

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 Entry Ahead Left	U	C1:A		1	33	-	567	2013:1868	967	58.7%	-	-	-	4.8	30.5	8.6	9.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	33	-	172	1800	612	28.1%	-	-	-	1.3	28.2	3.4	3.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	57	-	186	1800	1044	17.8%	-	-	-	0.7	14.3	4.3	4.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	57	-	539	1965:1800	1202	44.8%	-	-	-	2.0	13.3	4.4	4.8
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	376	1800	1530	24.6%	-	-	-	0.2	1.8	0.3	0.5
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1025	3600	3060	33.5%	-	-	-	0.4	1.3	1.7	2.0
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	846	2105:1948	1082	78.2%	-	-	-	6.0	25.5	17.5	19.2
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	393	2105	1116	35.2%	-	-	-	1.8	16.1	6.2	6.5
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	457	1991	776	58.9%	-	-	-	1.8	14.1	10.6	11.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	408	2255	879	46.4%	-	-	-	2.2	19.3	7.6	8.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	372	1800	1458	25.5%	-	-	-	0.3	2.8	1.2	1.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	227	1965	1592	14.3%	-	-	-	0.1	1.4	0.0	0.1
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	775	1898	987	78.5%	-	-	-	6.0	27.8	17.4	19.2

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	871	2105	1095	79.6%	-	-	-	6.7	27.6	19.6	21.5
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	755	2155	862	87.6%	-	-	-	6.8	32.3	16.3	19.6
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	85	2092	837	10.2%	-	-	-	0.3	12.8	0.5	0.5
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	393	1800	720	54.6%	-	-	-	1.8	16.3	5.1	5.7
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.3%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	393	2105	1747	22.5%	-	-	-	0.2	2.0	0.8	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	478	2000	2000	23.9%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	393	2000	2000	19.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	242	1940	1409	17.2%	242	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	1592	30.5%	486	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	134	1896	1896	7.1%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1264	2125	2125	59.5%	-	-	-	0.7	2.1	8.3	9.0
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1481	2015	2015	73.5%	-	-	-	1.5	3.7	16.4	17.7
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	728	2015	1632	44.6%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1481	2015	1632	90.7%	-	-	-	5.6	13.5	24.3	28.9
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	728	2015	2015	36.1%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	54	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	53.4	Total Delay for Signalled Lanes (pcuHr)	8.88	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	168.7	Total Delay for Signalled Lanes (pcuHr)	0.56	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	15.1	Total Delay for Signalled Lanes (pcuHr)	11.74	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	2.8	Total Delay for Signalled Lanes (pcuHr)	21.51	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	207.1	Total Delay for Signalled Lanes (pcuHr)	0.44	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	252.7	Total Delay for Signalled Lanes (pcuHr)	0.38	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr)	6.54	Cycle Time (s)	100
	PRC Over All Lanes (%)	-0.8	Total Delay Over All Lanes(pcuHr)	53.20		

Scenario 10: '2024 DS2 BASE PM' (FG10: '2024 DS2 BASE PM', Plan 1: 'Stage Plan 1')

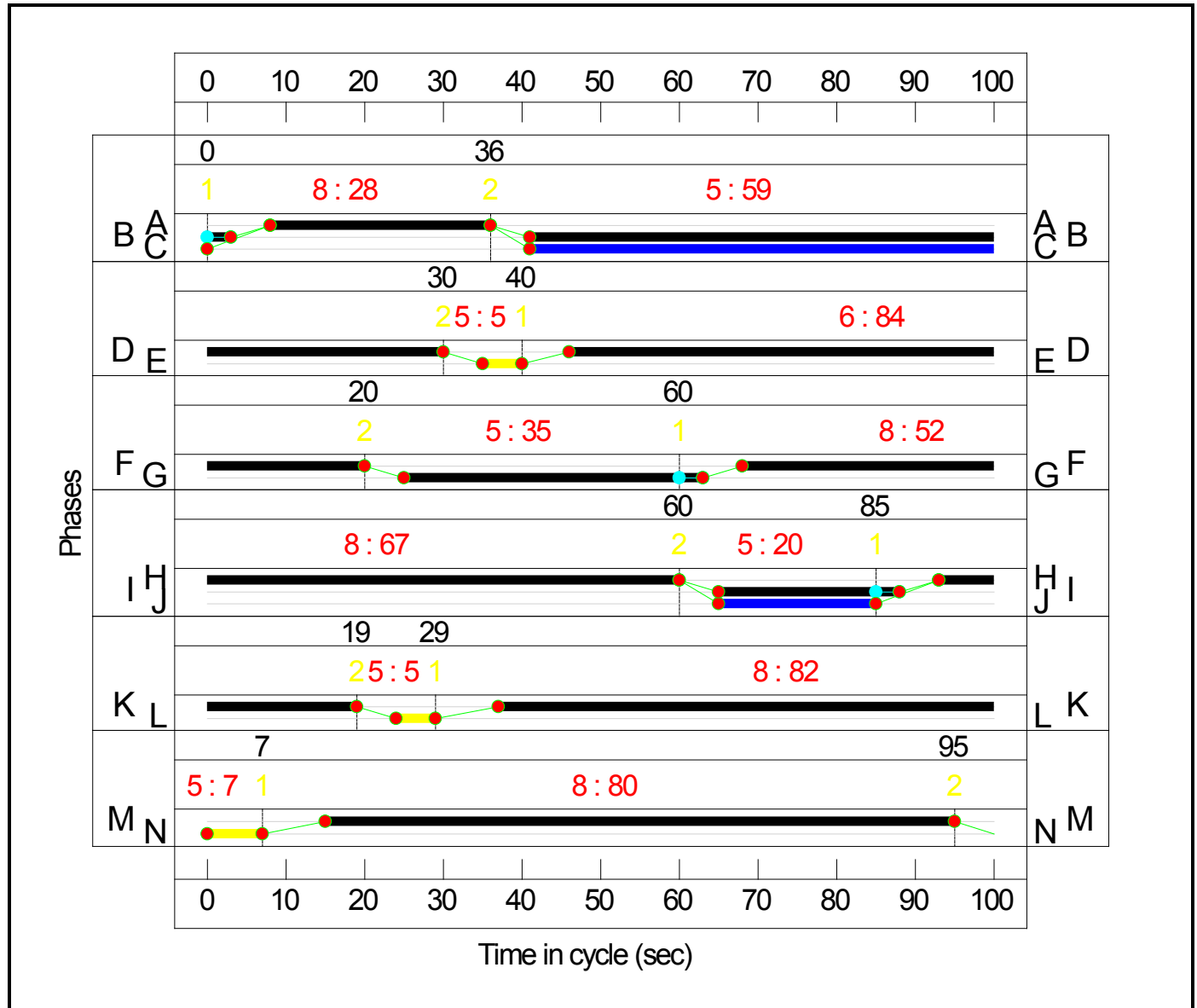
Traffic Flows, Actual

Actual Flow :

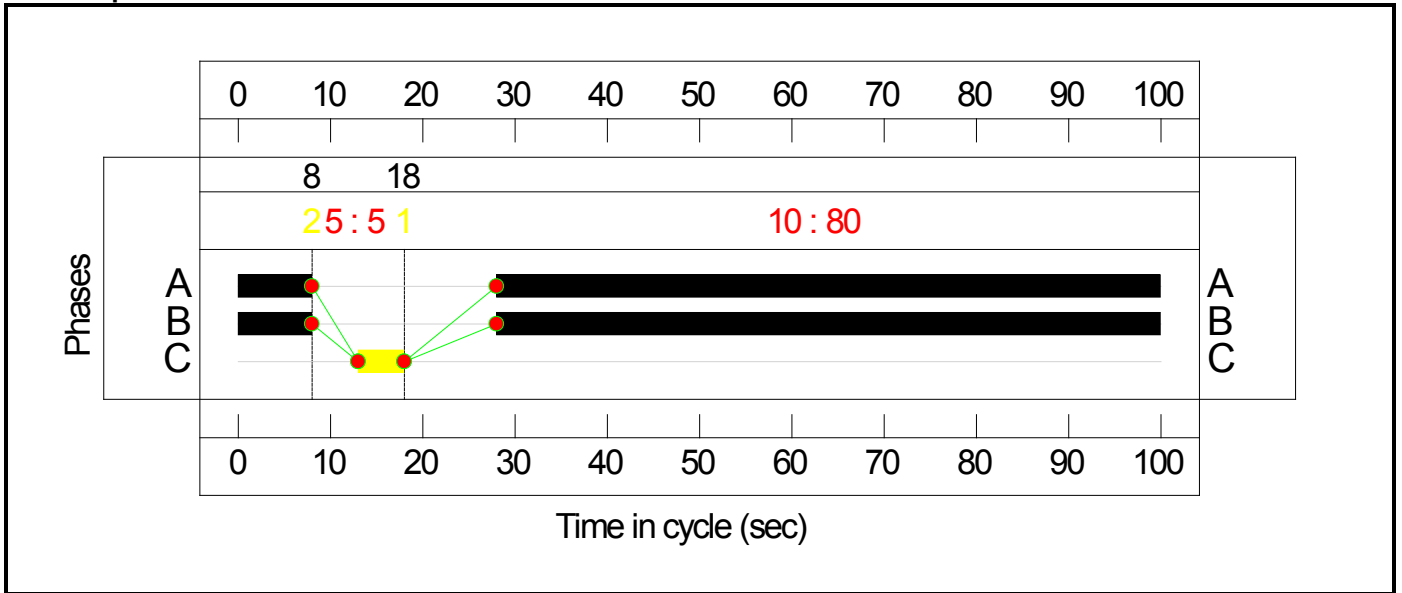
		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	509	208	1024
	B	81	0	154	341	576
	C	312	238	0	348	898
	D	143	955	506	0	1604
	Tot.	536	1500	1169	897	4102

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	779	2013:1868	957	81.4%	-	-	-	9.0	41.8	12.1	14.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	245	1800	522	46.9%	-	-	-	2.4	35.7	5.6	6.0
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	489	1800	1134	41.8%	-	-	-	2.1	16.2	8.2	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1210	1965:1800	1331	85.5%	-	-	-	4.9	15.5	14.6	17.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	180	1800	1530	11.8%	-	-	-	0.1	1.7	0.2	0.3
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	356	3600	3060	11.6%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	496	2105:1942	1031	48.1%	-	-	-	2.5	18.2	8.7	9.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	80	2105	1116	7.2%	-	-	-	0.3	13.2	1.1	1.1
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	586	1991	776	74.6%	-	-	-	3.5	21.6	15.3	16.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	637	2255	879	69.8%	-	-	-	5.1	30.1	13.3	14.4
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	794	1800	1458	53.4%	-	-	-	0.8	3.5	2.6	3.2
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	706	1965	1592	41.7%	-	-	-	0.9	4.9	4.3	4.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	384	1900	1292	29.7%	-	-	-	0.9	8.4	4.3	4.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	514	2105	1431	35.9%	-	-	-	1.2	8.7	6.0	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	549	2155	517	106.1%	-	-	-	27.1	177.6	16.1	38.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	1	2092	502	0.2%	-	-	-	0.0	25.5	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	80	1800	432	18.5%	-	-	-	0.6	26.9	0.8	0.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	599	1965	1631	36.3%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	570	2105	1747	31.3%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	599	2000	2000	29.6%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	570	2000	2000	27.3%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	143	1940	1431	10.0%	143	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1375	106.3%	1375	0	0	58.5	144.2	114.2	164.6
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	37	1896	1896	2.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	594	2092	2092	28.4%	-	-	-	0.2	1.2	2.3	2.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	897	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1604	2015	1632	98.3%	-	-	-	18.1	40.7	41.4	55.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	897	2015	1632	53.0%	-	-	-	0.8	3.3	2.3	2.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1604	2015	2015	79.6%	-	-	-	1.9	4.3	0.0	1.9

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	5.2	Total Delay for Signalled Lanes (pcuHr)	18.51	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	665.0	Total Delay for Signalled Lanes (pcuHr)	0.24	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.6	Total Delay for Signalled Lanes (pcuHr)	11.41	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-17.9	Total Delay for Signalled Lanes (pcuHr)	29.83	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	147.8	Total Delay for Signalled Lanes (pcuHr)	0.58	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	68.4	Total Delay for Signalled Lanes (pcuHr)	1.67	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.2	Total Delay for Signalled Lanes (pcuHr)	18.91	Cycle Time (s)	100
	PRC Over All Lanes (%)	-18.1	Total Delay Over All Lanes(pcuHr)	142.71		

Scenario 11: '2024 DS2 BASE + DEV AM' (FG11: '2024 DS2 BASE + DEV AM', Plan 1: 'Stage Plan 1')

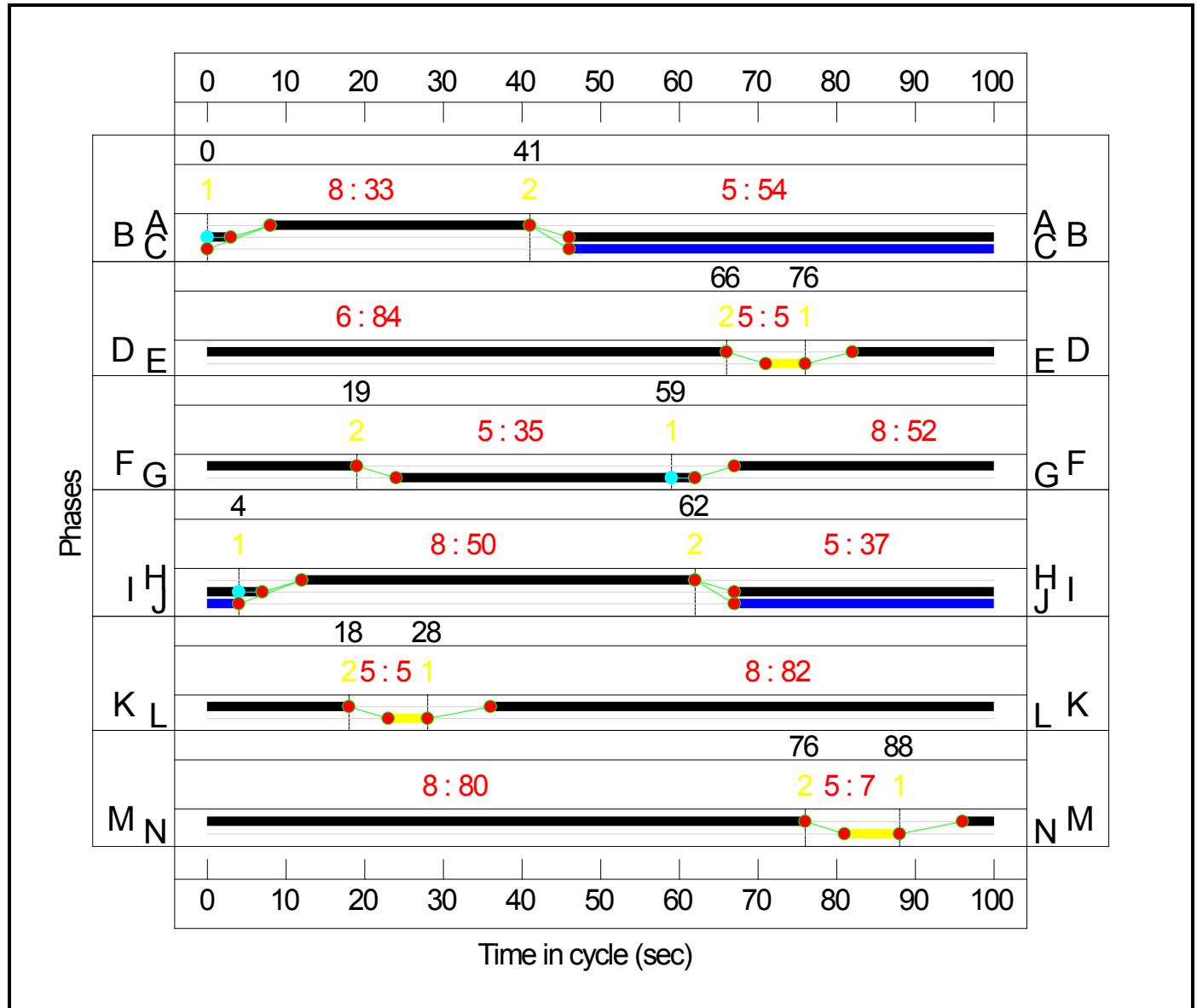
Traffic Flows, Actual

Actual Flow :

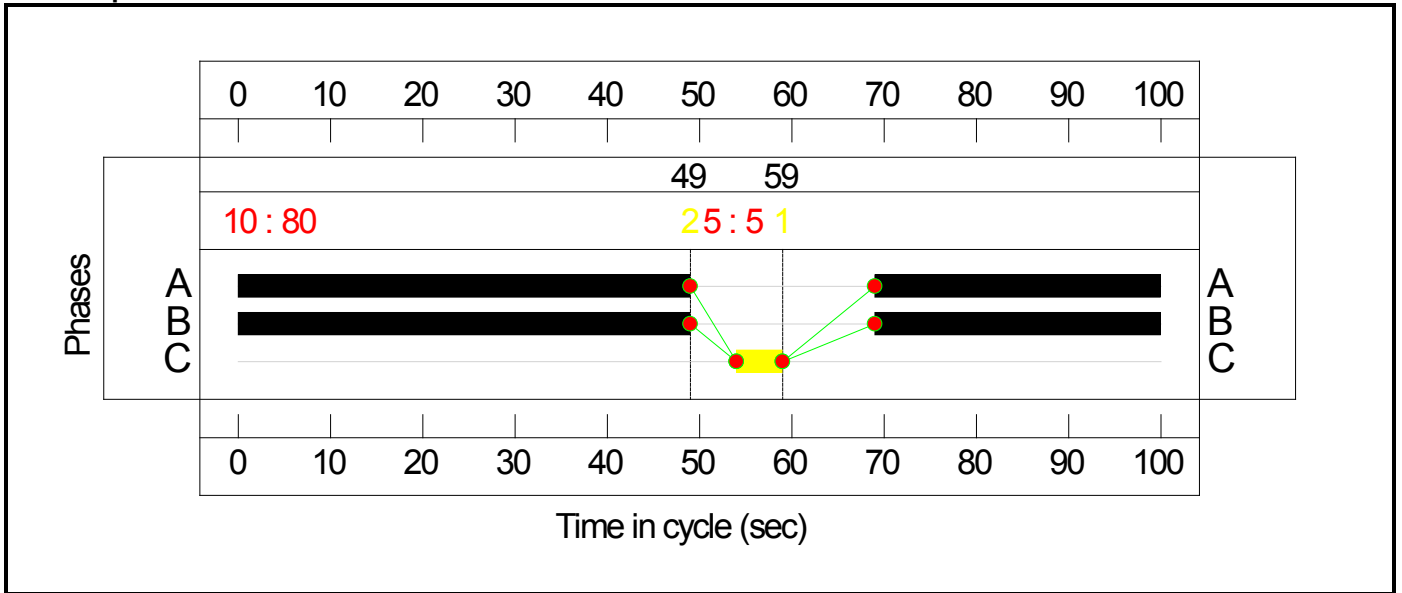
		Destination				
		A	B	C	D	Tot.
Origin	A	0	209	404	183	796
	B	481	0	174	587	1242
	C	685	239	0	726	1650
	D	243	170	316	0	729
	Tot.	1409	618	894	1496	4417

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	33	-	606	2014:1868	975	62.1%	-	-	-	5.2	31.1	9.2	10.0
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	33	-	190	1800	612	31.0%	-	-	-	1.5	28.6	3.9	4.1
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	57	-	179	1800	1044	17.1%	-	-	-	0.6	11.7	3.8	3.9
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	57	-	546	1965:1800	1207	45.2%	-	-	-	2.0	13.1	4.4	4.8
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	418	1800	1530	27.3%	-	-	-	0.2	2.0	0.4	0.6
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	991	3600	3060	32.4%	-	-	-	0.4	1.3	1.6	1.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	887	2105:1948	1100	80.7%	-	-	-	6.5	26.4	18.4	20.5
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	355	2105	1116	31.8%	-	-	-	1.5	15.7	5.5	5.8
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	434	1991	776	55.9%	-	-	-	1.4	11.7	10.3	11.0
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	469	2255	879	53.3%	-	-	-	2.6	20.3	8.8	9.3
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	382	1800	1458	26.2%	-	-	-	0.2	2.1	0.3	0.5
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	236	1965	1592	14.8%	-	-	-	0.1	2.3	1.1	1.2
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	50	-	775	1898	968	80.1%	-	-	-	6.3	29.4	17.7	19.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	50	-	875	2105	1074	81.5%	-	-	-	7.2	29.4	20.2	22.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	40	-	770	2155	884	87.1%	-	-	-	6.7	31.2	17.5	20.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	40	-	126	2092	858	14.7%	-	-	-	0.4	11.4	0.6	0.7
J1:9/3	Broom Way Internal Right	U	C1:I		1	40	-	355	1800	738	48.1%	-	-	-	1.4	13.9	4.2	4.6
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	464	1965	1631	28.4%	-	-	-	0.2	1.7	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	430	2105	1747	24.6%	-	-	-	0.2	2.0	0.7	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	464	2000	2000	23.2%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	430	2000	2000	21.5%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	243	1940	1400	17.4%	243	0	0	0.1	1.6	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	1591	30.6%	486	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	175	1896	1896	9.2%	-	-	-	0.1	1.0	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1230	2124	2124	57.9%	-	-	-	0.7	2.0	7.1	7.8
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1496	2015	2015	74.2%	-	-	-	1.6	3.8	17.5	18.9
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	729	2015	1632	44.7%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1496	2015	1632	91.7%	-	-	-	6.3	15.1	25.2	30.3
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	729	2015	2015	36.2%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	54	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	44.9	Total Delay for Signalled Lanes (pcuHr):	9.32	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	177.9	Total Delay for Signalled Lanes (pcuHr):	0.60	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	11.6	Total Delay for Signalled Lanes (pcuHr):	12.11	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	3.3	Total Delay for Signalled Lanes (pcuHr):	21.92	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	216.3	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	243.5	Total Delay for Signalled Lanes (pcuHr):	0.37	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-1.8	Total Delay for Signalled Lanes (pcuHr):	7.25	Cycle Time (s):	100
	PRC Over All Lanes (%)	-1.8	Total Delay Over All Lanes(pcuHr):	55.23		

Scenario 12: '2024 DS2 BASE + DEV PM' (FG12: '2024 DS2 BASE + DEV PM', Plan 1: 'Stage Plan 1')

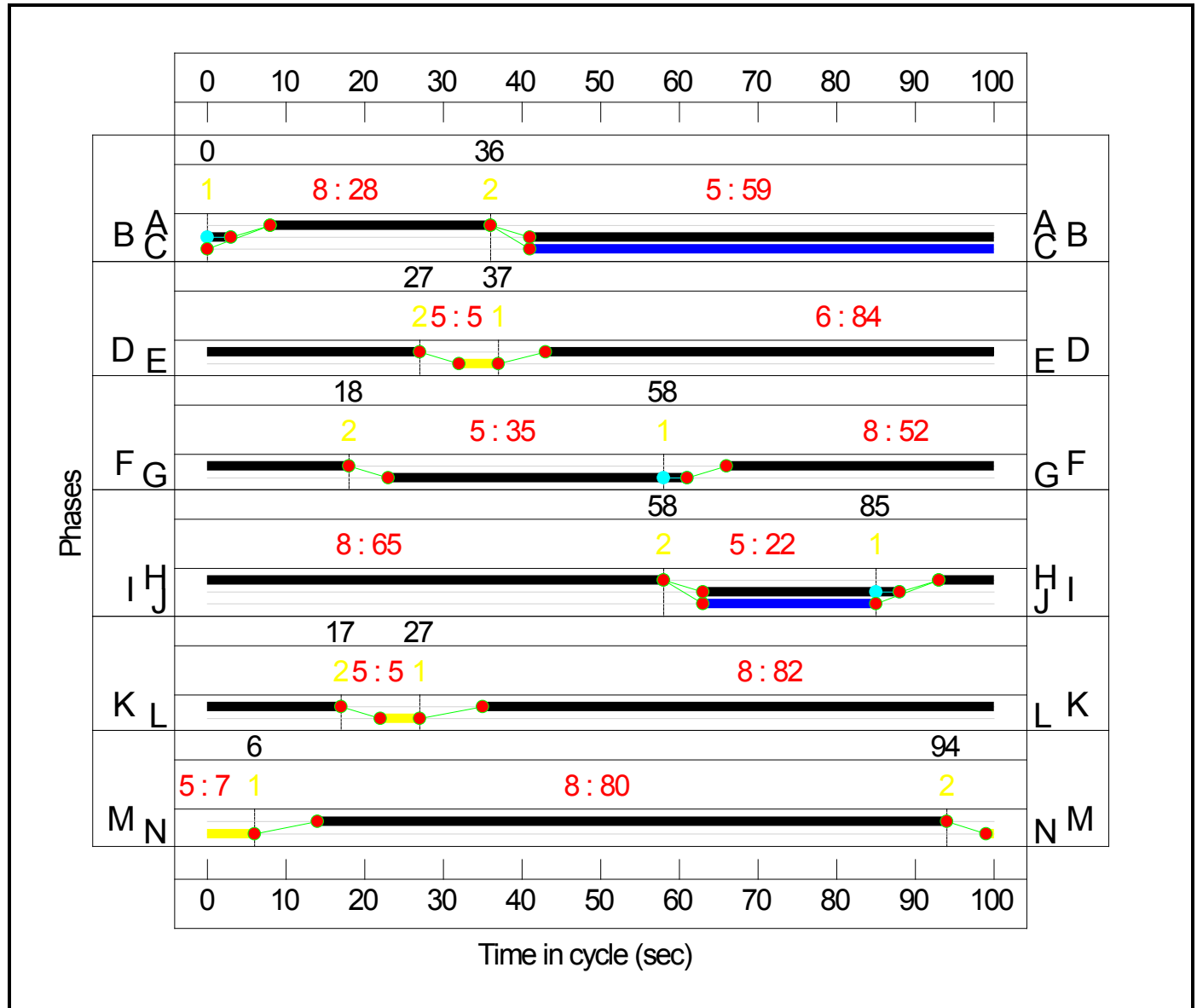
Traffic Flows, Actual

Actual Flow :

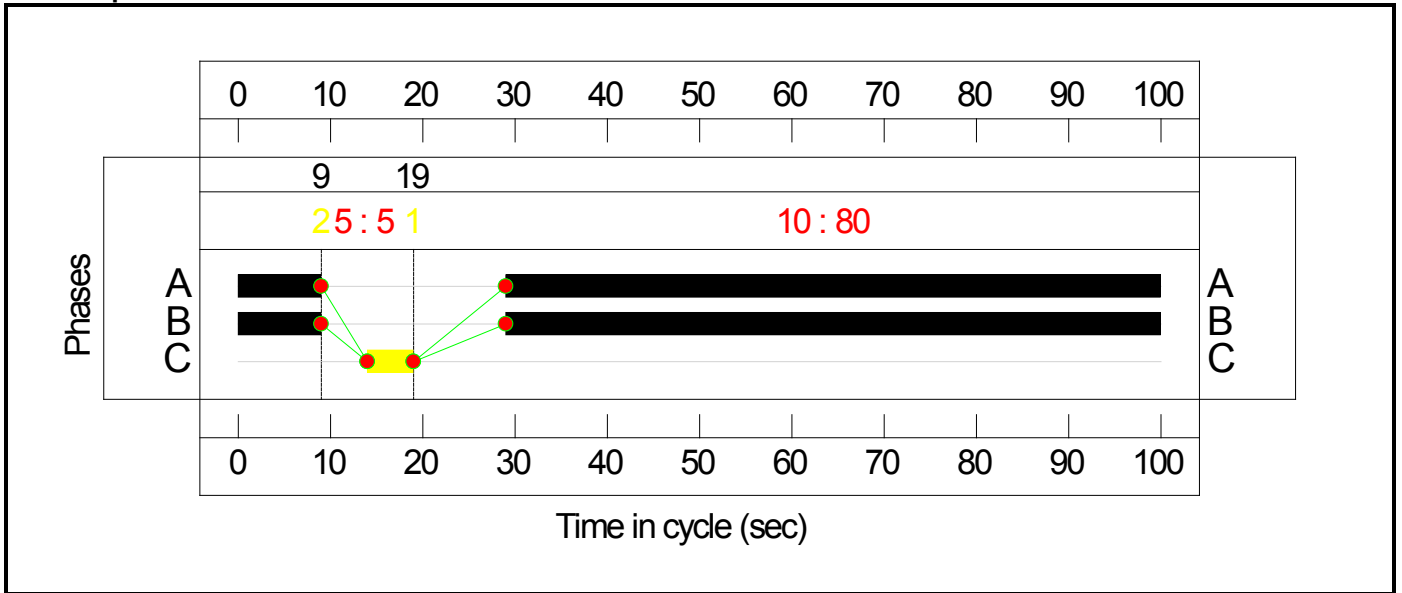
		Destination				
		A	B	C	D	Tot.
Origin	A	0	316	517	210	1043
	B	105	0	154	341	600
	C	327	238	0	348	913
	D	148	955	506	0	1609
	Tot.	580	1509	1177	899	4165

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	802	2013:1868	953	84.2%	-	-	-	9.7	43.7	12.7	15.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	241	1800	522	46.2%	-	-	-	2.4	35.5	5.4	5.9
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	506	1800	1134	42.5%	-	-	-	2.2	16.5	8.5	8.9
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1193	1965:1800	1334	81.5%	-	-	-	3.9	12.9	12.0	14.2
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	212	1800	1530	13.9%	-	-	-	0.1	1.9	0.3	0.4
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	368	3600	3060	12.0%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	510	2105:1942	1052	48.5%	-	-	-	2.6	18.0	8.7	9.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	90	2105	1116	8.1%	-	-	-	0.3	13.3	1.2	1.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	607	1991	776	76.8%	-	-	-	3.5	20.9	15.7	17.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	626	2255	879	67.3%	-	-	-	4.7	28.6	12.9	13.9
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	818	1800	1458	54.5%	-	-	-	0.8	3.6	2.1	2.7
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	691	1965	1592	39.6%	-	-	-	0.8	4.8	4.2	4.5
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	65	-	397	1902	1255	31.6%	-	-	-	1.0	9.4	4.6	4.9

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	65	-	516	2105	1389	37.1%	-	-	-	1.4	9.7	6.4	6.7
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	25	-	551	2155	560	98.3%	-	-	-	13.3	87.2	15.2	24.8
J1:9/2	Broom Way Internal Right	U	C1:I		1	25	-	15	2092	544	2.8%	-	-	-	0.1	23.6	0.1	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	25	-	90	1800	468	19.2%	-	-	-	0.6	25.0	0.9	1.0
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	619	1965	1631	37.3%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	558	2105	1747	30.0%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	619	2000	2000	30.4%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	558	2000	2000	26.2%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	148	1940	1425	10.4%	148	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1332	109.7%	1332	0	0	80.2	197.6	113.6	183.3
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	64	1896	1896	3.4%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	606	2093	2093	29.0%	-	-	-	0.2	1.2	2.9	3.1
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	899	2015	2015	44.6%	-	-	-	0.5	2.0	13.2	13.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1609	2015	1632	98.6%	-	-	-	19.1	42.7	42.0	57.1
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	899	2015	1632	55.1%	-	-	-	0.8	3.3	2.3	2.9
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1609	2015	2015	79.9%	-	-	-	2.0	4.4	0.0	2.0

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	22	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	6.9	Total Delay for Signalled Lanes (pcuHr):	18.23	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	549.5	Total Delay for Signalled Lanes (pcuHr):	0.27	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	17.2	Total Delay for Signalled Lanes (pcuHr):	11.05	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-9.3	Total Delay for Signalled Lanes (pcuHr):	16.50	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	141.3	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	65.2	Total Delay for Signalled Lanes (pcuHr):	1.62	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.5	Total Delay for Signalled Lanes (pcuHr):	19.92	Cycle Time (s):	100
	PRC Over All Lanes (%)	-21.9	Total Delay Over All Lanes(pcuHr):	151.52		

Pegasus Group LinSig Report

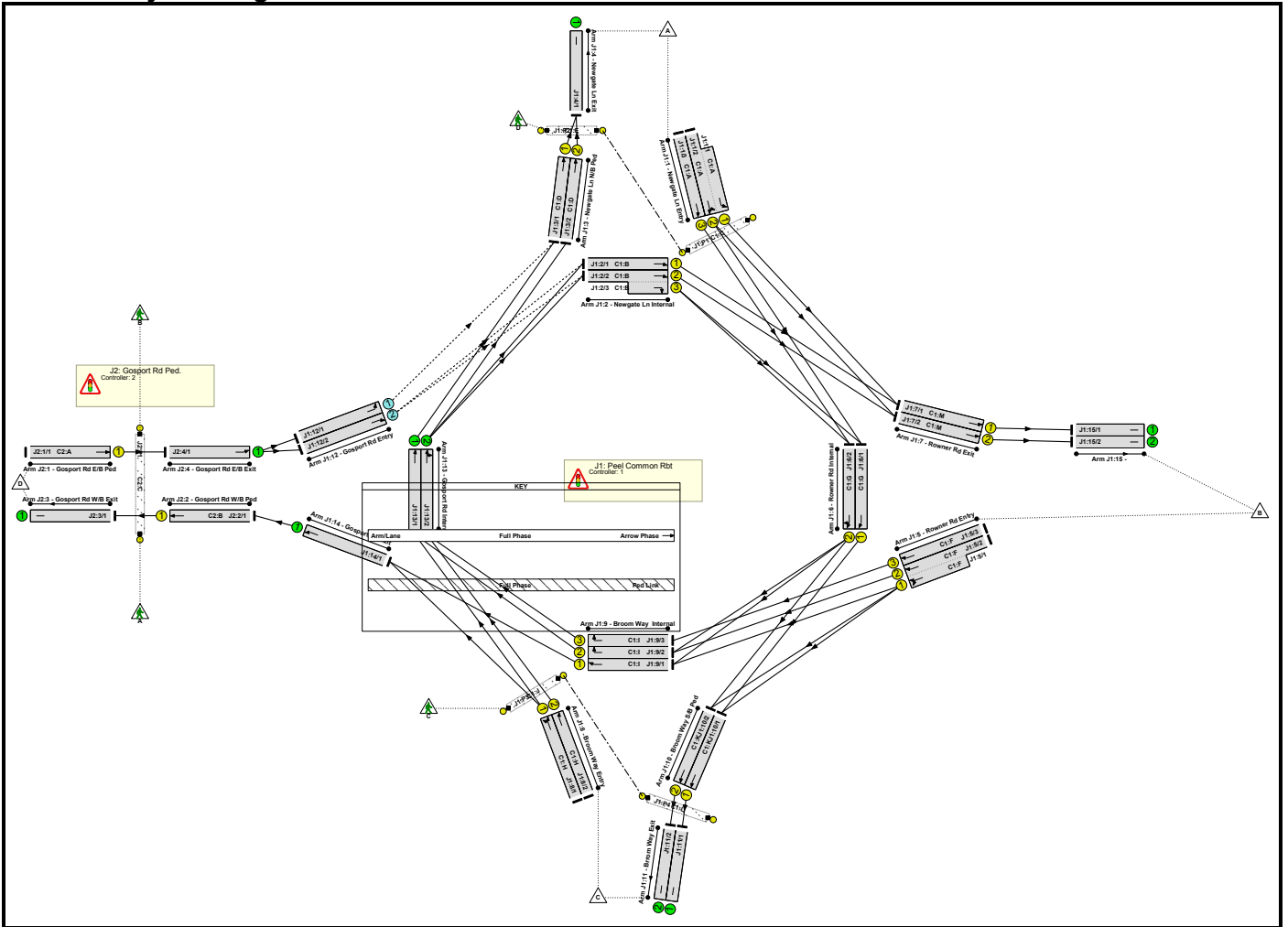
User and Project Details

Project:	
Title:	
Location:	
Company:	
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 BASE AM	2019 DS1 BASE AM	Stage Plan 1	08:00 - 09:00	100	53.0	34.79
2	2019 DS1 BASE PM	2019 DS1 BASE PM	Stage Plan 1	17:00 - 18:00	100	33.2	32.33
3	2024 DS1 BASE AM	2024 DS1 BASE AM	Stage Plan 1	08:00 - 09:00	100	33.8	43.56
4	2024 DS1 BASE PM	2024 DS1 BASE PM	Stage Plan 1	17:00 - 18:00	100	25.0	40.70
5	2024 DS1 BASE + DEV AM	2024 DS1 BASE + DEV AM	Stage Plan 1	08:00 - 09:00	100	29.8	43.35
6	2024 DS1 BASE + DEV PM	2024 DS1 BASE + DEV PM	Stage Plan 1	17:00 - 18:00	100	9.6	43.26
7	2019 DS2 BASE AM	2019 DS2 BASE AM	Stage Plan 1	08:00 - 09:00	100	6.2	41.72
8	2019 DS2 BASE PM	2019 DS2 BASE PM	Stage Plan 1	17:00 - 18:00	100	-13.2	75.85
9	2024 DS2 BASE AM	2024 DS2 BASE AM	Stage Plan 1	08:00 - 09:00	100	-0.8	53.20
10	2024 DS2 BASE PM	2024 DS2 BASE PM	Stage Plan 1	17:00 - 18:00	100	-18.1	142.71
11	2024 DS2 BASE + DEV AM	2024 DS2 BASE + DEV AM	Stage Plan 1	08:00 - 09:00	100	-1.6	57.55
12	2024 DS2 BASE + DEV PM	2024 DS2 BASE + DEV PM	Stage Plan 1	17:00 - 18:00	100	-19.9	159.97

Network Layout Diagram



Lane Input Data

Junction: J1: Peel Common 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 Entry)	U	A	2	3	15.7	Geom	-	3.65	0.00	Y	Arm J1:7 Left	25.00
J1:1/2 (Newgate Ln Entry)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	28.00
											Arm J1:7 Left	Inf
J1:1/3 (Newgate Ln Entry)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J1:2/1 (Newgate Ln Internal)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J1:2/2 (Newgate Ln Internal)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	Inf
J1:2/3 (Newgate Ln Internal)	U	B	2	3	5.0	User	1800	-	-	-	-	-
J1:3/1 (Newgate Ln N/B Ped)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J1:3/2 (Newgate Ln N/B Ped)	U	D	2	3	60.0	User	3600	-	-	-	-	-
J1:4/1 (Newgate Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Rowner Rd Entry)	U	F	2	3	7.8	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	Inf
											Arm J1:10 Left	40.00
J1:5/2 (Rowner Rd Entry)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:9 Ahead	Inf
J1:5/3 (Rowner Rd Entry)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:9 Ahead	Inf
J1:6/1 (Rowner Rd Internal)	U	G	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J1:10 Ahead	24.00
J1:6/2 (Rowner Rd Internal)	U	G	2	3	60.0	Geom	-	5.00	0.00	N	Arm J1:9 Right	Inf
											Arm J1:10 Ahead	Inf
J1:7/1 (Rowner Rd Exit)	U	M	2	3	60.0	User	1800	-	-	-	-	-

J1:7/2 (Rowner Rd Exit)	U	M	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:15 Ahead	Inf
J1:8/1 (Broom Way Entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:13 Ahead	Inf
											Arm J1:14 Left	40.00
J1:8/2 (Broom Way Entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:13 Ahead	Inf
J1:9/1 (Broom Way Internal)	U	I	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:14 Ahead	Inf
J1:9/2 (Broom Way Internal)	U	I	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:13 Right	50.00
J1:9/3 (Broom Way Internal)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J1:10/1 (Broom Way S/B Ped)	U	K	2	3	10.4	Geom	-	3.50	0.00	Y	Arm J1:11 Ahead	Inf
J1:10/2 (Broom Way S/B Ped)	U	K	2	3	10.4	Geom	-	3.50	0.00	N	Arm J1:11 Ahead	Inf
J1:11/1 (Broom Way Exit)	U		2	3	10.4	User	2000	-	-	-	-	-
J1:11/2 (Broom Way Exit)	U		2	3	60.0	User	2000	-	-	-	-	-
J1:12/1 (Gosport Rd Entry)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Left	Inf
J1:12/2 (Gosport Rd Entry)	O		2	3	60.0	User	2500	-	-	-	-	-
J1:13/1 (Gosport Rd Internal)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:3 Ahead	24.00
J1:13/2 (Gosport Rd Internal)	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Right	20.00
											Arm J1:3 Ahead	Inf
J1:14/1 (Gosport Rd Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
J1:15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Gosport Rd Ped.												
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 (Gosport Rd E/B Ped)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/1 (Gosport Rd W/B Ped)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:3 Ahead	Inf
J2:3/1 (Gosport Rd W/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Gosport Rd E/B Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:12 Ahead	Inf

Give-Way Lane Input Data

Junction: J1: Peel Common 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)	
J1:12/1 (Gosport Rd Entry)	J1:3/1 (Left)	1439	0	J1:13/1	0.22	All	-	-	-	-	-	
J1:12/2 (Gosport Rd Entry)	J1:2/1 (Ahead)	1439	0	J1:13/1	1.09	All	-	-	-	-	-	
				J1:13/2	1.09	All						
	J1:2/2 (Ahead)	1900	0	J1:13/1	0.22	All						
				J1:13/2	0.22	All						

Junction: J2: Gosport Rd Ped.

There are no Opposed Lanes in this Junction

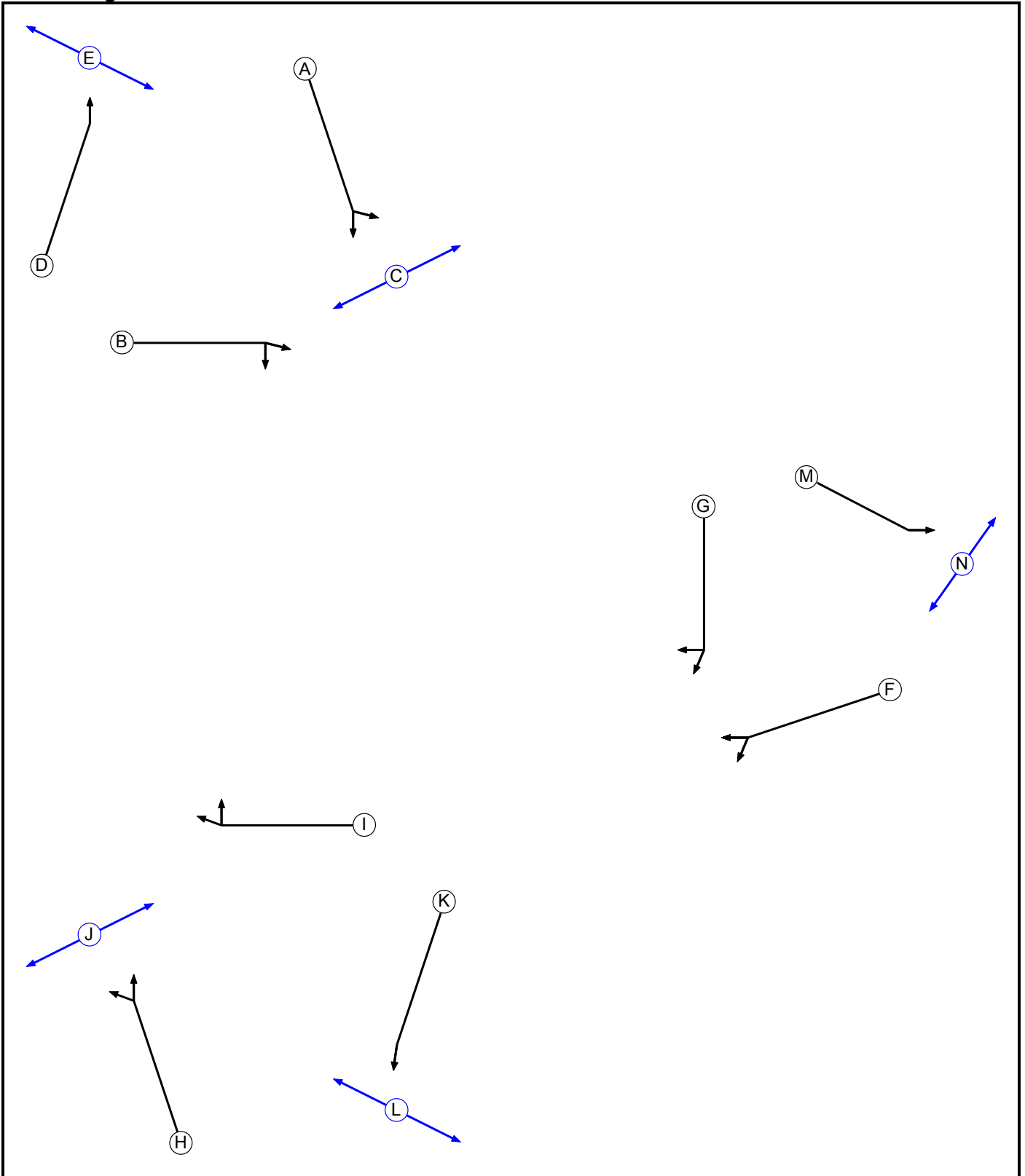
Lane Connector Input Data

Junction: J1: Peel Common Rbt				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J1:7/1	Internal	11	35
J1:1/2	J1:6/1	Internal	10	35
J1:1/2	J1:7/2	Internal	10	35
J1:1/3	J1:6/2	Internal	7	35
J1:2/1	J1:7/1	Internal	10	35
J1:2/2	J1:7/2	Internal	11	35
J1:2/3	J1:6/1	Internal	7	35
J1:2/3	J1:6/2	Internal	7	35
J1:3/1	J1:4/1	Internal	5	35
J1:3/2	J1:4/1	Internal	8	35
J1:5/1	J1:9/1	Internal	5	35
J1:5/1	J1:10/1	Internal	16	35
J1:5/1	J1:10/2	Internal	16	35
J1:5/2	J1:9/2	Internal	5	35
J1:5/3	J1:9/3	Internal	5	35
J1:6/1	J1:10/1	Internal	16	35
J1:6/2	J1:9/1	Internal	10	35
J1:6/2	J1:9/2	Internal	10	35
J1:6/2	J1:10/2	Internal	16	35
J1:7/1	J1:15/1	Internal	5	35
J1:7/2	J1:15/2	Internal	5	35
J1:8/1	J1:13/1	Internal	4	35
J1:8/1	J1:14/1	Internal	3	35
J1:8/2	J1:13/2	Internal	4	35
J1:9/1	J1:14/1	Internal	4	35
J1:9/2	J1:13/1	Internal	10	35
J1:9/3	J1:13/2	Internal	10	35
J1:10/1	J1:11/1	Internal	5	35
J1:10/2	J1:11/2	Internal	5	35
J1:12/1	J1:3/1	Internal	8	35
J1:12/2	J1:2/1	Internal	10	35
J1:12/2	J1:2/2	Internal	5	35
J1:13/1	J1:3/1	Internal	8	35
J1:13/2	J1:2/1	Internal	5	35
J1:13/2	J1:2/2	Internal	5	35
J1:13/2	J1:3/2	Internal	5	35
J1:14/1	J2:2/1	Leaving	2	35

J2:4/1	J1:12/1	Entering	10	35
J2:4/1	J1:12/2	Entering	2	35

Junction: J2: Gosport Rd Ped.				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:14/1	J2:2/1	Entering	2	35
J2:1/1	J2:4/1	Internal	1	35
J2:2/1	J2:3/1	Internal	10	35
J2:4/1	J1:12/1	Leaving	10	35
J2:4/1	J1:12/2	Leaving	2	35

C1 - Peel Common Rbt
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	4
C	Pedestrian	1		5	5
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Traffic	3		7	7
G	Traffic	3		7	4
H	Traffic	4		7	7
I	Traffic	4		7	4
J	Pedestrian	4		5	5
K	Traffic	5		7	7
L	Pedestrian	5		5	5
M	Traffic	6		7	7
N	Pedestrian	6		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase													
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		5	5	-	-	-	-	-	-	-	-	-	-	-
B	5		-	-	-	-	-	-	-	-	-	-	-	-
C	8	-		-	-	-	-	-	-	-	-	-	-	-
D	-	-	-		5	-	-	-	-	-	-	-	-	-
E	-	-	-	6		-	-	-	-	-	-	-	-	-
F	-	-	-	-	-		5	-	-	-	-	-	-	-
G	-	-	-	-	-	5		-	-	-	-	-	-	-
H	-	-	-	-	-	-	-		5	5	-	-	-	-
I	-	-	-	-	-	-	-	5		-	-	-	-	-
J	-	-	-	-	-	-	-	8	-		-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		5	-	-
L	-	-	-	-	-	-	-	-	-	-	8		-	-
M	-	-	-	-	-	-	-	-	-	-	-	-		5
N	-	-	-	-	-	-	-	-	-	-	-	-	8	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E
3	1	F
3	2	G
4	1	H
4	2	I J
5	1	K
5	2	L
6	1	M
6	2	N

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	3	3

Stage Stream: 2

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

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	I	Losing	3	3

Stage Stream: 5

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

Stage Stream: 6

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

Prohibited Stage Change

Stage Stream: 1

	To Stage	
From Stage	1	2
	1	5
	2	8

Stage Stream: 2

	To Stage	
From Stage	1	2
	1	5
	2	6

Stage Stream: 3

	To Stage	
From Stage	1	2
	1	5
	2	8

Stage Stream: 4

	To Stage	
From Stage	1	2
	1	5
	2	8

Stage Stream: 5

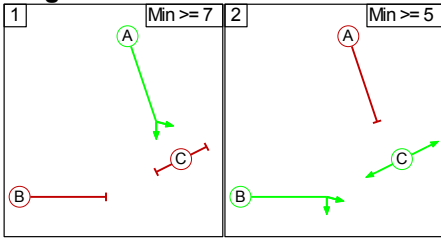
	To Stage	
From Stage	1	2
	1	5
	2	8

Stage Stream: 6

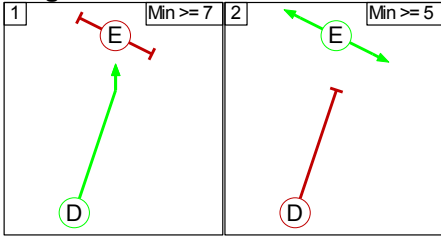
		To Stage	
		1	2
From Stage	1		5
	2	8	

Stage Diagram

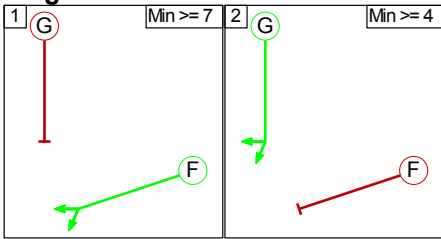
Stage Stream: 1



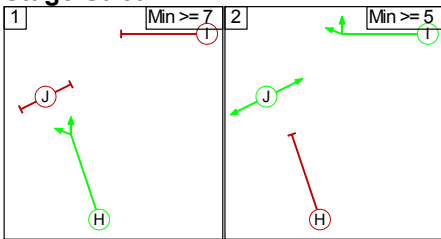
Stage Stream: 2



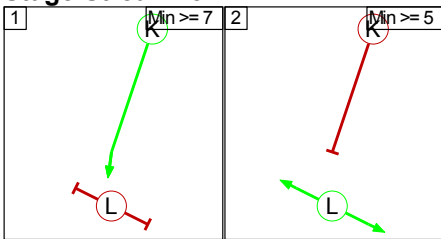
Stage Stream: 3



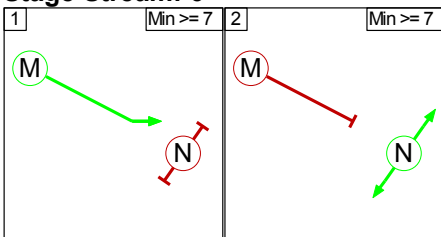
Stage Stream: 4



Stage Stream: 5



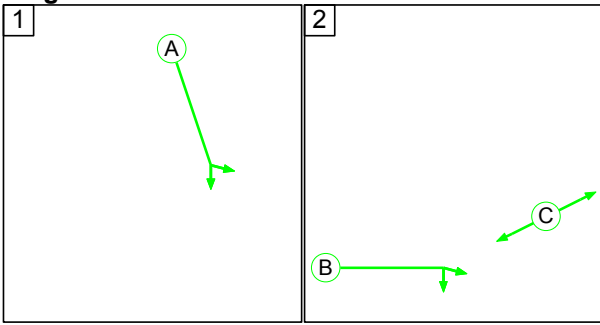
Stage Stream: 6



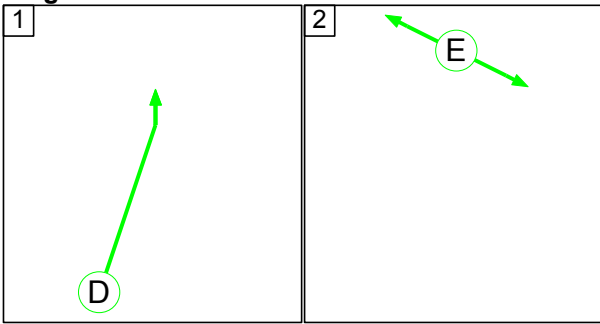
Stage Sequence Summary

Stage Sequence: Staging Plan No. 1

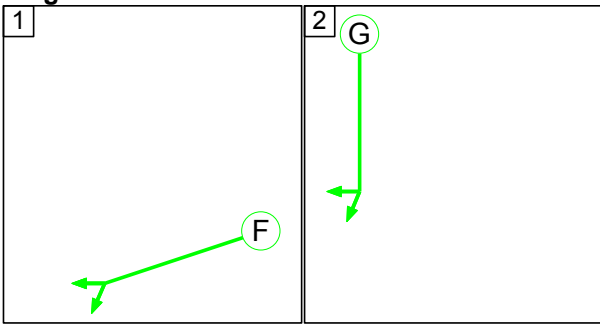
Stage Stream: 1



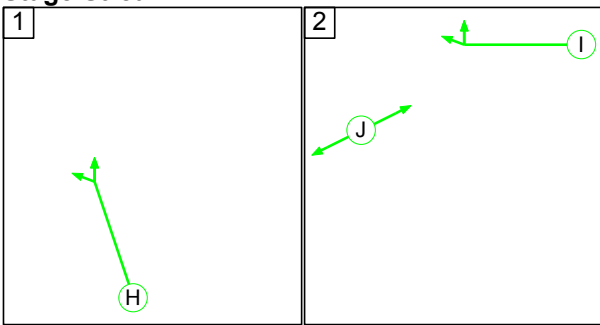
Stage Stream: 2



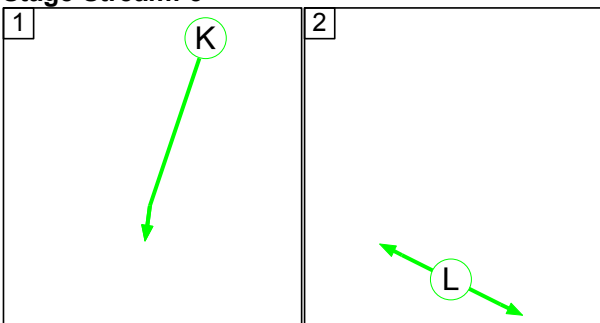
Stage Stream: 3



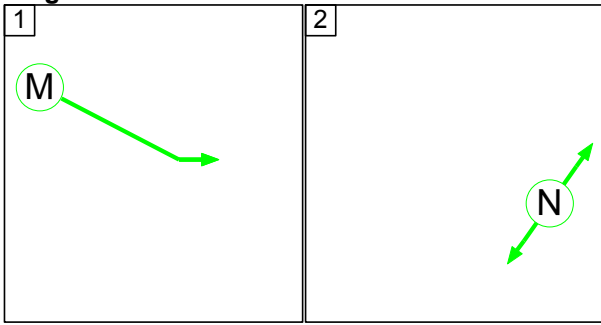
Stage Stream: 4



Stage Stream: 5



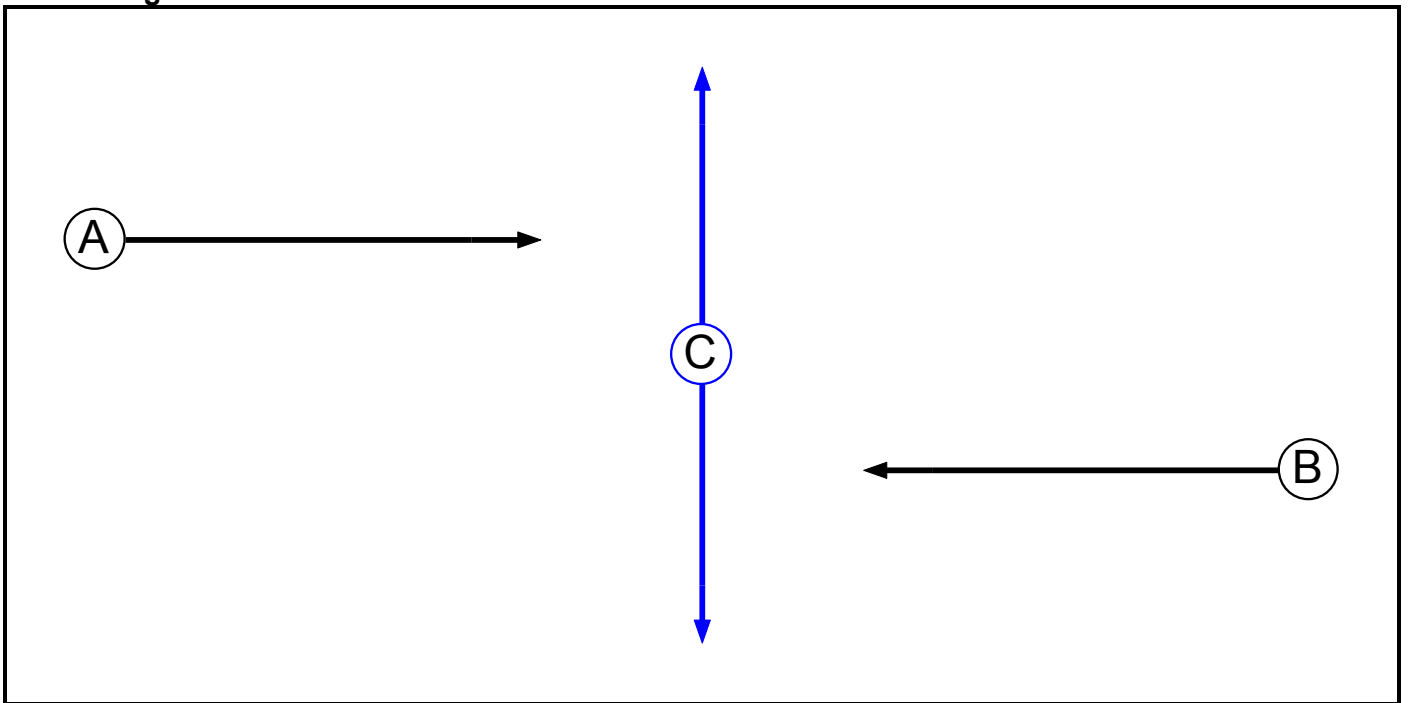
Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Stage Plan 1	C1 - Peel Common Rbt	Staging Plan No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 1,2 Stream 6: 1,2
	C2 - Gosport Rd Ped.	Stage Sequence No. 1	1,2

**C2 - Gosport Rd Ped.
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		5	5

Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

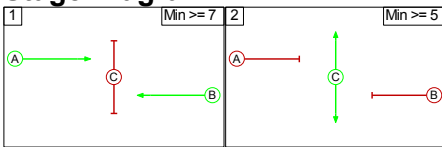
Phase Delays

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

Prohibited Stage Change

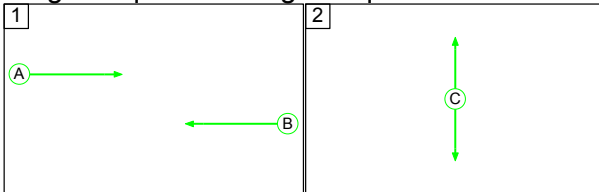
From Stage	To Stage		
		1	2
	1		5
	2	10	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Stage Plan 1	C1 - Peel Common Rbt	Staging Plan No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 1,2 Stream 6: 1,2
	C2 - Gosport Rd Ped.	Stage Sequence No. 1	1,2

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 DS1 BASE AM'	08:00	09:00	01:00	
2: '2019 DS1 BASE PM'	17:00	18:00	01:00	
3: '2024 DS1 BASE AM'	08:00	09:00	01:00	
4: '2024 DS1 BASE PM'	17:00	18:00	01:00	
5: '2024 DS1 BASE + DEV AM'	08:00	09:00	01:00	
6: '2024 DS1 BASE + DEV PM'	17:00	18:00	01:00	
7: '2019 DS2 BASE AM'	08:00	09:00	01:00	
8: '2019 DS2 BASE PM'	17:00	18:00	01:00	
9: '2024 DS2 BASE AM'	08:00	09:00	01:00	
10: '2024 DS2 BASE PM'	17:00	18:00	01:00	
11: '2024 DS2 BASE + DEV AM'	08:00	09:00	01:00	
12: '2024 DS2 BASE + DEV PM'	17:00	18:00	01:00	

Scenario 1: '2019 DS1 BASE AM' (FG1: '2019 DS1 BASE AM', Plan 1: 'Stage Plan 1')

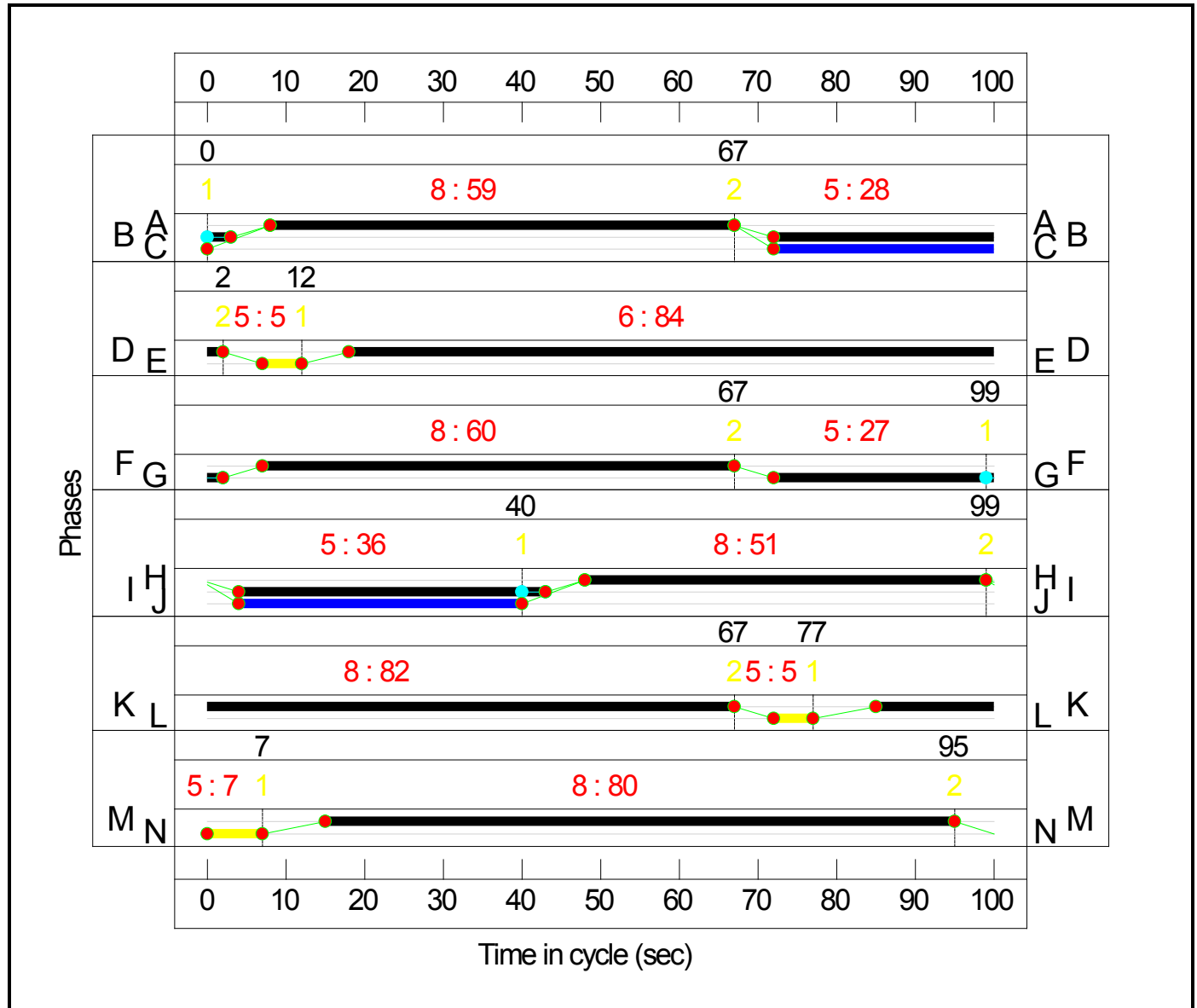
Traffic Flows, Actual

Actual Flow :

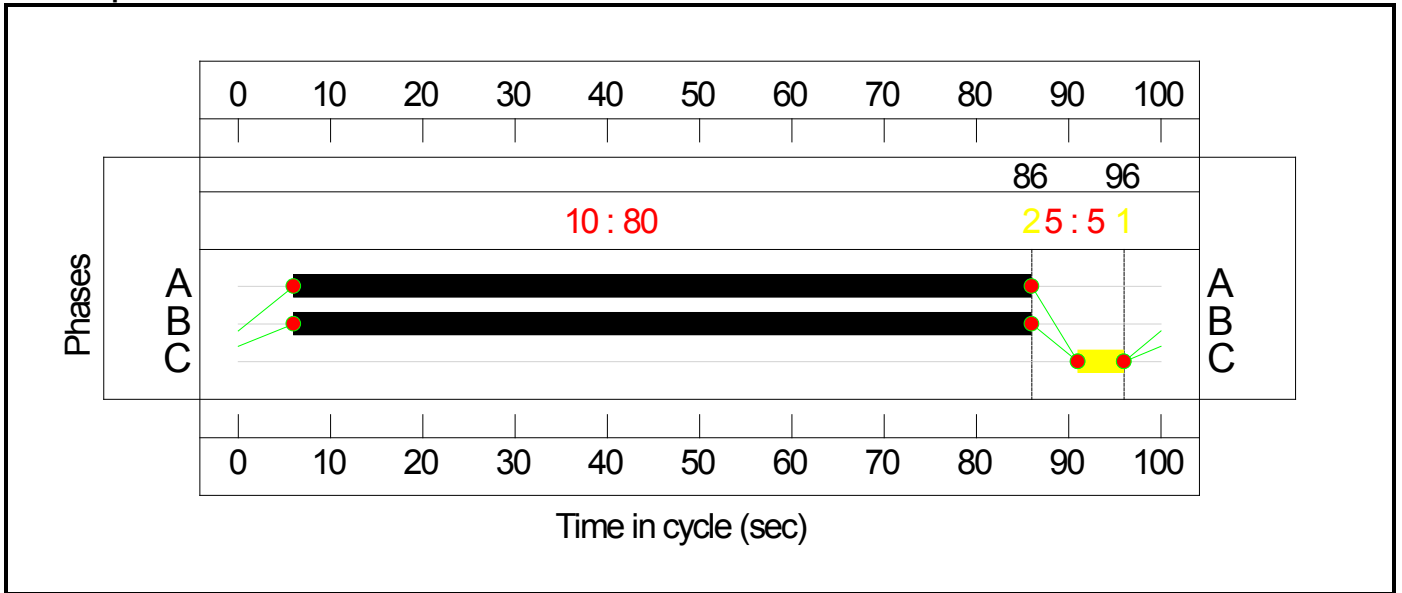
		Destination				
		A	B	C	D	Tot.
Origin	A	0	461	305	85	851
	B	839	0	86	364	1289
	C	675	207	0	256	1138
	D	103	52	271	0	426
	Tot.	1617	720	662	705	3704

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	59	-	739	2060:1868	1481	49.9%	-	-	-	2.6	12.6	7.6	8.0
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	59	-	112	1800	1080	10.4%	-	-	-	0.3	10.4	1.3	1.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	31	-	234	1800	576	40.6%	-	-	-	1.1	16.4	4.9	5.2
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	31	-	296	1965:1800	595	49.7%	-	-	-	2.4	29.6	4.7	5.2
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	761	1800	1530	49.7%	-	-	-	0.6	2.8	4.1	4.6
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	856	3600	3060	28.0%	-	-	-	0.3	1.2	1.2	1.4
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	60	-	870	2105:1951	1500	58.0%	-	-	-	3.0	12.6	6.3	6.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	60	-	419	2105	1284	32.6%	-	-	-	1.3	11.6	5.6	5.8
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	30	-	307	1991	617	49.7%	-	-	-	3.6	41.9	8.0	8.5
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	30	-	354	2255	699	50.6%	-	-	-	1.8	18.7	3.2	3.7
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	460	1800	1458	31.6%	-	-	-	0.4	3.2	1.6	1.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	260	1965	1592	16.3%	-	-	-	0.1	1.7	0.2	0.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	494	1928	1003	49.3%	-	-	-	2.6	19.0	8.8	9.3

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	644	2105	1095	58.8%	-	-	-	3.7	20.6	12.3	13.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	449	2155	862	52.1%	-	-	-	2.6	20.6	6.2	6.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	420	2092	837	50.2%	-	-	-	2.2	18.5	3.4	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	419	1800	720	58.2%	-	-	-	2.4	20.4	4.2	4.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	308	1965	1631	18.9%	-	-	-	0.1	1.4	0.0	0.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	354	2105	1747	20.3%	-	-	-	0.2	1.7	0.4	0.5
J1:11/1	Broom Way Exit	U	-		-	-	-	308	2000	2000	15.4%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	354	2000	2000	17.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	103	1940	1294	8.0%	103	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	323	2500	760	42.5%	323	0	0	1.1	12.3	3.1	3.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	658	1896	1896	34.7%	-	-	-	0.3	1.5	1.1	1.3
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1063	2124	2124	50.0%	-	-	-	0.5	1.7	10.0	10.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	705	2015	2015	35.0%	-	-	-	0.3	1.4	5.1	5.4
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	426	2015	1632	26.1%	-	-	-	0.4	3.8	2.8	3.0
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	705	2015	1632	43.2%	-	-	-	0.5	2.7	1.3	1.7
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	426	2015	2015	21.1%	-	-	-	0.1	1.1	0.0	0.1

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	80.4	Total Delay for Signalled Lanes (pcuHr)	6.41	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	80.9	Total Delay for Signalled Lanes (pcuHr)	0.87	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	55.2	Total Delay for Signalled Lanes (pcuHr)	9.79	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	53.0	Total Delay for Signalled Lanes (pcuHr)	13.39	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	344.2	Total Delay for Signalled Lanes (pcuHr)	0.28	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	185.3	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	108.4	Total Delay for Signalled Lanes (pcuHr)	0.97	Cycle Time (s)	100
	PRC Over All Lanes (%)	53.0	Total Delay Over All Lanes(pcuHr)	34.79		

Scenario 2: '2019 DS1 BASE PM' (FG2: '2019 DS1 BASE PM', Plan 1: 'Stage Plan 1')

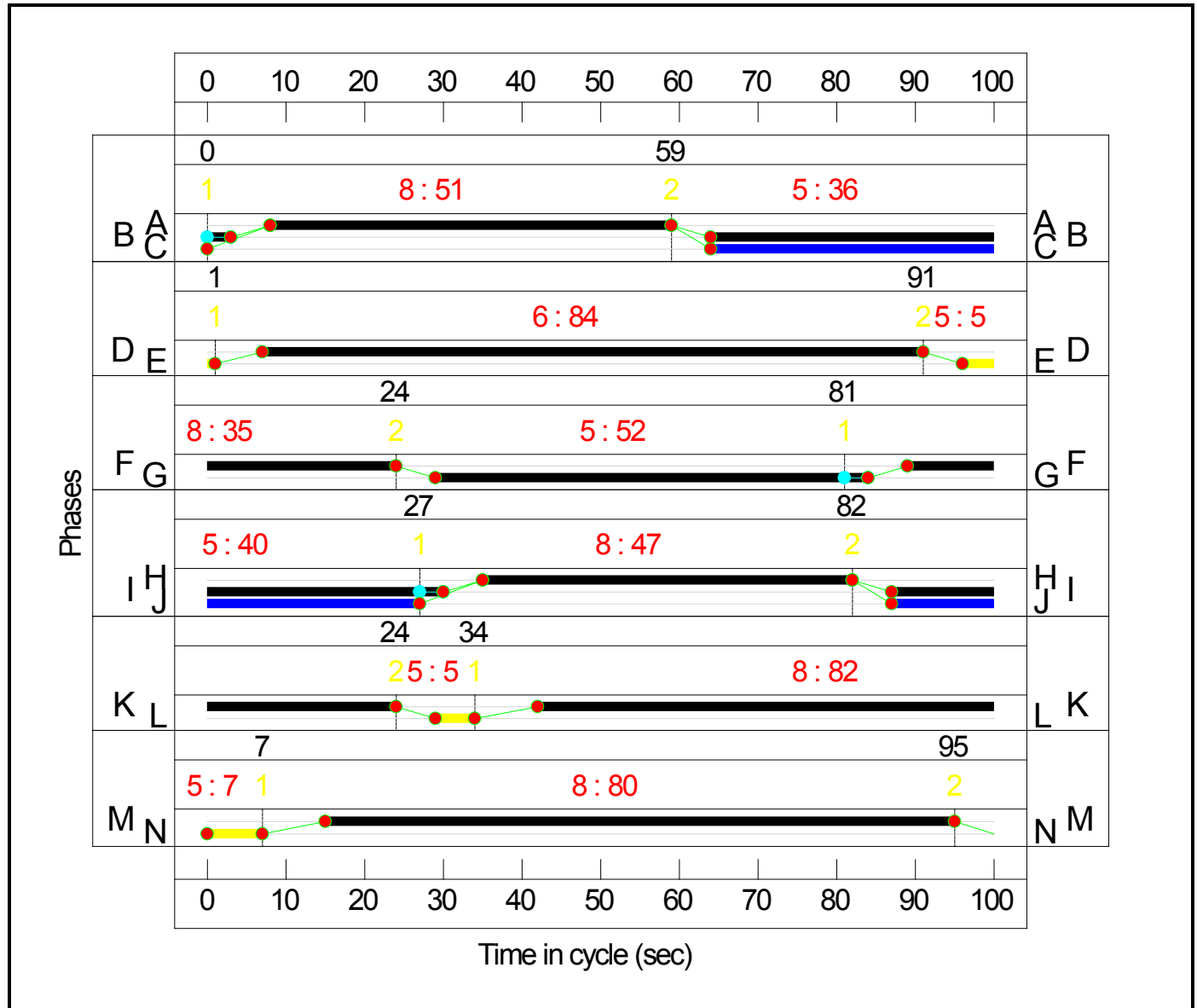
Traffic Flows, Actual

Actual Flow :

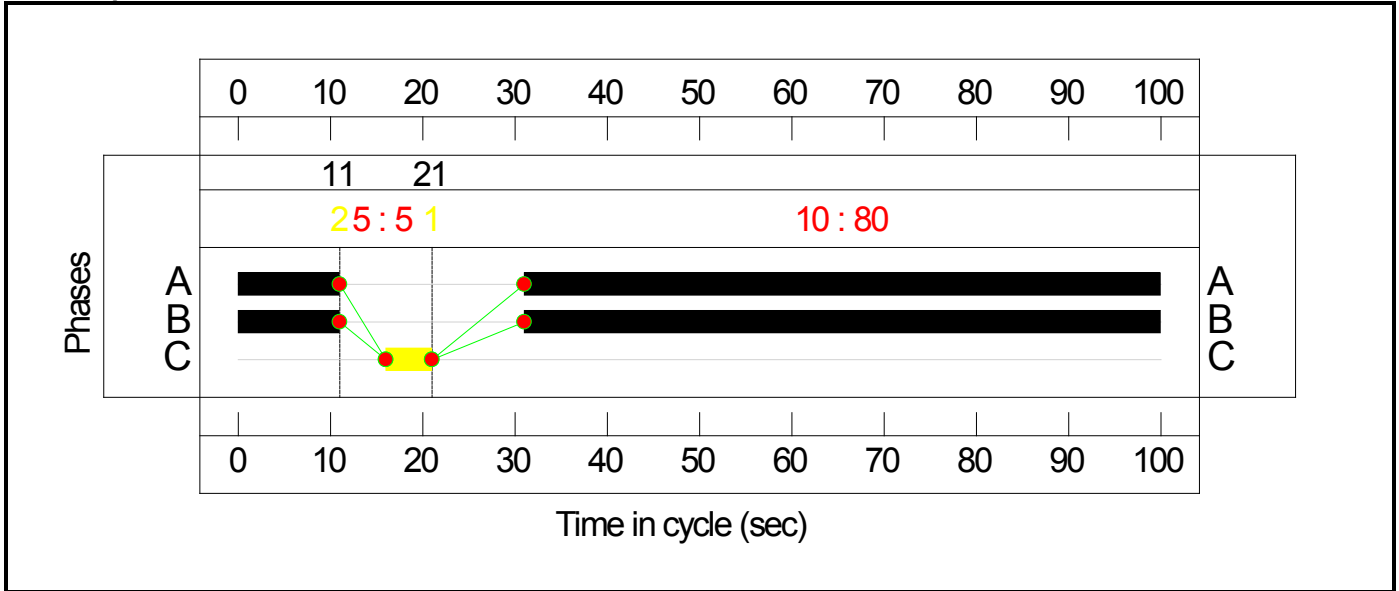
		Destination				
		A	B	C	D	Tot.
Origin	A	0	633	556	161	1350
	B	523	0	71	149	743
	C	306	224	0	181	711
	D	95	334	305	0	734
	Tot.	924	1191	932	491	3538

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	51	-	942	2063:1868	1394	67.6%	-	-	-	5.1	19.4	11.1	12.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	51	-	408	1800	936	43.6%	-	-	-	2.1	18.3	7.0	7.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	39	-	243	1800	720	33.8%	-	-	-	1.1	16.4	5.4	5.6
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	39	-	620	1965:1800	930	66.7%	-	-	-	3.4	19.6	8.3	9.3
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	461	1800	1530	30.1%	-	-	-	0.3	2.0	0.6	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	463	3600	3060	15.1%	-	-	-	0.1	0.8	0.2	0.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	35	-	484	2105:1942	988	49.0%	-	-	-	3.6	26.8	5.4	5.8
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	35	-	259	2105	758	34.2%	-	-	-	1.9	27.0	5.2	5.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	55	-	465	1991	1115	41.7%	-	-	-	1.3	10.4	7.5	7.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	55	-	557	2255	1263	44.1%	-	-	-	1.9	12.5	10.1	10.5
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	586	1800	1458	40.2%	-	-	-	0.4	2.6	0.6	0.9
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	605	1965	1592	38.0%	-	-	-	0.5	3.0	2.0	2.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	47	-	283	1919	921	30.7%	-	-	-	1.5	18.7	4.7	4.9

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	47	-	428	2105	1010	42.4%	-	-	-	2.4	20.1	7.7	8.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	43	-	310	2155	948	32.7%	-	-	-	1.9	22.5	4.9	5.1
J1:9/2	Broom Way Internal Right	U	C1:I		1	43	-	264	2092	920	28.7%	-	-	-	0.2	3.0	0.0	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	43	-	259	1800	792	32.7%	-	-	-	0.3	3.8	3.7	4.0
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	468	1965	1631	28.7%	-	-	-	0.2	1.6	0.0	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	464	2105	1747	26.6%	-	-	-	0.2	1.7	0.3	0.5
J1:11/1	Broom Way Exit	U	-		-	-	-	468	2000	2000	23.4%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	464	2000	2000	23.2%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	95	1940	1358	7.0%	95	0	0	0.0	1.4	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	639	2500	1247	51.2%	639	0	0	1.4	8.1	6.8	7.3
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	366	1896	1896	19.3%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	687	2104	2104	32.7%	-	-	-	0.2	1.3	4.7	4.9
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	491	2015	2015	24.4%	-	-	-	0.2	1.2	2.8	3.0
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	734	2015	1632	45.0%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	491	2015	1632	30.1%	-	-	-	0.3	2.3	0.9	1.1
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	734	2015	2015	36.4%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	40	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
				C1 - Peel Common Rbt	Stream: 1	PRC for Signalled Lanes (%)	33.2	Total Delay for Signalled Lanes (pcuHr):				11.64	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 2	PRC for Signalled Lanes (%)	198.7	Total Delay for Signalled Lanes (pcuHr):				0.36	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 3	PRC for Signalled Lanes (%)	83.7	Total Delay for Signalled Lanes (pcuHr):				8.82	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 4	PRC for Signalled Lanes (%)	112.5	Total Delay for Signalled Lanes (pcuHr):				6.28	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 5	PRC for Signalled Lanes (%)	213.6	Total Delay for Signalled Lanes (pcuHr):				0.42	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 6	PRC for Signalled Lanes (%)	123.9	Total Delay for Signalled Lanes (pcuHr):				0.92	Cycle Time (s):				100	
				C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)	100.1	Total Delay for Signalled Lanes (pcuHr):				1.30	Cycle Time (s):				100	
						PRC Over All Lanes (%)	33.2	Total Delay Over All Lanes(pcuHr):				32.33						

Scenario 3: '2024 DS1 BASE AM' (FG3: '2024 DS1 BASE AM', Plan 1: 'Stage Plan 1')

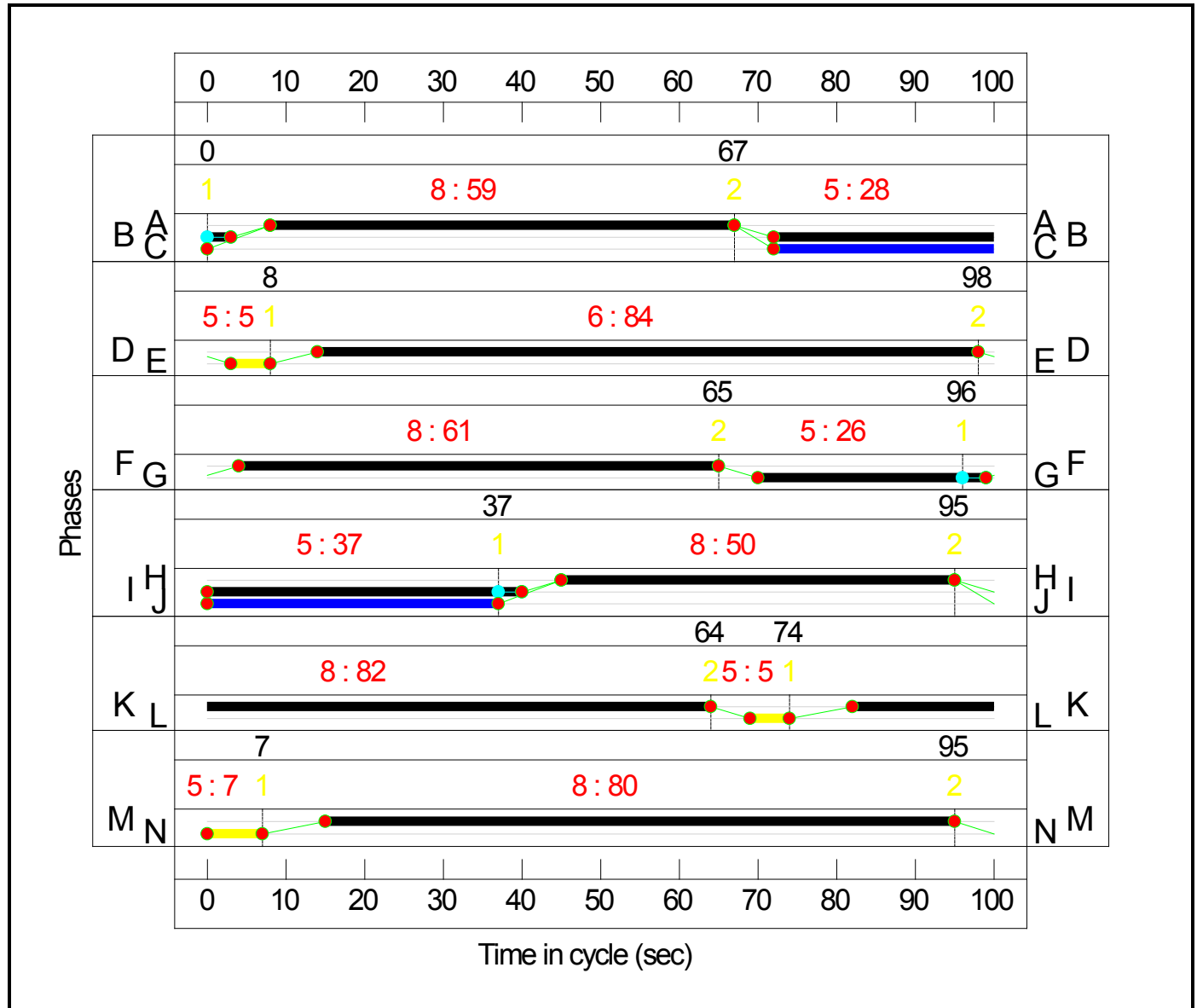
Traffic Flows, Actual

Actual Flow :

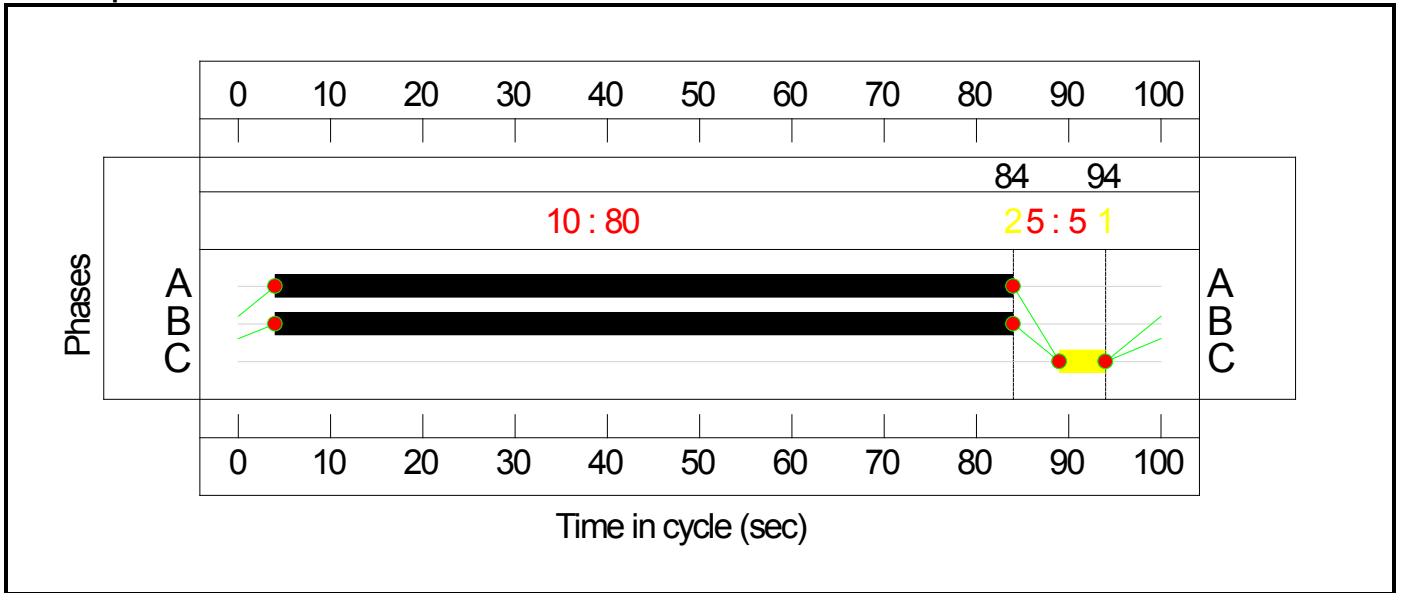
		Destination				
		A	B	C	D	Tot.
Origin	A	0	476	454	110	1040
	B	867	0	172	395	1434
	C	718	300	0	276	1294
	D	121	66	283	0	470
	Tot.	1706	842	909	781	4238

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	59	-	792	2057:1868	1480	53.5%	-	-	-	2.9	13.0	8.3	8.8
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	59	-	248	1800	1080	23.0%	-	-	-	0.8	11.4	3.2	3.3
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	31	-	301	1800	576	52.3%	-	-	-	1.4	16.2	6.8	7.3
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	31	-	348	1965:1800	624	55.8%	-	-	-	2.7	28.3	4.8	5.4
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	832	1800	1530	54.4%	-	-	-	0.7	3.1	3.6	4.2
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	874	3600	3060	28.6%	-	-	-	0.3	1.2	1.1	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	61	-	978	2105:1943	1454	67.3%	-	-	-	3.7	13.5	8.9	9.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	61	-	456	2105	1305	34.9%	-	-	-	1.4	11.3	6.1	6.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	29	-	394	1991	597	66.0%	-	-	-	4.4	40.4	9.8	10.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	29	-	453	2255	677	67.0%	-	-	-	3.9	31.4	8.3	9.3
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	543	1800	1458	37.2%	-	-	-	0.6	3.9	3.1	3.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	299	1965	1592	18.8%	-	-	-	0.2	2.3	0.5	0.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	50	-	576	1930	984	58.5%	-	-	-	3.4	21.5	11.0	11.7

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	50	-	718	2105	1074	66.9%	-	-	-	4.6	23.3	14.8	15.8
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	40	-	505	2155	884	57.2%	-	-	-	2.9	20.6	7.4	8.1
J1:9/2	Broom Way Internal Right	U	C1:I		1	40	-	411	2092	858	47.9%	-	-	-	2.1	18.2	3.5	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	40	-	456	1800	738	61.8%	-	-	-	2.7	21.0	5.0	5.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	421	1965	1631	25.8%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	488	2105	1747	27.9%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	421	2000	2000	21.1%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	488	2000	2000	24.4%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	121	1940	1282	9.4%	121	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	349	2500	797	43.8%	349	0	0	1.5	16.0	4.3	4.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	711	1896	1896	37.5%	-	-	-	0.3	1.5	0.5	0.8
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1174	2114	2114	55.5%	-	-	-	0.6	2.0	13.0	13.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	781	2015	2015	38.8%	-	-	-	0.3	1.5	6.3	6.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	470	2015	1632	28.8%	-	-	-	0.5	3.9	3.1	3.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	781	2015	1632	47.9%	-	-	-	0.6	2.8	1.8	2.2
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	470	2015	2015	23.3%	-	-	-	0.2	1.2	0.0	0.2

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	61.3	Total Delay for Signalled Lanes (pcuHr)	7.74	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	65.5	Total Delay for Signalled Lanes (pcuHr)	1.00	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	33.8	Total Delay for Signalled Lanes (pcuHr)	13.46	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	34.6	Total Delay for Signalled Lanes (pcuHr)	15.71	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	222.2	Total Delay for Signalled Lanes (pcuHr)	0.44	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	141.7	Total Delay for Signalled Lanes (pcuHr)	0.78	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	88.1	Total Delay for Signalled Lanes (pcuHr)	1.12	Cycle Time (s)	100
	PRC Over All Lanes (%)	33.8	Total Delay Over All Lanes(pcuHr)	43.56		

Scenario 4: '2024 DS1 BASE PM' (FG4: '2024 DS1 BASE PM', Plan 1: 'Stage Plan 1')

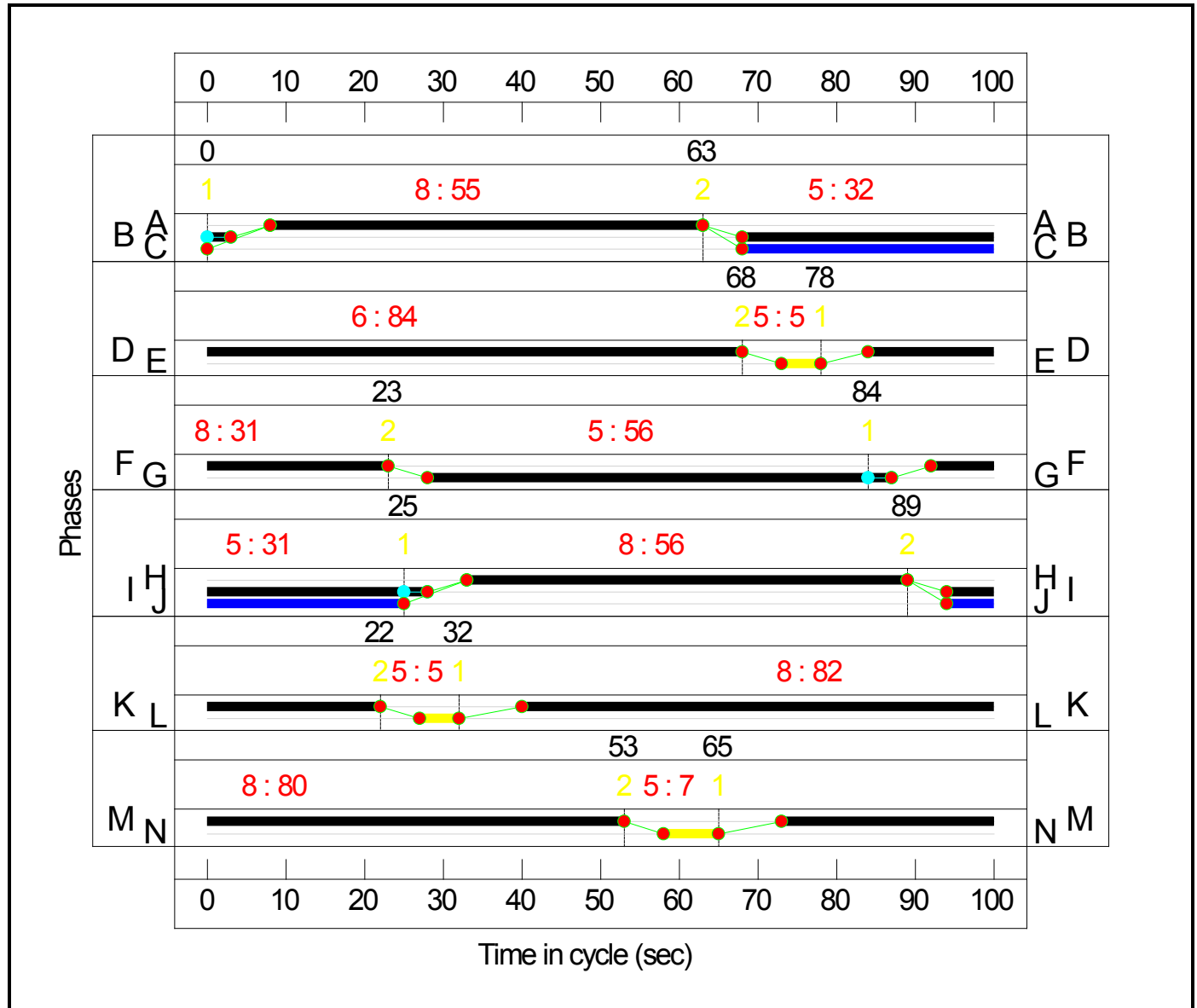
Traffic Flows, Actual

Actual Flow :

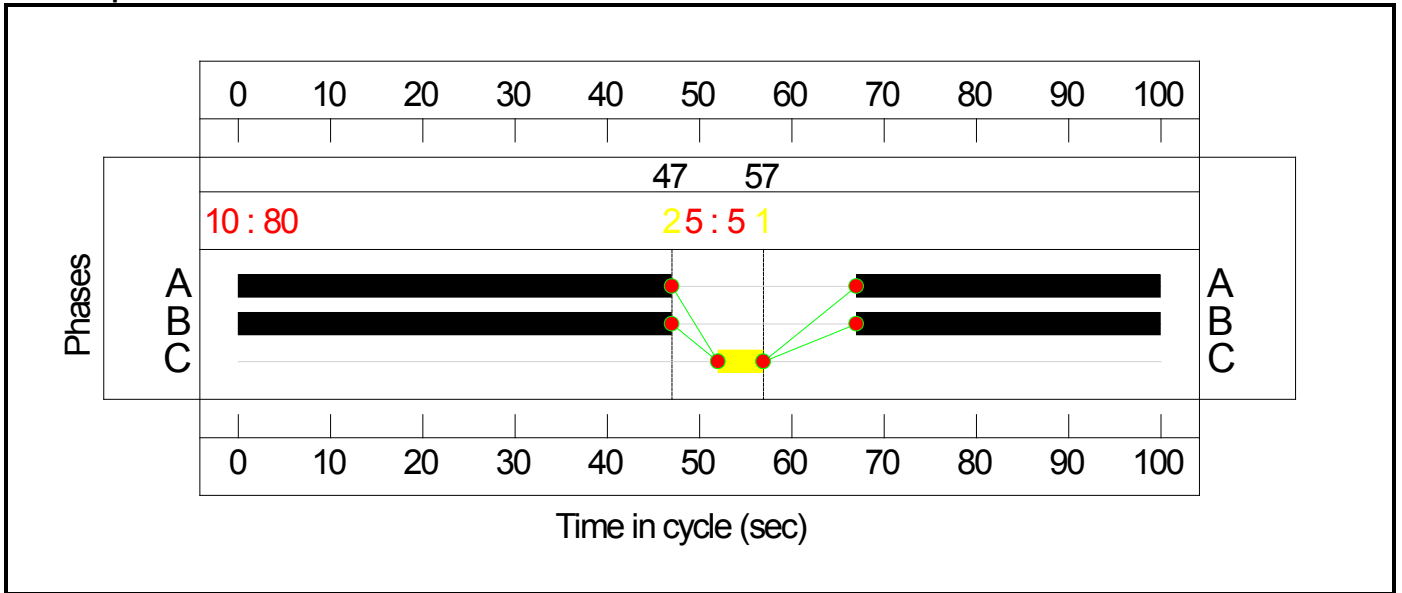
		Destination				
		A	B	C	D	Tot.
Origin	A	0	655	714	189	1558
	B	541	0	156	173	870
	C	338	318	0	198	854
	D	113	358	319	0	790
	Tot.	992	1331	1189	560	4072

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	55	-	1030	2059:1868	1441	71.5%	-	-	-	5.1	17.9	12.3	13.5
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	55	-	528	1800	1008	52.4%	-	-	-	2.6	17.4	9.1	9.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	35	-	405	1800	648	62.5%	-	-	-	2.9	26.1	9.3	10.1
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	35	-	590	1965:1800	820	72.0%	-	-	-	4.3	26.0	5.7	6.9
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	533	1800	1530	34.8%	-	-	-	0.3	2.2	0.8	1.1
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	459	3600	3060	15.0%	-	-	-	0.1	1.2	0.8	0.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	31	-	591	2105:1931	871	67.8%	-	-	-	5.5	33.6	7.4	8.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	31	-	279	2105	674	41.4%	-	-	-	2.4	31.2	6.0	6.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	59	-	562	1991	1195	47.0%	-	-	-	1.7	10.8	9.2	9.6
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	59	-	660	2255	1353	48.8%	-	-	-	2.2	11.9	12.6	13.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	755	1800	1458	51.8%	-	-	-	0.8	3.6	2.2	2.7
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	576	1965	1592	36.2%	-	-	-	0.5	2.9	1.7	2.0
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	56	-	356	1925	1097	32.4%	-	-	-	1.4	13.8	5.1	5.4

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	56	-	498	2105	1200	41.5%	-	-	-	2.0	14.7	7.7	8.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	34	-	362	2155	754	48.0%	-	-	-	2.8	28.3	8.0	8.5
J1:9/2	Broom Way Internal Right	U	C1:I		1	34	-	262	2092	732	35.8%	-	-	-	0.3	4.3	0.1	0.3
J1:9/3	Broom Way Internal Right	U	C1:I		1	34	-	279	1800	630	44.3%	-	-	-	0.5	5.9	4.7	5.1
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	588	1965	1631	36.1%	-	-	-	0.3	1.9	0.2	0.5
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	601	2105	1747	34.4%	-	-	-	0.4	2.2	0.9	1.2
J1:11/1	Brrom Way Exit	U	-		-	-	-	588	2000	2000	29.4%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	601	2000	2000	30.1%	-	-	-	0.2	1.3	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	113	1940	1347	8.4%	113	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	677	2500	1050	64.5%	677	0	0	1.7	8.9	5.8	6.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	420	1896	1896	22.2%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	777	2091	2091	37.2%	-	-	-	0.3	1.4	5.3	5.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	560	2015	2015	27.8%	-	-	-	0.2	1.4	6.3	6.5
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	790	2015	1632	48.4%	-	-	-	1.1	5.1	6.8	7.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	560	2015	1632	34.3%	-	-	-	0.4	2.6	1.3	1.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	790	2015	2015	39.2%	-	-	-	0.3	1.5	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	31	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
				C1 - Peel Common Rbt	Stream: 1	PRC for Signalled Lanes (%)	25.0	Total Delay for Signalled Lanes (pcuHr):	14.89	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 2	PRC for Signalled Lanes (%)	158.3	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 3	PRC for Signalled Lanes (%)	32.7	Total Delay for Signalled Lanes (pcuHr):	11.80	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 4	PRC for Signalled Lanes (%)	87.5	Total Delay for Signalled Lanes (pcuHr):	7.01	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 5	PRC for Signalled Lanes (%)	149.6	Total Delay for Signalled Lanes (pcuHr):	0.67	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 6	PRC for Signalled Lanes (%)	73.8	Total Delay for Signalled Lanes (pcuHr):	1.21	Cycle Time (s):	100							
				C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)	85.9	Total Delay for Signalled Lanes (pcuHr):	1.52	Cycle Time (s):	100							
						PRC Over All Lanes (%)	25.0	Total Delay Over All Lanes(pcuHr):	40.70									

Scenario 5: '2024 DS1 BASE + DEV AM' (FG5: '2024 DS1 BASE + DEV AM', Plan 1: 'Stage Plan 1')

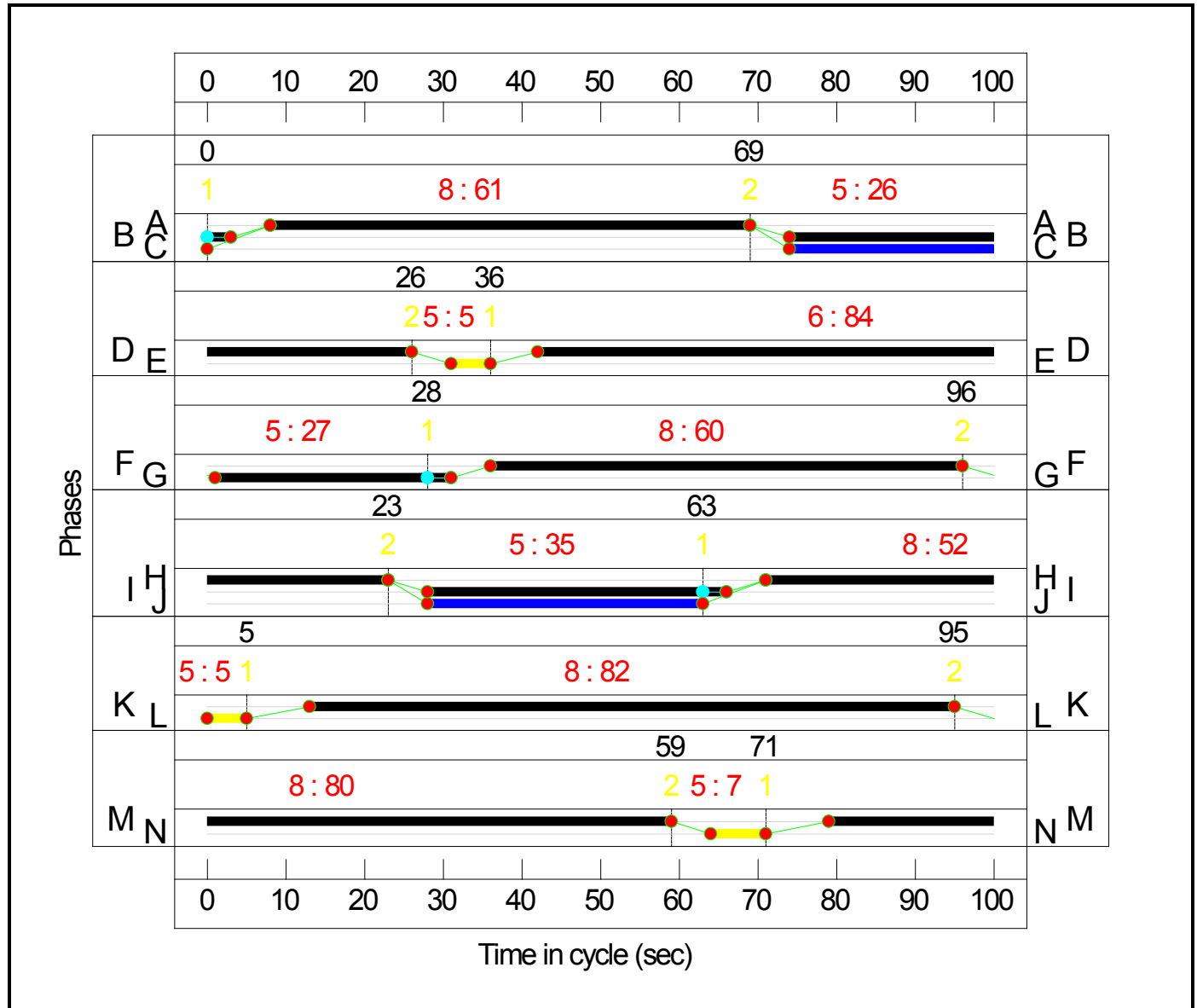
Traffic Flows, Actual

Actual Flow :

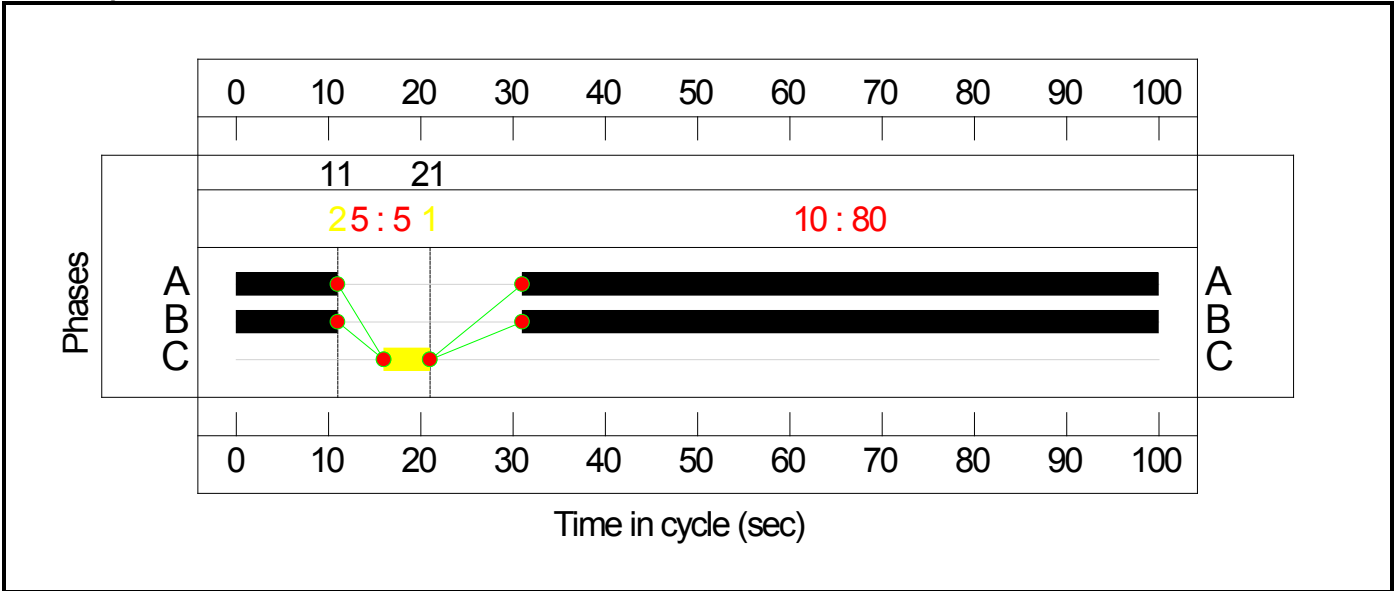
		Destination				
		A	B	C	D	Tot.
Origin	A	0	499	468	114	1081
	B	872	0	172	395	1439
	C	722	300	0	276	1298
	D	122	66	283	0	471
	Tot.	1716	865	923	785	4289

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	61	-	920	2039:1868	1609	57.2%	-	-	-	3.1	12.2	8.2	8.9
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	61	-	161	1800	1116	14.4%	-	-	-	0.4	9.8	1.8	1.9
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	29	-	229	1800	540	42.4%	-	-	-	1.6	24.5	2.0	2.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	29	-	420	1965:1800	637	65.9%	-	-	-	3.9	33.3	7.4	8.3
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	841	1800	1530	55.0%	-	-	-	0.7	3.1	1.1	1.7
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	875	3600	3060	28.6%	-	-	-	0.3	1.2	1.1	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	60	-	985	2105:1943	1438	68.5%	-	-	-	3.9	14.2	9.4	10.5
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	60	-	454	2105	1284	35.4%	-	-	-	1.5	11.9	6.2	6.5
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	30	-	428	1991	617	69.3%	-	-	-	4.4	37.3	6.5	7.6
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	30	-	437	2255	699	62.5%	-	-	-	3.3	27.1	10.9	11.7
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	578	1800	1458	39.6%	-	-	-	0.5	3.4	2.2	2.5
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	287	1965	1592	18.0%	-	-	-	0.2	2.4	0.8	0.9
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	52	-	577	1930	1023	56.4%	-	-	-	3.2	19.8	10.7	11.4

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	52	-	721	2105	1116	64.6%	-	-	-	4.3	21.3	14.2	15.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	38	-	509	2155	840	60.6%	-	-	-	3.0	21.4	6.9	7.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	38	-	418	2092	816	51.2%	-	-	-	2.4	21.1	4.1	4.6
J1:9/3	Broom Way Internal Right	U	C1:I		1	38	-	454	1800	702	64.7%	-	-	-	3.1	24.3	5.1	6.0
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	482	1965	1631	29.6%	-	-	-	0.2	1.7	0.2	0.5
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	441	2105	1747	25.2%	-	-	-	0.2	1.8	0.5	0.7
J1:11/1	Broom Way Exit	U	-		-	-	-	482	2000	2000	24.1%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	441	2000	2000	22.1%	-	-	-	0.1	1.2	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	122	1940	1281	9.5%	122	0	0	0.1	1.6	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	349	2500	1483	23.5%	349	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	719	1896	1896	37.9%	-	-	-	0.3	1.5	0.0	0.3
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1175	2115	2115	55.6%	-	-	-	0.6	2.0	12.4	13.0
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	785	2015	2015	39.0%	-	-	-	0.3	1.5	4.6	4.9
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	471	2015	1632	28.9%	-	-	-	0.5	3.9	3.1	3.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	785	2015	1632	48.1%	-	-	-	0.6	2.8	1.3	1.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	471	2015	2015	23.4%	-	-	-	0.2	1.2	0.0	0.2

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	26	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	35	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	36.6	Total Delay for Signalled Lanes (pcuHr)	9.01	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	63.7	Total Delay for Signalled Lanes (pcuHr)	1.01	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	29.8	Total Delay for Signalled Lanes (pcuHr)	13.11	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	39.2	Total Delay for Signalled Lanes (pcuHr)	15.98	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	204.5	Total Delay for Signalled Lanes (pcuHr)	0.45	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	127.0	Total Delay for Signalled Lanes (pcuHr)	0.73	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	87.1	Total Delay for Signalled Lanes (pcuHr)	1.13	Cycle Time (s)	100
	PRC Over All Lanes (%)	29.8	Total Delay Over All Lanes(pcuHr)	43.35		

Scenario 6: '2024 DS1 BASE + DEV PM' (FG6: '2024 DS1 BASE + DEV PM', Plan 1: 'Stage Plan 1')

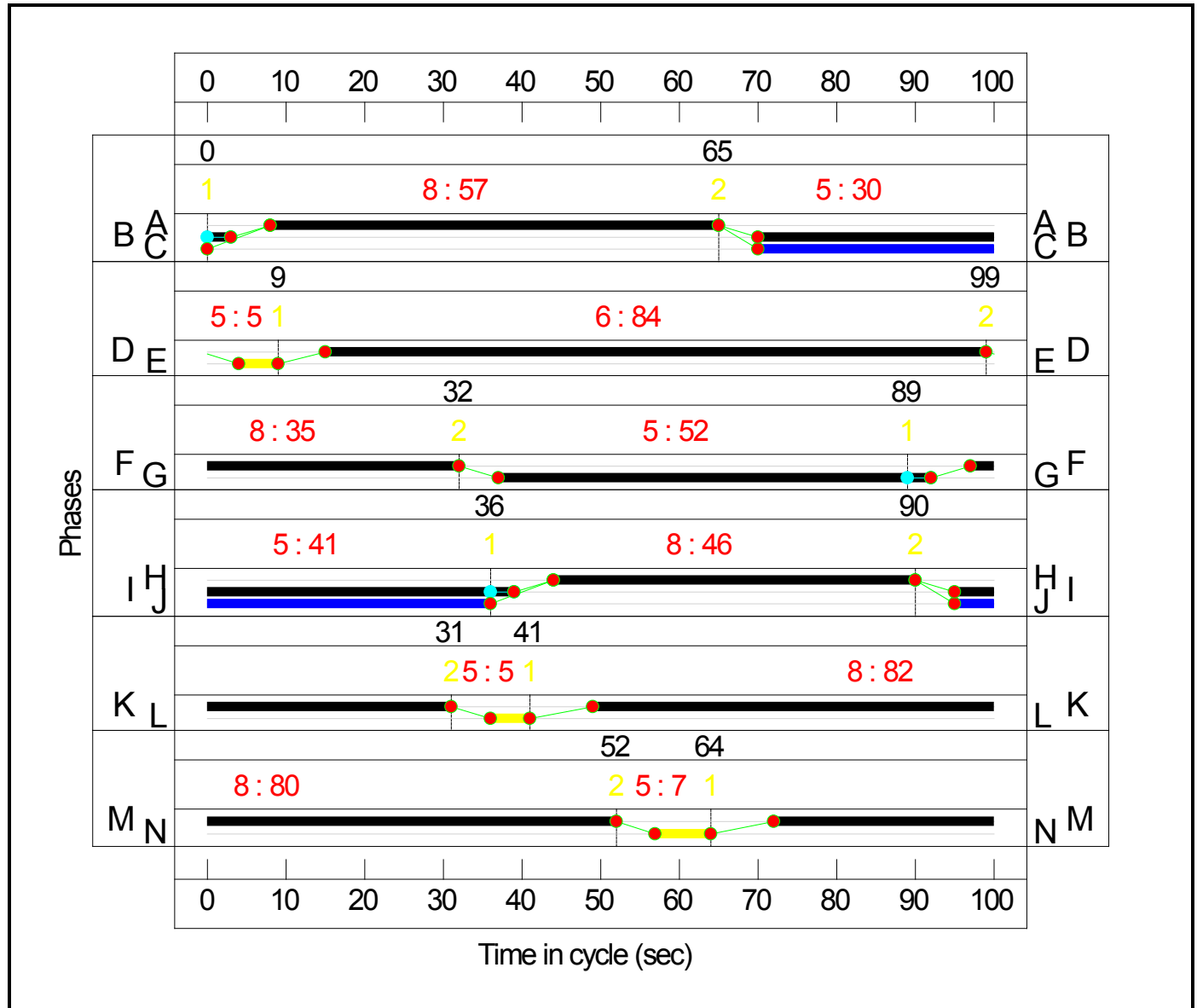
Traffic Flows, Actual

Actual Flow :

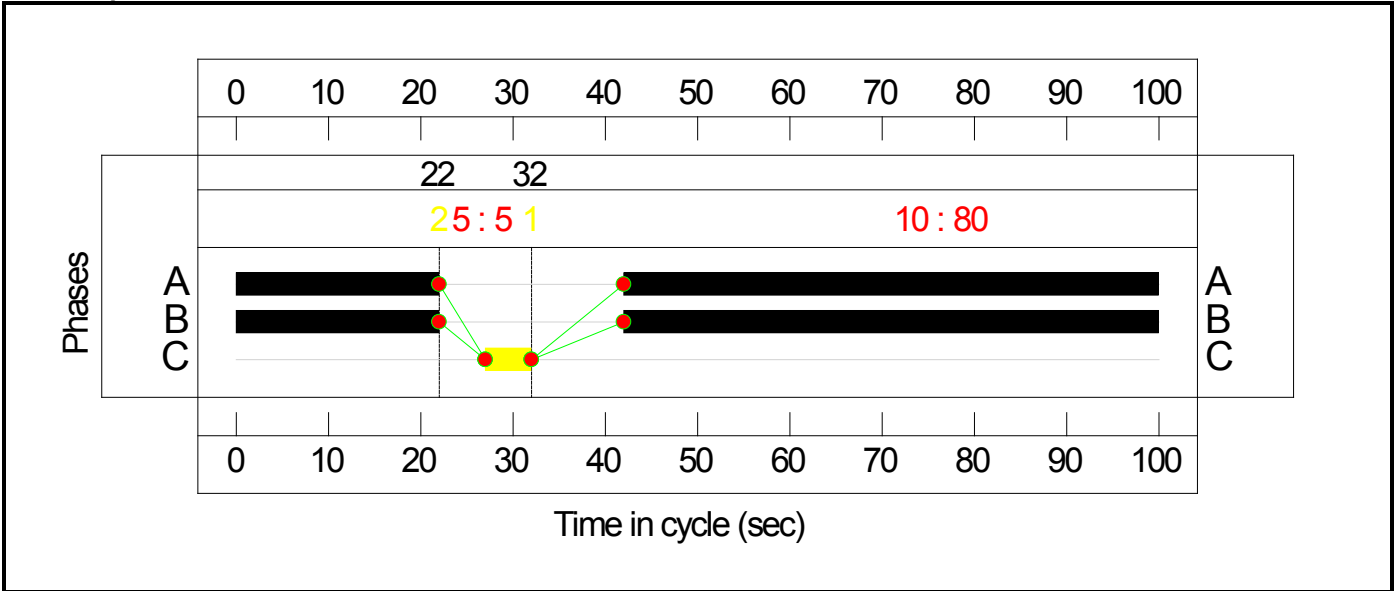
		Destination				
		A	B	C	D	Tot.
Origin	A	0	663	721	191	1575
	B	562	0	156	173	891
	C	350	318	0	198	866
	D	117	358	319	0	794
	Tot.	1029	1339	1196	562	4126

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	57	-	1247	2037:1868	1519	82.1%	-	-	-	6.9	19.8	14.3	16.5
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	57	-	328	1800	1044	31.4%	-	-	-	1.2	13.3	4.6	4.9
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	33	-	331	1800	612	54.1%	-	-	-	1.7	18.0	7.7	8.3
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	33	-	664	1965:1800	817	81.3%	-	-	-	5.0	27.3	5.5	7.6
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	546	1800	1530	35.7%	-	-	-	0.3	2.2	0.7	1.0
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	483	3600	3060	15.8%	-	-	-	0.1	0.8	0.2	0.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	35	-	595	2105:1931	955	62.3%	-	-	-	4.8	29.1	7.0	7.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	35	-	296	2105	758	39.1%	-	-	-	2.3	27.7	6.1	6.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	55	-	643	1991	1115	57.7%	-	-	-	2.9	16.2	14.5	15.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	55	-	588	2255	1263	46.6%	-	-	-	2.7	16.8	9.5	9.9
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	812	1800	1458	55.7%	-	-	-	1.0	4.2	3.2	3.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	527	1965	1592	33.1%	-	-	-	0.3	2.4	1.0	1.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	46	-	361	1925	905	39.9%	-	-	-	2.1	20.6	6.5	6.8

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	46	-	505	2105	989	51.0%	-	-	-	3.1	22.2	9.7	10.2
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	44	-	364	2155	970	37.5%	-	-	-	2.4	23.3	6.1	6.4
J1:9/2	Broom Way Internal Right	U	C1:I		1	44	-	266	2092	941	28.3%	-	-	-	0.2	2.8	0.0	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	44	-	296	1800	810	36.5%	-	-	-	0.3	3.9	4.7	5.0
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	655	1965	1631	40.2%	-	-	-	0.3	1.9	2.7	3.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	541	2105	1747	31.0%	-	-	-	0.3	2.0	0.8	1.0
J1:11/1	Broom Way Exit	U	-		-	-	-	655	2000	2000	32.8%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	541	2000	2000	27.1%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	117	1940	1345	8.7%	117	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	677	2500	1152	58.7%	677	0	0	2.3	12.4	10.0	10.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	429	1896	1896	22.6%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	801	2093	2093	38.3%	-	-	-	0.3	1.4	6.4	6.8
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	562	2015	2015	27.9%	-	-	-	0.2	1.3	4.0	4.2
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	794	2015	1632	48.6%	-	-	-	1.1	5.1	6.8	7.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	562	2015	1632	34.4%	-	-	-	0.4	2.5	1.2	1.4
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	794	2015	2015	39.4%	-	-	-	0.3	1.5	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	30	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	41	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
C1 - Peel Common Rbt		Stream: 1 PRC for Signalled Lanes (%)		9.6		Total Delay for Signalled Lanes (pcuHr):		14.76		Cycle Time (s):		100						
C1 - Peel Common Rbt		Stream: 2 PRC for Signalled Lanes (%)		152.2		Total Delay for Signalled Lanes (pcuHr):		0.44		Cycle Time (s):		100						
C1 - Peel Common Rbt		Stream: 3 PRC for Signalled Lanes (%)		44.5		Total Delay for Signalled Lanes (pcuHr):		12.72		Cycle Time (s):		100						
C1 - Peel Common Rbt		Stream: 4 PRC for Signalled Lanes (%)		76.3		Total Delay for Signalled Lanes (pcuHr):		8.07		Cycle Time (s):		100						
C1 - Peel Common Rbt		Stream: 5 PRC for Signalled Lanes (%)		124.1		Total Delay for Signalled Lanes (pcuHr):		0.65		Cycle Time (s):		100						
C1 - Peel Common Rbt		Stream: 6 PRC for Signalled Lanes (%)		61.6		Total Delay for Signalled Lanes (pcuHr):		1.30		Cycle Time (s):		100						
C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)		85.0		Total Delay for Signalled Lanes (pcuHr):		1.52		Cycle Time (s):		100						
		PRC Over All Lanes (%)		9.6		Total Delay Over All Lanes(pcuHr):		43.26										

Scenario 7: '2019 DS2 BASE AM' (FG7: '2019 DS2 BASE AM', Plan 1: 'Stage Plan 1')

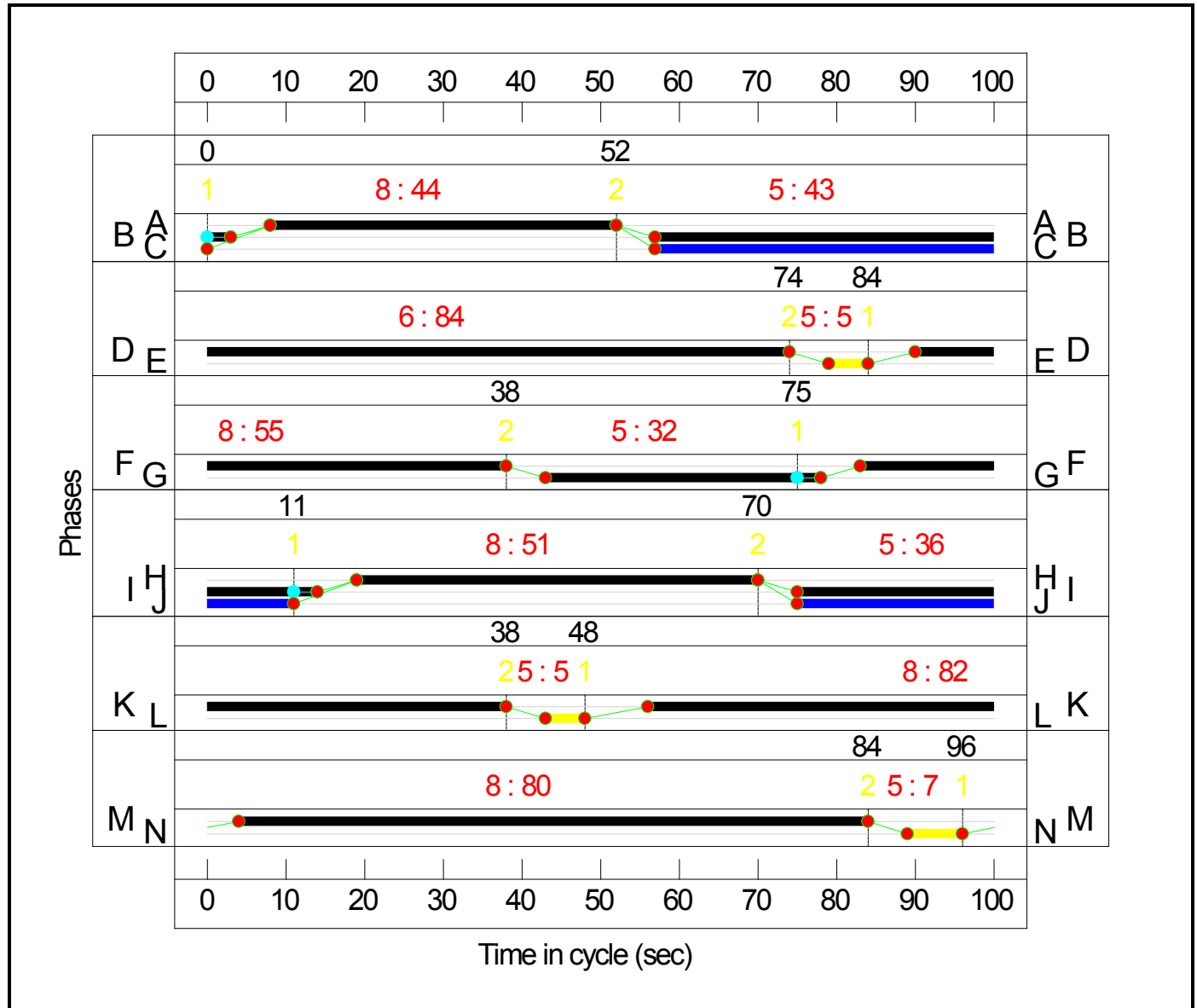
Traffic Flows, Actual

Actual Flow :

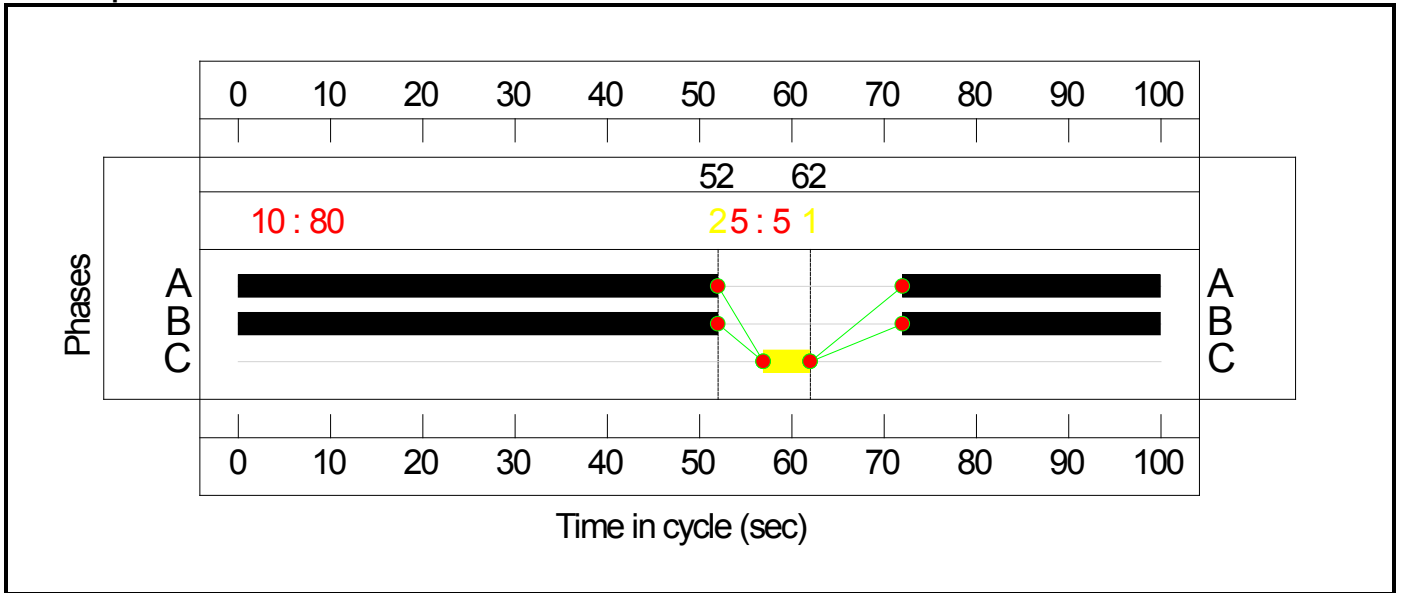
		Destination				
		A	B	C	D	Tot.
Origin	A	0	183	234	141	558
	B	463	0	88	550	1101
	C	639	148	0	692	1479
	D	220	152	302	0	674
	Tot.	1322	483	624	1383	3812

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	44	-	417	2044:1868	1068	39.1%	-	-	-	2.4	20.4	6.1	6.4
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	44	-	141	1800	810	17.4%	-	-	-	0.7	19.1	2.3	2.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	46	-	188	1800	846	22.2%	-	-	-	0.9	16.4	3.8	4.0
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	46	-	414	1965:1800	928	44.6%	-	-	-	1.6	13.6	3.1	3.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	391	1800	1530	25.6%	-	-	-	0.2	1.7	0.2	0.4
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	931	3600	3060	30.4%	-	-	-	0.3	1.3	1.6	1.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	55	-	806	2105:1955	1193	67.6%	-	-	-	4.2	18.6	12.9	14.0
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	55	-	295	2105	1179	25.0%	-	-	-	1.1	13.3	4.2	4.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	35	-	283	1991	717	39.5%	-	-	-	1.8	22.9	6.5	6.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	35	-	394	2255	812	48.5%	-	-	-	2.9	26.3	6.7	7.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	268	1800	1458	18.4%	-	-	-	0.2	2.4	0.6	0.7
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	215	1965	1592	13.5%	-	-	-	0.1	2.5	0.9	0.9
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	695	1894	985	70.6%	-	-	-	4.7	24.4	14.5	15.7

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	784	2105	1095	71.6%	-	-	-	5.3	24.1	16.6	17.8
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	691	2155	862	80.2%	-	-	-	5.1	26.7	9.7	11.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	168	2092	837	20.1%	-	-	-	0.8	16.4	1.4	1.5
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	295	1800	720	41.0%	-	-	-	1.5	18.3	2.6	2.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	285	1965	1631	17.5%	-	-	-	0.1	1.3	0.0	0.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	339	2105	1747	19.4%	-	-	-	0.2	1.7	0.4	0.5
J1:11/1	Broom Way Exit	U	-		-	-	-	285	2000	2000	14.3%	-	-	-	0.1	1.0	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	339	2000	2000	17.0%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	220	1940	1401	15.7%	220	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	454	2500	856	53.0%	454	0	0	1.5	11.5	4.2	4.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	171	1896	1896	9.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1079	2133	2133	50.6%	-	-	-	0.5	1.7	0.6	1.1
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1383	2015	2015	68.6%	-	-	-	1.1	3.0	10.2	11.3
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	674	2015	1632	41.3%	-	-	-	0.9	4.6	5.2	5.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1383	2015	1632	84.7%	-	-	-	3.3	8.5	4.6	7.3
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	674	2015	2015	33.4%	-	-	-	0.3	1.3	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	101.8	Total Delay for Signalled Lanes (pcuHr)	5.53	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	195.8	Total Delay for Signalled Lanes (pcuHr)	0.53	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	33.2	Total Delay for Signalled Lanes (pcuHr)	9.93	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	12.3	Total Delay for Signalled Lanes (pcuHr)	17.35	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	363.8	Total Delay for Signalled Lanes (pcuHr)	0.26	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	389.6	Total Delay for Signalled Lanes (pcuHr)	0.33	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr)	4.11	Cycle Time (s)	100
	PRC Over All Lanes (%)	6.2	Total Delay Over All Lanes(pcuHr)	41.72		

Scenario 8: '2019 DS2 BASE PM' (FG8: '2019 DS2 BASE PM', Plan 1: 'Stage Plan 1')

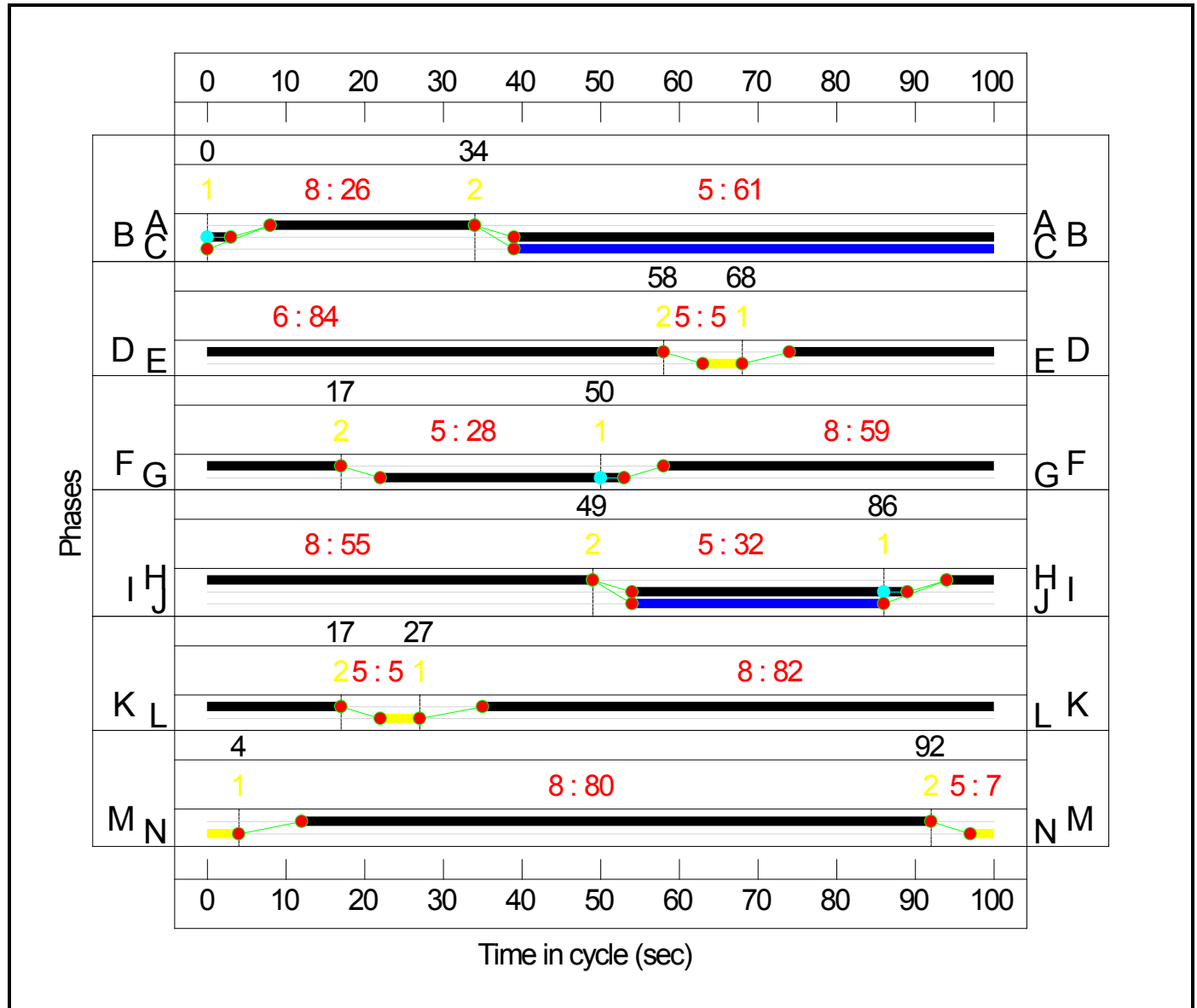
Traffic Flows, Actual

Actual Flow :

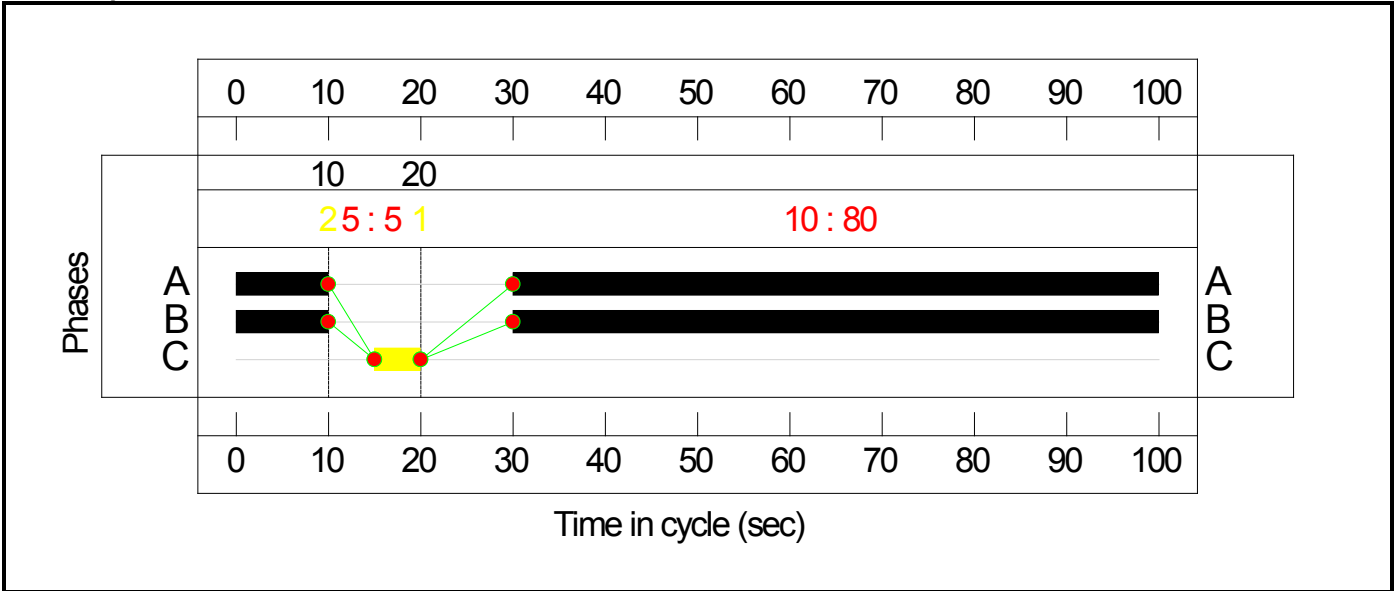
		Destination				
		A	B	C	D	Tot.
Origin	A	0	297	358	180	835
	B	78	0	69	311	458
	C	281	147	0	326	754
	D	124	911	486	0	1521
	Tot.	483	1355	913	817	3568

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	26	-	625	2030:1868	865	72.2%	-	-	-	6.9	39.5	9.9	11.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	26	-	210	1800	486	43.2%	-	-	-	2.1	36.7	4.8	5.2
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	64	-	524	1800	1170	44.2%	-	-	-	2.0	13.8	8.1	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	64	-	1020	1965:1800	1398	71.6%	-	-	-	2.4	8.7	5.3	6.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	154	1800	1530	10.1%	-	-	-	0.1	2.7	0.7	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	329	3600	3060	10.8%	-	-	-	0.1	1.1	0.7	0.7
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	59	-	380	2105:1952	1171	32.4%	-	-	-	1.3	12.2	5.2	5.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	59	-	78	2105	1263	6.2%	-	-	-	0.2	9.9	0.9	0.9
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	31	-	477	1991	637	74.4%	-	-	-	3.4	25.5	11.8	13.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	31	-	547	2255	722	74.9%	-	-	-	5.4	36.0	12.5	14.0
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	753	1800	1458	51.2%	-	-	-	0.8	3.9	2.8	3.3
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	602	1965	1592	37.2%	-	-	-	0.7	4.5	4.1	4.4
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	55	-	356	1900	1064	33.5%	-	-	-	1.4	14.5	5.3	5.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	55	-	398	2105	1179	33.8%	-	-	-	1.6	14.2	6.0	6.2
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	35	-	491	2155	776	63.3%	-	-	-	3.1	23.0	12.1	13.0
J1:9/2	Broom Way Internal Right	U	C1:I		1	35	-	0	2155	776	0.0%	-	-	-	0.0	0.0	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	35	-	78	1800	648	12.0%	-	-	-	0.4	19.2	0.7	0.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.1%	-	-	-	0.2	1.6	0.0	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	435	2105	1747	24.5%	-	-	-	0.2	1.6	0.3	0.5
J1:11/1	Brrom Way Exit	U	-		-	-	-	478	2000	2000	23.8%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	435	2000	2000	21.4%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	124	1940	1432	8.7%	124	0	0	0.0	1.4	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1397	2500	1371	101.9%	1371	0	0	31.1	80.1	109.2	135.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	30	1896	1896	1.6%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	476	2106	2106	22.6%	-	-	-	0.1	1.1	1.2	1.3
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	817	2015	2015	40.5%	-	-	-	0.4	1.7	10.3	10.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1521	2015	1632	93.2%	-	-	-	9.3	21.9	32.5	38.7
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	817	2015	1632	50.1%	-	-	-	0.7	3.1	2.1	2.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1521	2015	2015	75.5%	-	-	-	1.5	3.6	0.0	1.5

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	61	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	24.6	Total Delay for Signalled Lanes (pcuHr)	13.40	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	737.1	Total Delay for Signalled Lanes (pcuHr)	0.21	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.1	Total Delay for Signalled Lanes (pcuHr)	10.27	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	42.2	Total Delay for Signalled Lanes (pcuHr)	6.56	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	208.9	Total Delay for Signalled Lanes (pcuHr)	0.40	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	75.9	Total Delay for Signalled Lanes (pcuHr)	1.54	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-3.5	Total Delay for Signalled Lanes (pcuHr)	9.98	Cycle Time (s)	100
	PRC Over All Lanes (%)	-13.2	Total Delay Over All Lanes(pcuHr)	75.85		

Scenario 9: '2024 DS2 BASE AM' (FG9: '2024 DS2 BASE AM', Plan 1: 'Stage Plan 1')

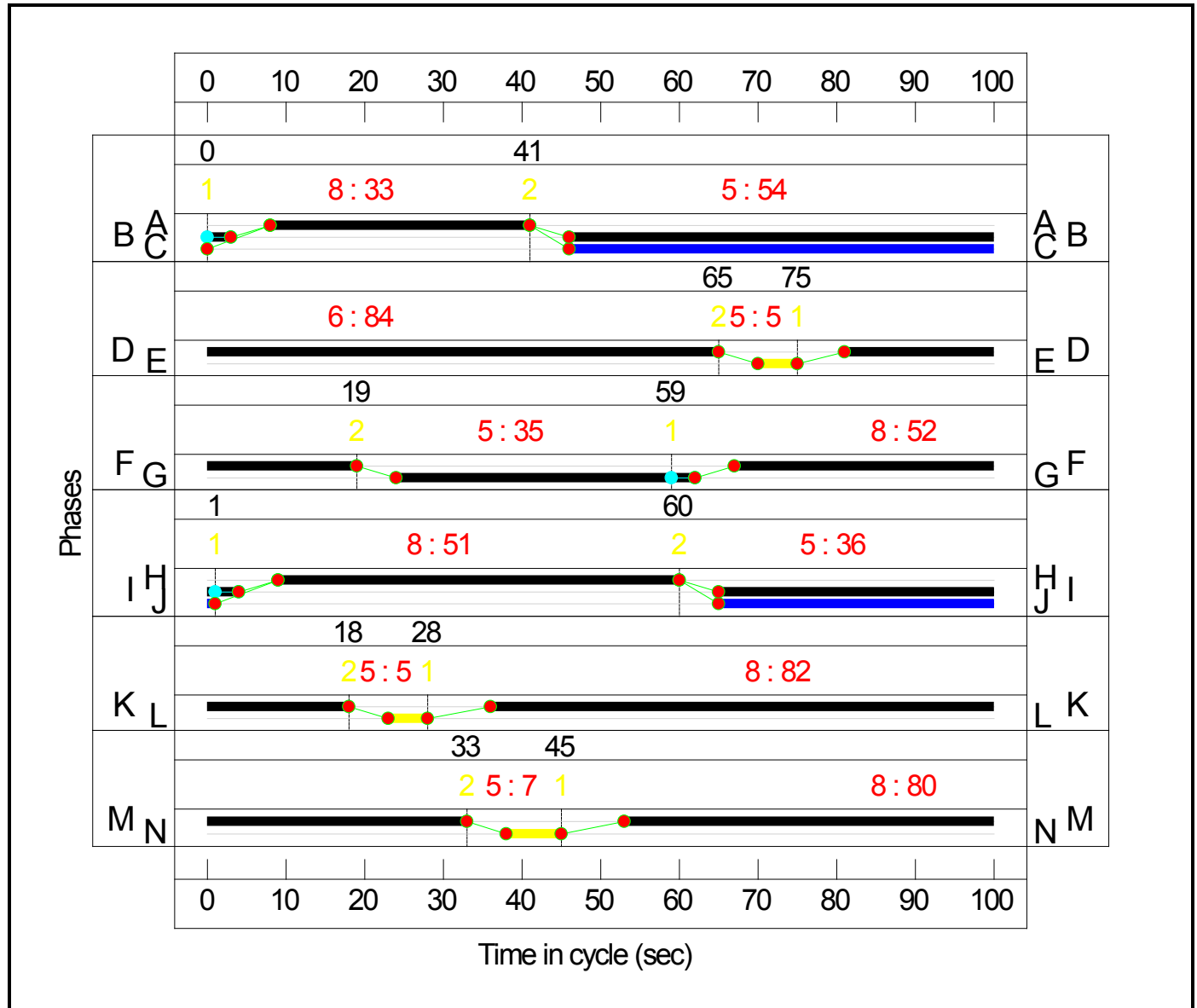
Traffic Flows, Actual

Actual Flow :

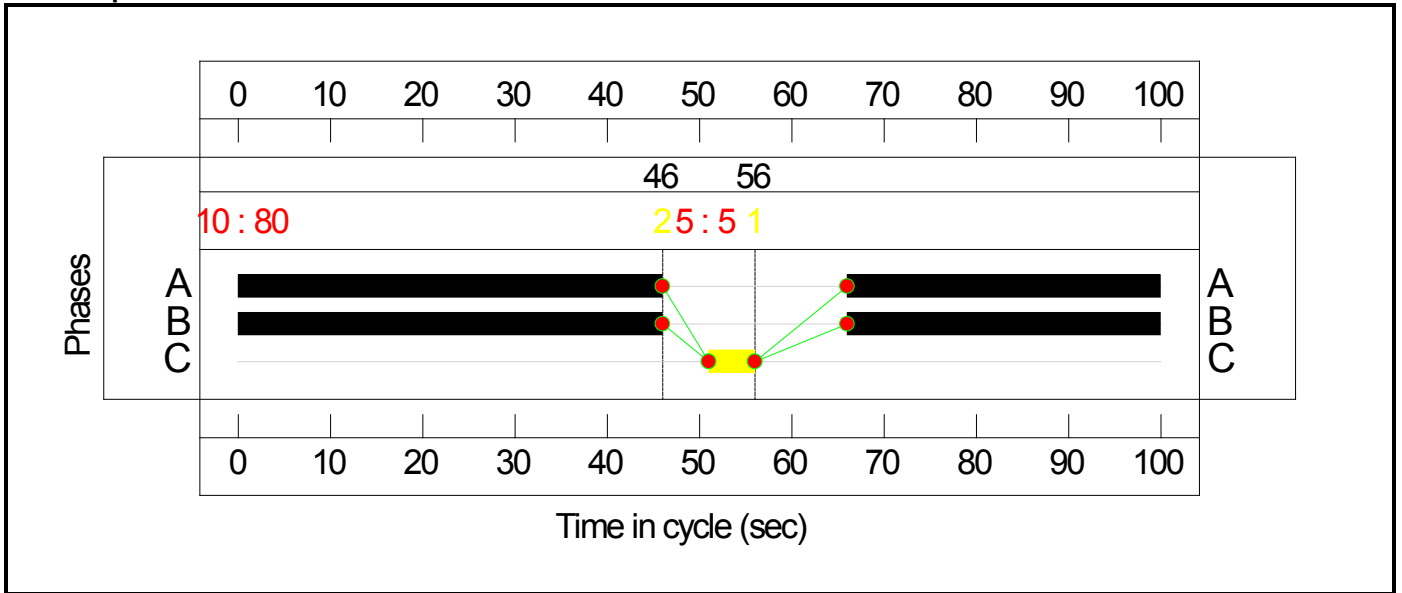
		Destination				
		A	B	C	D	Tot.
Origin	A	0	190	381	168	739
	B	478	0	174	587	1239
	C	681	239	0	726	1646
	D	242	170	316	0	728
	Tot.	1401	599	871	1481	4352

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	33	-	567	2013:1868	967	58.7%	-	-	-	4.8	30.5	8.6	9.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	33	-	172	1800	612	28.1%	-	-	-	1.3	28.2	3.4	3.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	57	-	186	1800	1044	17.8%	-	-	-	0.7	14.3	4.3	4.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	57	-	539	1965:1800	1202	44.8%	-	-	-	2.0	13.3	4.4	4.8
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	376	1800	1530	24.6%	-	-	-	0.2	1.8	0.3	0.5
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1025	3600	3060	33.5%	-	-	-	0.4	1.3	1.7	2.0
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	846	2105:1948	1082	78.2%	-	-	-	6.0	25.5	17.5	19.2
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	393	2105	1116	35.2%	-	-	-	1.8	16.1	6.2	6.5
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	457	1991	776	58.9%	-	-	-	1.8	14.1	10.6	11.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	408	2255	879	46.4%	-	-	-	2.2	19.3	7.6	8.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	372	1800	1458	25.5%	-	-	-	0.3	2.8	1.2	1.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	227	1965	1592	14.3%	-	-	-	0.1	1.4	0.0	0.1
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	775	1898	987	78.5%	-	-	-	6.0	27.8	17.4	19.2

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	871	2105	1095	79.6%	-	-	-	6.7	27.6	19.6	21.5
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	755	2155	862	87.6%	-	-	-	6.8	32.3	16.3	19.6
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	85	2092	837	10.2%	-	-	-	0.3	12.8	0.5	0.5
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	393	1800	720	54.6%	-	-	-	1.8	16.3	5.1	5.7
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.3%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	393	2105	1747	22.5%	-	-	-	0.2	2.0	0.8	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	478	2000	2000	23.9%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	393	2000	2000	19.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	242	1940	1409	17.2%	242	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	1592	30.5%	486	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	134	1896	1896	7.1%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1264	2125	2125	59.5%	-	-	-	0.7	2.1	8.3	9.0
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1481	2015	2015	73.5%	-	-	-	1.5	3.7	16.4	17.7
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	728	2015	1632	44.6%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1481	2015	1632	90.7%	-	-	-	5.6	13.5	24.3	28.9
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	728	2015	2015	36.1%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	54	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	53.4	Total Delay for Signalled Lanes (pcuHr):	8.88	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	168.7	Total Delay for Signalled Lanes (pcuHr):	0.56	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	15.1	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	2.8	Total Delay for Signalled Lanes (pcuHr):	21.51	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	207.1	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	252.7	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr):	6.54	Cycle Time (s):	100
	PRC Over All Lanes (%)	-0.8	Total Delay Over All Lanes(pcuHr):	53.20		

Scenario 10: '2024 DS2 BASE PM' (FG10: '2024 DS2 BASE PM', Plan 1: 'Stage Plan 1')

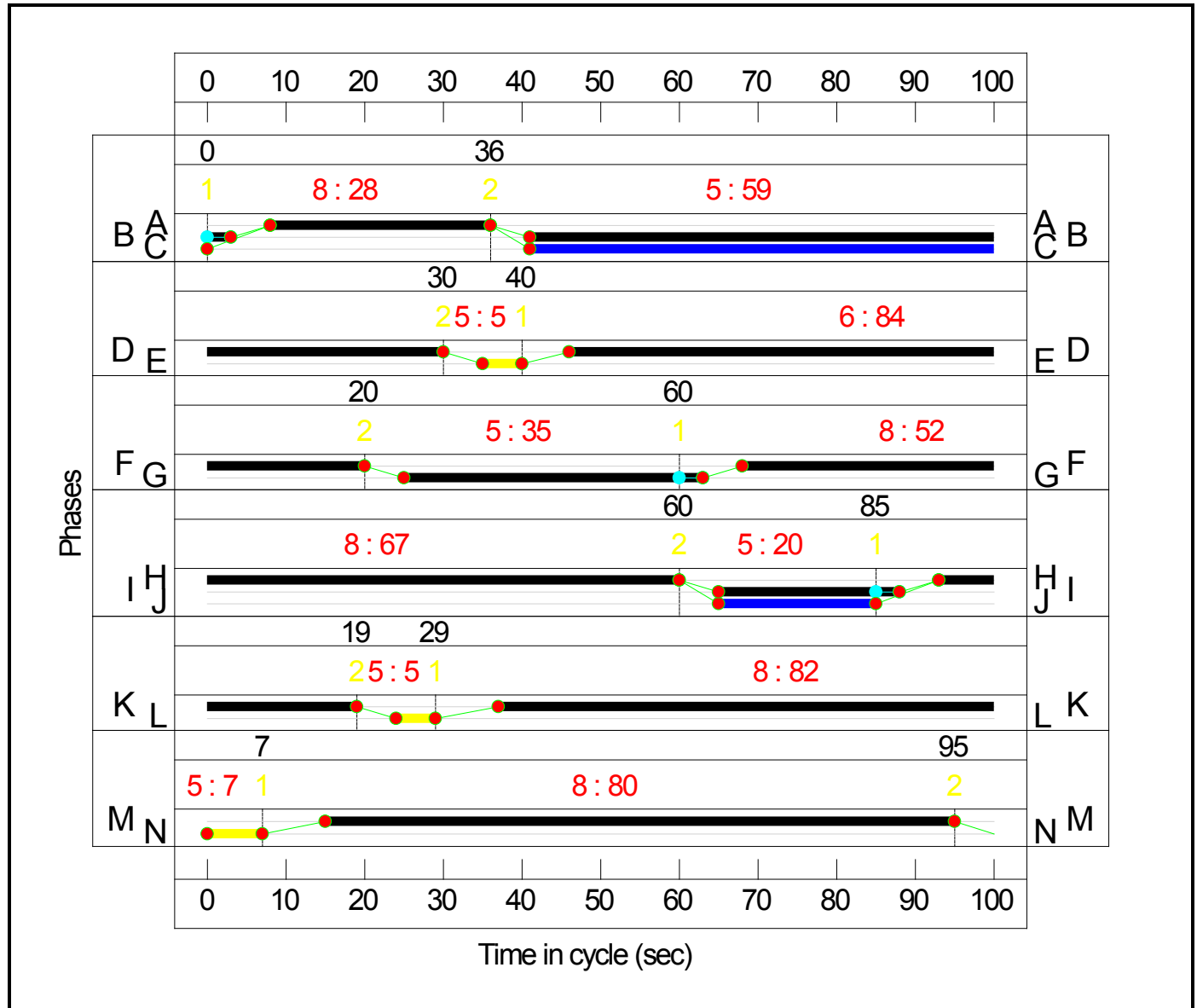
Traffic Flows, Actual

Actual Flow :

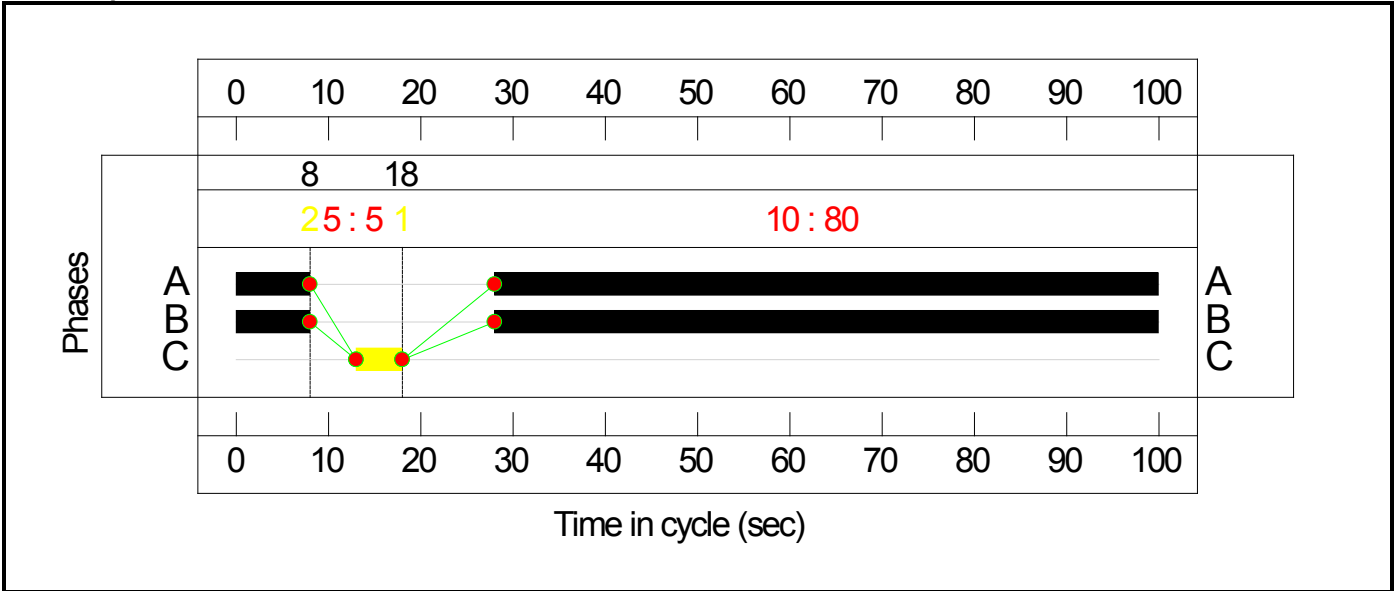
		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	509	208	1024
	B	81	0	154	341	576
	C	312	238	0	348	898
	D	143	955	506	0	1604
	Tot.	536	1500	1169	897	4102

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	779	2013:1868	957	81.4%	-	-	-	9.0	41.8	12.1	14.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	245	1800	522	46.9%	-	-	-	2.4	35.7	5.6	6.0
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	489	1800	1134	41.8%	-	-	-	2.1	16.2	8.2	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1210	1965:1800	1331	85.5%	-	-	-	4.9	15.5	14.6	17.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	180	1800	1530	11.8%	-	-	-	0.1	1.7	0.2	0.3
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	356	3600	3060	11.6%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	496	2105:1942	1031	48.1%	-	-	-	2.5	18.2	8.7	9.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	80	2105	1116	7.2%	-	-	-	0.3	13.2	1.1	1.1
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	586	1991	776	74.6%	-	-	-	3.5	21.6	15.3	16.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	637	2255	879	69.8%	-	-	-	5.1	30.1	13.3	14.4
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	794	1800	1458	53.4%	-	-	-	0.8	3.5	2.6	3.2
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	706	1965	1592	41.7%	-	-	-	0.9	4.9	4.3	4.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	384	1900	1292	29.7%	-	-	-	0.9	8.4	4.3	4.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	514	2105	1431	35.9%	-	-	-	1.2	8.7	6.0	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	549	2155	517	106.1%	-	-	-	27.1	177.6	16.1	38.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	1	2092	502	0.2%	-	-	-	0.0	25.5	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	80	1800	432	18.5%	-	-	-	0.6	26.9	0.8	0.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	599	1965	1631	36.3%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	570	2105	1747	31.3%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	599	2000	2000	29.6%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	570	2000	2000	27.3%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	143	1940	1431	10.0%	143	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1375	106.3%	1375	0	0	58.5	144.2	114.2	164.6
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	37	1896	1896	2.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	594	2092	2092	28.4%	-	-	-	0.2	1.2	2.3	2.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	897	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1604	2015	1632	98.3%	-	-	-	18.1	40.7	41.4	55.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	897	2015	1632	53.0%	-	-	-	0.8	3.3	2.3	2.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1604	2015	2015	79.6%	-	-	-	1.9	4.3	0.0	1.9

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	5.2	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	665.0	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.6	Total Delay for Signalled Lanes (pcuHr):	11.41	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-17.9	Total Delay for Signalled Lanes (pcuHr):	29.83	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	147.8	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	68.4	Total Delay for Signalled Lanes (pcuHr):	1.67	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.2	Total Delay for Signalled Lanes (pcuHr):	18.91	Cycle Time (s):	100
	PRC Over All Lanes (%)	-18.1	Total Delay Over All Lanes(pcuHr):	142.71		

Scenario 11: '2024 DS2 BASE + DEV AM' (FG11: '2024 DS2 BASE + DEV AM', Plan 1: 'Stage Plan 1')

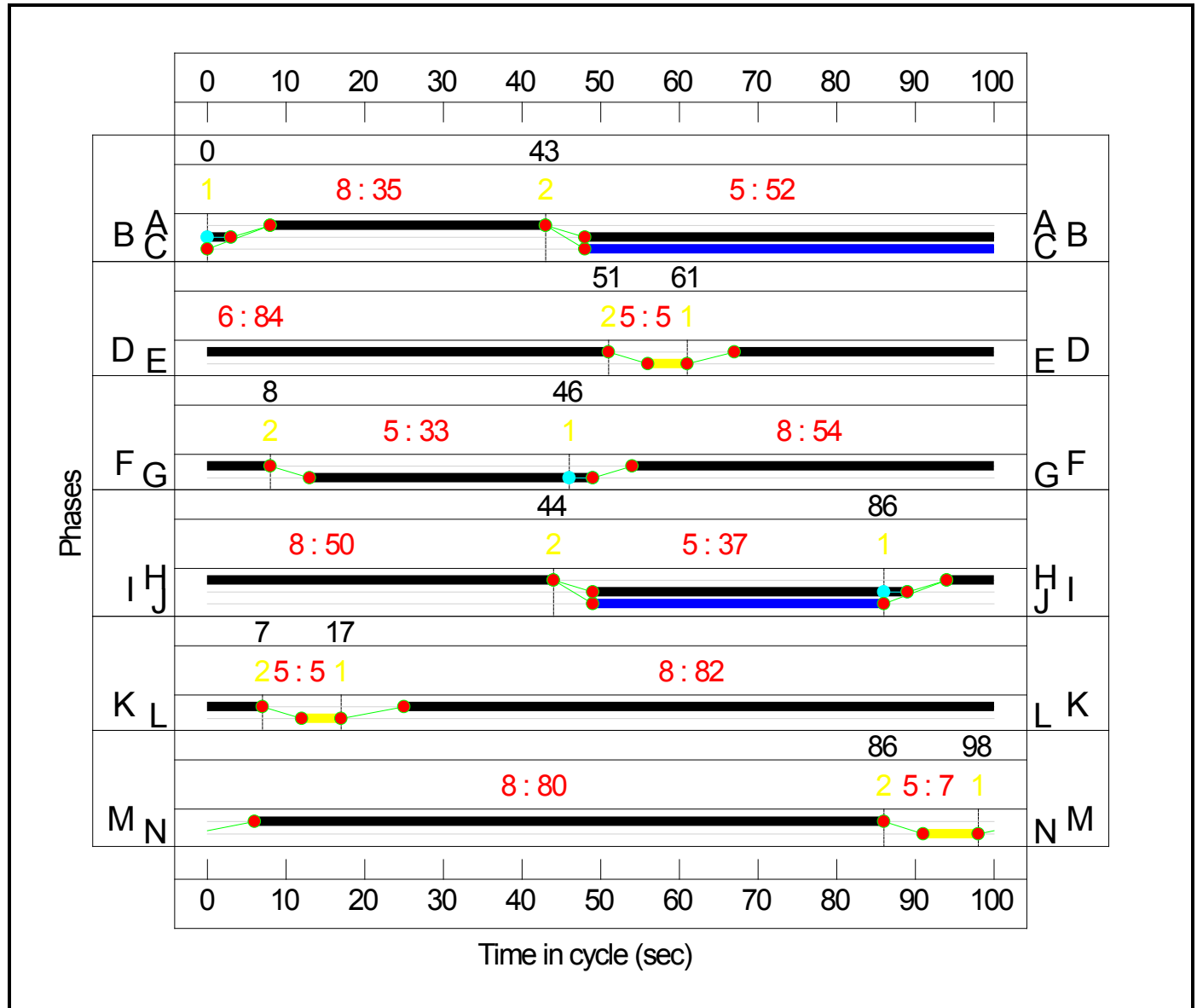
Traffic Flows, Actual

Actual Flow :

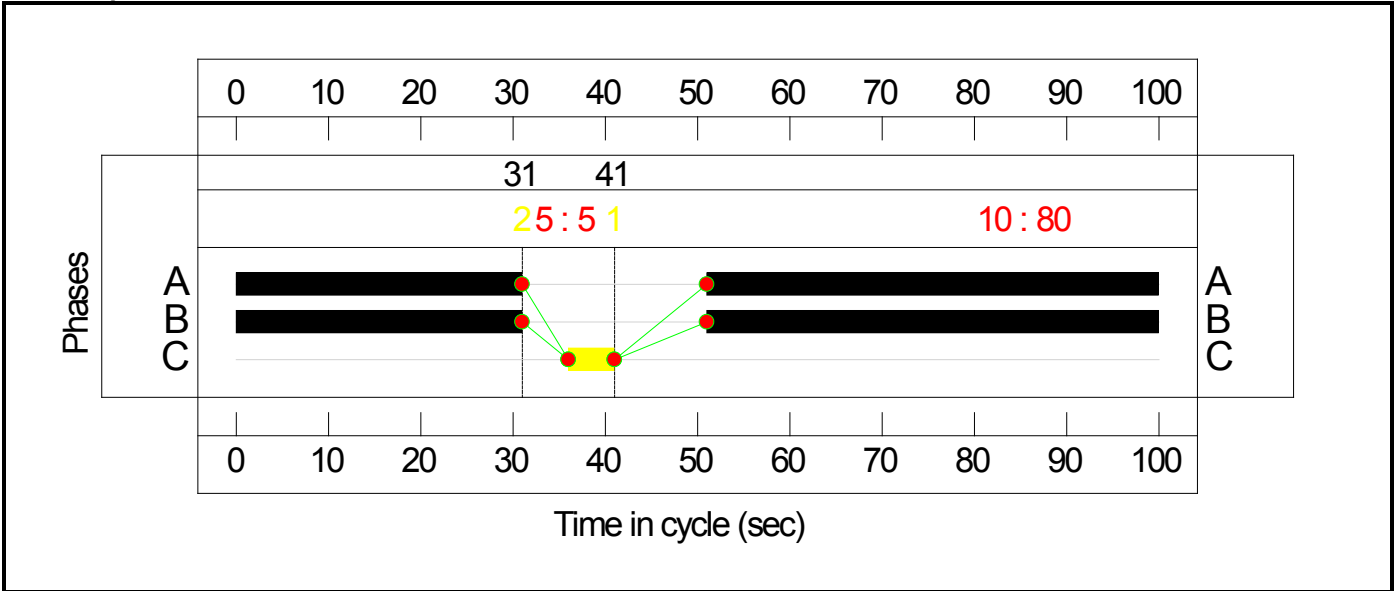
		Destination				
		A	B	C	D	Tot.
Origin	A	0	205	399	180	784
	B	481	0	174	587	1242
	C	685	239	0	726	1650
	D	243	170	316	0	729
	Tot.	1409	614	889	1493	4405

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	35	-	600	2012:1868	1023	58.6%	-	-	-	4.8	28.9	8.7	9.4
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	35	-	184	1800	648	28.4%	-	-	-	1.4	26.7	3.6	3.8
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	55	-	225	1800	1008	22.3%	-	-	-	1.6	25.9	5.5	5.7
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	55	-	500	1965:1800	1139	43.9%	-	-	-	0.9	6.6	3.3	3.6
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	328	1800	1530	21.4%	-	-	-	0.2	1.8	0.3	0.4
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1081	3600	3060	35.3%	-	-	-	0.4	1.3	2.4	2.7
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	54	-	793	2105:1948	1098	72.2%	-	-	-	4.9	22.4	15.8	17.0
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	54	-	449	2105	1158	38.8%	-	-	-	1.9	15.4	7.1	7.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	36	-	454	1991	737	61.6%	-	-	-	1.7	13.8	2.3	3.1
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	36	-	441	2255	834	52.9%	-	-	-	3.8	31.4	11.2	11.8
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	430	1800	1458	29.5%	-	-	-	0.2	1.9	0.1	0.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	184	1965	1592	11.6%	-	-	-	0.1	2.1	0.7	0.8
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	50	-	779	1899	968	80.4%	-	-	-	6.4	29.7	18.0	20.0

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	50	-	871	2105	1074	81.1%	-	-	-	7.1	29.2	20.1	22.2
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	40	-	767	2155	884	86.8%	-	-	-	6.3	29.5	15.1	18.3
J1:9/2	Broom Way Internal Right	U	C1:I		1	40	-	32	2092	858	3.7%	-	-	-	0.1	13.8	0.2	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	40	-	449	1800	738	60.8%	-	-	-	2.3	18.6	6.1	6.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	473	1965	1631	29.0%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	416	2105	1747	23.8%	-	-	-	0.2	2.0	0.7	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	473	2000	2000	23.7%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	416	2000	2000	20.8%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	243	1940	1420	17.1%	243	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	695	69.9%	486	0	0	2.7	19.8	5.3	6.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	85	1896	1896	4.5%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1320	2126	2126	62.1%	-	-	-	0.8	2.2	10.6	11.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1493	2015	2015	74.1%	-	-	-	1.5	3.7	15.8	17.2
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	729	2015	1632	44.7%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1493	2015	1632	91.5%	-	-	-	6.2	14.9	25.0	30.0
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	729	2015	2015	36.2%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	52	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
				C1 - Peel Common Rbt	Stream: 1	PRC for Signalled Lanes (%)	53.5	Total Delay for Signalled Lanes (pcuHr):				8.71	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 2	PRC for Signalled Lanes (%)	154.8	Total Delay for Signalled Lanes (pcuHr):				0.54	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 3	PRC for Signalled Lanes (%)	24.6	Total Delay for Signalled Lanes (pcuHr):				12.43	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 4	PRC for Signalled Lanes (%)	3.7	Total Delay for Signalled Lanes (pcuHr):				22.20	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 5	PRC for Signalled Lanes (%)	210.3	Total Delay for Signalled Lanes (pcuHr):				0.44	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 6	PRC for Signalled Lanes (%)	205.2	Total Delay for Signalled Lanes (pcuHr):				0.33	Cycle Time (s):				100	
				C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)	-1.6	Total Delay for Signalled Lanes (pcuHr):				7.16	Cycle Time (s):				100	
						PRC Over All Lanes (%)	-1.6	Total Delay Over All Lanes(pcuHr):				57.55						

Scenario 12: '2024 DS2 BASE + DEV PM' (FG12: '2024 DS2 BASE + DEV PM', Plan 1: 'Stage Plan 1')

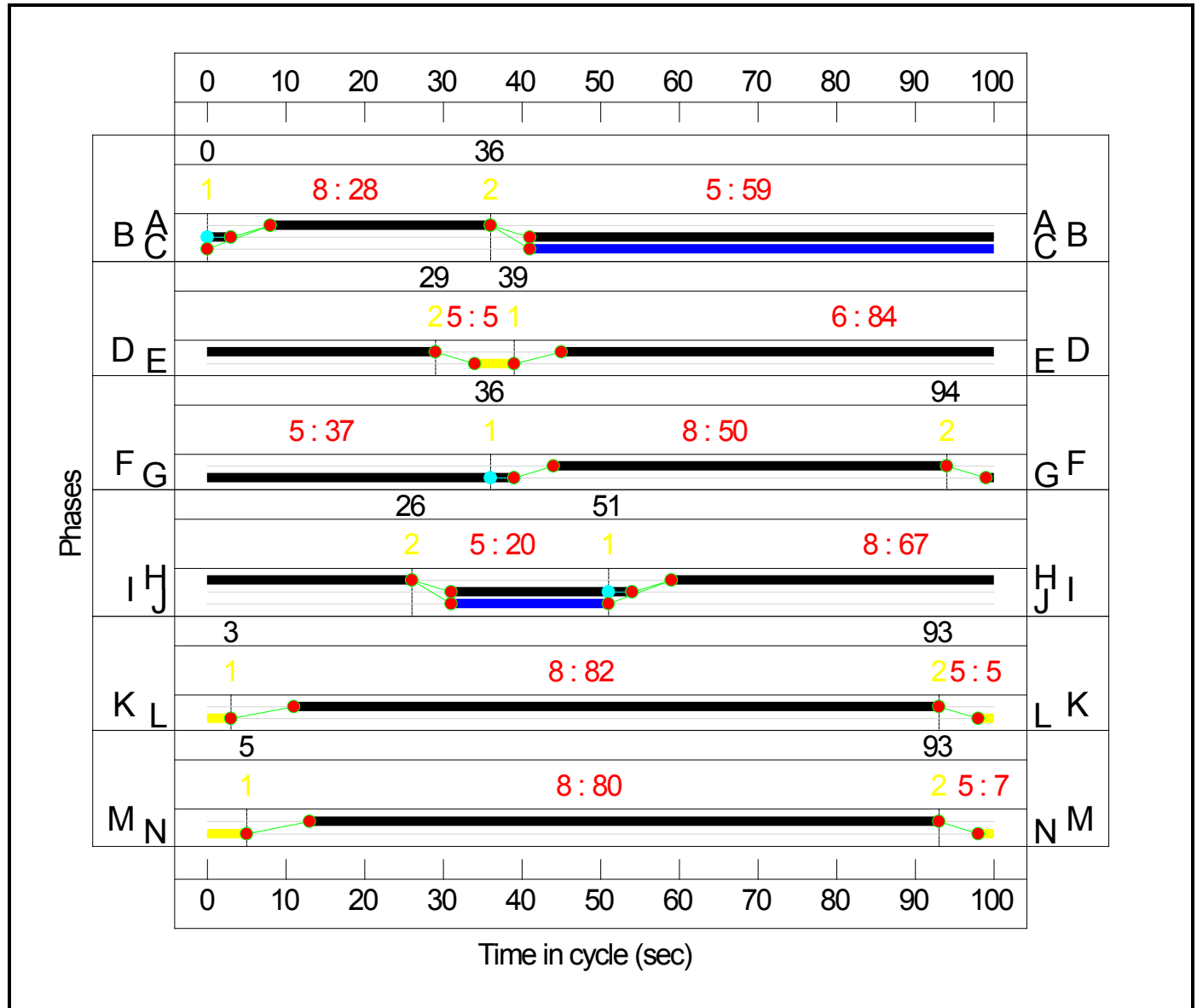
Traffic Flows, Actual

Actual Flow :

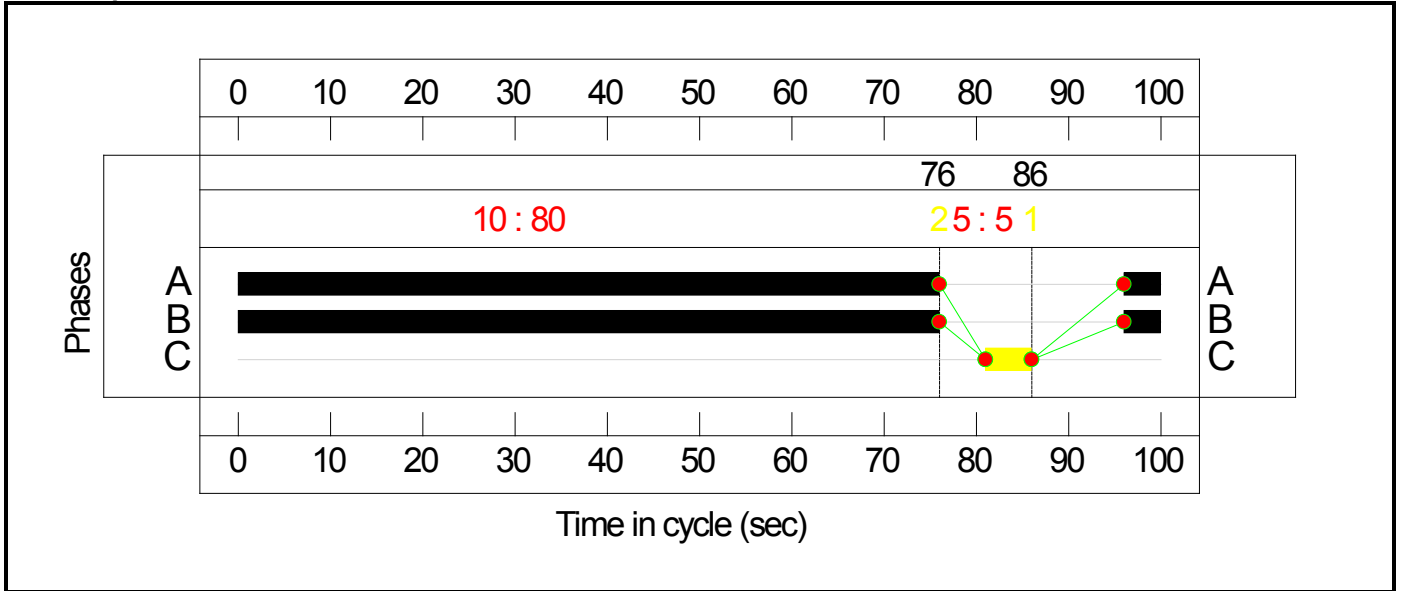
		Destination				
		A	B	C	D	Tot.
Origin	A	0	315	516	210	1041
	B	101	0	154	341	596
	C	324	238	0	348	910
	D	147	955	506	0	1608
	Tot.	572	1508	1176	899	4155

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	796	2013:1868	952	83.7%	-	-	-	9.6	43.3	12.6	15.1
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	245	1800	522	46.9%	-	-	-	2.4	35.7	5.6	6.0
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	487	1800	1134	41.3%	-	-	-	1.5	11.9	5.6	6.0
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1212	1965:1800	1331	84.4%	-	-	-	7.3	23.4	19.7	22.3
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	197	1800	1530	12.9%	-	-	-	0.2	2.8	0.9	1.0
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	375	3600	3060	12.3%	-	-	-	0.1	1.3	0.7	0.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	50	-	502	2105:1942	1004	50.0%	-	-	-	2.7	19.6	8.9	9.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	50	-	94	2105	1074	8.8%	-	-	-	0.4	14.4	1.3	1.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	40	-	595	1991	816	71.9%	-	-	-	3.2	19.7	4.6	5.9
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	40	-	637	2255	925	65.8%	-	-	-	4.5	26.9	10.9	11.8
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	796	1800	1458	53.3%	-	-	-	0.9	4.0	2.7	3.3
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	712	1965	1592	41.5%	-	-	-	0.8	4.6	4.2	4.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	391	1902	1293	30.2%	-	-	-	0.9	8.4	4.3	4.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	519	2105	1431	36.3%	-	-	-	1.3	8.8	6.1	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	551	2155	517	106.5%	-	-	-	30.1	196.9	16.2	39.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	7	2092	502	1.4%	-	-	-	0.1	28.7	0.1	0.1
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	94	1800	432	21.8%	-	-	-	0.8	31.4	1.2	1.4
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	606	1965	1631	36.6%	-	-	-	0.3	1.8	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	570	2105	1747	31.0%	-	-	-	0.3	1.9	1.8	2.0
J1:11/1	Brrom Way Exit	U	-		-	-	-	606	2000	2000	29.9%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	570	2000	2000	27.1%	-	-	-	0.2	1.2	2.8	3.0
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	147	1940	1428	10.3%	147	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1354	107.9%	1354	0	0	69.7	171.8	121.2	180.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	50	1896	1896	2.6%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	613	2094	2094	29.3%	-	-	-	0.2	1.2	4.7	4.9
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	899	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1608	2015	1632	98.5%	-	-	-	18.9	42.3	42.0	56.9
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	899	2015	1632	53.0%	-	-	-	0.8	3.2	2.1	2.7
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1608	2015	2015	79.8%	-	-	-	2.0	4.4	0.0	2.0

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	20.86	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	599.0	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	25.2	Total Delay for Signalled Lanes (pcuHr):	10.87	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-18.4	Total Delay for Signalled Lanes (pcuHr):	33.19	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	145.6	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	68.7	Total Delay for Signalled Lanes (pcuHr):	1.71	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.5	Total Delay for Signalled Lanes (pcuHr):	19.67	Cycle Time (s):	100
	PRC Over All Lanes (%)	-19.9	Total Delay Over All Lanes(pcuHr):	159.97		

Pegasus Group LinSig Report

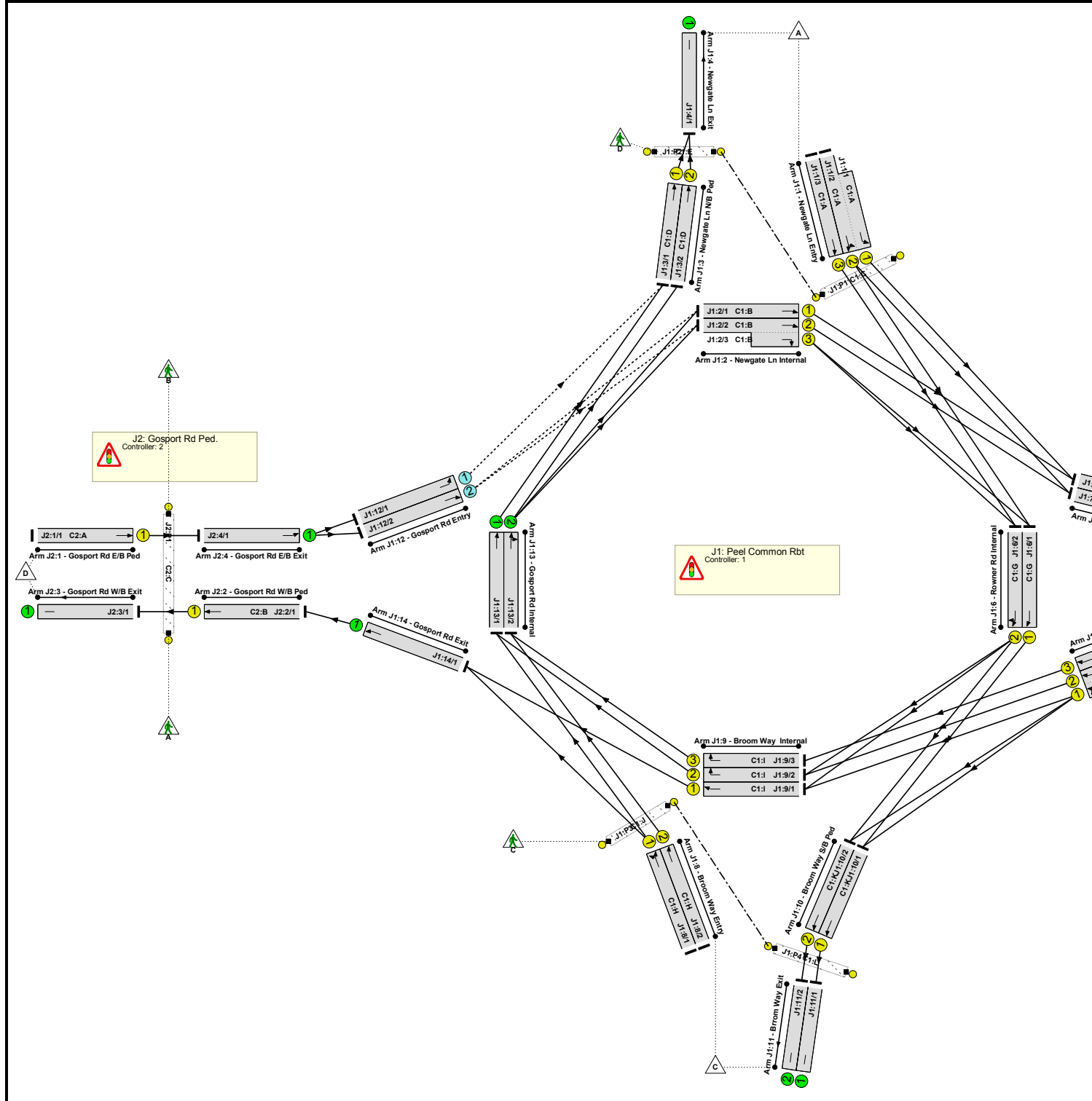
User and Project Details

Project:	
Title:	
Location:	
Company:	
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 BASE AM	2019 DS1 BASE AM	Stage Plan 1	08:00 - 09:00	100	53.0	34.79
2	2019 DS1 BASE PM	2019 DS1 BASE PM	Stage Plan 1	17:00 - 18:00	100	33.2	32.33
3	2024 DS1 BASE AM	2024 DS1 BASE AM	Stage Plan 1	08:00 - 09:00	100	33.8	43.56
4	2024 DS1 BASE PM	2024 DS1 BASE PM	Stage Plan 1	17:00 - 18:00	100	25.0	40.70
5	2024 DS1 BASE + DEV AM	2024 DS1 BASE + DEV AM	Stage Plan 1	08:00 - 09:00	100	30.0	46.28
6	2024 DS1 BASE + DEV PM	2024 DS1 BASE + DEV PM	Stage Plan 1	17:00 - 18:00	100	8.6	42.86
7	2019 DS2 BASE AM	2019 DS2 BASE AM	Stage Plan 1	08:00 - 09:00	100	6.2	41.14
8	2019 DS2 BASE PM	2019 DS2 BASE PM	Stage Plan 1	17:00 - 18:00	100	-13.2	75.85
9	2024 DS2 BASE AM	2024 DS2 BASE AM	Stage Plan 1	08:00 - 09:00	100	-0.8	53.20
10	2024 DS2 BASE PM	2024 DS2 BASE PM	Stage Plan 1	17:00 - 18:00	100	-18.1	142.71
11	2024 DS2 BASE + DEV AM	2024 DS2 BASE + DEV AM	Stage Plan 1	08:00 - 09:00	100	-1.7	56.63
12	2024 DS2 BASE + DEV PM	2024 DS2 BASE + DEV PM	Stage Plan 1	17:00 - 18:00	100	-19.8	154.72

Network Layout Diagram



Lane Input Data

Junction: J1: Peel Common 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 Entry)	U	A	2	3	15.7	Geom	-	3.65	0.00	Y	Arm J1:7 Left	25.00
J1:1/2 (Newgate Ln Entry)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	28.00
											Arm J1:7 Left	Inf
J1:1/3 (Newgate Ln Entry)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J1:2/1 (Newgate Ln Internal)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J1:2/2 (Newgate Ln Internal)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	Inf
J1:2/3 (Newgate Ln Internal)	U	B	2	3	5.0	User	1800	-	-	-	-	-
J1:3/1 (Newgate Ln N/B Ped)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J1:3/2 (Newgate Ln N/B Ped)	U	D	2	3	60.0	User	3600	-	-	-	-	-
J1:4/1 (Newgate Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Rowner Rd Entry)	U	F	2	3	7.8	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	Inf
											Arm J1:10 Left	40.00
J1:5/2 (Rowner Rd Entry)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:9 Ahead	Inf
J1:5/3 (Rowner Rd Entry)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:9 Ahead	Inf
J1:6/1 (Rowner Rd Internal)	U	G	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J1:10 Ahead	24.00
J1:6/2 (Rowner Rd Internal)	U	G	2	3	60.0	Geom	-	5.00	0.00	N	Arm J1:9 Right	Inf
											Arm J1:10 Ahead	Inf
J1:7/1 (Rowner Rd Exit)	U	M	2	3	60.0	User	1800	-	-	-	-	-

J1:7/2 (Rowner Rd Exit)	U	M	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:15 Ahead	Inf
J1:8/1 (Broom Way Entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:13 Ahead	Inf
											Arm J1:14 Left	40.00
J1:8/2 (Broom Way Entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:13 Ahead	Inf
J1:9/1 (Broom Way Internal)	U	I	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:14 Ahead	Inf
J1:9/2 (Broom Way Internal)	U	I	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:13 Right	50.00
J1:9/3 (Broom Way Internal)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J1:10/1 (Broom Way S/B Ped)	U	K	2	3	10.4	Geom	-	3.50	0.00	Y	Arm J1:11 Ahead	Inf
J1:10/2 (Broom Way S/B Ped)	U	K	2	3	10.4	Geom	-	3.50	0.00	N	Arm J1:11 Ahead	Inf
J1:11/1 (Broom Way Exit)	U		2	3	10.4	User	2000	-	-	-	-	-
J1:11/2 (Broom Way Exit)	U		2	3	60.0	User	2000	-	-	-	-	-
J1:12/1 (Gosport Rd Entry)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Left	Inf
J1:12/2 (Gosport Rd Entry)	O		2	3	60.0	User	2500	-	-	-	-	-
J1:13/1 (Gosport Rd Internal)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:3 Ahead	24.00
J1:13/2 (Gosport Rd Internal)	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Right	20.00
											Arm J1:3 Ahead	Inf
J1:14/1 (Gosport Rd Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
J1:15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Gosport Rd Ped.												
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 (Gosport Rd E/B Ped)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/1 (Gosport Rd W/B Ped)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:3 Ahead	Inf
J2:3/1 (Gosport Rd W/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Gosport Rd E/B Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:12 Ahead	Inf

Give-Way Lane Input Data

Junction: J1: Peel Common 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)	
J1:12/1 (Gosport Rd Entry)	J1:3/1 (Left)	1439	0	J1:13/1	0.22	All	-	-	-	-	-	
J1:12/2 (Gosport Rd Entry)	J1:2/1 (Ahead)	1439	0	J1:13/1	1.09	All	-	-	-	-	-	
				J1:13/2	1.09	All						
	J1:2/2 (Ahead)	1900	0	J1:13/1	0.22	All						
				J1:13/2	0.22	All						

Junction: J2: Gosport Rd Ped.

There are no Opposed Lanes in this Junction

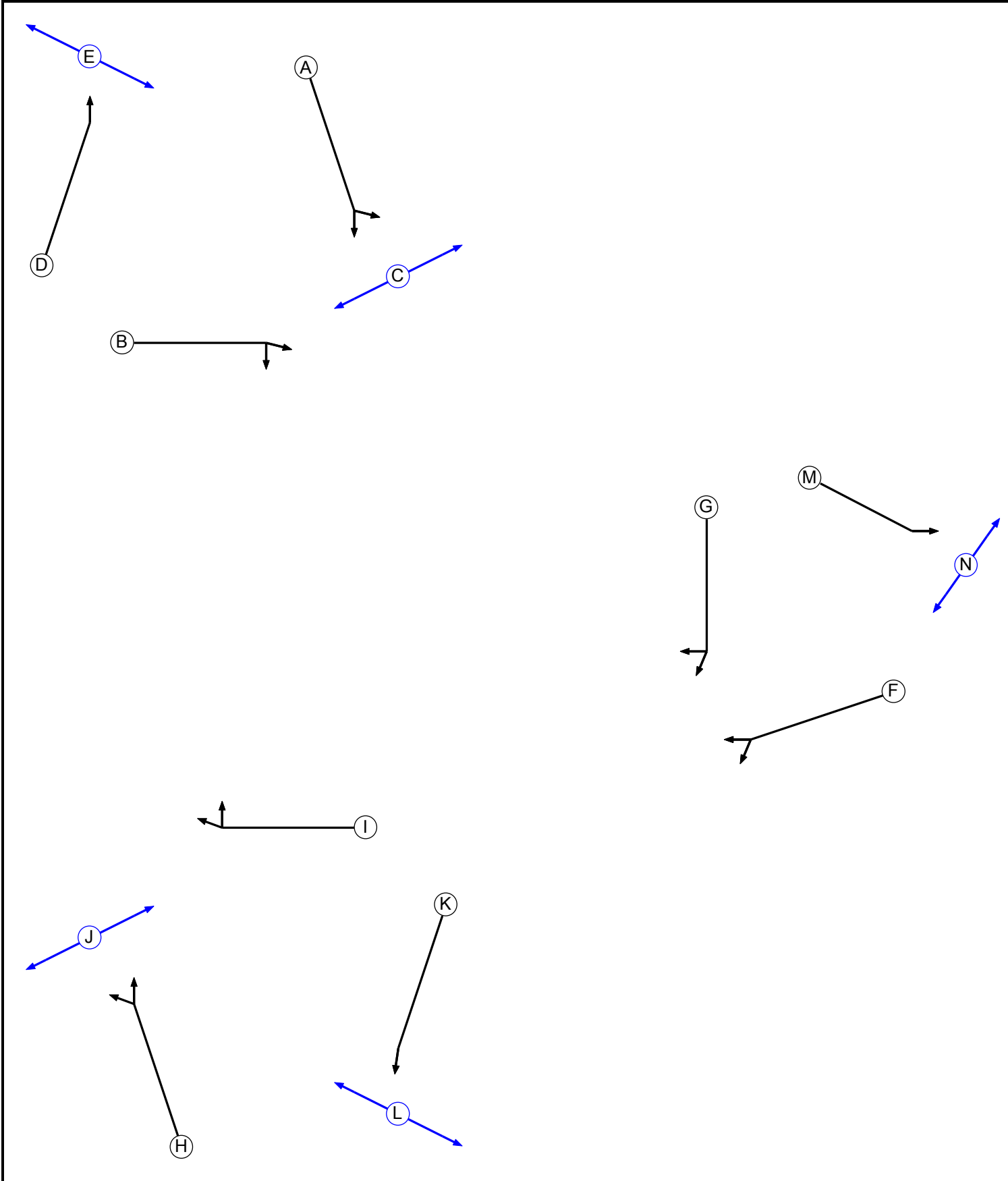
Lane Connector Input Data

Junction: J1: Peel Common Rbt				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J1:7/1	Internal	11	35
J1:1/2	J1:6/1	Internal	10	35
J1:1/2	J1:7/2	Internal	10	35
J1:1/3	J1:6/2	Internal	7	35
J1:2/1	J1:7/1	Internal	10	35
J1:2/2	J1:7/2	Internal	11	35
J1:2/3	J1:6/1	Internal	7	35
J1:2/3	J1:6/2	Internal	7	35
J1:3/1	J1:4/1	Internal	5	35
J1:3/2	J1:4/1	Internal	8	35
J1:5/1	J1:9/1	Internal	5	35
J1:5/1	J1:10/1	Internal	16	35
J1:5/1	J1:10/2	Internal	16	35
J1:5/2	J1:9/2	Internal	5	35
J1:5/3	J1:9/3	Internal	5	35
J1:6/1	J1:10/1	Internal	16	35
J1:6/2	J1:9/1	Internal	10	35
J1:6/2	J1:9/2	Internal	10	35
J1:6/2	J1:10/2	Internal	16	35
J1:7/1	J1:15/1	Internal	5	35
J1:7/2	J1:15/2	Internal	5	35
J1:8/1	J1:13/1	Internal	4	35
J1:8/1	J1:14/1	Internal	3	35
J1:8/2	J1:13/2	Internal	4	35
J1:9/1	J1:14/1	Internal	4	35
J1:9/2	J1:13/1	Internal	10	35
J1:9/3	J1:13/2	Internal	10	35
J1:10/1	J1:11/1	Internal	5	35
J1:10/2	J1:11/2	Internal	5	35
J1:12/1	J1:3/1	Internal	8	35
J1:12/2	J1:2/1	Internal	10	35
J1:12/2	J1:2/2	Internal	5	35
J1:13/1	J1:3/1	Internal	8	35
J1:13/2	J1:2/1	Internal	5	35
J1:13/2	J1:2/2	Internal	5	35
J1:13/2	J1:3/2	Internal	5	35
J1:14/1	J2:2/1	Leaving	2	35

J2:4/1	J1:12/1	Entering	10	35
J2:4/1	J1:12/2	Entering	2	35

Junction: J2: Gosport Rd Ped.				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:14/1	J2:2/1	Entering	2	35
J2:1/1	J2:4/1	Internal	1	35
J2:2/1	J2:3/1	Internal	10	35
J2:4/1	J1:12/1	Leaving	10	35
J2:4/1	J1:12/2	Leaving	2	35

C1 - Peel Common Rbt
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	4
C	Pedestrian	1		5	5
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Traffic	3		7	7
G	Traffic	3		7	4
H	Traffic	4		7	7
I	Traffic	4		7	4
J	Pedestrian	4		5	5
K	Traffic	5		7	7
L	Pedestrian	5		5	5
M	Traffic	6		7	7
N	Pedestrian	6		7	7

Phase Intergreens Matrix

		Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-	-	-
	C	8	-		-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-	-	-
	E	-	-	-	6		-	-	-	-	-	-	-	-	-
	F	-	-	-	-	-		5	-	-	-	-	-	-	-
	G	-	-	-	-	-	5		-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-		5	5	-	-	-	-
	I	-	-	-	-	-	-	-	5		-	-	-	-	-
	J	-	-	-	-	-	-	-	-	8		-	-	-	-
	K	-	-	-	-	-	-	-	-	-	-		5	-	-
	L	-	-	-	-	-	-	-	-	-	-	8		-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-		5
	N	-	-	-	-	-	-	-	-	-	-	-	-	8	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E
3	1	F
3	2	G
4	1	H
4	2	I J
5	1	K
5	2	L
6	1	M
6	2	N

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	3	3

Stage Stream: 2

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

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	I	Losing	3	3

Stage Stream: 5

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

Stage Stream: 6

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Stream: 3

		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 5

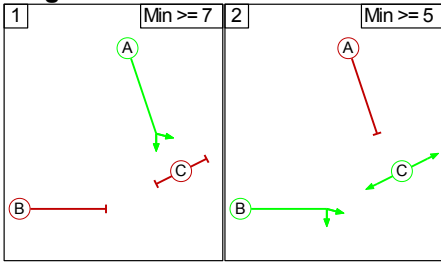
		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 6

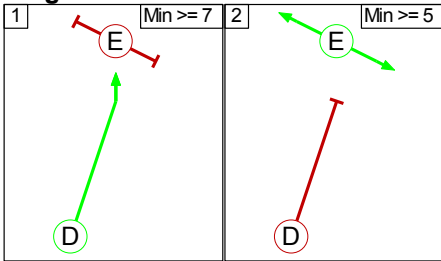
		To Stage	
		1	2
From Stage	1		5
	2	8	

Stage Diagram

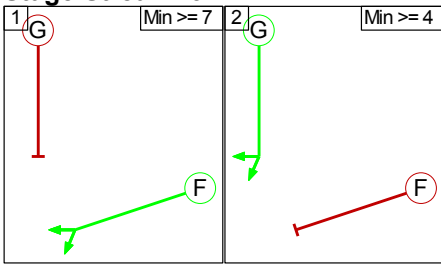
Stage Stream: 1



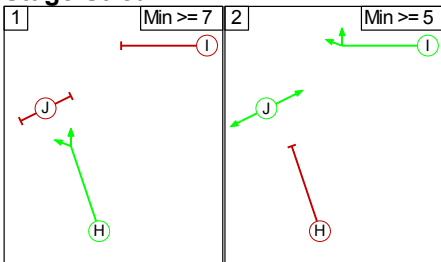
Stage Stream: 2



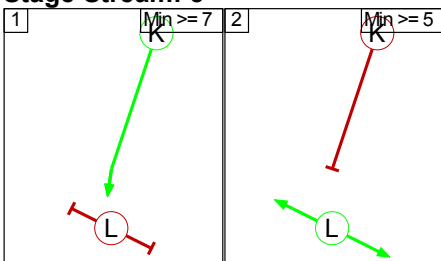
Stage Stream: 3



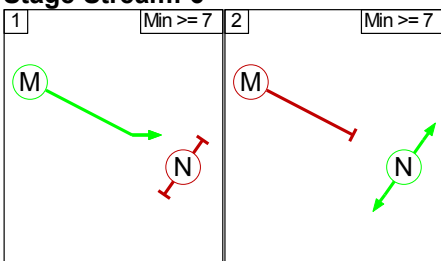
Stage Stream: 4



Stage Stream: 5



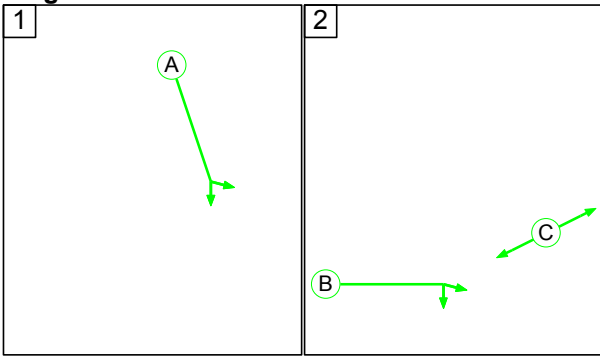
Stage Stream: 6



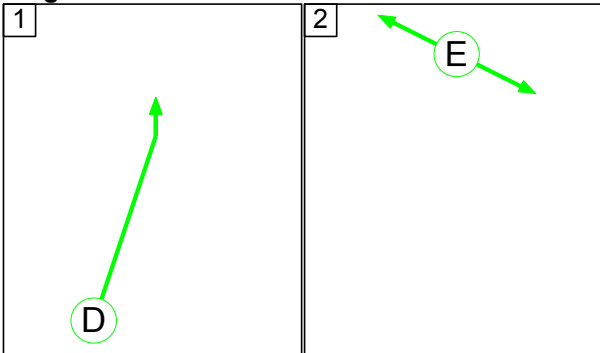
Stage Sequence Summary

Stage Sequence: Staging Plan No. 1

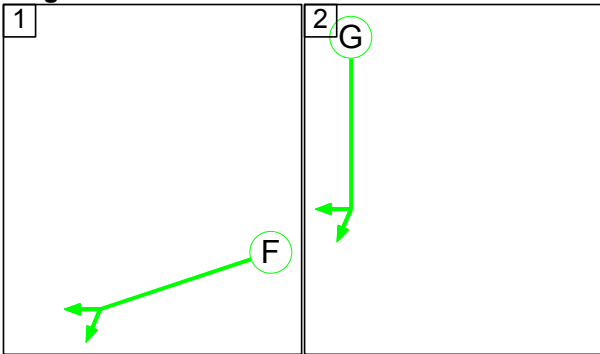
Stage Stream: 1



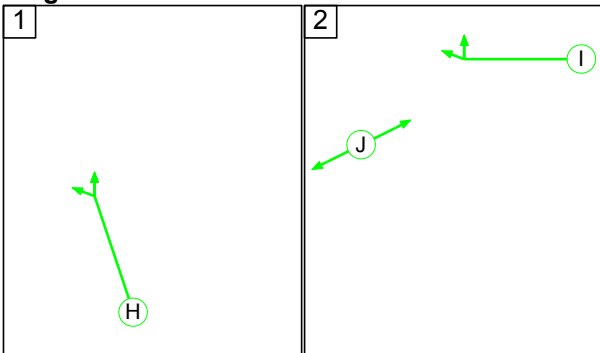
Stage Stream: 2



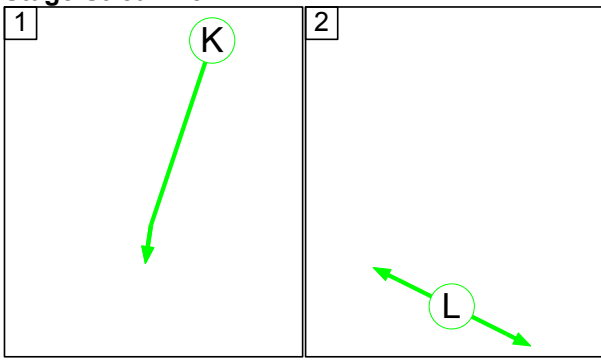
Stage Stream: 3



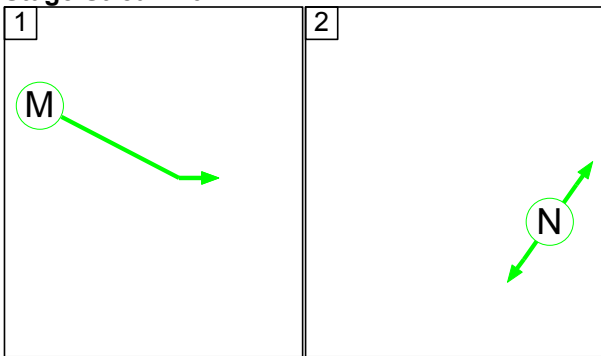
Stage Stream: 4



Stage Stream: 5



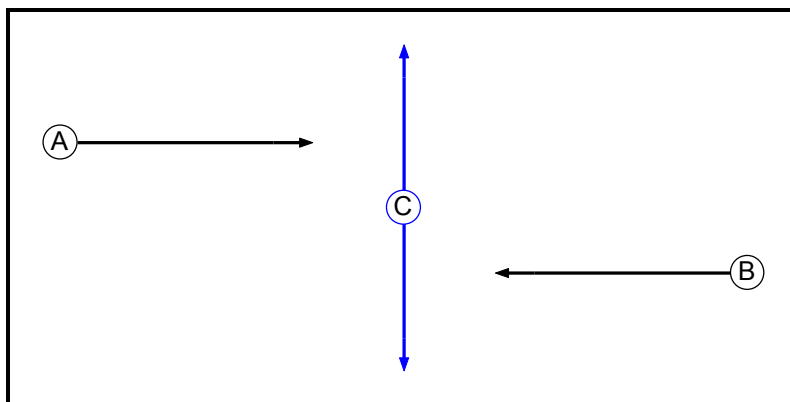
Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Stage Plan 1	C2 - Gosport Rd Ped.	Stage Sequence No. 1	1,2
	C1 - Peel Common Rbt	Staging Plan No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 1,2 Stream 6: 1,2

**C2 - Gosport Rd Ped.
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		5	5

Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

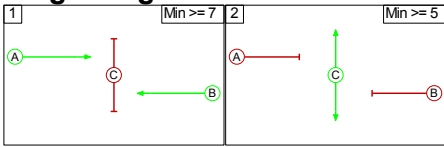
Phase Delays

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

Prohibited Stage Change

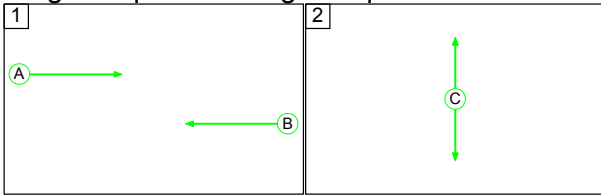
From Stage	To Stage		
		1	2
	1		5
	2	10	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Stage Plan 1	C2 - Gosport Rd Ped.	Stage Sequence No. 1	1,2
	C1 - Peel Common Rbt	Staging Plan No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 1,2 Stream 6: 1,2

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 DS1 BASE AM'	08:00	09:00	01:00	
2: '2019 DS1 BASE PM'	17:00	18:00	01:00	
3: '2024 DS1 BASE AM'	08:00	09:00	01:00	
4: '2024 DS1 BASE PM'	17:00	18:00	01:00	
5: '2024 DS1 BASE + DEV AM'	08:00	09:00	01:00	
6: '2024 DS1 BASE + DEV PM'	17:00	18:00	01:00	
7: '2019 DS2 BASE AM'	08:00	09:00	01:00	
8: '2019 DS2 BASE PM'	17:00	18:00	01:00	
9: '2024 DS2 BASE AM'	08:00	09:00	01:00	
10: '2024 DS2 BASE PM'	17:00	18:00	01:00	
11: '2024 DS2 BASE + DEV AM'	08:00	09:00	01:00	
12: '2024 DS2 BASE + DEV PM'	17:00	18:00	01:00	

Scenario 1: '2019 DS1 BASE AM' (FG1: '2019 DS1 BASE AM', Plan 1: 'Stage Plan 1')

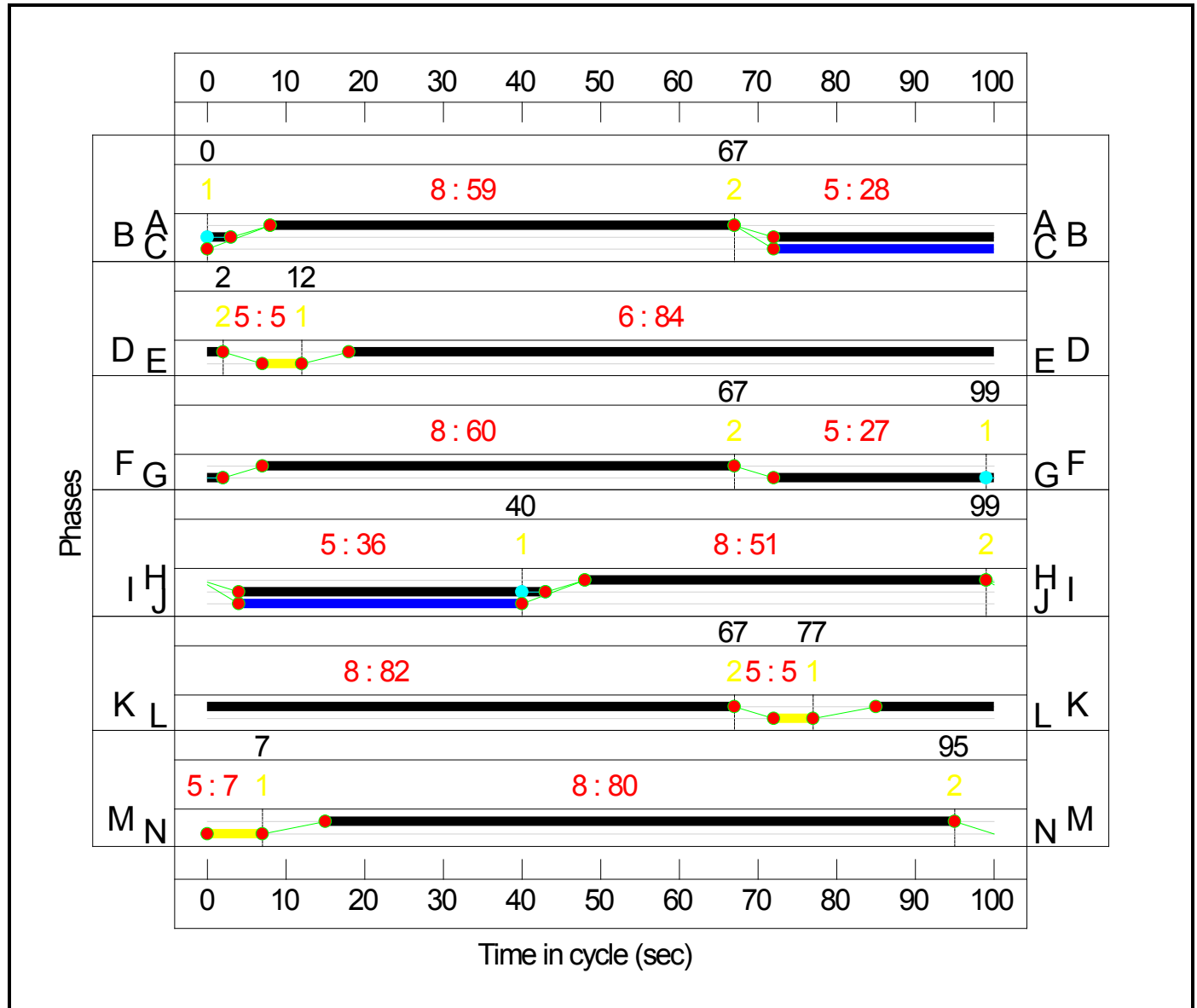
Traffic Flows, Actual

Actual Flow :

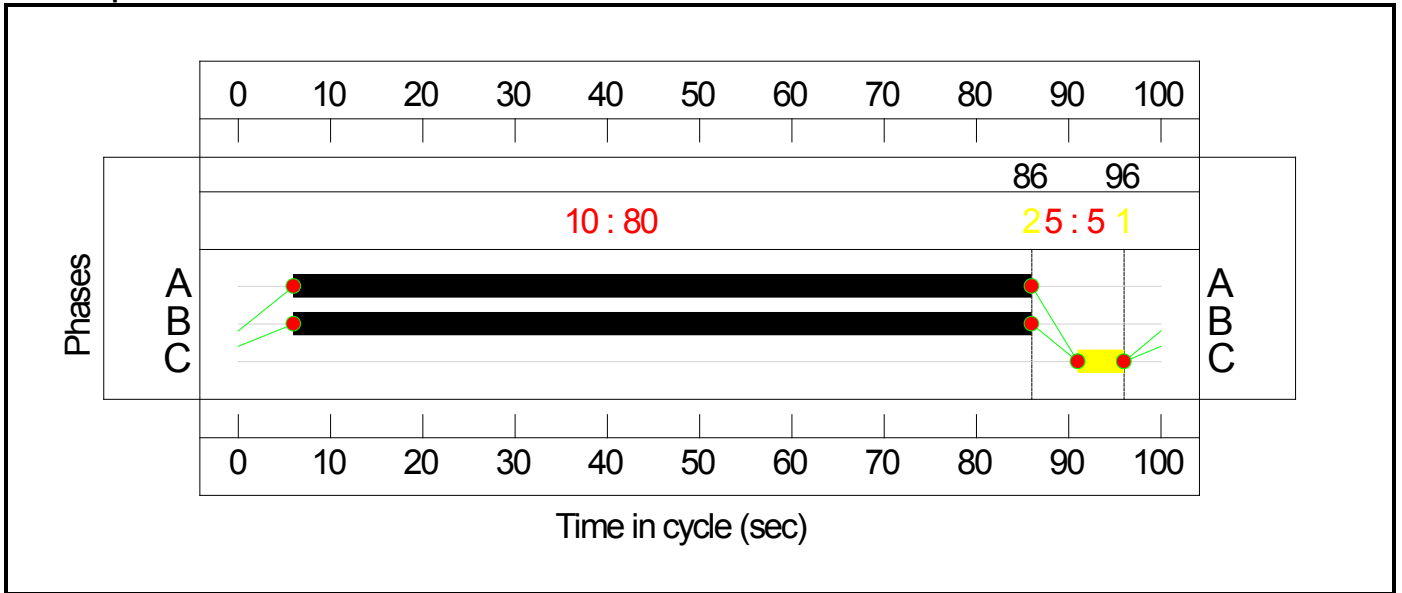
		Destination				
		A	B	C	D	Tot.
Origin	A	0	461	305	85	851
	B	839	0	86	364	1289
	C	675	207	0	256	1138
	D	103	52	271	0	426
	Tot.	1617	720	662	705	3704

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	59	-	739	2060:1868	1481	49.9%	-	-	-	2.6	12.6	7.6	8.0
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	59	-	112	1800	1080	10.4%	-	-	-	0.3	10.4	1.3	1.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	31	-	234	1800	576	40.6%	-	-	-	1.1	16.4	4.9	5.2
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	31	-	296	1965:1800	595	49.7%	-	-	-	2.4	29.6	4.7	5.2
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	761	1800	1530	49.7%	-	-	-	0.6	2.8	4.1	4.6
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	856	3600	3060	28.0%	-	-	-	0.3	1.2	1.2	1.4
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	60	-	870	2105:1951	1500	58.0%	-	-	-	3.0	12.6	6.3	6.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	60	-	419	2105	1284	32.6%	-	-	-	1.3	11.6	5.6	5.8
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	30	-	307	1991	617	49.7%	-	-	-	3.6	41.9	8.0	8.5
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	30	-	354	2255	699	50.6%	-	-	-	1.8	18.7	3.2	3.7
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	460	1800	1458	31.6%	-	-	-	0.4	3.2	1.6	1.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	260	1965	1592	16.3%	-	-	-	0.1	1.7	0.2	0.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	494	1928	1003	49.3%	-	-	-	2.6	19.0	8.8	9.3

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	644	2105	1095	58.8%	-	-	-	3.7	20.6	12.3	13.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	449	2155	862	52.1%	-	-	-	2.6	20.6	6.2	6.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	420	2092	837	50.2%	-	-	-	2.2	18.5	3.4	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	419	1800	720	58.2%	-	-	-	2.4	20.4	4.2	4.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	308	1965	1631	18.9%	-	-	-	0.1	1.4	0.0	0.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	354	2105	1747	20.3%	-	-	-	0.2	1.7	0.4	0.5
J1:11/1	Brrom Way Exit	U	-		-	-	-	308	2000	2000	15.4%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Brrom Way Exit	U	-		-	-	-	354	2000	2000	17.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	103	1940	1294	8.0%	103	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	323	2500	760	42.5%	323	0	0	1.1	12.3	3.1	3.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	658	1896	1896	34.7%	-	-	-	0.3	1.5	1.1	1.3
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1063	2124	2124	50.0%	-	-	-	0.5	1.7	10.0	10.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	705	2015	2015	35.0%	-	-	-	0.3	1.4	5.1	5.4
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	426	2015	1632	26.1%	-	-	-	0.4	3.8	2.8	3.0
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	705	2015	1632	43.2%	-	-	-	0.5	2.7	1.3	1.7
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	426	2015	2015	21.1%	-	-	-	0.1	1.1	0.0	0.1

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	80.4	Total Delay for Signalled Lanes (pcuHr):	6.41	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	80.9	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	55.2	Total Delay for Signalled Lanes (pcuHr):	9.79	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	53.0	Total Delay for Signalled Lanes (pcuHr):	13.39	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	344.2	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	185.3	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	108.4	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	100
	PRC Over All Lanes (%)	53.0	Total Delay Over All Lanes(pcuHr):	34.79		

Scenario 2: '2019 DS1 BASE PM' (FG2: '2019 DS1 BASE PM', Plan 1: 'Stage Plan 1')

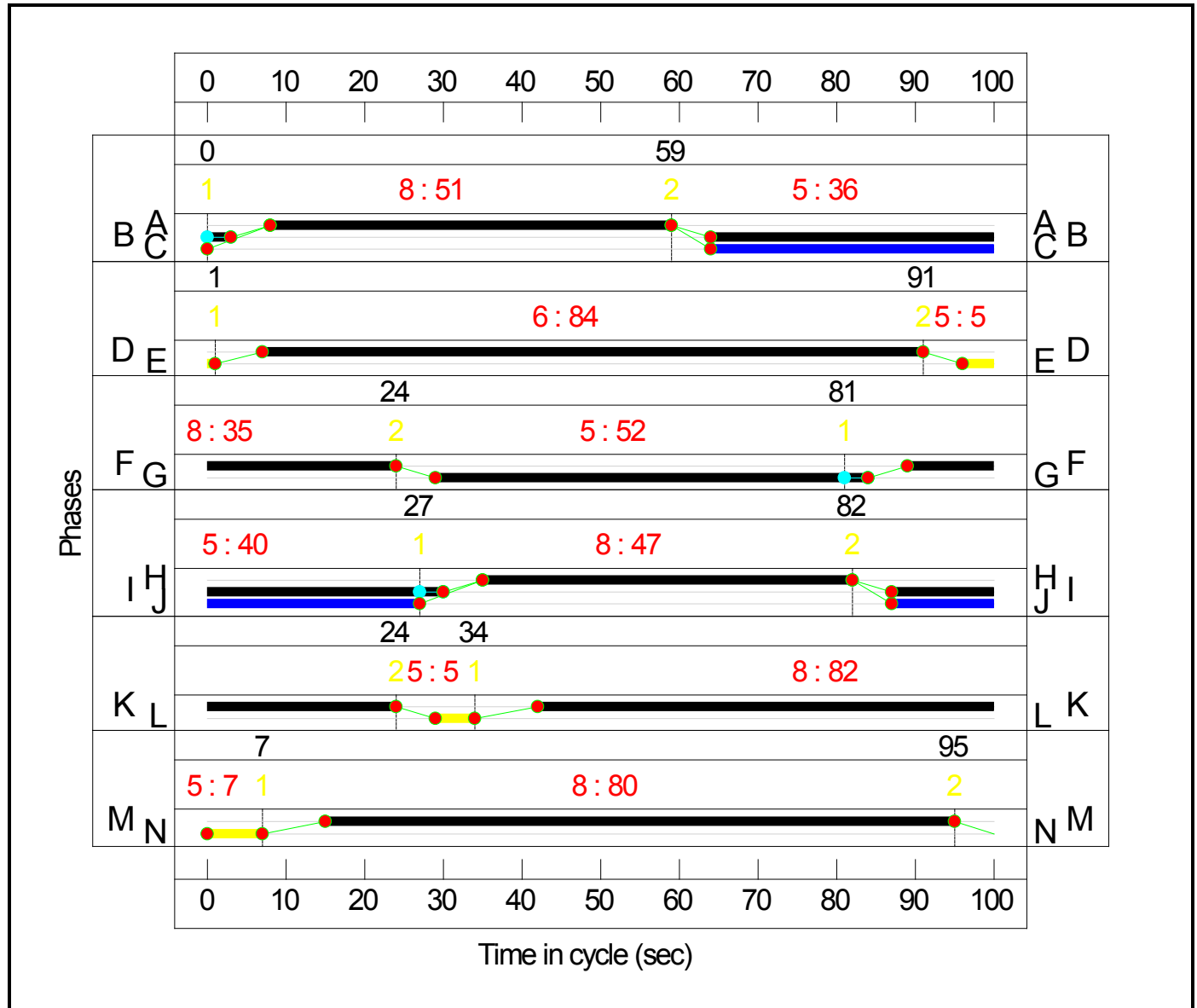
Traffic Flows, Actual

Actual Flow :

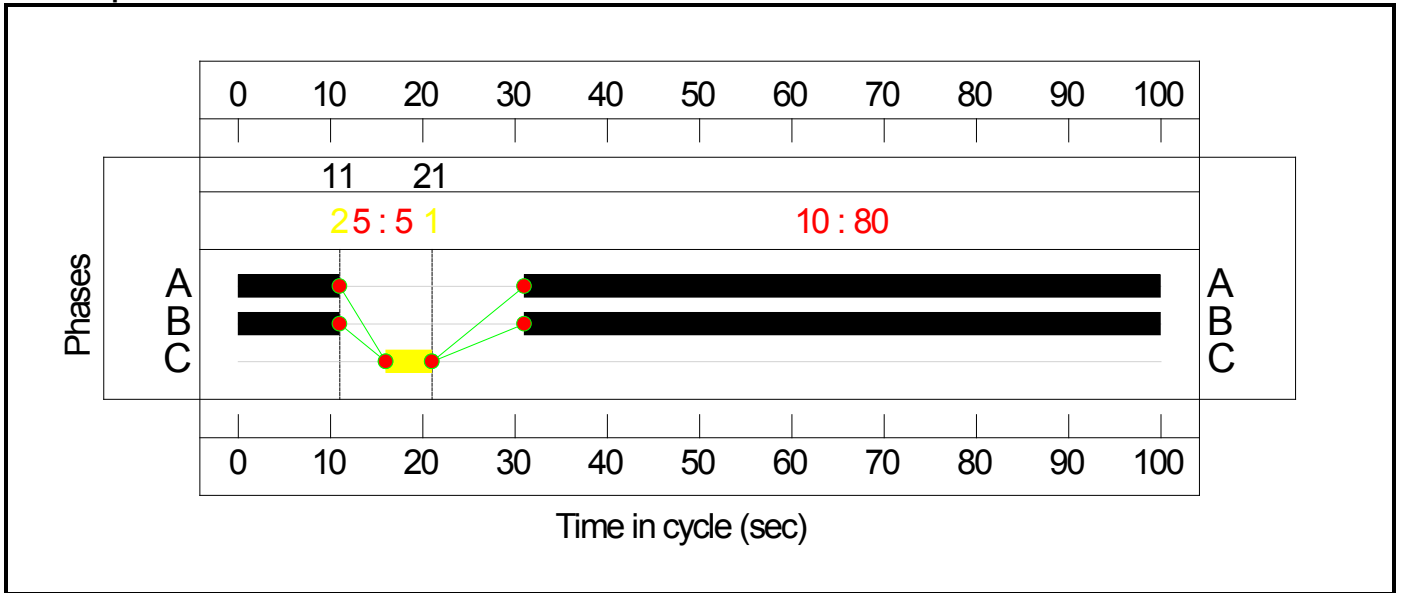
		Destination				
		A	B	C	D	Tot.
Origin	A	0	633	556	161	1350
	B	523	0	71	149	743
	C	306	224	0	181	711
	D	95	334	305	0	734
	Tot.	924	1191	932	491	3538

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	51	-	942	2063:1868	1394	67.6%	-	-	-	5.1	19.4	11.1	12.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	51	-	408	1800	936	43.6%	-	-	-	2.1	18.3	7.0	7.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	39	-	243	1800	720	33.8%	-	-	-	1.1	16.4	5.4	5.6
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	39	-	620	1965:1800	930	66.7%	-	-	-	3.4	19.6	8.3	9.3
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	461	1800	1530	30.1%	-	-	-	0.3	2.0	0.6	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	463	3600	3060	15.1%	-	-	-	0.1	0.8	0.2	0.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	35	-	484	2105:1942	988	49.0%	-	-	-	3.6	26.8	5.4	5.8
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	35	-	259	2105	758	34.2%	-	-	-	1.9	27.0	5.2	5.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	55	-	465	1991	1115	41.7%	-	-	-	1.3	10.4	7.5	7.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	55	-	557	2255	1263	44.1%	-	-	-	1.9	12.5	10.1	10.5
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	586	1800	1458	40.2%	-	-	-	0.4	2.6	0.6	0.9
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	605	1965	1592	38.0%	-	-	-	0.5	3.0	2.0	2.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	47	-	283	1919	921	30.7%	-	-	-	1.5	18.7	4.7	4.9

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	47	-	428	2105	1010	42.4%	-	-	-	2.4	20.1	7.7	8.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	43	-	310	2155	948	32.7%	-	-	-	1.9	22.5	4.9	5.1
J1:9/2	Broom Way Internal Right	U	C1:I		1	43	-	264	2092	920	28.7%	-	-	-	0.2	3.0	0.0	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	43	-	259	1800	792	32.7%	-	-	-	0.3	3.8	3.7	4.0
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	468	1965	1631	28.7%	-	-	-	0.2	1.6	0.0	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	464	2105	1747	26.6%	-	-	-	0.2	1.7	0.3	0.5
J1:11/1	Brrom Way Exit	U	-		-	-	-	468	2000	2000	23.4%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	464	2000	2000	23.2%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	95	1940	1358	7.0%	95	0	0	0.0	1.4	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	639	2500	1247	51.2%	639	0	0	1.4	8.1	6.8	7.3
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	366	1896	1896	19.3%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	687	2104	2104	32.7%	-	-	-	0.2	1.3	4.7	4.9
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	491	2015	2015	24.4%	-	-	-	0.2	1.2	2.8	3.0
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	734	2015	1632	45.0%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	491	2015	1632	30.1%	-	-	-	0.3	2.3	0.9	1.1
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	734	2015	2015	36.4%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	40	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
				C1 - Peel Common Rbt	Stream: 1	PRC for Signalled Lanes (%)	33.2	Total Delay for Signalled Lanes (pcuHr):				11.64	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 2	PRC for Signalled Lanes (%)	198.7	Total Delay for Signalled Lanes (pcuHr):				0.36	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 3	PRC for Signalled Lanes (%)	83.7	Total Delay for Signalled Lanes (pcuHr):				8.82	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 4	PRC for Signalled Lanes (%)	112.5	Total Delay for Signalled Lanes (pcuHr):				6.28	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 5	PRC for Signalled Lanes (%)	213.6	Total Delay for Signalled Lanes (pcuHr):				0.42	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 6	PRC for Signalled Lanes (%)	123.9	Total Delay for Signalled Lanes (pcuHr):				0.92	Cycle Time (s):				100	
				C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)	100.1	Total Delay for Signalled Lanes (pcuHr):				1.30	Cycle Time (s):				100	
						PRC Over All Lanes (%)	33.2	Total Delay Over All Lanes(pcuHr):				32.33						

Scenario 3: '2024 DS1 BASE AM' (FG3: '2024 DS1 BASE AM', Plan 1: 'Stage Plan 1')

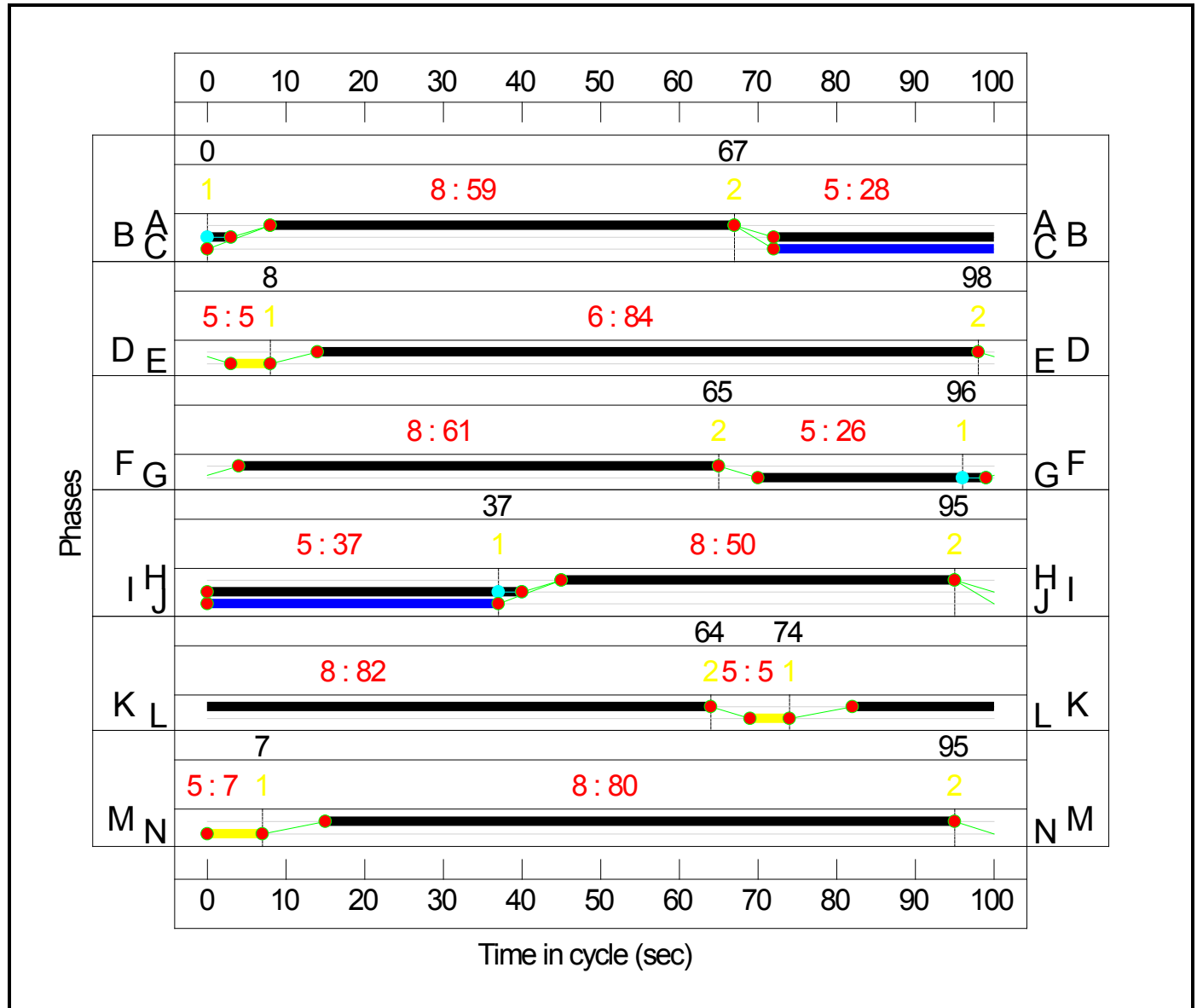
Traffic Flows, Actual

Actual Flow :

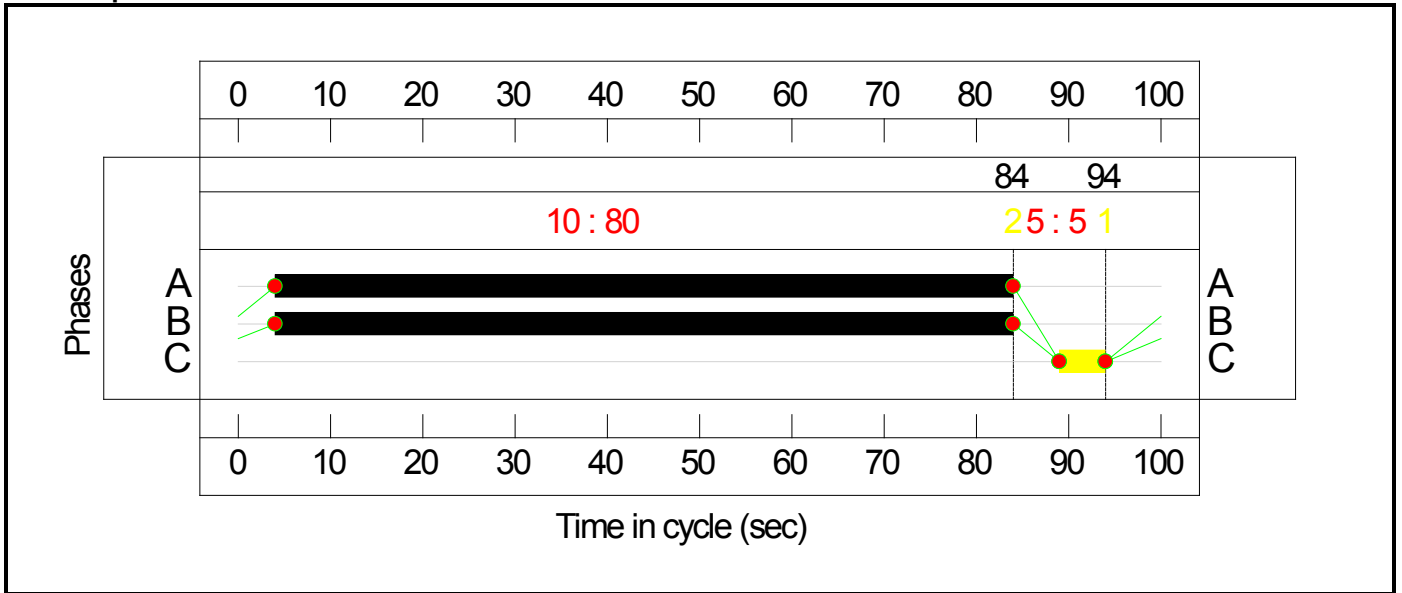
		Destination				
		A	B	C	D	Tot.
Origin	A	0	476	454	110	1040
	B	867	0	172	395	1434
	C	718	300	0	276	1294
	D	121	66	283	0	470
	Tot.	1706	842	909	781	4238

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	59	-	792	2057:1868	1480	53.5%	-	-	-	2.9	13.0	8.3	8.8
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	59	-	248	1800	1080	23.0%	-	-	-	0.8	11.4	3.2	3.3
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	31	-	301	1800	576	52.3%	-	-	-	1.4	16.2	6.8	7.3
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	31	-	348	1965:1800	624	55.8%	-	-	-	2.7	28.3	4.8	5.4
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	832	1800	1530	54.4%	-	-	-	0.7	3.1	3.6	4.2
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	874	3600	3060	28.6%	-	-	-	0.3	1.2	1.1	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	61	-	978	2105:1943	1454	67.3%	-	-	-	3.7	13.5	8.9	9.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	61	-	456	2105	1305	34.9%	-	-	-	1.4	11.3	6.1	6.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	29	-	394	1991	597	66.0%	-	-	-	4.4	40.4	9.8	10.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	29	-	453	2255	677	67.0%	-	-	-	3.9	31.4	8.3	9.3
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	543	1800	1458	37.2%	-	-	-	0.6	3.9	3.1	3.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	299	1965	1592	18.8%	-	-	-	0.2	2.3	0.5	0.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	50	-	576	1930	984	58.5%	-	-	-	3.4	21.5	11.0	11.7

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	50	-	718	2105	1074	66.9%	-	-	-	4.6	23.3	14.8	15.8
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	40	-	505	2155	884	57.2%	-	-	-	2.9	20.6	7.4	8.1
J1:9/2	Broom Way Internal Right	U	C1:I		1	40	-	411	2092	858	47.9%	-	-	-	2.1	18.2	3.5	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	40	-	456	1800	738	61.8%	-	-	-	2.7	21.0	5.0	5.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	421	1965	1631	25.8%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	488	2105	1747	27.9%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	421	2000	2000	21.1%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	488	2000	2000	24.4%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	121	1940	1282	9.4%	121	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	349	2500	797	43.8%	349	0	0	1.5	16.0	4.3	4.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	711	1896	1896	37.5%	-	-	-	0.3	1.5	0.5	0.8
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1174	2114	2114	55.5%	-	-	-	0.6	2.0	13.0	13.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	781	2015	2015	38.8%	-	-	-	0.3	1.5	6.3	6.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	470	2015	1632	28.8%	-	-	-	0.5	3.9	3.1	3.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	781	2015	1632	47.9%	-	-	-	0.6	2.8	1.8	2.2
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	470	2015	2015	23.3%	-	-	-	0.2	1.2	0.0	0.2

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	61.3	Total Delay for Signalled Lanes (pcuHr)	7.74	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	65.5	Total Delay for Signalled Lanes (pcuHr)	1.00	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	33.8	Total Delay for Signalled Lanes (pcuHr)	13.46	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	34.6	Total Delay for Signalled Lanes (pcuHr)	15.71	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	222.2	Total Delay for Signalled Lanes (pcuHr)	0.44	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	141.7	Total Delay for Signalled Lanes (pcuHr)	0.78	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	88.1	Total Delay for Signalled Lanes (pcuHr)	1.12	Cycle Time (s)	100
	PRC Over All Lanes (%)	33.8	Total Delay Over All Lanes(pcuHr)	43.56		

Scenario 4: '2024 DS1 BASE PM' (FG4: '2024 DS1 BASE PM', Plan 1: 'Stage Plan 1')

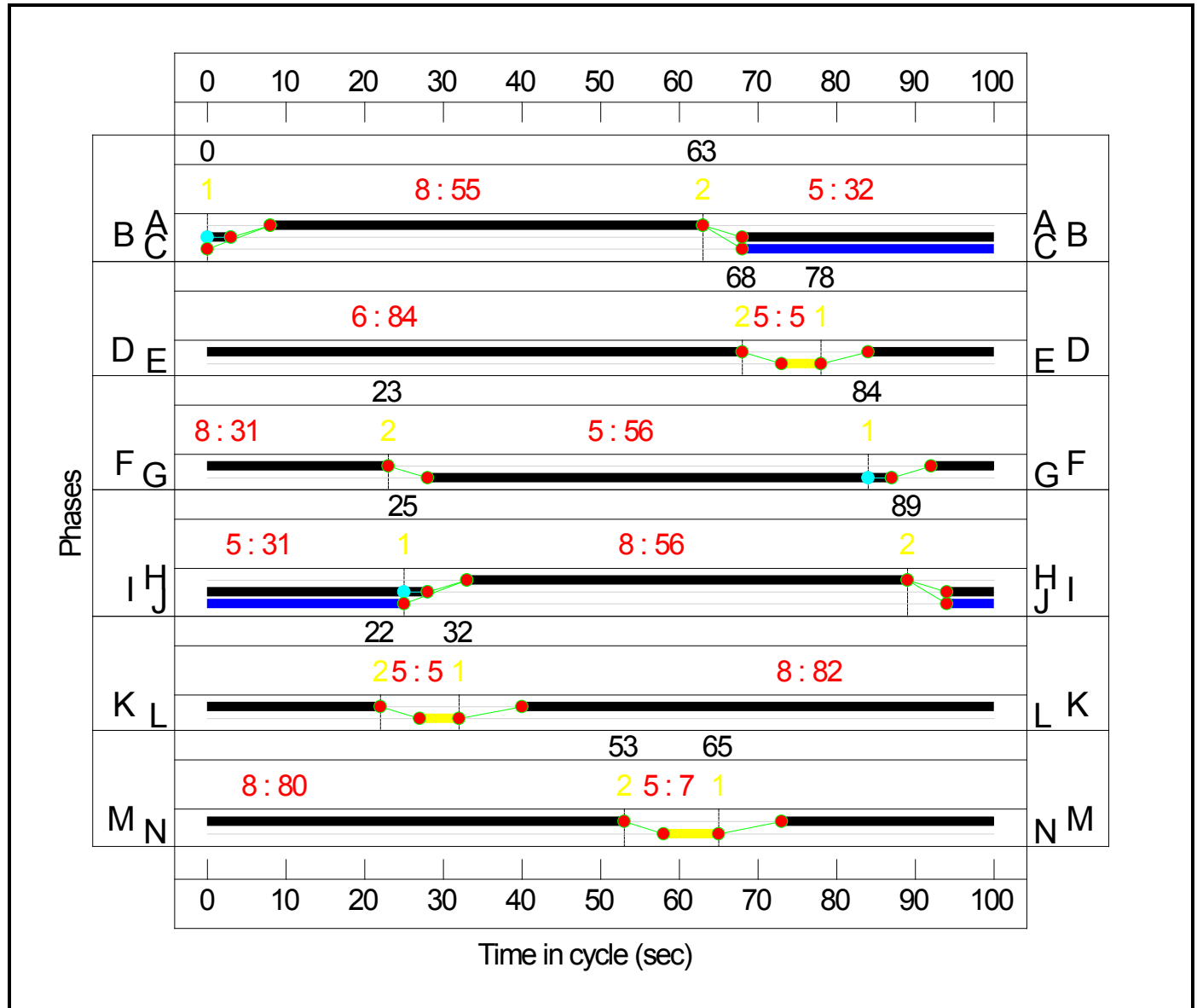
Traffic Flows, Actual

Actual Flow :

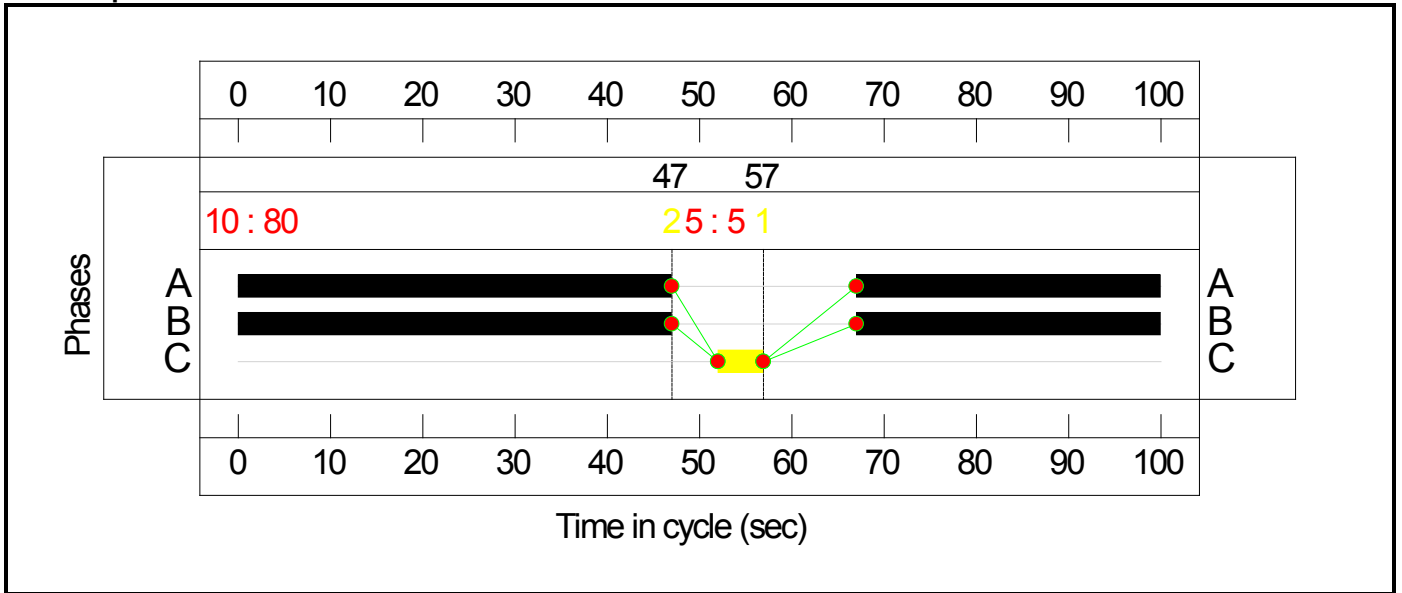
		Destination				
		A	B	C	D	Tot.
Origin	A	0	655	714	189	1558
	B	541	0	156	173	870
	C	338	318	0	198	854
	D	113	358	319	0	790
	Tot.	992	1331	1189	560	4072

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	55	-	1030	2059:1868	1441	71.5%	-	-	-	5.1	17.9	12.3	13.5
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	55	-	528	1800	1008	52.4%	-	-	-	2.6	17.4	9.1	9.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	35	-	405	1800	648	62.5%	-	-	-	2.9	26.1	9.3	10.1
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	35	-	590	1965:1800	820	72.0%	-	-	-	4.3	26.0	5.7	6.9
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	533	1800	1530	34.8%	-	-	-	0.3	2.2	0.8	1.1
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	459	3600	3060	15.0%	-	-	-	0.1	1.2	0.8	0.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	31	-	591	2105:1931	871	67.8%	-	-	-	5.5	33.6	7.4	8.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	31	-	279	2105	674	41.4%	-	-	-	2.4	31.2	6.0	6.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	59	-	562	1991	1195	47.0%	-	-	-	1.7	10.8	9.2	9.6
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	59	-	660	2255	1353	48.8%	-	-	-	2.2	11.9	12.6	13.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	755	1800	1458	51.8%	-	-	-	0.8	3.6	2.2	2.7
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	576	1965	1592	36.2%	-	-	-	0.5	2.9	1.7	2.0
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	56	-	356	1925	1097	32.4%	-	-	-	1.4	13.8	5.1	5.4

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	56	-	498	2105	1200	41.5%	-	-	-	2.0	14.7	7.7	8.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	34	-	362	2155	754	48.0%	-	-	-	2.8	28.3	8.0	8.5
J1:9/2	Broom Way Internal Right	U	C1:I		1	34	-	262	2092	732	35.8%	-	-	-	0.3	4.3	0.1	0.3
J1:9/3	Broom Way Internal Right	U	C1:I		1	34	-	279	1800	630	44.3%	-	-	-	0.5	5.9	4.7	5.1
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	588	1965	1631	36.1%	-	-	-	0.3	1.9	0.2	0.5
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	601	2105	1747	34.4%	-	-	-	0.4	2.2	0.9	1.2
J1:11/1	Brrom Way Exit	U	-		-	-	-	588	2000	2000	29.4%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	601	2000	2000	30.1%	-	-	-	0.2	1.3	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	113	1940	1347	8.4%	113	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	677	2500	1050	64.5%	677	0	0	1.7	8.9	5.8	6.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	420	1896	1896	22.2%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	777	2091	2091	37.2%	-	-	-	0.3	1.4	5.3	5.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	560	2015	2015	27.8%	-	-	-	0.2	1.4	6.3	6.5
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	790	2015	1632	48.4%	-	-	-	1.1	5.1	6.8	7.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	560	2015	1632	34.3%	-	-	-	0.4	2.6	1.3	1.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	790	2015	2015	39.2%	-	-	-	0.3	1.5	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	31	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	25.0	Total Delay for Signalled Lanes (pcuHr)	14.89	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	158.3	Total Delay for Signalled Lanes (pcuHr)	0.48	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	32.7	Total Delay for Signalled Lanes (pcuHr)	11.80	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	87.5	Total Delay for Signalled Lanes (pcuHr)	7.01	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	149.6	Total Delay for Signalled Lanes (pcuHr)	0.67	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	73.8	Total Delay for Signalled Lanes (pcuHr)	1.21	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	85.9	Total Delay for Signalled Lanes (pcuHr)	1.52	Cycle Time (s)	100
	PRC Over All Lanes (%)	25.0	Total Delay Over All Lanes(pcuHr)	40.70		

Scenario 5: '2024 DS1 BASE + DEV AM' (FG5: '2024 DS1 BASE + DEV AM', Plan 1: 'Stage Plan 1')

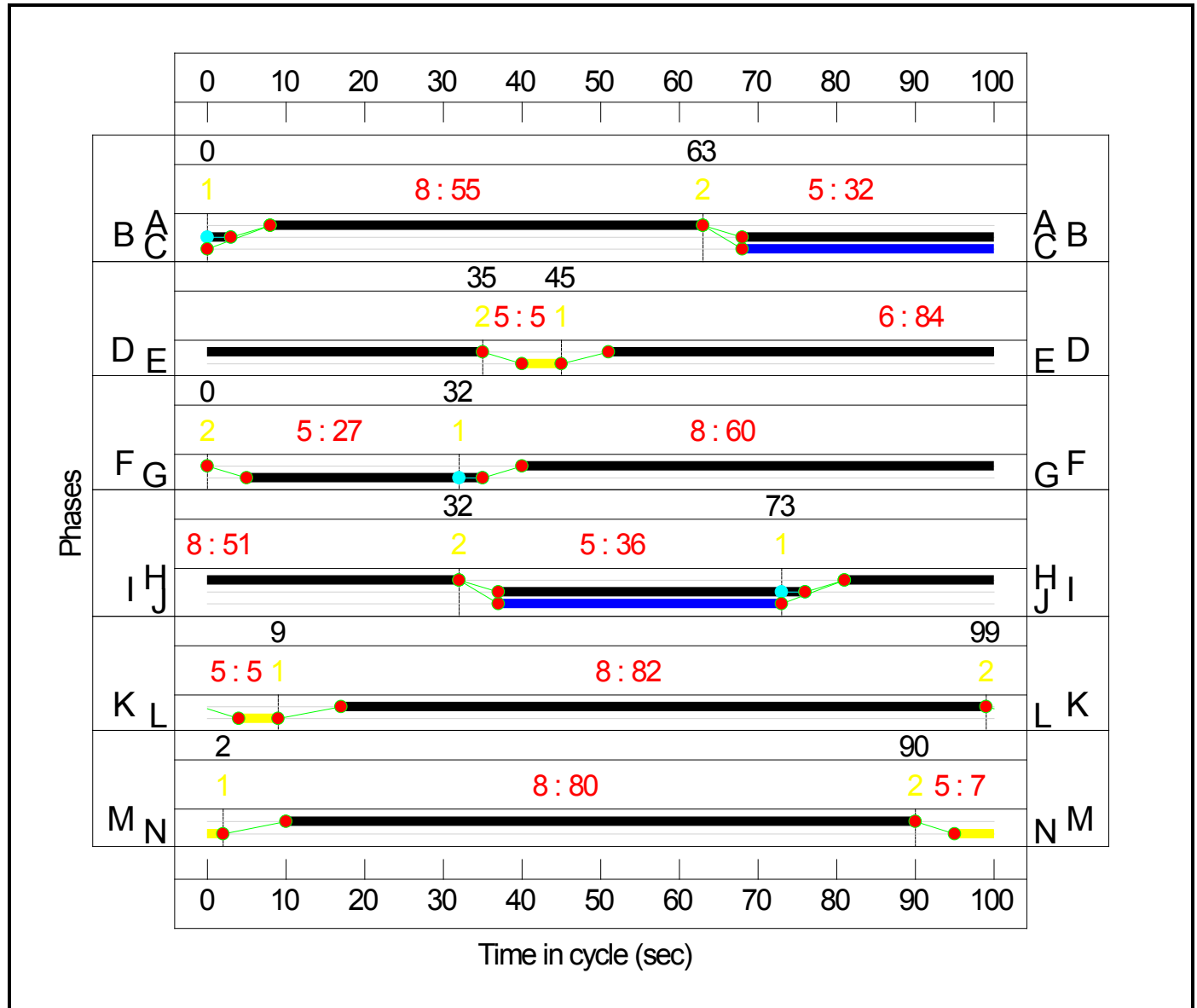
Traffic Flows, Actual

Actual Flow :

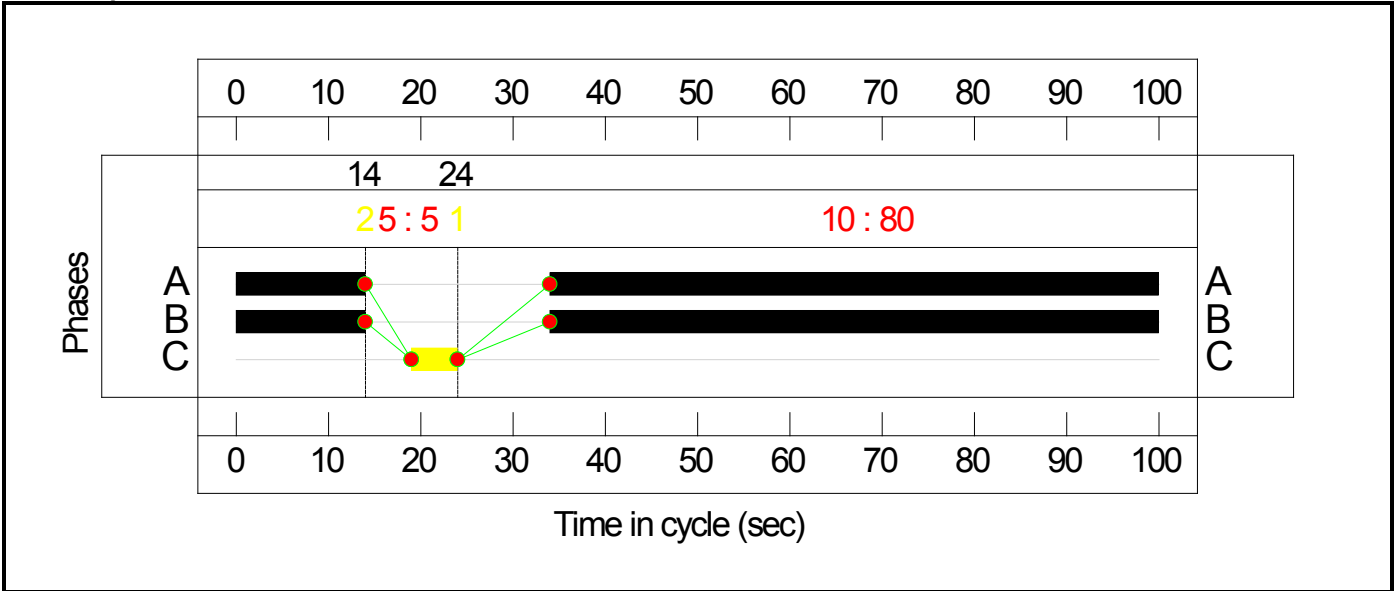
		Destination				
		A	B	C	D	Tot.
Origin	A	0	501	470	115	1086
	B	872	0	172	395	1439
	C	722	300	0	276	1298
	D	122	66	283	0	471
	Tot.	1716	867	925	786	4294

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	55	-	824	2058:1868	1402	58.8%	-	-	-	3.6	15.8	9.5	10.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	55	-	262	1800	1008	26.0%	-	-	-	1.0	13.7	3.7	3.9
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	35	-	314	1800	648	48.5%	-	-	-	3.2	36.5	5.4	5.8
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	35	-	335	1965:1800	687	48.7%	-	-	-	2.8	30.0	5.0	5.4
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	842	1800	1530	55.0%	-	-	-	0.7	3.0	3.1	3.7
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	874	3600	3060	28.6%	-	-	-	0.3	1.2	1.1	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	60	-	988	2105:1943	1439	68.6%	-	-	-	3.9	14.2	9.4	10.5
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	60	-	451	2105	1284	35.1%	-	-	-	1.5	11.8	6.1	6.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	30	-	384	1991	617	62.2%	-	-	-	3.3	30.9	5.4	6.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	30	-	484	2255	699	69.2%	-	-	-	4.4	32.4	12.3	13.4
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	567	1800	1458	38.9%	-	-	-	0.6	4.0	3.6	3.9
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	300	1965	1592	18.8%	-	-	-	0.1	1.7	0.4	0.5
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	575	1930	1004	57.3%	-	-	-	3.3	20.6	10.9	11.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	723	2105	1095	66.1%	-	-	-	4.5	22.4	14.7	15.6
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	510	2155	862	59.2%	-	-	-	2.8	20.0	8.5	9.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	421	2092	837	50.3%	-	-	-	2.2	18.5	3.4	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	451	1800	720	62.6%	-	-	-	2.7	21.2	5.1	5.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	454	1965	1631	27.8%	-	-	-	0.2	1.8	0.3	0.5
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	471	2105	1747	27.0%	-	-	-	0.2	1.7	0.5	0.6
J1:11/1	Broom Way Exit	U	-		-	-	-	454	2000	2000	22.7%	-	-	-	0.1	1.2	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	471	2000	2000	23.6%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	122	1940	1281	9.5%	122	0	0	0.1	1.6	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	349	2500	531	65.7%	349	0	0	2.1	21.2	6.9	7.8
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	720	1896	1896	38.0%	-	-	-	0.3	1.5	1.1	1.4
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1174	2114	2114	55.5%	-	-	-	0.6	2.0	13.0	13.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	786	2015	2015	39.0%	-	-	-	0.3	1.6	7.4	7.7
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	471	2015	1632	28.9%	-	-	-	0.5	3.9	3.1	3.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	786	2015	1632	48.2%	-	-	-	0.6	2.9	1.7	2.2
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	471	2015	2015	23.4%	-	-	-	0.2	1.2	0.0	0.2

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	53.1	Total Delay for Signalled Lanes (pcuHr)	10.60	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	63.5	Total Delay for Signalled Lanes (pcuHr)	1.00	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	30.0	Total Delay for Signalled Lanes (pcuHr)	13.04	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	36.3	Total Delay for Signalled Lanes (pcuHr)	15.43	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	223.3	Total Delay for Signalled Lanes (pcuHr)	0.45	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	131.4	Total Delay for Signalled Lanes (pcuHr)	0.77	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	86.9	Total Delay for Signalled Lanes (pcuHr)	1.14	Cycle Time (s)	100
	PRC Over All Lanes (%)	30.0	Total Delay Over All Lanes(pcuHr)	46.28		

Scenario 6: '2024 DS1 BASE + DEV PM' (FG6: '2024 DS1 BASE + DEV PM', Plan 1: 'Stage Plan 1')

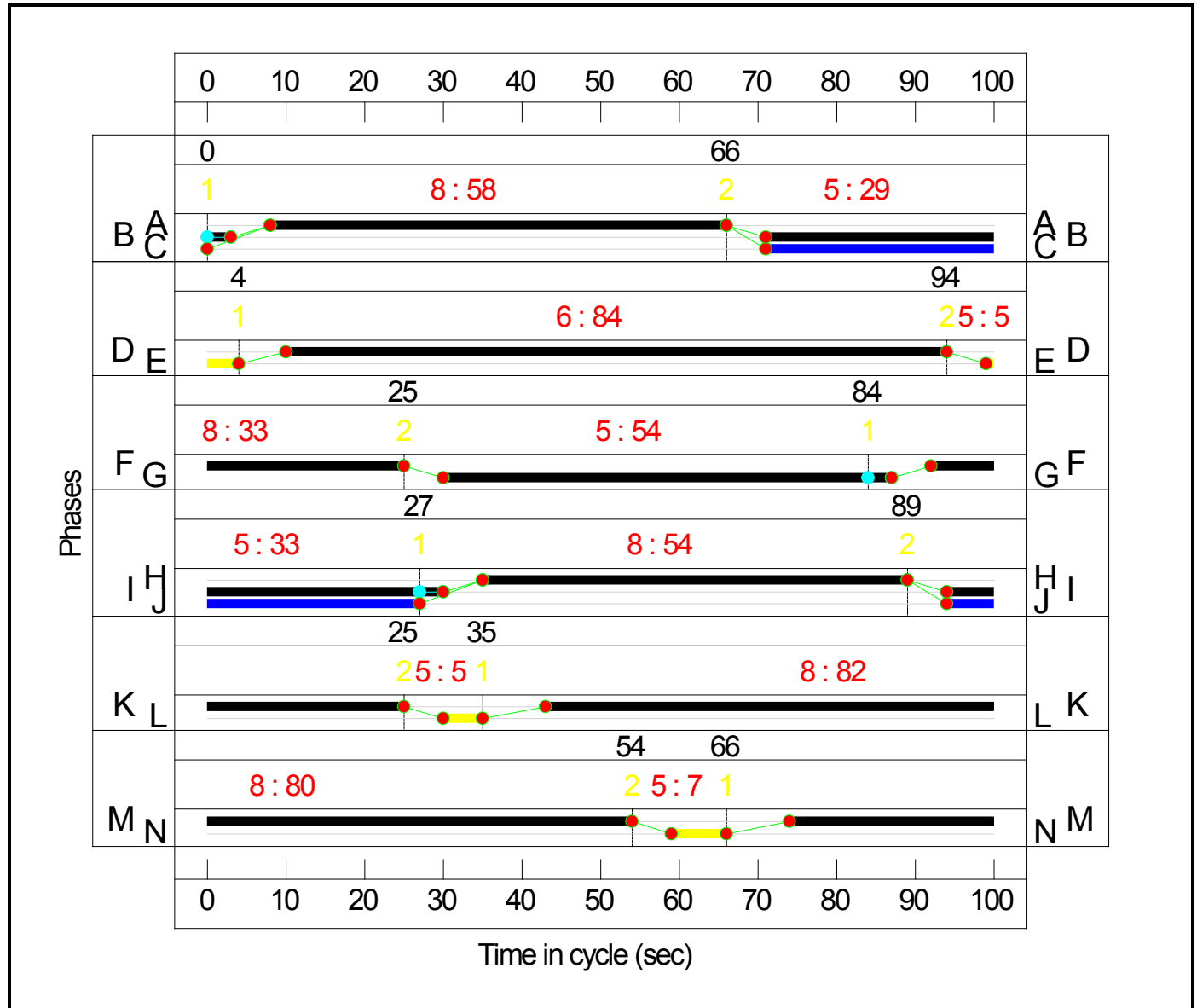
Traffic Flows, Actual

Actual Flow :

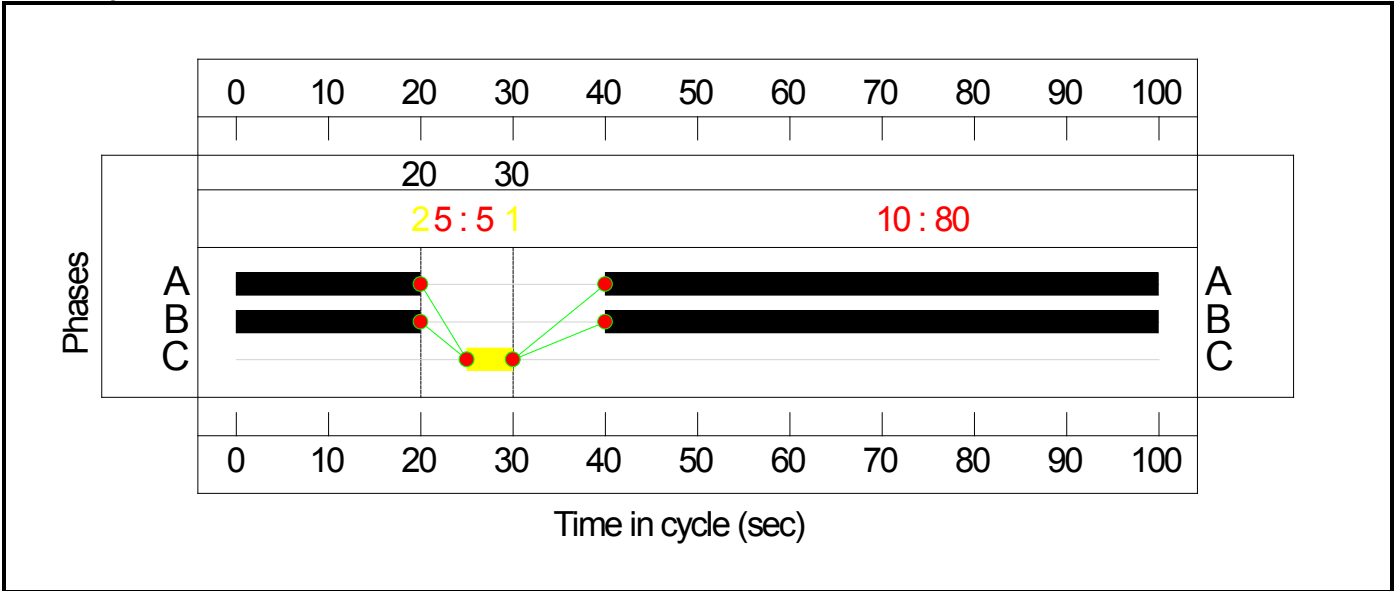
		Destination				
		A	B	C	D	Tot.
Origin	A	0	663	721	191	1575
	B	563	0	156	173	892
	C	351	318	0	198	867
	D	117	358	319	0	794
	Tot.	1031	1339	1196	562	4128

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	58	-	1258	2037:1868	1526	82.5%	-	-	-	6.8	19.4	14.4	16.7
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	58	-	317	1800	1062	29.8%	-	-	-	1.1	12.6	4.3	4.5
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	32	-	333	1800	594	56.1%	-	-	-	2.3	25.0	8.1	8.7
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	32	-	662	1965:1800	799	82.8%	-	-	-	5.8	31.4	11.4	13.7
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	542	1800	1530	35.4%	-	-	-	0.4	2.4	0.9	1.2
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	489	3600	3060	16.0%	-	-	-	0.1	0.9	0.4	0.5
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	33	-	588	2105:1931	909	64.7%	-	-	-	5.1	31.2	7.2	8.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	33	-	304	2105	716	42.5%	-	-	-	2.5	29.8	6.5	6.9
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	57	-	635	1991	1155	55.0%	-	-	-	1.9	10.7	13.0	13.6
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	57	-	596	2255	1308	45.6%	-	-	-	2.9	17.3	10.2	10.6
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	807	1800	1458	55.3%	-	-	-	0.9	4.2	3.2	3.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	532	1965	1592	33.4%	-	-	-	0.4	2.4	1.1	1.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	54	-	364	1926	1059	34.4%	-	-	-	1.5	15.1	5.6	5.8

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	54	-	503	2105	1158	43.4%	-	-	-	2.2	16.1	8.2	8.6
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	36	-	364	2155	797	45.7%	-	-	-	2.7	26.6	8.1	8.5
J1:9/2	Broom Way Internal Right	U	C1:I		1	36	-	259	2092	774	33.5%	-	-	-	0.3	4.0	0.1	0.3
J1:9/3	Broom Way Internal Right	U	C1:I		1	36	-	304	1800	666	45.6%	-	-	-	0.5	5.8	5.2	5.6
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	648	1965	1631	39.7%	-	-	-	0.3	1.9	1.1	1.4
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	548	2105	1747	31.4%	-	-	-	0.3	2.1	0.9	1.2
J1:11/1	Broom Way Exit	U	-		-	-	-	648	2000	2000	32.4%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	548	2000	2000	27.4%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	117	1940	1345	8.7%	117	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	677	2500	1188	57.0%	677	0	0	1.9	9.9	9.4	10.1
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	425	1896	1896	22.4%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	807	2093	2093	38.6%	-	-	-	0.3	1.4	5.9	6.2
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	562	2015	2015	27.9%	-	-	-	0.2	1.4	6.4	6.5
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	794	2015	1632	48.6%	-	-	-	1.1	5.1	6.8	7.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	562	2015	1632	34.4%	-	-	-	0.4	2.4	1.4	1.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	794	2015	2015	39.4%	-	-	-	0.3	1.5	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	29	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	33	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	15.96	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	154.1	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	39.1	Total Delay for Signalled Lanes (pcuHr):	12.38	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	97.1	Total Delay for Signalled Lanes (pcuHr):	7.23	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	126.5	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	62.6	Total Delay for Signalled Lanes (pcuHr):	1.29	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	85.0	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	100
	PRC Over All Lanes (%)	8.6	Total Delay Over All Lanes(pcuHr):	42.86		

Scenario 7: '2019 DS2 BASE AM' (FG7: '2019 DS2 BASE AM', Plan 1: 'Stage Plan 1')

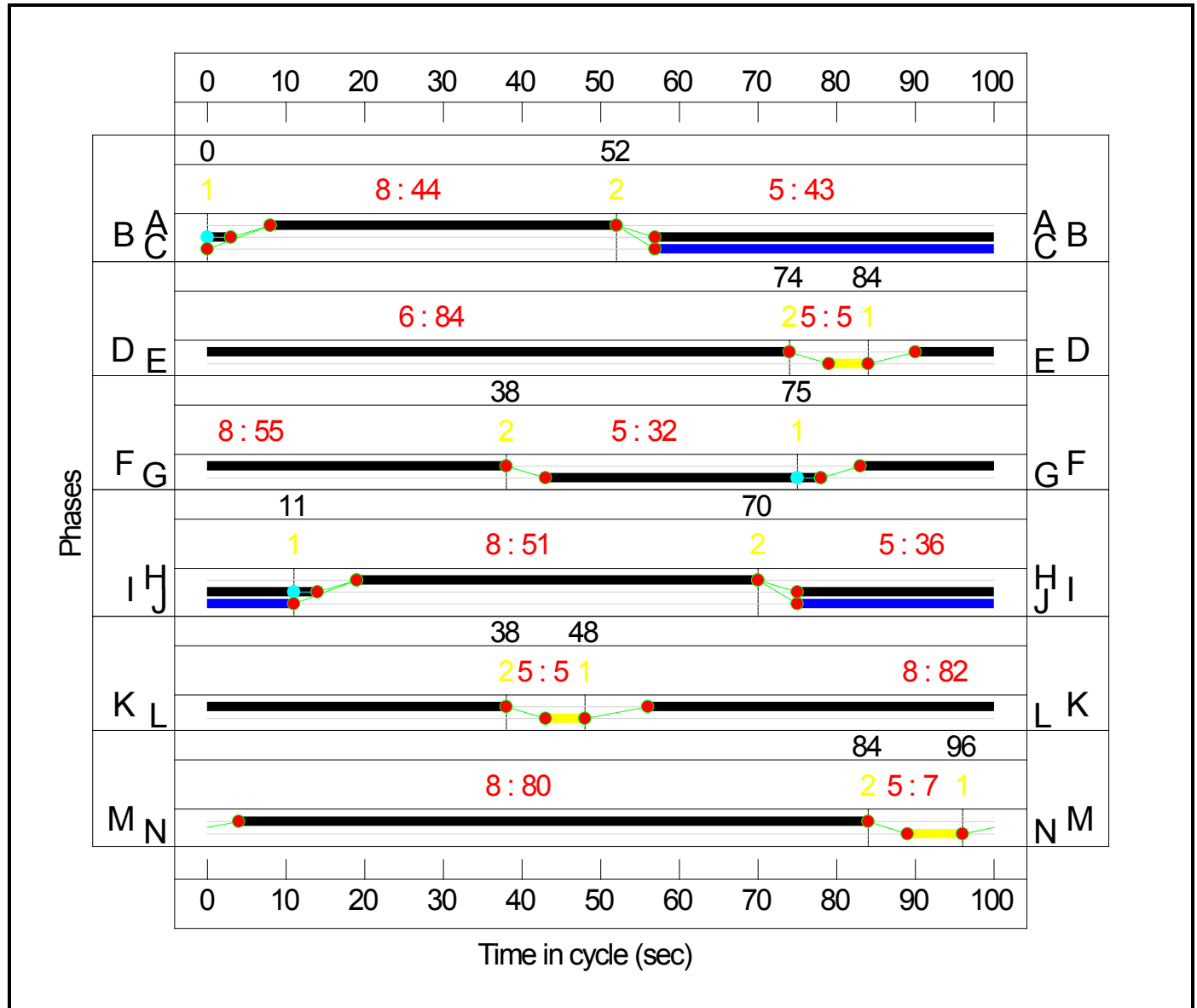
Traffic Flows, Actual

Actual Flow :

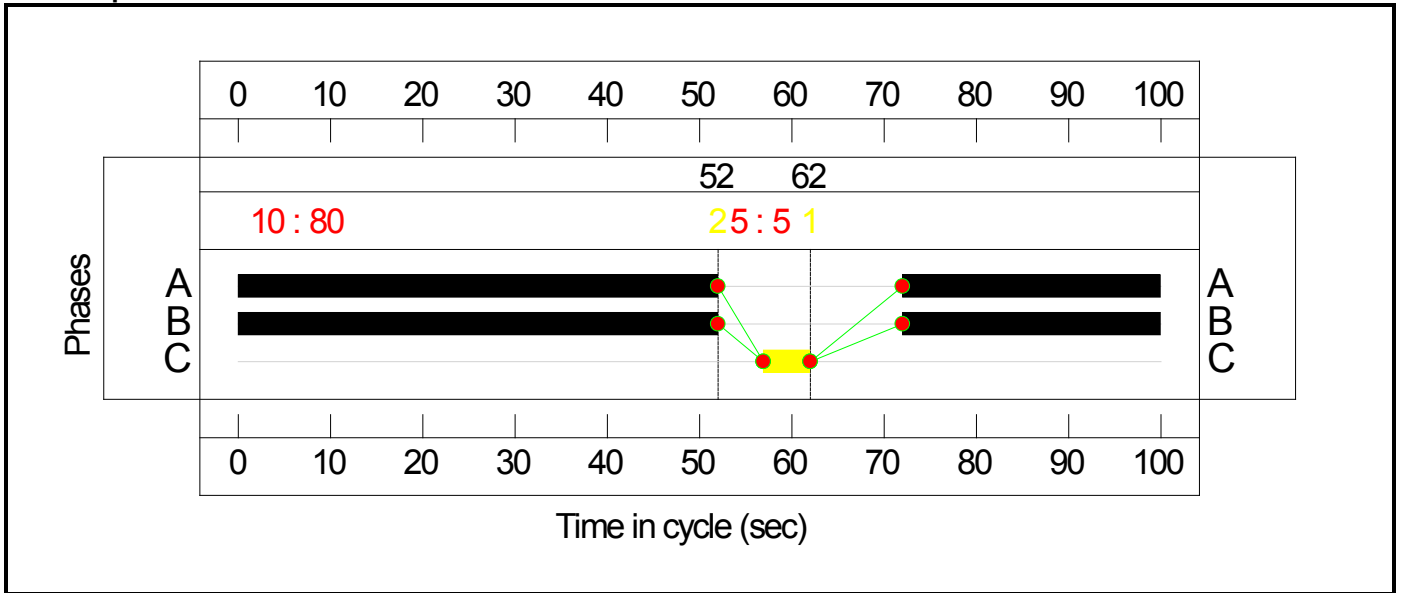
		Destination				
		A	B	C	D	Tot.
Origin	A	0	183	234	141	558
	B	463	0	88	550	1101
	C	639	148	0	692	1479
	D	220	152	302	0	674
	Tot.	1322	483	624	1383	3812

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	44	-	417	2029:1868	1182	35.3%	-	-	-	2.3	19.5	4.9	5.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	44	-	141	1800	810	17.4%	-	-	-	0.7	19.1	2.3	2.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	46	-	144	1800	846	17.0%	-	-	-	0.6	16.1	3.3	3.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	46	-	458	1965:1800	959	47.8%	-	-	-	2.5	19.8	4.9	5.3
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	359	1800	1530	23.5%	-	-	-	0.2	1.6	0.2	0.4
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	963	3600	3060	31.5%	-	-	-	0.4	1.3	1.6	1.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	55	-	775	2105:1955	1177	65.8%	-	-	-	4.0	18.4	12.5	13.5
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	55	-	326	2105	1179	27.7%	-	-	-	1.2	13.6	4.7	4.9
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	35	-	312	1991	717	43.5%	-	-	-	2.1	24.1	6.9	7.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	35	-	365	2255	812	45.0%	-	-	-	2.6	25.7	6.3	6.7
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	280	1800	1458	19.2%	-	-	-	0.2	2.1	0.3	0.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	203	1965	1592	12.8%	-	-	-	0.2	3.0	1.3	1.4
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	694	1894	985	70.5%	-	-	-	4.7	24.3	14.5	15.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	785	2105	1095	71.7%	-	-	-	5.3	24.1	16.6	17.8
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	691	2155	862	80.2%	-	-	-	5.2	26.8	9.7	11.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	137	2092	837	16.4%	-	-	-	0.6	16.2	1.1	1.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	326	1800	720	45.3%	-	-	-	1.7	18.7	3.2	3.6
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	327	1965	1631	20.0%	-	-	-	0.1	1.4	0.1	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	297	2105	1747	17.0%	-	-	-	0.1	1.6	0.3	0.4
J1:11/1	Broom Way Exit	U	-		-	-	-	327	2000	2000	16.4%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	297	2000	2000	14.9%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	220	1940	1408	15.6%	220	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	454	2500	1625	27.9%	454	0	0	0.2	1.5	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	139	1896	1896	7.3%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1111	2134	2134	52.1%	-	-	-	0.5	1.8	2.4	2.9
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1383	2015	2015	68.6%	-	-	-	1.1	2.9	10.2	11.2
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	674	2015	1632	41.3%	-	-	-	0.9	4.6	5.2	5.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1383	2015	1632	84.7%	-	-	-	3.3	8.5	4.6	7.3
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	674	2015	2015	33.4%	-	-	-	0.3	1.3	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	88.4	Total Delay for Signalled Lanes (pcuHr)	6.17	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	186.0	Total Delay for Signalled Lanes (pcuHr)	0.52	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	36.7	Total Delay for Signalled Lanes (pcuHr)	9.89	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	12.3	Total Delay for Signalled Lanes (pcuHr)	17.42	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	348.9	Total Delay for Signalled Lanes (pcuHr)	0.26	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	368.6	Total Delay for Signalled Lanes (pcuHr)	0.33	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr)	4.11	Cycle Time (s)	100
	PRC Over All Lanes (%)	6.2	Total Delay Over All Lanes(pcuHr)	41.14		

Scenario 8: '2019 DS2 BASE PM' (FG8: '2019 DS2 BASE PM', Plan 1: 'Stage Plan 1')

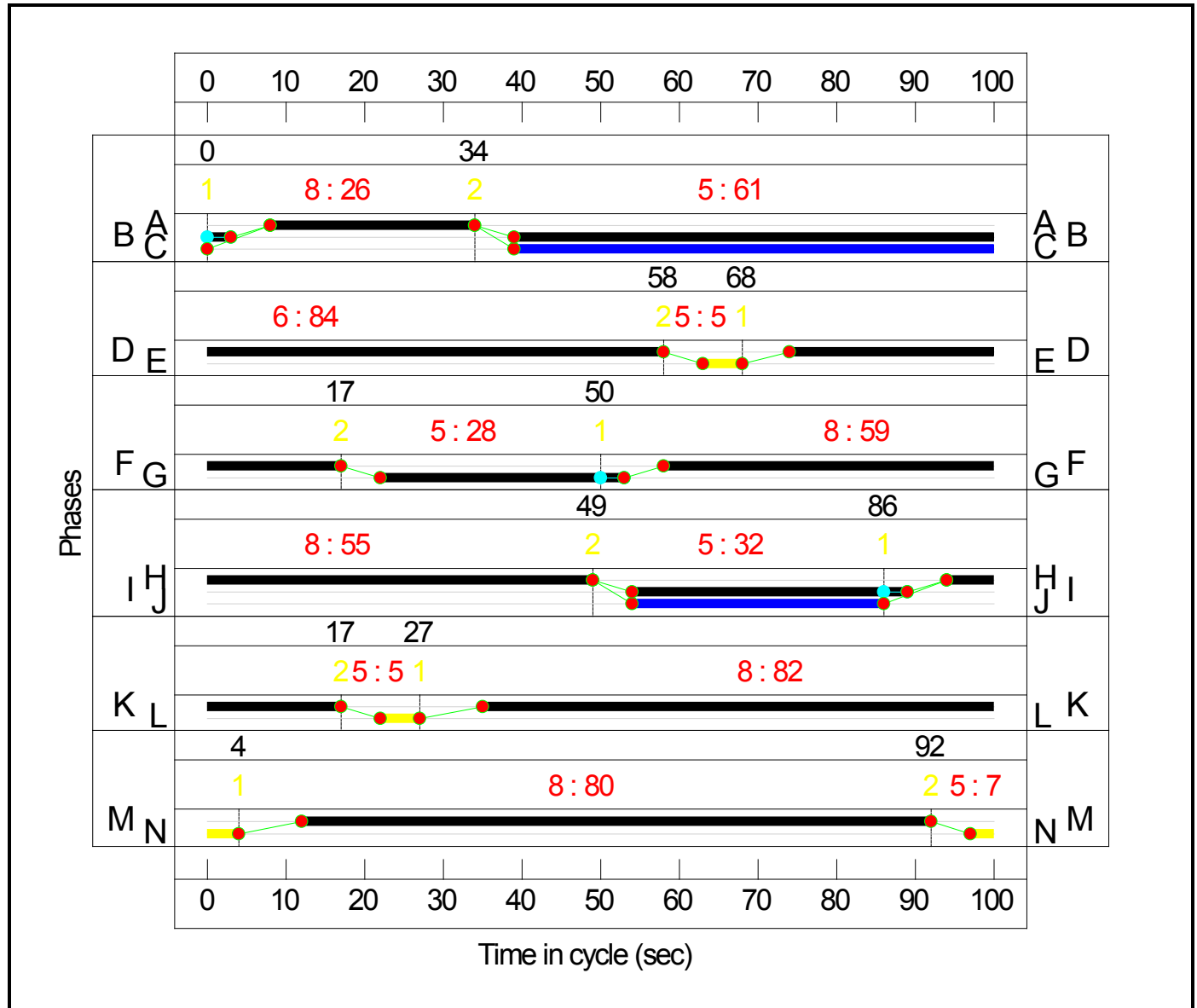
Traffic Flows, Actual

Actual Flow :

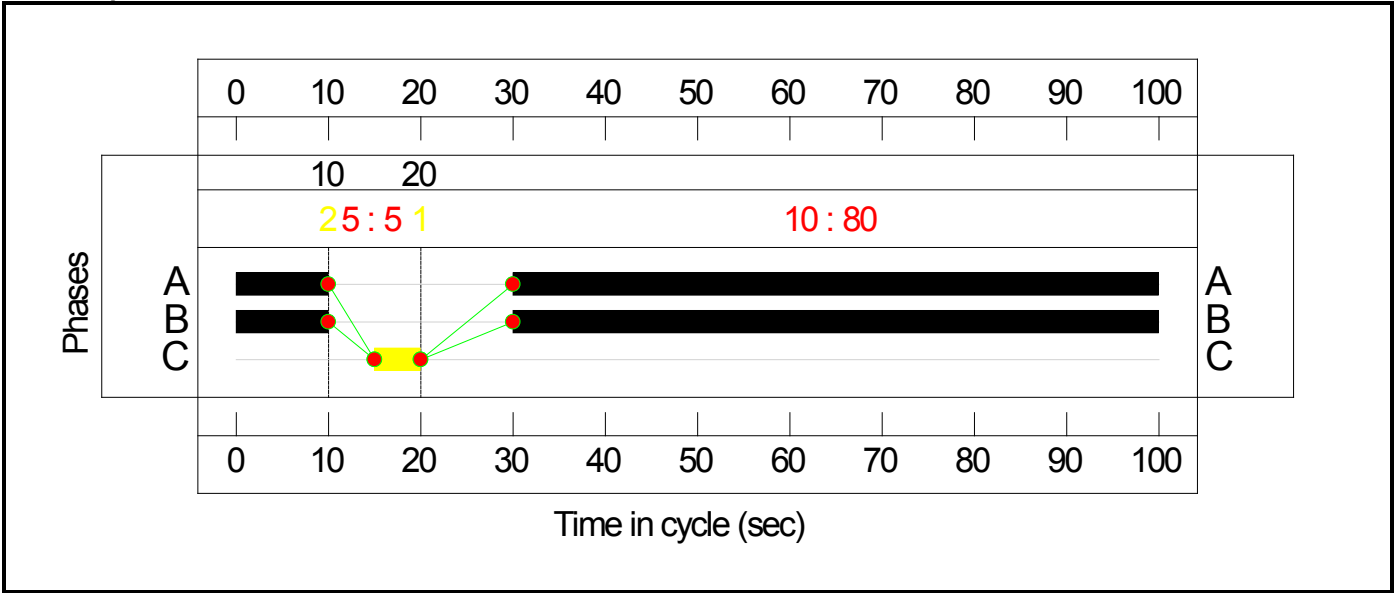
		Destination				
		A	B	C	D	Tot.
Origin	A	0	297	358	180	835
	B	78	0	69	311	458
	C	281	147	0	326	754
	D	124	911	486	0	1521
	Tot.	483	1355	913	817	3568

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	26	-	625	2030:1868	865	72.2%	-	-	-	6.9	39.5	9.9	11.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	26	-	210	1800	486	43.2%	-	-	-	2.1	36.7	4.8	5.2
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	64	-	524	1800	1170	44.2%	-	-	-	2.0	13.8	8.1	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	64	-	1020	1965:1800	1398	71.6%	-	-	-	2.4	8.7	5.3	6.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	154	1800	1530	10.1%	-	-	-	0.1	2.7	0.7	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	329	3600	3060	10.8%	-	-	-	0.1	1.1	0.7	0.7
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	59	-	380	2105:1952	1171	32.4%	-	-	-	1.3	12.2	5.2	5.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	59	-	78	2105	1263	6.2%	-	-	-	0.2	9.9	0.9	0.9
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	31	-	477	1991	637	74.4%	-	-	-	3.4	25.5	11.8	13.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	31	-	547	2255	722	74.9%	-	-	-	5.4	36.0	12.5	14.0
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	753	1800	1458	51.2%	-	-	-	0.8	3.9	2.8	3.3
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	602	1965	1592	37.2%	-	-	-	0.7	4.5	4.1	4.4
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	55	-	356	1900	1064	33.5%	-	-	-	1.4	14.5	5.3	5.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	55	-	398	2105	1179	33.8%	-	-	-	1.6	14.2	6.0	6.2
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	35	-	491	2155	776	63.3%	-	-	-	3.1	23.0	12.1	13.0
J1:9/2	Broom Way Internal Right	U	C1:I		1	35	-	0	2155	776	0.0%	-	-	-	0.0	0.0	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	35	-	78	1800	648	12.0%	-	-	-	0.4	19.2	0.7	0.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.1%	-	-	-	0.2	1.6	0.0	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	435	2105	1747	24.5%	-	-	-	0.2	1.6	0.3	0.5
J1:11/1	Brrom Way Exit	U	-		-	-	-	478	2000	2000	23.8%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	435	2000	2000	21.4%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	124	1940	1432	8.7%	124	0	0	0.0	1.4	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1397	2500	1371	101.9%	1371	0	0	31.1	80.1	109.2	135.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	30	1896	1896	1.6%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	476	2106	2106	22.6%	-	-	-	0.1	1.1	1.2	1.3
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	817	2015	2015	40.5%	-	-	-	0.4	1.7	10.3	10.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1521	2015	1632	93.2%	-	-	-	9.3	21.9	32.5	38.7
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	817	2015	1632	50.1%	-	-	-	0.7	3.1	2.1	2.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1521	2015	2015	75.5%	-	-	-	1.5	3.6	0.0	1.5

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	61	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	24.6	Total Delay for Signalled Lanes (pcuHr)	13.40	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	737.1	Total Delay for Signalled Lanes (pcuHr)	0.21	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.1	Total Delay for Signalled Lanes (pcuHr)	10.27	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	42.2	Total Delay for Signalled Lanes (pcuHr)	6.56	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	208.9	Total Delay for Signalled Lanes (pcuHr)	0.40	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	75.9	Total Delay for Signalled Lanes (pcuHr)	1.54	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-3.5	Total Delay for Signalled Lanes (pcuHr)	9.98	Cycle Time (s)	100
	PRC Over All Lanes (%)	-13.2	Total Delay Over All Lanes(pcuHr)	75.85		

Scenario 9: '2024 DS2 BASE AM' (FG9: '2024 DS2 BASE AM', Plan 1: 'Stage Plan 1')

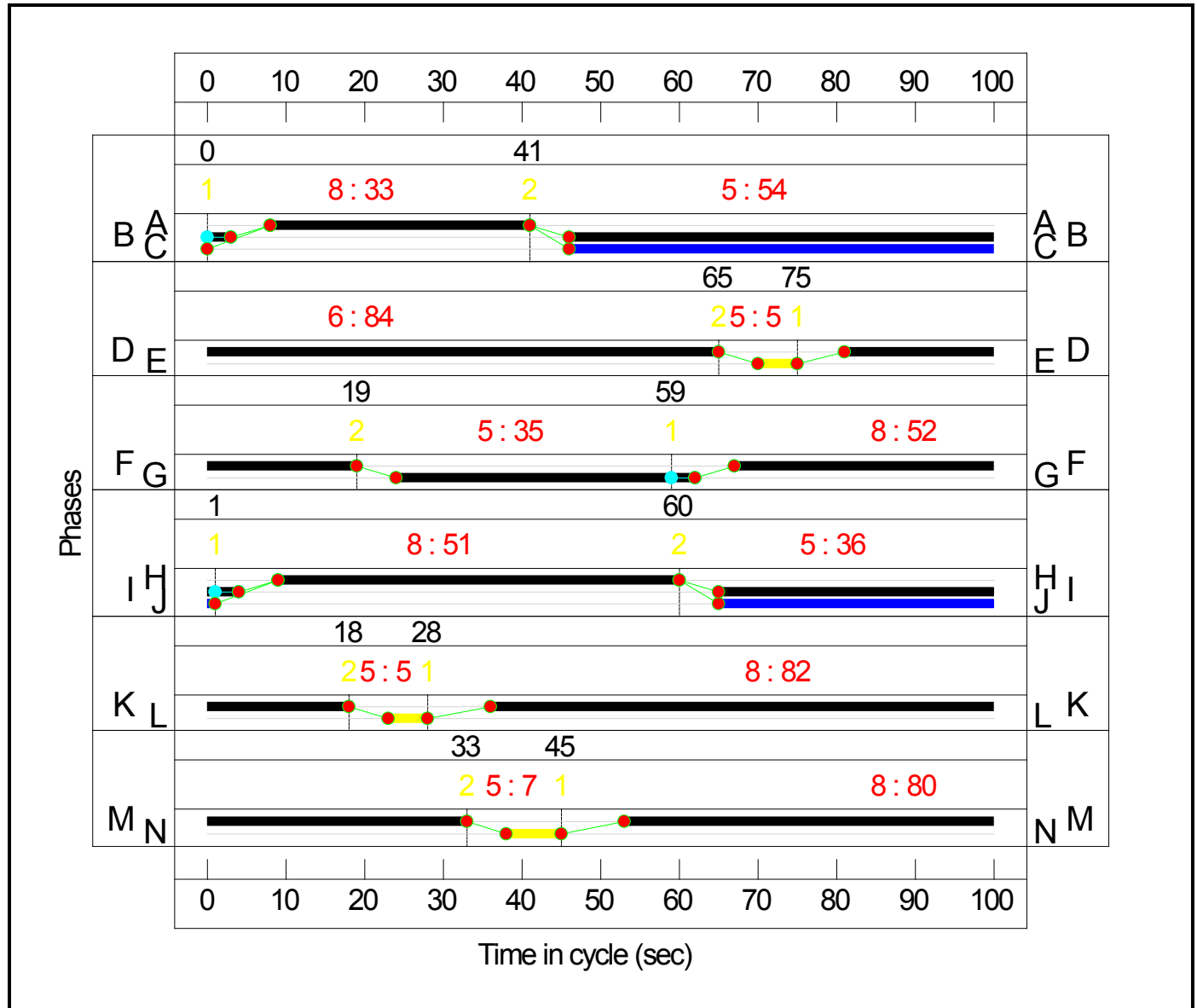
Traffic Flows, Actual

Actual Flow :

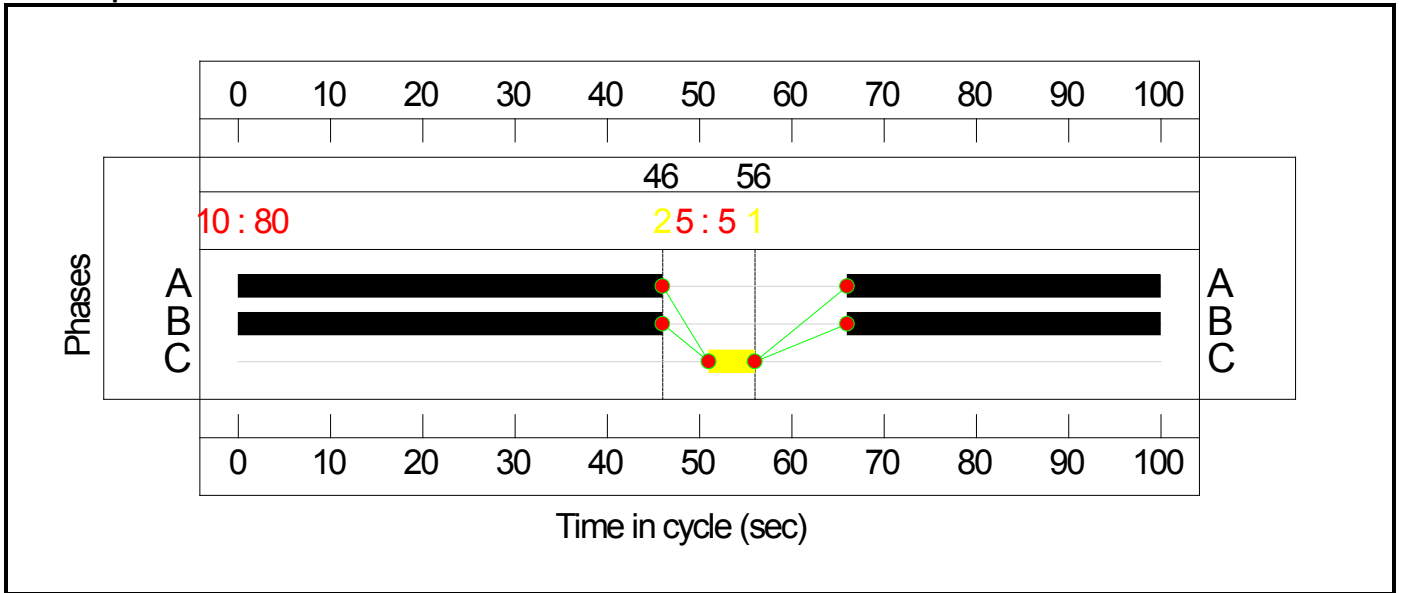
		Destination				
		A	B	C	D	Tot.
Origin	A	0	190	381	168	739
	B	478	0	174	587	1239
	C	681	239	0	726	1646
	D	242	170	316	0	728
	Tot.	1401	599	871	1481	4352

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	33	-	567	2013:1868	967	58.7%	-	-	-	4.8	30.5	8.6	9.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	33	-	172	1800	612	28.1%	-	-	-	1.3	28.2	3.4	3.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	57	-	186	1800	1044	17.8%	-	-	-	0.7	14.3	4.3	4.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	57	-	539	1965:1800	1202	44.8%	-	-	-	2.0	13.3	4.4	4.8
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	376	1800	1530	24.6%	-	-	-	0.2	1.8	0.3	0.5
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1025	3600	3060	33.5%	-	-	-	0.4	1.3	1.7	2.0
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	846	2105:1948	1082	78.2%	-	-	-	6.0	25.5	17.5	19.2
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	393	2105	1116	35.2%	-	-	-	1.8	16.1	6.2	6.5
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	457	1991	776	58.9%	-	-	-	1.8	14.1	10.6	11.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	408	2255	879	46.4%	-	-	-	2.2	19.3	7.6	8.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	372	1800	1458	25.5%	-	-	-	0.3	2.8	1.2	1.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	227	1965	1592	14.3%	-	-	-	0.1	1.4	0.0	0.1
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	775	1898	987	78.5%	-	-	-	6.0	27.8	17.4	19.2

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	871	2105	1095	79.6%	-	-	-	6.7	27.6	19.6	21.5
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	755	2155	862	87.6%	-	-	-	6.8	32.3	16.3	19.6
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	85	2092	837	10.2%	-	-	-	0.3	12.8	0.5	0.5
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	393	1800	720	54.6%	-	-	-	1.8	16.3	5.1	5.7
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.3%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	393	2105	1747	22.5%	-	-	-	0.2	2.0	0.8	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	478	2000	2000	23.9%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	393	2000	2000	19.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	242	1940	1409	17.2%	242	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	1592	30.5%	486	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	134	1896	1896	7.1%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1264	2125	2125	59.5%	-	-	-	0.7	2.1	8.3	9.0
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1481	2015	2015	73.5%	-	-	-	1.5	3.7	16.4	17.7
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	728	2015	1632	44.6%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1481	2015	1632	90.7%	-	-	-	5.6	13.5	24.3	28.9
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	728	2015	2015	36.1%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	54	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	53.4	Total Delay for Signalled Lanes (pcuHr)	8.88	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	168.7	Total Delay for Signalled Lanes (pcuHr)	0.56	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	15.1	Total Delay for Signalled Lanes (pcuHr)	11.74	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	2.8	Total Delay for Signalled Lanes (pcuHr)	21.51	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	207.1	Total Delay for Signalled Lanes (pcuHr)	0.44	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	252.7	Total Delay for Signalled Lanes (pcuHr)	0.38	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr)	6.54	Cycle Time (s)	100
	PRC Over All Lanes (%)	-0.8	Total Delay Over All Lanes(pcuHr)	53.20		

Scenario 10: '2024 DS2 BASE PM' (FG10: '2024 DS2 BASE PM', Plan 1: 'Stage Plan 1')

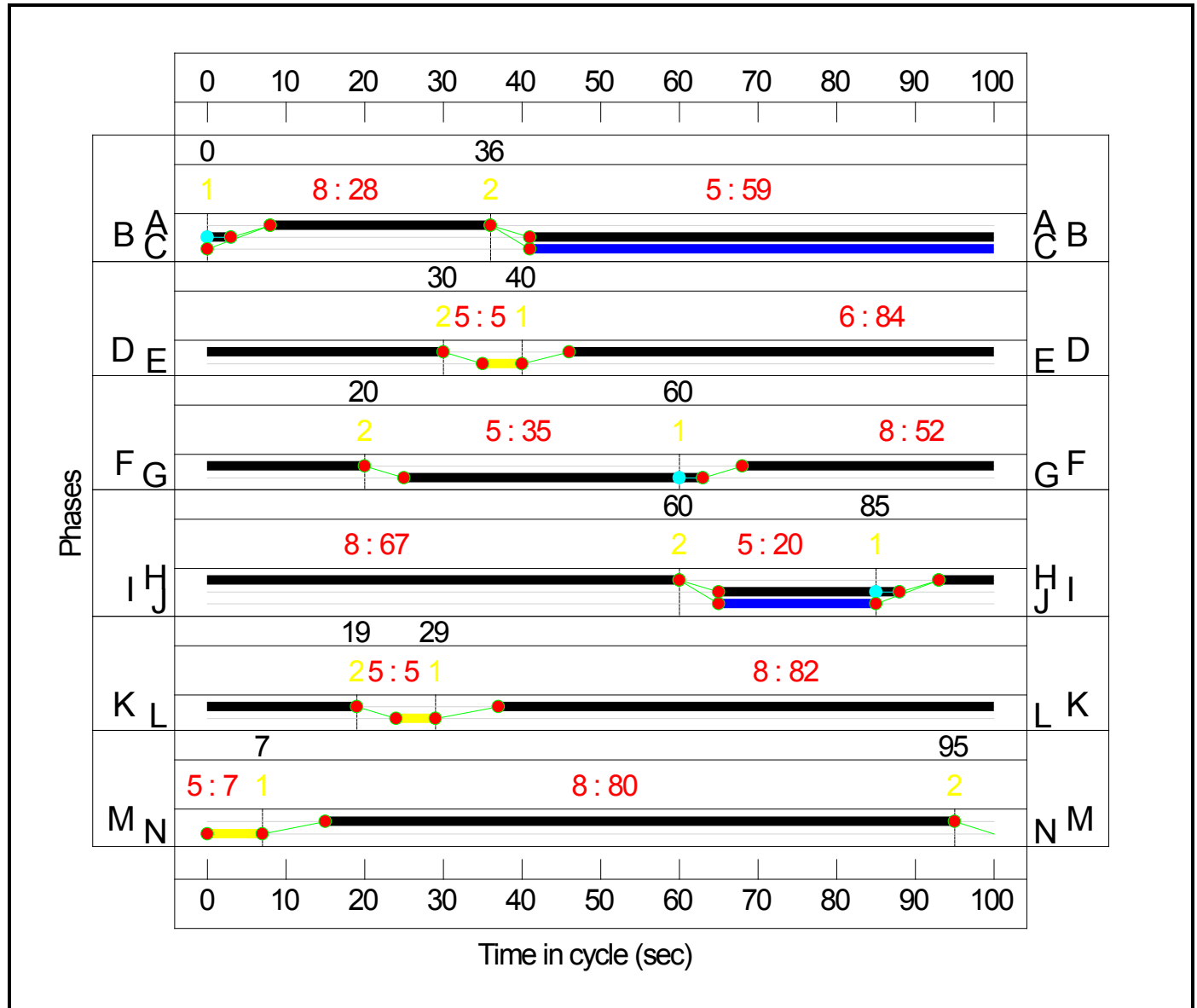
Traffic Flows, Actual

Actual Flow :

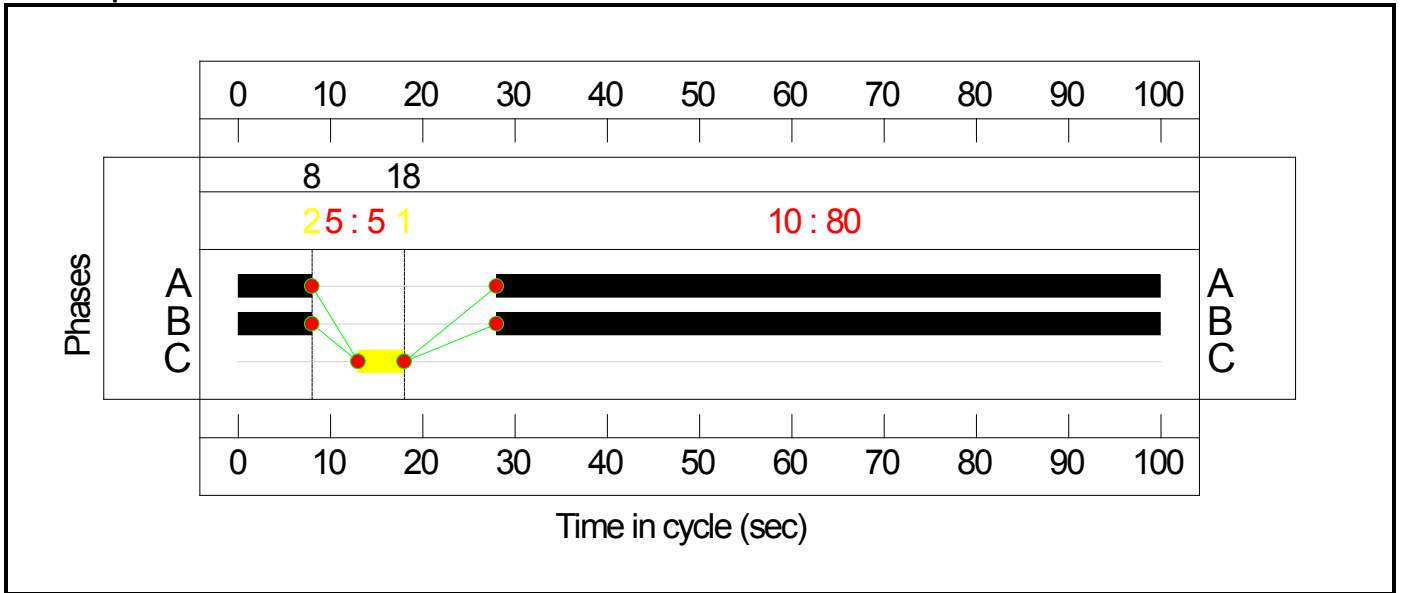
		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	509	208	1024
	B	81	0	154	341	576
	C	312	238	0	348	898
	D	143	955	506	0	1604
	Tot.	536	1500	1169	897	4102

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	779	2013:1868	957	81.4%	-	-	-	9.0	41.8	12.1	14.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	245	1800	522	46.9%	-	-	-	2.4	35.7	5.6	6.0
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	489	1800	1134	41.8%	-	-	-	2.1	16.2	8.2	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1210	1965:1800	1331	85.5%	-	-	-	4.9	15.5	14.6	17.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	180	1800	1530	11.8%	-	-	-	0.1	1.7	0.2	0.3
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	356	3600	3060	11.6%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	496	2105:1942	1031	48.1%	-	-	-	2.5	18.2	8.7	9.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	80	2105	1116	7.2%	-	-	-	0.3	13.2	1.1	1.1
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	586	1991	776	74.6%	-	-	-	3.5	21.6	15.3	16.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	637	2255	879	69.8%	-	-	-	5.1	30.1	13.3	14.4
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	794	1800	1458	53.4%	-	-	-	0.8	3.5	2.6	3.2
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	706	1965	1592	41.7%	-	-	-	0.9	4.9	4.3	4.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	384	1900	1292	29.7%	-	-	-	0.9	8.4	4.3	4.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	514	2105	1431	35.9%	-	-	-	1.2	8.7	6.0	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	549	2155	517	106.1%	-	-	-	27.1	177.6	16.1	38.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	1	2092	502	0.2%	-	-	-	0.0	25.5	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	80	1800	432	18.5%	-	-	-	0.6	26.9	0.8	0.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	599	1965	1631	36.3%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	570	2105	1747	31.3%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	599	2000	2000	29.6%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	570	2000	2000	27.3%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	143	1940	1431	10.0%	143	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1375	106.3%	1375	0	0	58.5	144.2	114.2	164.6
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	37	1896	1896	2.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	594	2092	2092	28.4%	-	-	-	0.2	1.2	2.3	2.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	897	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1604	2015	1632	98.3%	-	-	-	18.1	40.7	41.4	55.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	897	2015	1632	53.0%	-	-	-	0.8	3.3	2.3	2.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1604	2015	2015	79.6%	-	-	-	1.9	4.3	0.0	1.9

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	5.2	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	665.0	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.6	Total Delay for Signalled Lanes (pcuHr):	11.41	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-17.9	Total Delay for Signalled Lanes (pcuHr):	29.83	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	147.8	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	68.4	Total Delay for Signalled Lanes (pcuHr):	1.67	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.2	Total Delay for Signalled Lanes (pcuHr):	18.91	Cycle Time (s):	100
	PRC Over All Lanes (%)	-18.1	Total Delay Over All Lanes(pcuHr):	142.71		

Scenario 11: '2024 DS2 BASE + DEV AM' (FG11: '2024 DS2 BASE + DEV AM', Plan 1: 'Stage Plan 1')

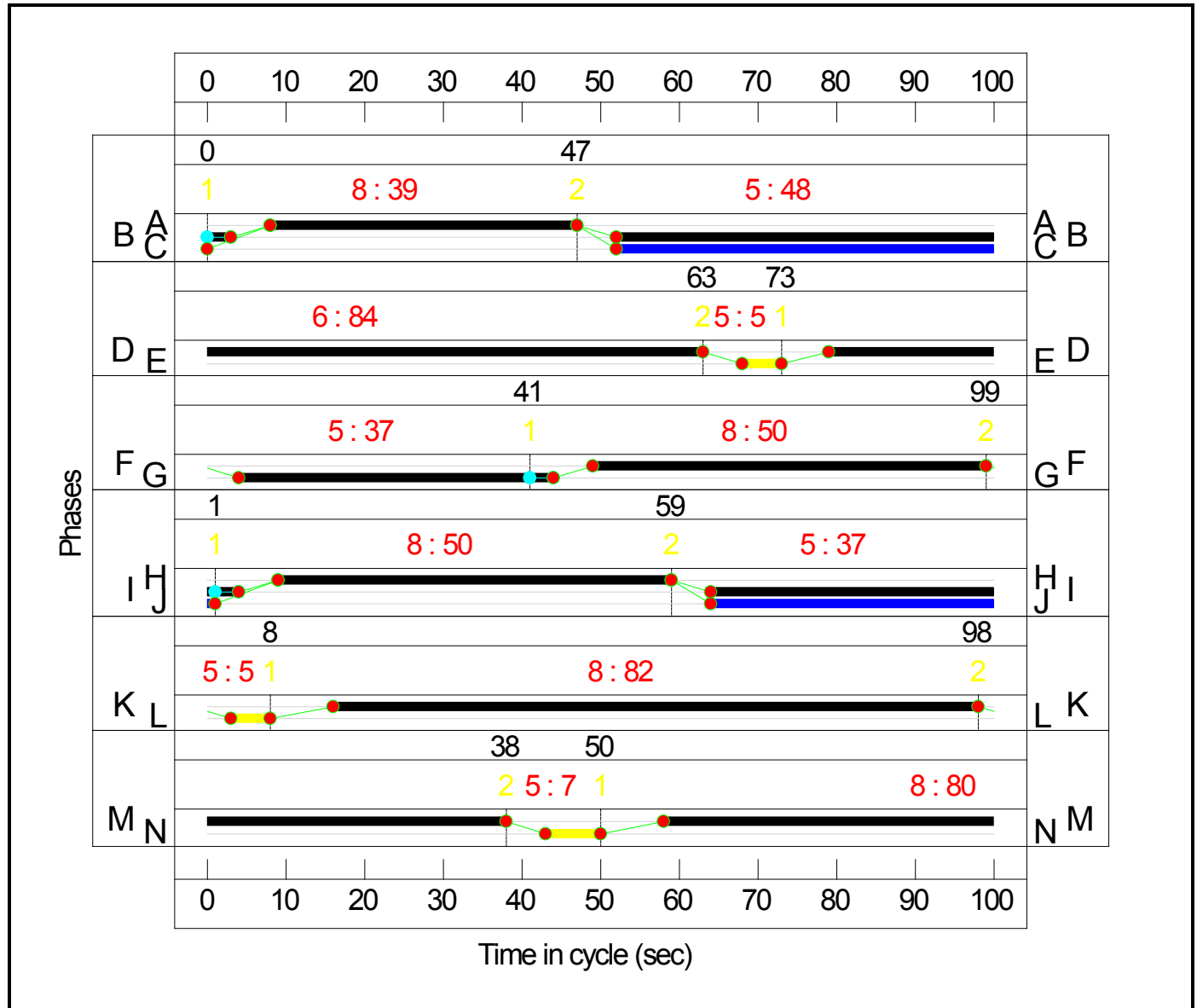
Traffic Flows, Actual

Actual Flow :

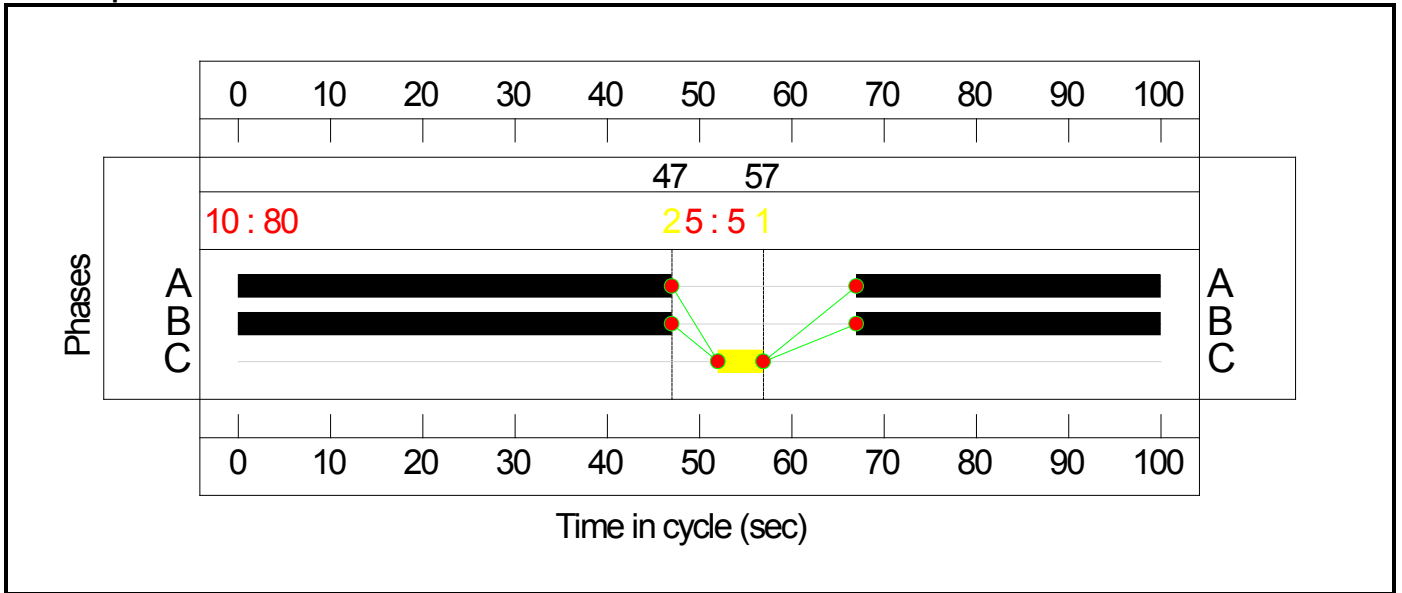
		Destination				
		A	B	C	D	Tot.
Origin	A	0	207	401	181	789
	B	481	0	174	587	1242
	C	685	239	0	726	1650
	D	243	170	316	0	729
	Tot.	1409	616	891	1494	4410

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	39	-	607	2012:1868	1101	55.1%	-	-	-	4.3	25.3	8.2	8.8
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	39	-	182	1800	720	25.3%	-	-	-	1.2	23.4	3.3	3.5
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	51	-	156	1800	936	16.7%	-	-	-	0.8	19.2	3.9	4.0
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	51	-	569	1965:1800	1109	51.3%	-	-	-	2.8	17.6	4.7	5.2
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	319	1800	1530	20.8%	-	-	-	0.2	2.0	0.4	0.6
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1090	3600	3060	35.6%	-	-	-	0.4	1.3	1.6	1.9
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	50	-	784	2105:1948	1016	77.2%	-	-	-	5.9	27.3	17.2	18.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	50	-	458	2105	1074	42.7%	-	-	-	2.3	18.3	7.9	8.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	40	-	492	1991	816	60.3%	-	-	-	2.4	17.2	4.1	4.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	40	-	406	2255	925	43.9%	-	-	-	2.6	23.3	6.9	7.3
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	363	1800	1458	24.9%	-	-	-	0.3	2.8	1.2	1.3
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	253	1965	1592	15.9%	-	-	-	0.1	1.3	0.0	0.1
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	50	-	779	1899	968	80.4%	-	-	-	6.4	29.7	18.0	20.0

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	50	-	871	2105	1074	81.1%	-	-	-	7.1	29.2	20.1	22.2
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	40	-	768	2155	884	86.9%	-	-	-	6.9	32.4	20.1	23.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	40	-	23	2092	858	2.7%	-	-	-	0.0	6.1	0.2	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	40	-	458	1800	738	62.1%	-	-	-	1.9	14.7	10.1	10.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	513	1965	1631	31.5%	-	-	-	0.2	1.7	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	378	2105	1747	21.6%	-	-	-	0.2	2.1	0.8	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	513	2000	2000	25.7%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	378	2000	2000	18.9%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	243	1940	1422	17.1%	243	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	1591	30.6%	486	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	76	1896	1896	4.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1329	2126	2126	62.5%	-	-	-	0.8	2.3	8.3	9.1
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1494	2015	2015	74.1%	-	-	-	1.6	3.9	18.7	20.1
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	729	2015	1632	44.7%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1494	2015	1632	91.5%	-	-	-	6.2	15.0	24.9	30.0
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	729	2015	2015	36.2%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	48	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	63.2	Total Delay for Signalled Lanes (pcuHr)	9.07	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	152.7	Total Delay for Signalled Lanes (pcuHr)	0.58	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	16.6	Total Delay for Signalled Lanes (pcuHr)	13.25	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	3.5	Total Delay for Signalled Lanes (pcuHr)	22.31	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	186.1	Total Delay for Signalled Lanes (pcuHr)	0.46	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	261.5	Total Delay for Signalled Lanes (pcuHr)	0.38	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-1.7	Total Delay for Signalled Lanes (pcuHr)	7.22	Cycle Time (s)	100
	PRC Over All Lanes (%)	-1.7	Total Delay Over All Lanes(pcuHr)	56.63		

Scenario 12: '2024 DS2 BASE + DEV PM' (FG12: '2024 DS2 BASE + DEV PM', Plan 1: 'Stage Plan 1')

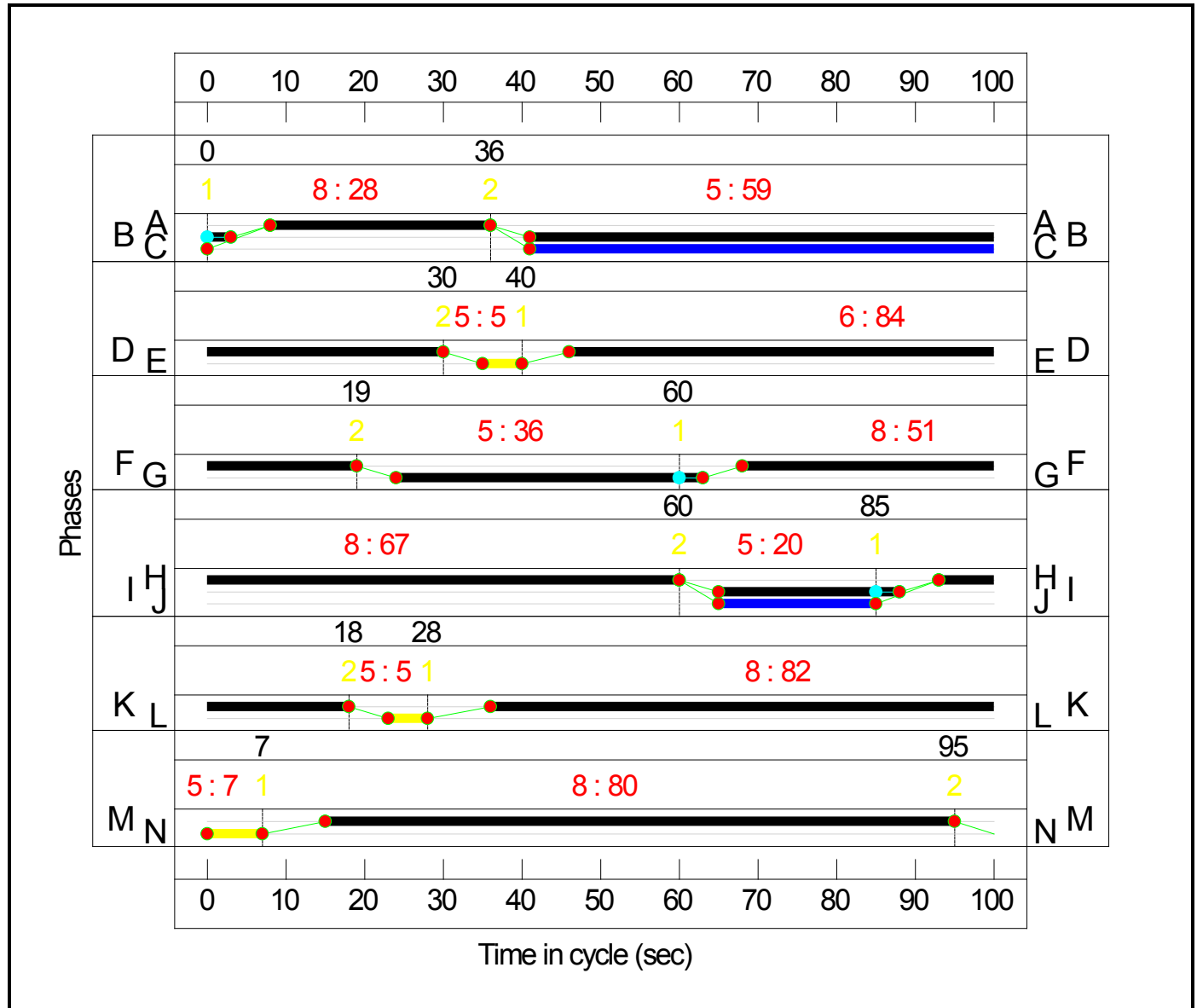
Traffic Flows, Actual

Actual Flow :

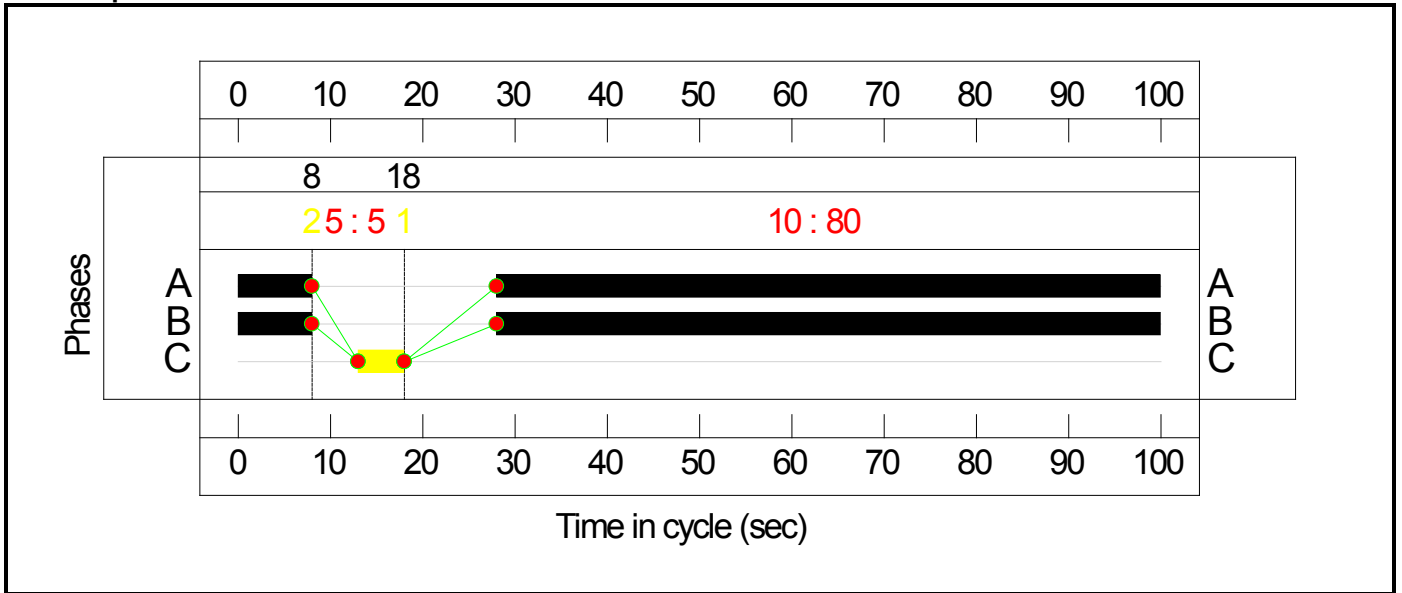
		Destination				
		A	B	C	D	Tot.
Origin	A	0	315	516	210	1041
	B	103	0	154	341	598
	C	325	238	0	348	911
	D	147	955	506	0	1608
	Tot.	575	1508	1176	899	4158

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	803	2013:1868	950	84.5%	-	-	-	9.8	44.0	12.7	15.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	238	1800	522	45.6%	-	-	-	2.3	35.4	5.4	5.8
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	483	1800	1134	41.0%	-	-	-	2.1	16.2	8.1	8.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1216	1965:1800	1330	84.8%	-	-	-	4.8	15.2	15.0	17.7
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	201	1800	1530	13.1%	-	-	-	0.1	1.7	0.3	0.3
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	374	3600	3060	12.2%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	51	-	502	2105:1942	1024	49.0%	-	-	-	2.6	18.9	8.8	9.3
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	51	-	96	2105	1095	8.8%	-	-	-	0.4	13.9	1.3	1.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	39	-	602	1991	796	74.6%	-	-	-	3.3	20.3	15.7	17.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	39	-	630	2255	902	66.7%	-	-	-	4.8	28.5	12.9	13.9
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	794	1800	1458	53.2%	-	-	-	0.7	3.5	2.2	2.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	714	1965	1592	41.6%	-	-	-	0.9	4.8	4.1	4.5
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	395	1902	1293	30.5%	-	-	-	0.9	8.5	4.4	4.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	516	2105	1431	36.0%	-	-	-	1.3	8.8	6.0	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	551	2155	517	106.5%	-	-	-	28.0	183.2	16.2	39.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	7	2092	502	1.4%	-	-	-	0.0	25.3	0.1	0.1
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	96	1800	432	22.2%	-	-	-	0.7	26.7	1.0	1.1
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	613	1965	1631	37.1%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	563	2105	1747	30.6%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	613	2000	2000	30.2%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	563	2000	2000	26.7%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	147	1940	1427	10.3%	147	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1355	107.8%	1355	0	0	68.4	168.5	114.1	173.3
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	54	1896	1896	2.8%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	612	2094	2094	29.2%	-	-	-	0.2	1.2	2.3	2.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	899	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1608	2015	1632	98.5%	-	-	-	18.9	42.3	42.0	56.9
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	899	2015	1632	53.0%	-	-	-	0.8	3.3	2.3	2.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1608	2015	2015	79.8%	-	-	-	2.0	4.4	0.0	2.0

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr):	18.99	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	585.1	Total Delay for Signalled Lanes (pcuHr):	0.26	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.7	Total Delay for Signalled Lanes (pcuHr):	11.11	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-18.4	Total Delay for Signalled Lanes (pcuHr):	30.99	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	142.7	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	69.1	Total Delay for Signalled Lanes (pcuHr):	1.62	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.5	Total Delay for Signalled Lanes (pcuHr):	19.68	Cycle Time (s):	100
	PRC Over All Lanes (%)	-19.8	Total Delay Over All Lanes(pcuHr):	154.72		

Pegasus Group LinSig Report

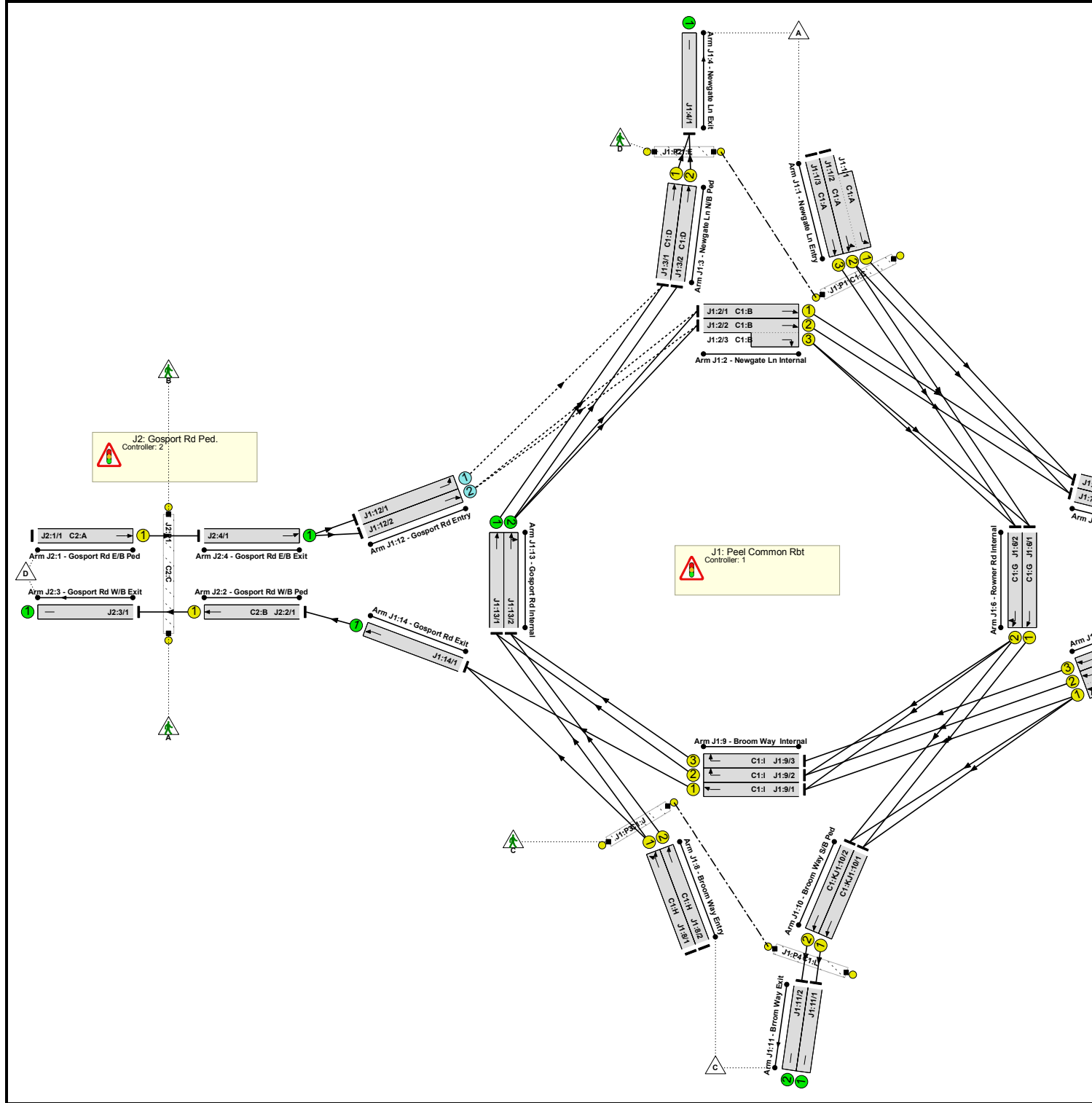
User and Project Details

Project:	
Title:	
Location:	
Company:	
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 BASE AM	2019 DS1 BASE AM	Stage Plan 1	08:00 - 09:00	100	53.0	34.79
2	2019 DS1 BASE PM	2019 DS1 BASE PM	Stage Plan 1	17:00 - 18:00	100	33.2	32.33
3	2024 DS1 BASE AM	2024 DS1 BASE AM	Stage Plan 1	08:00 - 09:00	100	33.8	43.56
4	2024 DS1 BASE PM	2024 DS1 BASE PM	Stage Plan 1	17:00 - 18:00	100	25.0	40.70
5	2024 DS1 BASE + DEV AM	2024 DS1 BASE + DEV AM	Stage Plan 1	08:00 - 09:00	100	30.9	44.31
6	2024 DS1 BASE + DEV PM	2024 DS1 BASE + DEV PM	Stage Plan 1	17:00 - 18:00	100	8.3	43.41
7	2019 DS2 BASE AM	2019 DS2 BASE AM	Stage Plan 1	08:00 - 09:00	100	6.2	41.72
8	2019 DS2 BASE PM	2019 DS2 BASE PM	Stage Plan 1	17:00 - 18:00	100	-13.2	75.85
9	2024 DS2 BASE AM	2024 DS2 BASE AM	Stage Plan 1	08:00 - 09:00	100	-0.8	53.20
10	2024 DS2 BASE PM	2024 DS2 BASE PM	Stage Plan 1	17:00 - 18:00	100	-18.1	142.71
11	2024 DS2 BASE + DEV AM	2024 DS2 BASE + DEV AM	Stage Plan 1	08:00 - 09:00	100	-1.6	57.61
12	2024 DS2 BASE + DEV PM	2024 DS2 BASE + DEV PM	Stage Plan 1	17:00 - 18:00	100	-19.6	153.19

Network Layout Diagram



Lane Input Data

Junction: J1: Peel Common 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 Entry)	U	A	2	3	15.7	Geom	-	3.65	0.00	Y	Arm J1:7 Left	25.00
J1:1/2 (Newgate Ln Entry)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	28.00
											Arm J1:7 Left	Inf
J1:1/3 (Newgate Ln Entry)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J1:2/1 (Newgate Ln Internal)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J1:2/2 (Newgate Ln Internal)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	Inf
J1:2/3 (Newgate Ln Internal)	U	B	2	3	5.0	User	1800	-	-	-	-	-
J1:3/1 (Newgate Ln N/B Ped)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J1:3/2 (Newgate Ln N/B Ped)	U	D	2	3	60.0	User	3600	-	-	-	-	-
J1:4/1 (Newgate Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Rowner Rd Entry)	U	F	2	3	7.8	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	Inf
											Arm J1:10 Left	40.00
J1:5/2 (Rowner Rd Entry)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:9 Ahead	Inf
J1:5/3 (Rowner Rd Entry)	U	F	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:9 Ahead	Inf
J1:6/1 (Rowner Rd Internal)	U	G	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J1:10 Ahead	24.00
J1:6/2 (Rowner Rd Internal)	U	G	2	3	60.0	Geom	-	5.00	0.00	N	Arm J1:9 Right	Inf
											Arm J1:10 Ahead	Inf
J1:7/1 (Rowner Rd Exit)	U	M	2	3	60.0	User	1800	-	-	-	-	-

J1:7/2 (Rowner Rd Exit)	U	M	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J1:15 Ahead	Inf
J1:8/1 (Broom Way Entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:13 Ahead	Inf
											Arm J1:14 Left	40.00
J1:8/2 (Broom Way Entry)	U	H	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:13 Ahead	Inf
J1:9/1 (Broom Way Internal)	U	I	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:14 Ahead	Inf
J1:9/2 (Broom Way Internal)	U	I	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:13 Right	50.00
J1:9/3 (Broom Way Internal)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J1:10/1 (Broom Way S/B Ped)	U	K	2	3	10.4	Geom	-	3.50	0.00	Y	Arm J1:11 Ahead	Inf
J1:10/2 (Broom Way S/B Ped)	U	K	2	3	10.4	Geom	-	3.50	0.00	N	Arm J1:11 Ahead	Inf
J1:11/1 (Broom Way Exit)	U		2	3	10.4	User	2000	-	-	-	-	-
J1:11/2 (Broom Way Exit)	U		2	3	60.0	User	2000	-	-	-	-	-
J1:12/1 (Gosport Rd Entry)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Left	Inf
J1:12/2 (Gosport Rd Entry)	O		2	3	60.0	User	2500	-	-	-	-	-
J1:13/1 (Gosport Rd Internal)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:3 Ahead	24.00
J1:13/2 (Gosport Rd Internal)	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Right	20.00
											Arm J1:3 Ahead	Inf
J1:14/1 (Gosport Rd Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:2 Ahead	Inf
J1:15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Gosport Rd Ped.												
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 (Gosport Rd E/B Ped)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/1 (Gosport Rd W/B Ped)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J2:3 Ahead	Inf
J2:3/1 (Gosport Rd W/B Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Gosport Rd E/B Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:12 Ahead	Inf

Give-Way Lane Input Data

Junction: J1: Peel Common 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)	
J1:12/1 (Gosport Rd Entry)	J1:3/1 (Left)	1439	0	J1:13/1	0.22	All	-	-	-	-	-	
J1:12/2 (Gosport Rd Entry)	J1:2/1 (Ahead)	1439	0	J1:13/1	1.09	All	-	-	-	-	-	
				J1:13/2	1.09	All						
	J1:2/2 (Ahead)	1900	0	J1:13/1	0.22	All						
				J1:13/2	0.22	All						

Junction: J2: Gosport Rd Ped.

There are no Opposed Lanes in this Junction

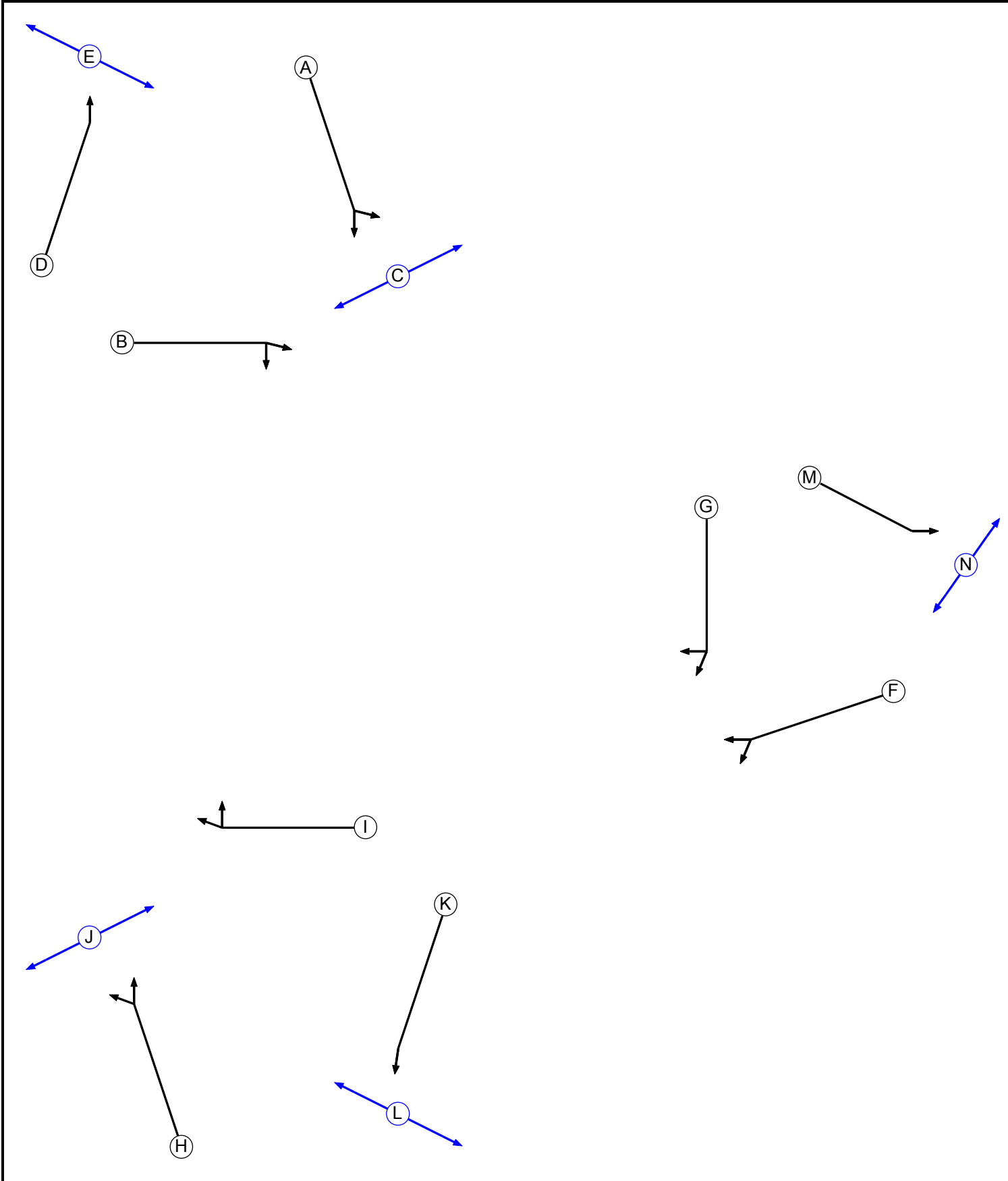
Lane Connector Input Data

Junction: J1: Peel Common Rbt				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J1:7/1	Internal	11	35
J1:1/2	J1:6/1	Internal	10	35
J1:1/2	J1:7/2	Internal	10	35
J1:1/3	J1:6/2	Internal	7	35
J1:2/1	J1:7/1	Internal	10	35
J1:2/2	J1:7/2	Internal	11	35
J1:2/3	J1:6/1	Internal	7	35
J1:2/3	J1:6/2	Internal	7	35
J1:3/1	J1:4/1	Internal	5	35
J1:3/2	J1:4/1	Internal	8	35
J1:5/1	J1:9/1	Internal	5	35
J1:5/1	J1:10/1	Internal	16	35
J1:5/1	J1:10/2	Internal	16	35
J1:5/2	J1:9/2	Internal	5	35
J1:5/3	J1:9/3	Internal	5	35
J1:6/1	J1:10/1	Internal	16	35
J1:6/2	J1:9/1	Internal	10	35
J1:6/2	J1:9/2	Internal	10	35
J1:6/2	J1:10/2	Internal	16	35
J1:7/1	J1:15/1	Internal	5	35
J1:7/2	J1:15/2	Internal	5	35
J1:8/1	J1:13/1	Internal	4	35
J1:8/1	J1:14/1	Internal	3	35
J1:8/2	J1:13/2	Internal	4	35
J1:9/1	J1:14/1	Internal	4	35
J1:9/2	J1:13/1	Internal	10	35
J1:9/3	J1:13/2	Internal	10	35
J1:10/1	J1:11/1	Internal	5	35
J1:10/2	J1:11/2	Internal	5	35
J1:12/1	J1:3/1	Internal	8	35
J1:12/2	J1:2/1	Internal	10	35
J1:12/2	J1:2/2	Internal	5	35
J1:13/1	J1:3/1	Internal	8	35
J1:13/2	J1:2/1	Internal	5	35
J1:13/2	J1:2/2	Internal	5	35
J1:13/2	J1:3/2	Internal	5	35
J1:14/1	J2:2/1	Leaving	2	35

J2:4/1	J1:12/1	Entering	10	35
J2:4/1	J1:12/2	Entering	2	35

Junction: J2: Gosport Rd Ped.				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:14/1	J2:2/1	Entering	2	35
J2:1/1	J2:4/1	Internal	1	35
J2:2/1	J2:3/1	Internal	10	35
J2:4/1	J1:12/1	Leaving	10	35
J2:4/1	J1:12/2	Leaving	2	35

C1 - Peel Common Rbt
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	4
C	Pedestrian	1		5	5
D	Traffic	2		7	7
E	Pedestrian	2		5	5
F	Traffic	3		7	7
G	Traffic	3		7	4
H	Traffic	4		7	7
I	Traffic	4		7	4
J	Pedestrian	4		5	5
K	Traffic	5		7	7
L	Pedestrian	5		5	5
M	Traffic	6		7	7
N	Pedestrian	6		7	7

Phase Intergreens Matrix

		Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
Terminating Phase	A		5	5	-	-	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-	-	-
	C	8	-		-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-	-	-	-	-	-
	E	-	-	-	6		-	-	-	-	-	-	-	-	-
	F	-	-	-	-	-		5	-	-	-	-	-	-	-
	G	-	-	-	-	-	5		-	-	-	-	-	-	-
	H	-	-	-	-	-	-	-		5	5	-	-	-	-
	I	-	-	-	-	-	-	-	5		-	-	-	-	-
	J	-	-	-	-	-	-	-	8	-		-	-	-	-
	K	-	-	-	-	-	-	-	-	-	-		5	-	-
	L	-	-	-	-	-	-	-	-	-	-	8		-	-
	M	-	-	-	-	-	-	-	-	-	-	-	-		5
	N	-	-	-	-	-	-	-	-	-	-	-	-	8	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E
3	1	F
3	2	G
4	1	H
4	2	I J
5	1	K
5	2	L
6	1	M
6	2	N

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	3	3

Stage Stream: 2

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

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	G	Losing	3	3

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	I	Losing	3	3

Stage Stream: 5

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

Stage Stream: 6

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Stream: 3

		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 5

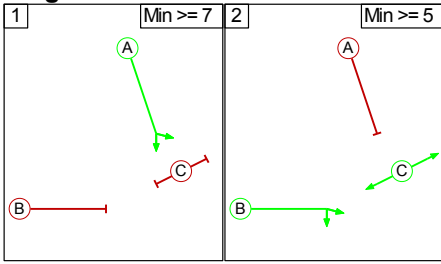
		To Stage	
From Stage		1	2
	1		5
	2	8	

Stage Stream: 6

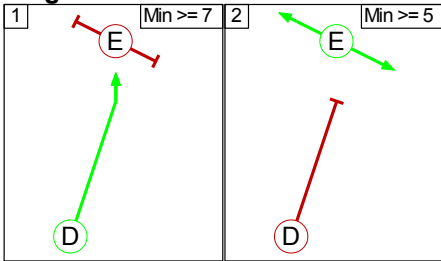
		To Stage	
		1	2
From Stage	1		5
	2	8	

Stage Diagram

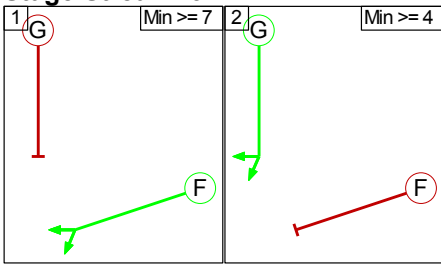
Stage Stream: 1



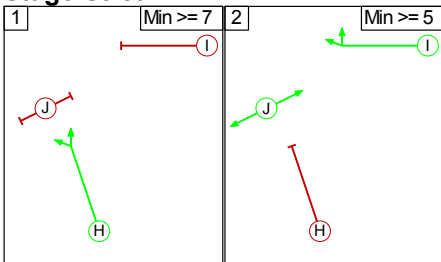
Stage Stream: 2



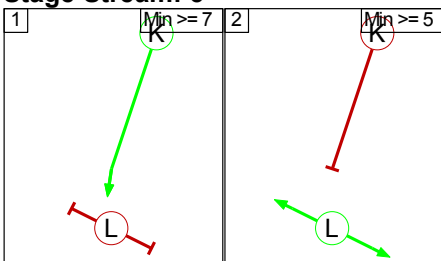
Stage Stream: 3



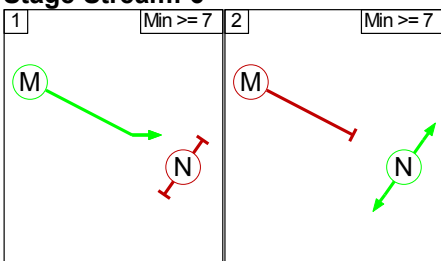
Stage Stream: 4



Stage Stream: 5



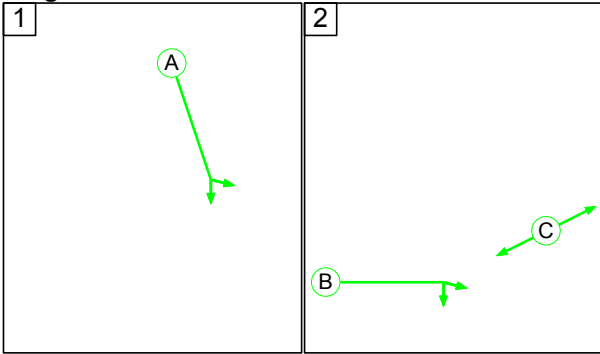
Stage Stream: 6



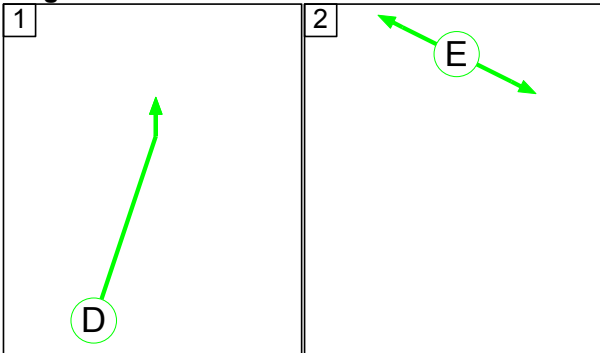
Stage Sequence Summary

Stage Sequence: Staging Plan No. 1

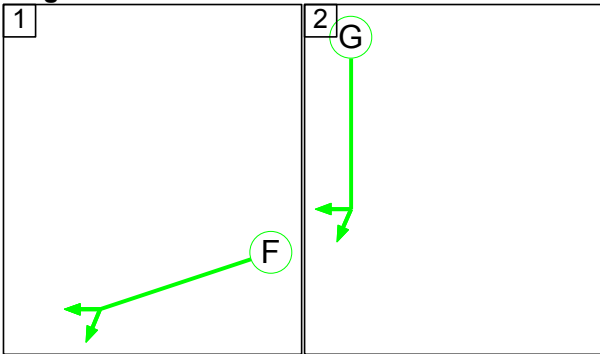
Stage Stream: 1



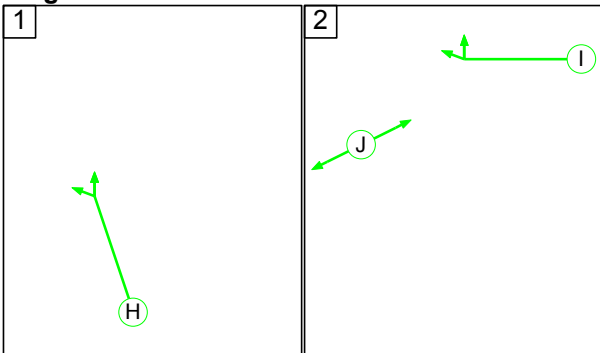
Stage Stream: 2



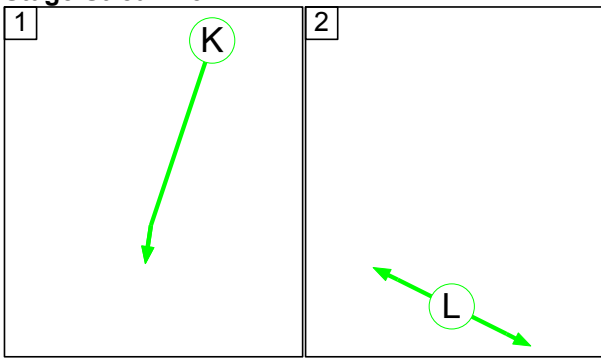
Stage Stream: 3



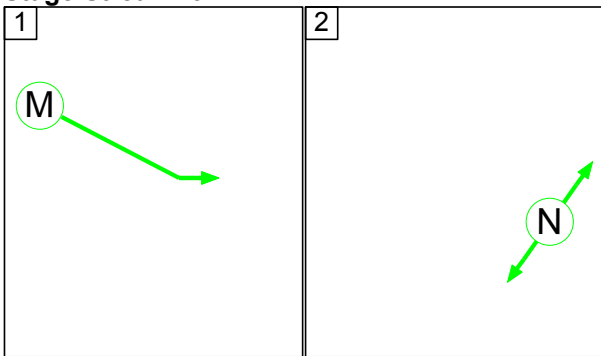
Stage Stream: 4



Stage Stream: 5



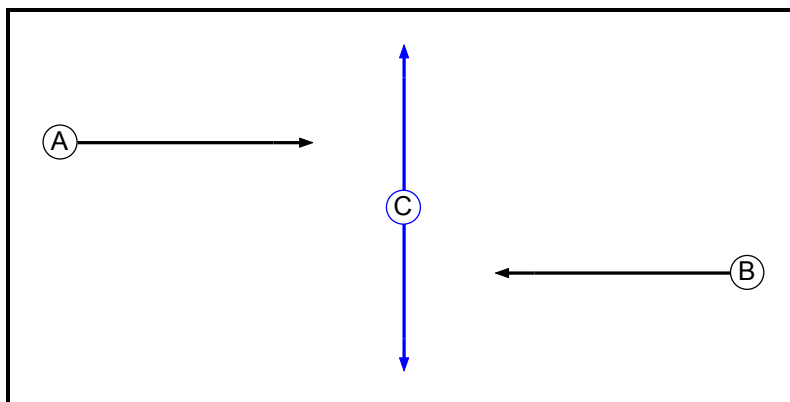
Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Stage Plan 1	C2 - Gosport Rd Ped.	Stage Sequence No. 1	1,2
	C1 - Peel Common Rbt	Staging Plan No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 1,2 Stream 6: 1,2

**C2 - Gosport Rd Ped.
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		5	5

Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

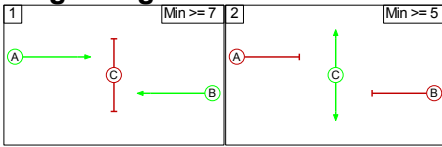
Phase Delays

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

Prohibited Stage Change

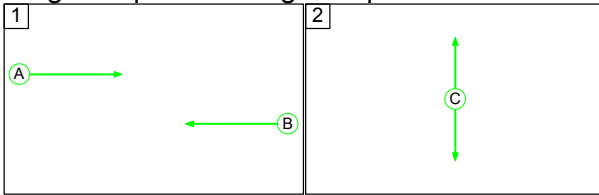
		To Stage	
		1	2
From Stage	1	5	
	2	10	

Stage Diagram



Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Stage Plan 1	C2 - Gosport Rd Ped.	Stage Sequence No. 1	1,2
	C1 - Peel Common Rbt	Staging Plan No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 1,2 Stream 6: 1,2

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 DS1 BASE AM'	08:00	09:00	01:00	
2: '2019 DS1 BASE PM'	17:00	18:00	01:00	
3: '2024 DS1 BASE AM'	08:00	09:00	01:00	
4: '2024 DS1 BASE PM'	17:00	18:00	01:00	
5: '2024 DS1 BASE + DEV AM'	08:00	09:00	01:00	
6: '2024 DS1 BASE + DEV PM'	17:00	18:00	01:00	
7: '2019 DS2 BASE AM'	08:00	09:00	01:00	
8: '2019 DS2 BASE PM'	17:00	18:00	01:00	
9: '2024 DS2 BASE AM'	08:00	09:00	01:00	
10: '2024 DS2 BASE PM'	17:00	18:00	01:00	
11: '2024 DS2 BASE + DEV AM'	08:00	09:00	01:00	
12: '2024 DS2 BASE + DEV PM'	17:00	18:00	01:00	

Scenario 1: '2019 DS1 BASE AM' (FG1: '2019 DS1 BASE AM', Plan 1: 'Stage Plan 1')

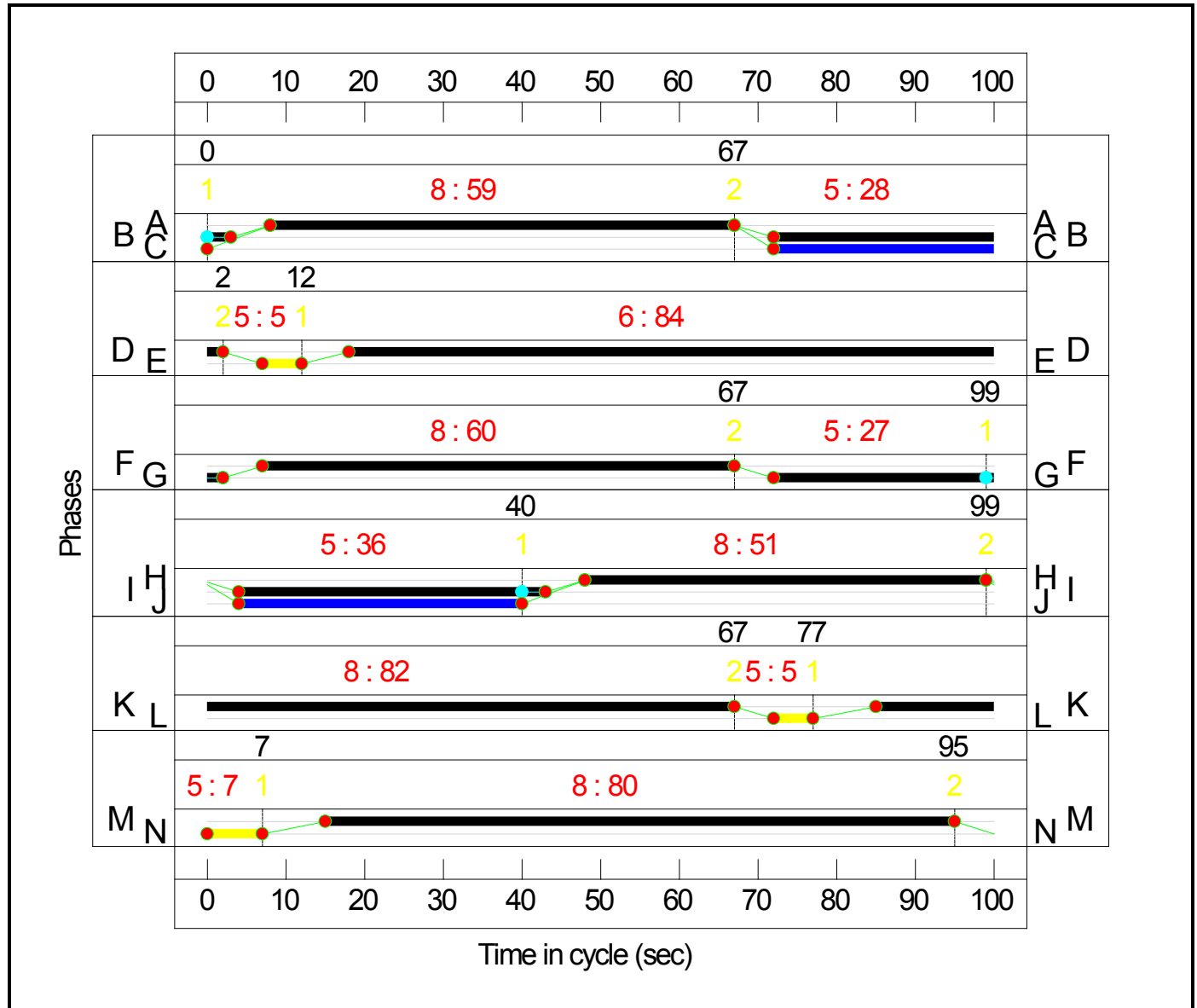
Traffic Flows, Actual

Actual Flow :

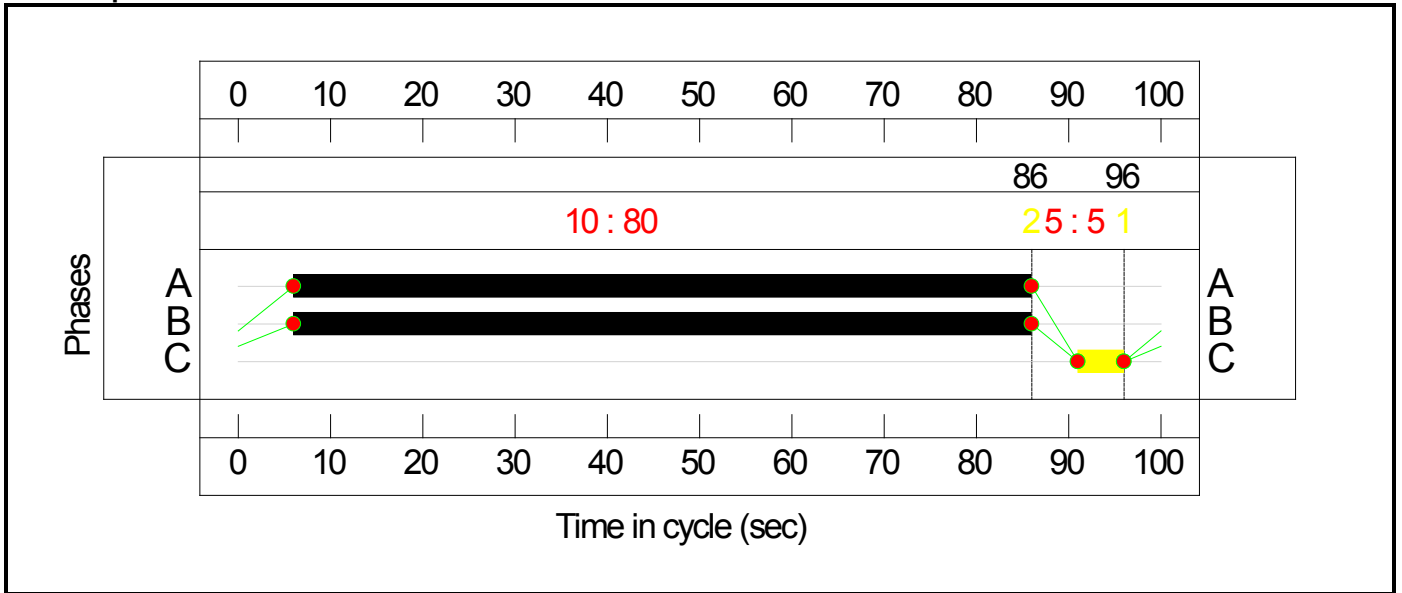
		Destination				
		A	B	C	D	Tot.
Origin	A	0	461	305	85	851
	B	839	0	86	364	1289
	C	675	207	0	256	1138
	D	103	52	271	0	426
	Tot.	1617	720	662	705	3704

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	59	-	739	2060:1868	1481	49.9%	-	-	-	2.6	12.6	7.6	8.0
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	59	-	112	1800	1080	10.4%	-	-	-	0.3	10.4	1.3	1.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	31	-	234	1800	576	40.6%	-	-	-	1.1	16.4	4.9	5.2
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	31	-	296	1965:1800	595	49.7%	-	-	-	2.4	29.6	4.7	5.2
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	761	1800	1530	49.7%	-	-	-	0.6	2.8	4.1	4.6
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	856	3600	3060	28.0%	-	-	-	0.3	1.2	1.2	1.4
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	60	-	870	2105:1951	1500	58.0%	-	-	-	3.0	12.6	6.3	6.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	60	-	419	2105	1284	32.6%	-	-	-	1.3	11.6	5.6	5.8
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	30	-	307	1991	617	49.7%	-	-	-	3.6	41.9	8.0	8.5
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	30	-	354	2255	699	50.6%	-	-	-	1.8	18.7	3.2	3.7
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	460	1800	1458	31.6%	-	-	-	0.4	3.2	1.6	1.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	260	1965	1592	16.3%	-	-	-	0.1	1.7	0.2	0.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	494	1928	1003	49.3%	-	-	-	2.6	19.0	8.8	9.3

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	644	2105	1095	58.8%	-	-	-	3.7	20.6	12.3	13.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	449	2155	862	52.1%	-	-	-	2.6	20.6	6.2	6.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	420	2092	837	50.2%	-	-	-	2.2	18.5	3.4	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	419	1800	720	58.2%	-	-	-	2.4	20.4	4.2	4.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	308	1965	1631	18.9%	-	-	-	0.1	1.4	0.0	0.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	354	2105	1747	20.3%	-	-	-	0.2	1.7	0.4	0.5
J1:11/1	Brrom Way Exit	U	-		-	-	-	308	2000	2000	15.4%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Brrom Way Exit	U	-		-	-	-	354	2000	2000	17.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	103	1940	1294	8.0%	103	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	323	2500	760	42.5%	323	0	0	1.1	12.3	3.1	3.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	658	1896	1896	34.7%	-	-	-	0.3	1.5	1.1	1.3
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1063	2124	2124	50.0%	-	-	-	0.5	1.7	10.0	10.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	705	2015	2015	35.0%	-	-	-	0.3	1.4	5.1	5.4
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	426	2015	1632	26.1%	-	-	-	0.4	3.8	2.8	3.0
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	705	2015	1632	43.2%	-	-	-	0.5	2.7	1.3	1.7
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	426	2015	2015	21.1%	-	-	-	0.1	1.1	0.0	0.1

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	80.4	Total Delay for Signalled Lanes (pcuHr):	6.41	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	80.9	Total Delay for Signalled Lanes (pcuHr):	0.87	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	55.2	Total Delay for Signalled Lanes (pcuHr):	9.79	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	53.0	Total Delay for Signalled Lanes (pcuHr):	13.39	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	344.2	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	185.3	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	108.4	Total Delay for Signalled Lanes (pcuHr):	0.97	Cycle Time (s):	100
	PRC Over All Lanes (%)	53.0	Total Delay Over All Lanes(pcuHr):	34.79		

Scenario 2: '2019 DS1 BASE PM' (FG2: '2019 DS1 BASE PM', Plan 1: 'Stage Plan 1')

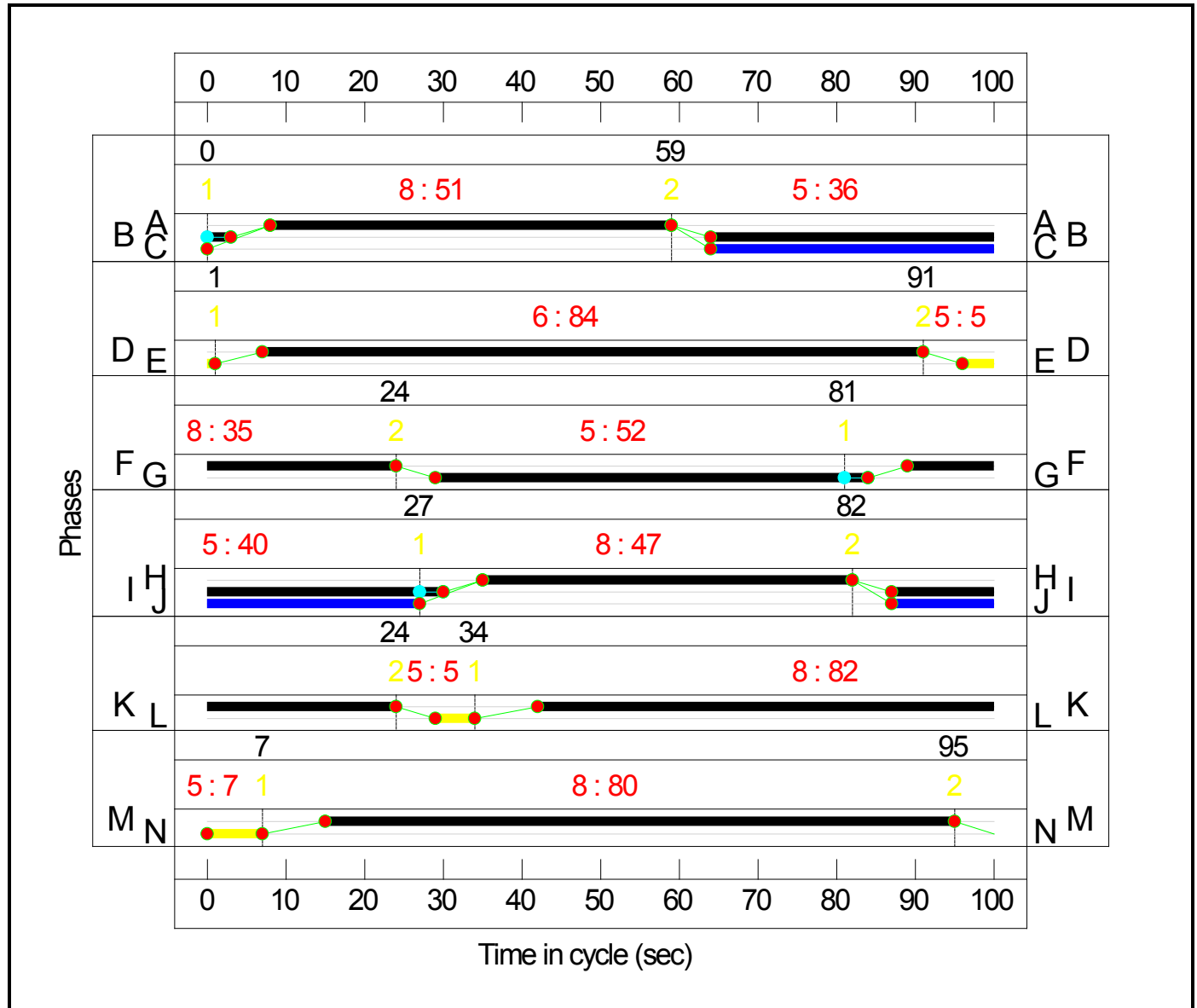
Traffic Flows, Actual

Actual Flow :

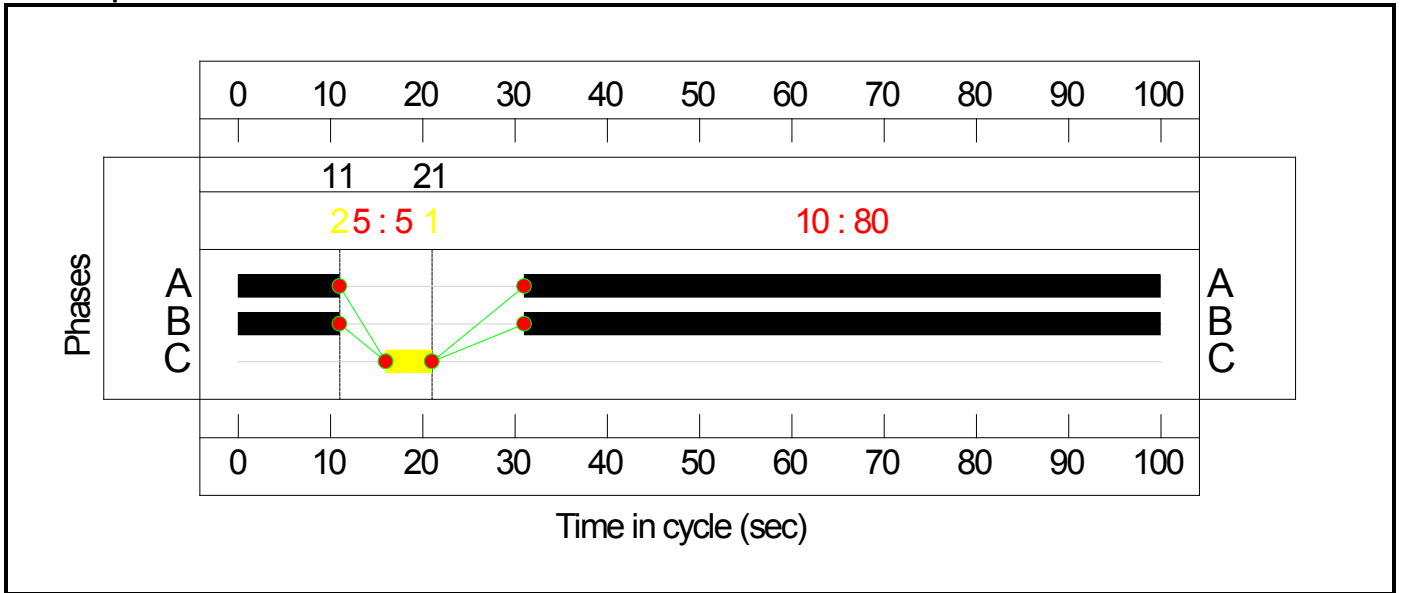
		Destination				
		A	B	C	D	Tot.
Origin	A	0	633	556	161	1350
	B	523	0	71	149	743
	C	306	224	0	181	711
	D	95	334	305	0	734
	Tot.	924	1191	932	491	3538

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	51	-	942	2063:1868	1394	67.6%	-	-	-	5.1	19.4	11.1	12.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	51	-	408	1800	936	43.6%	-	-	-	2.1	18.3	7.0	7.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	39	-	243	1800	720	33.8%	-	-	-	1.1	16.4	5.4	5.6
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	39	-	620	1965:1800	930	66.7%	-	-	-	3.4	19.6	8.3	9.3
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	461	1800	1530	30.1%	-	-	-	0.3	2.0	0.6	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	463	3600	3060	15.1%	-	-	-	0.1	0.8	0.2	0.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	35	-	484	2105:1942	988	49.0%	-	-	-	3.6	26.8	5.4	5.8
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	35	-	259	2105	758	34.2%	-	-	-	1.9	27.0	5.2	5.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	55	-	465	1991	1115	41.7%	-	-	-	1.3	10.4	7.5	7.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	55	-	557	2255	1263	44.1%	-	-	-	1.9	12.5	10.1	10.5
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	586	1800	1458	40.2%	-	-	-	0.4	2.6	0.6	0.9
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	605	1965	1592	38.0%	-	-	-	0.5	3.0	2.0	2.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	47	-	283	1919	921	30.7%	-	-	-	1.5	18.7	4.7	4.9

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	47	-	428	2105	1010	42.4%	-	-	-	2.4	20.1	7.7	8.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	43	-	310	2155	948	32.7%	-	-	-	1.9	22.5	4.9	5.1
J1:9/2	Broom Way Internal Right	U	C1:I		1	43	-	264	2092	920	28.7%	-	-	-	0.2	3.0	0.0	0.2
J1:9/3	Broom Way Internal Right	U	C1:I		1	43	-	259	1800	792	32.7%	-	-	-	0.3	3.8	3.7	4.0
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	468	1965	1631	28.7%	-	-	-	0.2	1.6	0.0	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	464	2105	1747	26.6%	-	-	-	0.2	1.7	0.3	0.5
J1:11/1	Broom Way Exit	U	-		-	-	-	468	2000	2000	23.4%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	464	2000	2000	23.2%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	95	1940	1358	7.0%	95	0	0	0.0	1.4	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	639	2500	1247	51.2%	639	0	0	1.4	8.1	6.8	7.3
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	366	1896	1896	19.3%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	687	2104	2104	32.7%	-	-	-	0.2	1.3	4.7	4.9
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	491	2015	2015	24.4%	-	-	-	0.2	1.2	2.8	3.0
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	734	2015	1632	45.0%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	491	2015	1632	30.1%	-	-	-	0.3	2.3	0.9	1.1
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	734	2015	2015	36.4%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	40	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
				C1 - Peel Common Rbt	Stream: 1	PRC for Signalled Lanes (%)	33.2	Total Delay for Signalled Lanes (pcuHr):				11.64	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 2	PRC for Signalled Lanes (%)	198.7	Total Delay for Signalled Lanes (pcuHr):				0.36	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 3	PRC for Signalled Lanes (%)	83.7	Total Delay for Signalled Lanes (pcuHr):				8.82	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 4	PRC for Signalled Lanes (%)	112.5	Total Delay for Signalled Lanes (pcuHr):				6.28	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 5	PRC for Signalled Lanes (%)	213.6	Total Delay for Signalled Lanes (pcuHr):				0.42	Cycle Time (s):				100	
				C1 - Peel Common Rbt	Stream: 6	PRC for Signalled Lanes (%)	123.9	Total Delay for Signalled Lanes (pcuHr):				0.92	Cycle Time (s):				100	
				C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)	100.1	Total Delay for Signalled Lanes (pcuHr):				1.30	Cycle Time (s):				100	
						PRC Over All Lanes (%)	33.2	Total Delay Over All Lanes(pcuHr):				32.33						

Scenario 3: '2024 DS1 BASE AM' (FG3: '2024 DS1 BASE AM', Plan 1: 'Stage Plan 1')

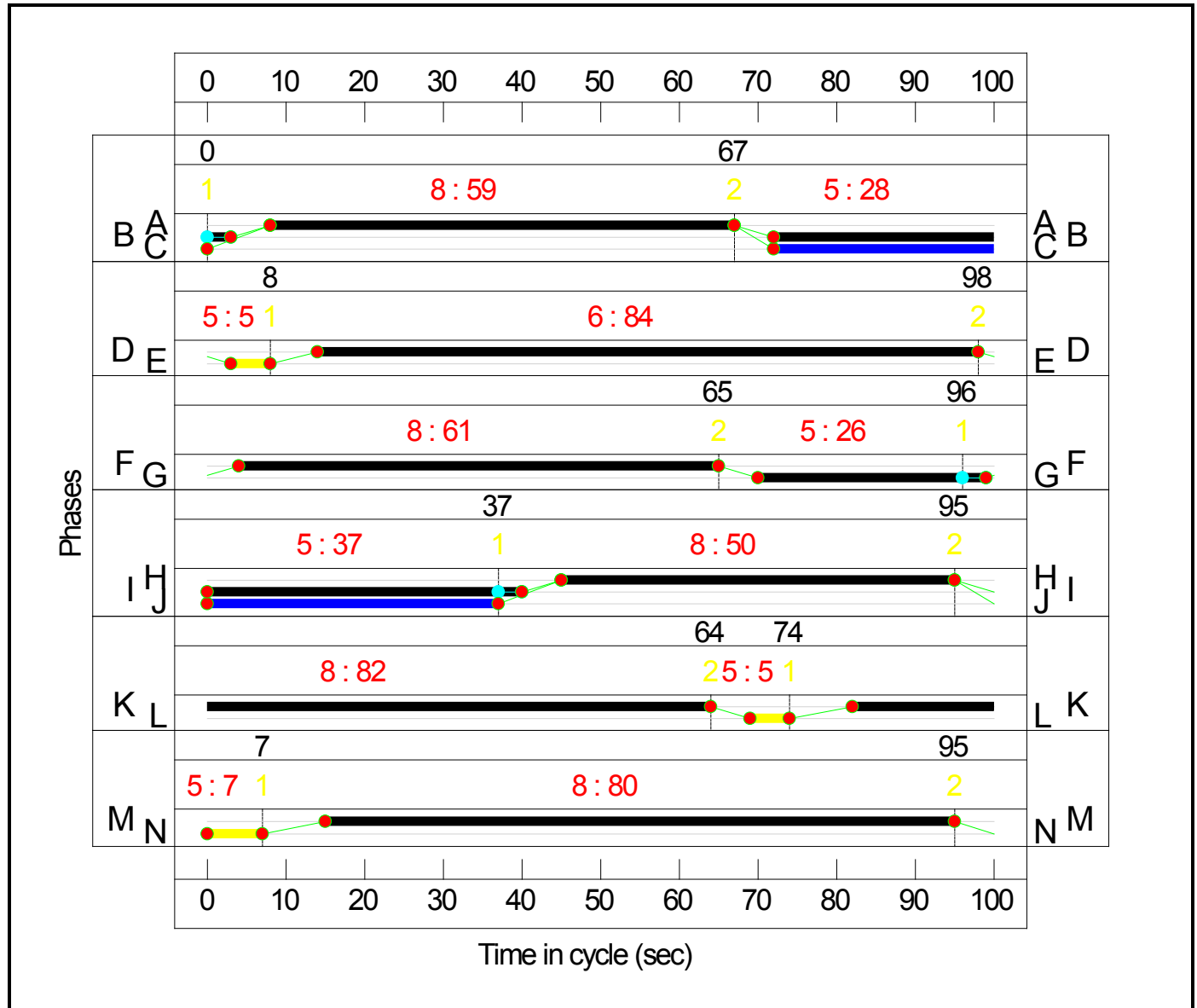
Traffic Flows, Actual

Actual Flow :

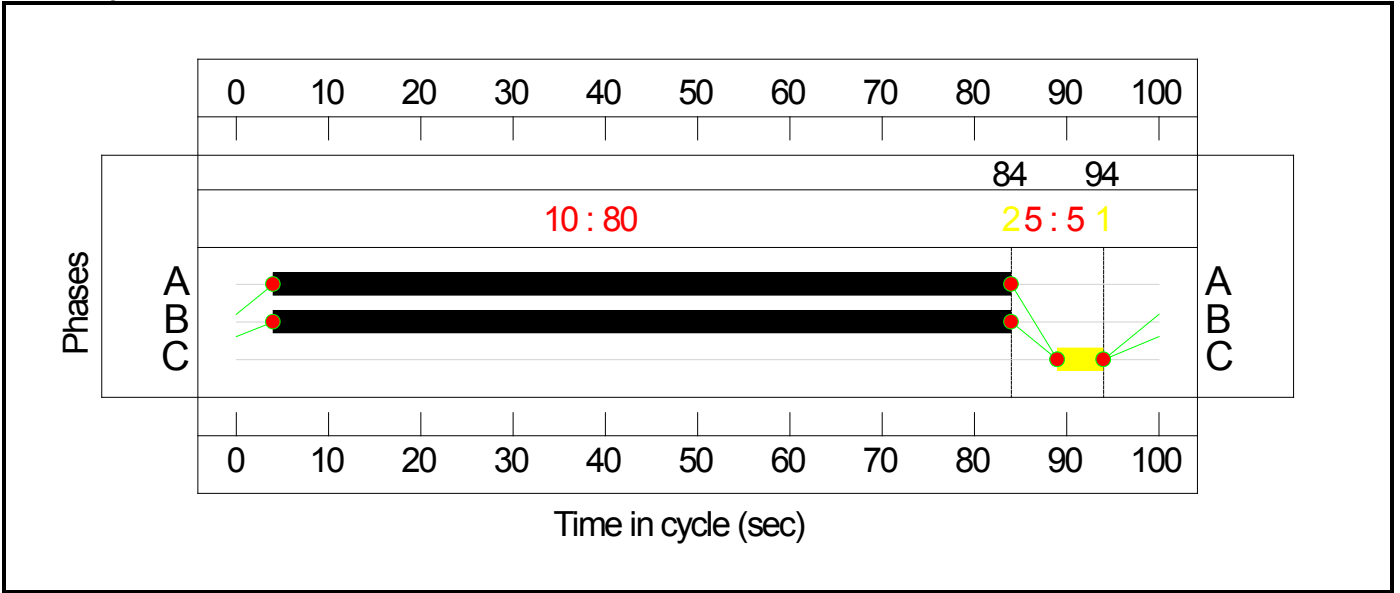
		Destination				
		A	B	C	D	Tot.
Origin	A	0	476	454	110	1040
	B	867	0	172	395	1434
	C	718	300	0	276	1294
	D	121	66	283	0	470
	Tot.	1706	842	909	781	4238

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	59	-	792	2057:1868	1480	53.5%	-	-	-	2.9	13.0	8.3	8.8
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	59	-	248	1800	1080	23.0%	-	-	-	0.8	11.4	3.2	3.3
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	31	-	301	1800	576	52.3%	-	-	-	1.4	16.2	6.8	7.3
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	31	-	348	1965:1800	624	55.8%	-	-	-	2.7	28.3	4.8	5.4
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	832	1800	1530	54.4%	-	-	-	0.7	3.1	3.6	4.2
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	874	3600	3060	28.6%	-	-	-	0.3	1.2	1.1	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	61	-	978	2105:1943	1454	67.3%	-	-	-	3.7	13.5	8.9	9.9
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	61	-	456	2105	1305	34.9%	-	-	-	1.4	11.3	6.1	6.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	29	-	394	1991	597	66.0%	-	-	-	4.4	40.4	9.8	10.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	29	-	453	2255	677	67.0%	-	-	-	3.9	31.4	8.3	9.3
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	543	1800	1458	37.2%	-	-	-	0.6	3.9	3.1	3.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	299	1965	1592	18.8%	-	-	-	0.2	2.3	0.5	0.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	50	-	576	1930	984	58.5%	-	-	-	3.4	21.5	11.0	11.7

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	50	-	718	2105	1074	66.9%	-	-	-	4.6	23.3	14.8	15.8
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	40	-	505	2155	884	57.2%	-	-	-	2.9	20.6	7.4	8.1
J1:9/2	Broom Way Internal Right	U	C1:I		1	40	-	411	2092	858	47.9%	-	-	-	2.1	18.2	3.5	3.9
J1:9/3	Broom Way Internal Right	U	C1:I		1	40	-	456	1800	738	61.8%	-	-	-	2.7	21.0	5.0	5.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	421	1965	1631	25.8%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	488	2105	1747	27.9%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	421	2000	2000	21.1%	-	-	-	0.1	1.1	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	488	2000	2000	24.4%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	121	1940	1282	9.4%	121	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	349	2500	797	43.8%	349	0	0	1.5	16.0	4.3	4.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	711	1896	1896	37.5%	-	-	-	0.3	1.5	0.5	0.8
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1174	2114	2114	55.5%	-	-	-	0.6	2.0	13.0	13.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	781	2015	2015	38.8%	-	-	-	0.3	1.5	6.3	6.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	470	2015	1632	28.8%	-	-	-	0.5	3.9	3.1	3.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	781	2015	1632	47.9%	-	-	-	0.6	2.8	1.8	2.2
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	470	2015	2015	23.3%	-	-	-	0.2	1.2	0.0	0.2

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	28	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	61.3	Total Delay for Signalled Lanes (pcuHr)	7.74	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	65.5	Total Delay for Signalled Lanes (pcuHr)	1.00	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	33.8	Total Delay for Signalled Lanes (pcuHr)	13.46	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	34.6	Total Delay for Signalled Lanes (pcuHr)	15.71	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	222.2	Total Delay for Signalled Lanes (pcuHr)	0.44	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	141.7	Total Delay for Signalled Lanes (pcuHr)	0.78	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	88.1	Total Delay for Signalled Lanes (pcuHr)	1.12	Cycle Time (s)	100
	PRC Over All Lanes (%)	33.8	Total Delay Over All Lanes(pcuHr)	43.56		

Scenario 4: '2024 DS1 BASE PM' (FG4: '2024 DS1 BASE PM', Plan 1: 'Stage Plan 1')

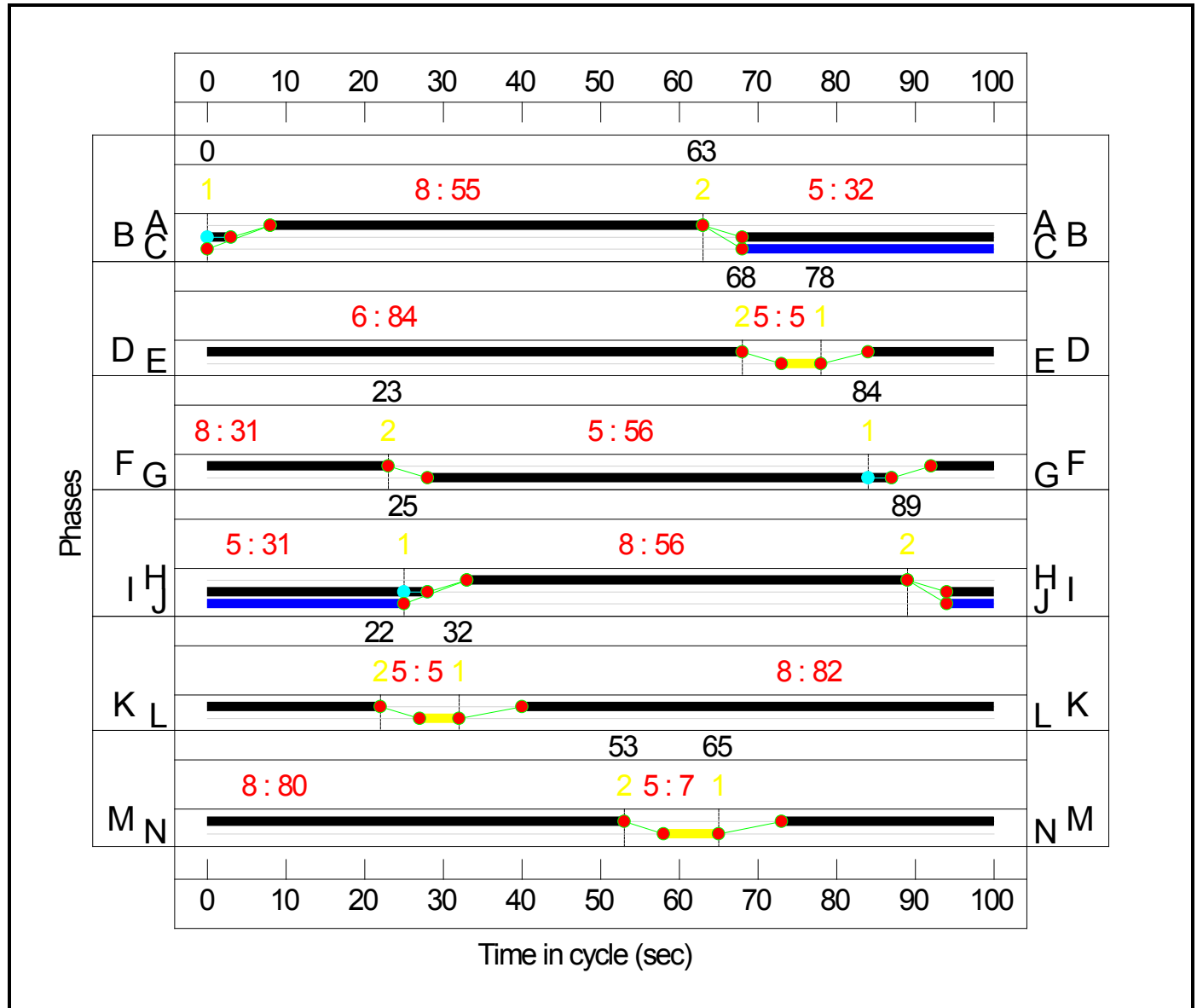
Traffic Flows, Actual

Actual Flow :

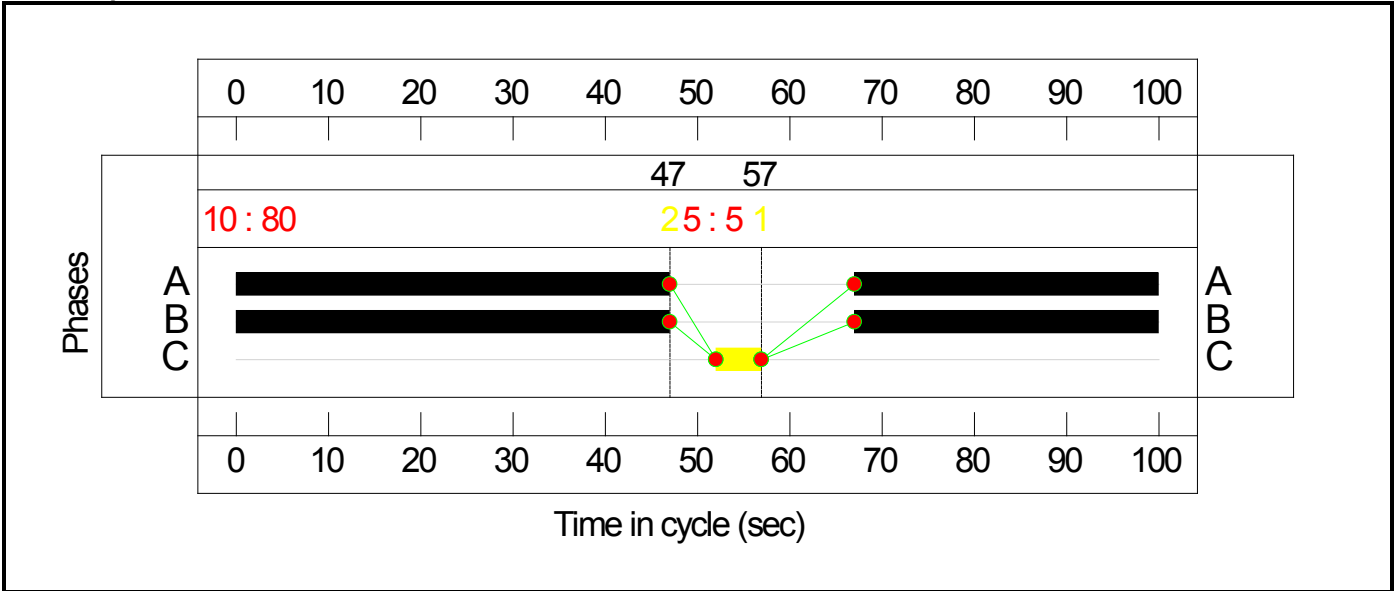
		Destination				
		A	B	C	D	Tot.
Origin	A	0	655	714	189	1558
	B	541	0	156	173	870
	C	338	318	0	198	854
	D	113	358	319	0	790
	Tot.	992	1331	1189	560	4072

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	55	-	1030	2059:1868	1441	71.5%	-	-	-	5.1	17.9	12.3	13.5
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	55	-	528	1800	1008	52.4%	-	-	-	2.6	17.4	9.1	9.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	35	-	405	1800	648	62.5%	-	-	-	2.9	26.1	9.3	10.1
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	35	-	590	1965:1800	820	72.0%	-	-	-	4.3	26.0	5.7	6.9
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	533	1800	1530	34.8%	-	-	-	0.3	2.2	0.8	1.1
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	459	3600	3060	15.0%	-	-	-	0.1	1.2	0.8	0.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	31	-	591	2105:1931	871	67.8%	-	-	-	5.5	33.6	7.4	8.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	31	-	279	2105	674	41.4%	-	-	-	2.4	31.2	6.0	6.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	59	-	562	1991	1195	47.0%	-	-	-	1.7	10.8	9.2	9.6
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	59	-	660	2255	1353	48.8%	-	-	-	2.2	11.9	12.6	13.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	755	1800	1458	51.8%	-	-	-	0.8	3.6	2.2	2.7
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	576	1965	1592	36.2%	-	-	-	0.5	2.9	1.7	2.0
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	56	-	356	1925	1097	32.4%	-	-	-	1.4	13.8	5.1	5.4

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	56	-	498	2105	1200	41.5%	-	-	-	2.0	14.7	7.7	8.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	34	-	362	2155	754	48.0%	-	-	-	2.8	28.3	8.0	8.5
J1:9/2	Broom Way Internal Right	U	C1:I		1	34	-	262	2092	732	35.8%	-	-	-	0.3	4.3	0.1	0.3
J1:9/3	Broom Way Internal Right	U	C1:I		1	34	-	279	1800	630	44.3%	-	-	-	0.5	5.9	4.7	5.1
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	588	1965	1631	36.1%	-	-	-	0.3	1.9	0.2	0.5
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	601	2105	1747	34.4%	-	-	-	0.4	2.2	0.9	1.2
J1:11/1	Brrom Way Exit	U	-		-	-	-	588	2000	2000	29.4%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	601	2000	2000	30.1%	-	-	-	0.2	1.3	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	113	1940	1347	8.4%	113	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	677	2500	1050	64.5%	677	0	0	1.7	8.9	5.8	6.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	420	1896	1896	22.2%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	777	2091	2091	37.2%	-	-	-	0.3	1.4	5.3	5.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	560	2015	2015	27.8%	-	-	-	0.2	1.4	6.3	6.5
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	790	2015	1632	48.4%	-	-	-	1.1	5.1	6.8	7.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	560	2015	1632	34.3%	-	-	-	0.4	2.6	1.3	1.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	790	2015	2015	39.2%	-	-	-	0.3	1.5	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	31	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	25.0	Total Delay for Signalled Lanes (pcuHr)	14.89	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	158.3	Total Delay for Signalled Lanes (pcuHr)	0.48	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	32.7	Total Delay for Signalled Lanes (pcuHr)	11.80	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	87.5	Total Delay for Signalled Lanes (pcuHr)	7.01	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	149.6	Total Delay for Signalled Lanes (pcuHr)	0.67	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	73.8	Total Delay for Signalled Lanes (pcuHr)	1.21	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	85.9	Total Delay for Signalled Lanes (pcuHr)	1.52	Cycle Time (s)	100
	PRC Over All Lanes (%)	25.0	Total Delay Over All Lanes(pcuHr)	40.70		

Scenario 5: '2024 DS1 BASE + DEV AM' (FG5: '2024 DS1 BASE + DEV AM', Plan 1: 'Stage Plan 1')

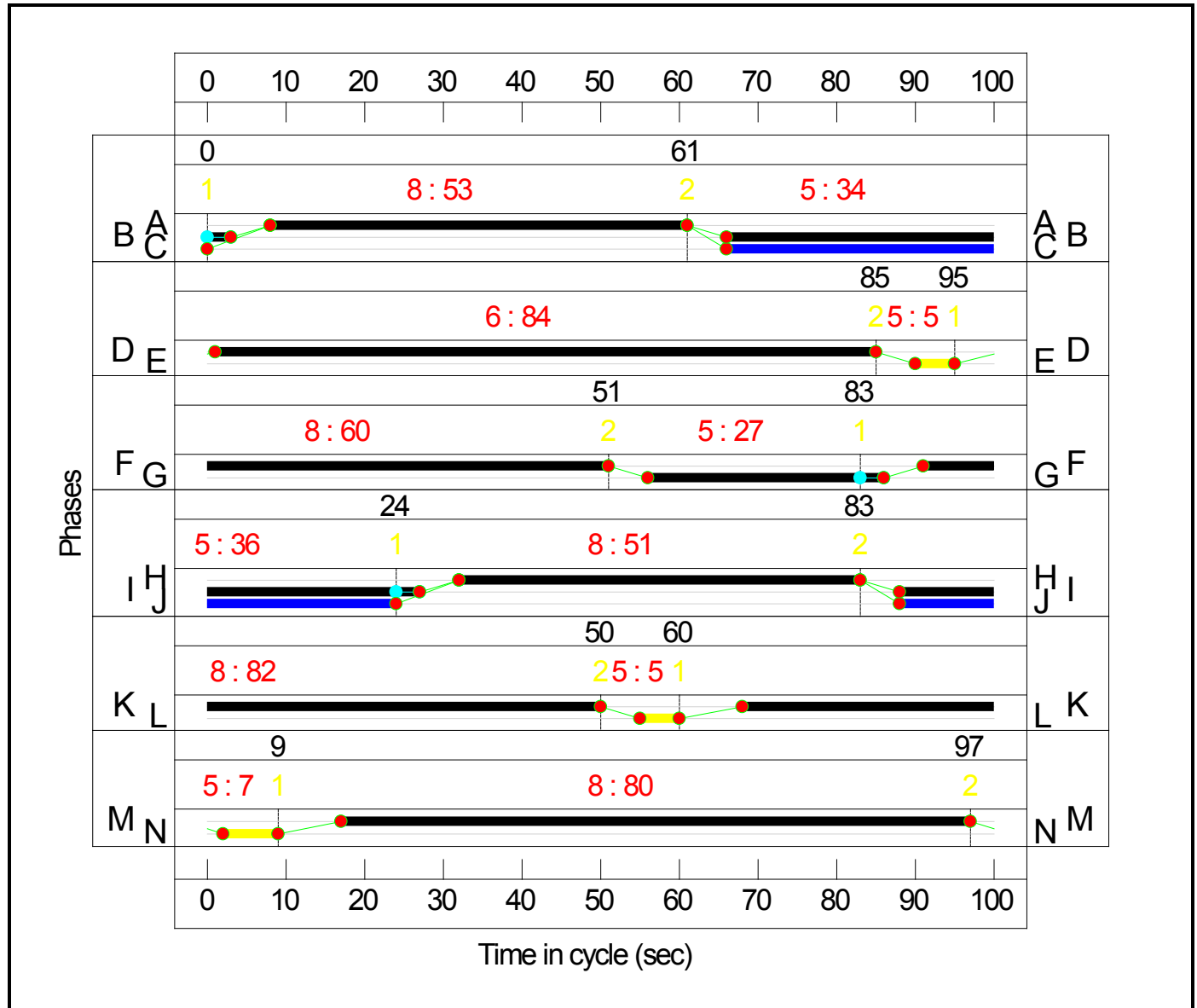
Traffic Flows, Actual

Actual Flow :

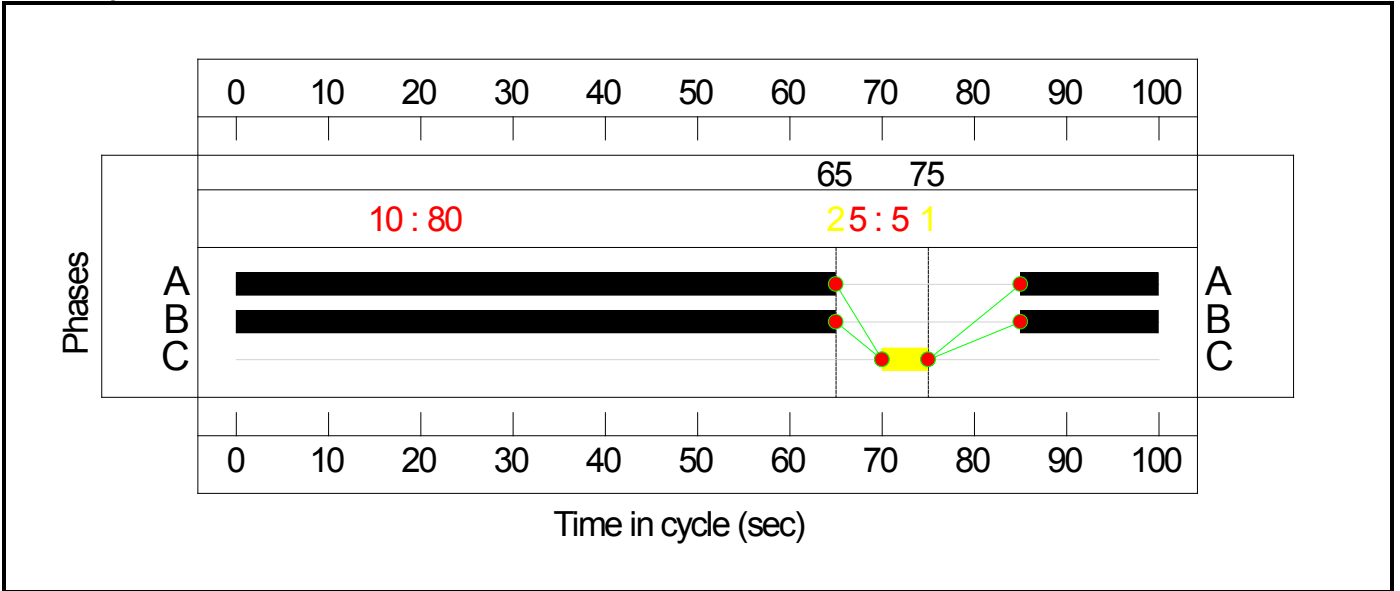
		Destination				
		A	B	C	D	Tot.
Origin	A	0	497	467	114	1078
	B	871	0	172	395	1438
	C	722	300	0	276	1298
	D	122	66	283	0	471
	Tot.	1715	863	922	785	4285

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	53	-	869	2052:1868	1365	63.6%	-	-	-	4.3	17.8	10.6	11.5
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	53	-	209	1800	972	21.5%	-	-	-	0.8	14.3	3.0	3.2
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	37	-	308	1800	684	45.0%	-	-	-	1.7	19.4	7.1	7.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	37	-	341	1965:1800	728	46.8%	-	-	-	1.6	16.9	3.7	4.2
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	844	1800	1530	55.2%	-	-	-	0.7	3.0	3.1	3.7
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	871	3600	3060	28.5%	-	-	-	0.3	1.2	1.1	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	60	-	991	2105:1943	1441	68.8%	-	-	-	3.9	14.2	9.5	10.5
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	60	-	447	2105	1284	34.8%	-	-	-	1.5	11.8	6.1	6.4
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	30	-	388	1991	617	62.9%	-	-	-	3.8	35.3	10.4	11.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	30	-	476	2255	699	68.1%	-	-	-	4.4	33.4	8.4	9.4
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	578	1800	1458	39.6%	-	-	-	0.4	2.7	1.1	1.5
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	285	1965	1592	17.9%	-	-	-	0.1	1.7	0.3	0.4
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	574	1930	1004	57.2%	-	-	-	3.3	20.6	10.8	11.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	724	2105	1095	66.1%	-	-	-	4.5	22.4	14.7	15.7
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	509	2155	862	59.0%	-	-	-	2.9	20.8	8.5	9.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	424	2092	837	50.7%	-	-	-	2.2	18.5	3.5	4.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	447	1800	720	62.1%	-	-	-	2.6	21.1	5.0	5.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	446	1965	1631	27.3%	-	-	-	0.2	1.7	0.3	0.4
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	476	2105	1747	27.2%	-	-	-	0.2	1.8	0.5	0.7
J1:11/1	Broom Way Exit	U	-		-	-	-	446	2000	2000	22.3%	-	-	-	0.1	1.2	0.0	0.1
J1:11/2	Broom Way Exit	U	-		-	-	-	476	2000	2000	23.8%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	122	1940	1280	9.5%	122	0	0	0.1	1.6	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	349	2500	561	62.2%	349	0	0	1.8	19.0	3.6	4.4
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	722	1896	1896	38.1%	-	-	-	0.3	1.5	1.1	1.4
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1171	2114	2114	55.4%	-	-	-	0.6	1.9	13.0	13.6
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	785	2015	2015	39.0%	-	-	-	0.3	1.6	7.4	7.7
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	471	2015	1632	28.9%	-	-	-	0.5	3.9	3.1	3.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	785	2015	1632	48.1%	-	-	-	0.6	2.9	1.7	2.1
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	471	2015	2015	23.4%	-	-	-	0.2	1.2	0.0	0.2

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	34	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
				C1 - Peel Common Rbt	Stream: 1	PRC for Signalled Lanes (%)	41.4	Total Delay for Signalled Lanes (pcuHr):	8.38	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 2	PRC for Signalled Lanes (%)	63.2	Total Delay for Signalled Lanes (pcuHr):	1.01	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 3	PRC for Signalled Lanes (%)	30.9	Total Delay for Signalled Lanes (pcuHr):	13.61	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 4	PRC for Signalled Lanes (%)	36.1	Total Delay for Signalled Lanes (pcuHr):	15.53	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 5	PRC for Signalled Lanes (%)	229.1	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s):	100							
				C1 - Peel Common Rbt	Stream: 6	PRC for Signalled Lanes (%)	127.0	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s):	100							
				C2 - Gosport Rd Ped.		PRC for Signalled Lanes (%)	87.1	Total Delay for Signalled Lanes (pcuHr):	1.13	Cycle Time (s):	100							
						PRC Over All Lanes (%)	30.9	Total Delay Over All Lanes(pcuHr):	44.31									

Scenario 6: '2024 DS1 BASE + DEV PM' (FG6: '2024 DS1 BASE + DEV PM', Plan 1: 'Stage Plan 1')

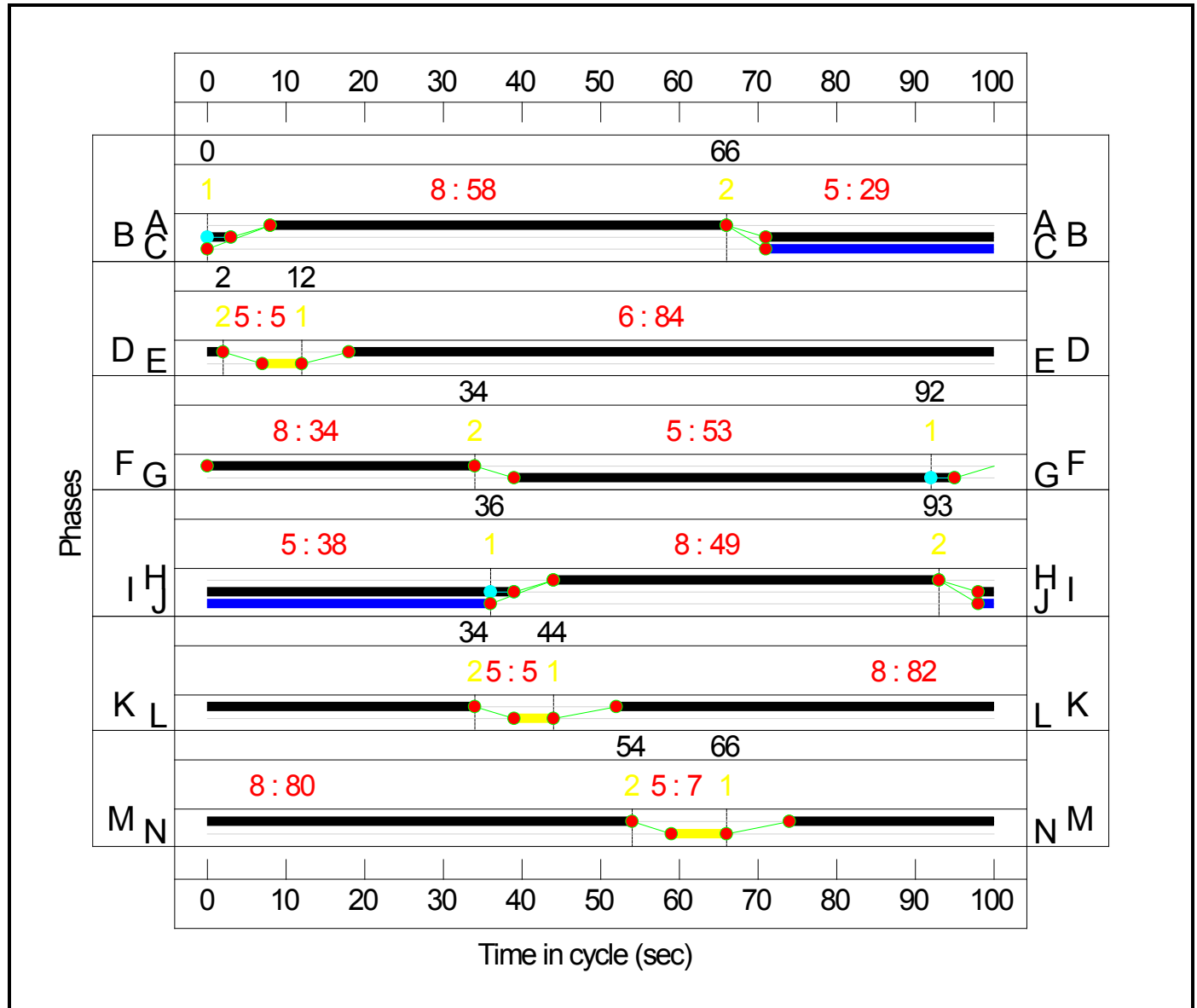
Traffic Flows, Actual

Actual Flow :

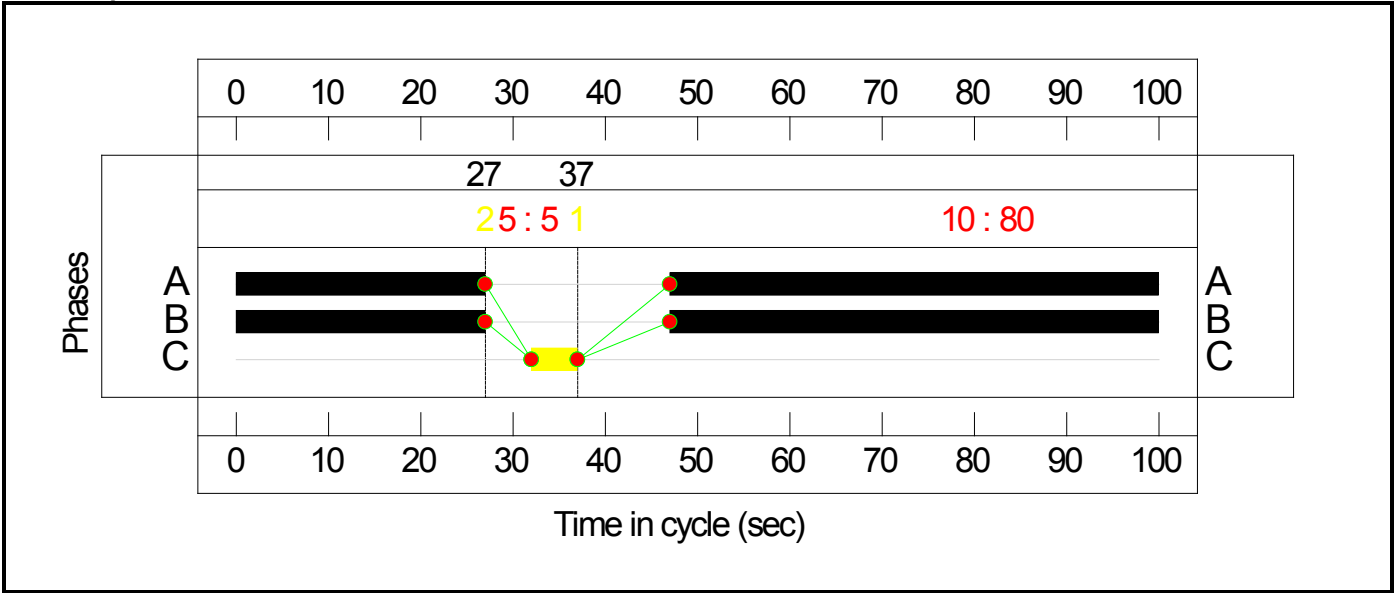
		Destination				
		A	B	C	D	Tot.
Origin	A	0	662	720	190	1572
	B	560	0	156	173	889
	C	349	318	0	198	865
	D	117	358	319	0	794
	Tot.	1026	1338	1195	561	4120

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	58	-	1265	2037:1868	1523	83.1%	-	-	-	6.9	19.7	14.7	17.1
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	58	-	307	1800	1062	28.9%	-	-	-	1.1	12.5	4.2	4.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	32	-	334	1800	594	56.2%	-	-	-	1.8	19.4	7.6	8.3
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	32	-	661	1965:1800	800	82.7%	-	-	-	5.4	29.3	7.7	10.0
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	540	1800	1530	35.3%	-	-	-	0.3	2.2	0.7	1.0
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	486	3600	3060	15.9%	-	-	-	0.1	0.8	0.2	0.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	34	-	585	2105:1931	926	63.2%	-	-	-	4.9	30.1	7.1	8.0
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	34	-	304	2105	737	41.3%	-	-	-	2.4	28.8	6.3	6.7
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	56	-	640	1991	1135	56.4%	-	-	-	3.0	17.0	15.0	15.7
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	56	-	589	2255	1285	45.8%	-	-	-	2.5	15.6	8.6	9.0
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	808	1800	1458	55.4%	-	-	-	0.9	4.2	3.2	3.8
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	530	1965	1592	33.3%	-	-	-	0.4	2.4	1.0	1.3
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	49	-	365	1926	963	37.9%	-	-	-	1.9	18.4	6.2	6.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	49	-	500	2105	1052	47.5%	-	-	-	2.7	19.7	9.0	9.5
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	41	-	363	2155	905	40.1%	-	-	-	2.5	24.8	6.1	6.4
J1:9/2	Broom Way Internal Right	U	C1:I		1	41	-	256	2092	879	29.1%	-	-	-	0.2	3.4	0.1	0.3
J1:9/3	Broom Way Internal Right	U	C1:I		1	41	-	304	1800	756	40.2%	-	-	-	0.4	4.7	5.1	5.5
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	652	1965	1631	40.0%	-	-	-	0.3	1.9	3.3	3.6
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	543	2105	1747	31.1%	-	-	-	0.3	2.0	0.9	1.1
J1:11/1	Broom Way Exit	U	-		-	-	-	652	2000	2000	32.6%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	543	2000	2000	27.2%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	117	1940	1346	8.7%	117	0	0	0.0	1.5	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	677	2500	1163	58.2%	677	0	0	2.3	12.1	10.7	11.4
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	423	1896	1896	22.3%	-	-	-	0.1	1.2	0.0	0.1
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	804	2093	2093	38.4%	-	-	-	0.3	1.4	6.5	6.8
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	561	2015	2015	27.8%	-	-	-	0.2	1.3	4.0	4.2
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	794	2015	1632	48.6%	-	-	-	1.1	5.1	6.8	7.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	561	2015	1632	34.4%	-	-	-	0.4	2.4	0.9	1.2
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	794	2015	2015	39.4%	-	-	-	0.3	1.5	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0																																																								
J1:P1	Unnamed Ped Link	-	C1:C		1	29	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
J1:P3	Unnamed Ped Link	-	C1:J		1	38	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
<table border="0"> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>8.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.15</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>155.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.44</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>42.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.89</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>89.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.74</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>125.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.65</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>62.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.29</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C2 - Gosport Rd Ped.</td> <td>PRC for Signalled Lanes (%)</td> <td>85.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.50</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>8.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>43.41</td> <td></td> <td></td> </tr> </table>																			C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr):	15.15	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	155.0	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	42.5	Total Delay for Signalled Lanes (pcuHr):	12.89	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	89.4	Total Delay for Signalled Lanes (pcuHr):	7.74	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	125.1	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	62.4	Total Delay for Signalled Lanes (pcuHr):	1.29	Cycle Time (s):	100	C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	85.0	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	100		PRC Over All Lanes (%)	8.3	Total Delay Over All Lanes(pcuHr):	43.41		
C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	8.3	Total Delay for Signalled Lanes (pcuHr):	15.15	Cycle Time (s):	100																																																																				
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	155.0	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s):	100																																																																				
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	42.5	Total Delay for Signalled Lanes (pcuHr):	12.89	Cycle Time (s):	100																																																																				
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	89.4	Total Delay for Signalled Lanes (pcuHr):	7.74	Cycle Time (s):	100																																																																				
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	125.1	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	100																																																																				
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	62.4	Total Delay for Signalled Lanes (pcuHr):	1.29	Cycle Time (s):	100																																																																				
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	85.0	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	100																																																																				
	PRC Over All Lanes (%)	8.3	Total Delay Over All Lanes(pcuHr):	43.41																																																																						

Scenario 7: '2019 DS2 BASE AM' (FG7: '2019 DS2 BASE AM', Plan 1: 'Stage Plan 1')

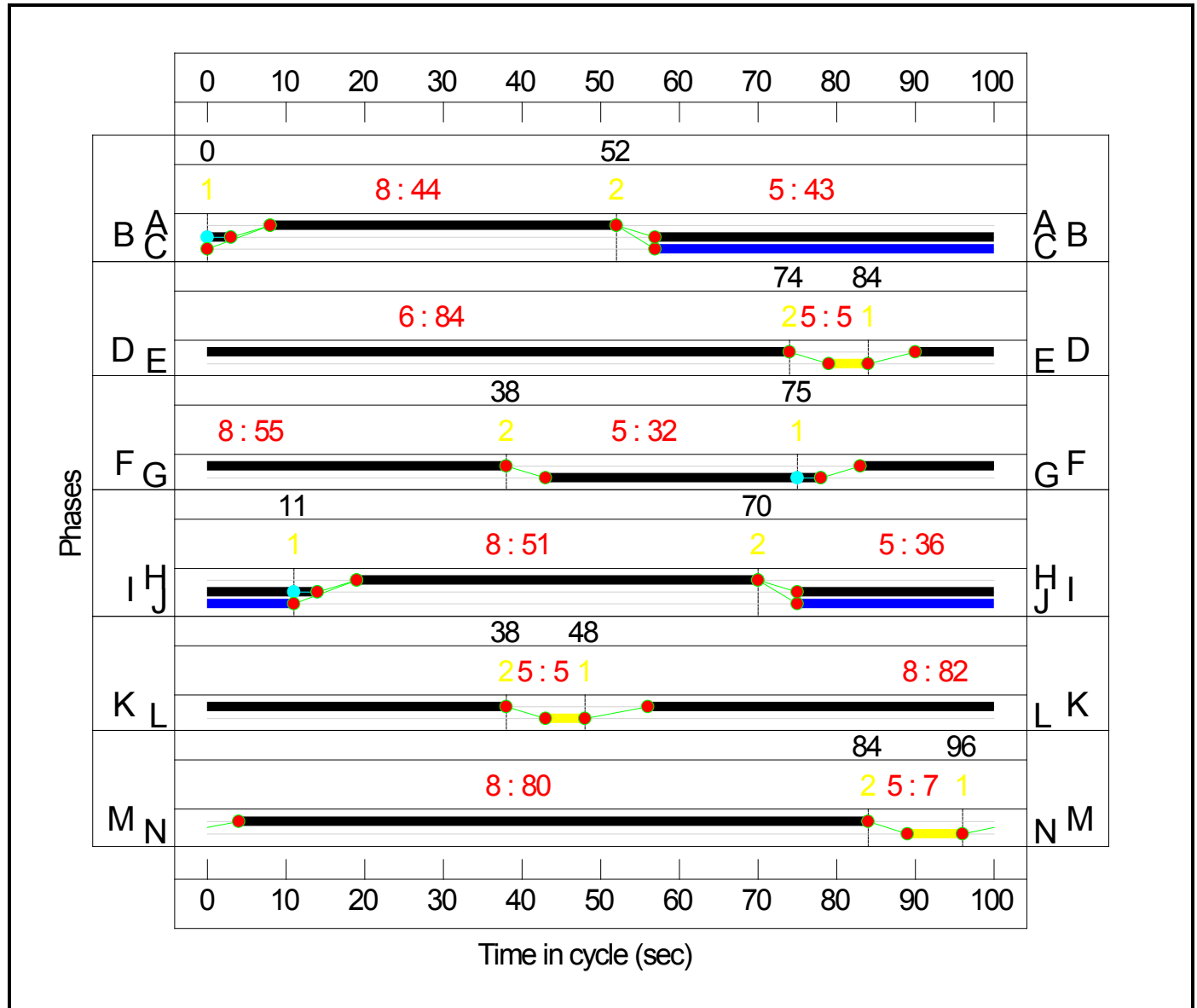
Traffic Flows, Actual

Actual Flow :

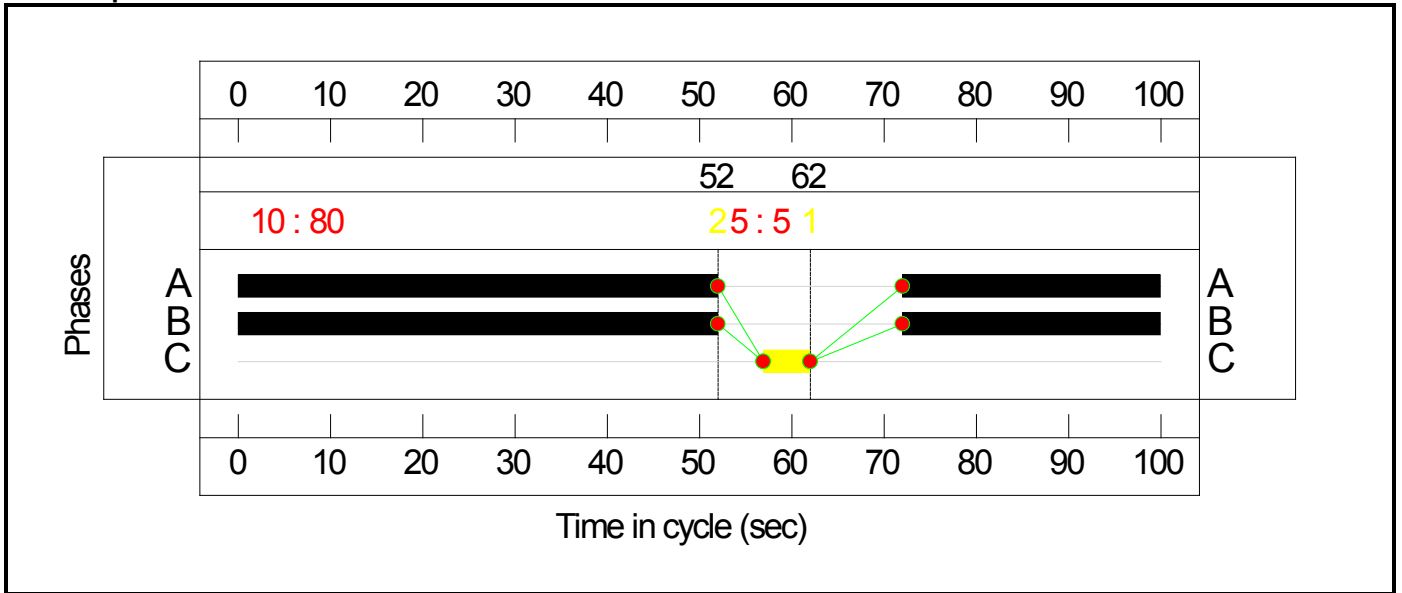
		Destination				
		A	B	C	D	Tot.
Origin	A	0	183	234	141	558
	B	463	0	88	550	1101
	C	639	148	0	692	1479
	D	220	152	302	0	674
	Tot.	1322	483	624	1383	3812

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	44	-	417	2044:1868	1068	39.1%	-	-	-	2.4	20.4	6.1	6.4
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	44	-	141	1800	810	17.4%	-	-	-	0.7	19.1	2.3	2.4
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	46	-	188	1800	846	22.2%	-	-	-	0.9	16.4	3.8	4.0
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	46	-	414	1965:1800	928	44.6%	-	-	-	1.6	13.6	3.1	3.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	391	1800	1530	25.6%	-	-	-	0.2	1.7	0.2	0.4
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	931	3600	3060	30.4%	-	-	-	0.3	1.3	1.6	1.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	55	-	806	2105:1955	1193	67.6%	-	-	-	4.2	18.6	12.9	14.0
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	55	-	295	2105	1179	25.0%	-	-	-	1.1	13.3	4.2	4.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	35	-	283	1991	717	39.5%	-	-	-	1.8	22.9	6.5	6.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	35	-	394	2255	812	48.5%	-	-	-	2.9	26.3	6.7	7.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	268	1800	1458	18.4%	-	-	-	0.2	2.4	0.6	0.7
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	215	1965	1592	13.5%	-	-	-	0.1	2.5	0.9	0.9
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	695	1894	985	70.6%	-	-	-	4.7	24.4	14.5	15.7

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	784	2105	1095	71.6%	-	-	-	5.3	24.1	16.6	17.8
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	691	2155	862	80.2%	-	-	-	5.1	26.7	9.7	11.7
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	168	2092	837	20.1%	-	-	-	0.8	16.4	1.4	1.5
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	295	1800	720	41.0%	-	-	-	1.5	18.3	2.6	2.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	285	1965	1631	17.5%	-	-	-	0.1	1.3	0.0	0.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	339	2105	1747	19.4%	-	-	-	0.2	1.7	0.4	0.5
J1:11/1	Brrom Way Exit	U	-		-	-	-	285	2000	2000	14.3%	-	-	-	0.1	1.0	0.0	0.1
J1:11/2	Brrom Way Exit	U	-		-	-	-	339	2000	2000	17.0%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	220	1940	1401	15.7%	220	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	454	2500	856	53.0%	454	0	0	1.5	11.5	4.2	4.7
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	171	1896	1896	9.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1079	2133	2133	50.6%	-	-	-	0.5	1.7	0.6	1.1
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1383	2015	2015	68.6%	-	-	-	1.1	3.0	10.2	11.3
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	674	2015	1632	41.3%	-	-	-	0.9	4.6	5.2	5.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1383	2015	1632	84.7%	-	-	-	3.3	8.5	4.6	7.3
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	674	2015	2015	33.4%	-	-	-	0.3	1.3	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0																																																								
J1:P1	Unnamed Ped Link	-	C1:C		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-																																																								
<table border="0"> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>101.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.53</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>195.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.53</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>33.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.93</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>12.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.35</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>363.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.26</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C1 - Peel Common Rbt</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>389.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.33</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td>C2 - Gosport Rd Ped.</td> <td>PRC for Signalled Lanes (%)</td> <td>6.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.11</td> <td>Cycle Time (s):</td> <td>100</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>6.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>41.72</td> <td></td> <td></td> </tr> </table>																			C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	101.8	Total Delay for Signalled Lanes (pcuHr):	5.53	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	195.8	Total Delay for Signalled Lanes (pcuHr):	0.53	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	33.2	Total Delay for Signalled Lanes (pcuHr):	9.93	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	12.3	Total Delay for Signalled Lanes (pcuHr):	17.35	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	363.8	Total Delay for Signalled Lanes (pcuHr):	0.26	Cycle Time (s):	100	C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	389.6	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s):	100	C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr):	4.11	Cycle Time (s):	100		PRC Over All Lanes (%)	6.2	Total Delay Over All Lanes(pcuHr):	41.72		
C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	101.8	Total Delay for Signalled Lanes (pcuHr):	5.53	Cycle Time (s):	100																																																																				
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	PRC Over All Lanes (%)	6.2	Total Delay Over All Lanes(pcuHr):	41.72																																																																						

Scenario 8: '2019 DS2 BASE PM' (FG8: '2019 DS2 BASE PM', Plan 1: 'Stage Plan 1')

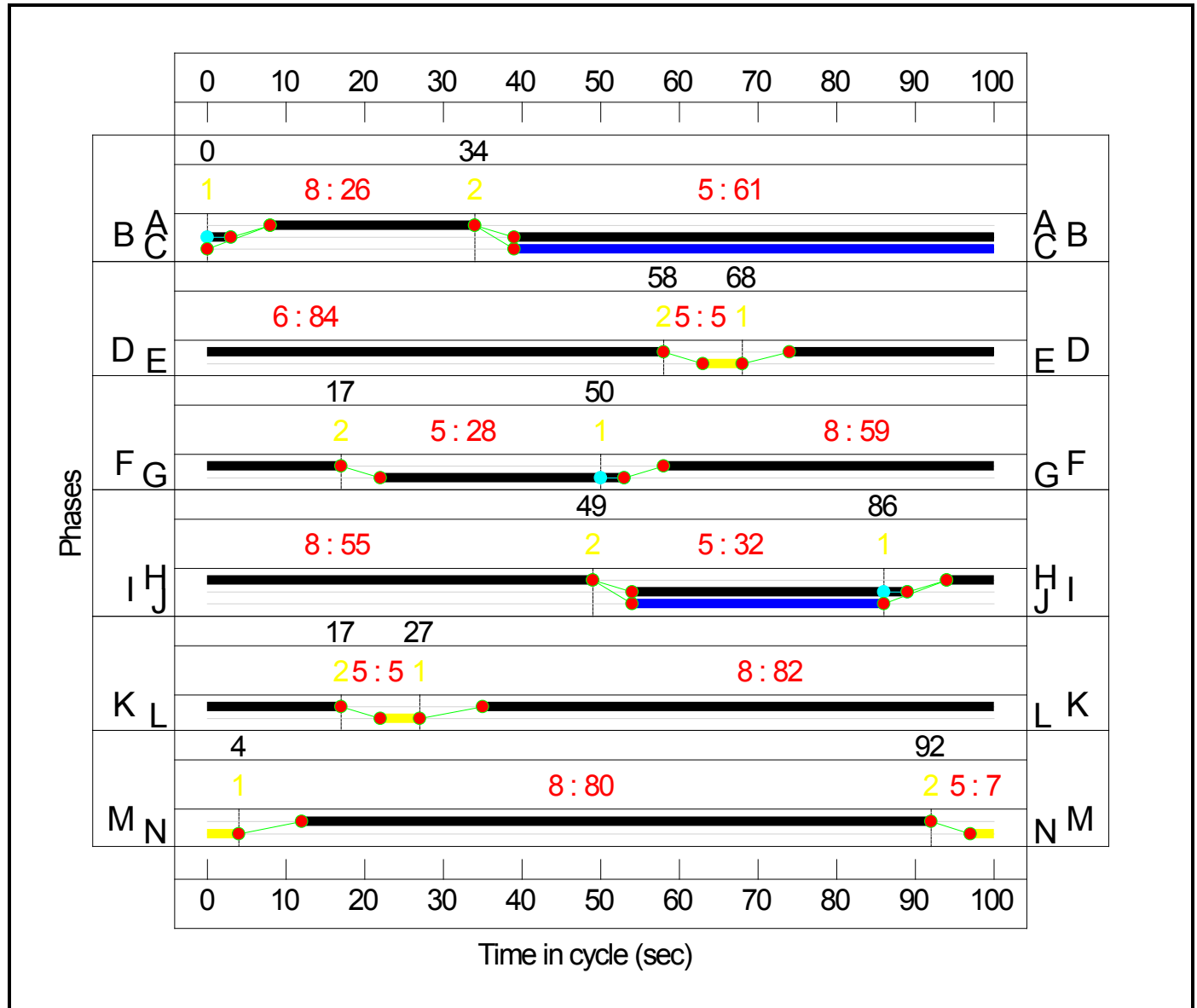
Traffic Flows, Actual

Actual Flow :

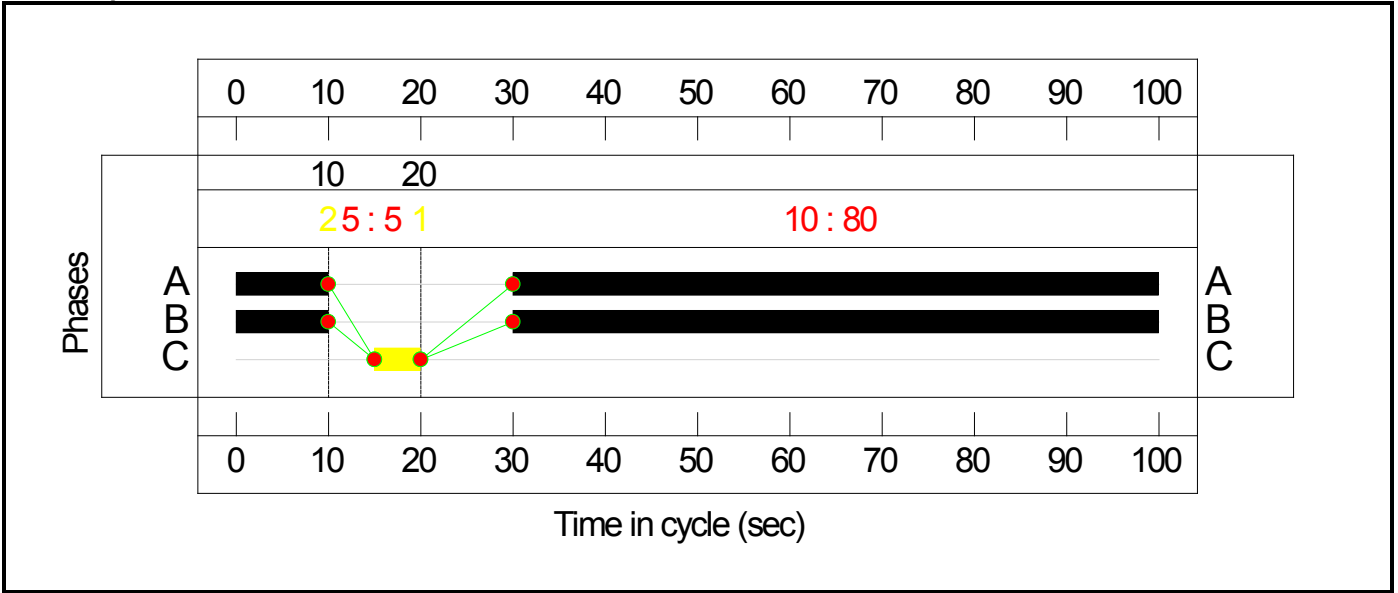
		Destination				
		A	B	C	D	Tot.
Origin	A	0	297	358	180	835
	B	78	0	69	311	458
	C	281	147	0	326	754
	D	124	911	486	0	1521
	Tot.	483	1355	913	817	3568

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	26	-	625	2030:1868	865	72.2%	-	-	-	6.9	39.5	9.9	11.2
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	26	-	210	1800	486	43.2%	-	-	-	2.1	36.7	4.8	5.2
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	64	-	524	1800	1170	44.2%	-	-	-	2.0	13.8	8.1	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	64	-	1020	1965:1800	1398	71.6%	-	-	-	2.4	8.7	5.3	6.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	154	1800	1530	10.1%	-	-	-	0.1	2.7	0.7	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	329	3600	3060	10.8%	-	-	-	0.1	1.1	0.7	0.7
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	59	-	380	2105:1952	1171	32.4%	-	-	-	1.3	12.2	5.2	5.4
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	59	-	78	2105	1263	6.2%	-	-	-	0.2	9.9	0.9	0.9
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	31	-	477	1991	637	74.4%	-	-	-	3.4	25.5	11.8	13.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	31	-	547	2255	722	74.9%	-	-	-	5.4	36.0	12.5	14.0
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	753	1800	1458	51.2%	-	-	-	0.8	3.9	2.8	3.3
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	602	1965	1592	37.2%	-	-	-	0.7	4.5	4.1	4.4
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	55	-	356	1900	1064	33.5%	-	-	-	1.4	14.5	5.3	5.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	55	-	398	2105	1179	33.8%	-	-	-	1.6	14.2	6.0	6.2
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	35	-	491	2155	776	63.3%	-	-	-	3.1	23.0	12.1	13.0
J1:9/2	Broom Way Internal Right	U	C1:I		1	35	-	0	2155	776	0.0%	-	-	-	0.0	0.0	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	35	-	78	1800	648	12.0%	-	-	-	0.4	19.2	0.7	0.8
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.1%	-	-	-	0.2	1.6	0.0	0.2
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	435	2105	1747	24.5%	-	-	-	0.2	1.6	0.3	0.5
J1:11/1	Broom Way Exit	U	-		-	-	-	478	2000	2000	23.8%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	435	2000	2000	21.4%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	124	1940	1432	8.7%	124	0	0	0.0	1.4	0.0	0.0
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1397	2500	1371	101.9%	1371	0	0	31.1	80.1	109.2	135.5
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	30	1896	1896	1.6%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	476	2106	2106	22.6%	-	-	-	0.1	1.1	1.2	1.3
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	817	2015	2015	40.5%	-	-	-	0.4	1.7	10.3	10.6
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1521	2015	1632	93.2%	-	-	-	9.3	21.9	32.5	38.7
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	817	2015	1632	50.1%	-	-	-	0.7	3.1	2.1	2.6
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1521	2015	2015	75.5%	-	-	-	1.5	3.6	0.0	1.5

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	61	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	24.6	Total Delay for Signalled Lanes (pcuHr)	13.40	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	737.1	Total Delay for Signalled Lanes (pcuHr)	0.21	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.1	Total Delay for Signalled Lanes (pcuHr)	10.27	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	42.2	Total Delay for Signalled Lanes (pcuHr)	6.56	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	208.9	Total Delay for Signalled Lanes (pcuHr)	0.40	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	75.9	Total Delay for Signalled Lanes (pcuHr)	1.54	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-3.5	Total Delay for Signalled Lanes (pcuHr)	9.98	Cycle Time (s)	100
	PRC Over All Lanes (%)	-13.2	Total Delay Over All Lanes(pcuHr)	75.85		

Scenario 9: '2024 DS2 BASE AM' (FG9: '2024 DS2 BASE AM', Plan 1: 'Stage Plan 1')

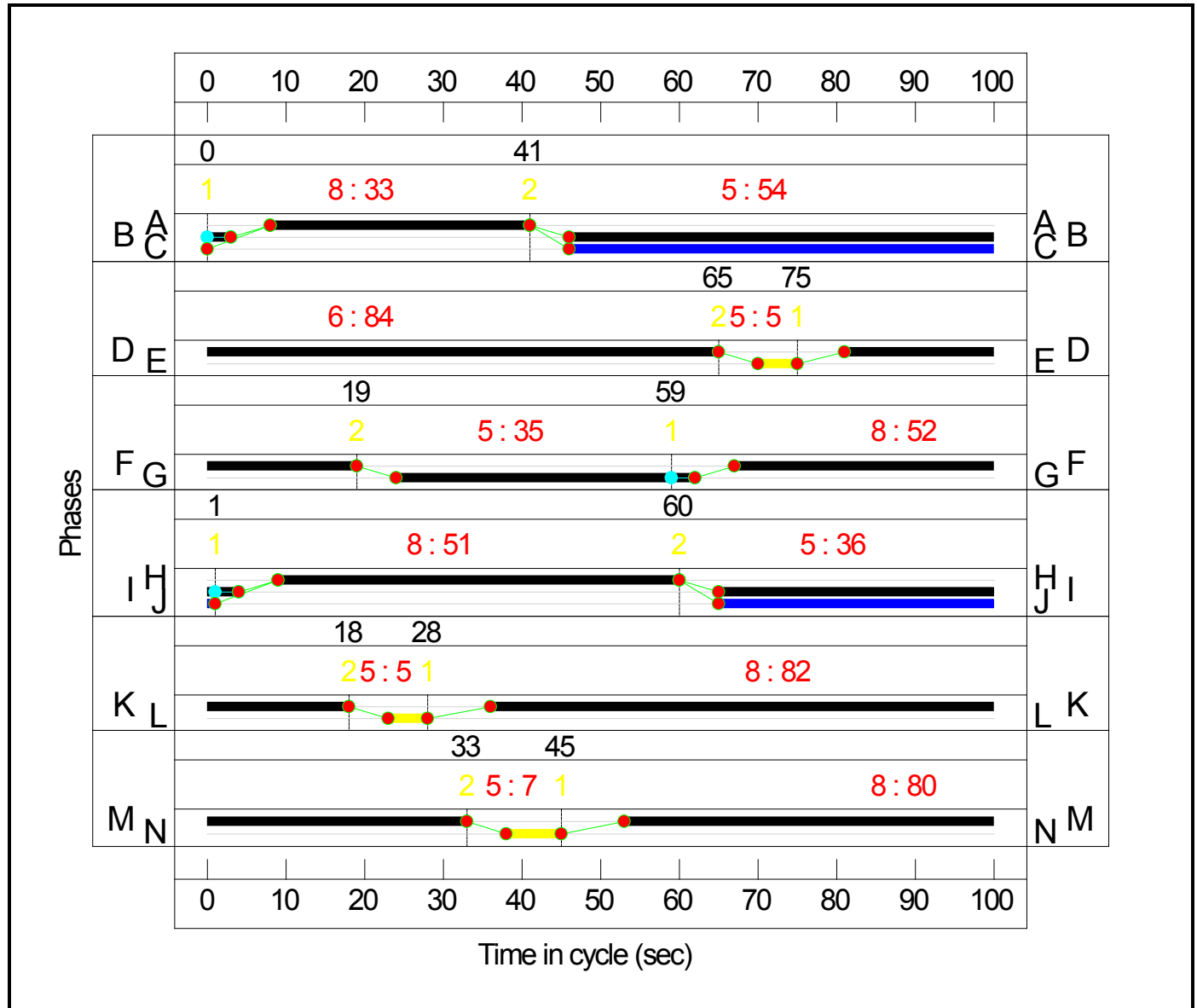
Traffic Flows, Actual

Actual Flow :

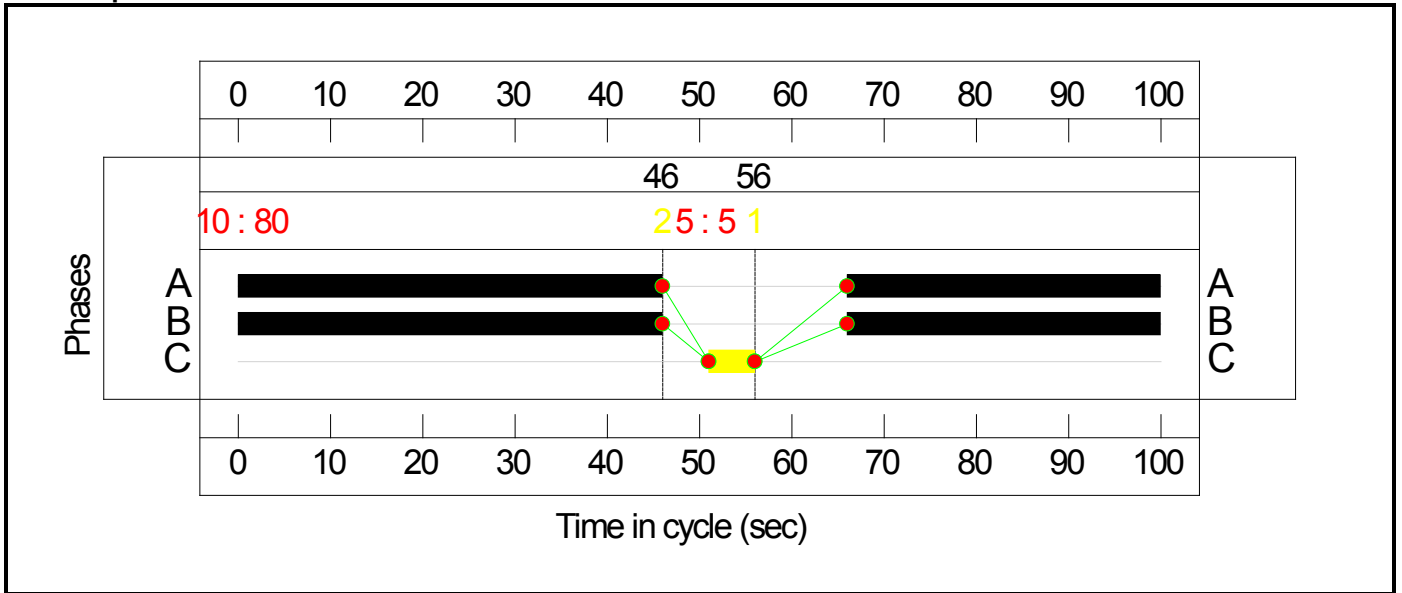
		Destination				
		A	B	C	D	Tot.
Origin	A	0	190	381	168	739
	B	478	0	174	587	1239
	C	681	239	0	726	1646
	D	242	170	316	0	728
	Tot.	1401	599	871	1481	4352

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	33	-	567	2013:1868	967	58.7%	-	-	-	4.8	30.5	8.6	9.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	33	-	172	1800	612	28.1%	-	-	-	1.3	28.2	3.4	3.6
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	57	-	186	1800	1044	17.8%	-	-	-	0.7	14.3	4.3	4.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	57	-	539	1965:1800	1202	44.8%	-	-	-	2.0	13.3	4.4	4.8
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	376	1800	1530	24.6%	-	-	-	0.2	1.8	0.3	0.5
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1025	3600	3060	33.5%	-	-	-	0.4	1.3	1.7	2.0
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	846	2105:1948	1082	78.2%	-	-	-	6.0	25.5	17.5	19.2
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	393	2105	1116	35.2%	-	-	-	1.8	16.1	6.2	6.5
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	457	1991	776	58.9%	-	-	-	1.8	14.1	10.6	11.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	408	2255	879	46.4%	-	-	-	2.2	19.3	7.6	8.1
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	372	1800	1458	25.5%	-	-	-	0.3	2.8	1.2	1.4
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	227	1965	1592	14.3%	-	-	-	0.1	1.4	0.0	0.1
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	51	-	775	1898	987	78.5%	-	-	-	6.0	27.8	17.4	19.2

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	51	-	871	2105	1095	79.6%	-	-	-	6.7	27.6	19.6	21.5
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	39	-	755	2155	862	87.6%	-	-	-	6.8	32.3	16.3	19.6
J1:9/2	Broom Way Internal Right	U	C1:I		1	39	-	85	2092	837	10.2%	-	-	-	0.3	12.8	0.5	0.5
J1:9/3	Broom Way Internal Right	U	C1:I		1	39	-	393	1800	720	54.6%	-	-	-	1.8	16.3	5.1	5.7
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	478	1965	1631	29.3%	-	-	-	0.2	1.6	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	393	2105	1747	22.5%	-	-	-	0.2	2.0	0.8	0.9
J1:11/1	Broom Way Exit	U	-		-	-	-	478	2000	2000	23.9%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Broom Way Exit	U	-		-	-	-	393	2000	2000	19.7%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	242	1940	1409	17.2%	242	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	1592	30.5%	486	0	0	0.2	1.6	0.0	0.2
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	134	1896	1896	7.1%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1264	2125	2125	59.5%	-	-	-	0.7	2.1	8.3	9.0
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1481	2015	2015	73.5%	-	-	-	1.5	3.7	16.4	17.7
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	728	2015	1632	44.6%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1481	2015	1632	90.7%	-	-	-	5.6	13.5	24.3	28.9
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	728	2015	2015	36.1%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	54	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	53.4	Total Delay for Signalled Lanes (pcuHr):	8.88	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	168.7	Total Delay for Signalled Lanes (pcuHr):	0.56	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	15.1	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	2.8	Total Delay for Signalled Lanes (pcuHr):	21.51	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	207.1	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	252.7	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr):	6.54	Cycle Time (s):	100
	PRC Over All Lanes (%)	-0.8	Total Delay Over All Lanes(pcuHr):	53.20		

Scenario 10: '2024 DS2 BASE PM' (FG10: '2024 DS2 BASE PM', Plan 1: 'Stage Plan 1')

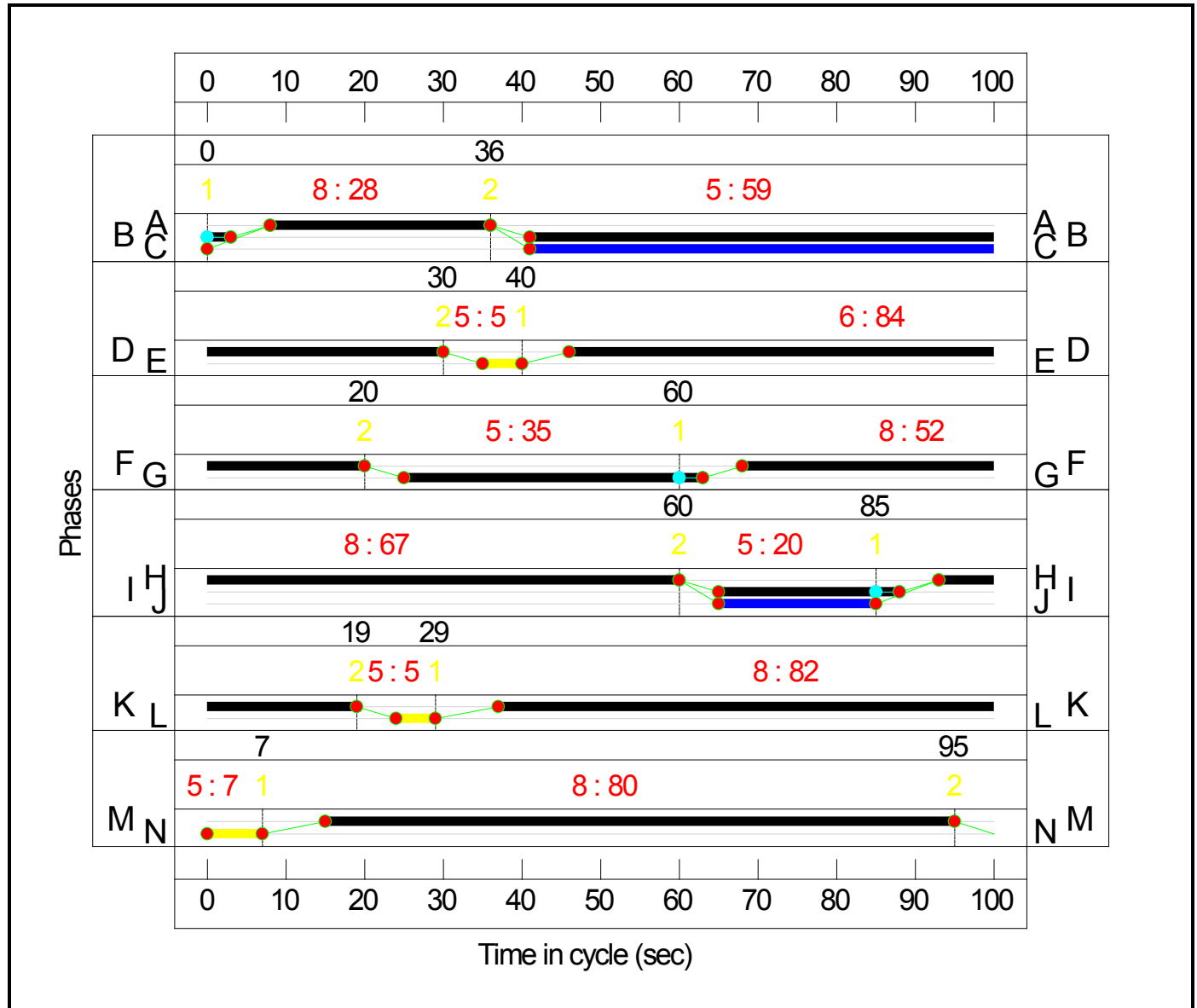
Traffic Flows, Actual

Actual Flow :

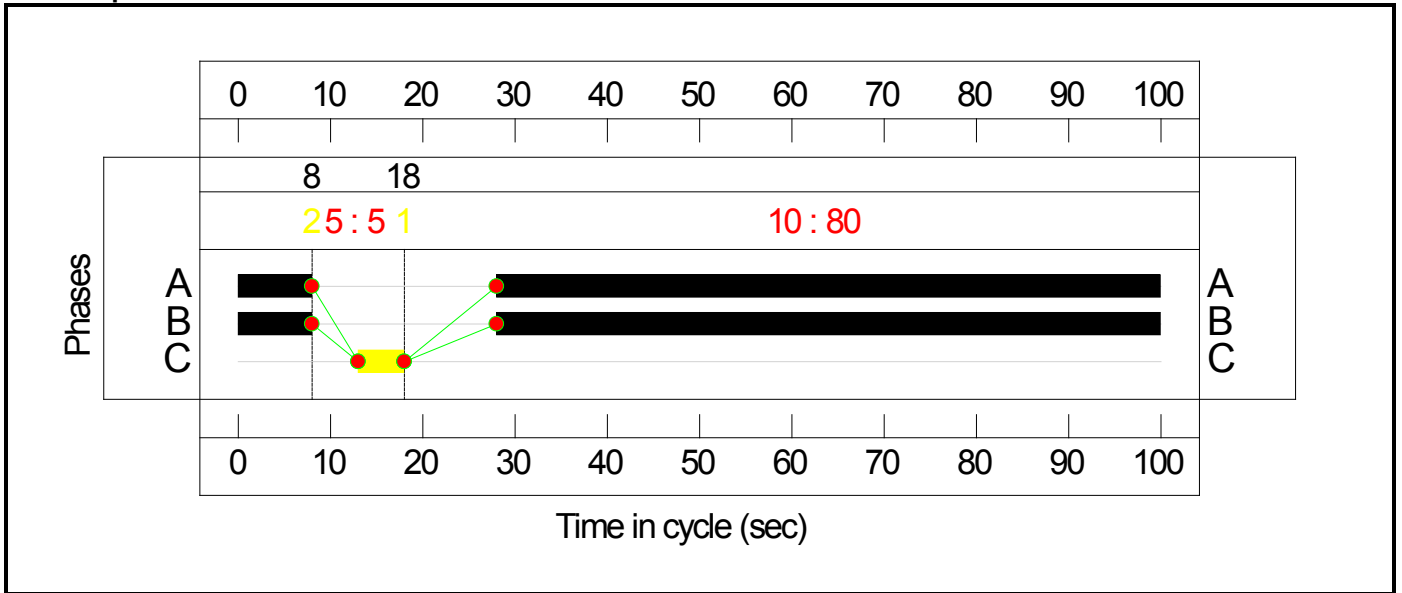
		Destination				
		A	B	C	D	Tot.
Origin	A	0	307	509	208	1024
	B	81	0	154	341	576
	C	312	238	0	348	898
	D	143	955	506	0	1604
	Tot.	536	1500	1169	897	4102

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	779	2013:1868	957	81.4%	-	-	-	9.0	41.8	12.1	14.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	245	1800	522	46.9%	-	-	-	2.4	35.7	5.6	6.0
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	489	1800	1134	41.8%	-	-	-	2.1	16.2	8.2	8.5
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1210	1965:1800	1331	85.5%	-	-	-	4.9	15.5	14.6	17.5
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	180	1800	1530	11.8%	-	-	-	0.1	1.7	0.2	0.3
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	356	3600	3060	11.6%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	52	-	496	2105:1942	1031	48.1%	-	-	-	2.5	18.2	8.7	9.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	52	-	80	2105	1116	7.2%	-	-	-	0.3	13.2	1.1	1.1
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	38	-	586	1991	776	74.6%	-	-	-	3.5	21.6	15.3	16.8
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	38	-	637	2255	879	69.8%	-	-	-	5.1	30.1	13.3	14.4
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	794	1800	1458	53.4%	-	-	-	0.8	3.5	2.6	3.2
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	706	1965	1592	41.7%	-	-	-	0.9	4.9	4.3	4.6
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	384	1900	1292	29.7%	-	-	-	0.9	8.4	4.3	4.5

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	514	2105	1431	35.9%	-	-	-	1.2	8.7	6.0	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	549	2155	517	106.1%	-	-	-	27.1	177.6	16.1	38.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	1	2092	502	0.2%	-	-	-	0.0	25.5	0.0	0.0
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	80	1800	432	18.5%	-	-	-	0.6	26.9	0.8	0.9
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	599	1965	1631	36.3%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	570	2105	1747	31.3%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	599	2000	2000	29.6%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	570	2000	2000	27.3%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	143	1940	1431	10.0%	143	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1375	106.3%	1375	0	0	58.5	144.2	114.2	164.6
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	37	1896	1896	2.0%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	594	2092	2092	28.4%	-	-	-	0.2	1.2	2.3	2.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	897	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1604	2015	1632	98.3%	-	-	-	18.1	40.7	41.4	55.6
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	897	2015	1632	53.0%	-	-	-	0.8	3.3	2.3	2.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1604	2015	2015	79.6%	-	-	-	1.9	4.3	0.0	1.9

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	5.2	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	665.0	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.6	Total Delay for Signalled Lanes (pcuHr):	11.41	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-17.9	Total Delay for Signalled Lanes (pcuHr):	29.83	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	147.8	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	68.4	Total Delay for Signalled Lanes (pcuHr):	1.67	Cycle Time (s):	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.2	Total Delay for Signalled Lanes (pcuHr):	18.91	Cycle Time (s):	100
	PRC Over All Lanes (%)	-18.1	Total Delay Over All Lanes(pcuHr):	142.71		

Scenario 11: '2024 DS2 BASE + DEV AM' (FG11: '2024 DS2 BASE + DEV AM', Plan 1: 'Stage Plan 1')

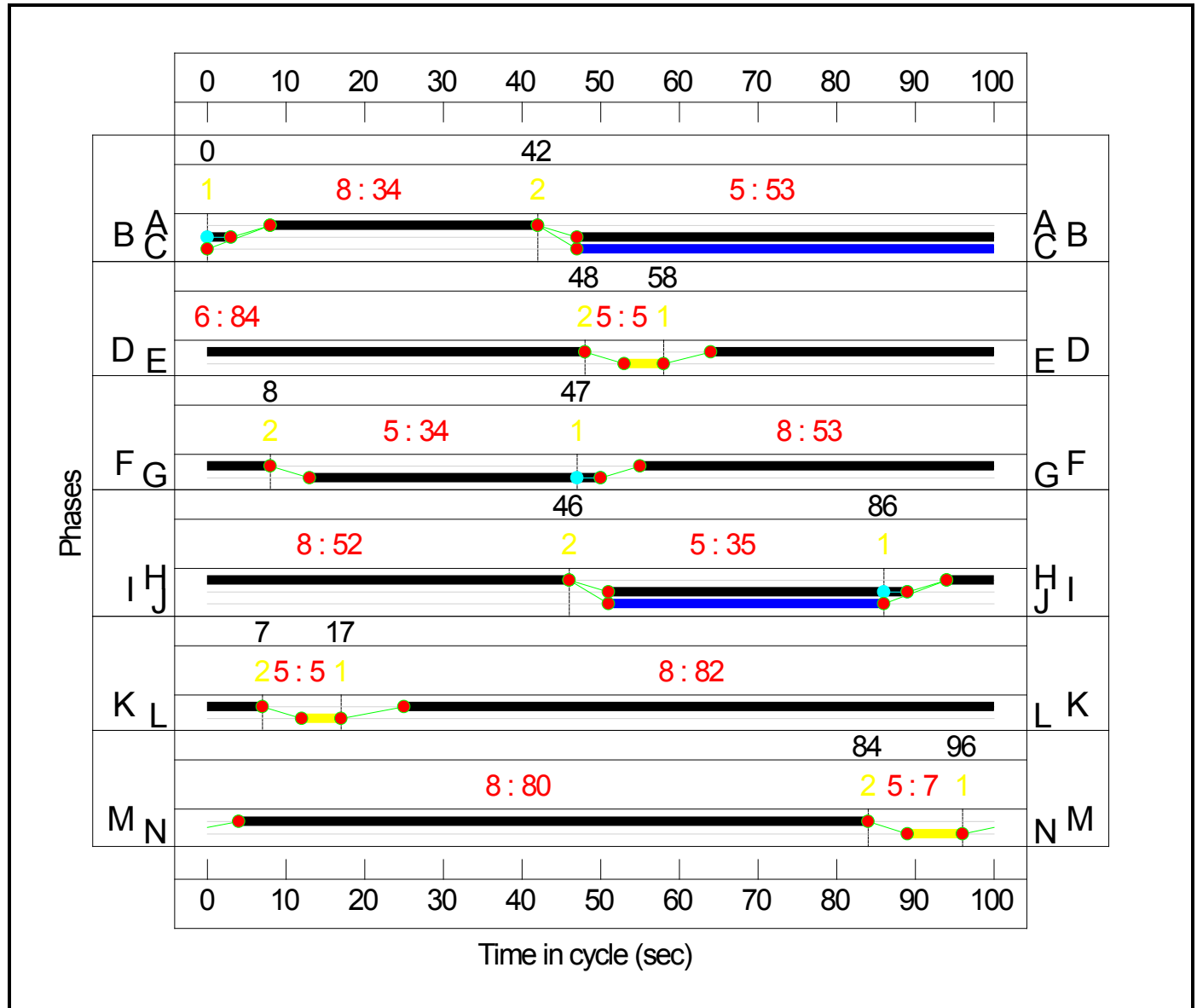
Traffic Flows, Actual

Actual Flow :

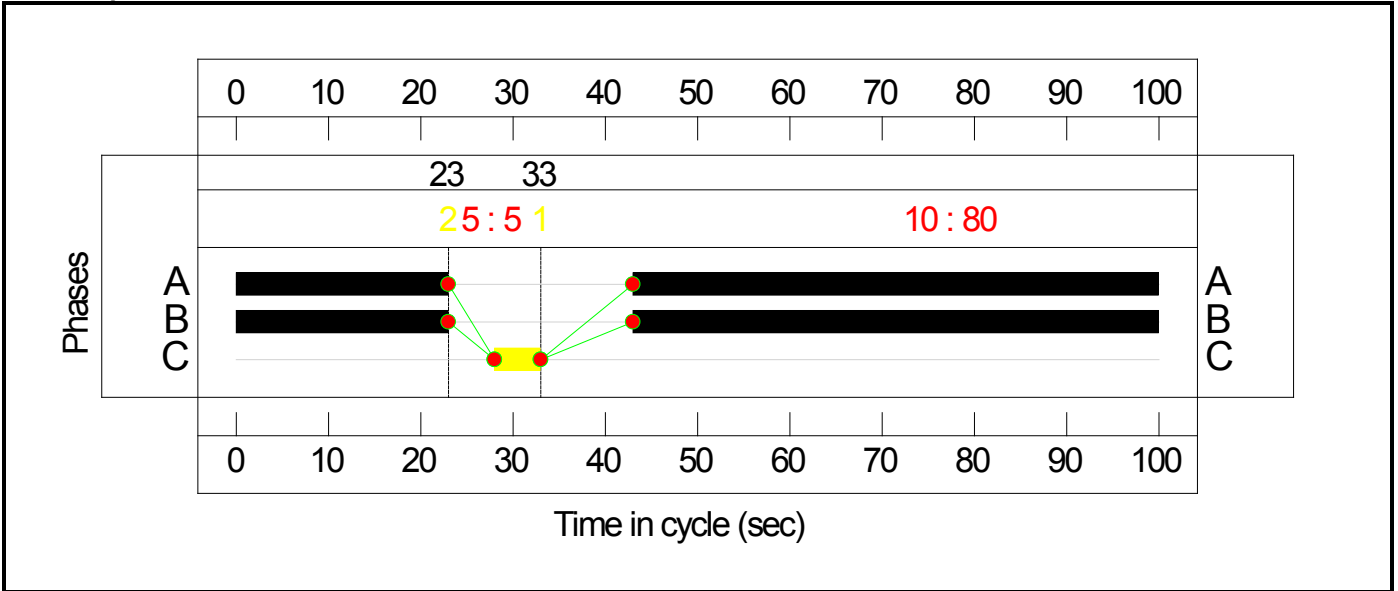
		Destination				
		A	B	C	D	Tot.
Origin	A	0	203	397	179	779
	B	481	0	174	587	1242
	C	684	239	0	726	1649
	D	243	170	316	0	729
	Tot.	1408	612	887	1492	4399

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	34	-	598	2012:1868	1001	59.8%	-	-	-	5.0	29.9	8.8	9.5
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	34	-	181	1800	630	28.7%	-	-	-	1.4	27.5	3.6	3.8
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	56	-	157	1800	1026	15.3%	-	-	-	1.2	26.4	4.1	4.2
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	56	-	568	1965:1800	1202	47.2%	-	-	-	1.3	8.0	3.7	4.1
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	347	1800	1530	22.7%	-	-	-	0.2	1.8	0.7	0.8
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	1061	3600	3060	34.7%	-	-	-	0.4	1.4	1.5	1.8
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	53	-	814	2105:1948	1087	74.9%	-	-	-	5.4	23.7	16.6	18.1
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	53	-	428	2105	1137	37.7%	-	-	-	1.9	15.8	6.8	7.1
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	37	-	480	1991	757	63.4%	-	-	-	2.0	15.0	3.4	4.3
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	37	-	412	2255	857	48.1%	-	-	-	3.5	30.4	10.3	10.8
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	360	1800	1458	24.7%	-	-	-	0.2	1.6	0.0	0.2
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	252	1965	1592	15.8%	-	-	-	0.1	2.0	0.7	0.8
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	52	-	777	1898	1006	77.2%	-	-	-	5.7	26.5	17.1	18.7

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	52	-	872	2105	1116	78.2%	-	-	-	6.3	26.1	19.4	21.1
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	38	-	766	2155	840	91.1%	-	-	-	8.1	38.2	16.9	21.5
J1:9/2	Broom Way Internal Right	U	C1:I		1	38	-	53	2092	816	6.5%	-	-	-	0.2	14.8	0.4	0.4
J1:9/3	Broom Way Internal Right	U	C1:I		1	38	-	428	1800	702	61.0%	-	-	-	2.3	19.4	5.7	6.4
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	502	1965	1631	30.8%	-	-	-	0.2	1.7	0.1	0.3
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	385	2105	1747	22.0%	-	-	-	0.2	2.0	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	502	2000	2000	25.1%	-	-	-	0.2	1.2	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	385	2000	2000	19.3%	-	-	-	0.1	1.1	0.0	0.1
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	243	1940	1416	17.2%	243	0	0	0.1	1.5	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	486	2500	827	58.8%	486	0	0	1.9	13.9	3.9	4.6
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	104	1896	1896	5.5%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	1300	2126	2126	61.1%	-	-	-	0.8	2.2	10.0	10.8
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	1492	2015	2015	74.0%	-	-	-	1.6	3.8	18.0	19.4
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	729	2015	1632	44.7%	-	-	-	1.0	4.8	5.9	6.3
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	1492	2015	1632	91.4%	-	-	-	6.2	14.9	9.0	14.0
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	729	2015	2015	36.2%	-	-	-	0.3	1.4	0.0	0.3

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	53	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	35	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	50.6	Total Delay for Signalled Lanes (pcuHr)	8.76	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	159.6	Total Delay for Signalled Lanes (pcuHr)	0.60	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.2	Total Delay for Signalled Lanes (pcuHr)	12.73	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-1.3	Total Delay for Signalled Lanes (pcuHr)	22.70	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	192.4	Total Delay for Signalled Lanes (pcuHr)	0.44	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	264.5	Total Delay for Signalled Lanes (pcuHr)	0.30	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-1.6	Total Delay for Signalled Lanes (pcuHr)	7.15	Cycle Time (s)	100
	PRC Over All Lanes (%)	-1.6	Total Delay Over All Lanes(pcuHr)	57.61		

Scenario 12: '2024 DS2 BASE + DEV PM' (FG12: '2024 DS2 BASE + DEV PM', Plan 1: 'Stage Plan 1')

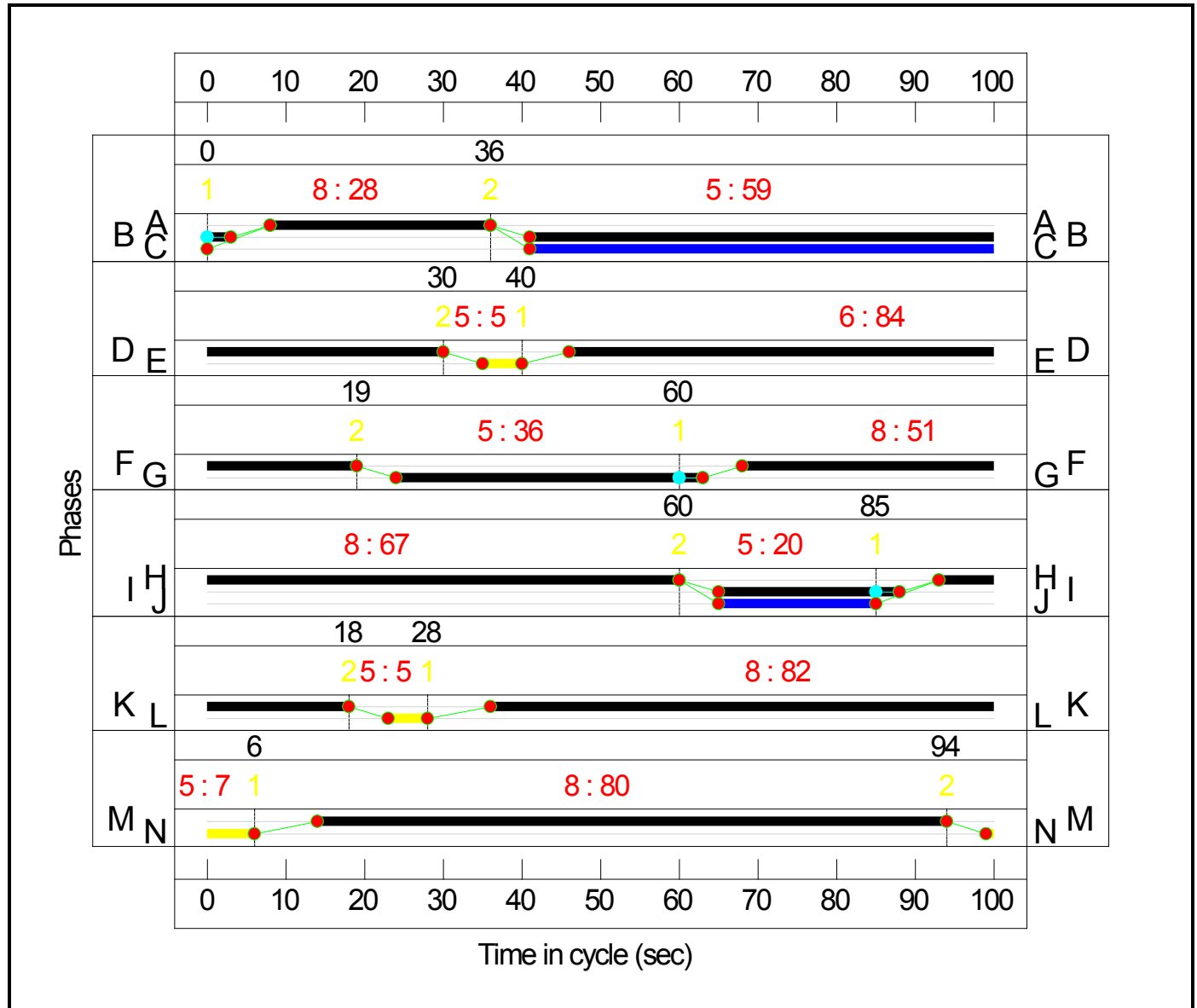
Traffic Flows, Actual

Actual Flow :

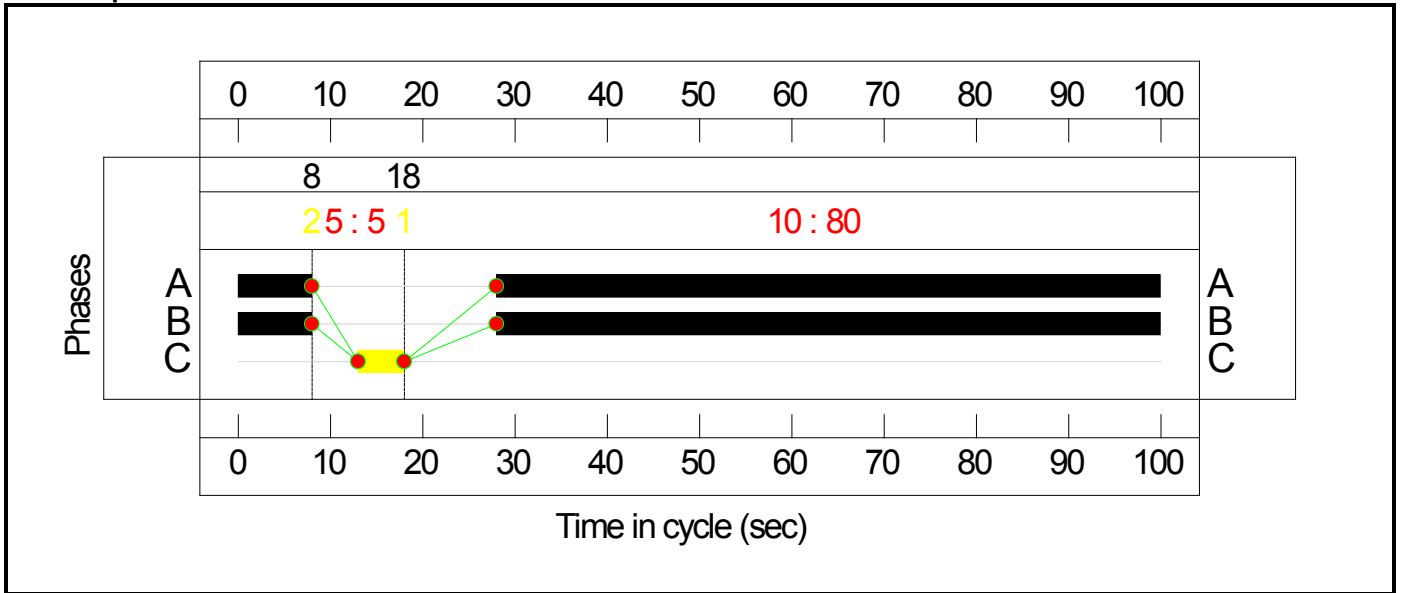
		Destination				
		A	B	C	D	Tot.
Origin	A	0	314	515	210	1039
	B	99	0	154	341	594
	C	323	238	0	348	909
	D	147	955	506	0	1608
	Tot.	569	1507	1175	899	4150

Signal Timings Diagram

C1 - Peel Common Rbt



C2 - Gosport Rd Ped.



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 Entry Ahead Left	U	C1:A		1	28	-	802	2013:1868	951	84.3%	-	-	-	9.8	43.8	12.7	15.3
J1:1/3	Newgate Ln Entry Ahead	U	C1:A		1	28	-	237	1800	522	45.4%	-	-	-	2.3	35.3	5.3	5.7
J1:2/1	Newgate Ln Internal Ahead	U	C1:B		1	62	-	484	1800	1134	41.1%	-	-	-	2.1	16.1	8.1	8.4
J1:2/2+J1:2/3	Newgate Ln Internal Right Ahead	U	C1:B		1	62	-	1215	1965:1800	1331	84.9%	-	-	-	4.8	15.3	15.0	17.7
J1:3/1	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	199	1800	1530	13.0%	-	-	-	0.1	1.7	0.3	0.3
J1:3/2	Newgate Ln N/B Ped Ahead	U	C1:D		1	84	-	370	3600	3060	12.1%	-	-	-	0.2	1.6	1.2	1.3
J1:5/2+J1:5/1	Rowner Rd Entry Ahead Left	U	C1:F		1	51	-	501	2105:1942	1022	49.0%	-	-	-	2.6	18.9	8.8	9.3
J1:5/3	Rowner Rd Entry Ahead	U	C1:F		1	51	-	93	2105	1095	8.5%	-	-	-	0.4	13.9	1.3	1.3
J1:6/1	Rowner Rd Internal Ahead	U	C1:G		1	39	-	602	1991	796	74.6%	-	-	-	3.3	20.3	15.7	17.2
J1:6/2	Rowner Rd Internal Right Ahead	U	C1:G		1	39	-	629	2255	902	66.7%	-	-	-	4.8	28.6	12.9	13.9
J1:7/1	Rowner Rd Exit Ahead	U	C1:M		1	80	-	795	1800	1458	53.3%	-	-	-	0.7	3.5	2.0	2.6
J1:7/2	Rowner Rd Exit Ahead	U	C1:M		1	80	-	712	1965	1592	41.6%	-	-	-	0.9	4.9	4.3	4.7
J1:8/1	Broom Way Entry Ahead Left	U	C1:H		1	67	-	394	1902	1293	30.5%	-	-	-	0.9	8.5	4.4	4.6

J1:8/2	Broom Way Entry Ahead	U	C1:H		1	67	-	515	2105	1431	36.0%	-	-	-	1.3	8.7	6.0	6.3
J1:9/1	Broom Way Internal Ahead	U	C1:I		1	23	-	551	2155	517	106.5%	-	-	-	28.0	183.2	16.2	39.2
J1:9/2	Broom Way Internal Right	U	C1:I		1	23	-	6	2092	502	1.2%	-	-	-	0.0	25.2	0.1	0.1
J1:9/3	Broom Way Internal Right	U	C1:I		1	23	-	93	1800	432	21.5%	-	-	-	0.7	26.7	0.9	1.1
J1:10/1	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	613	1965	1631	37.1%	-	-	-	0.3	1.8	3.8	4.1
J1:10/2	Broom Way S/B Ped Ahead	U	C1:K		1	82	-	562	2105	1747	30.6%	-	-	-	0.3	1.9	0.7	0.9
J1:11/1	Brrom Way Exit	U	-		-	-	-	613	2000	2000	30.2%	-	-	-	0.2	1.3	0.0	0.2
J1:11/2	Brrom Way Exit	U	-		-	-	-	562	2000	2000	26.7%	-	-	-	0.2	1.2	0.0	0.2
J1:12/1	Gosport Rd Entry Left	O	-		-	-	-	147	1940	1427	10.3%	147	0	0	0.1	1.4	0.0	0.1
J1:12/2	Gosport Rd Entry Ahead	O	-		-	-	-	1461	2500	1358	107.6%	1358	0	0	66.9	164.9	114.1	172.0
J1:13/1	Gosport Rd Internal Ahead	U	-		-	-	-	52	1896	1896	2.7%	-	-	-	0.0	1.0	0.0	0.0
J1:13/2	Gosport Rd Internal Right Ahead	U	-		-	-	-	608	2094	2094	29.0%	-	-	-	0.2	1.2	2.3	2.5
J1:14/1	Gosport Rd Exit Ahead	U	-		-	-	-	899	2015	2015	42.9%	-	-	-	0.5	1.9	12.4	12.8
J2:1/1	Gosport Rd E/B Ped Ahead	U	C2:A		1	80	-	1608	2015	1632	98.5%	-	-	-	18.9	42.3	42.0	56.9
J2:2/1	Gosport Rd W/B Ped Ahead	U	C2:B		1	80	-	899	2015	1632	53.0%	-	-	-	0.8	3.3	2.3	2.8
J2:4/1	Gosport Rd E/B Exit Ahead	U	-		-	-	-	1608	2015	2015	79.8%	-	-	-	2.0	4.4	0.0	2.0

J2:P1	Unnamed Ped Link	-	C2:C		1	5	-	0	-	1000	0.0%	-	-	-	0.0	0.0	-	0.0
J1:P1	Unnamed Ped Link	-	C1:C		1	59	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P2	Unnamed Ped Link	-	C1:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P3	Unnamed Ped Link	-	C1:J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	-
J1:P4	Unnamed Ped Link	-	C1:L		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	-

C1 - Peel Common Rbt	Stream: 1 PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr)	18.97	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 2 PRC for Signalled Lanes (%)	592.0	Total Delay for Signalled Lanes (pcuHr)	0.26	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 3 PRC for Signalled Lanes (%)	20.7	Total Delay for Signalled Lanes (pcuHr)	11.11	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 4 PRC for Signalled Lanes (%)	-18.4	Total Delay for Signalled Lanes (pcuHr)	30.95	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 5 PRC for Signalled Lanes (%)	142.6	Total Delay for Signalled Lanes (pcuHr)	0.58	Cycle Time (s)	100
C1 - Peel Common Rbt	Stream: 6 PRC for Signalled Lanes (%)	68.8	Total Delay for Signalled Lanes (pcuHr)	1.64	Cycle Time (s)	100
C2 - Gosport Rd Ped.	PRC for Signalled Lanes (%)	-9.5	Total Delay for Signalled Lanes (pcuHr)	19.68	Cycle Time (s)	100
	PRC Over All Lanes (%)	-19.6	Total Delay Over All Lanes(pcuHr)	153.19		

APPENDIX K

FULLY SIGNALISED PEEL COMMON ROUNDABOUT MODELLING REPORTS

Pegasus Group LinSig Report

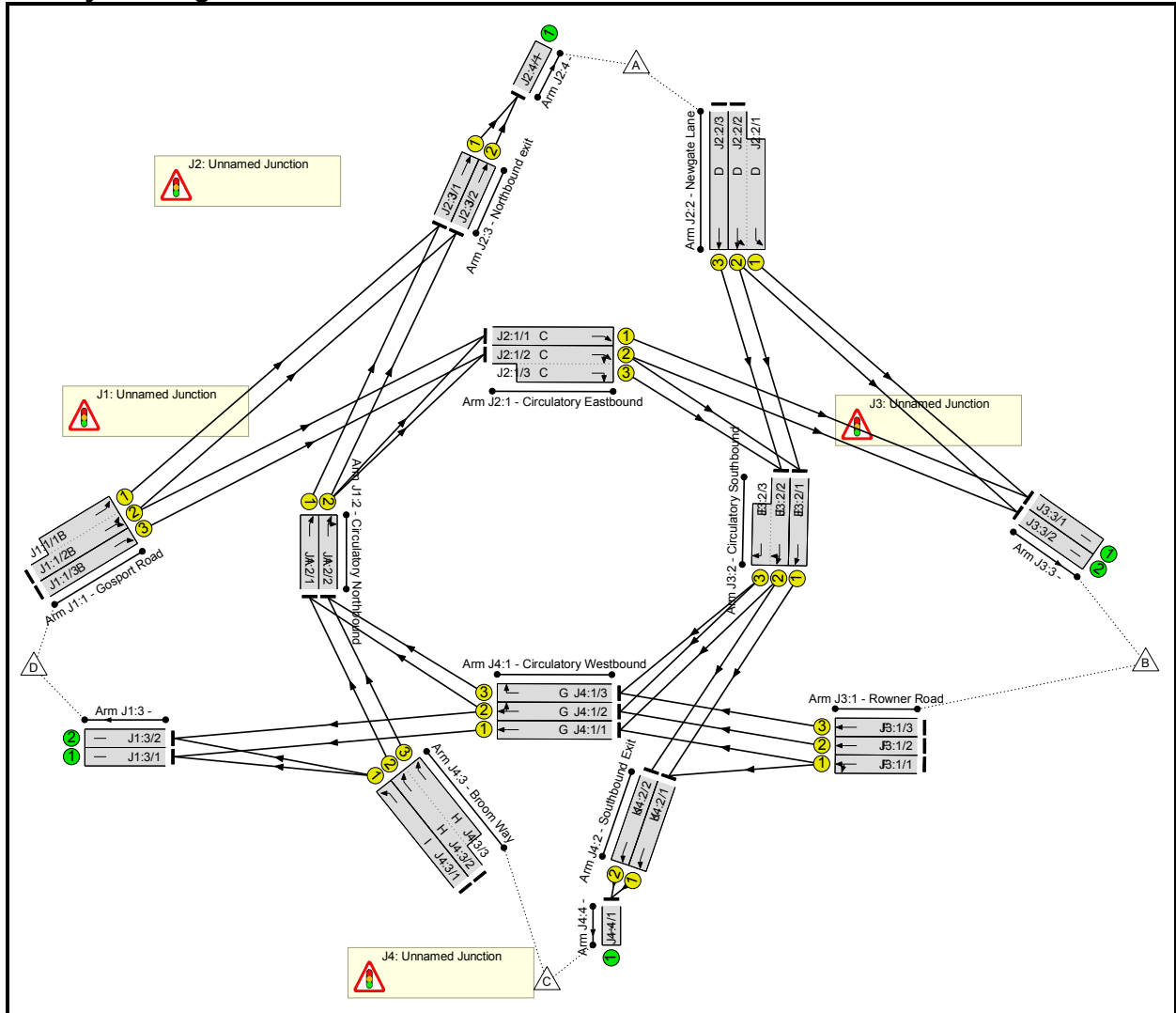
User and Project Details

Project:	Gosport Western Access
Title:	Stubbington Bypass - Red Route
Location:	Peel Common Roundabout
Company:	Hampshire County Council
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 Base AM	Base 2019 AM DS1	Network Control Plan 1	08:00 - 09:00	90	26.8	36.73
2	2019 DS1 Base PM	Base 2019 PM DS1	Network Control Plan 1	17:00 - 18:00	90	62.1	35.33
3	2024 DS1 Base AM	Base 2024 AM DS1	Network Control Plan 1	08:00 - 09:00	90	16.1	46.31
4	2024 DS1 Base PM	Base 2024 PM DS1	Network Control Plan 1	17:00 - 18:00	90	38.3	43.27
5	2024 DS1 Base + Dev AM	Base + Dev 2024 AM DS1	Network Control Plan 1	08:00 - 09:00	90	15.2	47.47
6	2024 DS1 Base + Dev PM	Base + Dev 2024 PM DS1	Network Control Plan 1	17:00 - 18:00	90	40.6	42.56
7	2019 DS2 Base AM	Base 2019 AM DS2	Network Control Plan 1	08:00 - 09:00	90	31.2	37.94
8	2019 DS2 Base PM	Base 2019 PM DS2	Network Control Plan 1	17:00 - 18:00	90	42.1	32.62
9	2024 DS2 Base AM	Base 2024 AM DS2	Network Control Plan 1	08:00 - 09:00	90	24.0	48.32
10	2024 DS2 Base PM	Base 2024 PM DS2	Network Control Plan 1	17:00 - 18:00	90	18.7	43.63
11	2024 DS2 Base + Dev AM	Base + Dev 2024 AM DS2	Network Control Plan 1	08:00 - 09:00	90	24.0	49.23
12	2024 DS2 Base + Dev PM	Base + Dev 2024 PM DS2	Network Control Plan 1	17:00 - 18:00	90	18.0	44.34

Network Layout Diagram



Lane Input Data

Junction: J1: Unnamed 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)
J1:1/1 (Gosport Road)	U	B	2	3	13.9	User	1800	-	-	-	-	-
J1:1/2 (Gosport Road)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J1:1/3 (Gosport Road)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J1:2/1 (Circulatory Northbound)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J1:2/2 (Circulatory Northbound)	U	A	2	3	60.0	User	1800	-	-	-	-	-
J1:3/1	U		2	3	60.0	User	1800	-	-	-	-	-
J1:3/2	U		2	3	60.0	User	1800	-	-	-	-	-

Junction: J2: Unnamed 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 (Circulatory Eastbound)	U	C	2	3	60.0	User	1800	-	-	-	-	-
J2:1/2 (Circulatory Eastbound)	U	C	2	3	60.0	User	1800	-	-	-	-	-
J2:1/3 (Circulatory Eastbound)	U	C	2	3	8.0	User	1800	-	-	-	-	-
J2:2/1 (Newgate Lane)	U	D	2	3	20.0	User	1800	-	-	-	-	-
J2:2/2 (Newgate Lane)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J2:2/3 (Newgate Lane)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J2:3/1 (Northbound exit)	U	J	2	3	60.0	User	1800	-	-	-	-	-
J2:3/2 (Northbound exit)	U	J	2	3	60.0	User	1800	-	-	-	-	-
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: Unnamed 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)
J3:1/1 (Rowner Road)	U	F	2	3	60.0	User	1800	-	-	-	-	-
J3:1/2 (Rowner Road)	U	F	2	3	60.0	User	1800	-	-	-	-	-
J3:1/3 (Rowner Road)	U	F	2	3	60.0	User	1800	-	-	-	-	-
J3:2/1 (Circulatory Southbound)	U	E	2	3	60.0	User	1800	-	-	-	-	-
J3:2/2 (Circulatory Southbound)	U	E	2	3	60.0	User	1800	-	-	-	-	-
J3:2/3 (Circulatory Southbound)	U	E	2	3	5.0	User	1800	-	-	-	-	-
J3:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-