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OUTLINE PLANNING APPLICATION FOR DEMOLITION OF EXISTING BUILDINGS AND DEVELOPMENT OF UP TO 115 DWELLINGS, OPEN SPACE, VEHICULAR ACCESS POINT FROM NEWGATE LANE AND ASSOCIATED AND ANCILLARY INFRASTRUCTURE, WITH ALL MATTERS EXCEPT ACCESS TO BE RESERVED

TRANSPORT TECHNICAL NOTE – JUNCTION MODELLING RESULTS

LAND AT NEWGATE LANE, FAREHAM

ON BEHALF OF BARGATE HOMES LTD

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1. INTRODUCTION

1.1 This Technical Note (TN) has been prepared by Pegasus Group on behalf of Bargate Homes to support an outline planning application (ref: P/19/0460/OA) for a total of 115 dwellings (of which 40% will comprise affordable housing – 46 dwellings) on land at Newgate Lane, Fareham. Access is proposed via a new priority tee junction at Newgate Lane (historic alignment). Due to site constraints the quantum of development for the site has been reduced since the previous technical note from 125 dwellings to 115 dwellings. The percentage of affordable houses has stayed constant at 40%.

1.2 This TN has been prepared further to the most recent highways consultee comments, dated 31st July 2019 and subsequent meeting on 4th September 2019, to provide the modelling methodology and results for the following junctions:

- Newgate Lane / Site Access priority T junction;
- Speedfields Park roundabout and HMS Collingwood signal junction;
- Newgate Lane East / Longfield Avenue / Davis Way roundabout;
- Peel Common Roundabout signalised roundabout; and
- Newgate Lane East / Newgate Lane priority T junction.

1.3 This TN considers the issues raised by the highway authority at Hampshire County Council (HCC) in its consultee response reference 6/3/10/224 to outline planning application P/19/0460/OA dated 31st July 2019, appended to this TN at **Appendix A**.

APPENDIX A – HIGHWAYS CONSULTEE COMMENTS

1.4 It has also been produced further to a meeting held between HCC Highways and Pegasus Group on 04th September 2019. The meeting was held to discuss the highways and transportation issues associated with the adjacent proposed development (ref: P/18/1118/OA), of which are generally considered to be also applicable to this development.

1.5 At the time of writing the initial submission, the outcome of the Stubbington Bypass was not determined and therefore both scenarios of with and without the bypass have been assessed as DS2 and DS1 respectively. Since the submission of the TA, the Secretary of State for Transport has confirmed the Inspector's recommendation to the outcome of the Public Inquiry, and the Stubbington Bypass is now considered committed development.

1.6 Although this TN assesses both the DS1 and DS2 scenarios, it is considered that the DS2 results should be afforded more weight as the Stubbington Bypass is likely to be implemented prior to the site being constructed, given that the current application is for outline permission and a reserved matters application is yet to be submitted.

1.7 An outline planning application (ref: P18/1118/OA) was submitted by Fareham Land LP for the proposed residential development for the land to the immediate south of the planning application site for 75 dwellings. A consultation response to this planning application was issued by the highway authority on the 11th April 2019. The matters included are the same as those issued for the Fareham Land LP planning application. This TN considers the cumulative traffic impact of the development of both parcels of land for a total of 190 dwellings.

1.8 This TN concludes that the local road network will accommodate the cumulative traffic impact of 190 dwellings associated with the planning applications P/18/1118/OA and P19/0460/OA with very minor impact to existing local traffic conditions.

2. MODIFICATIONS TO METHODOLOGY, FLOWS AND DISRIBUTION

Traffic Flows

Growth Rates and Daedalus Distribution

2.1 The observed traffic flows, growth rates, and committed development traffic were considered acceptable in the consultation response dated 31st July 2019, hence these have not been altered.

2.2 The Daedalus committed development has been removed from the growth rates previously used and assigned to the network manually. It was agreed by HCC Highways that although the Daedalus Transport Assessment suggests that Fareham will have 902 jobs and 0 households, and Gosport 3206 jobs and 200 households, it is most appropriate to only apply the Fareham rates to the TEMPro growth rate. This methodology provides the most representative growth rate.

2.3 Subsequent to the above, the Fareham jobs and households have been removed to provide a revised growth rate which allows for the Daedalus traffic to be manually assigned to the network. The growth rates are included below for clarity:

- 2024 AM – 0.03333
- 2024 PM - 1.0348

Assessments

2.4 For robustness of assessment, four trip-rate scenarios were assessed. These were:

i. 100% Privately Owned Houses;

ii. Correct Private/Affordable Split – 60% private, 40% affordable;

iii. Travel Plan Reduction – minus 10% of trips due to measures from Travel Plan; and

iv. Correct Private/Affordable Split + Travel Plan Reduction.

2.5 For each of these flow diagrams have been included as an appendix. These show the observed and expected traffic flows at each junction for the following scenarios:

i. 2019 Base DS1– without Stubbington Bypass;

ii. 2024 Base DS1 – including committed developments without Stubbington Bypass;

iii. Development Trip Distribution DS1 – taken from the distribution proportions showing arrival and departure percentages only;

iv. Development Trips DS1 – Development trip distribution for DS1 applied to the arrival and departure profiles;

v. 2024 Base DS1 + Development;

vi. DS1 – DS2 Conversion Ratios;

vii. 2019 Base DS2 – with Stubbington Bypass, Existing 2019 base flows adjusted in accordance with DS1 – DS2 Conversion Ratios;

viii. 2024 Base DS2 – with Stubbington Bypass;

ix. Development Trip Distribution DS2 – taken from the distribution proportions showing arrival and departure percentages only;

x. Development Trips DS2 – Development trip distribution for DS2 applied to the arrival and departure profiles;

xi. 2024 Base DS2 + Development.

100% Privately Owned

2.6 For this scenario, it was assumed that all dwellings on the site were 100% privately owned houses. Whilst this will not be the case once built, HCC has requested that this be the only trip rate assessed. This request has been noted, however, all four trip rate scenarios have been included for a wholistic approach. For reference, the previously agreed trip rates and updated generation for 190 dwellings is included on **Table 2.1** below.

Table 2.1 – 100% Private Trip rates and Generation

190 Private Houses	AM			PM		
	Arr	Dep	2-way	Arr	Dep	2-way
Trip Rate	0.165	0.4	0.565	0.386	0.243	0.629
Trip Gen	31	76	107	73	46	120

2.7 The flow diagrams for the local road network are included at **Appendix B**.

APPENDIX B – FLOW DIAGRAMS 100% PRIVATE

Correct Private/Affordable Split

2.8 In order to establish the number of trips associated with the proposed affordable units, trip rates have been derived from TRICS (version 7.5.1, 2019). TRICS is an industry standard database of trip rates used to quantify the numbers of trips associated with new developments.

2.9 To derive a suitable trip rate, the following parameters have been applied:

i. Land use – 03 – Residential;

ii. Category – B – Affordable/Local Authority Houses;

iii. Location – Sites only within England and Wales, excluding Greater London; and

iv. Edge of Town and Suburban Area.

2.10 The full TRICS report is included at **Appendix C.**

APPENDIX C – AFFORDABLE DWELLINGS TRICS OUTPUT

2.11 **Table 2.2** below summarises the TRICS-derived trips associated with the development with the affordable split that has been proposed.

Table 2.2 – Private and Affordable Trip rates and Generation

		AM			PM		
		Arr	**Dep**	**2-way**	**Arr**	**Dep**	**2-way**
114 Privately Owned Houses	**Trip Rate**	0.165	0.4	0.565	0.386	0.243	0.629
	Trip Gen	19	46	64	44	28	72
76 Affordable Dwellings	**Trip Rate**	0.11	0.209	0.319	0.226	0.158	0.384
	Trip Gen	8	16	24	17	12	29
Trip Gen	**Trip Gen**	27	62	88	61	40	101

2.12 **Table 2.2** suggests that the proposed affordable and private dwellings could be associated with 88 two way vehicle trips in the AM peak and 101 two way vehicle trips in the PM peak.

2.13 The flow diagrams for the correct development affordable mix are included at **Appendix D**.

APPENDIX D – FLOW DIAGRAMS PRIVATE/AFFORDABLE MIX

Travel Plan Discount

2.14 A discount of 10% has been applied to the development forecast trip numbers to account for the impact of an active Travel Plan associated with the development.

2.15 The flow diagrams accounting for the travel plan discount with 100% privately owned houses are included at **Appendix E**.

APPENDIX E – FLOW DIAGRAMS 100% PRIVATE TRAVEL PLAN DISCOUNT

2.16 The flow diagrams accounting for the travel plan discount with the private/affordable mix are included at **Appendix F**.

APPENDIX F – FLOW DIAGRAMS PRIVATE/AFFORDABLE MIX TRAVEL PLAN DISCOUNT

3. REVISED MODELLING

3.1 Due to the lower quantum of development the models for all junctions were re-run using updated development flows. The tables shown in this section are for the 100% privately owned houses scenario only. The output reports for the private/affordable mix, travel plan reductions and private/affordable mix plus travel plan reduction development trips are included in the appendix for each junctions' reports. Across the board the reduced trip rate scenarios caused the junctions to perform marginally better than the 100% privately owned houses scenario.

3.2 The modelled junctions are as set out below:

- Newgate Lane / Site Access priority T junction;
- Speedfields Park roundabout and HMS Collingwood signal junction;
- Newgate Lane East / Longfield Avenue / Davis Way roundabout;
- Peel Common Roundabout Signalised Roundabout; and
- Newgate Lane East / Newgate Lane priority T junction;

Old Newgate Lane / Site Access Priority Junction

3.3 The proposed access junction at Old Newgate Lane is forecast to operate efficiently with no material queues or delay. The modelling report is summarised below on **Table 3.1** and included at **Appendix G**.

APPENDIX G – NEWGATE LANE / SITE ACCESS MODELLING REPORTS

Table 3.1 – Site Access (Southern) Modelling Results

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2024 Base + Dev DS1							
Stream B-C	0	0	0	A	0	0	0	A
Stream B-A	0.1	7.68	0.1	A	0.1	7.41	0.06	A
Stream C-AB	0	0	0	A	0	0	0	A
	2024 Base + Dev DS2							
Stream B-C	0	0	0	A	0	0	0	A
Stream B-A	0.1	7.68	0.1	A	0.1	7.41	0.06	A
Stream C-AB	0	0	0	A	0	0	0	A

3.4 The results for the junction without development traffic were not included.

HMS Collingwood Signal Junction and Speedfields Park Roundabout

3.5 The HMS Collingwood Signal and Speedfields Park Roundabout junction modelling results in summarised below show the results for all scenarios from the LinSig modelling undertaken to assess the development impact. The modelling report is summarised below on **Table 3.2** and included at **Appendix H**.

APPENDIX H – HMS COLLINGWOOD SIGNAL JUNCTION MODELLING REPORTS

Table 3.2 – HMS Collingwood Signal Junction

Scenario Name	PRC (%)	PRC (%)	Delay (pcuHr)	Delay (pcuHr)
	AM	PM	AM	PM
2019 DS1 BASE	7.6	44.1	20.17	16.07
2024 DS1 BASE	3.4	25.5	23.68	19.83
2024 DS1 BASE + DEV	2.4	23.1	24.53	20.63
2019 DS2 BASE	6.6	85.3	20.24	11.22
2024 DS2 BASE	2.6	71.9	25.08	13.43
2024 DS2 BASE + DEV	1.9	67.4	26.02	13.95

3.6 The modelling results indicate that the junction is forecast to operate for a design year of 2024 with development traffic for all scenarios assessed with no material decreases in capacity or increases in delay or queues lengths associated with the development proposals in comparison to the base scenarios assessed. The development is forecast to have very little impact on the junction's performance.

Newgate Lane / Longfield Avenue / Davis Way Roundabout

3.7 **Table 3.3** shows the results for all scenarios from the Junctions 9 ARCADY modelling undertaken to assess the development impact at the Newgate Lane / Longfield Avenue / Davis Way roundabout. The modelling report is included at **Appendix I.**

APPENDIX I – LONGFIELD AVENUE / NEWGATE LANE MODELLING REPORTS

Table 3.3 – Longfield Avenue / Newgate Lane ARCADY model results

	AM					PM				
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**	**Junction LOS**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Junction LOS**
	2019 Base DS1									
1 - Davis Way	0.2	9.61	0.13	A	A	0.4	17.75	0.31	C	A
2 - Newgate Lane (South)	2.9	6.61	0.74	A		1.4	4.08	0.58	A	
3 - Longfield Avenue	0.7	4.26	0.42	A		0.9	4.17	0.49	A	
4 - Newgate Lane (North)	1.9	6.98	0.65	A		2.9	9.95	0.75	A	
	2024 Base DS1									
1 - Davis Way	0.2	12.67	0.17	B	A	0.9	35.64	0.49	E	B
2 - Newgate Lane (South)	3.6	7.8	0.78	A		1.7	4.48	0.62	A	
3 - Longfield Avenue	0.9	4.95	0.49	A		1.2	4.93	0.56	A	
4 - Newgate Lane (North)	3.2	10.35	0.76	B		5.9	18.68	0.86	C	
	2024 Base + Dev DS1									
1 - Davis Way	0.2	13.09	0.18	B	A	1.1	40.8	0.53	E	B
2 - Newgate Lane (South)	3.8	8.16	0.79	A		1.7	4.62	0.63	A	
3 - Longfield Avenue	1	5.08	0.5	A		1.3	5.1	0.57	A	
4 - Newgate Lane (North)	3.4	10.89	0.77	B		6.7	21	0.88	C	
	2019 Base DS2									
1 - Davis Way	0.1	7.15	0.1	A	A	0.2	7.18	0.15	A	A
2 - Newgate Lane (South)	2.4	5.72	0.7	A		1.3	3.9	0.57	A	
3 - Longfield Avenue	0.3	3.28	0.21	A		0.2	2.72	0.19	A	
4 - Newgate Lane (North)	1.4	5.11	0.57	A		1.2	4.55	0.54	A	
	2024 Base DS2									
1 - Davis Way	0.2	8.56	0.13	A	A	0.2	8.67	0.19	A	A
2 - Newgate Lane (South)	2.9	6.56	0.74	A		1.5	4.25	0.6	A	
3 - Longfield Avenue	0.3	3.54	0.24	A		0.3	2.89	0.22	A	
4 - Newgate Lane (North)	2.1	6.66	0.67	A		1.7	5.68	0.63	A	
	2024 Base + Dev DS2									
1 - Davis Way	0.2	8.76	0.13	A	A	0.2	8.96	0.2	A	A
2 - Newgate Lane (South)	3	6.75	0.75	A		1.6	4.38	0.62	A	
3 - Longfield Avenue	0.3	3.59	0.25	A		0.3	2.95	0.22	A	
4 - Newgate Lane (North)	2.2	6.92	0.68	A		1.8	5.88	0.64	A	

3.8 **Table 3.3** indicates that the junction is forecast to operate for a design year of 2024 with development traffic for all scenarios assessed with no material decreases in capacity or increases in delay or queues lengths associated with the development proposals in comparison to the base scenarios assessed.

Peel Common Roundabout

3.9 The modelling results for the operation of the Partially signalised Peel Common Roundabout are summarised in **Table 3.4** below. The full modelling report is included at **Appendix J**.

APPENDIX J – PARTIALLY SIGNALISED PEEL COMMON ROUNDABOUT MODELLING REPORTS

Table 3.4 – Partially Signalised Peel Common Roundabout

Scenario Name	PRC (%)		Delay (pcuHr)	
	AM	PM	AM	PM
2019 DS1 BASE	53	33.2	34.79	32.33
2024 DS1 BASE	33.8	25	43.56	40.7
2024 DS1 BASE + DEV	31.7	23.4	43.95	41.16
2019 DS2 BASE	6.2	-13.2	41.72	75.85
2024 DS2 BASE	-0.8	-18.1	53.2	142.71
2024 DS2 BASE + DEV	-1.8	-21.9	55.23	151.52

3.10 As can be seen from above, the junction is expected to function over capacity for the PM DS2 scenarios. However, it is expected that the phase 3 works scheduled for the roundabout to make it fully signalised will allow the junction to perform at a higher capacity. The results for the fully signalised roundabout are summarised in **Table 3.5** below and the full reports are included at **Appendix K**.

APPENDIX K – FULLY SIGNALISED PEEL COMMON ROUNDABOUT MODELLING REPORTS

Table 3.5 – Fully Signalised Peel Common Roundabout

Scenario Name	PRC (%)		Delay (pcuHr)	
	AM	PM	AM	PM
2019 DS1 BASE	26.8	62.1	36.73	35.33
2024 DS1 BASE	16.1	38.3	46.31	43.27
2024 DS1 BASE + DEV	15.2	40.6	47.47	42.56
2019 DS2 BASE	31.2	42.1	37.94	32.62
2024 DS2 BASE	24	18.7	48.32	43.63
2024 DS2 BASE + DEV	24	18	49.23	44.34

3.11 The performance of the junction improves with the implementation of the phase 3 works required in associated with the Stubbington Bypass DS2 proposals in comparison to the DS1 scenario results.

3.12 In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed with no material difference in capacity, queue or delay with the addition of traffic associated with both the Newgate Lane (South) and the Newgate Lane (North) scheme proposals.

Conclusion

3.13 It is concluded that all of the junctions assessed are expected to function within capacity for the 2024 scenarios.

3.14 The partially signalised Peel Common Roundabout operates above theoretical capacity in both the 2019 and 2024 DS2 Base scenarios, and the addition of development traffic has a marginal impact on the operation of the roundabout. However, mitigation in the form of full signalisation at the roundabout results in the junction operating within capacity for all scenarios assessed.

3.15 It is considered that the scheme will not have a material impact on the operation of the junctions assessed as part of this TN.

4. CONCLUSION

4.1 This TN has been prepared by Pegasus Group on behalf of Bargate Homes to support an outline planning application for 115 residential dwellings (of which 40% will comprise affordable housing) on land at Newgate Lane, Fareham. For the purpose of this assessment the total quantum of development of applications P/18/1118/OA & P/19/0460/OA has been assessed, equating to a total of 190 residential dwellings.

4.2 The results of the capacity analysis indicate that the Peel Common Roundabout junction is operating over its theoretical capacity in the do-nothing scenario, and the impact of the development proposals has a marginal impact on the junction. However, the mitigation proposed in the form of the fully signalised Peel Common Roundabout results in the junction operating within capacity for all scenarios assessed.

4.3 Capacity assessments of the local highway network indicate that the redevelopment proposals will not have a material impact on the operation and safety of the local highway network.

APPENDIX A

HIGHWAYS CONSULTEE COMMENTS

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For the Attention of Jean Chambers

Dear Madam

Land at Newgate Lane (South), Fareham, P/19/0460/OA – Outline planning permission for the demolition of existing buildings and development of up to 125 dwellings, open space, vehicular access point from Newgate Lane and associated and ancillary infrastructure, with all matters except access to be reserved.

Thank you for consultation on the above planning application. Highway related information submitted under this planning application has been previously reviewed by the highway authority and a response dated 23rd May 2019 has been provided requesting further information. The latest submission, titled Transport Technical Note – Newgate Lane and Newgate Lane East Junction (June 2019), aims specifically to address the concerns raised by the highway authority in relation to the proposed signalisation of this junction to address forecast capacity issues at the existing priority junction should the development come forward. These concerns in relation to modelling are copied below.

Old Newgate Lane / Newgate Lane East (current layout)

- *A FLAT profile has been used, with a 90-minute time period. Single time segment only has not been ticked as per the Junctions 9 user guide.*
- *It is noted that the traffic flows have been inputted as vehicles and not PCU's.*
- *The base flows appear correct; however, the other scenarios do not appear to align with the provided traffic flow diagrams.*
- *No commentary has been provided on the model validation methodology. In addition, modelled queues do not appear to reflect existing traffic conditions.*

Until further clarification is provided the models cannot be considered as a sound basis upon which to assess the future operation of this junction during the various traffic flows scenarios as set out within the Updated TA.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Old Newgate Lane / Newgate Lane East (Proposed signalisation)

- *Lane 1/2 (Newgate Lane northbound offside lane) – a 10 PCU flare length has been included in the model for this lane. This grossly overestimates the use of the flared lane and provides an unrealistic capacity on this approach. Based on the flare length of 60 metres, the 115 metre downstream merge on the exit, it is considered that very few drivers would use the offside lane. Drivers within 60 metres of the junction will realise that they will proceed through at the next green and therefore will see little benefit from using the offside lane. Those familiar with the route will realise that using the offside lane will require them to re-join the main traffic stream quickly downstream. Experience at other junctions indicates that drivers are reluctant to use the offside lanes as they derive little personal benefit on the approach yet find themselves having to force their way back to re-join the main flow on the exit. The traffic/lane flows in the model have been assigned on delay based balancing which places 49% of Newgate Lane northbound into the nearside lane and 51% into the offside lane for all scenarios. This lane distribution will not reflect actual lane usage. The model should be changed in two ways to reflect this behaviour;*
    - *Reduce the actual use of the flared lane to 1 PCU per cycle to provide a realistic usage reflecting the short flare and merge lengths.*
    - *Lock the traffic assignment on the Newgate Lane northbound approach to 90% nearside lane and 10% offside lane.*
- *Lane 2/1 (Old Newgate Lane nearside lane) – a 7 PCU flare length has been included in the model. Physically the flare lane is no more than 1 or 2 PCU long and the flare length should be reduced accordingly.*
- *Lane 2/1 (Old Newgate Lane nearside lane) – the saturation flow does not include the turning radius for this movement. This should be included in the saturation flow measurements. Its inclusion would reduce the saturation flow for this movement.*
- *Only the cyclic order stage change intergreen values have been checked (stage change 1-2-3-1). The following intergreens require changing;*
    - *Phase A to D intergreen should be 6 seconds and not 4 seconds as modelled.*
    - *Phase C to A intergreen should be 6 seconds and not 4 seconds to match that for phase C to B intergreen*
    - *Phase D to C intergreen should be 6 seconds to match that for the phase B to C intergreen.*

No review has been made of the results (forecast traffic delays and queues) pending changes to the model and verification of the traffic flows.

It is understood that this application is to be considered in conjunction with an adjoining plot of land to the north, currently subject to a live application for 75 dwellings (planning ref P/18/1118/OA). The Technical Note considers the cumulative transport impact of both sites coming forward on the junction of old Newgate Lane and Newgate Lane East. The highway authority is only able to comment on the submitted information.

The recent realignment and upgrade of Newgate Lane makes up part of the ‘Improving Access to Fareham and Gosport’ strategy. The technical assessment for

this strategy assumed development of existing brownfield regeneration sites and not development of greenfield sites along the Newgate Lane corridor. The primary aim of the strategy is to stimulate the provision of employment and investment in employment opportunities within Gosport.

Modifications to Methodology, Flows and Distribution

The highway authority's response dated 23rd May 2019 raised concerns regarding the methodology employed to determine background traffic growth. It was requested that development traffic from the Gosport Waterfront and Daedalus developments should be manually assigned to the network. It was requested that committed development flows are added to the TEMPro growthed base flows to give the forecast future year traffic flows (with Gosport Waterfront and Daedalus to be removed from TEMPro to avoid double counting). Further information was submitted directly to the highway authority by email 29th May 2019; the approach set out above has been adopted and the resulting background traffic growth and base flows presented in the Technical Note are considered acceptable (albeit there appears to be a labelling error in appendix 4, with 'Base 2024 "DS2"' flows incorrectly labelled as 'Base 2024 "DS1"' in both the AM and PM).

However, the development traffic flows, and therefore the flows used to model junction performance, have been amended from those originally submitted and are not agreed. Firstly, the highway authority previously raised the below concern. This has not been addressed in the submitted Technical Note.

The highway authority have undertaken recent data collection for the completed scheme including traffic flows on Newgate Lane East. The PM southbound flows appear low. The raw survey data, including queue length surveys, should be provided for review.

Secondly, regarding affordable and private trip rates, the original assessment assumed 100% private ownership. It is accepted that TRICs affordable housing trip rates are lower than that of privately owned dwellings. It is the highway authority's experience that, while developers initially propose a proportion of affordable housing (40% in this case), as the development progresses it is not unusual, often due to viability issues, for this proportion to be reduced. As such, for a robust assessment, the originally proposed trip generation should be maintained; the revised development trips shown in Table 5 are not agreed.

Finally, the Technical Note has also applied a 10% reduction in forecast trip generation, to account for reductions in car trips as a result of the Travel Plan. The final trip generation has not been shown in a table, but is included in flow diagrams at appendix 9. Again, this reduction was not included in the originally submitted Transport Assessment and is unacceptable. Firstly, it is noted that an acceptable Travel Plan has not yet been submitted. Furthermore, the Travel Plans targets are exactly that and do not guarantee that private car trips will be reduced by 10%. Nor does a Travel Plan obligate any party to achieve a 10% reduction in car trips, but rather to make best endeavours to achieve the agreed reduction target. For a robust

assessment, no trip generation reduction is acceptable due to the implementation of a Travel Plan.

The previously agreed trip rates were taken from the application for Newgate Lane East link road itself and were presented by the applicant and agreed by the highway authority as acceptable for the assessment of this development; as such and given the above, these agreed trip rates and subsequent trip generation should be retained for a robust assessment. Given this, the modelling outputs presented in the Technical Note cannot be considered a robust forecast of the future situation and have not been commented on. Regardless, the modelling methodology has been reviewed, comments below.

Model Methodology

Several different models were submitted but, given neither affordable housing or Travel Plan reductions in trip rates are acceptable, only the following scenarios have been reviewed:

- 'Previous' – The previously submitted model with updated flows
- 'Revised' – The revised model to the updated junction design

'Previous' model

This model replicates the previously proposed junction layout drawing (Figure 1) contained in the Transport Technical Note. The structure and accuracy of this model has been cross referenced to the earlier model. Changes have been made to the intergreen times and the Old Newgate Lane flare length which are now correct.

Various iterations have been produced which are based around the theoretical use of the Newgate Lane northbound offside lane. The traffic distribution between these 2 northbound lanes has been incremental tested from 50%/50% up to 90%/10% in each lane.

Newgate Lane northbound has been modelled with a 10 PCU flare length. While this matches the physical length, it does not reflect the actual usage, which would be much lower. As stated in the previous response the flare length of 1 PCU should be used. This is combined with the 90%/10% traffic split between the nearside and offside lanes previously requested.

'Revised' model

This model has been produced to replicate the updated layout drawing (Figure 2). This layout has extended the length of the flared approached on Newgate Lane northbound. The downstream merge distance has also been increased. Both appear to have been achieved without carriageway widening by using the central hatched area. The Old Newgate Lane nearside lane flare length has also been increased.

Newgate Lane East northbound flared lane has been modelled as an infinitely long lane which is incorrect. A physical lane length of 10 PCU has been assigned to this lane in the model. This doesn't replicate the short flare length. Based on the high

tendency for drivers to remain in the nearside lane and their general reluctance to overtake (queue jumping) when using a flare and merge through a signal junction, the actual usage of the flare should be considerably less than the available flare length. The flared lane should be changed to a short lane and an actual use of 2 PCU's assigned to it to reflect the low use of the flared lane.

The extended flare length and merge would widen Newgate Lane northbound over a distance of around 300 metres before returning to a single lane. Beyond the flared section the single lane section would be around 300 metres long before widening back out again on the approach to the HMS Collingwood junction. For driver continuity and to encourage a material increase in the use of the flared offside lane, investigation of the proposed widening to be continuous between the junctions in the northbound direction should be undertaken.

The use of the flare is integral to the overall junction performance. Various flow distribution splits have been tested for the northbound approach (50%/50% to 90%/10%). While the flare length and merge distances have been increased from those previously proposed, without the continuation of northbound widening between the proposed signal junction and HMS Collingwood junction the use of the flare would tend towards the highly imbalance end the scale.

The proposals now include the Newgate Lane East southbound right turn as a give way movement, rather than signal controlled. This is not acceptable in safety terms and is irrespective of the right turn demand flow. Historically gap seeking right turning across multiple opposing lanes has resulted in poor collision records. It is a particular problem off peak when opposing traffic speeds increase and gaps appear more inviting to turn across. Remedial action has been taken at many junctions to separately signal the right turn movement from the opposing traffic. This movement must be fully signal controlled for safety reasons as the safety risk of drivers' gap accepting when turning right across 2 lanes of opposing traffic is not acceptable. The model should be amended accordingly.

The above comments relating to model input flows and model set up should be addressed to allow the highway authority to comment regarding the acceptability of the junction signalisation proposals.

Modifications to Junction

The following comments were previously made in relation to the engineering aspects of the signal design.

Signalisation
Drawing figure 16 proposes signalisation of the junction. The following comments can be made with respect to the engineering aspects of this design:

- *Provision for pedestrians and cyclists should be considered.*
- *There is concern regarding the two accesses to the south of the junction causing late braking when travelling southbound on a green wave.*
- *This option impacts on highway ditches (OWC) and street lighting.*

- *There will be a negative impact on the free flow of traffic, country to the design objectives of Newgate Lane realignment.*

The amended junction design extends the flare, merge and right turn lane lengths on Newgate Lane East, increases the left turn radii, increases the southbound through lane width and extends the flare length at old Newgate Lane egress. These amendments do not address the above comments.

Furthermore, Newgate Lane East southbound ahead lane is shown as 4.5 metres wide. Such a width can lead to poor vehicle alignment at the stop line and could encourage drivers to align alongside each other. A maximum lane width of 4.0 metres is required (the modelling saturation flow should be adjusted accordingly). Newgate Lane East north central island width would need to be at least 2.0m wide to allow safe maintenance of the signal head (to match that on old Newgate Lane).

One further proposed amendment is the change in the right turn movement from Newgate Lane East to old Newgate Lane from signal controlled to give way; this is unacceptable as set out in the Modifications to Methodology, Flows and Distribution section above.

Revised Modelling

No review has been made of the modelling outputs pending agreement of input development traffic flows, amendments to the junction design and amendments to the model setup as set out above.

Recommendation

The additional information submitted does not overcome the concerns previously raised. As set out in this response, there remain a number of outstanding comments that need to be addressed. I am also aware that a number of other matters remain outstanding as set out in my response dated 23rd May 2019.

Should you be minded to determine the application before this information has been supplied for review, the highway authority should be contacted for reasons for refusal.

I trust the above is clear, but please do not hesitate Nick Gammer on the above number should you wish to discuss anything further.

Yours Sincerely,

Ben Clifton
Transport Team Leader – Highways Development Planning

APPENDIX B

FLOW DIAGRAMS 100% PRIVATE

2019 Base "DS1"

AM - 0800 - 0900

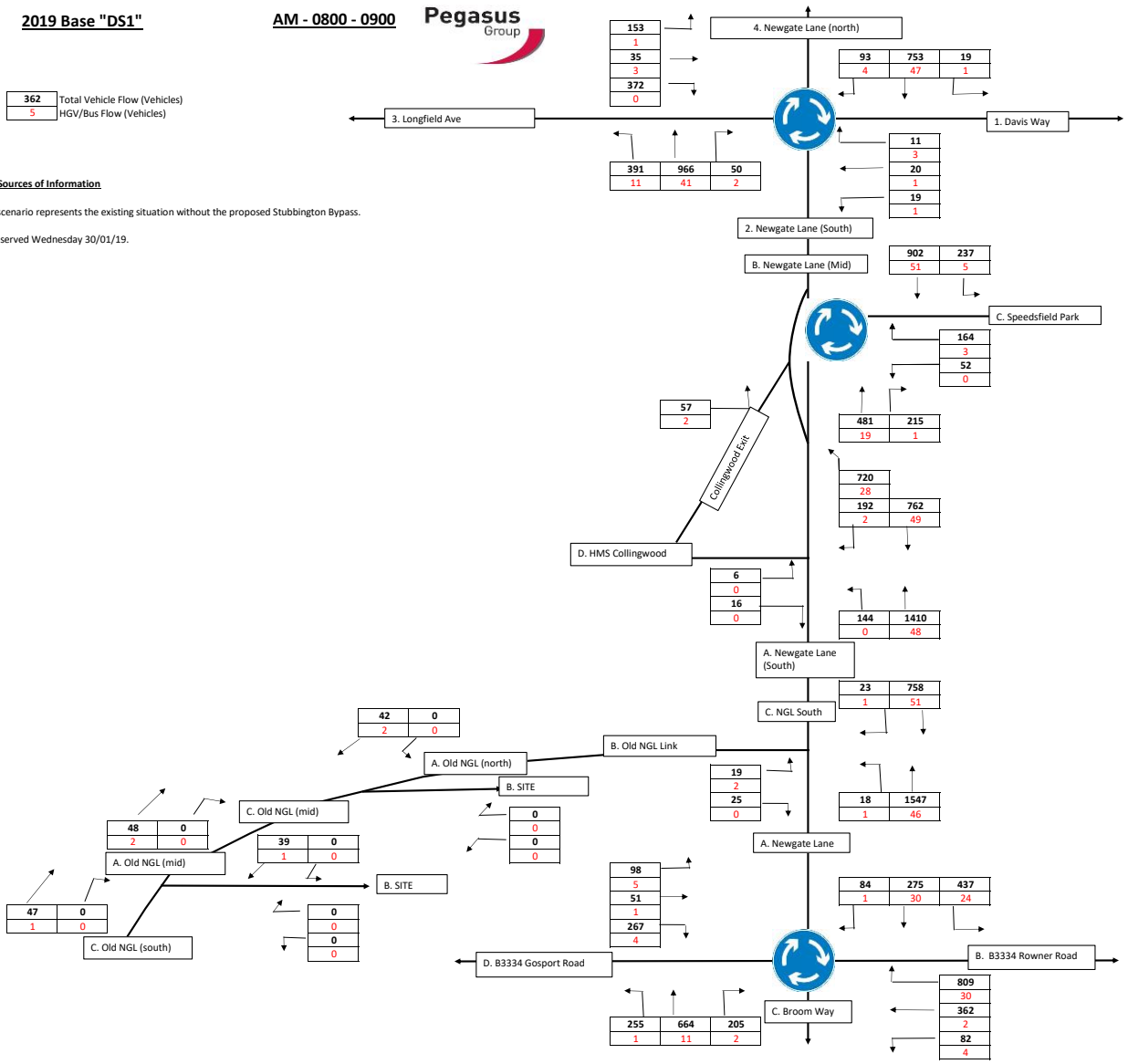
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2019 Base "DS1"

PM - 1700 - 1800

Pegasus Group

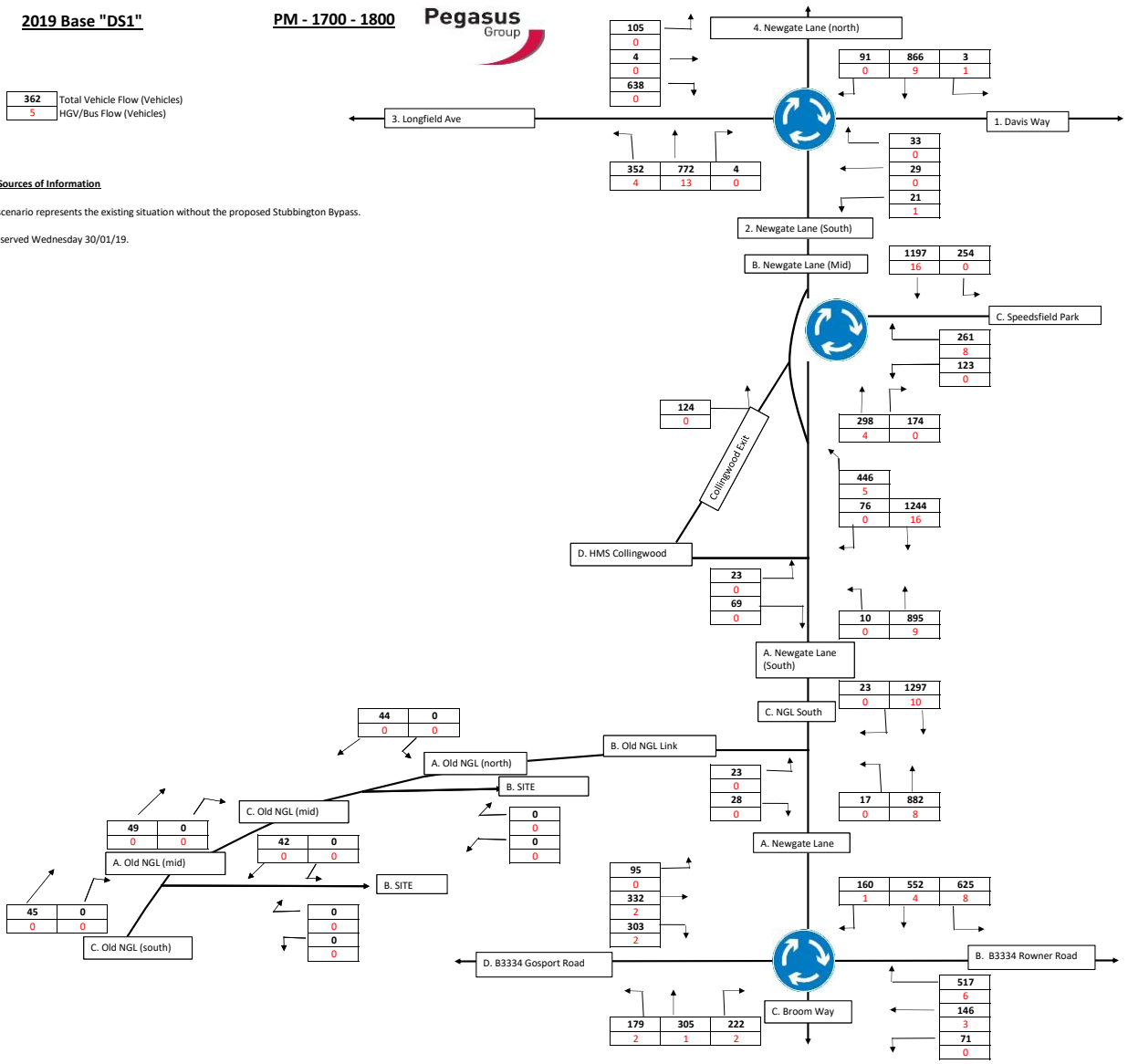
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2024 Base "DS1"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

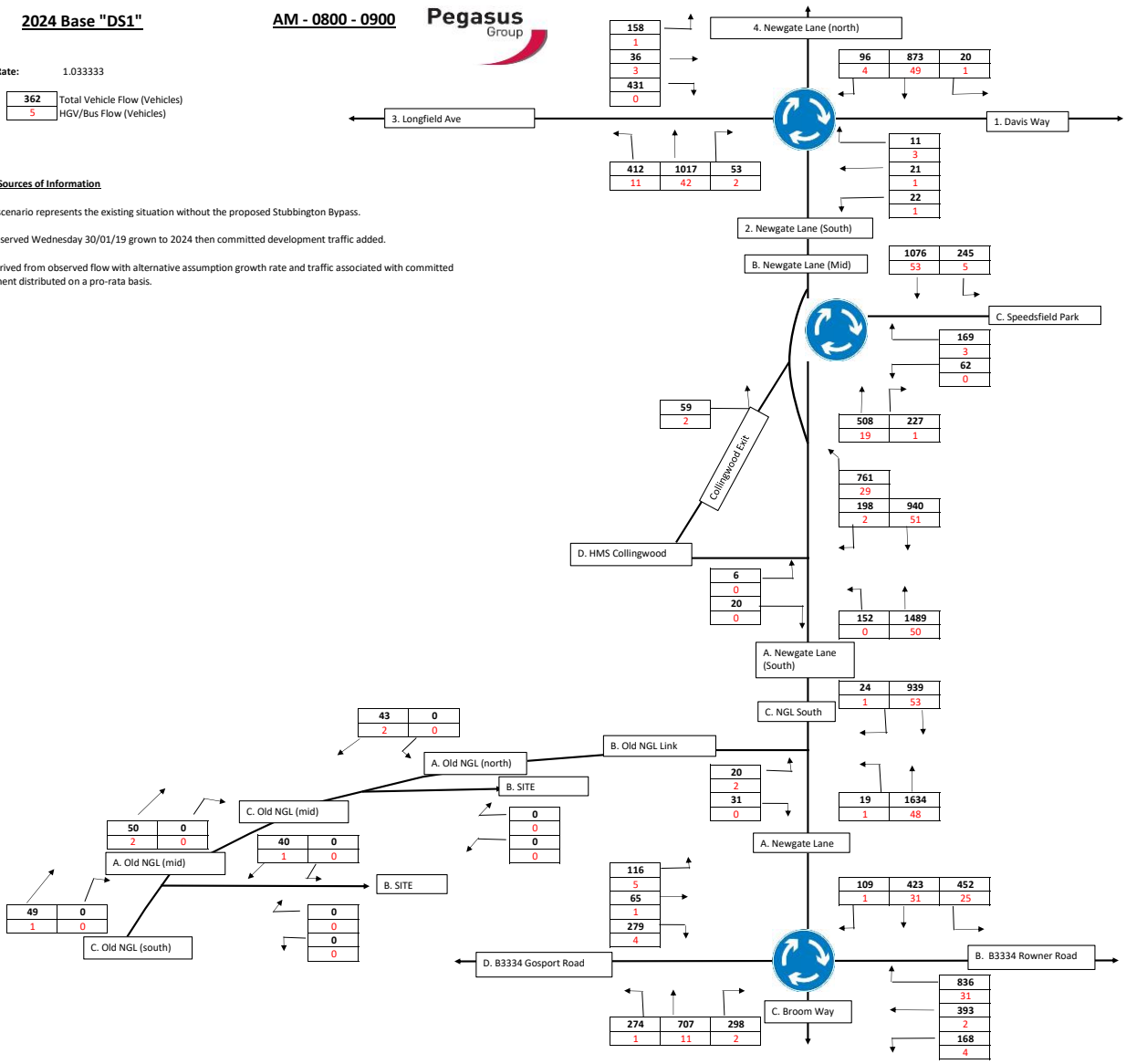
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

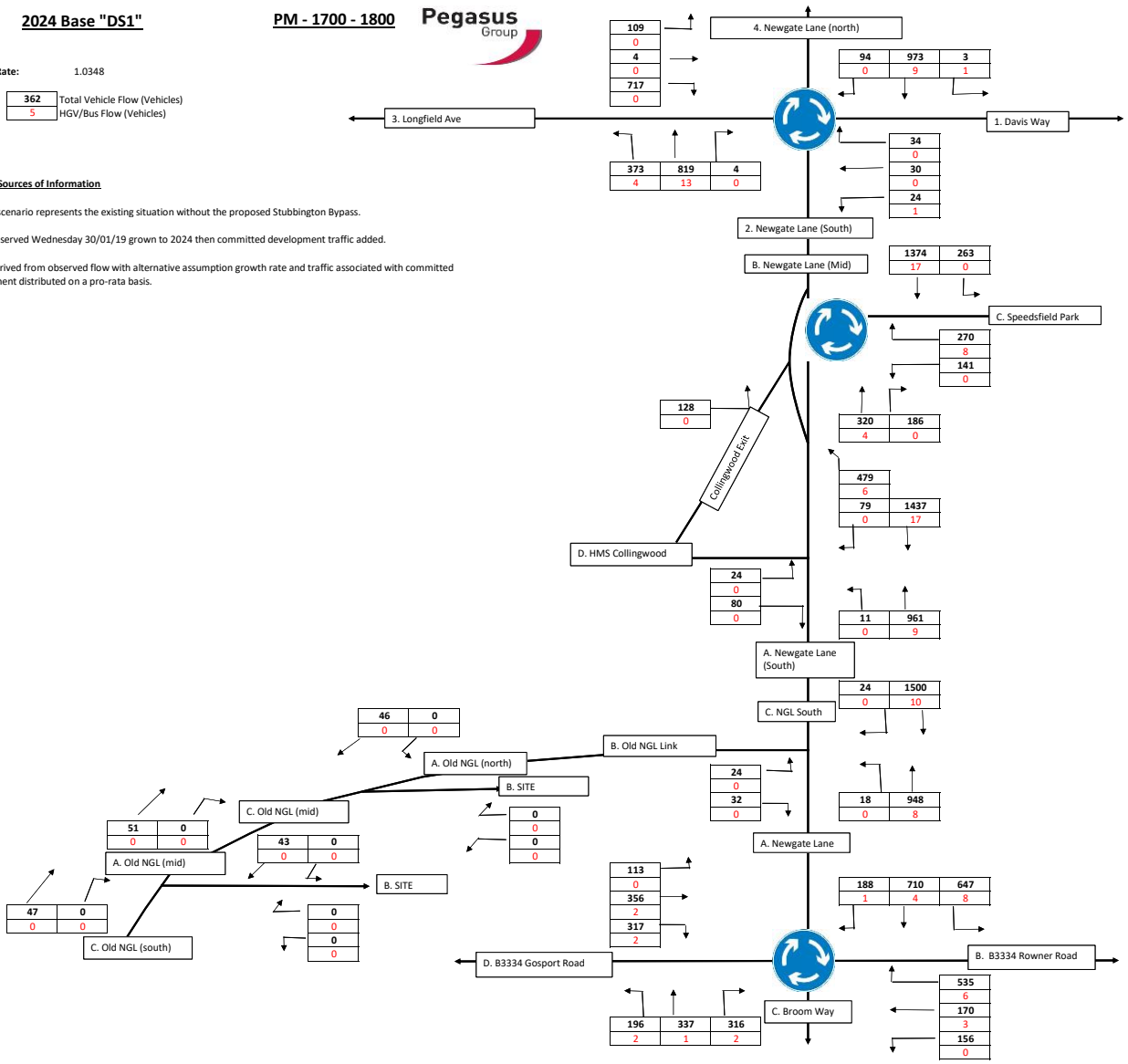
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



"DS1" Development Trip Distribution

AM - 0800 - 0900

Pegasus Group

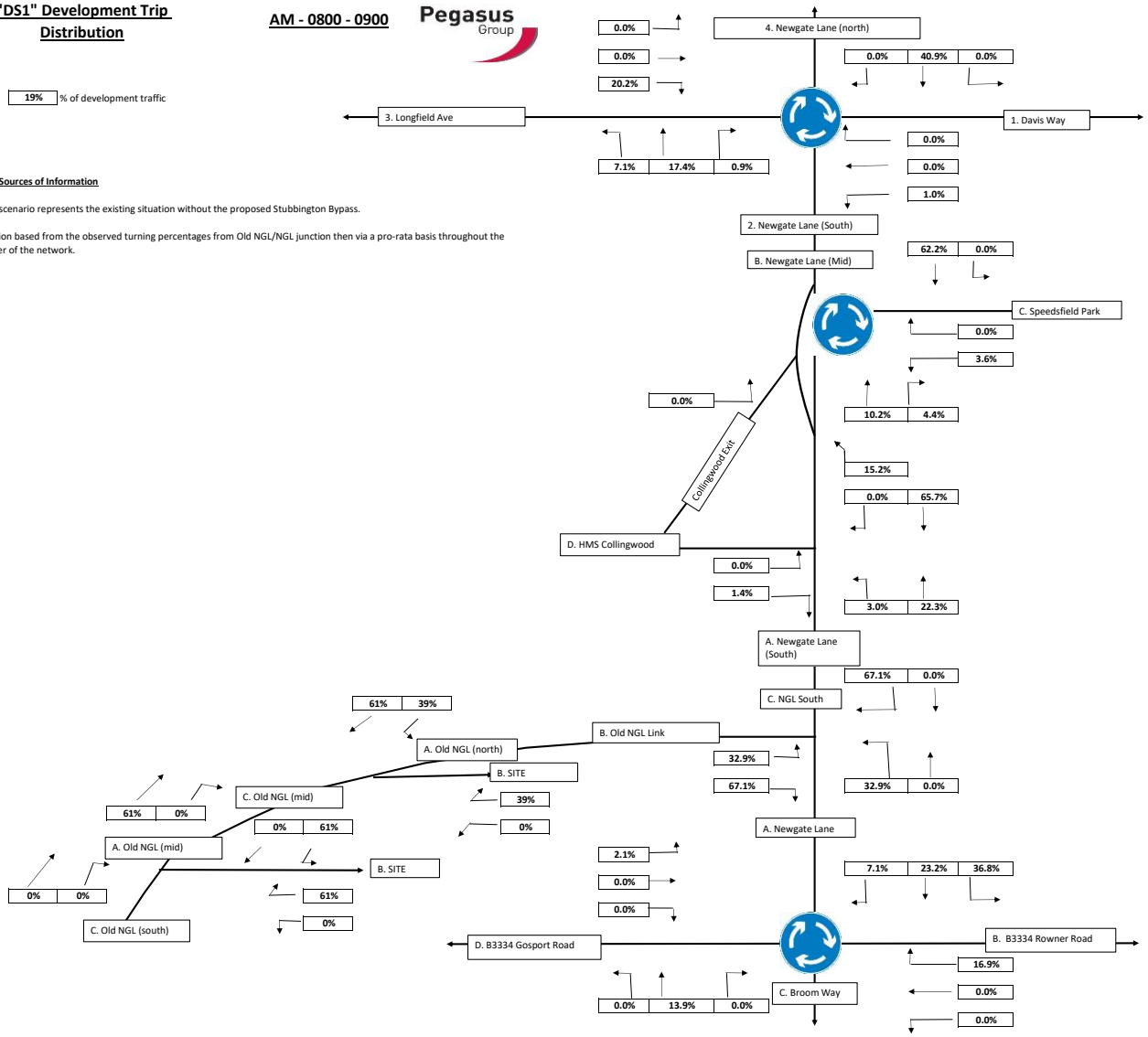
Key:

19% % of development traffic

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Distribution based from the observed turning percentages from Old NGL/NGL junction then via a pro-rata basis throughout the remainder of the network.



"DS1" Development Trip Distribution

PM - 1700 - 1800

Pegasus Group

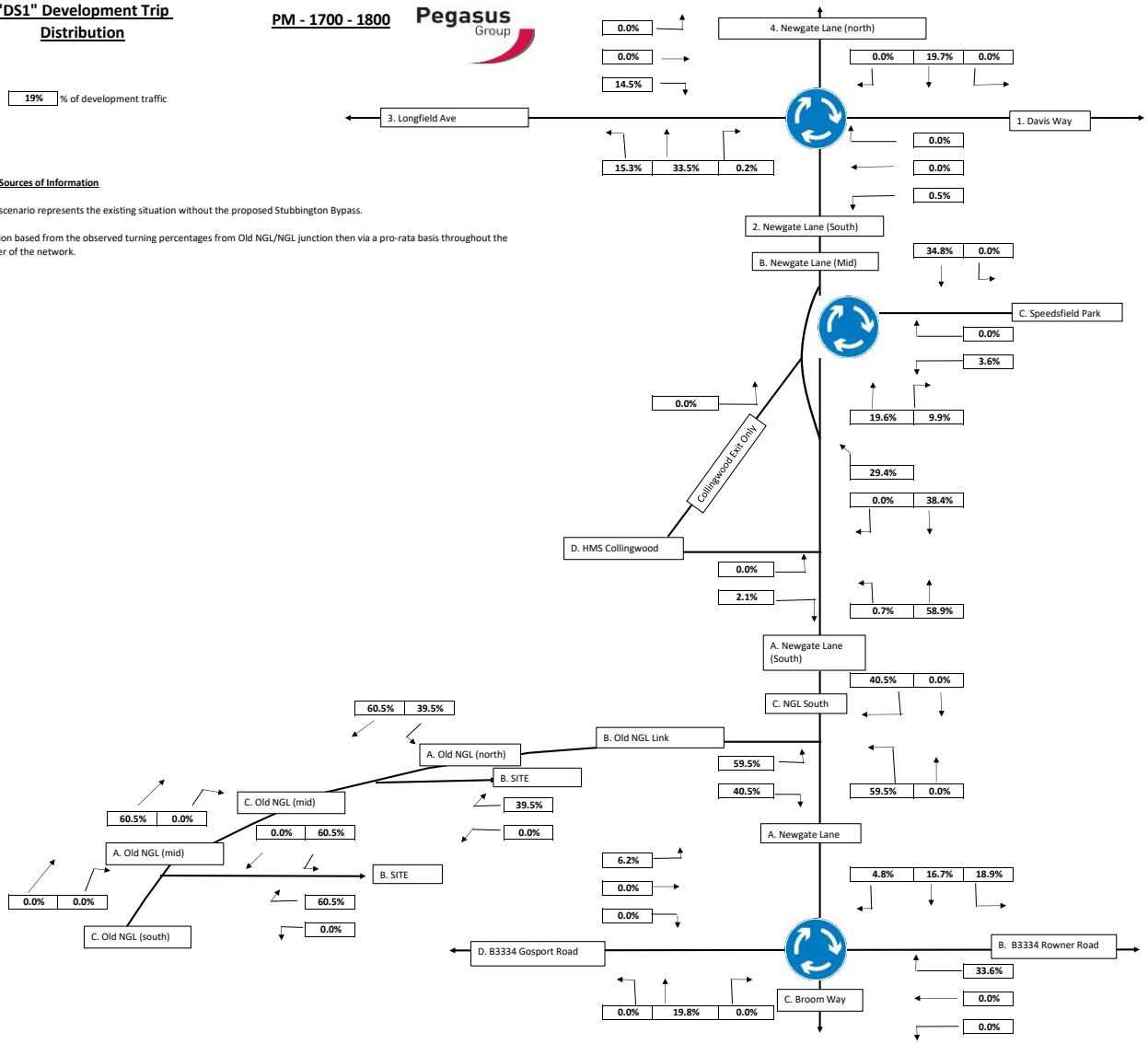
Key:

19% % of development traffic

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Distribution based from the observed turning percentages from Old NGL/NGL junction then via a pro-rata basis throughout the remainder of the network.



"DS1" Development Trips

AM - 0800 - 0900

Pegasus Group

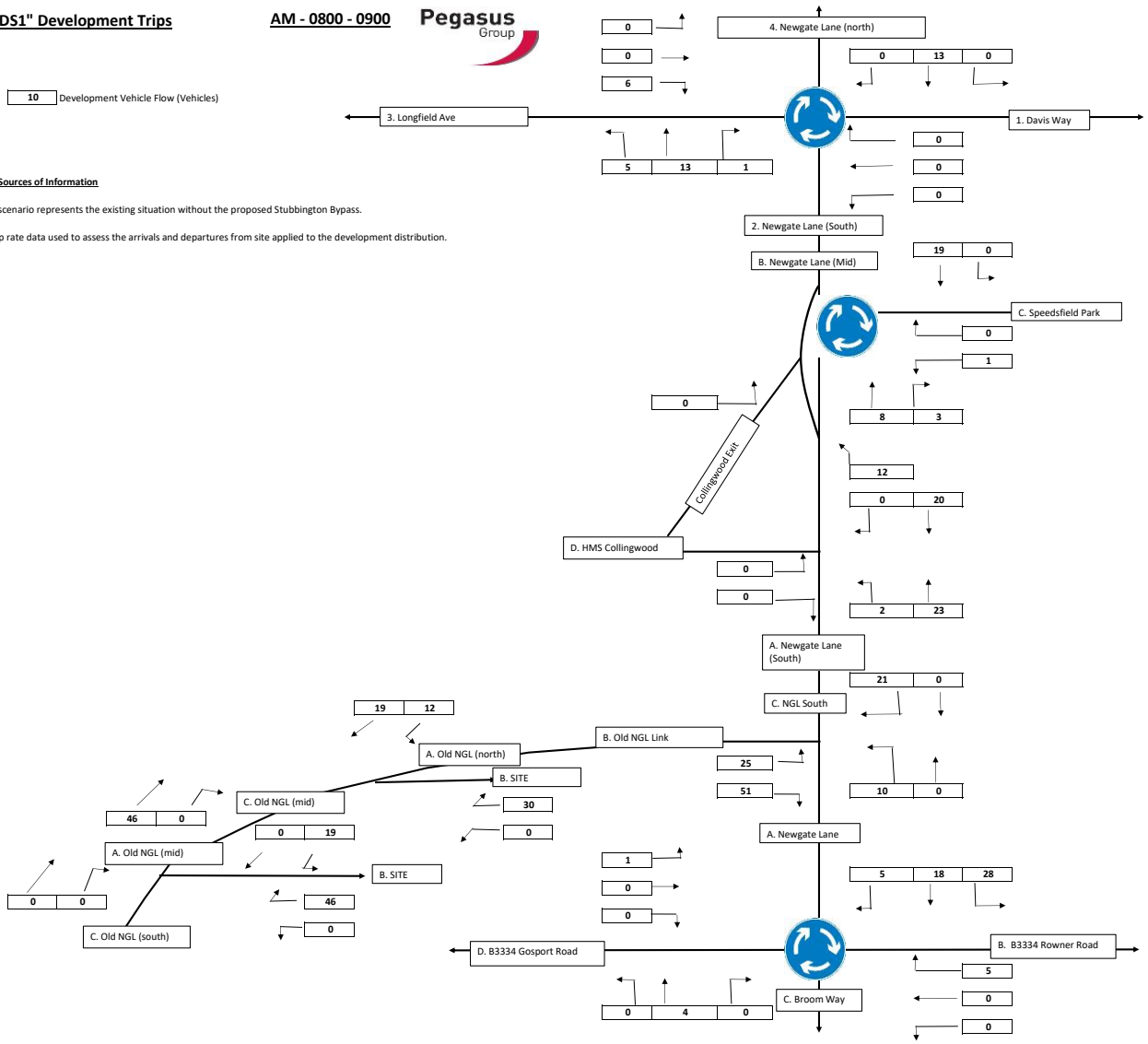
Key:

10 Development Vehicle Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

TRICS Trip rate data used to assess the arrivals and departures from site applied to the development distribution.



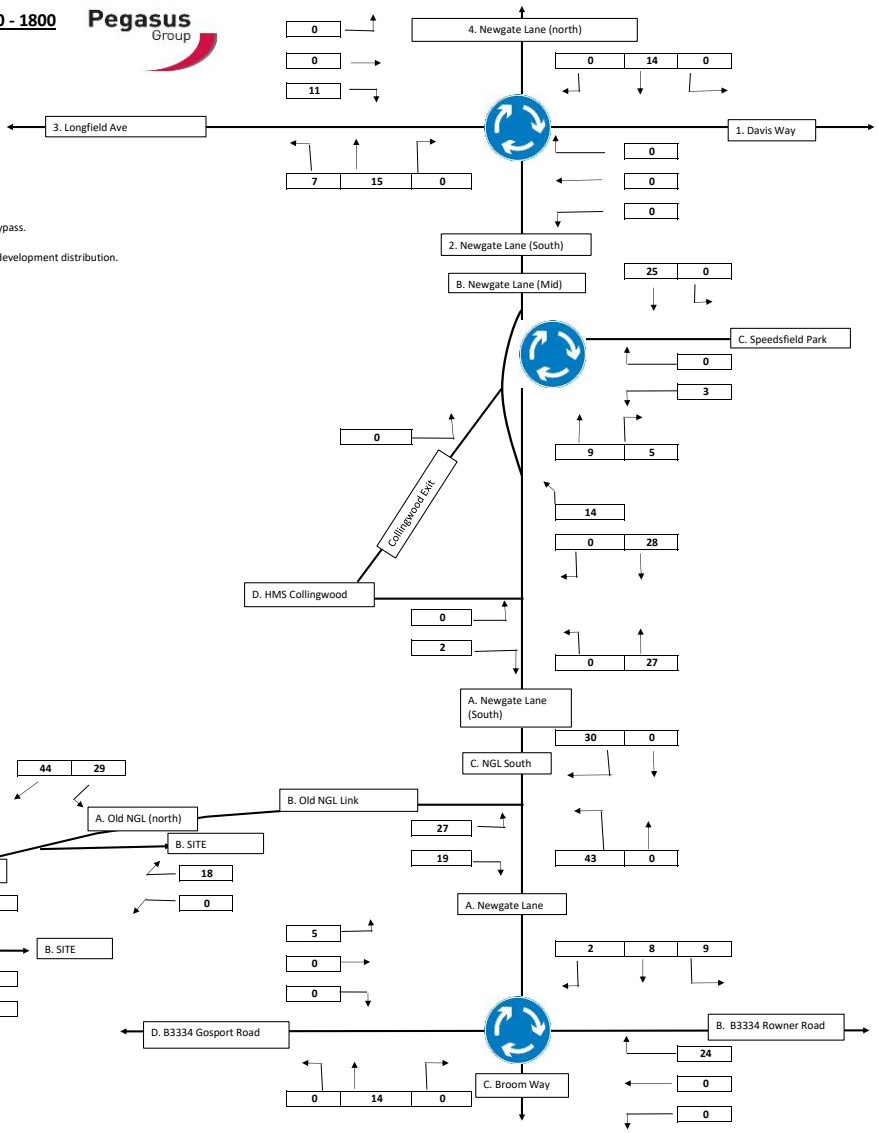
"DS1" Development Trips

PM - 1700 - 1800

Pegasus Group

Key:

10 Development Vehicle Flow (Vehicles)



Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

TRICS Trip rate data used to assess the arrivals and departures from site applied to the development distribution.

2024 Base + Daedalus + Development "DS1"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

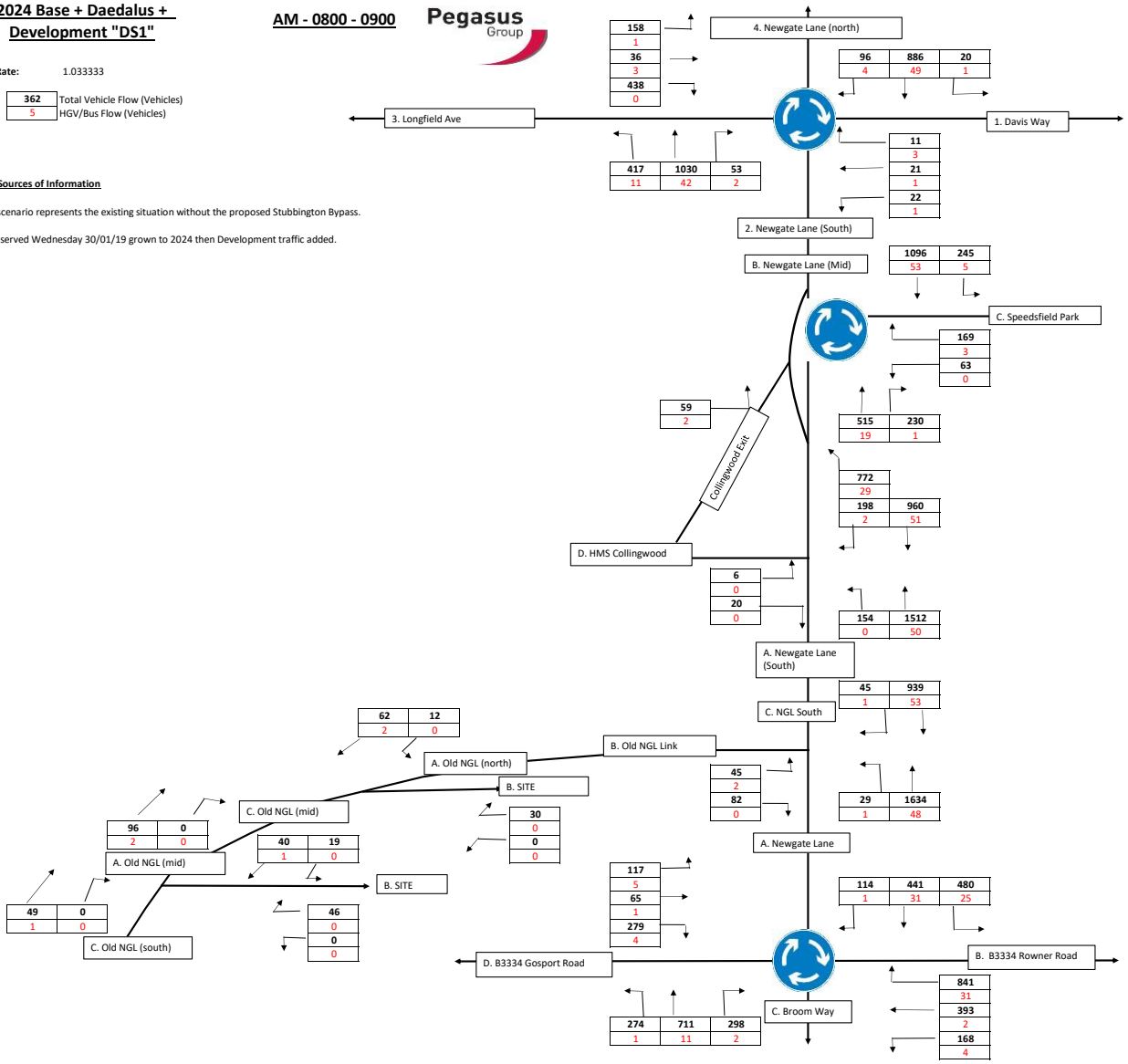
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2024 Base + Daedalus + Development "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

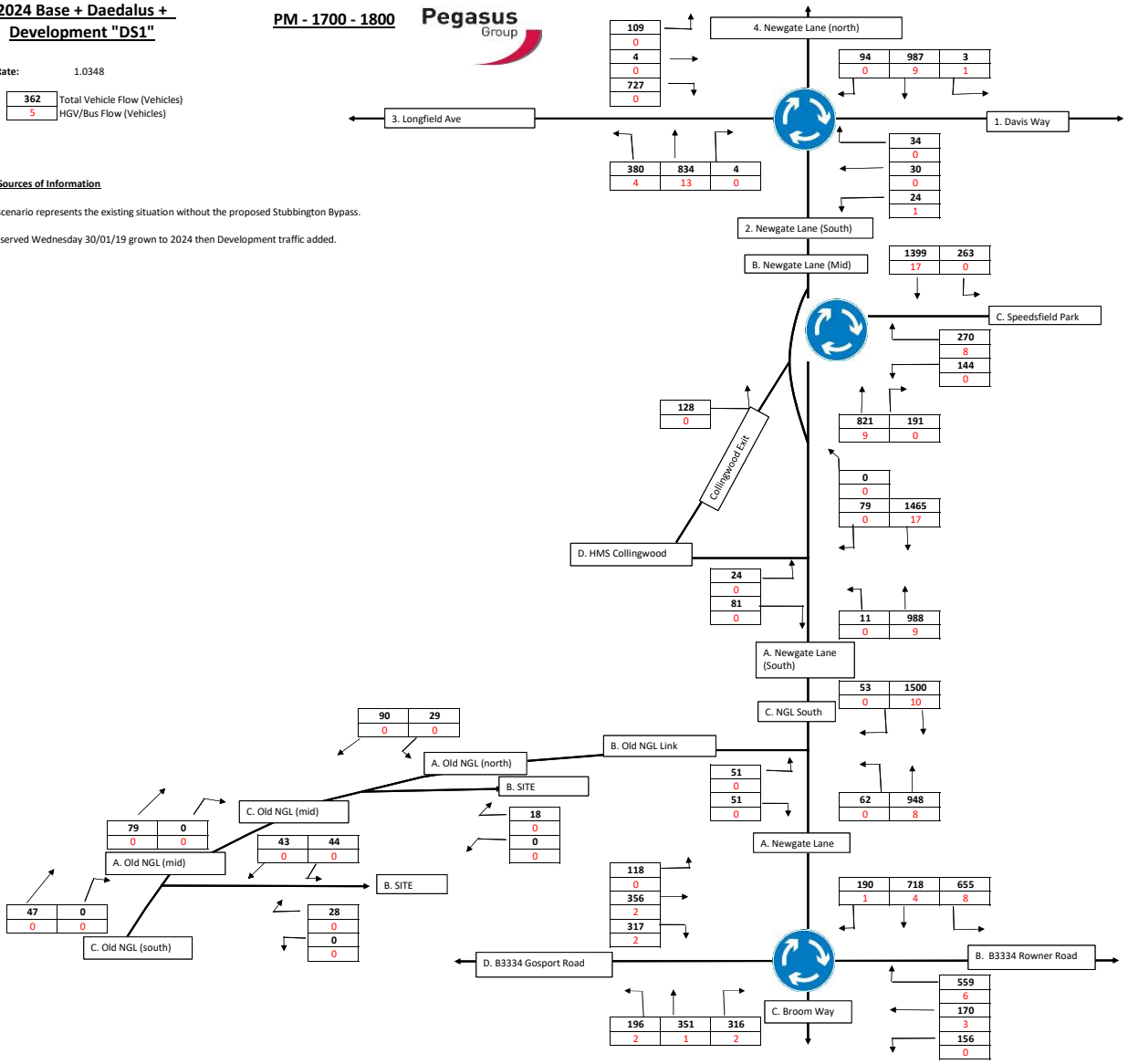
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2019 Base "DS2"

AM - 0800 - 0900

Pegasus Group

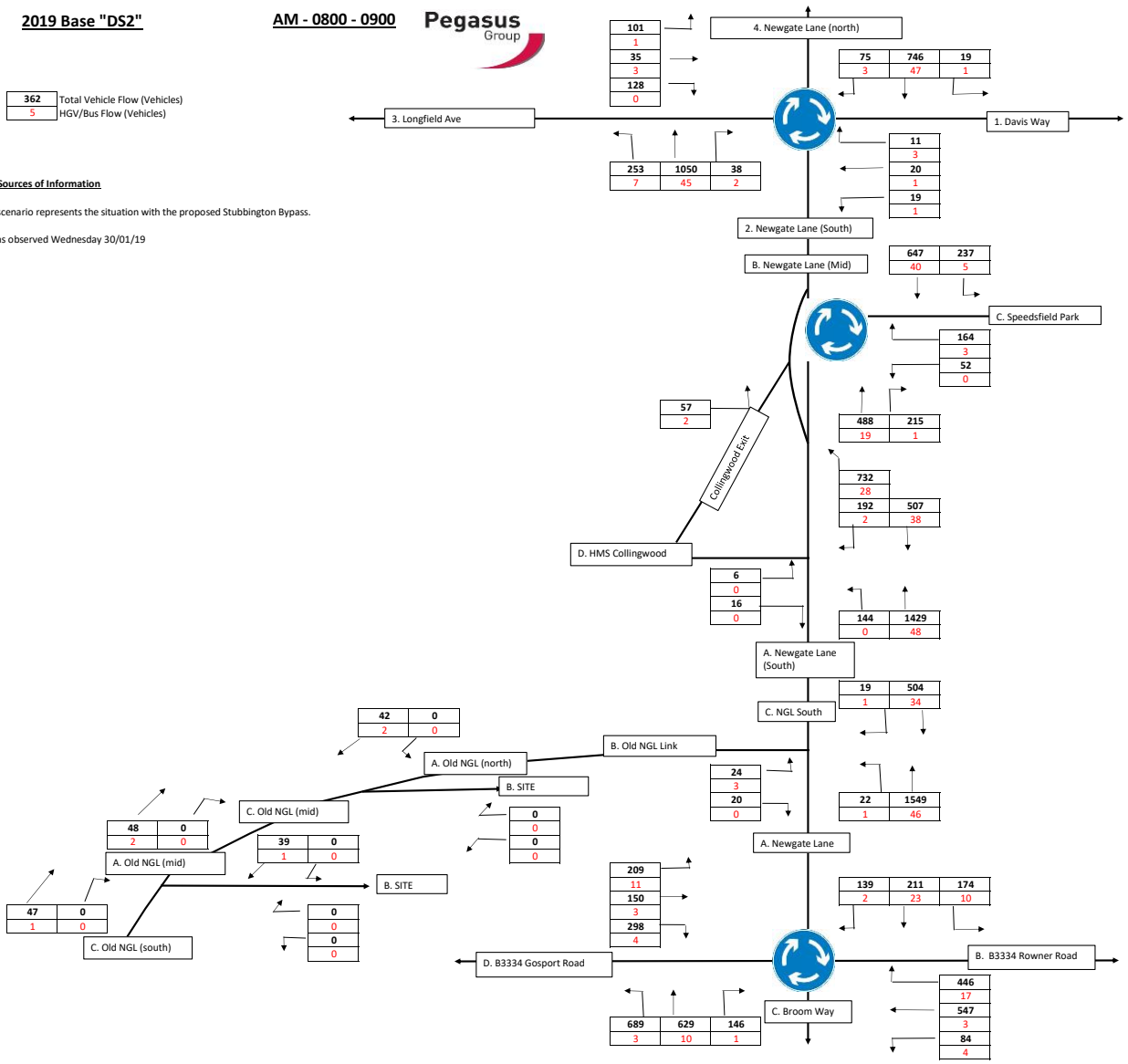
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2019 Base "DS2"

PM - 1700 - 1800

Pegasus Group

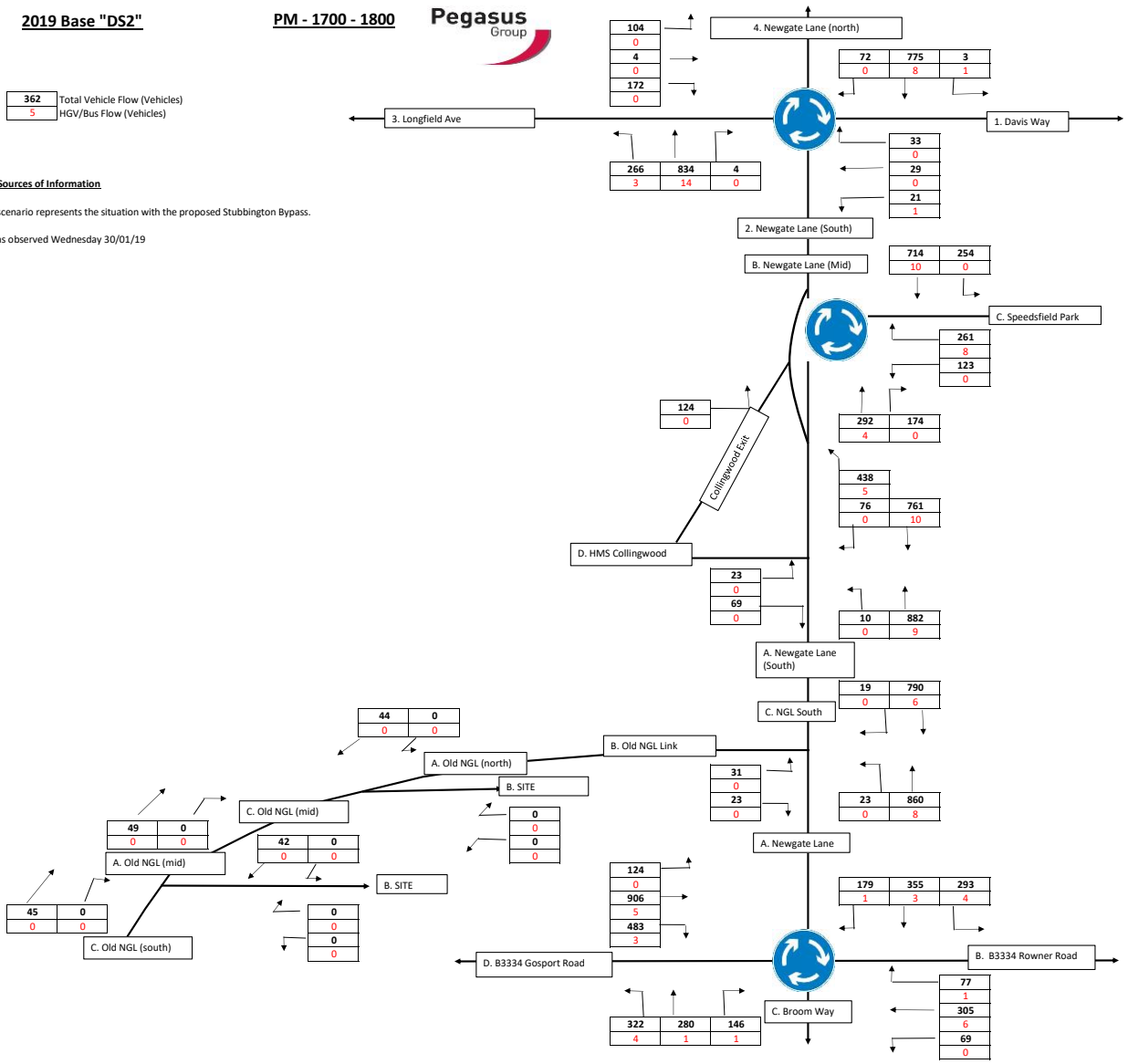
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2024 Base "DS2"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

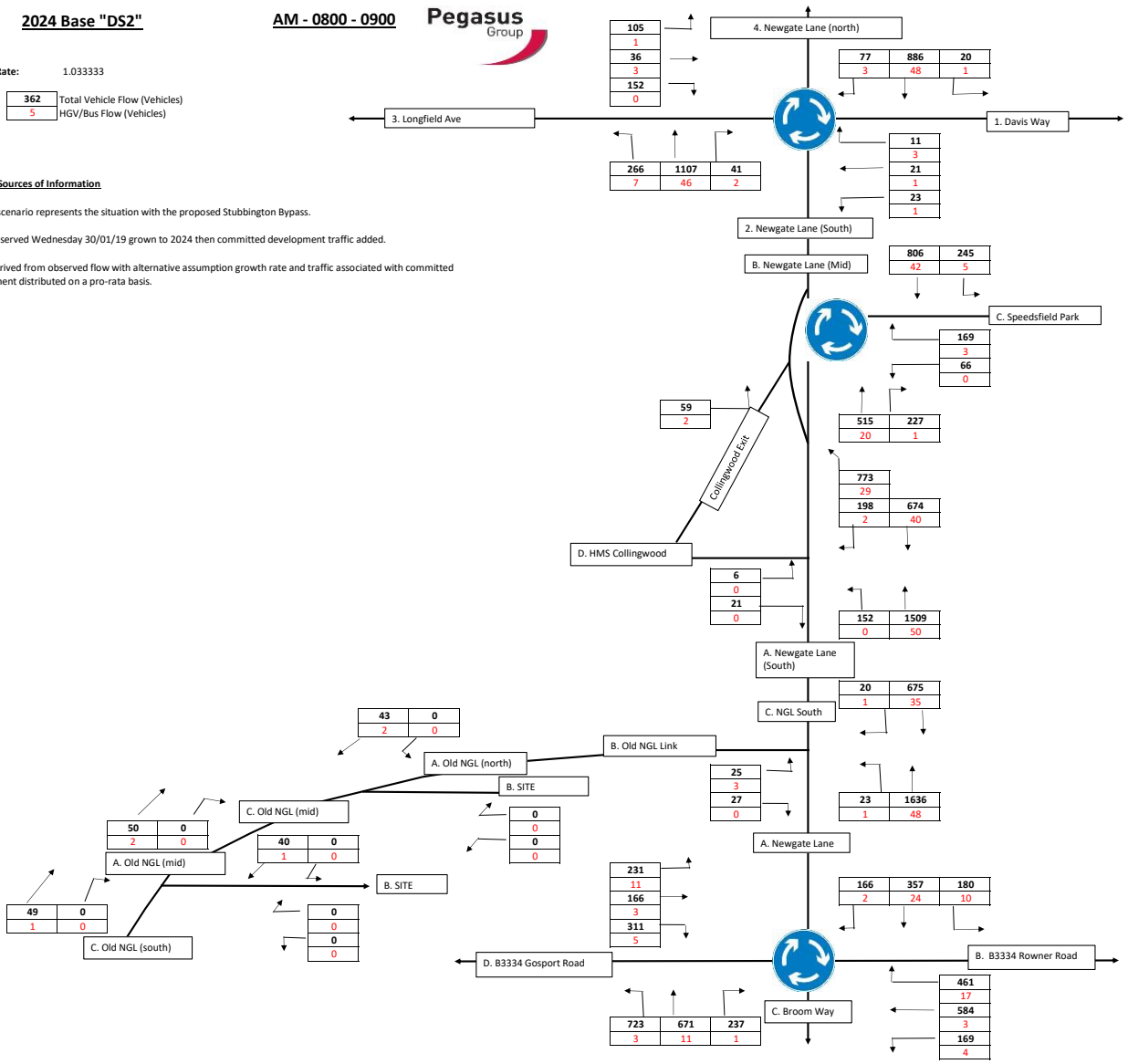
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

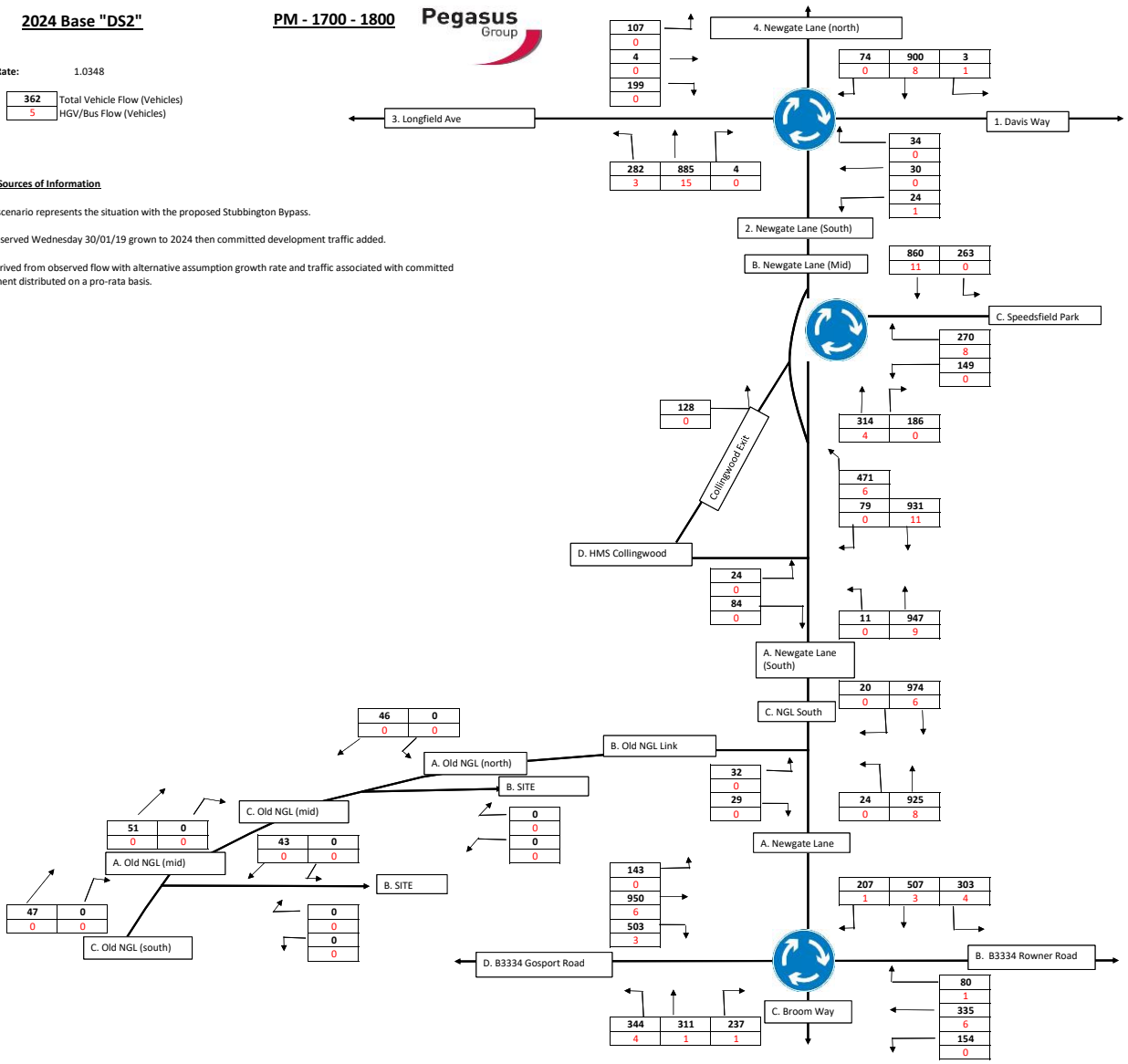
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS2"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

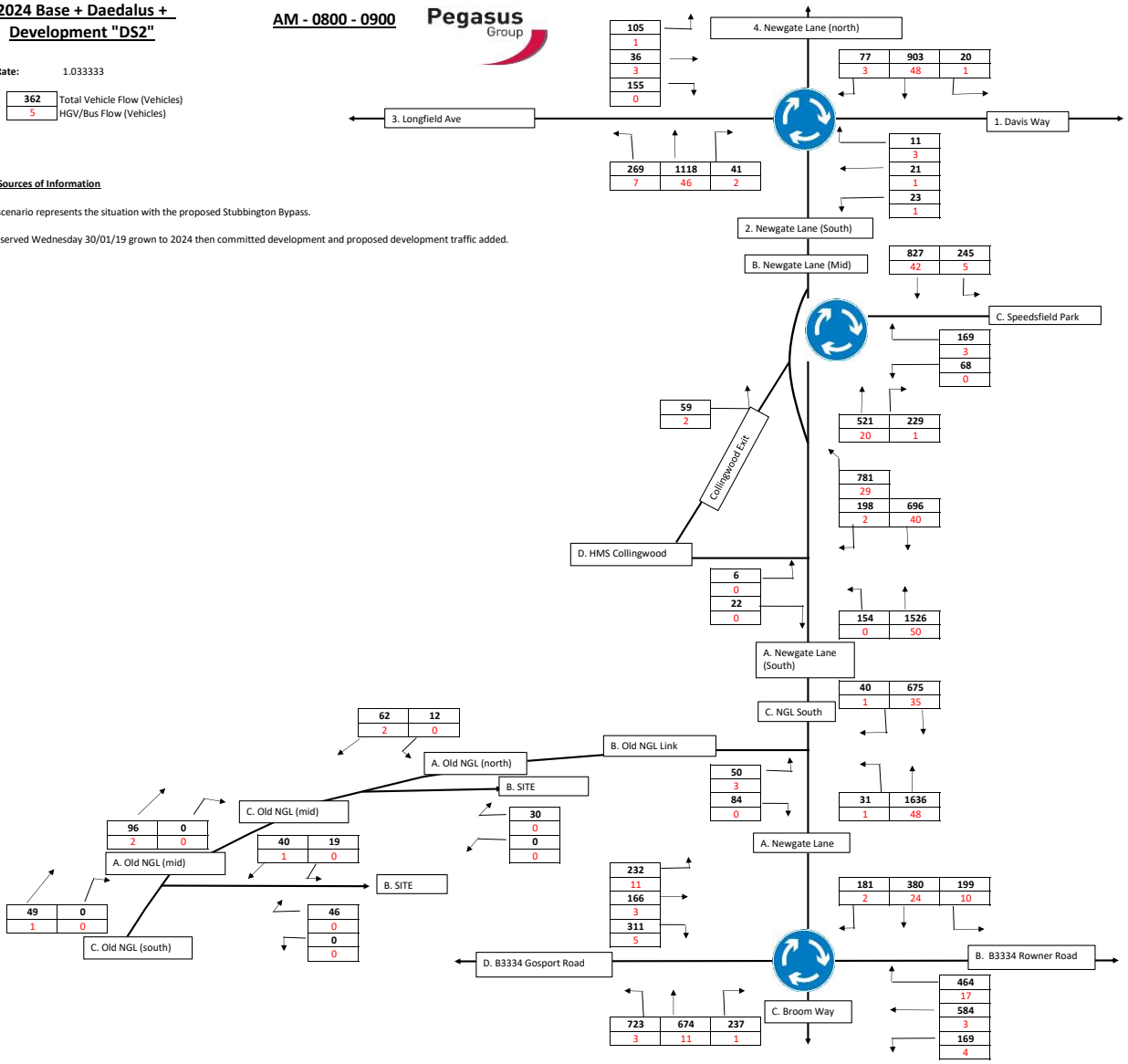
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



2024 Base + Daedalus + Development "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

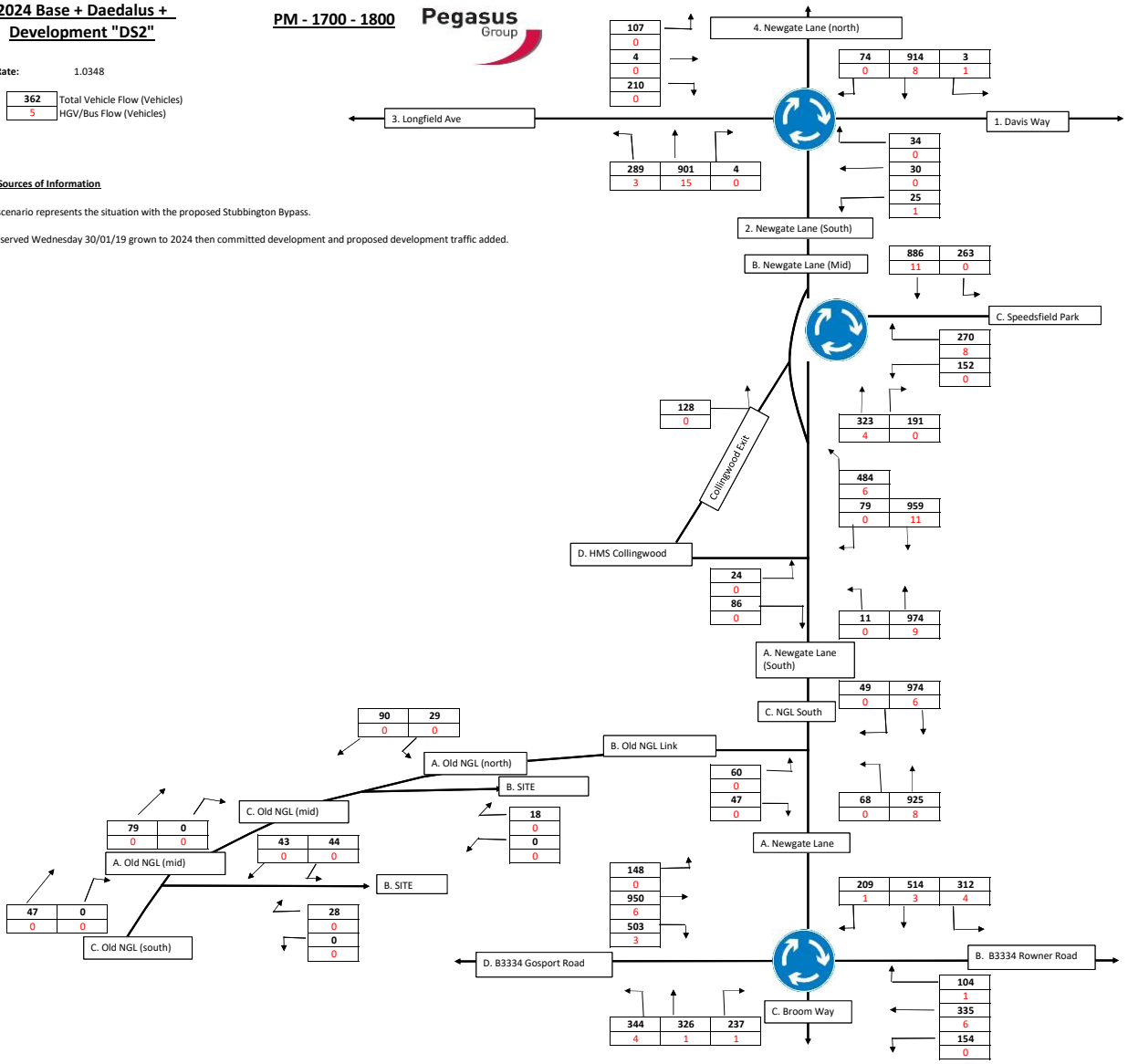
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



APPENDIX C

AFFORDABLE DWELLINGS TRICS OUTPUT

Calculation Reference: AUDIT-563501-180426-0403

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 14 to 280 (units:)
Range Selected by User: 14 to 280 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 19/09/13

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DV-03-B-01 TERRACED DEVON
HAM DRIVE

PLYMOUTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 35
Survey date: WEDNESDAY *06/07/05* *Survey Type: MANUAL*

2 ES-03-B-01 BUNGALOWS EAST SUSSEX
BOWLEY ROAD

HAILSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 14
Survey date: THURSDAY *03/07/03* *Survey Type: MANUAL*

3 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
SPEKE
LIVERPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: TUESDAY *18/06/13* *Survey Type: MANUAL*

4 NY-03-B-01 TERRACED HOUSING NORTH YORKSHIRE
NORTHALLERTON ROAD
NORBY
THIRSK
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 280
Survey date: THURSDAY *20/09/07* *Survey Type: MANUAL*

5 SF-03-B-01 SEMI D./TERRACED SUFFOLK
A1144 ST PETERS STREET

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 46
Survey date: TUESDAY *20/09/05* *Survey Type: MANUAL*

6 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
DEIGHTON
HUDDERSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

7 WY-03-B-03 TERRACED HOUSES WEST YORKSHIRE
LINCOLN GREEN ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY *19/09/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.049	7	68	0.141	7	68	0.190
08:00 - 09:00	7	68	0.110	7	68	0.209	7	68	0.319
09:00 - 10:00	7	68	0.129	7	68	0.135	7	68	0.264
10:00 - 11:00	7	68	0.112	7	68	0.127	7	68	0.239
11:00 - 12:00	7	68	0.137	7	68	0.108	7	68	0.245
12:00 - 13:00	7	68	0.124	7	68	0.131	7	68	0.255
13:00 - 14:00	7	68	0.133	7	68	0.103	7	68	0.236
14:00 - 15:00	7	68	0.120	7	68	0.146	7	68	0.266
15:00 - 16:00	7	68	0.167	7	68	0.118	7	68	0.285
16:00 - 17:00	7	68	0.141	7	68	0.143	7	68	0.284
17:00 - 18:00	7	68	0.226	7	68	0.158	7	68	0.384
18:00 - 19:00	7	68	0.131	7	68	0.091	7	68	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.579			1.610			3.189

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.000	7	68	0.000	7	68	0.000
08:00 - 09:00	7	68	0.004	7	68	0.002	7	68	0.006
09:00 - 10:00	7	68	0.004	7	68	0.000	7	68	0.004
10:00 - 11:00	7	68	0.000	7	68	0.006	7	68	0.006
11:00 - 12:00	7	68	0.000	7	68	0.000	7	68	0.000
12:00 - 13:00	7	68	0.000	7	68	0.000	7	68	0.000
13:00 - 14:00	7	68	0.000	7	68	0.000	7	68	0.000
14:00 - 15:00	7	68	0.000	7	68	0.000	7	68	0.000
15:00 - 16:00	7	68	0.000	7	68	0.000	7	68	0.000
16:00 - 17:00	7	68	0.000	7	68	0.000	7	68	0.000
17:00 - 18:00	7	68	0.000	7	68	0.000	7	68	0.000
18:00 - 19:00	7	68	0.000	7	68	0.000	7	68	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.000	7	68	0.000	7	68	0.000
08:00 - 09:00	7	68	0.000	7	68	0.000	7	68	0.000
09:00 - 10:00	7	68	0.004	7	68	0.004	7	68	0.008
10:00 - 11:00	7	68	0.000	7	68	0.000	7	68	0.000
11:00 - 12:00	7	68	0.002	7	68	0.002	7	68	0.004
12:00 - 13:00	7	68	0.000	7	68	0.000	7	68	0.000
13:00 - 14:00	7	68	0.002	7	68	0.002	7	68	0.004
14:00 - 15:00	7	68	0.000	7	68	0.000	7	68	0.000
15:00 - 16:00	7	68	0.000	7	68	0.000	7	68	0.000
16:00 - 17:00	7	68	0.000	7	68	0.000	7	68	0.000
17:00 - 18:00	7	68	0.000	7	68	0.000	7	68	0.000
18:00 - 19:00	7	68	0.000	7	68	0.000	7	68	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.011	7	68	0.006	7	68	0.017
08:00 - 09:00	7	68	0.002	7	68	0.008	7	68	0.010
09:00 - 10:00	7	68	0.006	7	68	0.013	7	68	0.019
10:00 - 11:00	7	68	0.006	7	68	0.000	7	68	0.006
11:00 - 12:00	7	68	0.004	7	68	0.004	7	68	0.008
12:00 - 13:00	7	68	0.006	7	68	0.002	7	68	0.008
13:00 - 14:00	7	68	0.004	7	68	0.004	7	68	0.008
14:00 - 15:00	7	68	0.000	7	68	0.002	7	68	0.002
15:00 - 16:00	7	68	0.019	7	68	0.004	7	68	0.023
16:00 - 17:00	7	68	0.011	7	68	0.017	7	68	0.028
17:00 - 18:00	7	68	0.013	7	68	0.011	7	68	0.024
18:00 - 19:00	7	68	0.015	7	68	0.017	7	68	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.088			0.185

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.049	7	68	0.188	7	68	0.237
08:00 - 09:00	7	68	0.156	7	68	0.371	7	68	0.527
09:00 - 10:00	7	68	0.150	7	68	0.179	7	68	0.329
10:00 - 11:00	7	68	0.154	7	68	0.177	7	68	0.331
11:00 - 12:00	7	68	0.173	7	68	0.133	7	68	0.306
12:00 - 13:00	7	68	0.160	7	68	0.167	7	68	0.327
13:00 - 14:00	7	68	0.169	7	68	0.116	7	68	0.285
14:00 - 15:00	7	68	0.167	7	68	0.186	7	68	0.353
15:00 - 16:00	7	68	0.283	7	68	0.154	7	68	0.437
16:00 - 17:00	7	68	0.219	7	68	0.226	7	68	0.445
17:00 - 18:00	7	68	0.302	7	68	0.236	7	68	0.538
18:00 - 19:00	7	68	0.207	7	68	0.131	7	68	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.189			2.264			4.453

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.019	7	68	0.044	7	68	0.063
08:00 - 09:00	7	68	0.053	7	68	0.270	7	68	0.323
09:00 - 10:00	7	68	0.103	7	68	0.084	7	68	0.187
10:00 - 11:00	7	68	0.074	7	68	0.118	7	68	0.192
11:00 - 12:00	7	68	0.070	7	68	0.072	7	68	0.142
12:00 - 13:00	7	68	0.105	7	68	0.076	7	68	0.181
13:00 - 14:00	7	68	0.049	7	68	0.051	7	68	0.100
14:00 - 15:00	7	68	0.072	7	68	0.080	7	68	0.152
15:00 - 16:00	7	68	0.211	7	68	0.124	7	68	0.335
16:00 - 17:00	7	68	0.124	7	68	0.070	7	68	0.194
17:00 - 18:00	7	68	0.152	7	68	0.127	7	68	0.279
18:00 - 19:00	7	68	0.082	7	68	0.074	7	68	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.114			1.190			2.304

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.000	7	68	0.002	7	68	0.002
08:00 - 09:00	7	68	0.000	7	68	0.019	7	68	0.019
09:00 - 10:00	7	68	0.004	7	68	0.017	7	68	0.021
10:00 - 11:00	7	68	0.002	7	68	0.000	7	68	0.002
11:00 - 12:00	7	68	0.004	7	68	0.011	7	68	0.015
12:00 - 13:00	7	68	0.006	7	68	0.002	7	68	0.008
13:00 - 14:00	7	68	0.025	7	68	0.006	7	68	0.031
14:00 - 15:00	7	68	0.006	7	68	0.002	7	68	0.008
15:00 - 16:00	7	68	0.013	7	68	0.002	7	68	0.015
16:00 - 17:00	7	68	0.000	7	68	0.004	7	68	0.004
17:00 - 18:00	7	68	0.011	7	68	0.000	7	68	0.011
18:00 - 19:00	7	68	0.002	7	68	0.000	7	68	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.065			0.138

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	68	0.078	7	68	0.241	7	68	0.319
08:00 - 09:00	7	68	0.211	7	68	0.669	7	68	0.880
09:00 - 10:00	7	68	0.264	7	68	0.293	7	68	0.557
10:00 - 11:00	7	68	0.236	7	68	0.295	7	68	0.531
11:00 - 12:00	7	68	0.251	7	68	0.219	7	68	0.470
12:00 - 13:00	7	68	0.278	7	68	0.247	7	68	0.525
13:00 - 14:00	7	68	0.247	7	68	0.177	7	68	0.424
14:00 - 15:00	7	68	0.245	7	68	0.270	7	68	0.515
15:00 - 16:00	7	68	0.525	7	68	0.285	7	68	0.810
16:00 - 17:00	7	68	0.354	7	68	0.316	7	68	0.670
17:00 - 18:00	7	68	0.477	7	68	0.373	7	68	0.850
18:00 - 19:00	7	68	0.306	7	68	0.222	7	68	0.528
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.472			3.607			7.079

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

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

Parameter summary

Trip rate parameter range selected:	14 - 280 (units:)
Survey date date range:	01/01/03 - 19/09/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

APPENDIX D

FLOW DIAGRAMS PRIVATE/AFFORDABLE MIX

2019 Base "DS1"

AM - 0800 - 0900

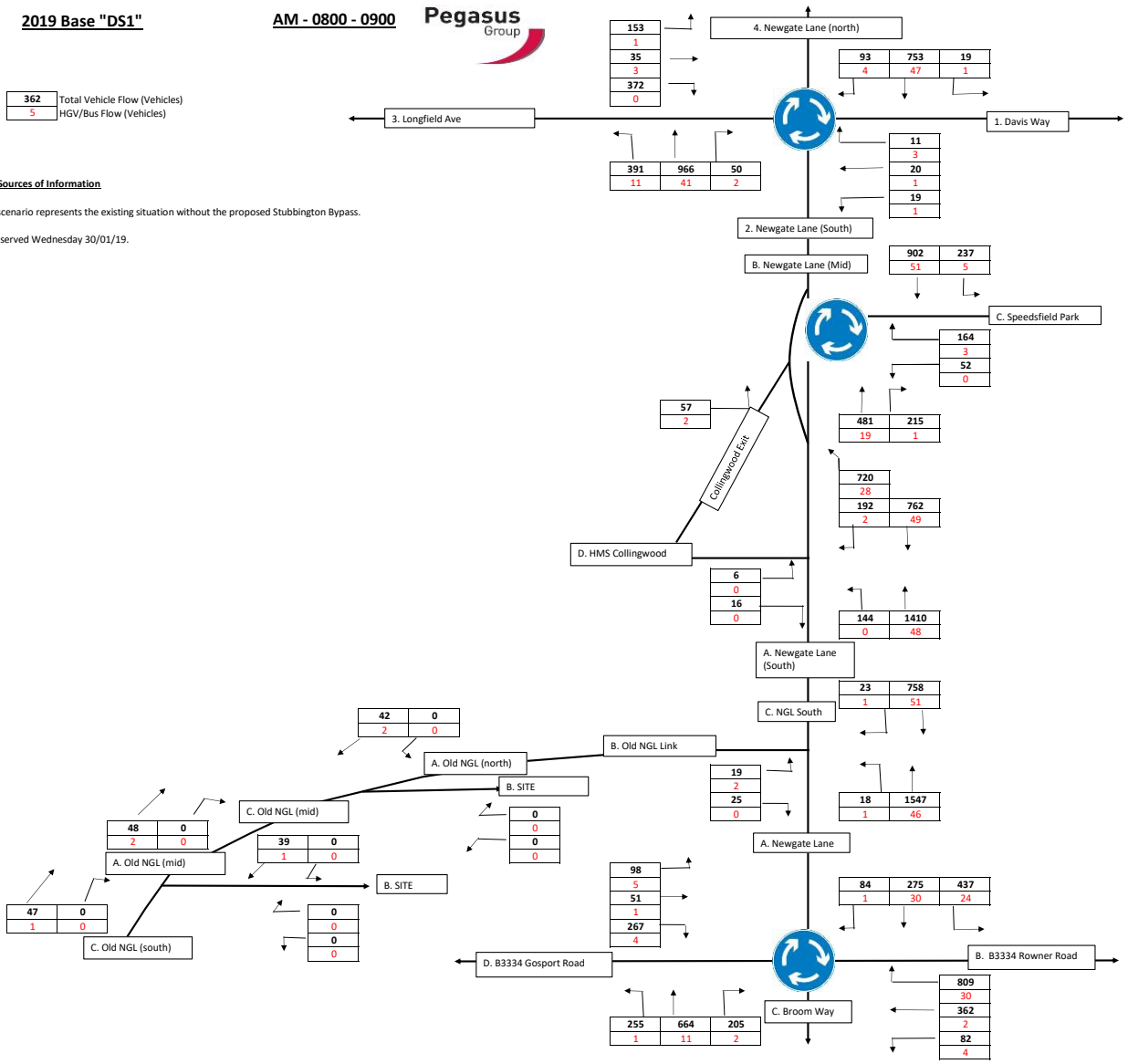
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2019 Base "DS1"

PM - 1700 - 1800

Pegasus Group

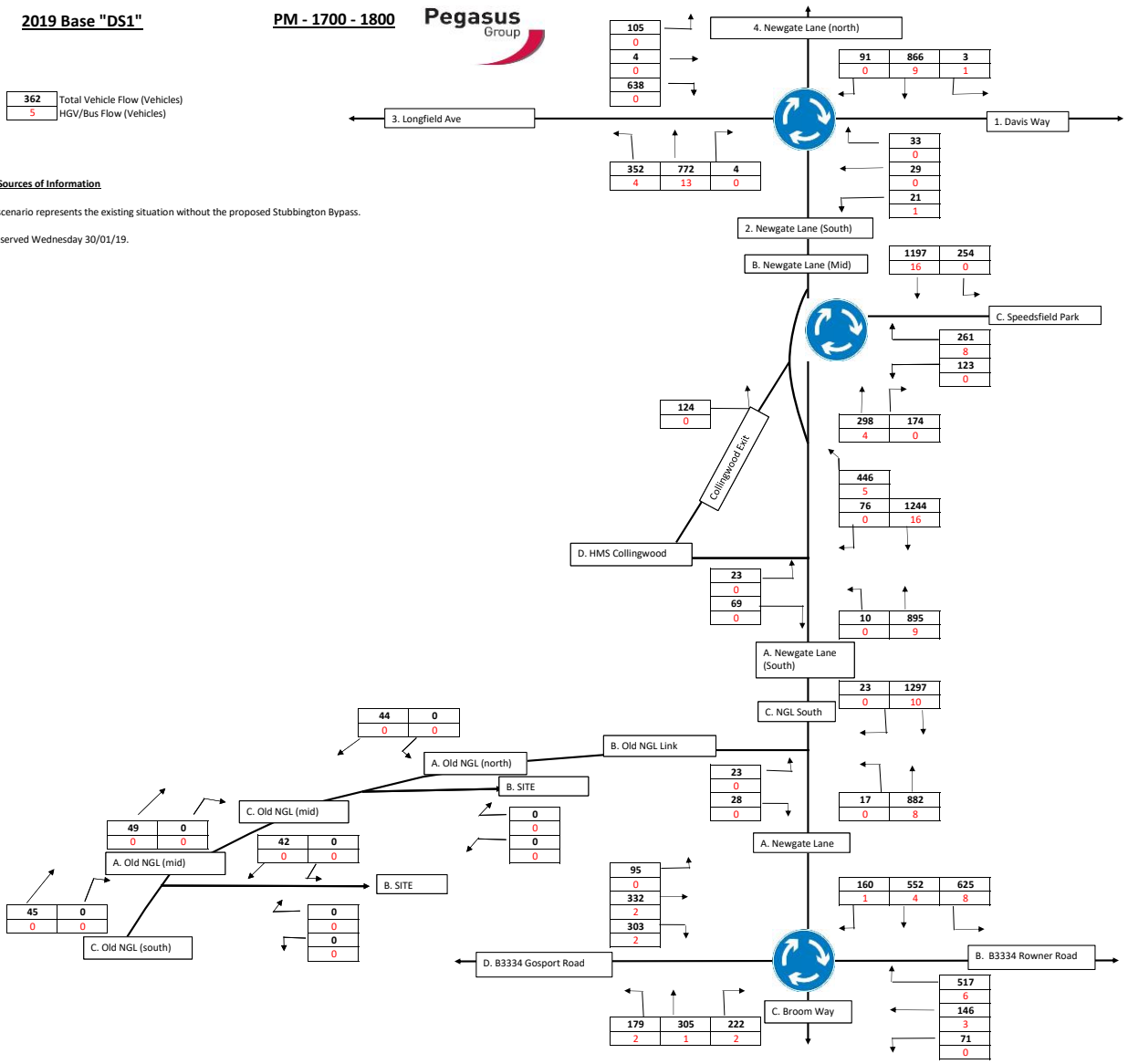
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2024 Base "DS1"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

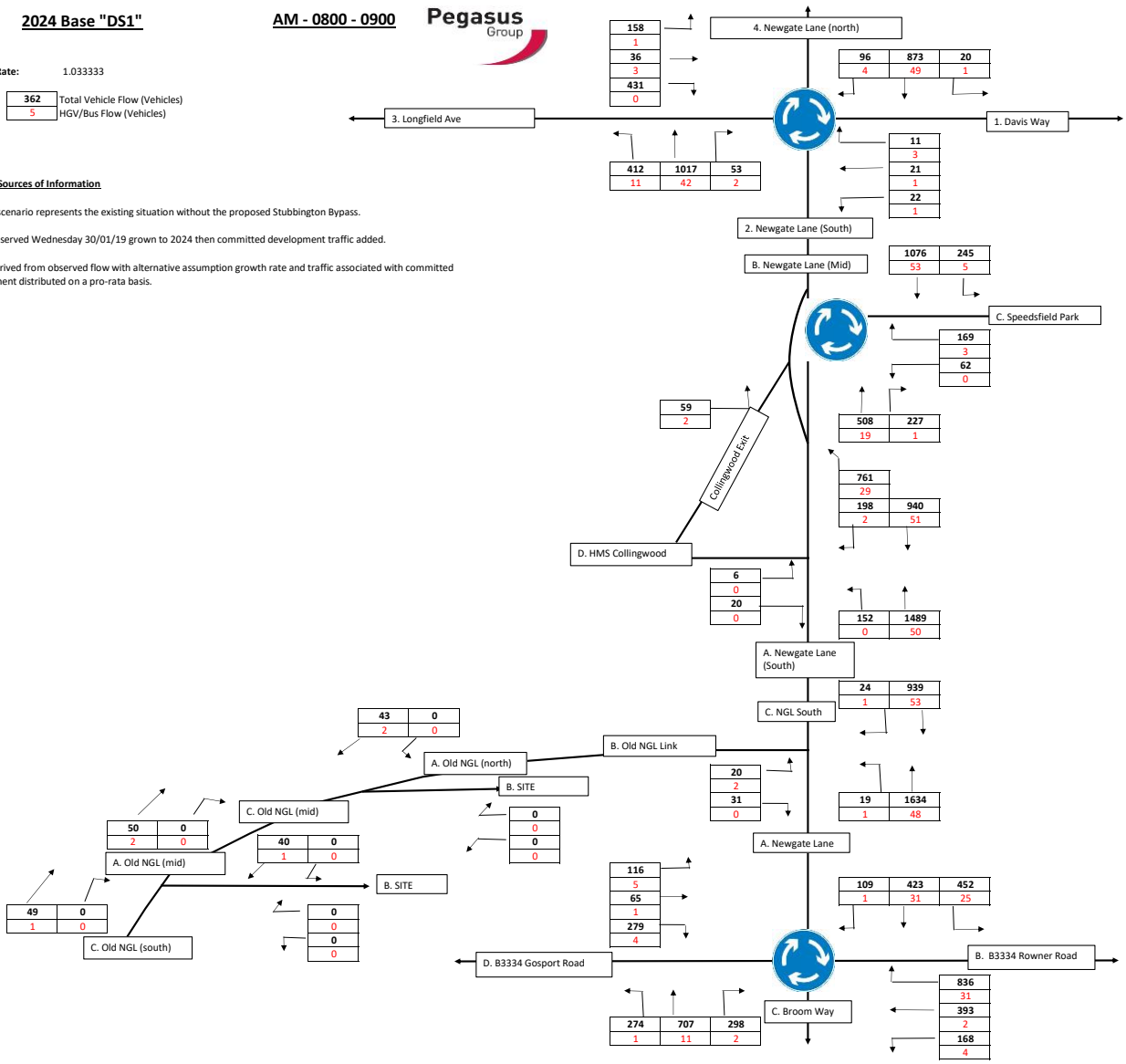
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

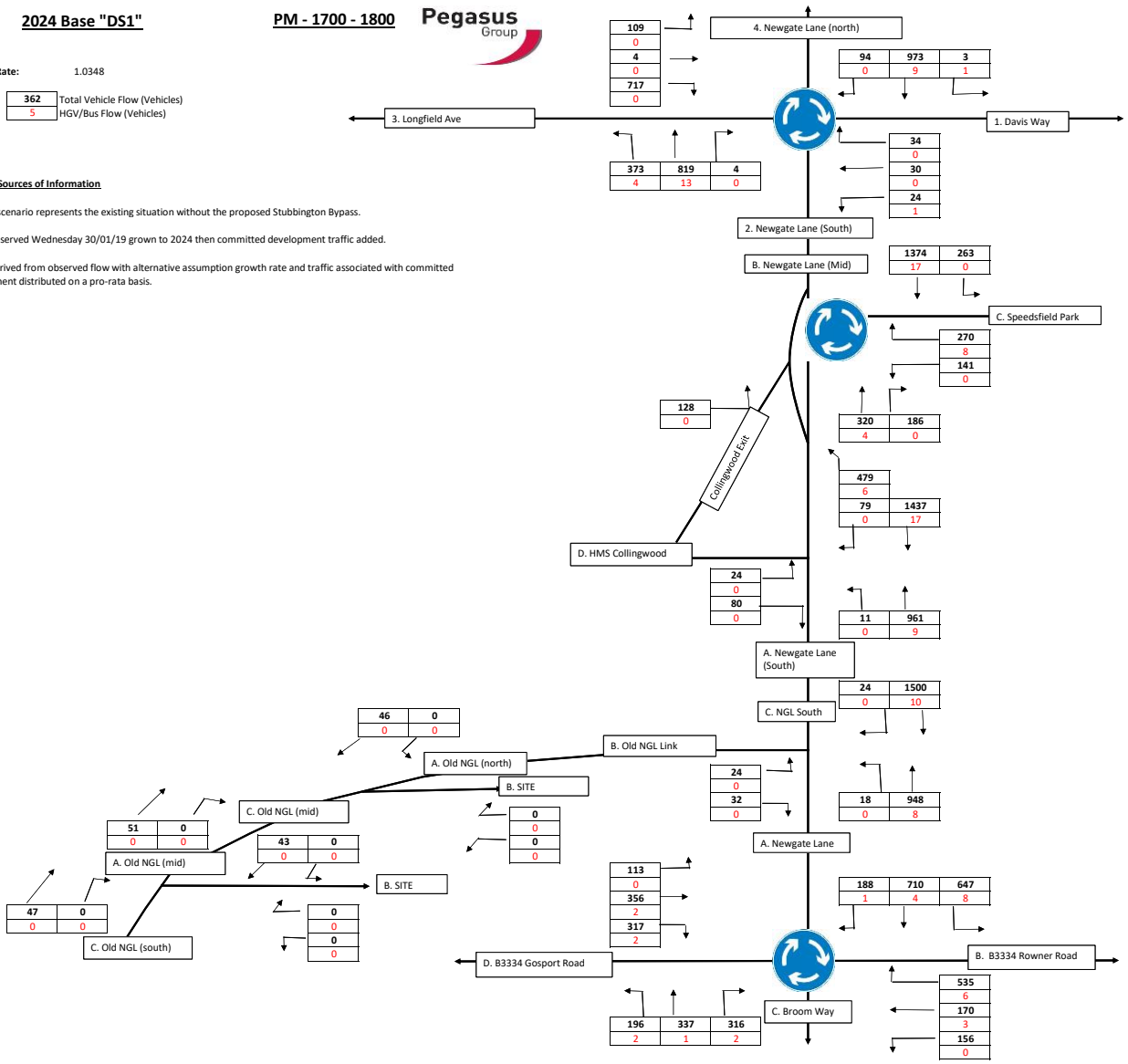
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS1"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

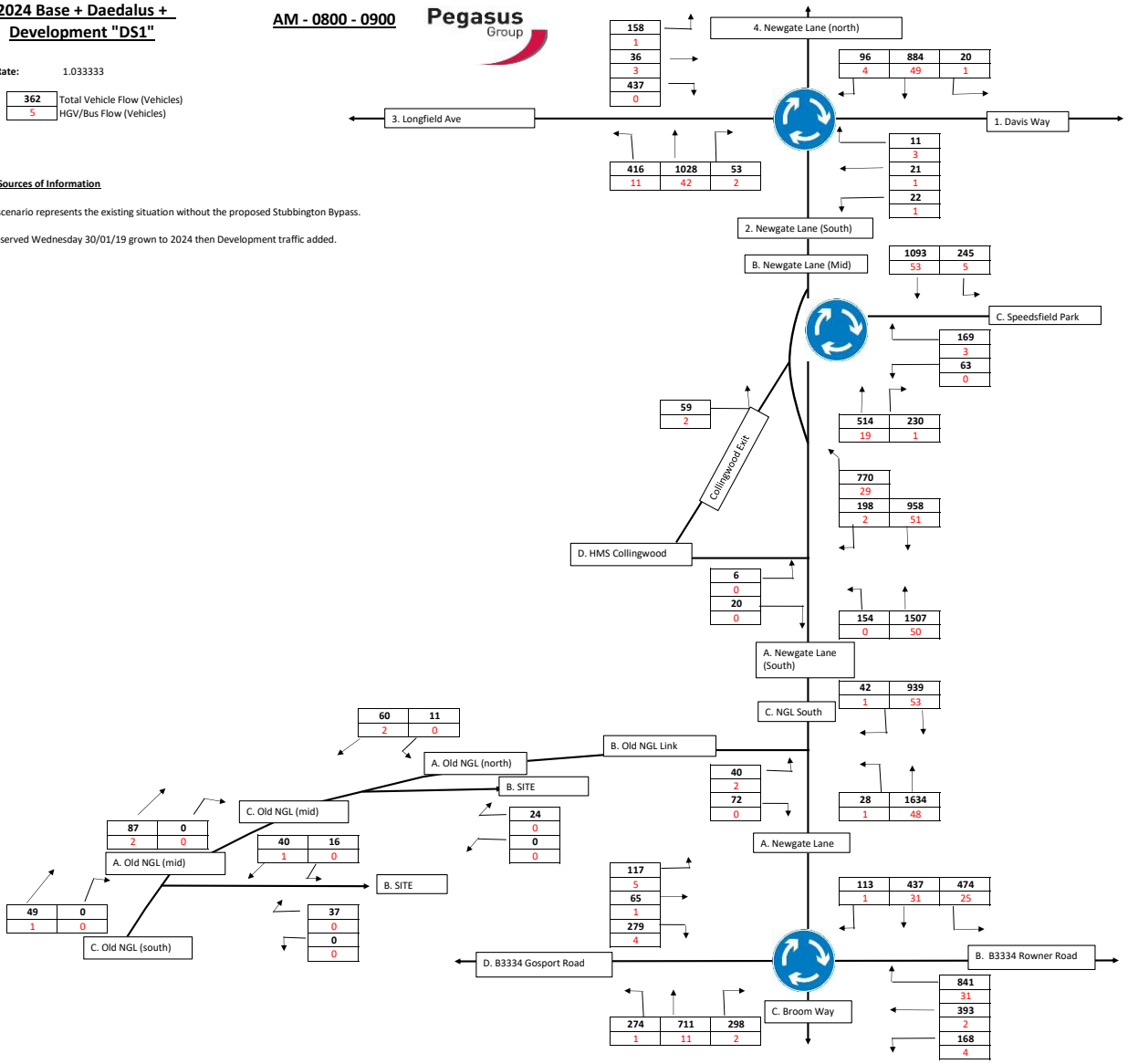
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2024 Base + Daedalus + Development "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

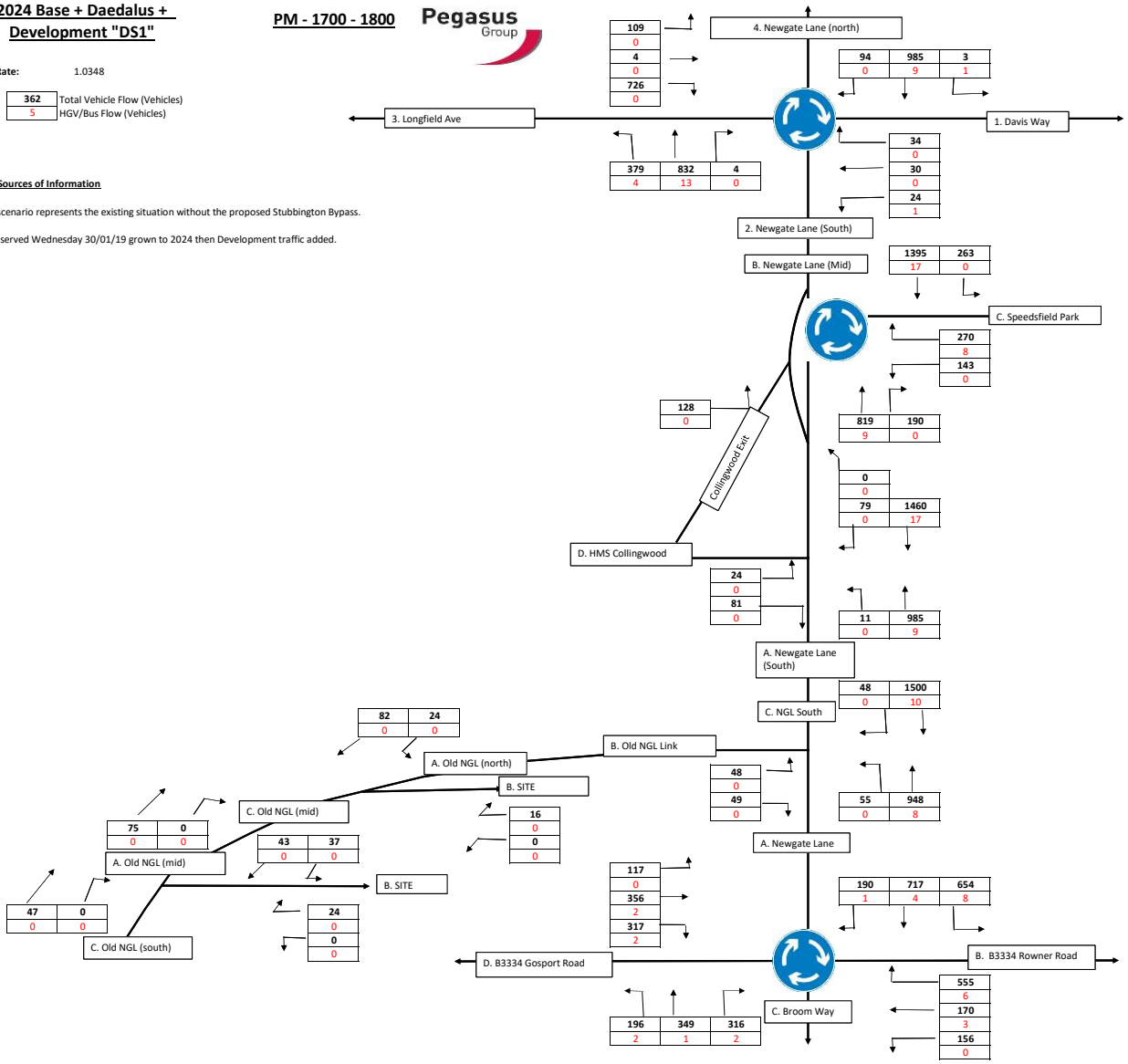
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2019 Base "DS2"

AM - 0800 - 0900

Pegasus Group

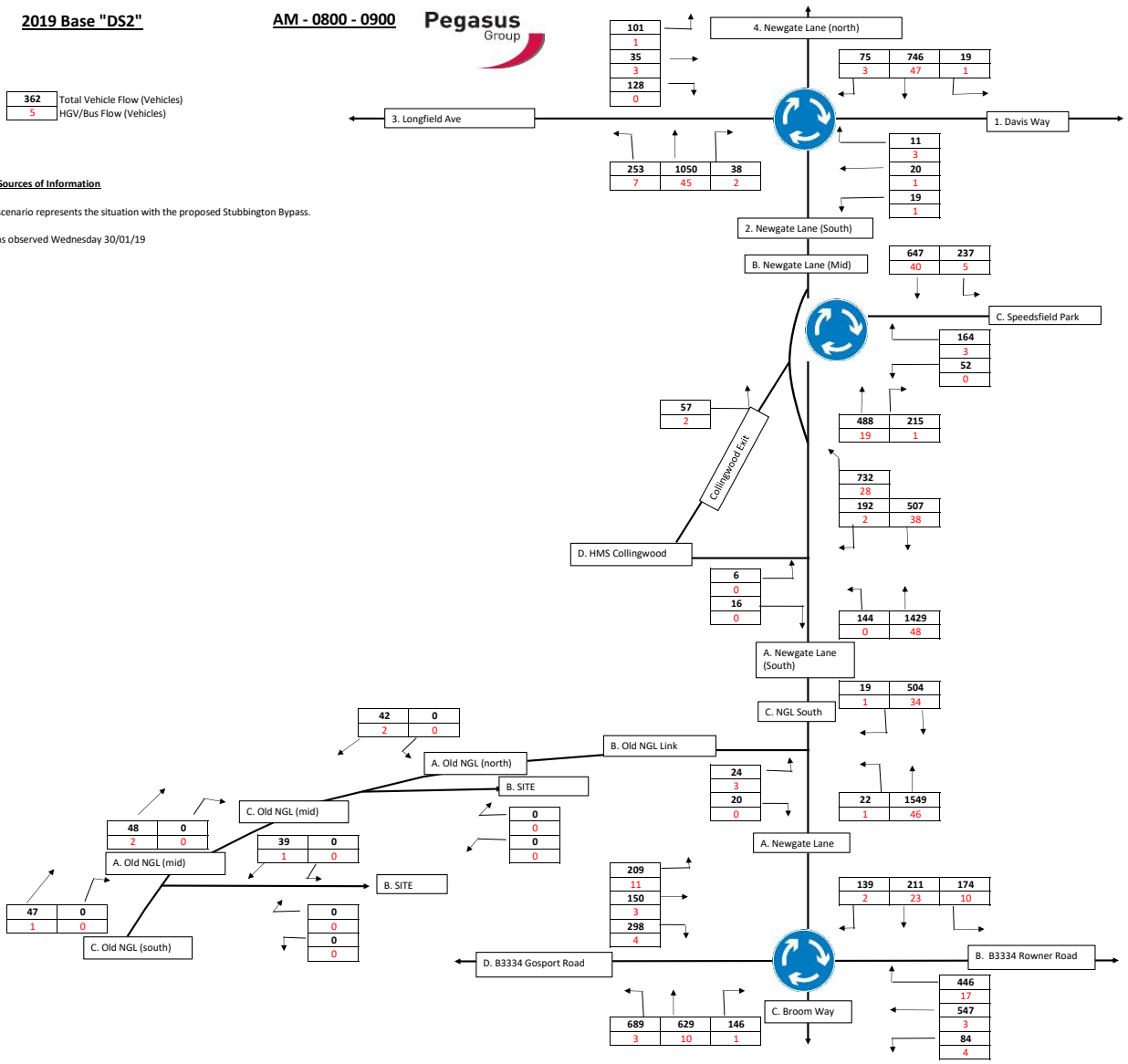
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2019 Base "DS2"

PM - 1700 - 1800

Pegasus Group

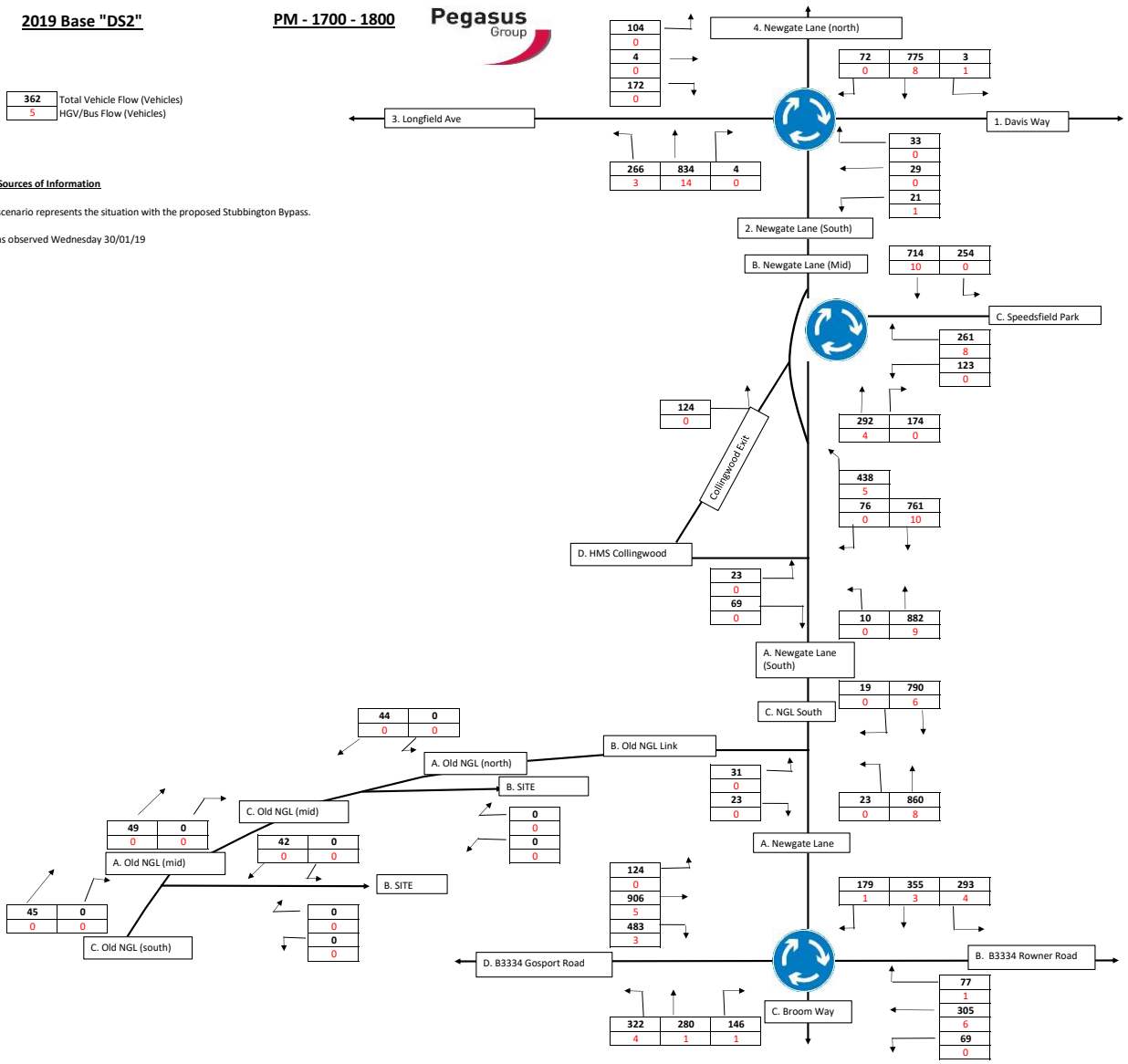
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2024 Base "DS2"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

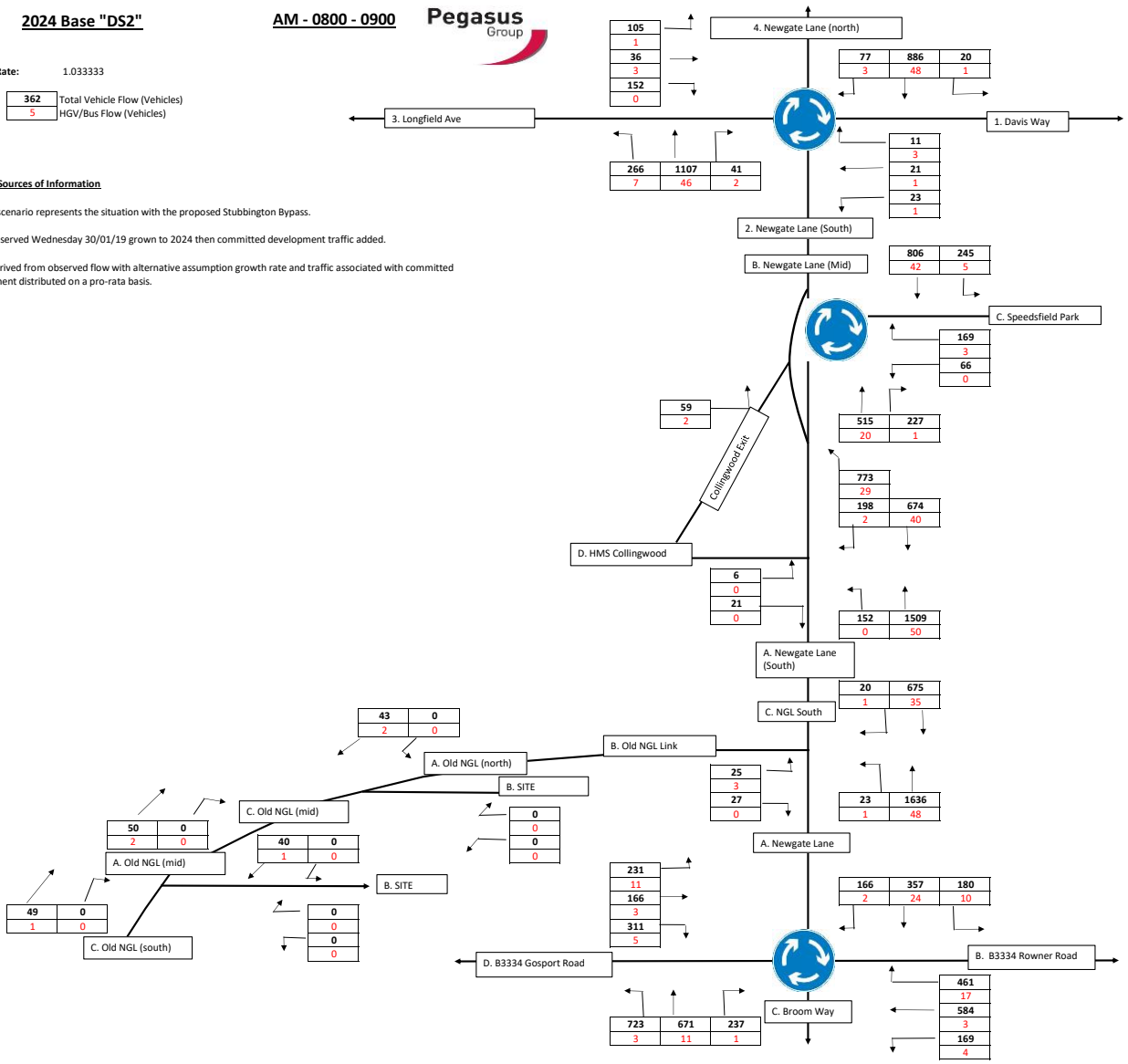
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

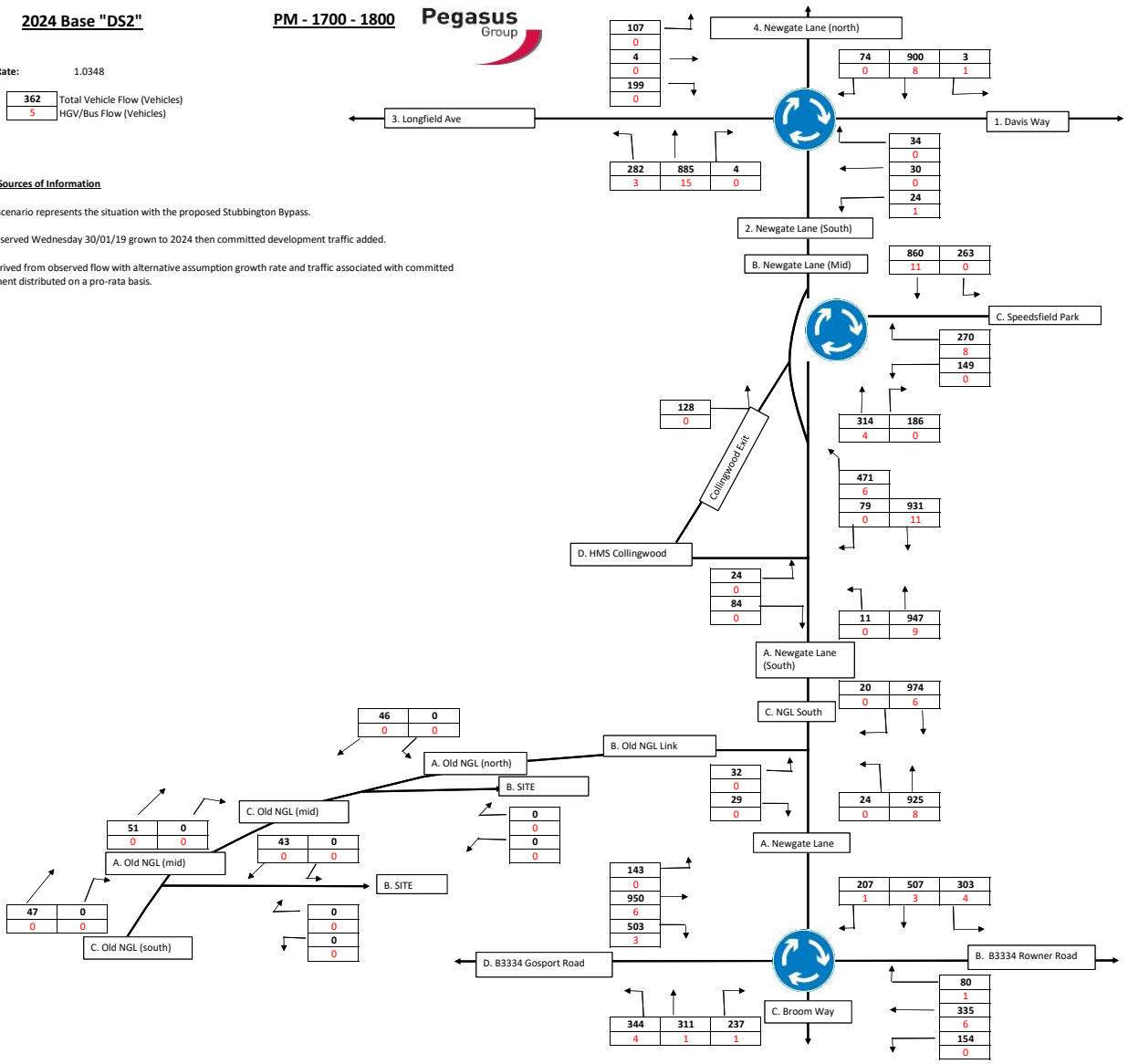
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS2"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

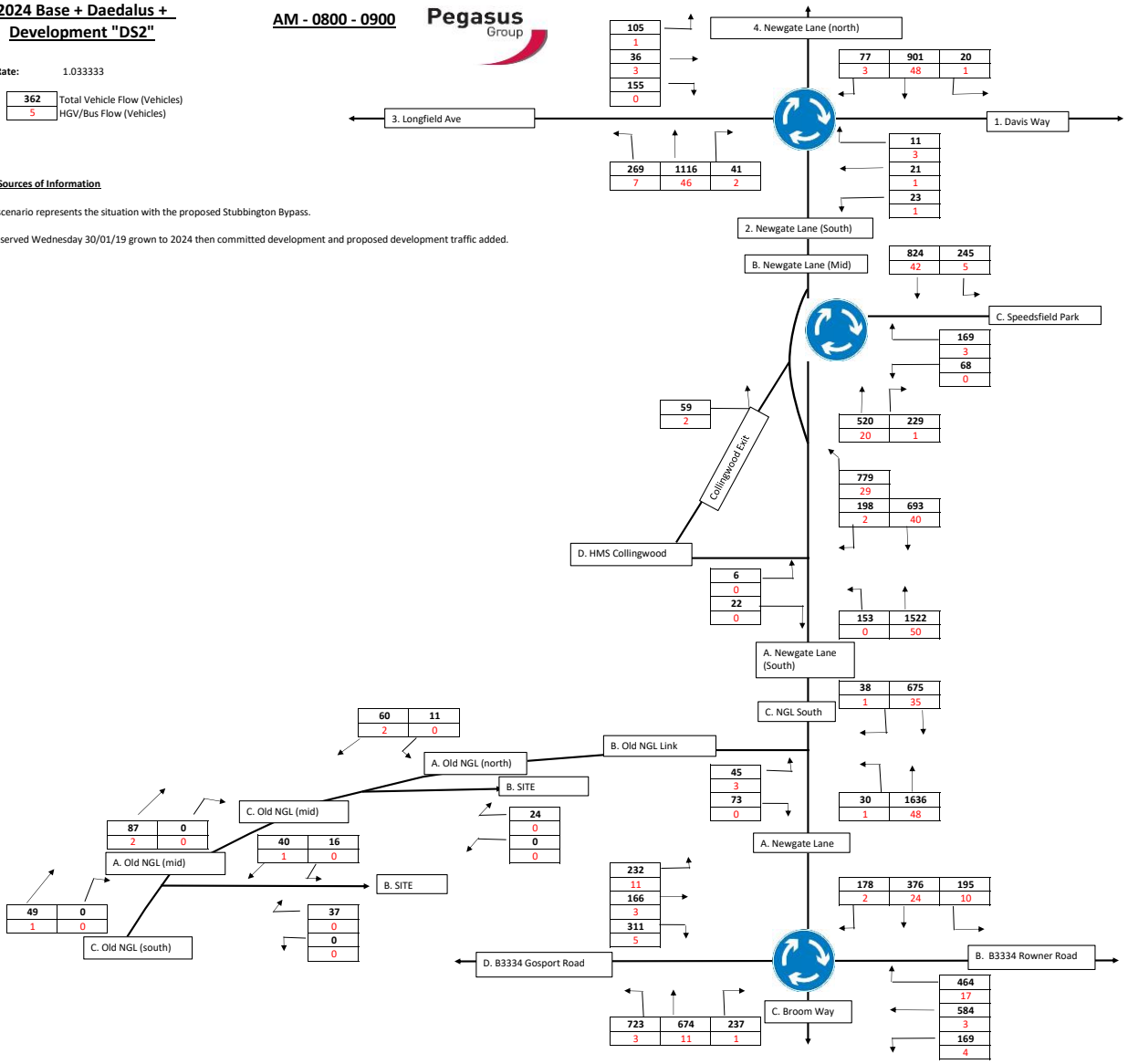
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



2024 Base + Daedalus + Development "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

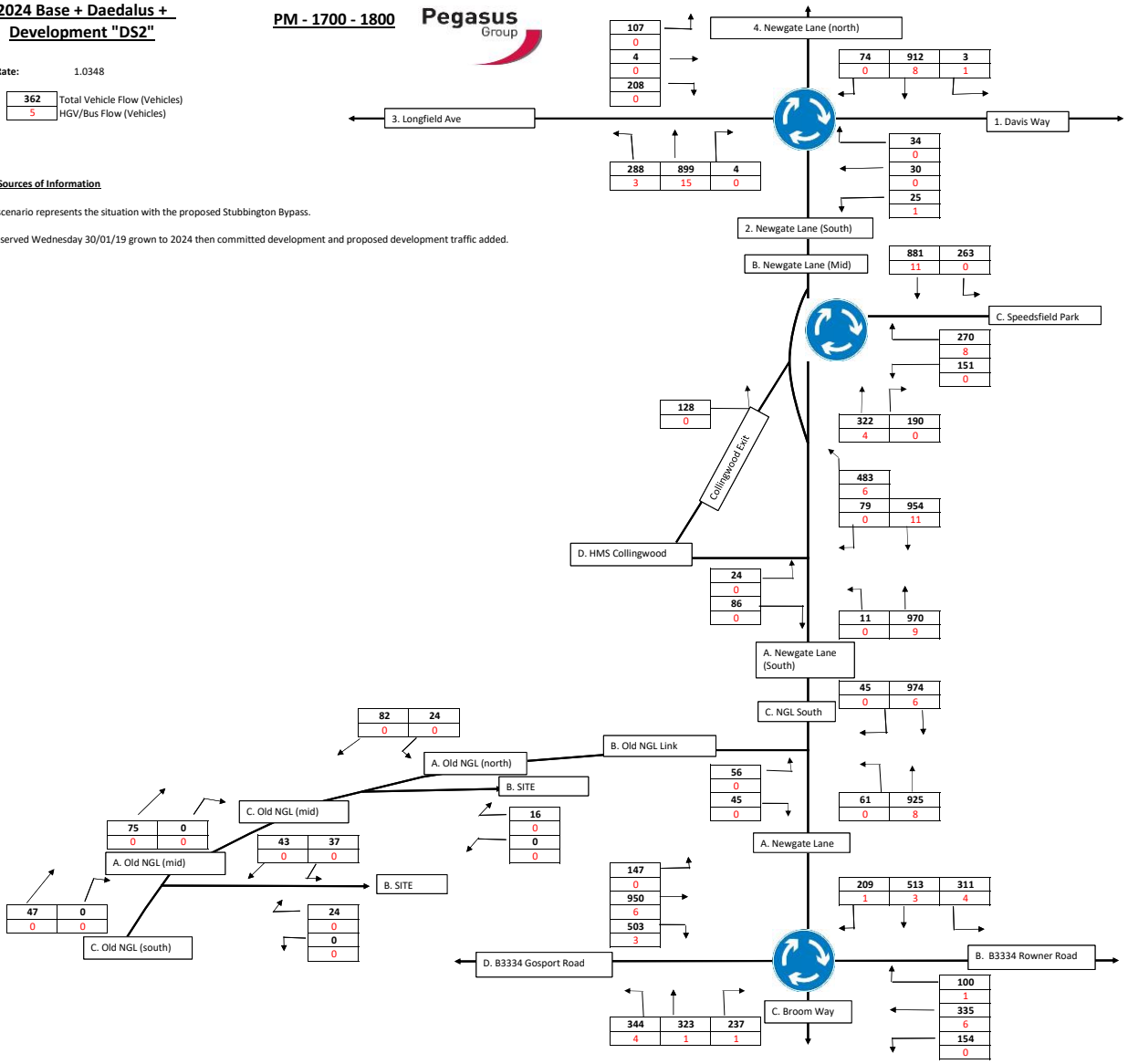
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



APPENDIX E

FLOW DIAGRAMS 100% PRIVATE TRAVEL PLAN DISCOUNT

2019 Base "DS1"

AM - 0800 - 0900

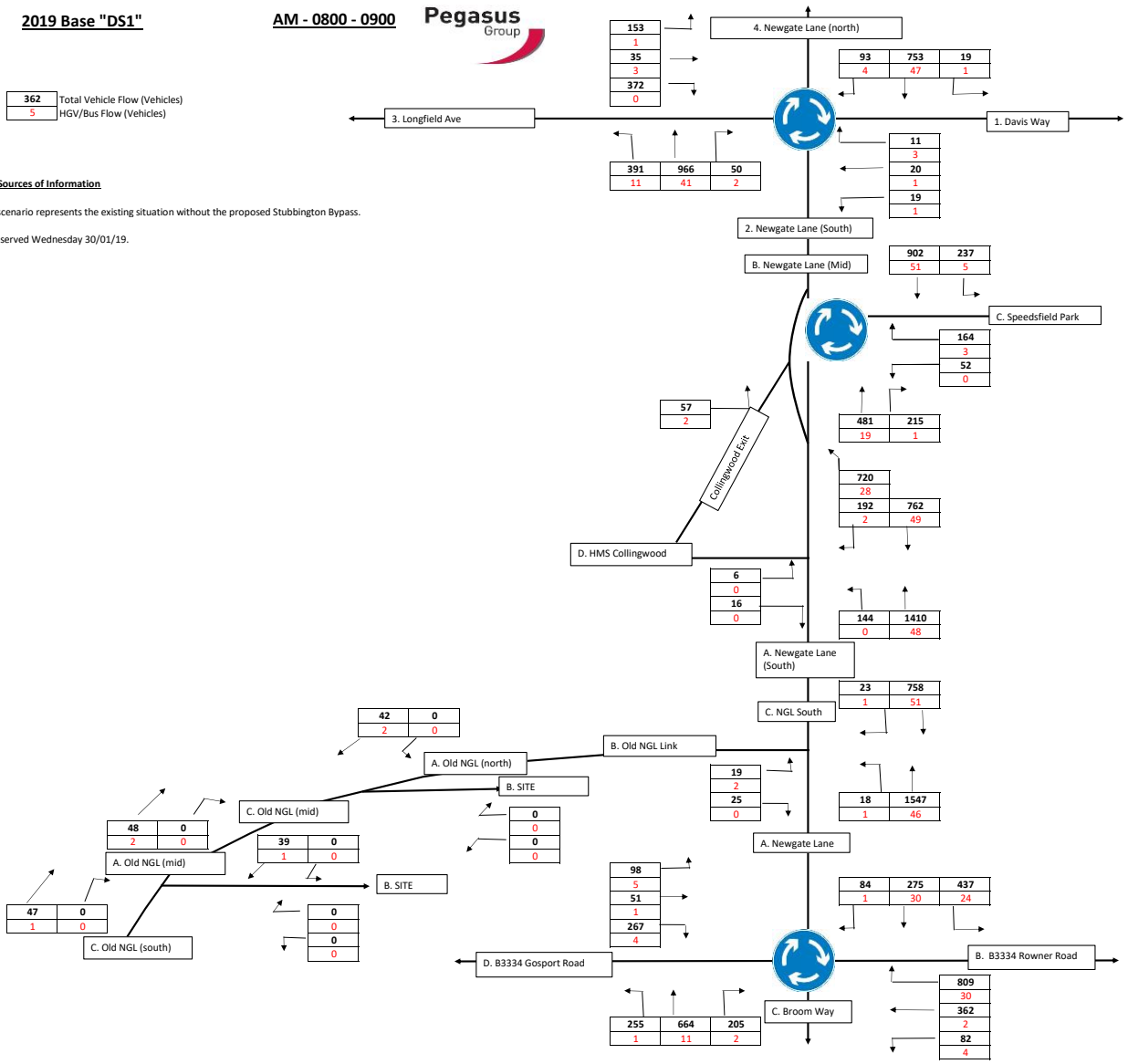
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2019 Base "DS1"

PM - 1700 - 1800

Pegasus Group

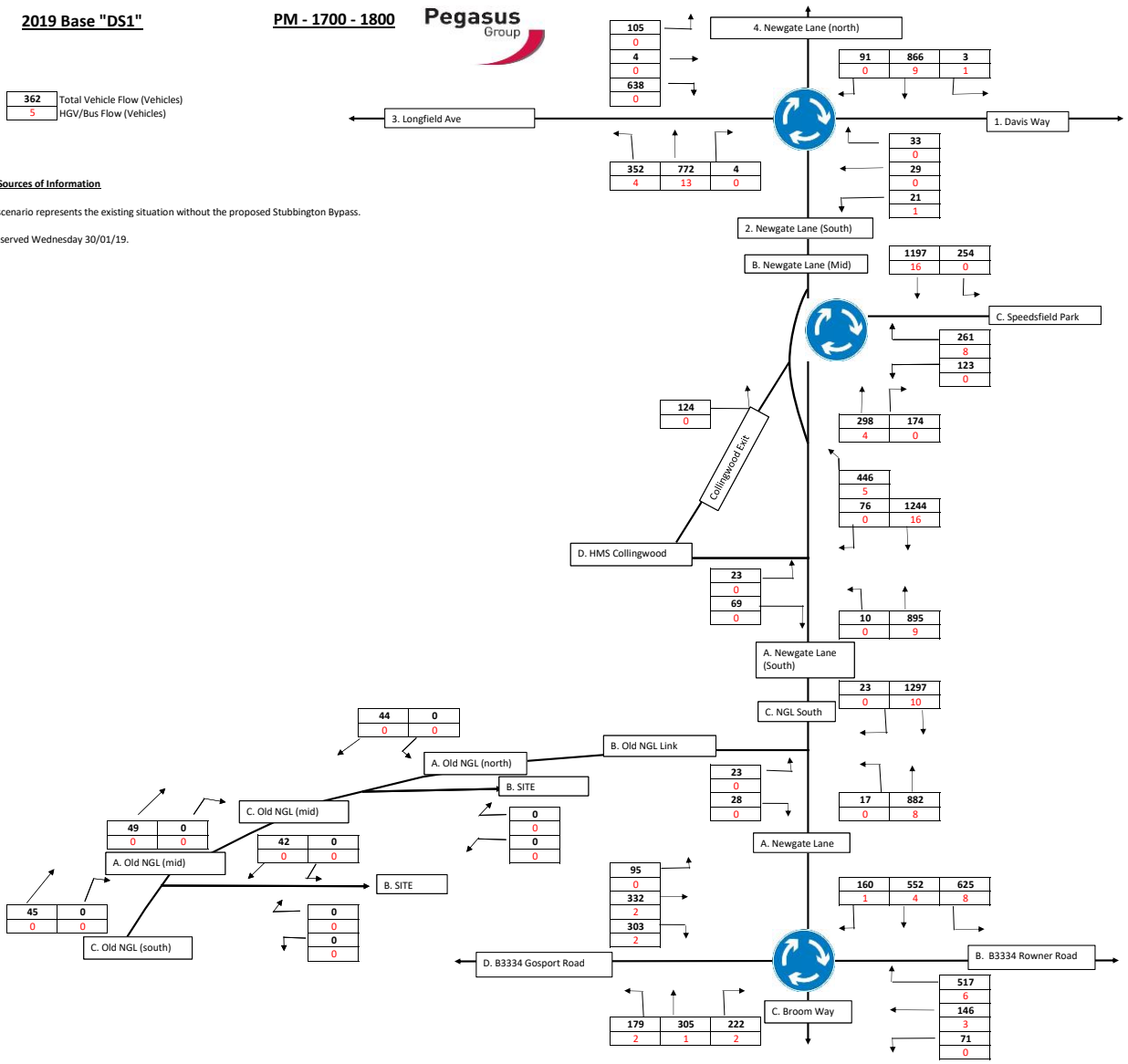
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2024 Base "DS1"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

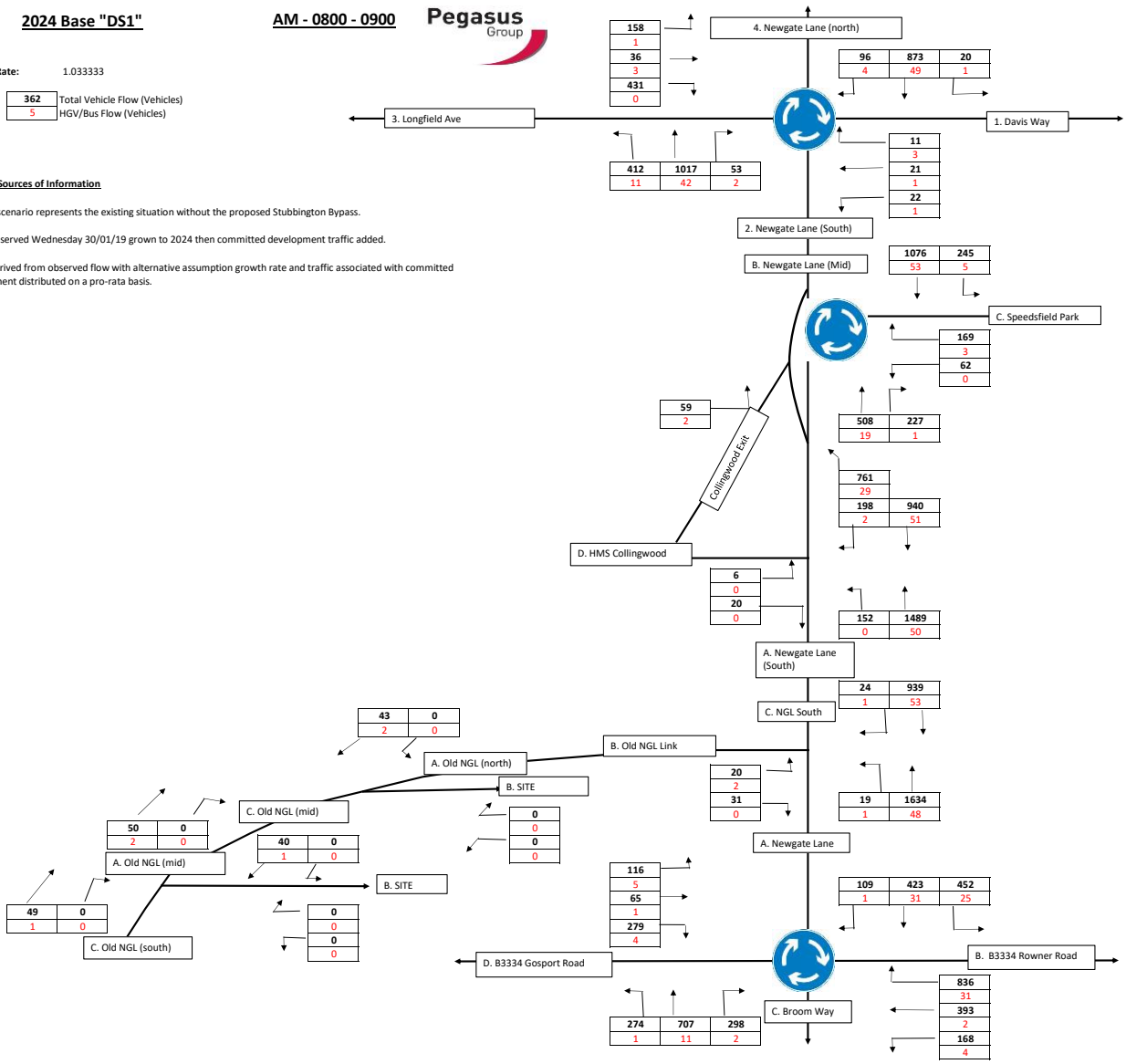
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

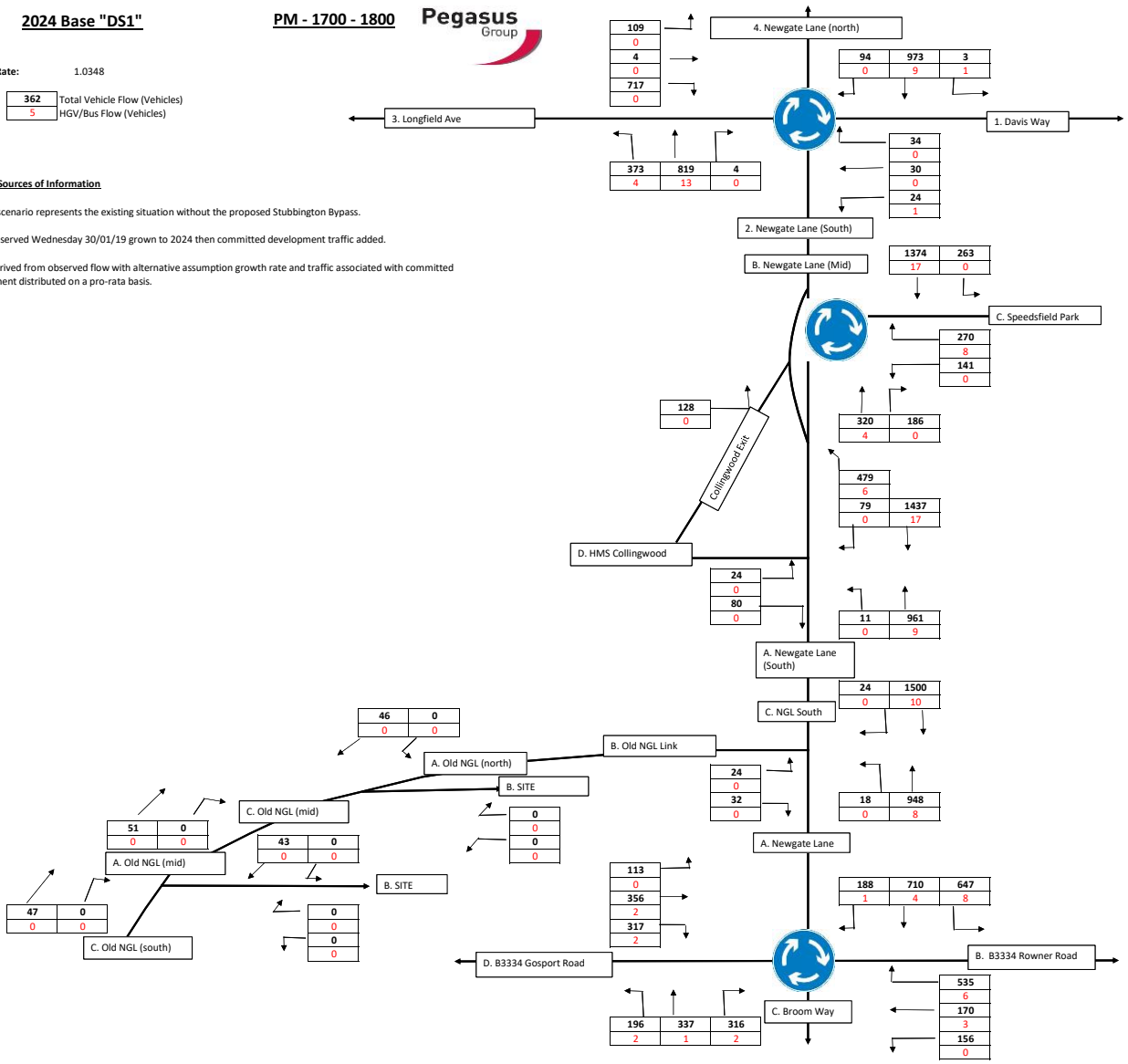
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS1"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

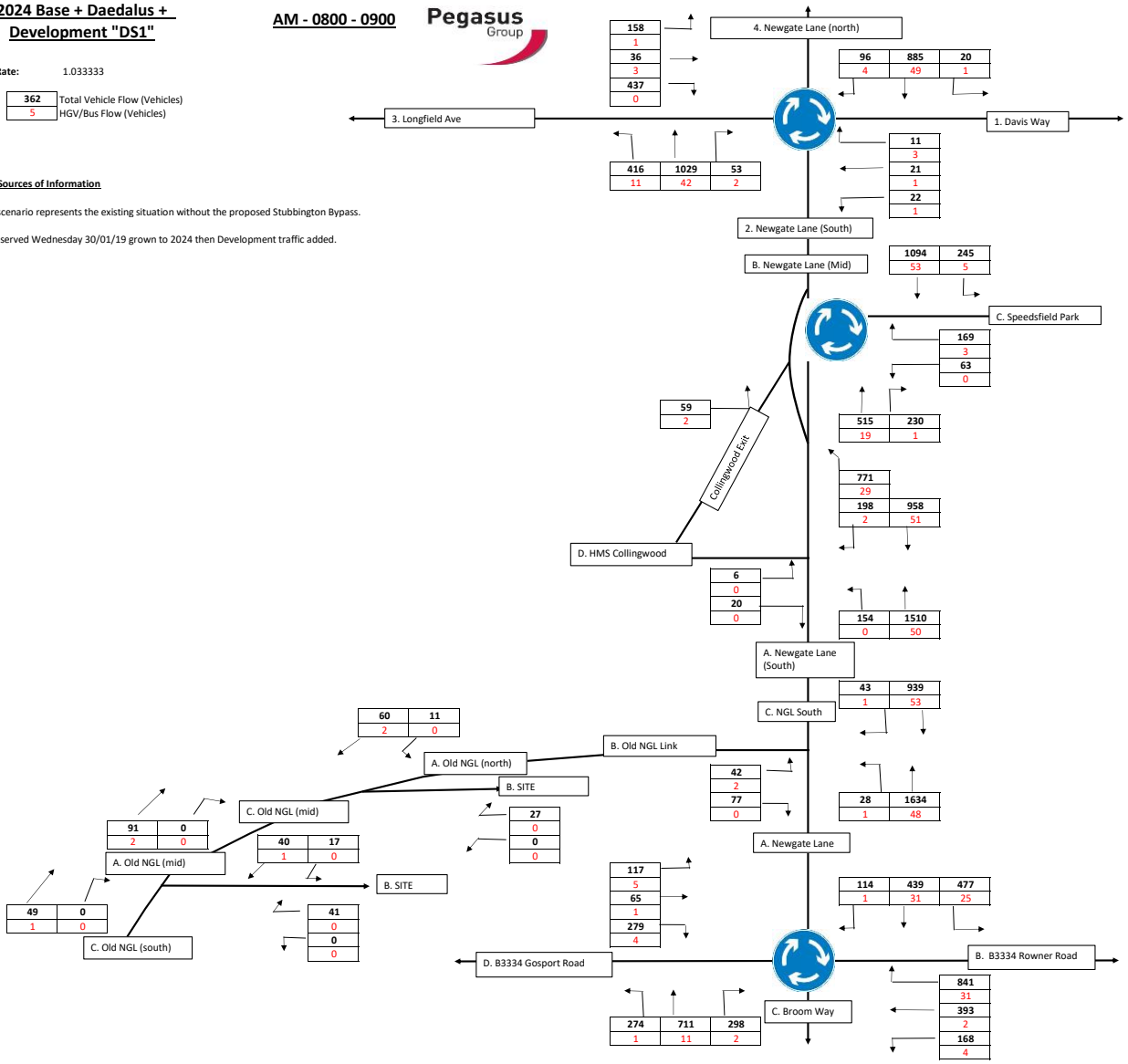
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2024 Base + Daedalus + Development "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

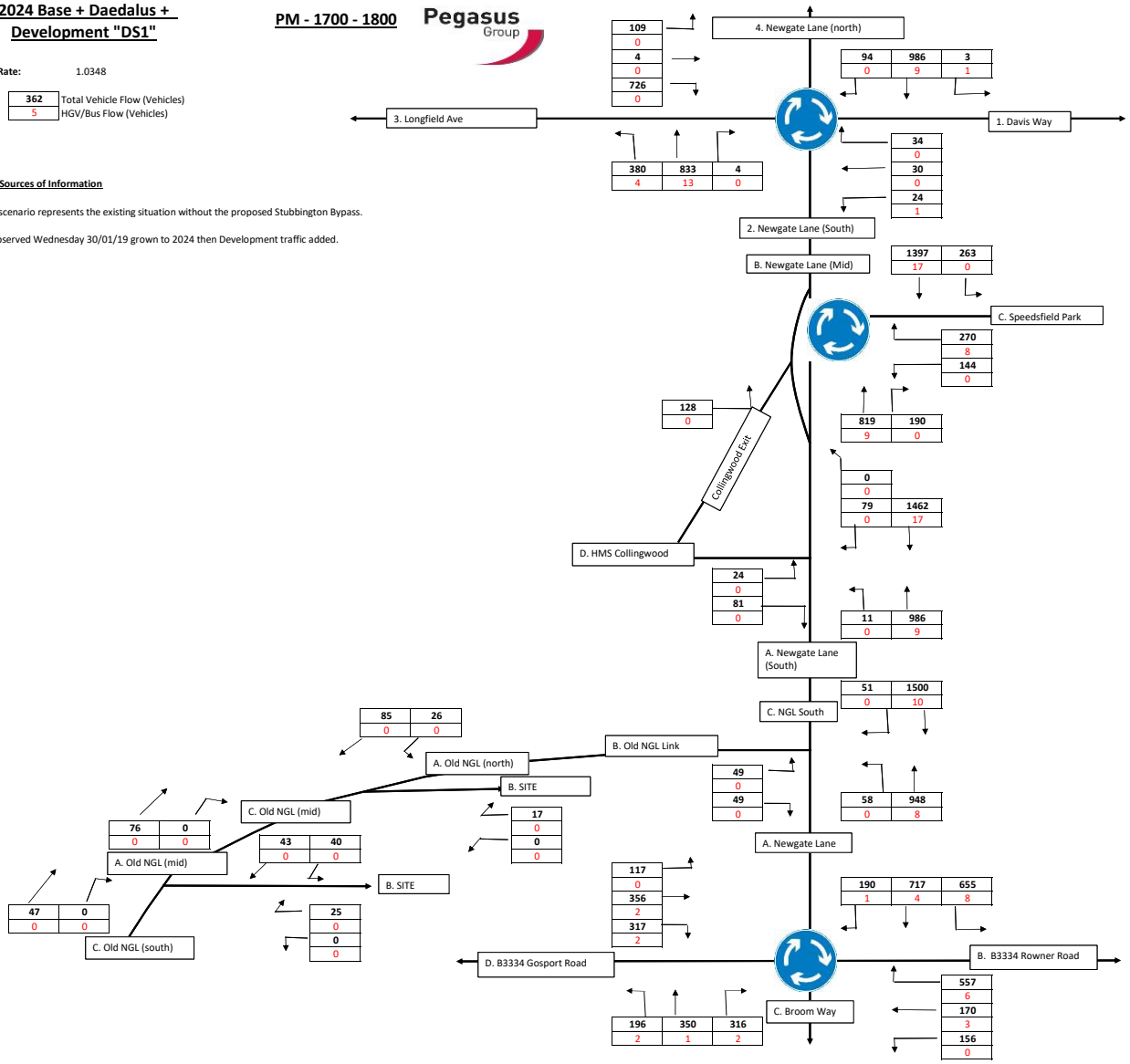
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2019 Base "DS2"

AM - 0800 - 0900

Pegasus Group

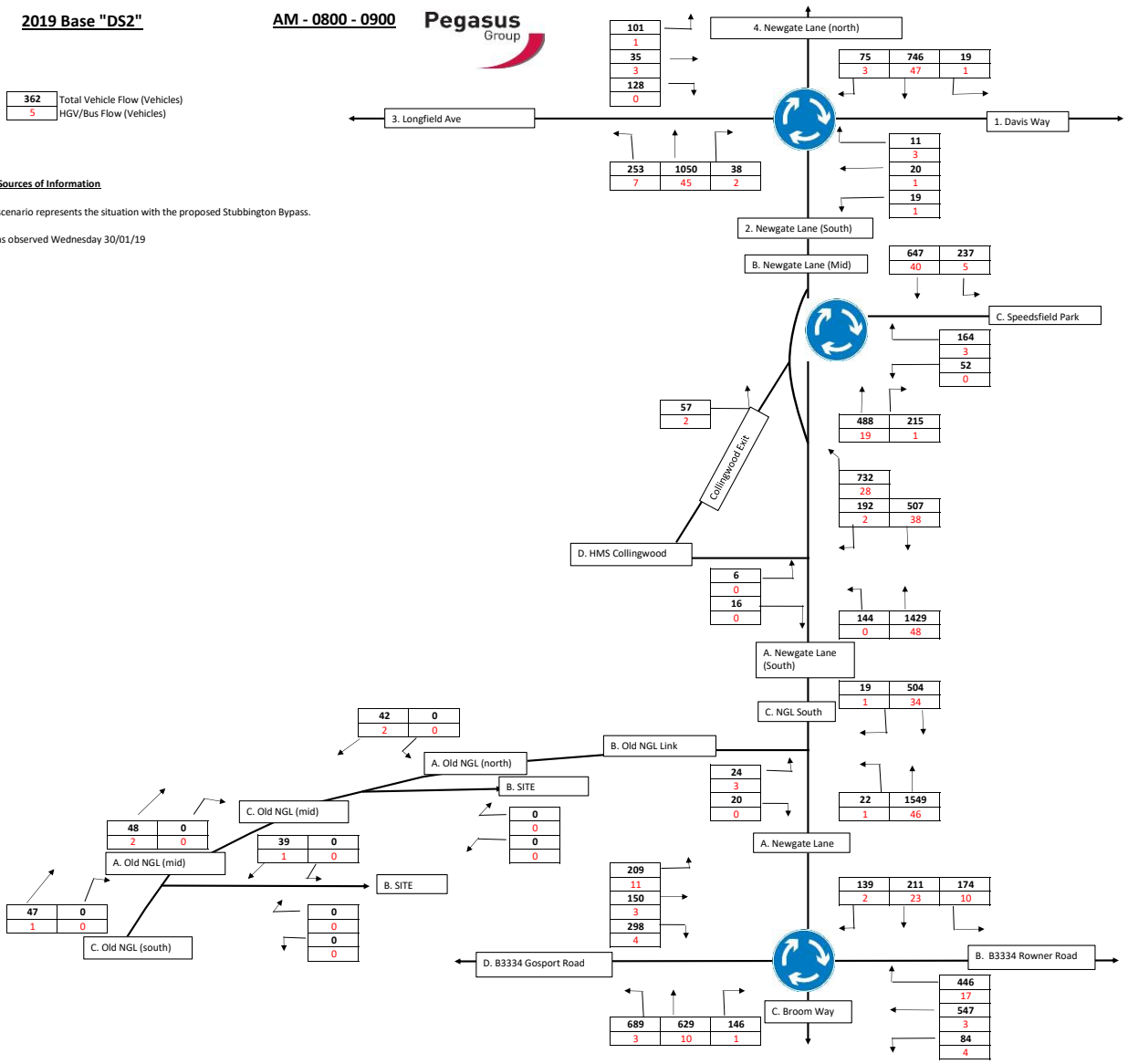
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2019 Base "DS2"

PM - 1700 - 1800

Pegasus Group

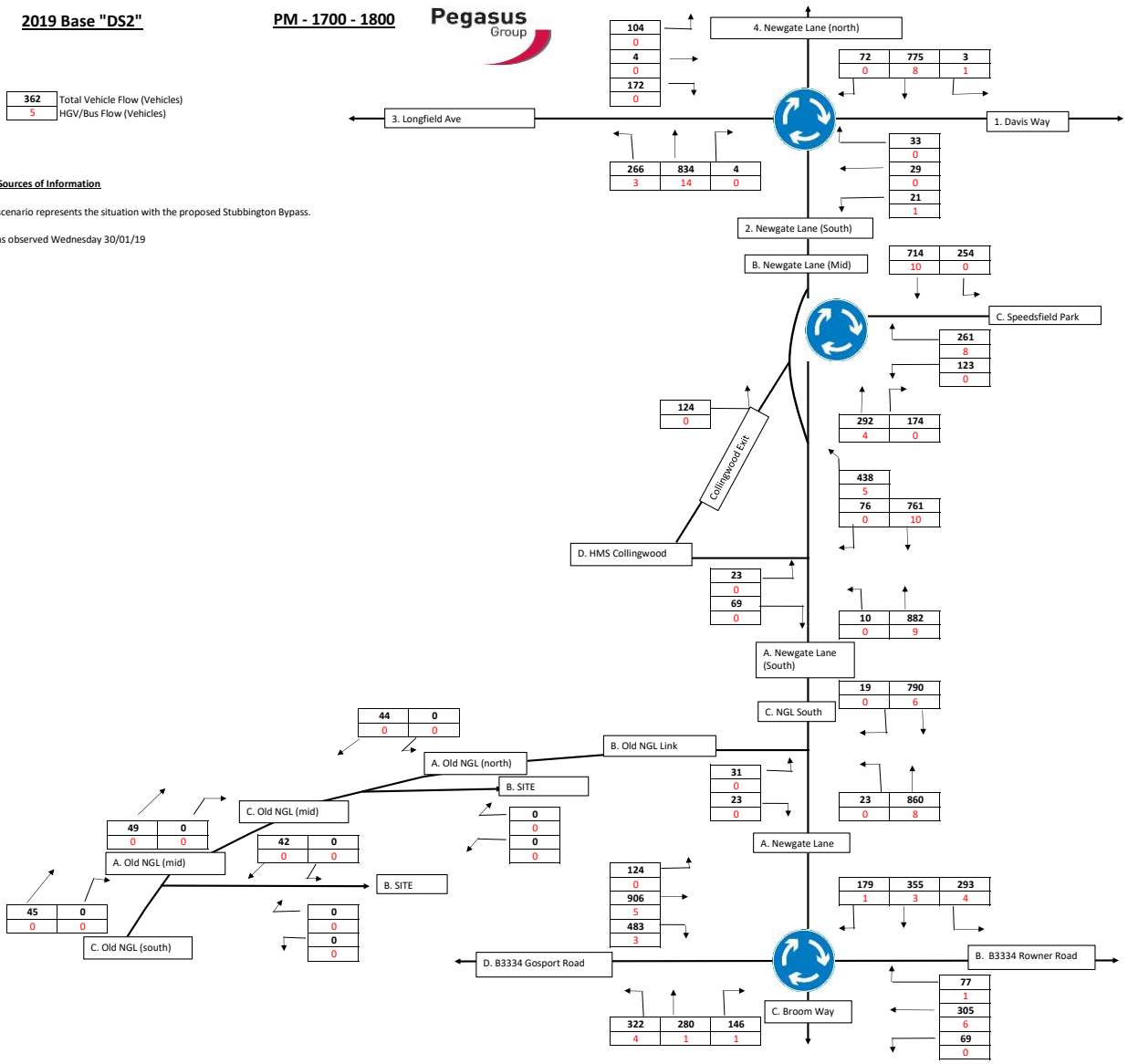
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2024 Base "DS2"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

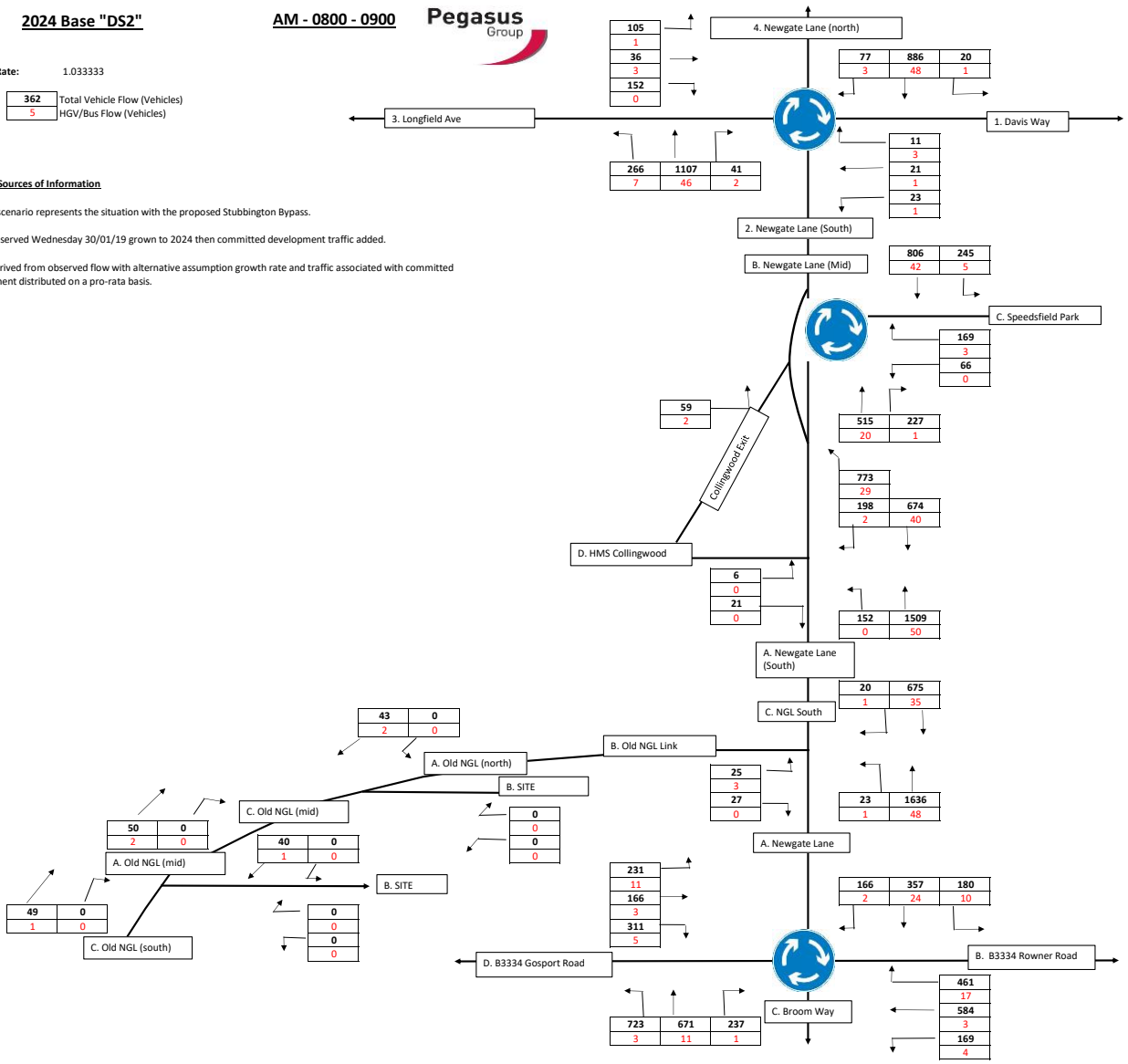
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

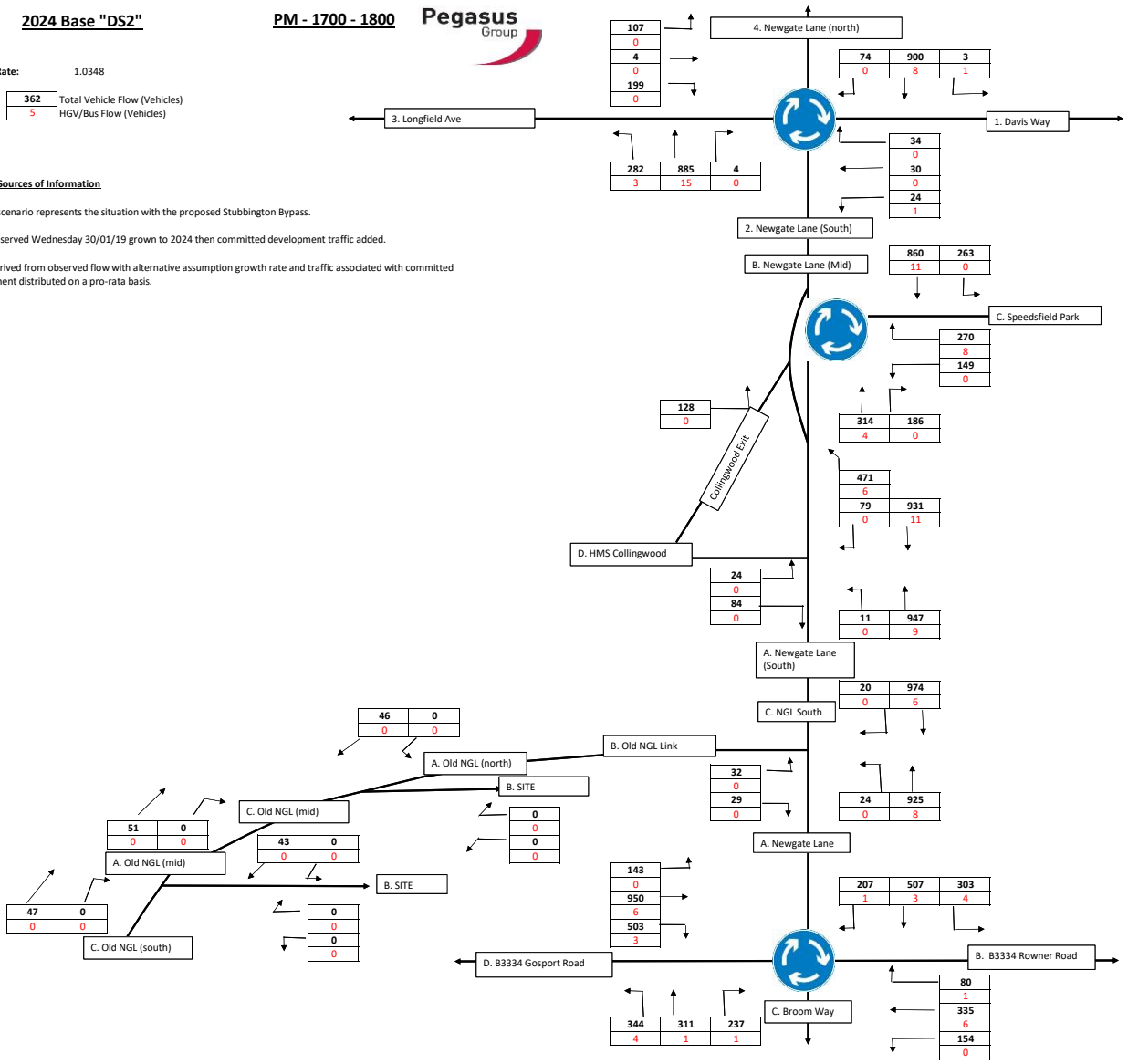
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS2"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

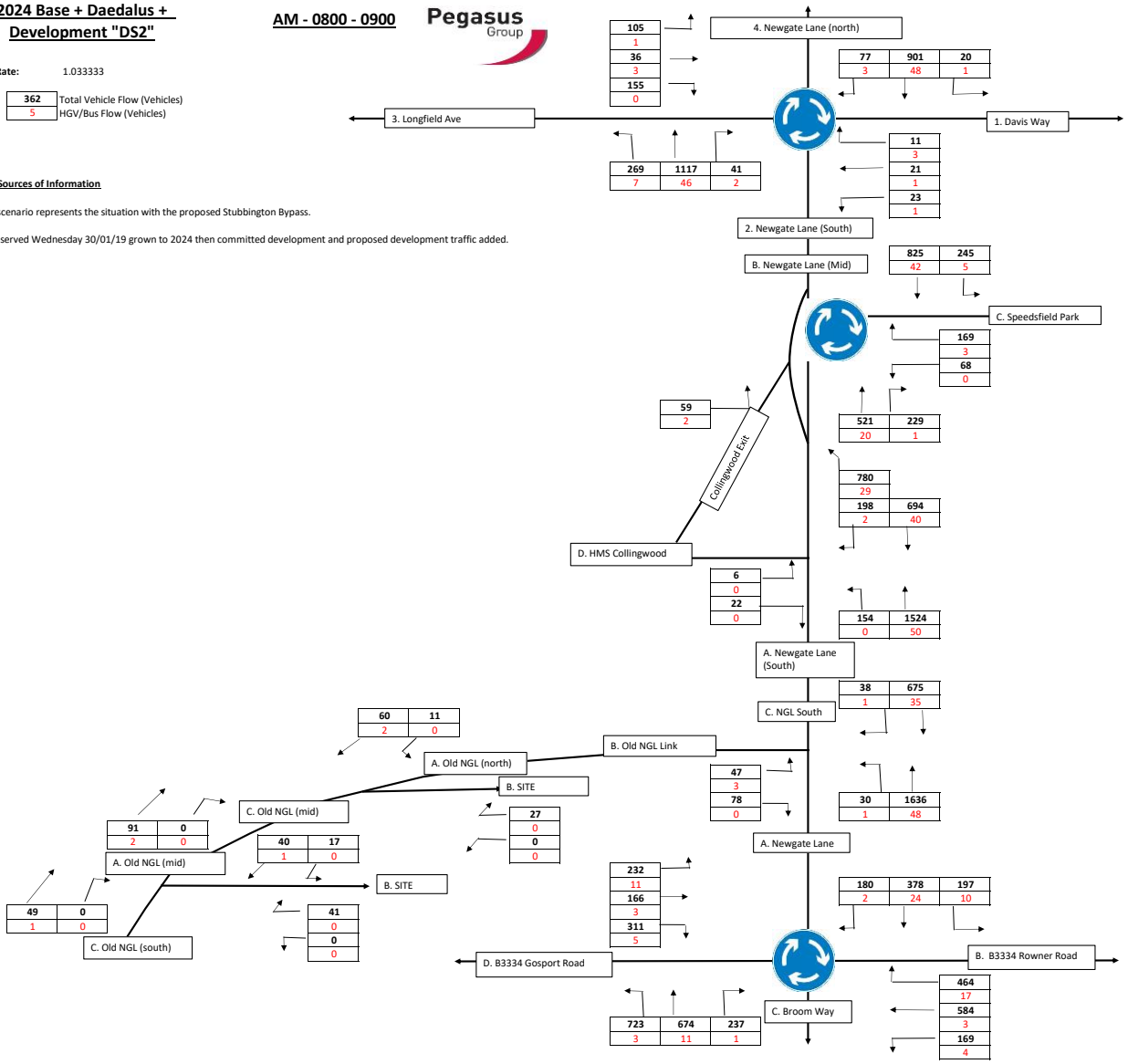
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



2024 Base + Daedalus + Development "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

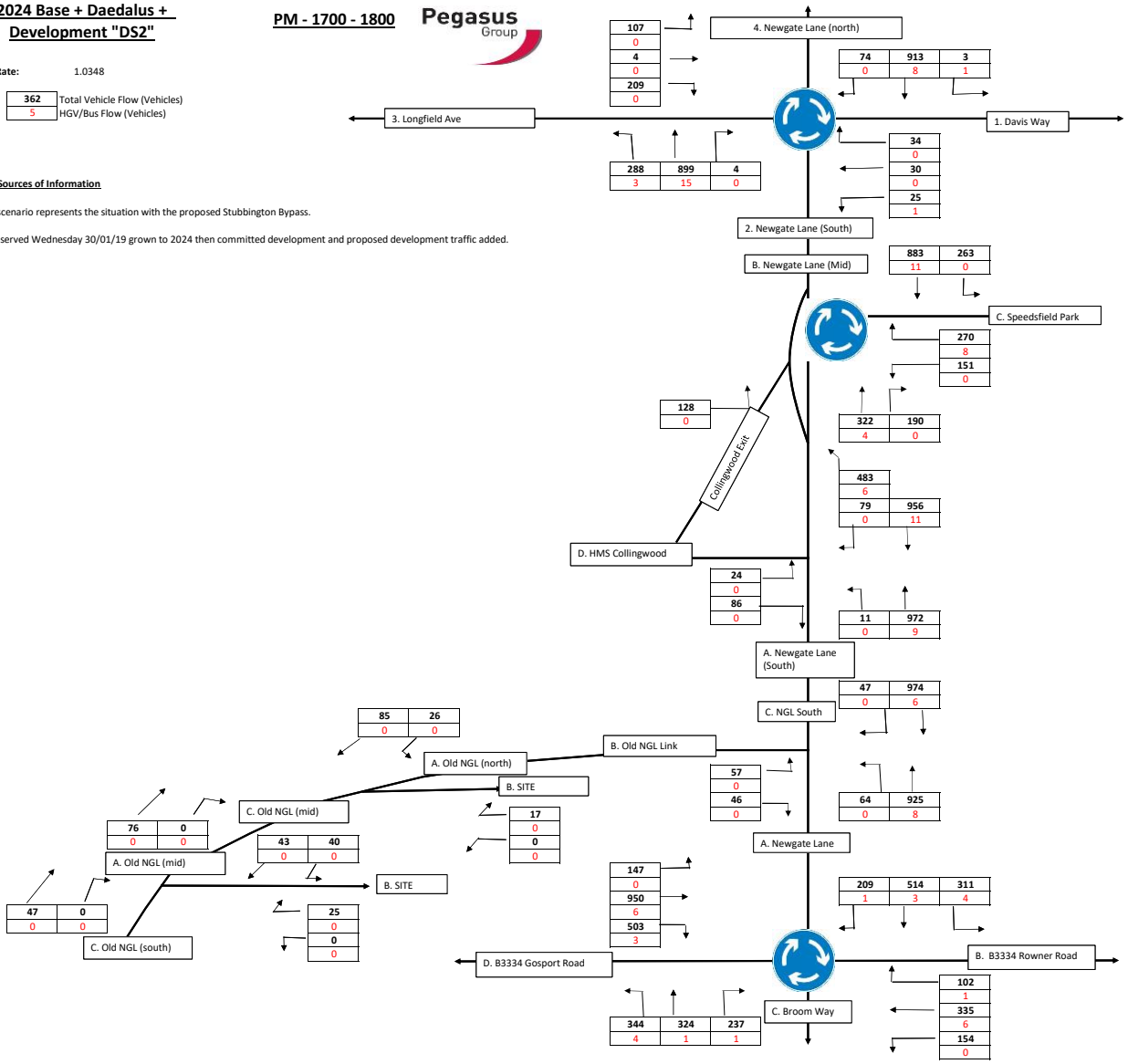
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



APPENDIX F

FLOW DIAGRAMS PRIVATE/AFFORDABLE MIX TRAVEL PLAN DISCOUNT

2019 Base "DS1"

AM - 0800 - 0900

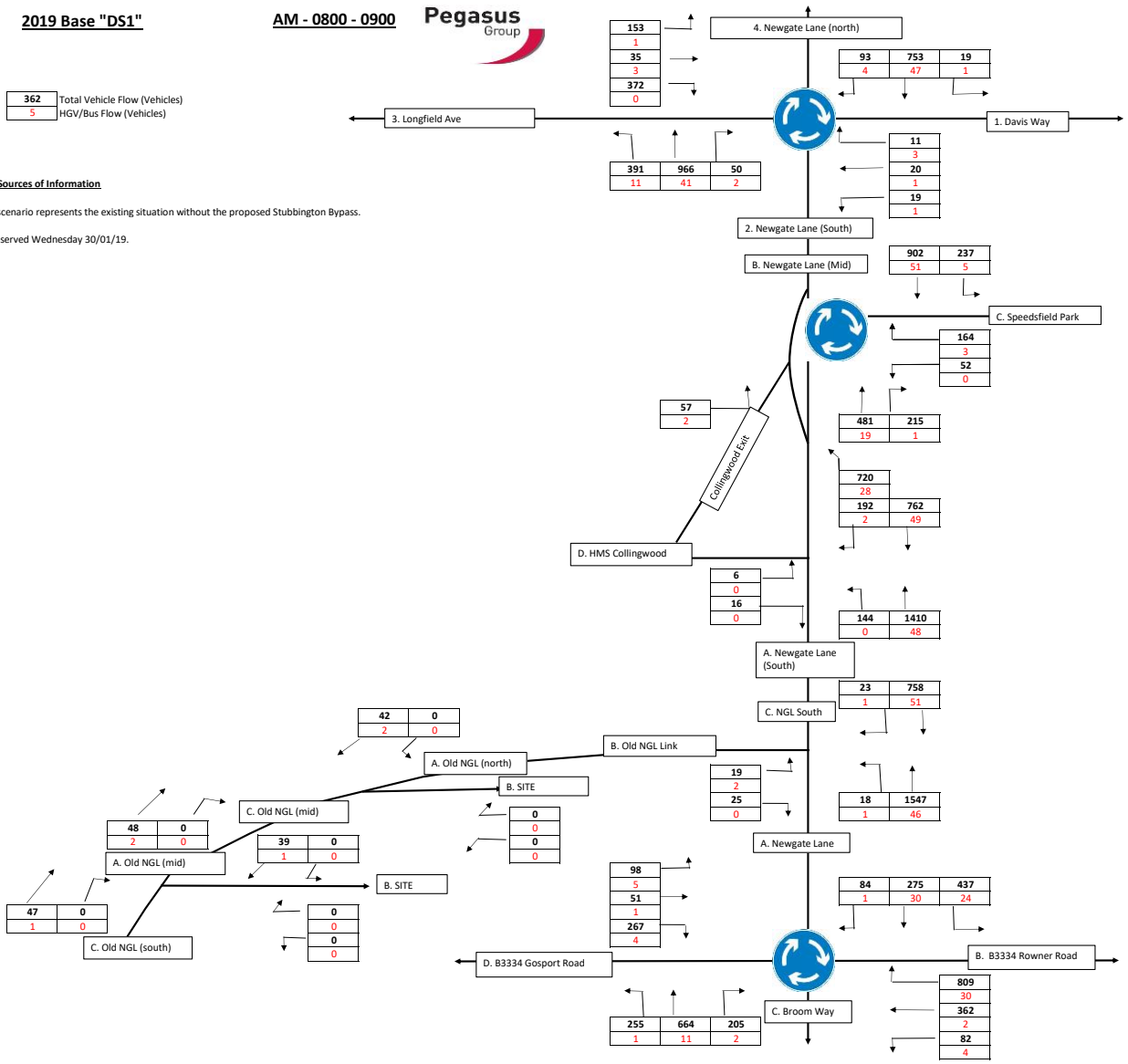
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2019 Base "DS1"

PM - 1700 - 1800

Pegasus Group

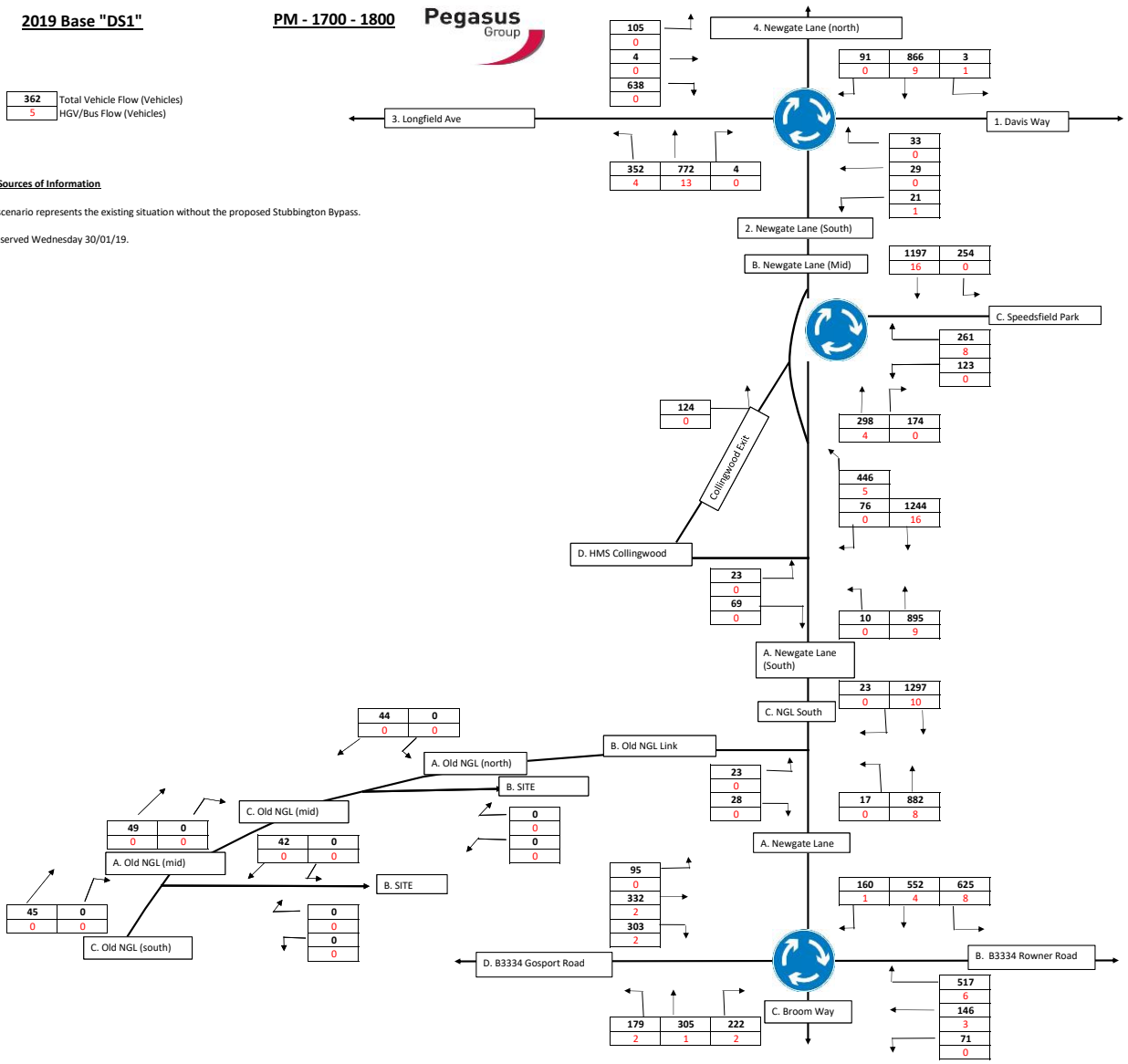
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19.



2024 Base "DS1"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

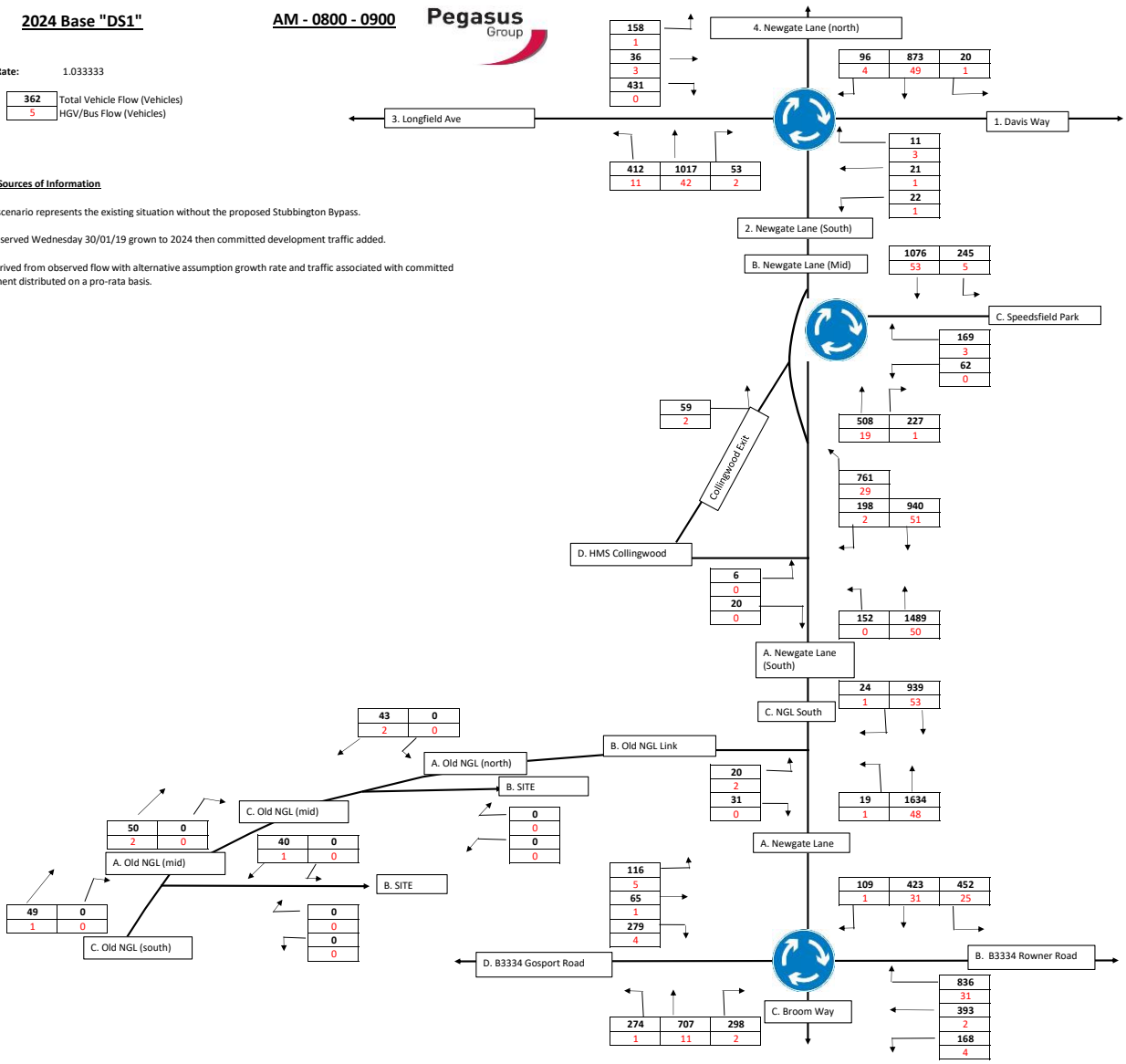
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

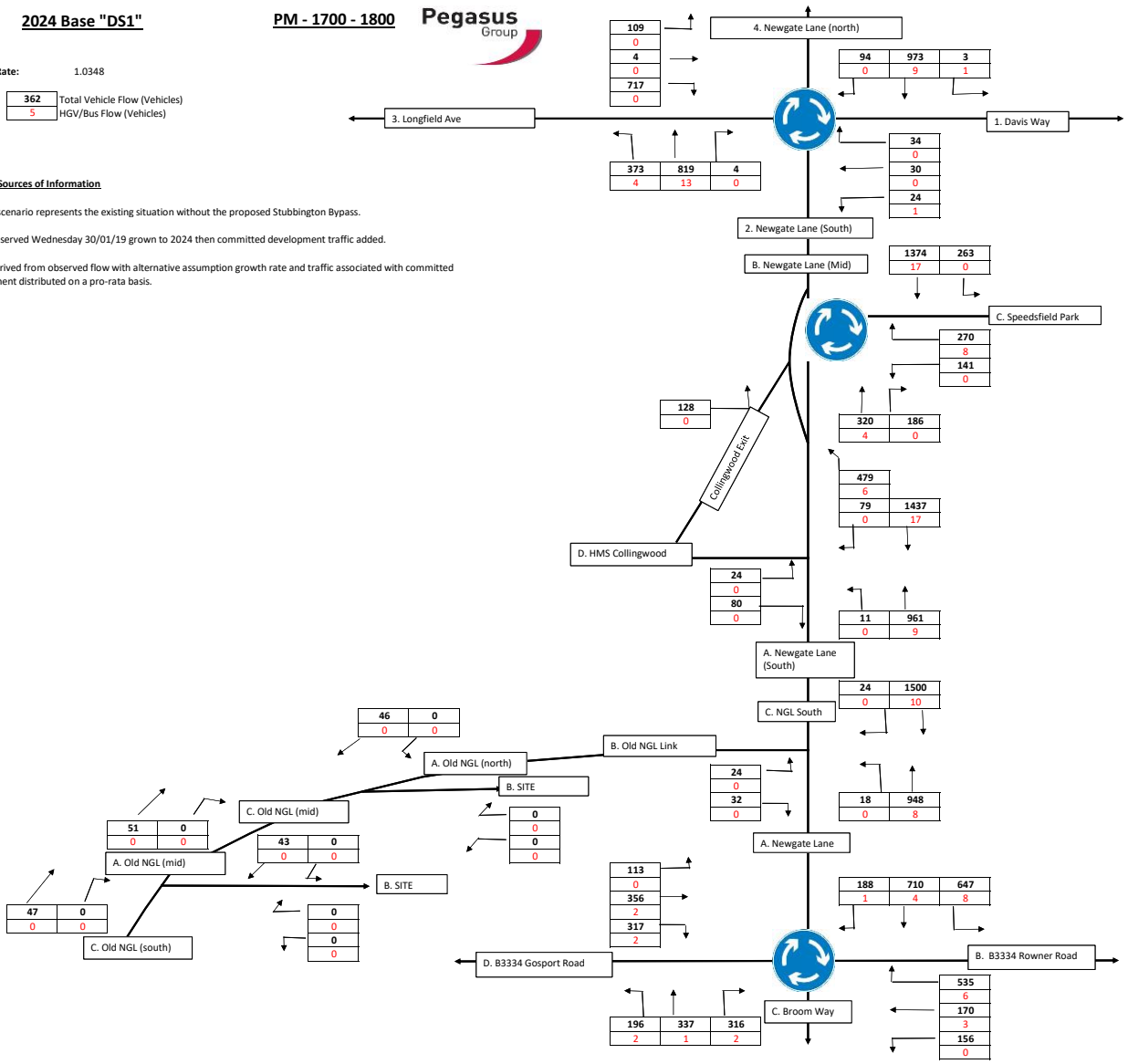
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS1"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

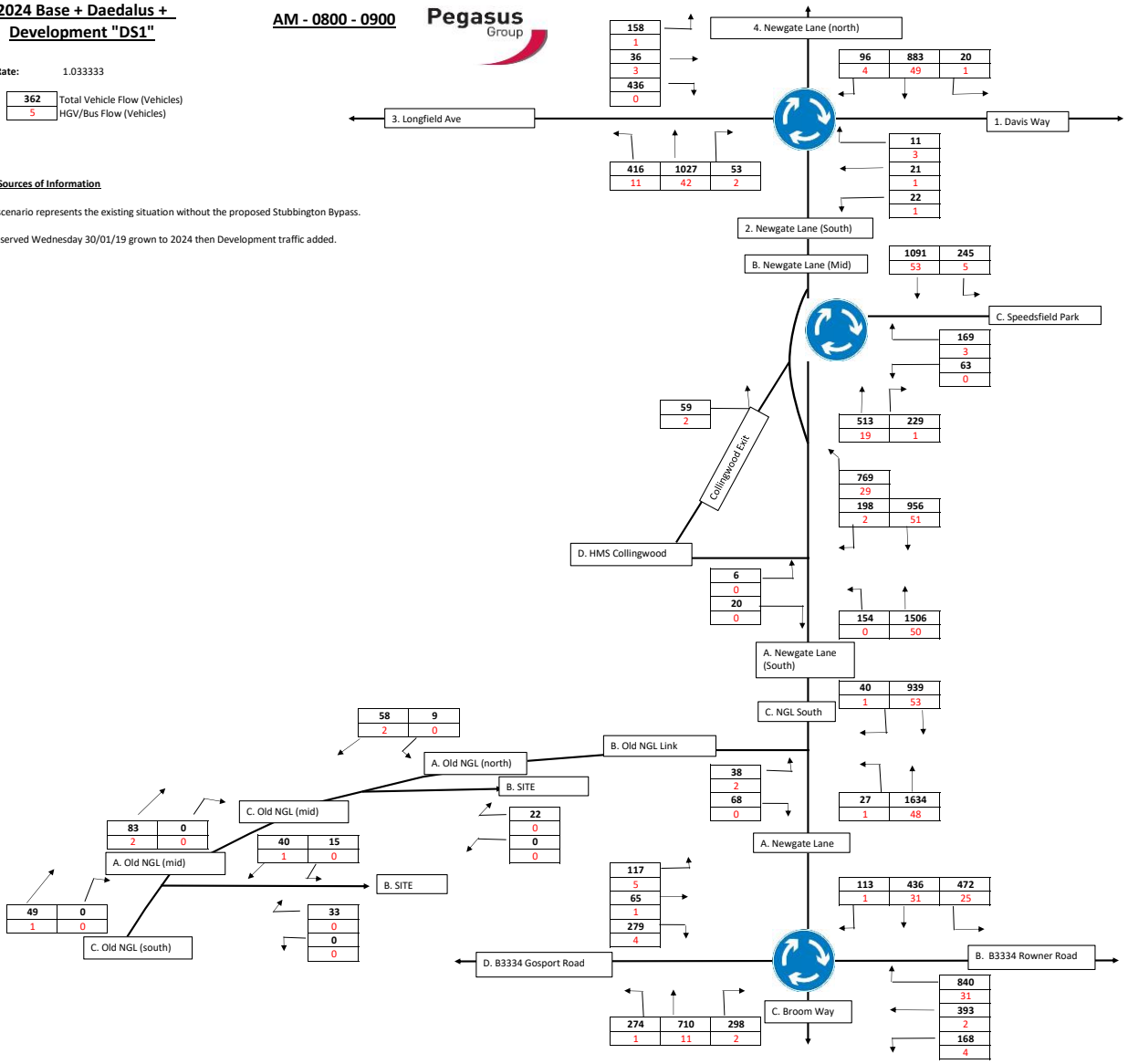
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2024 Base + Daedalus + Development "DS1"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

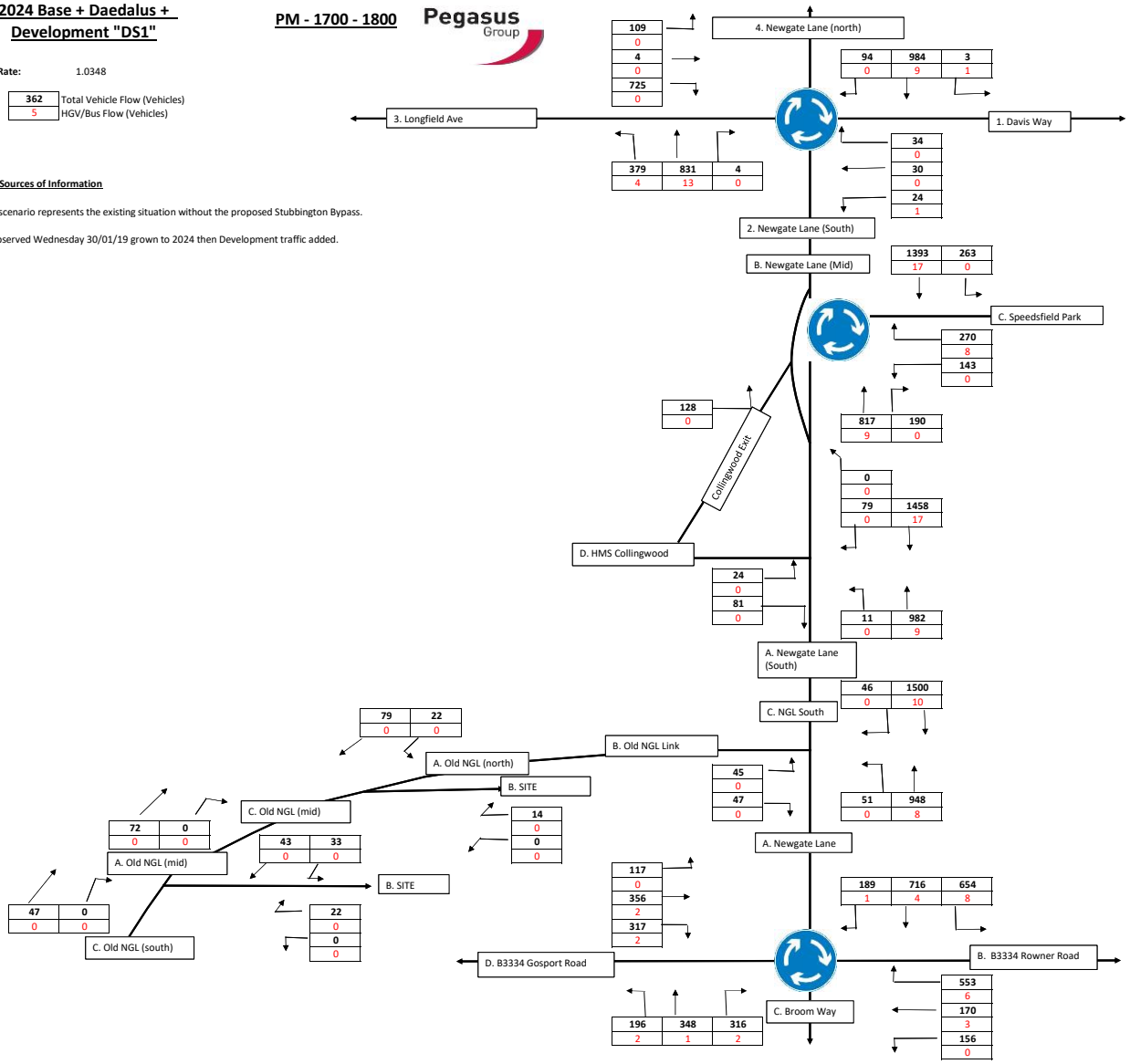
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS1 scenario represents the existing situation without the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then Development traffic added.



2019 Base "DS2"

AM - 0800 - 0900

Pegasus Group

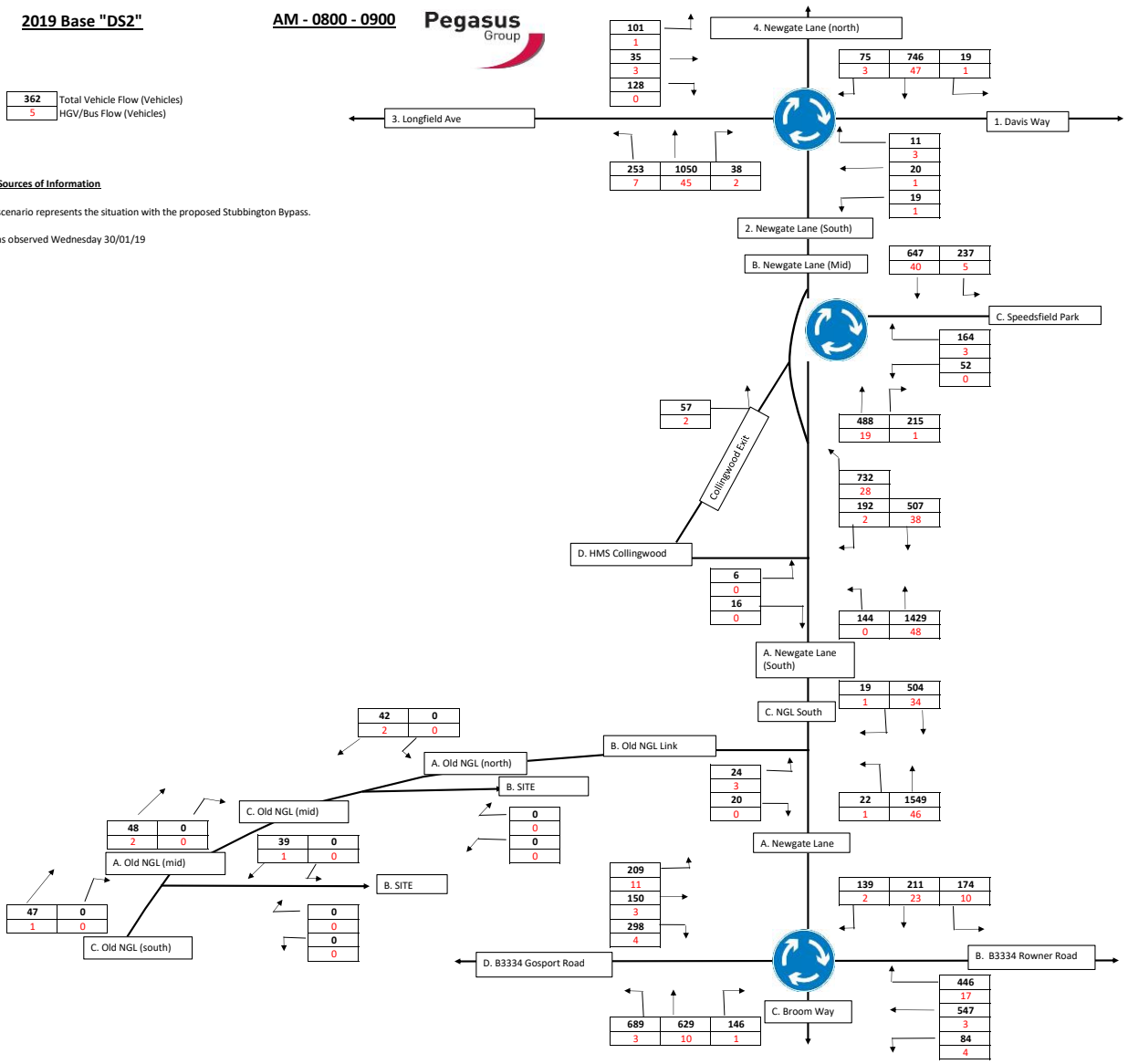
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2019 Base "DS2"

PM - 1700 - 1800

Pegasus Group

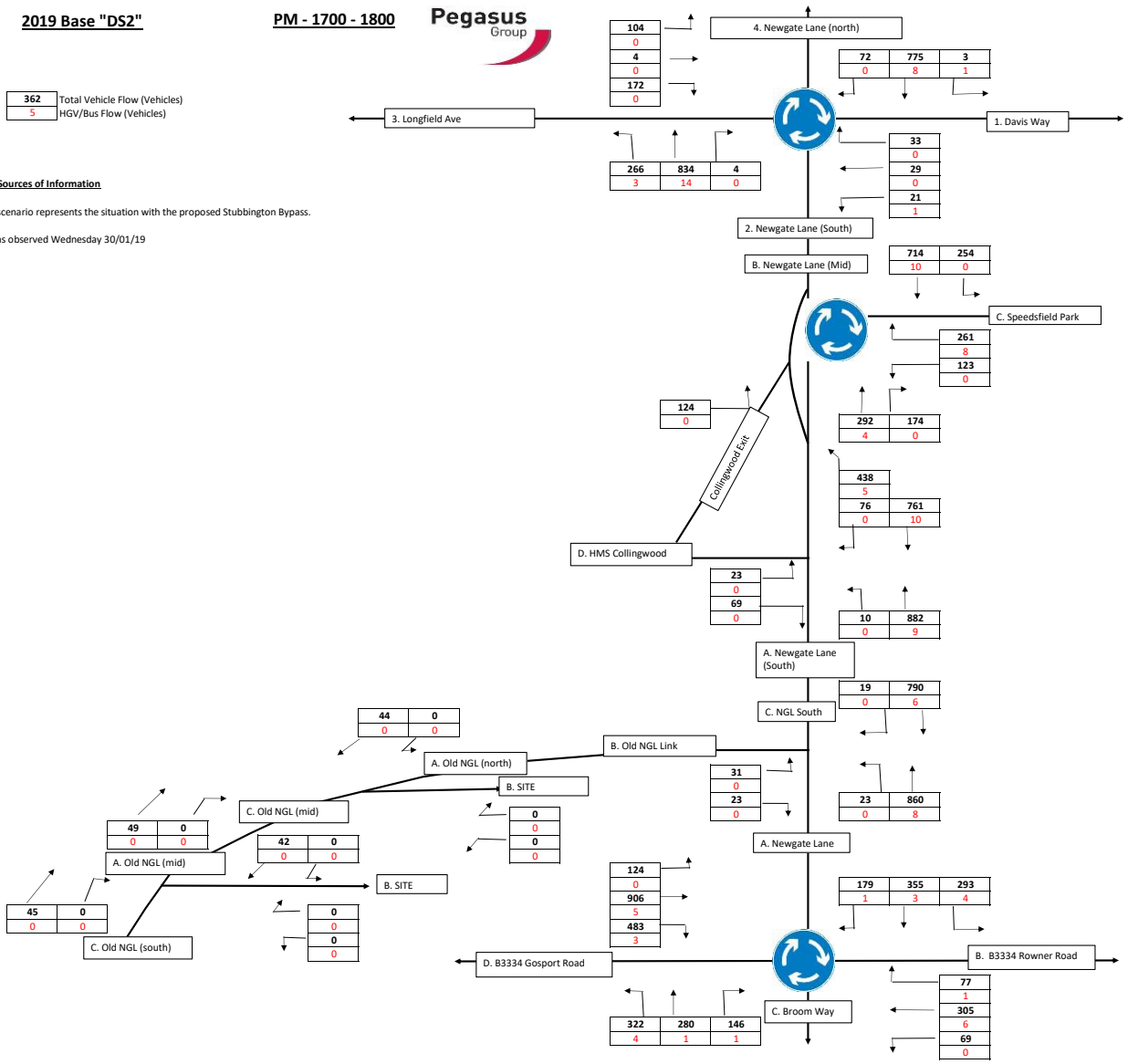
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic was observed Wednesday 30/01/19



2024 Base "DS2"

AM - 0800 - 0900

Growth Rate: 1.033333

Key:

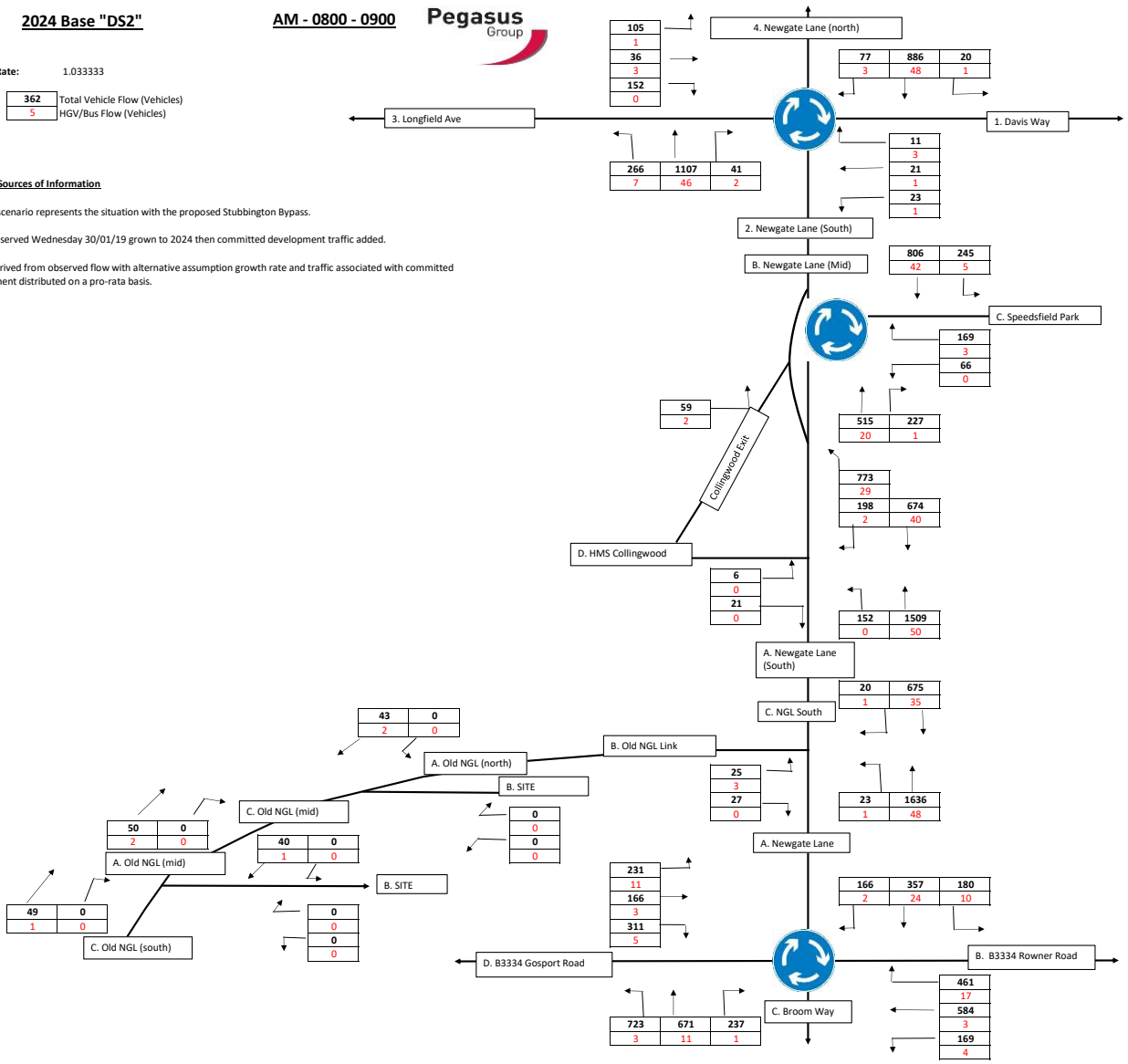
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

Key:

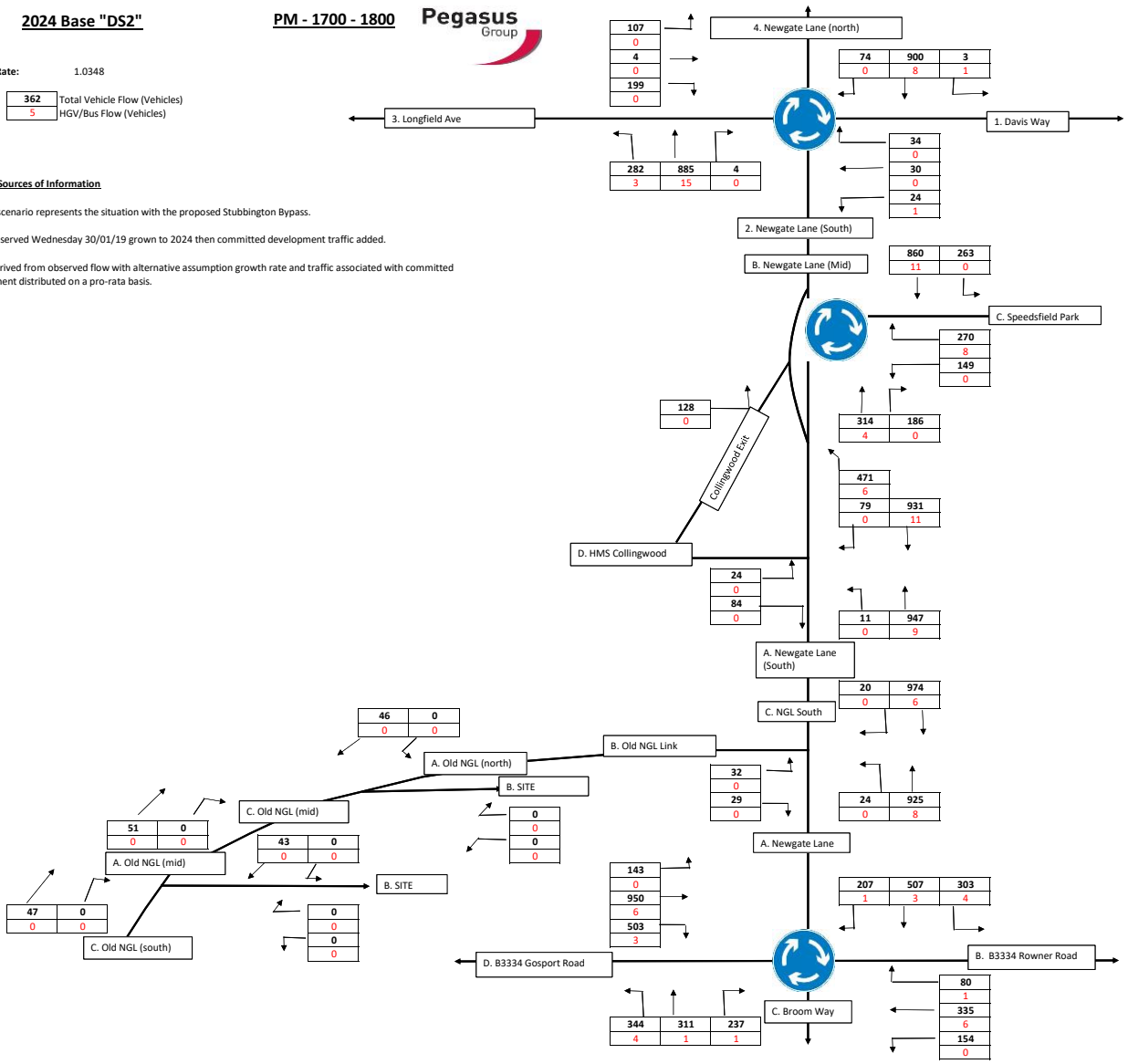
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development traffic added.

Traffic derived from observed flow with alternative assumption growth rate and traffic associated with committed development distributed on a pro-rata basis.



2024 Base + Daedalus + Development "DS2"

AM - 0800 - 0900

Pegasus Group

Growth Rate: 1.033333

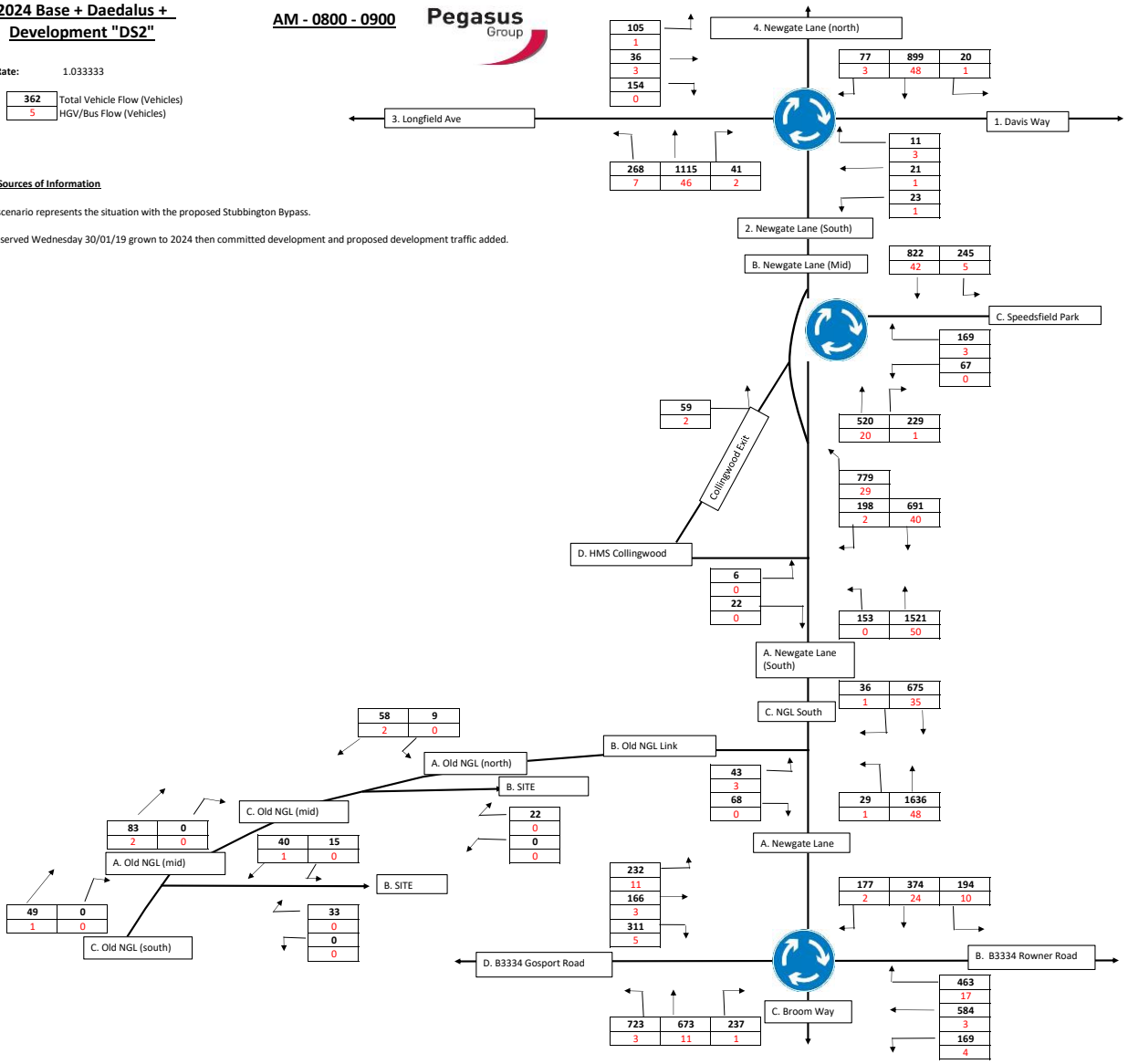
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



2024 Base + Daedalus + Development "DS2"

PM - 1700 - 1800

Pegasus Group

Growth Rate: 1.0348

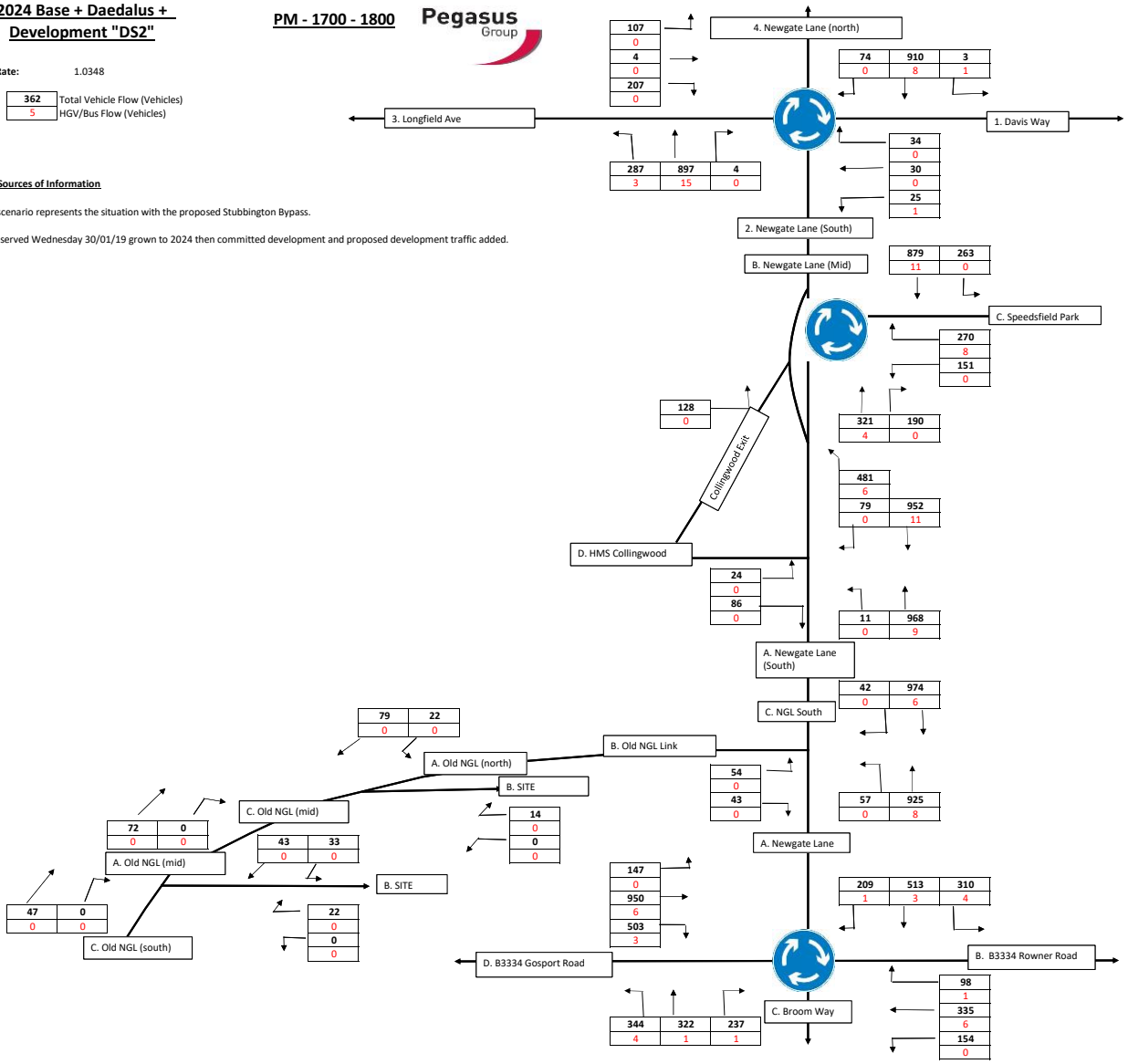
Key:

362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.



APPENDIX G

NEWGATE LANE / SITE ACCESS MODELLING REPORTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site Access NG(S).j9
Path: \\Pg-brs-dc01\data\Bristol Projects\Bristol - Live Projects\BRS.4901 - BRS.5000\BRS.4989 - SUSTAINABLE LAND PLC - LAND TO THE NORTH OF GOSPORT ROAD, FAREHAM\Transport\7. Junction Modelling\b. PICADY\Site accesses Oct 19
Report generation date: 10/10/2019 14:57:52

»2019 Base DS1, AM
»2019 Base DS1, PM
»2024 Base DS1, AM
»2024 Base DS1, PM
»2024 Base + Dev DS1, AM
»2024 Base + Dev DS1, PM
»2019 Base DS2, AM
»2019 Base DS2, PM
»2024 Base DS2, AM
»2024 Base DS2, PM
»2024 Base + Dev DS2, AM
»2024 Base + Dev DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.68	0.10	A	0.1	7.41	0.06	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2019 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.68	0.10	A	0.1	7.41	0.06	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

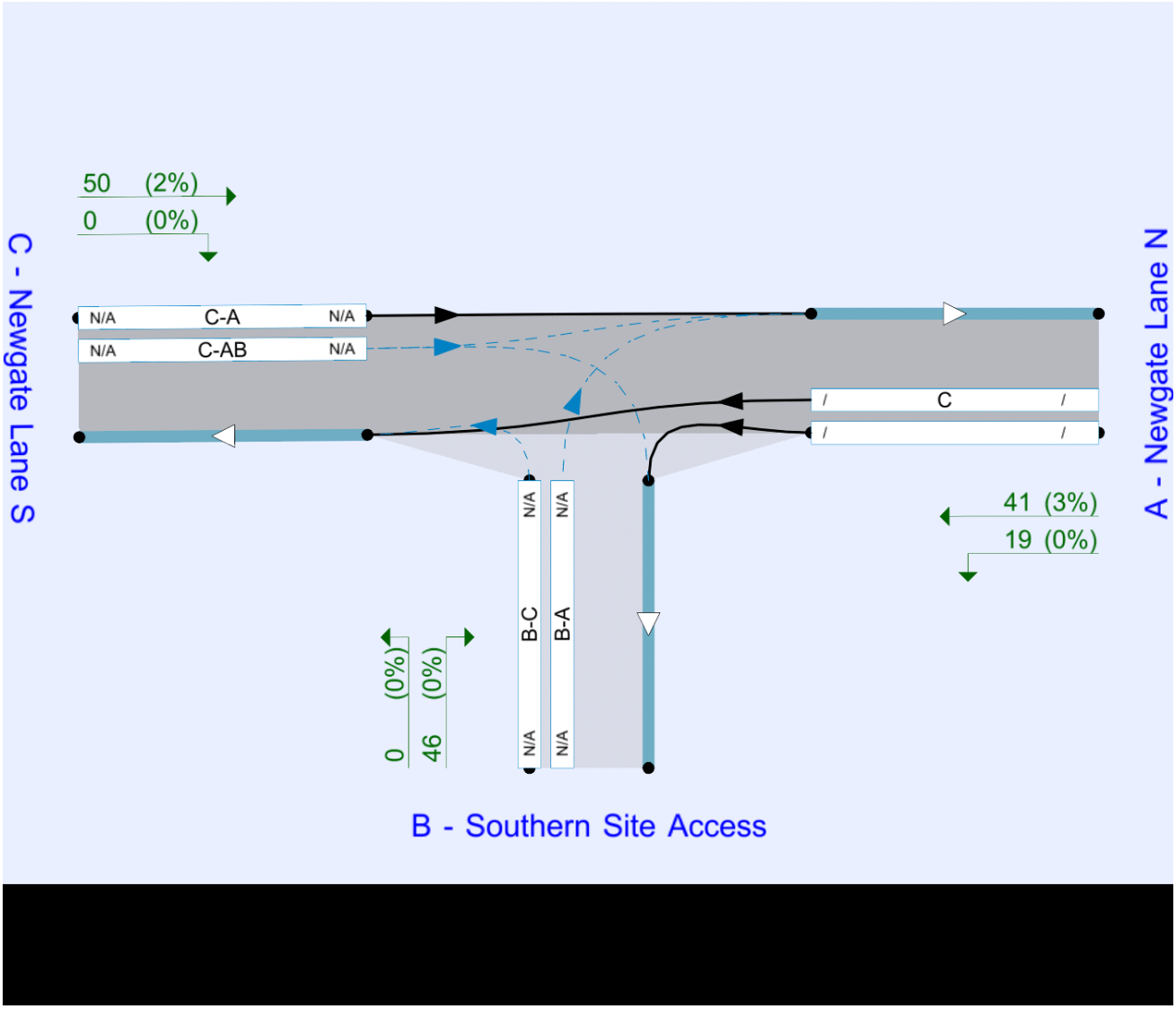
File summary

File Description

Title	Newgate Lane Southern Site Access
Location	
Site number	
Date	10/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	BRS.4989
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓
D12	2024 Base + Dev DS2	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

2019 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Newgate Lane N	North Arm	Major
B	Southern Site Access	Minor Arm	Minor
C	Newgate Lane S	South Arm	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Newgate Lane S	6.32			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Southern Site Access	One lane plus flare	10.00	4.36	3.00	3.00	3.00		1.00	28	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.097	0.246	0.155	0.351
1	B-C	780	0.118	0.298	-	-
1	C-B	626	0.239	0.239	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	43	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	43
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					0	0
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

2024 Base + Dev DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	60	100.000
B - Southern Site Access		ONE HOUR	✓	46	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	19	41
	B - Southern Site Access	46	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.10	7.68	0.1	A	42	63
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					17	26
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	34	0.0	0.1	7.317	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	752	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.468	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.679	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.680	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.474	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	35	0.1	0.1	7.327	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

2024 Base + Dev DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	88	100.000
B - Southern Site Access		ONE HOUR	✓	28	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	44	43
	B - Southern Site Access	28	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	7.41	0.1	A	26	38
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					41	61
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.0	0.0	7.148	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.0	0.1	7.256	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	748	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.1	0.1	7.258	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.1	0.0	7.152	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

2019 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base + Dev DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	60	100.000
B - Southern Site Access		ONE HOUR	✓	46	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	19	41
	B - Southern Site Access	46	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.10	7.68	0.1	A	42	63
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					17	26
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	34	0.0	0.1	7.317	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	752	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.468	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.679	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.680	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.474	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	35	0.1	0.1	7.327	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

2024 Base + Dev DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2024 Base + Dev DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	88	100.000
B - Southern Site Access		ONE HOUR	✓	28	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	44	43
	B - Southern Site Access	28	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	7.41	0.1	A	26	38
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					41	61
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.0	0.0	7.148	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.0	0.1	7.256	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	748	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.1	0.1	7.258	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.1	0.0	7.152	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site Access NG(S).j9
Path: \\Pg-brs-dc01\data\Bristol Projects\Bristol - Live Projects\BRS.4901 - BRS.5000\BRS.4989 - SUSTAINABLE LAND PLC - LAND TO THE NORTH OF GOSPORT ROAD, FAREHAM\Transport\7. Junction Modelling\b. PICADY\Site accesses Oct 19\aff
Report generation date: 17/10/2019 11:36:08

»2019 Base DS1, AM
»2019 Base DS1, PM
»2024 Base DS1, AM
»2024 Base DS1, PM
»2024 Base + Dev DS1, AM
»2024 Base + Dev DS1, PM
»2019 Base DS2, AM
»2019 Base DS2, PM
»2024 Base DS2, AM
»2024 Base DS2, PM
»2024 Base + Dev DS2, AM
»2024 Base + Dev DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.51	0.08	A	0.1	7.34	0.05	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2019 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.51	0.08	A	0.1	7.34	0.05	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

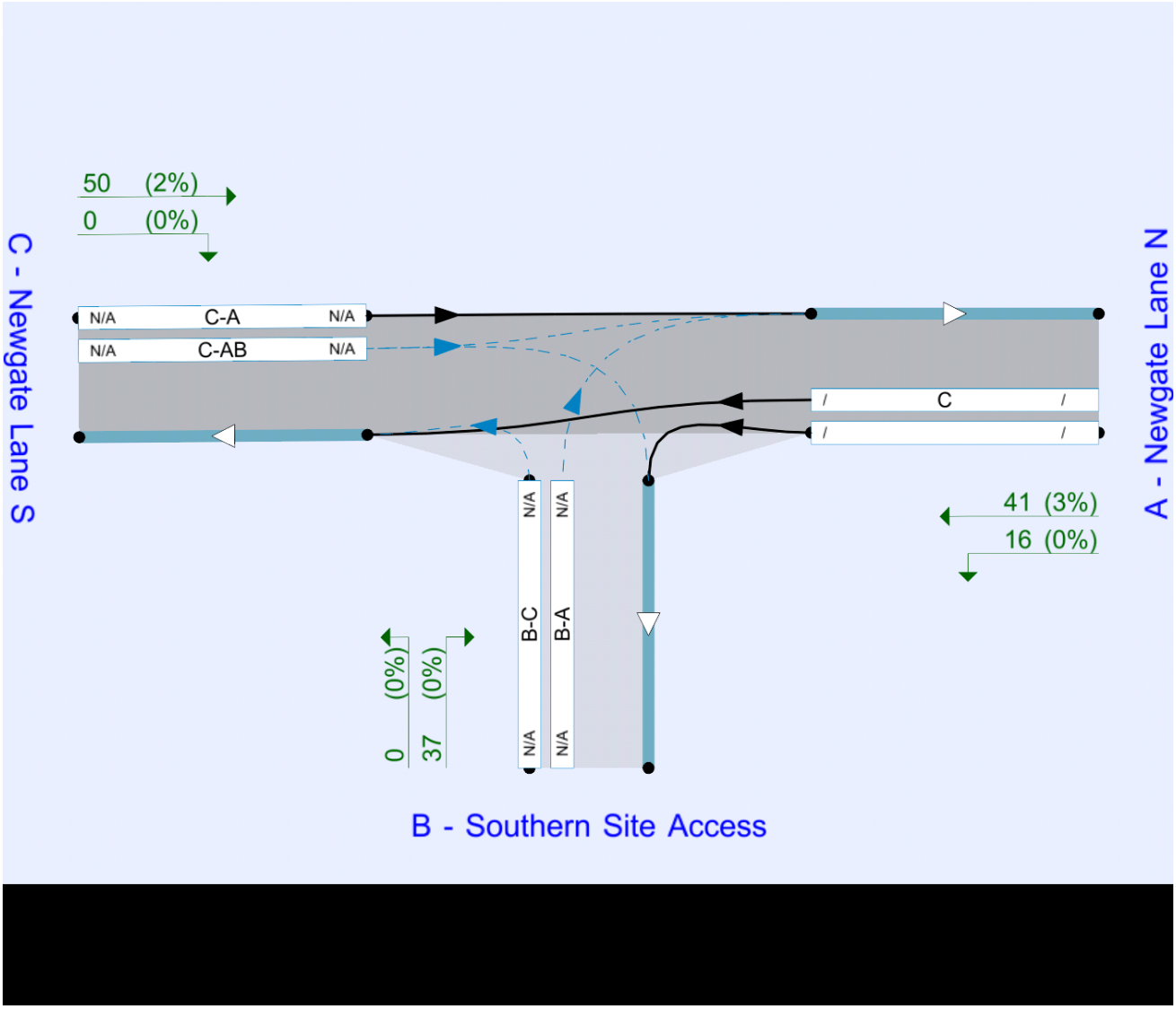
File summary

File Description

Title	Newgate Lane Southern Site Access
Location	
Site number	
Date	10/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	BRS.4989
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓
D12	2024 Base + Dev DS2	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

2019 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Newgate Lane N	North Arm	Major
B	Southern Site Access	Minor Arm	Minor
C	Newgate Lane S	South Arm	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Newgate Lane S	6.32			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Southern Site Access	One lane plus flare	10.00	4.36	3.00	3.00	3.00		1.00	28	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.097	0.246	0.155	0.351
1	B-C	780	0.118	0.298	-	-
1	C-B	626	0.239	0.239	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	43	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	43
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					0	0
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

2024 Base + Dev DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	58	100.000
B - Southern Site Access		ONE HOUR	✓	37	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	16	41
	B - Southern Site Access	37	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.08	7.51	0.1	A	34	51
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					15	22
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	28	7	526	0.053	28	0.0	0.1	7.214	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	12	3			12				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	755	0.000	0	0.0	0.0	0.000	A
B-A	33	8	524	0.063	33	0.1	0.1	7.341	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	41	10	520	0.078	41	0.1	0.1	7.515	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	18	4			18				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	41	10	520	0.078	41	0.1	0.1	7.515	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	18	4			18				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	755	0.000	0	0.0	0.0	0.000	A
B-A	33	8	524	0.063	33	0.1	0.1	7.342	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	28	7	526	0.053	28	0.1	0.1	7.221	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	12	3			12				
A-C	31	8			31				

2024 Base + Dev DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	80	100.000
B - Southern Site Access		ONE HOUR	✓	24	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	37	43
	B - Southern Site Access	24	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.34	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					34	51
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	760	0.000	0	0.0	0.0	0.000	A
B-A	18	5	525	0.035	18	0.0	0.0	7.102	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	28	7			28				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	22	5	522	0.042	22	0.0	0.0	7.200	A
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	33	8			33				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	27	7	517	0.052	27	0.0	0.1	7.335	A
C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	41	10			41				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	27	7	517	0.052	27	0.1	0.1	7.335	A
C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	41	10			41				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	22	5	522	0.042	22	0.1	0.0	7.201	A
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	33	8			33				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	760	0.000	0	0.0	0.0	0.000	A
B-A	18	5	525	0.035	18	0.0	0.0	7.109	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	28	7			28				
A-C	33	8			33				

2019 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base + Dev DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	58	100.000
B - Southern Site Access		ONE HOUR	✓	37	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	16	41
	B - Southern Site Access	37	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.08	7.51	0.1	A	34	51
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					15	22
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	28	7	526	0.053	28	0.0	0.1	7.214	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	12	3			12				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	755	0.000	0	0.0	0.0	0.000	A
B-A	33	8	524	0.063	33	0.1	0.1	7.341	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	41	10	520	0.078	41	0.1	0.1	7.515	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	18	4			18				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	41	10	520	0.078	41	0.1	0.1	7.515	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	18	4			18				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	755	0.000	0	0.0	0.0	0.000	A
B-A	33	8	524	0.063	33	0.1	0.1	7.342	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	28	7	526	0.053	28	0.1	0.1	7.221	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	12	3			12				
A-C	31	8			31				

2024 Base + Dev DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2024 Base + Dev DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	80	100.000
B - Southern Site Access		ONE HOUR	✓	24	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	37	43
	B - Southern Site Access	24	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.34	0.1	A	22	33
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					34	51
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	760	0.000	0	0.0	0.0	0.000	A
B-A	18	5	525	0.035	18	0.0	0.0	7.102	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	28	7			28				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	22	5	522	0.042	22	0.0	0.0	7.200	A
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	33	8			33				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	27	7	517	0.052	27	0.0	0.1	7.335	A
C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	41	10			41				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	27	7	517	0.052	27	0.1	0.1	7.335	A
C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	41	10			41				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	22	5	522	0.042	22	0.1	0.0	7.201	A
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	33	8			33				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	760	0.000	0	0.0	0.0	0.000	A
B-A	18	5	525	0.035	18	0.0	0.0	7.109	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	28	7			28				
A-C	33	8			33				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: Site Access NG(S).j9
Path: \\Pg-brs-dc01\data\Bristol Projects\Bristol - Live Projects\BRS.4901 - BRS.5000\BRS.4989 - SUSTAINABLE LAND PLC - LAND TO THE NORTH OF GOSPORT ROAD, FAREHAM\Transport\7. Junction Modelling\b. PICADY\Site accesses Oct 19\TP
Report generation date: 17/10/2019 11:43:26

»2019 Base DS1, AM
»2019 Base DS1, PM
»2024 Base DS1, AM
»2024 Base DS1, PM
»2024 Base + Dev DS1, AM
»2024 Base + Dev DS1, PM
»2019 Base DS2, AM
»2019 Base DS2, PM
»2024 Base DS2, AM
»2024 Base DS2, PM
»2024 Base + Dev DS2, AM
»2024 Base + Dev DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.59	0.09	A	0.1	7.36	0.05	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2019 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.59	0.09	A	0.1	7.36	0.05	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

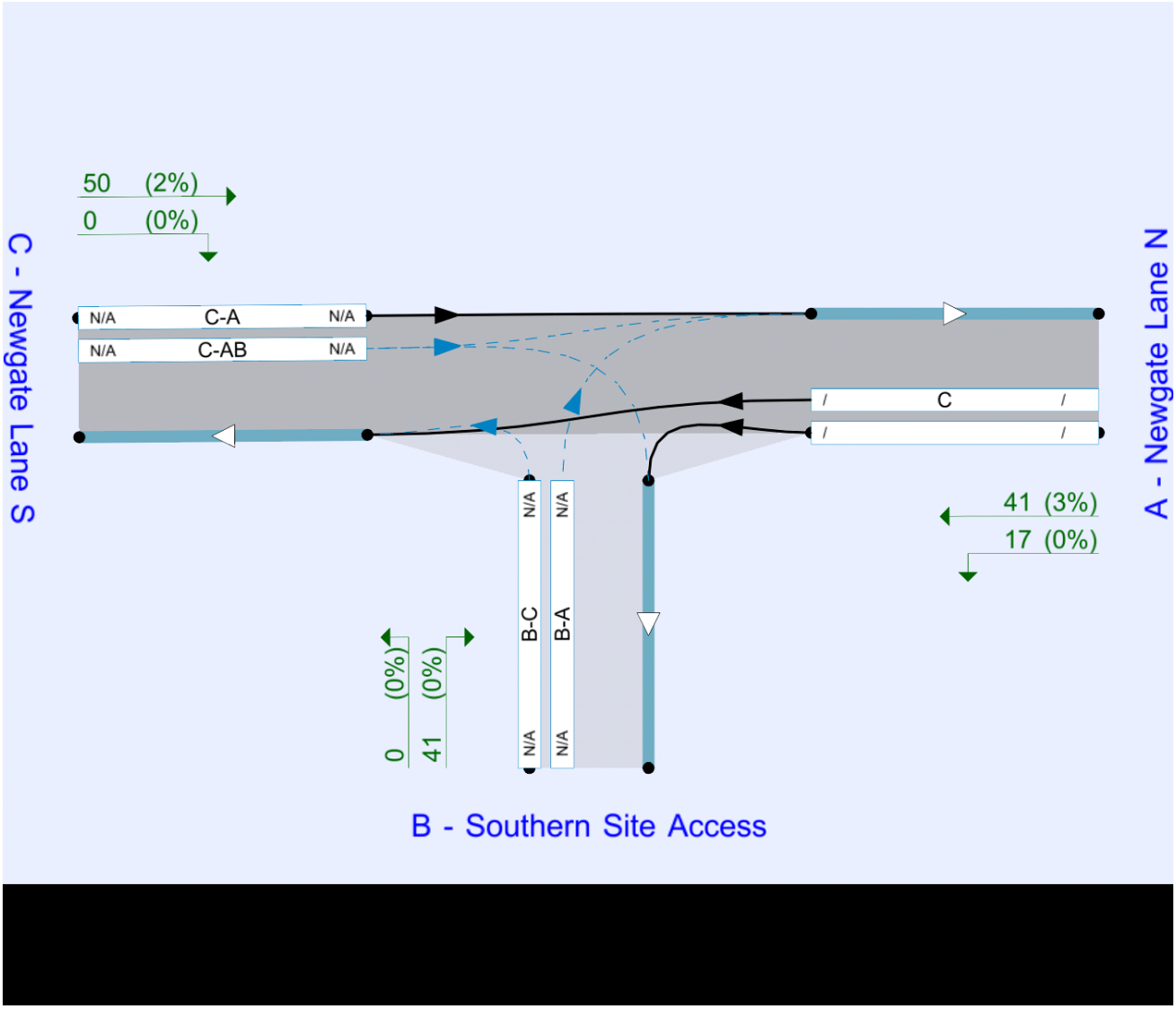
File summary

File Description

Title	Newgate Lane Southern Site Access
Location	
Site number	
Date	10/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	BRS.4989
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓
D12	2024 Base + Dev DS2	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

2019 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Newgate Lane N	North Arm	Major
B	Southern Site Access	Minor Arm	Minor
C	Newgate Lane S	South Arm	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Newgate Lane S	6.32			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Southern Site Access	One lane plus flare	10.00	4.36	3.00	3.00	3.00		1.00	28	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.097	0.246	0.155	0.351
1	B-C	780	0.118	0.298	-	-
1	C-B	626	0.239	0.239	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	43	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	43
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					0	0
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

2024 Base + Dev DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	58	100.000
B - Southern Site Access		ONE HOUR	✓	41	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	17	41
	B - Southern Site Access	41	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.09	7.59	0.1	A	38	57
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					16	23
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	31	8	526	0.059	31	0.0	0.1	7.261	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	13	3			13				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	753	0.000	0	0.0	0.0	0.000	A
B-A	37	9	523	0.071	37	0.1	0.1	7.399	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	747	0.000	0	0.0	0.0	0.000	A
B-A	45	11	520	0.087	45	0.1	0.1	7.590	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	19	5			19				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	747	0.000	0	0.0	0.0	0.000	A
B-A	45	11	520	0.087	45	0.1	0.1	7.590	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	19	5			19				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	753	0.000	0	0.0	0.0	0.000	A
B-A	37	9	523	0.071	37	0.1	0.1	7.401	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	31	8	526	0.059	31	0.1	0.1	7.268	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	13	3			13				
A-C	31	8			31				

2024 Base + Dev DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	83	100.000
B - Southern Site Access		ONE HOUR	✓	25	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	40	43
	B - Southern Site Access	25	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.36	0.1	A	23	35
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					37	55
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	760	0.000	0	0.0	0.0	0.000	A
B-A	19	5	525	0.036	19	0.0	0.0	7.118	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	30	8			30				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	23	6	521	0.044	23	0.0	0.0	7.219	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	36	9			36				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	750	0.000	0	0.0	0.0	0.000	A
B-A	28	7	517	0.054	28	0.0	0.1	7.360	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	44	11			44				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	750	0.000	0	0.0	0.0	0.000	A
B-A	28	7	517	0.054	28	0.1	0.1	7.360	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	44	11			44				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	23	6	521	0.044	23	0.1	0.0	7.221	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	36	9			36				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	19	5	525	0.036	19	0.0	0.0	7.125	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	30	8			30				
A-C	33	8			33				

2019 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base + Dev DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	58	100.000
B - Southern Site Access		ONE HOUR	✓	41	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	17	41
	B - Southern Site Access	41	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.09	7.59	0.1	A	38	57
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					16	23
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	31	8	526	0.059	31	0.0	0.1	7.261	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	13	3			13				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	753	0.000	0	0.0	0.0	0.000	A
B-A	37	9	523	0.071	37	0.1	0.1	7.399	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	747	0.000	0	0.0	0.0	0.000	A
B-A	45	11	520	0.087	45	0.1	0.1	7.590	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	19	5			19				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	747	0.000	0	0.0	0.0	0.000	A
B-A	45	11	520	0.087	45	0.1	0.1	7.590	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	19	5			19				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	753	0.000	0	0.0	0.0	0.000	A
B-A	37	9	523	0.071	37	0.1	0.1	7.401	A
C-AB	0	0	614	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	15	4			15				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	31	8	526	0.059	31	0.1	0.1	7.268	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	13	3			13				
A-C	31	8			31				

2024 Base + Dev DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2024 Base + Dev DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	83	100.000
B - Southern Site Access		ONE HOUR	✓	25	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	40	43
	B - Southern Site Access	25	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.36	0.1	A	23	35
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					37	55
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	760	0.000	0	0.0	0.0	0.000	A
B-A	19	5	525	0.036	19	0.0	0.0	7.118	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	30	8			30				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	23	6	521	0.044	23	0.0	0.0	7.219	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	36	9			36				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	750	0.000	0	0.0	0.0	0.000	A
B-A	28	7	517	0.054	28	0.0	0.1	7.360	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	44	11			44				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	750	0.000	0	0.0	0.0	0.000	A
B-A	28	7	517	0.054	28	0.1	0.1	7.360	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	44	11			44				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	23	6	521	0.044	23	0.1	0.0	7.221	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	36	9			36				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	19	5	525	0.036	19	0.0	0.0	7.125	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	30	8			30				
A-C	33	8			33				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: Site Access NG(S).j9
Path: \\Pg-brs-dc01\data\Bristol Projects\Bristol - Live Projects\BRS.4901 - BRS.5000\BRS.4989 - SUSTAINABLE LAND PLC - LAND TO THE NORTH OF GOSPORT ROAD, FAREHAM\Transport\7. Junction Modelling\b. PICADY\Site accesses Oct 19 \AffTP
Report generation date: 17/10/2019 11:39:21

»2019 Base DS1, AM
»2019 Base DS1, PM
»2024 Base DS1, AM
»2024 Base DS1, PM
»2024 Base + Dev DS1, AM
»2024 Base + Dev DS1, PM
»2019 Base DS2, AM
»2019 Base DS2, PM
»2024 Base DS2, AM
»2024 Base DS2, PM
»2024 Base + Dev DS2, AM
»2024 Base + Dev DS2, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS1							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.68	0.10	A	0.1	7.41	0.06	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2019 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 Base + Dev DS2							
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.1	7.68	0.10	A	0.1	7.41	0.06	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

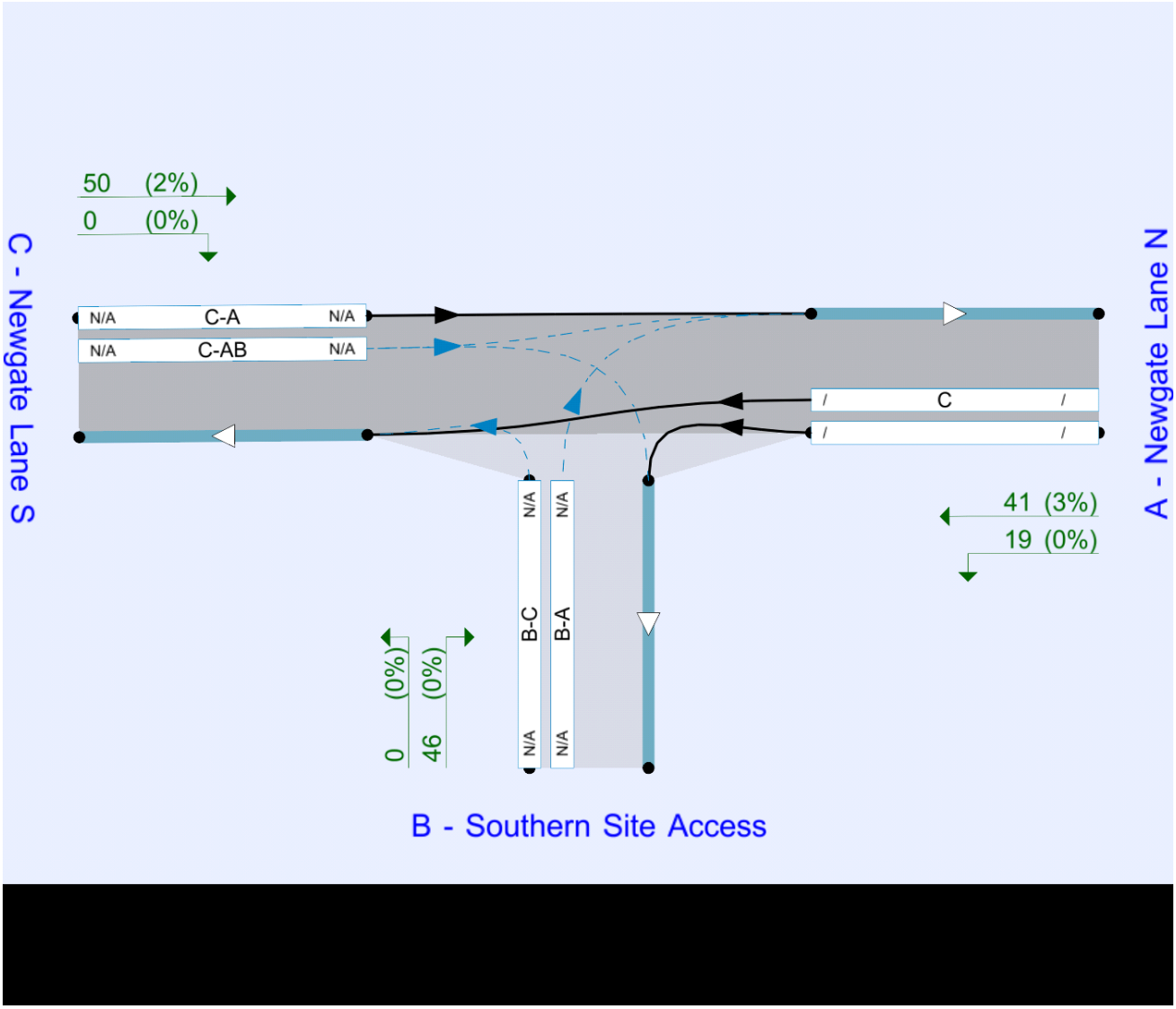
File summary

File Description

Title	Newgate Lane Southern Site Access
Location	
Site number	
Date	10/10/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	BRS.4989
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓
D12	2024 Base + Dev DS2	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

2019 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Newgate Lane N	North Arm	Major
B	Southern Site Access	Minor Arm	Minor
C	Newgate Lane S	South Arm	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Newgate Lane S	6.32			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Southern Site Access	One lane plus flare	10.00	4.36	3.00	3.00	3.00		1.00	28	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.097	0.246	0.155	0.351
1	B-C	780	0.118	0.298	-	-
1	C-B	626	0.239	0.239	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	43	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	43
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					0	0
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	0	0			0				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	768	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	0	0			0				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	618	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	0	0			0				
A-C	33	8			33				

2024 Base + Dev DS1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Dev DS1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	60	100.000
B - Southern Site Access		ONE HOUR	✓	46	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	19	41
	B - Southern Site Access	46	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.10	7.68	0.1	A	42	63
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					17	26
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	34	0.0	0.1	7.317	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	752	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.468	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.679	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.680	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.474	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	35	0.1	0.1	7.327	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

2024 Base + Dev DS1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Dev DS1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	88	100.000
B - Southern Site Access		ONE HOUR	✓	28	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	44	43
	B - Southern Site Access	28	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	7.41	0.1	A	26	38
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					41	61
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.0	0.0	7.148	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.0	0.1	7.256	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	748	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.1	0.1	7.258	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.1	0.0	7.152	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

2019 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2019 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	40	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	40
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	48	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					44	66
A-B					0	0
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	767	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
C-A	53	13			53				
A-B	0	0			0				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	43	11			43				
A-B	0	0			0				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	36	9			36				
A-B	0	0			0				
A-C	30	8			30				

2019 Base DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2019 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	42	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	42
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					41	62
A-B					0	0
A-C					39	58

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	522	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	12			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	40	10			40				
A-B	0	0			0				
A-C	38	9			38				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	770	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	34	8			34				
A-B	0	0			0				
A-C	32	8			32				

2024 Base DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2024 Base DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base DS2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Base DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	41	100.000
B - Southern Site Access		ONE HOUR	✓	0	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	41
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					0	0
A-C					38	57

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	766	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	0	0			0				
A-C	46	11			46				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	769	0.000	0	0.0	0.0	0.000	A
B-A	0	0	525	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	0	0			0				
A-C	37	9			37				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	771	0.000	0	0.0	0.0	0.000	A
B-A	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	619	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	0	0			0				
A-C	31	8			31				

2024 Base + Dev DS2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2024 Base + Dev DS2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	60	100.000
B - Southern Site Access		ONE HOUR	✓	46	100.000
C - Newgate Lane S		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	19	41
	B - Southern Site Access	46	0	0
	C - Newgate Lane S	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	3
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.10	7.68	0.1	A	42	63
C-AB	0.00	0.00	0.0	A	0	0
C-A					46	68
A-B					17	26
A-C					38	57

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	34	0.0	0.1	7.317	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	752	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.468	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.679	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	745	0.000	0	0.0	0.0	0.000	A
B-A	51	13	519	0.098	51	0.1	0.1	7.680	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	55	14			55				
A-B	21	5			21				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	751	0.000	0	0.0	0.0	0.000	A
B-A	41	10	523	0.079	41	0.1	0.1	7.474	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	45	11			45				
A-B	17	4			17				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	756	0.000	0	0.0	0.0	0.000	A
B-A	35	9	526	0.066	35	0.1	0.1	7.327	A
C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
C-A	37	9			37				
A-B	14	4			14				
A-C	31	8			31				

2024 Base + Dev DS2, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2024 Base + Dev DS2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Newgate Lane N		ONE HOUR	✓	88	100.000
B - Southern Site Access		ONE HOUR	✓	28	100.000
C - Newgate Lane S		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	44	43
	B - Southern Site Access	28	0	0
	C - Newgate Lane S	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Newgate Lane N	B - Southern Site Access	C - Newgate Lane S
From	A - Newgate Lane N	0	0	0
	B - Southern Site Access	0	0	0
	C - Newgate Lane S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.06	7.41	0.1	A	26	38
C-AB	0.00	0.00	0.0	A	0	0
C-A					43	64
A-B					41	61
A-C					40	60

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	759	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.0	0.0	7.148	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.0	0.1	7.256	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	749	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	748	0.000	0	0.0	0.0	0.000	A
B-A	31	8	517	0.059	31	0.1	0.1	7.407	A
C-AB	0	0	603	0.000	0	0.0	0.0	0.000	A
C-A	51	13			51				
A-B	49	12			49				
A-C	48	12			48				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	754	0.000	0	0.0	0.0	0.000	A
B-A	25	6	521	0.048	25	0.1	0.1	7.258	A
C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
C-A	42	10			42				
A-B	40	10			40				
A-C	39	10			39				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	758	0.000	0	0.0	0.0	0.000	A
B-A	21	5	524	0.040	21	0.1	0.0	7.152	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	33	8			33				
A-C	33	8			33				

APPENDIX H

HMS COLLINGWOOD SIGNAL JUNCTION MODELLING REPORTS

Pegasus Group LinSig Report

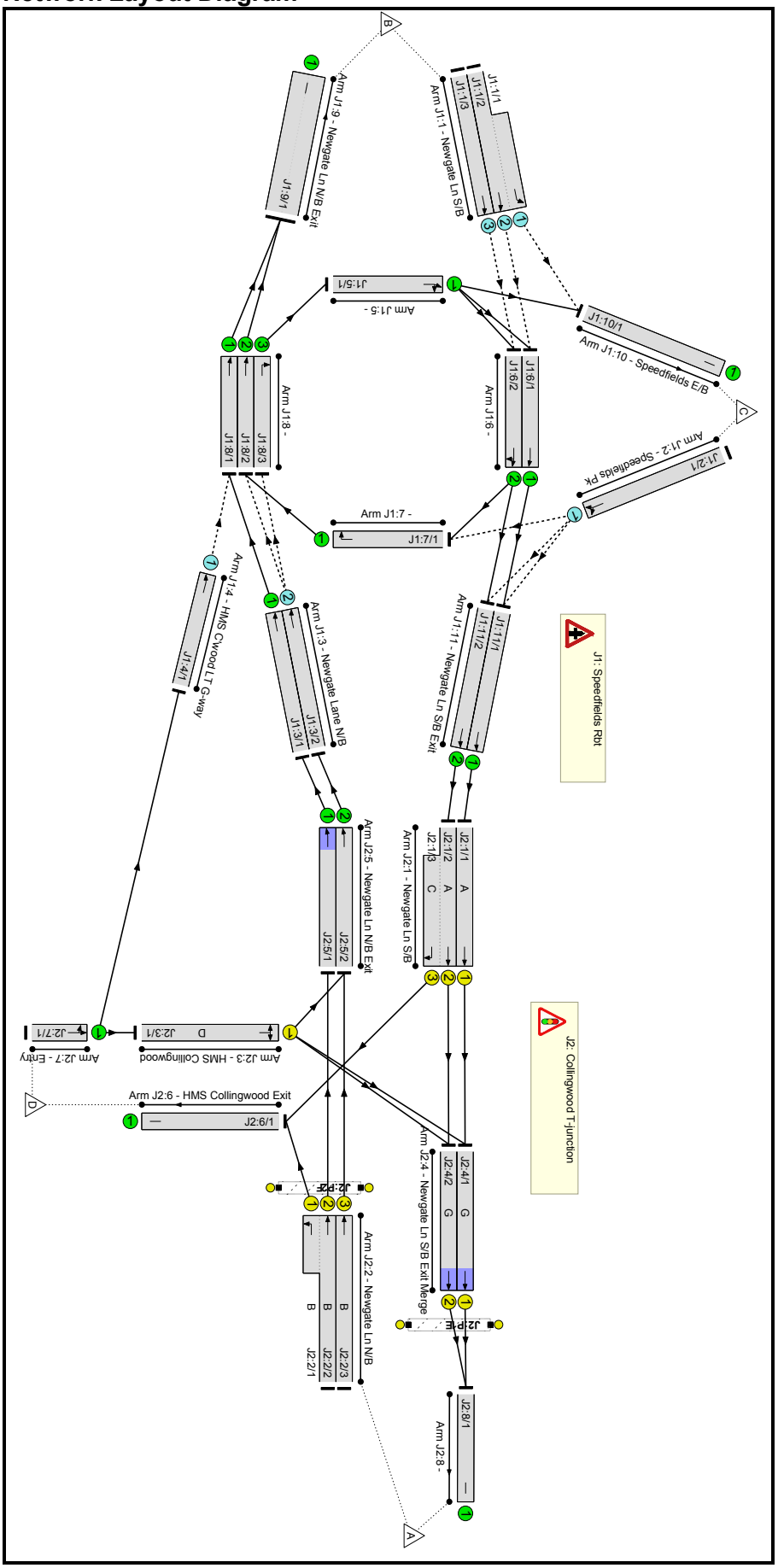
User and Project Details

Project:	**Collingwood signals & Speedfield Rbt**
Title:	**Land to the West of Newgate Lane, Fareham**
Location:	
Company:	Pegasus Group
Address:	
Linsig Version:	3, 2, 39, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2019 DS1 AM Base	2019 DS1 AM Base	Plan 1	08:00 - 09:00	70	7.6	20.17
2	2019 DS1 PM Base	2019 DS1 PM Base	Plan 1	17:00 - 18:00	70	44.1	16.07
3	2024 DS1 AM Base	2024 DS1 AM Base	Plan 1	08:00 - 09:00	70	3.4	23.68
4	2024 DS1 PM Base	2024 DS1 PM Base	Plan 1	17:00 - 18:00	70	25.5	19.83
5	2024 DS1 AM Base + Development	2024 DS1 AM Base+Dev	Plan 1	08:00 - 09:00	70	2.4	24.53
6	2024 DS1 PM Base + Development	2024 DS1 PM Base+Dev	Plan 1	17:00 - 18:00	70	23.1	20.63
7	2019 DS2 AM Base	2019 DS2 AM Base	Plan 1	08:00 - 09:00	70	6.6	20.24
8	2019 DS2 PM Base	2019 DS2 PM Base	Plan 1	17:00 - 18:00	70	85.3	11.22
9	2024 DS2 AM Base	2024 DS2 AM Base	Plan 1	08:00 - 09:00	70	2.6	25.08
10	2024 DS2 PM Base	2024 DS2 PM Base	Plan 1	17:00 - 18:00	70	71.9	13.43
11	2024 DS2 AM Base + Development	2024 DS2 AM Base + Dev	Plan 1	08:00 - 09:00	70	1.9	26.02
12	2024 DS2 PM Base + Development	2024 DS2 PM Base + Dev	Plan 1	17:00 - 18:00	70	67.4	13.95

Network Layout Diagram



Lane Input Data

Junction: J1: Speedfields Rbt

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Newgate Ln S/B)	O		2	3	8.7	Geom	-	3.50	0.00	Y	Arm J1:10 Left	15.00
J1:1/2 (Newgate Ln S/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Ahead	40.00
J1:1/3 (Newgate Ln S/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Ahead	40.00
J1:2/1 (Speedfields Pk)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	40.00
											Arm J1:11 Left	40.00
J1:3/1 (Newgate Lane N/B)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	Inf
J1:3/2 (Newgate Lane N/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:8 Ahead	40.00
J1:4/1 (HMS C'wood LT G-way)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	12.00
J1:5/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:6 Right	20.00
											Arm J1:10 Ahead	40.00
J1:6/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:11 Ahead	40.00
J1:6/2	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:7 Right	20.00
											Arm J1:11 Ahead	40.00
J1:7/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:8 Right	20.00
J1:8/1	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	Inf
J1:8/2	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:9 Ahead	40.00
J1:8/3	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:5 Right	20.00

J1:9/1 (Newgate Ln N/B Exit)	U		2	3	60.0	User	4070	-	-	-	-	-
J1:10/1 (Speedfields E/B)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/1 (Newgate Ln S/B Exit)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:11/2 (Newgate Ln S/B Exit)	U		2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:1 Ahead	Inf

Junction: J2: Collingwood T-junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Newgate Ln S/B)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:1/2 (Newgate Ln S/B)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:4 Ahead	Inf
J2:1/3 (Newgate Ln S/B)	U	C	2	3	15.7	Geom	-	3.00	0.00	N	Arm J2:6 Right	12.00
J2:2/1 (Newgate Ln N/B)	U	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:6 Left	12.00
J2:2/2 (Newgate Ln N/B)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
J2:2/3 (Newgate Ln N/B)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
J2:3/1 (HMS Collingwood)	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:4 Right Arm J2:5 Left	15.00 10.00
J2:4/1 (Newgate Ln S/B Exit Merge)	U	G	2	3	5.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (Newgate Ln S/B Exit Merge)	U	G	2	3	5.2	Geom	-	3.50	0.00	N	Arm J2:8 Ahead	Inf
J2:5/1 (Newgate Ln N/B Exit)	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
J2:5/2 (Newgate Ln N/B Exit)	U		2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:3 Ahead	Inf
J2:6/1 (HMS Collingwood Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	19.1	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Speedfields Rbt

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)
J1:1/1 (Newgate Ln S/B)	J1:10/1 (Left)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:1/2 (Newgate Ln S/B)	J1:6/1 (Ahead)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:1/3 (Newgate Ln S/B)	J1:6/2 (Ahead)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:2/1 (Speedfields Pk)	J1:7/1 (Ahead)	1856	0	J1:6/1	0.72	All	-	-	-	-	-
				J1:6/2	0.72	All					
	J1:11/1 (Left)	1856	0	J1:6/1	0.72	All					
				J1:6/2	0.72	All					
	J1:11/2 (Left)	1856	0	J1:6/1	0.72	All					
				J1:6/2	0.72	All					
J1:3/2 (Newgate Lane N/B)	J1:8/2 (Ahead)	1278	0	J1:7/1	0.55	All	-	-	-	-	-
	J1:8/3 (Ahead)	1278	0	J1:7/1	0.55	All					
J1:4/1 (HMS C'wood LT G-way)	J1:8/1 (Ahead)	715	0	J1:3/1	0.22	All	-	-	-	-	-

Junction: J2: Collingwood T-junction

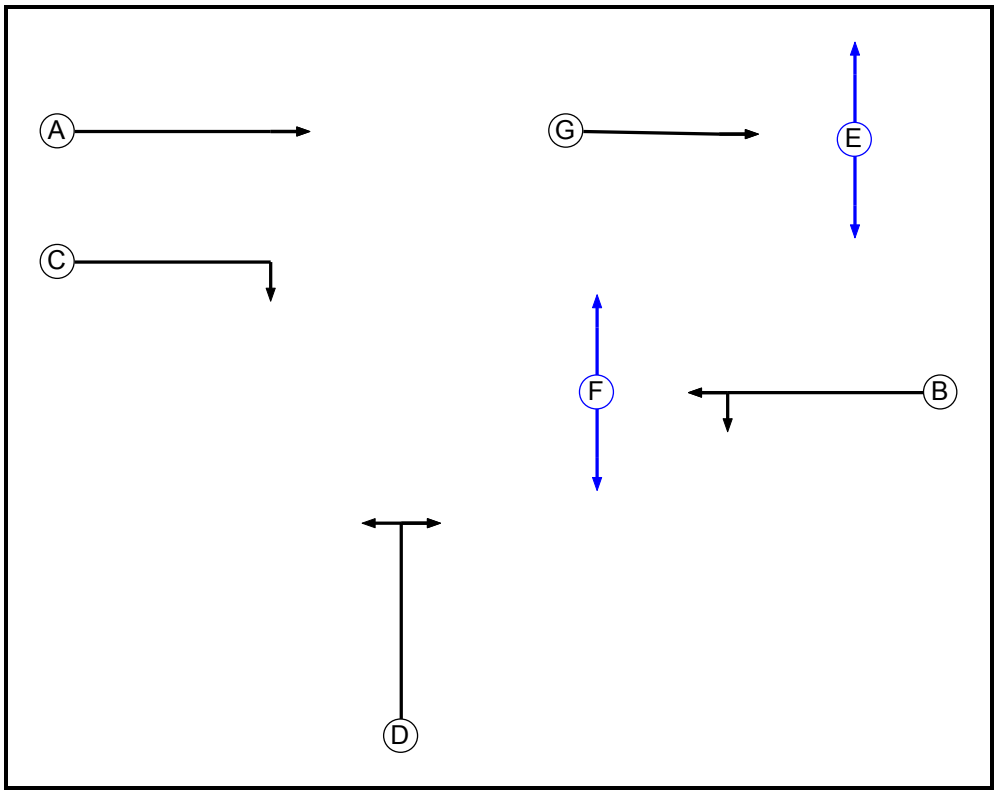
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: J1: Speedfields Rbt				
Org Lane	**Dest Lane**	**Junction**	**Mean Cruise Time**	**Platoon Dispersion**
J1:1/1	J1:10/1	Internal	10	35
J1:1/2	J1:6/1	Internal	2	35
J1:1/3	J1:6/2	Internal	2	35
J1:2/1	J1:7/1	Internal	2	35
J1:2/1	J1:11/1	Internal	2	35
J1:2/1	J1:11/2	Internal	2	35
J1:3/1	J1:8/1	Internal	2	35
J1:3/2	J1:8/2	Internal	2	35
J1:3/2	J1:8/3	Internal	2	35
J1:4/1	J1:8/1	Internal	2	35
J1:5/1	J1:6/1	Internal	2	35
J1:5/1	J1:6/2	Internal	2	35
J1:5/1	J1:10/1	Internal	10	35
J1:6/1	J1:11/1	Internal	2	35
J1:6/2	J1:7/1	Internal	2	35
J1:6/2	J1:11/2	Internal	2	35
J1:7/1	J1:8/2	Internal	2	35
J1:8/1	J1:9/1	Internal	2	35
J1:8/2	J1:9/1	Internal	2	35
J1:8/3	J1:5/1	Internal	2	35
J1:11/1	J2:1/1	Leaving	13	35
J1:11/2	J2:1/2	Leaving	13	35
J2:5/1	J1:3/1	Entering	13	35
J2:5/2	J1:3/2	Entering	13	35
J2:7/1	J1:4/1	Entering	1	35

Junction: J2: Collingwood T-junction				
Org Lane	**Dest Lane**	**Junction**	**Mean Cruise Time**	**Platoon Dispersion**
J1:11/1	J2:1/1	Entering	13	35
J1:11/2	J2:1/2	Entering	13	35
J2:1/1	J2:4/1	Internal	5	35
J2:1/2	J2:4/2	Internal	5	35
J2:1/3	J2:6/1	Internal	10	35
J2:2/1	J2:6/1	Internal	10	35
J2:2/2	J2:5/1	Internal	2	35
J2:2/3	J2:5/2	Internal	2	35
J2:3/1	J2:4/1	Internal	6	35
J2:3/1	J2:4/2	Internal	6	35
J2:3/1	J2:5/2	Internal	2	35
J2:4/1	J2:8/1	Internal	10	35
J2:4/2	J2:8/1	Internal	10	35
J2:5/1	J1:3/1	Leaving	13	35
J2:5/2	J1:3/2	Leaving	13	35
J2:7/1	J1:4/1	Leaving	1	35
J2:7/1	J2:3/1	Internal	1	35

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Traffic		7	2

Phase Intergreens Matrix

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

Phases in Stage

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

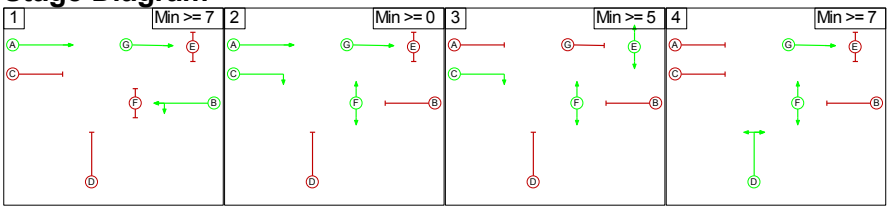
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	G	Losing	5	5
2	3	G	Losing	5	5
4	3	G	Losing	5	5

Prohibited Stage Change

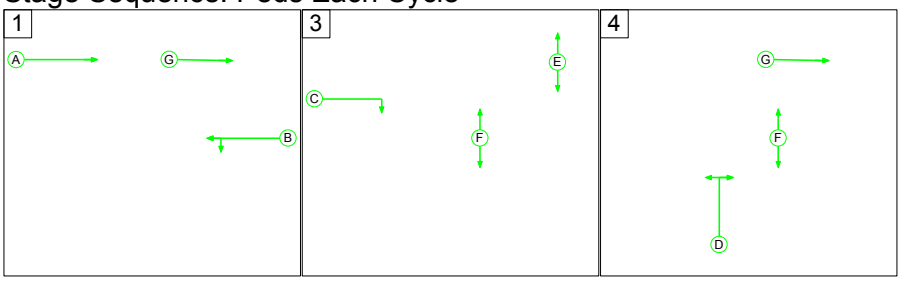
		To Stage			
		1	2	3	4
From Stage	1		6	10	6
	2	6		10	6
	3	6	6		6
	4	7	7	10	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Peds Each Cycle



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Plan 1	C1 - Collingwood T-Junction	Peds Each Cycle	1,3,4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 DS1 AM Base'	08:00	09:00	01:00	
2: '2019 DS1 PM Base'	17:00	18:00	01:00	
3: '2024 DS1 AM Base'	08:00	09:00	01:00	
4: '2024 DS1 PM Base'	17:00	18:00	01:00	
5: '2024 DS1 AM Base+Dev'	08:00	09:00	01:00	
6: '2024 DS1 PM Base+Dev'	17:00	18:00	01:00	
7: '2019 DS2 AM Base'	08:00	09:00	01:00	
8: '2019 DS2 PM Base'	17:00	18:00	01:00	
9: '2024 DS2 AM Base'	08:00	09:00	01:00	
10: '2024 DS2 PM Base'	17:00	18:00	01:00	
11: '2024 DS2 AM Base + Dev'	08:00	09:00	01:00	
12: '2024 DS2 PM Base + Dev'	17:00	18:00	01:00	

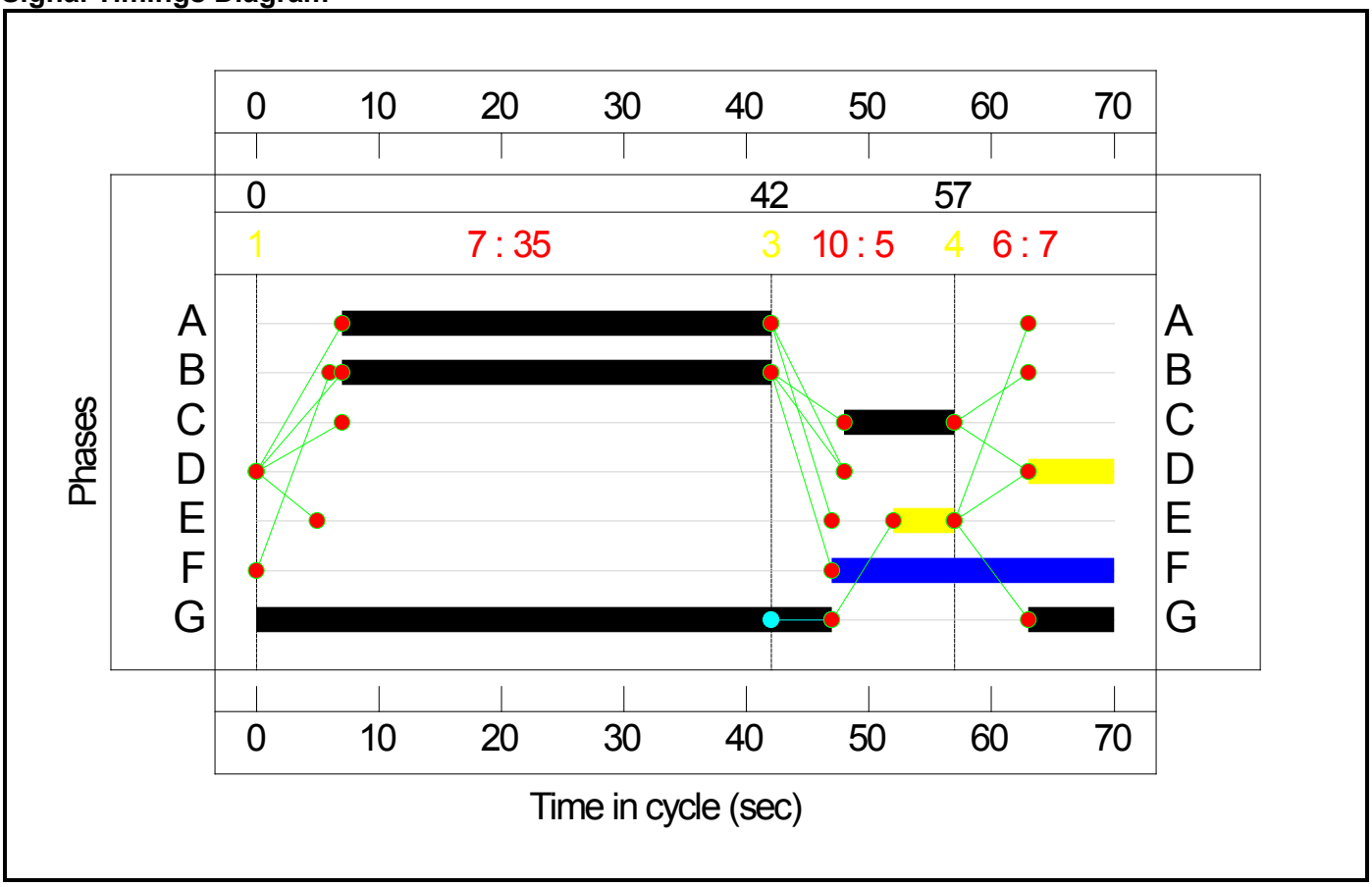
Scenario 1: '2019 DS1 AM Base' (FG1: '2019 DS1 AM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1248	210	144	1602
	B	769	0	242	184	1195
	C	42	167	0	10	219
	D	16	59	6	0	81
	Tot.	827	1474	458	338	3097

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	726	2029:1786	1595	45.5%	1452	0	0	0.4	2.1	0.0	0.4
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	469	2029	1063	44.1%	469	0	0	0.4	3.0	0.0	0.4
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	219	1894	1170	18.7%	219	0	0	0.1	1.9	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	760	1965	1965	38.7%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	704	2029	1186	59.4%	704	0	0	1.6	8.2	12.6	13.3
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	59	1747	548	10.8%	59	0	0	0.1	3.7	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	216	2077	2077	10.4%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	484	2077	2077	23.3%	-	-	-	0.2	1.1	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	469	2077	2077	22.6%	-	-	-	0.1	1.1	0.0	0.1
J1:7/1	Right	U	-		-	-	-	167	2005	2005	8.3%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	819	1965	1965	41.7%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	655	2077	2077	31.5%	-	-	-	0.2	1.3	0.0	0.2
J1:8/3	Right	U	-		-	-	-	216	2005	2005	10.8%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1474	4070	4070	36.2%	-	-	-	0.3	0.7	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	488	1965	1965	24.8%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	517	2105	2105	24.6%	-	-	-	0.2	1.1	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	488	1915	985	49.6%	-	-	-	2.0	14.7	6.1	6.6
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	517	2055:1827	906	57.0%	-	-	-	3.1	21.5	3.6	4.3
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	904	2055:1702	1081	83.7%	-	-	-	5.9	23.5	13.6	16.1
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	698	2055	1057	66.0%	-	-	-	3.4	17.5	9.9	10.9
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	22	1809	207	10.6%	-	-	-	0.2	37.6	0.4	0.4
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	489	1965	1544	31.7%	-	-	-	0.3	1.9	0.1	0.3
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	338	2105	1654	20.4%	-	-	-	0.1	1.5	0.1	0.2
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	760	1915	1915	39.7%	-	-	-	0.3	1.6	0.2	0.5
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	704	2055	2055	34.3%	-	-	-	0.3	1.3	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 7.6
PRC Over All Lanes (%): 7.6

Total Delay for Signalled Lanes (pcuHr): 15.00
Total Delay Over All Lanes(pcuHr): 20.17

Cycle Time (s): 70

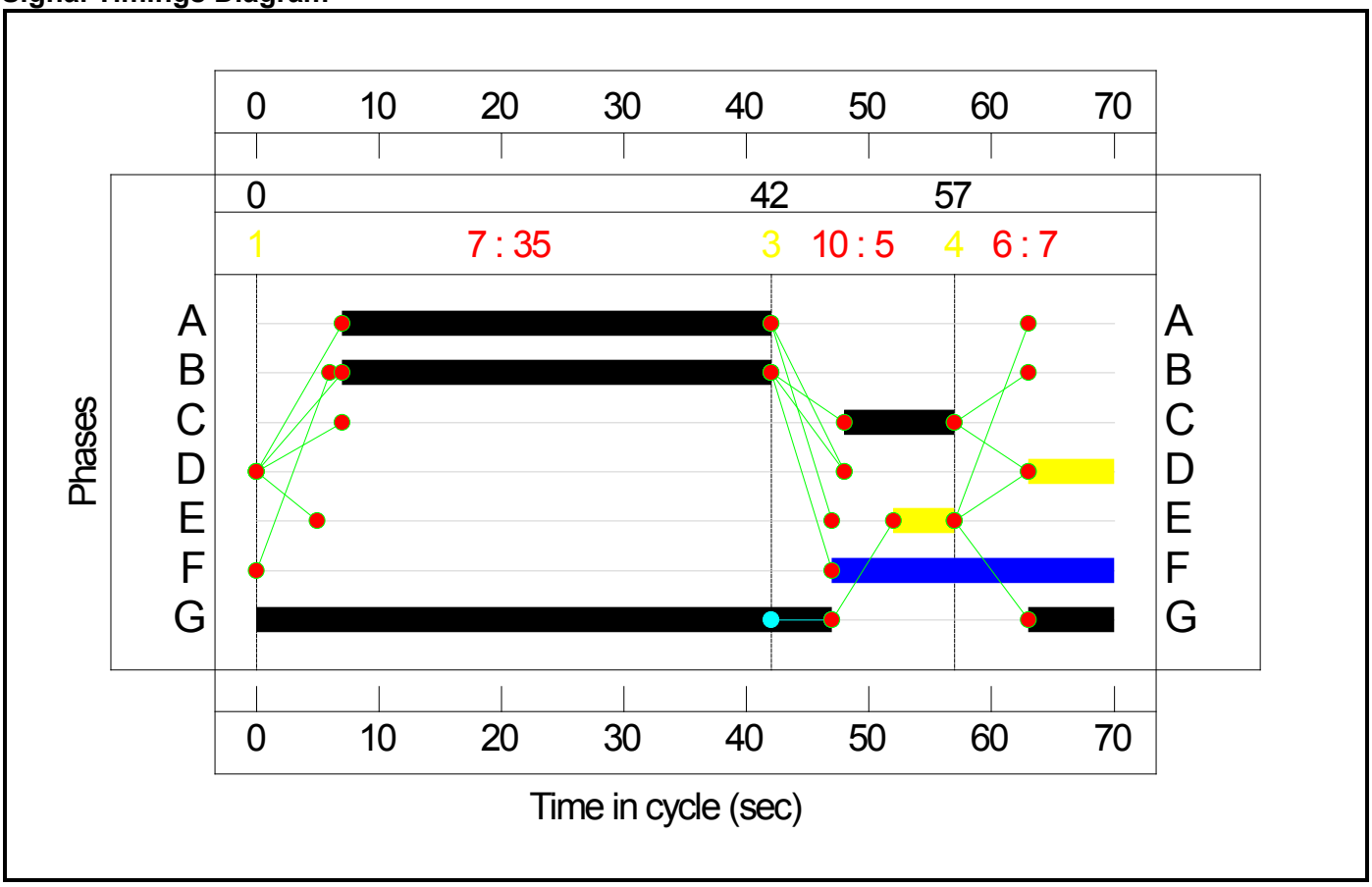
Scenario 2: '2019 DS1 PM Base' (FG2: '2019 DS1 PM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	753	151	10	914
	B	1144	0	254	69	1467
	C	116	269	0	7	392
	D	69	124	23	0	216
	Tot.	1329	1146	428	86	2989

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	852	2029:1786	1550	55.0%	1704	0	0	0.6	2.6	0.0	0.6
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	615	2029	1088	56.5%	615	0	0	0.6	3.8	0.0	0.6
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	392	1894	982	39.9%	392	0	0	0.3	3.0	0.0	0.3
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	511	1965	1965	26.0%	-	-	-	0.2	1.2	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	416	2029	1130	36.8%	416	0	0	0.4	3.2	4.5	4.8
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	124	1747	603	20.6%	124	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	174	2077	2077	8.4%	-	-	-	0.0	0.9	0.0	0.0
J1:6/1	Ahead	U	-		-	-	-	598	2077	2077	28.8%	-	-	-	0.2	1.2	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	615	2077	2077	29.6%	-	-	-	0.2	1.2	0.0	0.2
J1:7/1	Right	U	-		-	-	-	269	2005	2005	13.4%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	635	1965	1965	32.3%	-	-	-	0.2	1.4	0.0	0.2
J1:8/2	Ahead	U	-		-	-	-	511	2077	2077	24.6%	-	-	-	0.2	1.1	0.0	0.2
J1:8/3	Right	U	-		-	-	-	174	2005	2005	8.7%	-	-	-	0.0	1.0	0.0	0.0
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1146	4070	4070	28.2%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	615	1965	1965	31.3%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	721	2105	2105	34.3%	-	-	-	0.3	1.3	0.0	0.3

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	615	1915	985	62.4%	-	-	-	2.9	17.0	8.5	9.4
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	721	2055:1827	1173	61.5%	-	-	-	3.5	17.6	8.8	9.6
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	521	2055:1702	1056	49.3%	-	-	-	2.1	14.3	6.4	6.9
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	393	2055	1057	37.2%	-	-	-	1.4	12.9	4.6	4.9
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	92	1811	207	44.5%	-	-	-	1.1	44.5	1.7	2.1
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	626	1965	1544	40.5%	-	-	-	0.4	2.1	0.1	0.5
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	703	2105	1654	42.5%	-	-	-	0.4	2.0	0.1	0.5
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	511	1915	1915	26.7%	-	-	-	0.2	1.4	0.2	0.4
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	416	2055	2055	20.2%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 44.1
PRC Over All Lanes (%): 44.1

Total Delay for Signalled Lanes (pcuHr): 11.81
Total Delay Over All Lanes(pcuHr): 16.07

Cycle Time (s): 70

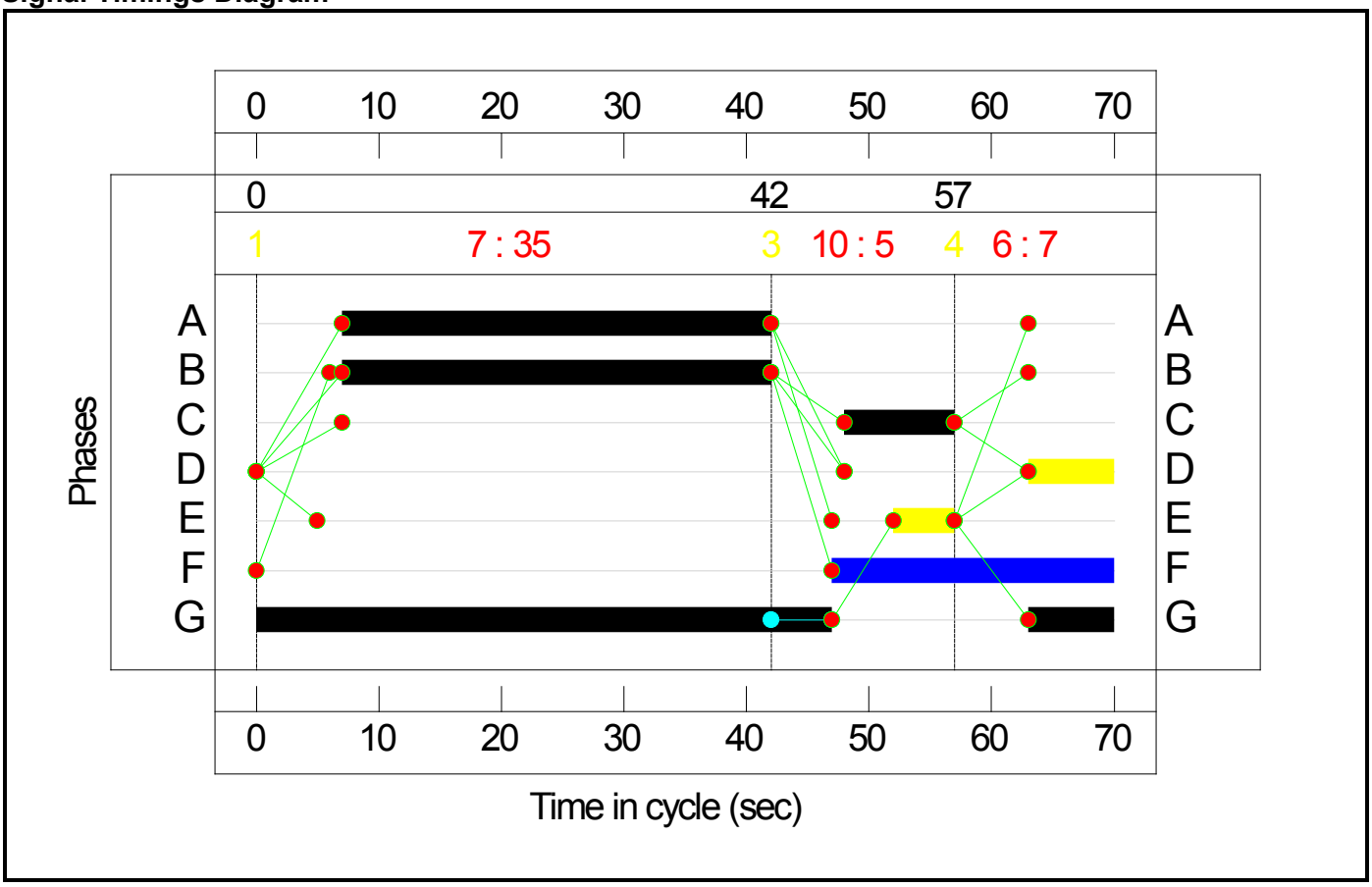
Scenario 3: '2024 DS1 AM Base' (FG3: '2024 DS1 AM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1317	222	152	1691
	B	939	0	250	190	1379
	C	51	173	0	11	235
	D	20	61	6	0	87
	Tot.	1010	1551	478	353	3392

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	773	2029:1786	1561	49.5%	1546	0	0	0.5	2.3	0.0	0.5
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	606	2029	1056	57.4%	606	0	0	0.7	4.0	0.0	0.7
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	235	1894	1043	22.5%	235	0	0	0.1	2.2	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	789	1965	1965	40.2%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	756	2029	1183	63.9%	756	0	0	2.0	9.7	13.7	14.6
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	61	1747	541	11.3%	61	0	0	0.1	3.7	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	228	2077	2077	11.0%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	523	2077	2077	25.2%	-	-	-	0.2	1.2	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	606	2077	2077	29.2%	-	-	-	0.2	1.2	0.0	0.2
J1:7/1	Right	U	-		-	-	-	173	2005	2005	8.6%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	850	1965	1965	43.3%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	701	2077	2077	33.8%	-	-	-	0.3	1.3	0.0	0.3
J1:8/3	Right	U	-		-	-	-	228	2005	2005	11.4%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1551	4070	4070	38.1%	-	-	-	0.3	0.7	0.0	0.2
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	524	1965	1965	26.7%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	667	2105	2105	31.7%	-	-	-	0.2	1.3	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	524	1915	985	53.2%	-	-	-	2.2	15.3	6.7	7.3
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	667	2055:1827	1254	53.2%	-	-	-	3.6	19.2	5.6	6.1
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	941	2055:1702	1081	87.0%	-	-	-	6.9	26.3	14.7	17.9
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	750	2055	1057	71.0%	-	-	-	3.9	18.8	11.0	12.3
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	26	1813	207	12.5%	-	-	-	0.3	37.8	0.4	0.5
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	525	1965	1544	34.0%	-	-	-	0.3	1.9	0.1	0.4
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	485	2105	1654	29.3%	-	-	-	0.2	1.7	0.1	0.3
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	789	1915	1915	41.2%	-	-	-	0.4	1.7	0.2	0.6
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	756	2055	2055	36.8%	-	-	-	0.3	1.4	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 3.4
PRC Over All Lanes (%): 3.4

Total Delay for Signalled Lanes (pcuHr): 17.37
Total Delay Over All Lanes(pcuHr): 23.68

Cycle Time (s): 70

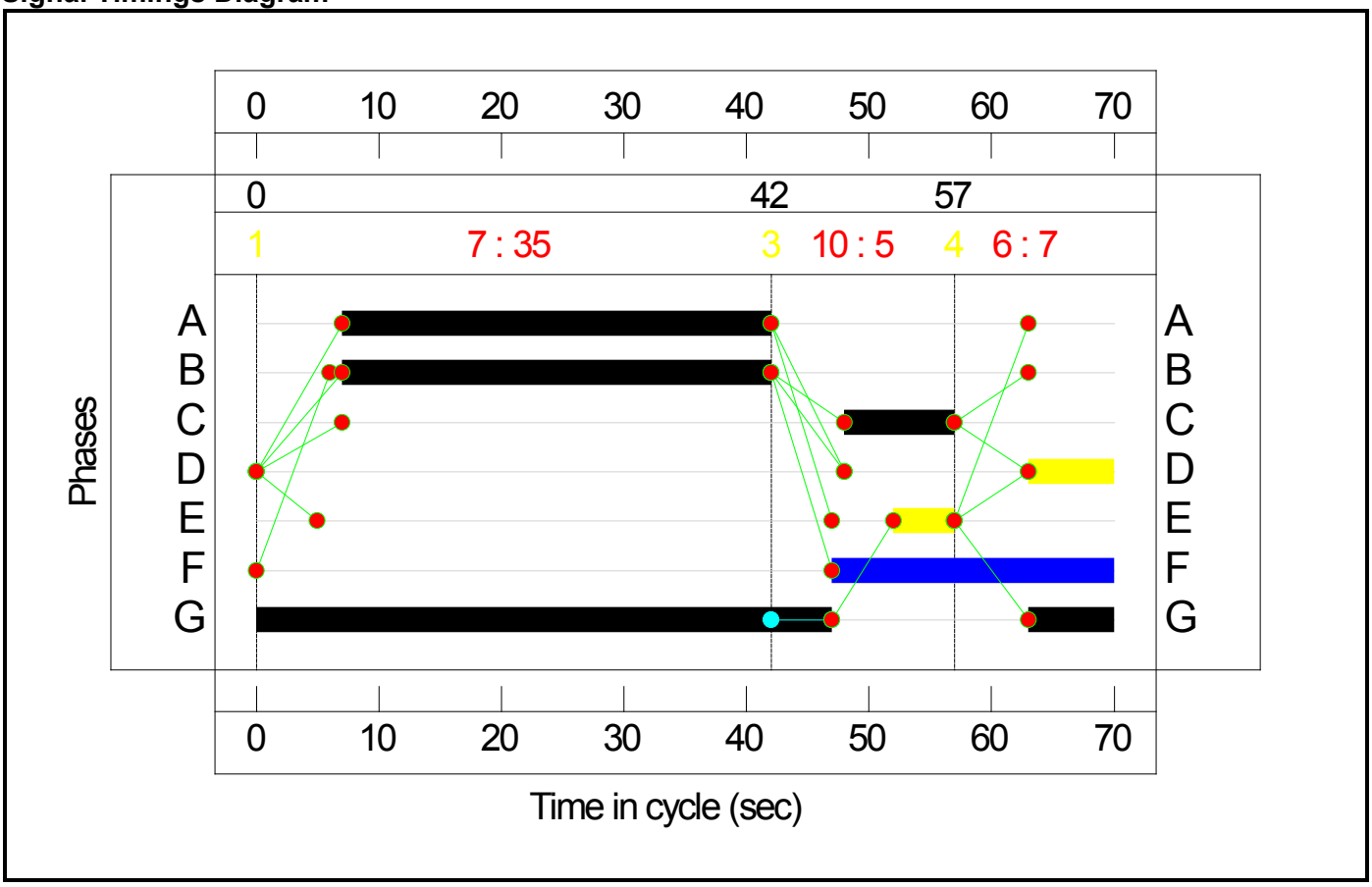
Scenario 4: '2024 DS1 PM Base' (FG4: '2024 DS1 PM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	808	162	11	981
	B	1319	0	263	71	1653
	C	134	278	0	7	419
	D	80	128	24	0	232
	Tot.	1533	1214	449	89	3285

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	953	2029:1786	1493	63.8%	1906	0	0	0.9	3.3	0.0	0.9
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	700	2029	1081	64.8%	700	0	0	0.9	4.7	0.0	0.9
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	419	1894	855	49.0%	419	0	0	0.5	4.1	0.0	0.5
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	550	1965	1965	28.0%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	444	2029	1125	39.5%	444	0	0	0.4	3.5	5.1	5.4
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	128	1747	594	21.6%	128	0	0	0.1	3.9	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	186	2077	2077	9.0%	-	-	-	0.0	1.0	0.0	0.0
J1:6/1	Ahead	U	-		-	-	-	690	2077	2077	33.2%	-	-	-	0.2	1.3	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	700	2077	2077	33.7%	-	-	-	0.3	1.3	0.0	0.3
J1:7/1	Right	U	-		-	-	-	278	2005	2005	13.9%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	678	1965	1965	34.5%	-	-	-	0.3	1.4	0.0	0.3
J1:8/2	Ahead	U	-		-	-	-	536	2077	2077	25.8%	-	-	-	0.2	1.2	0.0	0.2
J1:8/3	Right	U	-		-	-	-	186	2005	2005	9.3%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1214	4070	4070	29.8%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	706	1965	1965	35.9%	-	-	-	0.3	1.4	0.0	0.3
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	825	2105	2105	39.2%	-	-	-	0.3	1.4	0.0	0.3

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	706	1915	985	71.7%	-	-	-	3.8	19.5	10.4	11.6
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	825	2055:1827	1162	71.0%	-	-	-	4.5	19.6	11.0	12.2
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	561	2055:1702	1056	53.1%	-	-	-	2.3	14.9	7.1	7.6
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	420	2055	1057	39.7%	-	-	-	1.5	13.2	4.9	5.2
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	104	1813	207	50.2%	-	-	-	1.3	46.4	1.9	2.4
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	732	1965	1544	47.4%	-	-	-	0.5	2.4	0.2	0.6
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	801	2105	1654	48.4%	-	-	-	0.5	2.3	0.2	0.6
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	550	1915	1915	28.7%	-	-	-	0.2	1.5	0.2	0.4
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	444	2055	2055	21.6%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 25.5
PRC Over All Lanes (%): 25.5

Total Delay for Signalled Lanes (pcuHr): 14.49
Total Delay Over All Lanes(pcuHr): 19.83

Cycle Time (s): 70

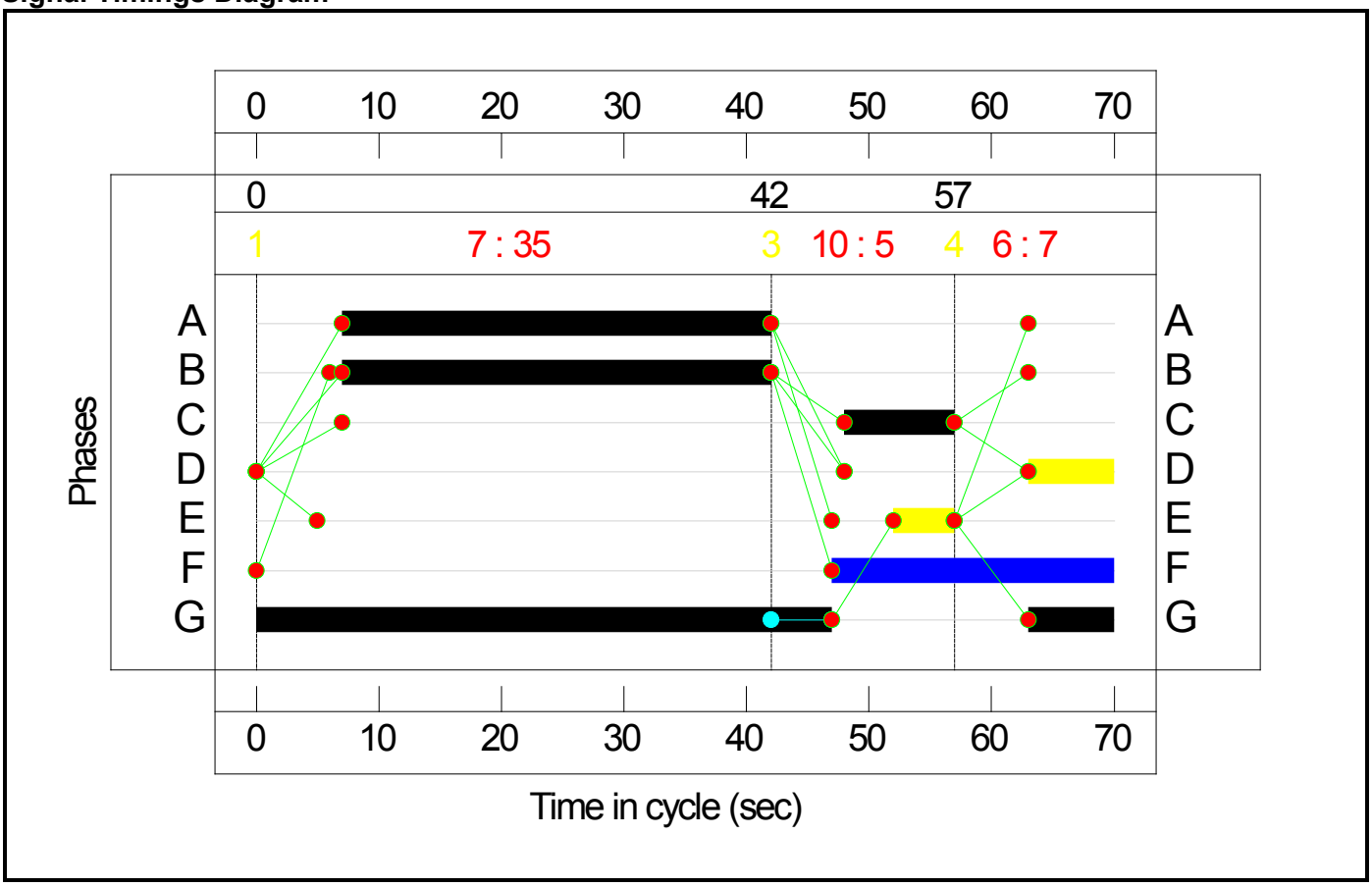
Scenario 5: '2024 DS1 AM Base + Development' (FG5: '2024 DS1 AM Base+Dev', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1336	225	154	1715
	B	959	0	250	190	1399
	C	52	173	0	11	236
	D	20	61	6	0	87
	Tot.	1031	1570	481	355	3437

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	784	2029:1786	1549	50.6%	1568	0	0	0.5	2.4	0.0	0.5
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	615	2029	1055	58.3%	615	0	0	0.7	4.1	0.0	0.7
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	236	1894	1029	22.9%	236	0	0	0.1	2.3	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	796	1965	1965	40.5%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	771	2029	1183	65.2%	771	0	0	2.2	10.2	14.0	14.9
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	61	1747	540	11.3%	61	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	231	2077	2077	11.1%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	534	2077	2077	25.7%	-	-	-	0.2	1.2	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	615	2077	2077	29.6%	-	-	-	0.2	1.2	0.0	0.2
J1:7/1	Right	U	-		-	-	-	173	2005	2005	8.6%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	857	1965	1965	43.6%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	713	2077	2077	34.3%	-	-	-	0.3	1.3	0.0	0.3
J1:8/3	Right	U	-		-	-	-	231	2005	2005	11.5%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1570	4070	4070	38.6%	-	-	-	0.3	0.7	0.0	0.2
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	535	1965	1965	27.2%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	677	2105	2105	32.2%	-	-	-	0.2	1.3	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	535	1915	985	54.3%	-	-	-	2.3	15.5	7.0	7.6
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	677	2055:1827	1255	53.9%	-	-	-	3.6	19.2	5.8	6.4
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	950	2055:1702	1081	87.9%	-	-	-	7.2	27.2	15.1	18.5
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	765	2055	1057	72.4%	-	-	-	4.1	19.3	11.5	12.8
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	26	1813	207	12.5%	-	-	-	0.3	37.8	0.4	0.5
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	536	1965	1544	34.7%	-	-	-	0.3	1.9	0.1	0.4
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	495	2105	1654	29.9%	-	-	-	0.2	1.7	0.1	0.3
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	796	1915	1915	41.6%	-	-	-	0.4	1.7	0.2	0.6
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	771	2055	2055	37.5%	-	-	-	0.3	1.4	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 2.4
PRC Over All Lanes (%): 2.4

Total Delay for Signalled Lanes (pcuHr): 17.98
Total Delay Over All Lanes(pcuHr): 24.53

Cycle Time (s): 70

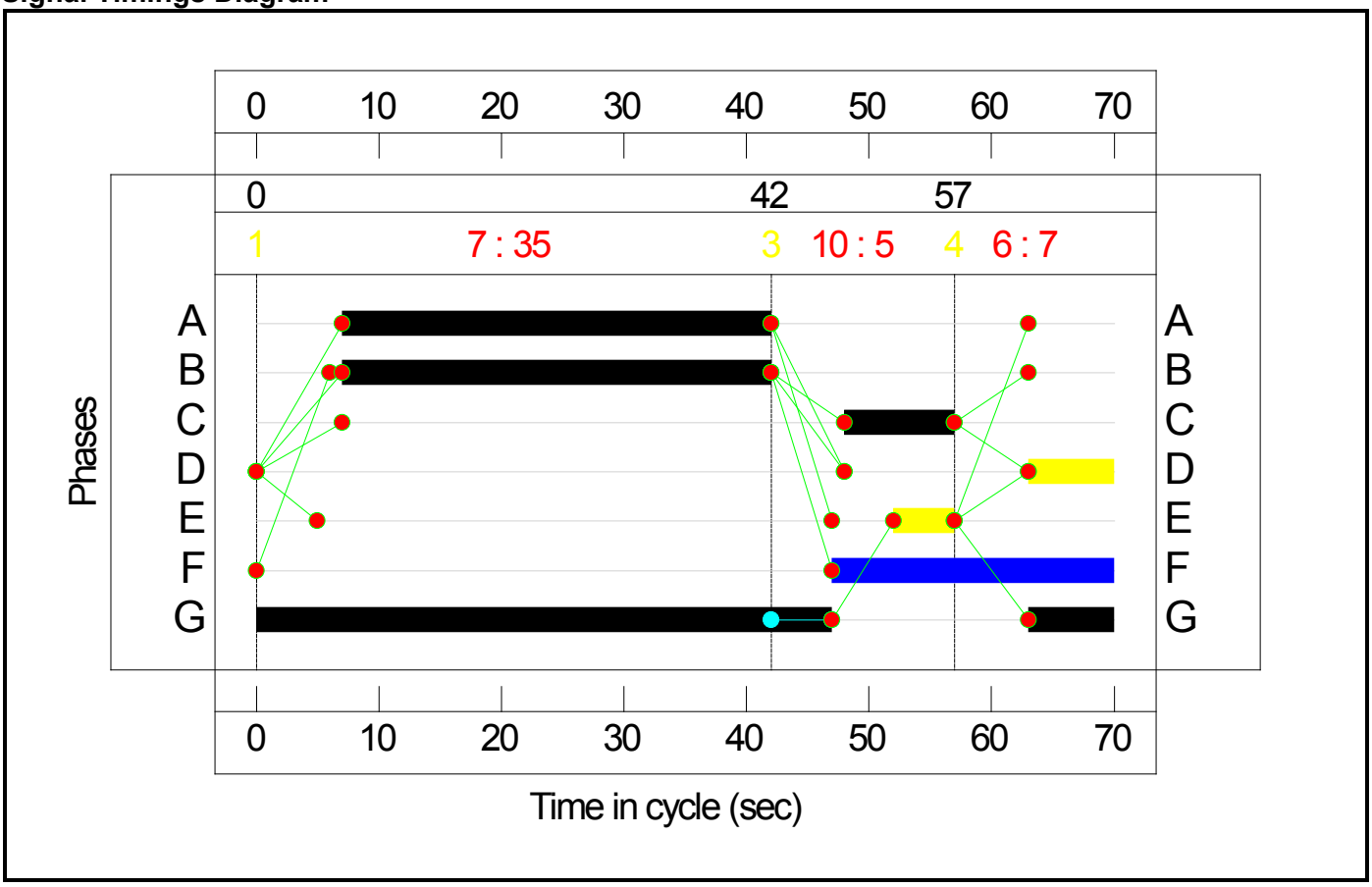
Scenario 6: '2024 DS1 PM Base + Development' (FG6: '2024 DS1 PM Base+Dev', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	831	167	11	1009
	B	1345	0	263	71	1679
	C	136	278	0	7	421
	D	81	128	24	0	233
	Tot.	1562	1237	454	89	3342

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	975	2029:1786	1476	66.1%	1950	0	0	1.0	3.6	0.0	1.0
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	704	2029	1078	65.3%	704	0	0	0.9	4.8	0.0	0.9
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	421	1894	836	50.3%	421	0	0	0.5	4.3	0.0	0.5
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	566	1965	1965	28.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	456	2029	1125	40.5%	456	0	0	0.5	3.7	5.4	5.7
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	128	1747	590	21.7%	128	0	0	0.1	3.9	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	191	2077	2077	9.2%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	712	2077	2077	34.3%	-	-	-	0.3	1.3	0.0	0.3
J1:6/2	Right Ahead	U	-		-	-	-	704	2077	2077	33.9%	-	-	-	0.3	1.3	0.0	0.3
J1:7/1	Right	U	-		-	-	-	278	2005	2005	13.9%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	694	1965	1965	35.3%	-	-	-	0.3	1.4	0.0	0.3
J1:8/2	Ahead	U	-		-	-	-	543	2077	2077	26.1%	-	-	-	0.2	1.2	0.0	0.2
J1:8/3	Right	U	-		-	-	-	191	2005	2005	9.5%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1237	4070	4070	30.4%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	720	1965	1965	36.6%	-	-	-	0.3	1.4	0.0	0.3
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	839	2105	2105	39.9%	-	-	-	0.3	1.4	0.0	0.3

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	720	1915	985	73.1%	-	-	-	4.0	20.0	10.8	12.1
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	839	2055:1827	1161	72.3%	-	-	-	4.6	19.9	11.2	12.5
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	577	2055:1702	1056	54.6%	-	-	-	2.4	15.1	7.4	8.0
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	432	2055	1057	40.9%	-	-	-	1.6	13.3	5.2	5.5
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	105	1813	207	50.7%	-	-	-	1.4	46.6	1.9	2.4
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	748	1965	1544	48.4%	-	-	-	0.5	2.4	0.2	0.6
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	814	2105	1654	49.2%	-	-	-	0.5	2.3	0.2	0.7
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	566	1915	1915	29.6%	-	-	-	0.2	1.5	0.3	0.5
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	456	2055	2055	22.2%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 23.1
PRC Over All Lanes (%): 23.1

Total Delay for Signalled Lanes (pcuHr): 15.04
Total Delay Over All Lanes(pcuHr): 20.63

Cycle Time (s): 70

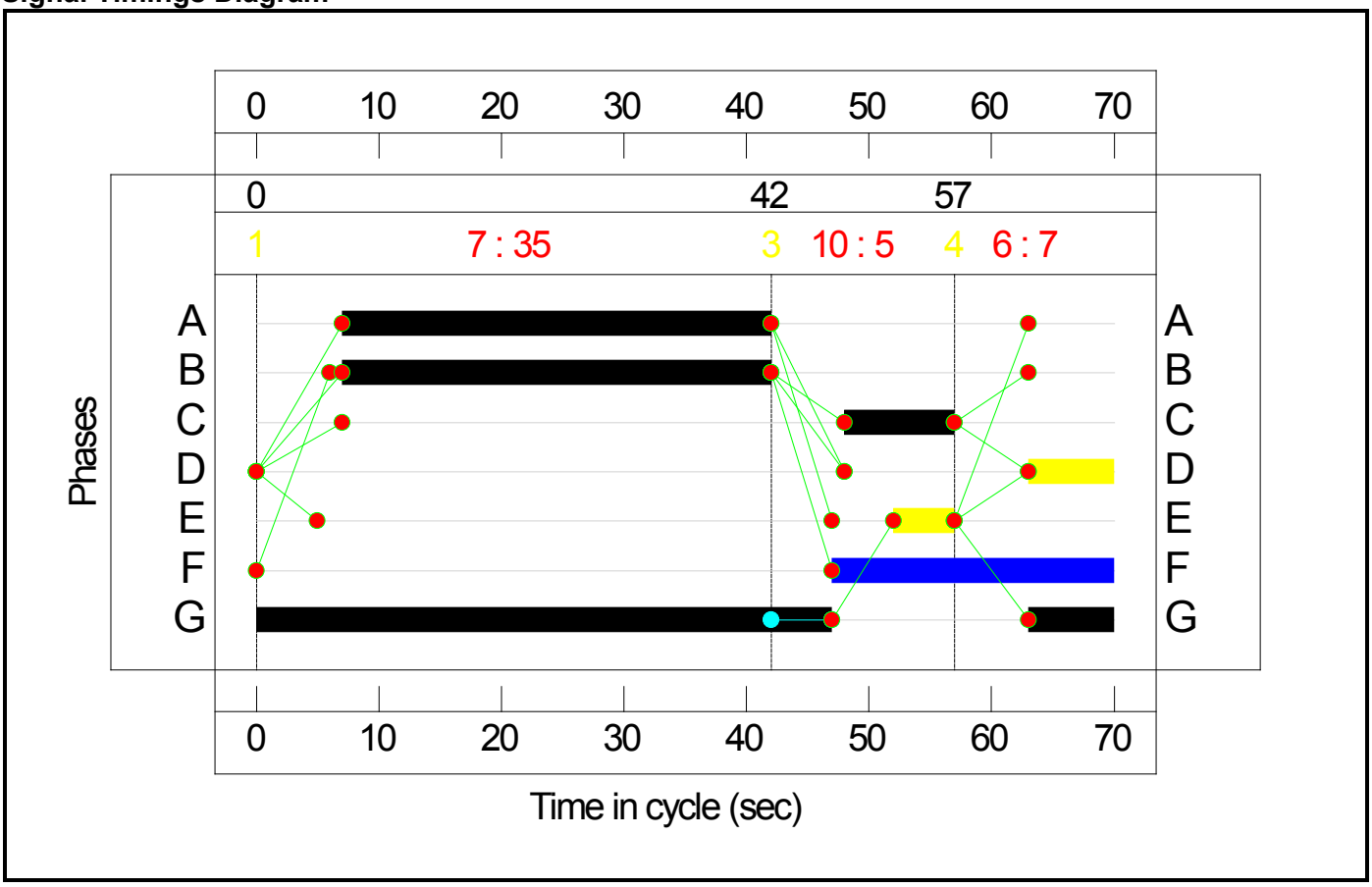
Scenario 7: '2019 DS2 AM Base' (FG7: '2019 DS2 AM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1267	210	144	1621
	B	503	0	242	184	929
	C	42	167	0	10	219
	D	16	59	6	0	81
	Tot.	561	1493	458	338	2850

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	740	2029:1786	1580	46.8%	1480	0	0	0.4	2.1	0.0	0.4
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	189	2029	1063	17.8%	189	0	0	0.1	2.1	0.0	0.1
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	219	1894	1361	16.1%	219	0	0	0.1	1.6	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	768	1965	1965	39.1%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	715	2029	1186	60.3%	715	0	0	1.7	8.5	12.8	13.6
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	59	1747	546	10.8%	59	0	0	0.1	3.7	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	216	2077	2077	10.4%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	498	2077	2077	24.0%	-	-	-	0.2	1.1	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	189	2077	2077	9.1%	-	-	-	0.1	1.0	0.0	0.1
J1:7/1	Right	U	-		-	-	-	167	2005	2005	8.3%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	827	1965	1965	42.1%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	666	2077	2077	32.1%	-	-	-	0.2	1.3	0.0	0.2
J1:8/3	Right	U	-		-	-	-	216	2005	2005	10.8%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1493	4070	4070	36.7%	-	-	-	0.3	0.7	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	540	1965	1965	27.5%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	199	2105	2105	9.5%	-	-	-	0.1	0.9	0.0	0.1

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	540	1915	985	54.8%	-	-	-	2.3	15.5	7.1	7.7
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	199	2055:1827	268	74.3%	-	-	-	3.0	53.4	3.6	5.0
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	912	2055:1702	1080	84.4%	-	-	-	6.1	24.1	14.0	16.6
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	709	2055	1057	67.1%	-	-	-	3.5	17.8	10.0	11.1
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	22	1809	207	10.6%	-	-	-	0.2	37.6	0.4	0.4
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	540	1965	1544	35.0%	-	-	-	0.3	2.0	0.1	0.4
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	21	2105	1654	1.3%	-	-	-	0.0	1.1	0.0	0.0
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	768	1915	1915	40.1%	-	-	-	0.3	1.6	0.2	0.5
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	715	2055	2055	34.8%	-	-	-	0.3	1.3	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 6.6
PRC Over All Lanes (%): 6.6

Total Delay for Signalled Lanes (pcuHr): 15.41
Total Delay Over All Lanes(pcuHr): 20.24

Cycle Time (s): 70

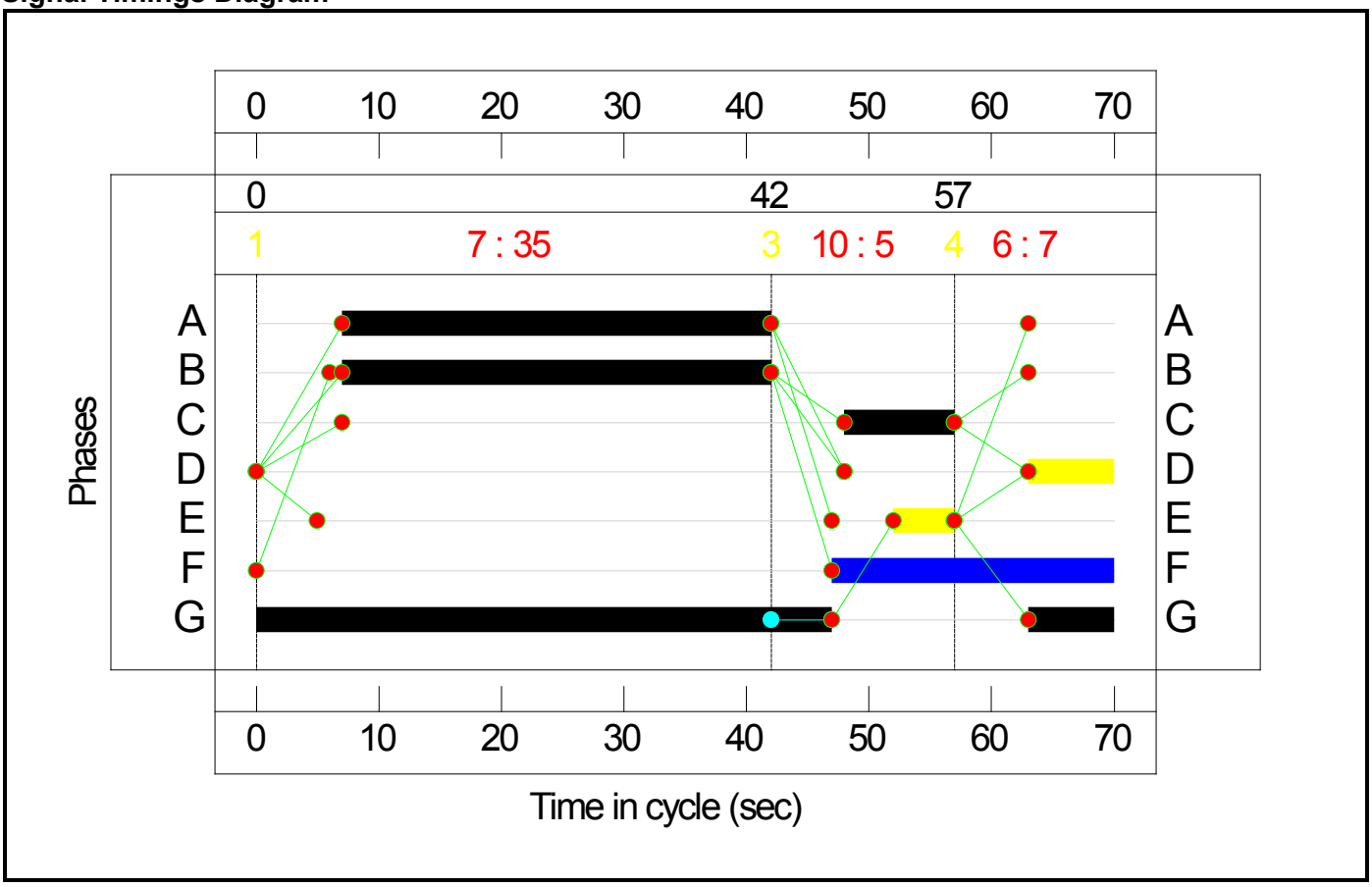
Scenario 8: '2019 DS2 PM Base' (FG8: '2019 DS2 PM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	739	151	10	900
	B	655	0	254	69	978
	C	116	269	0	7	392
	D	69	124	23	0	216
	Tot.	840	1132	428	86	2486

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	622	2029:1786	1873	33.2%	1244	0	0	0.2	1.4	0.0	0.2
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	356	2029	1088	32.7%	356	0	0	0.2	2.5	0.0	0.2
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	392	1894	1335	29.4%	392	0	0	0.2	1.9	0.0	0.2
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	503	1965	1965	25.6%	-	-	-	0.2	1.2	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	410	2029	1130	36.3%	410	0	0	0.4	3.1	4.2	4.5
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	124	1747	604	20.5%	124	0	0	0.1	3.7	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	174	2077	2077	8.4%	-	-	-	0.0	0.9	0.0	0.0
J1:6/1	Ahead	U	-		-	-	-	368	2077	2077	17.7%	-	-	-	0.1	1.1	0.0	0.1
J1:6/2	Right Ahead	U	-		-	-	-	356	2077	2077	17.1%	-	-	-	0.1	1.0	0.0	0.1
J1:7/1	Right	U	-		-	-	-	269	2005	2005	13.4%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	627	1965	1965	31.9%	-	-	-	0.2	1.3	0.0	0.2
J1:8/2	Ahead	U	-		-	-	-	505	2077	2077	24.3%	-	-	-	0.2	1.1	0.0	0.2
J1:8/3	Right	U	-		-	-	-	174	2005	2005	8.7%	-	-	-	0.0	1.0	0.0	0.0
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1132	4070	4070	27.8%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	387	1965	1965	19.7%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	460	2105	2105	21.9%	-	-	-	0.1	1.1	0.0	0.1

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	387	1915	985	39.3%	-	-	-	1.4	13.4	4.5	4.8
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	460	2055:1827	1236	37.2%	-	-	-	1.9	15.2	4.4	4.7
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	513	2055:1702	1056	48.6%	-	-	-	2.0	14.2	6.3	6.8
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	387	2055	1057	36.6%	-	-	-	1.4	12.9	4.4	4.7
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	92	1811	207	44.5%	-	-	-	1.1	44.5	1.7	2.1
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	390	1965	1544	25.3%	-	-	-	0.2	1.7	0.1	0.3
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	450	2105	1654	27.2%	-	-	-	0.2	1.6	0.1	0.3
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	503	1915	1915	26.3%	-	-	-	0.2	1.4	0.2	0.4
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	410	2055	2055	20.0%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 85.3
PRC Over All Lanes (%): 85.3

Total Delay for Signalled Lanes (pcuHr): 8.32
Total Delay Over All Lanes(pcuHr): 11.22

Cycle Time (s): 70

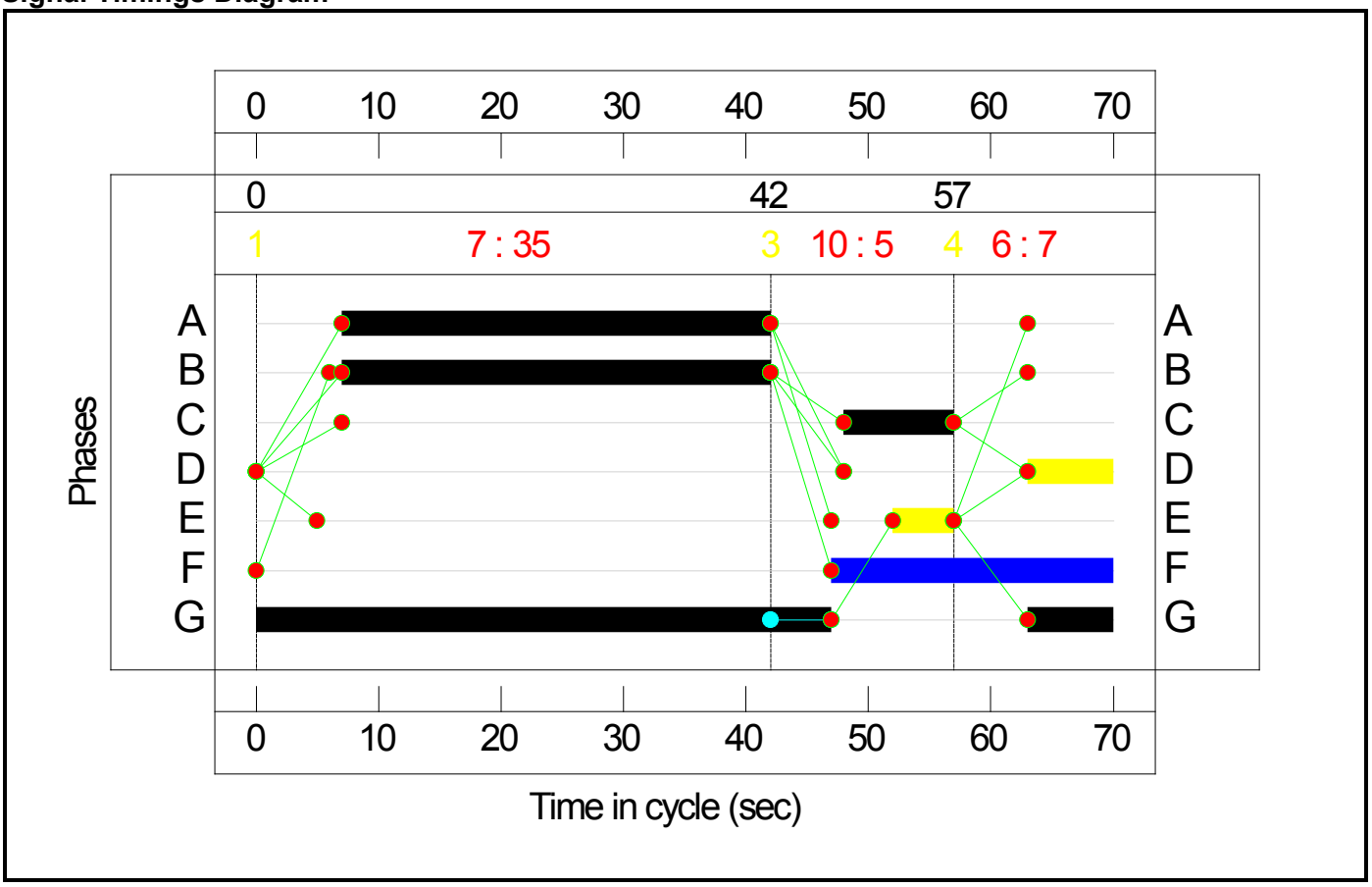
Scenario 9: '2024 DS2 AM Base' (FG9: '2024 DS2 AM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1337	222	152	1711
	B	658	0	250	190	1098
	C	55	173	0	11	239
	D	21	61	6	0	88
	Tot.	734	1571	478	353	3136

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	908	2029:1786	1458	62.3%	1816	0	0	0.8	3.3	0.0	0.8
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	190	2029	1056	18.0%	190	0	0	0.1	2.1	0.0	0.1
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	239	1894	1245	19.2%	239	0	0	0.1	1.8	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	796	1965	1965	40.5%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	769	2029	1183	65.0%	769	0	0	2.2	10.1	14.0	14.9
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	61	1747	540	11.3%	61	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	228	2077	2077	11.0%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	658	2077	2077	31.7%	-	-	-	0.2	1.3	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	190	2077	2077	9.1%	-	-	-	0.1	1.0	0.0	0.1
J1:7/1	Right	U	-		-	-	-	173	2005	2005	8.6%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	857	1965	1965	43.6%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	714	2077	2077	34.4%	-	-	-	0.3	1.3	0.0	0.3
J1:8/3	Right	U	-		-	-	-	228	2005	2005	11.4%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1571	4070	4070	38.6%	-	-	-	0.3	0.7	0.0	0.2
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	712	1965	1965	36.2%	-	-	-	0.3	1.4	0.0	0.3
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	202	2105	2105	9.6%	-	-	-	0.1	0.9	0.0	0.1

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	712	1915	985	72.3%	-	-	-	3.9	19.7	10.7	12.0
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	202	2055:1827	262	77.0%	-	-	-	3.2	57.2	3.7	5.3
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	948	2055:1702	1081	87.7%	-	-	-	7.1	27.0	15.1	18.5
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	763	2055	1057	72.2%	-	-	-	4.1	19.2	11.4	12.7
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	27	1814	207	13.0%	-	-	-	0.3	37.9	0.5	0.5
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	713	1965	1544	46.2%	-	-	-	0.5	2.3	0.2	0.6
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	21	2105	1654	1.3%	-	-	-	0.0	1.1	0.0	0.0
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	796	1915	1915	41.6%	-	-	-	0.4	1.7	0.2	0.6
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	769	2055	2055	37.4%	-	-	-	0.3	1.4	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 2.6
PRC Over All Lanes (%): 2.6

Total Delay for Signalled Lanes (pcuHr): 19.04
Total Delay Over All Lanes(pcuHr): 25.08

Cycle Time (s): 70

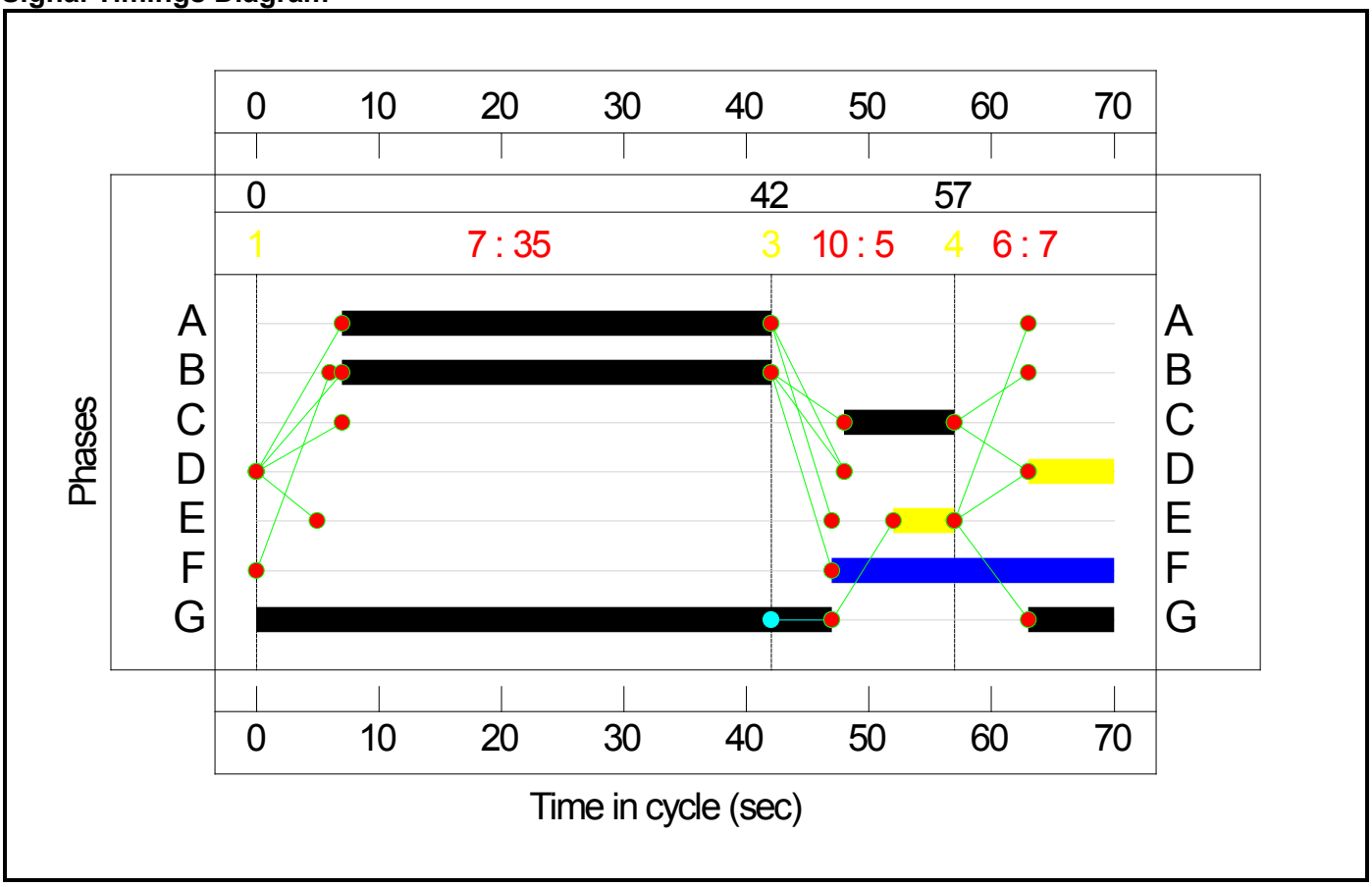
Scenario 10: '2024 DS2 PM Base' (FG10: '2024 DS2 PM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	794	162	11	967
	B	799	0	263	71	1133
	C	142	278	0	7	427
	D	84	128	24	0	236
	Tot.	1025	1200	449	89	2763

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	704	2029:1786	1777	39.6%	1408	0	0	0.3	1.7	0.0	0.3
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	429	2029	1081	39.7%	429	0	0	0.3	2.8	0.0	0.3
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	427	1894	1229	34.7%	427	0	0	0.3	2.2	0.0	0.3
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	542	1965	1965	27.6%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	438	2029	1125	38.9%	438	0	0	0.4	3.4	5.0	5.3
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	128	1747	596	21.5%	128	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	186	2077	2077	9.0%	-	-	-	0.0	1.0	0.0	0.0
J1:6/1	Ahead	U	-		-	-	-	441	2077	2077	21.2%	-	-	-	0.1	1.1	0.0	0.1
J1:6/2	Right Ahead	U	-		-	-	-	429	2077	2077	20.7%	-	-	-	0.1	1.1	0.0	0.1
J1:7/1	Right	U	-		-	-	-	278	2005	2005	13.9%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	670	1965	1965	34.1%	-	-	-	0.3	1.4	0.0	0.3
J1:8/2	Ahead	U	-		-	-	-	530	2077	2077	25.5%	-	-	-	0.2	1.2	0.0	0.2
J1:8/3	Right	U	-		-	-	-	186	2005	2005	9.3%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1200	4070	4070	29.5%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	462	1965	1965	23.5%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	557	2105	2105	26.5%	-	-	-	0.2	1.2	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	462	1915	985	46.9%	-	-	-	1.8	14.3	5.6	6.1
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	557	2055:1827	1208	46.1%	-	-	-	2.4	15.8	5.9	6.3
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	553	2055:1702	1057	52.3%	-	-	-	2.3	14.8	7.0	7.5
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	414	2055	1057	39.2%	-	-	-	1.5	13.1	4.8	5.2
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	108	1814	207	52.1%	-	-	-	1.4	47.1	2.0	2.5
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	468	1965	1544	30.3%	-	-	-	0.2	1.8	0.1	0.3
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	557	2105	1654	33.7%	-	-	-	0.3	1.8	0.1	0.4
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	542	1915	1915	28.3%	-	-	-	0.2	1.5	0.2	0.4
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	438	2055	2055	21.3%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 71.9
PRC Over All Lanes (%): 71.9

Total Delay for Signalled Lanes (pcuHr): 9.99
Total Delay Over All Lanes(pcuHr): 13.43

Cycle Time (s): 70

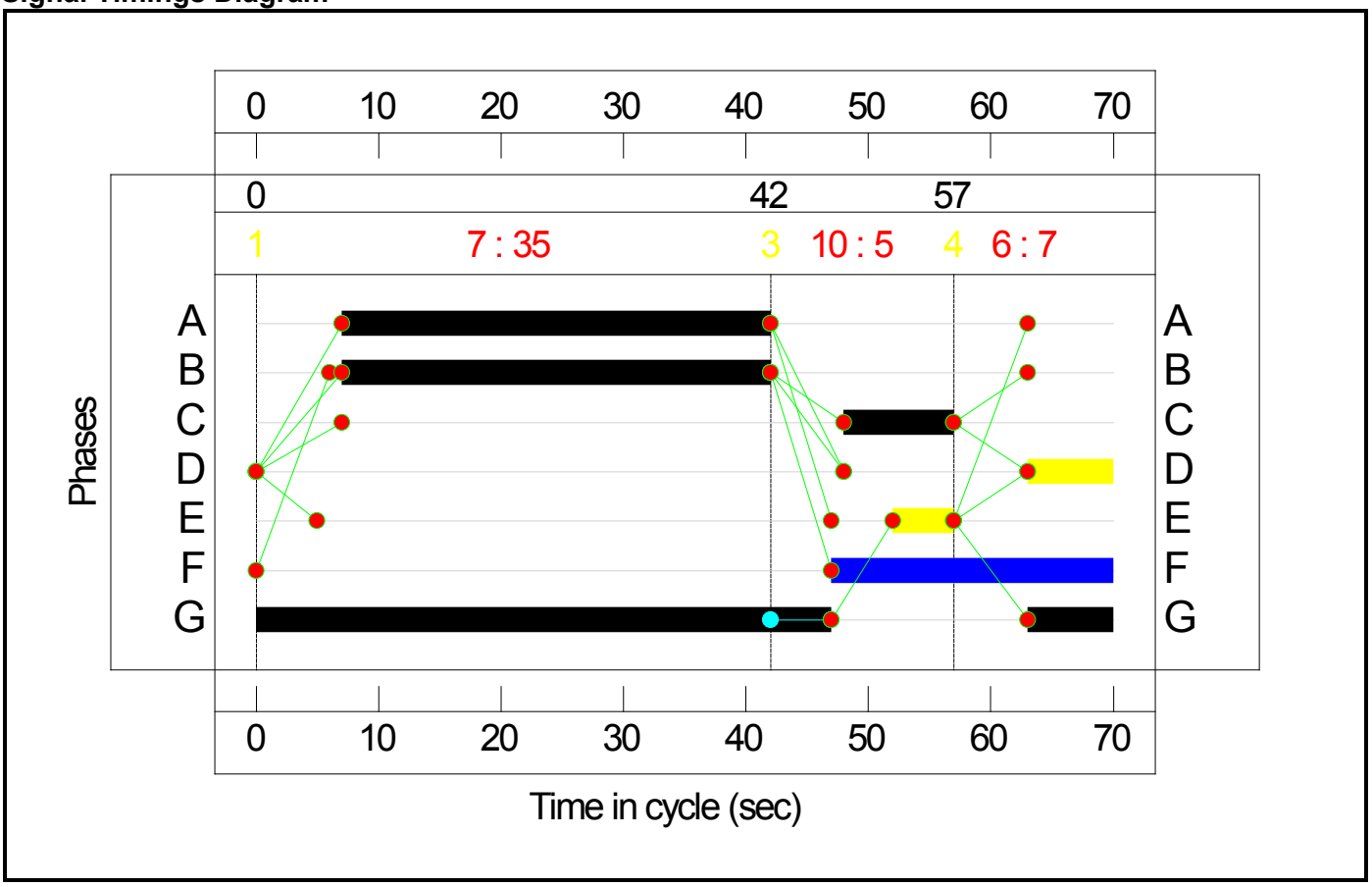
Scenario 11: '2024 DS2 AM Base + Development' (FG11: '2024 DS2 AM Base + Dev', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1351	224	154	1729
	B	679	0	250	190	1119
	C	57	173	0	11	241
	D	22	61	6	0	89
	Tot.	758	1585	480	355	3178

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	929	2029:1786	1444	64.3%	1858	0	0	0.9	3.5	0.0	0.9
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	190	2029	1055	18.0%	190	0	0	0.1	2.1	0.0	0.1
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	241	1894	1230	19.6%	241	0	0	0.1	1.8	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	801	1965	1965	40.8%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	780	2029	1183	65.9%	780	0	0	2.3	10.4	14.2	15.2
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	61	1747	539	11.3%	61	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	230	2077	2077	11.1%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	679	2077	2077	32.7%	-	-	-	0.2	1.3	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	190	2077	2077	9.1%	-	-	-	0.1	1.0	0.0	0.1
J1:7/1	Right	U	-		-	-	-	173	2005	2005	8.6%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	862	1965	1965	43.9%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	723	2077	2077	34.8%	-	-	-	0.3	1.3	0.0	0.3
J1:8/3	Right	U	-		-	-	-	230	2005	2005	11.5%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1585	4070	4070	38.9%	-	-	-	0.3	0.7	0.0	0.2
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	735	1965	1965	37.4%	-	-	-	0.3	1.5	0.0	0.3
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	202	2105	2105	9.6%	-	-	-	0.1	0.9	0.0	0.1

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	735	1915	985	74.6%	-	-	-	4.2	20.5	11.2	12.7
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	202	2055:1827	262	77.0%	-	-	-	3.2	57.2	3.7	5.3
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	955	2055:1702	1081	88.3%	-	-	-	7.4	27.7	15.2	18.8
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	774	2055	1057	73.2%	-	-	-	4.2	19.6	11.6	13.0
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	28	1814	207	13.5%	-	-	-	0.3	37.9	0.5	0.6
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	736	1965	1544	47.7%	-	-	-	0.5	2.4	0.2	0.6
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	22	2105	1654	1.3%	-	-	-	0.0	1.1	0.0	0.0
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	801	1915	1915	41.8%	-	-	-	0.4	1.7	0.2	0.6
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	780	2055	2055	38.0%	-	-	-	0.3	1.4	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 1.9
PRC Over All Lanes (%): 1.9

Total Delay for Signalled Lanes (pcuHr): 19.75
Total Delay Over All Lanes(pcuHr): 26.02

Cycle Time (s): 70

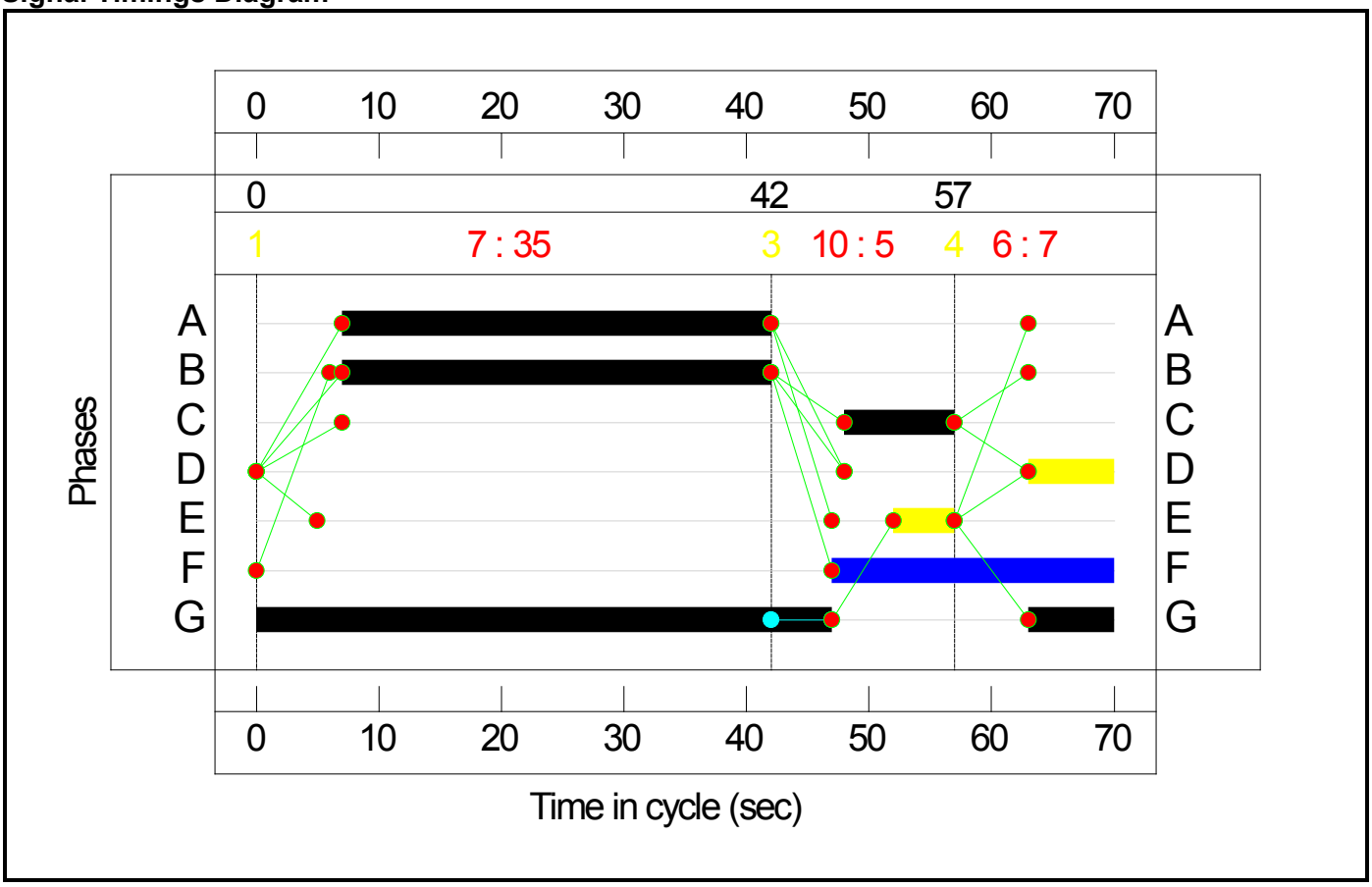
Scenario 12: '2024 DS2 PM Base + Development' (FG12: '2024 DS2 PM Base + Dev', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	816	167	11	994
	B	825	0	263	71	1159
	C	144	278	0	7	429
	D	86	128	24	0	238
	Tot.	1055	1222	454	89	2820

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	717	2029:1786	1734	41.3%	1434	0	0	0.4	1.8	0.0	0.4
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	442	2029	1078	41.0%	442	0	0	0.3	2.8	0.0	0.3
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	429	1894	1211	35.4%	429	0	0	0.3	2.3	0.0	0.3
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	557	1965	1965	28.3%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	450	2029	1125	40.0%	450	0	0	0.4	3.6	5.3	5.7
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	128	1747	592	21.6%	128	0	0	0.1	3.9	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	191	2077	2077	9.2%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	454	2077	2077	21.9%	-	-	-	0.1	1.1	0.0	0.1
J1:6/2	Right Ahead	U	-		-	-	-	442	2077	2077	21.3%	-	-	-	0.1	1.1	0.0	0.1
J1:7/1	Right	U	-		-	-	-	278	2005	2005	13.9%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	685	1965	1965	34.9%	-	-	-	0.3	1.4	0.0	0.3
J1:8/2	Ahead	U	-		-	-	-	537	2077	2077	25.9%	-	-	-	0.2	1.2	0.0	0.2
J1:8/3	Right	U	-		-	-	-	191	2005	2005	9.5%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1222	4070	4070	30.0%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	474	1965	1965	24.1%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	573	2105	2105	27.2%	-	-	-	0.2	1.2	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	474	1915	985	48.1%	-	-	-	1.9	14.5	5.9	6.4
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	573	2055:1827	1204	47.6%	-	-	-	2.5	15.9	6.1	6.5
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	568	2055:1702	1056	53.8%	-	-	-	2.4	15.0	7.2	7.7
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	426	2055	1057	40.3%	-	-	-	1.6	13.3	5.0	5.3
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	110	1814	207	53.1%	-	-	-	1.5	47.5	2.0	2.6
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	480	1965	1544	31.1%	-	-	-	0.2	1.8	0.1	0.3
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	575	2105	1654	34.8%	-	-	-	0.3	1.8	0.1	0.4
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	557	1915	1915	29.1%	-	-	-	0.2	1.5	0.2	0.5
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	450	2055	2055	21.9%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 67.4
PRC Over All Lanes (%): 67.4

Total Delay for Signalled Lanes (pcuHr): 10.36
Total Delay Over All Lanes(pcuHr): 13.95

Cycle Time (s): 70

Pegasus Group LinSig Report

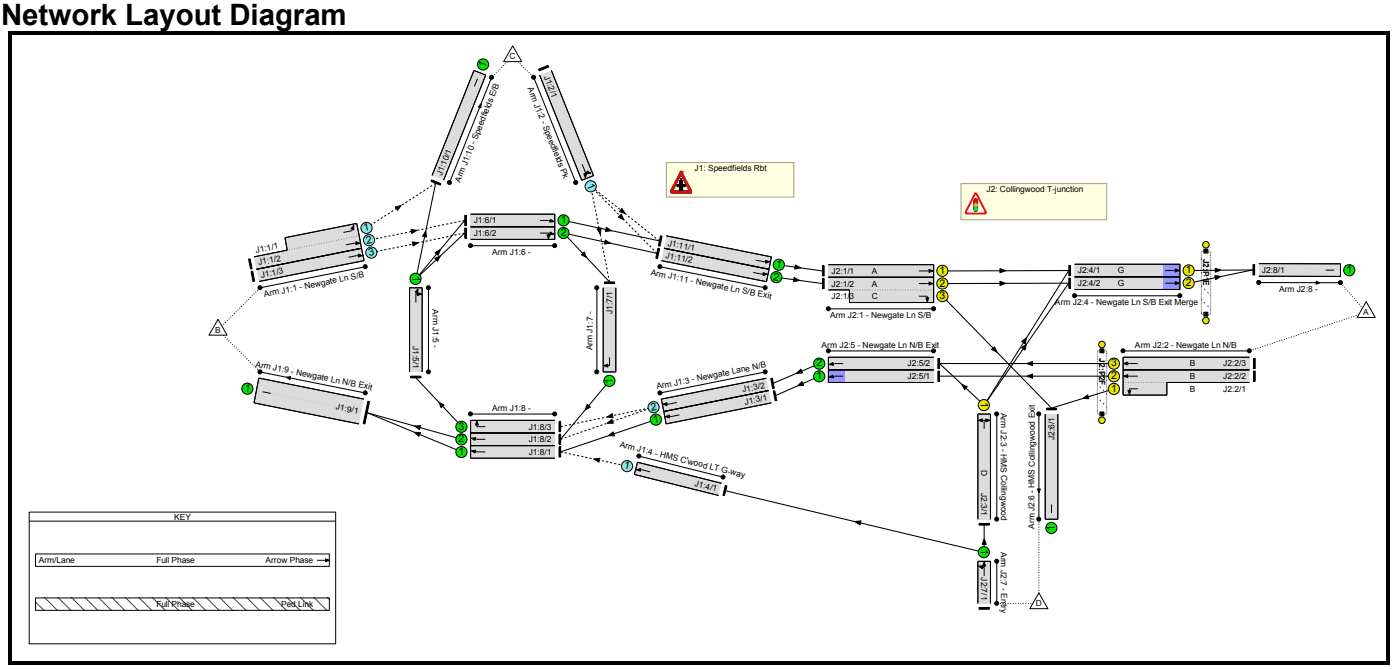
User and Project Details

Project:	**Collingwood signals & Speedfield Rbt**
Title:	**Land to the West of Newgate Lane, Fareham**
Location:	
Company:	Pegasus Group
Address:	
Linsig Version:	3, 2, 39, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2019 DS1 AM Base	2019 DS1 AM Base	Plan 1	08:00 - 09:00	70	7.6	20.17
2	2019 DS1 PM Base	2019 DS1 PM Base	Plan 1	17:00 - 18:00	70	44.1	16.07
3	2024 DS1 AM Base	2024 DS1 AM Base	Plan 1	08:00 - 09:00	70	3.4	23.68
4	2024 DS1 PM Base	2024 DS1 PM Base	Plan 1	17:00 - 18:00	70	25.5	19.83
5	2024 DS1 AM Base + Development	2024 DS1 AM Base+Dev	Plan 1	08:00 - 09:00	70	2.5	24.40
6	2024 DS1 PM Base + Development	2024 DS1 PM Base+Dev	Plan 1	17:00 - 18:00	70	23.8	20.51
7	2019 DS2 AM Base	2019 DS2 AM Base	Plan 1	08:00 - 09:00	70	6.6	20.24
8	2019 DS2 PM Base	2019 DS2 PM Base	Plan 1	17:00 - 18:00	70	85.3	11.22
9	2024 DS2 AM Base	2024 DS2 AM Base	Plan 1	08:00 - 09:00	70	2.6	25.08
10	2024 DS2 PM Base	2024 DS2 PM Base	Plan 1	17:00 - 18:00	70	71.9	13.43
11	2024 DS2 AM Base + Development	2024 DS2 AM Base + Dev	Plan 1	08:00 - 09:00	70	2.0	25.86
12	2024 DS2 PM Base + Development	2024 DS2 PM Base + Dev	Plan 1	17:00 - 18:00	70	68.0	13.88

Network Layout Diagram



Lane Input Data

Junction: J1: Speedfields Rbt

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Newgate Ln S/B)	O		2	3	8.7	Geom	-	3.50	0.00	Y	Arm J1:10 Left	15.00
J1:1/2 (Newgate Ln S/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Ahead	40.00
J1:1/3 (Newgate Ln S/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Ahead	40.00
J1:2/1 (Speedfields Pk)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	40.00
											Arm J1:11 Left	40.00
J1:3/1 (Newgate Lane N/B)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	Inf
J1:3/2 (Newgate Lane N/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:8 Ahead	40.00
J1:4/1 (HMS C'wood LT G-way)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	12.00
J1:5/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:6 Right	20.00
											Arm J1:10 Ahead	40.00
J1:6/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:11 Ahead	40.00
J1:6/2	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:7 Right	20.00
											Arm J1:11 Ahead	40.00
J1:7/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:8 Right	20.00
J1:8/1	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	Inf
J1:8/2	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:9 Ahead	40.00
J1:8/3	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:5 Right	20.00

J1:9/1 (Newgate Ln N/B Exit)	U		2	3	60.0	User	4070	-	-	-	-	-
J1:10/1 (Speedfields E/B)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/1 (Newgate Ln S/B Exit)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:11/2 (Newgate Ln S/B Exit)	U		2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:1 Ahead	Inf

Junction: J2: Collingwood T-junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Newgate Ln S/B)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:1/2 (Newgate Ln S/B)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:4 Ahead	Inf
J2:1/3 (Newgate Ln S/B)	U	C	2	3	15.7	Geom	-	3.00	0.00	N	Arm J2:6 Right	12.00
J2:2/1 (Newgate Ln N/B)	U	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:6 Left	12.00
J2:2/2 (Newgate Ln N/B)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
J2:2/3 (Newgate Ln N/B)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
J2:3/1 (HMS Collingwood)	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:4 Right Arm J2:5 Left	15.00 10.00
J2:4/1 (Newgate Ln S/B Exit Merge)	U	G	2	3	5.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (Newgate Ln S/B Exit Merge)	U	G	2	3	5.2	Geom	-	3.50	0.00	N	Arm J2:8 Ahead	Inf
J2:5/1 (Newgate Ln N/B Exit)	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
J2:5/2 (Newgate Ln N/B Exit)	U		2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:3 Ahead	Inf
J2:6/1 (HMS Collingwood Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	19.1	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Speedfields Rbt

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)
J1:1/1 (Newgate Ln S/B)	J1:10/1 (Left)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:1/2 (Newgate Ln S/B)	J1:6/1 (Ahead)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:1/3 (Newgate Ln S/B)	J1:6/2 (Ahead)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:2/1 (Speedfields Pk)	J1:7/1 (Ahead)	1856	0	J1:6/1	0.72	All	-	-	-	-	-
				J1:6/2	0.72	All					
	J1:11/1 (Left)	1856	0	J1:6/1	0.72	All					
				J1:6/2	0.72	All					
	J1:11/2 (Left)	1856	0	J1:6/1	0.72	All					
				J1:6/2	0.72	All					
J1:3/2 (Newgate Lane N/B)	J1:8/2 (Ahead)	1278	0	J1:7/1	0.55	All	-	-	-	-	-
	J1:8/3 (Ahead)	1278	0	J1:7/1	0.55	All					
J1:4/1 (HMS C'wood LT G-way)	J1:8/1 (Ahead)	715	0	J1:3/1	0.22	All	-	-	-	-	-

Junction: J2: Collingwood T-junction

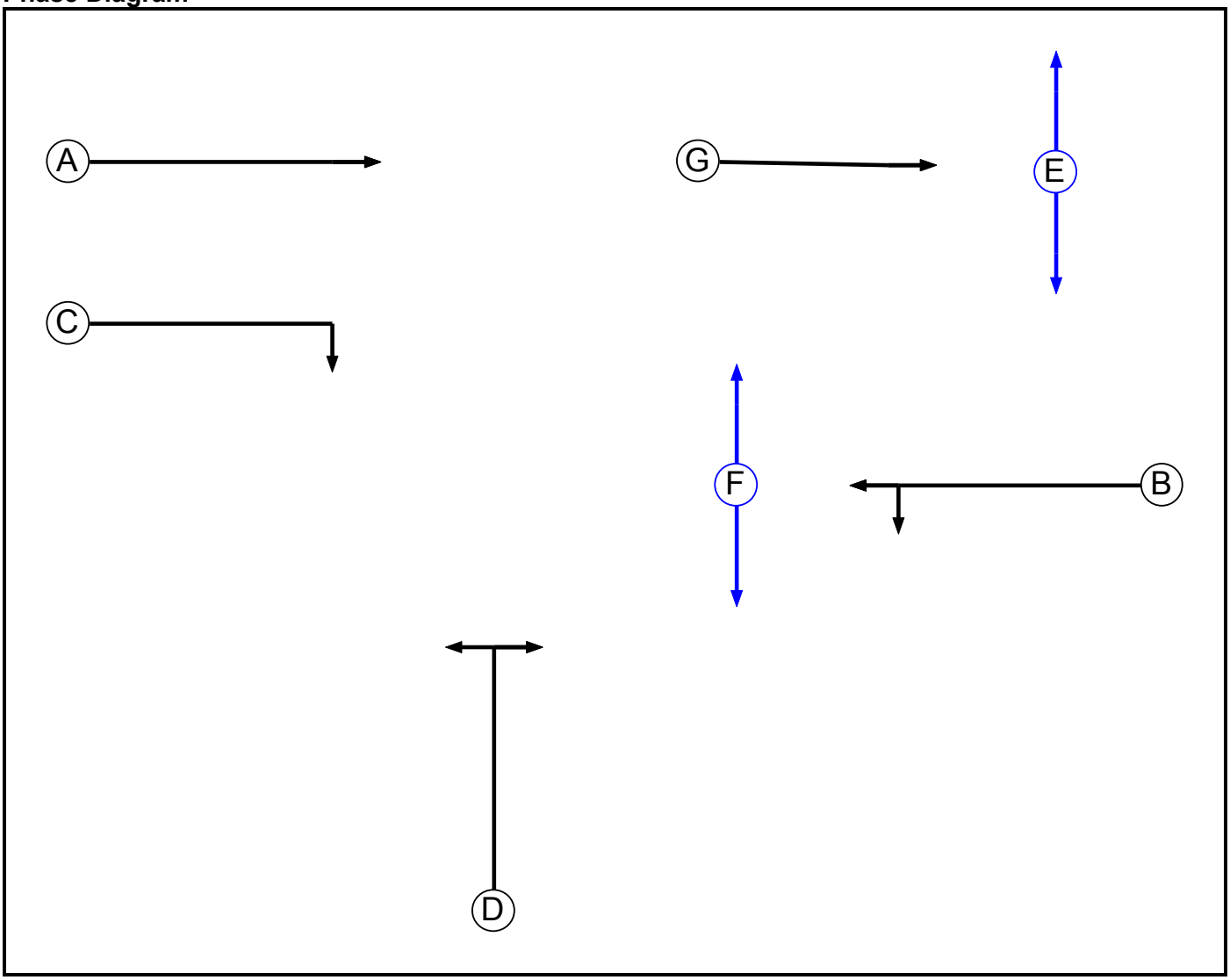
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: J1: Speedfields Rbt				
Org Lane	**Dest Lane**	**Junction**	**Mean Cruise Time**	**Platoon Dispersion**
J1:1/1	J1:10/1	Internal	10	35
J1:1/2	J1:6/1	Internal	2	35
J1:1/3	J1:6/2	Internal	2	35
J1:2/1	J1:7/1	Internal	2	35
J1:2/1	J1:11/1	Internal	2	35
J1:2/1	J1:11/2	Internal	2	35
J1:3/1	J1:8/1	Internal	2	35
J1:3/2	J1:8/2	Internal	2	35
J1:3/2	J1:8/3	Internal	2	35
J1:4/1	J1:8/1	Internal	2	35
J1:5/1	J1:6/1	Internal	2	35
J1:5/1	J1:6/2	Internal	2	35
J1:5/1	J1:10/1	Internal	10	35
J1:6/1	J1:11/1	Internal	2	35
J1:6/2	J1:7/1	Internal	2	35
J1:6/2	J1:11/2	Internal	2	35
J1:7/1	J1:8/2	Internal	2	35
J1:8/1	J1:9/1	Internal	2	35
J1:8/2	J1:9/1	Internal	2	35
J1:8/3	J1:5/1	Internal	2	35
J1:11/1	J2:1/1	Leaving	13	35
J1:11/2	J2:1/2	Leaving	13	35
J2:5/1	J1:3/1	Entering	13	35
J2:5/2	J1:3/2	Entering	13	35
J2:7/1	J1:4/1	Entering	1	35

Junction: J2: Collingwood T-junction				
Org Lane	**Dest Lane**	**Junction**	**Mean Cruise Time**	**Platoon Dispersion**
J1:11/1	J2:1/1	Entering	13	35
J1:11/2	J2:1/2	Entering	13	35
J2:1/1	J2:4/1	Internal	5	35
J2:1/2	J2:4/2	Internal	5	35
J2:1/3	J2:6/1	Internal	10	35
J2:2/1	J2:6/1	Internal	10	35
J2:2/2	J2:5/1	Internal	2	35
J2:2/3	J2:5/2	Internal	2	35
J2:3/1	J2:4/1	Internal	6	35
J2:3/1	J2:4/2	Internal	6	35
J2:3/1	J2:5/2	Internal	2	35
J2:4/1	J2:8/1	Internal	10	35
J2:4/2	J2:8/1	Internal	10	35
J2:5/1	J1:3/1	Leaving	13	35
J2:5/2	J1:3/2	Leaving	13	35
J2:7/1	J1:4/1	Leaving	1	35
J2:7/1	J2:3/1	Internal	1	35

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Traffic		7	2

Phase Intergreens Matrix

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

Phases in Stage

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

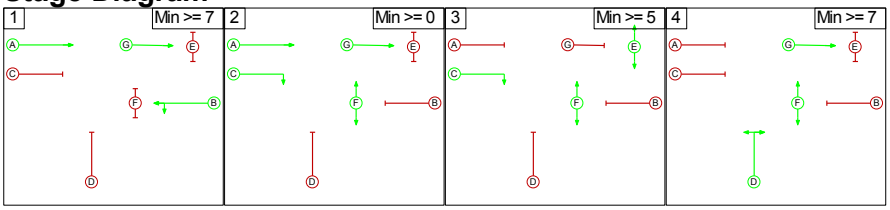
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	G	Losing	5	5
2	3	G	Losing	5	5
4	3	G	Losing	5	5

Prohibited Stage Change

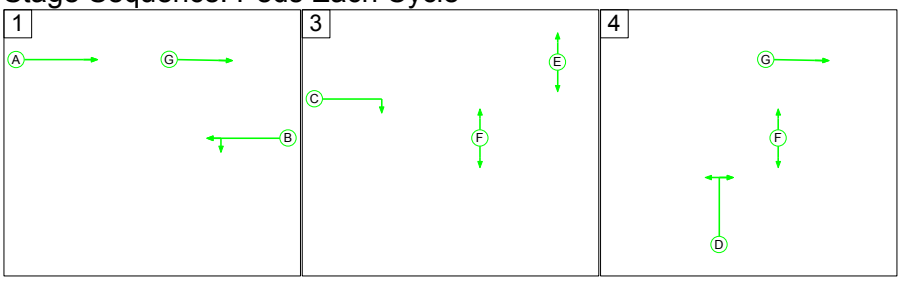
From Stage \ To Stage	1	2	3	4
1		6	10	6
2	6		10	6
3	6	6		6
4	7	7	10	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Peds Each Cycle



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Plan 1	C1 - Collingwood T-Junction	Peds Each Cycle	1,3,4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 DS1 AM Base'	08:00	09:00	01:00	
2: '2019 DS1 PM Base'	17:00	18:00	01:00	
3: '2024 DS1 AM Base'	08:00	09:00	01:00	
4: '2024 DS1 PM Base'	17:00	18:00	01:00	
5: '2024 DS1 AM Base+Dev'	08:00	09:00	01:00	
6: '2024 DS1 PM Base+Dev'	17:00	18:00	01:00	
7: '2019 DS2 AM Base'	08:00	09:00	01:00	
8: '2019 DS2 PM Base'	17:00	18:00	01:00	
9: '2024 DS2 AM Base'	08:00	09:00	01:00	
10: '2024 DS2 PM Base'	17:00	18:00	01:00	
11: '2024 DS2 AM Base + Dev'	08:00	09:00	01:00	
12: '2024 DS2 PM Base + Dev'	17:00	18:00	01:00	

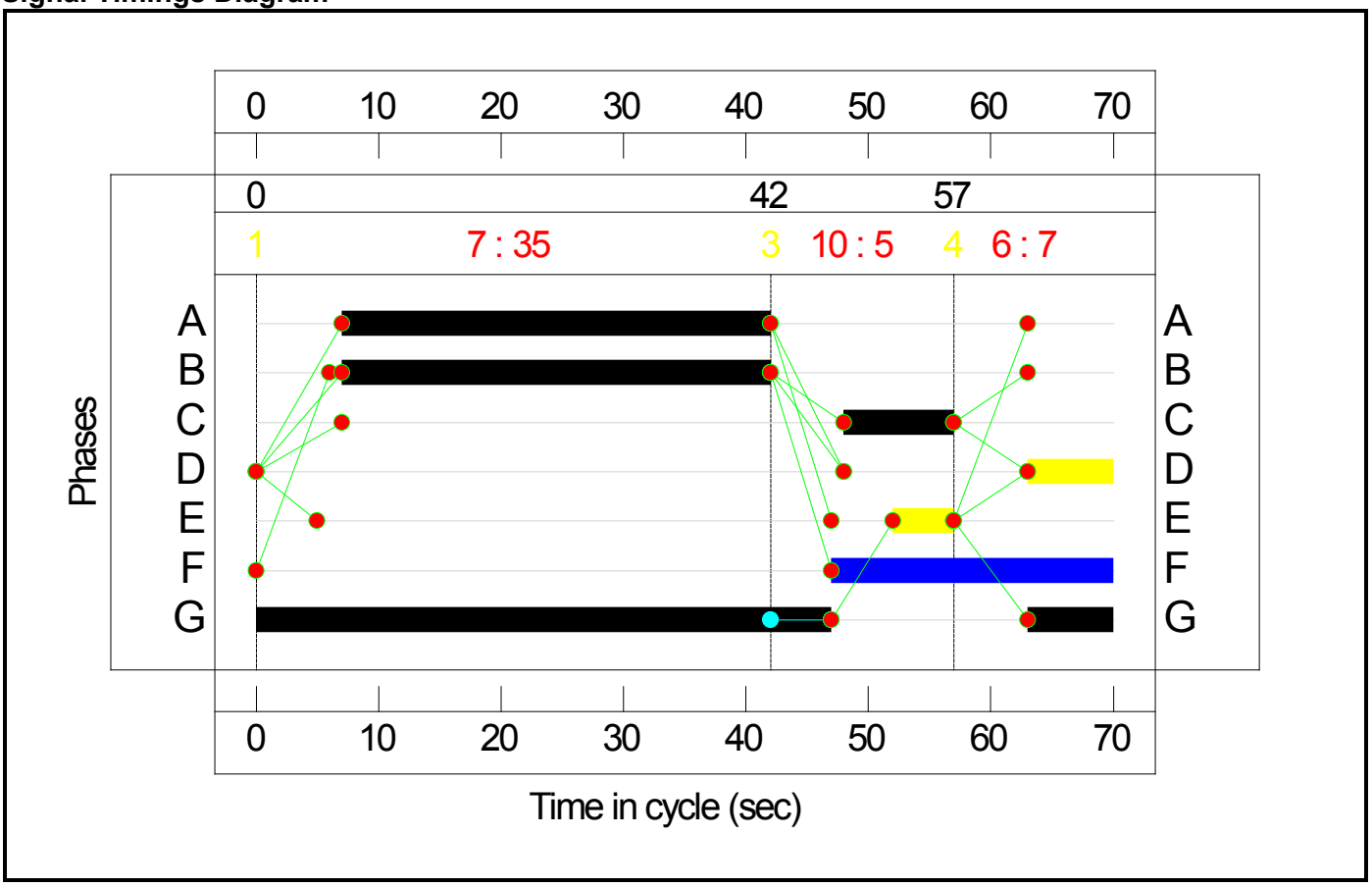
Scenario 1: '2019 DS1 AM Base' (FG1: '2019 DS1 AM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1248	210	144	1602
	B	769	0	242	184	1195
	C	42	167	0	10	219
	D	16	59	6	0	81
	Tot.	827	1474	458	338	3097

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	726	2029:1786	1595	45.5%	1452	0	0	0.4	2.1	0.0	0.4
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	469	2029	1063	44.1%	469	0	0	0.4	3.0	0.0	0.4
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	219	1894	1170	18.7%	219	0	0	0.1	1.9	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	760	1965	1965	38.7%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	704	2029	1186	59.4%	704	0	0	1.6	8.2	12.6	13.3
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	59	1747	548	10.8%	59	0	0	0.1	3.7	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	216	2077	2077	10.4%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	484	2077	2077	23.3%	-	-	-	0.2	1.1	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	469	2077	2077	22.6%	-	-	-	0.1	1.1	0.0	0.1
J1:7/1	Right	U	-		-	-	-	167	2005	2005	8.3%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	819	1965	1965	41.7%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	655	2077	2077	31.5%	-	-	-	0.2	1.3	0.0	0.2
J1:8/3	Right	U	-		-	-	-	216	2005	2005	10.8%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1474	4070	4070	36.2%	-	-	-	0.3	0.7	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	488	1965	1965	24.8%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	517	2105	2105	24.6%	-	-	-	0.2	1.1	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	488	1915	985	49.6%	-	-	-	2.0	14.7	6.1	6.6
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	517	2055:1827	906	57.0%	-	-	-	3.1	21.5	3.6	4.3
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	904	2055:1702	1081	83.7%	-	-	-	5.9	23.5	13.6	16.1
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	698	2055	1057	66.0%	-	-	-	3.4	17.5	9.9	10.9
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	22	1809	207	10.6%	-	-	-	0.2	37.6	0.4	0.4
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	489	1965	1544	31.7%	-	-	-	0.3	1.9	0.1	0.3
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	338	2105	1654	20.4%	-	-	-	0.1	1.5	0.1	0.2
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	760	1915	1915	39.7%	-	-	-	0.3	1.6	0.2	0.5
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	704	2055	2055	34.3%	-	-	-	0.3	1.3	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 7.6
PRC Over All Lanes (%): 7.6

Total Delay for Signalled Lanes (pcuHr): 15.00
Total Delay Over All Lanes(pcuHr): 20.17

Cycle Time (s): 70

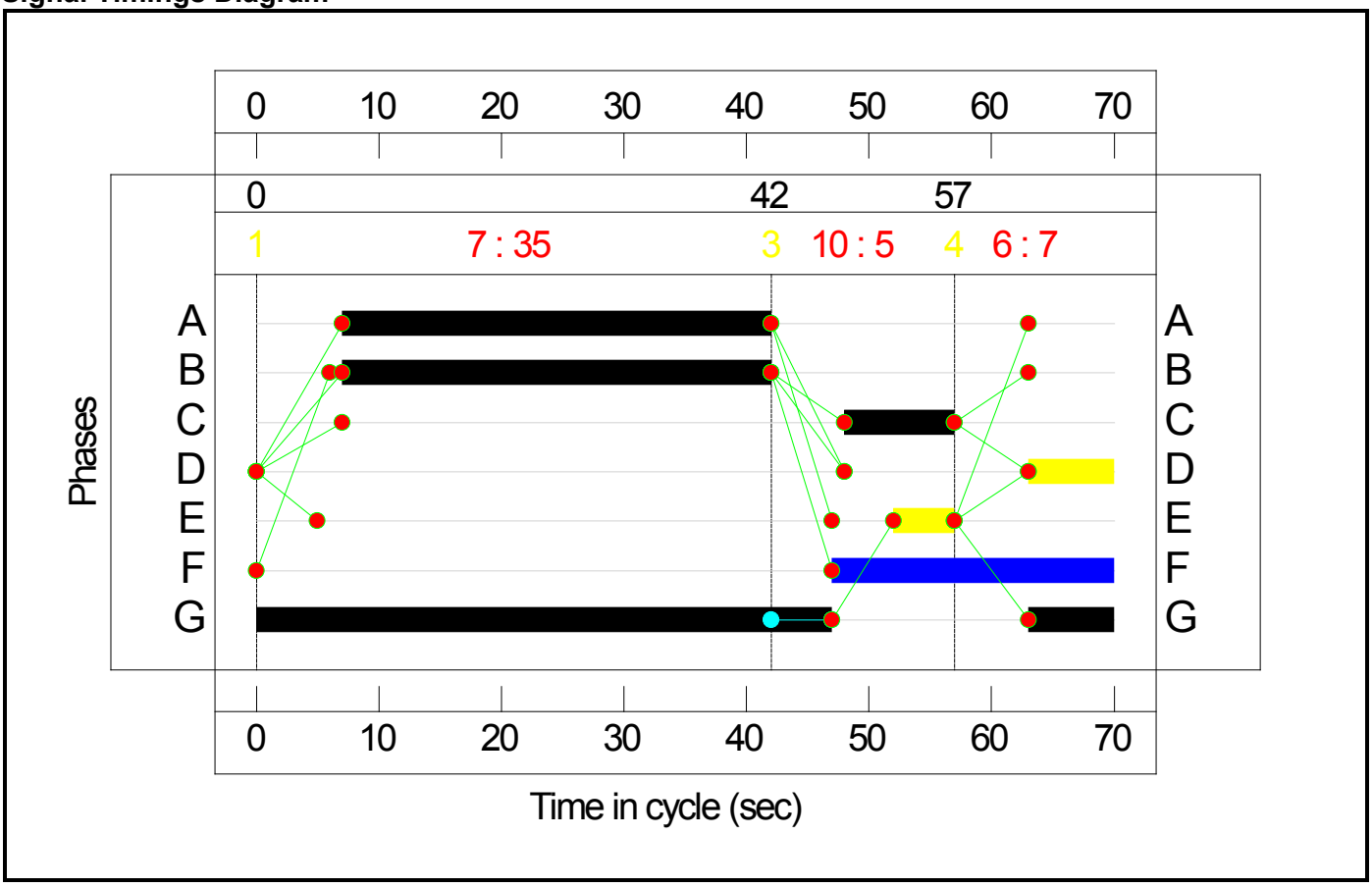
Scenario 2: '2019 DS1 PM Base' (FG2: '2019 DS1 PM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	753	151	10	914
	B	1144	0	254	69	1467
	C	116	269	0	7	392
	D	69	124	23	0	216
	Tot.	1329	1146	428	86	2989

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	852	2029:1786	1550	55.0%	1704	0	0	0.6	2.6	0.0	0.6
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	615	2029	1088	56.5%	615	0	0	0.6	3.8	0.0	0.6
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	392	1894	982	39.9%	392	0	0	0.3	3.0	0.0	0.3
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	511	1965	1965	26.0%	-	-	-	0.2	1.2	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	416	2029	1130	36.8%	416	0	0	0.4	3.2	4.5	4.8
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	124	1747	603	20.6%	124	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	174	2077	2077	8.4%	-	-	-	0.0	0.9	0.0	0.0
J1:6/1	Ahead	U	-		-	-	-	598	2077	2077	28.8%	-	-	-	0.2	1.2	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	615	2077	2077	29.6%	-	-	-	0.2	1.2	0.0	0.2
J1:7/1	Right	U	-		-	-	-	269	2005	2005	13.4%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	635	1965	1965	32.3%	-	-	-	0.2	1.4	0.0	0.2
J1:8/2	Ahead	U	-		-	-	-	511	2077	2077	24.6%	-	-	-	0.2	1.1	0.0	0.2
J1:8/3	Right	U	-		-	-	-	174	2005	2005	8.7%	-	-	-	0.0	1.0	0.0	0.0
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1146	4070	4070	28.2%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	615	1965	1965	31.3%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	721	2105	2105	34.3%	-	-	-	0.3	1.3	0.0	0.3

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	615	1915	985	62.4%	-	-	-	2.9	17.0	8.5	9.4
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	721	2055:1827	1173	61.5%	-	-	-	3.5	17.6	8.8	9.6
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	521	2055:1702	1056	49.3%	-	-	-	2.1	14.3	6.4	6.9
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	393	2055	1057	37.2%	-	-	-	1.4	12.9	4.6	4.9
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	92	1811	207	44.5%	-	-	-	1.1	44.5	1.7	2.1
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	626	1965	1544	40.5%	-	-	-	0.4	2.1	0.1	0.5
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	703	2105	1654	42.5%	-	-	-	0.4	2.0	0.1	0.5
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	511	1915	1915	26.7%	-	-	-	0.2	1.4	0.2	0.4
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	416	2055	2055	20.2%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 44.1
PRC Over All Lanes (%): 44.1

Total Delay for Signalled Lanes (pcuHr): 11.81
Total Delay Over All Lanes(pcuHr): 16.07

Cycle Time (s): 70

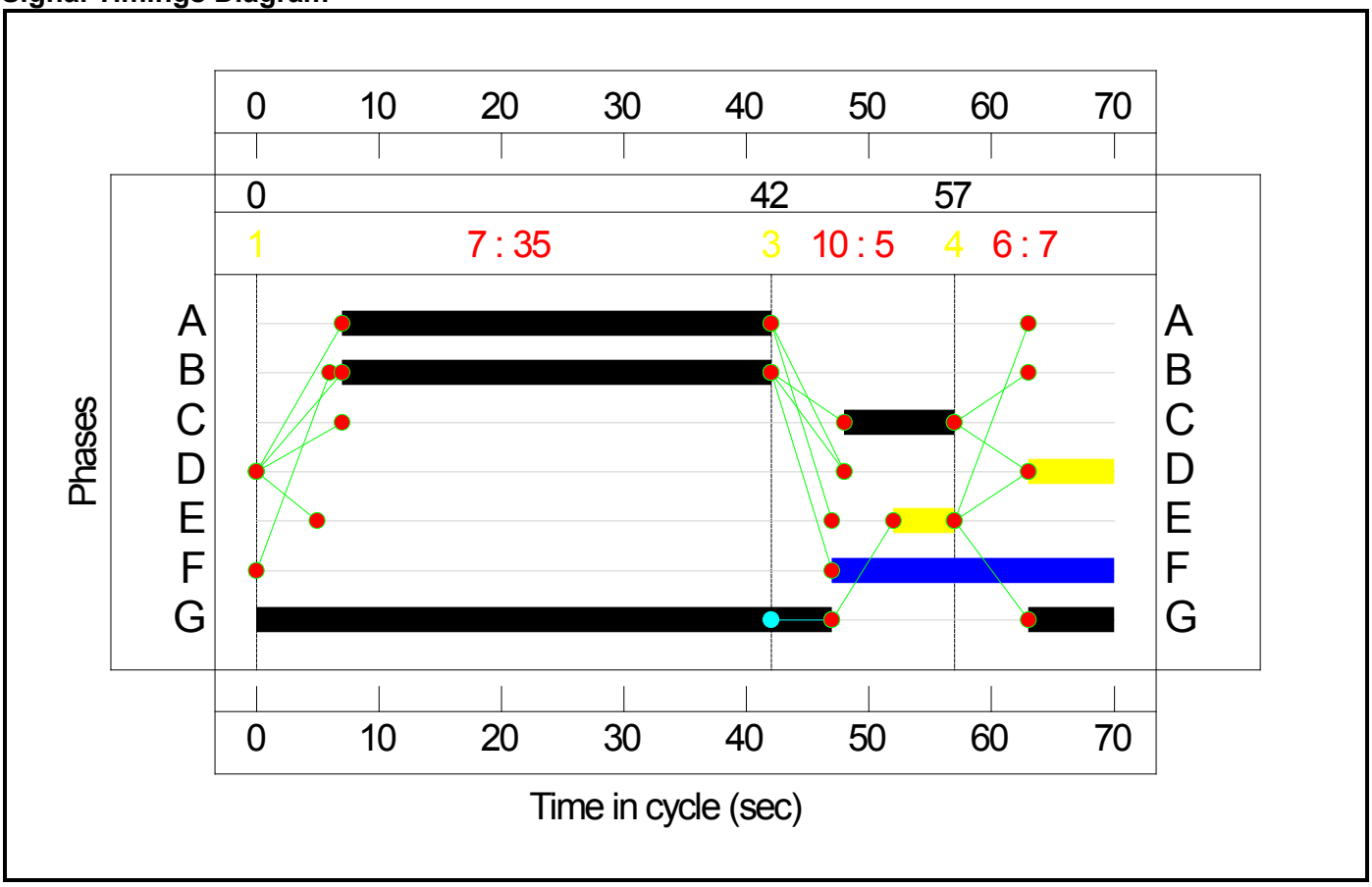
Scenario 3: '2024 DS1 AM Base' (FG3: '2024 DS1 AM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1317	222	152	1691
	B	939	0	250	190	1379
	C	51	173	0	11	235
	D	20	61	6	0	87
	Tot.	1010	1551	478	353	3392

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	773	2029:1786	1561	49.5%	1546	0	0	0.5	2.3	0.0	0.5
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	606	2029	1056	57.4%	606	0	0	0.7	4.0	0.0	0.7
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	235	1894	1043	22.5%	235	0	0	0.1	2.2	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	789	1965	1965	40.2%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	756	2029	1183	63.9%	756	0	0	2.0	9.7	13.7	14.6
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	61	1747	541	11.3%	61	0	0	0.1	3.7	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	228	2077	2077	11.0%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	523	2077	2077	25.2%	-	-	-	0.2	1.2	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	606	2077	2077	29.2%	-	-	-	0.2	1.2	0.0	0.2
J1:7/1	Right	U	-		-	-	-	173	2005	2005	8.6%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	850	1965	1965	43.3%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	701	2077	2077	33.8%	-	-	-	0.3	1.3	0.0	0.3
J1:8/3	Right	U	-		-	-	-	228	2005	2005	11.4%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1551	4070	4070	38.1%	-	-	-	0.3	0.7	0.0	0.2
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	524	1965	1965	26.7%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	667	2105	2105	31.7%	-	-	-	0.2	1.3	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	524	1915	985	53.2%	-	-	-	2.2	15.3	6.7	7.3
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	667	2055:1827	1254	53.2%	-	-	-	3.6	19.2	5.6	6.1
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	941	2055:1702	1081	87.0%	-	-	-	6.9	26.3	14.7	17.9
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	750	2055	1057	71.0%	-	-	-	3.9	18.8	11.0	12.3
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	26	1813	207	12.5%	-	-	-	0.3	37.8	0.4	0.5
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	525	1965	1544	34.0%	-	-	-	0.3	1.9	0.1	0.4
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	485	2105	1654	29.3%	-	-	-	0.2	1.7	0.1	0.3
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	789	1915	1915	41.2%	-	-	-	0.4	1.7	0.2	0.6
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	756	2055	2055	36.8%	-	-	-	0.3	1.4	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 3.4
PRC Over All Lanes (%): 3.4

Total Delay for Signalled Lanes (pcuHr): 17.37
Total Delay Over All Lanes(pcuHr): 23.68

Cycle Time (s): 70

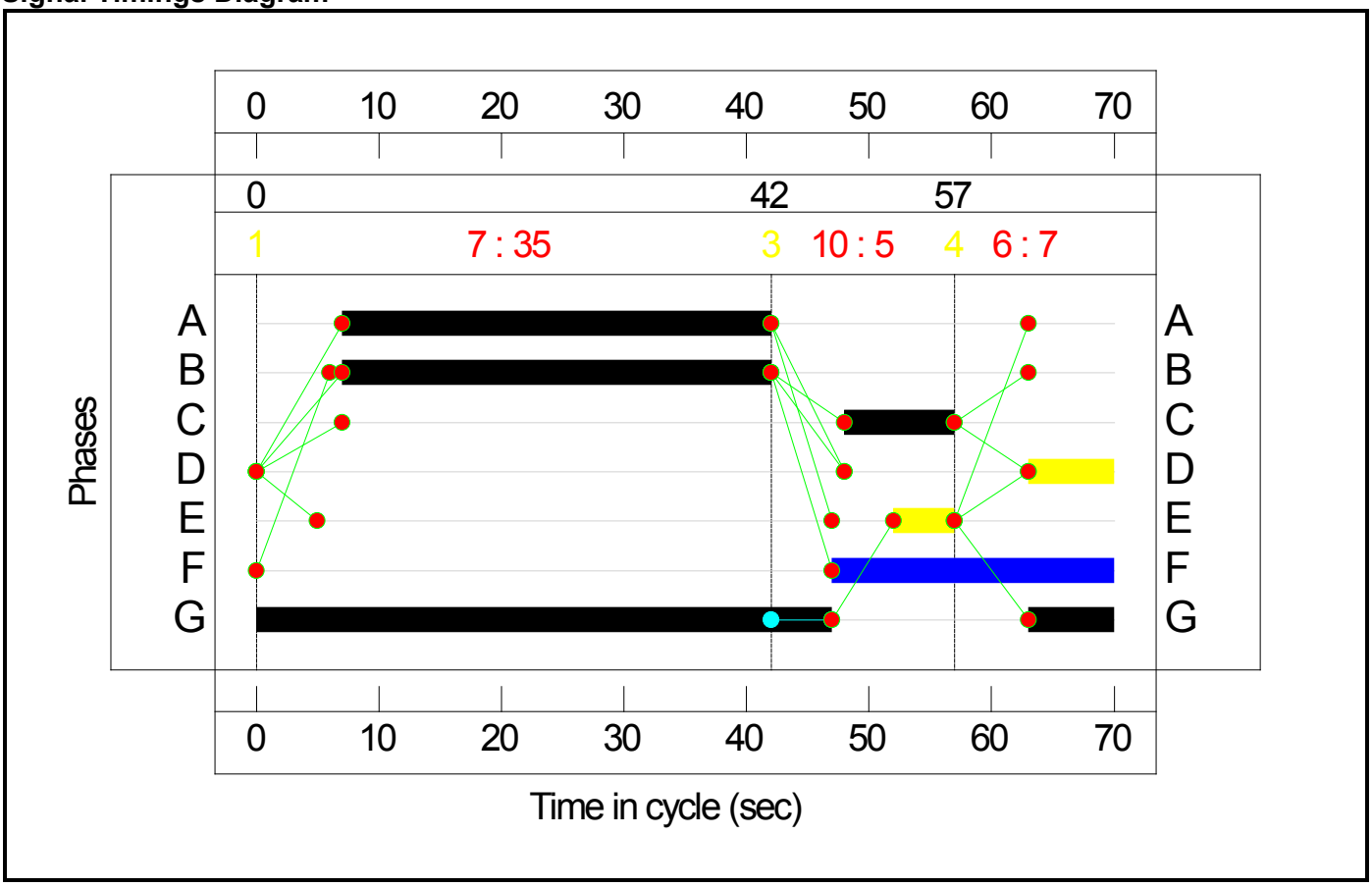
Scenario 4: '2024 DS1 PM Base' (FG4: '2024 DS1 PM Base', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	808	162	11	981
	B	1319	0	263	71	1653
	C	134	278	0	7	419
	D	80	128	24	0	232
	Tot.	1533	1214	449	89	3285

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	953	2029:1786	1493	63.8%	1906	0	0	0.9	3.3	0.0	0.9
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	700	2029	1081	64.8%	700	0	0	0.9	4.7	0.0	0.9
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	419	1894	855	49.0%	419	0	0	0.5	4.1	0.0	0.5
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	550	1965	1965	28.0%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	444	2029	1125	39.5%	444	0	0	0.4	3.5	5.1	5.4
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	128	1747	594	21.6%	128	0	0	0.1	3.9	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	186	2077	2077	9.0%	-	-	-	0.0	1.0	0.0	0.0
J1:6/1	Ahead	U	-		-	-	-	690	2077	2077	33.2%	-	-	-	0.2	1.3	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	700	2077	2077	33.7%	-	-	-	0.3	1.3	0.0	0.3
J1:7/1	Right	U	-		-	-	-	278	2005	2005	13.9%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	678	1965	1965	34.5%	-	-	-	0.3	1.4	0.0	0.3
J1:8/2	Ahead	U	-		-	-	-	536	2077	2077	25.8%	-	-	-	0.2	1.2	0.0	0.2
J1:8/3	Right	U	-		-	-	-	186	2005	2005	9.3%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1214	4070	4070	29.8%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	706	1965	1965	35.9%	-	-	-	0.3	1.4	0.0	0.3
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	825	2105	2105	39.2%	-	-	-	0.3	1.4	0.0	0.3

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	706	1915	985	71.7%	-	-	-	3.8	19.5	10.4	11.6
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	825	2055:1827	1162	71.0%	-	-	-	4.5	19.6	11.0	12.2
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	561	2055:1702	1056	53.1%	-	-	-	2.3	14.9	7.1	7.6
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	420	2055	1057	39.7%	-	-	-	1.5	13.2	4.9	5.2
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	104	1813	207	50.2%	-	-	-	1.3	46.4	1.9	2.4
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	732	1965	1544	47.4%	-	-	-	0.5	2.4	0.2	0.6
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	801	2105	1654	48.4%	-	-	-	0.5	2.3	0.2	0.6
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	550	1915	1915	28.7%	-	-	-	0.2	1.5	0.2	0.4
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	444	2055	2055	21.6%	-	-	-	0.1	1.1	0.0	0.1
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 25.5
PRC Over All Lanes (%): 25.5

Total Delay for Signalled Lanes (pcuHr): 14.49
Total Delay Over All Lanes(pcuHr): 19.83

Cycle Time (s): 70

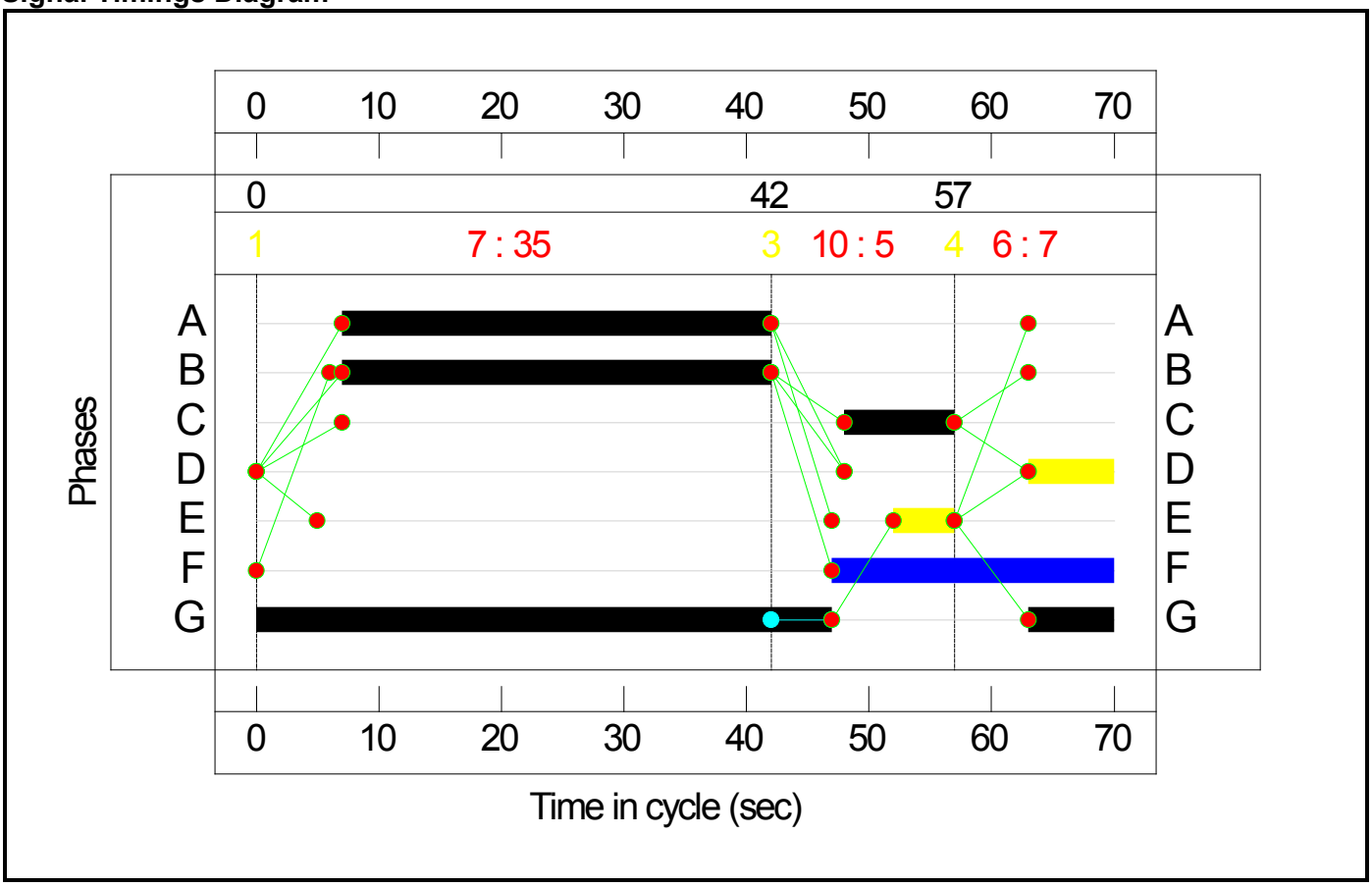
Scenario 5: '2024 DS1 AM Base + Development' (FG5: '2024 DS1 AM Base+Dev', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1333	224	154	1711
	B	956	0	250	190	1396
	C	52	173	0	11	236
	D	20	61	6	0	87
	Tot.	1028	1567	480	355	3430

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	782	2029:1786	1551	50.4%	1564	0	0	0.5	2.3	0.0	0.5
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	614	2029	1055	58.2%	614	0	0	0.7	4.1	0.0	0.7
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	236	1894	1031	22.9%	236	0	0	0.1	2.3	0.0	0.1
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	795	1965	1965	40.5%	-	-	-	0.3	1.5	0.0	0.3
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	768	2029	1183	64.9%	768	0	0	2.2	10.1	13.9	14.9
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	61	1747	540	11.3%	61	0	0	0.1	3.8	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	230	2077	2077	11.1%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	532	2077	2077	25.6%	-	-	-	0.2	1.2	0.0	0.2
J1:6/2	Right Ahead	U	-		-	-	-	614	2077	2077	29.6%	-	-	-	0.2	1.2	0.0	0.2
J1:7/1	Right	U	-		-	-	-	173	2005	2005	8.6%	-	-	-	0.0	1.0	0.0	0.0
J1:8/1	Ahead	U	-		-	-	-	856	1965	1965	43.6%	-	-	-	0.4	1.6	0.0	0.4
J1:8/2	Ahead	U	-		-	-	-	711	2077	2077	34.2%	-	-	-	0.3	1.3	0.0	0.3
J1:8/3	Right	U	-		-	-	-	230	2005	2005	11.5%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1567	4070	4070	38.5%	-	-	-	0.3	0.7	0.0	0.2
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	533	1965	1965	27.1%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	676	2105	2105	32.1%	-	-	-	0.2	1.3	0.0	0.2

J2:1/1	Newgate Ln S/B Ahead	U	A		1	35	-	533	1915	985	54.1%	-	-	-	2.3	15.4	7.0	7.5
J2:1/2+J2:1/3	Newgate Ln S/B Ahead Right	U	A C		1	35:9	-	676	2055:1827	1255	53.9%	-	-	-	3.6	19.2	5.8	6.4
J2:2/2+J2:2/1	Newgate Ln N/B Ahead Left	U	B		1	35	-	949	2055:1702	1081	87.8%	-	-	-	7.1	27.1	15.1	18.5
J2:2/3	Newgate Ln N/B Ahead	U	B		1	35	-	762	2055	1057	72.1%	-	-	-	4.1	19.2	11.4	12.7
J2:3/1	HMS Collingwood Right Left	U	D		1	7	-	26	1813	207	12.5%	-	-	-	0.3	37.8	0.4	0.5
J2:4/1	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	534	1965	1544	34.6%	-	-	-	0.3	1.9	0.1	0.4
J2:4/2	Newgate Ln S/B Exit Merge Ahead	U	G		1	54	-	494	2105	1654	29.9%	-	-	-	0.2	1.7	0.1	0.3
J2:5/1	Newgate Ln N/B Exit Ahead	U	-		-	-	-	795	1915	1915	41.5%	-	-	-	0.4	1.7	0.2	0.6
J2:5/2	Newgate Ln N/B Exit Ahead	U	-		-	-	-	768	2055	2055	37.4%	-	-	-	0.3	1.4	0.0	0.3
J2:P1	Newgate Ln S/B	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J2:P2	Newgate Ln N/B	-	F		1	23	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Collingwood T-Junction

PRC for Signalled Lanes (%): 2.5
PRC Over All Lanes (%): 2.5

Total Delay for Signalled Lanes (pcuHr): 17.89
Total Delay Over All Lanes(pcuHr): 24.40

Cycle Time (s): 70

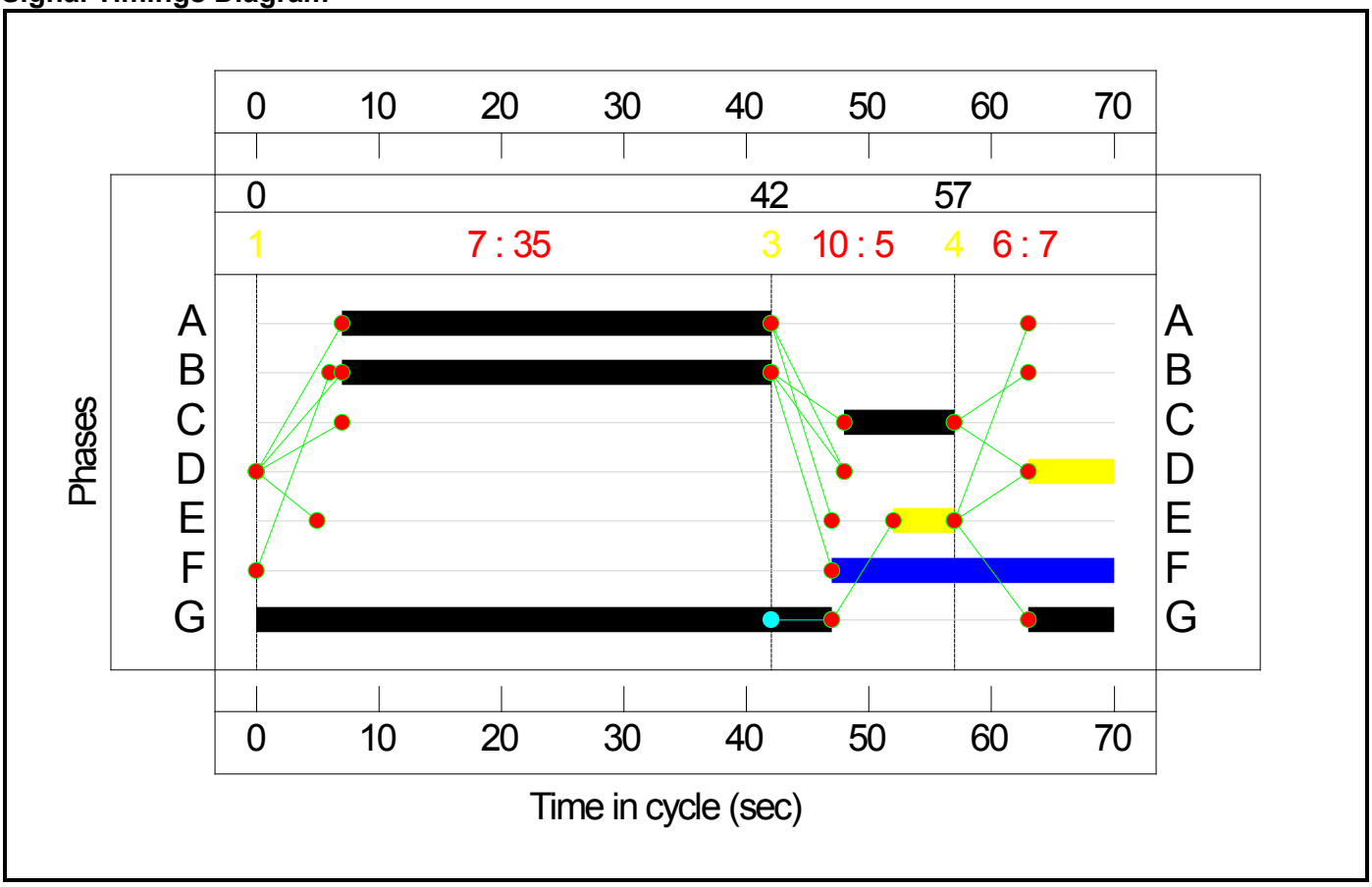
Scenario 6: '2024 DS1 PM Base + Development' (FG6: '2024 DS1 PM Base+Dev', Plan 1: 'Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	828	166	11	1005
	B	1341	0	263	71	1675
	C	136	278	0	7	421
	D	81	128	24	0	233
	Tot.	1558	1234	453	89	3334

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Newgate Ln S/B Ahead Left	O	-		-	-	-	972	2029:1786	1479	65.7%	1944	0	0	1.0	3.5	0.0	1.0
J1:1/3	Newgate Ln S/B Ahead	O	-		-	-	-	703	2029	1079	65.2%	703	0	0	0.9	4.8	0.0	0.9
J1:2/1	Speedfields Pk Ahead Left	O	-		-	-	-	421	1894	839	50.2%	421	0	0	0.5	4.3	0.0	0.5
J1:3/1	Newgate Lane N/B Ahead	U	-		-	-	-	564	1965	1965	28.7%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2	Newgate Lane N/B Ahead	O	-		-	-	-	454	2029	1125	40.4%	454	0	0	0.5	3.6	5.4	5.7
J1:4/1	HMS C'wood LT G-way Ahead	O	-		-	-	-	128	1747	591	21.7%	128	0	0	0.1	3.9	0.0	0.1
J1:5/1	Right Ahead	U	-		-	-	-	190	2077	2077	9.1%	-	-	-	0.1	1.0	0.0	0.1
J1:6/1	Ahead	U	-		-	-	-	709	2077	2077	34.1%	-	-	-	0.3	1.3	0.0	0.3
J1:6/2	Right Ahead	U	-		-	-	-	703	2077	2077	33.8%	-	-	-	0.3	1.3	0.0	0.3
J1:7/1	Right	U	-		-	-	-	278	2005	2005	13.9%	-	-	-	0.1	1.0	0.0	0.1
J1:8/1	Ahead	U	-		-	-	-	692	1965	1965	35.2%	-	-	-	0.3	1.4	0.0	0.3
J1:8/2	Ahead	U	-		-	-	-	542	2077	2077	26.1%	-	-	-	0.2	1.2	0.0	0.2
J1:8/3	Right	U	-		-	-	-	190	2005	2005	9.5%	-	-	-	0.1	1.0	0.0	0.1
J1:9/1	Newgate Ln N/B Exit	U	-		-	-	-	1234	4070	4070	30.3%	-	-	-	0.2	0.6	0.0	0.1
J1:11/1	Newgate Ln S/B Exit Ahead	U	-		-	-	-	716	1965	1965	36.4%	-	-	-	0.3	1.4	0.0	0.3
J1:11/2	Newgate Ln S/B Exit Ahead	U	-		-	-	-	839	2105	2105	39.9%	-	-	-	0.3	1.4	0.0	0.3