

Junction: J4: 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)
J4:1/1 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/2 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/3 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:2/1 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:2/2 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:3/1 (Broom Way)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J4:3/2 (Broom Way)	U	H	2	3	60.0	User	1800	-	-	-	-	-
J4:3/3 (Broom Way)	U	H	2	3	10.4	User	1800	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J3: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction

There are no Opposed Lanes in this Junction

Lane Connector Input Data

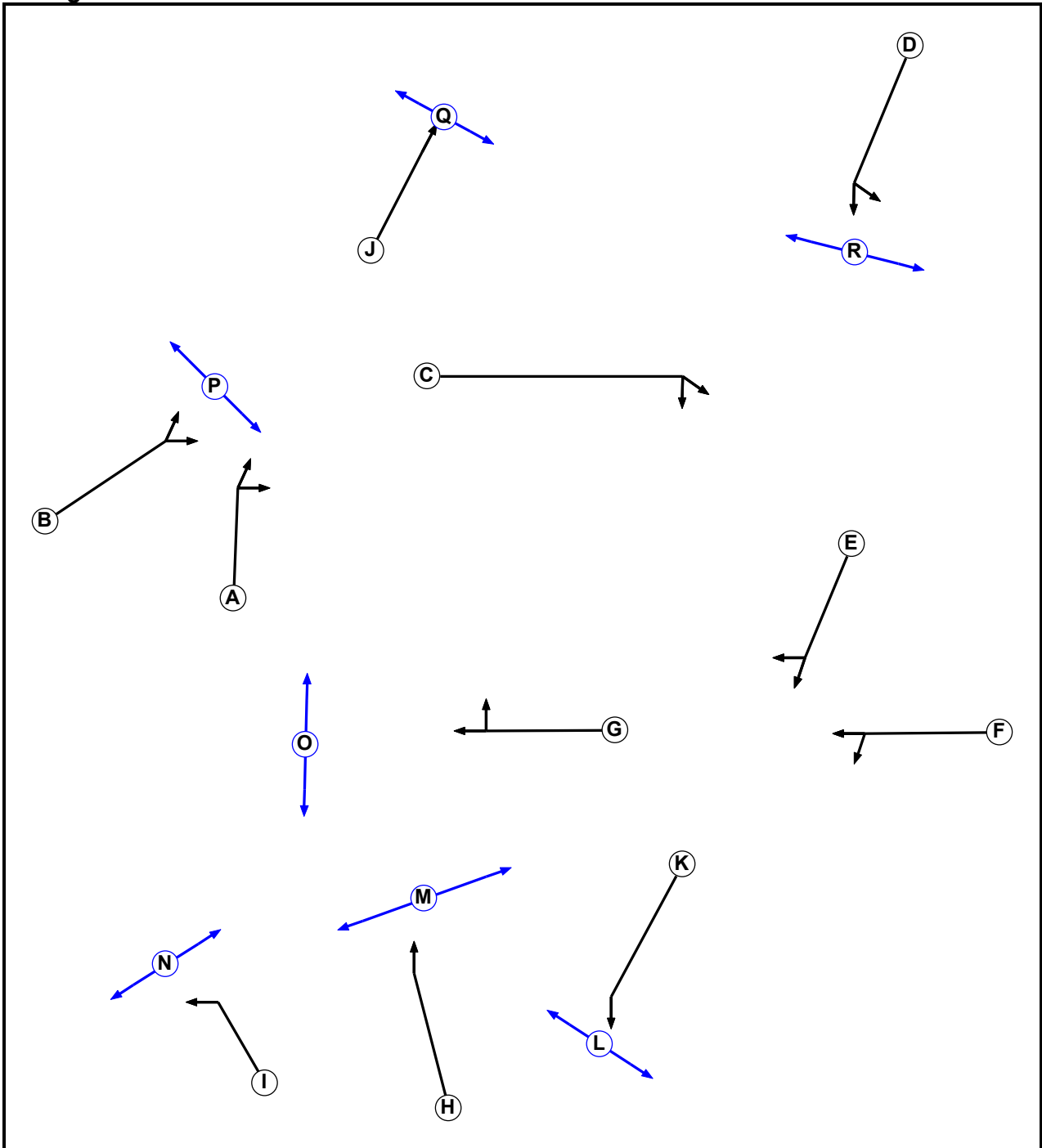
Junction: J1: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Leaving	5	35
J1:1/2	J2:1/1	Leaving	5	35
J1:1/2	J2:3/2	Leaving	5	35
J1:1/3	J2:1/2	Leaving	5	35
J1:2/1	J2:3/1	Leaving	5	35
J1:2/2	J2:1/1	Leaving	5	35
J1:2/2	J2:1/2	Leaving	5	35
J1:2/2	J2:3/2	Leaving	5	35
J4:1/1	J1:3/1	Entering	5	35
J4:1/2	J1:2/1	Entering	5	35
J4:1/2	J1:3/2	Entering	5	35
J4:1/3	J1:2/2	Entering	5	35
J4:3/1	J1:3/1	Entering	5	35
J4:3/1	J1:3/2	Entering	5	35
J4:3/2	J1:2/1	Entering	5	35
J4:3/3	J1:2/2	Entering	5	35

Junction: J2: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Entering	5	35
J1:1/2	J2:1/1	Entering	5	35
J1:1/2	J2:3/2	Entering	5	35
J1:1/3	J2:1/2	Entering	5	35
J1:2/1	J2:3/1	Entering	5	35
J1:2/2	J2:1/1	Entering	5	35
J1:2/2	J2:1/2	Entering	5	35
J1:2/2	J2:3/2	Entering	5	35
J2:1/1	J3:3/1	Leaving	5	35
J2:1/2	J3:2/1	Leaving	5	35
J2:1/2	J3:3/2	Leaving	5	35
J2:1/3	J3:2/2	Leaving	5	35
J2:2/1	J3:3/1	Leaving	5	35
J2:2/2	J3:2/1	Leaving	5	35
J2:2/2	J3:3/2	Leaving	5	35
J2:2/3	J3:2/2	Leaving	5	35
J2:3/1	J2:4/1	Internal	5	35
J2:3/2	J2:4/1	Internal	5	35

Junction: J3: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J2:1/1	J3:3/1	Entering	5	35
J2:1/2	J3:2/1	Entering	5	35
J2:1/2	J3:3/2	Entering	5	35
J2:1/3	J3:2/2	Entering	5	35
J2:2/1	J3:3/1	Entering	5	35
J2:2/2	J3:2/1	Entering	5	35
J2:2/2	J3:3/2	Entering	5	35
J2:2/3	J3:2/2	Entering	5	35
J3:1/1	J4:1/1	Leaving	5	35
J3:1/1	J4:2/1	Leaving	5	35
J3:1/2	J4:1/2	Leaving	5	35
J3:1/3	J4:1/3	Leaving	5	35
J3:2/1	J4:2/1	Leaving	5	35
J3:2/2	J4:1/1	Leaving	5	35
J3:2/2	J4:2/2	Leaving	5	35
J3:2/3	J4:1/2	Leaving	5	35
J3:2/3	J4:1/3	Leaving	5	35

Junction: J4: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J3:1/1	J4:1/1	Entering	5	35
J3:1/1	J4:2/1	Entering	5	35
J3:1/2	J4:1/2	Entering	5	35
J3:1/3	J4:1/3	Entering	5	35
J3:2/1	J4:2/1	Entering	5	35
J3:2/2	J4:1/1	Entering	5	35
J3:2/2	J4:2/2	Entering	5	35
J3:2/3	J4:1/2	Entering	5	35
J3:2/3	J4:1/3	Entering	5	35
J4:1/1	J1:3/1	Leaving	5	35
J4:1/2	J1:2/1	Leaving	5	35
J4:1/2	J1:3/2	Leaving	5	35
J4:1/3	J1:2/2	Leaving	5	35
J4:2/1	J4:4/1	Internal	5	35
J4:2/2	J4:4/1	Internal	5	35
J4:3/1	J1:3/1	Leaving	5	35
J4:3/1	J1:3/2	Leaving	5	35
J4:3/2	J1:2/1	Leaving	5	35
J4:3/3	J1:2/2	Leaving	5	35

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

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

Phases in Stage

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

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

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	5	

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 3

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		6
	2	6	

Stage Stream: 5

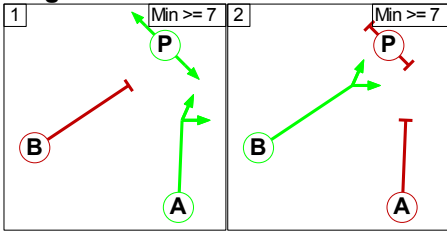
		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Stream: 6

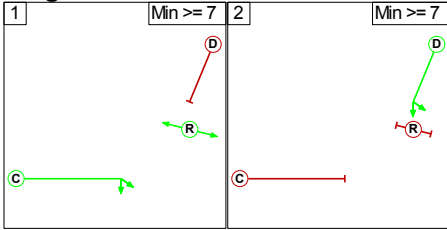
		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Diagram

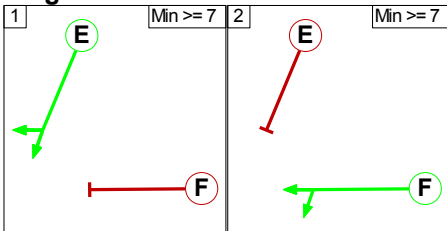
Stage Stream: 1



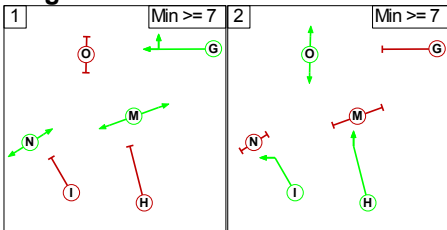
Stage Stream: 2



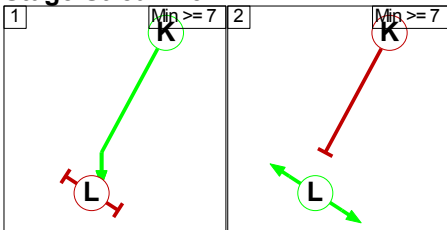
Stage Stream: 3



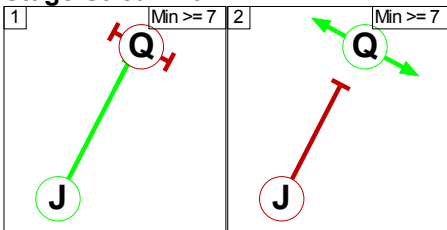
Stage Stream: 4



Stage Stream: 5



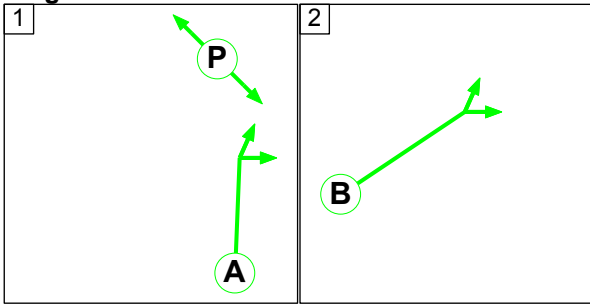
Stage Stream: 6



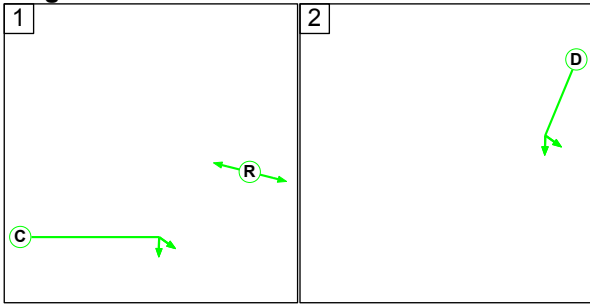
Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

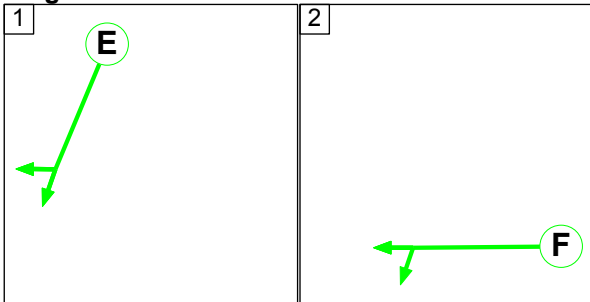
Stage Stream: 1



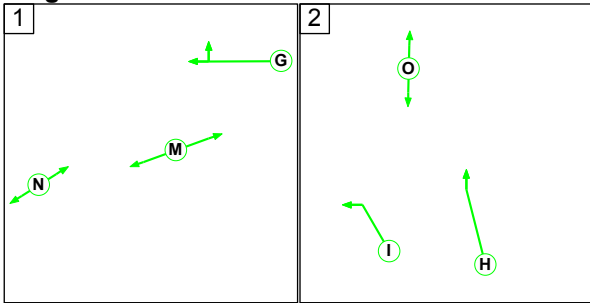
Stage Stream: 2



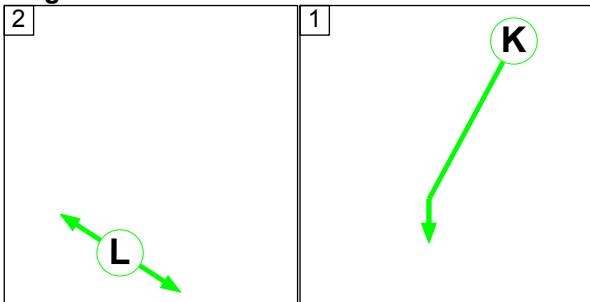
Stage Stream: 3



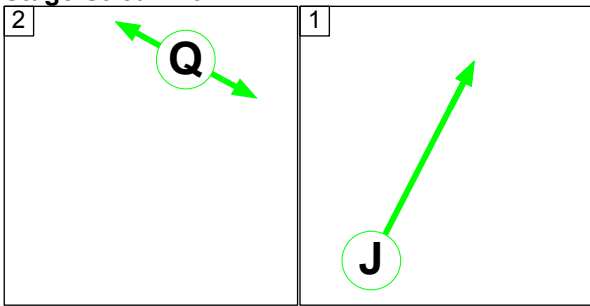
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 2,1 Stream 6: 2,1

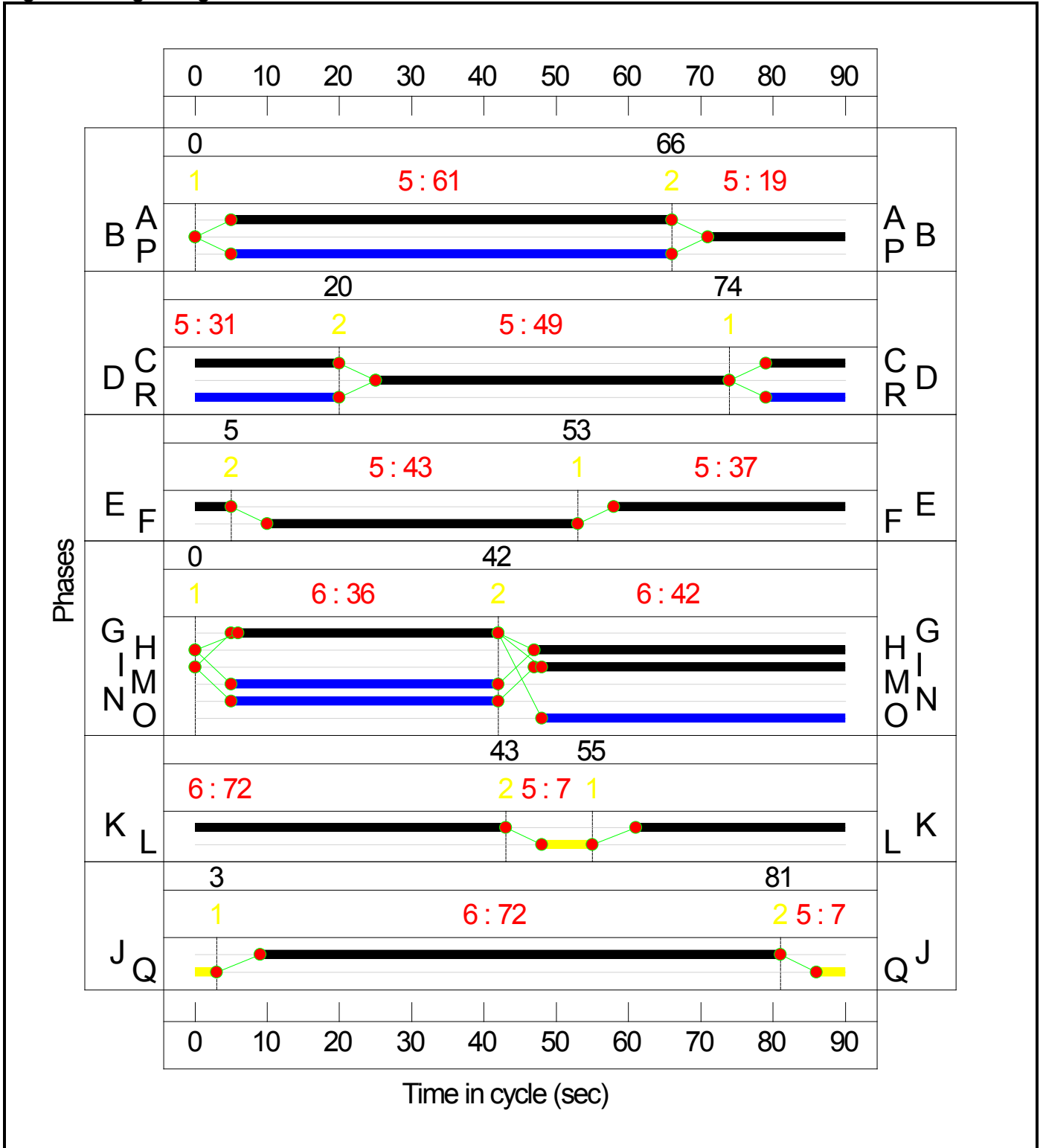
Traffic Flow Groups

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

Scenario 1: '2019 DS1 Base AM' (FG1: 'Base 2019 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	19	-	155	1800:1800	400+260	23.5 : 23.5%	-	-	-	1.4	32.1	1.9	2.1
J1:1/3	Gosport Road Ahead	U	B		1	19	-	271	1800	400	67.8%	-	-	-	3.4	45.8	6.2	7.2
J1:2/1	Circulatory Northbound Ahead	U	A		1	61	-	841	1800	1240	67.8%	-	-	-	1.8	7.9	5.4	6.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	61	-	880	1800	1240	71.0%	-	-	-	2.1	8.4	5.7	7.0
J1:3/1		U	-		-	-	-	441	1800	1800	24.5%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	264	1800	1800	14.7%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	84	1800	640	13.1%	-	-	-	0.2	8.5	1.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	446	1800:1800	413+494	49.2 : 49.2%	-	-	-	0.9	7.6	3.1	3.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	699	1800:1800	899+896	38.9 : 38.9%	-	-	-	2.5	12.7	4.8	5.1
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	152	1800	1000	15.2%	-	-	-	0.5	11.8	1.8	1.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	902	1800	1460	61.8%	-	-	-	0.8	3.4	0.3	1.1
J2:3/2	Northbound exit Ahead	U	J		1	72	-	715	1800	1460	49.0%	-	-	-	0.5	2.6	0.2	0.7
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7
J3:1/2	Rowner Road Ahead	U	F		1	43	-	419	1800	880	47.6%	-	-	-	2.2	19.2	6.9	7.3
J3:1/3	Rowner Road Ahead	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7

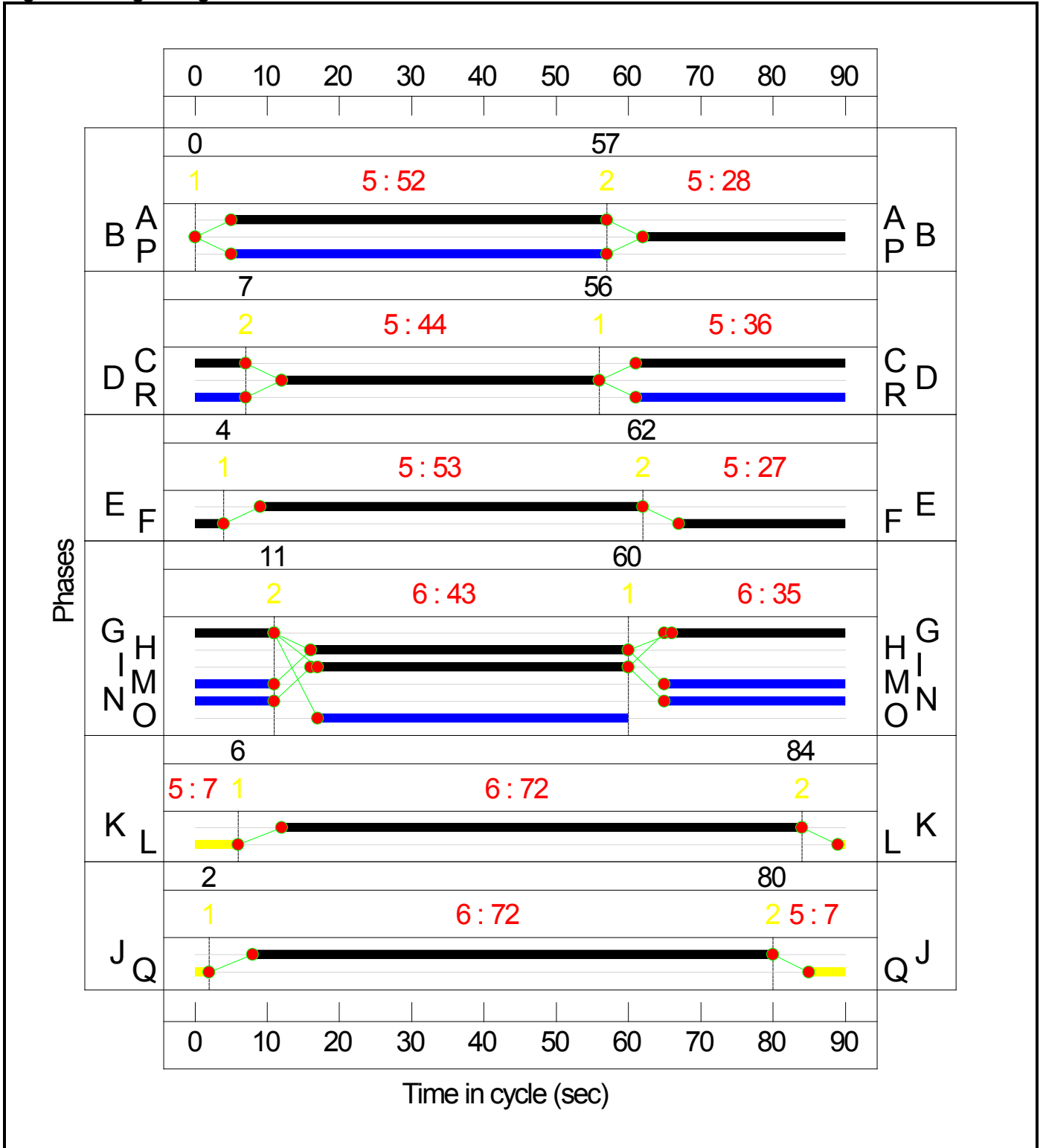
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	266	1800	760	35.0%	-	-	-	1.6	21.0	5.2	5.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	395	1800:1800	733+37	51.3 : 51.3%	-	-	-	1.7	15.5	3.4	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	415	1800	740	56.1%	-	-	-	2.0	17.6	3.2	3.9
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	438	1800	740	59.2%	-	-	-	1.9	15.5	2.4	3.1
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	435	1800	740	58.8%	-	-	-	1.7	14.4	2.0	2.7
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	352	1800	1460	24.1%	-	-	-	0.2	2.0	0.4	0.5
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	310	1800	1460	21.2%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	42	-	256	1800	860	29.8%	-	-	-	1.2	17.3	3.8	4.1
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	882	1800:1800	644+656	67.9 : 67.9%	-	-	-	4.9	19.9	7.5	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	26.8	Total Delay for Signalled Lanes (pcuHr)	8.73	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	83.1	Total Delay for Signalled Lanes (pcuHr)	4.10	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	75.5	Total Delay for Signalled Lanes (pcuHr)	10.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr)	11.76	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	273.3	Total Delay for Signalled Lanes (pcuHr)	0.33	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	45.7	Total Delay for Signalled Lanes (pcuHr)	1.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	26.8	Total Delay Over All Lanes(pcuHr)	36.73		

Scenario 2: '2019 DS1 Base PM' (FG2: 'Base 2019 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	28	-	416	1800:1800	580+172	55.3 : 55.3%	-	-	-	3.4	29.7	6.6	7.2
J1:1/3	Gosport Road Ahead	U	B		1	28	-	318	1800	580	54.8%	-	-	-	2.8	31.9	6.5	7.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	52	-	512	1800	1060	48.3%	-	-	-	1.8	12.8	6.6	7.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	52	-	541	1800	1060	51.0%	-	-	-	2.1	14.1	7.7	8.3
J1:3/1		U	-		-	-	-	263	1800	1800	14.6%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	228	1800	1800	12.7%	-	-	-	0.1	1.1	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	36	-	371	1800	740	50.1%	-	-	-	0.9	8.7	1.3	1.8
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	36	-	492	1800:1800	598+305	54.5 : 54.5%	-	-	-	2.0	14.7	4.4	5.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	44	-	944	1800:1800	850+850	55.5 : 55.5%	-	-	-	4.6	17.6	7.9	8.5
J2:2/3	Newgate Lane Ahead	U	D		1	44	-	406	1800	900	45.1%	-	-	-	2.0	18.2	6.5	7.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	607	1800	1460	41.6%	-	-	-	0.4	2.4	0.4	0.8
J2:3/2	Northbound exit Ahead	U	J		1	72	-	317	1800	1460	21.7%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	27	-	220	1800	560	39.3%	-	-	-	1.8	29.6	4.3	4.6
J3:1/2	Rowner Road Ahead	U	F		1	27	-	237	1800	560	42.3%	-	-	-	2.0	30.2	4.7	5.0
J3:1/3	Rowner Road Ahead	U	F		1	27	-	286	1800	560	51.1%	-	-	-	2.5	31.9	5.8	6.3

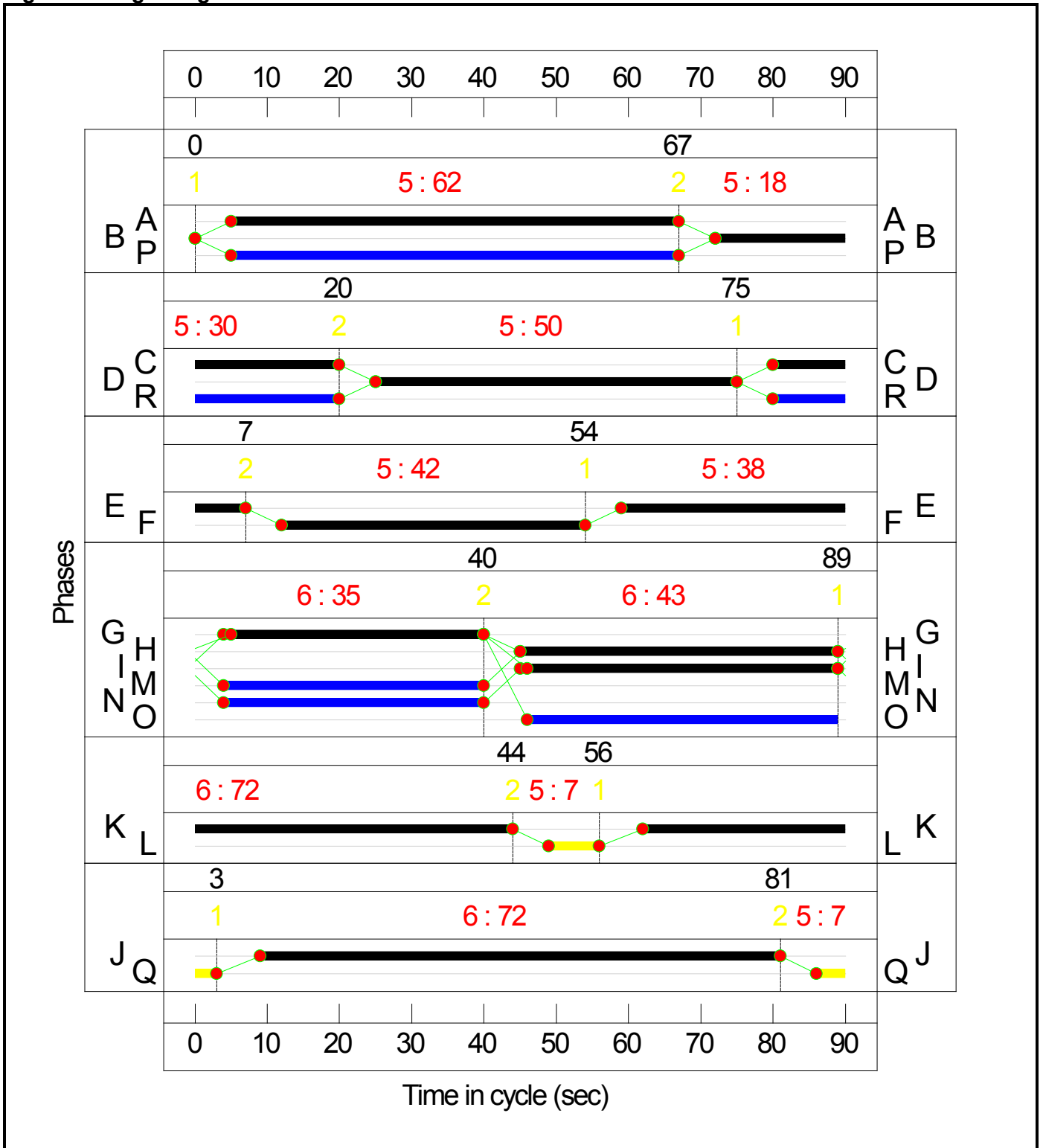
J3:2/1	Circulatory Southbound Ahead	U	E		1	53	-	450	1800	1080	41.7%	-	-	-	1.1	8.7	3.5	3.9
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	53	-	572	1800:1800	891+244	50.4 : 50.4%	-	-	-	1.4	8.8	4.1	4.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	187	1800	720	26.0%	-	-	-	0.5	9.6	1.0	1.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	360	1800	720	50.0%	-	-	-	1.6	16.1	4.0	4.5
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	286	1800	720	39.7%	-	-	-	0.3	4.3	0.0	0.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	521	1800	1460	35.7%	-	-	-	0.3	2.2	0.3	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	411	1800	1460	28.2%	-	-	-	0.2	1.7	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	181	1800	880	20.6%	-	-	-	0.8	15.7	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	530	1800:1800	673+624	40.9 : 40.9%	-	-	-	2.3	15.5	4.0	4.4

C1	Stream: 1 PRC for Signalled Lanes (%)	62.6	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	62.1	Total Delay for Signalled Lanes (pcuHr)	9.58	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	76.2	Total Delay for Signalled Lanes (pcuHr)	8.82	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	80.0	Total Delay for Signalled Lanes (pcuHr)	5.53	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	152.2	Total Delay for Signalled Lanes (pcuHr)	0.51	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	116.5	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
	PRC Over All Lanes (%)	62.1	Total Delay Over All Lanes(pcuHr)	35.33		

Scenario 3: '2024 DS1 Base AM' (FG3: 'Base 2024 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	187	1800:1800	380+260	29.2 : 29.2%	-	-	-	1.7	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	908	1800	1260	72.1%	-	-	-	2.2	8.6	6.2	7.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	977	1800	1260	77.5%	-	-	-	2.6	9.7	6.6	8.3
J1:3/1		U	-		-	-	-	464	1800	1800	25.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	317	1800	1800	17.6%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	30	-	162	1800	620	26.1%	-	-	-	0.6	12.9	3.1	3.3
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	30	-	487	1800:1800	380+489	56.1 : 56.1%	-	-	-	1.3	9.7	3.6	4.2
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	50	-	837	1800:1800	908+892	46.5 : 46.5%	-	-	-	3.0	12.9	5.9	6.3
J2:2/3	Newgate Lane Ahead	U	D		1	50	-	203	1800	1020	19.9%	-	-	-	0.7	11.7	2.4	2.5
J2:3/1	Northbound exit Ahead	U	J		1	72	-	984	1800	1460	67.4%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	722	1800	1460	49.5%	-	-	-	0.5	2.6	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	503	1800	860	58.5%	-	-	-	3.1	22.1	9.1	9.8
J3:1/2	Rowner Road Ahead	U	F		1	42	-	464	1800	860	54.0%	-	-	-	2.7	21.1	8.1	8.7
J3:1/3	Rowner Road Ahead	U	F		1	42	-	467	1800	860	54.3%	-	-	-	2.7	21.1	8.2	8.8

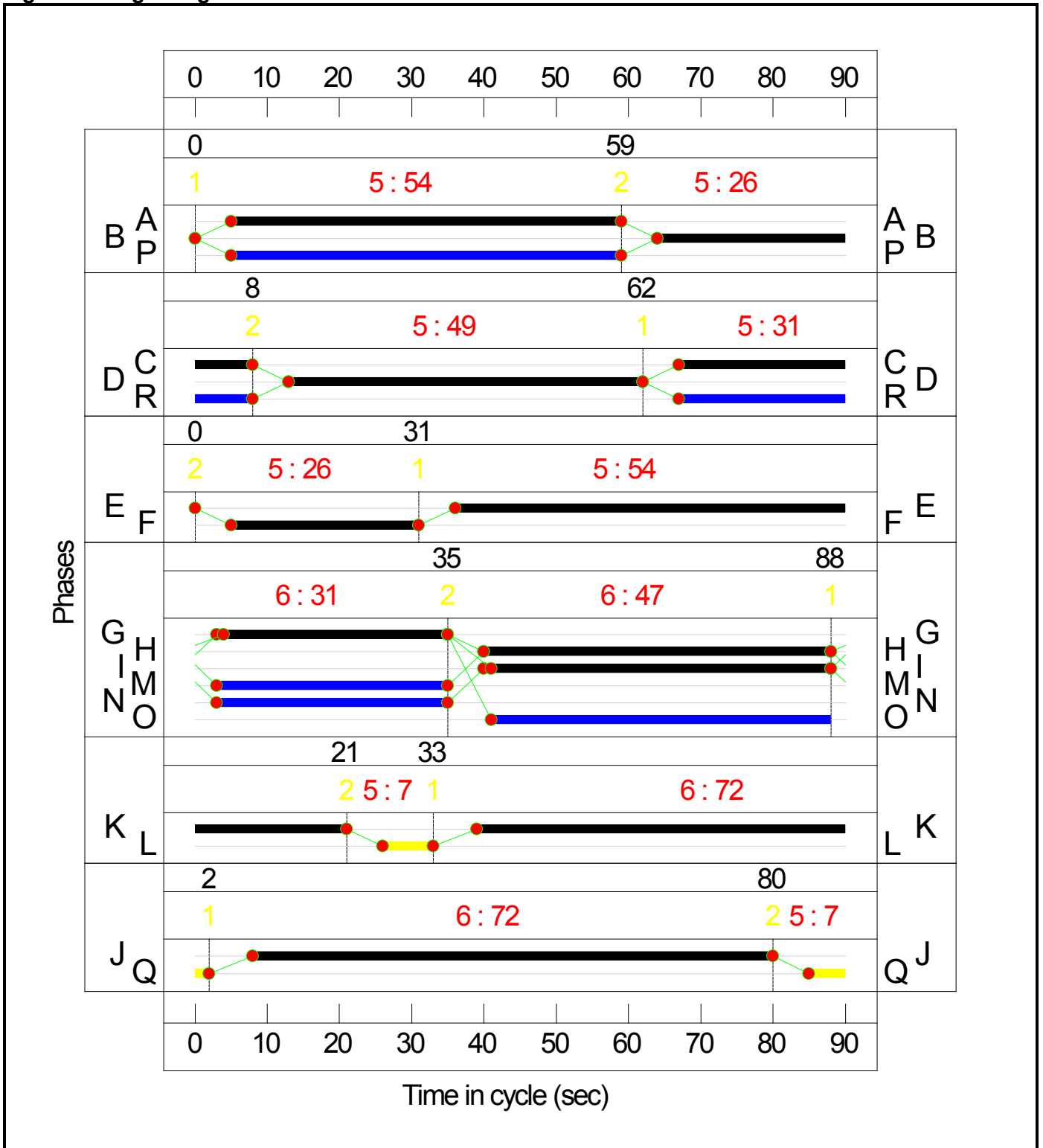
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	370	1800	780	47.4%	-	-	-	2.6	24.8	8.5	9.0
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	477	1800:1800	773+10	61.0 : 61.0%	-	-	-	2.2	16.7	4.8	5.5
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	435	1800	720	60.4%	-	-	-	2.5	21.0	4.4	5.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	470	1800	720	65.3%	-	-	-	2.3	17.5	2.7	3.6
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	467	1800	720	64.9%	-	-	-	2.2	17.2	2.5	3.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	542	1800	1460	37.1%	-	-	-	0.4	2.5	0.7	1.0
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	367	1800	1460	25.1%	-	-	-	0.2	1.6	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	276	1800	880	31.4%	-	-	-	1.3	16.9	4.1	4.4
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	1018	1800:1800	660+663	76.9 : 76.9%	-	-	-	6.1	21.5	8.8	10.4

C1	Stream: 1 PRC for Signalled Lanes (%)	16.1	Total Delay for Signalled Lanes (pcuHr)	10.57	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	60.6	Total Delay for Signalled Lanes (pcuHr)	5.55	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	47.7	Total Delay for Signalled Lanes (pcuHr)	13.31	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	17.0	Total Delay for Signalled Lanes (pcuHr)	14.44	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	142.4	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr)	1.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	16.1	Total Delay Over All Lanes(pcuHr)	46.31		

Scenario 4: '2024 DS1 Base PM' (FG4: 'Base 2024 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	26	-	442	1800:1800	540+185	60.9 : 60.9%	-	-	-	4.0	32.4	7.0	7.8
J1:1/3	Gosport Road Ahead	U	B		1	26	-	348	1800	540	64.4%	-	-	-	3.5	36.6	7.5	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	54	-	565	1800	1100	51.4%	-	-	-	1.2	7.9	3.2	3.7
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	54	-	632	1800	1100	57.5%	-	-	-	1.4	8.1	3.3	4.0
J1:3/1		U	-		-	-	-	308	1800	1800	17.1%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	252	1800	1800	14.0%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	373	1800	640	58.3%	-	-	-	1.1	10.2	2.1	2.7
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	622	1800:1800	481+477	64.9 : 64.9%	-	-	-	3.3	19.3	7.3	8.3
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	1166	1800:1800	900+891	65.1 : 65.1%	-	-	-	5.2	16.0	9.6	10.5
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	392	1800	1000	39.2%	-	-	-	1.6	14.3	5.6	5.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	678	1800	1460	46.4%	-	-	-	0.5	2.6	0.5	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	314	1800	1460	21.5%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	26	-	300	1800	540	55.6%	-	-	-	2.8	33.9	6.2	6.9
J3:1/2	Rowner Road Ahead	U	F		1	26	-	272	1800	540	50.4%	-	-	-	2.5	32.7	5.6	6.1
J3:1/3	Rowner Road Ahead	U	F		1	26	-	298	1800	540	55.2%	-	-	-	2.8	33.8	6.2	6.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	54	-	520	1800	1100	47.3%	-	-	-	2.3	15.7	11.4	11.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	54	-	702	1800:1800	1008+115	62.5 : 62.5%	-	-	-	2.8	14.6	9.0	9.8
J4:1/1	Circulatory Westbound Ahead	U	G		1	31	-	261	1800	640	40.8%	-	-	-	1.8	24.6	3.1	3.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	31	-	344	1800	640	53.8%	-	-	-	1.5	16.1	1.9	2.5
J4:1/3	Circulatory Westbound Right	U	G		1	31	-	298	1800	640	46.6%	-	-	-	0.5	6.1	0.1	0.6
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	676	1800	1460	46.3%	-	-	-	0.6	2.9	1.1	1.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	513	1800	1460	35.1%	-	-	-	0.3	1.9	0.0	0.3
J4:3/1	Broom Way Left	U	I		1	47	-	198	1800	960	20.6%	-	-	-	0.7	13.4	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	48	-	656	1800:1800	683+709	47.1 : 47.1%	-	-	-	2.5	13.9	4.6	5.1

C1	Stream: 1 PRC for Signalled Lanes (%)	39.7	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	38.3	Total Delay for Signalled Lanes (pcuHr)	11.14	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	44.0	Total Delay for Signalled Lanes (pcuHr)	13.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	67.4	Total Delay for Signalled Lanes (pcuHr)	7.09	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	94.4	Total Delay for Signalled Lanes (pcuHr)	0.82	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	93.8	Total Delay for Signalled Lanes (pcuHr)	0.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	38.3	Total Delay Over All Lanes(pcuHr)	43.27		

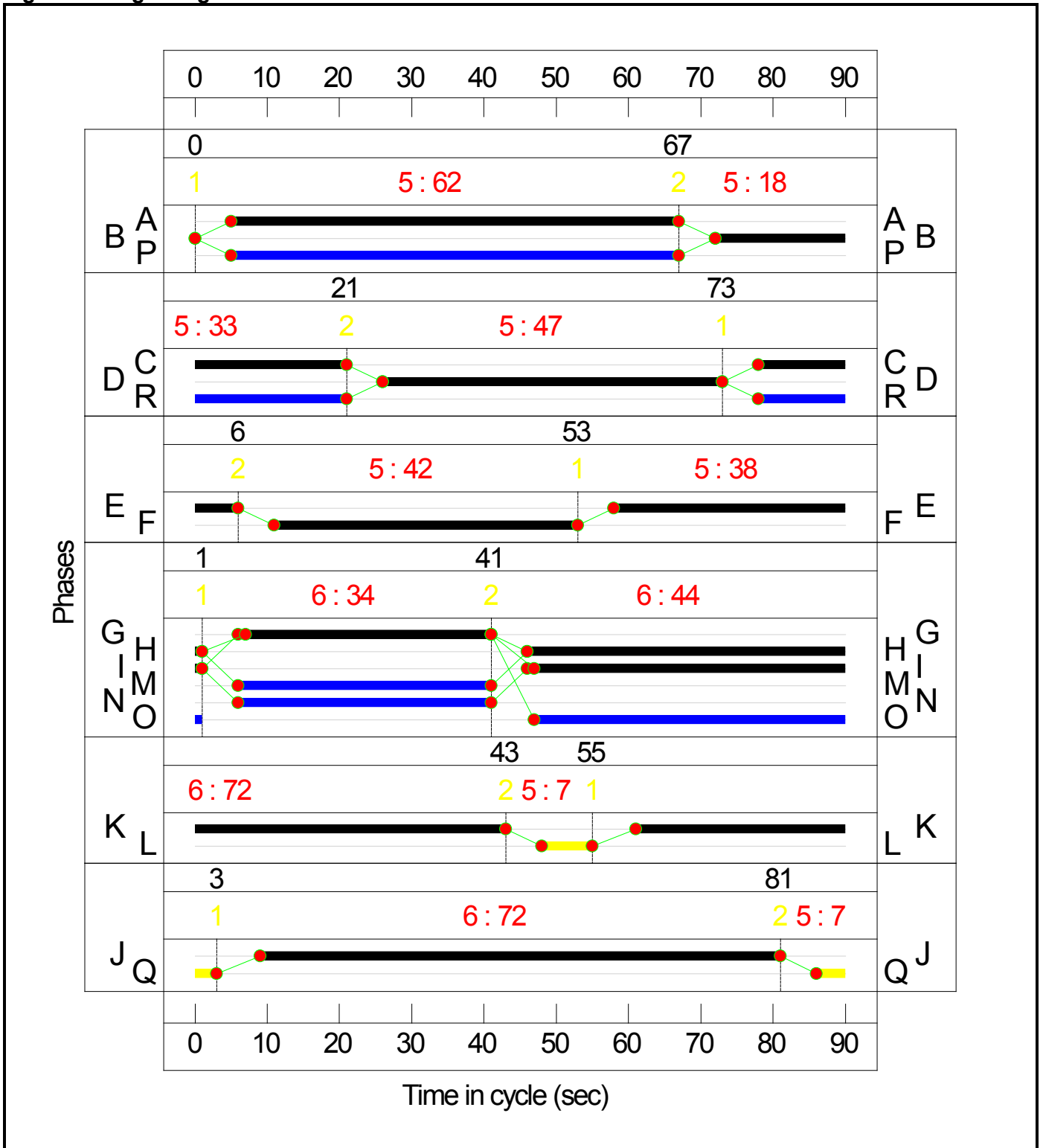
Scenario 5: '2024 DS1 Base + Dev AM' (FG5: 'Base + Dev 2024 AM DS1', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	504	472	115	1091
	B	872	0	172	395	1439
	C	723	300	0	276	1299
	D	122	66	283	0	471
	Tot.	1717	870	927	786	4300

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Gosport Road Ahead Ahead2	U	B		1	18	-	188	1800:1800	380+264	29.2 : 29.2%	-	-	-	1.8	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	911	1800	1260	72.3%	-	-	-	2.2	8.8	6.2	7.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	984	1800	1260	78.1%	-	-	-	2.7	9.9	6.7	8.4
J1:3/1		U	-		-	-	-	461	1800	1800	25.6%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	325	1800	1800	18.1%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	33	-	253	1800	680	37.2%	-	-	-	0.9	13.5	4.5	4.8
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	33	-	396	1800:1800	612+143	52.5 : 52.5%	-	-	-	0.8	7.5	4.0	4.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	47	-	739	1800:1800	880+878	42.0 : 42.0%	-	-	-	2.9	14.1	5.3	5.7
J2:2/3	Newgate Lane Ahead	U	D		1	47	-	352	1800	960	36.7%	-	-	-	1.5	15.1	5.1	5.4
J2:3/1	Northbound exit Ahead	U	J		1	72	-	988	1800	1460	67.7%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	729	1800	1460	49.9%	-	-	-	0.5	2.7	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	495	1800	860	57.6%	-	-	-	3.0	21.8	8.8	9.5
J3:1/2	Rowner Road Ahead	U	F		1	42	-	472	1800	860	54.9%	-	-	-	2.8	21.3	8.3	8.9
J3:1/3	Rowner Road Ahead	U	F		1	42	-	472	1800	860	54.9%	-	-	-	2.8	21.3	8.3	8.9

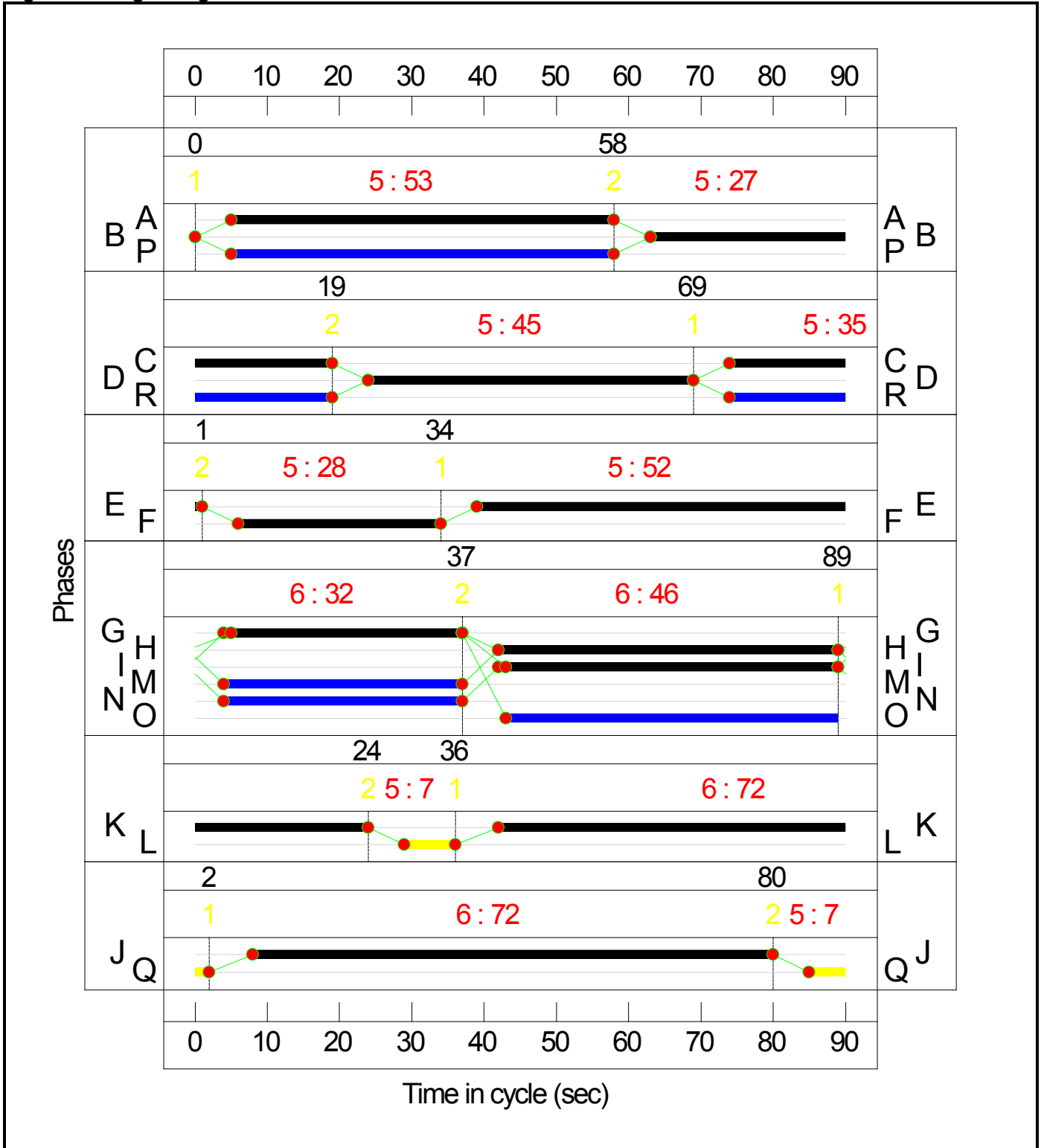
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	443	1800	780	56.8%	-	-	-	2.4	19.8	6.2	6.9
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	427	1800:1800	776+5	54.6 : 54.6%	-	-	-	2.8	23.8	8.7	9.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	435	1800	700	62.1%	-	-	-	2.6	21.4	4.4	5.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	475	1800	700	67.9%	-	-	-	2.3	17.5	2.4	3.4
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	472	1800	700	67.4%	-	-	-	2.3	17.2	2.3	3.3
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	615	1800	1460	42.1%	-	-	-	0.4	2.6	0.7	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	312	1800	1460	21.4%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	44	-	276	1800	900	30.7%	-	-	-	1.2	16.2	4.1	4.3
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	1023	1800:1800	671+673	76.1 : 76.1%	-	-	-	5.8	20.6	8.7	10.3

C1	Stream: 1 PRC for Signalled Lanes (%)	15.2	Total Delay for Signalled Lanes (pcuHr)	10.74	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	71.5	Total Delay for Signalled Lanes (pcuHr)	6.15	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	56.4	Total Delay for Signalled Lanes (pcuHr)	13.84	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	18.2	Total Delay for Signalled Lanes (pcuHr)	14.23	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	113.7	Total Delay for Signalled Lanes (pcuHr)	0.58	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.0	Total Delay for Signalled Lanes (pcuHr)	1.64	Cycle Time (s)	90
	PRC Over All Lanes (%)	15.2	Total Delay Over All Lanes(pcuHr)	47.47		

Scenario 6: '2024 DS1 Base + Dev PM' (FG6: 'Base + Dev 2024 PM DS1', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	664	722	191	1577
	B	566	0	156	173	895
	C	352	318	0	198	868
	D	118	358	319	0	795
	Tot.	1036	1340	1197	562	4135

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
J1:1/2+J1:1/1	Gosport Road Ahead Ahead2	U	B		1	27	-	471	1800:1800	560+187	63.0 : 63.0%	-	-	-	4.2	32.1	7.6	8.4
J1:1/3	Gosport Road Ahead	U	B		1	27	-	324	1800	560	57.9%	-	-	-	3.0	33.6	6.8	7.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	53	-	591	1800	1080	54.7%	-	-	-	1.4	8.5	3.4	4.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	53	-	645	1800	1080	59.7%	-	-	-	1.6	9.1	3.8	4.5
J1:3/1		U	-		-	-	-	311	1800	1800	17.3%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	251	1800	1800	13.9%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	35	-	448	1800	720	62.2%	-	-	-	1.9	15.0	9.9	10.7
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	35	-	547	1800:1800	602+253	64.0 : 64.0%	-	-	-	1.8	11.9	6.8	7.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	45	-	1090	1800:1800	860+860	63.4 : 63.4%	-	-	-	5.5	18.3	9.5	10.4
J2:2/3	Newgate Lane Ahead	U	D		1	45	-	487	1800	920	52.9%	-	-	-	2.6	18.9	8.1	8.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	709	1800	1460	48.6%	-	-	-	0.5	2.7	0.5	1.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	327	1800	1460	22.4%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	28	-	308	1800	580	53.1%	-	-	-	2.7	31.5	6.2	6.8
J3:1/2	Rowner Road Ahead	U	F		1	28	-	290	1800	580	50.0%	-	-	-	2.5	30.8	5.8	6.3
J3:1/3	Rowner Road Ahead	U	F		1	28	-	297	1800	580	51.2%	-	-	-	2.6	31.1	6.0	6.5

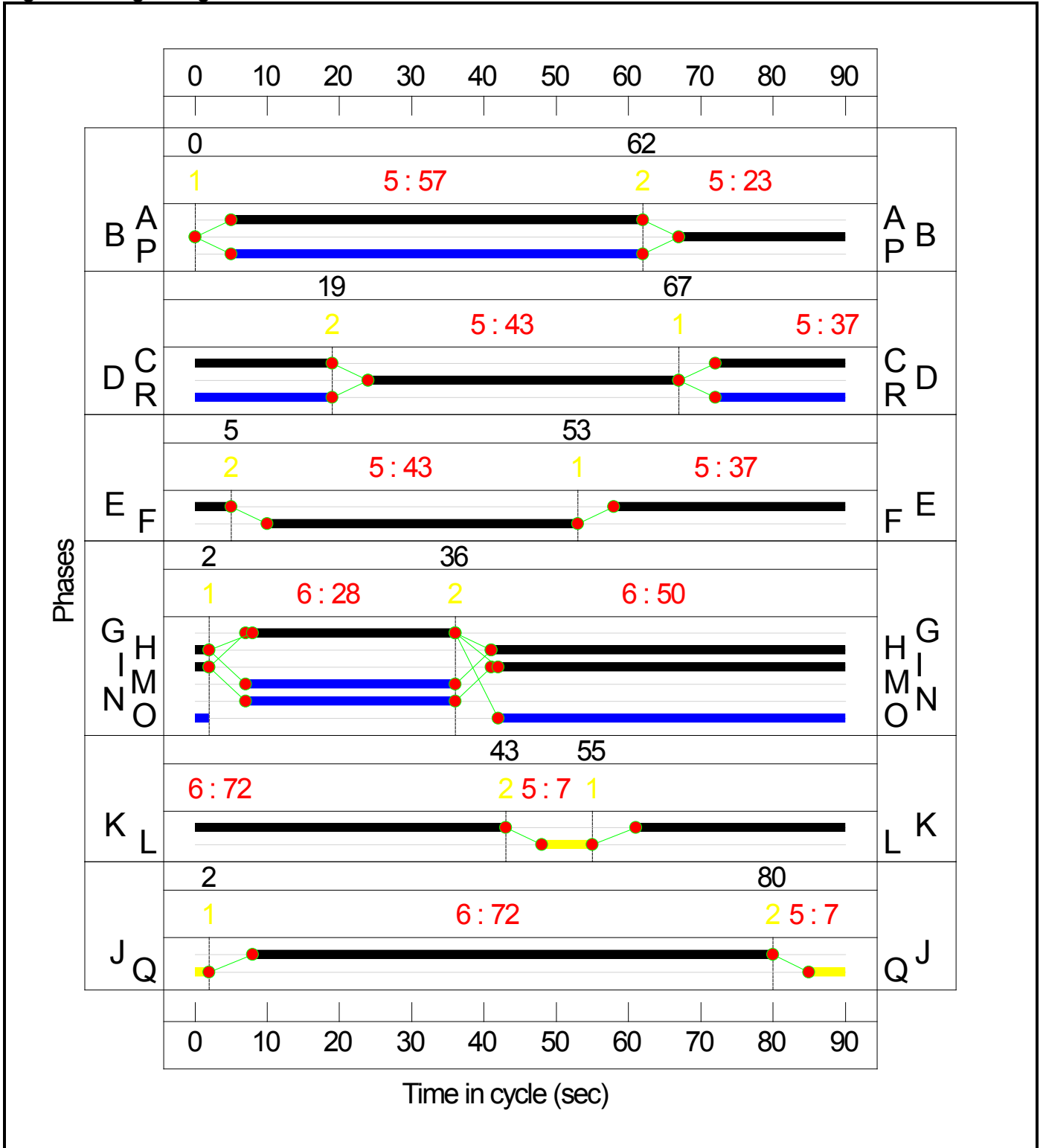
J3:2/1	Circulatory Southbound Ahead	U	E		1	52	-	583	1800	1060	55.0%	-	-	-	1.9	11.6	9.7	10.3
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	52	-	649	1800:1800	954+134	59.6 : 59.6%	-	-	-	1.9	10.4	9.5	10.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	32	-	263	1800	660	39.8%	-	-	-	1.6	22.5	2.9	3.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	32	-	370	1800	660	56.1%	-	-	-	1.7	16.4	2.2	2.8
J4:1/3	Circulatory Westbound Right	U	G		1	32	-	297	1800	660	45.0%	-	-	-	0.5	6.4	0.2	0.6
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	739	1800	1460	50.6%	-	-	-	0.6	2.9	0.7	1.3
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	458	1800	1460	31.4%	-	-	-	0.2	1.8	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	46	-	198	1800	940	21.1%	-	-	-	0.8	14.0	2.6	2.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	47	-	670	1800:1800	652+704	49.4 : 49.4%	-	-	-	2.7	14.7	5.0	5.5

C1	Stream: 1 PRC for Signalled Lanes (%)	42.8	Total Delay for Signalled Lanes (pcuHr)	10.26	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	40.6	Total Delay for Signalled Lanes (pcuHr)	11.77	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	50.9	Total Delay for Signalled Lanes (pcuHr)	11.49	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	60.5	Total Delay for Signalled Lanes (pcuHr)	7.36	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	77.8	Total Delay for Signalled Lanes (pcuHr)	0.83	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	85.3	Total Delay for Signalled Lanes (pcuHr)	0.67	Cycle Time (s)	90
	PRC Over All Lanes (%)	40.6	Total Delay Over All Lanes(pcuHr)	42.56		

Scenario 7: '2019 DS2 Base AM' (FG7: 'Base 2019 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	23	-	372	1800:1800	480+480	40.2 : 37.3%	-	-	-	3.1	30.1	3.9	4.2
J1:1/3	Gosport Road Ahead	U	B		1	23	-	302	1800	480	62.9%	-	-	-	3.3	39.1	6.6	7.5
J1:2/1	Circulatory Northbound Ahead	U	A		1	57	-	530	1800	1160	45.7%	-	-	-	1.3	8.9	4.4	4.8
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	57	-	720	1800	1160	62.1%	-	-	-	1.5	7.5	3.4	4.3
J1:3/1		U	-		-	-	-	693	1800	1800	38.5%	-	-	-	0.3	1.6	0.0	0.3
J1:3/2		U	-		-	-	-	690	1800	1800	38.3%	-	-	-	0.3	1.6	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	37	-	169	1800	760	22.2%	-	-	-	0.2	4.1	1.0	1.1
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	37	-	433	1800:1800	571+430	43.3 : 43.3%	-	-	-	0.7	5.7	2.2	2.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	43	-	375	1800:1800	845+671	24.7 : 24.7%	-	-	-	1.5	14.7	3.0	3.2
J2:2/3	Newgate Lane Ahead	U	D		1	43	-	183	1800	880	20.8%	-	-	-	0.8	15.7	2.6	2.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	709	1800	1460	48.6%	-	-	-	0.6	3.0	1.1	1.6
J2:3/2	Northbound exit Ahead	U	J		1	72	-	613	1800	1460	42.0%	-	-	-	0.4	2.3	0.2	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	380	1800	880	43.2%	-	-	-	2.0	18.5	6.1	6.5
J3:1/2	Rowner Road Ahead	U	F		1	43	-	352	1800	880	40.0%	-	-	-	1.8	18.0	5.6	5.9
J3:1/3	Rowner Road Ahead	U	F		1	43	-	369	1800	880	41.9%	-	-	-	1.9	18.3	5.8	6.2

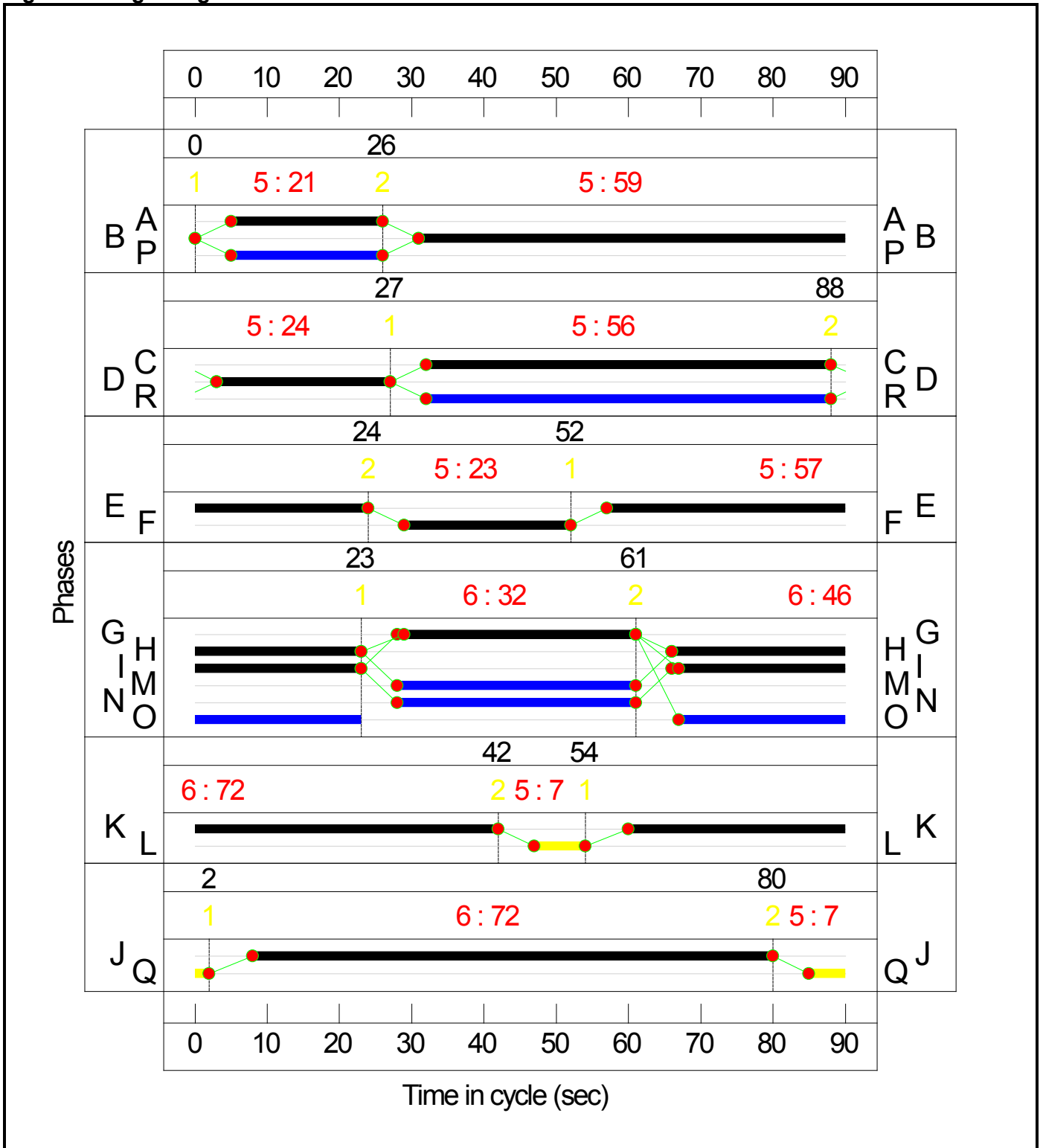
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	308	1800	760	40.5%	-	-	-	1.7	19.5	4.8	5.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	369	1800:1800	690+98	46.8 : 46.8%	-	-	-	1.7	16.8	3.5	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	28	-	387	1800	580	66.7%	-	-	-	3.0	27.9	5.6	6.6
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	28	-	398	1800	580	68.6%	-	-	-	2.8	25.6	3.5	4.6
J4:1/3	Circulatory Westbound Right	U	G		1	28	-	369	1800	580	63.6%	-	-	-	2.2	21.4	2.3	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	396	1800	1460	27.1%	-	-	-	0.2	2.1	0.4	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	228	1800	1460	15.6%	-	-	-	0.1	1.5	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	50	-	692	1800	1020	67.8%	-	-	-	3.7	19.2	12.1	13.2
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	51	-	787	1800:1800	768+618	56.8 : 56.8%	-	-	-	2.9	13.3	6.1	6.7

C1	Stream: 1 PRC for Signalled Lanes (%)	43.0	Total Delay for Signalled Lanes (pcuHr)	9.20	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	108.1	Total Delay for Signalled Lanes (pcuHr)	3.21	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	92.3	Total Delay for Signalled Lanes (pcuHr)	8.98	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	31.2	Total Delay for Signalled Lanes (pcuHr)	14.63	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	231.8	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	85.3	Total Delay for Signalled Lanes (pcuHr)	0.97	Cycle Time (s)	90
	PRC Over All Lanes (%)	31.2	Total Delay Over All Lanes(pcuHr)	37.94		

Scenario 8: '2019 DS2 Base PM' (FG8: 'Base 2019 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	59	-	831	1800:1800	1119+196	63.2 : 63.2%	-	-	-	2.7	11.5	9.6	10.5
J1:1/3	Gosport Road Ahead	U	B		1	59	-	690	1800	1200	57.5%	-	-	-	2.2	11.6	9.2	9.9
J1:2/1	Circulatory Northbound Ahead	U	A		1	21	-	263	1800	440	59.8%	-	-	-	2.1	28.7	5.8	6.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	21	-	243	1800	440	55.2%	-	-	-	2.7	40.2	5.6	6.2
J1:3/1		U	-		-	-	-	401	1800	1800	22.3%	-	-	-	0.1	1.3	0.0	0.1
J1:3/2		U	-		-	-	-	416	1800	1800	23.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	56	-	722	1800	1140	63.3%	-	-	-	1.4	7.1	2.0	2.9
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	56	-	822	1800:1800	865+437	63.1 : 63.1%	-	-	-	2.1	9.1	5.7	6.5
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	24	-	598	1800:1800	500+500	62.4 : 57.2%	-	-	-	5.4	32.6	6.8	7.5
J2:2/3	Newgate Lane Ahead	U	D		1	24	-	237	1800	500	47.4%	-	-	-	2.2	33.9	4.9	5.3
J2:3/1	Northbound exit Ahead	U	J		1	72	-	387	1800	1460	26.5%	-	-	-	0.2	2.2	0.5	0.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	96	1800	1460	6.6%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	196	1800	480	40.8%	-	-	-	1.8	33.5	4.0	4.4
J3:1/2	Rowner Road Ahead	U	F		1	23	-	184	1800	480	38.3%	-	-	-	1.7	33.0	3.7	4.0
J3:1/3	Rowner Road Ahead	U	F		1	23	-	78	1800	480	16.3%	-	-	-	0.6	29.8	1.5	1.6

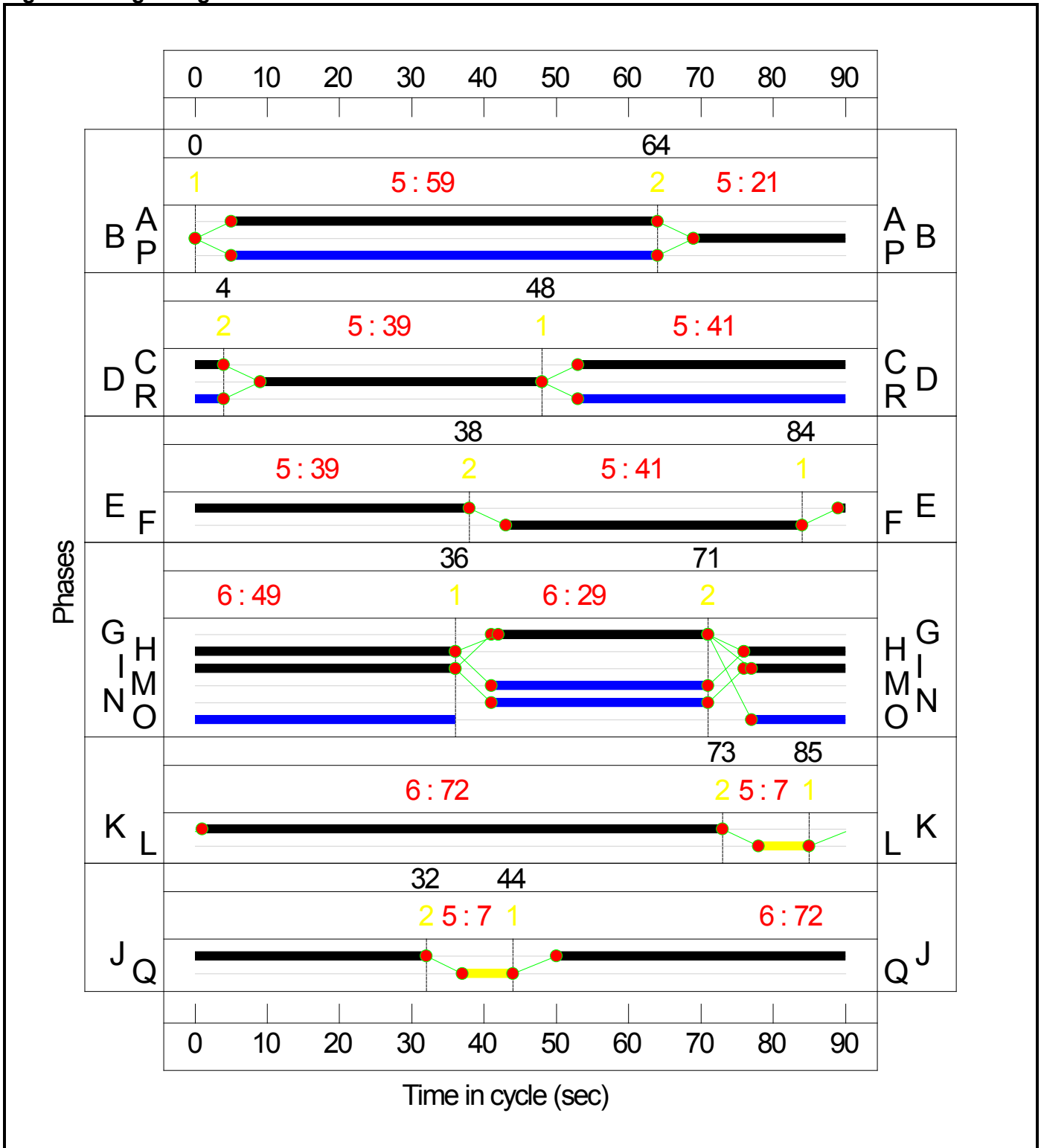
J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	511	1800	1160	44.1%	-	-	-	1.0	7.3	4.3	4.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	513	1800:1800	1008+189	42.8 : 42.8%	-	-	-	1.1	7.9	5.2	5.6
J4:1/1	Circulatory Westbound Ahead	U	G		1	32	-	226	1800	660	34.2%	-	-	-	0.7	10.4	2.5	2.8
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	32	-	265	1800	660	40.2%	-	-	-	0.6	8.8	1.9	2.3
J4:1/3	Circulatory Westbound Right	U	G		1	32	-	78	1800	660	11.8%	-	-	-	0.1	3.2	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	580	1800	1460	39.7%	-	-	-	0.4	2.3	0.4	0.7
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	333	1800	1460	22.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	46	-	326	1800	940	34.7%	-	-	-	1.4	15.5	4.7	5.0
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	47	-	428	1800:1800	757+475	34.8 : 34.8%	-	-	-	1.6	13.5	3.6	3.8

C1	Stream: 1 PRC for Signalled Lanes (%)	42.5	Total Delay for Signalled Lanes (pcuHr)	9.70	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	42.1	Total Delay for Signalled Lanes (pcuHr)	11.15	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	104.3	Total Delay for Signalled Lanes (pcuHr)	6.32	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	124.2	Total Delay for Signalled Lanes (pcuHr)	4.37	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	126.6	Total Delay for Signalled Lanes (pcuHr)	0.52	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	239.5	Total Delay for Signalled Lanes (pcuHr)	0.27	Cycle Time (s)	90
	PRC Over All Lanes (%)	42.1	Total Delay Over All Lanes(pcuHr)	32.62		

Scenario 9: '2024 DS2 Base AM' (FG9: 'Base 2024 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	21	-	412	1800:1800	440+440	49.1 : 44.5%	-	-	-	3.8	32.9	4.6	5.1
J1:1/3	Gosport Road Ahead	U	B		1	21	-	316	1800	440	71.8%	-	-	-	4.0	45.4	7.2	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	59	-	586	1800	1200	48.8%	-	-	-	2.1	12.7	10.8	11.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	59	-	812	1800	1200	67.7%	-	-	-	3.2	14.3	10.8	11.8
J1:3/1		U	-		-	-	-	742	1800	1800	41.2%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	739	1800	1800	41.1%	-	-	-	0.3	1.7	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	41	-	276	1800	840	32.9%	-	-	-	1.1	14.9	2.7	3.0
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	41	-	449	1800:1800	442+625	42.1 : 42.1%	-	-	-	1.6	12.5	3.4	3.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	39	-	515	1800:1800	800+464	40.8 : 40.8%	-	-	-	2.7	18.8	5.5	5.9
J2:2/3	Newgate Lane Ahead	U	D		1	39	-	224	1800	800	28.0%	-	-	-	1.2	19.0	3.5	3.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	782	1800	1460	53.6%	-	-	-	0.9	4.1	2.4	3.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	619	1800	1460	42.4%	-	-	-	0.5	2.7	1.1	1.4
J3:1/1	Rowner Road Ahead Left	U	F		1	41	-	445	1800	840	53.0%	-	-	-	2.7	21.6	7.8	8.3
J3:1/2	Rowner Road Ahead	U	F		1	41	-	395	1800	840	47.0%	-	-	-	2.2	20.4	6.7	7.1
J3:1/3	Rowner Road Ahead	U	F		1	41	-	399	1800	840	47.5%	-	-	-	2.3	20.5	6.8	7.2

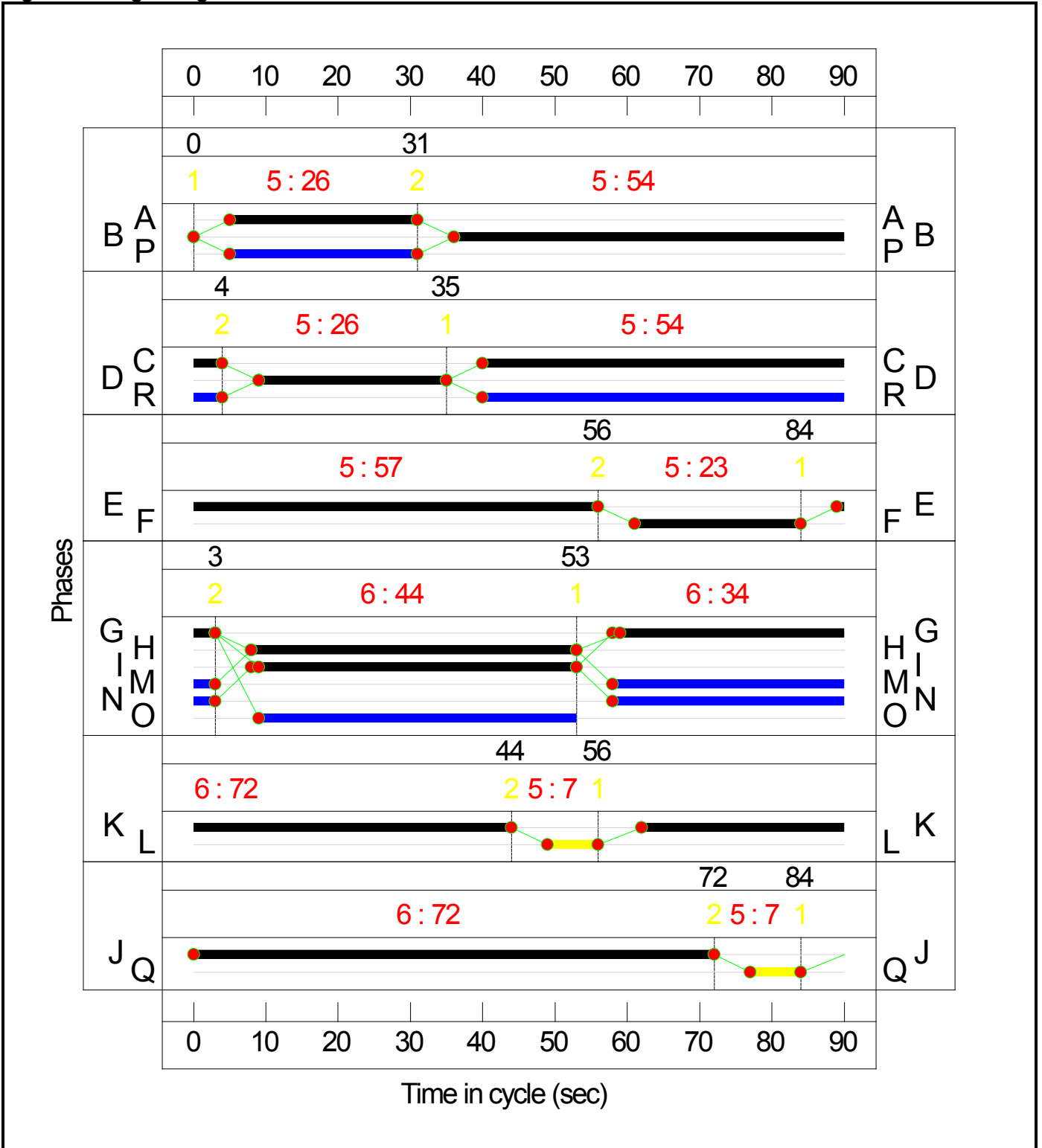
J3:2/1	Circulatory Southbound Ahead	U	E		1	39	-	378	1800	800	47.3%	-	-	-	1.2	11.4	2.3	2.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	39	-	487	1800:1800	759+55	59.8 : 59.8%	-	-	-	1.8	13.6	7.4	8.1
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	406	1800	600	67.7%	-	-	-	2.8	25.3	7.1	8.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	428	1800	600	71.3%	-	-	-	2.6	22.2	3.1	4.3
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	399	1800	600	66.5%	-	-	-	2.2	19.7	2.0	3.0
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	552	1800	1460	37.8%	-	-	-	0.4	2.5	0.8	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	319	1800	1460	21.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	920	1800:1800	755+615	67.2 : 67.2%	-	-	-	3.9	15.4	7.6	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	25.3	Total Delay for Signalled Lanes (pcuHr)	13.04	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	113.7	Total Delay for Signalled Lanes (pcuHr)	6.57	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	50.5	Total Delay for Signalled Lanes (pcuHr)	10.22	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.91	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	138.0	Total Delay for Signalled Lanes (pcuHr)	0.53	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	68.0	Total Delay for Signalled Lanes (pcuHr)	1.34	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	48.32		

Scenario 10: '2024 DS2 Base PM' (FG10: 'Base 2024 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	54	-	868	1800:1800	1026+202	70.7 : 70.7%	-	-	-	3.8	15.7	11.7	12.9
J1:1/3	Gosport Road Ahead	U	B		1	54	-	736	1800	1100	66.9%	-	-	-	3.4	16.4	12.1	13.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	26	-	306	1800	540	56.7%	-	-	-	2.0	23.4	2.3	3.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	26	-	325	1800	540	60.2%	-	-	-	2.4	26.1	4.1	4.8
J1:3/1		U	-		-	-	-	447	1800	1800	24.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	450	1800	1800	25.0%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	731	1800	1100	66.5%	-	-	-	1.1	5.5	0.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	968	1800:1800	822+455	75.8 : 75.8%	-	-	-	4.1	15.2	19.4	21.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	713	1800:1800	540+473	75.2 : 64.9%	-	-	-	6.7	33.6	9.1	10.3
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	311	1800	540	57.6%	-	-	-	3.0	34.5	6.6	7.2
J2:3/1	Northbound exit Ahead	U	J		1	72	-	449	1800	1460	30.8%	-	-	-	0.3	2.3	0.7	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	87	1800	1460	6.0%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	296	1800	480	61.7%	-	-	-	3.2	38.7	6.4	7.2
J3:1/2	Rowner Road Ahead	U	F		1	23	-	200	1800	480	41.7%	-	-	-	1.9	33.6	4.1	4.5
J3:1/3	Rowner Road Ahead	U	F		1	23	-	80	1800	480	16.7%	-	-	-	0.7	29.8	1.5	1.6

J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	567	1800	1160	48.9%	-	-	-	1.3	8.1	3.6	4.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	656	1800:1800	1052+134	55.3 : 55.3%	-	-	-	2.0	11.2	6.7	7.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	276	1800	700	39.4%	-	-	-	1.6	20.9	3.4	3.7
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	274	1800	700	39.1%	-	-	-	1.0	13.1	1.9	2.2
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	80	1800	700	11.4%	-	-	-	0.1	3.0	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	721	1800	1460	49.4%	-	-	-	0.6	2.7	0.4	0.9
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	448	1800	1460	30.7%	-	-	-	0.4	3.2	2.0	2.2
J4:3/1	Broom Way Left	U	I		1	44	-	348	1800	900	38.7%	-	-	-	1.7	17.2	5.3	5.6
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	550	1800:1800	701+563	43.5 : 43.5%	-	-	-	2.3	15.2	4.4	4.8

C1	Stream: 1 PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr)	11.49	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.7	Total Delay for Signalled Lanes (pcuHr)	14.85	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	45.9	Total Delay for Signalled Lanes (pcuHr)	9.03	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	107.0	Total Delay for Signalled Lanes (pcuHr)	6.66	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	82.2	Total Delay for Signalled Lanes (pcuHr)	0.94	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	192.7	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.7	Total Delay Over All Lanes(pcuHr)	43.63		

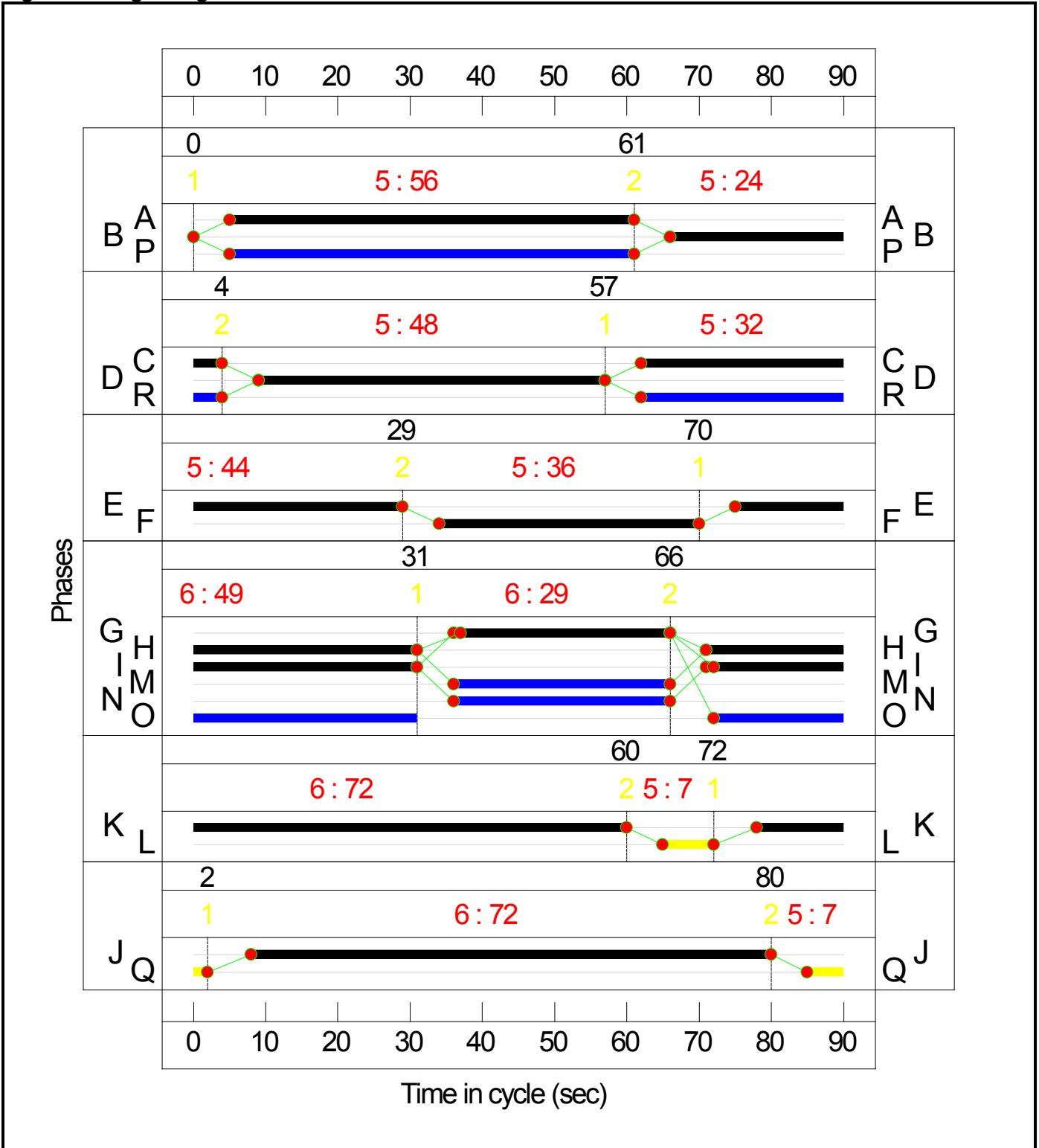
Scenario 11: '2024 DS2 Base + Dev AM' (FG11: 'Base + Dev 2024 AM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	24	-	413	1800:1800	500+430	44.4 : 44.4%	-	-	-	3.4	30.0	4.6	5.0
J1:1/3	Gosport Road Ahead	U	B		1	24	-	316	1800	500	63.2%	-	-	-	3.4	38.2	6.8	7.7
J1:2/1	Circulatory Northbound Ahead	U	A		1	56	-	622	1800	1140	54.6%	-	-	-	3.0	17.4	13.3	13.9
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	56	-	783	1800	1140	68.7%	-	-	-	3.1	14.1	9.0	10.1
J1:3/1		U	-		-	-	-	748	1800	1800	41.6%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	748	1800	1800	41.6%	-	-	-	0.4	1.7	0.0	0.4
J2:1/1	Circulatory Eastbound Ahead	U	C		1	32	-	250	1800	660	37.9%	-	-	-	1.3	18.0	2.1	2.4
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	32	-	475	1800:1800	518+373	53.3 : 53.3%	-	-	-	2.6	19.5	4.1	4.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	48	-	510	1800:1800	907+620	33.4 : 33.4%	-	-	-	1.8	12.7	4.1	4.4
J2:2/3	Newgate Lane Ahead	U	D		1	48	-	286	1800	980	29.2%	-	-	-	1.1	13.7	3.8	4.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	813	1800	1460	55.7%	-	-	-	0.7	3.3	1.1	1.8
J2:3/2	Northbound exit Ahead	U	J		1	72	-	596	1800	1460	40.8%	-	-	-	0.4	2.3	0.3	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	36	-	428	1800	740	57.8%	-	-	-	3.1	26.2	8.2	8.9
J3:1/2	Rowner Road Ahead	U	F		1	36	-	390	1800	740	52.7%	-	-	-	2.7	25.1	7.3	7.8
J3:1/3	Rowner Road Ahead	U	F		1	36	-	424	1800	740	57.3%	-	-	-	3.1	26.1	8.1	8.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	44	-	418	1800	900	46.4%	-	-	-	1.4	12.3	3.3	3.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	44	-	485	1800:1800	839+80	52.8 : 52.8%	-	-	-	1.5	11.0	3.1	3.6
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	395	1800	600	65.8%	-	-	-	2.7	24.2	8.5	9.5
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	432	1800	600	72.0%	-	-	-	2.4	19.8	9.5	10.8
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	424	1800	600	70.7%	-	-	-	1.9	16.0	2.0	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	592	1800	1460	40.5%	-	-	-	0.4	2.6	0.7	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	302	1800	1460	20.7%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	924	1800:1800	792+503	71.4 : 71.4%	-	-	-	4.2	16.5	8.8	10.0

C1	Stream: 1 PRC for Signalled Lanes (%)	31.0	Total Delay for Signalled Lanes (pcuHr)	12.87	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	68.8	Total Delay for Signalled Lanes (pcuHr)	6.71	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	55.6	Total Delay for Signalled Lanes (pcuHr)	11.81	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.46	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	122.0	Total Delay for Signalled Lanes (pcuHr)	0.56	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	61.6	Total Delay for Signalled Lanes (pcuHr)	1.12	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	49.23		

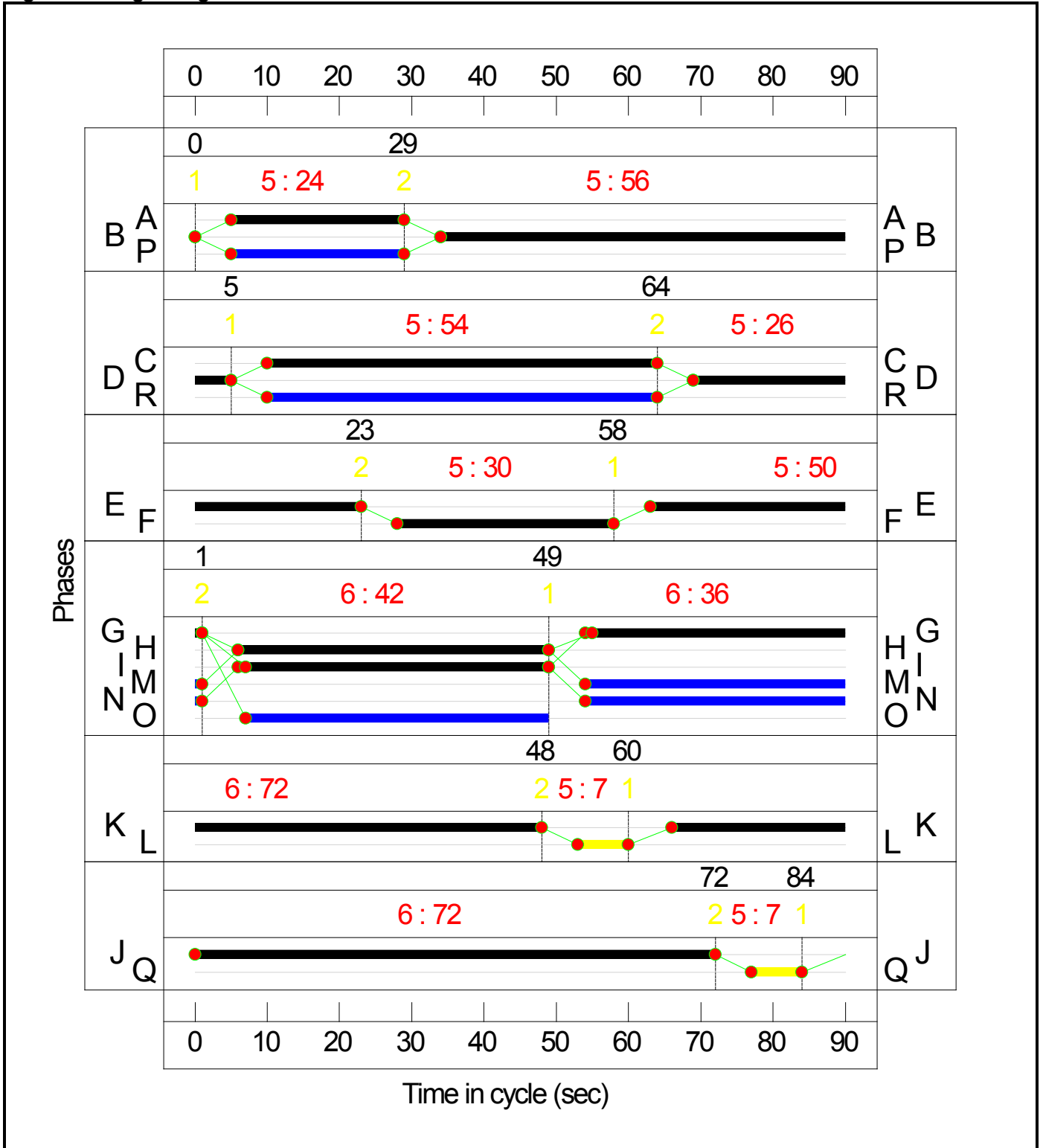
Scenario 12: '2024 DS2 Base + Dev PM' (FG12: 'Base + Dev 2024 PM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	56	-	878	1800:1800	1057+214	69.1 : 69.1%	-	-	-	3.4	14.1	11.2	12.3
J1:1/3	Gosport Road Ahead	U	B		1	56	-	731	1800	1140	64.1%	-	-	-	3.0	14.6	11.2	12.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	24	-	329	1800	500	65.8%	-	-	-	2.4	26.0	2.4	3.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	24	-	341	1800	500	68.2%	-	-	-	3.2	34.0	7.7	8.8
J1:3/1		U	-		-	-	-	448	1800	1800	24.9%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	451	1800	1800	25.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	736	1800	1100	66.9%	-	-	-	2.8	13.9	6.5	7.5
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	963	1800:1800	837+426	76.2 : 76.2%	-	-	-	3.3	12.4	5.5	7.1
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	724	1800:1800	540+492	75.7 : 64.0%	-	-	-	6.7	33.6	9.2	10.4
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	319	1800	540	59.1%	-	-	-	3.1	34.9	6.7	7.5
J2:3/1	Northbound exit Ahead	U	J		1	72	-	477	1800	1460	32.7%	-	-	-	0.3	2.4	0.7	1.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	103	1800	1460	7.1%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	30	-	288	1800	620	46.5%	-	-	-	2.3	28.4	5.6	6.0
J3:1/2	Rowner Road Ahead	U	F		1	30	-	211	1800	620	34.0%	-	-	-	1.5	26.3	3.9	4.1
J3:1/3	Rowner Road Ahead	U	F		1	30	-	101	1800	620	16.3%	-	-	-	0.7	24.0	1.7	1.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	50	-	589	1800	1020	57.7%	-	-	-	0.9	5.8	2.6	3.3
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	50	-	644	1800:1800	935+109	61.7 : 61.7%	-	-	-	1.3	7.5	5.2	6.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	277	1800	740	37.4%	-	-	-	1.4	17.8	4.1	4.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	278	1800	740	37.6%	-	-	-	1.6	21.4	5.6	5.9
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	101	1800	740	13.6%	-	-	-	0.6	20.6	2.4	2.5
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	743	1800	1460	50.9%	-	-	-	0.6	2.9	0.7	1.2
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	434	1800	1460	29.7%	-	-	-	0.2	1.8	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	42	-	348	1800	860	40.5%	-	-	-	1.8	18.7	5.6	5.9
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	565	1800:1800	689+509	47.2 : 47.2%	-	-	-	2.6	16.9	5.1	5.5

C1	Stream: 1 PRC for Signalled Lanes (%)	30.3	Total Delay for Signalled Lanes (pcuHr)	12.01	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.0	Total Delay for Signalled Lanes (pcuHr)	16.00	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	45.8	Total Delay for Signalled Lanes (pcuHr)	6.79	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	90.8	Total Delay for Signalled Lanes (pcuHr)	8.05	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	76.9	Total Delay for Signalled Lanes (pcuHr)	0.80	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	175.5	Total Delay for Signalled Lanes (pcuHr)	0.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.0	Total Delay Over All Lanes(pcuHr)	44.34		

Pegasus Group LinSig Report

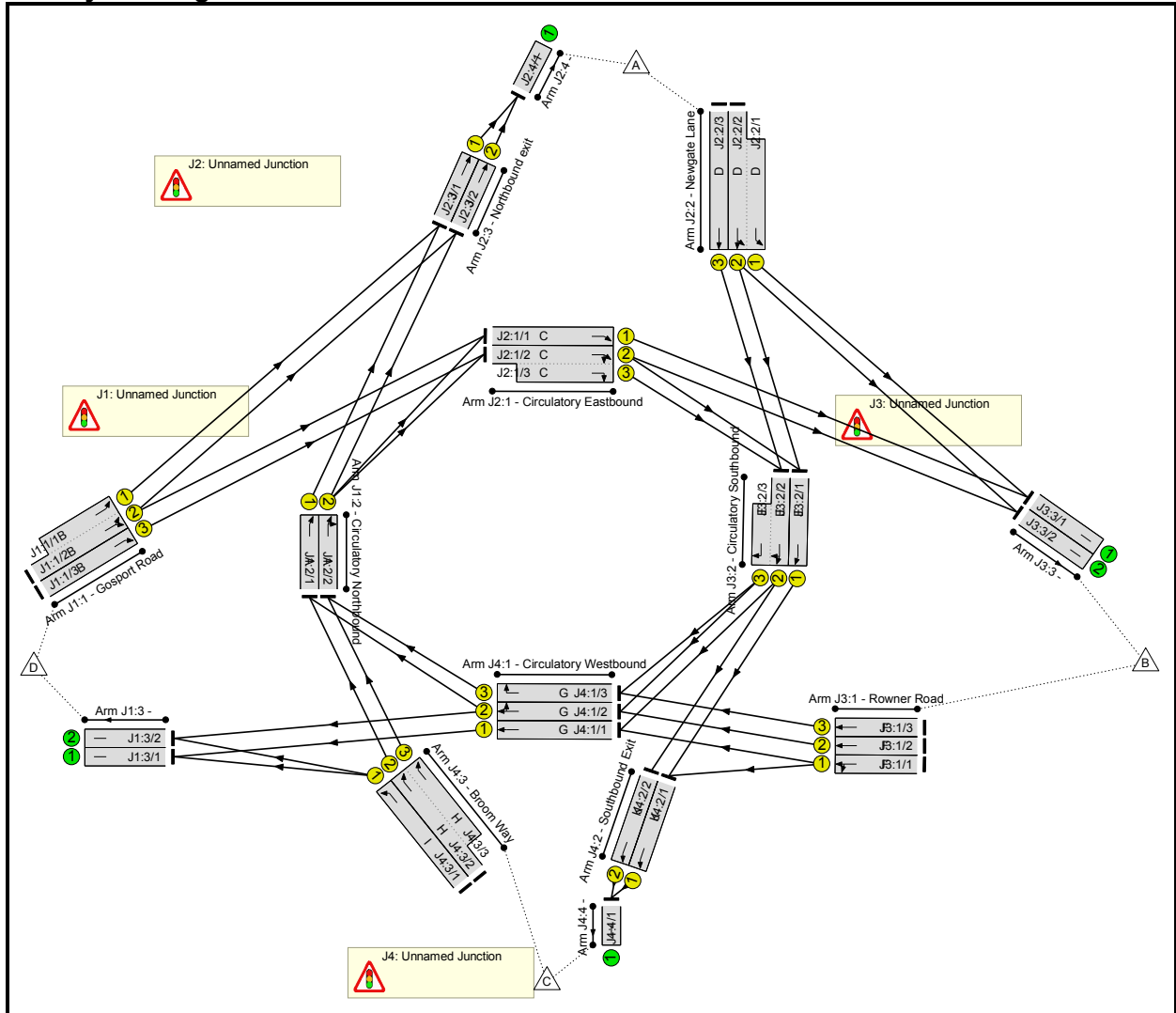
User and Project Details

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	15.5	46.92
6	2024 DS1 Base + Dev PM	Base + Dev 2024 PM DS1	Network Control Plan 1	17:00 - 18:00	90	35.4	42.53
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	48.97
12	2024 DS2 Base + Dev PM	Base + Dev 2024 PM DS2	Network Control Plan 1	17:00 - 18:00	90	18.0	44.25

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	-	-	-	-	-	-

Junction: J4: 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)
J4:1/1 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/2 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/3 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:2/1 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:2/2 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:3/1 (Broom Way)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J4:3/2 (Broom Way)	U	H	2	3	60.0	User	1800	-	-	-	-	-
J4:3/3 (Broom Way)	U	H	2	3	10.4	User	1800	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J3: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction

There are no Opposed Lanes in this Junction

Lane Connector Input Data

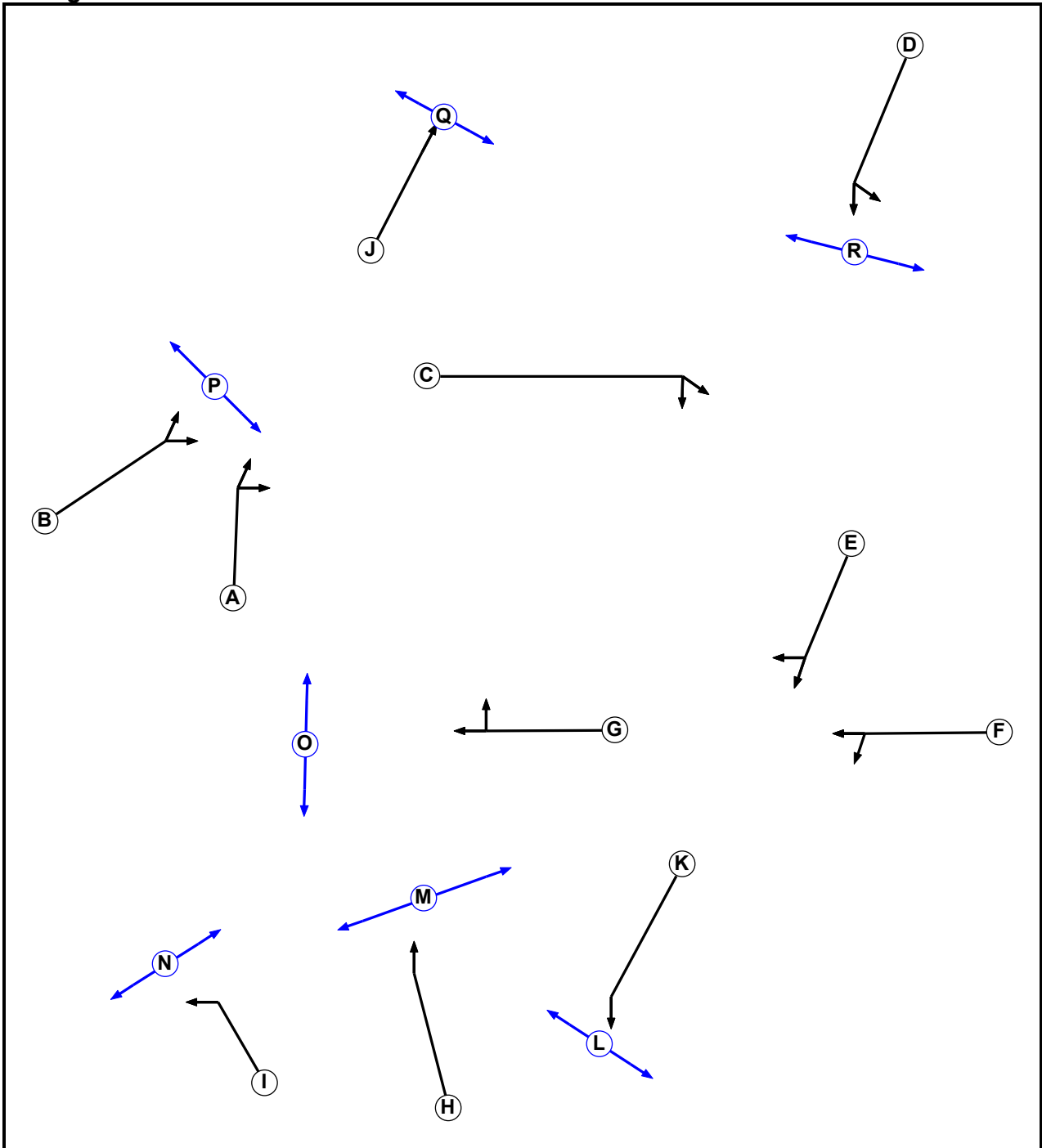
Junction: J1: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Leaving	5	35
J1:1/2	J2:1/1	Leaving	5	35
J1:1/2	J2:3/2	Leaving	5	35
J1:1/3	J2:1/2	Leaving	5	35
J1:2/1	J2:3/1	Leaving	5	35
J1:2/2	J2:1/1	Leaving	5	35
J1:2/2	J2:1/2	Leaving	5	35
J1:2/2	J2:3/2	Leaving	5	35
J4:1/1	J1:3/1	Entering	5	35
J4:1/2	J1:2/1	Entering	5	35
J4:1/2	J1:3/2	Entering	5	35
J4:1/3	J1:2/2	Entering	5	35
J4:3/1	J1:3/1	Entering	5	35
J4:3/1	J1:3/2	Entering	5	35
J4:3/2	J1:2/1	Entering	5	35
J4:3/3	J1:2/2	Entering	5	35

Junction: J2: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Entering	5	35
J1:1/2	J2:1/1	Entering	5	35
J1:1/2	J2:3/2	Entering	5	35
J1:1/3	J2:1/2	Entering	5	35
J1:2/1	J2:3/1	Entering	5	35
J1:2/2	J2:1/1	Entering	5	35
J1:2/2	J2:1/2	Entering	5	35
J1:2/2	J2:3/2	Entering	5	35
J2:1/1	J3:3/1	Leaving	5	35
J2:1/2	J3:2/1	Leaving	5	35
J2:1/2	J3:3/2	Leaving	5	35
J2:1/3	J3:2/2	Leaving	5	35
J2:2/1	J3:3/1	Leaving	5	35
J2:2/2	J3:2/1	Leaving	5	35
J2:2/2	J3:3/2	Leaving	5	35
J2:2/3	J3:2/2	Leaving	5	35
J2:3/1	J2:4/1	Internal	5	35
J2:3/2	J2:4/1	Internal	5	35

Junction: J3: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J2:1/1	J3:3/1	Entering	5	35
J2:1/2	J3:2/1	Entering	5	35
J2:1/2	J3:3/2	Entering	5	35
J2:1/3	J3:2/2	Entering	5	35
J2:2/1	J3:3/1	Entering	5	35
J2:2/2	J3:2/1	Entering	5	35
J2:2/2	J3:3/2	Entering	5	35
J2:2/3	J3:2/2	Entering	5	35
J3:1/1	J4:1/1	Leaving	5	35
J3:1/1	J4:2/1	Leaving	5	35
J3:1/2	J4:1/2	Leaving	5	35
J3:1/3	J4:1/3	Leaving	5	35
J3:2/1	J4:2/1	Leaving	5	35
J3:2/2	J4:1/1	Leaving	5	35
J3:2/2	J4:2/2	Leaving	5	35
J3:2/3	J4:1/2	Leaving	5	35
J3:2/3	J4:1/3	Leaving	5	35

Junction: J4: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J3:1/1	J4:1/1	Entering	5	35
J3:1/1	J4:2/1	Entering	5	35
J3:1/2	J4:1/2	Entering	5	35
J3:1/3	J4:1/3	Entering	5	35
J3:2/1	J4:2/1	Entering	5	35
J3:2/2	J4:1/1	Entering	5	35
J3:2/2	J4:2/2	Entering	5	35
J3:2/3	J4:1/2	Entering	5	35
J3:2/3	J4:1/3	Entering	5	35
J4:1/1	J1:3/1	Leaving	5	35
J4:1/2	J1:2/1	Leaving	5	35
J4:1/2	J1:3/2	Leaving	5	35
J4:1/3	J1:2/2	Leaving	5	35
J4:2/1	J4:4/1	Internal	5	35
J4:2/2	J4:4/1	Internal	5	35
J4:3/1	J1:3/1	Leaving	5	35
J4:3/1	J1:3/2	Leaving	5	35
J4:3/2	J1:2/1	Leaving	5	35
J4:3/3	J1:2/2	Leaving	5	35

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

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

Phases in Stage

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

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

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	5	

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 3

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		6
	2	6	

Stage Stream: 5

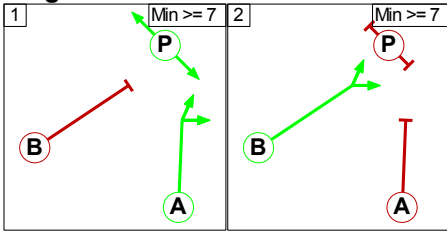
		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Stream: 6

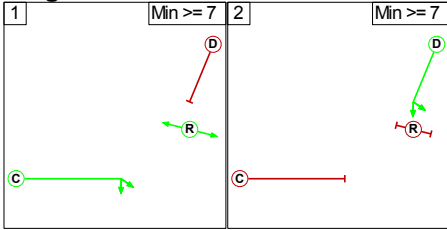
		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Diagram

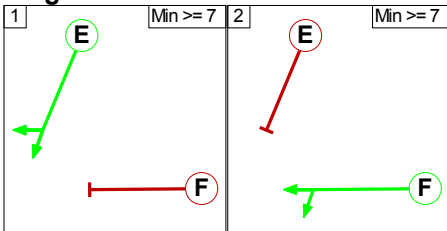
Stage Stream: 1



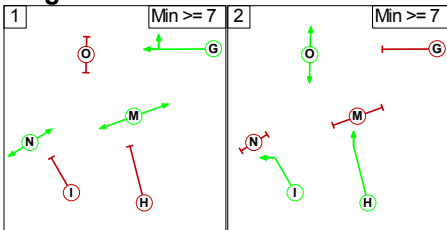
Stage Stream: 2



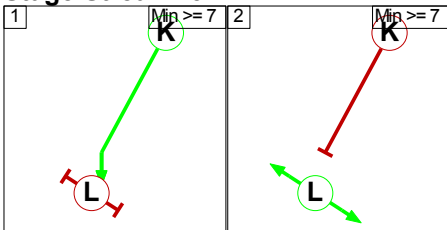
Stage Stream: 3



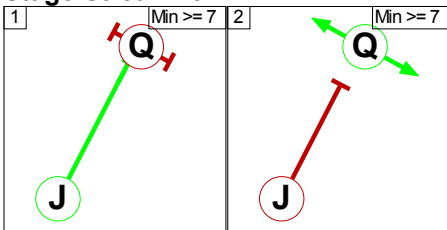
Stage Stream: 4



Stage Stream: 5



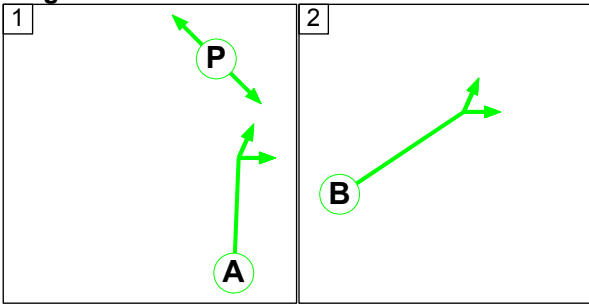
Stage Stream: 6



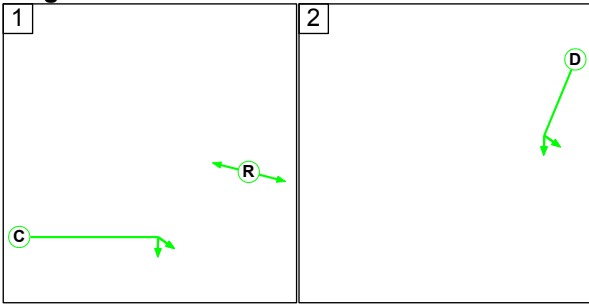
Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

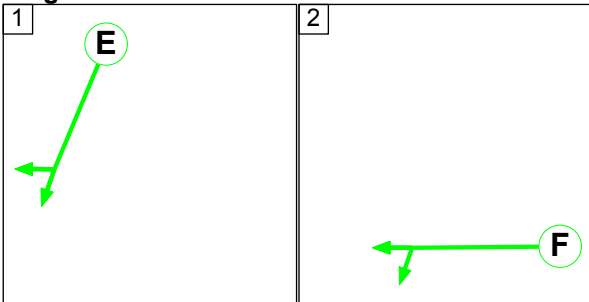
Stage Stream: 1



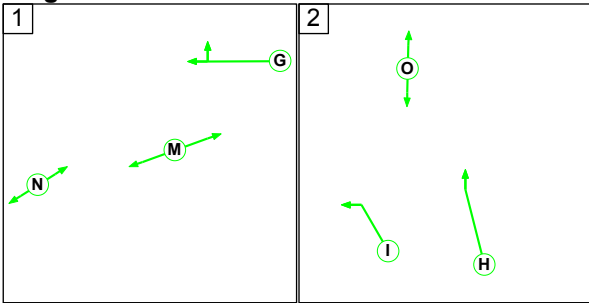
Stage Stream: 2



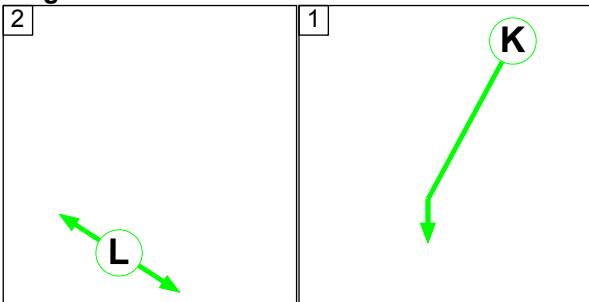
Stage Stream: 3



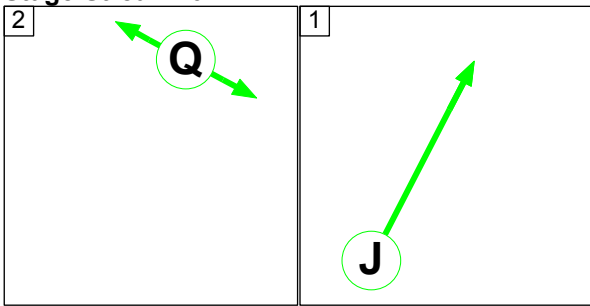
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 2,1 Stream 6: 2,1

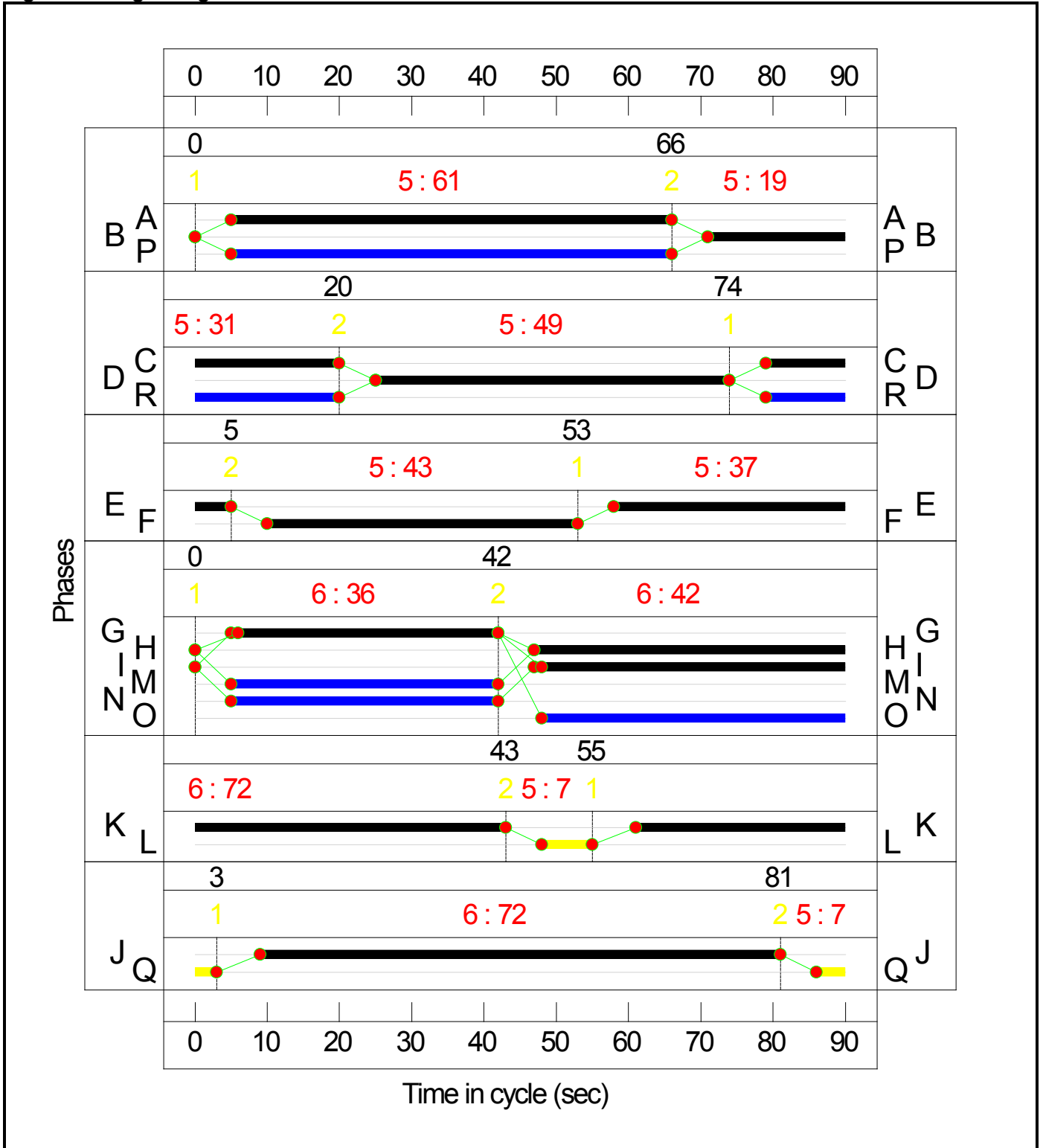
Traffic Flow Groups

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

Scenario 1: '2019 DS1 Base AM' (FG1: 'Base 2019 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	19	-	155	1800:1800	400+260	23.5 : 23.5%	-	-	-	1.4	32.1	1.9	2.1
J1:1/3	Gosport Road Ahead	U	B		1	19	-	271	1800	400	67.8%	-	-	-	3.4	45.8	6.2	7.2
J1:2/1	Circulatory Northbound Ahead	U	A		1	61	-	841	1800	1240	67.8%	-	-	-	1.8	7.9	5.4	6.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	61	-	880	1800	1240	71.0%	-	-	-	2.1	8.4	5.7	7.0
J1:3/1		U	-		-	-	-	441	1800	1800	24.5%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	264	1800	1800	14.7%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	84	1800	640	13.1%	-	-	-	0.2	8.5	1.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	446	1800:1800	413+494	49.2 : 49.2%	-	-	-	0.9	7.6	3.1	3.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	699	1800:1800	899+896	38.9 : 38.9%	-	-	-	2.5	12.7	4.8	5.1
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	152	1800	1000	15.2%	-	-	-	0.5	11.8	1.8	1.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	902	1800	1460	61.8%	-	-	-	0.8	3.4	0.3	1.1
J2:3/2	Northbound exit Ahead	U	J		1	72	-	715	1800	1460	49.0%	-	-	-	0.5	2.6	0.2	0.7
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7
J3:1/2	Rowner Road Ahead	U	F		1	43	-	419	1800	880	47.6%	-	-	-	2.2	19.2	6.9	7.3
J3:1/3	Rowner Road Ahead	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7

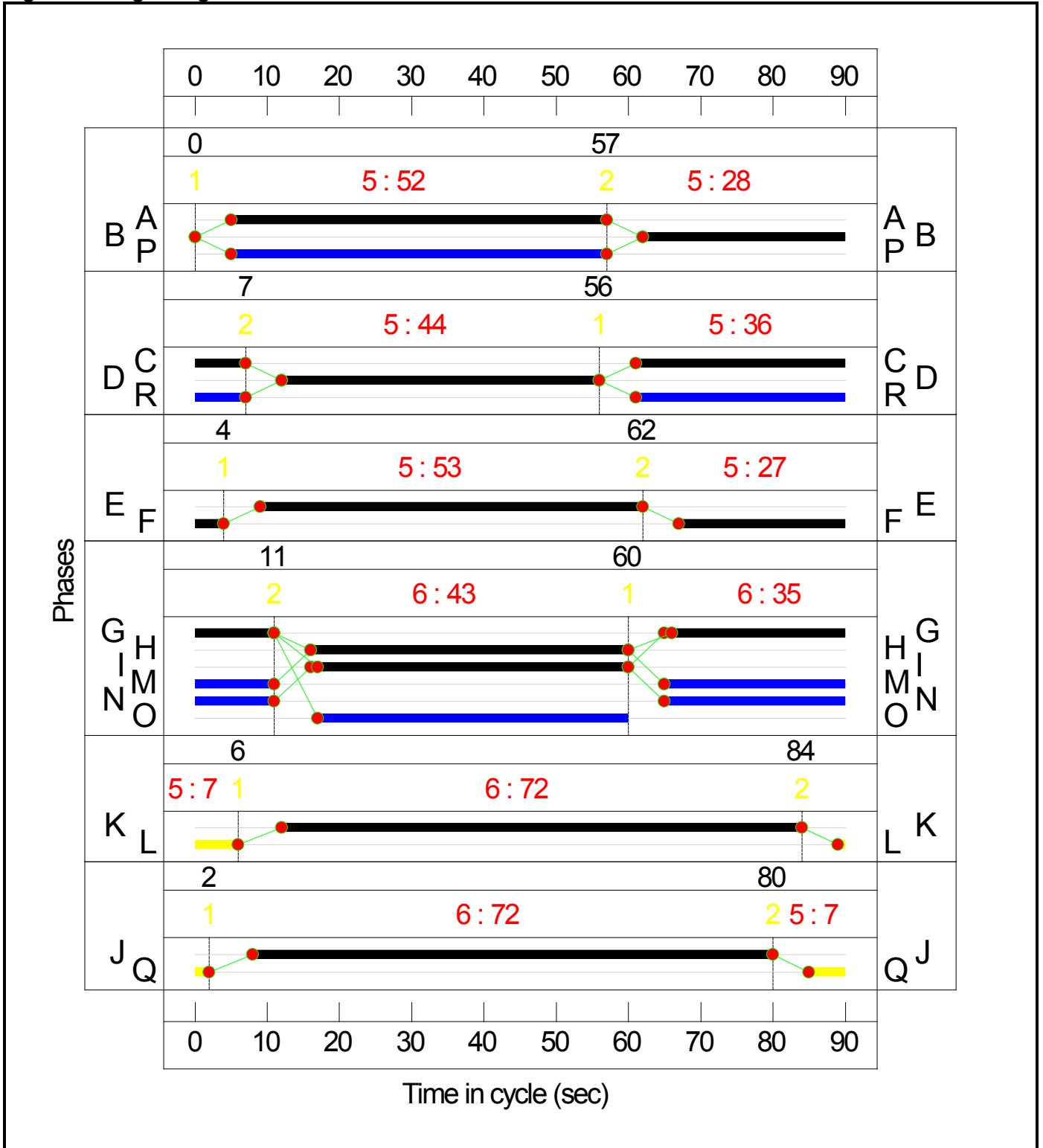
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	266	1800	760	35.0%	-	-	-	1.6	21.0	5.2	5.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	395	1800:1800	733+37	51.3 : 51.3%	-	-	-	1.7	15.5	3.4	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	415	1800	740	56.1%	-	-	-	2.0	17.6	3.2	3.9
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	438	1800	740	59.2%	-	-	-	1.9	15.5	2.4	3.1
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	435	1800	740	58.8%	-	-	-	1.7	14.4	2.0	2.7
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	352	1800	1460	24.1%	-	-	-	0.2	2.0	0.4	0.5
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	310	1800	1460	21.2%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	42	-	256	1800	860	29.8%	-	-	-	1.2	17.3	3.8	4.1
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	882	1800:1800	644+656	67.9 : 67.9%	-	-	-	4.9	19.9	7.5	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	26.8	Total Delay for Signalled Lanes (pcuHr)	8.73	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	83.1	Total Delay for Signalled Lanes (pcuHr)	4.10	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	75.5	Total Delay for Signalled Lanes (pcuHr)	10.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr)	11.76	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	273.3	Total Delay for Signalled Lanes (pcuHr)	0.33	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	45.7	Total Delay for Signalled Lanes (pcuHr)	1.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	26.8	Total Delay Over All Lanes(pcuHr)	36.73		

Scenario 2: '2019 DS1 Base PM' (FG2: 'Base 2019 PM DS1', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

		Destination					Tot.
		A	B	C	D		
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



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	Gosport Road Ahead Ahead2	U	B		1	28	-	416	1800:1800	580+172	55.3 : 55.3%	-	-	-	3.4	29.7	6.6	7.2
J1:1/3	Gosport Road Ahead	U	B		1	28	-	318	1800	580	54.8%	-	-	-	2.8	31.9	6.5	7.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	52	-	512	1800	1060	48.3%	-	-	-	1.8	12.8	6.6	7.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	52	-	541	1800	1060	51.0%	-	-	-	2.1	14.1	7.7	8.3
J1:3/1		U	-		-	-	-	263	1800	1800	14.6%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	228	1800	1800	12.7%	-	-	-	0.1	1.1	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	36	-	371	1800	740	50.1%	-	-	-	0.9	8.7	1.3	1.8
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	36	-	492	1800:1800	598+305	54.5 : 54.5%	-	-	-	2.0	14.7	4.4	5.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	44	-	944	1800:1800	850+850	55.5 : 55.5%	-	-	-	4.6	17.6	7.9	8.5
J2:2/3	Newgate Lane Ahead	U	D		1	44	-	406	1800	900	45.1%	-	-	-	2.0	18.2	6.5	7.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	607	1800	1460	41.6%	-	-	-	0.4	2.4	0.4	0.8
J2:3/2	Northbound exit Ahead	U	J		1	72	-	317	1800	1460	21.7%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	27	-	220	1800	560	39.3%	-	-	-	1.8	29.6	4.3	4.6
J3:1/2	Rowner Road Ahead	U	F		1	27	-	237	1800	560	42.3%	-	-	-	2.0	30.2	4.7	5.0
J3:1/3	Rowner Road Ahead	U	F		1	27	-	286	1800	560	51.1%	-	-	-	2.5	31.9	5.8	6.3

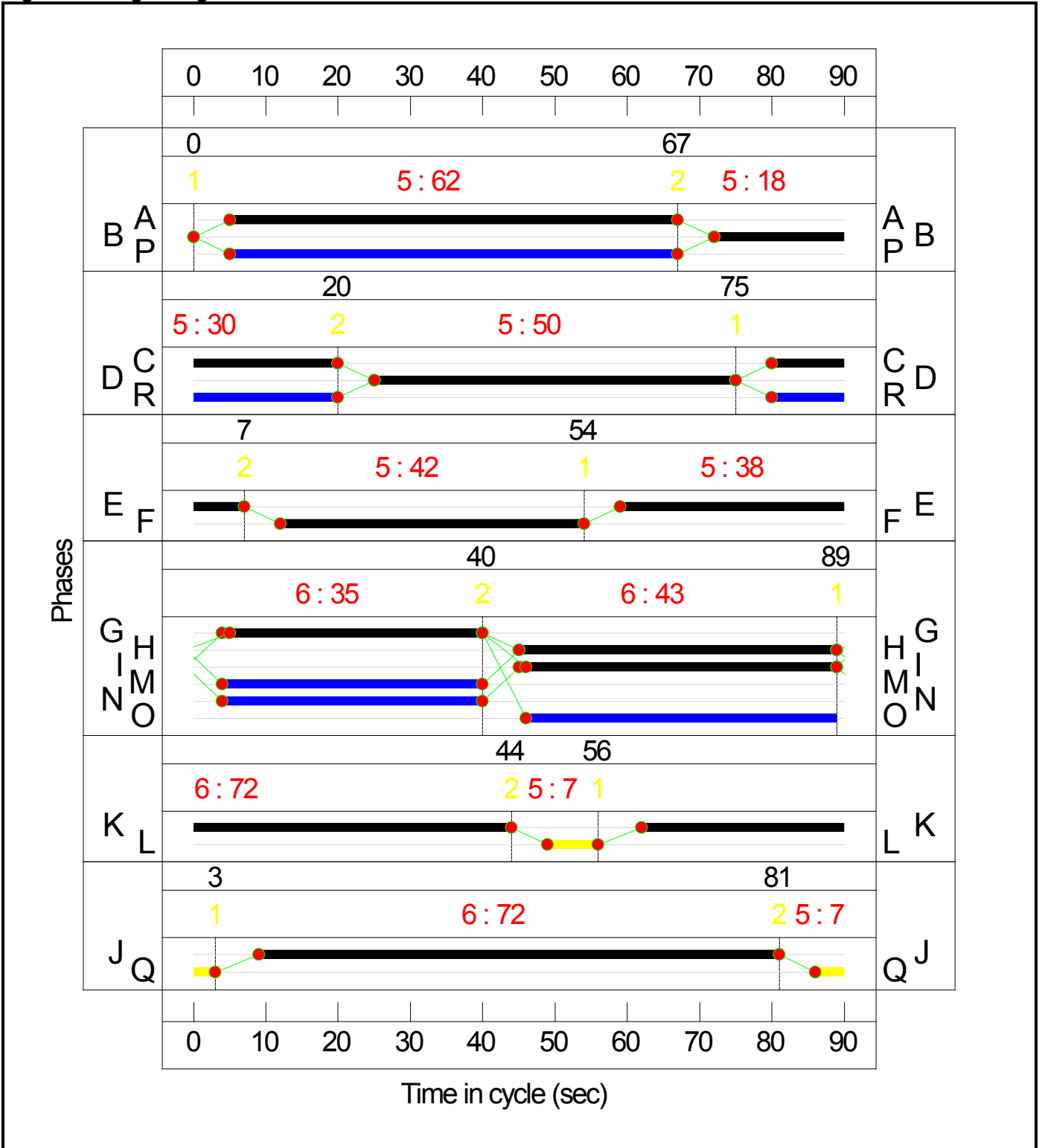
J3:2/1	Circulatory Southbound Ahead	U	E		1	53	-	450	1800	1080	41.7%	-	-	-	1.1	8.7	3.5	3.9
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	53	-	572	1800:1800	891+244	50.4 : 50.4%	-	-	-	1.4	8.8	4.1	4.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	187	1800	720	26.0%	-	-	-	0.5	9.6	1.0	1.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	360	1800	720	50.0%	-	-	-	1.6	16.1	4.0	4.5
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	286	1800	720	39.7%	-	-	-	0.3	4.3	0.0	0.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	521	1800	1460	35.7%	-	-	-	0.3	2.2	0.3	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	411	1800	1460	28.2%	-	-	-	0.2	1.7	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	181	1800	880	20.6%	-	-	-	0.8	15.7	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	530	1800:1800	673+624	40.9 : 40.9%	-	-	-	2.3	15.5	4.0	4.4

C1	Stream: 1 PRC for Signalled Lanes (%)	62.6	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	62.1	Total Delay for Signalled Lanes (pcuHr)	9.58	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	76.2	Total Delay for Signalled Lanes (pcuHr)	8.82	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	80.0	Total Delay for Signalled Lanes (pcuHr)	5.53	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	152.2	Total Delay for Signalled Lanes (pcuHr)	0.51	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	116.5	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
	PRC Over All Lanes (%)	62.1	Total Delay Over All Lanes(pcuHr)	35.33		

Scenario 3: '2024 DS1 Base AM' (FG3: 'Base 2024 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	187	1800:1800	380+260	29.2 : 29.2%	-	-	-	1.7	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	908	1800	1260	72.1%	-	-	-	2.2	8.6	6.2	7.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	977	1800	1260	77.5%	-	-	-	2.6	9.7	6.6	8.3
J1:3/1		U	-		-	-	-	464	1800	1800	25.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	317	1800	1800	17.6%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	30	-	162	1800	620	26.1%	-	-	-	0.6	12.9	3.1	3.3
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	30	-	487	1800:1800	380+489	56.1 : 56.1%	-	-	-	1.3	9.7	3.6	4.2
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	50	-	837	1800:1800	908+892	46.5 : 46.5%	-	-	-	3.0	12.9	5.9	6.3
J2:2/3	Newgate Lane Ahead	U	D		1	50	-	203	1800	1020	19.9%	-	-	-	0.7	11.7	2.4	2.5
J2:3/1	Northbound exit Ahead	U	J		1	72	-	984	1800	1460	67.4%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	722	1800	1460	49.5%	-	-	-	0.5	2.6	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	503	1800	860	58.5%	-	-	-	3.1	22.1	9.1	9.8
J3:1/2	Rowner Road Ahead	U	F		1	42	-	464	1800	860	54.0%	-	-	-	2.7	21.1	8.1	8.7
J3:1/3	Rowner Road Ahead	U	F		1	42	-	467	1800	860	54.3%	-	-	-	2.7	21.1	8.2	8.8

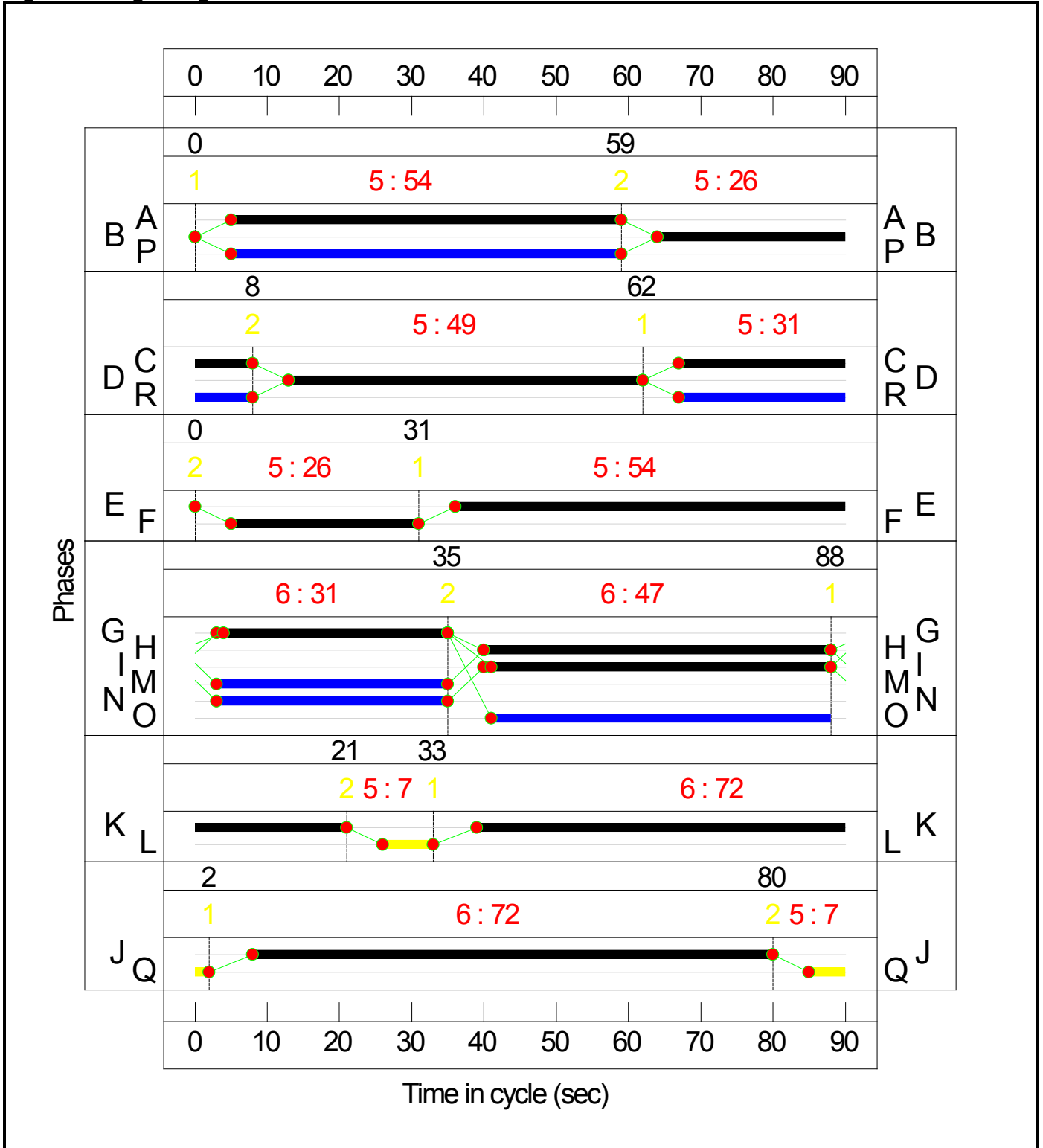
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	370	1800	780	47.4%	-	-	-	2.6	24.8	8.5	9.0
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	477	1800:1800	773+10	61.0 : 61.0%	-	-	-	2.2	16.7	4.8	5.5
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	435	1800	720	60.4%	-	-	-	2.5	21.0	4.4	5.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	470	1800	720	65.3%	-	-	-	2.3	17.5	2.7	3.6
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	467	1800	720	64.9%	-	-	-	2.2	17.2	2.5	3.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	542	1800	1460	37.1%	-	-	-	0.4	2.5	0.7	1.0
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	367	1800	1460	25.1%	-	-	-	0.2	1.6	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	276	1800	880	31.4%	-	-	-	1.3	16.9	4.1	4.4
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	1018	1800:1800	660+663	76.9 : 76.9%	-	-	-	6.1	21.5	8.8	10.4

C1	Stream: 1 PRC for Signalled Lanes (%)	16.1	Total Delay for Signalled Lanes (pcuHr)	10.57	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	60.6	Total Delay for Signalled Lanes (pcuHr)	5.55	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	47.7	Total Delay for Signalled Lanes (pcuHr)	13.31	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	17.0	Total Delay for Signalled Lanes (pcuHr)	14.44	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	142.4	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr)	1.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	16.1	Total Delay Over All Lanes(pcuHr)	46.31		

Scenario 4: '2024 DS1 Base PM' (FG4: 'Base 2024 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	26	-	442	1800:1800	540+185	60.9 : 60.9%	-	-	-	4.0	32.4	7.0	7.8
J1:1/3	Gosport Road Ahead	U	B		1	26	-	348	1800	540	64.4%	-	-	-	3.5	36.6	7.5	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	54	-	565	1800	1100	51.4%	-	-	-	1.2	7.9	3.2	3.7
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	54	-	632	1800	1100	57.5%	-	-	-	1.4	8.1	3.3	4.0
J1:3/1		U	-		-	-	-	308	1800	1800	17.1%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	252	1800	1800	14.0%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	373	1800	640	58.3%	-	-	-	1.1	10.2	2.1	2.7
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	622	1800:1800	481+477	64.9 : 64.9%	-	-	-	3.3	19.3	7.3	8.3
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	1166	1800:1800	900+891	65.1 : 65.1%	-	-	-	5.2	16.0	9.6	10.5
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	392	1800	1000	39.2%	-	-	-	1.6	14.3	5.6	5.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	678	1800	1460	46.4%	-	-	-	0.5	2.6	0.5	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	314	1800	1460	21.5%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	26	-	300	1800	540	55.6%	-	-	-	2.8	33.9	6.2	6.9
J3:1/2	Rowner Road Ahead	U	F		1	26	-	272	1800	540	50.4%	-	-	-	2.5	32.7	5.6	6.1
J3:1/3	Rowner Road Ahead	U	F		1	26	-	298	1800	540	55.2%	-	-	-	2.8	33.8	6.2	6.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	54	-	520	1800	1100	47.3%	-	-	-	2.3	15.7	11.4	11.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	54	-	702	1800:1800	1008+115	62.5 : 62.5%	-	-	-	2.8	14.6	9.0	9.8
J4:1/1	Circulatory Westbound Ahead	U	G		1	31	-	261	1800	640	40.8%	-	-	-	1.8	24.6	3.1	3.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	31	-	344	1800	640	53.8%	-	-	-	1.5	16.1	1.9	2.5
J4:1/3	Circulatory Westbound Right	U	G		1	31	-	298	1800	640	46.6%	-	-	-	0.5	6.1	0.1	0.6
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	676	1800	1460	46.3%	-	-	-	0.6	2.9	1.1	1.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	513	1800	1460	35.1%	-	-	-	0.3	1.9	0.0	0.3
J4:3/1	Broom Way Left	U	I		1	47	-	198	1800	960	20.6%	-	-	-	0.7	13.4	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	48	-	656	1800:1800	683+709	47.1 : 47.1%	-	-	-	2.5	13.9	4.6	5.1

C1	Stream: 1 PRC for Signalled Lanes (%)	39.7	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	38.3	Total Delay for Signalled Lanes (pcuHr)	11.14	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	44.0	Total Delay for Signalled Lanes (pcuHr)	13.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	67.4	Total Delay for Signalled Lanes (pcuHr)	7.09	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	94.4	Total Delay for Signalled Lanes (pcuHr)	0.82	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	93.8	Total Delay for Signalled Lanes (pcuHr)	0.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	38.3	Total Delay Over All Lanes(pcuHr)	43.27		

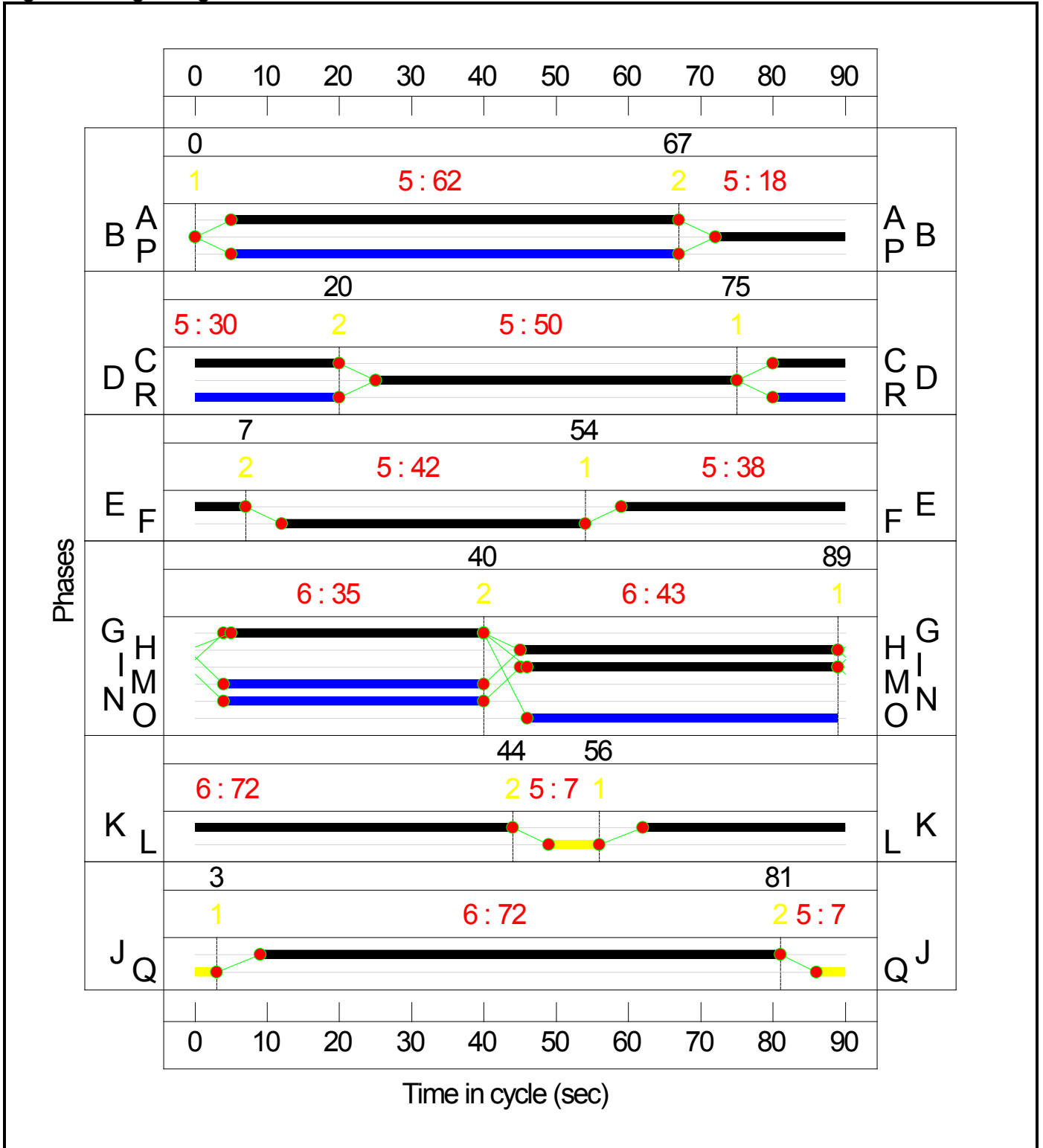
Scenario 5: '2024 DS1 Base + Dev AM' (FG5: 'Base + Dev 2024 AM DS1', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	188	1800:1800	380+258	29.5 : 29.5%	-	-	-	1.8	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	912	1800	1260	72.4%	-	-	-	2.2	8.7	6.2	7.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	982	1800	1260	77.9%	-	-	-	2.7	9.8	6.6	8.4
J1:3/1		U	-		-	-	-	466	1800	1800	25.9%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	319	1800	1800	17.7%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	30	-	152	1800	620	24.5%	-	-	-	0.5	12.4	2.9	3.0
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	30	-	497	1800:1800	475+444	54.1 : 54.1%	-	-	-	1.3	9.7	4.3	4.9
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	50	-	849	1800:1800	912+880	47.4 : 47.4%	-	-	-	3.1	13.0	6.1	6.6
J2:2/3	Newgate Lane Ahead	U	D		1	50	-	232	1800	1020	22.7%	-	-	-	0.8	12.0	2.8	3.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	988	1800	1460	67.7%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	728	1800	1460	49.9%	-	-	-	0.5	2.7	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	507	1800	860	59.0%	-	-	-	3.1	22.2	9.2	9.9
J3:1/2	Rowner Road Ahead	U	F		1	42	-	462	1800	860	53.7%	-	-	-	2.7	21.0	8.1	8.7
J3:1/3	Rowner Road Ahead	U	F		1	42	-	470	1800	860	54.7%	-	-	-	2.8	21.2	8.2	8.8

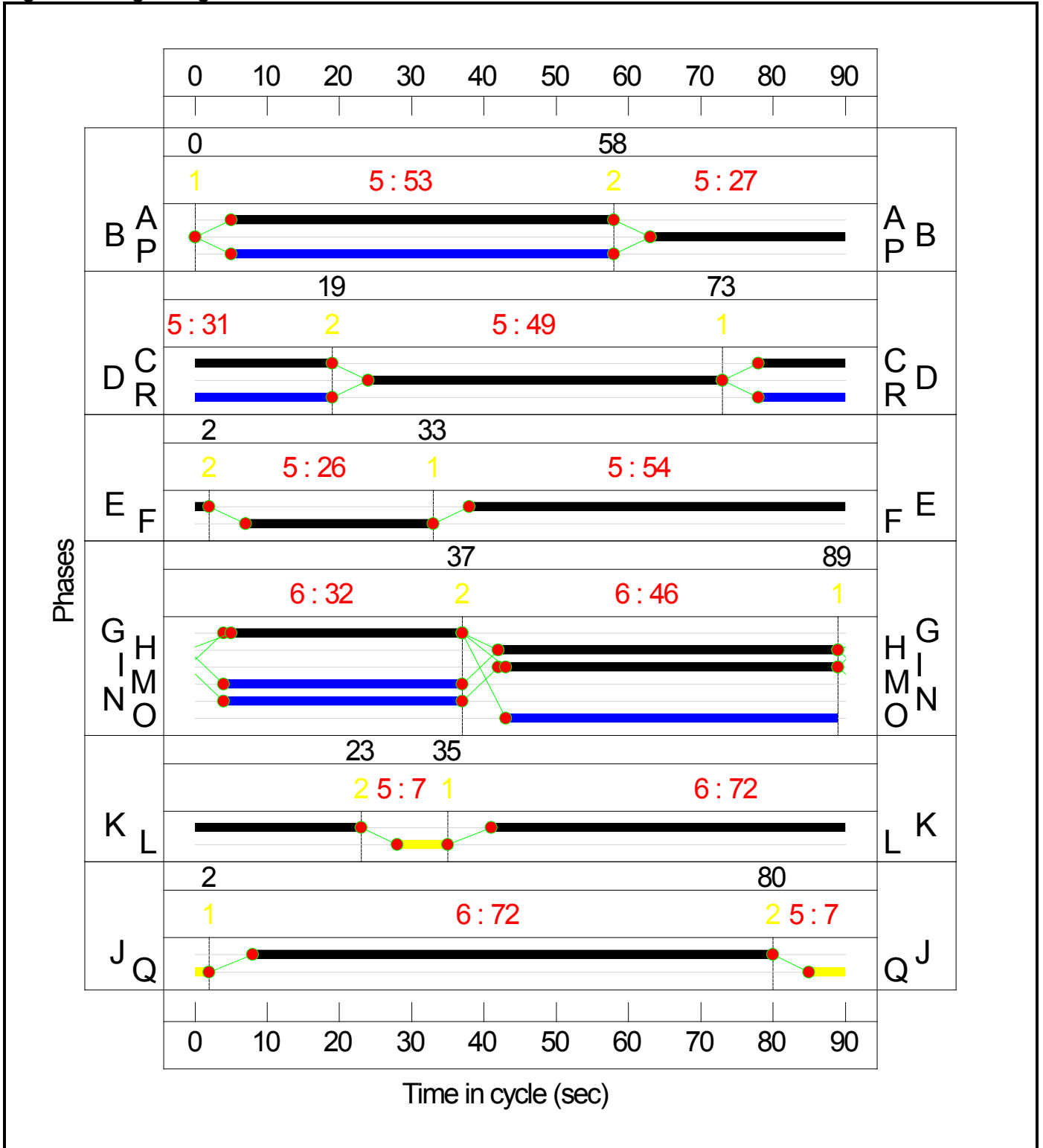
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	393	1800	780	50.4%	-	-	-	2.6	23.8	8.3	8.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	472	1800:1800	764+22	60.1 : 60.1%	-	-	-	2.3	17.7	5.3	6.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	436	1800	720	60.6%	-	-	-	2.5	20.9	4.3	5.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	475	1800	720	66.0%	-	-	-	2.4	18.0	2.8	3.8
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	470	1800	720	65.3%	-	-	-	2.3	17.3	2.5	3.5
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	565	1800	1460	38.7%	-	-	-	0.4	2.5	0.7	1.0
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	358	1800	1460	24.5%	-	-	-	0.2	1.6	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	276	1800	880	31.4%	-	-	-	1.3	16.9	4.1	4.4
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	1022	1800:1800	660+663	77.2 : 77.2%	-	-	-	6.1	21.6	8.8	10.5

C1	Stream: 1 PRC for Signalled Lanes (%)	15.5	Total Delay for Signalled Lanes (pcuHr)	10.66	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	66.4	Total Delay for Signalled Lanes (pcuHr)	5.69	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	49.8	Total Delay for Signalled Lanes (pcuHr)	13.50	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	16.5	Total Delay for Signalled Lanes (pcuHr)	14.58	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	132.6	Total Delay for Signalled Lanes (pcuHr)	0.56	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.0	Total Delay for Signalled Lanes (pcuHr)	1.64	Cycle Time (s)	90
	PRC Over All Lanes (%)	15.5	Total Delay Over All Lanes(pcuHr)	46.92		

Scenario 6: '2024 DS1 Base + Dev PM' (FG6: 'Base + Dev 2024 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	27	-	437	1800:1800	560+205	57.1 : 57.1%	-	-	-	3.7	30.6	6.7	7.3
J1:1/3	Gosport Road Ahead	U	B		1	27	-	357	1800	560	63.8%	-	-	-	3.5	35.4	7.6	8.5
J1:2/1	Circulatory Northbound Ahead	U	A		1	53	-	584	1800	1080	54.1%	-	-	-	1.4	8.6	3.4	4.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	53	-	646	1800	1080	59.8%	-	-	-	1.6	8.9	3.6	4.4
J1:3/1		U	-		-	-	-	317	1800	1800	17.6%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	245	1800	1800	13.6%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	365	1800	640	57.0%	-	-	-	1.7	16.8	8.5	9.2
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	630	1800:1800	483+465	66.5 : 66.5%	-	-	-	2.5	14.4	7.1	8.1
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	1184	1800:1800	900+894	66.0 : 66.0%	-	-	-	5.3	16.2	9.7	10.7
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	391	1800	1000	39.1%	-	-	-	1.6	14.3	5.5	5.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	701	1800	1460	48.0%	-	-	-	0.5	2.6	0.5	1.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	328	1800	1460	22.5%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	26	-	307	1800	540	56.9%	-	-	-	2.9	34.3	6.4	7.1
J3:1/2	Rowner Road Ahead	U	F		1	26	-	279	1800	540	51.7%	-	-	-	2.6	33.0	5.7	6.3
J3:1/3	Rowner Road Ahead	U	F		1	26	-	305	1800	540	56.5%	-	-	-	2.9	34.2	6.4	7.0

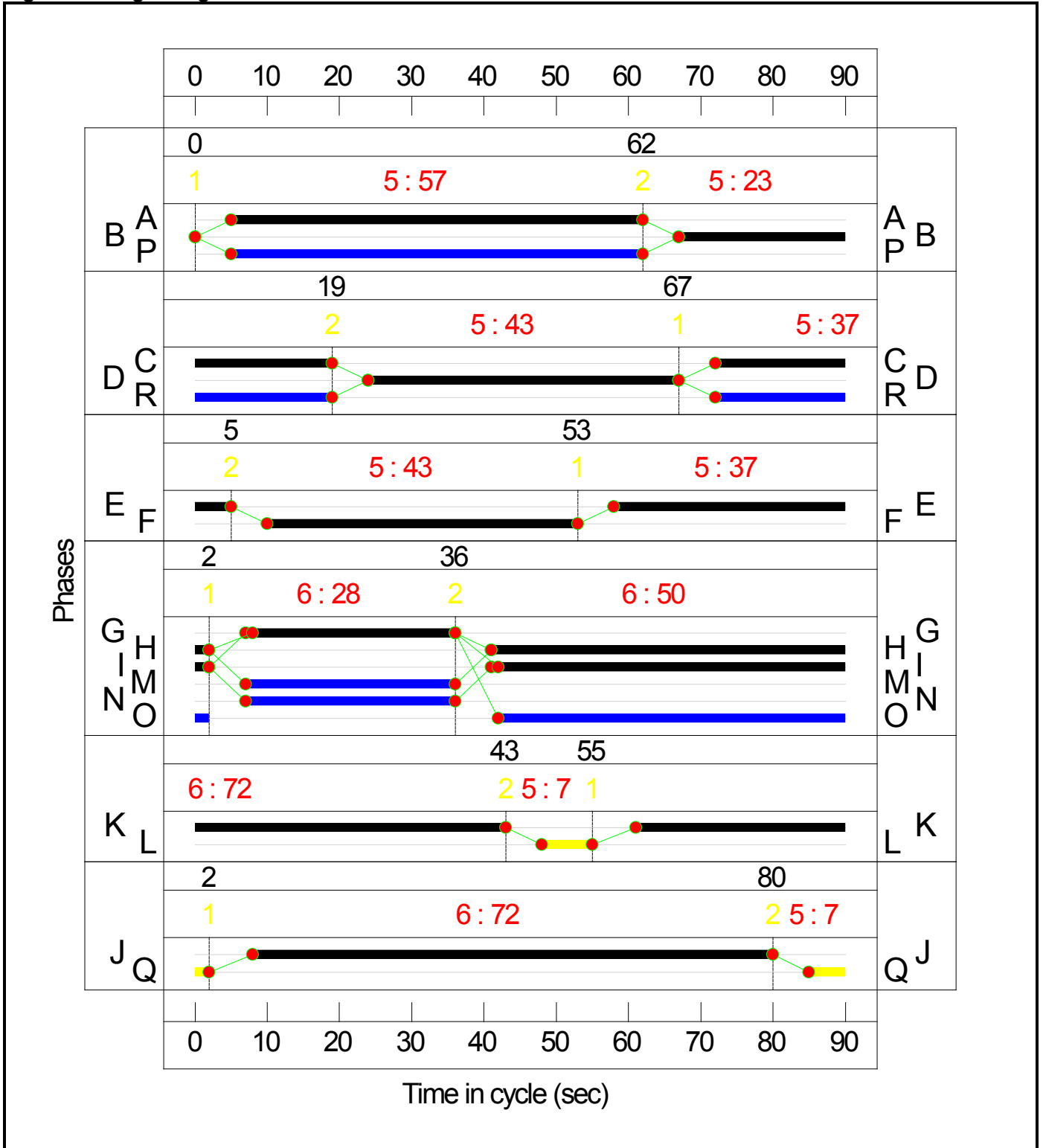
J3:2/1	Circulatory Southbound Ahead	U	E		1	54	-	531	1800	1100	48.3%	-	-	-	1.3	8.6	10.0	10.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	54	-	700	1800:1800	1010+112	62.4 : 62.4%	-	-	-	2.8	14.5	9.6	10.4
J4:1/1	Circulatory Westbound Ahead	U	G		1	32	-	272	1800	660	41.2%	-	-	-	1.7	22.2	3.1	3.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	32	-	349	1800	660	52.9%	-	-	-	1.4	14.3	1.9	2.4
J4:1/3	Circulatory Westbound Right	U	G		1	32	-	305	1800	660	46.2%	-	-	-	0.5	5.9	0.1	0.5
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	687	1800	1460	47.1%	-	-	-	0.6	3.0	1.2	1.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	509	1800	1460	34.9%	-	-	-	0.3	1.9	0.0	0.3
J4:3/1	Broom Way Left	U	I		1	46	-	198	1800	940	21.1%	-	-	-	0.8	14.0	2.6	2.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	47	-	668	1800:1800	671+699	48.8 : 48.8%	-	-	-	2.7	14.6	4.8	5.3

C1	Stream: 1 PRC for Signalled Lanes (%)	41.2	Total Delay for Signalled Lanes (pcuHr)	10.23	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	35.4	Total Delay for Signalled Lanes (pcuHr)	11.11	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	44.3	Total Delay for Signalled Lanes (pcuHr)	12.46	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	70.2	Total Delay for Signalled Lanes (pcuHr)	7.04	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	91.3	Total Delay for Signalled Lanes (pcuHr)	0.84	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	87.4	Total Delay for Signalled Lanes (pcuHr)	0.66	Cycle Time (s)	90
	PRC Over All Lanes (%)	35.4	Total Delay Over All Lanes(pcuHr)	42.53		

Scenario 7: '2019 DS2 Base AM' (FG7: 'Base 2019 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	23	-	372	1800:1800	480+480	40.2 : 37.3%	-	-	-	3.1	30.1	3.9	4.2
J1:1/3	Gosport Road Ahead	U	B		1	23	-	302	1800	480	62.9%	-	-	-	3.3	39.1	6.6	7.5
J1:2/1	Circulatory Northbound Ahead	U	A		1	57	-	530	1800	1160	45.7%	-	-	-	1.3	8.9	4.4	4.8
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	57	-	720	1800	1160	62.1%	-	-	-	1.5	7.5	3.4	4.3
J1:3/1		U	-		-	-	-	693	1800	1800	38.5%	-	-	-	0.3	1.6	0.0	0.3
J1:3/2		U	-		-	-	-	690	1800	1800	38.3%	-	-	-	0.3	1.6	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	37	-	169	1800	760	22.2%	-	-	-	0.2	4.1	1.0	1.1
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	37	-	433	1800:1800	571+430	43.3 : 43.3%	-	-	-	0.7	5.7	2.2	2.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	43	-	375	1800:1800	845+671	24.7 : 24.7%	-	-	-	1.5	14.7	3.0	3.2
J2:2/3	Newgate Lane Ahead	U	D		1	43	-	183	1800	880	20.8%	-	-	-	0.8	15.7	2.6	2.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	709	1800	1460	48.6%	-	-	-	0.6	3.0	1.1	1.6
J2:3/2	Northbound exit Ahead	U	J		1	72	-	613	1800	1460	42.0%	-	-	-	0.4	2.3	0.2	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	380	1800	880	43.2%	-	-	-	2.0	18.5	6.1	6.5
J3:1/2	Rowner Road Ahead	U	F		1	43	-	352	1800	880	40.0%	-	-	-	1.8	18.0	5.6	5.9
J3:1/3	Rowner Road Ahead	U	F		1	43	-	369	1800	880	41.9%	-	-	-	1.9	18.3	5.8	6.2

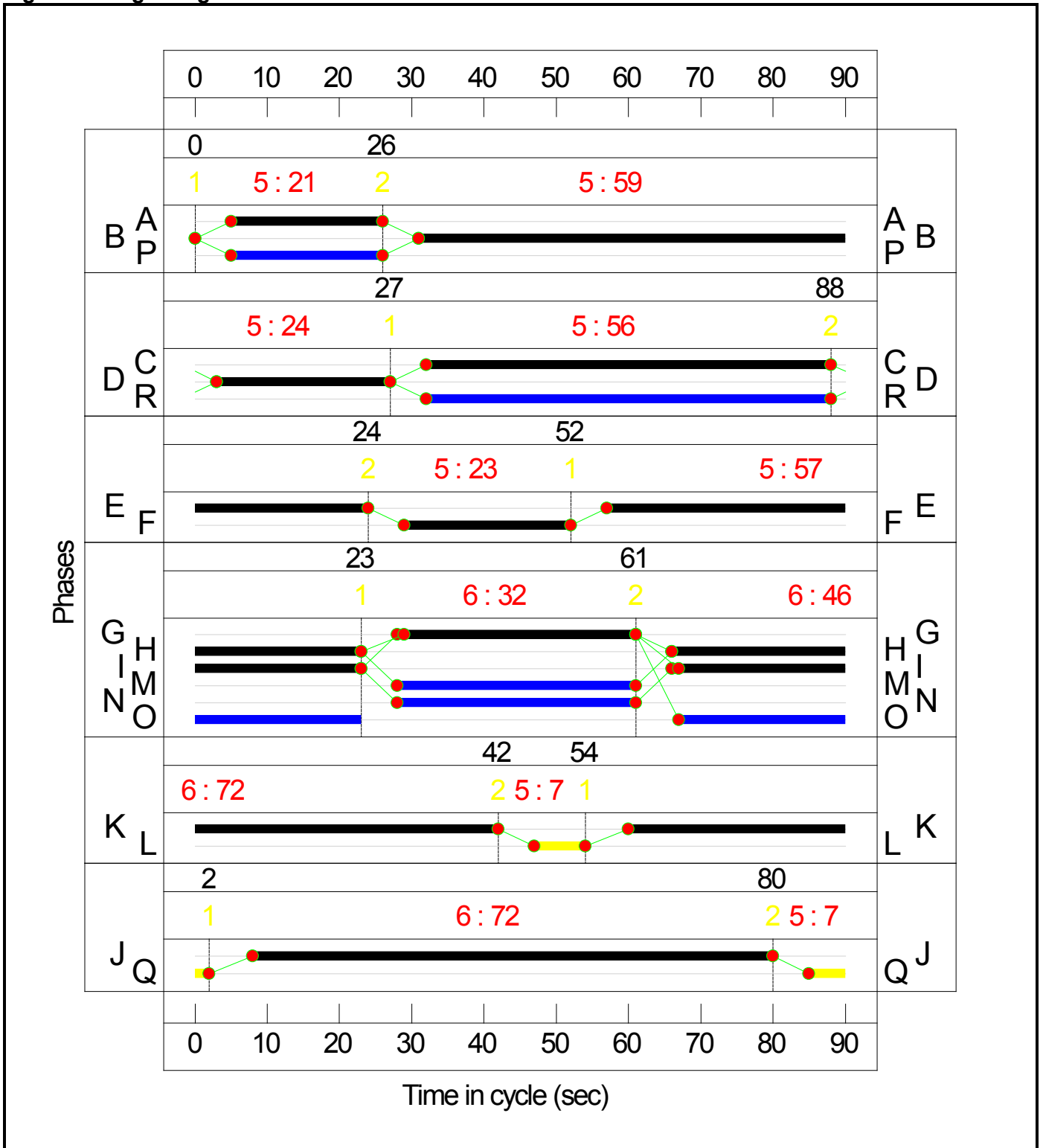
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	308	1800	760	40.5%	-	-	-	1.7	19.5	4.8	5.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	369	1800:1800	690+98	46.8 : 46.8%	-	-	-	1.7	16.8	3.5	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	28	-	387	1800	580	66.7%	-	-	-	3.0	27.9	5.6	6.6
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	28	-	398	1800	580	68.6%	-	-	-	2.8	25.6	3.5	4.6
J4:1/3	Circulatory Westbound Right	U	G		1	28	-	369	1800	580	63.6%	-	-	-	2.2	21.4	2.3	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	396	1800	1460	27.1%	-	-	-	0.2	2.1	0.4	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	228	1800	1460	15.6%	-	-	-	0.1	1.5	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	50	-	692	1800	1020	67.8%	-	-	-	3.7	19.2	12.1	13.2
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	51	-	787	1800:1800	768+618	56.8 : 56.8%	-	-	-	2.9	13.3	6.1	6.7

C1	Stream: 1 PRC for Signalled Lanes (%)	43.0	Total Delay for Signalled Lanes (pcuHr)	9.20	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	108.1	Total Delay for Signalled Lanes (pcuHr)	3.21	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	92.3	Total Delay for Signalled Lanes (pcuHr)	8.98	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	31.2	Total Delay for Signalled Lanes (pcuHr)	14.63	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	231.8	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	85.3	Total Delay for Signalled Lanes (pcuHr)	0.97	Cycle Time (s)	90
	PRC Over All Lanes (%)	31.2	Total Delay Over All Lanes(pcuHr)	37.94		

Scenario 8: '2019 DS2 Base PM' (FG8: 'Base 2019 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	59	-	831	1800:1800	1119+196	63.2 : 63.2%	-	-	-	2.7	11.5	9.6	10.5
J1:1/3	Gosport Road Ahead	U	B		1	59	-	690	1800	1200	57.5%	-	-	-	2.2	11.6	9.2	9.9
J1:2/1	Circulatory Northbound Ahead	U	A		1	21	-	263	1800	440	59.8%	-	-	-	2.1	28.7	5.8	6.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	21	-	243	1800	440	55.2%	-	-	-	2.7	40.2	5.6	6.2
J1:3/1		U	-		-	-	-	401	1800	1800	22.3%	-	-	-	0.1	1.3	0.0	0.1
J1:3/2		U	-		-	-	-	416	1800	1800	23.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	56	-	722	1800	1140	63.3%	-	-	-	1.4	7.1	2.0	2.9
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	56	-	822	1800:1800	865+437	63.1 : 63.1%	-	-	-	2.1	9.1	5.7	6.5
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	24	-	598	1800:1800	500+500	62.4 : 57.2%	-	-	-	5.4	32.6	6.8	7.5
J2:2/3	Newgate Lane Ahead	U	D		1	24	-	237	1800	500	47.4%	-	-	-	2.2	33.9	4.9	5.3
J2:3/1	Northbound exit Ahead	U	J		1	72	-	387	1800	1460	26.5%	-	-	-	0.2	2.2	0.5	0.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	96	1800	1460	6.6%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	196	1800	480	40.8%	-	-	-	1.8	33.5	4.0	4.4
J3:1/2	Rowner Road Ahead	U	F		1	23	-	184	1800	480	38.3%	-	-	-	1.7	33.0	3.7	4.0
J3:1/3	Rowner Road Ahead	U	F		1	23	-	78	1800	480	16.3%	-	-	-	0.6	29.8	1.5	1.6

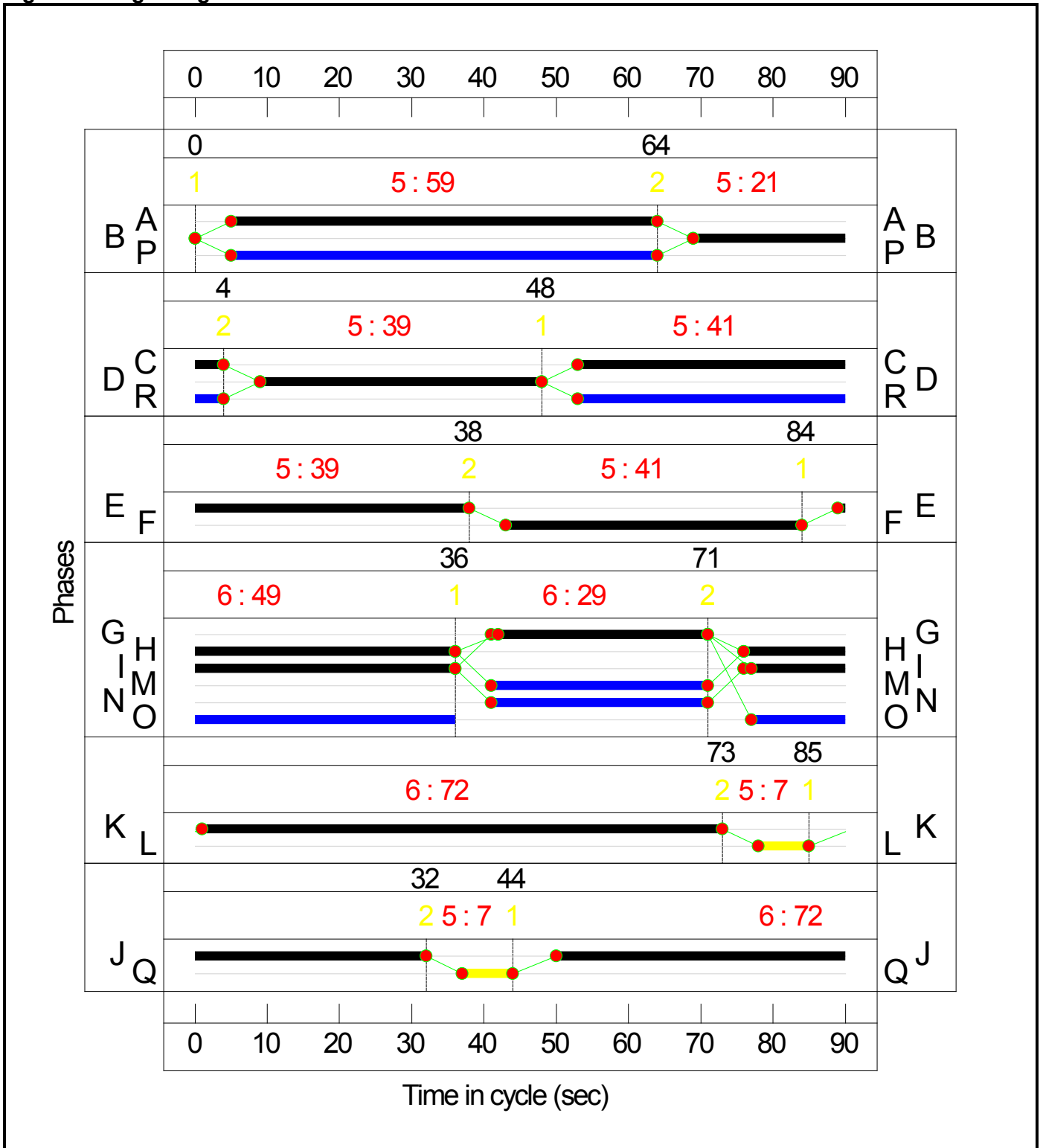
J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	511	1800	1160	44.1%	-	-	-	1.0	7.3	4.3	4.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	513	1800:1800	1008+189	42.8 : 42.8%	-	-	-	1.1	7.9	5.2	5.6
J4:1/1	Circulatory Westbound Ahead	U	G		1	32	-	226	1800	660	34.2%	-	-	-	0.7	10.4	2.5	2.8
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	32	-	265	1800	660	40.2%	-	-	-	0.6	8.8	1.9	2.3
J4:1/3	Circulatory Westbound Right	U	G		1	32	-	78	1800	660	11.8%	-	-	-	0.1	3.2	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	580	1800	1460	39.7%	-	-	-	0.4	2.3	0.4	0.7
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	333	1800	1460	22.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	46	-	326	1800	940	34.7%	-	-	-	1.4	15.5	4.7	5.0
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	47	-	428	1800:1800	757+475	34.8 : 34.8%	-	-	-	1.6	13.5	3.6	3.8

C1	Stream: 1 PRC for Signalled Lanes (%)	42.5	Total Delay for Signalled Lanes (pcuHr)	9.70	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	42.1	Total Delay for Signalled Lanes (pcuHr)	11.15	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	104.3	Total Delay for Signalled Lanes (pcuHr)	6.32	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	124.2	Total Delay for Signalled Lanes (pcuHr)	4.37	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	126.6	Total Delay for Signalled Lanes (pcuHr)	0.52	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	239.5	Total Delay for Signalled Lanes (pcuHr)	0.27	Cycle Time (s)	90
	PRC Over All Lanes (%)	42.1	Total Delay Over All Lanes(pcuHr)	32.62		

Scenario 9: '2024 DS2 Base AM' (FG9: 'Base 2024 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	21	-	412	1800:1800	440+440	49.1 : 44.5%	-	-	-	3.8	32.9	4.6	5.1
J1:1/3	Gosport Road Ahead	U	B		1	21	-	316	1800	440	71.8%	-	-	-	4.0	45.4	7.2	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	59	-	586	1800	1200	48.8%	-	-	-	2.1	12.7	10.8	11.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	59	-	812	1800	1200	67.7%	-	-	-	3.2	14.3	10.8	11.8
J1:3/1		U	-		-	-	-	742	1800	1800	41.2%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	739	1800	1800	41.1%	-	-	-	0.3	1.7	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	41	-	276	1800	840	32.9%	-	-	-	1.1	14.9	2.7	3.0
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	41	-	449	1800:1800	442+625	42.1 : 42.1%	-	-	-	1.6	12.5	3.4	3.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	39	-	515	1800:1800	800+464	40.8 : 40.8%	-	-	-	2.7	18.8	5.5	5.9
J2:2/3	Newgate Lane Ahead	U	D		1	39	-	224	1800	800	28.0%	-	-	-	1.2	19.0	3.5	3.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	782	1800	1460	53.6%	-	-	-	0.9	4.1	2.4	3.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	619	1800	1460	42.4%	-	-	-	0.5	2.7	1.1	1.4
J3:1/1	Rowner Road Ahead Left	U	F		1	41	-	445	1800	840	53.0%	-	-	-	2.7	21.6	7.8	8.3
J3:1/2	Rowner Road Ahead	U	F		1	41	-	395	1800	840	47.0%	-	-	-	2.2	20.4	6.7	7.1
J3:1/3	Rowner Road Ahead	U	F		1	41	-	399	1800	840	47.5%	-	-	-	2.3	20.5	6.8	7.2

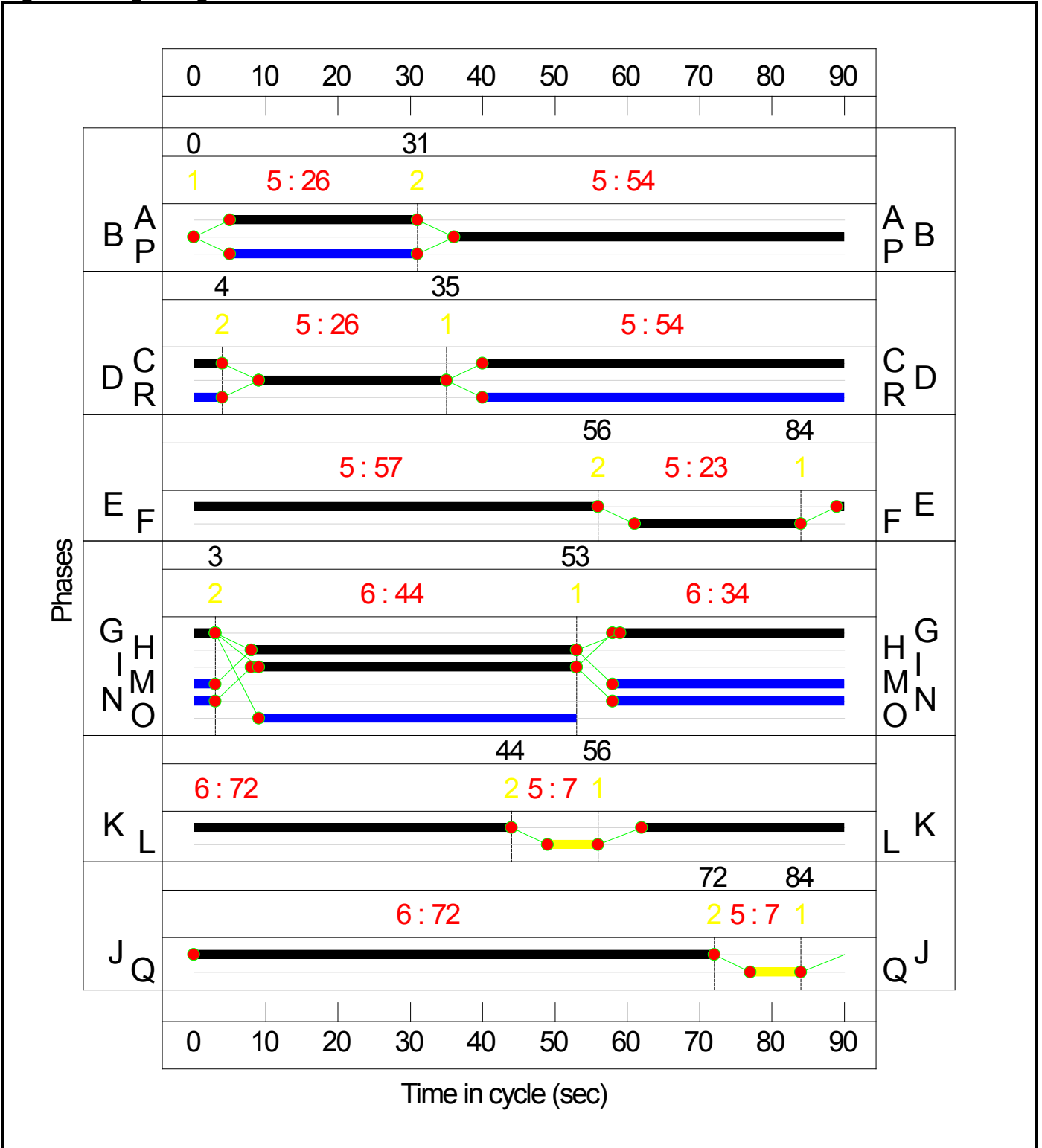
J3:2/1	Circulatory Southbound Ahead	U	E		1	39	-	378	1800	800	47.3%	-	-	-	1.2	11.4	2.3	2.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	39	-	487	1800:1800	759+55	59.8 : 59.8%	-	-	-	1.8	13.6	7.4	8.1
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	406	1800	600	67.7%	-	-	-	2.8	25.3	7.1	8.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	428	1800	600	71.3%	-	-	-	2.6	22.2	3.1	4.3
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	399	1800	600	66.5%	-	-	-	2.2	19.7	2.0	3.0
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	552	1800	1460	37.8%	-	-	-	0.4	2.5	0.8	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	319	1800	1460	21.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	920	1800:1800	755+615	67.2 : 67.2%	-	-	-	3.9	15.4	7.6	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	25.3	Total Delay for Signalled Lanes (pcuHr)	13.04	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	113.7	Total Delay for Signalled Lanes (pcuHr)	6.57	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	50.5	Total Delay for Signalled Lanes (pcuHr)	10.22	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.91	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	138.0	Total Delay for Signalled Lanes (pcuHr)	0.53	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	68.0	Total Delay for Signalled Lanes (pcuHr)	1.34	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	48.32		

Scenario 10: '2024 DS2 Base PM' (FG10: 'Base 2024 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	54	-	868	1800:1800	1026+202	70.7 : 70.7%	-	-	-	3.8	15.7	11.7	12.9
J1:1/3	Gosport Road Ahead	U	B		1	54	-	736	1800	1100	66.9%	-	-	-	3.4	16.4	12.1	13.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	26	-	306	1800	540	56.7%	-	-	-	2.0	23.4	2.3	3.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	26	-	325	1800	540	60.2%	-	-	-	2.4	26.1	4.1	4.8
J1:3/1		U	-		-	-	-	447	1800	1800	24.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	450	1800	1800	25.0%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	731	1800	1100	66.5%	-	-	-	1.1	5.5	0.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	968	1800:1800	822+455	75.8 : 75.8%	-	-	-	4.1	15.2	19.4	21.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	713	1800:1800	540+473	75.2 : 64.9%	-	-	-	6.7	33.6	9.1	10.3
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	311	1800	540	57.6%	-	-	-	3.0	34.5	6.6	7.2
J2:3/1	Northbound exit Ahead	U	J		1	72	-	449	1800	1460	30.8%	-	-	-	0.3	2.3	0.7	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	87	1800	1460	6.0%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	296	1800	480	61.7%	-	-	-	3.2	38.7	6.4	7.2
J3:1/2	Rowner Road Ahead	U	F		1	23	-	200	1800	480	41.7%	-	-	-	1.9	33.6	4.1	4.5
J3:1/3	Rowner Road Ahead	U	F		1	23	-	80	1800	480	16.7%	-	-	-	0.7	29.8	1.5	1.6

J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	567	1800	1160	48.9%	-	-	-	1.3	8.1	3.6	4.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	656	1800:1800	1052+134	55.3 : 55.3%	-	-	-	2.0	11.2	6.7	7.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	276	1800	700	39.4%	-	-	-	1.6	20.9	3.4	3.7
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	274	1800	700	39.1%	-	-	-	1.0	13.1	1.9	2.2
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	80	1800	700	11.4%	-	-	-	0.1	3.0	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	721	1800	1460	49.4%	-	-	-	0.6	2.7	0.4	0.9
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	448	1800	1460	30.7%	-	-	-	0.4	3.2	2.0	2.2
J4:3/1	Broom Way Left	U	I		1	44	-	348	1800	900	38.7%	-	-	-	1.7	17.2	5.3	5.6
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	550	1800:1800	701+563	43.5 : 43.5%	-	-	-	2.3	15.2	4.4	4.8

C1	Stream: 1 PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	18.7	Total Delay for Signalled Lanes (pcuHr):	14.85	Cycle Time (s):	90
C1	Stream: 3 PRC for Signalled Lanes (%):	45.9	Total Delay for Signalled Lanes (pcuHr):	9.03	Cycle Time (s):	90
C1	Stream: 4 PRC for Signalled Lanes (%):	107.0	Total Delay for Signalled Lanes (pcuHr):	6.66	Cycle Time (s):	90
C1	Stream: 5 PRC for Signalled Lanes (%):	82.2	Total Delay for Signalled Lanes (pcuHr):	0.94	Cycle Time (s):	90
C1	Stream: 6 PRC for Signalled Lanes (%):	192.7	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	90
	PRC Over All Lanes (%):	18.7	Total Delay Over All Lanes(pcuHr):	43.63		

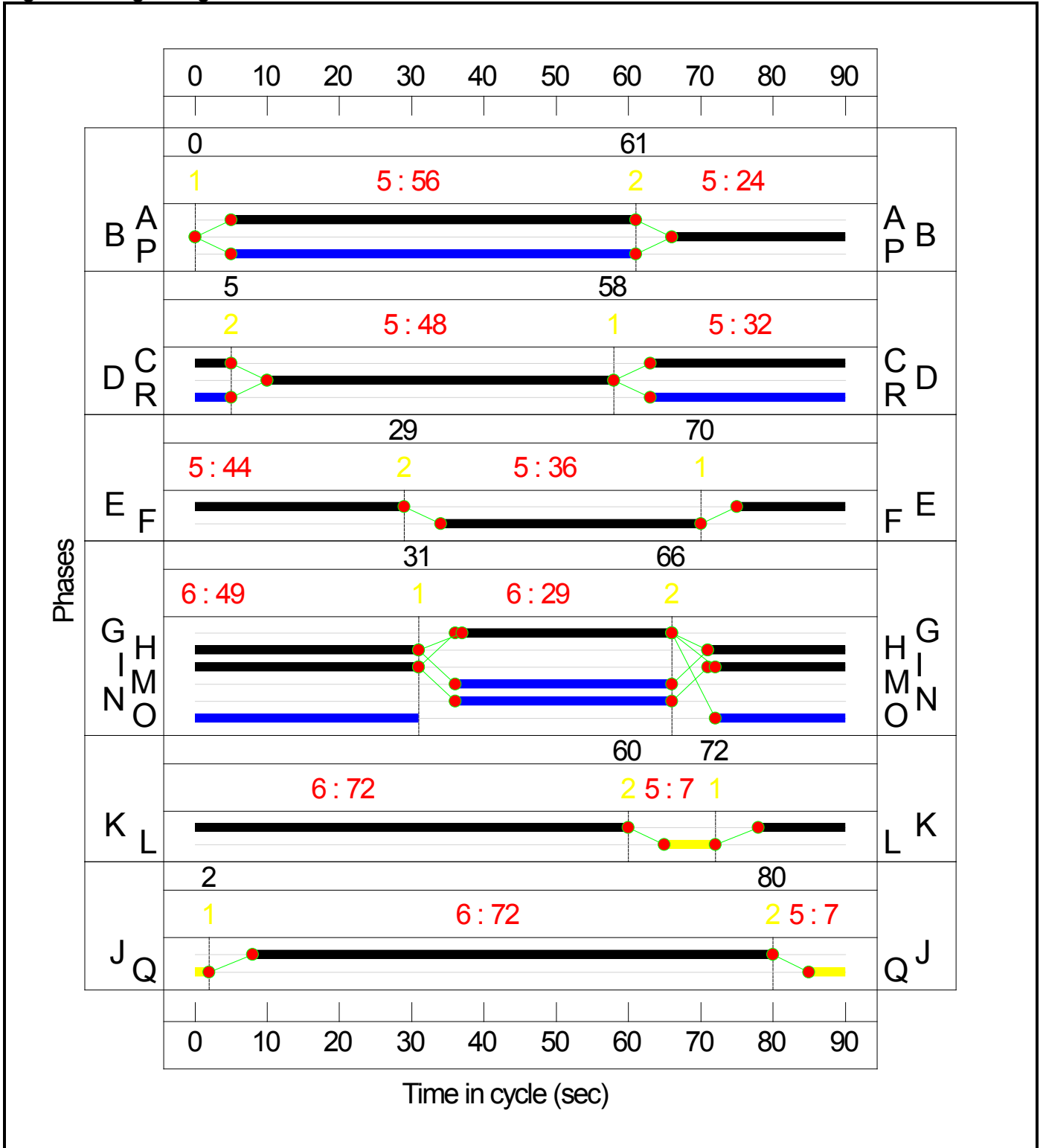
Scenario 11: '2024 DS2 Base + Dev AM' (FG11: 'Base + Dev 2024 AM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	24	-	413	1800:1800	500+439	44.0 : 44.0%	-	-	-	3.4	30.0	4.5	4.9
J1:1/3	Gosport Road Ahead	U	B		1	24	-	316	1800	500	63.2%	-	-	-	3.4	38.2	6.8	7.7
J1:2/1	Circulatory Northbound Ahead	U	A		1	56	-	609	1800	1140	53.4%	-	-	-	2.9	17.1	12.8	13.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	56	-	796	1800	1140	69.8%	-	-	-	3.2	14.5	9.4	10.5
J1:3/1		U	-		-	-	-	746	1800	1800	41.4%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	747	1800	1800	41.5%	-	-	-	0.4	1.7	0.0	0.4
J2:1/1	Circulatory Eastbound Ahead	U	C		1	32	-	253	1800	660	38.3%	-	-	-	1.3	18.4	2.1	2.4
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	32	-	472	1800:1800	522+358	53.7 : 53.7%	-	-	-	2.5	19.2	4.0	4.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	48	-	494	1800:1800	906+627	32.2 : 32.2%	-	-	-	1.7	12.6	3.9	4.1
J2:2/3	Newgate Lane Ahead	U	D		1	48	-	290	1800	980	29.6%	-	-	-	1.1	13.7	3.9	4.1
J2:3/1	Northbound exit Ahead	U	J		1	72	-	802	1800	1460	54.9%	-	-	-	0.7	3.2	1.1	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	607	1800	1460	41.6%	-	-	-	0.4	2.3	0.3	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	36	-	430	1800	740	58.1%	-	-	-	3.1	26.3	8.2	8.9
J3:1/2	Rowner Road Ahead	U	F		1	36	-	392	1800	740	53.0%	-	-	-	2.7	25.1	7.3	7.9
J3:1/3	Rowner Road Ahead	U	F		1	36	-	420	1800	740	56.8%	-	-	-	3.0	26.0	8.1	8.7

J3:2/1	Circulatory Southbound Ahead	U	E		1	44	-	413	1800	900	45.9%	-	-	-	1.4	12.1	3.2	3.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	44	-	482	1800:1800	842+76	52.5 : 52.5%	-	-	-	1.5	11.1	3.1	3.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	396	1800	600	66.0%	-	-	-	2.6	24.1	8.5	9.5
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	432	1800	600	72.0%	-	-	-	2.4	19.6	9.5	10.8
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	420	1800	600	70.0%	-	-	-	1.8	15.8	2.0	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	587	1800	1460	40.2%	-	-	-	0.4	2.6	0.7	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	302	1800	1460	20.7%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	924	1800:1800	780+535	70.2 : 70.2%	-	-	-	4.1	16.1	8.5	9.7

C1	Stream: 1 PRC for Signalled Lanes (%)	28.9	Total Delay for Signalled Lanes (pcuHr)	12.87	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	67.7	Total Delay for Signalled Lanes (pcuHr)	6.65	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	54.9	Total Delay for Signalled Lanes (pcuHr)	11.78	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.30	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	123.9	Total Delay for Signalled Lanes (pcuHr)	0.55	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	63.8	Total Delay for Signalled Lanes (pcuHr)	1.11	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	48.97		

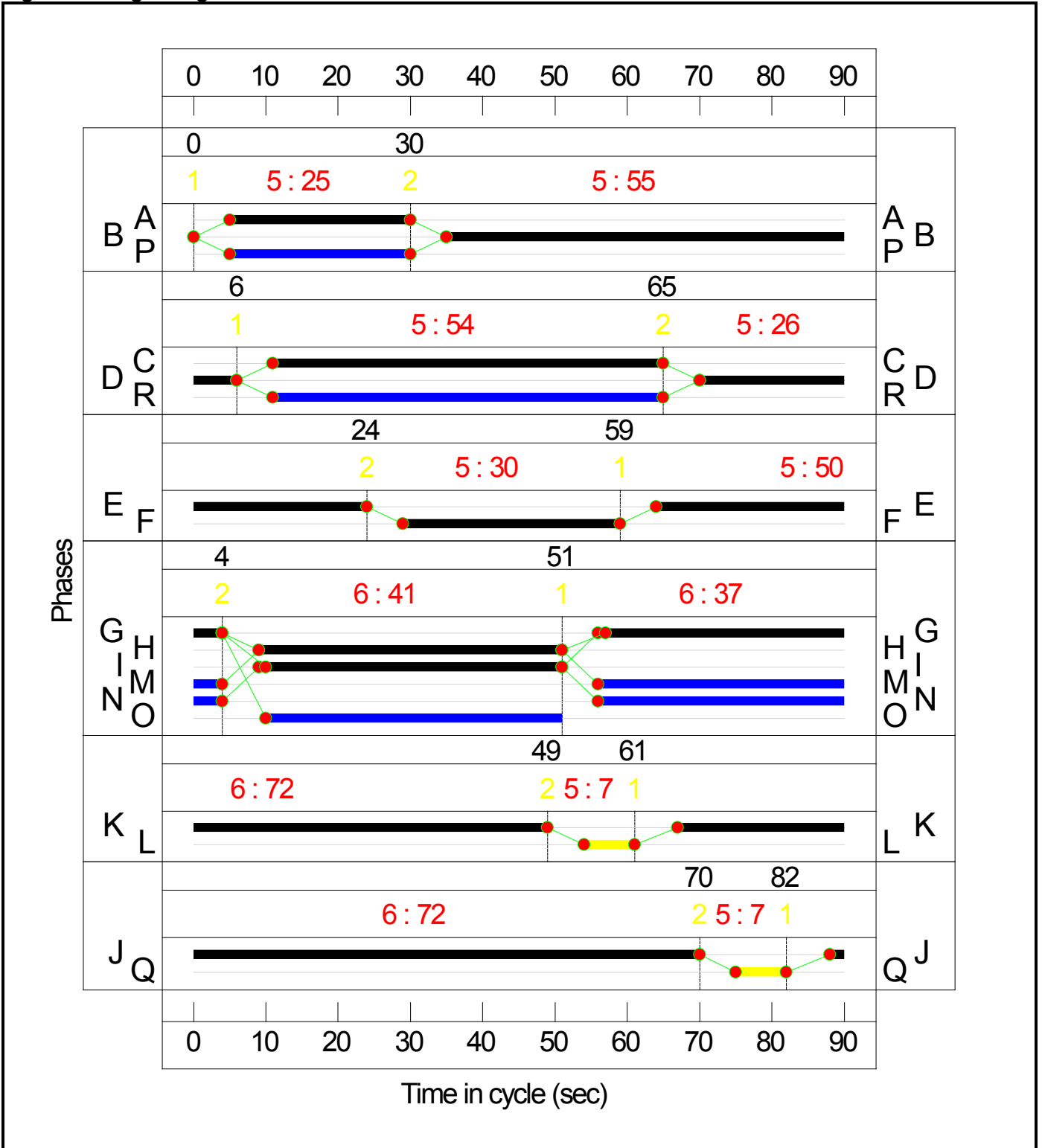
Scenario 12: '2024 DS2 Base + Dev PM' (FG12: 'Base + Dev 2024 PM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	55	-	877	1800:1800	1041+210	70.1 : 70.1%	-	-	-	3.6	15.0	11.6	12.7
J1:1/3	Gosport Road Ahead	U	B		1	55	-	731	1800	1120	65.3%	-	-	-	3.1	15.4	11.6	12.5
J1:2/1	Circulatory Northbound Ahead	U	A		1	25	-	326	1800	520	62.7%	-	-	-	2.3	25.0	2.5	3.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	25	-	337	1800	520	64.8%	-	-	-	2.9	31.1	4.2	5.1
J1:3/1		U	-		-	-	-	448	1800	1800	24.9%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	451	1800	1800	25.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	735	1800	1100	66.8%	-	-	-	2.8	13.8	6.3	7.3
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	964	1800:1800	836+427	76.3 : 76.3%	-	-	-	3.4	12.6	5.7	7.3
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	724	1800:1800	540+492	75.7 : 64.0%	-	-	-	6.7	33.6	9.2	10.4
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	317	1800	540	58.7%	-	-	-	3.1	34.8	6.7	7.4
J2:3/1	Northbound exit Ahead	U	J		1	72	-	473	1800	1460	32.4%	-	-	-	0.3	2.4	0.7	1.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	99	1800	1460	6.8%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	30	-	288	1800	620	46.5%	-	-	-	2.3	28.4	5.6	6.0
J3:1/2	Rowner Road Ahead	U	F		1	30	-	210	1800	620	33.9%	-	-	-	1.5	26.3	3.8	4.1
J3:1/3	Rowner Road Ahead	U	F		1	30	-	98	1800	620	15.8%	-	-	-	0.7	23.9	1.7	1.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	50	-	589	1800	1020	57.7%	-	-	-	0.9	5.8	2.6	3.3
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	50	-	643	1800:1800	933+110	61.6 : 61.6%	-	-	-	1.3	7.5	5.2	6.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	37	-	276	1800	760	36.3%	-	-	-	1.2	16.3	3.9	4.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	37	-	278	1800	760	36.6%	-	-	-	1.6	21.0	5.5	5.8
J4:1/3	Circulatory Westbound Right	U	G		1	37	-	98	1800	760	12.9%	-	-	-	0.6	21.4	2.3	2.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	743	1800	1460	50.9%	-	-	-	0.6	2.9	0.7	1.2
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	433	1800	1460	29.7%	-	-	-	0.2	1.8	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	41	-	348	1800	840	41.4%	-	-	-	1.9	19.5	5.7	6.1
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	42	-	562	1800:1800	677+501	47.7 : 47.7%	-	-	-	2.7	17.5	5.1	5.6

C1	Stream: 1 PRC for Signalled Lanes (%)	28.3	Total Delay for Signalled Lanes (pcuHr)	11.96	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.0	Total Delay for Signalled Lanes (pcuHr)	15.98	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	46.1	Total Delay for Signalled Lanes (pcuHr)	6.75	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	88.7	Total Delay for Signalled Lanes (pcuHr)	8.08	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	76.9	Total Delay for Signalled Lanes (pcuHr)	0.80	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	177.8	Total Delay for Signalled Lanes (pcuHr)	0.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.0	Total Delay Over All Lanes(pcuHr)	44.25		

Pegasus Group LinSig Report

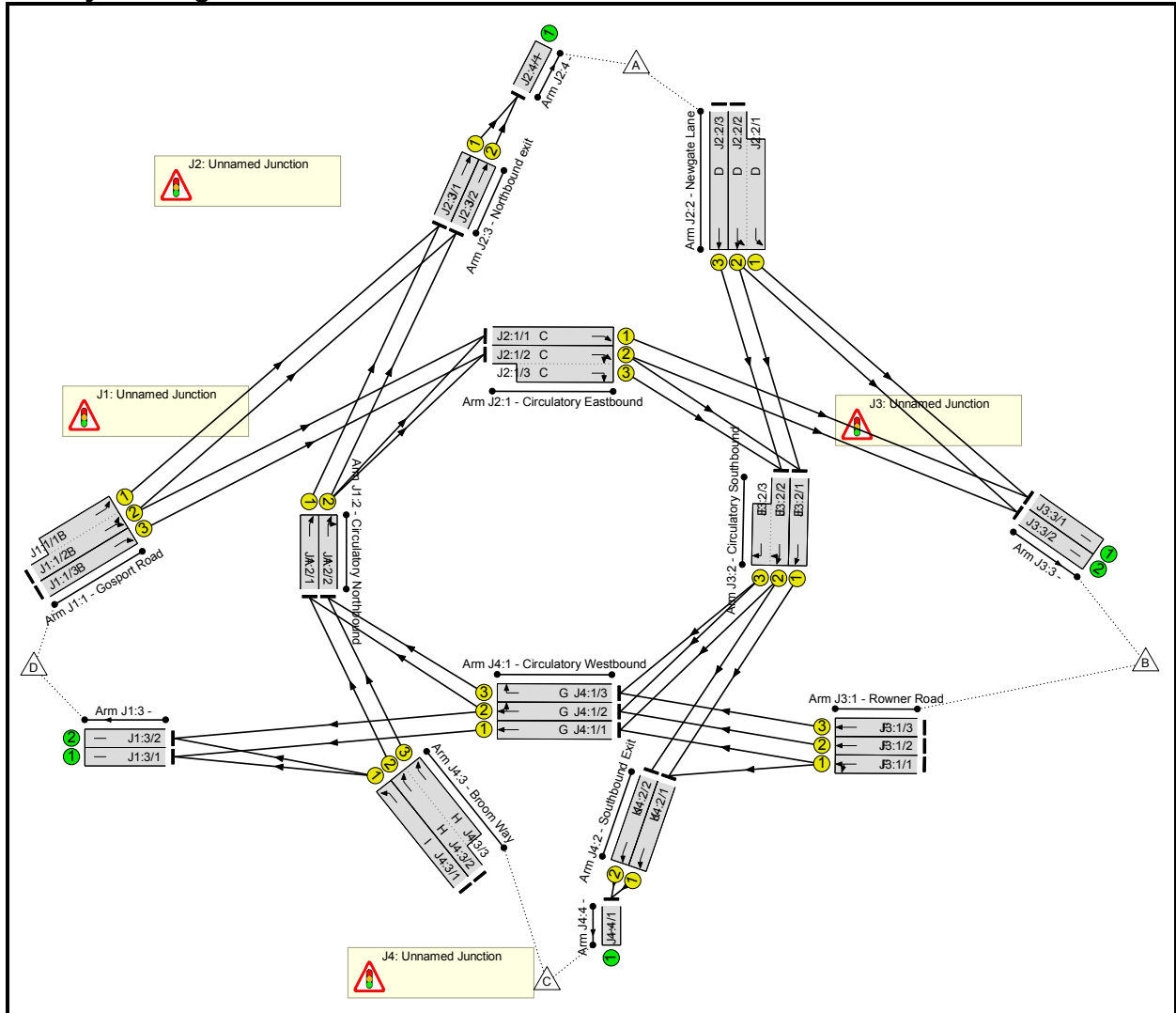
User and Project Details

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	15.4	47.39
6	2024 DS1 Base + Dev PM	Base + Dev 2024 PM DS1	Network Control Plan 1	17:00 - 18:00	90	33.1	43.27
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	49.04
12	2024 DS2 Base + Dev PM	Base + Dev 2024 PM DS2	Network Control Plan 1	17:00 - 18:00	90	18.3	44.17

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	-	-	-	-	-	-

Junction: J4: 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)
J4:1/1 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/2 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/3 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:2/1 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:2/2 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:3/1 (Broom Way)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J4:3/2 (Broom Way)	U	H	2	3	60.0	User	1800	-	-	-	-	-
J4:3/3 (Broom Way)	U	H	2	3	10.4	User	1800	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J3: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction

There are no Opposed Lanes in this Junction

Lane Connector Input Data

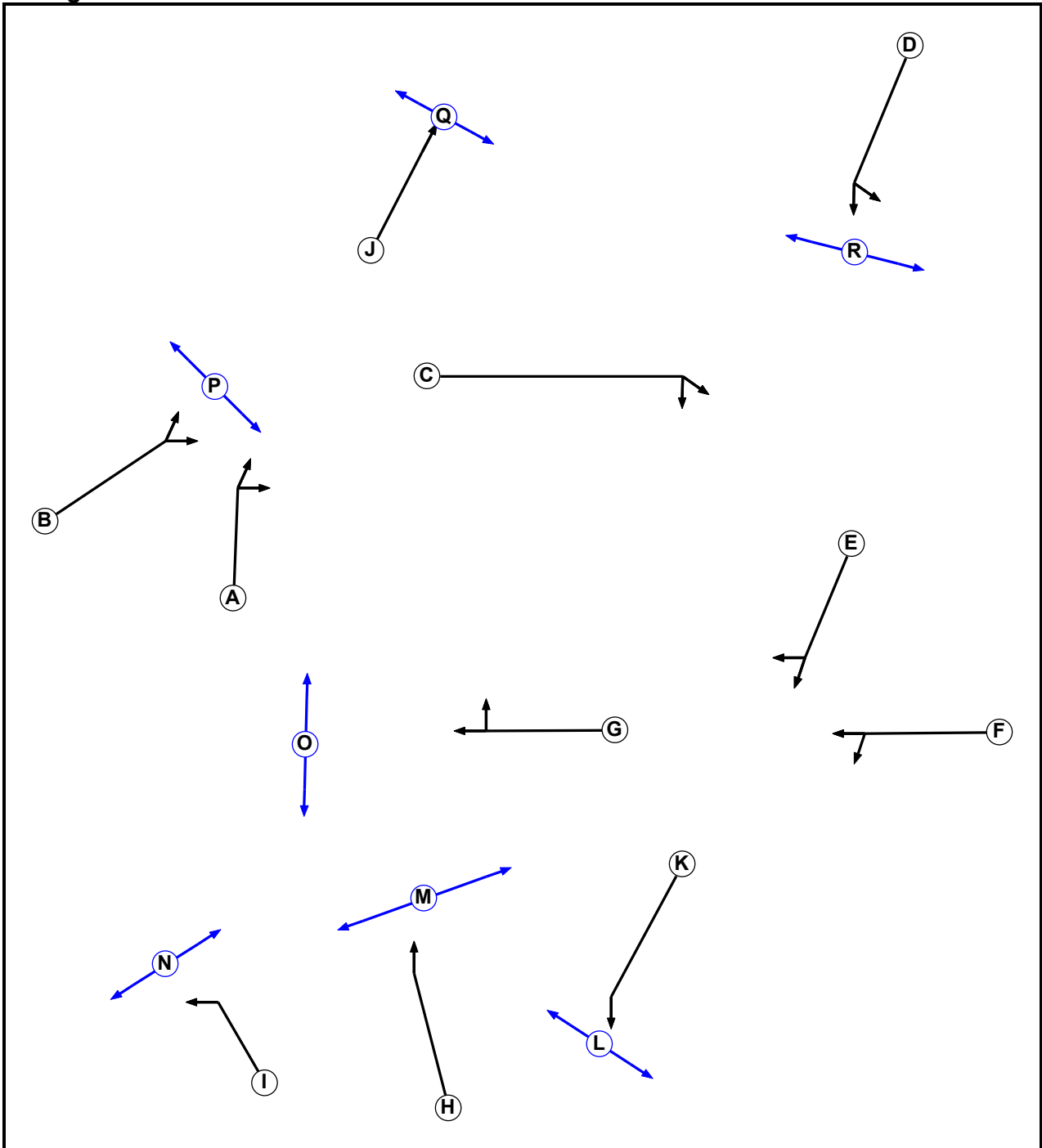
Junction: J1: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Leaving	5	35
J1:1/2	J2:1/1	Leaving	5	35
J1:1/2	J2:3/2	Leaving	5	35
J1:1/3	J2:1/2	Leaving	5	35
J1:2/1	J2:3/1	Leaving	5	35
J1:2/2	J2:1/1	Leaving	5	35
J1:2/2	J2:1/2	Leaving	5	35
J1:2/2	J2:3/2	Leaving	5	35
J4:1/1	J1:3/1	Entering	5	35
J4:1/2	J1:2/1	Entering	5	35
J4:1/2	J1:3/2	Entering	5	35
J4:1/3	J1:2/2	Entering	5	35
J4:3/1	J1:3/1	Entering	5	35
J4:3/1	J1:3/2	Entering	5	35
J4:3/2	J1:2/1	Entering	5	35
J4:3/3	J1:2/2	Entering	5	35

Junction: J2: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Entering	5	35
J1:1/2	J2:1/1	Entering	5	35
J1:1/2	J2:3/2	Entering	5	35
J1:1/3	J2:1/2	Entering	5	35
J1:2/1	J2:3/1	Entering	5	35
J1:2/2	J2:1/1	Entering	5	35
J1:2/2	J2:1/2	Entering	5	35
J1:2/2	J2:3/2	Entering	5	35
J2:1/1	J3:3/1	Leaving	5	35
J2:1/2	J3:2/1	Leaving	5	35
J2:1/2	J3:3/2	Leaving	5	35
J2:1/3	J3:2/2	Leaving	5	35
J2:2/1	J3:3/1	Leaving	5	35
J2:2/2	J3:2/1	Leaving	5	35
J2:2/2	J3:3/2	Leaving	5	35
J2:2/3	J3:2/2	Leaving	5	35
J2:3/1	J2:4/1	Internal	5	35
J2:3/2	J2:4/1	Internal	5	35

Junction: J3: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J2:1/1	J3:3/1	Entering	5	35
J2:1/2	J3:2/1	Entering	5	35
J2:1/2	J3:3/2	Entering	5	35
J2:1/3	J3:2/2	Entering	5	35
J2:2/1	J3:3/1	Entering	5	35
J2:2/2	J3:2/1	Entering	5	35
J2:2/2	J3:3/2	Entering	5	35
J2:2/3	J3:2/2	Entering	5	35
J3:1/1	J4:1/1	Leaving	5	35
J3:1/1	J4:2/1	Leaving	5	35
J3:1/2	J4:1/2	Leaving	5	35
J3:1/3	J4:1/3	Leaving	5	35
J3:2/1	J4:2/1	Leaving	5	35
J3:2/2	J4:1/1	Leaving	5	35
J3:2/2	J4:2/2	Leaving	5	35
J3:2/3	J4:1/2	Leaving	5	35
J3:2/3	J4:1/3	Leaving	5	35

Junction: J4: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J3:1/1	J4:1/1	Entering	5	35
J3:1/1	J4:2/1	Entering	5	35
J3:1/2	J4:1/2	Entering	5	35
J3:1/3	J4:1/3	Entering	5	35
J3:2/1	J4:2/1	Entering	5	35
J3:2/2	J4:1/1	Entering	5	35
J3:2/2	J4:2/2	Entering	5	35
J3:2/3	J4:1/2	Entering	5	35
J3:2/3	J4:1/3	Entering	5	35
J4:1/1	J1:3/1	Leaving	5	35
J4:1/2	J1:2/1	Leaving	5	35
J4:1/2	J1:3/2	Leaving	5	35
J4:1/3	J1:2/2	Leaving	5	35
J4:2/1	J4:4/1	Internal	5	35
J4:2/2	J4:4/1	Internal	5	35
J4:3/1	J1:3/1	Leaving	5	35
J4:3/1	J1:3/2	Leaving	5	35
J4:3/2	J1:2/1	Leaving	5	35
J4:3/3	J1:2/2	Leaving	5	35

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

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

Phases in Stage

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

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

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	5	

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 3

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		6
	2	6	

Stage Stream: 5

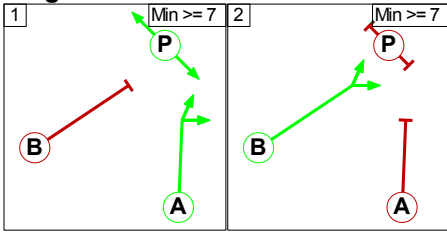
		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Stream: 6

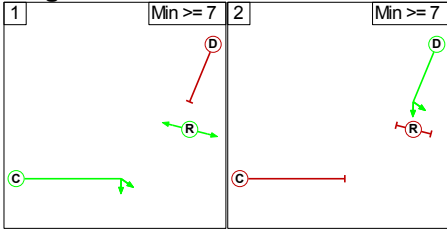
		To Stage	
From Stage		1	2
	1		5
	2	6	

Stage Diagram

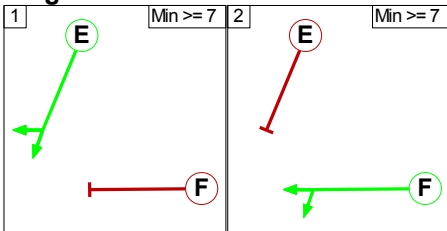
Stage Stream: 1



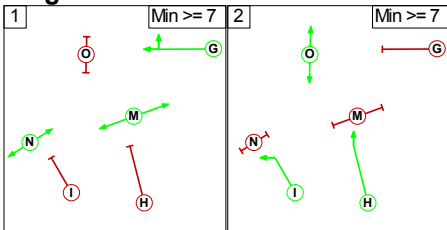
Stage Stream: 2



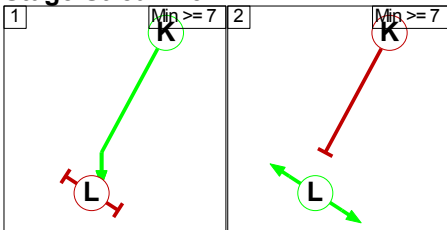
Stage Stream: 3



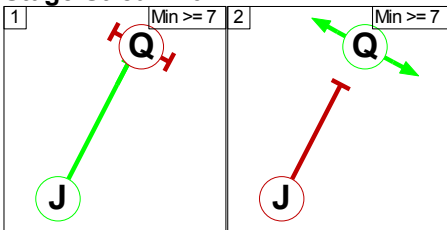
Stage Stream: 4



Stage Stream: 5



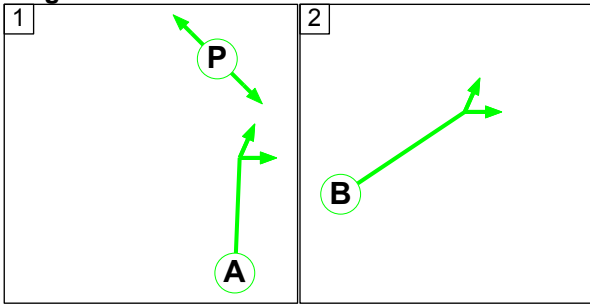
Stage Stream: 6



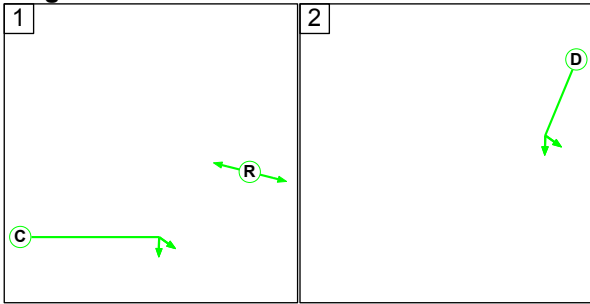
Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

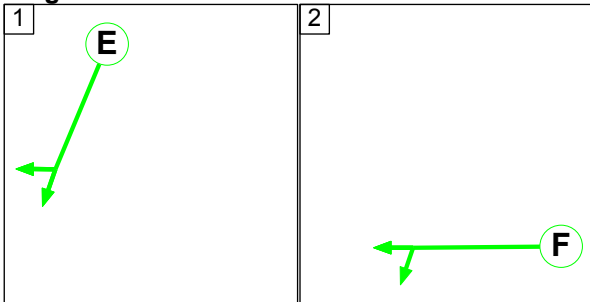
Stage Stream: 1



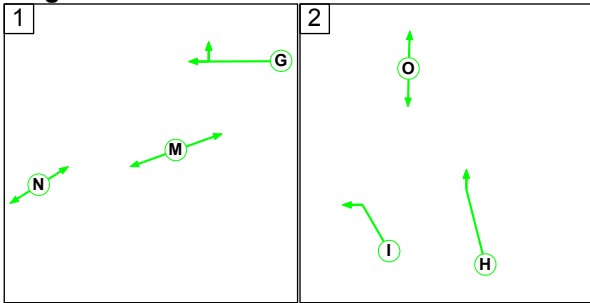
Stage Stream: 2



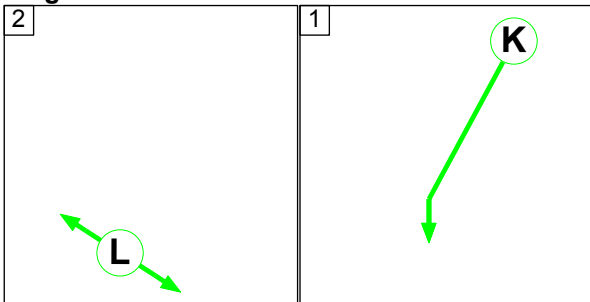
Stage Stream: 3



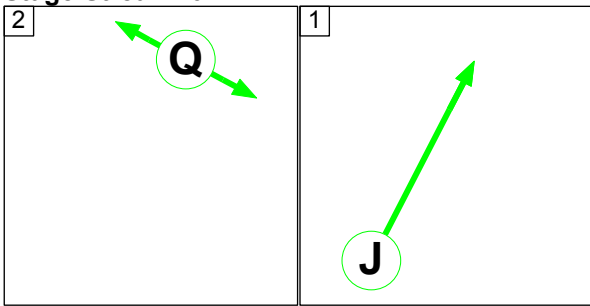
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 2,1 Stream 6: 2,1

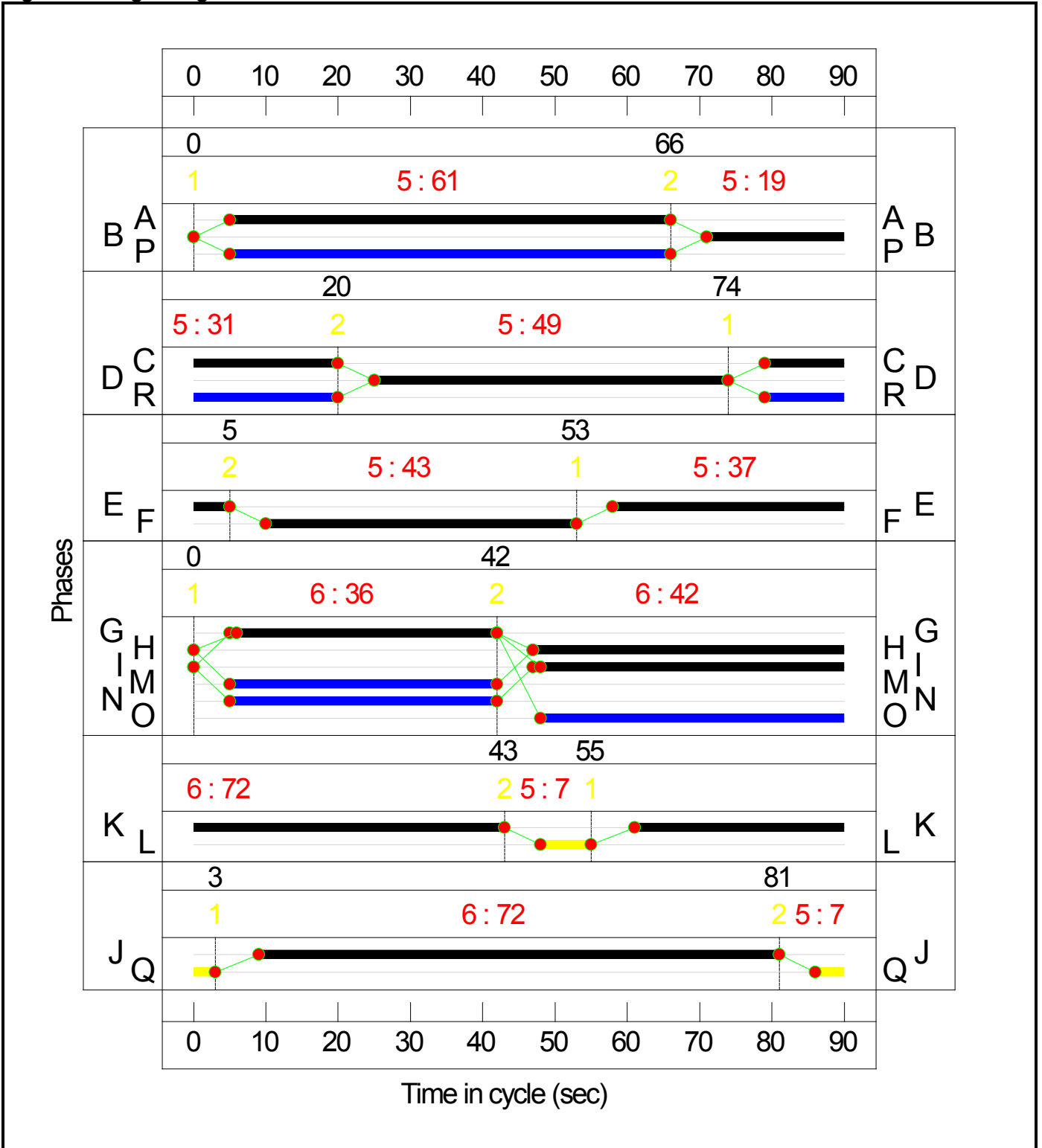
Traffic Flow Groups

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

Scenario 1: '2019 DS1 Base AM' (FG1: 'Base 2019 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	19	-	155	1800:1800	400+260	23.5 : 23.5%	-	-	-	1.4	32.1	1.9	2.1
J1:1/3	Gosport Road Ahead	U	B		1	19	-	271	1800	400	67.8%	-	-	-	3.4	45.8	6.2	7.2
J1:2/1	Circulatory Northbound Ahead	U	A		1	61	-	841	1800	1240	67.8%	-	-	-	1.8	7.9	5.4	6.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	61	-	880	1800	1240	71.0%	-	-	-	2.1	8.4	5.7	7.0
J1:3/1		U	-		-	-	-	441	1800	1800	24.5%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	264	1800	1800	14.7%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	84	1800	640	13.1%	-	-	-	0.2	8.5	1.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	446	1800:1800	413+494	49.2 : 49.2%	-	-	-	0.9	7.6	3.1	3.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	699	1800:1800	899+896	38.9 : 38.9%	-	-	-	2.5	12.7	4.8	5.1
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	152	1800	1000	15.2%	-	-	-	0.5	11.8	1.8	1.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	902	1800	1460	61.8%	-	-	-	0.8	3.4	0.3	1.1
J2:3/2	Northbound exit Ahead	U	J		1	72	-	715	1800	1460	49.0%	-	-	-	0.5	2.6	0.2	0.7
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7
J3:1/2	Rowner Road Ahead	U	F		1	43	-	419	1800	880	47.6%	-	-	-	2.2	19.2	6.9	7.3
J3:1/3	Rowner Road Ahead	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7

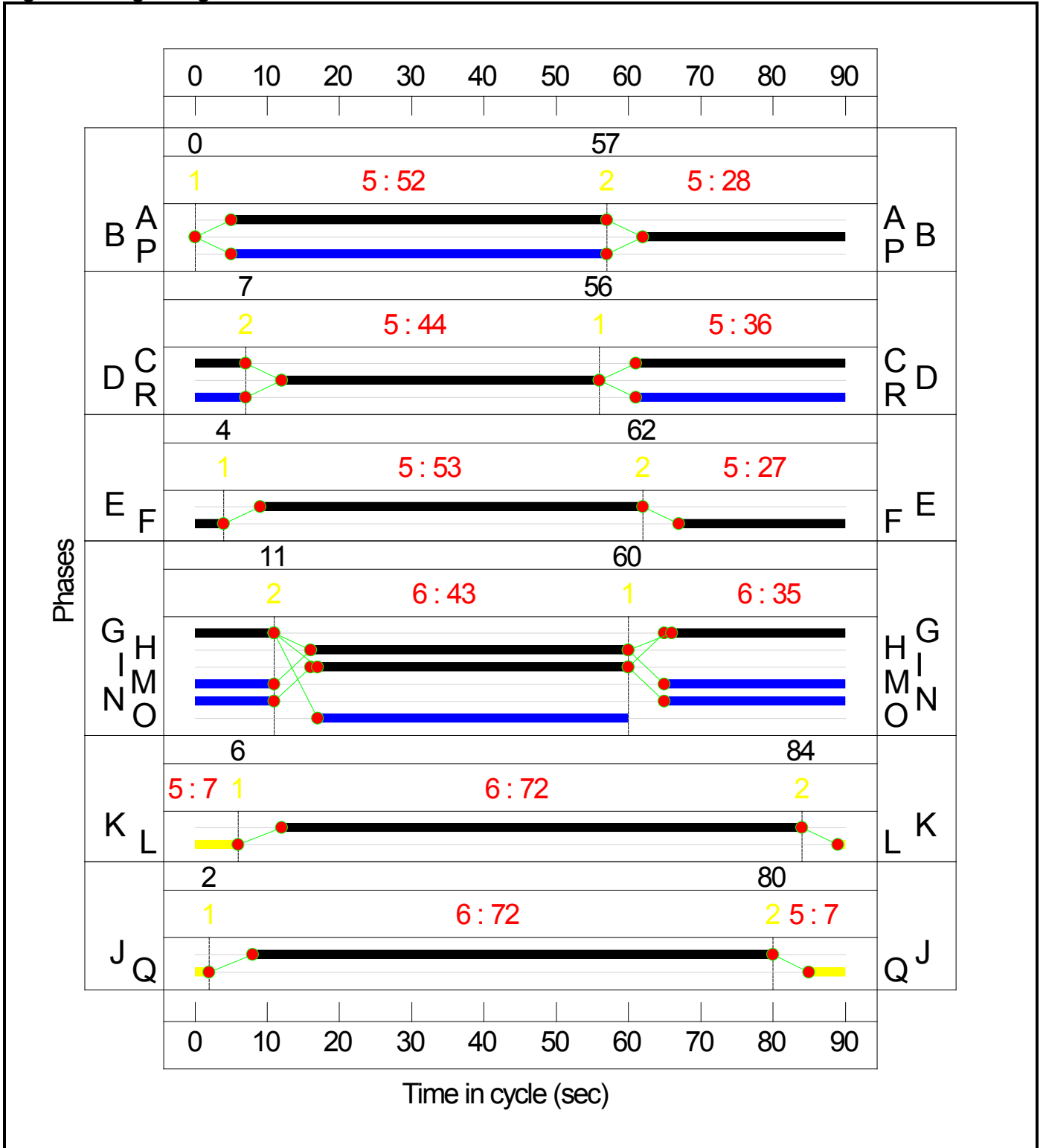
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	266	1800	760	35.0%	-	-	-	1.6	21.0	5.2	5.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	395	1800:1800	733+37	51.3 : 51.3%	-	-	-	1.7	15.5	3.4	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	415	1800	740	56.1%	-	-	-	2.0	17.6	3.2	3.9
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	438	1800	740	59.2%	-	-	-	1.9	15.5	2.4	3.1
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	435	1800	740	58.8%	-	-	-	1.7	14.4	2.0	2.7
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	352	1800	1460	24.1%	-	-	-	0.2	2.0	0.4	0.5
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	310	1800	1460	21.2%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	42	-	256	1800	860	29.8%	-	-	-	1.2	17.3	3.8	4.1
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	882	1800:1800	644+656	67.9 : 67.9%	-	-	-	4.9	19.9	7.5	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	26.8	Total Delay for Signalled Lanes (pcuHr)	8.73	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	83.1	Total Delay for Signalled Lanes (pcuHr)	4.10	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	75.5	Total Delay for Signalled Lanes (pcuHr)	10.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr)	11.76	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	273.3	Total Delay for Signalled Lanes (pcuHr)	0.33	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	45.7	Total Delay for Signalled Lanes (pcuHr)	1.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	26.8	Total Delay Over All Lanes(pcuHr)	36.73		

Scenario 2: '2019 DS1 Base PM' (FG2: 'Base 2019 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	28	-	416	1800:1800	580+172	55.3 : 55.3%	-	-	-	3.4	29.7	6.6	7.2
J1:1/3	Gosport Road Ahead	U	B		1	28	-	318	1800	580	54.8%	-	-	-	2.8	31.9	6.5	7.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	52	-	512	1800	1060	48.3%	-	-	-	1.8	12.8	6.6	7.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	52	-	541	1800	1060	51.0%	-	-	-	2.1	14.1	7.7	8.3
J1:3/1		U	-		-	-	-	263	1800	1800	14.6%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	228	1800	1800	12.7%	-	-	-	0.1	1.1	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	36	-	371	1800	740	50.1%	-	-	-	0.9	8.7	1.3	1.8
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	36	-	492	1800:1800	598+305	54.5 : 54.5%	-	-	-	2.0	14.7	4.4	5.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	44	-	944	1800:1800	850+850	55.5 : 55.5%	-	-	-	4.6	17.6	7.9	8.5
J2:2/3	Newgate Lane Ahead	U	D		1	44	-	406	1800	900	45.1%	-	-	-	2.0	18.2	6.5	7.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	607	1800	1460	41.6%	-	-	-	0.4	2.4	0.4	0.8
J2:3/2	Northbound exit Ahead	U	J		1	72	-	317	1800	1460	21.7%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	27	-	220	1800	560	39.3%	-	-	-	1.8	29.6	4.3	4.6
J3:1/2	Rowner Road Ahead	U	F		1	27	-	237	1800	560	42.3%	-	-	-	2.0	30.2	4.7	5.0
J3:1/3	Rowner Road Ahead	U	F		1	27	-	286	1800	560	51.1%	-	-	-	2.5	31.9	5.8	6.3

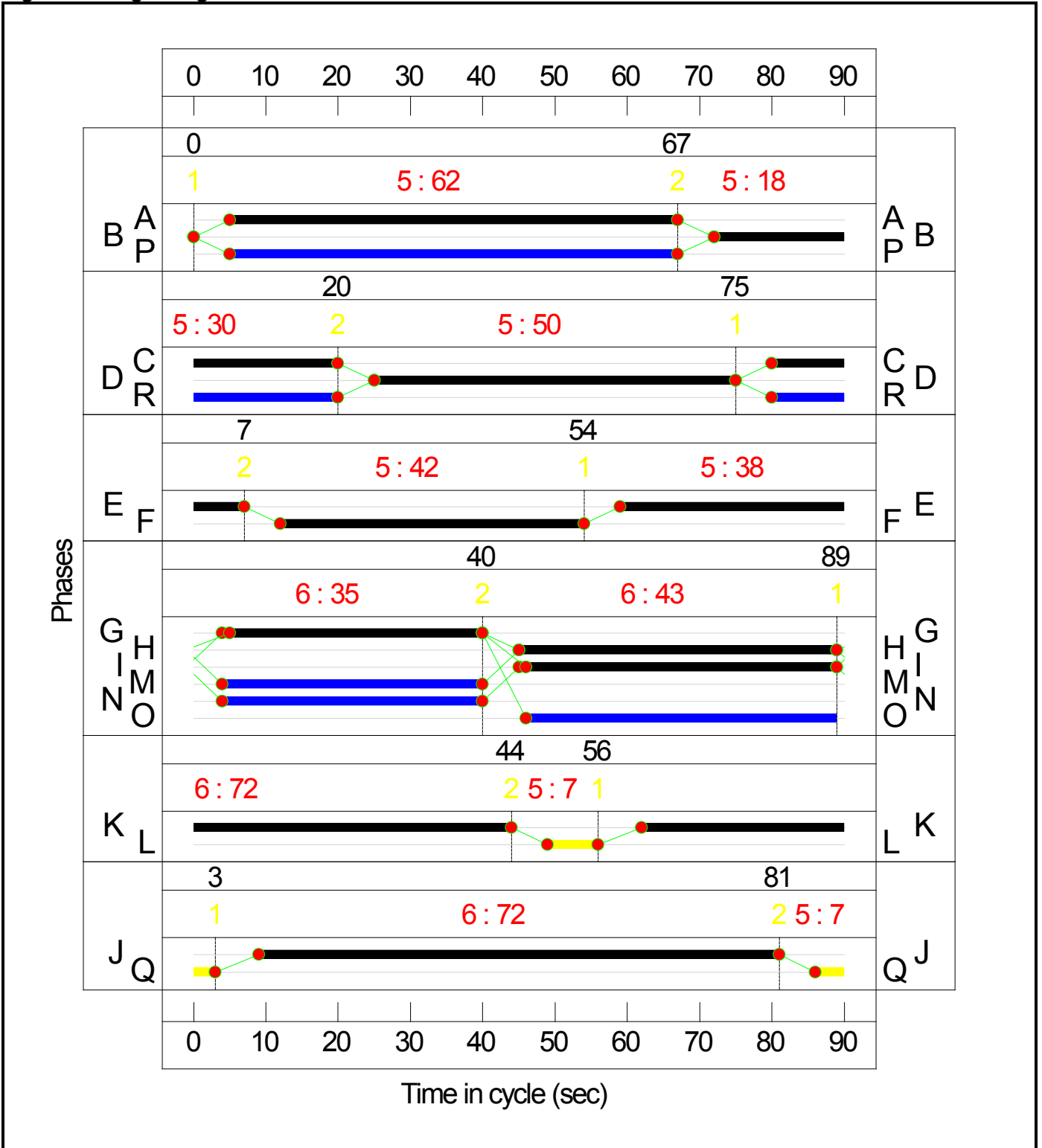
J3:2/1	Circulatory Southbound Ahead	U	E		1	53	-	450	1800	1080	41.7%	-	-	-	1.1	8.7	3.5	3.9
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	53	-	572	1800:1800	891+244	50.4 : 50.4%	-	-	-	1.4	8.8	4.1	4.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	187	1800	720	26.0%	-	-	-	0.5	9.6	1.0	1.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	360	1800	720	50.0%	-	-	-	1.6	16.1	4.0	4.5
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	286	1800	720	39.7%	-	-	-	0.3	4.3	0.0	0.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	521	1800	1460	35.7%	-	-	-	0.3	2.2	0.3	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	411	1800	1460	28.2%	-	-	-	0.2	1.7	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	181	1800	880	20.6%	-	-	-	0.8	15.7	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	530	1800:1800	673+624	40.9 : 40.9%	-	-	-	2.3	15.5	4.0	4.4

C1	Stream: 1 PRC for Signalled Lanes (%)	62.6	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	62.1	Total Delay for Signalled Lanes (pcuHr)	9.58	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	76.2	Total Delay for Signalled Lanes (pcuHr)	8.82	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	80.0	Total Delay for Signalled Lanes (pcuHr)	5.53	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	152.2	Total Delay for Signalled Lanes (pcuHr)	0.51	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	116.5	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
	PRC Over All Lanes (%)	62.1	Total Delay Over All Lanes(pcuHr)	35.33		

Scenario 3: '2024 DS1 Base AM' (FG3: 'Base 2024 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	187	1800:1800	380+260	29.2 : 29.2%	-	-	-	1.7	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	908	1800	1260	72.1%	-	-	-	2.2	8.6	6.2	7.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	977	1800	1260	77.5%	-	-	-	2.6	9.7	6.6	8.3
J1:3/1		U	-		-	-	-	464	1800	1800	25.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	317	1800	1800	17.6%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	30	-	162	1800	620	26.1%	-	-	-	0.6	12.9	3.1	3.3
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	30	-	487	1800:1800	380+489	56.1 : 56.1%	-	-	-	1.3	9.7	3.6	4.2
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	50	-	837	1800:1800	908+892	46.5 : 46.5%	-	-	-	3.0	12.9	5.9	6.3
J2:2/3	Newgate Lane Ahead	U	D		1	50	-	203	1800	1020	19.9%	-	-	-	0.7	11.7	2.4	2.5
J2:3/1	Northbound exit Ahead	U	J		1	72	-	984	1800	1460	67.4%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	722	1800	1460	49.5%	-	-	-	0.5	2.6	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	503	1800	860	58.5%	-	-	-	3.1	22.1	9.1	9.8
J3:1/2	Rowner Road Ahead	U	F		1	42	-	464	1800	860	54.0%	-	-	-	2.7	21.1	8.1	8.7
J3:1/3	Rowner Road Ahead	U	F		1	42	-	467	1800	860	54.3%	-	-	-	2.7	21.1	8.2	8.8

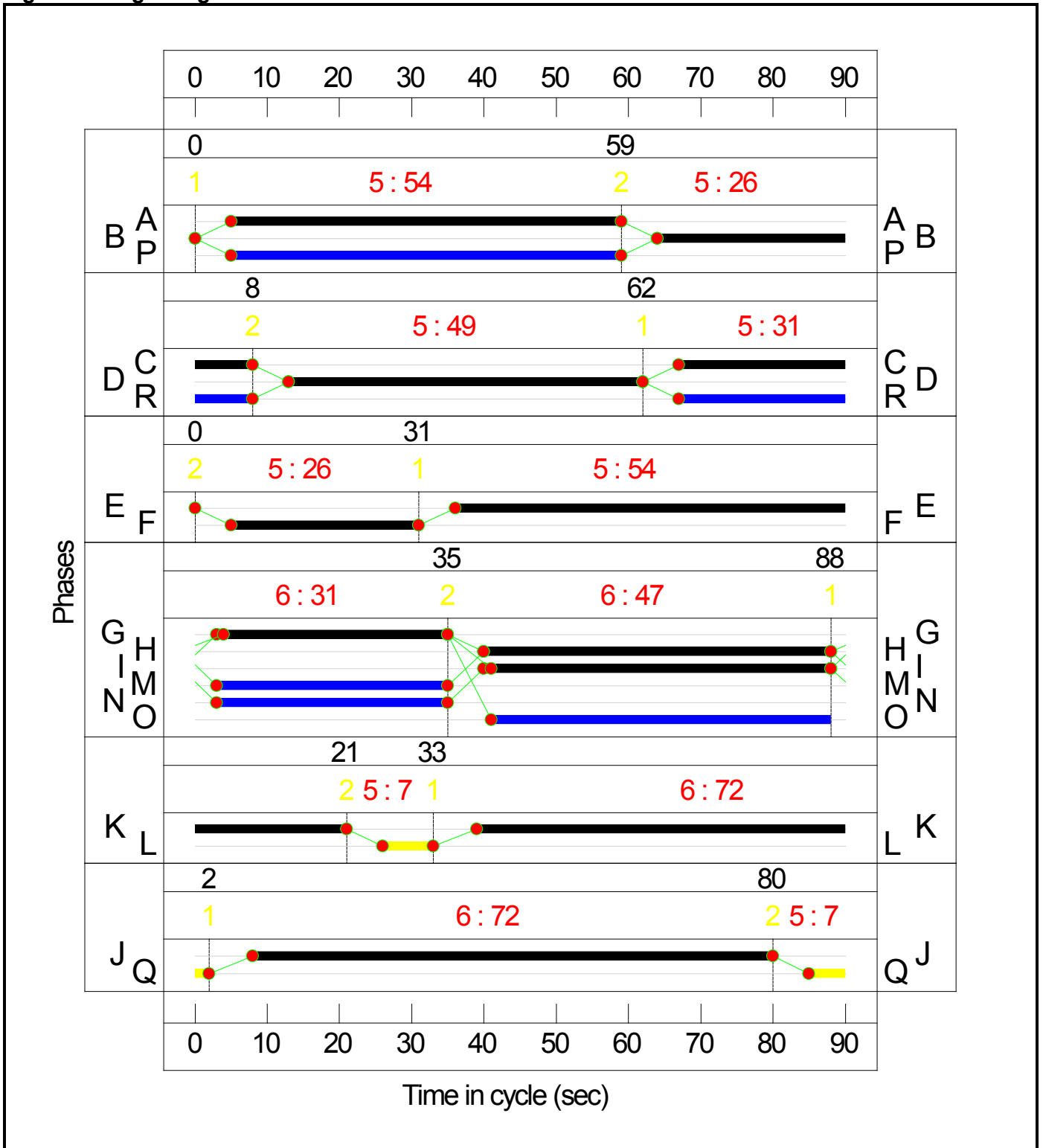
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	370	1800	780	47.4%	-	-	-	2.6	24.8	8.5	9.0
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	477	1800:1800	773+10	61.0 : 61.0%	-	-	-	2.2	16.7	4.8	5.5
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	435	1800	720	60.4%	-	-	-	2.5	21.0	4.4	5.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	470	1800	720	65.3%	-	-	-	2.3	17.5	2.7	3.6
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	467	1800	720	64.9%	-	-	-	2.2	17.2	2.5	3.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	542	1800	1460	37.1%	-	-	-	0.4	2.5	0.7	1.0
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	367	1800	1460	25.1%	-	-	-	0.2	1.6	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	276	1800	880	31.4%	-	-	-	1.3	16.9	4.1	4.4
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	1018	1800:1800	660+663	76.9 : 76.9%	-	-	-	6.1	21.5	8.8	10.4

C1	Stream: 1 PRC for Signalled Lanes (%)	16.1	Total Delay for Signalled Lanes (pcuHr)	10.57	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	60.6	Total Delay for Signalled Lanes (pcuHr)	5.55	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	47.7	Total Delay for Signalled Lanes (pcuHr)	13.31	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	17.0	Total Delay for Signalled Lanes (pcuHr)	14.44	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	142.4	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr)	1.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	16.1	Total Delay Over All Lanes(pcuHr)	46.31		

Scenario 4: '2024 DS1 Base PM' (FG4: 'Base 2024 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	26	-	442	1800:1800	540+185	60.9 : 60.9%	-	-	-	4.0	32.4	7.0	7.8
J1:1/3	Gosport Road Ahead	U	B		1	26	-	348	1800	540	64.4%	-	-	-	3.5	36.6	7.5	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	54	-	565	1800	1100	51.4%	-	-	-	1.2	7.9	3.2	3.7
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	54	-	632	1800	1100	57.5%	-	-	-	1.4	8.1	3.3	4.0
J1:3/1		U	-		-	-	-	308	1800	1800	17.1%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	252	1800	1800	14.0%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	373	1800	640	58.3%	-	-	-	1.1	10.2	2.1	2.7
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	622	1800:1800	481+477	64.9 : 64.9%	-	-	-	3.3	19.3	7.3	8.3
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	1166	1800:1800	900+891	65.1 : 65.1%	-	-	-	5.2	16.0	9.6	10.5
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	392	1800	1000	39.2%	-	-	-	1.6	14.3	5.6	5.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	678	1800	1460	46.4%	-	-	-	0.5	2.6	0.5	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	314	1800	1460	21.5%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	26	-	300	1800	540	55.6%	-	-	-	2.8	33.9	6.2	6.9
J3:1/2	Rowner Road Ahead	U	F		1	26	-	272	1800	540	50.4%	-	-	-	2.5	32.7	5.6	6.1
J3:1/3	Rowner Road Ahead	U	F		1	26	-	298	1800	540	55.2%	-	-	-	2.8	33.8	6.2	6.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	54	-	520	1800	1100	47.3%	-	-	-	2.3	15.7	11.4	11.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	54	-	702	1800:1800	1008+115	62.5 : 62.5%	-	-	-	2.8	14.6	9.0	9.8
J4:1/1	Circulatory Westbound Ahead	U	G		1	31	-	261	1800	640	40.8%	-	-	-	1.8	24.6	3.1	3.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	31	-	344	1800	640	53.8%	-	-	-	1.5	16.1	1.9	2.5
J4:1/3	Circulatory Westbound Right	U	G		1	31	-	298	1800	640	46.6%	-	-	-	0.5	6.1	0.1	0.6
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	676	1800	1460	46.3%	-	-	-	0.6	2.9	1.1	1.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	513	1800	1460	35.1%	-	-	-	0.3	1.9	0.0	0.3
J4:3/1	Broom Way Left	U	I		1	47	-	198	1800	960	20.6%	-	-	-	0.7	13.4	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	48	-	656	1800:1800	683+709	47.1 : 47.1%	-	-	-	2.5	13.9	4.6	5.1

C1	Stream: 1 PRC for Signalled Lanes (%)	39.7	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	38.3	Total Delay for Signalled Lanes (pcuHr)	11.14	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	44.0	Total Delay for Signalled Lanes (pcuHr)	13.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	67.4	Total Delay for Signalled Lanes (pcuHr)	7.09	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	94.4	Total Delay for Signalled Lanes (pcuHr)	0.82	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	93.8	Total Delay for Signalled Lanes (pcuHr)	0.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	38.3	Total Delay Over All Lanes(pcuHr)	43.27		

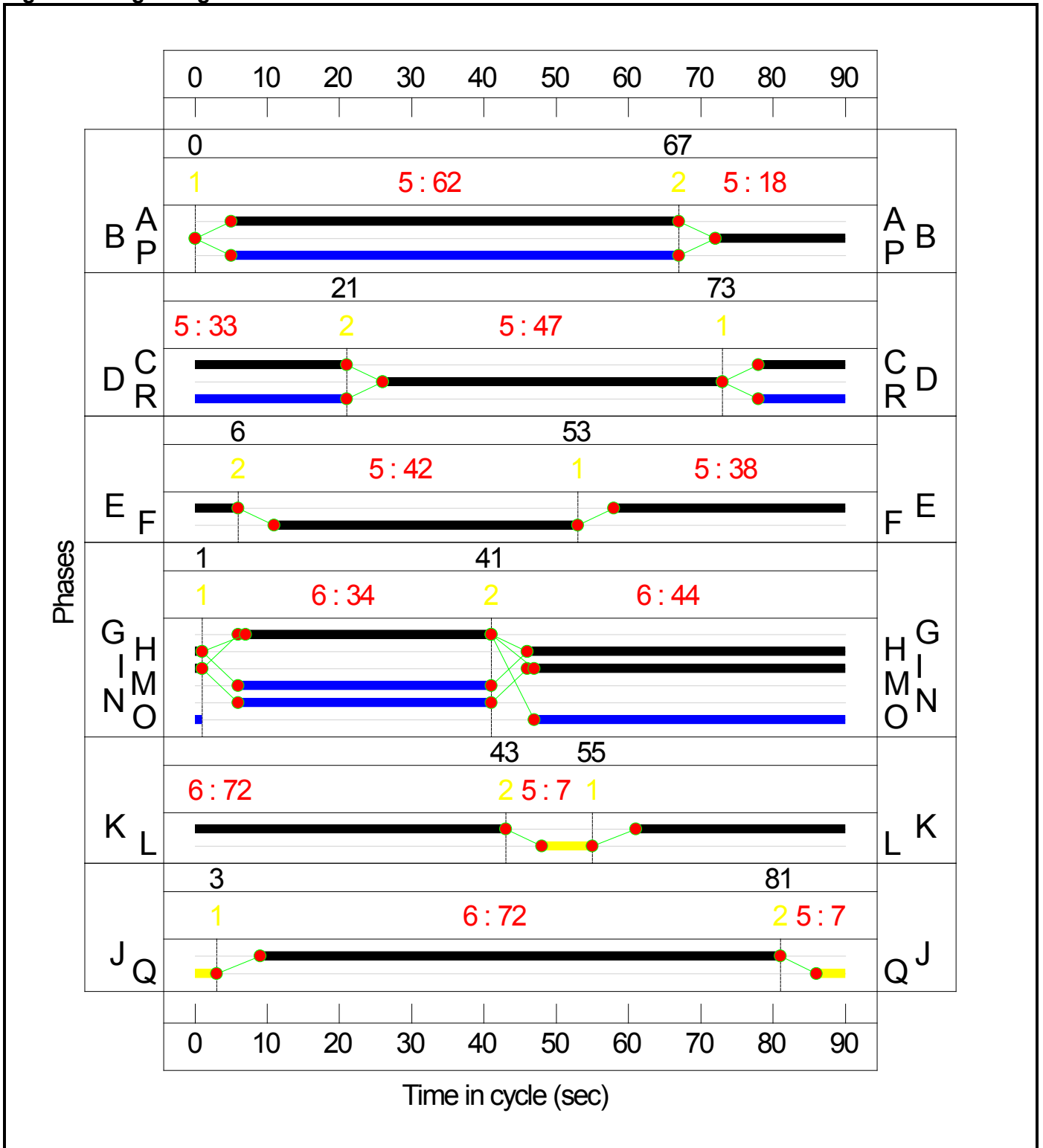
Scenario 5: '2024 DS1 Base + Dev AM' (FG5: 'Base + Dev 2024 AM DS1', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	188	1800:1800	380+264	29.2 : 29.2%	-	-	-	1.8	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	911	1800	1260	72.3%	-	-	-	2.2	8.8	6.2	7.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	983	1800	1260	78.0%	-	-	-	2.7	9.9	6.7	8.4
J1:3/1		U	-		-	-	-	461	1800	1800	25.6%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	325	1800	1800	18.1%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	33	-	251	1800	680	36.9%	-	-	-	0.9	13.4	4.4	4.7
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	33	-	398	1800:1800	611+144	52.7 : 52.7%	-	-	-	0.8	7.6	4.1	4.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	47	-	736	1800:1800	879+879	41.8 : 41.8%	-	-	-	2.9	14.1	5.3	5.7
J2:2/3	Newgate Lane Ahead	U	D		1	47	-	350	1800	960	36.5%	-	-	-	1.5	15.1	5.1	5.3
J2:3/1	Northbound exit Ahead	U	J		1	72	-	988	1800	1460	67.7%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	728	1800	1460	49.9%	-	-	-	0.5	2.7	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	495	1800	860	57.6%	-	-	-	3.0	21.8	8.8	9.5
J3:1/2	Rowner Road Ahead	U	F		1	42	-	472	1800	860	54.9%	-	-	-	2.8	21.3	8.3	8.9
J3:1/3	Rowner Road Ahead	U	F		1	42	-	472	1800	860	54.9%	-	-	-	2.8	21.3	8.3	8.9

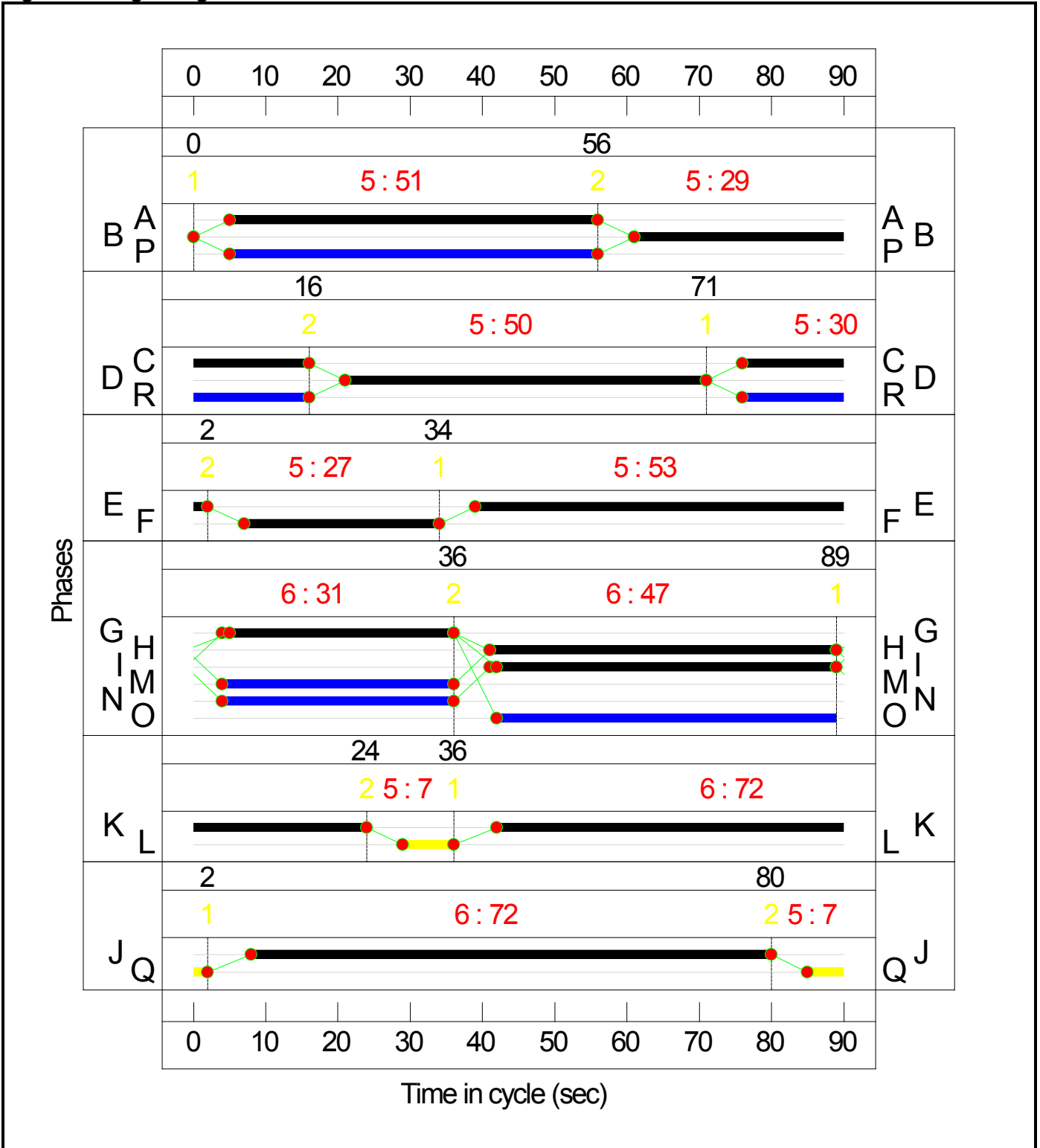
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	442	1800	780	56.7%	-	-	-	2.4	19.8	6.2	6.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	426	1800:1800	776+6	54.5 : 54.5%	-	-	-	2.8	23.8	8.6	9.2
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	435	1800	700	62.1%	-	-	-	2.6	21.4	4.4	5.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	475	1800	700	67.9%	-	-	-	2.3	17.5	2.4	3.4
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	472	1800	700	67.4%	-	-	-	2.3	17.2	2.3	3.3
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	614	1800	1460	42.1%	-	-	-	0.4	2.6	0.7	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	311	1800	1460	21.3%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	44	-	276	1800	900	30.7%	-	-	-	1.2	16.2	4.1	4.3
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	1022	1800:1800	672+672	76.0 : 76.0%	-	-	-	5.8	20.6	8.7	10.2

C1	Stream: 1 PRC for Signalled Lanes (%)	15.4	Total Delay for Signalled Lanes (pcuHr)	10.72	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	70.8	Total Delay for Signalled Lanes (pcuHr)	6.12	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	56.4	Total Delay for Signalled Lanes (pcuHr)	13.82	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	18.4	Total Delay for Signalled Lanes (pcuHr)	14.22	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	114.0	Total Delay for Signalled Lanes (pcuHr)	0.58	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.0	Total Delay for Signalled Lanes (pcuHr)	1.64	Cycle Time (s)	90
	PRC Over All Lanes (%)	15.4	Total Delay Over All Lanes (pcuHr)	47.39		

Scenario 6: '2024 DS1 Base + Dev PM' (FG6: 'Base + Dev 2024 PM DS1', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

		Destination					Tot.
		A	B	C	D		
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



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	Gosport Road Ahead Ahead2	U	B		1	29	-	393	1800:1800	600+254	46.0 : 46.0%	-	-	-	2.9	26.9	5.4	5.8
J1:1/3	Gosport Road Ahead	U	B		1	29	-	401	1800	600	66.8%	-	-	-	3.9	34.7	8.6	9.6
J1:2/1	Circulatory Northbound Ahead	U	A		1	51	-	586	1800	1040	56.3%	-	-	-	1.6	9.7	3.8	4.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	51	-	646	1800	1040	62.1%	-	-	-	1.8	10.1	4.0	4.9
J1:3/1		U	-		-	-	-	323	1800	1800	17.9%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	239	1800	1800	13.3%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	30	-	400	1800	620	64.5%	-	-	-	2.4	21.2	8.6	9.5
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	30	-	595	1800:1800	450+474	64.4 : 64.4%	-	-	-	2.8	16.7	6.8	7.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	50	-	1217	1800:1800	901+899	67.6 : 67.6%	-	-	-	5.4	15.8	9.8	10.9
J2:2/3	Newgate Lane Ahead	U	D		1	50	-	358	1800	1020	35.1%	-	-	-	1.3	13.3	4.8	5.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	703	1800	1460	48.2%	-	-	-	0.5	2.7	0.5	1.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	328	1800	1460	22.5%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	27	-	307	1800	560	54.8%	-	-	-	2.8	32.8	6.3	6.9
J3:1/2	Rowner Road Ahead	U	F		1	27	-	280	1800	560	50.0%	-	-	-	2.5	31.7	5.7	6.2
J3:1/3	Rowner Road Ahead	U	F		1	27	-	305	1800	560	54.5%	-	-	-	2.8	32.7	6.3	6.9

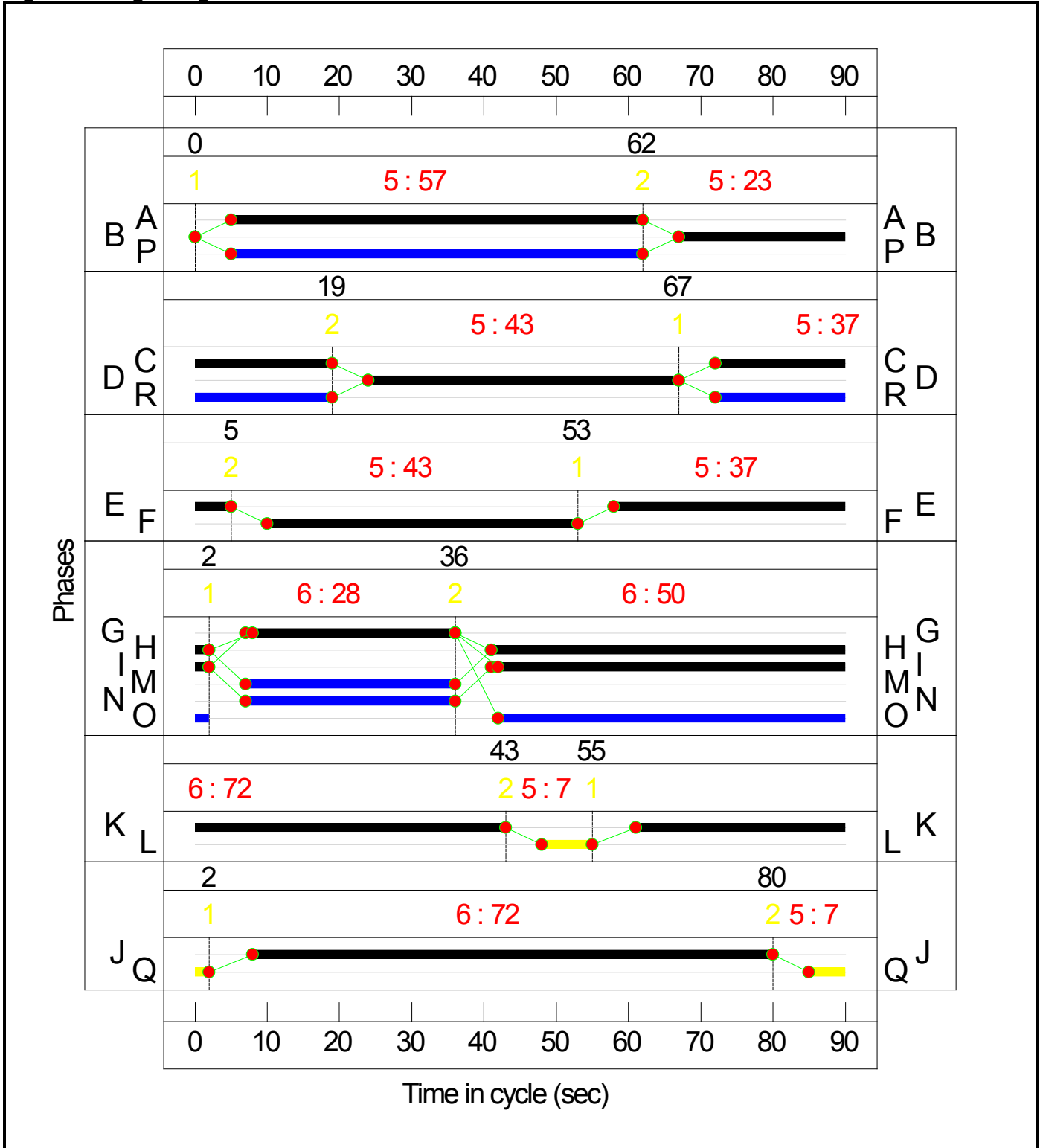
J3:2/1	Circulatory Southbound Ahead	U	E		1	53	-	568	1800	1080	52.6%	-	-	-	1.9	12.2	11.6	12.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	53	-	663	1800:1800	988+115	60.1 : 60.1%	-	-	-	2.3	12.4	7.4	8.1
J4:1/1	Circulatory Westbound Ahead	U	G		1	31	-	273	1800	640	42.7%	-	-	-	1.8	24.2	3.2	3.6
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	31	-	349	1800	640	54.5%	-	-	-	1.6	16.2	2.0	2.6
J4:1/3	Circulatory Westbound Right	U	G		1	31	-	305	1800	640	47.7%	-	-	-	0.6	7.5	0.3	0.7
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	724	1800	1460	49.6%	-	-	-	0.6	3.0	1.0	1.5
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	472	1800	1460	32.3%	-	-	-	0.2	1.8	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	47	-	198	1800	960	20.6%	-	-	-	0.7	13.4	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	48	-	669	1800:1800	682+709	48.1 : 48.1%	-	-	-	2.6	14.0	4.7	5.2

C1	Stream: 1 PRC for Signalled Lanes (%)	34.7	Total Delay for Signalled Lanes (pcuHr)	10.18	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	33.1	Total Delay for Signalled Lanes (pcuHr)	11.78	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	49.8	Total Delay for Signalled Lanes (pcuHr)	12.26	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	65.0	Total Delay for Signalled Lanes (pcuHr)	7.37	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	81.5	Total Delay for Signalled Lanes (pcuHr)	0.83	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	86.9	Total Delay for Signalled Lanes (pcuHr)	0.66	Cycle Time (s)	90
	PRC Over All Lanes (%)	33.1	Total Delay Over All Lanes(pcuHr)	43.27		

Scenario 7: '2019 DS2 Base AM' (FG7: 'Base 2019 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	23	-	372	1800:1800	480+480	40.2 : 37.3%	-	-	-	3.1	30.1	3.9	4.2
J1:1/3	Gosport Road Ahead	U	B		1	23	-	302	1800	480	62.9%	-	-	-	3.3	39.1	6.6	7.5
J1:2/1	Circulatory Northbound Ahead	U	A		1	57	-	530	1800	1160	45.7%	-	-	-	1.3	8.9	4.4	4.8
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	57	-	720	1800	1160	62.1%	-	-	-	1.5	7.5	3.4	4.3
J1:3/1		U	-		-	-	-	693	1800	1800	38.5%	-	-	-	0.3	1.6	0.0	0.3
J1:3/2		U	-		-	-	-	690	1800	1800	38.3%	-	-	-	0.3	1.6	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	37	-	169	1800	760	22.2%	-	-	-	0.2	4.1	1.0	1.1
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	37	-	433	1800:1800	571+430	43.3 : 43.3%	-	-	-	0.7	5.7	2.2	2.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	43	-	375	1800:1800	845+671	24.7 : 24.7%	-	-	-	1.5	14.7	3.0	3.2
J2:2/3	Newgate Lane Ahead	U	D		1	43	-	183	1800	880	20.8%	-	-	-	0.8	15.7	2.6	2.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	709	1800	1460	48.6%	-	-	-	0.6	3.0	1.1	1.6
J2:3/2	Northbound exit Ahead	U	J		1	72	-	613	1800	1460	42.0%	-	-	-	0.4	2.3	0.2	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	380	1800	880	43.2%	-	-	-	2.0	18.5	6.1	6.5
J3:1/2	Rowner Road Ahead	U	F		1	43	-	352	1800	880	40.0%	-	-	-	1.8	18.0	5.6	5.9
J3:1/3	Rowner Road Ahead	U	F		1	43	-	369	1800	880	41.9%	-	-	-	1.9	18.3	5.8	6.2

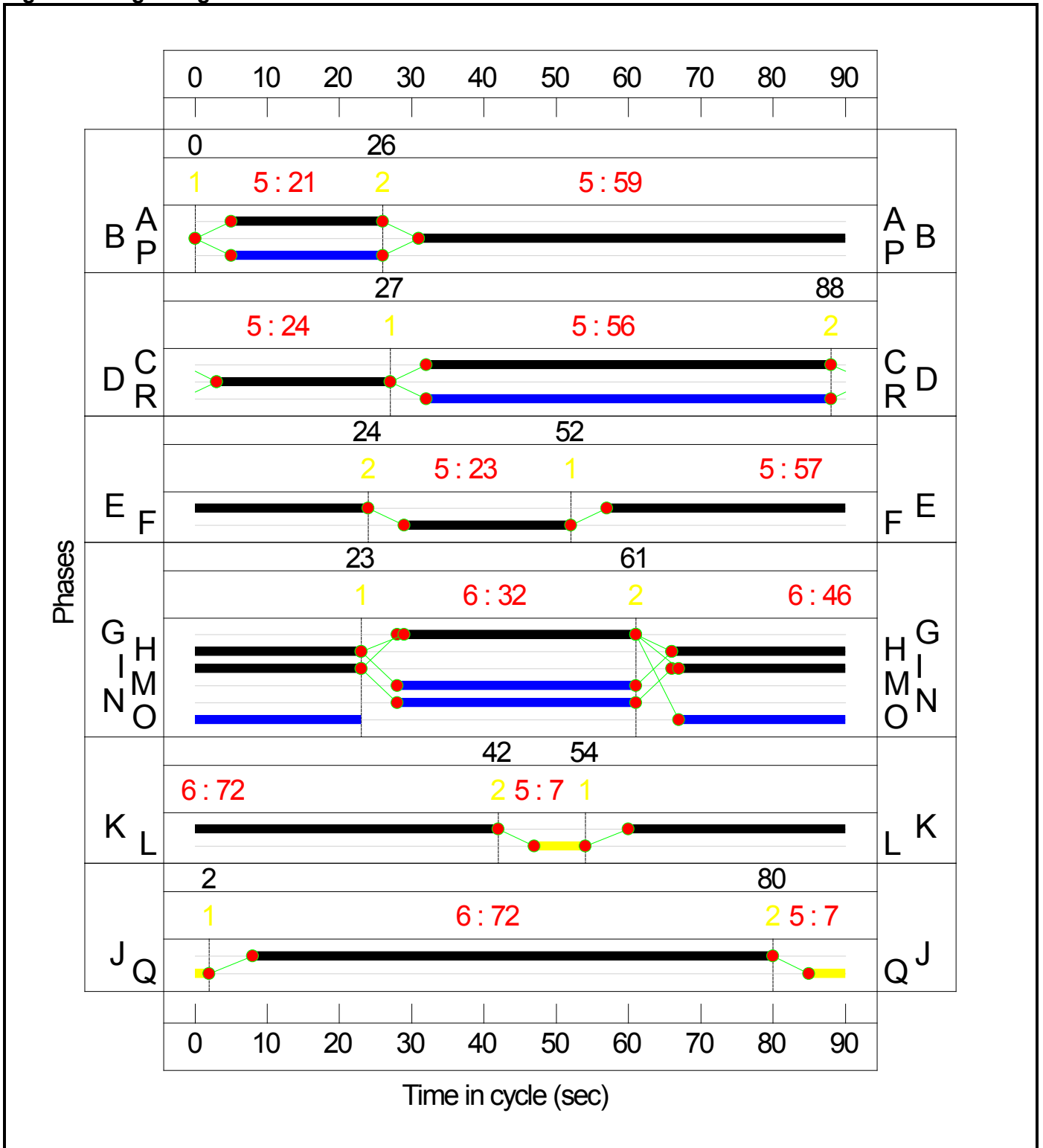
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	308	1800	760	40.5%	-	-	-	1.7	19.5	4.8	5.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	369	1800:1800	690+98	46.8 : 46.8%	-	-	-	1.7	16.8	3.5	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	28	-	387	1800	580	66.7%	-	-	-	3.0	27.9	5.6	6.6
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	28	-	398	1800	580	68.6%	-	-	-	2.8	25.6	3.5	4.6
J4:1/3	Circulatory Westbound Right	U	G		1	28	-	369	1800	580	63.6%	-	-	-	2.2	21.4	2.3	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	396	1800	1460	27.1%	-	-	-	0.2	2.1	0.4	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	228	1800	1460	15.6%	-	-	-	0.1	1.5	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	50	-	692	1800	1020	67.8%	-	-	-	3.7	19.2	12.1	13.2
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	51	-	787	1800:1800	768+618	56.8 : 56.8%	-	-	-	2.9	13.3	6.1	6.7

C1	Stream: 1 PRC for Signalled Lanes (%)	43.0	Total Delay for Signalled Lanes (pcuHr)	9.20	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	108.1	Total Delay for Signalled Lanes (pcuHr)	3.21	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	92.3	Total Delay for Signalled Lanes (pcuHr)	8.98	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	31.2	Total Delay for Signalled Lanes (pcuHr)	14.63	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	231.8	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	85.3	Total Delay for Signalled Lanes (pcuHr)	0.97	Cycle Time (s)	90
	PRC Over All Lanes (%)	31.2	Total Delay Over All Lanes(pcuHr)	37.94		

Scenario 8: '2019 DS2 Base PM' (FG8: 'Base 2019 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	59	-	831	1800:1800	1119+196	63.2 : 63.2%	-	-	-	2.7	11.5	9.6	10.5
J1:1/3	Gosport Road Ahead	U	B		1	59	-	690	1800	1200	57.5%	-	-	-	2.2	11.6	9.2	9.9
J1:2/1	Circulatory Northbound Ahead	U	A		1	21	-	263	1800	440	59.8%	-	-	-	2.1	28.7	5.8	6.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	21	-	243	1800	440	55.2%	-	-	-	2.7	40.2	5.6	6.2
J1:3/1		U	-		-	-	-	401	1800	1800	22.3%	-	-	-	0.1	1.3	0.0	0.1
J1:3/2		U	-		-	-	-	416	1800	1800	23.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	56	-	722	1800	1140	63.3%	-	-	-	1.4	7.1	2.0	2.9
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	56	-	822	1800:1800	865+437	63.1 : 63.1%	-	-	-	2.1	9.1	5.7	6.5
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	24	-	598	1800:1800	500+500	62.4 : 57.2%	-	-	-	5.4	32.6	6.8	7.5
J2:2/3	Newgate Lane Ahead	U	D		1	24	-	237	1800	500	47.4%	-	-	-	2.2	33.9	4.9	5.3
J2:3/1	Northbound exit Ahead	U	J		1	72	-	387	1800	1460	26.5%	-	-	-	0.2	2.2	0.5	0.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	96	1800	1460	6.6%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	196	1800	480	40.8%	-	-	-	1.8	33.5	4.0	4.4
J3:1/2	Rowner Road Ahead	U	F		1	23	-	184	1800	480	38.3%	-	-	-	1.7	33.0	3.7	4.0
J3:1/3	Rowner Road Ahead	U	F		1	23	-	78	1800	480	16.3%	-	-	-	0.6	29.8	1.5	1.6

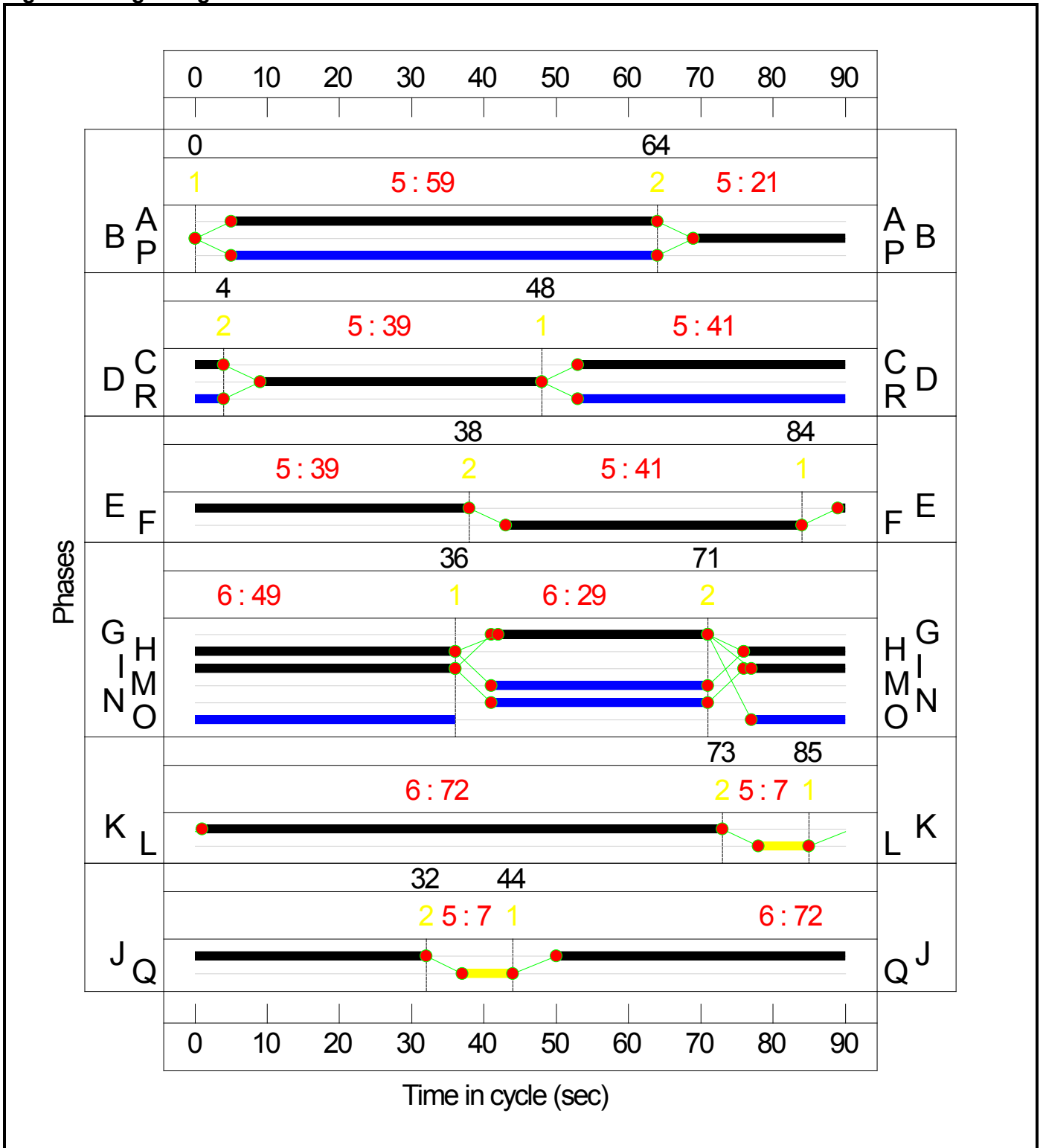
J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	511	1800	1160	44.1%	-	-	-	1.0	7.3	4.3	4.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	513	1800:1800	1008+189	42.8 : 42.8%	-	-	-	1.1	7.9	5.2	5.6
J4:1/1	Circulatory Westbound Ahead	U	G		1	32	-	226	1800	660	34.2%	-	-	-	0.7	10.4	2.5	2.8
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	32	-	265	1800	660	40.2%	-	-	-	0.6	8.8	1.9	2.3
J4:1/3	Circulatory Westbound Right	U	G		1	32	-	78	1800	660	11.8%	-	-	-	0.1	3.2	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	580	1800	1460	39.7%	-	-	-	0.4	2.3	0.4	0.7
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	333	1800	1460	22.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	46	-	326	1800	940	34.7%	-	-	-	1.4	15.5	4.7	5.0
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	47	-	428	1800:1800	757+475	34.8 : 34.8%	-	-	-	1.6	13.5	3.6	3.8

C1	Stream: 1 PRC for Signalled Lanes (%)	42.5	Total Delay for Signalled Lanes (pcuHr)	9.70	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	42.1	Total Delay for Signalled Lanes (pcuHr)	11.15	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	104.3	Total Delay for Signalled Lanes (pcuHr)	6.32	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	124.2	Total Delay for Signalled Lanes (pcuHr)	4.37	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	126.6	Total Delay for Signalled Lanes (pcuHr)	0.52	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	239.5	Total Delay for Signalled Lanes (pcuHr)	0.27	Cycle Time (s)	90
	PRC Over All Lanes (%)	42.1	Total Delay Over All Lanes(pcuHr)	32.62		

Scenario 9: '2024 DS2 Base AM' (FG9: 'Base 2024 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	21	-	412	1800:1800	440+440	49.1 : 44.5%	-	-	-	3.8	32.9	4.6	5.1
J1:1/3	Gosport Road Ahead	U	B		1	21	-	316	1800	440	71.8%	-	-	-	4.0	45.4	7.2	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	59	-	586	1800	1200	48.8%	-	-	-	2.1	12.7	10.8	11.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	59	-	812	1800	1200	67.7%	-	-	-	3.2	14.3	10.8	11.8
J1:3/1		U	-		-	-	-	742	1800	1800	41.2%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	739	1800	1800	41.1%	-	-	-	0.3	1.7	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	41	-	276	1800	840	32.9%	-	-	-	1.1	14.9	2.7	3.0
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	41	-	449	1800:1800	442+625	42.1 : 42.1%	-	-	-	1.6	12.5	3.4	3.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	39	-	515	1800:1800	800+464	40.8 : 40.8%	-	-	-	2.7	18.8	5.5	5.9
J2:2/3	Newgate Lane Ahead	U	D		1	39	-	224	1800	800	28.0%	-	-	-	1.2	19.0	3.5	3.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	782	1800	1460	53.6%	-	-	-	0.9	4.1	2.4	3.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	619	1800	1460	42.4%	-	-	-	0.5	2.7	1.1	1.4
J3:1/1	Rowner Road Ahead Left	U	F		1	41	-	445	1800	840	53.0%	-	-	-	2.7	21.6	7.8	8.3
J3:1/2	Rowner Road Ahead	U	F		1	41	-	395	1800	840	47.0%	-	-	-	2.2	20.4	6.7	7.1
J3:1/3	Rowner Road Ahead	U	F		1	41	-	399	1800	840	47.5%	-	-	-	2.3	20.5	6.8	7.2

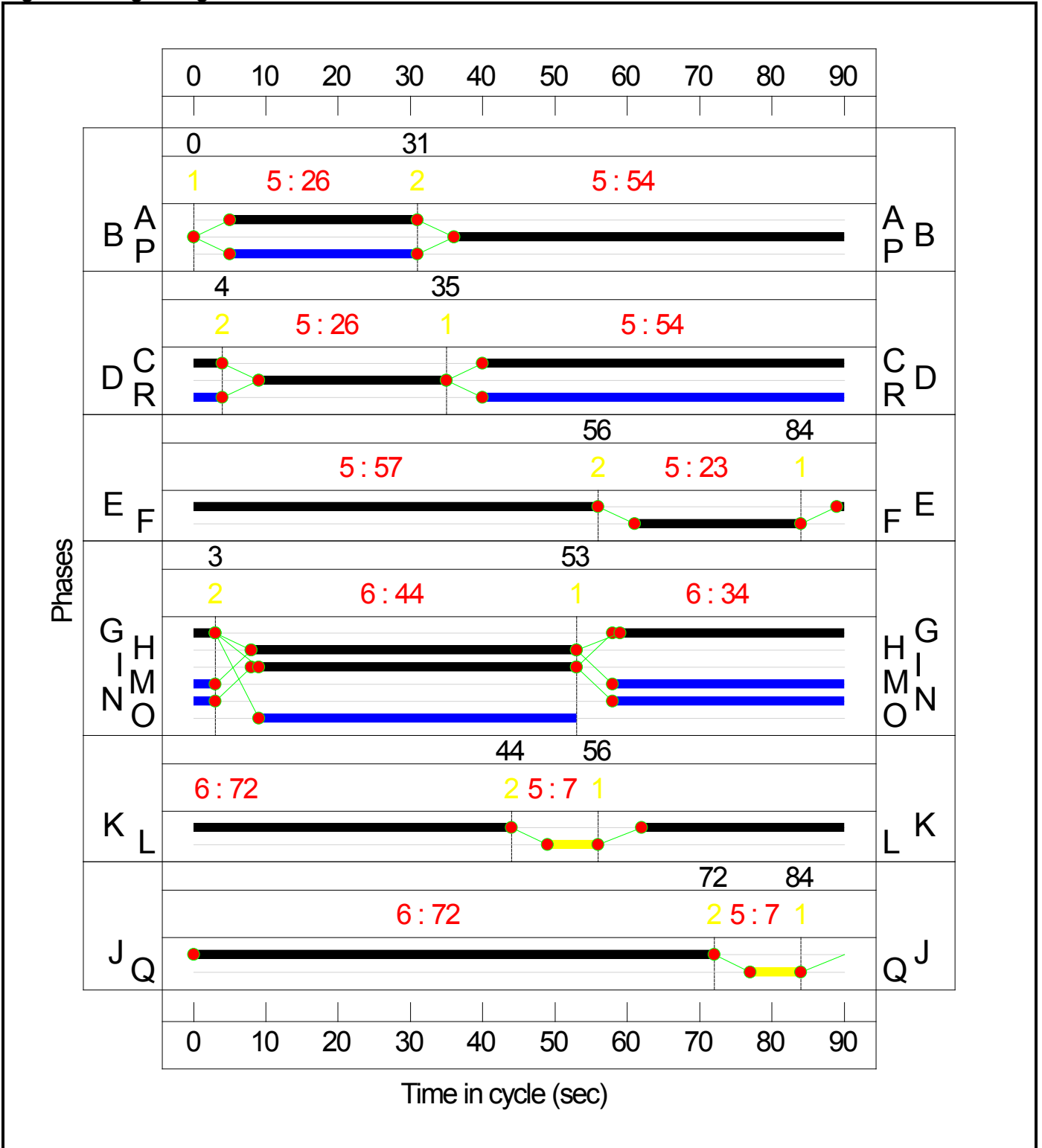
J3:2/1	Circulatory Southbound Ahead	U	E		1	39	-	378	1800	800	47.3%	-	-	-	1.2	11.4	2.3	2.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	39	-	487	1800:1800	759+55	59.8 : 59.8%	-	-	-	1.8	13.6	7.4	8.1
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	406	1800	600	67.7%	-	-	-	2.8	25.3	7.1	8.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	428	1800	600	71.3%	-	-	-	2.6	22.2	3.1	4.3
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	399	1800	600	66.5%	-	-	-	2.2	19.7	2.0	3.0
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	552	1800	1460	37.8%	-	-	-	0.4	2.5	0.8	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	319	1800	1460	21.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	920	1800:1800	755+615	67.2 : 67.2%	-	-	-	3.9	15.4	7.6	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	25.3	Total Delay for Signalled Lanes (pcuHr)	13.04	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	113.7	Total Delay for Signalled Lanes (pcuHr)	6.57	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	50.5	Total Delay for Signalled Lanes (pcuHr)	10.22	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.91	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	138.0	Total Delay for Signalled Lanes (pcuHr)	0.53	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	68.0	Total Delay for Signalled Lanes (pcuHr)	1.34	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	48.32		

Scenario 10: '2024 DS2 Base PM' (FG10: 'Base 2024 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	54	-	868	1800:1800	1026+202	70.7 : 70.7%	-	-	-	3.8	15.7	11.7	12.9
J1:1/3	Gosport Road Ahead	U	B		1	54	-	736	1800	1100	66.9%	-	-	-	3.4	16.4	12.1	13.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	26	-	306	1800	540	56.7%	-	-	-	2.0	23.4	2.3	3.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	26	-	325	1800	540	60.2%	-	-	-	2.4	26.1	4.1	4.8
J1:3/1		U	-		-	-	-	447	1800	1800	24.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	450	1800	1800	25.0%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	731	1800	1100	66.5%	-	-	-	1.1	5.5	0.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	968	1800:1800	822+455	75.8 : 75.8%	-	-	-	4.1	15.2	19.4	21.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	713	1800:1800	540+473	75.2 : 64.9%	-	-	-	6.7	33.6	9.1	10.3
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	311	1800	540	57.6%	-	-	-	3.0	34.5	6.6	7.2
J2:3/1	Northbound exit Ahead	U	J		1	72	-	449	1800	1460	30.8%	-	-	-	0.3	2.3	0.7	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	87	1800	1460	6.0%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	296	1800	480	61.7%	-	-	-	3.2	38.7	6.4	7.2
J3:1/2	Rowner Road Ahead	U	F		1	23	-	200	1800	480	41.7%	-	-	-	1.9	33.6	4.1	4.5
J3:1/3	Rowner Road Ahead	U	F		1	23	-	80	1800	480	16.7%	-	-	-	0.7	29.8	1.5	1.6

J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	567	1800	1160	48.9%	-	-	-	1.3	8.1	3.6	4.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	656	1800:1800	1052+134	55.3 : 55.3%	-	-	-	2.0	11.2	6.7	7.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	276	1800	700	39.4%	-	-	-	1.6	20.9	3.4	3.7
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	274	1800	700	39.1%	-	-	-	1.0	13.1	1.9	2.2
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	80	1800	700	11.4%	-	-	-	0.1	3.0	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	721	1800	1460	49.4%	-	-	-	0.6	2.7	0.4	0.9
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	448	1800	1460	30.7%	-	-	-	0.4	3.2	2.0	2.2
J4:3/1	Broom Way Left	U	I		1	44	-	348	1800	900	38.7%	-	-	-	1.7	17.2	5.3	5.6
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	550	1800:1800	701+563	43.5 : 43.5%	-	-	-	2.3	15.2	4.4	4.8

C1	Stream: 1 PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr)	11.49	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.7	Total Delay for Signalled Lanes (pcuHr)	14.85	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	45.9	Total Delay for Signalled Lanes (pcuHr)	9.03	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	107.0	Total Delay for Signalled Lanes (pcuHr)	6.66	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	82.2	Total Delay for Signalled Lanes (pcuHr)	0.94	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	192.7	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.7	Total Delay Over All Lanes(pcuHr)	43.63		

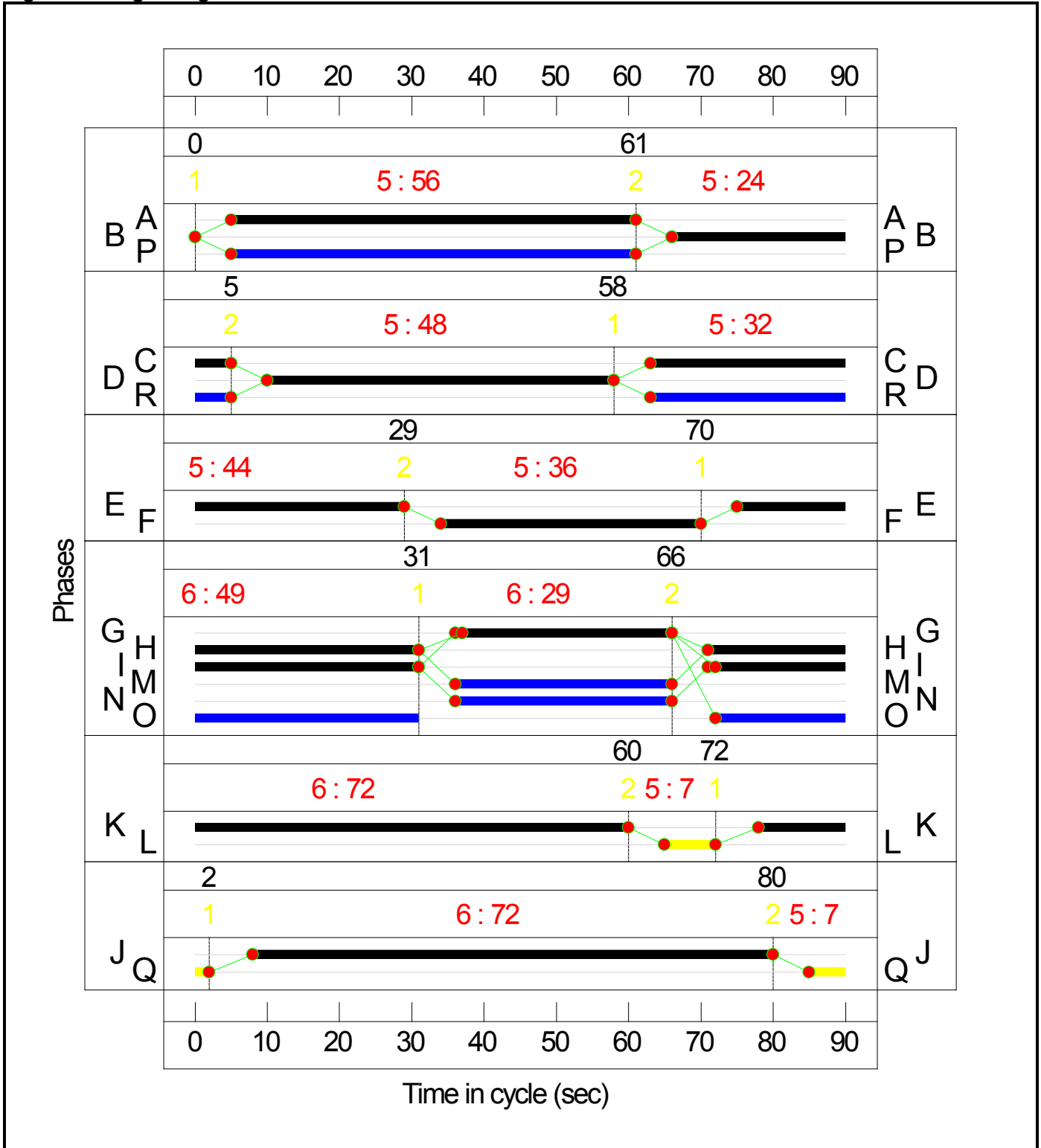
Scenario 11: '2024 DS2 Base + Dev AM' (FG11: 'Base + Dev 2024 AM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	24	-	413	1800:1800	500+439	44.0 : 44.0%	-	-	-	3.4	30.0	4.5	4.9
J1:1/3	Gosport Road Ahead	U	B		1	24	-	316	1800	500	63.2%	-	-	-	3.4	38.2	6.8	7.7
J1:2/1	Circulatory Northbound Ahead	U	A		1	56	-	609	1800	1140	53.4%	-	-	-	2.9	17.1	12.8	13.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	56	-	796	1800	1140	69.8%	-	-	-	3.2	14.5	9.4	10.5
J1:3/1		U	-		-	-	-	745	1800	1800	41.4%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	749	1800	1800	41.6%	-	-	-	0.4	1.7	0.0	0.4
J2:1/1	Circulatory Eastbound Ahead	U	C		1	32	-	253	1800	660	38.3%	-	-	-	1.3	18.4	2.1	2.4
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	32	-	472	1800:1800	522+358	53.7 : 53.7%	-	-	-	2.5	19.2	4.0	4.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	48	-	497	1800:1800	906+631	32.3 : 32.3%	-	-	-	1.7	12.6	3.9	4.1
J2:2/3	Newgate Lane Ahead	U	D		1	48	-	292	1800	980	29.8%	-	-	-	1.1	13.8	3.9	4.1
J2:3/1	Northbound exit Ahead	U	J		1	72	-	802	1800	1460	54.9%	-	-	-	0.7	3.2	1.1	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	607	1800	1460	41.6%	-	-	-	0.4	2.3	0.3	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	36	-	429	1800	740	58.0%	-	-	-	3.1	26.3	8.2	8.9
J3:1/2	Rowner Road Ahead	U	F		1	36	-	393	1800	740	53.1%	-	-	-	2.7	25.1	7.3	7.9
J3:1/3	Rowner Road Ahead	U	F		1	36	-	420	1800	740	56.8%	-	-	-	3.0	26.0	8.1	8.7

J3:2/1	Circulatory Southbound Ahead	U	E		1	44	-	414	1800	900	46.0%	-	-	-	1.4	12.1	3.3	3.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	44	-	484	1800:1800	841+78	52.7 : 52.7%	-	-	-	1.5	11.2	3.1	3.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	395	1800	600	65.8%	-	-	-	2.6	24.0	8.5	9.5
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	434	1800	600	72.3%	-	-	-	2.4	19.8	9.5	10.8
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	420	1800	600	70.0%	-	-	-	1.8	15.8	2.0	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	588	1800	1460	40.3%	-	-	-	0.4	2.6	0.7	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	303	1800	1460	20.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	924	1800:1800	780+535	70.2 : 70.2%	-	-	-	4.1	16.1	8.5	9.7

C1	Stream: 1 PRC for Signalled Lanes (%)	28.9	Total Delay for Signalled Lanes (pcuHr)	12.88	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	67.7	Total Delay for Signalled Lanes (pcuHr)	6.67	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	55.2	Total Delay for Signalled Lanes (pcuHr)	11.79	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.32	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	123.5	Total Delay for Signalled Lanes (pcuHr)	0.55	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	63.8	Total Delay for Signalled Lanes (pcuHr)	1.11	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	49.04		

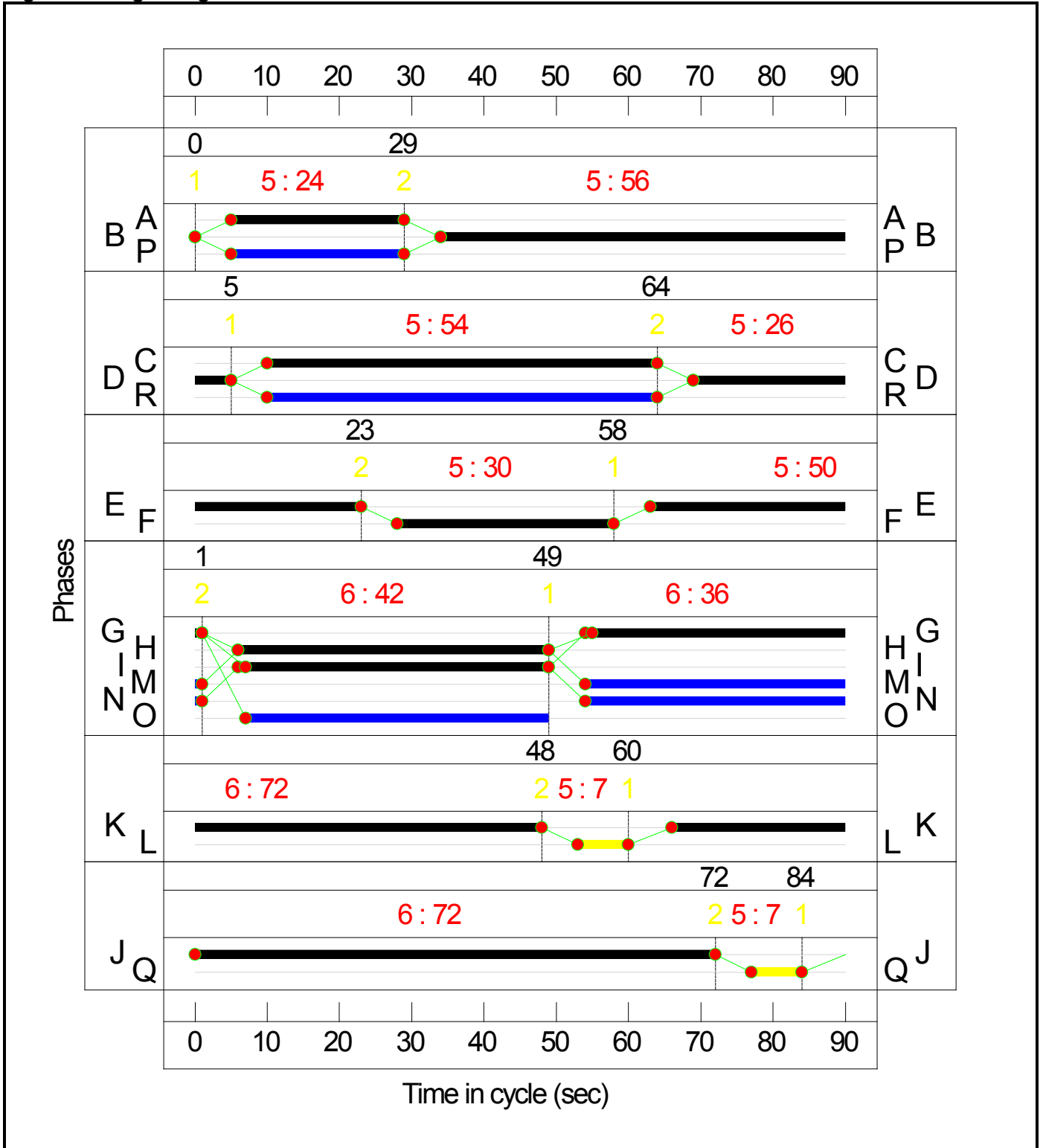
Scenario 12: '2024 DS2 Base + Dev PM' (FG12: 'Base + Dev 2024 PM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	56	-	878	1800:1800	1058+213	69.1 : 69.1%	-	-	-	3.5	14.2	11.2	12.3
J1:1/3	Gosport Road Ahead	U	B		1	56	-	730	1800	1140	64.0%	-	-	-	3.0	14.6	11.2	12.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	24	-	327	1800	500	65.4%	-	-	-	2.4	25.9	2.4	3.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	24	-	339	1800	500	67.8%	-	-	-	3.2	33.7	7.7	8.7
J1:3/1		U	-		-	-	-	448	1800	1800	24.9%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	451	1800	1800	25.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	737	1800	1100	67.0%	-	-	-	2.9	13.9	6.5	7.5
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	962	1800:1800	836+428	76.1 : 76.1%	-	-	-	3.3	12.4	5.5	7.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	724	1800:1800	540+492	75.7 : 64.0%	-	-	-	6.7	33.6	9.2	10.4
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	317	1800	540	58.7%	-	-	-	3.1	34.8	6.7	7.4
J2:3/1	Northbound exit Ahead	U	J		1	72	-	474	1800	1460	32.5%	-	-	-	0.3	2.4	0.7	1.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	101	1800	1460	6.9%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	30	-	288	1800	620	46.5%	-	-	-	2.3	28.4	5.6	6.0
J3:1/2	Rowner Road Ahead	U	F		1	30	-	211	1800	620	34.0%	-	-	-	1.5	26.3	3.9	4.1
J3:1/3	Rowner Road Ahead	U	F		1	30	-	99	1800	620	16.0%	-	-	-	0.7	23.9	1.7	1.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	50	-	589	1800	1020	57.7%	-	-	-	0.9	5.8	2.6	3.3
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	50	-	643	1800:1800	933+110	61.6 : 61.6%	-	-	-	1.3	7.5	5.2	6.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	276	1800	740	37.3%	-	-	-	1.4	17.7	4.1	4.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	279	1800	740	37.7%	-	-	-	1.7	21.3	5.6	5.9
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	99	1800	740	13.4%	-	-	-	0.6	20.5	2.3	2.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	743	1800	1460	50.9%	-	-	-	0.6	2.9	0.7	1.2
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	433	1800	1460	29.7%	-	-	-	0.2	1.8	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	42	-	348	1800	860	40.5%	-	-	-	1.8	18.7	5.6	5.9
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	563	1800:1800	688+511	46.9 : 46.9%	-	-	-	2.6	16.8	5.0	5.5

C1	Stream: 1 PRC for Signalled Lanes (%)	30.2	Total Delay for Signalled Lanes (pcuHr)	11.93	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.3	Total Delay for Signalled Lanes (pcuHr)	15.97	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	46.1	Total Delay for Signalled Lanes (pcuHr)	6.77	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	91.8	Total Delay for Signalled Lanes (pcuHr)	8.02	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	76.9	Total Delay for Signalled Lanes (pcuHr)	0.80	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	177.2	Total Delay for Signalled Lanes (pcuHr)	0.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.3	Total Delay Over All Lanes(pcuHr)	44.17		

Pegasus Group LinSig Report

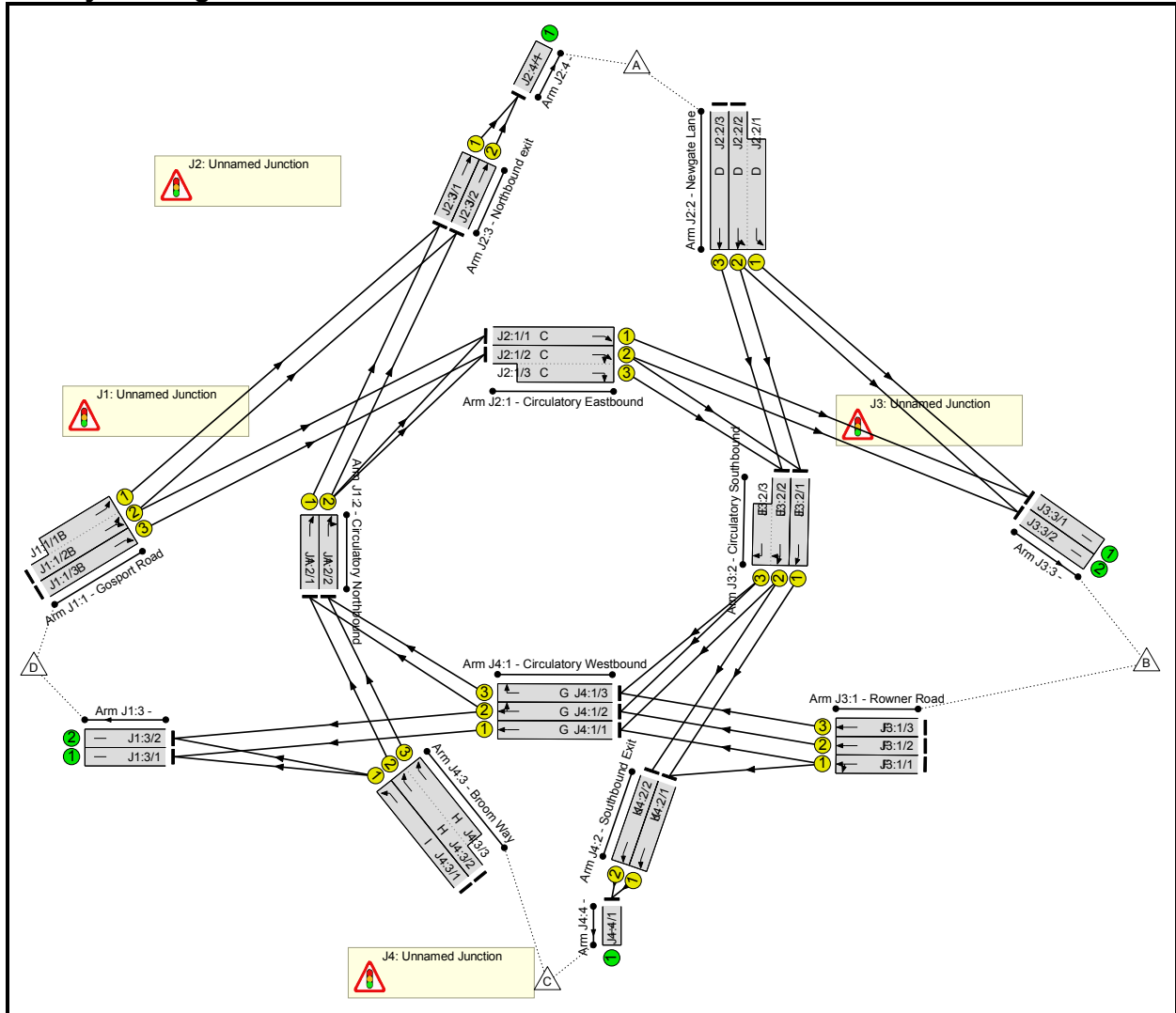
User and Project Details

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	15.5	49.83
6	2024 DS1 Base + Dev PM	Base + Dev 2024 PM DS1	Network Control Plan 1	17:00 - 18:00	90	29.2	43.36
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	48.68
12	2024 DS2 Base + Dev PM	Base + Dev 2024 PM DS2	Network Control Plan 1	17:00 - 18:00	90	18.6	43.17

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 (Gospport Road)	U	B	2	3	13.9	User	1800	-	-	-	-	-
J1:1/2 (Gospport Road)	U	B	2	3	60.0	User	1800	-	-	-	-	-
J1:1/3 (Gospport 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	-	-	-	-	-	-

Junction: J4: 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)
J4:1/1 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/2 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:1/3 (Circulatory Westbound)	U	G	2	3	60.0	User	1800	-	-	-	-	-
J4:2/1 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:2/2 (Southbound Exit)	U	K	2	3	60.0	User	1800	-	-	-	-	-
J4:3/1 (Broom Way)	U	I	2	3	60.0	User	1800	-	-	-	-	-
J4:3/2 (Broom Way)	U	H	2	3	60.0	User	1800	-	-	-	-	-
J4:3/3 (Broom Way)	U	H	2	3	10.4	User	1800	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J3: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction

There are no Opposed Lanes in this Junction

Lane Connector Input Data

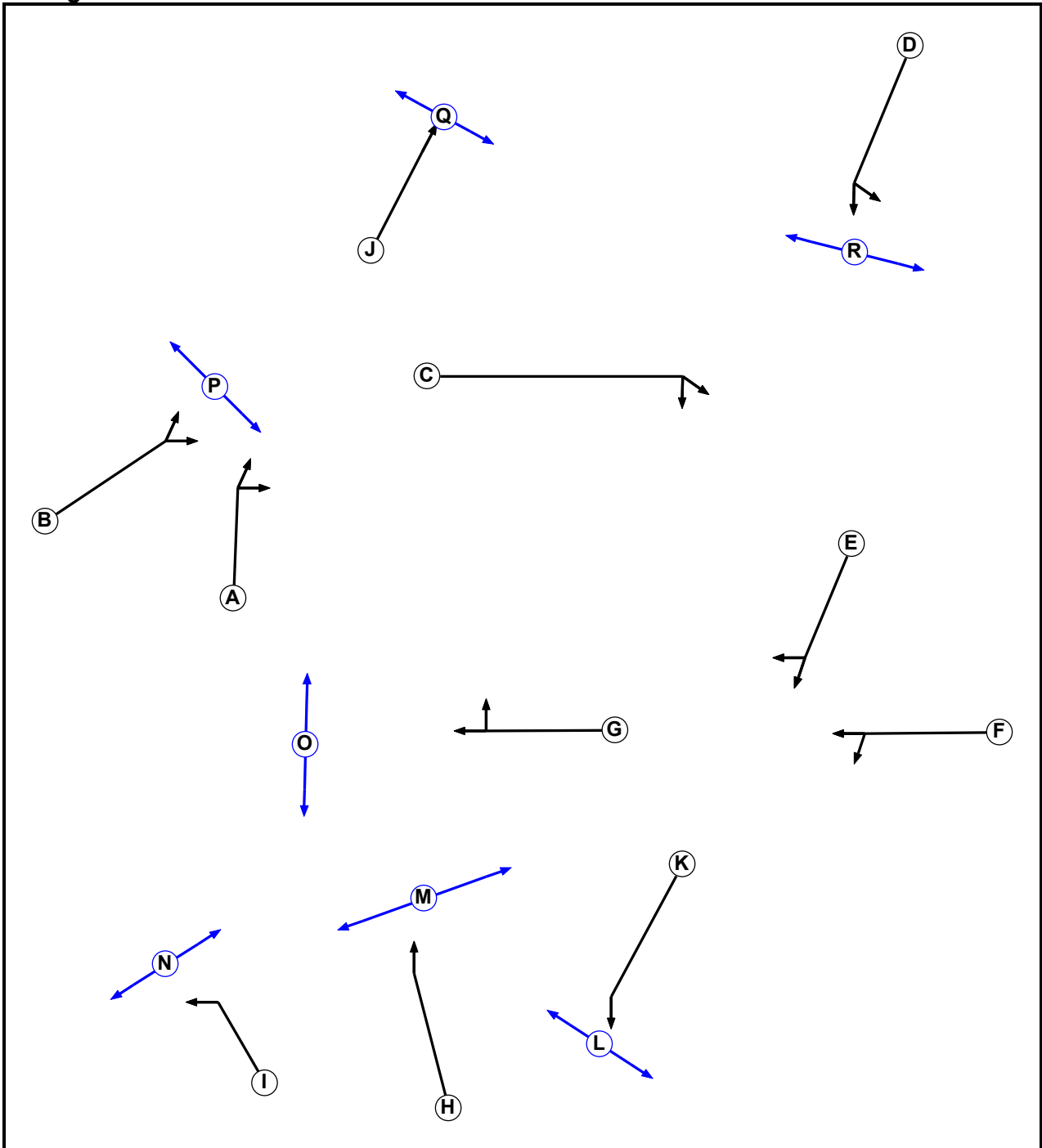
Junction: J1: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Leaving	5	35
J1:1/2	J2:1/1	Leaving	5	35
J1:1/2	J2:3/2	Leaving	5	35
J1:1/3	J2:1/2	Leaving	5	35
J1:2/1	J2:3/1	Leaving	5	35
J1:2/2	J2:1/1	Leaving	5	35
J1:2/2	J2:1/2	Leaving	5	35
J1:2/2	J2:3/2	Leaving	5	35
J4:1/1	J1:3/1	Entering	5	35
J4:1/2	J1:2/1	Entering	5	35
J4:1/2	J1:3/2	Entering	5	35
J4:1/3	J1:2/2	Entering	5	35
J4:3/1	J1:3/1	Entering	5	35
J4:3/1	J1:3/2	Entering	5	35
J4:3/2	J1:2/1	Entering	5	35
J4:3/3	J1:2/2	Entering	5	35

Junction: J2: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J1:1/1	J2:3/1	Entering	5	35
J1:1/2	J2:1/1	Entering	5	35
J1:1/2	J2:3/2	Entering	5	35
J1:1/3	J2:1/2	Entering	5	35
J1:2/1	J2:3/1	Entering	5	35
J1:2/2	J2:1/1	Entering	5	35
J1:2/2	J2:1/2	Entering	5	35
J1:2/2	J2:3/2	Entering	5	35
J2:1/1	J3:3/1	Leaving	5	35
J2:1/2	J3:2/1	Leaving	5	35
J2:1/2	J3:3/2	Leaving	5	35
J2:1/3	J3:2/2	Leaving	5	35
J2:2/1	J3:3/1	Leaving	5	35
J2:2/2	J3:2/1	Leaving	5	35
J2:2/2	J3:3/2	Leaving	5	35
J2:2/3	J3:2/2	Leaving	5	35
J2:3/1	J2:4/1	Internal	5	35
J2:3/2	J2:4/1	Internal	5	35

Junction: J3: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J2:1/1	J3:3/1	Entering	5	35
J2:1/2	J3:2/1	Entering	5	35
J2:1/2	J3:3/2	Entering	5	35
J2:1/3	J3:2/2	Entering	5	35
J2:2/1	J3:3/1	Entering	5	35
J2:2/2	J3:2/1	Entering	5	35
J2:2/2	J3:3/2	Entering	5	35
J2:2/3	J3:2/2	Entering	5	35
J3:1/1	J4:1/1	Leaving	5	35
J3:1/1	J4:2/1	Leaving	5	35
J3:1/2	J4:1/2	Leaving	5	35
J3:1/3	J4:1/3	Leaving	5	35
J3:2/1	J4:2/1	Leaving	5	35
J3:2/2	J4:1/1	Leaving	5	35
J3:2/2	J4:2/2	Leaving	5	35
J3:2/3	J4:1/2	Leaving	5	35
J3:2/3	J4:1/3	Leaving	5	35

Junction: J4: Unnamed Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
J3:1/1	J4:1/1	Entering	5	35
J3:1/1	J4:2/1	Entering	5	35
J3:1/2	J4:1/2	Entering	5	35
J3:1/3	J4:1/3	Entering	5	35
J3:2/1	J4:2/1	Entering	5	35
J3:2/2	J4:1/1	Entering	5	35
J3:2/2	J4:2/2	Entering	5	35
J3:2/3	J4:1/2	Entering	5	35
J3:2/3	J4:1/3	Entering	5	35
J4:1/1	J1:3/1	Leaving	5	35
J4:1/2	J1:2/1	Leaving	5	35
J4:1/2	J1:3/2	Leaving	5	35
J4:1/3	J1:2/2	Leaving	5	35
J4:2/1	J4:4/1	Internal	5	35
J4:2/2	J4:4/1	Internal	5	35
J4:3/1	J1:3/1	Leaving	5	35
J4:3/1	J1:3/2	Leaving	5	35
J4:3/2	J1:2/1	Leaving	5	35
J4:3/3	J1:2/2	Leaving	5	35

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

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

Phases in Stage

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

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

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	5	

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 3

		To Stage	
From Stage		1	2
	1		5
	2	5	

Stage Stream: 4

		To Stage	
From Stage		1	2
	1		6
	2	6	

Stage Stream: 5

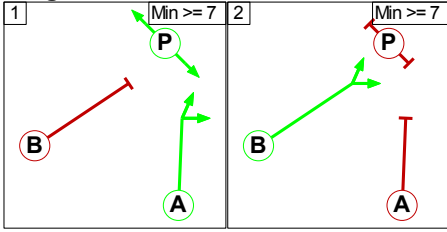
	To Stage	
From Stage	1	2
	1	5
	2	6

Stage Stream: 6

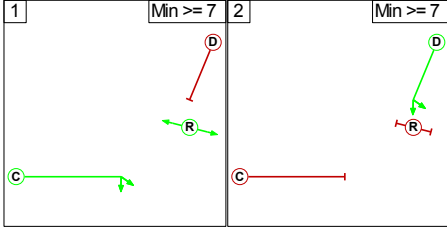
	To Stage	
From Stage	1	2
	1	5
	2	6

Stage Diagram

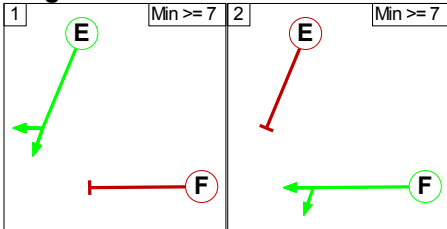
Stage Stream: 1



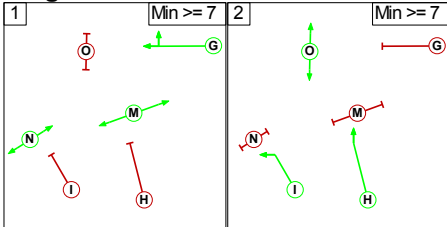
Stage Stream: 2



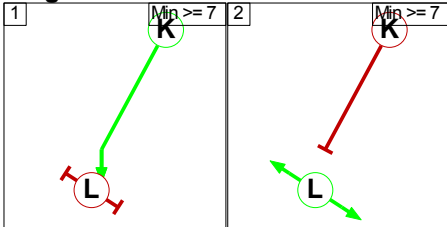
Stage Stream: 3



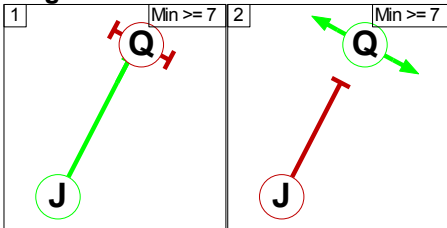
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Stage Stream: 5



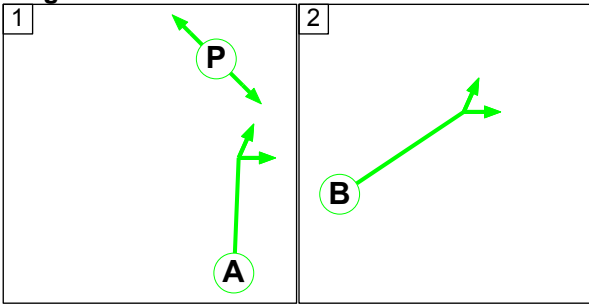
Stage Stream: 6



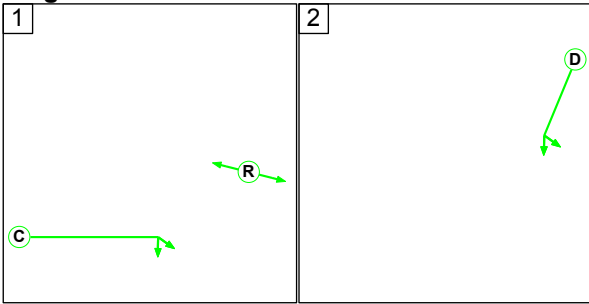
Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1

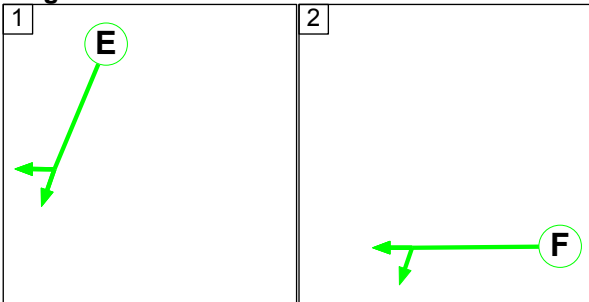
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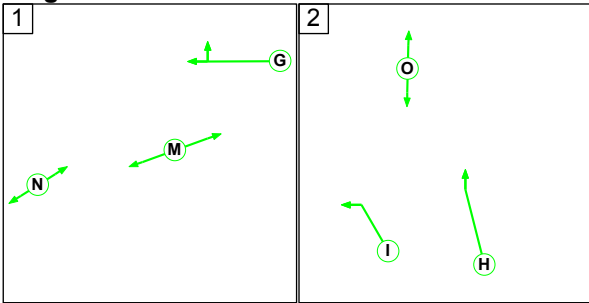
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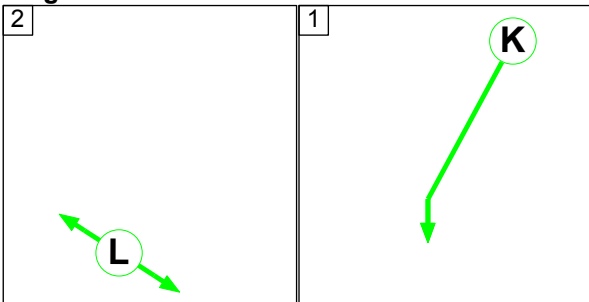
Stage Stream: 3



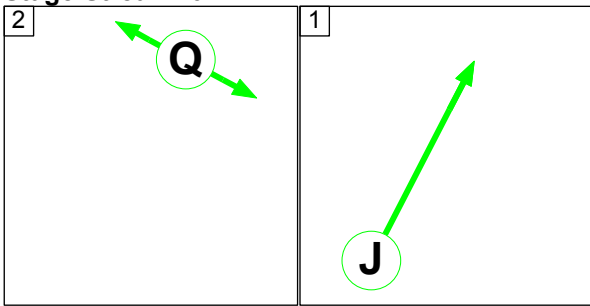
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	Stream 1: 1,2 Stream 2: 1,2 Stream 3: 1,2 Stream 4: 1,2 Stream 5: 2,1 Stream 6: 2,1

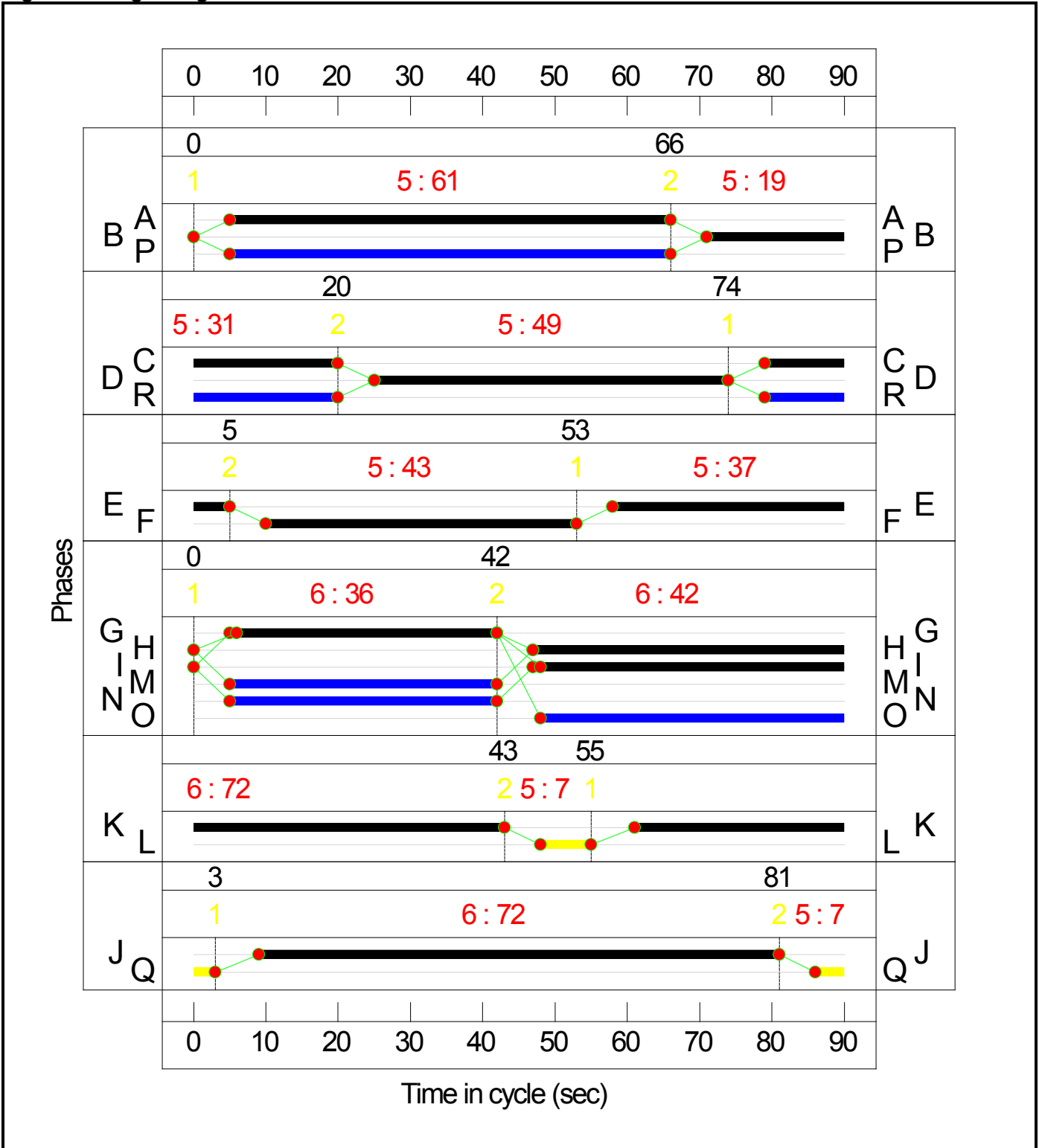
Traffic Flow Groups

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

Scenario 1: '2019 DS1 Base AM' (FG1: 'Base 2019 AM DS1', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

		Destination					Tot.
		A	B	C	D		
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



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	Gosport Road Ahead Ahead2	U	B		1	19	-	155	1800:1800	400+260	23.5 : 23.5%	-	-	-	1.4	32.1	1.9	2.1
J1:1/3	Gosport Road Ahead	U	B		1	19	-	271	1800	400	67.8%	-	-	-	3.4	45.8	6.2	7.2
J1:2/1	Circulatory Northbound Ahead	U	A		1	61	-	841	1800	1240	67.8%	-	-	-	1.8	7.9	5.4	6.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	61	-	880	1800	1240	71.0%	-	-	-	2.1	8.4	5.7	7.0
J1:3/1		U	-		-	-	-	441	1800	1800	24.5%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	264	1800	1800	14.7%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	84	1800	640	13.1%	-	-	-	0.2	8.5	1.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	446	1800:1800	413+494	49.2 : 49.2%	-	-	-	0.9	7.6	3.1	3.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	699	1800:1800	899+896	38.9 : 38.9%	-	-	-	2.5	12.7	4.8	5.1
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	152	1800	1000	15.2%	-	-	-	0.5	11.8	1.8	1.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	902	1800	1460	61.8%	-	-	-	0.8	3.4	0.3	1.1
J2:3/2	Northbound exit Ahead	U	J		1	72	-	715	1800	1460	49.0%	-	-	-	0.5	2.6	0.2	0.7
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7
J3:1/2	Rowner Road Ahead	U	F		1	43	-	419	1800	880	47.6%	-	-	-	2.2	19.2	6.9	7.3
J3:1/3	Rowner Road Ahead	U	F		1	43	-	435	1800	880	49.4%	-	-	-	2.4	19.5	7.2	7.7

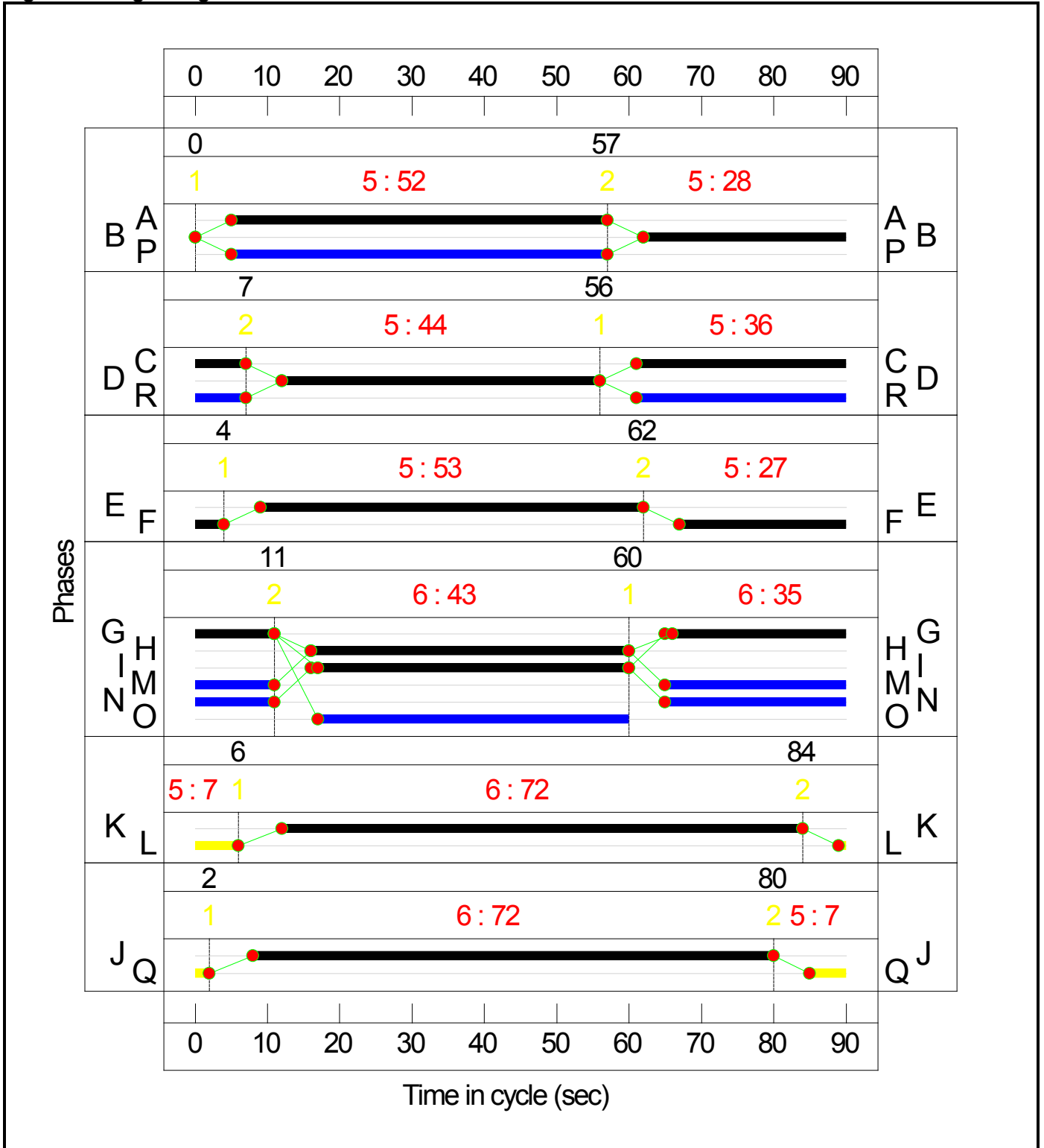
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	266	1800	760	35.0%	-	-	-	1.6	21.0	5.2	5.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	395	1800:1800	733+37	51.3 : 51.3%	-	-	-	1.7	15.5	3.4	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	415	1800	740	56.1%	-	-	-	2.0	17.6	3.2	3.9
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	438	1800	740	59.2%	-	-	-	1.9	15.5	2.4	3.1
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	435	1800	740	58.8%	-	-	-	1.7	14.4	2.0	2.7
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	352	1800	1460	24.1%	-	-	-	0.2	2.0	0.4	0.5
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	310	1800	1460	21.2%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	42	-	256	1800	860	29.8%	-	-	-	1.2	17.3	3.8	4.1
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	882	1800:1800	644+656	67.9 : 67.9%	-	-	-	4.9	19.9	7.5	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	26.8	Total Delay for Signalled Lanes (pcuHr)	8.73	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	83.1	Total Delay for Signalled Lanes (pcuHr)	4.10	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	75.5	Total Delay for Signalled Lanes (pcuHr)	10.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	32.6	Total Delay for Signalled Lanes (pcuHr)	11.76	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	273.3	Total Delay for Signalled Lanes (pcuHr)	0.33	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	45.7	Total Delay for Signalled Lanes (pcuHr)	1.35	Cycle Time (s)	90
	PRC Over All Lanes (%)	26.8	Total Delay Over All Lanes(pcuHr)	36.73		

Scenario 2: '2019 DS1 Base PM' (FG2: 'Base 2019 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	28	-	416	1800:1800	580+172	55.3 : 55.3%	-	-	-	3.4	29.7	6.6	7.2
J1:1/3	Gosport Road Ahead	U	B		1	28	-	318	1800	580	54.8%	-	-	-	2.8	31.9	6.5	7.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	52	-	512	1800	1060	48.3%	-	-	-	1.8	12.8	6.6	7.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	52	-	541	1800	1060	51.0%	-	-	-	2.1	14.1	7.7	8.3
J1:3/1		U	-		-	-	-	263	1800	1800	14.6%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	228	1800	1800	12.7%	-	-	-	0.1	1.1	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	36	-	371	1800	740	50.1%	-	-	-	0.9	8.7	1.3	1.8
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	36	-	492	1800:1800	598+305	54.5 : 54.5%	-	-	-	2.0	14.7	4.4	5.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	44	-	944	1800:1800	850+850	55.5 : 55.5%	-	-	-	4.6	17.6	7.9	8.5
J2:2/3	Newgate Lane Ahead	U	D		1	44	-	406	1800	900	45.1%	-	-	-	2.0	18.2	6.5	7.0
J2:3/1	Northbound exit Ahead	U	J		1	72	-	607	1800	1460	41.6%	-	-	-	0.4	2.4	0.4	0.8
J2:3/2	Northbound exit Ahead	U	J		1	72	-	317	1800	1460	21.7%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	27	-	220	1800	560	39.3%	-	-	-	1.8	29.6	4.3	4.6
J3:1/2	Rowner Road Ahead	U	F		1	27	-	237	1800	560	42.3%	-	-	-	2.0	30.2	4.7	5.0
J3:1/3	Rowner Road Ahead	U	F		1	27	-	286	1800	560	51.1%	-	-	-	2.5	31.9	5.8	6.3

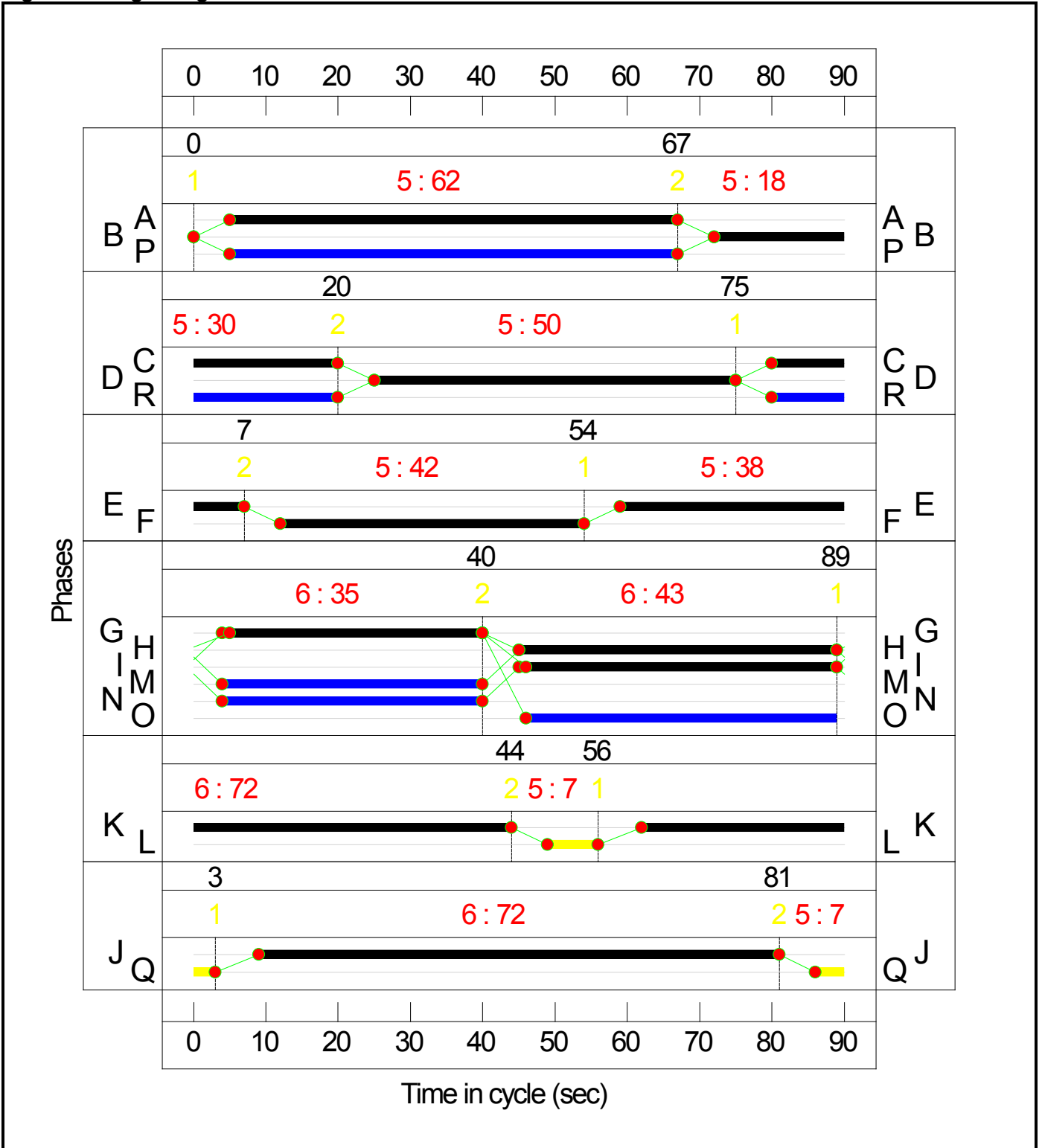
J3:2/1	Circulatory Southbound Ahead	U	E		1	53	-	450	1800	1080	41.7%	-	-	-	1.1	8.7	3.5	3.9
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	53	-	572	1800:1800	891+244	50.4 : 50.4%	-	-	-	1.4	8.8	4.1	4.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	187	1800	720	26.0%	-	-	-	0.5	9.6	1.0	1.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	360	1800	720	50.0%	-	-	-	1.6	16.1	4.0	4.5
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	286	1800	720	39.7%	-	-	-	0.3	4.3	0.0	0.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	521	1800	1460	35.7%	-	-	-	0.3	2.2	0.3	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	411	1800	1460	28.2%	-	-	-	0.2	1.7	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	181	1800	880	20.6%	-	-	-	0.8	15.7	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	530	1800:1800	673+624	40.9 : 40.9%	-	-	-	2.3	15.5	4.0	4.4

C1	Stream: 1 PRC for Signalled Lanes (%)	62.6	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	62.1	Total Delay for Signalled Lanes (pcuHr)	9.58	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	76.2	Total Delay for Signalled Lanes (pcuHr)	8.82	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	80.0	Total Delay for Signalled Lanes (pcuHr)	5.53	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	152.2	Total Delay for Signalled Lanes (pcuHr)	0.51	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	116.5	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
	PRC Over All Lanes (%)	62.1	Total Delay Over All Lanes(pcuHr)	35.33		

Scenario 3: '2024 DS1 Base AM' (FG3: 'Base 2024 AM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	187	1800:1800	380+260	29.2 : 29.2%	-	-	-	1.7	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	908	1800	1260	72.1%	-	-	-	2.2	8.6	6.2	7.4
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	977	1800	1260	77.5%	-	-	-	2.6	9.7	6.6	8.3
J1:3/1		U	-		-	-	-	464	1800	1800	25.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	317	1800	1800	17.6%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	30	-	162	1800	620	26.1%	-	-	-	0.6	12.9	3.1	3.3
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	30	-	487	1800:1800	380+489	56.1 : 56.1%	-	-	-	1.3	9.7	3.6	4.2
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	50	-	837	1800:1800	908+892	46.5 : 46.5%	-	-	-	3.0	12.9	5.9	6.3
J2:2/3	Newgate Lane Ahead	U	D		1	50	-	203	1800	1020	19.9%	-	-	-	0.7	11.7	2.4	2.5
J2:3/1	Northbound exit Ahead	U	J		1	72	-	984	1800	1460	67.4%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	722	1800	1460	49.5%	-	-	-	0.5	2.6	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	42	-	503	1800	860	58.5%	-	-	-	3.1	22.1	9.1	9.8
J3:1/2	Rowner Road Ahead	U	F		1	42	-	464	1800	860	54.0%	-	-	-	2.7	21.1	8.1	8.7
J3:1/3	Rowner Road Ahead	U	F		1	42	-	467	1800	860	54.3%	-	-	-	2.7	21.1	8.2	8.8

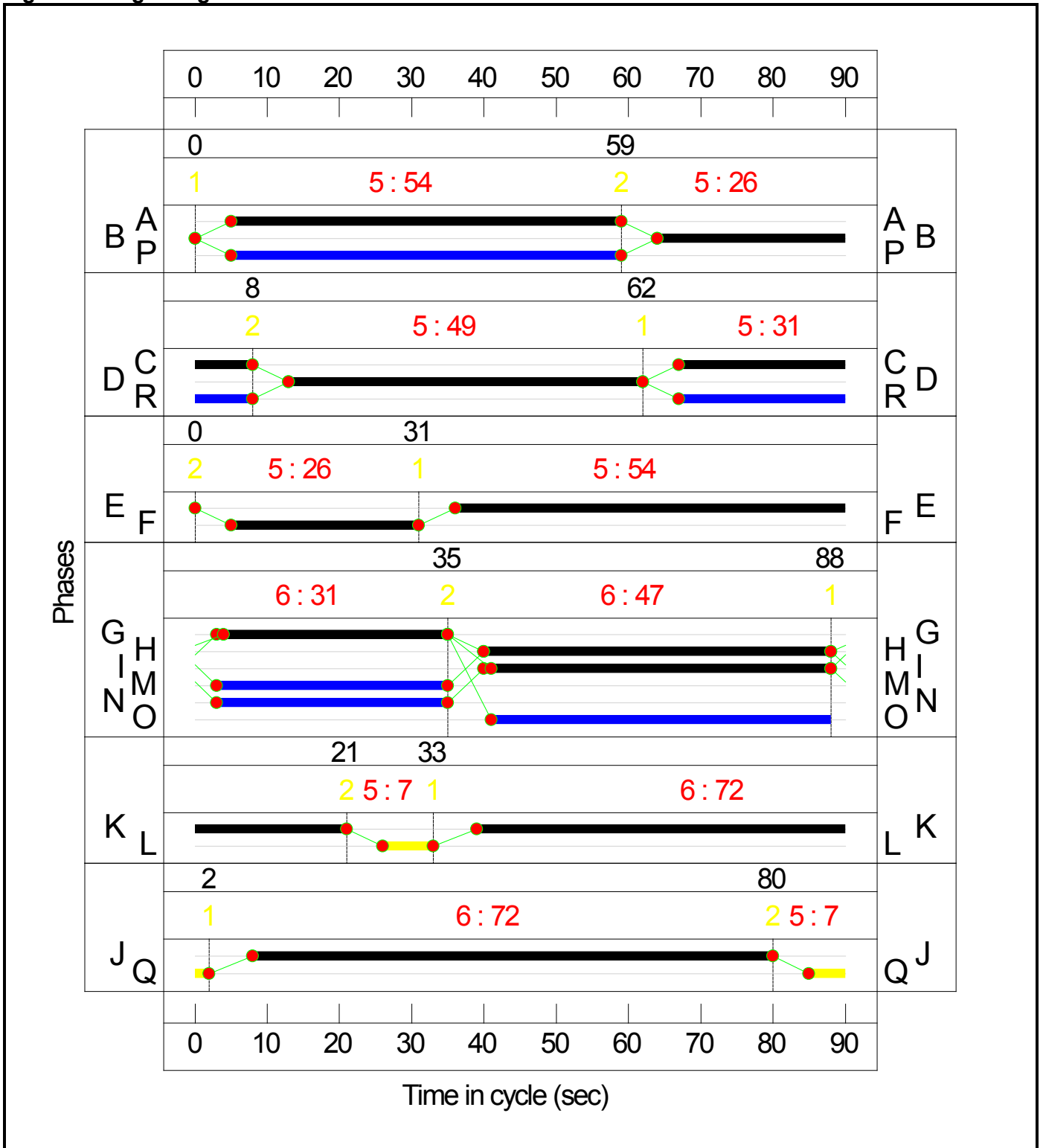
J3:2/1	Circulatory Southbound Ahead	U	E		1	38	-	370	1800	780	47.4%	-	-	-	2.6	24.8	8.5	9.0
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	38	-	477	1800:1800	773+10	61.0 : 61.0%	-	-	-	2.2	16.7	4.8	5.5
J4:1/1	Circulatory Westbound Ahead	U	G		1	35	-	435	1800	720	60.4%	-	-	-	2.5	21.0	4.4	5.2
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	470	1800	720	65.3%	-	-	-	2.3	17.5	2.7	3.6
J4:1/3	Circulatory Westbound Right	U	G		1	35	-	467	1800	720	64.9%	-	-	-	2.2	17.2	2.5	3.4
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	542	1800	1460	37.1%	-	-	-	0.4	2.5	0.7	1.0
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	367	1800	1460	25.1%	-	-	-	0.2	1.6	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	43	-	276	1800	880	31.4%	-	-	-	1.3	16.9	4.1	4.4
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	44	-	1018	1800:1800	660+663	76.9 : 76.9%	-	-	-	6.1	21.5	8.8	10.4

C1	Stream: 1 PRC for Signalled Lanes (%)	16.1	Total Delay for Signalled Lanes (pcuHr)	10.57	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	60.6	Total Delay for Signalled Lanes (pcuHr)	5.55	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	47.7	Total Delay for Signalled Lanes (pcuHr)	13.31	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	17.0	Total Delay for Signalled Lanes (pcuHr)	14.44	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	142.4	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr)	1.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	16.1	Total Delay Over All Lanes(pcuHr)	46.31		

Scenario 4: '2024 DS1 Base PM' (FG4: 'Base 2024 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	26	-	442	1800:1800	540+185	60.9 : 60.9%	-	-	-	4.0	32.4	7.0	7.8
J1:1/3	Gosport Road Ahead	U	B		1	26	-	348	1800	540	64.4%	-	-	-	3.5	36.6	7.5	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	54	-	565	1800	1100	51.4%	-	-	-	1.2	7.9	3.2	3.7
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	54	-	632	1800	1100	57.5%	-	-	-	1.4	8.1	3.3	4.0
J1:3/1		U	-		-	-	-	308	1800	1800	17.1%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	252	1800	1800	14.0%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	31	-	373	1800	640	58.3%	-	-	-	1.1	10.2	2.1	2.7
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	31	-	622	1800:1800	481+477	64.9 : 64.9%	-	-	-	3.3	19.3	7.3	8.3
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	49	-	1166	1800:1800	900+891	65.1 : 65.1%	-	-	-	5.2	16.0	9.6	10.5
J2:2/3	Newgate Lane Ahead	U	D		1	49	-	392	1800	1000	39.2%	-	-	-	1.6	14.3	5.6	5.9
J2:3/1	Northbound exit Ahead	U	J		1	72	-	678	1800	1460	46.4%	-	-	-	0.5	2.6	0.5	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	314	1800	1460	21.5%	-	-	-	0.1	1.6	0.0	0.1
J3:1/1	Rowner Road Ahead Left	U	F		1	26	-	300	1800	540	55.6%	-	-	-	2.8	33.9	6.2	6.9
J3:1/2	Rowner Road Ahead	U	F		1	26	-	272	1800	540	50.4%	-	-	-	2.5	32.7	5.6	6.1
J3:1/3	Rowner Road Ahead	U	F		1	26	-	298	1800	540	55.2%	-	-	-	2.8	33.8	6.2	6.8

J3:2/1	Circulatory Southbound Ahead	U	E		1	54	-	520	1800	1100	47.3%	-	-	-	2.3	15.7	11.4	11.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	54	-	702	1800:1800	1008+115	62.5 : 62.5%	-	-	-	2.8	14.6	9.0	9.8
J4:1/1	Circulatory Westbound Ahead	U	G		1	31	-	261	1800	640	40.8%	-	-	-	1.8	24.6	3.1	3.4
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	31	-	344	1800	640	53.8%	-	-	-	1.5	16.1	1.9	2.5
J4:1/3	Circulatory Westbound Right	U	G		1	31	-	298	1800	640	46.6%	-	-	-	0.5	6.1	0.1	0.6
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	676	1800	1460	46.3%	-	-	-	0.6	2.9	1.1	1.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	513	1800	1460	35.1%	-	-	-	0.3	1.9	0.0	0.3
J4:3/1	Broom Way Left	U	I		1	47	-	198	1800	960	20.6%	-	-	-	0.7	13.4	2.6	2.7
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	48	-	656	1800:1800	683+709	47.1 : 47.1%	-	-	-	2.5	13.9	4.6	5.1

C1	Stream: 1 PRC for Signalled Lanes (%)	39.7	Total Delay for Signalled Lanes (pcuHr)	10.19	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	38.3	Total Delay for Signalled Lanes (pcuHr)	11.14	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	44.0	Total Delay for Signalled Lanes (pcuHr)	13.21	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	67.4	Total Delay for Signalled Lanes (pcuHr)	7.09	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	94.4	Total Delay for Signalled Lanes (pcuHr)	0.82	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	93.8	Total Delay for Signalled Lanes (pcuHr)	0.62	Cycle Time (s)	90
	PRC Over All Lanes (%)	38.3	Total Delay Over All Lanes(pcuHr)	43.27		

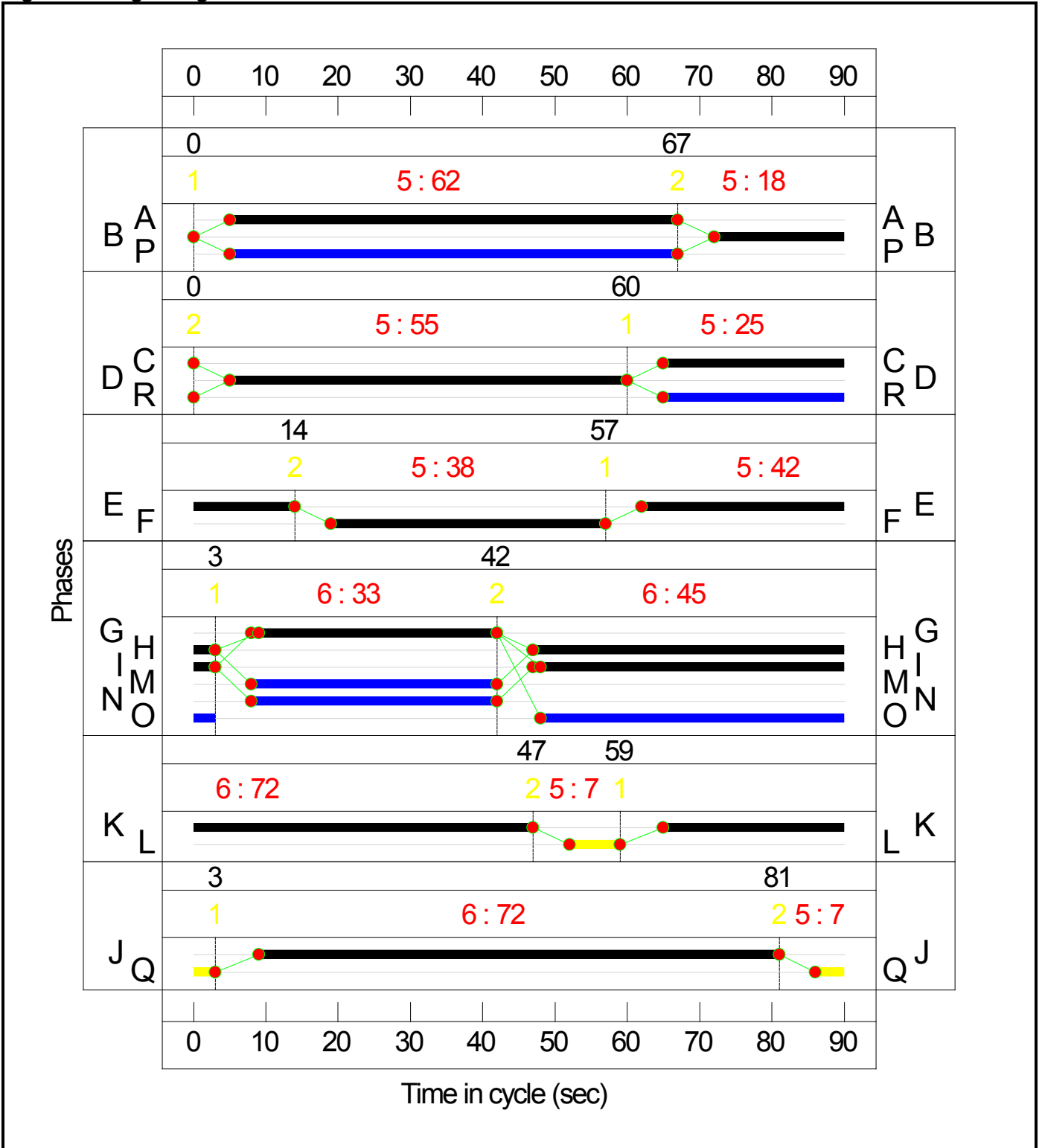
Scenario 5: '2024 DS1 Base + Dev AM' (FG5: 'Base + Dev 2024 AM DS1', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	18	-	188	1800:1800	380+258	29.5 : 29.5%	-	-	-	1.8	33.6	2.3	2.5
J1:1/3	Gosport Road Ahead	U	B		1	18	-	283	1800	380	74.5%	-	-	-	4.0	51.3	6.6	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	62	-	911	1800	1260	72.3%	-	-	-	2.3	9.0	6.6	7.9
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	62	-	982	1800	1260	77.9%	-	-	-	2.8	10.1	7.5	9.2
J1:3/1		U	-		-	-	-	466	1800	1800	25.9%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	319	1800	1800	17.7%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	25	-	152	1800	520	29.2%	-	-	-	0.8	18.9	1.8	2.0
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	25	-	497	1800:1800	421+416	59.4 : 59.4%	-	-	-	3.2	22.8	5.6	6.3
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	55	-	846	1800:1800	904+896	47.0 : 47.0%	-	-	-	2.4	10.3	5.2	5.6
J2:2/3	Newgate Lane Ahead	U	D		1	55	-	232	1800	1120	20.7%	-	-	-	0.6	9.4	2.5	2.6
J2:3/1	Northbound exit Ahead	U	J		1	72	-	987	1800	1460	67.6%	-	-	-	1.1	4.0	0.6	1.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	728	1800	1460	49.9%	-	-	-	0.5	2.7	0.3	0.8
J3:1/1	Rowner Road Ahead Left	U	F		1	38	-	507	1800	780	65.0%	-	-	-	3.8	26.7	9.9	10.8
J3:1/2	Rowner Road Ahead	U	F		1	38	-	461	1800	780	59.1%	-	-	-	3.2	25.0	8.7	9.4
J3:1/3	Rowner Road Ahead	U	F		1	38	-	470	1800	780	60.3%	-	-	-	3.3	25.3	9.0	9.8

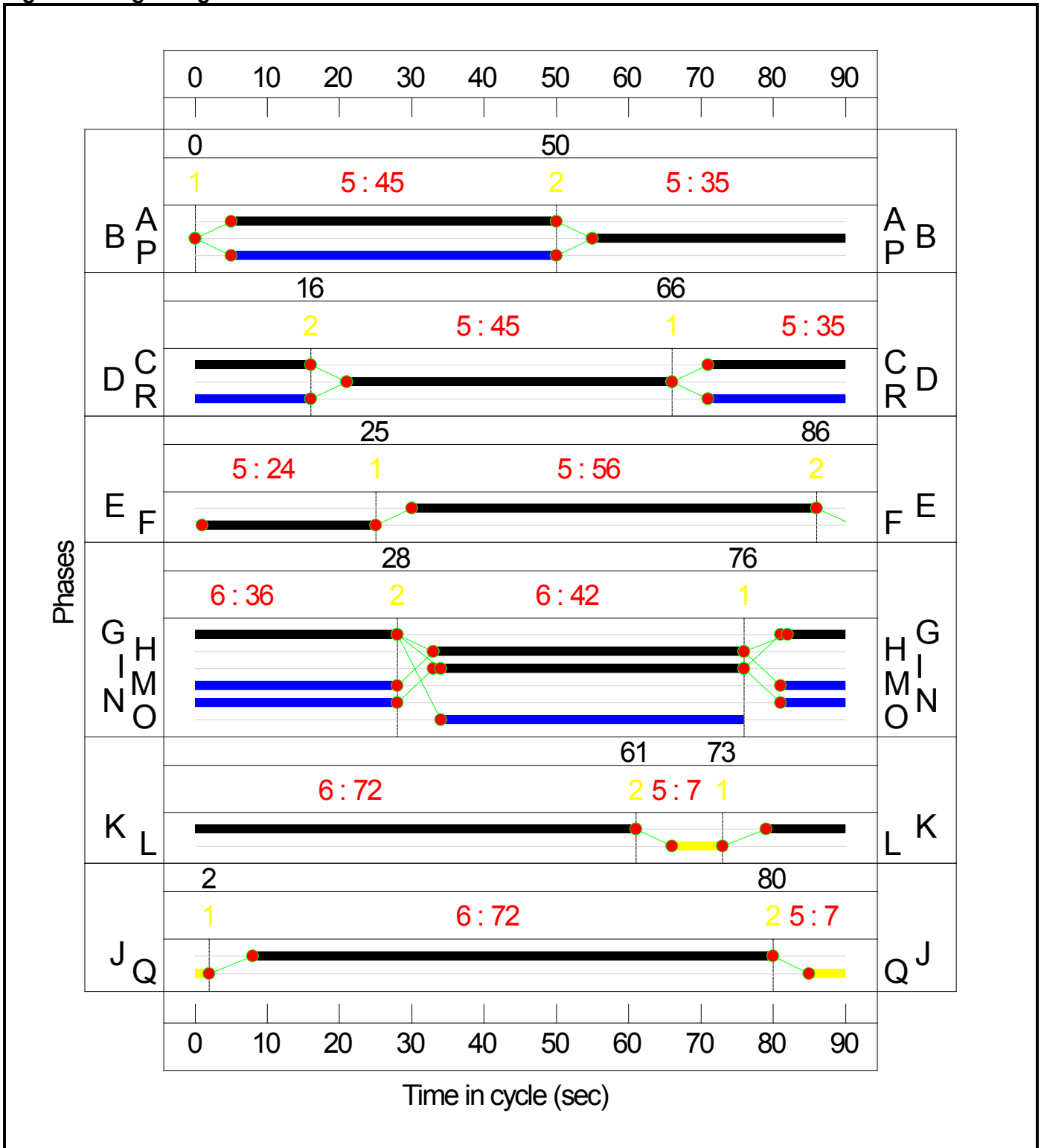
J3:2/1	Circulatory Southbound Ahead	U	E		1	42	-	385	1800	860	44.8%	-	-	-	3.0	28.0	7.0	7.4
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	42	-	479	1800:1800	842+23	55.3 : 55.3%	-	-	-	1.5	11.4	3.1	3.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	33	-	436	1800	680	64.1%	-	-	-	2.7	22.0	4.1	5.0
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	33	-	474	1800	680	69.7%	-	-	-	2.7	20.6	2.9	4.1
J4:1/3	Circulatory Westbound Right	U	G		1	33	-	470	1800	680	69.1%	-	-	-	2.7	20.4	2.8	3.9
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	557	1800	1460	38.2%	-	-	-	0.4	2.5	0.7	1.0
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	365	1800	1460	25.0%	-	-	-	0.2	1.6	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	45	-	276	1800	920	30.0%	-	-	-	1.2	15.5	3.9	4.1
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	46	-	1022	1800:1800	680+683	75.0 : 75.0%	-	-	-	5.6	19.6	8.5	10.0

C1	Stream: 1 PRC for Signalled Lanes (%)	15.5	Total Delay for Signalled Lanes (pcuHr)	10.82	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	51.4	Total Delay for Signalled Lanes (pcuHr)	6.97	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	38.5	Total Delay for Signalled Lanes (pcuHr)	14.79	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	20.1	Total Delay for Signalled Lanes (pcuHr)	14.77	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	135.9	Total Delay for Signalled Lanes (pcuHr)	0.56	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	33.1	Total Delay for Signalled Lanes (pcuHr)	1.64	Cycle Time (s)	90
	PRC Over All Lanes (%)	15.5	Total Delay Over All Lanes(pcuHr)	49.83		

Scenario 6: '2024 DS1 Base + Dev PM' (FG6: 'Base + Dev 2024 PM DS1', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	35	-	302	1800:1800	671+401	28.2 : 28.2%	-	-	-	1.7	20.1	3.2	3.3
J1:1/3	Gosport Road Ahead	U	B		1	35	-	492	1800	720	68.3%	-	-	-	4.1	30.1	10.1	11.2
J1:2/1	Circulatory Northbound Ahead	U	A		1	45	-	586	1800	920	63.7%	-	-	-	1.9	12.0	3.6	4.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	45	-	641	1800	920	69.7%	-	-	-	2.2	12.6	4.5	5.7
J1:3/1		U	-		-	-	-	319	1800	1800	17.7%	-	-	-	0.1	1.2	0.0	0.1
J1:3/2		U	-		-	-	-	242	1800	1800	13.4%	-	-	-	0.1	1.2	0.0	0.1
J2:1/1	Circulatory Eastbound Ahead	U	C		1	35	-	447	1800	720	62.1%	-	-	-	2.9	23.6	8.6	9.4
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	35	-	548	1800:1800	487+528	54.0 : 54.0%	-	-	-	1.3	8.8	5.5	6.1
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	45	-	1190	1800:1800	860+852	69.5 : 69.5%	-	-	-	6.4	19.5	10.8	11.9
J2:2/3	Newgate Lane Ahead	U	D		1	45	-	382	1800	920	41.5%	-	-	-	1.8	17.0	5.8	6.2
J2:3/1	Northbound exit Ahead	U	J		1	72	-	699	1800	1460	47.9%	-	-	-	0.5	2.6	0.5	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	327	1800	1460	22.4%	-	-	-	0.1	1.6	0.0	0.2
J3:1/1	Rowner Road Ahead Left	U	F		1	24	-	306	1800	500	61.2%	-	-	-	3.2	37.5	6.6	7.4
J3:1/2	Rowner Road Ahead	U	F		1	24	-	278	1800	500	55.6%	-	-	-	2.8	35.8	5.9	6.5
J3:1/3	Rowner Road Ahead	U	F		1	24	-	305	1800	500	61.0%	-	-	-	3.2	37.4	6.6	7.4

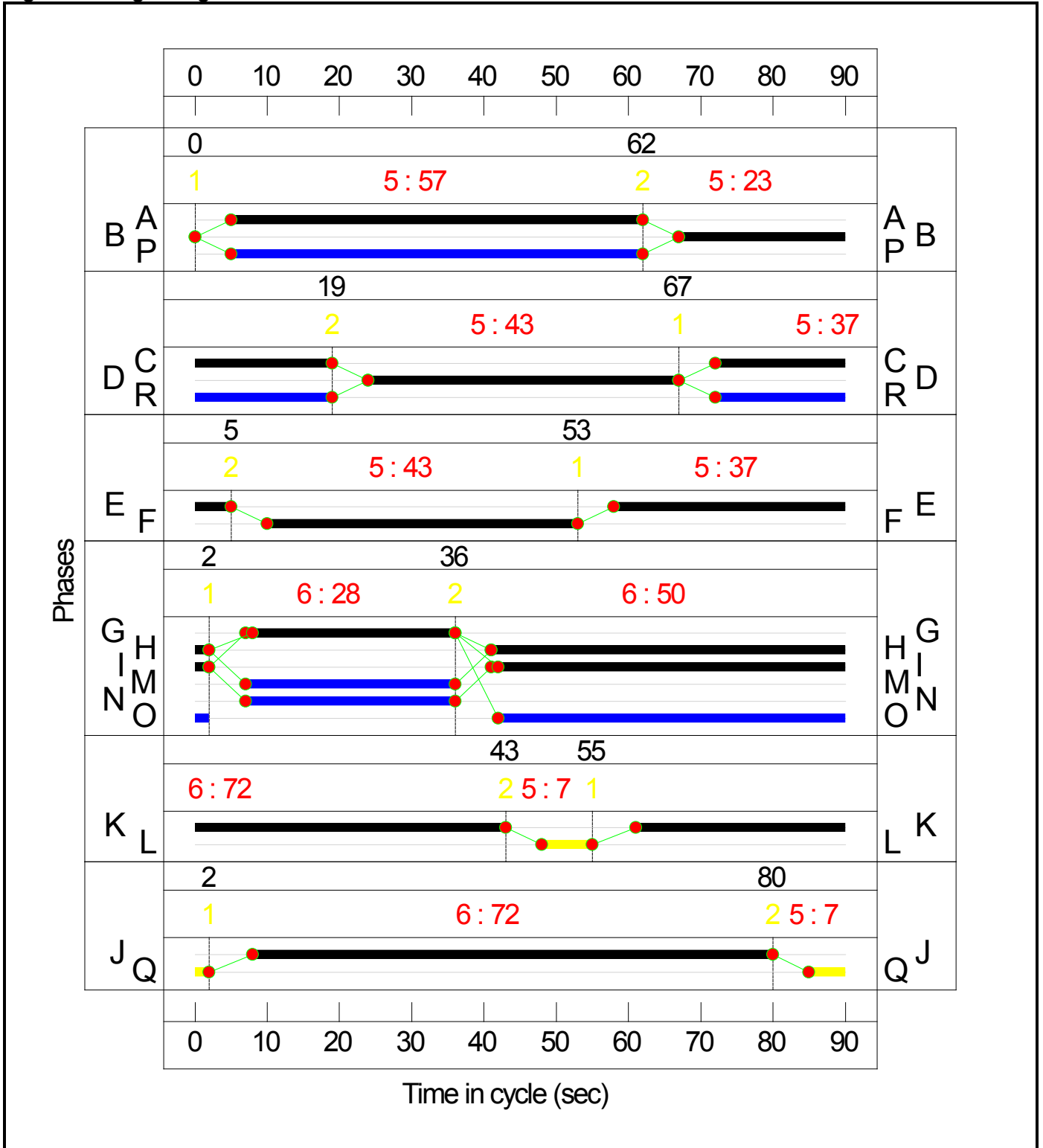
J3:2/1	Circulatory Southbound Ahead	U	E		1	56	-	562	1800	1140	49.3%	-	-	-	0.9	5.5	10.1	10.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	56	-	667	1800:1800	1050+111	57.4 : 57.4%	-	-	-	1.6	8.5	7.6	8.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	36	-	276	1800	740	37.3%	-	-	-	1.6	20.7	3.3	3.5
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	36	-	342	1800	740	46.2%	-	-	-	1.2	12.4	1.8	2.2
J4:1/3	Circulatory Westbound Right	U	G		1	36	-	305	1800	740	41.2%	-	-	-	0.5	5.5	0.2	0.6
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	718	1800	1460	49.2%	-	-	-	0.8	3.9	2.4	2.8
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	477	1800	1460	32.7%	-	-	-	0.3	2.5	1.0	1.3
J4:3/1	Broom Way Left	U	I		1	42	-	198	1800	860	23.0%	-	-	-	0.9	16.5	2.9	3.0
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	43	-	667	1800:1800	646+655	51.3 : 51.3%	-	-	-	3.2	17.3	5.2	5.8

C1	Stream: 1 PRC for Signalled Lanes (%)	29.2	Total Delay for Signalled Lanes (pcuHr)	10.00	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	29.5	Total Delay for Signalled Lanes (pcuHr)	12.53	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	47.1	Total Delay for Signalled Lanes (pcuHr)	11.55	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	75.5	Total Delay for Signalled Lanes (pcuHr)	7.33	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	83.0	Total Delay for Signalled Lanes (pcuHr)	1.11	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	88.0	Total Delay for Signalled Lanes (pcuHr)	0.66	Cycle Time (s)	90
	PRC Over All Lanes (%)	29.2	Total Delay Over All Lanes(pcuHr)	43.36		

Scenario 7: '2019 DS2 Base AM' (FG7: 'Base 2019 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	23	-	372	1800:1800	480+480	40.2 : 37.3%	-	-	-	3.1	30.1	3.9	4.2
J1:1/3	Gosport Road Ahead	U	B		1	23	-	302	1800	480	62.9%	-	-	-	3.3	39.1	6.6	7.5
J1:2/1	Circulatory Northbound Ahead	U	A		1	57	-	530	1800	1160	45.7%	-	-	-	1.3	8.9	4.4	4.8
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	57	-	720	1800	1160	62.1%	-	-	-	1.5	7.5	3.4	4.3
J1:3/1		U	-		-	-	-	693	1800	1800	38.5%	-	-	-	0.3	1.6	0.0	0.3
J1:3/2		U	-		-	-	-	690	1800	1800	38.3%	-	-	-	0.3	1.6	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	37	-	169	1800	760	22.2%	-	-	-	0.2	4.1	1.0	1.1
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	37	-	433	1800:1800	571+430	43.3 : 43.3%	-	-	-	0.7	5.7	2.2	2.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	43	-	375	1800:1800	845+671	24.7 : 24.7%	-	-	-	1.5	14.7	3.0	3.2
J2:2/3	Newgate Lane Ahead	U	D		1	43	-	183	1800	880	20.8%	-	-	-	0.8	15.7	2.6	2.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	709	1800	1460	48.6%	-	-	-	0.6	3.0	1.1	1.6
J2:3/2	Northbound exit Ahead	U	J		1	72	-	613	1800	1460	42.0%	-	-	-	0.4	2.3	0.2	0.6
J3:1/1	Rowner Road Ahead Left	U	F		1	43	-	380	1800	880	43.2%	-	-	-	2.0	18.5	6.1	6.5
J3:1/2	Rowner Road Ahead	U	F		1	43	-	352	1800	880	40.0%	-	-	-	1.8	18.0	5.6	5.9
J3:1/3	Rowner Road Ahead	U	F		1	43	-	369	1800	880	41.9%	-	-	-	1.9	18.3	5.8	6.2

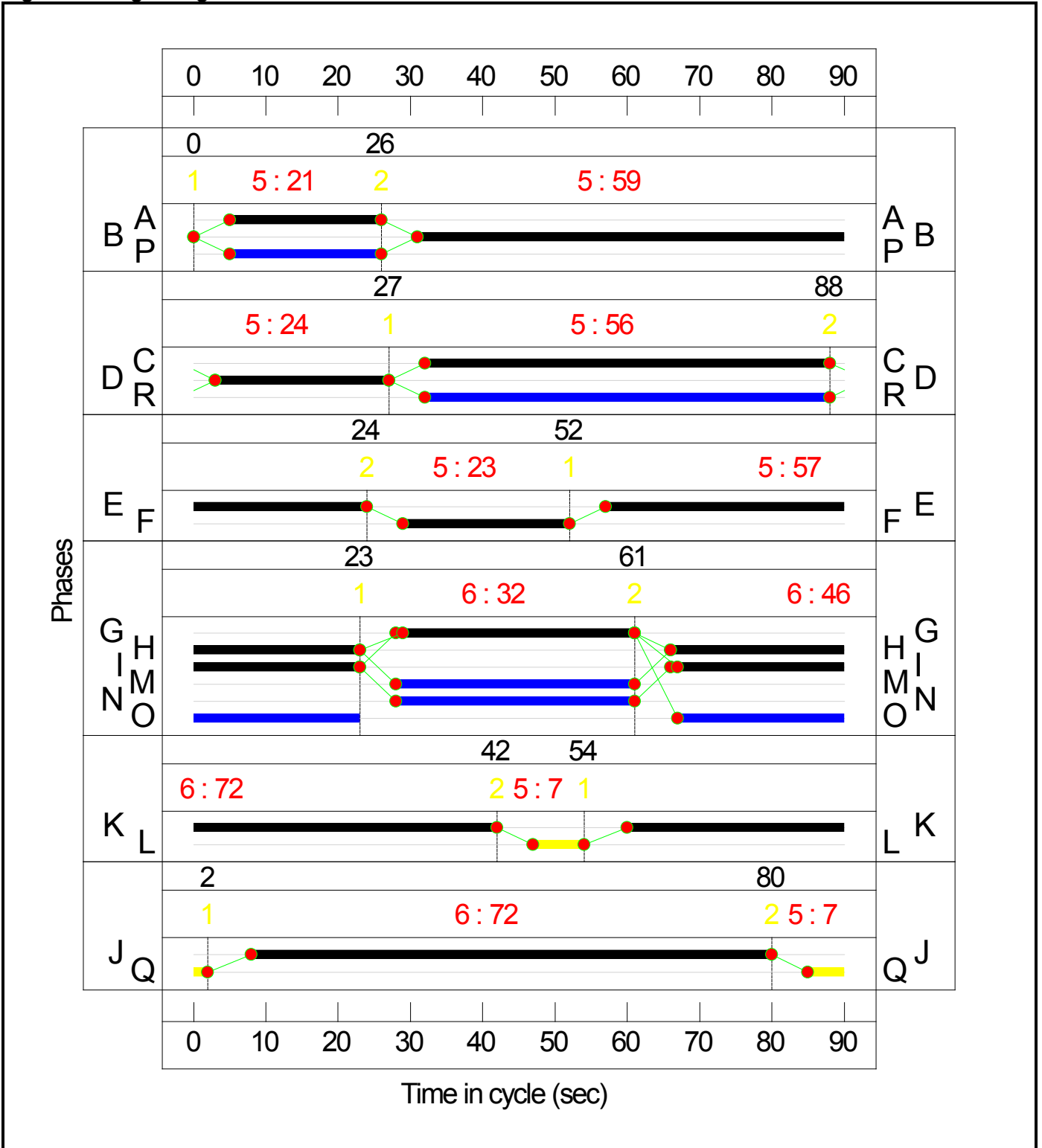
J3:2/1	Circulatory Southbound Ahead	U	E		1	37	-	308	1800	760	40.5%	-	-	-	1.7	19.5	4.8	5.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	37	-	369	1800:1800	690+98	46.8 : 46.8%	-	-	-	1.7	16.8	3.5	4.0
J4:1/1	Circulatory Westbound Ahead	U	G		1	28	-	387	1800	580	66.7%	-	-	-	3.0	27.9	5.6	6.6
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	28	-	398	1800	580	68.6%	-	-	-	2.8	25.6	3.5	4.6
J4:1/3	Circulatory Westbound Right	U	G		1	28	-	369	1800	580	63.6%	-	-	-	2.2	21.4	2.3	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	396	1800	1460	27.1%	-	-	-	0.2	2.1	0.4	0.6
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	228	1800	1460	15.6%	-	-	-	0.1	1.5	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	50	-	692	1800	1020	67.8%	-	-	-	3.7	19.2	12.1	13.2
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	51	-	787	1800:1800	768+618	56.8 : 56.8%	-	-	-	2.9	13.3	6.1	6.7

C1	Stream: 1 PRC for Signalled Lanes (%)	43.0	Total Delay for Signalled Lanes (pcuHr)	9.20	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	108.1	Total Delay for Signalled Lanes (pcuHr)	3.21	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	92.3	Total Delay for Signalled Lanes (pcuHr)	8.98	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	31.2	Total Delay for Signalled Lanes (pcuHr)	14.63	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	231.8	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	85.3	Total Delay for Signalled Lanes (pcuHr)	0.97	Cycle Time (s)	90
	PRC Over All Lanes (%)	31.2	Total Delay Over All Lanes (pcuHr)	37.94		

Scenario 8: '2019 DS2 Base PM' (FG8: 'Base 2019 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	59	-	831	1800:1800	1119+196	63.2 : 63.2%	-	-	-	2.7	11.5	9.6	10.5
J1:1/3	Gosport Road Ahead	U	B		1	59	-	690	1800	1200	57.5%	-	-	-	2.2	11.6	9.2	9.9
J1:2/1	Circulatory Northbound Ahead	U	A		1	21	-	263	1800	440	59.8%	-	-	-	2.1	28.7	5.8	6.5
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	21	-	243	1800	440	55.2%	-	-	-	2.7	40.2	5.6	6.2
J1:3/1		U	-		-	-	-	401	1800	1800	22.3%	-	-	-	0.1	1.3	0.0	0.1
J1:3/2		U	-		-	-	-	416	1800	1800	23.1%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	56	-	722	1800	1140	63.3%	-	-	-	1.4	7.1	2.0	2.9
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	56	-	822	1800:1800	865+437	63.1 : 63.1%	-	-	-	2.1	9.1	5.7	6.5
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	24	-	598	1800:1800	500+500	62.4 : 57.2%	-	-	-	5.4	32.6	6.8	7.5
J2:2/3	Newgate Lane Ahead	U	D		1	24	-	237	1800	500	47.4%	-	-	-	2.2	33.9	4.9	5.3
J2:3/1	Northbound exit Ahead	U	J		1	72	-	387	1800	1460	26.5%	-	-	-	0.2	2.2	0.5	0.7
J2:3/2	Northbound exit Ahead	U	J		1	72	-	96	1800	1460	6.6%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	196	1800	480	40.8%	-	-	-	1.8	33.5	4.0	4.4
J3:1/2	Rowner Road Ahead	U	F		1	23	-	184	1800	480	38.3%	-	-	-	1.7	33.0	3.7	4.0
J3:1/3	Rowner Road Ahead	U	F		1	23	-	78	1800	480	16.3%	-	-	-	0.6	29.8	1.5	1.6

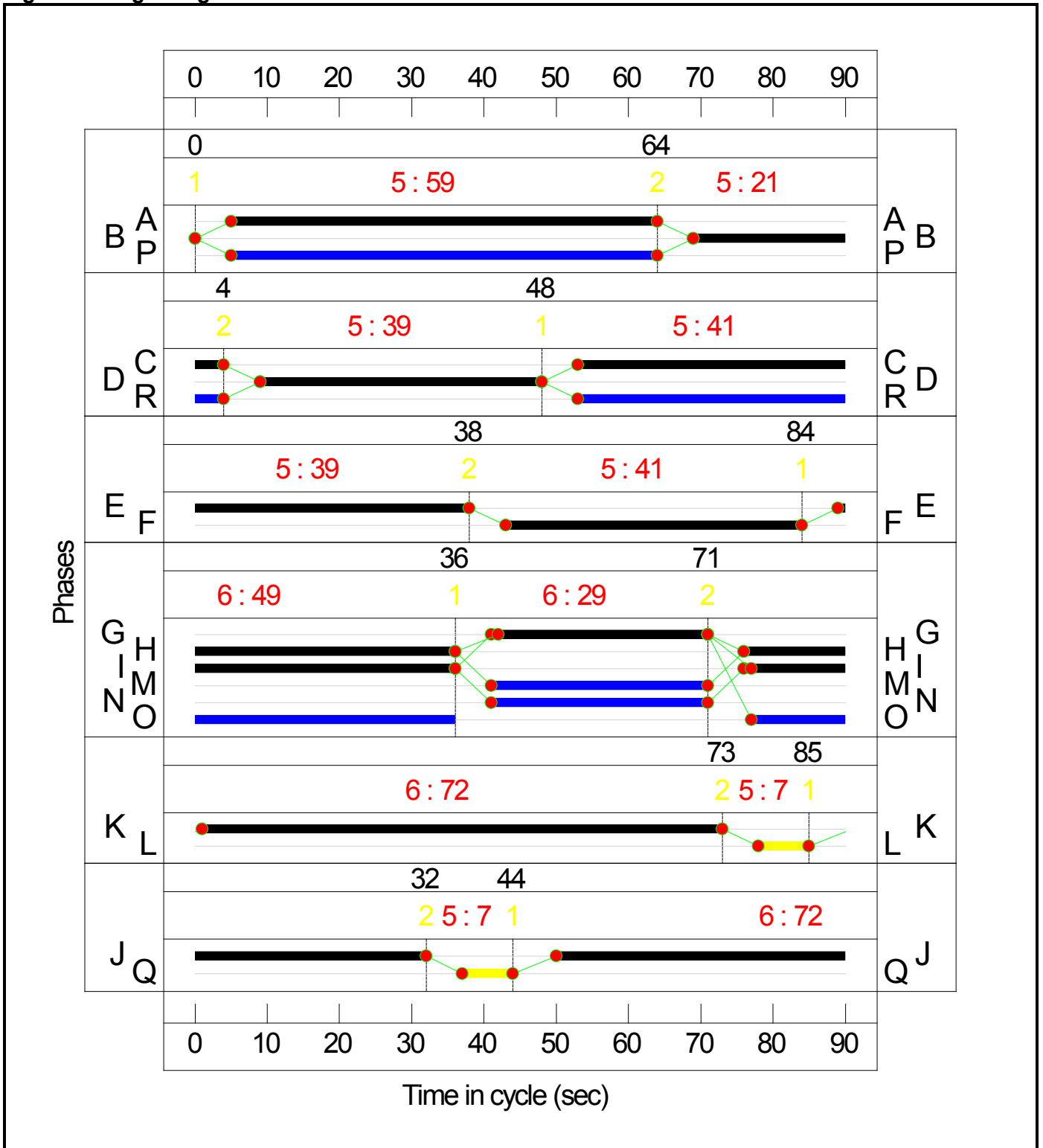
J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	511	1800	1160	44.1%	-	-	-	1.0	7.3	4.3	4.7
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	513	1800:1800	1008+189	42.8 : 42.8%	-	-	-	1.1	7.9	5.2	5.6
J4:1/1	Circulatory Westbound Ahead	U	G		1	32	-	226	1800	660	34.2%	-	-	-	0.7	10.4	2.5	2.8
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	32	-	265	1800	660	40.2%	-	-	-	0.6	8.8	1.9	2.3
J4:1/3	Circulatory Westbound Right	U	G		1	32	-	78	1800	660	11.8%	-	-	-	0.1	3.2	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	580	1800	1460	39.7%	-	-	-	0.4	2.3	0.4	0.7
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	333	1800	1460	22.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	46	-	326	1800	940	34.7%	-	-	-	1.4	15.5	4.7	5.0
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	47	-	428	1800:1800	757+475	34.8 : 34.8%	-	-	-	1.6	13.5	3.6	3.8

C1	Stream: 1 PRC for Signalled Lanes (%)	42.5	Total Delay for Signalled Lanes (pcuHr)	9.70	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	42.1	Total Delay for Signalled Lanes (pcuHr)	11.15	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	104.3	Total Delay for Signalled Lanes (pcuHr)	6.32	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	124.2	Total Delay for Signalled Lanes (pcuHr)	4.37	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	126.6	Total Delay for Signalled Lanes (pcuHr)	0.52	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	239.5	Total Delay for Signalled Lanes (pcuHr)	0.27	Cycle Time (s)	90
	PRC Over All Lanes (%)	42.1	Total Delay Over All Lanes (pcuHr)	32.62		

Scenario 9: '2024 DS2 Base AM' (FG9: 'Base 2024 AM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	21	-	412	1800:1800	440+440	49.1 : 44.5%	-	-	-	3.8	32.9	4.6	5.1
J1:1/3	Gosport Road Ahead	U	B		1	21	-	316	1800	440	71.8%	-	-	-	4.0	45.4	7.2	8.4
J1:2/1	Circulatory Northbound Ahead	U	A		1	59	-	586	1800	1200	48.8%	-	-	-	2.1	12.7	10.8	11.3
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	59	-	812	1800	1200	67.7%	-	-	-	3.2	14.3	10.8	11.8
J1:3/1		U	-		-	-	-	742	1800	1800	41.2%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	739	1800	1800	41.1%	-	-	-	0.3	1.7	0.0	0.3
J2:1/1	Circulatory Eastbound Ahead	U	C		1	41	-	276	1800	840	32.9%	-	-	-	1.1	14.9	2.7	3.0
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	41	-	449	1800:1800	442+625	42.1 : 42.1%	-	-	-	1.6	12.5	3.4	3.7
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	39	-	515	1800:1800	800+464	40.8 : 40.8%	-	-	-	2.7	18.8	5.5	5.9
J2:2/3	Newgate Lane Ahead	U	D		1	39	-	224	1800	800	28.0%	-	-	-	1.2	19.0	3.5	3.7
J2:3/1	Northbound exit Ahead	U	J		1	72	-	782	1800	1460	53.6%	-	-	-	0.9	4.1	2.4	3.0
J2:3/2	Northbound exit Ahead	U	J		1	72	-	619	1800	1460	42.4%	-	-	-	0.5	2.7	1.1	1.4
J3:1/1	Rowner Road Ahead Left	U	F		1	41	-	445	1800	840	53.0%	-	-	-	2.7	21.6	7.8	8.3
J3:1/2	Rowner Road Ahead	U	F		1	41	-	395	1800	840	47.0%	-	-	-	2.2	20.4	6.7	7.1
J3:1/3	Rowner Road Ahead	U	F		1	41	-	399	1800	840	47.5%	-	-	-	2.3	20.5	6.8	7.2

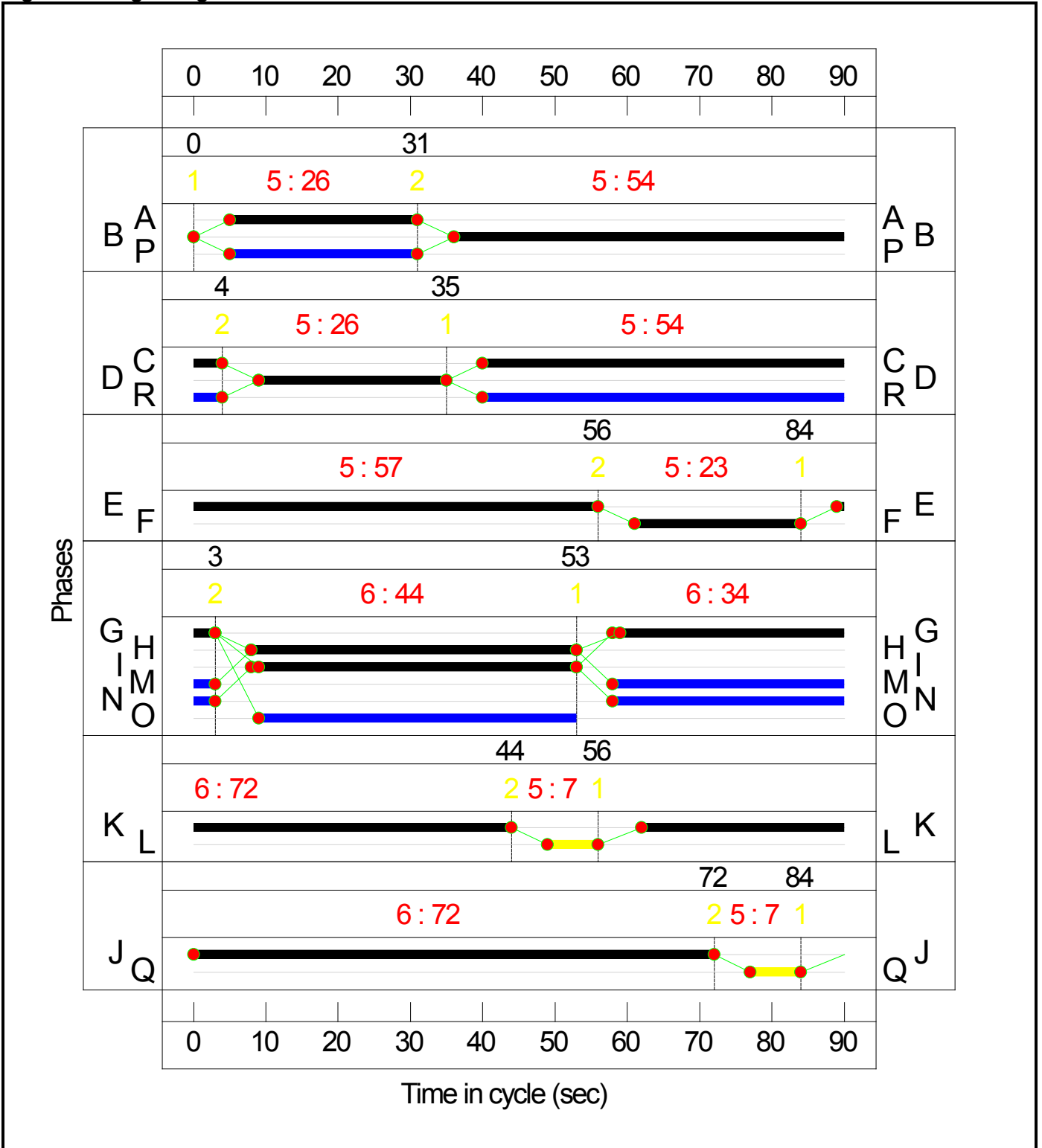
J3:2/1	Circulatory Southbound Ahead	U	E		1	39	-	378	1800	800	47.3%	-	-	-	1.2	11.4	2.3	2.8
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	39	-	487	1800:1800	759+55	59.8 : 59.8%	-	-	-	1.8	13.6	7.4	8.1
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	406	1800	600	67.7%	-	-	-	2.8	25.3	7.1	8.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	428	1800	600	71.3%	-	-	-	2.6	22.2	3.1	4.3
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	399	1800	600	66.5%	-	-	-	2.2	19.7	2.0	3.0
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	552	1800	1460	37.8%	-	-	-	0.4	2.5	0.8	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	319	1800	1460	21.8%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	920	1800:1800	755+615	67.2 : 67.2%	-	-	-	3.9	15.4	7.6	8.6

C1	Stream: 1 PRC for Signalled Lanes (%)	25.3	Total Delay for Signalled Lanes (pcuHr)	13.04	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	113.7	Total Delay for Signalled Lanes (pcuHr)	6.57	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	50.5	Total Delay for Signalled Lanes (pcuHr)	10.22	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.91	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	138.0	Total Delay for Signalled Lanes (pcuHr)	0.53	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	68.0	Total Delay for Signalled Lanes (pcuHr)	1.34	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	48.32		

Scenario 10: '2024 DS2 Base PM' (FG10: 'Base 2024 PM DS2', Plan 1: 'Network Control 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



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	Gosport Road Ahead Ahead2	U	B		1	54	-	868	1800:1800	1026+202	70.7 : 70.7%	-	-	-	3.8	15.7	11.7	12.9
J1:1/3	Gosport Road Ahead	U	B		1	54	-	736	1800	1100	66.9%	-	-	-	3.4	16.4	12.1	13.1
J1:2/1	Circulatory Northbound Ahead	U	A		1	26	-	306	1800	540	56.7%	-	-	-	2.0	23.4	2.3	3.0
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	26	-	325	1800	540	60.2%	-	-	-	2.4	26.1	4.1	4.8
J1:3/1		U	-		-	-	-	447	1800	1800	24.8%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	450	1800	1800	25.0%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	731	1800	1100	66.5%	-	-	-	1.1	5.5	0.6	1.6
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	968	1800:1800	822+455	75.8 : 75.8%	-	-	-	4.1	15.2	19.4	21.0
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	713	1800:1800	540+473	75.2 : 64.9%	-	-	-	6.7	33.6	9.1	10.3
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	311	1800	540	57.6%	-	-	-	3.0	34.5	6.6	7.2
J2:3/1	Northbound exit Ahead	U	J		1	72	-	449	1800	1460	30.8%	-	-	-	0.3	2.3	0.7	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	87	1800	1460	6.0%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	23	-	296	1800	480	61.7%	-	-	-	3.2	38.7	6.4	7.2
J3:1/2	Rowner Road Ahead	U	F		1	23	-	200	1800	480	41.7%	-	-	-	1.9	33.6	4.1	4.5
J3:1/3	Rowner Road Ahead	U	F		1	23	-	80	1800	480	16.7%	-	-	-	0.7	29.8	1.5	1.6

J3:2/1	Circulatory Southbound Ahead	U	E		1	57	-	567	1800	1160	48.9%	-	-	-	1.3	8.1	3.6	4.1
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	57	-	656	1800:1800	1052+134	55.3 : 55.3%	-	-	-	2.0	11.2	6.7	7.3
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	276	1800	700	39.4%	-	-	-	1.6	20.9	3.4	3.7
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	274	1800	700	39.1%	-	-	-	1.0	13.1	1.9	2.2
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	80	1800	700	11.4%	-	-	-	0.1	3.0	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	721	1800	1460	49.4%	-	-	-	0.6	2.7	0.4	0.9
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	448	1800	1460	30.7%	-	-	-	0.4	3.2	2.0	2.2
J4:3/1	Broom Way Left	U	I		1	44	-	348	1800	900	38.7%	-	-	-	1.7	17.2	5.3	5.6
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	550	1800:1800	701+563	43.5 : 43.5%	-	-	-	2.3	15.2	4.4	4.8

C1	Stream: 1 PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr)	11.49	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.7	Total Delay for Signalled Lanes (pcuHr)	14.85	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	45.9	Total Delay for Signalled Lanes (pcuHr)	9.03	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	107.0	Total Delay for Signalled Lanes (pcuHr)	6.66	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	82.2	Total Delay for Signalled Lanes (pcuHr)	0.94	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	192.7	Total Delay for Signalled Lanes (pcuHr)	0.32	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.7	Total Delay Over All Lanes(pcuHr)	43.63		

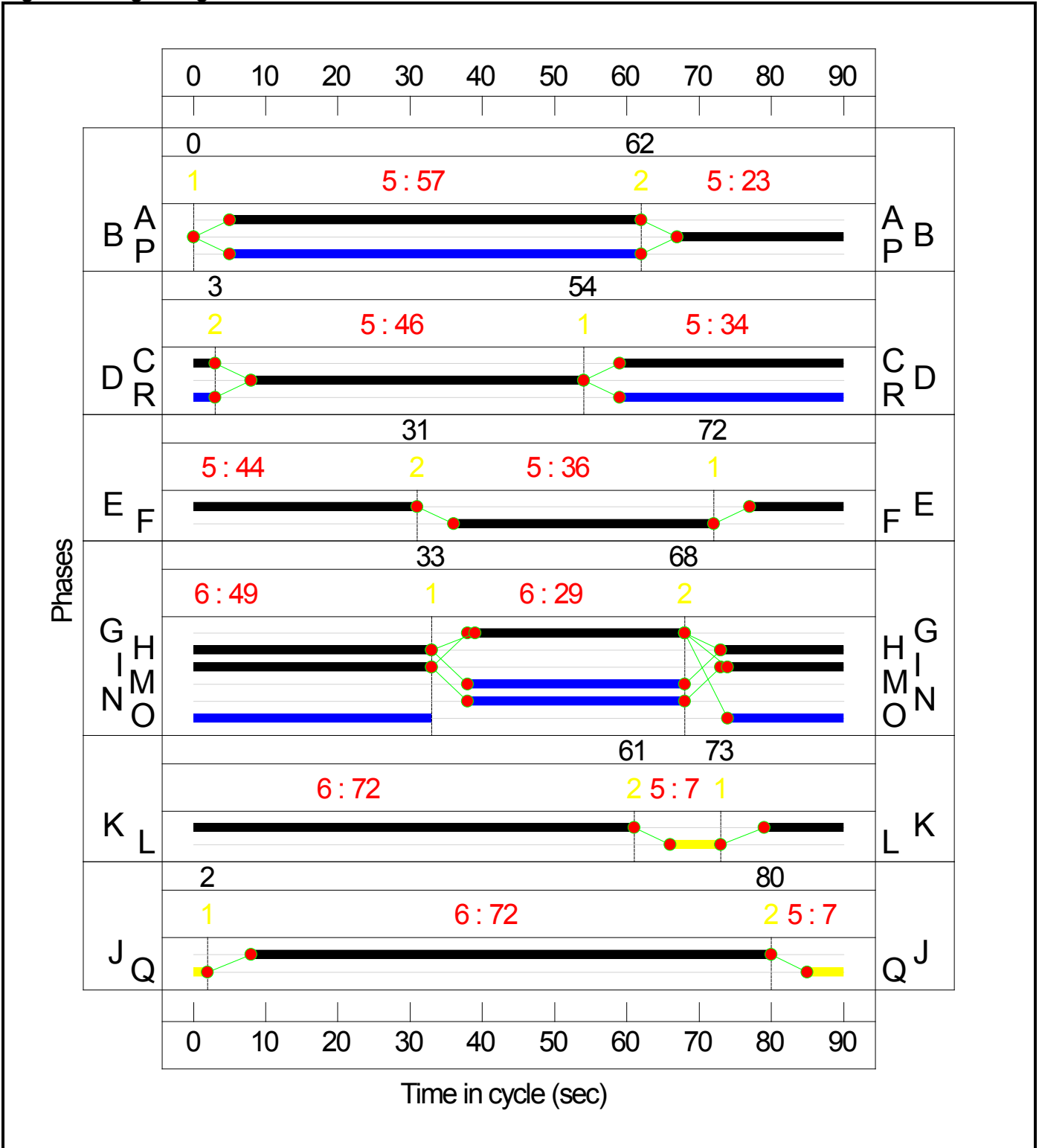
Scenario 11: '2024 DS2 Base + Dev AM' (FG11: 'Base + Dev 2024 AM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	23	-	413	1800:1800	480+429	45.8 : 45.0%	-	-	-	3.6	31.0	4.6	5.0
J1:1/3	Gosport Road Ahead	U	B		1	23	-	316	1800	480	65.8%	-	-	-	3.5	40.2	7.0	8.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	57	-	609	1800	1160	52.5%	-	-	-	2.6	15.4	12.5	13.1
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	57	-	795	1800	1160	68.5%	-	-	-	3.1	13.8	9.4	10.5
J1:3/1		U	-		-	-	-	744	1800	1800	41.3%	-	-	-	0.4	1.7	0.0	0.4
J1:3/2		U	-		-	-	-	748	1800	1800	41.6%	-	-	-	0.4	1.7	0.0	0.4
J2:1/1	Circulatory Eastbound Ahead	U	C		1	34	-	251	1800	700	35.9%	-	-	-	1.2	16.9	2.1	2.4
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	34	-	474	1800:1800	543+383	51.2 : 51.2%	-	-	-	2.4	18.1	4.1	4.6
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	46	-	494	1800:1800	883+606	33.2 : 33.2%	-	-	-	1.9	13.8	4.2	4.4
J2:2/3	Newgate Lane Ahead	U	D		1	46	-	285	1800	940	30.3%	-	-	-	1.2	15.0	4.0	4.3
J2:3/1	Northbound exit Ahead	U	J		1	72	-	802	1800	1460	54.9%	-	-	-	0.7	3.3	1.6	2.2
J2:3/2	Northbound exit Ahead	U	J		1	72	-	606	1800	1460	41.5%	-	-	-	0.4	2.3	0.3	0.7
J3:1/1	Rowner Road Ahead Left	U	F		1	36	-	429	1800	740	58.0%	-	-	-	3.1	26.3	8.2	8.9
J3:1/2	Rowner Road Ahead	U	F		1	36	-	394	1800	740	53.2%	-	-	-	2.8	25.2	7.3	7.9
J3:1/3	Rowner Road Ahead	U	F		1	36	-	419	1800	740	56.6%	-	-	-	3.0	25.9	8.0	8.7

J3:2/1	Circulatory Southbound Ahead	U	E		1	44	-	411	1800	900	45.7%	-	-	-	1.3	11.4	2.8	3.2
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	44	-	481	1800:1800	842+76	52.4 : 52.4%	-	-	-	1.4	10.6	3.1	3.7
J4:1/1	Circulatory Westbound Ahead	U	G		1	29	-	394	1800	600	65.7%	-	-	-	2.6	24.0	8.2	9.1
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	29	-	434	1800	600	72.3%	-	-	-	2.4	19.7	9.5	10.8
J4:1/3	Circulatory Westbound Right	U	G		1	29	-	419	1800	600	69.8%	-	-	-	1.8	15.7	2.0	3.2
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	585	1800	1460	40.1%	-	-	-	0.4	2.6	0.8	1.1
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	302	1800	1460	20.7%	-	-	-	0.1	1.6	0.0	0.1
J4:3/1	Broom Way Left	U	I		1	49	-	726	1800	1000	72.6%	-	-	-	4.3	21.4	13.5	14.8
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	50	-	923	1800:1800	780+536	70.1 : 70.1%	-	-	-	4.1	16.1	8.5	9.7

C1	Stream: 1 PRC for Signalled Lanes (%)	31.3	Total Delay for Signalled Lanes (pcuHr)	12.75	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	75.7	Total Delay for Signalled Lanes (pcuHr)	6.64	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	55.2	Total Delay for Signalled Lanes (pcuHr)	11.61	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	24.0	Total Delay for Signalled Lanes (pcuHr)	15.28	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	124.6	Total Delay for Signalled Lanes (pcuHr)	0.55	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	63.8	Total Delay for Signalled Lanes (pcuHr)	1.14	Cycle Time (s)	90
	PRC Over All Lanes (%)	24.0	Total Delay Over All Lanes(pcuHr)	48.68		

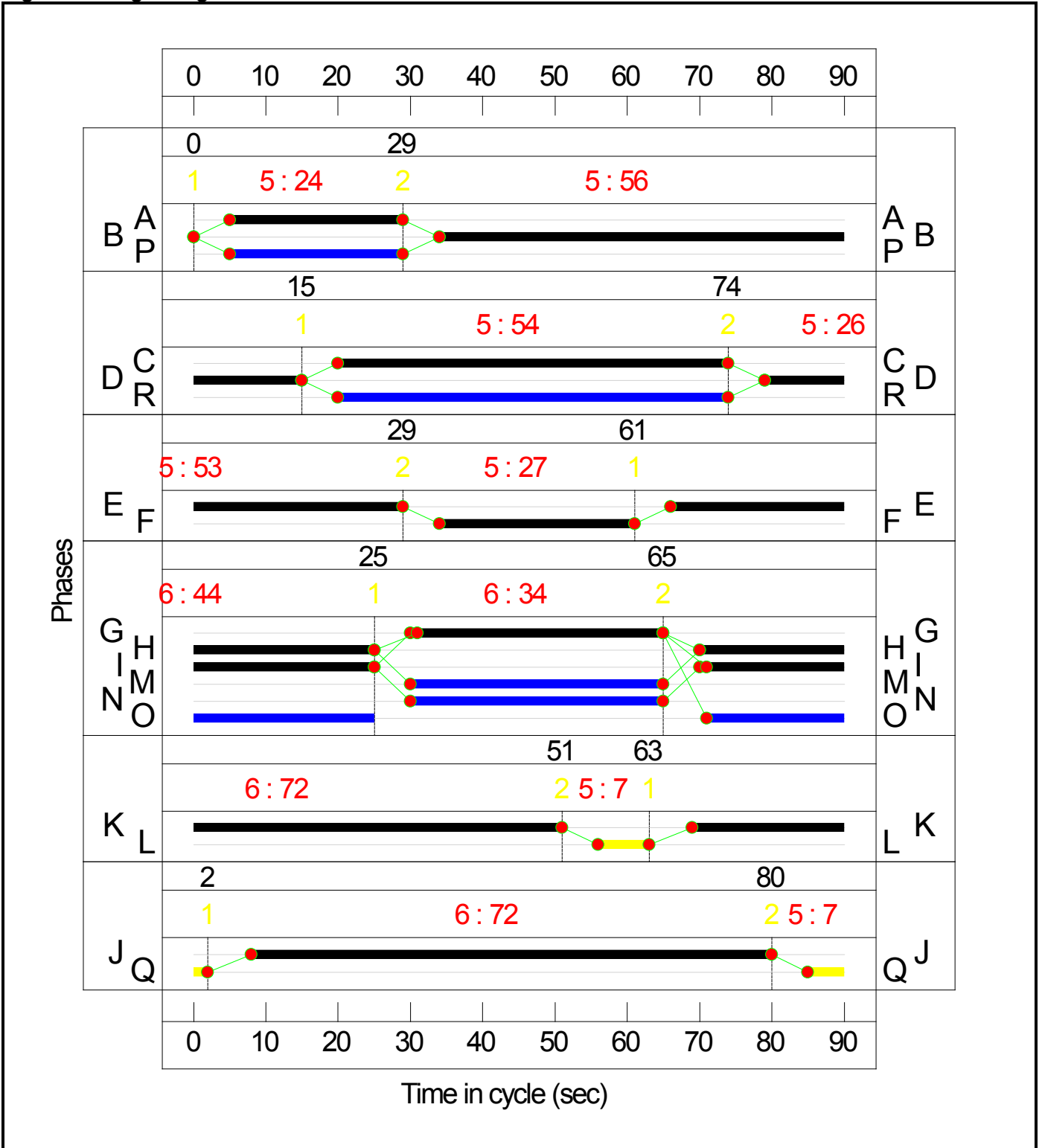
Scenario 12: '2024 DS2 Base + Dev PM' (FG12: 'Base + Dev 2024 PM DS2', Plan 1: 'Network Control Plan 1')

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



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	Gosport Road Ahead Ahead2	U	B		1	56	-	878	1800:1800	1058+213	69.1 : 69.1%	-	-	-	3.5	14.2	11.2	12.3
J1:1/3	Gosport Road Ahead	U	B		1	56	-	730	1800	1140	64.0%	-	-	-	3.0	14.6	11.2	12.0
J1:2/1	Circulatory Northbound Ahead	U	A		1	24	-	316	1800	500	63.2%	-	-	-	2.2	25.1	6.8	7.7
J1:2/2	Circulatory Northbound Right Ahead	U	A		1	24	-	344	1800	500	68.8%	-	-	-	3.7	38.6	7.9	9.0
J1:3/1		U	-		-	-	-	450	1800	1800	25.0%	-	-	-	0.2	1.3	0.0	0.2
J1:3/2		U	-		-	-	-	449	1800	1800	24.9%	-	-	-	0.2	1.3	0.0	0.2
J2:1/1	Circulatory Eastbound Ahead	U	C		1	54	-	736	1800	1100	66.9%	-	-	-	2.4	11.7	4.5	5.5
J2:1/2+J2:1/3	Circulatory Eastbound Right Ahead	U	C		1	54	-	963	1800:1800	830+439	75.9 : 75.9%	-	-	-	3.4	12.6	8.4	9.9
J2:2/2+J2:2/1	Newgate Lane Ahead Left	U	D		1	26	-	723	1800:1800	540+489	75.7 : 64.2%	-	-	-	6.7	33.6	9.2	10.4
J2:2/3	Newgate Lane Ahead	U	D		1	26	-	316	1800	540	58.5%	-	-	-	3.0	34.7	6.7	7.4
J2:3/1	Northbound exit Ahead	U	J		1	72	-	463	1800	1460	31.7%	-	-	-	0.3	2.3	0.6	0.9
J2:3/2	Northbound exit Ahead	U	J		1	72	-	106	1800	1460	7.3%	-	-	-	0.0	1.3	0.0	0.0
J3:1/1	Rowner Road Ahead Left	U	F		1	27	-	291	1800	560	52.0%	-	-	-	2.6	32.1	5.9	6.4
J3:1/2	Rowner Road Ahead	U	F		1	27	-	204	1800	560	36.4%	-	-	-	1.7	29.1	3.9	4.2
J3:1/3	Rowner Road Ahead	U	F		1	27	-	99	1800	560	17.7%	-	-	-	0.7	26.5	1.8	1.9

J3:2/1	Circulatory Southbound Ahead	U	E		1	53	-	582	1800	1080	53.9%	-	-	-	1.0	6.0	2.9	3.5
J3:2/2+J3:2/3	Circulatory Southbound Right Ahead	U	E		1	53	-	649	1800:1800	984+121	58.8 : 58.8%	-	-	-	1.5	8.2	5.8	6.5
J4:1/1	Circulatory Westbound Ahead	U	G		1	34	-	276	1800	700	39.4%	-	-	-	1.4	18.0	3.5	3.9
J4:1/2	Circulatory Westbound Right Ahead	U	G		1	34	-	275	1800	700	39.3%	-	-	-	0.9	11.2	1.9	2.2
J4:1/3	Circulatory Westbound Right	U	G		1	34	-	99	1800	700	14.1%	-	-	-	0.1	3.8	0.0	0.1
J4:2/1	Southbound Exit Ahead	U	K		1	72	-	736	1800	1460	50.4%	-	-	-	0.6	2.9	0.8	1.3
J4:2/2	Southbound Exit Ahead	U	K		1	72	-	439	1800	1460	30.1%	-	-	-	0.2	1.8	0.0	0.2
J4:3/1	Broom Way Left	U	I		1	44	-	348	1800	900	38.7%	-	-	-	1.7	17.2	5.3	5.6
J4:3/2+J4:3/3	Broom Way Ahead	U	H		1	45	-	561	1800:1800	706+547	44.8 : 44.8%	-	-	-	2.4	15.4	4.7	5.1

C1	Stream: 1 PRC for Signalled Lanes (%)	30.2	Total Delay for Signalled Lanes (pcuHr)	12.30	Cycle Time (s)	90
C1	Stream: 2 PRC for Signalled Lanes (%)	18.6	Total Delay for Signalled Lanes (pcuHr)	15.56	Cycle Time (s)	90
C1	Stream: 3 PRC for Signalled Lanes (%)	53.2	Total Delay for Signalled Lanes (pcuHr)	7.42	Cycle Time (s)	90
C1	Stream: 4 PRC for Signalled Lanes (%)	101.0	Total Delay for Signalled Lanes (pcuHr)	6.40	Cycle Time (s)	90
C1	Stream: 5 PRC for Signalled Lanes (%)	78.5	Total Delay for Signalled Lanes (pcuHr)	0.81	Cycle Time (s)	90
C1	Stream: 6 PRC for Signalled Lanes (%)	183.8	Total Delay for Signalled Lanes (pcuHr)	0.34	Cycle Time (s)	90
	PRC Over All Lanes (%)	18.6	Total Delay Over All Lanes(pcuHr)	43.17		