.1	8.353	A
D-BC	185	0.00	509	0.364	186	0.6	11.453	B
C-ABD	18	0.00	692	0.026	18	0.0	5.610	A
C-D	99	0.00			99			
C-A	187	0.00			187			

2023 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	437	100.000
B - Southleigh Rd - West		✓	161	100.000
C - Horndean Rd - North		✓	453	100.000
D - Southleigh Rd - East		✓	280	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	58	305	74
	B - Southleigh Rd - West	50	0	25	86
	C - Horndean Rd - North	225	42	0	186
	D - Southleigh Rd - East	45	79	156	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	2	0
	B - Southleigh Rd - West	4	0	0	4
	C - Horndean Rd - North	1	0	0	1
	D - Southleigh Rd - East	0	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.16	0.1	A
B-AD	0.40	16.92	0.7	C
ABCD	0.12	5.83	0.1	A
A-B				
A-C				
D-A	0.13	10.84	0.1	B
D-BC	0.58	19.10	1.3	C
C-ABD	0.07	6.21	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	604	0.031	19	0.0	6.148	A
B-AD	102	0.00	443	0.231	101	0.3	10.904	B
ABCD	56	0.00	756	0.074	55	0.1	5.138	A
A-B	44	0.00			44			
A-C	230	0.00			230			
D-A	34	0.00	504	0.067	34	0.1	7.649	A
D-BC	177	0.00	509	0.347	175	0.5	10.806	B
C-ABD	32	0.00	690	0.046	31	0.0	5.465	A
C-D	140	0.00			140			
C-A	169	0.00			169			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	574	0.039	22	0.0	6.529	A
B-AD	122	0.00	413	0.296	122	0.4	12.838	B
ABCD	67	0.00	732	0.091	66	0.1	5.409	A
A-B	52	0.00			52			
A-C	274	0.00			274			
D-A	40	0.00	461	0.088	40	0.1	8.546	A
D-BC	211	0.00	484	0.436	210	0.8	13.231	B
C-ABD	38	0.00	663	0.057	38	0.1	5.756	A
C-D	167	0.00			167			
C-A	202	0.00			202			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	531	0.052	27	0.1	7.145	A
B-AD	150	0.00	371	0.403	149	0.7	16.742	C
ABCD	81	0.00	699	0.117	81	0.1	5.823	A
AB	64	0.00			64			
AC	336	0.00			336			
D-A	50	0.00	385	0.129	49	0.1	10.732	B
D-BC	259	0.00	449	0.576	257	1.3	18.685	C
C-ABD	46	0.00	627	0.074	46	0.1	6.202	A
C-D	205	0.00			205			
C-A	248	0.00			248			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	0.00	530	0.052	28	0.1	7.158	A
B-AD	150	0.00	371	0.404	150	0.7	16.921	C
ABCD	81	0.00	699	0.117	81	0.1	5.828	A
AB	64	0.00			64			
AC	336	0.00			336			
D-A	50	0.00	382	0.130	50	0.1	10.837	B
D-BC	259	0.00	449	0.577	259	1.3	19.099	C
C-ABD	46	0.00	626	0.074	46	0.1	6.209	A
C-D	205	0.00			205			
C-A	248	0.00			248			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	0.00	572	0.039	23	0.0	6.549	A
B-AD	122	0.00	412	0.297	123	0.4	13.002	B
ABCD	67	0.00	731	0.091	67	0.1	5.415	A
AB	52	0.00			52			
AC	274	0.00			274			
D-A	40	0.00	459	0.088	41	0.1	8.619	A
D-BC	211	0.00	484	0.437	213	0.8	13.555	B
C-ABD	38	0.00	662	0.057	38	0.1	5.768	A
C-D	167	0.00			167			
C-A	202	0.00			202			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	603	0.031	19	0.0	6.166	A
B-AD	102	0.00	443	0.231	103	0.3	11.040	B
ABCD	56	0.00	755	0.074	56	0.1	5.149	A
AB	44	0.00			44			
AC	230	0.00			230			
D-A	34	0.00	502	0.068	34	0.1	7.701	A
D-BC	177	0.00	509	0.348	178	0.5	11.021	B
C-ABD	32	0.00	689	0.046	32	0.0	5.478	A
C-D	140	0.00			140			
C-A	169	0.00			169			

2038 | Future Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		14.66	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.66	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)
D3	2038	Future Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	464	100.000
B - Southleigh Rd - West		✓	353	100.000
C - Horndean Rd - North		✓	454	100.000
D - Southleigh Rd - East		✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
	A - Horndean Rd South	0	72	310	82
	B - Southleigh Rd - West	115	0	101	137
	C - Horndean Rd - North	280	27	0	147
	D - Southleigh Rd - East	85	102	175	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
	A - Horndean Rd South	0	2	3	6
	B - Southleigh Rd - West	2	0	2	3
	C - Horndean Rd - North	2	5	0	2
	D - Southleigh Rd - East	1	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	10.43	0.3	B
B-AD	0.77	41.94	3.1	E
ABCD	0.14	6.77	0.2	A
A-B				
A-C				
D-A	0.35	21.16	0.5	C
D-BC	0.75	35.34	2.8	E
C-ABD	0.05	6.58	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	0.00	565	0.135	75	0.2	7.497	A
B-AD	190	0.00	438	0.433	187	0.8	14.506	B
ABCD	62	0.00	727	0.085	61	0.1	5.734	A
A-B	54	0.00			54			
A-C	233	0.00			233			
D-A	64	0.00	467	0.137	63	0.2	8.990	A
D-BC	209	0.00	491	0.425	206	0.7	12.747	B
C-ABD	20	0.00	676	0.030	20	0.0	5.760	A
C-D	111	0.00			111			
C-A	211	0.00			211			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	0.00	524	0.173	91	0.2	8.460	A
B-AD	227	0.00	407	0.557	225	1.2	20.058	C
ABCD	74	0.00	697	0.106	74	0.1	6.126	A
A-B	65	0.00			65			
A-C	279	0.00			279			
D-A	76	0.00	403	0.190	76	0.2	11.125	B
D-BC	249	0.00	458	0.544	247	1.2	17.323	C
C-ABD	24	0.00	646	0.038	24	0.0	6.075	A
C-D	132	0.00			132			
C-A	252	0.00			252			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	467	0.238	111	0.3	10.294	B
B-AD	277	0.00	364	0.763	271	2.8	37.497	E
ABCD	90	0.00	656	0.138	90	0.2	6.744	A
AB	79	0.00			79			
AC	341	0.00			341			
D-A	94	0.00	277	0.338	93	0.5	19.634	C
D-BC	305	0.00	408	0.747	299	2.7	32.022	D
C-ABD	30	0.00	606	0.049	30	0.1	6.559	A
C-D	162	0.00			162			
C-A	308	0.00			308			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	463	0.240	111	0.3	10.428	B
B-AD	277	0.00	362	0.765	277	3.1	41.939	E
ABCD	90	0.00	654	0.138	90	0.2	6.769	A
AB	79	0.00			79			
AC	341	0.00			341			
D-A	94	0.00	265	0.353	93	0.5	21.162	C
D-BC	305	0.00	406	0.750	304	2.8	35.339	E
C-ABD	30	0.00	604	0.049	30	0.1	6.580	A
C-D	162	0.00			162			
C-A	308	0.00			308			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	0.00	519	0.175	91	0.2	8.590	A
B-AD	227	0.00	405	0.559	233	1.4	22.243	C
ABCD	74	0.00	694	0.106	74	0.1	6.156	A
AB	65	0.00			65			
AC	279	0.00			279			
D-A	76	0.00	392	0.195	78	0.2	11.615	B
D-BC	249	0.00	456	0.547	255	1.3	18.868	C
C-ABD	24	0.00	644	0.038	24	0.0	6.103	A
C-D	132	0.00			132			
C-A	252	0.00			252			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	0.00	561	0.135	76	0.2	7.570	A
B-AD	190	0.00	437	0.434	192	0.8	15.184	C
ABCD	62	0.00	725	0.085	62	0.1	5.757	A
AB	54	0.00			54			
AC	233	0.00			233			
D-A	64	0.00	462	0.138	64	0.2	9.144	A
D-BC	209	0.00	490	0.426	211	0.8	13.245	B
C-ABD	20	0.00	675	0.030	20	0.0	5.777	A
C-D	111	0.00			111			
C-A	211	0.00			211			

2038 | Future Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		8.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2038	Future Baseline	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	490	100.000
B - Southleigh Rd - West		✓	180	100.000
C - Horndean Rd - North		✓	508	100.000
D - Southleigh Rd - East		✓	313	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	65	342	83
	B - Southleigh Rd - West	56	0	28	96
	C - Horndean Rd - North	252	47	0	209
	D - Southleigh Rd - East	50	89	174	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	2	0
	B - Southleigh Rd - West	4	0	0	4
	C - Horndean Rd - North	1	0	0	1
	D - Southleigh Rd - East	0	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.66	0.1	A
B-AD	0.49	21.26	1.0	C
ABCD	0.13	6.14	0.2	A
A-B				
A-C				
D-A	0.18	14.14	0.2	B
D-BC	0.68	26.65	2.1	D
C-ABD	0.09	6.55	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	0.00	586	0.036	21	0.0	6.368	A
B-AD	114	0.00	425	0.269	113	0.4	11.951	B
ABCD	62	0.00	741	0.084	62	0.1	5.299	A
A-B	49	0.00			49			
A-C	257	0.00			257			
D-A	38	0.00	480	0.078	37	0.1	8.127	A
D-BC	198	0.00	494	0.401	195	0.7	12.071	B
C-ABD	35	0.00	674	0.053	35	0.1	5.637	A
C-D	157	0.00			157			
C-A	190	0.00			190			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	0.00	551	0.046	25	0.0	6.839	A
B-AD	137	0.00	391	0.350	136	0.5	14.667	B
ABCD	75	0.00	714	0.104	75	0.1	5.626	A
A-B	58	0.00			58			
A-C	307	0.00			307			
D-A	45	0.00	424	0.106	45	0.1	9.495	A
D-BC	236	0.00	465	0.508	235	1.0	15.690	C
C-ABD	42	0.00	644	0.066	42	0.1	5.986	A
C-D	188	0.00			188			
C-A	227	0.00			227			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0.00	502	0.061	31	0.1	7.633	A
B-AD	167	0.00	344	0.487	166	0.9	20.821	C
ABCD	91	0.00	678	0.135	91	0.2	6.135	A
AB	72	0.00			72			
AC	377	0.00			377			
D-A	55	0.00	316	0.174	55	0.2	13.758	B
D-BC	290	0.00	425	0.681	286	2.0	25.343	D
C-ABD	52	0.00	602	0.086	52	0.1	6.536	A
C-D	230	0.00			230			
C-A	277	0.00			277			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0.00	501	0.062	31	0.1	7.659	A
B-AD	167	0.00	343	0.488	167	1.0	21.257	C
ABCD	91	0.00	677	0.135	91	0.2	6.142	A
AB	72	0.00			72			
AC	377	0.00			377			
D-A	55	0.00	310	0.178	55	0.2	14.142	B
D-BC	290	0.00	425	0.682	289	2.1	26.646	D
C-ABD	52	0.00	601	0.086	52	0.1	6.550	A
C-D	230	0.00			230			
C-A	277	0.00			277			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	0.00	549	0.046	25	0.0	6.870	A
B-AD	137	0.00	389	0.351	138	0.6	14.993	B
ABCD	75	0.00	714	0.105	75	0.1	5.635	A
AB	58	0.00			58			
AC	307	0.00			307			
D-A	45	0.00	418	0.108	45	0.1	9.677	A
D-BC	236	0.00	465	0.509	240	1.1	16.469	C
C-ABD	42	0.00	642	0.066	42	0.1	6.007	A
C-D	188	0.00			188			
C-A	227	0.00			227			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	0.00	584	0.036	21	0.0	6.395	A
B-AD	114	0.00	424	0.270	115	0.4	12.159	B
ABCD	62	0.00	740	0.084	63	0.1	5.310	A
AB	49	0.00			49			
AC	257	0.00			257			
D-A	38	0.00	476	0.079	38	0.1	8.210	A
D-BC	198	0.00	493	0.401	200	0.7	12.444	B
C-ABD	35	0.00	672	0.053	35	0.1	5.654	A
C-D	157	0.00			157			
C-A	190	0.00			190			

2038 | Future Baseline + Committed Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		48.95	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	48.95	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)
D5	2038	Future Baseline + Committed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	482	100.000
B - Southleigh Rd - West		✓	355	100.000
C - Horndean Rd - North		✓	470	100.000
D - Southleigh Rd - East		✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	72	317
	B - Southleigh Rd - West	115	0	101
	C - Horndean Rd - North	280	27	0
	D - Southleigh Rd - East	123	109	229

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	3
	B - Southleigh Rd - West	2	0	2
	C - Horndean Rd - North	2	5	0
	D - Southleigh Rd - East	1	4	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	11.41	0.3	B
B-AD	0.83	57.64	4.2	F
ABCD	0.16	7.00	0.2	A
A-B				
A-C				
D-A	1.00	192.81	7.0	F
D-BC	1.01	136.67	14.0	F
C-ABD	0.05	6.95	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	0.00	550	0.138	75	0.2	7.723	A
B-AD	191	0.00	425	0.450	188	0.8	15.400	C
ABCD	70	0.00	723	0.097	70	0.1	5.840	A
A-B	54	0.00			54			
A-C	239	0.00			239			
D-A	93	0.00	426	0.217	91	0.3	10.830	B
D-BC	254	0.00	479	0.531	250	1.1	15.740	C
C-ABD	20	0.00	661	0.031	20	0.0	5.898	A
C-D	123	0.00			123			
C-A	211	0.00			211			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	0.00	506	0.179	91	0.2	8.827	A
B-AD	228	0.00	390	0.585	226	1.4	22.199	C
ABCD	84	0.00	692	0.121	83	0.1	6.271	A
A-B	65	0.00			65			
A-C	285	0.00			285			
D-A	111	0.00	328	0.337	110	0.5	16.579	C
D-BC	304	0.00	439	0.692	300	2.1	25.641	D
C-ABD	24	0.00	628	0.039	24	0.0	6.264	A
C-D	147	0.00			147			
C-A	252	0.00			252			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	443	0.251	111	0.3	11.021	B
B-AD	280	0.00	343	0.816	271	3.6	46.453	E
ABCD	102	0.00	650	0.158	102	0.2	6.966	A
AB	79	0.00			79			
AC	349	0.00			349			
D-A	135	0.00	135	1.001	116	5.4	131.421	F
D-BC	372	0.00	375	0.993	344	9.2	81.230	F
C-ABD	30	0.00	582	0.051	30	0.1	6.840	A
C-D	179	0.00			179			
C-A	308	0.00			308			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	433	0.257	111	0.3	11.405	B
B-AD	280	0.00	337	0.829	277	4.2	57.636	F
ABCD	102	0.00	647	0.158	102	0.2	7.001	A
AB	79	0.00			79			
AC	349	0.00			349			
D-A	135	0.00	141	0.958	129	7.0	192.806	F
D-BC	372	0.00	368	1.012	353	14.0	136.673	F
C-ABD	30	0.00	574	0.052	30	0.1	6.947	A
C-D	179	0.00			179			
C-A	308	0.00			308			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	0.00	489	0.186	91	0.2	9.236	A
B-AD	228	0.00	380	0.601	238	1.6	27.657	D
ABCD	84	0.00	688	0.122	84	0.1	6.321	A
AB	65	0.00			65			
AC	285	0.00			285			
D-A	111	0.00	241	0.459	135	0.9	41.118	E
D-BC	304	0.00	420	0.723	347	3.1	64.678	F
C-ABD	24	0.00	612	0.040	24	0.0	6.430	A
C-D	147	0.00			147			
C-A	252	0.00			252			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	0.00	545	0.140	76	0.2	7.839	A
B-AD	191	0.00	422	0.453	194	0.9	16.412	C
ABCD	70	0.00	721	0.097	70	0.1	5.869	A
AB	54	0.00			54			
AC	239	0.00			239			
D-A	93	0.00	412	0.225	95	0.3	11.546	B
D-BC	254	0.00	477	0.534	262	1.2	17.640	C
C-ABD	20	0.00	657	0.031	20	0.0	5.938	A
C-D	123	0.00			123			
C-A	211	0.00			211			

2038 | Future Baseline + Committed Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		10.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.69	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2038	Future Baseline + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	522	100.000
B - Southleigh Rd - West		✓	186	100.000
C - Horndean Rd - North		✓	556	100.000
D - Southleigh Rd - East		✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	65	346	111
	B - Southleigh Rd - West	56	0	28	102
	C - Horndean Rd - North	259	47	0	250
	D - Southleigh Rd - East	66	92	198	0

Vehicle Mix

Heavy Vehicle %

	To				
		A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	2	0
	B - Southleigh Rd - West	4	0	0	4
	C - Horndean Rd - North	1	0	0	1
	D - Southleigh Rd - East	0	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.91	0.1	A
B-AD	0.53	24.49	1.2	C
ABCD	0.19	6.69	0.2	A
A-B				
A-C				
D-A	0.30	20.82	0.4	C
D-BC	0.77	37.22	3.1	E
C-ABD	0.09	6.69	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	0.00	578	0.036	21	0.0	6.464	A
B-AD	119	0.00	414	0.287	117	0.4	12.562	B
ABCD	84	0.00	729	0.115	83	0.1	5.563	A
A-B	49	0.00			49			
A-C	260	0.00			260			
D-A	50	0.00	464	0.107	49	0.1	8.669	A
D-BC	218	0.00	494	0.442	215	0.8	12.886	B
C-ABD	35	0.00	667	0.053	35	0.1	5.699	A
C-D	188	0.00			188			
C-A	195	0.00			195			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	0.00	541	0.047	25	0.0	6.980	A
B-AD	142	0.00	377	0.376	141	0.6	15.798	C
ABCD	100	0.00	700	0.143	100	0.2	5.993	A
A-B	58	0.00			58			
A-C	311	0.00			311			
D-A	59	0.00	396	0.150	59	0.2	10.692	B
D-BC	261	0.00	462	0.565	259	1.3	17.740	C
C-ABD	42	0.00	635	0.067	42	0.1	6.072	A
C-D	225	0.00			225			
C-A	233	0.00			233			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0.00	488	0.063	31	0.1	7.870	A
B-AD	174	0.00	328	0.531	172	1.1	23.719	C
ABCD	122	0.00	661	0.185	122	0.2	6.680	A
AB	72	0.00			72			
AC	381	0.00			381			
D-A	73	0.00	258	0.282	72	0.4	19.275	C
D-BC	319	0.00	415	0.770	313	2.9	33.535	D
C-ABD	52	0.00	592	0.087	52	0.1	6.663	A
C-D	275	0.00			275			
C-A	285	0.00			285			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	0.00	486	0.063	31	0.1	7.914	A
B-AD	174	0.00	326	0.533	174	1.2	24.493	C
ABCD	122	0.00	660	0.185	122	0.2	6.692	A
AB	72	0.00			72			
AC	381	0.00			381			
D-A	73	0.00	245	0.296	73	0.4	20.823	C
D-BC	319	0.00	414	0.771	318	3.1	37.220	E
C-ABD	52	0.00	590	0.088	52	0.1	6.688	A
C-D	275	0.00			275			
C-A	285	0.00			285			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	0.00	537	0.047	25	0.0	7.031	A
B-AD	142	0.00	375	0.378	144	0.7	16.314	C
ABCD	100	0.00	699	0.143	100	0.2	6.008	A
AB	58	0.00			58			
AC	311	0.00			311			
D-A	59	0.00	384	0.154	60	0.2	11.144	B
D-BC	261	0.00	461	0.566	268	1.4	19.431	C
C-ABD	42	0.00	632	0.067	42	0.1	6.103	A
C-D	225	0.00			225			
C-A	233	0.00			233			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	0.00	575	0.037	21	0.0	6.496	A
B-AD	119	0.00	413	0.288	120	0.4	12.827	B
ABCD	84	0.00	728	0.115	84	0.1	5.584	A
AB	49	0.00			49			
AC	260	0.00			260			
D-A	50	0.00	459	0.108	50	0.1	8.805	A
D-BC	218	0.00	494	0.442	221	0.8	13.410	B
C-ABD	35	0.00	665	0.053	35	0.1	5.720	A
C-D	188	0.00			188			
C-A	195	0.00			195			

2038 | Future Baseline + CD + Proposed BaU | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		404.62	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	404.62	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)
D7	2038	Future Baseline + CD + Proposed BaU	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	489	100.000
B - Southleigh Rd - West		✓	474	100.000
C - Horndean Rd - North		✓	504	100.000
D - Southleigh Rd - East		✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	163	280
	B - Southleigh Rd - West	229	0	123
	C - Horndean Rd - North	317	93	0
	D - Southleigh Rd - East	184	180	255

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	3
	B - Southleigh Rd - West	2	0	2
	C - Horndean Rd - North	2	5	0
	D - Southleigh Rd - East	1	4	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.36	14.95	0.6	B
B-AD	1.40	682.99	59.5	F
ABCD	0.08	6.97	0.1	A
A-B				
A-C				
D-A	1.45	987.61	41.6	F
D-BC	1.47	964.36	97.1	F
C-ABD	0.21	10.02	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	0.00	509	0.182	92	0.2	8.784	A
B-AD	264	0.00	401	0.659	257	1.8	24.488	C
ABCD	35	0.00	708	0.049	34	0.1	5.662	A
A-B	123	0.00			123			
A-C	211	0.00			211			
D-A	139	0.00	313	0.442	135	0.8	20.112	C
D-BC	327	0.00	442	0.740	317	2.6	27.524	D
C-ABD	70	0.00	627	0.112	69	0.1	6.778	A
C-D	71	0.00			71			
C-A	239	0.00			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	451	0.245	110	0.3	10.771	B
B-AD	316	0.00	361	0.874	304	4.8	55.187	F
ABCD	41	0.00	673	0.061	41	0.1	6.037	A
A-B	147	0.00			147			
A-C	252	0.00			252			
D-A	165	0.00	160	1.034	141	6.8	133.772	F
D-BC	391	0.00	381	1.026	356	11.3	93.728	F
C-ABD	84	0.00	585	0.143	83	0.2	7.531	A
C-D	84	0.00			84			
C-A	285	0.00			285			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	402	0.337	135	0.5	13.678	B
B-AD	386	0.00	302	1.281	297	27.3	226.257	F
ABCD	51	0.00	625	0.081	51	0.1	6.648	A
AB	179	0.00			179			
AC	308	0.00			308			
D-A	203	0.00	148	1.369	146	21.0	391.387	F
D-BC	479	0.00	338	1.418	336	47.0	338.457	F
C-ABD	103	0.00	522	0.196	102	0.3	8.994	A
C-D	103	0.00			103			
C-A	349	0.00			349			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	381	0.356	135	0.6	14.948	B
B-AD	386	0.00	275	1.404	275	55.3	545.433	F
ABCD	51	0.00	598	0.085	51	0.1	6.969	A
AB	179	0.00			179			
AC	308	0.00			308			
D-A	203	0.00	140	1.450	139	36.8	765.618	F
D-BC	479	0.00	325	1.472	325	85.5	731.385	F
C-ABD	103	0.00	480	0.214	103	0.3	10.018	B
C-D	103	0.00			103			
C-A	349	0.00			349			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	385	0.287	111	0.4	13.446	B
B-AD	316	0.00	300	1.054	298	59.5	682.994	F
ABCD	41	0.00	610	0.068	41	0.1	6.708	A
AB	147	0.00			147			
AC	252	0.00			252			
D-A	165	0.00	147	1.125	146	41.6	987.606	F
D-BC	391	0.00	345	1.134	344	97.1	964.364	F
C-ABD	84	0.00	486	0.172	84	0.2	9.408	A
C-D	84	0.00			84			
C-A	285	0.00			285			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	0.00	398	0.233	93	0.3	12.073	B
B-AD	264	0.00	329	0.803	324	44.7	582.257	F
ABCD	35	0.00	638	0.054	35	0.1	6.325	A
AB	123	0.00			123			
AC	211	0.00			211			
D-A	139	0.00	157	0.884	153	37.9	936.655	F
D-BC	327	0.00	368	0.889	364	87.9	914.777	F
C-ABD	70	0.00	510	0.137	70	0.2	8.596	A
C-D	71	0.00			71			
C-A	239	0.00			239			

2038 | Future Baseline + CD + Proposed BaU | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		28.29	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.29	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2038	Future Baseline + CD + Proposed BaU	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	617	100.000
B - Southleigh Rd - West		✓	388	100.000
C - Horndean Rd - North		✓	431	100.000
D - Southleigh Rd - East		✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	250	259
	B - Southleigh Rd - West	198	0	66
	C - Horndean Rd - North	160	111	0
	D - Southleigh Rd - East	59	125	101

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	2
	B - Southleigh Rd - West	4	0	0
	C - Horndean Rd - North	1	0	1
	D - Southleigh Rd - East	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	9.67	0.2	A
B-AD	0.98	124.15	11.7	F
ABCD	0.18	6.66	0.2	A
A-B				
A-C				
D-A	0.19	13.31	0.2	B
D-BC	0.64	25.22	1.7	D
C-ABD	0.21	7.85	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	553	0.090	49	0.1	7.139	A
B-AD	242	0.00	437	0.555	237	1.2	18.352	C
ABCD	81	0.00	735	0.111	81	0.1	5.502	A
A-B	188	0.00			188			
A-C	195	0.00			195			
D-A	44	0.00	494	0.090	44	0.1	8.003	A
D-BC	170	0.00	481	0.354	168	0.5	11.553	B
C-ABD	84	0.00	659	0.127	83	0.1	6.242	A
C-D	120	0.00			120			
C-A	120	0.00			120			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	0.00	509	0.117	59	0.1	8.003	A
B-AD	289	0.00	405	0.714	285	2.3	30.055	D
ABCD	97	0.00	706	0.138	97	0.2	5.910	A
A-B	225	0.00			225			
A-C	233	0.00			233			
D-A	53	0.00	444	0.120	53	0.1	9.212	A
D-BC	203	0.00	446	0.456	202	0.8	14.858	B
C-ABD	100	0.00	626	0.159	100	0.2	6.834	A
C-D	144	0.00			144			
C-A	144	0.00			144			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	0.00	445	0.163	72	0.2	9.648	A
B-AD	355	0.00	362	0.980	329	8.6	81.623	F
ABCD	119	0.00	667	0.178	119	0.2	6.565	A
AB	275	0.00			275			
AC	285	0.00			285			
D-A	65	0.00	347	0.187	65	0.2	12.741	B
D-BC	249	0.00	397	0.627	246	1.6	23.610	C
C-ABD	122	0.00	582	0.210	122	0.3	7.825	A
C-D	176	0.00			176			
C-A	176	0.00			176			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	0.00	445	0.163	73	0.2	9.671	A
B-AD	355	0.00	361	0.981	342	11.7	124.154	F
ABCD	119	0.00	659	0.180	119	0.2	6.660	A
AB	275	0.00			275			
AC	285	0.00			285			
D-A	65	0.00	335	0.194	65	0.2	13.311	B
D-BC	249	0.00	392	0.635	248	1.7	25.225	D
C-ABD	122	0.00	581	0.211	122	0.3	7.849	A
C-D	176	0.00			176			
C-A	176	0.00			176			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	0.00	492	0.121	60	0.1	8.333	A
B-AD	289	0.00	404	0.716	324	3.0	57.951	F
ABCD	97	0.00	694	0.140	97	0.2	6.040	A
AB	225	0.00			225			
AC	233	0.00			233			
D-A	53	0.00	430	0.123	53	0.1	9.556	A
D-BC	203	0.00	438	0.464	206	0.9	15.912	C
C-ABD	100	0.00	625	0.160	100	0.2	6.862	A
C-D	144	0.00			144			
C-A	144	0.00			144			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	548	0.091	50	0.1	7.225	A
B-AD	242	0.00	436	0.556	249	1.4	20.644	C
ABCD	81	0.00	731	0.111	81	0.1	5.543	A
AB	188	0.00			188			
AC	195	0.00			195			
D-A	44	0.00	489	0.091	45	0.1	8.106	A
D-BC	170	0.00	478	0.356	171	0.6	11.904	B
C-ABD	84	0.00	658	0.127	84	0.1	6.273	A
C-D	120	0.00			120			
C-A	120	0.00			120			

2038 | Future Baseline + CD + Proposed S2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		326.66	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	326.66	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)
D9	2038	Future Baseline + CD + Proposed S2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	487	100.000
B - Southleigh Rd - West		✓	471	100.000
C - Horndean Rd - North		✓	500	100.000
D - Southleigh Rd - East		✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	163	280
	B - Southleigh Rd - West	229	0	123
	C - Horndean Rd - North	317	93	0
	D - Southleigh Rd - East	179	176	241

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	3
	B - Southleigh Rd - West	2	0	2
	C - Horndean Rd - North	2	5	0
	D - Southleigh Rd - East	1	4	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	14.48	0.5	B
B-AD	1.34	568.55	50.0	F
ABCD	0.08	6.87	0.1	A
A-B				
A-C				
D-A	1.38	805.86	34.8	F
D-BC	1.40	781.45	79.8	F
C-ABD	0.21	9.65	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	0.00	513	0.180	92	0.2	8.693	A
B-AD	262	0.00	404	0.648	255	1.7	23.689	C
ABCD	33	0.00	710	0.047	33	0.1	5.637	A
A-B	123	0.00			123			
A-C	211	0.00			211			
D-A	135	0.00	334	0.404	132	0.7	17.829	C
D-BC	314	0.00	446	0.704	305	2.2	24.752	C
C-ABD	70	0.00	631	0.111	70	0.1	6.729	A
C-D	68	0.00			68			
C-A	239	0.00			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	457	0.242	110	0.3	10.588	B
B-AD	313	0.00	365	0.857	302	4.4	51.331	F
ABCD	40	0.00	675	0.059	39	0.1	6.002	A
A-B	147	0.00			147			
A-C	252	0.00			252			
D-A	161	0.00	163	0.989	141	5.8	118.377	F
D-BC	375	0.00	382	0.982	348	8.8	78.573	F
C-ABD	84	0.00	591	0.142	83	0.2	7.452	A
C-D	81	0.00			81			
C-A	285	0.00			285			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	407	0.332	135	0.5	13.427	B
B-AD	383	0.00	308	1.242	302	24.7	202.967	F
A-BCD	48	0.00	627	0.077	48	0.1	6.591	A
A-B	179	0.00			179			
A-C	308	0.00			308			
D-A	197	0.00	150	1.311	147	18.2	339.529	F
D-BC	459	0.00	338	1.359	335	39.8	286.623	F
C-ABD	103	0.00	531	0.193	102	0.2	8.807	A
C-D	99	0.00			99			
C-A	349	0.00			349			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	389	0.348	135	0.5	14.477	B
B-AD	383	0.00	286	1.341	285	49.2	474.322	F
A-BCD	48	0.00	603	0.080	48	0.1	6.874	A
A-B	179	0.00			179			
A-C	308	0.00			308			
D-A	197	0.00	143	1.381	142	32.0	658.253	F
D-BC	459	0.00	327	1.405	326	73.0	623.432	F
C-ABD	103	0.00	494	0.208	103	0.3	9.648	A
C-D	99	0.00			99			
C-A	349	0.00			349			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	396	0.280	111	0.4	12.933	B
B-AD	313	0.00	313	0.999	310	50.0	568.553	F
A-BCD	40	0.00	619	0.064	40	0.1	6.581	A
A-B	147	0.00			147			
A-C	252	0.00			252			
D-A	161	0.00	151	1.067	150	34.8	805.857	F
D-BC	375	0.00	348	1.077	347	79.8	781.450	F
C-ABD	84	0.00	506	0.165	84	0.2	8.964	A
C-D	81	0.00			81			
C-A	285	0.00			285			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	0.00	411	0.225	93	0.3	11.569	B
B-AD	262	0.00	346	0.758	339	30.8	433.350	F
A-BCD	33	0.00	651	0.051	33	0.1	6.177	A
A-B	123	0.00			123			
A-C	211	0.00			211			
D-A	135	0.00	161	0.835	157	29.3	737.795	F
D-BC	314	0.00	373	0.841	368	66.2	714.695	F
C-ABD	70	0.00	535	0.131	70	0.2	8.137	A
C-D	68	0.00			68			
C-A	239	0.00			239			

2038 | Future Baseline + CD + Proposed S2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		35.76	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.76	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)
D10	2038	Future Baseline + CD + Proposed S2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	608	100.000
B - Southleigh Rd - West		✓	378	100.000
C - Horndean Rd - North		✓	600	100.000
D - Southleigh Rd - East		✓	275	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	250	259
	B - Southleigh Rd - West	198	0	62
	C - Horndean Rd - North	346	111	0
	D - Southleigh Rd - East	57	122	96

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	2
	B - Southleigh Rd - West	4	0	0
	C - Horndean Rd - North	1	0	1
	D - Southleigh Rd - East	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	9.53	0.2	A
B-AD	1.04	177.43	17.2	F
ABCD	0.18	7.28	0.2	A
A-B				
A-C				
D-A	0.23	17.14	0.3	C
D-BC	0.69	33.59	2.1	D
C-ABD	0.21	7.81	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	0.00	552	0.085	46	0.1	7.112	A
B-AD	238	0.00	418	0.569	233	1.3	19.657	C
ABCD	75	0.00	699	0.107	74	0.1	5.760	A
A-B	188	0.00			188			
A-C	195	0.00			195			
D-A	43	0.00	466	0.092	43	0.1	8.499	A
D-BC	164	0.00	451	0.364	162	0.6	12.475	B
C-ABD	84	0.00	661	0.126	83	0.1	6.222	A
C-D	108	0.00			108			
C-A	260	0.00			260			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	0.00	506	0.110	56	0.1	7.998	A
B-AD	284	0.00	383	0.742	279	2.6	34.229	D
ABCD	89	0.00	663	0.134	89	0.2	6.272	A
A-B	225	0.00			225			
A-C	233	0.00			233			
D-A	51	0.00	408	0.126	51	0.1	10.093	B
D-BC	196	0.00	410	0.478	195	0.9	16.751	C
C-ABD	100	0.00	629	0.159	100	0.2	6.805	A
C-D	129	0.00			129			
C-A	311	0.00			311			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	0.00	447	0.153	68	0.2	9.501	A
B-AD	348	0.00	335	1.039	313	11.3	105.078	F
ABCD	109	0.00	614	0.178	109	0.2	7.127	A
AB	275	0.00			275			
AC	285	0.00			285			
D-A	63	0.00	290	0.216	62	0.3	15.738	C
D-BC	240	0.00	353	0.680	236	2.0	29.989	D
C-ABD	122	0.00	585	0.209	122	0.3	7.777	A
C-D	157	0.00			157			
C-A	381	0.00			381			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	0.00	446	0.153	68	0.2	9.527	A
B-AD	348	0.00	334	1.042	325	17.2	177.426	F
ABCD	109	0.00	604	0.181	109	0.2	7.280	A
AB	275	0.00			275			
AC	285	0.00			285			
D-A	63	0.00	273	0.230	63	0.3	17.143	C
D-BC	240	0.00	346	0.693	239	2.1	33.589	D
C-ABD	122	0.00	584	0.210	122	0.3	7.807	A
C-D	157	0.00			157			
C-A	381	0.00			381			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	0.00	479	0.116	56	0.1	8.524	A
B-AD	284	0.00	382	0.744	338	3.8	100.405	F
ABCD	89	0.00	644	0.138	89	0.2	6.490	A
AB	225	0.00			225			
AC	233	0.00			233			
D-A	51	0.00	387	0.132	52	0.2	10.749	B
D-BC	196	0.00	398	0.492	200	1.0	18.755	C
C-ABD	100	0.00	627	0.159	100	0.2	6.843	A
C-D	129	0.00			129			
C-A	311	0.00			311			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	0.00	546	0.086	47	0.1	7.219	A
B-AD	238	0.00	417	0.570	247	1.4	23.038	C
ABCD	75	0.00	694	0.107	75	0.1	5.811	A
AB	188	0.00			188			
AC	195	0.00			195			
D-A	43	0.00	460	0.093	43	0.1	8.640	A
D-BC	164	0.00	448	0.366	166	0.6	12.951	B
C-ABD	84	0.00	660	0.127	84	0.1	6.252	A
C-D	108	0.00			108			
C-A	260	0.00			260			

2038 | Future Baseline + CD + Proposed S3 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		187.85	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	187.85	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)
D11	2038	Future Baseline + CD + Proposed S3	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	485	100.000
B - Southleigh Rd - West		✓	469	100.000
C - Horndean Rd - North		✓	496	100.000
D - Southleigh Rd - East		✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	163	280
	B - Southleigh Rd - West	229	0	123
	C - Horndean Rd - North	317	94	0
	D - Southleigh Rd - East	167	167	203

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	3
	B - Southleigh Rd - West	2	0	2
	C - Horndean Rd - North	2	5	0
	D - Southleigh Rd - East	1	4	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.33	13.44	0.5	B
B-AD	1.23	374.99	38.6	F
ABCD	0.08	6.76	0.1	A
A-B				
A-C				
D-A	1.22	466.30	20.6	F
D-BC	1.25	440.18	43.8	F
C-ABD	0.20	8.88	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	0.00	523	0.177	92	0.2	8.500	A
B-AD	260	0.00	412	0.632	254	1.6	22.423	C
ABCD	32	0.00	711	0.044	31	0.0	5.611	A
A-B	123	0.00			123			
A-C	211	0.00			211			
D-A	126	0.00	379	0.332	124	0.5	14.128	B
D-BC	279	0.00	453	0.615	272	1.5	19.778	C
C-ABD	71	0.00	641	0.110	70	0.1	6.612	A
C-D	64	0.00			64			
C-A	239	0.00			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	469	0.236	110	0.3	10.214	B
B-AD	311	0.00	375	0.829	302	3.9	45.573	E
ABCD	38	0.00	677	0.056	38	0.1	5.966	A
A-B	147	0.00			147			
A-C	252	0.00			252			
D-A	150	0.00	246	0.611	146	1.4	35.331	E
D-BC	333	0.00	398	0.837	323	4.1	44.160	E
C-ABD	85	0.00	604	0.140	84	0.2	7.272	A
C-D	76	0.00			76			
C-A	285	0.00			285			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	420	0.323	135	0.5	12.852	B
B-AD	381	0.00	324	1.177	315	20.4	166.354	F
ABCD	46	0.00	630	0.073	46	0.1	6.534	A
AB	179	0.00			179			
AC	308	0.00			308			
D-A	184	0.00	152	1.213	143	11.7	206.477	F
D-BC	407	0.00	339	1.203	331	23.2	174.624	F
C-ABD	104	0.00	552	0.188	103	0.2	8.415	A
C-D	94	0.00			94			
C-A	349	0.00			349			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	408	0.332	135	0.5	13.439	B
B-AD	381	0.00	310	1.229	308	38.6	356.911	F
ABCD	46	0.00	611	0.076	46	0.1	6.759	A
AB	179	0.00			179			
AC	308	0.00			308			
D-A	184	0.00	151	1.221	149	20.6	421.898	F
D-BC	407	0.00	326	1.249	325	43.8	384.357	F
C-ABD	104	0.00	529	0.196	104	0.3	8.875	A
C-D	94	0.00			94			
C-A	349	0.00			349			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	421	0.262	111	0.4	11.852	B
B-AD	311	0.00	345	0.902	336	32.4	374.994	F
ABCD	38	0.00	634	0.060	38	0.1	6.405	A
AB	147	0.00			147			
AC	252	0.00			252			
D-A	150	0.00	160	0.936	152	20.2	466.304	F
D-BC	333	0.00	351	0.949	343	41.3	440.176	F
C-ABD	85	0.00	553	0.153	85	0.2	8.072	A
C-D	76	0.00			76			
C-A	285	0.00			285			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	0.00	441	0.210	93	0.3	10.556	B
B-AD	260	0.00	383	0.681	371	4.8	192.972	F
ABCD	32	0.00	673	0.047	32	0.1	5.950	A
AB	123	0.00			123			
AC	211	0.00			211			
D-A	126	0.00	176	0.716	167	9.8	334.061	F
D-BC	279	0.00	378	0.738	368	18.8	300.132	F
C-ABD	71	0.00	592	0.120	71	0.1	7.258	A
C-D	64	0.00			64			
C-A	239	0.00			239			

2038 | Future Baseline + CD + Proposed S3 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		29.02	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.02	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2038	Future Baseline + CD + Proposed S3	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	601	100.000
B - Southleigh Rd - West		✓	376	100.000
C - Horndean Rd - North		✓	574	100.000
D - Southleigh Rd - East		✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	250	259
	B - Southleigh Rd - West	199	0	66
	C - Horndean Rd - North	346	111	0
	D - Southleigh Rd - East	56	119	87

Vehicle Mix

Heavy Vehicle %

	To			
	A - Horndean Rd South	B - Southleigh Rd - West	C - Horndean Rd - North	D - Southleigh Rd - East
From	A - Horndean Rd South	0	2	2
	B - Southleigh Rd - West	4	0	0
	C - Horndean Rd - North	1	0	1
	D - Southleigh Rd - East	0	1	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	9.58	0.2	A
B-AD	1.00	141.38	13.0	F
ABCD	0.16	6.99	0.2	A
A-B				
A-C				
D-A	0.20	14.69	0.2	B
D-BC	0.64	28.32	1.7	D
C-ABD	0.21	7.73	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	557	0.089	49	0.1	7.090	A
B-AD	233	0.00	423	0.551	229	1.2	18.787	C
ABCD	69	0.00	706	0.098	69	0.1	5.648	A
A-B	188	0.00			188			
A-C	195	0.00			195			
D-A	42	0.00	474	0.089	42	0.1	8.313	A
D-BC	155	0.00	455	0.341	153	0.5	11.969	B
C-ABD	84	0.00	664	0.126	83	0.1	6.196	A
C-D	88	0.00			88			
C-A	260	0.00			260			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	0.00	512	0.116	59	0.1	7.951	A
B-AD	279	0.00	389	0.716	274	2.4	31.375	D
ABCD	83	0.00	671	0.123	83	0.1	6.114	A
A-B	225	0.00			225			
A-C	233	0.00			233			
D-A	50	0.00	422	0.119	50	0.1	9.682	A
D-BC	185	0.00	415	0.446	184	0.8	15.663	C
C-ABD	100	0.00	632	0.158	100	0.2	6.763	A
C-D	105	0.00			105			
C-A	311	0.00			311			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	0.00	449	0.162	72	0.2	9.554	A
B-AD	341	0.00	342	0.998	314	9.2	89.780	F
ABCD	101	0.00	624	0.162	101	0.2	6.878	A
AB	275	0.00			275			
AC	285	0.00			285			
D-A	62	0.00	319	0.193	61	0.2	13.899	B
D-BC	227	0.00	359	0.631	224	1.6	26.162	D
C-ABD	122	0.00	589	0.208	122	0.3	7.709	A
C-D	129	0.00			129			
C-A	381	0.00			381			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	0.00	449	0.162	73	0.2	9.576	A
B-AD	341	0.00	341	1.000	326	13.0	141.378	F
ABCD	101	0.00	616	0.165	101	0.2	6.992	A
AB	275	0.00			275			
AC	285	0.00			285			
D-A	62	0.00	307	0.201	62	0.2	14.689	B
D-BC	227	0.00	354	0.641	226	1.7	28.317	D
C-ABD	122	0.00	588	0.208	122	0.3	7.735	A
C-D	129	0.00			129			
C-A	381	0.00			381			

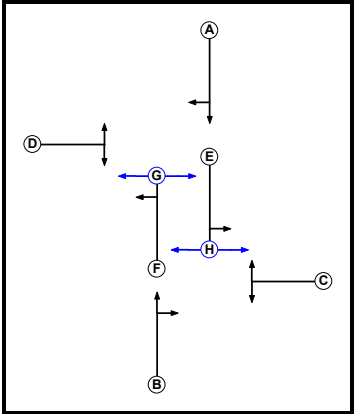
17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	0.00	492	0.121	60	0.1	8.334	A
B-AD	279	0.00	388	0.718	319	3.1	67.841	F
ABCD	83	0.00	657	0.126	83	0.1	6.271	A
AB	225	0.00			225			
AC	233	0.00			233			
D-A	50	0.00	407	0.124	51	0.1	10.110	B
D-BC	185	0.00	406	0.456	189	0.9	16.962	C
C-ABD	100	0.00	630	0.158	100	0.2	6.792	A
C-D	105	0.00			105			
C-A	311	0.00			311			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	551	0.090	50	0.1	7.179	A
B-AD	233	0.00	422	0.552	240	1.3	21.258	C
ABCD	69	0.00	702	0.099	69	0.1	5.690	A
AB	188	0.00			188			
AC	195	0.00			195			
D-A	42	0.00	470	0.090	42	0.1	8.424	A
D-BC	155	0.00	452	0.343	156	0.5	12.339	B
C-ABD	84	0.00	663	0.126	84	0.1	6.223	A
C-D	88	0.00			88			
C-A	260	0.00			260			

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	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7

Phase Intergreens Matrix

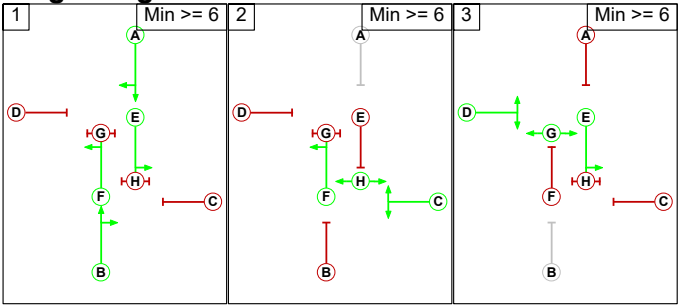
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	7	-	-	-	-
	B	-		7	-	-	-	-	-
	C	-	7		-	6	-	-	-
	D	7	-	-		-	6	-	-
	E	-	-	7	-		-	-	5
	F	-	-	-	7	-		5	-
	G	-	-	-	-	-	8		-
	H	-	-	-	-	8	-	-	

Phases in Stage

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

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

From Stage	To Stage			
		1	2	3
	1		7	7
	2	8		8
	3	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Horndean Rd/Southleigh Rd - Mitigation											
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 (Horndean Rd (N))	9/1 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (Horndean Rd (S))	7/1 (Right)	1439	0	6/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Horndean Rd/Southleigh Rd - Mitigation												
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 (Horndean Rd (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
1/2 (Horndean Rd (N))	O	A	2	3	3.2	Geom	-	3.50	0.00	N	Arm 9 Right	15.00
2/1 (Southleigh Rd (E))	U	C	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 5 Right	15.00
											Arm 8 Left	Inf
3/1 (Horndean Rd (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (Horndean Rd (S))	O	B	2	3	4.0	Geom	-	3.00	0.00	N	Arm 7 Right	15.00
4/1 (Southleigh Rd (W))	U	D	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 6 Right	15.00
											Arm 10 Left	Inf
5/1 (NB Internal)	U	F	2	3	5.2	Geom	-	3.50	0.00	Y	Arm 9 Left	15.00
											Arm 10 Ahead	Inf
6/1 (SB Internal)	U	E	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	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 S3 - DS+ - AM'	08:00	09:00	01:00	
6: '2038 - Dev S3 - 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					
Origin		A	B	C	D	Tot.
	A	0	163	280	46	489
	B	229	0	123	122	474
	C	317	93	0	94	504
	D	184	180	235	0	599
	Tot.	730	436	638	262	2066

Traffic Lane Flows

Lane	Scenario 1: 2038 - Dev S1 - BaU - AM
Junction: Horndean Rd/Southleigh Rd - Mitigation	
1/1 (with short)	489(In) 443(Out)
1/2 (short)	46
2/1	474
3/1 (with short)	504(In) 411(Out)
3/2 (short)	93
4/1	599
5/1	762
6/1	858
7/1	436
8/1	638
9/1	262
10/1	730

Lane Saturation Flows

Junction: Horndean Rd/Southleigh Rd - Mitigation								
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 (Horndean Rd (N))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (Horndean Rd (N))	3.50	0.00	N	Arm 9 Right	15.00	100.0 %	1914	1914
2/1 (Southleigh Rd (E))	4.50	0.00	Y	Arm 5 Right	15.00	74.1 %	1923	1923
				Arm 8 Left	Inf	25.9 %		
3/1 (Horndean Rd (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (Horndean Rd (S))	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
4/1 (Southleigh Rd (W))	4.50	0.00	Y	Arm 6 Right	15.00	69.3 %	1931	1931
				Arm 10 Left	Inf	30.7 %		
5/1 (NB Internal)	3.50	0.00	Y	Arm 9 Left	15.00	28.3 %	1911	1911
				Arm 10 Ahead	Inf	71.7 %		
6/1 (SB Internal)	4.00	0.00	Y	Arm 7 Left	15.00	40.0 %	1938	1938
				Arm 8 Ahead	Inf	60.0 %		
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
9/1				Infinite Saturation Flow			Inf	Inf
10/1				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	250	259	108	617
	B	198	0	66	124	388
	C	346	111	0	160	617
	D	59	125	101	0	285
	Tot.	603	486	426	392	1907

Traffic Lane Flows

Lane Saturation Flows

Junction: Horndean Rd/Southleigh Rd - Mitigation								
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 (Horndean Rd (N))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (Horndean Rd (N))	3.50	0.00	N	Arm 9 Right	15.00	100.0 %	1914	1914
2/1 (Southleigh Rd (E))	4.50	0.00	Y	Arm 5 Right Arm 8 Left	15.00 Inf	83.0 % 17.0 %	1907	1907
3/1 (Horndean Rd (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (Horndean Rd (S))	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
4/1 (Southleigh Rd (W))	4.50	0.00	Y	Arm 6 Right Arm 10 Left	15.00 Inf	79.3 % 20.7 %	1913	1913
5/1 (NB Internal)	3.50	0.00	Y	Arm 9 Left Arm 10 Ahead	15.00 Inf	34.3 % 65.7 %	1900	1900
6/1 (SB Internal)	4.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	51.0 % 49.0 %	1917	1917
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	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					
Origin		A	B	C	D	Tot.
	A	0	163	280	44	487
	B	229	0	123	119	471
	C	317	93	0	90	500
	D	179	176	241	0	596
	Tot.	725	432	644	253	2054

Traffic Lane Flows

Lane	Scenario 3: 2038 - Dev S2 - DS - AM
Junction: Horndean Rd/Southleigh Rd - Mitigation	
1/1 (with short)	487(In) 443(Out)
1/2 (short)	44
2/1	471
3/1 (with short)	500(In) 407(Out)
3/2 (short)	93
4/1	596
5/1	755
6/1	860
7/1	432
8/1	644
9/1	253
10/1	725

Lane Saturation Flows

Junction: Horndean Rd/Southleigh Rd - Mitigation								
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 (Horndean Rd (N))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (Horndean Rd (N))	3.50	0.00	N	Arm 9 Right	15.00	100.0 %	1914	1914
2/1 (Southleigh Rd (E))	4.50	0.00	Y	Arm 5 Right	15.00	73.9 %	1923	1923
				Arm 8 Left	Inf	26.1 %		
3/1 (Horndean Rd (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (Horndean Rd (S))	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
4/1 (Southleigh Rd (W))	4.50	0.00	Y	Arm 6 Right	15.00	70.0 %	1930	1930
5/1 (NB Internal)	3.50	0.00	Y	Arm 10 Left	Inf	30.0 %		
				Arm 9 Left	15.00	27.7 %	1912	1912
				Arm 10 Ahead	Inf	72.3 %		
6/1 (SB Internal)	4.00	0.00	Y	Arm 7 Left	15.00	39.4 %	1939	1939
				Arm 8 Ahead	Inf	60.6 %		
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
9/1				Infinite Saturation Flow			Inf	Inf
10/1				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 :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	250	259	99	608
	B	198	0	66	118	382
	C	346	111	0	143	600
	D	57	122	96	0	275
	Tot.	601	483	421	360	1865

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 - Dev S2 - DS - PM
Junction: Horndean Rd/Southleigh Rd - Mitigation	
1/1 (with short)	608(In) 509(Out)
1/2 (short)	99
2/1	382
3/1 (with short)	600(In) 489(Out)
3/2 (short)	111
4/1	275
5/1	805
6/1	727
7/1	483
8/1	421
9/1	360
10/1	601

Lane Saturation Flows

Junction: Horndean Rd/Southleigh Rd - Mitigation								
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 (Horndean Rd (N))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (Horndean Rd (N))	3.50	0.00	N	Arm 9 Right	15.00	100.0 %	1914	1914
2/1 (Southleigh Rd (E))	4.50	0.00	Y	Arm 5 Right Arm 8 Left	15.00 Inf	82.7 % 17.3 %	1907	1907
3/1 (Horndean Rd (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (Horndean Rd (S))	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
4/1 (Southleigh Rd (W))	4.50	0.00	Y	Arm 6 Right Arm 10 Left	15.00 Inf	79.3 % 20.7 %	1913	1913
5/1 (NB Internal)	3.50	0.00	Y	Arm 9 Left Arm 10 Ahead	15.00 Inf	32.4 % 67.6 %	1903	1903
6/1 (SB Internal)	4.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	51.2 % 48.8 %	1917	1917
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	163	280	42	485
	B	229	0	117	123	469
	C	317	94	0	85	496
	D	167	167	203	0	537
	Tot.	713	424	600	250	1987

Traffic Lane Flows

Lane	Scenario 5: 2038 - Dev S3 - DS+ - AM
Junction: Horndean Rd/Southleigh Rd - Mitigation	
1/1 (with short)	485(In) 443(Out)
1/2 (short)	42
2/1	469
3/1 (with short)	496(In) 402(Out)
3/2 (short)	94
4/1	537
5/1	754
6/1	813
7/1	424
8/1	600
9/1	250
10/1	713

Lane Saturation Flows

Junction: Horndean Rd/Southleigh Rd - Mitigation								
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 (Horndean Rd (N))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (Horndean Rd (N))	3.50	0.00	N	Arm 9 Right	15.00	100.0 %	1914	1914
2/1 (Southleigh Rd (E))	4.50	0.00	Y	Arm 5 Right	15.00	75.1 %	1921	1921
				Arm 8 Left	Inf	24.9 %		
3/1 (Horndean Rd (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (Horndean Rd (S))	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
4/1 (Southleigh Rd (W))	4.50	0.00	Y	Arm 6 Right	15.00	68.9 %	1932	1932
				Arm 10 Left	Inf	31.1 %		
5/1 (NB Internal)	3.50	0.00	Y	Arm 9 Left	15.00	27.6 %	1912	1912
				Arm 10 Ahead	Inf	72.4 %		
6/1 (SB Internal)	4.00	0.00	Y	Arm 7 Left	15.00	40.6 %	1936	1936
				Arm 8 Ahead	Inf	59.4 %		
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf
9/1				Infinite Saturation Flow			Inf	Inf
10/1				Infinite Saturation Flow			Inf	Inf

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

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	250	259	92	601
	B	199	0	66	111	376
	C	346	111	0	117	574
	D	56	119	87	0	262
	Tot.	601	480	412	320	1813

Traffic Lane Flows

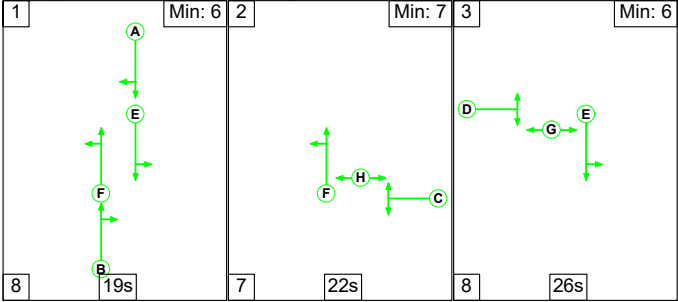
Lane Saturation Flows

Junction: Horndean Rd/Southleigh Rd - Mitigation								
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 (Horndean Rd (N))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (Horndean Rd (N))	3.50	0.00	N	Arm 9 Right	15.00	100.0 %	1914	1914
2/1 (Southleigh Rd (E))	4.50	0.00	Y	Arm 5 Right Arm 8 Left	15.00 Inf	82.4 % 17.6 %	1908	1908
3/1 (Horndean Rd (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (Horndean Rd (S))	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
4/1 (Southleigh Rd (W))	4.50	0.00	Y	Arm 6 Right Arm 10 Left	15.00 Inf	78.6 % 21.4 %	1914	1914
5/1 (NB Internal)	3.50	0.00	Y	Arm 9 Left Arm 10 Ahead	15.00 Inf	29.5 % 70.5 %	1909	1909
6/1 (SB Internal)	4.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	51.6 % 48.4 %	1916	1916
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	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')

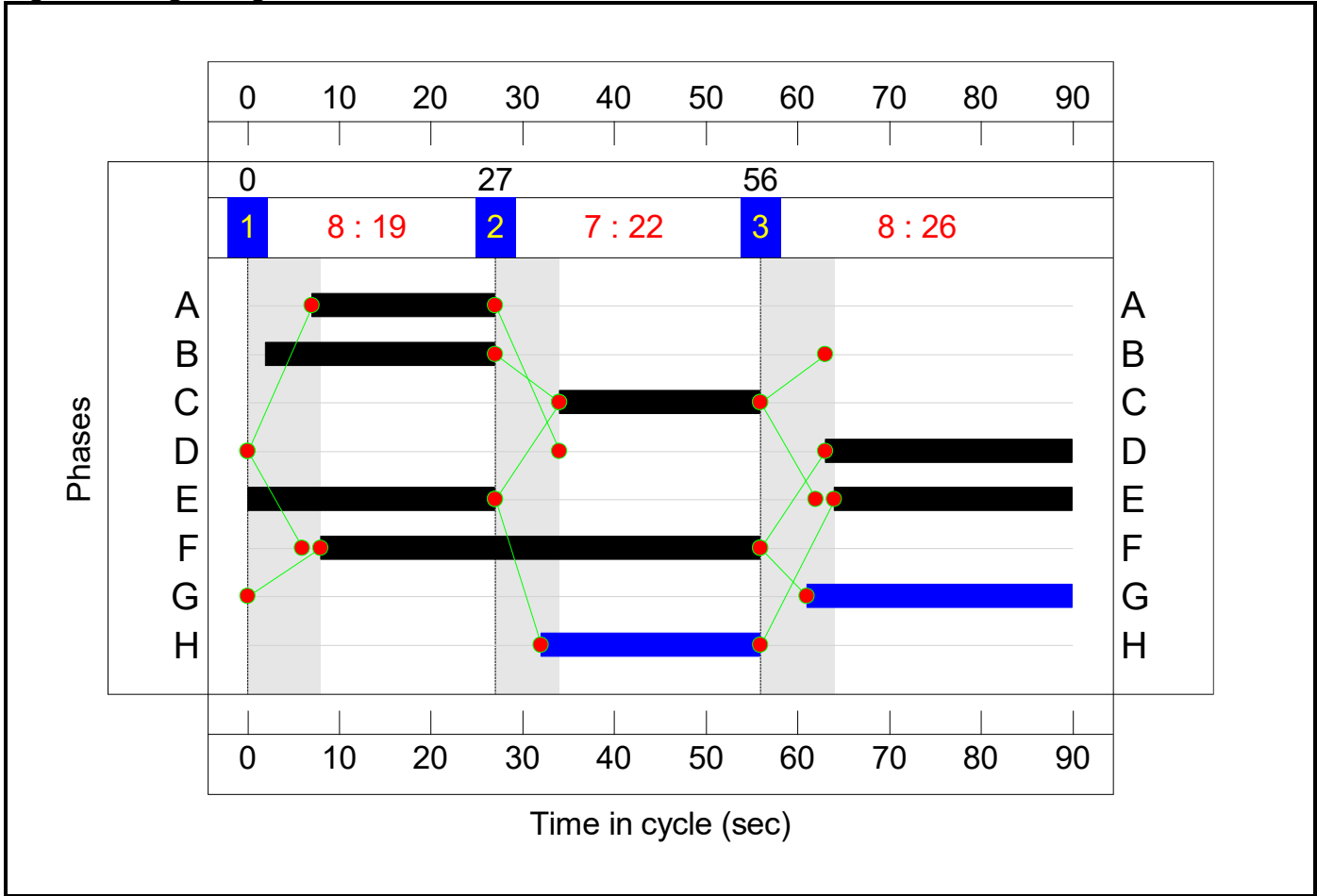
Stage Sequence Diagram



Stage Timings

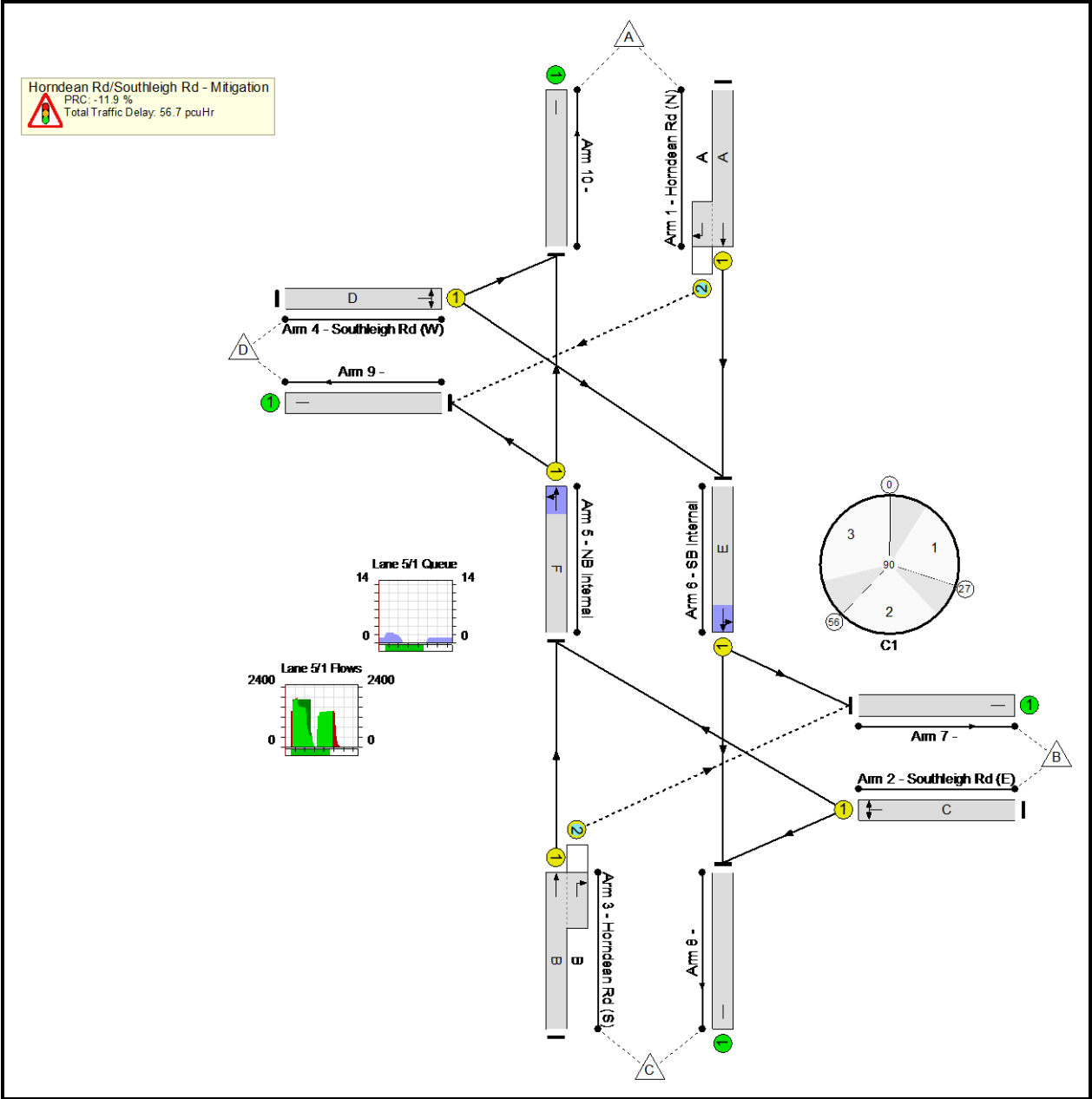
Stage	1	2	3
Duration	19	22	26
Change Point	0	27	56

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: Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	100.7%
Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	100.7%
1/1+1/2	Horndean Rd (N) Ahead Right	U+O	N/A	N/A	A		1	20	-	489	1965:1914	440+46	100.7 : 100.7%
2/1	Southleigh Rd (E) Right Left	U	N/A	N/A	C		1	22	-	474	1923	491	96.5%
3/1+3/2	Horndean Rd (S) Ahead Right	U+O	N/A	N/A	B		1	25	-	504	1965:1868	495+112	83.0 : 83.0%
4/1	Southleigh Rd (W) Right Left	U	N/A	N/A	D		1	27	-	599	1931	601	99.7%
5/1	NB Internal Left Ahead	U	N/A	N/A	F		1	48	-	762	1911	1040	73.2%
6/1	SB Internal Left Ahead	U	N/A	N/A	E		1	53	-	858	1938	1163	73.5%
7/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%

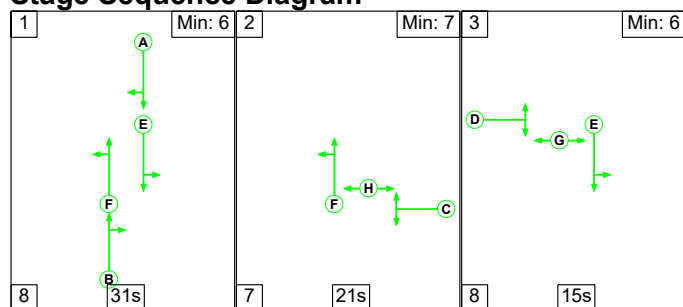
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd/Southleigh Rd - Mitigation	-	-	87	0	52	20.2	36.1	0.4	56.7	-	-	-	-
Horndean Rd/Southleigh Rd - Mitigation	-	-	87	0	52	20.2	36.1	0.4	56.7	-	-	-	-
1/1+1/2	489	486	46	0	0	4.8	11.9	0.2	16.9	124.5	12.0	11.9	23.9
2/1	474	474	-	-	-	4.4	7.4	-	11.7	89.1	11.6	7.4	19.0
3/1+3/2	504	504	41	0	52	4.1	2.3	0.2	6.6	47.2	10.7	2.3	13.1
4/1	599	599	-	-	-	5.2	11.8	-	17.0	101.9	14.8	11.8	26.6
5/1	762	762	-	-	-	1.0	1.4	-	2.4	11.2	2.4	1.4	3.8
6/1	855	855	-	-	-	0.8	1.4	-	2.2	9.2	2.2	1.4	3.6
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -11.9 Total Delay for Signalled Lanes (pcuHr): 56.75 Cycle Time (s): 90 PRC Over All Lanes (%): -11.9 Total Delay Over All Lanes(pcuHr): 56.75													

Full Input Data And Results

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

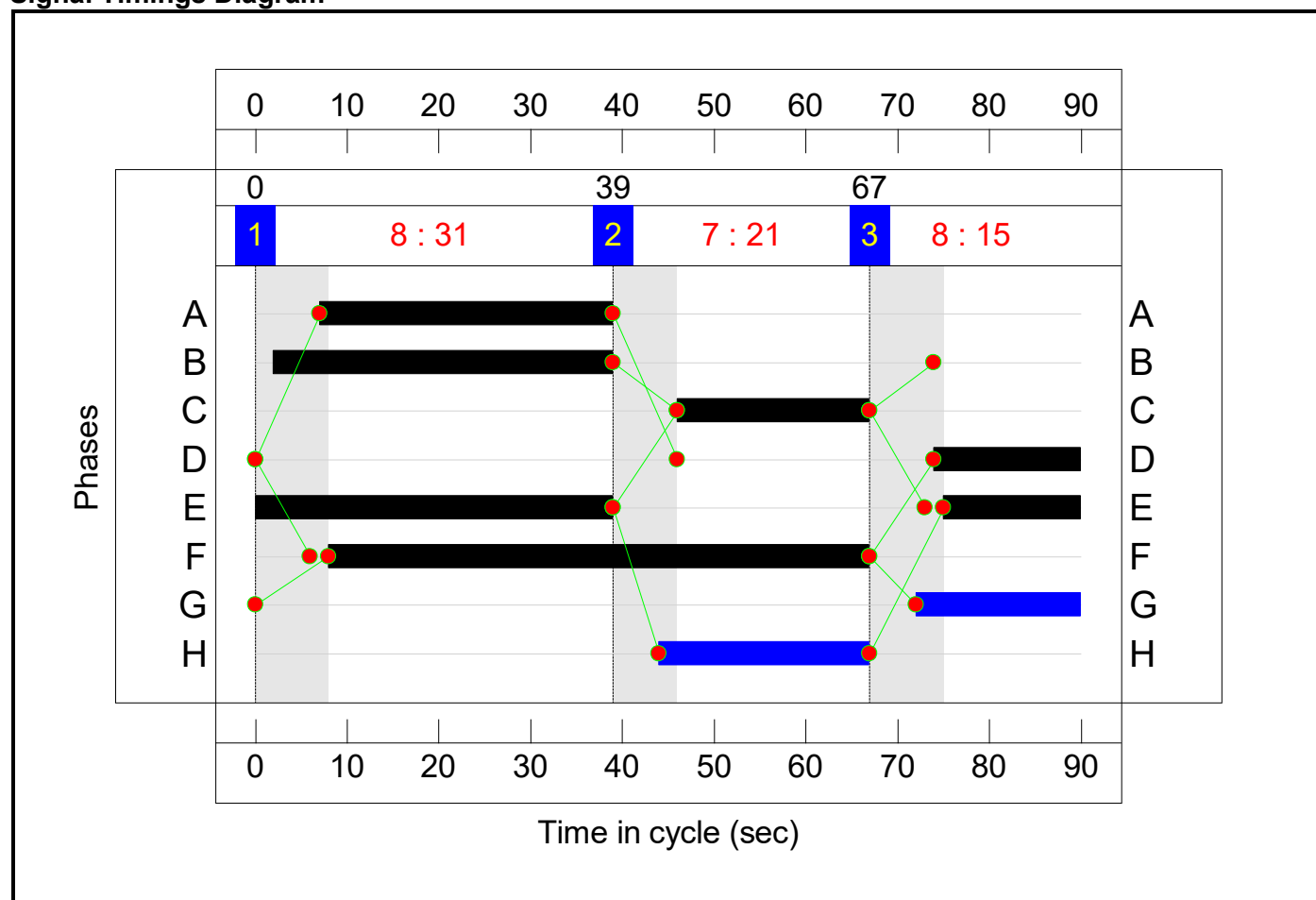
Stage Sequence Diagram



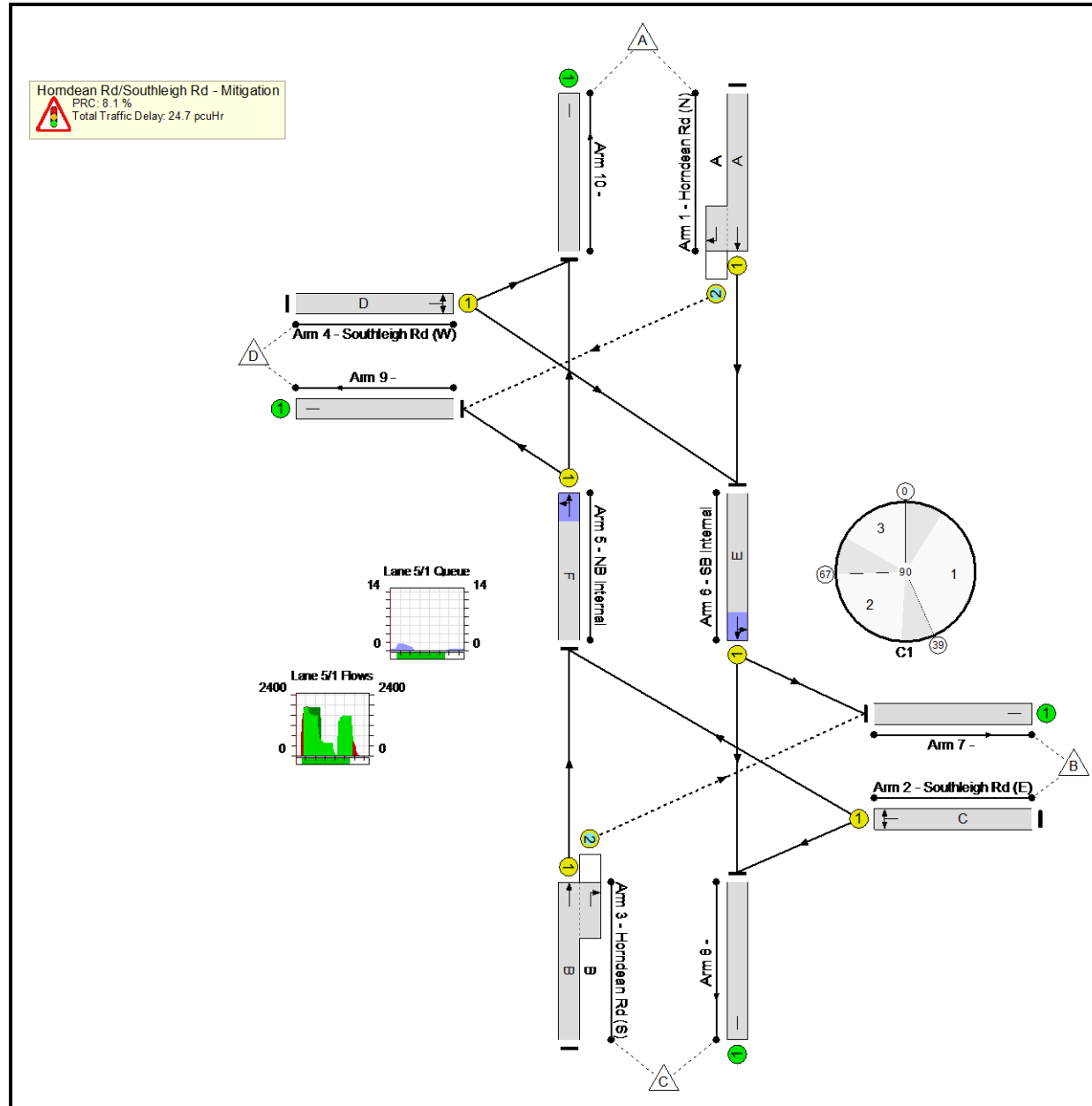
Stage Timings

Stage	1	2	3
Duration	31	21	15
Change Point	0	39	67

Signal Timings Diagram



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: Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1+1/2	Horndean Rd (N) Ahead Right	U+O	N/A	N/A	A		1	32	-	617	1965:1914	627+133	81.2 : 81.2%
2/1	Southleigh Rd (E) Right Left	U	N/A	N/A	C		1	21	-	388	1907	466	83.2%
3/1+3/2	Horndean Rd (S) Ahead Right	U+O	N/A	N/A	B		1	37	-	617	1965:1868	710+156	71.3 : 71.3%
4/1	Southleigh Rd (W) Right Left	U	N/A	N/A	D		1	16	-	285	1913	361	78.9%
5/1	NB Internal Left Ahead	U	N/A	N/A	F		1	59	-	828	1900	1267	65.4%
6/1	SB Internal Left Ahead	U	N/A	N/A	E		1	54	-	735	1917	1172	62.7%
7/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%

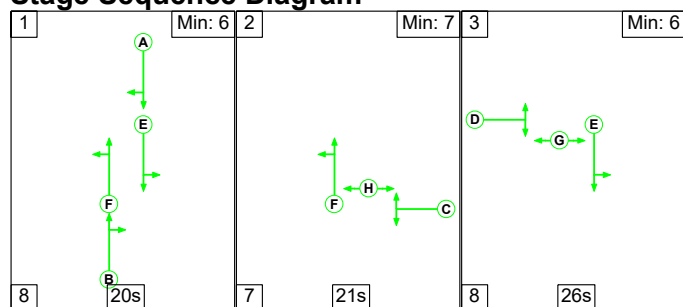
Full Input Data And Results

[illegible]

Full Input Data And Results

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

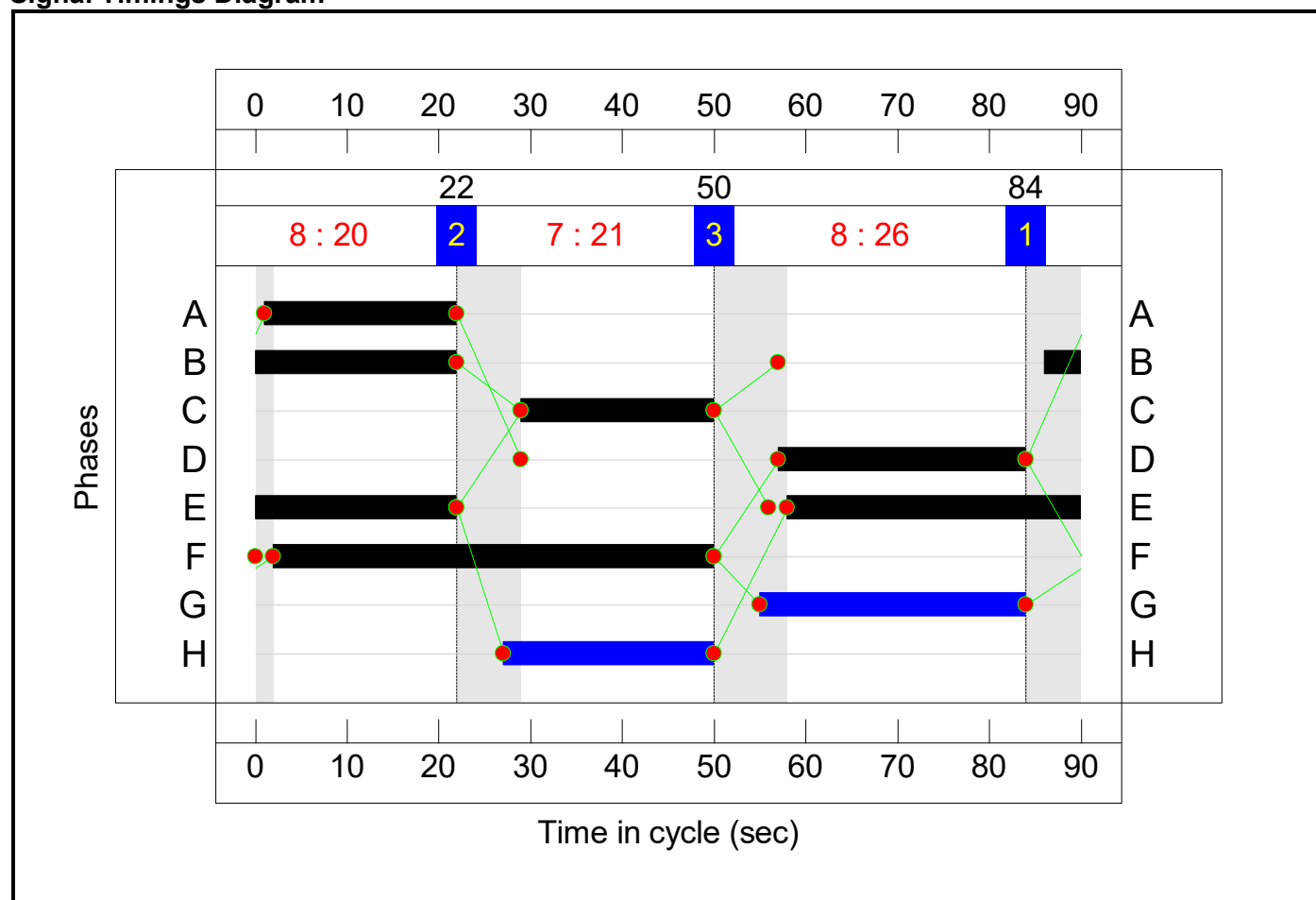
Stage Sequence Diagram



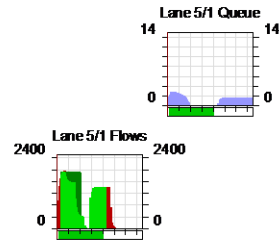
Stage Timings

Stage	1	2	3
Duration	20	21	26
Change Point	84	22	50

Signal Timings Diagram



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: Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
1/1+1/2	Horndean Rd (N) Ahead Right	U+O	N/A	N/A	A		1	21	-	487	1965:1914	461+46	96.1 : 96.1%
2/1	Southleigh Rd (E) Right Left	U	N/A	N/A	C		1	21	-	471	1923	470	100.2%
3/1+3/2	Horndean Rd (S) Ahead Right	U+O	N/A	N/A	B		1	26	-	500	1965:1868	512+117	79.5 : 79.5%
4/1	Southleigh Rd (W) Right Left	U	N/A	N/A	D		1	27	-	596	1930	600	99.3%
5/1	NB Internal Left Ahead	U	N/A	N/A	F		1	48	-	755	1912	1041	72.5%
6/1	SB Internal Left Ahead	U	N/A	N/A	E		1	54	-	860	1939	1185	72.6%
7/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%

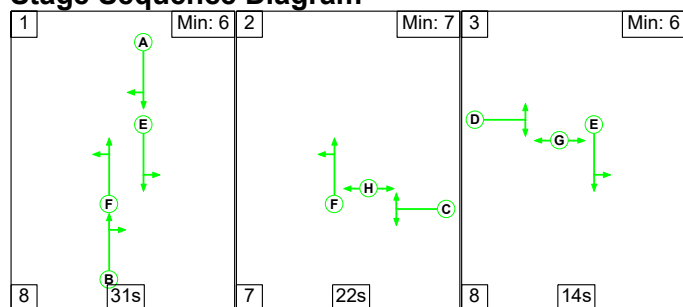
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd/Southleigh Rd - Mitigation	-	-	86	0	51	19.8	33.9	0.4	54.0	-	-	-	-
Horndean Rd/Southleigh Rd - Mitigation	-	-	86	0	51	19.8	33.9	0.4	54.0	-	-	-	-
1/1+1/2	487	487	44	0	0	4.5	7.1	0.2	11.8	87.2	11.6	7.1	18.7
2/1	471	470	-	-	-	4.5	11.1	-	15.6	119.0	11.8	11.1	22.9
3/1+3/2	500	500	42	0	51	3.9	1.9	0.2	6.0	43.1	10.3	1.9	12.2
4/1	596	596	-	-	-	5.1	11.1	-	16.3	98.2	14.7	11.1	25.9
5/1	754	754	-	-	-	1.2	1.3	-	2.5	12.0	2.7	1.3	4.0
6/1	860	860	-	-	-	0.6	1.3	-	1.9	8.0	1.7	1.3	3.0
7/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -11.3 Total Delay for Signalled Lanes (pcuHr): 54.05 Cycle Time (s): 90 PRC Over All Lanes (%): -11.3 Total Delay Over All Lanes(pcuHr): 54.05													

Full Input Data And Results

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

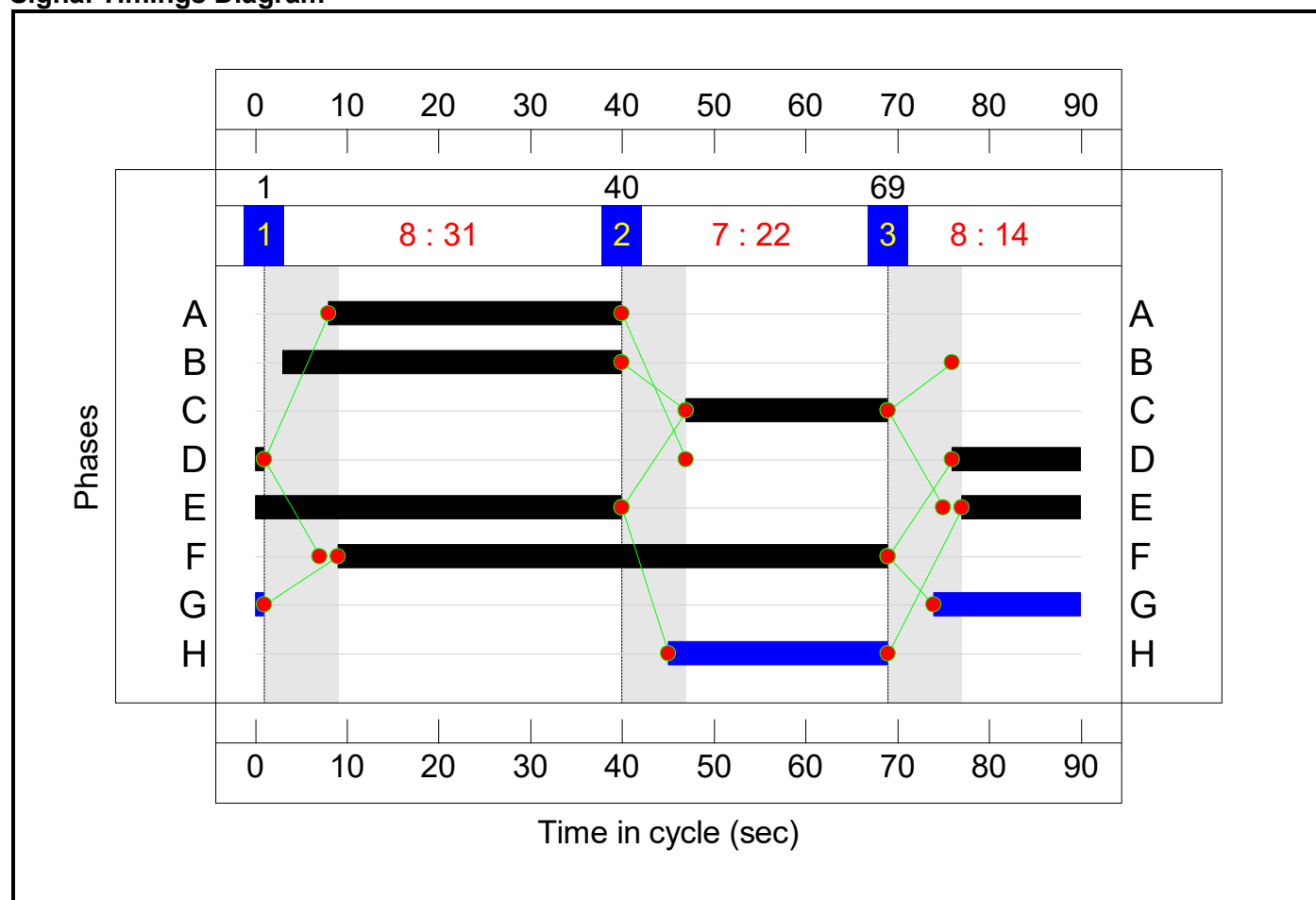
Stage Sequence Diagram



Stage Timings

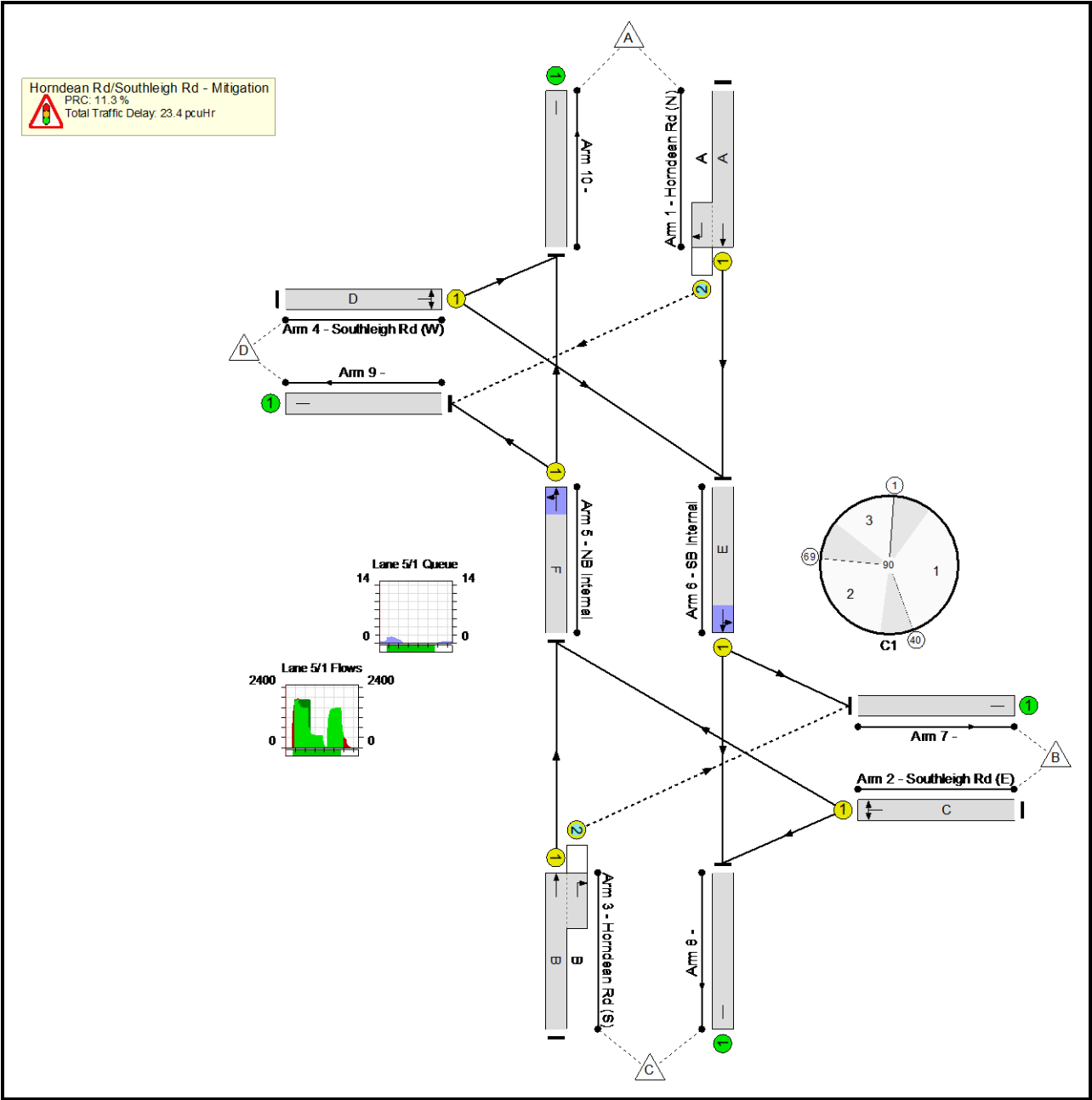
Stage	1	2	3
Duration	31	22	14
Change Point	1	40	69

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

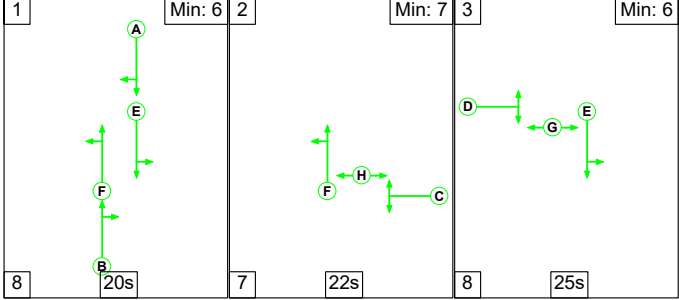
Network Results

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: Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/1+1/2	Horndean Rd (N) Ahead Right	U+O	N/A	N/A	A		1	32	-	608	1965:1914	634+123	80.2 : 80.2%
2/1	Southleigh Rd (E) Right Left	U	N/A	N/A	C		1	22	-	382	1907	487	78.4%
3/1+3/2	Horndean Rd (S) Ahead Right	U+O	N/A	N/A	B		1	37	-	600	1965:1868	706+160	69.2 : 69.2%
4/1	Southleigh Rd (W) Right Left	U	N/A	N/A	D		1	15	-	275	1913	340	80.9%
5/1	NB Internal Left Ahead	U	N/A	N/A	F		1	60	-	805	1903	1290	62.4%
6/1	SB Internal Left Ahead	U	N/A	N/A	E		1	53	-	727	1917	1150	63.2%
7/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd/Southleigh Rd - Mitigation	-	-	195	0	15	14.2	8.5	0.7	23.4	-	-	-	-
Horndean Rd/Southleigh Rd - Mitigation	-	-	195	0	15	14.2	8.5	0.7	23.4	-	-	-	-
1/1+1/2	608	608	99	0	0	4.2	2.0	0.4	6.5	38.7	12.7	2.0	14.7
2/1	382	382	-	-	-	3.3	1.8	-	5.1	47.7	8.8	1.8	10.6
3/1+3/2	600	600	96	0	15	3.4	1.1	0.3	4.8	28.9	11.1	1.1	12.2
4/1	275	275	-	-	-	2.7	2.0	-	4.7	61.6	6.6	2.0	8.6
5/1	805	805	-	-	-	0.4	0.8	-	1.2	5.4	1.6	0.8	2.4
6/1	727	727	-	-	-	0.2	0.9	-	1.1	5.3	0.6	0.9	1.4
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 23.43 Cycle Time (s): 90 PRC Over All Lanes (%): 11.3 Total Delay Over All Lanes(pcuHr): 23.43													

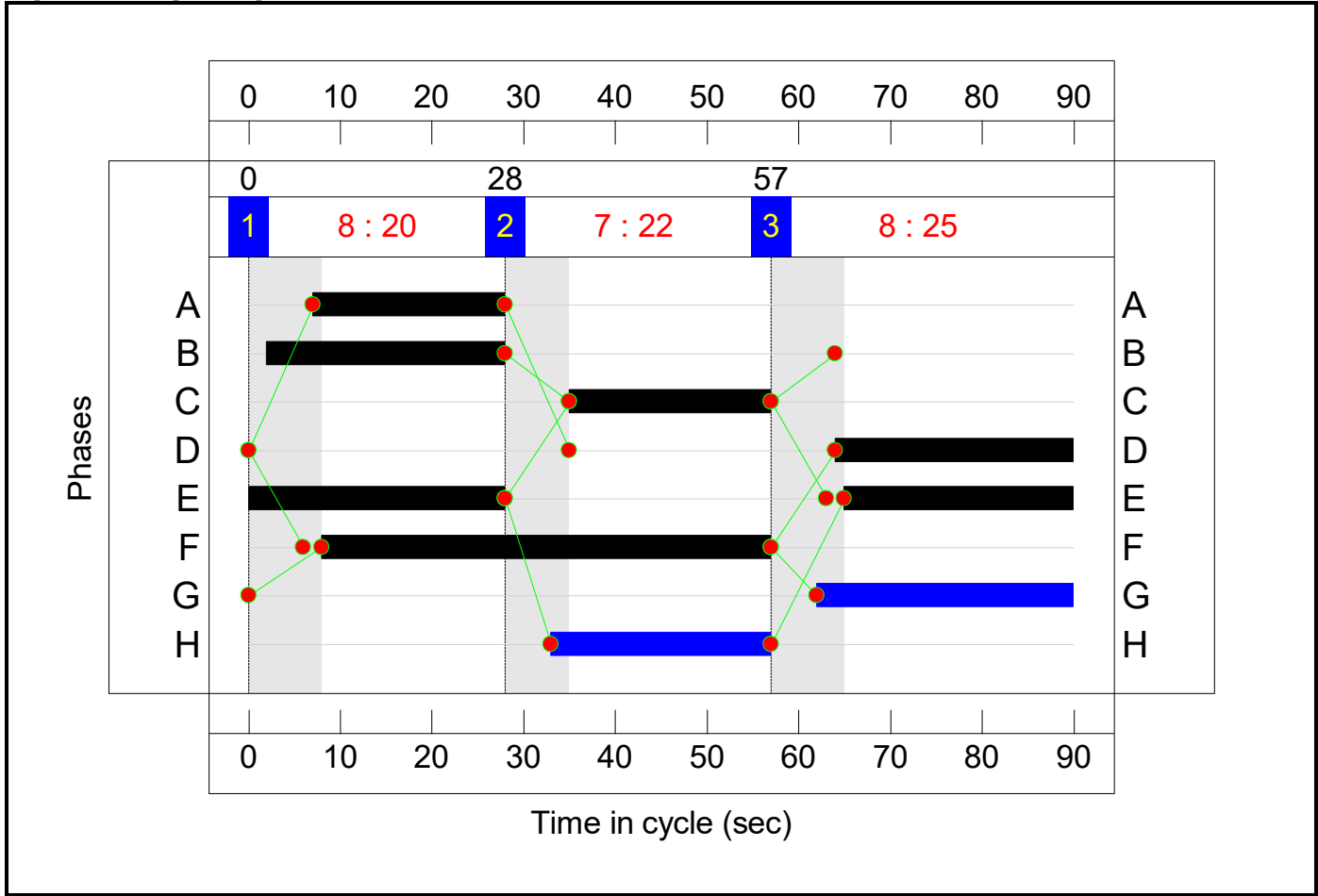
Stage Sequence Diagram



Stage Timings

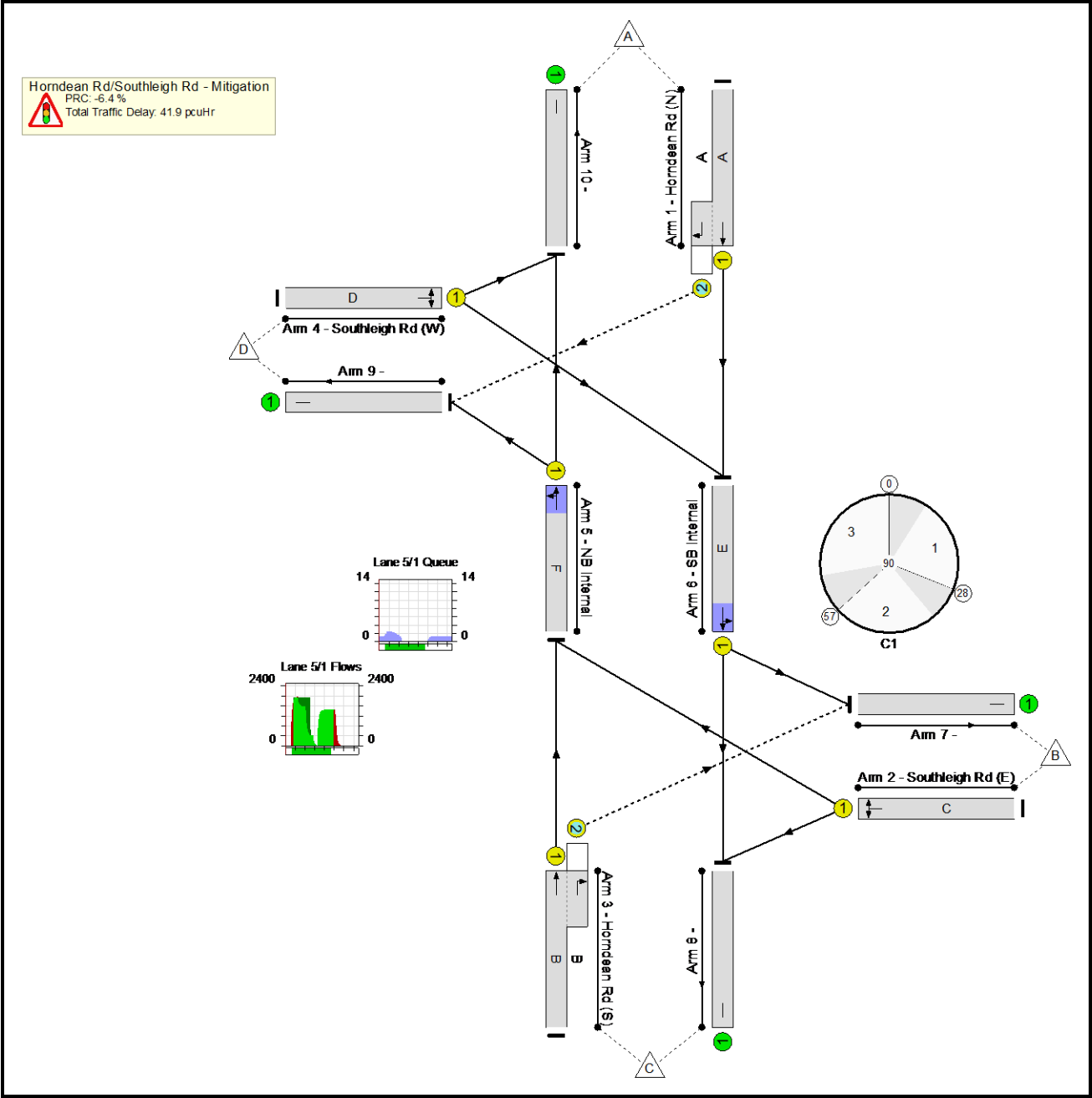
Stage	1	2	3
Duration	20	22	25
Change Point	0	28	57

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: Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
1/1+1/2	Horndean Rd (N) Ahead Right	U+O	N/A	N/A	A		1	21	-	485	1965:1914	463+44	95.8 : 95.8%
2/1	Southleigh Rd (E) Right Left	U	N/A	N/A	C		1	22	-	469	1921	491	95.5%
3/1+3/2	Horndean Rd (S) Ahead Right	U+O	N/A	N/A	B		1	26	-	496	1965:1868	510+119	78.8 : 78.8%
4/1	Southleigh Rd (W) Right Left	U	N/A	N/A	D		1	26	-	537	1932	580	92.7%
5/1	NB Internal Left Ahead	U	N/A	N/A	F		1	49	-	754	1912	1062	71.0%
6/1	SB Internal Left Ahead	U	N/A	N/A	E		1	53	-	813	1936	1162	70.0%
7/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%

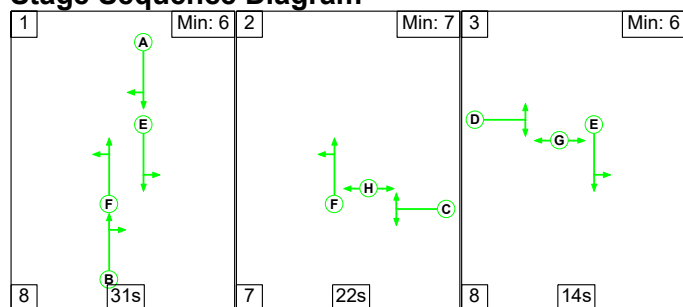
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd/Southleigh Rd - Mitigation	-	-	85	0	51	18.7	22.8	0.3	41.9	-	-	-	-
Horndean Rd/Southleigh Rd - Mitigation	-	-	85	0	51	18.7	22.8	0.3	41.9	-	-	-	-
1/1+1/2	485	485	42	0	0	4.5	6.9	0.2	11.5	85.6	11.6	6.9	18.4
2/1	469	469	-	-	-	4.3	6.7	-	11.0	84.1	11.5	6.7	18.1
3/1+3/2	496	496	43	0	51	3.9	1.8	0.2	5.9	42.5	10.2	1.8	12.0
4/1	537	537	-	-	-	4.6	5.1	-	9.6	64.6	13.0	5.1	18.1
5/1	754	754	-	-	-	0.9	1.2	-	2.2	10.3	2.4	1.2	3.6
6/1	813	813	-	-	-	0.6	1.2	-	1.8	7.8	1.5	1.2	2.7
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.4 Total Delay for Signalled Lanes (pcuHr): 41.89 Cycle Time (s): 90 PRC Over All Lanes (%): -6.4 Total Delay Over All Lanes(pcuHr): 41.89													

Full Input Data And Results

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

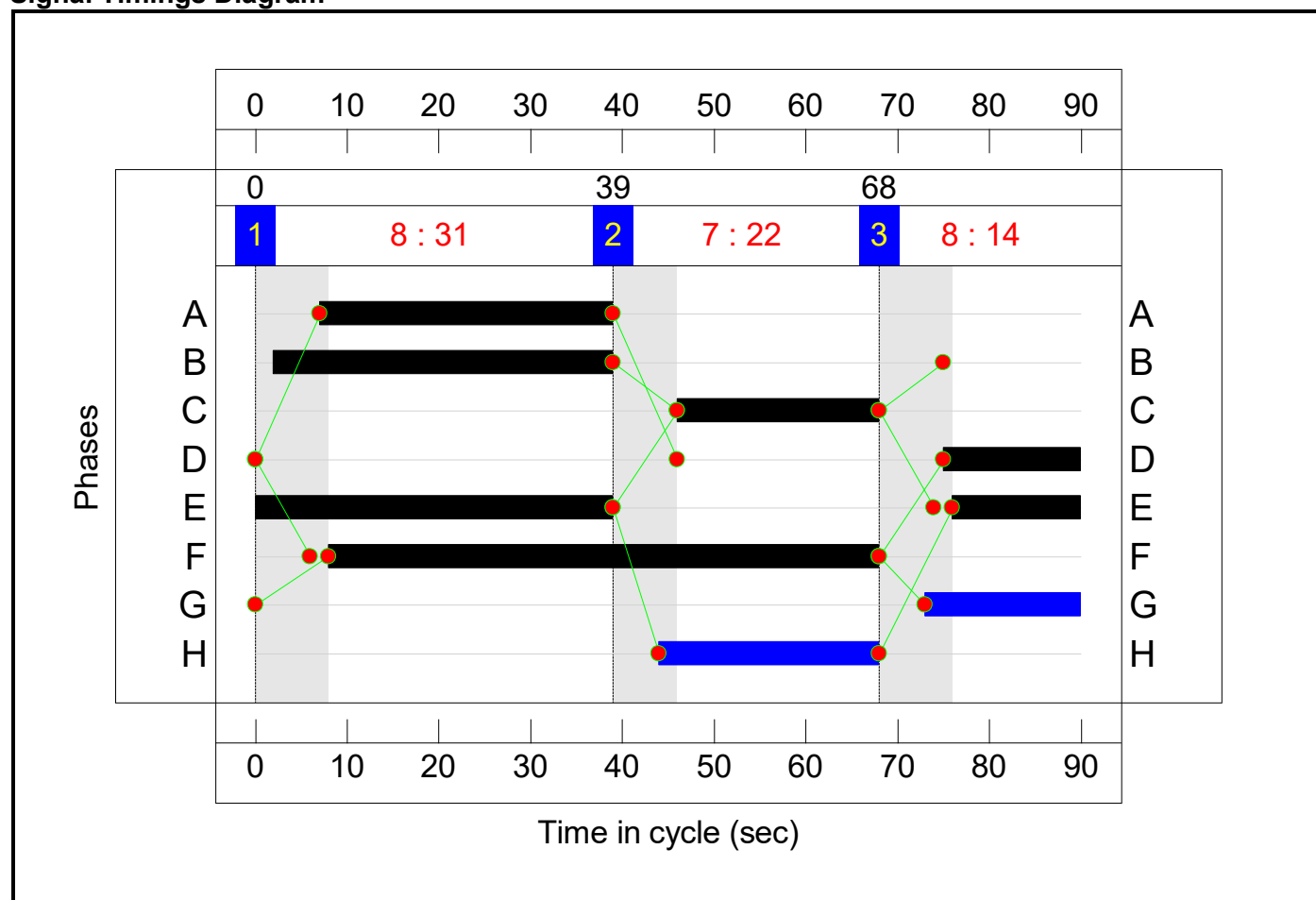
Stage Sequence Diagram



Stage Timings

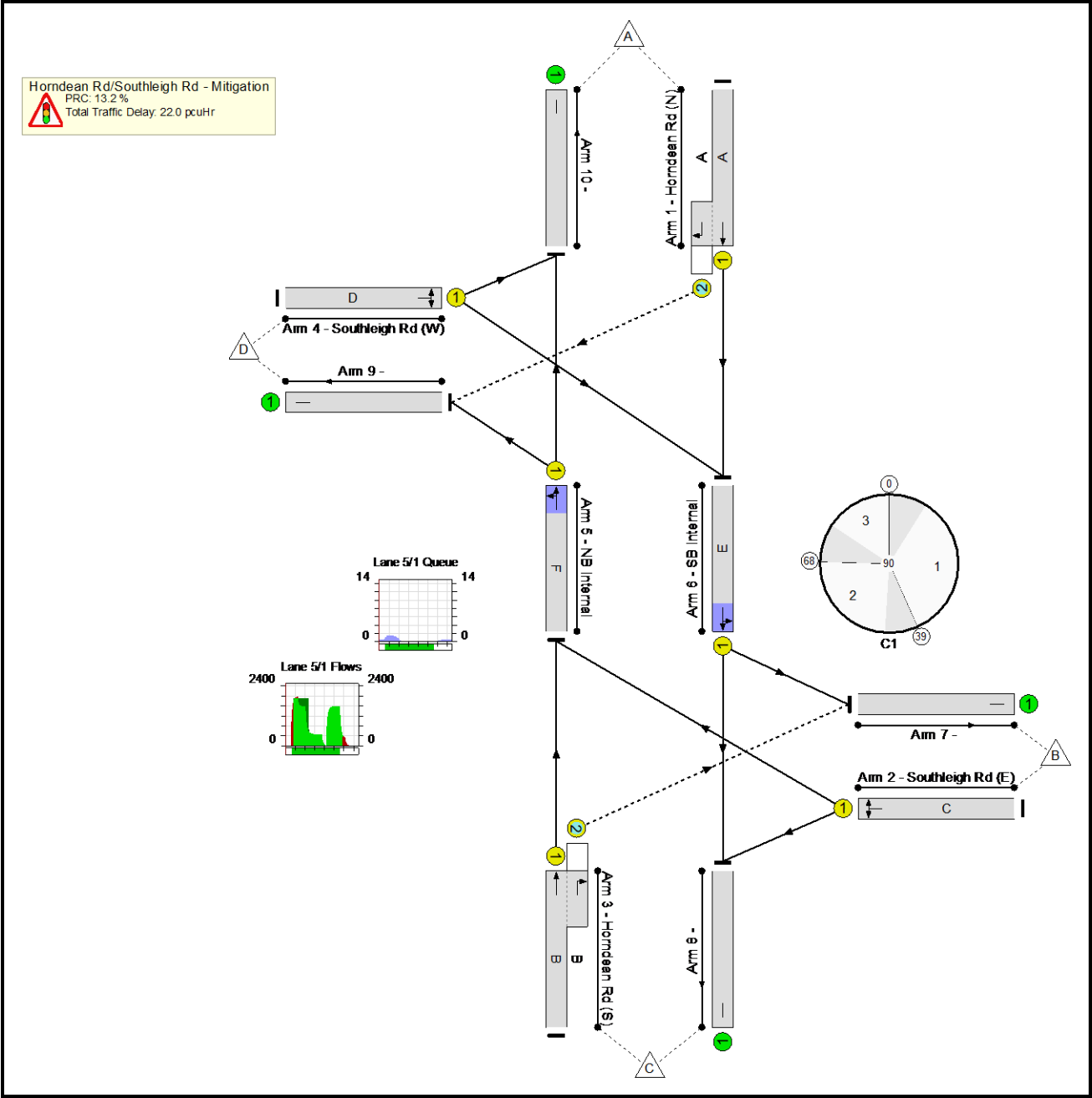
Stage	1	2	3
Duration	31	22	14
Change Point	0	39	68

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: Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.5%
Horndean Rd/Southleigh Rd - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.5%
1/1+1/2	Horndean Rd (N) Ahead Right	U+O	N/A	N/A	A		1	32	-	601	1965:1914	640+116	79.5 : 79.5%
2/1	Southleigh Rd (E) Right Left	U	N/A	N/A	C		1	22	-	376	1908	488	77.1%
3/1+3/2	Horndean Rd (S) Ahead Right	U+O	N/A	N/A	B		1	37	-	574	1965:1868	701+168	66.1 : 66.1%
4/1	Southleigh Rd (W) Right Left	U	N/A	N/A	D		1	15	-	262	1914	340	77.0%
5/1	NB Internal Left Ahead	U	N/A	N/A	F		1	60	-	773	1909	1294	59.7%
6/1	SB Internal Left Ahead	U	N/A	N/A	E		1	53	-	715	1916	1150	62.2%
7/1		U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd/Southleigh Rd - Mitigation	-	-	192	0	11	13.7	7.7	0.6	22.0	-	-	-	-
Horndean Rd/Southleigh Rd - Mitigation	-	-	192	0	11	13.7	7.7	0.6	22.0	-	-	-	-
1/1+1/2	601	601	92	0	0	4.1	1.9	0.3	6.3	37.8	12.6	1.9	14.5
2/1	376	376	-	-	-	3.2	1.6	-	4.9	46.7	8.7	1.6	10.3
3/1+3/2	574	574	100	0	11	3.2	1.0	0.3	4.4	27.9	10.2	1.0	11.2
4/1	262	262	-	-	-	2.6	1.6	-	4.2	57.3	6.2	1.6	7.8
5/1	773	773	-	-	-	0.4	0.7	-	1.1	5.1	1.5	0.7	2.3
6/1	715	715	-	-	-	0.2	0.8	-	1.0	5.2	0.6	0.8	1.4
7/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 21.97 Cycle Time (s): 90 PRC Over All Lanes (%): 13.2 Total Delay Over All Lanes(pcuHr): 21.97													

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: J10 - Eastleigh Rd - Bartons Rd.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 11:27:41

«2038 | Future Baseline + CD + Proposed S3 | PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 - - Base									
Stream B-C	D1	0.3	13.02	0.24	B	D2	0.2	11.01	0.19	B
Stream B-A		1.6	28.88	0.61	D		0.7	21.14	0.43	C
Stream C-AB		0.3	8.75	0.25	A		0.4	9.79	0.30	A
	2038 - Future Baseline									
Stream B-C	D3	0.5	19.48	0.34	C	D4	0.3	12.80	0.24	B
Stream B-A		2.9	48.97	0.76	E		1.1	28.58	0.53	D
Stream C-AB		0.4	9.48	0.29	A		0.5	10.87	0.35	B
	2038 - Future Baseline + CD + Proposed BaU									
Stream B-C	D7	100.4	1004.03	1.52	F	D8	29.6	356.67	1.23	F
Stream B-A		59.1	1015.37	1.50	F		16.9	387.73	1.21	F
Stream C-AB		1.2	13.36	0.53	B		17.2	64.52	0.95	F
	2038 - Future Baseline + CD + Proposed S2									
Stream B-C	D9	72.5	756.76	1.42	F	D10	16.6	215.55	1.08	F
Stream B-A		46.8	766.68	1.40	F		10.6	247.34	1.06	F
Stream C-AB		1.0	12.51	0.49	B		6.4	31.04	0.84	D
	2038 - Future Baseline + CD + Proposed S3									
Stream B-C	D11	38.6	423.57	1.26	F	D12	8.0	117.91	0.98	F
Stream B-A		30.7	429.83	1.25	F		6.2	150.02	0.94	F
Stream C-AB		0.9	11.93	0.45	B		2.9	20.54	0.71	C
	2038 - Future Baseline + Committed Dev									
Stream B-C	D5	0.6	22.87	0.39	C	D6	0.4	13.50	0.27	B
Stream B-A		3.3	57.19	0.79	F		1.2	31.58	0.56	D
Stream C-AB		0.5	9.86	0.32	A		0.6	11.14	0.37	B

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	Eastleigh Rd - Bartons Rd
Location	Havant
Site number	10
Date	22/04/2024
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

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

Analysis Set Details

ID	Network flow scaling factor (%)
AL	100.000

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2038	Future Baseline + CD + Proposed S3	PM	ONE HOUR	16:45	18:15	15

2038 | Future Baseline + CD + Proposed S3 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		29.61	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.61	D

Arms

Arms

Arm	Name	Description	Arm type
A	Bartons Rd East		Major
B	Eastleigh Rd		Minor
C	Bartons Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bartons Rd West	7.97		✓	3.00	106.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Eastleigh Rd	One lane plus flare	10.00	6.50	5.00	4.60	4.40	✓	3.00	46	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	493	0.078	0.197	0.124	0.282
B-C	683	0.101	0.254	-	-
C-B	691	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Rd East		✓	730	100.000
B - Eastleigh Rd		✓	363	100.000
C - Bartons Rd West		✓	757	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Rd East	B - Eastleigh Rd	C - Bartons Rd West
From	A - Bartons Rd East	0	89	641
	B - Eastleigh Rd	142	0	221
	C - Bartons Rd West	437	320	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Bartons Rd East	B - Eastleigh Rd	C - Bartons Rd West
From	A - Bartons Rd East	0	0	2
	B - Eastleigh Rd	0	0	3
	C - Bartons Rd West	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.98	117.91	8.0	F
B-A	0.94	150.02	6.2	F
C-AB	0.71	20.54	2.9	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	0.00	499	0.333	164	0.5	11.005	B
B-A	107	0.00	283	0.377	105	0.6	19.884	C
C-AB	246	0.00	568	0.433	243	0.8	10.989	B
C-A	324	0.00			324			
A-B	67	0.00			67			
A-C	483	0.00			483			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	0.00	445	0.446	197	0.8	14.884	B
B-A	128	0.00	240	0.532	126	1.1	30.972	D
C-AB	306	0.00	564	0.543	304	1.2	13.793	B
C-A	374	0.00			374			
A-B	80	0.00			80			
A-C	576	0.00			576			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	0.00	280	0.868	229	4.3	61.376	F
B-A	156	0.00	171	0.916	143	4.5	100.285	F
C-AB	441	0.00	618	0.714	435	2.7	19.369	C
C-A	392	0.00			392			
A-B	98	0.00			98			
A-C	706	0.00			706			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	0.00	249	0.977	229	8.0	117.907	F
B-A	156	0.00	167	0.939	150	6.2	150.020	F
C-AB	441	0.00	618	0.713	440	2.9	20.535	C
C-A	392	0.00			392			
A-B	98	0.00			98			
A-C	706	0.00			706			

17:45 - 18:00

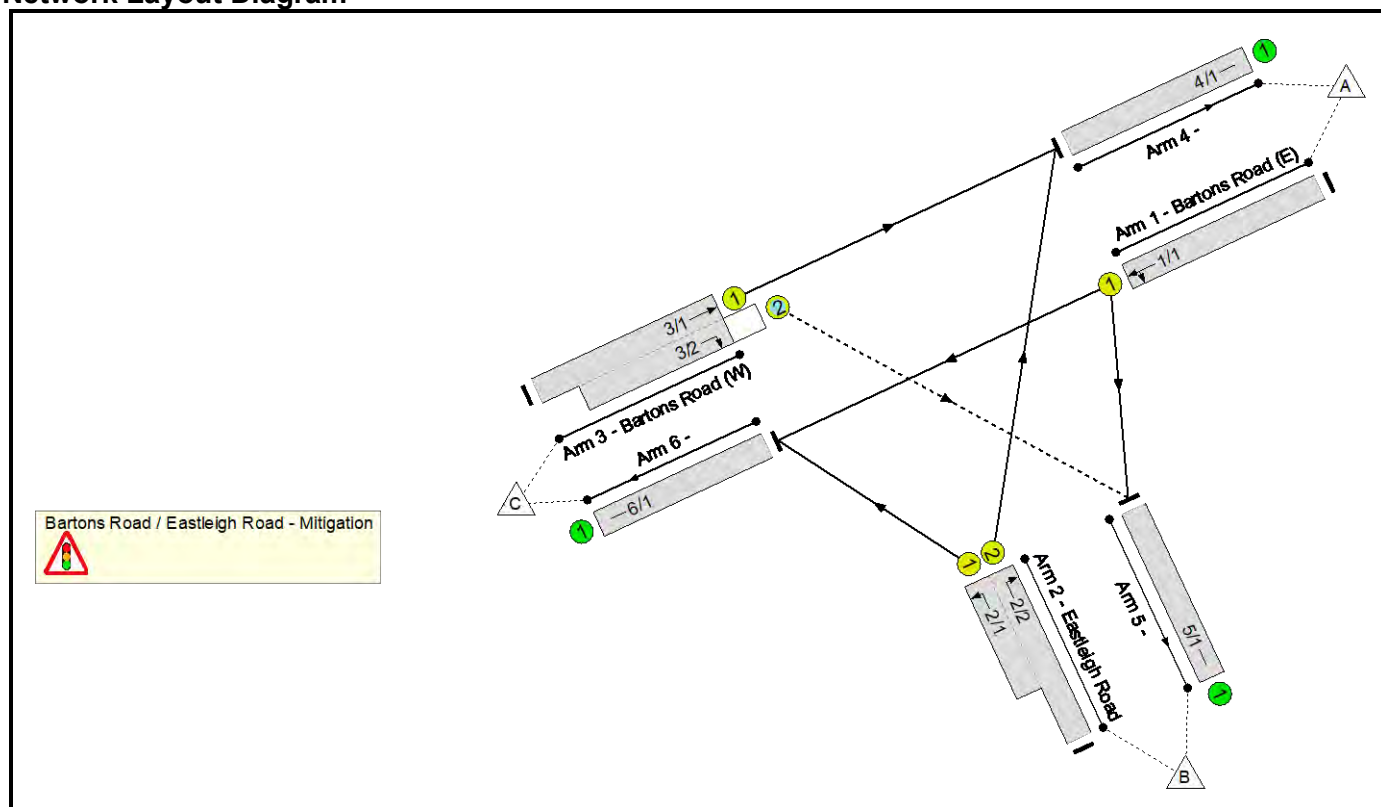
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	0.00	417	0.476	227	1.0	22.195	C
B-A	128	0.00	235	0.544	147	1.3	48.113	E
C-AB	306	0.00	565	0.542	313	1.3	14.689	B
C-A	374	0.00			374			
A-B	80	0.00			80			
A-C	576	0.00			576			

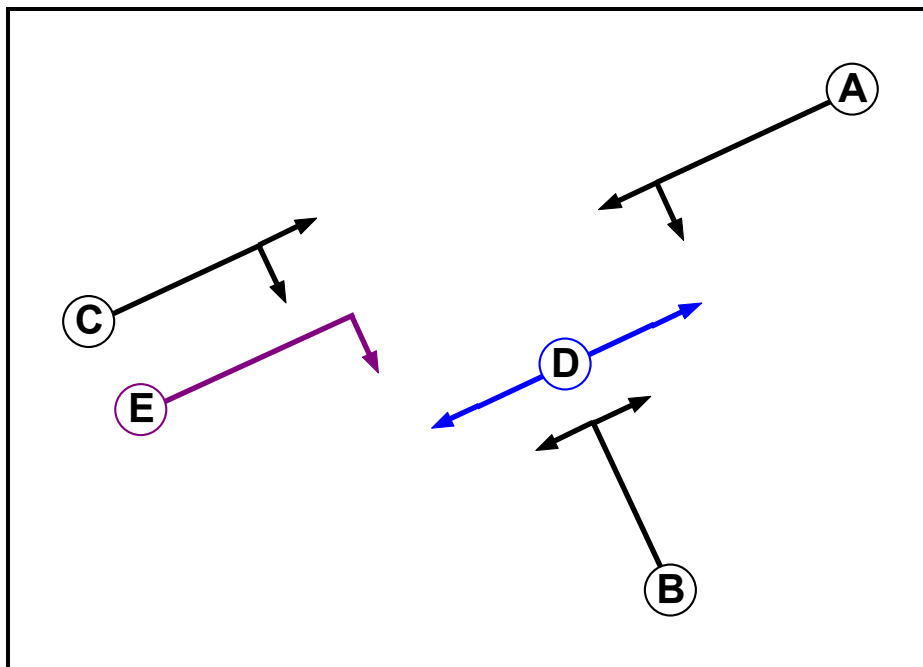
18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	0.00	495	0.336	168	0.5	11.409	B
B-A	107	0.00	283	0.378	110	0.6	21.111	C
C-AB	246	0.00	568	0.433	248	0.8	11.336	B
C-A	324	0.00			324			
A-B	67	0.00			67			
A-C	483	0.00			483			

Full Input Data And Results**User and Project Details**

Project:	Southleigh, Havant
Title:	Bartons Road / Eastleigh Road - Mitigation
Location:	
Additional detail:	
File name:	332310755 - Bartons Rd-Eastleigh Rd Miti 251120.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram

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	Pedestrian		5	5
E	Ind. Arrow	C	4	4

Phase Intergreens Matrix

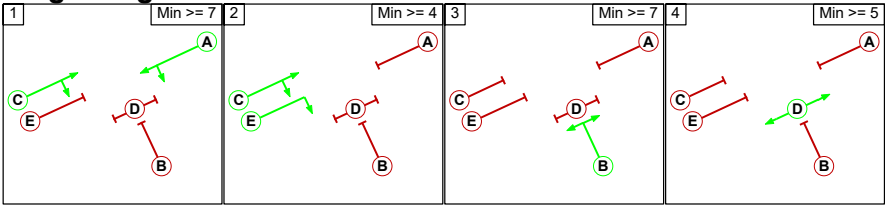
Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		5	-	10	5
	B	5		5	10	5
	C	-	5		10	-
	D	10	10	10		5
	E	5	5	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C E
3	B
4	D

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	4	
From Stage	1		5	5	10
	2	5		5	10
	3	5	5		10
	4	10	X	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bartons Road / Eastleigh Road - Mitigation											
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)
3/2 (Bartons Road (W))	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Bartons Road / Eastleigh Road - Mitigation												
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 (Bartons Road (E))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
2/1 (Eastleigh Road)	U	B	2	3	7.0	Geom	-	3.20	0.00	Y	Arm 6 Left	15.00
2/2 (Eastleigh Road)	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 4 Right	Inf
3/1 (Bartons Road (W))	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Ahead	Inf
3/2 (Bartons Road (W))	O	C E	2	3	10.0	Geom	-	3.20	0.00	Y	Arm 5 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	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 S3 DS + - AM'	08:00	09:00	01:00	
6: '2038 + Dev S3 DS + - PM'	17:00	18:00	01:00	

Scenario 1: 'Copy of 2038 - Dev S1 - BaU - AM' (FG1: '2038 + Dev S1 BaU - AM', Plan 1: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	41	528	569
	B	247	0	422	669
	C	528	258	0	786
	Tot.	775	299	950	2024

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Copy of 2038 - Dev S1 - BaU - AM
Junction: Bartons Road / Eastleigh Road - Mitigation	
1/1	569
2/1 (short)	422
2/2 (with short)	669(In) 247(Out)
3/1 (with short)	786(In) 528(Out)
3/2 (short)	258
4/1	775
5/1	299
6/1	950

Lane Saturation Flows

Junction: Bartons Road / Eastleigh Road - Mitigation								
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 (Bartons Road (E))	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	7.2 % 92.8 %	1951	1951
2/1 (Eastleigh Road)	3.20	0.00	Y	Arm 6 Left	15.00	100.0 %	1759	1759
2/2 (Eastleigh Road)	3.30	0.00	Y	Arm 4 Right	Inf	100.0 %	1945	1945
3/1 (Bartons Road (W))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Bartons Road (W))	3.20	0.00	Y	Arm 5 Right	20.00	100.0 %	1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Copy of 2038 - Dev S1 - BaU - PM' (FG2: '2038 + Dev S1 BaU - PM', Plan 1: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	97	640	737
	B	143	0	260	403
	C	437	426	0	863
	Tot.	580	523	900	2003

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Copy of 2038 - Dev S1 - BaU - PM
Junction: Bartons Road / Eastleigh Road - Mitigation	
1/1	737
2/1 (short)	260
2/2 (with short)	403(In) 143(Out)
3/1 (with short)	863(In) 437(Out)
3/2 (short)	426
4/1	580
5/1	523
6/1	900

Lane Saturation Flows

Junction: Bartons Road / Eastleigh Road - Mitigation								
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 (Bartons Road (E))	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	13.2 % 86.8 %	1939	1939
2/1 (Eastleigh Road)	3.20	0.00	Y	Arm 6 Left	15.00	100.0 %	1759	1759
2/2 (Eastleigh Road)	3.30	0.00	Y	Arm 4 Right	Inf	100.0 %	1945	1945
3/1 (Bartons Road (W))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Bartons Road (W))	3.20	0.00	Y	Arm 5 Right	20.00	100.0 %	1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Copy of 2038 - Dev S2 - DS - AM' (FG3: '2038 + Dev S2 DS - AM', Plan 1: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	41	528	569
	B	244	0	381	625
	C	528	237	0	765
	Tot.	772	278	909	1959

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Copy of 2038 - Dev S2 - DS - AM
Junction: Bartons Road / Eastleigh Road - Mitigation	
1/1	569
2/1 (short)	381
2/2 (with short)	625(In) 244(Out)
3/1 (with short)	765(In) 528(Out)
3/2 (short)	237
4/1	772
5/1	278
6/1	909

Lane Saturation Flows

Junction: Bartons Road / Eastleigh Road - Mitigation								
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 (Bartons Road (E))	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	7.2 % 92.8 %	1951	1951
2/1 (Eastleigh Road)	3.20	0.00	Y	Arm 6 Left	15.00	100.0 %	1759	1759
2/2 (Eastleigh Road)	3.30	0.00	Y	Arm 4 Right	Inf	100.0 %	1945	1945
3/1 (Bartons Road (W))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Bartons Road (W))	3.20	0.00	Y	Arm 5 Right	20.00	100.0 %	1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Copy of 2038 - Dev S2 - DS - PM' (FG4: '2038 + Dev S2 DS - PM', Plan 1: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	93	640	733
	B	142	0	241	383
	C	437	375	0	812
	Tot.	579	468	881	1928

Traffic Lane Flows

Lane	Scenario 4: Copy of 2038 - Dev S2 - DS - PM
Junction: Bartons Road / Eastleigh Road - Mitigation	
1/1	733
2/1 (short)	241
2/2 (with short)	383(In) 142(Out)
3/1 (with short)	812(In) 437(Out)
3/2 (short)	375
4/1	579
5/1	468
6/1	881

Lane Saturation Flows

Junction: Bartons Road / Eastleigh Road - Mitigation								
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 (Bartons Road (E))	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	12.7 % 87.3 %	1940	1940
2/1 (Eastleigh Road)	3.20	0.00	Y	Arm 6 Left	15.00	100.0 %	1759	1759
2/2 (Eastleigh Road)	3.30	0.00	Y	Arm 4 Right	Inf	100.0 %	1945	1945
3/1 (Bartons Road (W))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Bartons Road (W))	3.20	0.00	Y	Arm 5 Right	20.00	100.0 %	1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Copy of 2038 - Dev S3 - DS+ - AM' (FG5: '2038 + Dev S3 DS + - AM', Plan 1: 'Peds Every Other')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	40	529	569
	B	238	0	302	540
	C	529	221	0	750
	Tot.	767	261	831	1859

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Copy of 2038 - Dev S3 - DS+ - AM
Junction: Bartons Road / Eastleigh Road - Mitigation	
1/1	569
2/1 (short)	302
2/2 (with short)	540(In) 238(Out)
3/1 (with short)	750(In) 529(Out)
3/2 (short)	221
4/1	767
5/1	261
6/1	831

Lane Saturation Flows

Junction: Bartons Road / Eastleigh Road - Mitigation								
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 (Bartons Road (E))	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	7.0 % 93.0 %	1951	1951
2/1 (Eastleigh Road)	3.20	0.00	Y	Arm 6 Left	15.00	100.0 %	1759	1759
2/2 (Eastleigh Road)	3.30	0.00	Y	Arm 4 Right	Inf	100.0 %	1945	1945
3/1 (Bartons Road (W))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Bartons Road (W))	3.20	0.00	Y	Arm 5 Right	20.00	100.0 %	1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Copy of 2038 - Dev S3 - DS+ - PM' (FG6: '2038 + Dev S3 DS + - PM', Plan 1: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

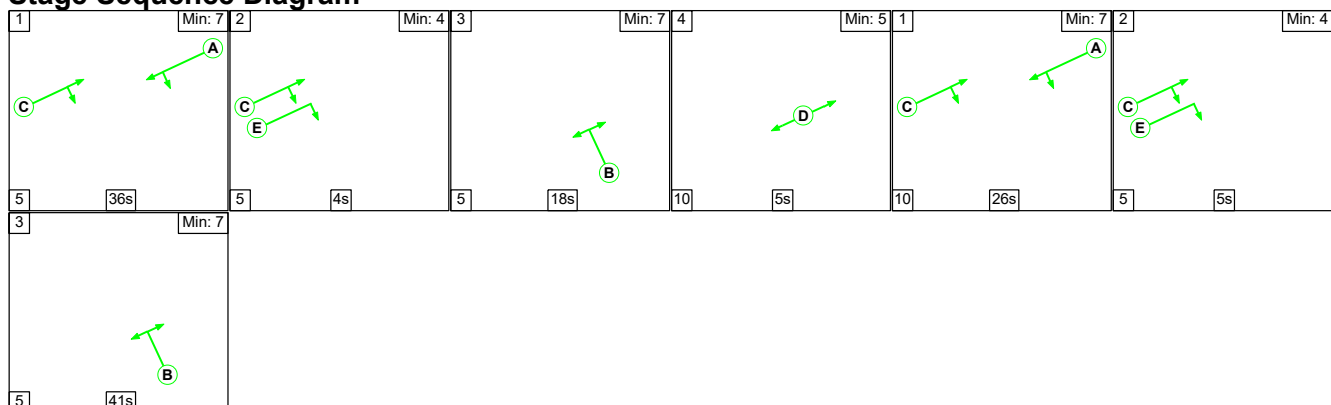
	Destination				
		A	B	C	Tot.
Origin	A	0	89	641	730
	B	142	0	221	363
	C	437	320	0	757
	Tot.	579	409	862	1850

Traffic Lane Flows

Lane	Scenario 6: Copy of 2038 - Dev S3 - DS+ - PM
Junction: Bartons Road / Eastleigh Road - Mitigation	
1/1	730
2/1 (short)	221
2/2 (with short)	363(In) 142(Out)
3/1 (with short)	757(In) 437(Out)
3/2 (short)	320
4/1	579
5/1	409
6/1	862

Lane Saturation Flows

Junction: Bartons Road / Eastleigh Road - Mitigation								
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 (Bartons Road (E))	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	12.2 % 87.8 %	1941	1941
2/1 (Eastleigh Road)	3.20	0.00	Y	Arm 6 Left	15.00	100.0 %	1759	1759
2/2 (Eastleigh Road)	3.30	0.00	Y	Arm 4 Right	Inf	100.0 %	1945	1945
3/1 (Bartons Road (W))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Bartons Road (W))	3.20	0.00	Y	Arm 5 Right	20.00	100.0 %	1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

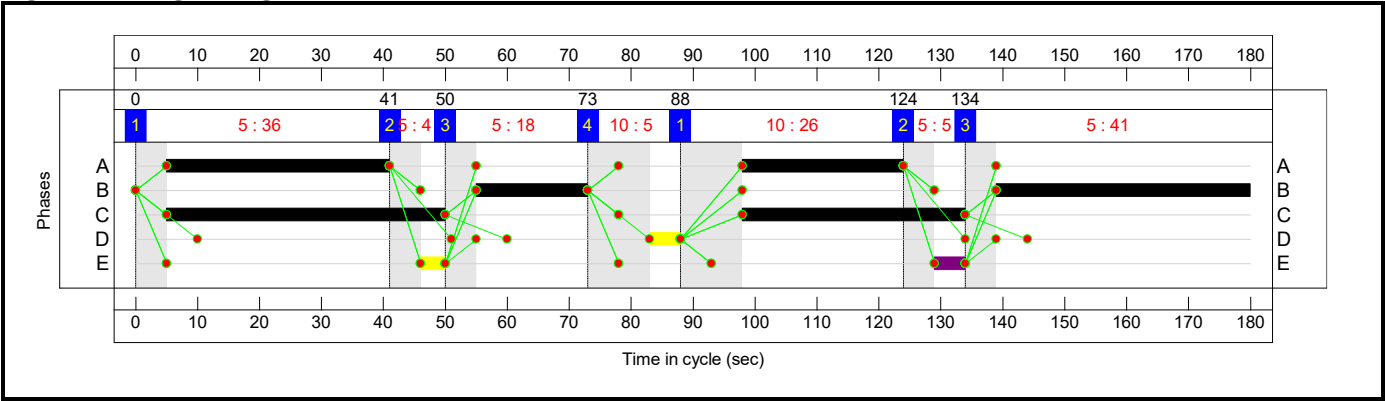
Scenario 1: 'Copy of 2038 - Dev S1 - BaU - AM' (FG1: '2038 + Dev S1 BaU - AM', Plan 1: 'Peds Every Other')
Stage Sequence Diagram


Full Input Data And Results

Stage Timings

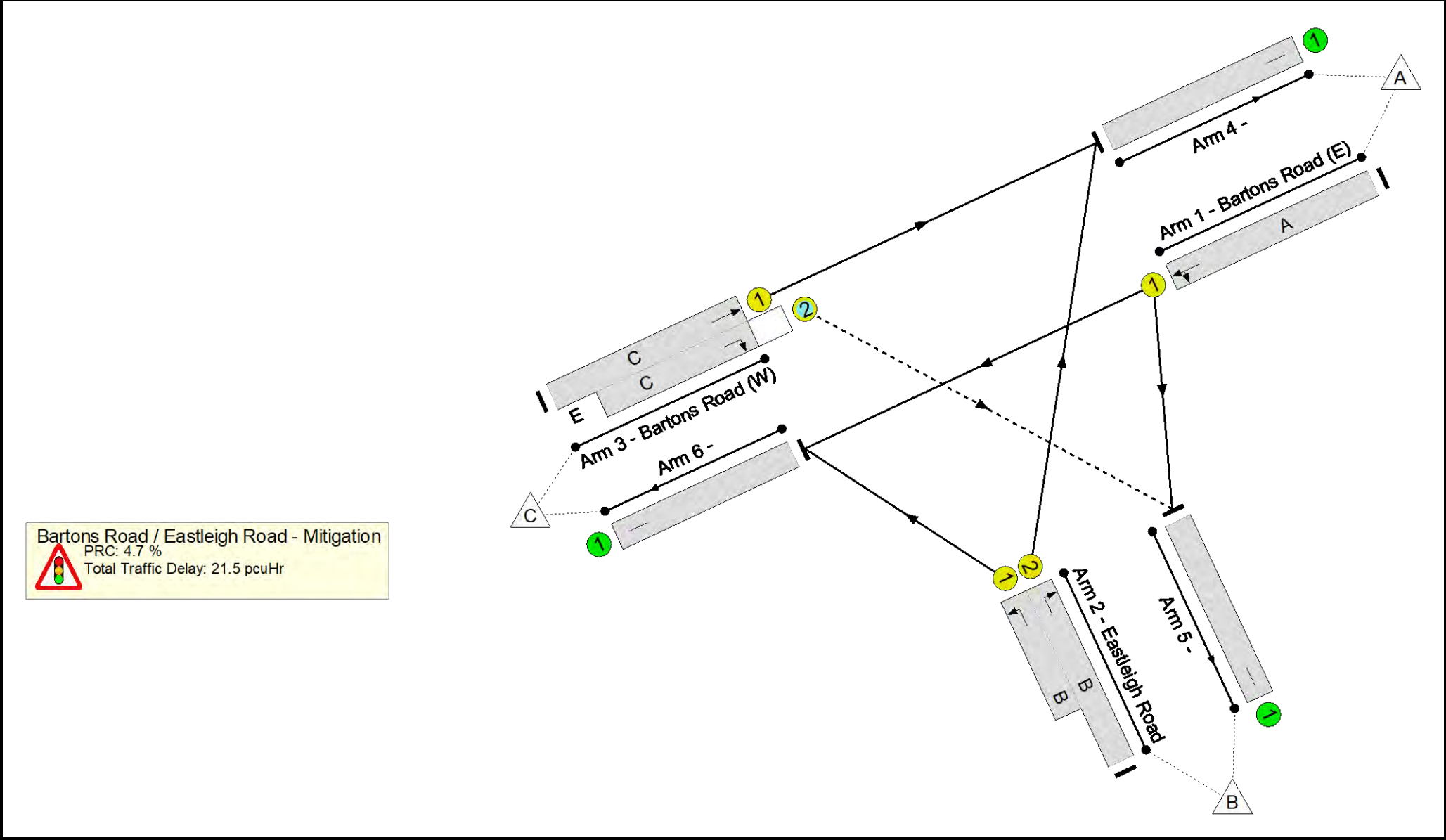
Stage	1	2	3	4	1	2	3
Duration	36	4	18	5	26	5	41
Change Point	0	41	50	73	88	124	134

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: Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	Bartons Road (E) Left Ahead	U	N/A	N/A	A		2	62	-	569	1951	694	82.0%
2/2+2/1	Eastleigh Road Right Left	U	N/A	N/A	B		2	59	-	669	1945:1759	287+491	86.0 : 86.0%
3/1+3/2	Bartons Road (W) Ahead Right	U+O	N/A	N/A	C	E	2	81	9	786	1935:1800	667+302	79.1 : 85.3%
4/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%

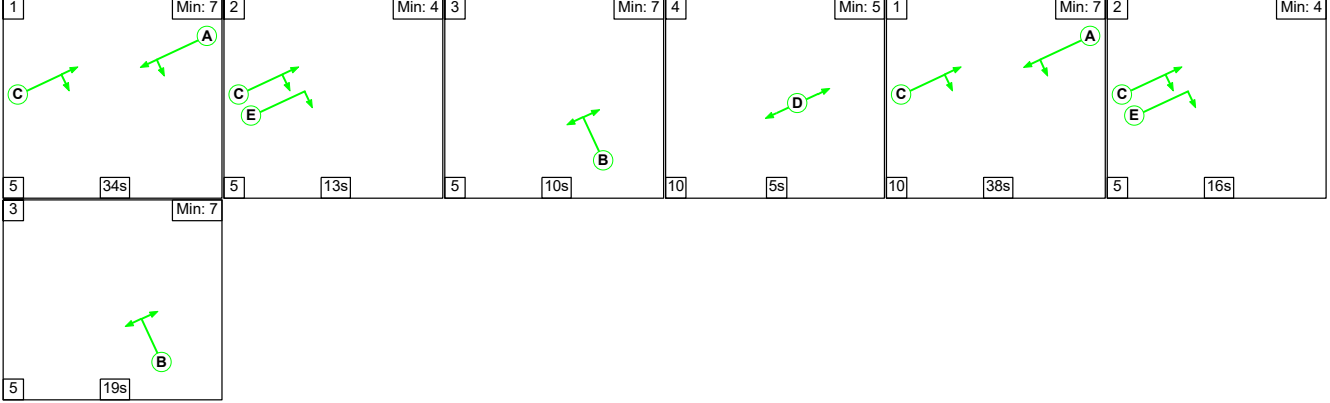
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 2: 'Copy of 2038 - Dev S1 - BaU - PM' (FG2: '2038 + Dev S1 BaU - PM', Plan 1: 'Peds Every Other')

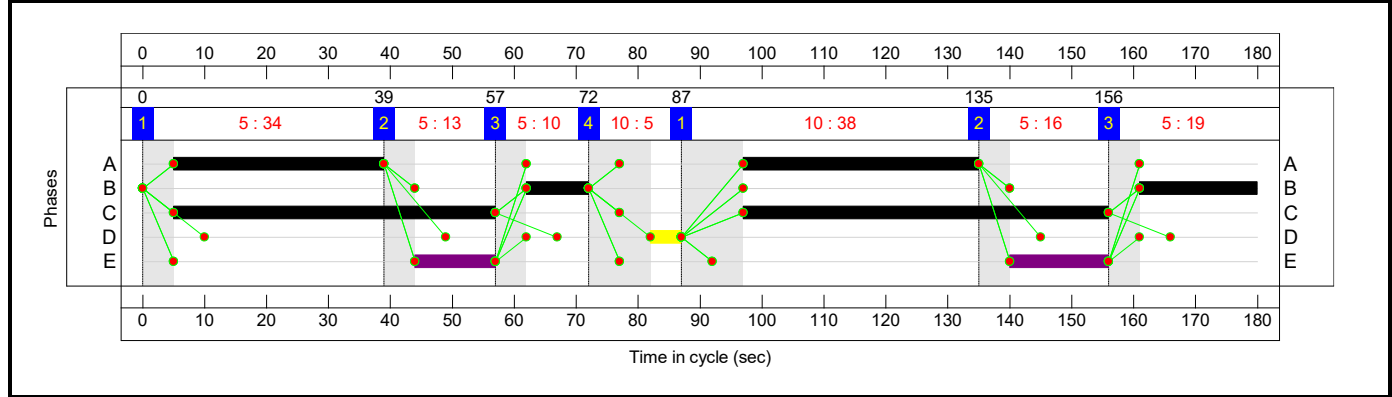
Stage Sequence Diagram



Stage Timings

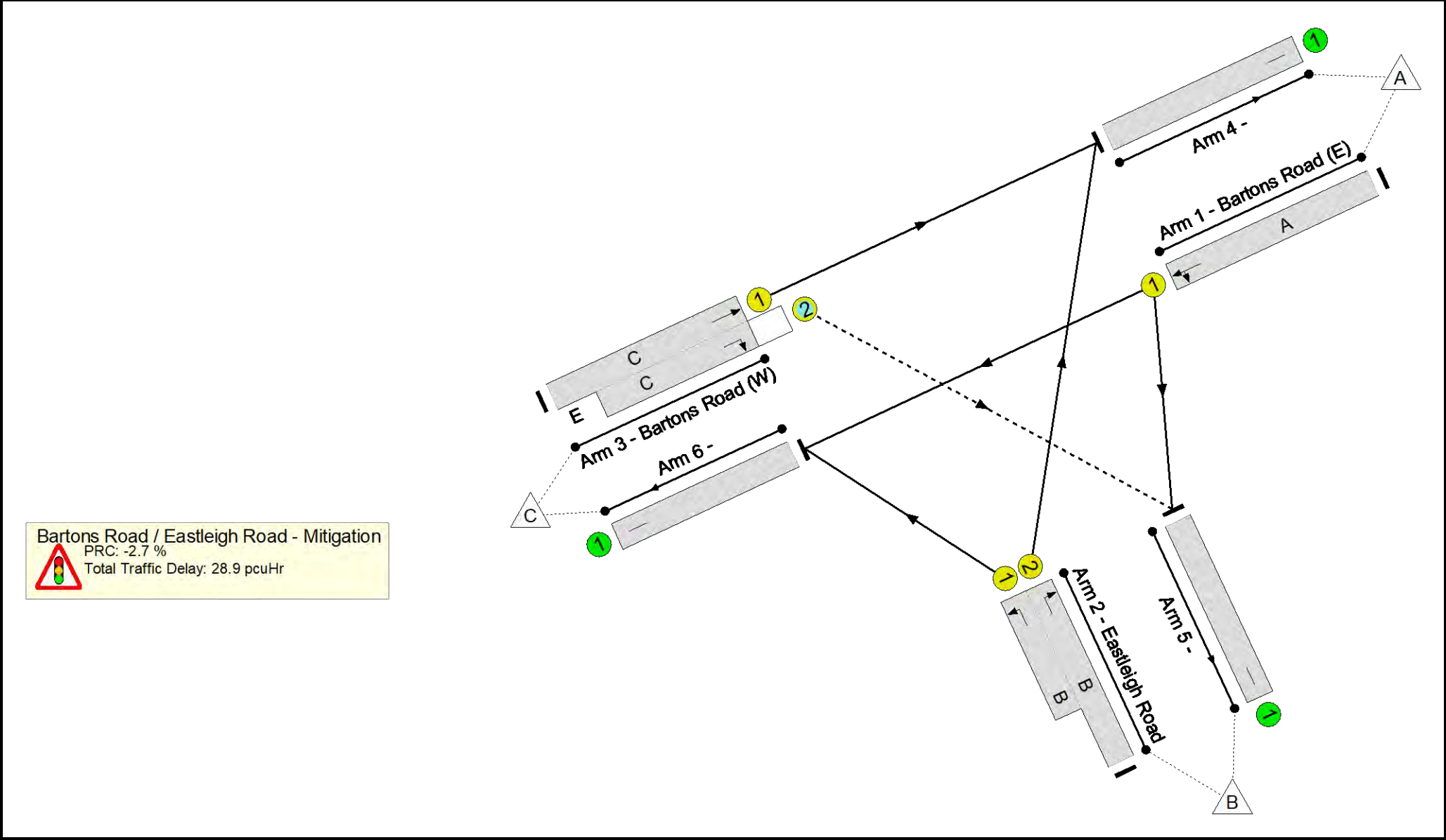
Stage	1	2	3	4	1	2	3
Duration	34	13	10	5	38	16	19
Change Point	0	39	57	72	87	135	156

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: Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
1/1	Bartons Road (E) Left Ahead	U	N/A	N/A	A		2	72	-	737	1939	797	92.5%
2/2+2/1	Eastleigh Road Right Left	U	N/A	N/A	B		2	29	-	403	1945:1759	158+287	90.7 : 90.7%
3/1+3/2	Bartons Road (W) Ahead Right	U+O	N/A	N/A	C	E	2	111	29	863	1935:1800	473+461	92.3 : 92.3%
4/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%

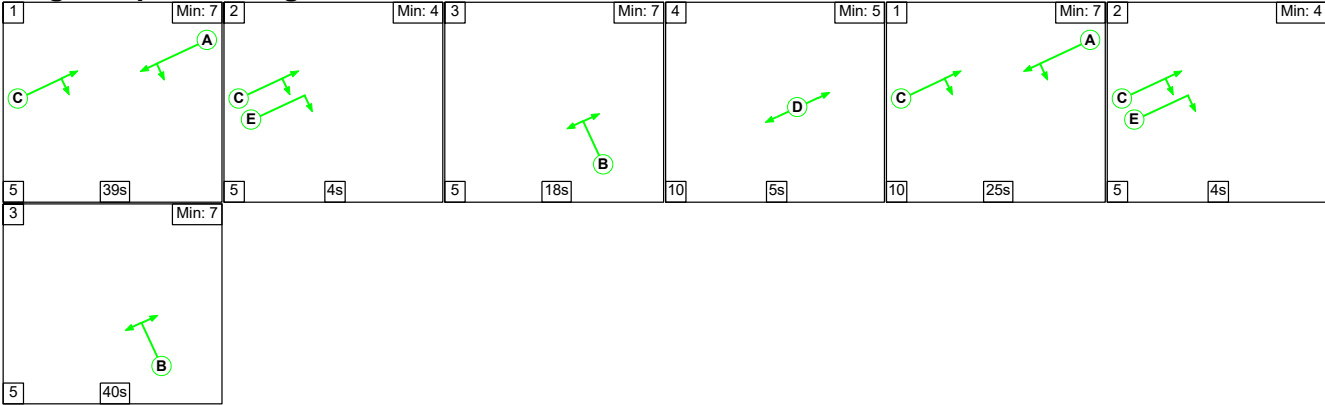
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: 'Copy of 2038 - Dev S2 - DS - AM' (FG3: '2038 + Dev S2 DS - AM', Plan 1: 'Peds Every Other')

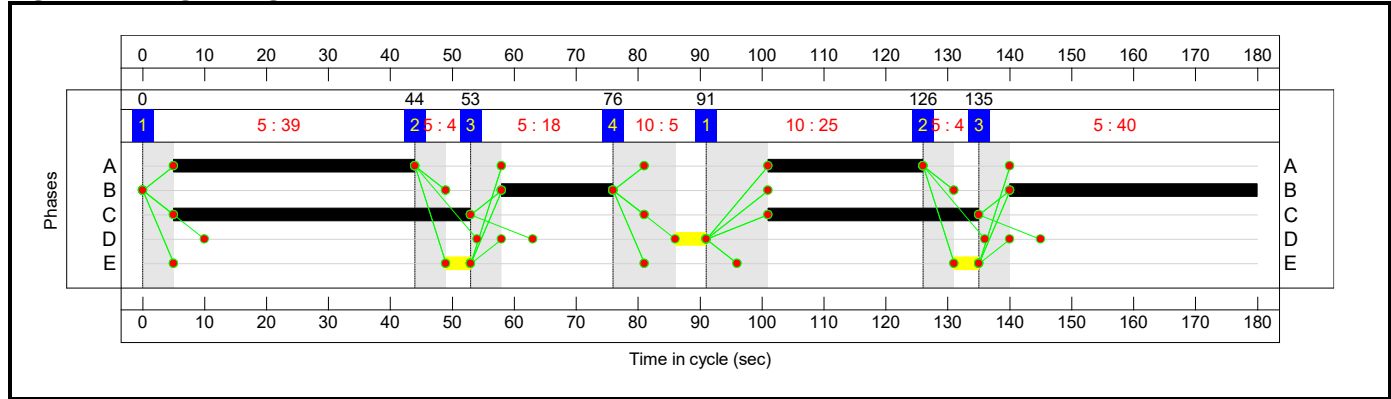
Stage Sequence Diagram



Stage Timings

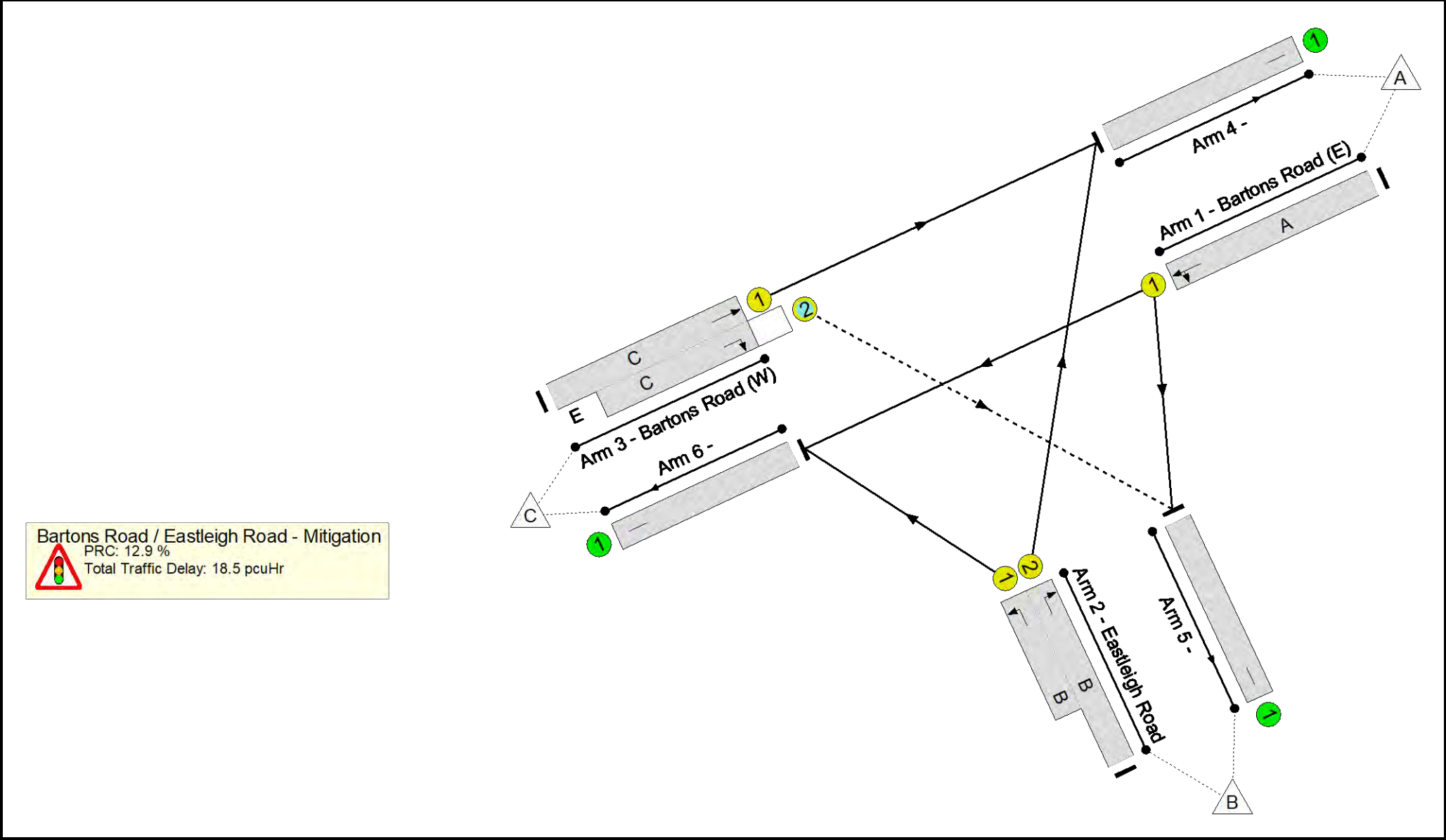
Stage	1	2	3	4	1	2	3
Duration	39	4	18	5	25	4	40
Change Point	0	44	53	76	91	126	135

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: Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1	Bartons Road (E) Left Ahead	U	N/A	N/A	A		2	64	-	569	1951	715	79.5%
2/2+2/1	Eastleigh Road Right Left	U	N/A	N/A	B		2	58	-	625	1945:1759	306+478	79.7 : 79.7%
3/1+3/2	Bartons Road (W) Ahead Right	U+O	N/A	N/A	C	E	2	82	8	765	1935:1800	734+303	72.0 : 78.3%
4/1		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%

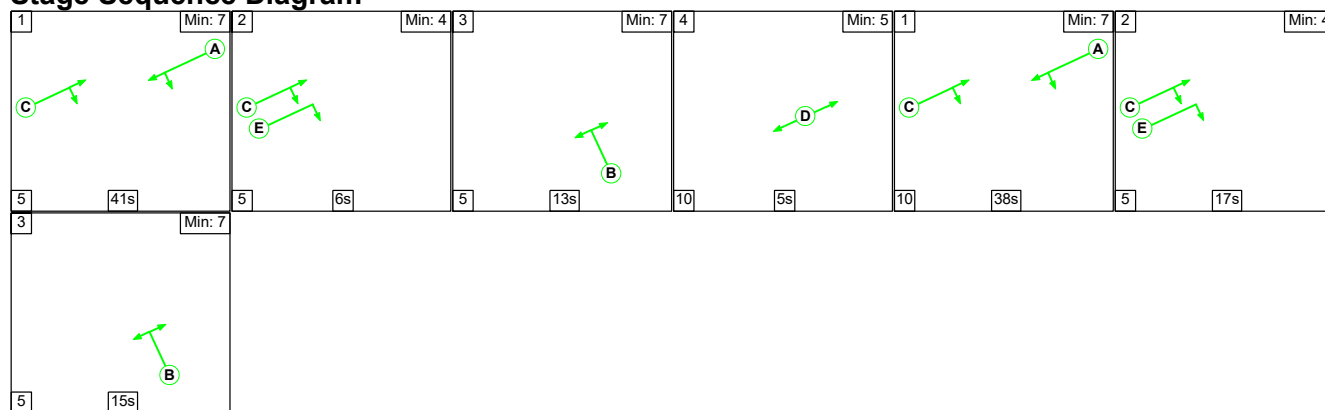
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Bartons Road / Eastleigh Road - Mitigation	-	-	86	124	27	12.6	5.2	0.7	18.5	-	-	-	-
Bartons Road / Eastleigh Road - Mitigation	-	-	86	124	27	12.6	5.2	0.7	18.5	-	-	-	-
1/1	569	569	-	-	-	4.0	1.9	-	5.9	37.5	12.8	1.9	14.7
2/2+2/1	625	625	-	-	-	4.3	1.9	-	6.2 (2.3+3.9)	35.8 (34.5:36.7)	9.8	1.9	11.7
3/1+3/2	765	765	86	124	27	4.3	1.4	0.7	6.4 (3.5+2.8)	30.0 (24.2:43.0)	9.8	1.4	11.2
4/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 12.9 Total Delay for Signalled Lanes (pcuHr): 18.52 Cycle Time (s): 180 PRC Over All Lanes (%): 12.9 Total Delay Over All Lanes(pcuHr): 18.52													

Full Input Data And Results

Scenario 4: 'Copy of 2038 - Dev S2 - DS - PM' (FG4: '2038 + Dev S2 DS - PM', Plan 1: 'Peds Every Other')

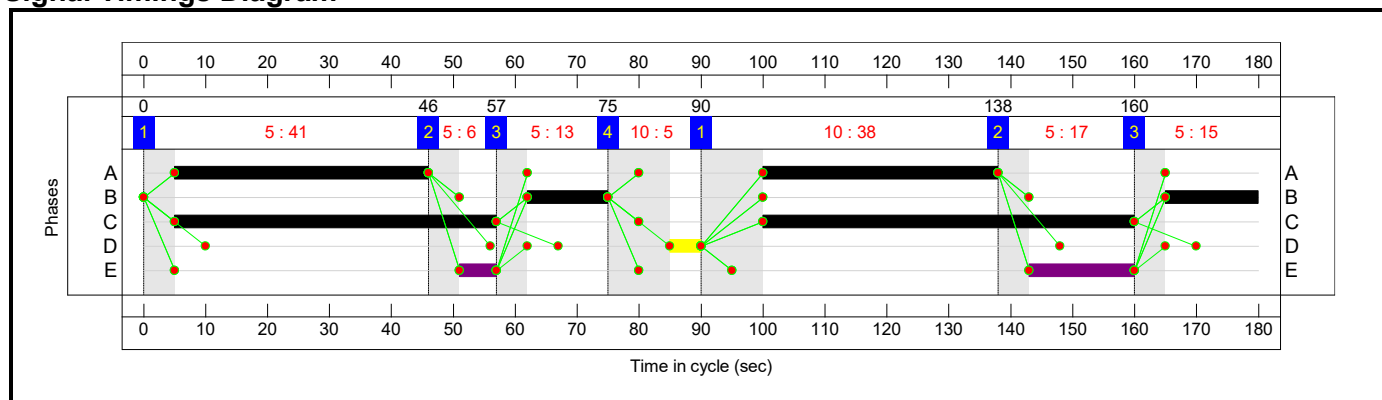
Stage Sequence Diagram



Stage Timings

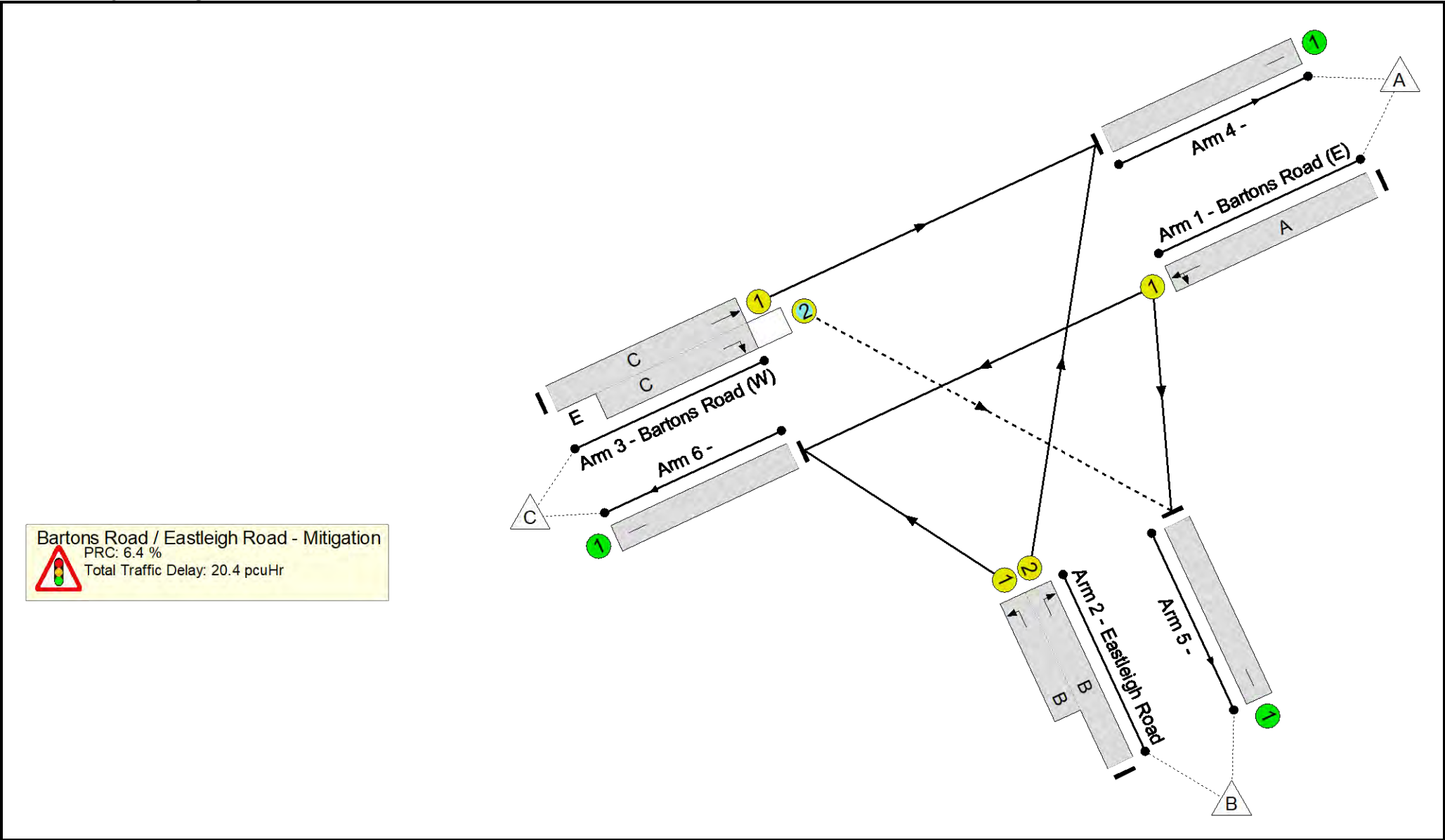
Stage	1	2	3	4	1	2	3
Duration	41	6	13	5	38	17	15
Change Point	0	46	57	75	90	138	160

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: Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	Bartons Road (E) Left Ahead	U	N/A	N/A	A		2	79	-	733	1940	873	84.0%
2/2+2/1	Eastleigh Road Right Left	U	N/A	N/A	B		2	28	-	383	1945:1759	171+290	83.2 : 83.2%
3/1+3/2	Bartons Road (W) Ahead Right	U+O	N/A	N/A	C	E	2	112	23	812	1935:1800	517+443	84.6 : 84.6%
4/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%

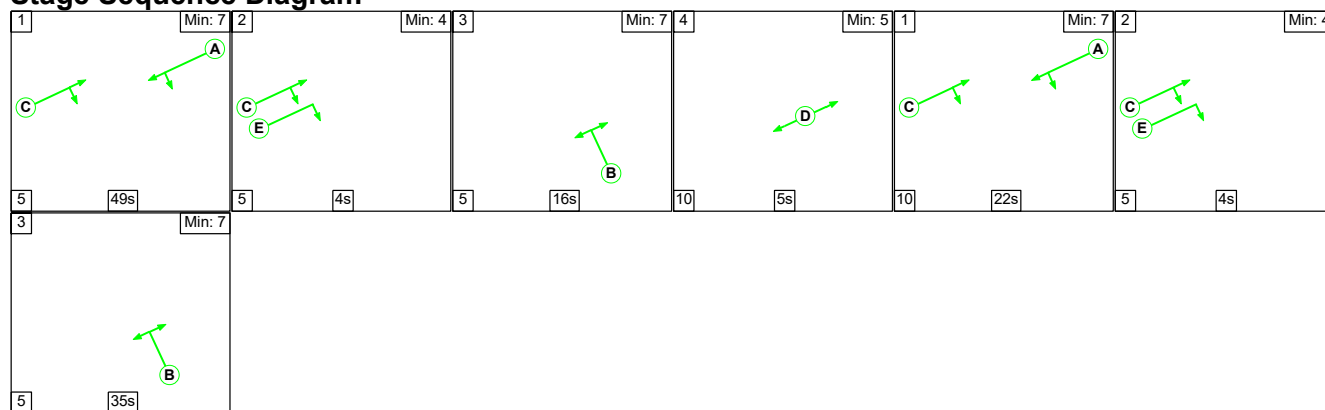
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: 'Copy of 2038 - Dev S3 - DS+ - AM' (FG5: '2038 + Dev S3 DS + - AM', Plan 1: 'Peds Every Other')

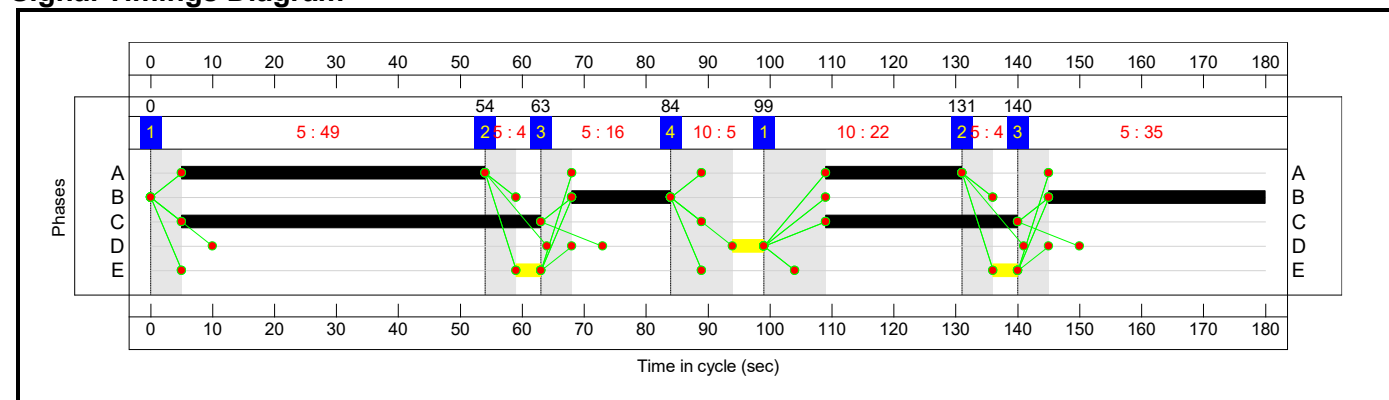
Stage Sequence Diagram



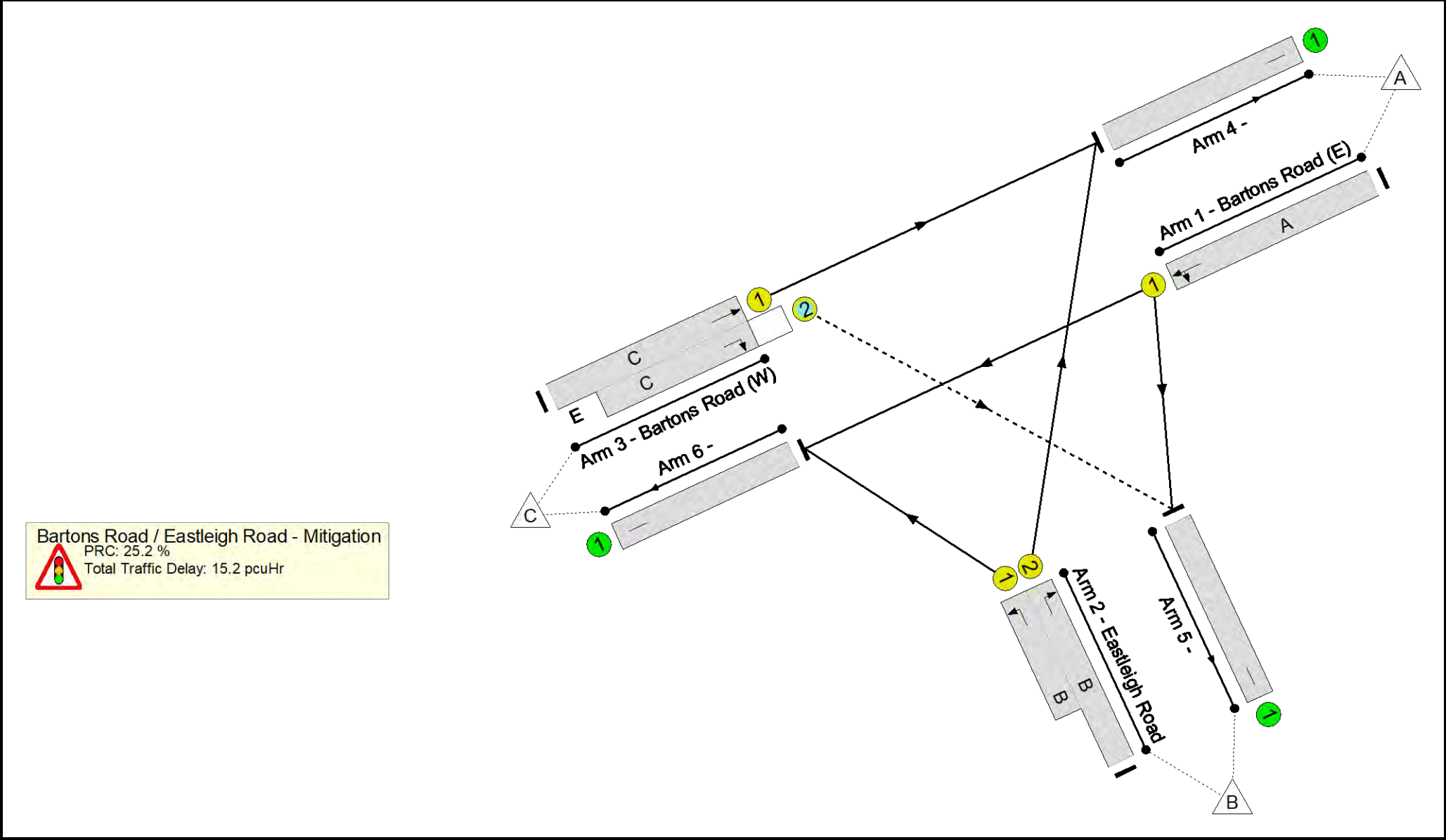
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	49	4	16	5	22	4	35
Change Point	0	54	63	84	99	131	140

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: Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	71.9%
Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	71.9%
1/1	Bartons Road (E) Left Ahead	U	N/A	N/A	A		2	71	-	569	1951	791	71.9%
2/2+2/1	Eastleigh Road Right Left	U	N/A	N/A	B		2	51	-	540	1945:1759	333+423	71.5 : 71.5%
3/1+3/2	Bartons Road (W) Ahead Right	U+O	N/A	N/A	C	E	2	89	8	750	1935:1800	793+331	66.7 : 66.7%
4/1		U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%

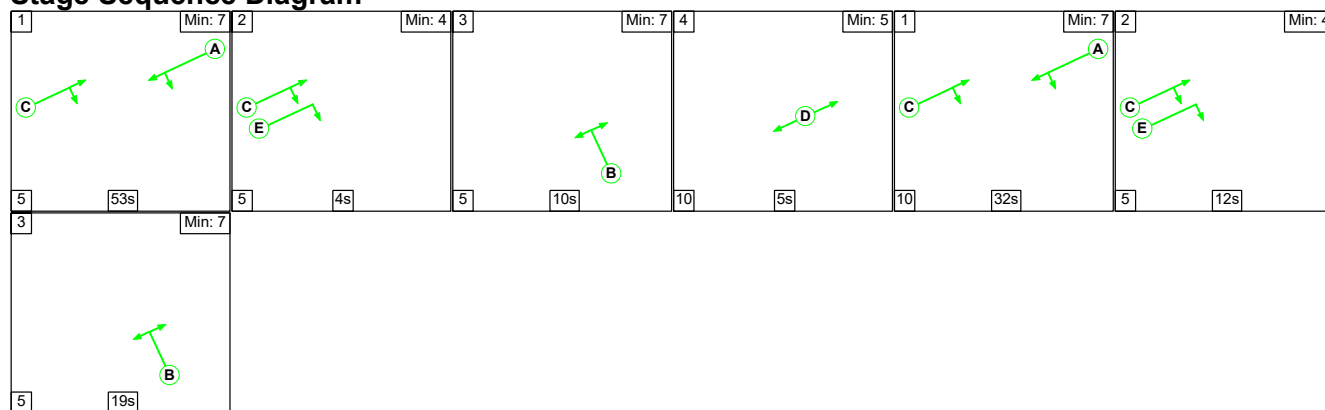
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: 'Copy of 2038 - Dev S3 - DS+ - PM' (FG6: '2038 + Dev S3 DS + - PM', Plan 1: 'Peds Every Other')

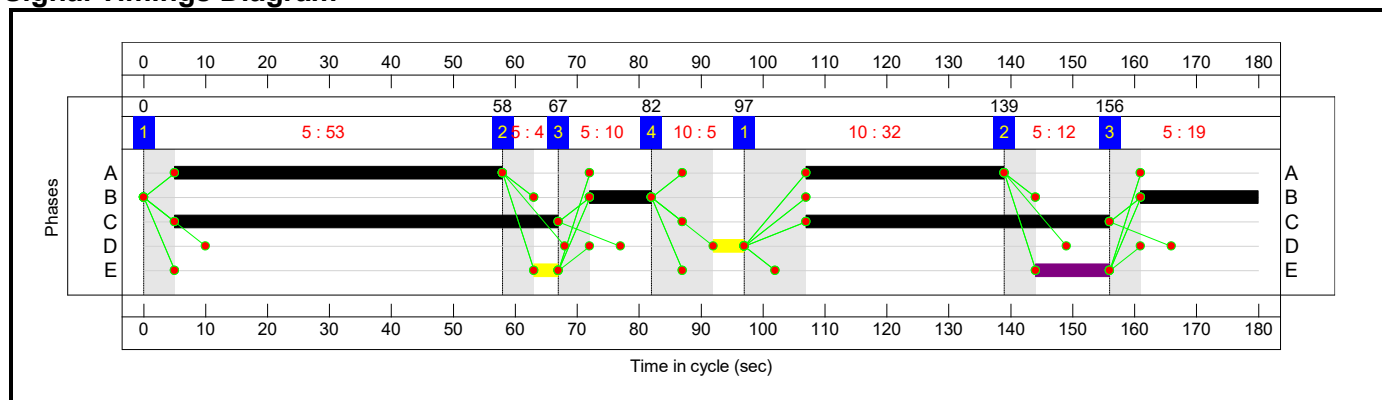
Stage Sequence Diagram



Stage Timings

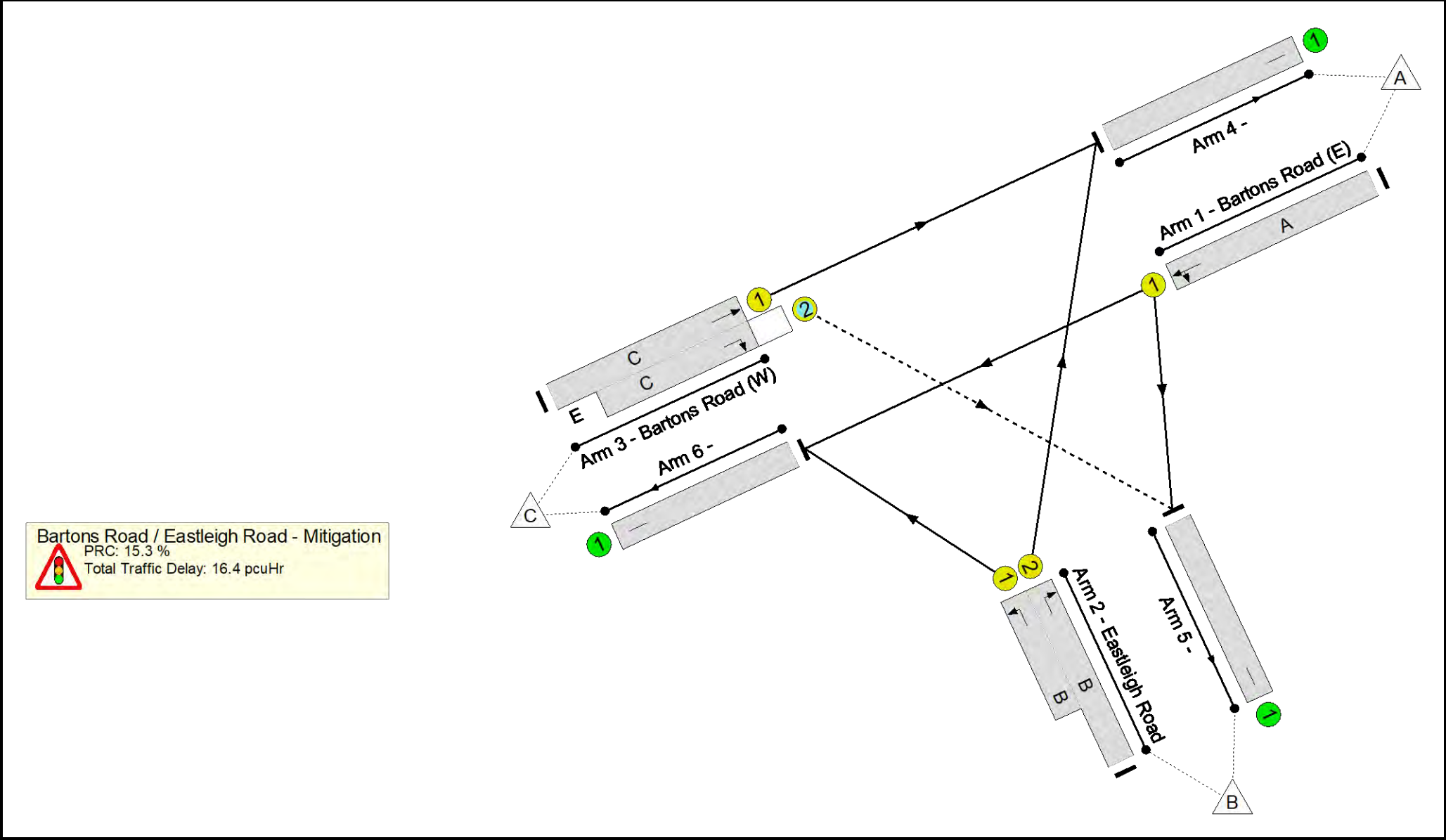
Stage	1	2	3	4	1	2	3
Duration	53	4	10	5	32	12	19
Change Point	0	58	67	82	97	139	156

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: Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
Bartons Road / Eastleigh Road - Mitigation	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/1	Bartons Road (E) Left Ahead	U	N/A	N/A	A		2	85	-	730	1941	938	77.8%
2/2+2/1	Eastleigh Road Right Left	U	N/A	N/A	B		2	29	-	363	1945:1759	183+285	77.7 : 77.7%
3/1+3/2	Bartons Road (W) Ahead Right	U+O	N/A	N/A	C	E	2	111	16	757	1935:1800	560+410	78.1 : 78.1%
4/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: J8 - High St - North St 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 11:26:23

»2023 | | AM
 »2023 | | PM
 »2038 | Core 1 Future Baseline | AM
 »2038 | Core 1 Future Baseline | PM
 »2038 | Future Baseline + Committed Development | AM
 »2038 | Future Baseline + Committed Development | PM
 »2038 | Future Baseline + CD + BaU | AM
 »2038 | Future Baseline + CD + BaU | PM
 »2038 | Future Baseline + CD + S2 | AM
 »2038 | Future Baseline + CD + S2 | PM
 »2038 | Future Baseline + CD + S3 | AM
 »2038 | Future Baseline + CD + 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									
1 - A259 East	D1	1.7	6.85	0.62	A	D2	1.0	4.80	0.50	A
2 - High St		0.3	5.40	0.22	A		0.3	4.82	0.25	A
3 - A259 West		2.5	7.96	0.70	A		1.1	4.76	0.52	A
4 - North St		1.2	5.95	0.54	A		0.7	4.07	0.41	A
	2038 - Core 1 Future Baseline									
1 - A259 East	D3	2.6	9.70	0.72	A	D4	1.4	5.77	0.57	A
2 - High St		0.4	6.53	0.28	A		0.4	5.60	0.30	A
3 - A259 West		4.4	12.62	0.81	B		1.5	5.78	0.59	A
4 - North St		1.8	8.13	0.64	A		0.9	4.74	0.47	A
	2038 - Future Baseline + CD + BaU									
1 - A259 East	D7	3.4	12.42	0.77	B	D8	1.6	6.46	0.61	A
2 - High St		0.5	7.46	0.31	A		0.5	6.09	0.32	A
3 - A259 West		4.8	13.69	0.82	B		1.9	6.84	0.65	A
4 - North St		3.4	13.01	0.78	B		1.0	5.08	0.51	A
	2038 - Future Baseline + CD + S2									
1 - A259 East	D9	3.3	12.27	0.77	B	D10	1.6	6.38	0.61	A
2 - High St		0.5	7.41	0.31	A		0.5	6.05	0.32	A
3 - A259 West		4.8	13.59	0.82	B		1.8	6.72	0.64	A
4 - North St		3.3	12.58	0.77	B		1.0	5.07	0.51	A
	2038 - Future Baseline + CD + S3									
1 - A259 East	D11	3.3	12.11	0.76	B	D12	1.6	6.35	0.61	A
2 - High St		0.5	7.36	0.31	A		0.5	6.03	0.32	A
3 - A259 West		4.9	13.84	0.83	B		1.8	6.65	0.64	A
4 - North St		3.2	12.20	0.76	B		1.0	5.07	0.51	A
	2038 - Future Baseline + Committed Development									
1 - A259 East	D5	2.9	10.61	0.74	B	D6	1.4	6.04	0.59	A
2 - High St		0.4	6.85	0.29	A		0.5	5.82	0.31	A
3 - A259 West		4.6	13.16	0.82	B		1.6	6.22	0.62	A
4 - North St		2.2	9.43	0.69	A		1.0	4.89	0.49	A

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

File summary

File Description

Title	North St - Roman Rd - High St
Location	Havant
Site number	8
Date	25/04/2024
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

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023		AM	ONE HOUR	07:45	09:15	15
D2	2023		PM	ONE HOUR	16:45	18:15	15
D3	2038	Core 1 Future Baseline	AM	ONE HOUR	07:45	09:15	15
D4	2038	Core 1 Future Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2038	Future Baseline + Committed Development	AM	ONE HOUR	07:45	09:15	15
D6	2038	Future Baseline + Committed Development	PM	ONE HOUR	16:45	18:15	15
D7	2038	Future Baseline + CD + BaU	AM	ONE HOUR	07:45	09:15	15
D8	2038	Future Baseline + CD + BaU	PM	ONE HOUR	16:45	18:15	15
D9	2038	Future Baseline + CD + S2	AM	ONE HOUR	07:45	09:15	15
D10	2038	Future Baseline + CD + S2	PM	ONE HOUR	16:45	18:15	15
D11	2038	Future Baseline + CD + S3	AM	ONE HOUR	07:45	09:15	15
D12	2038	Future Baseline + CD + S3	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
AL	100.000

2023 | | 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	6.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.96	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A259 East		
2	High St		
3	A259 West		
4	North St		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A259 East	3.70	8.00	14.0	19.1	28.0	22.5		
2 - High St	4.30	6.80	19.7	7.3	28.0	34.0		
3 - A259 West	3.40	7.50	29.2	21.0	28.0	32.0		
4 - North St	4.37	8.10	12.1	23.0	28.0	24.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 East	0.692	1820
2 - High St	0.621	1659
3 - A259 West	0.695	1879
4 - North St	0.718	1945

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	808	100.000
2 - High St		✓	183	100.000
3 - A259 West		✓	1032	100.000
4 - North St		✓	654	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	1	21	553	233
	2 - High St	41	0	81	61
	3 - A259 West	604	117	0	311
	4 - North St	270	75	307	2

Vehicle Mix

Heavy Vehicle %

From	To				
		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	13	4	5
	2 - High St	3	0	7	8
	3 - A259 West	9	9	0	3
	4 - North St	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.62	6.85	1.7	A
2 - High St	0.22	5.40	0.3	A
3 - A259 West	0.70	7.96	2.5	A
4 - North St	0.54	5.95	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	608	376	1560	0.390	606	0.7	3.928	A
2 - High St	138	822	1149	0.120	137	0.1	3.782	A
3 - A259 West	777	253	1703	0.456	773	0.9	4.134	A
4 - North St	492	572	1534	0.321	490	0.5	3.535	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	726	450	1509	0.481	725	1.0	4.791	A
2 - High St	165	984	1049	0.157	164	0.2	4.329	A
3 - A259 West	928	303	1668	0.556	926	1.3	5.185	A
4 - North St	588	685	1453	0.405	587	0.7	4.263	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	890	550	1440	0.618	887	1.7	6.769	A
2 - High St	201	1203	913	0.221	201	0.3	5.381	A
3 - A259 West	1136	371	1621	0.701	1132	2.4	7.814	A
4 - North St	720	837	1343	0.536	718	1.2	5.891	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	890	552	1439	0.618	890	1.7	6.846	A
2 - High St	201	1207	911	0.221	201	0.3	5.401	A
3 - A259 West	1136	372	1620	0.701	1136	2.5	7.962	A
4 - North St	720	840	1341	0.537	720	1.2	5.947	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	726	452	1508	0.482	729	1.0	4.848	A
2 - High St	165	989	1046	0.157	165	0.2	4.350	A
3 - A259 West	928	305	1667	0.557	932	1.4	5.280	A
4 - North St	588	689	1449	0.406	590	0.7	4.306	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	608	378	1559	0.390	610	0.7	3.967	A
2 - High St	138	827	1146	0.120	138	0.1	3.798	A
3 - A259 West	777	255	1701	0.457	779	0.9	4.187	A
4 - North St	492	576	1531	0.322	493	0.5	3.564	A

2023 | 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	4.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.61	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	691	100.000
2 - High St		✓	229	100.000
3 - A259 West		✓	749	100.000
4 - North St		✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	12	13	436	230
	2 - High St	64	1	96	68
	3 - A259 West	399	72	0	278
	4 - North St	244	56	261	1

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	0	2	1
	2 - High St	0	0	6	0
	3 - A259 West	2	0	0	1
	4 - North St	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.50	4.80	1.0	A
2 - High St	0.25	4.82	0.3	A
3 - A259 West	0.52	4.76	1.1	A
4 - North St	0.41	4.07	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	520	293	1617	0.322	518	0.5	3.322	A
2 - High St	172	705	1222	0.141	172	0.2	3.510	A
3 - A259 West	564	282	1683	0.335	562	0.5	3.252	A
4 - North St	423	411	1649	0.257	422	0.3	2.957	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	621	351	1577	0.394	620	0.7	3.820	A
2 - High St	206	844	1135	0.181	206	0.2	3.964	A
3 - A259 West	673	338	1644	0.410	673	0.7	3.755	A
4 - North St	505	492	1591	0.318	505	0.5	3.341	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	761	430	1523	0.500	759	1.0	4.781	A
2 - High St	252	1033	1018	0.248	252	0.3	4.809	A
3 - A259 West	825	413	1591	0.518	823	1.1	4.743	A
4 - North St	619	602	1512	0.409	618	0.7	4.058	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	761	430	1523	0.500	761	1.0	4.800	A
2 - High St	252	1035	1017	0.248	252	0.3	4.820	A
3 - A259 West	825	414	1591	0.518	825	1.1	4.764	A
4 - North St	619	603	1511	0.409	619	0.7	4.070	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	621	352	1577	0.394	623	0.7	3.840	A
2 - High St	206	847	1134	0.182	206	0.2	3.978	A
3 - A259 West	673	339	1643	0.410	675	0.7	3.775	A
4 - North St	505	494	1590	0.318	506	0.5	3.353	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	520	295	1616	0.322	521	0.5	3.339	A
2 - High St	172	709	1220	0.141	173	0.2	3.524	A
3 - A259 West	564	283	1682	0.335	565	0.5	3.270	A
4 - North St	423	413	1648	0.257	424	0.4	2.967	A

2038 | Core 1 Future Baseline | 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	10.23	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.23	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)
D3	2038	Core 1 Future Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	909	100.000
2 - High St		✓	206	100.000
3 - A259 West		✓	1166	100.000
4 - North St		✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A259 East	2 - High St	3 - A259 West	4 - North St
From	1 - A259 East	1	23	622	263
	2 - High St	46	0	91	69
	3 - A259 West	679	131	6	350
	4 - North St	303	84	345	2

Vehicle Mix

Heavy Vehicle %

	To				
		1 - A259 East	2 - High St	3 - A259 West	4 - North St
From	1 - A259 East	0	13	4	5
	2 - High St	3	0	7	8
	3 - A259 West	9	9	0	3
	4 - North St	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.72	9.70	2.6	A
2 - High St	0.28	6.53	0.4	A
3 - A259 West	0.81	12.62	4.4	B
4 - North St	0.64	8.13	1.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	684	426	1526	0.448	681	0.8	4.434	A
2 - High St	155	928	1083	0.143	154	0.2	4.122	A
3 - A259 West	878	285	1680	0.522	873	1.2	4.750	A
4 - North St	553	646	1480	0.373	550	0.6	3.961	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	817	510	1468	0.557	815	1.3	5.749	A
2 - High St	185	1111	970	0.191	185	0.2	4.881	A
3 - A259 West	1048	342	1641	0.639	1045	1.9	6.439	A
4 - North St	660	774	1389	0.475	659	0.9	5.052	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1001	622	1390	0.720	996	2.6	9.417	A
2 - High St	227	1357	817	0.278	226	0.4	6.478	A
3 - A259 West	1284	418	1588	0.808	1274	4.2	11.924	B
4 - North St	808	943	1267	0.638	805	1.8	7.937	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1001	625	1388	0.721	1001	2.6	9.701	A
2 - High St	227	1364	813	0.279	227	0.4	6.535	A
3 - A259 West	1284	419	1587	0.809	1283	4.4	12.618	B
4 - North St	808	950	1262	0.640	808	1.8	8.126	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	817	514	1465	0.558	822	1.3	5.903	A
2 - High St	185	1121	964	0.192	186	0.3	4.928	A
3 - A259 West	1048	344	1639	0.639	1058	1.9	6.737	A
4 - North St	660	783	1382	0.477	663	0.9	5.161	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	684	429	1524	0.449	686	0.9	4.503	A
2 - High St	155	935	1079	0.144	155	0.2	4.148	A
3 - A259 West	878	288	1679	0.523	881	1.2	4.848	A
4 - North St	553	652	1476	0.374	554	0.6	4.012	A

2038 | Core 1 Future Baseline | 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	5.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2038	Core 1 Future Baseline	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	775	100.000
2 - High St		✓	256	100.000
3 - A259 West		✓	840	100.000
4 - North St		✓	629	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	13	15	489	258
	2 - High St	72	1	107	76
	3 - A259 West	447	81	0	312
	4 - North St	273	63	292	1

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	0	2	1
	2 - High St	0	0	6	0
	3 - A259 West	2	0	0	1
	4 - North St	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.57	5.77	1.4	A
2 - High St	0.30	5.60	0.4	A
3 - A259 West	0.59	5.78	1.5	A
4 - North St	0.47	4.74	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	583	329	1593	0.366	581	0.6	3.607	A
2 - High St	193	790	1169	0.165	192	0.2	3.768	A
3 - A259 West	632	316	1659	0.381	630	0.6	3.538	A
4 - North St	474	460	1614	0.293	472	0.4	3.177	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	697	393	1548	0.450	696	0.8	4.286	A
2 - High St	230	945	1073	0.215	230	0.3	4.374	A
3 - A259 West	755	378	1616	0.467	754	0.9	4.231	A
4 - North St	565	551	1549	0.365	565	0.6	3.690	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	853	481	1487	0.574	851	1.3	5.730	A
2 - High St	282	1157	941	0.299	281	0.4	5.580	A
3 - A259 West	925	462	1557	0.594	923	1.5	5.732	A
4 - North St	693	674	1460	0.474	691	0.9	4.717	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	853	482	1487	0.574	853	1.4	5.772	A
2 - High St	282	1159	940	0.300	282	0.4	5.603	A
3 - A259 West	925	464	1557	0.594	925	1.5	5.780	A
4 - North St	693	676	1459	0.475	693	0.9	4.739	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	697	395	1547	0.450	699	0.8	4.320	A
2 - High St	230	949	1070	0.215	231	0.3	4.395	A
3 - A259 West	755	380	1615	0.468	757	0.9	4.269	A
4 - North St	565	554	1547	0.366	567	0.6	3.710	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	583	330	1592	0.367	584	0.6	3.635	A
2 - High St	193	794	1167	0.165	193	0.2	3.790	A
3 - A259 West	632	317	1658	0.381	633	0.6	3.566	A
4 - North St	474	463	1612	0.294	474	0.4	3.196	A

2038 | Future Baseline + Committed Development | 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	11.03	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.03	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)
D5	2038	Future Baseline + Committed Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	909	100.000
2 - High St		✓	207	100.000
3 - A259 West		✓	1177	100.000
4 - North St		✓	791	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	1	23	622	263
	2 - High St	46	0	91	70
	3 - A259 West	679	131	6	361
	4 - North St	316	90	383	2

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	13	4	5
	2 - High St	3	0	7	8
	3 - A259 West	9	9	0	3
	4 - North St	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.74	10.61	2.9	B
2 - High St	0.29	6.85	0.4	A
3 - A259 West	0.82	13.16	4.6	B
4 - North St	0.69	9.43	2.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	684	459	1503	0.455	681	0.9	4.556	A
2 - High St	156	957	1066	0.146	155	0.2	4.203	A
3 - A259 West	886	286	1680	0.528	881	1.2	4.799	A
4 - North St	596	646	1480	0.402	593	0.7	4.152	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	817	549	1441	0.567	815	1.3	5.997	A
2 - High St	186	1145	949	0.196	186	0.3	5.020	A
3 - A259 West	1058	343	1641	0.645	1055	1.9	6.550	A
4 - North St	711	774	1389	0.512	710	1.1	5.429	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1001	670	1357	0.738	995	2.8	10.230	B
2 - High St	228	1398	792	0.288	227	0.4	6.778	A
3 - A259 West	1296	418	1588	0.816	1286	4.4	12.361	B
4 - North St	871	943	1267	0.687	866	2.2	9.121	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1001	674	1354	0.739	1001	2.9	10.611	B
2 - High St	228	1406	787	0.290	228	0.4	6.851	A
3 - A259 West	1296	420	1586	0.817	1295	4.6	13.156	B
4 - North St	871	950	1262	0.690	871	2.2	9.425	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	817	554	1437	0.569	823	1.4	6.185	A
2 - High St	186	1156	942	0.198	187	0.3	5.077	A
3 - A259 West	1058	346	1639	0.646	1069	2.0	6.878	A
4 - North St	711	783	1382	0.515	716	1.1	5.585	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	684	462	1501	0.456	686	0.9	4.630	A
2 - High St	156	964	1061	0.147	156	0.2	4.235	A
3 - A259 West	886	288	1678	0.528	889	1.2	4.902	A
4 - North St	596	652	1476	0.403	597	0.7	4.213	A

2038 | Future Baseline + Committed Development | 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	5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2038	Future Baseline + Committed Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	788	100.000
2 - High St		✓	261	100.000
3 - A259 West		✓	868	100.000
4 - North St		✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	13	15	489	271
	2 - High St	72	1	107	81
	3 - A259 West	447	81	0	340
	4 - North St	277	65	308	1

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	0	2	1
	2 - High St	0	0	6	0
	3 - A259 West	2	0	0	1
	4 - North St	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.59	6.04	1.4	A
2 - High St	0.31	5.82	0.5	A
3 - A259 West	0.62	6.22	1.6	A
4 - North St	0.49	4.89	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	593	342	1584	0.375	591	0.6	3.673	A
2 - High St	196	811	1156	0.170	196	0.2	3.835	A
3 - A259 West	653	329	1650	0.396	651	0.7	3.645	A
4 - North St	490	460	1614	0.304	488	0.4	3.224	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	708	409	1537	0.461	707	0.9	4.402	A
2 - High St	235	971	1057	0.222	234	0.3	4.480	A
3 - A259 West	780	394	1605	0.486	779	1.0	4.415	A
4 - North St	585	551	1549	0.378	585	0.6	3.766	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	868	501	1474	0.589	865	1.4	5.987	A
2 - High St	287	1188	922	0.312	287	0.5	5.796	A
3 - A259 West	956	482	1544	0.619	953	1.6	6.153	A
4 - North St	717	674	1460	0.491	715	1.0	4.867	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	868	502	1473	0.589	868	1.4	6.039	A
2 - High St	287	1191	920	0.312	287	0.5	5.824	A
3 - A259 West	956	483	1543	0.619	956	1.6	6.215	A
4 - North St	717	676	1459	0.491	717	1.0	4.893	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	708	411	1536	0.461	711	0.9	4.444	A
2 - High St	235	976	1054	0.223	235	0.3	4.505	A
3 - A259 West	780	396	1604	0.487	783	1.0	4.463	A
4 - North St	585	554	1547	0.378	587	0.6	3.787	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	593	344	1583	0.375	594	0.6	3.706	A
2 - High St	196	816	1153	0.170	197	0.2	3.857	A
3 - A259 West	653	331	1649	0.396	655	0.7	3.676	A
4 - North St	490	463	1612	0.304	491	0.4	3.241	A

2038 | Future Baseline + CD + 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	12.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.73	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)
D7	2038	Future Baseline + CD + BaU	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	913	100.000
2 - High St		✓	207	100.000
3 - A259 West		✓	1185	100.000
4 - North St		✓	890	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	1	23	622	267
	2 - High St	46	0	91	70
	3 - A259 West	679	131	6	369
	4 - North St	352	90	446	2

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	13	4	5
	2 - High St	3	0	7	8
	3 - A259 West	9	9	0	3
	4 - North St	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.77	12.42	3.4	B
2 - High St	0.31	7.46	0.5	A
3 - A259 West	0.82	13.69	4.8	B
4 - North St	0.78	13.01	3.4	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	687	506	1471	0.467	684	0.9	4.759	A
2 - High St	156	1007	1035	0.151	155	0.2	4.351	A
3 - A259 West	892	289	1678	0.532	887	1.2	4.845	A
4 - North St	670	646	1480	0.453	667	0.8	4.526	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	821	605	1402	0.586	819	1.5	6.426	A
2 - High St	186	1205	912	0.204	186	0.3	5.276	A
3 - A259 West	1065	346	1638	0.650	1062	2.0	6.656	A
4 - North St	800	774	1389	0.576	798	1.4	6.234	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1005	737	1310	0.767	998	3.3	11.778	B
2 - High St	228	1469	748	0.305	227	0.5	7.347	A
3 - A259 West	1305	422	1585	0.823	1294	4.6	12.789	B
4 - North St	980	943	1267	0.773	972	3.3	12.213	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1005	743	1307	0.769	1005	3.4	12.422	B
2 - High St	228	1479	741	0.307	228	0.5	7.459	A
3 - A259 West	1305	425	1583	0.824	1304	4.8	13.692	B
4 - North St	980	950	1262	0.776	979	3.4	13.006	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	821	613	1396	0.588	828	1.5	6.707	A
2 - High St	186	1220	902	0.206	187	0.3	5.358	A
3 - A259 West	1065	350	1636	0.651	1076	2.0	7.020	A
4 - North St	800	784	1382	0.579	808	1.4	6.534	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	687	510	1468	0.468	690	0.9	4.851	A
2 - High St	156	1015	1029	0.151	156	0.2	4.389	A
3 - A259 West	892	291	1676	0.532	895	1.2	4.956	A
4 - North St	670	652	1476	0.454	672	0.9	4.611	A

2038 | Future Baseline + CD + 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	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	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)
D8	2038	Future Baseline + CD + BaU	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	812	100.000
2 - High St		✓	261	100.000
3 - A259 West		✓	900	100.000
4 - North St		✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	13	15	489	295
	2 - High St	72	1	107	81
	3 - A259 West	447	81	0	372
	4 - North St	285	65	325	1

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	0	2	1
	2 - High St	0	0	6	0
	3 - A259 West	2	0	0	1
	4 - North St	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.61	6.46	1.6	A
2 - High St	0.32	6.09	0.5	A
3 - A259 West	0.65	6.84	1.9	A
4 - North St	0.51	5.08	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	611	355	1575	0.388	609	0.6	3.775	A
2 - High St	196	842	1137	0.173	196	0.2	3.913	A
3 - A259 West	678	347	1637	0.414	675	0.7	3.781	A
4 - North St	509	460	1614	0.315	507	0.5	3.276	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	730	425	1527	0.478	729	0.9	4.576	A
2 - High St	235	1008	1034	0.227	234	0.3	4.608	A
3 - A259 West	809	416	1590	0.509	808	1.0	4.660	A
4 - North St	608	551	1549	0.392	607	0.6	3.854	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	894	520	1461	0.612	891	1.6	6.391	A
2 - High St	287	1233	894	0.321	287	0.5	6.059	A
3 - A259 West	991	508	1525	0.650	988	1.8	6.749	A
4 - North St	744	674	1460	0.510	743	1.0	5.049	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	894	521	1460	0.612	894	1.6	6.455	A
2 - High St	287	1236	892	0.322	287	0.5	6.094	A
3 - A259 West	991	510	1524	0.650	991	1.9	6.839	A
4 - North St	744	676	1459	0.510	744	1.0	5.082	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	730	426	1525	0.479	733	0.9	4.626	A
2 - High St	235	1013	1031	0.228	235	0.3	4.637	A
3 - A259 West	809	418	1588	0.509	812	1.1	4.723	A
4 - North St	608	554	1547	0.393	609	0.7	3.883	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	611	357	1574	0.388	612	0.6	3.807	A
2 - High St	196	847	1134	0.173	197	0.2	3.935	A
3 - A259 West	678	349	1636	0.414	679	0.7	3.818	A
4 - North St	509	463	1612	0.316	510	0.5	3.299	A

2038 | Future Baseline + CD + S2 | 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	12.53	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.53	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)
D9	2038	Future Baseline + CD + S2	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	913	100.000
2 - High St		✓	207	100.000
3 - A259 West		✓	1183	100.000
4 - North St		✓	881	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	1	23	622	267
	2 - High St	46	0	91	70
	3 - A259 West	679	131	6	367
	4 - North St	348	90	441	2

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	13	4	5
	2 - High St	3	0	7	8
	3 - A259 West	9	9	0	3
	4 - North St	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.77	12.27	3.3	B
2 - High St	0.31	7.41	0.5	A
3 - A259 West	0.82	13.59	4.8	B
4 - North St	0.77	12.58	3.3	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	687	502	1473	0.467	684	0.9	4.743	A
2 - High St	156	1003	1037	0.150	155	0.2	4.340	A
3 - A259 West	891	289	1678	0.531	886	1.2	4.836	A
4 - North St	663	646	1480	0.448	660	0.8	4.488	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	821	601	1405	0.584	819	1.4	6.395	A
2 - High St	186	1201	914	0.204	186	0.3	5.256	A
3 - A259 West	1063	346	1638	0.649	1061	1.9	6.636	A
4 - North St	792	774	1389	0.570	790	1.3	6.152	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1005	732	1314	0.765	998	3.2	11.654	B
2 - High St	228	1464	751	0.303	227	0.5	7.302	A
3 - A259 West	1303	422	1585	0.822	1292	4.6	12.707	B
4 - North St	970	943	1267	0.765	963	3.2	11.857	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1005	737	1310	0.767	1005	3.3	12.270	B
2 - High St	228	1474	745	0.306	228	0.5	7.410	A
3 - A259 West	1303	425	1583	0.823	1302	4.8	13.588	B
4 - North St	970	950	1262	0.768	970	3.3	12.575	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	821	608	1400	0.586	828	1.5	6.665	A
2 - High St	186	1215	905	0.206	187	0.3	5.335	A
3 - A259 West	1063	350	1636	0.650	1074	2.0	6.994	A
4 - North St	792	784	1382	0.573	800	1.4	6.430	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	687	506	1470	0.468	690	0.9	4.833	A
2 - High St	156	1011	1032	0.151	156	0.2	4.377	A
3 - A259 West	891	291	1676	0.531	894	1.2	4.944	A
4 - North St	663	652	1476	0.449	665	0.8	4.571	A

2038 | Future Baseline + CD + S2 | 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	6.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2038	Future Baseline + CD + S2	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	807	100.000
2 - High St		✓	261	100.000
3 - A259 West		✓	895	100.000
4 - North St		✓	675	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	13	15	489	290
	2 - High St	72	1	107	81
	3 - A259 West	447	81	0	367
	4 - North St	285	65	324	1

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	0	2	1
	2 - High St	0	0	6	0
	3 - A259 West	2	0	0	1
	4 - North St	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.61	6.38	1.6	A
2 - High St	0.32	6.05	0.5	A
3 - A259 West	0.64	6.72	1.8	A
4 - North St	0.51	5.07	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	608	354	1575	0.386	605	0.6	3.759	A
2 - High St	196	838	1140	0.172	196	0.2	3.901	A
3 - A259 West	674	343	1640	0.411	671	0.7	3.756	A
4 - North St	508	460	1614	0.315	506	0.5	3.274	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	725	424	1527	0.475	724	0.9	4.547	A
2 - High St	235	1003	1037	0.226	234	0.3	4.588	A
3 - A259 West	805	411	1593	0.505	803	1.0	4.615	A
4 - North St	607	551	1549	0.392	606	0.6	3.850	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	889	519	1462	0.608	886	1.5	6.324	A
2 - High St	287	1227	898	0.320	287	0.5	6.019	A
3 - A259 West	985	503	1529	0.644	982	1.8	6.636	A
4 - North St	743	674	1460	0.509	742	1.0	5.042	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	889	520	1461	0.608	888	1.6	6.385	A
2 - High St	287	1230	896	0.321	287	0.5	6.053	A
3 - A259 West	985	504	1528	0.645	985	1.8	6.721	A
4 - North St	743	676	1459	0.509	743	1.0	5.074	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	725	425	1526	0.475	728	0.9	4.597	A
2 - High St	235	1007	1034	0.227	235	0.3	4.619	A
3 - A259 West	805	413	1592	0.506	808	1.0	4.674	A
4 - North St	607	554	1547	0.392	608	0.7	3.877	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	608	356	1574	0.386	609	0.6	3.790	A
2 - High St	196	842	1137	0.173	197	0.2	3.923	A
3 - A259 West	674	345	1639	0.411	675	0.7	3.796	A
4 - North St	508	463	1612	0.315	509	0.5	3.295	A

2038 | Future Baseline + CD + S3 | 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	12.47	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.47	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)
D11	2038	Future Baseline + CD + S3	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	914	100.000
2 - High St		✓	208	100.000
3 - A259 West		✓	1187	100.000
4 - North St		✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A259 East	2 - High St	3 - A259 West	4 - North St
From	1 - A259 East	1	23	623	267
	2 - High St	47	0	91	70
	3 - A259 West	682	132	6	367
	4 - North St	344	90	433	2

Vehicle Mix

Heavy Vehicle %

	To				
		1 - A259 East	2 - High St	3 - A259 West	4 - North St
From	1 - A259 East	0	13	4	5
	2 - High St	3	0	7	8
	3 - A259 West	9	9	0	3
	4 - North St	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.76	12.11	3.3	B
2 - High St	0.31	7.36	0.5	A
3 - A259 West	0.83	13.84	4.9	B
4 - North St	0.76	12.20	3.2	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	688	497	1477	0.466	684	0.9	4.726	A
2 - High St	157	998	1040	0.151	156	0.2	4.327	A
3 - A259 West	894	290	1677	0.533	889	1.2	4.858	A
4 - North St	654	650	1478	0.443	651	0.8	4.455	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	822	594	1409	0.583	820	1.4	6.358	A
2 - High St	187	1194	918	0.204	187	0.3	5.234	A
3 - A259 West	1067	347	1637	0.652	1064	2.0	6.683	A
4 - North St	781	778	1386	0.564	779	1.3	6.077	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1006	725	1319	0.763	999	3.2	11.516	B
2 - High St	229	1456	756	0.303	228	0.5	7.252	A
3 - A259 West	1307	424	1584	0.825	1296	4.7	12.905	B
4 - North St	957	948	1264	0.757	950	3.0	11.535	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	1006	730	1316	0.765	1006	3.3	12.105	B
2 - High St	229	1466	750	0.306	229	0.5	7.356	A
3 - A259 West	1307	426	1583	0.826	1306	4.9	13.836	B
4 - North St	957	955	1258	0.760	956	3.2	12.195	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	822	602	1404	0.585	829	1.5	6.620	A
2 - High St	187	1208	910	0.206	188	0.3	5.313	A
3 - A259 West	1067	350	1635	0.653	1078	2.1	7.052	A
4 - North St	781	788	1378	0.567	788	1.4	6.342	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	688	501	1474	0.467	690	0.9	4.816	A
2 - High St	157	1006	1035	0.151	157	0.2	4.365	A
3 - A259 West	894	292	1676	0.533	897	1.2	4.970	A
4 - North St	654	656	1473	0.444	656	0.8	4.535	A

2038 | Future Baseline + CD + S3 | 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	6.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2038	Future Baseline + CD + S3	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A259 East		✓	805	100.000
2 - High St		✓	261	100.000
3 - A259 West		✓	891	100.000
4 - North St		✓	674	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	13	15	489	288
	2 - High St	72	1	107	81
	3 - A259 West	447	81	0	363
	4 - North St	285	65	323	1

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A259 East	2 - High St	3 - A259 West	4 - North St
	1 - A259 East	0	0	2	1
	2 - High St	0	0	6	0
	3 - A259 West	2	0	0	1
	4 - North St	1	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A259 East	0.61	6.35	1.6	A
2 - High St	0.32	6.03	0.5	A
3 - A259 West	0.64	6.65	1.8	A
4 - North St	0.51	5.07	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	606	353	1576	0.385	604	0.6	3.751	A
2 - High St	196	835	1141	0.172	196	0.2	3.895	A
3 - A259 West	671	342	1641	0.409	668	0.7	3.740	A
4 - North St	507	460	1614	0.314	506	0.5	3.271	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	724	423	1528	0.474	723	0.9	4.534	A
2 - High St	235	1000	1039	0.226	234	0.3	4.579	A
3 - A259 West	801	409	1594	0.502	800	1.0	4.587	A
4 - North St	606	551	1549	0.391	605	0.6	3.844	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	886	517	1462	0.606	884	1.5	6.291	A
2 - High St	287	1223	900	0.319	287	0.5	6.003	A
3 - A259 West	981	501	1531	0.641	978	1.8	6.567	A
4 - North St	742	674	1460	0.508	741	1.0	5.034	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	886	519	1462	0.606	886	1.6	6.355	A
2 - High St	287	1226	898	0.320	287	0.5	6.032	A
3 - A259 West	981	502	1530	0.641	981	1.8	6.649	A
4 - North St	742	676	1459	0.509	742	1.0	5.066	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	724	425	1527	0.474	726	0.9	4.583	A
2 - High St	235	1005	1036	0.227	235	0.3	4.609	A
3 - A259 West	801	411	1593	0.503	804	1.0	4.647	A
4 - North St	606	554	1547	0.392	607	0.7	3.874	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A259 East	606	355	1575	0.385	607	0.6	3.785	A
2 - High St	196	840	1138	0.173	197	0.2	3.917	A
3 - A259 West	671	344	1640	0.409	672	0.7	3.777	A
4 - North St	507	463	1612	0.315	508	0.5	3.295	A

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: J12 - Manor Lodge Double mini 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 11:28:09

»2023 | | AM
 »2023 | | PM
 »2038 | Future Baseline | AM
 »2038 | Future Baseline | PM
 »2038 | Future Baseline + CD | AM
 »2038 | Future Baseline + CD | PM
 »2038 | Future Baseline + CD + BaU | AM
 »2038 | Future Baseline + CD + BaU | PM
 »2038 | Future Baseline + CD + S2 | AM
 »2038 | Future Baseline + CD + S2 | PM
 »2038 | Future Baseline + CD + S3 | AM
 »2038 | Future Baseline + CD + 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									
1 - untitled - 1 - Manor Lodge	D1	4.9	21.72	0.84	C	D2	4.6	20.18	0.83	C
1 - untitled - 2 - Whichers Gate Rd		2.9	21.57	0.75	C		2.5	19.40	0.71	C
1 - untitled - 3 - Durrants Rd		3.6	28.57	0.79	D		4.0	30.82	0.81	D
2 - untitled - 1 - Manor Lodge		4.6	20.65	0.83	C		5.4	23.50	0.85	C
2 - untitled - 2 - Manor Lodge Rd N		1.1	5.81	0.53	A		1.1	5.78	0.53	A
2 - untitled - 3 - Redhill Rd		0.9	16.20	0.47	C		0.8	15.58	0.45	C
	2038 - Future Baseline									
1 - untitled - 1 - Manor Lodge	D3	12.0	47.96	0.95	E	D4	10.1	40.84	0.93	E
1 - untitled - 2 - Whichers Gate Rd		6.2	41.96	0.88	E		4.6	33.71	0.83	D
1 - untitled - 3 - Durrants Rd		9.5	68.06	0.94	F		11.1	75.94	0.95	F
2 - untitled - 1 - Manor Lodge		9.6	39.24	0.93	E		12.0	47.23	0.95	E
2 - untitled - 2 - Manor Lodge Rd N		1.5	6.90	0.60	A		1.5	6.81	0.60	A
2 - untitled - 3 - Redhill Rd		1.5	24.16	0.59	C		1.3	22.69	0.57	C
	2038 - Future Baseline + CD									
1 - untitled - 1 - Manor Lodge	D5	11.2	44.39	0.94	E	D6	13.4	51.80	0.96	F
1 - untitled - 2 - Whichers Gate Rd		9.1	58.09	0.93	F		5.3	37.67	0.86	E
1 - untitled - 3 - Durrants Rd		8.6	64.75	0.93	F		12.5	84.59	0.97	F
2 - untitled - 1 - Manor Lodge		13.1	51.10	0.96	F		13.6	52.41	0.96	F
2 - untitled - 2 - Manor Lodge Rd N		1.6	6.99	0.60	A		1.6	7.18	0.62	A
2 - untitled - 3 - Redhill Rd		1.5	24.90	0.60	C		1.5	25.36	0.60	D
	2038 - Future Baseline + CD + BaU									
1 - untitled - 1 - Manor Lodge	D7	16.8	63.30	0.98	F	D8	39.1	122.06	1.05	F
1 - untitled - 2 - Whichers Gate Rd		49.9	227.90	1.13	F		8.0	52.92	0.91	F
1 - untitled - 3 - Durrants Rd		22.5	149.19	1.04	F		18.7	120.52	1.02	F
2 - untitled - 1 - Manor Lodge		25.8	94.62	1.00	F		19.5	70.01	0.99	F
2 - untitled - 2 - Manor Lodge Rd N		1.6	7.19	0.62	A		2.2	8.80	0.69	A
2 - untitled - 3 - Redhill Rd		1.7	27.67	0.63	D		2.4	42.05	0.72	E
	2038 - Future Baseline + CD + S2									
1 - untitled - 1 - Manor Lodge	D9	16.2	61.45	0.97	F	D10	34.0	109.11	1.04	F
1 - untitled - 2 - Whichers Gate Rd		45.9	212.06	1.12	F		8.0	52.90	0.91	F
1 - untitled - 3 - Durrants Rd		22.0	146.39	1.04	F		18.0	116.89	1.01	F
2 - untitled - 1 - Manor Lodge		25.1	92.64	1.00	F		19.3	69.37	0.99	F
2 - untitled - 2 - Manor Lodge Rd N		1.6	7.16	0.62	A		2.1	8.54	0.68	A
2 - untitled - 3 - Redhill Rd		1.6	27.28	0.62	D		2.2	38.69	0.70	E
	2038 - Future Baseline + CD + S3									
1 - untitled - 1 - Manor Lodge	D11	16.3	61.86	0.97	F	D12	30.1	99.19	1.03	F
1 - untitled - 2 - Whichers Gate Rd		38.3	182.06	1.09	F		8.1	53.58	0.91	F
1 - untitled - 3 - Durrants Rd		21.8	144.20	1.04	F		18.1	117.30	1.01	F
2 - untitled - 1 - Manor Lodge		23.8	88.44	0.99	F		19.0	68.52	0.99	F
2 - untitled - 2 - Manor Lodge Rd N		1.6	7.17	0.62	A		2.0	8.31	0.67	A
2 - untitled - 3 - Redhill Rd		1.6	27.28	0.62	D		2.1	36.03	0.68	E

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	Manor Lodge Rd- Double Mini RB
Location	Havant
Site number	12
Date	25/04/2024
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	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		AM	ONE HOUR	07:45	09:15	15	✓
D2	2023		PM	ONE HOUR	16:45	18:15	15	✓
D3	2038	Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038	Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038	Future Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038	Future Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	Future Baseline + CD + BaU	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	Future Baseline + CD + BaU	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038	Future Baseline + CD + S2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038	Future Baseline + CD + S2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2038	Future Baseline + CD + S3	AM	ONE HOUR	07:45	09:15	15	✓
D12	2038	Future Baseline + CD + 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 | | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	23.45	C
2	untitled	Mini-roundabout		1, 2, 3	14.11	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.89	C

Arms

Arms

Junction	Arm	Name	Description
1 - untitled	1	Manor Lodge	
	2	Whichers Gate Rd	
	3	Durrants Rd	
2 - untitled	1	Manor Lodge	
	2	Manor Lodge Rd N	
	3	Redhill Rd	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - untitled	1 - Manor Lodge	4.60	4.60	5.30	2.0	13.00	9.40	1.0	
	2 - Whichers Gate Rd	2.80	2.70	5.00	2.5	13.20	7.30	1.0	
	3 - Durrants Rd	2.74	2.74	4.15	2.0	16.30	13.40	1.0	
2 - untitled	1 - Manor Lodge	5.70	4.50	5.30	1.0	14.80	15.80	1.0	
	2 - Manor Lodge Rd N	3.60	3.20	4.50	0.4	12.00	7.90	1.0	
	3 - Redhill Rd	3.20	3.00	4.50	3.0	11.50	7.10	1.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - untitled	1 - Manor Lodge	0.653	1058
	2 - Whichers Gate Rd	0.589	780
	3 - Durrants Rd	0.596	855
2 - untitled	1 - Manor Lodge	0.681	1040
	2 - Manor Lodge Rd N	0.591	846
	3 - Redhill Rd	0.600	846

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

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1 - untitled	2 - Whichers Gate Rd	Direct	Calibration	130
2 - untitled	2 - Manor Lodge Rd N	Direct	Calibration	600

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	463	100.000
	3 - Durrants Rd		ONE HOUR	✓	431	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	646	100.000
	3 - Redhill Rd		ONE HOUR	✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled		To			
	From		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
		1 - Manor Lodge	0	416	357
		2 - Whichers Gate Rd	388	0	75
		3 - Durrants Rd	374	57	0

Demand (PCU/hr)

2 - untitled		To			
	From		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
		1 - Manor Lodge	0	613	149
		2 - Manor Lodge Rd N	628	0	18
		3 - Redhill Rd	145	37	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	4
	2 - Whichers Gate Rd	2	0	3
	3 - Durrants Rd	3	2	0

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	3	3
	2 - Manor Lodge Rd N	3	0	6
	3 - Redhill Rd	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.84	21.72	4.9	C	709	1063
	2 - Whichers Gate Rd	0.75	21.57	2.9	C	425	637
	3 - Durrants Rd	0.79	28.57	3.6	D	395	593
2 - untitled	1 - Manor Lodge	0.83	20.65	4.6	C	698	1047
	2 - Manor Lodge Rd N	0.53	5.81	1.1	A	593	889
	3 - Redhill Rd	0.47	16.20	0.9	C	167	251

Main Results for each time segment

07:45 - 08:00

Junction	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 - untitled	1 - Manor Lodge	579	145	42	1031	0.562	574	568	0.0	1.3	8.021	A
	2 - Whichers Gate Rd	349	87	265	753	0.463	345	351	0.0	0.9	8.934	A
	3 - Durrants Rd	324	81	289	683	0.475	321	321	0.0	0.9	10.125	B
2 - untitled	1 - Manor Lodge	568	142	28	1021	0.556	563	579	0.0	1.3	7.998	A
	2 - Manor Lodge Rd N	486	122	110	1381	0.352	484	480	0.0	0.6	4.127	A
	3 - Redhill Rd	137	34	471	563	0.243	136	123	0.0	0.3	8.701	A

08:00 - 08:15

Junction	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 - untitled	1 - Manor Lodge	694	173	51	1025	0.677	690	681	1.3	2.1	10.970	B
	2 - Whichers Gate Rd	416	104	319	722	0.577	414	423	0.9	1.4	11.889	B
	3 - Durrants Rd	387	97	347	648	0.598	385	386	0.9	1.5	13.946	B
2 - untitled	1 - Manor Lodge	681	170	33	1018	0.670	678	694	1.3	2.0	10.833	B
	2 - Manor Lodge Rd N	581	145	133	1368	0.425	580	579	0.6	0.8	4.706	A
	3 - Redhill Rd	164	41	564	507	0.323	163	149	0.3	0.5	10.820	B

08:15 - 08:30

Junction	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 - untitled	1 - Manor Lodge	848	212	62	1018	0.833	838	828	2.1	4.6	19.606	C
	2 - Whichers Gate Rd	510	127	387	681	0.748	504	513	1.4	2.8	20.095	C
	3 - Durrants Rd	475	119	422	604	0.786	467	469	1.5	3.3	25.783	D
2 - untitled	1 - Manor Lodge	828	207	40	1013	0.817	819	848	2.0	4.2	18.366	C
	2 - Manor Lodge Rd N	711	178	160	1351	0.526	710	699	0.8	1.1	5.768	A
	3 - Redhill Rd	200	50	690	431	0.465	199	180	0.5	0.9	15.938	C

08:30 - 08:45

Junction	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 - untitled	1 - Manor Lodge	851	213	63	1017	0.837	850	838	4.6	4.9	21.718	C
	2 - Whichers Gate Rd	510	127	392	678	0.752	509	520	2.8	2.9	21.572	C
	3 - Durrants Rd	475	119	427	601	0.790	474	475	3.3	3.6	28.574	D
2 - untitled	1 - Manor Lodge	838	209	41	1012	0.827	836	851	4.2	4.6	20.646	C
	2 - Manor Lodge Rd N	711	178	163	1349	0.527	711	713	1.1	1.1	5.813	A
	3 - Redhill Rd	200	50	691	430	0.466	200	183	0.9	0.9	16.195	C

08:45 - 09:00

Junction	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 - untitled	1 - Manor Lodge	698	174	52	1024	0.681	708	697	4.9	2.3	12.085	B
	2 - Whichers Gate Rd	416	104	327	717	0.581	422	433	2.9	1.5	12.717	B
	3 - Durrants Rd	387	97	354	644	0.601	395	395	3.6	1.6	15.301	C
2 - untitled	1 - Manor Lodge	697	174	34	1017	0.685	706	698	4.6	2.3	12.233	B
	2 - Manor Lodge Rd N	581	145	138	1365	0.426	582	601	1.1	0.8	4.754	A
	3 - Redhill Rd	164	41	566	506	0.324	165	154	0.9	0.5	11.000	B

09:00 - 09:15

Junction	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 - untitled	1 - Manor Lodge	583	146	43	1030	0.566	587	578	2.3	1.4	8.429	A
	2 - Whichers Gate Rd	349	87	271	750	0.465	351	359	1.5	0.9	9.268	A
	3 - Durrants Rd	324	81	294	680	0.477	327	328	1.6	1.0	10.565	B
2 - untitled	1 - Manor Lodge	578	144	28	1021	0.566	582	583	2.3	1.4	8.511	A
	2 - Manor Lodge Rd N	486	122	114	1379	0.353	487	496	0.8	0.6	4.165	A
	3 - Redhill Rd	137	34	474	561	0.244	138	127	0.5	0.3	8.820	A

2023 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	22.87	C
2	untitled	Mini-roundabout		1, 2, 3	15.51	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.24	C

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	427	100.000
	3 - Durrants Rd		ONE HOUR	✓	449	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	647	100.000
	3 - Redhill Rd		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	391	384
	2 - Whichers Gate Rd	375	0	52
	3 - Durrants Rd	413	35	1

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	644	144
	2 - Manor Lodge Rd N	631	0	16
	3 - Redhill Rd	144	32	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	3
	2 - Whichers Gate Rd	3	0	4
	3 - Durrants Rd	2	0	2

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	2	3
	2 - Manor Lodge Rd N	3	0	0
	3 - Redhill Rd	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.83	20.18	4.6	C	711	1066
	2 - Whichers Gate Rd	0.71	19.40	2.5	C	392	588
	3 - Durrants Rd	0.81	30.82	4.0	D	412	618
2 - untitled	1 - Manor Lodge	0.85	23.50	5.4	C	722	1083
	2 - Manor Lodge Rd N	0.53	5.78	1.1	A	594	891
	3 - Redhill Rd	0.45	15.58	0.8	C	162	242

Main Results for each time segment

16:45 - 17:00

Junction	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 - untitled	1 - Manor Lodge	580	145	27	1041	0.558	575	587	0.0	1.3	7.844	A
	2 - Whichers Gate Rd	321	80	286	741	0.434	318	316	0.0	0.8	8.719	A
	3 - Durrants Rd	338	85	280	689	0.491	334	325	0.0	1.0	10.237	B
2 - untitled	1 - Manor Lodge	587	147	24	1024	0.573	582	580	0.0	1.3	8.222	A
	2 - Manor Lodge Rd N	487	122	106	1383	0.352	485	499	0.0	0.6	4.114	A
	3 - Redhill Rd	133	33	473	562	0.236	131	118	0.0	0.3	8.477	A

17:00 - 17:15

Junction	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 - untitled	1 - Manor Lodge	695	174	32	1037	0.671	692	705	1.3	2.0	10.605	B
	2 - Whichers Gate Rd	384	96	344	707	0.543	382	381	0.8	1.2	11.374	B
	3 - Durrants Rd	404	101	336	655	0.616	401	391	1.0	1.6	14.288	B
2 - untitled	1 - Manor Lodge	705	176	29	1021	0.690	701	695	1.3	2.2	11.395	B
	2 - Manor Lodge Rd N	582	145	128	1370	0.424	581	602	0.6	0.8	4.688	A
	3 - Redhill Rd	158	40	566	505	0.313	158	143	0.3	0.5	10.501	B

17:15 - 17:30

Junction	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 - untitled	1 - Manor Lodge	851	213	39	1033	0.824	842	856	2.0	4.3	18.439	C
	2 - Whichers Gate Rd	470	118	418	663	0.709	466	462	1.2	2.4	18.351	C
	3 - Durrants Rd	494	124	409	612	0.808	486	475	1.6	3.7	27.395	D
2 - untitled	1 - Manor Lodge	856	214	35	1016	0.842	845	851	2.2	4.8	20.338	C
	2 - Manor Lodge Rd N	712	178	154	1355	0.526	711	726	0.8	1.1	5.736	A
	3 - Redhill Rd	194	48	693	429	0.451	192	172	0.5	0.8	15.347	C

17:30 - 17:45

Junction	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 - untitled	1 - Manor Lodge	853	213	40	1032	0.826	852	866	4.3	4.6	20.180	C
	2 - Whichers Gate Rd	470	118	423	660	0.712	470	468	2.4	2.5	19.401	C
	3 - Durrants Rd	494	124	413	609	0.811	493	481	3.7	4.0	30.824	D
2 - untitled	1 - Manor Lodge	866	217	35	1016	0.852	864	853	4.8	5.4	23.499	C
	2 - Manor Lodge Rd N	712	178	158	1353	0.527	712	741	1.1	1.1	5.784	A
	3 - Redhill Rd	194	48	695	428	0.452	194	175	0.8	0.8	15.576	C

17:45 - 18:00

Junction	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 - untitled	1 - Manor Lodge	699	175	33	1037	0.675	709	721	4.6	2.2	11.563	B
	2 - Whichers Gate Rd	384	96	352	702	0.547	389	390	2.5	1.3	12.014	B
	3 - Durrants Rd	404	101	341	652	0.619	413	399	4.0	1.7	15.868	C
2 - untitled	1 - Manor Lodge	721	180	29	1020	0.707	732	699	5.4	2.6	13.217	B
	2 - Manor Lodge Rd N	582	145	134	1367	0.425	583	627	1.1	0.8	4.735	A
	3 - Redhill Rd	158	40	569	504	0.314	160	148	0.8	0.5	10.665	B

18:00 - 18:15

Junction	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 - untitled	1 - Manor Lodge	585	146	27	1040	0.562	588	598	2.2	1.3	8.222	A
	2 - Whichers Gate Rd	321	80	292	737	0.436	323	323	1.3	0.8	9.008	A
	3 - Durrants Rd	338	85	284	686	0.493	341	332	1.7	1.0	10.706	B
2 - untitled	1 - Manor Lodge	598	149	24	1024	0.584	602	585	2.6	1.5	8.813	A
	2 - Manor Lodge Rd N	487	122	110	1381	0.353	488	516	0.8	0.6	4.153	A
	3 - Redhill Rd	133	33	476	560	0.237	133	122	0.5	0.3	8.587	A

2038 | Future Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	51.49	F
2	untitled	Mini-roundabout		1, 2, 3	24.36	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		38.25	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	Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	521	100.000
	3 - Durrants Rd		ONE HOUR	✓	485	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	728	100.000
	3 - Redhill Rd		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	469	401
	2 - Whichers Gate Rd	437	0	84
	3 - Durrants Rd	421	64	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	690	168
	2 - Manor Lodge Rd N	707	0	21
	3 - Redhill Rd	163	41	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	4
	2 - Whichers Gate Rd	2	0	3
	3 - Durrants Rd	3	2	0

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	3	3
	2 - Manor Lodge Rd N	3	0	6
	3 - Redhill Rd	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.95	47.96	12.0	E	798	1196
	2 - Whichers Gate Rd	0.88	41.96	6.2	E	478	717
	3 - Durrants Rd	0.94	68.06	9.5	F	445	668
2 - untitled	1 - Manor Lodge	0.93	39.24	9.6	E	786	1179
	2 - Manor Lodge Rd N	0.60	6.90	1.5	A	668	1002
	3 - Redhill Rd	0.59	24.16	1.5	C	187	281

Main Results for each time segment

07:45 - 08:00

Junction	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 - untitled	1 - Manor Lodge	651	163	48	1027	0.634	644	638	0.0	1.7	9.507	A
	2 - Whichers Gate Rd	392	98	297	735	0.534	388	395	0.0	1.1	10.472	B
	3 - Durrants Rd	365	91	325	662	0.552	360	359	0.0	1.2	12.103	B
2 - untitled	1 - Manor Lodge	638	159	31	1019	0.626	631	651	0.0	1.7	9.399	A
	2 - Manor Lodge Rd N	548	137	124	1373	0.399	545	538	0.0	0.7	4.469	A
	3 - Redhill Rd	154	38	530	528	0.291	152	139	0.0	0.4	9.885	A

08:00 - 08:15

Junction	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 - untitled	1 - Manor Lodge	780	195	57	1021	0.764	775	765	1.7	3.1	14.702	B
	2 - Whichers Gate Rd	468	117	357	699	0.670	465	475	1.1	2.0	15.484	C
	3 - Durrants Rd	436	109	390	623	0.700	432	432	1.2	2.3	18.985	C
2 - untitled	1 - Manor Lodge	765	191	37	1015	0.754	760	780	1.7	3.0	14.228	B
	2 - Manor Lodge Rd N	654	164	149	1358	0.482	653	648	0.7	0.9	5.258	A
	3 - Redhill Rd	183	46	635	465	0.395	182	168	0.4	0.7	13.171	B

08:15 - 08:30

Junction	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 - untitled	1 - Manor Lodge	953	238	68	1014	0.940	927	915	3.1	9.7	34.919	D
	2 - Whichers Gate Rd	574	143	427	658	0.872	560	567	2.0	5.4	33.624	D
	3 - Durrants Rd	534	133	470	575	0.928	513	518	2.3	7.5	48.196	E
2 - untitled	1 - Manor Lodge	915	229	45	1010	0.906	897	953	3.0	7.5	29.002	D
	2 - Manor Lodge Rd N	802	200	176	1342	0.597	799	766	0.9	1.5	6.808	A
	3 - Redhill Rd	225	56	776	379	0.592	222	199	0.7	1.4	23.185	C

08:30 - 08:45

Junction	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 - untitled	1 - Manor Lodge	958	239	69	1013	0.945	949	935	9.7	12.0	47.962	E
	2 - Whichers Gate Rd	574	143	437	652	0.880	570	581	5.4	6.2	41.957	E
	3 - Durrants Rd	534	133	478	570	0.936	526	529	7.5	9.5	68.063	F
2 - untitled	1 - Manor Lodge	935	234	45	1009	0.926	927	958	7.5	9.6	39.242	E
	2 - Manor Lodge Rd N	802	200	181	1339	0.599	801	790	1.5	1.5	6.902	A
	3 - Redhill Rd	225	56	778	378	0.594	224	205	1.4	1.5	24.164	C

08:45 - 09:00

Junction	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 - untitled	1 - Manor Lodge	787	197	61	1018	0.773	820	808	12.0	3.8	21.129	C
	2 - Whichers Gate Rd	468	117	378	687	0.682	484	503	6.2	2.3	19.351	C
	3 - Durrants Rd	436	109	406	613	0.711	463	456	9.5	2.7	28.100	D
2 - untitled	1 - Manor Lodge	808	202	37	1015	0.796	829	787	9.6	4.4	21.702	C
	2 - Manor Lodge Rd N	654	164	162	1350	0.485	657	704	1.5	1.0	5.366	A
	3 - Redhill Rd	183	46	638	463	0.396	186	181	1.5	0.7	13.645	B

09:00 - 09:15

Junction	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 - untitled	1 - Manor Lodge	657	164	49	1026	0.640	664	655	3.8	1.9	10.444	B
	2 - Whichers Gate Rd	392	98	306	729	0.538	397	407	2.3	1.2	11.203	B
	3 - Durrants Rd	365	91	333	657	0.556	371	370	2.7	1.3	13.179	B
2 - untitled	1 - Manor Lodge	655	164	31	1019	0.642	664	657	4.4	1.9	10.734	B
	2 - Manor Lodge Rd N	548	137	130	1369	0.400	549	565	1.0	0.7	4.533	A
	3 - Redhill Rd	154	38	533	525	0.292	155	146	0.7	0.4	10.090	B

2038 | Future Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	48.54	E
2	untitled	Mini-roundabout		1, 2, 3	28.30	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		38.54	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
D4	2038	Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	479	100.000
	3 - Durrants Rd		ONE HOUR	✓	503	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	726	100.000
	3 - Redhill Rd		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	439	430
	2 - Whichers Gate Rd	421	0	58
	3 - Durrants Rd	463	39	1

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	722	162
	2 - Manor Lodge Rd N	708	0	18
	3 - Redhill Rd	161	36	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	3
	2 - Whichers Gate Rd	3	0	4
	3 - Durrants Rd	2	0	2

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	2	3
	2 - Manor Lodge Rd N	3	0	0
	3 - Redhill Rd	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.93	40.84	10.1	E	797	1195
	2 - Whichers Gate Rd	0.83	33.71	4.6	D	440	659
	3 - Durrants Rd	0.95	75.94	11.1	F	462	692
2 - untitled	1 - Manor Lodge	0.95	47.23	12.0	E	810	1215
	2 - Manor Lodge Rd N	0.60	6.81	1.5	A	666	999
	3 - Redhill Rd	0.57	22.69	1.3	C	181	271

Main Results for each time segment

16:45 - 17:00

Junction	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 - untitled	1 - Manor Lodge	650	163	30	1039	0.626	644	657	0.0	1.7	9.190	A
	2 - Whichers Gate Rd	361	90	319	721	0.500	357	354	0.0	1.0	10.069	B
	3 - Durrants Rd	379	95	313	669	0.566	374	362	0.0	1.3	12.226	B
2 - untitled	1 - Manor Lodge	657	164	27	1022	0.643	650	650	0.0	1.8	9.720	A
	2 - Manor Lodge Rd N	547	137	119	1376	0.397	544	558	0.0	0.7	4.440	A
	3 - Redhill Rd	148	37	530	527	0.281	147	133	0.0	0.4	9.580	A

17:00 - 17:15

Junction	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 - untitled	1 - Manor Lodge	779	195	36	1035	0.753	774	788	1.7	3.0	13.878	B
	2 - Whichers Gate Rd	431	108	384	683	0.630	428	426	1.0	1.7	14.381	B
	3 - Durrants Rd	452	113	376	631	0.716	448	436	1.3	2.4	19.512	C
2 - untitled	1 - Manor Lodge	788	197	32	1018	0.774	782	779	1.8	3.3	15.208	C
	2 - Manor Lodge Rd N	653	163	143	1361	0.479	652	671	0.7	0.9	5.213	A
	3 - Redhill Rd	177	44	635	464	0.382	176	160	0.4	0.6	12.672	B

17:15 - 17:30

Junction	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 - untitled	1 - Manor Lodge	952	238	42	1031	0.924	930	942	3.0	8.5	31.257	D
	2 - Whichers Gate Rd	527	132	461	638	0.827	517	511	1.7	4.2	28.717	D
	3 - Durrants Rd	554	138	455	584	0.948	529	524	2.4	8.5	51.944	F
2 - untitled	1 - Manor Lodge	942	236	39	1013	0.930	920	952	3.3	8.9	33.012	D
	2 - Manor Lodge Rd N	799	200	169	1346	0.594	797	790	0.9	1.5	6.718	A
	3 - Redhill Rd	217	54	777	379	0.573	214	188	0.6	1.3	21.875	C

17:30 - 17:45

Junction	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 - untitled	1 - Manor Lodge	957	239	43	1030	0.929	950	962	8.5	10.1	40.840	E
	2 - Whichers Gate Rd	527	132	471	632	0.835	526	522	4.2	4.6	33.712	D
	3 - Durrants Rd	554	138	462	580	0.955	544	535	8.5	11.1	75.942	F
2 - untitled	1 - Manor Lodge	962	241	40	1013	0.950	950	957	8.9	12.0	47.232	E
	2 - Manor Lodge Rd N	799	200	174	1343	0.595	799	815	1.5	1.5	6.809	A
	3 - Redhill Rd	217	54	779	378	0.574	217	194	1.3	1.3	22.688	C

17:45 - 18:00

Junction	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 - untitled	1 - Manor Lodge	786	196	39	1033	0.760	812	834	10.1	3.5	18.411	C
	2 - Whichers Gate Rd	431	108	403	672	0.641	442	448	4.6	1.9	16.784	C
	3 - Durrants Rd	452	113	388	624	0.725	485	456	11.1	2.9	31.016	D
2 - untitled	1 - Manor Lodge	834	209	33	1018	0.820	862	786	12.0	5.2	26.422	D
	2 - Manor Lodge Rd N	653	163	158	1353	0.482	655	736	1.5	1.0	5.325	A
	3 - Redhill Rd	177	44	639	462	0.383	180	174	1.3	0.6	13.078	B

18:00 - 18:15

Junction	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 - untitled	1 - Manor Lodge	656	164	31	1038	0.632	663	674	3.5	1.8	9.995	A
	2 - Whichers Gate Rd	361	90	329	716	0.504	364	365	1.9	1.1	10.650	B
	3 - Durrants Rd	379	95	320	665	0.570	385	373	2.9	1.4	13.374	B
2 - untitled	1 - Manor Lodge	674	169	27	1022	0.660	687	656	5.2	2.0	11.363	B
	2 - Manor Lodge Rd N	547	137	126	1372	0.398	548	588	1.0	0.7	4.502	A
	3 - Redhill Rd	148	37	534	525	0.283	149	139	0.6	0.4	9.765	A

2038 | Future Baseline + CD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	53.38	F
2	untitled	Mini-roundabout		1, 2, 3	30.43	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		42.11	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
D5	2038	Future Baseline + CD	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	549	100.000
	3 - Durrants Rd		ONE HOUR	✓	466	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	735	100.000
	3 - Redhill Rd		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	475	402
	2 - Whichers Gate Rd	465	0	84
	3 - Durrants Rd	425	41	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	722	168
	2 - Manor Lodge Rd N	714	0	21
	3 - Redhill Rd	163	41	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	4
	2 - Whichers Gate Rd	2	0	3
	3 - Durrants Rd	3	2	0

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	3	3
	2 - Manor Lodge Rd N	3	0	6
	3 - Redhill Rd	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.94	44.39	11.2	E	804	1206
	2 - Whichers Gate Rd	0.93	58.09	9.1	F	504	756
	3 - Durrants Rd	0.93	64.75	8.6	F	428	641
2 - untitled	1 - Manor Lodge	0.96	51.10	13.1	F	815	1223
	2 - Manor Lodge Rd N	0.60	6.99	1.6	A	674	1012
	3 - Redhill Rd	0.60	24.90	1.5	C	187	281

Main Results for each time segment

07:45 - 08:00

Junction	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 - untitled	1 - Manor Lodge	656	164	30	1038	0.632	649	661	0.0	1.7	9.367	A
	2 - Whichers Gate Rd	413	103	298	734	0.563	408	382	0.0	1.3	11.117	B
	3 - Durrants Rd	351	88	346	649	0.540	346	360	0.0	1.2	12.045	B
2 - untitled	1 - Manor Lodge	661	165	31	1019	0.649	654	656	0.0	1.8	9.961	A
	2 - Manor Lodge Rd N	553	138	123	1373	0.403	551	561	0.0	0.7	4.498	A
	3 - Redhill Rd	154	38	535	524	0.293	152	139	0.0	0.4	9.967	A

08:00 - 08:15

Junction	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 - untitled	1 - Manor Lodge	787	197	37	1034	0.760	781	793	1.7	3.1	14.317	B
	2 - Whichers Gate Rd	494	123	358	699	0.707	489	460	1.3	2.3	17.237	C
	3 - Durrants Rd	419	105	415	608	0.689	415	433	1.2	2.1	18.795	C
2 - untitled	1 - Manor Lodge	793	198	37	1015	0.781	787	787	1.8	3.4	15.798	C
	2 - Manor Lodge Rd N	661	165	149	1358	0.486	660	675	0.7	1.0	5.302	A
	3 - Redhill Rd	183	46	641	461	0.398	182	167	0.4	0.7	13.347	B

08:15 - 08:30

Junction	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 - untitled	1 - Manor Lodge	961	240	43	1030	0.933	936	946	3.1	9.2	33.106	D
	2 - Whichers Gate Rd	604	151	429	657	0.921	584	551	2.3	7.4	42.228	E
	3 - Durrants Rd	513	128	495	560	0.916	494	519	2.1	6.9	46.424	E
2 - untitled	1 - Manor Lodge	946	236	45	1010	0.936	921	961	3.4	9.5	34.772	D
	2 - Manor Lodge Rd N	809	202	174	1343	0.602	807	792	1.0	1.5	6.890	A
	3 - Redhill Rd	225	56	784	375	0.599	221	197	0.7	1.5	23.831	C

08:30 - 08:45

Junction	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 - untitled	1 - Manor Lodge	965	241	45	1029	0.938	958	968	9.2	11.2	44.395	E
	2 - Whichers Gate Rd	604	151	439	651	0.929	598	563	7.4	9.1	58.088	F
	3 - Durrants Rd	513	128	506	554	0.927	506	530	6.9	8.6	64.746	F
2 - untitled	1 - Manor Lodge	968	242	45	1009	0.959	953	965	9.5	13.1	51.099	F
	2 - Manor Lodge Rd N	809	202	180	1340	0.604	809	818	1.5	1.6	6.991	A
	3 - Redhill Rd	225	56	786	374	0.601	224	203	1.5	1.5	24.902	C

08:45 - 09:00

Junction	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 - untitled	1 - Manor Lodge	793	198	39	1033	0.768	823	843	11.2	3.7	19.755	C
	2 - Whichers Gate Rd	494	123	377	687	0.718	519	485	9.1	2.8	24.511	C
	3 - Durrants Rd	419	105	439	593	0.706	443	457	8.6	2.7	27.674	D
2 - untitled	1 - Manor Lodge	843	211	38	1015	0.831	873	793	13.1	5.7	29.663	D
	2 - Manor Lodge Rd N	661	165	165	1349	0.490	663	746	1.6	1.0	5.428	A
	3 - Redhill Rd	183	46	644	459	0.400	187	184	1.5	0.7	13.848	B

09:00 - 09:15

Junction	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 - untitled	1 - Manor Lodge	662	166	31	1038	0.638	669	680	3.7	1.9	10.243	B
	2 - Whichers Gate Rd	413	103	307	729	0.567	419	394	2.8	1.4	12.079	B
	3 - Durrants Rd	351	88	355	644	0.545	356	371	2.7	1.3	13.128	B
2 - untitled	1 - Manor Lodge	680	170	31	1019	0.667	694	662	5.7	2.1	11.884	B
	2 - Manor Lodge Rd N	553	138	131	1369	0.404	555	594	1.0	0.7	4.564	A
	3 - Redhill Rd	154	38	539	522	0.294	155	147	0.7	0.4	10.177	B

2038 | Future Baseline + CD | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	56.88	F
2	untitled	Mini-roundabout		1, 2, 3	31.09	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		44.13	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
D6	2038	Future Baseline + CD	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	491	100.000
	3 - Durrants Rd		ONE HOUR	✓	504	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	752	100.000
	3 - Redhill Rd		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	462	433
	2 - Whichers Gate Rd	433	0	58
	3 - Durrants Rd	465	39	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	736	162
	2 - Manor Lodge Rd N	734	0	18
	3 - Redhill Rd	161	36	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	3
	2 - Whichers Gate Rd	3	0	4
	3 - Durrants Rd	2	0	2

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	2	3
	2 - Manor Lodge Rd N	3	0	0
	3 - Redhill Rd	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.96	51.80	13.4	F	821	1231
	2 - Whichers Gate Rd	0.86	37.67	5.3	E	451	676
	3 - Durrants Rd	0.97	84.59	12.5	F	462	694
2 - untitled	1 - Manor Lodge	0.96	52.41	13.6	F	822	1234
	2 - Manor Lodge Rd N	0.62	7.18	1.6	A	690	1035
	3 - Redhill Rd	0.60	25.36	1.5	D	181	271

Main Results for each time segment

16:45 - 17:00

Junction	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 - untitled	1 - Manor Lodge	670	167	29	1039	0.644	662	667	0.0	1.8	9.616	A
	2 - Whichers Gate Rd	370	92	321	721	0.513	365	371	0.0	1.1	10.331	B
	3 - Durrants Rd	379	95	322	663	0.572	374	364	0.0	1.3	12.468	B
2 - untitled	1 - Manor Lodge	667	167	27	1022	0.653	660	670	0.0	1.9	9.973	A
	2 - Manor Lodge Rd N	566	142	119	1376	0.412	563	568	0.0	0.7	4.546	A
	3 - Redhill Rd	148	37	550	515	0.288	147	133	0.0	0.4	9.876	A

17:00 - 17:15

Junction	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 - untitled	1 - Manor Lodge	803	201	35	1036	0.775	797	800	1.8	3.3	15.063	C
	2 - Whichers Gate Rd	441	110	385	682	0.647	438	446	1.1	1.8	15.026	C
	3 - Durrants Rd	453	113	387	625	0.725	448	437	1.3	2.5	20.232	C
2 - untitled	1 - Manor Lodge	800	200	32	1018	0.786	794	803	1.9	3.5	15.935	C
	2 - Manor Lodge Rd N	676	169	143	1361	0.497	675	683	0.7	1.0	5.388	A
	3 - Redhill Rd	177	44	659	450	0.394	176	159	0.4	0.6	13.308	B

17:15 - 17:30

Junction	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 - untitled	1 - Manor Lodge	980	245	41	1032	0.950	951	954	3.3	10.6	36.684	E
	2 - Whichers Gate Rd	541	135	460	638	0.847	529	532	1.8	4.7	31.137	D
	3 - Durrants Rd	555	139	467	577	0.961	528	523	2.5	9.3	55.766	F
2 - untitled	1 - Manor Lodge	954	238	39	1014	0.941	928	980	3.5	9.8	35.448	E
	2 - Manor Lodge Rd N	828	207	167	1347	0.615	826	800	1.0	1.6	7.072	A
	3 - Redhill Rd	217	54	806	362	0.600	214	187	0.6	1.4	24.222	C

17:30 - 17:45

Junction	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 - untitled	1 - Manor Lodge	985	246	42	1031	0.956	974	975	10.6	13.4	51.799	F
	2 - Whichers Gate Rd	541	135	471	632	0.856	538	545	4.7	5.3	37.671	E
	3 - Durrants Rd	555	139	475	573	0.969	542	535	9.3	12.5	84.593	F
2 - untitled	1 - Manor Lodge	975	244	40	1013	0.962	959	985	9.8	13.6	52.406	F
	2 - Manor Lodge Rd N	828	207	173	1344	0.616	828	826	1.6	1.6	7.179	A
	3 - Redhill Rd	217	54	808	360	0.602	217	193	1.4	1.5	25.364	D

17:45 - 18:00

Junction	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 - untitled	1 - Manor Lodge	810	202	38	1033	0.783	847	853	13.4	4.0	22.894	C
	2 - Whichers Gate Rd	441	110	410	668	0.661	454	475	5.3	2.1	18.273	C
	3 - Durrants Rd	453	113	400	617	0.735	491	463	12.5	3.1	35.293	E
2 - untitled	1 - Manor Lodge	853	213	33	1018	0.838	883	810	13.6	6.0	31.153	D
	2 - Manor Lodge Rd N	676	169	159	1352	0.500	678	757	1.6	1.0	5.522	A
	3 - Redhill Rd	177	44	662	448	0.395	180	176	1.5	0.7	13.822	B

18:00 - 18:15

Junction	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 - untitled	1 - Manor Lodge	676	169	30	1039	0.651	684	686	4.0	2.0	10.631	B
	2 - Whichers Gate Rd	370	92	331	715	0.517	374	383	2.1	1.1	11.008	B
	3 - Durrants Rd	379	95	329	659	0.576	386	375	3.1	1.4	13.749	B
2 - untitled	1 - Manor Lodge	686	171	27	1022	0.671	701	676	6.0	2.2	11.994	B
	2 - Manor Lodge Rd N	566	142	126	1371	0.413	567	602	1.0	0.7	4.615	A
	3 - Redhill Rd	148	37	554	513	0.289	149	140	0.7	0.4	10.089	B

2038 | Future Baseline + CD + BaU | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	137.28	F
2	untitled	Mini-roundabout		1, 2, 3	54.02	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		96.57	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	Future Baseline + CD + BaU	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	670	100.000
	3 - Durrants Rd		ONE HOUR	✓	488	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	758	100.000
	3 - Redhill Rd		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	498	402
	2 - Whichers Gate Rd	586	0	84
	3 - Durrants Rd	424	64	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	843	167
	2 - Manor Lodge Rd N	737	0	21
	3 - Redhill Rd	163	41	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	4
	2 - Whichers Gate Rd	2	0	3
	3 - Durrants Rd	3	2	0

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	3	3
	2 - Manor Lodge Rd N	3	0	6
	3 - Redhill Rd	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.98	63.30	16.8	F	825	1238
	2 - Whichers Gate Rd	1.13	227.90	49.9	F	615	922
	3 - Durrants Rd	1.04	149.19	22.5	F	448	672
2 - untitled	1 - Manor Lodge	1.00	94.62	25.8	F	924	1386
	2 - Manor Lodge Rd N	0.62	7.19	1.6	A	696	1043
	3 - Redhill Rd	0.63	27.67	1.7	D	187	281

Main Results for each time segment

07:45 - 08:00

Junction	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 - untitled	1 - Manor Lodge	673	168	47	1027	0.655	666	747	0.0	1.9	10.047	B
	2 - Whichers Gate Rd	504	126	297	734	0.687	496	416	0.0	2.1	14.939	B
	3 - Durrants Rd	367	92	434	597	0.616	361	360	0.0	1.6	15.332	C
2 - untitled	1 - Manor Lodge	747	187	31	1019	0.733	737	673	0.0	2.7	12.685	B
	2 - Manor Lodge Rd N	571	143	122	1374	0.415	568	645	0.0	0.7	4.586	A
	3 - Redhill Rd	154	38	552	514	0.299	152	138	0.0	0.4	10.246	B

08:00 - 08:15

Junction	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 - untitled	1 - Manor Lodge	807	202	56	1021	0.790	800	890	1.9	3.6	16.262	C
	2 - Whichers Gate Rd	602	151	357	699	0.862	590	499	2.1	5.1	30.824	D
	3 - Durrants Rd	439	110	516	548	0.801	431	431	1.6	3.6	29.779	D
2 - untitled	1 - Manor Lodge	890	223	37	1015	0.877	877	807	2.7	6.1	24.637	C
	2 - Manor Lodge Rd N	681	170	145	1360	0.501	680	769	0.7	1.0	5.445	A
	3 - Redhill Rd	183	46	661	448	0.409	182	164	0.4	0.7	13.955	B

08:15 - 08:30

Junction	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 - untitled	1 - Manor Lodge	986	246	65	1016	0.970	950	993	3.6	12.5	41.989	E
	2 - Whichers Gate Rd	738	184	424	660	1.119	646	590	5.1	28.1	109.926	F
	3 - Durrants Rd	537	134	565	519	1.036	493	505	3.6	14.6	85.636	F
2 - untitled	1 - Manor Lodge	993	248	44	1010	0.984	959	986	6.1	14.7	50.614	F
	2 - Manor Lodge Rd N	835	209	159	1352	0.617	832	845	1.0	1.6	7.098	A
	3 - Redhill Rd	225	56	809	360	0.624	221	182	0.7	1.6	26.218	D

08:30 - 08:45

Junction	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 - untitled	1 - Manor Lodge	991	248	66	1015	0.976	974	1008	12.5	16.8	63.296	F
	2 - Whichers Gate Rd	738	184	435	653	1.129	650	605	28.1	49.9	227.901	F
	3 - Durrants Rd	537	134	569	516	1.041	506	516	14.6	22.5	149.194	F
2 - untitled	1 - Manor Lodge	1008	252	45	1009	0.999	981	991	14.7	21.5	77.101	F
	2 - Manor Lodge Rd N	835	209	162	1350	0.618	834	864	1.6	1.6	7.193	A
	3 - Redhill Rd	225	56	811	358	0.627	224	185	1.6	1.7	27.675	D

08:45 - 09:00

Junction	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 - untitled	1 - Manor Lodge	814	204	64	1016	0.801	863	1008	16.8	4.6	29.375	D
	2 - Whichers Gate Rd	602	151	385	682	0.883	669	541	49.9	33.3	225.344	F
	3 - Durrants Rd	439	110	585	507	0.866	488	469	22.5	10.2	131.280	F
2 - untitled	1 - Manor Lodge	1008	252	38	1014	0.994	991	814	21.5	25.8	94.619	F
	2 - Manor Lodge Rd N	681	170	164	1349	0.505	684	865	1.6	1.1	5.595	A
	3 - Redhill Rd	183	46	665	446	0.411	187	183	1.7	0.7	14.576	B

09:00 - 09:15

Junction	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 - untitled	1 - Manor Lodge	680	170	52	1024	0.664	690	895	4.6	2.1	11.383	B
	2 - Whichers Gate Rd	504	126	308	728	0.693	627	434	33.3	2.6	66.004	F
	3 - Durrants Rd	367	92	549	528	0.695	398	387	10.2	2.6	33.619	D
2 - untitled	1 - Manor Lodge	895	224	31	1019	0.878	959	680	25.8	9.6	65.048	F
	2 - Manor Lodge Rd N	571	143	159	1352	0.422	572	832	1.1	0.8	4.763	A
	3 - Redhill Rd	154	38	556	512	0.300	155	174	0.7	0.5	10.479	B

2038 | Future Baseline + CD + BaU | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	103.42	F
2	untitled	Mini-roundabout		1, 2, 3	41.19	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		72.65	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
D8	2038	Future Baseline + CD + BaU	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	534	100.000
	3 - Durrants Rd		ONE HOUR	✓	505	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	841	100.000
	3 - Redhill Rd		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	551	433
	2 - Whichers Gate Rd	476	0	58
	3 - Durrants Rd	465	39	1

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	779	162
	2 - Manor Lodge Rd N	823	0	18
	3 - Redhill Rd	161	36	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	3
	2 - Whichers Gate Rd	3	0	4
	3 - Durrants Rd	2	0	2

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	2	3
	2 - Manor Lodge Rd N	3	0	0
	3 - Redhill Rd	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	1.05	122.06	39.1	F	902	1353
	2 - Whichers Gate Rd	0.91	52.92	8.0	F	490	735
	3 - Durrants Rd	1.02	120.52	18.7	F	463	695
2 - untitled	1 - Manor Lodge	0.99	70.01	19.5	F	862	1293
	2 - Manor Lodge Rd N	0.69	8.80	2.2	A	772	1158
	3 - Redhill Rd	0.72	42.05	2.4	E	181	271

Main Results for each time segment

16:45 - 17:00

Junction	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 - untitled	1 - Manor Lodge	736	184	30	1039	0.708	726	699	0.0	2.4	11.481	B
	2 - Whichers Gate Rd	402	101	320	721	0.558	397	436	0.0	1.3	11.297	B
	3 - Durrants Rd	380	95	354	644	0.590	375	364	0.0	1.4	13.324	B
2 - untitled	1 - Manor Lodge	699	175	27	1022	0.684	690	736	0.0	2.1	10.832	B
	2 - Manor Lodge Rd N	633	158	119	1376	0.460	630	598	0.0	0.9	4.944	A
	3 - Redhill Rd	148	37	616	476	0.312	147	132	0.0	0.5	11.058	B

17:00 - 17:15

Junction	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 - untitled	1 - Manor Lodge	882	220	36	1035	0.852	871	837	2.4	5.1	21.142	C
	2 - Whichers Gate Rd	480	120	384	683	0.703	476	522	1.3	2.3	17.559	C
	3 - Durrants Rd	454	113	424	602	0.754	448	436	1.4	2.8	22.948	C
2 - untitled	1 - Manor Lodge	837	209	32	1018	0.822	829	882	2.1	4.3	18.574	C
	2 - Manor Lodge Rd N	756	189	143	1362	0.555	754	718	0.9	1.3	6.085	A
	3 - Redhill Rd	177	44	738	402	0.440	176	159	0.5	0.8	16.062	C

17:15 - 17:30

Junction	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 - untitled	1 - Manor Lodge	1075	269	41	1031	1.042	1001	985	5.1	23.7	65.195	F
	2 - Whichers Gate Rd	588	147	441	649	0.905	570	600	2.3	6.7	40.059	E
	3 - Durrants Rd	556	139	508	552	1.007	518	503	2.8	12.3	70.527	F
2 - untitled	1 - Manor Lodge	985	246	39	1014	0.972	951	1075	4.3	12.8	43.574	E
	2 - Manor Lodge Rd N	926	231	164	1349	0.686	922	826	1.3	2.2	8.602	A
	3 - Redhill Rd	217	54	903	304	0.714	211	183	0.8	2.2	37.446	E

17:30 - 17:45

Junction	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 - untitled	1 - Manor Lodge	1083	271	42	1031	1.050	1021	1008	23.7	39.1	122.063	F
	2 - Whichers Gate Rd	588	147	450	644	0.913	583	613	6.7	8.0	52.916	F
	3 - Durrants Rd	556	139	519	546	1.019	530	514	12.3	18.7	120.520	F
2 - untitled	1 - Manor Lodge	1008	252	40	1013	0.995	981	1083	12.8	19.5	70.014	F
	2 - Manor Lodge Rd N	926	231	169	1346	0.688	926	852	2.2	2.2	8.803	A
	3 - Redhill Rd	217	54	906	302	0.719	216	189	2.2	2.4	42.055	E

17:45 - 18:00

Junction	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 - untitled	1 - Manor Lodge	893	223	41	1032	0.866	1008	917	39.1	10.5	96.311	F
	2 - Whichers Gate Rd	480	120	444	648	0.741	499	604	8.0	3.2	27.569	D
	3 - Durrants Rd	454	113	445	590	0.769	513	499	18.7	4.0	61.815	F
2 - untitled	1 - Manor Lodge	917	229	34	1017	0.902	948	893	19.5	11.8	57.044	F
	2 - Manor Lodge Rd N	756	189	163	1350	0.560	760	819	2.2	1.3	6.318	A
	3 - Redhill Rd	177	44	743	399	0.444	183	180	2.4	0.8	17.400	C

18:00 - 18:15

Junction	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 - untitled	1 - Manor Lodge	744	186	31	1038	0.716	775	724	10.5	2.7	15.493	C
	2 - Whichers Gate Rd	402	101	342	708	0.568	409	464	3.2	1.4	12.705	B
	3 - Durrants Rd	380	95	365	638	0.596	390	386	4.0	1.6	15.316	C
2 - untitled	1 - Manor Lodge	724	181	27	1021	0.709	761	744	11.8	2.6	15.900	C
	2 - Manor Lodge Rd N	633	158	131	1369	0.463	635	657	1.3	0.9	5.063	A
	3 - Redhill Rd	148	37	621	473	0.314	150	145	0.8	0.5	11.387	B

2038 | Future Baseline + CD + S2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	130.44	F
2	untitled	Mini-roundabout		1, 2, 3	52.87	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		92.51	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	Future Baseline + CD + S2	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	662	100.000
	3 - Durrants Rd		ONE HOUR	✓	488	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	755	100.000
	3 - Redhill Rd		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	495	402
	2 - Whichers Gate Rd	578	0	84
	3 - Durrants Rd	424	64	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	835	167
	2 - Manor Lodge Rd N	734	0	21
	3 - Redhill Rd	163	41	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	4
	2 - Whichers Gate Rd	2	0	3
	3 - Durrants Rd	3	2	0

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	3	3
	2 - Manor Lodge Rd N	3	0	6
	3 - Redhill Rd	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.97	61.45	16.2	F	822	1234
	2 - Whichers Gate Rd	1.12	212.06	45.9	F	607	911
	3 - Durrants Rd	1.04	146.39	22.0	F	448	672
2 - untitled	1 - Manor Lodge	1.00	92.64	25.1	F	917	1375
	2 - Manor Lodge Rd N	0.62	7.16	1.6	A	693	1039
	3 - Redhill Rd	0.62	27.28	1.6	D	187	281

Main Results for each time segment

07:45 - 08:00

Junction	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 - untitled	1 - Manor Lodge	671	168	47	1027	0.653	664	742	0.0	1.9	9.990	A
	2 - Whichers Gate Rd	498	125	297	734	0.679	490	414	0.0	2.1	14.613	B
	3 - Durrants Rd	367	92	428	600	0.612	361	360	0.0	1.6	15.128	C
2 - untitled	1 - Manor Lodge	742	185	31	1019	0.728	731	671	0.0	2.6	12.462	B
	2 - Manor Lodge Rd N	568	142	122	1374	0.414	566	640	0.0	0.7	4.573	A
	3 - Redhill Rd	154	38	550	515	0.298	152	138	0.0	0.4	10.210	B

08:00 - 08:15

Junction	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 - untitled	1 - Manor Lodge	804	201	57	1021	0.788	798	884	1.9	3.5	16.092	C
	2 - Whichers Gate Rd	595	149	358	699	0.852	584	497	2.1	4.8	29.438	D
	3 - Durrants Rd	439	110	510	551	0.796	431	432	1.6	3.5	29.013	D
2 - untitled	1 - Manor Lodge	884	221	37	1015	0.871	872	804	2.6	5.8	23.857	C
	2 - Manor Lodge Rd N	679	170	145	1360	0.499	678	763	0.7	1.0	5.427	A
	3 - Redhill Rd	183	46	659	450	0.407	182	164	0.4	0.7	13.874	B

08:15 - 08:30

Junction	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 - untitled	1 - Manor Lodge	982	246	65	1016	0.967	948	991	3.5	12.2	41.184	E
	2 - Whichers Gate Rd	729	182	425	659	1.106	644	588	4.8	26.1	103.818	F
	3 - Durrants Rd	537	134	562	520	1.033	494	506	3.5	14.3	84.032	F
2 - untitled	1 - Manor Lodge	991	248	44	1010	0.982	957	982	5.8	14.4	49.543	E
	2 - Manor Lodge Rd N	831	208	160	1352	0.615	829	842	1.0	1.6	7.064	A
	3 - Redhill Rd	225	56	806	362	0.621	221	183	0.7	1.6	25.882	D

08:30 - 08:45

Junction	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 - untitled	1 - Manor Lodge	987	247	66	1015	0.973	971	1007	12.2	16.2	61.455	F
	2 - Whichers Gate Rd	729	182	435	653	1.116	650	602	26.1	45.9	212.063	F
	3 - Durrants Rd	537	134	567	517	1.039	506	518	14.3	22.0	146.389	F
2 - untitled	1 - Manor Lodge	1007	252	45	1009	0.998	980	987	14.4	21.1	75.771	F
	2 - Manor Lodge Rd N	831	208	163	1350	0.616	831	862	1.6	1.6	7.156	A
	3 - Redhill Rd	225	56	808	360	0.623	224	187	1.6	1.6	27.282	D

08:45 - 09:00

Junction	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 - untitled	1 - Manor Lodge	812	203	64	1017	0.798	858	1007	16.2	4.5	28.241	D
	2 - Whichers Gate Rd	595	149	385	683	0.871	668	537	45.9	27.7	200.737	F
	3 - Durrants Rd	439	110	583	508	0.864	487	469	22.0	9.9	127.641	F
2 - untitled	1 - Manor Lodge	1007	252	38	1015	0.992	990	812	21.1	25.1	92.641	F
	2 - Manor Lodge Rd N	679	170	165	1349	0.503	681	863	1.6	1.1	5.578	A
	3 - Redhill Rd	183	46	662	448	0.409	187	184	1.6	0.7	14.478	B

09:00 - 09:15

Junction	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 - untitled	1 - Manor Lodge	677	169	52	1024	0.661	687	869	4.5	2.1	11.285	B
	2 - Whichers Gate Rd	498	125	308	728	0.685	599	431	27.7	2.4	47.664	E
	3 - Durrants Rd	367	92	523	543	0.676	398	384	9.9	2.3	29.763	D
2 - untitled	1 - Manor Lodge	869	217	31	1019	0.853	940	677	25.1	7.3	55.670	F
	2 - Manor Lodge Rd N	568	142	157	1353	0.420	570	815	1.1	0.8	4.743	A
	3 - Redhill Rd	154	38	554	513	0.299	155	173	0.7	0.4	10.441	B

2038 | Future Baseline + CD + S2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	96.17	F
2	untitled	Mini-roundabout		1, 2, 3	40.60	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		68.69	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
D10	2038	Future Baseline + CD + S2	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	532	100.000
	3 - Durrants Rd		ONE HOUR	✓	504	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	829	100.000
	3 - Redhill Rd		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	538	433
	2 - Whichers Gate Rd	474	0	58
	3 - Durrants Rd	465	39	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	777	162
	2 - Manor Lodge Rd N	811	0	18
	3 - Redhill Rd	161	36	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	3
	2 - Whichers Gate Rd	3	0	4
	3 - Durrants Rd	2	0	2

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	2	3
	2 - Manor Lodge Rd N	3	0	0
	3 - Redhill Rd	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	1.04	109.11	34.0	F	891	1337
	2 - Whichers Gate Rd	0.91	52.90	8.0	F	488	732
	3 - Durrants Rd	1.01	116.89	18.0	F	462	694
2 - untitled	1 - Manor Lodge	0.99	69.37	19.3	F	860	1290
	2 - Manor Lodge Rd N	0.68	8.54	2.1	A	761	1141
	3 - Redhill Rd	0.70	38.69	2.2	E	181	271

Main Results for each time segment

16:45 - 17:00

Junction	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 - untitled	1 - Manor Lodge	727	182	29	1039	0.700	718	697	0.0	2.3	11.177	B
	2 - Whichers Gate Rd	401	100	320	721	0.556	396	427	0.0	1.3	11.243	B
	3 - Durrants Rd	379	95	352	645	0.588	374	363	0.0	1.4	13.251	B
2 - untitled	1 - Manor Lodge	697	174	27	1022	0.682	689	727	0.0	2.1	10.789	B
	2 - Manor Lodge Rd N	624	156	119	1376	0.454	621	597	0.0	0.8	4.886	A
	3 - Redhill Rd	148	37	607	481	0.308	147	132	0.0	0.4	10.884	B

17:00 - 17:15

Junction	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 - untitled	1 - Manor Lodge	871	218	35	1036	0.841	861	835	2.3	4.8	20.050	C
	2 - Whichers Gate Rd	478	120	384	683	0.700	474	512	1.3	2.3	17.416	C
	3 - Durrants Rd	453	113	423	604	0.751	448	436	1.4	2.8	22.700	C
2 - untitled	1 - Manor Lodge	835	209	32	1018	0.820	827	871	2.1	4.2	18.438	C
	2 - Manor Lodge Rd N	745	186	143	1362	0.547	744	716	0.8	1.2	5.981	A
	3 - Redhill Rd	177	44	728	409	0.433	176	159	0.4	0.8	15.627	C

17:15 - 17:30

Junction	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 - untitled	1 - Manor Lodge	1062	266	40	1032	1.030	997	984	4.8	21.2	60.259	F
	2 - Whichers Gate Rd	586	146	444	648	0.904	568	592	2.3	6.7	39.926	E
	3 - Durrants Rd	555	139	506	554	1.002	518	506	2.8	12.0	69.083	F
2 - untitled	1 - Manor Lodge	984	246	39	1014	0.971	950	1062	4.2	12.7	43.250	E
	2 - Manor Lodge Rd N	913	228	164	1349	0.677	909	825	1.2	2.1	8.357	A
	3 - Redhill Rd	217	54	890	311	0.696	212	184	0.8	2.1	34.972	D

17:30 - 17:45

Junction	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 - untitled	1 - Manor Lodge	1070	267	41	1031	1.037	1018	1007	21.2	34.0	109.114	F
	2 - Whichers Gate Rd	586	146	454	642	0.912	580	605	6.7	8.0	52.903	F
	3 - Durrants Rd	555	139	517	547	1.014	531	517	12.0	18.0	116.885	F
2 - untitled	1 - Manor Lodge	1007	252	40	1013	0.994	980	1070	12.7	19.3	69.366	F
	2 - Manor Lodge Rd N	913	228	169	1346	0.678	913	851	2.1	2.1	8.539	A
	3 - Redhill Rd	217	54	893	310	0.701	216	189	2.1	2.2	38.695	E

17:45 - 18:00

Junction	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 - untitled	1 - Manor Lodge	882	220	39	1032	0.854	986	914	34.0	8.0	77.304	F
	2 - Whichers Gate Rd	478	120	440	650	0.735	498	586	8.0	3.1	26.791	D
	3 - Durrants Rd	453	113	444	591	0.767	510	494	18.0	3.9	58.633	F
2 - untitled	1 - Manor Lodge	914	228	33	1017	0.898	946	882	19.3	11.3	55.435	F
	2 - Manor Lodge Rd N	745	186	163	1350	0.552	749	816	2.1	1.3	6.201	A
	3 - Redhill Rd	177	44	732	406	0.436	183	179	2.2	0.8	16.783	C

18:00 - 18:15

Junction	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 - untitled	1 - Manor Lodge	735	184	30	1039	0.707	756	722	8.0	2.6	13.959	B
	2 - Whichers Gate Rd	401	100	337	711	0.563	407	449	3.1	1.4	12.501	B
	3 - Durrants Rd	379	95	363	639	0.594	389	382	3.9	1.5	15.166	C
2 - untitled	1 - Manor Lodge	722	180	27	1021	0.707	757	735	11.3	2.6	15.542	C
	2 - Manor Lodge Rd N	624	156	131	1369	0.456	626	653	1.3	0.9	4.998	A
	3 - Redhill Rd	148	37	612	478	0.310	150	144	0.8	0.5	11.191	B

2038 | Future Baseline + CD + S3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	119.92	F
2	untitled	Mini-roundabout		1, 2, 3	50.45	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		85.96	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
D11	2038	Future Baseline + CD + S3	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	646	100.000
	3 - Durrants Rd		ONE HOUR	✓	490	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	755	100.000
	3 - Redhill Rd		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	494	403
	2 - Whichers Gate Rd	562	0	84
	3 - Durrants Rd	425	65	0

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	820	167
	2 - Manor Lodge Rd N	734	0	21
	3 - Redhill Rd	163	41	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	4
	2 - Whichers Gate Rd	2	0	3
	3 - Durrants Rd	3	2	0

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	3	3
	2 - Manor Lodge Rd N	3	0	6
	3 - Redhill Rd	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	0.97	61.86	16.3	F	822	1234
	2 - Whichers Gate Rd	1.09	182.06	38.3	F	593	889
	3 - Durrants Rd	1.04	144.20	21.8	F	450	674
2 - untitled	1 - Manor Lodge	0.99	88.44	23.8	F	903	1355
	2 - Manor Lodge Rd N	0.62	7.17	1.6	A	693	1039
	3 - Redhill Rd	0.62	27.28	1.6	D	187	281

Main Results for each time segment

07:45 - 08:00

Junction	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 - untitled	1 - Manor Lodge	671	168	48	1027	0.654	664	731	0.0	1.9	10.004	B
	2 - Whichers Gate Rd	486	122	298	734	0.663	479	414	0.0	1.9	14.023	B
	3 - Durrants Rd	369	92	416	607	0.608	363	360	0.0	1.5	14.814	B
2 - untitled	1 - Manor Lodge	731	183	31	1019	0.717	721	671	0.0	2.5	12.065	B
	2 - Manor Lodge Rd N	568	142	122	1374	0.414	566	630	0.0	0.7	4.573	A
	3 - Redhill Rd	154	38	550	515	0.298	152	138	0.0	0.4	10.210	B

08:00 - 08:15

Junction	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 - untitled	1 - Manor Lodge	804	201	57	1021	0.788	798	873	1.9	3.5	16.130	C
	2 - Whichers Gate Rd	581	145	358	698	0.832	571	497	1.9	4.3	27.026	D
	3 - Durrants Rd	440	110	497	559	0.788	433	433	1.5	3.4	27.870	D
2 - untitled	1 - Manor Lodge	873	218	37	1015	0.860	861	804	2.5	5.4	22.470	C
	2 - Manor Lodge Rd N	679	170	146	1360	0.499	678	752	0.7	1.0	5.429	A
	3 - Redhill Rd	183	46	659	450	0.407	182	165	0.4	0.7	13.874	B

08:15 - 08:30

Junction	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 - untitled	1 - Manor Lodge	982	246	66	1015	0.968	948	987	3.5	12.3	41.372	E
	2 - Whichers Gate Rd	711	178	426	659	1.080	639	588	4.3	22.3	92.353	F
	3 - Durrants Rd	540	135	556	524	1.030	497	509	3.4	14.1	82.234	F
2 - untitled	1 - Manor Lodge	987	247	44	1010	0.977	954	982	5.4	13.7	47.470	E
	2 - Manor Lodge Rd N	831	208	161	1351	0.615	829	837	1.0	1.6	7.078	A
	3 - Redhill Rd	225	56	806	362	0.621	221	184	0.7	1.6	25.880	D

08:30 - 08:45

Junction	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 - untitled	1 - Manor Lodge	987	247	67	1014	0.974	971	1004	12.3	16.3	61.863	F
	2 - Whichers Gate Rd	711	178	436	652	1.090	647	602	22.3	38.3	182.055	F
	3 - Durrants Rd	540	135	563	520	1.038	509	521	14.1	21.8	144.204	F
2 - untitled	1 - Manor Lodge	1004	251	45	1009	0.995	978	987	13.7	20.2	72.957	F
	2 - Manor Lodge Rd N	831	208	166	1348	0.617	831	858	1.6	1.6	7.174	A
	3 - Redhill Rd	225	56	808	360	0.623	224	189	1.6	1.6	27.281	D

08:45 - 09:00

Junction	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 - untitled	1 - Manor Lodge	812	203	65	1016	0.799	859	1002	16.3	4.5	28.482	D
	2 - Whichers Gate Rd	581	145	386	682	0.851	664	538	38.3	17.4	155.696	F
	3 - Durrants Rd	440	110	578	511	0.862	489	472	21.8	9.6	124.627	F
2 - untitled	1 - Manor Lodge	1002	251	38	1015	0.988	988	812	20.2	23.8	88.443	F
	2 - Manor Lodge Rd N	679	170	167	1347	0.504	681	858	1.6	1.1	5.590	A
	3 - Redhill Rd	183	46	662	448	0.409	187	186	1.6	0.7	14.476	B

09:00 - 09:15

Junction	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 - untitled	1 - Manor Lodge	677	169	53	1024	0.662	687	822	4.5	2.1	11.308	B
	2 - Whichers Gate Rd	486	122	309	728	0.668	547	431	17.4	2.2	26.746	D
	3 - Durrants Rd	369	92	476	572	0.645	400	380	9.6	2.0	24.854	C
2 - untitled	1 - Manor Lodge	822	206	31	1019	0.807	898	677	23.8	4.9	40.910	E
	2 - Manor Lodge Rd N	568	142	152	1356	0.419	570	777	1.1	0.8	4.726	A
	3 - Redhill Rd	154	38	554	513	0.299	155	168	0.7	0.4	10.439	B

2038 | Future Baseline + CD + S3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Manor Lodge	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	91.64	F
2	untitled	Mini-roundabout		1, 2, 3	39.99	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		66.11	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
D12	2038	Future Baseline + CD + S3	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	1 - Manor Lodge	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Manor Lodge	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Manor Lodge	✓				
	2 - Whichers Gate Rd		ONE HOUR	✓	531	100.000
	3 - Durrants Rd		ONE HOUR	✓	505	100.000
2 - untitled	1 - Manor Lodge	✓				
	2 - Manor Lodge Rd N		ONE HOUR	✓	818	100.000
	3 - Redhill Rd		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	528	433
	2 - Whichers Gate Rd	473	0	58
	3 - Durrants Rd	465	39	1

Demand (PCU/hr)

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	776	162
	2 - Manor Lodge Rd N	800	0	18
	3 - Redhill Rd	161	36	0

Vehicle Mix

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

Heavy Vehicle %

1 - untitled

	To			
		1 - Manor Lodge	2 - Whichers Gate Rd	3 - Durrants Rd
From	1 - Manor Lodge	0	2	3
	2 - Whichers Gate Rd	3	0	4
	3 - Durrants Rd	2	0	2

Heavy Vehicle %

2 - untitled

	To			
		1 - Manor Lodge	2 - Manor Lodge Rd N	3 - Redhill Rd
From	1 - Manor Lodge	0	2	3
	2 - Manor Lodge Rd N	3	0	0
	3 - Redhill Rd	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - untitled	1 - Manor Lodge	1.03	99.19	30.1	F	881	1322
	2 - Whichers Gate Rd	0.91	53.58	8.1	F	487	731
	3 - Durrants Rd	1.01	117.30	18.1	F	463	695
2 - untitled	1 - Manor Lodge	0.99	68.52	19.0	F	859	1288
	2 - Manor Lodge Rd N	0.67	8.31	2.0	A	751	1126
	3 - Redhill Rd	0.68	36.03	2.1	E	181	271

Main Results for each time segment

16:45 - 17:00

Junction	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 - untitled	1 - Manor Lodge	719	180	30	1039	0.692	710	697	0.0	2.2	10.941	B
	2 - Whichers Gate Rd	400	100	321	721	0.555	395	419	0.0	1.2	11.230	B
	3 - Durrants Rd	380	95	352	646	0.589	375	364	0.0	1.4	13.264	B
2 - untitled	1 - Manor Lodge	697	174	27	1022	0.682	688	719	0.0	2.1	10.772	B
	2 - Manor Lodge Rd N	616	154	119	1376	0.448	613	596	0.0	0.8	4.835	A
	3 - Redhill Rd	148	37	599	486	0.305	147	132	0.0	0.4	10.729	B

17:00 - 17:15

Junction	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 - untitled	1 - Manor Lodge	862	215	36	1035	0.832	852	834	2.2	4.5	19.225	C
	2 - Whichers Gate Rd	477	119	385	683	0.699	473	503	1.2	2.3	17.383	C
	3 - Durrants Rd	454	113	422	604	0.752	448	437	1.4	2.8	22.745	C
2 - untitled	1 - Manor Lodge	834	209	32	1018	0.820	826	862	2.1	4.2	18.367	C
	2 - Manor Lodge Rd N	735	184	143	1362	0.540	734	716	0.8	1.2	5.887	A
	3 - Redhill Rd	177	44	718	415	0.427	176	159	0.4	0.7	15.250	C

17:15 - 17:30

Junction	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 - untitled	1 - Manor Lodge	1051	263	41	1031	1.019	992	983	4.5	19.4	56.446	F
	2 - Whichers Gate Rd	585	146	448	646	0.905	567	585	2.3	6.7	40.186	E
	3 - Durrants Rd	556	139	505	554	1.003	519	510	2.8	12.1	69.243	F
2 - untitled	1 - Manor Lodge	983	246	39	1014	0.970	950	1051	4.2	12.5	42.900	E
	2 - Manor Lodge Rd N	901	225	164	1349	0.668	897	824	1.2	2.0	8.141	A
	3 - Redhill Rd	217	54	878	319	0.681	212	184	0.7	1.9	32.947	D

17:30 - 17:45

Junction	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 - untitled	1 - Manor Lodge	1058	264	42	1031	1.026	1014	1005	19.4	30.1	99.187	F
	2 - Whichers Gate Rd	585	146	458	640	0.914	579	598	6.7	8.1	53.579	F
	3 - Durrants Rd	556	139	516	548	1.015	532	521	12.1	18.1	117.302	F
2 - untitled	1 - Manor Lodge	1005	251	40	1013	0.992	979	1058	12.5	19.0	68.516	F
	2 - Manor Lodge Rd N	901	225	169	1346	0.669	900	850	2.0	2.0	8.309	A
	3 - Redhill Rd	217	54	881	317	0.685	216	189	1.9	2.1	36.029	E

17:45 - 18:00

Junction	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 - untitled	1 - Manor Lodge	871	218	40	1032	0.844	964	914	30.1	6.9	63.894	F
	2 - Whichers Gate Rd	477	119	435	653	0.731	498	569	8.1	3.0	26.369	D
	3 - Durrants Rd	454	113	443	591	0.768	511	490	18.1	3.9	59.294	F
2 - untitled	1 - Manor Lodge	914	228	33	1017	0.898	945	871	19.0	11.2	54.677	F
	2 - Manor Lodge Rd N	735	184	163	1350	0.545	739	815	2.0	1.2	6.097	A
	3 - Redhill Rd	177	44	722	412	0.430	182	179	2.1	0.8	16.264	C

18:00 - 18:15

Junction	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 - untitled	1 - Manor Lodge	726	182	31	1038	0.700	744	721	6.9	2.5	13.228	B
	2 - Whichers Gate Rd	400	100	336	712	0.562	406	439	3.0	1.4	12.417	B
	3 - Durrants Rd	380	95	362	640	0.594	390	380	3.9	1.5	15.188	C
2 - untitled	1 - Manor Lodge	721	180	27	1021	0.706	755	726	11.2	2.6	15.464	C
	2 - Manor Lodge Rd N	616	154	130	1369	0.450	617	652	1.2	0.8	4.942	A
	3 - Redhill Rd	148	37	604	483	0.307	150	144	0.8	0.5	11.019	B

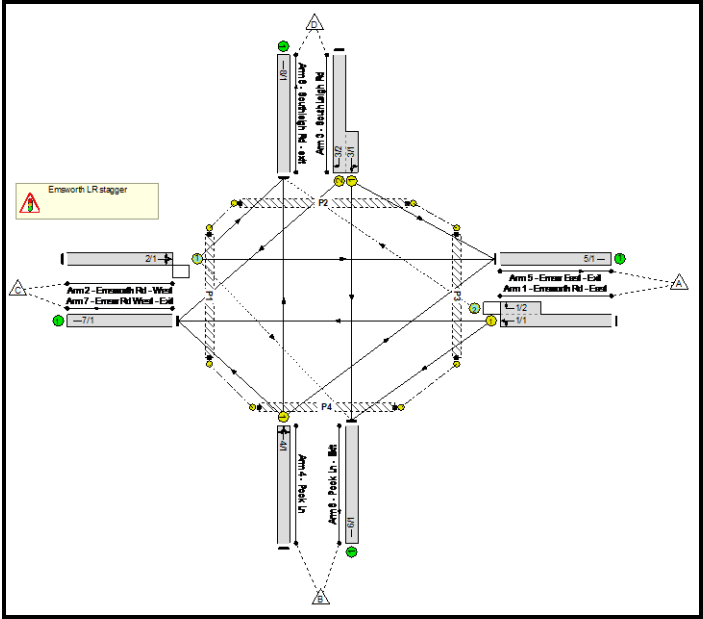
Full Input Data And Results

Full Input Data And Results

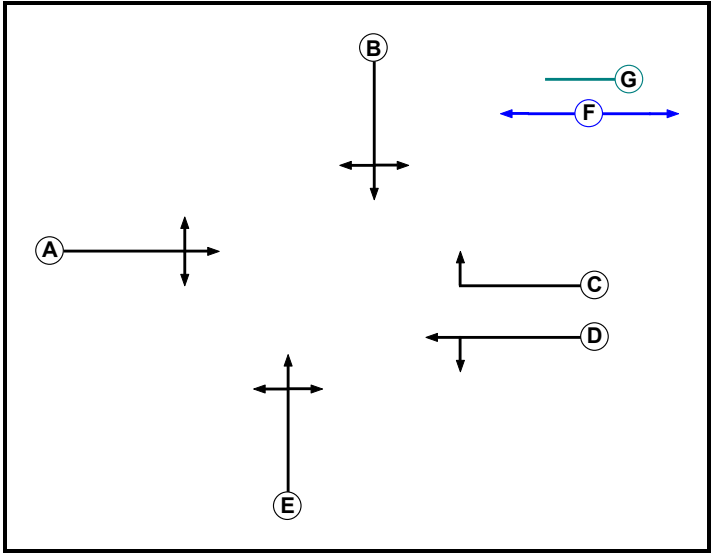
User and Project Details

Project:	Southleigh
Title:	Emsworth Rd/Southleigh Rd/Pook Ln
Location:	
Client:	Bloor Homes
Additional detail:	
File name:	Nov Flow - J3 - Emsworth Rd - Pook Ln - Southleigh Rd - Sig Stagger.lsg3x
Author:	Mason Lelliott
Company:	Stantec
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	Traffic		7	7
F	Pedestrian		7	7
G	Dummy		7	7

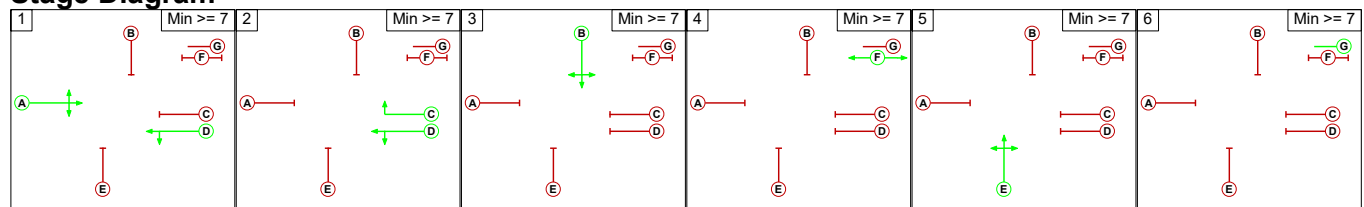
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		6	5	-	6	9	3
	B	6		6	6	6	9	3
	C	6	7		-	6	10	3
	D	-	7	-		7	10	3
	E	6	6	6	6		9	3
	F	10	10	10	10	10		3
	G	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	C D
3	B
4	F
5	E
6	G

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage						
		1	2	3	4	5	6
	1		5	7	10	7	3
	2	6		7	10	7	3
	3	6	6		9	6	3
	4	10	10	10		10	3
	5	6	6	6	9		3
	6	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Emsworth LR stagger											
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 (Emsworth Rd - East)	8/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00
2/1 (Emsworth Rd - West)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Emsworth LR stagger												
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 (Emsworth Rd - East)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Left	9.60
											Arm 7 Ahead	Inf
1/2 (Emsworth Rd - East)	O	C	2	3	5.0	Geom	-	2.80	0.00	Y	Arm 8 Right	6.50
2/1 (Emsworth Rd - West)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	8.00
3/1 (Southleigh Rd)	U	B	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Left	9.60
											Arm 6 Ahead	Inf
3/2 (Southleigh Rd)	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 7 Right	12.00
4/1 (Pook Ln)	U	E	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Right	Inf
											Arm 7 Left	Inf
											Arm 8 Ahead	Inf
5/1 (Emsw East - Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y		
6/1 (Pook Ln - Exit)	U		2	3	60.0	Geom	-	3.20	0.00	Y		
7/1 (Emsw Rd West - Exit)	U		2	3	60.0	Geom	-	3.00	0.00	Y		
8/1 (Southleigh Rd - exit)	U		2	3	60.0	Geom	-	4.20	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 Base PM'	17:00	18:00	01:00	
3: '2038 Future Base AM'	08:00	09:00	01:00	
4: '2038 Future Base PM'	17:00	18:00	01:00	
5: '2038 Future Base + Committed Dev AM'	08:00	09:00	01:00	
6: '2038 Future Base + Committed Dev PM'	17:00	18:00	01:00	
7: '2038 Future Base + CD + Proposed BaU AM'	08:00	09:00	01:00	
8: '2038 Future Base + CD + Proposed BaU PM'	17:00	18:00	01:00	
9: '2038 Future Base + CD + Proposed S2 AM'	08:00	09:00	01:00	
10: '2038 Future Base + CD + Proposed S2 PM'	17:00	18:00	01:00	
11: '2038 Future Base + CD + Proposed S3 AM'	08:00	09:00	01:00	
12: '2038 Future Base + CD + Proposed S3 PM'	17:00	18:00	01:00	

Scenario 5: '2023 Base AM - no ped' (FG1: '2023 Base AM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	25	284	207	516
	B	12	0	29	9	50
	C	190	1	0	131	322
	D	276	2	211	0	489
	Tot.	478	28	524	347	1377

Traffic Lane Flows

Lane	Scenario 5: 2023 Base AM - no ped
Junction: Emsworth LR stagger	
1/1 (with short)	516(In) 309(Out)
1/2 (short)	207
2/1	322
3/1 (short)	278
3/2 (with short)	489(In) 211(Out)
4/1	50
5/1	478
6/1	28
7/1	524
8/1	347

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	8.1 %	1871	1871
				Arm 7 Ahead	Inf	91.9 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	59.0 %	1779	1779
				Arm 6 Right	10.00	0.3 %		
				Arm 8 Left	8.00	40.7 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	99.3 %	1658	1658
				Arm 6 Ahead	Inf	0.7 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	24.0 %	1945	1945
				Arm 7 Left	Inf	58.0 %		
				Arm 8 Ahead	Inf	18.0 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Full Input Data And Results

Scenario 6: '2023 Base PM - no ped' (FG2: '2023 Base PM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	22	452	229	703
	B	5	0	21	6	32
	C	256	0	0	105	361
	D	196	14	108	0	318
	Tot.	457	36	581	340	1414

Traffic Lane Flows

Lane	Scenario 6: 2023 Base PM - no ped
Junction: Emsworth LR stagger	
1/1 (with short)	703(In) 474(Out)
1/2 (short)	229
2/1	361
3/1 (short)	210
3/2 (with short)	318(In) 108(Out)
4/1	32
5/1	457
6/1	36
7/1	581
8/1	340

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	4.6 %	1881	1881
				Arm 7 Ahead	Inf	95.4 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	70.9 %	1816	1816
				Arm 6 Right	10.00	0.0 %		
				Arm 8 Left	8.00	29.1 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	93.3 %	1671	1671
				Arm 6 Ahead	Inf	6.7 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	15.6 %	1945	1945
				Arm 7 Left	Inf	65.6 %		
				Arm 8 Ahead	Inf	18.8 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Scenario 11: '2038 Future Base AM ' (FG3: '2038 Future Base AM', Plan 2: 'No Ped 1 cycle')**Traffic Flows, Desired****Desired Flow :**

Crossed Flow						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	28	320	233	581
	B	14	0	33	10	57
	C	214	1	0	147	362
	D	311	2	237	0	550
	Tot.	539	31	590	390	1550

Traffic Lane Flows

Lane	Scenario 11: 2038 Future Base AM
Junction: Emsworth LR stagger	
1/1 (with short)	581(In) 348(Out)
1/2 (short)	233
2/1	362
3/1 (short)	313
3/2 (with short)	550(In) 237(Out)
4/1	57
5/1	539
6/1	31
7/1	590
8/1	390

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	8.0 %	1871	1871
				Arm 7 Ahead	Inf	92.0 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	59.1 %	1779	1779
				Arm 6 Right	10.00	0.3 %		
				Arm 8 Left	8.00	40.6 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	99.4 %	1658	1658
				Arm 6 Ahead	Inf	0.6 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	24.6 %	1945	1945
				Arm 7 Left	Inf	57.9 %		
				Arm 8 Ahead	Inf	17.5 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Full Input Data And Results

Scenario 12: '2038 Future Base PM ' (FG4: '2038 Future Base PM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	25	506	257	788
	B	6	0	24	7	37
	C	287	0	0	118	405
	D	220	16	121	0	357
	Tot.	513	41	651	382	1587

Traffic Lane Flows

Lane	Scenario 12: 2038 Future Base PM
Junction: Emsworth LR stagger	
1/1 (with short)	788(In) 531(Out)
1/2 (short)	257
2/1	405
3/1 (short)	236
3/2 (with short)	357(In) 121(Out)
4/1	37
5/1	513
6/1	41
7/1	651
8/1	382

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	4.7 %	1881	1881
				Arm 7 Ahead	Inf	95.3 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	70.9 %	1816	1816
				Arm 6 Right	10.00	0.0 %		
				Arm 8 Left	8.00	29.1 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	93.2 %	1672	1672
				Arm 6 Ahead	Inf	6.8 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	16.2 %	1945	1945
				Arm 7 Left	Inf	64.9 %		
				Arm 8 Ahead	Inf	18.9 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Scenario 13: '2038 Future Base AM + Committed Dev' (FG5: '2038 Future Base + Committed Dev AM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	320	236	584
	B	14	0	33	10	57
	C	214	1	0	147	362
	D	321	2	237	0	560
	Tot.	549	31	590	393	1563

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2038 Future Base AM + Committed Dev
Junction: Emsworth LR stagger	
1/1 (with short)	584(In) 348(Out)
1/2 (short)	236
2/1	362
3/1 (short)	323
3/2 (with short)	560(In) 237(Out)
4/1	57
5/1	549
6/1	31
7/1	590
8/1	393

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left Arm 7 Ahead	9.60 Inf	8.0 % 92.0 %	1871	1871
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right Arm 8 Left	Inf 10.00 8.00	59.1 % 0.3 % 40.6 %	1779	1779
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	9.60 Inf	99.4 % 0.6 %	1658	1658
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right Arm 7 Left Arm 8 Ahead	Inf Inf Inf	24.6 % 57.9 % 17.5 %	1945	1945
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Full Input Data And Results

Scenario 14: '2038 Future Base PM + Committed Dev' (FG6: '2038 Future Base + Committed Dev PM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	25	506	266	797
	B	6	0	24	7	37
	C	287	0	0	118	405
	D	225	16	121	0	362
	Tot.	518	41	651	391	1601

Traffic Lane Flows

Lane	Scenario 14: 2038 Future Base PM + Committed Dev
Junction: Emsworth LR stagger	
1/1 (with short)	797(In) 531(Out)
1/2 (short)	266
2/1	405
3/1 (short)	241
3/2 (with short)	362(In) 121(Out)
4/1	37
5/1	518
6/1	41
7/1	651
8/1	391

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	4.7 %	1881	1881
				Arm 7 Ahead	Inf	95.3 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	70.9 %	1816	1816
				Arm 6 Right	10.00	0.0 %		
				Arm 8 Left	8.00	29.1 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	93.4 %	1671	1671
				Arm 6 Ahead	Inf	6.6 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	16.2 %	1945	1945
				Arm 7 Left	Inf	64.9 %		
				Arm 8 Ahead	Inf	18.9 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Scenario 15: '2038 Future Base AM + CD + Proposed BaU' (FG7: '2038 Future Base + CD + Proposed BaU AM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	320	269	617
	B	14	0	33	10	57
	C	214	1	0	170	385
	D	522	2	299	0	823
	Tot.	750	31	652	449	1882

Traffic Lane Flows

Lane	Scenario 15: 2038 Future Base AM + CD + Proposed BaU
Junction: Emsworth LR stagger	
1/1 (with short)	617(In) 348(Out)
1/2 (short)	269
2/1	385
3/1 (short)	524
3/2 (with short)	823(In) 299(Out)
4/1	57
5/1	750
6/1	31
7/1	652
8/1	449

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left Arm 7 Ahead	9.60 Inf	8.0 % 92.0 %	1871	1871
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	55.6 %	1768	1768
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 6 Right	10.00	0.3 %		
				Arm 8 Left	8.00	44.2 %		
				Arm 5 Left	9.60	99.6 %	1657	1657
4/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	0.4 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	24.6 %	1945	1945
				Arm 7 Left	Inf	57.9 %		
				Arm 8 Ahead	Inf	17.5 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Full Input Data And Results

Scenario 16: '2038 Future Base PM + CD + Proposed BaU' (FG8: '2038 Future Base + CD + Proposed BaU PM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	25	506	409	940
	B	6	0	24	7	37
	C	287	0	0	157	444
	D	283	16	154	0	453
	Tot.	576	41	684	573	1874

Traffic Lane Flows

Lane	Scenario 16: 2038 Future Base PM + CD + Proposed BaU
Junction: Emsworth LR stagger	
1/1 (with short)	940(In) 531(Out)
1/2 (short)	409
2/1	444
3/1 (short)	299
3/2 (with short)	453(In) 154(Out)
4/1	37
5/1	576
6/1	41
7/1	684
8/1	573

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	4.7 %	1881	1881
				Arm 7 Ahead	Inf	95.3 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	64.6 %	1796	1796
				Arm 6 Right	10.00	0.0 %		
				Arm 8 Left	8.00	35.4 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	94.6 %	1668	1668
				Arm 6 Ahead	Inf	5.4 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	16.2 %	1945	1945
				Arm 7 Left	Inf	64.9 %		
				Arm 8 Ahead	Inf	18.9 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Scenario 17: '2038 Future Base AM + CD + Proposed S2' (FG9: '2038 Future Base + CD + Proposed S2 AM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	320	264	612
	B	14	0	33	10	57
	C	214	1	0	163	378
	D	504	2	285	0	791
	Tot.	732	31	638	437	1838

Traffic Lane Flows

Lane	Scenario 17: 2038 Future Base AM + CD + Proposed S2
Junction: Emsworth LR stagger	
1/1 (with short)	612(In) 348(Out)
1/2 (short)	264
2/1	378
3/1 (short)	506
3/2 (with short)	791(In) 285(Out)
4/1	57
5/1	732
6/1	31
7/1	638
8/1	437

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left Arm 7 Ahead	9.60 Inf	8.0 % 92.0 %	1871	1871
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	56.6 %	1771	1771
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 6 Right	10.00	0.3 %		
				Arm 8 Left	8.00	43.1 %		
				Arm 5 Left	9.60	99.6 %	1657	1657
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 6 Ahead	Inf	0.4 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	24.6 %	1945	1945
				Arm 7 Left	Inf	57.9 %		
				Arm 8 Ahead	Inf	17.5 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Full Input Data And Results

Scenario 18: '2038 Future Base PM + CD + Proposed S2' (FG10: '2038 Future Base + CD + Proposed S2 PM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	25	506	384	915
	B	6	0	24	7	37
	C	287	0	0	144	431
	D	278	16	148	0	442
	Tot.	571	41	678	535	1825

Traffic Lane Flows

Lane	Scenario 18: 2038 Future Base PM + CD + Proposed S2
Junction: Emsworth LR stagger	
1/1 (with short)	915(In) 531(Out)
1/2 (short)	384
2/1	431
3/1 (short)	294
3/2 (with short)	442(In) 148(Out)
4/1	37
5/1	571
6/1	41
7/1	678
8/1	535

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	4.7 %	1881	1881
				Arm 7 Ahead	Inf	95.3 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	66.6 %	1802	1802
				Arm 6 Right	10.00	0.0 %		
				Arm 8 Left	8.00	33.4 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	94.6 %	1668	1668
				Arm 6 Ahead	Inf	5.4 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	16.2 %	1945	1945
				Arm 7 Left	Inf	64.9 %		
				Arm 8 Ahead	Inf	18.9 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Scenario 19: '2038 Future Base AM + CD + Proposed S3' (FG11: '2038 Future Base + CD + Proposed S3 AM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	320	262	610
	B	14	0	33	10	57
	C	214	1	0	157	372
	D	477	2	265	0	744
	Tot.	705	31	618	429	1783

Traffic Lane Flows

Lane	Scenario 19: 2038 Future Base AM + CD + Proposed S3
Junction: Emsworth LR stagger	
1/1 (with short)	610(In) 348(Out)
1/2 (short)	262
2/1	372
3/1 (short)	479
3/2 (with short)	744(In) 265(Out)
4/1	57
5/1	705
6/1	31
7/1	618
8/1	429

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left Arm 7 Ahead	9.60 Inf	8.0 % 92.0 %	1871	1871
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right Arm 8 Left	Inf 10.00 8.00	57.5 % 0.3 % 42.2 %	1774	1774
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	9.60 Inf	99.6 % 0.4 %	1657	1657
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right Arm 7 Left Arm 8 Ahead	Inf Inf Inf	24.6 % 57.9 % 17.5 %	1945	1945
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

Full Input Data And Results

Scenario 20: '2038 Future Base PM + CD + Proposed S3' (FG12: '2038 Future Base + CD + Proposed S3 PM', Plan 2: 'No Ped 1 cycle')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	25	507	368	900
	B	6	0	24	7	37
	C	287	0	0	130	417
	D	277	16	141	0	434
	Tot.	570	41	672	505	1788

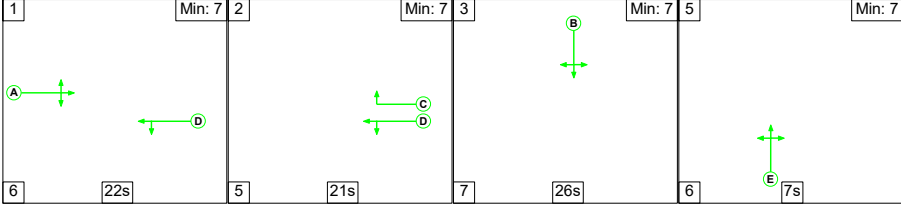
Traffic Lane Flows

Lane	Scenario 20: 2038 Future Base PM + CD + Proposed S3
Junction: Emsworth LR stagger	
1/1 (with short)	900(In) 532(Out)
1/2 (short)	368
2/1	417
3/1 (short)	293
3/2 (with short)	434(In) 141(Out)
4/1	37
5/1	570
6/1	41
7/1	672
8/1	505

Lane Saturation Flows

Junction: Emsworth LR stagger								
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 (Emsworth Rd - East)	2.80	0.00	Y	Arm 6 Left	9.60	4.7 %	1881	1881
				Arm 7 Ahead	Inf	95.3 %		
1/2 (Emsworth Rd - East)	2.80	0.00	Y	Arm 8 Right	6.50	100.0 %	1540	1540
2/1 (Emsworth Rd - West)	3.00	0.00	Y	Arm 5 Ahead	Inf	68.8 %	1809	1809
				Arm 6 Right	10.00	0.0 %		
				Arm 8 Left	8.00	31.2 %		
3/1 (SouthLeigh Rd)	3.00	0.00	Y	Arm 5 Left	9.60	94.5 %	1669	1669
				Arm 6 Ahead	Inf	5.5 %		
3/2 (SouthLeigh Rd)	3.30	0.00	Y	Arm 7 Right	12.00	100.0 %	1729	1729
4/1 (Pook Ln)	3.30	0.00	Y	Arm 5 Right	Inf	16.2 %	1945	1945
				Arm 7 Left	Inf	64.9 %		
				Arm 8 Ahead	Inf	18.9 %		
5/1 (Emsw East - Exit)	4.00	0.00	Y				2015	2015
6/1 (Pook Ln - Exit)	3.20	0.00	Y				1935	1935
7/1 (Emsw Rd West - Exit)	3.00	0.00	Y				1915	1915
8/1 (Southleigh Rd - exit)	4.20	0.00	Y				2035	2035

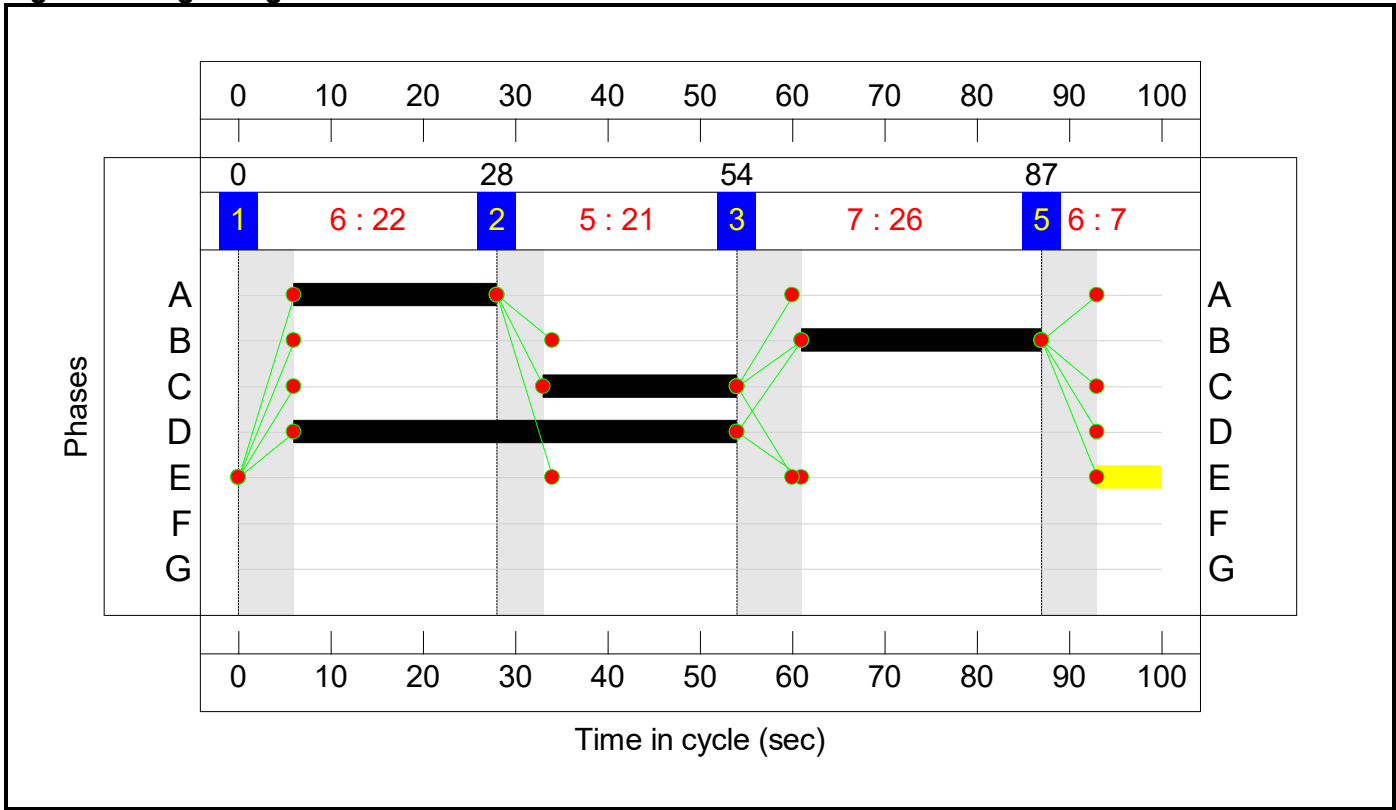
Scenario 5: '2023 Base AM - no ped' (FG1: '2023 Base AM', Plan 2: 'No Ped 1 cycle')
Stage Sequence Diagram



Stage Timings

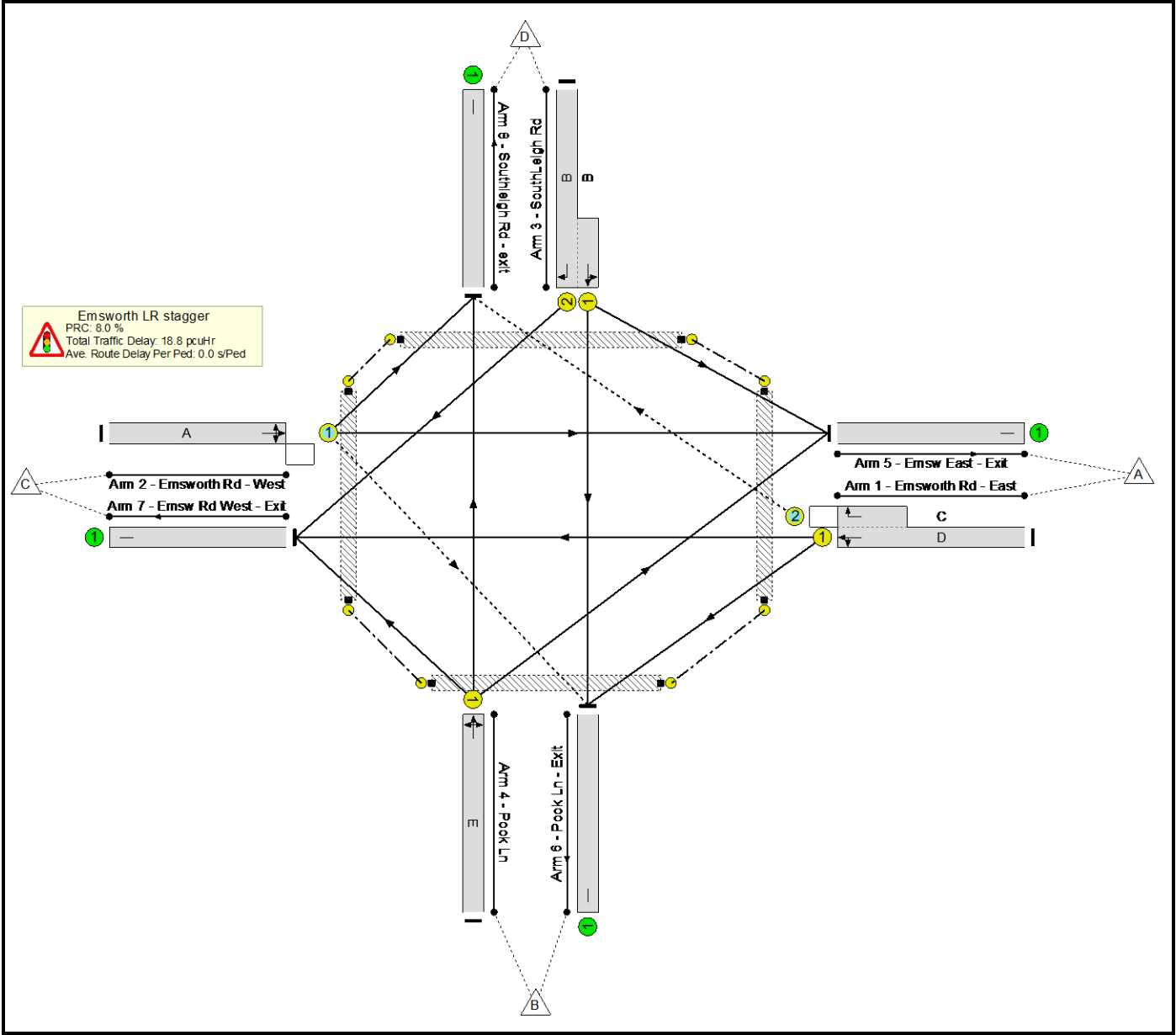
Stage	1	2	3	5
Duration	22	21	26	7
Change Point	0	28	54	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	48:21	-	516	1871:1540	372+249	83.1 : 83.1%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	22	-	322	1779	409	78.7%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	26	-	489	1729:1658	253+334	83.3 : 83.3%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	50	1945	156	32.1%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	478	2015	2015	23.7%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	28	1935	1935	1.4%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	524	1915	1915	27.4%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	347	2035	2035	17.1%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

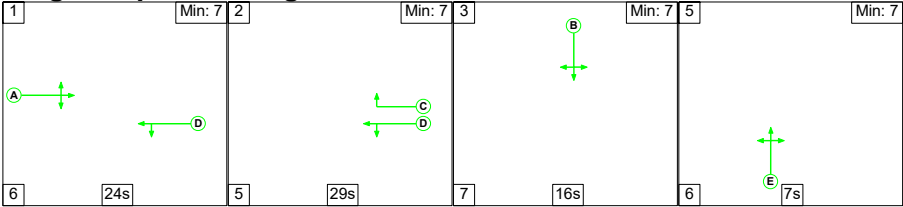
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	1	203	4	11.5	7.2	0.0	18.8	-	-	-	-
Emsworth LR stagger	-	-	1	203	4	11.5	7.2	0.0	18.8	-	-	-	-
1/1+1/2	516	516	0	203	4	3.4	2.4	0.0	5.7	39.9	5.7	2.4	8.1
2/1	322	322	1	0	0	3.2	1.8	0.0	5.0	56.0	8.4	1.8	10.2
3/2+3/1	489	489	-	-	-	4.3	2.4	-	6.7	49.5	8.6	2.4	11.0
4/1	50	50	-	-	-	0.6	0.2	-	0.8	60.5	1.3	0.2	1.5
5/1	478	478	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	28	28	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	524	524	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	347	347	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 18.30 Cycle Time (s): 100 PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 18.75													

Full Input Data And Results

Scenario 6: '2023 Base PM - no ped' (FG2: '2023 Base PM', Plan 2: 'No Ped 1 cycle')

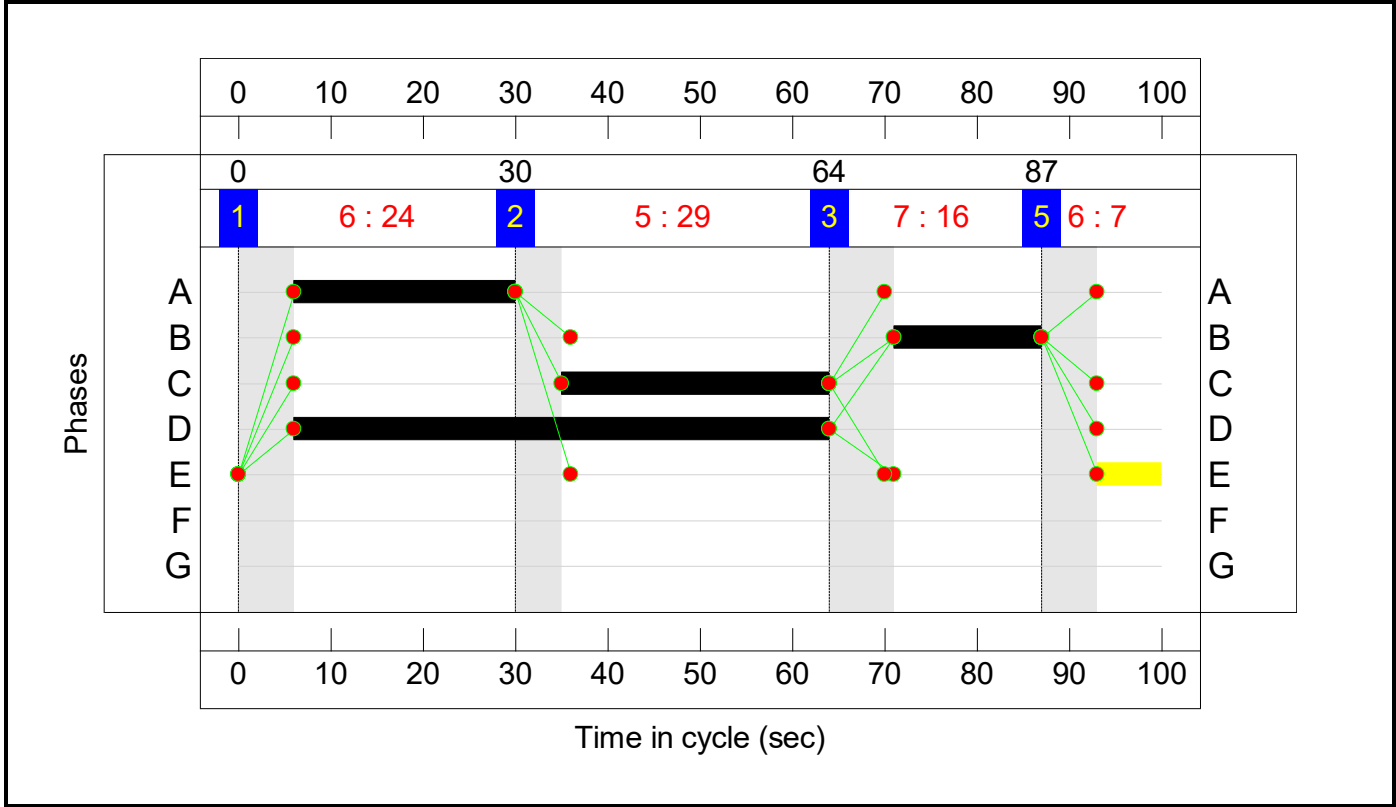
Stage Sequence Diagram



Stage Timings

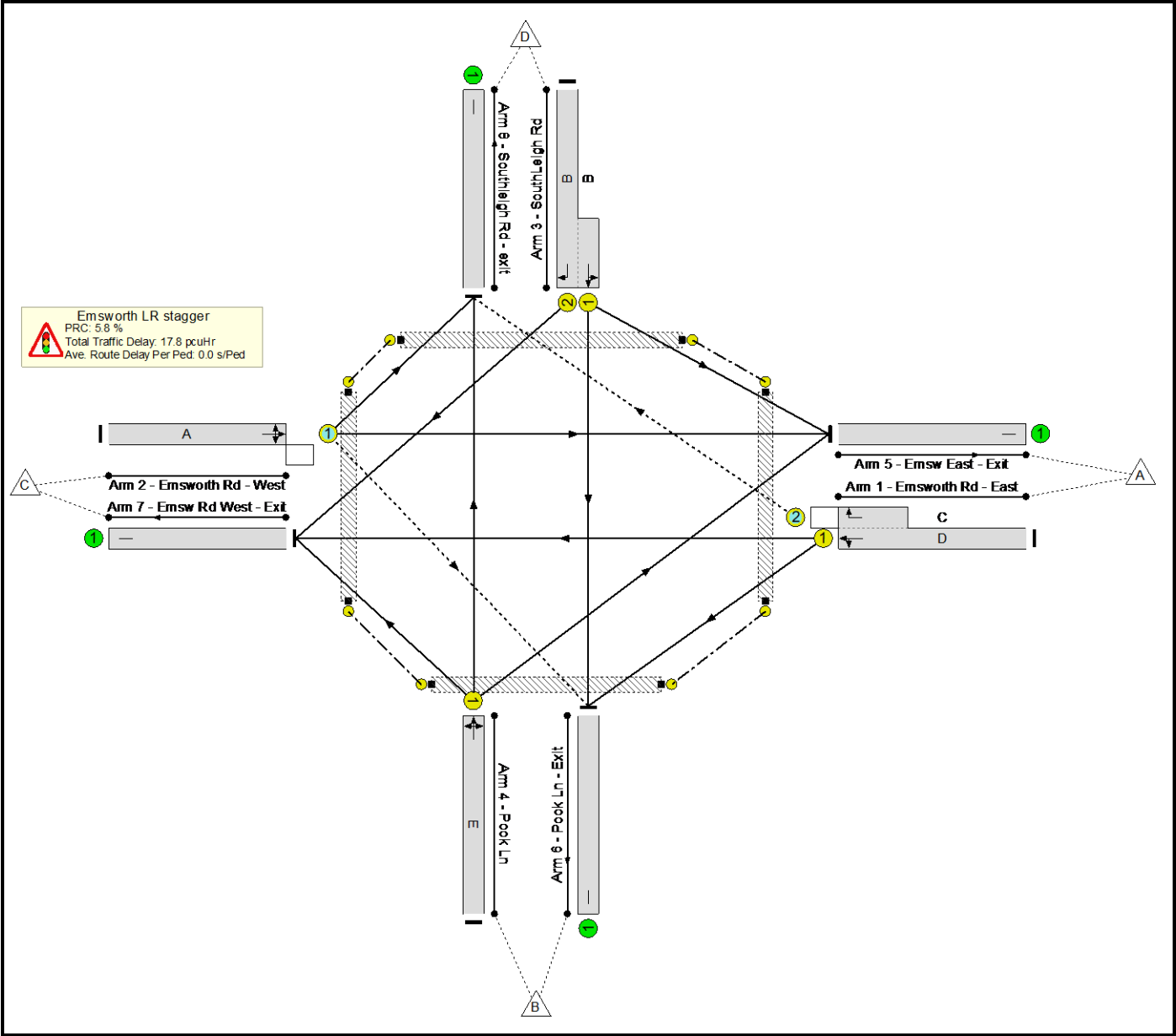
Stage	1	2	3	5
Duration	24	29	16	7
Change Point	0	30	64	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	58:29	-	703	1881:1540	586+283	81.0 : 81.0%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	24	-	361	1816	454	79.5%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	16	-	318	1729:1671	127+247	85.0 : 85.0%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	32	1945	156	20.6%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	457	2015	2015	22.7%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	36	1935	1935	1.9%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	581	1915	1915	30.3%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	340	2035	2035	16.7%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

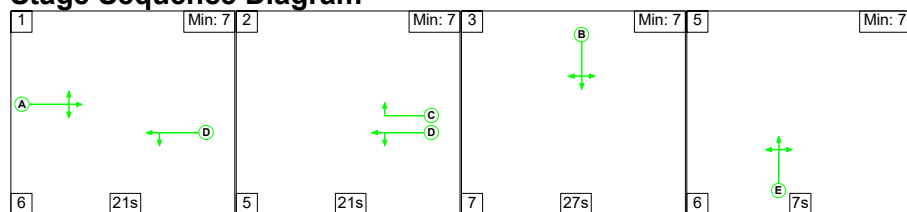
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	0	224	5	10.7	7.1	0.0	17.8	-	-	-	-
Emsworth LR stagger	-	-	0	224	5	10.7	7.1	0.0	17.8	-	-	-	-
1/1+1/2	703	703	0	224	5	3.4	2.1	0.0	5.4	27.9	9.1	2.1	11.2
2/1	361	361	0	0	0	3.5	1.9	0.0	5.4	53.7	9.3	1.9	11.2
3/2+3/1	318	318	-	-	-	3.4	2.6	-	6.0	68.1	5.8	2.6	8.4
4/1	32	32	-	-	-	0.4	0.1	-	0.5	57.6	0.8	0.1	1.0
5/1	457	457	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	36	36	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): 5.8 Total Delay for Signalled Lanes (pcuHr): 17.36 Cycle Time (s): 100 PRC Over All Lanes (%): 5.8 Total Delay Over All Lanes(pcuHr): 17.83													

Full Input Data And Results

Scenario 11: '2038 Future Base AM ' (FG3: '2038 Future Base AM', Plan 2: 'No Ped 1 cycle')

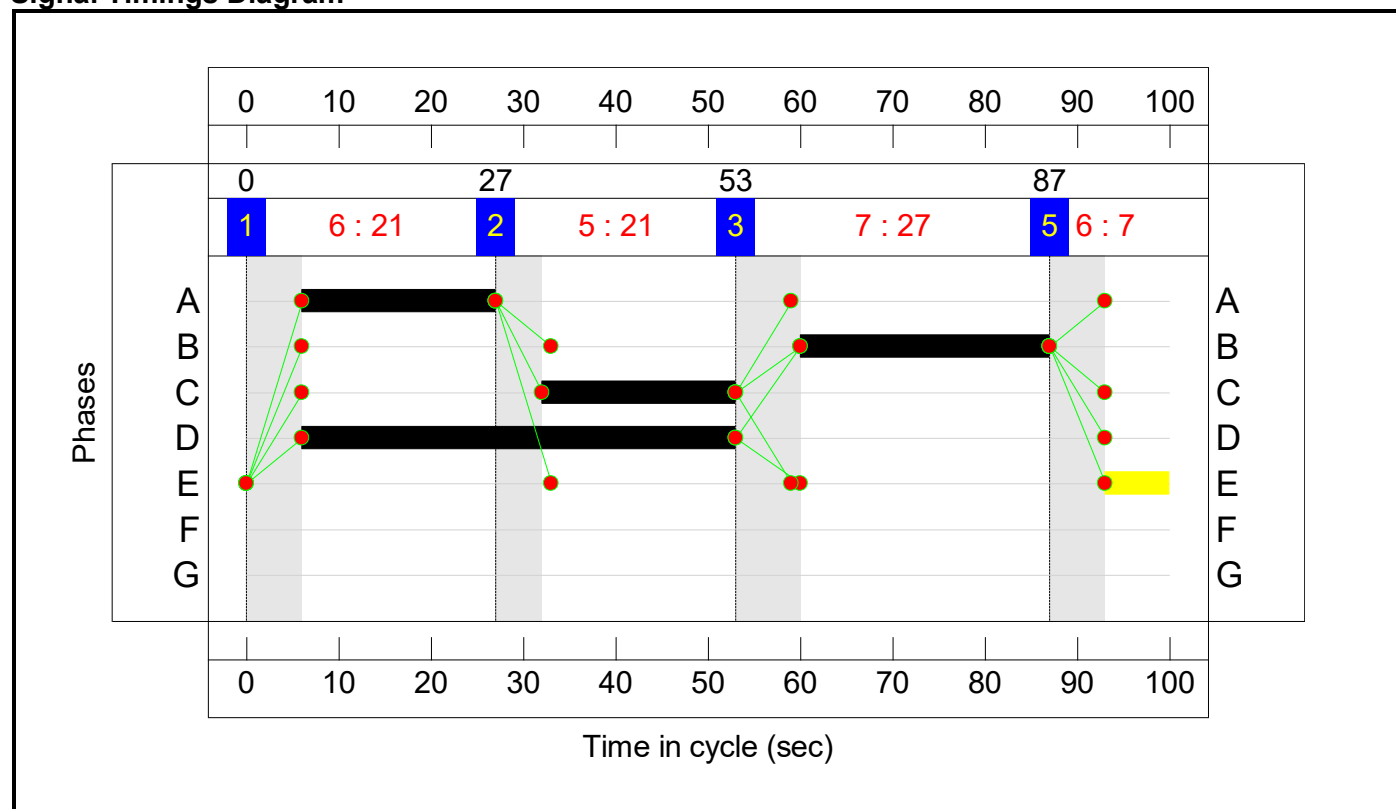
Stage Sequence Diagram



Stage Timings

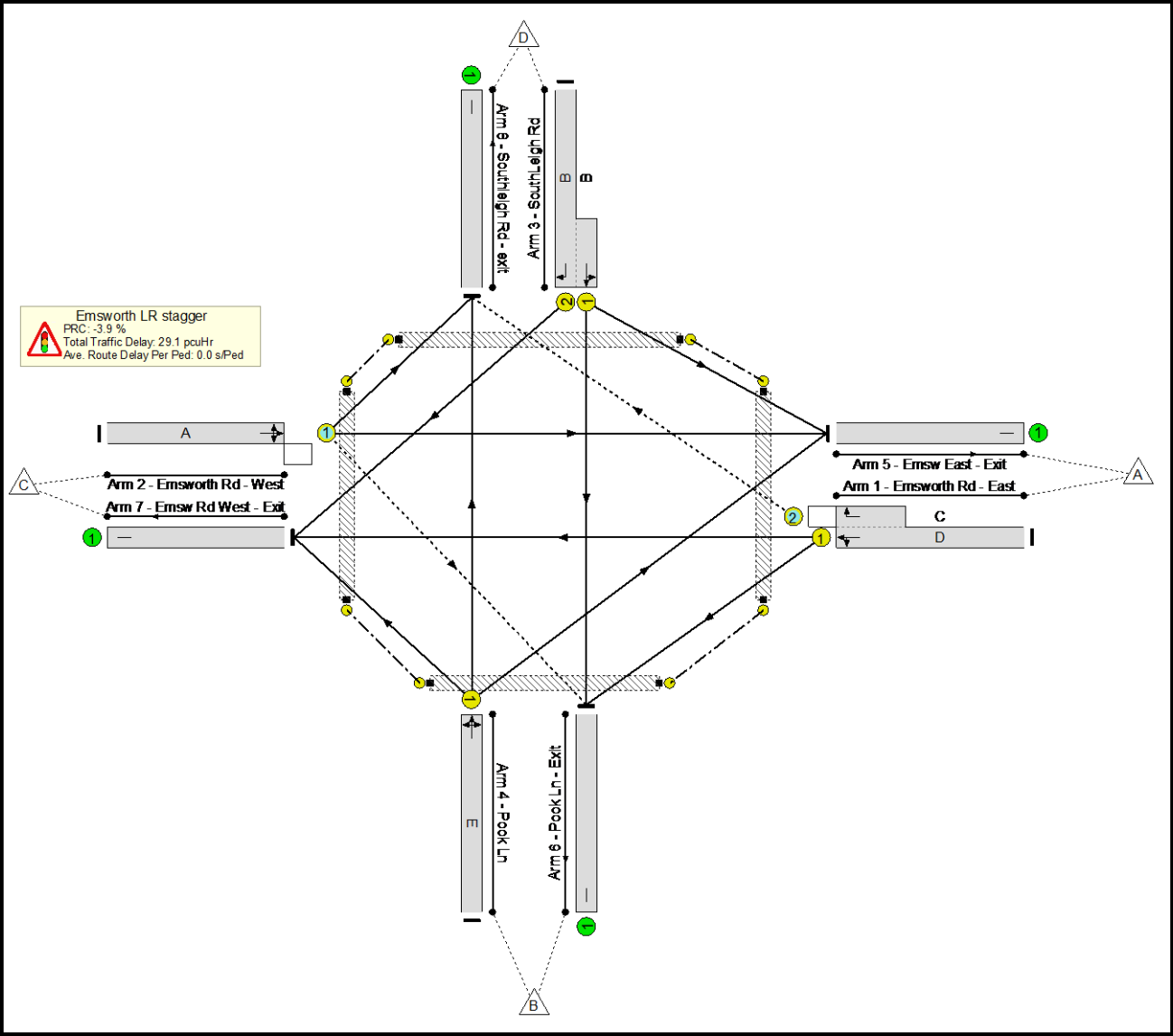
Stage	1	2	3	5
Duration	21	21	27	7
Change Point	0	27	53	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	47:21	-	581	1871:1540	372+249	93.5 : 93.5%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	21	-	362	1779	391	92.5%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	27	-	550	1729:1658	260+343	91.2 : 91.2%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	57	1945	156	36.6%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	539	2015	2015	26.7%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	31	1935	1935	1.6%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	590	1915	1915	30.8%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	390	2035	2035	19.2%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

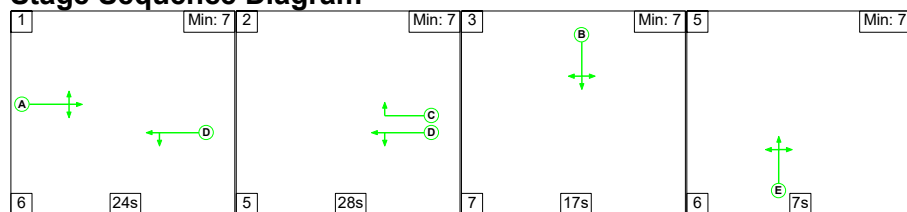
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 12: '2038 Future Base PM ' (FG4: '2038 Future Base PM', Plan 2: 'No Ped 1 cycle')

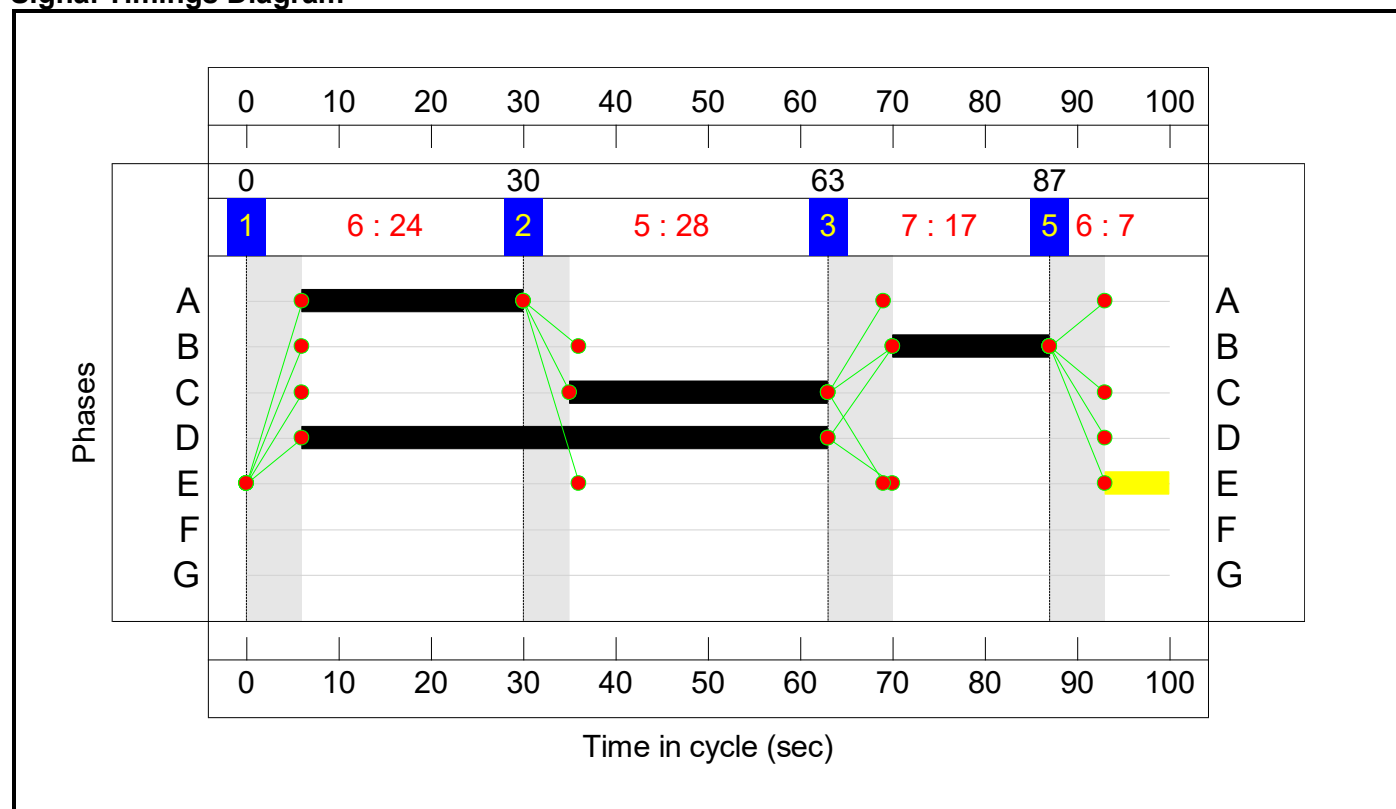
Stage Sequence Diagram



Stage Timings

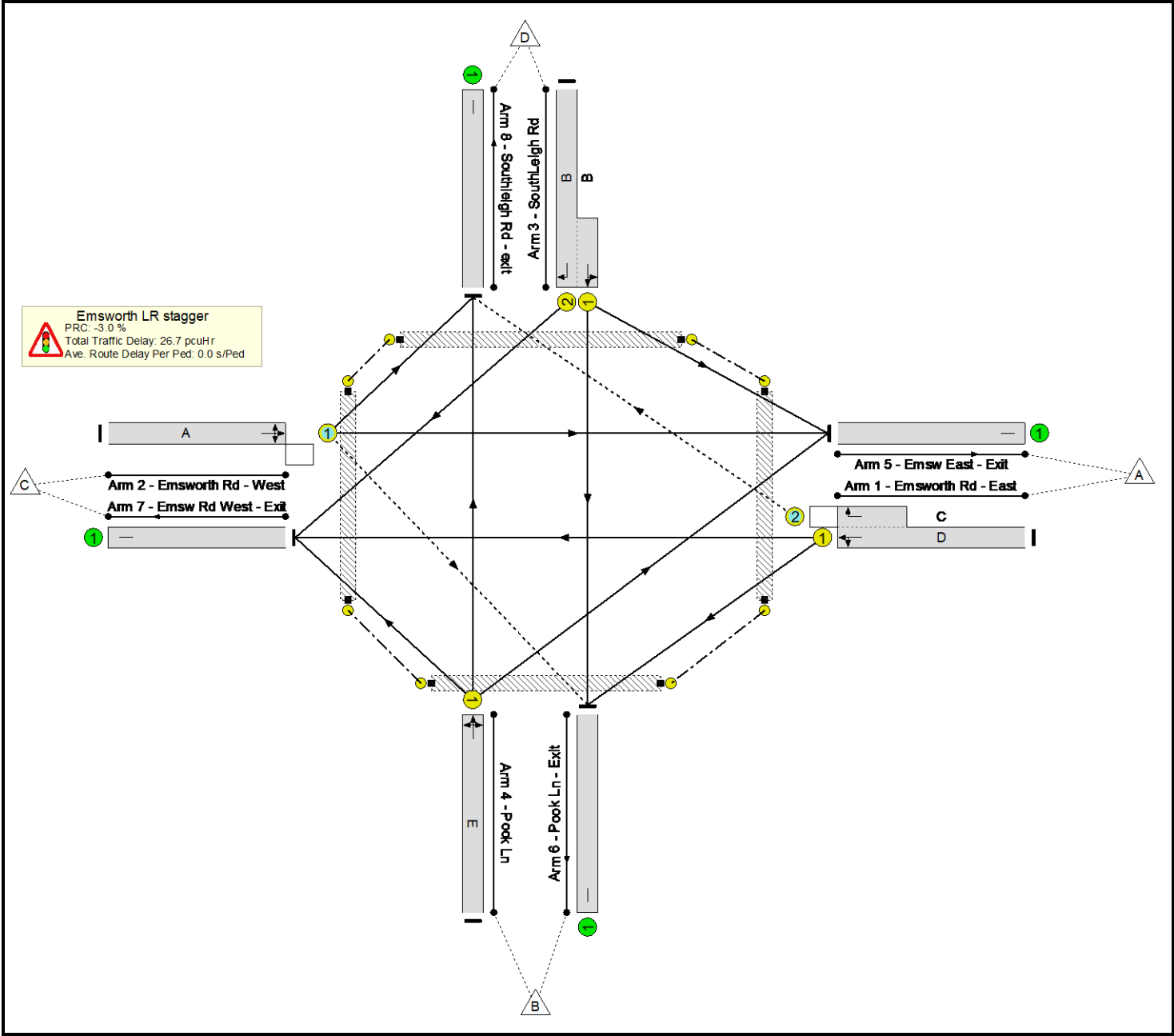
Stage	1	2	3	5
Duration	24	28	17	7
Change Point	0	30	63	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	57:28	-	788	1881:1540	573+277	92.7 : 92.7%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	24	-	405	1816	454	89.2%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	17	-	357	1729:1672	132+258	91.4 : 91.4%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	37	1945	156	23.8%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	513	2015	2015	25.5%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	41	1935	1935	2.1%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	651	1915	1915	34.0%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	382	2035	2035	18.8%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

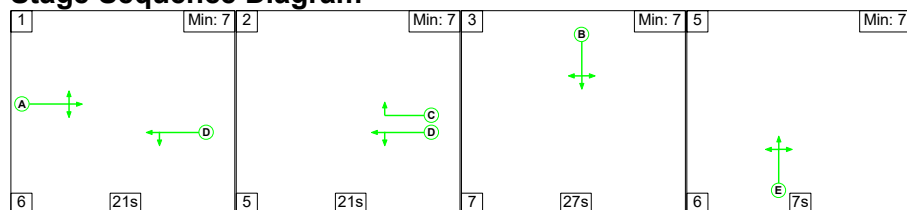
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	0	252	5	12.7	14.0	0.0	26.7	-	-	-	-
Emsworth LR stagger	-	-	0	252	5	12.7	14.0	0.0	26.7	-	-	-	-
1/1+1/2	788	788	0	252	5	4.4	5.4	0.0	9.8	44.6	17.5	5.4	22.9
2/1	405	405	0	0	0	4.1	3.6	0.0	7.7	68.2	10.8	3.6	14.4
3/2+3/1	357	357	-	-	-	3.8	4.2	-	8.1	81.3	7.1	4.2	11.3
4/1	37	37	-	-	-	0.4	0.2	-	0.6	58.3	1.0	0.2	1.1
5/1	513	513	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	41	41	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
7/1	651	651	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/1	382	382	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -3.0 Total Delay for Signalled Lanes (pcuHr): 26.10 Cycle Time (s): 100 PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 26.66													

Full Input Data And Results

Scenario 13: '2038 Future Base AM + Committed Dev' (FG5: '2038 Future Base + Committed Dev AM', Plan 2: 'No Ped 1 cycle')

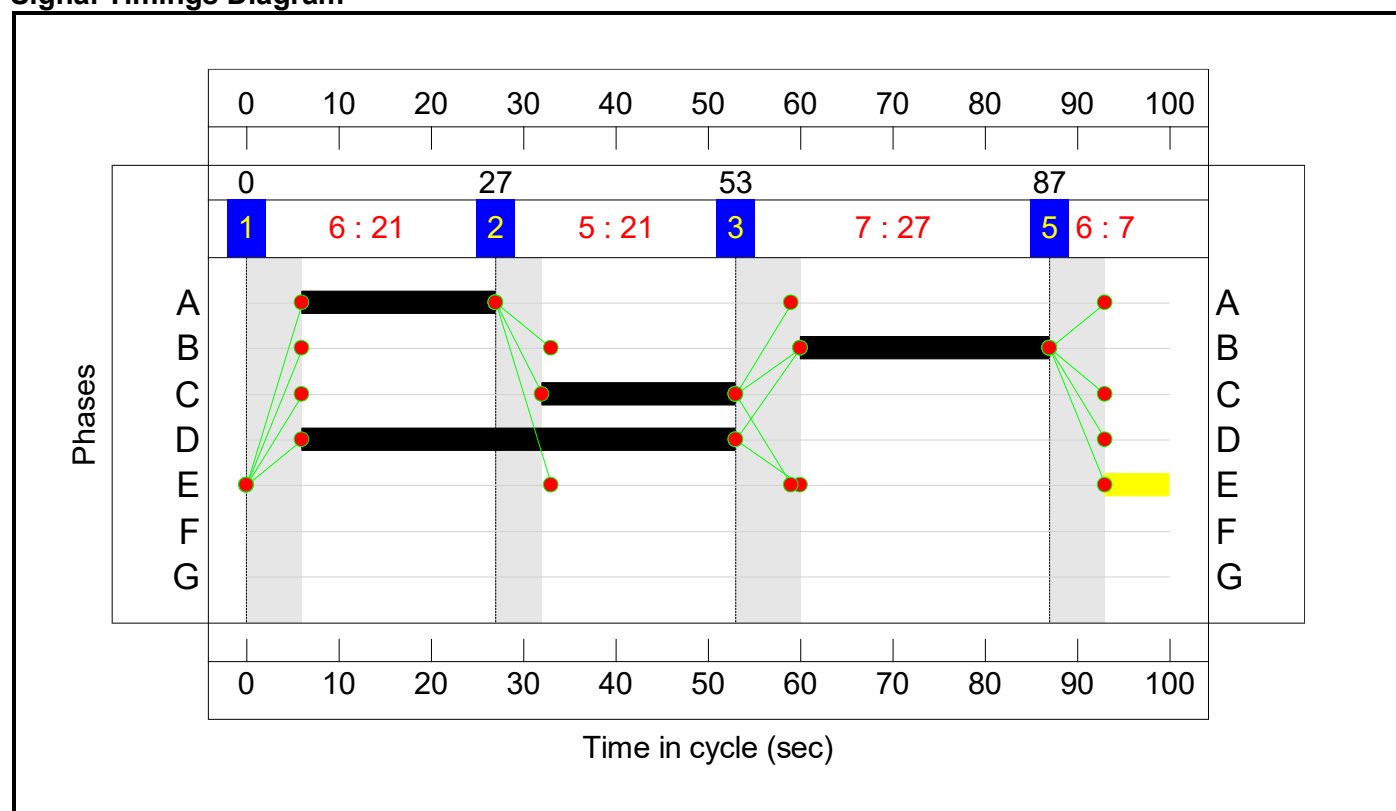
Stage Sequence Diagram



Stage Timings

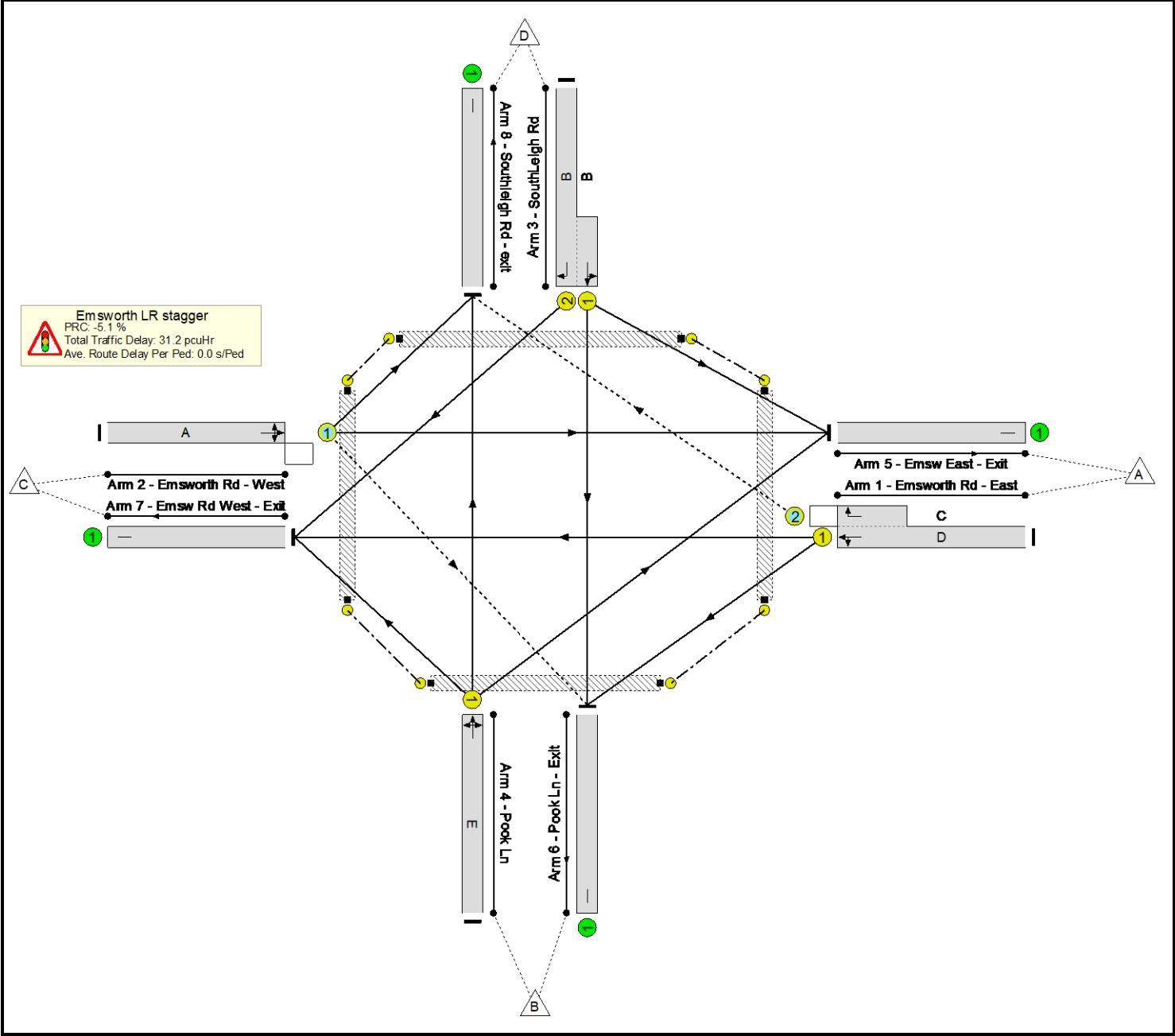
Stage	1	2	3	5
Duration	21	21	27	7
Change Point	0	27	53	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	47:21	-	584	1871:1540	368+250	94.6 : 94.6%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	21	-	362	1779	391	92.5%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	27	-	560	1729:1658	253+345	93.5 : 93.5%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	57	1945	156	36.6%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	549	2015	2015	27.2%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	31	1935	1935	1.6%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	590	1915	1915	30.8%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	393	2035	2035	19.3%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

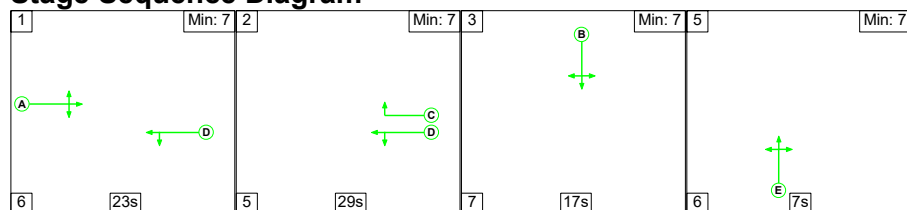
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 14: '2038 Future Base PM + Committed Dev' (FG6: '2038 Future Base + Committed Dev PM', Plan 2: 'No Ped 1 cycle')

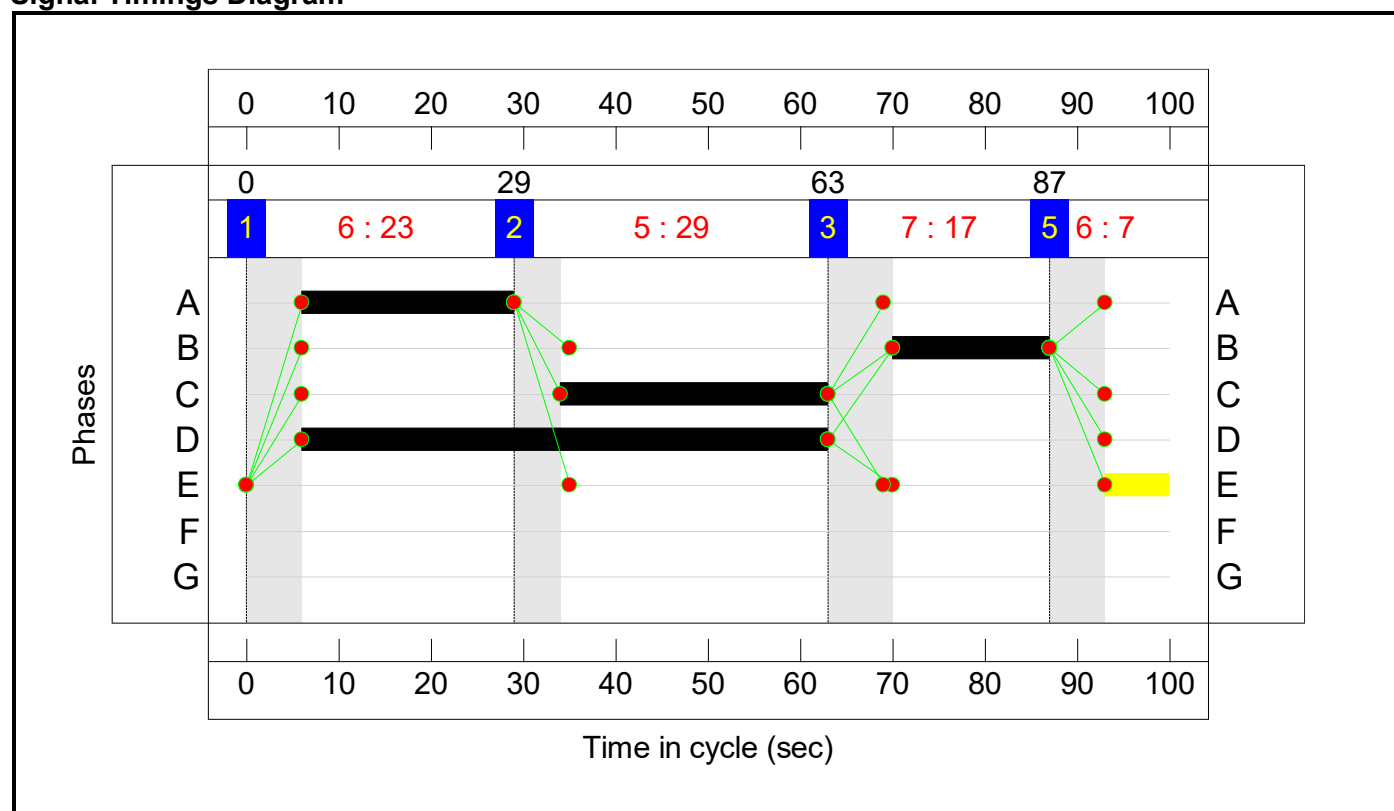
Stage Sequence Diagram



Stage Timings

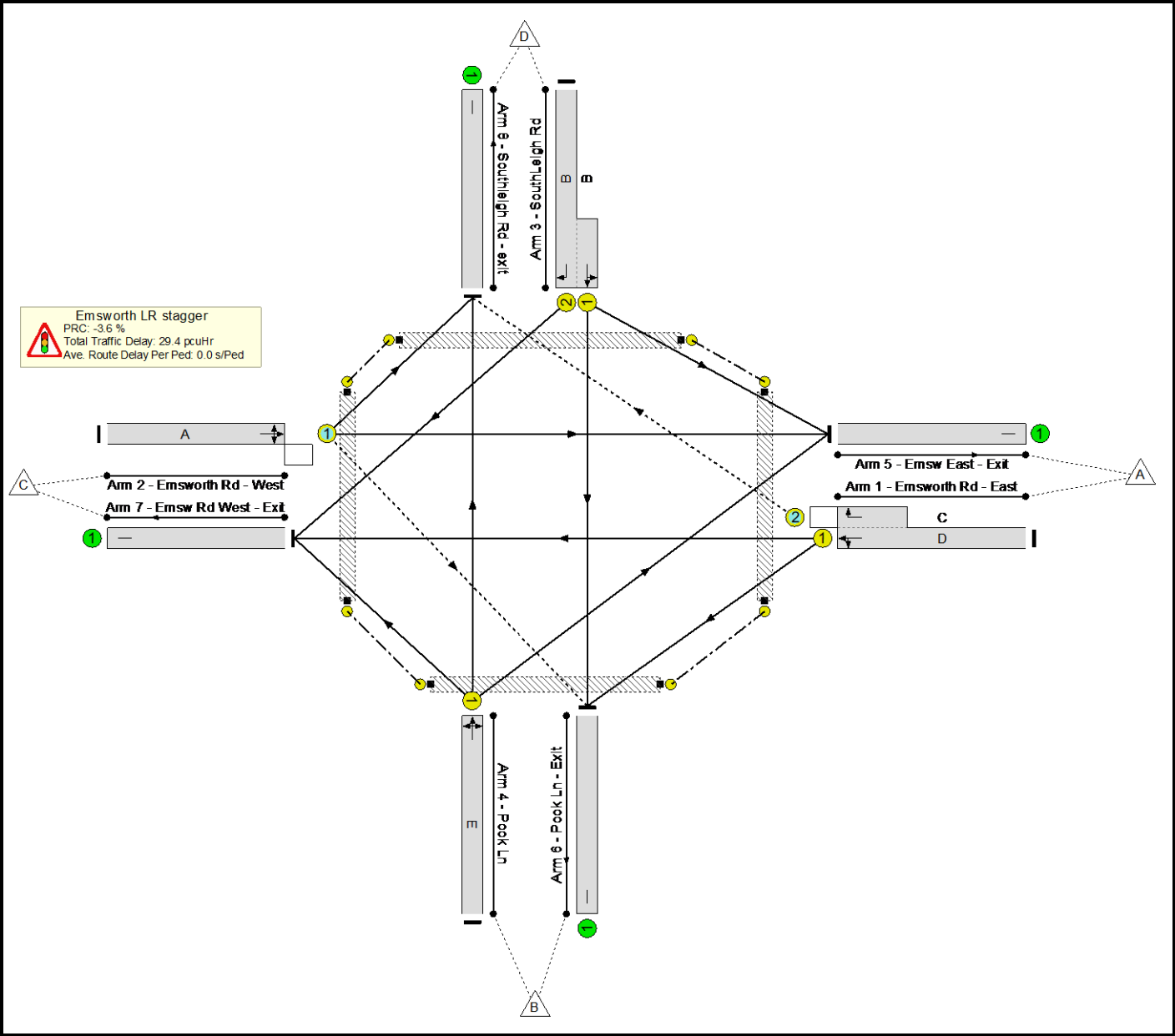
Stage	1	2	3	5
Duration	23	29	17	7
Change Point	0	29	63	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	57:29	-	797	1881:1540	569+285	93.3 : 93.3%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	23	-	405	1816	436	92.9%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	17	-	362	1729:1671	130+259	93.1 : 93.1%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	37	1945	156	23.8%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	518	2015	2015	25.7%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	41	1935	1935	2.1%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	651	1915	1915	34.0%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	391	2035	2035	19.2%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

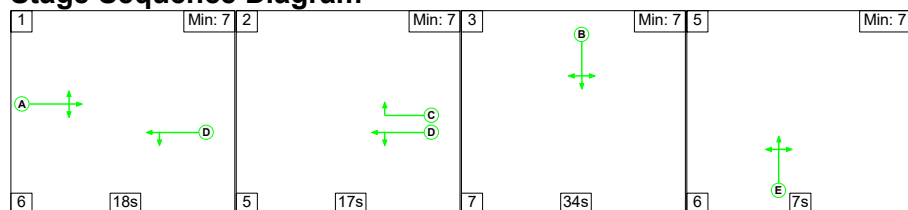
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 15: '2038 Future Base AM + CD + Proposed BaU' (FG7: '2038 Future Base + CD + Proposed BaU AM', Plan 2: 'No Ped 1 cycle')

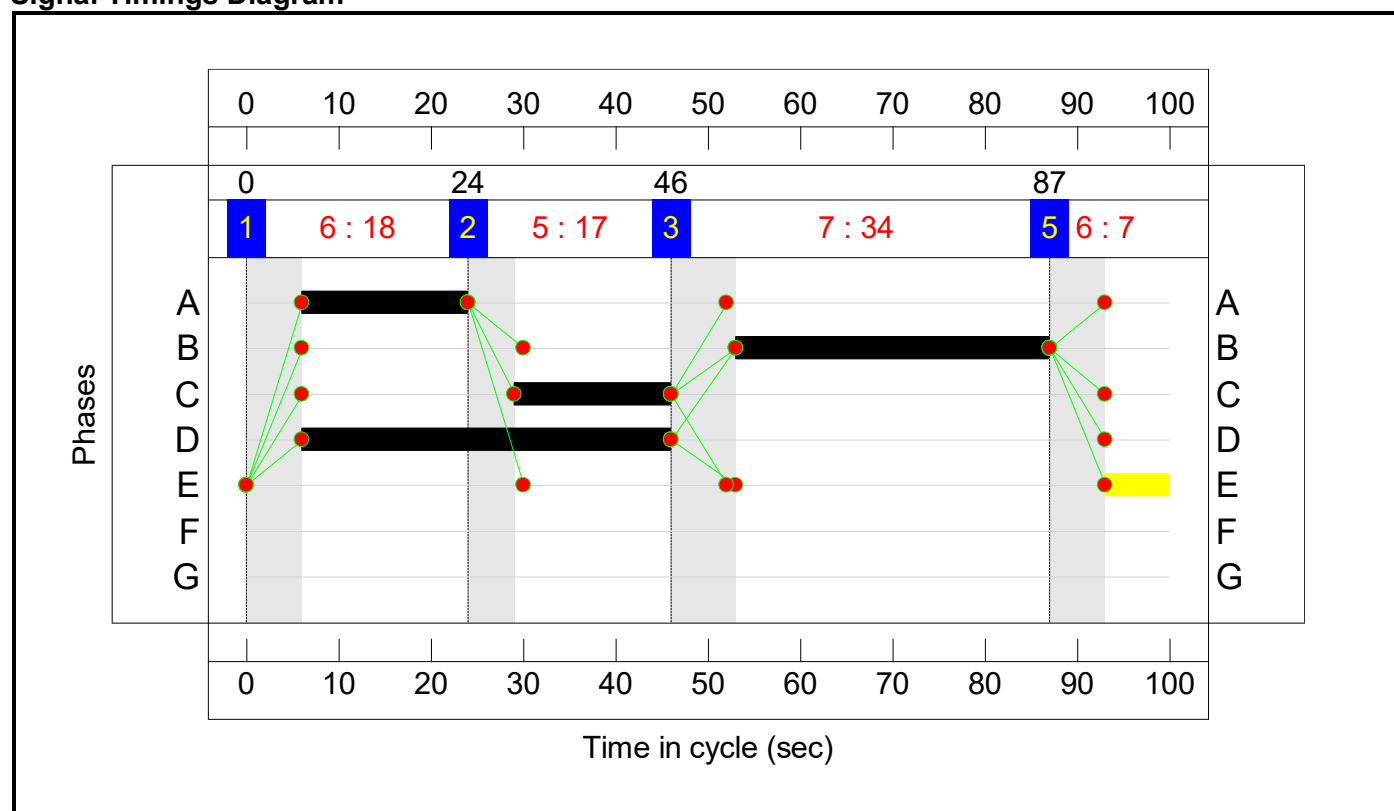
Stage Sequence Diagram



Stage Timings

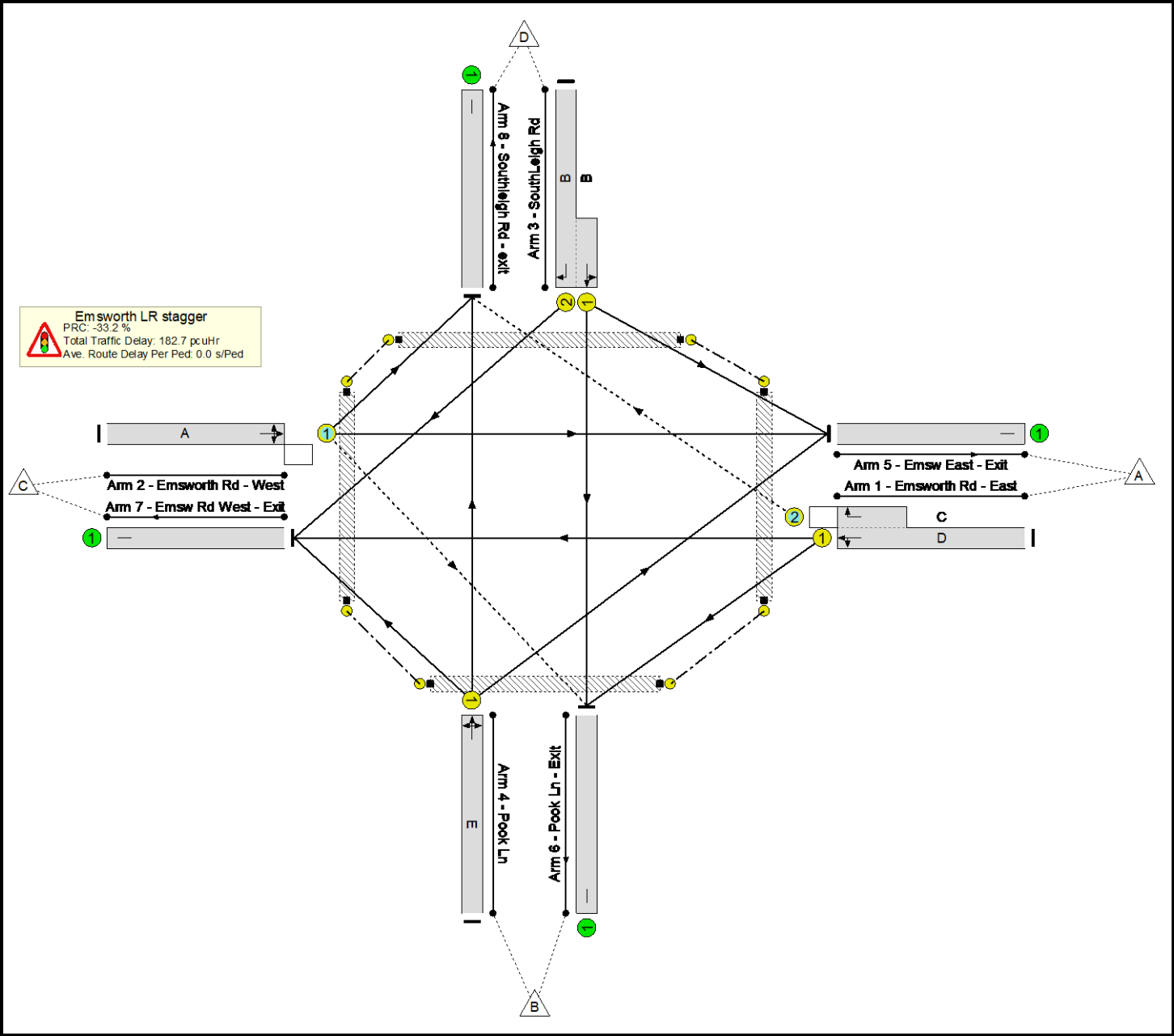
Stage	1	2	3	5
Duration	18	17	34	7
Change Point	0	24	46	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	119.9%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	119.9%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	40:17	-	617	1871:1540	291+225	119.7 : 119.7%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	18	-	385	1768	336	114.6%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	34	-	823	1729:1657	249+437	119.9 : 119.9%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	57	1945	156	36.6%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	750	2015	2015	31.6%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	31	1935	1935	1.3%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	652	1915	1915	28.7%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	449	2035	2035	18.8%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

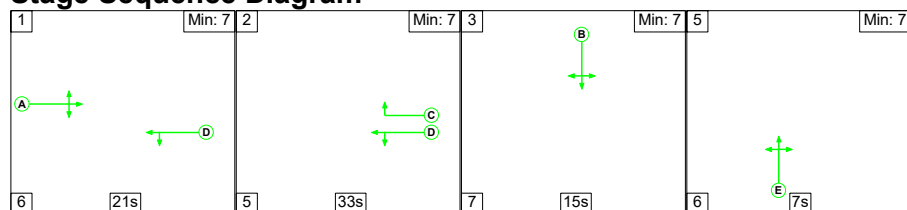
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	1	210	15	29.1	153.6	0.0	182.7	-	-	-	-
Emsworth LR stagger	-	-	1	210	15	29.1	153.6	0.0	182.7	-	-	-	-
1/1+1/2	617	516	0	210	15	9.7	53.6	0.0	63.3	369.4	16.3	53.6	70.0
2/1	385	336	1	0	0	6.8	28.0	0.0	34.8	325.5	12.1	28.0	40.0
3/2+3/1	823	686	-	-	-	11.9	71.1	-	83.1	363.4	25.3	71.1	96.4
4/1	57	57	-	-	-	0.7	0.3	-	1.0	61.8	1.5	0.3	1.8
5/1	636	636	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	383	383	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -33.2 Total Delay for Signalled Lanes (pcuHr): 182.18 Cycle Time (s): 100 PRC Over All Lanes (%): -33.2 Total Delay Over All Lanes(pcuHr): 182.73													

Full Input Data And Results

Scenario 16: '2038 Future Base PM + CD + Proposed BaU' (FG8: '2038 Future Base + CD + Proposed BaU PM', Plan 2: 'No Ped 1 cycle')

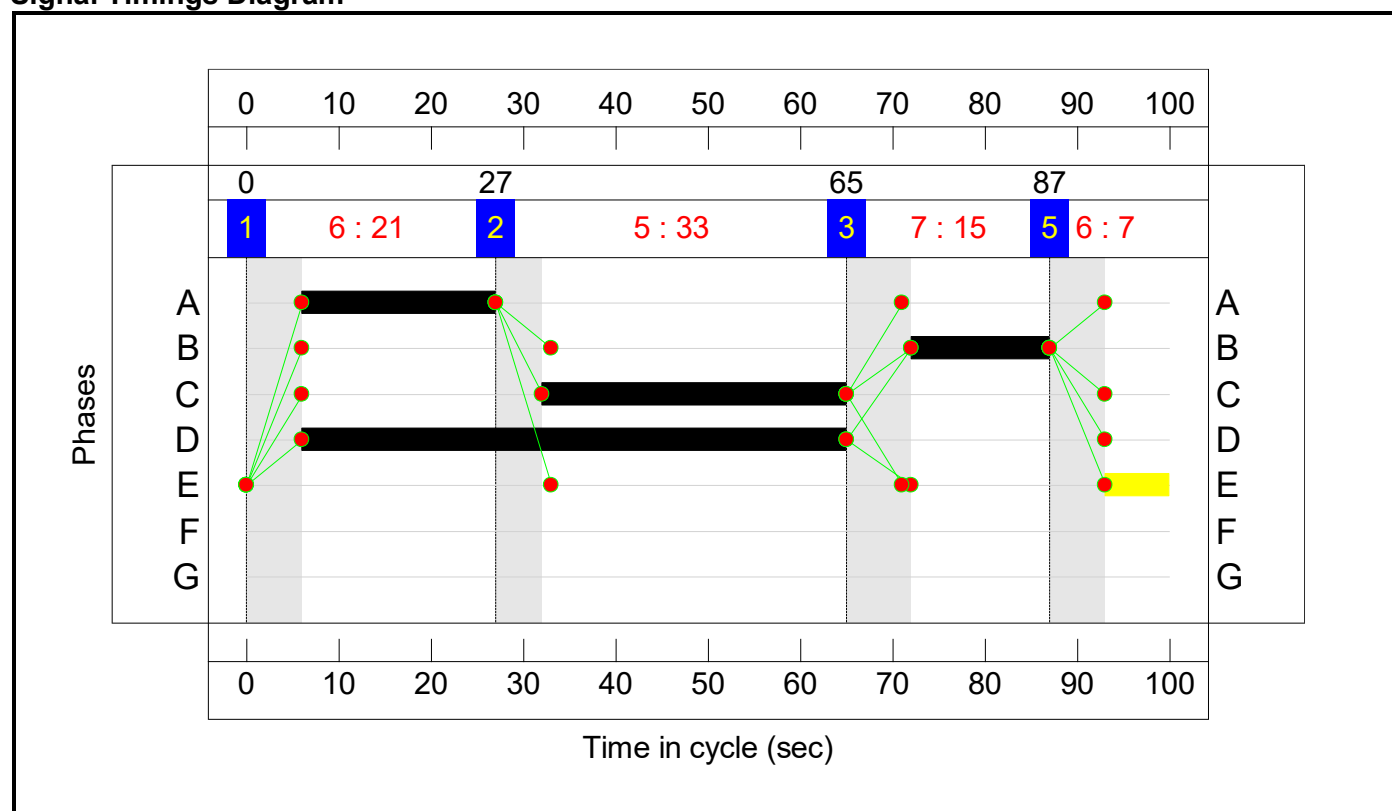
Stage Sequence Diagram



Stage Timings

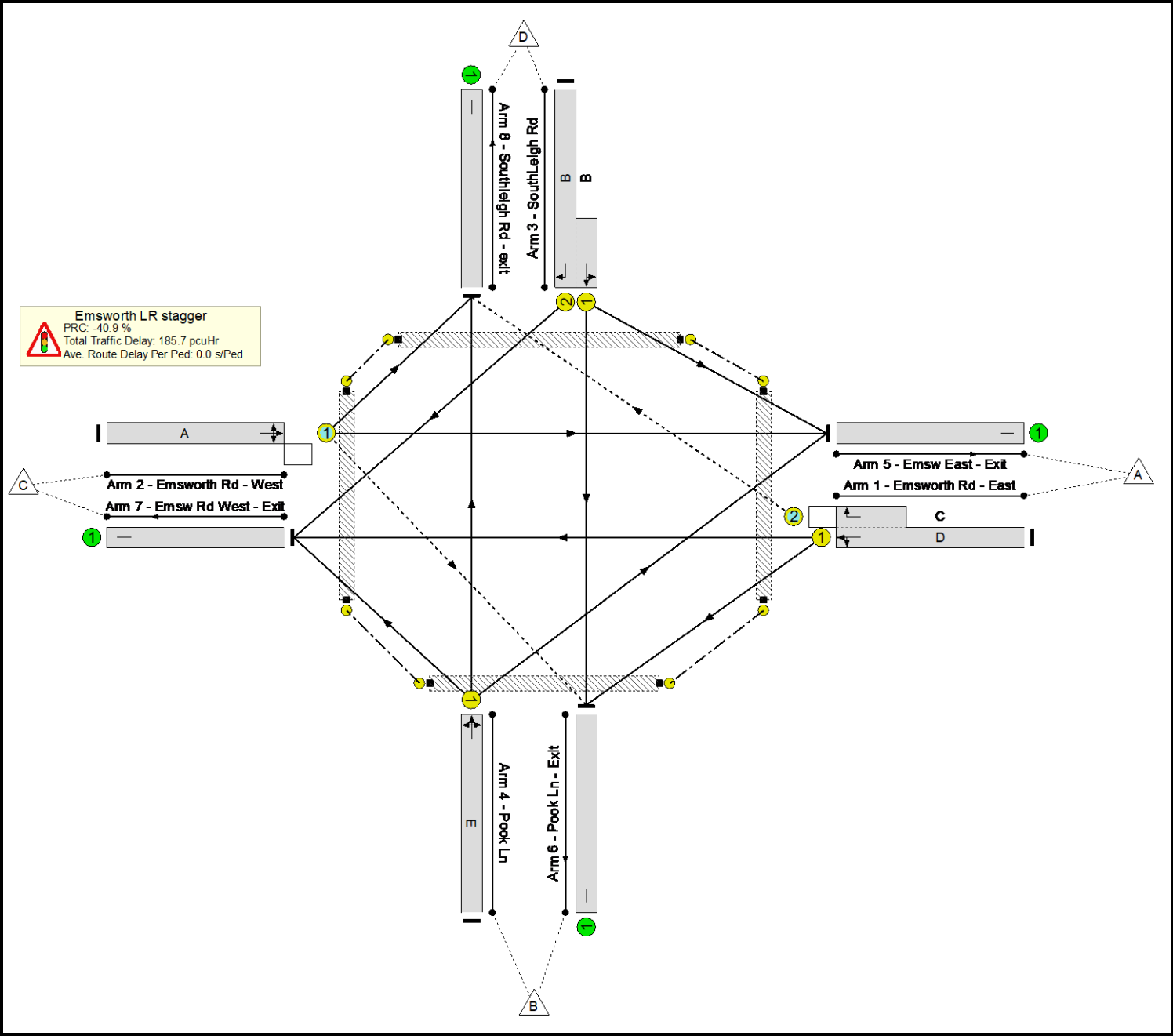
Stage	1	2	3	5
Duration	21	33	15	7
Change Point	0	27	65	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	126.8%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	126.8%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	59:33	-	940	1881:1540	447+344	118.8 : 118.8%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	21	-	444	1796	395	112.4%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	15	-	453	1729:1668	121+236	126.8 : 126.8%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	37	1945	156	23.8%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	576	2015	2015	24.0%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	41	1935	1935	1.7%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	684	1915	1915	29.8%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	573	2035	2035	24.1%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

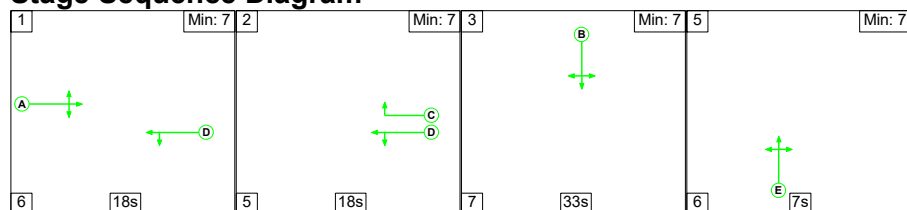
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	0	329	15	29.0	156.7	0.0	185.7	-	-	-	-
Emsworth LR stagger	-	-	0	329	15	29.0	156.7	0.0	185.7	-	-	-	-
1/1+1/2	940	791	0	329	15	12.4	77.5	0.0	89.8	344.1	27.3	77.5	104.7
2/1	444	395	0	0	0	7.3	28.4	0.0	35.6	288.9	13.7	28.4	42.0
3/2+3/1	453	357	-	-	-	8.8	50.2	-	59.0	469.2	14.1	50.2	64.3
4/1	37	37	-	-	-	0.4	0.2	-	0.6	58.3	1.0	0.2	1.1
5/1	485	485	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	34	34	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	571	571	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	491	491	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -40.9 Total Delay for Signalled Lanes (pcuHr): 185.12 Cycle Time (s): 100 PRC Over All Lanes (%): -40.9 Total Delay Over All Lanes(pcuHr): 185.66													

Full Input Data And Results

Scenario 17: '2038 Future Base AM + CD + Proposed S2' (FG9: '2038 Future Base + CD + Proposed S2 AM', Plan 2: 'No Ped 1 cycle')

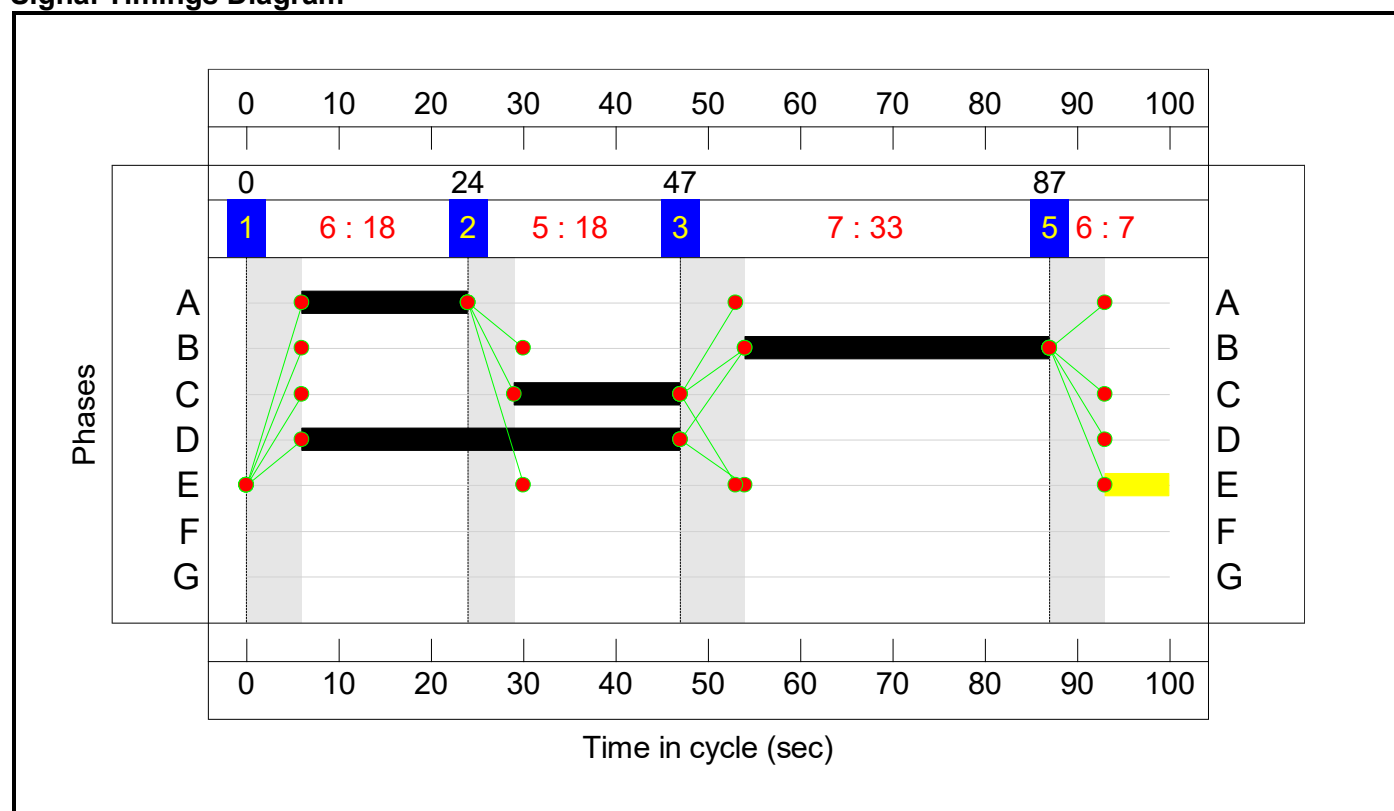
Stage Sequence Diagram



Stage Timings

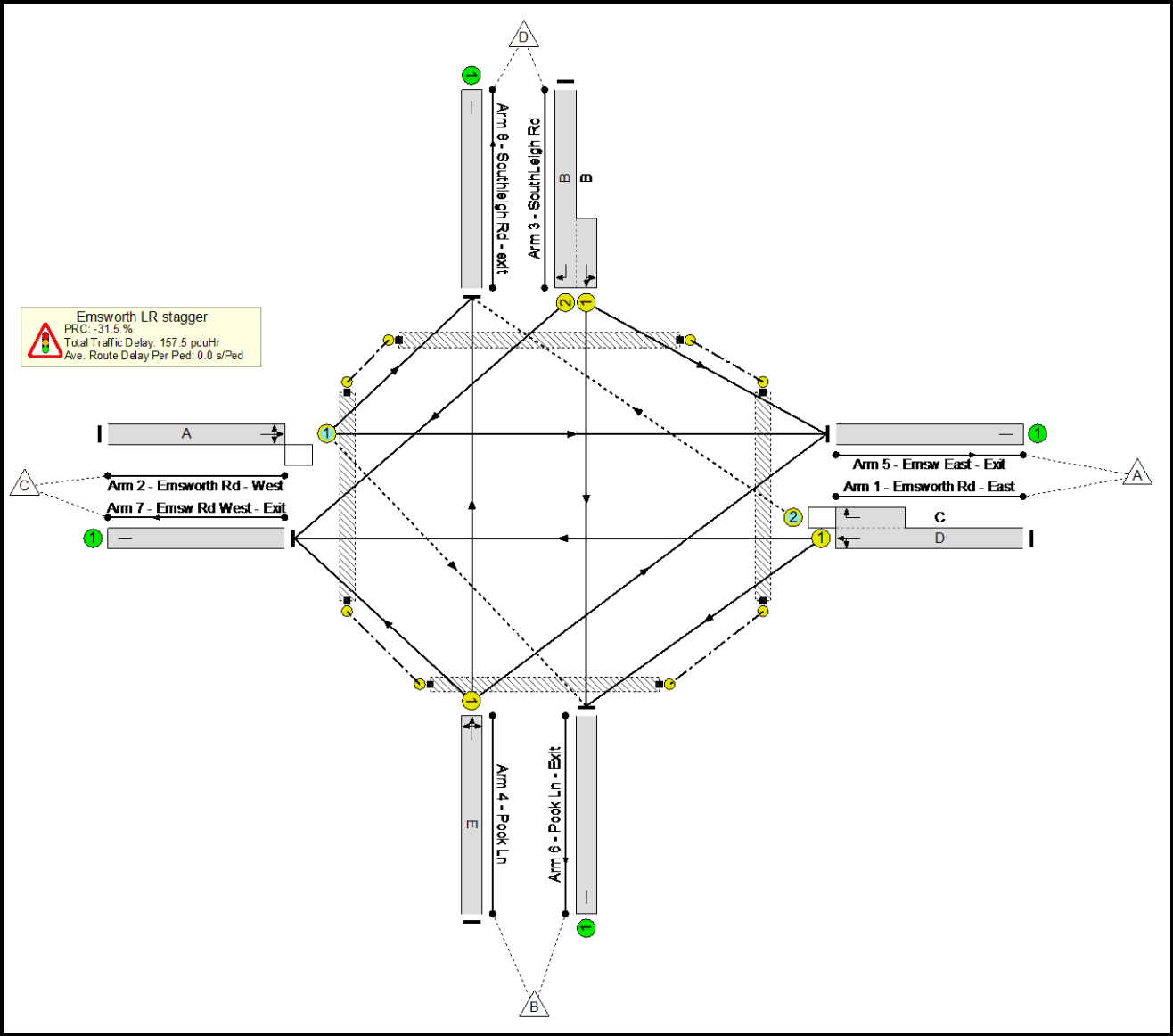
Stage	1	2	3	5
Duration	18	18	33	7
Change Point	0	24	47	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	118.4%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	118.4%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	41:18	-	612	1871:1540	305+232	113.9 : 113.9%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	18	-	378	1771	336	112.3%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	33	-	791	1729:1657	241+428	118.4 : 118.4%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	57	1945	156	36.6%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	732	2015	2015	31.3%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	31	1935	1935	1.4%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	638	1915	1915	29.0%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	437	2035	2035	19.0%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

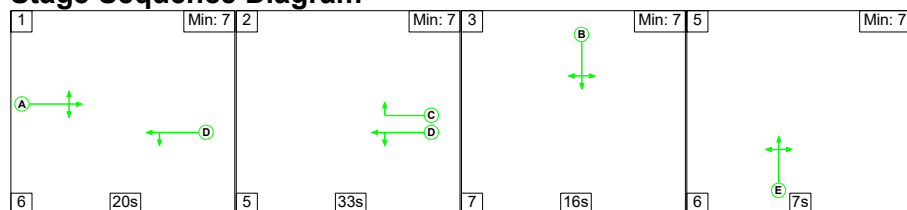
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	1	217	15	26.5	131.0	0.0	157.5	-	-	-	-
Emsworth LR stagger	-	-	1	217	15	26.5	131.0	0.0	157.5	-	-	-	-
1/1+1/2	612	537	0	217	15	8.3	41.2	0.0	49.4	290.9	15.5	41.2	56.7
2/1	378	336	1	0	0	6.4	24.6	0.0	31.0	294.9	11.7	24.6	36.2
3/2+3/1	791	668	-	-	-	11.1	64.4	-	75.6	343.9	23.9	64.4	88.3
4/1	57	57	-	-	-	0.7	0.3	-	1.0	61.8	1.5	0.3	1.8
5/1	630	630	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	27	27	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	555	555	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	387	387	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -31.5 Total Delay for Signalled Lanes (pcuHr): 156.94 Cycle Time (s): 100 PRC Over All Lanes (%): -31.5 Total Delay Over All Lanes(pcuHr): 157.49													

Full Input Data And Results

Scenario 18: '2038 Future Base PM + CD + Proposed S2' (FG10: '2038 Future Base + CD + Proposed S2 PM', Plan 2: 'No Ped 1 cycle')

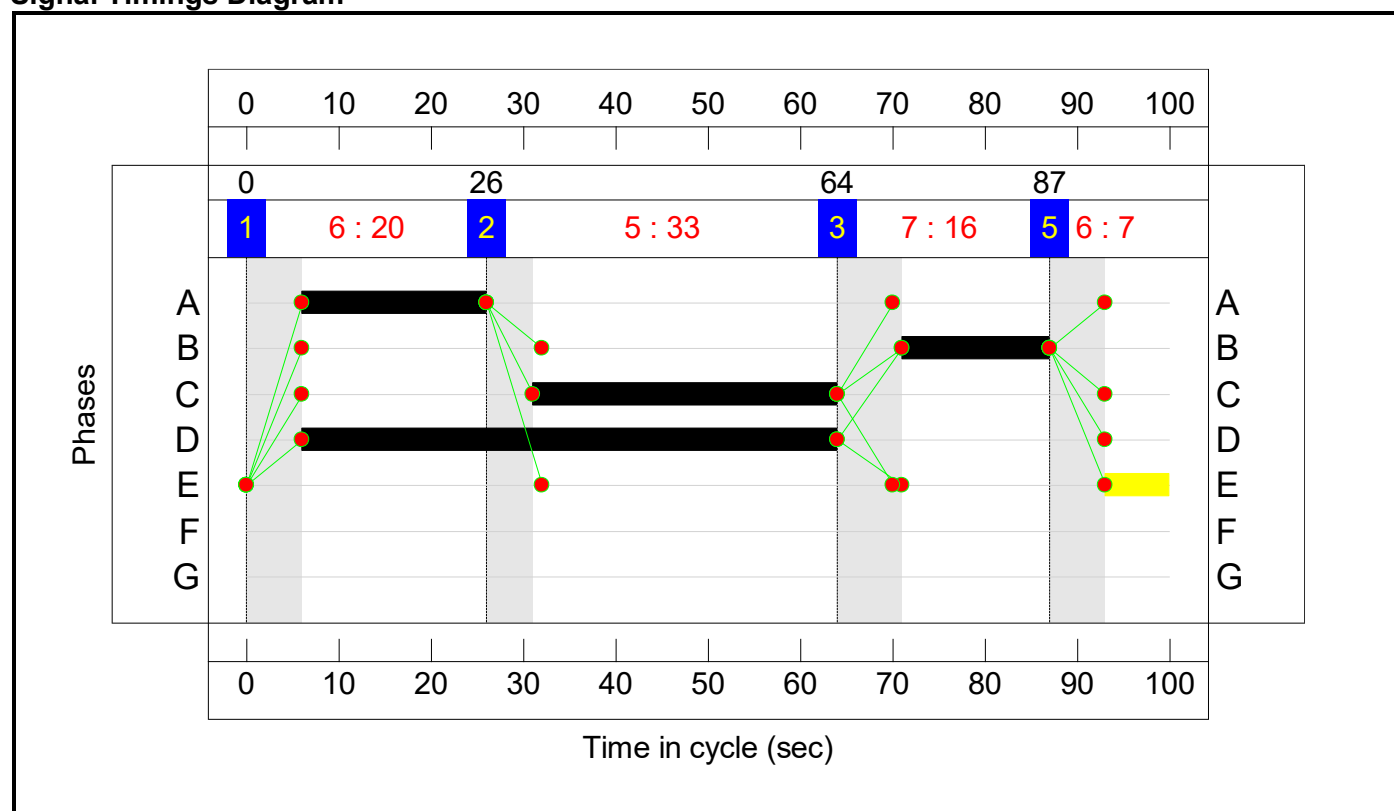
Stage Sequence Diagram



Stage Timings

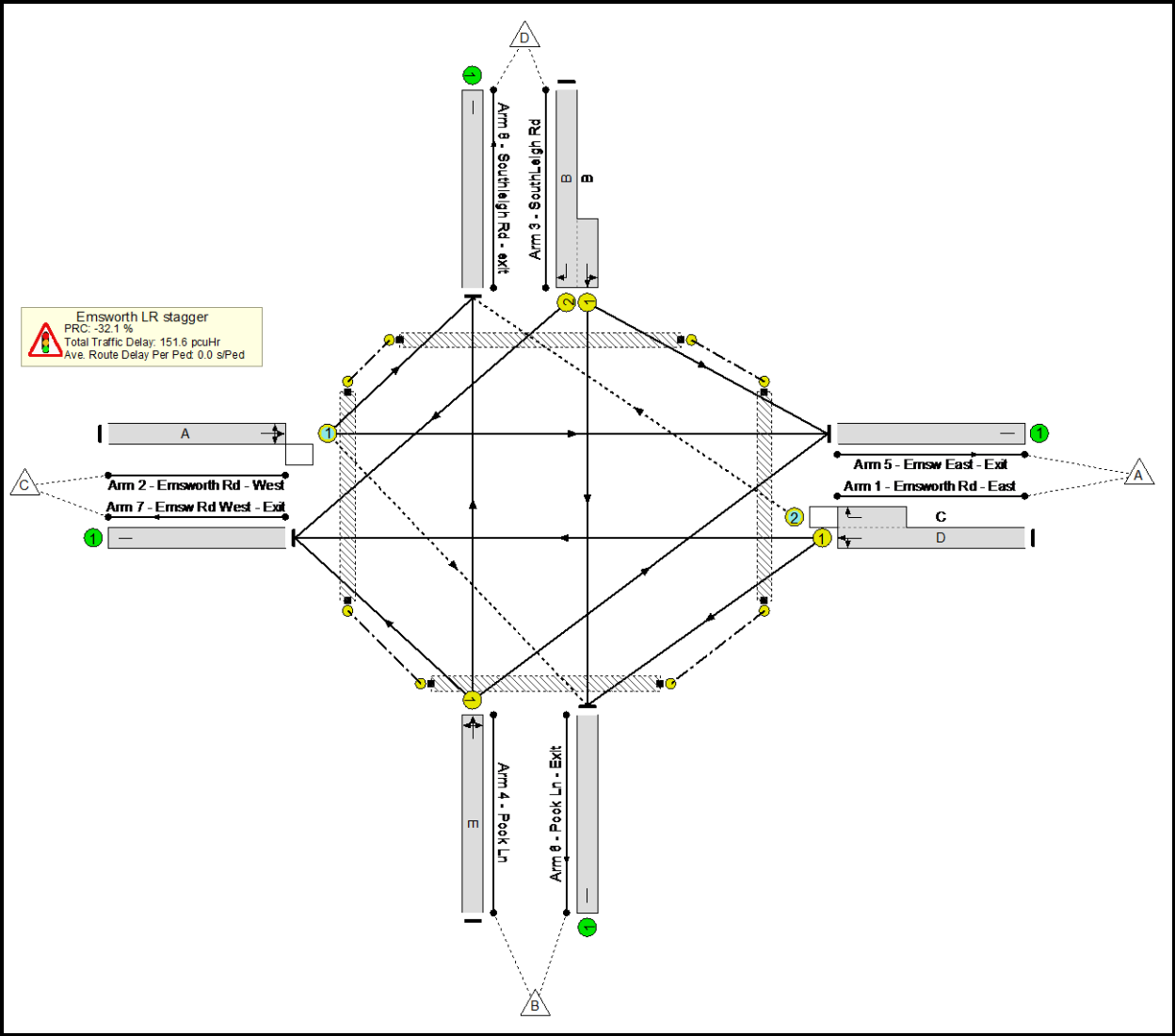
Stage	1	2	3	5
Duration	20	33	16	7
Change Point	0	26	64	87

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

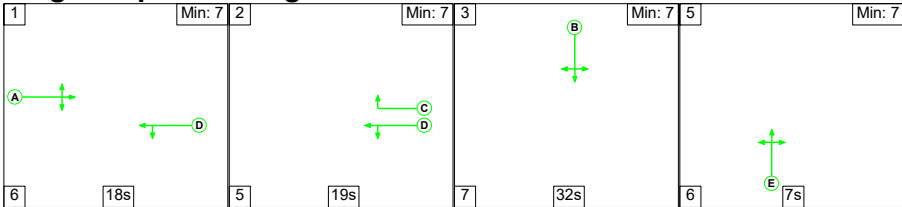
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	118.9%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	118.9%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	58:33	-	915	1881:1540	469+339	113.3 : 113.3%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	20	-	431	1802	378	113.9%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	16	-	442	1729:1668	125+247	118.9 : 118.9%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	37	1945	156	23.8%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	571	2015	2015	24.4%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	41	1935	1935	1.8%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	678	1915	1915	31.1%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	535	2035	2035	23.2%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	0	324	14	25.4	126.3	0.0	151.6	-	-	-	-
Emsworth LR stagger	-	-	0	324	14	25.4	126.3	0.0	151.6	-	-	-	-
1/1+1/2	915	808	0	324	14	10.4	57.7	0.0	68.1	267.9	25.6	57.7	83.3
2/1	431	378	0	0	0	7.4	29.9	0.0	37.3	311.4	13.4	29.9	43.3
3/2+3/1	442	372	-	-	-	7.2	38.0	-	45.1	367.5	12.4	38.0	50.4
4/1	37	37	-	-	-	0.4	0.2	-	0.6	58.3	1.0	0.2	1.1
5/1	492	492	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	36	36	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	595	595	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	472	472	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -32.1 Total Delay for Signalled Lanes (pcuHr): 151.10 Cycle Time (s): 100 PRC Over All Lanes (%): -32.1 Total Delay Over All Lanes(pcuHr): 151.65													

Full Input Data And Results
Scenario 19: '2038 Future Base AM + CD + Proposed S3' (FG11: '2038 Future Base + CD + Proposed S3 AM',
Plan 2: 'No Ped 1 cycle')

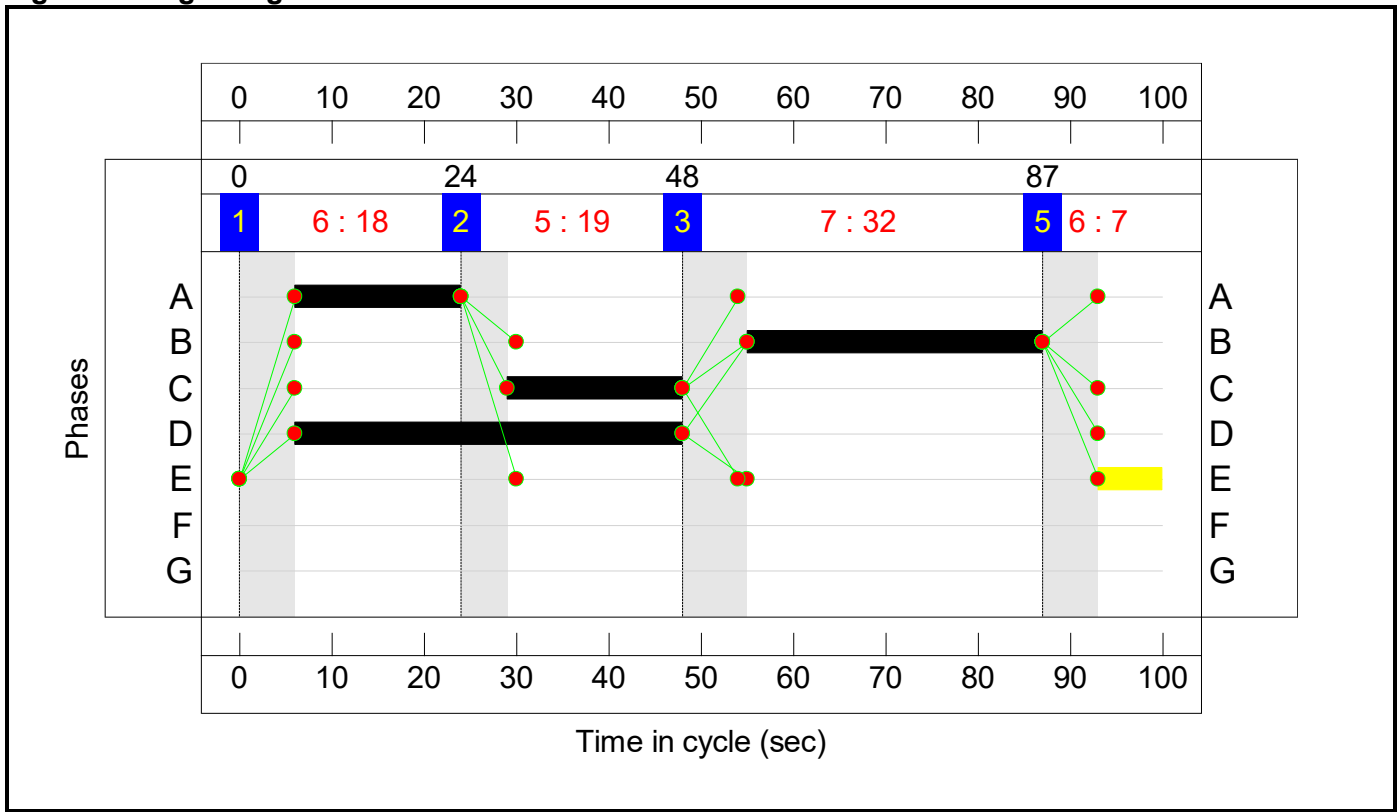
Stage Sequence Diagram



Stage Timings

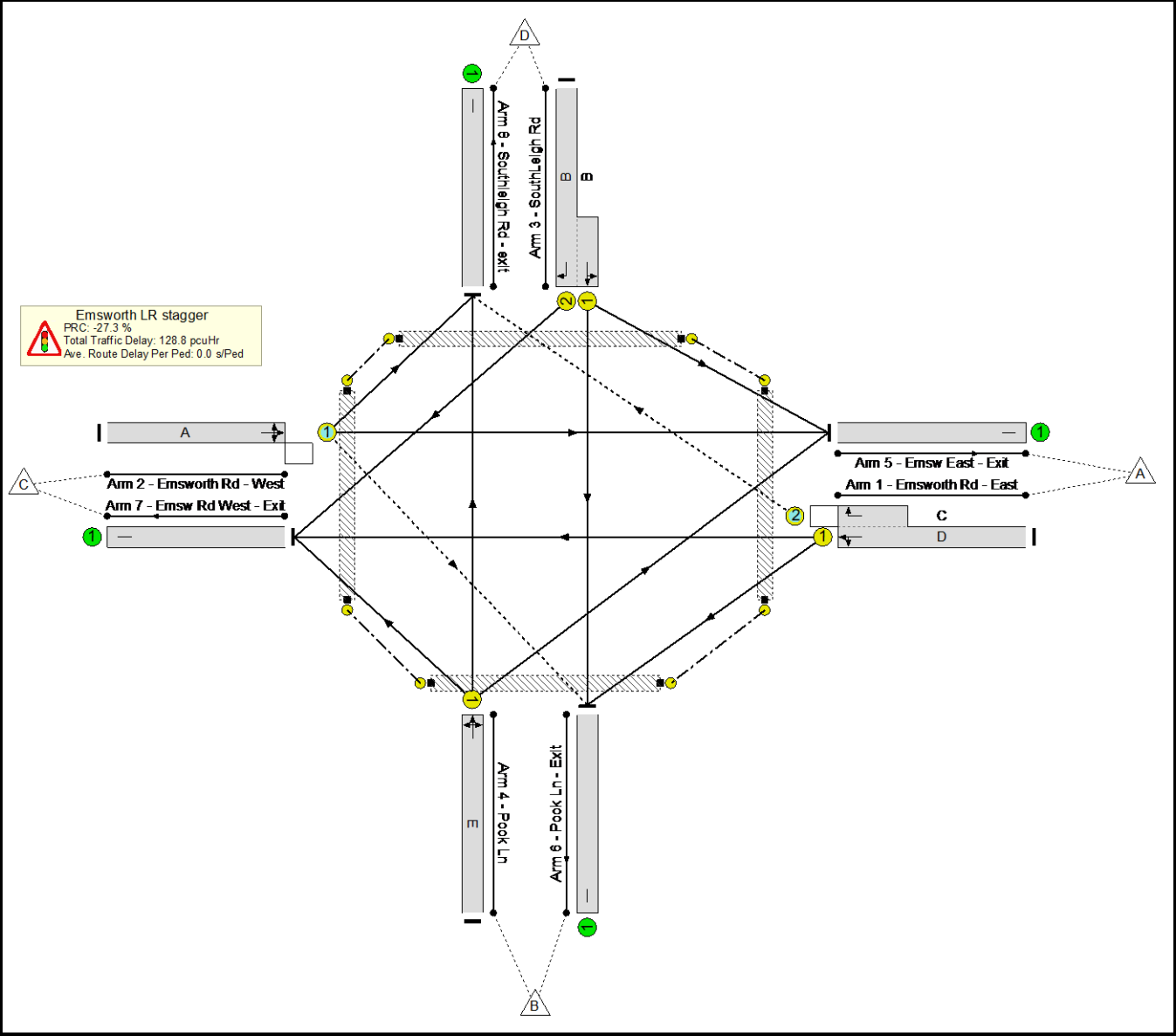
Stage	1	2	3	5
Duration	18	19	32	7
Change Point	0	24	48	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	114.5%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	114.5%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	42:19	-	610	1871:1540	317+239	109.7 : 109.7%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	18	-	372	1774	337	110.4%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	32	-	744	1729:1657	231+418	114.5 : 114.5%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	57	1945	156	36.6%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	705	2015	2015	31.0%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	31	1935	1935	1.5%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	618	1915	1915	29.0%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	429	2035	2035	19.2%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	0	-	0	0.0%

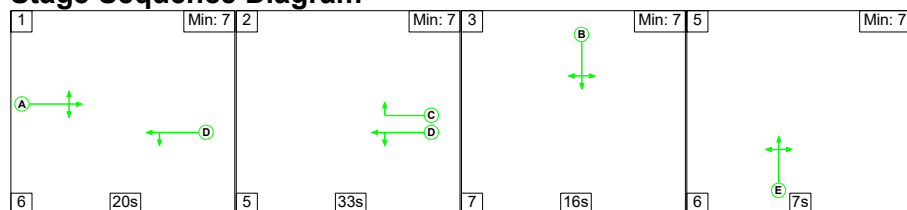
Full Input Data And Results

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	1	224	15	23.7	105.2	0.0	128.8	-	-	-	-
Emsworth LR stagger	-	-	1	224	15	23.7	105.2	0.0	128.8	-	-	-	-
1/1+1/2	610	556	0	224	15	7.2	31.7	0.0	39.0	229.9	14.9	31.7	46.7
2/1	372	337	1	0	0	6.0	21.7	0.0	27.7	268.1	11.3	21.7	33.1
3/2+3/1	744	650	-	-	-	9.8	50.9	-	60.7	293.5	21.8	50.9	72.6
4/1	57	57	-	-	-	0.7	0.3	-	1.0	61.8	1.5	0.3	1.8
5/1	624	624	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	28	28	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	556	556	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	391	391	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -27.3 Total Delay for Signalled Lanes (pcuHr): 128.29 Cycle Time (s): 100 PRC Over All Lanes (%): -27.3 Total Delay Over All Lanes(pcuHr): 128.85													

Full Input Data And Results

Scenario 20: '2038 Future Base PM + CD + Proposed S3' (FG12: '2038 Future Base + CD + Proposed S3 PM', Plan 2: 'No Ped 1 cycle')

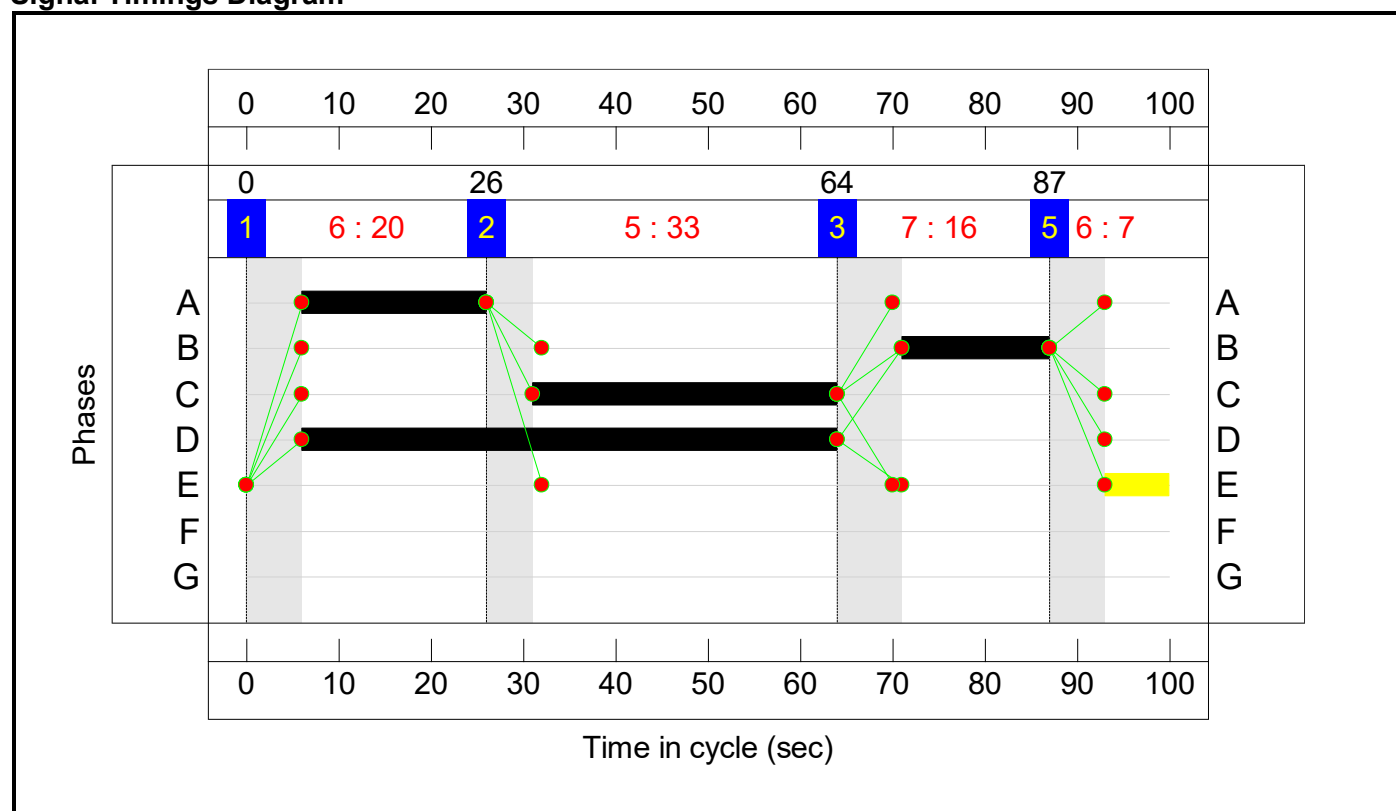
Stage Sequence Diagram



Stage Timings

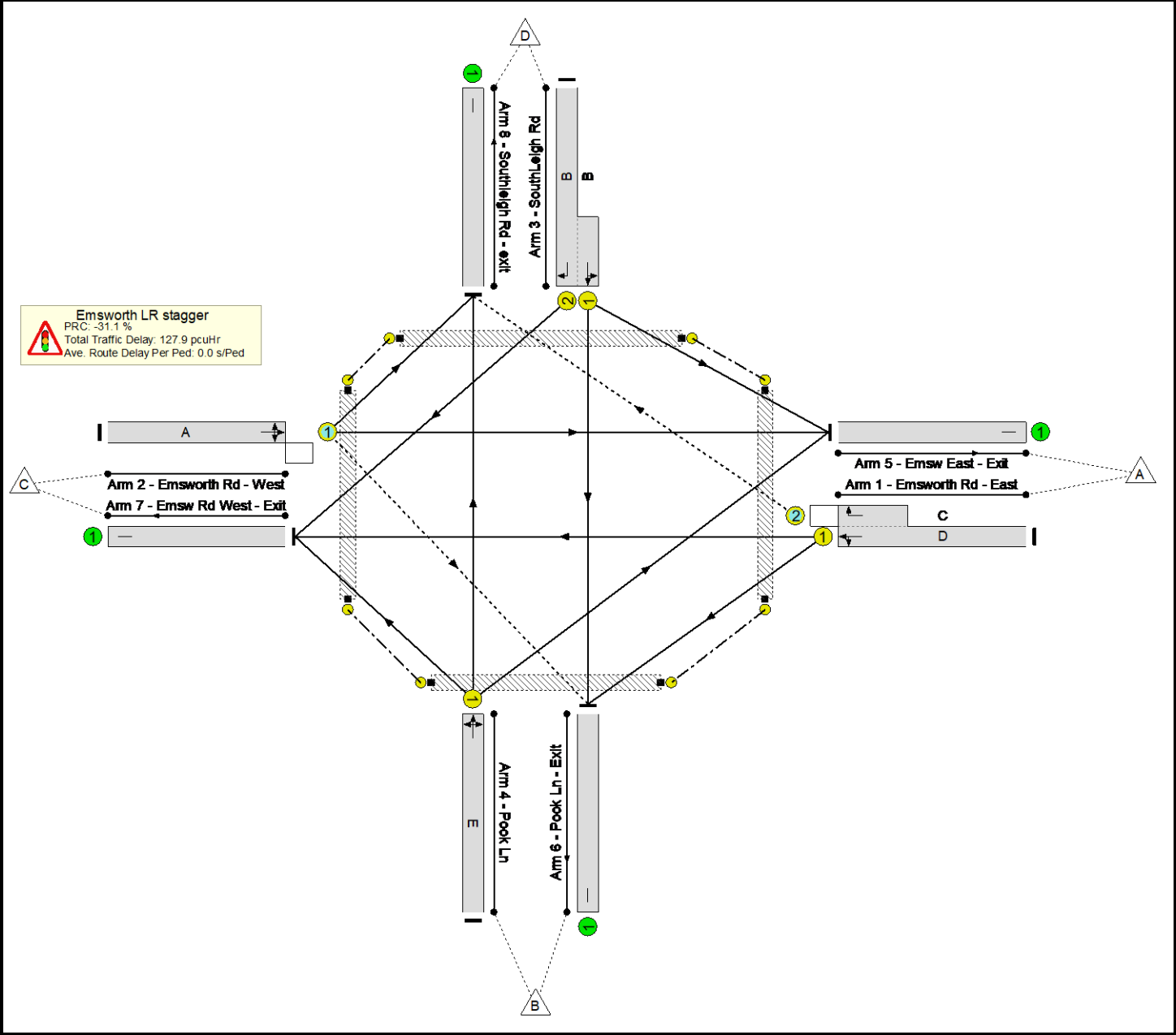
Stage	1	2	3	5
Duration	20	33	16	7
Change Point	0	26	64	87

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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	N/A	-	-		-	-	-	-	-	-	118.0%
Emsworth LR stagger	-	-	N/A	-	-		-	-	-	-	-	-	118.0%
1/1+1/2	Emsworth Rd - East Left Ahead Right	U+O	N/A	N/A	D C		1	58:33	-	900	1881:1540	485+335	109.8 : 109.8%
2/1	Emsworth Rd - West Ahead Right Left	O	N/A	N/A	A		1	20	-	417	1809	380	109.8%
3/2+3/1	Southleigh Rd Left Ahead Right	U	N/A	N/A	B		1	16	-	434	1729:1669	120+248	118.0 : 118.0%
4/1	Pook Ln Right Left Ahead	U	N/A	N/A	E		1	7	-	37	1945	156	23.8%
5/1	Emsw East - Exit	U	N/A	N/A	-		-	-	-	570	2015	2015	24.9%
6/1	Pook Ln - Exit	U	N/A	N/A	-		-	-	-	41	1935	1935	1.9%
7/1	Emsw Rd West - Exit	U	N/A	N/A	-		-	-	-	672	1915	1915	31.6%
8/1	Southleigh Rd - exit	U	N/A	N/A	-		-	-	-	505	2035	2035	22.6%
Ped Link: P1	West	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	North	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	East	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	South	-	-	-			0	0	-	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: Emsworth Rd/Southleigh Rd/Pook Ln	-	-	0	321	14	22.9	105.0	0.0	127.9	-	-	-	-
Emsworth LR stagger	-	-	0	321	14	22.9	105.0	0.0	127.9	-	-	-	-
1/1+1/2	900	820	0	321	14	9.0	45.1	0.0	54.2	216.7	24.6	45.1	69.7
2/1	417	380	0	0	0	6.5	23.1	0.0	29.5	254.9	12.6	23.1	35.7
3/2+3/1	434	368	-	-	-	6.9	36.1	-	43.0	356.7	12.2	36.1	48.3
4/1	37	37	-	-	-	0.4	0.2	-	0.6	58.3	1.0	0.2	1.1
5/1	502	502	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	36	36	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1	605	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	461	461	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
C1 PRC for Signalled Lanes (%): -31.1 Total Delay for Signalled Lanes (pcuHr): 127.30 Cycle Time (s): 100 PRC Over All Lanes (%): -31.1 Total Delay Over All Lanes(pcuHr): 127.85													

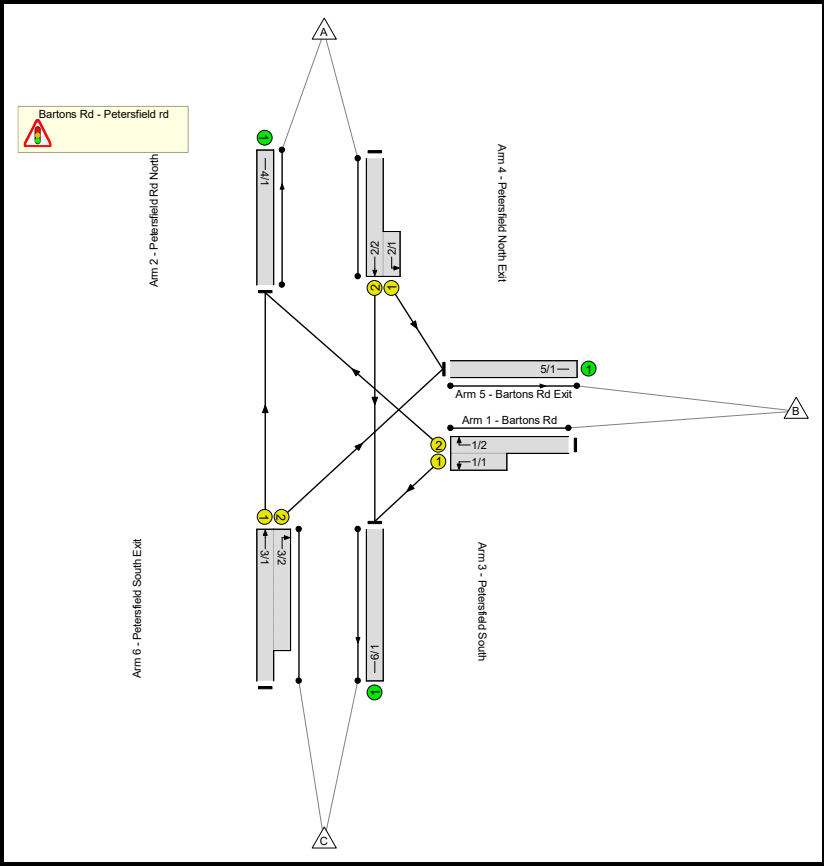
Full Input Data And Results

Full Input Data And Results

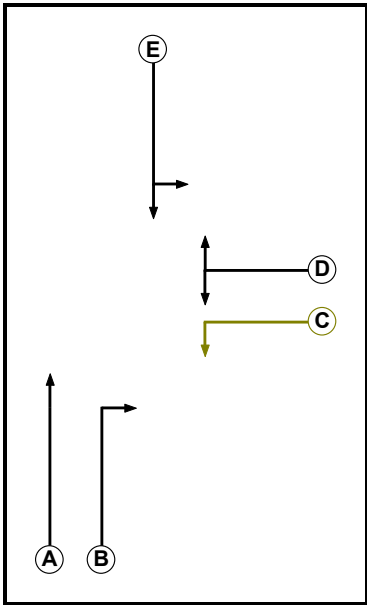
User and Project Details

Project:	Southleigh
Title:	Petersfield Rd/Bartons Rd
Location:	
Client:	Bloor Homes
Additional detail:	
File name:	Nov Flows - J11 - Petersfield rd - Bartons Rd sig Junction.lsg3x
Author:	Mason Lelliott
Company:	Stantec
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Filter	D	4	0
D	Traffic		7	7
E	Traffic		7	7

Phase Intergreens Matrix

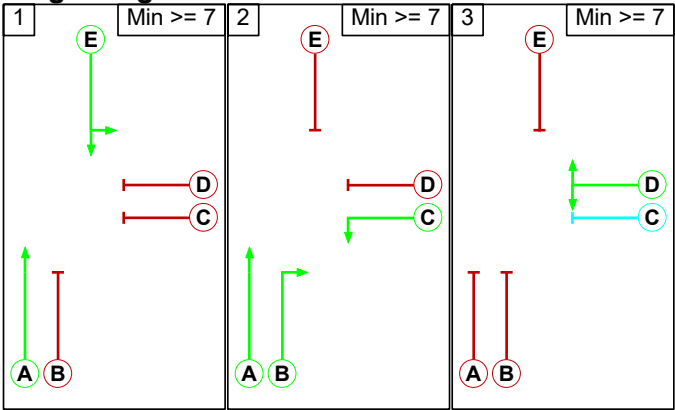
	Starting Phase					
Terminating Phase		A	B	C	D	E
	A		-	-	7	-
	B	-		-	7	7
	C	-	-		-	7
	D	7	7	-		7
	E	-	7	7	7	

Phases in Stage

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

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

From Stage	To Stage		
	1	2	3
	1		7 7
	2	X	7

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bartons Rd - Petersfield rd
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Bartons Rd - Petersfield rd												
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 (Bartons Rd)	U	D C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 6 Left	10.00
1/2 (Bartons Rd)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	18.00
2/1 (Petersfield Rd North)	U	E	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 5 Left	9.00
2/2 (Petersfield Rd North)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
3/1 (Petersfield South)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (Petersfield South)	U	B	2	3	23.1	Geom	-	3.25	0.00	Y	Arm 5 Right	10.00
4/1 (Petersfield North Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
5/1 (Bartons Rd Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
6/1 (Petersfield South Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	08:00	09:00	01:00	
2: '2023 Base PM'	17:00	18:00	01:00	
3: '2038 Future Base AM'	08:00	09:00	01:00	
4: '2038 Future Base PM'	17:00	18:00	01:00	
5: '2038 Future Base + CD AM'	08:00	09:00	01:00	
6: '2038 Future Base + CD PM'	17:00	18:00	01:00	
7: '2038 Future Base + CD + BaU AM'	08:00	09:00	01:00	
8: '2038 Future Base + CD + BaU PM'	17:00	18:00	01:00	
9: '2038 Future Base + CD + S2 AM'	08:00	09:00	01:00	
10: '2038 Future Base + CD + S2 PM'	17:00	18:00	01:00	
11: '2038 Future Base + CD + S3 AM'	08:00	09:00	01:00	
12: '2038 Future Base + CD + S3 PM'	17:00	18:00	01:00	

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	140	372	512
	B	121	0	383	504
	C	345	362	0	707
	Tot.	466	502	755	1723

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	383
1/2 (with short)	504(In) 121(Out)
2/1 (short)	140
2/2 (with short)	512(In) 372(Out)
3/1 (with short)	707(In) 345(Out)
3/2 (short)	362
4/1	466
5/1	502
6/1	755

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

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

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	96	307	403
	B	141	0	537	678
	C	424	401	0	825
	Tot.	565	497	844	1906

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	537
1/2 (with short)	678(In) 141(Out)
2/1 (short)	96
2/2 (with short)	403(In) 307(Out)
3/1 (with short)	825(In) 424(Out)
3/2 (short)	401
4/1	565
5/1	497
6/1	844

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 3: '2038 Future Base AM' (FG3: '2038 Future Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	157	418	575
	B	136	0	431	567
	C	388	408	0	796
	Tot.	524	565	849	1938

Traffic Lane Flows

Lane	Scenario 3: 2038 Future Base AM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	431
1/2 (with short)	567(In) 136(Out)
2/1 (short)	157
2/2 (with short)	575(In) 418(Out)
3/1 (with short)	796(In) 388(Out)
3/2 (short)	408
4/1	524
5/1	565
6/1	849

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Scenario 4: '2038 Future Base PM' (FG4: '2038 Future Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	108	344	452
	B	158	0	602	760
	C	476	449	0	925
	Tot.	634	557	946	2137

Traffic Lane Flows

Lane	Scenario 4: 2038 Future Base PM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	602
1/2 (with short)	760(In) 158(Out)
2/1 (short)	108
2/2 (with short)	452(In) 344(Out)
3/1 (with short)	925(In) 476(Out)
3/2 (short)	449
4/1	634
5/1	557
6/1	946

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 5: '2038 Future Base + CD AM' (FG5: '2038 Future Base + CD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	158	418	576
	B	140	0	458	598
	C	388	423	0	811
	Tot.	528	581	876	1985

Traffic Lane Flows

Lane	Scenario 5: 2038 Future Base + CD AM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	458
1/2 (with short)	598(In) 140(Out)
2/1 (short)	158
2/2 (with short)	576(In) 418(Out)
3/1 (with short)	811(In) 388(Out)
3/2 (short)	423
4/1	528
5/1	581
6/1	876

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Scenario 6: '2038 Future Base + CD PM' (FG6: '2038 Future Base + CD PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	111	344	455
	B	160	0	614	774
	C	476	486	0	962
	Tot.	636	597	958	2191

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2038 Future Base + CD PM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	614
1/2 (with short)	774(In) 160(Out)
2/1 (short)	111
2/2 (with short)	455(In) 344(Out)
3/1 (with short)	962(In) 476(Out)
3/2 (short)	486
4/1	636
5/1	597
6/1	958

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 7: '2038 Future Base + CD + BaU AM' (FG7: '2038 Future Base + CD + BaU AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	158	418	576
	B	140	0	739	879
	C	388	513	0	901
	Tot.	528	671	1157	2356

Traffic Lane Flows

Lane	Scenario 7: 2038 Future Base + CD + BaU AM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	739
1/2 (with short)	879(In) 140(Out)
2/1 (short)	158
2/2 (with short)	576(In) 418(Out)
3/1 (with short)	901(In) 388(Out)
3/2 (short)	513
4/1	528
5/1	671
6/1	1157

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Scenario 8: '2038 Future Base + CD + BaU PM' (FG8: '2038 Future Base + CD + BaU PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	111	344	455
	B	160	0	760	920
	C	476	713	0	1189
	Tot.	636	824	1104	2564

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 Future Base + CD + BaU PM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	760
1/2 (with short)	920(In) 160(Out)
2/1 (short)	111
2/2 (with short)	455(In) 344(Out)
3/1 (with short)	1189(In) 476(Out)
3/2 (short)	713
4/1	636
5/1	824
6/1	1104

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 9: '2038 Future Base + CD + S2 AM' (FG9: '2038 Future Base + CD + S2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	158	418	576
	B	140	0	704	844
	C	388	494	0	882
	Tot.	528	652	1122	2302

Traffic Lane Flows

Lane	Scenario 9: 2038 Future Base + CD + S2 AM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	704
1/2 (with short)	844(In) 140(Out)
2/1 (short)	158
2/2 (with short)	576(In) 418(Out)
3/1 (with short)	882(In) 388(Out)
3/2 (short)	494
4/1	528
5/1	652
6/1	1122

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Scenario 10: '2038 Future Base + CD + S2 PM' (FG10: '2038 Future Base + CD + S2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	111	344	455
	B	160	0	742	902
	C	476	668	0	1144
	Tot.	636	779	1086	2501

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2038 Future Base + CD + S2 PM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	742
1/2 (with short)	902(In) 160(Out)
2/1 (short)	111
2/2 (with short)	455(In) 344(Out)
3/1 (with short)	1144(In) 476(Out)
3/2 (short)	668
4/1	636
5/1	779
6/1	1086

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 11: '2038 Future Base + CD + S3 AM' (FG11: '2038 Future Base + CD + S3 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	159	418	577
	B	141	0	639	780
	C	389	482	0	871
	Tot.	530	641	1057	2228

Traffic Lane Flows

Lane	Scenario 11: 2038 Future Base + CD + S3 AM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	639
1/2 (with short)	780(In) 141(Out)
2/1 (short)	159
2/2 (with short)	577(In) 418(Out)
3/1 (with short)	871(In) 389(Out)
3/2 (short)	482
4/1	530
5/1	641
6/1	1057

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Scenario 12: '2038 Future Base + CD + S3 PM' (FG12: '2038 Future Base + CD + S3 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	111	344	455
	B	160	0	727	887
	C	476	623	0	1099
	Tot.	636	734	1071	2441

Full Input Data And Results

Traffic Lane Flows

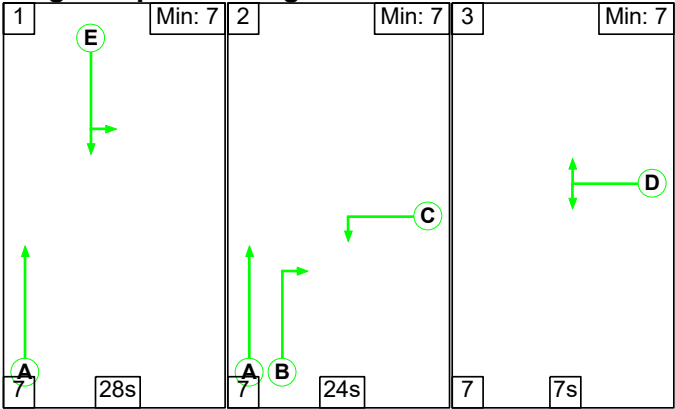
Lane	Scenario 12: 2038 Future Base + CD + S3 PM
Junction: Bartons Rd - Petersfield rd	
1/1 (short)	727
1/2 (with short)	887(In) 160(Out)
2/1 (short)	111
2/2 (with short)	455(In) 344(Out)
3/1 (with short)	1099(In) 476(Out)
3/2 (short)	623
4/1	636
5/1	734
6/1	1071

Lane Saturation Flows

Junction: Bartons Rd - Petersfield rd								
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 (Bartons Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
1/2 (Bartons Rd)	3.00	0.00	Y	Arm 4 Right	18.00	100.0 %	1768	1768
2/1 (Petersfield Rd North)	3.00	0.00	Y	Arm 5 Left	9.00	100.0 %	1641	1641
2/2 (Petersfield Rd North)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
3/1 (Petersfield South)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield South)	3.25	0.00	Y	Arm 5 Right	10.00	100.0 %	1687	1687
4/1 (Petersfield North Exit)	3.25	0.00	Y				1940	1940
5/1 (Bartons Rd Exit)	3.25	0.00	Y				1940	1940
6/1 (Petersfield South Exit)	3.25	0.00	Y				1940	1940

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

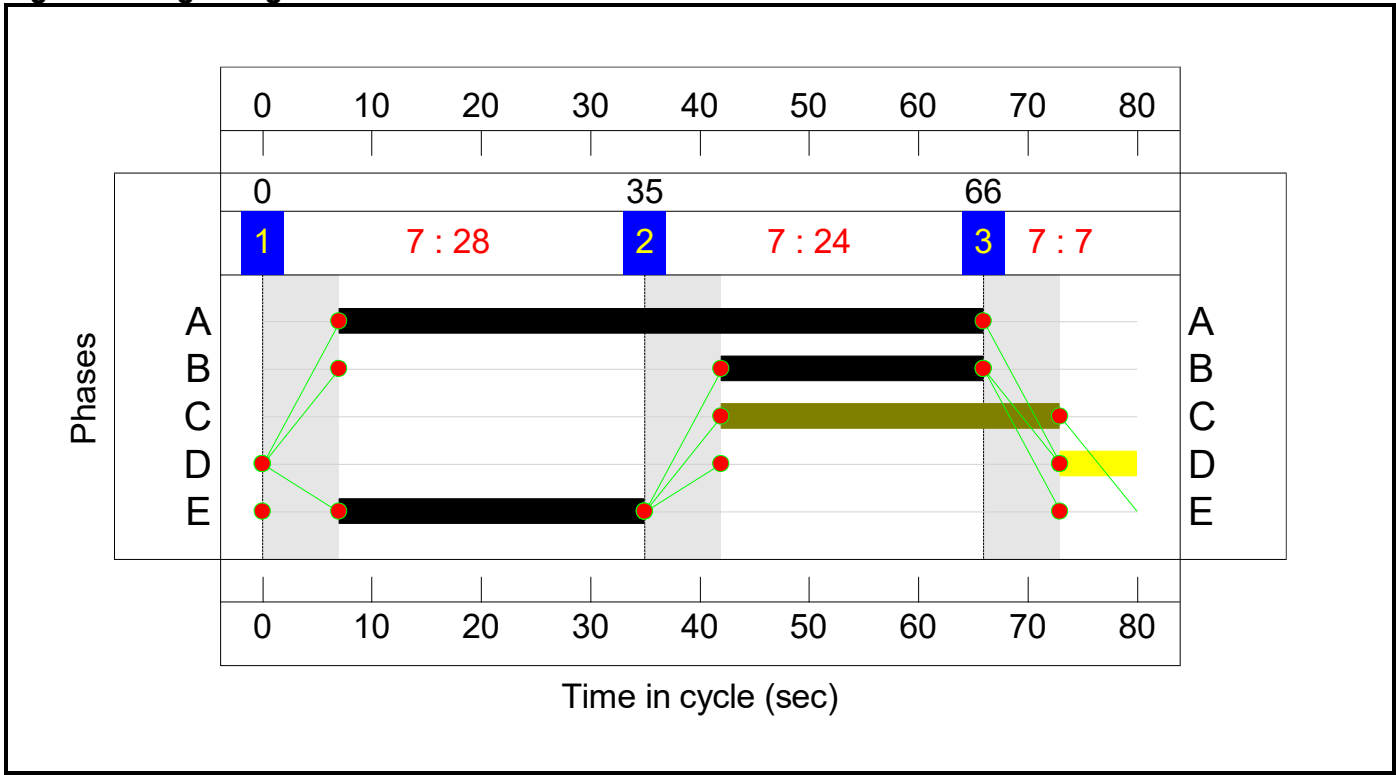
Stage Sequence Diagram



Stage Timings

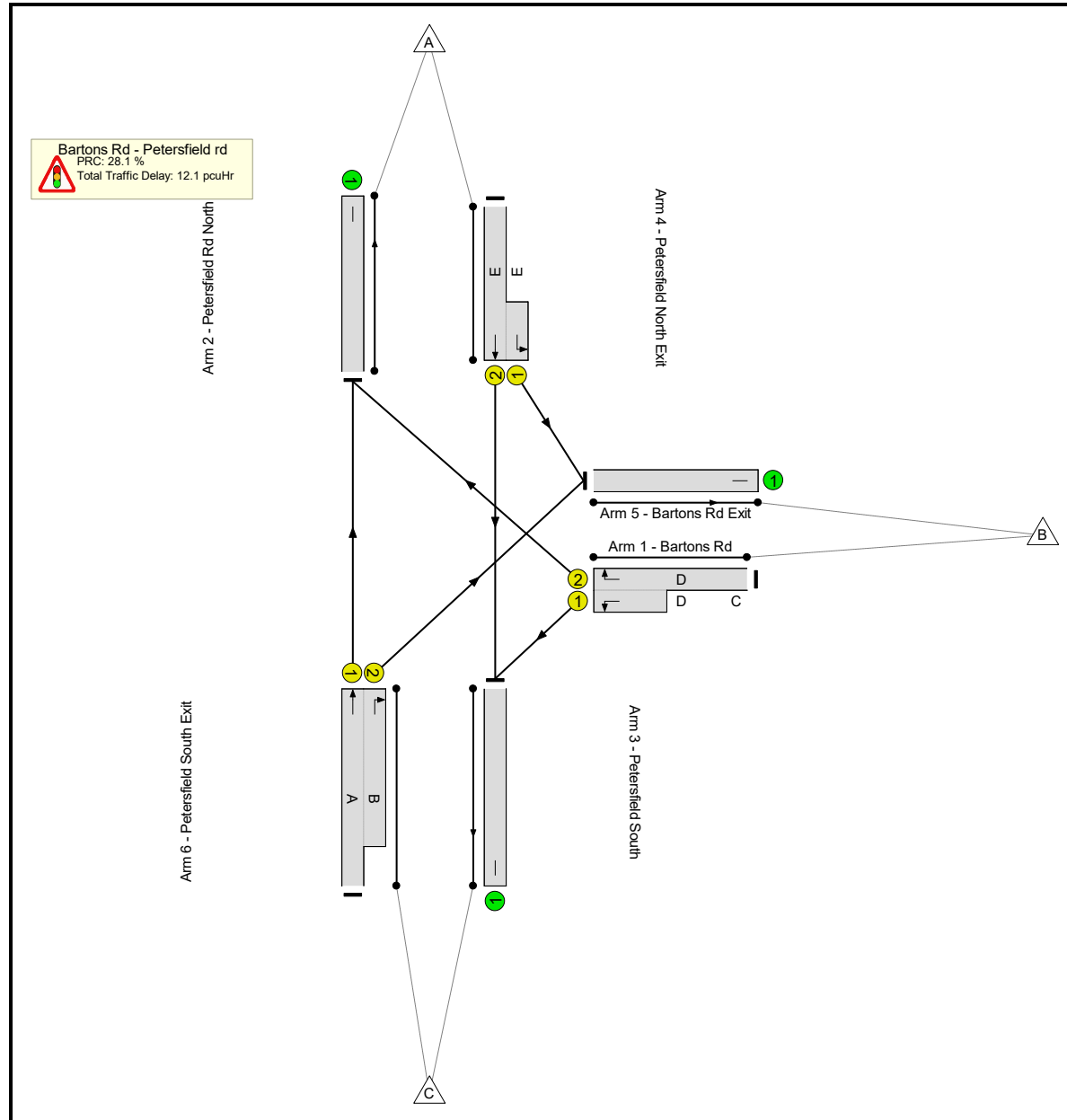
Stage	1	2	3
Duration	28	24	7
Change Point	0	35	66

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.3%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	70.3%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	7:38	31	504	1768:1665	177+561	68.4 : 68.3%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	28	-	512	1915:1641	529+199	70.3 : 70.3%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	59:24	-	707	1940:1687	548+527	63.0 : 68.7%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	466	1940	1940	24.0%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	502	1940	1940	25.9%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	755	1940	1940	38.9%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	8.3	3.8	0.0	12.1	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	8.3	3.8	0.0	12.1	-	-	-	-
1/2+1/1	504	504	-	-	-	2.6	1.1	-	3.7	26.4	6.0	1.1	7.1
2/2+2/1	512	512	-	-	-	2.9	1.2	-	4.1	28.7	7.9	1.2	9.1
3/1+3/2	707	707	-	-	-	2.7	1.0	-	3.7	18.7	7.0	1.0	8.0
4/1	466	466	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/1	502	502	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	755	755	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3

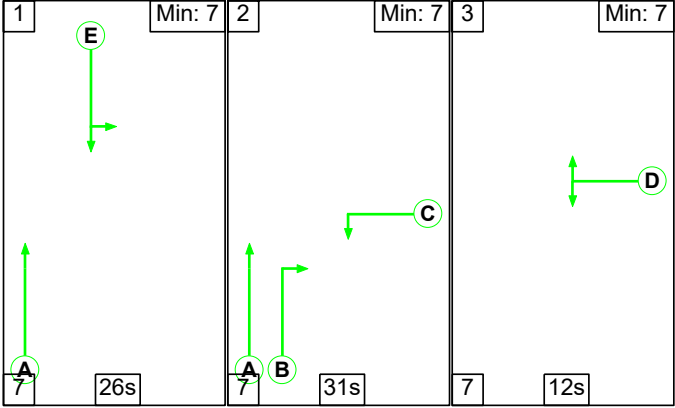
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	28.1	Total Delay for Signalled Lanes (pcuHr):	11.45	Cycle Time (s):	80
	PRC Over All Lanes (%):	28.1	Total Delay Over All Lanes(pcuHr):	12.10		

Full Input Data And Results

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

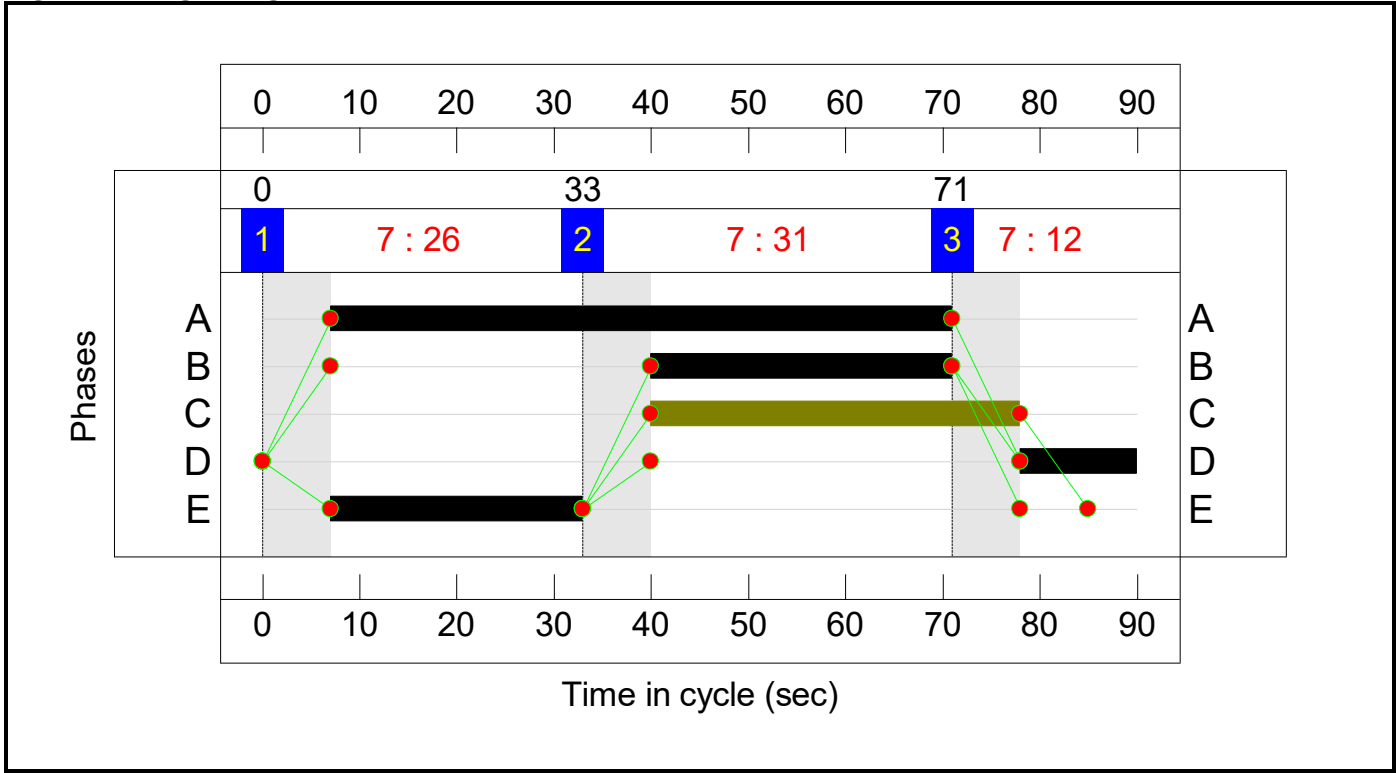
Stage Sequence Diagram



Stage Timings

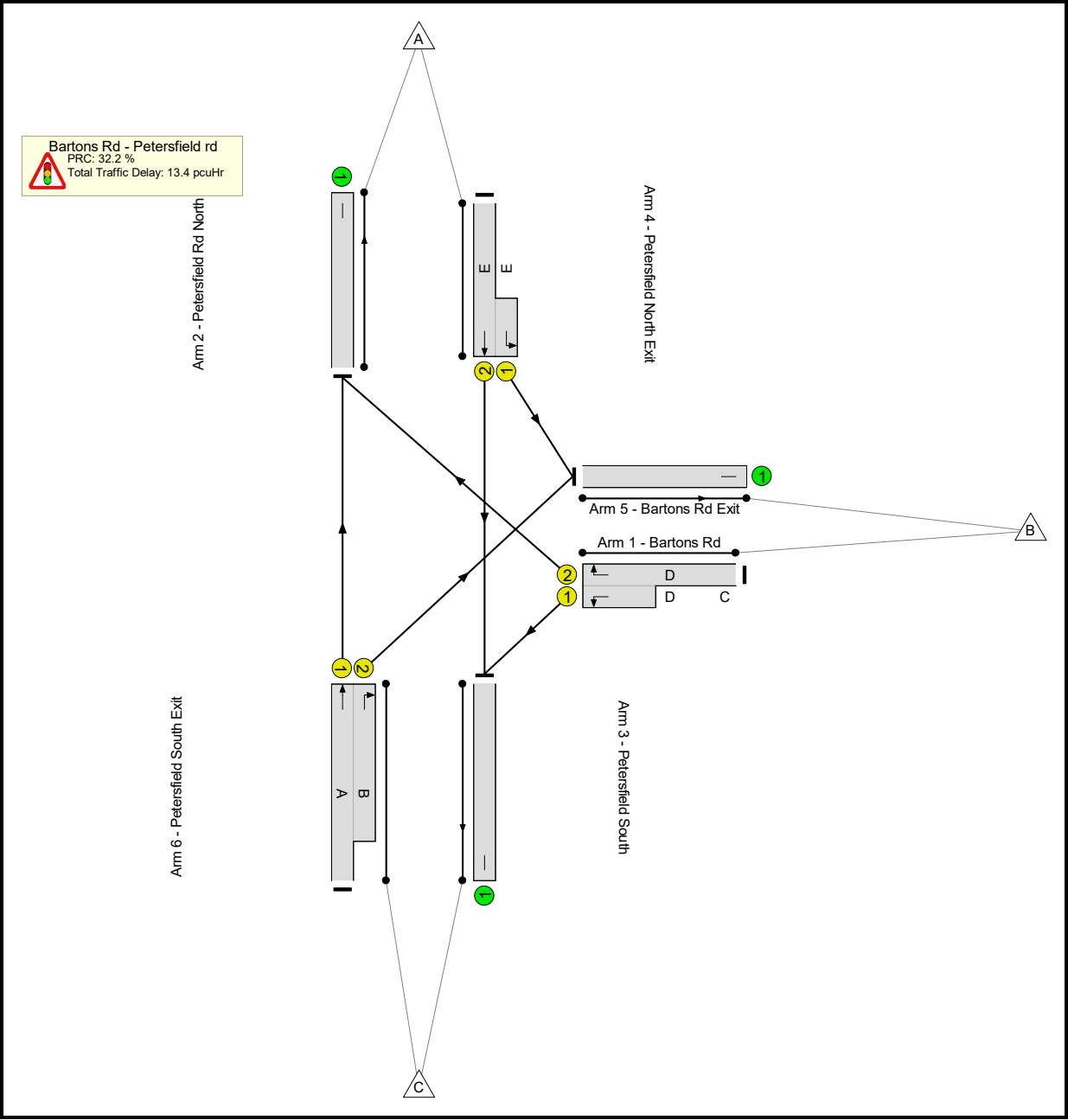
Stage	1	2	3
Duration	26	31	12
Change Point	0	33	71

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	12:50	38	678	1768:1665	207+789	68.1 : 68.1%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	26	-	403	1915:1641	456+143	67.3 : 67.3%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	64:31	-	825	1940:1687	634+600	66.8 : 66.9%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	565	1940	1940	29.1%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	497	1940	1940	25.6%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	844	1940	1940	43.5%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	9.5	3.8	0.0	13.4	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	9.5	3.8	0.0	13.4	-	-	-	-
1/2+1/1	678	678	-	-	-	3.3	1.1	-	4.4	23.2	10.2	1.1	11.2
2/2+2/1	403	403	-	-	-	3.0	1.0	-	4.0	35.6	7.4	1.0	8.4
3/1+3/2	825	825	-	-	-	3.3	1.0	-	4.3	18.6	8.5	1.0	9.5
4/1	565	565	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	497	497	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	844	844	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

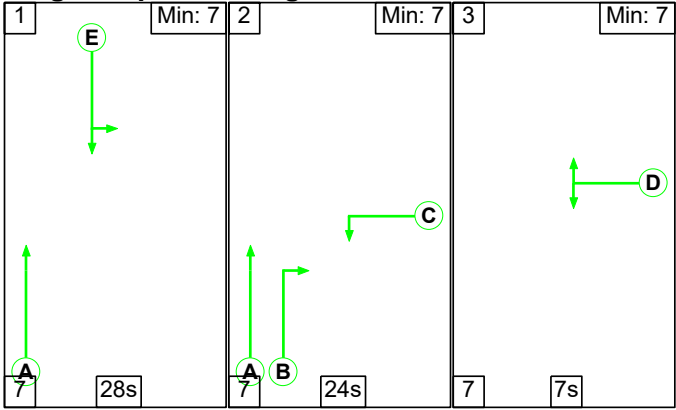
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	12.61	Cycle Time (s):	90
	PRC Over All Lanes (%):	32.2	Total Delay Over All Lanes(pcuHr):	13.38		

Full Input Data And Results

Scenario 3: '2038 Future Base AM' (FG3: '2038 Future Base AM', Plan 1: 'Network Control Plan 1')

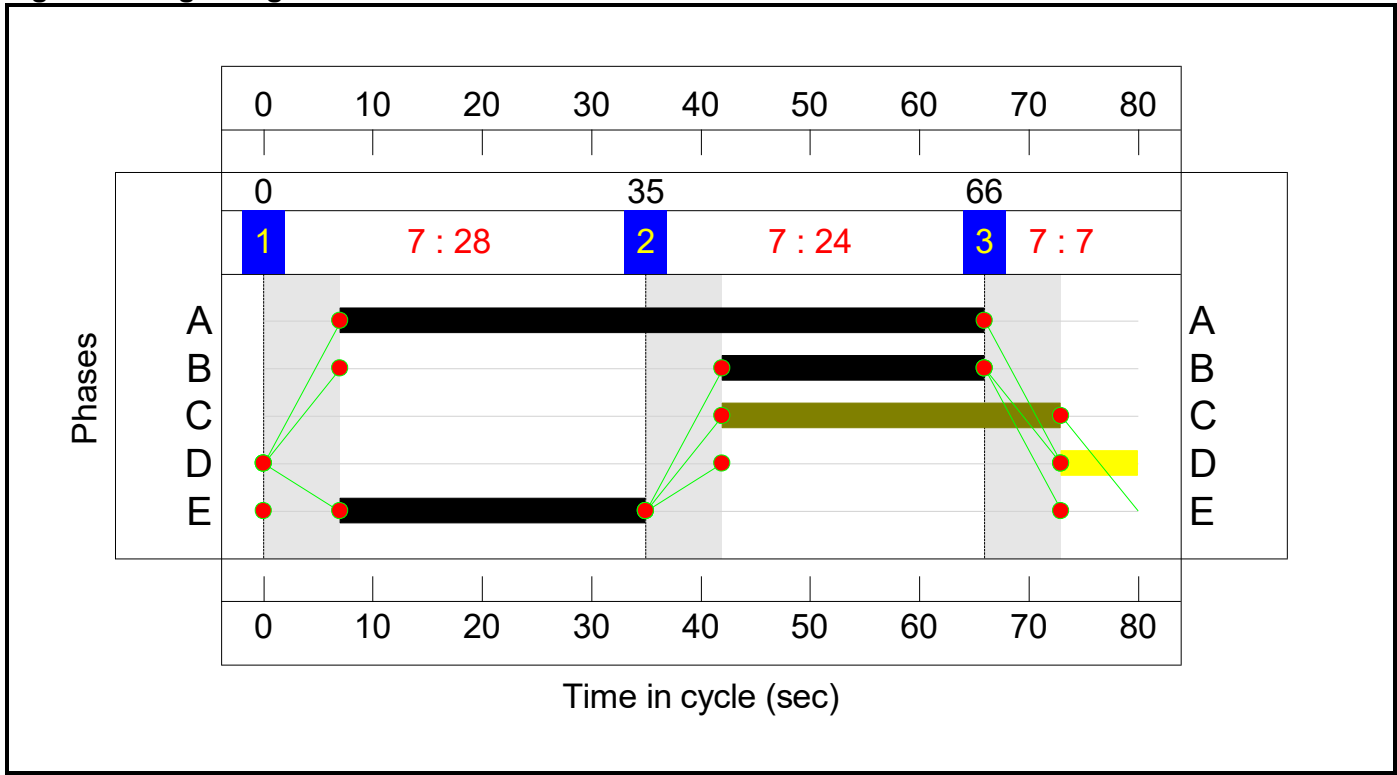
Stage Sequence Diagram



Stage Timings

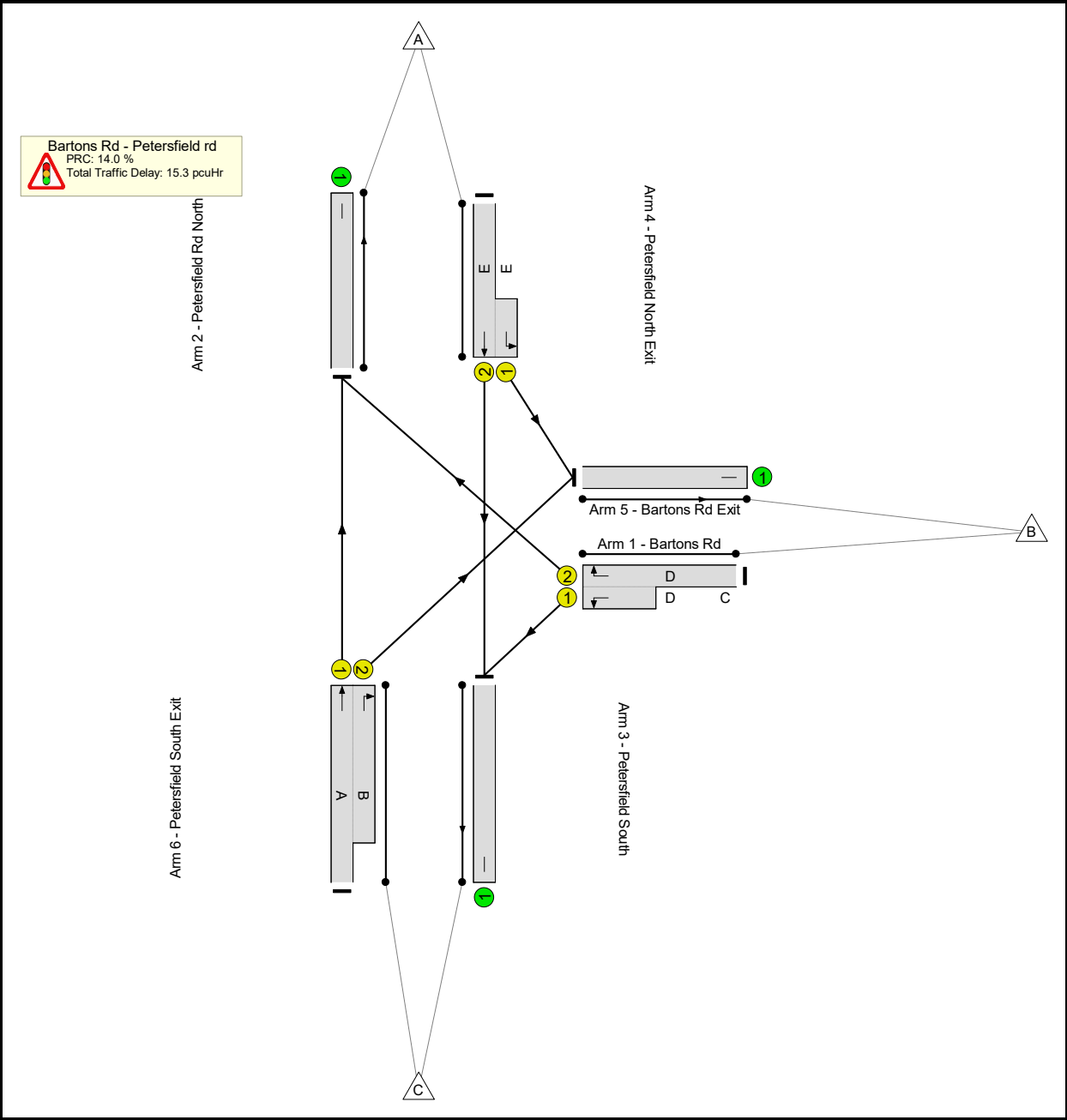
Stage	1	2	3
Duration	28	24	7
Change Point	0	35	66

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	7:38	31	567	1768:1665	177+562	76.9 : 76.8%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	28	-	575	1915:1641	529+199	78.9 : 78.9%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	59:24	-	796	1940:1687	546+527	71.1 : 77.4%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	524	1940	1940	27.0%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	565	1940	1940	29.1%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	849	1940	1940	43.8%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	9.6	5.7	0.0	15.3	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	9.6	5.7	0.0	15.3	-	-	-	-
1/2+1/1	567	567	-	-	-	3.0	1.6	-	4.7	29.6	7.4	1.6	9.0
2/2+2/1	575	575	-	-	-	3.4	1.8	-	5.3	32.9	9.7	1.8	11.5
3/1+3/2	796	796	-	-	-	3.2	1.4	-	4.6	20.7	8.2	1.4	9.6
4/1	524	524	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	565	565	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	849	849	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

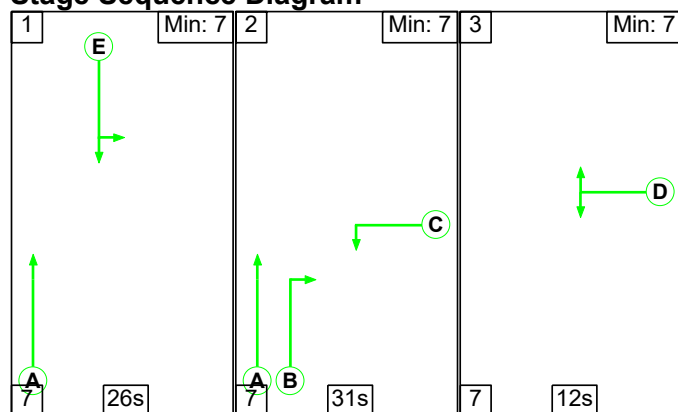
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	14.0	Total Delay for Signalled Lanes (pcuHr):	14.51	Cycle Time (s):	80
	PRC Over All Lanes (%):	14.0	Total Delay Over All Lanes(pcuHr):	15.29		

Full Input Data And Results

Scenario 4: '2038 Future Base PM' (FG4: '2038 Future Base PM', Plan 1: 'Network Control Plan 1')

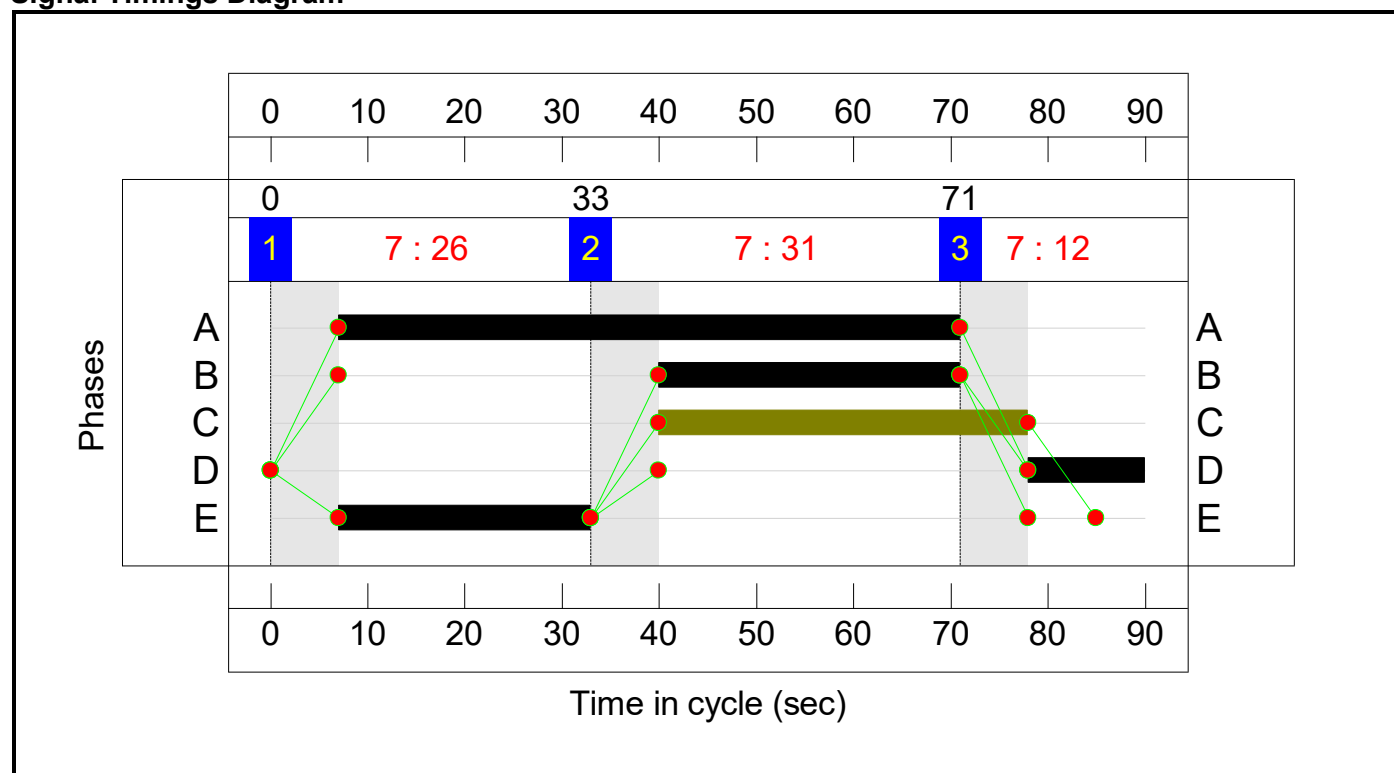
Stage Sequence Diagram



Stage Timings

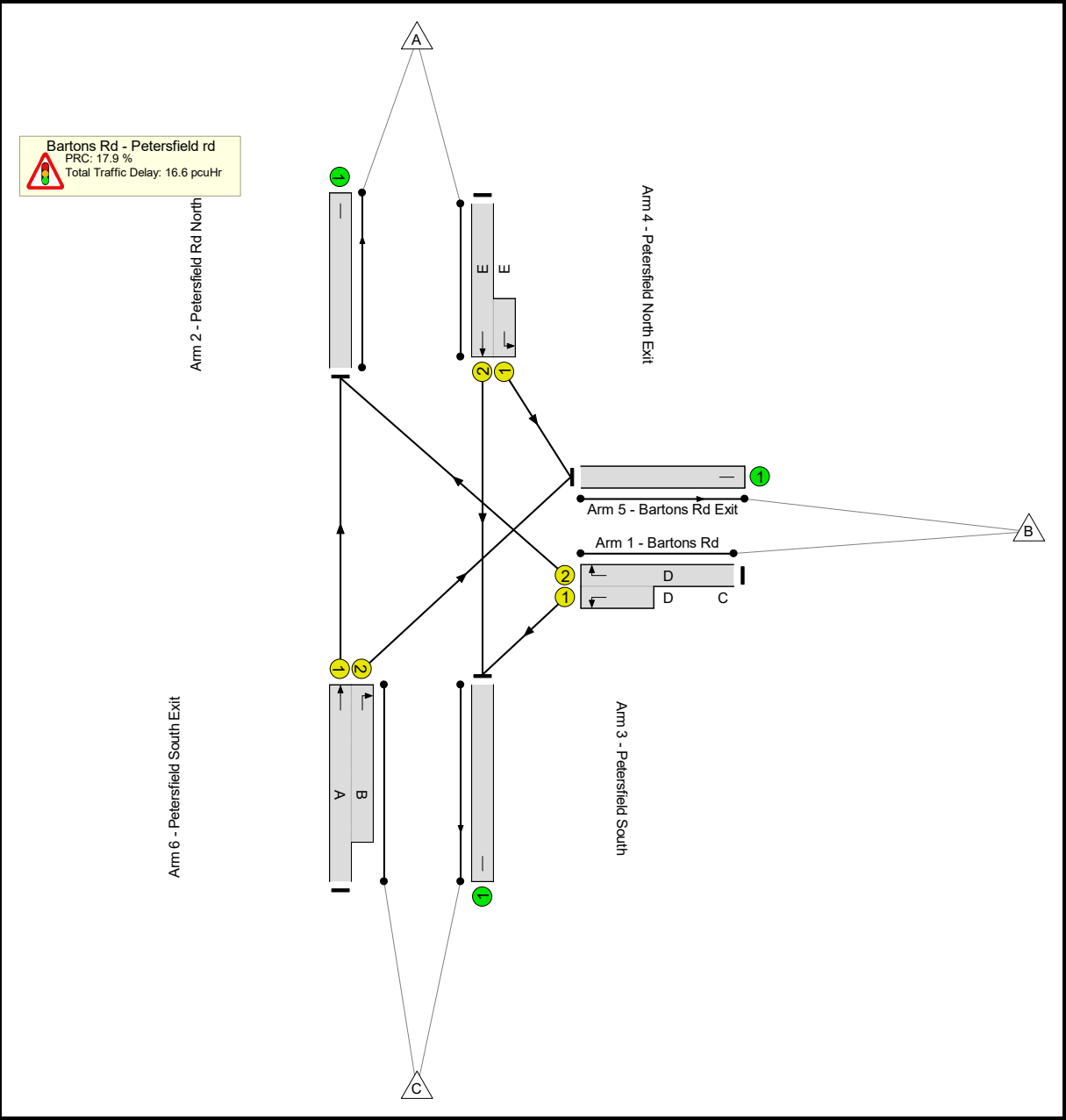
Stage	1	2	3
Duration	26	31	12
Change Point	0	33	71

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	12:50	38	760	1768:1665	207+789	76.3 : 76.3%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	26	-	452	1915:1641	456+143	75.5 : 75.5%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	64:31	-	925	1940:1687	636+600	74.8 : 74.9%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	634	1940	1940	32.7%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	557	1940	1940	28.7%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	946	1940	1940	48.8%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	11.1	5.5	0.0	16.6	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	11.1	5.5	0.0	16.6	-	-	-	-
1/2+1/1	760	760	-	-	-	3.9	1.6	-	5.5	26.0	12.6	1.6	14.2
2/2+2/1	452	452	-	-	-	3.4	1.5	-	4.9	39.4	8.8	1.5	10.3
3/1+3/2	925	925	-	-	-	3.8	1.5	-	5.3	20.5	9.9	1.5	11.3
4/1	634	634	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/1	557	557	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	946	946	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5

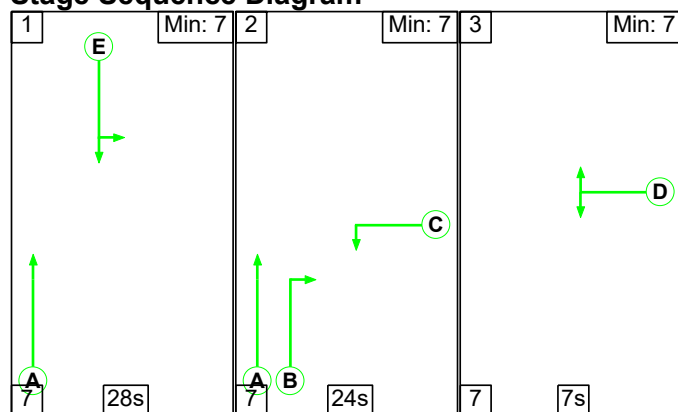
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	15.70	Cycle Time (s):	90
	PRC Over All Lanes (%):	17.9	Total Delay Over All Lanes(pcuHr):	16.62		

Full Input Data And Results

Scenario 5: '2038 Future Base + CD AM' (FG5: '2038 Future Base + CD AM', Plan 1: 'Network Control Plan 1')

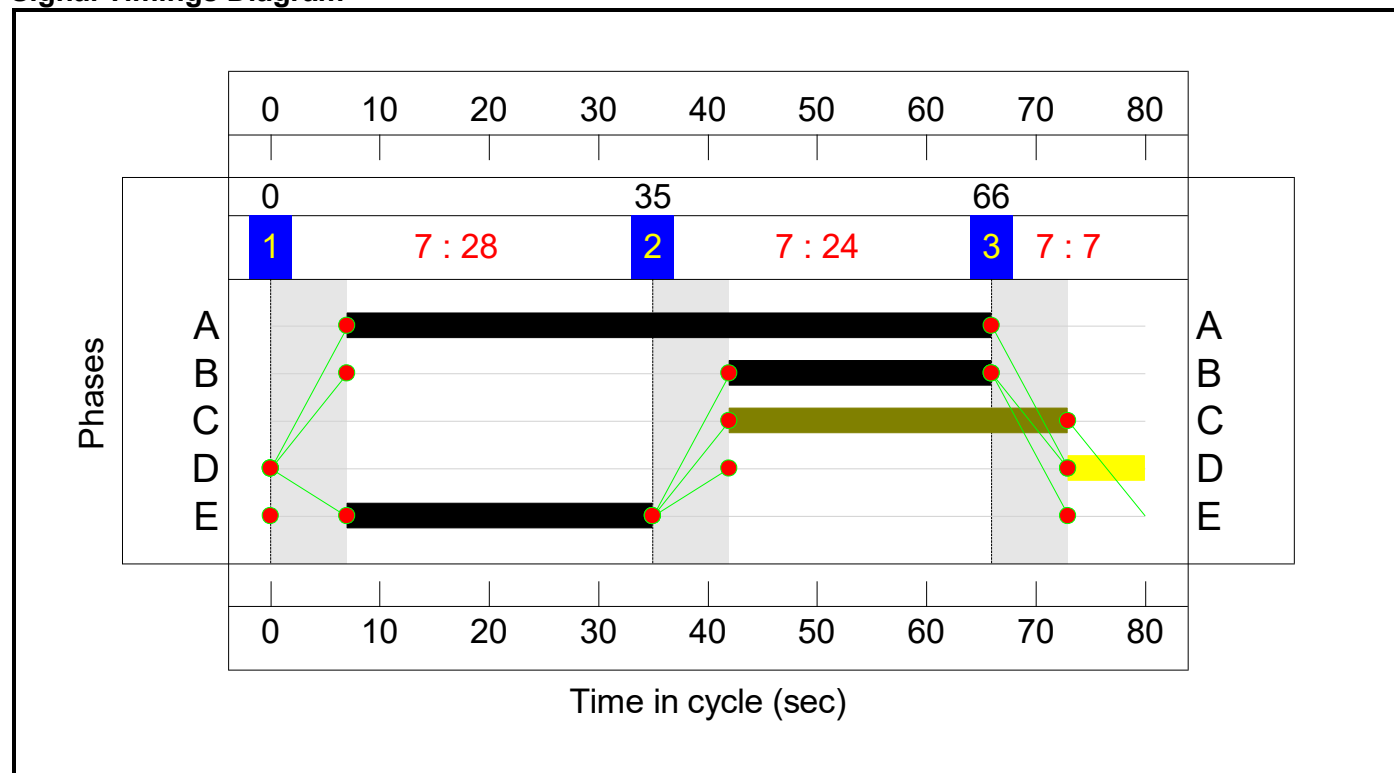
Stage Sequence Diagram



Stage Timings

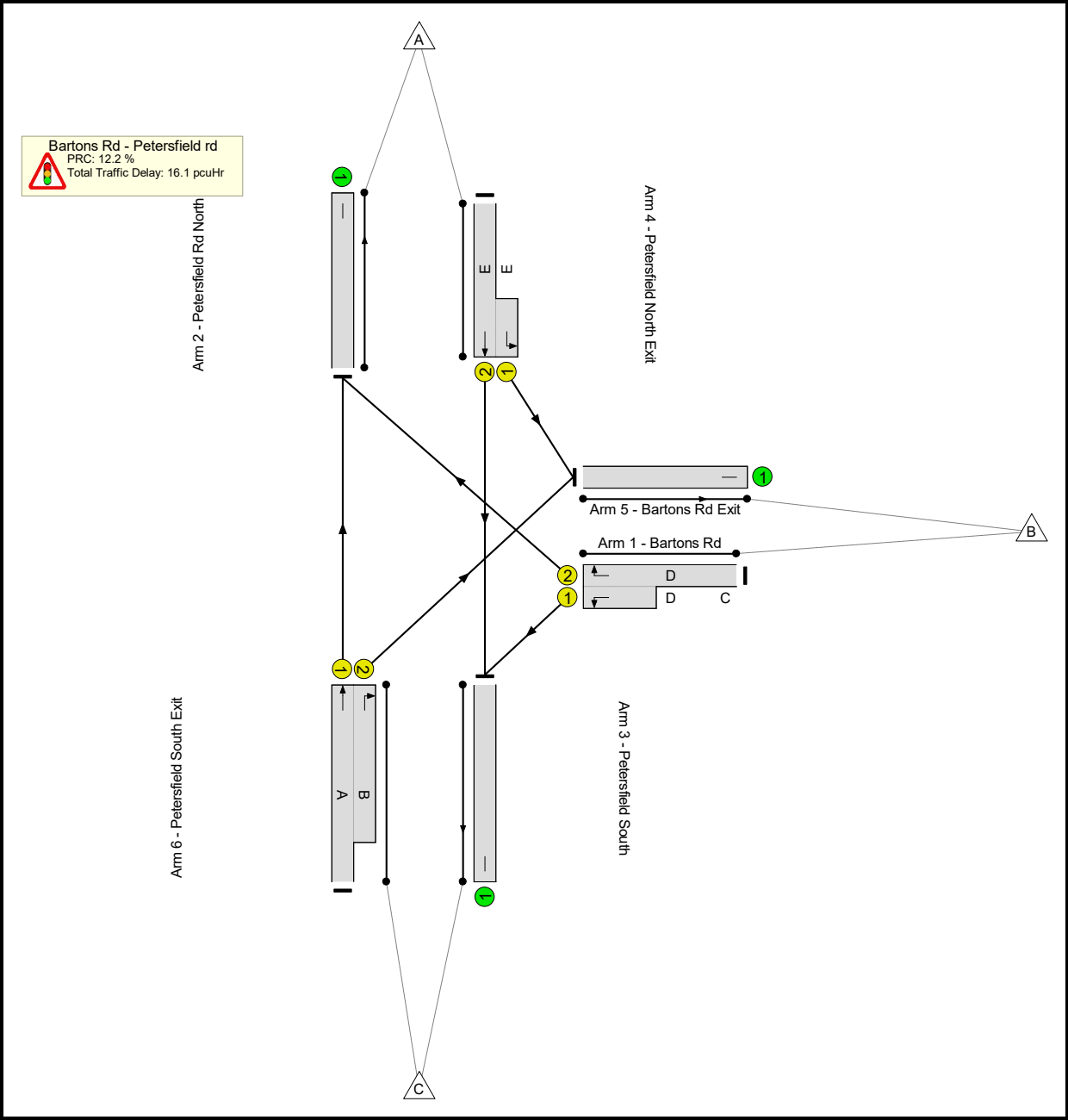
Stage	1	2	3
Duration	28	24	7
Change Point	0	35	66

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	7:38	31	598	1768:1665	177+594	79.2 : 77.1%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	28	-	576	1915:1641	529+200	79.0 : 79.0%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	59:24	-	811	1940:1687	512+527	75.8 : 80.2%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	528	1940	1940	27.2%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	581	1940	1940	29.9%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	876	1940	1940	45.2%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	10.0	6.1	0.0	16.1	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	10.0	6.1	0.0	16.1	-	-	-	-
1/2+1/1	598	598	-	-	-	3.2	1.7	-	4.9	29.7	8.1	1.7	9.8
2/2+2/1	576	576	-	-	-	3.4	1.8	-	5.3	33.0	9.7	1.8	11.5
3/1+3/2	811	811	-	-	-	3.3	1.8	-	5.1	22.4	8.6	1.8	10.3
4/1	528	528	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	876	876	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

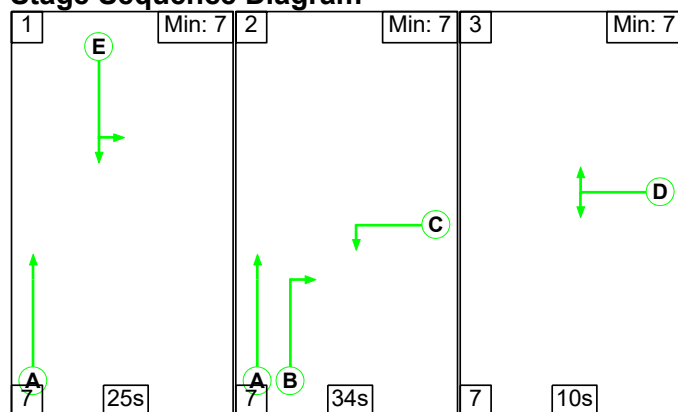
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	15.27	Cycle Time (s):	80
	PRC Over All Lanes (%):	12.2	Total Delay Over All Lanes(pcuHr):	16.08		

Full Input Data And Results

Scenario 6: '2038 Future Base + CD PM' (FG6: '2038 Future Base + CD PM', Plan 1: 'Network Control Plan 1')

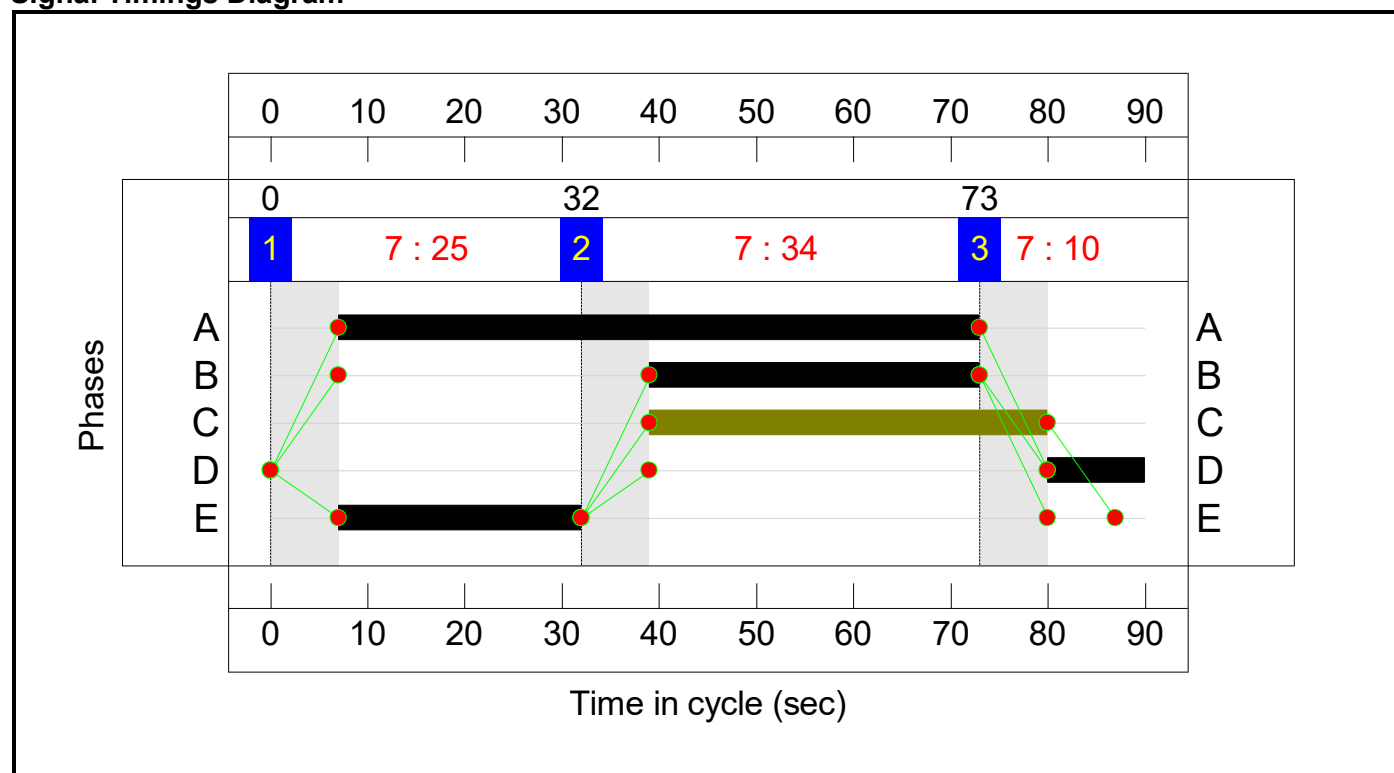
Stage Sequence Diagram



Stage Timings

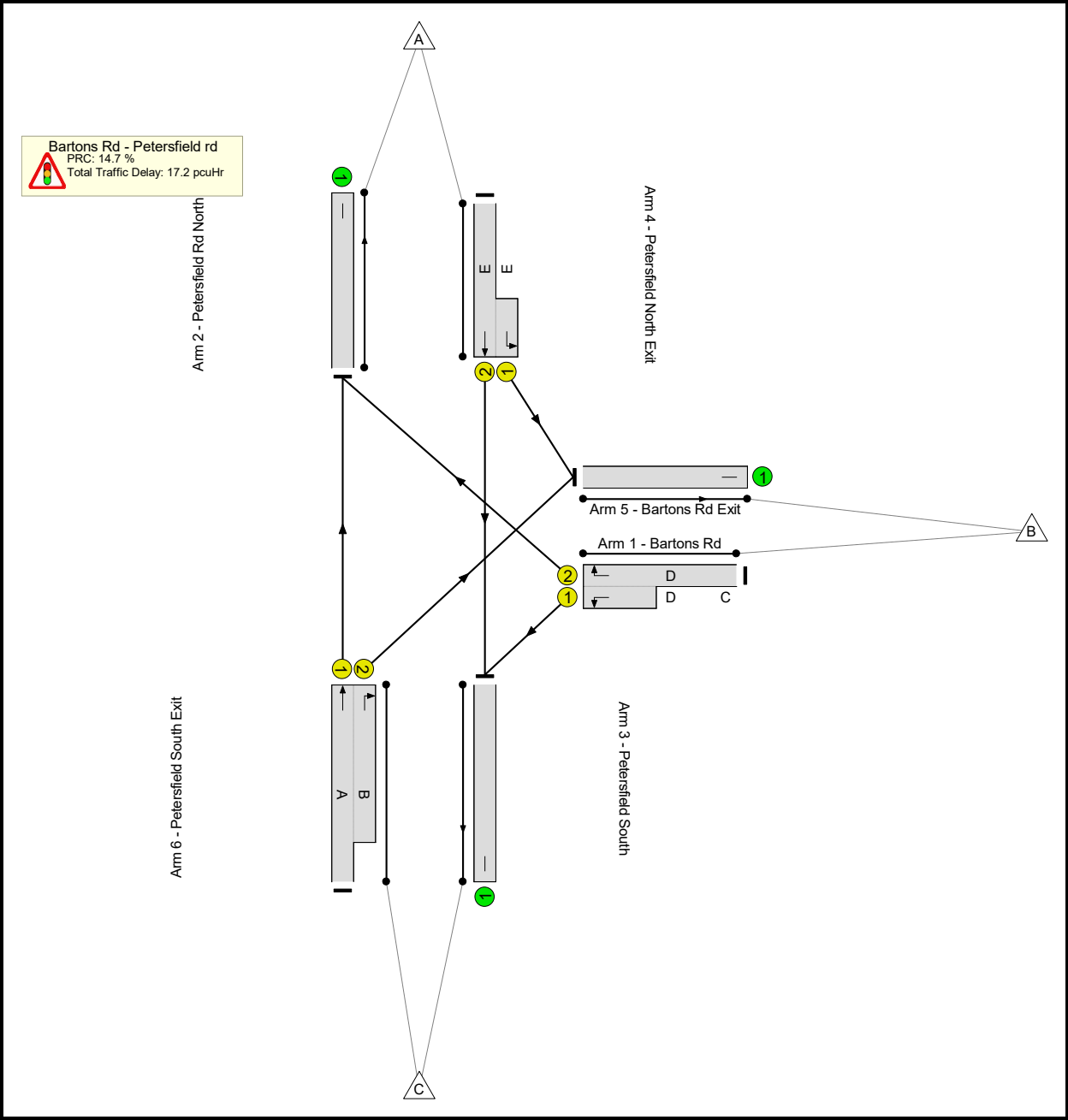
Stage	1	2	3
Duration	25	34	10
Change Point	0	32	73

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.5%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	78.5%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	10:51	41	774	1768:1665	204+783	78.5 : 78.5%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	25	-	455	1915:1641	438+141	78.5 : 78.5%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	66:34	-	962	1940:1687	643+656	74.1 : 74.1%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	636	1940	1940	32.8%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	597	1940	1940	30.8%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	958	1940	1940	49.4%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	11.3	5.9	0.0	17.2	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	11.3	5.9	0.0	17.2	-	-	-	-
1/2+1/1	774	774	-	-	-	4.0	1.8	-	5.8	26.8	12.7	1.8	14.5
2/2+2/1	455	455	-	-	-	3.6	1.8	-	5.4	42.3	8.9	1.8	10.7
3/1+3/2	962	962	-	-	-	3.7	1.4	-	5.1	19.2	10.4	1.4	11.8
4/1	636	636	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/1	597	597	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	958	958	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5

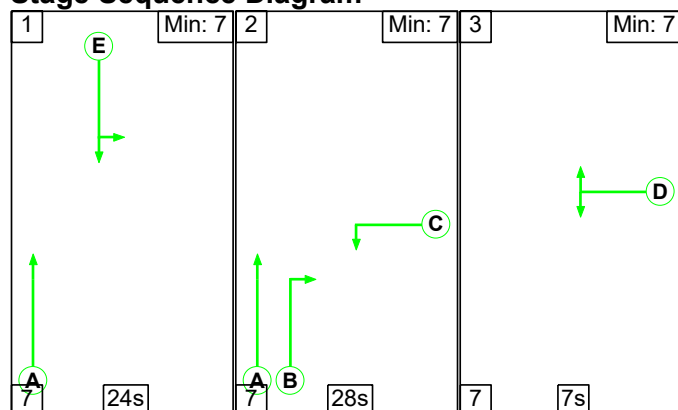
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	14.7	Total Delay for Signalled Lanes (pcuHr):	16.23	Cycle Time (s):	90
	PRC Over All Lanes (%):	14.7	Total Delay Over All Lanes(pcuHr):	17.19		

Full Input Data And Results

Scenario 7: '2038 Future Base + CD + BaU AM' (FG7: '2038 Future Base + CD + BaU AM', Plan 1: 'Network Control Plan 1')

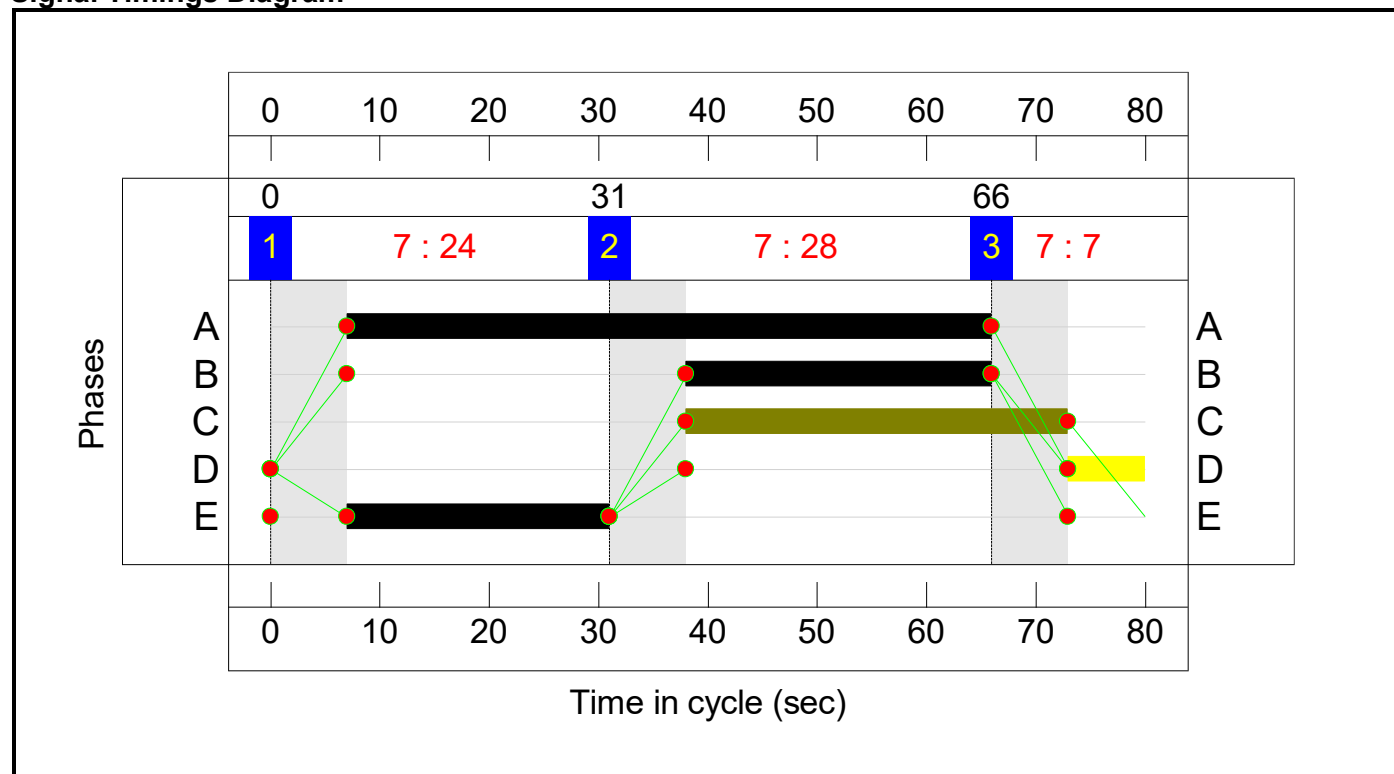
Stage Sequence Diagram



Stage Timings

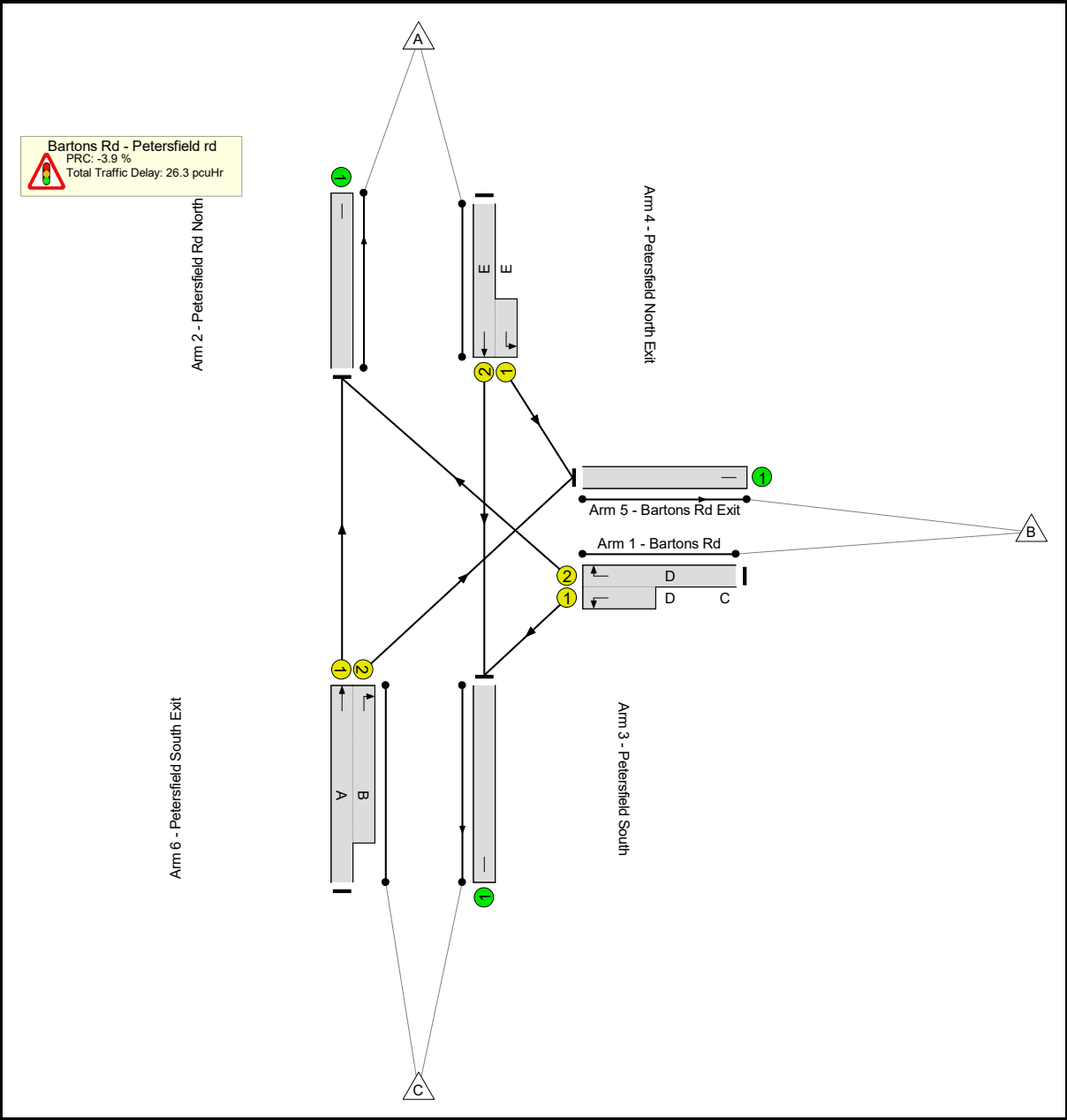
Stage	1	2	3
Duration	24	28	7
Change Point	0	31	66

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	7:42	35	879	1768:1665	150+790	93.5 : 93.5%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	24	-	576	1915:1641	462+175	90.4 : 90.4%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	59:28	-	901	1940:1687	463+612	83.9 : 83.9%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	528	1940	1940	27.2%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	671	1940	1940	34.6%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	1157	1940	1940	59.6%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	12.5	13.9	0.0	26.3	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	12.5	13.9	0.0	26.3	-	-	-	-
1/2+1/1	879	879	-	-	-	4.8	6.0	-	10.8	44.2	16.9	6.0	22.9
2/2+2/1	576	576	-	-	-	4.0	4.1	-	8.2	51.1	10.6	4.1	14.8
3/1+3/2	901	901	-	-	-	3.7	2.5	-	6.2	24.8	10.4	2.5	12.9
4/1	528	528	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	671	671	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	1157	1157	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7

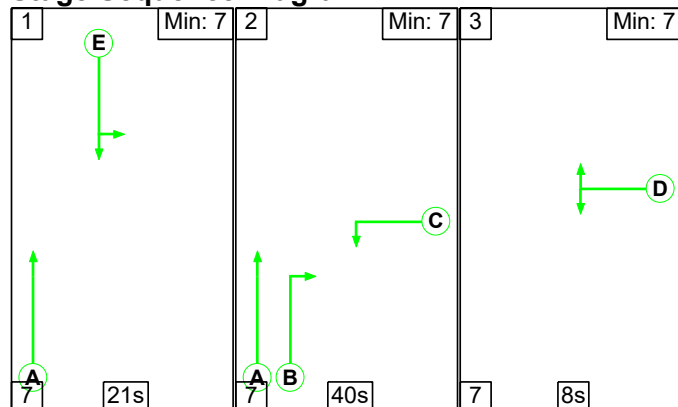
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	25.16	Cycle Time (s):	80
	PRC Over All Lanes (%):	-3.9	Total Delay Over All Lanes(pcuHr):	26.35		

Full Input Data And Results

Scenario 8: '2038 Future Base + CD + BaU PM' (FG8: '2038 Future Base + CD + BaU PM', Plan 1: 'Network Control Plan 1')

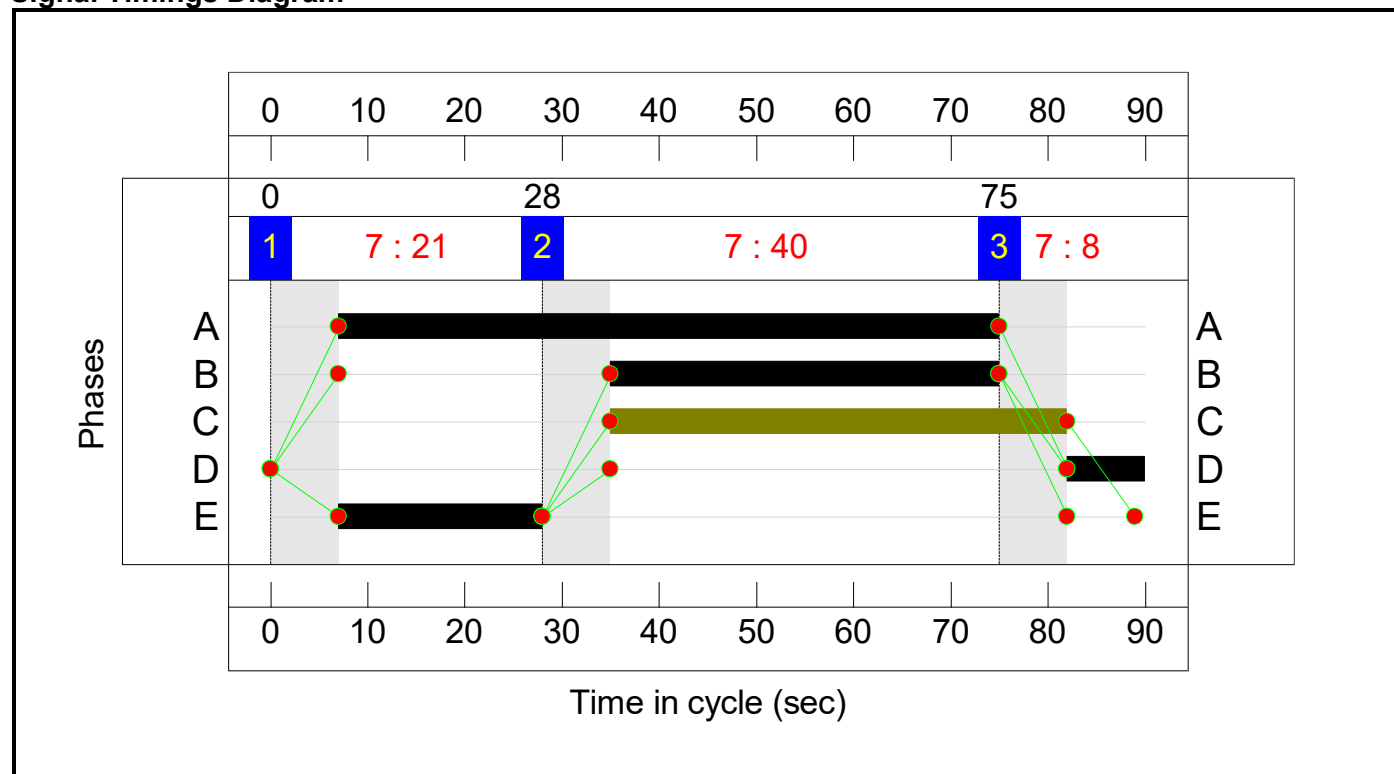
Stage Sequence Diagram



Stage Timings

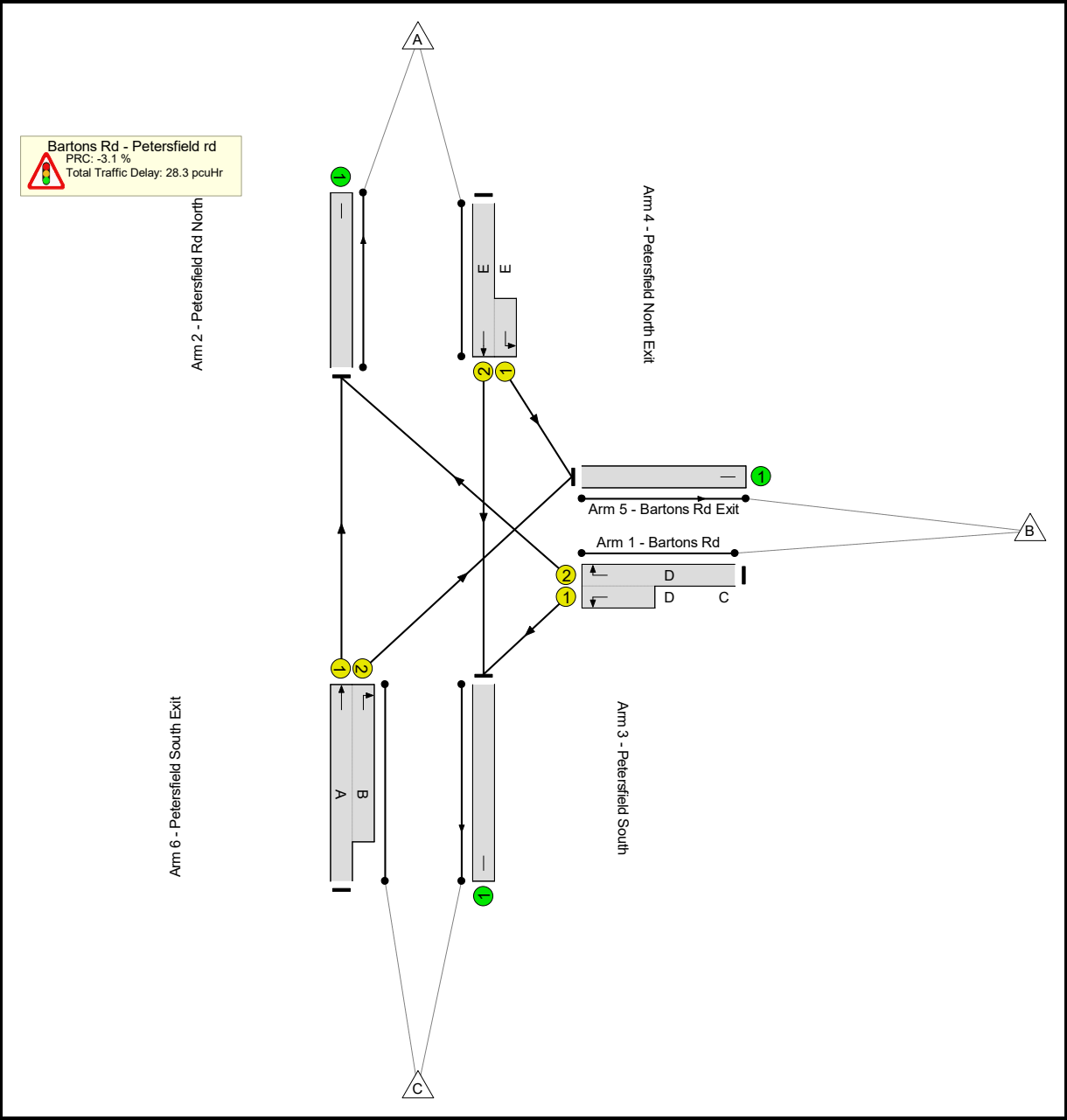
Stage	1	2	3
Duration	21	40	8
Change Point	0	28	75

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	8:55	47	920	1768:1665	177+874	90.5 : 87.0%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	21	-	455	1915:1641	376+121	91.4 : 91.4%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	68:40	-	1189	1940:1687	513+769	92.8 : 92.8%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	636	1940	1940	32.8%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	824	1940	1940	42.5%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	1104	1940	1940	56.9%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	13.5	14.7	0.0	28.3	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	13.5	14.7	0.0	28.3	-	-	-	-
1/2+1/1	920	920	-	-	-	4.5	3.4	-	7.8	30.7	16.8	3.4	20.2
2/2+2/1	455	455	-	-	-	4.1	4.4	-	8.5	66.9	9.7	4.4	14.1
3/1+3/2	1189	1189	-	-	-	5.0	5.7	-	10.7	32.5	16.6	5.7	22.4
4/1	636	636	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/1	824	824	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	1104	1104	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7

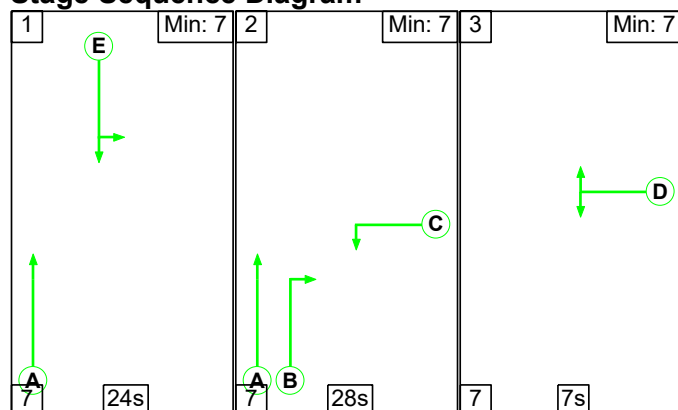
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	27.02	Cycle Time (s):	90
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	28.29		

Full Input Data And Results

Scenario 9: '2038 Future Base + CD + S2 AM' (FG9: '2038 Future Base + CD + S2 AM', Plan 1: 'Network Control Plan 1')

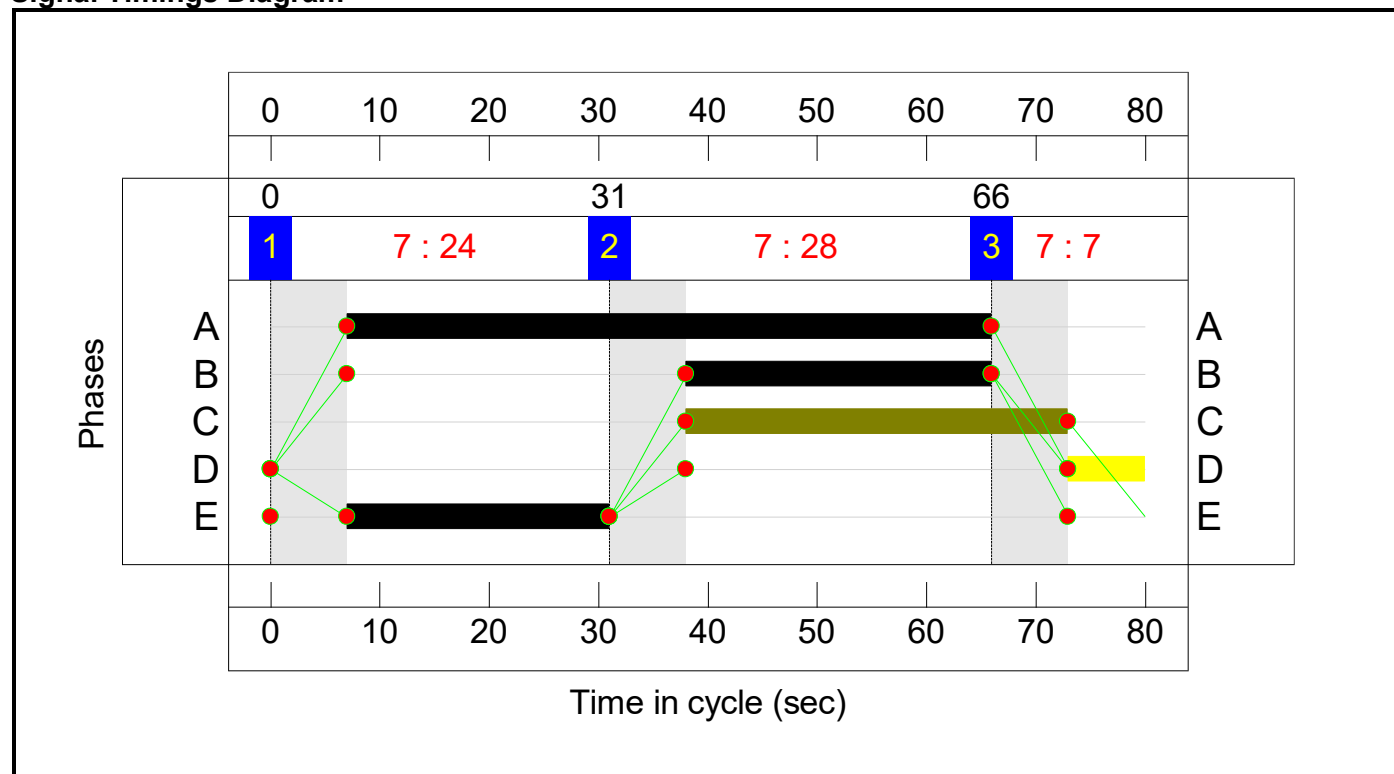
Stage Sequence Diagram



Stage Timings

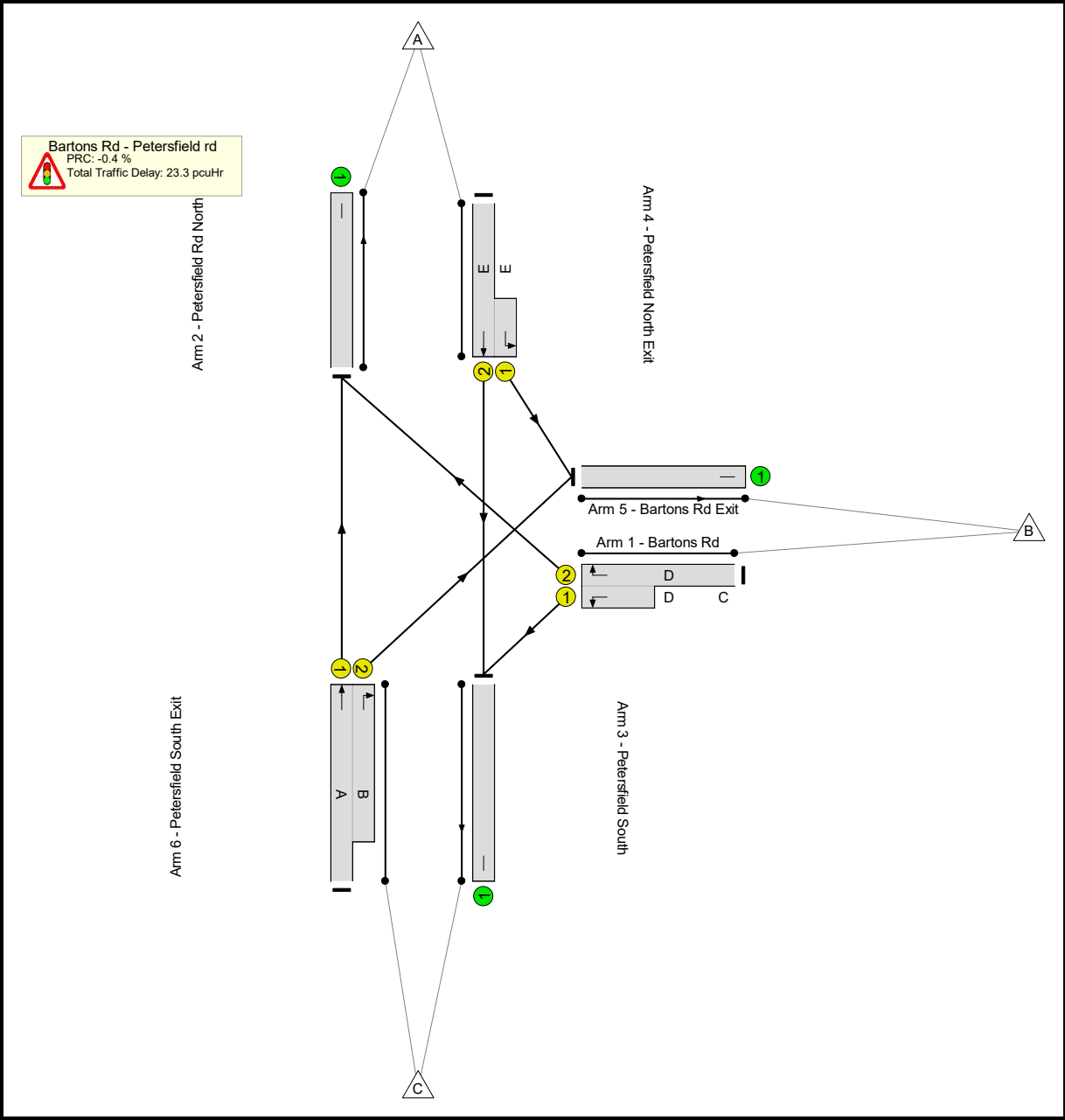
Stage	1	2	3
Duration	24	28	7
Change Point	0	31	66

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	7:42	35	844	1768:1665	156+786	89.6 : 89.6%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	24	-	576	1915:1641	462+175	90.4 : 90.4%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	59:28	-	882	1940:1687	480+612	80.8 : 80.8%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	528	1940	1940	27.2%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	652	1940	1940	33.6%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	1122	1940	1940	57.8%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	12.0	11.3	0.0	23.3	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	12.0	11.3	0.0	23.3	-	-	-	-
1/2+1/1	844	844	-	-	-	4.5	4.0	-	8.4	36.0	15.4	4.0	19.4
2/2+2/1	576	576	-	-	-	4.0	4.1	-	8.2	51.1	10.6	4.1	14.8
3/1+3/2	882	882	-	-	-	3.5	2.1	-	5.6	22.7	9.9	2.1	11.9
4/1	528	528	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	652	652	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	1122	1122	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7

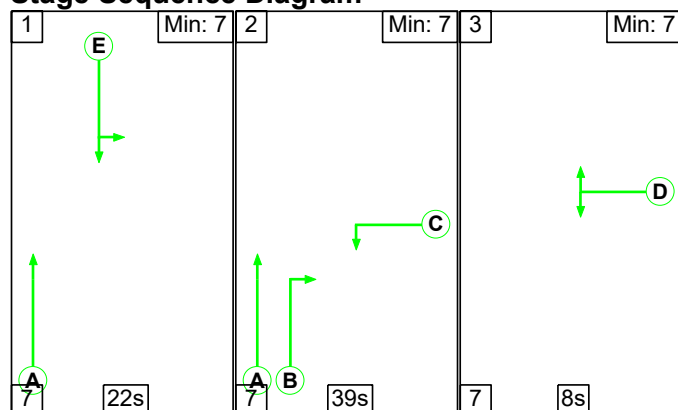
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	22.16	Cycle Time (s):	80
	PRC Over All Lanes (%):	-0.4	Total Delay Over All Lanes(pcuHr):	23.28		

Full Input Data And Results

Scenario 10: '2038 Future Base + CD + S2 PM' (FG10: '2038 Future Base + CD + S2 PM', Plan 1: 'Network Control Plan 1')

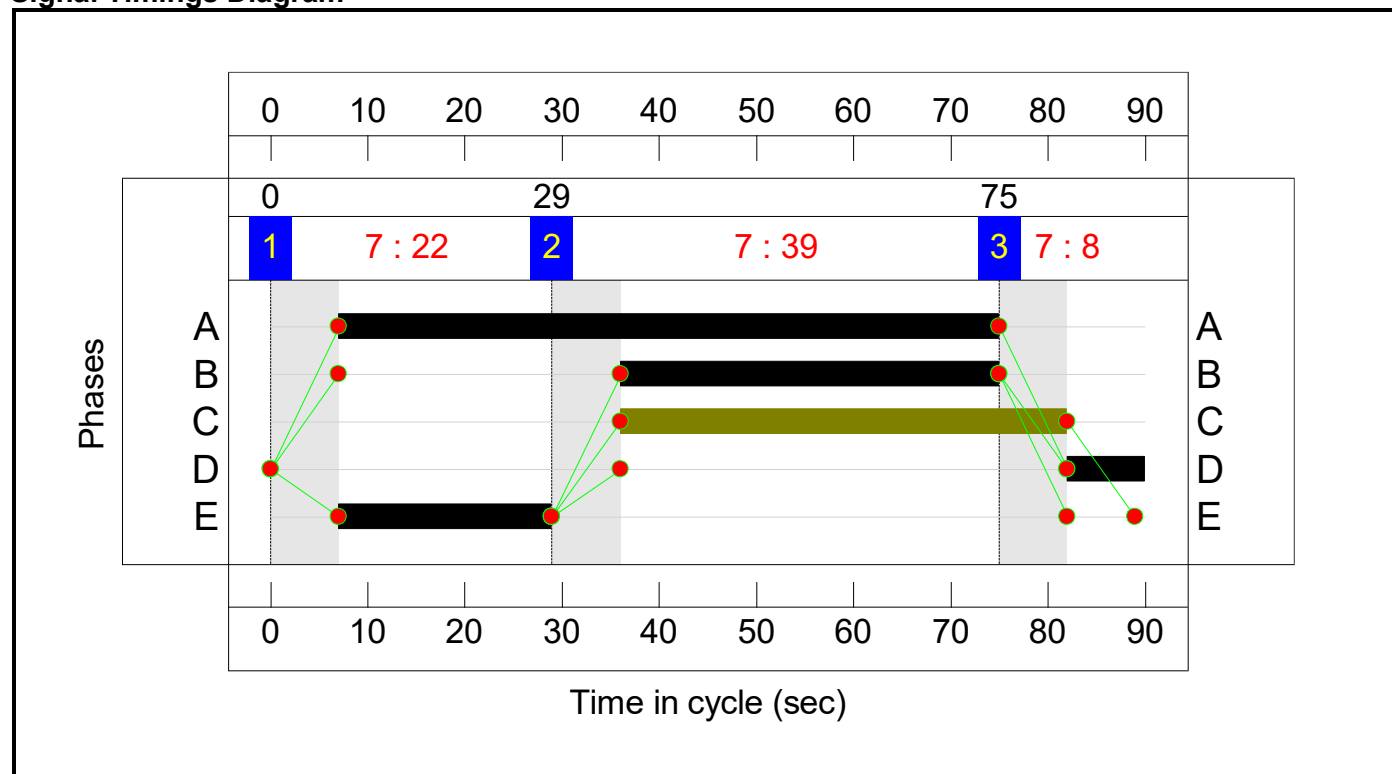
Stage Sequence Diagram



Stage Timings

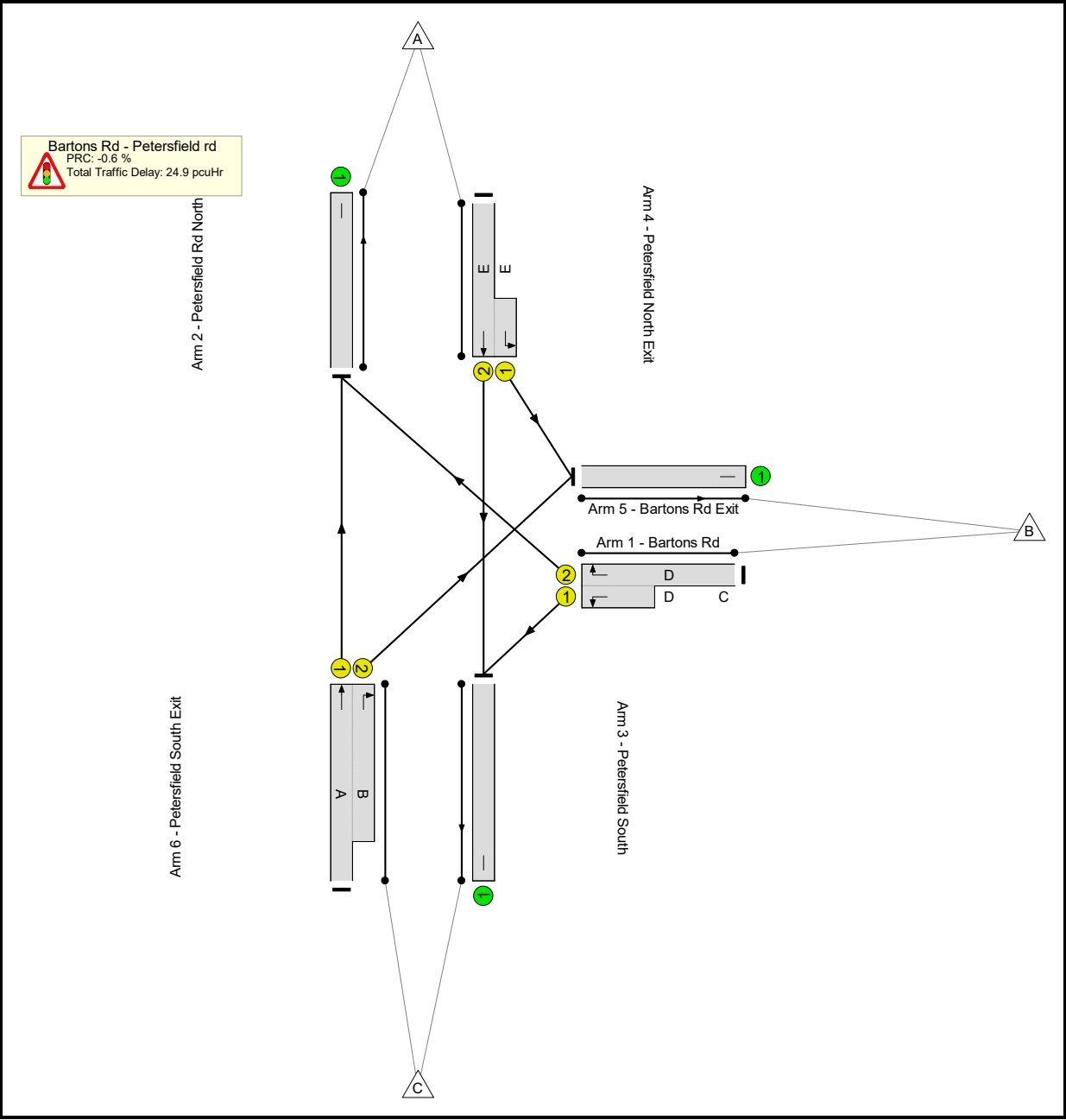
Stage	1	2	3
Duration	22	39	8
Change Point	0	29	75

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	8:54	46	902	1768:1665	177+852	90.5 : 87.1%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	22	-	455	1915:1641	392+126	87.8 : 87.8%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	68:39	-	1144	1940:1687	534+750	89.1 : 89.1%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	636	1940	1940	32.8%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	779	1940	1940	40.2%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	1086	1940	1940	56.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Petersfield Rd/Bartons Rd	-	-	0	0	0	13.1	11.7	0.0	24.9	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	13.1	11.7	0.0	24.9	-	-	-	-
1/2+1/1	902	902	-	-	-	4.5	3.4	-	7.9	31.5	16.7	3.4	20.1
2/2+2/1	455	455	-	-	-	3.9	3.3	-	7.2	56.9	9.5	3.3	12.7
3/1+3/2	1144	1144	-	-	-	4.7	3.9	-	8.6	27.0	15.2	3.9	19.1
4/1	636	636	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/1	779	779	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	1086	1086	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6

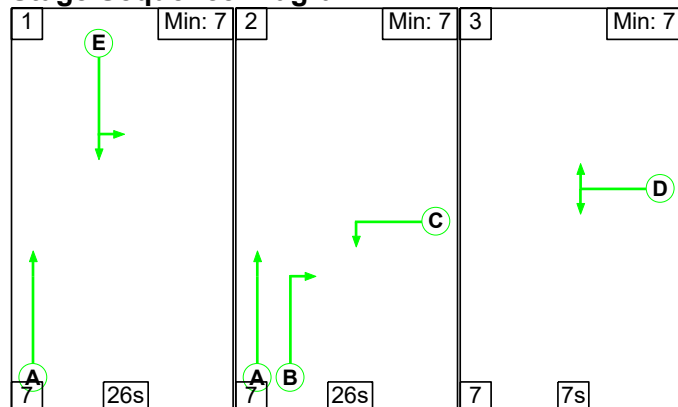
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	23.66	Cycle Time (s):	90
	PRC Over All Lanes (%):	-0.6	Total Delay Over All Lanes(pcuHr):	24.87		

Full Input Data And Results

Scenario 11: '2038 Future Base + CD + S3 AM' (FG11: '2038 Future Base + CD + S3 AM', Plan 1: 'Network Control Plan 1')

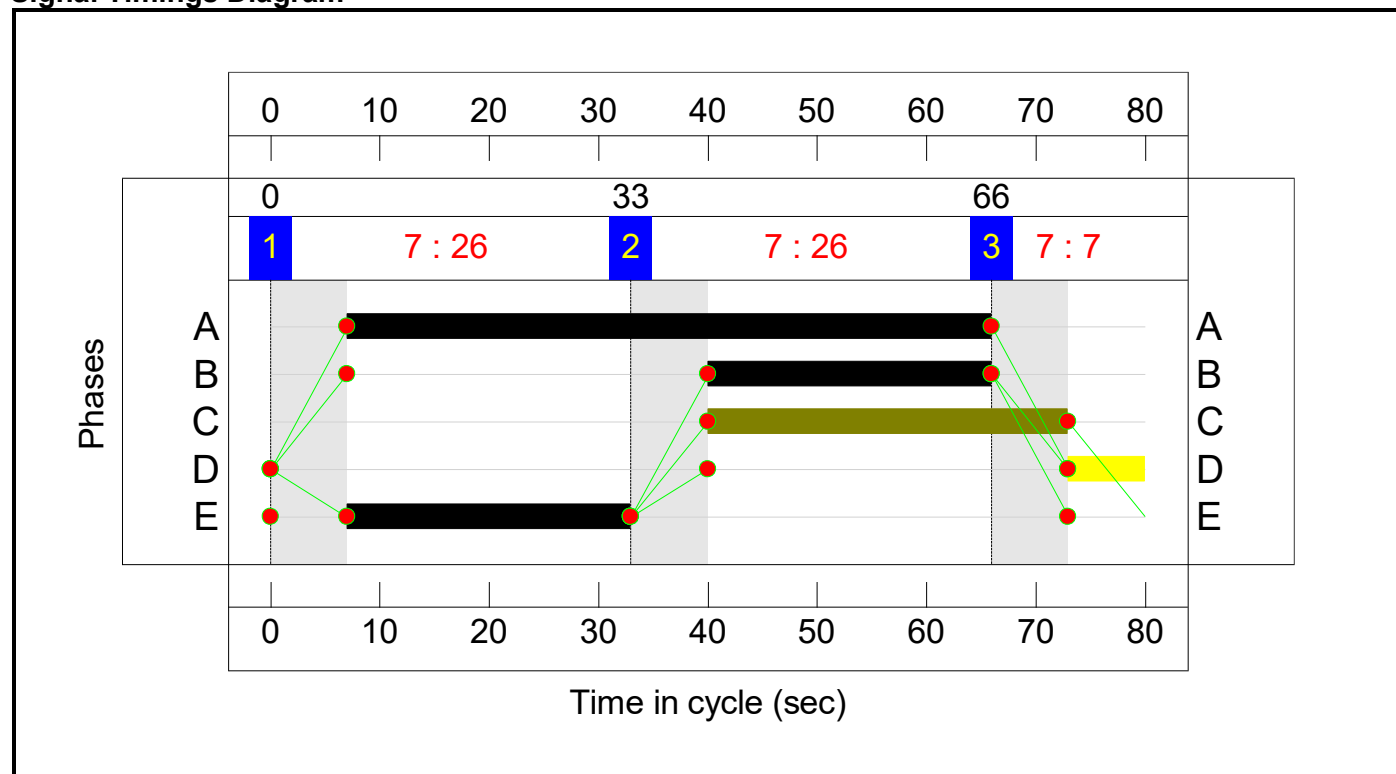
Stage Sequence Diagram



Stage Timings

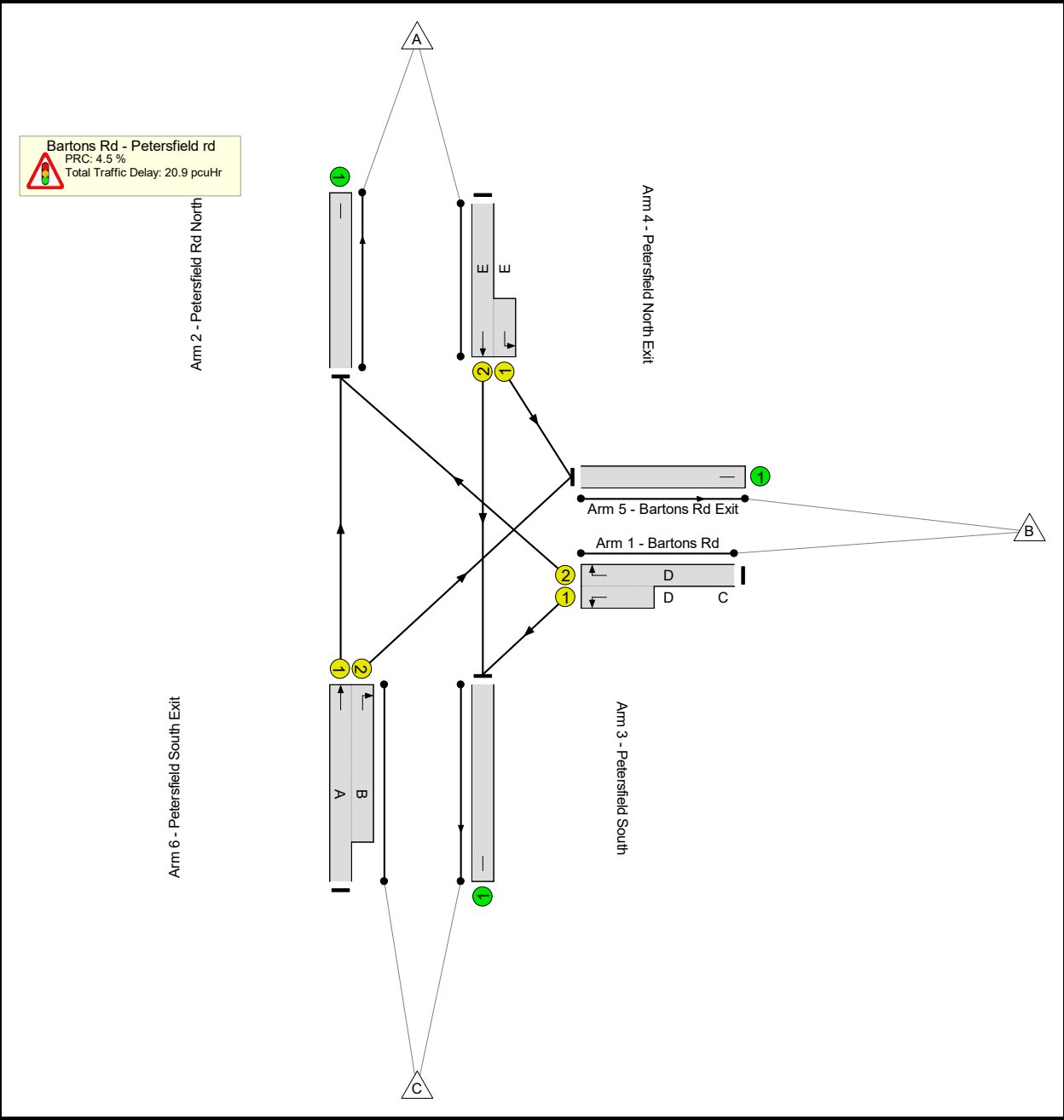
Stage	1	2	3
Duration	26	26	7
Change Point	0	33	66

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	7:40	33	780	1768:1665	164+742	86.1 : 86.1%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	26	-	577	1915:1641	495+188	84.4 : 84.4%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	59:26	-	871	1940:1687	460+569	84.7 : 84.7%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	530	1940	1940	27.3%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	641	1940	1940	33.0%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	1057	1940	1940	54.5%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	11.6	9.3	0.0	20.9	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	11.6	9.3	0.0	20.9	-	-	-	-
1/2+1/1	780	780	-	-	-	4.3	3.0	-	7.2	33.3	13.6	3.0	16.6
2/2+2/1	577	577	-	-	-	3.7	2.6	-	6.3	39.4	10.2	2.6	12.8
3/1+3/2	871	871	-	-	-	3.6	2.7	-	6.3	26.0	9.9	2.7	12.6
4/1	530	530	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	641	641	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	1057	1057	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6

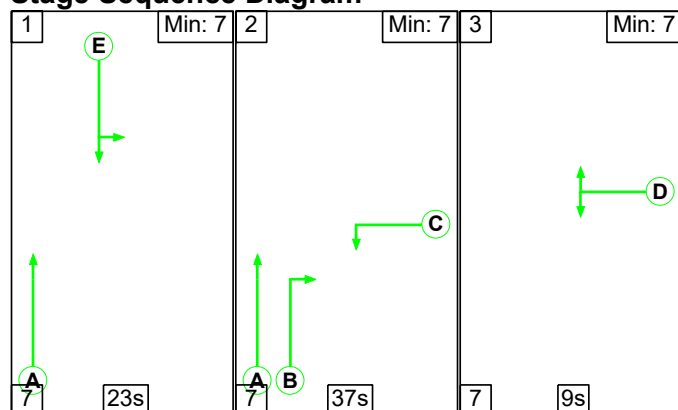
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	19.84	Cycle Time (s):	80
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	20.88		

Full Input Data And Results

Scenario 12: '2038 Future Base + CD + S3 PM' (FG12: '2038 Future Base + CD + S3 PM', Plan 1: 'Network Control Plan 1')

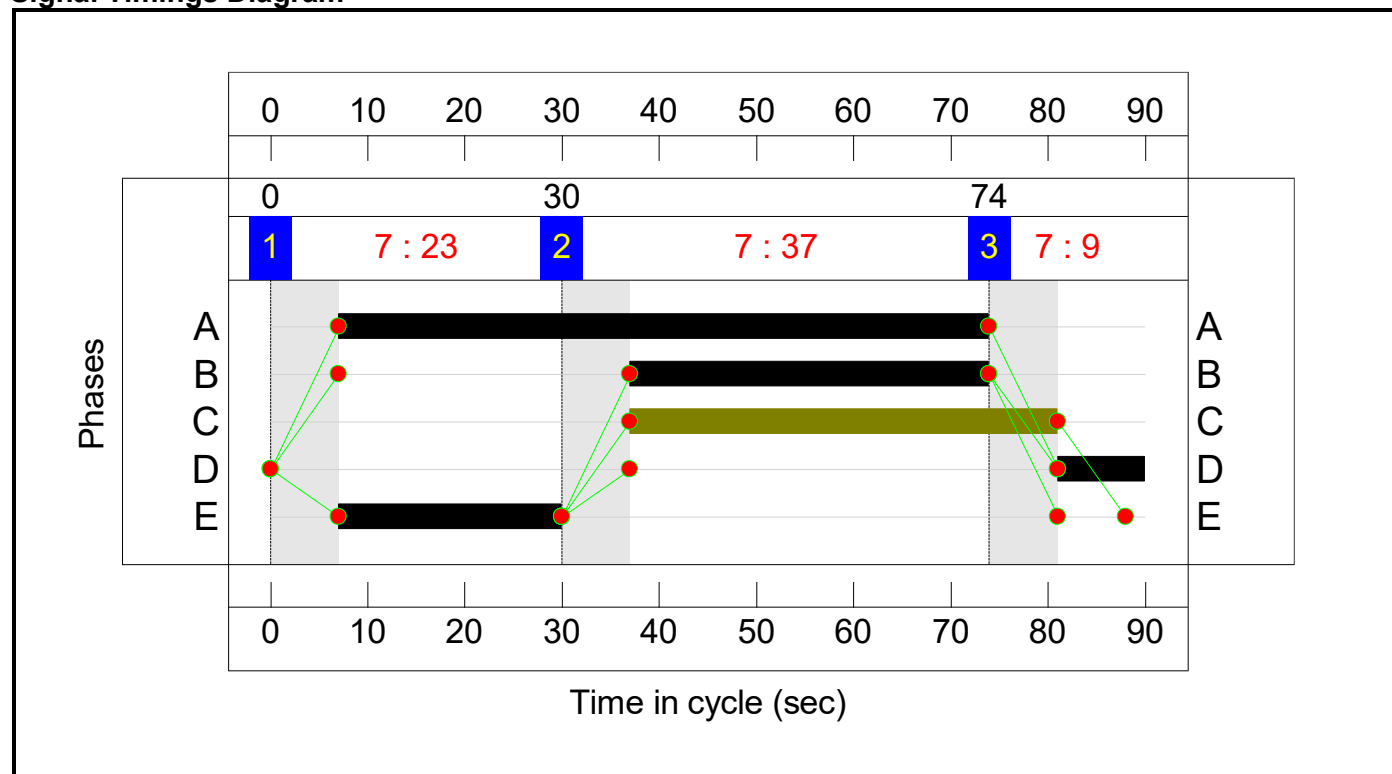
Stage Sequence Diagram



Stage Timings

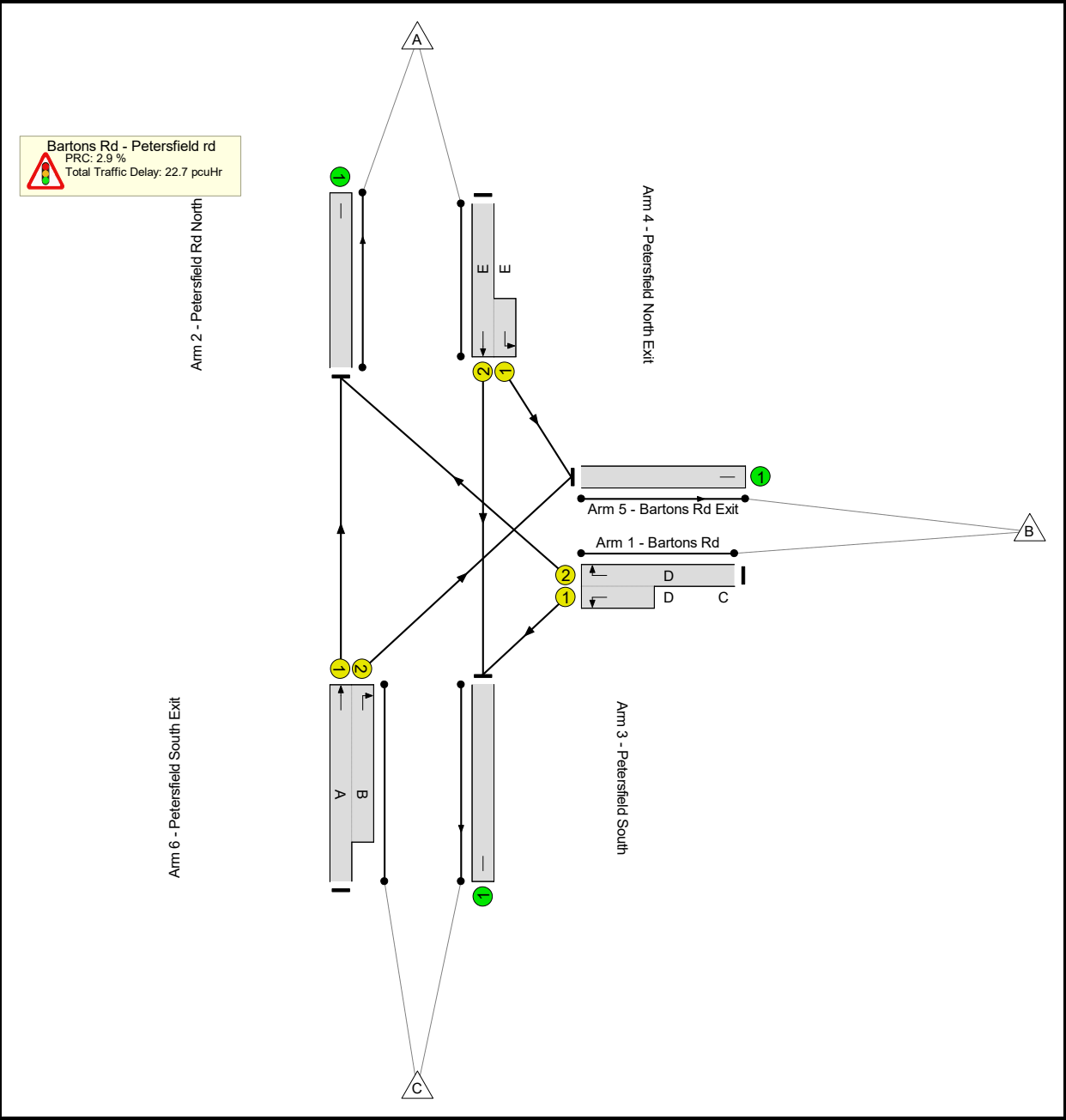
Stage	1	2	3
Duration	23	37	9
Change Point	0	30	74

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: Petersfield Rd/Bartons Rd	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
Bartons Rd - Petersfield rd	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
1/2+1/1	Bartons Rd Right Left	U	N/A	N/A	D	C	1	9:53	44	887	1768:1665	189+859	84.6 : 84.7%
2/2+2/1	Petersfield Rd North Left Ahead	U	N/A	N/A	E		1	23	-	455	1915:1641	407+131	84.5 : 84.5%
3/1+3/2	Petersfield South Ahead Right	U	N/A	N/A	A B		1	67:37	-	1099	1940:1687	544+712	87.5 : 87.5%
4/1	Petersfield North Exit	U	N/A	N/A	-		-	-	-	636	1940	1940	32.8%
5/1	Bartons Rd Exit	U	N/A	N/A	-		-	-	-	734	1940	1940	37.8%
6/1	Petersfield South Exit	U	N/A	N/A	-		-	-	-	1071	1940	1940	55.2%
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: Petersfield Rd/Bartons Rd	-	-	0	0	0	12.9	9.7	0.0	22.7	-	-	-	-
Bartons Rd - Petersfield rd	-	-	0	0	0	12.9	9.7	0.0	22.7	-	-	-	-
1/2+1/1	887	887	-	-	-	4.5	2.7	-	7.2	29.2	16.4	2.7	19.1
2/2+2/1	455	455	-	-	-	3.8	2.6	-	6.4	50.4	9.3	2.6	11.9
3/1+3/2	1099	1099	-	-	-	4.6	3.3	-	7.9	26.0	14.2	3.3	17.5
4/1	636	636	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/1	734	734	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	1071	1071	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	21.51	Cycle Time (s):	90
	PRC Over All Lanes (%):	2.9	Total Delay Over All Lanes(pcuHr):	22.67		